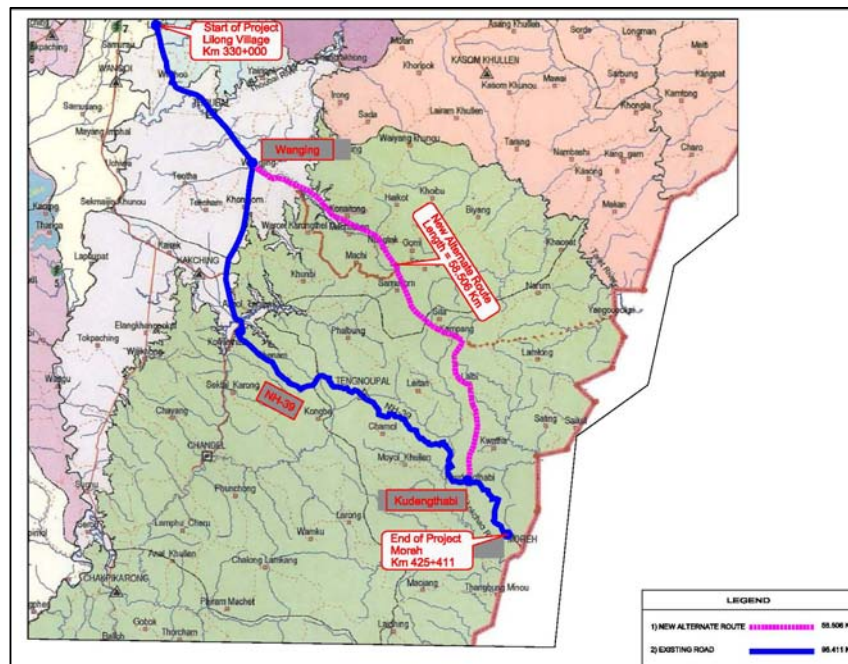
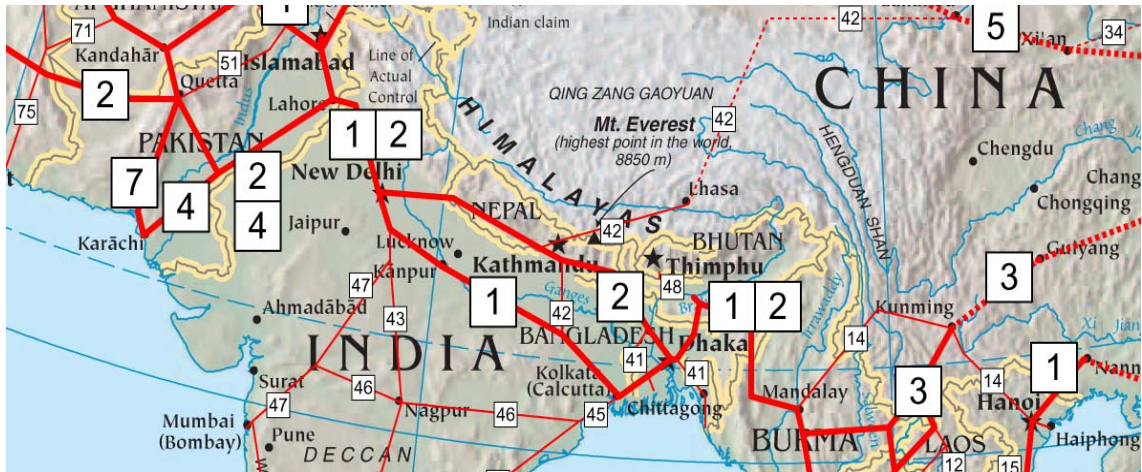


INDO MYANMAR ROAD SECTION FROM IMPHAL TO MOREH ON NH-39



Funded by:
Asian Development Bank

Implementation Agency:
MORT&H / PWD Govt of Manipur

Detailed Project Report Volume - I Annexures



April, 2015

SHELADIA Associates Inc. USA

Indo-Myanmar Road Section from Imphal Moreh (TA.8116 - IND)

ROAD INVENTORY DATA SHEET

Survey done by: Srikanth Thota

Date of Survey: 10-07-13 to 29-07-13

Chainage		Length (m)	Terrain	Land Use(Built Up/Agrit./Forest/Ind ustrial/Barren)		Name of Village/Town	Formati on Type	Formation Width (m)or(Blg- Blg)	Carriageway			Shoulder Type				Embankment Height(m)		Submergence (m)/ Over Topping	Detail of Cross Roads			Remarks (photo No.)
				Left	Right				Type	Width (m)	Condition	Left		Right		Left	Right		Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)	
From	To											Width (m)	Condi-tion	Widt h (m)	Condi-tion							
330+000	330+100	100	Plain	Bu	Bu	Lilong bazar	Fill	12	BT	7	P	1	ER/F	1	ER/F	4	4					
330+100	330+200	100	Plain	Bu	Bu	Lilong bazar	Fill	12	BT	7	P	1	ER/F	1	ER/F	2	2					
330+200	330+300	100	Plain	Bu	Bu	Lilong bazar	Fill	12	BT	7	P	1	ER/F	1	ER/F	0.3	0.3				Market on L/S,P-2976,2977	
330+300	330+400	100	Plain	Bu	Bu	Lilong bazar	Fill	12	BT	7	F	1	ER/F	1	ER/F	0.3	0.3		+050	ER - L/S	10	Way to Residential area on L/S,P- 2975,All shops @ 10m offset @ both
330+400	330+500	100	Plain	Bu	Bu	Lilong bazar	Fill	12	BT	7	P	1	ER/P	1	ER/P	0.3	0.3					
330+500	330+600	100	Plain	Bu	Bu	Lilong bazar	Fill	12	BT	7	P	1	ER/P	1	ER/P	0.4	0.4		+050	ER - R/S	5	Way to Residential area
330+600	330+700	100	Plain	Bu	Bu	Lilong bazar	Fill	12	BT	7	P	1	ER/P	1	ER/P	0.3	0.3					Hospital on L/S @ 10m offset
330+700	330+800	100	Plain	Bu	Bu	Lilong bazar	Fill	12	BT	7	F	1	ER/P	1	ER/P	0.4	0.4					
330+800	330+900	100	Plain	Bu	Bu	Lilong bazar	Fill	12	BT	7	P	1	ER/P	1	ER/P	0.3	0.3					Perol bunk on R/S@ 12m offset,P-2989
330+900	331+000	100	Plain	Bu	Bu	Lilong bazar	Fill	12	BT	7	P	1	ER/P	1	ER/P	0.4	0.4					
331+000	331+100	100	Plain	Bu	Bu	Lilong bazar	Fill	15	BT	7	F	1	ER/P	1	ER/P	0.3	0.3					School on L/S @ 10m offset,P-2990
331+100	331+200	100	Plain	Bu	Bu	Lilong bazar	Fill	15	BT	7	F	1	ER/P	1	ER/P	0.3	0.3					
331+200	331+300	100	Plain	Bu	Bu	Lilong bazar	Fill	15	BT	7	P	1	ER/P	1	ER/P	0.3	0.3					P-3005
331+300	331+400	100	Plain	Bu	Bu	Lilong bazar	Fill	15	BT	7	P	1	ER/P	1	ER/P	1	1					
331+400	331+500	100	Plain	Bu	Bu	Lilong bazar	Fill	15	BT	7	P	1	ER/P	1	ER/P	1	1		+050	BT - L/S	3	Way to Arafti on L/S,P-3015
331+500	331+600	100	Plain	Bu	Bu	Lilong bazar	Fill	15	BT	7	F	1	ER/P	1	ER/P	1	1					
331+600	331+700	100	Plain	Bu	Bu	Lilong bazar	Fill	15	BT	7	P	1	ER/P	1	ER/P	1	1					Drain on L/S,P-3025
331+700	331+800	100	Plain	Bu	Bu	Lilong bazar	Fill	15	BT	7	P	1	ER/P	1	ER/P	1	1					Army camp on R/S @ 15m offset,P- 3026
331+800	331+900	100	Plain	Ba	Ag	Lilong bazar	Fill		BT	7	F	1	ER/P	1	ER/P	1	1					Police station on R/S @ 10m offset
331+900	332+000	100	Plain	Ba	Ag	Lilong bazar	Fill		BT	7	P	1	ER/P	1	ER/P	1	1					
332+000	332+100	100	Plain	Ba	Ag	Lilong bazar	Fill		BT	7	P	1	ER/F	1	ER/F	0.5	1.5					P-3030
332+100	332+200	100	Plain	Ba	Bu	Lilong bazar	Fill		BT	7	P	1	ER/F	1	ER/F	0.5	1					Drainage conditon P-3033
332+200	332+300	100	Plain	Ba	Bu	Lilong bazar	Fill		BT	7	P	1	ER/F	1	ER/F	0.3	1					Transformer on R/S @ 5m offset
332+300	332+400	100	Plain	Bu	Bu	Lilong bazar	Fill	15	BT	7	P	1	ER/F	1	ER/F	0.5	0.7					

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				Left	Right				Type	Width (m)	Condition	Left		Right		Left	Right		Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)	
From	To											Width (m)	Condi-tion	Widt h (m)	Condi-tion							
332+400	332+500	100	Plain	Bu	Ba	--	Fill		BT	7	P	1	ER/F	1	ER/F	0.3	0.7		+050	ER - R/S	3	Pipe line valve P-3050,3051,School on L/S @ 15m offset
332+500	332+600	100	Plain	Bu	Ag	--	Fill		BT	7	P	1	ER/F	1	ER/F	0.7	1.5					
332+600	332+700	100	Plain	Ba	Ag	--	Fill		BT	7	P	1	ER/F	1	ER/F	0.7	1.2					Drain on L/S P-58,Transformer on R/S @ 10m offset
332+700	332+800	100	Plain	Ba	Ag	--	Fill		BT	7	P	1	ER/F	1	ER/F	0.7	1.5					P-3070
332+800	332+900	100	Plain	Ba	Ag	--	Fill		BT	7	P	1	ER/F	1	ER/F	1	1.5					
332+900	333+000	100	Plain	Ba	Ag	--	Fill		BT	7	P	1	ER/F	1	ER/F	1	1		+050	BT - R/S	3	Drainage parallel continous @ P-3079,3082
333+000	333+100	100	Plain	Bu	Bu	Lilong Hangamthobi	Fill	18	BT	7	P	1	ER/F	1	ER/F	1	1		+050	BT - L/S	3	Way to Mairenkhul PMGSY Road ,P-3088
333+100	333+200	100	Plain	Ba	Ba	Lilong Hangamthobi	Fill		BT	7	P	1	ER/F	1	ER/F	1.2	0.3					School on R/S @ 5m offset,P-3095,water log area on L/S @ 12m offset,P-3092
333+200	333+300	100	Plain	Bu	Bu	Lilong Hangamthobi	Fill	18	BT	7	P	1	ER/F	1	ER/F	1.2	1.2					Pond on R/S @ 15m offset,P-3099
333+300	333+400	100	Plain	Ba	Ba	Lilong Hangamthobi	Fill		BT	7	P	1	ER/F	1	ER/F	1	1					
333+400	333+500	100	Plain	Ba	Ba	Lilong Hangamthobi	Fill		BT	7	P	1	ER/F	1	ER/F	1.5	1.5					
333+500	333+600	100	Plain	Ba	Ba	Lilong Hangamthobi	Fill		BT	7	P	1	ER/F	1	ER/F	1.5	1.5					
333+600	333+700	100	Plain	Ba	Ba	--	Fill		BT	7	P	1	ER/F	1	ER/F	1.2	1.2					
333+700	333+800	100	Plain	Ba	Ba	--	Fill		BT	7	P	1	ER/F	1	ER/F	1.2	1.2					
333+800	333+900	100	Plain	Ba	Ba	--	Fill		BT	7	P	1	ER/F	1	ER/F	1.2	1.5		+050	ER - L/S	3	Way to Residential area on L/S
333+900	334+000	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/F	1	ER/F	1.2	1.5					
334+000	334+100	100	Plain	Ba	Ba	--	Fill		BT	7	P	1	ER/F	1	ER/F	1.5	1					Drainage on LHS @10m offset,P-3131,3132,3134
334+100	334+200	100	Plain	Ba	Bu	Ushopokpi	Fill		BT	7	P	1	ER/F	1	ER/F	1.5	1.5					Bus stop on R/S @ 5m offset,P-3139
334+200	334+300	100	Plain	Bu	Bu	Ushopokpi	Fill	18	BT	7	F	1	ER/F	1	ER/F	1	1		+050	BT - R/S	3	Way to Thurelthunbi ,P-3146,College on R/S @ 12m offset,P-3141
334+300	334+400	100	Plain	Bu	Ba	Ushopokpi	Cut/Fill		BT	7	F	1	ER/F	1	ER/F	-5	1					Transformer on R/S @ 10m offset
334+400	334+500	100	Plain	Ba	Ba	--	Cut/Fill		BT	7	F	1	ER/F	1	ER/F	-1	2					P-3153,3154
334+500	334+600	100	Plain	Ba	Ba	--	Cut/Fill		BT	7	F	1	ER/G	1	ER/G	-1	2					P-3158
334+600	334+700	100	Plain	Ba	Ba	--	Cut/Fill		BT	7	G	1	ER/G	1	ER/G	-1	2					
334+700	334+800	100	Plain	Ba	Ba	--	Cut/Fill		BT	7	G	1	ER/F	1	ER/F	-1	2					

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From	To			Left	Right				Type	Width (m)	Condition	Width (m)	Condition	Width (m)	Condition	Left	Right		Location (km)	Road Detail (leading)	Carriageway Width(m)	
334+800	334+900	100	Plain	Ba	Ba	--	Cut/Fill		BT	7	G	1	ER/F	1	ER/F	-3	2					Pipe line connected to L/S to R/S, P-3164,3167
334+900	335+000	100	Plain	Ba	Ba	--	Cut/Fill		BT	7	G	1	ER/F	1	ER/F	-4	2					
335+000	335+100	100	Plain	Ba	Ba	Sangamsang	Cut/Fill		BT	7	G	1	ER/F	1	ER/F	-4	4		+050	ER - R/S	3	Way to Sangamsang @ R/S, P-3173,174
335+100	335+200	100	Plain	Ba	Ba	Sangamsang	Cut/Fill		BT	7	F	1	ER/F	1	ER/F	-1	1.2					
335+200	335+300	100	Plain	Ba	Ba	Sangamsang	Cut/Fill		BT	7	G	1	ER/F	1	ER/F	-0.5	1.5					P-3180
335+300	335+400	100	Plain	Ba	Ba	--	Cut/Fill		BT	7	G	1	ER/F	1	ER/F	-2.5	1.5					Bus stop on RHS @ 7m offset, P-3182, Drainage on LHS @ 5m offset, P-3183
335+400	335+500	100	Plain	Ba	Ba	--	Cut/Fill		BT	7	G	1	ER/F	1	ER/F	-1	1					
335+500	335+600	100	Plain	Ba	Ba	--	Cut/Fill		BT	7	G	1	ER/F	1	ER/F	-7	1					P-3186,3188
335+600	335+700	100	Plain	Ba	Ba	--	Fill		BT	7	G	1	ER/F	1	ER/F	-	1.5					
335+700	335+800	100	Plain	Ba	Ba	--	Fill		BT	7	F	1	ER/F	1	ER/F	-7	2					
335+800	335+900	100	Plain	Ba	Ba	--	Fill		BT	7	F	1	ER/F	1	ER/F	-8	2.5					
335+900	336+000	100	Plain	Ba	Ba	Waiythou	Fill		BT	7	F	1	ER/F	1	ER/F	-4	3					P-3199
336+000	336+100	100	Plain	Bu	Bu	Waiythou	Fill	18	BT	7	F	1	ER/F	1	ER/F	-	3					
336+100	336+200	100	Rolling	Ba	Ba	Waiythou	Cut/Fill		BT	7	G	1	ER/F	1	ER/F	-10	-10					
336+200	336+300	100	Rolling	Ba	Ba	--	Cut/Fill		BT	7	F	1	ER/F	1	ER/F	1.5	-10					
336+300	336+400	100	Rolling	Ba	Ba	--	Cut/Fill		BT	7	G	1	ER/F	1	ER/F	3	-3					
336+400	336+500	100	Rolling	Ba	Ba	--	Cut/Fill		BT	7	G	1	ER/F	1	ER/F	5	-5					
336+500	336+600	100	Rolling	Ba	Ba	--	Cut/Fill		BT	7	F	1	ER/F	1	ER/F	3	-1					
336+600	336+700	100	Rolling	Ba	Ba	--	Cut/Fill		BT	7	G	1	ER/F	1	ER/F	1.5	-1.5					P-3225,3226
336+700	336+800	100	Rolling	Ba	Ba	--	Fill		BT	7	G	1	ER/F	1	ER/F	1	0.5					
336+800	336+900	100	Plain	Ba	Ba	--	Fill		BT	7	F	1	ER/F	1	ER/F	1	0.5					
336+900	337+000	100	Plain	Ba	Ba	--	Fill		BT	7	G	1	ER/F	1	ER/F	1	0.5					P-3229,230
337+000	337+100	100	Rolling	Ag	Ba	--	Cut/Fill		BT	7	F	1	ER/F	1	ER/F	2	-2					
337+100	337+200	100	Rolling	Ag	Ba	--	Cut/Fill		BT	7	F	1	ER/F	1	ER/F	1.2	-0.5					

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				Left	Right				Left			Right		Left	Right	Locati on (km)	Road Detail (leading)		Carriagew ay Width(m)			
From	To								Type	Width (m)	Condition	Width (m)	Condi-tion							Widt h (m)	Condi-tion	
337+200	337+300	100	Rolling	Ag	Ba	--	Cut/Fill		BT	7	F	1	ER/F	1	ER/F	1.2	-0.5					Crusher on L/S @ 7m distance,P-3239
337+300	337+400	100	Rolling	Ag	Ba	--	Cut/Fill		BT	7	F	1	ER/F	1	ER/F	1.5	-10					P-3241
337+400	337+500	100	Rolling	Ag	Ba	--	Cut/Fill		BT	7	F	1	ER/F	1	ER/F	1.5	-1					
337+500	337+600	100	Rolling	Bu	Ba	--	Cut/Fill		BT	7	F	1	ER/F	1	ER/F	1.5	-2		+050	BT - R/S	3	Way to Residential area,P-3242
337+600	337+700	100	Rolling	Ag	Ag	--	Fill		BT	7	F	1	ER/F	1	ER/F	1	1					P-3245
337+700	337+800	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/F	1	ER/F	1	1					P-3247
337+800	337+900	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/F	1	ER/F	1	1					
337+900	338+000	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/F	1	ER/F	1	1					P-3250
338+000	338+100	100	Plain	Ag	Ag	Thoubal	Fill		BT	7	F	1	ER/F	1	ER/F	1	1					
338+100	338+200	100	Plain	Ba	Ba	Thoubal	Fill		BT	7	F	1	ER/F	1	ER/F	0.5	0.5					Bus stop on R/S @ 5m offset,P-3255
338+200	338+300	100	Plain	Ba	Ba	Thoubal	Fill		BT	7	G	1	ER/F	1	ER/F	0.3	0.3					Pipe line on L/S @ 5m offset,P-3257
338+300	338+400	100	Plain	Ba	Ba	Thoubal	Fill		BT	7	G	1	ER/F	1	ER/F	0.3	0.3					
338+400	338+500	100	Plain	Ba	Ba	Thoubal	Fill		BT	7	F	1	ER/F	1	ER/F	0.3	0.3					P-3260
338+500	338+600	100	Plain	Ba	Ba	Thoubal	Fill		BT	7	F	1	ER/F	1	ER/F	0.3	0.3					P-2362
338+600	338+700	100	Plain	Bu	Bu	Thoubal	Fill	17	BT	7	G	1	ER/F	1	ER/F	0.3	0.3					
338+700	338+800	100	Plain	Bu	Bu	Thoubal	Level	17	BT	7	F	1	ER/F	1	ER/F	0.3	0.3					
338+800	338+900	100	Plain	Bu	Bu	Thoubal	Fill	17	BT	7	G	1	ER/F	1	ER/F	0.3	0.3		+050	BT - R/S	3	Way to Residential area on R/S,P-3271,Market on Both sides
338+900	339+000	100	Plain	Bu	Bu	Thoubal	Fill	17	BT	7	F	1	ER/F	1	ER/F	0.5	0.3					P-3302
339+000	339+100	100	Plain	Bu	Bu	Thoubal	Fill	17	BT	7	G	1	ER/F	1	ER/F	1	0.7					
339+100	339+200	100	Plain	Bu	Bu	Thoubal	Fill	17	BT	7	G	1	ER/F	1	ER/F	1	-					Police station on R/S @ 10m offset,Health center on R/S @ 12m offset,P-3297
339+200	339+300	100	Plain	Bu	Bu	Thoubal	Fill	17	BT	7	G	1	ER/F	1	ER/F	0.5	0.3					
339+300	339+400	100	Plain	Bu	Bu	Thoubal	Fill	17	BT	7	F	1	ER/F	1	ER/F	1	Canal					Temple on R/S @ 12m offset,P-3291
339+400	339+500	100	Plain	Bu	Bu	Thoubal	Fill	17	BT	7	G	1	ER/F	1	ER/F	1	Canal					Canal on R/S @ 12m offset,P-3290
339+500	339+600	100	Plain	Bu	Bu	Thoubal	Fill	17	BT	7	F	1	ER/F	1	ER/F	0.3	0.3					

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				Left	Right				Type	Width (m)	Condition	Left		Right		Left	Right		Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)	
From	To											Width (m)	Condi-tion	Widt h (m)	Condi-tion							
339+600	339+700	100	Plain	Bu	Bu	Thoubal	Fill	17	BT	7	F	1	ER/F	1	ER/F	0.7	-		+050	BT - R/S	3	Way to Residential area on R/S,P-284
339+700	339+800	100	Plain	Ag	Ag	Thoubal	Fill		BT	7	F	1	ER/F	1	ER/F	0.5	0.5					
339+800	339+900	100	Plain	Ag	Ag	Thoubal	Fill		BT	7	G	1	ER/F	1	ER/F	0.5	0.5					P-3278
339+900	340+000	100	Plain	Ag	Ag	Thoubal	Fill		BT	7	F	1	ER/F	1	ER/F	0.5	0.5					P-3275,3276
340+000	340+100	100	Plain	Ag	Ag	Thoubal	Fill		BT	7	G	1	ER/F	1	ER/F	0.5	0.5					Agriculture view in both,P-3305,All electrical poles are settled in nearly shoulder,P-3307
340+100	340+200	100	Plain	Ag	Ag	Thoubal	Fill		BT	7	G	1	ER/F	1	ER/F	0.7	0.7					Petrol bunk on L/S @ 10m offset,P- 3309
340+200	340+300	100	Plain	Ag	Ag	Thoubal	Fill		BT	7	F	1	ER/F	1	ER/F	0.5	0.5		+050	ER - R/S	3	Way to Residential arear,P-3314
340+300	340+400	100	Plain	Ag	Ag	Thoubal	Fill		BT	7	F	1	ER/F	1	ER/F	0.5	0.5					School on R/S @ 15m offset,P-3322
340+400	340+500	100	Plain	Ag	Ag	Thoubal	Fill		BT	7	G	1	ER/F	1	ER/F	0.5	0.5					
340+500	340+600	100	Plain	Ag	Ag	Thoubal	Fill		BT	7	G	1	ER/F	1	ER/F	0.5	0.5					
340+600	340+700	100	Plain	Ag	Ag	Thoubal	Fill		BT	7	G	1	ER/F	1	ER/F	0.5	0.5					Toll tax on R/S @ 5m offset,P-3323
340+700	340+800	100	Plain	Ag	Bu	Thoubal	Fill		BT	7	G	1	ER/F	1	ER/F	0.5						Busstop on R/S @5m offset,P-3325,Fire station on L/S @ 10m offset,P-3327
340+800	340+900	100	Plain	Bu	Bu	Thoubal	Level	18	BT	7	F	1	ER/F	1	ER/F	-	-					College on R/S @ 5m offset,P-3328
340+900	341+000	100	Plain	Bu	Bu	Thoubal	Fill	18	BT	7	G	1	ER/F	1	ER/F	0.3	-					P-3332,3333
341+000	341+100	100	Plain	Bu	Bu	Thoubal	Level	18	BT	7	G	1	ER/F	1	ER/F	-	-					Builtup arear on both sides with 10m offset
341+100	341+200	100	Plain	Bu	Bu	Thoubal	Level	18	BT	7	G	1	ER/F	1	ER/F	-	-					
341+200	341+300	100	Plain	Bu	Bu	Thoubal	Fill	18	BT	7	G	1	ER/F	1	ER/F	0.5	-					
341+300	341+400	100	Plain	Bu	Bu	Thoubal	Fill	18	BT	7	F	1	ER/F	1	ER/F	0.5	-					Hostel on L/S @ 10m offset,P- 3338,School on L/S @5m offset,P-3340
341+400	341+500	100	Plain	Bu	Bu	Thoubal	Fill	18	BT	7	G	1	ER/F	1	ER/F	-	0.3					All shops on both sides @ 5m offset,P- 3341
341+500	341+600	100	Plain	Bu	Bu	Thoubal	Level	18	BT	7	F	1	ER/F	1	ER/F	-	-		+050	BT - R/S	3	Way to School on R/S,P-3343
341+600	341+700	100	Plain	Bu	Bu	Thoubal	Level	18	BT	7	G	1	ER/F	1	ER/F	-	-					
341+700	341+800	100	Plain	Bu	Bu	Thoubal	Fill	18	BT	7	F	1	ER/F	1	ER/F	Bridge	0.5		+050	BT - L/S	3	Way to Residential area,P-3349
341+800	341+900	100	Plain	Bu	Bu	Thoubal	Fill	18	BT	7	F	1	ER/F	1	ER/F	Bridge	-		+050	BT - R/S	3	Way to Residential area,P-3354
341+900	342+000	100	Plain	Bu	Bu	Thoubal	Level	21	BT	11	G					-	-					4-lane started at Km 341+950,Median at 1.8m

Indo-Myanmar Road Section from Imphal Moreh (TA.8116 - IND)

ROAD INVENTORY DATA SHEET

Survey done by: Srikanth Thota

Date of Survey: 10-07-13 to 29-07-13

Chainage		Length (m)	Terrain	Land Use(Built Up/Agrit./Forest/Ind ustrial/Barren)		Name of Village/Town	Formati on Type	Formation Width (m)or(Blg- Blg)	Carriageway			Shoulder Type				Embankment Height(m)		Submergence (m)/ Over Topping	Detail of Cross Roads			Remarks (photo No.)
				Left	Right				Type	Width (m)	Condition	Left		Right		Left	Right		Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)	
From	To											Width (m)	Condi-tion	Widt h (m)	Condi-tion							
342+000	342+100	100	Plain	Bu	Bu	Thoubal	Level	21	BT	11	G	Hard Shoulder on Both Sides at 7m width				-	-					All shops @ both side @ 5m offset,P-3357
342+100	342+200	100	Plain	Bu	Bu	Thoubal	Level	21	BT	11	G					-	-		+050	BT - L/S	3	Way to Residential area,P-3364
342+200	342+300	100	Plain	Bu	Bu	Thoubal	Level	21	BT	11	F					-	-					
342+300	342+400	100	Plain	Bu	Bu	Thoubal	Level	21	BT	11	F					-	-					Petrol bunk on L/S @ 10m offset
342+400	342+500	100	Plain	Bu	Bu	Thoubal	Level	21	BT	11	F					-	-		+050	BT - L/S	7	Way to Yairipok town,P-3380
342+500	342+600	100	Plain	Bu	Bu	Thoubal	Level	24	BT	16.5	G					-	-		+050	BT - R/S	5	Way to Leisingkhom ,P-3382,Carriageway on L/S 8.0mBT,Carriageway on R/S 8.5mBT,Median 1.5m
342+600	342+700	100	Plain	Bu	Bu	Thoubal	Level	24	BT	16.5	G					-	-					Bus stop on L/S @ 5m offset,P-3390
342+700	342+800	100	Plain	Bu	Bu	Thoubal	Level	24	BT	16.5	F					-	-					
342+800	342+900	100	Plain	Bu	Bu	Thoubal	Level	24	BT	16.5	F					-	-					Police station on L/S @ 5m offset,P-3396,4-lane Endingat Km 342+850
342+900	343+000	100	Plain	Bu	Bu	Thoubal	Level	18	BT	12.5	G					-	-					Hospital on R/S @ 10m offset,P-3404, Govt office on L/S @ 10m offset,P-3405
343+000	343+100	100	Plain	Bu	Bu	Thoubal	Fill	18	BT	12.5	G					-	0.5					School on R/S @ 5m offset,P-3408, Govt office on R/S @ 5m offset,P3409
343+100	343+200	100	Plain	Bu	Ba	--	Fill		BT	7	F	1	ER/F	1	ER/F	0.3	0.6					Govt office on L/S @ 10m offset,P-3412
343+200	343+300	100	Plain	Bu	Ag	--	Fill		BT	7	F	1	ER/F	1	ER/F	0.3	0.6					
343+300	343+400	100	Plain	Ba	Ag	--	Fill		BT	7	F	1	ER/F	1	ER/F	0.3	0.7					P-3417,3418
343+400	343+500	100	Plain	Ba	Ag	--	Fill		BT	7	G	1	ER/F	1	ER/F	0.3	1					P-3420,3421
343+500	343+600	100	Plain	Bu	Bu	--	Fill	22	BT	12	G	--	--	--		-	0.3					
343+600	343+700	100	Plain	Bu	Bu	--	Fill	22	BT	12	G	--	--	--		0.3	0.3					Govt office on R/S @ 15m offset,P-3423
343+700	343+800	100	Plain	Bu	Bu	--	Fill	22	BT	12	G	--	--	--		-	0.3					S.P office on L/S @ 12m offset,P-3430
343+800	343+900	100	Plain	Bu	Bu	--	Fill	19	BT	7	G	1	ER/F	1	ER/F	0.3	0.3					Bus stop on R/S @ 7m offset,P-3435
343+900	344+000	100	Plain	Bu	Bu	--	Fill	19	BT	7	G	1	ER/F	1	ER/F	0.3	0.3					Pipe line continues,P-3437
344+000	344+100	100	Plain	Bu	Bu	--	Fill	21	BT	7	F	1	ER/F	1	ER/F	0.3	0.3					School on R/S @ 7m offset,P-3441, Govt office on L/S @ 10m offset,P-3440
344+100	344+200	100	Plain	Ba	Ba	--	Fill		BT	7	F	1	ER/F	1	ER/F	Bridge						Police quarters on R/S @ 12m offset
344+200	344+300	100	Plain	Bu	Bu	Khangabok	Fill	20	BT	7	F	1	ER/F	1	ER/F	0.3	0.3		+250 +300	BT - R/S BT -L/S	3	Way to L/S @ Sekmai village,Way to R/S Residential area,Hospital on R/S @ 10m offset,P-3444,3445
344+300	344+400	100	Plain	Bu	Bu	Khangabok	Fill	20	BT	7	F	1	ER/F	1	ER/F	0.3	0.3					

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				Left	Right				Left		Right		Left	Right	Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)					
From	To								Type	Width (m)	Condition	Width (m)							Condi-tion	Widt h (m)	Condi-tion	
344+400	344+500	100	Plain	Bu	Bu	Khangabok	Level	20	BT	7	G	1	ER/F	1	ER/F	-	-					
344+500	344+600	100	Plain	Bu	Bu	Khangabok	Level	20	BT	7	G	1	ER/F	1	ER/F	-	-					Hospital on R/S @ 10m offset,P-3448,Court on L/S @ 10m offset,P-3458
344+600	344+700	100	Plain	Bu	Ba	Khangabok	Fill	20	BT	7	G	1	ER/F	1	ER/F	-	0.5					
344+700	344+800	100	Plain	Bu	Bu	Khangabok	Level	20	BT	7	F	1	ER/F	1	ER/F	-	-		+050	BT - R/S	3	School on R/S @ 12m offset,P-3452,BSNL office on L/S @ 12m offset,P-3452,Way to Residential area
344+800	344+900	100	Plain	Bu	Bu	Khangabok	Level	22	BT	12	F	--	--	--	--	-	-					Pond on L/S @ 10m offset,P-3457
344+900	345+000	100	Plain	Bu	Bu	Khangabok	Level	22	BT	12	F	--	--	--	--	-	-					
345+000	345+100	100	Plain	Bu	Bu	Khangabok	Level	22	BT	12	G	--	--	--	--	-	-		+050	BT - R/S	3	Way to Residential area on R/S,P-3462
345+100	345+200	100	Plain	Bu	Bu	Khangabok	Level	22	BT	12	G	--	--	--	--	-	-					P-3465
345+200	345+300	100	Plain	Bu	Bu	Khangabok	Fill	19	BT	7	G	1	ER/F	1	ER/F	0.3	0.3					School on L/S @ 5m offset,P-3463
345+300	345+400	100	Plain	Ba	Ag	--	Fill		BT	7	G	1	ER/F	1	ER/F	0.5	0.5					
345+400	345+500	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/F	1	ER/F	0.5	0.5					
345+500	345+600	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/F	1	ER/F	0.5	0.5					
345+600	345+700	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/F	1	ER/F	0.5	0.5					
345+700	345+800	100	Plain	Bu	Bu	--	Fill	24	BT	7	F	1	ER/F	1	ER/F	0.5	0.5					
345+800	345+900	100	Plain	Bu	Bu	--	Level	24	BT	7	F	1	ER/F	1	ER/F	-	-					
345+900	346+000	100	Plain	Bu	Bu	--	Level	24	BT	7	F	1	ER/F	1	ER/F	-	-					Govt office on L/S @ 10m offset,P-3466
346+000	346+100	100	Plain	Bu	Bu	Wangbal	Level	24	BT	7	F	1	ER/F	1	ER/F	-	-					Police station on L/S @ 10m offset,P-3471,Reserch station on R/S @ 12m offset,P-471
346+100	346+200	100	Plain	Bu	Bu	Wangbal	Level	20	BT	7	G	1	ER/F	1	ER/F	-	-		+050	BT - R/S	3	Market on R/S @ 12m offset,P-3474,Congress committee office on L/S @ 12m offset,P-3475,Way to
346+200	346+300	100	Plain	Bu	Bu	Wangbal	Level	18	BT	7	G	1	ER/F	1	ER/F	-	-		+050	BT - L/S	3	Way to Residential area on L/S,P-3477
346+300	346+400	100	Plain	Bu	Ba	Wangbal	Fill	18	BT	7	G	1	ER/F	1	ER/F	0.5	0.5					
346+400	346+500	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/F	1	ER/F	0.5	0.5					
346+500	346+600	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/F	1	ER/F	0.5	0.5					Agriculture on both sides,P-3478
346+600	346+700	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/F	1	ER/F	0.5	0.5					
346+700	346+800	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/F	1	ER/F	0.5	0.5					

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From	To			Left	Right				Type	Width (m)	Condition	Width (m)	Condition	Width (m)	Condition	Left	Right		Location (km)	Road Detail (leading)	Carriageway Width(m)	
346+800	346+900	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/F	1	ER/F	0.5	0.5					
346+900	347+000	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/F	1	ER/F	0.5	0.5		+050	BT - L/S	3	Petrol bunk on R/S @ 12m offset,P-3481
347+000	347+100	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/F	1	ER/F	0.5	0.5					P-3492
347+100	347+200	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/F	1	ER/F	0.5	0.5					
347+200	347+300	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/F	1	ER/F	0.5	0.5					
347+300	347+400	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/F	1	ER/F	0.5	0.5					
347+400	347+500	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/F	1	ER/F	0.5	0.5					
347+500	347+600	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/F	1	ER/F	0.5	0.5					
347+600	347+700	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/F	1	ER/F	0.5	0.5					
347+700	347+800	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/F	1	ER/F	0.3	0.3					
347+800	347+900	100	Plain	Bu	Bu	Wangjing	Level	17	BT	7	G	1	ER/F	1	ER/F	-	-					Institute on R/S @ 5m offset,P-3495
347+900	348+000	100	Plain	Bu	Bu	Wangjing	Level	17	BT	7	G	1	ER/F	1	ER/F	-	-					Petrol bunk on R/S @ 5m offset,P-3498
348+000	348+100	100	Plain	Bu	Bu	Wangjing	Level	16	BT	12	G	--	--	--	--	-	-					All shops on both sides @ 5m offset,P-3505,Govt office on R/S @ 15m offset
348+100	348+200	100	Plain	Bu	Bu	Wangjing	Level	16	BT	12	G	--	--	--	--	-	-					Post office on L/S @ 12m offset,School on L/S @ 12m offset
348+200	348+300	100	Plain	Bu	Bu	Wangjing	Level	16	BT	12	F	--	--	--	--	-	-		+050	BT - R/S	5	Police camp office on R/S @ 10m offset
348+300	348+400	100	Plain	Bu	Bu	Wangjing	Level	16	BT	12	F	--	--	--	--	-	-					
348+400	348+500	100	Plain	Bu	Bu	Wangjing	Level	16	BT	12	G	--	--	--	--	Bridge			+050	BT - L/S	3	Way to Residential area on R/S
348+500	348+600	100	Plain	Bu	Bu	Wangjing	Level	16	BT	12	G	--	--	--	--	-	-		+050	BT - L/S	3	Way to Khorangarden on L/S,P-3515
348+600	348+700	100	Plain	Bu	Bu	Wangjing	Level	16	BT	12	F	--	--	--	--	-	-					
348+700	348+800	100	Plain	Bu	Bu	--	Fill	16	BT	12	G	--	--	--	--	0.3	0.3					
348+800	348+900	100	Plain	Ag	Ag	--	Fill	16	BT	12	F	--	--	--	--	0.3	0.3					Carriageway 12m endingat @ 348+950, P-3519
348+900	349+000	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.5	0.5					P-3520
349+000	349+100	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.5	0.5					P-3524
349+100	349+200	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.5	0.5					Agriculture on both sides,P-3526

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				Left	Right				Left		Right				Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)					
From	To								Width (m)	Condi-tion	Width (m)	Condi-tion	Widt h (m)	Condi-tion					Left	Right		
349+200	349+300	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	0.5	0.5					
349+300	349+400	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.5	0.5					
349+400	349+500	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.5	0.5					
349+500	349+600	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.5	0.5					
349+600	349+700	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	0.5	0.5					
349+700	349+800	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.7	1					
349+800	349+900	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.7	1					
349+900	350+000	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.7	1				Pipe line Continues @ LHS	
350+000	350+100	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	0.7	0.7					
350+100	350+200	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.7	0.7					
350+200	350+300	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.7	0.7					
350+300	350+400	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	0.7	0.7					
350+400	350+500	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.7	0.7				P-3541	
350+500	350+600	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.7	0.7					
350+600	350+700	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	0.7	0.7				Factory on L/S @ 15m offset,P-3543	
350+700	350+800	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.7	0.7					
350+800	350+900	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.7	0.7					
350+900	351+000	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.7	0.7				P-3544	
351+000	351+100	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.5	0.5					
351+100	351+200	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	0.5	0.5					
351+200	351+300	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.5	0.5					
351+300	351+400	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	0.5	0.5					
351+400	351+500	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.5	0.5					
351+500	351+600	100	Plain	Bu	Ag	Khongjom	Fill		BT	7	F	1	ER/F	1	ER/F	0.5	0.5					

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				Left	Right				Left			Right		Left	Right	Locati on (km)	Road Detail (leading)		Carriagew ay Width(m)			
From	To								Type	Width (m)	Condition	Width (m)	Condi-tion							Widt h (m)	Condi-tion	
351+600	351+700	100	Plain	Bu	Ag	Khongjom	Fill		BT	7	F	1	ER/F	1	ER/F	0.5	0.3		+050	BT - L/S	3	Way to hill area,P-3547
351+700	351+800	100	Plain	Bu	Ag	Khongjom	Fill		BT	7	G	1	ER/F	1	ER/F	0.3	0.3		+050	BT - R/S	3	Way to Samaram gram on R/S,P-3553
351+800	351+900	100	Plain	Bu	Ag	Khongjom	Fill		BT	7	F	1	ER/F	1	ER/F	0.5	0.4					
351+900	352+000	100	Plain	Ag	Ag	Khongjom	Fill		BT	7	F	1	ER/P	1	ER/P	0.5	0.4					Child care center on R/S @ 20m offset,P-3559
352+000	352+100	100	Plain	Ag	Ag	Khongjom	Fill		BT	7	F	1	ER/P	1	ER/P	0.7	0.7					Agriculture on Both sides,P-3565
352+100	352+200	100	Plain	Ag	Ag	Khongjom	Fill		BT	7	F	1	ER/P	1	ER/P	0.7	0.7					
352+200	352+300	100	Plain	Ag	Ag	Khongjom	Fill		BT	7	G	1	ER/P	1	ER/P	0.7	0.7					
352+300	352+400	100	Plain	Ag	Ag	Khongjom	Fill		BT	7	F	1	ER/P	1	ER/P	0.7	0.7					Water log area on LHS @10m offset,P-3573,School on L/S @ 10m offset,P-3572
352+400	352+500	100	Plain	Ag	Ag	Khongjom	Fill		BT	7	G	1	ER/P	1	ER/P	0.7	0.7		+050	BT - L/S	3	Police station on R/S @ 10m offset,Way to Residential area on L/S,P-3576
352+500	352+600	100	Plain	Bu	Bu	Khongjom	Fill	21	BT	7	G	1	ER/F	1	ER/F	0.7	0.7		+580 +600	BT - L/S BT -R/S	3	Way to Residential area on L/S,P-3578,Way to Chingtham on R/S 3581
352+600	352+700	100	Plain	Bu	Bu	Khongjom	Fill	21	BT	7	G	1	ER/F	1	ER/F	0.7	0.7					
352+700	352+800	100	Plain	Bu	Bu	Khongjom	Fill	21	BT	7	F	1	ER/F	1	ER/F	0.3	0.3					
352+800	352+900	100	Plain	Bu	Bu	Khongjom	Level	18	BT	12	G					-	-					All shops are nearly 10m offset on bothsides,P-3590
352+900	353+000	100	Plain	Bu	Bu	Khongjom	Level	18	BT	12	F					-	-					
353+000	353+100	100	Plain	Bu	Bu	Khongjom	Level	16	BT	7	F	1	ER/F	1	ER/F	-	-		+50 +80	BT - L/S BT -R/S	3 4	Way to L/S @ Longathoy,P-598,Way to R/S @Chapam,P-3594
353+100	353+200	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/F	1	ER/F	-	-					
353+200	353+300	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	0.8	0.8					Shoulders Not Visible
353+300	353+400	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	0.8	0.8					
353+400	353+500	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	0.8	0.8					
353+500	353+600	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	0.8	0.8					
353+600	353+700	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	0.7	1		+50 +60	ER - L/S BT -R/S	2 3	Way to Residential area on L/S,Way to Wabagai on R/S,P-3610
353+700	353+800	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	0.7	1					
353+800	353+900	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	0.7	1					
353+900	354+000	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	0.7	1					

Indo-Mayanmar Road Section from Imphal Moreh (TA.8116 - IND)

ROAD INVENTORY DATA SHEET

Survey done by: Srikanth Thota

Date of Survey: 10-07-13 to 29-07-13

Chainage		Length (m)	Terrain	Land Use(Built Up/Agrit./Forest/Industrial/Barren)		Name of Village/Town	Formation Type	Formation Width (m)or(Blg-Blg)	Carriageway			Shoulder Type				Embankment Height(m)		Submergence (m)/ Over Topping	Detail of Cross Roads			Remarks (photo No.)
				Left	Right				Left		Right		Left	Right	Location (km)	Road Detail (leading)	Carriageway Width(m)					
From	To								Width (m)	Condition	Width (m)	Condition										
354+000	354+100	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	1	1					P-3618
354+100	354+200	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	1	1					
354+200	354+300	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	1	1					
354+300	354+400	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	1	1					
354+400	354+500	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	1	1		+050	BT - R/S	2.75	Way to Papal on R/S,P-3628
354+500	354+600	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	1	1					
354+600	354+700	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	1	1					
354+700	354+800	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	1	1					P-3631
354+800	354+900	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	1	1					
354+900	355+000	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	1	1					Road work under progress,P-3633
355+000	355+100	100	Plain	Ag	Ag	--	Cut/Fill		BT	7	G	1	ER/P	1	ER/P	-	-					
355+100	355+200	100	Plain	Ag	Ag	--	Cut/Fill		BT	7	P	1	ER/P	1	ER/P	-2	0.5					Bus stop on R/S @ 10m offset
355+200	355+300	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	-	-					
355+300	355+400	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	1	1					
355+400	355+500	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	1	1					
355+500	355+600	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	1.5	1.5					P-3653
355+600	355+700	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	1.5	1.5					
355+700	355+800	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	1.5	1.5					
355+800	355+900	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	1.5	1.5					
355+900	356+000	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	1.5	1.5					
356+000	356+100	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	1.5	1.5					All Eletrical Poles are Settled in Shoulder,P-3666
356+100	356+200	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	1.5	1.5					
356+200	356+300	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	1.5	1.5					
356+300	356+400	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	1.5	1.5					

Indo-Myanmar Road Section from Imphal Moreh (TA.8116 - IND)

ROAD INVENTORY DATA SHEET

Survey done by: Srikanth Thota

Date of Survey: 10-07-13 to 29-07-13

Chainage		Length (m)	Terrain	Land Use(Built Up/Agrit./Forest/Industrial/Barren)		Name of Village/Town	Formati on Type	Formation Width (m)or(Blg-Blg)	Carriageway			Shoulder Type				Embankment Height(m)		Submergence (m)/ Over Topping	Detail of Cross Roads			Remarks (photo No.)
				Left	Right				Left		Right		Left	Right	Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)					
From	To								Width (m)	Condi-tion	Width (m)	Condi-tion							Widt h (m)	Condi-tion		
356+400	356+500	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	1.5	1.5					
356+500	356+600	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	1	1					
356+600	356+700	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	1	1					
356+700	356+800	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	1	1				P-3670	
356+800	356+900	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	1	1					
356+900	357+000	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	1	1				P-3672	
357+000	357+100	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	0.5	0.5				P-3675	
357+100	357+200	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	-4	-4					
357+200	357+300	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	1	1					
357+300	357+400	100	Plain	Bu	Bu	Sora	Fill	20	BT	7	F	1	ER/F	1	ER/F	0.5	0.5				at +300 All Electrical poles on R/S @ 5m offset	
357+400	357+500	100	Plain	Bu	Bu	Sora	Fill	20	BT	7	F	1	ER/F	1	ER/F	1	1					
357+500	357+600	100	Plain	Bu	Bu	Sora	Fill	20	BT	7	F	1	ER/F	1	ER/F	1	1		+050	BT - R/S	3	Way to Residential area on R/S,P-4795
357+600	357+700	100	Plain	Bu	Bu	Sora	Fill	20	BT	7	F	1	ER/F	1	ER/F	1	1				School on L/S @ 15m offset,P-4798	
357+700	357+800	100	Plain	Bu	Bu	Sora		20	BT	7	F	1	ER/F	1	ER/F	-	-		+050	BT - L/S	2.5	Way to Residential area on L/S,P-4801
357+800	357+900	100	Plain	Ba	Bu	Sora	Fill		BT	7	F	1	ER/F	1	ER/F	-	0.5					
357+900	358+000	100	Plain	Ba	Bu	Sora	Fill		BT	7	F	1	ER/F	1	ER/F	-	0.5				Pond on L/S @ 17m offset,P-4808	
358+000	358+100	100	Plain	Ag	Ag	Sora	Fill		BT	7	F	1	ER/P	1	ER/P	0.5	1					
358+100	358+200	100	Plain	Ag	Ag	Sora	Fill		BT	7	F	1	ER/P	1	ER/P	0.5	1					
358+200	358+300	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	0.5	1					
358+300	358+400	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	0.5	1					
358+400	358+500	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	0.5	1					
358+500	358+600	100	Plain	Ag	Ag	--	Cut/Fill		BT	7	F	1	ER/P	1	ER/P	-5	1					
358+600	358+700	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	-	1					
358+700	358+800	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	-	1					

Indo-Mayanmar Road Section from Imphal Moreh (TA.8116 - IND)

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Date of Survey: 10-07-13 to 29-07-13

Chainage		Length (m)	Terrain	Land Use(Built Up/Agrit./Forest/Industrial/Barren)		Name of Village/Town	Formati on Type	Formation Width (m)or(Blg-Blg)	Carriageway			Shoulder Type				Embankment Height(m)		Submergence (m)/ Over Topping	Detail of Cross Roads			Remarks (photo No.)
				Left	Right				Left		Right		Left	Right	Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)					
From	To								Width (m)	Condi-tion	Width (m)	Condi-tion							Widt h (m)	Condi-tion		
358+800	358+900	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	0.5	1					
358+900	359+000	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	0.5	1					
359+000	359+100	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	1	1					
359+100	359+200	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	1	1					
359+200	359+300	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	1	1					
359+300	359+400	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	1	1					
359+400	359+500	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	1	1					
359+500	359+600	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	1	1					
359+600	359+700	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	1	1					
359+700	359+800	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.5	0.5					
359+800	359+900	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	0.5	0.5				Petrole bunk on R/S @ 10m offset	
359+900	360+000	100	Plain	Bu	Bu	Kakching Lamkhai	Fill	22	BT	12	F					1	1				Median 1m	
360+000	360+100	100	Plain	Bu	Bu	Kakching Lamkhai	Level	22	BT	12	F					-	-	+050	BT - R/S	7	Way to Kakching on R/S,P-3694	
360+100	360+200	100	Plain	Bu	Bu	Kakching Lamkhai	Cut/Fill	22	BT	12	F					-0.5	-	+050	BT - L/S	5	Way to Residential area on L/S,P-3697,Busstop on L/S @ 5m offset	
360+200	360+300	100	Plain	Bu	Bu	Kakching Lamkhai	Cut/Fill	22	BT	7	F	1	ER/F	1	ER/F	-0.5	1					
360+300	360+400	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	0.5	1					
360+400	360+500	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	0.5	1					
360+500	360+600	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	0.5	1					
360+600	360+700	100	Plain	Ag	Ag	--	Fill		BT	7	P	1	ER/P	1	ER/P	0.5	1					
360+700	360+800	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	0.5	1					
360+800	360+900	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	0.5	1					
360+900	361+000	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	0.5	1					
361+000	361+100	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	0.5	0.5					
361+100	361+200	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	0.5	0.5					

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				Left	Right				Left		Right		Left	Right	Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)					
From	To								Width (m)	Condi-tion	Width (m)	Condi-tion							Widt h (m)	Condi-tion		
361+200	361+300	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	0.5	0.5					
361+300	361+400	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.5	0.5				P-3712	
361+400	361+500	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.5	0.5					
361+500	361+600	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	0.5	0.5					
361+600	361+700	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.5	0.5					
361+700	361+800	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.5	0.5					
361+800	361+900	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	0.5	0.5					
361+900	362+000	100	Plain	Ag	Ag	--	Level		BT	7	G	1	ER/P	1	ER/P	-	-					
362+000	362+100	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	0.5	1				Sub station on R/S @ 20m offset,P-3718,Busstop on L/S @ 10m offset	
362+100	362+200	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.5	1				HT line crossing,P-3720	
362+200	362+300	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	1	1					
362+300	362+400	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	1	1				P-3723	
362+400	362+500	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	1	1					
362+500	362+600	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	1	1					
362+600	362+700	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	1	1					
362+700	362+800	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	1	1					
362+800	362+900	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.5	1					
362+900	363+000	100	Plain	Ag	Ag	Bijoypur	Fill		BT	7	F	1	ER/P	1	ER/P	1	1					
363+000	363+100	100	Plain	Bu	Bu	Bijoypur	Fill	27	BT	7	G	1	ER/F	1	ER/F	-	2					
363+100	363+200	100	Plain	Bu	Bu	Bijoypur	Fill	27	BT	7	G	1	ER/F	1	ER/F	0.5	2.5					
363+200	363+300	100	Plain	Ba	Ba	--	Fill		BT	7	F	1	ER/F	1	ER/F	1	3				Water login area on L/S @ 15m offset,P3735	
363+300	363+400	100	Plain	Ba	Ba	--	Fill		BT	7	G	1	ER/F	1	ER/F	0.5	1					
363+400	363+500	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	0.5	1					
363+500	363+600	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.5	1					

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				Left	Right				Left		Right		Left	Right	Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)					
From	To								Width (m)	Condi-tion	Width (m)	Condi-tion							Widt h (m)	Condi-tion		
363+600	363+700	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.5	1					
363+700	363+800	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.5	1					
363+800	363+900	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	0.5	1					
363+900	364+000	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.5	1				P-3738,Water login area on L/S @ 10m offset,P-3741	
364+000	364+100	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.5	1					
364+100	364+200	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.5	1					
364+200	364+300	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	0.5	1					
364+300	364+400	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	0.5	1					
364+400	364+500	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.5	1					
364+500	364+600	100	Plain	Ag	Ag	--	Fill		BT	7	G	1	ER/P	1	ER/P	0.5	1					
364+600	364+700	100	Plain	Ag	Ag	--	Fill		BT	7	F	1	ER/P	1	ER/P	-	1					
364+700	364+800	100	Plain	Ag	Ag	--	Cut/Fill		BT	7	G	1	ER/P	1	ER/P	-0.5	1					
364+800	364+900	100	Plain	Ba	Ag	--	Cut/Fill		BT	7	G	1	ER/P	1	ER/P	-3	1				Pipe line on R/S @ 5m offset,P- 3751,Canal passing on R/S @ 10m offset,P-3752,3748	
364+900	365+000	100	Plain	Ba	Ba	--	Cut/Fill		BT	7	F	1	ER/P	1	ER/P	-2	1				P-3750	
365+000	365+100	100	Plain	Ba	Ba	--	Cut/Fill		BT	7	F	1	ER/P	1	ER/P	-7	1				P-3985,3986	
365+100	365+200	100	Plain	Bu	Bu	Parallel	Fill	13	BT	7	F	1	ER/F	1	ER/F	-	0.5				Military quarters on L/S @ 6m offset,P- 3988	
365+200	365+300	100	Plain	Bu	Bu	Parallel	Fill	13	BT	7	F	1	ER/F	1	ER/F	-	0.5					
365+300	365+400	100	Plain	Bu	Bu	Parallel	Level	13	BT	7	G	1	ER/F	1	ER/F	-	-					
365+400	365+500	100	Plain	Bu	Bu	Parallel	Level	13	BT	7	F	1	ER/F	1	ER/F	-	-					
365+500	365+600	100	Plain	Bu	Bu	Parallel	Fill	13	BT	7	F	1	ER/F	1	ER/F	-	1				Conjested bridge,P-3997	
365+600	365+700	100	Plain	Bu	Bu	Parallel	Fill	13	BT	7	F	1	ER/F	1	ER/F	1.5	1.5					
365+700	365+800	100	Plain	Bu	Bu	Parallel	Fill	13	BT	7	F	1	ER/F	1	ER/F	1.5	1.5					
365+800	365+900	100	Plain	Bu	Bu	Parallel	Fill	16	BT	12	F					0.5	0.5	+60 +60	ER - L/S ER -R/S	3 7	Way to L/S Aindol Khullen,P-4001,Way to R/S Chandel,P-4006,Police station on R/S @ 5m offset,P-4007,All Shops	
365+900	366+000	100	Plain	Bu	Bu	Parallel	Fill	16	BT	12	G					0.5	0.5					

Indo-Mayanmar Road Section from Imphal Moreh (TA.8116 - IND)

ROAD INVENTORY DATA SHEET

Survey done by: Srikanth Thota

Date of Survey: 10-07-13 to 29-07-13

Chainage		Length (m)	Terrain	Land Use(Built Up/Agrit./Forest/Ind ustrial/Barren)		Name of Village/Town	Formati on Type	Formation Width (m)or(Blg- Blg)	Carriageway			Shoulder Type				Embankment Height(m)		Submergence (m)/ Over Topping	Detail of Cross Roads			Remarks (photo No.)
				Left	Right				Type	Width (m)	Condition	Left		Right		Left	Right		Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)	
From	To											Width (m)	Condi-tion	Widt h (m)	Condi-tion							
366+000	366+100	100	Plain	Bu	Bu	Parallel	Fill	17	BT	7	F	0.5	ER/P	0.5	ER/P	0.5	0.5					Sholders Not Visible, Govt office on R/S @ 15m offset, P-4010
366+100	366+200	100	Plain	Bu	Bu	Parallel	Fill	17	BT	7	F	0.5	ER/P	0.5	ER/P	0.5	0.5					
366+200	366+300	100	Plain	Bu	Bu	Parallel	Fill	17	BT	7	F	0.5	ER/P	0.5	ER/P	0.5	0.5					
366+300	366+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-6	2					Ghat Section Started
366+400	366+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-5	2					
366+500	366+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-5	2					
366+600	366+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-1	2.5					
366+700	366+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-4	2.5					
366+800	366+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-1	3.5					
366+900	367+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-5	5					
367+000	367+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	20					Cutting on U/S, P-4024
367+100	367+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	20					
367+200	367+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-6	25					
367+300	367+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-15	25					
367+400	367+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-15	25					
367+500	367+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-15	25					
367+600	367+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-15	25					
367+700	367+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-15	25					
367+800	367+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-15	25					
367+900	368+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-15	25					
368+000	368+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	30					P-4051
368+100	368+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	30					P-4055
368+200	368+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-10	30					
368+300	368+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	30					P-4062

Indo-Mayanmar Road Section from Imphal Moreh (TA.8116 - IND)

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Survey done by: Srikanth Thota

Date of Survey: 10-07-13 to 29-07-13

Chainage		Length (m)	Terrain	Land Use(Built Up/Agrit./Forest/Ind ustrial/Barren)		Name of Village/Town	Formati on Type	Formation Width (m)or(Blg- Blg)	Carriageway			Shoulder Type				Embankment Height(m)		Submergence (m)/ Over Topping	Detail of Cross Roads			Remarks (photo No.)
				Left	Right				Left		Right		Left	Right	Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)					
From	To								Width (m)	Condi-tion	Width (m)	Condi-tion							Widt h (m)	Condi-tion		
368+400	368+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	30					P-4061
368+500	368+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-10	30					
368+600	368+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-5	20					
368+700	368+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	20					
368+800	368+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-15	20					
368+900	369+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	14					P-4078
369+000	369+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-15	30					P-4084
369+100	369+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	30					
369+200	369+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-6	30					P-4092
369+300	369+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	30					
369+400	369+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-15	30					
369+500	369+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-15	30					
369+600	369+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-5	30					P-4097,4099
369+700	369+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	30					P-4105,4107
369+800	369+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-15	30					
369+900	370+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-15	30					
370+000	370+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-15	30					
370+100	370+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-15	30					
370+200	370+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-15	30					P-4121
370+300	370+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-15	30					P-4120
370+400	370+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-3	30					P-4125
370+500	370+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	30					P-4127
370+600	370+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-5	30					P-4128
370+700	370+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-10	30					

