



MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (GOVERNMENT OF INDIA)

REVISED DETAILED PROJECT REPORT AND VERIFICATION OF EXECUTED QUANTITIES / ITEMS FOR WIDENING TO 2-LANE OF 4 ROADS IN STATE OF NAGALAND UNDER SARDP-NE





Stage 4 : Final Detailed Project Report
Appendix to Volume I:
Primary and Secondary Data

September 2016

Submitted By

RITES
THE INFRASTRUCTURE PEOPLE

(A Government of India Enterprise)

Global Contents

For

Final Detailed Project Reportunder Stage 4, forRevised Detailed Project Report and Verification of Executed Quantities / Items for Widening to 2 Lane for*Merangkong – Tamlu – MonRoad, Changtongya – LonglengRoad, Chakabama – ZunhebotoRoad and Pfutsero – PhekRoad in* State of Nagaland under SARDP Phase 1, is prepared and submitted in accordance with Para 18.6of Terms of Reference. The Detailed Project Report consists of following Volumes:

Volume I:	Main Report
Appendix to Volume I:	**Primary and Secondary Data**
Volume II:	Design Report
Part I:	Road Features
Part II:	Bridges and Cross Drainage Structures
Appendix to Design Report:	Sub Soil Exploration Report
Volume III:	Materials Report
Volume IV:	Technical Specifications
Volume V:	Rate Analysis
Volume VI:	Cost Estimates
Volume VII:	Bill of Quantities
Volume VIII:	Drawings

Appendix to Volume I: Primary and Secondary Data for captioned project is presented in this Volume and is being submitted along with other, above detailed, Volumes.

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Chapter 1 Introduction

1.1 The Consultancy Services

The Ministry of Road Transport and Highways, vide letter number NH-12018/03/2012/NG/SARDP-NE Dated 27th December 2013, has issued Letter of Acceptance to RITES Ltd. The Time Period for completion of activities under Terms of Reference is indicated as 9 months.

The Contract agreement has been signed on 17th April 2014. As sequel to signing of Contract Agreement, the Client officials have issued notice to consultant for proceeding with works on 19th May 2014. Accordingly consultancy works have been commenced and are in progress.

1.2 Present Submission

The Present report, **"Appendix to Volume I: Primary and Secondary Data is part of submissions under Stage 4.** Thisis being submitted in accordance with Para 18.5.1 (a) of Terms of Reference, Page 71 and 72 of Contract Agreement.

The Appendix contains Collated Primary Surveys Data during Field Engineering Surveys & Investigations and Data collected from Nagaland Public Works Department (PWD).

Primary Data: The Primary Data for various Engineering Surveys and Investigations have been collected and Collated in accordance with standard procedures. The data is presented in form of Annexures in this report as per following details.

Annexure 1: Road Inventory (Para 11.4.1 of TOR)

- **1 (a):** Merangkong Tamlu Mon Road;
- **1 (b):** Changtongya Longleng Road;
- **1 (c):** Chakabama Zunheboto Road;
- **1 (d):** Pfutsero Phek Road;

Annexure 2: Culvert Inventory and Condition Survey(Para 11.7.1 of TOR)

- **2 (a):** Merangkong Tamlu Mon Road;
- **2 (b):** Changtongya Longleng Road;
- **2 (c):** Chakabama Zunheboto Road;
- **2 (d):** Pfutsero Phek Road;

Annexure 3: Bridge Inventory and Condition Survey (Para 11.7.1 of TOR)

- **3 (a):** Merangkong Tamlu Mon Road;
- **3 (b):** Changtongya Longleng Road;
- **3 (c):** Chakabama Zunheboto Road;
- **3 (d):** Pfutsero Phek Road;

Annexure4: Pavement Condition Survey (Para 11.5.2 of TOR)

- **4 (a):** Merangkong Tamlu Mon Road;
- **4 (b):** Changtongya Longleng Road;
- **4 (c):** Chakabama Zunheboto Road;
- **4 (d):** Pfutsero Phek Road;

Annexure 5: Existing Slopes Inventory and Condition Survey

- **5 (a):** Merangkong Tamlu Mon Road;

5 (b): Changtongya Longleng Road;

5 (c): Chakabama Zunheboto Road;

5 (d): Pfutsero Phek Road;

Annexure 1 : Road Inventory



Annexure 1(a): Road Inventory

Merangkong – Tamlu – Mon Road



Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory						
Project Road:-		Merangkong - Tamlu - Mon Road									Weather:-		Clear							
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
0.000	0.100	M	BS	BS	Merangkong	3.5	NE	NE	L	R	-	5.7	-	Overflow at Km 0.075	0.000	L/R	BT/BT	5.5	L= To Tuli / R= To Mokokchung	
0.100	0.200	M	P	B	Merangkong	4.0	NE	NE	L	R	-	9.4	-	Overflow at Km 0.145	-	-	-	-	-	
0.200	0.300	M	P	B	Merangkong	3.5	NE	NE	L	R	-	7.0	-	-	-	-	-	-	-	
0.300	0.400	M	BS	B	Merangkong	3.5	NE	NE	L	R	-	5.0	-	Overflow at Km 0.315	0.315	L	G	3.5	To Field	
0.400	0.500	M	BS	P	Merangkong	3.5	NE	NE	L	R	-	7.5	-	-	-	-	-	-	-	
0.500	0.600	M	P	P	Merangkong	3.5	NE	NE	L	R	-	10.0	-	Overflow at Km 0.600	0.515	R	G	3.5	To NH 61	
0.600	0.700	M	A	BS	Merangkong	3.5	NE	NE	L	R	-	-	13.5	-	0.575	L	E	3.5	To Merangkong	
0.700	0.800	M	P	P	Merangkong	3.5	NE	NE	L	R	-	-	10.0	Overflow at Km 0.745	-	-	-	-	-	
0.800	0.900	M	B	B	Merangkong	3.5	NE	NE	L	R	-	-	14.5	-	-	-	-	-	-	
0.900	1.000	M	B	BS	Merangkong	3.5	NE	NE	L	R	-	-	14.5	-	-	-	-	-	-	Right Curves =6 Nos. Left Curves = 5 Nos.
1.000	1.100	M	B	B	Merangkong	3.5	NE	NE	L	R	-	5.0	-	-	-	-	-	-	-	Both Sides Bushes
1.100	1.200	M	B	A	Merangkong	3.5	NE	NE	L	R	-	6.0	-	-	-	-	-	-	-	Both Sides Bushes
1.200	1.300	M	B	P	Merangkong	3.5	NE	NE	L	R	-	5.3	-	-	-	-	-	-	-	Both Sides Bushes
1.300	1.400	M	BS	BS	Merangkong	3.5	NE	NE	L	R	-	8.3	-	-	-	-	-	-	-	Both Sides Bushes
1.400	1.500	M	P	BS	Merangkong	3.5	NE	NE	L	R	-	8.5	-	Overflow at Km 1.490	-	-	-	-	-	Both Sides Bushes
1.500	1.600	M	B	B	Merangkong	3.5	NE	NE	L	R	-	8.0	-	-	1.590	R	E	3.5	To Merangkong	Both Sides Bushes
1.600	1.700	M	A	B	Merangkong	3.5	NE	NE	L	R	-	7.0	-	-	-	-	-	-	-	Both Sides Bushes
1.700	1.800	M	B	B	Merangkong	3.5	NE	NE	L	R	-	8.5	-	Overflow at Km 1.750	-	-	-	-	-	Both Sides Bushes
1.800	1.900	M	B	B	Merangkong	3.5	NE	NE	L	R	-	8.5	-	-	-	-	-	-	-	Both Sides Bushes
1.900	2.000	M	B	B	Merangkong	3.5	NE	NE	L	R	-	8.5	-	Overflow at Km 1.925	-	-	-	-	-	Both Sides Bushes
2.000	2.100	M	B	B	Merangkong	3.5	NE	NE	L	R	-	-	13.5	-	-	-	-	-	-	Right Curves =6 Nos. Left Curves = 4Nos.
2.100	2.200	M	B	P	Merangkong	3.5	NE	NE	L	R	-	-	14.0	-	-	-	-	-	-	
2.200	2.300	M	BS	BS	Merangkong	3.5	NE	NE	L	R	-	9.2	-	-	-	-	-	-	-	
2.300	2.400	M	BS	BS	Merangkong	3.5	NE	NE	L	R	-	-	12.6	-	-	-	-	-	-	
2.400	2.500	M	BS	BS	Merangkong	3.5	NE	NE	L	R	-	7.8	-	Overflow at Km 2.450	2.460	R	BT	3.5	To Mokokchung	
2.500	2.600	M	BS	BS	Merangkong	3.5	NE	NE	L	R	-	7.1	-	-	-	-	-	-	-	
2.600	2.700	M	BS	BS	Merangkong	3.5	NE	NE	L	R	-	7.5	-	Overflow at Km 2.650	2.700	L	BT	3.5	To Merangkong	
2.700	2.800	M	BD	BD	Merangkong	3.5	NE	NE	L	R	-	6.2	-	-	-	-	-	-	-	
2.800	2.900	S	BS	BS	Merangkong	3.5	NE	NE	L	R	-	8.0	-	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE

Road Inventory

Project Road:- Merangkong - Tamlu - Mon Road

Weather:- Clear

KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
2.900	3.000	S	B	B	Merangkong	3.5	NE	NE	L	R	-	7.5	-	Overflow at Km 2.950	-	-	-	-	-	Right Curves =8 Nos. Left Curves = 6Nos.
3.000	3.100	S	B	B	Merangkong	3.5	E/ 1.0	E/ 1.0	L	R	-	7.9	-	-	-	-	-	-	-	
3.100	3.200	S	B	B	Merangkong	3.5	E/ 1.0	E/ 1.0	L	R	-	7.8	-	-	3.185	L	BT	3.5	To Merangkong	
3.200	3.300	S	B	B	Merangkong	3.5	E/ 1.0	E/ 1.0	L	R	-	8.0	-	-	-	-	-	-	-	
3.300	3.400	M	B	B	Merangkong	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.5	-	-	-	-	-	-	
3.400	3.500	M	B	B	Merangkong	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.5	-	3.455	R	G	3	To Mokokchung	
3.500	3.600	M	B	B	Merangkong	3.5	E/ 1.0	E/ 1.0	L	R	-	8.0	-	Overflow at Km 3.592	-	-	-	-	-	
3.600	3.700	M	B	B	Merangkong	3.5	NE	NE	L	R	-	6.6	-	-	-	-	-	-	-	
3.700	3.800	M	B	B	Merangkong	3.5	NE	NE	L	R	-	7.2	-	Overflow at Km 3.790	-	-	-	-	-	
3.800	3.900	M	B	B	Merangkong	3.5	NE	NE	L	R	-	-	15.5	Overflow at Km 3.825	-	-	-	-	-	
3.900	4.000	M	B	B	Merangkong	3.5	NE	NE	L	R	-	-	7.0	Overflow at Km 3.915	-	-	-	-	-	Right Curves =4 Nos. Left Curves = 7Nos.
4.000	4.100	M	B	B	-	3.5	NE	NE	L	R	-	-	12.5	-	-	-	-	-	-	
4.100	4.200	M	B	B	-	3.5	NE	NE	L	R	-	-	8.0	-	-	-	-	-	-	
4.200	4.300	M	B	B	-	3.5	NE	NE	L	R	-	-	13.5	-	-	-	-	-	-	
4.300	4.400	M	B	B	-	3.5	NE	NE	L	R	-	-	11.0	-	-	-	-	-	-	
4.400	4.500	S	B	B	-	3.5	NE	NE	L	R	-	-	13.5	-	-	-	-	-	-	
4.500	4.600	S	B	B	-	3.5	NE	NE	L	R	-	-	12.0	-	-	-	-	-	-	
4.600	4.700	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	16.5	Overflow at Km 4.650	-	-	-	-	-	
4.700	4.800	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	13.0	-	-	-	-	-	-	
4.800	4.900	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	-	-	-	-	-	-	
4.900	5.000	S	B	B	-	3.5	-	-	L	R	-	-	17.5	-	-	-	-	-	-	Right Curves =7 Nos. Left Curves = 5 Nos.
5.000	5.100	S	B	B	-	3.5	NE	NE	L	R	-	-	9.0	-	-	-	-	-	-	
5.100	5.200	M	B	B	-	3.5	NE	NE	L	R	-	-	15.0	-	-	-	-	-	-	
5.200	5.300	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.5	-	-	-	-	-	-	
5.300	5.400	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	11.5	-	-	-	-	-	-	
5.400	5.500	M	B	B	-	3.5	NE	NE	L	R	-	-	9.2	Overflow at Km 5.450, 5.470	-	-	-	-	-	
5.500	5.600	M	B	B	-	3.5	NE	NE	L	R	-	-	15.0	Overflow at Km 5.575	-	-	-	-	-	
5.600	5.750	M	B	B	-	3.5	NE	NE	L	R	-	-	11.5	-	-	-	-	-	-	
5.750	5.800	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.5	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Merangkong - Tamlu - Mon Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
5.800	5.900	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.0	-	-	-	-	-	-	
5.900	5.950	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.5	-	-	-	-	-	-	
5.950	6.000	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	-	-	-	-	-	-	Right Curves =5 Nos. Left Curves = 4 Nos.
6.000	6.100	M	B	B	-	3.5	G/ 1.0	G/ 1.0	L	R	-	-	15.0	Overflow at Km 6.100	-	-	-	-	-	
6.100	6.200	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	-	-	-	-	-	-	
6.200	6.300	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.5	Overflow at Km 6.275	-	-	-	-	-	
6.300	6.400	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	Overflow at Km 6.400	-	-	-	-	-	
6.400	6.500	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.0	Overflow at Km 6.500	-	-	-	-	-	RHS Shoulder Covered with Bushes
6.500	6.600	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	Overflow at Km 6.525	-	-	-	-	-	
6.600	6.700	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	Overflow at Km 6.590	-	-	-	-	-	
6.700	6.800	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.5	-	-	-	-	-	-	
6.800	6.900	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	Overflow at Km 6.875	-	-	-	-	-	
6.900	7.000	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.5	-	-	-	-	-	-	Right Curves =7 Nos. Left Curves = 4 Nos.
7.000	7.100	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	-	-	-	-	-	-	
7.100	7.200	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	-	-	-	-	-	-	RHS Shoulder Covered with Bushes
7.200	7.300	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	22.0	-	-	-	-	-	-	
7.300	7.400	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	19.0	Overflow at Km 7.300	-	-	-	-	-	
7.400	7.500	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	19.5	-	-	-	-	-	-	
7.500	7.600	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	6.8	-	-	-	-	-	-	
7.600	7.700	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	10.5	Overflow at Km 7.645	-	-	-	-	-	
7.700	7.800	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	10.2	-	-	-	-	-	-	
7.800	7.900	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.5	-	-	-	-	-	-	
7.900	8.000	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	10.7	Overflow at Km 7.995	-	-	-	-	-	Right Curves =6 Nos. Left Curves = 6 Nos.
8.000	8.100	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	17.5	Overflow at Km 8.080	-	-	-	-	-	
8.100	8.200	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	18.0	-	-	-	-	-	-	
8.200	8.300	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.5	-	-	-	-	-	-	
8.300	8.400	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	-	-	-	-	-	-	
8.400	8.500	S	B	B	-	3.5	NE	NE	L	R	-	-	16.5	Overflow at Km 8.475	-	-	-	-	-	
8.500	8.600	S	B	B	-	3.5	NE	NE	L	R	-	-	16.5	Overflow at Km 8.600	-	-	-	-	-	Overflow on shoulders

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Merangkong - Tamlu - Mon Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
8.600	8.700	M	B	B	-	3.5	NE	NE	L	R	-	-	16.0	-	-	-	-	-	-	
8.700	8.800	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.5	Overflow at Km8.740	-	-	-	-	-	Right Curves = 5 Nos. Left Curves = 7 Nos.
8.800	8.900	R	B	B	-	3.5	E/ 1.0	E/ 1.0	-	-	-	13.5	-	Overflow at Km8.855	-	-	-	-	-	Both Sides Valley
8.900	9.000	R	B	B	-	3.5	E/ 1.0	E/ 1.0	-	-	-	18.5	-	-	-	-	-	-	-	Both Sides Valley
9.000	9.100	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	11.0	Overflow at Km9.100	-	-	-	-	-	Bushes on LHS Shoulder
9.100	9.200	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	13.5	Overflow at Km9.175	-	-	-	-	-	Bushes on LHS Shoulder
9.200	9.300	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.0	-	9.275	F	E	2.5	To Village	Bushes on LHS Shoulder
9.300	9.400	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.5	-	-	-	-	-	-	Bushes on LHS Shoulder
9.400	9.500	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	13.0	Overflow at Km9.480	-	-	-	-	-	Bushes on LHS Shoulder
9.500	9.600	S	B	B	-	3.5	NE	NE	L	R	-	-	17.5	Overflow at Km9.525	-	-	-	-	-	Bushes on LHS Shoulder
9.600	9.700	S	B	B	-	3.5	NE	NE	L	R	-	-	14.5	-	-	-	-	-	-	
9.700	9.800	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.5	Overflow at Km9.700	-	-	-	-	-	Bushes on RHS Shoulder
9.800	9.900	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	-	-	-	-	-	-	Bushes on RHS Shoulder
9.900	10.000	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	20.0	Overflow at Km9.725	-	-	-	-	-	Right Curves = 4 Nos. Left Curves = 6 Nos.
10.000	10.100	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	18.5	-	-	-	-	-	-	Bushes on RHS Shoulder
10.100	10.200	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	Overflow at Km10.200	-	-	-	-	-	Bushes on RHS Shoulder
10.200	10.300	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	18.5	-	-	-	-	-	-	Bushes on RHS Shoulder
10.300	10.400	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	17.0	Overflow at Km10.380	-	-	-	-	-	Bushes on RHS Shoulder
10.400	10.500	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.0	-	-	-	-	-	-	Bushes on RHS Shoulder
10.500	10.600	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.5	Overflow at Km 10.600, 10.615	-	-	-	-	-	Bushes on RHS Shoulder
10.600	10.700	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.0	Overflow at Km10.655, 10.690	-	-	-	-	-	Bushes on RHS Shoulder
10.700	10.800	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.0	Overflow at Km10.700	-	-	-	-	-	Bushes on RHS Shoulder
10.800	10.900	M	B	B	-	3.5	NE	NE	L	R	-	-	11.0	Overflow at Km10.825	-	-	-	-	-	Bushes on RHS Shoulder
10.900	11.000	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	18.0	Overflow at Km 10.975, 11.000	-	-	-	-	-	Right Curves = 6 Nos. Left Curves = 7 Nos.
11.000	11.100	M	B	A	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	17.0	Overflow at Km11.025	-	-	-	-	-	-
11.100	11.160	M	B	A	-	3.5	E/ 1.0	E/ 1.0	L	R	11.130 to 11.160	-	14.5	-	-	-	-	-	-	
11.160	11.270	M	B	A	-	3.5	E/ 1.0	E/ 1.0	R	L	-	14.0	-	-	-	-	-	-	-	
11.270	11.400	R	A	B	-	3.5	E/ 1.0	E/ 1.0	-	-	-	18.0	-	-	-	-	-	-	-	
11.400	11.500	M	A	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	9.8	14.3	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Merangkong - Tamlu - Mon Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
11.500	11.600	S	A	A	Netnyu	3.5	E/ 1.0	E/ 1.0	R	L	11.575 to 11.670	7.8	-	-	11.655	R	E	3	To Netnyu Village	
11.600	11.700	S	BS	A	Netnyu	3.5	E/ 1.0	E/ 1.0	R	L	-	9.0	-	-	11.670	L	E	2.5	To Govt. High School	
11.700	11.800	S	B	A	Kangching	3.5	E/ 1.0	E/ 1.0	R	L	-	8.0	13.0	-	11.775	L	E	3	To Village	
11.800	11.900	M	BS	BS	Kangching	3.5	E/ 1.0	E/ 1.0	R	L	-	11.0	-	-	11.855	R	BT	3.5	To Dikhu	
11.900	12.000	M	P	BS	Kangching	3.5	E/ 1.0	E/ 1.0	R	L	-	7.0	-	-						Right Curves = 5 Nos. Left Curves = 5 Nos.
12.000	12.100	M	BS	BS	Kangching	3.5	E/ 1.0	E/ 1.0	R	L	-	9.0	-	-	-	-	-	-	-	
12.100	12.200	R	BD	BD	Kangching	3.5	E/ 1.0	E/ 1.0	-	-	-	7.6	-	-	-	-	-	-	-	
12.200	12.350	R	BD	BD	Kangching	3.5	E/ 1.0	E/ 1.0	-	-	-	8.7	-	-	-	-	-	-	-	
12.350	12.400	S	BD	B	Kangching	3.5	E/ 1.0	E/ 1.0	R	L	-	-	18.0	-	-	-	-	-	-	
12.400	12.500	M	B	B	Kangching	3.5	E/ 1.0	E/ 1.0	R	L	-	-	9.7	Overflow at Km12.450	-	-	-	-	-	
12.500	12.600	M	B	B	Kangching	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.0	Overflow at Km12.530	12.530	R	BT	3.5	To Kangching Village	
12.600	12.700	M	BS	A	Kangching	3.5	E/ 1.0	E/ 1.0	R	L	-	-	16.0	-	-	-	-	-	-	
12.700	12.800	M	B	A	Kangching	3.5	E/ 1.0	E/ 1.0	R	L	-	-	16.0	-	-	-	-	-	-	
12.800	12.900	M	B	B	Kangching	3.5	E/ 1.0	E/ 1.0	R	L	-	7.0	-	-	-	-	-	-	-	
12.900	13.000	M	B	B	Kangching	3.5	E/ 1.0	NE	R	L	-	8.5	-	Overflow at Km12.955	-	-	-	-	-	Right Curves = 6 Nos. Left Curves = 4 Nos.
13.000	13.100	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.0	-	-	-	-	-	-	
13.100	13.200	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.0	-	-	-	-	-	-	
13.200	13.350	M	B	BS	-	3.5	E/ 1.0	NE	R	L	-	-	11.0	Overflow at Km13.345	-	-	-	-	-	
13.350	13.400	M	B	B	-	3.5	NE	E/ 1.0	L	R	-	-	13.0	-	13..330	R	BT	3	To Kangching Village	
13.400	13.500	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	-	-	-	-	-	-	
13.500	13.600	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.5	-	-	-	-	-	-	
13.600	13.700	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	17.0	-	-	-	-	-	-	
13.700	13.800	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	17.5	-	-	-	-	-	-	
13.800	13.900	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	17.8	Overflow at Km13.830	-	-	-	-	-	
13.900	14.000	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	17.5	Overflow at Km13.930	-	-	-	-	-	Right Curves = 7 Nos. Left Curves = 5 Nos.
14.000	14.100	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	Overflow at Km14.035	-	-	-	-	-	
14.100	14.200	M	B	P	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	18.5	-	-	-	-	-	-	
14.200	14.300	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	Overflow at Km14.250	-	-	-	-	-	
14.300	14.400	M	B	P	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	Overflow at Km14.350	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Merangkong - Tamlu - Mon Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
14.400	14.500	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.5	Overflow at Km14.410	-	-	-	-	-	
14.500	14.600	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.0	Overflow at Km14.555	-	-	-	-	-	
14.600	14.700	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	Overflow at Km14.675, 14.690	-	-	-	-	-	
14.700	14.800	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	9.0	-	Overflow at Km14.765	-	-	-	-	-	
14.800	14.900	M	B	B	-	3.5	NE	NE	L	R	-	5.0	-	Overflow at Km14.900	-	-	-	-	-	
14.900	15.000	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.0	-	Overflow at Km14.925	-	-	-	-	-	Right Curves = 6 Nos. Left Curves = 7 Nos.
15.000	15.100	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	10.0	-	-	-	-	-	-	-	
15.100	15.200	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	9.0	-	-	-	-	-	-	-	
15.200	15.300	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	10.0	-	Overflow at Km15.250	-	-	-	-	-	
15.300	15.400	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.5	-	Overflow at Km15.300, 15.360	-	-	-	-	-	
15.400	15.500	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.8	-	Overflow at Km15.425	-	-	-	-	-	
15.500	15.600	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	9.0	-	Overflow at Km15.560	-	-	-	-	-	
15.600	15.700	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	6.8	-	-	-	-	-	-	-	
15.700	15.800	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.3	-	Overflow at Km15.795	-	-	-	-	-	
15.800	15.900	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.0	-	Overflow at Km15.860	15.825	R	E	3	To Police Outpost	
15.900	16.000	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	8.5	-	Overflow at Km15.950	-	-	-	-	-	Right Curves = 8 Nos. Left Curves = 8 Nos.
16.000	16.100	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	8.0	-	Overflow at Km16.030	-	-	-	-	-	
16.100	16.200	M	B	B	Tamlu	3.5	E/ 1.0	E/ 1.0	L	R	-	9.0	-	Overflow at Km16.155	-	-	-	-	-	
16.200	16.300	M	BS	BS	Tamlu	3.5	E/ 1.0	E/ 1.0	L	R	-	5.5	-	-	16.210	L	E	3	To Police Post	
16.300	16.400	M	BS	BS	Tamlu	3.5	E/ 1.0	E/ 1.0	L	R	-	6.5	-	-	16.315	R	E	3	To Hospital	
16.400	16.500	M	BS	BS	Tamlu	3.5	E/ 1.0	E/ 1.0	L	R	-	6.6	-	Overflow at Km16.460, 16.475	-	-	-	-	-	
16.500	16.600	M	BS	BS	Tamlu	3.5	E/ 1.0	E/ 1.0	L	R	-	6.2	-	Overflow at Km16.550	-	-	-	-	-	
16.600	16.700	M	BS	BS	Tamlu	3.5	NE	NE	L	R	-	6.8	-	-	16.600	R	E	3	To Hospital	
16.700	16.800	M	BS	BS	Tamlu	3.5	E/ 1.0	E/ 1.0	L	R	-	6.3	-	-	-	-	-	-	-	
16.800	16.900	M	BS	BD	Tamlu	3.5	E/ 1.0	E/ 1.0	L	R	-	8.2	-	-	16.845	L	BT	3	To Govt. High School	
16.900	17.000	M	BD	BD	Tamlu	3.5	E/ 1.0	E/ 1.0	R	L	-	6.5	-	-	16.875	R	E	3	To Church	Right Curves = 7 Nos. Left Curves = 6 Nos.
17.000	17.100	M	BD	BD	Tamlu	3.5	E/ 0.50	E/ 0.50	R	L	-	6.8	-	-	-	-	-	-	-	
17.100	17.200	M	BD	BD	Tamlu	3.5	E/ 0.50	E/ 0.50	R	L	-	7.8	-	-	17.175	R	BT	3	To ADC Office	
17.200	17.300	R	BD	BD	Tamlu	3.5	E/ 0.50	E/ 0.50	-	-	-	6.4	-	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE													Road Inventory					
Project Road:-		Merangkong - Tamlu - Mon Road									Weather:-	Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)	Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
17.300	17.400	R	BD	BD	Tamlu	3.5	E/ 0.50	E/ 0.50	-	-	-	6.5	-	-	17.375	R	BT	3	To Tamlu Town	
17.400	17.500	M	BS	BS	Tamlu	3.5	E/ 0.50	E/ 0.50	L	R	-	7.7	-	-	-	-	-	-	-	
17.500	17.600	M	BS	BS	Tamlu	3.5	E/ 0.50	E/ 0.50	L	R	-	7.0	-	-	17.500	R	E	3	To Church	
17.600	17.700	M	BS	BS	Tamlu	3.5	E/ 0.50	E/ 0.50	L	R	-	8.0	-	Overflow at Km17.610, 17.645	-	-	-	-	-	
17.700	17.800	M	BS	BS	Tamlu	3.5	E/ 0.50	E/ 0.50	L	R	-	6.0	-	Overflow at Km17.700	17.790	L	G	3	To St. Thomas School	
17.800	17.900	M	BS	BS	Tamlu	3.5	E/ 0.50	E/ 0.50	L	R	-	6.7	-	Overflow at Km17.850	-	-	-	-	-	
17.900	18.000	M	BS	BS	Tamlu	3.5	E/ 0.50	E/ 0.50	L	R	-	6.7	-	Overflow at Km17.880	18.000	R	G	3	To Hospital	Right Curves = 7 Nos. Left Curves = 7 Nos.
18.000	18.100	M	B	BS	Tamlu	3.5	NE	NE	L	R	-	5.2	-	-	-	-	-	-	-	
18.100	18.200	M	B	BS	Tamlu	3.5	NE	NE	L	R	-	7.0	-	-	-	-	-	-	-	
18.200	18.300	M	B	B	Tamlu	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	Overflow at Km18.250	-	-	-	-	-	
18.300	18.400	M	B	B	Tamlu	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.0	Overflow at Km18.315, 18.390	-	-	-	-	-	
18.400	18.500	M	B	B	Tamlu	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.0	Overflow at Km18.465	-	-	-	-	-	
18.500	18.600	M	B	B	Tamlu	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.8	Overflow at Km18.500, 18.525	-	-	-	-	-	
18.600	18.700	M	B	B	Tamlu	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.0	Overflow at Km18.625	-	-	-	-	-	
18.700	18.800	M	B	B	Tamlu	3.5	E/ 1.0	E/ 1.0	L	R	-	-	17.5	Overflow at Km18.785	-	-	-	-	-	
18.800	18.900	M	B	B	Tamlu	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.6	Overflow at Km18.835	-	-	-	-	-	
18.900	19.000	M	B	B	Tamlu	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	Overflow at Km19.105	-	-	-	-	-	Right Curves = 6 Nos. Left Curves = 7 Nos.
19.000	19.100	S	BS	B	Tamlu	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	Overflow at Km19.150	-	-	-	-	-	
19.100	19.200	S	BS	B	Tamlu	3.5	E/ 1.0	E/ 1.0	L	R	-	8.4	-	-	19.145	L	E	3	To Tamlu Town	
19.200	19.300	S	B	B	Tamlu	3.5	E/ 1.0	E/ 1.0	L	R	-	-	9.5	-	-	-	-	-	-	
19.300	19.400	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	11.7	Overflow at Km19.325	-	-	-	-	-	
19.400	19.500	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.0	Submergence at Km19.400	-	-	-	-	-	
19.500	19.600	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	19.5	Overflow at Km19.425, 19.515	-	-	-	-	-	
19.600	19.700	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	17.0	Overflow at Km19.615, 19.680	-	-	-	-	-	
19.700	19.800	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	17.5		-	-	-	-	-	
19.800	19.900	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.0	Overflow at Km19.810, 19.875	-	-	-	-	-	
19.900	20.000	M	B	B		3.5	E/ 1.0	E/ 1.0	L	R	-	-	19.0	Overflow at Km19.900	-	-	-	-	-	Right Curves = 9 Nos. Left Curves = 6 Nos.
20.000	20.100	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.0	-	-	-	-	-	-	
20.100	20.200	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	17.0	Overflow at Km20.150	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE													Road Inventory						
Project Road:-		Merangkong - Tamlu - Mon Road									Weather:-	Clear							
KM		Terrain (M/S/R/P)	Land Use (B/BD/ES/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)	Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
20.200	20.300	M	B	B	-	3.5	E/ 1.0	NE	L	R	-	-	19.5	-	-	-	-	-	-	
20.300	20.400	M	B	B	-	3.5	NE	NE	L	R	-	-	15.0	Overflow at Km20.375	-	-	-	-	-	
20.400	20.500	M	B	B	-	3.5	NE	NE	L	R	-	-	15.5	Overflow at Km20.435	-	-	-	-	-	
20.500	20.600	M	B	B	-	3.5	NE	NE	L	R	-	-	13.5	Overflow at Km20.600	-	-	-	-	-	
20.600	20.700	S	B	A	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.0	-	-	-	-	-	-	
20.700	20.800	S	A	A	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.5	-	-	-	-	-	-	
20.800	20.900	M	A	A	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	Overflow at Km 20.900, 20.925	-	-	-	-	-	
20.900	21.000	M	A	A	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	Overflow at Km20.965	-	-	-	-	-	Right Curves = 4 Nos. Left Curves = 4 Nos.
21.000	21.100	S	A	A	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	Overflow at Km21.025, 21.050	-	-	-	-	-	
21.100	21.200	S	A	A	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	17.0	Overflow at Km21.100	-	-	-	-	-	
21.200	21.300	S	A	A	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	18.0	-	-	-	-	-	-	
21.300	21.400	S	A	A	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	25.0	Overflow at Km21.375	-	-	-	-	-	
21.400	21.500	S	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.0	Overflow at Km21.500	-	-	-	-	-	
21.500	21.600	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.5	-	-	-	-	-	-	
21.600	21.700	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.5	Overflow at Km21.728	-	-	-	-	-	
21.700	21.800	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	-	-	-	-	-	-	
21.800	21.900	M	A	A	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	20.0	-	-	-	-	-	-	
21.900	22.000	M	A	A	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.0	-	-	-	-	-	-	Right Curves = 4 Nos. Left Curves = 5 Nos.
22.000	22.100	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.5	-	-	-	-	-	-	
22.100	22.200	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	18.0	Overflow at Km22.150	-	-	-	-	-	
22.200	22.300	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	-	-	-	-	-	-	
22.300	22.400	M	A	A	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	20.0	-	-	-	-	-	-	
22.400	22.500	M	A	A	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.0	-	-	-	-	-	-	
22.500	22.600	M	A	A	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.0	-	-	-	-	-	-	
22.600	22.700	M	A	A	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.5	-	-	-	-	-	-	
22.700	22.800	M	A	A	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	19.0	-	-	-	-	-	-	
22.800	22.900	M	A	A	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	18.5	-	-	-	-	-	-	
22.900	23.000	S	B	A	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	21.0	-	-	-	-	-	-	Right Curves = 5 Nos. Left Curves = 6 Nos.
23.000	23.100	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.0	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE													Road Inventory					
Project Road:-		Merangkong - Tamlu - Mon Road								Weather:-	Clear							
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
23.100	23.200	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.5	Overflow at Km23.190	-	-	-	-	-	
23.200	23.300	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	10.0	Overflow at Km23.250	-	-	-	-	-	
23.300	23.400	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	17.5	Overflow at Km23.390	-	-	-	-	-	
23.400	23.500	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.5	-	-	-	-	-	-	
23.500	23.600	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	11.5	Overflow at Km 23.525,23.545,23.575	-	-	-	-	-	
23.600	23.700	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	8.0	-	Overflow at Km23.675	-	-	-	-	-	
23.700	23.800	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	8.0	-	Overflow at Km23.750	-	-	-	-	-	
23.800	23.900	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	Overflow at Km23.800, 23.825	-	-	-	-	-	
23.900	24.000	S	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	Overflow at Km23.995	-	-	-	-	-	Right Curves = 4 Nos. Left Curves = 4 Nos.
24.000	24.100	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	Overflow at Km24.025	-	-	-	-	-	
24.100	24.200	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.0	Overflow at Km24.160, 24.250	-	-	-	-	-	
24.200	24.300	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	20.0	Overflow at Km24.275	-	-	-	-	-	
24.300	24.400	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	18.5	-	-	-	-	-	-	
24.400	24.500	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.0	Overflow at Km24.435, 24.490	-	-	-	-	-	
24.500	24.600	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	8.0	-	-	-	-	-	-	-	
24.600	24.700	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	Overflow at Km24.685	-	-	-	-	-	
24.700	24.800	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.5	-	-	-	-	-	-	
24.800	24.900	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	Overflow at Km24.805	-	-	-	-	-	
24.900	25.000	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.0	Overflow at Km24.900	-	-	-	-	-	Right Curves = 6 Nos. Left Curves = 5 Nos.
25.000	25.100	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.5	Overflow at Km25.035, 25.060	-	-	-	-	-	
25.100	25.200	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.0	Overflow at Km25.100	-	-	-	-	-	
25.200	25.300	S	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	11.0	-	-	-	-	-	-	
25.300	25.400	S	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.0	-	-	-	-	-	-	-	
25.400	25.500	S	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.0	-	Overflow at Km25.420	-	-	-	-	-	
25.500	25.600	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.5	-	Overflow at Km25.525	-	-	-	-	-	
25.600	25.700	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.0	Overflow at Km25.610	-	-	-	-	-	
25.700	25.800	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	11.0	Overflow at Km25.780	-	-	-	-	-	
25.800	25.900	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	7.0	-	-	-	-	-	-	
25.900	26.000	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	-	-	-	-	-	-	Right Curves = 6 Nos. Left Curves = 6 Nos.

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Merangkong - Tamlu - Mon Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
26.000	26.100	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.0	Overflow at Km26.030	-	-	-	-	-	
26.100	26.200	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	Overflow at Km26.175	-	-	-	-	-	
26.200	26.300	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	17.0	Overflow at Km26.250	-	-	-	-	-	
26.300	26.400	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.0	Overflow at Km26.345	-	-	-	-	-	
26.400	26.500	M	BS	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.5	-	-	-	-	-	-	
26.500	26.600	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	11.0	Overflow at Km26.550	-	-	-	-	-	
26.600	26.700	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.0	Overflow at Km26.615	-	-	-	-	-	
26.700	26.800	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.0	Overflow at Km26.715	-	-	-	-	-	
26.800	26.900	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.0	Overflow at Km26.900	-	-	-	-	-	At Km 26.900 Hair Pin Bend
26.900	27.000	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.0	-	-	-	-	-	-	Right Curves = 5 Nos. Left Curves = 4 Nos.
27.000	27.100	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	12.3	Overflow at Km27.150	-	-	-	-	-	
27.100	27.200	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	12.5	Overflow at Km27.200	-	-	-	-	-	
27.200	27.300	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	13.5	-	-	-	-	-	-	
27.300	27.400	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.0	Overflow at Km27.315	-	-	-	-	-	
27.400	27.500	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.5	-	-	-	-	-	-	
27.500	27.600	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	18.5	Overflow at Km27.525	-	-	-	-	-	
27.600	27.700	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	8.0	Overflow at Km27.691	-	-	-	-	-	
27.700	27.800	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.0	Overflow at Km27.735, 27.750	-	-	-	-	-	
27.800	27.900	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.0	Submergence at Km27.700 -27.800	-	-	-	-	-	
27.900	28.000	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.3	Overflow at Km27.900	-	-	-	-	-	Right Curves = 7 Nos. Left Curves = 6 Nos.
28.000	28.100	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.0	-	-	-	-	-	-	
28.100	28.200	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	9.5	Submergence at Km28.200 -28.300	-	-	-	-	-	
28.200	28.300	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	17.5	-	-	-	-	-	-	
28.300	28.400	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.0	Overflow at Km28.375	-	-	-	-	-	
28.400	28.500	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.0	Overflow at Km28.450	-	-	-	-	-	
28.500	28.600	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	17.5	Overflow at Km28.525	-	-	-	-	-	
28.600	28.700	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.5	Overflow at Km 28.675, 28.700, 28.715	-	-	-	-	-	At Km 28.615 Hair pin Band
28.700	28.800	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.0	-	-	-	-	-	-	
28.800	28.900	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.0	Overflow at Km28.850	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE

Road Inventory

Project Road:- Merangkong - Tamlu - Mon Road

Weather:- Clear

KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				0	U/C		Km	Side	Type	Width	To	
28.900	29.000	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.0	Overflow at Km28.990	-	-	-	-	-	Right Curves = 6 Nos. Left Curves = 7 Nos.
29.000	29.100	M	B	B	-	3.0	E/ 1.0	E/ 1.0	L	R	-	7.0	-	Overflow at Km29.025	-	-	-	-	-	
29.100	29.200	M	B	B	-	3.0	E/ 1.0	E/ 1.0	L	R	-	10.0	-	-	-	-	-	-	-	
29.200	29.300	M	B	B	-	3.0	E/ 1.0	E/ 1.0	L	R	-	-	12.5	Overflow at Km29.300-400	-	-	-	-	-	
29.300	29.400	M	B	B	-	3.0	E/ 1.0	E/ 1.0	L	R	-	-	18.0	-	-	-	-	-	-	
29.400	29.500	S	B	B	-	3.0	E/ 1.0	E/ 1.0	L	R	-	-	15.5	Overflow at Km29.425	-	-	-	-	-	
29.500	29.600	S	B	B	-	3.0	E/ 1.0	E/ 1.0	L	R	-	-	16.2	Submergence at Km29.450 -29.575	-	-	-	-	-	At Km 29.600 Hair Pin Bend
29.600	29.700	S	B	B	-	3.0	E/ 1.0	E/ 1.0	R	L	-	-	16.0	-	-	-	-	-	-	
29.700	29.800	M	B	B	-	3.0	E/ 1.0	E/ 1.0	R	L	-	7.0	-	Submergence at Km29.700 -29.800	-	-	-	-	-	
29.800	29.900	M	B	B	-	3.0	E/ 1.0	E/ 1.0	R	L	-	-	15.0	Overflow at Km29.850	-	-	-	-	-	
29.900	30.000	M	B	B	-	3.0	E/ 1.0	E/ 1.0	R	L	-	-	13.0	Overflow at Km29.930, 29.955	-	-	-	-	-	Right Curves = 7 Nos. Left Curves = 8 Nos.
30.000	30.100	M	B	B	-	3.0	E/ 1.0	E/ 1.0	R	L	-	-	14.0	Overflow at Km30.080	-	-	-	-	-	
30.100	30.200	M	B	B	-	3.0	E/ 1.0	E/ 1.0	R	L	-	-	14.0	-	-	-	-	-	-	
30.200	30.300	M	B	B	-	3.0	E/ 1.0	E/ 1.0	R	L	-	15.5	-	Overflow at Km30.230	-	-	-	-	-	
30.300	30.400	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	16.0	-	Overflow at Km30.390	-	-	-	-	-	
30.400	30.500	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	15.0	-	-	-	-	-	-	-	
30.500	30.600	R	B	B	-	3.5	E/ 1.0	E/ 1.0	-	-	-	12.0	-	-	-	-	-	-	-	
30.600	30.700	R	P	P	-	3.5	E/ 1.0	E/ 1.0	-	-	-	7.0	-	-	-	-	-	-	-	
30.700	30.800	M	B	P	-	3.5	E/ 1.0	E/ 1.0	-	L	-	8.5	-	-	-	-	-	-	-	
30.800	30.900	M	B	P	-	3.5	E/ 1.0	E/ 1.0	L	R	-	8.5	-	Overflow at Km30.875	-	-	-	-	-	
30.900	31.000	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	9.2	-	Overflow at Km30.915, 30.945	-	-	-	-	-	Right Curves = 8 Nos. Left Curves = 7 Nos.
31.000	31.100	M	B	A	-	3.5	E/ 1.0	E/ 1.0	L	R	-	10.0	-	Overflow at Km31.010	31.080	R	E	3.0	To Agricultural Field	
31.100	31.200	M	B	A	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.5	Overflow at Km31.150	-	-	-	-	-	
31.200	31.300	M	B	A	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.5	Overflow at Km31.275	-	-	-	-	-	
31.300	31.400	P	B	A	-	3.5	E/ 1.0	E/ 1.0	R	L	-	6.0	-	Overflow at Km31.310	-	-	-	-	-	
31.400	31.500	P	B	A	-	3.5	E/ 1.0	E/ 1.0			-	5.0	-	Overflow & Submergence at Km 31.400-500	-	-	-	-	-	Plain Area
31.500	31.600	P	B	B	-	3.5	E/ 1.0	E/ 1.0			-	5.5	-	-	-	-	-	-	-	
31.600	31.700	P	A	A	-	3.5	E/ 1.0	E/ 1.0			-	5.5	-	Overflow at Km31.700	-	-	-	-	-	
31.700	31.800	P	A	A	-	3.5	E/ 0.50	NE			-	6.0	-	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE													Road Inventory						
Project Road:-		Merangkong - Tamlu - Mon Road									Weather:-	Clear							
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
31.800	31.900	P	A	B	-	3.5	E/ 0.50	E/ 0.50	Road in Embankment	Road in Embankment	-	5.5	-	-	-	-	-	-	-	
31.900	32.000	P	A	B	-	3.5	E/ 0.50	E/ 0.50			-	6.5	-	Submergence at Km31.900-32.000	-	-	-	-	-	Right Curves = 4 Nos. Left Curves = 5 Nos.
32.000	32.100	P	A	P	-	3.0	E/ 0.50	E/ 0.50			-	5.5	-	-	-	-	-	-	-	
32.100	32.200	P	A	P	-	3.0	E/ 0.50	E/ 0.50			-	6.5	-	-	-	-	-	-	-	
32.200	32.300	P	A	B	-	3.0	E/ 0.50	E/ 0.50			-	6.5	-	-	-	-	-	-	-	
32.300	32.400	P	A	B	-	3.0	E/ 0.50	E/ 0.50			-	6.5	-	-	-	-	-	-	-	
32.400	32.500	P	B	B	-	3.0	E/ 0.50	E/ 0.50			-	6.5	-	-	-	-	-	-	-	Steel Bridge at Km 32.470
32.500	32.600	P	A	A	-	3.0	E/ 0.50	E/ 0.50			-	6.5	-	-	-	-	-	-	-	
32.600	32.700	P	A	A	-	3.0	E/ 0.50	E/ 0.50			-	6.5	-	-	-	-	-	-	-	
32.700	32.800	P	A	A	-	3.0	E/ 0.50	E/ 0.50	L		-	6.5	-	Submergence	-	-	-	-	-	
32.800	32.900	M	B	A	-	3.0	E/ 0.50	E/ 0.50	L		-	7.0	-	-	-	-	-	-	-	
32.900	33.000	M	B	A	-	3.0	E/ 0.50	E/ 0.50	L	R	-	7.0	-	Overflow at Km32.995	-	-	-	-	-	Right Curves = 5 Nos. Left Curves = 3 Nos.
33.000	33.100	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	6.5	-	Overflow at Km33.045, 33.090	-	-	-	-	-	
33.100	33.200	M	B	B	Namsang	3.5	E/ 1.0	E/ 1.0	L	R	-	7.5	-	Overflow at Km33.150	-	-	-	-	-	
33.200	33.300	M	BS	B	Namsang	3.5	E/ 1.0	E/ 1.0	L	R	-	6.8	-	-	33.250	L	G	3.5	To Namsang Village	
33.300	33.400	M	B	B	Namsang	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.0	Overflow at Km33.330	-	-	-	-	-	
33.400	33.500	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.0	Submergence at Km33.475	-	-	-	-	-	
33.500	33.600	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.0	Overflow at Km 33.540	-	-	-	-	-	
33.600	33.700	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	17.0	Overflow at Km 33.615,630	-	-	-	-	-	
33.700	33.800	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	Overflow at Km 33.735	-	-	-	-	-	
33.800	33.900	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	Overflow at Km 33.850	-	-	-	-	-	
33.900	34.000	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	18.5	Overflow at Km 33.910,950	-	-	-	-	-	Right Curves = 8 Nos. Left Curves = 9 Nos.
34.000	34.100	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	Overflow at Km 34.010	-	-	-	-	-	
34.100	34.200	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.0	-	34.175	L	E	3	To Village	
34.200	34.300	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.0	-	-	-	-	-	-	
34.300	34.400	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	5.5	-	Overflow at Km 34.315	-	-	-	-	-	
34.400	34.500	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	6.0	-	Overflow at Km 34.450	-	-	-	-	-	
34.500	34.600	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.5	-	Overflow at Km 34.500	-	-	-	-	-	
34.600	34.700	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	8.5	Overflow at Km 34.615,650	-	-	-	-	-	

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Project Road:-		Merangkong - Tamlu - Mon Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
34.700	34.800	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	6.5	-	Submergence at Km 34.700 To 34.800	-	-	-	-	-	
34.800	34.900	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	6.0	-	-	-	-	-	-	-	
34.900	35.000	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.0	-	Overflow at Km 34.975	-	-	-	-	-	Right Curves = 7 Nos. Left Curves = 7 Nos.
35.000	35.100	M	B	B	-	3.5	NE	E/0.50	L	R	-	6.5	-	Overflow at Km 35.050	-	-	-	-	-	
35.100	35.200	M	B	B	-	3.5	NE	E/0.50	L	R	-	5.8	-	Overflow at Km 35.190	-	-	-	-	-	
35.200	35.300	M	B	A	-	3.5	NE	E/0.50	L	R	-	5.5	-	Overflow at Km 35.250	-	-	-	-	-	
35.300	35.400	M	B	B	-	3.5	NE	E/0.50	L	R	-	7.5	-	Overflow at Km 35.380	-	-	-	-	-	
35.400	35.500	M	B	B	-	3.5	NE	E/0.50	L	R	-	5.2	-	Overflow at Km 35.475	-	-	-	-	-	
35.500	35.600	M	B	B	-	3.5	NE	E/0.50	L	R	-	6.0	-	Overflow at Km 35.535, Submergence at Km 35.580	-	-	-	-	-	
35.600	35.700	M	B	B	-	3.5	NE	NE	L	R	-	7.0	-	Overflow at Km 35.675	-	-	-	-	-	
35.700	35.800	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.0	-	35.750	L	E	3	To Namsang Village	
35.800	35.900	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	Overflow at Km 35.960	-	-	-	-	-	
35.900	36.000	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.0	-	-	-	-	-	-	Right Curves = 6 Nos. Left Curves = 8 Nos.
36.000	36.100	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.0	Overflow at Km 36.100	-	-	-	-	-	
36.100	36.200	M	B	A	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	Overflow at Km 36.175	-	-	-	-	-	
36.200	36.300	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	Overflow at Km 36.250,350	-	-	-	-	-	
36.300	36.400	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.0	Overflow at Km 36.425	-	-	-	-	-	
36.400	36.500	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	Overflow at Km 36.535	-	-	-	-	-	
36.500	36.600	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.0	-	-	-	-	-	-	
36.600	36.700	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	Overflow at Km 36.635,675	36.672	R	E	3	To Village	
36.700	36.800	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	17.5	Overflow at Km 36.730	-	-	-	-	-	
36.800	36.900	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	10.0	Submergence from Km 36.850 To 36.875	-	-	-	-	-	
36.900	37.000	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.0	Overflow at Km 37.075	-	-	-	-	-	Right Curves = 8 Nos. Left Curves = 7 Nos.
37.000	37.100	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.0	Overflow at Km 37.175	-	-	-	-	-	
37.100	37.200	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	10.0		-	-	-	-	-	
37.200	37.300	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.0		-	-	-	-	-	
37.300	37.400	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	10.5	Overflow at Km 37.300 To Km 37.360	-	-	-	-	-	
37.400	37.500	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.5	Overflow at Km 37.405	-	-	-	-	-	
37.500	37.600	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.0	Overflow at Km 37.515	-	-	-	-	-	

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Project Road:-		Merangkong - Tamlu - Mon Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
37.600	37.700	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.5	Submergence at Km 37.650	-	-	-	-	-	
37.700	37.800	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.0	Overflow at Km 37.725	-	-	-	-	-	
37.800	37.900	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	Overflow at Km 37.900	-	-	-	-	-	
37.900	38.000	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	9.0	Overflow at Km 37.960	-	-	-	-	-	Right Curves = 9 Nos. Left Curves = 9 Nos.
38.000	38.100	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	10.0	Overflow at Km 38.005, 050 & 080	-	-	-	-	-	
38.100	38.200	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	6.5	-	Overflow at Km 38.125,175	38.195	L	G	3	To Village	
38.200	38.300	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.0	-	Overflow at Km 38.275	-	-	-	-	-	
38.300	38.400	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	5.5	-	-	-	-	-	-	-	
38.400	38.500	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	11.8	Overflow at Km 38.475	-	-	-	-	-	
38.500	38.600	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	11.0	Overflow at Km 38.520,580	-	-	-	-	-	
38.600	38.700	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	8.0	Overflow at Km 38.680	-	-	-	-	-	
38.700	38.800	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	9.5	-	-	-	-	-	-	
38.800	38.900	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	10.0	Submergence / Overflow at Km 38.825 To 38.900	-	-	-	-	-	
38.900	39.000	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	11.0	Overflow at Km 39.050,100	-	-	-	-	-	Right Curves = 9 Nos. Left Curves = 11 Nos.
39.000	39.100	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.0	-		-	-	-	-	-	
39.100	39.200	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	6.0	-	Overflow at Km 39.135	-	-	-	-	-	
39.200	39.300	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.5	-	Overflow at Km 39.225	-	-	-	-	-	
39.300	39.400	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	6.5	-	Overflow at Km 39.315,365	-	-	-	-	-	
39.400	39.500	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.0	-	Overflow at Km 39.400,460	-	-	-	-	-	
39.500	39.600	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	6.0	-	Overflow at Km 39.515	-	-	-	-	-	
39.600	39.700	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	6.5	-	Overflow at Km 39.615,640	-	-	-	-	-	
39.700	39.800	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	8.0	Overflow at Km 39.705	-	-	-	-	-	
39.800	39.900	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	4.2	-	Overflow at Km 39.860	-	-	-	-	-	Right Curves = 7 Nos. Left Curves = 10 Nos.
39.900	40.000	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	9.0	Overflow at Km 39.960	-	-	-	-	-	At Km 39.915 Steel Bridge
40.000	40.100	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.0	-	-	-	-	-	-	
40.100	40.200	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.5	-	-	-	-	-	-	
40.200	40.300	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.0	Overflow at Km 40.215	-	-	-	-	-	
40.300	40.400	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	10.0	Overflow at Km 40.325	-	-	-	-	-	
40.400	40.500	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.0	-	-	-	-	-	-	

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KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
40.500	40.600	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.5	Overflow at Km 40.525	-	-	-	-	-	
40.600	40.700	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.3	-	-	-	-	-	-	
40.700	40.800	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.0	Overflow at Km 40.725	-	-	-	-	-	
40.800	40.900	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	10.0	Overflow at Km 40.815	-	-	-	-	-	
40.900	41.000	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	8.0	-	Overflow at Km 40.925	-	-	-	-	-	Right Curves = 6 Nos. Left Curves = 9 Nos.
41.000	41.140	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	41.100 to 41.140	5.2	-	Overflow at Km 41.015,085	-	-	-	-	-	
41.140	41.250	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	5.5	-	Overflow at Km 41.120 To 41.200	-	-	-	-	-	At Km 41 155 Hair Pin Bend
41.250	41.300	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	6.0	-	-	-	-	-	-	-	
41.300	41.400	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	8.0	-	Overflow at Km 41.325,390	-	-	-	-	-	
41.400	41.500	M	B	B	-	4.5	-	-	River	River	-	4.5	-	Overflow at Km 41.450	-	-	-	-	-	Major Bridge from Km 41.460 To km 41.533
41.500	41.600	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	6.5	-	Overflow at Km 41.560	-	-	-	-	-	
41.600	41.700	M	B	B	-	3.5	E/ 0.50	E/0.50	L	R	-	5.0	-	-	-	-	-	-	-	
41.700	41.800	M	B	B	-	3.5	E/ 0.50	E/0.50	L	R	-	4.5	-	-	-	-	-	-	-	
41.800	41.900	M	B	B	-	3.5	E/ 0.50	E/0.50	L	R	-	6.5	-	Overflow at Km 41.815	-	-	-	-	-	
41.900	42.000	M	B	B	-	3.5	E/ 0.50	E/0.50	L	R	-	6.0	-	Submergence at Km 41.900	-	-	-	-	-	Right Curves = 8 Nos. Left Curves = 8 Nos.
42.000	42.100	M	B	B	-	3.5	E/ 0.50	E/0.50	L	R	-	5.0	-	-	-	-	-	-	-	
42.100	42.200	M	B	B	-	3.5	E/ 0.50	E/0.50	L	R	-	6.5	-	-	-	-	-	-	-	
42.200	42.300	M	B	B	-	3.5	E/ 0.50	E/0.50	L	R	-	8.5	-	Overflow at Km 42.200,275	-	-	-	-	-	
42.300	42.400	M	B	B	-	3.5	E/ 0.50	E/0.50	L	R	-	6.0	-	Overflow at Km 42.350	-	-	-	-	-	
42.400	42.500	M	B	B	-	3.5	E/ 0.50	E/0.50	L	R	-	4.5	-	-	-	-	-	-	-	
42.500	42.600	M	B	B	-	3.5	E/ 0.50	E/0.50	L	R	-	7.5	-	Overflow at Km 42.515	-	-	-	-	-	
42.600	42.700	M	B	B	-	3.5	E/ 0.50	E/0.50	L	R	-	6.0	-	-	42.675	R	E	3	To Village	
42.700	42.800	S	B	B	-	3.5	E/ 0.50	E/0.50	L	R	-	5.5	-	-	-	-	-	-	-	42.775 Hairpin Bend
42.800	42.900	M	B	B	-	3.5	E/ 0.50	E/0.50	R	L	-	10.0	-	-	-	-	-	-	-	
42.900	43.000	M	B	B	-	3.5	E/ 0.50	E/0.50	R	L	-	5.0	-	-	-	-	-	-	-	Right Curves = 8 Nos. Left Curves = 7 Nos.
43.000	43.100	M	B	B	-	3.5	E/ 1.0	E/0.50	R	L	-	5.0	-	Overflow at Km 43.025	-	-	-	-	-	
43.100	43.200	M	B	B	-	3.5	E/ 1.0	E/0.50	R	L	-	6.2	-	Overflow at Km 43.125,175	-	-	-	-	-	
43.200	43.300	M	B	B	-	3.5	E/ 1.0	E/0.50	R	L	-	6.5	-	Overflow at Km 43.215,295	-	-	-	-	-	
43.300	43.400	M	B	B	-	3.5	E/ 1.0	E/0.50	R	L	-	5.5	-	Overflow at Km 43.395	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE													Road Inventory						
Project Road:-		Merangkong - Tamlu - Mon Road									Weather:-	Clear							
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)	Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
43.400	43.500	S	B	B	-	3.5	E/ 1.0	E/0.50	L	R	-	5.5	-	-	-	-	-	-	-	Hair Pin Bend at Km 43.425
43.500	43.600	M	B	B	-	3.5	E/ 0.50	E/ 1.0	L	R	-	5.0	-	-	-	-	-	-	-	
43.600	43.700	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.0	-	-	-	-	-	-	-	
43.700	43.800	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	6.5	-	-	-	-	-	-	-	
43.800	43.900	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	6.0	-	Overflow at Km 43.825,945	-	-	-	-	-	
43.900	44.000	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	6.0	-	-	-	-	-	-	-	Right Curves = 8 Nos. Left Curves = 9 Nos.
44.000	44.100	M	B	B	-	3.5	E/ 0.50	E/0.50	L	R	-	7.0	-	-	-	-	-	-	-	
44.100	44.200	M	B	B	-	3.5	E/ 0.50	E/0.50	L	R	-	6.0	-	Overflow at Km 44.110	-	-	-	-	-	
44.200	44.300	M	B	B	-	3.5	E/ 0.50	E/0.50	L	R	-	5.5	-	-	-	-	-	-	-	
44.300	44.400	M	B	B	-	3.5	E/ 0.50	E/0.50	L	R	-	6.0	-	Overflow at Km 44.260	-	-	-	-	-	
44.400	44.500	M	B	B	-	3.5	E/ 0.50	E/0.50	R	L	-	5.0	-	Overflow at Km 44.460	-	-	-	-	-	
44.500	44.600	M	B	B	-	3.5	E/ 0.50	E/0.50	R	L	-	5.5	-	-	-	-	-	-	-	
44.600	44.700	S	B	B	-	3.5	E/ 0.50	E/0.50	R	L	-	5.8	-	-	-	-	-	-	-	Hair Pin Bend at Km 44.675
44.700	44.800	M	B	B	-	3.5	E/ 0.50	E/0.50	L	R	-	5.5	-	-	-	-	-	-	-	
44.800	44.900	M	B	B	-	3.5	E/ 0.50	E/0.50	L	R	-	6.0	-	Overflow at Km 44.900	-	-	-	-	-	
44.900	45.000	M	B	B	-	3.5	E/ 0.50	E/0.50	L	R	-	6.5	-	-	-	-	-	-	-	Right Curves = 8 Nos. Left Curves = 6 Nos.
45.000	45.100	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	6.5	-	Overflow at Km 45.125	-	-	-	-	-	
45.100	45.200	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	5.5	-	Submergence at Km 45.175	-	-	-	-	-	
45.200	45.300	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.0	-	-	-	-	-	-	-	
45.300	45.400	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.0	-	Overflow at Km 45.350,400	-	-	-	-	-	
45.400	45.500	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	7.5	Overflow at Km 45.450	-	-	-	-	-	
45.500	45.600	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	5.0	-	-	-	-	-	-	-	
45.600	45.700	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	6.0	-	Overflow at Km 45.625,650	-	-	-	-	-	
45.700	45.800	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	5.5	-	-	-	-	-	-	-	
45.800	45.900	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	5.5	-	Overflow at Km 45.800,860	-	-	-	-	-	
45.900	46.000	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	6.5	-	Overflow at Km 46.000	-	-	-	-	-	Right Curves = 10 Nos. Left Curves = 9 Nos.
46.000	46.100	M	B	B	-	3.5	E/ 0.50	E/0.50	L	R	-	6.0	-	-	-	-	-	-	-	
46.100	46.200	M	B	B	-	3.5	E/ 0.50	E/0.50	L	R	-	5.5	-	Overflow at Km 46.150	-	-	-	-	-	
46.200	46.300	S	B	B	-	3.5	E/ 0.50	E/0.50	L	R	-	5.5	-	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Merangkong - Tamlu - Mon Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
46.300	46.400	S	B	B	-	3.5	E/ 0.50	E/0.50	L	R	-	6.0	-	-	-	-	-	-	-	
46.400	46.500	S	B	B	-	3.5	E/ 0.50	E/0.50	L	R	-	7.0	-	-	-	-	-	-	-	
46.500	46.600	S	B	B	-	3.5	E/ 0.50	E/0.50	L	R	-	7.0	-	-	-	-	-	-	-	
46.600	46.700	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.5	-	-	-	-	-	-	-	
46.700	46.800	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	6.5	-	-	-	-	-	-	-	
46.800	46.900	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	5.0	-	Overflow at Km 46.880	-	-	-	-	-	
46.900	47.000	S	B	B	-	3.5	NE	NE	L	R	-	5.5	-	Overflow at Km 46.925	-	-	-	-	-	Right Curves = 9 Nos. Left Curves = 8 Nos.
47.000	47.100	S	B	B	-	3.5	E/ 0.50	E/ 1.0	L	R	-	6.5	-	Overflow at Km 47.060	-	-	-	-	-	
47.100	47.200	S	B	B	-	3.5	E/ 0.50	E/ 1.0	L	R	-	7.0	-	Overflow at Km 47.100,115	-	-	-	-	-	
47.200	47.350	M	B	A	-	3.5	E/ 0.50	E/ 1.0	L	R	-	8.3	-	Overflow at Km 47.215,260	47.340	L	BT	3.5	To Nazira	
47.350	47.400	R	B	A	-	3.5	E/ 1.0	E/ 1.0	-	-	-	14.0	-	-	47.340	L	E	3	To Coal Extraction Area	Km Post at 47.390
47.400	47.500	R	B	A	-	3.5	E/ 1.0	E/ 1.0	-	-	-	7.7	-	-	-	-	-	-	-	
47.500	47.600	R	A	B	-	3.5	E/ 1.0	E/ 1.0	-	-	-	7.5	-	-	-	-	-	-	-	
47.600	47.700	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.0	-	Overflow at Km 47.670	-	-	-	-	-	
47.700	47.800	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.1	-	-	-	-	-	-	-	
47.800	47.900	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.0	-	-	-	-	-	-	-	
47.900	48.000	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.0	-	-	-	-	-	-	-	Right Curves = 8 Nos. Left Curves = 8 Nos.
48.000	48.100	S	B	B	-	3.5	E/ 0.50	E/ 0.50	L	R	-	7.0	-	-	-	-	-	-	-	
48.100	48.200	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.0	-	-	-	-	-	-	-	
48.200	48.300	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.5	-	-	-	-	-	-	-	
48.300	48.400	R	B	B	-	3.5	E/ 1.0	E/ 1.0	-	-	-	9.0	-	Submergence at Km 48.350	-	-	-	-	-	Km Post 212 at 48.350
48.400	48.500	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	12.0	Overflow at Km 48.480	-	-	-	-	-	
48.500	48.600	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	13.5	Overflow at Km 48.535,600	-	-	-	-	-	
48.600	48.700	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	8.5	-	Overflow at Km 48.660,700	-	-	-	-	-	
48.700	48.800	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	20.0	Overflow at Km 48.790,890	-	-	-	-	-	
48.800	48.900	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	16.0	-	-	-	-	-	-	
48.900	49.000	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	17.0	-	-	-	-	-	-	Right Curves = 5 Nos. Left Curves = 7 Nos.
49.000	49.100	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	16.0	-	-	-	-	-	-	
49.100	49.200	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	21.0	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Merangkong - Tamlu - Mon Road								Weather:-		Clear							
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
															Km	Side	Type	Width	To	
FROM	TO		L	R			L	R				O	U/C							
49.200	49.300	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	12.0	-	-	-	-	-	-	
49.300	49.400	R	B	B	-	3.5	E/ 1.0	E/ 1.0	-	-	-	-	14.5	Overflow at Km 49.300	-	-	-	-	-	49.300 To 49.325 & 350 To 400 Ridge Section
49.400	49.500	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	13.5	-	-	-	-	-	-	
49.500	49.600	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.5	-	-	-	-	-	-	
49.600	49.700	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	12.5	-	-	-	-	-	-	
49.700	49.800	R	B	B	-	3.5	E/ 1.0	E/ 1.0	-	-	-	7.0	-	Submergence at Km 49.770	-	-	-	-	-	49.715 To 49.825 Ridge Section
49.800	49.900	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	13.0	-	-	-	-	-	-	
49.900	50.000	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.0	-	-	-	-	-	-	Right Curves = 7 Nos. Left Curves = 7 Nos.
50.000	50.100	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	11.5	-	-	-	-	-	-	-	
50.100	50.200	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	10.0	-	-	-	-	-	-	-	
50.200	50.300	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.5	Overflow at Km 50.250	-	-	-	-	-	KM Stone no. 210 at KM 50.255
50.300	50.400	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	13.5	Overflow at Km 50.350	-	-	-	-	-	
50.400	50.500	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.5	-	-	-	-	-	-	
50.500	50.600	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.5	-	-	-	-	-	-	
50.600	50.700	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	13.0	-	-	-	-	-	-	
50.700	50.800	S	B	B	-	3.5	NE	NE	R	L	-	5.2	-	-	-	-	-	-	-	
50.800	50.900	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.0	Overflow at Km 50.810	-	-	-	-	-	
50.900	51.000	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	6.5	-	-	-	-	-	-	-	Right Curves = 7 Nos. Left Curves = 4 Nos.
51.000	51.100	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	7.5	Overflow at Km 51.030	-	-	-	-	-	
51.100	51.200	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.0	-	-	-	-	-	-	
51.200	51.300	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.0	-	-	-	-	-	-	
51.300	51.400	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.5	-	-	-	-	-	-	
51.400	51.500	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.5	-	-	-	-	-	-	
51.500	51.600	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.0	-	-	-	-	-	-	
51.600	51.700	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	13.0	-	-	-	-	-	-	
51.700	51.800	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	10.0	-	Overflow at Km 51.810	-	-	-	-	-	
51.800	51.900	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.0	Overflow at Km 51.900	-	-	-	-	-	
51.900	52.000	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	12.5	-	-	-	-	-	-	Right Curves = 7 Nos. Left Curves = 4 Nos.
52.000	52.100	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	10.0	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE													Road Inventory						
Project Road:-		Merangkong - Tamlu - Mon Road								Weather:-		Clear							
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
52.100	52.200	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	6.0	-	-	-	-	-	-	-	
52.200	52.300	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	5.5	-	Overflow at Km 52.215	-	-	-	-	-	
52.300	52.400	M	A	A	-	3.5	E/ 1.0	E/ 1.0	R	L	-	7.5	-	Overflow at Km 52.290	-	-	-	-	-	52.390 Hair Pin Bend
52.400	52.500	M	B	B	-	3.5	E/ 0.50	E/ 0.50	L	R	-	5.0	-	Overflow at Km 52.500	-	-	-	-	-	
52.500	52.600	M	B	B	-	3.5	E/ 0.50	E/ 0.50	L	R	-	5.0	-	Submergence at Km 52.525	-	-	-	-	-	
52.600	52.700	S	B	B	-	3.5	E/ 0.50	E/ 0.50	L	R	-	5.5	-	-	-	-	-	-	-	
52.700	52.800	M	B	B	-	3.5	E/ 0.50	E/ 0.50	L	R	-	5.5	-	-	-	-	-	-	-	
52.800	52.900	M	B	B	-	3.5	E/ 0.50	E/ 0.50	L	R	-	6.0	-	-	-	-	-	-	-	
52.900	53.000	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.0	Overflow at Km 52.910,975	-	-	-	-	-	Right Curves = 7 Nos. Left Curves = 5 Nos.
53.000	53.100	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.5	-	-	-	-	-	-	
53.100	53.200	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.5	-	-	-	-	-	-	
53.200	53.300	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	11.5	Overflow at Km 53.225	-	-	-	-	-	
53.300	53.400	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	9.8	-	-	-	-	-	-	
53.400	53.500	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	5.5	-	-	-	-	-	-	-	
53.500	53.600	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	6.5	-	Overflow at Km 53.550	-	-	-	-	-	
53.600	53.700	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.5	Overflow at Km 53.685,700	-	-	-	-	-	
53.700	53.800	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.0	-	-	-	-	-	-	
53.800	53.900	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	10.0	-	-	-	-	-	-	
53.900	54.000	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	5.5	-	Overflow at Km 53.950	-	-	-	-	-	Right Curves = 8 Nos. Left Curves = 7 Nos.
54.000	54.100	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	10.0	-	-	-	-	-	-	-	
54.100	54.200	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.0	-	-	-	-	-	-	KM Stone Number 207 at Km 53.125
54.200	54.300	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.0	-	-	-	-	-	-	
54.300	54.400	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.5	-	-	-	-	-	-	-	
54.400	54.500	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	6.5	-	-	-	-	-	-	-	
54.500	54.600	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	7.5	-	-	-	-	-	-	-	At Km 54.515 Hair Pin Bend
54.600	54.700	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	6.5	-	Overflow at Km 54.675	-	-	-	-	-	
54.700	54.800	S	B	B	-	3.5	E/ 0.50	E/ 0.50	R	L	-	5.0	-	-	-	-	-	-	-	
54.800	54.900	S	B	B	-	3.5	E/ 0.50	E/ 0.50	R	L	-	6.0	-	Overflow at Km 54.890	-	-	-	-	-	
54.900	55.000	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	17.5	Overflow at Km 54.910	-	-	-	-	-	Right Curves = 10 Nos. Left Curves = 10 Nos.

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory						
Project Road:-		Merangkong - Tamlu - Mon Road									Weather:-		Clear							
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
55.000	55.100	S	B	B	-	3.5	E/ 0.50	E/ 0.50	R	L	-	5.5	-	Overflow at Km 55.090	-	-	-	-	-	
55.100	55.200	S	B	B	-	3.5	E/ 0.50	E/ 0.50	R	L	-	5.5	-	-	-	-	-	-	-	Km Stone number 206 at Km 54.107
55.200	55.300	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.5	-	-	-	-	-	-	
55.300	55.400	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	10.5	Overflow at Km 55.340	-	-	-	-	-	
55.400	55.500	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.5	Overflow at Km 55.450	-	-	-	-	-	
55.500	55.600	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	11.0	Overflow at Km 55.550	-	-	-	-	-	
55.600	55.700	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	13.5	Submergence at Km 55.690	-	-	-	-	-	
55.700	55.800	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.5	Overflow at Km 55.780	-	-	-	-	-	
55.800	55.900	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	12.5	-	-	-	-	-	-	
55.900	56.000	S	B	A	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	11.5	-	-	-	-	-	-	Right Curves = 8 Nos. Left Curves = 6 Nos.
56.000	56.100	S	B	B	-	3.0	E/ 1.0	E/ 1.0	R	L	-	-	10.0	Overflow & Submergence at Km 56.040-100	-	-	-	-	-	
56.100	56.200	S	B	B	-	3.0	E/ 1.0	E/ 1.0	R	L	-	6.0	-	Overflow at Km 56.200	-	-	-	-	-	
56.200	56.300	S	B	B	-	4.0	E/ 1.0	E/ 1.0	R	L	-	-	15.0	-	-	-	-	-	-	
56.300	56.400	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.0	-	-	-	-	-	-	
56.400	56.500	S	A	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.5	Overflow at Km 56.475	-	-	-	-	-	
56.500	56.600	S	A	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	10.5	-	-	-	-	-	-	
56.600	56.700	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	13.5	-	-	-	-	-	-	
56.700	56.800	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.0	-	-	-	-	-	-	
56.800	56.900	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	5.5	-	-	-	-	-	-	-	Km 56.825 To 56.875 Ridge section
56.900	57.000	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.5	-	-	-	-	-	-	-	56.990 Hair Pin Bend At 56.905 KM Stone
57.000	57.100	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.5	Overflow at Km 57.170	-	-	-	-	-	57.070 Hair Pin Bend
57.100	57.200	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	7.5	-		-	-	-	-	-	Right Curves = 11 Nos. Left Curves = 8 Nos.
57.200	57.300	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	7.5	-	Overflow at Km 57.275	-	-	-	-	-	
57.300	57.400	S	B	B	-	3.0	E/ 1.0	E/ 1.0	R	L	-	-	14.0	Overflow at Km 57.345	-	-	-	-	-	
57.400	57.500	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	11.0	Overflow at Km 57.415	-	-	-	-	-	
57.500	57.600	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	6.0	-	Overflow at Km 57.570	-	-	-	-	-	
57.600	57.700	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	12.5	Overflow at Km 57.605	-	-	-	-	-	
57.700	57.800	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.0	-	-	-	-	-	-	
57.800	57.900	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	16.0	Overflow at Km 57.845	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Merangkong - Tamlu - Mon Road									Weather:-		Clear						
KM		Terrain (M/SR/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
57.900	58.000	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	17.5	Overflow at Km 57.905	-	-	-	-	-	Right Curves = 7 Nos. Left Curves = 8 Nos.
58.000	58.100	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	16.0	Overflow at Km 58.030 To 075	-	-	-	-	-	
58.100	58.200	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	11.5		-	-	-	-	-	
58.200	58.300	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.5	Overflow at Km 58.225	-	-	-	-	-	
58.300	58.400	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.0	Overflow at Km 58.310	-	-	-	-	-	
58.400	58.500	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	13.5	Overflow at Km 58.335	-	-	-	-	-	
58.500	58.600	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.0	Overflow at Km 58.445	-	-	-	-	-	
58.600	58.700	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	12.5	-	-	-	-	-	-	
58.700	58.800	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	17.0	-	-	-	-	-	-	
58.800	58.900	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.5	Overflow at Km 58.805	-	-	-	-	-	
58.900	59.000	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.5	Overflow at Km 58.885	-	-	-	-	-	Right Curves = 5 Nos. Left Curves = 7 Nos.
59.000	59.100	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.5	-	-	-	-	-	-	
59.100	59.200	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.0	-	-	-	-	-	-	
59.200	59.300	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	16.5	-	-	-	-	-	-	
59.300	59.400	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.0	Overflow & Submergence at Km 59.400	-	-	-	-	-	
59.400	59.500	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	10.0	Overflow at Km 59.450	-	-	-	-	-	
59.500	59.600	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	11.5	Overflow at Km 59.575	-	-	-	-	-	
59.600	59.700	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	12.5	Overflow at Km 59.600	-	-	-	-	-	
59.700	59.800	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	13.0	-	-	-	-	-	-	KM Stone at 59.762
59.800	59.900	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	12.0	Overflow at Km 59.840	-	-	-	-	-	
59.900	60.000	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	13.5	-	-	-	-	-	-	Right Curves = 6 Nos. Left Curves = 6 Nos.
60.000	60.100	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.5	-	-	-	-	-	-	
60.100	60.200	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.5	-	-	-	-	-	-	
60.200	60.300	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	13.5	-	-	-	-	-	-	
60.300	60.400	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.0	Overflow at Km 60.390	-	-	-	-	-	
60.400	60.500	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	10.0	Overflow at Km 60.500	-	-	-	-	-	At 60.590 Hair Pin Bend
60.500	60.600	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	17.0	-	-	-	-	-	-	
60.600	60.700	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	-	-	-	-	-	-	
60.700	60.800	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.0	-	-	-	-	-	-	KM Stone number 199 at 60.745

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE													Road Inventory						
Project Road:-		Merangkong - Tamlu - Mon Road									Weather:-	Clear							
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
60.800	60.900	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.0	-	-	-	-	-	-	
60.900	61.000	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	-	-	-	-	-	-	Right Curves = 8 Nos. Left Curves = 7 Nos.
61.000	61.100	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	-	-	-	-	-	-	
61.100	61.200	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.0	-	-	-	-	-	-	
61.200	61.300	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.0	Overflow at Km 61.210,250	-	-	-	-	-	
61.300	61.400	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.0	Overflow at Km 61.375	-	-	-	-	-	
61.400	61.500	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	11.0	Overflow at Km 61.455	-	-	-	-	-	
61.500	61.600	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	17.0	Overflow at Km 61.590	-	-	-	-	-	
61.600	61.700	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	10.0	-	-	-	-	-	-	
61.700	61.800	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	11.5	Overflow at Km 61.765	-	-	-	-	-	
61.800	61.900	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	Overflow at Km 61.805	-	-	-	-	-	
61.900	62.000	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.5	Overflow at Km 61.900	-	-	-	-	-	Right Curves = 8 Nos. Left Curves = 7 Nos.
62.000	62.100	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.0	Overflow at Km 62.025	-	-	-	-	-	
62.100	62.200	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	Overflow at Km 62.125,160	-	-	-	-	-	
62.200	62.300	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.0	Overflow at Km 62.195,245	-	-	-	-	-	
62.300	62.400	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.0	-	-	-	-	-	-	
62.400	62.500	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	Overflow at Km 62.500	-	-	-	-	-	
62.500	62.600	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.0	-	-	-	-	-	-	
62.600	62.700	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.2	Overflow at Km 62.660	-	-	-	-	-	
62.700	62.800	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.0	-	-	-	-	-	-	-	
62.800	62.900	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.0	-	Overflow at Km 62.660	-	-	-	-	-	
62.900	63.000	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	-	-	-	-	-	-	Right Curves = 8 Nos. Left Curves = 9 Nos.
63.000	63.100	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	11.5	Overflow at Km 63.035	-	-	-	-	-	
63.100	63.200	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	11.0	Overflow at Km 63.135	-	-	-	-	-	
63.200	63.300	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	14.5	-	Overflow at Km 63.245	-	-	-	-	-	
63.300	63.400	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	6.0	-	Overflow at Km 63.400	-	-	-	-	-	
63.400	63.500	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	11.0	-	-	-	-	-	-	-	Hair Pin Bend KM 63.475
63.500	63.600	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	8.0	-	-	-	-	-	-	-	
63.600	63.700	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	7.6	-	Overflow at Km 63.635	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE													Road Inventory					
Project Road:-	Merangkong - Tamlu - Mon Road									Weather:-	Clear							
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
63.700	63.800	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	7.0	-	Overflow at Km 63.755	-	-	-	-	-	
63.800	63.900	S	B	B	-	4.0	E/ 1.0	E/ 1.0	R	L	-	-	13.0	-	-	-	-	-	-	
63.900	64.000	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	16.0	-	-	-	-	-	-	Right Curves = 8 Nos. Left Curves = 6 Nos.
64.000	64.100	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.0	Submergence at Km 64.080	-	-	-	-	-	
64.100	64.200	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	16.5	Overflow at Km 64.200	-	-	-	-	-	
64.200	64.300	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	16.0	Overflow at Km 64.265	-	-	-	-	-	
64.300	64.400	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	13.0	Overflow at Km 64.400	-	-	-	-	-	
64.400	64.500	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	13.5	-	-	-	-	-	-	
64.500	64.600	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	13.0	-	-	-	-	-	-	
64.600	64.700	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	13.5	-	-	-	-	-	-	
64.700	64.800	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.0	-	-	-	-	-	-	
64.800	64.900	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	20.0	Overflow at Km 64.865	-	-	-	-	-	
64.900	65.000	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	20.0	Overflow at Km 64.950	-	-	-	-	-	Right Curves = 7 Nos. Left Curves = 6 Nos.
65.000	65.100	M	B	BS	Wanching	3.5	E/ 1.0	E/ 1.0	R	L	-	9.7	-	-	-	-	-	-	-	
65.100	65.200	M	BS	BS	Wanching	3.5	E/ 1.0	E/ 1.0	R	L	-	7.3	-	-	-	-	-	-	-	
65.200	65.300	M	BS	BS	Wanching	3.5	E/ 1.0	E/ 1.0	R	L	-	8.0	-	-	65.255	R	E	3	To Wakching Village	
65.300	65.400	S	B	BS	Wakching	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.0	-	-	-	-	-	-	
65.400	65.500	S	B	B	Wakching	3.5	E/ 1.0	E/ 1.0	R	L	-	-	13.5	-	-	-	-	-	-	
65.500	65.600	S	B	B	Wakching	3.5	E/ 1.0	E/ 1.0	R	L	-	-	13.5	Overflow at Km 65.565	-	-	-	-	-	
65.600	65.700	S	B	B	Wakching	3.5	E/ 1.0	E/ 1.0	R	L	-	-	13.0	Overflow at Km 65.630	-	-	-	-	-	
65.700	65.800	S	B	B	Wakching	3.5	E/ 1.0	E/ 1.0	R	L	-	-	16.0	-	-	-	-	-	-	
65.800	65.900	M	B	BS	Wakching	3.5	E/ 1.0	E/ 1.0	R	L	-	8.5	-	Overflow at Km 65.840	-	-	-	-	-	
65.900	66.000	M	B	BS	Wakching	3.5	E/ 1.0	E/ 1.0	R	L	-	7.5	-	-	-	-	-	-	-	Right Curves = 6 Nos. Left Curves = 5 Nos.
66.000	66.100	M	BS	BS	Wakching	3.5	E/ 1.0	E/ 1.0	R	L	-	6.5	-	Overflow at Km 66.055	66.055	R	G	3	To Wakching	
66.100	66.200	M	BS	BS	Wakching	3.5	E/ 1.0	E/ 1.0	R	L	-	7.0	-	Overflow at Km 66.190	-	-	-	-	-	
66.200	66.300	M	B	BS	Wakching	3.5	E/ 1.0	E/ 1.0	R	L	-	8.0	-	-						
66.300	66.400	M	BS	BS	Wakching	3.5	E/ 1.0	E/ 1.0	R	L	-	6.3	-	-	66.370	L	E	3	To Agricultural Field	
66.400	66.500	M	BS	BS	Wakching	3.5	E/ 1.0	E/ 1.0	L	R	-	6.2	-	-	66.375	L/R	BT/E	3m Both	To Army Camp/To Village	
66.500	66.600	M	BS	BS	Wakching	3.5	E/ 1.0	E/ 1.0	L	R	-	6.0	-	-	66.475	L/R	BT/G	3m Both	To Church/To Village	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Merangkong - Tamlu - Mon Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village/Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
66.600	66.700	M	BS	BS	Wakching	3.5	E/ 1.0	E/ 1.0	L	R	-	7.0	-	-	-	-	-	-	-	
66.700	66.800	M	BS	BD	Wakching	3.5	E/ 1.0	E/ 1.0	L	R	-	5.2	-	Overflow at Km 66.725	-	-	-	-	-	
66.800	66.900	M	BS	BS	Wakching	3.5	E/ 1.0	E/ 1.0	L	R	-	6.5	-	Overflow at Km 66.800	-	-	-	-	-	
66.900	67.000	M	BS	BS	Wakching	3.5	E/ 1.0	E/ 1.0	L	R	-	7.5	-	-	66.960	L	E	3	To DC Office	Right Curves = 9 Nos. Left Curves = 9 Nos.
67.000	67.100	M	BS	BS	Wakching	3.5	E/ 1.0	E/ 1.0	L	R	-	6.6	-	Overflow at Km 67.100	-	-	-	-	-	
67.100	67.200	M	BS	BS	Wakching	3.5	NE	E/ 1.0	L	R	-	6.8	-	-	-	-	-	-	-	
67.200	67.300	M	BS	B	Wakching	3.5	E/ 0.50	E/ 1.0	L	R	-	7.0	-	-	-	-	-	-	-	
67.300	67.400	M	A	BS	Wakching	3.5	E/ 0.50	E/ 1.0	L	R	-	6.0	-	Overflow at Km 67.320	-	-	-	-	-	
67.400	67.500	M	A	BS	Wakching	3.5	E/ 0.50	E/ 1.0	L	R	-	7.5	-	Overflow at Km 67.420	67.490	R	G	3	To School	
67.500	67.600	M	A	BS	Wakching	3.5	E/ 1.0	E/ 1.0	L	R	-	9.5	-	-	-	-	-	-	-	
67.600	67.700	M	A	BS	Wakching	3.5	E/ 1.0	E/ 1.0	L	R	-	6.5	-	Overflow at Km 67.615,655	-	-	-	-	-	
67.700	67.800	M	BS	B	Wakching	3.5	E/ 0.50	E/ 1.0	L	R	-	6.0	-	-	-	-	-	-	-	
67.800	67.900	M	B	B	Wakching	3.5	E/ 0.50	E/ 1.0	L	R	-	6.5	-	-	67.985	L	BT	3	To SDO Civil Colony	
67.900	68.000	M	B	A	Wakching	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	-	67.960	R	G	3	To Seong Vill	Right Curves = 9 Nos. Left Curves = 14 Nos.
68.000	68.100	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.5	Overflow at Km 68.075	-	-	-	-	-	
68.100	68.200	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	Overflow at Km 68.200	-	-	-	-	-	
68.200	68.300	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.5	-	-	-	-	-	-	
68.300	68.400	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.5	Overflow at Km 68.325	-	-	-	-	-	
68.400	68.500	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	8.5	-	Overflow at Km 68.490	-	-	-	-	-	
68.500	68.600	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	17.0	-	-	-	-	-	-	
68.600	68.700	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	-	-	-	-	-	-	
68.700	68.800	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	-	-	-	-	-	-	
68.800	68.900	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.0	-	-	-	-	-	-	
68.900	69.000	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	-	-	-	-	-	-	Right Curves = 10 Nos. Left Curves = 11 Nos.
69.000	69.100	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	11.5	-	-	-	-	-	-	
69.100	69.200	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.5	-	-	-	-	-	-	
69.200	69.300	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	69.200 to 69.240	-	13.5	-	-	-	-	-	-	
69.300	69.400	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	16.5	Overflow at Km 69.400	-	-	-	-	-	Km Stone 190 at Km 69.352
69.400	69.500	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	12.3	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Merangkong - Tamlu - Mon Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
69.500	69.600	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	16.0	Overflow at Km 69.590	-	-	-	-	-	
69.600	69.700	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.5	-	-	-	-	-	-	
69.700	69.800	M	A	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.5	-	-	-	-	-	-	
69.800	69.900	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.0	-	-	-	-	-	-	
69.900	70.000	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	-	-	-	-	-	-	Right Curves = 6 Nos. Left Curves = 7 Nos.
70.000	70.100	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.5	-	-	-	-	-	-	
70.100	70.200	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.0	Overflow at Km 70.145	-	-	-	-	-	
70.200	70.300	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	-	-	-	-	-	-	Km Stone 189 at 70.295
70.300	70.400	M	A	A	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	-	-	-	-	-	-	
70.400	70.500	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.0	-	-	-	-	-	-	
70.500	70.600	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.5	-	-	-	-	-	-	
70.600	70.700	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.5	-	-	-	-	-	-	
70.700	70.800	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.5	-	-	-	-	-	-	
70.800	70.900	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	-	-	-	-	-	-	
70.900	71.000	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.5	Overflow at Km 70.995	-	-	-	-	-	Right Curves = 9 Nos. Left Curves = 9 Nos.
71.000	71.100	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.0	-	-	-	-	-	-	
71.100	71.200	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.0	-	-	-	-	-	-	
71.200	71.350	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	-	-	-	-	-	-	
71.350	71.400	M	A	B	-	3.5	E/ 1.0	E/ 1.0	R	-	-	-	15.0	-	-	-	-	-	-	
71.400	71.500	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	16.0	-	71.450	L	E	3	To Awok Village	
71.500	71.600	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	13.0	-	-	-	-	-	-	
71.600	71.700	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	16.0	-	-	-	-	-	-	
71.700	71.800	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.0	-	-	-	-	-	-	
71.800	71.900	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.0	-	-	-	-	-	-	
71.900	72.000	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	13.5	-	-	-	-	-	-	Right Curves = 6 Nos. Left Curves = 5 Nos.
72.000	72.100	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	11.5	Overflow at Km 72.095	-	-	-	-	-	
72.100	72.200	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	13.0	-	-	-	-	-	-	
72.200	72.300	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	11.5	-	-	-	-	-	-	
72.300	72.400	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	16.0	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE													Road Inventory						
Project Road:-		Merangkong - Tamlu - Mon Road									Weather:-	Clear							
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
72.400	72.550	R	A	B	-	3.5	E/ 1.0	E/ 1.0	-	-	-	13.0	-	-	-	-	-	-	-	
72.550	72.600	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.0	-	-	-	-	-	-	
72.600	72.700	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	-	-	-	-	-	-	
72.700	72.800	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.0	-	-	-	-	-	-	
72.800	72.900	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	11.5	-	-	-	-	-	-	
72.900	73.000	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.5	Overflow at Km 72.975	-	-	-	-	-	Right Curves = 6 Nos. Left Curves = 7 Nos.
73.000	73.100	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.5	-	-	-	-	-	-	
73.100	73.200	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.5	-	-	-	-	-	-	
73.200	73.300	M	A	P	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	-	-	-	-	-	-	
73.300	73.400	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	-	-	-	-	-	-	
73.400	73.500	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	-	-	-	-	-	-	
73.500	73.625	R	B	B	-	3.5	E/ 1.0	E/ 1.0	-	-	-	9.5	-	Overflow at Km 73.610	73.625	R	E	3	To Tea Garden	
73.625	73.700	M	B	A	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.5	-	-	-	-	-	-	
73.700	73.800	M	B	A	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	16.0	-	-	-	-	-	-	
73.800	73.900	M	A	A	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.5	-	-	-	-	-	-	
73.900	74.000	M	B	A	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.5	-	-	-	-	-	-	Right Curves = 10 Nos. Left Curves = 9 Nos.
74.000	74.100	M	A	A	-	3.5	NE	E/ 1.0	R	L	-	9.5	-	-	-	-	-	-	-	
74.100	74.200	M	A	A	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	12.5	-	-	-	-	-	-	
74.200	74.300	M	A	A	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	13.5	-	-	-	-	-	-	
74.300	74.400	M	B	B	-	3.5	E/ 0.50	E/ 1.0	R	L	-	-	13.0	-	-	-	-	-	-	
74.400	74.500	M	B	B	-	3.5	E/ 0.50	E/ 1.0	R	L	-	-	15.2	Overflow at Km 74.450	-	-	-	-	-	
74.500	74.600	M	B	B	-	3.5	E/ 0.50	E/ 1.0	R	L	-	-	15.0	-	-	-	-	-	-	
74.600	74.700	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.0	-	-	-	-	-	-	
74.700	74.800	M	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.8	Overflow at Km 74.800	-	-	-	-	-	
74.800	74.900	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.0	-	-	-	-	-	-	
74.900	75.000	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	-	-	-	-	-	-	Right Curves = 8 Nos. Left Curves = 9 Nos.
75.000	75.100	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.5	Overflow at Km 75.075	-	-	-	-	-	
75.100	75.200	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.5	-	-	-	-	-	-	
75.200	75.300	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.5	Overflow at Km 75.280	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE

Road Inventory

Project Road:-	Merangkong - Tamlu - Mon Road	Weather:-	Clear

KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
75.300	75.400	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.0	Overflow at Km 75.390	-	-	-	-	-	
75.400	75.500	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.5	-	-	-	-	-	-	
75.500	75.600	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	-	-	-	-	-	-	
75.600	75.700	M	B	B	-	3.5	E/ 1.0	E/ 0.50	L	R	-	-	14.5	-	-	-	-	-	-	
75.700	75.800	R	B	B	Tanhai	3.5	E/ 1.0	E/ 1.0	-	-	-	-	14.0	-	-	-	-	-	-	
75.800	75.900	M	B	BS	Tanhai	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.5	-	-	-	-	-	-	
75.900	76.000	M	B	BS	Tanhai	3.5	E/ 1.0	E/ 1.0	R	L	-	-	16.5	-	-	-	-	-	-	Right Curves = 9 Nos. Left Curves = 10 Nos.
76.000	76.100	M	B	BS	Tanhai	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.5	-	76.060	R	E	3	To Village	
76.100	76.200	M	B	BS	Tanhai	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.5	-	76.105	R	E	3	To School	
76.200	76.300	M	B	BS	Tanhai	3.5	E/ 1.0	E/ 1.0	R	L	-	-	13.5	Overflow at Km 76.270	-	-	-	-	-	
76.300	76.400	M	BS	BS	Tanhai	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.0	-	-	-	-	-	-	
76.400	76.500	M	BS	BS	Tanhai	3.5	E/ 1.0	E/ 1.0	R	L	-	-	15.0	-	-	-	-	-	-	
76.500	76.600	M	B	BS	Tanhai	3.5	E/ 1.0	E/ 1.0	R	L	-	-	18.0	-	-	-	-	-	-	
76.600	76.700	M	BS	BS	Tanha	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.0	Overflow at Km 76.625	-	-	-	-	-	
76.700	76.800	M	BS	BS	Tanha	3.5	E/ 1.0	E/ 1.0	R	L	-	8.0	-	-	-	-	-	-	-	
76.800	76.900	M	BS	BS	Tanha	3.5	E/ 1.0	E/ 1.0	R	L	-	6.5	-	-	-	-	-	-	-	
76.900	77.000	S	BS	BS	Tanha	3.5	E/ 1.0	E/ 1.0	R	L	-	8.8	-	-	76.995	L	E	2.5	To Tanhai	Right Curves = 9 Nos. Left Curves = 9 Nos.
77.000	77.100	S	BS	BS	Tanha	3.5	E/ 1.0	E/ 1.0	R	L	-	7.5	-	-	-	-	-	-	-	
77.100	77.200	S	BS	B	Tanhai	3.5	E/ 1.0	E/ 1.0	R	L	-	7.5	-	Overflow at Km 77.155	-	-	-	-	-	
77.200	77.300	S	BS	B	Tanhai	3.5	E/ 1.0	E/ 1.0	R	L	-	-	13.5	-	-	-	-	-	-	
77.300	77.400	S	BS	B	Tanhai	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.0	-	-	-	-	-	-	
77.400	77.500	M	BS	B	Tanhai	3.5	E/ 1.0	E/ 1.0	R	L	-	-	12.5	Overflow at Km 77.435	-	-	-	-	-	
77.500	77.600	M	B	B	Tanhai	3.5	E/ 1.0	E/ 1.0	R	L	-	-	18.0	-	-	-	-	-	-	
77.600	77.700	M	B	B	Tanhai	3.5	E/ 1.0	E/ 1.0	R	L	-	-	16.0	-	-	-	-	-	-	
77.700	77.800	M	B	BS	Tanhai	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.5	Overflow at Km 77.725	-	-	-	-	-	
77.800	77.900	M	B	B	Tanhai	3.5	E/ 1.0	E/ 1.0	R	L	-	-	16.5	-	-	-	-	-	-	
77.900	78.000	M	B	B	Tanhai	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.5	-	78.000	R	E	3.5	To Tanhai Village	Right Curves = 8 Nos. Left Curves = 9 Nos.
78.000	78.100	M	B	BS	Tanhai	3.5	E/ 1.0	E/ 1.0	R	L	-	13.0	-	Overflow at Km 78.100	78.095	R	E	3	To Ag Field	
78.100	78.200	M	BS	B	Tanhai	3.5	E/ 1.0	E/ 1.0	L	R	-	-	19.0	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Merangkong - Tamlu - Mon Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
78.200	78.300	M	A	B	Tanhai	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	-	-	-	-	-	-	
78.300	78.400	M	A	B	Tanhai	3.5	E/ 1.0	E/ 1.0	L	R	-	-	25.0	-	-	-	-	-	-	
78.400	78.500	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	Overflow at Km 78.410	-	-	-	-	-	
78.500	78.600	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.0	Overflow at Km 78.555	-	-	-	-	-	
78.600	78.700	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.5	Submergence at Km 78.600	-	-	-	-	-	
78.700	78.800	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	18.5	Overflow at Km 78.760	-	-	-	-	-	
78.800	78.900	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	18.0	Overflow at Km 78.870	-	-	-	-	-	
78.900	79.000	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	18.5	Overflow at Km 78.970	-	-	-	-	-	Right Curves = 10 Nos. Left Curves = 9 Nos.
79.000	79.100	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	11.0	Overflow at Km 79.050	-	-	-	-	-	
79.100	79.200	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	9.5	Overflow at Km 79.180	-	-	-	-	-	
79.200	79.300	M	B	B	-	3.3	E/ 1.0	E/ 1.0	L	R	-	-	16.5	Overflow at Km 79.250	79.245	L	G	3	To Pongkong Village	
79.300	79.400	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	Overflow at Km 79.380	-	-	-	-	-	
79.400	79.500	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	19.0	-	-	-	-	-	-	
79.500	79.600	S	B	B	-	3.0	E/ 1.0	E/ 1.0	L	R	-	-	14.6	-	-	-	-	-	-	
79.600	79.700	S	B	B	-	3.2	E/ 1.0	E/ 1.0	L	R	-	-	15.0	Overflow at Km 79.655	-	-	-	-	-	
79.700	79.800	S	B	B	-	3.2	E/ 1.0	E/ 1.0	L	R	-	-	13.5	Overflow at Km 79.745	-	-	-	-	-	
79.800	79.900	S	B	B	-	3.3	E/ 1.0	E/ 1.0	L	R	-	-	16.8	Overflow at Km 79.810	-	-	-	-	-	
79.900	80.000	S	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.5	-	-	-	-	-	-	Right Curves = 8 Nos. Left Curves = 12 Nos.
80.000	80.100	S	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	17.0	-	-	-	-	-	-	
80.100	80.200	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	22.0	Submergence from Km 80.150 To 80.200	-	-	-	-	-	
80.200	80.300	M	B	B	-	3.0	E/ 1.0	E/ 1.0	L	R	-	-	15.0	-	-	-	-	-	-	
80.300	80.400	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	-	-	-	-	-	-	
80.400	80.500	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	18.5	-	-	-	-	-	-	
80.500	80.600	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	17.5	-	-	-	-	-	-	
80.600	80.700	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	17.5	-	-	-	-	-	-	
80.700	80.800	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.0	-	-	-	-	-	-	
80.800	80.900	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	25.0	Submergence at Km 80.850 To 80.870	-	-	-	-	-	
80.900	81.000	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.0	Overflow at Km 80.990	-	-	-	-	-	Right Curves = 6 Nos. Left Curves = 8 Nos.
81.000	81.100	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	8.5	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE													Road Inventory					
Project Road:-		Merangkong - Tamlu - Mon Road									Weather:-	Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				0	U/C		Km	Side	Type	Width	To	
81.100	81.200	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	-	-	-	-	-	-	
81.200	81.300	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.0	-	-	-	-	-	-	
81.300	81.400	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	18.0	-	-	-	-	-	-	
81.400	81.500	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.0	Submergence at Km 80.450	-	-	-	-	-	
81.500	81.600	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	18.5	Submergence at Km 80.500 To 550	-	-	-	-	-	
81.600	81.700	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	-	-	-	-	-	-	
81.700	81.800	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	-	-	-	-	-	-	
81.800	81.900	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.5	-	Overflow at Km 81.810	-	-	-	-	-	
81.900	82.000	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	18.0	-	-	-	-	-	-	Right Curves = 7 Nos. Left Curves = 7 Nos.
82.000	82.100	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	Overflow at Km 82.050,075	-	-	-	-	-	
82.100	82.200	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	9.5	Overflow at Km 82.140	-	-	-	-	-	
82.200	82.300	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	9.2	Overflow at Km 82.235,260	-	-	-	-	-	
82.300	82.400	S	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	17.0	-	-	-	-	-	-	
82.400	82.500	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.5	-	-	-	-	-	-	
82.500	82.600	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.0	-	-	-	-	-	-	
82.600	82.700	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.5	Overflow at Km 82.670	-	-	-	-	-	
82.700	82.800	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.5	Submergence at Km 82.700 To 750	-	-	-	-	-	
82.800	82.900	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.5	-	-	-	-	-	-	
82.900	83.000	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	17.8	Submergence at Km 82.950 To 975	-	-	-	-	-	Right Curves = 7 Nos. Left Curves = 9 Nos.
83.000	83.100	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	11.5	Overflow at Km 83.060	-	-	-	-	-	
83.100	83.200	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.5	Submergence at Km 83.140 To 180	-	-	-	-	-	
83.200	83.300	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	Submergence at Km 83.300 To 350	-	-	-	-	-	KM Stone 176 at Km 83.253, Mon 13 Km Ahead
83.300	83.400	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.5	-	-	-	-	-	-	
83.400	83.500	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	17.0	Submergence at Km 83.455 To 500	-	-	-	-	-	
83.500	83.600	S	B	B	-	3.4	E/ 1.0	E/ 1.0	L	R	-	-	13.0	Overflow at Km 83.525	-	-	-	-	-	
83.600	83.700	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.5	Overflow at Km 83.625,650	-	-	-	-	-	
83.700	83.800	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	7.0	Overflow at Km 83.725	-	-	-	-	-	
83.800	83.900	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	7.7	Overflow at Km 83.835,865	-	-	-	-	-	
83.900	84.000	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	9.0	-	Overflow at Km 83.965	-	-	-	-	-	Right Curves = 6 Nos. Left Curves = 9 Nos.

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Merangkong - Tamlu - Mon Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
84.000	84.100	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.5	14.5	-	-	-	-	-	-	
84.100	84.200	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	6.0	12.0	-	-	-	-	-	-	
84.200	84.300	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	6.5	-	-	-	-	-	-	-	KM Stone 176 at Km 83.253, Mon 13 Km Ahead
84.300	84.400	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.0	-	Overflow at Km 84.310	-	-	-	-	-	
84.400	84.500	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	6.0	-	-	84.450	L	BT	3	To Longkei Village	
84.500	84.600	S	B	B	-	3.0	NE	E/ 1.0	L	R	-	7.2	-	Overflow at Km 84.515	-	-	-	-	-	
84.600	84.700	S	B	B	-	3.0	E/ 1.0	E/ 1.0	L	R	-	6.8	-	Overflow at Km 84.700	-	-	-	-	-	
84.700	84.800	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	9.5	-	-	-	-	-	-	
84.800	84.900	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	8.0	-	-	-	-	-	-	-	
84.900	85.000	S	B	B	-	3.0	E/ 1.0	E/ 1.0	L	R	-	9.5	-	Submergence at Km 84.950, Overflow at Km 84.975	-	-	-	-	-	Right Curves = 7 Nos. Left Curves = 8 Nos.
85.000	85.100	S	B	B	-	3.8	E/ 1.0	E/ 1.0	L	R	-	-	12.5	-	-	-	-	-	-	
85.100	85.200	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.6	Overflow at Km 85.160	-	-	-	-	-	
85.200	85.300	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	-	-	-	-	-	-	KM Stone 175 at Km 84.257.
85.300	85.400	S	B	B	-	3.0	NE	E/ 1.0	L	R	-	7.5	-	-	-	-	-	-	-	
85.400	85.500	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	Overflow at Km 85.365	-	-	-	-	-	
85.500	85.600	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	22.8	Overflow at Km 85.465	-	-	-	-	-	
85.600	85.700	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.6	-	-	-	-	-	-	
85.700	85.800	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.2	-	-	-	-	-	-	
85.800	85.900	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.0	Overflow at Km 85.875	-	-	-	-	-	
85.900	86.000	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	17.0	Overflow at Km 85.910	-	-	-	-	-	Right Curves = 7 Nos. Left Curves = 8 Nos.
86.000	86.100	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	10.5	Overflow at Km 86.070	-	-	-	-	-	
86.100	86.200	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.3	Overflow at Km 86.115	-	-	-	-	-	
86.200	86.300	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	17.5	-	-	-	-	-	-	KM Stone 173 at Km 86.253
86.300	86.400	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	17.0	-	-	-	-	-	-	
86.400	86.500	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	Overflow at Km 86.430	-	-	-	-	-	
86.500	86.600	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.5	-	Overflow at Km 86.500	86.600	L	G	3	To Village	
86.600	86.700	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.5	-	-	-	-	-	-	
86.700	86.800	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.0	-	-	-	-	-	-	
86.800	86.900	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	8.6	Overflow at Km 86.870	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Merangkong - Tamlu - Mon Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
86.900	87.000	S	B	B	-	3.5	NE	NE	L	R	-	-	14.5	Overflow at Km 86.960	-	-	-	-	-	Right Curves = 9 Nos. Left Curves =7 Nos.
87.000	87.100	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	19.5	Overflow at Km 87.080	-	-	-	-	-	
87.100	87.200	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	17.2	-	-	-	-	-	-	
87.200	87.300	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	Overflow at Km 87.270	-	-	-	-	-	
87.300	87.400	M	A	BS	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.5	-	-	-	-	-	-	
87.400	87.500	M	A	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.7	Overflow at Km 87.435	-	-	-	-	-	
87.500	87.600	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	11.5	-	-	-	-	-	-	
87.600	87.700	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.0	-	-	-	-	-	-	
87.700	87.800	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	Overflow at Km 87.730	-	-	-	-	-	
87.800	87.900	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.3	Overflow at Km 87.910	-	-	-	-	-	
87.900	88.000	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	24.7	-	-	-	-	-	-	Right Curves = 9 Nos. Left Curves =9 Nos.
88.000	88.100	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	-	-	-	-	-	-	
88.100	88.200	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	Overflow at Km 88.120,175	-	-	-	-	-	
88.200	88.300	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	11.5	Overflow at Km 88.300	-	-	-	-	-	
88.300	88.400	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	11.2	Sumergence at Km 88.435	-	-	-	-	-	
88.400	88.500	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	25.0	Overflow at Km 88.500,585	-	-	-	-	-	
88.500	88.600	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.0	-	-	-	-	-	-	
88.600	88.700	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	13.2	-	-	-	-	-	-	-	
88.700	88.800	M	B	B	-	3.0	E/ 1.0	E/ 1.0	L	R	-	-	13.5	Overflow at Km 88.725	-	-	-	-	-	
88.800	88.900	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	22.5	Sumergence at Km 88.750	-	-	-	-	-	
88.900	89.000	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	20.4	Overflow at Km 88.825,925	-	-	-	-	-	Right Curves = 10 Nos. Left Curves = 9 Nos.
89.000	89.100	M	B	B	Lengnyu	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.5	-	-	-	-	-	-	
89.100	89.200	M	BS	B	Lengnyu	3.5	E/ 1.0	E/ 1.0	L	R	-	8.2	-	-	89.175	L	E	3	To Lengnyu	
89.200	89.300	M	BS	BS	Lengnyu	3.5	E/ 1.0	E/ 1.0	L	R	-	9.4	-	-	-	-	-	-	-	KM Stone 170 at Km 89.234
89.300	89.400	M	B	B	Lengnyu	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.7	-	-	-	-	-	-	
89.400	89.500	M	B	B	Lengnyu	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.5	-	-	-	-	-	-	
89.500	89.600	M	B	B	Lengnyu	3.5	E/ 1.0	E/ 1.0	L	R	-	-	17.0	Overflow at Km 89.525	-	-	-	-	-	
89.600	89.700	M	B	B	Lengnyu	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.8	Overflow at Km 89.700	-	-	-	-	-	
89.700	89.800	M	B	B	Lengnyu	3.5	E/ 1.0	E/ 1.0	L	R	-	-	17.0	Overflow at Km 89.815	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE													Road Inventory						
Project Road:-		Merangkong - Tamlu - Mon Road									Weather:-	Clear							
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
89.800	89.900	M	B	B	Lengnyu	3.5	E/ 1.0	E/ 1.0	L	R	-	8.5	-	-	-	-	-	-	-	At 89.900 Hair Pin Bend
89.900	90.000	M	BS	B	Lengnyu	3.5	E/ 1.0	E/ 1.0	L	R	-	11.5	-	Overflow at Km 89.925	-	-	-	-	-	At 89.900 Minor Bridge
90.000	90.100	M	B	B	Lengnyu	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.8	-	-	-	-	-	-	Right Curves = 7 Nos. Left Curves = 11 Nos.
90.100	90.200	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.5	Overflow at Km 90.110	-	-	-	-	-	
90.200	90.300	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	22.0	-	-	-	-	-	-	
90.300	90.400	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	15.5	Submergence at Km 90.325 To 350	-	-	-	-	-	
90.400	90.500	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.0	Submergence at Km 90.445	-	-	-	-	-	
90.500	90.600	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.8	Submergence at Km 90.500 To 540	-	-	-	-	-	
90.600	90.700	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	16.5	Submergence at Km 90.650	-	-	-	-	-	
90.700	90.800	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	14.0	-	-	-	-	-	-	
90.800	90.900	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	13.0	Overflow at Km 90.860	-	-	-	-	-	
90.900	91.000	M	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	-	12.8	-	-	-	-	-	-	Right Curves = 8 Nos. Left Curves = 8 Nos.
91.000	91.100	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	10.0	-	Overflow at Km 91.050, Submergence 91.050 To 100	-	-	-	-	-	91.035 Hair Pin Bend
91.100	91.200	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	9.0	-	Submergence at Km 91.100-200	-	-	-	-	-	KM Stone at Km 91.149
91.200	91.300	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	10.0	-	Overflow at Km 91.300	-	-	-	-	-	Mon Ahead 5 KM
91.300	91.400	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	9.0	-	Overflow at Km 91.400,450	-	-	-	-	-	
91.400	91.500	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	7.5	-	Overflow at Km 91.525	-	-	-	-	-	
91.500	91.600	S	B	B	-	3.0	E/ 1.0	E/ 1.0	R	L	-	10.0	-	Submergence at Km 91.580-600	-	-	-	-	-	
91.600	91.700	S	B	B	-	3.0	E/ 1.0	E/ 1.0	R	L	-	6.9	-	-	-	-	-	-	-	
91.700	91.800	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	10.5	-	Overflow at Km 91.725,780	-	-	-	-	-	
91.800	91.900	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.0	-	-	-	-	-	-	
91.900	92.000	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	14.5	Overflow at Km 91.960	-	-	-	-	-	Right Curves = 6 Nos. Left Curves = 7 Nos.
92.000	92.100	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	12.5	Overflow at Km 92.055	-	-	-	-	-	
92.100	92.200	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	9.5	Overflow at Km 92.160	-	-	-	-	-	KM Stone at Km 92.146
92.200	92.300	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	-	13.5	-	-	-	-	-	-	Mon Ahead 4 KM
92.300	92.400	S	B	B	-	3.5	E/ 1.0	E/ 1.0	R	L	-	10.5	-	Overflow at Km 92.370	-	-	-	-	-	
92.400	92.500	S	B	B	-	3.5	E/ 1.0	NE	R	L	-	8.0	-	-	-	-	-	-	-	
92.500	92.650	S	B	B	-	3.0	E/ 1.0	E/ 1.0	R	L	-	7.0	-	Overflow at Km 92.550	-	-	-	-	-	92.650 Hair Pin Bend
92.650	92.700	S	B	B	-	3.0	E/ 1.0	E/ 1.0	L	R	-	10.0	-	Overflow at Km 92.600	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory						
Project Road:-		Merangkong - Tamlu - Mon Road									Weather:-		Clear							
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
92.700	92.800	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	8.0	-	Overflow at Km 92.650	-	-	-	-	-	
92.800	92.900	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	8.5	-	-	-	-	-	-	-	
92.900	93.000	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	8.0	-	-	-	-	-	-	-	Right Curves = 8 Nos. Left Curves = 6 Nos.
93.000	93.100	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	9.5	-	-	-	-	-	-	-	
93.100	93.200	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	9.5	-	-	-	-	-	-	-	KM Stone 166 at Km 93.153
93.200	93.300	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	9.0	-	-	-	-	-	-	-	Mon Ahead 3 KM
93.300	93.400	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	6.5	-	-	-	-	-	-	-	
93.400	93.500	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.0	-	Overflow at Km 93.455, Submergence 93.460-490	-	-	-	-	-	
93.500	93.600	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.5	-	Submergence at Km 93.625	-	-	-	-	-	
93.600	93.700	S	B	B	-	3.5	E/ 1.0	E/ 1.0	L	R	-	7.8	-	-	-	-	-	-	-	
93.700	93.800	S	BS	BS	MON	3.5	E/ 1.0	E/ 1.0	L	R	-	7.0	-	-	-	-	-	-	-	
93.800	93.900	S	BS	BS	MON	3.0	E/ 1.0	E/ 1.0	L	R	-	8.0	-	-	-	-	-	-	-	
93.900	94.000	M	BS	BS	MON	3.5	E/ 1.0	E/ 1.0	L	R	-	8.5	-	Submergence at Km 93.945	-	-	-	-	-	Right Curves = 8 Nos. Left Curves = 8 Nos.
94.000	94.100	M	BS	BS	MON	3.0	E/ 0.50	E/ 1.0	L	R	-	9.0	-	-	-	-	-	-	-	
94.100	94.200	M	BS	BS	MON	3.0	E/ 0.50	E/ 1.0	L	R	-	7.5	-	-	-	-	-	-	-	
94.200	94.300	M	BS	BS	MON	3.0	E/ 1.0	E/ 1.0	L	R	-	7.0	-	-	-	-	-	-	-	
94.300	94.400	M	BS	BS	MON	3.3	E/ 1.0	E/ 1.0	L	R	-	6.8	-	Overflow at Km 94.325	94.520	L	BT	5	To Mon Town	
94.400	94.500	M	BD	BD	MON TOWN	3.5	E/ 1.0	E/ 1.0	L	R	-	7.5	-	-	94.670	R	BT	3	To Mon Built Up	
94.500	94.600	M	BD	BS	MON TOWN	5.5	E/ 1.0	E/ 1.0	L	R	-	10.0	-	-	94.675	L	BT	3	To Mon Built Up	94.675 Hair Pin Bend
94.600	94.700	M	BS	BD	MON TOWN	7.0	G/ 1.0	G/ 1.0	L	R	-	9.5	-	-	94.675	L	G	3.5	To Sonari	
94.700	94.800	M	B	BD	MON TOWN	6.5	G/ 1.0	NE	L	R	-	10.0	-	-	94.680	L	E	3.5	To Mon Built Up	
94.800	94.900	M	BS	BD	MON TOWN	7.0	G/ 1.0	G/ 1.0	L	R	-	11.0	-	-	94.965	L	G	3.5	To Mon Built Up	
94.900	95.000	M	BD	BD	MON TOWN	7.0	G/ 1.0	G/ 1.0	L	R	-	13.5	-	-	94.975	R	G	3	To Mon Built Up	Right Curves = 5 Nos. Left Curves = 8 Nos.
95.000	95.100	M	BD	BD	MON TOWN	7.0	G/ 1.0	G/ 1.0	R	L	-	10.5	-	-	-	-	-	-	-	
95.100	95.200	R	BD	BD	MON TOWN	8.5	G/ 1.0	G/ 1.0	-	-	-	12.0	-	-	95.125/ 190/192	L/L/L	BT/BT/BT	3/3/3	To Mon Built Up / Phom Baptist Church / DC Residence	
95.200	95.300	M	BD	BD	MON TOWN	7.0	G/ 1.0	G/ 1.0	L	R	-	11.5	-	-	95.195/ 245/245	R/R/R	BT/BT/BT	3/3/3	All To Built Up	
95.300	95.400	M	BS	BD	MON TOWN	7.0	G/ 1.0	G/ 1.0	L	R	-	12.5	-	-	95.310	L	CC	3	To Built Up	
95.400	95.500	M	BD	BD	MON TOWN	6.0	G/ 1.0	G/ 1.0	R	L	-	9.2	-	-	95.450	R	BT	3.5	To Built Up	
95.500	95.650	M	BD	BD	MON TOWN	7.8	G/ 1.0	G/ 1.0	L	R	-	12.3	-	-	95.595	R	BT	7	To Police Station	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Marangkong - Tamlu - Mon Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
95.650	95.700	M	BS	BD	MON TOWN	3.5	G/ 1.0	E/ 1.0	R	L	-	11.5	-	-	95.630	L	BT	6	To Sonari (Assam)	
95.700	95.800	M	BS	BD	MON TOWN	3.5	E/ 1.0	E/ 1.0	R	L	-	11.0	-	-	-	-	-	-	-	
95.800	95.900	M	BS	BD	MON TOWN	5.5	G/ 1.0	G/ 1.0	L	R	-	13.5	-	-	95.835	L	E	3	To Mon Built Up	
95.900	96.000	M	BS	BD	MON TOWN	7.0	G/ 1.0	NE	L	R	-	12.4	-	-	95.965	R	BT	5	To Mon Built Up	Right Curves = 6 Nos. Left Curves = 5 Nos.
96.000	96.100	M	BS	BD	MON	5.5	G/ 1.0	NE	L	R	-	9.5	-	-	96.060	R	BT	7	To School	
96.100	96.200	M	BS	BD	MON	5.5	G/ 1.0	G/ 1.0	L	R	-	10.0	-	-	-	-	-	-	-	
96.200	96.300	M	BD	BS	MON	5.5	G/ 1.0	G/ 1.0	L	R	-	11.0	-	-	-	-	-	-	-	
96.300	96.400	M	BD	BD	MON	7	NE	NE	L	R	-	9.0	-	-	96.340	L	BT	3	To Built Up	
96.400	96.500	M	BD	BD	MON	6.5	G/ 1.0	G/ 1.0	L	R	-	9.5	-	-	96.455/ 456	L/L	G/G	3/3	Both To Built Up	
96.500	96.600	M	BS	BD	MON	3.5	G/ 1.0	G/ 1.0	L	Stadium	-	9.5	-	-	96.470/ 540	R/L	G/G	3/3	Both To Built Up	
96.600	96.700	M	BS	BS	MON	3.5	E/ 1.0	E/ 1.0	L	Stadium	-	8.5	-	-	96.565/ 570	R/R	G/G	5.5/3.5	To Jail /To Built Up	
96.700	96.800	M	BS	BD	MON	3.5	E/ 1.0	E/ 1.0	L	R	-	6.8	-	Overflow at Km 96.800	96.650	R	BT	3	To Indoor stadium	
96.800	96.900	M	BD	BD	MON	3.5	E/ 1.0	E/ 1.0	L	R	-	9.5	-	Overflow at Km 96.925	-	-	-	-	-	
96.900	97.000	M	BD	BD	MON	3.5	E/ 1.0	E/ 1.0	L	R	-	9.0	-	-	96.900	L	G	3	To Village	Right Curves = 5 Nos. Left Curves = 7 Nos.
97.000	97.100	M	BD	BD	MON	3.5	G/ 1.0	G/ 1.0	L	R	-	7.8	-	-	97.075	L/L	BT/BT	3.5/3	Both To Village	
97.100	97.200	M	BD	BD	MON	3.5	G/ 1.0	G/ 1.0	R	L	-	6.5	-	-	97.095	R	BT	3.5	To Mon Town	
97.200	97.300	M	BD	BD	MON	3.5	E/ 1.0	E/ 1.0	R	L	-	6.8	-	-	-	-	-	-	-	
97.300	97.400	M	BD	BD	MON	3.5	E/ 1.0	E/ 1.0	R	L	-	7.0	-	-	-	-	-	-	-	
97.400	97.500	M	BD	BD	MON	3.5	E/ 1.0	E/ 1.0	R	L	-	9.0	-	Overflow at Km 97.600	-	-	-	-	-	
97.500	97.600	M	BS	BS	MON	3.5	E/ 1.0	E/ 1.0	R	L	-	8.0	-	Submergence at Km 97.680-720	97.510	R	E	3	To Village	Water Pipe Line on LHS from 97.100 To 97.800
97.600	97.700	M	BS	BS	MON	3.5	E/ 1.0	E/ 1.0	R	L	-	7.5	-		97.610	R	E	3	To Village	
97.700	97.800	M	BS	BS	MON	3.5	E/ 1.0	E/ 1.0	R	L	-	6.8	-	-	-	-	-	-	-	Right Curves = 7 Nos. Left Curves = 7 Nos.
97.800	97.900	M	BS	BS	MON	3.5	E/ 1.0	E/ 1.0	R	L	-	8.0	-	-	-	-	-	-	-	KM Stone 161 at KM 98.065
97.900	98.000	S	BS	BS	MON	3.5	E/ 1.0	E/ 1.0	R	L	-	11.0	-	Submergence at Km 97.930-98.000	-	-	-	-	-	At Km 97.975 Hair Pin Bend
98.000	98.065	S	B	B	MON	3.5	E/ 1.0	E/ 1.0	R	L	-	6.0	-	-	-	-	-	-	-	Totak 11 Km ahead

Annexure 1 (b): Road Inventory

Changtongya - Longleng Road



Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE

Project Road :-		Changtongya - Longleng Road										Weather:-	Clear	Road Inventory					
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)	Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C	Km	Side	Type	Width	To	
0.000	0.100	M	BS	BS	Changtongya	3.5	NE	NE	R	L	-	6.0	-	-	0.000	L / R	BT	5.5	L=To Tuli / R = To Mockukchung	
0.100	0.200	M	B	B	Changtongya	3.5	NE	NE	R	L	-	6.0	-	-	0.120	L	E	3.0	To Changtongya Village	
0.200	0.300	M	B	B	Changtongya	3.5	NE	NE	R	L	-	8.1	-	Overflow at Km 0.225	-	-	-	-	-	
0.300	0.400	M	BS	BS	Changtongya	3.5	NE	NE	R	L	-	8.5	-	-	-	-	-	-	-	
0.400	0.500	M	BS	P	Changtongya	3.5	NE	NE	R	L	-	7.5	-	-	-	-	-	-	-	
0.500	0.600	M	BS	P	Changtongya	3.5	NE	NE	R	L	-	7.5	-	-	-	-	-	-	-	
0.600	0.700	S	BS	P	Changtongya	3.5	NE	NE	R	L	-	6.0	-	-	-	-	-	-	-	
0.700	0.800	S	BS	B	Changtongya	3.5	NE	NE	R	L	-	-	12.8	Overflow at Km 0.710	-	-	-	-	-	
0.800	0.900	S	B	B	Changtongya	3.5	NE	NE	R	L	-	-	7.5	-	-	-	-	-	-	
0.900	1.000	S	B	B	Changtongya	3.5	NE	NE	R	L	-	6.0	-	-	-	-	-	-	-	
1.000	1.100	S	B	B	-	3.5	NE	NE	R	L	-	6.4	-	-	-	-	-	-	-	
1.100	1.200	S	B	B	-	3.5	NE	NE	R	L	-	-	15.3	-	-	-	-	-	-	
1.200	1.300	S	B	B	-	3.5	NE	NE	R	L	-	-	15.3	-	-	-	-	-	-	
1.300	1.400	S	B	B	-	3.5	NE	NE	R	L	-	-	15.7	Overflow at Km 1.340	-	-	-	-	-	
1.400	1.500	S	B	B	-	3.5	NE	NE	R	L	-	9.4	-	-	-	-	-	-	-	
1.500	1.600	S	B	B	-	3.5	NE	NE	R	L	-	5.5	-	-	-	-	-	-	-	
1.600	1.700	S	B	B	-	3.5	NE	NE	R	L	-	7.0	-	Overflow at Km 1.600	-	-	-	-	-	
1.700	1.800	S	P	P	-	3.5	NE	NE	R	L	-	7.2	-	Overflow at Km 1.725	-	-	-	-	-	
1.800	1.900	S	P	B	-	3.5	NE	NE	R	L	-	5.6	-	-	-	-	-	-	-	
1.900	2.000	S	P	B	-	3.5	NE	NE	R	L	-	6.2	-	Overflow at Km 1.935	-	-	-	-	-	
2.000	2.100	S	B	B	-	3.5	NE	NE	R	L	-	6.6	-	-	-	-	-	-	-	
2.100	2.200	M	P	P	-	3.8	NE	NE	R	L	-	8.5	-	Overflow at Km 2.160	-	-	-	-	-	
2.200	2.300	M	P	B	-	3.5	NE	NE	R	L	-	-	17.0	Overflow at Km 2.250	-	-	-	-	-	
2.300	2.400	M	B	B	-	3.5	NE	NE	R	L	-	-	17.0	-	-	-	-	-	-	
2.400	2.500	M	B	B	-	3.5	NE	NE	R	L	-	10.2	-	Overflow at Km 2.500	-	-	-	-	-	
2.500	2.600	M	B	B	-	3.5	NE	NE	R	L	-	-	14.0	Overflow at Km 2.575	-	-	-	-	-	
2.600	2.700	M	B	B	-	3.5	NE	NE	R	L	-	-	11.5	-	-	-	-	-	-	
2.700	2.800	M	B	B	-	3.5	NE	NE	R	L	-	-	11.5	-	-	-	-	-	-	
2.800	2.900	M	B	B	-	3.5	NE	NE	R	L	-	10.7	-	-	2.890	L	ER	3.0	To Agricultural Field	
2.900	3.000	M	B	BS	-	3.5	NE	NE	R	L	-	-	15.3	-	-	-	-	-	-	
3.000	3.100	M	B	B	-	3.0	NE	NE	R	L	-	-	10.6	Overflow at Km 3.075	-	-	-	-	-	
3.100	3.200	M	B	B	-	3.5	NE	NE	R	L	-	-	13.0	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE															Road Inventory					
Project Road :-		Changtongya - Longleng Road										Weather:-	Clear							
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
3.200	3.300	M	B	B	-	3.5	NE	NE	R	L	-	-	11.8	Overflow at Km 3.250	-	-	-	-	-	
3.300	3.400	M	B	B	-	3.5	NE	NE	R	L	-	-	13.5	-	-	-	-	-	-	
3.400	3.500	M	B	B	-	3.5	NE	NE	R	L	-	-	14.0	-	-	-	-	-	-	
3.500	3.600	M	B	B	-	3.5	NE	NE	R	L	-	6.0	-	-	-	-	-	-	-	
3.600	3.700	M	B	B	-	3.5	NE	NE	R	L	-	-	8.5	-	-	-	-	-	-	
3.700	3.800	M	B	B	-	3.5	NE	NE	R	L	-	-	13.4	-	-	-	-	-	-	
3.800	3.900	M	B	B	-	3.5	NE	NE	R	L	-	-	12.0	-	-	-	-	-	-	
3.900	4.000	M	B	B	-	3.5	NE	NE	R	L	-	6.9	-	Overflow at Km 3.925	-	-	-	-	-	
4.000	4.100	M	B	B	-	4.0	NE	NE	R	L	-	7.0	-	-	-	-	-	-	-	
4.100	4.200	M	B	B	-	4.0	NE	NE	R	L	-	-	13.5	-	-	-	-	-	-	
4.200	4.300	M	B	B	-	4.0	NE	NE	R	L	-	11.0	-	Overflow at Km 4.300	-	-	-	-	-	
4.300	4.400	M	B	B	-	5.0	NE	NE	R	L	-	13.5	-	-	-	-	-	-	-	
4.400	4.500	M	B	B	-	4.5	NE	NE	R	L	-	-	14.5	Overflow at Km4.425	-	-	-	-	-	
4.500	4.600	M	B	B	-	4.0	NE	NE	R	L	-	-	17.0	Overflow at Km 4.575	-	-	-	-	-	
4.600	4.700	M	B	B	-	4.5	NE	NE	R	L	-	-	18.0	Overflow at Km4.650	-	-	-	-	-	
4.700	4.800	M	B	B	-	4.5	NE	NE	R	L	-	-	19.5	-	-	-	-	-	-	
4.800	4.900	M	B	B	-	3.5	NE	NE	R	L	-	-	12.6	Overflow at Km 4.850	-	-	-	-	-	
4.900	5.000	S	B	B	-	4.0	NE	NE	R	L	-	-	12.5	-	-	-	-	-	-	
5.000	5.100	S	B	B	-	4.0	NE	NE	R	L	-	-	15.5	-	-	-	-	-	-	
5.100	5.200	M	B	B	-	5.5	NE	NE	R	L	-	-	19.2	-	-	-	-	-	-	
5.200	5.300	M	B	B	-	3.5	NE	NE	R	L	-	-	19.0	-	-	-	-	-	-	
5.300	5.400	M	B	B	-	3.5	NE	NE	R	L	-	7.2	-	-	-	-	-	-	-	
5.400	5.500	S	B	B	-	4.0	NE	NE	R	L	-	-	12.6	-	-	-	-	-	-	
5.500	5.600	S	B	B	-	4.0	NE	NE	R	L	-	-	12.6	-	-	-	-	-	-	
5.600	5.700	S	B	B	-	3.0	NE	NE	R	L	-	6.5	-	-	-	-	-	-	-	
5.700	5.800	S	B	B	-	3.0	NE	NE	R	L	-	-	10.0	Overflow at Km5.752	-	-	-	-	-	
5.800	5.900	S	B	B	-	3.0	NE	NE	R	L	-	-	14.2	-	-	-	-	-	-	
5.900	6.000	S	B	B	-	3.0	NE	NE	R	L	-	-	10.5	Overflow at Km5.975	-	-	-	-	-	
6.000	6.100	S	B	B	-	3.0	NE	NE	R	L	-	9.8	-	-	-	-	-	-	-	
6.100	6.200	S	B	B	-	4.0	NE	NE	R	L	-	-	14.0	-	-	-	-	-	-	
6.200	6.300	S	B	B	-	4.0	NE	NE	R	L	-	-	15.5	-	-	-	-	-	-	
6.300	6.400	S	B	B	-	4.0	NE	NE	R	L	-	-	12.5	Overflow at 6.315	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE

Project Road :-		Changtongya - Longleng Road									Weather:-	Clear	Road Inventory					
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)	Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
6.400	6.500	S	B	B	-	4.5	NE	NE	R	L	-	-	16.7	Overflow at 6.450	-	-	-	-	-	
6.500	6.600	S	B	B	-	3.5	NE	NE	R	L	-	7.3	-	-	-	-	-	-	-	
6.600	6.700	M	B	B	-	2.7	NE	NE	R	L	-	5.7	-	-	-	-	-	-	-	
6.700	6.800	M	B	B	-	5.0	NE	NE	R	L	-	-	18.0	-	-	-	-	-	-	
6.800	6.900	M	B	B	-	4.5	NE	NE	R	L	-	-	20.0	-	-	-	-	-	-	
6.900	7.000	M	B	B	-	3.5	NE	NE	L	R	-	8.0	-	-	-	-	-	-	-	
7.000	7.100	M	B	B	Nepali colony	4.0	NE	NE	L	R	-	-	13.6	Overflow at 7.050	-	-	-	-	-	
7.100	7.200	M	B	BS	Nepali colony	4.5	NE	NE	L	R	-	-	14.0	Overflow at 7.160	-	-	-	-	-	
7.200	7.300	M	B	BS	Nepali colony	4.0	NE	NE	L	R	-	-	14.0	-	7.225	L	G	3.5	To Yoonguimchem Village	
7.300	7.400	M	B	BS	Nepali colony	4.0	NE	NE	L	R	-	-	13.0	-	-	-	-	-	-	
7.400	7.500	M	B	BS	Nepali colony	4.5	NE	NE	L	R	-	-	14.5	-	-	-	-	-	-	
7.500	7.600	M	B	B	Nepali colony	3.0	NE	NE	L	R	-	-	10.0	-	-	-	-	-	-	
7.600	7.700	M	B	B	-	4.0	NE	NE	L	R	-	-	16.0	-	-	-	-	-	-	
7.700	7.800	S	B	B	-	3.0	NE	NE	L	R	-	-	12.7	-	-	-	-	-	-	
7.800	7.900	S	B	B	-	3.0	NE	NE	L	R	-	-	13.5	-	-	-	-	-	-	
7.900	8.000	S	B	B	-	3.3	NE	NE	L	R	-	-	13.0	Overflow at 7.900	-	-	-	-	-	
8.000	8.100	S	B	B	-	3.5	NE	NE	L	R	-	-	16.0	Overflow along the road from km 8.100 to Km 8.600	-	-	-	-	-	
8.100	8.200	S	B	B	-	3.5	NE	NE	L	R	-	-	16.5		-	-	-	-	-	
8.200	8.300	S	B	B	-	3.5	NE	NE	L	R	-	-	14.0		-	-	-	-	-	
8.300	8.400	S	B	B	-	3.5	NE	NE	L	R	-	-	14.0		-	-	-	-	-	
8.400	8.500	S	B	B	-	3.5	NE	NE	L	R	-	-	13.5		-	-	-	-	-	
8.500	8.600	M	B	B	-	3.5	NE	NE	L	R	-	-	12.5		-	-	-	-	-	
8.600	8.700	M	B	B	Panikhuti	3.5	NE	NE	L	R	-	-	16.0	-	-	-	-	-	-	
8.700	8.800	M	BS	BS	Panikhuti	3.8	NE	NE	L	R	-	13.0	-	-	-	-	-	-	-	
8.800	8.900	M	B	B	-	3.5	NE	NE	L	R	-	-	15.5	Overflow at Km8.800	-	-	-	-	-	
8.900	9.000	M	B	B	-	3.5	NE	NE	L	R	-	-	12.5	-	-	-	-	-	-	
9.000	9.100	M	B	B	-	4.0	NE	NE	L	R	-	-	13.5	-	-	-	-	-	-	
9.100	9.200	S	B	B	-	4.0	NE	NE	L	R	-	-	13.5	-	-	-	-	-	-	
9.200	9.300	S	B	B	-	3.5	NE	NE	L	R	-	-	13.0	-	-	-	-	-	-	
9.300	9.400	M	B	B	-	3.0	NE	NE	L	R	-	-	13.3	-	-	-	-	-	-	
9.400	9.500	M	B	B	-	3.0	NE	NE	L	R	-	-	11.5	Overflow at Km 9.500	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE															Road Inventory					
Project Road :-		Changtongya - Longleng Road									Weather:-		Clear							
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
9.500	9.600	M	B	B	-	5.5	NE	NE	L	R	-	-	19.2	-	-	-	-	-	-	
9.600	9.700	M	B	B	-	3.5	NE	NE	L	R	-	-	9.0	-	-	-	-	-	-	
9.700	9.800	M	B	B	Tippu	3.5	NE	NE	L	R	-	-	14.0	-	-	-	-	-	-	
9.800	9.900	M	A	BS	Tippu	3.5	NE	NE	L	R	-	-	15.0	-	-	-	-	-	-	
9.900	10.000	M	A	BS	Tippu	3.8	NE	NE	L	R	-	-	15.8	-	-	-	-	-	-	
10.000	10.100	M	P	A	-	3.0	NE	NE	-	R & L	-	11.5	-	-	-	-	-	-	-	
10.100	10.200	M	A	A	-	3.0	NE	NE	R	L	-	-	16.5	-	10.115	R	E	3.0	To village	
10.200	10.300	M	A	A	-	4.0	NE	NE	R	L	-	-	15.0	-	-	-	-	-	-	
10.300	10.400	M	A	A	-	5.0	NE	NE	R	L	-	-	15.0	-	-	-	-	-	-	
10.400	10.500	M	A	A	-	4.8	NE	NE	R	L	-	-	15.0	-	-	-	-	-	-	
10.500	10.600	M	A	A	-	5.0	NE	NE	R	L	-	-	14.5	-	-	-	-	-	-	
10.600	10.700	M	A	A	-	5.0	NE	NE	R	L	-	-	15.3	-	-	-	-	-	-	
10.700	10.800	M	A	A	-	5.5	NE	NE	R	L	-	-	18.5	-	-	-	-	-	-	
10.800	10.900	M	A	A	-	6.5	NE	NE	R	L	-	-	16.8	-	-	-	-	-	-	
10.900	11.000	M	A	A	-	5.5	NE	NE	R	L	-	-	16.5	Overflow on RHS along the road from km 10.925 to Km 11.175	-	-	-	-	-	
11.000	11.100	M	A	A	-	4.0	NE	NE	R	L	-	-	17.5		-	-	-	-	-	
11.100	11.200	M	A	A	-	3.5	NE	NE	R	L	-	-	18.0		-	-	-	-	-	
11.200	11.300	S	A	A	-	3.0	NE	NE	R	L	-	-	23.0	-	-	-	-	-	-	
11.300	11.400	S	A	A	-	3.0	NE	NE	L	R	-	-	18.0	-	-	-	-	-	-	
11.400	11.500	S	B	A	-	3.0	NE	NE	L	R	-	-	17.2	-	-	-	-	-	-	
11.500	11.600	S	A	A	-	3.0	NE	NE	R	L	-	-	19.0	-	-	-	-	-	-	
11.600	11.700	M	A	A	-	3.5	NE	NE	R	L	-	-	18.0	-	11.660	L	G	2.8	To Yaung Village	
11.700	11.800	M	A	A	-	3.5	NE	NE	R	L	-	-	22.5	-	-	-	-	-	-	
11.800	11.900	M	A	A	-	3.5	NE	NE	R	L	-	-	13.0	-	11.860	L	G	3.0	To Sanglu Village	
11.900	12.000	M	A	A	-	3.5	NE	NE	R	L	-	-	15.0	-						
12.000	12.100	M	A	A	-	3.0	NE	NE	R	L	-	-	15.5	-	-	-	-	-	-	
12.100	12.200	M	A	B	-	3.0	NE	NE	R	L	-	-	15.5	-	-	-	-	-	-	
12.200	12.300	M	A	B	-	3.5	NE	NE	R	L	-	-	13.0	Overflow at Km12.300	-	-	-	-	-	
12.300	12.400	M	A	B	Yaunglyichen	3.5	NE	NE	R	L	-	-	12.0	-	-	-	-	-	-	
12.400	12.500	M	BS	BS	Yaunglyichen	3.0	NE	NE	R	L	-	-	12.5	-	-	-	-	-	-	
12.500	12.600	M	B	BS	Yaunglyichen	3.5	NE	NE	R	L	-	-	14.0	-	11.540	R	G	2.5	To Village	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE

Project Road :-		Changtongya - Longleng Road									Weather:-	Clear	Road Inventory					
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)	Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
12.600	12.700	M	B	BS	Yaunglyichen	3.5	NE	NE	R	L	-	-	16.5	-	-	-	-	-	-	
12.700	12.800	M	BS	BS	Yaunglyichen	3.5	NE	NE	R	L	-	-	14.2	-	-	-	-	-	-	
12.800	12.900	M	B	B	Yaunglyichen	3.0	NE	NE	R	L	-	-	8.8	-	-	-	-	-	-	
12.900	13.000	M	B	B	Yaunglyichen	3.0	NE	NE	R	L	-	6.5	-	-	-	-	-	-	-	
13.000	13.100	M	B	B	-	3.0	NE	NE	R	L	-	-	15.5	-	13.015	R	G	2.5	To Village	
13.100	13.200	M	A	B	-	3.0	NE	NE	R	L	-	-	16.5	-	-	-	-	-	-	
13.200	13.300	M	A	B	-	3.5	NE	NE	R	L	-	-	16.3	-	-	-	-	-	-	
13.300	13.400	M	B	B	-	3.2	NE	NE	R	L	-	-	15.0	Overflow at Km13.320	-	-	-	-	-	
13.400	13.500	M	B	B	-	3.0	NE	NE	R	L	-	-	15.0	-	-	-	-	-	-	
13.500	13.600	M	B	B	-	3.3	NE	NE	R	L	-	-	12.0	-	-	-	-	-	-	
13.600	13.700	M	B	B	-	3.0	NE	NE	R	L	-	-	15.5	-	-	-	-	-	-	
13.700	13.800	M	B	B	-	3.8	NE	NE	R	L	-	-	16.4	-	-	-	-	-	-	
13.800	13.900	M	B	B	-	3.0	NE	NE	L	R	-	-	14.0	Overflow at Km13.820	-	-	-	-	-	
13.900	14.000	M	B	B	-	3.0	NE	NE	L	R	-	-	14.0	-	-	-	-	-	-	
14.000	14.100	M	B	B	-	3.5	NE	NE	L	R	-	-	15.0	-	-	-	-	-	-	
14.100	14.200	M	B	B	-	3.5	NE	NE	L	R	-	-	15.0	-	-	-	-	-	-	
14.200	14.300	M	B	B	-	3.5	NE	NE	L	R	-	-	15.5	-	-	-	-	-	-	
14.300	14.400	M	B	B	-	3.7	NE	NE	L	R	-	-	13.5	-	-	-	-	-	-	
14.400	14.500	M	B	B	-	3.5	NE	NE	L	R	-	-	14.2	-	-	-	-	-	-	
14.500	14.600	M	B	B	-	3.5	NE	NE	L	R	-	-	13.8	-	-	-	-	-	-	
14.600	14.700	S	B	B	-	3.5	NE	NE	L	R	-	-	14.0	-	-	-	-	-	-	
14.700	14.800	S	B	B	-	3.5	NE	NE	L	R	-	-	14.0	-	-	-	-	-	-	
14.800	14.900	S	B	B	-	3.5	NE	NE	L	R	-	-	14.5	-	-	-	-	-	-	
14.900	15.000	S	B	B	-	3.5	NE	NE	L	R	-	-	14.0	-	-	-	-	-	-	
15.000	15.100	M	B	B	-	3.0	NE	NE	L	R	-	-	14.5	-	-	-	-	-	-	
15.100	15.200	M	B	B	-	3.5	NE	NE	L	R	-	-	10.8	Overflow at Km15.150	-	-	-	-	-	
15.200	15.300	M	B	B	-	3.5	NE	NE	L	R	-	-	12.5	-	15.300	R	G	3.5	To Village	
15.300	15.400	M	B	B	-	3.5	NE	NE	L	R	-	-	9.5	-	-	-	-	-	-	
15.400	15.500	S	B	B	-	3.0	NE	NE	L	R	-	-	10.2	-	-	-	-	-	-	
15.500	15.600	S	B	B	-	3.5	NE	NE	L	R	-	-	12.0	-	-	-	-	-	-	
15.600	15.700	S	B	B	-	4.0	NE	NE	L	R	-	-	13.5	-	-	-	-	-	-	
15.700	15.800	S	B	B	-	3.8	NE	NE	L	R	-	-	14.0	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road :-		Changtongya - Longleng Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
15.800	15.900	S	B	B	-	3.0	NE	NE	L	R	-	-	8.5	-	-	-	-	-	-	
15.900	16.000	S	B	B	-	3.0	NE	NE	L	R	-	-	16.2	-	-	-	-	-	-	
16.000	16.100	S	B	B	-	3.5	NE	NE	L	R	-	-	16.5	-	-	-	-	-	-	
16.100	16.200	S	B	B	-	3.5	NE	NE	L	R	-	-	16.5	-	-	-	-	-	-	
16.200	16.300	S	B	B	-	3.5	NE	NE	L	R	-	-	14.5	Overflow at Km 16.245	-	-	-	-	-	
16.300	16.400	S	B	B	-	4.0	NE	NE	L	R	-	-	7.3	Overflow at Km16.375	-	-	-	-	-	
16.400	16.500	S	B	B	-	3.5	NE	NE	L	R	-	-	13.5	-	-	-	-	-	-	
16.500	16.600	S	B	B	-	4.0	NE	NE	L	R	-	-	9.3	Overflow at Km16.530	-	-	-	-	-	
16.600	16.700	M	B	B	Yoonguimchem	4.0	NE	NE	L	R	-	-	9.0	-	-	-	-	-	-	
16.700	16.800	M	BS	BS	Yoonguimchem	4.0	NE	NE	L	R	-	-	8.8	Overflow at Km16.750	-	-	-	-	-	
16.800	16.900	M	BS	BS	Alayong	4.0	NE	E/ 0.5	L	R	-	-	10.5	-	16.895	L	E	3.0	To Yoonguimchem Village	
16.900	17.000	M	BS	BS	Alayong	4.0	NE	E/ 0.5	L	R	-	6.5	-	-	-	-	-	-	-	
17.000	17.100	M	BS	BS	Alayong	4.5	G/ 0.5	G/ 0.5	L	R	-	5.8	-	-	17.125	L	BT	4.0	To Alayong Village	
17.100	17.200	M	BD	B	Alayong	4.0	G/ 0.5	G/ 0.5	L	R	-	-	7.7	-	17.150	R	G	3.5	To School	
17.200	17.300	M	BD	BS	Alayong	3.0	G/ 0.2	G/ 0.2	L	R	-	6.5	-	-	17.205	R	E	3.0	To Alayong Village	
17.300	17.400	M	B	B	Alayong	4.0	G/ 0.2	G/ 0.2	L	R	-	7.0	-	-	17.255	R	E	3.0	To Alayong Village	
17.400	17.500	M	B	B	-	4.0	E/ 0.3	E/ 0.3	L	R	-	6.8	-	-	17.365	L	G	3.0	To Alayong Village	
17.500	17.600	M	B	B	-	4.0	E/ 0.3	E/ 0.3	L	R	-	7.0	-	-	-	-	-	-	-	
17.600	17.700	M	B	B	-	4.0	G/ 0.4	G/ 0.4	L	R	-	6.7	-	-	-	-	-	-	-	
17.700	17.800	M	A	B	-	4.0	NE	NE	L	R	-	-	13.5	-	-	-	-	-	-	
17.800	17.900	M	B	B	-	4.0	NE	NE	L	R	-	-	17.0	Overflow at Km17.800	-	-	-	-	-	
17.900	18.000	M	B	B	-	3.5	NE	NE	L	R	-	-	12.0	-	-	-	-	-	-	
18.000	18.100	S	B	B	-	4.0	NE	NE	L	R	-	-	12.0	-	-	-	-	-	-	
18.100	18.200	S	B	B	-	4.0	NE	NE	L	R	-	-	13.0	Overflow at Km18.150	-	-	-	-	-	
18.200	18.300	M	B	B	-	3.5	NE	NE	L	R	-	-	13.2	Overflow at Km18.275	-	-	-	-	-	
18.300	18.400	M	B	B	-	4.0	NE	NE	L	R	-	-	13.0	Overflow at Km 18.400, Km 18.460	-	-	-	-	-	
18.400	18.500	M	B	B	-	3.5	NE	NE	L	R	-	-	14.6	-	-	-	-	-	-	
18.500	18.600	M	A	B	-	3.5	NE	NE	L	R	-	-	18.0	Overflow at Km18.650	-	-	-	-	-	
18.600	18.700	M	A	B	-	3.5	NE	NE	L	R	-	7.0	-	-	-	-	-	-	-	
18.700	18.800	M	B	B	-	3.5	G/ 0.5	G/ 0.5	L	R	-	-	6.5	Overflow at Km18.770	-	-	-	-	-	
18.800	18.900	M	B	B	-	3.5	G/ 0.5	G/ 0.5	L	R	-	-	12.6	Overflow at Km18.820	-	-	-	-	-	
18.900	19.000	M	B	B	Yaong	3.5	G/ 0.5	G/ 0.5	L	R	-	10.0	-	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE

Project Road :-		Changtongya - Longleng Road									Weather:-	Clear	Road Inventory					
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
19.000	19.050	M	B	BS	Yaong	3.5	E/ 0.5	E/ 0.5	R	L	-	10.0	-	-	-	-	-	-	-	
19.050	19.100	M	B	B	Yaong	3.5	E/ 0.5	E/ 0.5	L	R	-	-	13.0	-	-	-	-	-	-	
19.100	19.200	M	A	B	-	3.5	NE	NE	L	R	-	-	13.5	-	-	-	-	-	-	
19.200	19.300	M	A	B	-	3.5	NE	NE	L	R	-	-	15.0	Overflow at Km19.300	-	-	-	-	-	
19.300	19.400	M	A	B	-	3.7	NE	NE	L	R	-	-	14.5	Overflow at Km19.400	-	-	-	-	-	
19.400	19.500	M	A	B	-	3.0	NE	NE	L	R	-	-	7.3	Overflow at Km19.500	-	-	-	-	-	
19.500	19.600	M	B	B	-	3.0	NE	NE	L	R	-	-	16.3	-	-	-	-	-	-	
19.600	19.700	M	B	B	-	3.0	NE	NE	L	R	-	-	7.5	Overflow at Km19.650	-	-	-	-	-	
19.700	19.800	M	B	B	-	3.0	NE	NE	L	R	-	4.0	-	Overflow at Km19.760	-	-	-	-	-	
19.800	19.900	S	B	B	-	3.5	NE	NE	L	R	-	-	15.0	Overflow at Km19.890	-	-	-	-	-	
19.900	20.000	S	B	B	-	3.5	NE	NE	L	R	-	-	13.5	-	-	-	-	-	-	
20.000	20.100	S	B	B	-	3.5	NE	NE	L	R	-	-	11.0	Overflow at Km20.070	-	-	-	-	-	
20.100	20.200	S	B	B	-	3.5	NE	NE	L	R	-	-	10.5	-	-	-	-	-	-	
20.200	20.300	S	B	B	-	3.5	NE	NE	L	R	-	-	17.5	Overflow at Km20.270	-	-	-	-	-	
20.300	20.400	S	B	B	-	3.0	NE	NE	L	R	-	-	11.5	-	-	-	-	-	-	
20.400	20.500	M	B	B	-	3.0	NE	NE	L	R	-	-	11.5	-	-	-	-	-	-	
20.500	20.600	M	B	B	-	3.5	NE	NE	L	R	-	-	12.3	-	-	-	-	-	-	
20.600	20.700	M	B	B	-	3.0	NE	NE	L	R	-	-	14.5	Overflow at Km20.670	-	-	-	-	-	
20.700	20.800	M	B	B	-	3.0	NE	NE	L	R	-	-	13.5	-	-	-	-	-	-	
20.800	20.900	M	B	B	-	3.5	NE	NE	L	R	-	-	14.5	-	20.810	L	G	3.0	To Stone Crusher	
20.900	21.000	M	B	B	-	3.5	NE	NE	L	R	-	-	17.5	-	-	-	-	-	-	
21.000	21.100	M	B	B	-	3.5	NE	NE	R	L	-	-	17.0	Overflow at Km21.050	-	-	-	-	-	
21.100	21.200	S	B	B	-	3.5	NE	NE	R	L	-	-	13.5	-	-	-	-	-	-	
21.200	21.300	S	B	B	-	3.5	NE	NE	R	L	-	-	15.0	Overflow at Km21.220	-	-	-	-	-	
21.300	21.400	S	B	B	-	3.5	NE	NE	R	L	-	-	15.0	-	-	-	-	-	-	
21.400	21.500	S	B	B	-	3.5	NE	NE	R	L	-	5.0	-	Overflow at Km21.450	-	-	-	-	-	
21.500	21.600	S	B	B	-	3.5	NE	NE	R	L	-	8.3	-	Overflow at Km21.550	-	-	-	-	-	
21.600	21.700	S	B	B	-	3.0	NE	NE	R	L	-	5.2	-	Overflow at Km21.650	-	-	-	-	-	
21.700	21.800	M	B	B	-	3.0	NE	NE	R	L	-	7.5	-	Overflow at Km21.800	-	-	-	-	-	
21.800	21.900	M	B	B	-	3.0	NE	NE	R	L	-	-	11.5	Overflow at Km21.850	-	-	-	-	-	
21.900	22.000	M	B	B	-	3.0	NE	NE	R	L	-	-	12.5	Overflow at Km22.000	-	-	-	-	-	
22.000	22.100	M	B	B	-	3.0	NE	NE	L	R	-	-	11.8	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road :-		Changtongya - Longleng Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
22.100	22.200	M	B	B	-	3.0	NE	NE	L	R	-	-	12.5	-	-	-	-	-	-	
22.200	22.300	M	B	B	-	3.0	NE	NE	L	R	-	-	9.0	Overflow at Km22.150	-	-	-	-	-	
22.300	22.400	S	B	B	-	3.0	NE	NE	L	R	-	-	12.8	-	-	-	-	-	-	
22.400	22.500	S	B	B	-	3.5	NE	NE	L	R	-	-	12.0	Overflow at Km22.425	-	-	-	-	-	
22.500	22.600	S	B	B	-	3.5	NE	NE	L	R	-	-	18.0	-	-	-	-	-	-	
22.600	22.700	S	B	B	-	3.5	NE	NE	L	R	-	-	12.5	Overflow at Km22.650	-	-	-	-	-	
22.700	22.800	S	B	B	-	3.5	NE	NE	L	R	-	-	11.5	Overflow at Km22.750	-	-	-	-	-	
22.800	22.900	S	B	B	-	3.5	NE	NE	L	R	-	-	17.0	-	-	-	-	-	-	
22.900	23.000	S	B	B	-	3.5	NE	NE	L	R	-	6.0	-	Overflow at Km23.000	-	-	-	-	-	
23.000	23.100	M	B	B	-	3.5	NE	NE	L	R	-	-	14.5	-	-	-	-	-	-	
23.100	23.200	M	B	B	-	3.5	NE	NE	L	R	-	-	13.5	-	-	-	-	-	-	
23.200	23.300	M	B	B	-	3.5	NE	NE	L	R	-	-	16.5	Overflow at Km23.200	-	-	-	-	-	
23.300	23.400	M	B	B	-	3.5	NE	NE	L	R	-	6.2	-	Overflow at Km 23.300, Km 23.355	-	-	-	-	-	
23.400	23.500	M	B	B	-	3.5	NE	NE	L	R	-	7.5	-	Overflow at Km23.425	-	-	-	-	-	
23.500	23.600	M	B	B	-	3.5	NE	NE	L	R	-	-	16.5	Overflow at Km 23.500, Km 23.525	-	-	-	-	-	
23.600	23.700	M	B	B	-	3.5	NE	NE	L	R	-	-	14.0	Overflow at Km23.640	23.640	L	BT	3.5	To Chingtok Village	
23.700	23.800	M	B	B	-	3.5	NE	NE	L	R	-	-	15.5	Overflow at Km23.710	-	-	-	-	-	
23.800	23.900	M	B	B	-	3.5	NE	NE	L	R	-	-	15.5	Overflow at Km23.807	-	-	-	-	-	
23.900	24.000	M	B	B	-	3.5	NE	NE	L	R	-	-	14.0	-	-	-	-	-	-	
24.000	24.100	M	B	B	-	3.5	NE	NE	L	R	-	-	11.5	-	-	-	-	-	-	
24.100	24.200	M	B	B	-	3.5	NE	NE	L	R	-	7.0	-	-	-	-	-	-	-	
24.200	24.300	S	B	B	-	3.5	NE	NE	L	R	-	-	12.0	Overflow at Km 24.215, Km 24.260	-	-	-	-	-	
24.300	24.400	S	B	B	-	3.5	NE	NE	L	R	-	-	12.0	-	-	-	-	-	-	
24.400	24.500	S	B	B	-	3.5	NE	NE	L	R	-	-	12.5	-	-	-	-	-	-	
24.500	24.600	S	B	B	-	3.5	NE	NE	L	R	-	7.5	-	Overflow at Km24.550	-	-	-	-	-	
24.600	24.700	M	B	B	-	3.5	NE	NE	L	R	-	-	14.5	Overflow at Km24.640	-	-	-	-	-	
24.700	24.800	M	B	B	-	3.5	NE	NE	L	R	-	-	19.5	-	24.725	R	G	3.0	To Agricultural Field	
24.800	24.900	M	B	P	-	3.5	NE	NE	L	R	-	-	18.0	-	-	-	-	-	-	
24.900	25.000	M	B	P	-	3.5	NE	NE	L	R	-	-	9.0	-	-	-	-	-	-	
25.000	25.100	S	B	B	-	3.5	NE	NE	L	R	-	6.0	-	Overflow at Km25.015	-	-	-	-	-	
25.100	25.200	S	B	B	-	3.5	NE	NE	L	R	-	-	13.5	Overflow at Km25.175	-	-	-	-	-	
25.200	25.300	S	B	B	-	3.5	NE	NE	L	R	-	-	17.5	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE

Project Road :-		Changtongya - Longleng Road									Weather:-	Clear	Road Inventory					
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)	Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O U/C		Km	Side	Type	Width	To	
25.300	25.400	M	B	B	-	3.5	NE	NE	L	R	-	- 21.0	Overflow at Km25.375	-	-	-	-	-	
25.400	25.500	M	P	B	-	3.5	NE	NE	L	R	-	- 16.5	-	-	-	-	-	-	
25.500	25.600	M	P	B	-	3.5	NE	NE	L	R	-	- 14.5	Overflow at Km25.550	-	-	-	-	-	
25.600	25.700	M	A	B	-	3.5	NE	NE	L	R	-	- 14.0	Overflow at Km25.670	-	-	-	-	-	
25.700	25.800	S	A	P	-	3.5	NE	NE	L	R	-	- 14.5	Overflow at Km25.740	-	-	-	-	-	
25.800	25.900	S	A	P	-	3.5	NE	NE	L	R	-	- 13.8	-	-	-	-	-	-	
25.900	26.000	S	P	B	-	3.5	NE	NE	L	R	-	- 14.0	-	-	-	-	-	-	
26.000	26.100	S	P	B	-	3.5	NE	NE	L	R	-	- 14.5	-	-	-	-	-	-	
26.100	26.200	S	P	B	-	3.5	NE	NE	L	R	-	- 15.0	-	-	-	-	-	-	
26.200	26.300	S	P	B	-	3.5	NE	NE	L	R	-	- 12.0	Overflow at Km26.275	-	-	-	-	-	
26.300	26.400	S	B	B	-	3.5	NE	NE	L	R	-	6.7 -	Overflow at Km26.340	-	-	-	-	-	
26.400	26.500	S	B	B	-	3.5	NE	NE	L	R	-	- 15.0	-	-	-	-	-	-	
26.500	26.600	S	B	B	-	3.5	NE	NE	L	R	-	- 12.8	Overflow at Km26.575	-	-	-	-	-	
26.600	26.700	S	B	B	-	3.5	NE	NE	L	R	-	- 14.0	-	-	-	-	-	-	
26.700	26.800	M	B	B	-	3.5	NE	NE	L	R	-	- 16.3	-	-	-	-	-	-	
26.800	26.900	M	B	B	Orangkong	3.5	NE	NE	L	R	-	- 14.5	Overflow at Km26.850	-	-	-	-	-	
26.900	27.000	M	BS	B	Orangkong	3.5	NE	NE	L	R	-	6.3 -	Overflow at Km26.950	-	-	-	-	-	
27.000	27.100	M	BS	B	Orangkong	3.5	NE	NE	L	R	-	8.0 -	Overflow at Km27.050	27.100	R	E	3.0	To Agricultural Field	
27.100	27.200	R	BS	BS	Orangkong	3.5	NE	NE	-	L & R	-	8.0 -	-	27.190	L / R	E / BT	3.0 / 3.5	To Orankong Village / To Orangkong Village	
27.200	27.300	S	B	B	Orangkong	3.5	NE	NE	R	L	-	7.0 -	-	-	-	-	-	-	
27.300	27.400	S	P	P	Orangkong	3.5	NE	NE	R	L	-	7.3 -	-	-	-	-	-	-	
27.400	27.500	S	BS	P	Orangkong	3.5	NE	NE	R	L	-	8.5 -	Overflow at Km27.460	-	-	-	-	-	
27.500	27.600	S	P	BS	Orangkong	3.5	NE	NE	R	L	-	8.6 -	Overflow at Km27.575	-	-	-	-	-	
27.600	27.700	S	BS	BS	Orangkong	3.5	NE	NE	R	L	-	7.0 -	-	-	-	-	-	-	
27.700	27.800	S	B	B	Orangkong	3.5	NE	NE	R	L	-	7.0 -	Overflow at Km27.700	27.750	L	E	3.0	To Police Station	
27.800	27.900	S	BD	B	Orangkong	3.5	NE	NE	R	L	-	8.0 -	Overflow at Km28.050	-	-	-	-	-	
27.900	28.000	S	BD	B	Orangkong	3.5	NE	NE	R	L	-	8.3 -	-	28.000	R	E	3.0	To Police Quarters	
28.000	28.100	S	BD	B	Longleng	3.5	NE	NE	R	L	-	7.0 -	Overflow at Km27.875	-	-	-	-	-	
28.100	28.200	S	BS	BS	Longleng	3.5	NE	NE	R	L	-	7.0 -	-	28.145	R	E	3.0	To Village	
28.200	28.300	S	B	BS	Longleng	3.5	NE	NE	R	L	-	8.1 -	-	-	-	-	-	-	
28.300	28.400	M	B	B	Longleng	3.5	E/ 1.0	E/ 1.0	R	L	-	11.0 -	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road :-		Changtongya - Longleng Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
28.400	28.500	M	B	B	Longleng	3.5	E/ 1.0	E/ 1.0	R	L	-	9.3	-	Overflow at Km28.425	28.425	R	E	3.0	To Village	
28.500	28.600	M	P	BS	Longleng	3.5	E/ 1.0	E/ 1.0	R	L	-	10.5	-	-	-	-	-	-	-	
28.600	28.700	M	P	BS	Longleng	3.5	E/ 1.0	E/ 1.0	R	L	-	7.3	-	-	28.690	R	G	2.5	To Agricultural Field	
28.700	28.800	M	B	BS	Longleng	3.5	E/ 1.0	E/ 1.0	R	L	-	7.0	-	Overflow at Km28.750	-	-	-	-	-	
28.800	28.900	M	P	BS	Longleng	3.5	E/ 1.0	NE	R	L	-	5.5	-	Overflow at Km28.825	-	-	-	-	-	
28.900	29.000	M	BD	BD	Longleng	5.5	NE	NE	R	L	-	7.8	-	-	28.915	R	G	2.5	To Longleng Village	
29.000	29.100	M	BD	BD	Longleng	5.2	NE	NE	R	L	-	7.4	-	-	-	-	-	-	-	
29.100	29.200	M	BD	BD	Longleng	5.2	NE	NE	R	L	-	7.5	-	-	-	-	-	-	-	
29.200	29.300	M	BD	BD	Longleng	4.0	NE	NE	R	L	-	7.0	-	Overflow at Km29.292	-	-	-	-	-	
29.300	29.400	M	BD	BD	Longleng	5.5	NE	NE	R	L	-	7.1	-	-	-	-	-	-	-	
29.400	29.530	M	BD	BD	Longleng	6.4	NE	NE	R	L	-	7.5	-	-	29.530	L / R / R	BT / G / BT	4.0 / 3.5 / 3.5	To Longleng Builtup	

Annexure 1 (c) : Road Inventory

Chakabama – Zunheboto Road



Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE

Project Road:- Chakabama – Zunheboto Road | Weather:- Clear | Road Inventory

KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
0.000	0.100	M	B	B	-	3.5	NE	NE	R	L	-	-	19.0	-	-	-	-	-	-	
0.100	0.200	M	B	B	-	3.5	NE	NE	R	L	-	-	9.8	-	-	-	-	-	-	
0.200	0.300	M	B	B	-	3.5	NE	NE	R	L	-	7.8	-	-	-	-	-	-	-	
0.300	0.400	M	P	B	-	3.5	NE	NE	R	L	-	-	16.0	-	-	-	-	-	-	
0.400	0.500	M	B	B	-	3.5	NE	NE	R	L	-	-	15.0	-	-	-	-	-	-	
0.500	0.600	M	B	B	-	3.5	NE	NE	R	L	-	-	11.7	-	-	-	-	-	-	
0.600	0.700	M	B	B	-	3.5	NE	NE	R	L	-	-	13.5	-	-	-	-	-	-	
0.700	0.800	M	B	B	-	3.5	NE	NE	R	L	-	-	17.5	-	-	-	-	-	-	
0.800	0.900	M	B	B	-	3.5	NE	NE	R	L	-	-	13.0	-	-	-	-	-	-	
0.900	1.000	M	B	B	-	3.5	NE	NE	R	L	-	-	11.8	-	-	-	-	-	-	
1.000	1.100	M	B	B	-	3.5	NE	NE	R	L	-	-	13.8	-	-	-	-	-	-	
1.100	1.200	M	B	B	-	3.5	NE	NE	R	L	-	-	13.0	-	-	-	-	-	-	
1.200	1.300	M	B	B	-	3.5	NE	NE	R	L	-	-	11.5	-	-	-	-	-	-	
1.300	1.400	M	B	B	-	3.5	NE	NE	R	L	-	-	11.8	-	-	-	-	-	-	
1.400	1.500	M	B	B	-	3.5	NE	NE	R	L	-	-	14.0	-	1.495	L	E	3.5	To Local	
1.500	1.600	M	B	B	Chakabama	3.5	NE	NE	R	L	-	-	19.0	-	-	-	-	-	-	
1.600	1.650	M	BS	B	Chakabama	3.5	NE	NE	R	L	-	-	8.0	-	-	-	-	-	-	
1.650	1.700	M	BS	BS	Chakabama	3.5	NE	NE	R	L	-	12.5	-	-	-	-	-	-	-	
1.700	1.800		B	BS	Chakabama	3.5	NE	NE		L	-	7.1	-	-	-	-	-	-	-	Stadium (Football Ground)
1.800	1.900		BS	BS	Chakabama	3.5	NE	NE			-	5.8	-	-	-	-	-	-	-	Stadium (Football Ground)
1.900	2.000		BD	BS	Chakabama	3.5	NE	NE		L	-	9.0	-	-	1.935	R	G	3.5	To School	
2.000	2.100		B	BS	Chakabama	3.5	NE	NE			-	11.5	-	-	2.100	R/L	BT/E	3.0	To Local	
2.100	2.200	M	BS	BS	Chakabama	3.5	NE	NE	L		-	9.3	-	-	2.085	L	BT	3.5	To Dhoma Village	
2.200	2.300	M	BS	B	Chakabama End	3.5	NE	NE	L/R		Yes (CH. 2.290 To 2.325)	8.5	-	-	-	-	-	-	-	2.290 To 2.325 Box Cut
2.300	2.350	M	B	B	-	3.5	NE	NE	L	R	-	-	12.5	-	-	-	-	-	-	
2.350	2.400	M	B	B	-	3.5	NE	NE	L	R	-	-	14.5	-	-	-	-	-	-	
2.400	2.500	M	B	BS	-	3.5	NE	NE	L	R	-	-	11.0	-	-	-	-	-	-	
2.500	2.600	M	B	B	-	3.5	NE	NE	L	R	-	-	16.7	-	-	-	-	-	-	
2.600	2.700	M	B	B	-	3.5	NE	NE	L	R	-	-	9.5	-	-	-	-	-	-	
2.700	2.800	M	B	B	-	3.5	NE	NE	L	R	-	-	14.8	-	-	-	-	-	-	
2.800	2.900	M	B	B	-	3.5	NE	NE	L	R	-	-	14.2	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE

Project Road:- Chakabama – Zunheboto Road | Weather:- Clear | Road Inventory

KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
2.900	3.000	M	B	B	-	3.0	NE	NE	L	R	-	-	7.3	-	-	-	-	-	-	
3.000	3.100	M	B	B	-	3.5	NE	NE	L	R	-	-	13.0	-	-	-	-	-	-	
3.100	3.200	M	B	B	-	3.5	NE	NE	L	R	-	-	10.0	-	-	-	-	-	-	
3.200	3.300	M	B	B	-	3.5	NE	NE	L	R	-	-	14.0	-	-	-	-	-	-	
3.300	3.400	M	B	B	-	3.5	NE	NE	L	R	-	-	14.0	-	-	-	-	-	-	
3.400	3.500	M	B	B	-	3.5	NE	NE	L	R	-	-	12.0	-	-	-	-	-	-	
3.500	3.600	S	B	B	-	3.5	NE	NE	L	R	-	-	10.0	-	-	-	-	-	-	
3.600	3.700	S	B	B	-	3.5	NE	NE	L	R	-	6.3	-	-	-	-	-	-	-	
3.700	3.800	S	B	B	-	3.5	NE	NE	L	R	-	7.3	-	-	-	-	-	-	-	
3.800	3.900	S	B	B	-	3.5	NE	NE	L	R	-	-	6.4	-	-	-	-	-	-	
3.900	4.000	S	B	B	-	3.5	NE	NE	L	R	-	-	13.3	-	-	-	-	-	-	
4.000	4.100	M	B	B	-	3.5	NE	NE	L	R	-	-	40.0	-	-	-	-	-	-	
4.100	4.200	S	B	B	-	3.5	NE	NE	L	R	-	8.3	-	-	-	-	-	-	-	
4.200	4.300	S	B	B	-	3.5	NE	NE	L	R	-	6.5	-	-	-	-	-	-	-	
4.300	4.400	S	B	B	-	3.5	NE	NE	L	R	-	7.5	-	-	-	-	-	-	-	
4.400	4.500	S	B	B	-	3.5	NE	NE	L	R	-	7.5	-	-	-	-	-	-	-	
4.500	4.600	S	B	B	-	3.5	NE	NE	L	R	-	6.0	-	-	-	-	-	-	-	
4.600	4.700	M	B	B	-	3.5	NE	NE	L	R	-	6.6	-	-	4.715	L	E	3.5	To Local Village	
4.700	4.800	S	B	B	-	3.5	NE	NE	R	L	-	7.0	-	-	-	-	-	-	-	
4.800	4.875	S	B	B	-	3.5	NE	NE	R	L	-	8.0	-	-	-	-	-	-	-	KM=5
5.000	5.100	M	B	B	-	3.5	NE	NE	R	L	-	8.3	-	-	-	-	-	-	-	
5.100	5.200	S	B	B	-	3.5	NE	NE	R	L	-	8.2	-	-	-	-	-	-	-	
5.200	5.300	M	B	B	-	3.5	NE	NE	R	L	-	6.6	-	-	-	-	-	-	-	
5.300	5.400	M	B	B	-	3.5	NE	NE	R	L	-	-	14.0	-	-	-	-	-	-	
5.400	5.500	M	B	B	-	3.0	NE	NE	R	L	-	-	8.0	-	-	-	-	-	-	
5.500	5.600	M	B	B	-	3.0	NE	NE	R	L	-	-	14.0	-	-	-	-	-	-	
5.600	5.700	M	B	B	-	3.0	NE	NE	R	L	-	-	9.5	-	-	-	-	-	-	
5.700	5.800	M	B	B	-	3.5	NE	NE	R	L	-	-	13.5	-	-	-	-	-	-	
5.800	5.900	M	B	B	-	3.5	NE	NE	R	L	-	-	12.0	-	-	-	-	-	-	
5.900	5.996	S	B	B	-	3.5	NE	NE	R	L	-	6.7	-	-	-	-	-	-	-	KM=6
6.000	6.050	M	B	B	-	3.5	NE	NE	R	L	-	8.5	-	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Chakabama – Zunheboto Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
6.050	6.100	M	B	B	-	3.5	NE	NE	R	L	-	-	15.8	-	-	-	-	-	-	
6.100	6.200	M	B	B	-	3.5	NE	NE	R	L	-	-	13.5	-	-	-	-	-	-	
6.200	6.300	M	B	B	-	3.5	NE	NE	R	L	-	-	14.0	-	-	-	-	-	-	
6.300	6.400	M	B	B	-	3.5	NE	NE	R	L	-	-	15.0	-	-	-	-	-	-	
6.400	6.500	M	A	B	-	3.5	NE	NE	R	L	-	6.7	-	-	-	-	-	-	-	
6.500	6.575	M	B	B	-	3.5	NE	NE	R	L	-	11.0	-	-	-	-	-	-	-	
6.575	6.600	M	B	B	-	3.5	NE	NE	R	L	-	-	15.0	-	-	-	-	-	-	
6.600	6.700	M	B	B	-	3.5	NE	NE	R	L	-	-	13.0	-	-	-	-	-	-	
6.700	6.800	M	B	B	-	3.5	NE	NE	R	L	-	6.0	-	-	-	-	-	-	-	Hill Height=3.5m
6.800	6.900	M	B	B	-	3.5	NE	NE	R	L	-	8.0	-	-	-	-	-	-	-	Hill Height=2.5m
6.900	7.000	S	B	B	-	3.5	NE	NE	R	L	-	6.0	-	-	-	-	-	-	-	
7.000	7.100	M	B	B	-	3.5	NE	NE	R	L	-	6.0	-	-	-	-	-	-	-	
7.100	7.200	M	B	B	-	3.5	NE	NE	R	L	-	-	11.8	-	-	-	-	-	-	
7.200	7.300	M	B	B	-	3.5	NE	NE	R	L	-	-	13.6	-	-	-	-	-	-	
7.300	7.350	M	B	B	-	3.5	NE	NE	R	L	-	-	7.7	-	-	-	-	-	-	
7.350	7.400	M	B	B	-	3.5	NE	NE	R	L	-	7.5	-	-	-	-	-	-	-	Hill Height=1.5m
7.400	7.500	S	B	B	-	3.5	NE	NE	R	L	-	6.0	-	-	-	-	-	-	-	
7.500	7.600	M	B	B	-	3.5	NE	NE	R	L	-	6.1	-	-	-	-	-	-	-	
7.600	7.700	S	B	B	-	3.5	NE	NE	R	L	-	5.8	-	-	-	-	-	-	-	
7.700	7.800	S	B	B	-	3.5	NE	NE	R	L	-	5.7	-	-	-	-	-	-	-	
7.800	7.900	M	B	B	-	3.5	NE	NE	R	L	-	6.4	-	-	-	-	-	-	-	
7.900	7.995	S	B	B	-	3.5	NE	NE	R	L	-	8.0	-	-	-	-	-	-	-	KM=8
8.000	8.100	S	B	B	-	3.5	NE	NE	R	L	-	6.0	-	-	-	-	-	-	-	
8.100	8.125	S	B	B	-	3.5	NE	NE	R	L	-	10.5	-	-	-	-	-	-	-	
8.125	8.200	M	B	B	-	3.5	NE	NE	R	L	-	-	16.0	-	-	-	-	-	-	
8.200	8.300	M	B	B	-	3.5	NE	NE	R	L	-	-	17.5	-	-	-	-	-	-	
8.300	8.400	M	B	B	-	3.5	NE	NE	R	L	-	-	14.5	-	-	-	-	-	-	
8.400	8.500	M	B	B	-	3.5	NE	NE	R	L	-	-	15.0	-	-	-	-	-	-	
8.500	8.600	M	B	B	-	3.5	NE	NE	R	L	-	-	15.2	-	-	-	-	-	-	
8.600	8.700	M	A	B	-	3.5	NE	NE	R	L	-	-	20.2	-	-	-	-	-	-	
8.700	8.800	M	A	B	-	3.5	NE	NE	R	L	-	-	12.6	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Chakabama – Zunheboto Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
8.800	8.900	M	A	B	-	3.5	NE	NE	R	L	-	-	8.5	-	-	-	-	-	-	
8.900	8.996	M	B	B	-	3.5	NE	NE	R	L	-	6.3	-	-	-	-	-	-	-	KM=9
9.000	9.100	S	B	B	-	3.5	NE	NE	R	L	-	8.6	-	-	-	-	-	-	-	
9.100	9.200	M	B	B	-	3.5	NE	NE	R	L	-	-	10.0	Overflow at Km 9.125 To 9.200	-	-	-	-	-	
9.200	9.300	M	B	B	-	3.5	NE	NE	R	L	-	-	11.4	-	-	-	-	-	-	
9.300	9.400	M	B	B	-	3.5	NE	NE	R	L	-	-	10.7	-	-	-	-	-	-	
9.400	9.500	M	B	B	-	3.5	NE	NE	R	L	-	-	9.7	-	-	-	-	-	-	
9.500	9.600	M	B	B	-	3.5	NE	NE	R	L	-	-	10.3	Overflow at Km 9.550 To 9.645	-	-	-	-	-	
9.600	9.700	M	B	B	-	3.5	NE	NE	R	L	-	-	11.6	-	-	-	-	-	-	
9.700	9.800	M	B	B	-	3.5	NE	NE	R	L	-	-	7.7	Overflow at Km 9.850 To 9.910	-	-	-	-	-	
9.800	9.900	M	B	B	-	3.5	NE	NE	R	L	-	-	15.7	-	-	-	-	-	-	
9.900	10.000	M	B	B	-	3.5	NE	NE	R	L	-	-	6.8	-	-	-	-	-	-	
10.000	10.100	S	B	B	-	3.5	NE	NE	R	L	-	-	14.3	-	-	-	-	-	-	At 10.040 Formation Width 7.0 m
10.100	10.200	M	B	B	-	3.5	NE	NE	R	L	-	-	16.0	-	-	-	-	-	-	
10.200	10.300	S	B	B	-	3.5	NE	NE	R	L	-	6.8	-	-	-	-	-	-	-	
10.300	10.400	S	B	B	-	3.5	NE	NE	R	L	-	8.7	-	-	-	-	-	-	-	
10.400	10.500	S	B	B	-	3.5	NE	NE	R	L	-	7.5	-	-	-	-	-	-	-	
10.500	10.600		B	B	-	3.5	NE	NE	R	L	-	7.0	-	-	10.525	R	G	3.5	To Local	
10.600	10.700	M	B	BS	-	3.5	NE	NE	R	L	-	9.5	-	-	-	-	-	-	-	10.600 TO 10.700 (Minor Bridge)
10.700	10.800	S	B	B	-	3.5	NE	NE	R	L	-	7.0	-	-	-	-	-	-	-	
10.800	10.900	S	B	B	-	3.5	NE	NE	R	L	-	8.0	-	-	-	-	-	-	-	
10.900	11.015	S	B	B	-	3.5	NE	NE	R	L	-	9.1	-	-	-	-	-	-	-	
11.000	11.100	S	B	B	-	3.5	NE	NE	R	L	-	5.3	-	-	-	-	-	-	-	
11.100	11.200	S	B	B	-	3.5	NE	NE	R	L	-	7.6	-	-	-	-	-	-	-	
11.200	11.250	S	B	B	-	3.5	NE	NE	R	L	-	-	7.1	-	-	-	-	-	-	
11.250	11.300	S	B	B	-	3.5	NE	NE	R	L	-	-	8.7	-	-	-	-	-	-	
11.300	11.400	M	B	B	-	3.5	NE	NE	R	L	-	-	15.0	-	-	-	-	-	-	
11.400	11.500	M	B	B	-	3.5	NE	NE	R	L	-	-	16.3	-	-	-	-	-	-	
11.500	11.600	M	B	B	-	3.5	NE	NE	R	L	-	-	13.5	-	-	-	-	-	-	
11.600	11.700	M	B	B	-	3.5	NE	NE	R	L	-	-	15.2	-	-	-	-	-	-	
11.700	11.800	S	B	B	-	3.5	NE	NE	R	L	-	-	9.5	-	-	-	-	-	-	11.800 To 11.900 Original Roadway

Revised DPR and Verification of Executed Quantirles/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE

Project Road:- Chakabama – Zunheboto Road

Weather:- Clear

KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Road Inventory					Remarks
															Cross Road					
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
11.800	11.900	M	B	B	-	3.5	NE	NE	R	L	-	-	8.7	-	-	-	-	-	-	
11.900	12.000	S	B	B	-	3.0	NE	NE	R	L	-	-	6.7	-	-	-	-	-	-	
12.000	12.100	M	B	B	-	3.5	NE	NE	R	L	-	-	9.0	-	-	-	-	-	-	
12.100	12.200	S	B	B	-	3.5	NE	NE	R	L	-	-	8.0	-	-	-	-	-	-	
12.200	12.300	M	B	B	-	3.5	NE	NE	R	L	-	-	7.0	-	-	-	-	-	-	
12.300	12.400	M	B	B	-	3.5	NE	NE	R	L	-	-	13.6	-	-	-	-	-	-	
12.400	12.500	S	B	B	-	3.5	NE	NE	R	L	-	-	7.2	-	-	-	-	-	-	
12.500	12.600	M	B	B	-	3.5	NE	NE	R	L	-	-	11.4	-	-	-	-	-	-	
12.600	12.700	M	B	B	-	3.5	NE	NE	R	L	-	-	15.5	-	-	-	-	-	-	
12.700	12.800	M	B	B	-	3.5	NE	NE	R	L	-	-	11.9	-	-	-	-	-	-	
12.800	12.900	M	B	B	-	3.5	NE	NE	R	L	-	8.7	-	-	-	-	-	-	-	
12.900	12.931	M	B	B	-	3.5	NE	NE	R	L	-	12.0	-	-	-	-	-	-	-	KM=13
13.000	13.100	S	B	B	-	3.5	NE	NE	R	L	-	6.2	-	-	-	-	-	-	-	
13.100	13.150	M	B	B	-	3.5	NE	NE	R	L	-	-	14.0	-	-	-	-	-	-	
13.150	13.200	M	B	B	-	3.5	NE	NE	R	L	-	-	11.9	-	-	-	-	-	-	
13.200	13.300	M	B	B	-	3.5	NE	NE	R	L	-	-	11.5	-	-	-	-	-	-	
13.300	13.350	M	B	B	-	3.5	NE	NE	R	L	-	6.0	-	-	-	-	-	-	-	
13.350	13.400	S	B	B	-	3.5	NE	NE	R	L	-	6.4	-	-	-	-	-	-	-	
13.400	13.500	S	B	B	-	3.5	NE	NE	R	L	-	8.2	-	-	-	-	-	-	-	
13.500	13.600	S	B	B	-	3.5	NE	NE	R	L	-	7.7	-	-	-	-	-	-	-	
13.600	13.700	S	B	B	-	3.5	NE	NE	R	L	-	6.3	-	-	-	-	-	-	-	
13.700	13.800	S	B	B	-	3.5	NE	NE	R	L	-	6.5	-	-	-	-	-	-	-	
13.800	13.900	S	B	B	-	3.5	NE	NE	R	L	-	6.8	-	-	-	-	-	-	-	
13.900	14.000	M	B	B	-	3.5	NE	NE	R	L	-	6.3	-	-	-	-	-	-	-	
14.000	14.100		B	B	-	3.4	NE	NE			-	5.6	-	-	-	-	-	-	-	Minor Bridge at CH. =14.035
14.100	14.200	S	B	B	-	3.3	NE	NE	R	L	-	4.7	-	-	-	-	-	-	-	
14.200	14.300	S	B	B	-	3.5	NE	NE	R	L	-	-	6.0	-	-	-	-	-	-	
14.300	14.400	M	B	B	-	3.5	NE	NE	R	L	-	-	8.8	-	-	-	-	-	-	
14.400	14.500	M	B	B	-	3.5	NE	NE	R	L	-	-	12.0	-	-	-	-	-	-	
14.500	14.600	S	B	B	-	3.5	NE	NE	R	L	-	-	8.2	-	-	-	-	-	-	
14.600	14.700	S	B	B	-	3.5	NE	NE	R	L	-	7.2	-	-	-	-	-	-	-	

KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R	Box Cutting (Yes/-	Roadway / Formation widt (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
14.700	14.800	S	B	B	-	3.5	NE	NE	R	L	-	5.7	-	-	-	-	-	-	-	
14.800	14.900	S	B	B	-	3.5	NE	NE	R	L	-	7.5	-	-	-	-	-	-	-	
14.900	15.027	S	B	B	-	3.5	NE	NE	R	L	-	6.8	-	-	-	-	-	-	-	
15.000	15.100	M	B	B	-	3.5	NE	NE	R	L	-	8.0	-	-	-	-	-	-	-	
15.100	15.200	S	B	B	-	3.5	NE	NE	R	L	-	8.5	-	-	-	-	-	-	-	
15.200	15.300	M	B	B	-	3.5	NE	NE	R	L	-	8.2	-	-	15.377	L	E	3.0	To Local	
15.300	15.400	S	B	B	-	3.3	NE	NE	L	R	-	6.5	-	-	-	-	-	-	-	
15.400	15.500	M	B	B	-	3.2	NE	NE	L	R	-	5.9	-	-	-	-	-	-	-	
15.500	15.600	M	B	B	-	3.4	NE	NE	L	R	-	7.1	-	-	-	-	-	-	-	
15.600	15.700	S	B	B	-	3.2	NE	NE	L	R	-	6.0	-	-	-	-	-	-	-	
15.700	15.800	M	B	B	-	3.5	NE	NE	L	R	-	8.0	-	-	-	-	-	-	-	
15.800	15.900	S	B	B	-	3.5	NE	NE	L	R	-	9.0	-	-	-	-	-	-	-	
15.900	15.939	S	B	B	-	3.5	NE	NE	L	R	-	5.7	-	-	-	-	-	-	-	KM=16
16.000	16.100	S	B	B	-	3.3	NE	NE	L	R	-	6.3	-	-	-	-	-	-	-	
16.100	16.140	M	B	B	-	3.4	NE	NE	L	R	-	-	8.0	-	-	-	-	-	-	
16.140	16.200	M	B	B	-	3.2	NE	NE	L	R	-	-	13.0	-	-	-	-	-	-	
16.200	16.300	M	B	B	-	3.2	NE	NE	L	R	-	-	15.5	-	-	-	-	-	-	
16.300	16.400	M	B	B	-	3.1	NE	NE	L	R	-	-	12.7	-	-	-	-	-	-	
16.400	16.455	M	B	B	-	3.1	NE	NE	L	R	-	-	15.0	-	-	-	-	-	-	
16.455	16.500	M	B	B	-	3.0	NE	NE	L	R	-	6.3	-	Overflow at Km 16.550 To 16.630	-	-	-	-	-	
16.500	16.600	M	B	B	-	3.0	NE	NE	L	R	-	5.3	-	-	16.520	L	G	3.0	Local/VDB,Thenyizu	
16.600	16.700	S	B	B	-	3.0	NE	NE	L	R	-	5.1	-	-	-	-	-	-	-	
16.700	16.730	M	B	B	-	3.0	NE	NE	L	R	-	-	9.0	-	-	-	-	-	-	
16.730	16.800	M	B	B	-	3.5	NE	NE	L	R	-	-	11.6	-	-	-	-	-	-	
16.800	16.850	S	B	B	-	3.2	NE	NE	L	R	-	6.5	-	-	-	-	-	-	-	
16.850	16.900	S	B	B	-	3.5	NE	NE	L	R	-	6.2	-	-	-	-	-	-	-	
16.900	16.984	S	B	B	-	3.5	NE	NE	L	R	-	6.6	-	-	-	-	-	-	-	KM=17
17.000	17.100	M	B	B	-	3.4	NE	NE	L	R	-	8.9	-	-	-	-	-	-	-	
17.100	17.130	M	B	B	-	3.3	NE	NE	L	R	-	-	7.2	-	-	-	-	-	-	
17.130	17.200	M	BS	B	-	3.5	NE	NE	L	R	-	-	15.0	-	-	-	-	-	-	
17.200	17.300	M	B	B	-	3.5	NE	NE	L	R	-	-	13.6	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE

Project Road:- Chakabama – Zunheboto Road

Weather:- Clear

KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Road Inventory					Remarks
															Cross Road					
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
17.300	17.400	M	B	B	-	3.3	NE	NE	L	R	-	-	9.6	-	-	-	-	-	-	
17.400	17.500	S	B	B	-	3.3	NE	NE	L	R	-	-	5.9	-	-	-	-	-	-	
17.500	17.600	S	B	B	-	3.4	NE	NE	L	R	-	-	6.2	-	-	-	-	-	-	
17.600	17.700	M	B	B	-	3.5	NE	NE	L	R	-	-	12.0	-	-	-	-	-	-	
17.700	17.800	S	B	B	-	3.5	NE	NE	L	R	-	-	6.7	-	-	-	-	-	-	
17.800	17.900	M	B	B	-	3.0	NE	NE	L	R	-	-	7.9	-	-	-	-	-	-	
17.900	18.000	M	B	B	-	3.0	NE	NE	L	R	-	-	10.5	-	-	-	-	-	-	
18.000	18.100	M	B	B	-	3.0	NE	NE	L	R	-	-	4.7	-	-	-	-	-	-	
18.100	18.200	M	B	B	-	3.1	NE	NE	L	R	-	-	7.5	-	-	-	-	-	-	
18.200	18.300	S	B	B	-	3.0	NE	NE	L	R	-	-	7.5	-	-	-	-	-	-	
18.300	18.400	S	B	B	-	3.0	NE	NE	L	R	-	-	11.1	-	-	-	-	-	-	
18.400	18.470	S	B	B	-	3.5	NE	NE	L	R	-	9.7	-	-	-	-	-	-	-	
18.470	18.500	S	B	B	-	3.1	NE	NE	L	R	-	6.6	-	-	-	-	-	-	-	
18.500	18.600	S	B	B	-	3.3	NE	NE	L	R	-	6.7	-	-	-	-	-	-	-	
18.600	18.700	S	B	B	-	3.5	NE	NE	L	R	-	7.0	-	-	-	-	-	-	-	
18.700	18.800	S	B	B	-	2.9	NE	NE	L	R	-	-	3.8	-	-	-	-	-	-	
18.800	18.900	M	B	B	-	3.1	NE	NE	L	R	-	-	12.0	-	-	-	-	-	-	
18.900	19.000	M	B	B	-	3.2	NE	NE	L	R	-	-	9.4	-	-	-	-	-	-	
19.000	19.100	M	B	B	-	3.2	NE	NE	L	R	-	-	10.5	-	-	-	-	-	-	
19.100	19.200	S	B	B	-	3.2	NE	NE	L	R	-	6.5	-	-	-	-	-	-	-	
19.200	19.300	M	B	B	-	3.5	NE	NE	L	R	-	7.0	-	-	-	-	-	-	-	
19.300	19.400	M	B	B	-	3.5	NE	NE	L	R	-	8.7	-	-	-	-	-	-	-	
19.400	19.500	S	B	B	-	3.5	NE	NE	L	R	Yes (CH 19.520 To 19.530)	7.3	-	-	-	-	-	-	-	19.520 To 19.530 Box Cut
19.500	19.600	S	B	B	-	3.5	NE	NE	L	R	Yes (CH 19.540 To 19.555)	5.6	-	-	-	-	-	-	-	19.540 To 19.555 Box Cut
19.600	19.700	S	B	B	-	3.3	NE	NE	L	R	-	8.2	-	-	-	-	-	-	-	
19.700	19.800	S	B	B	-	3.2	NE	NE	L	R	-	5.4	-	-	-	-	-	-	-	
19.800	19.900	S	B	B	-	3.2	NE	NE	L	R	-	7.0	-	-	-	-	-	-	-	
19.900	19.989	S	B	B	-	3.3	NE	NE	L	R	-	9.2	-	-	-	-	-	-	-	
20.000	20.100	S	B	B	-	3.3	NE	NE	L	R	-	7.3	-	-	-	-	-	-	-	KM=20
20.100	20.175	M	B	B	-	3.1	NE	NE	L	R	-	-	4.6	-	-	-	-	-	-	
20.175	20.200	S	B	B	-	3.2	NE	NE	L	R	-	-	7.1	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Chakabama – Zunheboto Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BSP/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
															Km	Side	Type	Width	To	
FROM	TO		L	R			L	R				O	U/C							
20.200	20.300	S	B	B	-	3.0	NE	NE	L	R	-	-	5.8	-	-	-	-	-	-	20.250 Formation Width is 4.8 m
20.300	20.400	S	B	B	-	3.0	NE	NE	L	R	-	-	5.4	-	-	-	-	-	-	
20.400	20.500	S	B	B	-	3.0	NE	NE	L	R	-	7.2	-	-	-	-	-	-	-	
20.500	20.600	S	B	B	-	3.2	NE	NE	L	R	-	7.5	-	-	-	-	-	-	-	
20.600	20.700	S	B	B	-	3.2	NE	NE	L	R	-	6.5	-	-	-	-	-	-	-	
20.700	20.800	S	B	B	-	3.2	NE	NE	L	R	-	5.9	-	-	-	-	-	-	-	
20.800	20.900	S	B	B	-	3.3	NE	NE	L	R	-	6.5	-	-	-	-	-	-	-	
20.900	20.960	S	B	B	-	3.2	NE	NE	L	R	-	7.6	-	-	-	-	-	-	-	KM=21
21.000	21.100	S	B	B	-	3.1	NE	NE	L	R	-	6.8	-	-	-	-	-	-	-	
21.100	21.200	M	B	B	-	3.5	NE	NE	L	R	-	7.5	-	-	-	-	-	-	-	
21.200	21.300	M	B	B	-	3.3	NE	NE	L	R	-	8.2	-	-	-	-	-	-	-	
21.300	21.400	M	B	B	-	3.4	NE	NE	L	R	-	7.2	-	-	-	-	-	-	-	
21.400	21.500	S	B	B	-	3.5	NE	NE	L	R	-	8.8	-	-	-	-	-	-	-	
21.500	21.600	S	B	B	-	3.2	NE	NE	L	R	-	6.7	-	-	-	-	-	-	-	
21.600	21.700	M	B	B	-	3.3	NE	NE	L	R	-	7.8	-	-	-	-	-	-	-	
21.700	21.800	S	B	B	-	3.4	NE	NE	L	R	-	6.2	-	-	-	-	-	-	-	
21.800	21.900	M	B	B	-	3.5	NE	NE			Yes (CH. 21.890 TO 21.960)	7.3	-	-	-	-	-	-	-	21.890 To 21.960 Box Cut
21.900	22.000	S	B	B	-	3.5	NE	NE	R	L	-	8.9	-	-	-	-	-	-	-	21.900 Hill RHS
22.000	22.018	S	B	B	-	3.5	NE	NE	R	L	-	9.0	-	-	-	-	-	-	-	KM=22
22.000	22.100	S	B	B	-	3.4	NE	NE	R	L	-	6.9	-	-	-	-	-	-	-	
22.100	22.200	S	B	B	-	3.2	NE	NE	R	L	-	7.5	-	-	-	-	-	-	-	
22.200	22.300	S	B	B	-	3.4	NE	NE	R	L	-	7.6	-	-	-	-	-	-	-	
22.300	22.400		A	A	-	3.3	NE	NE	R	L	-	7.8	-	-	-	-	-	-	-	
22.400	22.500	S	B	B	-	3.2	NE	NE	R	L	-	6.4	-	-	-	-	-	-	-	
22.500	22.600	S	B	B	-	3.4	NE	NE	R	L	-	6.6	-	-	-	-	-	-	-	
22.600	22.700	S	B	B	-	3.5	NE	NE	R	L	-	7.0	-	-	-	-	-	-	-	
22.700	22.800	S	B	B	-	3.5	NE	NE	R	L	-	7.5	-	-	-	-	-	-	-	
22.800	22.900	S	B	B	-	3.4	NE	NE	R	L	-	6.6	-	-	-	-	-	-	-	
22.900	23.002	S	B	B	-	3.3	NE	NE	R	L	-	8.0	-	-	-	-	-	-	-	KM=23
23.000	23.100	S	B	B	-	3.4	NE	NE	R	L	-	6.5	-	-	-	-	-	-	-	
23.100	23.200	S	B	B	-	3.5	NE	NE	R	L	-	7.8	-	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE

Project Road:- Chakabama – Zunheboto Road | Weather:- Clear | Road Inventory

KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
23.200	23.300	M	B	B	-	3.5	NE	NE	R	L	-	-	9.3	-	-	-	-	-	-	
23.300	23.400	M	B	B	-	3.2	NE	NE	R	L	-	-	5.3	-	-	-	-	-	-	
23.400	23.500	M	B	B	-	3.5	NE	NE	R	L	-	-	17.5	-	-	-	-	-	-	
23.500	23.600	S	B	B	-	3.2	NE	NE	R	L	-	-	7.8	-	-	-	-	-	-	
23.600	23.700	M	B	B	-	3.1	NE	NE	R	L	-	-	14.2	-	-	-	-	-	-	
23.700	23.800	M	B	B	-	3.4	NE	NE	R	L	-	-	12.7	-	-	-	-	-	-	
23.800	23.900	M	B	B	-	3.5	NE	NE	R	L	-	-	11.2	-	-	-	-	-	-	
23.900	23.980	S	B	B	-	3.3	NE	NE	R	L	-	6.2	-	-	-	-	-	-	-	KM=24 Broken
24.000	24.100	M	B	B	-	3.5	NE	NE	R	L	-	6.7	-	-	-	-	-	-	-	
24.100	24.125	M	B	B	-	3.0	NE	NE	R	L	-	-	4.1	-	-	-	-	-	-	
24.125	24.200	M	B	B	-	3.5	NE	NE	R	L	-	-	18.0	-	24.230		G	3.0	To Local Bast	
24.200	24.300	M	B	B	-	3.4	NE	NE	R	L	-	-	10.0	-	-	-	-	-	-	
24.300	24.400	M	B	B	-	3.5	NE	NE	R	L	-	-	10.0	-	-	-	-	-	-	
24.400	24.500	S	B	B	-	3.5	NE	NE	R	L	-	7.0	-	-	-	-	-	-	-	
24.500	24.600		B	A	-	3.4	NE	NE	R	L	-	7.2	-	-	-	-	-	-	-	
24.600	24.700	S	B	B	-	3.0	NE	NE	R	L	-	6.5	-	-	-	-	-	-	-	
24.700	24.800	S	B	B	-	3.4	NE	NE	R	L	-	7.6	-	-	-	-	-	-	-	
24.800	24.900	S	B	B	-	3.4	NE	NE	R	L	-	6.5	-	-	-	-	-	-	-	
24.900	25.010	S	B	B	-	3.5	NE	NE	R	L	-	8.0	-	-	-	-	-	-	-	KM=25
25.000	25.100	S	B	B	-	3.5	NE	NE	R	L	-	8.2	-	-	-	-	-	-	-	
25.100	25.200	S	B	B	-	3.5	NE	NE	R	L	-	8.1	-	-	-	-	-	-	-	
25.200	25.300	S	B	B	-	3.5	NE	NE	R	L	-	7.0	-	-	-	-	-	-	-	
25.300	25.400	S	B	B	-	3.2	NE	NE	R	L	-	6.2	-	-	-	-	-	-	-	
25.400	25.500	M	B	B	-	3.3	NE	NE	R	L	-	6.3	-	-	-	-	-	-	-	
25.500	25.600	S	B	B	-	3.5	NE	NE	R	L	-	7.3	-	-	-	-	-	-	-	
25.600	25.700	M	B	B	-	3.5	NE	NE	R	L	-	9.3	-	-	-	-	-	-	-	
25.700	25.800	M	B	B	-	3.5	NE	NE	R	L	-	6.4	-	-	-	-	-	-	-	
25.800	25.900	S	B	B	-	3.1	NE	NE	R	L	-	5.3	-	-	-	-	-	-	-	
25.900	26.000	S	B	B	-	3.1	NE	NE	R	L	-	-	6.0	-	-	-	-	-	-	
26.000	26.100	S	B	B	-	3.0	NE	NE	R	L	-	-	5.6	-	-	-	-	-	-	
26.100	26.200	M	B	B	-	3.4	NE	NE	R	L	-	-	18.0	-	26.224	L	G	3.0	To Local	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE															Road Inventory					
Project Road:-		Chakabama – Zunheboto Road									Weather:-		Clear							
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
26.200	26.300	M	B	B	-	3.4	NE	NE	R	L	-	-	11.5	-	-	-	-	-	-	
26.300	26.400	M	B	B	-	3.3	NE	NE	R	L	-	-	12.3	-	-	-	-	-	-	
26.400	26.500	M	B	B	-	3.5	NE	NE	R	L	-	-	14.0	-	-	-	-	-	-	
26.500	26.600	M	B	B	-	3.3	NE	NE	R	L	-	-	13.3	-	-	-	-	-	-	
26.600	26.700	M	B	B	-	3.3	NE	NE	R	L	-	-	15.3	-	-	-	-	-	-	
26.700	26.800	M	B	B	-	3.5	NE	NE	R	L	-	-	13.8	-	-	-	-	-	-	
26.800	26.900	M	B	B	-	3.5	NE	NE	R	L	-	-	17.5	-	-	-	-	-	-	
26.900	26.985	M	B	B	-	3.5	NE	NE	R	L	-	-	15.0	-	-	-	-	-	-	KM=27 Broken
27.000	27.100	M	B	B	-	3.5	NE	NE	R	L	-	-	16.3	-	-	-	-	-	-	
27.100	27.200	M	B	B	-	3.2	NE	NE	R	L	-	-	15.5	-	-	-	-	-	-	
27.200	27.300	S	B	B	-	3.3	NE	NE	R	L	-	-	8.7	-	-	-	-	-	-	
27.300	27.400	M	B	B	-	3.5	NE	NE	R	L	-	-	17.0	-	-	-	-	-	-	
27.400	27.500	M	B	B	-	3.5	NE	NE	R	L	-	-	15.3	-	-	-	-	-	-	
27.500	27.600	M	B	B	-	3.3	NE	NE	R	L	-	-	10.0	-	-	-	-	-	-	
27.600	27.700	S	B	B	-	3.4	NE	NE	R	L	-	-	6.7	-	-	-	-	-	-	
27.700	27.800	M	B	B	-	3.5	NE	NE	R	L	-	-	15.3	-	-	-	-	-	-	
27.800	27.900	M	B	B	-	3.1	NE	NE	R	L	-	-	16.2	-	-	-	-	-	-	
27.900	28.000	M	B	B	-	3.3	NE	NE	R	L	-	-	17.3	-	-	-	-	-	-	
28.000	28.100	M	B	B	-	3.2	NE	NE	R	L	-	-	7.2	-	-	-	-	-	-	
28.100	28.200	M	B	B	-	3.2	NE	NE	R	L	-	-	17.4	-	-	-	-	-	-	
28.200	28.300	M	B	B	-	3.3	NE	NE	R	L	-	-	14.3	-	-	-	-	-	-	
28.300	28.400	M	B	BS	Chetheba Village	3.4	NE	NE	R	L	-	-	17.0	-	-	-	-	-	-	
28.400	28.500	S	B	BS	Chetheba Village	3.5	NE	NE	R	L	-	6.2	-	-	-	-	-	-	-	
28.500	28.600	M	BD	B	Chetheba Village	3.3	NE	NE	L/R		-	6.1	-	-		R	BT	3.5	To Thenyizu'n Village	
28.600	28.700		BD	BD	Chetheba Village	3.8	NE	NE			-	13.5	-	-		L	G	3.0	To Local	MARKET CHETHEBA
28.700	28.800		BD	BD	Chetheba Village	3.8	NE	NE			-	14.5	-	-	28.675	R	G	3.0	To Local	MARKET CHETHEBA
28.800	28.900		BD	BD	Chetheba Village	3.8	NE	NE	L		-	12.5	-	-	28.810	L	BT	3.5	To Chetheba Church	
28.900	29.000	M	BD	BD	Chetheba Village	3.5	NE	NE	L	R	-	10.2	-	-	-	-	-	-	-	
29.000	29.100		BS	BD	Chetheba Village	3.5	NE	NE			-	9.0	-	-	29.150	R	BT	3.5	To Pfutsero PMGSY Road	
29.100	29.200		BD	BS	Chetheba Village	3.1	NE	NE	R	L	-	5.3	-	-	-	-	-	-	-	Hill Height 2.5 m
29.200	29.300	S	BS	BS	Chetheba Village	3.0	NE	NE	R	L	-	-	6.0	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE															Road Inventory					
Project Road:-		Chakabama – Zunheboto Road									Weather:-		Clear							
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
29.300	29.400	M	B	BS	Chetheba Village	3.3	NE	NE	R	L	-	-	12.3	-	-	-	-	-	-	
29.400	29.500	S	B	B	Chetheba Village End	3.4	NE	NE	R	L	-	-	13.5	-	-	-	-	-	-	
29.500	29.600	M	B	B	-	3.5	NE	NE	R	L	-	-	12.2	-	-	-	-	-	-	
29.600	29.700	M	B	B	-	3.2	NE	NE	R	L	-	-	12.0	-	-	-	-	-	-	
29.700	29.800	M	B	B	-	3.0	NE	NE	R	L	-	-	13.8	-	-	-	-	-	-	
29.800	29.900	M	B	B	-	3.0	NE	NE	R	L	-	-	16.5	-	-	-	-	-	-	
29.900	30.011	M	B	B	-	3.4	NE	NE	R	L	-	-	14.7	-	-	-	-	-	-	KM=30
30.000	30.100	M	B	B	-	3.4	NE	NE	R	L	-	-	12.5	-	-	-	-	-	-	
30.100	30.200	M	B	B	-	3.2	NE	NE	R	L	-	-	13.0	-	-	-	-	-	-	
30.200	30.300	M	B	B	Chesezu Village	3.5	NE	NE	R	L	-	-	15.3	-	-	-	-	-	-	
30.300	30.400	M	B	BS	Chesezu Village	3.3	NE	NE	R	L	-	-	14.6	-	-	-	-	-	-	
30.400	30.500	M	B	BS	Chesezu Village	3.5	NE	NE	R	L	-	-	15.5	-	30.495	L	G	3.5	To Local	
30.500	30.600	M	B	B	Chesezu Village	3.5	NE	NE	R	L	-	-	15.4	-	-	-	-	-	-	
30.600	30.700	M	B	B	Chesezu Village	3.4	NE	NE	R	L	-	-	15.3	-	-	-	-	-	-	
30.700	30.800	M	B	B	Chesezu Village	3.5	NE	NE	R	L	-	-	24.5	-	-	-	-	-	-	
30.800	30.900	M	B	B	Chesezu Village	3.5	NE	NE	R	L	-	-	14.3	-	-	-	-	-	-	
30.900	31.000	M	B	B	Chesezu Village	3.5	NE	NE	R	L	-	-	14.0	-	30.940	L	G	3.5	To Local	
31.000	31.100	M	B	B	Chesezu Village	3.3	NE	NE	R	L	-	-	14.7	-	-	-	-	-	-	
31.100	31.200	M	B	B	Chesezu Village	3.3	NE	NE	R	L	-	-	14.5	-	-	-	-	-	-	
31.200	31.300	M	B	B	Chesezu Village	3.3	NE	NE	R	L	-	-	11.3	-	31.300	R	G	3.0	To Chesezu Village	
31.300	31.400	M	B	B	Chesezu Village	3.5	NE	NE	R	L	-	-	12.2	-	-	-	-	-	-	
31.400	31.500	M	B	B	Chesezu Village	3.5	NE	NE	R	L	-	-	14.4	-	-	-	-	-	-	
31.500	31.600	M	B	BS	Chesezu Village	3.5	NE	NE	R	L	-	-	16.5	-	-	-	-	-	-	
31.600	31.700	M	B	BS	Chesezu Village	3.3	NE	NE	R	L	-	-	12.3	-	-	-	-	-	-	
31.700	31.800	M	B	BD	Chesezu Village	3.3	NE	NE	R	L	-	-	14.2	-	31.880	R	G	3.5	To Chesezu Village	
31.800	31.900	M	B	BS	Chesezu Village	3.3	NE	NE	R	L	-	-	12.0	-	32.000	R	G	3.5	To Chesezu Village	
31.900	32.000	M	B	BS	Chesezu Village	3.5	NE	NE	R	L	-	-	10.5	-	31.997	L	E	3.0	To Chesezu Village	
32.000	32.085		BS	BD	Chesezu Village	3.5	NE	NE	R	L	-	-	11.2	-	-	-	-	-	-	
32.085	32.100		BD	BD	Chesezu Village	3.5	NE	NE	R	L	-	6.9	-	-	32.170	R	G	3.0	To Local Village	
32.100	32.200		B	BD	Chesezu Village	3.4	NE	NE	R	L	-	-	14.7	-	-	-	-	-	-	
32.200	32.300		BS	B	Chesezu Village	3.5	NE	NE	R	L	-	-	21.0	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE															Road Inventory					
Project Road:-		Chakabama – Zunheboto Road									Weather:-		Clear							
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hilli Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
32.300	32.400		B	B	Chesezu Village End	3.4	NE	NE	R	L	-	-	16.6	-	-	-	-	-	-	
32.400	32.500		B	B	-	3.4	NE	NE	R	L	-	-	12.6	-	-	-	-	-	-	
32.500	32.600		B	B	-	3.4	NE	NE	R	L	-	-	16.5	-	-	-	-	-	-	
32.600	32.700	M	B	B	-	3.1	NE	NE	R	L	-	-	16.9	-	-	-	-	-	-	
32.700	32.800	M	B	B	-	3.5	NE	NE	R	L	-	-	15.7	-	-	-	-	-	-	
32.800	32.900	M	B	B	-	3.4	NE	NE	R	L	-	-	15.1	-	-	-	-	-	-	
32.900	33.000	M	B	B	-	3.0	NE	NE	R	L	-	-	20.1	-	-	-	-	-	-	
33.000	33.100	M	B	B	-	3.3	NE	NE	R	L	-	-	12.3	-	-	-	-	-	-	
33.100	33.200	S	B	B	-	3.3	NE	NE	R	L	-	-	8.7	-	-	-	-	-	-	
33.200	33.300	M	B	B	-	3.2	NE	NE	R	L	-	-	15.7	-	-	-	-	-	-	
33.300	33.400	M	B	B	-	3.3	NE	NE	R	L	-	-	16.2	-	-	-	-	-	-	
33.400	33.500	M	B	B	-	3.3	NE	NE	R	L	-	-	16.3	-	-	-	-	-	-	
33.500	33.600	M	B	B	-	2.0	NE	NE	R	L	-	-	15.6	-	-	-	-	-	-	
33.600	33.700	M	B	B	-	1.0	NE	NE	R	L	-	-	13.3	-	-	-	-	-	-	
33.700	33.800	M	B	B	-	1.5	NE	NE	R	L	-	-	15.0	-	-	-	-	-	-	
33.800	33.900	M	B	B	-	3.0	NE	NE	R	L	-	-	24.6	-	-	-	-	-	-	
33.900	34.000	M	B	B	-	3.0	NE	NE	R	L	-	-	20.0	-	-	-	-	-	-	Material Dump on Road due to which existing Road is not visible (L.H.S)
34.000	34.100	M	B	B	-	3.0	NE	NE	R	L	-	-	11.6	-	-	-	-	-	-	
34.100	34.200	S	B	B	-	3.3	NE	NE	R	L	-	-	10.7	-	-	-	-	-	-	
34.200	34.300	M	B	B	-	3.0	NE	NE	R	L	-	-	15.0	-	-	-	-	-	-	
34.300	34.400	S	B	B	-	3.1	NE	NE	R	L	-	-	14.4	-	-	-	-	-	-	
34.400	34.500	M	B	B	-	3.3	NE	NE	R	L	-	-	13.0	-	-	-	-	-	-	
34.500	34.600	M	B	B	-	3.5	NE	NE	R	L	-	-	14.0	-	-	-	-	-	-	
34.600	34.700	M	B	B	-	3.5	NE	NE	R	L	-	-	17.0	-	-	-	-	-	-	
34.700	34.800	M	B	B	-	3.4	NE	NE	R	L	-	-	14.2	-	-	-	-	-	-	
34.800	34.900	M	B	B	-	3.3	NE	NE	R	L	-	-	14.0	-	34.635		G	3.5	To Local may be Forest	
34.900	35.006	S	B	B	-	3.4	NE	NE	R	L	-	-	13.2	-	34.830		G	3.0	To Local may be Forest	
35.000	35.100	M	B	B	-	3.5	NE	NE	R	L	-	-	13.5	-	-	-	-	-	-	
35.100	35.200	M	B	B	-	3.5	NE	NE	R	L	-	-	14.0	-	-	-	-	-	-	
35.200	35.300	M	B	B	-	3.4	NE	NE	R	L	-	-	11.5	-	-	-	-	-	-	
35.300	35.400	M	B	B	-	3.3	NE	NE	R	L	-	-	16.1	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE

Project Road:- Chakabama – Zunheboto Road

Weather:- Clear

KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Road Inventory					Remarks
															Cross Road					
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
35.400	35.500	M	B	B	-	3.5	NE	NE	R	L	-	-	14.8	-	-	-	-	-	-	
35.500	35.600	M	B	B	-	3.2	NE	NE	R	L	-	-	13.3	-	-	-	-	-	-	
35.600	35.700	M	B	B	-	3.3	NE	NE	R	L	-	-	14.1	-	-	-	-	-	-	
35.700	35.800	M	B	B	-	3.5	NE	NE	R	L	-	-	19.7	-	-	-	-	-	-	
35.800	35.900	M	B	B	-	3.4	NE	NE	R	L	-	-	14.0	-	-	-	-	-	-	
35.900	36.000	M	B	B	-	3.2	NE	NE	R	L	-	-	13.5	-	-	-	-	-	-	
36.000	36.100	M	B	B	-	3.5	NE	NE	R	L	-	-	12.6	-	-	-	-	-	-	
36.100	36.150	S	B	B	-	3.3	NE	NE	R	L	-	6.2	-	-	-	-	-	-	-	
36.150	36.200	S	B	B	-	3.3	NE	NE	R	L	-	5.9	-	-	-	-	-	-	-	36.260 TO 36.310 Hair Pin Bend
36.200	36.300	S	B	B	-	3.5	NE	NE	L	R	-	7.3	-	-	-	-	-	-	-	Hill changes from R To L at CH. 36.290
36.300	36.400	S	B	B	-	3.5	NE	NE	L	R	-	6.0	-	-	-	-	-	-	-	
36.400	36.500	M	B	B	-	3.4	NE	NE	L	R	-	-	20.5	-	36.525	L	G	3.0	To Local	
36.500	36.600	M	B	B	-	3.3	NE	NE	L	R	-	-	12.0	-	-	-	-	-	-	
36.600	36.700	M	B	B	-	3.3	NE	NE	L	R	-	-	14.3	-	-	-	-	-	-	
36.700	36.800	M	B	B	-	3.4	NE	NE	L	R	-	-	20.5	-	-	-	-	-	-	
36.800	36.900	M	B	B	-	3.0	NE	NE	L	R	-	-	21.0	-	-	-	-	-	-	
36.900	37.000	M	B	B	-	3.3	NE	NE	L	R	-	-	9.1	-	-	-	-	-	-	
37.000	37.100	M	B	B	-	3.4	NE	NE	L	R	-	-	14.0	-	-	-	-	-	-	
37.100	37.150	S	B	B	-	3.4	NE	NE	L/R		Yes (CH. 37.125 TO 37.160)	-	10.1	-	-	-	-	-	-	37.125 TO 37.160 Box Cut, Both side Hill, R/S Hill Height 2.5 m
37.150	37.200	S	B	B	-	3.3	NE	NE	L	R	-	6.2	-	-	-	-	-	-	-	
37.200	37.250	M	B	B	-	3.3	NE	NE	R	L	-	-	11.5	-	-	-	-	-	-	Hill Changes from L To R AT CH. 37.250
37.250	37.300	M	B	B	-	3.4	NE	NE	R	L	-	-	15.8	-	-	-	-	-	-	
37.300	37.400	M	B	B	-	3.2	NE	NE	R	L	-	-	12.2	-	-	-	-	-	-	
37.400	37.500	M	B	B	-	3.1	NE	NE	R	L	-	-	11.9	-	-	-	-	-	-	
37.500	37.600	M	B	B	-	3.4	NE	NE	R	L	-	-	14.8	-	-	-	-	-	-	
37.600	37.700	M	B	B	-	3.1	NE	NE	R	L	-	-	12.7	-	-	-	-	-	-	
37.700	37.800	M	B	B	-	3.3	NE	NE	R	L	-	-	14.0	-	-	-	-	-	-	
37.800	37.900	M	B	B	-	3.4	NE	NE	R	L	-	-	18.0	-	-	-	-	-	-	
37.900	38.039	M	B	B	-	3.5	NE	NE	R	L	-	-	15.0	-	-	-	-	-	-	KM=38
38.000	38.100	M	B	BS	-	3.3	NE	NE	R	L	-	-	13.0	-	-	-	-	-	-	
38.100	38.200	M	B	BS	-	3.5	NE	NE	R	L	-	-	16.7	-	38.235	L	G	3.0	To Local	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Chakabama – Zunheboto Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
38.200	38.265	M	B	BS	-	3.3	NE	NE	L	R	-	-	7.1	-	38.220	R	G	3.5	To Runguzumi & Phek	
38.265	38.300	M	BS	B	-	3.1	NE	NE	L	R	-	-	11.0	-	-	-	-	-	-	Hill Changes from L To R at CH. 37.250
38.300	38.400	M	B	B	-	3.2	NE	NE	L	R	-	-	12.4	-	-	-	-	-	-	
38.400	38.500	M	B	B	-	3.5	NE	NE	L	R	-	-	15.3	-	-	-	-	-	-	
38.500	38.600	S	B	B	-	3.1	NE	NE	L	R	-	-	10.1	-	-	-	-	-	-	
38.600	38.700	M	B	B	-	3.5	NE	NE	L	R	-	-	16.0	-	-	-	-	-	-	
38.700	38.800	S	B	B	-	3.3	NE	NE	L	R	-	-	10.2	-	-	-	-	-	-	
38.800	38.900	M	B	B	-	3.1	NE	NE	L	R	-	-	14.7	-	-	-	-	-	-	
38.900	39.000	M	B	B	-	3.3	NE	NE	L	R	-	-	14.3	-	-	-	-	-	-	
39.000	39.100	M	B	B	-	3.1	NE	NE	L	R	-	-	12.4	-	-	-	-	-	-	
39.100	39.200	M	B	B	-	3.0	NE	NE	L	R	-	-	11.2	-	-	-	-	-	-	
39.200	39.300	M	B	B	-	2.0	NE	NE	L	R	-	-	12.4	-	-	-	-	-	-	
39.300	39.400	M	BS	BS	-	3.3	NE	NE	L	R	-	-	11.4	-	39.452	L	G	3.5	To Runguzu	
39.400	39.500	M	BS	B	-	3.5	NE	NE	L	R	-	-	12.7	-		L	G	3.0	To Local	
39.500	39.600	M	BS	B	-	3.1	NE	NE	L	R	-	-	10.7	-	-	-	-	-	-	
39.600	39.700	M	B	B	-	3.5	NE	NE	L	R	-	-	16.1	-	-	-	-	-	-	
39.700	39.800	M	B	B	-	3.5	NE	NE	L	R	-	-	13.0	-	-	-	-	-	-	
39.800	39.900	M	B	B	-	3.5	NE	NE	L	R	-	-	13.3	-	-	-	-	-	-	
39.900	40.013	M	B	B	-	3.2	NE	NE	L	R	-	-	17.8	-	-	-	-	-	-	KM=40
40.000	40.100	M	B	B	-	3.5	NE	NE	L	R	-	-	14.0	-	-	-	-	-	-	
40.100	40.200	M	B	B	-	3.5	NE	NE	L	R	-	-	12.6	-	-	-	-	-	-	
40.200	40.300	M	B	B	-	3.1	NE	NE	L	R	-	-	15.7	-	40.390	L	G	3.5	Local Village	
40.300	40.400	S	B	B	-	3.5	NE	NE	L	R	-	8.2	-	-	-	-	-	-	-	
40.400	40.500	S	B	B	-	3.5	NE	NE	L	R	-	-	11.2	-	-	-	-	-	-	
40.500	40.600	M	B	B	-	3.5	NE	NE	L	R	-	-	13.2	-	-	-	-	-	-	
40.600	40.700	M	B	BD	-	3.3	NE	NE	L	R	-	-	15.1	-	-	-	-	-	-	
40.700	40.800	M	BS	BS	-	3.5	NE	NE	L	R	-	-	15.6	-	-	-	-	-	-	
40.800	40.900	S	B	B	-	3.5	NE	NE	L	R	-	-	8.9	-	40.975	L	G	3.5	To Local	
40.900	41.014	M	B	B	-	3.5	NE	NE	L/R		Yes (CH. 40.940 TO 40.960)	-	12.7	-	-	-	-	-	-	Hill side Changes form L TO R at 40.940, KM=41, R/S HILL 4M HEIGHT
41.000	41.100	S	B	B	Zaka Village	3.5	NE	NE	R	L	-	-	11.5	-	-	-	-	-	-	41.100 To 41.250 Box Cut, Both Side Hill
41.100	41.120	M	B	BS	Zaka Village	3.5	NE	NE	L	R	-	-	14.5	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE															Road Inventory					
Project Road:-		Chakabama – Zunheboto Road									Weather:-		Clear							
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
41.120	41.200	S	B	B	Zaka Village	3.5	NE	NE			-	-	14.2	-	-	-	-	-	-	Hill To Hill Formation Width 14.2
41.200	41.300	M	B	B	Zaka Village	3.4	NE	NE	L	R	-	-	8.5	-	41.290	L	G	3.5	To Zaka Village	
41.300	41.400	M	B	B	Zaka Village	3.5	NE	NE	L	R	-	-	14.0	-	-	-	-	-	-	
41.400	41.500	S	BD	B	Chozuba Village	3.5	NE	NE	L	R	-	-	8.4	-	-	-	-	-	-	
41.500	41.600	M	BD	BD	Chozuba Village	3.4	NE	NE	L	R	-	-	9.3	-	-	-	-	-	-	
41.600	41.700	M	BD	B	Chozuba Village	3.3	NE	NE	L	R	-	-	13.6	-	-	-	-	-	-	
41.700	41.800	S	BS	B	Chozuba Village	3.3	NE	NE	L	R	-	7.0	-	-	-	-	-	-	-	Hill Changes L TO R At CH. 42.000
41.800	41.900	S	BS	BS	Chozuba Village	3.3	NE	NE	L	R	-	6.8	-	-	41.960	L	G	3.0	To Local Village	
41.900	42.015	S	BS	BS	Chozuba Village	3.3	NE	NE	R	L	-	8.5	-	-	41.990	L/R/R	G/G/G	3.5/3/3	To Ighavito Village/To Local/To Local	
42.000	42.100	S	BD	BS	Chozuba Village	3.5	NE	NE	R	L	-	7.1	-	-	42.025	R	G	3.5	To Local	
42.100	42.200	S	B	BD	Chozuba Village	3.4	NE	NE	R	L	-	6.5	-	-	-	-	-	-	-	
42.200	42.300	S	B	BD	Chozuba Village	3.4	NE	NE	R	L	-	-	6.7	-	42.365	R	G	3.5	To Chozuba Village	
42.300	42.400	M	B	BS	Chozuba Village	3.5	NE	NE	R	L	-	-	12.0	-	42.360	R	G	3.5	To Chozuba Village	
42.400	42.500	S	BS	BS	Chozuba Village	3.5	NE	NE	R	L	-	-	13.0	-	-	-	-	-	-	
42.500	42.600	S	B	BS	Chozuba Village	3.4	NE	NE	R	L	-	-	14.0	-	-	-	-	-	-	
42.600	42.700	M	B	BS	Chozuba Village	3.5	NE	NE	R	L	-	-	13.0	-	-	-	-	-	-	
42.700	42.800	M	B	BS	Chozuba Village	3.5	NE	NE	R	L		-	14.0	-	-	-	-	-	-	Both Side Hill at 42.870 TO 43.035
42.800	42.900	M	BS	BS	Chozuba Village	3.5	NE	NE			Yes (CH. 42.870 TO 43.035)	7.8	-	-	42.915	R	G	3.5	To Local	
42.900	43.000	S	BS	BS	Chozuba Village	3.5	NE	NE			-	7.5	-	-	-	-	-	-	-	
43.000	43.033		BS	BD	Chozuba Village	3.5	NE	NE			-	-	-	-	-	-	-	-	-	Hill To Hill Road Width 7.5 m KM=43
43.000	43.100	M	B	BS	Chozuba Village	3.5	NE	NE	L	R	-	-	11.0	-	43.005	L	G	3.0	To Local	
43.100	43.200	S	BS	BD	Chozuba Village	3.5	NE	NE	R	L	-	7.7	-	-		R	G	3.0	To Local	
43.200	43.300	S	B	BS	Chozuba Village	3.4	NE	NE	R	L	-	8.4	-	-		R	G	3.5	To Suluho Colony	
43.300	43.400	M	B	B	Chozuba Village	3.5	NE	NE	R	L	-	11.5	-	-	43.050	R	G	3.5	To Chozuma Village	
43.400	43.425	M	B	BS	Chozuba Village	3.0	NE	NE	L/R		Yes (CH. 43.400 TO 43.425)	-	13.5	-	43.075	R	G	3.5	To Chozuma Village	BOTH SIDE HILL, HILL TO HILL WIDTH =13.50, HILL SIDE CHANGE R TO L
43.425	43.500	M	B	B	Chozuba Village End	3.1	NE	NE	L	R	-	-	14.8	-	43.135	L	G	3.5	To Ighaumi Village	
43.500	43.600	M	B	B	-	3.1	NE	NE	L	R	-	-	14.0	-	43.400	L	G	3.5	To Local	
43.600	43.700	M	B	B	-	3.5	NE	NE	L	R	-	-	13.0	-	-	-	-	-	-	
43.700	43.800	M	B	B	-	3.3	NE	NE	L	R	-	-	11.5	-	-	-	-	-	-	
43.800	43.900	M	B	B	-	3.4	NE	NE	L	R	-	-	11.0	-	-	-	-	-	-	
43.900	44.000	M	B	B	-	3.3	NE	NE	L	R	-	-	12.7	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE															Road Inventory					
Project Road:-		Chakabama – Zunheboto Road										Weather:-		Clear						
KM		Terrain (M/SR/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
44.000	44.100	S	BS	BD	Chozuba Town Started	3.3	NE	NE	L	R	-	-	6.0	-	44.047	L	E	3.0	To Local	
44.100	44.200	S	BD	BD	Chozuba Town	3.8	NE	NE	L	R	-	8.3	-	-	-	-	-	-	-	
44.200	44.300	S	BD	BD	Chozuba Town	4.0	NE	NE	L	R	-	8.2	-	-	-	-	-	-	-	
44.300	44.400	S	BD	BD	Chozuba Town	3.5	NE	NE	L	R	-	6.5	-	-	-	-	-	-	-	
44.400	44.500	S	BD	BD	Chozuba Town	3.5	NE	NE	L	R	-	7.0	-	-	-	-	-	-	-	
44.500	44.600		BD	BD	Chozuba Town	3.5	NE	NE	L		-	8.7	-	-	44.645	L	BT	3.5	To Community Health Centre	Built Up Area Market
44.600	44.700		BD	BD	Chozuba Town	7.5	NE	NE	L		-	15.3	-	-		L	BT	3.5	To Local Village	Built Up Area Market
44.700	44.800		BD	BD	Chozuba Town	5.5	NE	NE	L	L	-	10.0	-	-	44.790	R	CC	5.0	To School	Built Up Area Market
44.800	44.900		BD	BD	Chozuba Town	11.0	NE	NE	L		-	19.0	-	-	-	-	-	-	-	Built Up Area Market
44.900	44.987		BD	BD	Chozuba Town	3.8	NE	NE	L		-	11.5	-	-	44.905/44.900	R/R	BT/G	3.5/3.5	To Chouzuba Head Quarter/ To Police Station	Built Up Area Market
45.000	45.100	S	BD	BD	Chozuba	3.8	NE	NE	R	L	-	6.2	-	-	-	-	-	-	-	Hill start at Ch. 45.025 (RHS)
45.100	45.200	S	BS	BD	Chozuba	3.5	NE	NE	R	L	-	8.3	-	-	-	-	-	-	-	
45.200	45.300	S	BS	BD	Chozuba	3.5	NE	NE	R	L	-	7.5	-	-	-	-	-	-	-	
45.300	45.400	S	B	BS	Chozuba	3.5	NE	NE	R	L	-	6.0	-	-	-	-	-	-	-	
45.400	45.500	S	BS	BS	Chozuba	3.5	NE	NE	R	L	-	-	8.0	-	45.500	R	G	3.0	To Local	
45.500	45.600	S	B	BS	Chozuba	3.5	NE	NE	R	L	-	6.7	-	-	-	-	-	-	-	
45.600	45.700	S	B	BS	Chozuba	3.5	NE	NE	R	L	-	6.0	-	-	-	-	-	-	-	
45.700	45.800	S	BS	B	Chozuba	3.4	NE	NE	R	L	-	6.5	-	-	45.825	R	BT	3.3	To Local Officers Quarters BRC	
45.800	45.900	S	BS	BS	Chozuba	3.5	NE	NE	R	L	-	6.4	-	-	46.005	L	BT	3.5	To Easterchristion high school	
45.900	45.961	M	BS	BS	Chozuba	3.8	NE	NE	R	L	-	14.7	-	-	46.010	R	G	3.5	To Local	KM=46
46.000	46.100	S	BS	BS	Chozuba Town	3.5	NE	NE	R	L	-	6.7	-	-	46.185	L	G	3.0	To Christion Spiritual Therapy Center	
46.100	46.200	S	BS	B	Chozuba Town	3.5	NE	NE	R	L	-	7.3	-	-	-	-	-	-	-	
46.200	46.300	M	BS	B	Chozuba Town	3.5	NE	NE	R	L	-	-	12.6	-	-	-	-	-	-	U/C START 46.275
46.300	46.400	M	B	B	Chozuba End	3.4	NE	NE	R	L	-	-	10.8	-	46.430	R	G	3.0	To Local	
46.400	46.500	M	B	B	-	3.3	NE	NE	R	L	-	-	12.5	-	-	-	-	-	-	
46.500	46.600	M	B	B	-	3.3	NE	NE	R	L	-	-	12.2	-	-	-	-	-	-	
46.600	46.700	M	B	B	-	3.3	NE	NE	R	L	-	-	13.7	-	-	-	-	-	-	
46.700	46.800	M	B	B	-	3.4	NE	NE	R	L	-	-	11.0	-	-	-	-	-	-	
46.800	46.900	M	B	B	-	3.5	NE	NE	R	L	-	-	14.4	-	-	-	-	-	-	
46.900	46.985	M	B	B	-	3.5	NE	NE	R	L	-	-	13.8	-	46.970	L	G	3.5	To Local	KM=47
47.000	47.100	S	B	B	-	3.3	NE	NE	R	L	-	-	7.5	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE

Project Road:- Chakabama – Zunheboto Road | Weather:- Clear | Road Inventory

KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
47.100	47.200	S	B	B	-	3.3	NE	NE	R	L	-	-	7.8	-	-	-	-	-	-	
47.200	47.300	M	B	B	-	3.0	NE	NE	R	L	-	-	12.6	-	-	-	-	-	-	
47.300	47.400	M	B	B	-	3.5	NE	NE	R	L	-	-	12.0	-	-	-	-	-	-	
47.400	47.500	M	B	B	-	3.3	NE	NE	R	L	-	-	12.5	-	-	-	-	-	-	
47.500	47.600	M	B	B	-	3.5	NE	NE	R	L	-	-	13.0	-	-	-	-	-	-	
47.600	47.700	M	B	B	-	3.4	NE	NE	R	L	-	-	14.7	-	-	-	-	-	-	
47.700	47.800	M	B	B	-	3.3	NE	NE	R	L	-	-	11.7	-	-	-	-	-	-	
47.800	47.900	M	B	B	-	3.5	NE	NE	R	L	-	-	10.4	-	-	-	-	-	-	
47.900	48.000	M	B	B	-	3.3	NE	NE	R	L	-	-	11.5	-	-	-	-	-	-	
48.000	48.100	M	B	B	-	3.3	NE	NE	R	L	-	-	10.8	-	-	-	-	-	-	
48.100	48.200	M	B	B	-	3.4	NE	NE	R	L	-	-	11.2	-	-	-	-	-	-	
48.200	48.300	M	B	B	-	3.4	NE	NE	R	L	-	-	7.5	-	-	-	-	-	-	
48.300	48.400	S	B	B	-	3.5	NE	NE	R	L	-	-	10.4	-	-	-	-	-	-	
48.400	48.500	S	B	B	-	3.1	NE	NE	R	L	-	-	7.3	-	-	-	-	-	-	
48.500	48.600	M	B	B	-	3.3	NE	NE	R	L	-	-	12.5	-		L	G	3.5	To Local	
48.600	48.700	S	B	B	-	3.5	NE	NE	R	L	-	-	11.5	-	48.675	R	G	3.5	To Local	
48.700	48.800	M	B	B	-	3.5	NE	NE	R	L	-	-	13.0	-	-	-	-	-	-	
48.800	48.900	M	B	B	-	3.4	NE	NE	R	L	-	-	11.4	-	-	-	-	-	-	
48.900	48.981	M	B	B	-	3.3	NE	NE	R	L	-	-	11.4	-	-	-	-	-	-	KM=49
49.000	49.100	M	B	B	-	3.5	NE	NE	R	L	-	-	12.0	-	-	-	-	-	-	
49.100	49.200	M	B	B	-	3.2	NE	NE	R	L	-	-	13.0	-	-	-	-	-	-	
49.200	49.300	M	B	B	-	3.4	NE	NE	R	L	-	-	17.0	-	-	-	-	-	-	
49.300	49.400	M	B	B	-	3.4	NE	NE	R	L	-	-	13.8	-	-	-	-	-	-	
49.400	49.500	M	B	B	-	3.5	NE	NE	R	L	-	-	16.8	-	-	-	-	-	-	
49.500	49.600	M	B	B	-	3.2	NE	NE	R	L	-	-	17.3	-	-	-	-	-	-	
49.600	49.700	M	B	B	-	3.5	NE	NE	R	L	-	-	10.9	-	-	-	-	-	-	
49.700	49.800	M	B	B	-	3.5	NE	NE	R	L	-	-	11.5	-	-	-	-	-	-	
49.800	49.900	M	B	B	-	3.3	NE	NE	R	L	-	-	17.4	-	-	-	-	-	-	
49.900	50.029	M	B	B	-	3.4	NE	NE	R	L	-	-	14.0	-	-	-	-	-	-	KM=50
50.000	50.100	M	B	B	-	3.5	NE	NE	R	L	-	-	16.0	-	-	-	-	-	-	
50.100	50.200	M	B	B	-	3.5	NE	NE	R	L	-	-	13.0	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Chakabama – Zunheboto Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
50.200	50.255	S	B	B	-	3.5	NE	NE	R	L	-	5.3	-	-	-	-	-	-	-	
50.255	50.300	M	B	B	-	3.5	NE	NE	R	L	-	8.6	-	-	-	-	-	-	-	
50.300	50.400	M	B	B	-	3.5	NE	NE	R	L	-	-	8.0	-	50.510	R	G	3.5	To Yoruba Village	
50.400	50.500	M	B	B	-	3.5	NE	NE	L	R	-	17.0	-	-	-	-	-	-	-	
50.500	50.600	S	B	B	Vutaba Village	3.5	NE	NE			Yes (CH. 50.540 TO 50.675)	8.0	-	-	-	-	-	-	-	Box Cut (BOTH SIDE HILL) AT CH. 50.540 TO 50.675
50.600	50.700	M	B	B	Vutaba Village	3.5	NE	NE	R	L	-	-	12.5	-	-	-	-	-	-	
50.700	50.775	M	B	B	Vutaba Village	3.5	NE	NE	R	L	-	7.6	-	-	-	-	-	-	-	
50.775	50.800	S	B	B	Vutaba Village	3.5	NE	NE	R	L	-	7.7	-	-	-	-	-	-	-	
50.800	50.860	M	B	B	Vutaba Village	3.5	NE	NE	L/R		Yes (CH. 50.775 TO 50.860)	-	17.0	-	-	-	-	-	-	Box Cut AT CH. 50.775 TO 50.860
50.860	50.900	M	B	B	Vutaba Village	3.5	NE	NE	R	L	-	-	16.0	-	-	-	-	-	-	Hill Side Changes from R To L, AT CH. 50.925
50.900	50.961	M	B	B	Vutaba Village	3.5	NE	NE	L	R	-	-	13.0	-	-	-	-	-	-	KM=51
51.000	51.100	M	BS	B	Vutaba Village	3.3	NE	NE	L	R	-	-	12.0	-	-	-	-	-	-	
51.100	51.200	M	B	BS	Vutaba Village	3.4	NE	NE	L	R	-	-	13.0	-	51.210	L	G	3.5	To FDA Project Suthozanew	
51.200	51.300	M	B	BS	Vutaba Village	3.5	NE	NE	L	R	-	-	12.5	-	-	-	-	-	-	
51.300	51.400	M	B	B	Vutaba Village End	3.4	NE	NE	L	R	-	-	10.5	-	-	-	-	-	-	
51.400	51.500	M	B	B	-	3.5	NE	NE	L	R	-	-	12.6	-	-	-	-	-	-	
51.500	51.600	M	B	B	-	3.5	NE	NE	L	R	-	-	13.0	-	-	-	-	-	-	
51.600	51.700	M	B	B	-	3.5	NE	NE	L	R	-	-	12.0	-	-	-	-	-	-	
51.700	51.800	M	B	B	-	3.5	NE	NE	L	R	-	-	12.3	-	51.855	L	G	3.5	To Local	
51.800	51.900	M	B	B	-	3.5	NE	NE	L	R	-	-	10.8	-	-	-	-	-	-	
51.900	52.000	M	B	B	Ruzazuo Village	3.5	NE	NE	L	R	-	-	14.0	-	51.950	R	G	3.5	To Ruzazho & Kutsapo	KM=52
52.000	52.100	M	B	B	Ruzazuo Village	3.5	NE	NE	L	R	-	-	12.0	-	-	-	-	-	-	
52.100	52.200	M	BS	B	Ruzazuo Village	3.4	NE	NE	L	R	-	-	11.4	-	-	-	-	-	-	
52.200	52.300	M	B	B	Ruzazuo Village end	3.1	NE	NE	L	R	-	-	12.0	-	-	-	-	-	-	U/C Started at CH. 52.325
52.300	52.400	M	B	B	-	3.0	NE	NE	L	R	-	-	11.2	-	-	-	-	-	-	
52.400	52.500	M	B	B	-	3.0	NE	NE	L	R	-	-	11.4	-	-	-	-	-	-	
52.500	52.600	M	B	B	-	3.2	NE	NE	L	R	-	-	11.0	-	-	-	-	-	-	
52.600	52.700	M	B	B	-	3.3	NE	NE	L	R	-	-	10.8	-	-	-	-	-	-	
52.700	52.800	M	B	B	-	3.4	NE	NE	L	R	-	-	10.6	-	-	-	-	-	-	
52.800	52.900	M	B	B	-	3.3	NE	NE	L	R	-	-	10.5	-	-	-	-	-	-	
52.900	53.000	M	B	B	-	3.5	NE	NE	L	R	-	-	12.3	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE

Project Road:-		Chakabama – Zunheboto Road									Weather:-		Clear	Road Inventory					
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
53.000	53.040	S	B	BS	-	3.5	NE	NE	L	R	-	6.8	-	-	-	-	-	-	-	
53.040	53.100	M	B	B	-	3.5	NE	NE	L	R	-	6.3	-	-	-	-	-	-	-	
53.100	53.200	M	B	B	-	3.5	NE	NE	L	R	-	6.0	-	-	-	-	-	-	-	
53.200	53.300	M	B	B	-	3.5	NE	NE	L	R	-	-	7.1	-	-	-	-	-	-	
53.300	53.400	M	B	B	-	3.5	NE	NE	L	R	-	-	11.6	-	-	-	-	-	-	
53.400	53.500	M	B	B	-	3.5	NE	NE	L	R	-	-	10.1	-	-	-	-	-	-	
53.500	53.600	S	B	B	Suthozu Village	3.4	NE	NE	L	R	-	8.2	-	-	-	-	-	-	-	
53.600	53.700	S	BS	BD	Suthozu Village	3.5	NE	NE	L	R	-	12.0	-	-	53.710	L	G	3.5	To Local Village	
53.700	53.800	M	B	BS	Suthozu Village	3.1	NE	NE	L	R	-	5.1	-	-	53.775	L	G	3.5	To Local Village	
53.800	53.900	S	B	B	Suthozu Village	3.4	NE	NE	L	R	-	6.5	-	-	-	-	-	-	-	
53.900	53.976	S	B	B	Suthozu Village	3.5	NE	NE	L	R	-	8.5	-	-	-	-	-	-	-	KM=54
54.000	54.100	S	B	B	Suthozu Village	3.5	NE	NE	L	R	-	6.5	-	-	54.060	R	G	3.5	To Local Village	
54.100	54.200	S	B	B	Suthozu Village	3.5	NE	NE	L	R	-	5.6	-	-	-	-	-	-	-	
54.200	54.300	M	B	BS	Suthozu Village	3.5	NE	NE	L	R	-	9.6	-	-	-	-	-	-	-	
54.300	54.400	S	B	B	Suthozu Village End	3.5	NE	NE	L	R	-	7.2	-	-	-	-	-	-	-	
54.400	54.500	S	B	B	-	3.5	NE	NE	L	R	-	8.8	-	-	-	-	-	-	-	
54.500	54.600	S	B	B	-	3.5	NE	NE	L	R	-	8.6	-	-	-	-	-	-	-	
54.600	54.700	S	B	B	-	3.5	NE	NE	L	R	-	7.0	-	-	-	-	-	-	-	
54.700	54.800	S	B	B	-	3.5	NE	NE	L	R	-	6.4	-	-	-	-	-	-	-	
54.800	54.900	S	B	B	-	3.5	NE	NE	L	R	-	7.1	-	-	-	-	-	-	-	
54.900	55.014	S	B	B	-	3.5	NE	NE	L	R	-	7.1	-	-	-	-	-	-	-	KM=55
55.000	55.100	S	B	B	-	3.5	NE	NE	L	R	-	8.5	-	-	-	-	-	-	-	
55.100	55.200	S	B	B	-	3.5	NE	NE	L	R	-	6.2	-	-	-	-	-	-	-	
55.200	55.300	S	B	B	-	3.5	NE	NE	L	R	-	7.8	-	-	-	-	-	-	-	
55.300	55.400	S	B	B	-	3.4	NE	NE	L	R	-	7.7	-	-	-	-	-	-	-	
55.400	55.500	S	B	B	-	3.4	NE	NE	L	R	-	5.8	-	-	-	-	-	-	-	
55.500	55.600	S	B	B	-	3.5	NE	NE	L	R	-	6.3	-	-	-	-	-	-	-	
55.600	55.700	S	B	B	-	3.5	NE	NE	L	R	-	-	9.5	-	-	-	-	-	-	
55.700	55.800	M	B	B	-	3.5	NE	NE	L	R	-	-	10.3	-	-	-	-	-	-	
55.800	55.900	M	B	B	-	3.5	NE	NE	L	R	-	-	9.2	-	-	-	-	-	-	
55.900	56.000	S	B	B	-	3.5	NE	NE	L	R	-	-	9.2	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE															Road inventory					
Project Road:-		Chakabama – Zunheboto Road									Weather:-		Clear							
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
56.000	56.100	S	B	B	-	3.4	NE	NE	L	R	-	-	7.4	-	-	-	-	-	-	
56.100	56.200	S	B	B	-	3.5	NE	NE	L	R	-	-	8.1	-	-	-	-	-	-	
56.200	56.300	S	B	B	-	3.2	NE	NE	L	R	-	-	5.1	-	-	-	-	-	-	
56.300	56.400	S	B	B	-	3.2	NE	NE	L	R	-	-	12.0	-	-	-	-	-	-	
56.400	56.500	M	B	B	-	3.4	NE	NE	L	R	-	-	15.5	-	-	-	-	-	-	
56.500	56.600	M	B	B	-	3.4	NE	NE	L	R	-	-	16.5	-	-	-	-	-	-	
56.600	56.700	M	B	B	-	3.3	NE	NE	L	R	-	-	12.7	-	-	-	-	-	-	
56.700	56.800	M	B	B	-	3.4	NE	NE	L	R	-	-	19.9	-	-	-	-	-	-	
56.800	56.900	M	B	B	-	2.0	NE	NE	L	R	-	-	13.6	-	-	-	-	-	-	
56.900	57.000	M	B	B	-	3.5	NE	NE	L	R	-	-	13.0	-	-	-	-	-	-	
57.000	57.100	M	B	B	-	3.0	NE	NE	L	R	-	-	11.6	-	-	-	-	-	-	
57.100	57.200	S	B	B	Sekruzo Village	3.5	NE	NE	L	R	-	7.3	-	-	57.155	L	G	3.5	To Local (Sekruzu Village)	U/C END AT CH.57.140, GRAVEL END 57.160
57.200	57.300	S	B	B	Sekruzo Village	3.5	NE	NE	L	R	-	6.5	-	-	-	-	-	-	-	
57.300	57.400	S	B	B	Sekruzo Village	3.5	NE	NE	L	R	-	6.1	-	-	-	-	-	-	-	
57.400	57.500	M	B	B	Sekruzo Village	3.5	NE	NE	L	R	-	-	8.5	-	-	-	-	-	-	U/C Started from 57.475 To 57.595
57.500	57.600	M	B	B	Sekruzo Village	3.5	NE	NE	L	R	-	6.4	-	-		L	G	3.5	To Sekruzu Town Church	
57.600	57.700	M	B	BS	Sekruzo Village	3.5	NE	NE	L	R	-	7.9	-	-	57.803	L	G	3.5	To Local	
57.700	57.800	S	BS	B	Sekruzo Village	3.5	NE	NE	R	L	-	-	20.9	-	-	-	-	-	-	Hill changes at CH.57.765 from L TO R, U/C START AT CH.57.765
57.800	57.897	M	BS	BS	Sekruzo Village	3.5	NE	NE	R	L	Yes (CH. 57.765 To 57.800)	-	17.4	-	-	-	-	-	-	Box Cut from 57.765 TO 57.800, KM=58
58.000	58.100	M	B	B	Sekruzo Town	3.4	NE	NE	R	L	-	-	21.0	-	-	-	-	-	-	
58.100	58.200	M	B	B	Sekruzo Town	3.2	NE	NE	R	L	-	-	14.0	-	58.115	R	G	3.0	To Local	
58.200	58.300	M	B	B	Sekruzo Town	3.5	NE	NE	R	L	-	-	11.8	-	58.310	R	G	3.5	To New Creation Ministry	
58.300	58.400	M	B	B	Sekruzo Town	3.5	NE	NE	R	L	-	-	13.0	-	58.305	R	G	3.5	To Local	
58.400	58.500	M	B	B	Sekruzo Town End	3.5	NE	NE	R	L	-	-	11.5	-	-	-	-	-	-	
58.500	58.600	S	B	B	-	3.5	NE	NE	R	L	-	6.5	-	-	-	-	-	-	-	U/C End at CH.58.560
58.600	58.700	M	B	B	-	3.5	NE	NE	R	L	-	-	13.0	-	-	-	-	-	-	U/C Start at CH.58.640
58.700	58.800	S	B	B	-	3.5	NE	NE	R	L	-	6.8	-	-	-	-	-	-	-	U/C End at CH.58.770
58.800	58.900	S	B	B	-	3.5	NE	NE	R	L	-	6.7	-	-	-	-	-	-	-	
58.900	59.000	M	B	B	-	3.5	NE	NE	R	L	-	-	12.6	-	-	-	-	-	-	U/C Start at CH.58.975
59.000	59.100	M	B	B	-	3.3	NE	NE	R	L	-	-	11.2	-	-	-	-	-	-	
59.100	59.200	M	B	B	-	3.5	NE	NE	R	L	-	-	13.2	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE

Project Road:- Chakabama – Zunheboto Road | Weather:- Clear | Road Inventory

KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
59.200	59.300	M	B	B	-	3.5	NE	NE	R	L	-	-	11.2	-	-	-	-	-	-	
59.300	59.400	M	B	B	-	3.5	NE	NE	R	L	-	-	10.8	-	-	-	-	-	-	
59.400	59.500	M	B	B	-	3.5	NE	NE	R	L	-	-	12.2	-	-	-	-	-	-	
59.500	59.600	M	B	B	-	3.5	NE	NE	R	L	-	-	11.2	-	-	-	-	-	-	
59.600	59.700	M	B	B	-	3.5	NE	NE	R	L	-	-	9.9	-	-	-	-	-	-	
59.700	59.800	M	B	B	-	3.5	NE	NE	R	L	-	-	13.2	-	-	-	-	-	-	
59.800	59.900	M	B	B	-	3.5	NE	NE	R	L	-	-	11.3	-	-	-	-	-	-	
59.900	59.990	M	B	B	-	3.5	NE	NE	R	L	-	-	15.6	-	-	-	-	-	-	KM=60
60.000	60.100	M	B	B	-	3.5	NE	NE	R	L	-	-	13.2	-	-	-	-	-	-	
60.100	60.200	S	B	B	-	3.5	NE	NE	R	L	-	-	9.5	-	-	-	-	-	-	
60.200	60.300	S	B	B	-	3.3	NE	NE	R	L	-	-	9.0	-	-	-	-	-	-	
60.300	60.400	M	B	B	-	3.2	NE	NE	R	L	-	-	12.5	-	-	-	-	-	-	
60.400	60.500	M	B	B	-	3.5	NE	NE	R	L	-	-	14.8	-	-	-	-	-	-	
60.500	60.600	S	B	B	-	3.4	NE	NE	R	L	-	-	9.3	-	-	-	-	-	-	
60.600	60.700	M	B	B	-	3.5	NE	NE	R	L	-	-	12.9	-	-	-	-	-	-	
60.700	60.800	S	B	B	-	3.5	NE	NE	L/R		Yes (CH. 60.800 To 60.835)	-	13.3	-	-	-	-	-	-	Box Cut at CH. 60.800 TO 60.835
60.800	60.900	M	B	B	-	3.5	NE	NE	R	L	-	-	11.8	-	-	-	-	-	-	U/C End at CH.60.900
60.900	61.029	M	B	B	-	3.5	NE	NE	L/R		Yes (CH. 60.930 To 61.010)	-	11.6	-	-	-	-	-	-	Box Cut from CH. 60.930 To 61.010
61.000	61.100	M	B	B	-	3.2	NE	NE	R	L	-	-	11.2	-	-	-	-	-	-	U/C Start at CH.61.000
61.100	61.200	M	B	B	-	3.3	NE	NE	R	L	-	-	15.5	-	-	-	-	-	-	
61.200	61.300	M	B	B	-	3.5	NE	NE	R	L	-	-	11.6	-	-	-	-	-	-	
61.300	61.400	S	B	B	-	3.5	NE	NE	R	L	-	-	14.0	-	-	-	-	-	-	
61.400	61.500	M	B	B	-	3.5	NE	NE	R	L	-	-	10.3	-	-	-	-	-	-	
61.500	61.600	M	B	B	-	3.5	NE	NE	R	L	-	-	10.0	-	-	-	-	-	-	
61.600	61.700	S	B	B	-	3.5	NE	NE	R	L	-	-	9.2	-	-	-	-	-	-	
61.700	61.800	M	B	B	-	2.8	NE	NE	R	L	-	-	11.0	-	-	-	-	-	-	
61.800	61.900	S	B	B	-	2.9	NE	NE	R	L	-	-	11.0	-	-	-	-	-	-	
61.900	62.000	S	B	B	-	3.1	NE	NE	R	L	-	-	15.8	-	-	-	-	-	-	
62.000	62.100	S	B	B	-		NE	NE	R	L	-	-	12.3	-	-	-	-	-	-	
62.100	62.200	S	B	B	-	3.4	NE	NE	R	L	-	6.0	-	-	-	-	-	-	-	U/C End at CH. 62.140
62.200	62.300	S	B	B	-	3.5	NE	NE	R	L	-	7.6	-	-	-	-	-	-	-	Formation Width 5.8m, AT CH. 62.250

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE															Road Inventory					
Project Road:-		Chakabama – Zunheboto Road									Weather:-		Clear							
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
62.300	62.400	S	B	B	-	3.5	NE	NE	R	L	-	6.9	-	-	-	-	-	-	-	
62.400	62.500	S	B	B	-	3.3	NE	NE	R	L	-	5.8	-	-	-	-	-	-	-	
62.500	62.600	S	B	B	-	3.3	NE	NE	R	L	-	5.9	-	-	-	-	-	-	-	
62.600	62.700	S	B	B	-	3.5	NE	NE	R	L	-	6.0	-	-	-	-	-	-	-	
62.700	62.800	S	B	B	-	3.5	NE	NE	R	L	-	7.8	-	-	-	-	-	-	-	
62.800	62.900	S	B	B	-	3.3	NE	NE	R	L	-	5.3	-	-	-	-	-	-	-	
62.900	62.921	S	B	B	-	3.4	NE	NE	R	L	-	5.4	-	-	-	-	-	-	-	KM=63
63.000	63.100	S	B	B	-	3.5	NE	NE	R	L	-	6.0	-	-	-	-	-	-	-	
63.100	63.200	S	B	B	-	3.5	NE	NE	R	L	-	6.2	-	-	-	-	-	-	-	
63.200	63.300	S	B	B	-	3.5	NE	NE	R	L	-	6.2	-	-	-	-	-	-	-	
63.300	63.400	S	B	B	-	3.4	NE	NE	R	L	-	6.3	-	-	-	-	-	-	-	
63.400	63.500	S	B	B	-	3.5	NE	NE	R	L	-	6.1	-	-	-	-	-	-	-	
63.500	63.600	S	B	B	-	3.2	NE	NE	R	L	-	5.7	-	-	-	-	-	-	-	
63.600	63.700	S	B	B	-	3.5	NE	NE	R	L	-	6.2	-	-	-	-	-	-	-	
63.700	63.800	S	B	B	-	3.5	NE	NE	R	L	-	5.8	-	-	-	-	-	-	-	
63.800	63.900	S	B	B	-	3.5	NE	NE	R	L	-	6.7	-	-	-	-	-	-	-	
63.900	64.000	S	B	B	-	3.5	NE	NE	R	L	-	6.3	-	-	-	-	-	-	-	
64.000	64.100	S	B	B	-	3.5	NE	NE	R	L	-	6.2	-	-	-	-	-	-	-	
64.100	64.200	S	B	B	-	3.5	NE	NE	R	L	-	5.9	-	-	-	-	-	-	-	
64.200	64.300	S	B	B	-	3.4	NE	NE	R	L	-	6.3	-	-	-	-	-	-	-	
64.300	64.400	S	B	B	-	3.4	NE	NE	R	L	-	5.4	-	-	-	-	-	-	-	
64.400	64.500	S	B	B	-	3.5	NE	NE	R	L	-	-	8.0	-	-	-	-	-	-	
64.500	64.600	S	B	B	-	3.5	NE	NE	R	L	-	-	9.0	-	-	-	-	-	-	
64.600	64.700	S	B	B	-	3.3	NE	NE	R	L	-	-	6.1	-	-	-	-	-	-	
64.700	64.800	S	B	B	-	3.3	NE	NE	R	L	-	-	6.4	-	-	-	-	-	-	
64.800	64.900	M	B	B	Dzulha Village	3.5	NE	NE	R	L	-	-	10.0	-	-	-	-	-	-	
64.900	65.046	M	B	B	Dzulha Village	3.5	NE	NE	R	L	-	-	16.0	-	-	-	-	-	-	KM=65
65.000	65.100	S	B	B	Dzulha Village	3.3	NE	NE	R	L	-	9.0	-	-	65.175	L	G	3.0	To Local	
65.100	65.200	S	B	BS	Dzulha Village	3.5	NE	NE	R	L	-	7.2	-	-	-	-	-	-	-	
65.200	65.300	S	B	BD	Dzulha Village	3.3	NE	NE	R	L	-	5.5	-	-	-	-	-	-	-	
65.300	65.400	S	B	BD	Dzulha Village	3.4	NE	NE	R	L	-	6.4	-	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE

Project Road:- Chakabama – Zunheboto Road | Weather:- Clear | Road Inventory

KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
65.400	65.500	S	B	B	Dzulha Village	3.5	NE	NE	R	L	-	6.2	-	-	-	-	-	-	-	
65.500	65.600	S	B	B	Dzulha Village	3.5	NE	NE	R	L	-	6.1	-	-	-	-	-	-	-	
65.600	65.700	S	BD	B	Dzulha Village	3.5	NE	NE	R	L	-	7.1	-	-	-	-	-	-	-	
65.700	65.800	S	BS	BS	Dzulha Village	3.3	NE	NE	R	L	-	5.6	-	-	65.875	R	G	3.0	To Local	
65.800	65.900	S	BD	BD	Dzulha Village	3.5	NE	NE	R	L	-	7.4	-	-	65.925	L	G	3.5	To Local	
65.900	66.000	S	BD	BD	Dzulha Village	3.5	NE	NE	R	L	-	6.7	-	-	-	-	-	-	-	
66.000	66.100	S	BS	BS	Dzulha Village	3.0	NE	NE	R	L	-	-	21.0	-	-	-	-	-	-	
66.100	66.200	S	B	B	Dzulha Village		NE	NE	R	L	-	-	16.0	-	-	-	-	-	-	
66.200	66.300	S	B	B	Dzulha Village	3.0	NE	NE	R	L	-	-	13.8	-	-	-	-	-	-	
66.300	66.400	S	B	B	Dzulha Village	3.1	NE	NE	R	L	-	-	13.8	-	-	-	-	-	-	
66.400	66.500	M	B	B	Dzulha Village	3.2	NE	NE	R	L	-	-	13.4	-	-	-	-	-	-	
66.500	66.600	M	B	B	Dzulha Village	3.3	NE	NE	R	L	-	-	12.5	-	-	-	-	-	-	
66.600	66.700	S	B	B	Dzulha Village		NE	NE	R	L	-	-	18.0	-	-	-	-	-	-	
66.700	66.800	S	B	B	Dzulha Village		NE	NE	R	L	-	-	8.6	-	-	-	-	-	-	
66.800	66.900	S	B	B	Dzulha Village	3.0	NE	NE	R	L	-	-	12.2	-	-	-	-	-	-	
66.900	67.000	S	B	B	Dzulha Village End	3.5	NE	NE	R	L	-	-	15.8	-	-	-	-	-	-	
67.000	67.100	S	B	B	-	3.5	NE	NE	R	L	-	-	14.3	-	-	-	-	-	-	
67.100	67.200	S	B	B	-	3.5	NE	NE	R	L	-	-	14.0	-	-	-	-	-	-	
67.200	67.300	S	B	B	-	3.5	NE	NE	R	L	-	-	11.5	-	-	-	-	-	-	
67.300	67.400	S	B	B	-	3.5	NE	NE	R	L	-	-	9.0	-	-	-	-	-	-	
67.400	67.500	S	B	B	-	2.8	NE	NE	R	L	-	-	10.2	-	-	-	-	-	-	
67.500	67.600	S	B	B	-	3.1	NE	NE	R	L	-	-	12.2	-	-	-	-	-	-	
67.600	67.700	S	B	B	-	3.1	NE	NE	R	L	-	-	12.0	-	-	-	-	-	-	
67.700	67.800	S	B	B	-	3.2	NE	NE	R	L	-	-	11.6	-	-	-	-	-	-	
67.800	67.900	S	B	B	-	3.5	NE	NE	R	L	-	-	13.0	-	-	-	-	-	-	
67.900	67.940	S	B	B	-	3.5	NE	NE	R	L	-	-	12.0	-	-	-	-	-	-	
68.000	68.100	M	B	B	-	3.1	NE	NE	R	L	-	-	12.6	-	-	-	-	-	-	
68.100	68.200	M	B	B	-	3.5	NE	NE	R	L	-	-	13.8	-	-	-	-	-	-	
68.200	68.300	M	B	B	-	3.5	NE	NE	R	L	-	-	12.0	-	-	-	-	-	-	
68.300	68.400	S	B	B	-	3.3	NE	NE	R	L	-	-	11.0	-	-	-	-	-	-	
68.400	68.500	S	B	B	-	3.5	NE	NE	R	L	-	-	13.5	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE															Road Inventory					
Project Road:-		Chakabama – Zunheboto Road									Weather:-		Clear							
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
68.500	68.600	S	B	B	-	3.0	NE	NE	R	L	-	-	10.7	-	-	-	-	-	-	
68.600	68.700	S	B	B	-	3.5	NE	NE	R	L	-	-	11.3	-	-	-	-	-	-	
68.700	68.800	S	B	B	-	2.9	NE	NE	R	L	-	-	9.9	-	-	-	-	-	-	
68.800	68.900	M	B	B	-	3.5	NE	NE	R	L	-	-	13.9	-	-	-	-	-	-	
68.900	69.000	M	B	B	-	3.2	NE	NE	R	L	-	-	11.1	-	-	-	-	-	-	
69.000	69.100	M	B	B	-	3.5	NE	NE	R	L	-	-	12.5	-	-	-	-	-	-	
69.100	69.200	S	B	B	-	3.4	NE	NE	R	L	-	-	11.3	-	-	-	-	-	-	
69.200	69.300	S	B	B	-	3.5	NE	NE	R	L	-	-	13.0	-	-	-	-	-	-	
69.300	69.400	M	B	B	-	3.4	NE	NE	R	L	-	-	14.0	-	-	-	-	-	-	
69.400	69.500	M	B	B	-		NE	NE	R	L	-	-	11.3	-	-	-	-	-	-	
69.500	69.600	M	B	B	-		NE	NE	R	L	-	-	10.8	-	-	-	-	-	-	
69.600	69.700	M	B	B	-	3.5	NE	NE	R	L	-	-	13.8	-	-	-	-	-	-	
69.700	69.800	S	B	B	-	3.2	NE	NE	R	L	-	-	10.7	-	-	-	-	-	-	
69.800	69.885	M	B	B	-	3.4	NE	NE	R	L	-	-	12.0	-	-	-	-	-	-	
70.000	70.100	S	B	B	-	3.3	NE	NE	R	L	-	-	14.2	-	-	-	-	-	-	
70.100	70.200	S	B	B	-	3.5	NE	NE	R	L	-	-	17.2	-	-	-	-	-	-	
70.200	70.300	M	B	B	-		NE	NE	R	L	-	-	20.0	-	-	-	-	-	-	
70.300	70.400	S	B	B	-		NE	NE	R	L	-	-	11.5	-	-	-	-	-	-	
70.400	70.500	S	B	B	-		NE	NE	R	L	-	-	11.6	-	-	-	-	-	-	
70.500	70.600	S	B	B	-	2.8	NE	NE	R	L	-	-	10.1	-	-	-	-	-	-	
70.600	70.700	S	B	B	-	3.3	NE	NE	R	L	-	-	11.3	-	-	-	-	-	-	
70.700	70.800	S	B	B	-	3.3	NE	NE	R	L	-	-	12.0	-	-	-	-	-	-	
70.800	70.900	M	B	B	-	3.3	NE	NE	R	L	-	-	14.0	-	-	-	-	-	-	
70.900	71.000	M	B	B	-	3.0	NE	NE	R	L	-	-	14.8	-	-	-	-	-	-	
71.000	71.100	M	B	B	-	3.5	NE	NE	R	L	-	-	13.0	-	-	-	-	-	-	
71.100	71.200	M	B	B	-	3.0	NE	NE	R	L	-	-	11.5	-		R	G	3.0	To Dzulha bales Church	
71.200	71.300	M	B	B	-	3.3	NE	NE	R	L	-	-	16.8	-	-	-	-	-	-	
71.300	71.400	M	B	B	-	3.5	NE	NE	R	L	-	-	16.5	-	-	-	-	-	-	
71.400	71.500	M	B	B	-	3.3	NE	NE	R	L	-	-	13.3	-	-	-	-	-	-	
71.500	71.600	S	B	B	-	3.5	NE	NE	R	L	-	-	17.4	-	-	-	-	-	-	
71.600	71.700	S	B	B	-		NE	NE	R	L	-	-	10.2	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE

Project Road:- Chakabama – Zunheboto Road

Weather:- Clear

KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Road Inventory					Remarks
															Cross Road					
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
71.700	71.800	M	B	B	-		NE	NE	R	L	-	-	13.7	-	-	-	-	-	-	
71.800	71.900	M	B	B	-		NE	NE	R	L	-	-	15.0	-	-	-	-	-	-	
71.900	72.000	S	B	B	-	3.3	NE	NE	R	L	-	-	11.0	-	-	-	-	-	-	
72.000	72.100	M	B	B	-	3.1	NE	NE	R	L	-	-	12.0	-	-	-	-	-	-	
72.100	72.200	M	B	B	-	3.3	NE	NE	R	L	-	-	11.9	-	-	-	-	-	-	
72.200	72.300	M	B	B	-		NE	NE	R	L	-	-	19.0	-	-	-	-	-	-	
72.300	72.400	S	B	B	-	3.4	NE	NE	R	L	-	-	11.6	-	-	-	-	-	-	
72.400	72.500	M	B	B	-	3.5	NE	NE	R	L	-	-	13.0	-	-	-	-	-	-	
72.500	72.600	S	B	B	-	3.0	NE	NE	R	L	-	-	11.2	-	-	-	-	-	-	
72.600	72.700	S	B	B	-	2.9	NE	NE	R	L	-	-	11.0	-	-	-	-	-	-	
72.700	72.800	M	B	B	-	3.0	NE	NE	R	L	-	-	13.2	-	-	-	-	-	-	
72.800	72.826	S	B	B	-	3.0	NE	NE	R	L	-	-	12.5	-	-	-	-	-	-	
73.000	73.100	M	B	B	-	3.5	NE	NE	R	L	-	-	13.4	-	-	-	-	-	-	
73.100	73.110	M	B	B	-	3.5	NE	NE	R	L	-	9.0	-	-	-	-	-	-	-	Construction Under Progress upto 73.110 Km
73.110	73.200	S	B	B	-	3.3	NE	NE	R	L	-	8.1	-	-	-	-	-	-	-	
73.200	73.300	S	B	B	-	3.5	NE	NE	R	L	-	7.3	-	-	-	-	-	-	-	
73.300	73.400	S	B	B	-	3.5	NE	NE	R	L	-	7.3	-	-	-	-	-	-	-	
73.400	73.500	S	B	B	-	3.5	NE	NE	R	L	-	7.3	-	-	-	-	-	-	-	
73.500	73.600	S	B	B	-	3.5	NE	NE	R	L	-	7.7	-	-	-	-	-	-	-	
73.600	73.700	M	B	B	-	3.5	NE	NE	R	L	-	8.3	-	-	-	-	-	-	-	
73.700	73.800	S	B	B	-	3.5	NE	NE	R	L	-	7.5	-	-	-	-	-	-	-	
73.800	73.900	S	B	B	-	3.5	NE	NE	R	L	-	9.7	-	-	-	-	-	-	-	
73.900	74.000	S	B	B	-	3.5	NE	NE	R	L	-	7.4	-	-	-	-	-	-	-	
74.000	74.100	S	B	B	-	3.4	NE	NE	R	L	-	6.1	-	-	-	-	-	-	-	
74.100	74.200	S	B	B	-	3.5	NE	NE	R	L	-	7.7	-	-	-	-	-	-	-	
74.200	74.300	S	B	B	-	3.2	NE	NE	R	L	-	5.9	-	-	-	-	-	-	-	
74.300	74.400	M	B	B	-	3.3	NE	NE	R	L	-	6.6	-	-	-	-	-	-	-	
74.400	74.500	S	B	B	-	3.5	NE	NE	R	L	-	7.2	-	-	-	-	-	-	-	
74.500	74.600	S	B	B	-	3.3	NE	NE	R	L	-	5.8	-	-	-	-	-	-	-	
74.600	74.700	S	B	B	-	3.5	NE	NE	R	L	-	6.5	-	-	-	-	-	-	-	
74.700	74.800	S	B	B	-	3.5	NE	NE	R	L	-	7.9	-	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE															Road Inventory					
Project Road:-		Chakabama – Zunheboto Road										Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
74.800	74.900	S	B	B	-	3.5	NE	NE	R	L	-	5.8	-	-	-	-	-	-	-	
74.900	75.000	M	B	B	-	3.5	NE	NE	R	L	-	6.7	-	-	-	-	-	-	-	
75.000	75.062	S	B	B	-	3.5	NE	NE	R	L	-	8.8	-	-	-	-	-	-	-	KM=75
75.000	75.100	S	B	B	-	3.5	NE	NE	R	L	-	5.3	-	-	-	-	-	-	-	
75.100	75.200	S	B	B	-	3.5	NE	NE	R	L	-	5.6	-	-	-	-	-	-	-	
75.200	75.300	S	B	B	-	3.5	NE	NE	R	L	-	5.6	-	-	-	-	-	-	-	
75.300	75.400	S	B	B	-	3.5	NE	NE	R	L	-	6.2	-	-	-	-	-	-	-	
75.400	75.500	S	B	B	-	3.5	NE	NE	R	L	-	6.8	-	-	-	-	-	-	-	
75.500	75.600	M	B	B	-	3.5	NE	NE	R	L	-	5.7	-	-	-	-	-	-	-	
75.600	75.700	S	B	B	-	3.5	NE	NE	R	L	-	6.2	-	-	-	-	-	-	-	
75.700	75.800	S	B	B	-	3.5	NE	NE	R	L	-	6.3	-	-	-	-	-	-	-	
75.800	75.900	S	B	B	-	3.5	NE	NE	R	L	-	6.8	-	-	-	-	-	-	-	
75.900	76.000	S	B	B	-	3.5	NE	NE	R	L	-	7.2	-	-	-	-	-	-	-	
76.000	76.100	S	B	B	-	3.5	NE	NE	R	L	-	5.0	-	-	-	-	-	-	-	
76.100	76.200	S	B	B	-	3.5	NE	NE	R	L	-	6.0	-	-	-	-	-	-	-	
76.200	76.300	S	B	B	-	3.5	NE	NE	R	L	-	5.2	-	-	-	-	-	-	-	
76.300	76.400	S	B	B	-	3.5	NE	NE	R	L	-	5.6	-	-	-	-	-	-	-	
76.400	76.500	S	B	B	-	3.5	NE	NE	R	L	-	6.2	-	-	-	-	-	-	-	
76.500	76.600	S	B	B	-	3.5	NE	NE	R	L	-	5.5	-	-	-	-	-	-	-	
76.600	76.700	S	B	B	-	3.5	NE	NE	R	L	-	5.2	-	-	-	-	-	-	-	
76.700	76.800	S	B	B	-	3.5	NE	NE	R	L	-	6.3	-	-	-	-	-	-	-	
76.800	76.900	S	B	B	-	3.5	NE	NE	R	L	-	5.3	-	-	-	-	-	-	-	
76.900	77.000	S	B	B	-	3.5	NE	NE	R	L	-	7.7	-	-	-	-	-	-	-	
77.000	77.100	M	B	B	-	3.5	NE	NE	R	L	-	14.2	-	-	-	-	-	-	-	
77.100	77.200	S	B	B	-	3.5	NE	NE	R	L	-	5.7	-	-	-	-	-	-	-	
77.200	77.300	S	B	B	-	3.5	NE	NE	R	L	-	14.3	-	-	-	-	-	-	-	
77.300	77.400	S	B	B	-	3.5	NE	NE	R	L	-	5.0	-	-	-	-	-	-	-	
77.400	77.500	S	B	B	-	3.5	NE	NE	R	L	-	5.5	-	-	-	-	-	-	-	
77.500	77.600	S	B	B	-	3.5	NE	NE	R	L	-	6.1	-	-	-	-	-	-	-	
77.600	77.700	S	B	B	-	3.5	NE	NE	R	L	-	6.7	-	-	-	-	-	-	-	
77.700	77.800	S	B	B	-	3.5	NE	NE	R	L	-	6.5	-	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE															Road Inventory					
Project Road:-		Chakabama – Zunheboto Road										Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
77.800	77.900	S	B	B	-	3.5	NE	NE	R	L	-	9.7	-	-	-	-	-	-	-	
77.900	77.966	S	B	B	-	3.5	NE	NE	R	L	-	6.9	-	-	-	-	-	-	-	KM=78
78.000	78.100	M	B	B	-	3.0	NE	NE	R	L	-	-	3.6	-	-	-	-	-	-	
78.100	78.200	M	B	B	-	3.5	NE	NE	R	L	-	-	11.0	-	-	-	-	-	-	
78.200	78.300	M	B	B	-	3.2	NE	NE	R	L	-	-	11.9	-	-	-	-	-	-	
78.300	78.400	M	B	B	-	3.5	NE	NE	R	L	-	-	16.0	-	-	-	-	-	-	
78.400	78.500	S	B	B	Kiloms Village	3.5	NE	NE	R	L	-	-	14.2	-	-	-	-	-	-	
78.500	78.530	S	B	B	Kiloms Village	3.5	NE	NE	R	L	-	7.0	-	-	-	-	-	-	-	
78.530	78.600	S	BD	B	Kiloms Village	3.5	NE	NE	R	L	-	8.0	-	-	78.590	L	G	3.0	To Local Village	
78.600	78.700	S	BD	BS	Kiloms Village	3.5	NE	NE	R	L	-	8.5	-	-	-	-	-	-	-	
78.700	78.800	S	BD	BS	Kiloms Village	3.5	NE	NE	R	L	-	5.8	-	-	78.765	L	BT	3.5	To Ecoy - CI Post-BSF (Kilomi)	
78.800	78.900	S	B	BS	Kiloms Village	3.5	NE	NE	R	L	-	5.6	-	-	78.850	L	G	3.0	To Ecoy - CI Post-BSF (Kilomi)	
78.900	79.000	S	B	B	Kiloms Village End	3.5	NE	NE	R	L	-	-	9.0	-	-	-	-	-	-	
79.000	79.100	S	B	B	-		NE	NE	R	L	-	-	11.6	-	-	-	-	-	-	
79.100	79.200	S	B	B	-	3.0	NE	NE	R	L	-	-	4.0	-	-	-	-	-	-	
79.200	79.300	S	B	B	-		NE	NE	R	L	-	-	12.8	-	-	-	-	-	-	
79.300	79.400	S	B	B	-		NE	NE	R	L	-	-	9.4	-	-	-	-	-	-	
79.400	79.500	M	B	B	-		NE	NE	R	L	-	-	11.6	-	79.500	L	G	3.5	To Khunghutomi Village	
79.500	79.600	M	B	B	-		NE	NE	R	L	-	-	12.6	-	-	-	-	-	-	
79.600	79.700	M	B	B	-		NE	NE	R	L	-	-	13.6	-	-	-	-	-	-	
79.700	79.800	S	B	B	-		NE	NE	R	L	-	-	11.3	-	-	-	-	-	-	
79.800	79.900	M	B	B	-		NE	NE	R	L	-	-	10.0	-	-	-	-	-	-	
79.900	79.940	M	B	B	-		NE	NE	R	L	-	-	12.0	-	-	-	-	-	-	
80.000	80.100	M	B	B	-		NE	NE	R	L	-	-	14.5	-	-	-	-	-	-	
80.100	80.200	S	B	B	-		NE	NE	R	L	-	-	18.0	-	-	-	-	-	-	
80.200	80.300	M	B	B	-		NE	NE	R	L	-	-	12.5	-	-	-	-	-	-	
80.300	80.400	S	B	B	-		NE	NE	R	L	-	-	9.2	-	-	-	-	-	-	
80.400	80.500	S	B	B	-		NE	NE	R	L	-	-	12.0	-	-	-	-	-	-	
80.500	80.600	S	B	B	-		NE	NE	R	L	-	-	8.4	-	-	-	-	-	-	
80.600	80.700	S	B	B	-		NE	NE	R	L	-	-	12.0	-	-	-	-	-	-	
80.700	80.800	S	B	B	-		NE	NE	R	L	-	-	11.7	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE															Road Inventory					
Project Road:-		Chakabama – Zunheboto Road										Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
80.800	80.900	S	B	B	-	3.5	NE	NE	R	L	-	-	12.8	-	-	-	-	-	-	
80.900	80.978	M	B	B	-	3.3	NE	NE	R	L	-	-	13.0	-	-	-	-	-	-	KM=81
81.000	81.100	M	B	B	-		NE	NE	R	L	-	-	12.5	-	-	-	-	-	-	
81.100	81.200	M	B	B	-		NE	NE	R	L	-	-	55.0	-	-	-	-	-	-	
81.200	81.300	S	B	B	-		NE	NE	R	L	-	-	23.0	-	-	-	-	-	-	Existing Road LHS Formation may be taken as 23m
81.300	81.400	S	B	B	-		NE	NE	R	L	-	-	15.0	-	-	-	-	-	-	
81.400	81.500	M	B	B	-		NE	NE	R	L	-	-	29.0	-	-	-	-	-	-	
81.500	81.600	S	B	B	-		NE	NE	R	L	-	-	17.5	-	-	-	-	-	-	
81.600	81.700	M	B	B	-		NE	NE	R	L	-	-	24.0	-	81.685	R	G	3.5	To Crusher	
81.700	81.800	S	B	B	-	3.2	NE	NE	R	L	-	-	13.5	-	-	-	-	-	-	
81.800	81.900	S	B	B	-		NE	NE	R	L	-	-	12.0	-	-	-	-	-	-	
81.900	82.000	S	B	B	-		NE	NE	R	L	-	-	16.0	-	-	-	-	-	-	
82.000	82.100	S	B	B	-	3.1	NE	NE	R	L	-	-	11.4	-	-	-	-	-	-	
82.100	82.200	S	B	B	-	3.2	NE	NE	R	L	-	-	7.1	-	-	-	-	-	-	
82.200	82.300	S	B	B	-	3.5	NE	NE	R	L	-	-	10.5	-	-	-	-	-	-	
82.300	82.400	S	B	B	-	3.2	NE	NE	R	L	-	-	13.8	-	-	-	-	-	-	
82.400	82.500	S	B	B	-		NE	NE	R	L	-	-	13.2	-	-	-	-	-	-	
82.500	82.600	M	B	B	-		NE	NE	R	L	-	-	17.0	-	-	-	-	-	-	
82.600	82.700	M	B	B	-		NE	NE	R	L	-	-	13.0	-	-	-	-	-	-	
82.700	82.800	M	B	B	-		NE	NE	R	L	-	-	20.0	-	-	-	-	-	-	
82.800	82.900	S	B	B	-		NE	NE	R	L	-	-	12.5	-	-	-	-	-	-	
82.900	83.000	S	B	B	-		NE	NE	R	L	-	-	11.0	-	-	-	-	-	-	
83.000	83.100	S	B	B	-	3.2	NE	NE	R	L	-	-	11.5	-	-	-	-	-	-	
83.100	83.200	S	B	B	-		NE	NE	R	L	-	-	13.5	-	-	-	-	-	-	
83.200	83.300	S	B	B	-		NE	NE	R	L	-	-	11.0	-	-	-	-	-	-	
83.300	83.400	S	B	B	-		NE	NE	R	L	-	-	10.3	-	-	-	-	-	-	
83.400	83.500	S	B	B	-	3.5	NE	NE	R	L	-	-	9.8	-	-	-	-	-	-	
83.500	83.600	S	B	B	-	3.3	NE	NE	R	L	-	7.0	-	-	-	-	-	-	-	
83.600	83.700	S	B	B	-	3.3	NE	NE	R	L	-	3.9	-	-	-	-	-	-	-	
83.700	83.800	S	B	B	-	3.5	NE	NE	R	L	-	8.1	-	-	-	-	-	-	-	
83.800	83.900	S	B	B	-	3.4	NE	NE	R	L	-	6.0	-	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE

Project Road:- Chakabama – Zunheboto Road | Weather:- Clear

KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Road Inventory: Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
83.900	84.000	S	B	B	-	3.5	NE	NE	R	L	-	6.8	-	-	-	-	-	-	-	
84.000	84.100	S	B	B	-	3.5	NE	NE	R	L	-	7.6	-	-	-	-	-	-	-	
84.100	84.200	S	B	B	-	3.3	NE	NE	R	L	-	5.7	-	-	-	-	-	-	-	
84.200	84.300	S	B	B	-	3.5	NE	NE	R	L	-	5.4	-	-	-	-	-	-	-	
84.300	84.400	S	B	B	-	3.5	NE	NE	R	L	-	8.0	-	-	-	-	-	-	-	
84.400	84.500	S	B	B	-	3.5	NE	NE	R	L	-	6.0	-	-	-	-	-	-	-	
84.500	84.600	S	B	B	-	3.0	NE	NE	R	L	-	4.5	-	-	-	-	-	-	-	
84.600	84.640	S	B	B	-	3.5	NE	NE	R	L	-	7.5	-	-	-	-	-	-	-	KM=85
85.000	85.100	M	B	B	-	3.5	NE	NE	R	L	-	11.5	-	-	-	-	-	-	-	
85.100	85.200	S	B	B	-	3.5	NE	NE	R	L	-	7.0	-	-	-	-	-	-	-	
85.200	85.300	S	B	B	-	3.5	NE	NE	R	L	-	6.5	-	-	-	-	-	-	-	
85.300	85.400	S	B	B	-	3.5	NE	NE	R	L	-	6.5	-	-	-	-	-	-	-	
85.400	85.500	S	B	B	-	3.5	NE	NE	R	L	-	7.7	-	-	-	-	-	-	-	
85.500	85.600	S	B	B	-	3.5	NE	NE	R	L	-	6.0	-	-	-	-	-	-	-	
85.600	85.700	S	B	B	-	3.3	NE	NE	R	L	-	4.2	-	-	85.670	R	G	3.0	To Local	
85.700	85.800	S	B	B	-	3.2	NE	NE	R	L	-	4.5	-	-	-	-	-	-	-	
85.800	85.900	S	B	B	-	3.5	NE	NE	R	L	-	6.5	-	-	-	-	-	-	-	
85.900	86.000	M	B	B	-	3.5	NE	NE	R	L	-	7.0	-	-	-	-	-	-	-	
86.000	86.028	S	B	B	-	3.5	NE	NE	R	L	-	5.2	-	-	-	-	-	-	-	KM=86
86.000	86.100	S	B	B	-	3.5	NE	NE	R	L	-	7.2	-	-	-	-	-	-	-	
86.100	86.200	M	B	B	-	3.5	NE	NE	R	L	-	6.6	-	-	-	-	-	-	-	
86.200	86.300	S	B	B	-	3.5	NE	NE	R	L	-	7.0	-	-	-	-	-	-	-	
86.300	86.400	S	B	B	-	3.5	NE	NE	R	L	-	6.0	-	-	-	-	-	-	-	
86.400	86.500	S	B	B	-	3.3	NE	NE	R	L	-	5.6	-	-	-	-	-	-	-	
86.500	86.600	S	B	B	-	3.5	NE	NE	R	L	-	6.8	-	-	-	-	-	-	-	
86.600	86.700	S	B	B	-	3.5	NE	NE	R	L	-	6.0	-	-	-	-	-	-	-	
86.700	86.800	S	B	B	-	3.5	NE	NE	R	L	-	6.6	-	-	-	-	-	-	-	
86.800	86.900	S	B	B	-	3.5	NE	NE	R	L	-	6.1	-	-	-	-	-	-	-	
86.900	86.945	S	B	B	-	3.5	NE	NE	R	L	-	6.8	-	-	-	-	-	-	-	KM=87
87.000	87.100	S	B	B	-	3.5	NE	NE	R	L	-	5.6	-	-	-	-	-	-	-	
87.100	87.200	S	B	B	-	3.5	NE	NE	R	L	-	6.2	-	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE															Road Inventory					
Project Road:-		Chakabama – Zunheboto Road										Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
87.200	87.300	S	B	B	-	3.5	NE	NE	R	L	-	5.8	-	-	-	-	-	-	-	
87.300	87.400	S	B	B	-	3.5	NE	NE	R	L	-	5.8	-	-	-	-	-	-	-	
87.400	87.500	S	B	B	-	3.5	NE	NE	R	L	-	7.0	-	-	-	-	-	-	-	
87.500	87.600	S	B	B	-	3.5	NE	NE	R	L	-	6.1	-	-	-	-	-	-	-	
87.600	87.700	S	B	B	-	3.5	NE	NE	R	L	-	5.7	-	-	-	-	-	-	-	
87.700	87.800	S	B	B	-	3.5	NE	NE	R	L	-	8.0	-	-	-	-	-	-	-	
87.800	87.900	S	B	B	-	3.5	NE	NE	R	L	-	5.5	-	-	-	-	-	-	-	
87.900	88.000	S	B	B	-	3.5	NE	NE	R	L	-	5.0	-	-	-	-	-	-	-	
88.000	88.030	S	B	B	-	3.5	NE	NE	R	L	-	6.0	-	-	-	-	-	-	-	KM=88
88.000	88.100	S	B	B	-	3.4	NE	NE	R	L	-	5.0	-	-	-	-	-	-	-	
88.100	88.200	S	B	B	-	3.5	NE	NE	R	L	-	7.5	-	-	-	-	-	-	-	
88.200	88.300	S	B	B	-	3.5	NE	NE	R	L	-	5.5	-	-	-	-	-	-	-	
88.300	88.400	M	B	B	-	3.5	NE	NE	R	L	-	6.2	-	-	-	-	-	-	-	
88.400	88.500	M	B	B	-	3.5	NE	NE	R	L	-	9.5	-	-	-	-	-	-	-	
88.500	88.600	S	B	B	-	3.5	NE	NE	R	L	-	6.1	-	-	-	-	-	-	-	
88.600	88.700	S	B	B	-	3.5	NE	NE	R	L	-	7.0	-	-	-	-	-	-	-	
88.700	88.800	S	B	B	-	3.5	NE	NE	R	L	-	6.1	-	-	-	-	-	-	-	
88.800	88.900	S	B	B	-	3.5	NE	NE	R	L	-	7.7	-	-	-	-	-	-	-	
88.900	89.000	S	B	B	-	3.2	NE	NE	R	L	-	4.2	-	-	-	-	-	-	-	
89.000	89.010	S	B	B	-	3.5	NE	NE	R	L	-	5.7	-	-	-	-	-	-	-	KM=89
89.000	89.100	S	B	B	-	3.5	NE	NE	R	L	-	6.5	-	-	-	-	-	-	-	
89.100	89.200	M	B	B	-	3.5	NE	NE	R	L	-	7.1	-	-	-	-	-	-	-	
89.200	89.300	M	B	B	-	3.5	NE	NE	R	L	-	6.4	-	-	-	-	-	-	-	
89.300	89.400	S	B	B	-	3.5	NE	NE	R	L	-	5.4	-	-	-	-	-	-	-	
89.400	89.500	S	B	B	-	3.3	NE	NE	R	L	-	5.5	-	-	-	-	-	-	-	
89.500	89.600	S	B	B	-	3.3	NE	NE	R	L	-	5.1	-	-	-	-	-	-	-	
89.600	89.700	S	B	B	-	3.5	NE	NE	R	L	-	7.6	-	-	-	-	-	-	-	
89.700	89.800	S	B	B	-	3.5	NE	NE	R	L	-	6.5	-	-	-	-	-	-	-	
89.800	89.900	S	B	B	-	3.5	NE	NE	R	L	-	9.2	-	-	-	-	-	-	-	
89.900	89.987	S	B	B	-	3.5	NE	NE	R	L	-	5.6	-	-	-	-	-	-	-	KM=90
90.000	90.100	S	B	B	-	3.5	NE	NE	R	L	-	8.0	-	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE

Project Road:- Chakabama – Zunheboto Road | Weather:- Clear | Road Inventory

KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	W/C		Km	Side	Type	Width	To	
90.100	90.200	S	B	B	-	3.5	NE	NE	R	L	-	6.6	-	-	-	-	-	-	-	
90.200	90.300	S	B	B	-	3.5	NE	NE	R	L	-	6.7	-	-	-	-	-	-	-	
90.300	90.400	S	B	B	-	3.5	NE	NE	R	L	-	6.2	-	-	-	-	-	-	-	
90.400	90.500	S	B	B	-	3.5	NE	NE	R	L	-	6.0	-	-	-	-	-	-	-	
90.500	90.600	S	B	B	-	3.5	NE	NE	R	L	-	8.2	-	-	-	-	-	-	-	
90.600	90.700	S	B	B	-	3.5	NE	NE	R	L	-	6.6	-	-	-	-	-	-	-	
90.700	90.800	M	B	B	-	3.5	NE	NE	R	L	-	5.5	-	-	-	-	-	-	-	
90.800	90.900	S	B	B	-	3.0	NE	NE	R	L	-	4.8	-	-	-	-	-	-	-	
90.900	91.000	S	B	B	-	3.5	NE	NE	R	L	-	7.1	-	-	90.990	L	G	3.5	To Local	
91.000	91.100	M	B	B	-	3.5	NE	NE	R	L	-	6.5	-	-	91.030	R	G	3.5	To Local	
91.100	91.200	M	B	B	-	3.5	NE	NE	R	L	-	7.5	-	-	-	-	-	-	-	
91.200	91.300	M	B	B	-	3.5	NE	NE	R	L	-	6.3	-	-	-	-	-	-	-	
91.300	91.400	S	B	B	-	3.5	NE	NE	R	L	-	6.2	-	-	-	-	-	-	-	
91.400	91.500	S	B	B	-	3.5	NE	NE	R	L	-	6.5	-	-	-	-	-	-	-	
91.500	91.600	S	B	B	-	3.2	NE	NE	R	L	-	4.6	-	-	-	-	-	-	-	
91.600	91.700	S	B	B	-	3.5	NE	NE	R	L	-	6.2	-	Overflow at Km 91.775	-	-	-	-	-	
91.700	91.800	S	B	B	-	3.5	NE	NE	R	L	-	5.6	-	-	-	-	-	-	-	
91.800	91.900	M	B	B	-	3.5	NE	NE	R	L	-	7.0	-	-	-	-	-	-	-	
91.900	92.000	S	B	B	-	3.5	NE	NE	R	L	-	5.8	-	-	-	-	-	-	-	
92.000	92.046	S	B	B	-	3.5	NE	NE	R	L	-	6.5	-	-	-	-	-	-	-	KM=92
92.000	92.100	S	B	B	-	3.2	NE	NE	R	L	-	6.1	-	-	-	-	-	-	-	
92.100	92.200	S	B	B	-	3.3	NE	NE	R	L	-	6.4	-	-	-	-	-	-	-	
92.200	92.300	S	B	B	-	3.1	NE	NE	R	L	-	6.3	-	-	-	-	-	-	-	
92.300	92.400	S	B	B	-	3.1	NE	NE	R	L	-	5.0	-	-	-	-	-	-	-	
92.400	92.500	S	B	B	-	3.5	NE	NE	R	L	-	6.2	-	-	-	-	-	-	-	
92.500	92.600	S	B	B	-	3.5	NE	NE	R	L	-	6.0	-	-	-	-	-	-	-	
92.600	92.700	S	B	B	-	3.3	NE	NE	R	L	-	5.8	-	-	-	-	-	-	-	
92.700	92.800	S	B	B	-	3.5	NE	NE	R	L	-	7.1	-	-	-	-	-	-	-	
92.800	92.900	S	B	B	-	3.3	NE	NE	R	L	-	6.8	-	-	-	-	-	-	-	
92.900	93.000	S	B	B	-	3.1	NE	NE	R	L	-	5.2	-	-	-	-	-	-	-	
93.000	93.100	S	B	B	-	3.3	NE	NE	R	L	-	5.0	-	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Chakabama – Zunheboto Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
93.100	93.200	S	B	B	-	3.1	NE	NE	R	L	-	6.4	-	-	-	-	-	-	-	At 93.150 Km Formation Width 4.2
93.200	93.300	S	B	B	-	3.5	NE	NE	R	L	-	7.3	-	-	-	-	-	-	-	
93.300	93.400	S	B	B	-	3.5	NE	NE	R	L	-	6.0	-	-	-	-	-	-	-	
93.400	93.500	S	B	B	-	3.5	NE	NE	R	L	-	5.9	-	-	-	-	-	-	-	
93.500	93.600	S	B	B	-	3.4	NE	NE	R	L	-	6.8	-	-	-	-	-	-	-	
93.600	93.700	S	B	B	-	3.5	NE	NE	R	L	-	6.5	-	-	-	-	-	-	-	
93.700	93.800	S	B	B	-	3.5	NE	NE	R	L	-	7.0	-	-	-	-	-	-	-	
93.800	93.900	M	B	B	-	3.5	NE	NE	R	L	-	7.3	-	-	-	-	-	-	-	
93.900	93.988	S	B	B	-	3.3	NE	NE	R	L	-	5.3	-	-	-	-	-	-	-	KM=94
94.000	94.100	S	B	B	-	3.3	NE	NE	R	L	-	6.3	-	-	-	-	-	-	-	
94.100	94.200	S	B	B	-	3.4	NE	NE	R	L	-	5.9	-	-	-	-	-	-	-	
94.200	94.300	S	B	B	-	3.3	NE	NE	R	L	-	6.1	-	-	-	-	-	-	-	
94.300	94.400	S	B	B	-	3.3	NE	NE	R	L	-	5.5	-	-	-	-	-	-	-	
94.400	94.500	M	B	B	-	3.2	NE	NE	R	L	-	-	8.9	-	-	-	-	-	-	
94.500	94.600	M	B	B	-	3.5	NE	NE	R	L	-	-	9.0	-	-	-	-	-	-	
94.600	94.700	M	B	B	-	3.0	NE	NE	R	L	-	-	13.5	-	-	-	-	-	-	
94.700	94.800	M	B	B	-	3.0	NE	NE	R	L	-	-	16.3	-	-	-	-	-	-	
94.800	94.900	M	B	B	-	2.9	NE	NE	R	L	-	-	9.2	-	-	-	-	-	-	
94.900	95.000	M	B	B	-	3.0	NE	NE	R	L	-	-	18.0	-	-	-	-	-	-	
95.000	95.100	S	B	B	-	3.2	NE	NE	R	L	-	-	6.2	-	-	-	-	-	-	
95.100	95.200	M	B	B	-	3.5	NE	NE	R	L	-	-	10.5	-	-	-	-	-	-	
95.200	95.300	S	B	B	-	3.5	NE	NE	R	L	-	-	8.6	-	-	-	-	-	-	
95.300	95.400	M	B	B	-	3.5	NE	NE	R	L	-	-	10.3	-	-	-	-	-	-	
95.400	95.500	M	B	B	Killo Old Village Started	3.5	NE	NE	R	L	-	-	10.4	-	-	-	-	-	-	
95.500	95.600	S	BD	BD	Killo Old Village	3.5	NE	NE	R	L	-	6.1	-	-	95.700	R	BT	3.0	To Local	
95.600	95.700	S	BD	B	Killo Old Village	3.5	NE	NE	R	L	-	6.2	-	-	-	-	-	-	-	
95.700	95.800	S	B	B	Killo Old Village	3.5	NE	NE	R	L	-	7.0	-	-	95.760	L	G	3.0	To Killo Old Village	
95.800	95.900	S	B	B	Killo Old Village	3.5	NE	NE	R	L	-	6.0	-	-	95.905	L	G	3.0	To Killo Old Village	
95.900	95.945	S	B	B	Killo Old Village End	3.5	NE	NE	R	L	-	5.7	-	-	-	-	-	-	-	
96.000	96.100	S	B	B	-	3.1	NE	NE	R	L	-	5.3	-	-	96.090	R	G	3.5	To Pithitsa /(XUIVI)	
96.100	96.200	S	B	B	-	3.5	NE	NE	R	L	-	6.0	-	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE

Project Road:- Chakabama – Zunheboto Road

Weather:- Clear

KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Road Inventory					Remarks
															Cross Road					
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
96.200	96.300	S	B	B	-	3.5	NE	NE	R	L	-	7.6	-	-	-	-	-	-	-	
96.300	96.400	S	B	B	-	3.6	NE	NE	R	L	-	6.4	-	-	-	-	-	-	-	
96.400	96.500	S	B	B	-	3.5	NE	NE	R	L	-	7.4	-	-	-	-	-	-	-	
96.500	96.600	S	B	B	-	3.5	NE	NE	R	L	-	7.3	-	-	-	-	-	-	-	
96.600	96.700	S	B	B	-	3.3	NE	NE	R	L	-	4.9	-	-	-	-	-	-	-	
96.700	96.800	S	B	B	-	3.5	NE	NE	R	L	-	7.4	-	-	-	-	-	-	-	
96.800	96.900	S	B	B	-	3.5	NE	NE	R	L	-	5.2	-	-	-	-	-	-	-	
96.900	97.000	S	B	B	-	3.1	NE	NE	R	L	-	4.4	-	-	-	-	-	-	-	
97.000	97.100	S	B	B	-	3.5	NE	NE	R	L	-	7.0	-	-	-	-	-	-	-	
97.100	97.200	S	B	B	-	3.5	NE	NE	R	L	-	6.0	-	-	-	-	-	-	-	
97.200	97.300	S	B	B	Sataka Town Started	3.7	NE	NE	R	L	-	8.0	-	-	-	-	-	-	-	
97.300	97.400	S	B	B	Sataka Town	3.5	NE	NE	R	L	-	6.0	-	-	-	-	-	-	-	
97.400	97.500	S	B	B	Sataka Town	3.5	NE	NE	R	L	-	9.0	-	-	-	-	-	-	-	
97.500	97.600	S	B	B	Sataka Town	3.6	NE	NE	R	L	-	6.0	-	-	-	-	-	-	-	
97.600	97.700	S	BS	B	Sataka Town	3.7	NE	NE	R	L	-	-	12.0	-	97.740	L	BT	3.5	To Sataka Town	U/C Started at KM 97.625
97.700	97.800	S	BD	BS	Sataka Town	3.9	NE	NE	R	L	-	-	10.3	-	-	-	-	-	-	U/C End at Km 97.850
97.800	97.900	S	BD	B	Sataka Town	3.5	NE	NE	R	L	-	7.8	-	-	97.900	L	G	3.5	To Local	
97.900	98.013	S	BD	B	Sataka Town	3.5	NE	NE	R	L	-	7.9	-	-	-	-	-	-	-	
98.000	98.100		BD	BD	Sataka Village	3.5	NE	NE	R	L	-	5.8	-	-	-	-	-	-	-	
98.100	98.200	S	BS	B	Sataka Village	3.0	NE	NE	R	L	-	6.4	-	-	-	-	-	-	-	
98.200	98.300	S	B	B	Sataka Village	3.3	NE	NE	R	L	-	5.3	-	-	-	-	-	-	-	
98.300	98.400	S	B	B	Sataka Village	3.3	NE	NE	R	L	-	5.7	-	-	-	-	-	-	-	
98.400	98.500	S	B	B	Sataka Village	3.2	NE	NE	R	L	-	5.2	-	-	-	-	-	-	-	
98.500	98.600	M	B	B	Sataka Village End	3.7	NE	NE	R	L	-	11.3	-	-	-	-	-	-	-	
98.600	98.700	S	B	B	-	3.5	NE	NE	R	L	-	5.7	-	-	-	-	-	-	-	
98.700	98.800	S	B	B	-	3.5	NE	NE	R	L	-	6.7	-	-	-	-	-	-	-	
98.800	98.900	S	B	B	-	3.5	NE	NE	R	L	-	6.4	-	-	-	-	-	-	-	
98.900	98.989	S	B	B	-	3.5	NE	NE	R	L	-	6.7	-	-	-	-	-	-	-	KM=99
99.000	99.100	S	B	B	-	3.5	NE	NE	R	L	-	6.2	-	-	-	-	-	-	-	
99.100	99.200	S	B	B	-	3.3	NE	NE	R	L	-	5.2	-	-	-	-	-	-	-	
99.200	99.300	S	B	B	-	3.5	NE	NE	R	L	-	7.5	-	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE															Road Inventory					
Project Road:-		Chakabama – Zunheboto Road									Weather:-		Clear							
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Crose Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
99.300	99.400	S	B	B	-	3.5	NE	NE	R	L	-	7.1	-	Overflow at Km 99.400 To 99.500	-	-	-	-	-	
99.400	99.500	S	B	B	-	3.5	NE	NE	R	L	-	6.3	-	-	-	-	-	-	-	
99.500	99.600	S	B	B	-	3.5	NE	NE	R	L	-	7.4	-	-	-	-	-	-	-	
99.600	99.700	S	B	B	-	3.0	NE	NE	R	L	-	4.3	-	-	-	-	-	-	-	
99.700	99.800	S	B	B	-	3.1	NE	NE	R	L	-	5.4	-	-	-	-	-	-	-	
99.800	99.900	S	B	B	-	3.0	NE	NE	R	L	-	4.4	-	-	-	-	-	-	-	
99.900	100.000	S	B	B	-	3.2	NE	NE	R	L	-	5.0	-	-	-	-	-	-	-	
100.000	100.100	S	B	B	-	3.3	NE	NE	R	L	-	6.1	-	-	-	-	-	-	-	
100.100	100.200	S	B	B	-	3.3	NE	NE	R	L	-	6.0	-	-	-	-	-	-	-	
100.200	100.300	S	B	B	-	3.3	NE	NE	R	L	-	-	8.3	-	-	-	-	-	-	
100.300	100.400	M	B	B	-	3.5	NE	NE	R	L	-	-	10.7	-	-	-	-	-	-	At CH. 100.425 Formation Width 5.1 m only & Existing Road 1.4 m only
100.400	100.500	M	B	B	-	3.5	NE	NE	R	L	-	-	12.3	-	-	-	-	-	-	
100.500	100.600	M	B	B	-	3.5	NE	NE	R	L	-	-	13.7	-	-	-	-	-	-	Gravel started at CH. 100.625 With Shoulder
100.600	100.700	M	B	B	-	3.5	NE	NE	R	L	-	-	14.2	-	-	-	-	-	-	
100.700	100.800	M	B	B	-	3.5	NE	NE	R	L	-	-	13.1	-	-	-	-	-	-	Gravel Ended At CH. 100.850
100.800	100.900	M	B	B	-	3.5	NE	NE	R	L	-	-	7.5	-	-	-	-	-	-	At CH. 100.930 Hair Pin Bend
100.900	101.035	M	B	B	-	3.5	NE	NE	L	R	-	-	11.7	-	-	-	-	-	-	Hill changes from R TO L At CH. 100.940
101.000	101.100	M	B	B	-	3.5	NE	NE	L	R	-	-	11.0	-	-	-	-	-	-	GRAVEL ONLY START AT CH. 101.000 TO 101.100
101.100	101.200	M	B	B	-	3.5	NE	NE	L	R	-	-	6.7	-	-	-	-	-	-	At CH.101.240 Hair Pin Bend, Hill Changes from L TO R AT CH.101.250
101.200	101.300	M	B	B	-	3.0	NE	NE	R	L	-	-	12.0	-	-	-	-	-	-	GRAVEL ONLY START AT CH. 101.290 TO 102.275
101.300	101.400	M	B	B	-	3.5	NE	NE	R	L	-	-	11.3	-	-	-	-	-	-	
101.400	101.500	M	B	B	-	3.2	NE	NE	R	L	-	-	10.2	-	-	-	-	-	-	
101.500	101.600	M	B	B	-		NE	NE	R	L	-	-	13.2	-	-	-	-	-	-	
101.600	101.700	M	B	B	-	3.3	NE	NE	R	L	-	-	11.1	-	-	-	-	-	-	
101.700	101.800	M	B	B	-	3.5	NE	NE	R	L	-	-	12.6	-	-	-	-	-	-	
101.800	101.900	M	B	B	-	3.5	NE	NE	R	L	-	-	12.4	-	-	-	-	-	-	
101.900	102.000	M	B	B	-	3.3	NE	NE	R	L	-	-	9.9	-	-	-	-	-	-	
102.000	102.100	S	B	B	-	2.0	NE	NE	R	L	-	-	8.6	-	-	-	-	-	-	
102.100	102.200	M	B	B	-	1.5	NE	NE	R	L	-	-	13.3	-	-	-	-	-	-	Gravel Ended at 102.275
102.200	102.300	M	B	B	-		NE	NE	R	L	-	-	8.1	-	-	-	-	-	-	Gravel Started at 102.325 TO 103.075 with shoulder
102.300	102.400	M	B	B	-	3.5	NE	NE	R	L	-	-	16.8	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE

Project Road:- Chakabama – Zunheboto Road | Weather:- Clear | Road Inventory

KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
102.400	102.500	M	B	B	-	3.5	NE	NE	R	L	-	-	16.4	-	-	-	-	-	-	
102.500	102.600	M	B	B	-	3.5	NE	NE	R	L	-	-	36.0	-	102.612	R	BT	3.5	To STOU!	
102.600	102.700	M	B	B	-	3.1	NE	NE	R	L	-	-	12.1	-	-	-	-	-	-	
102.700	102.800	S	B	B	-		NE	NE	R	L	-	-	10.1	-	-	-	-	-	-	
102.800	102.900	M	B	B	-	2.8	NE	NE	R	L	-	-	16.5	-	-	-	-	-	-	
102.900	102.945	M	B	B	-		NE	NE	R	L	-	-	12.1	-	-	-	-	-	-	KM=103
103.000	103.100	S	B	B	-	3.5	NE	NE	L/R		-	-	13.1	-	103.175	R	G	3.5	To Local	U/C Ended at CH.103.075, Box Cut at CH.103.075 TO 103.200
103.100	103.200	M	B	BS	Zhakiya Village	3.0	NE	NE	L	R	-	-	16.5	-	-	-	-	-	-	Gravel Section from CH.103.175 To 104.000
103.200	103.300	M	B	BD	Zhakiya Village		NE	NE	L	R	-	-	12.6	-	-	-	-	-	-	
103.300	103.400	M	B	B	Zhakiya Village End	3.2	NE	NE	L	R	-	-	16.2	-	-	-	-	-	-	
103.400	103.500	M	B	B	-	3.2	NE	NE	L	R	-	-	17.0	-	-	-	-	-	-	
103.500	103.600	M	B	B	-	3.5	NE	NE	L	R	-	-	17.0	-	-	-	-	-	-	
103.600	103.700	M	B	B	-	3.0	NE	NE	L	R	-	-	14.7	-	-	-	-	-	-	
103.700	103.800	M	B	B	-	3.5	NE	NE	L	R	-	-	15.4	-	-	-	-	-	-	
103.800	103.900	M	B	B	-	3.3	NE	NE	L	R	-	-	15.3	-	-	-	-	-	-	
103.900	104.000	M	B	B	-	3.3	NE	NE	L	R	-	-	12.3	-	-	-	-	-	-	U/C End at CH. 104.022
104.000	104.100	S	B	B	-	3.5	NE	NE	L	R	-	7.3	-	-	-	-	-	-	-	U/C Started at CH. 104.250
104.100	104.200	S	B	B	-		NE	NE	L	R	-	-	28.0	-	-	-	-	-	-	Gravel Started CH. 104.175
104.200	104.300	S	B	B	-	3.0	NE	NE	L	R	-	-	16.1	-	104.260	L	G	3.5	To Local	
104.300	104.400	S	B	B	-	3.0	NE	NE	L	R	-	-	15.1	-	-	-	-	-	-	
104.400	104.500	M	B	B	-	3.3	NE	NE	L	R	-	-	16.1	-	-	-	-	-	-	
104.500	104.600	M	B	B	-	3.0	NE	NE	L	R	-	-	15.7	-	-	-	-	-	-	
104.600	104.700	M	B	B	-	3.0	NE	NE	L	R	-	-	26.7	-	-	-	-	-	-	
104.700	104.800	M	B	B	-	3.2	NE	NE	L	R	-	-	17.4	-	-	-	-	-	-	
104.800	104.900	M	B	B	-	3.0	NE	NE	L	R	-	-	13.7	-	-	-	-	-	-	
104.900	105.000	M	B	B	-	3.0	NE	NE	L	R	-	-	15.3	-	-	-	-	-	-	
105.000	105.100	M	B	B	-	3.5	NE	NE	L	R	-	-	20.0	-	-	-	-	-	-	
105.100	105.200	M	B	B	-	1.5	NE	NE	L	R	-	-	16.5	-	105.225	L	G	3.0	To Local	
105.200	105.300	M	B	B	-	3.0	NE	NE	L	R	-	-	23.5	-	-	-	-	-	-	
105.300	105.400	M	B	B	-	3.0	NE	NE	L	R	-	-	13.0	-	-	-	-	-	-	
105.400	105.500	M	B	B	-		NE	NE	L	R	-	-	15.4	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Chakabama – Zunheboto Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
105.500	105.600	M	B	B	-	3.0	NE	NE	L	R	-	-	12.3	-	-	-	-	-	-	
105.600	105.700	S	B	B	-	3.0	NE	NE	L	R	-	-	13.9	-	-	-	-	-	-	
105.700	105.800	M	B	B	-	3.5	NE	NE	L	R	-	-	24.7	-	105.820	L	G	3.5	To Aghuito	
105.800	105.900	M	B	B	-		NE	NE	L	R	-	-	13.0	-	-	-	-	-	-	
105.900	106.000	M	B	B	-		NE	NE	L	R	-	-	32.0	-	-	-	-	-	-	
106.000	106.100	M	B	B	-	3.5	NE	NE	L	R	-	-	50.0	-	-	-	-	-	-	
106.100	106.200	M	B	B	-		NE	NE	L	R	-	-	18.3	-	-	-	-	-	-	
106.200	106.300	M	B	B	-	2.8	NE	NE	L	R	-	-	11.8	-	-	-	-	-	-	
106.300	106.400	S	B	B	-	3.3	NE	NE	L	R	-	-	7.0	-	-	-	-	-	-	
106.400	106.500	M	B	B	-	3.5	NE	NE	L	R	-	-	23.0	-	-	-	-	-	-	
106.500	106.600	S	B	B	-		NE	NE	L	R	-	-	8.7	-	-	-	-	-	-	
106.600	106.700	M	B	B	-	1.5	NE	NE	L	R	-	-	12.0	-	-	-	-	-	-	
106.700	106.800	M	B	B	-	3.0	NE	NE	L	R	-	-	11.2	-	-	-	-	-	-	
106.800	106.900	M	B	B	-	3.2	NE	NE	L	R	-	-	13.3	-	-	-	-	-	-	
106.900	106.995	M	B	B	-	3.3	NE	NE	L	R	-	-	13.0	-	-	-	-	-	-	KM=107
107.000	107.100	M	B	B	-	3.5	NE	NE	L	R	-	-	13.1	-	-	-	-	-	-	
107.100	107.200	M	B	B	Shoixe Village	2.9	NE	NE	L	R	-	-	17.4	-	107.200	R	G	3.5	To Rkiyekhu	
107.200	107.300	M	BS	B	Shoixe Village	3.5	NE	NE	L	R	-	-	14.9	-	107.235	L	G	3.5	To Shoixe Village	
107.300	107.400	M	BS	B	Shoixe Village	3.2	NE	NE	L	R	-	-	13.5	-	-	-	-	-	-	
107.400	107.500	M	BS	B	Shoixe Village	3.3	NE	NE	L	R	-	-	13.2	-	-	-	-	-	-	
107.500	107.600	M	BS	B	Shoixe Village	3.2	NE	NE	L	R	-	-	12.5	-	-	-	-	-	-	
107.600	107.700	M	BS	B	Shoixe Village	2.6	NE	NE	L	R	-	-	12.9	-	107.770	L	G	3.5	To Local	
107.700	107.800	M	BS	B	Shoixe Village	3.3	NE	NE	L	R	-	-	11.7	-	-	-	-	-	-	
107.800	107.900	M	B	B	Shoixe Village	3.3	NE	NE	L	R	-	-	11.8	-	-	-	-	-	-	
107.900	108.000	M	B	B	Shoixe Village End	3.3	NE	NE	L	R	-	-	16.0	-	-	-	-	-	-	
108.000	108.100	M	B	B	-	3.5	NE	NE	L	R	Yes (CH.108.005 To 108.045)	-	23.5	-	-	-	-	-	-	Box Cut from CH. 108.005 To 108.045
108.100	108.200	M	B	B	-	3.3	NE	NE	L	R	-	-	15.1	-	108.230	L	G	3.0	To Local	
108.200	108.300	S	B	B	-	1.8	NE	NE	R	L	-	-	13.3	-	-	-	-	-	-	Hill Changes from L TO R at CH. 108.260
108.300	108.400	S	B	B	-	3.0	NE	NE	R	L	-	-	13.3	-	-	-	-	-	-	
108.400	108.500	M	B	B	-	3.1	NE	NE	R	L	-	-	12.3	-	-	-	-	-	-	
108.500	108.600	M	B	B	-	3.0	NE	NE	R	L	-	-	12.1	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE

Project Road:- Chakabama – Zunheboto Road

Weather:- Clear

KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Road Inventory					Remarks
															Cross Road					
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
108.600	108.700	M	B	B	-	3.5	NE	NE	R	L	-	-	14.2	-	-	-	-	-	-	
108.700	108.800	M	B	B	-	3.5	NE	NE	R	L	-	-	15.1	-	-	-	-	-	-	
108.800	108.900	M	B	B	-	3.4	NE	NE	R	L	-	-	15.9	-	-	-	-	-	-	
108.900	109.026	M	B	B	-	1.3	NE	NE	R	L	-	-	12.0	-	-	-	-	-	-	
109.000	109.100	S	B	B	-	3.0	NE	NE	R	L	-	-	13.4	-	-	-	-	-	-	
109.100	109.200	S	B	B	-	2.5	NE	NE	R	L	-	-	12.0	-	-	-	-	-	-	
109.200	109.300	S	B	B	-	3.0	NE	NE	L	R	-	-	16.9	-	-	-	-	-	-	Hill Changes from R To L At CH. 109.275
109.300	109.400	M	B	B	-	3.3	NE	NE	L	R	-	-	15.3	-	-	-	-	-	-	
109.400	109.500	M	B	B	-	3.5	NE	NE	L	R	-	-	14.0	-	-	-	-	-	-	
109.500	109.600	M	B	B	-	3.3	NE	NE	L	R	-	-	14.0	-	-	-	-	-	-	
109.600	109.700	M	B	B	-	3.5	NE	NE	L	R	-	-	14.3	-	-	-	-	-	-	
109.700	109.800	M	B	B	-	3.5	NE	NE	L	R	-	-	15.5	-	-	-	-	-	-	
109.800	109.900	M	B	B	-	3.3	NE	NE	L	R	-	-	13.5	-	-	-	-	-	-	
109.900	110.000	M	B	B	-	3.5	NE	NE	L	R	-	-	33.0	-	-	-	-	-	-	
110.000	110.100	M	B	B	-	3.0	NE	NE	L	R	-	-	12.3	-	-	-	-	-	-	
110.100	110.200	M	B	B	-	3.0	NE	NE	L	R	-	-	15.6	-	-	-	-	-	-	
110.200	110.300	M	B	B	-	2.9	NE	NE	L	R	-	-	13.2	-	-	-	-	-	-	
110.300	110.400	S	B	B	-	3.0	NE	NE	L	R	-	-	10.3	-	-	-	-	-	-	
110.400	110.500	S	B	B	-	3.3	NE	NE	L	R	-	-	9.4	-	-	-	-	-	-	
110.500	110.600	S	B	B	-	3.5	NE	NE	L/R		Yes (CH. 110.625 TO 110.670)	-	11.0	-	110.540	R	G	3.5	To Gethsemae House	Box Cut At CH. 110.625 TO 110.670
110.600	110.700	S	B	B	-	3.3	NE	NE	L	R	-	-	15.0	-	11.655	R	G	3.5	To Local	
110.700	110.800	S	B	B	-	2.9	NE	NE	L	R	-	-	11.0	-	-	-	-	-	-	
110.800	110.900	S	B	B	-	3.0	NE	NE	L	R	-	-	12.8	-	-	-	-	-	-	
110.900	111.000	S	B	B	-	3.0	NE	NE	L	R	-	-	10.7	-	-	-	-	-	-	
111.000	111.100	M	B	B	-	3.2	NE	NE	L	R	-	-	12.0	-	-	-	-	-	-	
111.100	111.200	S	B	B	-	3.3	NE	NE	L	R	-	-	13.1	-	-	-	-	-	-	
111.200	111.300	M	B	B	-	3.5	NE	NE	L	R	-	-	12.5	-	-	-	-	-	-	
111.300	111.400	S	B	B	-	3.3	NE	NE	L	R	-	-	14.0	-	-	-	-	-	-	
111.400	111.500	S	B	B	-	2.9	NE	NE	L	R	-	-	13.8	-	-	-	-	-	-	
111.500	111.600	S	B	B	-	2.9	NE	NE	L	R	-	-	13.3	-	-	-	-	-	-	
111.600	111.700	M	B	B	-	3.0	NE	NE	L	R	-	-	11.3	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Chakabama – Zunheboto Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
111.700	111.800	S	B	B	-	3.0	NE	NE	L	R	-	-	12.8	-	-	-	-	-	-	
111.800	111.900	S	B	B	-	3.0	NE	NE	L	R	-	-	12.4	-	-	-	-	-	-	
111.900	112.000	M	B	B	-	2.9	NE	NE	L	R	-	-	12.6	-	-	-	-	-	-	
112.000	112.100	S	BS	B	Sukhalu Village	3.5	NE	NE	L	R	-	6.2	-	-	112.070	L	G	3.5	To Sukhalu Village	U/C Ended at CH. 112.070
112.100	112.200	S	BS	BD	Sukhalu Village	3.1	NE	NE	L	R	-	5.9	-	-	112.300	R	G	3.5	To Local	
112.200	112.300	S	BD	BD	Sukhalu Village	3.1	NE	NE	L	R	-	6.2	-	-	112.300	R	G	3.5	To Local	
112.300	112.400	S	BS	B	Sukhalu Village	3.4	NE	NE	L	R	-	-	6.5	-	112.390	R	G	3.5	To Local	U/C Started at CH. 112.390
112.400	112.500	S	BS	BS	Sukhalu Village	3.2	NE	NE	L	R	-	-	11.0	-	112.425	L	G	3.5	To Sukhalu Village	
112.500	112.600	S	B	B	Sukhalu Village End	3.7	NE	NE	L	R	-	-	11.5	-	-	-	-	-	-	
112.600	112.700	M	B	B	-	3.5	NE	NE	L	R	-	-	14.2	-	-	-	-	-	-	
112.700	112.800	S	B	B	-	3.3	NE	NE	L	R	-	-	12.0	-	-	-	-	-	-	
112.800	112.900	S	B	B	-	3.5	NE	NE	L	R	-	-	11.0	-	-	-	-	-	-	
112.900	113.000	S	B	B	-	3.0	NE	NE	L	R	-	-	13.0	-	-	-	-	-	-	
113.000	113.100	S	B	B	-		NE	NE	L	R	-	-	10.0	-	113.210	R	G	3.5	To Local	
113.100	113.200	S	B	B	-		NE	NE	L	R	-	-	12.0	-	-	-	-	-	-	
113.200	113.300	S	B	B	-	3.0	NE	NE	L	R	-	-	14.9	-	-	-	-	-	-	
113.300	113.400	S	B	B	-		NE	NE	L	R	-	-	10.0	-	-	-	-	-	-	
113.400	113.500	M	B	B	-	3.0	NE	NE	L	R	-	-	11.0	-	113.560	L	G	3.5	To Sukhalu Village	Water Harvesting Tank
113.500	113.600	M	B	B	-		NE	NE	L	R	-	-	22.0	-	-	-	-	-	-	
113.600	113.700	M	B	B	-	3.0	NE	NE	L	R	-	-	13.0	-	-	-	-	-	-	
113.700	113.800	M	B	B	-		NE	NE	L	R	-	-	12.7	-	-	-	-	-	-	
113.800	113.900	M	B	B	-	3.0	NE	NE	L	R	-	-	15.0	-	-	-	-	-	-	
113.900	114.000	M	B	B	-	3.3	NE	NE	L	R	-	-	13.3	-	-	-	-	-	-	
114.000	114.100	S	B	B	-	3.2	NE	NE	L	R	-	-	11.0	-	-	-	-	-	-	
114.100	114.200	S	B	B	-	3.2	NE	NE	L	R	-	-	11.0	-	-	-	-	-	-	
114.200	114.300	S	B	B	-	3.4	NE	NE	L	R	-	-	11.1	-	-	-	-	-	-	
114.300	114.400	S	B	B	-	3.5	NE	NE	L	R	-	-	7.3	-	114.330	L	G	3.5	To Local	
114.400	114.500	S	B	B	-	3.5	NE	NE	L	R	-	-	12.7	-	114.460	R	G	3.0	To Local	
114.500	114.600	S	B	B	-	3.2	NE	NE	L/R		Yes (CH. 114.475 TO 114.505)	-	12.0	-	-	-	-	-	-	Box Cut 114.475 TO 114.505, Hill Changes from L TO R at CH. 114.480
114.600	114.700	S	B	B	-	3.0	NE	NE	R	L	-	-	12.6	-	-	-	-	-	-	
114.700	114.800	S	B	B	-	3.0	NE	NE	R	L	-	-	16.0	-	-	-	-	-	-	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE															Road Inventory					
Project Road:-		Chakabama – Zunheboto Road									Weather:-		Clear							
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
114.800	114.900	S	B	B	-	3.0	NE	NE	R	L	-	-	13.3	-	114.675		G	3.0	To Local	
114.900	115.054	S	B	B	-		NE	NE	R	L	-	-	8.2	-	-	-	-	-	-	
115.000	115.100	M	BS	BS	Zunheboto Started	3.8	NE	NE	R	L	-	6.8	-	-	115.105	R	G	3.0	To Local Village	
115.100	115.200	S	B	B	Zunheboto	3.5	NE	NE	R	L	-	8.5	-	-	-	-	-	-	-	
115.200	115.300	S	BS	B	Zunheboto	3.5	NE	NE	R	L	-	6.3	-	-	-	-	-	-	-	
115.300	115.400	S	BS	BS	Zunheboto	3.5	NE	NE	R	L	-	6.2	-	-	115.450	R	G	3.0	To Police Reserve	
115.400	115.500	S	B	B	Zunheboto	3.6	NE	NE	R	L	-	6.9	-	-	-	-	-	-	-	
115.500	115.600	S	B	B	Zunheboto	3.4	NE	NE	R	L	-	5.7	-	-	-	-	-	-	-	
115.600	115.700	S	B	B	Zunheboto	3.7	NE	NE	R	L	-	7.1	-	-	-	-	-	-	-	
115.700	115.800	M	B	B	Zunheboto	3.5	NE	NE	R	L	-	6.5	-	-	115.820	R	G	3.5	To Local	
115.800	115.900	S	BD	B	Zunheboto	3.6	NE	NE	R	L	-	6.9	-	-	-	-	-	-	-	
115.900	116.000	S	BS	B	Zunheboto	3.5	NE	NE	R	L	-	6.2	-	-	-	-	-	-	-	
116.000	116.100	S	B	B	Zunheboto	3.5	NE	NE	R	L	-	8.3	-	-	-	-	-	-	-	
116.100	116.200	S	B	B	Zunheboto	3.5	NE	NE	R	L	-	6.5	-	-	-	-	-	-	-	
116.200	116.300	M	B	BS	Zunheboto Village	3.6	NE	NE	R	L	-	10.2	-	-	-	-	-	-	-	
116.300	116.400	M	BD	BD	Zunheboto Town	3.7	NE	NE	R	L	-	8.8	-	-	116.475	R	G	3.0	To Local	
116.400	116.500	S	BS	BS	Zunheboto	3.6	NE	NE	R	L	-	7.5	-	-	-	-	-	-	-	
116.500	116.600	M	BS	BD	Zunheboto	3.5	NE	NE	R	L	-	6.7	-	-	116.582	R	G	3.0	To Local	
116.600	116.700	S	BS	BD	Zunheboto	3.5	NE	NE	R	L	-	6.8	-	-	-	-	-	-	-	
116.700	116.800	S	B	B	Zunheboto	3.5	NE	NE	R	L	-	8.2	-	-	116.720	L	G	3.5	To Local	
116.800	116.900	S	BS	BS	Zunheboto	3.5	NE	NE	R	L	-	7.5	-	-	116.815	L	G	3.0	To Local	
116.900	117.019	M	BD	BD	Zunheboto	3.5	NE	NE	R	L	-	6.5	-	-	116.950/116.975	L/L	G/G	3.0/3.0	To Local	
117.000	117.100	S	BD	BD	Zunheboto Town	3.3	NE	NE	R	L	-	5.5	-	-	117.030	R	G	3.0	To Church	
117.100	117.200	S	BD	BD	Zunheboto Town	3.5	NE	NE	R	L	-	7.6	-	-	117.175	L	G	3.0	To Local	
117.200	117.300	M	B	BD	Zunheboto Town	3.5	NE	NE	R	L	-	17.5	-	-	-	-	-	-	-	
117.300	117.400	S	BS	BD	Zunheboto Town	3.5	NE	NE	R	L	-	8.0	-	-	-	-	-	-	-	
117.400	117.500	S	BS	BD	Zunheboto Town	3.5	NE	NE	R	L	-	6.2	-	-	-	-	-	-	-	
117.500	117.600	S	BD	BD	Zunheboto Town	3.5	NE	NE	R	L	-	7.9	-	-	117.670	L	BT	3.0	To Local	
117.600	117.700	S	BS	BD	Zunheboto Town	3.5	NE	NE	R	L	-	8.8	-	-	117.740	R	BT	3.0	To Local	
117.700	117.800		BD	BD	Zunheboto Town	3.5	NE	NE	R		-	6.5	-	-	117.775	L	G	3.5	To Local	Market Area Started
117.800	117.900		BD	BD	Zunheboto Town	5.5	NE	NE			-	10.9	-	-	-	-	-	-	-	Market Area Built Up

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Chakabama – Zunheboto Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
117.900	118.000		BD	BD	Zunheboto Town	5.4	NE	NE			-	10.5	-	-	117.940	R	G	3.5	To Local	Assam Oil Petrol Pump
118.000	118.038		BD	BD	Zunheboto Town	5.5	NE	NE			-	7.3	-	-	118.005	R	BT	3.5	To Local	Market Area Built Up
118.000	118.100	S	BD	BD	Zunheboto	3.3	NE	NE	R	L	-	5.4	-	-	118.055	R	BT	3.6	To Zunheboto Town upside NH	
118.100	118.200	S	BD	BD	Zunheboto	3.3	NE	NE	R	L	-	4.8	-	-	-	-	-	-	-	
118.200	118.300		BD	BD	Zunheboto	4.5	NE	NE			-	10.5	-	-	118.250	L	G	2.8	To Local	
118.300	118.400	S	BD	BD	Zunheboto	3.5	NE	NE	R	L	-	8.3	-	-	118.330	R	BT	3.0	To Local	
118.400	118.500		BD	BD	Zunheboto	3.5	NE	NE			-	6.7	-	-	-	-	-	-	-	Built Up Area
118.500	118.600	S	BD	BD	Zunheboto	3.0	NE	NE	R	L	-	4.8	-	-	118.635	L	CC	3.0	To Local	
118.600	118.700	S	BD	BD	Zunheboto	3.5	NE	NE	R	L	-	7.2	-	-	-	-	-	-	-	
118.700	118.800	S	BD	BD	Zunheboto	3.5	NE	NE	R	L	-	6.7	-	-	118.825	L	BT	3.3	To Circuit House 5th Assam Rifles	
118.800	118.900	S	BD	BD	Zunheboto	3.0	NE	NE	R	L	-	5.6	-	-	-	-	-	-	-	
118.900	119.000		BD	BD	Zunheboto	3.2	NE	NE			-	5.4	-	-	-	-	-	-	-	Built Up Area
119.000	119.100	M	BD	BD	Zunheboto	3.3	NE	NE	R	L	-	5.3	-	-	-	-	-	-	-	
119.100	119.200		BD	BD	Zunheboto	5.2	NE	NE			-	10.9	-	-	119.145	L	BT	3.5	To Natha Oil (Petol Pump)	Built Up Area
119.200	119.300		BD	BD	Zunheboto	5.5	NE	NE			-	11.3	-	-	119.190/119.189	R/R	BT/BT	3.0/3.5	To Local	Built Up Area
119.300	119.400		BD	BD	Zunheboto	5.5	NE	NE			-	10.4	-	-	119.425	L	BT	3.5	To Local	Built Up Area
119.400	119.500		BD	BD	Zunheboto	5.5	NE	NE			-	9.8	-	-	119.565	R/R	BT	3.0/3.5	To Local / To DC Office	Built Up Area
119.500	119.600		BD	BD	Zunheboto	5.5	NE	NE			-	11.2	-	-	119.722	R/R	BT	3.0	Both To Local Village	Built Up Area
119.600	119.700		BD	BD	Zunheboto	5.5	NE	NE			-	11.5	-	-	119.740	R	BT	3.5	To DC Office	Built Up Area
119.700	119.800		BD	BD	Zunheboto	5.0	NE	NE			-	10.8	-	-		R	BT	3.0	To Local	Built Up Area
119.800	119.900	S	BD	BD	Zunheboto	5.0	NE	NE			-	9.0	-	-		R	BT	3.0	To Local	Built Up Area
119.900	120.000	S	BD	BD	Zunheboto	4.0	NE	NE			-	8.1	-	-	-	-	-	-	-	Built Up Area
120.000	120.100		BD	BD	Zunheboto	3.7	NE	NE	R	L	-	8.5	-	-	120.190	R	BT	3.0	To Local	
120.100	120.200	S	BD	BD	Zunheboto	3.5	NE	NE	R	L	-	13.0	-	-	120.225	L	BT	3.0	To Local	
120.200	120.300		BS	BD	Zunheboto	3.2	NE	NE	R	L	-	5.2	-	-	-	-	-	-	-	
120.300	120.400		B	BD	Zunheboto	3.3	NE	NE	R	L	-	10.3	-	-	-	-	-	-	-	
120.400	120.500	M	B	BS	Zunheboto	3.3	NE	NE	R	L	-	7.5	-	-	-	-	-	-	-	
120.500	120.600	S	B	BS	Zunheboto	3.0	NE	NE	R	L	-	4.5	-	-	-	-	-	-	-	
120.600	120.700	S	BS	BS	Zunheboto	3.3	NE	NE	R	L	-	7.1	-	-	-	-	-	-	-	
120.700	120.800	S	BD	BS	Zunheboto	3.5	NE	NE	R	L	-	6.2	-	-	-	-	-	-	-	
120.800	120.900	S	B	B	Zunheboto	3.5	NE	NE	R	L	-	6.6	-	-	120.925	L	E	3.5	To Local	

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Chakabama – Zunheboto Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
120.900	121.000	S	BD	BS	Zunheboto	3.5	NE	NE	R	L	-	8.2	-	-	-	-	-	-	-	
121.000	121.100	M	BD	BS	Zunheboto	3.5	NE	NE	R	L	-	8.2	-	-	121.145	R	G	3.0	To Assam Rifle	
121.100	121.200	S	BD	B	Zunheboto	3.6	NE	NE	R	L	-	7.5	-	-	121.250	L	G	3.0	To Local	
121.200	121.300	S	BD	BS	Zunheboto	3.5	NE	NE	R	L	-	7.0	-	-	-	-	-	-	-	
121.300	121.400	S	BD	BS	Zunheboto	3.5	NE	NE	R	L	-	9.7	-	-	-	-	-	-	-	
121.400	121.500	S	BS	BS	Zunheboto	3.5	NE	NE	R	L	-	5.5	-	-	121.555	R	BT	3.0	To Local	
121.500	121.600	M	BD	BS	Zunheboto	3.5	NE	NE	R	L	-	8.8	-	-	121.555	L	G	3.0	To Local	
121.600	121.700	S	BD	BS	Zunheboto	3.0	NE	NE	R	L	-	5.2	-	-	-	-	-	-	-	
121.700	121.800	S	BD	BS	Zunheboto	3.2	NE	NE	R	L	-	6.7	-	-	-	-	-	-	-	
121.800	121.900	S	B	B	Zunheboto	3.2	NE	NE	R	L	-	5.3	-	-	-	-	-	-	-	
121.900	122.000	S	BD	BS	Zunheboto	3.0	NE	NE	R	L	-	5.0	-	-	-	-	-	-	-	
122.000	122.100	S	BD	BS	Zunheboto	3.5	NE	NE	R	L	-	8.5	-	-	122.100	R	G	3.5	To Panchamgate Assam Rifles	
122.100	122.200	S	BD	BS	Zunheboto	3.5	NE	NE	R	L	-	5.4	-	-	-	-	-	-	-	
122.200	122.250	S	BS	BS	-	3.5	NE	NE	R	L	-	11.5	-	-	122.250	R	BT	3.5	To Panchamgate Assam Rifles	

Annexure 1 (d): Road Inventory

Pfutsero – Phek Road



Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Pfutsero – Phek Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
0.000	0.100	M	BD	BD	Pfutsero	3.5	NE	NE	R	L	-	5.50	-	Submergence	0.000	R	BT	3.5	R= To Chasami	-
0.100	0.200	M	BD	BD	Pfutsero	3.0	G/0.5	NE	R	L	-	5.80	-	-	0.255	R	BT	3.5	R= To Chasami	-
0.200	0.300	M	BD	BD	Pfutsero	3.5	NE	NE	R	L	-	7.50	-	-	0.270	R/L	BT & G	3.5	R= To Chasami / L= To Church	-
0.300	0.400	M	BD	BD	Pfutsero	3.3	NE	NE	R	L	-	5.30	-	-	-	-	-	-	-	-
0.400	0.500	M	BD	B	Pfutsero	2.8	NE	NE	R	L	-	4.75	-	-	-	-	-	-	-	-
0.500	0.600	M	BD	B	Pfutsero	3.5	NE	NE	R	L	-	6.75	-	Submergence	-	-	-	-	-	-
0.600	0.700	M	BD	B	Pfutsero	3.5	NE	NE	R	L	-	6.90	-	Submergence	-	-	-	-	-	-
0.700	0.800	M	B	BD	Pfutsero	3.5	NE	NE	R	L	-	6.80	-	-	-	-	-	-	-	-
0.800	0.900	M	B	B	Pfutsero	3.5	NE	NE	R	L	-	7.00	-	-	-	-	-	-	-	-
0.900	1.000	M	B	B	Pfutsero	3.5	G/0.5	G/0.5	R	L	-	6.50	-	-	-	-	-	-	-	-
1.000	1.100	M	B	BD	Pfutsero	3.3	NE	NE	R	L	-	6.50	-	-	-	-	-	-	-	-
1.100	1.200	M/R	BD	BD	Pfutsero	3.5	NE	NE			-	7.00	-	Submergence 30m Length	1.175	L	BT/ PMGSY	3.8	To Chetaba	-
1.200	1.255	R	BD	BD	Pfutsero	3.5	NE	NE			-	7.50	-	-	1.245	L	G	3.0	To Church	-
1.255	1.300	M	BD	BD	Pfutsero	3.5	NE	NE	L	R	-	7.50	-	-	-	-	-	-	-	-
1.300	1.400	M	BD	BD	Pfutsero	3.3	NE	NE	L	R	-	6.50	-	-	-	-	-	-	-	-
1.400	1.500	M	BD	BD	Pfutsero	3.5	NE	NE	L	R	-	7.00	-	-	-	-	-	-	-	-
1.500	1.600	M	BD	BS	Pfutsero	3.5	NE	NE	L	R	-	6.75	-	-	-	-	-	-	-	-
1.600	1.700	M	B	BS	Pfutsero	3.5	NE	NE	L	R	-	7.00	-	-	-	-	-	-	-	-
1.700	1.800	M	BD	BS	Pfutsero	3.5	NE	NE	L	R	-	8.00	-	-	-	-	-	-	-	-
1.800	1.900	M	BD	B	Pfutsero	3.2	NE	NE	L	R	-	6.50	-	-	-	-	-	-	-	-
1.900	2.000	M	BD	B	Pfutsero	3.5	NE	NE	L	R	-	6.50	-	-	1.960		G	3.5	To Forest	-
2.000	2.050	M	B	B	Pfutsero	3.5	G/0.5	G/0.5	L	R	-	6.00	-	-	-	-	-	-	-	-
2.050	2.100	M	BD	B	Rukizu	3.5	G/0.5	G/0.5	L	R	-	6.50	-	-	-	-	-	-	-	-
2.100	2.200	M	BD	BS	Rukizu	3.5	NE	NE	L	R	-	3.50	-	-	-	-	-	-	-	-
2.200	2.300	M	B	B	Rukizu	3.5	NE	NE	L	R	-	7.00	-	-	-	-	-	-	-	-
2.300	2.425	M	B	B	-	3.3	NE	NE	L	R	-	6.50	-	-	2.320	L	G	3.0	To Crusher	-
2.425	2.500	M	B	B	-	3.5	NE	NE	L	R	-	-	12.00	-	-	-	-	-	-	-

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Pfutsero – Phek Road									Weather:-	Clear							
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
2.500	2.600	M	B	B	-	3.0	NE	NE	L	R	-	-	12.00	-	-	-	-	-	-	-
2.600	2.700	M	B	B	-	3.0	NE	NE	L	R	-	-	15.00	-	-	-	-	-	-	-
2.700	2.800	M	B	B	-	3.5	NE	NE	L	R	-	-	11.00	-	-	-	-	-	-	-
2.800	2.900	M	B	B	-	3.3	NE	NE	L	R	-	-	9.00	-	-	-	-	-	-	-
2.900	2.960	M	B	B	-	3.5	NE	NE	L	R	-	-	12.50	-	2.960	L	G	3.5	To Crusher	-
2.960	3.000	M	B	B	-	3.0	NE	NE	L	R	-	6.00	-	-	-	-	-	-	-	-
3.000	3.110	M	BS	B	-	3.0	NE	NE	L	R	-	5.00	-	-	-	-	-	-	-	-
3.110	3.200	M	B	B	-	3.5	NE	NE	L	R	-	-	21.00	-	-	-	-	-	-	-
3.200	3.300	M	B	B	-	3.5	NE	NE	L	R	-	-	11.00	-	-	-	-	-	-	-
3.300	3.400	M	B	B	-	3.5	NE	NE	L	R	-	-	8.50	-	-	-	-	-	-	-
3.400	3.500	M	B	B	-	3.5	NE	NE	L	R	-	-	17.00	-	-	-	-	-	-	-
3.500	3.560	M	B	B	-	3.5	NE	NE	L	R	-	-	17.00	-	-	-	-	-	-	-
3.560	3.600	M	B	B	-	3.0	NE	NE	L	R	-	7.00	-	-	-	-	-	-	-	-
3.600	3.650	M	B	B	-	3.5	NE	NE	L	R	-	9.00	-	-	-	-	-	-	-	-
3.650	3.700	M	B	B	-	3.5	NE	NE	L	R	-	-	12.00	-	-	-	-	-	-	-
3.700	3.800	M	B	B	-	3.5	NE	NE	L	R	-	-	7.00	-	-	-	-	-	-	-
3.800	3.900	M	B	B	-	3.5	NE	NE	L	R	-	-	12.50	-	-	-	-	-	-	-
3.900	4.000	M	B	B	-	3.5	NE	NE	L	R	-	-	12.00	-	-	-	-	-	-	-
4.000	4.100	M	B	B	-	3.5	NE	NE	L	R	-	-	13.50	-	-	-	-	-	-	-
4.100	4.200	M	P	B	-	3.5	NE	NE	L	R	-	-	13.50	-	-	-	-	-	-	-
4.200	4.300	M	P	B	-	3.5	NE	NE	L	R	-	-	10.00	-	-	-	-	-	-	-
4.300	4.400	M	B	B	-	3.5	NE	NE	L	R	-	-	11.50	-	-	-	-	-	-	-
4.400	4.500	M	B	B	-	3.5	NE	NE	L	R	-	-	15.00	-	-	-	-	-	-	-
4.500	4.600	M	B	B	-	3.5	NE	NE	L	R	-	-	13.50	-	-	-	-	-	-	-
4.600	4.700	M	B	B	-	3.5	NE	NE	L	R	-	-	30.00	-	-	-	-	-	-	-
4.700	4.800	M	B	B	-	3.5	NE	NE	L	R	-	-	21.50	-	-	-	-	-	-	-
4.800	4.900	M	B	B	-	3.5	NE	NE	L	R	-	-	14.00	-	-	-	-	-	-	-

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Pfutsero – Phok Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
4.900	5.000	M	B	B	-	3.5	NE	NE	L	R	-	-	12.50	-	-	-	-	-	-	-
5.000	5.100	M	B	B	-	3.5	NE	NE	L	R	-	-	15.00	-	-	-	-	-	-	-
5.100	5.200	M	B	B	-	3.5	NE	NE	L	R	-	-	13.00	-	-	-	-	-	-	-
5.200	5.300	M	B	B	-	3.5	NE	NE	L	R	-	-	11.00	-	-	-	-	-	-	-
5.300	5.400	M	B	B	-	3.5	NE	NE	L	R	-	-	21.00	-	-	-	-	-	-	-
5.400	5.500	M	B	B	-	3.0	NE	NE	L	R	-	-	21.00	-	-	-	-	-	-	-
5.500	5.600	M	B	B	-	3.0	NE	NE	L	R	-	-	16.50	-	-	-	-	-	-	-
5.600	5.700	M	B	B	-	3.0	NE	NE	L	R	-	-	14.00	-	-	-	-	-	-	-
5.700	5.800	M	B	B	-	3.5	NE	NE	L	R	-	-	13.50	-	-	-	-	-	-	-
5.800	5.900	M	B	B	-	3.5	NE	NE	L	R	-	-	19.00	-	-	-	-	-	-	-
5.900	6.000	M	B	B	-	3.5	NE	NE	L	R	-	-	11.00	-	-	-	-	-	-	-
6.000	6.100	M	B	B	-	3.5	NE	NE	L	R	-	-	10.00	-	-	-	-	-	-	-
6.100	6.200	M	B	B	-	3.5	NE	NE	L	R	-	-	13.50	-	-	-	-	-	-	-
6.200	6.300	M	B	B	-	3.3	NE	NE	L	R	-	-	14.00	-	-	-	-	-	-	-
6.300	6.400	M	B	B	-	3.5	NE	NE	L	R	-	-	12.50	-	-	-	-	-	-	-
6.400	6.500	M	ZP	B	-	3.0	NE	NE	L	R	-	-	12.00	-	-	-	-	-	-	-
6.500	6.600	M	ZP	B	-	3.5	NE	NE	L	R	-	-	10.50	-	-	-	-	-	-	-
6.600	6.700	M	ZP	B	-	3.0	NE	NE	L	R	-	-	11.00	-	-	-	-	-	-	-
6.700	6.800	M	ZP	B	-	2.5	NE	NE	L	R	-	-	3.50	-	-	-	-	-	-	-
6.800	6.900	M	ZP	B	-	3.0	NE	NE	L	R	-	-	9.00	-	-	-	-	-	-	-
6.900	7.000	M	ZP	B	-	3.5	NE	NE	L	R	-	-	16.00	-	-	-	-	-	-	-
7.000	7.100	M	ZP	B	-	3.5	NE	NE	L	R	-	-	13.00	-	-	-	-	-	-	-
7.100	7.200	M	ZP	B	-	3.0	NE	NE	L	R	-	-	6.00	-	-	-	-	-	-	-
7.200	7.300	M	P	B	-	3.5	NE	NE	L	R	-	-	18.00	-	-	-	-	-	-	-
7.300	7.400	M	P	B	-	3.5	NE	NE	L	R	-	-	15.00	-	-	-	-	-	-	-
7.400	7.500	M	P	B	Porba	3.5	NE	NE	L	R	-	-	14.00	-	-	-	-	-	-	-
7.500	7.600	M	P	B	Porba	3.5	NE	NE	L	R	-	-	23.00	-	-	-	-	-	-	-

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Pfutsero – Phek Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
7.600	7.700	M	P	B	Porba	3.5	NE	NE	L	R	-	-	17.00	-	-	-	-	-	-	-
7.700	7.750	M	B	B	Porba	3.5	NE	NE	L	R	-	-	16.00	-	-	-	-	-	-	-
7.750	7.800	M	B	B	Porba	3.0	NE	NE	L	R	-	5.00	-	-	-	-	-	-	-	-
7.800	7.900	M	B	B	Porba	2.5	NE	NE	L	R	-	5.00	-	-	-	-	-	-	-	-
7.900	8.000	M	B	B	Porba	3.0	NE	NE	L	R	-	6.50	-	-	-	-	-	-	-	-
8.000	8.100	M	B	B	Porba	3.0	NE	NE	L	R	-	3.00	-	-	-	-	-	-	-	-
8.100	8.160	M	B	B	Porba	3.5	NE	NE	L	R	-	-	10.00	-	-	-	-	-	-	-
8.160	8.200	M	B	B	Porba	3.5	NE	NE	L	R	-	-	10.00	-	-	-	-	-	-	-
8.200	8.300	M	BS	BD	Porba	3.0	NE	NE	L	R	-	8.00	-	-	-	-	-	-	-	-
8.300	8.400	M	B	B	Porba	3.0	NE	NE	L	R	-	6.00	-	-	8.305	L	G	3.0	To ICAR Propery	-
8.400	8.500	M	B	BD	Porba	3.0	NE	NE	L	R	-	8.00	-	-	-	-	-	-	-	-
8.500	8.600	M	B	B	Porba	2.5	NE	NE	L	R	-	4.00	-	-	-	-	-	-	-	-
8.600	8.700	M	B	BD	Porba	3.5	NE	NE	L	R	-	9.00	-	-	-	-	-	-	-	-
8.700	8.800	M	B	BD	Porba	3.5	NE	NE	L	R	-	10.50	-	-	-	-	-	-	-	-
8.800	8.900	M	B	BD	Porba	3.0	NE	NE	L	R	-	9.50	-	-	8.800	R	G	3.5	To Porba Town	-
8.900	9.000	M	B	BD	Porba	3.5	NE	NE	L	R	-	7.00	-	-	-	-	-	-	-	-
9.000	9.100	M	B	B	Porba	3.3	NE	NE	L	R	-	6.50	-	-	-	-	-	-	-	-
9.100	9.200	M	B	BS	Porba	3.0	NE	NE	L	R	-	5.00	-	-	9.125	L	BT	3.5	To National Research Centre for Mithon	-
9.200	9.300	M	BS	BS	Porba	3.0	NE	NE	L	R	-	6.50	-	-	-	-	-	-	-	-
9.300	9.400	M	BS	B	Porba	3.3	NE	NE	L	R	-	5.00	-	-	-	-	-	-	-	-
9.400	9.500	M	B	B	Porba / END	3.5	NE	NE	L	R	-	6.50	-	-	-	-	-	-	-	-
9.500	9.600	M	BD	B	-	3.0	NE	NE	L	R	-	6.50	-	-	-	-	-	-	-	-
9.600	9.700	M	BD	B	-	3.5	NE	NE	L	R	-	-	9.00	-	-	-	-	-	-	-
9.700	9.800	M	BD	B	-	3.5	NE	NE	L	R	-	-	13.90	-	-	-	-	-	-	-
9.800	9.900	M	ZP	B	-	3.0	NE	NE	L	R	-	-	10.00	-	-	-	-	-	-	-
9.900	10.000	M	ZP	B	-	3.5	NE	NE	L	R	-	-	29.00	-	-	-	-	-	-	-
10.000	10.100	M	B	B	-	3.5	NE	NE	L	R	-	-	9.00	-	-	-	-	-	-	-

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Pfutsero – Phek Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
10.100	10.200	M	B	B	-	3.5	NE	NE	L	R	-	-	9.50	-	-	-	-	-	-	-
10.200	10.300	M	B	B	-	3.3	NE	NE	L	R	-	-	8.00	-	-	-	-	-	-	-
10.300	10.400	M	B	B	-	3.5	NE	NE	L	R	-	-	16.00	-	-	-	-	-	-	-
10.400	10.500	M	B	B	-	3.5	NE	NE	L	R	-	-	6.00	-	-	-	-	-	-	-
10.500	10.600	M	B	B	-	3.5	NE	NE	L	R	-	-	10.00	-	-	-	-	-	-	-
10.600	10.700	M	B	B	-	3.5	NE	NE	L	R	-	-	20.00	-	-	-	-	-	-	-
10.700	10.800	M	B	B	-	3.5	NE	NE	L	R	-	-	20.00	-	-	-	-	-	-	-
10.800	10.900	M	B	B	-	3.5	NE	NE	L	R	-	-	15.00	-	-	-	-	-	-	-
10.900	11.000	M	B	B	-	3.0	NE	NE	L	R	-	-	4.30	-	-	-	-	-	-	-
11.000	11.100	M	B	B	-	3.0	NE	NE	L	R	-	-	9.00	-	-	-	-	-	-	-
11.100	11.200	M	B	B	-	3.5	NE	NE	L	R	-	-	14.50	-	-	-	-	-	-	-
11.200	11.300	M	B	B	-	3.3	NE	NE	L	R	-	-	5.00	-	-	-	-	-	-	-
11.300	11.400	M	B	B	-	3.5	NE	NE	L	R	-	5.20	-	-	-	-	-	-	-	-
11.400	11.500	M	B	B	-	3.0	NE	NE	L	R	-	9.00	-	-	-	-	-	-	-	-
11.500	11.600	M	B	B	-	3.0	NE	NE	L	R	-	5.00	-	-	-	-	-	-	-	-
11.600	11.700	M	B	B	-	3.0	NE	NE	L	R	-	4.50	-	-	-	-	-	-	-	-
11.700	11.760	M	B	B	-	3.5	NE	NE	L	R	-	7.00	-	-	-	-	-	-	-	-
11.760	11.800	M	B	B	-	3.5	NE	NE	L	R	-	-	12.00	-	-	-	-	-	-	-
11.800	11.900	M	B	B	-	3.0	NE	NE	L	R	-	-	23.00	-	-	-	-	-	-	-
11.900	11.935	M	B	B	-	3.5	NE	NE	L	R	-	-	6.00	-	-	-	-	-	-	-
11.935	12.000	M	B	B	-	3.3	NE	NE	L	R	-	5.50	-	-	-	-	-	-	-	-
12.000	12.100	M	B	B	-	3.5	NE	NE	L	R	-	4.50	-	-	-	-	-	-	-	-
12.100	12.150	M	B	B	-	3.3	NE	NE	L	R	-	8.00	-	-	-	-	-	-	-	-
12.150	12.200	M	B	B	-	3.5	NE	NE	L	R	-	-	9.50	-	-	-	-	-	-	-
12.200	12.300	M	B	B	-	3.5	NE	NE	L	R	-	-	10.00	-	-	-	-	-	-	-
12.300	12.400	M	B	B	-	3.5	NE	NE	L	R	-	7.00	-	-	-	-	-	-	-	-
12.400	12.500	M	B	B	-	3.0	NE	NE	L	R	-	3.50	-	-	-	-	-	-	-	-

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Pfutsero – Phek Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
12.500	12.600	M	B	B	-	3.3	NE	NE	L	R	-	7.00	-	-	-	-	-	-	-	-
12.600	12.700	M	B	B	-	3.0	NE	NE	L	R	-	3.75	-	-	-	-	-	-	-	-
12.700	12.800	M	B	B	-	3.3	NE	NE	L	R	-	-	5.25	-	-	-	-	-	-	-
12.800	12.900	M	B	B	-	3.5	NE	NE	L	R	-	-	6.50	-	-	-	-	-	-	-
12.900	13.000	M	B	B	-	3.3	NE	NE	L	R	-	-	7.00	-	-	-	-	-	-	-
13.000	13.100	M	B	B	-	3.0	NE	NE	L	R	-	-	8.60	-	-	-	-	-	-	-
13.100	13.200	M	B	B	-	3.5	NE	NE	L	R	-	-	9.10	-	-	-	-	-	-	-
13.200	13.300	M	B	B	-	3.0	NE	NE	L	R	-	-	6.20	-	-	-	-	-	-	-
13.300	13.400	M	ZP	B	-	3.5	NE	NE	L	R	-	-	8.60	-	-	-	-	-	-	-
13.400	13.500	M	ZP	B	-	3.5	NE	NE	L	R	-	-	12.20	-	-	-	-	-	-	-
13.500	13.600	M	ZP	B	-	3.5	NE	NE	L	R	-	-	12.00	-	-	-	-	-	-	-
13.600	13.700	M	ZP	B	-	3.5	NE	NE	L	R	-	-	12.50	-	-	-	-	-	-	-
13.700	13.800	M	B	B	-	3.5	NE	NE	L	R	-	-	14.70	-	-	-	-	-	-	-
13.800	13.900	M	B	B	-	3.5	NE	NE	L	R	-	-	6.10	-	-	-	-	-	-	-
13.900	14.000	M	B	B	-	3.5	NE	NE	L	R	-	-	15.00	-	-	-	-	-	-	-
14.000	14.100	M	B	B	-	3.5	NE	NE	L	R	-	-	7.40	-	-	-	-	-	-	-
14.100	14.200	M	B	B	-	3.5	NE	NE	L	R	-	-	7.60	-	-	-	-	-	-	-
14.200	14.300	M	B	B	-	3.5	NE	NE	L	R	-	-	11.00	-	-	-	-	-	-	-
14.300	14.400	M	B	B	-	3.5	NE	NE	L	R	-	-	9.00	-	-	-	-	-	-	-
14.400	14.500	M	B	B	-	3.5	NE	NE	L	R	-	-	10.00	-	-	-	-	-	-	-
14.500	14.600	M	B	B	-	3.5	NE	NE	L	R	-	-	9.20	-	-	-	-	-	-	-
14.600	14.700	M	B	B	Sakarba	3.5	NE	NE	L	R	-	-	11.30	-	-	-	-	-	-	-
14.700	14.800	M	B	B	Sakarba	3.5	NE	NE	L	R	-	-	12.00	-	-	-	-	-	-	-
14.800	14.900	M	B	BS	Sakarba	3.5	NE	NE	L	R	-	-	13.50	-	-	-	-	-	-	-
14.900	15.000	M	B	BS	Sakarba	3.5	NE	NE	L	R	-	-	15.00	-	14.910	L	Earthen	3.5	To Church	-
15.000	15.100	M	B	BS	Sakarba	3.5	NE	NE	L	R	-	-	14.50	-	-	-	-	-	-	-
15.100	15.200	M	B	B	Sakarba	3.5	NE	NE	L	R	-	-	10.20	-	-	-	-	-	-	-

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Pfutsero – Phek Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
15.200	15.300	M	B	B	Sakarba	3.5	NE	NE	L	R	-	-	9.00	-	-	-	-	-	-	-
15.300	15.400	M	B	B	Sakarba	3.5	NE	NE	L	R	-	-	9.50	-	-	-	-	-	-	-
15.400	15.500	M	B	B	Sakarba	3.5	NE	NE	L	R	-	-	15.30	-	-	-	-	-	-	-
15.500	15.600	M	B	B	Sakarba	3.5	NE	NE	L	R	-	-	9.60	-	-	-	-	-	-	-
15.600	15.700	M	B	B	Sakarba	3.5	NE	NE	L	R	-	-	11.00	-	-	-	-	-	-	Road wall width 15+650=9m
15.700	15.800	M	BD	BD	Sakarba Town	3.0	NE	NE	L	R	-	-	5.00	-	-	-	-	-	-	-
15.800	15.900	M	BD	BD	Sakarba Town	3.0	NE	NE	L	R	-	4.40	-	-	-	-	-	-	-	-
15.900	16.000	M	B	B	Sakarba Town	3.0	NE	NE	L	R	-	5.50	-	-	15.910	L	Earthen	3.0	To Sakarba village	-
16.000	16.100	M	BD	BD	Sakarba	3.0	NE	NE	L	R	-	7.00	-	-	16.095	R	BT	3.0	To Village	-
16.100	16.200	M	BD	BS	Sakarba	3.0	NE	NE	L	R	-	6.50	-	-	-	-	-	-	-	-
16.200	16.300	M	BD	BD	Sakarba	3.5	NE	NE	L	R	-	9.50	-	-	16.205	R	Earthen	3.0	To PHC/Sakarba	-
16.300	16.400	M	BD	BD	Sakarba	3.5	NE	NE	L	R	-	18.50	-	-	16.395	L	G	3.0	To Govt. School	-
16.400	16.500	M	BD	B	Sakarba	3.0	NE	NE	L	R	-	6.50	-	-	16.405	R	BT	3.0	To Village	-
16.500	16.550	M	BD	B	Sakarba	3.5	NE	NE	L	R	-	-	11.00	-	-	-	-	-	-	-
16.550	16.600	M	BS	B	Sakarba End	3.5	NE	NE	L	R	-	-	12.00	-	-	-	-	-	-	-
16.600	16.700	M	B	B	-	3.5	NE	NE	L	R	-	-	9.00	-	-	-	-	-	-	-
16.700	16.800	M	B	B	-	3.5	NE	NE	L	R	-	-	19.30	-	-	-	-	-	-	-
16.800	16.900	M	B	B	-	3.5	NE	NE	L	R	-	-	14.00	-	-	-	-	-	-	-
16.900	17.000	M	B	B	-	3.5	NE	NE	L	R	-	-	14.00	-	-	-	-	-	-	-
17.000	17.100	M	B	B	-	3.5	NE	NE	L	R	-	-	12.30	-	-	-	-	-	-	-
17.100	17.200	M	B	B	-	3.5	NE	NE	L	R	-	-	12.50	-	-	-	-	-	-	-
17.200	17.300	M	B	B	-	3.5	NE	NE	L	R	-	-	15.00	-	-	-	-	-	-	-
17.300	17.400	M	B	B	-	3.5	NE	NE	L	R	-	-	11.50	-	-	-	-	-	-	-
17.400	17.500	M	B	B	-	3.5	NE	NE	L	R	-	-	17.50	-	-	-	-	-	-	-
17.500	17.600	M	B	B	-	3.5	NE	NE	L	R	-	-	16.50	-	-	-	-	-	-	-
17.600	17.700	M	B	B	-	3.0	NE	NE	L	R	-	-	3.50	-	-	-	-	-	-	-
17.700	17.800	M	B	B	-	3.5	NE	NE	L	R	-	-	12.00	-	-	-	-	-	-	-

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Pfutsero – Phek Road									Weather:-	Clear							
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
17.800	17.900	M	B	B	-	3.5	NE	NE	L	R	-	-	17.00	-	-	-	-	-	-	-
17.900	18.000	M	B	B	-	3.5	NE	NE	L	R	-	-	8.00	-	-	-	-	-	-	-
18.000	18.100	M	B	B	-	3.5	NE	NE	L	R	-	-	9.20	-	-	-	-	-	-	-
18.100	18.200	M	B	B	-	3.5	NE	NE	L	R	-	-	7.50	-	-	-	-	-	-	-
18.200	18.300	M	B	B	-	3.5	NE	NE	L	R	-	-	11.00	-	-	-	-	-	-	-
18.300	18.400	M	B	B	-	3.5	NE	NE	L	R	-	-	11.50	-	-	-	-	-	-	-
18.400	18.500	M	B	B	-	3.5	NE	NE	L	R	-	-	9.20	-	-	-	-	-	-	-
18.500	18.600	M	B	B	-	3.5	NE	NE	L	R	-	-	9.00	-	-	-	-	-	-	-
18.600	18.700	M	B	B	-	3.5	NE	NE	L	R	-	-	10.60	-	-	-	-	-	-	-
18.700	18.800	M	B	B	-	3.5	NE	NE	L	R	-	-	6.20	-	-	-	-	-	-	-
18.800	18.900	M	B	B	-	3.0	NE	NE	L	R	-	-	7.00	-	-	-	-	-	-	-
18.900	19.000	M	B	B	-	3.3	NE	NE	L	R	-	-	3.75	-	-	-	-	-	-	-
19.000	19.100	M	B	B	-	3.3	NE	NE	L	R	-	5.50	-	-	-	-	-	-	-	-
19.100	19.200	M	B	B	-	3.3	NE	NE	L	R	-	4.20	-	-	-	-	-	-	-	-
19.200	19.300	M	B	B	-	3.3	NE	NE	L	R	-	6.50	-	-	-	-	-	-	-	-
19.300	19.400	M	B	B	-	3.0	NE	NE	L	R	-	3.50	-	-	-	-	-	-	-	-
19.400	19.500	M	B	B	-	3.5	NE	NE	L	R	-	-	7.20	-	-	-	-	-	-	-
19.500	19.600	M	B	B	-	3.5	NE	NE	L	R	-	-	10.00	-	-	-	-	-	-	-
19.600	19.700	M	ZP	B	-	3.5	NE	NE	L	R	-	-	12.60	-	-	-	-	-	-	-
19.700	19.800	M	ZP	B	-	3.5	NE	NE	L	R	-	-	13.40	-	-	-	-	-	-	-
19.800	19.900	M	B	B	-	3.3	NE	NE	L	R	-	-	5.00	-	-	-	-	-	-	-
19.900	20.000	M	B	B	-	3.0	NE	NE	L	R	-	4.00	-	-	-	-	-	-	-	-
20.000	20.100	M	B	B	-	3.3	NE	NE	L	R	-	5.20	-	-	-	-	-	-	-	-
20.100	20.200	M	B	B	-	3.0	NE	NE	L	R	-	4.00	-	-	-	-	-	-	-	-
20.200	20.300	M	B	B	-	3.3	NE	NE	L	R	-	4.60	-	-	-	-	-	-	-	-
20.300	20.350	M	B	B	-	3.5	NE	NE	L	R	-	7.00	-	-	-	-	-	-	-	-
20.350	20.400	M	B	B	-	3.5	NE	NE	L	R	-	-	15.00	-	-	-	-	-	-	-

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Pfutsero – Phek Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
20.400	20.500	M	B	B	-	3.5	NE	NE	L	R	-	-	13.00	-	-	-	-	-	-	-
20.500	20.600	M	B	B	-	3.5	NE	NE	L	R	-	-	11.60	-	-	-	-	-	-	-
20.600	20.700	M	B	B	-	3.5	NE	NE	L	R	-	-	11.50	-	-	-	-	-	-	-
20.700	20.800	M	B	B	-	3.5	NE	NE	L	R	-	-	8.20	-	-	-	-	-	-	-
20.800	20.900	M	P	B	-	3.5	NE	NE	L	R	-	-	14.50	-	-	-	-	-	-	-
20.900	21.000	M	P	B	-	3.5	NE	NE	L	R	-	-	12.00	-	-	-	-	-	-	-
21.000	21.100	M	B	B	-	3.5	NE	NE	L	R	-	-	9.20	-	-	-	-	-	-	-
21.100	21.200	M	B	B	-	3.5	NE	NE	L	R	-	-	12.30	-	-	-	-	-	-	-
21.200	21.300	M	B	B	-	3.5	NE	NE	L	R	-	-	19.50	-	-	-	-	-	-	-
21.300	21.400	M	B	B	-	3.5	NE	NE	L	R	-	-	16.50	-	-	-	-	-	-	-
21.400	21.500	M	B	B	-	3.5	NE	NE	L	R	-	-	11.50	-	-	-	-	-	-	-
21.500	21.575	M	B	B	-	3.5	NE	NE	L	R	-	-	8.00	-	-	-	-	-	-	-
21.575	21.600	M	B	B	-	3.3	NE	NE	L	R	-	5.50	-	-	-	-	-	-	-	-
21.600	21.700	M	B	B	-	3.5	NE	NE	L	R	-	8.00	-	-	-	-	-	-	-	-
21.700	21.800	M	ZP	B	-	3.5	NE	NE	L	R	-	7.50	-	-	-	-	-	-	-	-
21.800	21.900	M	B	B	-	3.0	NE	NE	L	R	-	5.00	-	-	-	-	-	-	-	-
21.900	22.000	M	B	B	-	3.0	NE	NE	L	R	-	3.60	-	-	-	-	-	-	-	-
22.000	22.100	M	B	B	-	3.3	NE	NE	L	R	-	4.20	-	-	-	-	-	-	-	-
22.100	22.200	M	B	B	-	3.5	NE	NE	L	R	-	4.50	-	-	-	-	-	-	-	-
22.200	22.300	M	B	B	-	3.5	NE	NE	L	R	-	5.50	-	-	-	-	-	-	-	-
22.300	22.400	M	B	B	-	3.3	NE	NE	L	R	-	4.50	-	-	-	-	-	-	-	-
22.400	22.500	M	B	B	-	3.3	NE	NE	L	R	-	6.50	-	-	-	-	-	-	-	-
22.500	22.600	M	B	B	-	3.5	NE	NE	L	R	-	5.60	-	-	-	-	-	-	-	-
22.600	22.700	M	B	B	-	3.3	NE	NE	L	R	-	5.00	-	-	-	-	-	-	-	-
22.700	22.800	M	B	B	-	3.3	NE	NE	L	R	-	4.90	-	-	-	-	-	-	-	-
22.800	22.900	M	B	B	-	3.3	NE	NE	L	R	-	5.50	-	-	-	-	-	-	-	-
22.900	23.000	M	B	B	-	3.5	NE	NE	L	R	-	4.80	-	-	-	-	-	-	-	-

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Pfutsero – Phek Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
23.000	23.100	M	B	B	-	3.0	NE	NE	L	R	-	3.50	-	-	23.090	R	E	3.0	To Pholami	-
23.100	23.200	S	B	B	-	3.3	NE	NE	L	R	-	4.80	-	-	-	-	-	-	-	-
23.200	23.300	S	B	B	-	3.5	NE	NE	L	R	-	5.20	-	-	-	-	-	-	-	-
23.300	23.400	S	B	B	-	3.5	NE	NE	L	R	-	5.10	-	-	-	-	-	-	-	-
23.400	23.500	M	B	B	-	3.3	NE	NE	L	R	-	3.50	-	-	-	-	-	-	-	-
23.500	23.600	M	B	B	-	3.3	NE	NE	L	R	-	4.60	-	-	-	-	-	-	-	-
23.600	23.700	M	B	B	-	3.3	NE	NE	L	R	-	4.70	-	-	-	-	-	-	-	-
23.700	23.800	M	B	B	-	3.5	NE	NE	L	R	-	-	18.00	-	-	-	-	-	-	-
23.800	23.900	S	B	B	-	3.5	NE	NE	L	R	-	-	5.80	-	-	-	-	-	-	-
23.900	24.000	S	B	B	-	3.5	NE	NE	L	R	-	-	8.40	-	-	-	-	-	-	-
24.000	24.100	S	B	B	Pholami	3.5	NE	NE	L	R	-	-	6.00	-	-	-	-	-	-	-
24.100	24.200	S	BS	BD	Pholami	3.5	NE	NE	L	R	-	3.80	-	-	24.105	L	G	3.5	To Pholami Village	-
24.200	24.300	S	BS	BS	Pholami	3.5	NE	NE	L	R	-	3.90	-	-	-	-	-	-	-	-
24.300	24.400	S	B	BD	Pholami	3.5	NE	NE	L	R	-	6.00	-	-	-	-	-	-	-	-
24.400	24.500	S	B	B	Pholami	3.3	NE	NE	L	R	-	5.50	-	-	24.410	R	G	3.0	To Pholami Village	-
24.500	24.600	S	B	B	Pholami	3.3	NE	NE	L	R	-	5.00	-	-	24.535	R	E	3.0	To Pholami Village	-
24.600	24.700	S	B	B	Pholami	3.5	NE	NE	L	R	-	7.50	-	-	-	-	-	-	-	-
24.700	24.800	S	B	BS	Pholami	3.3	NE	NE	L	R	-	4.50	-	-	24.852	L	G	3.0	To Govt. Prime School	-
24.800	24.900	S	ZP	BS	Pholami	3.3	NE	NE	L	R	-	4.10	-	-	24.848	R	G	3.5	To Village	-
24.900	25.000	S	ZP	B	Pholami	3.0	NE	NE	L	R	-	4.10	-	-	-	-	-	-	-	-
25.000	25.100	S	B	B	Pholami	3.2	NE	NE	L	R	-	4.10	-	-	-	-	-	-	-	-
25.100	25.200	M	B	B	-	3.0	NE	NE	L	R	-	3.80	-	-	-	-	-	-	-	-
25.200	25.300	M	B	B	-	3.0	NE	NE	L	R	-	4.60	-	-	-	-	-	-	-	-
25.300	25.400	M	B	B	-	3.0	NE	NE	L	R	-	3.90	-	-	-	-	-	-	-	-
25.400	25.500	S	B	B	-	3.0	NE	NE	L	R	-	3.60	-	-	-	-	-	-	-	-
25.500	25.600	S	B	B	-	3.0	NE	NE	L	R	-	3.90	-	-	-	-	-	-	-	-
25.600	25.700	S	B	B	-	3.0	NE	NE	L	R	-	4.30	-	-	-	-	-	-	-	-

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Pfutsero – Phek Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
25.700	25.800	S	B	B	-	3.0	NE	NE	L	R	-	4.20	-	-	-	-	-	-	-	-
25.800	25.900	S	B	B	-	3.0	NE	NE	L	R	-	4.10	-	-	-	-	-	-	-	-
25.900	26.000	S	B	B	-	3.0	NE	NE	L	R	-	4.70	-	-	-	-	-	-	-	-
26.000	26.100	S	B	B	-	3.0	NE	NE	L	R	-	4.20	-	-	-	-	-	-	-	-
26.100	26.200	S	B	B	-	3.0	NE	NE	L	R	-	3.70	-	-	-	-	-	-	-	-
26.200	26.300	M	B	B	-	3.0	NE	NE	L	R	-	4.40	-	-	-	-	-	-	-	-
26.300	26.400	M	B	B	-	3.0	NE	NE	L	R	-	4.10	-	-	-	-	-	-	-	-
26.400	26.500	M	B	B	-	3.0	NE	NE	L	R	-	4.60	-	-	-	-	-	-	-	-
26.500	26.600	M	B	B	-	3.0	NE	NE	L	R	-	3.50	-	-	-	-	-	-	-	-
26.600	26.700	M	B	B	-	3.0	NE	NE	L	R	-	5.00	-	-	-	-	-	-	-	-
26.700	26.800	M	B	B	-	3.0	NE	NE	L	R	-	4.80	-	-	-	-	-	-	-	-
26.800	26.900	M	B	B	-	3.0	NE	NE	L	R	-	6.30	-	-	-	-	-	-	-	-
26.900	27.000	M	B	B	-	3.0	NE	NE	L	R	-	4.30	-	-	-	-	-	-	-	-
27.000	27.100	M	B	B	-	3.0	NE	NE	L	R	-	4.20	-	-	-	-	-	-	-	-
27.100	27.200	S	B	B	-	3.0	NE	NE	L	R	-	3.40	-	-	-	-	-	-	-	-
27.200	27.300	S	B	B	-	3.0	NE	NE	L	R	-	4.50	-	-	-	-	-	-	-	-
27.300	27.400	S	B	B	-	3.0	NE	NE	L	R	-	4.20	-	-	-	-	-	-	-	-
27.400	27.500	M	B	B	-	3.0	NE	NE	L	R	-	3.80	-	-	-	-	-	-	-	-
27.500	27.600	S	B	B	-	3.0	NE	NE	L	R	-	4.10	-	-	-	-	-	-	-	-
27.600	27.700	S	B	B	-	3.0	NE	NE	L	R	-	4.50	-	-	-	-	-	-	-	-
27.700	27.800	S	B	B	-	3.5	NE	NE	L	R	-	-	9.50	-	-	-	-	-	-	-
27.800	27.900		B	B	-	3.5	NE	NE	L	R	-	-	9.00	-	-	-	-	-	-	-
27.900	28.000		B	B	-	3.5	NE	NE	L	R	-	-	6.30	-	-	-	-	-	-	-
28.000	28.100		B	B	-	3.5	NE	NE	L	R	-	-	4.80	-	-	-	-	-	-	-
28.100	28.200		B	B	-	3.3	NE	NE	L	R	-	-	9.70	-	-	-	-	-	-	-
28.200	28.300		B	B	-	3.5	NE	NE	L	R	-	-	13.50	-	-	-	-	-	-	-
28.300	28.400		B	B	-	3.5	NE	NE	L	R	-	-	11.00	-	-	-	-	-	-	-

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Pfutsero – Phek Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
28.400	28.500		B	B	-	3.5	NE	NE	L	R	-	-	12.80	-	-	-	-	-	-	-
28.500	28.600		B	B	-	3.5	NE	NE	L	R	-	-	9.50	-	-	-	-	-	-	-
28.600	28.700		B	B	-	3.0	NE	NE	L	R	-	-	3.50	-	-	-	-	-	-	-
28.700	28.800		B	B	-	3.0	NE	NE	L	R	-	-	7.80	-	-	-	-	-	-	-
28.800	28.900		B	B	-	3.5	NE	NE	L	R	-	-	9.70	-	-	-	-	-	-	-
28.900	29.000	M	B	B	-	3.5	NE	NE	L	R	-	-	16.80	-	-	-	-	-	-	-
29.000	29.100	M	B	B	-	3.5	NE	NE	L	R	-	-	8.60	-	-	-	-	-	-	-
29.100	29.200	S	B	B	-	3.5	NE	NE	L	R	-	-	8.80	-	-	-	-	-	-	-
29.200	29.300	S	B	B	-	3.0	NE	NE	L	R	-	-	5.00	-	-	-	-	-	-	-
29.300	29.400	M	B	B	-	3.5	NE	NE	L	R	-	-	9.00	-	-	-	-	-	-	-
29.400	29.500	M	B	B	-	3.5	NE	NE	L	R	-	-	10.80	-	-	-	-	-	-	-
29.500	29.600	M	B	B	-	3.5	NE	NE	L	R	-	-	7.50	-	-	-	-	-	-	-
29.600	29.700	M	B	B	-	3.5	NE	NE	L	R	-	-	11.00	-	-	-	-	-	-	-
29.700	29.800	M	B	B	-	3.5	NE	NE	L	R	-	-	8.30	-	-	-	-	-	-	-
29.800	29.900	S	B	B	-	3.5	NE	NE	L	R	-	-	7.00	-	-	-	-	-	-	-
29.900	30.000	S	B	B	-	3.5	NE	NE	L	R	-	-	7.40	-	-	-	-	-	-	-
30.000	30.100	S	B	B	-	3.3	NE	NE	L	R	-	-	6.80	-	-	-	-	-	-	-
30.100	30.200		B	B	-	3.0	NE	NE	L	R	-	-	28.00	-	-	-	-	-	-	-
30.200	30.300	M	B	B	-	3.3	NE	NE	L	R	-	-	10.50	-	-	-	-	-	-	-
30.300	30.400	S	B	B	-	3.5	NE	NE	L	R	-	-	5.40	-	-	-	-	-	-	-
30.400	30.500	S	B	B	-	3.0	NE	NE	L/R		Yes (CH. 30.390 To	-	3.20	-	-	-	-	-	-	Box Cutting 30.390 To 30.430
30.500	30.575	S	B	B	-	3.0	NE	NE	L	R	-	-	4.20	-	-	-	-	-	-	-
30.575	30.600	S	B	B	-	3.0	NE	NE	L	R	-	4.10	-	-	-	-	-	-	-	-
30.600	30.700	M	B	B	-	3.0	NE	NE	L	R	-	4.10	-	-	-	-	-	-	-	-
30.700	30.750	S	B	B	-	3.3	NE	NE	L	R	-	5.50	-	-	-	-	-	-	-	-
30.750	30.800	S	B	B	-	3.3	NE	NE	L	R	-	5.60	-	-	-	-	-	-	-	-
30.800	30.900	S	B	B	-	3.3	NE	NE	L	R	-	5.00	-	-	-	-	-	-	-	-

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Pfutsero – Phek Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
30.900	31.000	S	B	B	-	3.0	NE	NE	L	R	-	4.60	-	-	-	-	-	-	-	-
31.000	31.100	S	B	B	-	3.0	NE	NE	L	R	-	4.00	-	-	-	-	-	-	-	-
31.100	31.200	S	B	B	-	3.0	NE	NE	L	R	-	3.40	-	-	-	-	-	-	-	-
31.200	31.300	S	B	B	-	3.0	NE	NE	L	R	-	4.50	-	-	-	-	-	-	-	-
31.300	31.400	S	B	B	-	3.0	NE	NE	L	R	-	4.90	-	-	-	-	-	-	-	-
31.400	31.500	S	B	B	-	3.3	NE	NE	L	R	-	6.80	-	-	-	-	-	-	-	-
31.500	31.600	S	B	B	-	3.0	NE	NE	L	R	-	5.50	-	-	-	-	-	-	-	-
31.600	31.700	S	B	B	-	3.0	NE	NE	L	R	-	4.10	-	-	-	-	-	-	-	-
31.700	31.800	S	B	B	-	3.0	NE	NE	L	R	-	4.50	-	-	-	-	-	-	-	-
31.800	31.900	S	B	B	-	3.0	NE	NE	L	R	-	4.40	-	-	-	-	-	-	-	-
31.900	32.000	S	B	B	-	3.0	NE	NE	L	R	-	4.50	-	-	-	-	-	-	-	-
32.000	32.100	S	B	B	-	3.0	NE	NE	L	R	-	4.30	-	-	-	-	-	-	-	-
32.100	32.200	S	B	B	-	3.0	NE	NE	L	R	-	3.50	-	-	-	-	-	-	-	-
32.200	32.300	S	B	B	-	3.0	NE	NE	L	R	-	4.10	-	-	-	-	-	-	-	-
32.300	32.400	M	B	B	-	3.3	NE	NE	L	R	-	4.90	-	-	-	-	-	-	-	-
32.400	32.500	S	B	B	-	3.0	NE	NE	L	R	-	4.20	-	-	-	-	-	-	-	-
32.500	32.600	M	B	B	-	3.3	NE	NE	L	R	-	6.00	-	-	-	-	-	-	-	-
32.600	32.700	S	B	B	-	3.0	NE	NE	L	R	-	5.60	-	-	-	-	-	-	-	-
32.700	32.800	S	ZP	B	-	3.0	NE	NE	L	R	-	4.80	-	-	-	-	-	-	-	-
32.800	32.900	S	B	A	-	3.0	NE	NE	L	R	-	4.90	-	-	-	-	-	-	-	-
32.900	33.000	S	B	A	-	3.0	NE	NE	L	R	-	4.50	-	-	-	-	-	-	-	-
33.000	33.100	S	B	A	-	3.0	NE	NE	L	R	-	3.40	-	-	-	-	-	-	-	-
33.100	33.200	M	A	A	-	3.0	NE	NE	L	R	-	5.20	-	-	-	-	-	-	-	-
33.200	33.300	S	B	A	-	3.0	NE	NE	L	R	-	5.00	-	-	-	-	-	-	-	-
33.300	33.400	S	B	B	-	3.3	NE	NE	L	R	-	4.60	-	-	-	-	-	-	-	-
33.400	33.500	S	B	B	-	3.3	NE	NE	L	R	-	5.50	-	-	-	-	-	-	-	-
33.500	33.600	S	B	B	-	3.0	NE	NE	L	R	-	4.60	-	-	-	-	-	-	-	-

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Project Road:-		Pfutsero – Phek Road									Weather:-	Clear							
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergance	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
33.600	33.700	M	B	B	-	3.0	NE	NE	L	R	-	8.50	-	-	-	-	-	-	-	-
33.700	33.800	S	B	B	-	3.0	NE	NE	L	R	-	4.60	-	-	-	-	-	-	-	-
33.800	33.900	M	B	B	-	3.0	NE	NE	L	R	-	6.10	-	-	-	-	-	-	-	-
33.900	34.000	S	B	B	-	3.0	NE	NE	L	R	-	5.60	-	-	-	-	-	-	-	-
34.000	34.100	S	B	B	-	3.0	NE	NE	L	R	-	4.80	-	-	-	-	-	-	-	-
34.100	34.200	S	B	B	-	3.0	NE	NE	L	R	-	5.00	-	-	-	-	-	-	-	-
34.200	34.300	S	B	B	-	3.0	NE	NE	L	R	-	4.60	-	-	-	-	-	-	-	-
34.300	34.400	S	B	B	-	3.0	NE	NE	L	R	-	4.00	-	-	-	-	-	-	-	-
34.400	34.500	S	B	B	-	3.0	NE	NE	L	R	-	4.30	-	-	-	-	-	-	-	34+470, Roac Formation Width 3m at culvert(pipe)
34.500	34.600	M	B	B	-	3.0	NE	NE	L	R	-	4.50	-	-	-	-	-	-	-	-
34.600	34.700	M	B	B	-	3.0	NE	NE	L	R	-	5.20	-	-	-	-	-	-	-	-
34.700	34.800	S	B	B	-	3.5	NE	NE	L	R	-	-	5.50	-	-	-	-	-	-	-
34.800	34.900	M	B	B	-	3.5	NE	NE	L	R	-	-	13.40	-	-	-	-	-	-	-
34.900	34.930	S	B	B	-	3.5	NE	NE	L	R	-	-	10.50	-	-	-	-	-	-	-
34.930	35.000	S	B	B	-	3.3	NE	NE	L	R	-	6.60	-	-	-	-	-	-	-	-
35.000	35.100	M	B	B	-	3.5	NE	NE	L	R	-	6.00	-	-	-	-	-	-	-	-
35.100	35.200	M	B	B	-	3.0	NE	NE	L	R	-	3.30	-	-	-	-	-	-	-	-
35.200	35.300	M	B	B	-	3.0	NE	NE	L	R	-	5.50	-	-	-	-	-	-	-	-
35.300	35.400	S	B	B	-	3.0	NE	NE	L	R	-	4.00	-	-	-	-	-	-	-	-
35.400	35.425	M	B	B	-	3.0	NE	NE	L	R	-	-	4.50	-	-	-	-	-	-	-
35.425	35.500	M	B	B	-	3.0	NE	NE	L	R	-	-	4.70	-	-	-	-	-	-	-
35.500	35.600	M	B	B	-	3.5	NE	NE	L	R	-	-	11.50	-	-	-	-	-	-	-
35.600	35.700	M	B	B	-	3.5	NE	NE	L	R	-	-	9.00	-	-	-	-	-	-	-
35.700	35.800	M	B	B	-	3.0	NE	NE	L	R	-	-	5.40	-	-	-	-	-	-	-
35.800	35.900	M	B	B	-	3.0	NE	NE	L	R	-	-	7.50	-	-	-	-	-	-	-
35.900	36.000	M	B	B	-	3.0	NE	NE	L	R	-	-	10.70	-	-	-	-	-	-	-
36.000	36.100	M	B	B	-	3.5	NE	NE	L	R	-	-	10.30	-	-	-	-	-	-	-

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Pfutsero – Phek Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
36.100	36.200	M	B	B	-	3.0	NE	NE	L	R	-	-	4.70	-	-	-	-	-	-	-
36.200	36.300	S	B	B	-	3.0	NE	NE	L	R	-	-	5.30	-	-	-	-	-	-	-
36.300	36.400	M	B	B	-	3.0	NE	NE	L	R	-	-	5.50	-	-	-	-	-	-	-
36.400	36.500	S	B	B	-	3.0	NE	NE	L	R	-	-	3.60	-	-	-	-	-	-	-
36.500	36.550	S	B	B	-	3.0	NE	NE	L	R	-	-	3.60	-	-	-	-	-	-	-
36.550	36.600	S	B	B	-	3.0	NE	NE	L	R	-	7.40	-	-	-	-	-	-	-	-
36.600	36.700	M	B	B	-	3.0	NE	NE	L	R	-	4.50	-	-	-	-	-	-	-	-
36.700	36.800	S	B	B	-	3.0	NE	NE	L	R	-	4.40	-	-	-	-	-	-	-	-
36.800	36.900	M	B	B	-	3.0	NE	NE	L	R	-	5.50	-	-	-	-	-	-	-	-
36.900	37.000	M	B	B	-	3.0	NE	NE	L	R	-	7.50	-	-	-	-	-	-	-	-
37.000	37.100	M	B	B	-	3.0	NE	NE	L	R	-	5.10	-	-	-	-	-	-	-	-
37.100	37.200	M	B	B	-	3.0	NE	NE	L	R	-	5.20	-	-	-	-	-	-	-	-
37.200	37.300	M	B	B	-	3.0	NE	NE	L	R	-	4.70	-	-	-	-	-	-	-	-
37.300	37.400	S	B	B	-	3.0	NE	NE	L	R	-	4.90	-	-	-	-	-	-	-	-
37.400	37.500	S	B	B	-	3.0	NE	NE	L	R	-	5.00	-	-	-	-	-	-	-	-
37.500	37.600	S	B	BS	Khomi	3.0	NE	NE	L	R	-	5.30	-	-	-	-	-	-	-	-
37.600	37.700	M	A	ZP	Khomi	3.0	NE	NE	L	R	-	4.50	-	-	-	-	-	-	-	-
37.700	37.800	M	BS	BD	Khomi	3.5	NE	NE	L	R	-	-	8.50	-	37.710	R	G	3.0	To Village	-
37.800	37.900	M	A	BD	Khomi	3.5	NE	NE	L	R	-	-	4.80	-	37.750	L	E	3.0	To Village	-
37.900	38.000	M	A	BD	Khomi	3.0	NE	NE	L	R	-	-	5.50	-	37.810	R	G	3.5	To Village	-
38.000	38.100	M	B	B	-	3.0	NE	NE	L	R	-	5.30	-	-	-	-	-	-	-	-
38.100	38.200	S	B	B	-	3.0	NE	NE	L	R	-	5.50	-	-	-	-	-	-	-	-
38.200	38.300	S	B	B	-	3.0	NE	NE	L	R	-	5.20	-	-	-	-	-	-	-	-
38.300	38.400	M	B	B	-	3.0	NE	NE	L	R	-	5.40	-	-	-	-	-	-	-	-
38.400	38.500	S	B	A	-	3.0	NE	NE	L	R	-	5.20	-	-	-	-	-	-	-	-
38.500	38.600	M	A	A	-	3.0	NE	NE	L	R	-	5.00	-	-	-	-	-	-	-	-
38.600	38.700	M	B	B	-	3.0	NE	NE	L	R	-	5.40	-	-	-	-	-	-	-	-

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
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KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
38.700	38.800	M	B	B	-	3.0	NE	NE	L	R	-	6.60	-	-	-	-	-	-	-	-
38.800	38.900	M	B	B	-	3.0	NE	NE	L	R	-	4.50	-	-	-	-	-	-	-	-
38.900	39.000	M	B	B	-	3.0	NE	NE	L	R	-	3.80	-	-	-	-	-	-	-	-
39.000	39.100	M	B	B	-	3.0	NE	NE	L	R	-	7.50	-	-	-	-	-	-	-	-
39.100	39.200	M	B	B	-	3.0	NE	NE	L	R	-	4.70	-	-	39.190	L	G	3.5	To Upperkhomi	-
39.200	39.300	S	B	B	-	3.0	NE	NE	L	R	-	3.90	-	-	-	-	-	-	-	-
39.300	39.400	S	B	B	-	3.0	NE	NE	L	R	-	5.60	-	-	-	-	-	-	-	-
39.400	39.500	M	B	B	-	3.0	NE	NE	L	R	-	4.10	-	-	-	-	-	-	-	-
39.500	39.600	M	B	B	-	3.0	NE	NE	L	R	-	5.60	-	-	-	-	-	-	-	-
39.600	39.700	S	B	B	-	3.0	NE	NE	L	R	-	5.70	-	-	-	-	-	-	-	-
39.700	39.800	S	B	B	-	3.0	NE	NE	L	R	-	4.20	-	-	-	-	-	-	-	-
39.800	39.900	S	B	B	-	3.0	NE	NE	L	R	-	4.20	-	-	-	-	-	-	-	-
39.900	40.000	M	B	B	-	3.0	NE	NE	L	R	-	7.30	-	-	-	-	-	-	-	-
40.000	40.100	M	B	B	-	3.0	NE	NE	L	R	-	4.70	-	-	-	-	-	-	-	-
40.100	40.200	M	ZP	B	-	3.0	NE	NE	L	R	-	7.30	-	-	-	-	-	-	-	-
40.200	40.300	M	B	B	-	3.0	NE	NE	L	R	-	5.20	-	-	-	-	-	-	-	-
40.300	40.400	S	B	B	-	3.0	NE	NE	L	R	-	5.80	-	-	-	-	-	-	-	-
40.400	40.500	M	B	B	-	3.0	NE	NE	L	R	-	6.40	-	-	-	-	-	-	-	-
40.500	40.600	S	B	B	-	3.0	NE	NE	L	R	-	5.50	-	-	-	-	-	-	-	-
40.600	40.700	M	B	B	-	3.0	NE	NE	L	R	-	8.30	-	-	-	-	-	-	-	-
40.700	40.800	M	B	B	-	3.0	NE	NE	L	R	-	5.70	-	-	-	-	-	-	-	-
40.800	40.900	M	B	B	-	3.0	NE	NE	L	R	-	5.50	-	-	-	-	-	-	-	-
40.900	41.000	S	B	B	-	3.0	NE	NE	L	R	-	5.20	-	-	-	-	-	-	-	-
41.000	41.100	S	B	B	-	3.0	NE	NE	L	R	-	4.20	-	-	-	-	-	-	-	-
41.100	41.200	S	B	B	-	3.0	NE	NE	L	R	-	4.60	-	-	-	-	-	-	-	-
41.200	41.300	M	B	B	-	3.0	NE	NE	L	R	-	4.10	-	-	-	-	-	-	-	-
41.300	41.400	M	B	B	-	3.0	NE	NE	L	R	-	4.80	-	-	-	-	-	-	-	-