Indo-Mayanmar Road Section from Imphal Moreh (TA.8116 - IND)

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Chainage		Length (m)	Terrain	Land Use(Built Up/Agrit./Forest/Ind ustrial/Barren)		Name of Village/Town	Formati on Type	Formation Width (m)or(Blg- Blg)	Carriageway			Shoulder Type				Embankment Height(m)		Submergence (m)/ Over Topping	Detail of Cross Roads			Remarks (photo No.)
				Left	Right				Left		Right		Left	Right	Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)					
From	To								Width (m)	Condi-tion	Width (m)	Condi-tion							Widt h (m)	Condi-tion		
370+800	370+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-5	30					
370+900	371+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-5	30				P-4130	
371+000	371+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-3	30				P-4131	
371+100	371+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	30				P-4133	
371+200	371+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-7	30				P-4135	
371+300	371+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-8	30				P-4137	
371+400	371+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-10	30				P-4139	
371+500	371+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-12	30				P-4141	
371+600	371+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-12	30					
371+700	371+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-10	30					
371+800	371+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	5	P	0.5	ER/P	0.5	ER/P	-12	30					
371+900	372+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	5	P	0.5	ER/P	0.5	ER/P	-12	30				P-4146	
372+000	372+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	5	P	0.5	ER/P	0.5	ER/P	-12	20					
372+100	372+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	5	P	0.5	ER/P	0.5	ER/P	-12	20					
372+200	372+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	5	P	0.5	ER/P	0.5	ER/P	-12	20					
372+300	372+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-12	20				P-4149	
372+400	372+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-12	20				P-4152	
372+500	372+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-12	20					
372+600	372+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	20					
372+700	372+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-5	20				P-4153	
372+800	372+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	20				P-4157	
372+900	373+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-10	-5				P-4162	
373+000	373+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-3	20				P-4168	
373+100	373+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-5	20					

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				Left	Right				Left		Right		Left	Right	Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)					
From	To								Width (m)	Condi-tion	Width (m)	Condi-tion							Widt h (m)	Condi-tion		
373+200	373+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	20					
373+300	373+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	15	-2					
373+400	373+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	15	-5					
373+500	373+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	15	-12					P-4178
373+600	373+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	15	-5					
373+700	373+800	100	Hilly	Bu	Bu	Bangjing	Cut/Fill	12	BT	7	P	0.5	ER/P	0.5	ER/P	12	-7					
373+800	373+900	100	Hilly	Bu	Bu	Bangjing	Cut/Fill	12	BT	7	F	0.5	ER/P	0.5	ER/P	12	-3					Military checkpoint,P-4179,4180
373+900	374+000	100	Hilly	Bu	Bu	Bangjing	Cut/Fill	12	BT	7	F	0.5	ER/P	0.5	ER/P	12	-3					
374+000	374+100	100	Hilly	Fo	Fo	Bangjing	Fill		BT	7	G	0.5	ER/P	0.5	ER/P	15	20					
374+100	374+200	100	Hilly	Fo	Fo	Bangjing	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	15	-3					
374+200	374+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-3					
374+300	374+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-2					
374+400	374+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-3	15					
374+500	374+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	20	-5					
374+600	374+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-5					
374+700	374+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-5					
374+800	374+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	20	-15					P-4192 to 4194
374+900	375+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-15					P-4196
375+000	375+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-4					P-4823
375+100	375+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-4					
375+200	375+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	20	-5					Sharp curve,P-4825
375+300	375+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	20	-5					P-4829
375+400	375+500	100	Hilly	Fo	Fo	--	Cut		BT	7	F	0.5	ER/P	0.5	ER/P	-1	-4					
375+500	375+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	10	-4					

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				Left	Right				Left		Right		Left	Right	Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)					
From	To								Width (m)	Condi-tion	Width (m)	Condi-tion							Widt h (m)	Condi-tion		
375+600	375+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	15	-4					
375+700	375+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	15	-4					P-4830
375+800	375+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	15	-5					P-4832
375+900	376+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	15	-5					
376+000	376+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-5					P-4834
376+100	376+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-5					P-4838
376+200	376+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	15	-10					
376+300	376+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	10	-5					
376+400	376+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	15	-5					P-4842
376+500	376+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	20	-5					P-4845
376+600	376+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-5					
376+700	376+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	20	-5					
376+800	376+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-5					
376+900	377+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-5					P-4847
377+000	377+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-10					P-4849,4851
377+100	377+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	20	-10					P-4853
377+200	377+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	20	-10					
377+300	377+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-10					Sharp Curve,P-4855
377+400	377+500	100	Hilly	Fo	Fo	Senam	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-7					P-4857
377+500	377+600	100	Hilly	Bu	Bu	Senam	Cut/Fill	14	BT	7	F	0.5	ER/P	0.5	ER/P	10	-5					P-4859
377+600	377+700	100	Hilly	Bu	Bu	Senam	Cut/Fill	14	BT	7	F	0.5	ER/P	0.5	ER/P	10	-7					P-4861
377+700	377+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	15	-5					
377+800	377+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	15	-5					
377+900	378+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	15	-5					P-4863

Indo-Mayanmar Road Section from Imphal Moreh (TA.8116 - IND)

ROAD INVENTORY DATA SHEET

Survey done by: Srikanth Thota

Date of Survey: 10-07-13 to 29-07-13

Chainage		Length (m)	Terrain	Land Use(Built Up/Agrit./Forest/Ind ustrial/Barren)		Name of Village/Town	Formati on Type	Formation Width (m)or(Blg- Blg)	Carriageway			Shoulder Type				Embankment Height(m)		Submergence (m)/ Over Topping	Detail of Cross Roads			Remarks (photo No.)
				Left	Right				Left		Right		Left	Right	Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)					
From	To								Width (m)	Condi-tion	Width (m)	Condi-tion							Widt h (m)	Condi-tion		
378+000	378+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	15	-5					P-4865
378+100	378+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	15	-5					
378+200	378+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-7					P-4867
378+300	378+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	25	-7					P-4869
378+400	378+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	25	-10					P-4871
378+500	378+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-10					P-4873
378+600	378+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-7					
378+700	378+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	30	-7					
378+800	378+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	30	-10					
378+900	379+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	30	-7					P-4875
379+000	379+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	25	-10					P-4877
379+100	379+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-7					
379+200	379+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	20	-7					
379+300	379+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	15	-7					P-4882
379+400	379+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	-7					P-4883
379+500	379+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	15	-10					
379+600	379+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	20	-10					
379+700	379+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	25	-10					
379+800	379+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-10					Electrical wires crossing
379+900	380+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-10					P-4885
380+000	380+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	25	-10					P-4888
380+100	380+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	25	-10					P-4890
380+200	380+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	25	-10					P-4892
380+300	380+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	25	-15					

Indo-Myanmar Road Section from Imphal Moreh (TA.8116 - IND)

ROAD INVENTORY DATA SHEET

Survey done by: Srikanth Thota

Date of Survey: 10-07-13 to 29-07-13

Chainage		Length (m)	Terrain	Land Use(Built Up/Agrit./Forest/Ind ustrial/Barren)		Name of Village/Town	Formati on Type	Formation Width (m)or(Blg- Blg)	Carriageway			Shoulder Type				Embankment Height(m)		Submergence (m)/ Over Topping	Detail of Cross Roads			Remarks (photo No.)
				Left	Right				Left		Right		Left	Right	Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)					
From	To								Width (m)	Condi-tion	Width (m)	Condi-tion							Widt h (m)	Condi-tion	Left	
380+400	380+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	20	-10					P-4893
380+500	380+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	20	-10					P-4895
380+600	380+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	15	-7					P-4898
380+700	380+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	15	-7					p-4900
380+800	380+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	15	-7					
380+900	381+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	-7					P-4901
381+000	381+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	15	-7					P-4903
381+100	381+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	10	-10					
381+200	381+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-	-5					P-4905
381+300	381+400	100	Hilly	Fo	Fo	--	Fill		BT	7	F	0.5	ER/P	0.5	ER/P	5	5					P-4907
381+400	381+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-2	-10					
381+500	381+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	10	-5					P-4909
381+600	381+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	15	-10					
381+700	381+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	15	-10					
381+800	381+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	15	-10					
381+900	382+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	15	-12					P-4911
382+000	382+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-1	-8					P-4913
382+100	382+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	10	-2					
382+200	382+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	15	-2					
382+300	382+400	100	Hilly	Fo	Fo	--	Fill		BT	7	G	0.5	ER/P	0.5	ER/P	15	15					
382+400	382+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-2	15					P-4915
382+500	382+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-3	20					P-4917
382+600	382+700	100	Hilly	Fo	Fo	--	Fill		BT	7	G	0.5	ER/P	0.5	ER/P	10	10					P-4919
382+700	382+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	5	-5					P-4921

Indo-Mayanmar Road Section from Imphal Moreh (TA.8116 - IND)

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Date of Survey: 10-07-13 to 29-07-13

Chainage		Length (m)	Terrain	Land Use(Built Up/Agrit./Forest/Ind ustrial/Barren)		Name of Village/Town	Formati on Type	Formation Width (m)or(Blg- Blg)	Carriageway			Shoulder Type				Embankment Height(m)		Submergence (m)/ Over Topping	Detail of Cross Roads			Remarks (photo No.)
				Left	Right				Left		Right		Left	Right	Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)					
From	To								Width (m)	Condi-tion	Width (m)	Condi-tion							Widt h (m)	Condi-tion		
382+800	382+900	100	Hilly	Fo	Fo	Saivom	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	3	-10					
382+900	383+000	100	Hilly	Fo	Fo	Saivom	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	2	-5				P-4925	
383+000	383+100	100	Hilly	Fo	Fo	--	Fill		BT	7	F	0.5	ER/P	0.5	ER/P	10	10				P-4926	
383+100	383+200	100	Hilly	Fo	Fo	--	Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	15				P-4929	
383+200	383+300	100	Hilly	Fo	Fo	--	Fill		BT	7	P	0.5	ER/P	0.5	ER/P	25	10				P-4931	
383+300	383+400	100	Hilly	Fo	Fo	--	Fill		BT	7	F	0.5	ER/P	0.5	ER/P	25	15					
383+400	383+500	100	Hilly	Fo	Fo	--	Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	10				P-4933	
383+500	383+600	100	Hilly	Fo	Fo	--	Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	15				P-4935	
383+600	383+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-2	10					
383+700	383+800	100	Hilly	Fo	Fo	--	Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	10					
383+800	383+900	100	Hilly	Fo	Fo	--	Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	15				P-4936	
383+900	384+000	100	Hilly	Fo	Fo	--	Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	15				P-4938	
384+000	384+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-5					
384+100	384+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-3				P-4942	
384+200	384+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-10				P-4944	
384+300	384+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-4				P-4946	
384+400	384+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	20	-2					
384+500	384+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-2	20				P-4948	
384+600	384+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-2	20				P-4950	
384+700	384+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-5	20					
384+800	384+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-12	20					
384+900	385+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-12	20				P-4952	
385+000	385+100	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-12	20				P-4954	
385+100	385+200	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-10	20					

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From	To			Left	Right				Type	Width (m)	Condition	Width (m)	Condi-tion	Widt h (m)	Condi-tion	Left	Right		Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)	
385+200	385+300	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	20					P-4956
385+300	385+400	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-10	25					P-4958
385+400	385+500	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	20					
385+500	385+600	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	20					P-4960
385+600	385+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-10	25					P-4962
385+700	385+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-12	25					
385+800	385+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-10	25					
385+900	386+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/F	-10	25					P-4967
386+000	386+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	20					P-4969
386+100	386+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-10	20					
386+200	386+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-12	20					
386+300	386+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-15	20					
386+400	386+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-15	25					P-4972
386+500	386+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-17	30					P-4973
386+600	386+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-15	25					
386+700	386+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-17	25					
386+800	386+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	25					P-4975
386+900	387+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-15	25					P-4977
387+000	387+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-7	25					P-4980
387+100	387+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-7	30					Land slide on L/S ,4981
387+200	387+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	25					P-4984
387+300	387+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-7	25					
387+400	387+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	25					P-4985
387+500	387+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-10	30					Land slide on L/S,P-4987,4988

Indo-Myanmar Road Section from Imphal Moreh (TA.8116 - IND)

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				Left	Right				Left		Right		Left	Right	Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)					
From	To								Width (m)	Condi-tion	Width (m)	Condi-tion							Widt h (m)	Condi-tion		
387+600	387+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	30					P-4989
387+700	387+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-12	25					P-4991,4993
387+800	387+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-5	20					
387+900	388+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-3	20					P-4995
388+000	388+100	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	25					P-4997
388+100	388+200	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-5	25					
388+200	388+300	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	25					
388+300	388+400	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	25					Military checking point,P-4999
388+400	388+500	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	20					Military checking point,P-5001
388+500	388+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	20					
388+600	388+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-15	25					
388+700	388+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	25					
388+800	388+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-5	20					P-5004
388+900	389+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	20					P-5006,5008
389+000	389+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-10	30					P-5009
389+100	389+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-10	20					At +150 start at Military area
389+200	389+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-2	25					Military area
389+300	389+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-2	25					Military area
389+400	389+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-2	25					Military area
389+500	389+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-5	25					P-5011
389+600	389+700	100	Hilly	Bu	Bu	Tengnoupal	Cut/Fill	18	BT	7	G	0.5	ER/P	0.5	ER/P	-5	25					P-5014
389+700	389+800	100	Hilly	Bu	Bu	Tengnoupal	Cut/Fill	18	BT	7	F	0.5	ER/P	0.5	ER/P	-7	25					
389+800	389+900	100	Hilly	Bu	Fo	Tengnoupal	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-2	25					
389+900	390+000	100	Hilly	Fo	Fo	Tengnoupal	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	20	-4					P-5016

Indo-Myanmar Road Section from Imphal Moreh (TA.8116 - IND)

ROAD INVENTORY DATA SHEET

Survey done by: Srikanth Thota

Date of Survey: 10-07-13 to 29-07-13

Chainage		Length (m)	Terrain	Land Use(Built Up/Agrit./Forest/Ind ustrial/Barren)		Name of Village/Town	Formati on Type	Formation Width (m)or(Blg- Blg)	Carriageway			Shoulder Type				Embankment Height(m)		Submergence (m)/ Over Topping	Detail of Cross Roads			Remarks (photo No.)
				Left	Right				Left		Right		Left	Right	Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)					
From	To								Width (m)	Condi-tion	Width (m)	Condi-tion							Widt h (m)	Condi-tion		
390+000	390+100	100	Hilly	Fo	Fo	Tengnoupal	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-8					P-5016
390+100	390+200	100	Hilly	Fo	Fo	Tengnoupal	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-8					P-5018
390+200	390+300	100	Hilly	Fo	Fo	Tengnoupal	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	15	-8					
390+300	390+400	100	Hilly	Fo	Fo	Tengnoupal	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	10	-8					
390+400	390+500	100	Hilly	Bu	Bu	Tengnoupal	Cut/Fill	16	BT	7	G	0.5	ER/P	0.5	ER/P	5	-5					P-5024
390+500	390+600	100	Hilly	Bu	Bu	Tengnoupal	Fill	16	BT	7	F	0.5	ER/P	0.5	ER/P	-	-3					
390+600	390+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-7	15					P-5026
390+700	390+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-7	15					P-5028
390+800	390+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-5	15					P-5030
390+900	391+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	20					
391+000	391+100	100	Hilly	Fo	Fo	--	Fill		BT	7	P	0.5	ER/P	0.5	ER/P	10	20					P-5034
391+100	391+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-12	25					P-5035
391+200	391+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-5	20					P-5037
391+300	391+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-7	20					
391+400	391+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-5	20					
391+500	391+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-5	20					
391+600	391+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-2	25					P-5042
391+700	391+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-2	25					
391+800	391+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-5					P-5043
391+900	392+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-5					P-5048
392+000	392+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-3					
392+100	392+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-3					
392+200	392+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-5					Land slides,P-5049
392+300	392+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-5					P-7757

Indo-Mayanmar Road Section from Imphal Moreh (TA.8116 - IND)

ROAD INVENTORY DATA SHEET

Survey done by: Srikanth Thota

Date of Survey: 10-07-13 to 29-07-13

Chainage		Length (m)	Terrain	Land Use(Built Up/Agrit./Forest/Ind ustrial/Barren)		Name of Village/Town	Formati on Type	Formation Width (m)or(Blg- Blg)	Carriageway			Shoulder Type				Embankment Height(m)		Submergence (m)/ Over Topping	Detail of Cross Roads			Remarks (photo No.)
				Left	Right				Left		Right		Left	Right	Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)					
From	To								Width (m)	Condi-tion	Width (m)	Condi-tion							Widt h (m)	Condi-tion		
392+400	392+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-5					
392+500	392+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-7					
392+600	392+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	15	-7					
392+700	392+800	100	Hilly	Fo	Fo	--	Fill		BT	7	F	0.5	ER/P	0.5	ER/P	10	-				P-7760	
392+800	392+900	100	Hilly	Bu	Bu	Chahmol	Cut/Fill	16	BT	7	F	0.5	ER/P	0.5	ER/P	6	-5		+050	BT - R/S	3	Way to Residential area ,P-7759
392+900	393+000	100	Hilly	Bu	Ba	Chahmol	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	6	-5					P-7764
393+000	393+100	100	Hilly	Bu	Ba	Chahmol	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	10	-5					P-7767
393+100	393+200	100	Hilly	Bu	Ba	Chahmol	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	5	-5					
393+200	393+300	100	Hilly	Bu	Ba	--	Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-	-5					P-7768
393+300	393+400	100	Hilly	Ba	Ba	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	10	-12					P-7770
393+400	393+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	10	-12					P-7773
393+500	393+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	10	-12					P-7775
393+600	393+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	10	-12					
393+700	393+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-12					
393+800	393+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-12					
393+900	394+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	20	-10					P-7779
394+000	394+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	25	-5					P-7777
394+100	394+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	25	-12					
394+200	394+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	25	-12					P-7783
394+300	394+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	25	-12					P-7784
394+400	394+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-10					
394+500	394+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	20	-12					
394+600	394+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-10					P-7788
394+700	394+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-7					P-7786

Indo-Mayanmar Road Section from Imphal Moreh (TA.8116 - IND)

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				Left	Right				Left		Right		Left	Right	Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)					
From	To								Width (m)	Condi-tion	Width (m)	Condi-tion							Widt h (m)	Condi-tion		
394+800	394+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-5					
394+900	395+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-5				P-7790	
395+000	395+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	15	-5				P-7793	
395+100	395+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	15	-5					
395+200	395+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-10					
395+300	395+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	20	-10					
395+400	395+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-5				P-7794	
395+500	395+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-10				P-7796	
395+600	395+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	20	-10					
395+700	395+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	20	-10					
395+800	395+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-10					
395+900	396+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-10					
396+000	396+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	30	-5				P-7802	
396+100	396+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	30	-10				P-7804	
396+200	396+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	25	-10				P-7806	
396+300	396+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	20	-15					
396+400	396+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	20	-10					
396+500	396+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	25	-15				P-7809	
396+600	396+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	25	-15				P-7811	
396+700	396+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	20	-10					
396+800	396+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	20	-10					
396+900	397+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-10				P-7812	
397+000	397+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	20	-10				P-7813	
397+100	397+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-10					

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				Left	Right				Left		Right		Left	Right	Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)					
From	To								Width (m)	Condi-tion	Width (m)	Condi-tion							Widt h (m)	Condi-tion		
397+200	397+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-10					P-7815
397+300	397+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	20	-10					P-7817
397+400	397+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	25	-10					
397+500	397+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	25	-10					P-7819
397+600	397+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	25	-7					P-7821
397+700	397+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	25	-7					
397+800	397+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	25	-5					
397+900	398+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	25	-5					P-7823
398+000	398+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	25	-5					
398+100	398+200	100	Hilly	Bu	Fo	Khonckhang	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	20	-5					
398+200	398+300	100	Hilly	Bu	Fo	Khonckhang	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-5					P-7827
398+300	398+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-5					P-7829
398+400	398+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	10	-4					
398+500	398+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	10	-5					P-7833
398+600	398+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	10	-5					P-7833
398+700	398+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	25	-5					
398+800	398+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-3					
398+900	399+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	20	-3					P-7835
399+000	399+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-5					P-7837
399+100	399+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	20	-10					P-7839
399+200	399+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-12					P-7841
399+300	399+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	25	-12					
399+400	399+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-10					P-7843
399+500	399+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	25	-5					P-7845

Indo-Mayanmar Road Section from Imphal Moreh (TA.8116 - IND)

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				Left	Right				Left		Right		Left	Right	Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)					
From	To								Width (m)	Condi-tion	Width (m)	Condi-tion							Widt h (m)	Condi-tion		
399+600	399+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	20	-5					
399+700	399+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-5	20					
399+800	399+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	20					
399+900	400+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	20				P-7852,P-7853	
400+000	400+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	15				P-4197,4198	
400+100	400+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-3	15					
400+200	400+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-3	15				P-4200,P-4202	
400+300	400+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-6	20				P-4206	
400+400	400+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-5	20				Electrical ples are settled in Shoulder,P-4208	
400+500	400+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-5	20					
400+600	400+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	25					
400+700	400+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-5	25				P-4212	
400+800	400+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-5	25				P-4215	
400+900	401+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-5	25				P-4217	
401+000	401+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-2	25				P-4219	
401+100	401+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-3	25					
401+200	401+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-4	25				P-4222	
401+300	401+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-10	25					
401+400	401+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	-3	25					
401+500	401+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-5	25					
401+600	401+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	25				P-4227	
401+700	401+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-10	-2				P-4228	
401+800	401+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-2				P-4233	
401+900	402+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	10	-2					

Indo-Mayanmar Road Section from Imphal Moreh (TA.8116 - IND)

ROAD INVENTORY DATA SHEET

Survey done by: Srikanth Thota

Date of Survey: 10-07-13 to 29-07-13

Chainage		Length (m)	Terrain	Land Use(Built Up/Agrit./Forest/Ind ustrial/Barren)		Name of Village/Town	Formati on Type	Formation Width (m)or(Blg- Blg)	Carriageway			Shoulder Type				Embankment Height(m)		Submergence (m)/ Over Topping	Detail of Cross Roads			Remarks (photo No.)
				Left	Right				Type	Width (m)	Condition	Left		Right		Left	Right		Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)	
From	To											Width (m)	Condi-tion	Widt h (m)	Condi-tion							
402+000	402+100	100	Hilly	Fo	Fo	--	Fill		BT	7	G	0.5	ER/P	0.5	ER/P	10	--					P-4236
402+100	402+200	100	Hilly	Fo	Fo	--	Fill		BT	7	F	0.5	ER/P	0.5	ER/P	15	--					
402+200	402+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	20	-4					
402+300	402+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	30	-8					P-4237
402+400	402+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	30	-8					P-4238
402+500	402+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	30	-12					
402+600	402+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	30	-8					P-4245
402+700	402+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	30	-12					
402+800	402+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	30	-12					
402+900	403+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	30	-12					P-4248
403+000	403+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	25	-5					
403+100	403+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	25	-5					P-4252
403+200	403+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	25	-2					P-4254
403+300	403+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	30	-3					P-4255
403+400	403+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	30	-12					
403+500	403+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	20	-12					
403+600	403+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	25	-12					
403+700	403+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	30	-15					
403+800	403+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	25	-12					
403+900	404+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	30	-12					
404+000	404+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	30	-12					P-4270
404+100	404+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	30	-12					
404+200	404+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	30	-12					
404+300	404+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	30	-12					P-4273

Indo-Mayanmar Road Section from Imphal Moreh (TA.8116 - IND)

ROAD INVENTORY DATA SHEET

Survey done by: Srikanth Thota

Date of Survey: 10-07-13 to 29-07-13

Chainage		Length (m)	Terrain	Land Use(Built Up/Agrit./Forest/Ind ustrial/Barren)		Name of Village/Town	Formati on Type	Formation Width (m)or(Blg- Blg)	Carriageway			Shoulder Type				Embankment Height(m)		Submergence (m)/ Over Topping	Detail of Cross Roads			Remarks (photo No.)
From	To			Left	Right				Type	Width (m)	Condition	Width (m)	Condi-tion	Widt h (m)	Condi-tion	Left	Right		Locati on (km)	Road Detail (leading	Carriagew ay Width(m)	
404+400	404+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	30	-20					
404+500	404+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	30	-20					P-4278
404+600	404+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	30	-15					P-4280
404+700	404+800	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	30	-5					P-4283
404+800	404+900	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	30	-12					P-4286
404+900	405+000	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	30	-12					
405+000	405+100	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	30	-12					Sharp Curve,P-4289
405+100	405+200	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	30	-10					
405+200	405+300	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	25	-12					P-4295
405+300	405+400	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	30	-12					
405+400	405+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	30	-15					
405+500	405+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	30	-15					
405+600	405+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	30	-15					
405+700	405+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	25	-15					P-4306
405+800	405+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	30	-15					
405+900	406+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	30	-15					
406+000	406+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	30	-15					
406+100	406+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	25	-10					P-4314
406+200	406+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	25	-10					
406+300	406+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	20	-2					
406+400	406+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	20	-2					
406+500	406+600	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	20	-5					P-4318
406+600	406+700	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	25	-10					P-4321
406+700	406+800	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	25	-12					

Indo-Mayanmar Road Section from Imphal Moreh (TA.8116 - IND)

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				Left	Right				Left		Right		Left	Right	Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)					
From	To								Width (m)	Condi-tion	Width (m)	Condi-tion							Widt h (m)	Condi-tion		
406+800	406+900	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	25	-12					
406+900	407+000	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	25	-10					P-4325
407+000	407+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	25	-10					P-4329
407+100	407+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	20	-12					
407+200	407+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	20	-12					
407+300	407+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	20	-10					P-4388
407+400	407+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	-5					Temple on L/S @ 10m offset,P-4393
407+500	407+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	20	-5					
407+600	407+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	20	-5					
407+700	407+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	20	-5					P-4401
407+800	407+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	20	-5					P-4404
407+900	408+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	2	-5					
408+000	408+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	5					
408+100	408+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-10	25					
408+200	408+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-12	30					P-4412
408+300	408+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-15	30					P-4414
408+400	408+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-15	30					
408+500	408+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-15	30					P-4416
408+600	408+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-15	30					P-4417
408+700	408+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-12	30					
408+800	408+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-15	30					
408+900	409+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-17	30					P-4419
409+000	409+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-17	30					P-4420
409+100	409+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-15	30					

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				Left	Right				Left		Right		Left	Right	Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)					
From	To								Width (m)	Condi-tion	Width (m)	Condi-tion							Widt h (m)	Condi-tion		
409+200	409+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-15	30				Temple on L/S @ 10m offset	
409+300	409+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-15	30					
409+400	409+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-15	30					
409+500	409+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-15	30				P-4432	
409+600	409+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-15	30					
409+700	409+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-15	30					
409+800	409+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-10	30					
409+900	410+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-10	30				P-4434	
410+000	410+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-12	30				P-4435	
410+100	410+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	30				P-4437	
410+200	410+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	30				P-4439	
410+300	410+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-7	25					
410+400	410+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-12	25					
410+500	410+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-10	25					
410+600	410+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	25					
410+700	410+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-12	25					
410+800	410+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-2	25					
410+900	411+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	25				P-4448	
411+000	411+100	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-3	25				P-4332	
411+100	411+200	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	25				Sharp curve,P-4337	
411+200	411+300	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-12	35					
411+300	411+400	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-12	35				P-4339	
411+400	411+500	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-15	35				P-4342	
411+500	411+600	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-15	35					

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				Left	Right				Left		Right		Left	Right	Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)					
From	To								Width (m)	Condi-tion	Width (m)	Condi-tion							Widt h (m)	Condi-tion	Left	
411+600	411+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-15	35					P-4350
411+700	411+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-15	35					P-4353
411+800	411+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-15	35					
411+900	412+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-15	35					P-4359
412+000	412+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-12	30					P-4362
412+100	412+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-15	30					P-4363
412+200	412+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-15	30					P-4368
412+300	412+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-15	30					P-4369
412+400	412+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-15	30					P-4372
412+500	412+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-7	30					P-4374
412+600	412+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-7	30					
412+700	412+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-12	30					
412+800	412+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-12	30					P-4385
412+900	413+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-7	30					P-4387
413+000	413+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-7	25					P-4450
413+100	413+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	25					
413+200	413+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-3	25					
413+300	413+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-3	25					P-4456
413+400	413+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	25					
413+500	413+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-7	25					P-4461
413+600	413+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-10	25					P-4462
413+700	413+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-10	25					
413+800	413+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-7	25					
413+900	414+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-7	25					P-4463

Indo-Myanmar Road Section from Imphal Moreh (TA.8116 - IND)

ROAD INVENTORY DATA SHEET

Survey done by: Srikanth Thota

Date of Survey: 10-07-13 to 29-07-13

Chainage		Length (m)	Terrain	Land Use(Built Up/Agrit./Forest/Ind ustrial/Barren)		Name of Village/Town	Formati on Type	Formation Width (m)or(Blg- Blg)	Carriageway			Shoulder Type				Embankment Height(m)		Submergence (m)/ Over Topping	Detail of Cross Roads			Remarks (photo No.)
				Left	Right				Left		Right		Left	Right	Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)					
From	To								Width (m)	Condi-tion	Width (m)	Condi-tion							Widt h (m)	Condi-tion		
414+000	414+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-7	25					S curve,P-4466
414+100	414+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-12	25					P-4469
414+200	414+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	25					P-4473
414+300	414+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	25					
414+400	414+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-2	25					
414+500	414+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-15	25					
414+600	414+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-12	25					
414+700	414+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-10	25					P-4478
414+800	414+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	25					
414+900	415+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	25					P-4483,4484
415+000	415+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	25					P-4490,91
415+100	415+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-7	25					
415+200	415+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-10	25					P-4495
415+300	415+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-10	25					P-4494
415+400	415+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-10	25					P-4504
415+500	415+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	25					
415+600	415+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	25					P-4511
415+700	415+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	25					P-4512
415+800	415+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-10	25					
415+900	416+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-10	25					
416+000	416+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-10	25					P-4517
416+100	416+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-10	25					
416+200	416+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-10	25					P-4519
416+300	416+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	25					

Indo-Mayanmar Road Section from Imphal Moreh (TA.8116 - IND)

ROAD INVENTORY DATA SHEET

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Date of Survey: 10-07-13 to 29-07-13

Chainage		Length (m)	Terrain	Land Use(Built Up/Agrit./Forest/Ind ustrial/Barren)		Name of Village/Town	Formati on Type	Formation Width (m)or(Blg- Blg)	Carriageway			Shoulder Type				Embankment Height(m)		Submergence (m)/ Over Topping	Detail of Cross Roads			Remarks (photo No.)
				Left	Right				Left		Right		Left	Right	Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)					
From	To								Width (m)	Condi-tion	Width (m)	Condi-tion							Widt h (m)	Condi-tion		
416+400	416+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	25					
416+500	416+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-3	25					
416+600	416+700	100	Hilly	Bu	Bu	Khudengthabi	Cut	15	BT	7	P	0.5	ER/P	0.5	ER/P	-2						
416+700	416+800	100	Hilly	Bu	Bu	Khudengthabi	Cut	15	BT	7	P	0.5	ER/P	0.5	ER/P	-1.5			+050	ER - L/S	5	Way to Ruilam Center,P-4534,4535
416+800	416+900	100	Hilly	Bu	Bu	Khudengthabi	Fill	15	BT	7	P	0.5	ER/P	0.5	ER/P	2	5					Bus stop on L/S @ 10m offset
416+900	417+000	100	Hilly	Fo	Fo	Khudengthabi	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-3	5					Church on L/S @ 12m offset,P-4540
417+000	417+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-2	10					P-4543
417+100	417+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	20					
417+200	417+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-5	15					
417+300	417+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-5	20					P-4545
417+400	417+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	20					P-4548
417+500	417+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	10	-4					
417+600	417+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	10	-5					
417+700	417+800	100	Hilly	Fo	Fo	--	Fill		BT	7	P	0.5	ER/P	0.5	ER/P	20						
417+800	417+900	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	20	-5					
417+900	418+000	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	25	-5					
418+000	418+100	100	Steep	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	10	-3					P-4556
418+100	418+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	20	-3					P-4561
418+200	418+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	20	-3					P-4562
418+300	418+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	20	-5					P-4566
418+400	418+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	15	-3					
418+500	418+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	15	-3					
418+600	418+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	10	-4					P-4568
418+700	418+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	10	-3					

Indo-Mayanmar Road Section from Imphal Moreh (TA.8116 - IND)

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				Left	Right				Left		Right		Left	Right	Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)					
From	To								Width (m)	Condi-tion	Width (m)	Condi-tion							Widt h (m)	Condi-tion		
418+800	418+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	10	-3					Military Checkpost,P-4573
418+900	419+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	10	-3					
419+000	419+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-15	-5					P-4576
419+100	419+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	10	-7					P-4578
419+200	419+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	20	-5					
419+300	419+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	20	-7					P-4579
419+400	419+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	10	-3					
419+500	419+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	10	-3					P-4583
419+600	419+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	3	-2					P-4585
419+700	419+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	10	-3					
419+800	419+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	15	-5					
419+900	420+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	15	-5					P-4589
420+000	420+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	10	-3					P-4593
420+100	420+200	100	Hilly	Fo	Fo	--	Fill		BT	7	P	0.5	ER/P	0.5	ER/P	10	10					P-4598
420+200	420+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	20					P-4600
420+300	420+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	20					
420+400	420+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	20					
420+500	420+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-7	20					P-4602
420+600	420+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	20					P-4603
420+700	420+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	20					
420+800	420+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	20					
420+900	421+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	20					
421+000	421+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-7	20					P-4605
421+100	421+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-12	20					

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				Left	Right				Left		Right		Left	Right	Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)					
From	To								Width (m)	Condi-tion	Width (m)	Condi-tion							Widt h (m)	Condi-tion		
421+200	421+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-7	20					
421+300	421+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-10	20				P-4609	
421+400	421+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-7	20				P-4612	
421+500	421+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	20					
421+600	421+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-7	20					
421+700	421+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	20				P-4616,4617	
421+800	421+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	20				P-4621	
421+900	422+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	20				P-4623	
422+000	422+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-7	20				P-4625	
422+100	422+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-7	20				P-4627	
422+200	422+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-7	20				P-4630	
422+300	422+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-7	20					
422+400	422+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-10	20					
422+500	422+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	20					
422+600	422+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	20				P-4634	
422+700	422+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	3	20					
422+800	422+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-2	20					
422+900	423+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-2	20					
423+000	423+100	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-5	15				P-4640	
423+100	423+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-2	15					
423+200	423+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-2	15					
423+300	423+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-2	15					
423+400	423+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-5	15					
423+500	423+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-2	5					

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				Left	Right				Left		Right		Left	Right	Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)					
From	To								Width (m)	Condi-tion	Width (m)	Condi-tion							Widt h (m)	Condi-tion	Left	
423+600	423+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-2	10					
423+700	423+800	100	Hilly	Fo	Fo	--	Cut		BT	7	P	0.5	ER/P	0.5	ER/P	-1	-1					P-4648
423+800	423+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-1	2					P-4649
423+900	424+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-2	2					
424+000	424+100	100	Hilly	Fo	Fo	Newmongiang	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-2	10					Church on R/S @ 10m offset,P-4654
424+100	424+200	100	Hilly	Fo	Fo	Newmongiang	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-2	10					
424+200	424+300	100	Hilly	Fo	Fo	Newmongiang	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-2	10					
424+300	424+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-2	10					
424+400	424+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-2	10					
424+500	424+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-2	10					Military area on L/S @ 15m offset
424+600	424+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-2	5					
424+700	424+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-2	5		+050	BT - R/S	3	Way to Maipi on R/S,P-4663
424+800	424+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-4	5					
424+900	425+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-4	5					
425+000	425+100	100	Hilly	Ba	Bu	Chikim	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-5	10					
425+100	425+200	100	Hilly	Ba	Bu	Chikim	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-5	10					
425+200	425+300	100	Hilly	Bu	Bu	Chikim	Cut/Fill	15	BT	7	F	0.5	ER/P	0.5	ER/P	-2	5					
425+300	425+400	100	Hilly	Ba	Bu	Chikim	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-0.5	5					Police checkpoint ,P-4681
425+400	425+500	100	Hilly	Ba	Bu	Chikim	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-2	3					Petrol bunk on R/S @ 12m offset,P-4684
425+500	425+600	100	Hilly	Fo	Bu	Chikim	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-2	5					Carriageway 3.5m new pavement,P-4686
425+600	425+700	100	Hilly	Fo	Bu	Chikim	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-2	10					
425+700	425+800	100	Hilly	Fo	Bu	Chikim	Cut/Fill		BT	7	P	0.5	ER/P	0.5	ER/P	-2	10					
425+800	425+900	100	Hilly	Bu	Bu	Chikim	Cut/Fill	15	BT	7	P	0.5	ER/P	0.5	ER/P	-5	10					
425+900	426+000	100	Hilly	Bu	Bu	Chikim	Cut/Fill	15	BT	7	P	0.5	ER/P	0.5	ER/P	-2	10					Electrical wires crassing on Road,Pipe line visible on L/S

Indo-Mayanmar Road Section from Imphal Moreh (TA.8116 - IND)

ROAD INVENTORY DATA SHEET

Survey done by: Srikanth Thota

Date of Survey: 10-07-13 to 29-07-13

Chainage		Length (m)	Terrain	Land Use(Built Up/Agrit./Forest/Ind ustrial/Barren)		Name of Village/Town	Formati on Type	Formation Width (m)or(Blg- Blg)	Carriageway			Shoulder Type				Embankment Height(m)		Submergence (m)/ Over Topping	Detail of Cross Roads			Remarks (photo No.)
From	To			Left	Right				Type	Width (m)	Condition	Width (m)	Condi-tion	Widt h (m)	Condi-tion	Left	Right		Locati on (km)	Road Detail (leading)	Carriagew ay Width(m)	
426+000	426+100	100	Hilly	Bu	Bu	Chikim	Cut/Fill	16	BT	7	P	0.5	ER/P	0.5	ER/P	-2	5					
426+100	426+200	100	Hilly	Bu	Bu	Chikim	Cut/Fill	16	BT	7	F	0.5	ER/P	0.5	ER/P	-1	5					
426+200	426+300	100	Hilly	Bu	Bu	Chikim	Cut/Fill	16	BT	7	F	0.5	ER/P	0.5	ER/P	-2	10					
426+300	426+400	100	Hilly	Bu	Bu	Chikim	Cut/Fill	16	BT	7	F	0.5	ER/P	0.5	ER/P	-2	10					College on L/S @ 10m offset,P-4701
426+400	426+500	100	Hilly	Bu	Bu	Chikim	Cut/Fill	16	BT	7	F	0.5	ER/P	0.5	ER/P	-2	10					
426+500	426+600	100	Hilly	Fo	Fo	Chikim	Fill		BT	7	F	0.5	ER/P	0.5	ER/P	-1						
426+600	426+700	100	Hilly	Fo	Fo	Chikim	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	10	-3					
426+700	426+800	100	Hilly	Fo	Fo	Chikim	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	10	-2					
426+800	426+900	100	Hilly	Fo	Fo	Chikim	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	10	-2		+050	BT - R/S	2.5	Way to Chahnou,P-4708
426+900	427+000	100	Hilly	Fo	Fo	Chikim	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	5	-5					P-4709
427+000	427+100	100	Hilly	Fo	Fo	Chikim	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	12	-5					P-4711
427+100	427+200	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	20	-5					P-4713
427+200	427+300	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	20	-5					P-4715
427+300	427+400	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	15	-3					
427+400	427+500	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	10	-3					
427+500	427+600	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	10	-3					
427+600	427+700	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	15	-5					P-4719
427+700	427+800	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	10	-5					P-4717
427+800	427+900	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	G	0.5	ER/P	0.5	ER/P	3	-5					P-4721
427+900	428+000	100	Hilly	Fo	Fo	--	Cut/Fill		BT	7	F	0.5	ER/P	0.5	ER/P	3	-3					Guest house on R/S @ 25m offset,P-4724
428+000	428+100	100	Hilly	Bu	Bu	Moreh	Cut/Fill	15	BT	7	F	0.5	ER/P	0.5	ER/P	5	-3					Forest office on L/S @ 12m offset,P-4729
428+100	428+200	100	Hilly	Bu	Bu	Moreh	Cut/Fill	15	BT	7	P	0.5	ER/P	0.5	ER/P	2	-1					
428+200	428+300	100	Hilly	Bu	Bu	Moreh	Cut/Fill	15	BT	9	F	1	ER/F	1	ER/F	1	-0.5					P-4733
428+300	428+400	100	Hilly	Bu	Bu	Moreh	Cut/Fill	15	BT	9	F	1	ER/F	1	ER/F	1	-0.5					Guest house on R/S @ 5m offset,P-4737

Indo-Myanmar Road Section from Imphal Moreh (TA.8116 - IND)

ROAD INVENTORY DATA SHEET

Survey done by: Srikanth Thota

Date of Survey: 10-07-13 to 29-07-13

Chainage		Length (m)	Terrain	Land Use(Built Up/Agrit./Forest/Ind ustrial/Barren)		Name of Village/Town	Formati on Type	Formation Width (m)or(Blg- Blg)	Carriageway			Shoulder Type			Embankment Height(m)		Submergence (m)/ Over Topping	Detail of Cross Roads			Remarks (photo No.)
From	To			Left	Right				Left			Right		Left	Right	Locati on (km)		Road Detail (leading)	Carriagew ay Width(m)		
									Type	Width (m)	Condition	Width (m)	Condi-tion							Widt h (m)	
428+400	428+500	100	Hilly	Bu	Bu	Moreh	Fill	15	BT	9	G	1	ER/F	1	ER/F	1	-				
428+500	428+600	100	Hilly	Bu	Bu	Moreh	Fill	15	BT	9	F	1	ER/F	1	ER/F	1	-				
428+600	428+700	100	Plain	Bu	Bu	Moreh	Fill	15	BT	9	G	1	ER/F	1	ER/F	1	-				
428+700	428+800	100	Plain	Bu	Bu	Moreh	Fill	15	BT	9	F	1	ER/F	1	ER/F	1	-				
428+800	428+900	100	Plain	Bu	Bu	Moreh	Fill	13	BT	7	F	0.5	ER/F	0.5	ER/F	1	-	+90 +90	ER - L/S ER -L/S	3 7	Police station on L/S @ 7m offset,P- 4745,Way to Barma border
428+900	429+000	100	Plain	Bu	Bu	Moreh	Cut/Fill	13	BT	7	F	0.5	ER/F	0.5	ER/F	2	-1				P-4754
429+000	429+100	100	Plain	Bu	Bu	Moreh	Cut/Fill	13	BT	7	F	0.5	ER/F	0.5	ER/F	2	-1				P-4752
429+100	429+200	100	Plain	Bu	Bu	Moreh	Fill	13	BT	7	F	0.5	ER/F	0.5	ER/F	2	-	+050	BT - R/S	3	Way to Residential area,P- 4760,Electrical wires crossing
429+200	429+300	100	Plain	Bu	Bu	Moreh	Fill	13	BT	7	F	0.5	ER/F	0.5	ER/F	2	-				Church on L/S @ 5m offset,P-4763
429+300	429+400	100	Plain	Bu	Bu	Moreh	Fill	13	BT	7	F	0.5	ER/F	0.5	ER/F	2	-				
429+400	429+500	100	Plain	Bu	Bu	Moreh	Fill	13	BT	7	F	0.5	ER/F	0.5	ER/F	2	-				Church on L/S @ 10m offset,P-4766
429+500	429+600	100	Plain	Bu	Bu	Moreh	Fill	13	BT	7	F	0.5	ER/F	0.5	ER/P	2	-	+050	ER - R/S	3	Way to church on R/S @ 5m offset,P- 4770
429+600	429+700	100	Plain	Bu	Ba	Moreh	Cut/Fill		BT	7	F	0.5	ER/F	0.5	ER/P	2	-1				
429+700	429+800	100	Plain	Bu	Ba	Moreh	Cut/Fill		BT	7	F	0.5	ER/F	0.5	ER/P	1	-1				
429+800	429+900	100	Plain	Bu	Ba	Moreh	Cut/Fill		BT	7	F	0.5	ER/F	0.5	ER/P	1	-1				Temple on L/S @ 10m offset,P- 4774,Army checkpoint on R/S @ 10m offset
429+900	430+000	100	Plain	Bu	Ba	Moreh	Cut/Fill		BT	7	G	0.5	ER/F	0.5	ER/P	2	-1				Cemetry on R/S @ 10m offset,P-4779
430+000	430+100	100	Plain	Ba	Ba	Moreh	Fill		BT	7	F	0.5	ER/F	0.5	ER/P	2					
430+100	430+200	100	Plain	Ba	Ba	Moreh	Fill		BT	7	G	0.5	ER/F	0.5	ER/P	2					Custom station on R/S @ 12m offset,P- 4775
430+200	430+300	100	Plain	Ba	Ba	Moreh	Fill		BT	7	F	0.5	ER/F	0.5	ER/P	Bridge	-2				P-4782
430+300	430+400	100	Plain	Ba	Ba	Moreh	Fill		BT	7	F	0.5	ER/F	0.5	ER/P	Bridge	-5				Ending at @ Bridge,P-4780
			1-Plain Rocky 3- Hilly 4- Steep				1-Cut 2-Fill 3-Cut-Fill	4- Fill-Cut 5- Level	Type: 1- BT 2-CC 3-GR 4-ER			G - Good Fair Poor		F- P-							



SHELADIA ASSOCIATES Inc. USA



PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail:Imphal to Moreh

Date of Survey: 10-07-13 to 29-07-13

Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
1	2	3	4	5	6	7	8	9	10	11	12	Type	Condition	Type	Condition	17	18	19	20
330+000	330+100	BT	P	--	10	--	--	10	10		--	E	2	E	2	4	4	-	-
330+100	330+200	BT	P	--	20	--	--	30	15		--	E	2	E	2	2	2	-	-
330+200	330+300	BT	P	--	10	--	1	20	10		--	E	1	E	1	0.3	0.3	RCD	-
330+300	330+400	BT	F	--	5	--	--	10	1		--	E	1	E	1	0.3	0.3	RCD	-
330+400	330+500	BT	P	--	10	--	--	5	1		--	E	3	E	3	0.3	0.3	RCD	-
330+500	330+600	BT	P	--	10	--	--	5	1		--	E	2	E	2	0.4	0.4	RCD	-
330+600	330+700	BT	P	--	10	--	--	20	5		--	E	3	E	3	0.3	0.3	RCD	-
330+700	330+800	BT	F	--	5	--	--	10	5		--	E	2	E	2	0.4	0.4	RCD	-
330+800	330+900	BT	P	--	5	--	--	20	10		--	E	2	E	2	0.3	0.3	ROD	-
330+900	331+000	BT	P	--	10	--	--	20	--		--	E	2	E	2	0.4	0.4	ROD	-
331+000	331+100	BT	F	--	5	--	--	5	--		--	E	2	E	2	0.3	0.3	ROD	-
331+100	331+200	BT	F	--	5	--	--	5	5		--	E	2	E	2	0.3	0.3	ROD	-
331+200	331+300	BT	P	--	5	--	--	20	--		--	E	2	E	2	0.3	0.3	ROD	-
331+300	331+400	BT	P	--	5	--	--	20	2		--	E	2	E	2	1	1	ROD	-
331+400	331+500	BT	P	--	10	--	--	10	--		--	E	2	E	2	1	1	ROD	-
331+500	331+600	BT	F	--	5	--	--	10	4		--	E	2	E	2	1	1	-	-
331+600	331+700	BT	P	--	5	--	--	20	3		--	E	3	E	2	1	1	ER	-
331+700	331+800	BT	P	--	10	--	--	20	5		--	E	2	E	2	1	1	ER	-
331+800	331+900	BT	F	--	5	--	--	10	5		--	E	2	E	3	1	1	ER	-
331+900	332+000	BT	P	--	10	--	--	5	5		--	E	2	E	2	1	1	ER	-
332+000	332+100	BT	P	--	10	--	--	30	10		--	E	2	E	2	0.5	1.5	ER	-
332+100	332+200	BT	P	--	15	--	1	40	20		--	E	2	E	2	0.5	1	ER	-
332+200	332+300	BT	P	--	10	--	--	50	25		--	E	2	E	2	0.3	1	ER	-
332+300	332+400	BT	P	--	5	--	--	30	10		--	E	2	E	2	0.5	0.7	-	-
332+400	332+500	BT	P	--	5	--	--	20	5		--	E	2	E	2	0.3	0.7	-	-
332+500	332+600	BT	P	--	10	--	--	30	10		--	E	2	E	2	0.7	1.5	-	-
332+600	332+700	BT	P	--	10	--	--	30	15		--	E	2	E	2	0.7	1.2	-	-
332+700	332+800	BT	P	--	20	--	--	25	5		--	E	2	E	2	0.7	1.5	-	-
332+800	332+900	BT	P	--	10	--	--	20	5		--	E	2	E	2	1	1.5	ER	-
332+900	333+000	BT	P	--	10	--	--	35	10		--	E	2	E	2	1	1	ER	-
333+000	333+100	BT	P	--	5	--	--	20	5		--	E	2	E	2	1	1	ER	-
333+100	333+200	BT	P	--	5	--	--	50	10		--	E	2	E	2	1.2	0.3	ER	-
333+200	333+300	BT	P	--	5	--	--	50	10		--	E	2	E	2	1.2	1.2	ER	-

PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail:Imphal to Moreh

Date of Survey: 10-07-13 to 29-07-13

Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
		(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(m)	(mm)	Type	Condition	Type	Condition				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
333+300	333+400	BT	P	--	5	--	--	35	10		--	E	2	E	2	1	1	-	-
333+400	333+500	BT	P	--	15	--	--	30	10		--	E	2	E	2	1.5	1.5	-	-
333+500	333+600	BT	P	--	10	--	--	25	10		--	E	2	E	2	1.5	1.5	-	-
333+600	333+700	BT	P	--	5	--	--	25	10		--	E	2	E	2	1.2	1.2	-	-
333+700	333+800	BT	P	--	5	--	--	25	10		--	E	2	E	2	1.2	1.2	-	-
333+800	333+900	BT	P	--	5	--	--	30	10		--	E	2	E	2	1.2	1.5	-	-
333+900	334+000	BT	P	--	5	--	1	30	5		--	E	2	E	2	1.2	1.5	ER	-
334+000	334+100	BT	P	--	2	--	--	35	5		--	E	2	E	2	1.5	1	ER	-
334+100	334+200	BT	P	--	5	--	--	40	5		--	E	2	E	2	1.5	1.5	ER	-
334+200	334+300	BT	F	--	5	--	--	15	10		--	E	2	E	2	1	1	ER	-
334+300	334+400	BT	F	--	2	--	--	--	10		--	E	2	E	2	-5	1	ER	-
334+400	334+500	BT	F	--	2	2	2	--	5		--	E	2	E	2	-1	2	ER	-
334+500	334+600	BT	F	--	2	2	--	--	2		--	E	1	E	1	-1	2	ER	-
334+600	334+700	BT	G	2	--	2	--	--	--		--	E	1	E	1	-1	2	ER	-
334+700	334+800	BT	G	2	--	3	--	--	--		--	E	2	E	2	-1	2	ER	ER
334+800	334+900	BT	G	2	--	3	--	--	--		--	E	2	E	2	-3	2	ER	ER
334+900	335+000	BT	G	2	--	3	--	--	--		--	E	2	E	2	-4	2	ER	ER
335+000	335+100	BT	G	--	--	2	--	--	--	--	--	E	2	E	2	-4	4	ER	ER
335+100	335+200	BT	F	--	2	2	--	--	--	--	--	E	2	E	2	-1	1.2	ER	ER
335+200	335+300	BT	G	--	--	2	--	--	--	--	--	E	2	E	2	-0.5	1.5	ER	ER
335+300	335+400	BT	G	--	--	2	--	--	1	--	--	E	2	E	2	-2.5	1.5	ER	ER
335+400	335+500	BT	G	2	--	3	--	--	--	--	--	E	2	E	2	-1	1	ER	ER
335+500	335+600	BT	G	--	--	2	--	--	3	--	--	E	2	E	2	-7	1	---	
335+600	335+700	BT	G	--	--	2	--	--	--	--	--	E	2	E	2	-	1.5	-	-
335+700	335+800	BT	F	--	2	1	--	--	--	--	--	E	2	E	2	-7	2	ER	ER
335+800	335+900	BT	F	--	2	2	--	--	--	--	--	E	2	E	2	-8	2.5	ER	ER
335+900	336+000	BT	F	--	2	--	--	2	5	--	--	E	2	E	2	-4	3	ER	ER
336+000	336+100	BT	F	--	2		--	10	--	--	--	E	2	E	2	-	3	-	-
336+100	336+200	BT	G	--	--		--	--	25	--	--	E	2	E	2	-10	-10	-	-
336+200	336+300	BT	F	--	--		--	10	20	--	--	E	2	E	2	1.5	-10	-	-
336+300	336+400	BT	G	--	--		--	--	15	--	--	E	2	E	2	3	-3	-	-
336+400	336+500	BT	G	--	--		--	--	10	--	--	E	2	E	2	5	-5	-	-
336+500	336+600	BT	F	--	2		--	--	5	--	--	E	2	E	2	3	-1	-	-

PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail:Imphal to Moreh

Date of Survey: 10-07-13 to 29-07-13

Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
1	2	3	4	5	6	7	8	9	10	11	12	Type	Condition	Type	Condition	17	18	19	20
336+600	336+700	BT	G	2	--	2	--	--	5	--	--	E	2	E	2	1.5	-1.5	-	-
336+700	336+800	BT	G	2	--	2	--	--	5	--	--	E	2	E	2	1	0.5	-	-
336+800	336+900	BT	F	--	2	3	--	--	5	--	--	E	2	E	2	1	0.5	-	ER
336+900	337+000	BT	G	--	--	2	--	--	5	--	--	E	2	E	2	1	0.5	ER	ER
337+000	337+100	BT	F	--	3	2	--	--	5	--	--	E	2	E	2	2	-2	ER	ER
337+100	337+200	BT	F	--	3	2	--	--	2	--	--	E	2	E	2	1.2	-0.5	ER	ER
337+200	337+300	BT	F	--	2	2	--	--	2	--	--	E	2	-	-	1.2	-0.5	-	-
337+300	337+400	BT	F	--	2	2	--	--	--	--	--	E	2	E	2	1.5	-10	-	-
337+400	337+500	BT	F	--	3	--	--	--	3	--	--	E	2	E	2	1.5	-1	-	-
337+500	337+600	BT	F	--	2	--	--	--	3	--	--	E	2	E	2	1.5	-2	-	-
337+600	337+700	BT	F	--	2	--	--	--	--	--	--	E	2	E	2	1	1	-	-
337+700	337+800	BT	F	--	2	1	--	--	2	--	--	E	2	E	2	1	1	-	-
337+800	337+900	BT	G	--	--	--	--	--	3	--	--	E	2	E	2	1	1	-	-
337+900	338+000	BT	G	--	--	2	--	--	--	--	--	E	2	E	2	1	1	-	-
338+000	338+100	BT	F	--	2	3	--	--	2	--	--	E	2	E	2	1	1	-	-
338+100	338+200	BT	F	--	2	--	--	--	2	--	--	E	2	E	2	0.5	0.5	-	-
338+200	338+300	BT	G	--	--	2	--	--	--	--	--	E	2	E	2	0.3	0.3	-	-
338+300	338+400	BT	G	--	--	1	--	--	--	--	--	E	2	E	2	0.3	0.3	-	-
338+400	338+500	BT	F	--	2	--	--	5	2	--	--	E	2	E	2	0.3	0.3	-	-
338+500	338+600	BT	F	--	2	2	--	--	--	--	--	E	2	E	2	0.3	0.3	-	-
338+600	338+700	BT	G	--	--	3	--	5	--	--	--	E	2	E	2	0.3	0.3	-	-
338+700	338+800	BT	F	--	2	--	--	--	10	--	--	E	2	E	2	0.3	0.3	-	-
338+800	338+900	BT	G	--	--	2	--	--	3	--	--	E	2	E	2	0.3	0.3	-	-
338+900	339+000	BT	F	--	2	--	--	--	2	--	--	E	2	E	2	0.5	0.3	-	-
339+000	339+100	BT	G	--	--	2	--	--	-	--	--	E	2	E	2	1	0.7	-	-
339+100	339+200	BT	G	--	--	2	--	--	-	--	--	E	2	E	2	1	-	-	-
339+200	339+300	BT	G	--	--	--	--	--	2	--	--	E	2	E	2	0.5	0.3	-	-
339+300	339+400	BT	F	--	2	--	--	--	2	--	--	E	2	E	2	1	Canal	-	-
339+400	339+500	BT	G	--	--	2	--	--	5	--	--	E	2	E	2	1	Canal	---	ROD
339+500	339+600	BT	F	--	2	3	--	--	--	--	--	E	2	E	2	0.3	0.3	---	ROD
339+600	339+700	BT	F	--	2	--	--	--	5	--	--	E	2	E	2	0.7	-	-	ROD
339+700	339+800	BT	F	--	2	--	--	--	--	--	--	E	2	E	2	0.5	0.5	-	-
339+800	339+900	BT	G	--	--	1	--	--	1	--	--	E	2	E	2	0.5	0.5	-	-

PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail:Imphal to Moreh

Date of Survey: 10-07-13 to 29-07-13

Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
1	2	3	4	5	6	7	8	9	10	11	12	Type	Condition	Type	Condition	17	18	19	20
339+900	340+000	BT	F	--	2	--	--	--	--	--	--	E	2	E	2	0.5	0.5	-	-
340+000	340+100	BT	G	2	--	--	--	--	1	--	--	E	2	E	2	0.5	0.5	-	-
340+100	340+200	BT	G	2	--	--	--	--	--	--	--	E	2	E	2	0.7	0.7	-	-
340+200	340+300	BT	F	--	1	--	--	--	1	--	--	E	2	E	2	0.5	0.5	-	-
340+300	340+400	BT	F	--	2	1	--	--	3	--	--	E	2	E	2	0.5	0.5	-	ER
340+400	340+500	BT	G	--	--	1	--	--	2	--	--	E	2	E	2	0.5	0.5	-	ER
340+500	340+600	BT	G	2	--	2	--	--	2	--	--	E	2	E	2	0.5	0.5	-	ER
340+600	340+700	BT	G	--	--	--	--	--	3	--	--	E	2	E	2	0.5	0.5	-	ER
340+700	340+800	BT	G	--	--	1	--	--	--	--	--	E	2	E	2	0.5		-	ER
340+800	340+900	BT	F	--	1	--	--	--	1	--	--	E	2	E	2	-	-	-	ER
340+900	341+000	BT	G	--	--	2	--	--	2	--	--	E	2	E	2	0.3	-	-	-
341+000	341+100	BT	G	2	--	--	--	--	2	--	--	E	2	E	2	-	-	-	-
341+100	341+200	BT	G	--	--	--	--	--	1	--	--	E	2	E	2	-	-	-	-
341+200	341+300	BT	G	--	--	1	--	--	2	--	--	E	2	E	2	0.5	-	-	-
341+300	341+400	BT	F	--	2	--	--	--	--	--	--	E	2	E	2	0.5	-	-	-
341+400	341+500	BT	G	--	--	2	--	1	2	--	--	E	2	E	2	-	0.3	-	-
341+500	341+600	BT	F	--	1	--	--	--	--	--	--	E	2	E	2	-	-	-	-
341+600	341+700	BT	G	--	--	--	--	--	1	--	--	E	2	E	2	-	-	-	-
341+700	341+800	BT	F	--	2	--	--	--	2	--	--	P	1	P	1	Bridge	0.5	-	-
341+800	341+900	BT	F	--	3	--	--	--	3	--	--	P	1	P	1	Bridge	-	-	-
341+900	342+000	BT	G	--	--	1	--	--	1	--	--					-	-	-	-
342+000	342+100	BT	G	--	--	1	--	--	--	--	--					-	-	RCD	RCD
342+100	342+200	BT	G	--	--	1	--	--	--	--	--					-	-	RCD	RCD
342+200	342+300	BT	F	1	1	--	--	--	--	--	--					-	-	RCD	RCD
342+300	342+400	BT	F	--	1	--	--	--	2	--	--					-	-	RCD	RCD
342+400	342+500	BT	F	--	1	--	--	--	--	--	--					-	-	RCD	RCD
342+500	342+600	BT	G	--	--	--	--	--	--	--	--					-	-	RCD	RCD
342+600	342+700	BT	G	--	--	--	--	--	--	--	--					-	-	RCD	RCD
342+700	342+800	BT	F	--	5	1	1	--	2	--	--					-	-	-	-
342+800	342+900	BT	F	--	1	1	--	--	2	--	--					-	-	-	-
342+900	343+000	BT	G	--	--	1	--	--	1	--	--					-	-	-	-
343+000	343+100	BT	G	2	--	--	--	--	--	--	--					-	0.5	ROD	ROD
343+100	343+200	BT	F	--	1	--	--	2	--	--	--	E	F	E	F	0.3	0.6	ROD	ROD

PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail: Imphal to Moreh

Date of Survey: 10-07-13 to 29-07-13

Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
1	2	3	4	5	6	7	8	9	10	11	12	Type	Condition	Type	Condition	17	18	19	20
343+200	343+300	BT	F	--	2	--	--	--	2	--	--	E	F	E	F	0.3	0.6	ROD	ROD
343+300	343+400	BT	F	--	1	--	--	--	2	--	--	E	F	E	F	0.3	0.7	ROD	ROD
343+400	343+500	BT	G	--	--	--	--	--	1	--	--	E	F	E	F	0.3	1	ROD	ROD
343+500	343+600	BT	G	--	--	--	--	--	2	--	--					-	0.3	ROD	ROD
343+600	343+700	BT	G	--	--	1	--	--	--	--	--					0.3	0.3	ROD	ROD
343+700	343+800	BT	G	--	--	--	--	--	--	--	--					-	0.3	ROD	ROD
343+800	343+900	BT	G	--	--	2	--	--	--	--	--	E	F	E	F	0.3	0.3	ROD	ROD
343+900	344+000	BT	G	--	--	--	--	--	--	--	--	E	F	E	F	0.3	0.3	ROD	ROD
344+000	344+100	BT	F	--	1	2	--	--	--	--	--	E	F	E	F	0.3	0.3	ER	ER
344+100	344+200	BT	F	--	2	--	--	--	--	--	--	E	F	E	F	Bridge	Bridge	ER	ER
344+200	344+300	BT	F	--	2	--	--	--	2	--	--	E	F	E	F	0.3	0.3	ER	ER
344+300	344+400	BT	F	--	1	2	--	--	--	--	--	E	F	E	F	0.3	0.3	ER	ER
344+400	344+500	BT	G	--	--	--	--	--	2	--	--	E	F	E	F	-	-	-	-
344+500	344+600	BT	G	--	--	--	--	--	--	--	--	E	F	E	F	-	-	-	-
344+600	344+700	BT	G	--	--	1	--	2	1	--	--	E	F	E	F	-	0.5	-	-
344+700	344+800	BT	F	--	2	--	--	--	2	--	--	E	F	E	F	-	-	-	-
344+800	344+900	BT	F	--	2	1	--	3	1	--	--	--	--	--	--	-	-	ROD	-
344+900	345+000	BT	F	--	2	1	--	--	2	--	--	--	--	--	--	-	-	ROD	-
345+000	345+100	BT	G	--	--	1	--	--	2	--	--	--	--	--	--	-	-	ROD	-
345+100	345+200	BT	G	--	--	--	--	1	--	--	--	--	--	--	--	-	-	ROD	-
345+200	345+300	BT	G	--	--	--	--	--	--	--	--	E	F	E	F	0.3	0.3	ROD	
345+300	345+400	BT	G	--	--	3	--	--	--	--	--	E	F	E	F	0.5	0.5	ROD	
345+400	345+500	BT	G	--	--	--	--	--	--	--	--	E	F	E	F	0.5	0.5	ROD	
345+500	345+600	BT	G	--	--	--	2	--	--	--	--	E	F	E	F	0.5	0.5	ROD	
345+600	345+700	BT	G	--	--	--	--	--	--	--	--	E	F	E	F	0.5	0.5	ROD	
345+700	345+800	BT	F	--	1	1	--	--	--	--	--	E	F	E	F	0.5	0.5	ROD	
345+800	345+900	BT	F	3	2	3	--	--	--	--	--	E	F	E	F	-	-	ROD	
345+900	346+000	BT	F	--	1	2	--	--	--	--	--	E	F	E	F	-	-	ROD	
346+000	346+100	BT	F	--	2	1	--	--	2	--	--	E	F	E	F	-	-	-	-
346+100	346+200	BT	G	--	--	--	--	--	-	--	--	E	F	E	F	-	-	-	-
346+200	346+300	BT	G	--	--	2	--	--	3	--	--	E	F	E	F	-	-	-	-
346+300	346+400	BT	G	--	--	--	--	--	-	--	--	E	F	E	F	0.5	0.5	-	-
346+400	346+500	BT	G	3	--	--	--	--	-	--	--	E	F	E	F	0.5	0.5	-	-

PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail:Imphal to Moreh

Date of Survey: 10-07-13 to 29-07-13

Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
		(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(m)	(mm)	Type	Condition	Type	Condition				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
346+500	346+600	BT	G	--	--	--	--	2	5	--	--	E	F	E	F	0.5	0.5	-	-
346+600	346+700	BT	F	--	2	--	--	--	-	--	--	E	F	E	F	0.5	0.5	-	-
346+700	346+800	BT	G	--	--	--	--	--	4	--	--	E	F	E	F	0.5	0.5	-	-
346+800	346+900	BT	G	--	--	--	--	--	2	--	--	E	F	E	F	0.5	0.5	-	-
346+900	347+000	BT	G	--	--	1	--	--	-	--	--	E	F	E	F	0.5	0.5	-	-
347+000	347+100	BT	G	--	--	--	--	--	2	--	--	E	F	E	F	0.5	0.5	-	-
347+100	347+200	BT	G	--	--	--	--	--	--	--	--	E	F	E	F	0.5	0.5	-	-
347+200	347+300	BT	G	--	--	--	--	--	--	--	--	E	F	E	F	0.5	0.5	-	-
347+300	347+400	BT	F	--	2	--	--	--	3	--	--	E	F	E	F	0.5	0.5	-	-
347+400	347+500	BT	F	--	1	--	--	--	--	--	--	E	F	E	F	0.5	0.5	-	-
347+500	347+600	BT	G	--	--	--	--	--	--	--	--	E	F	E	F	0.5	0.5	-	-
347+600	347+700	BT	G	--	--	2	--	--	2	--	--	E	F	E	F	0.5	0.5	-	-
347+700	347+800	BT	G	--	--	--	--	--	--	--	--	E	F	E	F	0.3	0.3	-	-
347+800	347+900	BT	G	--	--	--	--	--	--	--	--	E	F	E	F	-	-	-	-
347+900	348+000	BT	G	--	--	--	--	--	--	--	--	E	F	E	F	-	-	-	-
348+000	348+100	BT	G	--	--	2	--	--	--	--	--	--	--	--	--	-	-	-	-
348+100	348+200	BT	G	--	--	--	--	2	--	--	--	--	--	--	--	-	-	-	-
348+200	348+300	BT	F	--	2	3	--	--	--	--	--	--	--	--	--	-	-	-	-
348+300	348+400	BT	F	--	2	5	1	--	--	--	--	--	--	--	--	-	-	-	-
348+400	348+500	BT	G	--	--	2	--	--	--	--	--	--	--	--	--	Bridge	Bridge	-	-
348+500	348+600	BT	G	--	--	--	--	--	--	--	--	--	--	--	--	-	-	-	-
348+600	348+700	BT	F	--	2	--	--	--	--	--	--	--	--	--	--	-	-	-	-
348+700	348+800	BT	G	--	--	2	--	--	--	--	--	--	--	--	--	0.3	0.3	-	-
348+800	348+900	BT	F	--	2	--	--	--	--	--	--	--	--	--	--	0.3	0.3	-	-
348+900	349+000	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	0.5	0.5	-	-
349+000	349+100	BT	G	--	--	2	--	--	--	--	--	E	P	E	P	0.5	0.5	-	-
349+100	349+200	BT	G	--	--	--	--	--	2	--	--	E	P	E	P	0.5	0.5	-	-
349+200	349+300	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	0.5	0.5	-	-
349+300	349+400	BT	G	2	--	--	--	1	2	--	--	E	P	E	P	0.5	0.5	-	-
349+400	349+500	BT	G	--	--	2	--	--	--	--	--	E	P	E	P	0.5	0.5	-	-
349+500	349+600	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	0.5	0.5	-	-
349+600	349+700	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	0.5	0.5	-	-
349+700	349+800	BT	G	--	--	2	--	--	2	--	--	E	P	E	P	0.7	1	-	-

PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail:Imphal to Moreh

Date of Survey: 10-07-13 to 29-07-13

Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
349+800	349+900	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	0.7	1	-	-
349+900	350+000	BT	G	--	--	--	--	--	2	--	--	E	P	E	P	0.7	1	-	-
350+000	350+100	BT	F	--	2	--	--	--	2	--	--	E	P	E	P	0.7	0.7	-	-
350+100	350+200	BT	G	--	--	2	--	--	--	--	--	E	P	E	P	0.7	0.7	-	-
350+200	350+300	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	0.7	0.7	-	-
350+300	350+400	BT	F	--	3	--	--	2	--	--	--	E	P	E	P	0.7	0.7	-	-
350+400	350+500	BT	G	--	--	2	--	--	--	--	--	E	P	E	P	0.7	0.7	-	-
350+500	350+600	BT	G	--	--	--	1	--	2	--	--	E	P	E	P	0.7	0.7	-	-
350+600	350+700	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	0.7	0.7	-	-
350+700	350+800	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	0.7	0.7	-	-
350+800	350+900	BT	G	--	--	2	--	--	2	--	--	E	P	E	P	0.7	0.7	-	-
350+900	351+000	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	0.7	0.7	-	-
351+000	351+100	BT	G	--	--	2	--	--	--	--	--	E	P	E	P	0.5	0.5	-	-
351+100	351+200	BT	F	--	2	2	--	--	--	--	--	E	P	E	P	0.5	0.5	-	-
351+200	351+300	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	0.5	0.5	-	-
351+300	351+400	BT	F	--	3	2	--	--	--	--	--	E	P	E	P	0.5	0.5	-	-
351+400	351+500	BT	G	--	--	--	--	--	2	--	--	E	P	E	P	0.5	0.5	-	-
351+500	351+600	BT	F	--	2	--	--	1	--	--	--	E	F	E	F	0.5	0.5	-	-
351+600	351+700	BT	F	--	2	--	1	--	--	--	--	E	F	E	F	0.5	0.3	-	-
351+700	351+800	BT	G	--	--	--	--	--	2	--	--	E	F	E	F	0.3	0.3	-	-
351+800	351+900	BT	F	--	2	2	--	--	--	--	--	E	F	E	F	0.5	0.4	-	-
351+900	352+000	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	0.5	0.4	-	-
352+000	352+100	BT	F		2	2	--	--	--	--	--	E	P	E	P	0.7	0.7	-	-
352+100	352+200	BT	F		3	--	--	--	--	--	--	E	P	E	P	0.7	0.7	-	-
352+200	352+300	BT	G		--	2	--	--	--	--	--	E	P	E	P	0.7	0.7	-	-
352+300	352+400	BT	F		2	2	--	--	--	--	--	E	P	E	P	0.7	0.7	-	-
352+400	352+500	BT	G		--	--	2	--	--	--	--	E	P	E	P	0.7	0.7	-	-
352+500	352+600	BT	G		--	2	--	--	3	--	--	E	F	E	F	0.7	0.7	-	-
352+600	352+700	BT	G		--	2	--	--	-	--	--	E	F	E	F	0.7	0.7	-	-
352+700	352+800	BT	F		2	--	--	--	2	--	--	E	F	E	F	0.3	0.3	-	-
352+800	352+900	BT	G		--	--	--	--	--	--	--					-	-	-	-
352+900	353+000	BT	F		2	--	--	--	--	--	--					-	-	-	-
353+000	353+100	BT	F	--	4	--	--	10	2	--	--	E	P	E	P	-	-	-	-

PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail:Imphal to Moreh

Date of Survey: 10-07-13 to 29-07-13

Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
		(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(m)	(mm)	Type	Condition	Type	Condition				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
353+100	353+200	BT	F	--	5	--	--	5	--	--	--	E	P	E	P	-	-	-	-
353+200	353+300	BT	F	--	5	--	2	5	--	--	--	E	P	E	P	0.8	0.8	-	-
353+300	353+400	BT	F	--	5	--	--	--	3	--	--	E	P	E	P	0.8	0.8	-	-
353+400	353+500	BT	F	--	3	--	2	--	--	--	--	E	P	E	P	0.8	0.8	-	-
353+500	353+600	BT	F	--	5	--	2	5	2	--	--	E	P	E	P	0.8	0.8	-	-
353+600	353+700	BT	P	--	10	--	3	10	--	--	--	E	P	E	P	0.7	1	-	-
353+700	353+800	BT	P	--	15	--	2	--	--	--	--	E	P	E	P	0.7	1	-	-
353+800	353+900	BT	P	--	10	--	--	5	2	--	--	E	P	E	P	0.7	1	-	-
353+900	354+000	BT	P	--	15	--	--	--	--	--	--	E	P	E	P	0.7	1	-	-
354+000	354+100	BT	P	--	15	2	2	--	3	--	--	E	P	E	P	1	1	-	-
354+100	354+200	BT	P	--	10	--	--	--	2	--	--	E	P	E	P	1	1	-	-
354+200	354+300	BT	P	--	15	--	1	--	2	--	--	E	P	E	P	1	1	-	-
354+300	354+400	BT	P	--	15	--	--	--	--	--	--	E	P	E	P	1	1	-	-
354+400	354+500	BT	P	--	10	--	--	--	--	--	--	E	P	E	P	1	1	-	-
354+500	354+600	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	1	1	-	-
354+600	354+700	BT	F	--	10	--	1	--	2	--	--	E	P	E	P	1	1	-	-
354+700	354+800	BT	F	--	10	--	--	--	--	--	--	E	P	E	P	1	1	-	-
354+800	354+900	BT	P	--	15	--	--	--	--	--	--	E	P	E	P	1	1	-	-
354+900	355+000	BT	G	--	--	--	--	--	--	--	--	-	P	E	P	1	1	-	-
355+000	355+100	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	-	-	-	-
355+100	355+200	BT	P	--	10	--	--	10	5	--	--	E	P	E	P	-2	0.5	-	-
355+200	355+300	BT	P	--	15	--	--	15	--	--	--	E	P	E	P	-	-	-	-
355+300	355+400	BT	P	--	15	--	--	10	--	--	--	E	P	E	P	1	1	-	-
355+400	355+500	BT	F	--	10	--	--	--	5	--	--	E	P	E	P	1	1	-	-
355+500	355+600	BT	P	--	10	--	--	15	--	--	10	E	P	E	P	1.5	1.5	-	-
355+600	355+700	BT	P	--	5	--	--	20	5	--	10	E	P	E	P	1.5	1.5	-	-
355+700	355+800	BT	P	--	10	--	--	30	10	--	--	E	P	E	P	1.5	1.5	-	-
355+800	355+900	BT	P	--	5	--	--	40	-	--	--	E	P	E	P	1.5	1.5	-	-
355+900	356+000	BT	P	--	10	--	--	30	5	--	--	E	P	E	P	1.5	1.5	-	-
356+000	356+100	BT	P	--	5	--	1	30	10	--	--	E	P	E	P	1.5	1.5	-	-
356+100	356+200	BT	P	--	10	--	--	--	20	--	--	E	P	E	P	1.5	1.5	-	-
356+200	356+300	BT	F	--	5	--	--	--	20	--	10	E	P	E	P	1.5	1.5	-	-
356+300	356+400	BT	P	--	15	--	2	5	30	--	--	E	P	E	P	1.5	1.5	-	-

PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail:Imphal to Moreh

Date of Survey: 10-07-13 to 29-07-13

Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
1	2	3	4	5	6	7	8	9	10	11	12	Type	Condition	Type	Condition	17	18	19	20
356+400	356+500	BT	P	--	20	--	--	10	20	--	--	E	P	E	P	1.5	1.5	-	-
356+500	356+600	BT	P	--	10	--	--	--	15	--	10	E	P	E	P	1	1	-	-
356+600	356+700	BT	P	--	15	--	2	--	15	--	--	E	P	E	P	1	1	-	-
356+700	356+800	BT	P	--	15	--	--	5	20	--	--	E	P	E	P	1	1	-	-
356+800	356+900	BT	P	--	10	--	--	--	20	--	--	E	P	E	P	1	1	-	-
356+900	357+000	BT	P	--	15	--	--	10	10	--	--	E	P	E	P	1	1	-	-
357+000	357+100	BT	F	--	5	--	1	5	--	--	20	E	P	E	P	0.5	0.5	---	---
357+100	357+200	BT	F	--	5	--	2	5	--	--	20	E	P	E	P	-4	-4	---	---
357+200	357+300	BT	F	--	5	--	1	5	--	--	--	E	P	E	P	1	1	---	---
357+300	357+400	BT	F	--	5	--	--	--	--	--	--	E	F	E	F	0.5	0.5	---	---
357+400	357+500	BT	F	--	5	--	2	5	--	--	20	E	F	E	F	1	1	---	---
357+500	357+600	BT	F	--	5	--	2	1	--	--	--	E	F	E	F	1	1	---	---
357+600	357+700	BT	F	--	5	--	2	1	--	--	--	E	F	E	F	1	1	---	---
357+700	357+800	BT	F	--	5	--	1	1	--	--	--	E	F	E	F	-	-	---	---
357+800	357+900	BT	F	--	5	--	1	1	--	--	--	E	F	E	F	-	0.5	---	---
357+900	358+000	BT	F	--	5	--	1	5	--	--	--	E	F	E	F	-	0.5	---	---
358+000	358+100	BT	F	--	10	--	2	2	--	--	--	E	P	E	P	0.5	1	---	---
358+100	358+200	BT	F	--	10	--	2	5	--	--	--	E	P	E	P	0.5	1	---	---
358+200	358+300	BT	F	--	10	--	2	5	--	--	--	E	P	E	P	0.5	1	---	---
358+300	358+400	BT	P	--	10	--	3	10	--	--	--	E	P	E	P	0.5	1	---	---
358+400	358+500	BT	P	--	10	--	2	10	--	--	--	E	P	E	P	0.5	1	---	---
358+500	358+600	BT	F	--	10	2	--	5	--	--	--	E	P	E	P	-5	1	---	---
358+600	358+700	BT	P	--	10	--	2	10	--	--	--	E	P	E	P	-	1	---	---
358+700	358+800	BT	F	--	5	--	--	5	--	--	--	E	P	E	P	-	1	---	---
358+800	358+900	BT	F	--	5	--	--	2	--	--	--	E	P	E	P	0.5	1	---	---
358+900	359+000	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	0.5	1	---	---
359+000	359+100	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	1	1	-	-
359+100	359+200	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	1	1	-	-
359+200	359+300	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	1	1	-	-
359+300	359+400	BT	G	--	--	--	--	2	--	--	--	E	P	E	P	1	1	-	-
359+400	359+500	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	1	1	-	-
359+500	359+600	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	1	1	-	-
359+600	359+700	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	1	1	-	-

PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail:Imphal to Moreh

Date of Survey: 10-07-13 to 29-07-13

Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
		(%)	(%)	(%)	(%)	(%)	(%)	(%)	%	(m)	(mm)	Type	Condition	Type	Condition				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
359+700	359+800	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	0.5	0.5	-	-
359+800	359+900	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	0.5	0.5	-	-
359+900	360+000	BT	F	--	5	--	--	--	--	--	--	--	--	--	--	1	1	-	-
360+000	360+100	BT	F	--	2	--	--	--	--	--	--	--	--	--	--	-	-	ROD	-
360+100	360+200	BT	F	--	5	--	--	--	--	--	--	--	--	--	--	-0.5	-	ROD	-
360+200	360+300	BT	F	--	5	--	--	5	--	--	--	E	F	E	F	-0.5	1	ROD	-
360+300	360+400	BT	P	--	10	--	--	10	--	--	--	E	P	E	P	0.5	1	-	-
360+400	360+500	BT	F	--	10	--	1	--	--	--	--	E	P	E	P	0.5	1	-	-
360+500	360+600	BT	P	--	20	--	--	5	--	--	--	E	P	E	P	0.5	1	-	-
360+600	360+700	BT	P	--	15	--	--	10	--	--	--	E	P	E	P	0.5	1	-	-
360+700	360+800	BT	F	--	10	--	1	--	--	--	--	E	P	E	P	0.5	1	-	-
360+800	360+900	BT	F	--	5	--	--	10	--	--	--	E	P	E	P	0.5	1	-	-
360+900	361+000	BT	F		10	--	--	--	--	--	--	E	P	E	P	0.5	1	-	-
361+000	361+100	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	0.5	0.5	-	-
361+100	361+200	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	0.5	0.5	-	-
361+200	361+300	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	0.5	0.5	-	-
361+300	361+400	BT	G	--	--	--	2	10	--	--	--	E	P	E	P	0.5	0.5	-	-
361+400	361+500	BT	G	--	--	--	--	10	--	--	--	E	P	E	P	0.5	0.5	-	-
361+500	361+600	BT	F	--	2	--	--	10	--	--	--	E	P	E	P	0.5	0.5	-	-
361+600	361+700	BT	G	--	--	--	3	10	--	--	--	E	P	E	P	0.5	0.5	-	-
361+700	361+800	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	0.5	0.5	-	-
361+800	361+900	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	0.5	0.5	-	-
361+900	362+000	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	-	-	-	-
362+000	362+100	BT	F	--	3	--	--	--	--	--	--	E	P	E	P	0.5	1	-	-
362+100	362+200	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	0.5	1	-	-
362+200	362+300	BT	G	--	--	--	--	5	--	--	--	E	P	E	P	1	1	-	-
362+300	362+400	BT	F	--	5	--	2	--	--	--	--	E	P	E	P	1	1	-	-
362+400	362+500	BT	G	--	--	2	--	--	--	--	--	E	P	E	P	1	1	-	-
362+500	362+600	BT	F	--	2	--	--	2	--	--	--	E	P	E	P	1	1	-	-
362+600	362+700	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	1	1	-	-
362+700	362+800	BT	F	--	3	--	--	--	--	--	--	E	P	E	P	1	1	-	-
362+800	362+900	BT	G	--	--	2	--	--	--	--	--	E	P	E	P	0.5	1	-	-
362+900	363+000	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	1	1	-	-

PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail:Imphal to Moreh

Date of Survey: 10-07-13 to 29-07-13

Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
1	2	3	4	5	6	7	8	9	10	11	12	Type	Condition	Type	Condition	17	18	19	20
363+000	363+100	BT	G	--	--	--	--	--	--	--	--	E	F	E	F	-	2	-	-
363+100	363+200	BT	G	--	--	--	--	--	--	--	--	E	F	E	F	0.5	2.5	-	-
363+200	363+300	BT	F	--	2	--	--	--	--	--	--	E	F	E	F	1	3	-	-
363+300	363+400	BT	G	--	--	--	--	--	2	--	--	E	F	E	F	0.5	1	-	-
363+400	363+500	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	0.5	1	-	-
363+500	363+600	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	0.5	1	-	-
363+600	363+700	BT	G	--	--	--	1	--	--	--	--	E	P	E	P	0.5	1	-	-
363+700	363+800	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	0.5	1	-	-
363+800	363+900	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	0.5	1	-	-
363+900	364+000	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	0.5	1	-	-
364+000	364+100	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	0.5	1	-	-
364+100	364+200	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	0.5	1	-	-
364+200	364+300	BT	F	--	2	--	1	--	--	--	--	E	P	E	P	0.5	1	-	-
364+300	364+400	BT	F	--	2	--	--	2	--	--	--	E	P	E	P	0.5	1	-	-
364+400	364+500	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	0.5	1	-	-
364+500	364+600	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	0.5	1	-	-
364+600	364+700	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	-	1	-	-
364+700	364+800	BT	G	--	--	--	1	--	--	--	--	E	P	E	P	-0.5	1	-	ER
364+800	364+900	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	-3	1	-	ER
364+900	365+000	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	-2	1	-	ER
365+000	365+100	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-7	1	-	-
365+100	365+200	BT	F	--	5	--	--	--	--	--	--	E	F	E	F	-	0.5	-	-
365+200	365+300	BT	F	--	2	--	--	--	--	--	--	E	F	E	F	-	0.5	-	-
365+300	365+400	BT	G	--	--	--	--	--	--	--	--	E	F	E	F	-	-	-	-
365+400	365+500	BT	F	--	2	--	--	--	--	--	--	E	F	E	F	-	-	ROD	ROD
365+500	365+600	BT	F	--	3	--	--	--	--	--	--	E	F	E	F	-	1	ROD	ROD
365+600	365+700	BT	F	--	10	--	--	--	--	--	--	E	F	E	F	1.5	1.5	ROD	ROD
365+700	365+800	BT	F	--	5	--	--	--	--	--	--	E	F	E	F	1.5	1.5	ROD	ROD
365+800	365+900	BT	F	--	2	--	--	--	--	--	--					0.5	0.5	ROD	ROD
365+900	366+000	BT	G	--	--	--	--	--	--	--	--					0.5	0.5	-	-
366+000	366+100	BT	F	--	3	--	--	--	--	--	--	E	P	E	P	0.5	0.5	-	-
366+100	366+200	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	0.5	0.5	-	-
366+200	366+300	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	0.5	0.5	-	-

PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail:Imphal to Moreh

Date of Survey: 10-07-13 to 29-07-13

Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
366+300	366+400	BT	F	--	3	--	--	5	--	--	--	E	P	E	P	-6	2	-	-
366+400	366+500	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	-5	2	-	-
366+500	366+600	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-5	2	-	-
366+600	366+700	BT	P	--	20	--	--	15	--	--	--	E	P	E	P	-1	2.5	-	-
366+700	366+800	BT	F	--	5	--	2	10	--	--	--	E	P	E	P	-4	2.5	-	-
366+800	366+900	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	-1	3.5	-	-
366+900	367+000	BT	F	--	5	--	--	5	--	--	--	E	P	E	P	-5	5	-	-
367+000	367+100	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	-10	20	-	-
367+100	367+200	BT	F	--	5	--	--	2	--	--	--	E	P	E	P	-10	20	-	-
367+200	367+300	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	-6	25	-	-
367+300	367+400	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	-15	25	-	-
367+400	367+500	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	-15	25	-	-
367+500	367+600	BT	G	--	--	--	2	--	--	--	--	E	P	E	P	-15	25	-	-
367+600	367+700	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	-15	25	-	-
367+700	367+800	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	-15	25	-	-
367+800	367+900	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	-15	25	-	-
367+900	368+000	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-15	25	-	-
368+000	368+100	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	-10	30	-	-
368+100	368+200	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	-10	30	-	-
368+200	368+300	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	-10	30	-	-
368+300	368+400	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	-10	30	-	-
368+400	368+500	BT	F	--	2	--	--	15	--	--	--	E	P	E	P	-10	30	-	-
368+500	368+600	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	-10	30	-	-
368+600	368+700	BT	F	--	10	--	5	2	--	--	--	E	P	E	P	-5	20	-	-
368+700	368+800	BT	F	--	10	--	--	--	--	--	--	E	P	E	P	-10	20	-	-
368+800	368+900	BT	F	--	10	--	--	--	--	--	--	E	P	E	P	-15	20	-	-
368+900	369+000	BT	F	--	10	--	--	--	--	--	--	E	P	E	P	-10	14	-	-
369+000	369+100	BT	F	--	5	--	1	--	--	--	--	E	P	E	P	-15	30	-	-
369+100	369+200	BT	F	--	10	--	--	--	--	--	--	E	P	E	P	-10	30	-	-
369+200	369+300	BT	F	--	5	--	--	5	--	--	20	E	P	E	P	-6	30	-	-
369+300	369+400	BT	F	--	5	--	--	2	--	--	--	E	P	E	P	-10	30	-	-
369+400	369+500	BT	F	--	5	--	--	3	--	--	--	E	P	E	P	-15	30	-	-
369+500	369+600	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-15	30	-	-

PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail:Imphal to Moreh

Date of Survey: 10-07-13 to 29-07-13

Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
		(%)	(%)	(%)	(%)	(%)	(%)	(%)	%	(m)	(mm)	Type	Condition	Type	Condition				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
369+600	369+700	BT	F	--	5	--	--	2	--	--	--	E	P	E	P	-5	30	-	-
369+700	369+800	BT	F	--	5	--	--	5	--	--	--	E	P	E	P	-10	30	-	-
369+800	369+900	BT	F	--	5	--	1	5	--	--	--	E	P	E	P	-15	30	-	-
369+900	370+000	BT	F	--	5	--	1	2	--	--	--	E	P	E	P	-15	30	-	-
370+000	370+100	BT	F	--	10	--	1	2	--	--	--	E	P	E	P	-15	30	-	-
370+100	370+200	BT	F	--	10	--	2	--	--	--	--	E	P	E	P	-15	30	-	-
370+200	370+300	BT	F	--	10	--	--	2	--	--	--	E	P	E	P	-15	30	-	-
370+300	370+400	BT	F	--	10	--	2	2	--	--	--	E	P	E	P	-15	30	-	-
370+400	370+500	BT	F	--	5	--	2	5	--	--	20	E	P	E	P	-3	30	-	-
370+500	370+600	BT	F	--	5	--	1	2	--	--	--	E	P	E	P	-10	30	-	-
370+600	370+700	BT	F	--	10	--	1	--	--	--	--	E	P	E	P	-5	30	-	-
370+700	370+800	BT	P	--	20	--	--	--	--	--	--	E	P	E	P	-10	30	-	-
370+800	370+900	BT	F	--	10	--	1	2	--	--	--	E	P	E	P	-5	30	-	-
370+900	371+000	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-5	30	-	-
371+000	371+100	BT	F	--	5	--	--	5	--	--	--	E	P	E	P	-3	30	-	-
371+100	371+200	BT	P	--	10	--	--	10	--	--	--	E	P	E	P	-5	30	-	-
371+200	371+300	BT	P	--	25	--	3	30	--	--	--	E	P	E	P	-7	30	-	-
371+300	371+400	BT	P	--	20	--	2	40	--	--	--	E	P	E	P	-8	30	-	-
371+400	371+500	BT	P	--	20	--	1	35	--	--	--	E	P	E	P	-10	30	-	-
371+500	371+600	BT	P	--	10	--	1	25	--	--	--	E	P	E	P	-12	30	-	-
371+600	371+700	BT	P	--	15	--	--	25	--	--	--	E	P	E	P	-12	30	-	-
371+700	371+800	BT	P	--	20	--	--	30	--	--	--	E	P	E	P	-10	30	-	-
371+800	371+900	BT	P	--	15	--	1	25	--	--	--	E	P	E	P	-12	30	-	-
371+900	372+000	BT	P	--	15	--	2	25	--	--	--	E	P	E	P	-12	30	-	-
372+000	372+100	BT	P	--	10	--	2	10	--	--	--	E	P	E	P	-12	20	-	-
372+100	372+200	BT	P	--	15	--	--	5	--	--	--	E	P	E	P	-12	20	-	-
372+200	372+300	BT	P	--	10	--	--	10	--	--	--	E	P	E	P	-12	20	-	-
372+300	372+400	BT	P	--	10	--	2	20	--	--	20	E	P	E	P	-12	20	-	-
372+400	372+500	BT	P	--	15	--	--	15	--	--	20	E	P	E	P	-12	20	-	-
372+500	372+600	BT	F	--	10	--	--	5	--	--	--	E	P	E	P	-12	20	-	-
372+600	372+700	BT	P	--	10	--	--	10	--	--	--	E	P	E	P	-5	20	-	-
372+700	372+800	BT	F	--	5	--	--	15	--	--	20	E	P	E	P	-5	20	-	-
372+800	372+900	BT	P	--	10	--	--	10	--	--	--	E	P	E	P	-5	20	-	-

PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail:Imphal to Moreh

Date of Survey: 10-07-13 to 29-07-13

Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
1	2	3	4	5	6	7	8	9	10	11	12	Type	Condition	Type	Condition	17	18	19	20
372+900	373+000	BT	P	--	10	--	2	15	--	--	20	E	P	E	P	-10	-5	-	-
373+000	373+100	BT	F	--	5	--	1	2	--	--	--	E	P	E	P	-3	20	-	-
373+100	373+200	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	-5	20	-	-
373+200	373+300	BT	P	--	10	--	1	--	--	--	20	E	P	E	P	-5	20	-	-
373+300	373+400	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	15	-2	-	-
373+400	373+500	BT	G	--	--	--	--	5	--	--	--	E	P	E	P	15	-5	-	-
373+500	373+600	BT	P	--	10	--	--	--	--	--	20	E	P	E	P	15	-12	-	-
373+600	373+700	BT	G	--	--	--	1	--	--	--	--	E	P	E	P	15	-5	-	-
373+700	373+800	BT	P	--	10	--	--	10	--	--	--	E	P	E	P	12	-7	-	-
373+800	373+900	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	12	-3	-	-
373+900	374+000	BT	F	--	10	--	--	5	--	--	--	E	P	E	P	12	-3	-	-
374+000	374+100	BT	G	--	--	--	--	2	--	--	--	E	P	E	P	15	20	-	-
374+100	374+200	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	15	-3	-	-
374+200	374+300	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	20	-3	-	-
374+300	374+400	BT	F	--	2	--	--	1	--	--	--	E	P	E	P	20	-2	-	-
374+400	374+500	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	-3	15	-	-
374+500	374+600	BT	G	--	--	--	1	--	--	--	--	E	P	E	P	20	-5	-	-
374+600	374+700	BT	F	--	5	--	4	--	--	--	25	E	P	E	P	20	-5	-	-
374+700	374+800	BT	F	--	5	--	--	10	--	--	--	E	P	E	P	20	-5	-	-
374+800	374+900	BT	G	--	--	--	1	5	--	--	--	E	P	E	P	20	-15	-	-
374+900	375+000	BT	F	--	5	--	--	10	--	--	--	E	P	E	P	20	-15	-	-
375+000	375+100	BT	F	--	2	--	--	5	--	--	--	E	P	E	P	20	-4	---	---
375+100	375+200	BT	F	--	2	--	--	10	--	--	--	E	P	E	P	20	-4	---	---
375+200	375+300	BT	G	--	--	--	--	5	--	--	--	E	P	E	P	20	-5	---	---
375+300	375+400	BT	P	--	5	--	2	20	--	--	--	E	P	E	P	20	-5	---	---
375+400	375+500	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	-1	-4	---	---
375+500	375+600	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	10	-4	---	---
375+600	375+700	BT	F	--	2	--	1	5	--	--	--	E	P	E	P	15	-4	---	---
375+700	375+800	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	15	-4	---	---
375+800	375+900	BT	G	--	--	--	--	2	--	--	--	E	P	E	P	15	-5	---	---
375+900	376+000	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	15	-5	---	---
376+000	376+100	BT	F	--	10	--	5	2	--	--	--	E	P	E	P	20	-5	---	---
376+100	376+200	BT	F	--	10	--	2	--	--	--	20	E	P	E	P	20	-5	---	---

PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail:Imphal to Moreh

Date of Survey: 10-07-13 to 29-07-13

Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
1	2	3	4	5	6	7	8	9	10	11	12	Type	Condition	Type	Condition	17	18	19	20
376+200	376+300	BT	F	--	10	--	2	5	--	--	--	E	P	E	P	15	-10	---	---
376+300	376+400	BT	F	--	10	--	5	--	--	--	20	E	P	E	P	10	-5	---	---
376+400	376+500	BT	F	--	5	--	2	--	--	--	20	E	P	E	P	15	-5	---	---
376+500	376+600	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	20	-5	---	---
376+600	376+700	BT	F	--	5	--	1	--	--	--	--	E	P	E	P	20	-5	---	---
376+700	376+800	BT	G	--	--	--	--	5	--	--	--	E	P	E	P	20	-5	---	---
376+800	376+900	BT	F	--	2	--	2	2	--	--	--	E	P	E	P	20	-5	---	---
376+900	377+000	BT	F	--	2	--	2	--	--	--	--	E	P	E	P	20	-5	---	---
377+000	377+100	BT	F	--	2	--	--	2	--	--	--	E	P	E	P	20	-10	---	---
377+100	377+200	BT	G	--	--	--	--	5	--	--	--	E	P	E	P	20	-10	---	---
377+200	377+300	BT	P	--	2	--	--	30	--	--	--	E	P	E	P	20	-10	---	---
377+300	377+400	BT	F	--	2	--	--	5	--	--	--	E	P	E	P	20	-10	---	---
377+400	377+500	BT	F	--	5	--	--	5	--	--	--	E	P	E	P	20	-7	---	---
377+500	377+600	BT	F	--	5	--	--	5	--	--	--	E	P	E	P	10	-5	---	---
377+600	377+700	BT	F	--	5	--	--	5	--	--	--	E	P	E	P	10	-7	---	---
377+700	377+800	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	15	-5	---	---
377+800	377+900	BT	F	--	5	--	--	5	--	--	--	E	P	E	P	15	-5	---	---
377+900	378+000	BT	G	--	--	--	--	5	--	--	--	E	P	E	P	15	-5	---	---
378+000	378+100	BT	F	--	5	--	1	5	--	--	--	E	P	E	P	15	-5	---	---
378+100	378+200	BT	F	--	5	--	--	5	--	--	--	E	P	E	P	15	-5	---	---
378+200	378+300	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	20	-7	---	---
378+300	378+400	BT	G	--	--	--	--	5	--	--	--	E	P	E	P	25	-7	---	---
378+400	378+500	BT	F	--	5	--	--	5	--	--	--	E	P	E	P	25	-10	---	---
378+500	378+600	BT	F	--	5	--	--	5	--	--	--	E	P	E	P	20	-10	---	---
378+600	378+700	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	20	-7	---	---
378+700	378+800	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	30	-7	---	---
378+800	378+900	BT	F	--	5	--	2	5	--	--	--	E	P	E	P	30	-10	---	---
378+900	379+000	BT	F	--	5	--	--	5	--	--	--	E	P	E	P	30	-7	---	---
379+000	379+100	BT	F	--	5	--	--	15	--	--	--	E	P	E	P	25	-10	---	---
379+100	379+200	BT	F	--	5	--	--	2	--	--	--	E	P	E	P	20	-7	---	---
379+200	379+300	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	20	-7	---	---
379+300	379+400	BT	P	--	5	--	5	20	--	--	20	E	P	E	P	15	-7	---	---
379+400	379+500	BT	P	--	5	--	5	50	--	--	--	E	P	E	P	-5	-7	---	---

PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail:Imphal to Moreh

Date of Survey: 10-07-13 to 29-07-13

Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
		(%)	(%)	(%)	(%)	(%)	(%)	(%)	%	(m)	(mm)	Type	Condition	Type	Condition				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
379+500	379+600	BT	P	--	5	--	--	30	--	--	--	E	P	E	P	15	-10	---	---
379+600	379+700	BT	P	--	10	--	5	20	--	--	--	E	P	E	P	20	-10	---	---
379+700	379+800	BT	P	--	5	--	--	20	--	--	--	E	P	E	P	25	-10	---	---
379+800	379+900	BT	F	--	5	--	--	15	--	--	--	E	P	E	P	20	-10	---	---
379+900	380+000	BT	F	--	5	--	--	5	--	--	--	E	P	E	P	20	-10	---	---
380+000	380+100	BT	P	--	10	--	10	20	--	--	--	E	P	E	P	25	-10	---	---
380+100	380+200	BT	P	--	10	--	10	20	--	--	20	E	P	E	P	25	-10	---	---
380+200	380+300	BT	F	--	10	--	5	--	--	--	--	E	P	E	P	25	-10	---	---
380+300	380+400	BT	P	--	10	--	5	10	--	--	--	E	P	E	P	25	-15	---	---
380+400	380+500	BT	P	--	10	--	10	20	--	--	--	E	P	E	P	20	-10	---	---
380+500	380+600	BT	P	--	20	--	10	20	--	--	20	E	P	E	P	20	-10	---	---
380+600	380+700	BT	P	--	20	--	5	10	--	--	--	E	P	E	P	15	-7	---	---
380+700	380+800	BT	F	--	10	--	2	5	--	--	--	E	P	E	P	15	-7	---	---
380+800	380+900	BT	P	--	15	--	--	20	--	--	--	E	P	E	P	15	-7	---	---
380+900	381+000	BT	P	--	10	--	--	30	--	--	--	E	P	E	P	-5	-7	---	---
381+000	381+100	BT	P	--	15	--	--	10	--	--	--	E	P	E	P	15	-7	---	---
381+100	381+200	BT	F	--	10	--	--	--	--	--	--	E	P	E	P	10	-10	---	---
381+200	381+300	BT	F	--	10	--	--	5	--	--	--	E	P	E	P	-	-5	---	---
381+300	381+400	BT	F	--	10	--	--	--	--	--	--	E	P	E	P	5	5	---	---
381+400	381+500	BT	F	--	5	--	--	5	--	--	--	E	P	E	P	-2	-10	---	---
381+500	381+600	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	10	-5	---	---
381+600	381+700	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	15	-10	---	---
381+700	381+800	BT	F	--	5	--	--	5	--	--	--	E	P	E	P	15	-10	---	---
381+800	381+900	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	15	-10	---	---
381+900	382+000	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	15	-12	---	---
382+000	382+100	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	-1	-8	---	---
382+100	382+200	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	10	-2	---	---
382+200	382+300	BT	G	--	--	--	1	--	--	--	--	E	P	E	P	15	-2	---	---
382+300	382+400	BT	G	--	--	--	--	2	--	--	--	E	P	E	P	15	15	---	---
382+400	382+500	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	-2	15	---	---
382+500	382+600	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-3	20	---	---
382+600	382+700	BT	G	--	--	--	--	2	--	--	--	E	P	E	P	10	10	---	---
382+700	382+800	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	5	-5	---	---

PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail:Imphal to Moreh

Date of Survey: 10-07-13 to 29-07-13

Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
382+800	382+900	BT	G	--	--	--	--	2	--	--	--	E	P	E	P	3	-10	---	---
382+900	383+000	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	2	-5	---	---
383+000	383+100	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	10	10	---	---
383+100	383+200	BT	F	--	5	--	--	2	--	--	--	E	P	E	P	20	15	---	---
383+200	383+300	BT	P	--	20	5	20	20	--	--	--	E	P	E	P	25	10	---	---
383+300	383+400	BT	F	--	5	--	2	--	--	--	--	E	P	E	P	25	15	---	---
383+400	383+500	BT	F	--	5	--	--	5	--	--	--	E	P	E	P	20	10	---	---
383+500	383+600	BT	F	--	2	--	--	5	--	--	--	E	P	E	P	20	15	---	---
383+600	383+700	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	-2	10	---	---
383+700	383+800	BT	F	--	5	--	2	--	--	--	--	E	P	E	P	20	10	---	---
383+800	383+900	BT	F	--	5	--	--	5	--	--	--	E	P	E	P	20	15	---	---
383+900	384+000	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	20	15	---	---
384+000	384+100	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	20	-5	---	---
384+100	384+200	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	20	-3	---	---
384+200	384+300	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	20	-10	---	---
384+300	384+400	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	20	-4	---	---
384+400	384+500	BT	G	--	--	--	1	--	--	--	--	E	P	E	P	20	-2	---	---
384+500	384+600	BT	G	--	--	--	--	2	--	--	--	E	P	E	P	-2	20	---	---
384+600	384+700	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-2	20	---	---
384+700	384+800	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	-5	20	---	---
384+800	384+900	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-12	20	---	---
384+900	385+000	BT	P	--	5	--	--	30	--	--	--	E	P	E	P	-12	20	---	---
385+000	385+100	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-12	20	---	---
385+100	385+200	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	-10	20	---	---
385+200	385+300	BT	F	--	10	--	2	--	--	--	--	E	P	E	P	-10	20	---	---
385+300	385+400	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	-10	25	---	---
385+400	385+500	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-10	20	---	---
385+500	385+600	BT	F	--	10	--	5	--	--	--	--	E	P	E	P	-10	20	---	---
385+600	385+700	BT	G	--	--	--	--	2	--	--	--	E	P	E	P	-10	25	---	---
385+700	385+800	BT	F	--	5	--	2	--	--	--	20	E	P	E	P	-12	25	---	---
385+800	385+900	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	-10	25	---	---
385+900	386+000	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-10	25	---	---
386+000	386+100	BT	F	--	5	--	--	5	--	--	--	E	P	E	P	-10	20	---	---

PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail:Imphal to Moreh

Date of Survey: 10-07-13 to 29-07-13

Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
386+100	386+200	BT	G	--	--	--	--	5	--	--	--	E	P	E	P	-10	20	---	---
386+200	386+300	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-12	20	---	---
386+300	386+400	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-15	20	---	---
386+400	386+500	BT	F	--	10	--	--	--	--	--	--	E	P	E	P	-15	25	---	---
386+500	386+600	BT	F	--	10	--	--	--	--	--	--	E	P	E	P	-17	30	---	---
386+600	386+700	BT	F	--	5	--	--	5	--	--	--	E	P	E	P	-15	25	---	---
386+700	386+800	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-17	25	---	---
386+800	386+900	BT	F	--	5	--	--	5	--	--	--	E	P	E	P	-10	25	---	---
386+900	387+000	BT	F	--	10	--	--	--	--	--	--	E	P	E	P	-15	25	---	---
387+000	387+100	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-7	25	---	---
387+100	387+200	BT	G	--	--	--	1	2	--	--	--	E	P	E	P	-7	30	---	---
387+200	387+300	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-10	25	---	---
387+300	387+400	BT	F	--	5	--	--	5	--	--	--	E	P	E	P	-7	25	---	---
387+400	387+500	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-10	25	---	---
387+500	387+600	BT	G	--	--	--	--	2	--	--	--	E	P	E	P	-10	30	---	---
387+600	387+700	BT	F	--	10	--	--	5	--	--	--	E	P	E	P	-10	30	---	---
387+700	387+800	BT	P	--	10	--	10	30	--	--	--	E	P	E	P	-12	25	---	---
387+800	387+900	BT	F	--	5	--	--	5	--	--	--	E	P	E	P	-5	20	---	---
387+900	388+000	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	-3	20	---	---
388+000	388+100	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-10	25	---	---
388+100	388+200	BT	F	--	10	--	1	5	--	--	--	E	P	E	P	-5	25	---	---
388+200	388+300	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-10	25	---	---
388+300	388+400	BT	F	--	5	--	--	--	--	--	15	E	P	E	P	-10	25	---	---
388+400	388+500	BT	F	--	10	--	--	--	--	--	--	E	P	E	P	-10	20	---	---
388+500	388+600	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-10	20	---	---
388+600	388+700	BT	G	--	--	--	1	5	--	--	--	E	P	E	P	-15	25	---	---
388+700	388+800	BT	F	--	5	--	--	--	--	--	20	E	P	E	P	-10	25	---	---
388+800	388+900	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-5	20	---	---
388+900	389+000	BT	F	--	5	--	--	5	--	--	--	E	P	E	P	-10	20	---	---
389+000	389+100	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	-10	30	---	---
389+100	389+200	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	-10	20	---	---
389+200	389+300	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-2	25	---	---
389+300	389+400	BT	G	--	--	--	--	2	--	--	--	E	P	E	P	-2	25	---	---

PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail:Imphal to Moreh

Date of Survey: 10-07-13 to 29-07-13

Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
		(%)	(%)	(%)	(%)	(%)	(%)	(%)	%	(m)	(mm)	Type	Condition	Type	Condition				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
389+400	389+500	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	-2	25	---	---
389+500	389+600	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	-5	25	---	---
389+600	389+700	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	-5	25	---	---
389+700	389+800	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-7	25	---	---
389+800	389+900	BT	F	--	10	--	2	--	--	--	--	E	P	E	P	-2	25	---	---
389+900	390+000	BT	P	--	15	--	2	5	--	--	--	E	P	E	P	20	-4	---	---
390+000	390+100	BT	F	--	10	--	--	--	--	--	--	E	P	E	P	20	-8	---	---
390+100	390+200	BT	F	--	5	--	2	--	--	--	--	E	P	E	P	20	-8	---	---
390+200	390+300	BT	F	--	10	--	--	--	--	--	--	E	P	E	P	15	-8	---	---
390+300	390+400	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	10	-8	---	---
390+400	390+500	BT	G	--	--	--	--	5	--	--	--	E	P	E	P	5	-5	---	---
390+500	390+600	BT	F	--	5	--	2	--	--	--	--	E	P	E	P	-	-3	---	---
390+600	390+700	BT	F	--	5	2	--	--	--	--	--	E	P	E	P	-7	15	---	---
390+700	390+800	BT	G	--	--	--	--	5	--	--	--	E	P	E	P	-7	15	---	---
390+800	390+900	BT	F	--	5	--	2	--	--	--	--	E	P	E	P	-5	15	---	---
390+900	391+000	BT	P	--	10	--	5	5	--	--	--	E	P	E	P	-5	20	---	---
391+000	391+100	BT	P	--	20	--	5	2	--	--	--	E	P	E	P	10	20	---	---
391+100	391+200	BT	F	--	10	--	--	--	--	--	--	E	P	E	P	-12	25	---	---
391+200	391+300	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-5	20	---	---
391+300	391+400	BT	F	--	5	--	2	--	--	--	--	E	P	E	P	-7	20	---	---
391+400	391+500	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-5	20	---	---
391+500	391+600	BT	F	--	10	--	--	--	--	--	--	E	P	E	P	-5	20	---	---
391+600	391+700	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-2	25	---	---
391+700	391+800	BT	F	--	10	--	2	--	--	--	--	E	P	E	P	-2	25	---	---
391+800	391+900	BT	F	--	10	--	5	--	--	--	--	E	P	E	P	20	-5	---	---
391+900	392+000	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	20	-5	---	---
392+000	392+100	BT	F	--	10	--	1	--	--	--	--	E	P	E	P	20	-3	---	---
392+100	392+200	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	20	-3	---	---
392+200	392+300	BT	F	--	10	--	--	--	--	--	--	E	P	E	P	20	-5	---	---
392+300	392+400	BT	F	--	10	--	--	2	--	--	--	E	P	E	P	20	-5	---	---
392+400	392+500	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	20	-5	---	---
392+500	392+600	BT	F	--	10	--	--	--	--	--	--	E	P	E	P	20	-7	---	---
392+600	392+700	BT	F	--	5	--	1	2	--	--	--	E	P	E	P	15	-7	---	---

PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail:Imphal to Moreh

Date of Survey: 10-07-13 to 29-07-13

Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
1	2	3	4	5	6	7	8	9	10	11	12	Type	Condition	Type	Condition	17	18	19	20
392+700	392+800	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	10	-	---	---
392+800	392+900	BT	F	--	10	--	--	--	--	--	--	E	P	E	P	6	-5	---	---
392+900	393+000	BT	F	--	10	--	--	--	--	--	--	E	P	E	P	6	-5	---	---
393+000	393+100	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	10	-5	---	---
393+100	393+200	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	5	-5	---	---
393+200	393+300	BT	F	--	10	--	2	--	--	--	--	E	P	E	P	-	-5	---	---
393+300	393+400	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	10	-12	---	---
393+400	393+500	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	10	-12	---	---
393+500	393+600	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	10	-12	---	---
393+600	393+700	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	10	-12	---	---
393+700	393+800	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	20	-12	---	---
393+800	393+900	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	20	-12	---	---
393+900	394+000	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	20	-10	---	---
394+000	394+100	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	25	-5	---	---
394+100	394+200	BT	F	--	10	--	5	--	--	--	--	E	P	E	P	25	-12	---	---
394+200	394+300	BT	P	--	20	10	30	--	--	--	10	E	P	E	P	25	-12	---	---
394+300	394+400	BT	P	--	15	--	5	5	--	--	--	E	P	E	P	25	-12	---	---
394+400	394+500	BT	F	--	5	--	--	5	--	--	--	E	P	E	P	20	-10	---	---
394+500	394+600	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	20	-12	---	---
394+600	394+700	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	20	-10	---	---
394+700	394+800	BT	F	--	5	--	--	5	--	--	--	E	P	E	P	20	-7	---	---
394+800	394+900	BT	F	--	5	--	--	--	--	--	20	E	P	E	P	20	-5	---	---
394+900	395+000	BT	F	--	5	--	--	5	--	--	10	E	P	E	P	20	-5	---	---
395+000	395+100	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	15	-5	---	---
395+100	395+200	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	15	-5	---	---
395+200	395+300	BT	F	--	5	--	--	5	--	--	--	E	P	E	P	20	-10	---	---
395+300	395+400	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	20	-10	---	---
395+400	395+500	BT	F	--	5	--	--	--	--	--	20	E	P	E	P	20	-5	---	---
395+500	395+600	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	20	-10	---	---
395+600	395+700	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	20	-10	---	---
395+700	395+800	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	20	-10	---	---
395+800	395+900	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	20	-10	---	---
395+900	396+000	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	20	-10	---	---

PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail:Imphal to Moreh

Date of Survey: 10-07-13 to 29-07-13

Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
396+000	396+100	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	30	-5	---	---
396+100	396+200	BT	F	--	5	--	--	2	--	--	--	E	P	E	P	30	-10	---	---
396+200	396+300	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	25	-10	---	---
396+300	396+400	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	20	-15	---	---
396+400	396+500	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	20	-10	---	---
396+500	396+600	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	25	-15	---	---
396+600	396+700	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	25	-15	---	---
396+700	396+800	BT	G	--	--	--	1	--	--	--	--	E	P	E	P	20	-10	---	---
396+800	396+900	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	20	-10	---	---
396+900	397+000	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	20	-10	---	---
397+000	397+100	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	20	-10	---	---
397+100	397+200	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	20	-10	---	---
397+200	397+300	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	20	-10	---	---
397+300	397+400	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	20	-10	---	---
397+400	397+500	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	25	-10	---	---
397+500	397+600	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	25	-10	---	---
397+600	397+700	BT	G	--	--	--	2	--	--	--	20	E	P	E	P	25	-7	---	---
397+700	397+800	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	25	-7	---	---
397+800	397+900	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	25	-5	---	---
397+900	398+000	BT	F	--	5	--	2	--	--	--	--	E	P	E	P	25	-5	---	---
398+000	398+100	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	25	-5	---	---
398+100	398+200	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	20	-5	---	---
398+200	398+300	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	20	-5	---	---
398+300	398+400	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	20	-5	---	---
398+400	398+500	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	10	-4	---	---
398+500	398+600	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	10	-5	---	---
398+600	398+700	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	10	-5	---	---
398+700	398+800	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	25	-5	---	---
398+800	398+900	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	20	-3	---	---
398+900	399+000	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	20	-3	---	---
399+000	399+100	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	20	-5	---	---
399+100	399+200	BT	G	--	--	--	--	--	--	--	20	E	P	E	P	20	-10	---	---
399+200	399+300	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	20	-12	---	---

PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail:Imphal to Moreh

Date of Survey: 10-07-13 to 29-07-13

Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
399+300	399+400	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	25	-12	---	---
399+400	399+500	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	20	-10	---	---
399+500	399+600	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	25	-5	---	---
399+600	399+700	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	20	-5	---	---
399+700	399+800	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	-5	20	---	---
399+800	399+900	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-10	20	---	---
399+900	400+000	BT	F	--	5	--	--	2	--	--	--	E	P	E	P	-10	20	---	---
400+000	400+100	BT	F	--	5	--	2	--	--	--	20	E	P	E	P	-10	15	-	-
400+100	400+200	BT	F	--	5	--	2	--	--	--	20	E	P	E	P	-3	15	-	-
400+200	400+300	BT	F	--	10	--	2	--	--	--	--	E	P	E	P	-3	15	-	-
400+300	400+400	BT	F	--	5	--	1	--	--	--	--	E	P	E	P	-6	20	-	-
400+400	400+500	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-5	20	-	-
400+500	400+600	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-5	20	-	-
400+600	400+700	BT	F	--	5	--	1	--	--	--	--	E	P	E	P	-10	25	-	-
400+700	400+800	BT	F	--	5	--	--	--	--	--	10	E	P	E	P	-5	25	-	-
400+800	400+900	BT	F	--	10	--	--	--	--	--	--	E	P	E	P	-5	25	-	-
400+900	401+000	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-5	25	-	-
401+000	401+100	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	-2	25	-	-
401+100	401+200	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	-3	25	-	-
401+200	401+300	BT	F	--	3	--	--	--	--	--	--	E	P	E	P	-4	25	-	-
401+300	401+400	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	-10	25	-	-
401+400	401+500	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	-3	25	-	-
401+500	401+600	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-5	25	-	-
401+600	401+700	BT	F	--	10	--	--	--	--	--	--	E	P	E	P	-10	25	-	-
401+700	401+800	BT	F	--	10	--	1	--	--	--	--	E	P	E	P	-10	-2	-	-
401+800	401+900	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	20	-2	-	-
401+900	402+000	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	10	-2	-	-
402+000	402+100	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	10	--	-	-
402+100	402+200	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	15	--	-	-
402+200	402+300	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	20	-4	-	-
402+300	402+400	BT	F	--	3	--	1	--	--	--	--	E	P	E	P	30	-8	-	-
402+400	402+500	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	30	-8	-	-
402+500	402+600	BT	F	--	5	--	2	--	--	--	20	E	P	E	P	30	-12	-	-

PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail:Imphal to Moreh

Date of Survey: 10-07-13 to 29-07-13

Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
		(%)	(%)	(%)	(%)	(%)	(%)	(%)	%	(m)	(mm)	Type	Condition	Type	Condition				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
402+600	402+700	BT	F	--	5	--	2	--	--	--	20	E	P	E	P	30	-8	-	-
402+700	402+800	BT	F	--	5	--	1	--	--	--	--	E	P	E	P	30	-12	-	-
402+800	402+900	BT	F	--	--	--	2	--	--	--	20	E	P	E	P	30	-12	-	-
402+900	403+000	BT	F	--	5	--	1	--	--	--	--	E	P	E	P	30	-12	-	-
403+000	403+100	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	25	-5	-	-
403+100	403+200	BT	F	--	5	--	--	--	--	--	20	E	P	E	P	25	-5	-	-
403+200	403+300	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	25	-2	-	-
403+300	403+400	BT	F	--	5	--	2	--	--	--	20	E	P	E	P	30	-3	-	-
403+400	403+500	BT	F	--	5	--	2	--	--	--	20	E	P	E	P	30	-12	-	-
403+500	403+600	BT	P	--	10	--	5	--	--	--	20	E	P	E	P	20	-12	-	-
403+600	403+700	BT	F	--	10	--	2	--	--	--	--	E	P	E	P	25	-12	-	-
403+700	403+800	BT	P	--	15	5	2	--	--	--	25	E	P	E	P	30	-15	-	-
403+800	403+900	BT	P	--	10	2	2	--	--	--	25	E	P	E	P	25	-12	-	-
403+900	404+000	BT	P	--	10	5	2	--	--	--	25	E	P	E	P	30	-12	-	-
404+000	404+100	BT	P	--	10	2	2	2	--	--	--	E	P	E	P	30	-12	-	-
404+100	404+200	BT	P	--	15	--	2	--	--	--	25	E	P	E	P	30	-12	-	-
404+200	404+300	BT	P	--	10	--	1	--	--	--	25	E	P	E	P	30	-12	-	-
404+300	404+400	BT	P	--	10	5	2	5	--	--	--	E	P	E	P	30	-12	-	-
404+400	404+500	BT	P	--	10	--	2	2	--	--	--	E	P	E	P	30	-20	-	-
404+500	404+600	BT	P	--	10	--	2	--	--	--	25	E	P	E	P	30	-20	-	-
404+600	404+700	BT	P	--	15	10	3	--	--	--	25	E	P	E	P	30	-15	-	-
404+700	404+800	BT	P	--	10	10	2	--	--	--	--	E	P	E	P	30	-5	-	-
404+800	404+900	BT	P	--	15	10	2	--	--	--	--	E	P	E	P	30	-12	-	-
404+900	405+000	BT	P	--	10	5	1	--	--	--	25	E	P	E	P	30	-12	-	-
405+000	405+100	BT	P	--	15	10	3	5	--	--	25	E	P	E	P	30	-12	-	-
405+100	405+200	BT	P	--	20	15	5	--	--	--	--	E	P	E	P	30	-10	-	-
405+200	405+300	BT	P	--	15	20	2	--	--	--	--	E	P	E	P	25	-12	-	-
405+300	405+400	BT	P	--	20	20	10	--	--	--	25	E	P	E	P	30	-12	-	-
405+400	405+500	BT	P	--	25	20	10	--	--	--	25	E	P	E	P	30	-15	-	-
405+500	405+600	BT	P	--	20	20	5	--	--	--	--	E	P	E	P	30	-15	-	-
405+600	405+700	BT	P	--	15	10	5	--	--	--	25	E	P	E	P	30	-15	-	-
405+700	405+800	BT	P	--	20	15	10	--	--	--	--	E	P	E	P	25	-15	-	-
405+800	405+900	BT	P	--	15	10	5	--	--	--	--	E	P	E	P	30	-15	-	-

PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail:Imphal to Moreh

Date of Survey: 10-07-13 to 29-07-13

Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
405+900	406+000	BT	P	--	15	10	--	--	--	--	--	E	P	E	P	30	-15	-	-
406+000	406+100	BT	P	--	10	5	2	--	--	--	--	E	P	E	P	30	-15	-	-
406+100	406+200	BT	P	--	10	10	2	--	--	--	--	E	P	E	P	25	-10	-	-
406+200	406+300	BT	P	--	10	15	2	--	--	--	20	E	P	E	P	25	-10	-	-
406+300	406+400	BT	P	--	15	10	2	--	--	--	--	E	P	E	P	20	-2	-	-
406+400	406+500	BT	P	--	15	15	3	--	--	--	20	E	P	E	P	20	-2	-	-
406+500	406+600	BT	P	--	10	10	2	--	--	--	20	E	P	E	P	20	-5	-	-
406+600	406+700	BT	P	--	15	10	4	2	--	--	--	E	P	E	P	25	-10	-	-
406+700	406+800	BT	P	--	20	15	4	--	--	--	--	E	P	E	P	25	-12	-	-
406+800	406+900	BT	P	--	15	20	2	--	--	--	20	E	P	E	P	25	-12	-	-
406+900	407+000	BT	P	--	15	15	2	--	--	--	--	E	P	E	P	25	-10	-	-
407+000	407+100	BT	P	--	15	15	5	--	--	--	20	E	P	E	P	25	-10	-	-
407+100	407+200	BT	P	--	10	10	2	--	--	--	--	E	P	E	P	20	-12	-	-
407+200	407+300	BT	P	--	20	--	--	--	--	--	--	E	P	E	P	20	-12	-	-
407+300	407+400	BT	P	--	15	5	3	--	--	--	--	E	P	E	P	20	-10	-	-
407+400	407+500	BT	P	--	10	5	2	--	--	--	--	E	P	E	P	-5	-5	-	-
407+500	407+600	BT	P	--	10	10	10	--	--	--	--	E	P	E	P	20	-5	-	-
407+600	407+700	BT	P	--	15	10	10	--	--	--	--	E	P	E	P	20	-5	-	-
407+700	407+800	BT	P	--	10	5	5	--	--	--	--	E	P	E	P	20	-5	-	-
407+800	407+900	BT	P	--	15	10	5	--	--	--	--	E	P	E	P	20	-5	-	-
407+900	408+000	BT	P	--	15	15	5	--	--	--	--	E	P	E	P	2	-5	-	-
408+000	408+100	BT	P	--	20	10	15	--	--	--	--	E	P	E	P	-5	5	-	-
408+100	408+200	BT	P	--	15	5	15	--	--	--	--	E	P	E	P	-10	25	-	-
408+200	408+300	BT	P	--	10	10	10	--	--	--	--	E	P	E	P	-12	30	-	-
408+300	408+400	BT	P	--	15	5	15	5	--	--	--	E	P	E	P	-15	30	-	-
408+400	408+500	BT	P	--	15	5	20	--	--	--	--	E	P	E	P	-15	30	-	-
408+500	408+600	BT	P	--	20	10	40	2	--	--	--	E	P	E	P	-15	30	-	-
408+600	408+700	BT	P	--	20	5	10	--	--	--	--	E	P	E	P	-15	30	-	-
408+700	408+800	BT	P	--	15	5	20	--	--	--	--	E	P	E	P	-12	30	-	-
408+800	408+900	BT	P	--	10	5	30	--	--	--	--	E	P	E	P	-15	30	-	-
408+900	409+000	BT	P	--	15	10	25	--	--	--	--	E	P	E	P	-17	30	-	-
409+000	409+100	BT	P	--	15	5	20	5	--	--	--	E	P	E	P	-17	30	-	-
409+100	409+200	BT	P	--	10	10	15	--	--	--	--	E	P	E	P	-15	30	-	-

PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail:Imphal to Moreh

Date of Survey: 10-07-13 to 29-07-13

Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
409+200	409+300	BT	P	--	15	15	10	--	--	--	--	E	P	E	P	-15	30	-	-
409+300	409+400	BT	P	--	20	30	30	--	--	--	--	E	P	E	P	-15	30	-	-
409+400	409+500	BT	P	--	20	30	30	--	--	--	--	E	P	E	P	-15	30	-	-
409+500	409+600	BT	P	--	20	20	20	--	--	--	--	E	P	E	P	-15	30	-	-
409+600	409+700	BT	P	--	20	10	15	--	--	--	--	E	P	E	P	-15	30	-	-
409+700	409+800	BT	P	--	15	10	10	--	--	--	--	E	P	E	P	-15	30	-	-
409+800	409+900	BT	P	--	20	10	15	--	--	--	--	E	P	E	P	-10	30	-	-
409+900	410+000	BT	P	--	15	20	20	--	--	--	--	E	P	E	P	-10	30	-	-
410+000	410+100	BT	P	--	10	20	20	--	--	--	--	E	P	E	P	-12	30	-	-
410+100	410+200	BT	P	--	15	30	25	5	--	--	--	E	P	E	P	-5	30	-	-
410+200	410+300	BT	P	--	10	20	20	--	--	--	--	E	P	E	P	-5	30	-	-
410+300	410+400	BT	P	--	15	10	20	--	--	--	--	E	P	E	P	-7	25	-	-
410+400	410+500	BT	P	--	15	10	15	--	--	--	--	E	P	E	P	-12	25	-	-
410+500	410+600	BT	P	--	10	15	20	5	--	--	--	E	P	E	P	-10	25	-	-
410+600	410+700	BT	P	--	15	20	20	--	--	--	--	E	P	E	P	-5	25	-	-
410+700	410+800	BT	P	--	10	10	15	--	--	--	--	E	P	E	P	-12	25	-	-
410+800	410+900	BT	P	--	10	--	10	--	--	--	--	E	P	E	P	-2	25	-	-
410+900	411+000	BT	P	--	10	--	15	--	--	--	--	E	P	E	P	-5	25	-	-
411+000	411+100	BT	P	--	15	5	3	--	--	--	20	E	P	E	P	-3	25	-	-
411+100	411+200	BT	P	--	15	5	2	--	--	--	--	E	P	E	P	-5	25	-	-
411+200	411+300	BT	F	--	10	--	5	--	--	--	--	E	P	E	P	-12	35	-	-
411+300	411+400	BT	P	--	20	10	5	--	--	--	20	E	P	E	P	-12	35	-	-
411+400	411+500	BT	P	--	20	10	5	2	--	--	--	E	P	E	P	-15	35	-	-
411+500	411+600	BT	P	--	10	--	40	--	--	--	--	E	P	E	P	-15	35	-	-
411+600	411+700	BT	P	--	15	--	30	--	--	--	20	E	P	E	P	-15	35	-	-
411+700	411+800	BT	P	--	15	10	50	--	--	--	--	E	P	E	P	-15	35	-	-
411+800	411+900	BT	P	--	15	--	20	--	--	--	--	E	P	E	P	-15	35	-	-
411+900	412+000	BT	P	--	15	--	10	--	--	--	--	E	P	E	P	-15	35	-	-
412+000	412+100	BT	P	--	20	5	20	--	--	--	20	E	P	E	P	-12	30	-	-
412+100	412+200	BT	P	--	20	5	25	--	--	--	--	E	P	E	P	-15	30	-	-
412+200	412+300	BT	P	--	20	--	20	--	--	--	20	E	P	E	P	-15	30	-	-
412+300	412+400	BT	P	--	15	--	15	5	--	--	--	E	P	E	P	-15	30	-	-
412+400	412+500	BT	P	--	20	5	20	--	--	--	--	E	P	E	P	-15	30	-	-

PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail:Imphal to Moreh

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Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
1	2	3	4	5	6	7	8	9	10	11	12	Type	Condition	Type	Condition	17	18	19	20
412+500	412+600	BT	P	--	15	--	5	--	--	--	--	E	P	E	P	-7	30	-	-
412+600	412+700	BT	P	--	10	5	--	--	--	--	20	E	P	E	P	-7	30	-	-
412+700	412+800	BT	P	--	15	--	2	--	--	--	--	E	P	E	P	-12	30	-	-
412+800	412+900	BT	P	--	10	5	2	5	--	--	--	E	P	E	P	-12	30	-	-
412+900	413+000	BT	F	--	10	--	--	5	--	--	--	E	P	E	P	-7	30	-	-
413+000	413+100	BT	P	--	15	--	2	2	--	--	--	E	P	E	P	-7	25	-	-
413+100	413+200	BT	P	--	20	--	2	2	--	--	--	E	P	E	P	-5	25	-	-
413+200	413+300	BT	P	--	30	--	3	10	--	--	20	E	P	E	P	-3	25	-	-
413+300	413+400	BT	P	--	15	--	--	5	--	--	--	E	P	E	P	-3	25	-	-
413+400	413+500	BT	P	--	20	--	5	--	--	--	20	E	P	E	P	-5	25	-	-
413+500	413+600	BT	P	--	20	--	2	10	--	--	20	E	P	E	P	-7	25	-	-
413+600	413+700	BT	P	--	10	--	2	5	--	--	--	E	P	E	P	-10	25	-	-
413+700	413+800	BT	P	--	15	--	3	--	--	--	20	E	P	E	P	-10	25	-	-
413+800	413+900	BT	P	--	15	--	2	5	--	--	--	E	P	E	P	-7	25	-	-
413+900	414+000	BT	P	--	20	--	10	10	--	--	20	E	P	E	P	-7	25	-	-
414+000	414+100	BT	P	--	5	5	5	10	--	--	20	E	P	E	P	-7	25	-	-
414+100	414+200	BT	P	--	20	--	10	10	--	--	20	E	P	E	P	-12	25	-	-
414+200	414+300	BT	P	--	15	5	5	5	--	--	--	E	P	E	P	-5	25	-	-
414+300	414+400	BT	P	--	10	--	5	5	--	--	--	E	P	E	P	-5	25	-	-
414+400	414+500	BT	P	--	5	--	10	10	--	--	--	E	P	E	P	-2	25	-	-
414+500	414+600	BT	P	--	15	--	5	5	--	--	--	E	P	E	P	-15	25	-	-
414+600	414+700	BT	P	--	5	5	5	5	--	--	20	E	P	E	P	-12	25	-	-
414+700	414+800	BT	P	--	10	--	5	20	--	--	--	E	P	E	P	-10	25	-	-
414+800	414+900	BT	P	--	15	--	10	5	--	--	--	E	P	E	P	-5	25	-	-
414+900	415+000	BT	P	--	10	--	5	--	--	--	--	E	P	E	P	-5	25	-	-
415+000	415+100	BT	P	--	10	5	3	5	--	--	--	E	P	E	P	-5	25	-	-
415+100	415+200	BT	F	--	5	--	3	5	--	--	20	E	P	E	P	-7	25	-	-
415+200	415+300	BT	P	--	15	--	2	5	--	--	20	E	P	E	P	-10	25	-	-
415+300	415+400	BT	P	--	10	--	2	10	--	--	--	E	P	E	P	-10	25	-	-
415+400	415+500	BT	P	--	5	--	2	15	--	--	20	E	P	E	P	-10	25	-	-
415+500	415+600	BT	P	--	15	--	2	10	--	--	20	E	P	E	P	-5	25	-	-
415+600	415+700	BT	P	--	15	--	5	--	--	--	--	E	P	E	P	-5	25	-	-
415+700	415+800	BT	P	--	10	--	10	10	--	--	--	E	P	E	P	-5	25	-	-

PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail:Imphal to Moreh

Date of Survey: 10-07-13 to 29-07-13

Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
1	2	3	4	5	6	7	8	9	10	11	12	Type	Condition	Type	Condition	17	18	19	20
415+800	415+900	BT	P	--	15	--	5	10	--	--	20	E	P	E	P	-10	25	-	-
415+900	416+000	BT	P	--	10	--	5	--	--	--	--	E	P	E	P	-10	25	-	-
416+000	416+100	BT	P	--	15	5	3	5	--	--	20	E	P	E	P	-10	25	-	-
416+100	416+200	BT	P	--	10	2	3	5	--	--	--	E	P	E	P	-10	25	-	-
416+200	416+300	BT	P	--	10	2	2	5	--	--	--	E	P	E	P	-10	25	-	-
416+300	416+400	BT	P	--	15	2	3	5	--	--	20	E	P	E	P	-5	25	-	-
416+400	416+500	BT	P	--	25	--	10	15	--	--	--	E	P	E	P	-5	25	-	-
416+500	416+600	BT	P	--	30	5	10	10	--		20	E	P	E	P	-3	25	-	-
416+600	416+700	BT	P	--	25	5	15	10	--		20	E	P	E	P	-2		-	-
416+700	416+800	BT	P	--	20	--	2	5	--	--	--	E	P	E	P	-1.5		-	-
416+800	416+900	BT	P	--	20	2	2	--	--	--	--	E	P	E	P	2	5	-	-
416+900	417+000	BT	P	--	25	2	2	--	--	--	20	E	P	E	P	-3	5	-	-
417+000	417+100	BT	P	--	15	--	2	--	--	--	--	E	P	E	P	-2	10	-	-
417+100	417+200	BT	P	--	10	--	1	5	--	--	20	E	P	E	P	-5	20	-	-
417+200	417+300	BT	F	--	10	--	--	--	--	--	--	E	P	E	P	-5	15	-	-
417+300	417+400	BT	F	--	10	--	--	5	--	--	--	E	P	E	P	-5	20	-	-
417+400	417+500	BT	P	--	15	--	1	--	--	--	20	E	P	E	P	-5	20	-	-
417+500	417+600	BT	P	--	20	--	3	5	--	--	--	E	P	E	P	10	-4	-	-
417+600	417+700	BT	P	--	20	--	--	10	--	--	10	E	P	E	P	10	-5	-	-
417+700	417+800	BT	P	--	25	5	2	--	--	--	10	E	P	E	P	20		-	-
417+800	417+900	BT	P	--	15	--	--	5	--	--	--	E	P	E	P	20	-5	-	-
417+900	418+000	BT	F	--	10	--	2	5	--	--	10	E	P	E	P	25	-5	-	-
418+000	418+100	BT	P	--	20	--	2	3	--	--	10	E	P	E	P	10	-3	-	-
418+100	418+200	BT	P	--	20	--	2	5	--	--	10	E	P	E	P	20	-3	-	-
418+200	418+300	BT	P	--	15	--	2	2	--	--	--	E	P	E	P	20	-3	-	-
418+300	418+400	BT	P	--	20	--	2	--	--	--	--	E	P	E	P	20	-5	-	-
418+400	418+500	BT	P	--	20	--	5	--	--	--	10	E	P	E	P	15	-3	-	-
418+500	418+600	BT	P	--	15	--	2	5	--	--	--	E	P	E	P	15	-3	-	-
418+600	418+700	BT	P	--	20	--	2	--	--	--	--	E	P	E	P	10	-4	-	-
418+700	418+800	BT	P	--	20	--	3	--	--	--	--	E	P	E	P	10	-3	-	-
418+800	418+900	BT	P	--	20	--	5	2	--	--	--	E	P	E	P	10	-3	-	-
418+900	419+000	BT	P	--	20	--	5	--	--	--	--	E	P	E	P	10	-3	-	-
419+000	419+100	BT	P	--	15	--	50	--	--	--	--	E	P	E	P	-15	-5	-	-

PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail:Imphal to Moreh

Date of Survey: 10-07-13 to 29-07-13

Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
		(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(m)	(mm)	Type	Condition	Type	Condition				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
419+100	419+200	BT	P	--	10	--	30	--	--	--	--	E	P	E	P	10	-7	-	-
419+200	419+300	BT	P	--	10	--	15	--	--	--	30	E	P	E	P	20	-5	-	-
419+300	419+400	BT	P	--	10	--	25	--	--	--	--	E	P	E	P	20	-7	-	-
419+400	419+500	BT	P	--	10	--	20	--	--	--	--	E	P	E	P	10	-3	-	-
419+500	419+600	BT	P	--	10	--	15	--	--	--	--	E	P	E	P	10	-3	-	-
419+600	419+700	BT	F	--	10	--	2	--	--	--	10	E	P	E	P	3	-2	-	-
419+700	419+800	BT	P	--	10	--	2	--	--	--	--	E	P	E	P	10	-3	-	-
419+800	419+900	BT	P	--	5	--	5	--	--	--	--	E	P	E	P	15	-5	-	-
419+900	420+000	BT	F	--	10	--	2	--	--	--	10	E	P	E	P	15	-5	-	-
420+000	420+100	BT	P	--	15	2	5	5	--	--	--	E	P	E	P	10	-3	-	-
420+100	420+200	BT	P	--	20	--	30	5	--	--	10	E	P	E	P	10	10	-	-
420+200	420+300	BT	P	--	15	--	10	--	--	--	--	E	P	E	P	-5	20	-	-
420+300	420+400	BT	P	--	10	--	5	--	--	--	--	E	P	E	P	-5	20	-	-
420+400	420+500	BT	P	--	10	--	5	5	--	--	--	E	P	E	P	-5	20	-	-
420+500	420+600	BT	P	--	15	--	10	--	--	--	--	E	P	E	P	-7	20	-	-
420+600	420+700	BT	P	--	20	2	--	5	--	--	10	E	P	E	P	-5	20	-	-
420+700	420+800	BT	P	--	20	--	--	--	--	--	--	E	P	E	P	-5	20	-	-
420+800	420+900	BT	P	--	10	--	10	--	--	--	10	E	P	E	P	-5	20	-	-
420+900	421+000	BT	P	--	10	--	--	5	--	--	--	E	P	E	P	-5	20	-	-
421+000	421+100	BT	P	--	15	--	5	--	--	--	10	E	P	E	P	-7	20	-	-
421+100	421+200	BT	P	--	20	--	5	2	--	--	10	E	P	E	P	-12	20	-	-
421+200	421+300	BT	P	--	20	--	5	--	--	--	10	E	P	E	P	-7	20	-	-
421+300	421+400	BT	P	--	15	--	--	2	--	--	10	E	P	E	P	-10	20	-	-
421+400	421+500	BT	P	--	15	2	5	2	--	--	10	E	P	E	P	-7	20	-	-
421+500	421+600	BT	P	--	20	2	5	--	--	--	10	E	P	E	P	-5	20	-	-
421+600	421+700	BT	P	--	15	--	5	--	--	--	10	E	P	E	P	-7	20	-	-
421+700	421+800	BT	P	--	15	2	5	--	--	--	--	E	P	E	P	-5	20	-	-
421+800	421+900	BT	P	--	20	--	--	--	--	--	--	E	P	E	P	-5	20	-	-
421+900	422+000	BT	P	--	15	--	5	--	--	--	10	E	P	E	P	-5	20	-	-
422+000	422+100	BT	P	--	10	--	5	--	--	--	10	E	P	E	P	-7	20	-	-
422+100	422+200	BT	P	--	10	2	5	2	--	--	10	E	P	E	P	-7	20	-	-
422+200	422+300	BT	P	--	10	--	5	--	--	--	--	E	P	E	P	-7	20	-	-
422+300	422+400	BT	P	--	20	--	2	--	--	--	10	E	P	E	P	-7	20	-	-

PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail:Imphal to Moreh

Date of Survey: 10-07-13 to 29-07-13

Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
		(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(m)	(mm)	Type	Condition	Type	Condition				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
422+400	422+500	BT	P	--	15	2	5	--	--	--	--	E	P	E	P	-10	20	-	-
422+500	422+600	BT	P	--	15	--	5	2	--	--	--	E	P	E	P	-5	20	-	-
422+600	422+700	BT	P	--	10	--	2	2	--	--	--	E	P	E	P	-5	20	-	-
422+700	422+800	BT	P	--	15	--	2	--	--	--	10	E	P	E	P	3	20	-	-
422+800	422+900	BT	P	--	15	2	--	--	--	--	--	E	P	E	P	-2	20	-	-
422+900	423+000	BT	P	--	10	--	--	--	--	--	--	E	P	E	P	-2	20	-	-
423+000	423+100	BT	F	--	10	--	--	--	--	--	--	E	P	E	P	-5	15	-	-
423+100	423+200	BT	F	--	5	--	2	--	--	--	10	E	P	E	P	-2	15	-	-
423+200	423+300	BT	F	--	10	--	--	--	--	--	--	E	P	E	P	-2	15	-	-
423+300	423+400	BT	P	--	15	--	2	5	--	--	--	E	P	E	P	-2	15	-	-
423+400	423+500	BT	P	--	15	--	--	--	--	--	--	E	P	E	P	-5	15	-	-
423+500	423+600	BT	F	--	10	--	--	--	--	--	10	E	P	E	P	-2	5	-	-
423+600	423+700	BT	P	--	15	--	2	--	--	--	--	E	P	E	P	-2	10	-	-
423+700	423+800	BT	P	--	15	--	30	2	--	--	--	E	P	E	P	-1	-1	-	-
423+800	423+900	BT	F	--	10	--	--	--	--	--	--	E	P	E	P	-1	2	-	-
423+900	424+000	BT	P	--	15	--	2	--	--	--	--	E	P	E	P	-2	2	-	-
424+000	424+100	BT	F	--	10	--	--	--	--	--	--	E	P	E	P	-2	10	-	-
424+100	424+200	BT	F	--	5	--	2	2	--	--	--	E	P	E	P	-2	10	-	-
424+200	424+300	BT	F	--	5	5	--	--	--	--	10	E	P	E	P	-2	10	-	-
424+300	424+400	BT	F	--	10	--	2	--	--	--	--	E	P	E	P	-2	10	-	-
424+400	424+500	BT	P	--	15	--	2	--	--	--	--	E	P	E	P	-2	10	-	-
424+500	424+600	BT	P	--	15	--	--	2	--	--	--	E	P	E	P	-2	10	-	-
424+600	424+700	BT	F	--	10	--	--	--	--	--	--	E	P	E	P	-2	5	-	-
424+700	424+800	BT	P	--	15	--	2	2	--	--	--	E	P	E	P	-2	5	-	-
424+800	424+900	BT	P	--	15	2	2	--	--	--	10	E	P	E	P	-4	5	-	-
424+900	425+000	BT	F	--	10	--	2	--	--	--	--	E	P	E	P	-4	5	-	-
425+000	425+100	BT	F	--	10	2	--	--	--	--	--	E	P	E	P	-5	10	-	-
425+100	425+200	BT	F	--	5	--	2	--	--	--	--	E	P	E	P	-5	10	-	-
425+200	425+300	BT	F	--	10	--	--	--	--	--	--	E	P	E	P	-2	5	-	-
425+300	425+400	BT	P	--	15	2	15	--	--	--	10	E	P	E	P	-0.5	5	-	-
425+400	425+500	BT	P	--	20	3	10	--	--	--	10	E	P	E	P	-2	3	-	-
425+500	425+600	BT	P	--	15	2	5	--	--	--	--	E	P	E	P	-2	5	-	-
425+600	425+700	BT	P	--	15	--	5	--	--	--	--	E	P	E	P	-2	10	-	-

PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail:Imphal to Moreh

Date of Survey: 10-07-13 to 29-07-13

Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
1	2	3	4	5	6	7	8	9	10	11	12	Type	Condition	Type	Condition	17	18	19	20
425+700	425+800	BT	P	--	10	--	--	--	--	--	10	E	P	E	P	-2	10	-	-
425+800	425+900	BT	P	--	15	2	5	--	--	--	--	E	P	E	P	-5	10	-	-
425+900	426+000	BT	P	--	15	--	10	--	--	--	--	E	P	E	P	-2	10	-	-
426+000	426+100	BT	P	--	10	2	2	--	--	--	10	E	P	E	P	-2	5	-	-
426+100	426+200	BT	F	--	10	--	--	--	--	--	--	E	P	E	P	-1	5	-	-
426+200	426+300	BT	F	--	5	2	--	--	--	--	--	E	P	E	P	-2	10	-	-
426+300	426+400	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-2	10	-	-
426+400	426+500	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	-2	10	-	-
426+500	426+600	BT	F	--	10	2	--	--	--	--	--	E	P	E	P	-1		-	-
426+600	426+700	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	10	-3	-	-
426+700	426+800	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	10	-2	-	-
426+800	426+900	BT	G	--	--	5	--	--	--	--	--	E	P	E	P	10	-2	-	-
426+900	427+000	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	5	-5	-	-
427+000	427+100	BT	F	--	2	--	--	--	--	--	--	E	P	E	P	12	-5	-	-
427+100	427+200	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	20	-5	-	-
427+200	427+300	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	20	-5	-	-
427+300	427+400	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	15	-3	-	-
427+400	427+500	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	10	-3	-	-
427+500	427+600	BT	G	--	--	2	--	--	--	--	--	E	P	E	P	10	-3	-	-
427+600	427+700	BT	F	--	5	--	1	--	--	--	--	E	P	E	P	15	-5	-	-
427+700	427+800	BT	F	--	5	--	--	--	--	--	10	E	P	E	P	10	-5	-	-
427+800	427+900	BT	G	--	--	--	--	--	--	--	--	E	P	E	P	3	-5	-	-
427+900	428+000	BT	F	--	5	2	--	--	--	--	--	E	P	E	P	3	-3	-	-
428+000	428+100	BT	F	--	5	--	--	--	--	--	--	E	P	E	P	5	-3	-	-
428+100	428+200	BT	P	--	5	--	15	--	--	--	--	E	P	E	P	2	-1	-	-
428+200	428+300	BT	F	--	5	--	--	2	--	--	--	E	F	E	F	1	-0.5	-	-
428+300	428+400	BT	F	--	5	--	1	--	--	--	--	E	F	E	F	1	-0.5	-	-
428+400	428+500	BT	G	--	--	--	--	--	--	--	--	E	F	E	F	1	-	-	-
428+500	428+600	BT	F	--	5	--	1	--	--	--	--	E	F	E	F	1	-	-	-
428+600	428+700	BT	G	--	--	--	1	--	--	--	--	E	F	E	F	1	-	-	-
428+700	428+800	BT	F	--	5	--	--	--	--	--	--	E	F	E	F	1	-	-	-
428+800	428+900	BT	F	--	2	2	--	--	--	--	--	E	F	E	F	1	-	-	-
428+900	429+000	BT	F	--	2	--	--	--	--	--	--	E	F	E	F	2	-1	-	-

PAVEMENT CONDITION SURVEY

Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Survey Done by: Vamsi Krishna

Road Section Detail:Imphal to Moreh

Date of Survey: 10-07-13 to 29-07-13

Chainage		Pavement Type	Riding Quality	Fine(width<3 mm)	Wide(width>3mm)	Ravelling	Pothole	Patching	Bleeding	Edge Failure	Rut Depth	Shoulder				Embankment Height(m)		Drainage Condition	
From	To											Left		Right		Left	Right	Left	Right
1	2	3	4	5	6	7	8	9	10	11	12	Type	Condition	Type	Condition				
429+000	429+100	BT	F	--	2	--	--	--	--	--	--	E	F	E	F	2	-1	-	-
429+100	429+200	BT	F	--	2	--	--	--	--	--	--	E	F	E	F	2	-	-	-
429+200	429+300	BT	F	--	5	--	2	--	--	--	--	E	F	E	F	2	-	-	-
429+300	429+400	BT	F	--	2	--	--	--	--	--	--	E	F	E	F	2	-	-	-
429+400	429+500	BT	F	--	5	--	--	--	--	--	--	E	F	E	F	2	-	-	-
429+500	429+600	BT	F	--	5	--	--	--	--	--	--	E	F	E	P	2	-	-	-
429+600	429+700	BT	F	--	5	--	1	--	--	--	--	E	F	E	P	2	-1	-	-
429+700	429+800	BT	F	--	5	--	1	--	--	--	--	E	F	E	P	1	-1	-	-
429+800	429+900	BT	F	--	5	--	--	--	--	--	--	E	F	E	P	1	-1	-	-
429+900	430+000	BT	G	--	--	2	--	--	--	--	--	E	F	E	P	2	-1	-	-
430+000	430+100	BT	F	--	2	--	--	--	--	--	--	E	F	E	P	2		-	-
430+100	430+200	BT	G	--	--	2	--	--	--	--	--	E	F	E	P	2		-	-
430+200	430+300	BT	F	--	5	--	--	--	--	--	--	E	F	E	P	Bridge	-2	-	-
430+300	430+400	BT	F	--	5	--	--	--	--	--	--	E	F	E	P	Bridge	-5	-	-

BBD Analysis Data for Imphal to Moreh Road Section of NH-39

Location of test point	Pavement Temperature (°C)	Dial Gauge Reading			Inter - Initial (mm)	Final- Initial (mm)	Difference (mm)	Apparent deflection (mm)	Beam correction (mm)	True deflection (mm)	Correction for temp.	Moisture Correction Factor	Corrected Deflection (mm)	Mean deflection mm/km	Standard Deviation (mm)	Characteristic deflection (mm)
		Initial	Intermediate	Final												
331.000	48.8	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.138	1.000	0.582			
331.050	48.8	0	0.310	0.330	0.310	0.330	0.020	0.660	0.000	0.660	-0.138	1.000	0.522			
331.100	48.8	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.138	1.000	0.562			
331.150	48.8	0	0.380	0.390	0.380	0.390	0.010	0.780	0.000	0.780	-0.138	1.000	0.642			
331.200	48.8	0	0.440	0.450	0.440	0.450	0.010	0.900	0.000	0.900	-0.138	1.000	0.762			
331.250	48.8	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.138	1.000	0.582			
331.300	48.8	0	0.370	0.380	0.370	0.380	0.010	0.760	0.000	0.760	-0.138	1.000	0.622			
331.350	46.7	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.117	1.000	0.583			
331.400	46.7	0	0.430	0.440	0.430	0.440	0.010	0.880	0.000	0.880	-0.117	1.000	0.763			
331.450	46.7	0	0.400	0.410	0.400	0.410	0.010	0.820	0.000	0.820	-0.117	1.000	0.703			
331.500	46.7	0	0.430	0.440	0.430	0.440	0.010	0.880	0.000	0.880	-0.117	1.000	0.763			
331.550	46.7	0	0.380	0.390	0.380	0.390	0.010	0.780	0.000	0.780	-0.117	1.000	0.663			
331.600	46.7	0	0.400	0.410	0.400	0.410	0.010	0.820	0.000	0.820	-0.117	1.000	0.703			
331.650	46.7	0	0.370	0.380	0.370	0.380	0.010	0.760	0.000	0.760	-0.117	1.000	0.643			
331.700	46.7	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.117	1.000	0.583			
331.750	46.7	0	0.370	0.380	0.370	0.380	0.010	0.760	0.000	0.760	-0.117	1.000	0.643			
331.800	46.7	0	0.380	0.390	0.380	0.390	0.010	0.780	0.000	0.780	-0.117	1.000	0.663			
331.850	46.7	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.117	1.000	0.603			
331.900	46.7	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.117	1.000	0.583			
331.950	46.7	0	0.380	0.390	0.380	0.390	0.010	0.780	0.000	0.780	-0.117	1.000	0.663			
332.000	46.7	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.117	1.000	0.603			
														0.640	0.069	0.777
332.050	46.7	0	0.380	0.390	0.380	0.390	0.010	0.780	0.000	0.780	-0.117	1.000	0.663			
332.100	46.7	0	0.350	0.370	0.350	0.370	0.020	0.740	0.000	0.740	-0.117	1.000	0.623			
332.150	46.7	0	0.400	0.410	0.400	0.410	0.010	0.820	0.000	0.820	-0.117	1.000	0.703			
332.200	46.7	0	0.370	0.380	0.370	0.380	0.010	0.760	0.000	0.760	-0.117	1.000	0.643			
332.250	46.7	0	0.400	0.410	0.400	0.410	0.010	0.820	0.000	0.820	-0.117	1.000	0.703			
332.300	46.7	0	0.420	0.430	0.420	0.430	0.010	0.860	0.000	0.860	-0.117	1.000	0.743			
332.350	46.7	0	0.390	0.400	0.390	0.400	0.010	0.800	0.000	0.800	-0.117	1.000	0.683			
332.400	46.7	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.117	1.000	0.563			
332.450	46.7	0	0.370	0.380	0.370	0.380	0.010	0.760	0.000	0.760	-0.117	1.000	0.643			
332.500	46.7	0	0.380	0.390	0.380	0.390	0.010	0.780	0.000	0.780	-0.117	1.000	0.663			
332.550	46.7	0	0.390	0.400	0.390	0.400	0.010	0.800	0.000	0.800	-0.117	1.000	0.683			
332.600	46.7	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.117	1.000	0.603			
332.650	46.7	0	0.370	0.380	0.370	0.380	0.010	0.760	0.000	0.760	-0.117	1.000	0.643			
332.700	46.7	0	0.400	0.410	0.400	0.410	0.010	0.820	0.000	0.820	-0.117	1.000	0.703			
332.750	46.7	0	0.380	0.390	0.380	0.390	0.010	0.780	0.000	0.780	-0.117	1.000	0.663			
332.800	46.7	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.117	1.000	0.603			
332.850	46.7	0	0.390	0.400	0.390	0.400	0.010	0.800	0.000	0.800	-0.117	1.000	0.683			
332.900	44.2	0	0.360	0.370	0.360	0.370	0.010	0.740	0.000	0.740	-0.092	1.000	0.648			
332.950	44.2	0	0.380	0.390	0.380	0.390	0.010	0.780	0.000	0.780	-0.092	1.000	0.688			
333.000	44.2	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.092	1.000	0.608			
														0.658	0.043	0.744
333.050	44.2	0	0.370	0.380	0.370	0.380	0.010	0.760	0.000	0.760	-0.092	1.000	0.668			

Location of test point	Pavement Temperature (°C)	Dial Gauge Reading			Inter - Initial (mm)	Final-Initial (mm)	Difference (mm)	Apparent deflection (mm)	Beam correction (mm)	True deflection (mm)	Correction for temp.	Moisture Correction Factor	Corrected Deflection (mm)	Mean deflection mm/km	Standard Deviation (mm)	Characteristic deflection (mm)
		Initial	Intermediate	Final												
333.100	44.2	0	0.400	0.410	0.400	0.410	0.010	0.820	0.000	0.820	-0.092	1.000	0.728			
333.150	44.2	0	0.360	0.370	0.360	0.370	0.010	0.740	0.000	0.740	-0.092	1.000	0.648			
333.200	44.2	0	0.420	0.430	0.420	0.430	0.010	0.860	0.000	0.860	-0.092	1.000	0.768			
333.250	44.2	0	0.420	0.430	0.420	0.430	0.010	0.860	0.000	0.860	-0.092	1.000	0.768			
333.300	44.2	0	0.380	0.390	0.380	0.390	0.010	0.780	0.000	0.780	-0.092	1.000	0.688			
333.350	44.2	0	0.450	0.460	0.450	0.460	0.010	0.920	0.000	0.920	-0.092	1.000	0.828			
333.400	44.2	0	0.420	0.430	0.420	0.430	0.010	0.860	0.000	0.860	-0.092	1.000	0.768			
333.450	44.2	0	0.390	0.400	0.390	0.400	0.010	0.800	0.000	0.800	-0.092	1.000	0.708			
333.500	44.2	0	0.430	0.440	0.430	0.440	0.010	0.880	0.000	0.880	-0.092	1.000	0.788			
333.550	44.2	0	0.380	0.390	0.380	0.390	0.010	0.780	0.000	0.780	-0.092	1.000	0.688			
333.600	44.2	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.092	1.000	0.588			
333.650	44.2	0	0.360	0.370	0.360	0.370	0.010	0.740	0.000	0.740	-0.092	1.000	0.648			
333.700	44.2	0	0.400	0.420	0.400	0.420	0.020	0.840	0.000	0.840	-0.092	1.000	0.748			
333.750	44.2	0	0.430	0.440	0.430	0.440	0.010	0.880	0.000	0.880	-0.092	1.000	0.788			
333.800	44.2	0	0.460	0.470	0.460	0.470	0.010	0.940	0.000	0.940	-0.092	1.000	0.848			
333.850	44.2	0	0.400	0.410	0.400	0.410	0.010	0.820	0.000	0.820	-0.092	1.000	0.728			
333.900	44.2	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.092	1.000	0.608			
333.950	44.2	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.092	1.000	0.628			
334.000	44.2	0	0.400	0.410	0.400	0.410	0.010	0.820	0.000	0.820	-0.092	1.000	0.728			
														0.718	0.072	0.862
334.050	44.2	0	0.380	0.390	0.380	0.390	0.010	0.780	0.000	0.780	-0.092	1.000	0.688			
334.100	44.2	0	0.450	0.460	0.450	0.460	0.010	0.920	0.000	0.920	-0.092	1.000	0.828			
334.150	44.2	0	0.410	0.420	0.410	0.420	0.010	0.840	0.000	0.840	-0.092	1.000	0.748			
334.200	44.2	0	0.360	0.370	0.360	0.370	0.010	0.740	0.000	0.740	-0.092	1.000	0.648			
334.250	44.2	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.092	1.000	0.568			
334.300	44.2	0	0.240	0.250	0.240	0.250	0.010	0.500	0.000	0.500	-0.092	1.000	0.408			
334.350	44.2	0	0.200	0.210	0.200	0.210	0.010	0.420	0.000	0.420	-0.092	1.000	0.328			
334.400	44.2	0	0.230	0.240	0.230	0.240	0.010	0.480	0.000	0.480	-0.092	1.000	0.388			
334.450	44.2	0	0.250	0.260	0.250	0.260	0.010	0.520	0.000	0.520	-0.092	1.000	0.428			
334.500	44.2	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.092	1.000	0.568			
334.550	44.2	0	0.260	0.270	0.260	0.270	0.010	0.540	0.000	0.540	-0.092	1.000	0.448			
334.600	44.2	0	0.230	0.240	0.230	0.240	0.010	0.480	0.000	0.480	-0.092	1.000	0.388			
334.650	44.2	0	0.240	0.250	0.240	0.250	0.010	0.500	0.000	0.500	-0.092	1.000	0.408			
334.700	44.2	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.092	1.000	0.528			
334.750	44.2	0	0.240	0.250	0.240	0.250	0.010	0.500	0.000	0.500	-0.092	1.000	0.408			
334.800	44.2	0	0.280	0.290	0.280	0.290	0.010	0.580	0.000	0.580	-0.092	1.000	0.488			
334.850	44.2	0	0.220	0.230	0.220	0.230	0.010	0.460	0.000	0.460	-0.092	1.000	0.368			
334.900	44.2	0	0.240	0.250	0.240	0.250	0.010	0.500	0.000	0.500	-0.092	1.000	0.408			
334.950	44.2	0	0.200	0.210	0.200	0.210	0.010	0.420	0.000	0.420	-0.092	1.000	0.328			
335.000	44.2	0	0.220	0.230	0.220	0.230	0.010	0.460	0.000	0.460	-0.092	1.000	0.368			
														0.487	0.144	0.775
335.050	44.2	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.092	1.000	0.468			
335.100	44.2	0	0.240	0.250	0.240	0.250	0.010	0.500	0.000	0.500	-0.092	1.000	0.408			
335.150	44.2	0	0.220	0.230	0.220	0.230	0.010	0.460	0.000	0.460	-0.092	1.000	0.368			
335.200	40.1	0	0.260	0.270	0.260	0.270	0.010	0.540	0.000	0.540	-0.051	1.000	0.489			
335.250	40.1	0	0.240	0.250	0.240	0.250	0.010	0.500	0.000	0.500	-0.051	1.000	0.449			

Location of test point	Pavement Temperature (°C)	Dial Gauge Reading			Inter - Initial (mm)	Final-Initial (mm)	Difference (mm)	Apparent deflection (mm)	Beam correction (mm)	True deflection (mm)	Correction for temp.	Moisture Correction Factor	Corrected Deflection (mm)	Mean deflection mm/km	Standard Deviation (mm)	Characteristic deflection (mm)
		Initial	Intermediate	Final												
335.300	40.1	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.051	1.000	0.509			
335.350	40.1	0	0.250	0.260	0.250	0.260	0.010	0.520	0.000	0.520	-0.051	1.000	0.469			
335.400	40.1	0	0.280	0.290	0.280	0.290	0.010	0.580	0.000	0.580	-0.051	1.000	0.529			
335.450	40.1	0	0.240	0.250	0.240	0.250	0.010	0.500	0.000	0.500	-0.051	1.000	0.449			
335.500	40.1	0	0.260	0.270	0.260	0.270	0.010	0.540	0.000	0.540	-0.051	1.000	0.489			
335.550	40.1	0	0.230	0.240	0.230	0.240	0.010	0.480	0.000	0.480	-0.051	1.000	0.429			
335.600	40.1	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.051	1.000	0.509			
335.650	40.1	0	0.260	0.270	0.260	0.270	0.010	0.540	0.000	0.540	-0.051	1.000	0.489			
335.700	40.1	0	0.230	0.240	0.230	0.240	0.010	0.480	0.000	0.480	-0.051	1.000	0.429			
335.750	40.1	0	0.250	0.260	0.250	0.260	0.010	0.520	0.000	0.520	-0.051	1.000	0.469			
335.800	40.1	0	0.220	0.230	0.220	0.230	0.010	0.460	0.000	0.460	-0.051	1.000	0.409			
335.850	40.1	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.051	1.000	0.509			
335.900	40.1	0	0.230	0.240	0.230	0.240	0.010	0.480	0.000	0.480	-0.051	1.000	0.429			
335.950	40.1	0	0.240	0.250	0.240	0.250	0.010	0.500	0.000	0.500	-0.051	1.000	0.449			
336.000	40.1	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.051	1.000	0.569			
														0.466	0.048	0.561
336.050	40.1	0	Bridge													
336.100	40.1	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.051	1.000	0.669			
336.150	40.1	0	0.370	0.380	0.370	0.380	0.010	0.760	0.000	0.760	-0.051	1.000	0.709			
336.200	40.1	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.051	1.000	0.649			
336.250	40.1	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.051	1.000	0.629			
336.300	40.1	0	0.320	0.340	0.320	0.340	0.020	0.680	0.000	0.680	-0.051	1.000	0.629			
336.350	40.1	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.051	1.000	0.669			
336.400	40.1	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.051	1.000	0.609			
336.450	40.1	0	0.360	0.370	0.360	0.370	0.010	0.740	0.000	0.740	-0.051	1.000	0.689			
336.500	40.1	0	0.390	0.400	0.390	0.400	0.010	0.800	0.000	0.800	-0.051	1.000	0.749			
336.550	40.1	0	0.360	0.370	0.360	0.370	0.010	0.740	0.000	0.740	-0.051	1.000	0.689			
336.600	40.1	0	0.370	0.390	0.370	0.390	0.020	0.780	0.000	0.780	-0.051	1.000	0.729			
336.650	40.1	0	0.370	0.380	0.370	0.380	0.010	0.760	0.000	0.760	-0.051	1.000	0.709			
336.700	40.1	0	0.410	0.420	0.410	0.420	0.010	0.840	0.000	0.840	-0.051	1.000	0.789			
336.750	40.1	0	0.380	0.390	0.380	0.390	0.010	0.780	0.000	0.780	-0.051	1.000	0.729			
336.800	40.1	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.051	1.000	0.669			
336.850	40.1	0	0.380	0.390	0.380	0.390	0.010	0.780	0.000	0.780	-0.051	1.000	0.729			
336.900	40.1	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.051	1.000	0.609			
336.950	40.1	0	0.280	0.290	0.280	0.290	0.010	0.580	0.000	0.580	-0.051	1.000	0.529			
337.000	48.1	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.131	1.000	0.429			
														0.664	0.083	0.829
337.050	48.1	0	0.280	0.290	0.280	0.290	0.010	0.580	0.000	0.580	-0.131	1.000	0.449			
337.100	48.1	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.131	1.000	0.489			
337.150	48.1	0	0.240	0.250	0.240	0.250	0.010	0.500	0.000	0.500	-0.131	1.000	0.369			
337.200	48.1	0	0.250	0.260	0.250	0.260	0.010	0.520	0.000	0.520	-0.131	1.000	0.389			
337.250	48.1	0	0.280	0.290	0.280	0.290	0.010	0.580	0.000	0.580	-0.131	1.000	0.449			
337.300	48.1	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.131	1.000	0.549			
337.350	47.2	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.122	1.000	0.498			
337.400	47.2	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.122	1.000	0.438			
337.450	47.2	0	0.230	0.240	0.230	0.240	0.010	0.480	0.000	0.480	-0.122	1.000	0.358			

Location of test point	Pavement Temperature (°C)	Dial Gauge Reading			Inter - Initial (mm)	Final-Initial (mm)	Difference (mm)	Apparent deflection (mm)	Beam correction (mm)	True deflection (mm)	Correction for temp.	Moisture Correction Factor	Corrected Deflection (mm)	Mean deflection mm/km	Standard Deviation (mm)	Characteristic deflection (mm)
		Initial	Intermediate	Final												
337.500	47.2	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.122	1.000	0.438			
337.550	47.2	0	0.240	0.250	0.240	0.250	0.010	0.500	0.000	0.500	-0.122	1.000	0.378			
337.600	47.2	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.122	1.000	0.498			
337.650	47.2	0	0.250	0.270	0.250	0.270	0.020	0.540	0.000	0.540	-0.122	1.000	0.418			
337.700	47.2	0	0.280	0.290	0.280	0.290	0.010	0.580	0.000	0.580	-0.122	1.000	0.458			
337.750	47.2	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.122	1.000	0.498			
337.800	47.2	0	0.270	0.290	0.270	0.290	0.020	0.580	0.000	0.580	-0.122	1.000	0.458			
337.850	47.2	0	0.250	0.260	0.250	0.260	0.010	0.520	0.000	0.520	-0.122	1.000	0.398			
337.900	47.2	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.122	1.000	0.538			
337.950	47.2	0	0.280	0.290	0.280	0.290	0.010	0.580	0.000	0.580	-0.122	1.000	0.458			
338.000	47.2	0	0.250	0.260	0.250	0.260	0.010	0.520	0.000	0.520	-0.122	1.000	0.398			
														0.446	0.055	0.555
338.050	47.2	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.122	1.000	0.538			
338.100	47.2	0	0.280	0.290	0.280	0.290	0.010	0.580	0.000	0.580	-0.122	1.000	0.458			
338.150	47.2	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.122	1.000	0.498			
338.200	47.2	0	0.260	0.270	0.260	0.270	0.010	0.540	0.000	0.540	-0.122	1.000	0.418			
338.250	47.2	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.122	1.000	0.478			
338.300	47.2	0	0.250	0.260	0.250	0.260	0.010	0.520	0.000	0.520	-0.122	1.000	0.398			
338.350	47.2	0	0.280	0.300	0.280	0.300	0.020	0.600	0.000	0.600	-0.122	1.000	0.478			
338.400	47.2	0	0.310	0.320	0.310	0.320	0.010	0.640	0.000	0.640	-0.122	1.000	0.518			
338.450	47.2	0	0.280	0.290	0.280	0.290	0.010	0.580	0.000	0.580	-0.122	1.000	0.458			
338.500	47.2	0	0.280	0.290	0.280	0.290	0.010	0.580	0.000	0.580	-0.122	1.000	0.458			
338.550	47.2	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.122	1.000	0.478			
338.600	47.2	0	0.270	0.290	0.270	0.290	0.020	0.580	0.000	0.580	-0.122	1.000	0.458			
338.650	47.2	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.122	1.000	0.438			
338.700	47.2	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.122	1.000	0.498			
338.750	47.2	0	0.250	0.260	0.250	0.260	0.010	0.520	0.000	0.520	-0.122	1.000	0.398			
338.800	47.2	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.122	1.000	0.478			
338.850	47.2	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.122	1.000	0.438			
338.900	47.2	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.122	1.000	0.498			
338.950	47.2	0	0.250	0.270	0.250	0.270	0.020	0.540	0.000	0.540	-0.122	1.000	0.418			
339.000	47.2	0	0.280	0.290	0.280	0.290	0.010	0.580	0.000	0.580	-0.122	1.000	0.458			
														0.463	0.038	0.539
339.050	47.2	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.122	1.000	0.498			
339.100	48.4	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.134	1.000	0.426			
339.150	48.4	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.134	1.000	0.486			
339.200	48.4	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.134	1.000	0.526			
339.250	48.4	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.134	1.000	0.426			
339.300	48.4	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.134	1.000	0.466			
339.350	48.4	0	0.260	0.270	0.260	0.270	0.010	0.540	0.000	0.540	-0.134	1.000	0.406			
339.400	48.4	0	0.290	0.310	0.290	0.310	0.020	0.620	0.000	0.620	-0.134	1.000	0.486			
339.450	48.4	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.134	1.000	0.586			
339.500	48.4	0	0.310	0.320	0.310	0.320	0.010	0.640	0.000	0.640	-0.134	1.000	0.506			
339.550	48.4	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.134	1.000	0.546			
339.600	48.4	0	0.280	0.290	0.280	0.290	0.010	0.580	0.000	0.580	-0.134	1.000	0.446			
339.650	47.8	0	0.300	0.320	0.300	0.320	0.020	0.640	0.000	0.640	-0.128	1.000	0.512			

Location of test point	Pavement Temperature (°C)	Dial Gauge Reading			Inter - Initial (mm)	Final-Initial (mm)	Difference (mm)	Apparent deflection (mm)	Beam correction (mm)	True deflection (mm)	Correction for temp.	Moisture Correction Factor	Corrected Deflection (mm)	Mean deflection mm/km	Standard Deviation (mm)	Characteristic deflection (mm)
		Initial	Intermediate	Final												
339.700	47.8	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.128	1.000	0.432			
339.750	47.8	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.128	1.000	0.492			
339.800	47.8	0	0.260	0.270	0.260	0.270	0.010	0.540	0.000	0.540	-0.128	1.000	0.412			
339.850	47.8	0	0.220	0.230	0.220	0.230	0.010	0.460	0.000	0.460	-0.128	1.000	0.332			
339.900	47.8	0	0.250	0.260	0.250	0.260	0.010	0.520	0.000	0.520	-0.128	1.000	0.392			
339.950	47.8	0	0.230	0.240	0.230	0.240	0.010	0.480	0.000	0.480	-0.128	1.000	0.352			
340.000	47.8	0	0.230	0.240	0.230	0.240	0.010	0.480	0.000	0.480	-0.128	1.000	0.352			
														0.454	0.068	0.590
340.050	47.8	0	0.260	0.270	0.260	0.270	0.010	0.540	0.000	0.540	-0.128	1.000	0.412			
340.100	47.8	0	0.240	0.250	0.240	0.250	0.010	0.500	0.000	0.500	-0.128	1.000	0.372			
340.150	47.8	0	0.290	0.310	0.290	0.310	0.020	0.620	0.000	0.620	-0.128	1.000	0.492			
340.200	47.8	0	0.250	0.260	0.250	0.260	0.010	0.520	0.000	0.520	-0.128	1.000	0.392			
340.250	47.8	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.128	1.000	0.532			
340.300	47.8	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.128	1.000	0.432			
340.350	47.8	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.128	1.000	0.572			
340.400	47.8	0	0.310	0.320	0.310	0.320	0.010	0.640	0.000	0.640	-0.128	1.000	0.512			
340.450	47.8	0	0.280	0.290	0.280	0.290	0.010	0.580	0.000	0.580	-0.128	1.000	0.452			
340.500	47.8	0	0.260	0.270	0.260	0.270	0.010	0.540	0.000	0.540	-0.128	1.000	0.412			
340.550	47.8	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.128	1.000	0.472			
340.600	47.8	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.128	1.000	0.532			
340.650	47.8	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.128	1.000	0.432			
340.700	47.8	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.128	1.000	0.492			
340.750	47.8	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.128	1.000	0.532			
340.800	47.8	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.128	1.000	0.472			
340.850	47.8	0	0.250	0.260	0.250	0.260	0.010	0.520	0.000	0.520	-0.128	1.000	0.392			
340.900	47.8	0	0.280	0.290	0.280	0.290	0.010	0.580	0.000	0.580	-0.128	1.000	0.452			
340.950	36.9	0	0.310	0.320	0.310	0.320	0.010	0.640	0.000	0.640	-0.019	1.000	0.621			
341.000	36.9	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.019	1.000	0.701			
														0.484	0.082	0.649
341.050	36.9	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.019	1.000	0.661			
341.100	36.9	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.019	1.000	0.681			
341.150	36.9	0	0.370	0.380	0.370	0.380	0.010	0.760	0.000	0.760	-0.019	1.000	0.741			
341.200	36.9	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.019	1.000	0.681			
341.250	36.9	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.019	1.000	0.681			
341.300	36.9	0	0.370	0.380	0.370	0.380	0.010	0.760	0.000	0.760	-0.019	1.000	0.741			
341.350	36.9	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.019	1.000	0.661			
341.400	36.9	0	0.300	0.320	0.300	0.320	0.020	0.640	0.000	0.640	-0.019	1.000	0.621			
341.450	36.9	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.019	1.000	0.681			
341.500	36.9	0	0.340	0.360	0.340	0.360	0.020	0.720	0.000	0.720	-0.019	1.000	0.701			
341.550	36.9	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.019	1.000	0.641			
341.600	36.9	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.019	1.000	0.681			
341.650	36.9	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.019	1.000	0.581			
341.700	36.9	0	0.250	0.260	0.250	0.260	0.010	0.520	0.000	0.520	-0.019	1.000	0.501			
341.750	36.9	0	0.280	0.290	0.280	0.290	0.010	0.580	0.000	0.580	-0.019	1.000	0.561			
341.800	36.9	0	Bridge													
341.850	36.9	0	Bridge													