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Project Road:-		Pfutsero – Phek Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
41.400	41.500	M	B	B	-	3.0	NE	NE	L	R	-	6.50	-	-	-	-	-	-	-	-
41.500	41.600	M	B	B	-	3.0	NE	NE	L	R	-	5.10	-	-	-	-	-	-	-	-
41.600	41.700	M	B	B	-	3.0	NE	NE	L	R	-	4.50	-	-	-	-	-	-	-	-
41.700	41.800	M	B	B	-	3.0	NE	NE	L	R	-	4.10	-	-	-	-	-	-	-	-
41.800	41.900	M	B	B	-	3.0	NE	NE	L	R	-	6.40	-	-	-	-	-	-	-	-
41.900	42.000	M	B	B	-	3.0	NE	NE	L	R	-	6.00	-	-	-	-	-	-	-	-
42.000	42.100	M	B	B	-	3.0	NE	NE	L	R	-	5.90	-	-	-	-	-	-	-	-
42.100	42.200	M	ZP	B	-	3.0	NE	NE	L	R	-	5.80	-	-	-	-	-	-	-	-
42.200	42.300	M	B	B	-	3.0	NE	NE	L	R	-	4.70	-	-	-	-	-	-	-	-
42.300	42.400	M	B	B	-	3.0	NE	NE	L	R	-	5.10	-	-	-	-	-	-	-	-
42.400	42.500	M	B	B	-	3.0	NE	NE	L	R	-	5.00	-	-	-	-	-	-	-	-
42.500	42.600	S	B	B	-	3.0	NE	NE	L	R	-	4.40	-	-	-	-	-	-	-	-
42.600	42.700	S	B	B	-	3.0	NE	NE	L	R	-	4.50	-	-	-	-	-	-	-	-
42.700	42.800	S	B	B	-	3.0	NE	NE	L	R	-	4.40	-	-	-	-	-	-	-	-
42.800	42.900	M	B	B	-	3.0	NE	NE	L	R	-	4.30	-	-	-	-	-	-	-	-
42.900	43.000	S	B	B	-	3.0	NE	NE	L	R	-	3.90	-	-	-	-	-	-	-	-
43.000	43.100	M	B	B	-	3.0	NE	NE	L	R	-	5.80	-	-	-	-	-	-	-	-
43.100	43.200	M	B	B	-	3.0	NE	NE	L	R	-	4.60	-	-	-	-	-	-	-	-
43.200	43.300	M	B	B	-	3.0	NE	NE	L	R	-	5.10	-	-	-	-	-	-	-	-
43.300	43.400	M	B	B	-	3.0	NE	NE	L	R	-	4.60	-	-	-	-	-	-	-	-
43.400	43.500	M	B	B	-	3.0	NE	NE	L	R	-	4.70	-	-	43.465	R	E	3.0	To Middle Khomi	-
43.500	43.600	M	B	B	-	3.0	NE	NE	L	R	-	4.40	-	-	-	-	-	-	-	-
43.600	43.700	S	B	B	-	3.0	NE	NE	L	R	-	4.60	-	-	-	-	-	-	-	-
43.700	43.800	M	B	B	-	3.0	NE	NE	L	R	-	4.00	-	-	-	-	-	-	-	-
43.800	43.900	S	B	B	-	3.0	NE	NE	L	R	-	3.70	-	-	-	-	-	-	-	-
43.900	44.000	S	B	B	-	3.0	NE	NE	L	R	-	4.40	-	-	-	-	-	-	-	-
44.000	44.100	M	B	B	-	3.0	NE	NE	L	R	-	5.10	-	-	-	-	-	-	-	-

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Project Road:-		Pfutsero – Phek Road									Weather:-		Clear							
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
44.100	44.200	M	B	B	-	3.0	NE	NE	L	R	-	4.40	-	-	-	-	-	-	-	-
44.200	44.300	M	B	B	-	3.0	NE	NE	L	R	-	4.40	-	-	-	-	-	-	-	-
44.300	44.400	M	B	B	-	3.0	NE	NE	L	R	-	3.70	-	-	-	-	-	-	-	-
44.400	44.500	M	B	B	-	3.0	NE	NE	L	R	-	7.60	-	-	-	-	-	-	-	-
44.500	44.600	S	B	B	-	3.0	NE	NE	L	R	-	4.80	-	-	-	-	-	-	-	-
44.600	44.700	M	B	B	-	3.0	NE	NE	L	R	-	3.50	-	-	-	-	-	-	-	-
44.700	44.800	M	B	B	-	3.0	NE	NE	L	R	-	4.90	-	-	-	-	-	-	-	-
44.800	44.900	M	B	B	-	3.0	NE	NE	L	R	-	4.40	-	-	-	-	-	-	-	-
44.900	45.000	M	B	B	-	3.0	NE	NE	L	R	-	4.10	-	-	-	-	-	-	-	-
45.000	45.100	M	B	B	-	3.0	NE	NE	L	R	-	3.50	-	-	-	-	-	-	-	-
45.100	45.200	M	B	B	-	3.0	NE	NE	L	R	-	4.40	-	-	-	-	-	-	-	-
45.200	45.250	M	B	B	-	3.0	NE	NE	L	R	-	4.00	-	-	-	-	-	-	-	-
45.250	45.300	M	B	B	-	3.0	NE	NE	L	R	-	-	4.20	-	-	-	-	-	-	-
45.300	45.400	M	B	B	-	3.0	NE	NE	L	R	-	-	5.00	-	-	-	-	-	-	-
45.400	45.500	M	B	B	-	3.0	NE	NE	L	R	-	-	5.40	-	-	-	-	-	-	-
45.500	45.600	M	B	B	-	3.0	NE	NE	L	R	-	6.20	-	-	-	-	-	-	-	-
45.600	45.700	M	B	B	-	3.0	NE	NE	L	R	-	5.30	-	-	-	-	-	-	-	-
45.700	45.800	M	B	B	-	3.0	NE	NE	L	R	-	7.30	-	-	45.705	R	E	3.5	To Agg. Link Road Losami Village	-
45.800	45.900	M	B	B	-	3.0	NE	NE	L	R	-	5.50	-	-	-	-	-	-	-	-
45.900	46.000	S	B	B	-	3.0	NE	NE	L	R	-	4.60	-	-	-	-	-	-	-	-
46.000	46.100	M	B	B	-	3.0	NE	NE	L	R	-	3.70	-	-	-	-	-	-	-	-
46.100	46.200	M	B	A	-	3.0	NE	NE	L	R	-	5.10	-	-	-	-	-	-	-	-
46.200	46.300	M	B	B	-	3.0	NE	NE	L	R	-	5.10	-	-	-	-	-	-	-	-
46.300	46.400	M	B	B	-	3.0	NE	NE	L	R	-	4.40	-	-	-	-	-	-	-	-
46.400	46.500	M	B	B	-	3.0	NE	NE	L	R	-	5.10	-	-	-	-	-	-	-	-
46.500	46.600	M	B	B	-	3.0	NE	NE	L	R	-	5.10	-	-	-	-	-	-	-	-
46.600	46.700	M	B	B	-	3.0	NE	NE	L	R	-	6.30	-	-	-	-	-	-	-	-

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FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
46.700	46.800	M	B	B	-	3.0	NE	NE	L	R	-	6.30	-	-	-	-	-	-	-	-
46.800	46.900	M	B	B	-	3.0	NE	NE	L	R	-	4.40	-	-	-	-	-	-	-	-
46.900	46.950	M	B	B	-	3.0	NE	NE	L	R	-	-	5.00	-	-	-	-	-	-	-
46.950	47.000	M	B	B	-	3.0	NE	NE	L	R	-	-	5.10	-	-	-	-	-	-	-
47.000	47.100	M	B	B	-	3.0	NE	NE	L	R	-	-	4.80	-	-	-	-	-	-	-
47.100	47.200	M/R	B	B	-	3.0	NE	NE	L/R		Yes (CH. 47.170 To	-	6.80	-	-	-	-	-	-	Box Cutting 47.170 To 47.220
47.200	47.300	S	B	B	-	3.0	NE	NE	L	R	-	4.10	-	-	-	-	-	-	-	-
47.300	47.400	S	B	B	-	3.0	NE	NE	L	R	-	3.50	-	-	-	-	-	-	-	-
47.400	47.500	M	B	B	-	3.0	NE	NE	L	R	-	3.50	-	-	-	-	-	-	-	-
47.500	47.600	M	B	B	-	3.0	NE	NE	L	R	-	5.50	-	-	-	-	-	-	-	-
47.600	47.700	S	B	B	-	3.0	NE	NE	L	R	-	5.00	-	-	-	-	-	-	-	-
47.700	47.800	S	B	B	-	3.0	NE	NE	L	R	-	4.70	-	-	-	-	-	-	-	-
47.800	47.900	S	B	B	-	3.0	NE	NE	L	R	-	4.80	-	-	-	-	-	-	-	-
47.900	48.000	S	B	B	-	3.0	NE	NE	L	R	-	4.50	-	-	-	-	-	-	-	-
48.000	48.100	S	B	B	-	3.0	NE	NE	L	R	-	4.00	-	-	-	-	-	-	-	-
48.100	48.200	S	B	B	-	3.0	NE	NE	L	R	-	5.80	-	-	-	-	-	-	-	-
48.200	48.300	S	B	B	-	3.0	NE	NE	L	R	-	-	4.80	-	-	-	-	-	-	-
48.300	48.400	S	B	B	-	3.0	NE	NE	L	R	-	4.10	-	-	-	-	-	-	-	-
48.400	48.500	M	ZP	B	-	3.0	NE	NE	L	R	-	5.00	-	-	-	-	-	-	-	-
48.500	48.600	M	B	B	-	3.0	NE	NE	L	R	-	4.20	-	-	-	-	-	-	-	-
48.600	48.700	M	B	B	-	3.0	NE	NE	L	R	-	-	6.70	-	-	-	-	-	-	-
48.700	48.800	S	B	B	-	3.0	NE	NE	L	R	-	-	4.50	-	-	-	-	-	-	-
48.800	48.900	M	B	B	-	3.0	NE	NE	L	R	-	-	5.80	-	-	-	-	-	-	-
48.900	49.000	M	B	B	-	3.0	NE	NE	L	R	-	-	5.50	-	-	-	-	-	-	-
49.000	49.100	M	B	B	-	3.0	NE	NE	L	R	-	-	4.70	-	-	-	-	-	-	-
49.100	49.200	M	B	B	-	3.0	NE	NE	L	R	-	-	5.20	-	-	-	-	-	-	-
49.200	49.300	M	B	B	-	3.0	NE	NE	L	R	-	-	5.40	-	-	-	-	-	-	-

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-	Pfutsaro – Phek Road										Weather:-	Clear							
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
49.300	49.400	M	B	B	-	3.0	NE	NE	L	R	-	-	6.30	-	-	-	-	-	-	-
49.400	49.500	M	B	B	-	3.0	NE	NE	L	R	-	-	5.60	-	-	-	-	-	-	-
49.500	49.600	M	B	B	-	3.0	NE	NE	L	R	-	7.10	-	-	-	-	-	-	-	-
49.600	49.700	M	B	B	-	3.0	NE	NE	L	R	-	5.10	-	-	-	-	-	-	-	-
49.700	49.800	M	B	B	-	3.0	NE	NE	L	R	-	4.30	-	-	-	-	-	-	-	-
49.800	49.900	M	B	B	-	3.0	NE	NE	L	R	-	4.90	-	-	49.895	L	E	3.0	To Realignment Start	-
49.900	50.000	M	B	B	-	3.0	NE	NE	L	R	-	-	4.60	-	-	-	-	-	-	-
50.000	50.100	M	B	B	-	3.0	NE	NE	L	R	-	-	5.60	-	-	-	-	-	-	-
50.100	50.200	M	B	B	-	3.0	NE	NE	L	R	-	-	5.60	-	-	-	-	-	-	-
50.200	50.300	M	B	B	-	3.0	NE	NE	L	R	-	-	6.60	-	-	-	-	-	-	-
50.300	50.400	M	B	B	-	3.0	NE	NE	L	R	-	-	6.10	-	-	-	-	-	-	-
50.400	50.500	S	B	B	-	3.0	NE	NE	L	R	-	-	5.50	-	-	-	-	-	-	-
50.500	50.600	M	B	B	-	3.0	NE	NE	L	R	-	-	6.70	-	-	-	-	-	-	-
50.600	50.700	M	B	B	Losami	3.0	NE	NE	L	R	-	-	5.90	-	-	-	-	-	-	-
50.700	50.800	M	BD	BD	Losami	3.0	NE	NE	L	R	-	8.60	-	-	50.765	L	G	3.5	To Village Losami	-
50.800	50.900	M	BD	BD	Losami	3.0	NE	NE	L	R	-	9.40	-	-	50.860	R	BT	3.5	To Village Losami	-
50.900	51.000	M	BS	BD	Losami	3.0	NE	NE	L	R	-	6.30	-	-	-	-	-	-	-	-
51.000	51.100	M	BS	BS	Losami	3.0	NE	NE	L	R	-	7.00	-	-	-	-	-	-	-	-
51.100	51.175	M	B	B	Losami	3.0	NE	NE	L	R	-	6.90	-	-	-	-	-	-	-	-
51.175	51.200	M	B	B	Losami	3.0	NE	NE	L	R	-	-	6.50	-	-	-	-	-	-	-
51.200	51.300	M	B	B	-	3.0	NE	NE	L	R	-	-	6.00	-	-	-	-	-	-	-
51.300	51.400	S	B	B	-	3.0	NE	NE	L	R	-	-	7.00	-	-	-	-	-	-	-
51.400	51.500	M	B	B	-	3.5	NE	NE	L	R	-	-	7.10	-	-	-	-	-	-	-
51.500	51.600	M	B	B	-	3.5	NE	NE	L	R	-	-	6.30	-	-	-	-	-	-	-
51.600	51.700	S	B	B	-	3.5	NE	NE	L	R	-	-	6.60	-	-	-	-	-	-	-
51.700	51.800	S	B	B	-	3.5	NE	NE	L	R	-	-	7.20	-	-	-	-	-	-	-
51.800	51.900	S	B	B	-	3.5	NE	NE	L	R	-	-	6.00	-	-	-	-	-	-	-

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Pfutsero – Phek Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
51.900	52.000	S	B	B	-	3.5	NE	NE	L	R	-	-	7.00	-	-	-	-	-	-	-
52.000	52.100	S	B	B	-	3.5	NE	NE	L	R	-	-	6.70	-	-	-	-	-	-	-
52.100	52.200	S	B	B	-	3.0	NE	NE	L	R	-	-	4.60	-	-	-	-	-	-	-
52.200	52.300	S	B	B	-	3.0	NE	NE	L	R	-	-	5.60	-	-	-	-	-	-	-
52.300	52.400	S	B	B	-	3.0	NE	NE	L	R	-	-	6.10	-	-	-	-	-	-	-
52.400	52.500	S	B	B	-	3.0	NE	NE	L	R	-	5.50	-	-	-	-	-	-	-	-
52.500	52.600	S	B	B	-	3.0	NE	NE	L	R	-	5.50	-	-	-	-	-	-	-	-
52.600	52.700	M	B	B	-	3.0	NE	NE	L	R	-	6.60	-	-	-	-	-	-	-	-
52.700	52.800	S	B	B	-	3.0	NE	NE	L	R	-	5.30	-	-	-	-	-	-	-	-
52.800	52.900	S	B	B	-	3.0	NE	NE	L	R	-	4.80	-	-	-	-	-	-	-	-
52.900	53.000	S	B	B	-	3.0	NE	NE	L	R	-	6.00	-	-	-	-	-	-	-	-
53.000	53.100	S	B	B	-	3.0	NE	NE	L	R	-	4.80	-	-	-	-	-	-	-	-
53.100	53.200	S	B	B	-	3.0	NE	NE	L	R	-	4.60	-	-	-	-	-	-	-	-
53.200	53.300	S	B	B	-	3.0	NE	NE	L	R	-	5.10	-	-	-	-	-	-	-	-
53.300	53.400	M	B	B	-	3.0	NE	NE	L	R	-	5.30	-	-	-	-	-	-	-	-
53.400	53.500	M	B	B	-	3.0	NE	NE	L	R	-	-	6.80	-	-	-	-	-	-	-
53.500	53.600	S	B	B	-	3.0	NE	NE	L	R	-	-	5.30	-	-	-	-	-	-	-
53.600	53.700	S	B	B	-	3.0	NE	NE	L	R	-	-	4.70	-	-	-	-	-	-	-
53.700	53.800	M	B	B	-	3.0	NE	NE	L	R	-	-	6.50	-	-	-	-	-	-	-
53.800	53.900	M	B	B	-	3.0	NE	NE	L	R	-	4.60	-	-	-	-	-	-	-	-
53.900	54.000	M	B	B	-	3.5	NE	NE	L	R	-	7.00	-	-	-	-	-	-	-	-
54.000	54.100	M	B	B	-	3.0	NE	NE	L	R	-	-	5.50	-	-	-	-	-	-	-
54.100	54.200	S	B	B	-	3.5	NE	NE	L	R	-	-	6.20	-	-	-	-	-	-	-
54.200	54.300	S	B	B	-	3.5	NE	NE	L	R	-	-	6.00	-	-	-	-	-	-	-
54.300	54.400	S	B	B	-	3.0	NE	NE	L	R	-	4.50	-	-	-	-	-	-	-	-
54.400	54.500	M	B	B	-	3.0	NE	NE	L	R	-	6.50	-	-	-	-	-	-	-	-
54.500	54.600	S	B	B	-	3.0	NE	NE	L	R	-	4.80	-	-	-	-	-	-	-	-

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE															Road Inventory					
Project Road:-		Pfutsero – Phek Road									Weather:-		Clear							
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
54.600	54.700	S	B	B	-	3.0	NE	NE	L	R	-	3.90	-	-	-	-	-	-	-	-
54.700	54.800	S	B	B	-	3.0	NE	NE	L	R	-	4.60	-	-	-	-	-	-	-	-
54.800	54.900	S	B	B	-	3.0	NE	NE	L	R	-	5.50	-	-	-	-	-	-	-	-
54.900	55.000	S	B	B	-	3.0	NE	NE	L	R	-	4.20	-	-	-	-	-	-	-	-
55.000	55.100	S	B	B	-	3.0	NE	NE	L	R	-	5.20	-	-	-	-	-	-	-	-
55.100	55.200	S	B	B	-	3.0	NE	NE	L	R	-	5.10	-	-	-	-	-	-	-	-
55.200	55.300	S	B	B	-	3.0	NE	NE	L	R	-	4.70	-	-	-	-	-	-	-	-
55.300	55.400	M	B	B	-	3.0	NE	NE	L	R	-	6.00	-	-	-	-	-	-	-	-
55.400	55.500	S	B	B	-	3.0	NE	NE	L	R	-	5.50	-	-	-	-	-	-	-	-
55.500	55.600	S	B	B	-	3.0	NE	NE	L	R	-	4.10	-	-	-	-	-	-	-	-
55.600	55.700	S	B	B	-	3.0	NE	NE	L	R	-	4.50	-	-	-	-	-	-	-	-
55.700	55.800	M	B	B	-	3.0	NE	NE	L	R	-	7.30	-	-	-	-	-	-	-	-
55.800	55.900	S	B	B	-	3.0	NE	NE	L	R	-	5.90	-	-	-	-	-	-	-	-
55.900	56.000	S	B	B	-	3.0	NE	NE	L	R	-	6.40	-	-	-	-	-	-	-	-
56.000	56.100	S	B	B	-	3.0	NE	NE	L	R	-	5.40	-	-	-	-	-	-	-	-
56.100	56.200	M	B	B	-	3.0	NE	NE	L	R	-	6.00	-	-	-	-	-	-	-	-
56.200	56.300	M	B	B	-	3.0	NE	NE	L	R	-	5.40	-	-	-	-	-	-	-	-
56.300	56.400	M	B	B	-	3.5	NE	NE	L	R	-	8.00	-	-	-	-	-	-	-	-
56.400	56.500	S	B	B	-	3.5	NE	NE	L	R	-	6.80	-	-	-	-	-	-	-	-
56.500	56.600	M	B	A	-	3.5	NE	NE	L	R	-	6.30	-	-	-	-	-	-	-	-
56.600	56.700	M	B	B	-	3.5	NE	NE	L	R	-	7.50	-	-	-	-	-	-	-	-
56.700	56.800	M	B	B	-	3.5	NE	NE	L	R	-	5.60	-	-	-	-	-	-	-	-
56.800	56.900	M	A	B	-	3.5	NE	NE	L	R	-	9.40	-	-	-	-	-	-	-	-
56.900	57.000	M	A	B	-	3.5	NE	NE	L	R	-	6.80	-	-	-	-	-	-	-	-
57.000	57.100	M	B	B	-	3.0	NE	NE	L	R	-	7.50	-	-	-	-	-	-	-	-
57.100	57.200	M	B	B	-	3.0	NE	NE	L	R	-	7.50	-	-	-	-	-	-	-	-
57.200	57.300	M	B	B	-	3.0	NE	NE	L	R	-	6.50	-	-	-	-	-	-	-	-

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Pfutsero – Phek Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
57.300	57.400	M	B	B	-	3.0	NE	NE	L	R	-	7.20	-	-	-	-	-	-	-	-
57.400	57.500	M	B	B	-	3.0	NE	NE	L	R	-	7.30	-	-	-	-	-	-	-	-
57.500	57.600	S	B	B	-	3.0	NE	NE	L	R	-	8.00	-	-	-	-	-	-	-	-
57.600	57.700	S	B	B	-	3.0	NE	NE	L	R	-	4.70	-	-	-	-	-	-	-	-
57.700	57.800	M	B	B	-	3.0	NE	NE	L	R	-	7.10	-	-	-	-	-	-	-	-
57.800	57.900	M	B	B	-	3.0	NE	NE	L	R	-	7.80	-	-	-	-	-	-	-	-
57.900	58.000	M	B	B	-	3.0	NE	NE	L	R	-	7.20	-	-	-	-	-	-	-	-
58.000	58.100	S	B	B	-	3.5	NE	NE	L	R	-	6.80	-	-	-	-	-	-	-	-
58.100	58.200	M	B	B	-	3.0	NE	NE	L	R	-	8.10	-	-	-	-	-	-	-	-
58.200	58.300	S	B	B	-	3.0	NE	NE	L	R	-	6.90	-	-	-	-	-	-	-	-
58.300	58.400	S	B	B	-	3.0	NE	NE	L	R	-	6.80	-	-	-	-	-	-	-	-
58.400	58.500	S	B	B	-	3.0	NE	NE	L	R	-	5.50	-	-	-	-	-	-	-	-
58.500	58.600	S	B	B	-	3.0	NE	NE	L	R	-	6.50	-	-	-	-	-	-	-	-
58.600	58.700	M	B	B	-	3.0	NE	NE	L	R	-	5.50	-	-	-	-	-	-	-	-
58.700	58.800	S	B	B	-	3.0	NE	NE	L	R	-	5.20	-	-	-	-	-	-	-	-
58.800	58.900	S	B	B	-	3.0	NE	NE	L	R	-	4.10	-	-	-	-	-	-	-	-
58.900	59.000	M	B	B	-	3.0	NE	NE	L	R	-	5.80	-	-	58.945	R	G	3.5	To Local Village	-
59.000	59.100	M	B	B	-	3.0	NE	NE	L	R	-	5.80	-	-	-	-	-	-	-	-
59.100	59.200	M	B	B	-	3.0	NE	NE	L	R	-	6.20	-	-	-	-	-	-	-	-
59.200	59.300	M	B	B	-	3.5	NE	NE	L	R	-	8.30	-	-	-	-	-	-	-	-
59.300	59.400	M	B	B	-	3.5	NE	NE	L	R	-	7.60	-	-	-	-	-	-	-	-
59.400	59.500	M	B	B	-	3.5	NE	NE	L	R	-	7.20	-	-	-	-	-	-	-	-
59.500	59.600	M	B	B	-	3.5	NE	NE	L	R	-	7.30	-	-	-	-	-	-	-	-
59.600	59.700	S	B	B	-	3.5	NE	NE	L	R	-	6.90	-	-	-	-	-	-	-	-
59.700	59.800	S	B	B	-	3.5	NE	NE	L	R	-	6.30	-	-	-	-	-	-	-	-
59.800	59.900	M	B	B	-	3.5	NE	NE	L	R	-	7.70	-	-	-	-	-	-	-	-
59.900	60.000	M	ZP	B	-	3.5	NE	NE	L	R	-	9.60	-	-	-	-	-	-	-	-

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Pfutsero – Phek Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
60.000	60.100	S	B	B	-	3.0	NE	NE	L	R	-	5.70	-	-	-	-	-	-	-	-
60.100	60.200	S	B	B	-	3.0	NE	NE	L	R	-	7.30	-	-	-	-	-	-	-	-
60.200	60.300	S	B	B	-	3.0	NE	NE	L	R	-	8.70	-	-	-	-	-	-	-	-
60.300	60.400	M	B	B	-	3.0	NE	NE	L	R	-	11.00	-	-	-	-	-	-	-	-
60.400	60.500	S	B	B	-	3.0	NE	NE	L	R	-	7.00	-	-	-	-	-	-	-	-
60.500	60.600	M	B	B	-	3.0	NE	NE	L	R	-	7.70	-	-	-	-	-	-	-	-
60.600	60.700	M	B	B	-	3.0	NE	NE	L	R	-	6.80	-	-	-	-	-	-	-	-
60.700	60.800	S	B	B	-	3.0	NE	NE	L	R	-	7.10	-	-	-	-	-	-	-	-
60.800	60.900	M	B	B	-	3.0	NE	NE	L	R	-	6.60	-	-	-	-	-	-	-	-
60.900	61.000	M	B	B	-	3.0	NE	NE	L	R	-	6.10	-	-	-	-	-	-	-	-
61.000	61.100	M	B	B	-	3.0	NE	NE	L	R	-	7.00	-	-	-	-	-	-	-	-
61.100	61.200	M	B	B	-	3.0	NE	NE	L	R	-	7.60	-	-	-	-	-	-	-	-
61.200	61.300	S	B	B	-	3.0	NE	NE	L	R	-	7.10	-	-	-	-	-	-	-	-
61.300	61.400	S	B	B	-	3.0	NE	NE	L	R	-	7.40	-	-	-	-	-	-	-	-
61.400	61.500	S	B	B	-	3.0	NE	NE	L	R	-	8.60	-	-	-	-	-	-	-	-
61.500	61.600	S	B	B	-	3.0	NE	NE	L	R	-	8.50	-	-	61.540	L	G	3.0	To Local	-
61.600	61.700	S	B	B	Phek	3.8	G/0.5	G/0.5	L	R	-	6.90	-	-	61.640	R	BT	3.5	To Phek Village	Rotary 61+620
61.700	61.800	S	B	B	Phek	3.8	G/0.5	G/0.5	L	R	-	7.70	-	-	-	-	-	-	-	-
61.800	61.900	S	B	B	Phek	3.8	G/0.5	G/0.5	L	R	-	7.10	-	-	-	-	-	-	-	-
61.900	62.000	S	B	B	Phek	3.8	G/0.5	G/0.5	L	R	-	8.40	-	-	-	-	-	-	-	-
62.000	62.100	S	B	B	Phek	3.8	G/0.5	G/0.5	L	R	-	6.50	-	-	-	-	-	-	-	-
62.100	62.200	M	B	B	Phek	3.8	G/0.5	G/0.5	L	R	-	8.00	-	-	-	-	-	-	-	-
62.200	62.300	S	B	B	Phek	3.8	G/0.5	G/0.5	L	R	-	11.40	-	-	-	-	-	-	-	-
62.300	62.400	M	B	B	Phek	3.8	G/0.5	G/0.5	L	R	-	10.60	-	-	62.395	R	G	3.5	To State pig Breeding center	-
62.400	62.500	S	B	B	Phek	3.8	G/0.5	G/0.5	L	R	-	8.30	-	-	-	-	-	-	-	-
62.500	62.600	M	BS	B	Phek	3.8	G/0.5	G/0.5	L	R	-	8.60	-	-	-	-	-	-	-	-
62.600	62.700	S	BD	BD	Phek	3.7	G/0.5	G/0.5	L	R	-	12.60	-	-	62.695	R	E	3.5	To Village Town	-

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE														Road Inventory					
Project Road:-		Pfutsero – Phek Road									Weather:-		Clear						
KM		Terrain (M/S/R/P)	Land Use (B/BD/BS/P/A)		Village /Town	Carriageway Width (m)	Shoulder (Type and Width) (BT/G/E)		Hill Side (L or R)	Valley Side (L or R)	Box Cutting (Yes/-)	Roadway / Formation width (m)		Overflow / Submergence	Cross Road					Remarks
FROM	TO		L	R			L	R				O	U/C		Km	Side	Type	Width	To	
62.700	62.800	M	B	A	Phek	3.8	G/0.5	G/0.5	L	R	-	10.30	-	-	-	-	-	-	-	-
62.800	62.900	S	B	A	Phek	3.7	G/0.5	G/0.5	L	R	-	8.80	-	-	62.835	L	E	3.0	To Village	-
62.900	63.000	S	B	B	Phek	3.7	G/0.25	G/0.5	L	R	-	6.70	-	-	-	-	-	-	-	-
63.000	63.100	M	B	B	Phek	3.7	G/0.5	G/0.5	L	R	-	10.50	-	-	-	-	-	-	-	-
63.100	63.200	M	B	B	Phek	3.8	G/0.5	G/0.5	L	R	-	11.50	-	-	-	-	-	-	-	-
63.200	63.300	M	B	B	Phek	3.8	G/0.5	G/0.5	L	R	-	12.70	-	-	-	-	-	-	-	-
63.300	63.400	M	B	B	Phek	3.8	G/0.5	G/0.25	L	R	-	8.70	-	-	-	-	-	-	-	-
63.400	63.500	M	B	B	Phek	3.8	G/0.5	G/0.5	L	R	-	9.00	-	-	-	-	-	-	-	-
63.500	63.600	M	B	B	Phek	3.7	G/0.5	G/0.5	L	R	-	7.60	-	-	63.560	L	E	3.0	To Village	-
63.600	63.700	M	B	B	Phek	3.7	G/0.5	G/0.5	L	R	-	9.80	-	-	-	-	-	-	-	-
63.700	63.800	S	B	B	Phek	3.8	G/0.5	G/0.5	L	R	-	6.80	-	-	63.740	L	E	3.0	To Local	-
63.800	63.900	M	B	B	Phek	3.7	G/0.5	G/0.5	L	R	-	9.30	-	-	-	-	-	-	-	-
63.900	64.000	M	B	B	Phek	3.8	G/0.5	G/0.5	L	R	-	8.90	-	-	-	-	-	-	-	-
64.000	64.100	S	A	BS	Phek	3.8	G/0.5	G/0.5	L	R	-	7.70	-	-	-	-	-	-	-	-
64.100	64.200	S	BS	B	Phek	3.7	G/0.5	G/0.25	L	R	-	6.80	-	-	-	-	-	-	-	-
64.200	64.300	M	BS	B	Phek	3.8	G/0.5	G/0.5	L	R	-	9.40	-	-	64.230	R	G	3.5	To Local	-
64.300	64.400	M	BS	A	Phek	3.8	G/0.5	G/0.3	L	R	-	7.70	-	-	-	-	-	-	-	-
64.400	64.500	M	B	A	Phek	3.7	G/0.5	G/0.5	L	R	-	8.40	-	-	64.453	L	G	3.5	To Local	-
64.500	64.600	M	BS	B	Phek	3.7	G/0.5	G/0.5	L	R	-	7.50	-	-	-	-	-	-	-	-
64.600	64.700	M	BS	BS	Phek	3.8	G/0.5	G/0.5	L	R	-	11.00	-	-	-	-	-	-	-	-
64.700	64.800	M	BS	BS	Phek	3.7	G/0.5	G/0.5	L	R	-	8.40	-	-	64.740	L	G	3.5	To Forest office	-
64.800	64.900	M	B	BS	Phek	3.7	G/0.5	G/0.5	L	R	-	6.50	-	-	-	-	-	-	-	Formattion Width = 8.5m
64.900	65.000	M	B	BS	Phek	3.8	G/0.5	G/0.5	L	R	-	8.50	-	-	64.910	L	G	3.5	To Local	-
65.000	65.100	M	BD	BD	Phek	3.8	G/0.5	G/0.5	L	R	-	7.80	-	-	-	-	-	-	-	-
65.100	65.200	M	BS	B	Phek	3.8	G/0.5	G/0.5	L	R	-	8.00	-	-	65.130	L	G	3.0	To Local	-
65.200	65.300	M	BD	BS	Phek	3.8	G/0.5	G/0.5	L	R	-	14.60	-	-	-	-	-	-	-	End Point 65.287

Annexure 2 : Culvert Inventory and Condition Survey



Annexure 2 (a) : Culvert Inventory and Condition Survey

Merangkong – Tamlu – Mon Road



INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Merangkong to Mon Road
Section : Km 0+000 to Km 97+750
Road No :
Date of Survey :

Serial No.	Location	Type of Structures	Thickness of slab culvert	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
1	0.736	Pipe		1 x 1.2	3.9	12.30	stone masonry catchpit 1.5x2.6x1.4m	stepped stone masonary (3.0mX2.0m)	pipe, F	-	-	Stone Masonry type (F)/LHS:L=2.5,W=0.6,H=1.9/RHS:L=7.9,W=0.6,H=2.1	-	-	-	1.90	2.05	L - R	A Choked 30% by silting & by scattered boulders	Overall condition fair	Minor Repairs, Cleaning & maintenance Required.
2	1.070	Pipe		1 x 0.8	3.2	7.20	earthen catchpit	Not found	pipe, P	-	-	Stone Masonry type (F)/LHS:L=1.8,W=NV,H=1.8/RHS:L=1.8,W=NV,H=2.2	-	-	-	1.80	2.20	L - R	IA	Overall condition poor	catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
3	1.373	Pipe		1 x 1.2	3.9	12.60	-	-	pipe, F	-	-	Stone Masonry type (G)/LHS:L=3.7,W=0.7,H=2.0/RHS:L=2.5,W=0.7,H=2.3	-	-	-	2.00	2.30	L - R	A	Overall condition good	Cleaning & maintenance Required
4	1.685	Pipe		1 x 0.8	3.5	7.80	-	-	pipe, P	-	-	stone Masonry type (P)/LHS/RHS:NV	-	-	-	NA	5.00	L - R	IA	Overall condition poor / non functional culvert	catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
5	1.775	Pipe		1 x 0.9	3.8	7.40	-	-	pipe, P	-	-	Stone Masonry type (F)/LHS:NV/RHS:L=2.0,W=0.3,H=2.8	-	-		NA	4.20	L - R	IA	Overall condition poor	catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
6	2.170	Pipe		1 x 1.2	5.5	12.40	stone masonry catchpit 1.6x2.5x1.4m	stepped stone masonary (1.0mX2.0m)	pipe, G	-	-	Stone Masonry type (G)/LHS:L=6.1,W=0.6,H=1.9/RHS:L=2.5,W=0.6,H=N.V	-	-	-	1.90	2.40	L - R	A	Overall condition good	Cleaning & maintenance Required.
7	2.474	Pipe		1 x 0.8	3.3	8.50				-	-	Stone Masonry type (F)/LHS:L=2.2,W=NV,H=NV/RHS:L=3.2,W=0.6,H=2.5	-	-	-	NA	5.50	L - R	IA	Overall condition poor	
8	2.602	Pipe		2 x 0.8	3.0	6.4	stone masonry catchpit 6.0x6.0x4.0m	-		-	-	Stone Masonry type (F)/LHS:L=5.5,W=0.5,H=5.6/RHS:L=12.3,W=0.5,H=7.5	-	-	Stone Masonry type (P)/LHS: L=2.0,W=0.5,H=0.3/RHS:L=3,W=1.2,H=0.6	5.60	7.50	L - R	IA	Overall condition poor	stepped protection (stone masonary) at d/s side 3.0x3.0m required
9	2.718	Pipe		1 x 0.9	3.6	7.80	-	-	pipe, P	-	-	Stone Masonry type (P)/LHS:L=1.2,W=NA,H=1.6/RHS:L=3.0,W=0.6,H=1.8	-	-	-	1.60	4.60	L - R	IA	Overall condition poor	

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Merangkong to Mon Road — Road No :
Section : Km 0+000 to Km 97+750 — Date of Survey :

Serial No.	Location (km)	Type of Structures (Pipe, Slab, Box, Arch)	Thickness of slab culvert (m)	Span Arrangement and total Ventway No. x length (m)	Carriageway Width (BT) (m)	Width of Culvert (m)	Details of Protection works: Inlet Protection Works	Details of Protection works: Outlet Protection Works	Condition of Various Features of Culvert: Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	Height above Bed Level: U/S (m)	Height above Bed Level: D/S (m)	Hydraulic Features: Scour / Direction of Flow	Adequacy of Ventway	Rating	Remarks
10	2.745	Pipe		1 x 0.9	4.0	7.50			pipe, P			Stone Masonry type (F)/LHS:L=3.1,W=NV,H=NV/RHS:L=4.7,W=0.4,H=2.4			Stone Masonry type (P)/LHS: L=NA/RHS:L=1.0,W=0.3,H=0.4	NA	4.70	L - R	IA and LHS Ventway is 80% choked	Overall condition poor	
11	2.811	Pipe		1 x 0.9	3.5	7.00			pipe, P			Stone Masonry type (F)/LHS:L=2.6,W=0.7,H=1.3/RHS:L=9.7,W=0.3,H=2.4				1.30	4.70	L - R	IA and LHS Ventway is completely choked	Overall condition poor	catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
12	2.963	Pipe		1 x 0.9	3.0	6.50	-	-	pipe, P	-	-	N.V.	-	-	-	NA	4.20	L - R	IA and LHS Ventway is completely choked / RHS ventway not visible due to dense vegetation	Overall condition poor	catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
13	3.108	pipe		1 x 0.9	3.8	6.90			pipe, P			Stone Masonry type (P)/LHS:NV/RHS:L=16.0, W=NV,H=2.3			Stone Masonry type (P)/LHS: L=NA/RHS:L=1.5,W=0.3,H=0.5	NA	2.60	L - R	IA and LHS Ventway is completely choked / RHS ventway not visible due to dense vegetation	Overall condition poor	catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
14	4.032	pipe		2 x 0.9	3.0	7.30			pipe, P			Stone Masonry type (P)/LHS:NV/RHS:L=5.7,W=NV,H=4.9				1.30	4.90	L - R	IA and LHS Ventway not visible due to dense vegetation	Overall condition poor	catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
15	4.240	pipe		1 x 1.2	3.5	12.40			pipe, G			Stone Masonry type (G)/LHS:L=2.5,W=0.6,H=2.1/RHS:L=3.7,W=0.6,H=2.3				2.10	2.30	L - R	A	Overall condition good	catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
16	4.460	pipe		1 x 1.2	3.9	10.00			pipe, G			Stone Masonry type (G)/LHS:L=6.6,W=0.6,H=1.9/RHS:L=6.5,W=0.6,H=2.0				1.90	2.00	L - R	A	Overall condition good	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and cleaning required
17	4.649	pipe		1 x 1.2	4.0	12.70	NIL	stepped stone masonary (1.0mX1.0m)	pipe, F			Stone Masonry type (F)/LHS:L=6.6,W=0.4,H=2.3/RHS:L=6.4,W=0.4,H=2.2				2.20	2.80	R - L	A	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and cleaning required
18	4.945	pipe		1 x 1.2	3.7	12.50	NIL	stepped stone masonary (5.0mX3.0m)	pipe, F			Stone Masonry type (F)/LHS:L=4.6,W=0.6,H=2.3/RHS:L=3.6,W=0.6,H=2.6				2.30	3.10	L - R	A	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and cleaning required

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Merangkong to Mon Road
Section : Km 0+000 to Km 97+750
Road No :
Date of Survey :

Serial No.	Location	Type of Structures	Thickness of slab culvert	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
19	5.287	pipe		1 x 1.2	3.0	10.00	stone masonry catchpit 2.1x1.5x0.4m	NIL	pipe, G			Stone Masonry type (G)/LHS:L=6.4,W=0.6,H=2.2/RHS:L=6.3,W=0.6,H=2.3				2.20	2.30	L - R	A	Overall condition good	Parapet required, stepped protection (stone masonary) at d/s side 2.0x2.0m required and cleaning required
20	6.278	pipe		1 x 1.2	3.7	10.10			pipe, F			Stone Masonry type (F)/LHS:L=6.3,W=0.6,H=2.5/RHS:L=6.4,W=0.6,H=2.8				2.50	2.80	L - R	A	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and cleaning required
21	6.750	pipe		1 x 1.2	3.3	12.50	NIL	NIL	pipe, G			Stone Masonry type (F)/LHS:L=3.6,W=0.6,H=2.1/RHS:L=2.6,W=0.6,H=2.5				2.10	2.50	L - R	A	Overall condition good	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and cleaning required
22	6.880	pipe		1 x 1.2	4.6	10.00			pipe, F			Stone Masonry type (F)/LHS:L=2.5,W=0.6,H=2.0/RHS:L=3.7,W=0.6,H=2.2				2.00	2.20	L - R	A	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and cleaning required
23	7.738	pipe		1 x 0.8	3.3	5.70			pipe, P			Stone Masonry type (P)/LHS:L=3.0,W=NV,H=0.3/RHS:NV				NA	NA	R - L	IA and LHS & RHS Ventway completely choked on both sides, Non functional culvert	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and cleaning required
24	9.700	pipe		1 x 1.2	3.9	10.10	NIL	stepped stone masonary (4.5mX2.6m)	pipe, G			Stone Masonry type (F)/LHS:L=2.5,W=0.6,H=2.0/RHS:L=3.7,W=0.6,H=2.3				2.00	2.40	L - R	A	Overall condition good	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and cleaning required
25	10.197	pipe		1 x 1.2	4.1	12.60	NA	NA	pipe, F			Stone Masonry type (F)/LHS:L=2.6,W=0.6,H=NV/RHS:L=3.6,W=0.6,H=N.V				NA	NA	L - R	IA and LHS & RHS Ventway completely choked on both sides	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and cleaning required
26	10.380	pipe		1 x 1.2	3.3	12.50	-	-	pipe, F			Stone Masonry type (F)/LHS:L=2.6,W=0.6,H=2.0/RHS:L=3.6,W=0.6,H=2.5				2.00	2.50	L - R	IA and RHS Ventway 50% choked	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and cleaning required

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Merangkong to Mon Road
Section : Km 0+000 to Km 97+750
Road No :
Date of Survey :

Serial No.	Location	Type of Structures	Thickness of slab culvert	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
27	10.609	pipe		1 x 1.2	3.2	10.20	-	-	pipe, F			Stone Masonry type (F)/LHS:L=2.5,W=0.6,H=1.8/RHS:L=3.7,W=0.6,H=2.4				1.80	2.40	L - R	A	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and cleaning required
28	10.950	pipe		1 x 1.2	3.2	12.50	-	-	pipe, G			Stone Masonry type (F)/LHS:L=2.4,W=0.6,H=1.7/RHS:L=3.6,W=0.6,H=2.0	-	-	-	1.70	2.00	L - R	A	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and cleaning required
29	12.450	pipe		1 x 1.0	3.4	9.70	-	-	pipe, P			Stone Masonry type (P)/LHS:L=4.0,W=0.3,H=2.4/RHS:NA	-	-	-	NA	2.40	R - L	IA	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
30	12.870	pipe		1 x 0.9	3.2	7.60	-	-	pipe, P			Stone Masonry type (P)/LHS:L=2.8,W=NV,H=2.1/RHS:L=3.5,W=0.5,H=1.4	-	-	-	1.40	3.60	R - L	IA	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
31	12.903	pipe		2 x 0.8	3.2	8.40	-	-	pipe, P			Stone Masonry type (P)/LHS:L=21.5,W=0.5,H=2.7/RHS:L=4.0,W=0.5,H=2.6	-	-	-	2.60	6.30	R - L	IA	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m reqiired
32	13.107	pipe		1 x 0.8	3.7	8.10	-	-	pipe, P			Stone Masonry type (P)/LHS:L=3.3,W=0.5,H=2.3/RHS:NV	-	-	-	NA	2.30	R - L	IA	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
33	14.125	pipe		1 x 1.2	4.0	10.10	stone masonry catchpit 2.3x2.3x1.6 m	-	pipe, G			Stone Masonry type (F)/LHS:L=2.5,W=0.5,H=2.1/RHS:L=3.3,W=0.5,H=2.2	-	-	-	2.05	2.20	L - R	A	Overall condition good	Parapet required, stepped protection (stone masonary) at d/s side 2.0x2.0m required and cleaning required
34	14.408	pipe		1 x 1.2	3.4	10.30			pipe, F			Stone Masonry type (F)/LHS:L=3.0,W=0.5,H=2.0/RHS:L=3.0,W=0.5,H=1.2				2.00	1.20	L - R	A and RHS Ventway 40% choked	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and cleaning required
35	14.690	pipe		1 x 1.2	3.5	8.70	stone masonry catchpit 1.5x2.2x1.2 m		pipe, F			Stone Masonry type (F)/LHS:L=2.6,W=0.5,H=2.0/RHS:N.A.				2.00	NA	L - R	A	Overall condition fair	Parapet required, Half construction of pipe, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s slde 2.0x2.0m required

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Merangkong to Mon Road
Section : Km 0+000 to Km 97+750
Road No :
Date of Survey :

Serial No.	Location	Type of Structures	Thickness of slab culvert	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
36	15.338	pipe		1 x 0.9	3.6	6.90	-		pipe, P			Stone Masonry type (P)/LHS:L=2.5,W=0.5,H=1.4/RHS:N.V				1.40	NA	L - R	IA and LHS Ventway 30% choked	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
37	15.447	pipe		2 x 0.9	3.5	7.00	-	stepped stone masonary (5.0mX5.0m)	pipe, P			Stone Masonry type (P)/LHS:L=4.5,W=0.5,H=1.8/RHS::L=9.5,W=0.5,H=2.7			Stone Masonry type (P)/LHS: L=4.5,W=0.6,H=0.5/ RHS:L=9.5,W=0.3,H=0.5	1.80	5.70	L - R	IA and LHS Ventway 90% choked , Heavy discharge from hill side	Overall condition poor	
38	15.621	pipe		1 x 0.9	3.4	7.00	-	-	pipe, P			Stone Masonry type (P)/LHS:N.V/RHS:L=9.7, W=0.6,H=N.V			Stone Masonry type (P)/LHS: L=N.V/RHS:L=4.0,W =0.5,H=0.3	NA	2.90	L - R	IA and LHS Ventway completely choked , Heavy discharge from hill side	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
39	15.800	pipe		1 x 0.9	3.4	7.00	-	-	pipe, P			Stone Masonry type (P)/LHS:L=2.4,W=0.3,H=N.V./RHS:L=12.2,W=0.3, H=N.V			Stone Masonry type (P)/LHS: L=N.A/RHS:L=6.0,W =0.3,H=0.4	NA	3.10	L - R	IA and LHS & RHS Ventway completely choked	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
40	16.045	pipe		1 x 0.9	3.2	7.00	-	-	pipe, P			Stone Masonry type (P)/LHS:L=2.5,W=N.V,H=N.V./RHS:N.V.			Stone Masonry type (P)/LHS:L=2.0,W=0.3,H=0.5/RHS:N.A	1.50	2.50	L - R	IA and LHS & RHS Ventway completely choked	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Merangkong to Mon Road
Section : Km 0+000 to Km 97+750
Road No :
Date of Survey :

Serial No.	Location (km)	Type of Structures (Pipe, Slab, Box, Arch)	Thickness of slab culvert (m)	Span Arrangement and total Ventway No. x length (m)	Carriageway Width (BT) (m)	Width of Culvert (m)	Details of Protection works: Inlet Protection Works	Details of Protection works: Outlet Protection Works	Condition of Various Features of Culvert: Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	Height above Bed Level: U/S (m)	Height above Bed Level: D/S (m)	Hydraulic Features: Scour / Direction of Flow	Adequacy of Ventway	Rating	Remarks
41	16.208	pipe		1 x 0.9	3.3	7.20	-	-	pipe, P			Stone Masonry type (P)/LHS:L=2.7,W=0.3,H=N.V./RHS:L=2.9,W=0.3,H=1.3			Stone Masonry type (P)/LHS:L=2.0,W=0.3,H=0.5/RHS:L=1.8,W=0.3,H=N.A	NA	1.30	L - R	IA and LHS & RHS Ventway completely choked	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
42	16.480	pipe		1 x 0.8	3.6	6.40	-	-	pipe, P			Stone Masonry type (P)/LHS:L=N.A./RHS:L=2.0,W=0.3,H=0.5				NA	NA	L - R	IA and LHS & RHS Ventway completely choked, not visible	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
43	16.647	pipe		1 x 0.9	3.6	6.90	-	-	pipe, P			Stone Masonry type (P)/LHS:L=N.A./RHS:L=5.6,W=0.3,H=3.4			Stone Masonry type (P)/LHS:N.A/RHS:L=1.6,W=0.3,H=0.3	NA	6.40	L - R	IA and LHS Ventway completely choked, not visible	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 3.0x2.0m required
44	17.623	pipe		2 x 0.9	4.0	7.20	-	-	pipe, P			Stone Masonry type (P)/LHS:L=3.9,W=NV,H=NV/RHS:L=11.5,W=0.3,H=N.V			Stone Masonry type (P)/LHS:N.A/RHS:L=8.1,W=0.3,H=0.6	NA	6.00	L - R	IA and LHS Ventway completely choked, not visible. Heavy discharge from hill side & water flows above the road	Overall condition poor	
45	17.700	pipe		1 x 0.9	3.3	7.00	-	-	pipe, P			Stone Masonry type (P)/LHS:N.A/RHS:L=10.0,W=0.3,H=2.8			Stone Masonry type (P)/LHS:N.A/RHS:L=1.6,W=0.3,H=0.6	NA	2.80	L - R	IA and LHS Ventway completely choked, not visible. Heavy discharge from hill side & water flows above the road	Overall condition poor	
46	18.550	slab	0.3	1x2.0	3.7	12.00	-	-	Slab, G		Rcc type G			Rcc type (G)/L=1.3,W=0.5,H=1.5 (All Four sides)		1.80	1.80	L - R	A and newly constructed slab culvert, Nonfunctional at present	Overall condition good	
47	19.032(A)	slab	0.3	1x2.0	3.7	6.10	-	-	Slab, G		Rcc type G			Rcc type (G)/L=1.2,W=0.5,H=1.5 (All Four sides)		1.80	1.80	L - R	A and newly constructed slab culvert, Nonfunctional at present	Overall condition good	
48	19.032(B)	Pipe		2 x 0.9	3.7	4.50	-	-	pipe, P			Stone Masonry type (P)/LHS:L=5.0,W=N.V,H=2.5/RHS:N.V				2.50	NA	L - R	IA and RHS Ventway completely choked, not visible	Overall condition poor	

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Merangkong to Mon Road
Section : Km 0+000 to Km 97+750
Road No :
Date of Survey :

Serial No.	Location	Type of Structures	Thickness of slab culvert	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
49	19.131	slab	0.3	1x2.0	3.9	4.90	catchpit and stone masonary retaining wall on both sides	stone masonary protection work at base	Slab, F		Stone masonary type F		Stone Masonry type (F)/LHS:N.V/RHS: L=3.9*2=7.8,W=0 .4,H=3.7	Stone Masonry type (F)/LHS:L=2.0,W=N .V,H=3.7/RHS:N.A AND Retaining wall:LHS:L=6.8*2= 11.8,W=0.710,H=3. . 6	(PCC+S¯EEL) type RA LING (F)/LHS:(L=0.25,W= 0.25,H=C.8)x3/RHS: (L=0.25,W=0.25,H= 0.8)x3 AND RHS: PARAPET over wing wall:L=1 0,W=0.4,H =0.2	3.70	3.70	L - R	A and minor repair required	Overall condition Fair	
50	19.425(A)	slab	0.3	1x2.0	4.5	7.00	–	–	Slab, F				N.V	Rcc type (G)/L=0.5,W=N.V,H =N.V.(All Four sides)	W.V	NA	6.50	L - R	A and newly half constructed slab culvert, Nonfunctional at present .	Overall condition Fair	
51	19.425(B)	Pipe		2 x 0.8	3.7	4.50	–	–	pipe, P			Stone Masonry type (P)/LHS:N.V/RHS:L=24.4, W=NV,H=2.5				NA	2.30	L - R	IA	Overall condition poor	
52	21.105	Pipe		1 x 1.2	3.6	8.20	stone masonry catchpit 1.3x1.8x1.5 m	–	pipe, F			Stone Masonry type (F)/LHS:L=3.0,W=0.6,H= 2.0/RHS:N.A.	–			2.40	NA	L - R	A	Overall condition Fair	Parapet required, catchpit at u/s side 6.0x3.0x2.0 m and stepped protection (stone masonary) at d/s side 3.0x2.0m required
53	21.240	Pipe		1 x 1.2	3.7	7.30		–	pipe, P			Stone Masonry type (P)/LHS:L=2.8,W=0.4,H= 2.0/RHS:N.A.	–			2.00	NA	L - R	IA and Newly half constructed pipe and heavy discharge from hill side	Overall condition poor	
54	21.927	Pipe		1 x 1.2	3.5	7.50		–	pipe, G			Stone Masonry type (F)/LHS:L=3.0,W=0.5,H= 2.0/RHS:N.A.				2.00	NA	L - R	IA and Newly half constructed pipe	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side2.0x2.0m required
55	22.175	Pipe		1 x 0.9	3.0	7.30		–	pipe, P			Stone Masonry type (F)/LHS:L=N.V/RHS:L=5.9 ,W=0.5,H=2.5				NA	2.80	L - R	IA and LHS Ventway completely choked, not visible	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side2.0x2.0m required
56	22.355	Pipe		2 x 0.8	3.0	6.20		–	pipe, P			Stone Masonry type (F)/LHS:L=5.0,W=0.5,H= 2.2/RHS:L=9.7,W=0.5,H= 3.0				3.80	3.00	L - R	IA , vegetations on both ventway side and heavy discharge from hill side	Overall condition poor	
57	22.440	Pipe		1 x 0.9	3.0	6.00		–	pipe, P			N.V.				1.30	NA	L - R	IA and LHS & RHS Ventway completely choked, not visible	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side2.0x2.0m required

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Merangkong to Mon Road
Section : Km 0+000 to Km 97+750
Road No :
Date of Survey :

Serial No.	Location	Type of Structures	Thickness of slab culvert	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
58	22.623	Pipe		2 x 0.6	3.0	6.80	Earthen catchpit 10.0x5.0x4.0m	-	pipe, P			Stone Masonry type (P)/LHS:L=5.0,W=N.V,H=2.1/RHS:L=3.0,W=N.V,H=N.V.				3.20	NA	L - R	IA and LHS & RHS Ventway choked and heavy discharge from hill side	Overall condition poor	
59	23.535	Pipe		2 x 0.8	3.0	6.70			pipe, P			Stone Masonry type (P)/LHS:L=3.9,W=N.V,H=2.0/RHS:N.V.				2.00	NA	L - R	IA and LHS ventway is 60% choked & RHS Ventway fully choked and heavy discharge from hill side	Overall condition poor	
60	24.184	Pipe		2 x 0.6	3.0	6.60			pipe, P			Stone Masonry type (P)/LHS:L=2.9,W=0.3,H=2.2/RHS:L=9.0,W=N.V,H=N.V				2.20	5.40	L - R	IA and LHS & RHS ventway is 50% choked	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
61	24.697	slab	0.3	1x3.0	3.0	7.10			Slab, P					Stone Masonry type (P)/LHS:L=3.2,W=0.3,H=0.5/RHS:L=(3.3+2.2)=5.5,W=0.4,H=0.5	Stone Masonry type (P)/LHS:L=4.2,W=N.V,H=2.2/RHS:L=4.2,W=N.V,H=2.2	2.10	2.20	L - R	IA and heavy discharge from hill side	Overall condition poor	
62	25.425	Pipe		1 x 0.9	3.0	6.80			pipe, P			Stone Masonry type (P)/LHS:L=3.3,W=NV,H=2.0/RHS:L=19.0,W=N.V,H=N.V			Stone Masonry type (P)/LHS:L=1.8,W=0.3,H=0.5/RHS:N.V	2.00	15.00	L - R	IA	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
63	25.660	Pipe		1 x 0.9	3.0	7.50			pipe, F			Stone Masonry type (P)/LHS:N.V/RHS:L=14.3, W=N.V,H=2.6				NA	3.80	L - R	IA	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
64	25.780	Pipe (may be)		1 x 0.9 (may be), N.V	3.0	7.00			buried			N.V				NA	NA	L - R	IA and heavy discharge from hill side	Overall condition poor	
65	26.025	slab	0.3	1x3.0	3.0	8.20			Slab, F		Stone masonary type F		Stone Masonry type Retaining wall (P)/LHS:N.V./RHS:L=20.0,W=N.V,H=N.V	Stone Masonry type (P)/LHS:L=1.9+1.9=3.8,W=N.V,H=1.6/RHS:N.V	Stone Masonry type (P)/LHS:L=3.0,W=0.3,H=0.5/RHS:N.V	1.50	1.50	L - R	IA and heavy discharge from hill side	Overall condition fair	
66	26.170	Pipe		1 x 0.9	3.0	7.00			pipe, P			Stone Masonry type (P)/LHS:L=4.5,W=NV,H=1.9/RHS:L=7.0,W=N.V,H=2.1				1.90	2.10	L - R	IA and LHS & RHS Ventway 90 % choked	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
67	26.425	Pipe		1 x 0.9	3.0	6.40	stone masonry catchpit 5.0x2.0x4.0m		pipe, F			Stone Masonry type (P)/LHS:N.A/RHS:L=2.8, W=N.V,H=1.6				1.00	4.50	L - R	IA	Overall condition fair	Parapet required, stepped protection (stone masonary) at d/s side 2.0x2.0m required and cleaning required

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Merangkong to Mon Road
Section : Km 0+000 to Km 97+750
Road No :
Date of Survey :

Serial No.	Location	Type of Structures	Thickness of slab culvert	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
68	26.665	Pipe		1 x 0.9	3.0	6.50			pipe, F			Stone Masonry type (P)/LHS:L=4.5,W=N.V,H=1.9/RHS:N.V.				1.90	NA	L - R	IA	Overall condition fair	Parapet required, stepped protection (stone masonary) at d/s side 2.0x2.0m required and cleaning required
69	27.249	Pipe		1 x 0.8	3.0	4.90			pipe, P			N.V				NA	1.50	R - L	IA and LHS & RHS Ventway 90 % choked	Overall condition poor	Parapet required, stepped protection (stone masonary) at d/s side 2.0x2.0m required and cleaning required
70	27.535	Pipe		1 x 0.8	3.0	6.80	stone masonry catchpit 1.5x2.0x1.0m		pipe, P			Stone Masonry type (P)/LHS:L=N.V/RHS:L=5.0,W=N.V,H=2.3				2.30	7.00	R - L	IA	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
71	27.585	Pipe		2 x 0.9	3.0	7.40			pipe, P			N.V				2.00	2.10	L - R	IA	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
72	27.691	slab	0.3	1x2.8	3.0	6.90			Slab, F		Stone masonary type (F) And W=0.5			Stone Masonry type (F)/LHS:L=N.V,W=0.7,H=7.0/RHS:L=3.4,W=N.V,H=3.2		3.20	7.00	R - L	A	Overall condition fair	
73	28.045	Pipe (may be)		1 x 0.8 (may be)	3.0	7.00			buried			N.V				NA	NA	R - L	IA & buried	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
74	28.289	Pipe (may be)		1 x 0.8 (may be)	3.0	9.40			buried			N.V				NA	NA	R - L	IA & buried	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
75	28.530	Pipe		2 x 0.9	3.0	4.90			pipe, P			N.V				2.40	6.00	R - L	IA	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Merangkong to Mon Road
Section : Km 0+000 to Km 97+750

Road No :
Date of Survey :

Serial No.	Location	Type of Structures	Thickness of slab culvert	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
76	28.700	Pipe		2 x 0.9	3.0	7.20			pipe, F			Stone Masonry type (P)/LHS:L=N.V/RHS:L=17.0,W=N.V,H=2.5				NA	8.00	R - L	IA	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
77	29.723	slab	0.3	1x3.3	3.0	6.8			Slab, P		Stone masonary type (F) And W=0.5			Stone Masonry type (F)/L=2.2,W=N.V,H=2.6 (FOUR SIDES)		1.20	2.60	R - L	IA ,water flows above the slab top,V.C. of slab is not sufficient	Overall condition poor	
78	30.080	Pipe		1 x 0.9	3.0	7.8			pipe, F			Stone Masonry type (P)/LHS:L=5.6,W=N.V,H=1.8/RHS:N.V				NA	3.90	R - L	IA and RHS Ventway is 90 % choked	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
79	30.233	Pipe		1 x 1.2	3.0	9.0	stone masonry catchpit 2.1x2.5x1.3m		pipe, F			Stone Masonry type (F)/LHS:L=N.V/RHS:L=3.2,W=0.6,H=2.4			Stone Masonry type (F)/LHS:N.V/RHS:L=1.6,W=0.5,H=0.5	2.40	NA	R - L	A	Overall condition good	Parapet required, stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
80	31.125	Pipe		1 x 0.9	4.0	7.3			pipe, F			Stone Masonry type (F)/LHS:L=2.3,W=N.V,H=1.7/RHS:L=13.0,W=N.V,H=N.V.			Stone Masonry type (F)/LHS:L=2.0,W=0.5,H=0.5/RHS:N.A	1.70	4.80	L-R	IA	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
81	31.206	Pipe		1 x 1.2	3.5	12.7	stone masonry catchpit 2.2x2.0x1.4m		pipe, G			Stone Masonry type (F)/LHS:L=2.8,W=0.5,H=1.9/RHS:L=5.3,W=0.5,H=1.9			Stone Masonry type (F)/LHS:L=0.9,W=0.5,H=0.6/RHS:N.A	1.9	1.9	L-R	A	Overall condition good	Parapet required, stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
82	31.570	slab	0.200	1x1.0	3.1	6.2			Slab, F		Stone masonary type F And Thk=0.5			Stone Masonry type (F)/L=1.5,W=N.V,H=1.5 (ALL FOUR SIDES)	Stone Masonry type (F)/LHS:L=2.1,W=0.3,H=0.5/RHS:N.A	1.5	1.5	L-R	A	Overall condition fair	Parapet required,ventway cleaning required
83	32.606	slab	0.200	1x0.9	3.0	6.2			Slab, F		Stone masonary type F			Stone Masonry type (F)/L=1.4,W=N.V,H=1.2 (ALL FOUR SIDES)	Stone Masonry type (F)/LHS:N.A/RHS:L=2.2,W=0.3,H=0.6	1.20	1.20	L-R	A	Overall condition fair	Parapet required,ventway cleaning required
84	32.638	slab	0.200	1x0.9	3.0	6.4			Slab, F		Stone masonary type F			Stone Masonry type (P)/L=1.4,W=N.V,H=1.2 (ALL FOUR SIDES)	Stone Masonry type (P)/LHS:N.A/RHS:L=1.7,W=0.3,H=0.2	1.20	1.20	L-R	A	Overall condition fair	Parapet required,ventway cleaning required
85	32.850	slab	0.400	1x2.8	3.0	7.3			Slab, F		Stone masonary type F			Stone Masonry type (P)/L=2.4,W=N.V,H=2.4 (ALL FOUR SIDES)	Stone Masonry type (P)/LHS:L=4.3,W=0.2,H=0.6/RHS:L=4.3,W=0.2,H=0.6	2.40	2.40	L-R	A	Overall condition fair	Parapet required,ventway cleaning required and minor repair required

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Merangkong to Mon Road
Section : Km 0+000 to Km 97+750
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Serial No.	Location (km)	Type of Structures (Pipe, Slab, Box, Arch)	Thickness of slab culvert (m)	Span Arrangement and total Ventway No. x length (m)	Carriageway Width (BT) (m)	Width of Culvert (m)	Details of Protection works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
							Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
86	33.335	Pipe		1 x 0.9	3.0	7.8			pipe, P			Stone Masonry type (P)/LHS:L=3.0,W=N.V,H=N.V/RHS:N.V		-	-	1.80	NA	L-R	IA and RHS Ventway 90% choked	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
87	33.637	slab	0.3	1x3.0	3.0	6.4			Slab, P		Stone masonary type P			Stone Masonry type (P)/RHS:L=2.6x2=5.2,W=N.V,H=1.2 (May be)/LHS:N.V.		1.00	1.00	L-R	IA and LHS Ventway completely choked anc heavy discharge from hill side	Overall condition poor	
88	34.400	slab	0.4	1x4.3	3.7	7.2			Slab, P					Stone Masonry type (P)/L=2.6,W=N.V,H=3.4 (ALL FOUR SIDES)	Stone Masonry type (P)/LHS:L=5.3,W=0.3,H=0.5/RHS:N.A	3.60	3.40	L-R	IA and heavy discharge from hill side	Overall condition poor	
89	34.700	Pipe		2 x 0.9	3.3	6.7			pipe, P			Stone Masonry type (P)/LHS:L=5.0,W=N.V,H=N.V/RHS:L=10.2,W=N.V,H=N.V				NA	3.60	L-R	IA	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and steppec protection (stone masonary) at d/s side 2.0x2.0m required
90	35.128	Pipe		1 x 0.9	3.0	7.0			pipe, F			Stone Masonry type (F)/LHS:L=2.2W=N.V,H=N.V/RHS:L=2.2,W=N.V,H=N.V			Stone Masonry type (F)/LHS:L=2.2,W=0.3,H=0.6/RHS:L=2.0,W=0.3,H=0.6	1.70	2.30	L-R	IA	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and steppec protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
91	35.218	Pipe		1 x 0.9	3.4	6.6	stone masonry catchpit 1.4x1.6x1.2m		pipe, F			Stone Masonry type (P)/LHS:L=2.0,W=N.V,H=1.3/RHS:N.V				1.30	2.20	L-R	IA	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
92	35.675	slab	1.05	1x1.6	3.0	4.6			Slab, P						Stone Masonry type (P)/LHS:L=N.V,W=0.3,H=N.V/RHS:N.V	1.60	1.60	L-R	IA and V.C. of slab shall be increased	Overall condition poor	
93	36.675	Pipe		1 x 0.9	3.0	7.2			pipe, P			Stone Masonry type (P)/LHS:L=N.V/RHS:L=2.5,W=N.V,H=1.7			Stone Masonry type (P)/LHS:N.V/RHS:L=2.4,W=0.3,H=0.6	NA	1.70	L-R	IA and LHS & RHS Ventway fully choked	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required

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	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
94	36.825	Pipe		2 x 0.9	3.1	7.2	stone masonry catchpit 2.4x2.7x1.5m		pipe, F			Stone Masonry type (P)/LHS:L=5.0,W=N.V,H=1.8/RHS:N.V			Stone Masonry type (P)/LHS:L=4.7,W=0.3,H=0.6/RHS:N.V	1.80	NA	L-R	IA and LHS Ventway fully choked	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
95	37.090	Pipe		2 x 0.8	3.1	7.4	stone masonry catchpit 3.0x1.7x1.2m		pipe, P			Stone Masonry type (P)/LHS:L=3.5,W=N.V,H=1.7/RHS:N.V			Stone Masonry type (P)/LHS:L=3.5,W=0.5,H=0.4/RHS:N.V	1.70	NA	L-R	IA	Overall condition poor	Parapet required, stepped protection (stone masonary) at d/s side 2.0x2.0m required
96	37.210	Pipe		1 x 0.9	3.5	6.6			pipe, P			Stone Masonry type (P)/LHS:L=2.2,W=N.V,H=1.3/RHS:N.V			Stone Masonry type (P)/LHS:L=1.9,W=0.3,H=0.4/RHS:N.V	1.30	NA	L-R	IA	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
97	37.825	Pipe		2 x 0.9	3.0	7.5			pipe, P			Stone Masonry type (P)/LHS:L=12.0,W=N.V,H=1.7/RHS:N.V				1.70	NA	L-R	IA	Overall condition poor	
98	37.975	Pipe		2 x 0.9	3.3	7.2			pipe, P			Stone Masonry type (P)/LHS:L=6.5,W=N.V,H=N.V/RHS:N.V				NA	NA	L-R	IA, RHS Ventway choked and heavy discharge from hill side	Overall condition poor	
99	38.050	Pipe		1 x 0.9	3.0	7.2			pipe, P			N.V.				1.80	NA	L-R	IA, LHS & RHS Ventway not visible properly	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
100	38.175	Pipe		2 x 0.8	3.0	7.3			pipe, P			Stone Masonry type (P)/LHS:N.V/RHS:L=5.0, W=N.V,H=1.9			Stone Masonry type (P)/LHS:N.V/RHS:L=2.0,W=0.25,H=0.5	NA	1.90	L-R	IA	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
101	38.290	Pipe		2 x 0.9	3.0	7.0			pipe, F			Stone Masonry type (P)/LHS:L=4.0,W=N.V,H=1.7/RHS:N.V			Stone Masonry type (F)/LHS:L=2.6,W=0.3,H=0.6/RHS:N.V	1.70	NA	L-R	IA	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
102	38.570	Pipe		2 x 0.9	3.0	7.4			pipe, P			Stone Masonry type (F)/LHS:L=5.0,W=N.V,H=1.8/RHS:L=5.0,W=N.V,H=1.6			Stone Masonry type (F)/LHS:L=2.3,W=N.V,H=0.6/RHS:N.V	1.80	4.70	L-R	IA and heavy discharge from hill side	Overall condition poor	
103	38.675	Pipe		2 x 0.8	3.0	7.3			pipe, P			N.V.				3.20	6.00	L-R	IA and LHS Ventway choked	Overall condition poor	

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	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
104	38.890	Pipe		2 x 0.9	3.0	6.4			pipe, P			N.V.				2.60	4.00	L-R	IA, LHS & RHS Ventway not visible properly & heavy discharge from hill side	Overall condition poor	
105	39.045	Pipe		1 x 0.9	3.0	6.7			pipe, P			N.V.				NA	1.40	L-R	IA and LHS & RHS Ventway choked	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
106	39.298	Pipe		1 x 0.9	3.0	7.0			pipe, P			Stone Masonry type (F)/LHS:L=4.5,W=N.V,H=1.5/RHS:L=7.0,W=N.V,H=N.V				1.50	NA	L-R	IA and LHS ventway 50% & RHS Ventway fully choked	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
107	39.621	Pipe		1 x 0.9	3.0	7.0			pipe, P			Stone Masonry type (F)/LHS:L=5.0,W=N.V,H=N.V/RHS:L=10.0,W=N.V,H=N.V				NA	3.50	L-R	IA and LHS & RHS Ventway choked	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
108	41.075	Pipe		1 x 0.9	3.0	4.6			pipe, F			N.V.				2.40	NA	L-R	IA, LHS & RHS Ventway not visible properly	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
109	41.203	Pipe		1 x 0.9	3.0	5.7			pipe, F			N.V.				4.00	NA	R-L	IA	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
110	41.920	slab	0.200	1 x 1.0	3.0	7.1			Slab, F			N.V.				2.00	2.00	L-R	A	Overall condition fair	Parapet and retaining wall required
111	41.950	Pipe		1 x 0.9	3.7	7.0			pipe, F			Stone Masonry type (F)/LHS:L=3.5,W=N.V,H=1.6/RHS:N.V			Stone Masonry type (F)/LHS:L=2.5,W=0.6,H=0.5/RHS:N.V	1.60	NA	L-R	IA	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
112	42.106	Pipe		1 x 0.9	3.6	7.30			pipe, F			Stone Masonry type (F)/LHS:L=4.5,W=N.V,H=2.0/RHS:L=5.5,W=N.V,H=4.0 (May be)		Stone Masonry type (F)/LHS:N.V/RHS:L=7.0,W=N.V,H=4.5	Stone Masonry type (F)/LHS:N.A/RHS:L=3.0,W=0.3,H=0.5	2.00	4.50	L-R	IA & heavy discharge from hill side	Overall condition fair	

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	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
113	42.201	Pipe		2 x 0.9	3.6	7.00			pipe, F			Stone Masonry type (F)/LHS:N.V/RHS:L=7.0, W=N.V,H=2.0				1.95	5.00	L-R	IA & heavy discharge from hill side	Overall condition poor	
114	42.270	Pipe		1 x 0.9	3.6	7.30			pipe, P			Stone Masonry type (F)/LHS:N.V/RHS:L=5.0, W=N.V,H=2.2				1.90	3.00	L-R	IA & heavy discharge from hill side	Overall condition poor	
115	42.525	slab	0.3	1 x 2.8	3.5	6.70			Slab, F					Stone Masonry type (P)/L=1.5,W=N.V,H =N.V. (ALL FOUR SIDES)	Stone Masonry type (F)/LHS:L=3.0,W=0.3,H=0.6/RHS:N.V	2.30	2.30	L-R	A	Overall condition fair	Parapet and minor repair required

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	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
116	43.030	Pipe		1 x 0.9	3.0	6.70			pipe, P			Stone Masonry type (P)/LHS:L=10.0,W=N.V,H=N.V/RHS:N.V.				1.30	5.00	R-L	IA, RHS pipe ventway 90% choked & heavy discharge from hill side	Overall condition poor	
117	43.218	Pipe		1 x 0.9	3.8	5.60			pipe, P			Stone Masonry type (P)/LHS:L=7.0,W=N.V,H=2.0/RHS:L=6.0,W=N.V,H=1.2				1.20	2.12	R-L	IA, LHS & RHS Ventway 90% choked & heavy discharge from hill side	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
118	43.900	Pipe		1 x 0.9	3.3	6.30			pipe, F			Stone Masonry type (F)/LHS:N.V/RHS:L=10.0, W=N.V,H=N.V				2.50	6.00	L-R	IA	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
119	43.927	slab	0.5	1 x 3.0	4.6	7.20			Slab, F		Stone masonary type F And Thk=0.3				Stone Masonry type (P)/LHS:L=2.5,W=0.3,H=0.5/RHS:N.V	2.30	2.30	L-R	A & heavy discharge from hill side	Overall condition fair	Parapet and minor repair required
120	44.270	Pipe		1 x 0.9	3.9	7.20	stone masonry catchpit		pipe, F			Stone Masonry type (P)/LHS:L=4.5,W=N.V,H=1.5/RHS:L=6.0,W=N.V,H				1.50	3.30	L-R	A	Overall condition fair	Parapet and repair of headwall required
121	44.455	Pipe		2 x 0.9	3.5	7.20			pipe, F			Stone Masonry type (F)/LHS:L=18.0,W=N.V,H=1.7/RHS:L=3.5,W=N.V,H=N.V				1.70	3.70	R-L	IA	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
122	44.798	Pipe		1 x 0.9	4.0	7.50			pipe, P			Stone Masonry type (F)/LHS:N.V/RHS:L=16.0, W=N.V,H=3.5				1.00	1.90	L-R	IA & LHS & RHS Ventway fully choked	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
123	44.840	Pipe		2 x 0.9	3.7	7.70	stone masonry catchpit 3.0x1.5x2.0 m		pipe, F			Stone Masonry type (F)/LHS:L=4.0,W=N.V,H=1.7/RHS:N.V			Stone Masonry type (P)/LHS:L=3.0,W=0.3,H=0.6/RHS:N.V	1.70	10.00	L-R	A	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
124	44.895	Pipe		1 x 0.9	4.2	7.70			pipe, F			Stone Masonry type (F)/LHS:L=3.5,W=N.V,H=1.6/RHS:L=6.5,W=N.V,H=2.0				1.60	2.20	L-R	A, but LHS ventway 90% choked	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
125	45.215	Pipe		2 x 0.9	3.6	7.00			pipe, P			Stone Masonry type (F)/LHS:L=3.5(may be),W=N.V,H=2.0/RHS:L=N.V,W=N.V,H=4.0(may be)				2.00	4.20	L-R	IA & LHS ventway 50% choked	Overall condition poor	

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Merangkong to Mon Road — Road No :
Section : Km 0+000 to Km 97+750 — Date of Survey :

Serial No.	Location (km)	Type of Structures (Pipe, Slab, Box, Arch)	Thickness of slab culvert (m)	Span Arrangement and total Ventway No. x length (m)	Carriageway Width (BT) (m)	Width of Culvert (m)	Details of Protection works: Inlet Protection Works	Details of Protection works: Outlet Protection Works	Condition of Various Features of Culvert: Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	Height above Bed Level: U/S (m)	Height above Bed Level: D/S (m)	Hydraulic Features: Scour / Direction of Flow	Adequacy of Ventway	Rating	Remarks
126	45.265	Pipe		1 x 0.9	4.3	7.80			pipe, P			Stone Masonry type (P)/LHS:N.V/RHS:L=5.0, W=N.V,H=1.0				NA	1.00	L-R	IA & LHS ventway fully choked	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
127	45.660	Pipe (may be)		1 x 0.9 (may be)	3	7.10			buried			Stone Masonry type (P)/LHS:L=2.5,W=0.6,H= N.V/RHS:N.V				NA	NA	L-R	IA and LHS & RHS ventway fully choked	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
128	45.998	slab	0.3	1 x 3.0	3.3	6.20			Slab, F		Stone masonary type F And Thk=0.3			Stone Masonry type (P)/L=2.0,W=N.V,H =3.0 (ALL FOUR SIDES)		2.60	5.00	L-R	A	Overall condition fair	Parapet and minor repair required
129	46.255	Pipe		1 x 0.9	3.3	6.50			pipe, P			Stone Masonry type (P)/LHS:L=2.5,W=N.V,H= 1.5/RHS:N.V				1.50	5.00	L-R	IA, LHS & RHS Ventway 80% choked & heavy discharge from hill side	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
130	46.345	Pipe		1 x 0.9	3.1	6.60			pipe, F			N.V.				1.50	NA	L-R	A & LHS Ventway is 40% choked	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
131	46.768	Pipe		1 x 0.9	4.4	7.40	stone masonry catchpit 2.5x1.5x1.5 m		pipe, F			Stone Masonry type (P)/LHS:N.V/RHS:L=18.0, W=N.V,H=1.4				1.30	1.40	L-R	A	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
132	46.930	Pipe		1 x 0.9	3.3	6.60			pipe, F			Stone Masonry type (F)/LHS:L=2.5(may be),W=N.V,H=1.9/RHS:N .V			Stone Masonry type (F)/LHS:L=1.7,W=0. 3,H=0.6/RHS:N.V	1.90	NA	L-R	A	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
133	47.028	Pipe		1 x 0.9	3.2	6.70			pipe, F			Stone Masonry type (F)/LHS:L=2.0,W=N.V,H= 1.4/RHS:L=3.0,W=N.V,H =N.V				1.40	5.00	L-R	A	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
134	47.050	Pipe		1 x 0.9	3.2	6.50			pipe, F			Stone Masonry type (F)/LHS:N.V/RHS:L=15.0, W=N.V,H=2.2				2.00	4.80	L-R	IA	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
135	47.215	Pipe (may be)		1 x 0.9 (may be)	3.5	5.70			buried			N.V.				NA	NA	L-R	IA	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Merangkong to Mon Road
Section : Km 0+000 to Km 97+750
Road No :
Date of Survey :

Serial No.	Location	Type of Structures	Thickness of slab culvert	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
136	47.340	slab	0.2	1 x 1.0	3.5	7.20			Slab, F		Stone masonary type F And Thk=0.3					0.70	2.00	L-R	A	Overall condition fair	Parapet and return wall required
137	47.929	slab	0.2	1 x 1.0	3.5	7.40			Slab, F		Stone masonary type F And Thk=0.3			Stone Masonry type (F)/LHS:N.V/RHS:L=1.8+1.8=3.6,W=N.V,H=N.V	Stone Masonry type (F)/LHS:N.A/RHS:L=1.8,W=0.3,H=0.6	1.00	3.80	L-R	A	Overall condition fair	Parapet required on LHS
138	48.478	slab	N.V.	1 x 1.0 (may be)	5.3	7.20			Slab, P		N.V			N.V	N.V	NA	NA	R-L	IA	Overall condition poor	
139	48.538	slab	0.2	1 x 1.5	3.3	9.30			Slab, F					Stone Masonry type (F)/LHS:L=2.5+2.5, W=N.V,H=2.1/RHS:N.V	Stone Masonry type (F)/LHS:L=5.8,W=0.5,H=0.6/RHS:N.A	NA	2.00	R-L	A but RHS slab ventway is choked	Overall condition fair	Parapet required on RHS of culvert and LHS & RHS ventway cleaning required
140	48.707	slab		1 x 1.5	3.6	7.40			Slab, P		N.V			N.V		NA	NA	R-L	IA & Slab culvert is completely buried	Overall condition poor	
141	48.889	slab		1 x 1.5	3.6	8.00			Slab, P		N.V			N.V		NA	NA	R-L	IA & Slab culvert is completely buried	Overall condition poor	
142	49.100	slab		1 x 1.5	4.6	12.00			Slab, P		N.V			N.V		NA	NA	R-L	IA & Slab culvert is completely buried	Overall condition poor	
143	49.365	slab	0.2	1 x 1.0	3.2	6.20			Slab, P					N.V	N.A	1.00	NA	R-L	IA & LHS ventway is completely choked	Overall condition poor	
144	49.680	slab	0.2	1 x 1.0	3.2	6.80			Slab, P					N.V		0.50	NA	R-L	IA & both LHS and RHS ventway is completely choked	Overall condition poor	
145	50.233	slab	0.2	1 x 1.5	3.4	7.10			Slab, F					Stone Masonry type (P)/LHS:L=15.0,W=N.V,H=2.0/RHS:N.V	Stone Masonry type (P)/LHS:L=2.5,W=N.V,H=N.V/RHS:N.V	0.50	1.00	R-L	A but RHS slab ventway is choked	Overall condition fair	Parapet required on RHS and LHS & RHS ventway cleaning required
146	50.350	slab	0.2	1 x 1.5	3.7	7.40			Slab, P					N.V	N.A	0.50	3.00	R-L	IA & both LHS and RHS ventway is 80% choked	Overall condition poor	
147	50.562	slab (may be)	-	1 x 1.5 (may be)	3.3	8.30			buried					N.V		NA	NA	R-L	IA & both LHS and RHS ventway is fully choked & buried	Overall condition poor	

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Merangkong to Mon Road
Section : Km 0+000 to Km 97+750
Road No :
Date of Survey :

Serial No.	Location	Type of Structures	Thickness of slab culvert	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
148	50.735	slab	-	1 x 1.5	3.5	8.00			Slab, P					N.V		NA	NA	R-L	IA & both LHS and RHS ventway is fully choked & buried	Overall condition poor	
149	50.835	slab	0.2	1 x 0.9	3.0	6.90			Slab, F					N.V		0.70	10.00	R-L	A but RHS slab ventway is 50% choked	Overall condition fair	Parapet required and LHS & RHS ventway cleaning required
150	51.020	slab	-	1 x 1.0 (may be)	3.3	7.80			Slab, P					N.V		NA	NA	R-L	IA & both LHS and RHS ventway is fully choked & buried	Overall condition poor	
151	51.032	slab	0.2	1 x 1.5	3.5	7.30			Slab, F					Stone Masonry type (P)/LHS:L=10.0,W=N.V,H=N.V/RHS:N.A	Stone Masonry type (F)/LHS:L=1.5,W=0.3,H=0.6/RHS:N.A	1.30	7.00	R-L	A but slab ventway not visible due to dense vegetation	Overall condition fair	Parapet required and LHS & RHS ventway cleaning required
152	51.801	slab	0.3	1 x 3.0	3.3	7.20			Slab, F		Stone masonary type (F) And Thk=0.3			N.V	Stone Masonry type (P)/LHS:L=3.3,W=N.V,H=N.V/RHS:N.A	1.80	2.30	R-L	A	Overall condition fair	Parapet required and LHS & RHS ventway cleaning required

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Marangkong to Mon Road
Section : Km 0+000 to Km 97+750
Road No :
Date of Survey :

Serial No.	Location	Type of Structures	Thickness of slab culvert	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
153	52.660	Pipe		1 x 0.9	3.0	7.20			pipe, F			Stone Masonry type (F)/LHS:L=2.3,W=N.V,H=1.5/RHS:L=5.0,W=0.5,H=4.0 (may be)				1.50	4.20	L-R	IA	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning
154	53.007	Pipe		1 x 0.9	3.3	7.50			pipe, P			Stone Masonry type (P)/LHS:N.A/RHS:L=3.0, W=0.3,H=2.5				1.50	2.50	L-R	IA and heavy discharge from hill side	Overall condition poor	
155	53.060	Pipe		1 x 0.9	3.2	7.30			pipe, P			N.V				1.40	NA	L-R	IA & RHS ventway is fully choked	Overall condition poor	
156	54.915	Pipe		1 x 0.9	3.0	7.20			pipe, P			Stone Masonry type (F)/LHS:L=8.0,W=N.V,H=1.6/RHS:N.V		Stone Masonry type (P)/LHS:N.A/RHS:L=1.5,W=N.V,H=N.V	Stone Masonry type (F)/LHS:L=1.9,W=0.3,H=0.6/RHS:L=1.9, W=0.3,H=0.6	1.60	7.00	R-L	IA & pipe ventway is not visible due to dense vegetation	Overall condition poor	
157	56.885	Pipe		1 x 0.9	3.0	6.30			pipe, F			N.V				1.50	3.50	L-R	IA & RHS ventway is fully choked	Overall condition poor	
158	57.900	Pipe		1 x 0.9	3.4	6.90			pipe, F			Stone Masonry type (F)/LHS:L=11.0,W=N.V,H=N.V/RHS:L=2.0,W=N.V, H=2.0			Stone Masonry type (F)/LHS:L=2.0,W=0.3,H=0.6/RHS:L=2.0, W=0.3,H=0.6	2.00	3.00	R-L	IA & pipe ventway is not visible due to dense vegetation	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
159	58.020	Pipe		2 x 0.9	3.6	7.00			pipe, P			Stone Masonry type (P)/LHS:N.V/RHS:L=4.0, W=N.V,H=1.0			Stone Masonry type (F)/LHS:N.A/RHS:L=3.8,W=0.3,H=0.6	1.00	NA	R-L	IA & both LHS and RHS ventway is fully choked & buried	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
160	58.058	Pipe		1 x 0.9	3.7	8.80			pipe, P			Stone Masonry type (P)/LHS:L=1.0(Broken),W=N.V,H=N.V/RHS:N.V				NA	NA	R-L	IA & both LHS and RHS ventway is fully choked & buried	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
161	58.846	slab	0.3	1 x 3.0	3.4	7.10			Slab, F		Stone masonary type F And Thk=0.3			Stone Masonry type (F)/LHS:N.A/RHS:L=1.8+1.8,W=N.V,H=3.0	Stone Masonry type (P)/LHS:L=2.0,W=0.3,H=0.6/RHS:L=2.0, W=0.3,H=0.6	2.80	3.00	R-L	A	Overall condition fair	Parapet required and LHS & RHS ventway cleaning required
162	58.874	Pipe		1 x 0.9	3.4	7.00			pipe, P			Stone Masonry type (P)/LHS:N.V/RHS:L=4.0, W=N.V,H=1.6				1.60	2.50	R-L	IA & LHS ventway is fully choked and heavy discharge from hill side	Overall condition poor	
163	58.927	Pipe (may be)		1 x 0.9 (may be)	3.8	7.50			buried			Stone Masonry type (P)/LHS:L=3.0,W=N.V,H=N.V/RHS:N.V				NA	NA	R-L	IA & both LHS and RHS ventway is fully choked & buried	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Merangkong to Mon Road
Section : Km 0+000 to Km 97+750
Road No :
Date of Survey :

Serial No.	Location	Type of Structures	Thickness of slab culvert	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
164	59.080	Pipe (may be)		1 x 0.9 (may be)	3.4	7.20			buried			Stone Masonry type (P)/LHS:N.V/RHS:L=2.5, W=N.V,H=N.V			Stone Masonry type (P)/LHS:L=3.0,W=N.V,H=N.V/RHS:N.V	2.00	2.50	R-L	IA & both LHS and RHS ventway is choked	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
165	59.403	Pipe (may be)		1 x 0.9 (may be)	3.7	7.00			buried			Stone Masonry type (P)/LHS:L=15.0,W=N.V,H=N.V/RHS:N.V				NA	3.30	R-L	IA & both LHS and RHS ventway is 80% choked	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
166	59.582	slab	0.2	1 x 3.3	3.4	9.80			Slab, P		Stone masonary type F And Thk=0.3			Stone Masonry type (P)/LHS:L=1.9+1.9, W=N.V,H=2.4/RHS:N.V		2.40	2.40	R-L	IA & RHS ventway is fully choked and buried and heavy discharge from hill side,water	Overall condition poor	
167	59.861	slab	0.5	1 x 4.5	4.3	7.20			Slab, F		Stone masonary type F And Thk=0.3			Stone Masonry type (P)/LHS:L=1.5+1.5, W=N.V,H=2.6/RHS:N.V	Stone Masonry type (P)/LHS:L=7.0 (BROKEN),W=0.3,H=0.3/RHS:N.A	2.60	2.80	R-L	A	Overall condition fair	Parapet required and LHS & RHS ventway cleaning required

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Merangkong to Mon Road
Section : Km 0+000 to Km 97+750

Road No :
Date of Survey :

Serial No.	Location	Type of Structures	Thickness of slab culvert	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
168	59.900	slab	0.5	1 x 4.5	4	7.20			Slab, F		Stone masonary type F And Thk=0.3			Stone Masonry type (P)/LHS:L=4.2+4.2, W=N.V,H=5.0/RHS: L=3.0+3.0,W=N.V, H=5.0		5.00	5.30	R-L	A	Overall condition fair	
169	60.660	Pipe		1 x 0.9	3.4	6.70			pipe, P			Stone Masonry type (P)/LHS:L=2.0(Broken)W =N.V,H=1.7/RHS:N.V				1.70	3.20	L-R	IA	Overall condition poor	
170	61.263	slab	0.200	1 x 3.0	3.3	6.60			Slab, P					Stone Masonry type (P)/LHS:N.V/RHS:L =1.5,W=N.V,H=2.3	Stone Masonry type (P)/LHS:L=4.5,W=0. 3,H=0.6/RHS:L=2.5(Broken),W=0.3,H=0 .6	2.30	2.30	L-R	IA & RHS ventway is fully choked and buried	Overall condition poor	
171	61.430	slab	0.200	1 x 3.0	4.2	7.20			Slab, P		Stone masonary type P And Thk=0.3			Stone Masonry type (F)/LHS:N.V/RHS:L =16.5,W=N.V,H=2. 3	Stone Masonry type (P)/LHS:L=4.6,W=0. 3,H=0.6/RHS:L=10.0 (Broken),W=0.3,H= 0.6	2.30	4.10	L-R	IA	Overall condition poor	
172	61.711	slab	0.300	1 x 3.0	3.3	6.50			Slab, F		Stone masonary type F And Thk=0.3		Stone Masonry type (F)/LHS:N.V/RHS: L=8.0,W=N.V,H=4 .0	Stone Masonry type (F)/LHS:L=1.7+1.7, W=N.V,H=1.9/RHS: L=1.5+1.5,W=N.V, H=1.9		1.90	4.00	L-R	A and heavy discharge from hill side	Overall condition fair	Parapet required and LHS & RHS ventway cleaning required
173	63.631	Pipe		1 x 0.9	3.4	7.00			pipe, P			Stone Masonry type (P)/LHS:L=1.0,W=N.V,H= N.V/RHS:L=1.0,W=N.V,H =N.V				NA	NA	R-L	IA & both LHS and RHS ventway is 80% choked	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
174	65.845	Pipe		2 x 0.9	3.4	6.80			pipe, F			N.V				1.40	4.00	R-L	A	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
175	66.050	Pipe		1 x 0.9	4.0	8.00			pipe, F			N.V				3.00	NA	R-L	IA	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
176	66.195	Pipe		1 x 0.9	4.0	7.6			pipe, F			N.V				NA	2.60	R-L	IA	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
177	66.636	slab	N.V.	1 x 1.0 (may be)	3.3	6.2			Slab, P							NA	4.00	L-R	A & LHS ventway is choked	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Merangkong to Mon Road
Section : Km 0+000 to Km 97+750
Road No :
Date of Survey :

Serial No.	Location	Type of Structures	Thickness of slab culvert	Span Arrangement and total Vantway	Carriageway Width (BT)	Width of Culvert	Details of Protection works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
178	66.800	slab	0.2	1 x 0.9	3.2	5.3			Slab, F		Stone masonary type F And Thk=0.3			Stone Masonry type (F)/LHS:N.V/RHS:L=13.2,W=0.3,H=3.6		NA	2.40	L-R	IA & both LHS and RHS ventway is choked	Overall condition fair	Parapet required and LHS & RHS ventway cleaning required
179	67.243	slab	0.2	1 x 1.2	4.0	7.2			Slab, F		-		Stone Masonry type (F)/LHS:N.V/RHS:L=13.0,W=N.V,H=N.V		Stone Masonry type (P)/LHS:N.A/RHS:L=1.5x5,W=0.3,H=0.8	2.00	10.00	L-R	A	Overall condition fair	Parapet required and LHS & RHS ventway cleaning required
180	67.618	slab	0.2	1 x 1.0	4.0	6.8			Slab, F				Stone Masonry type (F)/LHS:N.V/RHS:L=8.0,W=N.V,H=N.V			NA	1.30	L-R	A	Overall condition fair	Parapet required and LHS & RHS ventway cleaning required
181	67.710	slab	0.2	1 x 1.0	3.5	7.4	stone masonry catchpit 1.0x1.0x1.0m		Slab, F				Stone Masonry type (F)/LHS:N.V/RHS:L=13.0,W=N.V,H=1.5			1.00	1.20	L-R	A	Overall condition fair	Parapet required and LHS & RHS ventway cleaning required
182	68.085	slab	0.2	1 x 1.2	3.4	7.0			Slab, P		N.V		N.V			1.00	1.00	L-R	IA & LHS ventway is fully choked	Overall condition poor	
183	68.200	slab	-	1 x 1.2 (may be)	4.3	8.0			Slab, P		N.V		N.V			NA	NA	L-R	IA and LHS & RHS ventway is fully choked & buried	Overall condition poor	
184	68.340	slab	0.1	1 x 1.0	3.3	6.0			Slab, F		N.V		N.V			0.50	NA	L-R	A	Overall condition fair	Parapet required and LHS & RHS ventway cleaning required
185	68.580	slab	0.2	1 x 2.0	3.5	7.0			Slab, F				Stone Masonry type (F)/LHS:N.V/RHS:L=8.0,W=N.V,H=N.V			NA	4.00	L-R	A	Overall condition fair	Parapet required and LHS & RHS ventway cleaning required
186	68.730	slab	0.2	1 x 2.0	3.6	6.4			Slab, F		Stone masonary type F And Thk=0.3		Stone Masonry type (F)/LHS:N.V/RHS:L=10.0,W=N.V,H=5.0		Stone Masonry type (F)/LHS:L=2.1,W=0.3,H=0.7/RHS:L=2.1,W=0.3,H=0.7	1.10	5.00	L-R	A	Overall condition fair	LHS & RHS ventway cleaning required

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Merangkong to Mon Road
Section : Km 0+000 to Km 97+750

Road No :
Date of Survey :

Serial No.	Location	Type of Structures	Thickness of slab culvert	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
187	68.758	slab	-	1 x 1.3	4.0	7.0			Slab, P		N.V					NA	NA	L-R	IA and LHS & RHS ventway is fully choked & buried	Overall condition poor	
188	68.849	slab	-	1 x 1.5	3.4	7.0			Slab, P		N.V					NA	NA	L-R	IA and LHS & RHS ventway is fully choked & buried	Overall condition poor	
189	68.878	slab	-	1 x 2.0	3.7	7.4			Slab, F		N.V					NA	NA	L-R	IA and LHS & RHS ventway is fully choked & buried	Overall condition poor	
190	70.255	slab	-	1 x 1.5	3.6	6.8			Slab, P		N.V					NA	NA	L-R	IA and LHS & RHS ventway is fully choked & buried	Overall condition poor	
191	70.525	slab	-	1 x 1.5	4.0	7.5			Slab, P		N.V					NA	NA	L-R	IA and LHS & RHS ventway is fully choked & buried	Overall condition poor	
192	70.760	slab	0.2	1 x 1.3	3.5	7.0			Slab, F		Stone masonary type F And Thk=0.3			Stone Masonry type (F)/LHS:N.V/RHS:L=4.0+4.0,W=0.3,H=3.0		NA	3.00	L-R	IA and LHS & RHS ventway is fully choked & buried	Overall condition poor	Parapet required and LHS & RHS ventway cleaning required
193	70.993	slab	-	1 x 2.0	3.4	7.10			Slab, P		N.V					NA	NA	L-R	IA and LHS & RHS ventway is fully choked & buried	Overall condition poor	
194	71.628	slab	0.2	1 x 1.0	3	6.00			Slab, P				Stone Masonry type (P)/LHS:L=10.0,W=N.V,H=3.0/RHS:N.A			NA	2.10	R-L	IA and RHS ventway is fully choked & heavy discharge from hill side.Nonfunctional culvert.	Overall condition poor	
195	71.867	slab	-	1 x 1.3	3.5	6.70			Slab, P		N.V					NA	NA	R-L	IA and LHS & RHS ventway is fully choked & buried	Overall condition poor	
196	71.975	slab	-	1 x 1.3	3.5	7.50			Slab, P		N.V					NA	NA	R-L	IA and LHS & RHS ventway is fully choked & buried	Overall condition poor	
197	72.187	slab	0.2	1 x 1.5	2.2	4.00			Slab, P		N.V					NA	NA	R-L	IA and LHS & RHS ventway is fully choked & buried	Overall condition poor	
198	72.881	slab	0.2	1 x 2.5	3.0	4.00			Slab, P		N.V					NA	NA	L-R	IA and LHS & RHS ventway is fully choked & buried	Overall condition poor	
199	73.327	slab	-	1 x 1.5	3.3	5.10			Slab, P		N.V					NA	NA	L-R	IA and LHS & RHS ventway is fully choked & buried	Overall condition poor	

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Merangkong to Mon Road
Section : Km 0+000 to Km 97+750

Road No :
Date of Survey :

Serial No.	Location (km)	Type of Structures (Pipe, Slab, Box, Arch)	Thickness of slab culvert (m)	Span Arrangement and total Ventway No. x length (m)	Carriageway Width (BT) (m)	Width of Culvert (m)	Details of Protection works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
							Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
200	73.960	slab	-	1 x 1.6	3.5	5.10			Slab, P		N.V					NA	NA	R-L	IA and LHS & RHS ventway is fully choked & buried	Overall condition poor	
201	74.150	slab	-	1 x 1.5	3.8	4.50			Slab, P		N.V					NA	NA	R-L	IA and LHS & RHS ventway is fully choked & buried	Overall condition poor	
202	74.202	slab	0.2	1 x 0.9	3.3	5.30			Slab, F		-			Stone Masonry type (F)/LHS:N.V/RHS:L =1.2+1.2,W=0.3,H= 1.0		1.00	NA	R-L	IA and LHS ventway is choked & burled	Overall condition fair	
203	74.280	slab	-	1 x 1.5	3.6	5.20			Slab, P		N.V					NA	NA	R-L	IA and LHS & RHS ventway is fully choked & buried	Overall condition poor	
204	75.084	slab	0.2	1 x 1.0	3.2	5.60			Slab, F		-			Stone Masonry type (F)/LHS:L=1.2+1.2, W=0.3,H=1.2/RHS: N.V		1.10	NA	L-R	A	Overall condition fair	Parapet required and LHS & RHS ventway cleaning required
205	75.278	slab	0.2	1 x 1.0	4.2	7.30			Slab, F		-			Stone Masonry type (F)/LHS:L=1.3+1.3, W=0.3,H=1.2/RHS: L=1.3+1.3,W=0.3,H =1.2		1.20	NA	L-R	A	Overall condition fair	Parapet required and LHS & RHS ventway cleaning required
206	75.388	slab	0.2	1 x 1.0	3.3	7.00			Slab, P		-			Stone Masonry type (F)/LHS:L=1.3+1.3, W=0.3,H=1.0/RHS: N.V		0.80	NA	L-R	IA & RHS ventway is fully choked.Reinforce ment is exposed & nonfunctional culvert	Overall condition poor	

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Merangkong to Mon Road
Section : Km 0+000 to Km 97+750
Road No :
Date of Survey :

Serial No.	Location (km)	Type of Structures (Pipe, Slab, Box, Arch)	Thickness of slab culvert (m)	Span Arrangement and total Ventway No. x length (m)	Carriageway Width (BT) (m)	Width of Culvert (m)	Details of Protection works: Inlet Protection Works	Details of Protection works: Outlet Protection Works	Condition of Various Features of Culvert: Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	Height above Bed Level: U/S (m)	Height above Bed Level: D/S (m)	Hydraulic Features: Scour / Direction of Flow	Adequacy of Ventway	Rating	Remarks
207	76.272	slab	-	1 x 1.0	4.0	7.50			Slab, P		N.V					NA	NA	R-L	IA and LHS & RHS ventway is fully choked & buried	Overall condition poor	
208	76.425	slab	-	1 x 1.5	3.4	7.60			Slab, P		N.V					NA	NA	R-L	IA and LHS & RHS ventway is choked	Overall condition poor	
209	76.500	slab	-	1 x 1.0	3.8	7.30			Slab, P		N.V					NA	2.50	R-L	IA and LHS & RHS ventway is choked	Overall condition poor	
210	76.715	slab	0.2	1 x 1.0	3.2	6.10			Slab, F				Stone Masonry type (F)/LHS:L=1.0+5.0 ,W=N.V,H=4.0/RHS:N.V	Stone Masonry type (F)/LHS:L=1.2+1.2, W=0.3,H=4.0/RHS: N.V		NA	4.00	R-L	A and RHS ventway is choked	Overall condition fair	Parapet required and LHS & RHS ventway cleaning required
211	77.100	slab	0.2	1 x 1.0	3.4	6.30			Slab, F		-			Stone Masonry type (F)/LHS:L=1.3+1.3, W=N.V,H=1.2/RHS: N.V		1.20	2.30	R-L	A	Overall condition fair	Parapet required and LHS & RHS ventway cleaning required
212	77.240	slab	0.2	1 x 1.0	3.0	6.30			Slab, F		Stone masonary type F And Thk=0.3			Stone Masonry type (F)/LHS:N.V/RHS:L =1.2+1.2,W=N.V,H =1.0	Stone Masonry type (F)/LHS:N.V/RHS:L =1.5+1.5,W=0.3,H=0. 7	1.00	1.30	R-L	A	Overall condition fair	Parapet required and LHS & RHS ventway cleaning required
213	77.431	slab	0.2	1 x 1.0	4.2	6.40			Slab, P		-			Stone Masonry type (F)/LHS:N.V/RHS:L =0.5+0.5,W=N.V,H =1.2		1.20	NA	R-L	IA and LHS ventway is choked	Overall condition poor	
214	77.798	slab	0.2	1 x 1.0	3.3	6.20			Slab, F					Stone Masonry type (F)/LHS:L=3.5+3.5, W=N.V,H=1.0/RHS: L=1.3+1.3,W=N.V, H=1.0		0.80	1.40	R-L	A	Overall condition fair	Parapet required and LHS & RHS ventway cleaning required
215	78.415	Pipe		1 x 1.2	3.4	13.00	stone masonry catchpit 2.0x2.5x1.5m		pipe, F			Stone Masonry type (F)/LHS:L=2.5,W=N.V,H= 2.4/RHS:L=3.2,W=N.V,H =1.6			Stone Masonry type (F)/LHS:L=2.5,W=0. 5,H=0.5/RHS:L=3.2, W=0.5,H=0.5	2.40	1.60	L-R	A	Overall condition fair	stepped protection (stone masonary) at d/s side 2.0x2.0m required & ventway cleaning required
216	78.593	Pipe		1 x 1.2	3.4	12.50			pipe, G			Stone Masonry type (G)/LHS:L=2.3,W=N.V,H= 1.9/RHS:L=3.6,W=N.V,H =1.7			Stone Masonry type (G)/LHS:L=2.3,W=0. 5,H=0.5/RHS:L=3.5, W=0.5,H=0.5	1.90	1.70	L-R	A	Overall condition good	catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
217	78.763	slab	0.2	1 x 1.0	3.0	6.70			Slab, F		-			Stone Masonry type (F)/LHS:L=1.0+1.0, W=N.V,H=1.7/RHS: L=1.0+1.0,W=N.V, H=1.7		0.60	1.60	L-R	A	Overall condition fair	Parapet required and LHS & RHS ventway cleaning required
218	78.965	slab	-	1 x 1.5	4.6	7.60			Slab, P		N.V					NA	NA	L-R	IA and LHS & RHS ventway is fully choked & buried	Overall condition poor	

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Merangkong to Mon Road
Section : Km 0+000 to Km 97+750
Road No :
Date of Survey :

Serial No.	Location	Type of Structures	Thickness of slab culvert	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
219	79.047	slab	0.2	1 x 1.0	4.0	6.90			Slab, P		-			Stone Masonry type (P)/LHS:L=1.0+1.0, W=N.V,H=1.5/RHS: N.A		1.50	1.50	L-R	IA and RHS ventway is 80% choked & buried	Overall condition poor	
220	79.181	slab	0.2	1 x 1.0	3.5	8.50			Slab, P		N.V					NA	NA	L-R	IA and LHS & RHS ventway is fully choked & buried	Overall condition poor	
221	79.250	slab	0.2	1 x 1.5	4.7	8.80			Slab, P				Stone Masonry type (P)/LHS:N.V/RHS: L=6.0,W=N.V,H=3.5	Stone Masonry type (P)/LHS:N.V/RHS:L =1.0+1.0,W=N.V,H =N.V		NA	3.50	L-R	IA and heavy discharge from hill side	Overall condition poor	The slab is in broken condition and its reinforcement is exposed
222	79.431	slab	-	1 x 1.5	3.7	8.10			Slab, P		N.V					NA	NA	L-R	IA and LHS & RHS ventway is fully choked & buried	Overall condition poor	Non-functional culvert
223	79.650	slab	-	1 x 1.5	3.8	7.00			Slab, P		N.V					NA	NA	L-R	IA and LHS & RHS ventway is fully choked & buried	Overall condition poor	Non-functional culvert
224	79.752	slab	-	1 x 2.0	3.6	7.30			Slab, P		N.V					NA	NA	L-R	IA and LHS & RHS ventway is fully choked & buried	Overall condition poor	Non-functional culvert
225	79.980	slab	-	1 x 1.5	2.8	7.00			Slab, P		N.V					NA	NA	L-R	IA and LHS & RHS ventway is fully choked & buried	Overall condition poor	The slab is in broken condition and its reinforcement is exposed
226	80.232	slab	-	1 x 1.6	3.5	6.70			Slab, P		N.V					NA	NA	L-R	IA and LHS & RHS ventway is fully choked & buried	Overall condition poor	

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Merangkong to Mon Road
Section : Km 0+000 to Km 97+750
Road No :
Date of Survey :

Serial No.	Location	Type of Structures	Thickness of slab culvert	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
227	80.515	slab	0.2	1 x 1.0	3.4	7.00			Slab, F	-				Stone Masonry type (F)/LHS:N.V/RHS:L=0.3+0.3,W=N.V,H=0.8		0.70	0.80	L-R	A	Overall condition fair	Parapet required and LHS & RHS ventway cleaning required
228	80.690	slab	-	1 x 0.9	3.5	7.00			Slab, P		N.V					NA	NA	L-R	IA and LHS & RHS ventway is fully choked & buried	Overall condition poor	
229	81.025	slab	-	1 x 2.0	3.3	5.50			Slab, F		N.V		Stone Masonry type (F)/LHS:N.V/RHS:L=6.0,W=N.V,H=N.V			NA	NA	L-R	A and heavy discharge from hill side	Overall condition fair	
230	81.450	slab	0.2	1 x 2.3	3.2	5.60			Slab, P		-					NA	NA	L-R	Inadequate	Overall condition poor	
231	81.551	slab	0.2	1 x 1.6	3.4	7.10			Slab, F		-		Stone Masonry type (F)/LHS:N.V/RHS:L=13.0,W=0.5,H=3.0			1.40	1.60	L-R	Adequate	Overall condition fair	Parapet required, Reinf. Visible, catchpit required 2.5x1.5x1.5m and LHS & RHS ventway cleaning required
232	82.072	slab	0.10	1 x 1.4	3.2	6.60			Slab, P		-					1.30	6.20	L-R	Inadequate	Overall condition poor	Parapet required & Reinf. Visible
233	82.150	slab	0.10	1 x 1.4	3.8	6.10			Slab, P		-		Stone Masonry type (F)/LHS:N.V/RHS:L=10.0+10.0,W=0.5,H=5.2			1.50	5.20	L-R	Inadequate	Overall condition poor	Parapet required & Reinf. Visible
234	82.262	slab	0.20	1 x 1.5	3.4	7.00			Slab, P		-		Stone Masonry type (F)/LHS:N.V/RHS:L=11.1,W=0.5,H=N.V			NA	NA	L-R	Inadequate and choked	Overall condition fair	Non-functional culvert and heavy discharge from hill side and after reallignment may be 1x6.0 m minor bridge required
235	82.559	slab (may be)	-	1 x 1.5	3.3	6.10			buried		N.V					NA	NA	L-R	Inadequate and choked & buried	Overall condition poor	
236	82.760	slab	0.2	1 x 1.5	3.2	7.10			Slab, F		Stone masonary type F			Stone masonary type F		2.60	5.00	L-R	Adequate	Overall condition fair	parapet required
237	82.900	slab (may be)	-	1 x 1.5	3.4	5.60			buried		N.V					NA	NA	L-R	Inadequate and choked & buried	Overall condition poor	
238	82.960	slab	0.18	1 x 0.9	3.2	6.20			Slab, F		Stone masonary type F		Stone Masonry type (P)/LHS:L=1.5+1.1,W=N.V,H=0.7/RHS:N.V			0.70	0.80	L-R	Adequate	Overall condition fair	parapet required and ventway cleaning required both sides
239	83.292	slab	0.15	1 x 1.6	3.5	3.80			Slab, P		-		N.V			NA	NA	L-R	Inadequate and choked & buried	Overall condition poor	
240	83.462	slab	0.15	1 x 2.3	3.5	6.10			Slab, P		-		N.V			NA	NA	L-R	Inadequate and choked & buried	Overall condition poor	parapet required and ventway cleaning required both sides

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Merangkong to Mon Road
Section : Km 0+000 to Km 97+750
Road No :
Date of Survey :

Serial No.	Location	Type of Structures	Thickness of slab culvert	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
241	83.985	slab (may be)	0.15 (may be)	1 x 1.0 (may be)	3.8	7.40			buried		N.V					NA	NA	L-R	Inadequate and choked & buried	Overall condition poor	
242	84.375	slab	0.2	1 x 0.9	3.3	5.60			Slab, F		-		Stone Masonry type (F)/LHS:N.V/RHS: L=10.5,W=N.V,H= 3.9			0.60	3.90	L-R	A	Overall condition fair	Parapet required and LHS & RHS ventway cleaning required
243	85.358	slab	0.2	1 x 1.0	3.5	6.00			Slab, P		N.V					NA	NA	L-R	IA	Overall condition poor	Non-functional culvert
244	85.455	Pipe		1 x 0.9	3.5	9.00			pipe, P							NA	NA	L-R	IA	Overall condition poor	Parapet required, catchpit at u/s side 5.0x3.0x2.0 m and stepped protection (stone masonary) at d/s side 5.0x10.0m required
245	86.072	slab	0.2	1 x 2.0	4.0	8.00			Slab, P		Stone masonary type P					NA	NA	L-R	IA	Overall condition poor	Parapet required, catchpit at u/s side 5.0x3.0x2.0 m and stepped protection (stone masonary) at d/s side 5.0x10.0m required,ventway cleaning required
246	86.430	slab	0.2	1 x 0.9	3.5	7.00			Slab, P		Stone masonary type F			Stone Masonry type (P)/LHS:L=2.0+2.0, W=N.V,H=2.0/RHS: L=2.0+2.0,W=N.V, H=2.0		NA	0.90	L-R	A	Overall condition poor	Parapet required, catchpit at u/s side 6.0x3.0x2.0 m and stepped protection (stone masonary) at d/s side 5.0x10.0m required,ventway cleaning required
247	86.580	slab	0.2	1 x 1.5	3.5	7.30			Slab, F		Stone masonary type F			Stone Masonry type (P)/LHS:L=2.0+2.0, W=N.V,H=2.0/RHS: L=2.0+2.0,W=N.V, H=2.0		NA	0.85	L-R	A	Overall condition fair	Parapet required, catchpit at u/s side 4.0x2.0x2.0 m required and ventway cleaning required
248	86.650	slab	0.2	1 x 1.0	3.3	7.10			Slab, F		-			Stone Masonry type (F)/LHS:L=1.0+1.0, W=N.V,H=0.8/RHS: N.V		0.40	0.50	L-R	A	Overall condition fair	Parapet required and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
249	86.960	slab	-	1 x 1.0	3.0	6.00			Slab, P		N.V					NA	NA	L-R	IA and LHS & RHS ventway is fully choked & buried	Overall condition poor	Non-functional culvert
250	87.268	Pipe		1 x 1.2	3.3	12.90	stone masonry catchpit 1.5x1.5x2.0m		pipe, F			Stone Masonry type (F)/LHS:L=2.5,W=N.V,H= 2.0/RHS:N.V				2.00	2.20	L-R	A	Overall condition fair	Parapet required both side
251	87.383	Pipe		1 x 1.2	3.0	10.30	stone masonry catchpit 1.2x2.0x1.5m		pipe, G			Stone Masonry type (G)/LHS:L=3.1,W=N.V,H= 2.2/RHS:L=3.1,W=N.V,H =2.2				2.20	2.20	L-R	A	Overall condition good	Parapet required both side
252	87.733	Pipe		1 x 1.2	3.0	10.20	stone masonry catchpit 1.5x1.5x1.5m		pipe, F			Stone Masonry type (F)/LHS:L=2.8,W=0.75,H =2.5/RHS:L=N.V,W=0.75, H=2.0				2.50	2.00	L-R	A	Overall condition fair	Parapet required both side
253	87.914	Pipe		1 x 1.2	3.0	10.30	stone masonry catchpit 2.0x2.0x1.0m		pipe, G			Stone Masonry type (G)/LHS:L=2.5,W=0.7,H= 2.3/RHS:L=3.8,W=0.7,H= 2.4				2.30	2.40	L-R	A	Overall condition good	

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Merangkong to Mon Road
Section : Km 0+000 to Km 97+750
Road No :
Date of Survey :

Serial No.	Location	Type of Structures	Thickness of slab culvert	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
254	88.018	slab	-	1 x 1.5	3.5	6.30			Slab, P		N.V					NA	NA	L-R	IA and LHS & RHS ventway is fully choked & buried	Overall condition poor	Non-functional culvert
255	88.121	slab	-	1 x 2.0	3.3	7.00			Slab, P		N.V					NA	NA	L-R	IA and LHS & RHS ventway is fully choked & buried	Overall condition poor	Non-functional culvert
256	88.182	slab	-	1x 1.5	3.3	5.50			Slab, P		N.V					NA	NA	L-R	IA and LHS & RHS ventway is fully choked & buried	Overall condition poor	Non-functional culvert
257	88.535	Pipe		1 x 1.2	3.3	13.30	stone masonry catchpit 2.0x1.5x1.0m		pipe, F			Stone Masonry type (F)/LHS:L=2.5,W=0.7,H=2.2/RHS:L=3.7,W=0.7,H=3.0			Stone Masonry type (F)/LHS:L=2.3,W=0.3,H=0.4/RHS:L=3.1,W=0.3,H=0.5	1.80	2.60	L-R	Adequate	Overall condition fair	New construction culvert
258	88.825	Pipe		1 x 1.2	3.5	12.70			pipe, F			Stone Masonry type (F)/LHS:L=2.6,W=0.7,H=1.4/RHS:N.V			Stone Masonry type (F)/LHS:L=2.6,W=0.5,H=0.5/RHS:L=3.4,W=0.4,H=0.35	1.80	2.30	L-R	Adequate	Overall condition fair	New construction culvert and ventway cleaning required
259	89.100	Pipe		1 x 1.2	3.2	14.50			pipe, F			Stone Masonry type (F)/LHS:L=2.6,W=0.7,H=2.0/RHS:L=2.0,W=N.V,H=1.7			Stone Masonry type (F)/LHS:L=2.6,W=0.4,H=0.4/RHS:L=2.0,W=0.5,H=0.7	1.40	1.70	L-R	Adequate	Overall condition fair	New construction culvert, catchpit required and ventway cleaning required
260	89.258	slab	-	1x 1.5	3.2	6.30			Slab, P		N.V					NA	NA	L-R	Inadequate and LHS & RHS ventway is fully choked & buried	Overall condition poor	non functional culvert
261	89.525	slab	0.10	1 x 2.0	3.2	6.50			Slab, P		N.V					NA	NA	L-R	Inadequate and LHS & RHS ventway is fully choked & buried	Overall condition poor	non functional culvert
262	89.650	Pipe		1 x 1.2	4.2	14.70	stone masonry catchpit 1.5x1.5x1.2 m	-	pipe, G			Stone Masonry type (G)/LHS:L=3.3,W=0.7,H=3.0/RHS:L=3.7,W=0.7,H=2.3				2.30	3.00	L-R	Adequate	Overall condition good	New construction culvert
263	90.116	Pipe		1 x 1.2	3.2	13.00			pipe, G			Stone Masonry type (G)/LHS:L=2.8,W=0.4,H=1.8/RHS:L=2.9,W=0.4,H=2.0			Stone Masonry type (G)/LHS:L=2.8,W=0.4,H=0.3/RHS:L=2.9,W=0.4,H=0.4	1.30	1.80	L-R	Adequate	Overall condition fair	New construction culvert, catchpit required and ventway cleaning required
264	90.533	Pipe		1 x 1.2	3.3	9.50	stone masonry catchpit 2.0x2.0x2.0m		pipe, G			Stone Masonry type (G)/LHS:L=6.2,W=0.7,H=2.4/RHS:L=6.2,W=0.7,H=3.2			Stone Masonry type (G)/LHS:L=6.2,W=0.7,H=0.7/RHS:L=6.2,W=0.7,H=0.7	2.40	3.20	L-R	A	Overall condition good	

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Merangkong to Mon Road
Section : Km 0+000 to Km 97+750
Road No :
Date of Survey :

Serial No.	Location	Type of Structures	Thickness of slab culvert	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
265	90.785	Pipe		1 x 1.2	3.2	10.30	stone masonry catchpit 2.0x2.0x2.0m		pipe, G			Stone Masonry type (G)/LHS:L=2.6,W=0.4,H=1.9/RHS:L=2.6,W=0.4,H=2.3			Stone Masonry type (G)/LHS:L=2.6,W=0.4,H=0.7/RHS:L=2.6,W=0.4,H=0.7	1.90	2.30	L-R	A	Overall condition good	
266	90.858	pipe (may be)		Not visible(buried both sides)	3.3	15.00			Not visible			N.V						L-R	Not visible	Overall condition poor	
267	91.033	slab	0.35	1x3.0	3.3	7.50			Slab, F		Stone masonary type F And Thk=0.3			Stone Masonry type (F)/LHS:L=1.5+1.5, W=N.V,H=2.3/RHS: L=3.5+3.5,W=N.V, H=4.0		2.30	4.00	L-R	A	Overall condition fair	Parapet required and LHS & RHS ventway cleaning required
268	91.588	slab	0.2	1x1.5	3.2	7.10			Slab, P		Stone masonary type F And Thk=0.2			Stone Masonry type (F)/LHS:L=1.3+1.3, W=N.V,H=4.8/RHS: L=1.3+1.3,W=N.V, H=1.6		1.60	4.80	R-L	IA	Overall condition poor	
269	91.788	slab	0.2	1 x 1.0	4	6.70			Slab, F		-			Stone Masonry type (F)/LHS:L=2.0+2.0, W=N.V,H=1.4/RHS: N.V		1.40	NA	R-L	A but RHS slab ventway is choked	Overall condition fair	Parapet required and LHS & RHS ventway cleaning required
270	91.975	slab	0.2	1 x 1.0	3.6	6.40			Slab, F		-		Stone Masonry type (F)/LHS:L=8.2,W=N.V,H=1.5/RHS:N.V			NA	1.50	R-L	A but RHS slab ventway is choked	Overall condition fair	Parapet required and LHS & RHS ventway cleaning required
271	92.158	slab	0.2	1 x 1.0	3.6	7.20			Slab, F		-			Stone Masonry type (F)/LHS:L=1.0+1.0, W=N.V,H=1.3/RHS: L=4.0+4.0,W=N.V, H=1.0		0.90	1.30	R-L	A but LHS slab ventway is choked	Overall condition fair	Parapet required and LHS & RHS ventway cleaning required
272	92.407	slab	0.2	1 x 1.0	3.3	6.20			Slab, F		-			Stone Masonry type (F)/LHS:L=1.3+1.3, W=N.V,H=3.1/RHS: N.V		NA	3.10	R-L	A but RHS slab ventway is choked	Overall condition fair	Parapet required and LHS & RHS ventway cleaning required
273	92.547	slab	0.2	1 x 1.0	3.0	7.20			Slab, P		-			Stone Masonry type (F)/LHS:L=4.0+4.0, W=N.V,H=4.2/RHS: L=1.3+1.3,W=N.V, H=1.4		1.40	4.20	R-L	IA	Overall condition poor	Reinforcement of the slab is exposed and in broken condition
274	92.875	slab	0.2	1 x 1.0	3.6	6.50			Slab, F		-			Stone Masonry type (F)/LHS:L=1.3+1.3, W=N.V,H=1.3/RHS: L=1.3+1.3,W=N.V, H=1.4		1.3	4.00	L-R	A	Overall condition fair	Minor repair required

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Merangkong to Mon Road
Section : Km 0+000 to Km 97+750
Road No :
Date of Survey :

Serial No.	Location (km)	Type of Structures (Pipe, Slab, Box, Arch)	Thickness of slab culvert (m)	Span Arrangement and total Ventway No. x length (m)	Carriageway Width (BT) (m)	Width of Culvert (m)	Details of Protection works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
							Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
275	93.037	slab	0.2	1 x 1.0	3.6	6.2			Slab, F		-			Stone Masonry type (F)/LHS:L=1.1+1.1, W=N.V,H=1.0/RHS: L=1.1+1.1,W=N.V, H=1.0		1.00	1.00	L-R	A	Overall condition fair	Parapet required and LHS & RHS ventway cleaning required
276	93.452	slab	0.2	1x 1.5	3.2	6.6			Slab, P		-			Stone Masonry type (P)/LHS:N.V/RHS:L =6.0,W=N.V,H=N.V		1.80	8.00	L-R	A	Overall condition poor	Reinforcement of the slab is little exposed
277	93.687	slab	0.2	1 x 1.0	3.5	6.3			Slab, F		-			Stone Masonry type (F)/LHS:L=1.0+1.0, W=N.V,H=1.1/RHS: L=1.0+1.0,W=N.V, H=1.1	Stone Masonry type (F)/LHS:L=1.5,W=0. 3,H=0.7/RHS:L=1.5, W=0.3,H=0.7	1.10	4.00	L-R	A	Overall condition fair	
278	93.932	slab	0.2	1 x 1.0	3.2	7.2			Slab, F		-		Stone Masonry type (F)/LHS:N.V/RHS: L=8.2,W=N.V,H=1 .2	Stone Masonry type (F)/LHS:L=1.0+1.0, W=N.V,H=1.1/RHS: L=1.0+1.0,W=N.V, H=1.1		1.00	5.30	L-R	A	Overall condition fair	
279	94.349	slab	0.2	1x 1.5	3.6	6.9			Slab, F		-				Stone Masonry type (F)/LHS:L=2.0,W=0. 3,H=0.8/RHS:L=2.0, W=0.3,H=0.8	1.80	4.80	L-R	A	Overall condition fair	
280	94.455	slab	0.2	1 x 1.0	3.5	7.1			Slab, F		-			Stone Masonry type (F)/LHS:L=2.0+2.0, W=N.V,H=0.6/RHS: L=2.0+2.0,W=N.V, H=0.6	Stone Masonry type (F)/LHS:L=1.5,W=0. 3,H=0.5/RHS:N.A	0.50	0.60	L-R	A	Overall condition fair	
281	94.530	slab	0.2	1 x 1.0	4.6	8.0			Slab, P		N.V					2.10	2.20	L-R	IA	Overall condition poor	
282	94.640	Pipe		1 x 0.9	6.0	10.8			pipe, F			N.V				1.20	NA	L-R	A	Overall condition fair	In builtup (Mon city)

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Merangkong to Mon Road
Section : Km 0+000 to Km 97+750

Road No :
Date of Survey :

Serial No.	Location	Type of Structures	Thickness of slab culvert	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection works		Condition of Various Features of Culvert							Height above Bec Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Cutlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
283	94.978	Pipe		1 x 1.2	7.7	9.7			pipe, F			Stone Masonry type (P)/LHS:N.V/RHS:L=2.1, W=N.V,H=N.V				1.20	NA	R-L	A	Overall condition fair	In builtup,market area(Mon city). LHS pipe ventway is buried under shop
284	96.480	Pipe		1 x 0.5	6.6	8.6			pipe, F			N.V				NA	NA	L-R	A	Overall condition fair	In builtup (Mon city) city drain
285	96.910	slab	0.2	1 x 1.0	4.2	7.0			Slab, F		-			Stone Masonry type (P)/LHS:N.V/RHS:L=2.0+2.0,W=N.V,H=1.3		1.30	1.30	L-R	A	Overall condition fair	In builtup (Mon city) city drain
286	97.087	slab	0.2	1x 1.5	3.8	6.9			Slab, F		-			Stone Masonry type (F)/LHS:N.V/RHS:L=1.3+1.3,W=N.V,H=2.1	Stone Masonry type (F)/LHS:L=1.6,W=0.3,H=0.3/RHS:N.A	2.10	3.00	R-L	A	Overall condition poor	In builtup (Mon city) city drain and parapet required
287	97.515	slab	0.2	1x 1.5	3.7	7.1			Slab, F		-			Stone Masonry type (F)/LHS:L=1.3+1.3, W=N.V,H=3.0/RHS:L=1.3+1.3,W=N.V, H=2.5		3.00	2.50	R-L	A	Overall condition fair	In builtup (Mon city) city drain and parapet required
288	97.600	slab	0.2	1x 1.0	3.4	6.20			Slab, F		Stone masonary type F And Thk=0.2			Stone Masonry type (F)/LHS:L=1.3+1.3, W=N.V,H=1.8/RHS:L=1.3+1.3,W=N.V, H=2.0		1.80	2.00	R-L	A	Overall condition fair	
289	97.725	slab	0.2	1x 1.0	3.1	7.20			Slab, F		-			Stone Masonry type (F)/LHS:L=4.0+4.0, W=N.V,H=1.4/RHS:L=1.3+1.3,W=N.V, H=3.3		1.10	3.30	R-L	A	Overall condition fair	

NOTES:

LHS = Left handside towards increasing chainage
RHS = Right handside towards increasing chainage
L-R = Left to Right
R-L = Right to Left

RCC = Reinforced Cement Concrete
PCC = Plain Cement Concrete
SM = Stone Masonry
BM = Brick Masonry
HP = Hume Pipe

B/W = Brick Wall
W/W = Wing Wall
H/W = Headwall
R/F = Reinforcement

o = Clear Right Opening
h = Clear Height
thk = Thickness
VC = Vertical Clearance

A = Adequate
IA = Inadequate

NV = Not Visible
NA = Not Available
MNR= Minor Repair
MJR= Major Repair

Annexure 2 (b) : Culvert Inventory and Condition Survey

Changtongya – Longleng Road



INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Changtongya to Longleng Road
Section : Km 0+000 To Km 29+500
Road No :
Date of Survey :

Sl.NO	Location	Type of Structures	Thickness of Slab	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection Works		Condition of Various Features of Culvert							Helght above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
1	0.235	Pipe	-	1X0.9	3.70	6.60	NIL	NIL	pipe, F			Stone Masonry type (F)/LHS: L=4.6,w=0.5,H=N.V/RHS: N.V.			Stone Masonry type (P)/LHS: L=1.0,W=0.45,H=0.4/RHS:NA	NA	5.00	R-L	IA and RHS Ventway is fully choked	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and Ventway cleaning required
2	0.405	Pipe	-	1X0.8	3.70	7.00	stone masonry catchpit 1.5x1.5x1.0 m	NIL	pipe, F			Stone Masonry type (F)/LHS: L=18.0,w=0.45,H=2.0/RHS: N.V.			-	NA	2.10	R-L	IA	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and cleaning required
3	0.555	Pipe	-	1X0.9	3.70	8.90	stone masonry catchpit 1.5x1.5x1.0 m	stepped stone masonary (0.8mX1.0m)	pipe, F			Stone Masonry type (F)/LHS: L=8.0,w=0.5,H=2.5/RHS: N.V.			-	NA	2.60	R-L	IA and RHS Ventway is 50% choked	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and cleaning required
4	0.637	Pipe	-	1X0.8	4.00	7.20	stone masonry catchpit 1.5x1.5x1.0 m	NIL	pipe, F	-	-	Stone Masonry type (F)/LHS: L=10.7,w=0.6,H=1.8/RHS: N.V.	-	-	-	NA	1.80	R-L	IA and RHS Ventway is 50% choked	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and cleaning required
5	0.724	Pipe		1X0.9	3.70	6.40	stone masonry catchpit 1.5x1.5x1.0 m	NIL	pipe, F			Stone Masonry type (F)/LHS: L=N.V.,w=0.45,H=N.V/RHS: N.V.				NA	3.10	R-L	IA and RHS Ventway is fully choked	Overall condition poor	Non-functional culvert,Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and cleaning required
6	0.800	Pipe		1X0.9	5.20	7.30			pipe, F			Stone Masonry type (P)/LHS: L=3.0.,w=0.45,H=1.7/RHS: N.V.				1.00	2.45	R-L	IA and RHS Ventway is 50% choked	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and cleaning required
7	0.934	Pipe		1X0.8	3.50	5.00			pipe, F			Stone Masonry type (P)/LHS:RHS=N.V.				1.80	7.00	R-L	IA and RHS Ventway is 50% choked	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and cleaning required
8	1.010	Pipe		1X1.0	3.80	7.20			pipe, F			Stone Masonry type (P)/ both side not visible properly			Stone Masonry type (P)/Not visible properly	1.90	3.00	R-L	A	Overall condition poor	Earlier slab culvert and at present pipe culvert is inserted inside the slab.Top slab reinf. Is exposed.Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and cleaning required

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Changtongya to Longleng Road
Section : Km 0+000 To Km 29+500
Road No :
Date of Survey :

Sl .NO	Location	Type of Structures	Thickness of Slab	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection Works		Condition of Various Features of Culvert							Height above Bec Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
9	1.117	pipe(may be)		1X0.9(may be)	3.50	7.20			Not visible			-			-	NA	NA	R-L	Not Visible, Pipe culvert choked and buried completely	Overall condition poor	
10	1.242	pipe(may be)		1X0.7(may be)	3.50	7.30			Not visible			-			-	NA	NA	R-L	Not Visible, Pipe culvert choked and buried completely	Overall condition poor	
11	1.331	Pipe		1X0.9	4.30	6.40			pipe, F			Stone Masonry type / N.V. properly				1.30	2.40	R-L	A	Overall condition fair	Parapet required, minor repair required,catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and Ventway cleaning required
12	1.450	Pipe		1X0.6	4.00	7.70			pipe, P			Stone Masonry type (P)/LHS: L=3.5 (may be),W=N.V,H=4.0 (may be)/RHS: N.V.				1.30	4.10	R-L	IA	Overall condition poor	
13	1.643	Slab	0.250	1X3.0	6.10	6.20		stepped stone masonary (4.7mX1.3m)	Slab, P		Stone Masonry type F		Stone Masonry type(F)/LHS:L=3.0+3.0,W=0.2,H=4.0 (retaining wall)/RHS: L=3.0,H=1.1	Stone Masonry type (F)/LHS:L=3.5+3.5,H=4.0/RHS: L=3.5+3.5,H=2.8	Pcc + Steel type(P) Pillar+Handrail/LHS:L=3.0,W=0.2,H=0.75 /RHS: N.A	2.80	4.20	R-L	A	Overall condition poor	Reinforcement is exposed under the slab
14	2.561	Slab	0.200	1X1.70	3.50	5.50			Slab, P		-	-	-	-		NA	1.30	R-L	Not Visible, slab culvert choked and buried completely	Overall condition poor	Non functional culvert
15	2.587	Pipe		1X0.8	4.00	8.00			pipe, P			Stone Masonry type (P)/LHS: L=N.V,W=N.V,H=4.0/RHS: N.V.				1.40	4.30	R-L	IA	Overall condition poor	
16	2.616	Pipe		1X1.0	4.00	12.10	stone masonry catchpit 1.5x1.5x1.0 m		pipe, P			Stone Masonry type (F)/LHS: L=28.5, W=0.75, H=3.5/RHS: L=4.5, W=0.6, H=2.0				1.30	3.20	R-L	A	Overall condition good	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and cleaning required
17	3.050	Pipe		1X1.2	5.00	12.60		stepped stone masonary (3.0mX1.0m)	pipe, F			Stone Masonry type (F)/LHS: L=10.7, W=0.6, H=2.2/RHS:N.V				NA	2.30	R-L	A	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and cleaning required

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Changtongya to Longleng Road
Section : Km 0+000 To Km 29+500
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Sl .NO	Location	Type of Structures	Thickness of Slab	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection Works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
18	3.150	Pipe		2X0.9	4.00	8.00			pipe, P			Stone Masonry type (F)/LHS: L=7.6, W=0.6, H=3.2/RHS:N.V				NA	3.30	R-L	IA and both side Ventway is fully choked.Heavy discharge from hill side	Overall condition poor	
19	3.305	Pipe		1X1.2	4.30	9.70		stepped stone masonary (4.5X2.1X1.0m)	pipe, F			Stone Masonry type (F)/LHS: L=9.0, W=0.6, H=2.0/RHS: L=5.4, W=0.6, H=1.8				1.80	2.90	R-L	A	Overall condition good	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and cleaning required
20	3.485	Pipe		1X1.2	4.00	12.70		stepped stone masonary (3.1X1.9X1.0m)	pipe, F			Stone Masonry type (F)/LHS: L=13.2, W=0.7, H=2.1/RHS: L=7.7, W=0.7, H=1.3				1.30	3.80	R-L	A	Overall condition good	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and cleaning required
21	3.592	Slab	0.250	1X2.0	4.00	8.20			Slab, F		Stone Masonry type (F)/LHS: THK=0.75/RHS: THK=0.75		Stone Masonry type(F)/LHS:L=10.85,W=0.6,H=3.2/RHS: N.A.			3.10	3.20	R-L	A	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and cleaning required
22	3.940	Slab	0.250	1X3.0	4.20	7.20			Slab, P		Stone Masonry type P			Stone Masonry type (P)/LHS:L=2.0,W=N.V,H=1.4/RHS:N.V.		NA	1.65	R-L	IA and RHS Ventway is fully choked	Overall condition poor	
23	4.290	Slab	0.400	1X3.5	3.50	6.00			Slab, P		Stone Masonry type (P)/LHS: THK=0.5/RHS: THK=0.5		Stone Masonry type (F)/LHS: L=2.4+2.4/RHS: L=2.4+2.4			3.90	4.00	R-L	IA	Overall condition poor	Reinforcement is exposed under the slab and Parapet required
24	4.415	pipe(may be)		1 X 0.9 (may be)	3.00	8.60			Not visible							NA	NA	R-L	Not Visible, Pipe culvert choked and buried completely	Overall condition poor	
25	4.900	Pipe		1 X 0.6	3.00	7.50			pipe, P							NA	NA	R-L	IA	Overall condition poor	
26	5.075	Pipe		1 X 0.6	4.00	8.00			pipe, P							NA	NA	R-L	Not Visible, Pipe culvert choked and buried completely & IA	Overall condition poor	

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	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
27	5.281	Pipe		1X0.9	5.20	9.60			pipe, P							NA	NA	R-L	Not Visible, Pipe culvert choked and buried completely & IA	Overall condition poor	
28	5.325	Pipe		1 X 1.2	5.00	12.50	stone masonry catchpit 1.5x1.5x1.0 m	stepped stone masonary (2.0mX2.0m)	pipe, G			Stone Masonry type (F)/LHS: L=21.3, W=0.6, H=2.2/RHS: L=4.1, W=0.6, H=2.0				2.00	2.20	R-L	A	Overall condition good	Parapet required and ventway cleaning required
29	5.750	slab(may be)	-	1x1.0(May be)	4.00	10.00			Not visible			-				NA	NA	R-L	Not Visible, Pipe culvert choked and buried completely	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
30	5.980	Pipe		1 X 0.9	3.50	7.30			pipe, P			Stone Masonry type (P)/LHS: L=4.5+4.5,W=0.45,H=1.8/RHS: N.V.				NA	1.80	R-L	IA and RHS Ventway is fully choked	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
31	6.030	Pipe		1 X 1.2	3.60	7.60			pipe, F			Stone Masonry type (F)/LHS: L=14.0, W=0.6, H=4.0 (MAY BE)/RHS: N.V.				1.70	4.10	R-L	A and RHS Ventway is fully choked	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and Ventway cleaning required
32	6.118	Slab	0.350	1 X 2.2	3.50	12.10	stone masonry catchpit 6.0x6.2x2.4 m	stepped stone masonary (2.5mX2.5m)	Slab, F		Stone Masonry type (F)/LHS: THK=0.4/RHS: THK=0.4	-	Stone Masonry type (F)/LHS (Retaining wall): L=22.5,W=0.6,H=3.2/RHS (wing wall):	Stone Masonry type (F)/RHS:L=2.2+2.2,W=0.6,H=2.4 (may be)/LHS:N.A.		2.40	4.70	R-L	A	Overall condition fair	Parapet and Ventway cleaning required
33	6.480	Pipe		1 X 0.8	4.00	7.00			pipe, P			Stone Masonry type(P)/LHS:RHS:N.V.				0.80	2.60	R-L	IA	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
34	6.762	Pipe		1 X 1.0	3.40	7.10			pipe, P			Stone Masonry type(P)/LHS:RHS:N.V.				2.30	3.70	R-L	IA	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
35	7.140	Pipe		1 X 1.0	4.50	12.60			pipe, F			Stone Masonry type (F)/LHS: L=2.6, W=0.5, H=1.0/RHS: L=8.5, W=0.6, H=2.6				0.90	2.60	L-R	A	Overall condition good	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and ventway cleaning required

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Changtongya to Longleng Road
Section : Km 0+000 To Km 29+500
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Sl .NO	Location	Type of Structures	Thickness of Slab	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection Works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
36	7.620	Pipe		2 X1.20	4.00	12.50			pipe, F			Stone Masonry type (F)/LHS: L=N.V, W=N.V, H=N.V/RHS: L=6.9, W=0.6, H=3.7				NA	3.70	L-R	A	Overall condition good	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and ventway cleaning required
37	7.825	Pipe		1 X 0.8	4.00	15.00			pipe, P			-				NA	NA	L-R	Not Visible, Pipe culvert choked and buried completely	Overall condition poor	Heavy discharge from hill side
38	7.910	slab (may be)	Not visible	Not visible	4.00	14.00			Not visible			-				NA	NA	L-R	Not visible, slab culvert choked and buried completely	Overall condition poor	
39	8.005	Pipe		1 X1.20	3.50	12.40			pipe, F			Stone Masonry type (F)/LHS: L=2.8, W=0.6, H=1.5/RHS: L=8.2, W=0.6, H=2.3				1.50	2.30	L-R	A	Overall condition good	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and ventway cleaning required
40	8.280	Pipe		1 X1.20	4.00	12.00			pipe, P			Stone Masonry type (F)/LHS: L=14.5, W=0.6, H=0.5/RHS: N.V				NA	NA	L-R	IA	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side2.0x2.0m required
41	8.570	Pipe		1 X1.20	4.00	12.40		stepped stone masonary (1.0mX1.0m)	pipe, F			Stone Masonry type (F)/LHS: L=2.7, W=0.6, H=2.5/RHS: L=7.7, W=0.6, H=2.1				2.50	2.15	L-R	A	Overall condition fair	Parapet required, repairing of headwall required,catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and ventway cleaning required
42	8.900	Pipe		1 X1.0 (may be)	3.70	13.70			pipe, P			Stone Masonry type (P)/LHS: L=3.2, W=0.9, H=N.V/RHS: N.V.				NA	NA	L-R	IA	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
43	8.960	Pipe		1 X1.20	4.30	12.50			pipe, F			Stone Masonry type (F)/LHS: L=2.6, W=0.4, H=2.0/RHS: L=8.1, W=1.0, H=2.7				2.00	2.70	L-R	A	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and ventway cleaning required
44	9.640	Pipe		1 X1.20	4.70	12.70			pipe, F			Stone Masonry type (F)/LHS: L=2.7, W=0.6, H=1.9/RHS: L=24.0, W=0.6, H=2.6				1.90	3.70	L-R	A	Overall condition fair	Parapet required, minor repair required,catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and ventway cleaning required

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	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
45	9.847	Pipe		1 X1.20	5.00	12.50			pipe, F			Stone Masonry type (F)/LHS: L=2.6, W=0.5, H=2.205/RHS: L=11.0, W=0.5, H=2.105				2.205	2.30	L-R	A	Overall condition good	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and ventway cleaning required
46	10.475	Pipe		1 X1.20	4.20	12.50			pipe, F			Stone Masonry type (F)/LHS: L=3.9, W=0.5, H=2.1/RHS: L=2.5, W=0.5, H=3.0 (approx)				2.10	3.00	R-L	A	Overall condition good	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and ventway cleaning required
47	10.635	Pipe		1 X1.20	4.50	12.50			pipe, F			Stone Masonry type (F)/LHS: L=3.7, W=0.6, H=2.0(approx)/RHS: L=2.6, W=0.5, H=1.1(approx)				1.10	2.00	R-L	A	Overall condition good	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and ventway cleaning required
48	10.920	Pipe		1 X1.20	5.00	12.50			pipe, F			Stone Masonry type (F)/LHS: L=3.5, W=0.6, H=2.85/RHS: L=2.5, W=0.6, H=2.2				2.20	2.85	R-L	A	Overall condition good	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and ventway cleaning required
49	11.220	Pipe		1 X1.20	3.60	12.50			pipe, F			Stone Masonry type (F)/LHS: L=3.6, W=0.6, H=1.8/RHS: L=4.0, W=0.6, H=0.8				NA	1.80	R-L	A but ventway choked on both sides	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required and ventway cleaning required
50	11.870	Pipe		1 X1.20	4.00	12.40			pipe, F			Stone Masonry type (F)/LHS: L=3.5, W=0.6, H=1.05/RHS: L=4.0, W=0.6, H=0.9				NA	NA	R-L	A but ventway choked on both sides	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
51	12.150	Pipe		1 X1.20	3.40	12.10			pipe, F			Stone Masonry type (F)/LHS: L=3.5, W=0.6, H=2.0/RHS: L=2.5, W=0.6, H=1.7				1.70	2.00	R-L	A but ventway choked on both sides	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
52	12.700	Pipe		1 X1.20	4.00	12.60			pipe, F			Stone Masonry type (F)/LHS: L=3.7, W=0.6, H=1.9/RHS: L=4.0, W=0.6, H=2.3				2.30	1.90	R-L	A	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
53	12.775	Pipe		1 X1.20	3.20	12.40			pipe, F			Stone Masonry type (F)/LHS: L=3.7, W=0.6, H=2.4/RHS: L=3.9, W=0.6, H=2.6				2.40	2.60	R-L	A	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required

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	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
54	13.078	Pipe		1 X1.20	3.40	7.00			pipe, F			Stone Masonry type (F)/LHS: N.A/RHS: L=2.6, W=0.5, H=2.1				2.1	2.4	R-L	A	Overall condition fair	Parapet required, Headwall required on LHS,catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning
55	13.352	Pipe		1 X1.20	3.70	7.6			pipe, F			Stone Masonry type (F)/LHS: N.A/RHS: L=2.6, W=0.5, H=1.9				1.90	2.30	R-L	A	Overall condition fair	Parapet required, Headwall required on LHS,catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning
56	14.825	Pipe		1 X1.0 (may be)	3.50	14.00			pipe, F			Stone Masonry type (F)/LHS: L=2.6, W=0.5, H=N.V./RHS: N.V.				NA	NA	L-R	A(may be)	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
57	14.950	Pipe		1 X1.2	3.60	14.30			pipe, F			Stone Masonry type (F)/LHS: L=2.6, W=0.5, H=1.7/RHS: N.V.				1.70	NA	L-R	A(may be), Both side ventway 90% choked	Overall condition fair	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
58	15.110	Pipe		1 X1.2	3.70	7.70			pipe, F			Stone Masonry type (F)/LHS: L=2.8, W=0.6, H=2.0/RHS: N.A.				2.00	NA	L-R	A	Overall condition fair	Newly constructed pipe culvert,Parapet recuired, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway
59	15.635	Pipe		1 X1.2	3.50	6.90			pipe, F			Stone Masonry type (F)/LHS: L=3.1, W=0.5, H=N.V./RHS: N.V.				NA	NA	L-R	A and Both side ventway fully choked and buried	Overall condition fair	Newly constructed pipe culvert,Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway
60	16.170	Pipe		1 X1.2	3.00	16.80			pipe, F			Stone Masonry type (F)/LHS: L=3.6, W=0.6, H=1.7/RHS: N.V.				1.70	NA	L-R	A and Both side ventway 90% choked and buried	Overall condition fair	Newly constructed pipe culvert,Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
61	16.242	Pipe		1 X0.9	3.40	6.80			pipe, P			Stone Masonry type (P)/LHS: L=N.V/RHS: L=7.5,W=N.V,H=N.V.				1.50	4.30	L-R	IA	Overall condition poor	Old pipe,Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
62	16.580	Pipe		1 X1.2	4.50	12.00			pipe, F			NO HEADWALL				NA	NA	L-R	A	Overall condition poor	Only one pipe has been laid, half construction done, No headwalls both sides,catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Changtongya to Longleng Road
Section : Km 0+000 To Km 29+500
Road No :
Date of Survey :

Sl .NO	Location	Type of Structures	Thickness of Slab	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection Works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
63	22.461	Pipe		1x0.9	3.80	8.60			pipe, P			NO HEADWALL				NA	NA	L-R	IA	Overall condition poor	Non functional culvert
64	24.402	pipe(may be)		1X0.8 (may be)	4.00	6.90			Not visible			N.V.				NA	NA	L-R	IA and Both side ventway fully choked and buried	Overall condition poor	Non functional culvert
65	24.545	Pipe		1X0.8	4.20	9.00			pipe, P			Stone Masonry type(P)/LHS:RHS:N.V.				1.10	1.40	L-R	IA and Both side ventway fully choked and buried	Overall condition poor	
66	24.650	Pipe		1X0.8	4.20	9.00			pipe, P			Stone Masonry type(P)/LHS:RHS:N.V.				1.40	3.60	L-R	IA and Both side ventway fully choked	Overall condition poor	pipe ventway and headwall in broken condition
67	26.275	Pipe		1X0.8	4.00	7.20			pipe, P			Stone Masonry type (P)/LHS: L=N.A/RHS: L=4.5,W=N.V,H=2.4.				1.20	4.20	L-R	IA	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
68	26.865	Pipe		1X0.8	4.00	6.80			pipe, P			Stone Masonry type(P)/LHS:RHS:N.V				NA	3.50	L-R	IA and left side side ventway fully choked	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
69	26.955	Pipe		1X0.8	4.10	12.10			pipe, P			Stone Masonry type (P)/LHS: L=N.V/RHS: L=4.6,W=N.V,H=N.V.				NA	NA	L-R	IA and Both side ventway 90% choked	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
70	27.365	Pipe		1X0.8	3.60	8.30			pipe, P			Stone Masonry type (P)/RHS: L=N.V/LHS: L=1.5,W=N.V,H=N.V.				NA	NA	R-L	IA and RHS ventway fully choked	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
71	27.575	pipe(may be)		1X0.8	3.60	5.00			Not visible			N.V.				NA	NA	R-L	IA and Both side ventway fully choked,Not visible	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Changtongya to Longleng Road
Section : Km 0+000 To Km 29+500
Road No :
Date of Survey :

Sl .NO	Location	Type of Structures	Thickness of Slab	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection Works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall/Retaining wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
72	27.700	Pipe		1X0.8	4.20	7.40			pipe, P			Stone Masonry type (P)/LHS: L=4.5,W=N.V,H=N.V/RHS: L=1.0,W=N.V,H=N.V.				NA	2.70	R-L	IA	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
73	27.925	Pipe		1X0.8 (may be)	4.30	8.90			pipe, P			Stone Masonry type(P)/LHS:RHS:N.V.				NA	NA	R-L	IA and Both side ventway fully choked,Not visible	Overall condition poor	Non functional culvert,Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required,ventway cleaning required
74	29.004	Pipe		1X0.9	5.50	9.80			pipe, P			Stone Masonry type (P)/LHS:L=7.5,W=0.6,H=3.9/RHS: L=3.0,W=0.6,H=1.4.				1.40	3.90	R-L	IA and RHS ventway 80% choked	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
75	29.282	Pipe		1X0.9	4.00	6.80			pipe, P			Stone Masonry type (P)/LHS:L=3.0,W=0.5,H=1.7/RHS: L=2.6,W=0.5,H=1.3.			Stone Masonry type (P)/LHS: L=N.A/RHS:L=1.2,W=0.5,H=0.310	1.30	1.70	R-L	IA and RHS ventway 80% choked	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required
76	29.500	Pipe		1X0.9	5.40	7.50			pipe, P			Stone Masonry type (P)/LHS:L=5.4,W=0.6,H=2.3/RHS:N.A.			Stone Masonry type (P)/LHS: L=0.4,W=0.3,H=0.3/RHS:N.A.	NA	2.40	R-L	IA and RHS ventway 90% choked	Overall condition poor	Parapet required, catchpit at u/s side 2.0x2.0x2.0 m and stepped protection (stone masonary) at d/s side 2.0x2.0m required

NOTES:
LHS = Left handside towards increasing chainage
RHS = Right handside towards increasing chainage
L-R = Left to Right
R-L = Right to Left

RCC = Reinforced Cement Concrete
PCC = Plain Cement Concrete
SM = Stone Masonry
BM = Brick Masonry
HP = Hume Pipe

B/W = Brick Wall
W/W = Wing Wall
H/W = Headwall
R/F = Reinforcement

o = Clear Right Opening
h = Clear Height
thk. = Thickness
VC = Vertical Clearance

A = Adequate
IA = Inadequate

NV = Not Visible
NA = Not Available
MNR= Minor Repair
MJR= Major Repair

Annexure 2 (c): Culvert Inventory and Condition Survey

Chakabama – Zunheboto Road



INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name :	Chakabama to Zunhoboto Road	Road No :	
Section :	Km 0+000 to 121+700	Date of Survey :	

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (BT)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
1	0.212	Pipe	1 x 1.0		-	9.80	stone masonry catchpit 1.5x1.5x1.0 m	Nil	pipe, G			Stone Masonry type (G)/LHS:L=4.4,W=0.5,H=2.5/RHS:L=2.4,W=0.5,H=1.8				2.00	2.50	R - L	IA	Overall condition good	New construction culvert
2	0.310	Pipe	1 x 1.0		-	9.80	stone masonry catchpit 1.5x1.5x0.6 m	Nil	pipe, G			Stone Masonry type (G)/LHS:L=4.2,W=0.5,H=2.0/RHS:L=2.4,W=0.5,H=2.4				2.00	2.50	R - L	A	Overall condition good	New culvert,Stepped protection (stone masonary) at d/s side 2.0x2.0m required and Ventway cleaning required
3	0.397	Pipe	1 x 1.0		-	10.00	stone masonry catchpit 1.5x1.5x0.7 m	Nil	pipe, G			Stone Masonry type (F)/LHS:L=4.2,W=0.5,H=2.0/RHS:L=2.4,W=0.5,H=1.7				2.00	2.00	R - L	A	Overall condition fair	New culvert,Stepped protection (stone masonary) at d/s side 2.0x2.0m required, Headwall to be repaired and Ventway cleaning required
4	0.585	Pipe	1 x 1.0		-	10.20	stone masonry catchpit 1.5x1.5x1.0 m	Nil	pipe, G			Stone Masonry type (G)/LHS:L=4.4,W=0.8,H=5.6/RHS:L=2.4,W=0.6,H=2.0				2.00	6.00	R - L	A	Overall condition good	New construction culvert,Stepped protection (stone masonary) at d/s side 2.0x2.0m required and Ventway cleaning required
5	0.965	Pipe	1 x 1.0		-	10.20	stone masonry catchpit 1.5x1.5x0.8 m	Nil	pipe, P			Stone Masonry type (G)/LHS:N.V/RHS:L=3.0,W=0.7,H=2.0				2.00	2.10	R - L	IA	Overall condition poor	New construction culvert but Pipe is choked and in broken condition
6	1.170	Pipe	1 x 1.0		-	9.80	stone masonry catchpit 1.5x1.5x0.8 m	Nil	pipe, G			Stone Masonry type (G)/LHS:L=4.4,W=0.7,H=1.5/RHS:L=2.6,W=0.7,H=2.0				1.90	1.50	R - L	A but choked with debris	Overall condition fair	New construction culvert
7	1.355	slab	1 x 1.0		-	7.00	Nil	Nil	Slab, F		Stone masonary type F			Stone masonary type F		1.00	1.20	R - L	A and choked	Overall condition fair	Old culvert
8	1.690	Pipe	1 x 0.6		-	9.00	Nil	Nil	pipe, F			Stone Masonry type visible left side only P				Nil	2.50	R - L	IA and choked fully both side	Overall condition poor	Old culvert
9	1.810	Pipe	1 x 0.45		-	6.80	Nil	Nil	pipe, P			Stone Masonry type both sides P				1.20	2.00	R - L	IA and choked	Overall condition poor	Old culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Chakabama to Zunhoboto Road — Road No :
Section : Km 0+000 to 121+700 — Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (ST)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
10	2.210	Pipe	Not visible		-	7.80	Nil	Nil	pipe, P			Stone Masonry type both sides P				1.00	1.20	L-R	IA and choked	Overall condition poor	Old culvert
11	2.435	Pipe	1 x 1.0		-	8.50	Nil	Nil	pipe, F			Stone Masonry type both sides P				1.50	1.80	L-R	IA and choked	Overall condition poor	Old culvert
12	2.570	Pipe	pipe visible on RHS only		-	-			pipe visible on RHS only						SM type visible P			L-R	IA and choked	Overall condition poor	old culvert
13	2.740	Pipe	1 x 1.0		-	30.20	Nil	Nil	pipe, F			Stone Masonry type (G)/LHS:L=2.4,W =0.6,H=2.0/RHS: L=4.5,W=0.6,H= 2.0				1.20	1.40	L-R	IA and choked	Overall condition fair	New construction culvert
14	2.945	Pipe	1 x 1.0		-	10.1	stone masonry catchpit 1.5x1.5x0.8 m	Nil	pipe, F			Stone Masonry type (G)/LHS:L=2.8,W =0.8,H=2.0/RHS: L=4.6,W=0.8,H= 2.0				1.80	2.00	L-R	A and choked	Overall condition fair	New construction culvert , minor repair of headwall anc cleaning of ventway required
15	3.220	Pipe	1 x 1.0		-	30.20	stone masonry catchpit 2.0x1.5x1.0 m	Nil	pipe, G			Stone Masonry type (G)/LHS:L=2.8,W =0.7,H=2.0/RHS: L=4.5,W=0.7,H= 2.0				1.50	1.70	L-R	A and choked	Overall condition good	New construction culvert and cleaning of ventway required
16	3.782	Pipe	1 x 1.0		-	6.50	Nil	Nil	pipe, F			Stone Masonry type both sides F			Stone Masonry type visible left side F	1.50	4.00	L-R	IA and choked	Overall condition fair	old culvert
17	3.888	slab	1 x 1.0		-	7.00	stone masonry catchpit 1.5x1.5x0.6m	Nil	Slab, F		Stone masonary type F				Stone Masonry type visible left side P	1.50	2.00	L-R	IA and choked	Overall condition fair	old culvert
18	3.925	Pipe	1 x 1.0		-	6.50	Nil	Nil	pipe, P			Stone Masonry type visible right side only F				1.50	7.00	L-R	IA and choked	Overall condition poor	old culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name :	Chakabama to Zunhoboto Road	Road No :
Section :	Km 0+000 to 121+700	Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (BT)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
19	4.185	Pipe	1 x 1.0		-	5.00	Nil	Nil	pipe, F			Stone Masonry type both sides P				2.00	3.00	L-R	IA and choked	Overall condition poor	old culvert
20	4.307	slab	1 x 3.0		-	7.20	Nil	Nil	pipe, F			Stone Masonry type both sides F				2.40	5.00	L-F	A	Overall condition fair	Old culvert & Minor repair required and cleaning of ventway required
21	4.845	slab	1 x 1.0		-	7.20	Nil	Nil	Slab, F		Stone masonary type F					2.00	6.00	R - L	IA and choked	Overall condition poor	Old culvert
22	5.265	Pipe	1 x 0.9		-	9.20	stone masonry catchpit 2.0x1.5x1.0m	Nil	pipe, F			Stone masonary type F		Stone masonary type F		2.00	4.00	R - L	IA and choked	Overall condition fair	Old culvert
23	5.290	slab	1 x 3.0		-	7.40	Nil	Nil	Slab, G		Stone masonary type F			Stone masonary type F		2.00	2.40	R - L	IA	Overall condition fair	Old culvert
24	5.690	Pipe	1 x 1.0		-	9.20	Nil	Nil	pipe, F			Stone Masonry type both sides P				1.50	2.50	R - L	IA and choked	Overall condition fair	Old culvert
25	6.156	Pipe	1 x 0.9		-	8.00	Nil	Nil	pipe, F			Stone Masonry type both sides F		Stone masonary type F		2.00	6.00	R - L	IA and choked	Overall condition fair	Old culvert
26	6.510	Pipe	1 x 0.9		-	7.40	Nil	Nil	pipe, F			Stone Masonry type both sides P			Stone Masonry type both sides P	1.00	2.50	R - L	IA and choked	Overall condition poor	Old culvert
27	6.730	Pipe	1 x 0.9		-	8.00	Nil	Nil	pipe, P			Stone Masonry type both sides P				1.20	1.50	R - L	IA and choked	Overall condition poor	Old culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Chakabama to Zunhoboto Road — Road No :
Section : Km 0+000 to 121+700 — Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (BT)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
28	7.135	slab	1 x 1.0		4.0	6.90	Nil	Nil	Slab, F		Stone masonary type F			Stone masonary type F	Stone Masonry type both sides P	1.50	1.60	R - L	IA and choked	Overall condition poor	Old culvert
29	7.605	Pipe	Not visible (fully buried)		-	-			Not visible (fully buried)			Stone Masonry type visible left side only P						R - L	IA and choked & buried	Overall condition poor	old culvert
30	7.855	slab	1 x 1.0		-	6.80	Nil	Nil	Slab, F		Stone masonary type G			Stone masonary type G	Stone Masonry type both sides F	2.00	6.60	R - L	IA and choked	Overall condition fair	old culvert
31	7.890	Pipe	1 x 1.0		3.8	6.80	Nil	Nil	pipe, P			Stone Masonry type both sides P			Stone Masonry type both sides P	1.20	3.00	R - L	IA and choked	Overall condition poor	old culvert
32	7.940	slab	1 x 5.0		-	5.20	Nil	Nil	Slab, F		Stone masonary type P			Stone masonary type F		6.00	6.50	R - L	IA	Overall condition poor	old culvert
33	8.017	Pipe	1 x 1.0		3.7	7.00	Nil	Nil	pipe, F			Stone Masonry type both sides F		-	Stone Masonry type both sides P	0.60	1.50	R - L	IA and choked	Overall condition poor	old culvert
34	8.355	slab	1 x 1.0		-	5.70	Nil	Nil	Slab, F		Stone masonary type F					1.50	4.00	R - L	IA and choked	Overall condition fair	old culvert
35	8.515	Pipe	1 x 0.6		-	7.00	Nil	Nil	pipe, F		Stone masonary type P					1.80	2.50	R - L	IA and choked	Overall condition poor	old culvert
36	9.055	slab	1 x 1.0		-	7.40	Nil	Nil	Slab, P		Stone masonary type F					1.50	7.00	R - L	IA	Overall condition poor	old culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name :	Chakabama to Zunhoboto Road	Road No :
Section :	Km 0+000 to 121+700	Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (BT)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
37	9.550	Pipe	1 x 1.0		-	7.00	Nil	Nil	pipe, F.			Stone masonary type F				1.50	5.00	R - L	IA and choked	Overall condition fair	old culvert
38	9.590	Pipe	1 x 1.0		-	8.80	Nil	Nil	pipe, P			Stone Masonry type both sides P				1.20	1.50	R - L	IA and choked	Overall condition poor	old culvert
39	9.690	Pipe (may be)	Not visible (fully buried)		-	-			Not visible (fully buried)			Headwall visible in broken condition						R - L	IA and choked & buried	Overall condition poor	old culvert
40	9.890	slab	1 x 1.0		-	10.00	stone masonry catchpit 2.0x2.0x0.6m	Nil	Slab, F		Stone masonary type P			Stone masonary type P		1.50	3.00	R - L	IA and fully choked	Overall condition poor	old culvert
41	10.000	Pipe	1 x 1.0		-	7.40	Nil	Nil	pipe, F			Stone masonary type F				1.50	4.00	R - L	IA and choked	Overall condition fair	old culvert
42	10.100	Pipe	1 x 1.0		-	7.60	Nil	Nil	pipe, F			Stone Masonry type visible right side only F			Stone Masonry type visible right side P	1.80	5.00	R - L	IA and choked	Overall condition fair	old culvert
43	11.140	slab	1 x 1.5		3.4	7.30	Nil	Nil	Slab, P		Stone masonary type P			Stone masonary type P		2.00	6.10	R - L	IA	Overall condition poor	old culvert
44	11.925	slab	1 x 1.0		3.3	6.50	Nil	Nil	Slab, F		Stone masonary type F			Stone masonary type F		1.00	4.50	R - L	IA and choked	Overall condition fair	old culvert
45	12.495	Pipe	1 x 0.9		3.5	6.20	Nil	Nil	pipe, P			Stone Masonry type both sides P			Stone Masonry type left side F	1.20	1.90	R - L	IA and choked	Overall condition poor	Old culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name :	Chakabama to Zunhoboto Road	Road No :
Section :	Km 0+000 to 121+700	Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (ST)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
46	13.080	Pipe	2 x 0.9		3.5	6.70	Nil	Nil	pipe, P			Stone Masonry type both sides P				1.60	4.50	R - L	IA and choked	Overall condition poor	Old culvert
47	13.585	Pipe	1 x 1.0		3.5	5.30	Nil	Nil	pipe, F			Stone Masonry type both sides P				1.60	2.10	R - L	IA and choked	Overall condition fair	Old culvert
48	13.730	Pipe	1 x 0.9		3.5	7.00	Nil	Nil	pipe, F			Stone Masonry type both sides P				1.10	4.00	R - L	IA and choked	Overall condition fair	Old culvert
49	13.990	Pipe	1 x 0.9		3.5	6.50	Nil	Nil	pipe, F			Stone Masonry type both sides F				2.10	7.30	R - L	IA and partially choked on RHS	Overall condition fair	Old culvert
50	14.150	slab	1 x 1.0		-	6.80	Nil	Nil	Slab, F		Stone masonary type F				Stone Masonry type both sides G	1.30	1.30	R - L	IA and choked	Overall condition fair	Old culvert
51	14.245	slab	1 x 1.0		3.5	7.20	Stone masonary type F	Stone masonary type F	Slab, F		Stone masonary type F			Stone masonary type F		1.60	10.50	R - L	A and cleaning required	Overall condition fair	Old culvert
52	14.623	slab	1 x 1.5		-	8.00			Slab, F		Stone masonary type F			Stone masonary type F	Stone masonary type p	1.40	1.60	R - L	A	Overall condition fair	Old culvert & Minor repair required
53	14.698	Pipe	1 x 1.0		3.5	7.40			pipe, F			Stone Masonry type both sides P				1.50	7.10	R - L	IA and choked	Overall condition poor	Old culvert
54	14.935	Pipe	Not visible (fully buried)		-	-		-	Not visible (fully buried)									R - L	Inadequate & Not visible	Overall condition poor	old culvert and only parapet & headwall is visible in poor condition

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name :	Chakabama to Zunhoboto Road	Road No :
Section :	Km 0+000 to 121+700	Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (BT)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of flow			
55	15.067	slab	1 x 0.8		-	7.30			Slab, P		Stone masonary type P			Stone masonary type P		1.20	3.60	R - L	IA	Overall condition poor	Old culvert
56	15.200	slab	1 x 3.0		3.5	7.90			Slab, F					Stone masonary type F	Stone Masonry type left side F	1.40	4.40	R - L	A	Overall condition poor	Old culvert & Minor repair required
57	15.250	Pipe	Not visible (fully buried)		-	-			Not visible (fully buried)									R - L	Inadequate & Not visible	Overall condition poor	old culvert and only parapet & headwall is visible in poor condition
58	15.710	slab	1 x 1.0		3.5	7.20			Slab, F		Stone masonary type F			Stone masonary type F		1.10	8.00	L-R	IA	Overall condition fair	Old culvert
59	16.090	Pipe	1 x 0.6		4.3	7.00			pipe, P			Stone Masonry type both sides P			Stone Masonry type left side F	1.35	9.70	L-R	IA and choked	Overall condition poor	Old culvert
60	16.245	Pipe	1 x 0.9		3.5	6.20			pipe, P			Stone Masonry type both sides P				1.50	8.00	L-R	IA	Overall condition poor	Old culvert & Pipe culvert broken on LHS
61	16.472	Pipe	2 x 0.9		-	7.50	Stone masonary type P		pipe, F			Stone Masonry type both sides F			Stone Masonry type right side F	2.00	3.10	L-R	A	Overall condition fair	Old culvert & Ventway cleaning and repair of catchpit required
62	16.575	Pipe (may be)	Not visible (fully buried)		-	-			Not visible (fully buried)							-	-	-	Inadequate & Not visible	Overall condition poor	old culvert and only stone masonary parapet is visible in poor condition
63	16.620	slab	1 x 1.5		5.0	6.00	stone masonry catchpit 2.0x2.0x1.0m		Slab, F		Stone masonary type F			Stone masonary type F		2.00	8.00	L-R	IA and choked	Overall condition fair	Old culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name :	Chakabama to Zunhoboto Road		Road No :
Section :	Km 0+000 to 121+700		Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (BT)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
64	16.715	slab	1 x 1.5		-	10.00			Slab, F		Stone masonary type F			Stone masonary type F	Stone Masonry type right side F	1.00	1.50	L-R	IA and choked	Overall condition fair	Old culvert
65	16.970	Pipe	2 x 0.9		5.0	7.80			pipe, F			Stone Masonry type both sides F			Stone Masonry type left side P	2.00	4.00	L-R	IA and choked	Overall condition fair	Old culvert
66	17.127	Pipe	1 x 0.9		-	7.00			pipe, F			Stone Masonry type both sides F			Stone Masonry type both sides F	1.00	6.00	L-R	IA and choked	Overall condition fair	Old culvert
67	17.739	slab	1 x 2.0		-	7.50			Slab, P		Stone masonary type F					2.00	7.00	L-R	IA and fully choked	Overall condition poor	Old culvert
68	18.625	Pipe	1 x 1.0		-	7.40			pipe, F			Stone Masonry type visible right side only F				1.50	4.00	L-R	IA and choked	Overall condition fair	Old culvert
69	18.780	slab	1 x 1.0		-	6.00			Slab, F		Stone masonary type F					-	8.00	L-R	IA and choked	Overall condition poor	Old culvert
70	19.063	slab	1 x 1.0		-	5.40			Slab, P		Stone masonary type F			Stone masonary type F		0.70	1.50	L-R	IA and choked	Overall condition poor	Old culvert
71	19.170	slab	1 x 3.0		-	7.30			Slab, F		Stone masonary type F				Stone Masonry type right side F	2.00	2.50	L-R	IA and choked	Overall condition poor	Old culvert
72	19.485	slab	1 x 1.0		-	7.00			Slab, F		Stone masonary type F			Stone Masonry type both sides F	Stone Masonry type right side F	1.00	5.00	L-R	IA	Overall condition poor	Old culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name :	Chakabama to Zunhoboto Road	Road No :
Section :	Km 0+000 to 121+700	Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (BT)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
73	19.753	Pipe	1 x 1.0		-	7.50			pipe, F			Stone Masonry type right side F			Stone Masonry type both side P	1.30	5.00	L-R	IA and choked	Overall condition poor	Old culvert
74	19.840	slab	1 x 1.0		-	7.10			Slab, F		Stone masonary type F			Stone Masonry type both sides F		1.00	6.00	L-R	IA and fully choked	Overall condition fair	Old culvert
75	20.010	Pipe	1 x 0.6		-	7.00			pipe, F			Stone Masonry type both sides F			Stone Masonry type right side F	1.00	2.00	L-R	IA and fully choked	Overall condition fair	Old culvert
76	20.050	slab	1 x 1.5		-	8.00			Slab, F		Stone masonary type F			Stone Masonry type right side F		1.00	1.20	L-R	IA and fully choked	Overall condition fair	Old culvert
77	20.632	slab	1 x 1.0		-	7.30			Slab, F		Stone masonary type F					0.70	2.00	L-R	IA and choked	Overall condition poor	Old culvert
78	20.885	Pipe	1 x 0.9		-	6.60			pipe, F			Stone Masonry type right side F				1.00	4.50	L-R	IA and fully choked	Overall condition poor	Old culvert
79	21.030	slab	1 x 3.0		-	7.30			Slab, P		Stone masonary type F			Stone Masonry type both sides F	Stone Masonry type both sides P	3.50	12.00	L-R	A	Overall condition poor	Old culvert & Water flowing below foundation
80	21.820	Pipe	1 x 0.9		-	8.10			pipe, F			Stone Masonry type both sides F			Stone Masonry type right side F	1.70	5.00	L-R	IA and choked	Overall condition fair	Old culvert
81	21.975	Pipe	1 x 0.9		-	8.00			pipe, F			Stone Masonry type both sides F				1.70	5.00	R - L	IA and choked	Overall condition fair	Old culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Chakabama to Zunhoboto Road
Section : Km 0+000 to 121+700
Road No :
Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Vantway	Thickness of slab	Carriageway Width (BT)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
82	22.432	Pipe	1 x 0.9		-	7.00			pipe, F			Stone Masonry type both sides F			Stone Masonry type both sides P	1.50	3.00	R - L	IA and choked	Overall condition poor	Old culvert
83	22.653	Pipe	1 x 0.9		-	7.40			pipe, F			Stone Masonry type right side F				1.50	5.00	R - L	IA and choked	Overall condition poor	Old culvert
84	22.790	slab + pipe	1 x 2.0 / 2 x 0.6		-	7.00			slab+pipe, F			Stone Masonry type both sides F				1.50	5.50	R - L	IA and choked	Overall condition fair	Old culvert
85	22.858	slab	1 x 3.0		-	7.30			Slab, F		Stone masonary type F			Stone Masonry type both sides F	Pcc type both sides F	4.00	10.00	R - L	A	Overall condition fair	Old culvert
86	23.123	Pipe	1 x 0.9		-	7.00			pipe, F			Stone Masonry type both sides F		Stone Masonry type left side F		1.50	8.00	R - L	IA and choked	Overall condition fair	Old culvert
87	23.405	Pipe	1 x 0.9		-	6.00			pipe, F			Stone Masonry type left side F		Stone Masonry type left side F		-	4.00	R - L	IA and choked	Overall condition fair	Old culvert
88	24.403	Pipe	1 x 0.9		-	7.00			pipe, F			Stone Masonry type left side F				-	2.20	R - L	IA and fully choked	Overall condition fair	Old culvert
89	24.656	Pipe	1 x 0.9		-	7.00			pipe, F			Stone Masonry type left side F			Stone Masonry type both sides P	1.00	4.00	R - L	IA and fully choked	Overall condition poor	Old culvert
90	24.795	Pipe	1 x 0.9		-	7.00			pipe, F			Stone Masonry type left side F				1.20	2.00	R - L	IA and choked	Overall condition poor	Old culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Chakabama to Zunhoboto Road
Section : Km 0+000 to 121+700
Road No :
Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (BT)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m	Scour / Direction of Flow			
91	24.991	slab	1 x 1.0		-	7.00			Slab, F		Stone masonary type F				Stone Masonry type both sides F	1.30	3.00	R - L	IA and choked	Overall condition fair	Old culvert
92	25.140	Pipe	2 x 0.9		-	7.00			pipe, P			Stone Masonry type both sides P				-	10.00	R - L	IA and fully choked	Overall condition poor	Old culvert
93	25.170	slab	1 x 3.0		-	5.6			Slab, F		Stone masonary type F					1.00	2.00	R - L	A and choked	Overall condition fair	Old culvert & Ventway cleaning required
94	25.240	slab	1 x 1.0 (may be)		-	-			Not visible (fully buried)							-	-	R - L	IA and fully choked & buried	Overall condition poor	old culvert and landslide zone
95	25.508	Pipe	1 x 0.9		-	8.2			pipe, F			Stone Masonry type both sides F			Stone Masonry type both sides P	1.20	4.00	R - L	IA and choked	Overall condition fair	Old culvert
96	25.940	slab	1 x 2.0		-	7.0			Slab, F		Stone masonary type F					1.70	9.00	R - L	IA and choked	Overall condition fair	Old culvert & widening required and catchpit required
97	25.750	slab	1 x 1.0		-	6.8			Slab, F		Stone masonary type F			Stone Masonry type left side F	Stone Masonry type both sides P	1.50	6.00	R - L	IA and choked	Overall condition fair	Old culvert
98	26.720	Pipe	1 x 1.0		-	6.0			pipe, F			Stone Masonry type right side P				2.00	2.50	R - L	IA	Overall condition fair	Old culvert
99	26.838	Pipe	1 x 1.0		-	10.1			pipe, G			Stone Masonry type (G)/LHS:L=4.5,W=0.7,H=2.5/RHS:L=2.0,W=0.6,H=2.0				1.80	2.00	R - L	IA and choked	Overall condition good	New construction culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Chakabama to Zunhoboto Road — Road No :
Section : Km 0+000 to 121+700 — Date of Survey :

Sl No.	Location (km)	Type of Structures (Pipe, Slab, Box, Arch)	Span Arrangement and total Ventway No. x length (m)	Thickness of slab (m)	Carriageway Width (BT) (m)	Width of Culvert (m)	Details of protection work: Inlet Protection Works	Details of protection work: Outlet Protection Works	Condition of Various Features of Culvert: Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	Height above Bed Level: U/S (m)	Height above Bed Level: D/S (m)	Hydraulic Features: Scour / Direction of Flow	Adequacy of Ventway	Rating	Remarks
100	26.970	Pipe	1 x 0.9		-	8.0			pipe, F			Stone Masonry type left side P				1.50	5.00	R - L	IA and choked	Overall condition fair	Old culvert
101	27.075	Pipe	1 x 1.0		-	10.2			pipe, G			Stone Masonry type (G)/LHS:L=4.4,W =0.7,H=2.0/RHS: L=2.0,W=0.7,H= 2.0				1.50	4.50	R - L	A	Overall condition good	New construction culvert and protection wall required on left side
102	27.425	slab	1 x 1.0		-	5.4			pipe, P			Stone Masonry type both sides P				2.00	4.00	R - L	IA and choked	Overall condition poor	Old culvert
103	27.528	Pipe	1 x 1.0		-	7.0			pipe, P			Stone Masonry type left side F				-	4.00	R - L	IA and choked	Overall condition poor	Old culvert
104	28.455	Pipe	1 x 0.9		-	7.0			Not visible			Stone Masonry type left side F				-	3.50	R - L	IA and choked	Overall condition poor	Old culvert
105	29.865	Pipe	1 x 1.0		-	10.2			pipe, G			Stone Masonry type /LHS(P):L=4.4 (Broken),H=1.8/ RHS(F):L=2.4,H= 2.7				1.80	3.00	R - L	IA	Overall condition fair	New construction culvert
106	29.935	Pipe	1 x 1.0		-	10.1			pipe, G			Stone Masonry type (G)/LHS:L=4.0,W =0.8,H=2.0/RHS: L=2.0,W=0.8,H= 2.0				1.20	2.00	R - L	IA and choked	Overall condition fair	New construction culvert and reconstruction of catchpit required
107	30.195	Pipe	1 x 1.0		-	10.1			pipe, G			Stone Masonry type (G)/LHS:L=4.2,W =0.7,H=2.5/RHS: L=2.0,W=0.7,H= 2.0				1.60	2.00	R - L	A	Overall condition good	New construction culvert
108	30.400	Pipe	1 x 1.0		-	10.0			pipe, G			Stone Masonry type (G)/LHS:L=4.6,W =0.7,H=2.0/RHS: L=2.2,W=0.7,H= 2.0				1.80	2.00	R - L	A	Overall condition good	New construction culvert and cleaning of catchpit and drain required

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Chakabama to Zunhoboto Road
Section : Km 0+000 to 121+700
Road No :
Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (BT)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
109	30.475	Pipe	1 x 1.0		-	7.6			pipe, P			Stone Masonry type both sides P				1.00	1.50	R - L	IA and choked	Overall condition poor	Old culvert
110	30.732	Pipe	1 x 0.9		-	6.2			pipe, F			Stone Masonry type both sides P				1.80	2.00	R - L	IA and choked	Overall condition poor	Old culvert
111	30.882	Pipe	1 x 1.0		-	10.2			pipe, F			Stone Masonry type (G)/LHS:L=2.0,W=0.5,H=1.3/RHS:L=4.0,W=0.5,H=1.5				1.30	1.50	R - L	IA and choked	Overall condition fair	New construction culvert and repair of headwall required on upstream side
112	31.305	Pipe	1 x 0.9		-	7.1			pipe, F			Stone Masonry type both sides P				2.00	2.30	R - L	IA and choked	Overall condition poor	Old culvert
113	31.991	Pipe	2 x 0.6		-	7.9			pipe, P			Stone Masonry type both sides P				1.60	2.00	R - L	IA and choked	Overall condition poor	Old culvert
114	32.220	Pipe	1 x 0.6		-	7.9			pipe, P			Stone Masonry type both sides P				1.50	1.60	R - L	IA and choked	Overall condition poor	Old culvert
115	32.747	Pipe	1 x 1.0		-	10.2			pipe, G			Stone Masonry type (G)/LHS:L=4.5,W=0.5,H=1.7/RHS:L=2.4,W=0.6,H=2.0				1.70	2.00	R - L	A	Overall condition good	New construction culvert and construction of catchpit required
116	33.520	Pipe	1 x 1.0		-	10.0			pipe, G			Stone Masonry type (G)/LHS:L=4.2,W=0.5,H=2.0/RHS:L=2.4,W=0.5,H=2.0				1.70	2.00	R - L	IA and choked	Overall condition good	New construction culvert and inadequate ventway
117	33.857	Pipe	1 x 1.0		-	10.1			pipe, G			Stone Masonry type (G)/LHS:L=4.3,W=0.5,H=1.5/RHS:L=2.6,W=0.5,H=1.7				1.50	1.70	R - L	IA and choked	Overall condition good	New construction culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Chakabama to Zunhoboto Road — Road No :
Section : Km 0+000 to 121+700 — Date of Survey :

Sl No.	Location (km)	Type of Structures (Pipe, Slab, Box, Arch)	Span Arrangement and total Ventway No. x length (m)	Thickness of slab (m)	Carriageway Width (BT) (m)	Width of Culvert (m)	Details of protection work: Inlet Protection Works	Details of protection work: Outlet Protection Works	Condition of Various Features of Culvert: Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	Height above Bed Level: U/S (m)	Height above Bed Level: D/S (m)	Hydraulic Features: Scour / Direction of Flow	Adequacy of Ventway	Rating	Remarks
118	34.432	Pipe	1 x 1.0		-	6.0			pipe, P			Stone Masonry type /LHS(G):L=N.V,H =2.0/RHS(P):				2.00	2.50	R - L	IA and choked	Overall condition poor	New construction culvert but half completed
119	34.725	slab	1 x 0.9		-	6.0			Slab, F		Stone masonary type F					0.60	filled up	R - L	IA and choked	Overall condition poor	Old culvert & Non-functional culvert
120	34.970	Pipe	1 x 1.0		-	10.2		stone masonry drainage chute 2.0x2.0 m	pipe, G			Stone Masonry type (G)/LHS:L=4.4,W =0.5,H=1.8/RHS: L=2.4,W=0.5,H= 2.5				1.70	2.50	R - L	A	Overall condition good	New construction culvert and construction of catchpit required
121	35.530	Pipe	1 x 1.0		-	10.0			pipe, G			Stone Masonry type (G)/LHS:L=4.0,W =0.5,H=2.0/RHS: L=3.6,W=0.5,H= 2.0				1.80	2.00	R - L	A	Overall condition good	New construction culvert and construction of catchpit and parapet required
122	35.752	Pipe	1 x 1.0		-	9.7			pipe, G			Stone Masonry type (G)/LHS:L=2.8,W =0.5,H=1.7/RHS: L=3.5,W=0.5,H= 2.0				1.50	2.00	R - L	A	Overall condition good	New construction culvert and construction of catchpit required
123	35.930	Pipe	1 x 1.0		-	10.1			pipe, G			Stone Masonry type (G)/LHS:L=4.5,W =0.5,H=1.5/RHS: L=2.4,W=0.5,H= 1.6				1.50	1.60	R - L	A	Overall condition fair	New construction culvert and construction of catchpit & drain required
124	36.925	Pipe	1 x 1.0		-	10.3			pipe, G			Stone Masonry type (G)/LHS:L=2.8,W =0.5,H=1.4/RHS: L=2.8,W=0.5,H= N.V				1.40	-	L-R	A and choked	Overall condition fair	New construction culvert, ventway cleaning required and construction of catchpit required
125	37.460	Pipe	1 x 1.0		-	10.20			pipe, F			Stone Masonry type (G)/LHS:L=4.5,W =0.5,H=0.9/RHS: L=2.4,W=0.5,H= 0.8				0.80	0.90	R - L	IA and fully choked	Overall condition fair	New construction culvert
126	37.747	Pipe	1 x 0.6		-	6.00			pipe, P			Stone Masonry type both sides P				1.70	10.00	R - L	IA and choked	Overall condition poor	Old culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Chakabama to Zunhoboto Road
Section : Km 0+000 to 121+700
Road No :
Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (BT)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
127	38.022	Pipe	1 x 1.0		-	12.80	stone masonry catchpit 1.0x1.0x0.8m		pipe, F			Stone Masonry type (G)/LHS:L=4.4,W=0.5,H=1.7/RHS:L=2.4,W=0.5,H=2.0				1.60	2.00	R - L	A and choked	Overall condition good	New construction culvert and ventway cleaning on D/S required
128	39.348	Pipe	1 x 0.9		-	10.20			pipe, G			Stone Masonry type (G)/LHS:L=2.4,W=0.5,H=1.6/RHS:L=4.4,W=0.5,H=2.0				1.60	2.00	L-R	A and choked	Overall condition good	New construction culvert, ventway cleaning required and construction of catchpit required
129	39.606	Pipe	1 x 1.0		-	10.10			pipe, G			Stone Masonry type (G)/LHS:L=2.0,W=0.5,H=1.0/RHS:L=4.5,W=0.5,H=1.1				1.00	1.10	L-R	A and choked	Overall condition fair	New construction culvert and construction of catchpit required
130	39.935	Pipe	1 x 1.0		-	6.50			pipe, F			Stone Masonry type (G)/LHS:N.A/RHS:L=4.6,W=0.5,H=1.4				1.30	1.40	L-R	IA and choked	Overall condition fair	Under construction/half construction culvert
131	40.432	Pipe	1 x 0.6		7.0	7.30			pipe, P			Stone Masonry type right side F			Stone Masonry type both sides F	1.00	2.00	L-R	IA and choked fully	Overall condition poor	Old culvert
132	41.768	Pipe	1 x 0.6		3.7	5.40			pipe, P			Stone Masonry type right side P				1.00	2.00	L-R	IA and choked	Overall condition poor	Old culvert
133	41.855	Pipe	1 x 0.9		-	7.00			pipe, F			Stone Masonry type right side F				2.20	4.00	L-R	IA and choked	Overall condition fair	Old culvert
134	42.050	slab	1 x 1.0		-	7.00			Slab, P		Stone masonary type F				Stone Masonry type both sides P	1.50	4.50	R-L	IA	Overall condition poor	Old culvert
135	42.138	slab	1 x 1.0		-	6.90			Slab, P		Stone masonary type F				Stone Masonry type both sides P	1.40	3.50	R-L	IA	Overall condition poor	Old culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Chakabama to Zunhoboto Road — Road No :
Section : Km 0+000 to 121+700 — Date of Survey :

Sl No.	Location (km)	Type of Structures (Pipe, Slab, Box, Arch)	Span Arrangement and total Ventway No. x length (m)	Thickness of slab (m)	Carriageway Width (BT) (m)	Width of Culvert (m)	Details of protection work: Inlet Protection Works	Details of protection work: Outlet Protection Works	Condition of Various Features of Culvert: Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	Height above Bed Level: U/S (m)	Height above Bed Level: D/S (m)	Hydraulic Features: Scour / Direction of Flow	Adequacy of Ventway	Rating	Remarks
136	42.843	Pipe	1 x 0.9		-	7.70			pipe, F			Stone Masonry type right side F				2.90	2.20	R-L	IA and choked	Overall condition fair	Old culvert
137	43.770	Pipe	1 x 0.9		-	7.10			pipe, F			Stone Masonry type right side F			Stone Masonry type right side F	2.20	5.00	L-R	A	Overall condition fair	Old culvert
138	44.152	Pipe	1 x 0.6		-	7.60			pipe, P		Stone masonary type P				Stone Masonry type left side P	1.00	2.00	L-R	IA and choked	Overall condition poor	Old culvert
139	44.250	Pipe	1 x 0.9		-	7.50	stone masonry catchpit 1.0x1.0x0.8m (filled up)		pipe, F			Stone Masonry type both side F				1.00	4.00	L-R	A and choked	Overall condition poor	Old culvert
140	44.451	slab	1 x 1.0		-	6.90			Slab, F		Stone masonary type F				Stone Masonry type both sides F	1.40	2.20	L-R	A	Overall condition poor	Old culvert
141	45.200	Pipe	1 x 0.9		-	7.60	stone masonry catchpit 1.5x1.5x0.8m		pipe, F			Stone Masonry type both side F			Stone Masonry type both sides P	1.60	6.00	R-L	IA and choked	Overall condition fair	Old culvert
142	46.210	Pipe	1 x 1.0		-	6.70			pipe, F			Stone Masonry type both side F				1.30	4.00	R-L	IA and choked	Overall condition fair	Old culvert
143	46.388	Pipe	1 x 1.0		-	5.80			pipe, F			Stone Masonry type (G)/LHS:L=2.8,W=1.0,H=2.0/RHS:L=2.5,W=1.0,H=2.0				1.50	2.00	R-L	A and choked	Overall condition fair	New construction culvert, ventway cleaning required and construction of catchpit required
144	46.503	Pipe	1 x 1.0		-	10.00			pipe, G			Stone Masonry type (G)/LHS:L=2.6,W=0.8,H=2.5/RHS:L=2.6,W=0.8,H=2.0				1.80	2.20	R-L	A	Overall condition good	New construction culvert and construction of catchpit required

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Chakabama to Zunhoboto Road — Road No :

Section : Km 0+000 to 121+700 — Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (BT)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
145	46.690	Pipe	1 x 1.0		-	9.90			pipe, G			Stone Masonry type (G)/LHS:L=3.6,W=0.6,H=1.8/RHS:L=3.1,W=0.6,H=1.2				1.20	1.80	R-L	A and choked	Overall condition good	New construction culvert, ventway cleaning required and construction of catchpit required
146	47.050	Pipe (buried)	1 x 1.0		-	12.40			Not visible			Stone Masonry type (G)/LHS:L=3.6,W=0.8,H=1.6/RHS:L=3.6,W=0.8,H=0.5				0.50	1.60	R-L	IA and choked fully	Overall condition fair	New construction culvert
147	47.210	Pipe	1 x 1.0		-	7.30			pipe, F			Stone Masonry type (G)/LHS:N.A/RHS:L=3.0,W=0.8,H=2.0				2.00	5.50	R-L	IA and choked	Overall condition poor	New construction culvert and half damaged condition
148	47.375	Pipe	1 x 1.0		-	9.90			pipe, F			Stone Masonry type (G)/LHS:L=3.8,W=0.7,H=1.8/RHS:L=2.8,W=0.7,H=1.7				1.70	1.80	R-L	IA and choked fully	Overall condition fair	New construction culvert and construction of catchpit required
149	48.036	slab	1 x 3.0		-	7.50			Slab, G		Stone masonary type G			Stone Masonry type (G)/LHS:L=6.0,W=N.V,H=3.0/RHS:N.V		1.70	3.00	R-L	A and choked	Overall condition good	New construction culvert and ventway cleaning required
150	48.293	Pipe	2 x 0.9		-	7.50			pipe, P			Stone Masonry type left side F				2.00	5.50	R-L	IA and choked	Overall condition poor	old culvert and pond exist on U/S side & functioning as overflow for pond
151	48.845	slab	1 x 1.0		-	6.00			Slab, P		Stone masonary type F			Stone Masonry type both side P		1.00	1.10	R-L	IA and choked	Overall condition poor	old culvert and valley is filled up
152	49.065	Pipe	1 x 1.0		-	9.80			pipe, G			Stone Masonry type (G)/LHS:L=4.0,W=0.8,H=2.0/RHS:L=2.4,W=0.8,H=2.0				1.80	2.00	R-L	IA and choked	Overall condition fair	New construction culvert
153	49.215	Pipe	1 x 1.0		-	10.20			pipe, G			Stone Masonry type (G)/LHS:L=4.0,W=0.8,H=4.0/RHS:L=2.4,W=0.8,H=2.5				2.50	4.00	R-L	A	Overall condition fair	New construction culvert and construction of catchpit required

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Chakabama to Zunhoboto Road
Section : Km 0+000 to 121+700
Road No :
Date of Survey :

Sl No.	Location (km)	Type of Structures (Pipe, Slab, Box, Arch)	Span Arrangement and total Ventway No. x length (m)	Thickness of slab (m)	Carriageway Width (BT) (m)	Width of Culvert (m)	Details of protection work: Inlet Protection Works	Details of protection work: Outlet Protection Works	Condition of Various Features of Culvert: Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	Height above Bed Level: U/S (m)	Height above Bed Level: D/S (m)	Hydraulic Features: Scour / Direction of Flow	Adequacy of Ventway	Rating	Remarks
154	49.660	Pipe	1 x 1.0		-	10.00			pipe, G			Stone Masonry type (G)/LHS:L=4.0,W=0.5,H=2.0/RHS: L=3.0,W=0.5,H=1.5				1.50	2.00	R-L	IA and fully choked	Overall condition fair	New construction culvert
155	49.853	Pipe	1 x 1.0		-	6.00			pipe, P			Stone Masonry type left side F				2.00	3.00	R-L	IA	Overall condition poor	old culvert
156	49.968	Pipe	1 x 1.0		-	10.10			pipe, G			Stone Masonry type (G)/LHS:L=4.0,W=0.8,H=2.0/RHS: L=3.0,W=0.8,H=1.6				1.60	2.00	R-L	A	Overall condition good	New construction culvert and construction of catchpit required
157	50.100	Pipe	1 x 1.0		-	10.00			pipe, G			Stone Masonry type (G)/LHS:L=3.2,W=0.6,H=1.5/RHS: L=3.2,W=0.6,H=1.4				1.40	1.50	R-L	A and choked	Overall condition good	New construction culvert and construction of catchpit required
158	50.290	Pipe	1 x 0.9		-	5.60			pipe, F			Stone Masonry type left side F and right side P				1.00	2.10	R-L	IA and choked	Overall condition fair	old culvert
159	50.468	Pipe	1 x 0.9		-	6.60			pipe, F			Stone Masonry type right side F				1.50	2.00	R-L	IA and choked	Overall condition fair	old culvert
160	51.225	Pipe	1 x 0.9		-	7.50			pipe, P			Stone Masonry type left side F and right side P				-	2.00	L-R	IA and fully choked	Overall condition poor	old culvert
161	51.445	Pipe	1 x 1.0		-	7.50			pipe, F			Stone Masonry type left side P and right side F				2.00	2.20	L-R	Inadequate and choked	Overall condition fair	old culvert
162	52.080	Pipe	1 x 1.0		-	7.00			pipe, F			Stone Masonry type left side P and right side F				2.00	3.50	L-R	Adequate and choked	Overall condition poor	old culvert and parapet is fully broken on both sides

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Chakabama to Zunhoboto Road — Road No :
Section : Km 0+000 to 121+700 — Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (BT)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
163	53.045	Pipe	1 x 0.9		-	6.50			pipe, P			Stone Masonry type both side P				1.30	2.50	L-R	Inadequate and choked	Overall condition poor	old culvert and parapet is fully broken on both sides
164	53.655	Pipe	1 x 0.9		-	5.50			pipe, F			Stone Masonry type both side P				1.60	6.50	L-R	Inadequate and choked	Overall condition fair	old culvert
165	53.955	Pipe	1 x 1.0		-	6.00			pipe, F			Stone Masonry type left side P and right side F				1.60	5.50	L-R	Inadequate and choked	Overall condition poor	old culvert
166	54.185	Pipe	1 x 0.9		-	5.00			pipe, F			Stone Masonry type left side P and right side F				1.50	4.00	L-R	Inadequate and choked	Overall condition fair	old culvert
167	54.812	Pipe	1 x 0.9		-	5.00			pipe, P			Stone Masonry type right side P				-	2.50	L-R	Inadequate and choked	Overall condition poor	old culvert
168	54.940	slab (buried)	1 x 1.0 (may be)		-	-			Not visible (fully buried)									L-R	Inadequate and choked & buried	Overall condition poor	old culvert
169	57.150	Pipe	1 x 1.0		-	8.00			pipe, P			Stone Masonry type both side P				1.10	1.00	L-R	Inadequate and choked	Overall condition poor	old culvert
170	57.295	Pipe	1 x 1.0		-	5.80			pipe, F			Stone Masonry type both side F			Stone Masonry type both sides F	1.10	1.20	L-R	Inadequate and choked	Overall condition poor	old culvert
171	57.599	Pipe	1 x 0.6		-	6.50			pipe, P			Stone Masonry type left side F				1.00	1.20	L-R	Inadequate and choked	Overall condition poor	old culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name :	Chakabama to Zunhoboto Road	Road No :
Section :	Km 0+000 to 121+700	Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (BT)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
172	57.675	Pipe	1 x 1.9		-	6.10			pipe, P			Stone Masonry type both side P				1.30	1.40	L-R	Inadequate and choked	Overall condition poor	old culvert
173	57.869	Pipe	1 x 0.9		-	6.20	stone masonry catchpit 1.0x1.0x1.0m		pipe, F			Stone Masonry type left side F				1.30	2.00	R-L	Inadequate and choked	Overall condition fair	old culvert
174	58.060	Pipe	1 x 0.9		-	7.00			pipe, F			Stone Masonry type both side F				1.10	1.20	R-L	Inadequate and choked	Overall condition fair	old culvert
175	58.357	Pipe	1 x 0.9		-	7.30			pipe, F			Stone Masonry type both side F				1.50	1.80	R-L	Inadequate and choked	Overall condition fair	old culvert
176	58.857	Pipe	1 x 0.9		4.0	6.70	stone masonry catchpit 1.0x1.0x1.0m		pipe, F			Stone Masonry type both side F				1.80	3.00	R-L	Inadequate and choked	Overall condition fair	old culvert
177	58.970	Pipe (may be)	Not visible (fully buried)		-	-			Not visible (fully buried)									R-L	Inadequate	Overall condition poor	old culvert
178	60.165	Pipe	1 x 0.6		-	6.80			pipe, F			Stone Masonry type both side F				1.50	1.50	R-L	Inadequate and choked	Overall condition fair	old culvert
179	60.298	Pipe	1 x 0.9		-	7.00			pipe, F			Stone Masonry type left side F and right side P				1.40	1.60	R-L	Inadequate and choked	Overall condition fair	old culvert
180	60.582	Pipe	1 x 0.9		-	6.80			pipe, P			Stone Masonry type both side P				1.50	2.00	R-L	Inadequate and choked	Overall condition poor	old culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Chakabama to Zunhoboto Road — Road No :

Section : Km 0+000 to 121+700 — Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (BT)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
181	61.181	Pipe	1 x 1.0		-	12.50			pipe, G			Stone Masonry type (F)/LHS:L=3.0,W=0.6,H=2.5/RHS: L=3.0,W=0.6,H=2.5				2.00	2.50	R-L	Adequate	Overall condition fair	New construction and minor repair required
182	61.340	Nil (under construction culvert)	Nil															R-L	Inadequate & Not visible	overall condition poor and under construction	under construction culvert (not completed) and only floor protection is visible
183	61.385	Pipe (may be)	Not visible (fully buried)		-	-			Not visible (fully buried)									F-L	Inadequate	Overall condition poor	old culvert(may be)
184	61.935	Pipe	1 x 1.0		-	12.60			pipe, G			Stone Masonry type (G)/LHS:L=3.0,W=0.7,H=2.5/RHS: L=3.0,W=0.7,H=2.5				2.20	1.50	F-L	Adequate	Overall condition fair	New construction
185	62.152	slab	1 x 2.0		-	7.30			Slab, F		Stone masonary type F			Stone masonary type left side F and right side P		1.00	1.30	F-L	Inadequate and choked	Overall condition poor	old culvert
186	62.405	slab	1 x 1.0		-	7.20			Slab, F		Stone masonary type F				Stone Masonry type left side F	1.20	2.50	F-L	Inadequate and choked	Overall condition fair	old culvert
187	62.625	Pipe	1 x 0.9		-	6.90			pipe, P			Stone Masonry type both side F			Stone Masonry type right side F	0.80	3.00	F-L	Inadequate and choked	Overall condition fair	old culvert
188	62.805	Pipe	1 x 0.6		-	6.30			pipe, F			Stone Masonry type right side F				1.80	2.60	F-L	Inadequate and choked	Overall condition fair	old culvert
189	63.525	slab	1 x 1.5		-	7.20			Slab, F		Stone masonary type F				Stone Masonry type both sides F	1.50	7.00	F-L	Inadequate and choked	Overall condition fair	old culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name :	Chakabama to Zunhoboto Road	Road No :
Section :	Km 0+000 to 121+700	Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (BT)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
190	63.850	Pipe	1 x 0.9		-	7.00			pipe, P			Stone Masonry type both side F			Stone Masonry type left side F	1.20	2.00	R-L	Inadequate and fully choked	Overall condition poor	old culvert
191	64.044	Pipe (may be)	Not visible (fully buried)		-	-			Not visible (fully buried)									R-L	Inadequate	Overall condition poor	old culvert
192	64.475	slab	1 x 3.0		-	7.20			Slab, F		Stone masonary type F				Stone Masonry type both sides P	4.00	4.60	R-L	Adequate	Overall condition fair	old culvert
193	65.052	slab	1 x 1.5		-	7.30			Slab, F		Stone masonary type F			Stone Masonry type both side F		2.00	2.60	R-L	Inadequate	Overall condition fair	old culvert
194	65.103	Pipe (may be)	Not visible (fully buried)		-	-			Not visible (fully buried)									R-L	Inadequate	Overall condition poor	old culvert only stone masonary catchpit is visible in poor condition
195	65.430	Pipe	1 x 0.9		-	6.8			pipe, P			Stone Masonry type left side P and right side not visible				1.00	1.20	R-L	Inadequate and fully choked	Overall condition poor	old culvert
196	66.485	Pipe	1 x 1.0		-	12.6			pipe, G			Stone Masonry type (G)/LHS:L=3.0,W=0.5,H=1.5/RHS:L=3.0,W=0.5,H=1.2				1.20	1.50	R-L	Inadequate and choked	Overall condition fair	New construction culvert and construction of catchpit required & ventway cleaning required
197	67.035	slab	1 x 1.5		-	10.0			Slab, F		Stone masonary type F					1.50	buried	R-L	Inadequate and choked	Overall condition poor	old culvert
198	67.157	Pipe	1 x 1.0		-	12.5			pipe, G			Stone Masonry type (F)/LHS:L=3.2,W=0.5,H=1.3/RHS:N.V				1.20	1.30	R-L	Inadequate	Overall condition poor	New construction culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name :	Chakabama to Zunhoboto Road	Road No :
Section :	Km 0+000 to 121+700	Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (BT)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
199	67.295	slab	1 x 1.5		-	7.2			Slab, F		Stone masonary type F					6.00	3.00	R-L	Inadequate	Overall condition poor	old culvert
200	67.480	Pipe (may be)	Not visible (fully buried)		-	-			Not visible (fully buried)							-	-	R-L	Inadequate	Overall condition poor	old culvert
201	68.145	Pipe	1 x 0.9		-	12.3			pipe, F			Stone Masonry type /LHS(P):L=4.4 (Broken),H=1.8/ RHS(F):L=2.4,H=2.7				1.50	1.50	R-L	Inadequate and choked	Overall condition poor	New construction culvert
202	68.215	slab	1 x 1.2		-	7.3			Slab, F		Stone masonary type F					1.50	-	R-L	Inadequate and choked	Overall condition poor	old culvert
203	68.690	Pipe	2 x 0.6		-	7.0			pipe, P			Stone Masonry type both side p				1.50	-	R-L	Inadequate and choked	Overall condition poor	old culvert and buried on left side
204	68.925	slab	1 x 2.0		-	7.0			Slab, F		Stone masonary type F			Stone Masonry type right side F	Stone Masonry type right side P	1.50	buried	R-L	Inadequate and choked	Overall condition poor	old culvert and buried on left side
205	69.263	Pipe	1 x 0.9		-	12.5			pipe, G			Stone Masonry type (F)/LHS:L=3.8,W =0.5,H=2.0/RHS: L=3.8,W=0.5,H= 2.0				2.00	2.20	R-L	Inadequate and choked	Overall condition fair	new construction culvert
206	69.470	Pipe	1 x 0.9		-	12.3			pipe, G			Stone Masonry type (G)/LHS:L=3.3,W =0.5,H=1.5/RHS: L=3.3,W=0.5,H= 1.5				1.50	1.50	R-L	Inadequate and choked	Overall condition fair	new construction culvert
207	69.675	Pipe	1 x 0.9		-	12.3			pipe, G			Stone Masonry type (F)/LHS:L=3.8,W =0.5,H=2.0/RHS: L=3.8,W=0.5,H= 2.0				1.00	-	R-L	Inadequate and choked	Overall condition fair	new construction culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name :	Chakabama to Zunhoboto Road	Road No :
Section :	Km 0+000 to 121+700	Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (BT)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
208	69.683	Pipe	1 x 1.0		-	12.5		stone masonry drainage chute 2.5x2.0 m	pipe, G			Stone Masonry type (G)/LHS:L=3.0,W=0.5,H=3.0/RHS: L=2.5,W=0.5,H=2.5				2.50	3.50	R-L	Adequate and choked	Overall condition fair	New construction culvert ,construction of catchpit required & ventway cleaning required
209	70.307	Pipe	1 x 0.9		-	15.0			pipe, G			Stone Masonry type (F)/LHS:L=3.3,W=0.5,H=3.0/RHS: L=3.3,W=0.5,H=3.0				2.00	4.00	R-L	Inadequate and choked	Overall condition fair	new construction culvert
210	71.430	Pipe (may be)	Not visible (fully buried)		-	-			Not visible (fully buried)									R-L	Inadequate	Overall condition poor	old culvert (may be)
211	72.142	Pipe	1 x 1.0		8.0	12.3			pipe, G			Stone Masonry type (F)/LHS:L=3.5,W=0.5,H=1.7/RHS: L=3.5,W=0.5,H=1.7				1.70	1.70	R-L	Adequate	Overall condition fair	new construction culvert, ventway cleaning required and minor repair required
212	72.290	Pipe	1 x 1.0		-	12.5			pipe, G			Stone Masonry type (F)/LHS:L=3.5,W=0.5,H=1.7/RHS: L=3.5,W=0.5,H=1.7				1.70	1.70	R-L	Adequate	Overall condition fair	new construction culvert
213	72.495	slab	1 x 1.0		3.5	6.0			Slab, P					Stone Masonry type both side P		1.70	1.50	R-L	Inadequate and choked	Overall condition poor	old culvert
214	73.707	slab	1 x 1.5		3.5	7.20			Slab, P							2.00	2.00	R-L	Inadequate and choked	Overall condition poor	old culvert & Slab Reinforcement exposed and broken at places
215	74.060	Pipe	1 x 0.9		5.5	7.50			pipe, P			Stone Masonry type right side F				1.90	-	R-L	Inadequate and choked	Overall condition poor	old culvert
216	74.275	Pipe	1 x 0.6		4	6.80			pipe, P			Stone Masonry type both side P				-	3.90	R-L	Inadequate and choked	Overall condition poor	old culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Chakabama to Zunhoboto Road — Road No :

Section : Km 0+000 to 121+700 — Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (ST)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
217	74.452	Pipe	1 x 0.6		3.5	5.60			pipe, P			Stone Masonry type both side P				1.90	1.90	R-L	Inadequate and choked	Overall condition poor	old culvert
218	74.640	Pipe	1 x 0.6		4.0	7.70			pipe, F			Stone Masonry type left side F and right side P				2.00	3.00	R-L	Inadequate and choked	Overall condition poor	old culvert
219	74.805	slab	1 x 1.0		4.0	7.30			Slab, F			Stone Masonry type both side P				2.20	2.20	R-L	Inadequate and choked	Overall condition poor	old culvert
220	74.880	Pipe	1 x 0.6		4	5.80			pipe, P			Stone Masonry type both side F			Stone Masonry type both side F	1.80	2.00	R-L	Inadequate	Overall condition poor	old culvert & pipe broken on RHS
221	74.958	Pipe	1 x 0.6		4	5.70			pipe, P			Stone Masonry type both side F			Stone Masonry type left side F and right side P	0.70	0.80	R-L	Inadequate and choked	Overall condition poor	old culvert
222	75.075	Pipe	1 x 0.9		3.5	6.70			pipe, P			Stone Masonry type both side F			Stone Masonry type right side P	1.80	2.30	R-L	Inadequate and choked	Overall condition poor	old culvert
223	75.145	Pipe	1 x 0.9		4	6.20			pipe, P			Stone Masonry type left side F and right side P			Stone Masonry type left side F	-	2.30	R-L	Inadequate and choked	Overall condition poor	old culvert
224	75.595	Pipe	1 x 0.9		3.5	5.80			pipe, P			Stone Masonry type both side P				-	2.00	R-L	Inadequate and choked	Overall condition poor	old culvert
225	75.925	Pipe (may be)	Not visible (fully buried)		-	-			Not visible (fully buried)									R-L	Inadequate	Overall condition poor	old culvert (may be)

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Chakabama to Zunhoboto Road — Road No :
Section : Km 0+000 to 121+700 — Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Vertway	Thickness of slab	Carriageway Width (BT)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Vertway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
226	75.995	slab	1 x 1.5		3.5	6.70			pipe, P			Stone Masonry type both side P				1.30	4.30	R-L	Inadequate and choked	Overall condition poor	old culvert
227	76.080	Pipe (may be)	Not visible (fully buried)		-	-			Not visible (fully buried)									R-L	Inadequate	Overall condition poor	old culvert (may be)
228	76.340	Pipe (may be)	Not visible		3.5	5.00			Not visible									R-L	Inadequate & fully choked and buried	Overall condition poor	old culvert
229	76.455	Pipe (may be)	Not visible (fully buried)		-	-			Not visible (fully buried)									R-L	Inadequate	Overall condition poor	old culvert (may be)
230	77.490	Pipe (may be)	Not visible (fully buried)		-	-			Not visible (fully buried)									R-L	Inadequate	Overall condition poor	old culvert (may be)
231	77.585	Pipe (may be)	Not visible (fully buried)		-	-			Not visible (fully buried)									R-L	Inadequate	Overall condition poor	old culvert (may be)
232	78.670	Pipe	1 x 0.6		-	7.00			pipe, P			Stone Masonry type both side P				1.60	3.30	R-L	Inadequate and choked	Overall condition poor	old culvert
233	80.103	Pipe	1 x 1.0		-	13.90		stone masonry drainage chute 3.0x2.0 m	pipe, G			Stone Masonry type (G)/LHS:L=3.0,W=0.5,H=3.0/RHS:L=2.5,W=0.5,H=2.0				1.70	3.50	R-L	Adequate	Overall condition fair	New construction culvert and construction of catchpit required
234	81.113	Pipe	1 x 1.0		-	12.60		stone masonry drainage chute 3.0x2.0 m	pipe, G			Stone Masonry type (G)/LHS:L=2.8,W=0.5,H=3.0/RHS:L=2.0,W=0.5,H=2.0				1.50	2.50	R-L	Inadequate and choked	Overall condition fair	New construction culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name :	Chakabama to Zunhoboto Road	Road No :
Section :	Km 0+000 to 121+700	Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (BT)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
235	81.215	Pipe	1 x 1.0		-	13.00		stone masonry drainage chute 2.5x2.0 m	pipe, G			Stone Masonry type (F)/LHS:L=3.0,W=0.5,H=3.0/RHS:L=2.0,W=0.5,H=2.0				2.00	3.00	R-L	Inadequate	Overall condition fair	New construction culvert and it is filled up zone and 1x1.5m pipe culvert required 25.0 m before
236	81.395	Pipe	1 x 1.0		-	11.20		stone masonry drainage chute 2.5x2.0 m	pipe, G			Stone Masonry type (G)/LHS:L=3.3,W=0.5,H=3.0/RHS:L=3.3,W=0.5,H=2.0				2.00	3.00	R-L	Adequate and choked	Overall condition fair	New construction culvert and construction of catchpit required
237	81.500	Pipe	1 x 1.0		-	14.00		stone masonry drainage chute 2.0x2.0 m	pipe, G			Stone Masonry type (F)/LHS:L=3.0,W=0.5,H=3.0/RHS:L=2.0,W=0.5,H=1.5				2.00	3.00	R-L	Adequate	Overall condition fair	New construction culvert and construction of catchpit required
238	81.660	Pipe	1 x 1.0		-	15.00			pipe, F			Stone Masonry type (F)/LHS:L=3.0,W=0.5,H=3.0/RHS:L=2.5,W=0.5,H=2.0				2.00	2.50	R-L	Inadequate and choked	Overall condition fair	New construction culvert
239	82.085	Pipe	1 x 1.0		-	13.50		stone masonry drainage chute 2.0x2.0 m	pipe, G			Stone Masonry type (G)/LHS:L=3.0,W=0.5,H=2.5/RHS:L=2.5,W=0.5,H=2.0				2.00	2.50	R-L	Inadequate and choked	Overall condition good	New construction culvert and construction of catchpit required
240	82.285	Pipe	1 x 1.0		-	15.30		stone masonry drainage chute 3.0x2.0 m	pipe, G			Stone Masonry type (G)/LHS:L=6.3,W=0.5,H=4.0/RHS:L=2.5,W=0.5,H=2.5				2.50	4.00	R-L	Inadequate and choked	Overall condition good	New construction culvert
241	82.350	Pipe	1 x 1.0		-	13.50		stone masonry drainage chute 3.0x2.0 m	pipe, G			Stone Masonry type (G)/LHS:L=3.0,W=0.6,H=3.0/RHS:L=2.0,W=0.6,H=3.0				1.50	3.00	R-L	Inadequate and choked	Overall condition fair	New construction culvert
242	82.540	Pipe	1 x 1.0		-	12.50		stone masonry drainage chute with steps 2.0x1.2 m	pipe, F			Stone Masonry type /LHS(G):L=3.3,W=0.6,H=2.5/RHS(P):L=3.0,W=0.6,H=2.5				1.00	2.00	R-L	Inadequate and choked	Overall condition fair	New construction culvert
243	82.600	Pipe	1 x 1.0		-	14.00		stone masonry drainage chute 3.0x1.5 m	pipe, F			Stone Masonry type (F)/LHS:L=3.0,W=0.6,H=3.0/RHS:L=3.0,W=0.6,H=1.5				1.50	3.00	R-L	Adequate	Overall condition fair	New construction culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Chakabama to Zunhoboto Road — Road No :

Section : Km 0+000 to 121+700 — Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (ST)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
244	82.755	Pipe	1 x 1.0		-	12.50		stone masonry drainage chute 2.5x2.0 m	pipe, F			Stone Masonry type /LHS(G):L=3.0,W=0.6,H=3.0/RHS(P):L=Broken,W=0.6,H=2.2				2.20	3.00	R-L	Inadequate and choked	Overall condition fair	New construction culvert
245	82.820	Pipe	1 x 1.0		-	12.50		stone masonry drainage chute 3.0x2.0 m	pipe, F			Stone Masonry type (F)/LHS:L=3.0,W=0.7,H=3.0/RHS:L=2.0,W=0.6,H=2.0				2.00	2.50	R-L	Inadequate and choked	Overall condition poor	New construction culvert and minor repair required
246	83.055	slab	1 x 3.0		-	6.00			Slab, P		Stone masonary type (buried)	N.V				2.00	2.50	R-L	Adequate and choked	Overall condition poor	New construction culvert and Reinf. Is exposed
247	83.180	Pipe	1 x 1.0		-	11.00			pipe, G			Stone Masonry type (F)/LHS:L=3.3,W=0.6,H=3.5/RHS:L=2.0,W=0.6,H=2.0				1.50	2.80	R-L	Inadequate and choked	Overall condition fair	New construction culvert
248	83.670	Pipe	1 x 1.0		-	5.00			pipe, P			Stone Masonry type both side P				1.00	5.50	R-L	Inadequate and choked	Overall condition poor	old culvert
249	83.735	Pipe	1 x 1.0		-	7.00			pipe, P			Stone Masonry type both side P				1.50	5.50	R-L	Inadequate and choked	Overall condition poor	old culvert
250	84.015	slab	1 x 1.5	0.2	-	7.20			Slab, P		Stone masonary type P			Pcc type right side P		1.50	3.00	R-L	Inadequate and choked	Overall condition poor	old culvert
251	84.155	slab	1 x 5.0	0.5	6.0	7.00			Slab, P		Stone masonary wall type F			Stone Masonry type both side F	PCC type both side F	4.00	6.00	R-L	Inadequate and choked	Overall condition poor	old culvert & inlet and outlet protection is destroyed
252	84.447	Pipe	1 x 1.0		-	6.00			pipe, P			Stone Masonry type both side P				1.50	5.50	R-L	Inadequate and choked	Overall condition poor	old culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name :	Chakabama to Zunhoboto Road	Road No :
Section :	Km 0+000 to 121+700	Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (ST)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
253	85.103	slab	1 x 2.0	0.2	-	7.20			Slab, P		Stone masonary wall type F			Stone Masonry type left side F		1.50	2.00	R-L	Inadequate and choked	Overall condition poor	Old Culvert
254	85.265	Pipe	1 x 0.9		-	6.90	stone masonry catchpit 1.0x1.0x1.0m		pipe, F			Stone Masonry type both side P			Stone Masonry type left side F	1.50	5.50	R-L	Inadequate and choked	Overall condition fair	Old Culvert
255	85.355	slab	1 x 1.0	0.2	-	6.00			Slab, P		Stone masonary wall type P			Stone Masonry type both side P		1.50	4.00	R-L	Inadequate and choked	Overall condition poor	Old Culvert
256	85.395	slab	1 x 1.0	0.2	-	5.50			Slab, P		Stone masonary type P			Stone Masonry type left side P		1.50	4.00	R-L	Inadequate and choked	Overall condition poor	Old Culvert
257	85.470	slab	1 x 0.9	0.15	-	7.00			Slab, P		Stone masonary type P			Stone Masonry type both side P		1.00	3.00	R-L	Inadequate and choked	Overall condition poor	Old Culvert
258	85.1002	slab	1 x 1.5	0.15	-	7.40			Slab, P		Stone masonary type P			Stone Masonry type left side F		1.00	2.50	R-L	Inadequate and choked	Overall condition poor	Old Culvert
259	86.140	slab	1 x 0.9	0.15	-	6.50			Slab, P		Stone masonary broken wall type P			Stone Masonry type both side F		1.00	3.00	R-L	Inadequate and choked	Overall condition poor	Old Culvert
260	86.375	slab	1 x 0.9	0.15	-	7.00			Slab, P		Stone masonary broken wall type P			Stone Masonry type both side P		1.00	5.50	R-L	Inadequate and choked	Overall condition poor	Old Culvert
261	86.415	slab	1 x 0.9	0.15	-	6.00			Slab, P		Stone masonary type P			Stone Masonry type both side P		-	4.00	R-L	Inadequate and choked	Overall condition poor	Old Culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Chakabama to Zunhoboto Road — Road No :
Section : Km 0+000 to 121+700 — Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (BT)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
262	86.880	Pipe	1 x 1.0		-	5.00			pipe, P			Stone Masonry type both side broken P				1.50	3.00	R-L	Inadequate and chokes	Overall condition poor	Old Culvert
263	87.365	Pipe (may be)	Not visible (fully buried)		-	-			Not visible (fully buried)										Inadequate	Overall condition poor	old culvert (may be)
264	87.405	slab	1 x 0.9	0.15	-	7.80			Slab, P		Stone masonary broken wall type P			Stone Masonry type left side F		0.70	1.00	R-L	Inadequate and choked	Overall condition poor	Old Culvert
265	87.703	Pipe	1 x 0.6		-	6.00			pipe, P			Stone Masonry type both side broken P				1.50	3.00	R-L	Inadequate and choked	Overall condition poor	Old Culvert
266	87.848	slab	1 x 2.0	0.2	-	7.00			Slab, F		Stone masonary wall type F			Stone Masonry type left side broken P		1.00	3.00	R-L	Inadequate and choked	Overall condition fair	Old Culvert
267	88.010	slab	1 x 1.5	0.2	-	7.00			Slab, P		Stone masonary wall type F			Stone Masonry type left side P		1.50	3.00	R-L	Adequate and choked	Overall condition poor	Old Culvert and Reinf. is Exposed
268	88.060	Pipe	1 x 0.9		-	7.00			pipe, P			Stone Masonry type both side broken P				1.00	3.50	R-L	Inadequate and choked	Overall condition poor	Old Culvert
269	88.152	Pipe	1 x 0.9		-	6.00			pipe, P			Stone Masonry type both side broken P				1.00	2.00	R-L	Inadequate and choked	Overall condition poor	Old Culvert
270	88.315	slab	1 x 1.0	0.2	-	5.50			Slab, F		Stone masonary wall type F			Stone Masonry type both side P		1.00	3.00	R-L	Inadequate and chokec	Overall condition fair	Old Culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name :	Chakabama to Zunhoboto Road	Road No :
Section :	Km 0+000 to 121+700	Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (ST)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
271	88.490	Pipe (may be)	Not visible (fully buried)		-	-			Not visible (fully buried)									R-L	Inadequate	Overal condition poor	old culvert (may be)
272	88.850	Pipe	1 x 0.9		-	7.00			pipe, F			Stone Masonry type both side F				-	6.00	R-L	Inadequate and choked	Overal condition fair	Old Culvert and outlet protection is broken
273	88.965	Pipe	1 x 0.9		-	6.00			pipe, P			Stone Masonry type left side P				1.50	6.00	R-L	Inadequate	Overall condition poor	Old Culvert
274	89.190	Pipe (may be)	Not visible (fully buried)		-	-			Not visible (fully buried)									R-L	Inadequate and choked	Overall condition poor	old culvert (may be)
275	89.482	slab	1 x 2.5	0.3	-	7.00			Slab, F		Stone masonary wall type F			Stone Masonry type left side F		1.20	2.00	R-L	Inadequate and choked	Overall condition fair	Old Culvert and 10.0 m side protection wall is available
276	89.615	slab	1 x 1.0	0.2	-	6.00			Slab, P		Stone masonary wall type P			Stone Masonry type both side P		1.00	5.50	R-L	Inadequate and choked	Overall condition poor	Old Culvert
277	89.655	slab	1 x 2.5	0.3	-	6.00			Slab, P		Stone masonary wall type F			Stone Masonry type left side P		1.50	23.00	R-L	Inadequate and choked	Overall condition poor	Old Culvert and Reinf. Is Exposed
278	89.780	Pipe	1 x 0.9		-	6.00			pipe, P			Stone Masonry type left side F and right side P				1.50	7.00	R-L	Inadequate and choked	Overall condition poor	Old Culvert
279	89.820	Pipe	1 x 0.9		-	7.00	Rcc catchpit 1.0x1.0x1.0m		pipe, F			Stone Masonry type both side P				1.00	5.00	R-L	Inadequate and choked	Overall condition fair	Old Culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name :	Chakabama to Zunhoboto Road	Road No :
Section :	Km 0+000 to 121+700	Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (BT)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
280	89.935	Pipe	1 x 1.0		-	6.00			pipe, P			Stone Masonry type both side F				-	5.00	R-L	Inadequate and choked	Overall condition poor	Old Culvert
281	90.040	slab	1 x 3.0	0.3	-	7.10			Slab, F		Stone masonary wall type F					1.50	20.00	R-L	Adequate and choked	Overall condition fair	Old Culvert
282	90.345	slab	1 x 1.5	0.2	-	6.00			Slab, F		Stone masonary wall type F			Stone Masonry type left side F and right side P		1.50	2.60	R-L	Inadequate and choked	Overall condition fair	Old Culvert
283	90.673	slab	1 x 1.0	0.15	-	7.40			Slab, F		Stone masonary wall type F			Stone Masonry type left side F		1.00	2.50	R-L	Inadequate and choked	Overall condition fair	Old Culvert
284	90.778	slab	1 x 1.0	0.15	-	6.00			Slab, P		Stone masonary wall type F			Stone Masonry type both side P		1.00	2.00	R-L	Inadequate and choked	Overall condition poor	Old Culvert
285	90.920	slab	1 x 1.0	0.15	-	6.00			Slab, P		Stone masonary type F			Stone Masonry type left side F		1.00	3.50	R-L	Inadequate and choked	Overall condition poor	Old Culvert
286	91.000	Pipe	1 x 0.9		-	6.00			pipe, P			Stone Masonry type both side P				1.20	1.50	R-L	Inadequate and choked	Overall condition poor	Old culvert and outlet protection work required and drain required on RHS
287	91.120	slab	1 x 1.0	0.15	-	6.00			Slab, P		Stone masonary type F			Stone Masonry type left side F		0.60	1.20	R-L	Inadequate and choked	Overall condition poor	Old culvert and outlet protection work required
288	91.325	Pipe	1 x 1.0		-	6.30			pipe, F			Stone Masonry type left side F				-	4.00	R-L	Inadequate and choked on RHS	Overall condition fair	Old Culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name :	Chakabama to Zunhoboto Road	Road No :
Section :	Km 0+000 to 121+700	Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (BT)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
289	91.765	Pipe	1 x 0.9		-	4.60			pipe, F			Stone Masonry type left side F				-	4.00	R-L	Inadequate and choked on RHS	Overall condition fair	Old Culvert
290	91.790	Pipe	1 x 1.0		-	6.30			pipe, F			Stone Masonry type left side F and right side P				-	4.20	R-L	Inadequate and choked on RHS	Overall condition poor	Old Culvert
291	91.820	Pipe	1 x 1.0		-	6.50			pipe, F			Stone Masonry type left side F and right side P				1.20	2.60	R-L	Inadequate and choked on RHS	Overall condition poor	Old Culvert
292	92.300	Pipe	1 x 1.0		-	5.20			pipe, F			Stone Masonry type left side F and right side P				1.00	2.50	R-L	Inadequate and choked on RHS	Overall condition poor	Old Culvert
293	92.405	slab	1 x 3.0		-	6.60			Slab, P					Stone Masonry type both side P		1.60	3.50	R-L	Adequate	Overall condition poor	Old Culvert and Reinf. Is Exposed
294	92.630	Pipe (may be)	Not visible (fully buried)		-	-			Not visible (fully buried)									R-L	Inadequate	Overall condition poor	Old Culvert
295	92.726	slab	1 x 2.5		3.5	7.50			Slab, F					Stone Masonry type left side F		0.90	12.40	R-L	Adequate and choked by vegetation	Overall condition fair	Old Culvert
296	92.770	Pipe	1 x 0.9		3.5	5.30			pipe, F			Stone Masonry type left side F and right side P		Stone Masonry type both side P		1.00	7.60	R-L	Inadequate and choked on RHS	Overall condition poor	Old Culvert
297	92.905	Pipe	1 x 1.0		-	5.70			pipe, F			Stone Masonry type left side F and right side broken P				0.40	4.70	R-L	Inadequate and choked on RHS	Overall condition poor	Old Culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Chakabama to Zunhoboto Road — Road No :

Section : Km 0+000 to 121+700 — Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (BT)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
298	93.050	slab (In skew)	1 x 3.0		3.5	6.50			Slab, P					Stone Masonry type left side F and right side P		-	3.00	R-L	Inadequate and choked on RHS by landslide	Overall condition poor	Old Culvert and broken on left side and reinforcement is exposed
299	93.335	Pipe	1 x 1.0		-	7.10			pipe, F			Stone Masonry type left side P and right side broken F				1.10	3.30	R-L	Adequate and choked by vegetation	Overall condition poor	Old Culvert
300	93.530	Pipe	1 x 0.9		-	6.50			pipe, P			Stone Masonry type both side F				0.90	1.70	R-L	Inadequate and choked	Overall condition poor	Old Culvert
301	93.735	slab	1 x 0.9	0.15	3.5	7.20			Slab, F		Stone masonary type P			Stone Masonry type left side F		0.90	3.20	R-L	Inadequate and choked by boulders	Overall condition poor	Old Culvert
302	93.895	Pipe (may be)	Not visible (fully buried) and broken		-	-			Not visible (fully buried)									R-L	Inadequate	Overall condition poor	Old Culvert
303	94.01	slab	1 x 3.0	0.3	-	6.60			Slab, F					Stone Masonry type both side F		2.00	2.00	R-L	Inadequate	Overall condition poor	Old Culvert
304	94.220	slab	1 x 1.0	0.2	3.5	7.80			Slab, F					Stone Masonry type both side F	Stone Masonry type left side F	1.80	8.50	R-L	Inadequate and choked	Overall condition poor	Old Culvert
305	94.290	slab	1 x 1.1	0.2	-	7.30			Slab, F					Stone Masonry type left side F		0.70	2.80	R-L	Inadequate and choked	Overall condition poor	Old Culvert and Reinforcement is Exposed
306	95.795	slab	1 x 1.0	0.2	-	7.00		Floor protection is under the slab in fair condition	Slab, F		Stone masonary type F					1.1	1.60	R-L	Inadequate and choked	Overall condition poor	Old Culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Chakabama to Zunhoboto Road — Road No :

Section : Km 0+000 to 121+700 — Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Vantway	Thickness of slab	Carriageway Width (BT)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Vantway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
307	96.310	Pipe	1 x 0.9		-	7.00			pipe, F			Stone Masonry type left side F				-	2.50	R-L	Inadequate and fully choked & buried	Overall condition poor	Old Culvert
308	96.555	Pipe	1 x 0.9		-	6.0			pipe, F			Stone Masonry type left side F				-	2.60	R-L	Inadequate and fully choked & buried on RHS	Overall condition poor	Old Culvert
309	96.615	slab	1 x 2.0	0.15	-	6.5			Slab, F		Stone masonary type left side F and right side P					0.50	9.50	R-L	Inadequate and choked	Overall condition poor	Old Culvert
310	96.835	Pipe	1 x 0.9		-	6.4			pipe, F			Stone Masonry type both side F				0.30	2.00	R-L	Inadequate and choked	Overall condition fair	Old Culvert
311	96.975	Pipe (may be)	Not visible (fully buried) and broken		-	-			Not visible (fully buried)									R-L	Inadequate	Overall condition poor	Old Culvert
312	97.270	Pipe (may be)	Not visible (fully buried) and broken		-	-			Not visible (fully buried)									R-L	Inadequate	Overall condition poor	Old Culvert and only stone masonary headwall is visible in poor condition
313	97.344	Pipe	1 x 1.0		-	6.5			pipe, F			Stone Masonry type both side F				1.00	3.80	R-L	Inadequate and choked & buried on RHS	Overall condition poor	Old Culvert
314	97.446	Pipe	1 x 1.0		-	6.7			pipe, F			Stone Masonry type both side F				0.90	7.80	R-L	Inadequate and choked	Overall condition poor	Old Culvert
315	97.893	Pipe	1 x 1.0		-	7.0	catchpit stone masonary type in fair condition		pipe, F			Stone Masonry type both side F				1.40	6.60	R-L	Adequate	Overall condition fair	Old Culvert and minor repair required

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name :	Chakabama to Zunhoboto Road	Road No :
Section :	Km 0+000 to 121+700	Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (BT)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
316	98.265	slab	1 x 2.0	0.2	-	10.0			Slab, F					Stone Masonry type left side F		-	18.50	R-L	Inadequate	Overall condition poor	Old Culvert and water does not flow through it instead it flows through road
317	98.432	Pipe	1 x 1.0		-	7.2			pipe, F			Stone Masonry type left side F			Stone Masonry type left side F	-	4.80	R-L	Inadequate	Overall condition fair	Old Culvert
318	99.015	slab	1 x 1.5	0.2	-	7.2			Slab, F		Stone masonary type F					1.60	6.00	R-L	Adequate	Overall condition fair	Old Culvert
319	99.155	slab	1 x 1.5	0.2	-	6.5			Slab, F					Stone Masonry type both side F		-	6.80	R-L	Inadequate and choked	Overall condition fair	Old Culvert
320	99.302	Pipe	1 x 1.0		-	7.3			pipe, F			Stone Masonry type left side F				-	3.30	R-L	Inadequate and fully choked on RHS	Overall condition poor	Old Culvert
321	99.570	slab	1 x 3.0	0.2	-	7.0			Slab, F		Stone masonary type F					1.40	3.80	R-L	Inadequate and choked on both sides by stones &	Overall condition poor	Old Culvert
322	99.610	slab	1 x 2.0	0.2	-	7.0			Slab, F					Stone Masonry type left side p		-	5.20	R-L	Inadequate and choked	Overall condition poor	Old Culvert
323	99.715	Pipe	1 x 1.0		-	6.4			pipe, F			Stone Masonry type left side F				-	3.50	R-L	Inadequate	Overall condition fair	Old Culvert
324	99.875	Pipe	1 x 1.0		-	6.0			pipe, F			Stone Masonry type left side F				-	3.80	R-L	Inadequate	Overall condition fair	Old Culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name :	Chakabama to Zunhoboto Road	Road No :
Section :	Km 0+000 to 121+700	Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (ET)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
325	99.967	slab	1 x 1.0	0.15		5.6			Slab, F					Stone Masonry type both side F		-	6.80	R-L	Inadequate	Overall condition fair	Old Culvert
326	100.590	Pipe	1 x 1.0		3.5	7.0			pipe, F			Stone Masonry type both side F				1.20	9.20	R-L	Adequate	Overall condition fair	Old Culvert
327	101.678	slab	1 x 1.5	0.25	-	9.9			Slab, P					Stone Masonry type both side F		-	0.80	R-L	Inadequate and choked & buried on RHS	Overall condition poor	Old Culvert and destroyed on LHS & its reinforcement is exposed
328	101.875	Slab	not visible		-	-			Buried slab culvert, visible on road							-	-	R-L	Inadequate and choked & buried	Overall condition poor	Old Culvert
329	101.940	slab	1 x 1.5	0.15	-	7.4			Slab, P					Stone Masonry type both side F		-	0.50	R-L	Inadequate and choked & buried on RHS	Overall condition poor	Old Culvert and reinforcement is exposed
330	102.040	slab	not visible		-	-			Buried slab culvert, visible on road							-	-	R-L	Inadequate and choked & buried	Overall condition poor	Old Culvert and ventway not visible
331	102.135	slab	not visible		-	-			Buried slab culvert, visible on road							-	-	R-L	Inadequate and choked & buried	Overall condition poor	Old Culvert and ventway not visible
332	102.235	slab	not visible		-	-			Buried slab culvert, visible on road							-	-	R-L	Inadequate and choked & buried	Overall condition poor	Old Culvert and ventway not visible
333	103.055	slab	1 x 1.0	0.2	-	12.3			Slab, F					Stone Masonry type both side P		0.60	1.80	R-L	Inadequate and 90% choked both sides	Overall condition poor	Old Culvert and not visible properly,almost buried both sides

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Chakabama to Zunhoboto Road — Road No :

Section : Km 0+000 to 121+700 — Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (ST)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
334	103.538	slab	1 x 1.5	0.2	-	7.2			Slab, P					Stone Masonry type right side F		-	-	L-R	Inadequate and 90% choked both sides	Overall condition poor	Old Culvert
335	104.022	slab	1 x 1.5	0.1	-	7.2			Slab, P					Stone Masonry type both side F		0.80	0.50	L-R	Inadequate and choked	Overall condition poor	Old Culvert
336	104.318	Pipe	1 x 1.0		-	8.8			pipe, F			Stone Masonry type left side P and right side F				1.00	4.80	R-L	Inadequate	Overall condition fair	Old Culvert
337	108.625	Pipe	1 x 1.0		-	13.5			pipe, F			Stone Masonry type left side F				-	2.40	R-L	Inadequate and choked	Overall condition fair	Old Culvert
338	109.190	Pipe (may be)	Not visible (fully buried) and broken		-	-			Not visible (fully buried)							-	-	R-L	Inadequate	Overall condition poor	Old Culvert
339	110.460	Pipe	1 x 0.9		-	14.0			pipe, F			Stone Masonry type right side F				-	2.10	R-L	Inadequate and choked	Overall condition poor	Old Culvert and pondage on RHS due to water leakage from pipeline
340	110.850	slab	not visible		-	-			Buried slab culvert, visible on road							-	-	R-L	Inadequate and choked & buried	Overall condition poor	Old Culvert and ventway not visible
341	111.150	Pipe	1 x 1.0		-	10.7			pipe, F			Stone Masonry type right side F			Stone Masonry type right side F	-	3.00	L-R	Inadequate and choked & buried on LHS	Overall condition fair	Old Culvert
342	111.260	slab	1 x 1.5	0.2	-	7.2			Slab, F					Stone Masonry type left side F		1.30	-	L-R	Inadequate and choked	Overall condition fair	Old Culvert & not visible on RHS

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name :	Chakabama to Zunhoboto Road	Road No :
Section :	Km 0+000 to 121+700	Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (BT)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
343	112.080	Pipe	1 x 1.0		-	6.3			pipe, F			Stone Masonry type right side F				-	1.90	L-R	Inadequate and choked & buried on LHS	Overall condition fair	Old Culvert
344	112.370	Pipe	1 x 1.0		-	6.2			pipe, F			Stone Masonry type right side F				-	2.60	L-R	Inadequate and choked & buried on LHS	Overall condition fair	Old Culvert
345	112.703	slab	1 x 1.5	0.15	-	8.4			Slab, F							0.30	6.00	L-R	Inadequate and choked	Overall condition poor	Old Culvert & not visible on RHS
346	113.140	slab	1 x 1.5	0.15	-	12.5			Slab, P					Stone Masonry type left side F		2.10	-	L-R	Inadequate and choked	Overall condition poor	Old Culvert & reinforcement is exposed,mostly broken and there is water tank at 113.150 and new pipe culvert at113.160
347	113.259	slab	1 x 1.5	0.15	-	7.5		stone masonary floor protection	Slab, F					Stone Masonry type both side F		1.30	1.60	L-R	Inadequate	Overall condition fair	Old Culvert and there is water tank at U/S side, leading to pondage,water line passing through the culvert.Drain needed
348	113.838	slab	1 x 1.5	0.15	-	11.0			Slab, F					Stone Masonry type left side F	Stone Masonry type left side F	0.60	-	L-R	Inadequate and choked	Overall condition fair	Old Culvert
349	114.690	Pipe	1 x 0.9		-	8.5			pipe, F			Stone Masonry type left side P				1.20	-	R-L	Inadequate and choked	Overall condition poor	Old Culvert
350	114.890	Pipe	1 x 0.9		-	9.0			pipe, F			Stone Masonry type left side F				0.40	2.60	R-L	Inadequate and choked	Overall condition poor	Old Culvert
351	114.995	Pipe	1 x 1.0		-	7.0			pipe, F			Stone Masonry type left side P				-	4.00	R-L	Inadequate and choked on RHS	Overall condition poor	Old Culvert and one pipe & headwall has been washed away in LHS and not visible on RHS. Landslide area to be replaced with

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name :	Chakabama to Zunhoboto Road	Road No :
Section :	Km 0+000 to 121+700	Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (BT)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m	D/S (m	Scour / Direction of Flow			
352	115.255	Pipe	1 x 1.0		-	6.4			pipe, F			Stone Masonry type both side F				1.50	3.50	R-L	Inadequate and choked	Overall condition fair	Old Culvert and proper chutes & drainage required on D/S side because of bulitup
353	115.985	Pipe	1 x 1.0		-	6.6	Catchpit in poor and broken condition		pipe, F			Stone Masonry type both side F				1.30	6.30	R-L	Inadequate and choked	Overall condition fair	Old Culvert
354	116.080	slab	1 x 1.5	0.15	-	7.2			Slab, F		Stone masonary type F				Stone Masonry type right side P	0.80	6.00	R-L	Inadequate and choked	Overall condition fair	Old Culvert
355	116.300	Pipe (may be)	Not visible (fully buried) and broken		-	-			Not visible (fully buried)							-	-	R-L	Inadequate	Overall condition poor	Old Culvert
356	116.502	Pipe	1 x 0.9		-	6.6			pipe, F			Stone Masonry type left side P				-	2.90	R-L	Inadequate and choked	Overall condition poor	Old Culvert
357	116.752	Pipe	1 x 1.0		-	6.2	Catchpit in poor and broken condition		pipe, F			Stone Masonry type left side P and right side F				1.50	4.30	R-L	Inadecuate and choked	Overall condition fair	Old Culvert
358	116.790	Pipe	1 x 0.9		-	6.6			pipe, F			Stone Masonry type both side F				1.60	3.60	R-L	Inadecuate and choked	Overall condition fair	Old Culvert
359	116.1005	slab	1 x 1.5	0.15	-	7.0			Slab, F		Stone masonary type F			Stone masonary type F	Stone masonary type F	1.20	2.00	R-L	Inadequate and choked	Overall condition fair	Old Culvert
360	117.185	slab	1 x 1.0	0.2	-	9.9	Catchpit in fair condition		Slab, F		Stone masonary type F			Stone masonary type F	Stone masonary type	2.60	7.30	R-L	Adequate	Overall condition fair	Old Culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name :	Chakabama to Zunhoboto Road	Road No :
Section :	Km 0+000 to 121+700	Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (ST)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
361	117.276	Pipe	1 x 1.0		-	6.4			pipe, F			Stone Masonry type both side P				1.10	2.40	R-L	Inadequate and choked	Overall condition fair	Old Culvert
362	117.743	slab	1 x 4.5	0.4	-	7.2	Stone masonary type F	Stone masonary type F	Slab, F		Stone masonary type F			Stone masonary type F	Stone masonary type F	2.80	3.30	R-L	Adequate but major required culvert to drain off builtup	Overall condition fair	Old Culvert and ventway on D/S side to be cleaned
363	118.150	Pipe	1 x 0.6		-	5.6			pipe, F			Stone Masonry type both side F				1.30	4.40	R-L	Inadequate and choked	Overall condition fair	Old Culvert and pipe drains in builtup area and proper drainage and chute required
364	118.215	slab	1 x 1.0	0.1	-	7.4	Drain on U/S for builtup,connected to the slab on U/S		Slab, F		Stone masonary type P					-	1.50	R-L	Inadequate	Overall condition fair	Old Culvert
365	118.345	Pipe	1 x 1.0		-	8.3	Catchpit in damaged condition & connected to drain on U/S side	Floor protection Stone masonary type F	pipe, F			Stone Masonry type both side F				2.30	6.70	R-L	Inadequate and choked	Overall condition fair	Old Culvert
366	118.440	slab	1 x 0.8	0.1	-	6.0			Slab, P		Stone masonary type P					2.70	-	R-L	Inadequate	Overall condition poor	Old Culvert and proper chutes & drainage required on D/S side because of builtup
367	118.612	slab	1 x 1.0	0.15	-	7.4	Stone masonary Catchpit in fair condition	slab drains itself to lined drain	Slab, F					Stone masonary type F		2.70	3.70	R-L	Inadequate and choked	Overall condition fair	Old Culvert
368	119.730	Pipe	1 x 1.0		-	18.C	lined drain (covered)	lined drain (covered)	pipe, P							1.00	1.00	R-L	Inadequate and choked	Overall condition poor	Old Culvert and built up and new culvert along with the drain needed
369	120.115	slab	1 x 0.8	0.2	-	7.0	lined drain (covered) at the base of slab		Slab, F		Stone masonary type F			Stone Masonry type left side F	Stone Masonry type left side F	1.10	4.40	R-L	Inadequate	Overall condition fair	Old Culvert

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name :	Chakabama to Zunhoboto Road	Road No :
Section :	Km 0+000 to 121+700	Date of Survey :

Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (BT)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
370	120.277	slab	1 x 1.0	0.15	-	7.0	lined drain	lined drain	Slab, F		Stone masonary type F					1.30	3.10	R-L	Inadequate	Overall condition fair	Old Culvert
371	120.448	slab	1 x 1.5	0.2	-	6.0	Catchpit in fair condition & connected with drain		Slab, F		Stone masonary type F					2.10	-	R-L	Inadequate and partially choked on LHS,not visible on RHS	Overall condition fair	Old Culvert
372	120.725	slab	1 x 1.0	0.1	-	6.2			Slab, F		Stone masonary type F					1.10	1.50	R-L	Inadequate and choked	Overall condition fair	Old Culvert
373	120.930	slab	1 x 1.0	0.1	-	9.3			Slab, F		Stone masonary type F				Stone masonary type P	0.60	-	R-L	Inadequate and choked on RHS.Not visible on LHS	Overall condition poor	Old Culvert and may be non functional
374	121.035	slab	1 x 1.0	0.1	-	7.0			Slab, F							0.40	-	R-L	Inadequate and choked on RHS.Not visible on LHS	Overall condition poor	Old Culvert
375	121.110	slab	1 x 1.0	0.1	-	6.7		Floor protection Stone masonary type F	Slab, F		Stone masonary type F					1.10	5.70	R-L	adequate	Overall condition fair	Old Culvert and ventway cleaning & minor repair required
376	121.245	slab	1 x 1.5	0.1	-	6.0	Catchpit in broken & full destroyed condition		Slab, F		Stone masonary type F					1.60	12.10	R-L	Inadequate and choked	Overall condition fair	Old Culvert
377	121.545	slab	1 x 1.0	0.1	-	6.8	Catchpit in broken condition		Slab, F		Stone masonary type F			Stone Masonry type left side F	Stone Masonry type both side F	1.00	8.30	R-L	Inadequate	Overall condition fair	Old Culvert
378	121.590	slab	1 x 1.0	0.1	-	8.40			Slab, F		Stone masonary type P				Stone Masonry type left side F	-	0.60	R-L	Inadequate	Overall condition fair	Old Culvert and proper chutes & drainage required on D/S side because of builtup

INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name :	Chakabama to Zunhoboto Road																				Road No :	
Section :	Km 0+000 to 121+700																				Date of Survey :	
Sl No.	Location	Type of Structures	Span Arrangement and total Ventway	Thickness of slab	Carriageway Width (BT)	Width of Culvert	Details of protection work		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating	Remarks
	(km)	(Pipe, Slab, Box, Arch)	No. x length (m)	(m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow			
379	121.695	slab	1 x 0.9	0.1	-	5.00		Floor protection Stone masonary type F	Slab, F		Stone masonary type F					0.90	1.70	R-L	Inadequate and choked on U/S side	Overall condition fair	Old Culvert

NOTES:

LHS = Left handside towards increasing chainage
RHS = Right handside towards increasing chainage
L-R = Left to Right
R-L = Right to Left

RCC = Reinforced Cement Concrete
PCC = Plain Cement Concrete
SM = Stone Masonry
BM = Brick Masonry
HP = Hume Pipe

B/W = Brick Wall
W/W = Wing Wall
H/W = Headwall
R/F = Reinforcement

o = Clear Right Opening
h = Clear Height
thk. = Thickness
VC = Vertical Clearance

Annexure 2 (d) : Culvert Inventory and Condition Survey

Pfutsero – Phek Road



INVENTORY AND CONDITION SURVEY FOR CULVERTS

Road Name : Phek to Pfutsero Road — Road No :

Section : Km 0+000 To Km 65+300 — Date of Survey :

Sl.No.	Location	Type of Structure	Thickness of slab	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection Works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating
	(Km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow		
1	0.150	PIPE		1X0.9	6.00	7.60	-	stone pitching upto 5.0m length	Pipe, F			Stone Masonry type (F)/LHS: H=2.5/RHS: N.A.	-	-	Stone Masonry type (P)/LHS: L=1.0,W=0.5/RHS:NA	0.70	3.00	R - L	adequate	FAIR
2	0.175	PIPE		1X0.9	6.20	7.60	stone masonry catchpit 2.0x1.0 m	Natural well	Pipe, G	-	-	Stone Masonry type (F)/LHS: L=3.6,H=3.0/RHS: L=3.6,H=1.0	-	-	-	1.00	2.50	R - L	adequate	FAIR
3	0.415	PIPE		1X0.9	8.50	9.50	-	Lined drain	Pipe, G			Stone Masonry type (F)/LHS: L=3.0,H=3.8/RHS: H=2.0	-	-	Stone Masonry type (F)/LHS: L=0.7,W=0.5/RHS: L=0.5,W=0.5	1.50	3.80	R - L	adequate	FAIR
4	0.530	PIPE		1X0.9	6.50	7.50	Drain		Pipe, P			Nil	-	-	Nil	1.00	4.00	R - L	adequate	POOR
5	0.740	PIPE		1X1.5	8.20	9.00	stone masonry catchpit 2.0x1.0 m		Pipe, G			Stone Masonry type (G)	-	-	Stone Masonry type (F)	2.50	8.00	R - L	adequate	GOOD
6	0.970	PIPE		1X0.9	6.50	7.50	stone masonry catchpit 1.0x1.0 m		Pipe, F			Stone Masonry type (P)	-	-	Nil	1.00	5.00	R - L	inadequate	POOR
7	1.253	PIPE		1X0.9	9.00	10.00	-	-	Pipe, G			Stone Masonry type: LHS(F)/RHS:N.V			Stone Masonry type (F)/LHS: N.A/RHS: H=0.5,W=0.5	1.50	2.50	L - R	inadequate	FAIR
8	1.432	PIPE		1X0.9	-	-	stone masonry catchpit Poor condition	-	Pipe, P			Stone Masonry type (P)			Nil	1.00	-	L - R	inadequate	POOR
9	1.925	PIPE		1X0.9	7.00	8.00	stone masonry catchpit Poor condition	-	Pipe, F			Stone Masonry type (F)			Stone Masonry type (F)/LHS: H=0.5/RHS: H=0.5	2.00	5.00	L - R	inadequate	POOR
10	1.975	PIPE		1X0.9	8.00	9.00			Pipe, F			Stone Masonry type (F)			Nil	0.00	2.50	L - R	inadequate	FAIR
11	2.224	PIPE		1X0.9	7.50	8.50	stone masonry catchpit Poor condition	Poor condition	Pipe, F			Stone Masonry type: RHS(F)			Nil	2.00	6.00	L - R	inadequate	POOR

Road Name : Phek to Pfutsero Road																		Road No :	
Section : Km 0+000 To Km 65+300																		Date of Survey :	
Sl.No.	Location	Type of Structure	Thickness of slab	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection Works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating
	(Km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow		
12	2.313	PIPE		1X0.9	8.00	9.00	stone masonry catchpit Poor condition	-	Pipe, P			Stone Masonry type (P)			Stone Masonry type (P)	-	2.00	L - R	inadequate	POOR
13	2.670	PIPE		1X0.9	-	15.00	-	-	Pipe, P			N.V.			Nil	1.50	1.30	L - R	inadequate	POOR
14	3.108	PIPE		1X0.9	12.00	12.00	-	-	Pipe, P			N.V.			Nil	-	-	L - R	inadequate	POOR
15	4.405	SLAB	0.3	1X3.0	7.00	7.00	-	-	Slab, P		Stone Masonry type (P)			Stone Masonry type (P):L=4.0		2.00	6.00	L - R	Inadequate	POOR
16	4.750	PIPE		1X0.9	7.00	7.00			Pipe, F			Stone Masonry type (F)/LHS:N.A/RHS: L=3.0			Nil	2.00	4.00	L - R	inadequate	POOR
17	5.540	PIPE		1X0.9	-	15.00			Pipe, F			N.V.			Nil	1.80	6.00	L - R	inadequate	POOR
18	6.775	PIPE		1X0.9	7.00	7.00			Pipe, P			Stone Masonry type/LHS:N.A/RHS: half broken (P)			Nil	-	9.00	L - R	inadequate	POOR
19	8.135	SLAB	0.3	1X2.0	5.00	5.00			Slab, P		Stone Masonry type (P)					1.00	11.00	L - R	inadequate	POOR
20	8.225	PIPE		1X0.9	5.50	5.50			Pipe, P			Stone Masonry type (P)		Stone Masonry type (P)		0.50	3.00	L - R	inadequate	POOR
21	8.336•	BOX	0.3	1X3	6.50	6.70	stone pitching poor condition	stone pitching poor condition	Box, G		RCC type(G): Thk=0.3			Stone Masonry type (P):L=4.0 (RHS)	RCC Pillars 3 Nos(Both sides): 4x4(inch),H=1.0	2.70	6.00	L - R	adequate	FAIR
22	8.436	PIPE		1X0.9	8.50	8.50			Pipe, G			Stone Masonry type (F):LHS				1.00	4.00	L - R	adequate	FAIR
23	8.529	PIPE		1X0.9	-	3.50			Pipe, P							1.00	3.00	L - R	inadequate	POOR

Road Name :	Phek to Pfutsero Road																	Road No :	
Section :	Km 0+000 To Km 65+300																	Date of Survey :	
Sl.No.	Location	Type of Structure	Thickness of slab	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection Works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating
	(Km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow		
24	8.638	PIPE		1X0.9	-	5.00			Pipe, P			Stone Masonry type (P)				1.00	6.00	L - R	inadequate	POOR
25	8.685	PIPE		1X0.9	5.00	6.00			Pipe, P							0.00	3.00	L - R	inadequate	POOR
26	8.865	PIPE		1X0.9	4.00	9.00		saptic tank on D/S	Pipe, P			Stone Masonry type (F)/LHS: N.A/RHS: L=5.0, W=0.5,H=2.5				1.00	5.00	L - R	inadequate	POOR
27	9.110	PIPE		1X0.9	4.00	8.00			Pipe, F			Stone Masonry type (F)/LHS: N.A/RHS: L=6.0, W=1.0,H=3.0				1.00	3.00	L - R	inadequate	POOR
28	11.497	PIPE		1X0.9	-	5.00			Pipe, F			Stone Masonry type (F)/LHS: N.A/RHS: L=7.0, W=1.0,H=5.0				4.20	6.00	L - R	inadequate	POOR
29	11.935	SLAB	0.3	1X3.0	7.00	7.00			Slab, F		RCC type(P): Thk=0.4			Not Visible		1.50	10.00	L - R	inadequate	POOR
30	15.515	PIPE		1X0.9	6.00	6.00			Pipe, P			Stone Masonry type (F)/LHS: L=3.0 (Broken)/RHS: N.A				1.50	5.00	L - R	inadequate	POOR
31	15.950	PIPE		1X0.9	5.00	5.00			Pipe, P			Stone Masonry type (P)/LHS: L=2.0 (Broken)/RHS: L=2.0 (Broken)				1.30	5.00	L - R	inadequate	POOR
32	16.035	PIPE		1X0.9	-	7.00		Outlet chamber with protection	Pipe, F			Stone Masonry type (F)/LHS: N.A/RHS: L=8.0, W=1.0,H=6.0				1.50	7.00	L - R	inadequate	POOR
33	16.124	PIPE		1X0.9	-	5.00			Pipe, F			Stone Masonry type (F)/LHS: L=2.0/RHS: N.A			Stone Masonry type (F)/LHS: L=2.0/RHS: L=10.0 (vented parapet)	2.00	6.00	L - R	inadequate	POOR
34	16.262	PIPE		1X0.9	-	7.00			Pipe, P			Stone Masonry type (F)/LHS: N.A/RHS: L=3.0,H=3.0				1.00	5.00	L - R	inadequate	POOR
35	16.351	PIPE		1X0.9	-	8.00	stone masonry catchpit 1.0x1.0 m (poor)		Pipe, P							1.00	3.00	L - R	inadequate	POOR

Road Name :	Phek to Pfutsero Road	Road No :
Section :	Km 0+000 To Km 65+300	Date of Survey :

Sl.No.	Location	Type of Structure	Thickness of slab	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection Works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating
	(Km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow		
36	21.965	PIPE		1X0.9	10.00	11.00			Pipe, F			Stone Masonry type (F)/LHS: L=5.0/RHS (P): L=5.0				1.50	6.00	L - R	inadequate	POOR
37	22.295	PIPE		2X1.0	4.00	8.00			Pipe, F			Stone Masonry type (F)/LHS: N.A/RHS: L=6.0, H=5.0				2.50	10.00	L - R	inadequate	FAIR
38	22.330	PIPE		1X0.9	3.00	5.00			Pipe, F			Stone Masonry type (F)/LHS: N.A/RHS: L=4.0,THK=1.0,H=3.0				2.50	6.00	L - R	inadequate	POOR
39	22.715	PIPE		1X0.9	3.50	8.00			Pipe, F			Stone Masonry type (F)/LHS: L=3.0/RHS: L=6.0				2.00	6.00	L - R	inadequate	POOR
40	22.973	PIPE		1X0.9		8.00			Pipe, F			Stone Masonry type (F):RHS				1.00	4.00	L - R	Inadequate	POOR
41	23.248	PIPE		1X0.9	5.00	8.00			Pipe, F			Stone Masonry type (F)/LHS: N.A/RHS: L=8.0,H=3.0				1.00	3.00	L - R	inadequate	POOR
42	24.700	PIPE		1X0.9	-	7.00			Pipe, F			Stone Masonry type (F)/LHS: N.A/RHS: L=5.0,H=3.0				1.50	5.00	L - R	inadequate	FAIR
43	24.973	PIPE		1X0.9	-	7.00			Pipe, F			Stone Masonry type (F)/LHS: N.A/RHS: L=5.0,H=4.0				1.50	4.00	L - R	inadequate	POOR
44	25.220	PIPE		1X0.9		8.00			Pipe, G			Stone Masonry type (F)/LHS: N.A/RHS: L=6.0,H=3.0				1.50	3.00	L - R	inadequate	POOR
45	25.315	PIPE		1X0.9	4.00	7.00			Pipe, F			Stone Masonry type (F)/LHS: N.A/RHS: L=5.0,H=3.0				2.20	3.00	L - R	inadequate	POOR
46	25.425	PIPE		1X0.9	4.00	8.00			Pipe, F			Stone Masonry type (F)/LHS: N.A/RHS: L=6.0,H=5.0				1.50	5.00	L - R	inadequate	POOR
47	25.445	PIPE		1X0.9	-	6.00			Pipe, F			Stone Masonry type (F)/LHS: N.A/RHS: L=8.0,H=5.0				1.50	5.00	L - R	inadequate	POOR