Location of test point	Pavement Temperature (°C)	Dial Gauge Reading			Inter - Initial (mm)	Final-Initial (mm)	Difference (mm)	Apparent deflection (mm)	Beam correction (mm)	True deflection (mm)	Correction for temp.	Moisture Correction Factor	Corrected Deflection (mm)	Mean deflection mm/km	Standard Deviation (mm)	Characteristic deflection (mm)
		Initial	Intermediate	Final												
341.900	36.9	0	0.400	0.410	0.400	0.410	0.010	0.820	0.000	0.820	-0.019	1.000	0.801			
341.950	36.9	0	0.450	0.460	0.450	0.460	0.010	0.920	0.000	0.920	-0.019	1.000	0.901			
342.000	36.9	0	0.410	0.420	0.410	0.420	0.010	0.840	0.000	0.840	-0.019	1.000	0.821			
														0.685	0.095	0.875
342.050	36.9	0	0.440	0.450	0.440	0.450	0.010	0.900	0.000	0.900	-0.019	1.000	0.881			
342.100	36.9	0	0.430	0.440	0.430	0.440	0.010	0.880	0.000	0.880	-0.019	1.000	0.861			
342.150	36.9	0	0.410	0.420	0.410	0.420	0.010	0.840	0.000	0.840	-0.019	1.000	0.821			
342.200	36.9	0	0.480	0.490	0.480	0.490	0.010	0.980	0.000	0.980	-0.019	1.000	0.961			
342.250	36.9	0	0.450	0.460	0.450	0.460	0.010	0.920	0.000	0.920	-0.019	1.000	0.901			
342.300	36.9	0	0.420	0.430	0.420	0.430	0.010	0.860	0.000	0.860	-0.019	1.000	0.841			
342.350	36.9	0	0.470	0.480	0.470	0.480	0.010	0.960	0.000	0.960	-0.019	1.000	0.941			
342.400	36.9	0	0.430	0.440	0.430	0.440	0.010	0.880	0.000	0.880	-0.019	1.000	0.861			
342.450	36.9	0	0.450	0.460	0.450	0.460	0.010	0.920	0.000	0.920	-0.019	1.000	0.901			
342.500	36.9	0	0.380	0.400	0.380	0.400	0.020	0.800	0.000	0.800	-0.019	1.000	0.781			
342.550	36.9	0	0.410	0.420	0.410	0.420	0.010	0.840	0.000	0.840	-0.019	1.000	0.821			
342.600	36.9	0	0.400	0.410	0.400	0.410	0.010	0.820	0.000	0.820	-0.019	1.000	0.801			
342.650	36.9	0	0.430	0.440	0.430	0.440	0.010	0.880	0.000	0.880	-0.019	1.000	0.861			
342.700	36.9	0	0.390	0.400	0.390	0.400	0.010	0.800	0.000	0.800	-0.019	1.000	0.781			
342.750	36.9	0	0.440	0.450	0.440	0.450	0.010	0.900	0.000	0.900	-0.019	1.000	0.881			
342.800	36.9	0	0.400	0.410	0.400	0.410	0.010	0.820	0.000	0.820	-0.019	1.000	0.801			
342.850	36.9	0	0.420	0.430	0.420	0.430	0.010	0.860	0.000	0.860	-0.019	1.000	0.841			
342.900	36.9	0	0.350	0.370	0.350	0.370	0.020	0.740	0.000	0.740	-0.019	1.000	0.721			
342.950	36.9	0	0.400	0.410	0.400	0.410	0.010	0.820	0.000	0.820	-0.019	1.000	0.801			
343.000	40.9	0	0.400	0.410	0.400	0.410	0.010	0.820	0.000	0.820	-0.059	1.000	0.761			
														0.841	0.061	0.962
343.050	40.9	0	0.450	0.470	0.450	0.470	0.020	0.940	0.000	0.940	-0.059	1.000	0.881			
343.100	40.9	0	0.430	0.440	0.430	0.440	0.010	0.880	0.000	0.880	-0.059	1.000	0.821			
343.150	40.9	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.059	1.000	0.661			
343.200	40.9	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.059	1.000	0.641			
343.250	40.9	0	0.340	0.360	0.340	0.360	0.020	0.720	0.000	0.720	-0.059	1.000	0.661			
343.300	40.9	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.059	1.000	0.621			
343.350	40.9	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.059	1.000	0.641			
343.400	40.9	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.059	1.000	0.621			
343.450	40.9	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.059	1.000	0.541			
343.500	40.9	0	0.250	0.260	0.250	0.260	0.010	0.520	0.000	0.520	-0.059	1.000	0.461			
343.550	40.9	0	0.280	0.300	0.280	0.300	0.020	0.600	0.000	0.600	-0.059	1.000	0.541			
343.600	40.9	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.059	1.000	0.541			
343.650	40.9	0	0.250	0.260	0.250	0.260	0.010	0.520	0.000	0.520	-0.059	1.000	0.461			
343.700	40.9	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.059	1.000	0.501			
343.750	40.9	0	0.220	0.240	0.220	0.240	0.020	0.480	0.000	0.480	-0.059	1.000	0.421			
343.800	40.9	0	0.280	0.290	0.280	0.290	0.010	0.580	0.000	0.580	-0.059	1.000	0.521			
343.850	40.9	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.059	1.000	0.601			
343.900	40.9	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.059	1.000	0.561			
343.950	40.9	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.059	1.000	0.621			
344.000	40.9	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.059	1.000	0.601			
														0.596	0.112	0.820

Location of test point	Pavement Temperature (°C)	Dial Gauge Reading			Inter - Initial (mm)	Final-Initial (mm)	Difference (mm)	Apparent deflection (mm)	Beam correction (mm)	True deflection (mm)	Correction for temp.	Moisture Correction Factor	Corrected Deflection (mm)	Mean deflection mm/km	Standard Deviation (mm)	Characteristic deflection (mm)
		Initial	Intermediate	Final												
344.050	43.5	0	0.300	0.320	0.300	0.320	0.020	0.640	0.000	0.640	-0.085	1.000	0.555			
344.100	43.5	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.085	1.000	0.515			
344.150	43.5	0	Bridge													
344.200	43.5	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.085	1.000	0.535			
344.250	43.5	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.085	1.000	0.575			
344.300	43.5	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.085	1.000	0.535			
344.350	43.5	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.085	1.000	0.515			
344.400	43.5	0	0.270	0.290	0.270	0.290	0.020	0.580	0.000	0.580	-0.085	1.000	0.495			
344.450	43.5	0	0.250	0.260	0.250	0.260	0.010	0.520	0.000	0.520	-0.085	1.000	0.435			
344.500	43.5	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.085	1.000	0.535			
344.550	43.5	0	0.280	0.290	0.280	0.290	0.010	0.580	0.000	0.580	-0.085	1.000	0.495			
344.600	43.5	0	0.310	0.320	0.310	0.320	0.010	0.640	0.000	0.640	-0.085	1.000	0.555			
344.650	43.5	0	0.310	0.330	0.310	0.330	0.020	0.660	0.000	0.660	-0.085	1.000	0.575			
344.700	43.5	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.085	1.000	0.635			
344.750	43.5	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.085	1.000	0.535			
344.800	43.5	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.085	1.000	0.475			
344.850	43.5	0	0.300	0.320	0.300	0.320	0.020	0.640	0.000	0.640	-0.085	1.000	0.555			
344.900	43.5	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.085	1.000	0.575			
344.950	43.5	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.085	1.000	0.515			
345.000	43.5	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.085	1.000	0.535			
														0.534	0.043	0.621
345.050	43.5	0	0.260	0.270	0.260	0.270	0.010	0.540	0.000	0.540	-0.085	1.000	0.455			
345.100	43.5	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.085	1.000	0.575			
345.150	43.5	0	0.300	0.320	0.300	0.320	0.020	0.640	0.000	0.640	-0.085	1.000	0.555			
345.200	43.5	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.085	1.000	0.515			
345.250	45.1	0	0.280	0.290	0.280	0.290	0.010	0.580	0.000	0.580	-0.101	1.000	0.479			
345.300	45.1	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.101	1.000	0.559			
345.350	45.1	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.101	1.000	0.459			
345.400	45.1	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.101	1.000	0.519			
345.450	45.1	0	0.300	0.320	0.300	0.320	0.020	0.640	0.000	0.640	-0.101	1.000	0.539			
345.500	45.1	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.101	1.000	0.499			
345.550	45.1	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.101	1.000	0.559			
345.600	45.1	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.101	1.000	0.459			
345.650	45.1	0	0.250	0.260	0.250	0.260	0.010	0.520	0.000	0.520	-0.101	1.000	0.419			
345.700	45.1	0	0.230	0.240	0.230	0.240	0.010	0.480	0.000	0.480	-0.101	1.000	0.379			
345.750	45.1	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.101	1.000	0.459			
345.800	45.1	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.101	1.000	0.519			
345.850	45.1	0	0.270	0.290	0.270	0.290	0.020	0.580	0.000	0.580	-0.101	1.000	0.479			
345.900	45.1	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.101	1.000	0.519			
345.950	45.1	0	Barricades													
346.000	45.1	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.101	1.000	0.499			
														0.497	0.051	0.600
346.050	45.1	0	0.230	0.240	0.230	0.240	0.010	0.480	0.000	0.480	-0.101	1.000	0.379			
346.100	45.1	0	0.200	0.210	0.200	0.210	0.010	0.420	0.000	0.420	-0.101	1.000	0.319			
346.150	45.1	0	0.220	0.240	0.220	0.240	0.020	0.480	0.000	0.480	-0.101	1.000	0.379			
346.200	45.1	0	0.220	0.230	0.220	0.230	0.010	0.460	0.000	0.460	-0.101	1.000	0.359			

Location of test point	Pavement Temperature (°C)	Dial Gauge Reading			Inter - Initial (mm)	Final-Initial (mm)	Difference (mm)	Apparent deflection (mm)	Beam correction (mm)	True deflection (mm)	Correction for temp.	Moisture Correction Factor	Corrected Deflection (mm)	Mean deflection mm/km	Standard Deviation (mm)	Characteristic deflection (mm)
		Initial	Intermediate	Final												
346.250	45.1	0	0.220	0.240	0.220	0.240	0.020	0.480	0.000	0.480	-0.101	1.000	0.379			
346.300	45.1	0	0.200	0.210	0.200	0.210	0.010	0.420	0.000	0.420	-0.101	1.000	0.319			
346.350	45.1	0	0.240	0.250	0.240	0.250	0.010	0.500	0.000	0.500	-0.101	1.000	0.399			
346.400	45.1	0	0.280	0.290	0.280	0.290	0.010	0.580	0.000	0.580	-0.101	1.000	0.479			
346.450	45.1	0	0.220	0.230	0.220	0.230	0.010	0.460	0.000	0.460	-0.101	1.000	0.359			
346.500	45.1	0	0.230	0.240	0.230	0.240	0.010	0.480	0.000	0.480	-0.101	1.000	0.379			
346.550	45.1	0	0.250	0.260	0.250	0.260	0.010	0.520	0.000	0.520	-0.101	1.000	0.419			
346.600	45.1	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.101	1.000	0.519			
346.650	45.1	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.101	1.000	0.459			
346.700	45.1	0	0.240	0.250	0.240	0.250	0.010	0.500	0.000	0.500	-0.101	1.000	0.399			
346.750	45.1	0	0.260	0.270	0.260	0.270	0.010	0.540	0.000	0.540	-0.101	1.000	0.439			
346.800	45.1	0	0.230	0.250	0.230	0.250	0.020	0.500	0.000	0.500	-0.101	1.000	0.399			
346.850	45.1	0	0.250	0.260	0.250	0.260	0.010	0.520	0.000	0.520	-0.101	1.000	0.419			
346.900	45.1	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.101	1.000	0.459			
346.950	45.1	0	0.230	0.240	0.230	0.240	0.010	0.480	0.000	0.480	-0.101	1.000	0.379			
347.000	45.1	0	0.260	0.270	0.260	0.270	0.010	0.540	0.000	0.540	-0.101	1.000	0.439			
														0.404	0.051	0.506
347.050	32.5	0	0.250	0.270	0.250	0.270	0.020	0.540	0.000	0.540	0.025	1.000	0.565			
347.100	32.5	0	0.220	0.230	0.220	0.230	0.010	0.460	0.000	0.460	0.025	1.000	0.485			
347.150	32.5	0	0.210	0.220	0.210	0.220	0.010	0.440	0.000	0.440	0.025	1.000	0.465			
347.200	32.5	0	0.180	0.190	0.180	0.190	0.010	0.380	0.000	0.380	0.025	1.000	0.405			
347.250	32.5	0	0.220	0.230	0.220	0.230	0.010	0.460	0.000	0.460	0.025	1.000	0.485			
347.300	32.5	0	0.250	0.260	0.250	0.260	0.010	0.520	0.000	0.520	0.025	1.000	0.545			
347.350	32.5	0	0.200	0.210	0.200	0.210	0.010	0.420	0.000	0.420	0.025	1.000	0.445			
347.400	32.5	0	0.230	0.240	0.230	0.240	0.010	0.480	0.000	0.480	0.025	1.000	0.505			
347.450	32.5	0	0.190	0.210	0.190	0.210	0.020	0.420	0.000	0.420	0.025	1.000	0.445			
347.500	32.5	0	0.190	0.200	0.190	0.200	0.010	0.400	0.000	0.400	0.025	1.000	0.425			
347.550	32.5	0	0.220	0.230	0.220	0.230	0.010	0.460	0.000	0.460	0.025	1.000	0.485			
347.600	32.5	0	0.250	0.260	0.250	0.260	0.010	0.520	0.000	0.520	0.025	1.000	0.545			
347.650	32.5	0	0.230	0.240	0.230	0.240	0.010	0.480	0.000	0.480	0.025	1.000	0.505			
347.700	32.5	0	0.210	0.220	0.210	0.220	0.010	0.440	0.000	0.440	0.025	1.000	0.465			
347.750	32.5	0	0.190	0.200	0.190	0.200	0.010	0.400	0.000	0.400	0.025	1.000	0.425			
347.800	32.5	0	0.210	0.220	0.210	0.220	0.010	0.440	0.000	0.440	0.025	1.000	0.465			
347.850	32.5	0	0.220	0.240	0.220	0.240	0.020	0.480	0.000	0.480	0.025	1.000	0.505			
347.900	32.5	0	0.250	0.260	0.250	0.260	0.010	0.520	0.000	0.520	0.025	1.000	0.545			
347.950	32.5	0	0.280	0.300	0.280	0.300	0.020	0.600	0.000	0.600	0.025	1.000	0.625			
348.000	32.5	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	0.025	1.000	0.705			
														0.502	0.072	0.646
348.050	32.5	0	0.370	0.380	0.370	0.380	0.010	0.760	0.000	0.760	0.025	1.000	0.785			
348.100	32.5	0	0.350	0.370	0.350	0.370	0.020	0.740	0.000	0.740	0.025	1.000	0.765			
348.150	32.5	0	0.400	0.410	0.400	0.410	0.010	0.820	0.000	0.820	0.025	1.000	0.845			
348.200	32.5	0	0.390	0.400	0.390	0.400	0.010	0.800	0.000	0.800	0.025	1.000	0.825			
348.250	32.5	0	0.370	0.380	0.370	0.380	0.010	0.760	0.000	0.760	0.025	1.000	0.785			
348.300	32.5	0	0.380	0.390	0.380	0.390	0.010	0.780	0.000	0.780	0.025	1.000	0.805			
348.350	32.5	0	0.410	0.420	0.410	0.420	0.010	0.840	0.000	0.840	0.025	1.000	0.865			
348.400	32.5	0	0.390	0.400	0.390	0.400	0.010	0.800	0.000	0.800	0.025	1.000	0.825			

Location of test point	Pavement Temperature (°C)	Dial Gauge Reading			Inter - Initial (mm)	Final-Initial (mm)	Difference (mm)	Apparent deflection (mm)	Beam correction (mm)	True deflection (mm)	Correction for temp.	Moisture Correction Factor	Corrected Deflection (mm)	Mean deflection mm/km	Standard Deviation (mm)	Characteristic deflection (mm)
		Initial	Intermediate	Final												
348.450	32.5	0	0.370	0.380	0.370	0.380	0.010	0.760	0.000	0.760	0.025	1.000	0.785			
348.500	32.5	0	0.420	0.430	0.420	0.430	0.010	0.860	0.000	0.860	0.025	1.000	0.885			
348.550	32.5	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	0.025	1.000	0.685			
348.600	32.5	0	0.360	0.370	0.360	0.370	0.010	0.740	0.000	0.740	0.025	1.000	0.765			
348.650	37.8	0	0.350	0.370	0.350	0.370	0.020	0.740	0.000	0.740	-0.028	1.000	0.712			
348.700	37.8	0	0.390	0.400	0.390	0.400	0.010	0.800	0.000	0.800	-0.028	1.000	0.772			
348.750	37.8	0	0.380	0.390	0.380	0.390	0.010	0.780	0.000	0.780	-0.028	1.000	0.752			
348.800	37.8	0	0.410	0.420	0.410	0.420	0.010	0.840	0.000	0.840	-0.028	1.000	0.812			
348.850	37.8	0	0.310	0.320	0.310	0.320	0.010	0.640	0.000	0.640	-0.028	1.000	0.612			
348.900	37.8	0	0.290	0.310	0.290	0.310	0.020	0.620	0.000	0.620	-0.028	1.000	0.592			
348.950	37.8	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.028	1.000	0.592			
349.000	37.8	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.028	1.000	0.672			
														0.757	0.087	0.930
349.050	37.8	0	0.330	0.350	0.330	0.350	0.020	0.700	0.000	0.700	-0.028	1.000	0.672			
349.100	37.8	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.028	1.000	0.592			
349.150	37.8	0	0.260	0.270	0.260	0.270	0.010	0.540	0.000	0.540	-0.028	1.000	0.512			
349.200	37.8	0	0.230	0.240	0.230	0.240	0.010	0.480	0.000	0.480	-0.028	1.000	0.452			
349.250	37.8	0	0.210	0.220	0.210	0.220	0.010	0.440	0.000	0.440	-0.028	1.000	0.412			
349.300	37.8	0	0.230	0.240	0.230	0.240	0.010	0.480	0.000	0.480	-0.028	1.000	0.452			
349.350	37.8	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.028	1.000	0.532			
349.400	37.8	0	0.250	0.260	0.250	0.260	0.010	0.520	0.000	0.520	-0.028	1.000	0.492			
349.450	37.8	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.028	1.000	0.592			
349.500	37.8	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.028	1.000	0.532			
349.550	37.8	0	0.310	0.320	0.310	0.320	0.010	0.640	0.000	0.640	-0.028	1.000	0.612			
349.600	37.8	0	0.320	0.340	0.320	0.340	0.020	0.680	0.000	0.680	-0.028	1.000	0.652			
349.650	37.8	0	0.360	0.370	0.360	0.370	0.010	0.740	0.000	0.740	-0.028	1.000	0.712			
349.700	37.8	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.028	1.000	0.652			
349.750	37.8	0	0.330	0.350	0.330	0.350	0.020	0.700	0.000	0.700	-0.028	1.000	0.672			
349.800	37.8	0	0.310	0.320	0.310	0.320	0.010	0.640	0.000	0.640	-0.028	1.000	0.612			
349.850	37.8	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.028	1.000	0.652			
349.900	37.8	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.028	1.000	0.572			
349.950	37.8	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.028	1.000	0.532			
350.000	37.8	0	0.310	0.320	0.310	0.320	0.010	0.640	0.000	0.640	-0.028	1.000	0.612			
														0.576	0.084	0.744
350.050	37.8	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.028	1.000	0.572			
350.100	37.8	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.028	1.000	0.692			
350.150	37.8	0	0.310	0.330	0.310	0.330	0.020	0.660	0.000	0.660	-0.028	1.000	0.632			
350.200	37.8	0	0.350	0.370	0.350	0.370	0.020	0.740	0.000	0.740	-0.028	1.000	0.712			
350.250	37.8	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.028	1.000	0.632			
350.300	37.8	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.028	1.000	0.572			
350.350	37.8	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.028	1.000	0.672			
350.400	37.8	0	0.310	0.320	0.310	0.320	0.010	0.640	0.000	0.640	-0.028	1.000	0.612			
350.450	37.8	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.028	1.000	0.592			
350.500	37.8	0	0.280	0.290	0.280	0.290	0.010	0.580	0.000	0.580	-0.028	1.000	0.552			
350.550	37.8	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.028	1.000	0.672			
350.600	37.8	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.028	1.000	0.592			

Location of test point	Pavement Temperature (°C)	Dial Gauge Reading			Inter - Initial (mm)	Final-Initial (mm)	Difference (mm)	Apparent deflection (mm)	Beam correction (mm)	True deflection (mm)	Correction for temp.	Moisture Correction Factor	Corrected Deflection (mm)	Mean deflection mm/km	Standard Deviation (mm)	Characteristic deflection (mm)
		Initial	Intermediate	Final												
350.650	37.8	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.028	1.000	0.572			
350.700	37.8	0	0.380	0.400	0.380	0.400	0.020	0.800	0.000	0.800	-0.028	1.000	0.772			
350.750	37.8	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.028	1.000	0.632			
350.800	37.8	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.028	1.000	0.532			
350.850	36.7	0	0.310	0.320	0.310	0.320	0.010	0.640	0.000	0.640	-0.017	1.000	0.623			
350.900	36.7	0	0.290	0.310	0.290	0.310	0.020	0.620	0.000	0.620	-0.017	1.000	0.603			
350.950	36.7	0	0.260	0.270	0.260	0.270	0.010	0.540	0.000	0.540	-0.017	1.000	0.523			
351.000	36.7	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.017	1.000	0.683			
														0.622	0.064	0.750
351.050	36.7	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.017	1.000	0.643			
351.100	36.7	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.017	1.000	0.703			
351.150	36.7	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.017	1.000	0.663			
351.200	36.7	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.017	1.000	0.603			
351.250	36.7	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.017	1.000	0.643			
351.300	36.7	0	0.370	0.380	0.370	0.380	0.010	0.760	0.000	0.760	-0.017	1.000	0.743			
351.350	36.7	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.017	1.000	0.663			
351.400	36.7	0	0.290	0.310	0.290	0.310	0.020	0.620	0.000	0.620	-0.017	1.000	0.603			
351.450	36.7	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.017	1.000	0.683			
351.500	36.7	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.017	1.000	0.663			
351.550	36.7	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.017	1.000	0.643			
351.600	36.7	0	0.360	0.370	0.360	0.370	0.010	0.740	0.000	0.740	-0.017	1.000	0.723			
351.650	36.7	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.017	1.000	0.703			
351.700	36.7	0	0.320	0.340	0.320	0.340	0.020	0.680	0.000	0.680	-0.017	1.000	0.663			
351.750	36.7	0	0.360	0.370	0.360	0.370	0.010	0.740	0.000	0.740	-0.017	1.000	0.723			
351.800	36.7	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.017	1.000	0.663			
351.850	36.7	0	0.310	0.320	0.310	0.320	0.010	0.640	0.000	0.640	-0.017	1.000	0.623			
351.900	36.7	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.017	1.000	0.643			
351.950	36.7	0	0.320	0.340	0.320	0.340	0.020	0.680	0.000	0.680	-0.017	1.000	0.663			
352.000	36.7	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.017	1.000	0.703			
														0.668	0.039	0.746
352.050	36.7	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.017	1.000	0.663			
352.100	36.7	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.017	1.000	0.703			
352.150	36.7	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.017	1.000	0.643			
352.200	36.7	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.017	1.000	0.583			
352.250	36.7	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.017	1.000	0.543			
352.300	36.7	0	0.310	0.320	0.310	0.320	0.010	0.640	0.000	0.640	-0.017	1.000	0.623			
352.350	36.7	0	0.270	0.290	0.270	0.290	0.020	0.580	0.000	0.580	-0.017	1.000	0.563			
352.400	36.7	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.017	1.000	0.543			
352.450	36.7	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.017	1.000	0.603			
352.500	36.7	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.017	1.000	0.643			
352.550	36.7	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.017	1.000	0.603			
352.600	36.7	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.017	1.000	0.543			
352.650	36.7	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.017	1.000	0.663			
352.700	36.7	0	0.360	0.370	0.360	0.370	0.010	0.740	0.000	0.740	-0.017	1.000	0.723			
352.750	36.7	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.017	1.000	0.663			
352.800	36.7	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.017	1.000	0.603			

Location of test point	Pavement Temperature (°C)	Dial Gauge Reading			Inter - Initial (mm)	Final-Initial (mm)	Difference (mm)	Apparent deflection (mm)	Beam correction (mm)	True deflection (mm)	Correction for temp.	Moisture Correction Factor	Corrected Deflection (mm)	Mean deflection mm/km	Standard Deviation (mm)	Characteristic deflection (mm)
		Initial	Intermediate	Final												
352.850	36.7	0	0.280	0.290	0.280	0.290	0.010	0.580	0.000	0.580	-0.017	1.000	0.563			
352.900	36.7	0	0.300	0.320	0.300	0.320	0.020	0.640	0.000	0.640	-0.017	1.000	0.623			
352.950	36.7	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.017	1.000	0.543			
353.000	36.7	0	0.260	0.280	0.260	0.280	0.020	0.560	0.000	0.560	-0.017	1.000	0.543			
														0.609	0.056	0.721
353.050	36.7	0	0.250	0.260	0.250	0.260	0.010	0.520	0.000	0.520	-0.017	1.000	0.503			
353.100	41.2	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.062	1.000	0.598			
353.150	41.2	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.062	1.000	0.658			
353.200	41.2	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.062	1.000	0.618			
353.250	41.2	0	0.400	0.410	0.400	0.410	0.010	0.820	0.000	0.820	-0.062	1.000	0.758			
353.300	41.2	0	0.430	0.440	0.430	0.440	0.010	0.880	0.000	0.880	-0.062	1.000	0.818			
353.350	41.2	0	0.400	0.410	0.400	0.410	0.010	0.820	0.000	0.820	-0.062	1.000	0.758			
353.400	41.2	0	0.370	0.380	0.370	0.380	0.010	0.760	0.000	0.760	-0.062	1.000	0.698			
353.450	41.2	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.062	1.000	0.618			
353.500	41.2	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.062	1.000	0.558			
353.550	41.2	0	0.360	0.370	0.360	0.370	0.010	0.740	0.000	0.740	-0.062	1.000	0.678			
353.600	41.2	0	0.390	0.400	0.390	0.400	0.010	0.800	0.000	0.800	-0.062	1.000	0.738			
353.650	41.2	0	0.370	0.380	0.370	0.380	0.010	0.760	0.000	0.760	-0.062	1.000	0.698			
353.700	41.2	0	0.420	0.430	0.420	0.430	0.010	0.860	0.000	0.860	-0.062	1.000	0.798			
353.750	41.2	0	0.450	0.460	0.450	0.460	0.010	0.920	0.000	0.920	-0.062	1.000	0.858			
353.800	41.2	0	0.390	0.410	0.390	0.410	0.020	0.820	0.000	0.820	-0.062	1.000	0.758			
353.850	41.2	0	0.430	0.440	0.430	0.440	0.010	0.880	0.000	0.880	-0.062	1.000	0.818			
353.900	41.2	0	0.410	0.420	0.410	0.420	0.010	0.840	0.000	0.840	-0.062	1.000	0.778			
353.950	41.2	0	0.390	0.410	0.390	0.410	0.020	0.820	0.000	0.820	-0.062	1.000	0.758			
354.000	41.2	0	0.430	0.440	0.430	0.440	0.010	0.880	0.000	0.880	-0.062	1.000	0.818			
														0.714	0.097	0.908
354.050	36.2	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.012	1.000	0.708			
354.100	36.2	0	0.380	0.390	0.380	0.390	0.010	0.780	0.000	0.780	-0.012	1.000	0.768			
354.150	36.2	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.012	1.000	0.648			
354.200	36.2	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.012	1.000	0.688			
354.250	36.2	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.012	1.000	0.608			
354.300	36.2	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.012	1.000	0.668			
354.350	36.2	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.012	1.000	0.588			
354.400	36.2	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.012	1.000	0.648			
354.450	36.2	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.012	1.000	0.608			
354.500	36.2	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.012	1.000	0.668			
354.550	36.2	0	0.310	0.320	0.310	0.320	0.010	0.640	0.000	0.640	-0.012	1.000	0.628			
354.600	36.2	0	0.280	0.290	0.280	0.290	0.010	0.580	0.000	0.580	-0.012	1.000	0.568			
354.650	36.2	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.012	1.000	0.608			
354.700	36.2	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.012	1.000	0.708			
354.750	36.2	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.012	1.000	0.648			
354.800	36.2	0	0.370	0.380	0.370	0.380	0.010	0.760	0.000	0.760	-0.012	1.000	0.748			
354.850	36.2	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.012	1.000	0.648			
354.900	36.2	0	0.360	0.370	0.360	0.370	0.010	0.740	0.000	0.740	-0.012	1.000	0.728			
354.950	36.2	0	0.400	0.410	0.400	0.410	0.010	0.820	0.000	0.820	-0.012	1.000	0.808			
355.000	36.2	0	0.390	0.410	0.390	0.410	0.020	0.820	0.000	0.820	-0.012	1.000	0.808			

Location of test point	Pavement Temperature (°C)	Dial Gauge Reading			Inter - Initial (mm)	Final-Initial (mm)	Difference (mm)	Apparent deflection (mm)	Beam correction (mm)	True deflection (mm)	Correction for temp.	Moisture Correction Factor	Corrected Deflection (mm)	Mean deflection mm/km	Standard Deviation (mm)	Characteristic deflection (mm)
		Initial	Intermediate	Final												
														0.675	0.070	0.814
355.050	36.2	0	0.430	0.440	0.430	0.440	0.010	0.880	0.000	0.880	-0.012	1.000	0.868			
355.100	36.2	0	0.410	0.420	0.410	0.420	0.010	0.840	0.000	0.840	-0.012	1.000	0.828			
355.150	36.2	0	0.460	0.470	0.460	0.470	0.010	0.940	0.000	0.940	-0.012	1.000	0.928			
355.200	36.2	0	0.440	0.450	0.440	0.450	0.010	0.900	0.000	0.900	-0.012	1.000	0.888			
355.250	36.2	0	0.480	0.490	0.480	0.490	0.010	0.980	0.000	0.980	-0.012	1.000	0.968			
355.300	36.2	0	0.390	0.400	0.390	0.400	0.010	0.800	0.000	0.800	-0.012	1.000	0.788			
355.350	36.2	0	0.360	0.370	0.360	0.370	0.010	0.740	0.000	0.740	-0.012	1.000	0.728			
355.400	36.2	0	0.400	0.410	0.400	0.410	0.010	0.820	0.000	0.820	-0.012	1.000	0.808			
355.450	36.2	0	0.360	0.370	0.360	0.370	0.010	0.740	0.000	0.740	-0.012	1.000	0.728			
355.500	36.2	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.012	1.000	0.668			
355.550	36.2	0	0.370	0.380	0.370	0.380	0.010	0.760	0.000	0.760	-0.012	1.000	0.748			
355.600	36.2	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.012	1.000	0.668			
355.650	36.2	0	0.360	0.370	0.360	0.370	0.010	0.740	0.000	0.740	-0.012	1.000	0.728			
355.700	39.8	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.048	1.000	0.652			
355.750	39.8	0	0.380	0.390	0.380	0.390	0.010	0.780	0.000	0.780	-0.048	1.000	0.732			
355.800	39.8	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.048	1.000	0.672			
355.850	39.8	0	0.390	0.400	0.390	0.400	0.010	0.800	0.000	0.800	-0.048	1.000	0.752			
355.900	39.8	0	0.370	0.380	0.370	0.380	0.010	0.760	0.000	0.760	-0.048	1.000	0.712			
355.950	39.8	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.048	1.000	0.652			
356.000	39.8	0	0.410	0.420	0.410	0.420	0.010	0.840	0.000	0.840	-0.048	1.000	0.792			
														0.765	0.092	0.950
356.050	39.8	0	0.440	0.450	0.440	0.450	0.010	0.900	0.000	0.900	-0.048	1.000	0.852			
356.100	39.8	0	0.400	0.410	0.400	0.410	0.010	0.820	0.000	0.820	-0.048	1.000	0.772			
356.150	39.8	0	0.420	0.440	0.420	0.440	0.020	0.880	0.000	0.880	-0.048	1.000	0.832			
356.200	39.8	0	0.430	0.440	0.430	0.440	0.010	0.880	0.000	0.880	-0.048	1.000	0.832			
356.250	39.8	0	0.400	0.410	0.400	0.410	0.010	0.820	0.000	0.820	-0.048	1.000	0.772			
356.300	39.8	0	0.400	0.410	0.400	0.410	0.010	0.820	0.000	0.820	-0.048	1.000	0.772			
356.350	39.8	0	0.420	0.430	0.420	0.430	0.010	0.860	0.000	0.860	-0.048	1.000	0.812			
356.400	39.8	0	0.390	0.400	0.390	0.400	0.010	0.800	0.000	0.800	-0.048	1.000	0.752			
356.450	39.8	0	0.430	0.440	0.430	0.440	0.010	0.880	0.000	0.880	-0.048	1.000	0.832			
356.500	39.8	0	0.400	0.410	0.400	0.410	0.010	0.820	0.000	0.820	-0.048	1.000	0.772			
356.550	39.8	0	0.380	0.390	0.380	0.390	0.010	0.780	0.000	0.780	-0.048	1.000	0.732			
356.600	39.8	0	0.450	0.460	0.450	0.460	0.010	0.920	0.000	0.920	-0.048	1.000	0.872			
356.650	39.8	0	0.390	0.400	0.390	0.400	0.010	0.800	0.000	0.800	-0.048	1.000	0.752			
356.700	39.8	0	0.360	0.370	0.360	0.370	0.010	0.740	0.000	0.740	-0.048	1.000	0.692			
356.750	39.8	0	0.430	0.440	0.430	0.440	0.010	0.880	0.000	0.880	-0.048	1.000	0.832			
356.800	39.8	0	0.430	0.450	0.430	0.450	0.020	0.900	0.000	0.900	-0.048	1.000	0.852			
356.850	39.8	0	0.400	0.410	0.400	0.410	0.010	0.820	0.000	0.820	-0.048	1.000	0.772			
356.900	39.8	0	0.370	0.380	0.370	0.380	0.010	0.760	0.000	0.760	-0.048	1.000	0.712			
356.950	39.8	0	0.380	0.390	0.380	0.390	0.010	0.780	0.000	0.780	-0.048	1.000	0.732			
357.000	39.8	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.048	1.000	0.672			
														0.781	0.057	0.894
357.050	39.8	0	0.360	0.370	0.360	0.370	0.010	0.740	0.000	0.740	-0.048	1.000	0.692			
357.100	39.8	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.048	1.000	0.632			
357.150	39.8	0	0.380	0.390	0.380	0.390	0.010	0.780	0.000	0.780	-0.048	1.000	0.732			

Location of test point	Pavement Temperature (°C)	Dial Gauge Reading			Inter - Initial (mm)	Final-Initial (mm)	Difference (mm)	Apparent deflection (mm)	Beam correction (mm)	True deflection (mm)	Correction for temp.	Moisture Correction Factor	Corrected Deflection (mm)	Mean deflection mm/km	Standard Deviation (mm)	Characteristic deflection (mm)
		Initial	Intermediate	Final												
357.200	39.8	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.048	1.000	0.652			
357.250	39.8	0	0.370	0.380	0.370	0.380	0.010	0.760	0.000	0.760	-0.048	1.000	0.712			
357.300	39.8	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.048	1.000	0.632			
357.350	39.8	0	0.320	0.340	0.320	0.340	0.020	0.680	0.000	0.680	-0.048	1.000	0.632			
357.400	39.8	0	0.360	0.370	0.360	0.370	0.010	0.740	0.000	0.740	-0.048	1.000	0.692			
357.450	39.8	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.048	1.000	0.672			
357.500	39.8	0	0.310	0.320	0.310	0.320	0.010	0.640	0.000	0.640	-0.048	1.000	0.592			
357.550	39.8	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.048	1.000	0.552			
357.600	39.8	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.048	1.000	0.652			
357.650	39.8	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.048	1.000	0.572			
357.700	39.8	0	0.400	0.410	0.400	0.410	0.010	0.820	0.000	0.820	-0.048	1.000	0.772			
357.750	39.8	0	0.380	0.390	0.380	0.390	0.010	0.780	0.000	0.780	-0.048	1.000	0.732			
357.800	40.1	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.051	1.000	0.649			
357.850	40.1	0	0.310	0.320	0.310	0.320	0.010	0.640	0.000	0.640	-0.051	1.000	0.589			
357.900	40.1	0	0.320	0.340	0.320	0.340	0.020	0.680	0.000	0.680	-0.051	1.000	0.629			
357.950	40.1	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.051	1.000	0.669			
358.000	40.1	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.051	1.000	0.569			
														0.651	0.060	0.770
358.050	42.4	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.074	1.000	0.606			
358.100	42.4	0	0.300	0.320	0.300	0.320	0.020	0.640	0.000	0.640	-0.074	1.000	0.566			
358.150	42.4	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.074	1.000	0.546			
358.200	42.4	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.074	1.000	0.606			
358.250	42.4	0	0.310	0.320	0.310	0.320	0.010	0.640	0.000	0.640	-0.074	1.000	0.566			
358.300	42.4	0	0.370	0.380	0.370	0.380	0.010	0.760	0.000	0.760	-0.074	1.000	0.686			
358.350	42.4	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.074	1.000	0.626			
358.400	42.4	0	0.310	0.320	0.310	0.320	0.010	0.640	0.000	0.640	-0.074	1.000	0.566			
358.450	42.4	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.074	1.000	0.546			
358.500	42.4	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.074	1.000	0.586			
358.550	42.4	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.074	1.000	0.646			
358.600	42.4	0	0.370	0.380	0.370	0.380	0.010	0.760	0.000	0.760	-0.074	1.000	0.686			
358.650	42.4	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.074	1.000	0.626			
358.700	42.4	0	0.380	0.390	0.380	0.390	0.010	0.780	0.000	0.780	-0.074	1.000	0.706			
358.750	42.4	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.074	1.000	0.586			
358.800	42.4	0	0.310	0.320	0.310	0.320	0.010	0.640	0.000	0.640	-0.074	1.000	0.566			
358.850	42.4	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.074	1.000	0.626			
358.900	42.4	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.074	1.000	0.606			
358.950	42.4	0	0.300	0.320	0.300	0.320	0.020	0.640	0.000	0.640	-0.074	1.000	0.566			
359.000	42.4	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.074	1.000	0.626			
														0.607	0.047	0.701
359.050	42.4	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.074	1.000	0.586			
359.100	42.4	0	0.320	0.340	0.320	0.340	0.020	0.680	0.000	0.680	-0.074	1.000	0.606			
359.150	42.4	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.074	1.000	0.546			
359.200	42.4	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.074	1.000	0.526			
359.250	42.4	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.074	1.000	0.546			
359.300	42.4	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.074	1.000	0.526			
359.350	42.4	0	0.310	0.330	0.310	0.330	0.020	0.660	0.000	0.660	-0.074	1.000	0.586			

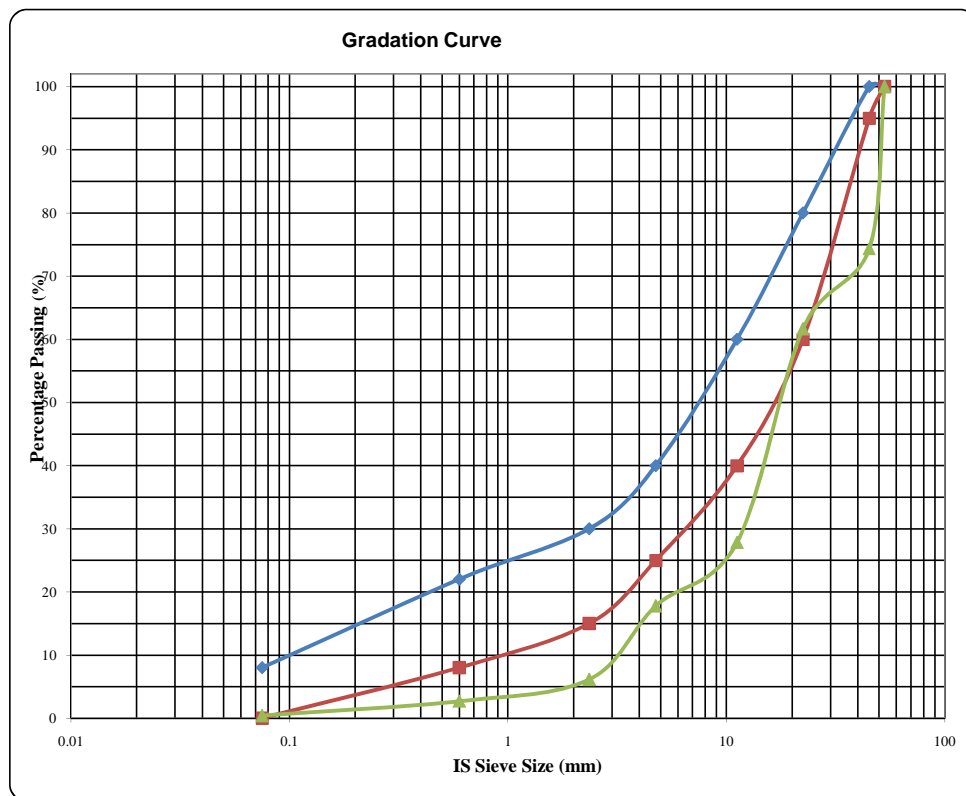
Location of test point	Pavement Temperature (°C)	Dial Gauge Reading			Inter - Initial (mm)	Final-Initial (mm)	Difference (mm)	Apparent deflection (mm)	Beam correction (mm)	True deflection (mm)	Correction for temp.	Moisture Correction Factor	Corrected Deflection (mm)	Mean deflection mm/km	Standard Deviation (mm)	Characteristic deflection (mm)
		Initial	Intermediate	Final												
359.400	42.4	0	0.280	0.290	0.280	0.290	0.010	0.580	0.000	0.580	-0.074	1.000	0.506			
359.450	42.4	0	0.250	0.260	0.250	0.260	0.010	0.520	0.000	0.520	-0.074	1.000	0.446			
359.500	42.4	0	0.310	0.320	0.310	0.320	0.010	0.640	0.000	0.640	-0.074	1.000	0.566			
359.550	42.4	0	0.280	0.290	0.280	0.290	0.010	0.580	0.000	0.580	-0.074	1.000	0.506			
359.600	42.4	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.074	1.000	0.546			
359.650	44.6	0	0.250	0.260	0.250	0.260	0.010	0.520	0.000	0.520	-0.096	1.000	0.424			
359.700	44.6	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.096	1.000	0.564			
359.750	44.6	0	0.260	0.270	0.260	0.270	0.010	0.540	0.000	0.540	-0.096	1.000	0.444			
359.800	44.6	0	0.250	0.260	0.250	0.260	0.010	0.520	0.000	0.520	-0.096	1.000	0.424			
359.850	44.6	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.096	1.000	0.524			
359.900	44.6	0	0.280	0.290	0.280	0.290	0.010	0.580	0.000	0.580	-0.096	1.000	0.484			
359.950	44.6	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.096	1.000	0.564			
360.000	44.6	0	0.390	0.410	0.390	0.410	0.020	0.820	0.000	0.820	-0.096	1.000	0.724			
														0.532	0.070	0.673
360.050	44.6	0	0.380	0.390	0.380	0.390	0.010	0.780	0.000	0.780	-0.096	1.000	0.684			
360.100	44.6	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.096	1.000	0.584			
360.150	44.6	0	0.360	0.370	0.360	0.370	0.010	0.740	0.000	0.740	-0.096	1.000	0.644			
360.200	44.6	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.096	1.000	0.604			
360.250	44.6	0	0.310	0.320	0.310	0.320	0.010	0.640	0.000	0.640	-0.096	1.000	0.544			
360.300	44.6	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.096	1.000	0.624			
360.350	44.6	0	0.400	0.410	0.400	0.410	0.010	0.820	0.000	0.820	-0.096	1.000	0.724			
360.400	44.6	0	0.390	0.400	0.390	0.400	0.010	0.800	0.000	0.800	-0.096	1.000	0.704			
360.450	44.6	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.096	1.000	0.584			
360.500	44.6	0	0.290	0.310	0.290	0.310	0.020	0.620	0.000	0.620	-0.096	1.000	0.524			
360.550	44.6	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.096	1.000	0.584			
360.600	44.6	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.096	1.000	0.524			
360.650	44.6	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.096	1.000	0.464			
360.700	44.6	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.096	1.000	0.584			
360.750	44.6	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.096	1.000	0.504			
360.800	44.6	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.096	1.000	0.504			
360.850	44.6	0	0.310	0.320	0.310	0.320	0.010	0.640	0.000	0.640	-0.096	1.000	0.544			
360.900	44.6	0	0.300	0.340	0.300	0.340	0.040	0.680	0.233	0.913	-0.096	1.000	0.817			
360.950	44.6	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.096	1.000	0.584			
361.000	44.6	0	0.310	0.320	0.310	0.320	0.010	0.640	0.000	0.640	-0.096	1.000	0.544			
														0.594	0.086	0.766
361.050	40.9	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.059	1.000	0.561			
361.100	40.9	0	0.260	0.270	0.260	0.270	0.010	0.540	0.000	0.540	-0.059	1.000	0.481			
361.150	40.9	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.059	1.000	0.541			
361.200	40.9	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.059	1.000	0.601			
361.250	40.9	0	0.370	0.380	0.370	0.380	0.010	0.760	0.000	0.760	-0.059	1.000	0.701			
361.300	40.9	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.059	1.000	0.621			
361.350	40.9	0	0.400	0.410	0.400	0.410	0.010	0.820	0.000	0.820	-0.059	1.000	0.761			
361.400	40.9	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.059	1.000	0.641			
361.450	40.9	0	0.390	0.400	0.390	0.400	0.010	0.800	0.000	0.800	-0.059	1.000	0.741			
361.500	40.9	0	0.360	0.370	0.360	0.370	0.010	0.740	0.000	0.740	-0.059	1.000	0.681			
361.550	40.9	0	0.390	0.410	0.390	0.410	0.020	0.820	0.000	0.820	-0.059	1.000	0.761			

Location of test point	Pavement Temperature (°C)	Dial Gauge Reading			Inter - Initial (mm)	Final-Initial (mm)	Difference (mm)	Apparent deflection (mm)	Beam correction (mm)	True deflection (mm)	Correction for temp.	Moisture Correction Factor	Corrected Deflection (mm)	Mean deflection mm/km	Standard Deviation (mm)	Characteristic deflection (mm)
		Initial	Intermediate	Final												
361.600	40.9	0	0.360	0.370	0.360	0.370	0.010	0.740	0.000	0.740	-0.059	1.000	0.681			
361.650	40.9	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.059	1.000	0.661			
361.700	40.9	0	0.390	0.400	0.390	0.400	0.010	0.800	0.000	0.800	-0.059	1.000	0.741			
361.750	40.9	0	0.370	0.380	0.370	0.380	0.010	0.760	0.000	0.760	-0.059	1.000	0.701			
361.800	40.9	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.059	1.000	0.621			
361.850	40.9	0	0.360	0.370	0.360	0.370	0.010	0.740	0.000	0.740	-0.059	1.000	0.681			
361.900	40.9	0	0.400	0.410	0.400	0.410	0.010	0.820	0.000	0.820	-0.059	1.000	0.761			
361.950	40.9	0	0.390	0.400	0.390	0.400	0.010	0.800	0.000	0.800	-0.059	1.000	0.741			
362.000	40.9	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.059	1.000	0.641			
														0.666	0.079	0.823
362.050	40.9	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.059	1.000	0.641			
362.100	40.9	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.059	1.000	0.601			
362.150	40.9	0	0.300	0.320	0.300	0.320	0.020	0.640	0.000	0.640	-0.059	1.000	0.581			
362.200	40.9	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.059	1.000	0.641			
362.250	40.9	0	0.370	0.380	0.370	0.380	0.010	0.760	0.000	0.760	-0.059	1.000	0.701			
362.300	40.9	0	0.400	0.410	0.400	0.410	0.010	0.820	0.000	0.820	-0.059	1.000	0.761			
362.350	40.9	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.059	1.000	0.661			
362.400	40.9	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.059	1.000	0.601			
362.450	40.9	0	0.360	0.370	0.360	0.370	0.010	0.740	0.000	0.740	-0.059	1.000	0.681			
362.500	40.9	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.059	1.000	0.621			
362.550	40.9	0	0.370	0.380	0.370	0.380	0.010	0.760	0.000	0.760	-0.059	1.000	0.701			
362.600	40.9	0	0.340	0.350	0.340	0.350	0.010	0.700	0.000	0.700	-0.059	1.000	0.641			
362.650	40.9	0	0.370	0.390	0.370	0.390	0.020	0.780	0.000	0.780	-0.059	1.000	0.721			
362.700	40.9	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.059	1.000	0.661			
362.750	40.9	0	0.380	0.390	0.380	0.390	0.010	0.780	0.000	0.780	-0.059	1.000	0.721			
362.800	44.4	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.094	1.000	0.586			
362.850	44.4	0	0.360	0.370	0.360	0.370	0.010	0.740	0.000	0.740	-0.094	1.000	0.646			
362.900	44.4	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.094	1.000	0.566			
362.950	44.4	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.094	1.000	0.466			
363.000	44.4	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.094	1.000	0.526			
														0.636	0.071	0.778
363.050	44.4	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.094	1.000	0.586			
363.100	44.4	0	0.280	0.290	0.280	0.290	0.010	0.580	0.000	0.580	-0.094	1.000	0.486			
363.150	44.4	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.094	1.000	0.526			
363.200	44.4	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.094	1.000	0.586			
363.250	44.4	0	0.310	0.320	0.310	0.320	0.010	0.640	0.000	0.640	-0.094	1.000	0.546			
363.300	44.4	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.094	1.000	0.506			
363.350	44.4	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.094	1.000	0.586			
363.400	44.4	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.094	1.000	0.526			
363.450	44.4	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.094	1.000	0.586			
363.500	44.4	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.094	1.000	0.526			
363.550	44.4	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.094	1.000	0.526			
363.600	44.4	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.094	1.000	0.466			
363.650	44.4	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.094	1.000	0.566			
363.700	44.4	0	0.250	0.260	0.250	0.260	0.010	0.520	0.000	0.520	-0.094	1.000	0.426			
363.750	44.4	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.094	1.000	0.526			

Location of test point	Pavement Temperature (°C)	Dial Gauge Reading			Inter - Initial (mm)	Final-Initial (mm)	Difference (mm)	Apparent deflection (mm)	Beam correction (mm)	True deflection (mm)	Correction for temp.	Moisture Correction Factor	Corrected Deflection (mm)	Mean deflection mm/km	Standard Deviation (mm)	Characteristic deflection (mm)
		Initial	Intermediate	Final												
363.800	44.4	0	0.280	0.290	0.280	0.290	0.010	0.580	0.000	0.580	-0.094	1.000	0.486			
363.850	44.4	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.094	1.000	0.586			
363.900	44.4	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.094	1.000	0.526			
363.950	44.4	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.094	1.000	0.506			
364.000	44.4	0	0.300	0.320	0.300	0.320	0.020	0.640	0.000	0.640	-0.094	1.000	0.546			
														0.531	0.044	0.620
364.050	44.4	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.094	1.000	0.466			
364.100	44.4	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.094	1.000	0.566			
364.150	44.4	0	0.350	0.360	0.350	0.360	0.010	0.720	0.000	0.720	-0.094	1.000	0.626			
364.200	44.4	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.094	1.000	0.586			
364.250	44.4	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.094	1.000	0.566			
364.300	44.4	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.094	1.000	0.506			
364.350	44.4	0	0.310	0.320	0.310	0.320	0.010	0.640	0.000	0.640	-0.094	1.000	0.546			
364.400	44.4	0	0.260	0.270	0.260	0.270	0.010	0.540	0.000	0.540	-0.094	1.000	0.446			
364.450	44.4	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.094	1.000	0.506			
364.500	44.4	0	0.320	0.330	0.320	0.330	0.010	0.660	0.000	0.660	-0.094	1.000	0.566			
364.550	44.4	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.094	1.000	0.526			
364.600	44.4	0	0.300	0.320	0.300	0.320	0.020	0.640	0.000	0.640	-0.094	1.000	0.546			
364.650	44.4	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.094	1.000	0.466			
364.700	44.4	0	0.290	0.300	0.290	0.300	0.010	0.600	0.000	0.600	-0.094	1.000	0.506			
364.750	44.4	0	0.250	0.260	0.250	0.260	0.010	0.520	0.000	0.520	-0.094	1.000	0.426			
364.800	44.4	0	0.280	0.290	0.280	0.290	0.010	0.580	0.000	0.580	-0.094	1.000	0.486			
364.850	44.4	0	0.280	0.300	0.280	0.300	0.020	0.600	0.000	0.600	-0.094	1.000	0.506			
364.900	46.8	0	0.270	0.280	0.270	0.280	0.010	0.560	0.000	0.560	-0.118	1.000	0.442			
364.950	46.8	0	0.300	0.310	0.300	0.310	0.010	0.620	0.000	0.620	-0.118	1.000	0.502			
365.000	46.8	0	0.330	0.340	0.330	0.340	0.010	0.680	0.000	0.680	-0.118	1.000	0.562	0.517	0.053	0.623

Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)**Table: 400-11.Grading Requirements of Aggregates for Wet Mix Macadam****Sample Location : 345+000 LHS****Description of Sample: Wet Mix Macadam****Date of Testing : 17.09.13****Weight of Sample****13912 gm**

IS Sieve Designation. mm	Weight Retained (gm)	Percentage Retained (%)	Cumulative Percentage Retained (%)	Percentage of passing (%)	Percent by Weight passing the IS Sieve	
					Lower Limit	Upper Limit
53	0	0.00	0.00	100.00	100	100
45	3568	25.65	25.65	74.35	95	100
22.4	1768	12.71	38.36	61.64	60	80
11.2	4704	33.81	72.17	27.83	40	60
4.75	1398	10.05	82.22	17.78	25	40
2.36	1621	11.65	93.87	6.13	15	30
0.6	476	3.42	97.29	2.71	8	22
0.075	321	2.31	99.60	0.40	0	8
Pan	56	0.40	100.00	0.00		
Total wt in gms	13912					
Remarks:						

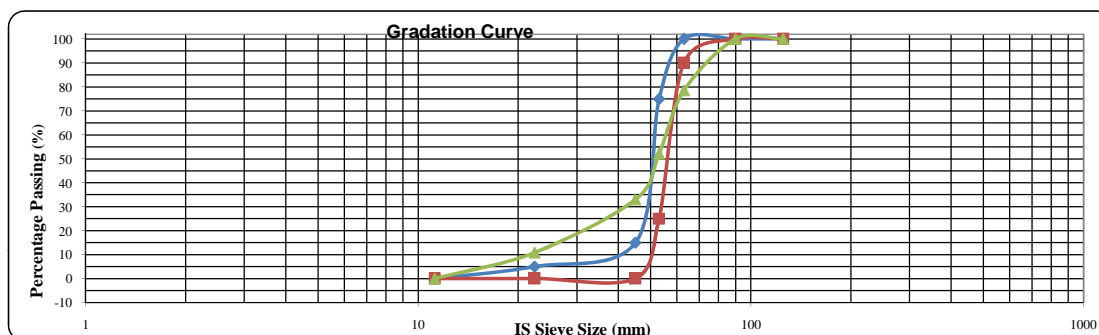


Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)**Table: 400-7.Grading Requirements for Water Bounded Mecadam (WBM)****Sample Location : 354+900 RHS****Description of Sample: WBM**

Date of Testing : 17.09.13

Weight of Sample:(gm): 7310

IS Sieve Designation. mm	Weight Retained (gm)	Percentage Retained (%)	Cumulative Percentage Retained (%)	Percentage of passing (%)	Percent by Weight passing the IS Sieve			
					Grade I	Grade II		Grade III
					90 mm - 45 mm	63 mm - 45 mm		53 mm - 22.4 mm
						Lower Limit	Upper Limit	
125	0	0	0	100.00	100	100	100	-
90	0	0	0	100.00	90-100	100	100	-
63	1564	21.42	21.42	78.58	25-60	90	100	100
53	1932	26.46	47.88	52.12	-	25	75	95-100
45	1390	19.04	66.92	33.08	0-15	0	15	65-90
22.4	1621	22.20	89.12	10.88	0-5	0	5	0-10
11.2	794	10.88	100.00	0.00	-	0	0	0-5
Total Weight in gms	7301							

Remarks :**Note: Percentage of passing 4.75mm sieve size shall not be more than 10%.****Table: 400-8.GRADING for Screening (WBM)****Sample Location : 354+900 RHS**

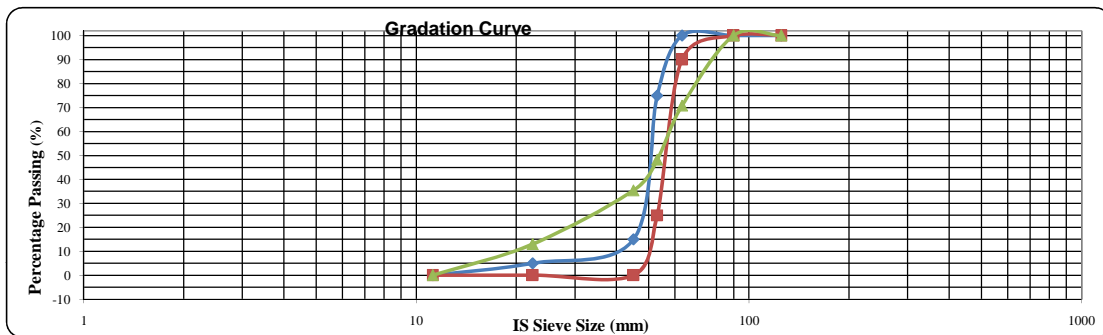
Date of Testing : 17.09.13

IS Sieve Designation. mm	Weight Retained(g)	Percentage Retained (:%)	Cumulative Percentage Retained (%)	Percentage of passing (%)	Percent by Weight passing the IS	
					Type A (13.2mm)	Type B (11.2mm)
13.2	0	0	0	100.00	100	-
11.2	116	18.33	18.33	81.67	95-100	100
5.6	193	30.49	48.82	51.18	15-35	90-100
0.15 (0.18)	324	51.18	100.00	0.00	0-10	15-35
Total Weight in gms	633					