Road Name : Phek to Pfutsero Road																		Road No :	
Section : Km 0+000 To Km 65+300																		Date of Survey :	
Sl.No.	Location	Type of Structure	Thickness of slab	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection Works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating
	(Km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow		
48	25.690	SLAB		1X3.0		8.00			Pipe, F			Stone Masonry type (F)/LHS: N.A/RHS: L=8.0,H=4.0				2.00	4.00	L - R	Inadequate	POOR
49	25.837	PIPE		1X0.9	4.00	7.00			Pipe, F			Stone Masonry type (F)/LHS: N.A/RHS: L=5.0,H=4.0				1.50	4.00	L - R	inadequate	POOR
50	26.210	PIPE		1X0.9		11.50			Pipe, F			Stone Masonry type (F)/LHS: L=2.0,H=2.0/RHS: L=5.0,H=3.0				1.50	3.00	L - R	inadequate	FAIR
51	27.165	SLAB	0.3	1X3.0		5.50			Slab, F		RCC type(F): Thk=0.3			Stone Masonry type (P): broken		4.50	4.50	L - R	inadequate	FAIR
52	27.285	PIPE		1X0.9	-	4.00			Pipe, F			Stone Masonry type (F)/LHS: N.A/RHS: L=3.0,H=5.0				-	5.00	L - R	inadequate	POOR
53	27.442	PIPE		1X0.9	-	5.00			Pipe, F			Stone Masonry type (P)/LHS: N.A/RHS: L=6.0,H=7.0				1.00	6.00	L - R	inadequate	POOR
54	27.475	PIPE		1X0.9	-	6.00			Pipe, F			Stone Masonry type (F)/LHS: N.A/RHS: L=5.0,H=6.0				2.50	5.50	L - R	inadequate	POOR
55	30.920	PIPE		1X0.9	3.50	6.00			Pipe, F			Stone Masonry type (F)/LHS: N.A/RHS: L=5.0,H=3.0				0.50	2.50	L - R	inadequate	POOR
56	31.247	PIPE		1X0.9	3.50	5.00			Pipe, F			Stone Masonry type (F)/LHS: N.A/RHS: L=5.0,H=5.0				1.50	5.00	L - R	inadequate	POOR
57	31.300	PIPE		1X0.9		7.00	stone masonry catchpit 1.0x1.0 m (F)		Pipe, F			Stone Masonry type (F)				1.00	1.50	L - R	inadequate	FAIR
58	31.505	PIPE		1X0.9	4.00	9.00			Pipe, F			Stone Masonry type (F)/LHS: L=3.0,H=2.0/RHS (P): L=5.0,H=5.0				2.00	4.00	L - R	inadequate	POOR
59	31.531	SLAB	0.3	1X3.0		7.50		stone pitching poor condition/broken	Slab, F		RCC type(F): Thk=0.4			Stone Masonry type (G):LHS/RHS (P)	Stone Masonry type (F):LHS/RHS	2.30	5.00	L - R	inadequate	FAIR

Road Name : Phek to Pfutsero Road																		Road No :	
Section : Km 0+000 To Km 65+300																		Date of Survey :	
Sl.No.	Location	Type of Structure	Thickness of slab	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection Works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating
	(Km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow		
60	31.670	PIPE		1X0.9	5.00	6.00	stone masonry catchpit 1.0x1.0 m (F)		Pipe, F			Stone Masonry type (F):LHS/RHS			Stone Masonry type (P)/broken (both side)	1.50	5.00	L - R	adequate	FAIR
61	32.150	PIPE		1X0.9	3.00	6.00			Pipe, F			Stone Masonry type (P)/LHS: N.A/RHS: L=5.0,H=3.0				1.00	3.50	L - R	inadequate	POOR
62	32.222	PIPE		1X0.9	3.50	5.50	stone masonry catchpit 1.0x1.0 m (F)		Pipe, F			Stone Masonry type (F)/LHS: L=3.0/RHS: L=3.0				1.00	3.00	L - R	inadequate	POOR
63	32.360	PIPE		2X0.9	4.00	7.00			Pipe, F			Stone Masonry type (F)/LHS: N.A/RHS: L=7.0,H=6.0				2.00	7.00	L - R	inadequate	FAIR
64	32.610	PIPE		1X0.9	4.00	6.00			Pipe, F			Stone Masonry type (F)/LHS: N.A/RHS: L=10.0,H=6.0			Stone Masonry type (F):LHS/RHS	1.50	7.00	L - R	Inadequate	POOR
65	32.945	PIPE		1X0.9	4.00	8.00			Pipe, F			Stone Masonry type (F)/LHS: N.A/RHS: L=5.0,H=6.0				1.00	6.00	L - R	adequate	FAIR
66	33.040	PIPE		1X0.9	4.00	9.00			Pipe, F			Stone Masonry type (F)/LHS: N.A/RHS: L=6.0,H=5.0				2.00	6.00	L - R	inadequate	FAIR
67	33.165	PIPE		1X0.9	3.50	6.50			Pipe, F			Stone Masonry type (F)/LHS: N.A/RHS: L=8.0,H=6.0				1.50	6.00	L - R	Inadequate	FAIR
68	33.380	PIPE		1X0.9	3.50	5.00	stone masonry catchpit 1.0x1.0 m (F)	stone pitching on bed	Pipe, F			Stone Masonry type (F)/LHS: L=4.0,H=3.0/RHS: L=1.0,H=1.5				1.50	3.00	L - R	inadequate	FAIR
69	33.515	PIPE		1X0.9	3.00	7.40	stone masonry catchpit 1.0x1.0 m (F)		Pipe, F			Stone Masonry type (F)/LHS: N.A/RHS: L=5.0,H=3.0				1.50	3.00	L - R	inadequate	FAIR
70	33.620	PIPE		1X0.9	3.50	9.00			Pipe, F			Stone Masonry type (F)/LHS: L=3.0/RHS: L=5.0,H=6.0				2.00	7.00	L - R	inadequate	FAIR
71	33.915	PIPE		1X0.9	3.00	6.00			Pipe, P			Stone Masonry type (F)/LHS: N.A/RHS: L=5.0,H=5.0				1.00	5.00	L - R	inadequate	POOR

Road Name : Phek to Pfutsero Road

Road No :

Section : Km 0+000 To Km 65+300

Date of Survey :

Sl.No.	Location	Type of Structure	Thickness of slab	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection Works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating
	(Km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow		
72	34.160	PIPE		1X0.9	4.00	8.50			Pipe, P			Stone Masonry type (P)/LHS: N.A/RHS: L=4.0 (broken)				1.50	4.00	L - R	inadequate	POOR
73	34.280	PIPE		1X0.9	3.00	7.50			Pipe, P			Stone Masonry type (F)/LHS: N.A/RHS: L=4.0,H=4.0				-	4.00	L - R	inadequate	FAIR
74	34.347	PIPE		1X0.9	3.00	5.50			Pipe, F			Stone Masonry type (P)/LHS: N.A/RHS: (broken)				1.50	5.00	L - R	Inadequate	POOR
75	34.470	PIPE		1X0.9	3.00	5.00			Pipe, F			Stone Masonry type (P):LHS/RHS: (broken)				2.00	4.00	L - R	inadequate	POOR
76	34.735	PIPE		1X0.9	-	6.00	stone masonry catchpit 1.0x1.0 m		Pipe, F			Stone Masonry type (F)/LHS: N.A/RHS: L=3.0				1.00	2.50	L - R	inadequate	POOR
77	35.300	PIPE		1X0.9	-	7.00	stone masonry catchpit 1.0x1.0 m (F)		Pipe, F			Stone Masonry type (F)/LHS: L=2.0,H=1.5/RHS: L=3.0,H=3.0				1.50	3.00	L - R	inadequate	POOR
78	35.370	PIPE		1X0.9	3.00	6.50	stone masonry catchpit 1.0x1.0 m		Pipe, P			Stone Masonry type (F)/LHS: N.A/RHS: L=3.0,H=2.5				1.50	2.50	L - R	adequate	FAIR
79	36.400	PIPE		1X0.9	3.00	6.00	stone masonry catchpit 1.0x1.0 m (F)		Pipe, F			Stone Masonry type (F)/LHS: L=1.5,H=2.0/RHS: N.V				2.00	5.00	L - R	inadequate	FAIR
80	36.600	PIPE		1X0.9	3.50	6.50			Pipe, F			Stone Masonry type (F)/LHS: N.V/RHS: L=6.0,H=4.0				1.00	4.00	L - R	inadequate	POOR
81	36.825	PIPE		1X0.9	4.00	8.50			Pipe, F			Stone Masonry type (F)/LHS: L=5.0,H=5.0/RHS: poor				2.00	5.00	L - R	inadequate	POOR
82	37.570	PIPE		1X0.9	3.50	6.50	stone masonry catchpit 1.0x1.0 m (P)		Pipe, F			Stone Masonry type (F)/LHS: N.V/RHS: poor				1.50	3.00	L - R	adequate	FAIR
83	37.970	PIPE		1X0.6	3.50	6.00	stone masonry catchpit 1.0x1.0 m (P)		Pipe, P			Pcc type (P):LHS+RHS: poor				0.60	2.00	L - R	inadequate	POOR

Road Name :	Phek to Pfutsero Road																	Road No :	
Section :	Km 0+000 To Km 65+300																	Date of Survey :	

Sl.No.	Location	Type of Structure	Thickness of slab	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection Works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating
	(Km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow		
84	37.995	PIPE		1X0.9	3.50	6.00			Pipe, F			Pcc type (P):LHS+RHS: Fair			Stone Masonry type (F):RHS L=1.0/LHS=N.A	1.00	2.00	L - R	inadequate	POOR
85	38.180	PIPE		1X0.9	3.50	5.50			Pipe, F			Pcc type (P):RHS:L=2.5/LHS=N.A			Pcc type (P):RHS:L=1.5/LHS=N.A	-	2.00	L - R	inadequate	POOR
86	38.485	PIPE		1X0.6	5.50	6.30	stone masonry catchpit 1.0x1.0 m (F)		Pipe, F			Pcc type (F):RHS:L=2.0/LHS:L=2.0			Pcc type (F):RHS:L=1.0/LHS:L=1.0	0.70	3.50	L - R	inadequate	FAIR
87	38.648	PIPE		1X0.6	5.00	7.30	stone masonry catchpit 1.0x1.0 m (P)		Pipe, F						Pcc type (F):RHS:L=1.5/LHS:broken(P)	0.50	2.50	L - R	inadequate	POOR
88	38.745	PIPE		1X0.9	8.70	9.40			Pipe, F			Pcc type (F):RHS:L=10.0,H=6.0/LHS=N.A			Pcc type (F):Both sides	1.50	6.00	L - R	inadequate	FAIR
89	38.800	PIPE		1X0.6	6.50	7.30			Pipe, F			Pcc type (F):Both sides			Pcc type (F):L=1.0,Both sides	-	2.50	L - R	inadequate	FAIR
90	38.950	PIPE		1X0.6	4.50	5.00			Pipe, F			Pcc type (P):Both sides			Pcc type (P):Both sides	0.30	3.00	L - R	inadequate	FAIR
91	39.044	PIPE		1X0.9	3.50	5.70	stone masonry catchpit 1.0x1.0 m (F)		Pipe, F			Pcc type (P):Both sides				1.00	2.50	L - R	inadequate	FAIR
92	39.100	PIPE		1X0.9		6.60			Pipe, F			Pcc type (P):RHS:L=5.0,H=2.0/LHS=N.A			Pcc type (P):Both sides	0.50	2.00	L - R	inadequate	POOR
93	39.218	PIPE		1X0.9		6.00			Pipe, P			Pcc type (F):RHS:L=3.0,H=2.5/LHS=N.A			Pcc type (F):L=1.0,Both sides	-	2.50	L - R	inadequate	POOR
94	39.385	BOX		1X2.4	5.00	6.20			Box, G		RCC type(G)			Stone Masonry type (F):L=10.0		3.00	8.00	L - R	inadequate	GOOD
95	39.647	PIPE		1X0.6		7.20			Pipe, P			Pcc type (F):L=2.0			Pcc type (F):L=1.0,Both sides	0.50	2.00	L - R	inadequate	POOR

Road Name :	Phek to Pfutsero Road																	Road No :	
Section :	Km 0+000 To Km 65+300																	Date of Survey :	

Sl.No.	Location	Type of Structure	Thickness of slab	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection Works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating
	(Km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow		
96	39.883	PIPE		1X0.6		7.90			Pipe, F			Pcc type (F):L=2.0 (Both side)			Pcc type (F):L=1.0,Both sides	1.80	1.80	L - R	inadequate	FAIR
97	39.962	PIPE		1X0.6	8.80	9.80			Pipe, F			Pcc type (F):L=2.0 (Both side)			Pcc type (F):L=1.5,Both sides	0.50	2.00	L - R	inadequate	FAIR
98	40.040	PIPE		1X0.6	5.00	7.00			Pipe, P			Pcc type (F):L=2.0,H=2.0(Both side)			Pcc type (F):L=1.0,Both sides	0.50	3.00	L - R	inadequate	FAIR
99	40.185	PIPE		1X0.6	3.50	7.50	stone masonry catchpit 0.6x0.6 m (P)		Pipe, F			Pcc type (F):L=2.0 (Both side)			Pcc type (F):L=1.5,Both sides	0.80	3.00	L - R	inadequate	FAIR
100	40.500	PIPE		1X0.6	3.50	7.00			Pipe, F			Pcc type (F):L=2.0 (Both side)			Pcc type (F):L=1.5,Both sides	1.00	2.00	L - R	inadequate	FAIR
101	40.577	PIPE		1X0.9	4.00	8.00			Pipe, F			Pcc type (G):L=2.0 (RHS)		Stone Masonry type (F):RHS L=8.0,H=3.0/LHS=N.A	Pcc type (F):L=1.0(RHS)	1.00	4.00	L - R	inadequate	FAIR
102	40.702	PIPE		1X0.6	4.00	7.50			Pipe, F			Pcc type (F):L=2.0 (Both side)			Pcc type (F):L=2.0 (Both side)	1.00	2.00	L - R	inadequate	FAIR
103	41.030	PIPE		1X0.6	4.00	7.50			Pipe, F			Pcc type (F):L=2.0 (Both side)			Pcc type (F):L=2.0 (Both side)	0.50	2.00	L - R	inadequate	FAIR
104	41.098	PIPE		1X0.9	3.00				Pipe, P			Stone Masonry type (P):both side			Pcc type (P): Both side	0.00	4.00	L - R	inadequate	POOR
105	41.150	PIPE		1X0.6	3.00	5.00			Pipe, F			Stone Masonry type (P):both side			Pcc type (P): Both side	0.50	2.50	L - R	inadequate	FAIR
106	41.265	PIPE		1X0.6	3.00	6.00			Pipe, P			Pcc type (F):L=2.0 (RHS)			Pcc type (F):L=1.0(RHS)	-	2.50	L - R	inadequate	POOR
107	41.360	PIPE		1X0.9	3.50	7.00			Pipe, F			Pcc type (F):L=3.0 (RHS)				1.00	7.00	L - R	inadequate	FAIR

Road Name :	Phek to Pfutsero Road	Road No :
Section :	Km 0+000 To Km 65+300	Date of Survey :

Sl.No.	Location	Type of Structure	Thickness of slab	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection Works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating
	(Km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow		
108	41.485	PIPE		1X0.9		7.50	stone masonry catchpit 1.0x1.0 m (F)		Pipe, G			Stone Masonry type (G):L=2.0,both side			Pcc type (G):L=1.0(Both side)	2.50	3.50	L - R	inadequate	GOOD
109	41.640	PIPE		1X0.9	3.00	6.70			Pipe, P			Stone Masonry type (F):L=2.0(RHS)/LHS=poor			Pcc type (P):L=1.0(Both side)	1.00	3.00	L - R	inadequate	POOR
110	41.905	PIPE		1X0.9	3.00	6.70			Pipe, F			Stone Masonry type (F):L=3.0(RHS)/LHS=NA			Not visible	1.50	4.00	L - R	Inadequate	POOR
111	41.995	PIPE		1X0.9	3.50	7.00			Pipe, F			Pcc type (F):L=2.0 (RHS)		Stone Masonry type (F):RHS L=3.0/LHS=N.A		2.40	3.00	L - R	inadequate	FAIR
112	42.071	PIPE		1X0.6	3.50	7.00			Pipe, F			Pcc type (F):L=2.0 (Both side)			Pcc type (F):L=1.5,Both sides	0.50	2.00	L - R	inadequate	POOR
113	42.200	PIPE		1X0.9	-	7.00	stone masonry catchpit (P)		Pipe, F			Stone Masonry type (F):L=3.0,H=3.0(RHS)/LHS=NA			Pcc type (F):L=1.2,Both sides	1.00	3.00	L - R	inadequate	FAIR
114	42.290	PIPE		1X0.6	3.50	6.50			Pipe, F			Pcc type (F):L=2.0 (Both side)			Pcc type (F):L=1.0(Both side)	0.50	3.00	L - R	inadequate	FAIR
115	42.385	PIPE		1X0.9	3.00	7.00			Pipe, F			Pcc type (G):L=2.0,RHS/LHS(P)			Pcc type (G):L=1.2,RHS/LHS(P)	1.00	2.20	L - R	inadequate	POOR
116	42.830	PIPE		1X0.9	3.00	5.00			Pipe, P			Pcc type (P):L=2.0,RHS				-	2.50	L - R	inadequate	POOR
117	42.865	PIPE		1X0.9	3.50	7.00			Pipe, P			Pcc type (P):RHS				-	5.00	L - R	inadequate	POOR
118	42.965	PIPE		1X0.6	3.50	7.00			Pipe, P			Pcc type (F):L=2.0 (Both side)			Pcc type (F):L=1.2 (Both side)	1.00	2.00	L - R	inadequate	FAIR
119	43.115	PIPE		1X0.9	3.00	7.50	stone masonry catchpit 1.0x1.0 m (P)		Pipe, F			Pcc type (F):L=2.0 (Both side)			Pcc type (F):L=1.2 (Both side)	0.80	2.00	L - R	inadequate	FAIR

Road Name :	Phek to Pfutsero Road																	Road No :	
Section :	Km 0+000 To Km 65+300																	Date of Survey :	
Sl.No.	Location	Type of Structure	Thickness of slab	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection Works		Condition of Various Features of Culvert							Height above Bed Level		Hycraulic Features	Adequacy of Ventway	Rating
	(Km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow		
120	43.283	PIPE		1X0.6	3.00	7.00			Pipe, F			Pcc type (F):L=2.0 (Both side)			Pcc type (P):L=1.0 (Both side)	1.00	4.00	L - R	inadequate	FAIR
121	43.575	PIPE		1X0.6	3.50	7.00			Pipe, F			Pcc type (F):L=2.0 (Both side)			Pcc type (F):L=1.0 (Both side)	1.20	3.00	L - R	Inadequate	FAIR
122	43.745	PIPE		1X0.6	3.50	7.00			Pipe, F			Pcc type (F):L=2.0 (Both side)			Pcc type (F):L=1.0 (Both side)	0.50	3.00	L - R	inadequate	FAIR
123	43.872	PIPE		1X0.6	3.50	7.50			Pipe, F			Pcc type (P):L=2.0 (Both side)				0.50	2.00	L - R	inadequate	FAIR
124	44.010	PIPE		1X0.6	3.50	7.00			Pipe, P			Pcc type (P):L=2.0 (RHS)/LHS:Buried			Pcc type (P):L=1.0 (Both side)	-	2.20	L - R	Inadequate	POOR
125	44.103	PIPE		1X0.9	3.00	6.00			Pipe, F			Pcc type (F):L=3.0 (RHS)				-	3.00	L - R	inadequate	POOR
126	44.180	PIPE		1X0.9	3.50	3.50			Pipe, F			Pcc type (F):L=6.0, H=5.0(RHS)/LHS:N.V				-	5.00	L - R	inadequate	POOR
127	44.255	PIPE		-	-	-			Pipe, P			Pcc type (F):L=2.0 (RHS)			Pcc type (F):L=1.0 (RHS)	-	2.00	L - R	Inadequate	POOR
128	44.277	PIPE		1X0.9	3.50				Pipe, F			Pcc type (P):L=4.0 (RHS)				-	3.00	L - R	inadequate	POOR
129	44.318	PIPE		1X0.9	4.00	7.00			Pipe, F			Pcc type (P):L=6.0 (RHS)				1.00	5.00	L - R	inadequate	FAIR
130	44.378	PIPE		1X0.6	3.50	6.50			Pipe, F			Pcc type (F):L=2.0 (RHS)/LHS:Buried			Pcc type (G):L=1.0 (RHS),LHS:Poor	-	2.00	L - R	Inadequate	FAIR
131	44.575	PIPE		1X0.9		6.00			Pipe, P			Stone Masonry type (F):L=3.0(RHS)/LHS=NA			Pcc type (F):L=1.0 (RHS)	-	2.10	L - R	inadequate	POOR

Road Name :	Phek to Pfutsero Road	Road No :
Section :	Km 0+000 To Km 65+300	Date of Survey :

Sl.No.	Location	Type of Structure	Thickness of slab	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection Works		Condition of Various Features of Culvert							Height above Bed Level		Hycraulic Festures	Adequacy of Ventway	Rating
	(Km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow		
132	44.540	PIPE		1X0.6	3.50	7.00			Pipe, F			Pcc type (F):L=2.0 (Both side)			Pcc type (P):L=1.0 (Both side)	0.50	2.00	L - R	inacequate	FAIR
133	44.625	PIPE		1X0.9	3.50	6.00			Pipe, F			Stone Masonry type (F):L=3.0(RHS)/LHS=buried				1.00	3.00	L - R	inacequate	POOR
134	44.660	PIPE		1X0.9	3.50	7.10			Pipe, P			Pcc type (F):L=3.0(RHS)/LHS=N.V			Pcc type (F):L=1.0(RHS)/LHS=N.V	1.00	2.00	L - R	inadequate	FAIR
135	44.772	PIPE		1X0.6	3.50	6.00			Pipe, F			Pcc type (F):L=2.0 (Both side)			Pcc type (F):L=1.0 RHS/LHS=poor	1.00	2.00	L - R	Inadequate	FAIR
136	44.940	PIPE		1X0.6	3.50	6.00			Pipe, P			Pcc type (F):L=2.0 (Both side)			Pcc type (F):L=1.0 (Both side)	1.00	1.20	L - R	inadequate	FAIR
137	45.073	PIPE		1X1.5	3.50	9.20			Pipe, F			Pcc type (G):L=2.0(RHS)/LHS=N.V			Pcc type (G):L=1.0(RHS)/LHS=N.V	1.50	3.50	L - R	adequate	FAIR
138	45.145	PIPE		1X1.5	3.50	9.40			Pipe, G			Pcc type (G):L=2.0(RHS)/LHS=buried			Pcc type (G):L=1.5(RHS)	1.50	4.50	L - R	inadequate	FAIR
139	45.260	PIPE		1X0.6	3.50	7.00			Pipe, F			Pcc type (F):L=2.0 (Both side)			Pcc type (P):L=1.0 (Both side)	0.50	2.00	L - R	inadequate	FAIR
140	45.320	PIPE		1X0.6	3.50	7.00			Pipe, F			Pcc type (F):L=2.0 (Both side)			Pcc type (P):L=1.0 (Both side)	0.50	2.00	L - R	inadequate	FAIR
141	45.490	PIPE		1X0.6	3.50	7.20			Pipe, F			Pcc type (F):L=2.0 (Both side)			Pcc type (F):L=1.0 (Both side)	0.80	1.50	L - R	inadequate	FAIR
142	45.595	PIPE		1X0.9	3.50	6.00			Pipe, F			Pcc type (F):L=2.0 (Both side)			Pcc type (F):L=1.5 (Both side)	1.00	3.50	L - R	inadequate	FAIR
143	45.685	PIPE		1X0.6	3.50	7.00			Pipe, P			Pcc type (F):L=1.6 (Both side)			Pcc type (F):L=1.0 (Both side)	1.00	3.00	L - R	inadequate	FAIR

Road Name :	Phek to Pfutsero Road																	Road No :	
Section :	Km 0+000 To Km 65+300																	Date of Survey :	

Sl.No.	Location	Type of Structure	Thickness of slab	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection Works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating
	(Km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow		
144	45.745	PIPE		1X1.5	4.00	12.50			Pipe, F			Pcc type (G):L=3.0 (RHS)			Pcc type (G):L=1.5 (RHS)	1.50	4.00	L - R	adequate	FAIR
145	45.800	PIPE		1X0.6	3.50	7.10			Pipe, F			Stone masonary type (P):L=2.0 (Both side)			Pcc type (P):L=1.0 (Both side)	0.80	1.20	L - R	inadequate	FAIR
146	45.837	PIPE		1X0.9	3.50	7.00			Pipe, F			Pcc type (F):L=2.0 (Both side)			Pcc type (F):L=1.2 (Both side)	1.00	2.20	L - R	inadequate	FAIR
147	45.958	PIPE		1X0.9	3.50	9.50			Pipe, F			Pcc type (F):L=2.0 (Both side)		Stone Masonry type (F):RHS L=5.0/LHS=N.A	Pcc type (F):L=1.0 (Both side)	1.00	2.30	L - R	inadequate	FAIR
148	46.040	PIPE		1X1.5	3.50	9.00			Pipe, F			Pcc type (G):L=3.0 (RHS)			Pcc type (G):L=1.5 (RHS)	1.50	4.00	L - R	inadequate	FAIR
149	46.145	PIPE		1X0.8	3.50	7.00			Pipe, F			Pcc type (G):L=2.0(RHS)/LHS=buried			Pcc type (F):L=1.0(RHS)/LHS=Poor	0.50	2.00	L - R	inadequate	FAIR
150	46.248	PIPE		1X0.6	3.50	7.00			Pipe, F			Pcc type (F):L=2.0 (Both side)			Pcc type (P):L=1.0 (Both side)	1.00	3.00	L - R	adequate	FAIR
151	46.345	PIPE		1X0.9	3.50	7.00			Pipe, F			Pcc type (F):L=2.0 (Both side)			Pcc type (P):L=1.0 (Both side)	0.80	1.20	L - R	inadequate	FAIR
152	46.554	PIPE		1X0.6	3.50	6.00			Pipe, F			Pcc type (F):L=2.0(RHS)			Pcc type (F):L=1.0(RHS)	0.50	2.20	L - R	inadequate	FAIR
153	46.800	PIPE		1X0.8	3.50	6.00			Pipe, F			Pcc type (F):L=2.0 (Both side)			Pcc type (G):L=1.0 (Both side)	0.60	1.40	L - R	inadequate	FAIR
154	46.940	PIPE		1X0.6	3.50	7.00			Pipe, P			Pcc type (P):L=2.0 (Both side)			Pcc type (P):L=1.0 (Both side)	0.50	1.30	L - R	inadequate	POOR
155	47.060	PIPE		1X0.45	3.50	6.00			Pipe, F			Pcc type (F):L=3.0 (RHS)/LHS:broken			Pcc type (P):L=1.2 (Both side)	0.60	1.30	L - R	inadequate	FAIR

Road Name :	Phek to Pfutsero Road																	Road No :	
Section :	Km 0+000 To Km 65+300																	Date of Survey :	

Sl.No.	Location	Type of Structure	Thickness of slab	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection Works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating
	(Km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow		
156	47.237	PIPE		1X0.6	3.50	7.20			Pipe, F			Pcc type (F):L=2.0 (RHS)/LHS:N.V			Pcc type (F):L=1.0 (RHS)/LHS:N.V	0.80	1.50	L - R	inadequate	FAIR
157	47.542	PIPE		1X0.6	3.50	7.00			Pipe, P			Pcc type (P):L=2.0 (Both side)			Pcc type (P):L=1.0 (Both side)	0.80	2.00	L - R	inadequate	FAIR
158	47.603	PIPE		1X0.6	3.50	7.00			Pipe, P			Pcc type (F):L=2.0 (Both side)			Pcc type (F):L=1.0 (Both side)	0.70	1.50	L - R	inadequate	FAIR
159	47.710	PIPE		1X0.9	4.00	12.30			Pipe, F			Pcc type (F):L=3.0(RHS)			Pcc type (P):(Both side)	1.50	4.20	L - R	inadequate	FAIR
160	47.755	PIPE		1X0.6	3.50	7.40			Pipe, F			Pcc type (F):L=2.0 (Both side)			Pcc type (F):L=1.5 (Both side)	1.20	1.80	L - R	inadequate	POOR
161	47.850	PIPE		1X1.5	3.50	3.50			Pipe, P			Stone masonary type (P):L=4.0 (RHS)			Pcc type (P):L=2.0 (RHS)	1.60	5.50	L - R	inadequate	POOR
162	48.020	PIPE		1X0.9	3.50				Pipe, F			Stone masonary type (F):L=2.0 (RHS)		Stone Masonry type (F):RHS L=10.0/LHS=N.A	Pcc type (F): (Both side)	1.50	3.00	L - R	Inadequate	POOR
163	48.130	PIPE		1X0.6	3.50	7.00			Pipe, P			Pcc type (P):L=2.0 (Both side)			Pcc type (P):L=1.0 (Both side)	0.50	1.00	L - R	inadequate	POOR
164	48.415	PIPE		1X0.9	3.50	9.00			Pipe, F			Pcc type (F):L=1.5 (Both side)			Pcc type (F):L=1.0 (Both side)	1.00	2.00	L - R	inadequate	FAIR
165	48.557	PIPE		1X0.6	3.50	6.80			Pipe, P			Pcc type (F):L=2.0 (Both side)			Pcc type (F):L=1.5 (Both side)	0.60	1.50	L - R	inadequate	POOR
166	48.590	PIPE		1X0.6	3.50	7.00			Pipe, F			Pcc type (P): (Both side)			Pcc type (F):L=1.0 (LHS)/RHS=broken	1.00	2.00	L - R	inadequate	FAIR
167	48.750	PIPE		1X0.9	3.50	7.00			Pipe, F			Pcc type (F):L=2.0 (Both side)			Pcc type (F):L=1.0 (RHS)/LHS=broken	1.00	3.00	L - R	inadequate	FAIR

Road Name :	Phek to Pfutsero Road	Road No :
Section :	Km 0+000 To Km 65+300	Date of Survey :

Sl.No.	Location	Type of Structure	Thickness of slab	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection Works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating
	(Km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow		
168	48.905	PIPE		1X0.6	3.50	6.00			Pipe, P			Pcc type (P):L=2.0 (Both side)			Pcc type (F):L=1.0 (LHS)/RHS=broken	0.50	2.00	L - R	Inadequate	FAIR
169	48.985	PIPE		1X0.6	3.50	6.00			Pipe, F			Pcc type (F):L=2.0 (Both side)			Pcc type (P):L=1.0 (Both side)	0.80	1.70	L - R	inadequate	FAIR
170	49.153	PIPE		1X0.6	3.50	6.50			Pipe, P			Pcc type (F):L=2.0 (RHS)/LHS:N.V			Pcc type (F):L=1.0 (Both side)	0.20	1.70	L - R	inadequate	FAIR
171	49.255	PIPE		1X0.6	3.50	6.00			Pipe, P			Buried			Pcc type (F):L=1.0 (LHS)	0.50	1.50	L - R	inadequate	POOR
172	49.355	PIPE		1X0.6	3.50	6.50			Pipe, F			Pcc type (F):L=2.0 (RHS)/LHS:Poor			Pcc type (P):L=1.0 (Both side)	0.70	1.80	L - R	inadequate	FAIR
173	49.473	PIPE		1X0.6	3.50	6.50			Pipe, F			Pcc type (F):L=2.0 (RHS)			Pcc type (P):L=1.0 (Both side)	0.50	1.50	L - R	inadequate	FAIR
174	49.602	PIPE		1X0.6	3.50	7.50			Pipe, F			Pcc type (P): (Both side)			Pcc type (P):L=1.0 (Both side)	0.80	1.50	L - R	inadequate	FAIR
175	49.740	PIPE		1X0.6	3.50	6.50			Pipe, P			Pcc type (F):L=2.0 (RHS)/LHS:N.V			Pcc type (F):L=1.0 (Both side)	0.60	1.50	L - R	inadequate	FAIR
176	49.825	PIPE		1X1.5	4.00	12.00			Pipe, G			Pcc type (G):L=2.0 (RHS)		Stone Masonry type (F):RHS L=8.0/LHS=N.A	Pcc type (F):L=1.0, RHS	1.50	3.50	L - R	adequate	FAIR
177	49.895	PIPE		1X0.6	3.50	5.00			Pipe, P			Pcc type (P): (Both side)			Pcc type (P): (Both side)	1.00	2.50	L - R	inadequate	FAIR
178	49.980	PIPE		1X0.9	3.50	9.20			Pipe, F			Pcc type (F):L=2.0 (RHS)			Pcc type (G): 1.0,(Both side)	1.00	3.50	L - R	inadequate	FAIR
179	50.150	PIPE		1X0.9	3.50	7.00			Pipe, F			Pcc type (F):L=3.0 (RHS)			Pcc type (F): 1.5,(Both side)	1.00	1.50	L - R	inadequate	FAIR

Road Name :	Phek to Pfutsero Road	Road No :
Section :	Km 0+000 To Km 65+300	Date of Survey :

Sl.No.	Location	Type of Structure	Thickness of slab	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection Works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating
	(Km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow		
180	50.303	PIPE		1X0.6	3.50	5.50			Pipe, F			Pcc type (F):L=2.0 (LHS)/RHS:P			Pcc type (P): 1.0,(Both side)	1.00	2.20	L - R	inadequate	FAIR
181	50.397	PIPE		1X0.9	3.50	7.00			Pipe, F			Pcc type (F):L=2.0 (RHS)			Pcc type (P): 1.0,(Both side)	1.00	2.20	L - R	inadequate	FAIR
182	50.525	PIPE		1X0.6	3.50	9.00			Pipe, F			Pcc type (F):L=2.0 (RHS)			Pcc type (P): Both side	1.00	3.00	L - R	inadequate	FAIR
183	50.705	PIPE		1X0.6	3.50	6.00			Pipe, F			Pcc type (F):L=2.0 (RHS)			Pcc type (P): 1.0,(Both side),W=0.5	0.80	2.00	L - R	inadequate	FAIR
184	50.770	PIPE		1X0.6	4.00	9.30			Pipe, F			Pcc type (F):L=2.0 (RHS)			Pcc type (P): 1.0,(Both side),W=0.5	1.00	3.00	L - R	inadequate	FAIR
185	50.850	PIPE		1X0.45	4.00	10.00			Pipe, P			SM type (P):L=2.0 (RHS)/LHS:N.V			Pcc type (P): W=0.5,Both side	0.70	2.00	L - R	inadequate	FAIR
186	50.945	PIPE		1X0.6	3.50	9.00			Pipe, F			SM type (P):L=2.0 (RHS)/LHS:N.V			Pcc type (F):L=1.0, LHS/RHS = poor	0.50	2.00	L - R	inadequate	POOR
187	51.050	PIPE		1X0.6	3.50	7.00			Pipe, F			Pcc type (P): (Both side)			Pcc type (P): (Both side)	1.00	2.00	L - R	inadequate	FAIR
188	51.365	PIPE		1X0.6	3.50	9.00			Pipe, F			SM type (F):L=2.0 (Both side)			Pcc type (P): (Both side)	1.00	3.00	L - R	Inadequate	FAIR
189	50.510	PIPE		1X0.9	4.00	9.00			Pipe, F			Pcc type (F):L=2.0 (RHS)			Pcc type (P): (Both side)	1.00	2.50	L - R	inadequate	FAIR
190	51.675	PIPE		1X1.2	3.50	9.00	stone masonry catchpit 2.0x2.0 m (F)		Pipe, F			Pcc type (F):L=2.0 (LHS)/L=3.0 (RHS)		Stone Masonry type (F):RHS L=5.0/LHS=N.A	-	1.50	5.00	L - R	inadequate	FAIR
191	51.800	PIPE		1X0.6	3.50	6.00			Pipe, P			Pcc type (P): (Both side)			Pcc type (F):L=1.0 (LHS)/RHS=poor	1.00	2.00	L - R	inadequate	FAIR

Road Name :	Phek to Pfutsero Road	Road No :
Section :	Km 0+000 To Km 65+300	Date of Survey :

Sl.No.	Location	Type of Structure	Thickness of slab	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection Works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating
	(Km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow		
192	51.890	PIPE		1X0.6	3.50	6.00			Pipe, F			Pcc type (F):L=2.0 (both side)			Pcc type (P): (Both side)	1.00	2.00	L - R	inadequate	FAIR
193	52.170	PIPE		1X0.6	3.50	6.00			Pipe, F			Pcc type (F):L=2.0 (both side)			Pcc type (F):L=1.0 (LHS)/RHS=poor	1.00	2.00	L - R	inadequate	FAIR
194	52.352	PIPE		1X0.6	3.50	5.50			Pipe, F			SM type (P):L=10.0, (RHS+LHS)			Pcc type (F): L=1.0,W=0.5(Both side)	0.70	2.00	L - R	inadequate	FAIR
195	52.680	PIPE		1X0.7	4.00	7.00	stone masonry catchpit 1.0x1.0 m (G)		Pipe, G			SM type (G):L=2.0 (both side)			Pcc type (G):L=1.2 (both side)	1.00	2.00	L - R	inadequate	FAIR
196	52.720	PIPE		1X0.9	3.50	6.50			Pipe, F			Pcc type (G):L=2.0 (RHS)			Pcc type (P):L=1.0, LHS+RHS	1.00	2.50	L - R	Inadequate	FAIR
197	52.870	PIPE		1X0.9	3.50	7.00			Pipe, F			Pcc type (G):L=2.0,H=5.0 (RHS)			Pcc type (F):L=2.0, LHS+RHS	1.50	5.00	L - R	adequate	FAIR
198	53.000	PIPE		1X0.6	3.50	6.00			Pipe, P			SM type (F):L=2.0 (RHS)				-	2.50	L - R	inadequate	FAIR
199	53.212	PIPE		1X0.9	3.50	9.60	stone masonry catchpit 1.5x1.5 m (P)		Pipe, F			SM type (F):L=2.0 (both side)		Stone Masonry type (F):RHS L=5.0/LHS=N.A	Pcc type (F):L=1.5 (LHS)/RHS=poor	1.50	3.50	L - R	inadequate	FAIR
200	53.357	PIPE		1X0.9	4.00	10.00			Pipe, G			Pcc type (G):L=2.0,H=5.0 (RHS)		Stone Masonry type (F):RHS L=12.0/LHS=N.A	Pcc type (P):L=1.0, LHS+RHS	1.50	5.00	L - R	inadequate	FAIR
201	53.497	PIPE		1X0.6	4.00	7.00			Pipe, P			Pcc type (F):L=1.5 (both side)			Pcc type (F):L=1.0 (both side)	1.00	1.30	L - R	inadequate	FAIR
202	53.675	PIPE		1X1.2	4.00	10.00			Pipe, F			Pcc type (F):L=2.0 (RHS)			Pcc type (F):L=0.75 (both side)	1.50	3.00	L - R	inadequate	FAIR
203	53.878	PIPE		1X0.9	4.00	6.00			Pipe, P			Poor				1.00	2.50	L - R	inadequate	POOR

Road Name : Phek to Pfutsero Road																		Road No :	
Section : Km 0+000 To Km 65+300																		Date of Survey :	
Sl.No.	Location	Type of Structure	Thickness of slab	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection Works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating
	(Km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet ,' Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow		
204	53.975	PIPE		1X0.9	4.00	6.50	stone masonry catchpit 1.0x1.0 m (P)		Pipe, P							1.00	3.00	L - R	inadequate	FAIR
205	54.455	PIPE		1X0.9	4.00	7.20			Pipe, F			SM type (F):L=6.0, H=2.5(RHS+LHS)			Pcc type (F):L=1.0, LHS+RHS	1.00	2.80	L - R	inadequate	FAIR
206	54.500	PIPE		1X0.9	4.00	10.00			Pipe, P			Pcc type (G):L=2.0 (LHS)/L=2.0 (RHS)			Pcc type (G):L=1.0 (both side)	1.00	1.50	L - R	inadequate	POOR
207	54.615	PIPE		1X0.9	4.00	7.00			Pipe, P			Pcc type (F):L=2.0 (RHS)		Stone Masonry type (F):RHS L=6.0/LHS=N.A	Pcc type (G):L=1.0 (RHS)	1.00	4.00	L - R	Inadequate	POOR
208	54.685	PIPE		1X0.9	4.00	7.00			Pipe, F			SM type (P): (Both side)			SM type (P): (Both side)	1.00	2.50	L - R	Inadequate	FAIR
209	54.970	PIPE		1X0.9	4.00	8.40	stone masonry catchpit 1.0x1.0 m (P)		Pipe, F			Pcc type (G):L=2.0 (LHS)/L=2.0 (RHS)		Stone Masonry type (G):RHS L=10.0,H=6.0/LHS=N.A	Pcc type (G):L=1.0 (both side)	2.00	6.30	L - R	inadequate	FAIR
210	54.995	PIPE		1X0.6	4.00	6.00			Pipe, F			Pcc type (F):L=2.0 (RHS)			Pcc type (P): (Both s de)	1.00	4.30	L - R	inacequate	FAIR
211	55.420	SLAB	0.1	1X1.5	4.50	9.10			Slab, F		SM type(G)			Stone Masonry type (G):RHS L=4.0	Pcc type (G):L=1.0 (both side)	1.50	4.30	L - R	Inacequate	FAIR
212	55.835	PIPE		1X0.6	4.00	7.00			Pipe, F			Pcc type (F):L=1.5 (both side)			Pcc type (F):L=1.2 (both side)	1.00	2.00	L - R	inadequate	FAIR
213	55.890	PIPE		1X0.9	4.00	8.30			Pipe, G			SM type (G): L=2.0,(RHS		Stone Masonry type (F):RHS L=10.0,H=5.0/LHS=N.A	Pcc type (G):L=1.0 (both side)	2.00	5.00	L - R	adequate	FAIR
214	55.940	SLAB	0.15	1X3.0	3.50	7.00			Slab, F		SM type(F)			Stone Masonry type (F):RHS L=4.0/LHS=N.A	Pcc type (G):L=1.0 (both side)	2.00	5.00	L - R	inadequate	FAIR
215	56.156	PIPE		1X1.2	4.00	8.00			Pipe, F			Pcc type (F):L=2.0 (RHS)			Pcc type (F):L=1.2 (RHS)/RHS=poor	1.00	4.00	L - R	inadequate	FAIR

Road Name : Phek to Pfutsero Road

Section : Km 0+000 To Km 65+300

Road No :

Date of Survey :

Sl.No.	Location	Type of Structure	Thickness of slab	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection Works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating
	(Km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow		
216	56.545	PIPE		1X0.9	3.50	5.00			Pipe, P			Poor				1.50	4.00	L - R	adequate	POOR
217	56.570	PIPE		1X0.9	4.00	7.00	stone masonry catchpit 1.0x1.0 m (G)		Pipe, G			Pcc type (G):L=2.0 (both side)			Pcc type (G):L=1.5 (both side)	1.00	1.60	L - R	adequate	GOOD
218	56.710	PIPE		1X0.9	4.00	10.00			Pipe, P			Pcc type (G):L=2.0 (RHS)			Pcc type (G):L=1.5 (both side)	1.00	1.50	L - R	inadequate	FAIR
219	56.932	PIPE		1X0.6	4.00	7.00	stone masonry catchpit 1.0x1.0 m (F)		Pipe, F			Pcc type (F):L=1.5 (both side)			Pcc type (G):L=1.0 (both side)	1.00	2.00	L - R	inadequate	FAIR
220	57.078	PIPE		1X1.2	4.00	9.50			Pipe, F			SM type (G): L=2.0, H=3.0(RHS)		Stone Masonry type (G):RHS L=6.0/LHS=N.A	Pcc type (G):L=1.0 (both side)	1.00	2.50	L - R	inadequate	FAIR
221	57.100	PIPE		1X0.6	4.00	9.00	stone masonry catchpit 1.0x1.0 m (F)		Pipe, F			Pcc type (F):L=2.0 (both side)			Pcc type (F):L=1.0 (both side)	1.50	3.00	L - R	inadequate	FAIR
222	57.260	PIPE		1X0.9	4.00	9.00			Pipe, F			Pcc type (F):L=2 0,H=4.0(RHS)		Stone Masonry type (F):RHS L=10.0/LHS=N.A	Pcc type (G):L=1.2 (both side)	1.00	4.00	L - R	inadequate	FAIR
223	58.425	PIPE		1X0.6	4.00	11.00			Pipe, F			Pcc type (G):L=2.0 (RHS)			Pcc type (F):L=1.0 (both side)	1.00	2.00	L - R	inadequate	FAIR
224	58.780	PIPE		1X0.9	3.50	7.00	stone masonry catchpit 1.0x1.0 m (F)		Pipe, F			SM type (F): L=2.0, Both side)			SM type (P):L=1.0 (both side)	1.20	5.00	L - R	adequate	FAIR
225	58.870	PIPE		1X0.9	4.00	10.80			Pipe, P			Pcc type (F):L=3.0 (RHS)			Pcc type (G):L=1.2 (RHS)	1.00	2.00	L - R	inadequate	FAIR
226	59.095	PIPE		1X0.6	4.00	7.60			Pipe, P			SM type (F): L=2.0, H=5.0(RHS)			SM type (P):L=1.0 (both side)	1.00	5.00	L - R	inadequate	FAIR
227	59.545	PIPE		1X0.45	3.50	7.00			Pipe, P			Poor			poor	1.00	2.00	L - R	inadequate	POOR

Road Name :	Phek to Pfutsero Road																	Road No :	
Section :	Km 0+000 To Km 65+300																	Date of Survey :	

Sl.No.	Location	Type of Structure	Thickness of slab	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection Works		Condition of Various Features of Culvert							Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating
	(Km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow		
228	59.920	PIPE		1X0.6	4.00	7.00			Pipe, P			Poor			Pcc type (F):L=1.2 (RHS)/RHS=poor	1.00	2.00	L - R	inadequate	FAIR
229	60.005	PIPE		1X1.2	5.00	10.00			Pipe, F			SM type (F): L=10.0, H=3.0(RHS)			SM type (G):L=1.0 (both side)	1.00	3.50	L - R	inadequate	FAIR
230	60.400	SLAB	0.1	1X1.0	5.00	10.00			Slab, P		SM type(F)			Stone Masonry type (F):RHS L=2.0,H=5.0/LHS=N.A		2.00	6.50	L - R	adequate	FAIR
231	60.420	PIPE		1X1.2	5.00	10.20			Pipe, F			Pcc type (G):L=2.0 (RHS)			Pcc type (G):L=1.2 (both side)	1.00	5.00	L - R	adequate	FAIR
232	60.790	PIPE		1X0.9	5.00	9.40			Pipe, F			Pcc type (F):L=3.0,H=2.0(RHS)			Pcc type (G):L=1.2 (both side)	1.00	2.50	L - R	adequate	FAIR
233	61.025	PIPE		1X0.9	5.00	8.00			Pipe, F			SM type (F):L=2.0 (RHS)				1.00	5.00	L - R	inadequate	FAIR
234	61.210	PIPE		1X0.9	5.00	7.00			Pipe, F			SM type (F): L=2.0, H=2.0(RHS)			SM type (F):L=1.0 (RHS)/LHS=Poor	1.00	2.00	L - R	inadequate	FAIR
235	61.630	PIPE		1X0.6	4.00	40.00	lined drain=0.3x0.3 and catchpit 2.0x1.0	lined drain=1.0	Pipe, G			Pcc type (G):L=1.5 (both side)			Pcc type (G):L=1.0 (both side)	1.00	1.30	L - R	adequate	GOOD
236	62.005	PIPE		1X0.45	5.00	7.00			Pipe, P			poor			SM type (P):L=1.0 (RHS)/LHS=Poor	1.00	2.00	L - R	inadequate	POOR
237	62.205	PIPE		1X0.45	5.00	7.00	stone masonry catchpit 1.0x1.0 m (P)		Pipe, P			SM (P)			Pcc type (F):L=1.2 (LHS)	1.00	5.00	L - R	inadequate	POOR
238	62.270	PIPE		1X1.0	5.00	9.00			Pipe, F			SM type (F): L=5.0, H=5.0(RHS)				1.00	4.50	L - R	adequate	FAIR
239	62.320	PIPE		1X0.7	5.00	7.00			Pipe, F			SM type (F): L=3.0, H=5.0(RHS)			SM type (P):L=1.0 (RHS+LHS)=Poor	1.00	5.00	L - R	inadequate	FAIR

Road Name : Phek to Pfutsero Road																	Road No :	
Section : Km 0+000 To Km 65+300																	Date of Survey :	
Sl.No.	Location	Type of Structure	Thickness of slab	Span Arrangement and total Ventway	Carriageway Width (BT)	Width of Culvert	Details of Protection Works		Condition of Various Features of Culvert						Height above Bed Level		Hydraulic Features	Adequacy of Ventway	Rating
	(Km)	(Pipe, Slab, Box, Arch)	(m)	No. x length (m)	(m)	(m)	Inlet Protection Works	Outlet Protection Works	Pipe / Slab / Box / Arch	Pier	Abutment	Head Wall	Wing Wall	Return Wall	Parapet / Handrail	U/S (m)	D/S (m)	Scour / Direction of Flow		
240	63.153	PIPE		1X0.45	5.00	9.00			Pipe, P			poor			poor	1.00	3.50	L - R	Inadequate	POOR
241	63.570	PIPE		1X0.9	5.00	7.20	stone masonry catchpit 1.0x1.0 m (F)		Pipe, F			SM (F)			SM type (G):L=1.2 (both side)	1.00	3.00	L - R	adequate	FAIR
242	63.767	PIPE		1X0.9	5.00	9.00			Pipe, G			SM (G)			SM type (F):both side	1.50	4.00	L - R	adequate	FAIR
243	63.925	SLAB	0.1	1X2.0	5.00	7.80			Slab, F		RCC type(F)			RCC type(F)	Pcc type (G):L=1.2 (both side)	2.00	2.70	L - R	adequate	FAIR
244	64.112	PIPE		1X0.45	5.00	8.00			Pipe, P			Poor			poor	1.00	2.00	L - R	inadequate	POOR
245	64.515	PIPE		1X0.6	5.00	11.10	stone masonry catchpit 1.0x1.0 m (F)		Pipe, F			SM type (F):L=2.0 (both side)			SM type (F):L=2.0 (both side)	1.00	5.00	L - R	inadequate	FAIR
246	64.590	PIPE		1X1.2	5.00	9.00			Pipe, F			SM type (F):L=3.0 (RHS)/LHS=buried			SM type (F):L=2.0 (RHS)	-	4.00	L - R	Inadequate	FAIR
247	64.700	PIPE		1X1.2	5.50	16.70			Pipe, F			SM type (F):L=10.0,H=4.0			SM type (F):(both side)	1.00	4.00	L - R	inadequate	FAIR
248	65.270	PIPE		1X1.0	-	-	stone masonry catchpit 1.0x1.0 m (F)		Pipe, P, N.V			-			-	-	-	L - R	abandoned	-

NOTES:

VG = Very Good
G = Good
F = Fair
P = Poor
VP = Very Poor

RCC = Reinforced Cement Concrete
PCC = Plain Cement Concrete
SM = Stone Masonry
BM = Brick Masonry
HP = Hume Pipe

B/W = Brick Wall
W/W = Wing Wall
H/W = Headwall
R/F = Reinforcement

o = Clear Right Opening
h = Clear Height
thk. = Thickness
VC = Vertical Clearance

Annexure 3 : Bridge Inventory and Condition Survey



Annexure 3 (a) : Bridge Inventory and Condition Survey

Merangkong – Tamlu – Mon Road



Road Name	Merangkong-Tamlu-Mon Road													
Sl No	Location	Name of River & type of crossing	Length of Bridge /Span arrangement (m)	Average vertical Clearance (m)	Type of Bridge			Year of Construction	Details of superstructure			Thickness of Girder/Slab	Type of Protection work & condition	Remarks
					superstructure	substructure	Foundation		Features	Type	Condition(VG/G/F/P/ VP)			
1	32.467	-	1x31.7	-	Steel Truss	stone masonary abutment in poor condition	open (may be)	-	Deck	Steel Sheet	P	0.5		old structure , poor condition
									Carriageway	Steel Sheet	P			
									footway	NA	P			
									Raling	Steel Truss	G			
2	35.57	-	1x6.1	-	RCC slab	stone masonary abutment in poor condition	open (may be)	-	Deck	RCC	VP	0.5		old structure , poor condition
									Carriageway	Bituminous	P			
									footway	NA	NA			
									Raling	SM	VP			
3	39.912	-	1x16.5	-	Steel Truss Girder	stone masonary abutment in poor condition	open (may be)	-	Deck	Iron Sheet	P	0.5		old structure , poor condition
									Carriageway	Iron Sheet	VP			
									footway	NA	NA			
									Raling	Steel Truss	F			
4	41.5	Dikhu River	1x12.5+1x75.5 +1x15.5	-	Steel Truss Girder	RCC abutment + RCC pier in fair condition	pile (may be, not visible)	-	Deck	Composite Girder	G	0.4(slab)+ 0.5(steel)		old structure, fair condition
									Carriageway	Cement concrete	F			
									footway	NA	VP			
									Railing	Steel Truss	F			
5	89.9	-	1x15.25	-	Steel Truss Girder	stone masonary abutment in poor condition	open (may be)	-	Deck	Iron Sheet	VP	0.5		old structure , poor condition
									Carriageway	Iron Sheet	VP			
									footway	NA	NA			
									Raling	Steel Truss	F			
6	98.024	-	1x6.0	-	RCC Slab	stone masonary abutment in good condition	open (may be)	-	Deck	RCC	G	0.5		old structure, fair condition
									Carriageway	Bituminous	F			
									footway	NA	NA			
									Raling	SM	VP			

Annexure 3 (b) : Bridge Inventory and Condition Survey

Changtongya – Longleng Road



Road Name	Changtongya-Longleng Road												
Sl No	Location	Name of River & type of crossing	Length of Bridge /Span arrangement (m)	Average vertical Clearance (m)	Type of Bridge			Year of Construction	Details of superstructure			Thickness of Girder/Slab	Type of Protection work & condition	Remarks
					superstructure	substructure	Foundation		Features	Type	Condition(VG/G/F/P/VP)			
1	4.2	Lasong Nallah	1x31.2	13.00	RCC slab + Steel Truss	RCC abutment in poor condition	not visible	1974-1975	Deck	Composite Girder	P	0.45	Pitching damaged	old structure, poor condition,replace by new 1x40.0 m span
									Carriageway	RCC	P			
									footway	NA	NA			
									Raling	RCC	F			
2	6.861	Dikhu River	1x10.45+1x29.80+1x8.15	14.00	RCC slab + Steel Girder	RCC abutment + RCC pier in good condition	open (may be)	Newly Constructed	Deck	Composite Girder	VG	0.6(Slab)+ 2.0(steel)	Stone Pitching , Good Condition	newly constructed bridge, very good condition,retained
									Carriageway	RCC	VG			
									footway	CC	VG			
									Raling	RCC	VG			
3	7.367	Sirangyong Nallah	1x7.45	3.50	RCC slab + Steel Girder	stone masonary abutment in poor condition	open	1972-1973	Deck	Composite Girder	P	0.3(slab)+ 0.4(girder)	NIL	old structure, poor condition,replace by new 1x10.0 m span
									Carriageway	RCC	P			
									footway	NA	NA			
									Raling	NA	NA			

Annexure 3 (c): Bridge Inventory and Condition Survey

Chakabama – Zunheboto Road



Road Name	CHAKABAMA-ZUNHEOBOTO ROAD													
Sl No	Location (in Km)	Name of River & type of crossing	Length of Bridge /Span arrangement (m)	Average vertical Clearance (m)	Type of Bridge			Year of Construction	Details of superstructure			Thickness of Girder/Slab	Type of Protection work & condition	Remarks
					superstructure	substructure	Foundation		Features	Type	Condition(VG/G/F/P/VP)			
1	9.173	-	1X12.3		RCC Slab + Steel Girder	stone masonary abutment in poor condition	open	-	Deck	Composite	F	0.3	NIL	replace by new 1x30.0 m span bridge
									Carriageway	Cement concrete	P			
									footway	NA	VP			
									Raling	NA	VP			
2	10.638	-	1X40.8		RCC/PSC bridge	RCC wall type abutment in good condition	not visible	-	Deck	RCC T Beam	G	0.25	NIL	retained after minor repairs
									Carriageway	Bituminous	G			
									footway	NA	G			
									Raling	RCC	G			
3	14.085	-	1x8.2		RCC slab + (T-beam) Steel Girder	RCC wall type abutment in fair condition	not visible	-	Deck	Composite	F	0.25	NIL	replace by new 1x20.0 m span bridge
									Carriageway	Cement concrete	P			
									footway	NA	VP			
									Raling	NA	VP			
4	18.12	-	1x8.0		RCC Slab + (T-beam) Steel Girder	RCC wall type abutment in poor condition	open	-	Deck	Composite	F	0.3((slab)+1.0 (steel)	NIL	replace by new 1x25.0 m span bridge
									Carriageway	Cement concrete	P			
									footway	NA	VP			
									Raling	NA	VP			
5	18.49	-	1x9.4		RCC slab + (T-beam) Steel Girder	stone masonary abutment in fair condition	open	-	Deck	Composite	F	0.45(slab)+0.7 (steel)	NIL	replace by new 1x15.0 m span bridge
									Carriageway	Cement concrete	P			
									footway	NA	VP			
									Raling	NA	VP			

Annexure 4 : Pavement Condition Survey



Annexure 4(a): Pavement Condition Survey

Merangkong – Tamlu – Mon Road





Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																									
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)								Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition					
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
0.000	0.100	G	-	-	-	-	-	-	-	-	-	-	5	5	4	4	NE	NE	F	U	-	-	-	-	-
0.100	0.200	G	-	-	-	-	-	-	-	-	-	-	4	4	4	4	NE	NE	F	U	-	-	-	-	-
0.200	0.300	G	-	-	-	-	-	-	-	-	-	-	4	5	4	4	NE	NE	F	UL	-	-	-	-	-
0.300	0.400	G	-	-	-	-	-	-	-	-	-	-	4	5	4	4	NE	NE	F	UL	-	-	-	-	-
0.400	0.500	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	NE	NE	F	U	-	-	-	-	-
0.500	0.600	G	-	-	-	-	-	-	-	-	-	-	5	5	3	4	NE	NE	F	S	-	-	-	-	-
0.600	0.700	G	-	-	-	-	-	-	-	-	-	-	5	3	4	4	NE	NE	F	U	L	Unlined	1.0	PF	-
0.700	0.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	U	L	Unlined	1.0	PF	-
0.800	0.900	G	-	-	-	-	-	-	-	-	-	-	5	5	4	4	NE	NE	F	U	L	Unlined	1.0	PF	Drain up to km 0.895
0.900	1.000	G	-	-	-	-	-	-	-	-	-	-	4	4	3	4	NE	NE	F	U	-	-	-	-	Km Stone at 0.985
1.000	1.100	G	-	-	-	-	-	-	-	-	-	-	5	3	3	2	NE	NE	F	U	-	-	-	-	-
1.100	1.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	4	Bushes	Bushes	F	-	-	-	-	-	-
1.200	1.300	G	-	-	-	-	-	-	-	-	-	-	5	4	4	4	Bushes	Bushes	F	U	-	-	-	-	-
1.300	1.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	Bushes	Bushes	F	U	-	-	-	-	-
1.400	1.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	3	Bushes	Bushes	F	U	-	-	-	-	-
1.500	1.600	G	-	-	-	-	-	-	-	-	-	-	5	4	3	2	Bushes	Bushes	F	S	-	-	-	-	-
1.600	1.700	G	-	-	-	-	-	-	-	-	-	-	5	5	4	3	Bushes	Bushes	F	S	-	-	-	-	-
1.700	1.800	G	-	-	-	-	-	-	-	-	-	-	5	3	4	3	Bushes	Bushes	F	S	-	-	-	-	-
1.800	1.900	G	-	-	-	-	-	-	-	-	-	-	5	3	4	3	Bushes	Bushes	F	S	-	-	-	-	-
1.900	2.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	4	Bushes	Bushes	F	U	-	-	-	-	Km Stone at 1.955
2.000	2.100	G	-	-	-	-	-	-	-	-	-	-	5	4	3	4	Bushes	Bushes	F	U	L	Unlined	1.0	PF	-
2.100	2.200	G	-	-	-	-	-	-	-	-	-	-	5	5	3	3	Bushes	Bushes	F	U	L	Unlined	1.0	PF	Drain starts from km 2.165
2.200	2.300	G	BT Surface layer damaged										5	4	3	3	NE	NE	F	U	L	Unlined	1.0	PF	Drain up to km 2.250

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																								Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																								
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)								Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition					
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
2.300	2.400	G	BT Surface layer damaged										5	4	3	5	E/Poor	E/Poor	F	U	-	-	-	-	-
2.400	2.500	G	BT Surface layer damaged										5	4	4	5	E/Poor	E/Poor	F	U	-	-	-	-	-
2.500	2.600	G	BT Surface layer damaged										5	3	3	4	E/Poor	E/Poor	F	U	-	-	-	-	-
2.600	2.700	G	BT Surface layer damaged										5	3	3	3	E/Poor	E/Poor	F	-	-	-	-	-	-
2.700	2.800	G	BT Surface layer damaged										5	3	3	3	E/Poor	E/Poor	F	-	-	-	-	-	-
2.800	2.900	G	BT Surface layer damaged										5	3	3	4	E/Poor	E/Poor	F	-	-	-	-	-	-
2.900	3.000	G	BT Surface layer damaged										5	3	3	3	Bushes	Bushes	F	U	-	-	-	-	-
3.000	3.100	BT	M	E	H	E	H	E	H	E	L	O	-	-	-	-	Bushes	Bushes	F	S	-	-	-	-	Very Poor Condition of Road
3.100	3.200	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	Bushes	Bushes	F	S	-	-	-	-	Very Poor Condition of Road
3.200	3.300	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	Bushes	Bushes	F	S	-	-	-	-	Very Poor Condition of Road
3.300	3.400	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	Bushes	Bushes	F	S	-	-	-	-	Very Poor Condition of Road
3.400	3.500	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	E/Poor	E/Poor	F	S	-	-	-	-	Very Poor Condition of Road
3.500	3.600	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	E/Poor	E/Poor	F	S	-	-	-	-	Very Poor Condition of Road
3.600	3.700	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	Bushes	Bushes	F	S	-	-	-	-	Very Poor Condition of Road
3.700	3.800	G	-	-	-	-	-	-	-	-	-	-	5	4	5	4	Bushes	Bushes	F	S	-	-	-	-	-
3.800	3.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	Bushes	Bushes	F	S	-	-	-	-	-
3.900	4.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	E/Poor	E/Poor	F	U	-	-	-	-	-
4.000	4.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	P	UL	-	-	-	-	-
4.100	4.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	P	U	-	-	-	-	-
4.200	4.300	G	-	-	-	-	-	-	-	-	-	-	5	3	4	4	NE	NE	P	S	-	-	-	-	-
4.300	4.400	G	-	-	-	-	-	-	-	-	-	-	5	3	4	4	NE	NE	F	U	-	-	-	-	-
4.400	4.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	U	L	Unlined	1.0	PF	Drain LHS from km 4.400 to km 4.530
4.500	4.600	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	NE	NE	F	U	R	Unlined	1.0	PF	Drain RHS from km 4.550 to km 4.600

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																								Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																								
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)				Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss									
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
4.600	4.700	G	BT Surface layer damaged										5	3	3	3	Bushes	Bushes	F	S	-	-	-	-	-
4.700	4.800	G	BT Surface layer damaged										5	3	3	4	Bushes	G/Poor	F	S	R	Unlined	1.0	PF	Very Poor Condition of Road
4.800	4.900	G	-	-	-	-	-	-	-	-	-	-	5	3	3	3	Bushes	Bushes	F	-	R	Unlined	1.0	PF	Drain RHS up to km 4.825 Drain LHS from km 4.835
4.900	5.000	G	BT Surface layer damaged										5	5	4	5	NE	NE	P	U	L	Unlined	1.0	PF	-
5.000	5.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	U	L	Unlined	1.0	PF	Drain up to km 5.050
5.100	5.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	4	NE	NE	F	U	-	-	-	-	-
5.200	5.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	4	NE	NE	F	U	L	Unlined	1.0	PF	Drain up to km 5.290
5.300	5.400	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	NE	NE	F	U	-	-	-	-	-
5.400	5.500	G	-	-	-	-	-	-	-	-	-	-	5	3	3	3	NE	NE	F	UL	-	-	-	-	-
5.500	5.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	P	U	-	-	-	-	-
5.600	5.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	P	U	L	Unlined	1.0	PF	Drain starts from km 5.650
5.700	5.800	G	-	-	-	-	-	-	-	-	-	-	4	2	2	3	Bushes	Bushes	F	-	L/R	Unlined	1.0	PF	Drain LHS up to km 5.750 Drain RHS from km 5.750
5.800	5.900	G	-	-	-	-	-	-	-	-	-	-	5	5	4	4	E/Poor	G/Poor	F	U	R	Unlined	1.0	PF	-
5.900	6.000	G	-	-	-	-	-	-	-	-	-	-	5	5	4	4	NE	NE	F	U	R/L	Unlined	1.0	PF	Drain RHS up to km 5.950 Drain LHS from km 5.950
6.000	6.100	G	-	-	-	-	-	-	-	-	-	-	5	3	3	3	Bushes	Bushes	F	-	L	Unlined	1.0	PF	-
6.100	6.200	G	-	-	-	-	-	-	-	-	-	-	5	5	4	4	Bushes	Bushes	F	U	L	Unlined	1.0	PF	-
6.200	6.300	G	-	-	-	-	-	-	-	-	-	-	5	4	4	5	Bushes	Bushes	F	U	L	Unlined	1.0	PF	Drain up to km 6.310
6.300	6.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	Bushes	Bushes	F	U	L	Unlined	1.0	PF	Drain from km 6.380 to km 6.420
6.400	6.500	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	Bushes	Bushes	F	U	-	-	-	-	-
6.500	6.600	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	Bushes	Bushes	F	UL	-	-	-	-	-
6.600	6.700	G	-	-	-	-	-	-	-	-	-	-	5	3	3	3	Bushes	Bushes	F	UL	L	Unlined	1.0	PF	Drain from km 6.650 to km 6.700

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																									
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**				**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**	**Drain**				**Remarks**
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**									
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
6.700	6.800	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	Bushes	Bushes	F	U	L	Unlined	1.0	PF	Drain from km 6.750 to km 6.825
6.800	6.900	G	BT Surface layer damaged										5	5	5	4	Bushes	Bushes	F	UL	-	-	-	-	-
6.900	7.000	G	BT Surface layer damaged										5	3	4	4	Bushes	Bushes	F	UL	-	-	-	-	-
7.000	7.100	G	BT Surface layer damaged										5	3	3	4	Bushes	Bushes	F	UL	L	Unlined	1.0	NF	Drain from km 7.050 to km 7.150
7.100	7.200	G	BT Surface layer damaged										5	2	2	3	Bushes	Bushes	F	UL	L	Unlined	1.0	NF	-
7.200	7.300	G	BT Surface layer damaged										5	5	5	3	Bushes	Bushes	P	UL	-	-	-	-	-
7.300	7.400	G	BT Surface layer damaged										5	5	4	5	Bushes	Bushes	F	UL	L	Unlined	1.0	NF	Drain starts at km 7.375
7.400	7.500	G	BT Surface layer damaged										5	3	3	4	G/Poor	Bushes	F	U	L	Unlined	1.0	NF	-
7.500	7.600	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	Bushes	Bushes	F	U	L	Unlined	1.0	NF	Very Poor Condition of Road
7.600	7.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	4	Bushes	Bushes	F	U	-	-	-	-	-
7.700	7.800	G	BT Surface layer damaged										5	2	2	4	Bushes	Bushes	F	U	-	-	-	-	-
7.800	7.900	G	BT Surface layer damaged										5	3	3	4	Bushes	Bushes	F	U	L	Unlined	1.0	NF	Drain from km 7.875 to km 7.975
7.900	8.000	G	BT Surface layer damaged										5	5	5	4	Bushes	Bushes	F	U	L	Unlined	1.0	NF	-
8.000	8.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	Bushes	Bushes	F	U	-	-	-	-	-
8.100	8.200	G	-	-	-	-	-	-	-	-	-	-	5	4	4	4	G/Poor	Bushes	F	U	L	Unlined	1.0	NF	-
8.200	8.300	G	-	-	-	-	-	-	-	-	-	-	5	4	4	4	Bushes	Bushes	F	U	L	Unlined	1.0	PF	-
8.300	8.400	G	-	-	-	-	-	-	-	-	-	-	5	5	3	4	Bushes	Bushes	F	UL	L	Unlined	1.0	PF	-
8.400	8.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	S	L	Unlined	1.0	PF	GSB layer on existing Road
8.500	8.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	Bushes	Bushes	F	UL	-	-	-	-	-
8.600	8.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	G/Poor	Bushes	F	U	L	Unlined	1.0	PF	-
8.700	8.800	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	Bushes	Bushes	F	-	-	-	-	-	-
8.800	8.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	Bushes	Bushes	F	-	-	-	-	-	Both sides valley
8.900	9.000	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	Bushes	Bushes	F	-	R	Unlined	1.0	PF	Very Poor Condition of Road

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																									
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**								**Drain**				**Remarks**
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**					
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
9.000	9.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	Bushes	G/Poor	P	U	R	Unlined	1.0	PF	-
9.100	9.200	G	-	-	-	-	-	-	-	-	-	-	4	3	3	3	Bushes	G/Poor	F	U	R	Unlined	1.0	PF	Drain up to km 9.249
9.200	9.300	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	Bushes	G/Poor	F	-	R	Unlined	1.0	PF	Very Poor Condition of Road
9.300	9.400	G	-	-	-	-	-	-	-	-	-	-	5	5	3	4	Bushes	G/Poor	F	U	R	Unlined	1.0	PF	Drain start from km 9.325
9.400	9.500	G	-	-	-	-	-	-	-	-	-	-	5	5	4	4	Bushes	G/Poor	F	S	R	Unlined	1.0	PF	-
9.500	9.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	P	S	L	Unlined	1.0	PF	-
9.600	9.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	P	U	L	Unlined	1.0	PF	-
9.700	9.800	G	-	-	-	-	-	-	-	-	-	-	5	4	4	5	G/Poor	Bushes	F	U	L	Unlined	1.0	PF	-
9.800	9.900	G	-	-	-	-	-	-	-	-	-	-	5	5	3	4	G/Poor	Bushes	F	S	L	Unlined	1.0	PF	-
9.900	10.000	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	G/Poor	Bushes	F	S	L	Unlined	1.0	PF	-
10.000	10.100	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	G/Poor	Bushes	F	U	L	Unlined	1.0	PF	-
10.100	10.200	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/Poor	Bushes	F	U	L	Unlined	1.0	PF	Very Poor Condition of Road
10.200	10.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	G/Poor	Bushes	F	S	L	Unlined	1.0	PF	Very Poor Condition of Road
10.300	10.400	G	-	-	-	-	-	-	-	-	-	-	4	3	3	4	Bushes	Bushes	F	U	L	Unlined	1.0	PF	-
10.400	10.500	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	G/Poor	Bushes	F	U	L	Unlined	1.0	PF	-
10.500	10.600	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	Bushes	Bushes	F	U	-	-	-	-	-
10.600	10.700	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	Bushes	Bushes	F	UL	L	Unlined	1.0	PF	Drain from km 10.600 to km 10.625
10.700	10.800	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	Bushes	Bushes	F	UL	-	-	-	-	Submergence on road
10.800	10.900	G	-	-	-	-	-	-	-	-	-	-	5	3	3	3	Bushes	Bushes	F	UL	-	-	-	-	-
10.900	11.000	G	-	-	-	-	-	-	-	-	-	-	5	3	3	3	G/Poor	Bushes	F	U	L	Unlined	1.0	PF	Drain start from km 10.915
11.000	11.100	G	-	-	-	-	-	-	-	-	-	-	4	3	3	4	G/Poor	Bushes	F	U	L	Unlined	1.0	PF	Drain start from km 11.025
11.100	11.200	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	G/Poor	Bushes	F	U	L/R	Unlined	1.0	PF	LHS Drain up to km 11.160 RHS Drain starts at 11.150
11.200	11.300	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	Bushes	Bushes	F	U	R	Unlined	1.0	PF	Drain up to km 11.250

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																								Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																								
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)				Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss									
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
11.300	11.400	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	Bushes	Bushes	F	-	-	-	-	-	-
11.400	11.500	G	-	-	-	-	-	-	-	-	-	-	5	3	3	3	Bushes	Bushes	F	-	R	Unlined	1.0	PF	Drain start at km 11.475
11.500	11.600	G	-	-	-	-	-	-	-	-	-	-	5	2	2	3	Bushes	G/Poor	F	U	R	Unlined	1.0	PF	Drain up to km 11.560
11.600	11.700	G	-	-	-	-	-	-	-	-	-	-	5	3	2	3	NE	NE	F	U	-	-	-	-	-
11.700	11.800	G	-	-	-	-	-	-	-	-	-	-	5	3	3	3	E/Poor	E/Poor	F	U	-	-	-	-	-
11.800	11.900	BT	H	E	H	E	M	F	H	E	M	F	-	-	-	-	E/Poor	E/Poor	F	-	-	-	-	-	-
11.900	12.000	BT	M	F	M	F	L	O	L	O	L	O	-	-	-	-	E/Poor	E/Poor	F	-	R	Unlined	1.0	PF	-
12.000	12.100	BT	M	F	M	F	L	O	L	O	L	O	-	-	-	-	E/Poor	E/Poor	F	-	-	-	-	-	Poor Condition of Road
12.100	12.200	BT	M	F	M	F	L	O	L	O	L	O	-	-	-	-	E/Poor	E/Poor	F	-	-	-	-	-	Poor Condition of Road
12.200	12.300	BT	H	E	M	F	M	F	M	F	L	O	-	-	-	-	E/Poor	E/Poor	F	-	-	-	-	-	Very Poor Condition of Road
12.300	12.400	BT	H	E	H	E	M	F	M	F	L	O	-	-	-	-	E/Poor	E/Poor	F	-	-	-	-	-	Poor Condition of Road
12.400	12.500	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	E/Poor	E/Poor	F	-	-	-	-	-	Poor Condition of Road
12.500	12.600	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	E/Poor	E/Poor	F	-	-	-	-	-	Poor Condition of Road
12.600	12.700	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	E/Poor	E/Poor	F	-	-	-	-	-	Poor Condition of Road
12.700	12.800	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	E/Poor	E/Poor	F	U	R	Unlined	1.0	PF	Poor Condition of Road
12.800	12.900	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	NE	NE	F	U	R	Unlined	1.0	PF	Very Poor Condition of Road
12.900	13.000	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	NE	NE	F	U	R	Unlined	1.0	PF	Very Poor Condition of Road
13.000	13.100	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	E/Failed	E/Failed	F	U	R	Unlined	1.0	PF	Very Poor Condition of Road
13.100	13.200	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	E/Failed	E/Failed	F	U	R	Unlined	1.0	PF	Very Poor Condition of Road
13.200	13.300	BT	M	F	M	F	H	E	H	E	L	O	-	-	-	-	E/Failed	E/Failed	F	U	R	Unlined	1.0	PF	Very Poor Condition of Road
13.300	13.400	BT	M	F	M	F	M	F	H	E	L	O	-	-	-	-	E/Failed	E/Failed	F	U	-	-	-	-	Poor Condition of Road
13.400	13.500	BT	M	F	H	E	M	F	H	E	L	O	-	-	-	-	E/Failed	Bushes	F	U	L	Unlined	1.0	PF	Drain start at km 13.460
13.500	13.600	BT	M	F	H	E	L	O	H	E	L	O	-	-	-	-	E/Failed	Bushes	F	U	L	Unlined	1.0	PF	Poor Condition of Road

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																									
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**								**Drain**				
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**					**Remarks**
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
13.600	13.700	BT	H	E	M	F	M	F	H	E	L	O	-	-	-	-	E/Failed	Bushes	F	U	L	Unlined	1.0	PF	Poor Condition of Road
13.700	13.800	BT	M	F	M	F	H	E	H	E	L	O	-	-	-	-	E/Failed	Bushes	F	-	L	Unlined	1.0	PF	Poor Condition of Road
13.800	13.900	G	-	-	-	-	-	-	-	-	-	-	5	4	4	4	Bushes	Bushes	F	U	-	-	-	-	Very Poor Condition of Road
13.900	14.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	-	-	-	-	-	Failed Section
14.000	14.100	G	-	-	-	-	-	-	-	-	-	-	5	4	3	4	G/Poor	G/Poor	F	U	L	Unlined	1.0	PF	Drain start from km 14.025
14.100	14.200	G	BT Surface layer damaged										5	3	2	4	G/Poor	Bushes	F	U	L	Unlined	1.0	PF	-
14.200	14.300	G	BT Surface layer damaged										5	3	2	4	G/Poor	Bushes	F	-	L	Unlined	1.0	PF	-
14.300	14.400	G	BT Surface layer damaged										5	2	2	4	G/Poor	Bushes	F	U	L	Unlined	1.0	PF	-
14.400	14.500	G	BT Surface layer damaged										5	2	3	3	G/Poor	Bushes	F	U	L	Unlined	1.0	PF	-
14.500	14.600	G	-	-	-	-	-	-	-	-	-	-	5	2	4	4	G/Poor	Bushes	F	U	L	Unlined	1.0	PF	-
14.600	14.700	G	BT Surface layer damaged										5	4	5	4	G/Poor	Bushes	F	U	L	Unlined	1.0	PF	Drain up to km 14.720
14.700	14.800	G	-	-	-	-	-	-	-	-	-	-	5	4	4	4	Bushes	Bushes	F	U	-	-	-	-	-
14.800	14.900	G	-	-	-	-	-	-	-	-	-	-	5	4	4	4	NE	NE	F	S	-	-	-	-	-
14.900	15.000	G	-	-	-	-	-	-	-	-	-	-	5	3	5	5	NE	NE	F	S	-	-	-	-	-
15.000	15.100	G	-	-	-	-	-	-	-	-	-	-	5	5	3	4	NE	NE	F	S	-	-	-	-	-
15.100	15.200	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	Bushes	Bushes	F	U	L	Unlined	1.0	PF	Drain Starts at km 15.125
15.200	15.300	G	BT Surface layer damaged										5	3	3	3	Bushes	Bushes	F	S	L	Unlined	1.0	PF	-
15.300	15.400	G	BT Surface layer damaged										5	3	3	3	Bushes	Bushes	F	S	L	Unlined	1.0	PF	-
15.400	15.500	G	-	-	-	-	-	-	-	-	-	-	5	4	4	4	Bushes	Bushes	F	S	L	Unlined	1.0	PF	Drain up to km 15.450
15.500	15.600	G	-	-	-	-	-	-	-	-	-	-	5	3	3	3	Bushes	Bushes	F	S	-	-	-	-	-
15.600	15.700	G	-	-	-	-	-	-	-	-	-	-	5	3	2	3	Bushes	Bushes	F	S	-	-	-	-	-
15.700	15.800	G	-	-	-	-	-	-	-	-	-	-	5	2	2	3	Bushes	Bushes	F	S	-	-	-	-	-
15.800	15.900	G	BT Surface layer damaged										5	2	2	4	Bushes	Bushes	F	S	-	-	-	-	-

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE	Pavement Condition Survey

Project Road: Merangkong - Tamlu - Mon Road

Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)								Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition					
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
15.900	16.000	G	-	-	-	-	-	-	-	-	-	-	5	3	3	3	Bushes	Bushes	F	S	-	-	-	-	-
16.000	16.100	G	BT Surface layer damaged										5	2	2	3	Bushes	Bushes	F	S	-	-	-	-	-
16.100	16.200	G	BT Surface layer damaged										5	2	2	3	Bushes	Bushes	F	S	-	-	-	-	-
16.200	16.300	G	BT Surface layer damaged										5	2	2	3	Bushes	Bushes	F	U	-	-	-	-	-
16.300	16.400	BT	M	F	M	F	M	F	M	F	L	O	-	-	-	-	Grass	Grass	F	U	-	-	-	-	Built up area
16.400	16.500	G	BT Surface layer damaged										5	3	3	3	Grass	Grass	F	-	-	-	-	-	Very Poor Condition of Road
16.500	16.600	BT	M	F	M	F	M	F	M	F	L	O	-	-	-	-	E/Poor	E/Poor	F	U	-	-	-	-	Very Poor Condition of Road
16.600	16.700	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	NE	NE	F	U	-	-	-	-	Very Poor Condition of Road
16.700	16.800	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	NE	NE	F	U	-	-	-	-	Very Poor Condition of Road
16.800	16.900	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	NE	NE	F	-	-	-	-	-	Very Poor Condition of Road
16.900	17.000	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	E/Poor	E/Poor	F	-	-	-	-	-	Very Poor Condition of Road
17.000	17.100	G	BT Surface layer damaged										5	2	2	3	NE	NE	F	U	-	-	-	-	Poor Condition of Road
17.100	17.200	G	BT Surface layer damaged										5	2	2	3	NE	NE	F	-	-	-	-	-	Poor Condition of Road
17.200	17.300	G	BT Surface layer damaged										5	2	2	3	NE	NE	F	-	-	-	-	-	Poor Condition of Road
17.300	17.400	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	NE	NE	F	-	-	-	-	-	Poor Condition of Road
17.400	17.500	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	NE	NE	F	-	-	-	-	-	Poor Condition of Road
17.500	17.600	G	-	-	-	-	-	-	-	-	-	-	5	3	2	3	E/Poor	E/Poor	F	-	-	-	-	-	Very Poor Condition of Road
17.600	17.700	G	-	-	-	-	-	-	-	-	-	-	5	3	3	5	E/Poor	E/Poor	F	U	-	-	-	-	Very Poor Condition of Road
17.700	17.800	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	E/Poor	E/Poor	F	U	-	-	-	-	-
17.800	17.900	G	-	-	-	-	-	-	-	-	-	-	5	3	2	4	E/Poor	E/Poor	F	U	-	-	-	-	-
17.900	18.000	G	-	-	-	-	-	-	-	-	-	-	5	3	3	5	E/Poor	E/Poor	F	U	-	-	-	-	-
18.000	18.100	G	BT Surface layer damaged										5	2	2	2	NE	NE	F	U	-	-	-	-	-
18.100	18.200	G	-	-	-	-	-	-	-	-	-	-	5	3	2	3	NE	NE	F	U	-	-	-	-	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																									
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**								**Drain**				**Remarks**
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**					
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
18.200	18.300	G	-	-	-	-	-	-	-	-	-	-	5	3	2	3	G/Poor	Bushes	F	UL	L	Unlined	1.0	PF	Drain starts at km 18.275
18.300	18.400	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	G/Poor	Bushes	F	UL	L	Unlined	1.0	PF	-
18.400	18.500	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	G/Poor	Bushes	F	UL	L	Unlined	1.0	PF	Drain up to km 18.425
18.500	18.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	G/Poor	G/V.Poor	P	UL	-	-	-	-	Rain Cut on RHS shoulder
18.600	18.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	G/V.Poor	G/V.Poor	P	UL	-	-	-	-	Road Flushed away
18.700	18.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	P	U	L	Unlined	1.0	PF	Drain starts at km 18.710
18.800	18.900	G	-	-	-	-	-	-	-	-	-	-	5	4	3	4	G/Poor	Bushes	F	U	L	Unlined	1.0	PF	-
18.900	19.000	G	BT Surface layer damaged										5	2	2	3	G/Poor	Bushes	F	UL	L	Unlined	1.0	PF	-
19.000	19.100	G	BT Surface layer damaged										5	3	3	4	G/Poor	Bushes	F	U	L	Unlined	1.0	PF	Drain from km 19.050 to km 19.100
19.100	19.200	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	Bushes	Bushes	P	U	-	-	-	-	-
19.200	19.300	G	-	-	-	-	-	-	-	-	-	-	5	3	3	5	Bushes	Bushes	F	U	-	-	-	-	-
19.300	19.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	U	L	Unlined	1.0	PF	Drain starts from km 19.350
19.400	19.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	P	U	L	Unlined	1.0	PF	Drain up to km 19.425
19.500	19.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	P	UL	-	-	-	-	Very Poor Condition of Road
19.600	19.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	P	U	L	Unlined	1.0	PF	Drain from km 19.625 to km 19.700
19.700	19.800	G	-	-	-	-	-	-	-	-	-	-	5	3	2	4	Bushes	Bushes	F	U	-	-	-	-	-
19.800	19.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	G/Poor	G/Poor	F	UL	L	Unlined	1.0	PF	Drain from km 19.800 to km 19.850
19.900	20.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	G/Poor	G/Poor	F	U	L	Unlined	1.0	PF	Drain start from km 19.925
20.000	20.100	G	-	-	-	-	-	-	-	-	-	-	5	3	3	3	G/Poor	G/Poor	F	U	L	Unlined	1.0	PF	-
20.100	20.200	G	-	-	-	-	-	-	-	-	-	-	5	3	3	3	G/Poor	G/Poor	F	U	L	Unlined	1.0	PF	-
20.200	20.300	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	G/Poor	G/Poor	F	U	L	Unlined	1.0	PF	-
20.300	20.400	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	G/Poor	G/Poor	F	U	L	Unlined	1.0	PF	Drain up to km 20.350
20.400	20.500	G	-	-	-	-	-	-	-	-	-	-	5	4	4	3	G/Poor	G/Poor	F	U	-	-	-	-	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																									
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)				Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss									
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
20.500	20.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	4	G/Poor	G/Poor	F	S	-	-	-	-	-
20.600	20.700	G	BT Surface layer damaged										5	5	3	4	G/Poor	G/V.Poor	F	S	L	Unlined	1.0	PF	Drain starts at km 20.625
20.700	20.800	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	U	L	Unlined	1.0	PF	Very Poor Condition of Road
20.800	20.900	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/V.Poor	Bushes	F	U	L	Unlined	1.0	PF	Very Poor Condition of Road
20.900	21.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	3	G/V.Poor	Bushes	F	U	L	Unlined	1.0	PF	GSB layer on existing Road
21.000	21.100	G	-	-	-	-	-	-	-	-	-	-	5	3	3	3	G/Poor	G/Poor	F	U	L	Unlined	1.0	PF	-
21.100	21.200	BT	H	E	H	E	M	F	H	E	L	O	-	-	-	-	G/Poor	Bushes	F	U	L	Unlined	1.0	PF	Poor Condition of Road
21.200	21.300	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	Bushes	Bushes	F	U	L	Unlined	1.0	PF	Very Poor Condition of Road
21.300	21.400	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/Poor	Bushes	F	U	L	Unlined	1.0	PF	Drain from km 21.250 to km 21.500
21.400	21.500	G	-	-	-	-	-	-	-	-	-	-	5	3	3	2	NE	NE	F	S	L	Unlined	1.0	PF	GSB layer on existing Road
21.500	21.600	G	-	-	-	-	-	-	-	-	-	-	5	2	2	3	NE	NE	F	U	L	Unlined	1.0	PF	Drain start at km 21.550
21.600	21.700	G	-	-	-	-	-	-	-	-	-	-	5	3	3	3	G/Poor	Bushes	F	U	L	Unlined	1.0	PF	-
21.700	21.800	G	-	-	-	-	-	-	-	-	-	-	5	4	3	3	G/Poor	Bushes	F	U	L	Unlined	1.0	PF	-
21.800	21.900	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	E/Poor	Bushes	F	-	L	Unlined	1.0	PF	Poor Condition of Road
21.900	22.000	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	E/Poor	Bushes	F	U	L	Unlined	1.0	PF	Very Poor Condition of Road
22.000	22.100	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/Poor	Bushes	F	U	L	Unlined	1.0	PF	Drain up to km 22.025
22.100	22.200	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/Poor	Bushes	F	UL	-	-	-	-	Very Poor Condition of Road
22.200	22.300	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	Bushes	Bushes	F	U	L	Unlined	1.0	PF	Drain start at km 22.175
22.300	22.400	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	Bushes	Bushes	F	-	L	Unlined	1.0	PF	Poor Condition of Road
22.400	22.500	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	Bushes	Bushes	F	-	L	Unlined	1.0	PF	Poor Condition of Road
22.500	22.600	BT	H	E	H	E	M	F	H	E	M	F	-	-	-	-	Bushes	Bushes	F	-	L	Unlined	1.0	PF	Very Poor Condition of Road
22.600	22.700	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	Bushes	Bushes	F	-	-	-	-	-	Poor Condition of Road
22.700	22.800	BT	H	E	H	E	M	F	H	E	M	F	-	-	-	-	Bushes	Bushes	F	U	L	Unlined	1.0	PF	Very Poor Condition of Road

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																									
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**								**Drain**				**Remarks**
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**					
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
22.800	22.900	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	G/Poor	Bushes	F	UL	L	Unlined	1.0	PF	Very Poor Condition of Road
22.900	23.000	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	Bushes	Bushes	F	U	L	Unlined	1.0	PF	Very Poor Condition of Road
23.000	23.100	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/V.Poor	Bushes	F	U	-	-	-	-	Poor Condition of Road
23.100	23.200	G	-	-	-	-	-	-	-	-	-	-	5	5	3	4	G/V.Poor	Bushes	F	U	-	-	-	-	Very Poor Condition of Road
23.200	23.300	G	-	-	-	-	-	-	-	-	-	-	5	3	2	3	G/V.Poor	Bushes	F	UL	-	-	-	-	Poor Condition of Road
23.300	23.400	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	Bushes	Bushes	F	U	-	-	-	-	-
23.400	23.500	G	-	-	-	-	-	-	-	-	-	-	5	3	2	3	G/Poor	Bushes	F	S	-	-	-	-	-
23.500	23.600	G	-	-	-	-	-	-	-	-	-	-	5	5	3	3	G/Poor	Bushes	F	S	-	-	-	-	-
23.600	23.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	G/Poor	Bushes	F	S	-	-	-	-	-
23.700	23.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	P	S	-	-	-	-	-
23.800	23.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	P	S	-	-	-	-	-
23.900	24.000	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	NE	NE	F	S	-	-	-	-	-
24.000	24.100	G	-	-	-	-	-	-	-	-	-	-	5	4	2	4	NE	NE	P	U	-	-	-	-	-
24.100	24.200	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	NE	NE	P	S	-	-	-	-	-
24.200	24.300	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	NE	NE	P	S	-	-	-	-	-
24.300	24.400	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	G/Poor	Bushes	F	S	-	-	-	-	-
24.400	24.500	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	G/Poor	Bushes	F	S	-	-	-	-	-
24.500	24.600	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	G/V.Poor	Bushes	F	U	-	-	-	-	-
24.600	24.700	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	Bushes	Bushes	F	S	-	-	-	-	-
24.700	24.800	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	G/Poor	Bushes	F	S	-	-	-	-	-
24.800	24.900	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	G/Poor	Bushes	F	S	-	-	-	-	-
24.900	25.000	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	Bushes	Bushes	F	S	-	-	-	-	-
25.000	25.100	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	G/Poor	Bushes	F	S	-	-	-	-	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																									
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)								Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition					
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
25.100	25.200	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	Bushes	Bushes	F	S	-	-	-	-	-
25.200	25.300	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	Bushes	Bushes	F	S	-	-	-	-	-
25.300	25.400	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	Bushes	Bushes	F	S	-	-	-	-	-
25.400	25.500	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	Bushes	Bushes	F	S	-	-	-	-	-
25.500	25.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	P	S	-	-	-	-	-
25.600	25.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	Bushes	Bushes	P	S	-	-	-	-	-
25.700	25.800	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	Bushes	Bushes	P	S	-	-	-	-	-
25.800	25.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	G/Poor	Bushes	P	U	-	-	-	-	-
25.900	26.000	G	-	-	-	-	-	-	-	-	-	-	5	3	3	5	G/Poor	Bushes	F	S	-	-	-	-	-
26.000	26.100	G	-	-	-	-	-	-	-	-	-	-	3	2	2	3	Grass	Bushes	F	S	-	-	-	-	-
26.100	26.200	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	Grass	Bushes	F	U	-	-	-	-	-
26.200	26.300	G	-	-	-	-	-	-	-	-	-	-	5	5	3	3	G/Poor	Grass	F	UL	-	-	-	-	-
26.300	26.400	G	-	-	-	-	-	-	-	-	-	-	5	5	3	4	G/Poor	Grass	F	U	-	-	-	-	-
26.400	26.500	G	-	-	-	-	-	-	-	-	-	-	5	5	4	4	G/Poor	Grass	F	U	-	-	-	-	-
26.500	26.600	G	-	-	-	-	-	-	-	-	-	-	5	5	3	4	G/Poor	Bushes	P	U	-	-	-	-	-
26.600	26.700	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	G/Poor	Bushes	F	U	-	-	-	-	-
26.700	26.800	G	-	-	-	-	-	-	-	-	-	-	5	5	3	4	G/Poor	Bushes	F	U	-	-	-	-	-
26.800	26.900	G	-	-	-	-	-	-	-	-	-	-	5	5	3	4	G/Poor	Bushes	F	U	-	-	-	-	-
26.900	27.000	G	-	-	-	-	-	-	-	-	-	-	5	5	3	4	Bushes	G/Poor	F	U	-	-	-	-	-
27.000	27.100	G	-	-	-	-	-	-	-	-	-	-	5	3	2	4	Bushes	Bushes	F	U	-	-	-	-	-
27.100	27.200	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	Bushes	G/Poor	P	U	-	-	-	-	Water overflow on the road at km 27.120
27.200	27.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	Bushes	Bushes	P	UL	-	-	-	-	-
27.300	27.400	G	-	-	-	-	-	-	-	-	-	-	5	3	3	5	Bushes	Bushes	F	U	-	-	-	-	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																									
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**								**Drain**				**Remarks**
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**					
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
27.400	27.500	G	-	-	-	-	-	-	-	-	-	-	5	3	3	5	Bushes	Bushes	F	U	-	-	-	-	-
27.500	27.600	G	-	-	-	-	-	-	-	-	-	-	5	3	3	5	Bushes	Bushes	F	S	-	-	-	-	-
27.600	27.700	G	-	-	-	-	-	-	-	-	-	-	5	3	3	5	Bushes	Bushes	P	S	-	-	-	-	-
27.700	27.800	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	Bushes	G/Poor	P	S	-	-	-	-	-
27.800	27.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	Bushes	G/Poor	P	S	-	-	-	-	-
27.900	28.000	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	Bushes	G/Poor	F	U	-	-	-	-	-
28.000	28.100	G	-	-	-	-	-	-	-	-	-	-	5	3	2	4	Bushes	Bushes	F	UL	-	-	-	-	-
28.100	28.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	Bushes	G/Poor	F	UL	-	-	-	-	Poor Condition of Road
28.200	28.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	Bushes	G/Poor	P	U	-	-	-	-	Poor Condition of Road
28.300	28.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	Bushes	G/Poor	P	U	-	-	-	-	-
28.400	28.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	Bushes	G/Poor	P	UL	-	-	-	-	-
28.500	28.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	Bushes	Bushes	F	U	-	-	-	-	-
28.600	28.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	G/Poor	Bushes	P	U	-	-	-	-	Very Poor Condition of Road
28.700	28.800	G	-	-	-	-	-	-	-	-	-	-	4	3	3	4	Bushes	Bushes	F	U	-	-	-	-	Very Poor Condition of Road
28.800	28.900	G	-	-	-	-	-	-	-	-	-	-	4	4	4	4	G/Poor	Bushes	F	U	-	-	-	-	-
28.900	29.000	G	-	-	-	-	-	-	-	-	-	-	5	5	4	4	G/Poor	Bushes	F	U	-	-	-	-	-
29.000	29.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	Bushes	Bushes	P	U	-	-	-	-	Very Poor Condition of Road
29.100	29.200	G	-	-	-	-	-	-	-	-	-	-	5	4	3	5	Bushes	Bushes	P	U	-	-	-	-	-
29.200	29.300	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	P	UL	-	-	-	-	-
29.300	29.400	G	-	-	-	-	-	-	-	-	-	-	5	3	3	5	G/Poor	G/Poor	P	U	-	-	-	-	Debris on the RHS shoulder
29.400	29.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	G/Poor	G/Poor	VP	UL	L	Unlined	2.0	PF	Drain starts at km 29.450
29.500	29.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	VP	U	L	Unlined	1.0	PF	Water flow on the road
29.600	29.700	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	Bushes	G/Poor	P	U	-	-	-	-	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE	Pavement Condition Survey

Project Road: Merangkong - Tamlu - Mon Road

Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)													
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				Remarks
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
29.700	29.800	G	-	-	-	-	-	-	-	-	-	-	5	3	3	5	Bushes	Bushes	F	UL	-	-	-	-	-
29.800	29.900	G	-	-	-	-	-	-	-	-	-	-	5	4	3	5	Bushes	Bushes	F	UL	-	-	-	-	-
29.900	30.000	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	Bushes	Bushes	P	U	-	-	-	-	-
30.000	30.100	G	-	-	-	-	-	-	-	-	-	-	5	3	3	5	Bushes	Bushes	F	S	-	-	-	-	-
30.100	30.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	Bushes	Bushes	F	S	-	-	-	-	-
30.200	30.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	Bushes	Bushes	P	S	-	-	-	-	-
30.300	30.400	G	-	-	-	-	-	-	-	-	-	-	5	4	3	4	Bushes	Bushes	F	-	-	-	-	-	-
30.400	30.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	Bushes	Bushes	F	-	-	-	-	-	Very Poor Condition of Road
30.500	30.600	G	-	-	-	-	-	-	-	-	-	-	5	4	3	5	Bushes	Bushes	F	-	-	-	-	-	-
30.600	30.700	G	-	-	-	-	-	-	-	-	-	-	5	3	2	4	Bushes	Bushes	F	-	-	-	-	-	-
30.700	30.800	G	-	-	-	-	-	-	-	-	-	-	5	3	2	4	Bushes	Bushes	F	-	-	-	-	-	-
30.800	30.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	Bushes	Bushes	F	S	-	-	-	-	-
30.900	31.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	Bushes	Bushes	F	S	-	-	-	-	-
31.000	31.100	G	-	-	-	-	-	-	-	-	-	-	5	4	3	5	Bushes	Bushes	F	S	-	-	-	-	-
31.100	31.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	Bushes	Bushes	P	S	-	-	-	-	-
31.200	31.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	E/Poor	E/Poor	F	S	-	-	-	-	Rain Cut on shoulder
31.300	31.400	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	E/Poor	E/Poor	F	-	-	-	-	-	Water overflow on the road
31.400	31.500	G	-	-	-	-	-	-	-	-	-	-	5	3	3	3	Bushes	Bushes	F	-	-	-	-	-	Plain Area starts
31.500	31.600	G	BT Surface layer damaged										5	2	2	5	Bushes	Bushes	F	-	-	-	-	-	Road on embankment starts
31.600	31.700	G	BT Surface layer damaged										5	3	3	4	Bushes	Bushes	P	-	-	-	-	-	R/S Nallah parralel to road
31.700	31.800	G	BT Surface layer damaged										5	2	2	5	Bushes	Bushes	F	-	R	Unlined	1.5	F	-
31.800	31.900	G	BT Surface layer damaged										5	3	2	4	Bushes	Bushes	F	-	R	Unlined	1.5	F	Drain up to km 31.950
31.900	32.000	G	-	-	-	-	-	-	-	-	-	-	5	3	2	4	Bushes	Bushes	F	-	-	-	-	-	Submergence Area

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Project Road: Merangkong - Tamlu - Mon Road																								
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)				Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss									
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
32.000	32.100	G	BT Surface layer damaged										5	3	2	4	Bushes	Bushes	F	-	-	-	-	-	Road on Embankment both side
32.100	32.200	G	BT Surface layer damaged										5	2	2	4	Bushes	Bushes	F	-	-	-	-	-	-
32.200	32.300	G	BT Surface layer damaged										5	3	2	5	Bushes	Bushes	P	-	-	-	-	-	-
32.300	32.400	G	BT Surface layer damaged										5	2	2	3	Bushes	Bushes	F	-	-	-	-	-	-
32.400	32.500	G	-	-	-	-	-	-	-	-	-	-	5	3	3	3	Bushes	Bushes	F	-	-	-	-	-	Steel Truss Bridge 30 M lemgth
32.500	32.600	BT	H	E	H	E	H	E	H	E	M	O	-	-	-	-	Bushes	Bushes	F	-	-	-	-	-	-
32.600	32.700	G	BT Surface layer damaged										5	2	3	4	Bushes	Bushes	P	-	-	-	-	-	Submergence Area
32.700	32.800	G	BT Surface layer damaged										5	2	2	4	Bushes	Bushes	F	-	-	-	-	-	Submergence Area
32.800	32.900	G	BT Surface layer damaged										5	2	2	3	Bushes	Bushes	F	-	-	-	-	-	-
32.900	33.000	G	BT Surface layer damaged										5	2	2	3	Bushes	Bushes	F	-	-	-	-	-	-
33.000	33.100	G	-	-	-	-	-	-	-	-	-	-	5	3	3	5	Bushes	Bushes	F	-	-	-	-	-	Water cross the road at km 33.050
33.100	33.200	G	-	-	-	-	-	-	-	-	-	-	5	5	4	4	Bushes	Bushes	F	S	-	-	-	-	-
33.200	33.300	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	Bushes	Bushes	F	-	-	-	-	-	-
33.300	33.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	Bushes	Bushes	-	-	-	-	-	-	Water cross the road at km 33.350
33.400	33.500	G	-	-	-	-	-	-	-	-	-	-	5	3	3	5	E/Poor	Bushes	-	-	-	-	-	-	Submergence Area
33.500	33.600	E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	E/Poor	Bushes	VP	-	-	-	-	-	Very Poor Condition of Road
33.600	33.700	E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	E/Poor	Bushes	VP	-	-	-	-	-	Very Poor Condition of Road
33.700	33.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	E/Poor	Bushes	VP	U	-	-	-	-	Very Poor Condition of Road
33.800	33.900	G	-	-	-	-	-	-	-	-	-	-	5	3	3	5	E/Poor	Bushes	P	U	L	Unlined	1.5	F	Drain from km 33.730 to km 33.861
33.900	34.000	E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	E/Poor	Bushes	P	-	-	-	-	-	Very Poor Condition of Road
34.000	34.100	G	-	-	-	-	-	-	-	-	-	-	5	4	3	5	E/Poor	Bushes	F	U	-	-	-	-	-
34.100	34.200	E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	E/Poor	Bushes	F	-	-	-	-	-	Very Poor Condition of Road
34.200	34.300	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	E/Poor	Bushes	F	U	-	-	-	-	Very Poor Condition of Road

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Project Road: Merangkong - Tamlu - Mon Road																								
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**								**Drain**				**Remarks**
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**					
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
34.300	34.400	E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	E/Poor	Bushes	P	UL	-	-	-	-	Very Poor Condition of Road
34.400	34.500	E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NE	Bushes	VP	U	-	-	-	-	-
34.500	34.600	E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NE	Bushes	VP	U	-	-	-	-	-
34.600	34.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	Bushes	VP	U	-	-	-	-	-
34.700	34.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	Bushes	VP	U	-	-	-	-	-
34.800	34.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	Bushes	P	S	-	-	-	-	-
34.900	35.000	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	Bushes	P	S	-	-	-	-	-
35.000	35.100	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	Bushes	P	S	-	-	-	-	-
35.100	35.200	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	NE	Bushes	P	S	-	-	-	-	-
35.200	35.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	Bushes	F	S	-	-	-	-	Submergence Area
35.300	35.400	G	-	-	-	-	-	-	-	-	-	-	5	4	4	5	NE	Bushes	P	S	-	-	-	-	-
35.400	35.500	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	NE	NE	P	S	-	-	-	-	-
35.500	35.600	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	NE	Bushes	P	S	-	-	-	-	-
35.600	35.700	G	-	-	-	-	-	-	-	-	-	-	5	3	3	5	NE	NE	P	S	-	-	-	-	-
35.700	35.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	P	-	-	-	-	-	-
35.800	35.900	G	-	-	-	-	-	-	-	-	-	-	3	3	3	5	E/Poor	E/Poor	F	U	-	-	-	-	-
35.900	36.000	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	E/Poor	E/Poor	P	U	-	-	-	-	-
36.000	36.100	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	E/Poor	E/Poor	P	U	-	-	-	-	-
36.100	36.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	E/Poor	E/Poor	P	U	-	-	-	-	-
36.200	36.300	G	-	-	-	-	-	-	-	-	-	-	5	3	3	5	E/Poor	E/Poor	P	U	-	-	-	-	-
36.300	36.400	G	-	-	-	-	-	-	-	-	-	-	5	3	5	5	E/Poor	E/Poor	P	U	-	-	-	-	-
36.400	36.500	G	-	-	-	-	-	-	-	-	-	-	5	3	3	5	E/Poor	E/Poor	F	U	-	-	-	-	-
36.500	36.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	E/Poor	E/Poor	P	U	-	-	-	-	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																									
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**								**Drain**				**Remarks**
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**					
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
36.600	36.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	E/Poor	E/Poor	VP	U	-	-	-	-	Submergence Area
36.700	36.800	G	-	-	-	-	-	-	-	-	-	-	5	4	3	5	E/Poor	E/Poor	P	U	-	-	-	-	-
36.800	36.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	E/Poor	E/Poor	VP	S	-	-	-	-	Submergence Area
36.900	37.000	G	-	-	-	-	-	-	-	-	-	-	5	3	3	5	E/Poor	E/Poor	F	S	-	-	-	-	-
37.000	37.100	G	-	-	-	-	-	-	-	-	-	-	5	4	3	5	NE	NE	VP	S	-	-	-	-	-
37.100	37.200	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	VP	U	-	-	-	-	Submergence Area
37.200	37.300	G	-	-	-	-	-	-	-	-	-	-	5	3	3	5	E/Poor	Bushes	F	U	-	-	-	-	-
37.300	37.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	E/Poor	Bushes	P	S	-	-	-	-	Submergence Area
37.400	37.500	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	E/Poor	Bushes	F	U	-	-	-	-	-
37.500	37.600	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	E/Poor	Bushes	P	U	-	-	-	-	Submergence Area
37.600	37.700	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	E/Poor	Bushes	P	U	-	-	-	-	Submergence Area
37.700	37.800	G	-	-	-	-	-	-	-	-	-	-	4	3	3	5	E/Poor	Bushes	F	-	-	-	-	-	-
37.800	37.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	E/Poor	Bushes	P	-	-	-	-	-	Very Poor Condition of Road
37.900	38.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	E/Poor	Bushes	P	-	-	-	-	-	Submergence Area
38.000	38.100	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	E/Poor	Bushes	P	U	-	-	-	-	-
38.100	38.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	Bushes	P	U	-	-	-	-	-
38.200	38.300	G	-	-	-	-	-	-	-	-	-	-	5	4	3	5	NE	Bushes	P	S	-	-	-	-	-
38.300	38.400	G	-	-	-	-	-	-	-	-	-	-	5	3	2	5	E/Poor	Bushes	F	S	-	-	-	-	-
38.400	38.500	G	-	-	-	-	-	-	-	-	-	-	5	3	2	5	E/Poor	Bushes	F	S	-	-	-	-	-
38.500	38.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	Bushes	Bushes	VP	S	-	-	-	-	Submergence Area
38.600	38.700	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	Bushes	Bushes	VP	U	-	-	-	-	-
38.700	38.800	G	-	-	-	-	-	-	-	-	-	-	5	4	3	5	E/Poor	Bushes	P	U	-	-	-	-	-
38.800	38.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	E/Poor	Bushes	VP	U	-	-	-	-	Submergence Area

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																								Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																								
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)								Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition					
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
38.900	39.000	G	-	-	-	-	-	-	-	-	-	-	5	4	3	5	E/Poor	Bushes	P	U	-	-	-	-	-
39.000	39.100	G	-	-	-	-	-	-	-	-	-	-	5	4	3	5	NE	NE	P	S	-	-	-	-	-
39.100	39.200	G	-	-	-	-	-	-	-	-	-	-	5	3	4	5	NE	NE	F	S	-	-	-	-	-
39.200	39.300	G	-	-	-	-	-	-	-	-	-	-	5	4	3	5	NE	NE	F	S	-	-	-	-	-
39.300	39.400	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	NE	NE	VP	S	-	-	-	-	-
39.400	39.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	VP	S	-	-	-	-	-
39.500	39.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	P	S	-	-	-	-	-
39.600	39.700	G	-	-	-	-	-	-	-	-	-	-	5	4	4	5	NE	NE	P	S	-	-	-	-	-
39.700	39.800	G	-	-	-	-	-	-	-	-	-	-	5	3	3	5	NE	NE	F	S	-	-	-	-	-
39.800	39.900	G	-	-	-	-	-	-	-	-	-	-	5	3	4	5	NE	NE	F	S	-	-	-	-	-
39.900	40.000	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	S	-	-	-	-	Steel Bridge at km 39.815
40.000	40.100	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	G/Poor	Bushes	P	U	-	-	-	-	Very Poor Condition of Road
40.100	40.200	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	G/Poor	Bushes	P	U	-	-	-	-	Very Poor Condition of Road
40.200	40.300	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	G/Poor	Bushes	P	U	-	-	-	-	-
40.300	40.400	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	G/Poor	Bushes	P	U	-	-	-	-	-
40.400	40.500	G	-	-	-	-	-	-	-	-	-	-	5	4	3	5	G/Poor	Bushes	F	U	-	-	-	-	-
40.500	40.600	G	-	-	-	-	-	-	-	-	-	-	5	3	3	5	G/Poor	Bushes	F	U	-	-	-	-	-
40.600	40.700	G	-	-	-	-	-	-	-	-	-	-	5	3	3	5	G/Poor	Bushes	F	U	-	-	-	-	-
40.700	40.800	G	-	-	-	-	-	-	-	-	-	-	5	4	4	5	G/Poor	Bushes	F	U	-	-	-	-	-
40.800	40.900	G	-	-	-	-	-	-	-	-	-	-	5	3	3	5	G/Poor	Bushes	F	U	-	-	-	-	-
40.900	41.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	Bushes	Bushes	P	U	-	-	-	-	-
41.000	41.100	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	Bushes	Bushes	P	S	-	-	-	-	-
41.100	41.200	E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Bushes	Bushes	P	S	-	-	-	-	Very Poor Condition of Road

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																									
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)				Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss									
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
41.200	41.300	E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Bushes	Bushes	P	S	-	-	-	-	-
41.300	41.400	E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Bushes	Bushes	P	S	-	-	-	-	-
41.400	41.500	E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Bushes	Bushes	P	S	-	-	-	-	Steel Truss Bridge 95 m length
41.500	41.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	Bushes	Bushes	P	S	-	-	-	-	-
41.600	41.700	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	Bushes	Bushes	F	S	-	-	-	-	-
41.700	41.800	G	-	-	-	-	-	-	-	-	-	-	5	3	2	5	Bushes	Bushes	F	S	-	-	-	-	-
41.800	41.900	G	-	-	-	-	-	-	-	-	-	-	5	3	3	5	Bushes	Bushes	F	S	-	-	-	-	-
41.900	42.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	Bushes	E/Poor	F	S	-	-	-	-	-
42.000	42.100	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	Bushes	G/Poor	F	S	-	-	-	-	-
42.100	42.200	G	-	-	-	-	-	-	-	-	-	-	5	3	2	5	Bushes	G/Poor	F	S	-	-	-	-	-
42.200	42.300	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	Bushes	Bushes	F	S	-	-	-	-	-
42.300	42.400	G	-	-	-	-	-	-	-	-	-	-	5	3	2	5	Bushes	Bushes	F	S	-	-	-	-	-
42.400	42.500	G	-	-	-	-	-	-	-	-	-	-	5	3	2	5	Bushes	Bushes	F	S	-	-	-	-	-
42.500	42.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	Bushes	Bushes	F	S	-	-	-	-	-
42.600	42.700	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	E/V.Poor	G/Poor	F	U	-	-	-	-	-
42.700	42.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	E/V.Poor	G/Poor	P	U	-	-	-	-	-
42.800	42.900	G	-	-	-	-	-	-	-	-	-	-	5	3	2	5	E/V.Poor	Bushes	F	S	-	-	-	-	-
42.900	43.000	G	-	-	-	-	-	-	-	-	-	-	5	4	2	5	Bushes	Bushes	F	S	-	-	-	-	-
43.000	43.100	G	-	-	-	-	-	-	-	-	-	-	5	4	2	5	Bushes	Bushes	F	S	-	-	-	-	-
43.100	43.200	G	-	-	-	-	-	-	-	-	-	-	5	5	2	5	Bushes	Bushes	F	S	-	-	-	-	-
43.200	43.300	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	Bushes	Bushes	P	S	-	-	-	-	-
43.300	43.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	Bushes	Bushes	P	S	-	-	-	-	-
43.400	43.500	G	-	-	-	-	-	-	-	-	-	-	5	4	3	5	Bushes	Bushes	F	S	-	-	-	-	-

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Project Road: Merangkong - Tamlu - Mon Road																									
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)				Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss									
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
43.500	43.600	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	Bushes	Bushes	F	S	-	-	-	-	-
43.600	43.700	G	-	-	-	-	-	-	-	-	-	-	5	3	2	5	Bushes	Bushes	F	S	-	-	-	-	-
43.700	43.800	G	-	-	-	-	-	-	-	-	-	-	5	4	3	5	Bushes	Bushes	F	S	-	-	-	-	-
43.800	43.900	G	-	-	-	-	-	-	-	-	-	-	5	5	2	5	Bushes	Bushes	F	S	-	-	-	-	-
43.900	44.000	G	-	-	-	-	-	-	-	-	-	-	5	4	3	5	Bushes	Bushes	F	S	-	-	-	-	-
44.000	44.100	G	-	-	-	-	-	-	-	-	-	-	5	3	2	5	Bushes	Bushes	F	S	-	-	-	-	-
44.100	44.200	G	-	-	-	-	-	-	-	-	-	-	5	4	2	3	Bushes	Bushes	F	S	-	-	-	-	-
44.200	44.300	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	Bushes	Bushes	F	S	-	-	-	-	-
44.300	44.400	G	-	-	-	-	-	-	-	-	-	-	5	4	3	5	Bushes	Bushes	F	S	-	-	-	-	-
44.400	44.500	G	-	-	-	-	-	-	-	-	-	-	5	5	2	5	Bushes	Bushes	F	S	-	-	-	-	-
44.500	44.600	G	-	-	-	-	-	-	-	-	-	-	5	3	2	5	Bushes	Bushes	F	U	-	-	-	-	-
44.600	44.700	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	Bushes	Bushes	P	U	-	-	-	-	-
44.700	44.800	G	-	-	-	-	-	-	-	-	-	-	5	3	2	5	Bushes	Bushes	F	S	-	-	-	-	-
44.800	44.900	G	-	-	-	-	-	-	-	-	-	-	5	4	2	5	Bushes	Bushes	F	S	-	-	-	-	-
44.900	45.000	G	-	-	-	-	-	-	-	-	-	-	5	4	2	5	Bushes	Bushes	F	S	-	-	-	-	-
45.000	45.100	G	-	-	-	-	-	-	-	-	-	-	5	3	2	5	Bushes	Bushes	F	S	-	-	-	-	-
45.100	45.200	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	Bushes	Bushes	F	S	-	-	-	-	-
45.200	45.300	E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Bushes	Bushes	VP	S	-	-	-	-	-
45.300	45.400	E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Bushes	Bushes	VP	S	-	-	-	-	-
45.400	45.500	E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	E/V.Poor	E/V.Poor	P	U	L	Unlined	0.5	PF	Very Poor Condition of Road
45.500	45.600	E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Bushes	Bushes	VP	S	-	-	-	-	-
45.600	45.700	E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Bushes	Bushes	VP	S	-	-	-	-	-
45.700	45.800	G	-	-	-	-	-	-	-	-	-	-	5	5	2	5	Bushes	Bushes	F	S	-	-	-	-	-

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Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
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Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**								**Drain**				**Remarks**
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**					
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
45.800	45.900	G	-	-	-	-	-	-	-	-	-	-	5	5	2	5	Bushes	Bushes	F	S	-	-	-	-	-
45.900	46.000	G	-	-	-	-	-	-	-	-	-	-	5	4	2	5	Bushes	Bushes	F	S	-	-	-	-	-
46.000	46.100	G	-	-	-	-	-	-	-	-	-	-	5	3	2	5	Bushes	Bushes	F	S	-	-	-	-	-
46.100	46.200	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	Bushes	Bushes	F	S	-	-	-	-	-
46.200	46.300	G	-	-	-	-	-	-	-	-	-	-	5	3	2	5	Bushes	Bushes	F	S	-	-	-	-	-
46.300	46.400	G	-	-	-	-	-	-	-	-	-	-	5	3	2	5	Bushes	Bushes	F	S	-	-	-	-	-
46.400	46.500	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	Bushes	Bushes	F	S	-	-	-	-	-
46.500	46.600	G	-	-	-	-	-	-	-	-	-	-	5	3	2	5	Bushes	Bushes	F	S	-	-	-	-	-
46.600	46.700	G	-	-	-	-	-	-	-	-	-	-	5	3	2	4	Bushes	Bushes	F	S	-	-	-	-	-
46.700	46.800	G	-	-	-	-	-	-	-	-	-	-	5	2	2	3	G/Poor	G/Poor	F	S	-	-	-	-	-
46.800	46.900	G	BT Surface layer damaged										5	2	2	3	Bushes	Bushes	F	S	-	-	-	-	-
46.900	47.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	VP	S	-	-	-	-	-
47.000	47.100	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	Bushes	Bushes	F	S	-	-	-	-	-
47.100	47.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	Bushes	Bushes	P	S	-	-	-	-	-
47.200	47.300	G	-	-	-	-	-	-	-	-	-	-	5	4	3	5	Bushes	Bushes	F	S	-	-	-	-	-
47.300	47.400	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	E/V.Poor	E/V.Poor	F	S	-	-	-	-	-
47.400	47.500	BT	M	F	H	E	L	O	M	F	L	O	-	-	-	-	E/V.Poor	E/V.Poor	F	-	-	-	-	-	Junction at km 47.340
47.500	47.600	BT	M	F	H	E	L	O	M	F	L	O	-	-	-	-	E/V.Poor	E/V.Poor	F	-	R	Unlined	0.5	PF	-
47.600	47.700	BT	H	E	H	E	M	F	H	E	M	F	-	-	-	-	G/Poor	G/Poor	F	S	-	-	-	-	Bothe Side Valley/ Ridge
47.700	47.800	BT	M	F	H	E	L	O	M	F	L	O	-	-	-	-	G/Poor	G/Poor	F	S	-	-	-	-	-
47.800	47.900	BT	M	F	H	E	L	O	M	F	L	O	-	-	-	-	G/Poor	G/Poor	F	S	-	-	-	-	-
47.900	48.000	BT	H	E	H	E	M	F	M	F	M	F	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	-
48.000	48.100	BT	M	F	H	E	L	O	H	E	L	O	-	-	-	-	G/V.Poor	G/Poor	F	S	-	-	-	-	-

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																								Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																								
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**								**Drain**				**Remarks**
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**					
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
48.100	48.200	BT	H	E	H	E	M	F	M	F	L	O	-	-	-	-	G/V.Poor	G/Poor	F	S	-	-	-	-	-
48.200	48.300	BT	H	E	H	E	L	O	M	F	M	F	-	-	-	-	G/V.Poor	G/V.Poor	F	S	-	-	-	-	-
48.300	48.400	BT	H	E	H	E	M	F	M	F	M	F	-	-	-	-	E/V.Poor	E/V.Poor	F	-	-	-	-	-	Bothe Side Valley/ Ridge
48.400	48.500	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	G/V.Poor	F	S	-	-	-	-	Very Poor Condition of Road
48.500	48.600	G	BT Surface layer damaged										5	3	2	3	E/V.Poor	E/V.Poor	F	S	-	-	-	-	-
48.600	48.700	G	BT Surface layer damaged										5	4	2	4	E/V.Poor	E/V.Poor	F	S	-	-	-	-	-
48.700	48.800	BT	M	F	H	E	M	F	H	E	M	F	-	-	-	-	G/Poor	G/Poor	F	UL	-	-	-	-	-
48.800	48.900	G	BT Surface layer damaged										5	3	2	2	G/Poor	G/Poor	F	U	-	-	-	-	-
48.900	49.000	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	G/V.Poor	F	U	-	-	-	-	Rain Cut on RHS Shoulder
49.000	49.100	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	G/V.Poor	F	U	-	-	-	-	Very Poor Condition of Road
49.100	49.200	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	G/V.Poor	F	S	-	-	-	-	Rain Cut on RHS Shoulder
49.200	49.300	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	G/V.Poor	F	S	-	-	-	-	Very Poor Condition of Road
49.300	49.400	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	G/V.Poor	F	U	-	-	-	-	Very Poor Condition of Road
49.400	49.500	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	G/V.Poor	F	U	-	-	-	-	Very Poor Condition of Road
49.500	49.600	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	G/V.Poor	F	U	-	-	-	-	Very Poor Condition of Road
49.600	49.700	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	G/V.Poor	F	U	-	-	-	-	Very Poor Condition of Road
49.700	49.800	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	Bushes	F	-	-	-	-	-	Bothe Side Valley/ Ridge
49.800	49.900	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	G/V.Poor	F	U	-	-	-	-	Very Poor Condition of Road
49.900	50.000	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	G/V.Poor	F	U	-	-	-	-	Very Poor Condition of Road
50.000	50.100	G	BT Surface layer damaged										5	5	2	4	G/Poor	G/V.Poor	F	S	-	-	-	-	Very Poor Condition of Road
50.100	50.200	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	G/V.Poor	F	S	-	-	-	-	Very Poor Condition of Road
50.200	50.300	G	BT Surface layer damaged										5	3	3	3	G/V.Poor	Bushes	F	S	-	-	-	-	Very Poor Condition of Road
50.300	50.400	G	BT Surface layer damaged										5	2	2	3	G/V.Poor	Bushes	F	S	-	-	-	-	Very Poor Condition of Road

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																							Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																							
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**								**Drain**				**Remarks**
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**				
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
50.400	50.500	G	BT Surface layer damaged										5	2	2	3	G/Poor	G/Poor	F	S	-	-	-	-	Very Poor Condition of Road
50.500	50.600	G	BT Surface layer damaged										5	3	2	3	G/Poor	G/Poor	F	S	-	-	-	-	Very Poor Condition of Road
50.600	50.700	G	BT Surface layer damaged										5	2	2	3	G/Poor	Bushes	F	S	-	-	-	-	Poor Condition of Road
50.700	50.800	G	BT Surface layer damaged										5	2	2	3	G/Poor	Bushes	F	S	-	-	-	-	-
50.800	50.900	BT	M	F	M	F	M	F	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	S	-	-	-	-	-
50.900	51.000	BT	M	F	M	F	M	F	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	-
51.000	51.100	BT	M	F	H	E	H	E	H	E	M	O	-	-	-	-	G/Poor	Bushes	F	S	-	-	-	-	-
51.100	51.200	BT	M	F	H	E	M	F	H	E	L	O	-	-	-	-	G/Poor	Bushes	F	S	-	-	-	-	-
51.200	51.300	BT	M	F	H	E	H	F	M	F	L	O	-	-	-	-	G/Poor	G/Poor	F	S	-	-	-	-	-
51.300	51.400	BT	M	F	M	F	H	E	H	E	L	O	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	-
51.400	51.500	BT	M	F	M	F	H	E	H	E	L	O	-	-	-	-	G/V.Poor	Bushes	F	U	-	-	-	-	-
51.500	51.600	G	BT Surface layer damaged										5	2	2	3	G/V.Poor	Bushes	F	U	-	-	-	-	-
51.600	51.700	G	BT Surface layer damaged										5	2	2	2	G/V.Poor	G/Poor	F	U	-	-	-	-	-
51.700	51.800	G	BT Surface layer damaged										5	2	2	2	G/V.Poor	Bushes	F	S	-	-	-	-	-
51.800	51.900	BT	M	F	H	E	M	F	H	E	L	O	-	-	-	-	G/V.Poor	Bushes	F	S	-	-	-	-	Poor Condition of Road
51.900	52.000	G	BT Surface layer damaged										5	2	2	2	G/V.Poor	Bushes	F	S	-	-	-	-	Very Poor Condition of Road
52.000	52.100	BT	M	F	H	E	H	E	M	F	L	O	-	-	-	-	G/Poor	Bushes	F	S	-	-	-	-	-
52.100	52.200	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/Poor	Bushes	F	S	-	-	-	-	-
52.200	52.300	G	BT Surface layer damaged										5	2	2	2	G/Poor	G/Poor	F	S	-	-	-	-	-
52.300	52.400	BT	M	F	H	E	H	E	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	S	-	-	-	-	-
52.400	52.500	G	BT Surface layer damaged										5	2	2	2	G/Poor	G/Poor	F	S	-	-	-	-	-
52.500	52.600	G	BT Surface layer damaged										5	2	2	2	G/V.Poor	G/V.Poor	F	S	-	-	-	-	-
52.600	52.700	G	BT Surface layer damaged										5	2	2	2	G/V.Poor	G/V.Poor	F	S	-	-	-	-	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																								Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																								
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)				Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss									
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
52.700	52.800	G	BT Surface layer damaged										5	2	2	2	G/V.Poor	G/V.Poor	F	S	-	-	-	-	-
52.800	52.900	G	BT Surface layer damaged										5	3	3	2	G/V.Poor	G/V.Poor	F	U	-	-	-	-	-
52.900	53.000	G	-	-	-	-	-	-	-	-	-	-	5	3	2	2	G/V.Poor	G/V.Poor	F	S	-	-	-	-	Submergence Area
53.000	53.100	G	BT Surface layer damaged										5	3	2	2	G/Poor	G/V.Poor	F	U	-	-	-	-	Poor Condition of Road
53.100	53.200	G	BT Surface layer damaged										5	2	2	2	G/V.Poor	G/V.Poor	F	U	-	-	-	-	-
53.200	53.300	BT	M	F	H	E	M	F	H	E	L	O	-	-	-	-	Bushes	G/V.Poor	F	S	-	-	-	-	-
53.300	53.400	G	BT Surface layer damaged										5	2	2	2	G/V.Poor	G/Poor	F	S	-	-	-	-	-
53.400	53.500	G	BT Surface layer damaged										5	2	2	2	G/V.Poor	G/Poor	F	S	-	-	-	-	-
53.500	53.600	BT	H	E	H	E	M	F	H	E	L	O	-	-	-	-	G/V.Poor	G/Poor	F	S	-	-	-	-	-
53.600	53.700	G	-	-	-	-	-	-	-	-	-	-	5	2	2	2	G/V.Poor	G/V.Poor	F	S	-	-	-	-	-
53.700	53.800	G	BT Surface layer damaged										5	2	2	2	G/Poor	G/Poor	F	S	-	-	-	-	-
53.800	53.900	BT	M	F	H	E	M	F	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	S	-	-	-	-	-
53.900	54.000	G	-	-	-	-	-	-	-	-	-	-	5	2	2	2	G/V.Poor	G/V.Poor	F	S	-	-	-	-	-
54.000	54.100	G	BT Surface layer damaged										5	2	2	2	G/V.Poor	G/V.Poor	F	S	-	-	-	-	-
54.100	54.200	BT	M	F	H	E	M	F	H	E	L	O	-	-	-	-	G/V.Poor	G/V.Poor	F	S	-	-	-	-	-
54.200	54.300	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/V.Poor	G/V.Poor	F	S	-	-	-	-	Very Poor Condition of Road
54.300	54.400	BT	M	F	H	E	M	F	M	F	L	O	-	-	-	-	G/V.Poor	G/V.Poor	F	S	-	-	-	-	-
54.400	54.500	BT	H	E	H	E	M	F	M	F	L	O	-	-	-	-	G/V.Poor	G/V.Poor	F	U	-	-	-	-	-
54.500	54.600	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/V.Poor	G/V.Poor	F	S	-	-	-	-	-
54.600	54.700	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	G/V.Poor	F	S	-	-	-	-	-
54.700	54.800	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	G/V.Poor	F	S	-	-	-	-	-
54.800	54.900	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	G/V.Poor	F	S	-	-	-	-	-
54.900	55.000	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/V.Poor	G/V.Poor	F	U	-	-	-	-	Very Poor Condition of Road

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE

Project Road: Merangkong - Tamlu - Mon Road

Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)				Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				Pavement Condition Survey
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss					Side	Type	Width (m)	F/NF	Remarks
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS							
55.000	55.100	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/V.Poor	G/V.Poor	F	S	-	-	-	-	-
55.100	55.200	G	BT Surface layer damaged										5	2	2	3	G/V.Poor	G/V.Poor	F	UL	-	-	-	-	-
55.200	55.300	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/V.Poor	G/V.Poor	F	UL	-	-	-	-	-
55.300	55.400	G	BT Surface layer damaged										5	2	2	3	G/V.Poor	G/V.Poor	F	U	-	-	-	-	Submergence Area
55.400	55.500	G	BT Surface layer damaged										5	2	2	2	G/V.Poor	G/V.Poor	F	UL	-	-	-	-	Very Poor Condition of Road
55.500	55.600	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	G/V.Poor	F	U	-	-	-	-	Very Poor Condition of Road
55.600	55.700	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	G/V.Poor	F	U	-	-	-	-	Very Poor Condition of Road
55.700	55.800	G	BT Surface layer damaged										5	3	2	3	G/V.Poor	G/V.Poor	F	U	-	-	-	-	Water flow on the road
55.800	55.900	G	BT Surface layer damaged										5	2	2	2	G/V.Poor	G/V.Poor	F	U	-	-	-	-	Water flow on the road
55.900	56.000	G	BT Surface layer damaged										5	2	2	2	G/V.Poor	G/V.Poor	F	U	-	-	-	-	-
56.000	56.100	G	BT Surface layer damaged										5	2	2	2	G/Poor	G/Poor	F	S	-	-	-	-	-
56.100	56.200	G	-	-	-	-	-	-	-	-	-	-	5	2	2	5	G/V.Poor	G/V.Poor	F	S	-	-	-	-	Submergence Area
56.200	56.300	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	UL	-	-	-	-	-
56.300	56.400	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	Aligator Cracks on BT Surface
56.400	56.500	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	Longitudinal Cracks
56.500	56.600	BT	H	E	H	E	M	E	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	Poor Condition of Road
56.600	56.700	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	UL	-	-	-	-	-
56.700	56.800	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/V.Poor	G/V.Poor	F	S	-	-	-	-	-
56.800	56.900	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	Bushes	G/V.Poor	F	S	-	-	-	-	-
56.900	57.000	BT	H	E	H	E	M	F	H	E	L	O	-	-	-	-	Bushes	Bushes	F	U	-	-	-	-	-
57.000	57.100	BT	H	E	H	E	M	F	H	E	L	O	-	-	-	-	G/V.Poor	G/V.Poor	F	S	-	-	-	-	-
57.100	57.200	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/V.Poor	G/V.Poor	F	S	-	-	-	-	-
57.200	57.300	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/V.Poor	G/V.Poor	F	S	-	-	-	-	-

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE | Pavement Condition Survey

Project Road: Merangkong - Tamlu - Mon Road | **Gravel Surface (on scale 0-5)**

Km		Carriage way Type	Bituminous Surface																				Drain			Remarks
			Cracking		Raveling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition						
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF		
57.300	57.400	G	-	-	-	-	-	-	-	-	-	-	-	5	3	2	3	G/V.Poor	G/V.Poor	F	S	-	-	-		-
57.400	57.500	G	-	-	-	-	-	-	-	-	-	-	-	5	3	2	3	G/Poor	G/Poor	F	U	-	-	-		-
57.500	57.600	G	-	-	-	-	-	-	-	-	-	-	-	5	3	2	3	G/V.Poor	G/V.Poor	F	U	-	-	-		-
57.600	57.700	G	-	-	-	-	-	-	-	-	-	-	-	5	3	3	3	G/Poor	G/Poor	F	S	-	-	-		-
57.700	57.800	G	-	-	-	-	-	-	-	-	-	-	-	5	4	3	3	G/Poor	G/Poor	F	S	-	-	-		-
57.800	57.900	G	-	-	-	-	-	-	-	-	-	-	-	5	4	3	4	G/Poor	G/Poor	F	U	-	-	-		-
57.900	58.000	G	-	-	-	-	-	-	-	-	-	-	-	5	3	2	4	G/Poor	G/Poor	F	U	-	-	-		-
58.000	58.100	G	-	-	-	-	-	-	-	-	-	-	-	5	3	2	3	G/Poor	G/Poor	F	U	-	-	-		-
58.100	58.200	G	-	-	-	-	-	-	-	-	-	-	-	5	3	2	4	G/Poor	G/Poor	F	U	-	-	-		-
58.200	58.300	G	-	-	-	-	-	-	-	-	-	-	-	5	2	2	3	G/Poor	G/Poor	F	U	-	-	-		-
58.300	58.400	G	-	-	-	-	-	-	-	-	-	-	-	5	2	2	3	G/Poor	G/Poor	F	U	-	-	-		-
58.400	58.500	G	-	-	-	-	-	-	-	-	-	-	-	5	2	2	3	G/Poor	G/Poor	F	U	-	-	-		-
58.500	58.600	G	-	-	BT Surface layer damaged									5	2	2	3	G/Poor	G/Poor	F	UL	-	-	-		-
58.600	58.700	G	BT Surface layer damaged											5	2	2	3	G/Poor	G/Poor	F	U	-	-	-		-
58.700	58.800	G	BT Surface layer damaged											5	2	-	-	G/Poor	G/Poor	F	U	-	-	-		-
58.800	58.900	G	BT	H	E	H	E	H	E	L	O	-	-	5	2	2	2	G/Poor	G/Poor	F	UL	-	-	-		-
58.900	59.000	BT	H	E	H	E	H	E	L	O	-	-	-	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-		-
59.000	59.100	G	BT Surface layer damaged																							Water flow on the road
59.100	59.200	BT	H	E	H	E	H	E	H	E	L	O	-	-	5	3	2	4	G/Poor	G/Poor	F	UL	-	-	-	
59.200	59.300	BT	H	E	H	E	H	E	-	-	-	-	-	-	5	3	2	3	G/Poor	G/Poor	F	UL	-	-	-	
59.300	59.400	G	-	-	-	-	-	-	-	-	-	-	-	-	5	4	2	4	G/V.Poor	G/V.Poor	F	UL	-	-	-	
59.400	59.500	G	-	-	-	-	-	-	-	-	-	-	-	-	5	4	2	4	G/V.Poor	G/V.Poor	F	UL	-	-	-	
59.500	59.600	G	-	-	-	-	-	-	-	-	-	-	-	-	5	4	2	4	G/V.Poor	G/V.Poor	F	UL	-	-	-	

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																									
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**								**Drain**				**Remarks**
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**					
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
59.600	59.700	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	-
59.700	59.800	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	-
59.800	59.900	G	-	-	-	-	-	-	-	-	-	-	5	3	2	3	G/Poor	G/Poor	F	U	-	-	-	-	-
59.900	60.000	G	-	-	-	-	-	-	-	-	-	-	5	3	2	2	G/Poor	G/Poor	F	U	-	-	-	-	-
60.000	60.100	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	-
60.100	60.200	BT	H	E	H	E	M	E	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	-
60.200	60.300	BT	M	F	M	F	M	E	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	-
60.300	60.400	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	-
60.400	60.500	G	BT Surface layer damaged										5	2	2	3	G/Poor	G/Poor	F	U	-	-	-	-	-
60.500	60.600	G	BT Surface layer damaged										5	2	2	3	G/Poor	G/Poor	F	U	-	-	-	-	-
60.600	60.700	G	BT Surface layer damaged										5	2	2	3	G/Poor	G/Poor	F	U	-	-	-	-	-
60.700	60.800	G	-	-	-	-	-	-	-	-	-	-	5	2	2	4	G/Poor	G/Poor	F	U	-	-	-	-	-
60.800	60.900	BT	M	F	M	F	H	E	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	-
60.900	61.000	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	-
61.000	61.100	BT	H	E	H	E	M	F	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	-
61.100	61.200	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	G/Poor	G/V.Poor	F	U	-	-	-	-	-
61.200	61.300	G	BT Surface layer damaged										5	2	2	2	G/V.Poor	G/V.Poor	F	UL	-	-	-	-	-
61.300	61.400	G	BT Surface layer damaged										5	3	2	3	G/Poor	G/V.Poor	F	U	-	-	-	-	-
61.400	61.500	G	BT Surface layer damaged										5	2	2	3	G/Poor	G/Poor	F	UL	-	-	-	-	-
61.500	61.600	G	BT Surface layer damaged										5	2	2	3	G/Poor	G/Poor	F	UL	-	-	-	-	-
61.600	61.700	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	G/Poor	G/Poor	F	U	-	-	-	-	-
61.700	61.800	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	G/Poor	G/Poor	F	U	-	-	-	-	-
61.800	61.900	G	-	-	-	-	-	-	-	-	-	-	5	3	3	5	G/V.Poor	G/V.Poor	F	U	-	-	-	-	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																									
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**								**Drain**				**Remarks**
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**					
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
61.900	62.000	G	-	-	-	-	-	-	-	-	-	-	5	4	3	5	G/Poor	G/Poor	F	U	-	-	-	-	-
62.000	62.100	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	G/Poor	G/Poor	F	UL	-	-	-	-	-
62.100	62.200	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	G/Poor	G/Poor	F	UL	-	-	-	-	-
62.200	62.300	G	-	-	-	-	-	-	-	-	-	-	4	2	3	3	G/Poor	G/Poor	F	U	-	-	-	-	-
62.300	62.400	G	BT Surface layer damaged										4	2	2	2	G/Poor	G/Poor	F	U	-	-	-	-	-
62.400	62.500	G	BT Surface layer damaged										5	3	3	3	G/Poor	G/Poor	F	U	-	-	-	-	-
62.500	62.600	G	-	-	-	-	-	-	-	-	-	-	5	4	4	4	G/V.Poor	G/V.Poor	F	U	-	-	-	-	-
62.600	62.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	G/Poor	G/Poor	P	UL	-	-	-	-	-
62.700	62.800	G	-	-	-	-	-	-	-	-	-	-	5	3	4	4	G/Poor	G/Poor	F	UL	-	-	-	-	-
62.800	62.900	G	-	-	-	-	-	-	-	-	-	-	5	3	4	4	G/Poor	G/Poor	F	UL	-	-	-	-	-
62.900	63.000	G	-	-	-	-	-	-	-	-	-	-	5	2	4	4	G/Poor	G/Poor	F	S	-	-	-	-	-
63.000	63.100	G	BT Surface layer damaged										4	2	2	3	G/Poor	G/Poor	F	U	-	-	-	-	-
63.100	63.200	G	BT Surface layer damaged										4	2	2	3	G/Poor	G/Poor	F	S	-	-	-	-	-
63.200	63.300	G	-	-	-	-	-	-	-	-	-	-	5	4	3	4	G/Poor	G/Poor	F	S	-	-	-	-	-
63.300	63.400	G	BT Surface layer damaged										3	2	2	2	G/Poor	G/Poor	F	S	-	-	-	-	-
63.400	63.500	G	BT Surface layer damaged										4	2	2	3	G/Poor	G/Poor	F	S	-	-	-	-	-
63.500	63.600	BT	M	E	H	E	M	F	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	S	-	-	-	-	-
63.600	63.700	G	BT Surface layer damaged										5	2	2	2	G/Poor	G/Poor	F	S	-	-	-	-	-
63.700	63.800	G	-	-	-	-	-	-	-	-	-	-	5	3	3	3	G/V.Poor	G/V.Poor	F	S	-	-	-	-	-
63.800	63.900	BT	H	E	H	E	M	F	H	E	L	O	-	-	-	-	G/Poor	G/V.Poor	F	U	-	-	-	-	-
63.900	64.000	BT	H	E	H	E	M	F	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	-
64.000	64.100	G	-	-	-	-	-	-	-	-	-	-	3	3	3	3	G/Poor	G/Poor	F	U	-	-	-	-	-
64.100	64.200	BT	H	E	H	E	M	F	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																									
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**								**Drain**				**Remarks**
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**					
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
64.200	64.300	G	-	-	-	-	-	-	-	-	-	-	5	2	2	3	G/Poor	G/Poor	F	U	-	-	-	-	-
64.300	64.400	G	BT Surface layer damaged										5	3	3	3	G/Poor	G/Poor	F	U	-	-	-	-	-
64.400	64.500	BT	H	E	H	E	M	F	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	-
64.500	64.600	G	BT Surface layer damaged										3	2	2	3	G/Poor	G/Poor	F	U	-	-	-	-	-
64.600	64.700	G	BT Surface layer damaged										5	3	2	3	G/Poor	G/Poor	F	U	-	-	-	-	-
64.700	64.800	BT	H	E	H	E	H	F	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	-
64.800	64.900	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	G/Poor	G/Poor	F	U	-	-	-	-	GSB layer over existing BT surface
64.900	65.000	G	-	-	-	-	-	-	-	-	-	-	5	5	4	4	G/Poor	G/Poor	F	U	-	-	-	-	-
65.000	65.100	G	BT Surface layer damaged										3	2	2	3	G/Poor	G/Poor	F	U	-	-	-	-	-
65.100	65.200	G	BT Surface layer damaged										4	3	2	2	G/Poor	G/Poor	F	U	-	-	-	-	-
65.200	65.300	G	BT Surface layer damaged										5	3	2	3	G/Poor	G/Poor	F	U	-	-	-	-	-
65.300	65.400	BT	M	E	H	E	M	E	H	E	L	O	-	-	-	-	G/Poor	Bushes	F	S	-	-	-	-	-
65.400	65.500	G	-	-	-	-	-	-	-	-	-	-	5	3	3	3	G/Poor	G/Poor	F	S	-	-	-	-	-
65.500	65.600	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	G/Poor	G/Poor	F	UL	-	-	-	-	-
65.600	65.700	G	-	-	-	-	-	-	-	-	-	-	4	3	3	4	G/Poor	G/Poor	F	U	-	-	-	-	-
65.700	65.800	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	G/Poor	G/Poor	F	U	-	-	-	-	-
65.800	65.900	G	-	-	-	-	-	-	-	-	-	-	5	3	2	3	G/Poor	G/Poor	F	UL	-	-	-	-	-
65.900	66.000	G	-	-	-	-	-	-	-	-	-	-	5	4	3	4	G/Poor	G/Poor	F	UL	-	-	-	-	-
66.000	66.100	G	BT Surface layer damaged										5	3	2	3	G/Poor	G/V.Poor	F	U	-	-	-	-	-
66.100	66.200	G	BT Surface layer damaged										5	3	3	5	G/Poor	G/V.Poor	F	U	-	-	-	-	-
66.200	66.300	G	BT Surface layer damaged										5	3	3	4	G/Poor	Bushes	F	U	-	-	-	-	-
66.300	66.400	BT	H	F	H	E	H	E	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	-
66.400	66.500	BT	M	E	H	E	M	F	M	F	L	O	-	-	-	-	Bushes	G/Poor	F	U	-	-	-	-	-

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Project Road: Merangkong - Tamlu - Mon Road																									
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**								**Drain**				**Remarks**
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**					
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
66.500	66.600	BT	M	E	M	F	M	F	M	F	L	O	-	-	-	-	Bushes	G/Poor	F	U	-	-	-	-	-
66.600	66.700	BT	M	E	M	F	L	O	M	C	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	-
66.700	66.800	BT	M	F	M	F	L	O	L	C	L	O	-	-	-	-	Bushes	G/Poor	F	U	-	-	-	-	-
66.800	66.900	BT	M	F	M	F	L	O	M	F	L	O	-	-	-	-	NE	G/Poor	F	U	-	-	-	-	-
66.900	67.000	BT	M	F	M	F	M	F	M	F	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	-
67.000	67.100	BT	H	E	M	F	L	O	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	UL	L	Unlined	1.0	PF	-
67.100	67.200	BT	M	F	H	E	L	O	M	F	L	O	-	-	-	-	NE	G/Poor	F	U	L	Unlined	1.0	PF	-
67.200	67.300	BT	M	F	H	E	L	O	L	O	L	O	-	-	-	-	NE	G/Poor	F	U	-	-	-	-	-
67.300	67.400	BT	M	F	M	F	L	O	L	O	L	O	-	-	-	-	NE	G/Poor	F	U	-	-	-	-	-
67.400	67.500	BT	M	F	H	E	M	F	L	O	L	O	-	-	-	-	Bushes	G/Poor	F	U	-	-	-	-	-
67.500	67.600	BT	M	F	H	E	L	O	M	F	L	O	-	-	-	-	Bushes	G/Poor	F	U	-	-	-	-	-
67.600	67.700	BT	M	F	H	E	L	O	M	F	L	O	-	-	-	-	NE	E/Poor	F	U	-	-	-	-	-
67.700	67.800	BT	H	E	M	F	L	O	M	F	L	O	-	-	-	-	NE	E/Poor	F	S	-	-	-	-	-
67.800	67.900	BT	H	E	M	F	L	O	M	F	L	O	-	-	-	-	Bushes	Bushes	F	S	-	-	-	-	-
67.900	68.000	BT	H	E	M	F	L	O	M	F	L	O	-	-	-	-	Bushes	Bushes	F	S	-	-	-	-	-
68.000	68.100	BT	H	E	M	F	H	E	H	E	L	O	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	-
68.100	68.200	BT	H	E	M	F	M	E	H	E	L	O	-	-	-	-	G/V.Poor	Bushes	F	U	-	-	-	-	-
68.200	68.300	G	BT Surface layer damaged										3	2	2	2	G/V.Poor	Bushes	F	U	-	-	-	-	-
68.300	68.400	BT	H	E	H	E	H	E	M	F	L	O	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	-
68.400	68.500	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/V.Poor	Bushes	F	UL	-	-	-	-	-
68.500	68.600	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	G/V.Poor	F	S	-	-	-	-	-
68.600	68.700	BT	M	E	H	E	M	E	H	E	M	F	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	-
68.700	68.800	BT	M	E	H	E	H	E	H	E	M	F	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	-

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			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition					
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
68.800	68.900	BT	M	E	H	E	M	E	H	E	L	O	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	-
68.900	69.000	BT	M	F	M	F	M	F	H	E	L	O	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	-
69.000	69.100	BT	H	E	H	E	M	E	H	E	L	O	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	-
69.100	69.200	BT	M	E	H	E	M	E	H	E	L	O	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	-
69.200	69.300	BT	H	E	H	E	M	E	H	E	L	O	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	-
69.300	69.400	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	G/Poor	G/Poor	F	S	-	-	-	-	-
69.400	69.500	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	Bushes	G/Poor	F	S	-	-	-	-	Very Poor Condition of Road
69.500	69.600	G	BT Surface layer damaged										5	2	2	3	G/Poor	G/Poor	F	S	-	-	-	-	Very Poor Condition of Road
69.600	69.700	G	BT Surface layer damaged										5	2	2	3	G/Poor	G/Poor	F	S	-	-	-	-	-
69.700	69.800	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	Bushes	G/Poor	F	S	-	-	-	-	-
69.800	69.900	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/V.Poor	G/V.Poor	F	S	-	-	-	-	Very Poor Condition of Road
69.900	70.000	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	G/V.Poor	F	UL	-	-	-	-	Very Poor Condition of Road
70.000	70.100	BT	M	E	H	E	H	F	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	-
70.100	70.200	BT	M	F	H	E	H	E	H	E	M	F	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	Very Poor Condition of Road
70.200	70.300	BT	M	E	M	E	H	E	H	E	L	O	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	Very Poor Condition of Road
70.300	70.400	BT	H	E	M	F	M	F	H	E	L	O	-	-	-	-	Bushes	Bushes	F	U	-	-	-	-	-
70.400	70.500	BT	L	F	L	F	L	O	H	E	L	O	-	-	-	-	G/V.Poor	Bushes	F	U	-	-	-	-	-
70.500	70.600	BT	M	F	M	F	H	E	H	E	M	F	-	-	-	-	G/V.Poor	Bushes	F	U	-	-	-	-	Very Poor Condition of Road
70.600	70.700	BT	M	E	M	E	M	E	H	E	M	F	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	-
70.700	70.800	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	Bushes	F	U	-	-	-	-	Very Poor Condition of Road
70.800	70.900	BT	M	F	M	F	M	F	M	F	L	O	-	-	-	-	Bushes	Bushes	F	U	-	-	-	-	-
70.900	71.000	BT	M	F	H	E	M	F	H	E	M	F	-	-	-	-	G/V.Poor	Bushes	F	U	-	-	-	-	-
71.000	71.100	BT	M	F	H	E	M	F	H	E	L	O	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																									
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)								Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition					
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
71.100	71.200	BT	M	E	H	E	M	F	H	E	L	O	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	-
71.200	71.300	BT	M	E	H	E	M	F	M	F	L	O	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	-
71.300	71.400	BT	M	E	H	E	M	F	M	F	L	O	-	-	-	-	Bushes	G/V.Poor	F	U	-	-	-	-	-
71.400	71.500	BT	M	E	H	E	M	F	M	F	L	O	-	-	-	-	Bushes	G/V.Poor	F	UL	-	-	-	-	-
71.500	71.600	BT	M	F	M	E	M	F	L	O	M	F	-	-	-	-	Bushes	G/V.Poor	F	UL	-	-	-	-	-
71.600	71.700	BT	M	F	H	F	H	E	H	E	M	F	-	-	-	-	Bushes	G/V.Poor	F	U	-	-	-	-	Very Poor Condition of Road
71.700	71.800	G	BT Surface layer damaged										5	3	3	5	Bushes	G/V.Poor	F	U	-	-	-	-	Very Poor Condition of Road
71.800	71.900	BT	M	F	H	E	M	F	H	E	M	F	-	-	-	-	Bushes	G/V.Poor	F	U	-	-	-	-	-
71.900	72.000	BT	M	F	H	E	M	F	H	E	M	F	-	-	-	-	Bushes	G/V.Poor	F	U	-	-	-	-	-
72.000	72.100	BT	M	F	H	E	M	F	H	E	M	F	-	-	-	-	Bushes	G/Poor	F	U	-	-	-	-	-
72.100	72.200	BT	M	E	H	E	M	F	H	E	L	O	-	-	-	-	Bushes	G/Poor	F	U	-	-	-	-	-
72.200	72.300	G	-	-	-	-	-	-	-	-	-	-	5	2	2	5	Bushes	G/Poor	F	U	-	-	-	-	-
72.300	72.400	BT	M	E	H	E	H	E	H	E	L	O	-	-	-	-	Bushes	G/Poor	F	U	-	-	-	-	-
72.400	72.500	BT	M	F	H	E	L	O	M	F	L	O	-	-	-	-	Bushes	Bushes	F	-	-	-	-	-	Ridge Portion
72.500	72.600	BT	L	F	M	F	L	O	L	O	L	O	-	-	-	-	Bushes	Bushes	F	U	-	-	-	-	-
72.600	72.700	G	BT Surface layer damaged										5	2	2	3	G/Poor	Bushes	F	U	-	-	-	-	-
72.700	72.800	BT	M	F	H	E	M	F	H	E	L	O	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	-
72.800	72.900	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	Very Poor Condition of Road
72.900	73.000	BT	M	F	H	E	M	F	H	E	L	O	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	-
73.000	73.100	BT	M	F	H	F	L	F	H	E	L	O	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	-
73.100	73.200	BT	L	F	M	F	L	F	H	F	L	O	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	-
73.200	73.300	BT	M	F	H	F	M	F	H	E	L	O	-	-	-	-	Bushes	Bushes	F	U	-	-	-	-	-
73.300	73.400	BT	M	F	M	F	H	E	H	E	L	O	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	Submergence Area

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																									
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)								Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition					
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
73.400	73.500	BT	M	F	M	F	M	F	H	E	L	O	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	-
73.500	73.600	BT	L	F	L	O	L	O	L	O	L	O	-	-	-	-	Bushes	Bushes	F	-	-	-	-	-	Ridge Portion
73.600	73.700	BT	L	O	L	O	L	O	M	F	L	O	-	-	-	-	Bushes	Bushes	F	-	-	-	-	-	-
73.700	73.800	BT	M	F	M	F	L	O	M	F	L	O	-	-	-	-	Bushes	G/Poor	F	U	-	-	-	-	-
73.800	73.900	BT	M	F	L	O	M	F	H	E	L	O	-	-	-	-	NE	G/Poor	F	UL	-	-	-	-	-
73.900	74.000	BT	M	F	M	F	H	E	H	E	L	O	-	-	-	-	NE	G/Poor	F	U	-	-	-	-	Very Poor Condition of Road
74.000	74.100	BT	M	F	M	F	M	F	M	F	M	F	-	-	-	-	NE	G/Poor	F	UL	-	-	-	-	-
74.100	74.200	BT	M	E	M	F	M	F	M	F	L	O	-	-	-	-	NE	G/Poor	F	U	-	-	-	-	-
74.200	74.300	BT	M	F	M	F	M	F	M	F	L	O	-	-	-	-	Bushes	Bushes	F	U	-	-	-	-	-
74.300	74.400	BT	M	E	M	F	M	O	M	F	L	O	-	-	-	-	Bushes	G/Poor	F	U	-	-	-	-	-
74.400	74.500	BT	M	E	L	O	M	O	M	F	L	O	-	-	-	-	Bushes	G/Poor	F	S	-	-	-	-	-
74.500	74.600	BT	L	O	L	O	L	O	L	O	L	O	-	-	-	-	Bushes	G/Poor	F	U	-	-	-	-	-
74.600	74.700	BT	L	F	L	O	L	O	L	O	L	O	-	-	-	-	Bushes	G/Poor	F	U	-	-	-	-	-
74.700	74.800	BT	M	F	M	F	L	O	M	F	L	O	-	-	-	-	Bushes	G/Poor	F	-	-	-	-	-	Ridge Portion
74.800	74.900	BT	L	O	M	F	L	O	H	F	L	O	-	-	-	-	G/Poor	G/Poor	F	S	-	-	-	-	-
74.900	75.000	BT	L	F	L	O	L	O	H	E	L	O	-	-	-	-	G/Poor	Bushes	F	S	-	-	-	-	-
75.000	75.100	BT	L	O	M	F	H	F	M	F	L	O	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	Submergence Area
75.100	75.200	BT	M	E	M	F	L	O	M	F	L	O	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	-
75.200	75.300	BT	M	F	M	F	L	O	M	F	L	O	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	Submergence Area
75.300	75.400	BT	L	F	M	F	L	O	M	F	L	O	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	Water flow on the road
75.400	75.500	BT	M	F	L	F	L	O	M	F	L	O	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	-
75.500	75.600	BT	M	F	L	F	L	O	H	E	L	O	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	-
75.600	75.700	BT	L	F	L	F	L	O	H	E	L	O	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	-

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE	Pavement Condition Survey

Project Road: Merangkong - Tamlu - Mon Road

Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)											Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
75.700	75.800	BT	L	F	L	F	L	O	H	E	L	O	-	-	-	-	Bushes	Bushes	F	-	-	-	-	-	Ridge Portion
75.800	75.900	BT	M	E	M	F	M	F	M	F	M	F	-	-	-	-	Bushes	G/Poor	F	U	-	-	-	-	Poor Condition of Road
75.900	76.000	BT	M	E	M	F	M	F	M	F	M	F	-	-	-	-	Bushes	G/Poor	F	U	-	-	-	-	Poor Condition of Road
76.000	76.100	BT	L	F	M	E	L	O	H	F	L	O	-	-	-	-	Bushes	G/Poor	F	-	-	-	-	-	-
76.100	76.200	BT	M	E	M	F	L	O	M	F	L	O	-	-	-	-	Bushes	Bushes	F	-	-	-	-	-	-
76.200	76.300	BT	M	F	L	F	L	O	M	F	M	F	-	-	-	-	Bushes	G/V.Poor	F	U	-	-	-	-	-
76.300	76.400	BT	M	F	L	F	L	O	M	F	L	O	-	-	-	-	Bushes	G/Poor	F	U	-	-	-	-	-
76.400	76.500	BT	L	F	L	F	M	F	H	E	L	O	-	-	-	-	Bushes	G/Poor	F	U	-	-	-	-	-
76.500	76.600	BT	H	E	M	F	H	E	H	E	M	F	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	-
76.600	76.700	G	BT Surface layer damaged										3	2	2	3	G/Poor	G/Poor	F	UL	-	-	-	-	-
76.700	76.800	G	BT Surface layer damaged										3	2	2	3	G/Poor	G/Poor	F	U	-	-	-	-	-
76.800	76.900	BT	M	F	M	F	L	O	L	O	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	-
76.900	77.000	BT	M	E	M	F	M	O	M	F	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	-
77.000	77.100	BT	M	F	L	F	L	O	L	F	L	O	-	-	-	-	E/Poor	E/Poor	F	S	-	-	-	-	-
77.100	77.200	BT	M	F	M	F	M	F	M	F	L	O	-	-	-	-	E/Poor	E/Poor	F	U	-	-	-	-	-
77.200	77.300	BT	M	F	M	F	L	O	L	O	L	O	-	-	-	-	E/Poor	E/Poor	F	U	-	-	-	-	-
77.300	77.400	BT	M	E	M	F	M	F	L	O	L	O	-	-	-	-	Grass	Grass	F	U	-	-	-	-	-
77.400	77.500	BT	M	E	M	F	H	F	H	F	L	O	-	-	-	-	Grass	Grass	F	U	-	-	-	-	-
77.500	77.600	BT	M	F	M	F	M	F	M	F	L	O	-	-	-	-	Grass	G/V.Poor	F	S	-	-	-	-	-
77.600	77.700	BT	M	F	M	F	H	E	H	E	L	O	-	-	-	-	Grass	G/Poor	F	U	-	-	-	-	Poor Condition of Road
77.700	77.800	BT	M	E	M	F	H	E	H	E	L	O	-	-	-	-	Grass	G/Poor	F	U	-	-	-	-	Poor Condition of Road
77.800	77.900	BT	M	F	M	F	M	F	M	F	L	O	-	-	-	-	Grass	G/Poor	F	U	-	-	-	-	-
77.900	78.000	BT	M	F	M	F	M	F	M	F	L	O	-	-	-	-	Grass	G/Poor	F	U	-	-	-	-	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE | Pavement Condition Survey

Project Road: Merangkong - Tamlu - Mon Road

Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)													
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				Remarks
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
78.000	78.100	BT	M	F	M	F	M	F	L	O	L	O	-	-	-	-	Grass	E/Poor	F	-	-	-	-	-	-
78.100	78.200	BT	M	F	M	F	M	F	H	F	L	O	-	-	-	-	G/V.Poor	E/Poor	F	UL	-	-	-	-	Rain Cut on shoulder
78.200	78.300	BT	M	F	M	F	M	F	H	E	M	F	-	-	-	-	G/Poor	Bushes	F	UL	-	-	-	-	-
78.300	78.400	BT	M	F	M	F	M	F	H	E	M	F	-	-	-	-	E/Poor	Bushes	F	U	-	-	-	-	-
78.400	78.500	BT	M	F	H	E	M	F	H	E	M	F	-	-	-	-	E/Poor	Bushes	F	U	-	-	-	-	-
78.500	78.600	G	BT Surface layer damaged										5	3	3	4	E/Poor	Bushes	F	U	-	-	-	-	Very Poor Condition of Road
78.600	78.700	BT	M	F	H	E	H	E	H	E	M	F	-	-	-	-	E/Poor	Bushes	F	U	-	-	-	-	-
78.700	78.800	BT	M	E	M	E	M	F	M	F	M	F	-	-	-	-	E/Poor	Bushes	F	U	-	-	-	-	-
78.800	78.900	BT	M	E	H	E	H	E	H	E	M	F	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	Poor Condition of Road
78.900	79.000	BT	M	E	H	E	H	E	H	E	M	F	-	-	-	-	G/Poor	Bushes	F	U	-	-	-	-	Poor Condition of Road
79.000	79.100	BT	M	E	M	E	M	F	M	F	L	O	-	-	-	-	G/Poor	Bushes	F	UL	-	-	-	-	-
79.100	79.200	BT	M	F	M	E	H	F	M	F	L	O	-	-	-	-	G/Poor	Bushes	F	UL	-	-	-	-	-
79.200	79.300	BT	M	F	M	E	M	F	H	E	L	O	-	-	-	-	NE	Bushes	F	U	-	-	-	-	-
79.300	79.400	BT	M	F	M	E	M	F	H	E	L	O	-	-	-	-	NE	Bushes	F	U	-	-	-	-	-
79.400	79.500	BT	M	F	H	E	M	E	H	E	M	F	-	-	-	-	E/Poor	Bushes	F	U	-	-	-	-	Poor Condition of Road
79.500	79.600	BT	M	F	H	E	M	F	M	F	M	F	-	-	-	-	E/Poor	Bushes	F	U	-	-	-	-	-
79.600	79.700	BT	M	E	H	E	M	F	H	E	M	F	-	-	-	-	E/Poor	Bushes	F	U	-	-	-	-	-
79.700	79.800	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	E/Poor	E/Poor	F	U	-	-	-	-	Poor Condition of Road
79.800	79.900	BT	M	E	H	E	M	E	H	E	M	F	-	-	-	-	E/Poor	E/Poor	F	U	-	-	-	-	-
79.900	80.000	BT	M	E	H	E	M	E	H	E	M	F	-	-	-	-	G/V.Poor	G/V.Poor	F	S	-	-	-	-	Poor Condition of Road
80.000	80.100	BT	H	E	H	E	M	E	H	E	M	F	-	-	-	-	G/Poor	E/Poor	F	S	-	-	-	-	-
80.100	80.200	BT	M	F	H	E	M	F	H	E	M	F	-	-	-	-	G/Poor	E/Poor	F	S	-	-	-	-	-
80.200	80.300	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	Grass	Grass	F	S	-	-	-	-	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																									
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**								**Drain**				**Remarks**
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**					
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
80.300	80.400	BT	M	F	H	E	M	F	H	E	L	O	-	-	-	-	E/Poor	G/Poor	F	S	-	-	-	-	-
80.400	80.500	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	S	-	-	-	-	Very Poor Condition of Road
80.500	80.600	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/V.Poor	G/V.Poor	F	S	-	-	-	-	Very Poor Condition of Road
80.600	80.700	BT	H	E	H	E	M	E	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	S	-	-	-	-	-
80.700	80.800	BT	M	E	M	E	M	F	H	E	L	O	-	-	-	-	G/V.Poor	E/Poor	F	U	-	-	-	-	-
80.800	80.900	BT	M	E	H	E	H	E	H	E	L	O	-	-	-	-	G/V.Poor	E/Poor	F	U	-	-	-	-	Very Poor Condition of Road
80.900	81.000	BT	M	E	H	E	H	E	H	E	L	O	-	-	-	-	G/V.Poor	E/Poor	F	S	-	-	-	-	Very Poor Condition of Road
81.000	81.100	BT	M	F	H	E	H	E	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	UL	-	-	-	-	-
81.100	81.200	BT	M	F	H	E	H	E	H	E	L	O	-	-	-	-	G/V.Poor	G/V.Poor	F	UL	-	-	-	-	-
81.200	81.300	BT	M	F	H	E	H	E	H	E	L	O	-	-	-	-	G/Poor	G/V.Poor	F	U	-	-	-	-	-
81.300	81.400	BT	M	F	H	E	M	F	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	-
81.400	81.500	BT	M	F	H	E	H	E	H	E	L	O	-	-	-	-	Grass	Grass	F	UL	-	-	-	-	-
81.500	81.600	BT	M	F	H	E	H	E	H	E	L	O	-	-	-	-	Grass	Grass	F	UL	-	-	-	-	Very Poor Condition of Road
81.600	81.700	BT	M	F	M	F	M	F	M	F	L	O	-	-	-	-	G/V.Poor	G/V.Poor	F	UL	-	-	-	-	-
81.700	81.800	BT	M	F	H	E	M	F	H	E	L	O	-	-	-	-	G/V.Poor	G/V.Poor	F	U	-	-	-	-	-
81.800	81.900	G	BT Surface layer damaged										4	2	2	3	NE	NE	F	UL	-	-	-	-	-
81.900	82.000	BT	M	F	H	E	M	E	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	Very Poor Condition of Road
82.000	82.100	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	NE	NE	F	UL	-	-	-	-	-
82.100	82.200	BT	M	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	G/V.Poor	F	UL	-	-	-	-	-
82.200	82.300	G	BT Surface layer damaged										5	2	2	3	G/V.Poor	G/V.Poor	F	UL	-	-	-	-	-
82.300	82.400	BT	M	F	H	E	M	E	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	-
82.400	82.500	BT	L	O	M	E	M	F	M	F	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	-
82.500	82.600	BT	L	F	M	E	M	F	M	F	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																								Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																								
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)				Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss									
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
82.600	82.700	BT	M	F	M	E	M	E	M	F	L	O	-	-	-	-	Grass	G/Poor	F	U	-	-	-	-	-
82.700	82.800	BT	M	F	M	E	M	E	H	E	L	O	-	-	-	-	Grass	G/Poor	F	U	-	-	-	-	GSB layer over existing BT surface
82.800	82.900	BT	M	E	M	E	L	F	M	F	L	O	-	-	-	-	Grass	E/Poor	F	U	-	-	-	-	-
82.900	83.000	G	BT Surface layer damaged										5	3	3	4	G/Poor	E/Poor	F	S	-	-	-	-	-
83.000	83.100	G	BT Surface layer damaged										5	3	3	4	G/Poor	G/Poor	F	UL	-	-	-	-	-
83.100	83.200	G	BT Surface layer damaged										3	2	2	3	G/Poor	G/Poor	F	UL	-	-	-	-	-
83.200	83.300	G	BT Surface layer damaged										5	3	3	5	G/Poor	G/Poor	F	UL	-	-	-	-	-
83.300	83.400	G	BT Surface layer damaged										5	2	2	5	G/Poor	G/Poor	F	U	-	-	-	-	-
83.400	83.500	G	BT Surface layer damaged										5	3	3	5	G/Poor	G/Poor	F	U	-	-	-	-	-
83.500	83.600	G	BT Surface layer damaged										5	2	2	3	E/Poor	G/Poor	F	U	-	-	-	-	-
83.600	83.700	BT	M	F	H	E	H	E	H	E	M	F	-	-	-	-	E/Poor	G/Poor	F	UL	-	-	-	-	-
83.700	83.800	G	BT Surface layer damaged										5	2	2	4	NE	G/Poor	F	UL	-	-	-	-	-
83.800	83.900	G	BT Surface layer damaged										5	3	3	4	NE	G/Poor	F	UL	-	-	-	-	-
83.900	84.000	G	BT Surface layer damaged										4	2	2	5	G/Poor	G/Poor	F	S	-	-	-	-	-
84.000	84.100	BT	M	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	G/Poor	F	U	-	-	-	-	Very Poor Condition of Road
84.100	84.200	BT	M	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	G/Poor	F	U	-	-	-	-	-
84.200	84.300	BT	M	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	G/Poor	F	S	-	-	-	-	-
84.300	84.400	BT	M	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	G/Poor	F	S	-	-	-	-	-
84.400	84.500	G	BT Surface layer damaged										5	2	2	4	G/V.Poor	G/Poor	F	UL	-	-	-	-	-
84.500	84.600	G	BT Surface layer damaged										5	3	2	5	NE	G/Poor	F	S	-	-	-	-	-
84.600	84.700	G	BT Surface layer damaged										5	3	2	4	NE	G/Poor	F	S	-	-	-	-	-
84.700	84.800	BT	M	F	H	E	H	E	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	S	-	-	-	-	-
84.800	84.900	BT	L	F	M	F	M	F	H	F	L	O	-	-	-	-	G/Poor	G/Poor	F	UL	-	-	-	-	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																								Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																								
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)								Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition					
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
84.900	85.000	G	BT Surface layer damaged										5	3	2	4	NE	G/Poor	F	UL	-	-	-	-	-
85.000	85.100	BT	M	F	H	F	M	F	M	F	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	-
85.100	85.200	BT	M	F	H	E	H	E	H	E	M	F	-	-	-	-	G/Poor	G/Poor	F	S	-	-	-	-	Very Poor Condition of Road
85.200	85.300	BT	M	F	H	E	H	E	H	E	M	F	-	-	-	-	E/Poor	E/Poor	F	S	-	-	-	-	Very Poor Condition of Road
85.300	85.400	G	BT Surface layer damaged										5	3	3	3	NE	E/V.Poor	F	UL	-	-	-	-	-
85.400	85.500	G	BT Surface layer damaged										5	3	3	4	NE	E/V.Poor	F	U	-	-	-	-	-
85.500	85.600	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	G/Poor	F	U	-	-	-	-	-
85.600	85.700	BT	M	F	H	E	M	F	H	E	L	O	-	-	-	-	G/V.Poor	G/Poor	F	S	-	-	-	-	-
85.700	85.800	BT	M	F	H	E	M	F	H	E	L	O	-	-	-	-	G/V.Poor	G/Poor	F	S	-	-	-	-	-
85.800	85.900	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/V.Poor	G/V.Poor	F	U	-	-	-	-	-
85.900	86.000	BT	M	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	G/V.Poor	F	U	-	-	-	-	Very Poor Condition of Road
86.000	86.100	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/V.Poor	G/V.Poor	F	U	-	-	-	-	Rain Cut on shoulder
86.100	86.200	BT	M	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	G/V.Poor	F	U	-	-	-	-	Rain Cut on shoulder
86.200	86.300	BT	H	E	M	E	M	E	H	E	L	O	-	-	-	-	Grass	E/Poor	F	U	-	-	-	-	-
86.300	86.400	BT	H	F	H	F	M	F	H	E	L	O	-	-	-	-	G/Poor	E/Poor	F	U	-	-	-	-	-
86.400	86.500	BT	M	F	H	E	M	F	H	E	L	O	-	-	-	-	G/Poor	E/Poor	F	U	-	-	-	-	-
86.500	86.600	BT	M	F	H	E	H	E	H	E	L	O	-	-	-	-	G/Poor	E/Poor	F	U	-	-	-	-	-
86.600	86.700	BT	M	F	H	E	H	F	M	F	L	O	-	-	-	-	E/Poor	E/Poor	F	U	-	-	-	-	-
86.700	86.800	BT	M	F	H	E	H	F	H	E	L	O	-	-	-	-	E/Poor	E/Poor	F	U	-	-	-	-	-
86.800	86.900	G	BT Surface layer damaged										5	3	3	3	G/Poor	E/Poor	F	UL	-	-	-	-	-
86.900	87.000	G	BT Surface layer damaged										5	3	3	3	NE	NE	F	UL	-	-	-	-	-
87.000	87.100	BT	M	F	H	E	M	E	H	E	L	O	-	-	-	-	G/V.Poor	G/Poor	F	U	-	-	-	-	Very Poor Condition of Road
87.100	87.200	BT	M	E	H	E	H	E	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																									
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)								Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition					
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
87.200	87.300	BT	H	E	H	E	H	F	H	E	L	O	-	-	-	-	G/V.Poor	G/Poor	F	U	-	-	-	-	-
87.300	87.400	BT	H	E	H	E	M	F	M	F	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	-
87.400	87.500	BT	H	F	H	E	H	F	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	-
87.500	87.600	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/Poor	G/V.Poor	F	S	-	-	-	-	-
87.600	87.700	BT	H	E	H	E	M	F	H	E	M	F	-	-	-	-	G/V.Poor	G/Poor	F	S	-	-	-	-	Rain Cut on shoulder
87.700	87.800	BT	H	E	H	E	H	F	H	E	M	F	-	-	-	-	G/V.Poor	G/Poor	F	S	-	-	-	-	Rain Cut on shoulder
87.800	87.900	BT	H	E	H	E	M	E	H	E	M	F	-	-	-	-	Bushes	G/Poor	F	S	-	-	-	-	-
87.900	88.000	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	G/Poor	G/Poor	F	U	-	-	-	-	Very Poor Condition of Road
88.000	88.100	BT	M	F	H	F	H	F	H	E	L	O	-	-	-	-	G/V.Poor	G/Poor	F	U	-	-	-	-	Very Poor Condition of Road
88.100	88.200	G	BT Surface layer damaged										5	3	3	4	NE	G/V.Poor	F	UL	-	-	-	-	Very Poor Condition of Road
88.200	88.300	G	BT Surface layer damaged										3	2	2	3	G/Poor	G/Poor	F	UL	-	-	-	-	-
88.300	88.400	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	S	-	-	-	-	Very Poor Condition of Road
88.400	88.500	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	NE	G/Poor	F	S	-	-	-	-	Very Poor Condition of Road
88.500	88.600	G	BT Surface layer damaged										5	3	3	4	G/Poor	G/Poor	F	S	-	-	-	-	-
88.600	88.700	BT	M	F	M	E	M	F	M	F	L	O	-	-	-	-	NE	G/V.Poor	F	S	-	-	-	-	-
88.700	88.800	BT	M	F	H	E	M	F	M	F	L	O	-	-	-	-	NE	Bushes	F	S	-	-	-	-	-
88.800	88.900	BT	M	F	H	E	H	E	H	E	L	O	-	-	-	-	Bushes	G/Poor	F	S	-	-	-	-	Poor Condition of Road
88.900	89.000	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	G/Poor	G/Poor	F	S	-	-	-	-	Very Poor Condition of Road
89.000	89.100	BT	M	E	H	E	M	F	M	E	M	F	-	-	-	-	E/Poor	E/Poor	F	S	-	-	-	-	-
89.100	89.200	BT	M	E	H	E	H	F	H	E	L	O	-	-	-	-	G/V.Poor	E/Poor	F	S	-	-	-	-	Rain Cut on shoulder
89.200	89.300	BT	H	E	H	E	M	F	H	E	L	O	-	-	-	-	G/V.Poor	E/Poor	F	S	-	-	-	-	Rain Cut on shoulder
89.300	89.400	BT	H	E	H	E	H	F	H	E	L	O	-	-	-	-	G/V.Poor	E/Poor	F	U	-	-	-	-	-
89.400	89.500	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/V.Poor	E/Poor	F	U	-	-	-	-	Very Poor Condition of Road

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																									
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**								**Drain**				**Remarks**
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**					
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
89.500	89.600	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/V.Poor	G/Poor	F	S	-	-	-	-	Very Poor Condition of Road
89.600	89.700	BT	M	E	H	E	M	E	H	E	L	O	-	-	-	-	G/V.Poor	G/Poor	F	S	-	-	-	-	-
89.700	89.800	BT	M	E	H	E	M	E	M	E	L	O	-	-	-	-	G/V.Poor	G/Poor	F	S	-	-	-	-	-
89.800	89.900	BT	M	E	H	E	M	F	M	F	L	O	-	-	-	-	G/Poor	G/Poor	F	S	-	-	-	-	Steel Bridge at Km 89.900
89.900	90.000	BT	H	E	H	E	M	E	M	E	L	O	-	-	-	-	G/Poor	G/Poor	F	S	-	-	-	-	-
90.000	90.100	BT	M	E	H	E	M	E	M	E	L	O	-	-	-	-	G/Poor	G/V.Poor	F	U	-	-	-	-	-
90.100	90.200	BT	M	F	H	E	M	E	M	E	L	O	-	-	-	-	G/Poor	G/V.Poor	F	U	-	-	-	-	-
90.200	90.300	BT	M	F	H	E	M	E	M	E	L	O	-	-	-	-	Grass	G/V.Poor	F	UL	-	-	-	-	-
90.300	90.400	G	BT Surface layer damaged										5	3	3	4	NE	G/V.Poor	F	UL	-	-	-	-	-
90.400	90.500	BT	M	F	H	E	M	E	H	E	L	O	-	-	-	-	E/Poor	G/Poor	F	U	-	-	-	-	-
90.500	90.600	BT	H	F	H	E	H	E	H	E	M	F	-	-	-	-	G/Poor	G/Poor	F	U	L	Unlined	1.0	PF	-
90.600	90.700	G	BT Surface layer damaged										5	3	3	4	G/Poor	G/Poor	F	UL	L	Unlined	1.0	PF	Very Poor Condition of Road
90.700	90.800	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	G/Poor	G/Poor	F	UL	L	Unlined	1.0	PF	Very Poor Condition of Road
90.800	90.900	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	Bushes	G/Poor	F	U	L	Unlined	1.0	PF	Very Poor Condition of Road
90.900	91.000	BT	M	E	H	E	H	E	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	S	L	Unlined	1.0	PF	Poor Condition of Road
91.000	91.100	BT	M	E	H	E	H	E	H	E	M	F	-	-	-	-	Bushes	G/Poor	F	S	L	Unlined	1.0	PF	-
91.100	91.200	BT	M	E	H	E	H	E	H	E	M	F	-	-	-	-	Bushes	G/Poor	F	S	-	-	-	-	Very Poor Condition of Road
91.200	91.300	BT	M	E	H	E	H	E	H	E	M	F	-	-	-	-	Bushes	G/Poor	F	S	-	-	-	-	-
91.300	91.400	BT	M	E	H	E	H	E	H	E	M	F	-	-	-	-	Bushes	Bushes	F	S	-	-	-	-	-
91.400	91.500	G	BT Surface layer damaged										4	3	2	4	Bushes	Bushes	F	S	-	-	-	-	-
91.500	91.600	G	BT Surface layer damaged										5	5	2	5	Bushes	G/V.Poor	F	S	-	-	-	-	-
91.600	91.700	BT	M	E	H	E	H	E	H	E	L	O	-	-	-	-	G/V.Poor	Bushes	F	S	-	-	-	-	-
91.700	91.800	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	Bushes	F	U	-	-	-	-	-

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																								Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																								
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)								Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition					
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
91.800	91.900	G	BT Surface layer damaged										5	3	3	4	G/V.Poor	Bushes	F	UL	-	-	-	-	-
91.900	92.000	G	BT Surface layer damaged										5	3	2	4	G/V.Poor	Bushes	F	U	-	-	-	-	-
92.000	92.100	BT	M	E	H	E	H	E	M	F	H	F	-	-	-	-	G/Poor	Bushes	P	U	-	-	-	-	Very Poor Condition of Road
92.100	92.200	G	BT Surface layer damaged										5	5	3	4	G/Poor	Bushes	P	U	-	-	-	-	-
92.200	92.300	G	BT Surface layer damaged										5	2	2	4	G/Poor	Bushes	F	U	-	-	-	-	-
92.300	92.400	G	BT Surface layer damaged										5	2	2	3	G/Poor	Bushes	F	U	-	-	-	-	-
92.400	92.500	G	BT Surface layer damaged										5	3	3	5	E/Poor	NE	F	S	-	-	-	-	-
92.500	92.600	G	BT Surface layer damaged										5	3	2	5	E/Poor	NE	F	S	-	-	-	-	-
92.600	92.700	G	BT Surface layer damaged										5	4	3	5	E/Poor	NE	F	S	-	-	-	-	-
92.700	92.800	BT	M	E	H	E	M	E	M	F	L	O	-	-	-	-	Bushes	E/Poor	F	S	-	-	-	-	-
92.800	92.900	BT	M	E	H	E	M	F	M	E	L	O	-	-	-	-	Bushes	E/Poor	F	S	-	-	-	-	-
92.900	93.000	BT	M	E	H	E	M	E	H	E	L	O	-	-	-	-	Bushes	E/Poor	F	S	-	-	-	-	-
93.000	93.100	BT	M	E	H	E	M	F	M	F	L	O	-	-	-	-	Bushes	E/V.Poor	F	S	-	-	-	-	-
93.100	93.200	BT	M	E	H	E	M	E	H	F	L	O	-	-	-	-	Bushes	E/V.Poor	F	S	-	-	-	-	-
93.200	93.300	BT	M	E	H	E	H	F	M	F	L	O	-	-	-	-	Bushes	E/V.Poor	F	U	-	-	-	-	-
93.300	93.400	BT	M	F	H	E	M	F	M	E	L	O	-	-	-	-	Bushes	E/V.Poor	F	S	-	-	-	-	-
93.400	93.500	BT	H	E	H	E	H	E	H	E	M	F	-	-	-	-	Bushes	E/V.Poor	P	S	-	-	-	-	-
93.500	93.600	BT	H	E	H	E	M	E	H	E	L	O	-	-	-	-	Bushes	E/V.Poor	F	U	-	-	-	-	-
93.600	93.700	G	BT Surface layer damaged										5	3	3	4	NE	E/V.Poor	P	U	-	-	-	-	-
93.700	93.800	BT	M	E	H	E	M	E	M	F	L	O	-	-	-	-	Bushes	E/V.Poor	F	U	-	-	-	-	-
93.800	93.900	BT	M	E	H	E	M	E	M	E	L	O	-	-	-	-	Bushes	E/V.Poor	F	U	-	-	-	-	-
93.900	94.000	BT	H	E	H	E	M	E	M	E	L	O	-	-	-	-	Bushes	E/V.Poor	F	U	-	-	-	-	Very Poor Condition of Road
94.000	94.100	G	BT Surface layer damaged										3	2	2	3	NE	E/Poor	F	UL	-	-	-	-	-

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																									
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)								Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition					
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
94.100	94.200	BT	H	E	H	E	M	F	H	F	L	O	-	-	-	-	NE	E/Poor	F	UL	-	-	-	-	-
94.200	94.300	BT	M	E	H	E	M	F	M	E	L	O	-	-	-	-	E/Poor	E/Poor	F	UL	-	-	-	-	-
94.300	94.400	BT	M	E	H	E	M	F	M	E	L	O	-	-	-	-	E/Poor	E/Poor	F	UL	-	-	-	-	-
94.400	94.500	BT	M	E	M	E	M	F	M	F	L	O	-	-	-	-	E/Poor	E/Poor	F	UL	-	-	-	-	-
94.500	94.600	BT	M	F	H	F	H	E	M	E	L	O	-	-	-	-	E/Poor	E/Poor	F	-	L	Open Lined	0.3	PF	Very Poor Condition of Road
94.600	94.700	BT	M	F	M	F	H	E	M	E	L	O	-	-	-	-	G/Poor	G/Poor	F	-	L	Open Lined	0.3	PF	Drain up to Km 94.750
94.700	94.800	BT	M	F	M	F	H	F	M	F	L	O	-	-	-	-	G/Poor	NE	F	U	-	-	-	-	Poor Condition of Road
94.800	94.900	BT	M	F	M	F	H	F	H	F	L	O	-	-	-	-	G/Poor	NE	F	U	-	-	-	-	-
94.900	95.000	G	BT Surface layer damaged										5	3	2	3	G/Poor	G/Poor	F	-	R	Open Lined	0.5	PF	Drain stats at Km 94.980
95.000	95.100	BT	M	F	M	F	H	E	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	U	R	Open Lined	0.5	PF	Very Poor Condition of Road
95.100	95.200	BT	M	F	M	F	H	E	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	-	R	Open Lined	0.5	PF	Poor Condition of Road
95.200	95.300	BT	M	F	M	F	H	E	H	E	L	O	-	-	-	-	G/V.Poor	G/V.Poor	F	S	R	Open Lined	0.5	PF	Very Poor Condition of Road
95.300	95.400	BT	M	F	M	F	H	E	H	E	L	O	-	-	-	-	G/V.Poor	G/V.Poor	F	S	R	Open Lined	0.5	PF	Very Poor Condition of Road
95.400	95.500	BT	M	F	M	F	H	E	H	E	L	O	-	-	-	-	G/V.Poor	G/V.Poor	F	-	-	-	-	-	Very Poor Condition of Road
95.500	95.600	BT	M	F	M	F	H	E	H	E	L	O	-	-	-	-	G/V.Poor	G/V.Poor	F	-	-	-	-	-	Very Poor Condition of Road
95.600	95.700	G	BT Surface layer damaged										5	3	2	3	G/V.Poor	G/V.Poor	F	-	-	-	-	-	Very Poor Condition of Road
95.700	95.800	G	BT Surface layer damaged										5	3	3	4	G/V.Poor	G/V.Poor	F	-	R	Open Lined	0.5	PF	Drain starts at Km 95.765
95.800	95.900	G	BT Surface layer damaged										5	2	2	4	G/V.Poor	G/V.Poor	F	-	L	Open Lined	0.5	PF	-
95.900	96.000	BT	M	E	H	E	H	E	H	E	L	O	-	-	-	-	G/V.Poor	NE	F	-	L	Open Lined	0.5	PF	Very Poor Condition of Road
96.000	96.100	BT	M	F	M	F	H	E	H	E	L	O	-	-	-	-	G/Poor	NE	F	-	-	-	-	-	-
96.100	96.200	BT	-	-	-	-	-	-	L	O	L	O	-	-	-	-	G/Poor	NE	F	S	L	Unlined	1.0	PF	Fair Condition / New Road
96.200	96.300	BT	L	O	-	-	-	-	L	O	L	O	-	-	-	-	G/Poor	NE	F	S	L	Unlined	1.0	PF	Fair Condition / New Road
96.300	96.400	BT	L	O	L	O	L	O	L	O	L	O	-	-	-	-	G/Poor	NE	F	U	L	Unlined	1.0	PF	Fair Condition / New Road

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																								Pavement Condition Survey
Project Road: Merangkong - Tamlu - Mon Road																								
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**								**Drain**				**Remarks**
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**					
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
96.400	96.500	BT	M	F	M	F	H	E	H	E	L	O	-	-	-	-	G/Poor	NE	F	-	L	Unlined	0.4	PF	Drain tp to Km 96.530
96.500	96.600	BT	M	F	H	E	H	E	H	E	M	F	-	-	-	-	G/Poor	NE	F	-	-	-	-	-	Poor Condition of Road
96.600	96.700	BT	M	F	H	E	H	E	H	E	M	F	-	-	-	-	G/Poor	NE	F	-	-	-	-	-	Very Poor Condition of Road
96.700	96.800	BT	M	F	H	E	H	E	H	E	M	F	-	-	-	-	G/Poor	E/Poor	F	U	-	-	-	-	-
96.800	96.900	G	-	-	-	-	-	-	-	-	-	-	5	4	4	5	G/Poor	G/Poor	F	-	-	-	-	-	Submergence Area
96.900	97.000	BT	M	F	H	E	H	E	H	E	M	F	-	-	-	-	G/Poor	G/Poor	F	-	-	-	-	-	Poor Condition of Road
97.000	97.100	BT	M	F	H	E	H	E	H	E	L	O	-	-	-	-	G/Poor	G/Poor	F	-	-	-	-	-	Poor Condition of Road
97.100	97.200	BT	M	F	H	E	H	E	H	E	L	O	-	-	-	-	G/V.Poor	G/V.Poor	F	-	-	-	-	-	Water Pipe Line laying on shoulder
97.200	97.300	BT	M	F	H	E	H	E	H	E	L	O	-	-	-	-	G/V.Poor	G/V.Poor	F	-	-	-	-	-	Water Pipe Line laying on shoulder
97.300	97.400	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	G/V.Poor	G/V.Poor	F	-	-	-	-	-	Water Pipe Line laying on shoulder
97.400	97.500	BT	H	E	M	F	H	E	H	E	L	O	-	-	-	-	G/V.Poor	G/V.Poor	F	U	-	-	-	-	-
97.500	97.600	BT	H	E	H	E	H	E	H	E	L	O	-	-	-	-	NE	NE	F	U	-	-	-	-	Very Poor Condition of Road
97.600	97.700	BT	M	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	G/V.Poor	F	-	-	-	-	-	Very Poor Condition of Road
97.700	97.800	BT	M	E	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	G/V.Poor	F	-	-	-	-	-	Very Poor Condition of Road
97.800	97.900	BT	H	E	M	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	G/V.Poor	F	U	-	-	-	-	-
97.900	98.000	BT	M	F	H	E	H	E	H	E	M	F	-	-	-	-	G/V.Poor	NE	F	U	-	-	-	-	-
98.000	98.065	BT	M	F	H	E	M	F	H	E	M	F	-	-	-	-	G/V.Poor	NE	F	-	-	-	-	-	Project Road End at Km 98.065

Carriageway Type:Bituminous(BT),Gravel(G),Earthen(E);S=Severity Level;E=Extent Level;Shoulder Condition:Good(G),Fair(F),Poor(P),Failed(F),Non Existing(NE);
Embankment Condition Good(G),Fair(F),Poor(P);Hill Side Slope Condition ,Stable(S),Unstable(U),Landslide(UL);S=Severity Level;E=Extent Level

Annexure 4 (b): Pavement Condition Survey

Changtongya – Longleng Road



Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																								Pavement Condition Survey
Project Road: Changtongya - Longleng Road																								
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**								**Drain**				
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**					**Remarks**
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
0.000	0.100	G	-	-	-	-	-	-	-	-	-	-	5	4	3	4	NE	NE	F	-	-	-	-	-	RHS Retaining Wall for NH-61
0.100	0.200	G	-	-	-	-	-	-	-	-	-	-	5	5	4	4	NE	NE	F	-	-	-	-	-	-
0.200	0.300	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	S	-	-	-	-	-
0.300	0.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	4	NE	NE	F	S	-	-	-	-	-
0.400	0.500	G	-	-	-	-	-	-	-	-	-	-	4	4	3	3	NE	NE	F	S	-	-	-	-	-
0.500	0.600	G	-	-	-	-	-	-	-	-	-	-	5	4	3	4	NE	NE	F	S	-	-	-	-	-
0.600	0.700	G	-	-	-	-	-	-	-	-	-	-	5	4	3	3	NE	NE	F	U	-	-	-	-	-
0.700	0.800	G	-	-	-	-	-	-	-	-	-	-	4	3	3	3	NE	NE	F	U	-	-	-	-	-
0.800	0.900	G	-	-	-	-	-	-	-	-	-	-	5	4	4	4	NE	NE	F	S	-	-	-	-	-
0.900	1.000	G	-	-	-	-	-	-	-	-	-	-	5	4	3	5	NE	NE	F	S	R	Unlined	1.0	PF	-
1.000	1.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	UL	-	-	-	-	-
1.100	1.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	4	NE	NE	F	U	-	-	-	-	-
1.200	1.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	UL	R	Unlined	1.0	PF	Drain Start at Km 1.230
1.300	1.400	G	-	-	-	-	-	-	-	-	-	-	5	4	4	3	NE	NE	F	UL	R	Unlined	1.0	PF	Drain up to Km 1.330
1.400	1.500	G	-	-	-	-	-	-	-	-	-	-	5	5	4	4	NE	NE	F	S	-	-	-	-	-
1.500	1.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	4	NE	NE	F	S	-	-	-	-	-
1.600	1.700	G	-	-	-	-	-	-	-	-	-	-	5	4	4	4	NE	NE	F	S	-	-	-	-	-
1.700	1.800	G	-	-	-	-	-	-	-	-	-	-	4	3	2	3	NE	NE	F	U	-	-	-	-	-
1.800	1.900	G	-	-	-	-	-	-	-	-	-	-	5	4	3	3	NE	NE	F	S	-	-	-	-	-
1.900	2.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	4	NE	NE	F	S	-	-	-	-	-
2.000	2.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	S	-	-	-	-	-
2.100	2.200	G	-	-	-	-	-	-	-	-	-	-	4	3	3	3	NE	NE	F	UL	-	-	-	-	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE	Pavement Condition Survey

Project Road: Changtongya - Longleng Road

Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)													
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				Remarks
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
2.200	2.300	G	-	-	-	-	-	-	-	-	-	-	5	4	3	4	NE	NE	F	U	R	Unlined	1.0	PF	-
2.300	2.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	4	NE	NE	F	U	R	Unlined	1.0	PF	-
2.400	2.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	UL	R	Unlined	1.0	PF	-
2.500	2.600	G	-	-	-	-	-	-	-	-	-	-	3	3	3	3	NE	NE	F	UL	R	Unlined	1.0	PF	-
2.600	2.700	G	-	-	-	-	-	-	-	-	-	-	3	2	2	3	NE	NE	F	UL	R	Unlined	0.5	PF	-
2.700	2.800	G	-	-	-	-	-	-	-	-	-	-	2	2	2	3	NE	NE	F	U	R	Unlined	0.5	PF	-
2.800	2.900	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	NE	NE	F	U	-	-	-	-	-
2.900	3.000	G	-	-	-	-	-	-	-	-	-	-	4	3	3	4	NE	NE	F	-	-	-	-	-	RHS Stone Crusher
3.000	3.100	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	UL	R	Unlined	1.0	PF	-
3.100	3.200	G	-	-	-	-	-	-	-	-	-	-	5	4	4	4	NE	NE	F	UL	-	-	-	-	-
3.200	3.300	G	-	-	-	-	-	-	-	-	-	-	4	3	2	5	NE	NE	F	UL	R	Unlined	1.0	PF	-
3.300	3.400	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	NE	NE	F	U	R	Unlined	1.0	PF	-
3.400	3.500	G	-	-	-	-	-	-	-	-	-	-	5	5	3	4	NE	NE	F	U	R	Unlined	1.0	PF	-
3.500	3.600	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	NE	NE	F	UL	-	-	-	-	-
3.600	3.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	U	-	-	-	-	-
3.700	3.800	G	-	-	-	-	-	-	-	-	-	-	5	4	4	5	NE	NE	F	UL	R	Unlined	1.0	PF	-
3.800	3.900	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	U	R	Unlined	1.0	PF	-
3.900	4.000	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	NE	NE	F	U	-	-	-	-	-
4.000	4.100	G	-	-	-	-	-	-	-	-	-	-	3	3	3	4	NE	NE	F	S	-	-	-	-	-
4.100	4.200	G	-	-	-	-	-	-	-	-	-	-	3	3	3	4	NE	NE	F	S	-	-	-	-	-
4.200	4.300	G	-	-	-	-	-	-	-	-	-	-	4	4	3	5	NE	NE	P	S	-	-	-	-	Bridge at Km 4.225 Water overflow at Km 4.290

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Changtongya - Longleng Road																									
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**								**Drain**				**Remarks**
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**					
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
4.300	4.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	P	U	-	-	-	-	-
4.400	4.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	P	S	-	-	-	-	-
4.500	4.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	S	-	-	-	-	-
4.600	4.700	G	-	-	-	-	-	-	-	-	-	-	2	2	3	4	NE	NE	F	S	-	-	-	-	-
4.700	4.800	G	-	-	-	-	-	-	-	-	-	-	3	2	3	3	NE	NE	F	S	-	-	-	-	-
4.800	4.900	G	-	-	-	-	-	-	-	-	-	-	5	5	3	3	NE	NE	F	U	-	-	-	-	-
4.900	5.000	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	NE	NE	F	U	-	-	-	-	-
5.000	5.100	G	-	-	-	-	-	-	-	-	-	-	4	5	4	3	NE	NE	F	U	-	-	-	-	-
5.100	5.200	G	-	-	-	-	-	-	-	-	-	-	3	2	3	3	NE	NE	F	S	-	-	-	-	-
5.200	5.300	G	-	-	-	-	-	-	-	-	-	-	4	4	3	4	NE	NE	F	S	-	-	-	-	-
5.300	5.400	G	-	-	-	-	-	-	-	-	-	-	4	4	3	4	NE	NE	F	S	-	-	-	-	-
5.400	5.500	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	NE	NE	F	S	-	-	-	-	-
5.500	5.600	G	-	-	-	-	-	-	-	-	-	-	4	4	3	4	NE	NE	F	S	-	-	-	-	-
5.600	5.700	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	S	-	-	-	-	-
5.700	5.800	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	U	-	-	-	-	-
5.800	5.900	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	S	-	-	-	-	-
5.900	6.000	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	S	-	-	-	-	-
6.000	6.100	G	-	-	-	-	-	-	-	-	-	-	4	5	4	4	NE	NE	F	S	-	-	-	-	-
6.100	6.200	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	S	-	-	-	-	-
6.200	6.300	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	S	-	-	-	-	-
6.300	6.400	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	S	-	-	-	-	-
6.400	6.500	G	-	-	-	-	-	-	-	-	-	-	4	4	3	5	NE	NE	F	S	-	-	-	-	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Changtongya - Longleng Road																									
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)				Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss									
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
6.500	6.600	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	S	-	-	-	-	-
6.600	6.700	G	-	-	-	-	-	-	-	-	-	-	4	5	5	5	NE	NE	F	S	-	-	-	-	-
6.700	6.800	G	-	-	-	-	-	-	-	-	-	-	4	4	5	5	NE	NE	F	S	-	-	-	-	-
6.800	6.900	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Major Bridge at Dikhu River
6.900	7.000	G	-	-	-	-	-	-	-	-	-	-	4	5	4	5	NE	NE	F	S	-	-	-	-	-
7.000	7.100	G	-	-	-	-	-	-	-	-	-	-	2	3	3	3	NE	NE	F	S	-	-	-	-	-
7.100	7.200	G	-	-	-	-	-	-	-	-	-	-	3	3	3	3	NE	NE	F	S	-	-	-	-	-
7.200	7.300	G	-	-	-	-	-	-	-	-	-	-	4	3	3	3	NE	NE	F	S	-	-	-	-	-
7.300	7.400	G	-	-	-	-	-	-	-	-	-	-	4	5	4	4	NE	NE	F	S	-	-	-	-	-
7.400	7.500	G	-	-	-	-	-	-	-	-	-	-	4	5	4	5	NE	NE	F	S	L	Unlined	1.0	PF	-
7.500	7.600	G	-	-	-	-	-	-	-	-	-	-	4	4	3	4	NE	NE	F	S	L	Unlined	1.5	PF	-
7.600	7.700	G	-	-	-	-	-	-	-	-	-	-	4	4	3	4	NE	NE	F	S	L	Unlined	1.5	PF	-
7.700	7.800	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	S	L	Unlinec	1.5	PF	-
7.800	7.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	S	L	Unlinec	2.0	PF	-
7.900	8.000	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	S	L	Unlinec	2.0	PF	-
8.000	8.100	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	S	L	Unlinec	2.0	PF	-
8.100	8.200	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	S	L	Unlined	2.0	PF	-
8.200	8.300	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	S	L	Unlined	2.0	PF	-
8.300	8.400	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	NE	NE	F	S	L	Unlined	2.0	PF	-
8.400	8.500	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	S	L	Unlined	2.0	PF	-
8.500	8.600	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	S	L	Unlined	2.0	PF	-
8.600	8.700	G	-	-	-	-	-	-	-	-	-	-	4	4	3	4	NE	NE	F	S	L	Unlined	2.0	PF	Drain upto Km 8.650

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Changtongya - Longleng Road																									
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)								Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition					
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
8.700	8.800	G	-	-	-	-	-	-	-	-	-	-	4	4	3	4	NE	NE	F	-	-	-	-	-	-
8.800	8.900	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	S	L	Unlined	2.0	PF	Drain from Km 8.800
8.900	9.000	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	S	L	Unlined	2.0	PF	-
9.000	9.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	S	L	Unlined	2.0	PF	-
9.100	9.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	S	L	Unlined	2.0	PF	-
9.200	9.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	S	L	Unlined	2.0	PF	-
9.300	9.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	S	L	Unlined	2.0	PF	-
9.400	9.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	S	L	Unlined	2.0	PF	-
9.500	9.600	G	-	-	-	-	-	-	-	-	-	-	4	4	3	4	NE	NE	F	S	L	Unlined	2.0	PF	-
9.600	9.700	G	-	-	-	-	-	-	-	-	-	-	3	4	3	4	NE	NE	F	S	L	Unlined	2.0	PF	-
9.700	9.800	G	-	-	-	-	-	-	-	-	-	-	5	3	2	4	NE	NE	F	U	-	-	-	-	-
9.800	9.900	G	-	-	-	-	-	-	-	-	-	-	4	3	5	5	NE	NE	F	S	L	Unlined	1.5	PF	-
9.900	10.000	G	-	-	-	-	-	-	-	-	-	-	4	3	5	5	NE	NE	F	S	L	Unlined	1.5	PF	-
10.000	10.100	G	-	-	-	-	-	-	-	-	-	-	4	3	2	2	NE	NE	F	-	L	Unlined	1.5	PF	-
10.100	10.200	G	-	-	-	-	-	-	-	-	-	-	4	3	2	3	NE	NE	F	-	-	-	-	-	RHS drain starts from km 10.150
10.200	10.300	G	-	-	-	-	-	-	-	-	-	-	3	3	2	4	NE	NE	F	U	R	Unlined	2.0	PF	-
10.300	10.400	G	-	-	-	-	-	-	-	-	-	-	3	3	2	4	NE	NE	F	U	R	Unlined	2.0	PF	-
10.400	10.500	G	-	-	-	-	-	-	-	-	-	-	4	3	3	3	NE	NE	F	U	R	Unlined	1.5	PF	-
10.500	10.600	G	-	-	-	-	-	-	-	-	-	-	3	3	2	3	NE	NE	F	U	R	Unlined	1.5	PF	-
10.600	10.700	G	-	-	-	-	-	-	-	-	-	-	4	2	3	4	NE	NE	F	U	R	Unlined	1.5	PF	-
10.700	10.800	G	-	-	-	-	-	-	-	-	-	-	3	3	4	4	NE	NE	F	U	R	Unlined	1.5	PF	-
10.800	10.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	U	R	Unlined	1.5	PF	-

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Changtongya - Longleng Road																									
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)								Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition					
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
10.900	11.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	U	R	Unlined	1.5	PF	-
11.000	11.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	U	-	-	-	-	-
11.100	11.200	G	-	-	-	-	-	-	-	-	-	-	5	3	5	5	NE	NE	F	U	R	Unlined	1.5	PF	Drain starts from km 11.150
11.200	11.300	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	U	R	Unlined	1.5	PF	RHS Drain upto km 11.350
11.300	11.400	G	-	-	-	-	-	-	-	-	-	-	4	5	5	5	NE	NE	F	U	R-L	Unlined	1.5	PF	LHS Drain from km 11.350 to km 11.450
11.400	11.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	U	L-R	Unlined	1.5	PF	RHS Drain from km 11.450
11.500	11.600	G	-	-	-	-	-	-	-	-	-	-	4	5	4	4	NE	NE	F	S	R	Unlined	1.5	PF	-
11.600	11.700	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	U	R	Unlined	1.5	PF	-
11.700	11.800	G	-	-	-	-	-	-	-	-	-	-	5	4	4	5	NE	NE	F	U	R	Unlined	1.5	PF	-
11.800	11.900	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	NE	NE	F	U	R	Unlined	1.5	PF	-
11.900	12.000	G	-	-	-	-	-	-	-	-	-	-	5	4	4	5	NE	NE	F	U	R	Unlined	1.5	PF	-
12.000	12.100	G	-	-	-	-	-	-	-	-	-	-	4	5	4	4	NE	NE	F	U	R	Unlined	1.5	PF	-
12.100	12.200	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	NE	NE	F	U	R	Unlined	1.5	PF	-
12.200	12.300	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	U	R	Unlined	1.5	PF	-
12.300	12.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	U	R	Unlined	1.5	PF	RHS Drain upto km 12.350
12.400	12.500	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	S	-	-	-	-	-
12.500	12.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	S	-	-	-	-	-
12.600	12.700	G	-	-	-	-	-	-	-	-	-	-	2	2	3	2	NE	NE	F	S	-	-	-	-	-
12.700	12.800	G	-	-	-	-	-	-	-	-	-	-	4	5	4	5	NE	NE	F	S	R	Unlined	1.5	PF	RHS Drain from km 12.750 to km 12.850
12.800	12.900	G	-	-	-	-	-	-	-	-	-	-	2	2	4	4	NE	NE	F	S	R	Unlined	1.5	PF	-
12.900	13.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	S	-	-	-	-	-
13.000	13.100	G	-	-	-	-	-	-	-	-	-	-	4	3	5	5	NE	NE	F	U	R	Unlined	1.5	NF	-

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Changtongya - Longleng Road																									
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**								**Drain**				**Remarks**
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**					
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
13.100	13.200	G	-	-	-	-	-	-	-	-	-	-	3	3	3	4	NE	NE	F	U	R	Unlined	1.5	PF	-
13.200	13.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	U	R	Unlined	1.5	PF	-
13.300	13.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	P	S	R	Unlined	1.0	NF	-
13.400	13.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	P	-	R	Unlined	1.0	NF	RHS drain upto km 13.470
13.500	13.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	-	-	-	-	-	-
13.600	13.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	S	R	Unlined	1.5	PF	RHS drain starts km 13.650
13.700	13.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	S	R	Unlined	1.5	PF	-
13.800	13.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	U	L	Unlined	1.5	PF	RHS drain starts km 13.820
13.900	14.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	U	L	Unlined	1.5	PF	-
14.000	14.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	U	L	Unlined	1.5	PF	-
14.100	14.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	S	L	Unlined	1.5	PF	-
14.200	14.300	G	-	-	-	-	-	-	-	-	-	-	4	5	4	5	NE	NE	F	S	L	Unlined	1.5	PF	-
14.300	14.400	G	-	-	-	-	-	-	-	-	-	-	4	5	5	5	NE	NE	F	S	L	Unlined	1.5	PF	-
14.400	14.500	G	-	-	-	-	-	-	-	-	-	-	3	2	3	4	NE	NE	F	S	L	Unlined	1.5	PF	-
14.500	14.600	G	-	-	-	-	-	-	-	-	-	-	3	3	4	4	NE	NE	F	S	L	Unlined	1.5	PF	-
14.600	14.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	4	NE	NE	F	S	L	Unlined	1.5	PF	-
14.700	14.800	G	-	-	-	-	-	-	-	-	-	-	5	4	4	4	NE	NE	F	U	L	Unlined	1.5	NF	-
14.800	14.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	U	-	-	-	-	-
14.900	15.000	G	-	-	-	-	-	-	-	-	-	-	4	4	5	5	NE	NE	F	S	L	Unlined	1.5	NF	-
15.000	15.100	G	-	-	-	-	-	-	-	-	-	-	5	4	5	5	NE	NE	F	S	L	Unlined	1.0	NF	-
15.100	15.200	G	-	-	-	-	-	-	-	-	-	-	5	4	4	5	NE	NE	F	S	L	Unlined	1.0	PF	-
15.200	15.300	G	-	-	-	-	-	-	-	-	-	-	5	4	4	5	NE	NE	F	S	L	Unlined	1.0	PF	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Changtongya - Longleng Road																									
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**								**Drain**				**Remarks**
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**					
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
15.300	15.400	G	-	-	-	-	-	-	-	-	-	-	4	4	4	4	NE	NE	F	UL	-	-	-	-	-
15.400	15.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	UL	-	-	-	-	-
15.500	15.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	U	L	Unlined	1.0	PF	Drain strats from km 15.540
15.600	15.700	G	-	-	-	-	-	-	-	-	-	-	4	4	5	5	NE	NE	F	UL	L	Unlined	1.0	PF	-
15.700	15.800	G	-	-	-	-	-	-	-	-	-	-	4	4	4	4	NE	NE	F	U	L	Unlined	1.0	PF	-
15.800	15.900	G	-	-	-	-	-	-	-	-	-	-	5	4	4	5	NE	NE	F	U	L	Unlined	1.0	PF	Drain upto Km 15.850
15.900	16.000	G	-	-	-	-	-	-	-	-	-	-	4	4	5	5	NE	NE	F	U	L	Unlined	1.0	PF	Drain starts from Km 15.950
16.000	16.100	G	-	-	-	-	-	-	-	-	-	-	3	5	5	5	NE	NE	F	S	L	Unlined	1.5	PF	-
16.100	16.200	G	-	-	-	-	-	-	-	-	-	-	3	4	4	5	NE	NE	F	U	L	Unlined	1.5	PF	-
16.200	16.300	G	-	-	-	-	-	-	-	-	-	-	4	4	3	5	NE	NE	F	S	L	Unlined	1.5	PF	-
16.300	16.400	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	NE	NE	F	S	L	Unlined	1.5	NF	-
16.400	16.500	G	-	-	-	-	-	-	-	-	-	-	4	3	3	5	NE	NE	F	UL	L	Unlined	1.5	NF	-
16.500	16.600	G	-	-	-	-	-	-	-	-	-	-	5	4	4	4	NE	NE	F	UL	-	-	-	-	-
16.600	16.700	G	-	-	-	-	-	-	-	-	-	-	4	4	3	4	NE	NE	F	UL	-	-	-	-	-
16.700	16.800	G	-	-	-	-	-	-	-	-	-	-	4	3	3	4	NE	NE	F	S	-	-	-	-	-
16.800	16.900	G	-	-	-	-	-	-	-	-	-	-	4	5	5	5	NE	NE	F	U	-	-	-	-	-
16.900	17.000	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	NE	NE	F	U	-	-	-	-	-
17.000	17.100	G	-	-	-	-	-	-	-	-	-	-	5	4	4	5	NE	NE	F	S	-	-	-	-	-
17.100	17.200	G	-	-	-	-	-	-	-	-	-	-	4	3	3	5	NE	NE	F	U	-	-	-	-	-
17.200	17.300	G	-	-	-	-	-	-	-	-	-	-	4	3	3	5	NE	NE	F	U	-	-	-	-	-
17.300	17.400	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	NE	NE	F	S	-	-	-	-	-
17.400	17.500	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	NE	NE	F	S	-	-	-	-	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Changtongya - Longleng Road																									
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)								Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition					
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
17.500	17.600	G	-	-	-	-	-	-	-	-	-	-	4	2	3	4	NE	NE	F	S	-	-	-	-	-
17.600	17.700	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	NE	NE	F	S	-	-	-	-	-
17.700	17.800	G	-	-	-	-	-	-	-	-	-	-	3	5	4	4	NE	NE	F	S	-	-	-	-	-
17.800	17.900	G	-	-	-	-	-	-	-	-	-	-	5	5	4	4	NE	NE	F	S	-	-	-	-	-
17.900	18.000	G	-	-	-	-	-	-	-	-	-	-	5	4	5	5	NE	NE	F	S	-	-	-	-	-
18.000	18.100	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	S	-	-	-	-	-
18.100	18.200	G	-	-	-	-	-	-	-	-	-	-	3	5	5	5	NE	NE	F	S	-	-	-	-	-
18.200	18.300	G	-	-	-	-	-	-	-	-	-	-	3	5	5	5	NE	NE	F	S	-	-	-	-	-
18.300	18.400	G	-	-	-	-	-	-	-	-	-	-	4	4	5	5	NE	NE	F	S	-	-	-	-	-
18.400	18.500	G	-	-	-	-	-	-	-	-	-	-	4	5	5	5	NE	NE	F	S	-	-	-	-	-
18.500	18.600	G	-	-	-	-	-	-	-	-	-	-	4	5	5	5	NE	NE	F	S	-	-	-	-	-
18.600	18.700	G	-	-	-	-	-	-	-	-	-	-	3	3	3	4	NE	NE	F	S	-	-	-	-	-
18.700	18.800	G	-	-	-	-	-	-	-	-	-	-	3	2	2	3	NE	NE	F	S	-	-	-	-	-
18.800	18.900	G	-	-	-	-	-	-	-	-	-	-	4	5	5	5	NE	NE	F	S	-	-	-	-	-
18.900	19.000	G	-	-	-	-	-	-	-	-	-	-	5	4	4	4	NE	NE	F	S	-	-	-	-	-
19.000	19.100	G	-	-	-	-	-	-	-	-	-	-	3	3	4	4	NE	NE	F	S	-	-	-	-	-
19.100	19.200	G	-	-	-	-	-	-	-	-	-	-	5	4	3	5	NE	NE	F	U	-	-	-	-	-
19.200	19.300	G	-	-	-	-	-	-	-	-	-	-	4	5	3	5	NE	NE	F	U	-	-	-	-	-
19.300	19.400	G	-	-	-	-	-	-	-	-	-	-	5	4	5	5	NE	NE	F	S	L	Unlined	1.0	PF	-
19.400	19.500	G	-	-	-	-	-	-	-	-	-	-	4	4	5	5	NE	NE	F	S	L	Unlined	1.0	PF	-
19.500	19.600	G	-	-	-	-	-	-	-	-	-	-	4	3	4	4	NE	NE	F	S	-	-	-	-	-
19.600	19.700	G	-	-	-	-	-	-	-	-	-	-	4	3	3	4	NE	NE	F	S	-	-	-	-	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																								Pavement Condition Survey
Project Road: Changtongya - Longleng Road																								
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**								**Drain**				
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**					**Remarks**
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
19.700	19.800	G	-	-	-	-	-	-	-	-	-	-	5	4	5	5	NE	NE	F	S	-	-	-	-	-
19.800	19.900	G	-	-	-	-	-	-	-	-	-	-	4	4	4	5	NE	NE	F	S	-	-	-	-	-
19.900	20.000	G	-	-	-	-	-	-	-	-	-	-	5	4	5	5	NE	NE	F	S	-	-	-	-	-
20.000	20.100	G	-	-	-	-	-	-	-	-	-	-	3	3	4	5	NE	NE	F	S	-	-	-	-	-
20.100	20.200	G	-	-	-	-	-	-	-	-	-	-	4	5	5	5	NE	NE	F	S	-	-	-	-	-
20.200	20.300	G	-	-	-	-	-	-	-	-	-	-	4	4	5	5	NE	NE	F	S	L	Unlined	1.0	PF	Drain from km 20.190 to km 20.250
20.300	20.400	G	-	-	-	-	-	-	-	-	-	-	3	4	5	5	NE	NE	F	S	-	-	-	-	-
20.400	20.500	G	-	-	-	-	-	-	-	-	-	-	4	4	5	5	NE	NE	F	S	-	-	-	-	-
20.500	20.600	G	-	-	-	-	-	-	-	-	-	-	4	4	5	5	NE	NE	F	S	-	-	-	-	-
20.600	20.700	G	-	-	-	-	-	-	-	-	-	-	5	4	5	5	NE	NE	F	S	-	-	-	-	-
20.700	20.800	G	-	-	-	-	-	-	-	-	-	-	3	3	4	5	NE	NE	F	U	-	-	-	-	-
20.800	20.900	G	-	-	-	-	-	-	-	-	-	-	3	3	3	4	NE	NE	F	U	-	-	-	-	-
20.900	21.000	G	-	-	-	-	-	-	-	-	-	-	3	3	4	4	NE	NE	F	U	-	-	-	-	-
21.000	21.100	G	-	-	-	-	-	-	-	-	-	-	5	4	4	5	NE	NE	F	S	-	-	-	-	-
21.100	21.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	S	-	-	-	-	-
21.200	21.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	S	L	Unlined	1.0	PF	Drain starts from km 21.250
21.300	21.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	S	L	Unlined	1.0	PF	-
21.400	21.500	G	-	-	-	-	-	-	-	-	-	-	5	4	4	4	NE	NE	F	S	L	Unlined	1.0	PF	-
21.500	21.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	U	-	-	-	-	-
21.600	21.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	S	-	-	-	-	-
21.700	21.800	G	-	-	-	-	-	-	-	-	-	-	5	4	4	5	NE	NE	F	U	-	-	-	-	-
21.800	21.900	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	U	-	-	-	-	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Changtongya - Longleng Road																									
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)								Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition					
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
21.900	22.000	G	-	-	-	-	-	-	-	-	-	-	5	4	4	4	NE	NE	F	U	-	-	-	-	-
22.000	22.100	G	-	-	-	-	-	-	-	-	-	-	5	4	4	5	NE	NE	F	U	L	Unlined	1.0	PF	-
22.100	22.200	G	-	-	-	-	-	-	-	-	-	-	5	4	4	5	NE	NE	F	U	-	-	-	-	-
22.200	22.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	U	-	-	-	-	-
22.300	22.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	U	-	-	-	-	-
22.400	22.500	G	-	-	-	-	-	-	-	-	-	-	4	4	5	5	NE	NE	F	U	L	Unlined	1.0	PF	-
22.500	22.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	U	L	Unlined	1.0	PF	-
22.600	22.700	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	S	L	Unlined	1.0	PF	-
22.700	22.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	S	L	Unlined	1.0	PF	-
22.800	22.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	S	L	Unlined	1.0	PF	-
22.900	23.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	U	-	-	-	-	-
23.000	23.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	P	S	L	Unlined	1.5	PF	-
23.100	23.200	G	-	-	-	-	-	-	-	-	-	-	4	4	4	5	NE	NE	P	S	L	Unlined	1.5	PF	-
23.200	23.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	P	S	-	-	-	-	-
23.300	23.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	P	S	-	-	-	-	-
23.400	23.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	P	S	-	-	-	-	-
23.500	23.600	G	-	-	-	-	-	-	-	-	-	-	5	4	4	5	NE	NE	P	S	L	Unlined	1.0	PF	-
23.600	23.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	P	S	L	Unlined	1.0	PF	Drain up to Km 23.650
23.700	23.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	P	U	L	Unlined	1.0	PF	-
23.800	23.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	U	L	Unlined	1.0	PF	-
23.900	24.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	S	L	Unlined	1.0	PF	-
24.000	24.100	G	-	-	-	-	-	-	-	-	-	-	5	3	3	5	NE	NE	F	UL	L	Unlined	1.0	PF	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Changtongya - Longleng Road																									
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)								Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition					
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
24.100	24.200	G	-	-	-	-	-	-	-	-	-	-	5	5	3	5	NE	NE	F	U	-	-	-	-	-
24.200	24.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	S	L	Unlined	1.0	PF	Drain Start at Km 24.250
24.300	24.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	U	L	Unlined	1.0	PF	Drain up to km 24.350
24.400	24.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	S	L	Unlined	1.0	PF	-
24.500	24.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	U	L	Unlined	1.0	PF	-
24.600	24.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	U	L	Unlined	1.0	PF	Drain Start at Km 24.650
24.700	24.800	G	-	-	-	-	-	-	-	-	-	-	5	4	4	5	NE	NE	F	S	L	Unlined	1.0	PF	-
24.800	24.900	G	-	-	-	-	-	-	-	-	-	-	5	3	4	4	NE	NE	F	-	L	Unlined	1.0	PF	-
24.900	25.000	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	U	L	Unlined	1.0	PF	-
25.000	25.100	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	U	L	Unlined	1.0	PF	-
25.100	25.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	U	L	Unlined	1.0	PF	-
25.200	25.300	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	U	L	Unlined	1.0	PF	-
25.300	25.400	G	-	-	-	-	-	-	-	-	-	-	5	5	4	5	NE	NE	F	U	L	Unlined	1.0	PF	-
25.400	25.500	G	-	-	-	-	-	-	-	-	-	-	5	4	4	5	NE	NE	F	U	L	Unlined	1.0	PF	-
25.500	25.600	G	-	-	-	-	-	-	-	-	-	-	5	4	4	5	NE	NE	F	U	L	Unlined	1.0	PF	-
25.600	25.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	U	L	Unlined	1.0	PF	-
25.700	25.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	S	L	Unlined	1.0	PF	-
25.800	25.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	S	L	Unlined	1.0	PF	-
25.900	26.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	S	L	Unlined	1.0	PF	-
26.000	26.100	G	-	-	-	-	-	-	-	-	-	-	5	4	4	5	NE	NE	F	U	L	Unlined	1.0	PF	-
26.100	26.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	UL	L	Unlined	1.0	PF	-
26.200	26.300	G	-	-	-	-	-	-	-	-	-	-	4	4	5	5	NE	NE	F	UL	L	Unlined	1.0	PF	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Changtongya - Longleng Road																									
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)								Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition					
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
26.300	26.400	G	-	-	-	-	-	-	-	-	-	-	5	4	4	5	NE	NE	F	UL	L	Unlined	1.0	PF	-
26.400	26.500	G	-	-	-	-	-	-	-	-	-	-	4	4	5	5	NE	NE	F	U	L	Unlined	1.0	PF	-
26.500	26.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	U	L	Unlined	1.0	PF	Drain up to km 26.550
26.600	26.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	U	L	Unlined	1.0	PF	Drain start at km 26.600
26.700	26.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	S	L	Unlined	1.0	PF	-
26.800	26.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	F	S	L	Unlined	1.0	PF	-
26.900	27.000	G	-	-	-	-	-	-	-	-	-	-	5	4	4	4	NE	NE	F	U	L	Unlined	1.0	PF	-
27.000	27.100	G	-	-	-	-	-	-	-	-	-	-	4	5	4	5	NE	NE	F	S	L	Unlined	1.0	PF	Drain Start at km 27.050
27.100	27.200	G	-	-	-	-	-	-	-	-	-	-	4	4	3	5	NE	NE	F	S	L	Unlined	1.0	PF	Drain up to km 27.150
27.200	27.300	G	-	-	-	-	-	-	-	-	-	-	5	3	3	5	NE	NE	F	U	-	-	-	-	-
27.300	27.400	G	-	-	-	-	-	-	-	-	-	-	5	4	5	5	NE	NE	F	S	-	-	-	-	-
27.400	27.500	G	-	-	-	-	-	-	-	-	-	-	4	2	3	3	NE	NE	F	S	R	Unlined	1.0	PF	-
27.500	27.600	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	NE	NE	F	U	R	Unlined	1.0	PF	-
27.600	27.700	G	-	-	-	-	-	-	-	-	-	-	4	2	2	3	NE	NE	F	U	-	-	-	-	-
27.700	27.800	G	-	-	-	-	-	-	-	-	-	-	5	2	2	4	NE	NE	F	U	-	-	-	-	-
27.800	27.900	G	-	-	-	-	-	-	-	-	-	-	5	3	4	4	NE	NE	F	U	-	-	-	-	-
27.900	28.000	G	-	-	-	-	-	-	-	-	-	-	5	3	3	4	NE	NE	F	U	-	-	-	-	-
28.000	28.100	G	-	-	-	-	-	-	-	-	-	-	3	3	3	3	NE	NE	F	S	R	Unlined	0.8	NF	-
28.100	28.200	G	-	-	-	-	-	-	-	-	-	-	4	3	3	3	NE	NE	F	S	R	Unlined	0.5	NF	-
28.200	28.300	G	-	-	-	-	-	-	-	-	-	-	3	2	2	2	NE	NE	F	U	-	-	-	-	-
28.300	28.400	G	-	-	-	-	-	-	-	-	-	-	4	3	2	3	E/Poor	E/Poor	F	U	R	Unlined	0.5	NF	-
28.400	28.500	G	-	-	-	-	-	-	-	-	-	-	4	2	2	3	E/Poor	E/Poor	F	U	R	Unlined	0.5	NF	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																								Pavement Condition Survey
Project Road: Changtongya - Longleng Road																								
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**								**Drain**				**Remarks**
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**					
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
28.500	28.600	G	-	-	-	-	-	-	-	-	-	-	3	3	3	3	E/Poor	E/Poor	F	U	R	Unlined	0.5	NF	-
28.600	28.700	G	-	-	-	-	-	-	-	-	-	-	3	2	2	3	E/Poor	E/Poor	F	U	-	-	-	-	-
28.700	28.800	G	-	-	-	-	-	-	-	-	-	-	4	2	2	3	E/Poor	E/Poor	F	U	-	-	-	-	-
28.800	28.900	G	-	-	-	-	-	-	-	-	-	-	3	2	2	3	E/Poor	E/Poor	F	S	-	-	-	-	-
28.900	29.000	G/BT	L	O	L	O	L	O	L	O	L	O	2	2	2	2	NE	NE	F	U	-	-	-	-	BT Road starts from km 28.950
29.000	29.100	BT	L	O	L	O	M	F	L	O	L	O	-	-	-	-	NE	NE	F	U	R	Open Water Channel	0.4	PF	-
29.100	29.200	BT	M	F	L	O	L	O	M	F	L	O	-	-	-	-	NE	NE	F	S	R	Open Water Channel	0.4	PF	Poor Condition of Road
29.200	29.300	BT	M	F	M	F	L	O	L	O	L	O	-	-	-	-	NE	NE	F	S	R	Open Water Channel	0.4	PF	Poor Condition of Road
29.300	29.400	BT	M	F	M	F	M	F	M	F	L	O	-	-	-	-	NE	NE	F	U	R	Open Water Channel	0.4	PF	Poor Condition of Road
29.400	29.530	BT	M	F	M	F	M	F	L	O	L	O	-	-	-	-	NE	NE	F	U	R	Open Water Channel	0.4	PF	Poor Condition of Road

Carriageway Type: Bituminous(BT),Gravel(G),Earther(E); S=Severity Level; E=Extent Level; Shoulder Condition: Good(G),Fair(F),Poor(P),Failed(F),Non Existing(NE); Embankment Condition Good(G), Fair(F), Poor(P); Hill Side Slope Condition , Stable(S), Unstable(U), Landslide(UL); S=Severity Level; E=Extent Level

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Annexure 4 (c) : Pavement Condition Survey

Chakabama – Zunheboto Road



Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Chakabama-Zunheboto Road																									
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**												**Remarks**
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**	**Drain**				
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
0.000	0.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
0.200	0.775	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
0.775	0.825	BT	M	E	M	E	M	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
0.825	1.050	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
1.050	1.100	BT	M	E	M	E	M	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
1.100	1.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
1.200	1.250	BT	M	E	M	E	M	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
1.250	1.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
1.600	1.750	BT	M	E	H	E	M	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
1.750	1.825	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
1.825	1.900	BT	M	H	H	E	L	F	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
1.900	2.225	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
2.225	2.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
2.300	2.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
2.400	2.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
2.500	2.950	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
2.950	3.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
3.000	3.650	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
3.650	3.725	BT	L	M	M	F	H	O	H	E	L	E	-	-	-	-	-	-	-	U	L	Unlined	0.5	NF	-
3.725	3.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	L	Unlined	0.5	NF	Failed Pavement
3.900	4.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	Failed Pavement, 100% Material Loss
4.100	4.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	L	Unlined	1.0	NF	Failed Pavement, 100% Material Loss
4.200	4.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	L	Unlined	1.0	NF	Failed Pavement
4.400	4.725	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
4.725	4.875	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	R	Unlined	1.0	NF	Failed Pavement
5.000	5.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
5.100	5.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	R	Unlined	1.0	NF	Failed Pavement

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																										Pavement Condition Survey
Project Road: Chakabama-Zunheboto Road																										
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)													Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
5.200	5.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
5.300	5.450	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	Failed Pavement, 100% Material Loss
5.450	5.996	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
6.000	6.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
6.100	6.200	BT	H	E	H	F	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
6.200	6.300	BT	H	E	H	E	L	M	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
6.300	6.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
6.800	6.900	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
6.900	7.000	BT	H	E	H	E	L	O	M	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
7.000	7.100	BT	H	E	H	E	L	O	M	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
7.100	7.200	BT	H	E	H	E	L	O	M	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
7.200	7.300	BT	H	E	H	E	L	O	M	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
7.300	7.500	BT	H	E	H	E	L	O	M	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
7.500	7.600	BT	H	E	H	E	M	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
7.600	7.700	BT	H	E	H	E	M	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
7.700	7.800	BT	H	E	H	E	L	O	H	E	M	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
7.800	7.900	BT	H	E	H	E	L	O	H	E	M	E	-	-	-	-	-	-	-	S	R	E	1.0	NF	Failed Pavement
7.900	7.995	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	R	E	1.0	NF	Failed Pavement
8.000	8.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	Failed Pavement, 100% Material Loss
8.100	8.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
8.600	8.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
8.800	8.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
8.900	8.996	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	
9.000	9.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
9.200	9.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
9.400	9.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement, 100% Material Loss
9.600	10.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	Failed Pavement, 100% Material Loss

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Chakabama-Zunheboto Road																									
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**								**Drain**				**Remarks**
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**					
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
10.100	10.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
10.200	10.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
10.300	10.400	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
10.400	10.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement, 100% Material Loss
10.500	10.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
10.600	10.700	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Major Bridge (Concrete Pavement)
10.700	10.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	R	Unlined	1.0	NF	Failed Pavement, 100% Material Loss
10.800	10.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	R	Unlined	1.0	NF	Failed Pavement
10.900	11.015	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	R	Unlined	1.0	NF	Failed Pavement
11.000	11.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
11.100	11.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
11.200	11.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
11.300	11.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
11.600	11.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
11.800	11.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
11.900	12.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
12.000	12.100	G	H	E	H	E	H	E	H	E	H	E	5	5	5	5	-	-	-	S	-	-	-	-	Failed Pavement, 100% Material Loss
12.100	12.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
12.200	12.300	G	H	E	H	E	H	E	H	E	H	E	5	5	5	5	-	-	-	S	-	-	-	-	Failed Pavement
12.300	12.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
12.400	12.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
12.500	12.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
12.800	12.900	BT	H	E	H	E	L	O	H	E	M	E	-	-	-	-	-	-	-	S	-	-	-	-	-
12.900	12.931	BT	H	E	H	E	L	O	H	E	M	E	-	-	-	-	-	-	-	S	-	-	-	-	-
13.000	13.100	BT	H	E	H	E	L	O	H	E	M	E	-	-	-	-	-	-	-	S	-	-	-	-	-
13.100	13.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
13.200	13.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																										Pavement Condition Survey
Project Road: Chakabama-Zunheboto Road																										
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)													Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
13.400	13.500	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
13.500	13.730	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
13.730	13.755	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	Failed Pavement
13.755	14.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
14.000	14.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
14.100	14.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	R	E	0.5 - 1.0	NF	-
14.200	14.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	R	E	0.5 - 1.0	NF	-
14.500	14.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
14.600	14.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	-
14.700	14.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
14.800	15.027	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
15.000	15.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
15.100	15.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	-
15.200	15.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
15.300	15.400	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
15.400	15.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
15.800	15.939	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
16.000	16.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
16.100	16.200	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
16.200	16.350	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
16.350	16.460	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
16.460	16.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
16.500	16.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	-
16.600	16.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	-
16.800	16.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
16.900	16.984	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
17.000	17.200	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE	Pavement Condition Survey

Project Road: Chakabama-Zunheboto Road

Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)								Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition					
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
17.200	17.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
17.400	17.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
17.500	17.600	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
17.600	17.800	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
17.800	18.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
18.000	18.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
18.200	18.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
18.400	18.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
18.500	18.800	BT	H	E	H	E	M	F	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
18.800	19.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
19.000	19.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
19.100	19.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
19.300	19.725	BT	H	E	H	E	L	O	H	E	L	E	-	-	-	-	-	-	-	S	-	-	-	-	-
19.725	19.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
19.800	19.989	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
20.000	20.160	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
20.160	20.475	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
20.475	20.960	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
21.000	21.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
21.100	21.175	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	-
21.175	21.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
21.500	21.700	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
21.700	21.800	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
21.800	21.950	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
21.950	22.018	BT	L	O	L	O	L	O	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
22.000	23.002	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
23.000	23.290	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																										Pavement Condition Survey
Project Road: Chakabama-Zunheboto Road																										
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**														
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**	**Drain**				**Remarks**
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
23.290	23.550	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
23.550	23.850	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
23.850	23.980	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
24.000	24.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
24.100	24.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
24.400	24.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
24.800	25.010	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	-
25.000	25.250	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	-
25.250	25.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
25.500	25.700	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
25.700	26.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Loss of material High
26.000	26.025	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
26.025	26.175	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	-
26.175	26.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
26.300	26.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
26.400	26.525	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
26.525	26.575	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
26.575	26.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
26.800	26.985	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
27.000	27.275	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
27.275	27.825	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
27.825	27.875	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
27.875	27.950	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
27.950	28.025	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
28.025	28.125	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	-
28.125	28.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
28.600	28.850	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	-	-	-	-	-	Chetaba Built Up

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Chakabama-Zunheboto Road																									
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)												Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
28.850	28.925	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	-	-	-	-	-	Chetaba Built Up
28.925	29.325	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	-	-	-	-	-	Chetaba Built Up
29.325	29.775	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
29.775	29.875	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	-
29.875	30.011	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
30.000	30.375	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
30.375	30.425	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	-
30.425	30.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
30.500	31.625	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
31.625	31.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	-
31.700	31.775	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
31.775	31.850	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	-
31.850	32.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
32.100	32.200	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	-	-	-	-	-	Built Up
32.200	33.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Road in Very Bad Condition from Km 32.300 to Km 32.400
33.000	33.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	-
33.100	33.425	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
33.425	33.725	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	-
33.725	33.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Existing Road Slide
33.900	34.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
34.000	34.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	-
34.200	35.006	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
35.000	36.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
36.000	36.100	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
36.100	36.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
36.400	36.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Chakabama-Zunheboto Road																									
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)								Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition					
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
36.500	36.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
36.600	37.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
37.000	37.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
37.200	37.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
37.600	37.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Road Slide at Km 37.650 & Km 37.775
37.800	38.039	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
38.000	38.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
38.500	38.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	Road Side Slide at Km 38.600
38.600	38.700	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
38.700	38.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
38.800	39.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
39.000	39.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
39.600	39.925	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
39.925	40.013	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	-
40.000	40.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
40.400	40.500	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
40.500	40.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
40.600	40.700	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
40.700	40.800	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
40.800	40.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
40.900	41.014	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
41.000	41.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
41.300	41.525	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
41.525	41.625	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
41.625	42.015	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
42.000	42.350	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
42.350	42.450	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE	Pavement Condition Survey

Project Road: Chakabama-Zunheboto Road

Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)													
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				Remarks
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
42.450	43.033	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
43.000	43.075	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	-
43.075	43.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
43.400	44.987	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
45.000	45.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
45.500	45.575	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
45.575	45.650	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
45.650	45.675	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
45.675	45.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
45.900	45.961	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
46.000	46.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
46.200	46.300	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
46.300	46.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
46.800	46.985	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
47.000	47.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
47.100	47.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
47.200	47.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
47.400	47.550	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
47.550	47.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
47.900	48.700	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
48.700	48.981	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
49.000	49.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
49.100	49.650	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
49.650	49.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
49.900	50.029	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
50.000	50.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
50.500	50.700	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	-	-	-	-	-	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Chakabama-Zunheboto Road																									
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**												**Remarks**
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**	**Drain**				
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
50.700	50.961	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
51.000	52.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
52.000	52.330	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
52.330	52.520	Pavement Under Construction															-	-	-	S	-	-	-	-	Pavement Under Construction
52.520	52.580	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
52.580	52.710	Pavement Under Construction															-	-	-	S	-	-	-	-	Pavement Under Construction
52.710	52.810	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
52.810	53.000	Pavement Under Construction															-	-	-	S	-	-	-	-	Pavement Under Construction
53.000	53.040	Pavement Under Construction															-	-	-	S	-	-	-	-	Pavement Under Construction
53.040	53.330	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
53.330	53.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
53.400	53.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
53.600	53.976	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
54.000	55.014	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
55.000	55.700	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
55.700	56.250	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
56.250	56.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	GR from Km 56.250 to Km 56.325 and Km 56.375 to 56.400
56.400	56.690	Pavement Under Construction															-	-	-	U	-	-	-	-	Pavement Under Construction
56.690	56.800	Pavement Under Construction															-	-	-	U	-	-	-	-	Pavement Under Construction
56.800	57.175	Pavement Under Construction															-	-	-	U	-	-	-	-	Pavement Under Construction
57.175	57.897	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
58.000	58.560	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
58.560	58.640	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
58.640	58.770	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
58.770	58.975	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
58.975	59.825	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Chakabama-Zunheboto Road																									
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)								Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition					
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
59.825	59.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
59.900	59.990	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
60.000	60.225	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
60.225	60.475	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
60.475	60.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
60.900	61.029	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
61.000	61.325	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
61.325	61.550	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
61.550	61.725	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
61.725	62.000	Pavement Under Construction															-	-	-	S	-	-	-	-	Pavement Under Construction
62.000	62.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
62.400	62.921	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	100% Material Loss
63.000	63.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
63.100	63.200	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
63.200	63.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
63.500	63.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	-
63.600	63.700	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
63.700	63.800	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
63.800	63.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
63.900	64.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
64.000	64.075	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	-
64.075	64.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
64.600	65.046	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Cutting in Progress
65.000	65.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
65.100	65.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
65.300	65.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	-
65.400	65.650	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																										Pavement Condition Survey
Project Road: Chakabama-Zunheboto Road																										
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**														
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**	**Drain**				**Remarks**
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
65.650	65.775	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	-
65.775	66.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
66.000	66.050	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	-
66.050	66.650	Pavement Under Construction															-	-	-	U	-	-	-	-	Pavement Under Construction
66.650	66.810	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
66.810	67.000	Pavement Under Construction															-	-	-	U	-	-	-	-	-
67.000	67.275	Pavement Under Construction															-	-	-	U	-	-	-	-	-
67.275	67.315	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
67.315	67.390	Pavement Under Construction															-	-	-	U	-	-	-	-	-
67.390	67.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
67.500	67.940	Pavement Under Construction															-	-	-	U	-	-	-	-	-
68.000	68.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement U/C Section With Unlined Drain
68.100	68.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement U/C Section With Unlined Drain
68.400	69.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement U/C Section With Unlined Drain
69.000	69.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement U/C Section With Unlined Drain
69.200	69.400	BT/G	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement U/C Section With Unlined Drain
69.400	69.885	BT/G	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement U/C Section With Unlined Drain
70.000	70.200	BT/G	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement U/C Section With Unlined Drain
70.200	70.600	BT/G	H	E	H	E	H	E	H	E	H	E	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement U/C Section With Unlined Drain

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Project Road: Chakabama-Zunheboto Road																									
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**								**Drain**				**Remarks**
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**					
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
70.600	70.800	BT/G	H	E	H	E	H	E	H	E	H	E	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement U/C Section With Unlined Drain
70.800	71.500	BT/G	H	E	H	E	H	E	H	E	H	E	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement U/C Section With Unlined Drain
71.500	72.000	BT/G	H	E	H	E	H	E	H	E	H	E	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement U/C Section With Unlined Drain
72.000	72.826	BT/G	H	E	H	E	H	E	H	E	H	E	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement U/C Section With Unlined Drain
73.000	73.110	BT/G	H	E	H	E	H	E	H	E	H	E	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement U/C Section With Unlined Drain
73.110	73.225	BT/G	H	E	H	E	H	E	H	E	H	E	5	5	5	5	-	-	-	U	-	-	-	-	Top layer completely removed
73.225	73.800	BT/G	H	E	H	E	H	E	H	E	H	E	5	5	5	5	-	-	-	S	-	-	-	-	Top layer completely removed
73.800	74.000	BT/G	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
74.000	75.062	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
75.000	76.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
76.000	77.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
77.000	77.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
77.100	77.225	BT/G	H	E	H	E	H	E	H	E	H	E	5	5	5	5	-	-	-	U	-	-	-	-	-
77.225	77.966	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
78.000	78.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
78.100	78.290	Pavement Under Construction															-	-	-	S	-	-	-	-	No Pavement Parameter Can Reported
78.290	78.530	Pavement Under Construction															-	-	-	U	-	-	-	-	No Pavement Parameter Can Reported
78.530	78.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
78.600	78.700	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	-	-	-	-	-	Failed Pavement
78.700	78.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
78.800	78.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	-	-	-	-	-	Failed Pavement
78.900	79.050	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	-	-	-	-	-	Failed Pavement

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Project Road: Chakabama-Zunheboto Road																								
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**				**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**	**Drain**				**Remarks**
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**									
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
79.050	79.150	Pavement Under Construction															-	-	-	-	-	-	-	-	No Pavement Parameter Can Reported
79.150	79.250	Pavement Under Construction															-	-	-	-	-	-	-	-	No Pavement Parameter Can Reported
79.250	79.940	Pavement Under Construction															-	-	-	-	-	-	-	-	No Pavement Parameter Can Reported
80.000	80.850	Pavement Under Construction															-	-	-	-	-	-	-	-	No Pavement Parameter Can Reported
80.850	80.978	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
81.000	81.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
81.100	81.600	Pavement Under Construction															-	-	-	U	-	-	-	-	No Pavement Parameter Can Reported
81.600	81.700	Pavement Under Construction															-	-	-	U	-	-	-	-	No Pavement Parameter Can Reported
81.700	81.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
81.800	81.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
81.900	82.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
82.000	82.120	Pavement Under Construction															-	-	-	U	-	-	-	-	-
82.120	82.375	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
82.375	82.500	Pavement Under Construction															-	-	-	U	-	-	-	-	-
82.500	83.490	Pavement Under Construction															-	-	-	U	-	-	-	-	-
83.490	84.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
84.000	84.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
84.300	84.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
84.500	84.640	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
85.000	86.028	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
86.000	86.945	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
87.000	88.030	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	R	Unlined	0.5 - 1.0	NF	Failed Pavement
88.000	89.010	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
89.000	89.987	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
90.000	90.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
90.900	92.046	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
92.000	92.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	E	0.3 - 0.5	NF	Failed Pavement

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																								Pavement Condition Survey
Project Road: Chakabama-Zunheboto Road																								
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)								Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition					
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
92.200	92.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	E	0.3 - 0.5	NF	Failed Pavement
92.400	92.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	E	0.3 - 0.5	NF	Failed Pavement
92.600	92.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	E	0.3	NF	Failed Pavement
92.800	93.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	E	0.3	NF	Failed Pavement
93.000	93.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
93.200	93.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
93.400	93.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
93.600	93.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	E	0.5	NF	Failed Pavement
93.800	93.988	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	E	0.3 - 0.5	NF	Failed Pavement
94.000	94.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	E	0.5	NF	Failed Pavement
94.200	94.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
94.400	94.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
94.600	94.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
94.800	95.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
95.000	95.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
95.300	95.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
95.500	95.700	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	E	0.3	NF	Failed Pavement
95.700	95.945	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	E	0.3	NF	Failed Pavement
96.000	96.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	E	0.3	NF	Failed Pavement
96.200	96.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	E	0.3	NF	Failed Pavement
96.400	96.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	E	0.3	NF	Failed Pavement
96.600	96.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
96.800	97.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
97.000	97.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
97.400	97.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
97.800	98.013	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	E	0.3 - 0.5	NF	Failed Pavement
98.000	98.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Chakabama-Zunheboto Road																									
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**								**Drain**				**Remarks**
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**					
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
98.200	98.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
98.400	98.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
98.600	98.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
98.800	98.989	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
99.000	99.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
99.200	99.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
99.400	100.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
100.000	100.625	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
100.625	100.850	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
100.850	101.035	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
101.000	101.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
101.100	101.290	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
101.290	102.275	Pavement Under Construction															-	-	-	U	-	-	-	-	-
102.275	102.325	Pavement Under Construction															-	-	-	U	-	-	-	-	-
102.325	102.945	Pavement Under Construction															-	-	-	U	-	-	-	-	-
103.000	103.075	Pavement Under Construction															-	-	-	U	-	-	-	-	-
103.075	103.175	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
103.175	104.000	Pavement Under Construction															-	-	-	U	-	-	-	-	-
104.000	104.175	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
104.175	104.400	Pavement Under Construction															-	-	-	U	-	-	-	-	-
104.400	104.600	Pavement Under Construction															-	-	-	U	-	-	-	-	-
104.600	105.000	Pavement Under Construction															-	-	-	U	-	-	-	-	-
105.000	106.000	Pavement Under Construction															-	-	-	U	-	-	-	-	-
106.000	106.325	Pavement Under Construction															-	-	-	U	-	-	-	-	-
106.325	106.535	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
106.535	106.995	Pavement Under Construction															-	-	-	S	-	-	-	-	-
107.000	108.300	Pavement Under Construction															-	-	-	S	-	-	-	-	-

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																								Pavement Condition Survey
Project Road: Chakabama-Zunheboto Road																								
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**								**Drain**				**Remarks**
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**					
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
108.300	108.800	Pavement Under Construction															-	-	-	S	-	-	-	-	U/C for widening width widening on RHS
108.800	109.026	Pavement Under Construction															-	-	-	U	-	-	-	-	U/C for widening width widening on RHS
109.000	109.300	Pavement Under Construction															-	-	-	U	-	-	-	-	U/C for widening width widening on RHS
109.300	109.925	Pavement Under Construction															-	-	-	S	-	-	-	-	U/C for widening width widening on RHS
109.925	110.125	Pavement Under Construction															-	-	-	S	-	-	-	-	-
110.125	110.200	Pavement Under Construction															-	-	-	S	-	-	-	-	Widening on LHS in progress
110.200	110.525	Pavement Under Construction															-	-	-	S	-	-	-	-	-
110.525	110.750	Pavement Under Construction															-	-	-	S	-	-	-	-	Widening on LHS in progress
110.750	111.000	Pavement Under Construction															-	-	-	S	-	-	-	-	-
111.000	111.500	Pavement Under Construction															-	-	-	S	-	-	-	-	-
111.500	112.000	Pavement Under Construction															-	-	-	S	-	-	-	-	-
112.000	112.475	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
112.475	112.600	Pavement Under Construction															-	-	-	S	-	-	-	-	U/C at GSB level for widening width on LHS of existing culvert
112.600	113.000	Pavement Under Construction															-	-	-	U	-	-	-	-	U/C at GSB level for widening width on LHS of existing culvert
113.000	114.000	Pavement Under Construction															-	-	-	S	-	-	-	-	-
114.000	114.100	Pavement Under Construction															-	-	-	S	-	-	-	-	Wideing of pavement on LHS in progress
114.100	114.200	Pavement Under Construction															-	-	-	S	-	-	-	-	Wideing of pavement on LHS in progress
114.200	114.325	Pavement Under Construction															-	-	-	S	-	-	-	-	Wideing of pavement on LHS in progress
114.325	114.400	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
114.400	114.505	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
114.505	114.600	Pavement Under Construction															-	-	-	S	-	-	-	-	Wideing of pavement on RHS in progress
114.600	114.700	Pavement Under Construction															-	-	-	S	-	-	-	-	Wideing of pavement on RHS in progress
114.700	114.800	Pavement Under Construction															-	-	-	S	-	-	-	-	Wideing of pavement on RHS in progress
114.800	114.900	Pavement Under Construction															-	-	-	S	-	-	-	-	Wideing of pavement on RHS in progress
114.900	115.054	Pavement Under Construction															-	-	-	U	-	-	-	-	Wideing of pavement on RHS in progress

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Chakabama-Zunheboto Road																									
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**								**Drain**				**Remarks**
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**					
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
115.000	115.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	E	0.3 - 0.5	NF	Failed Pavement
115.100	115.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	E	0.3 - 0.5	NF	Failed Pavement
115.200	115.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	E	0.3 - 0.5	NF	Failed Pavement
115.300	115.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	E	0.3 - 0.5	NF	Failed Pavement
115.400	115.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	E	0.3 - 0.5	NF	Failed Pavement
115.500	115.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	E	0.3 - 0.5	NF	Failed Pavement
115.600	115.700	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	E	0.3 - 0.5	NF	Failed Pavement
115.700	115.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	E	0.3 - 0.5	NF	Failed Pavement
115.800	115.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	E	0.3 - 0.5	NF	Failed Pavement
115.900	116.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	E	0.3 - 0.5	NF	Failed Pavement
116.000	116.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
116.100	116.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	Lined	0.3	NF	Failed Pavement
116.200	116.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	E	0.3	NF	Failed Pavement
116.300	116.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	Lined	0.3	NF	Failed Pavement
116.400	116.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
116.500	116.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
116.600	116.700	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
116.700	116.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
116.800	116.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	Lined	0.3	NF	Failed Pavement
116.900	117.019	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	Lined	0.3	NF	Failed Pavement
117.000	117.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
117.100	117.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
117.200	117.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
117.300	117.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
117.400	117.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
117.500	117.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
117.600	117.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	Failed Pavement
117.700	117.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	Failed Pavement

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																										Pavement Condition Survey
Project Road: Chakabama-Zunheboto Road																										
Km		**Carriage way Type**	**Bituminous Surface**										**Gravel Surface (on scale 0-5)**								**Drain**				**Remarks**
			Cracking		**Ravelling**		**Potholes**		**Edge Cracking**		**Ruts**		**Pot holes**	**Rutting**	**Corrugations**	**Material loss**	**Shoulder (Type and Condition)**		**Embankment Conditions**	**Hill Side Slope Condition**					
From	**To**		**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**	**S**	**E**					**LHS**	**RHS**			**Side**	**Type**	**Width (m)**	**F/NF**	
117.700	117.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	Failed Pavement
117.800	117.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	Failed Pavement
117.900	118.038	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	Failed Pavement
118.000	118.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
118.200	118.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
118.400	118.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	Lined	0.3	NF	Failed Pavement
118.600	118.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	R	Lined	0.3	NF	Failed Pavement
118.800	119.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	R	Lined	0.3	NF	Failed Pavement
119.000	119.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
119.200	119.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	-	R	Lined	0.5	F	Failed Pavement
119.400	119.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	-	-	-	-	-	Failed Pavement
119.600	119.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	-	R	Lined	0.5	NF	Failed Pavement
119.800	120.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	-	R	Lined	0.5	NF	Failed Pavement
120.000	120.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	-	-	-	-	-	Failed Pavement
120.200	120.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
120.400	120.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
120.600	120.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
120.800	121.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
121.000	121.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
121.200	121.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
121.400	121.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
121.600	121.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
121.800	122.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
122.000	122.250	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
Carriageway Type: Bituminous(BT),Gravel(G),Earthen(E);S=Severity Level;E=Extent Level;Shoulder Condition:Good(G),Fair(F),Poor(P),Failed(F),Non Existing(NE); Embankment Condition Good(G),Fair(F),Poor(P);Hill Side Slope Condition ,Stable(S),Unstable(U),Landslide(UL);S=Severity Level;E=Extent Level																										

Annexure 4 (d): Pavement Condition Survey

Pfutsero – Phek Road



Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE	Pavement Condition Survey

Project Road: Pfutsero-Phek Road

Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)										Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
0.000	0.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	NE	NE	R/W on RHS	S	R	E	0.30	NF	Restricted Roadway
0.100	0.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	NE	NE	R/W on RHS	S	R	E	0.30	NF	Failed Pavement Drain functional upto Km 0.230
0.200	0.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	NE	NE	-		R	E	0.30	NF	Failed Pavement
0.300	0.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	NE	NE	R/W on RHS	S	R	E	0.30	NF	Failed Pavement
0.400	0.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	NE	NE	R/W on RHS	S	R	E	0.30	NF	Failed Pavement
0.500	0.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	NE	NE	R/W on RHS	U	-	-	-	-	Failed Pavement Drain NE from Km 0.550 To Km 0.600
0.600	0.700	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	NE	NE	-	U	-	-	-	-	Failed Pavement
0.700	0.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	NE	NE	-	U	R	E	0.30	NF	Failed Pavement Drain NE upto Km 0.740
0.800	0.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	NE	NE	-	U	-	-	-	-	Failed Pavement
0.900	1.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	G Failed	NE	-	U	-	-	-	-	Failed Pavement
1.000	1.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	G Failed	G Failed	-	U	-	-	-	-	Failed Pavement
1.100	1.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	G Failed	G Failed	-	-	-	-	-	-	Failed Pavement
1.200	1.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	G Failed	G Failed	-	-	-	-	-	-	Failed Pavement
1.300	1.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	-	S	-	-	-	-	Failed Pavement
1.400	1.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	-	S	-	-	-	-	Failed Pavement
1.500	1.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	-	S	-	-	-	-	Failed Pavement
1.600	1.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	-	S	-	-	-	-	Failed Pavement
1.700	1.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	-	S	-	-	-	-	Failed Pavement
1.800	1.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	-	S	-	-	-	-	Failed Pavement
1.900	2.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	NE	NE	-	S	-	-	-	-	Failed Pavement
2.000	2.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	G Failed	G Failed	-	S	-	-	-	-	Failed Pavement

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE	Pavement Condition Survey

Project Road: Pfutsero-Phek Road

Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)														Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
2.100	2.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	G Failed	G Failed	-	S	-	-	-	-	Failed Pavement
2.200	2.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
2.300	2.425	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
2.425	2.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Under Construction Length
2.500	2.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Under Construction Length
2.900	3.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Under Construction Length
3.000	3.110	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Original Length
3.110	3.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Under Construction Length
3.400	3.560	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Under Construction Length
3.560	3.650	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	Original Length
3.650	3.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Under Construction Length
3.800	4.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	-	-	-	-	-	Failed Pavement
4.000	4.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	-	-	-	-	-	Failed Pavement
4.200	4.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	-	-	-	-	-	Failed Pavement
4.300	4.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	-	-	-	-	-	Failed Pavement
4.400	4.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	-	-	-	-	-	Failed Pavement
4.800	6.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	-	-	-	-	-	Failed Pavement
6.000	6.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	-	-	-	-	-	Failed Pavement
6.600	7.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	-	-	-	-	-	Failed Pavement
7.000	7.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	-	-	-	-	-	Failed Pavement
7.300	8.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	-	-	-	-	-	Failed Pavement
8.000	8.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	Failed Pavement
8.100	8.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE	Pavement Condition Survey

Project Road: Pfutsero-Phek Road

Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)				Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss					Side	Type	Width (m)	F/NF	
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS							
8.200	8.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
8.300	8.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
8.400	8.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
8.500	8.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
8.600	8.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
8.700	8.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
8.800	8.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
8.900	9.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
9.000	9.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
9.100	9.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	Good on RHS	U	-	-	-	-	Failed Pavement
9.200	9.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	Good on RHS	U	-	-	-	-	Failed Pavement
9.300	9.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	Good on RHS	U	-	-	-	-	Failed Pavement
9.400	9.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
9.500	9.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
9.600	9.700	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
9.700	9.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
9.800	9.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
9.900	10.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
10.000	10.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
10.100	10.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
10.600	10.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
10.900	11.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
11.400	11.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE	Pavement Condition Survey

Project Road: Pfutsero-Phek Road

Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)													
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				Remarks
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
11.500	11.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
11.700	12.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
12.700	13.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
13.000	13.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
13.200	13.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
13.600	14.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
14.000	14.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
14.200	14.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
14.800	15.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
15.000	15.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
15.100	15.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
15.700	15.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	Good	S	-	-	-	-	-
15.900	16.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	Good	S	L	E	0.30	NF	-
16.000	16.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	Good	S	L	E	0.30	NF	-
16.100	16.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	Good	S	-	-	-	-	-
16.200	16.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	Good	S	-	-	-	-	-
16.300	16.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	Good	-	L	Lined	0.30	NF	-
16.400	16.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	-	-	-	-	-	-
16.500	16.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
16.800	17.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
17.000	17.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
17.200	17.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
17.300	18.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE	Pavement Condition Survey

Project Road: Pfutsero-Phek Road

Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)														Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
18.000	18.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
18.100	18.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
18.200	18.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
18.300	18.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
18.400	18.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
18.500	18.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
18.600	18.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
18.700	18.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
18.800	18.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
18.900	19.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
19.000	19.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
19.100	19.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	-
19.200	19.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
19.300	19.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
19.400	19.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
19.500	19.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
19.600	19.700	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
19.700	19.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
19.800	19.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
19.900	20.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	-
20.000	20.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
20.100	20.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
20.200	20.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement

Revised DPR and Verification of Executed Quantities/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE	Pavement Condition Survey

Project Road: Pfutsero-Phek Road

Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)													
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				Remarks
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
20.300	20.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
20.400	20.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
20.800	20.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
20.900	21.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
21.000	21.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
21.600	22.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
22.000	22.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
22.100	22.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
22.300	22.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
22.500	22.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
22.600	22.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
22.800	23.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
23.000	23.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
23.100	23.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
23.200	23.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
23.300	23.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
23.400	23.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
23.500	23.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
23.600	23.700	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
23.700	23.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
23.800	23.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
23.900	24.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
24.000	24.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Pfutsero-Phek Road																									
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)								Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition					
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
24.100	24.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
24.800	24.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
24.900	25.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
25.000	25.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
25.200	25.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
25.600	25.700	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
25.700	25.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
25.800	25.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
25.900	26.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
26.000	26.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
26.200	26.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
26.300	26.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
26.500	26.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
26.800	26.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
26.900	27.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
27.000	27.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
27.100	27.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
27.400	27.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
27.800	28.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	Failed Pavement
28.000	28.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
28.900	29.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
29.000	29.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
29.100	29.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	-	-	-	-	-	-

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE	Pavement Condition Survey

Project Road: Pfutsero-Phek Road

Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)												Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
29.300	30.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	-	-	-	-	-	-
30.100	30.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	-	-	-	-	-	-
30.300	30.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	-	-	-	-	-	-
30.500	30.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	-	-	-	-	-	-
30.700	30.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
30.800	30.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
30.900	31.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
31.000	31.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
31.100	31.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
31.200	31.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
31.300	31.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
31.400	31.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
31.500	31.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
31.600	31.700	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
31.700	31.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
31.800	31.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
31.900	32.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
32.000	32.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
32.100	32.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
32.400	32.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
32.800	33.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
33.000	33.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
33.200	33.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Pfutsero-Phek Road																									
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)								Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition					
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
33.400	33.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
33.500	33.700	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
33.700	34.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
34.000	34.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
34.100	34.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
34.300	34.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
34.500	34.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
34.800	34.920	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	Failed Pavement
34.920	35.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
35.000	35.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	-	-	-	-	Failed Pavement
35.200	35.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
35.400	35.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
35.600	35.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
35.800	36.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
36.000	36.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
36.200	36.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
36.400	36.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
36.600	36.700	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
36.700	36.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
36.800	37.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
37.000	37.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
37.100	37.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
37.200	37.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE	Pavement Condition Survey

Project Road: Pfutsero-Phek Road

Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)													
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				Remarks
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
37.400	38.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
38.000	38.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
38.200	38.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
38.400	38.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
38.600	38.700	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
38.700	38.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
38.900	39.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
39.000	39.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	S	-	-	-	-	Failed Pavement
39.100	39.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
39.200	39.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
39.400	39.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
39.600	39.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
39.800	40.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
40.000	40.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
40.300	40.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
40.500	40.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
40.600	40.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
40.800	41.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
41.000	41.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
41.200	41.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
41.400	41.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
41.700	41.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
41.800	42.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE	Pavement Condition Survey

Project Road: Pfutsero-Phek Road

Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)												
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				Remarks
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
42.000	42.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
42.200	42.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
42.400	42.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
42.600	42.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
42.800	43.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
43.000	43.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
43.200	43.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
43.400	43.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
43.600	44.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
44.000	44.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
44.100	44.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
44.200	44.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
44.400	44.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
44.600	44.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
44.800	45.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
45.000	45.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
45.200	45.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
45.400	45.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
45.600	45.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
45.700	45.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
45.800	46.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
46.000	46.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
46.100	46.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE	Pavement Condition Survey

Project Road: Pfutsero-Phek Road

Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)												
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				Remarks
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
46.600	46.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
46.800	47.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
47.000	47.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
47.100	47.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
47.200	47.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
47.700	47.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
47.800	47.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
47.900	48.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
48.000	48.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
48.100	48.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
48.200	48.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
48.300	48.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
48.400	48.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
48.500	48.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
48.600	48.700	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
48.700	48.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
48.800	48.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
48.900	49.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
49.000	49.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
49.100	49.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
49.200	49.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
49.300	49.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
49.400	49.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE	Pavement Condition Survey