Remarks :**Note: LL and PI value of the Fine Material shall be less than 20% and 6% Respectively**

Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)**Table: 400-7.Grading Requirements for Water Bounded Mecadam****Sample Location : 364+800 RHS****Description of Sample: WBM****Date of Testing : 17.09.13****Weight of Sample:(gm): 7220**

IS Sieve Designation. mm	Weight Retained (gm)	Percentage Retained (%)	Cumulative Percentage Retained (%)	Percentage of passing (%)	Percent by Weight passing the IS Sieve			
					Grade I	Grade II		Grade III
					90 mm - 45 mm	63 mm - 45 mm		53 mm - 22.4 mm
						Lower Limit	Upper Limit	
125	0	0	0	100.00	100	100	100	-
90	0	0	0	100.00	90-100	100	100	-
63	2105	29.20	29.20	70.80	25-60	90	100	100
53	1626	22.56	51.75	48.25	-	25	75	95-100
45	924	12.82	64.57	35.43	0-15	0	15	65-90
22.4	1622	22.50	87.07	12.93	0-5	0	5	0-10
11.2	932	12.93	100.00	0.00	-	0	0	0-5
Total Weight in gms	7209							

Remarks :**Note: Percentage of passing 4.75mm sieve size shall not be more than 10%.****Table: 400-8.GRADING for Screening (WBM)****Sample Location : 364+800 RHS****Date of Testing : 17.09.13**

IS Sieve Designation. mm	Weight Retained(g)	Percentage Retained (:%)	Cumulative Percentage Retained (%)	Percentage of passing (%)	Percent by Weight passing the IS	
					Type A (13.2mm)	Type B (11.2mm)
13.2	0	0	0	100.00	100	-
11.2	152	17.67	17.67	82.33	95-100	100
5.6	216	25.12	42.79	57.21	15-35	90-100
0.15 (0.18)	492	57.21	100.00	0.00	0-10	15-35
Total Weight in gms	860					

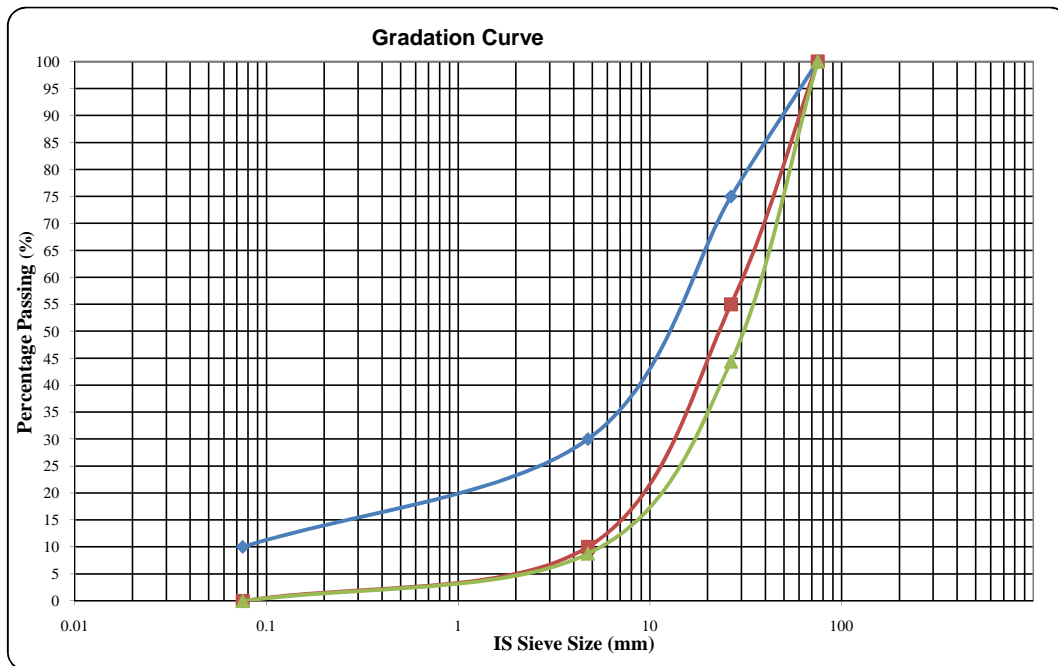
Remarks :**Note: LL and PI value of the Fine Material shall be less than 20% and 6% Respectively**

Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)**Table: 400-2.GRADING FOR GRANULAR SUB-BASE MATERIALS****Sample Location : 370+000 LHS****Description of Sample: Natural GSB**

Testing Date : 17.09.13

Weight of Sample:(gm): 6420

IS Sieve Designation. mm	Weight Retained (gm)	Percentage Retained (%)	Cumulative Percentage Retained (%)	Percentage of passing (%)	Percent by Weight passing the IS Sieve	
					Grading-I	
					Lower Limit	Upper Limit
75	0	0.00	0.00	100.00	100	100
26.5	3563	55.65	55.65	44.35	55	75
4.75	2281	35.62	91.27	8.73	10	30
0.075	559	8.73	100.00	0.00	0	10
Total wt in gms	6403					

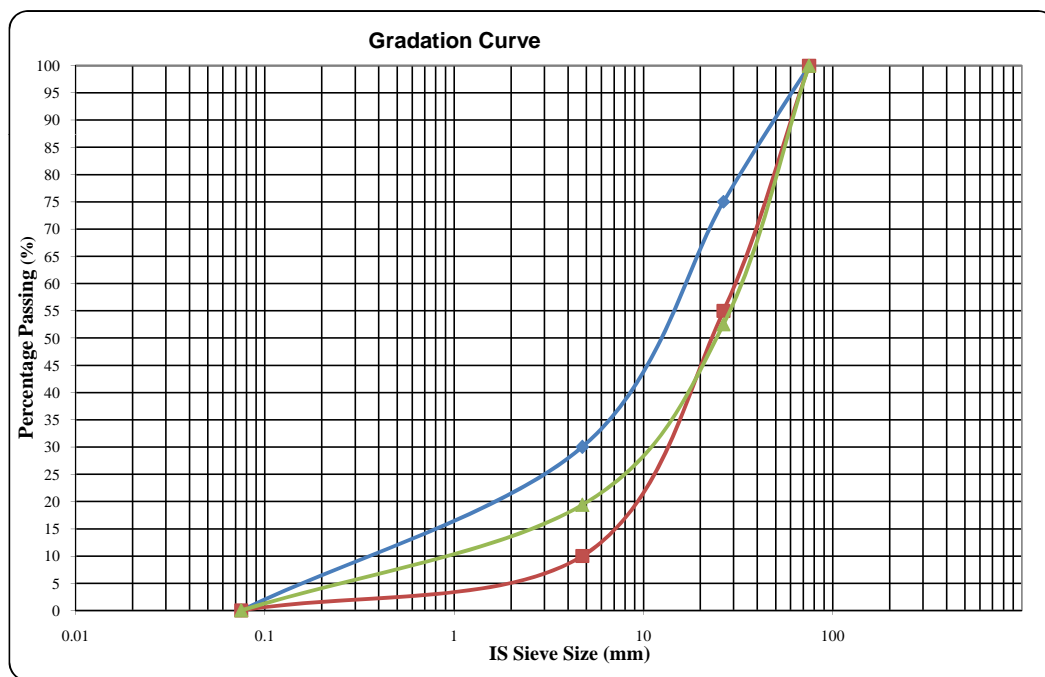
Remarks

Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)**Table: 400-2.GRADING FOR GRANULAR SUB-BASE MATERIALS****Sample Location : 379+800 RHS****Description of Sample: Natural GSB**

Testing Date : 17.09.13

Weight of Sample:(gm): 14430

IS Sieve Designation. mm	Weight Retained (gm)	Percentage Retained (%)	Cumulative Percentage Retained (%)	Percentage of passing (%)	Percent by Weight passing the IS Sieve	
					Grading-I	
					Lower Limit	Upper Limit
75	0	0.00	0.00	100.00	100	100
26.5	6852	47.50	47.50	52.50	55	75
4.75	4780	33.13	80.63	19.37	10	30
0.075	2794	19.37	100.00	0.00	0	10
Total wt in gms	14426					

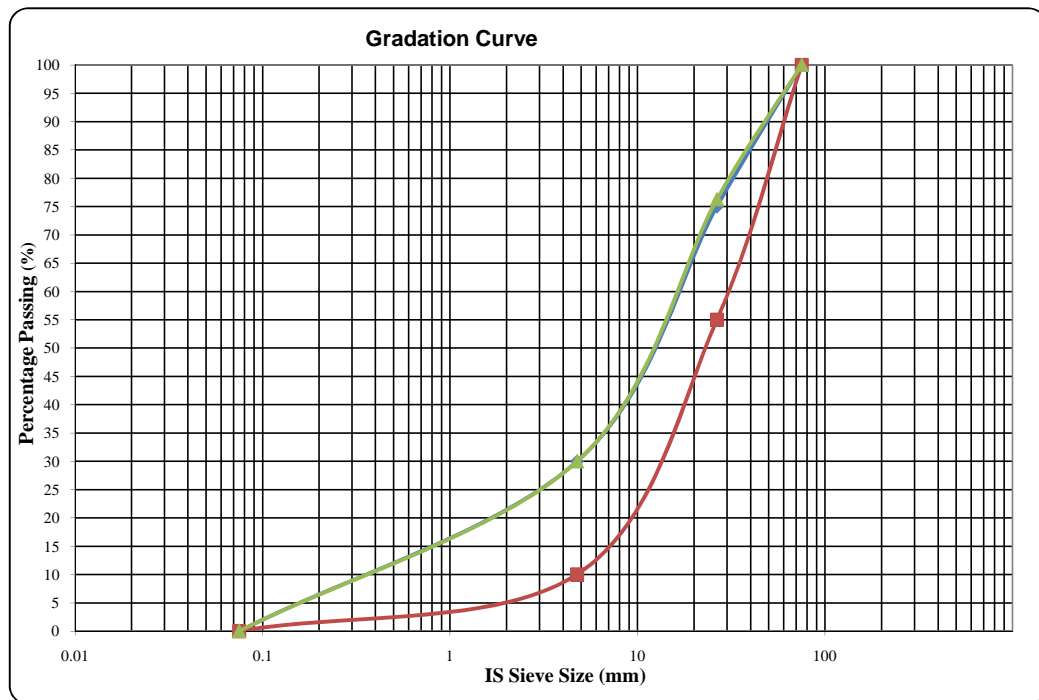
Remarks

Project Name: Indo-Myanmar Road Section from Imphal-Moreh (TA No.8116-IND)**Table: 400-2.GRADING FOR GRANULAR SUB-BASE MATERIALS****Sample Location : 390+000 LHS****Description of Sample: Natural GSB**

Testing Date : 17.09.13

Weight of Sample:(gm): 16640

IS Sieve Designation. mm	Weight Retained (gm)	Percentage Retained (%)	Cumulative Percentage Retained (%)	Percentage of passing (%)	Percent by Weight passing the IS Sieve	
					Grading-I	
					Lower Limit	Upper Limit
75	0	0.00	0.00	100.00	100	100
26.5	3945	23.73	23.73	76.27	55	75
4.75	7700	46.31	70.04	29.96	10	30
0.075	4981	29.96	100.00	0.00	0	10
Total wt in gms	16626					

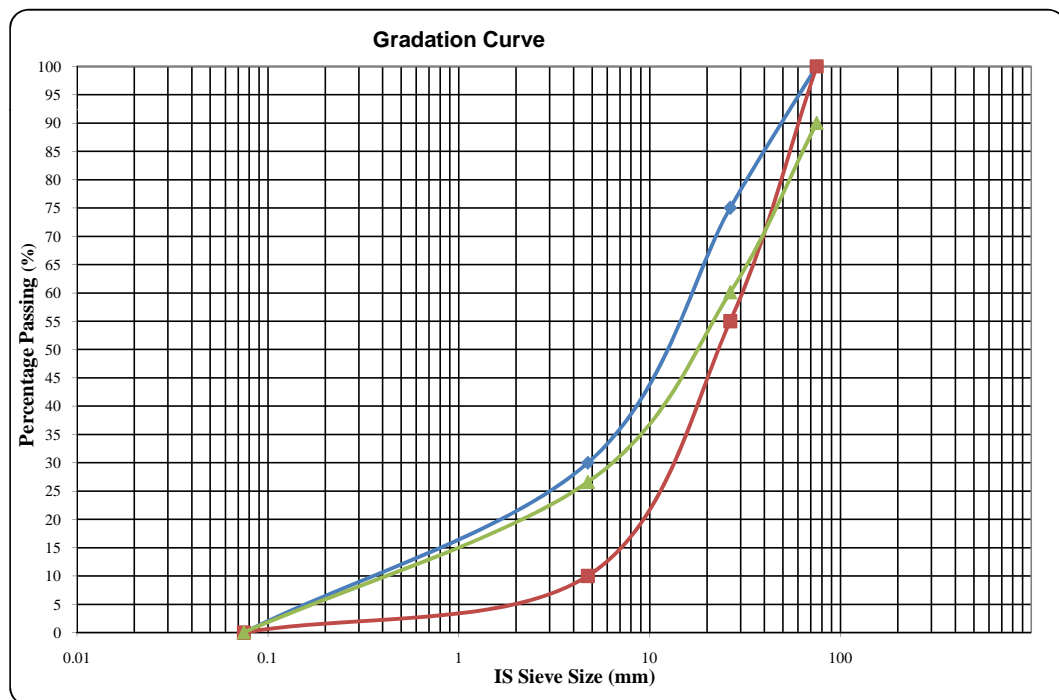
Remarks

Project Name: Indo-Myanmar Road Section from Imphal-Moreh (TA No.8116-IND)**Table: 400-2.GRADING FOR GRANULAR SUB-BASE MATERIALS****Sample Location : 401+000 LHS****Description of Sample: Natural GSB**

Testing Date : 17.09.13

Weight of Sample:(gm): 16840

IS Sieve Designation. mm	Weight Retained (gm)	Percentage Retained (%)	Cumulative Percentage Retained (%)	Percentage of passing (%)	Percent by Weight passing the IS Sieve	
					Grading-I	
					Lower Limit	Upper Limit
75	1682	9.99	9.99	90.01	100	100
26.5	5038	29.93	39.92	60.08	55	75
4.75	5639	33.50	73.41	26.59	10	30
0.075	4476	26.59	100.00	0.00	0	10
Total wt in gms	16835					

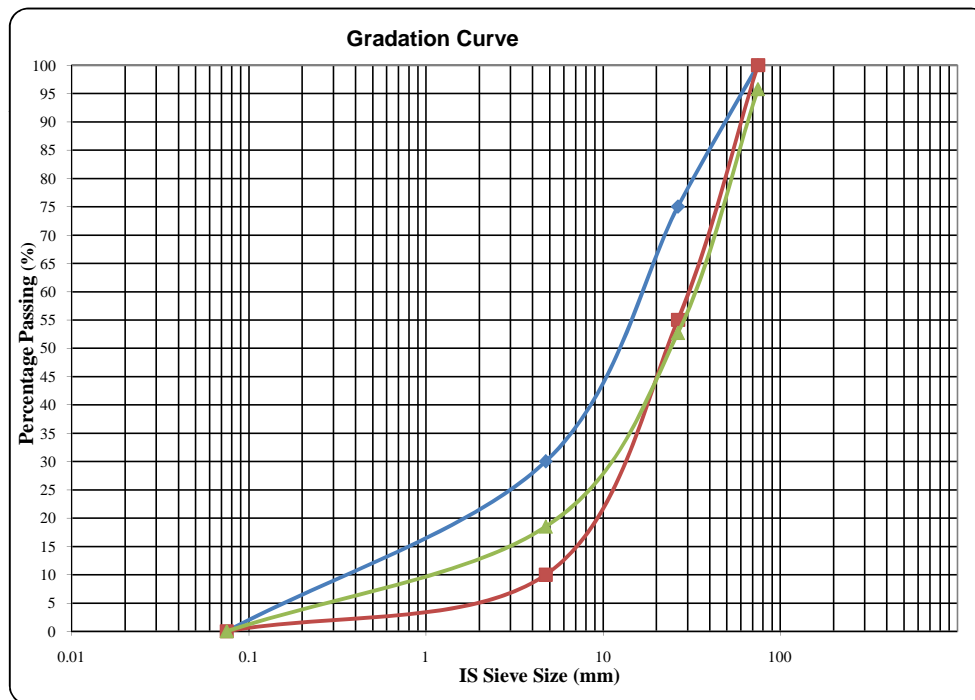
Remarks

Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)**Table: 400-2.GRADING FOR GRANULAR SUB-BASE MATERIALS****Sample Location : 415+000 LHS****Description of Sample: Natural GSB**

Testing Date : 17.09.13

Weight of Sample:(gm): 13150

IS Sieve Designation. mm	Weight Retained (gm)	Percentage Retained (%)	Cumulative Percentage Retained (%)	Percentage of passing (%)	Percent by Weight passing the IS Sieve	
					Grading-I	
					Lower Limit	Upper Limit
75	554	4.22	4.22	95.78	100	100
26.5	5665	43.11	47.32	52.68	55	75
4.75	4496	34.21	81.53	18.47	10	30
0.075	2427	18.47	100.00	0.00	0	10
Total wt in gms	13142					

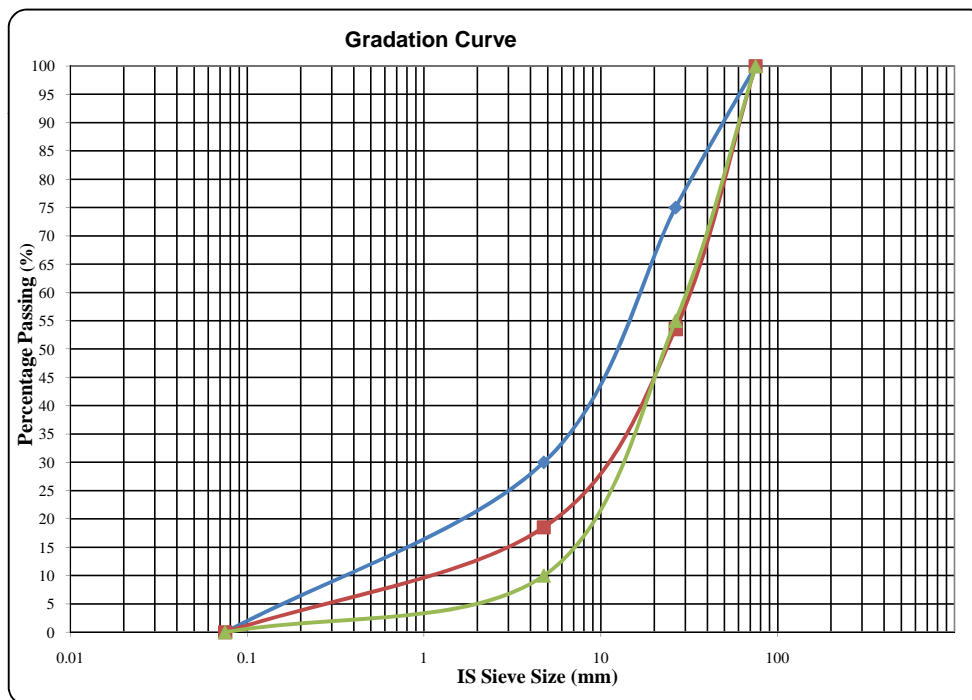
Remarks

Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)**Table: 400-2.GRADING FOR GRANULAR SUB-BASE MATERIALS****Sample Location : 425+000 LHS****Description of Sample: Natural GSB**

Testing Date : 17.09.13

Weight of Sample:(gm): 10600

IS Sieve Designation. mm	Weight Retained (gm)	Percentage Retained (%)	Cumulative Percentage Retained (%)	Percentage of passing (%)	Percent by Weight passing the IS Sieve	
					Grading-I	
					Lower Limit	Upper Limit
75	0	0.00	0.00	100.00	100	100
26.5	4916	46.44	46.44	53.56	55	75
4.75	3707	35.02	81.46	18.54	10	30
0.075	1962	18.54	100.00	0.00	0	10
Total wt in gms	10585					

Remarks

Dynamic Cone Penetration Test

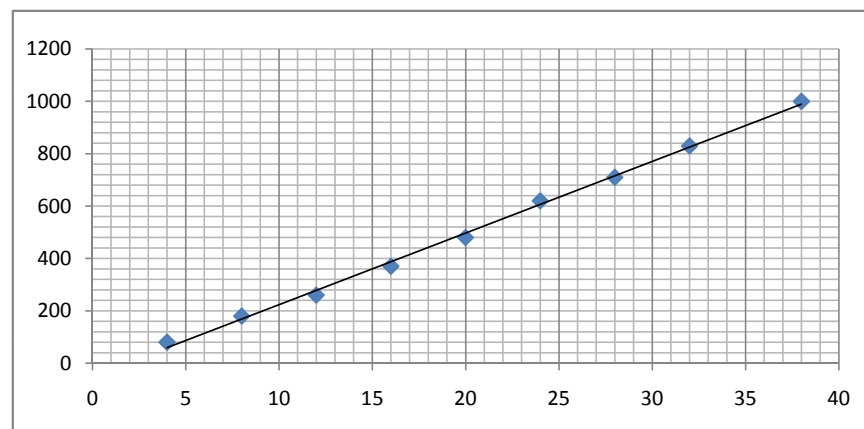
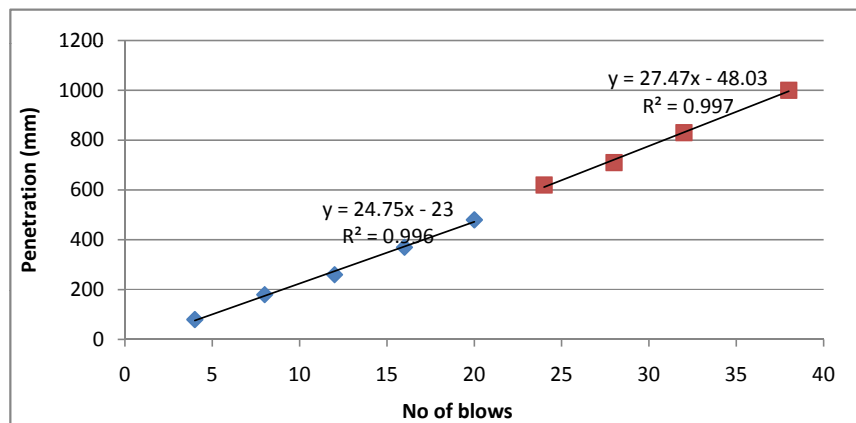
Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Chainage : 329+000
Location: RHS

Date: 19.07.13

No. of Blows	Cumulative No.of Blows	Penetration (mm)	Log10 CBR = 2.465 - 1.12X Log (mm/blow)										
4	4	80	Layers	Depth	mm/blow	CBR %	7.55						
4	8	180	Layer I	480	24.75	8.02							
4	12	260	Layer II	520	27.48	7.13							
4	16	370											
4	20	480											
4	24	620											
4	28	710											
4	32	830											
6	38	1000	<table><tr><th colspan="2">Crust (mm)</th></tr><tr><td>Bituminous Layer</td><td>40</td></tr><tr><td>WBM</td><td>80</td></tr></table>					Crust (mm)		Bituminous Layer	40	WBM	80
Crust (mm)													
Bituminous Layer	40												
WBM	80												

Crust (mm)	
Bituminous Layer	40
WBM	80
Old BT+WBM	360
TOTAL	480



Dynamic Cone Penetration Test

Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

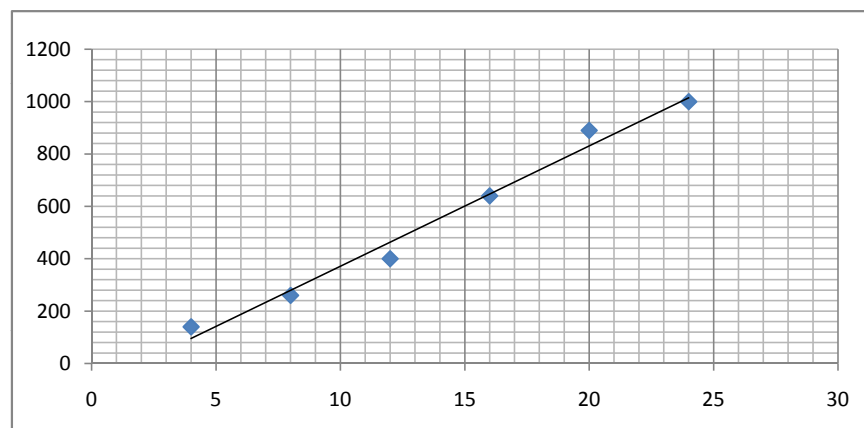
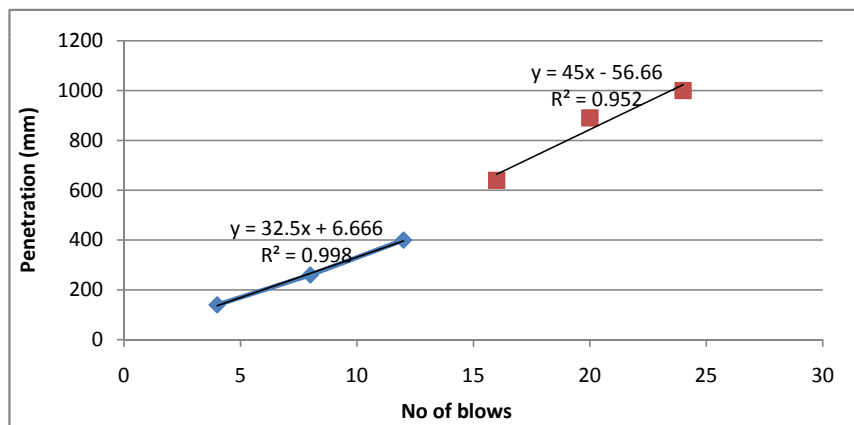
Chainage : 335+000

Location: LHS

Date: 19.07.13

No. of Blows	Cumulative No. of Blows	Penetration (mm)	Log10 CBR = 2.465 - 1.12X Log (mm/blow)				4.79
4	4	140	Layers	Depth	mm/blow	CBR %	
4	8	260	Layer I	400	32.50	5.91	
4	12	400	Layer II	600	45.00	4.11	
4	16	640					
4	20	890					
4	24	1000					

Crust (mm)	
Bituminous Layer	80
WBM	170
Old BT+WBM	380
TOTAL	630



Dynamic Cone Penetration Test

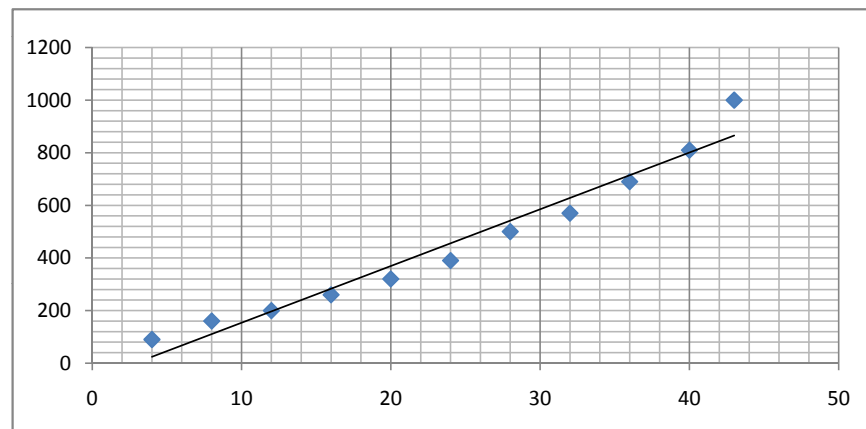
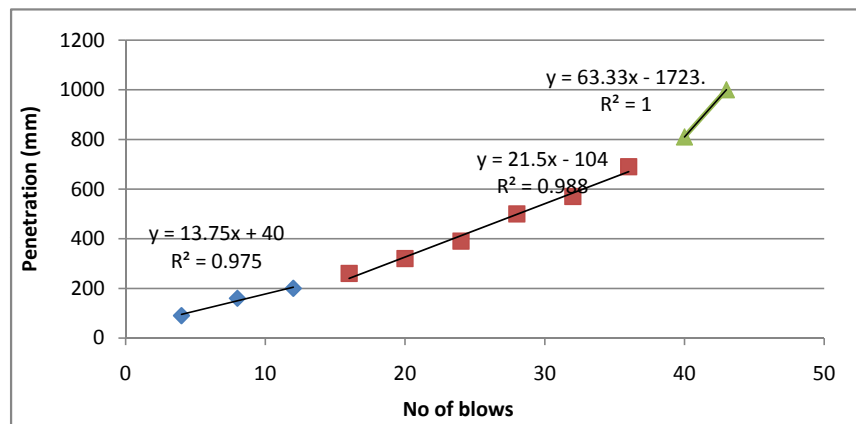
Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Chainage : 340+000

Location: RHS

Date: 19.07.13

No. of Blows	Cumulative No.of Blows	Penetration (mm)	Log10 CBR = 2.465 - 1.12X Log (mm/blow)				9.67										
4	4	90	Layers	Depth	mm/blow	CBR %											
4	8	160	Layer I	200	13.75	15.49											
4	12	200	Layer II	490	21.50	9.39											
4	16	260	Layer III	310	27.30	7.19											
4	20	320	<table><tr><th colspan="2">Crust (mm)</th></tr><tr><td>Bituminous Layer</td><td>120</td></tr><tr><td>WMM</td><td>240</td></tr><tr><td>NGSB</td><td>130</td></tr><tr><td>TOTAL</td><td>490</td></tr></table>				Crust (mm)		Bituminous Layer	120	WMM	240	NGSB	130	TOTAL	490	
Crust (mm)																	
Bituminous Layer	120																
WMM	240																
NGSB	130																
TOTAL	490																
4	24	390															
4	28	500															
4	32	570															
4	36	690															
4	40	810															
3	43	1000															



Dynamic Cone Penetration Test

Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

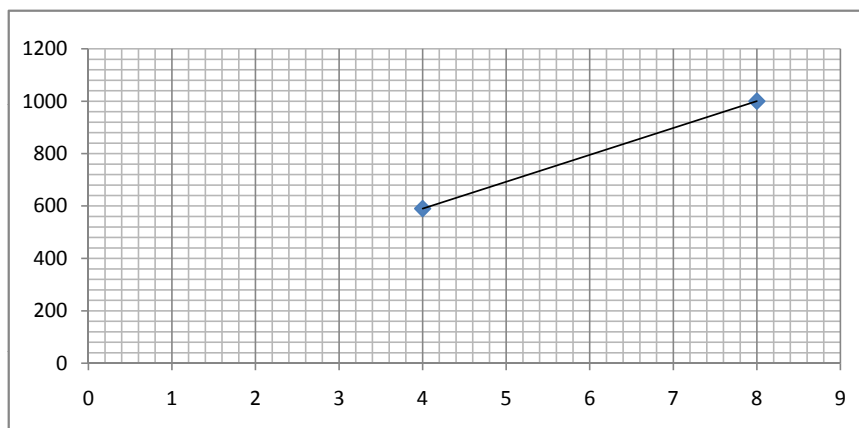
Chainage : 345+000

Location: RHS

Date: 19.07.13

No. of Blows	Cumulative No. of Blows	Penetration (mm)	Log10 CBR = 2.465 - 1.12X Log (mm/blow)				
4	4	590	Layers	Depth	mm/blow	CBR %	1.63
4	8	1000	Layer I	1000	102.50	1.63	

Crust (mm)	
Bituminous Layer	80
WMM	300
NGSB	130
TOTAL	510



Dynamic Cone Penetration Test

Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

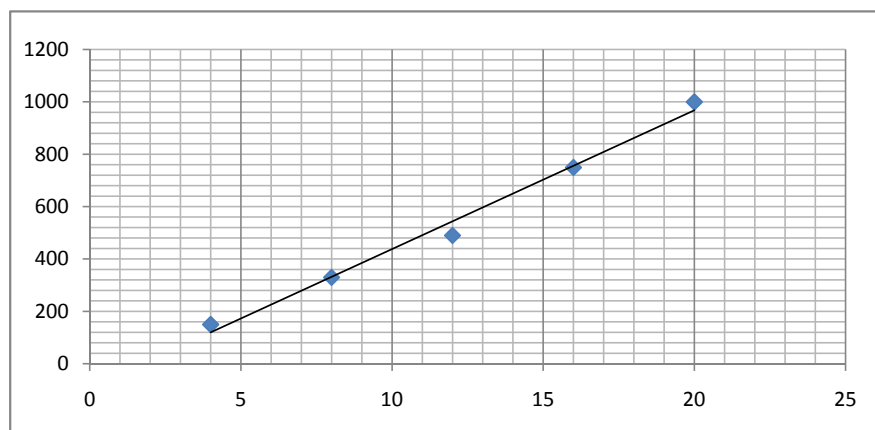
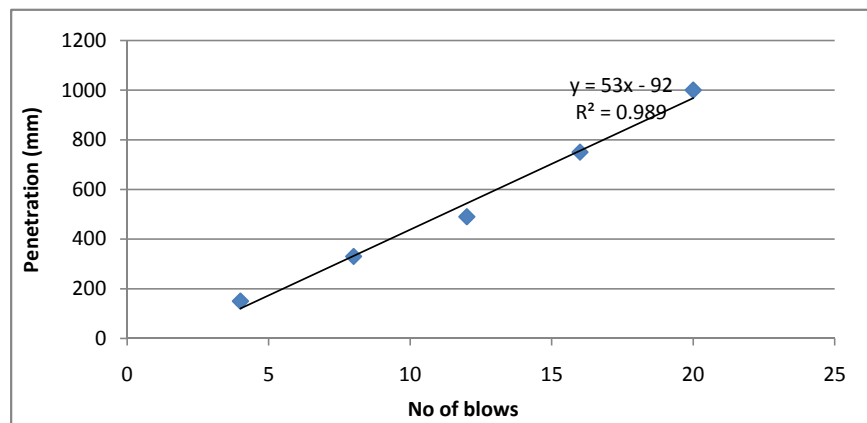
Chainage : 350+000

Location: RHS

Date: 19.07.13

No. of Blows	Cumulative No.of Blows	Penetration (mm)	Log10 CBR = 2.465 - 1.12X Log (mm/blow)				
4	4	150	Layers	Depth	mm/blow	CBR %	3.42
4	8	330	Layer I	1000	53.00	3.42	
4	12	490					
4	16	750					
4	20	1000					

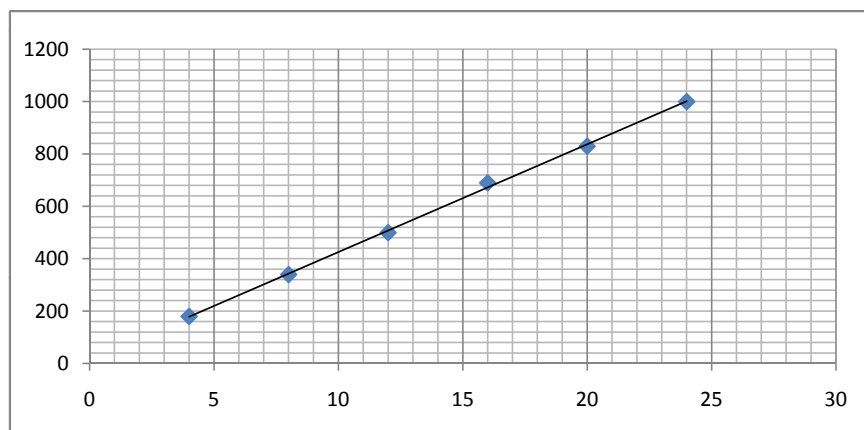
Crust (mm)	
Bituminous Layer	100
WBM	150
NGSB	390
TOTAL	640



Dynamic Cone Penetration Test**Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)****Chainage :** 354+900**Location:** LHS**Date:** 20.07.13

No. of Blows	Cumulative No.of Blows	Penetration (mm)	Log10 CBR = 2.465 - 1.12X Log (mm/blow)				
4	4	180	Layers	Depth	mm/blow	CBR %	4.77
4	8	340	Layer I	500	40.00	4.68	
4	12	500	Layer II	500	38.75	4.85	
4	16	690					
4	20	830					
4	24	1000					

Crust (mm)	
Bituminous Layer	120
WBM	220
NGSB	220
TOTAL	560



Dynamic Cone Penetration Test

Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

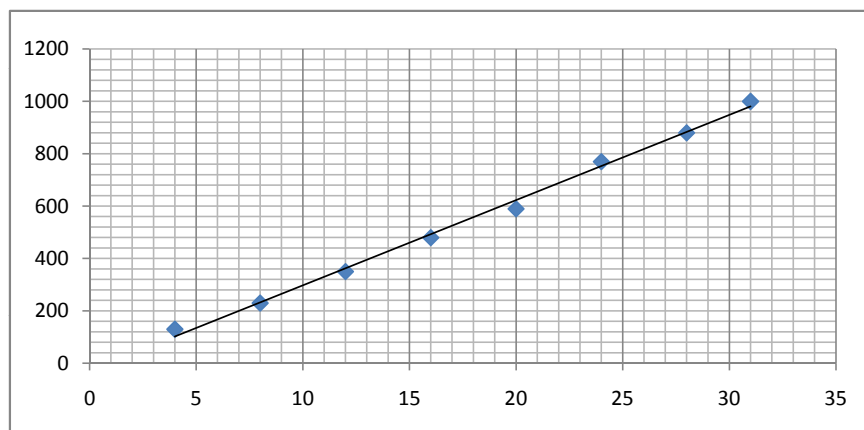
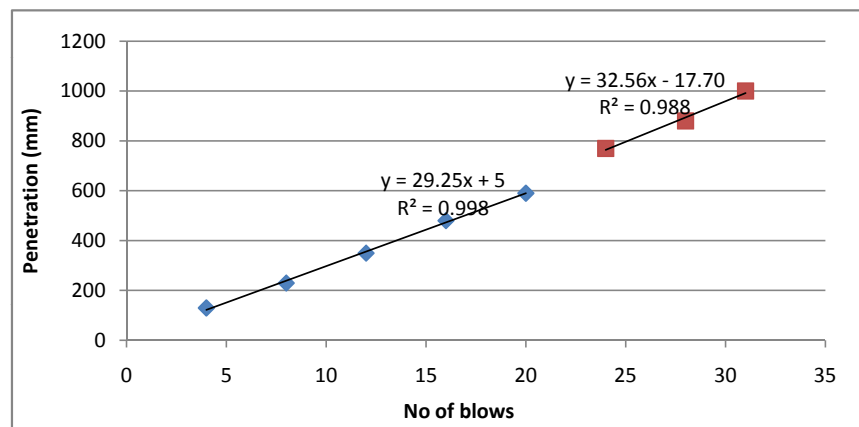
Chainage : 359+900

Location: RHS

Date: 20.07.13

No. of Blows	Cumulative No. of Blows	Penetration (mm)	Log10 CBR = 2.465 - 1.12X Log (mm/blow)				6.34
4	4	130	Layers	Depth	mm/blow	CBR %	
4	8	230	Layer I	590	29.25	6.65	
4	12	350	Layer II	410	32.57	5.90	
4	16	480					
4	20	590					
4	24	770					
4	28	880					
3	31	1000					

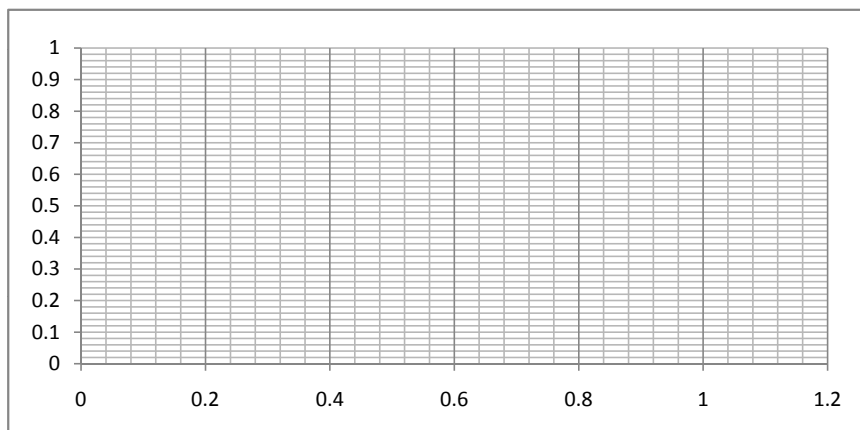
Crust (mm)	
Bituminous Layer	70
WBM	180
NGSB	240
TOTAL	490



Dynamic Cone Penetration Test**Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)****Chainage :** 364+800**Location:** LHS**Date:** 20.07.13

No. of Blows	Cumulative No. of Blows	Penetration (mm)	Log10 CBR = 2.465 - 1.12X Log (mm/blow)			
Testing Not Done Due to Old BT at Sub Grde Level			Layers	Depth	mm/blow	CBR %
			Layer I	0		
			Layer II	0		
			Layer III	0		
			#DIV/0!			

Crust (mm)	
Bituminous Layer	180
WBM	470
TOTAL	650



Dynamic Cone Penetration Test

Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

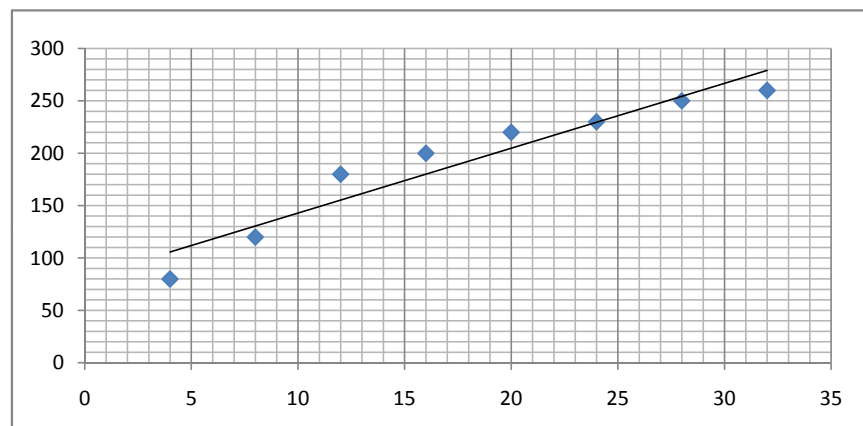
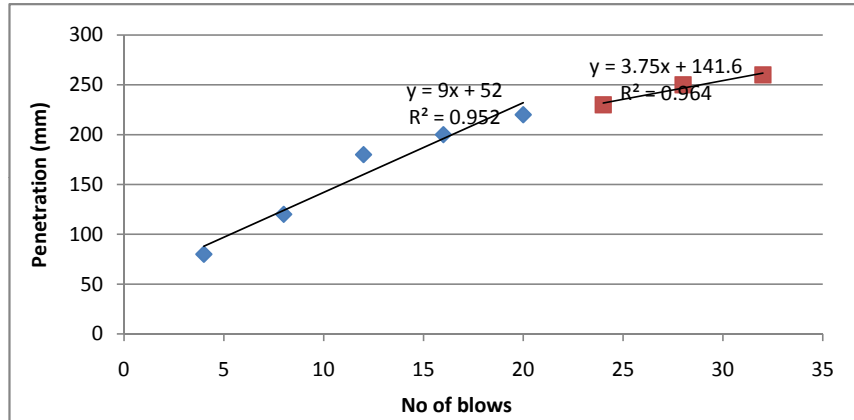
Chainage : 370+000

Location: LHS

Date: 24.07.13

No. of Blows	Cumulative No.of Blows	Penetration (mm)	Log10 CBR = 2.465 - 1.12X Log (mm/blow)				29.99
4	4	80	Layers	Depth	mm/blow	CBR %	
4	8	120	Layer I	220	9.00	24.90	
4	12	180	Layer II	40	3.75	66.39	
4	16	200					
4	20	220					
4	24	230					
4	28	250					
4	32	260					
Rebound							

Crust (mm)	
Bituminous Layer	110
NGSB	160
TOTAL	270



Dynamic Cone Penetration Test

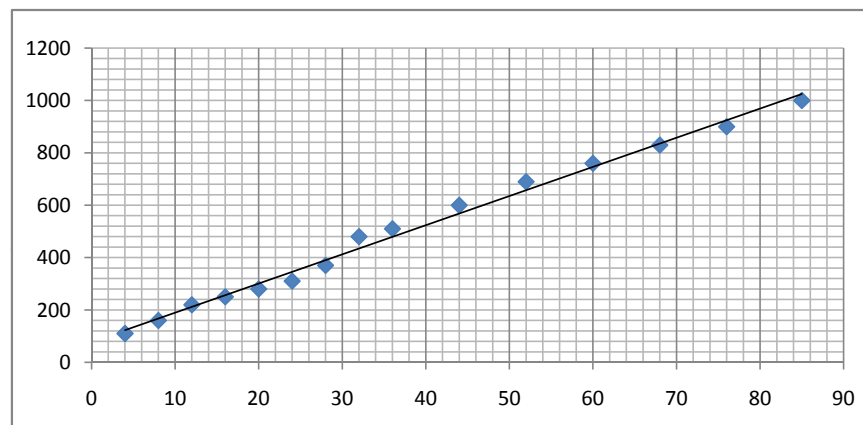
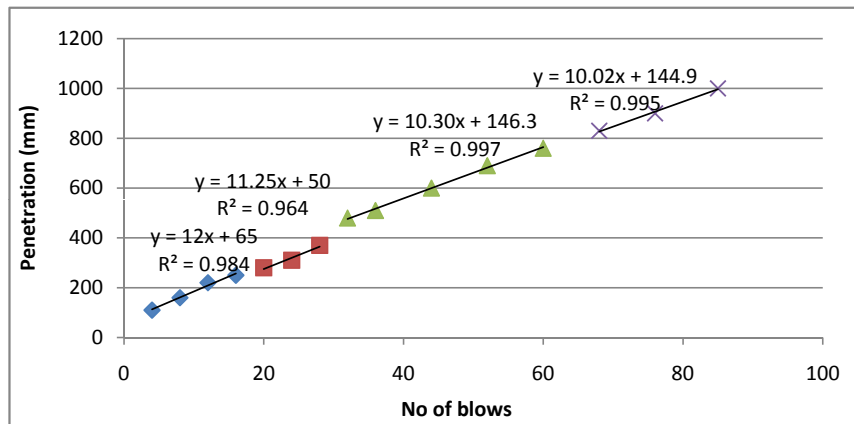
Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Chainage : 375+100

Location: RHS

Date: 24.07.13

No. of Blows	Cumulative No.of Blows	Penetration (mm)	Log10 CBR = 2.465 - 1.12X Log (mm/blow)				20.43										
4	4	110	Layers	Depth	mm/blow	CBR %											
4	8	160	Layer I	250	12.00	18.04											
4	12	220	Layer II	120	11.25	19.40											
4	16	250	Layer III	390	10.31	21.39											
4	20	280	Layer IV	240	10.02	22.08											
4	24	310	<table><tr><th colspan="2">Crust (mm)</th></tr><tr><td>Bituminous Layer</td><td>50</td></tr><tr><td>Dust</td><td>100</td></tr><tr><td>NGSB</td><td>350</td></tr><tr><td>TOTAL</td><td>500</td></tr></table>				Crust (mm)		Bituminous Layer	50	Dust	100	NGSB	350	TOTAL	500	
Crust (mm)																	
Bituminous Layer	50																
Dust	100																
NGSB	350																
TOTAL	500																
4	28	370															
4	32	480															
4	36	510															
8	44	600															
8	52	690															
8	60	760															
8	68	830															
8	76	900															
9	85	1000															



Dynamic Cone Penetration Test

Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

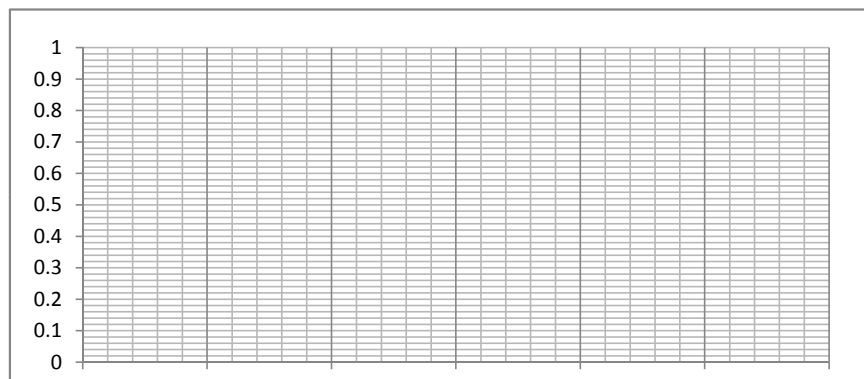
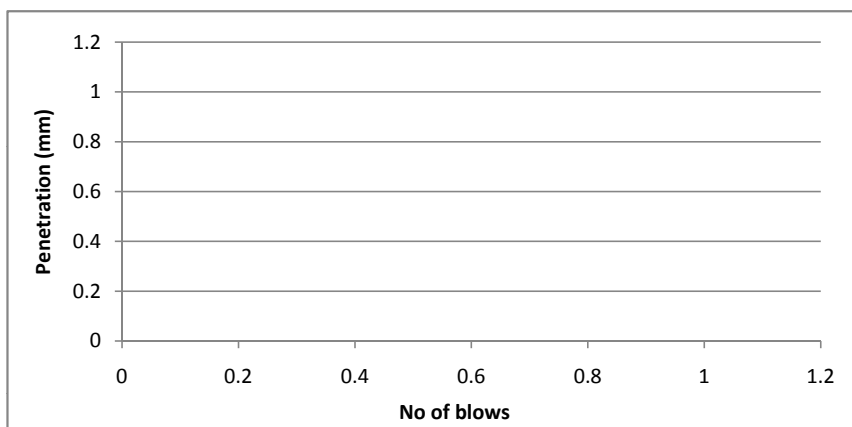
Chainage : 379+800

Location: RHS

Date: 24.07.13

No. of Blows	Cumulative No. of Blows	Penetration (mm)	Log10 CBR = 2.465 - 1.12X Log (mm/blow)			
Testing Not Done Due to Seepage (Rain)			Layers	Depth	mm/blow	CBR %
			Layer I	0		#NUM!
			Layer II	0		#NUM!
			Layer III	0		#NUM!
			#NUM!			