Project Road: Pfutsero-Phek Road

Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)											
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				Remarks
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
49.500	49.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
49.600	49.700	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
49.700	49.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
49.800	49.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
49.900	50.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
50.000	50.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
50.100	50.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
50.200	50.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
50.300	50.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
50.400	50.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
50.500	50.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
50.600	50.700	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
50.700	50.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
50.800	50.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
50.900	51.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
51.000	51.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	L	E	0.50	F	Failed Pavement
51.100	51.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.50	NF	Failed Pavement
51.200	51.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
51.300	51.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
51.400	51.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
51.500	51.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
51.600	51.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
51.700	51.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE	Pavement Condition Survey

Project Road: Pfutsero-Phek Road

Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)								Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition					
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
51.800	51.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
51.900	52.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
52.000	52.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	L	E	0.30	NF	Failed Pavement
52.100	52.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	L	E	0.30	NF	Failed Pavement
52.200	52.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	L	E	0.30	NF	Failed Pavement
52.300	52.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	S	L	E	0.30	NF	Failed Pavement
52.400	52.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
52.500	52.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
52.600	52.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
52.700	52.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
52.800	52.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
52.900	53.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
53.000	53.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
53.100	53.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
53.200	53.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
53.300	53.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
53.400	53.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
53.500	53.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
53.600	53.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
53.700	53.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	L	E	0.30	NF	Failed Pavement
53.800	53.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
53.900	54.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
54.000	54.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE	Pavement Condition Survey

Project Road: Pfutsero-Phek Road

Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)				Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss					Side	Type	Width (m)	F/NF	
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS							
54.100	54.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
54.200	54.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
54.300	54.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
54.400	54.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
54.500	54.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
54.600	54.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
54.700	54.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
54.800	54.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
54.900	55.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
55.000	55.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
55.100	55.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
55.200	55.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
55.300	55.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
55.400	55.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
55.500	55.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
55.600	55.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
55.700	55.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
55.800	55.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
55.900	56.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
56.000	56.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	F	Failed Pavement
56.100	56.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
56.200	56.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
56.300	56.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE	Pavement Condition Survey

Project Road: Pfutsero-Phek Road

Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)				Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss					Side	Type	Width (m)	F/NF	
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS							
56.400	56.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
56.500	56.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
56.600	56.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
56.700	56.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
56.800	56.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
56.900	57.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
57.000	57.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
57.100	57.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
57.200	57.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
57.300	57.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
57.400	57.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	E	0.30	NF	Failed Pavement
57.500	57.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
57.600	57.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
57.700	57.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
57.800	57.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
57.900	58.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	-
58.000	58.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
58.100	58.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
58.200	58.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
58.300	58.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
58.400	58.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
58.500	58.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
58.600	58.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE																									Pavement Condition Survey
Project Road: Pfutsero-Phek Road																									
Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)								Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition					
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
58.700	58.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
58.800	58.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
58.900	59.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
59.000	59.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
59.100	59.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
59.200	59.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
59.300	59.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
59.400	59.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
59.500	59.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
59.600	59.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
59.700	59.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
59.800	59.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
59.900	60.000	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
60.000	60.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
60.100	60.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
60.200	60.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
60.300	60.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
60.400	60.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement
60.500	60.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
60.600	60.700	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
60.700	60.800	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
60.800	60.900	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
60.900	61.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	-	-	-	-	Failed Pavement

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE	Pavement Condition Survey

Project Road: Pfutsero-Phek Road

Km		Carrlage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)				Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				Remarks
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss					Side	Type	Width (m)	F/NF	
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS							
61.000	61.100	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
61.100	61.200	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	-	-	-	-	Failed Pavement
61.200	61.300	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	Lined	0.50	F	Failed Pavement
61.300	61.400	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	Lined	0.50	F	Failed Pavement
61.400	61.500	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	Lined	0.50	F	Failed Pavement
61.500	61.600	G	-	-	-	-	-	-	-	-	-	-	5	5	5	5	-	-	-	U	L	Lined	0.50	F	Failed Pavement
61.600	61.700	BT	L	O	H	E	L	O	L	O	L	O	-	-	-	-	-	-	-	U	L	E	0.30	NF	Failed Pavement
61.700	61.800	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	U	L	E	0.50	NF	Failed Pavement
61.800	61.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	L	E	0.50	NF	Failed Pavement
61.900	62.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	L	E	0.50	NF	Failed Pavement
62.000	62.100	BT	M	F	M	F	L	O	H	E	H	E	-	-	-	-	-	-	-	U	L	E	0.50	NF	Failed Pavement
62.100	62.200	BT	M	F	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	U	L	E	0.50	NF	Failed Pavement
62.200	62.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	L	E	0.50	NF	Failed Pavement
62.300	62.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	L	E	0.50	NF	Failed Pavement
62.400	62.500	BT	M	F	H	E	L	O	H	E	H	E	-	-	-	-	-	-	-	U	L	E	0.50	NF	Failed Pavement
62.500	62.600	BT	M	F	M	F	L	O	M	F	M	F	-	-	-	-	E Failed	E Failed	-	U	L	E	0.30	NF	Failed Pavement
62.600	62.700	BT	M	F	H	E	L	O	H	E	H	E	-	-	-	-	G Failed	G Failed	-	U	L	E	0.30	NF	Failed Pavement
62.700	62.800	BT	H	E	H	E	M	F	H	E	H	E	-	-	-	-	G Failed	G Failed	-	U	L	E	0.30	NF	Failed Pavement
62.800	62.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	G Failed	G Failed	-	U	L	E	0.30	NF	Failed Pavement
62.900	63.000	BT	M	F	H	E	L	O	H	E	H	E	-	-	-	-	G Failed	G Failed	-	U	L	E	0.30	NF	Failed Pavement
63.000	63.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	G Failed	G Failed	-	U	L	E	0.30	NF	Failed Pavement
63.100	63.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	G Failed	G Failed	-	U	L	E	0.30	NF	Failed Pavement
63.200	63.300	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	G Failed	G Failed	-	U	L	E	0.30	NF	Failed Pavement

Revised DPR and Verification of Executed Quantiries/Items for widening to 2-Lane of 4 roads in the state of nagaland under SARDP-NE	Pavement Condition Survey

Project Road: Pfutsero-Phek Road

Km		Carriage way Type	Bituminous Surface										Gravel Surface (on scale 0-5)													
			Cracking		Ravelling		Potholes		Edge Cracking		Ruts		Pot holes	Rutting	Corrugations	Material loss	Shoulder (Type and Condition)		Embankment Conditions	Hill Side Slope Condition	Drain				Remarks
From	To		S	E	S	E	S	E	S	E	S	E					LHS	RHS			Side	Type	Width (m)	F/NF	
63.300	63.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	G Failed	G Failed	-	U	L	E	0.30	NF	Failed Pavement
63.400	63.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	G Failed	G Failed	-	U	L	E	0.30	NF	Failed Pavement
63.500	63.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	G Failed	G Failed	-	U	L	E	0.30	NF	Failed Pavement
63.600	63.700	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	G Failed	G Failed	-	U	L	E	0.30	NF	Failed Pavement
63.700	63.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	G Failed	G Failed	-	U	L	E	0.30	NF	Failed Pavement
63.800	63.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	G Failed	G Failed	-	U	L	E	0.30	NF	Failed Pavement
63.900	64.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	G Failed	G Failed	-	U	L	E	0.30	NF	Failed Pavement
64.000	64.100	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	G Failed	G Failed	-	U	L	E	0.30	NF	Failed Pavement
64.100	64.200	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	G Failed	G Failed	-	U	L	E	0.30	NF	Failed Pavement
64.200	64.300	BT	H	E	H	E	M	F	H	E	M	F	-	-	-	-	G Failed	G Failed	-	U	L	E	0.30	NF	Failed Pavement
64.300	64.400	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	G Failed	G Failed	-	U	L	E	0.30	NF	Failed Pavement
64.400	64.500	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	G Failed	G Failed	-	U	L	E	0.30	NF	Failed Pavement
64.500	64.600	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	L	E	0.50	NF	Failed Pavement
64.600	64.700	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	L	E	0.50	NF	Failed Pavement
64.700	64.800	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	L	E	0.50	NF	Failed Pavement
64.800	64.900	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	-	-	-	U	L	E	0.50	NF	Failed Pavement
64.900	65.000	BT	H	E	H	E	H	E	H	E	H	E	-	-	-	-	G Failed	G Failed	-	U	L	E	0.50	NF	Failed Pavement
65.000	65.100	BT	M	F	H	E	M	F	H	E	M	F	-	-	-	-	G Failed	G Failed	-	U	L	E	0.50	NF	Failed Pavement
65.100	65.200	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	G Failed	G Failed	-	U	L	E	0.50	NF	Failed Pavement
65.200	65.300	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	G Failed	G Failed	-	U	L	E	0.50	NF	Failed Pavement
65.300	65.400	BT	H	E	H	E	L	O	H	E	H	E	-	-	-	-	G Failed	G Failed	-	U	L	E/L	0.50	NF	Failed Pavement

Carriageway Type:Bituminous(BT),Gravel(G),Earthen(E);S=Severity Level;E=Extent Level;Shoulder Condition:Good(G),Fair(F),Poor(P),Failed(F),Non Existing(NE);
Embankment Condition Good(G),Fair(F),Poor(P);Hill Side Slope Condition ,Stable(S),Unstable(U),Landslide(UL);S=Severity Level;E=Extent Level

Annexure 5 (a): Existing Slope Inventory and Condition Survey

Merangkong – Tamlu – Mon Road



Annexure 5 (a): Existing Slope Inventory and Condition Survey on Merangkong – Tamlu – Mon Road

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
1.60	1.70	Done	Moderately to thickly bedded sandstone with few thin bands of weak shale and loose debris at top	Prone to sliding	Sliding in slope debris material & rock mass	Dip of the rock mass is high and sliding occurred along bedding planes due to unfavorable dip direction and excavation of stones
3.20	3.40	Partly done	Thinly bedded, weak to mod strong friable sandstone with few thin bands of weak shale and 3 – 5m slope debris at top	Prone to sliding	Sliding in slope debris material & rock mass, due to sliding of slope material, a vertical to sub-vertical scarp formed, berm failures at places	Dip of the rock mass is $>50^0$ and sliding occurred along bedding planes due to unfavorable dip direction of rock mass dipping towards slope, wedge failure due to cross cut relationship of joints
3.40	3.90	Partly done	Thin slope debris followed by highly folded sandstone inter bedded with shale	Prone to sliding	Rock sliding and due to sliding, a vertical to sub-vertical scarp formed, berm failures at places	Planes failure due to unfavorable dip direction of rock mass dipping towards slope and and wedge failure wedge failure due to cross cut relationship of joints
3.90	4.05	Done (CD)	Slope debris followed by highly weathered, weak, thinly laminated friable shale and nodular sandstone inter bedded with shale at places	Prone to sliding	Sliding along bedding plane, berms provided along the slope in slope debris have failed at many place	Failure of slope material & berms due to loss of shear strength after getting charged with water , lack of proper drainage system. Due to unfavorable dip direction of rock mass, Problem of Plane failure is also anticipated
4.05	4.70	Partly done (CDP)	Thick slope debris cover underlain by thinly laminated, weak friable shale	Unstable slopes and prone to sliding	Due to rock sliding a vertical scarp of 30-50m high is formed after subsequent failures	Improper cutting & lack of proper drainage system, unfavorable dip direction of rock mass
5.00	5.25	Done (CD)	Thin cover of slope debris flowed by 5-10m thick hard sandstone with shale bands	Prone to sliding	Failure along the slope in rock and slide debris material is anticipated	Wedge failure problem due to adverse orientation of joints and sliding of overhanging mass due to instability created by unsystematic query of stone from hard sandstone band without any treatment for upslope material
5.40	5.75	Partly done (CDP)	Slope debris underlain by Fractured, thinly bedded, weak, friable shale & thin sandstone partings	Prone to sliding, a major active rock slide & crown of slide reached up to 70m height along slope	Active Sliding of slope debris material & rock blocks resulted in to frequent blockade of road in rainy season, both upslope & down slope area is unstable	Improper cutting of slope, insufficient berm width, lack of proper drainage system and main cause is unsystematic query of stones from toe of slope resulted in to successive sliding & falling of overhanging upslope material when charged with water, circular failures in slope debris at top, the strata along slope after charging with water resulting in to mudflow type of condition, rock mass is highly folded & charged with water.
6.40	6.90	Done (CD), height 10 – 25m	Mainly moderately to thickly bedded sandstone with few bands of shale	Prone to sliding	Sliding along bedding and joint planes	Structurally controlled plane failure / dip slip failure due to unfavorable dip direction of the rock mass and wedge failure due to adverse orientation of joints

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
6.90	7.30	Done (CD), 10-15m high	Mainly slope debris material	Minor sliding in slide debris material	Minor sliding in slide debris material	Minor circular failures in slide debris material
7.30	7.70	Done (CD), 10-30m high	Inter-bedded sequence of sandstone & shales	No major problem, minor sliding	Dip controlled failure, minor circular failure	steeply dipping towards road
7.70	8.10	Partly Done (CDP), height- 20-30m	Thinly laminated reddish coloured shale	Prone to sliding,	Alignment taking two sharp curves on same slope	No space for cutting, alignment in curve
8.10	8.40	CD,	Highly folded, thinly laminated reddish coloured shale	Minor active sliding, no major problem	Sliding and failure along slope	Wedge failure resulted due to intersection of adverse joints
8.54	8.60	CD, height 50-75m	Thick cover of slope wash cum slide debris material which is loose to slightly compact	Prone to sliding, major active slide zone	Development of gullies / nala is observed due to successive failure from both sides in slope wash material by runoff and flowing water.	Successive circular failures in slope debris material due to charging of slope material with water which resulted in to loss of shear strength and ultimately leads to failure along slope.
10.05	10.10	CD	Inter bedded shale & sandstone with slope debris at top	Minor active slides	Failures in bed rock	Plane failures due to adverse dip direction of strata
10.10	10.42	Done (CD), 20-25m high	Mainly jointed sandstone	Prone to sliding	Wedge failure and plane failures problem & Sliding in the overhanging rock mass	Due to adverse orientation of joints
10.42	10.50	Done (CD), >50m high	Mainly jointed sandstone	Overhanging mass prone to sliding	Wedge failure and plane failure	Adverse orientation of joints
10.50	10.55	Done (CD), >10m high	Highly weathered shale inter bedded with moderately strong sandstone	Overhanging mass prone to sliding	Wedge failure and plane failures	Adverse orientation of joints
10.55	10.90	Done (CD), 5-10m high	Reddish to yellowish and black carbonaceous shale inter bedded with thin to thick bands of sandstone	Prone to sliding	Dip slip failures and wedge failure problem	Adverse orientation of bedding w.r.t. alignment & intersection of adverse joints
13.30	14.15	Done (CD), 3-5m high	Thinly bedded, gently dipping shale	Steep slope prone to sliding	Minor dip slip failures	Adverse orientation of bedding w.r.t. alignment
14.15	14.68	Done (CD), 20-30m	Thinly laminated shale inter bedded with thin to thick	Minor active sliding, no major	Dip slip failures	Structurally controlled plane failure / dip slip failure due to unfavorable dip direction of the rock mass

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
		high	bands of sandstone	problem		
14.68	14.80	CDP	Shale of thinly laminated, weak and friable nature with few sandstone bands and thick debris at top	Major natural rock slide	Sliding in overhanging overburden material,	Thick slope wash material at top leads to failures after steep cutting of slope
14.80	15.40	CND	Horizontally bedded, thinly laminated shale & sandstone	Steep natural slope	No major problem	Proper cutting required
15.40	16.55	CDP, 20-30m high	Highly fractured, thinly laminated friable dark greyish to blackish shale with few thin to thick sandstone bands at places & debris at top	Steep slope prone to sliding in highly friable strata	Minor failure in weathered rock and slope debris material	Circular failures in slope debris and highly fractured rock mass
17.80	18.00	Done (CD), 10-15m high	Slope wash cum slide debris material	Susceptible to sliding	Minor failure in slope debris material	Circular failures in slope wash cum slide debris material due to improper cutting
18.30	18.65	Done (CD), 20-50m high	Highly friable, thinly bedded alternate sequence of shale and sandstone	Prone to sliding	Sliding in rock mass is anticipated	Plane failures due to adverse orientation & dip direction of the rock mass
18.65	18.80	CND, 30-40m high	Highly friable, thinly bedded alternate sequence of shale and sandstone	Slide prone with active sliding	Major active slide zone	Sliding of the slope debris material and highly jointed & weak rock mass due to being charged with water, loses its shear strength & ultimately failed
19.05	19.20	CND, 5-10m high	Slope wash cum slide debris material	Prone to sliding	Problem of minor failures in slope debris material	Minor circular failures in slope debris material
19.20	19.40	CND, 5-10m high	Slope wash cum slide debris material	Prone to sliding	Minor failures in slope debris	Slope wash cum slide debris material being loose to slightly compact leading to the problem of minor circular failures in slope debris material after charging with water
19.40	19.90	CND	Complete slope wash cum slide debris material	Steep slope prone to sliding with gully formation & active sliding	Major active slide recorded near km 19.400 which covers >100m length along alignment	BFW, slope debris material is sliding from top by successive circular failures along the slope and some berms of having improper width have also failed after charging of slope debris material with water.
19.90	20.10	Done (CD), >50m high	Inter bedded sandstone and shale with slope wash cum slide debris material at top.	very high hill slope, prone to sliding	Minor sliding & failures in the rock mass and slope debris	Wedge failure & plane failure problem due to adverse dip & joint planes, removal of slope debris material by water action,
20.90	21.30	Done (CD), 10-50m high	Highly folded, highly fractured,weak, friable, thinly bedded vertically dipping shale and sandstone overlain by loose to slightly compact slope wash cum	Slope cutting partly seems to be prone to sliding	Development of gullies by water action at berms, prone to sliding & minor failures along slope	Adverse orientation of joints in rock mass, improper berm width and lack of proper drainage system leading to erosion of slope material by water action

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
			slide debris material at top			
21.50	21.60	Done (CD), 50m high	Shale at bottom and slope wash cum slide debris at top	Upper part of the slope is prone to sliding	Sliding in loose slope wash material	circular failures along the slope in slope debris
22.00	22.15	Done (CD), 5-7m high	Shales inter bedded with nodular sandstone	Prone to sliding	Minor active sliding	Adverse orientation of joints and unfavorable dip direction of the bedding planes
22.15	23.00	Done (CD), 5-10m high	Loose material in the form of slope wash cum slide debris material	Prone to sliding	Minor sliding in slope debris material	Minor circular & no circular failures in slope debris
23.00	23.30	Done (CD), 5-10m high	Bedded shale overlain by highly jointed nodular sandstone along with thin thick cover of slope wash cum slide debris material at top	Slope debris & bed rock interface is prone to sliding	Minor sliding in slope debris	Failure of berms due to insufficient width and adverse orientation of joints
23.65	23.85	Done (CD), 5-10m high	Weathered shale mass and slope debris at top	Steep to very steep slope prone to sliding	Minor failures in weathered rock & slope debris	Plane failures due to adverse orientation of joints & circular failure in slope debris
23.85	24.06	Done (CD), 30-50m high	Highly weathered & sheared carbonaceous shale with few partings of sandstone at base overlain by slope wash cum slide debris material at top	Highly folded rock with steep slope prone to sliding	Wedge failure and plane failure problem is anticipated and also recorded at places	Adverse orientation of joints and unfavorable dip direction of the rock mass
24.06	24.26	CND	Thinly to moderately bedded sandstone with inter bedded weak shale	Slide prone	Sliding of rock blocks and failures along slope anticipated during cutting	Joints in the rock mass are partly favorable w.r.t. alignment and partly unfavorable, wedge failure & plane failure anticipated
24.26	24.36	CND	Highly fractured, weak, friable shale	Slope vulnerable to slide	Active sliding due to BFI	Seepage along the slope and improper drainage system
24.55	24.76	Done (CD), 30-40m high	Inter bedded sequence of sandstone and shale with slope wash material at top	Prone to sliding	Failures in rock & slope debris along the slope	Wedge failure due to adverse orientation of joints and seepage of water along the slope
24.76	25.41	CND	Nodular sandstone inter bedded with weak, friable shale	Very steep slope, slide prone	Sliding of rock blocks & debris material	Adverse orientation of joints and dip direction of the rock mass
25.41	25.46	Done (CD), 5-10m	Sandstone inter bedded with weak, friable shale	Steep slope prone to sliding	Sliding in slope wash cum slide debris material at top	Circular / non circular failures in slope debris due to charging of slope material with water
25.46	25.66		Inter bedded sequence of			Thick cover of slope wash cum slide debris material

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
		Done (CD), 10-15m	shale & sandstone overlain by thin to thick cover of slope wash cum slide debris material	Steep slope prone to sliding	Sliding in rock mass and slope debris material is anticipated	become unstable due to improper cutting & lack of drainage system
27.71	28.16	Done (CD), 5-15m high	Thinly laminated & weathered shale with few partings of sandstone at base overlain by slope wash material at top	Vulnerable for sliding	Sliding of rock blocks and slope debris material along the slope	Sliding of slope debris material from bed rock interface after charging with water
28.16	28.26	Done (CD), 5-15m high	Slope wash cum slide debris material	Slide prone	Sliding in slope debris material.	Circular failures in slope wash cum slide debris material
28.41	28.66	Done (CD), 15-30m high	Highly folded shale & slope debris at top	Prone to sliding	Slope failures in rock as well as slope debris	Plane failures due to unfavorable dip direction of the rock mass
28.66	29.16	Done (CD), 10-20m high	Highly weathered, thinly bedded, weak shale	Slide prone	Sliding & failures in rock mass	Wedge failure & plane failures due to adverse orientation of joints & dip direction
29.16	29.66	Done (CD), 15-30m high	Slope wash cum slide debris material	Slide prone area	Active sliding along the slope in slope debris	Slope material is charging with nala water which is crossing the alignment two times at different levels as the alignment is running on same hill slope
30.00	30.16	Done (CD), 15-30m high	Thick slope wash cum slide debris material	Slide prone	Active sliding & failures along slope	Charging of slope material and toe erosion due to water action of nala
30.76	30.96	CND, 5-15m	Mainly shale with slope debris	Steep slope, prone to sliding	Prone to sliding	Failure due to adverse orientation of joints & dip is anticipated
33.00	33.20	CND, 5-15m	Inter bedded sequence of sandstone and shale	Steep slope, prone to sliding	Failure along the slope in rock mass is anticipated	Wedge failure & plane failure due to adverse orientation of joints & dip direction
34.30	34.40	CND, >50m, Natural slide	Loose slope wash cum slide debris material,	Steep slope & prone to sliding & active sliding	Successive failures & active sliding in bed rock	slope debris material and seepage, slide scarps and gully formation in unconsolidated material, toe erosion
34.40	34.50	CND	Moderately strong to strong sandstone inter bedded with shale	Vertical rock cut slope	Problem of wedge failure and plane failure is anticipated	No sufficient space available for widening, cutting involved is in rock & wedge failure / plane failure anticipated due to adverse orientation of joints

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
34.50	34.75	CND	Highly fractured, weathered, folded and weak sandstone with thin partings of shale	Very steep slope, prone to sliding	Problem of wedge failure and plane failure is anticipated	No sufficient space available for widening, cutting involved is in rock & wedge failure / plane failure anticipated due to adverse orientation of joints
34.75	35.50	CND	Inter bedded sequence of sandstone and shales	Steep slope	Plane failure and wedge failure anticipated	Unfavorable dip direction & adverse orientation of joints
36.60	37.00	Done (CD), 5-10m high	Loose slope wash cum slide debris material	Steep slope, slightly prone to sliding	Minor sliding along the slope is anticipated	The debris material is loose to slightly compact and minor circular failures anticipated due to charging with water
37.20	37.70	CND, 5 – 10m	Loose to slightly compact, slope wash cum slide debris material	Vulnerable for sliding	Minor failures / sliding along the slope is anticipated	Loose slope wash cum slide debris material loses its shear strength after getting charged with water
37.95	38.80	CND, 5 – 10m	Loose to slightly compact, slope wash cum slide debris material	Vulnerable for minor failures	Prone to minor failures	Loose slope wash cum slide debris material loses its shear strength after getting charged with water
39.90	40.23	CND, 5 – 10m	Thinly bedded, weak, friable sandstone and few bands of shale and slope debris at top	Slide Prone	Minor failures anticipated in slope debris material at top	Loose overburden material susceptible to sliding after charging with water, small nala may also add to the problem.
40.23	40.34	CND, 4 – 10m	Loose slope wash cum slide debris material	Steep slope, prone to sliding	Minor failures anticipated	Steep slope and presence of loose slope debris material at top is susceptible to sliding, if not treated properly
40.34	40.50	CND, 10 – 12m	Slope wash cum slide debris material	Steep slope, prone to sliding	Minor failures anticipated along the slope in slope debris	Steep slope in loose slope debris material at top and also river borne material
40.62	40.77	CND, 5-10m	Thinly bedded sandstone	Steep slope, prone to sliding	Minor failures anticipated along the slope	Loose to slightly compact, fragmented and unconsolidated debris at top prone to sliding
40.77	41.02	CND, 5-10m	Over burden material	Steep slope, prone to sliding	Minor failures anticipated	Loose to slightly compact, fragmented and unconsolidated debris at top prone to sliding
41.02	41.30	CND, 10-12m	Over burden material	Steep slope, prone to sliding	Slide prone	Major perennial nala cutting the alignment may add to the problem if not treated properly, as the alignment is running on same hill slope
41.30	41.50	CND, 5-10m	Over burden material	Steep slope, prone to sliding	Minor failures anticipated	Loose slope debris material is susceptible to sliding
41.50	42.60	CND, 5-20m	Inter bedded sequence of sandstone & shale with slope debris at top	Moderate to steep slope, prone to sliding	Minor failures anticipated	Rock mass is overlain by slope wash cum slide debris material

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
43.60	44.20	Done (CD), 5-10m high	Inter bedded shale and sandstone with slope debris at top	Steep slope, prone to sliding	Slide prone with active sliding for 5 – 10m height along the slope	BFI, improper berm width and unsystematic drainage system
44.20	45.40	Done (CD), 5-10m	Loose slope debris material	Steep slope, prone to sliding	Slide prone	Minor circular/non-circular failures in slope debris material
45.40	45.90	Done (CD), 5-10m	Highly weathered and pulverized predominantly shale	Steep slope, prone to sliding	Slide prone with minor sliding	BFI, rock mass being of weak and highly pulverized nature
47.70	48.30	Done (CD), 5-15m high	Inter bedded sequence of sandstone & shale at the bottom and slope debris material at top	Steep slope, prone to sliding	Slide prone area with minor sliding	BFI, slope debris and weak rock mass
49.70	50.30	Done (CD), 5-15m high	Slope wash cum slide debris material	Steep slope, prone to sliding	Slightly slide prone with minor active sliding	BFI, debris material is loose in nature and susceptible to sliding
52.30	52.90	Done (CD), 5-30m high	Inter bedded sequence of sandstone & shale traversed by two to three sets of joints	Steep slope, prone to sliding	Vertical scarp, slide prone	Wedge failure due to cross cut relationship and adverse orientation of joints
52.90	55.50	Done (CD), 10 – 30m	Thinly laminated shale with thin partings of sandstone at the base and slope debris at top	No major slope problem	Minor failures in slope debris material, no any major problem	Minor failure due to sliding of slope debris material from bedrock interface
55.50	56.30	Done (CD), 10 – 30m	Thinly laminated shale	Vertical scarp formed, partly slide prone	Partly stable and partly slide prone with active sliding at places in slope debris material	Sliding in slope debris material due to improper drainage system and failure of berms in slope debris, unfavorable dip
56.30	56.50	Done (CD), 10 – 15m	Thinly laminated shale	Vertical scarp	Rock slide	Sliding of rock blocks due to adverse orientation of joints
58.00	59.20	Done (CD), 10 – 15m	Thinly laminated shale with sandstone at base and slope debris material at top	Minor failures	Minor failures in slope debris material	Loose debris material is susceptible to sliding from bedrock interface
59.20	60.30	CDP, 10.15m	Slope debris material	Major slope failure	Natural active slide at km 59.200, slumping	Failure of slope debris material resting on bed rock, unsystematic drainage system in the area and toe erosion of slope
60.30	61.30	Done (CD), 5 – 50m	Inter bedded sequence of highly weathered, thinly laminated shale & sandstone at the base overlain slope wash material	Minor slope failures, cutting height is high and prone to sliding	Partly stable except minor sliding	Loose slide debris material at top is susceptible to sliding
61.30	61.70	Done (CD), 50 – 70m	Inter bedded sequence of sandstone and shale at the base overlain by slope wash	Steep slope, high cutting, prone to sliding	Major active slide near km 61.300 and km 61.650 to 61.720, plane and wedge	One major nala with no. of gullies charging the slope debris material charging of the slope material and subsequent sliding / failures along the adjacent area of

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
			material		failure	nala, adverse orientation of joints
61.70	61.75	Done (CD), 20 – 50m	Thickly bedded sandstone inter bedded with weak friable sandstone and shale at base overlain by slope debris material	Steep slope, prone to sliding with active sliding at places	Sliding of huge upslope material deposited on the road leading to blockade of road	Toe erosion of slope on both sides of major nala leading into subsequent sliding and transportation of slided material with water on the road
61.75	62.45	CDP	Thickly bedded sandstone inter bedded with weak friable sandstone and shale overlain by slope debris material	Steep slope, active sliding	Highly charged area with water, plane failures and stone query problem, removal of stones	Alignment in this area is crossing a number of perennial nala with considerable flow of water, adverse orientation of joints and unfavorable dip direction of rock mass, improper drainage system
62.45	62.77	Done (CD), 5 – 20m	Highly fractured sandstone and shale at base overlain by slope wash cum slide debris material	Slide prone, prone to sliding	BFQ, susceptible to sliding, sliding of overhanging mass from upslope area	Unsystematic query of stones and improper drainage system
63.95	64.25	Done (CD), 5 – 20m	Thickly bedded nodular sandstone with partings of shale at the base overlain by thin to thick cover of slope debris material	Steep slope, prone to sliding	Minor sliding, failure of slope after removal of stones from toe of slope	Adverse orientation of joints and slope debris failure, unsystematic query of stones from slope cutting
65.00	65.90	CDP, 60 – 70m	Inter bedded sequence of sandstone & shale at the base and thin to thick cover of slope wash cum slide debris material	Steep slope, prone to sliding	Slide prone area, failures in thick slope debris material	Circular failures due to toe erosion of slope by major nala crossing the alignment with subsequent flow of water, loose thick slope debris deposit is susceptible to sliding after getting charged with water, BFI
65.90	68.60	CDP, 10 – 15m	Inter bedded sequence of sandstone & shale at the base overlain by thin to thick cover of slope wash cum slide debris material	Vulnerable slope	Susceptible to sliding, minor failures in slope debris	Loose to slightly compact slope debris material is prone to sliding, BFI
69.00	69.10	CDP, 5 – 10m	Slope wash cum slide debris material	Steep slope, partly prone to sliding	Minor circular failures anticipated	Loose to slightly compact slope wash cum slide debris material is susceptible to sliding
69.80	69.90	Done (CD), 20-30m high	Nodular sandstone with shale at the base overlain by thin to thick cover of slope wash cum slide debris material	Vulnerable slope, prone to sliding	Minor circular failures in slope debris material at top portion of slope	Thick loose slope debris material susceptible to sliding from rock interface, nodular nature of sandstone is not favorable from stability point of view, BFI
70.10	70.30	Done (CD), 5-15m high	Sheared, faulted, thinly bedded, highly fractured, sandstone & few shale	Vulnerable slope, prone to sliding	Failure in slope debris material at top	Circular and non-circular failures in slope debris material as well as weak rock mass is susceptible to sliding

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
			bands at the base and slope wash cum slide debris material at the top			
70.30	70.75	Done (CD), 10-12m high	Thinly bedded shale with few partings of sandstone at the base overlain by thick slope wash cum slide debris material	Vulnerable slope at top	Sliding in loose debris material is anticipated	Loose to slightly compact slope debris material is susceptible to sliding after getting charged with water, BFI
72.10	72.30	Done (CD), 10-40m high	Blocky, hard, nodular sandstone with shale partings at the base overlain by thick cover of slope debris material	Steep slope, prone to sliding	Minor sliding in slope debris and bedrock	Circular failures in slope debris and failure of blocks of nodular sandstone, BFI
75.40	75.45	Done (CD), 10-20m high	Thinly to moderately bedded, highly jointed, yellowish grey sandstone with thin partings of shale	Vertical slope, prone to rock sliding	Rock block failures	Wedge failure due to adverse orientation of joints (vertical joint set) resulting into vertical steep slope
76.80	77.10	Done (CD), 15-30m high	Highly jointed, thinly laminated shale at the bottom and thin to thick cover of slope debris material	No major problem is anticipated except minor failures	Minor failures in slope debris material, minor seepage also recorded	Loose debris material is prone to sliding after charging with water
78.70	78.80	Done (CD), 15-30m high	Highly weathered shale with thin to thick bands of sandstone at the base and loose to slightly compact slope wash cum slide debris material at top	No major problem except minor failures	Minor failures along the slope	Minor wedge failures due to adverse orientation of joints and circular failures in slope debris material
79.60	79.80	Done (CD), 5-10m high	Inter bedded sequence of Weathered shale and sandstone with slope debris at top	No major problem except minor failures	Minor slope failure in slope debris material	Minor circular failures in loose slope debris under highly charged condition with water
79.80	81.21	Done (CD), 10-15m high	Inter bedded sequence of shale and sandstone with thin cover of slope debris at top	No major problem except minor failures	Minor failures in slope debris material and weathered rock	Improper drainage system resulted in to development of gullies along the slope and berms.
81.29	81.53	Done (CD), 10-15m high	Highly weathered, highly fractured, sheared, weak & friable shale	Vulnerable to sliding	Development of horizontal cracks along berms and failures along slope at places	Failure of slope after getting charged with water due to lack of proper drainage system
81.53	81.61	Done (CD),	Loose to slightly compact	Vulnerable to	Minor failures in slope debris	Failure of slope after getting charged with water due to

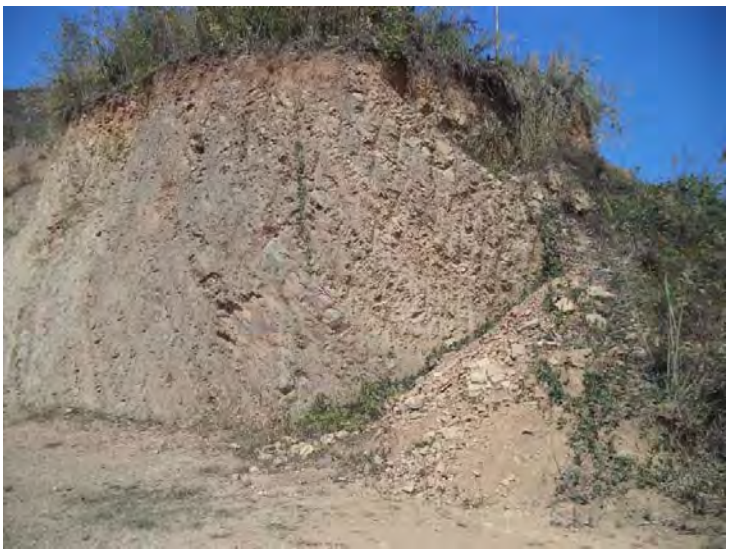
Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
		5-15m high	slope wash cum slide debris material	sliding	material, nala crossing	lack of proper drainage system, toe erosion by nala & BFI
81.61	82.24	Done (CD), 5-30m high	Highly weathered, highly fractured, sheared, weak & friable shale	Vulnerable to sliding	Minor active sliding, toe erosion of slope	Numbers of seasonal as well as perennial nala are crossing the alignment resulted into charging of slope debris material
82.63	82.75	Done (CD), 15-20m high	Loose to slightly compact slope wash cum slide debris material	Vulnerable to sliding	Minor active sliding along the slope	Number of seasonal as well as perennial nala are crossing the alignment resulted into charging of slope debris material & toe erosion of slope leading to failure at places
82.87	82.95	Done (CD), 15-20m high	Completely sheared black shale	Vulnerable to sliding	Minor natural active slide	Sliding of highly weathered, sheared, fractured, thinly laminated & weak shale after charging with water under gravity due to loss of shear strength
82.95	83.16	Done (CD), 15-20m high	Thickly bedded sandstone exposed in the base overlain by loose to slightly compact slope wash cum slide debris material at top	Slide prone area	Minor failures in slope debris material at top and bed rock at the base	Dip slip / Plane failures due unfavorable dip direction in bed rock and minor circular failure in loose slope debris material at the top due to loss of shear strength after charging with water as there is no drainage system to control charging of slope material
83.16	83.40	Done (CD), 15-20m high	Hard, thickly bedded sandstone with thin partings / bands of shale at bottom overlain by thin to thick cover of slope wash cum slide debris material	Vulnerable to sliding	Minor failures in slope debris material at top	Circular failures in slope debris material at top due to charging of slope debris with water resulted in to loss of shear strength and ultimately failed, failure of berms at places due to improper berm and lack of proper drainage system
83.40	83.80	Done (CD), 5-30m high	Thinly bedded, highly fractured, friable carbonaceous shale with few partings of grey shale and sandstone at places overlain by slope wash cum slide debris material at top.	Highly vulnerable zone	Prominent failures in bed rock and slope debris along the slope, Major active sliding at places	Wedge failure problem due to adverse orientation of prominent & persistent vertical joints, circular failures in slope debris material at top due to charging with water
84.25	84.30	Done (CD), 5-15m high	Highly folded, thickly to moderately bedded sandstone particularly nodular sandstone	No major problem anticipated except minor failures	Minor failures along the slope anticipated in bed rock	Minor wedge failures due to adverse orientation of joints, nodular sandstone is itself susceptible to gravitational sliding after getting the free face, unsystematic quarry of stone resulted in to overhanging mass which failed after getting charged with water

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
84.30	84.65	CND, 10-25m	Hard, strong, thickly bedded sandstone with thin partings of shale at the base overlain by thin cover of slope debris material.	Vulnerable to sliding, steep slope cutting	Failures of rock blocks along the slope in bed rock	Wedge failure problem due to cross cut relationship of prominent & persistent vertical joint
84.65	84.85	CND, 10-25m	Inter bedded sequence of shale & sandstone overlain by loose slope wash cum slide debris material at top	Steep slope vulnerable to sliding	Failures of rock blocks along the slope in bed rock & in slope debris	Wedge failure problem due to cross cut relationship of prominent & persistent vertical joint & circular failures in slope debris due to lack of proper drainage system
84.85	85.15	Done (CD), 5-15m high	Inter bedded sequence of shale & sandstone	No major problem	minor slides at places	Minor wedge failures due to intersection of adverse joints, berm failures due to improper berm width & lack of proper drainage system
85.60	85.65	Done (CD), 5-15m high	Slope wash cum slide debris material in major part of the alignment and nala born material at places in nala cuttings	Vulnerable slopes for sliding	Minor sliding in slope debris at places	Minor circular & non circular failure in slope debris material due to unsystematic slope cutting along with berms of improper width & lack of drainage system
85.90	86.40	CND	Inter bedded sequence of shale & sandstone with slope debris at top	No major problem is anticipated except minor failures	Minor failures anticipated along the slope at places	Minor circular failures in slope debris material anticipated due to charging of slope material with water as no of seasonal / perennial nala's are crossing the alignment which may resulted in to loss of shear strength and ultimate failure, toe erosion of slope by nala
86.60	86.90	CND	Sandstone with thin partings of shale	Slope vulnerable to sliding	Sliding of rock block failure in thickly bedded sandstone, wedge failure	Wedge failure problem is anticipated during cutting due to cross cut relationship of joints mainly failure along vertical joint
87.95	88.30	CND	Hard and strong sandstone with thin parting of shale at places	Highly vulnerable slope for sliding	Failures along slope with major active rock sliding	Unsystematic query of stones from the toe of slope resulting in to sliding of overhanging slope material from upslope area
89.50	89.95	Done (CD), 5-20m high	Nodular sandstone with thin partings / bands of shale at the base overlain by thin to thick cover of slope debris material at top	No major problem anticipated except minor failures	Minor circular failures in slope debris material at top & sliding of rock blocks in bed rock	Loose slope debris material at top is susceptible to sliding after getting charged with water & failures in nodular sandstone
90.15	90.45	Done (CD), 5-10m high	Loose to slightly compact slope wash cum slide debris material	No major problem is anticipated except minor failures as height of slope is quite low	Minor failures in slope debris material	Minor circular failures in slope debris material which is susceptible to sliding after getting charged with water due to loss of shear strength, BFI
91.15	91.65	CND, slope	Inter bedded sequence of	Slope partly	Minor failures in bed rock and	Minor wedge failures anticipated due to adverse

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
		height 5-30m	sandstone & shale at the base and thin to thick cover of slope debris material at top	vulnerable for sliding	slope debris material is anticipated	orientation of two to three sets of joints and minor circular failures in slope debris material after getting charged with water, dip of the rock mass is favorable
92.90	94.90	CND, 5-60m	Inter bedded sequence of sandstone and shale at the base overlain by thin to thick cover of loose to slightly compact slope wash cum slide debris material at top	Steep slopes vulnerable to sliding, alignment running through the Mon city are with minimal space for widening	Minor failures in slope debris material at top portion along the slope is anticipated	Loose slope debris at top is susceptible to sliding due to loss of shear strength after getting charged with water and minor circular failure problem is anticipated during cutting

Annexure 5 (b): Existing Slope Inventory and Condition Survey

Changtongya – Longleng Road



Annexure 5 (b): Existing Slope Inventory and Condition Survey on Changtongya – Longleng Road

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems / Anticipated problems	Causes
From	To					
0.0	0.60	To be done	Almost horizontally bedded sandstone with shale partings / bands	Prone to sliding	Sliding due to cross cut relation of adverse joints	Wedge failure problem is anticipated, no space available for widening except hill cutting and hence existing NH -37 needs to be shifted further upslope.
1.05	1.20	Partly done	Slope debris mainly	Prone to sliding	Failure in slope debris	Circular failure due to Improper cutting
1.20	1.50	Done	Nodular sandstone & shale	Prone to sliding	Sliding along bedding plane	Unfavorable dip, Problem of Plane failure
1.60	1.75	Done	Thick slope debris cover underlain by sandstone & shale	Unstable slopes and active sliding	Berm Failure in slope debris	Improper cutting & lack of proper drainage system (RM-1)
2.30	2.70	Partly done (CDP)	Fractured, thinly bedded, weak, friable carbonaceous shale	Partly stable	Failure in weathered rock mass due to intersection of joints	Wedge failure problem & sliding in slope debris due to improper berm width & lack of drainage system (BFW)
3.10	3.50	Partly done (CDP)	Slope debris underlain by Fractured, thinly bedded, weak, friable shale & thin sandstone partings	Prone to sliding	Active Sliding of slope debris material & weathered shales at interface	Improper cutting, insufficient berm width, (BFI)
4.10	4.225	Partly done (CDP)	Slope debris underlain by Fractured, thinly bedded, weak, friable shale & thin sandstone bands	Prone to sliding	Sliding along bedding and joint planes	Problem of wedge failure & plane failure due to adverse joints is anticipated
4.225	4.90	Done (CD), 10-40m high	Highly weathered, fractured, thinly bedded shale with bands of hard sandstone	Active Sliding	Sliding along slope and failure of berms	Unsystematic query of stones is the main problem (BFQ)
4.90	5.025	Done (CD), 10-40m high	Mainly jointed sandstone	Prone to sliding	Dip controlled failure	Problem of plane failure due to adverse dip direction
5.50	5.60	To be done	Dominantly shale with few bands of nodular sandstone and strata is highly folded & jointed in nature	Active Sliding	Successive failures in slope debris and weathered rock mass along dip, crown of slide reached up to 100m along slope	Adverse Dip of the rock mass towards slope, strata is highly folded & jointed in nature, susceptible to gravitational sliding along bedding planes, toe cutting by nala
5.70	5.90	Done, >20 height	Slope debris material exposed in cutting for >20m	Prone to sliding	Development of subsequent slides	Failures mainly caused due to improper berm width & lack of proper drainage system

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems / Anticipated problems	Causes
From	To					
			height			
6.60	6.85	Partly done (CDP)	Mainly slope debris material (bed rock at base for 1-2m height at places	Active Sliding,	Subsequent sliding of loose debris material, crown of landslide reached up to 50-100m along slope	Circular failures in loose debris material, failures due to loss of shear strength after getting charged with water
7.80	8.15	Done	Slope wash cum slide debris material & highly weathered, thinly laminated, friable and very weak shale of incompetent in nature at base	Major active slide zone	Sliding along the slope in slope debris material	Failure of berms having insufficient width(1-2m) (BFI), loses its shear strength after charging of berm material with water due to lack of proper drainage system
9.40	9.60	Done, height up to 100m	Thick slope debris at top & highly folded, highly jointed & friable sandstone at base	Minor sliding and area prone to sliding	Sliding in slope debris material at top	Sliding due to failure of berms having insufficient width (1-2m) and lack of drainage system
14.80	15.30	Done, height ranges up to 50 - 100m	Thin cover of Slope debris at top followed by thinly bedded, friable, weak shale mainly with one sandstone band at top portion of slope	Sliding anticipate along slope	Sliding in slope debris material at top and in weathered & weak rock mass	Problem of berm failures due to insufficient width (1-2m), huge size of slope cutting & lack of proper drainage system
15.60	16.05	Done, height varies from 10 - 80m	Thin cover of Slope debris at top followed by thinly bedded, friable, weak shale with little sandstone	Sliding along slope and slide prone area	Sliding along bedding and joint planes	Plane failure / dip slip failures & wedge failure due to adverse orientation of joint planes & unfavorable dip direction (towards slope) & berm failures
16.15	16.30	Done	Only slope debris material up to top of slope	Active sliding along slope	Successive sliding of slope debris material	Circular failures in loose slope debris material due to loss of shear strength and failure of improper berms (BFI)
16.45	16.85	Done (CD), height 10 – 20m	Slope debris at top and thinly laminated, weak , weathered shale at base	Active Sliding and slide prone area	Sliding of slope debris and rock along bedding	Dip slip failures / plane failures due to unfavorable dip direction of the rock mass
19.30	20.10	Done (CD)	Slope debris at top and thinly laminated, weak , weathered shale with sandstone partings / bands at base	Prone to sliding	Sliding of slope debris and rock along bedding planes	Dip slip failures / plane failures due to unfavorable dip direction of the rock mass, strata highly folded at places
20.10	20.25	Partly done (CDP)	Thick band of carbonaceous shale with coal seams (10 - 15m thick) along with grey shale & sandstone partings	Active Sliding	Successive failures & sliding along the slope, resulted a sub vertical scarp of 20 – 35m	Due to very weak nature of the carbonaceous shale & coal seam, loses its shear strength & failed after getting charged with seepage water, seepage prominent in the contact zone of carbonaceous shale, plane failure due to

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems / Anticipated problems	Causes
From	To					
						adverse dip direction & cross cut relation of joints
20.25	20.80	Done (CD)	Thinly laminated black shale at bottom with thickly bedded sandstone at top and dip of the rock mass is also favorable	Prone to sliding	Sliding is anticipated at places along the slope which may resulted into major landslides in future	The main cause is unsystematic query of stones from sandstone bands exposed in the slope cutting resulted in to disturbed over hanging mass which ultimate will slide down, seepage also noticed at places in carbonaceous shale charging the slope material and decreasing its shear strength and adding to the problem
21.40	21.50	Partly done (CDP)	Only slope wash cum slide debris material	Active natural slide	Sliding along the slope for 15 – 25m height along slope, sub vertical scarp formed due to sliding in slope debris material	Sliding due to loss of shear strength of slope material after getting charged with water as there is no proper drainage system
21.60	21.90	Partly done (CDP)	Slope wash cum slide debris material at top and sandstone with shale bands at the base	Active natural slide (Minor)	Sliding along the slope in slope debris material, crown of slide reached up to 30m height along slope, failures along bedding planes	Dip slip / plane failures due to unfavorable dip of the strata dipping towards slope, failure of berms & overhanging mass created due to unsystematic stone query in the toe of slope after getting charged with water (BFQ), lack of proper drainage system.
21.90	22.50	Done (CD)	Hard, strong, dark grey sandstone with shale partings / bands at the base with thin to thick cover of slope debris at top	Prone to sliding	Sliding and failure of berms from upslope due to unsystematic query of stones in the toe of slope, failure along bedding planes	Unsystematic query of stone in the toe of slope leading to failure of overhanging mass and berms from upslope area due to loss of shear strength after charging with water, plane failure due to adverse dip direction of the rock mass and lack of drainage system also adding to the problem
22.90	22.95	Done (CD), height up to 15m	Only slope wash cum slide debris material	Prone to sliding (sliding occurred at places)	Sliding and failure of berms from upslope in slope debris material	Circular failure in slope debris material due to charging of slope material with water leading to loss of shear strength and ultimately slide down
23.05	23.25	Partly done (CDP)	Mainly slope wash cum slide debris material with bed rock at base at few places	Prone to sliding, a natural slide for 100m length	Successive sliding in loose to slightly compact slope wash cum slide debris material for >100m length along the road alignment and for 15 – 20m height along slope.	Due to lack of proper drainage system, circular failure occurred in slope debris material after charging with water leading to loss of shear strength of slope material slides down
23.60	23.90	Done (CD), 5 – 6 berms provided	Slope wash cum slide debris material underlain by highly fractured & folded sandstone & shale at base	Prone to sliding	Subsidence in slope debris material and sliding near 23.70km	Rock sliding / failure at 23.70km due to unsystematic query of stones from toe of slope, subsidence due to infiltration of water in to slope material leading to loss of shear strength
24.10	24.30	Done (CD),heigh t up to	Thinly bedded sandstone with shale	Partly stable	Failure of berms and sliding along slope	No problem in the competency of rock but failure of berms & sliding occurred only due to unsystematic query of stones from toe of slope leading to damage & overhanging

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems / Anticipated problems	Causes
From	To					
		100m				of upslope material which is ultimately sliding down.
24.70	25.00	Done (CD),cutting 10 -20m high	Highly friable shale and sandstone overlain by slope debris material at top	Prone to sliding	Sliding along bedding and joint planes	Plane failures / dip slip failures due to unfavorable dip direction of the rock mass (dipping towards road), & wedge failure due to adverse orientation of joints
25.50	26.00	Done (CD),cutting 10 -30m high	Loose slope wash cum slide debris material	Minor sliding	Sliding in slope debris material	Circular failure in loose slope wash cum slide debris material due to lack of proper drainage system leading to charging of slope material with water and resulted in to loss of shear strength and ultimately failure occurred
26.00	26.50	Done (CD),cutting 10 -30m high	Loose slope wash material at top and weak carbonaceous shale & grey shale at base	Partly vulnerable for sliding	Sliding of weathered material along the slope and failure of berms at places	Sliding due to charging of slope material with seepage water as a lot of seepage is there resulted in to failure of slope material and berms with insufficient width due to loss of shear strength
26.80	26.90	Cutting not done (CND)	Only loose slope wash cum slide debris material	Vulnerable for sliding	Sliding in loose slope debris material is anticipated	Sliding in slope debris if cutting not done properly with proper drainage system
26.90	27.40	Cutting not done(CND)	Jointed sandstone inter bedded with weak & thinly laminated shale with thin cover of slope debris at top	Vulnerable for sliding	Sliding along bedding planes and joint planes is anticipated	The plane failure and wedge failures due to adverse orientation of bedding and joint planes
27.40	28.30	Done (CD),height up to 10m	Mainly slope debris material with shale at the base	Minor sliding & vulnerable for sliding	Minor sliding in slope debris material and weathered rock mass, berm failure at places	Circular failures in slope debris material after getting charged with water, loses its shear strength and failed
28.60	28.90	Cutting partly done (CDP)	Slope debris material followed by weak, thinly laminated shale at the base	Minor sliding & vulnerable for sliding	Minor sliding in slope debris material and weathered rock mass, berm failure at places	Circular failures in slope debris material & berm failure after getting charged with water due to lack of proper drainage system, dip slip failure due to unfavorable dip direction of rock mass
28.90	29.40	Done (CD),height up to 30m	Thin cover of slope debris material followed by thickly bedded sandstone with shale partings at the base	Minor sliding & vulnerable for sliding	Sliding of rock blocks along bedding plane and joint planes, minor failures in slope debris material	The plane failure due to unfavorable dip direction and wedge failures due to adverse orientation of joint planes
29.60	31.60	Partly done and partly required to be done	Thin cover of slope debris material followed by thickly bedded hard, grey sandstone with shale bands at the base	Active sliding and vulnerable for sliding (Major active rock slides)	Mainly sliding of rock blocks along bedding plane and joint planes	The plane failure due to unfavorable dip direction of rock mass and wedge failures due to adverse orientation of joint planes
31.80	32.10					
32.90	33.00					

Annexure 5 (c): Existing Slope Inventory and Condition Survey

Chakabama – Zunheboto Road



Annexure 5 (c): Existing Slope Inventory and Condition Survey on Chakabama – Zunheboto Road

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
0.70	1.00	Done (CD), 10-12m	Top thick slope debris material followed by moderately weathered khakhi shale with black highly weathered carbonaceous shale at bottom	Moderate to steep slope, Prone to sliding	Upper berm failure, highly fractured rock mass, sliding in thick slope debris material	Upper berm failure due to highly fractured shale and thick loose slope debris material, no proper drainage, seepage expected at km 1.0
2.40	2.80	Done (CD), >5-20m	Top 2-5m thick slope debris material followed by thinly bedded, highly folded and fractured shale	Moderate to steep slope, Prone to sliding	Berm partly failed, minor sliding in slope debris material	Berm partly failed due to fractured rock mass and lack of drainage at berms.
4.10	4.70	CND, <10-15m	Carbonaceous shale	Gentle to moderate slope	Minor slide in cutting possible	Highly fractured black shale and sub-vertical dip
4.70	5.30	CND, 5-10m	Thinly bedded, highly fractured carbonaceous shale	Gentle to moderate, No high slope	Slope direction changes and area falls in sharp curve/loop from 4.4 to 5.3km. No widening space available	Slope stability problem expected during cutting as no sufficient space available for widening & alignment is taking a sharp curve
5.50	5.85	CD, 10-25m	Top slope debris followed by moderately weathered khakhi shale with black highly weathered carbonaceous shale at bottom	Moderate to steep slope, Prone to sliding	Minor active sliding in top slope debris (2-3m) near km 5.7, partly failed and seepage problem at contact with carbonaceous shale	Dip unfavorable, steeply dipping rock mass, slope debris failed due to water action and seepage at rock contact
7.60	8.15	CND, 5-12m	Top slope debris followed by moderately weathered khakhi shale with black highly weathered carbonaceous shale at bottom	Generally Moderate with slopesteep at places, prone to sliding near nala	Major nala at km 7.85, area adjacent to nala is prone to sliding	Steep slope with vertical scarp formed in rock mass after nala crossing
8.15	8.45	CD, 10-25m	Alternate bands of dominant weak friable bands of carbonaceous shale and weak khakhi shale of same nature	Moderate slope, steep slope at places, prone to sliding	Wedge failure, berm failure, minor seepage	Cross cut steeply dipping un-favorable joint sets responsible for wedge failure, lack of proper drainage system, seepage problem at contacts
8.45	8.55	CD, <10m	Mainly weak friable carbonaceous shale	Gently sloping, minor sliding	Minor active sliding, road subsidence area	Natural slide, subsidence due to being water charged zone and highly fractured rock mass along with thick

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
				prone		slope debris material at top
8.65	8.75	CD, 25-40m	Completely sheared carbonaceous shale	Moderate slope, steep slope at places	Failure of berm from top portion of slope, failures in slope debris material	Carbonaceous shale are highly sheared in nature and got converted into almost mud form after coming in contact with water and resulted into sliding of the slope material, problem triggered in top portion of slope & extended downwards due to lack of proper drainage system
8.75	9.10	CD, <10m	Sandstone bands along with black and khakhi shale	Moderate slope	Minor surface sliding, partly berm failed	Dip of the rock mass is high and sliding occurred near surface and excavation of stones
9.10	9.15	CD, 10-20m	weak carbonaceous shale	Moderate slope	Minor active sliding from top	Failure of slope material & berms due to loss of shear strength after getting charged with water
9.35	9.85	CND, 10-20m	Slide cum slope wash material	Moderate to steep slope, prone to sliding	Very wide major old slide zone and subsidence of road, prone to slumping and future subsidence	The sliding/slumping of the slope mass was initiated by nala developing from the top of the slope and with subsequent failures in loose slope wash cum slide debris material area, the slide extended laterally and resulted into subsidence of whole mass along with wide road at places and needs to be treated properly
9.85	9.95	CD, 10-20m	Highly friable carbonaceous shale	Moderate to steep slope, prone to sliding	Sliding/berm failure from top, whole road is under subsidence	Subsidence resulted due to charging of highly friable carbonaceous shale and loose slope debris material as there is no proper drainage system & hence slumping and subsidence started
9.95	10.25	CD, 30-50m	Highly fractured, friable carbonaceous shale of very weak nature	Steep slope, actively sliding	Major active slide zone, Berm failure, sliding in the downslope also observed	Failure of slope debris material & failure of berms due to loss of shear strength after being getting charged with water, lack of proper drainage system & improper cutting
11.10	11.25	CND, 10-15m	Highly fractured, friable carbonaceous shale of very weak nature	Steep slope, prone to sliding	Downslope are slided, major active sliding	Failure of slope material due to steep down slope, highly friable weak rock mass, lack of drainage at road level for discharge of water
12.25	12.30	CND, 10-15m	Highly friable carbonaceous shale	Moderate to steep slope, prone to sliding	Minor sliding /slide scar from top, area under subsidence, mass slumping prone area	Subsidence & slumping along the slope due to charging of highly friable carbonaceous shale, due to lack of proper drainage system, nala also developed along the slope which is charging the slope material, slide scars developed due to subsequent failures in loose, thick slope debris material & weak shale
12.50	12.80	CD,	Highly friable carbonaceous	Moderate to	Minor sliding near 12.7km,	Steeply dipping rock mass, gully development at berms

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
		10-15m	shale	steep slope, prone to sliding	gully development at berm, partly seepage problem	due to lack of proper drainage system, presence of seepage in the slope cutting
13.15	13.30	CD, 10-20m	Highly friable carbonaceous shale	Moderate slope, steep down slope, prone to sliding	Minor sliding in slope debris is going on from top berm, down slope is also very steep and under sliding near km 13.2 and minor berm failure at km 13.3	Failure of slope material due to steep down slope, highly friable weak rock mass, lack of drainage at road level for discharge of water
13.70	13.85	CND, 10-20m	Highly friable carbonaceous shale	Moderate slope, steep down slope, prone to sliding	Old slide zone, slumping and subsidence area, road tilted near km 13.7, down slope is also very steep	Old slide zone, road tilted mass subsidence is going on due to settlement of loose slided debris of old slide zone after charged with water and development of nala due to lack of drainage, no space at down slope as steep slope and falling of loose slided material down slope
13.95	14.05	CND, 10-15m	Highly friable carbonaceous shale	Gentle to moderate slope, prone to sliding	Subsidence area along major nala near km 14.050	Upper slide debris, may be old slide zone is under subsidence after charging with water due to irrigation/cultivation, no space for widening
14.32	14.60	CD, 15-20m, >60m near km 14.5	Highly friable carbonaceous shale	Moderate slope	Berm partly failed, minor slide zone	Minor shear zone, improper berm cutting, lack of drainage at berms
15.10	15.25	CND, <10m	Highly friable carbonaceous shale	Moderate to steep slope, prone to sliding	Subsidence area, active sliding and slide prone area	Subsidence due to highly friable carbonaceous shale upon charging with water starts slumping and subsidence
15.25	15.95	CND, <10m	Highly friable carbonaceous shale	Moderate slope	Minor sliding in slope debris near km 15.80, 15.95	Slope changes at sharp curve
16.00	16.30	CD, 5-10m	Sub-vertically dipping, moderately fractured, thinly bedded mainly khaki shale and carbonaceous shale	Moderate to steep slope, steep down slope, prone to sliding	Minor sliding due to top berm failure in upper loose slope debris observed near km 16.0	Top berm failed due to thick slope debris, subsidence due to sharp curve and steep down slope, moderately fractured and folded carbonaceous shale with high swing in dip amount
16.35	16.50	CD, > 50m	Thinly bedded and sheared black carbonaceous shale	Steep slope, active sliding	Major active slide, totally berm failed	BFW, slope debris material is sliding from top by successive circular failures along the slope and some berms of having improper width have also failed after

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
						charging of slope debris material with water.
16.65	16.75	CD, 10-15m	Slide debris material	Steep slope, prone to sliding	Old slide zone in the major wide nala area	Sliding of loose, unconsolidated, overburden material on charging with water due to being cultivated area (paddy fields)
17.15	17.65	CD, 10-15m	Slope debris at top followed by thinly bedded khakhi shale	Steep slope, prone to sliding	Berm partly failed, minor sliding in slope debris at places near 17.60 &17.65	Minor sliding in loose & un-consolidated slope debris, berm failed due to lack of proper drainage system, development of gullies, but partly stable due to favorable dip of the rock mass,
17.65	18.10	CD, >50m	Rock mass is highly to completely fractured, weathered, thinly laminated shale	Steep to moderate slope,>45-600	Failure in upper loose slope debris material and weak fractured rock mass, failure of berms, sliding anticipated in future also	Active sliding area, rock sliding due to weak, decomposed, broken & fractured nature of rock mass after saturation with water, failure of berms due to improper berm width, vertical dip of strata also adding to the problem
18.10	18.15	CD, 20-25m	Very thick slope debris material formed by disintegrated shale	Steep to moderate slope,>30-45^0	Major active slide, sliding of slope debris material & weathered rock mass	The sliding of slope debris material and weathered rock mass occurred due to toe erosion of slope by major nala with huge to considerable flow of water and transporting large sized boulder from upslope area during flood
18.15	18.30	CD, >50m to 120m high (nala),	Highly fractured and splintery shale	Very steep slope, down slope is very steep, prone to active sliding	Major active shear zone slides (huge mass is sliding) Berm failure after crossing the nala, major nala crossing the alignment, road is totally washed of between km 17.950 to 18.3	Huge mass sliding due to presence of complete sheared carbonaceous shale (shear zone), major nala with considerable width along which sliding is going on and after crossing nala near km 18.2, berms are totally failed due to sliding of slope debris from top and damaged the lower berm in cutting area also due to lack of drainage system, whole road is constructed on slide debris, down slope is also very steep with active sliding, down slope of the nala is very wide and much steeper hence no space for shifting the alignment further down stream of road. The whole stretch seems to be washed off with the passage of time
18.30	18.85	CND, >20-30m	Highly fractured shale	Steep slope >65-75^0	Prone to sliding during cutting	Vertical rock scarp with highly disturbed rock mass

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
19.10	20.25	CND, >10-20m or more	Slope debris followed by completely weathered and friable shale	Moderate natural slope, Prone to sliding,	Failure in loose slope debris material, further sliding anticipated during cutting	Some minor circular and non circular failures in slope debris material due to loss of shear strength after being charged with water
20.25	20.45	CD, >100m high	Completely weathered and friable shale with slope debris at top	Slope after cutting at top $>60^0$, Downslope- >65-70^0 & vulnerable for sliding (>100m high)	Huge major active slide having width of around 300m and crown of slide extended upto 100m, down slope area is susceptible to sliding and also active sliding. The loose material after getting charged with water triggered & start sliding down slope and attained the shape of a major mass movement resulted into blocked of road, huge seepage observed in the loose material at places such as stretch from km 20.4 to 20.425 indication fully saturated nature of the mass blockade of road, failure of loose slope debris material and insitu rock mass	The slope debris material & weathered, weak rock mass at top triggered the sliding after getting charged with water due to lack of proper drainage system and after that due to successive sliding & excess load of slided material on berms, the berms with improper width have also failed, highly disintegrated nature& unfavorable steep dip of the rock mass also adding to the problem. The loose excavated muck was dumped along the down slope of road during road cutting in the further upslope area which become the upslope of road in further down slope as the alignment is running on same hill slope at two different levels, due to excess load of the dumped material, the weak & fractured insitu rock mass also failed & slided after getting charged with water and form slurry type of flow of material along the slope, the water of the side drains of the road in upslope is also entering directly into the dumped material which has attain the shape of a nala with considerable flow of water flowing through this slide and fully charged the whole mass which is sliding down as a huge mass movement
20.45	20.50	CD, 15-40m	Thick cover of loose & un-consolidated slope debris followed by highly fractured, thinly bedded carbonaceous shale and khakhi shale	Steep slope- >45-50, Steep downslope, active sliding	Major active slide zone, The slope debris material is getting charged by 2 no. of nalas and sliding occurred due to toe cutting of slope by nalas, seepage is also quite prominent at contact of carbonaceous with khakhi shale	Nala is filled with slope debris / loose muck dumped along the down slope of road during road cutting in further upstream area, as the alignment is running on same hill slope at two different levels, the down slope of one road is become the upslope of another road. Nala in general is perennial in nature with meager discharge but during rainy season having huge discharge, whole loose mass along the upslope washed away and deposited at the road in the form of thick pile resulted into blockade of road

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
20.50	21.0	CND	Slope debris material followed by highly jointed, fractured and fragmented shale	Steep, high slope, down slope is very steep, prone to silding	Active sliding along slopes	Sliding occurred due to charging of the slope debris material & fractured rock mass and toe cutting of the slope by nala at km 21.150, thickness of slope debris material is quite high, road width is less near km 21.35
21.00	21.30	CND, >20-30m	Highly fractured, thinly laminated blackish shale	Very steep slope, prone to sliding	Slide prone area and sliding anticipated due to weak nature of rock mass, width is not available for widening	Very steep scarp, no widening space, cutting required mainly in rock
21.30	21.40	CND, >20-30m	Highly fractured, thinly laminated blackish shale	Very steep slope, prone to sliding	Slide prone area and sliding anticipated due to weak nature of rock mass, width is not available for widening	Very steep scarp, no widening space, cutting required mainly in rock
21.50	21.55	CND	Slope debris material followed by highly jointed, fractured and fragmented shale	Moderate slope, very steep down slope, prone to sliding	Old slide zone, down slope area is problematic	Problematic area during widening of road as area falls in old slide zone and needs due care during cutting with proper support measures
21.65	21.75	CND	Slope debris material followed by highly jointed, fractured and fragmented shale	Steep slope	Slumping area Sharp curve	Slumping in the area due to charging of loose slope debris material
21.90	22.85	CND, >10-20m or more at places	Slope debris material followed by highly fractured, thinly laminated and fragmented blackish shale	Moderate to steep slope slope height is very less, Prone to sliding	Minor sliding near nala, minor active sliding observed at km 22.250, minor slumping observed between km 22.3 -22.325, 22.450-22.550 and old slide zone at km 22.8-22.850	The alignment is running on the same hill slope and taking 2-3 loops at different levels, the strata is highly charged with water and susceptible to sliding particularly slope debris material & highly weathered weal black shale, number of gullies & nalas are crossing the alignment at different locations, minor sliding due to charging of loose and unconsolidated debris material as there is no proper drainage system
23.30	23.90	CD, >25-100m high	Slide debris material followed by completely fractured sheared shale	Moderate to steep slope, down slope is also very steep, prone to active sliding	Huge major active slide zone with continuous sliding at km 20.250 to 20.375, whole mass along with berms is slided down and sinking / subsidence is noticed almost all along the	This major slide is also a man made slide resulted due to dumping of loose excavated muck of road along the down slope at km 23.2 which has been triggered after getting charged with water during rainy season and start sliding which ultimately got accumulated at road in further down slope near km 20.2. Due to excessive load of the dumped material, insitu rock mass is weak

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
					complete, berms provided during cutting have totally failed, complete area got converted into a slide zone	& fractured in nature have also got slided resulted into damage of berms provided along the slope. This slide is generated by cutting on up hillside between km 23.550 to 23.650. The whole road is sinking in this stretch with subsidence at places The slope debris material & highly weathered / fractured rock mass is very weak in nature and loses its shear strength after getting charged with water which resulted into failure of berms having improper width and steep slope cutting, the seepage is quite prominent which indicated saturated nature of strata as there is no proper drainage system at site
23.90	24.00	CND, <10-15m	Highly fractured, weathered and sheared shale	Moderate slope	Prone to sliding	Old slide zone, Prone to sliding during cutting due to weak nature of strata
24.0	24.2	CD, >50-150m	Very thick deposit of loose & un-consolidated slope debris followed by highly jointed and fractured & fragmented shale	Steep slope, active sliding	Major active slide zones recorded in the stretch and are initiated due to toe erosion of slope by nala & charging of slope debris material	Complete slide zone area with thick, loose, un-consolidated slope debris material sliding from >150m high steep slope
24.20	24.27	CD, 15-20m	Highly fractured friable reddish color shale of highly weathered nature	Very steep, downslope is also steep, prone to sliding	Major active sliding in the nala area, berm failed partly, prone to minor sliding, seepage/small nala are also seen near km 24.3	This slide is resulted due to charging of slope material & toe erosion of the slope by nala at km 20.5, road alignment is on the same hill slope between 20.2 to 24.2 and the same nala crossing the alignment at many places and resulted into sliding at different stretches on the alignment, top berm failed due to loose debris material, rock mass is steeply dipping
25.00	25.255	CND, >20-50m high	Completely overburden/slope debris/slided debris material of >10-100m width followed by completely weathered, highly fractured black carbonaceous shale	Steep slope $>50^0$, Prone to active slide	Major active slide in >150m width, berm failure	Sliding occurred due to presence of thick slope debris material which lost its shear strength after being charged with water, nalain the down slope is also adding to the problem due to toe cutting of the slope
25.255	25.550	CND, >10m	Highly fractured, completely weathered, blackish and khaki shale	Gentle slope	Old slide zone	Vulnerable to sliding during cutting in slide prone area, bedrock is available at surface/ near surface

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
25.55	25.725	CD, >15-40m	Very thick loose & un-consolidated slope debris followed by highly jointed and fractured, fragmented shale	Steep slope, active sliding	Major active slide zone, road is sinking & subsidence is there, prone to future subsidence	Charging of slope debris material with water resulted into loss of shear strength and ultimately slide down, due to down slope mass movement sinking & subsidence of Road occurred at places. The crown of the slide has extended up to the top of slope cutting loose material is sliding from top of the slope
25.725	25.972	CD, >15-40m	Thick pile of loose & un-consolidated slope debris material followed by highly jointed and fractured, fragmented & splintery shale	Steep slope, down slope is also very steep	Major active slide zone, major road subsidence between 25.75 to 25.9, nala with steep side slopes having active sliding at km 20.0	Slope material is charging with nala water which is crossing the alignment at different levels as the alignment is running on same hill slope
25.972	26.30	CD, <10-15m to 20-30m high	Highly fractured, completely weathered, blackish and khaki shale	Steep slope >45-50^0 after sliding, downslope are also very steep	Major active slide extended for >100m width along the road, the cutting done along with berms have completely damaged and slided, downslope area is also potential for sliding	The slope failure occurred due to improper cutting of the slope and lack of proper drainage system which resulted into failure of berms with improper width after getting charged with water. The rock mass is also very weak & weathered in nature having negligible resisting power against sliding
26.85	27.15	CD, <10m	Highly fractured, folded and weathered shale below 2-3m thick slope debris material	steep slope	Minor sliding near km 27.0	Berm width is not proper and hence upper berm failed, dip partly unfavorable, steep to vertical dip
27.175	27.250	CD, <10m	Thick slope debris material followed by highly fractured, friable khakhi shale	Steep slope, steep down slope, prone to sliding	Down slope area is vulnerable for sliding, berm failure at places	Berm in slope debris have failed at places due to improper berms width during cutting, uphill slope have no major problem
27.25	27.30	CD >20-30m	Thick slope debris material followed by highly fractured & friable khakhi shale	Steep slope, active sliding	Major active slide, slide scars in slope debris at top, berms are totally failed	Berms are totally failed due to steep slope un-systematic and high cutting, presence of major perennial nala which is enhancing the problem of sliding
27.45	27.75	CD, >15m	Slope debris material followed by highly fractured, friable khakhi shale	Moderate to steep slope, prone to sliding	Partly active slide, overhanging rock block failure expected, berm failure	Slope debris failure along nala banks, sliding occurred due to toe cutting of slope by nala and a vertical scarp formed. Due to cross cut relationship of joints & failures along joints, overhanging blocks are also resulted at places

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
27.75	28.00	CD, 10-15m	Slope debris material followed by highly fractured, friable khakhi shale	Moderate to steep slope	Plane failure in rock, berm failure and active slide zone	Plane failures due to unfavorable dip direction of the rock mass and circular failures in slope wash cum slide debris material
28.24	28.40	CD, 10-15m	Highly fractured friable reddish color shale of highly weathered nature	Moderate to steep slope	Only small circular failure are seen of <5-7m near km 28.250	Circular failure mainly in overburden mass, berm width not proper near km 28.240 and hence partly failed
29.60	29.96	CD, <10 to 20-25m	Highly jointed shale with few sandstone bands of moderately strong nature overlain by slope debris material	Steep to moderate slope,>40-55^0	Berm failure	Failure of berms occurred due to improper berm width steep cutting of slope, steeply dipping to vertical and highly jointed rock mass also adding to the problem & failed along joints due to excess dead load of loose unconsolidated slope debris material under saturated condition
33.00	33.15	CD, >20-40m	Slope debris material followed by highly weathered, sheared & friable khakhi and black shale	Moderate slope, 45^0 degree after failure, prone to sliding	Major slide, berm totally failed, plane failure problem	The plane failure occurred along the slope due to unfavorable dip direction of the highly folded, thinly bedded weak shale resulted in to failure of berms with improper width, unsystematic cutting & lack of drainage
33.30	33.50	CD, >30-50m high	Slope debris followed by highly fractured, thinly bedded, highly folded weak friable blackish grey shale Khakhi and black shale	Steep slope, prone to sliding	Berm failure, sliding from top of slope, sliding anticipated near km33.450, major active slide in the down slope of the area	Berm failed due to steep slope cutting and berms provided with insufficient width, unfavorable steep dip of the highly folded strata also adding to the problem
33.50	33.80	CD, >30-40m	Highly fractured, friable black shale	Steep to moderate slope, prone to sliding	Failure along slope and berm failure	Plane failure due to unfavorable dip direction of the bedding plane resulted into failure of berms due to weak nature of strata& improper berm width after getting charged with water, gullies developed along the slope due to lack of drainage system
36.40	36.50	CD, 5-15m	Loose slope debris and highly folded, fractured shale at bottom	Steep to moderate slope, prone to sliding	Plane failure very common, minor berm failure slide	Minor problem of plane failure in top 2-4m portion of slope &berm partly failed due to loading of berm with dead load of loose slope debris material slided from top after being charged with water resulted in to sliding of berm along unfavorable bedding planes, lack of drainage system played a vital role
38.25	38.74	CD, 10-12m	Highly fractured shale below slope debris material	Moderate slope	Minor sliding in top slope debris&	Failure occurred due to improper berm width & plane failure in rock along adverse bedding joint & failure of

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
					Minor berm failure	slope debris material from bed rock interface after getting charged with water
38.74	39.35	CD, >10-15m	Slope debris followed by highly friable shale	Moderate slope	Minor sliding along slope & failure of berms	Berm failed due to insufficient berm width, steep cutting of slope, highly fractured nature of rock mass, gullies developed along slope due to lack of drainage system & sliding of saturated slope debris from bed rock interface
43.60	44.10	CD, 15-20m	Highly folded, fractured shale with few sandstone bands	Steep slope	Berm partly failed, only top slope debris along steep slope and berm will failed	Berm failed due to insufficient width, steep cutting and highly fractured rock mass with partly unfavorable dip
47.05	47.2	CD, >100m	Slope debris material followed by highly fractured, thinly bedded, friable, blackish coloured carbonaceous shale	Steep slope 45-50^0, prone to active sliding	Major active slide zone, loose & unconsolidated slope debris material at top(>5m-8m) also slided, down slope area also vulnerable for sliding for >150-200m down slope, overloading and nala diversion is measure problem	After sliding in slope debris & weak weathered rock mass, all berms provided along the slope have failed due to improper berm width, highly folded &weak nature of rock mass, sliding of overhanging blocks after successive failures, unfavorable dip direction of the rock mass, and one major problem is the change in course of nala which is charging the whole slided material resulted into successive circular failures with development of multiple slide scars at different levels due to mass movement and toe cutting of slope by nala
47.05	47.2	CD, 10-20m	Slope debris material	Steep slope, down slope area is also very steep and prone to sliding	Sliding along slope, failure of berms, and sliding in down slope area	Circular failure in slope debris material after being charged with water leading to subsequent failures and subsidence along the slope, road partly washed off due to being constructed in old slided debris material, nala is adding to the problem by toe cutting of slope
47.2	47.5	CD, >20-30m	Slope debris followed by highly fractured shale with few bands of weak sandstone	Steep slope 45-50^0, prone to minor sliding	Sliding along slope & failure of berms	The slope debris material at top after charging with water created excessive dead load on the berms which have failed along unfavorable steep bedding joint dipping towards slope, slope debris failed from bedrock interface
48.37	48.625	CD, >30-50m	Slope debris at top followed by highly fractured blackish shale	Steep slope 45-50^0, prone to active sliding	Major active slide in cutting, berm failed	Berm failed due to plane failure along unfavorable bedding joint dipping towards slope, rock mass is weak& fractured in nature, slope debris at top slided from bedrock interface after charging with water

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
49.235	50.50	CD, >15-20m	Slope debris underlain by highly fractured blackish shale	Moderate slope	Only few minor berm failed, downslope slided and slided mass accumulated near km 50.5	Minor berm failure occurred due to improper cutting and lack of drainage system, downslope is eroded due to toe cutting of slope by nala
52.5	52.57	CD, >20m	Highly fractured blackish shale overlain by slope wash cum slide debris material	Steep slope 50^0, prone to active sliding	Major active slide of around 20-30m width, berm failure	The rock mass is very poor & weak in nature which have failed along with slope debris material after getting charged with water due to loss of shear strength. The slope debris material at top failed first which exerted excess load on the rock slope / berms and ultimately resulted into failure of berms also which could not resist against the driving force of slided material from upslope
52.65	52.75	CD, >50-60m	Thick slope debris followed by highly fractured shale	Steep slope 50^0, prone to active sliding	Similar slide as earlier one except more thickness of slope debris material, berm failed	The rock mass is highly fractured, very poor & weak in nature which could not withstand against the driving force of thick slope debris material from upslope side which have failed after getting charged with water due to loss of shear strength and ultimately resulted into failure of berms provided in rock also. It all happened due to lack of proper drainage system at site
56.05	56.35	CD, >10-30m high	Slope debris followed by weak shale of highly jointed and fractured nature	Steep slope 55^0, prone to sliding behind the slope	Slope failure problem is anticipated	Minor sliding is anticipated in the cutting done mainly in slope debris and highly fractured shale of black splintery nature
56.5	56.6	CD, >50-75m	Slope debris material followed by weak, highly jointed and fractured shale	Steep slope 45-60^0, upslope area is prone to sliding	Major active slide zone, berm failure	Almost all berms failed due to sliding of slope debris material from top which damaged all the berms due to excessive dead load on berms, the rock mass is also very poor and fractured, jointed in nature with dip partly unfavorable& ultimately resulted in to failure along slope, active slide zone
56.7	56.8	CD, >50-60m	Top slope debris and highly fractured shale and few sandstone at bottom of cutting	Steep slope 45-60^0, prone to sliding	Major active slide zone, all berm failed	Due to lack of proper drainage system, the slope debris material at top slided due to loss of shear strength after being charged with water, due to excessive dead load of the slided material on berms, the berms provided have also failed
60.2	60.3	CD, >15-20m	Highly to completely weathered shale overlain by slope wash material	Steep slope 50-60^0, prone to sliding	Major active slide, berm failure	Berm failed due to steeply dipping rock mass with unfavorable dip direction and in-sufficient width of berm

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
60.3	60.4	CD, >10-40m	Highly fractured, blackish and khakhi shale with slope debris at top	Steep slope 45-60^0, prone to sliding near nala area	Sliding of slope debris material along the nala slope	Loose slope debris failed due to toe cutting of slope by nala and presence of fractured & weak rock mass below overburden
60.4	60.55	CD, >10-40m	Thinly bedded, sub-vertically dipping, highly fractured, folded, weak, blackish and khakhi shale overlain by slope debris material	Steep slope 45-60^0, prone to sliding	Failure in slope debris material and Rock blocks	Failure of rock blocks occurred due to adverse orientation of joints and failure of berms having improper berm width, minor circular failure in slope debris material &highly fractured weak rock mass exposed in road cutting after being charged with water
60.6	60.9	CD, <5-15m	Highly fractured jointed shale with slope debris at top	Moderate to steep slope	Failures in rock & slope debris along the slope	Plane failure occurred due to steep & adverse dip direction of the rock mass ($>50^0$)towards road & highly folded & fractured nature of the strata
61.5	61.7	CD, <5-10m	Highly fractured and fragmented shale with slope debris at top	Very steep slope, downslope are also very steep, prone to active sliding	Active slide zone, berm failure, failure mainly in slope debris	Due to lack of proper drainage system, the slope debris material at top slided due to loss of shear strength after being charged with water, due to excessive dead load of the slided material on berms, the berms provided have also failed
64.475	64.80	CND	Slope debris material followed by thinly bedded to laminated shale	Steep slope prone to sliding	Sliding of rock blocks between km 64.7 to 64.8 is very common	Circular failure in slope debris material after being charged with water and wedge failure in rock due to intersection of adverse joints along the slope
66.10	66.50	CD, mainly in rock, 5m to >20m	Poor to very poor, friable shale with slope debris at top	Steep slope, prone to sliding	Small active slide and berm failed at km 66.2, minor slide in slope debris near 66.485	The rock mass is poor to very poor in nature and cutting is partly in rock and partly in slope debris, berm failed due to improper width and circular failure in top loose slope debris material, unfavorable dip of the rock mass also adding to the problem
67.50	67.75	CD, 5m to >15m	Competent thinly bedded khakhi shale with few sandstone bands	Moderate to steel slope, prone to minor sliding	Minor failure in slope debris & rock blocks	Minor circular failures in slope debris material after being charged with water and plane failure due to sliding of rock blocks along adverse joints dipping towards slope, unsystematic query of stones adding to the problem

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
68.40	69.00	CD, >5-20m	Highly folded and jointed sandstone bands with khakhi shale overlain by slope debris	Moderate slope	Very minor slope debris failure near km 68.8	Rock mass having same competency sandstone bands and highly folded nature, vertical cutting, sandstone excavation prone area otherwise no major problem
70.30	70.35	CD, High hill	Sandstone bands with shale, thick sandstone bands starts appearing	Moderate slope	Minor active sliding, berm failure	Slope debris & berm failed at top due to sliding gravitationally after being a overhanging mass due to removal of stones from toe of slope in haphazard manner.
71.40	72.00	CD, >30-100m	Slope debris material at top followed by highly fractured sandstone	Moderate to steep slope in the nala	Problem of berm failure and failure of loose nala borne material near km 71.45 & 71.8	Nala along the slope is creating problem of berm failure which have quite steep gradient and carrying lots of debris material with water, resulted in successive failures along slope due to toe cutting & charging of slope material with water which resulted in to loss of shear strength and ultimately failed along slope.
72.1	72.35	CD, 10-15m	Decomposed rock mass and slope debris	Steep slope, top portion prone to sliding	Major slide>10-15m width, circular failure in slope debris failure	Circular failure occurred in slope debris material after being charged with water resulted into loss of shear strength and ultimately failure along the slope, decomposed nature of rock mass and cutting of slope at steep angle is also adding to the problem
72.35	72.5	CD, >30-80m	Slope debris followed by highly jointed sandstone	Very high and steep slope vulnerable for sliding	Failure in rock near km 72.5, rock is much competent in nature	Plane failure due to adverse dip direction of rock mass with steep slope dipping towards road, cutting & berms are proper but unsystematic query of stones is a major problem for sliding in the stretch
72.6	72.75	CD, >20-70m	Slope debris followed by highly defragmented, folded sandstone and shattered shale	Very steep slope, prone to active sliding	Major active slide, berm failure problem	Due to lack of proper drainage system, the slope debris material at top slided due to loss of shear strength after being charged with water, due to excessive dead load of the slided material on berms, the berms provided along the slope have also failed
73.0	73.4	CND, 15-30m	Highly fragmented & folded sandstone and shattered, weak shale overlain by slope debris material	Very steep slope, prone to sliding during cutting	Slide prone area with active sliding at places in top portion of slope (>20m), Slope partly failed near km	Vertical scarp formed, rock is very poor, no space is available for widening, km 73.3 to km 73.450 falls in vertical rock scarp and will create problem during cutting as cutting involved will be mainly in rock, the

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
					73.4.	problem of plane failure & wedge failure is anticipated
73.45	74.30	CND, >20-50m	Highly jointed, fragmented & folded sandstone inter bedded with thinly bedded shale overlain by slope wash cum slide debris material	Steep slope, prone to sliding	Failure of rock blocks, minor sliding near km 73.850 and km 73.950, huge cutting is required in vertical/steep rock scarp may be problematic & needs due care	Wedge failure due to intersection two sets of vertical joints and sliding of wedge along bedding having unfavorable dip direction, number of nalas are crossing the alignment in the area & may create problem during cutting of slope. The wedge failure problem is anticipated
75.00	75.30	CND	Slope debris followed by highly fragmented & folded sandstone with shattered shale	Steep slope >65-70^0	Plane/wedge failure problems is anticipated	No space available on road, moderate to high hills, rock mass is again shattered nature near km 75.3 and during cutting due to unfavorable dip direction and intersection of adverse of adverse joints, problem of plane failure & wedge failure is anticipated and needs due care
75.35	76.00	CND, High rock scrap >50-100m	Highly fractured and fragmented shale overlain by slope debris material	Very steep slope, >65-70^0	Slope debris failure, wedge and plane failure expected during cutting	Slope height is less near 75.70 and again steep and high scarp/slope seen, no. of nalas are passing the alignment from uphill side, during cutting, plane failure & wedge failure is anticipated due to adverse orientation of joints and needs due care
76.25	76.35	CND	Slope debris material followed by highly fractured and fragmented shale	Steep slope, prone to sliding	Major natural active slide zone, sliding mainly of rock blocks along the slope	The sliding due to plane failure and wedge failure problem which resulted due to unfavorable dip direction of the rock mass and adverse orientation of the joints w.r.t. slope direction
77.30	78.10	CND	Steep scarp of rock In this section is very common but rock is much competent Shale & few sandstone	Moderate hill slope	Plane and wedge failure-minor wedge failure near km 77.6, km 77.675, slope debris slided from bedrock interface along bedding plane near km 77.4 & 77.7	Rock slide by plane and wedge failure due to un-favorable dip direction and intersection of adverse joints is anticipated as no space for widening and cutting involved is mostly in rock
78.10	78.542	Cutting Partly done, 10-	Top loose debris followed by highly fractured sandstone and shale	Moderate hill slope, prone to sliding	Berm partly failed, sliding of loose debris and highly fractured rock mass, minor	Berm partly failed due to sliding of top loose debris after being charged with water which created excessive dead load on berms having highly fractured rock

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
		30m			sliding observed at km 78.540	mass and resulted in to failure of berms with improper berm width, unsystematic query of stones and lack of proper drainage system
79.15	79.30	CD, >70-100m high	Slope debris followed by highly shattered black shale only	Steep slope in 100-150m area, downslope is also very steep >70-80^0	Major active slide mainly, whole rock mass is sliding from top of slope. Major active slide (79.150-79.3) >50-75m with successive circular scars at top portion of slope and failure of berm	The rock mass is highly fractured, sheared, folded and faulted in nature and upper loose slope debris, no space available even for single road. The failure occurred due to charging of slope debris material & weathered rock mass with water which loses its shear strength and failed along the slope, successive circular failures along the slope due to lack of proper drainage system, due to excessive dead load of the slided material on berms, the berms provided along the slope have also failed
79.6	79.8	CD, 30-50m High hill	Rock mass is highly jointed sandstone	Steep Slope, prone to sliding	Berm failed/slided from top portion in loose debris, partly active slide	Berm failed due to improper berm width, lack of proper drainage system resulted into charging of slope debris material which ultimately failed due to loss of shear strength and also slided from bedrock interface
80.1	80.5	CD, 25-30m high	Thick layer of boulders of strong sandstone & debris material followed by highly jointed sandstone	Steep slope, prone to sliding	Circular failure, minor slope debris failure, prone to plane failure problem	Sliding is mainly in slope debris material with big boulders of sandstone and in bedrock, plane failure problem due to adverse dip direction is also observed near km 80.350
82.15	82.30	CD, >20-70m	Loose slope wash cum slide debris material followed by weak & fractured carbonaceous shales	Steep slope, down slope also very steep >75^0	Major active slide with prominent slide scars and subsidence mainly in top slope debris, berm failure, plane failure, overloading of slope	All berms are failed by plane failure due to unfavorable dip direction, highly fractured rock mass, improper berm width and steep slope cutting, overloading of slope by sliding of loose debris after getting charged with water & highly fractured rock mass, no sufficient space for widening, adjoining nala is adding to the problem by toe cutting of slope. Circular failure along the slope due to lack of proper drainage system, the slope debris material at top slided due to loss of shear strength after being charged with water, due to excessive dead load of the slided material on berms, the berms provided along the slope have also failed resulted into slumping and subsidence at places
82.30	82.755	CD, >10-12m	Mainly in slope debris material and at bottom highly weathered, shattered shale	Gentle to moderate slope	Berm eroded, at km 82.755 by nala with old slide zone but now stabilized	Berm failed due to lack of proper drainage system and poor nature of strata

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
83.18	83.70	CD, >10-15m	Slope debris followed by thickly bedded sandstone	Steep slope, prone to minor sliding	Plane failure, wedge failure circular failure and minor active sliding at km 83.180	Plane failure due to un-favorable dip direction of the rock mass, wedge failure in sandstone due to adverse orientation of joints, circular failure in slope debris material at top after being charged with water and failure from bedrock interface, toe cutting of slope by one major perennial perennial nala
83.7	83.8	CD, 20-25m	Slope debris followed by highly jointed sandstone rock dominantly with shale bands	Moderate slope, prone to sliding	Major active natural slide, rock slide, wedge failure is common, rock fall problem, complete slide zone	Wedge failure problem due to adverse orientation of joints and sliding of overhanging mass due to instability created by unsystematic query of stone from hard sandstone band without any treatment for upslope material
83.8	84.155	Cutting Partly Done, High hill	Highly jointed sandstone rock dominant	Steep slope, prone to sliding	Minor slide, wedge failure, partly berm failed , natural slide near km 84.3 of >40m height, plane and wedge failure of >15-20m observed	Berm failure in the top portion of slope due to failure of slope debris material after getting charged with water, nala at km 84.015, km 84.155 also adding to the problem by charging & toe cutting of slope, rock is competent in nature but wedge failure due to adverse orientation of joints and sliding of overhanging mass is a serious problem
84.8	85.1	CND, 10-20m	Very hard sandstone rock is observed with few shale bands overlain by slide debris material	Steep slope, down slope is also very steep $>70^0$	Major small scale active slide, natural plane and wedge failure, sliding of slope debris	Major small scale active slide due to natural plane and wedge failure along bedding plane and intersection of adverse joints respectively, minor circular failure in slope debris at top
88.5	90.0	CND, High hill	Hard sandstone rock is observed with few shale bands	Steep slope, cutting in rock required	Minor active slide, rock slide, no space for widening	Rock sliding due to highly jointed nature of rock, numerous nala are cutting the alignment, rock sliding in nala km 89.560, km 89.680
90.15	90.25	CND, High hill	Very hard sandstone rock is observed with few shale bands	Very steep vulnerable for sliding	Minor rock sliding	Due to competency difference of rock mass and adverse orientation of joint planes, plane failure & wedge failure problem is anticipated
96.10	96.95	CND, High hills >50m wide area	Slope debris is available at top followed by highly fractured, highly folded, broken sandstone and shale	Steep slope, vertical scarp, prone to sliding	Small active slide, minor rock slide and sliding in slope debris material	Small active sliding in slope debris material due to charging of slope debris material which resulted into minor circular failure along the slope, number of nalas are crossing the alignment in this stretch which also brought huge debris material with water from upslope

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
						area due to toe erosion of slope and have very narrow road between km 96.3 to 96.5, , rock slide due to adverse orientation of joints and highly weathered, fractured rock mass
98.8	99.05	CND	Slide cum slope wash material	Steep slope, prone to sliding	Highly vulnerable area after crossing nala, minor sliding in slope wash material	Presence of thick loose slide cum debris material and toe cutting of slope by major nala near km 99.05 is the main cause of sliding. The nala also charging the slope material and brought huge debris material along with water due to toe cutting of slope in uphill slope area
99.05	99.25	CND	Slide cum slope wash material	Steep slope, partly prone to sliding	Partly slide prone area, maize field area, slide prone area-very big slide is coming	The sliding in slope debris material occurred after getting charged with water and toe cutting of slope by major nala with huge discharge near 99.5, small road width + nala –running nala between 99.5 to 99.75,nala is the main problem, presence of major spring is also indicating saturated nature of strata which is the main source of water supply to Sataka Town
100.3	100.5	CND, >15-20m	Slide cum slope wash material	High and steep slope, slightly slide prone area	Major nala with active sliding, slide prone area	Sliding of loose slope debris material in the form of circular failure after getting charged with water and toe cutting of slope by nala
101.7	101.9	CD, 10-30m high	Slope debris material and highly fractured carbonaceous shale inter bedded with thinly bedded sandstone	Moderate to steep slope, prone to sliding	Berm failure along slope	Berm failure is due to charging of the slope material by 2-3 nalas crossing the alignment and toe erosion of slope by nalas, presence of 2-3 major springs from contact of carbonaceous shale sandstone is also an indication of saturated nature of strata, improper cutting and highly fractured rock mass is also adding to the problem
102.4	102.6	CD, 10-20m high	Highly folded and fractured shale of brownish grey to dark grey colored and sandstone	Moderate to steep slope, prone to sliding	Berm failure due to plane failure	Berm failed plane failure due to adverse dip direction of the rock mass, unsystematic query of sandstone & fractured nature of shale also adding to the problem
102.7	102.95	CD, 10-30m high	Highly folded, fractured, thinly bedded shale	Moderate to steep slope, prone to sliding	Sliding along the slope due to plane failure	Plane failure occurred due to unfavorable dip direction of the rock mass dipping towards road / slope but slope is not so high therefore no major problem is anticipated
111.0	111.05	CD, 10->20m	Highly folded, fractured and sheared shale overlain by	Steep slope, prone to active	Major active slide	Slide is mainly due to charging of slope debris material with water which loses its shear strength and failed

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
			slope debris material	sliding		along slope, berm failure due to highly fractured folded and sheared nature of shale and overloading of berms provided in fractured & weak rock by the slided material also resulted into failure of berms
111.3	114.7	CD, 10->50m High cutting	Slope debris followed by highly folded, fractured & weak shale	Steep slope, prone to sliding	Successive failures at various level, possibility of further sliding in future	Sliding occurred due to successive failures in slope debris material after being charged with water and plane failure / wedge failure due to unfavorable dip direction and adverse orientation of joints
113.4	113.6	CD, 10-20m High	Slope debris followed by highly folded, fractured, weak shale	Steep slope, prone to active sliding	Major active slide zone of >100-150m width, berm failure	Circular and non circular failure in slope debris material after getting charged with water, loses its shear strength and failed along the slope, highly fractured nature of the rock mass , unfavorable joint sets also adding to the problem
113.75	113.90	CD, 20-30m high	Vertically dipping, highly fractured, thinly bedded shale	Steep slope, prone to active sliding	Major active slide between two nala of >100-150m width, rock failure from bottom and top of slope in slope debris, wedge failure is very prominent	Circular and non circular failure in slope debris material after getting charged with water, loses its shear strength and failed along the slope Wedge failure problem due to adverse orientation of joints, sliding of overhanging mass due to toe cutting of slope by nala and presence of weak shale is dominant and also adding to the problem
114.00	114.05	CD, >10m	Highly fractured, sheared and folded carbonaceous shale overlain by slope debris material	Moderate slope	Minor active slide	Minor sliding due to presence of saturated, horizontally bedded carbonaceous shale with springs at road level, springs at bottom of cutting due to impervious carbonaceous black shale which is the cause of saturation & failure of overlying weak rock mass & slope debris
114.1	114.4	CD, <10-20m	Highly fractured, carbonaceous shale overlain by slope debris material	Moderate slope, prone to minor sliding	Two wedge and plane failure of <10m and many minor slides along the slope	Dip of the rock mass is partly unfavorable due to which plane/wedge occurred along the slope and also failure of slope debris at top from bedrock interface after being charged with water
114.4	115.0	CND, <10-20m	Slope debris material Followed by highly fractured and sheared carbonaceous shale	Moderate slope, prone to minor sliding	Failures along the slope in debris material as well as rock mass	Dip partly unfavorable due to which plane/wedge failure occurred and upper slope debris material slided from bedrock interface after getting charged with water
115.0	116.5	CND, 10-20m	Highly fractured and sheared carbonaceous shale overlain	Steep slope and slightly	Slide prone area at places, dip slip failure in bedrock	Problem of plane failure & wedge failure is anticipated due to unfavorable dip direction and adverse

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems	Causes
From	To					
			by slope debris material	vulnerable for sliding		orientation of joints

Annexure 5 (d): Existing Slope Inventory and Condition Survey

Pfutsero – Phek Road



Annexure 5 (d): Existing Slope Inventory and Condition Survey on Pfutsero – Phek Road

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems / Anticipated problems	Causes
From	To					
0.0	0.60	To be done (CND)	Slope debris followed by friable, thinly bedded shale	Prone to sliding	Vertical scarp formed due to sliding in thinly bedded friable shale	Failures in friable & weak shale due to loss of shear strength, Wedge failure problem is anticipated, no much space available for widening except hill cutting as the road passing through town area
0.60	1.50	Cutting not done (CND)	Slope debris followed by weak, friable, gently to moderately dipping, thinly bedded shale	Slightly prone to sliding	Minor failures in slope debris material in anticipated	Circular failure in slope debris due to loss of shear strength after charging with water is anticipated
2.40	2.55	Done (CD), height > 30m	Gently dipping, highly fractured, weak shale and thinly bedded sandstone of weak nature with slope debris at top, rock mass is highly folded in nature	Partly stable	No major problem is anticipated except minor failures	Minor circular failure in slope debris due to loss of shear strength after charging with water is anticipated & plane failure due to unfavorable dip direction
2.55	2.70	Done (CD), height > 20m	Thin slope debris cover underlain by strong & hard sandstone	Prone to sliding	Berm Failure & failure is slope debris material & rock mass	Wedge failures in rock mass along adverse joints is anticipated due to instability caused by query of stone
2.70	2.85	Cutting done (CD)	Very weak, friable, thinly laminated to bedded black carbonaceous shale and moderately bedded, hard, strong, jointed sandstone	Prone to sliding	Berm failures, Failure in weathered rock mass due to intersection of joints	Wedge failure problem due to adverse orientation of joints, sliding in slope debris & weak shale due to improper berm width, lack of drainage system (BFW) and unsystematic query of stone from sandstone band exposed in cutting is main problem
3.10	3.30	Cutting done (CD),height <10m	Complete slope wash cum slide debris material	Prone to sliding	Minor sliding of slope debris at places	Minor circular failures in loose to slightly compact slope wash cum slide debris material due to charging with water
3.30	3.70	Partly done (CDP)	Predominantly Slope debris underlain by Fractured, thinly bedded, weak, friable shale & sandstone	Unstable slope, Prone to sliding	Sliding in slope debris material and sliding of rock blocks along bedding and joint planes	Minor circular failures in loose to slightly compact slope wash cum slide debris material at rock interface after being charged with water due to lack of drainage system and plane failures due to unfavorable dip direction of rock mass
3.70	4.05	Done (CD), >20m high	Highly weathered, fractured, thinly bedded shale with few bands /	Prone to sliding with Active Sliding	Major active sliding along slope and failure of berms	Slumping of mass along the slope due to charging with seepage water, seepage is quite prominent, plane failures due to adverse dip direction of the rock mass

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems / Anticipated problems	Causes
From	To					
			partings of sandstone & slope debris at top			
4.15	4.27	Done (CD), 20- >30m	Slope debris at top followed by highly folded jointed sandstone with partings / bands of shale	Prone to sliding	Sliding along slope and failure of berms	Failures along the slope after sliding of overhanging mass due to unsystematic query of stone from toe of slope
4.40	4.53	Cutting done (CD)	Slope debris at top followed by highly folded inter bedded sequence of sandstone & shale	Major active slide with Active Sliding	Failures in slope debris material and weathered rock mass along dip	Circular failures in slope debris sliding along bedding from rock interface after charging with water as lot of seepage is there. Adverse Dip direction of the rock mass dipping towards slope is also added to the problem, strata is highly folded & jointed in nature & susceptible to gravitational sliding along bedding planes
4.53	5.10	Cutting Done (CD), >20 -50m height	Slope debris material at top followed by dominantly thinly bedded, weak, friable shale	Slightly Prone to sliding	Minor sliding in slope debris and weathered, rock mass	Minor circular failures in slope debris and thinly bedded weak steeply dipping shale after charging with seepage water and unfavorable dip direction
5.60	5.75	Cutting done (CD), height > 20-30m	Slope debris material at top followed by inter bedded sequence of weak shale & sandstone	Prone to sliding with Major active sliding	Subsequent sliding of loose debris material & failure of berm's	Circular failures in loose debris material, failures due to loss of shear strength after getting charged with water as seepage is prominent, plane failures due to adverse dip direction with steep dip, unsystematic query of stones from toe of slope
5.90	6.10	Cutting done (CD), height > 100m	Slope wash cum slide debris material & highly weathered, thinly laminated, friable and very weak shale & sandstone of highly folded nature at base	Steep & high slope cutting Prone to sliding	Sliding along the slope in slope debris material & development of gullies	Circular failures in loose to slightly compact slope wash material which loses its shear strength after charging with water due to lack of proper drainage system
6.35	6.56	Cutting Done (CD), height 50-80m	Thick slope debris at top & highly folded, highly jointed & friable shale & sandstone at base	Slightly prone to sliding	Sliding in slope debris material at top and highly folded rock mass	Sliding due to circular failures in loose to slightly compact slope wash cum slide debris material after charging with water due to lack of drainage system
6.63	6.65	Cutting Done (CD) height 50 - 70m	Thick cover of Slope debris at top followed by thinly bedded, friable, weak shale mainly	Slide prone with major active sliding	Sliding in slope debris material at top and in weathered & weak rock mass, failure of berm's, vertical scarp formed >50m high	Circular failures in slope debris material after charging with water due to lack of proper drainage system resulted in to loss of shear strength and ultimately failed, Seepage is quite high along the slope which has major contribution in sliding, failure of berms having improper berm width(BFW)
6.85		Cutting	Thin cover of Slope	Slightly Slide	Sliding along bedding planes	Plane failure / dip slip failures due to unfavorable dip

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems / Anticipated problems	Causes
From	To					
	7.10	Done (CD) height 10 - 15m	debris at top followed by thinly bedded, friable, weak shale & sandstone	prone		direction (towards slope)
7.10	7.30	Cutting Done (CD) height >50 - 60m	Slope debris material at top and thinly bedded, weak shale & sandstone at base	Active sliding along slope	sliding along slope in slope debris material & rock mass	Circular failures in loose slope debris material due to loss of shear strength and failure of improper berm's (BFI) due to unfavorable dip direction of rock mass & unsystematic query of stone
7.80	8.20	CND	Thin cover of slope debris at top and thinly laminated, weak , sub-horizontally dipping shale at base with few partings / bands of sandstone	Slide prone area	Sliding of slope debris and rock blocks is anticipated	Wedge failures due to adverse orientation of joints is anticipated as the rock mass is traverse by three prominent sets of joints with two prominent vertical joints
8.64	9.55	CND	Thin slope debris cover at top followed by sandstone & shale at the base	Prone to sliding	Sliding of sandstone blocks along the slope from upslope area	Dip slip failures / plane failures due to unfavorable dip direction of the rock mass, strata highly folded at places
9.55	9.60	Partly done (CDP)	Slope debris followed by inter bedded sequence of sandstone & shale	Slide prone area active Sliding	Failures & sliding along the slope, resulted in to vertical scarp & steep slope, mass slumping	Dip slip failures / plane failures due to unfavorable dip direction of the rock mass and circular failures in slope debris material
10.20	10.52	Done (CD), height >60m	Slope debris followed by steeply dipping inter bedded sequence of sandstone & shale	Slightly Prone to sliding	Sliding along the slope in slope debris & weathered rock mass	Minor circular failures in slope debris material due to loss of shear strength after getting charged with water and failure of berms due to improper width & lack of drainage system
10.52	10.90	Done (CD), height >70m	Slope debris followed by highly folded & steeply dipping inter bedded sequence of sandstone & shale	Prone to sliding	Sliding along the slope in slope debris & weathered rock mass and failure of berms	Minor circular failures in slope debris material due to loss of shear strength after getting charged with water and failure of berms due to improper width & lack of drainage system
11.25	11.75	Cutting not done (CND)	Slope wash cum slide debris material at top and thinly bedded, weak, friable shale at the base with partings of sandstone	Active natural slide (Minor) & prone to sliding	Sliding along the slope in slope debris material and in the bed rock is active and also anticipated during cutting	Dip slip / plane failures due to unfavorable dip of the strata dipping towards slope, wedge failures along two vertical joints due to adverse orientation of joints, minor circular failures in slope debris material & lack of proper drainage system.
12.50	12.75	Cutting partly done	Loose to slightly compact slope wash cum slide	Prone to sliding	Sliding and failure along the slope in slope debris material	Circular failures in slope debris material due to loss of shear strength after charging with water, plane failure and wedge

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems / Anticipated problems	Causes
From	To					
		at places (CDP)	debris followed by steeply dipping highly weathered, weak, friable shale and parting / bands of sandstone		and weathered rock mass	failure due to adverse orientation & dip direction of the rock mass anticipated
12.75	12.85	Cutting Done (CD),	Slope wash cum slide debris material followed by inter bedded shale & sandstone	Prone to sliding with major active slide	Sliding and failure of berms from upslope in slope debris material	Circular failure in slope debris material due to charging of slope material with water leading to loss of shear strength and ultimately slide down from rock interface, plane failure and wedge failure due to adverse orientation of joints & dip direction of the rock mass
13.70	13.80	Cutting Done (CD),	Slope wash cum slide debris material with bed rock at base in the form of weak friable shale & sandstone	Prone to sliding, a natural slide	Sliding in loose to slightly compact slope wash cum slide debris material and rock blocks.	Due to lack of proper drainage system, circular failure occurred in slope debris material after charging with water leading to loss of shear strength of slope material slided down, plane failures due to adverse dip direction of the rock mass & toe erosion of slope by nala
13.90	14.50	Cutting Done (CD)	Slope wash cum slide debris material underlain by highly fractured weak grey shale & sandstone further underlain by carbonaceous shale	Slightly Prone to sliding	Minor sliding & subsidence of ground at places & failure of berms	Minor circular failures & subsidence in the area is due to charging of slope material with water as lot of seepage is there and water oozing out from contact of grey & black carbonaceous shale
15.50	15.65	Cutting Done (CD)	Highly folded, thinly bedded shale with sandstone overlain by slope wash cum slide debris material	Partly stable	Minor sliding & minor subsidence of ground at places	Minor circular failures & subsidence in the area is due to charging of slope material with water as seepage is there and water also oozing out from contact of grey shale with black carbonaceous shale at base
15.65	17.20	Cutting Done (CD)	Loose slope wash cum slide debris material followed by highly friable weak black shale with partings / bands of grey shale & sandstone	Partly stable & slope height is low and no major problem is anticipated	Minor failures in slope debris material & weathered shale	Minor circular failures in loose slope wash cum slide debris material due to lack of proper drainage system leading to charging of slope material with water and resulted in to loss of shear strength and ultimately failure occurred
17.30	17.65	Cutting Done (CD)	Loose slope wash cum slide debris material at top and sandstone with weathered , weak & friable shale at the base of cutting	Prone to sliding	Sliding along the slope in slope debris material and rock blocks & failure of berm at places	Circular failure in loose slope wash cum slide debris material due to lack of proper drainage system, wedge failure / plane failure & berm failure due to adverse dip and orientation of joints, sliding of overhanging rock blocks from upslope due to query of stones in the toe of slope

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems / Anticipated problems	Causes
From	To					
17.65	17.80	Cutting Done (CD)	Loose slope wash material at top and thick sandstone band at the base with thin bands of weak & friable shale	Unstable & vulnerable for sliding	Sliding of slope debris material & rock blocks and failure of berm at places	Circular failure in loose slope wash cum slide debris material from rock interface due to charging of material , wedge failure & plane failure due to adverse orientation of joints & unfavorable dip direction, unsystematic query of stone resulting in to sliding of overhanging mass & failure of berm with improper width
17.80	18.15	Cutting Done (CD)	Loose slope wash material at top and thick sandstone band at the base with thin bands of weak & friable shale	Minor failures & Vulnerable for sliding	Sliding of slope debris material & rock blocks and failure of berm at places	Failures along the slope due to unsystematic query of stones from the toe of slope resulted in to sliding of overhanging mass & failure of berms
18.50	18.70	Cutting Done (CD), height 5 – 30m	Thick cover of slope debris followed by inter bedded weak & thinly laminated shale & sandstone partings	Minor failures & partly Vulnerable for sliding	Sliding along the slope in slope debris material	The circular failures in slope debris material after charging with water and sliding of slope debris from bedrock interface along bedding due to unfavorable dip direction of the rock mass
19.05	19.40	Cutting partly done (CDP)	Loose slope debris material underlain by inter bedded sequence of thick sandstone & shale	Vulnerable for sliding	Minor sliding in slope debris material and rock blocks	Circular failures in slope debris material after getting charged with water, loses its shear strength and failed from bed rock interface, plane failure due to adverse dip direction & wedge failure due to adverse orientation of joints
19.40	19.50	Cutting Done (CD), height >30-40m	Slope debris material followed by weak, thinly laminated shale & sandstone at the base	Minor sliding & vulnerable for sliding	Minor sliding in slope debris material and weathered rock mass, berm failure at places	Circular failures in slope debris material & berm failure after getting charged with water due to lack of proper drainage system, dip slip failure due to unfavorable dip direction of rock mass, unsystematic query of stone also adding to the problem
19.70	19.80	Done (CD)	Slope debris material followed by thickly bedded sandstone with shale partings at the base	Minor sliding & vulnerable for sliding	Sliding of rock blocks along bedding plane and joint planes, minor failures in slope debris material	The plane failure due to unfavorable dip direction and wedge failures due to adverse orientation of joint planes & unsystematic query of stone from toe of slope also adding to the problem
19.82	19.90	Cutting Done (CD), height >15-20m	Thick cover of loose to slightly compact slope wash cum slide debris material	Partly vulnerable for sliding	Minor failures along the slope & failure of berm at places	Minor circular failures in slope debris material after getting charged with water due to lack of proper drainage system & loses its shear strength & failed, berm also failed provided in slope debris material

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems / Anticipated problems	Causes
From	To					
20.10	20.30	Cutting not done (CND)	Thin cover of slope debris followed by thick bands of sandstone	Vulnerable for sliding	Failure of rock blocks is anticipated along the slope	Wedge failure problem is anticipated in the strong, jointed sandstone due to adverse orientation of joint planes
20.30	20.50	Cutting Done (CD), height >15m	Thin cover of slope debris material followed by thick bands of sandstone with shale partings	Vulnerable for sliding	Failure of rock blocks is anticipated along the slope	Plane failure & wedge failure problem is anticipated in the strong, jointed sandstone due to unfavorable dip direction & adverse orientation of joint planes, unsystematic query of stone will add to the problem
21.00	21.20	Cutting Done (CD), height >60m	Thin cover of slope debris material followed by highly fractured, weak, friable vertically dipping shale with partings / thin bands of sandstone	Vulnerable for sliding	Minor failures along slope & berm failure problem is anticipated	Minor circular failures in slope debris & highly weathered shale after being charged with water resulted in to loss of shear strength & ultimately failure of some berm's with insufficient width is also anticipated as cutting is quite high & steep
21.30	21.50	Cutting Done (CD)	Thick cover of slope wash cum slide debris material	Partly vulnerable for sliding	Minor failures along slope & berm's and subsidence of ground	Minor circular failures in slope debris & highly weathered shale after being charged with water resulted in to loss of shear strength & ultimately failure
21.50	21.70	Cutting not done (CND), height 20-30m	Thin cover of slope debris material followed by thick bands of sandstone with shale partings	Partly vulnerable for sliding	Failure of rock blocks is anticipated along the slope	Plane failure & wedge failure problem is anticipated in the strong, jointed sandstone due to unfavorable dip direction & adverse orientation of joint planes, unsystematic query of stone will add to the problem as cutting involved is mostly in rock
21.95	23.70	Cutting not done (CND), height 5-20m	Thin to thick cover of slope debris material followed by thickly bedded sequence of shale & sandstone	Vulnerable for sliding	Minor failures in slope debris and weathered rock mass	Plane failure & wedge failure problem is anticipated in the strong, jointed sandstone due to unfavorable dip direction & adverse orientation of joint planes, cutting involved is mostly in rock
25.50	26.15	Cutting not done (CND), high hill slope	Thin to thick cover of slope debris material followed by thickly bedded sequence of shale & sandstone	Prone to sliding	Failure of rock blocks is anticipated along the slope	Cutting involved is mostly in rock & problem of plane failure / wedge failure is anticipated due to adverse orientation of joints & dip direction
26.70	27.15	Cutting Partly done (CDP)	Slope wash cum slide debris material followed by inter bedded shale & sandstone	Prone to sliding	Sliding of rock blocks observed along the slope	Circular failure & Wedge failure problem due to cross cut relationship of adverse joints resulting in to failure of individual blocks gravitationally, seepage is also quite prominent adding to the problem
27.40	27.80	Cutting not done (CND),	Thin to thick cover of slope debris material followed by thickly	Slightly vulnerable for sliding	Sliding of rock blocks observed along the slope	Wedge failure problem due to cross cut relationship of adverse joints is a common problem resulting in to failure of individual blocks gravitationally, seepage is also quite

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems / Anticipated problems	Causes
From	To					
		high 5-20m	bedded sequence of weak, friable, shale & sandstone			prominent adding to the problem
27.80	28.35	Cutting done (CD), high 5-20m	Thin to thick cover of slope debris material followed by thinly bedded, weak, friable, shale with partings / bands of sandstone	Vulnerable for sliding	Sliding of slope debris material & failure of berm's along the slope	Circular failure in slope debris material and failure of berms having improper berm width after charging of slope debris material with water
28.50	28.60	Cutting done (CD)	Thin to thick cover of slope debris material followed by thinly bedded, weak, friable, shale	Prone to sliding with active sliding	Sliding of slope debris material & failure of berm's along the slope	Circular failure in slope debris material due to loss of shear strength after getting charged with water
28.60	28.80	Cutting done (CD), height >50-60m	Thin to thick cover of slope debris material followed by thinly bedded, weak, friable, shale	Vulnerable to sliding	Sliding of slope debris material & rock blocks along the slope	Circular failure in slope debris material & highly weathered shale due to loss of shear strength after getting charged with water & wedge failures due to dominance of vertical joints
28.80	28.90	Cutting done (CD), height >60m	Thick cover of slope debris material followed by thinly bedded, weak, friable, shale at the base only	Prone to sliding with active sliding	Sliding of slope debris material along the slope & failure of almost all berms provided during cutting	Successive circular failures in slope debris material & highly weathered shale due to loss of shear strength after getting charged with water resulted in to failure of berms also provided along the slope
28.90	29.20	Cutting done (CD), height >30-50m	Thin to thick cover of loose to slightly compact, slope wash cum slide debris material followed by thinly bedded, weak, friable, shale	Prone to sliding	Sliding of slope debris material along the slope & failure of berms provided along slope	Circular failures in slope debris material & highly weathered shale due to loss of shear strength after getting charged with water leading to failure of berms provided along the slope
29.20	29.40	Cutting done (CD),low height	Mainly loose to slightly compact slope wash cum slide debris material	Prone to sliding	Sliding of slope debris material along the slope & failure of berms at places	Circular failures in slope debris material & highly weathered shale due to loss of shear strength after getting charged with water leading to failure of berms
30.53	33.10	Cutting not done (CND), high 20->30m	Thin to cover of loose to slightly compact, slope wash cum slide debris material followed by thinly bedded, weak, friable shale & jointed sandstone	Prone to sliding	Sliding of slope debris material along the slope, & failure rock blocks is anticipated at places	Minor circular failures in slope debris material & highly weathered shale due to loss of shear strength after getting charged with water and wedge failure due to adverse orientation of joints is anticipated as cutting involved is mostly is rock

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems / Anticipated problems	Causes
From	To					
30.53	34.30	Cutting not done (CND)	Thin to cover of loose to slightly compact, slope wash cum slide debris material followed by thinly bedded, weak, to moderately strong shale inter bedded with jointed sandstone	Prone to sliding, steep slope with vertical scarp	Minor sliding of slope debris material along the slope at places	Minor circular failures in slope debris material & highly weathered shale due to loss of shear strength after getting charged with water
34.50	34.55	Cutting not done (CND)	Slope wash cum slide debris material followed by inter bedded sequence of sandstone & shale	Slightly prone to sliding	Minor natural sliding of slope debris material along the slope and failure of rock blocks at places	Minor circular failures in slope debris material & highly weathered shale due to loss of shear strength after getting charged with water, wedge failure due to adverse orientation of joint planes & dip direction
34.65	35.00	Cutting partly done (CDP), height 15->20m	Slope wash cum slide debris material followed by inter bedded sequence of sandstone & shale	Vulnerable to sliding	Minor sliding of slope debris material & rock blocks in active natural sliding	Minor circular failures in slope debris material & highly weathered shale due to loss of shear strength after getting charged with water, wedge failure due to adverse orientation of joint planes & dip direction
35.60	35.90	Cutting done (CD), height 10-30m	Thick slope wash cum slide debris material followed highly fractured sandstone & weak friable shale	Slightly prone to sliding	Minor sliding of slope debris material & weak rock mass, failure of berm's at places	Minor circular failures in slope debris material & highly weathered shale due to loss of shear strength after getting charged with water and failure of berms provided in slope debris, presence of spring is indicative of saturation of slope material
35.90	36.20	Cutting done (CD), high cutting 50-75m	Thin to thick cover of slope wash cum slide debris material followed by inter bedded sandstone & shale	Slightly prone to sliding	Minor sliding of slope debris material from top of slope at places	Minor circular failures in slope debris material & highly weathered shale due to loss of shear strength after getting charged with water
36.20	36.55	Cutting not done (CND)	Thick slope wash cum slide debris material followed highly fractured sandstone & weak friable shale	Slide prone area with active natural sliding at places	Sliding of slope debris material from top of slope and failure of rock blocks at places	Minor circular failures in slope debris material & highly weathered shale due to loss of shear strength after getting charged with water and wedge failure problem due to adverse orientation of joints planes
36.55	37.00	Cutting not done (CND), 10 – 30m	Thin cover of slope wash cum slide debris material followed by inter bedded jointed sandstone & weak fractured shale	Prone to sliding, steep slope with vertical scarp	Sliding of slope debris material from top of slope and failure of rock blocks is anticipated	Minor circular failures in slope debris material and wedge failure problem due to adverse orientation of joints planes is anticipated as cutting involved is mostly is jointed rock with prominent vertical joints susceptible to sliding

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems / Anticipated problems	Causes
From	To					
37.00	40.20	Cutting not done (CND), 5 – 15m	Dominantly slope wash cum slide debris material which is loose to slightly compact in nature with jointed to fractured rock mass at base (Beyond 39.40km)	Stable & no any major problem is anticipated	Minor sliding of slope debris material is anticipated	Minor circular failures in slope debris material & highly weathered shale due to loss of shear strength after getting charged with water, no high hill slope and alignment passing through village area, wedge failure problem may occur beyond 39.40 in jointed rock mass
41.00	41.55	Cutting not done (CND), 10 – >25m	Thin cover of slope wash cum slide debris material followed by inter bedded sequence of jointed, moderately strong sandstone & weak shale	Prone to sliding	Minor sliding of slope debris material and rock blocks is anticipated along the slope	Minor circular failures in slope debris material due to loss of shear strength after getting charged with water, plane failure due to unfavorable dip direction of rock mass, wedge failure in jointed rock mass due to adverse orientation of joints as cutting involved is mostly in rock
41.55	43.90	Cutting not done (CND), Gentle to moderate slope	Thin to thick cover of slope wash cum slide debris material followed by inter bedded sequence of jointed, weak, friable & weathered shale with partings / bands of sandstone	Slightly Prone to sliding	Minor sliding in slope debris material at places along the slope	Minor circular failures in slope debris material due to loss of shear strength after getting charged with water as lot of seepage is there, water oozing out in the form of springs & no. of nalas crossing the alignment which area charging the area
44.60	44.70	Cutting not done (CND), moderate to steep slope	Slope wash cum slide debris material followed by inter bedded sequence of thinly bedded, weak, friable shale & jointed sandstone	Prone to sliding	Minor sliding in slope debris material and failure of rock blocks is anticipated along the slope at places	Minor circular failures in slope debris material and wedge failure problem due to intersection of adverse joints is anticipated as cutting involved is mostly in rock, no. of nalas are crossing the alignment which may add to the problem
45.95	46.80	Cutting not done (CND), gentle to steep slope	Slope wash cum slide debris material followed by inter bedded sequence of thinly bedded, weak, friable shale with bands of jointed sandstone	No major problem is anticipated	Minor sliding in slope debris material and failure of rock blocks	The problem of minor circular failures in slope debris material after getting charged with water and plane failure is anticipated due to unfavorable dip direction of rock mass dipping towards slope
46.80	48.00	Cutting not done (CND), >20m height	Slope wash cum slide debris material followed by inter bedded sequence of thinly bedded, weak, friable shale with few bands / partings of jointed	Slightly prone to sliding, steep slope with vertical scarp	Minor sliding in slope debris material and failure of rock blocks is anticipated	Minor circular failures in slope debris material after getting charged with water and plane failure due to unfavorable dip direction anticipated in the area at places

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems / Anticipated problems	Causes
From	To					
			sandstone			
46.20	52.00	Cutting partly done (CDP), No high hill	Slope wash cum slide debris material followed by inter bedded sequence of thinly bedded, weak, friable shale with few bands / partings of jointed sandstone at base	Stable & no major problem is anticipated except minor failures	Minor sliding in slope debris material and Minor failure in rock is anticipated	Minor circular failures in slope debris material after getting charged with water and plane failure due to unfavorable dip direction anticipated in the area at places but has no bearing on safety of alignment & is passing in village area
52.00	52.18	Cutting not done (CND), No high hill	Slope wash cum slide debris material followed by thinly bedded, weak, friable shale	Prone to sliding	Minor sliding in slope debris material and weathered rock mass along the slope	Minor circular failures in slope debris material & steeply dipping, weak, fractured & friable shale after getting charged with water resulted into loss of shear strength & ultimately failed
52.30	53.00	Cutting not done (CND), low height	Thin cover of slope debris material followed by thinly bedded, weak, friable shale & sandstone with three sets of prominent joints	Slightly prone to sliding	Minor sliding in slope debris material and jointed rock mass along the slope	Minor circular failures in slope debris material at top after getting charged with water & wedge failures along prominent vertical joints dipping towards slope
53.00	53.42	Cutting not done (CND)	Thin to thick cover of slope wash cum slide debris material, loose to slightly compact in nature, followed by inter bedded sequence of thinly bedded, weak, friable shale & jointed sandstone	Prone to sliding, steep slope with vertical scarp	Minor sliding in slope debris material and failure of rock blocks along the slope	Minor circular failures in slope debris material & weathered shale at top after getting charged with water & wedge failures along prominent vertical joints in shale & sandstone dipping towards slope
54.40	55.42	Cutting not done (CND), height 5 – 20m	Thin cover of slope wash cum slide debris material followed by inter bedded sequence of thinly bedded, weak, friable shale & jointed sandstone	Prone to sliding, steep slope with vertical scarp	Minor sliding in slope debris material and failure of rock blocks is anticipated along the slope	Minor circular failures in slope debris material at top & wedge failures anticipated along prominent sub vertical to vertical joints in shale & sandstone dipping towards slope
55.55	55.62	Cutting not done (CND)	Slope wash cum slide debris material followed by inter bedded sequence of thinly bedded, weak, friable shale & jointed	Prone to sliding, major slide scar	Minor sliding in slope debris material and failure of rock blocks is anticipated along the slope near 55.600	Minor circular failures in slope debris material at top & problem of wedge failures also anticipated along prominent sub vertical to vertical joints dipping towards slope in shale & sandstone

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems / Anticipated problems	Causes
From	To					
			sandstone			
55.94	56.03	Cutting not done (CND)	Slope wash cum slide debris material followed by inter bedded sequence of thinly bedded, weak, friable shale & jointed sandstone	Vulnerable for sliding	Minor sliding in slope debris material and failure anticipated in rock mass, whole mass slumping	Minor circular failures in slope debris material & weathered, weak friable shale, Plane failure & wedge failures also anticipated along prominent sub vertical joints dipping towards slope, whole mass slumping in slope debris from rock interface due to adverse dip direction
56.03	56.32	Cutting not done (CND)	Hard, moderately strong sandstone with bands of fractured shale overlain by thin cover of slope debris	Slide prone area and is susceptible to sliding during cutting	Minor sliding in slope debris material and failure anticipated in rock mass, whole mass slumping	Due to unfavorable dip direction of the rock mass plane failure is anticipated, due to cross cut relationship of joints, wedge failure may occur due to intersection of adverse joints, slope debris at top is also susceptible to sliding & needs due care
57.50	57.70	Cutting not done (CND) low hill slope 5->10m	Slope wash cum slide debris material followed by inter bedded sequence of thinly bedded, weak, friable shale & jointed sandstone	Slide prone area with active natural sliding	Minor sliding in slope debris material and failure anticipated in rock mass, whole mass slumping	Minor circular failures in slope debris material & weathered, weak friable shale after being charged with water, sliding of slope debris from rock interface
57.70	58.50	Cutting not done (CND) low hill slope < 5m	Slope wash debris material followed by inter bedded sequence of thinly bedded, weak, highly friable shale	Very minor slide prone area	Very minor sliding in slope debris material and upper friable rock mass	Very minor circular failures in slope debris material & weathered, weak friable shale after being charged with water and due to steep slope
58.50	58.65	Cutting not done (CND)	Steep old rock cutting with shale rock of earlier nature	Very minor sliding, steep slope with vertical scarp	Minor sliding in failure of rock blocks is anticipated along the slope	Minor problem of plane and wedge failure
58.85	59.095	Cutting not done (CND)	Steep old rock cutting with shale rock of earlier nature	Very minor sliding, steep slope with vertical scarp	Minor sliding in failure of rock blocks is anticipated along the slope	Very minor plane and wedge failure
59.09	59.12	CND, >12-15m, Natural slide	Slope wash debris material followed by thinly bedded, weak, highly friable shale	Slope wash cum slide debris material at top and thinly bedded, weak,	Active natural slide & steep slope prone to sliding. Successive failures & active sliding	Slope debris material and seepage, slide scarps and gully formation in unconsolidated material, toe erosion, Dip slip / plane failures due to unfavorable dip of the strata dipping towards slope, wedge failures along two vertical joints due to adverse orientation of joints, minor circular failures in slope

Chainage (Km)		Cutting status	Lithology / Strata Exposed	Slope Vulnerability	Problems / Anticipated problems	Causes
From	To					
				friable shale at the base, Major active slide		debris material & lack of proper drainage system
60.45	60.48	CND, >5-10m, Natural slide	Slope wash debris material followed by thinly bedded, weak, highly friable shale	Slide prone area with active natural sliding at places	Active minor slide in slope debris above bedrock	Slope debris material and slide scarps, toe erosion, steep dip unfavorable bedding and sub vertical joints responsible for minor sliding
60.50	61.20	CND, <10m, Minor natural slide	Thick steep slope debris material followed by weathered shale mass	Slide prone area with active natural sliding at places	Active minor slide in slope debris above bedrock and continuous sliding in overburden mainly	Thick unconsolidated loose slope debris above bedrock and bedrock has unfavorable dip and steep joint sets responsible for minor sliding
62.48	62.65	CND, <10m, Minor natural slide	Slope debris material followed by weathered rock mass- shale	Slide prone area and is susceptible to sliding during cutting	Active minor slide in slope debris above bedrock	Top unconsolidated loose slope debris sliding above bedrock
63.80	64.50	CND, <10m, Minor natural slide	Slope debris material	No high slope, gently sloping nala borne material	Surfacial scars are seen which are fallen at place	Two nala slide at 64.50