Crust (mm)	
Bituminous Layer	100
NGSB	130
TOTAL	230



Dynamic Cone Penetration Test

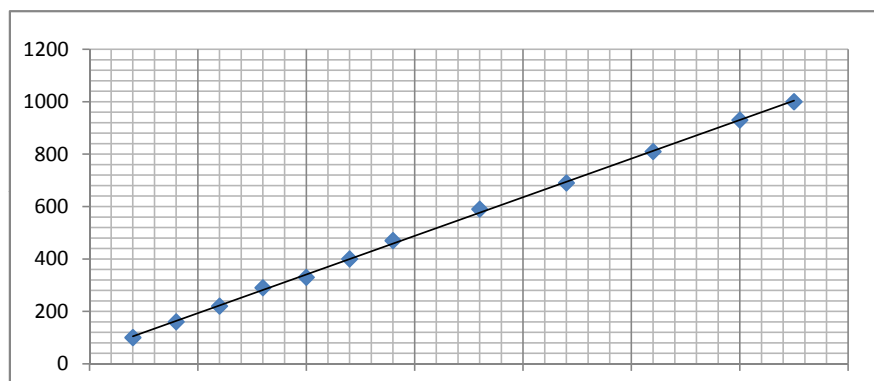
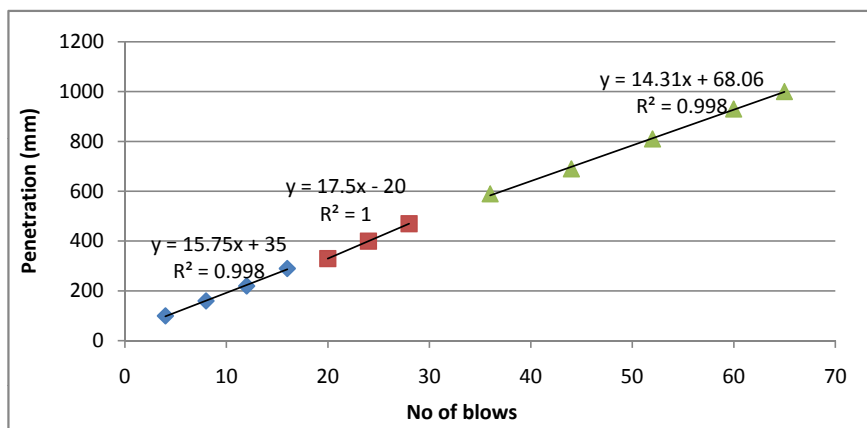
Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Chainage : 385+000

Location: LHS

Date: 24.07.13

No. of Blows	Cumulative No.of Blows	Penetration (mm)	Log10 CBR = 2.465 - 1.12X Log (mm/blow)												
4	4	100	Layers	Depth	mm/blow	CBR %	13.80								
4	8	160	Layer I	290	15.75	13.31									
4	12	220	Layer II	180	17.50	11.82									
4	16	290	Layer III	530	14.32	14.80									
4	20	330	<table><tr><th colspan="2">Crust (mm)</th></tr><tr><td>Bituminous Layer</td><td>70</td></tr><tr><td>Old BT+NGSB</td><td>180</td></tr><tr><td>TOTAL</td><td>250</td></tr></table>					Crust (mm)		Bituminous Layer	70	Old BT+NGSB	180	TOTAL	250
Crust (mm)															
Bituminous Layer	70														
Old BT+NGSB	180														
TOTAL	250														
4	24	400													
4	28	470													
8	36	590													
8	44	690													
8	52	810													
8	60	930													
5	65	1000													



Dynamic Cone Penetration Test

Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

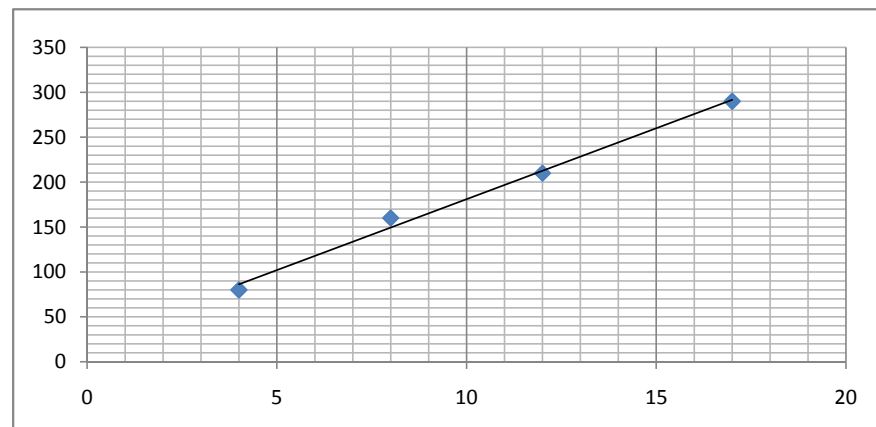
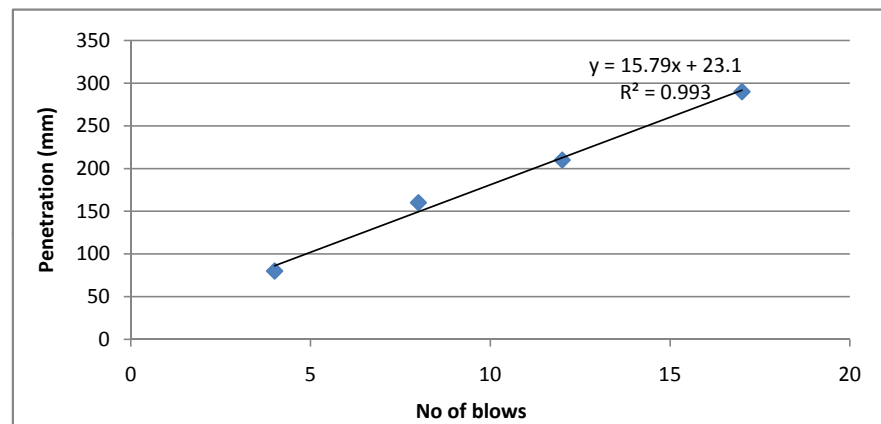
Chainage : 390+500

Location: LHS

Date: 24.07.13

No. of Blows	Cumulative No.of Blows	Penetration (mm)	Log10 CBR = 2.465 - 1.12X Log (mm/blow)				
4	4	80	Layers	Depth	mm/blow	CBR %	13.27
4	8	160	Layer I	290	15.79	13.27	
4	12	210					
5	17	290					
Rebound							

Crust (mm)	
Bituminous Layer	90
Old BT+NGSB	300
TOTAL	390



Dynamic Cone Penetration Test

Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

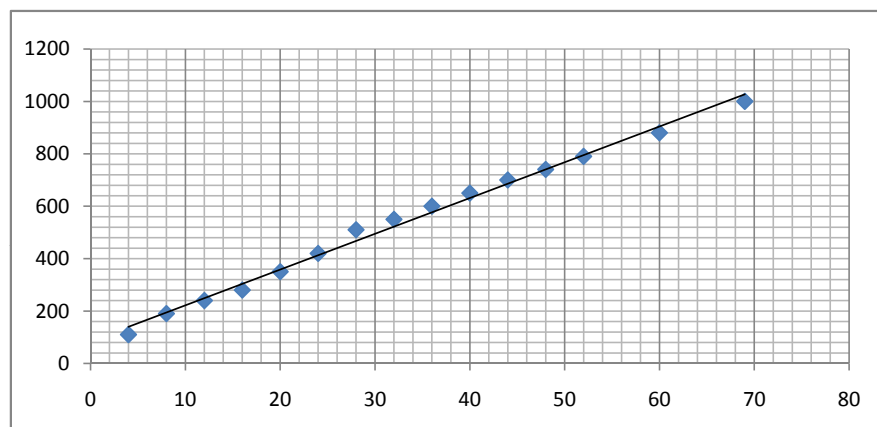
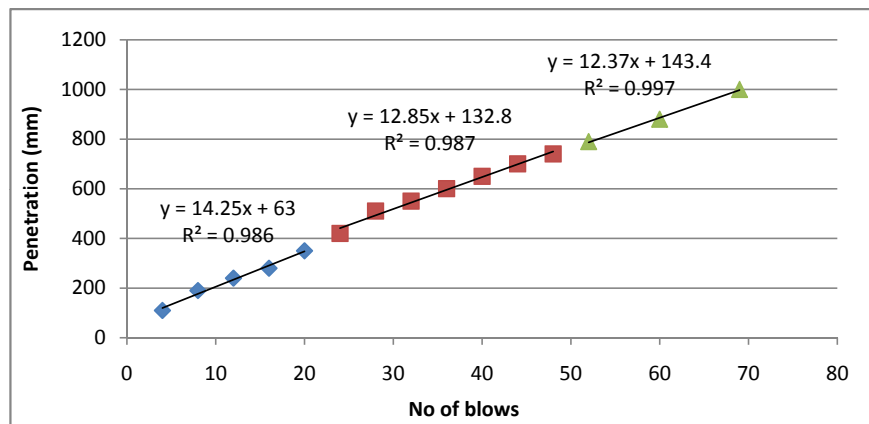
Chainage : 395+000

Location: RHS

Date: 25.07.13

No. of Blows	Cumulative No. of Blows	Penetration (mm)	Log10 CBR = 2.465 - 1.12X Log (mm/blow)				
4	4	110	Layers	Depth	mm/blow	CBR %	15.83
4	8	190	Layer I	350	14.25	14.88	
4	12	240	Layer II	390	12.86	16.70	
4	16	280	Layer III	260	12.37	17.44	
4	20	350					
4	24	420					
4	28	510					
4	32	550					
4	36	600					
4	40	650					
4	44	700					
4	48	740					
4	52	790					
8	60	880					
9	69	1000					

Crust (mm)	
Bituminous Layer	80
NGSB	320
TOTAL	400



Dynamic Cone Penetration Test

Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Chainage : 401+00

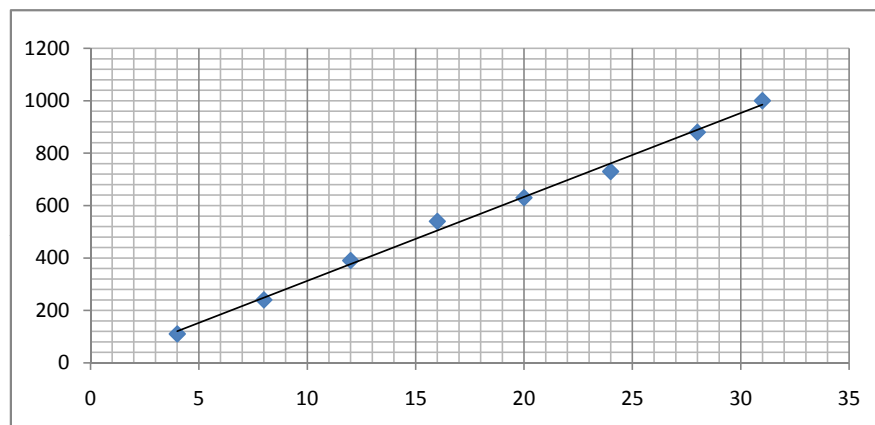
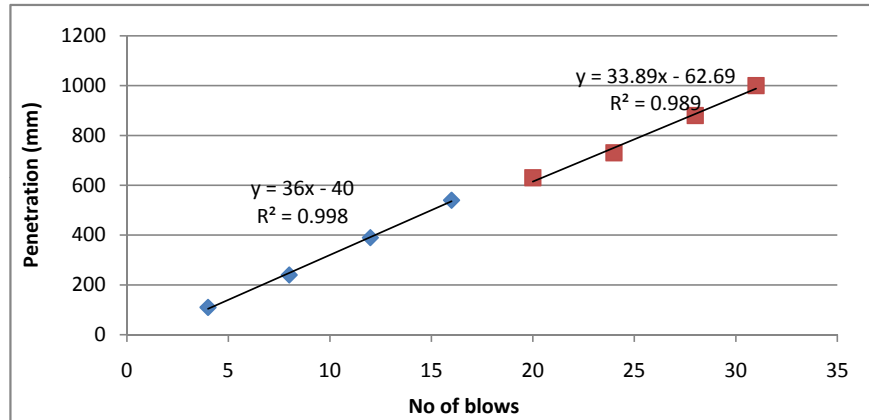
Location: LHS

Date: 25.07.13

No. of Blows	Cumulative No.of Blows	Penetration (mm)	Log10 CBR = 2.465 - 1.12X Log (mm/blow)				
4	4	110	Layers	Depth	mm/blow	CBR %	5.44
4	8	240	Layer I	540	36.00	5.27	
4	12	390	Layer II	460	33.89	5.64	
4	16	540					
4	20	630					
4	24	730					
4	28	880					
3	31	1000					

Crust (mm)	
Bituminous Layer	140

Crust (mm)	
Bituminous Layer	140
NGSB	180
TOTAL	320



Dynamic Cone Penetration Test

Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

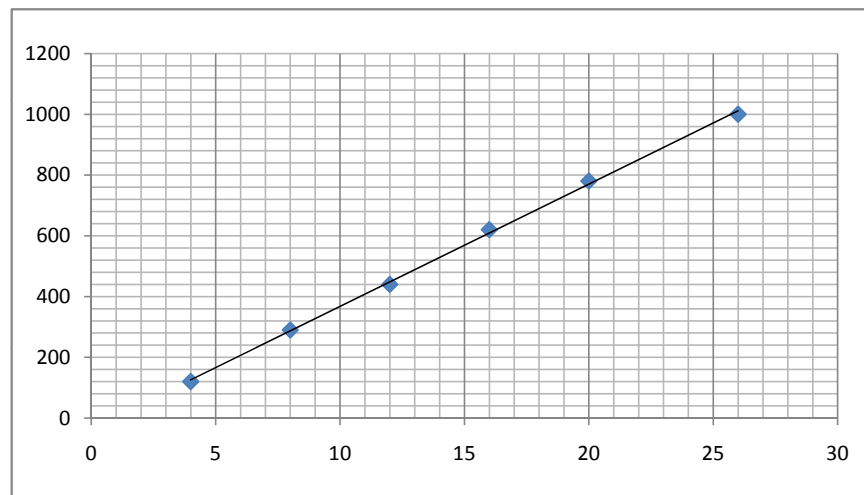
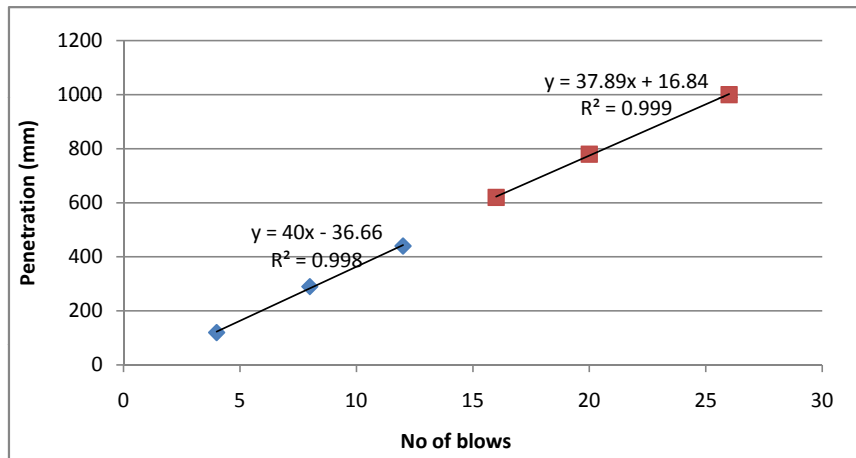
Chainage : 404+500

Location: RHS

Date: 25.07.13

No. of Blows	Cumulative No.of Blows	Penetration (mm)	Log10 CBR = 2.465 - 1.12X Log (mm/blow)				
4	4	120	Layers	Depth	mm/blow	CBR %	4.85
4	8	290	Layer I	440	40.00	4.68	
4	12	440	Layer II	560	37.90	4.98	
4	16	620					
4	20	780					
6	26	1000					

Crust (mm)	
Bituminous Layer	80
NGSB	260
TOTAL	340



Dynamic Cone Penetration Test

Project Name: Indo-Myanmar Road Section from Imphal-Moreh (TA No.8116-IND)

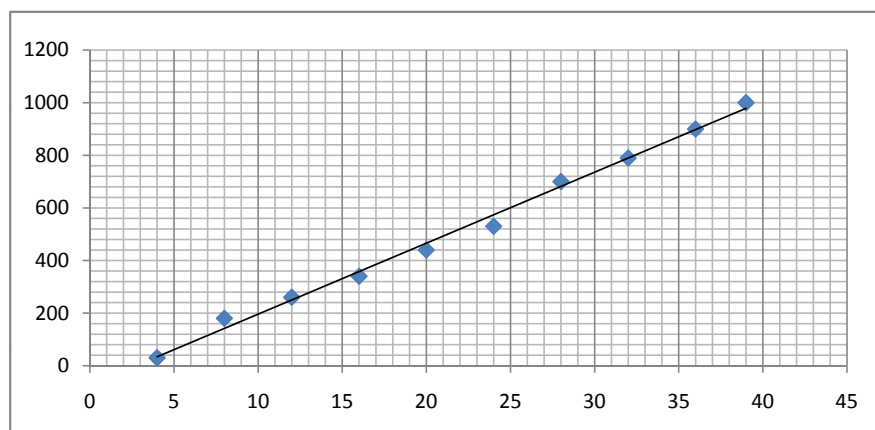
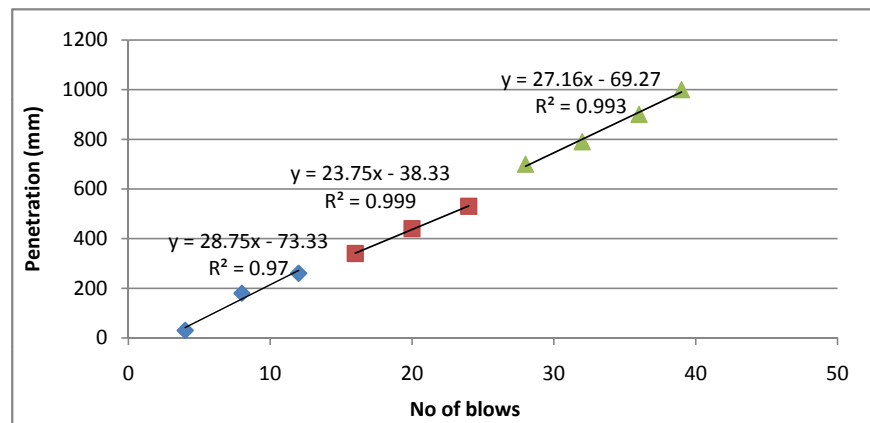
Chainage : 407+900

Location: RHS

Date: 25.07.13

No. of Blows	Cumulative No.of Blows	Penetration (mm)	Log10 CBR = 2.465 - 1.12X Log (mm/blow)				
4	4	30	Layers	Depth	mm/blow	CBR %	6.95
4	8	180	Layer I	260	28.75	6.78	
4	12	260	Layer II	270	23.75	8.40	
4	16	340	Layer III	470	30.78	6.28	
4	20	440					
4	24	530					6.95
4	28	700					
4	32	790					
4	36	900					
3	39	1000					

Crust (mm)	
Bituminous Layer	60
NGSB	200
TOTAL	260



Dynamic Cone Penetration Test

Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

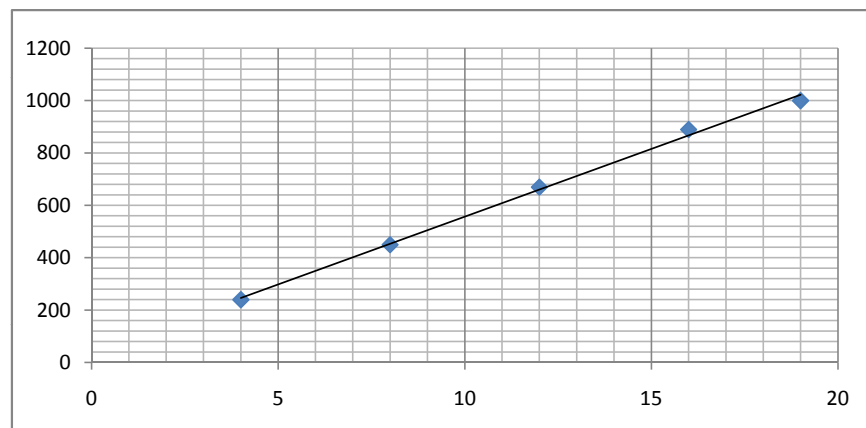
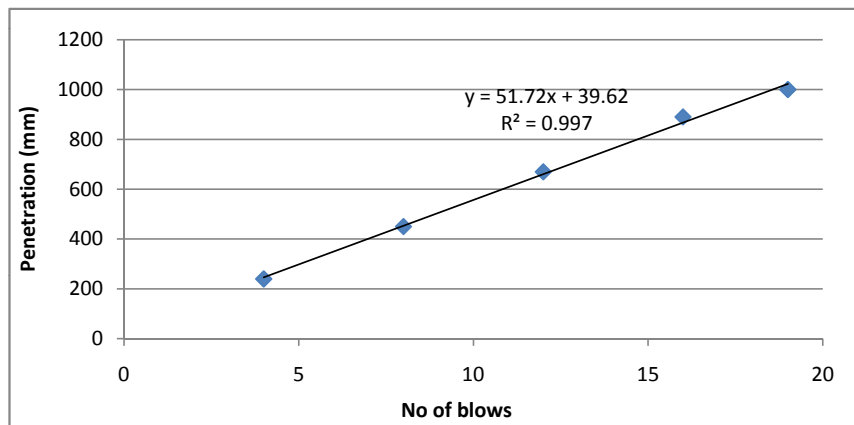
Chainage : 411+000

Location: LHS

Date: 25.07.13

No. of Blows	Cumulative No.of Blows	Penetration (mm)	Log10 CBR = 2.465 - 1.12X Log (mm/blow)				
4	4	240	Layers	Depth	mm/blow	CBR %	4.79
4	8	450	Layer I	1000	39.25	4.79	
4	12	670					
4	16	890					
3	19	1000					

Crust (mm)	
Bituminous Layer	120
NGSB	220
TOTAL	340



Dynamic Cone Penetration Test

Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

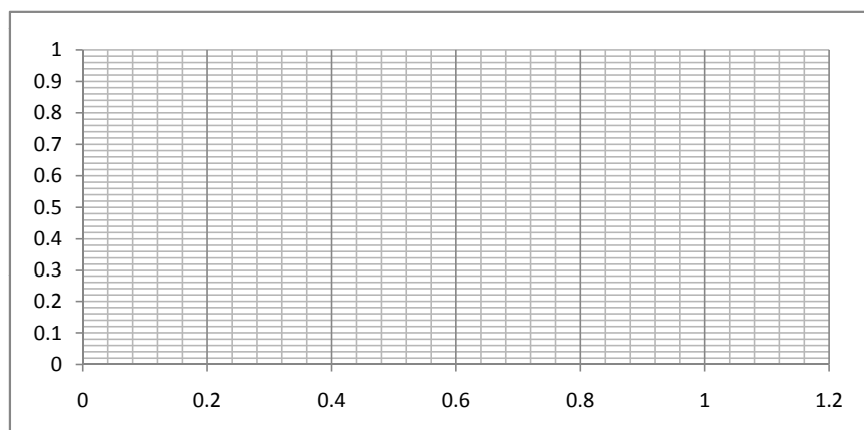
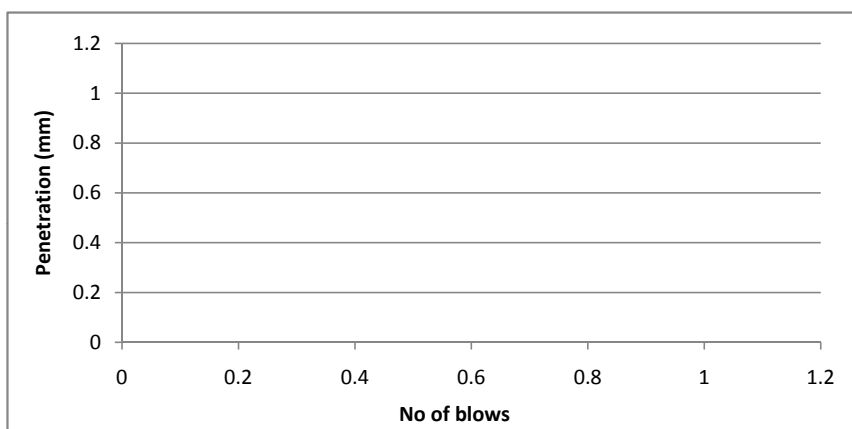
Chainage : 415+000

Location: LHS

Date: 25.07.13

No. of Blows	Cumulative No. of Blows	Penetration (mm)	Log10 CBR = 2.465 - 1.12X Log (mm/blow)			
Not Done Due to Rain			Layers	Depth	mm/blow	CBR %
			Layer I	0		#NUM!
			Layer II	0		#NUM!
			#NUM!			

Crust (mm)	
Bituminous Layer	40
NGSB	280
TOTAL	320



Dynamic Cone Penetration Test

Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

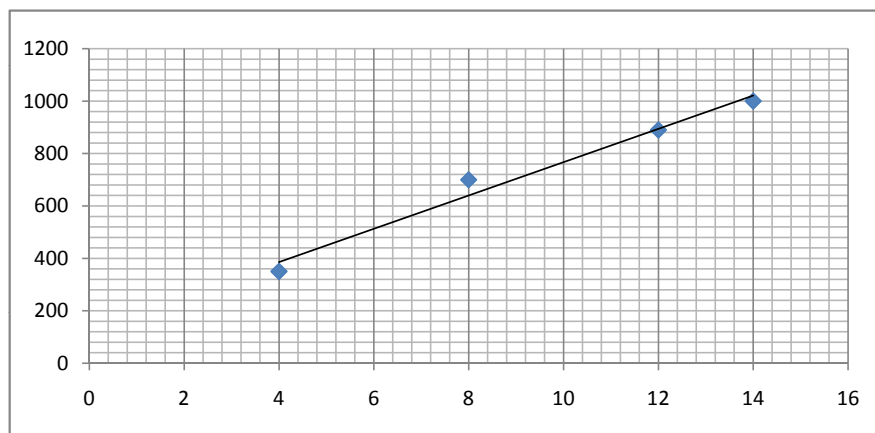
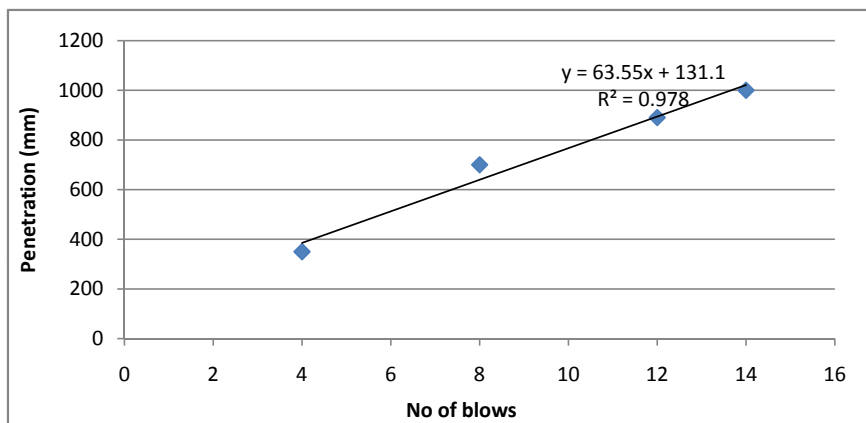
Chainage : 417+000

Location: RHS

Date: 25.07.13

No. of Blows	Cumulative No. of Blows	Penetration (mm)	Log10 CBR = 2.465 - 1.12X Log (mm/blow)				2.79
4	4	350	Layers	Depth	mm/blow	CBR %	
4	8	700	Layer I	1000	63.56	2.79	
4	12	890					
2	14	1000					

Crust (mm)	
Bituminous Layer	40
NGSB	350
TOTAL	390



Dynamic Cone Penetration Test

Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

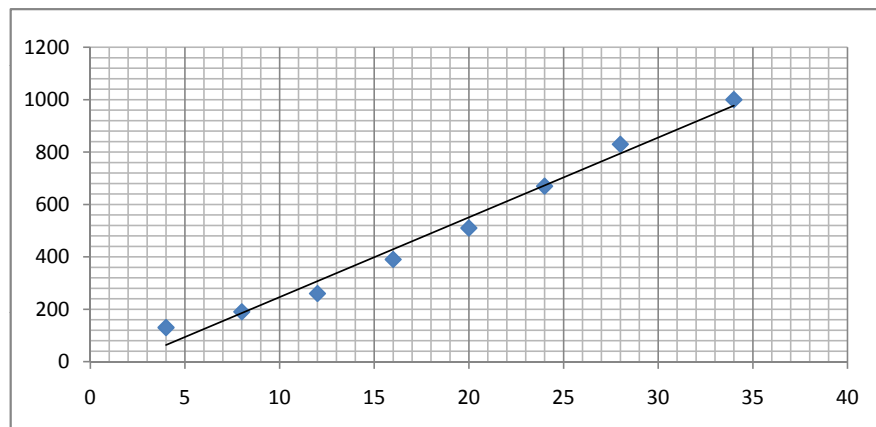
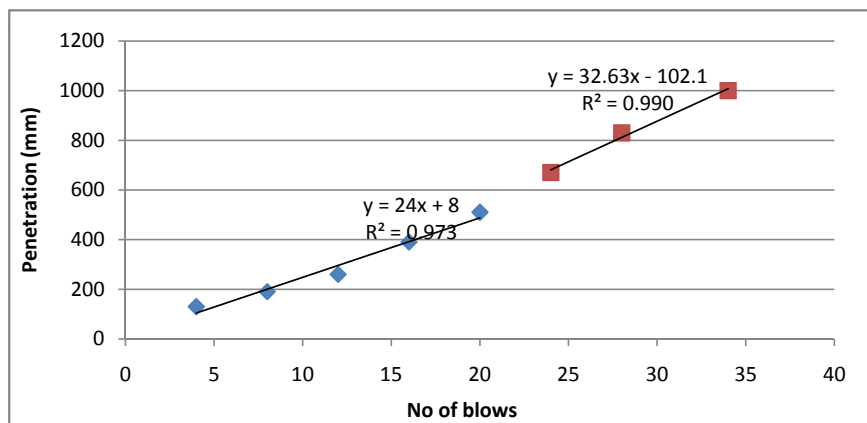
Chainage : 420+000

Location: RHS

Date: 26.07.13

No. of Blows	Cumulative No.of Blows	Penetration (mm)	Log10 CBR = 2.465 - 1.12X Log (mm/blow)				
4	4	130	Layers	Depth	mm/blow	CBR %	7.07
4	8	190	Layer I	510	24.00	8.30	
4	12	260	Layer II	490	32.63	5.89	
4	16	390					
4	20	510					
4	24	670					
4	28	830					
6	34	1000					
			<div>Crust (mm)</div> <div>Bituminous Layer40</div>				

Crust (mm)	
Bituminous Layer	40
NGSB	310
TOTAL	350



Dynamic Cone Penetration Test

Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

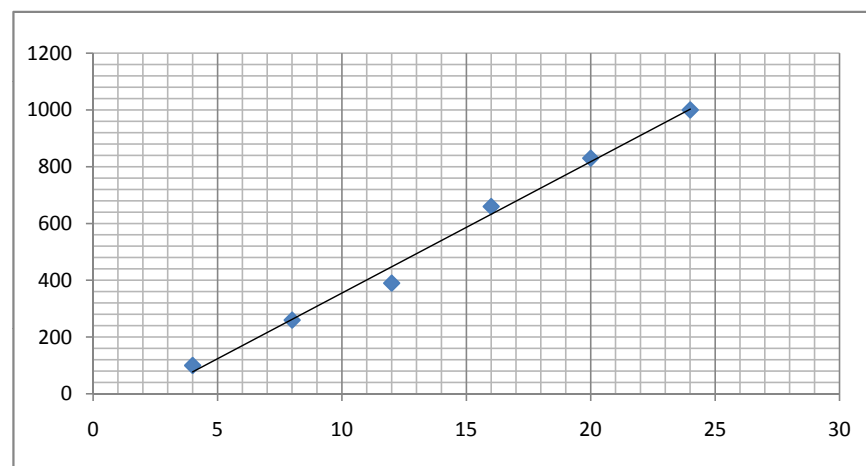
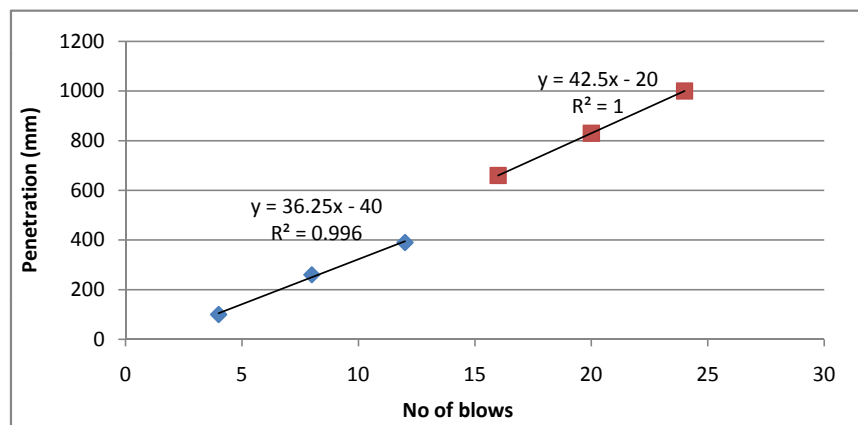
Chainage : 425+000

Location: LHS

Date: 26.07.13

No. of Blows	Cumulative No. of Blows	Penetration (mm)	Log10 CBR = 2.465 - 1.12X Log (mm/blow)				4.70
4	4	100	Layers	Depth	mm/blow	CBR %	
4	8	260	Layer I	390	36.25	5.23	
4	12	390	Layer II	610	42.50	4.38	
4	16	660					
4	20	830					
4	24	1000					

Crust (mm)	
Bituminous Layer	80
NGSB	360
TOTAL	440



Dynamic Cone Penetration Test

Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

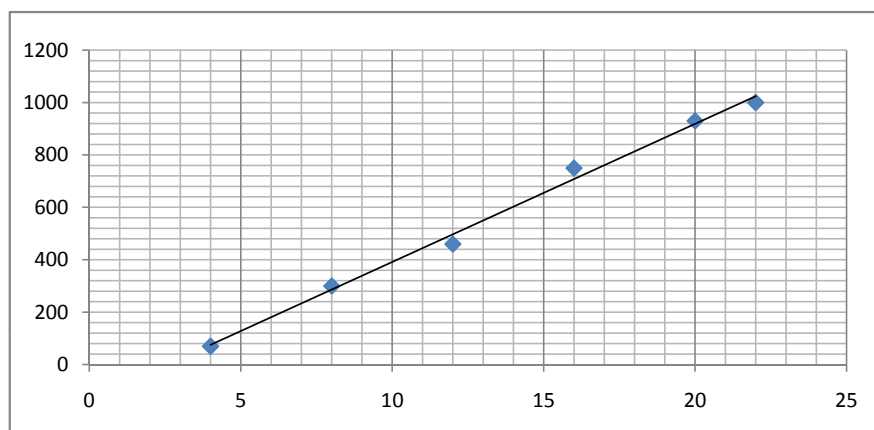
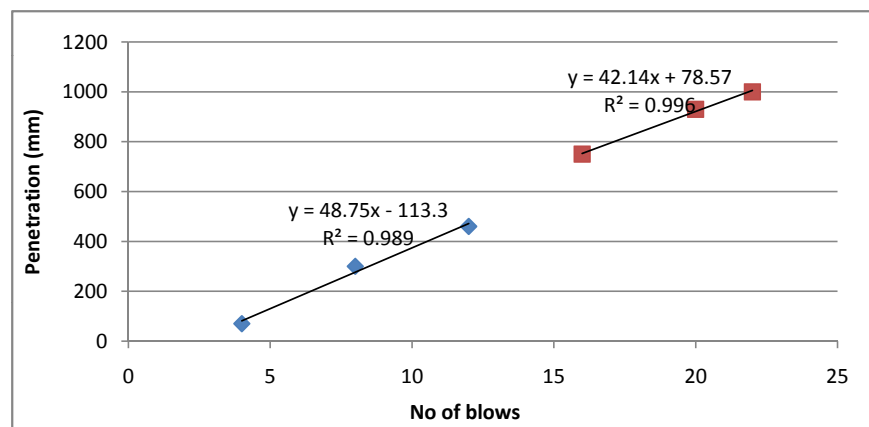
Chainage : 428+000

Location: RHS

Date: 26.07.13

No. of Blows	Cumulative No.of Blows	Penetration (mm)	Log10 CBR = 2.465 - 1.12X Log (mm/blow)				
4	4	70	Layers	Depth	mm/blow	CBR %	4.11
4	8	300	Layer I	460	48.75	3.75	
4	12	460	Layer II	540	42.14	4.42	
4	16	750					
4	20	930					
2	22	1000					

Crust (mm)	
Bituminous Layer	70
NGSB	250
TOTAL	320



Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)**SIEVE ANALYSIS (IS: 383)**

(FOR COARSE AGGREGATE)

Source of Material : Santosh Stone Crusher(309+500 LHS)

Description of Sample : Crusher Material(River Boulder)

Wt. Of Sample : 12428 gms

Date of Testing : 12.09.13

Nominal Size: 40 mm

I.S. Sieve (mm)	Weight Retained (g)	Percentage Retained	Cumulative Percentage Retained	Percentage Passing	Percentage Passing for Single sized aggregate of nominal size as per table 2 of IS: 383			
					40mm	20mm	12.5mm	10mm
63mm	0	0	0	0	100	100	100	100
40mm	0	0.00	0.00	100.000	85 - 100	100	100	100
20mm	10748	86.48	86.48	13.518	0 - 20	85 - 100	100	100
16mm		0.00	86.48	13.518	-	-	100	100
12.5mm		0.00	86.48	13.518	-	-	85 - 100	100
10mm	1680	13.52	100.00	0.000	0 - 5	0 - 20	0 - 45	85 - 100
4.75mm	0	0.00	100.00	0.000	-	0 - 5	0 - 10	0 - 20
Total	12428							

Remarks :

Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)**SIEVE ANALYSIS (IS: 383)**

(FOR COARSE AGGREGATE)

Source of Material : Santosh Stone Crusher(309+500 LHS)

Description of Sample : Crusher Material(River Boulder)

Wt. Of Sample : 11604 gms

Date of Testing : 12.09.13

Nominal Size: 20 mm

I.S. Sieve (mm)	Weight Retained (g)	Percentage Retained	Cumulative Percentage Retained	Percentage Passing	Percentage Passing for Single sized aggregate of nominal size as per table 2 of IS: 383			
					40mm	20mm	12.5mm	10mm
63mm	0				100	100	100	100
40mm	0	0.000	0.000	100.000	85 - 100	100	100	100
20mm	8992	77.491	77.491	22.509	0 - 20	85 - 100	100	100
16mm		0.000	77.491	22.509	-	-	100	100
12.5mm		0.000	77.491	22.509	-	-	85 - 100	100
10mm	2470	21.286	98.776	1.224	0 - 5	0 - 20	0 - 45	85 - 100
4.75mm	142	1.224	100.000	0.000	-	0 - 5	0 - 10	0 - 20
Total	11604							

Remarks :

Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)**SIEVE ANALYSIS (IS: 383)**

(FOR COARSE AGGREGATE)

Source of Material : Santosh Stone Crusher(309+500 LHS)

Description of Sample : Crusher Material(River Boulder)

Wt. Of Sample :

6300 gms

Date of Testing : 12.09.13

Nominal Size:

10 mm

I.S. Sieve (mm)	Weight Retained (g)	Percentage Retained	Cumulative Percentage Retained	Percentage Passing	Percentage Passing for Single sized aggregate of nominal size as per table 2 of IS: 383			
					40mm	20mm	12.5mm	10mm
63mm	0				100	100	100	100
40mm	0	0.000	0.000	100.000	85 - 100	100	100	100
20mm	0	0.000	0.000	100.000	0 - 20	85 - 100	100	100
16mm	0	0.000	0.000	100.000	-	-	100	100
12.5mm	0	0.000	0.000	100.000	-	-	85 - 100	100
10mm	1754	27.841	27.841	72.159	0 - 5	0 - 20	0 - 45	85 - 100
4.75mm	4546	72.159	100.000	0.000	-	0 - 5	0 - 10	0 - 20
Total	6300							

Remarks :

Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)**SPECIFIC GRAVITY AND WATER ABSORPTION (IS : 2386 , PART 3)**

Source of Material : Santosh Stone Crusher(309+500 LHS)

Description of Sample : Crusher Material(River Boulder)

Aggregate size : 40mm 20mm 10mm Testing Date :13.09.13

Specific Gravity of Coarse Aggregates - BASKET METHOD

Nominal Size of Agg.					
		40mm	20mm	12.5/10mm	
sno	Description	1	2	3	Remarks
1	Weight of S.S.D. Aggregate in Air (w1) (gm)	2990	2756	1639	
2	Weight of S.S.D. Aggregate in Water (w2) (gm)	1855	1704	1004	
3	Weight of Oven Dried Aggregate in Air (w3) (gm)	2960	2728	1620	
4	Bulk Specific Gravity = $w3 / (w1 - w2)$	2.61	2.59	2.55	
5	Apparent Specific Gravity = $w3 / (w3 - w2)$	2.68	2.66	2.63	
6	Water Absorption = $[(w1 - w3) / w3] \times 100$ (%)	1.01	1.03	1.17	

Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

FLAKINESS AND ELONGATION INDICES (IS : 2386 , PART I),1963

Source of Material : Santosh Stone Crusher(309+500 LHS)

Testing Date : 17.09.13

Description of Sample : Crusher Material(River Boulder)

Sieve Size (mm)		Weight Retained (gm) (A)	Weight of Agg. Retained on Thickness Guage (gm) (B)	Weight of Agg. Passing Thickness Guage (gm) ©	Weight of Agg. Retained on Length Guage after retaining onThickness Guage (gm) (D)	Remarks (No of Pieces)
Passing	Retained					
63.0	50.0	0	0	0	0	0
50.0	40.0	0	0	0	0	0
40.0	25.0	5681	4485	1196	0	200
25.0	20.0	3252	2879	373	551	200
20.0	16.0	1824	1649	175	485	200
16.0	12.5	398	348	50	168	85
12.5	10.0	332	218	114	63	200
10.0	6.3	126	65	61	39	200
TOTAL		11613	9644	1969	1306	

Combined Flakiness and Elongation Indices = $(E / C) \times 100 + (F / D) \times 100 = 30.50$

Remarks:

Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

AGGREGATE IMPACT VALUE (IS : 2386 , PART IV),1963

Source of Material : Santosh Stone Crusher(309+500 LHS)

Testing Date : 17.09.13

Description of Sample : Crusher Material(River Boulder)

Test No.	1	2	3
Mass of Aggregates (Oven dry) passing IS Sieve 12.5 mm and is retained on IS Sieve 10.0 mm (Wa) (gm)	327	331	326
Mass of Fraction retained on IS Sieve 2.36 mm (Wb) (gm)	289	287	286
Mass of Fraction passing IS Sieve 2.36 mm (Wc) = Wa - Wb (gm)	38	44	40
A.I.V. = $Wc / Wa \times 100$ (%)	11.62	13.29	12.27
Average A.I.V. (%)	12.39		
Remarks :			

Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

SIEVE ANALYSIS (IS: 383)

(FOR FINE AGGREGATE)

Source of Materials : Thoubal River

Description of sample : River Sand

Date Tested : 17.09.13

Wt. Of Sample : 2000 gms

I.S. Sieve (mm)	Weight Retained (gm)	Weight Retained (%)	Cumulative weight Retained	Percentage Passing for				
				Passing %	I.S. Requirement for			
					Zone-I	Zone-II	Zone-III	Zone-IV
10	0	0.00	0.00	100.00	100	100	100	100
4.75	241.07	12.07	12.07	87.93	90 - 100	90 - 100	90 - 100	95 - 100
2.36	343.99	17.22	29.29	70.71	60 - 95	75 - 100	85 - 100	95 - 100
1.18	241.1	12.07	41.35	58.65	30 - 70	55 - 90	75 - 100	90 - 100
0.6	118.11	5.91	47.27	52.73	15 - 34	35 - 59	60 - 79	80 - 100
0.3	361.64	18.10	65.37	34.63	5 - 20	8 - 30	12 - 40	15 - 50
0.15	549.35	27.50	92.86	7.14	0 - 10	0 - 10	0 - 10	0 - 15
0.075	135.77	6.80	99.66	0.34	Maximum 3%			
Pan	6.78	0.34	100.00	0	----			
Total	1997.81				----			
Fineness Modulus (In Ratio)				2.88	2 - 3.5			

Silt Content : 5.9% by weight

Remarks :

Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)

Specific Gravity of Fine Aggregate - Pycnometer Method
(FOR FINE AGGREGATE)

Source of Materials : Thoubal River

Description of sample : River Sand

Date Tested : 20.09.13

Wt. Of Sample : 500 g

S.No	Description	Sample 1	Sample	Remarks
1	Mass of S.S.D Aggregate in Air (gm)	502	503	
2	Mass of Oven Dried Aggregate in Air (gm)	485	486	
3	Mass of Pycnometer bottle filled with water (gm)	1522	1521	
4	Mass of Pycnometer bottle + water+Sample (gm)	1841	1845	

5	Bulk Specific Gravity	2.65	2.72	2.68
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6	Apparent Specific Gravity	2.92	3.00	2.96
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7	Water Absorption (%)	3.51	3.50	3.50
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Project Name: Indo-Mayanmar Road Section from Imphal-Moreh (TA No.8116-IND)**Bulk Density (IS:2386)**
(FOR FINE AGGREGATE)

Source of Materials : Thoubal River

Description of sample : River Sand

Date Tested : 18.09.13

S.No	Description	Sample 1	Sample2	Remarks
1	Weight of Empty Cylinder (gm)	3416	3416	
2	weight of Cylinder with sample (gm)	8521	8513	
3	Weight of sample (Loose) (W) (gm)	5105	5097	
4	Volume of the Cylinder (V) (cc)	3003	3003	
5	Bulk Density of Sample(W/V) (gm/cc)	1.700	1.697	
6	Average Bulk Density of sample (gm/cc)	1.699		

ANNEXURE 5.9(a): INVENTORY AND CONDITION SURVEY OR ARCH/SLAB/BOX CULVERTS

Survey Done by: N V PHANINDRA MAJETI

Date of Survey: 18/07/2013 to 10/05/2013

Form-4B

Sl. No.	Location in (km)	Fill on slab (m)	Type of structure Arch/ Box/ Slab	Coordinate				Span arrangement Nox WxH (m)	Total Carriageway Width (m)	Formation width in (m)	Length of the Culvert (m)	Thickness of Deck Slab in (m)	Thickness of Bottom Slab in (m)	Head of Wall in (m)	Condition of Protection works		Condition of Various Components						Details of Vegetation Growth		Whether Choked	Details of any scour		Adequacy of waterway	Direction of flow	Remarks
1	2	3	4	5				6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	
1	334+590	0	Slab	24°40.972'	N,	93°57.223'	E	1 x 1.8 x 1.8	7.5	11.2	12	0.25	-	0.4	No	No	Fair	Fair	No	Fair	Fair	Yes	Yes	No	No	No	Yes	L-R		
2	334+765	0	Slab	24°40.921'	N,	93°57.214'	E	1 x 1.5 x 1.5	7	11.2	11.8	0.25	-	0.3	No	No	N.V	N.V	No	Fair	Fair	Yes	Yes	No	No	No	Yes	L-R		
3	334+790	0	Slab	24°40.869'	N,	93°57.313'	E	1 x 2 x 1.5	7	11	11.8	0.25	-	0.4	No	No	Fair	Fair	No	Fair	Fair	Yes	Yes	No	No	No	Yes	L-R		
4	334+820	0	Slab	24°40.848'	N,	93°57.316'	E	1 x 1 x 0.8	7	11.3	12	0.25	-	0.35	No	No	Poor	Fair	No	Fair	Fair	Yes	Yes	No	No	No	Yes	L-R		
5	335+005	0	Slab	24°40.789'	N,	93°57.345'	E	1 x 1.8 x 1.5	7	11.2	12	0.3	-	0.4	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	Yes	L-R		
6	335+215	0	Slab	24°40.708'	N,	93°57.434'	E	1 x 1.8 x 1.5	7	11.2	12	0.25	-	0.4	No	No	Fair	Fair	No	Fair	Fair	Yes	Yes	No	No	No	Yes	L-R		
7	335+430	0	Slab	24°40.586'	N,	93°57.461'	E	1 x 1.5 x 1	7	11.4	12	0.35	-	0.3	No	No	N.V	Fair	No	Fair	Poor	Yes	Yes	No	No	No	Yes	L-R		
8	335+710	0	Slab	24°40.413'	N,	93°53.396'	E	1 x 2 x 1	7	12	12	0.25	-	-	No	No	Poor	Fair	No	No	No	Yes	Yes	No	No	No	Yes	L-R		
9	336+000	0	Slab	24°40.483'	N,	93°57.482'	E	1 x 2 x 1.3	7	12	12	0.25	-	-	No	No	Poor	Fair	No	Fair	No	Yes	Yes	No	No	No	Yes	L-R		
10	336+180	0	Slab	24°40.266'	N,	93°57.612'	E	1 x 2 x 1.8	7	11.1	12	0.3	-	0.45	No	No	Fair	Fair	No	Fair	Fair	Yes	Yes	No	No	No	Yes	L-R		
11	336+330	0	Slab	24°40.184'	N,	93°57.630'	E	1 x 2 x 1.5	7	11.2	12	0.3	-	0.4	No	No	Fair	Fair	No	Fair	Fair	Yes	Yes	No	No	No	Yes	L-R		
12	336+550	0	Slab	24°40.009'	N,	93°57.664'	E	1 x 2 x 0.8	7	11.2	12	0.25	-	0.4	No	No	Fair	Fair	No	Fair	Poor	Yes	Yes	Yes	No	No	No	L-R		
13	337+100	0	Slab	24°39.977'	N,	93°57.747'	E	1 x 2 x 1.5	7	11.2	12	0.3	-	0.4	No	No	Fair	Poor	No	Fair	Fair	Yes	Yes	No	No	No	Yes	L-R		
14	337+230	0	Slab	24°39.965'	N,	93°57.812'	E	1 x 2 x 1.5	7	11.2	12	0.3	-	0.4	No	No	Fair	Fair	No	Fair	Fair	Yes	Yes	No	No	No	Yes	L-R		
15	337+450	0	Slab	24°39.928'	N,	93°57.940'	E	1 x 6 x 2	7	8.5	9.3	0.45	-	0.4	No	No	Fair	Fair	No	Fair	Poor	Yes	Yes	No	No	No	Yes	L-R		
16	338+125	0	Slab	24°39.842'	N,	93°58.290'	E	1 x 1.8 x 2	7	11.3	12	0.3	-	0.35	No	No	Fair	Poor	No	No	Poor	Yes	Yes	No	No	No	Yes	L-R		
17	338+250	0	Slab	24°39.816'	N,	93°58.273'	E	1 x 1 x 0.8	7	11.4	12	0.3	-	0.3	No	No	Fair	Fair	No	No	Fair	Yes	Yes	Yes	No	No	No	L-R		
18	338+600	0.2	Slab	24°39.765'	N,	93°58.463'	E	1 x 1 x 0.8	7	12	12.6	0.25	-	0.3	No	No	Fair	Fair	No	No	Fair	Yes	Yes	Yes	No	No	No	L-R		
19	338+782	0.5	Slab	24°39.730'	N,	93°58.571'	E	1 x 1 x 0.8	7	11.5	12	0.25	-	0.25	No	No	Fair	Fair	No	No	Fair	Yes	Yes	Yes	No	No	No	L-R		
20	339+050	0.3	Slab	24°39.684'	N,	93°58.728'	E	1 x 1 x 1.2	7	11.4	12	0.25	-	0.3	No	No	Fair	Fair	No	Fair	Fair	Yes	Yes	Yes	No	No	No	L-R		
21	339+700	0	Slab	24°39.330'	N,	93°59.304'	E	1 x 6.1 x 3.5	7	11.4	12	0.4	-	0.3	No	No	Fair	Fair	No	No	Fair	No	No	No	No	No	Yes	L-R		
22	342+360	0	Slab	24°38.417'	N,	94°0.024'	E	1 x 1.5 x 1.5	14	25.5	26.1	0.25	-	0.3	No	No	Poor	Fair	No	No	No	Yes	Yes	No	No	No	Yes	L-R		
23	343+110	0.5	Slab	24°38.183'	N,	94°0.241'	E	1 x 1.8 x 1.5	7	27.6	28.4	0.4	-	0.4	No	No	Fair	Fair	No	No	No	Yes	Yes	No	No	No	Yes	L-R	Canal	
24	343+410	0.3	Slab	24°38.059'	N,	94°0.360'	E	1 x 1 x 1.5	7	28.8	29.6	0.25	-	0.4	No	No	Fair	Fair	No	No	No	Yes	Yes	No	No	No	Yes	L-R		
25	343+900	0.3	Slab	24°37.858'	N,	94°0.569'	E	1 x 1 x 1.5	12	19.9	20.7	0.25	-	0.4	No	No	Fair	Fair	No	Fair	Fair	No	No	No	No	No	Yes	L-R		
26	344+960	0	Slab	24°37.355'	N,	94°1.002'	E	1 x 2 x 1.5	7	11.2	12	0.25	-	0.4	No	No	Poor	Poor	No	No	No	Yes	Yes	No	No	No	Yes	L-R		
27	345+350	0	Slab	24°37.171'	N,	94°1.149'	E	1 x 1 x 1.5	7	11.2	12	0.2	-	0.4	No	No	Poor	Poor	No	No	y	Yes	No	No	No	No	Yes	L-R		
28	346+050	0	Slab	24°36.807'	N,	94°1.369'	E	1 x 2 x 1.2	7	11.2	12	0.25	-	0.4	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	Yes	L-R		
29	346+350	0	Slab	24°36.740'	N,	94°1.490'	E	1 x 2.1 x 1.3	7	12.4	13	0.25	-	0.3	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	Yes	L-R		
30	346+900	0	Box	24°36.386'	N,	94°1.241'	E	2 x 2.5 x 1.2	7	29.2	30	0.25	-	0.4	No	No	Fair	Fair	No	No	Fair	No	No	No	No	No	Yes	L-R	Canal 0.2m Thick intenal wall	
31	350+453	0	Slab	24°34.839'	N,	94°2.297'	E	1 x 1 x 1.2	7	11.2	12	0.25	-	0.4	No	No	Fair	Fair	No	No	Fair	No	No	No	No	No	Yes	L-R		
32	350+990	0	Slab	24°34.422'	N,	94°2.033'	E	1 x 1.5 x 1.5	7	12	12	0.25	-	-	No	No	Poor	Poor	No	No	No	No	No	No	No	No	Yes	L-R		
33	351+250	0	Slab	24°34.309'	N,	94°2.980'	E	1 x 1 x 1	7	11.2	12	0.25	-	0.4	No	No	Fair	Poor	No	No	No	No	No	No	No	No	Yes	L-R		
34	351+582	0	Slab	24°34.128'	N,	94°1.986'	E	1 x 1 x NV	7	11.2	12	0.25	-	0.4	No	No	N.V	N.V	No	No	No	No	No	No	No	No	Yes	L-R		
35	351+725	0	Slab	24°34.051'	N,	94°1.982'	E	1 x 2 x 1.5	7	11.2	12	0.25	-	0.4	No	No	Fair	Poor	No	No	No	No	No	No	No	No	Yes	L-R		

ANNEXURE 5.9(a): INVENTORY AND CONDITION SURVEY OR ARCH/SLAB/BOX CULVERTS

Survey Done by: N V PHANINDRA MAJETI

Date of Survey: 18/07/2013 to 10/05/2013

Form-4B

Sl. No.	Location in (km)	Fill on slab (m)	Type of structure Arch/ Box/ Slab	Coordinate				Span arrangement No.x WxH (m)	Total Carriageway Width (m)	Formation width in (m)	Length of the Culvert (m)	Thickness of Deck Slab in (m)	Thickness of Bottom Slab in (m)	Head of Wall in (m)	Condition of Protection works		Condition of Various Components						Details of Vegetation Growth		Whether Choked	Details of any scour		Adequacy of waterway	Direction of flow	Remarks
1	2	3	4	5				6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	
36	352+050	0.1	Slab	24°33.583'	N,	94°1.582'	E	1 x 2 x 1	7	11.4	12	0.3	-	0.3	No	No	Fair	Fair	No	No	No	No	No	No	No	No	No	Yes	L-R	
37	352+450	0.8	Slab	24°44.773'	N,	94°1.938'	E	1 x 1.5 x 1.5	7	11.4	12	0.3	-	0.3	No	No	N V	N V	No	No	Fair	Yes	Yes	No	No	No	Yes	L-R		
38	352+600	0.9	Slab	24°33.655'	N,	94°1.920'	E	1 x 1 x NV	7	10.2	10.8	Nv	-	0.3	No	No	N V	N V	No	No	Fair	Yes	Yes	Fully	No	No	Yes	L-R		
39	352+723	0.9	Slab	24°33.623'	N,	94°1.918'	E	1 x 2 x 1.5	7	13.2	14.2	Nv	-	0.5	No	No	Fair	Fair	Fair	No	Fair	Yes	Yes	No	No	No	No	L-R		
40	353+600	0.4	Slab	24°33.068'	N,	94°1.830'	E	1 x 2 x 1.5	7	11.2	12	0.3	-	0.4	No	No	Fair	Fair	Fair	No	Fair	Yes	Yes	No	No	No	Yes	L-R		
41	354+380	0	Slab	24°32.730'	N,	94°1.785'	E	1 x 4 x 2.5	7	11.4	12.2	0.4	-	0.4	No	No	Fair	Fair	Fair	No	Fair	Yes	Yes	Partially	No	No	Yes	L-R		
42	354+900	0	Slab	32.366667	N,	1.7283333	E	1 x 5.1 x 1.8	11	11.4	12	0.5	-	0.3	No	No	Fair	Fair	Fair	No	Fair	No	No	No	Yes	No	Yes	L-R		
43	355+940	0	Slab	24°31.872'	N,	94°1.553'	E	1 x 2 x 2	7.2	11.8	11.8	0.25	-		No	No	Fair	Poor	Poor	No	Fair	No	No	No	No	No	Yes	L-R		
44	356+670	0	Slab	24°30.970'	N,	94°1.128'	E	1 x 4.5 x 2.5	7	10	11	0.4	-	0.5	No	No	Fair	Poor	No	Fair	Fair	Yes	Yes	No	No	No	Yes	L-R		
45	357+350	0	Slab	24°30.616'	N,	94°0.919'	E	1 x 1.8 x 1.5	7	11.2	12	0.3	-	0.4	No	No	Fair	Poor	No	Fair	Fair	Yes	Yes	No	No	No	Yes	L-R		
46	358+150	0	Slab	24°30.251'	N,	94°0.776'	E	1 x 1.8 x 1.5	7	11.2	12	0.25	-	0.4	No	No	Fair	Fair	No	No	Fair	No	No	No	No	No	Yes	L-R		
47	360+240	0	Slab	24°29.677'	N,	94°0.699'	E	1 x 1 x 1.5	7	11.2	11.8	0.3	-	0.3	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	Yes	L-R		
48	360+250	0.2	Slab	29.371667	N,	0.73	E	1 x 2 x 1	7.2	11.2	11.8	0.3	-	0.3	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	Yes	L-R		
49	360+800	0.2	Slab	24°29.085'	N,	94°0.782'	E	1 x 2 x 1	6.8	11.2	12	0.25	-	0.4	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	Yes	L-R		
50	362+700	0.4	Slab	24°28.600'	N,	94°1.878'	E	1 x 3 x 1	7	12	12	0.3	-		No	No	Poor	Poor	No	No	Fair	Yes	Yes	Partially	No	No	Yes	L-R		
51	363+300	0	Slab	24°28.110'	N,	94°0.983'	E	1 x 2 x 1.2	7	11.5	12.3	0.3	-	0.4	No	No	Fair	Poor	No	No	No	Yes	Yes	No	No	No	Yes	L-R		
52	363+900	0	Slab	24°27.761'	N,	94°1.082'	E	1 x NV x NV	7	11.2	12	NV		0.4	No	No	N.V	N.V	No	No	Fair	Yes	Yes	No	No	No	Yes	L-R		
53	364+890	0	Slab	24°27.286'	N,	94°1.274'	E	1 x 1.5 x 1.5	7	11.2	12	0.25		0.4	No	No	Poor	Poor	No	No	Poor	Yes	Yes	Partially	No	No	No	L-R		
54	365+350	0	Slab	24°27.239'	N,	94°1.506'	E	1 x 5 x NV	7	9.4	9.4	0.25		-	No	No	Poor	Poor	No	No	No	No	No	No	No	No	Yes	L-R		
55	365+370	0	Slab	24°27.222'	N,	94°1.520'	E	1 x NV x NV	7	14	14	0.25	-	-	No	No	N V	N V	NO	No	No	Yes	Yes	Partially	No	No	Yes	L-R		
56	365+890	0	Slab	24°26.778'	N,	94°1.650'	E	1 x 1 x 0.8	7	12	12	0.35	-	-	No	No	Poor	Fair	No	No	Fair	No	No	No	No	No	Yes	L-R		
57	366+300	0	Slab	24°26.500'	N,	94°1.715'	E	1 x 2 x 1	7	11.3	12	0.3	-	0.35	No	No	Poor	Fair	No	No	Fair	No	No	No	No	No	Yes	L-R		
58	366+380	0	Slab	24°26.525'	N,	94°1.724'	E	1 x 1.5 x 3	7	11.3	12	0.3	-	0.35	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	Yes	L-R		
59	368+445	0	Slab	24°26.199'	N,	94°1.500'	E	1 x 1.5 x NV	7	11.3	12	0.3	-	0.35	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	Yes	L-R		
60	368+900	0	Slab	24°26.073'	N,	94°1.655'	E	1 x 2 x 1.8	7	11.4	12	0.25	-	0.3	No	No	Fair	Fair	No	No	Fair	No	No	No	No	No	Yes	L-R		
61	369+013	0	Slab	24°26.069'	N,	94°1.705'	E	1 x NV x NV	7	11.3	12	Nv	-	0.35	No	No	NV	NV	No	No	Fair	No	Yes	Fully	No	No	No	L-R		
62	369+250	0	Slab	24°26.042'	N,	94°1.795'	E	1 x 2 x 2	7	11.4	12	0.3	-	0.3	No	No	Fair	Poor	No	No	No	Yes	Yes	No	No	No	No	L-R		
63	370+400		Slab	24°25.762'	N,	94°2.227'	E	1 x 1.5 x 1	7	11.2	12	0.3	-	0.4	No	No	Fair	NV	No	No	Poor	Yes	Yes	No	Yes	Yes	Yes	L-R		
64	371+625		Slab	24°25.231'	N,	94°2.600'	E	1 x 1.5 x 2	7	11.2	12	0.3	-	0.4	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	Yes	Yes	Yes	L-R		
65	374+200	0	Slab	24°25.231'	N,	94°2.600'	E	1 x 1.5 x 2	7	11.2	12	0.3	-	0.4	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	Yes	L-R		
66	375+270	0	Slab	24°24.343'	N,	94°3.931'	E	1 x 1.2 x 1	7	11.2	12	0.3	-	0.4	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	Yes	L-R		
67	376+550		Slab	24°25.471'	N,	94°7.603'	E	1 x 2 x 1	7	11.3	12	0.25	-	0.35	No	No	Fair	Fair	No	No	No	Yes	Yes	No	No	No	Yes	L-R		
68	377+050		Slab	24°23.406'	N,	94°7.790'	E	1 x 2 x 1.5	8	9.2	10	0.25	-	0.4	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	Yes	L-R		
69	377+250		Slab	24°23.458'	N,	94°7.942'	E	1 x 1.5 x 1	7	9.4	10	0.25	-	0.3	No	No	Fair	Fair	No	No	Poor	Yes	Yes	Partially	No	No	Yes	L-R		
70	378+500	0	Slab	24°23.628'	N,	94°4.847'	E	1 x 1.8 x 1	7	11.2	12	0.3	-	0.4	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	yes	L-R		
71	379+350	0.4	Slab	24°23.491'	N,	94°5.158'	E	1 x 1 x 1	7	10.8	11.5	0.3	-	0.35	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	Yes	L-R		

ANNEXURE 5.9(a): INVENTORY AND CONDITION SURVEY OR ARCH/SLAB/BOX CULVERTS

Survey Done by: N V PHANINDRA MAJETI

Date of Survey: 18/07/2013 to 10/05/2013

Form-4B

Sl. No.	Location in (km)	Fill on slab (m)	Type of structure Arch/ Box/ Slab	Coordinate				Span arrangement No.x WxH (m)	Total Carriageway Width (m)	Formation width in (m)	Length of the Culvert (m)	Thickness of Deck Slab in (m)	Thickness of Bottom Slab in (m)	Head of Wall in (m)	Condition of Protection works		Condition of Various Components						Details of Vegetation Growth		Whether Choked	Details of any scour		Adequacy of waterway	Direction of flow	Remarks
1	2	3	4	5				6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	
72	379+375		Slab	24°23.513'	N,	94°5.213'	E	1 x 1 x NV	7	10.9	11.5	0.25	-	0.3	No	No	Fair	Fair	No	No	Poor	Yes	Yes	No	No	No	Yes	L-R		
73	380+330	0	Slab	24°23.513'	N,	24°5.213'	E	1 x 2 x 1.5	7	10.4	11	0.25	-	0.3	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	Yes	L-R		
74	380+560	0	Slab	24°23.578'	N,	94°5.542'	E	1 x 1.5 x 1.5	7	10.4	11	0.3	-	0.3	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	Yes	L-R		
75	382+160	0	Slab	24°23.896'	N,	94°6.045'	E	1 x 2 x 1	7	9.6	11	0.3	-	0.7	No	No	Fair	Fair	No	No	No	Yes	Yes	No	No	No	Yes	L-R		
76	383+220		Slab	24°24.138'	N,	94°6.424'	E	1 x 2 x 1.5	8	12.4	13	0.25	-	0.3	No	No	Fair	Fair	No	No	No	Yes	Yes	No	No	No	Yes	L-R		
77	386+230		Slab	24°23.515'	N,	94°7.152'	E	1 x 1.5 x 1.5	7	11.4	12	0.25	-	0.3	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	Yes	L-R		
78	388+900	0	Slab	24°23.254'	N,	94°8.591'	E	1 x 2 x 1.5	7	11.4	12	0.25	-	0.3	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	Yes	L-R		
79	390+000		Slab	24°23.135'	N,	94°8.849'	E	1 x 2 x 2	7	10.5	10.5	0.25	-	0	No	No	Fair	Poor	No	No	No	Yes	Yes	No	No	No	Yes	L-R		
80	390+630		Slab	24°22.864'	N,	94°9.024'	E	1 x 1.5 x 1.5	8	13.4	14	0.25	-	0.3	No	No	Fair	Fair	Fair	No	No	Yes	Yes	No	No	No	Yes	R-L		
81	392+100		Slab	24°22.525'	N,	94°9.576'	E	1 x 1.5 x 0.8	7	11.4	12	0.25	-	0.3	No	No	Fair	Poor	No	No	Fair	Yes	Yes	No	No	No	Yes	R-L		
82	393+280	0	Slab	24°22.007'	N,	94°9.802'	E	1 x 1.8 x 4	7	11.4	12	0.25	-	0.3	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	Yes	R-L		
83	393+530		Slab	24°21.944'	N,	94°9.969'	E	1 x 1 x 3	7	11.4	12	0.25	-	0.3	No	No	Fair	Poor	No	Fair	Fair	No	No	Fully	No	No	Yes	R-L		
84	394+050		Slab	24°21.859'		94°10.429'		1 x 1 x 2.1	7	11.4	12	0.25	-	0.3	No	No	Fair	Fair	No	No	Fair	No	No	No	No	No	Yes	R-L		
85	394+210		Slab	24°21.858'	N,	94°10.227'	E	1 x 2.2 x 1.8	7	11.4	12	0.25	-	0.3	No	No	Fair	Fair	Fair	No	Fair	No	No	No	No	No	Yes	R-L		
86	394+380		Slab	24°21.817'	N,	94°10.326'	E	1 x 1.2 x 2	7	11.4	12	0.25	-	0.3	No	No	Fair	Fair	No	Fair	Fair	No	No	No	No	No	Yes	R-L		
87	394+444		Slab	24°21.837'	N,	94°10.396'	E	1 x 1.2 x 1.8	7	11.4	12	0.25	-	0.3	No	No	Fair	Fair	No	Fair	Fair	No	No	No	No	No	Yes	R-L		
88	396+280		Slab	24°21.458'	N,	94°11.517'	E	1 x 1.8 x 1	7	11.4	12	0.25	-	0.3	No	No	Fair	Fair	No	No	Fair	No	No	No	No	No	No	R-L		
89	398+300		Slab	24°21.458'	N,	94°11.517'	E	1 x 1.8 x 1	7	11.2	11.8	0.25	-	0.3	No	No	Fair	Fair	No	No	Fair	No	No	Yes	No	No	No	R-L		
90	399+010		Slab	24°21.195'	N,	94°11.744'	E	1 x 1.5 x 1.5	7	11.4	12	0.25	-	0.3	No	No	Fair	Fair	No	No	Fair	No	No	Yes	No	No	No	R-L		
91	400+300		Slab	24°20.831'	N,	94°12.121'	E	1 x 4.5 x 1.5	7	11.4	12	0.3	-	0.3	No	No	Poor	Poor	No	No	No	No	No	No	No	No	Yes	R-L		
92	403+270		Slab	24°20.314'	N,	94°13.349'	E	1 x 3 x 5	7	13	14	0.3	-	0.5	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	Yes	R-L		
93	403+600	0	Slab	24°20.448'	N,	94°13.487'	E	1 x 1.8 x 1.5	7	11.4	12	0.25	-	0.3	No	No	Fair	Poor	No	No	Poor	Yes	Yes	No	No	No	Yes	R-L		
94	403+990		Slab	24°20.488'	N,	94°13.563'	E	1 x 1.3 x 1.4	7	9.4	10	0.25	-	0.3	No	No	Fair	Fair	Fair	No	Fair	No	No	No	No	No	Yes	R-L		
95	404+600		Slab	24°20.303'	N,	94°13.863'	E	1 x 1.8 x 1.5	7	10.9	11.5	0.25	-	0.3	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	Yes	R-L		
96	405+200		Slab	24°20.224'	N,	94°13.863'	E	1 x 1.8 x 1.5	7	10.9	11.5	0.25	-	0.3	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	Yes	R-L		
97	405+300		Slab	24°20.195'	N,	94°18.838'	E	1 x 3.5 x 3	7	9.4	10	0.3	-	0.3	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	Yes	R-L		
98	405+310		Slab	24°20.178'	N,	94°13.867'	E	1 x 1.5 x 2	7	9.4	10	0.3	-	0.3	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	Yes	R-L		
99	405+330		Slab	24°20.158'	N,	94°13.881'	E	1 x 1 x 1.5	7.5	10.9	11.5	0.25	-	0.3	No	No	Poor	Poor	No	No	No	Yes	Yes	No	No	No	Yes	R-L		
100	405+600	0	Slab	24°20.111'	N,	94°13.950'	E	1 x 1 x 3	7	10.9	11.5	0.25	-	0.3	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	Yes	R-L		
101	405+700		Slab	24°20.111'	N,	94°13.950'	E	1 x 1 x 3	7	10.9	11.5	0.25	-	0.3	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	Yes	R-L		
102	407+135		Slab	24°19.595'	N,	94°13.998'	E	1 x 4 x 4.5	7	10.9	11.5	0.35	-	0.3	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	Yes	L-R		
103	407+900		Slab	24°19.005'	N,	94°14.011'	E	1 x 4 x 4.5	7	10.9	11.5	0.35	-	0.3	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	Yes	L-R		
104	408+300		Slab	24°19.371'	N,	94°14.031'	E	1 x 3 x 3	7	11.4	12	0.3	-	0.3	No	No	Fair	Fair	Fair	No	Fair	Yes	Yes	No	No	No	Yes	L-R		
105	409+250		Slab	24°19.030'	N,	94°14.226'	E	1 x 5 x 4	7	11.4	12	0.35	-	0.3	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	Yes	L-R		
106	409+950	0	Slab	24°19.064'	N,	94°14.980'	E	1 x 3.5 x 3.5	7	11.8	11.8	0.3	-	0.3	No	No	Poor	Fair	No	No	Fair	Yes	Yes	No	No	Yes	Yes	L-R		
107	410+500		Slab	24°18.843'	N,	94°13.907'	E	1 x 3 x 1	7	11.4	12	0.3	-	0.3	No	No	Fair	Fair	No	No	No	Yes	Yes	No	No	No	Yes	L-R		

ANNEXURE 5.9(a): INVENTORY AND CONDITION SURVEY OR ARCH/SLAB/BOX CULVERTS

Survey Done by: N V PHANINDRA MAJETI

Date of Survey: 18/07/2013 to 10/05/2013

Form-4B

Sl. No.	Location in (km)	Fill on slab (m)	Type of structure Arch/ Box/ Slab	Coordinate				Span arrangement No.x WxH (m)	Total Carriageway Width (m)	Formation width in (m)	Length of the Culvert (m)	Thickness of Deck Slab in (m)	Thickness of Bottom Slab in (m)	Head of Wall in (m)	Condition of Protection works		Condition of Various Components						Details of Vegetation Growth		Whether Choked	Details of any scour		Adequacy of waterway	Direction of flow	Remarks
1	2	3	4	5				6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	
108	411+690		Slab	24°18.552'	N,	94°14.148'	E	1 x 3.3 x 1	7	11.8	12.5	0.3	-	0.35	No	No	Fair	Fair	No	No	No	Yes	Yes	No	No	No	Yes	L-R		
109	413+400		Slab	24°18.378'	N,	94°14.412'	E	1 x 4 x 3.5	7	11.4	12	0.5	-	0.3	No	No	Fair	Fair	No	No	No	No	No	No	No	Yes	L-R			
110	417+300		Slab	24°18.213'	N,	94°15.343'	E	1 x 1.4 x 1.5	7	10	10.5	0.25		0.25	No	No	Fair	Fair	No	No	Fair	No	No	No	No	Yes	L-R			
111	417+750		Slab	24°18.290'	N,	94°15.638'	E	1 x 1.2 x 2.5	7	10	10.5	0.25	-	0.25	No	No	N.V	Fair	Fair	No	Fair	No	No	No	Yes	Yes	Yes	R-L		
112	419+080		Slab	24°17.863'	N,	94°15.993'	E	1 x 1 x 3.5	7	11.5	12	0.25	-	0.25	No	No	Fair	Fair	No	No	No	Yes	Yes	No	No	No	Yes	R-L		
113	419+100		Slab	24°17.868'	N,	94°15.984'	E	1 x 1 x 3.5	7	11.5	12	0.25	-	0.25	No	No	Fair	Fair	No	No	No	Yes	Yes	No	No	No	Yes	R-L		
114	420+330		Slab	24°17.547'	N,	94°16.498'	E	1 x 1 x 1	7	9.6	10.1	0.25	-	0.25	No	No	Fair	Fair	No	No	Fair	Yes	No	No	No	No	Yes	R-L		
115	421+200		Slab	24°17.390'	N,	94°16.717'	E	1 x 1.5 x 2.5	7	9.4	10.2	0.25	-	0.4	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	Yes	L-R		
116	424+500		Slab	24°16.082'	N,	94°16.670'	E	1 x 1.5 x 2.2	7	9.2	10	0.25	-	0.4	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	Yes	L-R		
117	424+600		Slab	24°16.160'	N,	94°16.709'	E	1 x 1 x 1.5	7	9.2	9.8	0.25	-	0.3	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	yes	L-R		
118	429+030		Slab	24°14.696'	N,	94°14.236'	E	1 x 1.5 x 2	7	9.2	9.8	0.2	-	0.3	No	No	Fair	Fair	No	No	Fair	Yes	Yes	No	No	No	No	L-R		

ANNEXURE 7.1 : IMPROVEMENT PROPOSAL FOR BRIDGES IN MAIN ROAD & NEW BRIDGE PROPOSALS IN ALTERNATIVE ALIGNMENT

SL. NO	Highway Chainage (Existing)	Chainage based on alignment marked (Design)	Bridge Name	Name of river / Road	Existing Span Arrangement	Length of bridge	Bridge type	HFL	Carriage way width/ Total width (m)	Hydraulic adequacy, Structural condition	Final Recommendation	Suggested Repair/Rehabilitation / Improvement option
1	2	3	4	5	6	7	8	9	10	11	12	13
1	330+150	330+380	Lilong Bridge	Lilong Pool /NH 39	1X48.5+1X48.5	97	MJB	1.5m below sofit of slab	7.5/11.0	Hydraulically adequate, Carriage Way width more than 7m. Structure is in good condition	4-lane section. Existing bridge retained. New 2lane bridge is next to the existing bridge	For exisitng bridge replace wearing coat, Repair Footpath, replace hand rail with the crash barrier
2	334+330	334+640	Ushoipokpi Bridge	NH 39	5.6+6+5.6	17.2	MNB	1.5m below sofit of slab	7.5/8.5	Hydraulically adequate, Carriage Way width more than 7m. Structure is in good condition	4-lane section. Existing bridge to be widened to 12.0m width and New 2lane bridge is next to the existing bridge	For exisitng bridge replace wearing coat, Repair Footpath, replace hand rail with the crash barrier
3	336+100	336+297	Walhou Bridge	NH 39	3X13.2	39.6	MNB	1.5m below soffit of slab	7.5/8.7	Hydraulically adequate, Carriage Way width more than 7m. But structure is in poor condition	4-lane section. Reconstruction of existing bridge. New 4-lane bridge at same location of existing bridge	New bridge 2 x12m width, Span arrangement 2 x 20.0 Superstructure RCC I Girder
4	341+780	341+860	Thoubal Bridge	NH 39	2x34.5	69	MJB	1.2m below soffit of slab	7.50/11.0	Hydraulically adequate, Carriage Way width more than 7m. Structure is in good condition	4-lane section. Existing bridge to be widened to 12.0m width and New 2lane bridge is next to the existing bridge	For exisitng bridge replace wearing coat, Repair Footpath, replace hand rail with the crash barrier
5	344+150	344+240	Arong Bridge	NH 39	3X11.0	33	MNB	1.2m below soffit of slab	7.5/8.4	Hydraulically adequate, Carriage Way width more than 7m. Structure is in good condition	2-lane section. Existing bridge to be widened to 12.9m width.	For exisitng bridge replace wearing coat, Repair Footpath, replace hand rail with the crash barrier
6	347+600	347+900	khangabhok Bridge	NH 39	2x7.0	14	MNB	1.2m below soffit of slab	7.0/8.0	Hydraulically adequate, Carriage Way width more than 7m. Structure is in good condition	2-lane section. Existing bridge to be widened to 12.9m width.	For exisitng bridge replace wearing coat, Repair Footpath, replace hand rail with the crash barrier
7	348+150	348+575	Wangjing Bridge	NH 39	8.8+8+8.8	25.6	MNB	2.0m below soffit of slab	7.0/10.6	Hydraulically adequate, Carriage Way width more than 7m. But structure is in poor condition	2-lane section. Reconstruction of existing bridge.	New bridge 1 x12.9m width, Span arrangement 3 x 9.0 RCC Box type structure
8	349+900	349+878	Uningkhom Bridge	NH 39	2X5.8	11.6	MNB	1.2m below soffit of slab	7.5/8.5	Hydraulically adequate, Carriage Way width more than 7m. Structure is in good condition	2-lane section. Existing bridge to be widened to 12.9m width.	For exisitng bridge replace wearing coat, Repair Footpath, replace hand rail with the crash barrier
9	352+800	352+863	Khongjom Bridge	NH 39	2X5.8	11.6	MNB	1.0m below soffit of slab	7.5/8.5	Hydraulically adequate, Carriage Way width more than 7m. Structure is in good condition	2-lane section. Existing bridge to be widened to 12.90m width.	For exisitng bridge replace wearing coat, Repair Footpath, replace hand rail with the crash barrier
10	365+550	365+365	Pallel Bridge	NH 39	6x10.0 (3x 24.0m Span Bridge under Construction Along The Realignment)	60	MJB	1.5m below soffit of slab	5.5/6.0	Hydraulically adequate, Carriage Way width more than 7m. Structure is in good condition	2-lane section. Existing bridge retained.	The existing bridge is new 2 lane bridge under construction of the realignment of the exisitng road. During inventory it is observed that super structure is casting
11	407+450	404+465	lokchao Bridge	NH 39	1x30.5	30.5	MNB	4.5m below soffit of slab	2.5/3.0	Separate DPR submitted for this bridge		
12	409+000	405+540		NH 39	1x10.0	10.3	MNB	2.0m Above Ground Level	7.0/10.5	Hydraulically adequate, Carriage Way width more than 7m. Structure is in good condition	2-lane section. Existing bridge to be widened concentric widening	Widened to 12.9m, Repair wearing coat, Replace hand rail with Crash barrier, Provide Floor protection, Chip of the existing masonry plaster and provide new
13	412+230	408+465		NH 39	1x10.0	9.5	MNB	2.0m Above Ground Level	7.0/10.5	Hydraulically adequate, Carriage Way width more than 7m. Structure is in good condition	2-lane section. Existing bridge to be widened concentric widening	Widened to 12.9m, Repair wearing coat, Replace hand rail with Crash barrier, Provide Floor protection, Chip of the existing masonry plaster and provide new
14	428+180	423+470	Khujairok Bridge	NH 39	1x16.0	16	MNB	1.0m below the soffit of slab	7.0/10.5	Hydraulically adequate, Carriage Way width more than 7m. Structure is in good condition	2-lane section. Since this bridge is girder type bridge, concentric widening and also as built drawings are not available it is proposed for retaining	For exisitng bridge replace wearing coat, Repair Footpath, replace hand rail with the crash barrier
15	430+400		Border Bridge	Menar River (Border)	1x44.1	44.1	MNB	2.0m below soffit of slab	7.3/10.5	This bridge is not in scope as this bridge comes under Internation boundary,		

ANNEXURE 7.1 : IMPROVEMENT PROPOSAL FOR BRIDGES IN MAIN ROAD & NEW BRIDGE PROPOSALS IN ALTERNATIVE ALIGNMENT

SL. NO	Highway Chainage (Existing)	Chainage based on alignment marked (Design)	Bridge Name	Name of river / Road	Existing Span Arrangement	Length of bridge	Bridge type	HFL	Carriage way width/ Total width (m)	Hydraulic adequacy, Structural condition	Final Recommendation	Suggested Repair/Rehabilitation / Improvement option
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BRIDGE PROPOSALS IN ALTERNATIVE ALIGNMENT

S No	Existing Chainage	Design Chainage	Name of Bridge	Span Arrangement	Width
1	-	6+020	-	2 x 20.0m	12.9m
2	-	7+390	-	1 x 24.0m	12.9m
3	-	11+900	-	2 x 18.0m	12.9m
4	-	15+866	-	1 x 12.0m	12.9m
5	-	16+600	-	1 x 21.0m	12.9m

ANNEXURE 7.2: IMPROVEMENT PROPOSAL OF PIPE CULVERTS IN MAIN ALIGNMENT

Sl. No.	Location (km)	Location (km) (Design)	GPS Coordinate				Number of Pipes	Diameter of pipes(m)	Total length of pipe	Height of earthfill on top (m)					Improvement Proposal	TCS Applicable
											Type of structure	Numbe r of pipes	Diaeter of the pipe	Fill on Pipe		
1	331+015	331+466	24°42.802'	N,	93°56.599'	E	2.00	0.90	15.00	1.7	Pipe	2.00	1.200	1.70	Reconstruction to 4 lane	Type 4
2	331+800	332+183	24°42.429'	N,	93°56.711'	E	1.00	0.60	10.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 4 lane	Type 4
3	343+120	343+154	24°38.174'	N,	94°2.250'	E	1.00	0.90	13.00	0.3	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
4	350+980	351+190	24°33.178'	N,	94°1.850'	E	1.00	0.90	14.80	0.6	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
5	353+580	354+345	24°33.178'	N,	94°1.025'	E	1.00	0.90	14.00	0.8	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
6	361+540	362+684	24°41.700'	N,	94°51.500'	E	NV	NV	14.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
7	365+640	366+097	24°26.915'	N,	94°1.622'	E	1.00	0.90	18.00	0.4	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
8	368+020	367+694	24°26.394'	N,	94°1.483'	E	1.00	0.60	9.00	1.2	Pipe	1.00	1.20	1.20	Reconstruction to 2 lane with Paved Shoulder	Type 6
9	368+250	367+873	24°26.285'	N,	94°1.552'	E	1.00	0.90	11.00	Nv	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
10	368+488	368+111	24°26.410'	N,	94°1.564'	E	1.00	NV	11.00	Nv	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
11	369+684	369+269	24°26.005'	N,	94°2.015'	E	1.00	NV	8.00	Nv	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
12	369+989	369+480	24°25.713'	N,	94°20.130'	E	1.00	NV	10.00	Nv	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
13	370+100	369+591	24°25.841'	N,	94°2.080'	E	1.00	1.20	9.00	1.2	Pipe	1.00	1.20	1.20	Reconstruction to 2 lane with Paved Shoulder	Type 6
14	370+200	369+695	24°25.792'	N,	94°2.098'	E	1.00	NV	10.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
15	370+290	369+798	24°25.748'	N,	94°2.134'	E	1.00	NV	13.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
16	370+600	370+131	24°25.689'	N,	94°2.290'	E	1.00	0.90	14.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
17	371+235	370+854	24°25.495'	N,	94°24.640'	E	1.00	0.90	12.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
18	373+280	372+632	24°24.936'	N,	94°3.274'	E	1.00	NV	12.00	0.8	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
19	378+240	377+587	24°23.471'	N,	94°4.780'	E	1.00	1.00	12.00	0.9	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
20	378+730	378+143	24°23.650'	N,	94°5.032'	E	1.00	0.90	12.00	0.9	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
21	380+870	379+935	24°23.624'	N,	94°5.754'	E	1.00	0.90	12.00	0.8	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
22	381+150	380+074	24°23.652'	N,	94°5.826'	E	1.00	0.60	12.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
23	381+240	380+177	24°23.637'	N,	94°5.884'	E	1.00	0.90	12.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
24	381+720	380+572	24°23.799'	N,	94°5.916'	E	1.00	0.90	12.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
25	381+980	380+773	24°23.861'	N,	94°5.978'	E	1.00	0.90	12.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
26	382+280	381+010	24°23.947'	N,	94°6.075'	E	1.00	0.90	12.00	0.4	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
27	382+950	381+537	24°24.176'	N,	94°6.237'	E	1.00	0.60	12.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
28	383+070	381+621	24°24.169'	N,	94°6.292'	E	1.00	0.60	12.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
29	383+110	381+736	24°24.164'	N,	94°6.360'	E	1.00	0.90	12.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
30	383+200	381+911	24°24.143'	N,	94°6.452'	E	1.00	0.90	12.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
31	383+720	382+174	24°24.073'	N,	94°6.585'	E	1.00	0.90	12.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
32	383+900	382+417	24°24.966'	N,	94°6.693'	E	1.00	1.20	14.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
33	383+980	382+497	24°23.998'	N,	94°6.750'	E	1.00	1.20	12.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
34	384+150	382+654	24°24.019'	N,	94°6.822'	E	1.00	1.20	14.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
35	384+350	382+841	24°23.928'	N,	94°6.829'	E	1.00	0.90	12.00	1.5	Pipe	1.00	1.20	1.50	Reconstruction to 2 lane with Paved Shoulder	Type 6

36	384+800	383+250	24°23.126'	N,	94°6.948'	E	1.00	0.90	12.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
37	384+950	383+401	24°23.677'	N,	94°6.975'	E	1.00	1.20	12.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
38	385+190	383+596	24°23.577'	N,	94°6.992'	E	1.00	0.90	12.00	0.2	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
39	385+480	383+981	24°23.565'	N,	94°7.019'	E	1.00	0.60	12.00	0.3	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
40	385+480	383+981	24°23.539'	N,	94°7.166'	E	1.00	0.60	14.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
41	385+800	384+272	24°23.513'	N,	94°7.315'	E	1.00	0.60	12.00	0.3	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
42	386+016	384+415	24°23.531'	N,	94°7.395'	E	1.00	0.60	12.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
43	386+560	385+059	24°23.456'	N,	94°7.732'	E	1.00	0.90	12.00	0.3	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
44	386+840	385+292	24°23.440'	N,	94°7.815'	E	1.00	0.60	12.00	0.4	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
45	387+165	385+529	24°23.478'	N,	94°7.914'	E	1.00	0.90	12.00	0.2	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
46	387+600	385+928	24°23.310'	N,	94°8.044'	E	1.00	0.90	12.00	0.3	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
47	387+900	386+245	24°23.263'	N,	94°8.177'	E	1.00	0.90	11.20	0.2	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
48	388+015	386+348	24°23.306'	N,	94°8.217'	E	1.00	0.90	12.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
49	388+030	386+377	24°23.310'	N,	94°8.235'	E	1.00	0.60	12.00	0.95	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
50	388+340	386+580	24°23.336'	N,	94°8.343'	E	1.00	NV	12.00	Nv	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
51	388+700	386+893	24°23.305'	N,	94°8.515'	E	1.00	0.90	12.00	Nv	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
52	389+180	387+374	24°23.175'	N,	94°8.733'	E	1.00	0.90	12.00	Nv	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
53	389+500	387+680	24°23.016'	N,	94°8.789'	E	1.00	0.90	12.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
54	390+900	389+119	24°22.801'	N,	94°14.928'	E	1.00	NV	12.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
55	391+420	389+639	24°22.691'	N,	94°9.429'	E	1.00	0.60	12.00	0.2	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
56	393+040	391+167	24°22.112'	N,	94°9.809'	E	1.00	0.90	12.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
57	393+390	391+566	24°22.965'	N,	94°9.927'	E	1.00	NV	14.00	1.1	Pipe	1.00	1.20	1.10	Reconstruction to 2 lane with Paved Shoulder	Type 6
58	393+530	391+782	24°21.951'	N,	94°10.111'	E	1.00	NV	12.00	0.3	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
59	394+320	392+510	24°21.820'	N,	94°10.290'	E	1.00	0.90	12.00	0.8	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
60	394+810	393+058	24°21.947'	N,	94°10.657'	E	1.00	0.90	12.00	1.07	Pipe	1.00	1.20	1.10	Reconstruction to 2 lane with Paved Shoulder	Type 6
61	395+150	393+337	24°22.017'	N,	94°10.531'	E	1.00	0.90	12.00	1.15	Pipe	1.00	1.20	1.15	Reconstruction to 2 lane with Paved Shoulder	Type 6
62	395+350	393+580	24°22.009'	N,	94°10.653'	E	1.00	0.90	12.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
63	395+500	393+753	24°22.056'	N,	94°10.734'	E	1.00	1.20	12.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
64	396+160	394+108	24°22.006'	N,	94°10.820'	E	1.00	0.90	12.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
65	396+280	394+228	24°21.937'	N,	94°10.786'	E	1.00	0.90	12.00	0.8	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
66	396+400	394+306	24°21.870'	N,	94°10.925'	E	1.00	0.90	12.00	0.7	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
67	396+600	394+426	24°21.839'	N,	94°11.036'	E	1.00	0.90	12.00	0.8	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
68	396+950	394+819	24°21.824'	N,	94°11.805'	E	1.00	NV	14.00	0.9	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
69	397+110	394+871	24°21.798'	N,	94°11.730'	E	1.00	NV	12.00	0.9	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
70	397+350	395+031	24°21.803'	N,	94°11.293'	E	1.00	0.90	12.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
71	397+430	395+271	24°21.757'	N,	94°11.331'	E	1.00	NV	12.00	Nv	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
72	397+600	395+369	24°21.709'	N,	94°11.370'	E	1.00	0.90	12.00	0.8	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
73	397+650	395+486	24°21.627'	N,	94°11.395'	E	1.00	0.90	12.00	1.5	Pipe	1.00	1.20	1.50	Reconstruction to 2 lane with Paved Shoulder	Type 6
74	398+016	395+672	24°21.574'	N,	94°11.484'	E	1.00	NV	12.00	0.8	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
75	398+118	395+849	24°21.598'	N,	94°11.505'	E	1.00	0.90	12.00	1.2	Pipe	1.00	1.20	1.20	Reconstruction to 2 lane with Paved Shoulder	Type 6
76	398+300	395+951	24°21.373'	N,	94°11.599'	E	1.00	0.90	12.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6

77	398+450	396+371	24°21.331'	N,	94°11.680'	E	1.00	0.90	12.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
78	399+250	397+069	24°21.157'	N,	94°11.902'	E	1.00	0.90	12.00	0.8	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
79	399+300	397+169	24°21.127'	N,	94°11.959'	E	1.00	0.90	12.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
80	400+030	397+741	24°20.962'	N,	94°12.099'	E	1.00	0.90	12.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
81	400+700	398+573	24°20.698'	N,	94°12.373'	E	1.00	0.90	12.00	0.4	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
82	401+130	398+885	24°20.634'	N,	94°12.561'	E	1.00	0.90	12.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
83	401+400	399+155	24°20.539'	N,	94°12.045'	E	1.00	0.90	12.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
84	402+400	400+087	24°20.331'	N,	94°12.974'	E	1.00	1.20	12.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
85	402+460	400+125	24°20.328'	N,	94°13.002'	E	1.00	NV	12.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
86	402+600	400+323	24°20.346'	N,	94°13.093'	E	1.00	0.60	12.00	0.9	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
87	403+050	400+624	24°20.362'	N,	94°13.234'	E	1.00	1.20	14.50	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
88	403+150	400+807	24°20.285'	N,	94°13.277'	E	1.00	NV	12.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
89	403+350	401+087	24°20.355'	N,	94°13.474'	E	1.00	1.20	12.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
90	404+100	401+521	24°20.438'	N,	94°13.600'	E	1.00	1.20	18.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
91	404+400	401+720	24°20.352'	N,	94°13.602'	E	1.00	0.60	14.00	0.4	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
92	404+450	401+822	24°20.329'	N,	94°13.655'	E	1.00	0.60	13.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
93	404+600	401+972	24°20.345'	N,	94°17.398'	E	1.00	0.90	12.60	1.05	Pipe	1.00	1.20	1.05	Reconstruction to 2 lane with Paved Shoulder	Type 6
94	404+700	402+143	24°20.337'	N,	94°13.835'	E	1.00	0.90	12.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
95	406+500	404+039	24°19.700'	N,	94°14.100'	E	1.00	0.60	12.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
96	406+990	404+211	24°19.642'	N,	94°14.029'	E	1.00	0.60	12.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
97	408+180	404+848	24°19.380'	N,	94°14.970'	E	1.00	0.60	12.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
98	408+600	405+080	24°19.311'	N,	94°14.025'	E	1.00	0.60	12.00	0.7	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
99	408+800	405+336	24°19.190'	N,	94°14.076'	E	1.00	0.60	12.00	0.7	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
100	408+850	405+386	24°19.160'	N,	94°14.450'	E	1.00	0.60	12.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
101	409+050	405+521	24°19.160'	N,	94°14.182'	E	1.00	0.90	13.00	0.6	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
102	409+150	405+655	24°19.082'	N,	94°14.180'	E	1.00	NV	12.00		Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
103	409+300	405+848	24°19.018'	N,	94°14.196'	E	1.00	0.90	13.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
104	409+480	405+902	24°19.020'	N,	94°14.168'	E	1.00	NV	12.00	1.05	Pipe	1.00	1.20	1.05	Reconstruction to 2 lane with Paved Shoulder	Type 6
105	409+650	406+070	24°19.110'	N,	94°13.939'	E	1.00	0.90	12.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
106	409+750	406+169	24°19.091'	N,	94°13.980'	E	1.00	1.20	12.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
107	409+800	406+219	24°19.053'	N,	94°14.035'	E	1.00	0.60	14.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
108	409+875	406+294	24°19.047'	N,	94°14.054'	E	1.00	NV	12.00	4	Pipe	1.00	1.20	4.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
109	410+010	406+463	24°19.116'	N,	94°13.870'	E	1.00	0.90	14.80	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
110	410+140	406+597	24°19.043'	N,	94°13.894'	E	1.00	0.60	10.20	1.2	Pipe	1.00	1.20	1.20	Reconstruction to 2 lane with Paved Shoulder	Type 6
111	410+300	406+769	24°18.973'	N,	94°13.934'	E	1.00	0.60	12.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
112	410+440	406+970	24°18.909'	N,	94°13.980'	E	1.00	0.60	14.80	1.2	Pipe	1.00	1.20	1.20	Reconstruction to 2 lane with Paved Shoulder	Type 6
113	410+555	407+255	24°18.820'	N,	94°13.851'	E	1.00	0.60	12.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
114	411+042	407+384	24°18.785'	N,	94°13.867'	E	1.00	0.60	12.00	1.1	Pipe	1.00	1.20	1.10	Reconstruction to 2 lane with Paved Shoulder	Type 6
115	411+140	407+593	24°17.707'	N,	94°13.884'	E	1.00	0.60	11.20	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
116	411+400	407+856	24°18.702'	N,	94°14.050'	E	1.00	0.90	11.20	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
117	411+435	407+890	24°18.702'	N,	94°14.076'	E	1.00	0.60	12.00	0.4	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6

118	411+510	407+986	24°18.655'	N,	94°14.112'	E	1.00	0.60	12.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
119	411+582	408+205	24°18.544'	N,	94°14.066'	E	1.00	0.60	12.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
120	411+681	408+294	24°18.529'	N,	94°14.170'	E	1.00	NV	12.00	1.2	Pipe	1.00	1.20	1.20	Reconstruction to 2 lane with Paved Shoulder	Type 6
121	411+830	408+601	24°18.451'	N,	94°14.175'	E	1.00	NV	11.00	2	Pipe	1.00	1.20	2.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
122	411+863	408+698	24°18.407'	N,	94°14.142'	E	1.00	0.90	14.80	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
123	411+900	408+733	24°18.406'	N,	94°14.118'	E	1.00	0.60	13.00	0.2	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
124	411+990	409+043	24°18.320'	N,	94°14.195'	E	1.00	0.60	14.80	1.5	Pipe	1.00	1.20	1.50	Reconstruction to 2 lane with Paved Shoulder	Type 6
125	412+990	409+101	24°18.292'	N,	94°14.227'	E	1.00	0.60	14.50	0.8	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
126	413+095	409+187	24°18.241'	N,	94°14.211'	E	1.00	0.60	12.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
127	413+300	409+642	24°18.373'	N,	94°14.343'	E	1.00	0.60	14.00	0.9	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
128	413+900	409+957	24°18.317'	N,	94°14.494'	E	1.00	0.60	18.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
129	413+950	409+963	24°18.304'	N,	94°14.491'	E	1.00	0.60	12.00	0.9	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
130	414+150	410+060	24°14.567'	N,	94°14.567'	E	1.00	0.90	12.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
131	414+180	410+090	24°18.266'	N,	94°14.554'	E	1.00	0.60	12.00	0.6	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
132	414+200	410+135	24°18.247'	N,	94°14.574'	E	1.00	0.60	12.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
133	414+300	410+351	24°18.244'	N,	94°14.657'	E	1.00	0.60	12.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
134	414+330	410+461	24°18.265'	N,	94°14.703'	E	1.00	0.60	12.00	1.2	Pipe	1.00	1.20	1.20	Reconstruction to 2 lane with Paved Shoulder	Type 6
135	414+365	410+462	24°18.264'	N,	94°14.702'	E	1.00	0.60	12.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
136	414+990	410+851	24°18.165'	N,	94°14.760'	E	1.00	0.60	12.00	0.2	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
137	415+260	411+131	24°18.289'	N,	94°14.827'	E	1.00	0.60	12.00	0.3	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
138	415+280	411+198	24°18.290'	N,	94°14.844'	E	1.00	0.60	12.00	0.6	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
139	415+350	411+351	24°18.318'	N,	94°14.898'	E	1.00	0.60	12.00	0.9	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
140	415+450	411+474	24°18.372'	N,	94°14.900'	E	1.00	1.00	14.50	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
141	415+550	411+573	24°18.394'	N,	94°14.964'	E	1.00	0.60	18.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
142	415+600	411+689	24°18.350'	N,	94°15.969'	E	1.00	0.60	14.50	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
143	415+650	411+739	24°18.305'	N,	94°15.007'	E	1.00	0.60	14.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
144	415+670	411+774	24°18.321'	N,	94°15.021'	E	1.00	0.60	12.00	0.9	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
145	416+050	411+857	24°18.344'	N,	94°15.068'	E	1.00	0.60	14.00	1.2	Pipe	1.00	1.20	1.20	Reconstruction to 2 lane with Paved Shoulder	Type 6
146	416+150	411+930	24°18.351'	N,	94°15.109'	E	1.00	0.90	11.80	0.3	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
147	416+200	412+050	24°18.297'	N,	94°15.114'	E	1.00	0.60	12.00	0.3	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
148	416+300	412+419	24°18.206'	N,	94°15.242'	E	1.00	0.90	14.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
149	416+900	412+778	24°18.085'	N,	94°15.242'	E	1.00	0.90	14.00	0.4	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
150	418+100	413+852	24°18.262'	N,	94°15.715'	E	1.00	0.90	12.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
151	418+250	413+953	24°18.233'	N,	94°15.760'	E	1.00	0.90	12.00	0.9	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
152	418+270	413+973	24°18.260'	N,	94°15.282'	E	1.00	0.60	12.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
153	418+600	414+204	24°18.134'	N,	94°15.880'	E	1.00	0.60	12.00	0.2	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
154	418+800	414+422	24°18.029'	N,	94°15.936'	E	1.00	0.60	12.00	0.2	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
155	418+800	414+422	24°18.029'	N,	94°15.936'	E	1.00	0.60	12.00	0.8	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
156	418+900	414+568	24°17.949'	N,	94°15.969'	E	1.00		12.00		Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
157	419+045	414+713	24°17.882'	N,	94°15.987'	E	1.00	0.60	12.00	3	Pipe	1.00	1.20	3.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
158	419+140	414+812	24°17.853'	N,	94°16.031'	E	1.00	0.60	12.00	2	Pipe	1.00	1.20	2.00	Reconstruction to 2 lane with Paved Shoulder	Type 6

159	419+180	414+855	24°17.872'	N,	94°16.082'	E	1.00	0.90	12.00	1.5	Pipe	1.00	1.20	1.50	Reconstruction to 2 lane with Paved Shoulder	Type 6
160	419+306	415+142	24°17.882'	N,	94°16.166'	E	1.00	0.60	12.00	2	Pipe	1.00	1.20	2.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
161	419+380	415+262	24°17.848'	N,	94°16.187'	E	1.00	0.90	12.00	2	Pipe	1.00	1.20	2.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
162	419+400	415+276	24°17.839'	N,	94°16.198'	E	1.00	0.90	12.00	2	Pipe	1.00	1.20	2.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
163	419+451	415+304	24°17.850'	N,	94°16.240'	E	1.00	1.20	12.00	2	Pipe	1.00	1.20	2.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
164	419+671	415+524	24°17.748'	N,	94°16.130'	E	1.00	0.90	12.00	2	Pipe	1.00	1.20	2.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
165	419+990	415+629	24°17.656'	N,	94°16.328'	E	1.00	NV	12.00	3.5	Pipe	1.00	1.20	3.50	Reconstruction to 2 lane with Paved Shoulder	Type 6
166	420+450	416+141	24°17.524'	N,	94°16.546'	E	1.00	0.60	14.50	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
167	420+530	416+176	24°17.486'	N,	94°16.578'	E	1.00	0.60	13.80	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
168	420+551	416+199	24°17.454'	N,	94°16.572'	E	1.00	0.90	12.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
169	420+650	416+352	24°17.413'	N,	94°16.598'	E	1.00	0.60	14.80	2	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
170	420+700	416+564					1.00	0.60	14.80	2	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
171	420+900	416+746	24°17.362'	N,	94°16.612'	E	1.00	0.60	12.00	0.5	Pipe	1.00	1.20	1.50	Reconstruction to 2 lane with Paved Shoulder	Type 6
172	421+400	417+008	24°17.356'	N,	94°16.819'	E	1.00	0.60	12.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
173	421+420	417+028	24°17.329'	N,	94°16.855'	E	1.00	0.60	12.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
174	421+450	417+058	24°17.829'	N,	94°16.873'	E	1.00	0.60	12.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
175	421+570	417+178	24°17.239'	N,	94°16.899'	E	1.00	NV	10.70	Nv	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
176	421+620	417+228	24°17.181'	N,	94°16.897'	E	1.00	NV	14.80	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
177	422+000	417+349	24°17.131'	N,	94°16.862'	E	1.00	0.90	10.40	1.8	Pipe	1.00	1.20	1.80	Reconstruction to 2 lane with Paved Shoulder	Type 6
178	422+150	417+499	24°17.103'	N,	94°16.862'	E	1.00	NV	10.50	1.2	Pipe	1.00	1.20	1.20	Reconstruction to 2 lane with Paved Shoulder	Type 6
179	422+200	417+514	24°17.036'	N,	94°16.841'	E	1.00	0.90	11.00	1.8	Pipe	1.00	1.20	1.80	Reconstruction to 2 lane with Paved Shoulder	Type 6
180	422+400	417+714	24°16.457'	N,	94°16.280'	E	1.00	0.90	11.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
181	424+600	419+914	24°15.980'	N,	94°16.791'	E	1.00	0.90	12.00	0.9	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
182	424+700	420+221	24°15.943'	N,	94°16.919'	E	1.00	NV	12.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
183	424+900	420+421	24°15.930'	N,	94°16.945'	E	1.00	0.90	12.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
184	424+951	420+472	24°15.915'	N,	94°16.996'	E	1.00	0.90	12.00	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
185	425+700	420+934	24°15.636'	N,	94°17.187'	E	1.00	0.90	10.50	1.5	Pipe	1.00	1.20	1.50	Reconstruction to 2 lane with Paved Shoulder	Type 6
186	425+900	421+320	24°15.531'	N,	94°17.193'	E	1.00	0.90	10.50	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
187	426+900	422+320	24°15.317'	N,	94°17.590'	E	1.00	0.90	10.50	0.5	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
188	427+150	422+570	24°15.356'	N,	94°17.167'	E	1.00	1.20	10.00	1.05	Pipe	1.00	1.20	1.05	Reconstruction to 2 lane with Paved Shoulder	Type 6
189	427+400	422+820	24°15.389'	N,	94°17.167'	E	1.00	1.20	10.00	2	Pipe	1.00	1.20	2.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
190	427+500	422+920	24°15.280'	N,	94°17.290'	E	1.00	0.90	9.60	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 6
191	428+100	423+069	24°15.130'	N,	94°17.920'	E	1.00	0.90	13.00	1	Pipe	1.00	1.20	1.00	Reconstruction to 2 lane with Paved Shoulder	Type 8

ANNEXURE 7.3: IMPROVEMENT PROPOSAL FOR SLAB/BOX/ARCH CULVERTS

Sl. No.	Location in (km)	Location in (km) (Design)	Type of structure Arch/ Box/ Slab	Coordinate				Span arrangement No.x WxH (m)	Proposal			
									Type of structure	Span (m)	Remarks	Applicable TCS
1	2	3	4	5				6	7	8	9	10
1	334+590	335+113	Slab	24°40.972'	N,	93°57.223'	E	1 x 1.8 x 1.8	Box	1 X 2 X 2.5	Reconstruction to 4 lane	Type 2
2	334+765	335+144	Slab	24°40.921'	N,	93°57.214'	E	1 x 1.5 x 1.5	Box	1 X 1.5 X 2.5	Reconstruction to 4 lane	Type 2
3	334+790	335+517	Slab	24°40.869'	N,	93°57.313'	E	1 x 2 x 1.5	Box	1 X 2 X 2	Reconstruction to 4 lane	Type 1
4	334+820	335+528	Slab	24°40.848'	N,	93°57.316'	E	1 x 1 x 0.8	Box	1 X 1.5 X 2	Reconstruction to 4 lane	Type 1
5	335+005	335+571	Slab	24°40.789'	N,	93°57.345'	E	1 x 1.8 x 1.5	Box	1 X 2 X 2	Reconstruction to 4 lane	Type 1
6	335+215	335+644	Slab	24°40.708'	N,	93°57.434'	E	1 x 1.8 x 1.5	Box	1 X 2 X 2	Reconstruction to 4 lane	Type 1
7	335+430	335+724	Slab	24°40.586'	N,	93°57.461'	E	1 x 1.5 x 1	Box	1 X 1.5 X 1.5	Reconstruction to 4 lane	Type 3
8	335+710	336+106	Slab	24°40.413'	N,	93°53.396'	E	1 x 2 x 1	Box	1 X 2 X 2.5	Reconstruction to 4 lane	Type 1
9	336+000	336+392	Slab	24°40.483'	N,	93°57.482'	E	1 x 2 x 1.3	Box	1 X 2 X 1.5	Reconstruction to 4 lane	Type 1
10	336+180	336+577	Slab	24°40.266'	N,	93°57.612'	E	1 x 2 x 1.8	Box	1 X 2 X 2	Reconstruction to 4 lane	Type 1
11	336+330	337+000	Slab	24°40.184'	N,	93°57.630'	E	1 x 2 x 1.5	Box	1 X 2 X 3.5	Reconstruction to 4 lane	Type 3
12	336+550	337+160	Slab	24°40.009'	N,	93°57.664'	E	1 x 2 x 0.8	Box	1 X 2 X 1.5	Reconstruction to 4 lane	Type 3
13	337+100	337+576	Slab	24°39.977'	N,	93°57.747'	E	1 x 2 x 1.5	Box	1 X 2 X 2	Reconstruction to 4 lane	Type 3
14	337+230	337+721	Slab	24°39.965'	N,	93°57.812'	E	1 x 2 x 1.5	Box	1 X 2 X 2.5	Reconstruction to 4 lane	Type 2
15	337+450	337+974	Slab	24°39.928'	N,	93°57.940'	E	1 x 6 x 2	Box	1 X 6 X 3	Reconstruction to 4 lane	Type 2
16	338+125	338+576	Slab	24°39.842'	N,	93°58.290'	E	1 x 1.8 x 2	Box	1 X 2 X 2.5	Reconstruction to 4 lane	Type 4
17	338+250	338+587	Slab	24°39.816'	N,	93°58.273'	E	1 x 1 x 0.8	Box	1 X 1.5 X 2	Reconstruction to 4 lane	Type 4
18	338+600	338+908	Slab	24°39.765'	N,	93°58.463'	E	1 x 1 x 0.8	Box	1 X 1.5 X 2	Reconstruction to 4 lane	Type 4
19	338+782	339+103	Slab	24°39.730'	N,	93°58.571'	E	1 x 1 x 0.8	Box	1 X 1.5 X 2.5	Reconstruction to 4 lane	Type 4
20	339+050	339+391	Slab	24°39.684'	N,	93°58.728'	E	1 x 1 x 1.2	Box	1 X 1.5 X 1.5	Reconstruction to 4 lane	Type 4
21	339+700	340+376	Slab	24°39.330'	N,	93°59.304'	E	1 x 6.0 x 3.5	Box	1 X 6 X 3.5	Reconstruction to 4 lane	Type 2
22	342+360	342+564	Slab	24°38.417'	N,	94°0.024'	E	1 x 1.5 x 1.5	Box	1 X 1.5 X 2	Existing 4 lane	Type 10
23	343+110	343+131	Slab	24°38.183'	N,	94°0.241'	E	1 x 1.8 x 1.5	Box	1 X 2 X 2.5	Reconstruction to 2 lane with Paved shoulder	Type 6
24	343+410	343+433	Slab	24°38.059'	N,	94°0.360'	E	1 x 1 x 1.5	Box	1 X 1.5 X 3	Reconstruction to 2 lane with Paved shoulder	Type 6
25	343+900	343+949	Slab	24°37.858'	N,	94°0.569'	E	1 x 1 x 1.5	Box	1 X 1.5 X 2	Reconstruction to 2 lane with Paved shoulder	Type 6
26	344+960	345+097	Slab	24°37.355'	N,	94°1.002'	E	1 x 2 x 1.5	Box	1 X 2 X 2	Reconstruction to 2 lane with Paved shoulder	Type 6
27	345+350	345+515	Slab	24°37.171'	N,	94°1.149'	E	1 x 1 x 1.5	Box	1 X 1.5 X 2	Reconstruction to 2 lane with Paved shoulder	Type 6
28	346+050	346+267	Slab	24°36.807'	N,	94°1.369'	E	1 x 2 x 1.2	Box	1 X 2 X 2	Reconstruction to 2 lane with Paved shoulder	Type 6
29	346+350	346+492	Slab	24°36.740'	N,	94°1.490'	E	1 x 2.1 x 1.3	Box	1 X 2.5 X 2	Reconstruction to 2 lane with Paved shoulder	Type 6

ANNEXURE 7.3: IMPROVEMENT PROPOSAL FOR SLAB/BOX/ARCH CULVERTS

Sl. No.	Location in (km)	Location in (km) (Design)	Type of structure Arch/ Box/ Slab	Coordinate				Span arrangement No.x WxH (m)	Proposal			
									Type of structure	Span (m)	Remarks	Applicable TCS
30	346+900	346+729	Box	24°36.386'	N,	94°1.241'	E	2 x 2.5 x 1.2	Box	2x2.5x1.2	Reconstruction to 2 lane with Paved shoulder	Type 6
31	350+453	350+371	Slab	24°34.839'	N,	94°2.297'	E	1 x 1 x 1.2	Box	1 X 1.5 X 1.5	Reconstruction to 2 lane with Paved shoulder	Type 6
32	350+990	351+194	Slab	24°34.422'	N,	94°2.033'	E	1 x 1.5 x 1.5	Box	1 X 1.5 X 2	Reconstruction to 2 lane with Paved shoulder	Type 6
33	351+250	351+742	Slab	24°34.309'	N,	94°2.980'	E	1 x 1 x 1	Box	1 X 1.5 X 2.5	Reconstruction to 2 lane with Paved shoulder	Type 6
34	351+582	352+135	Slab	24°34.128'	N,	94°1.986'	E	1 x 1 x NV	Box	1 X 1.5 X 2.5	Reconstruction to 2 lane with Paved shoulder	Type 6
35	351+725	352+622	Slab	24°34.051'	N,	94°1.982'	E	1 x 2 x 1.5	Box	1 X 2 X 2	Reconstruction to 2 lane with Paved shoulder	Type 6
36	352+050	352+681	Slab	24°33.583'	N,	94°1.582'	E	1 x 2 x 1	Box	1 X 2 X 1.5	Reconstruction to 2 lane with Paved shoulder	Type 6
37	352+450	352+831	Slab	24°44.773'	N,	94°1.938'	E	1 x 1.5 x 1.5	Box	1 X 1.5 X 2	Reconstruction to 2 lane with Paved shoulder	Type 6
38	352+600	353+511	Slab	24°33.655'	N,	94°1.920'	E	1 x 1 x NV	Box	1 X 1.5 X 1.5	Reconstruction to 2 lane with Paved shoulder	Type 6
39	352+723	353+715	Slab	24°33.623'	N,	94°1.918'	E	1 x 2 x 1.5	Box	1 X 2 X 3.5	Reconstruction to 2 lane with Paved shoulder	Type 6
40	353+600	354+365	Slab	24°33.068'	N,	94°1.830'	E	1 x 2 x 1.5	Box	1 X 2 X 2.5	Reconstruction to 2 lane with Paved shoulder	Type 6
41	354+380	355+145	Slab	24°32.730'	N,	94°1.785'	E	1 x 4 x 2.5	Box	1 X 4 X 3	Reconstruction to 2 lane with Paved shoulder	Type 6
42	354+900	355+983	Slab	32.366667	N,	1.7283333	E	1 x 5.1 x 1.8	Box	1 X 5.5 X 3.5	Reconstruction to 2 lane with Paved shoulder	Type 6
43	355+940	357+023	Slab	24°31.872'	N,	94°1.553'	E	1 x 2 x 2	Box	1 X 2 X 2.5	Reconstruction to 2 lane with Paved shoulder	Type 6
44	356+670	357+808	Slab	24°30.970'	N,	94°1.128'	E	1 x 4.5 x 2.5	Box	1 X 4.5 X 3	Reconstruction to 2 lane with Paved shoulder	Type 6
45	357+350	358+548	Slab	24°30.616'	N,	94°0.919'	E	1 x 1.8 x 1.5	Box	1 X 2 X 3.5	Reconstruction to 2 lane with Paved shoulder	Type 6
46	358+150	359+290	Slab	24°30.251'	N,	94°0.776'	E	1 x 1.8 x 1.5	Box	1 X 2 X 2.5	Reconstruction to 2 lane with Paved shoulder	Type 6
47	360+240	360+357	Slab	24°29.677'	N,	94°0.699'	E	1 x 1 x 1.5	Box	1 X 1.5 X 2	Reconstruction to 2 lane with Paved shoulder	Type 6
48	360+250	361+465	Slab	29.371667	N,	0.73	E	1 x 2 x 1	Box	1 X 2 X 1.5	Reconstruction to 2 lane with Paved shoulder	Type 6
49	360+800	362+015	Slab	24°29.085'	N,	94°0.782'	E	1 x 2 x 1	Box	1 X 2 X 1.5	Reconstruction to 2 lane with Paved shoulder	Type 6
50	362+700	363+297	Slab	24°28.600'	N,	94°1.878'	E	1 x 3 x 1	Box	1 X 3 X 2.5	Reconstruction to 2 lane with Paved shoulder	Type 6
51	363+300	363+962	Slab	24°28.110'	N,	94°0.983'	E	1 x 2 x 1.2	Box	1 X 2 X 2	Reconstruction to 2 lane with Paved shoulder	Type 6
52	363+900	364+925	Slab	24°27.761'	N,	94°1.082'	E	1 x NV x NV	Box	1 X 3 X 3	Reconstruction to 2 lane with Paved shoulder	Type 6
53	364+890	365+263	Slab	24°27.286'	N,	94°1.274'	E	1 x 1.5 x 1.5	Box	1 X 1.5 X 4	Reconstruction to 2 lane with Paved shoulder	Type 6
54	365+350	365+302	Slab	24°27.239'	N,	94°1.506'	E	1 x 5 x NV	Box	1 X 5 X 3.5	Reconstruction to 2 lane with Paved shoulder	Type 6
55	365+370	365+840	Slab	24°27.222'	N,	94°1.520'	E	1 x NV x NV	Box	1 X 3 X 3	Reconstruction to 2 lane with Paved shoulder	Type 6
56	365+890	366+254	Slab	24°26.778'	N,	94°1.650'	E	1 x 1 x 0.8	Box	1 X 1.5 X 1.5	Reconstruction to 2 lane with Paved shoulder	Type 6
57	366+300	366+605	Slab	24°26.500'	N,	94°1.715'	E	1 x 2 x 1	Box	1 X 2 X 1.5	Reconstruction to 2 lane with Paved shoulder	Type 6
58	366+380	366+685	Slab	24°26.525'	N,	94°1.724'	E	1 x 1.5 x 3	Box	1 X 2 X 3.5	Reconstruction to 2 lane with Paved shoulder	Type 6
59	368+445	368+068	Slab	24°26.199'	N,	94°1.500'	E	1 x 1.5 x NV	Box	1 X 1.5 X 1.5	Reconstruction to 2 lane with Paved shoulder	Type 6

ANNEXURE 7.3: IMPROVEMENT PROPOSAL FOR SLAB/BOX/ARCH CULVERTS

Sl. No.	Location in (km)	Location in (km) (Design)	Type of structure Arch/ Box/ Slab	Coordinate				Span arrangement No.x WxH (m)	Proposal			
									Type of structure	Span (m)	Remarks	Applicable TCS
60	368+900	368+520	Slab	24°26.073'	N,	94°1.655'	E	1 x 2 x 1.8	Box	1 X 2 X 2	Reconstruction to 2 lane with Paved shoulder	Type 6
61	369+013	368+860	Slab	24°26.069'	N,	94°1.705'	E	1 x NV x NV	Box	1 X 3 X 3	Reconstruction to 2 lane with Paved shoulder	Type 6
62	369+250	368+872	Slab	24°26.042'	N,	94°1.795'	E	1 x 2 x 2	Box	1 X 2 X 2.5	Reconstruction to 2 lane with Paved shoulder	Type 6
63	370+400	369+960	Slab	24°25.762'	N,	94°2.227'	E	1 x 1.5 x 1	Box	1 X 1.5 X 1.5	Reconstruction to 2 lane with Paved shoulder	Type 6
64	371+625	371+238	Slab	24°25.231'	N,	94°2.600'	E	1 x 1.5 x 2	Box	1 X 1.5 X 2.5	Reconstruction to 2 lane with Paved shoulder	Type 6
65	374+200	373+552	Slab	24°25.231'	N,	94°2.600'	E	1 x 1.5 x 2	Box	1 X 1.5 X 2.5	Reconstruction to 2 lane with Paved shoulder	Type 6
66	375+270	374+617	Slab	24°24.343'	N,	94°3.931'	E	1 x 1.2 x 1	Box	1 X 1.5 X 1.5	Reconstruction to 2 lane with Paved shoulder	Type 6
67	376+550	375+896	Slab	24°25.471'	N,	94°7.603'	E	1 x 2 x 1	Box	1 X 2 X 1.5	Reconstruction to 2 lane with Paved shoulder	Type 6
68	377+050	376+396	Slab	24°23.406'	N,	94°7.790'	E	1 x 2 x 1.5	Box	1 X 2 X 2	Reconstruction to 2 lane with Paved shoulder	Type 6
69	377+250	376+597	Slab	24°23.458'	N,	94°7.942'	E	1 x 1.5 x 1	Box	1 X 1.5 X 1.5	Reconstruction to 2 lane with Paved shoulder	Type 6
70	378+500	377+784	Slab	24°23.628'	N,	94°4.847'	E	1 x 1.8 x 1	Box	1 X 2 X 1.5	Reconstruction to 2 lane with Paved shoulder	Type 6
71	379+350	378+741	Slab	24°23.491'	N,	94°5.158'	E	1 x 1 x 1	Box	1 X 1.5 X 1.5	Reconstruction to 2 lane with Paved shoulder	Type 6
72	379+375	378+849	Slab	24°23.513'	N,	94°5.213'	E	1 x 1 x NV	Box	1 X 1.5 X 1.5	Reconstruction to 2 lane with Paved shoulder	Type 6
73	380+560	379+543	Slab	24°23.513'	N,	24°5.213'	E	1 x 2 x 1.5	Box	1 X 2 X 2	Reconstruction to 2 lane with Paved shoulder	Type 6
74	380+330	379+804	Slab	24°23.578'	N,	94°5.542'	E	1 x 1.5 x 1.5	Box	1 X 2 X 2	Reconstruction to 2 lane with Paved shoulder	Type 6
75	382+160	380+903	Slab	24°23.896'	N,	94°6.045'	E	1 x 2 x 1	Box	1 X 2 X 1.5	Reconstruction to 2 lane with Paved shoulder	Type 6
76	383+220	381+931	Slab	24°24.138'	N,	94°6.424'	E	1 x 2 x 1.5	Box	1 X 2 X 2	Reconstruction to 2 lane with Paved shoulder	Type 6
77	386+230	384+631	Slab	24°23.515'	N,	94°7.152'	E	1 x 1.5 x 1.5	Box	1 X 1.5 X 2	Reconstruction to 2 lane with Paved shoulder	Type 6
78	388+900	387+046	Slab	24°23.254'	N,	94°8.591'	E	1 x 2 x 1.5	Box	1 X 2 X 2	Reconstruction to 2 lane with Paved shoulder	Type 6
79	390+000	388+218	Slab	24°23.135'	N,	94°8.849'	E	1 x 2 x 2	Box	1 X 2 X 2.5	Reconstruction to 2 lane with Paved shoulder	Type 6
80	390+630	388+849	Slab	24°22.864'	N,	94°9.024'	E	1 x 1.5 x 1.5	Box	1 X 1.5 X 2	Reconstruction to 2 lane with Paved shoulder	Type 6
81	392+100	390+240	Slab	24°22.525'	N,	94°9.576'	E	1 x 1.5 x 0.8	Box	1 X 1.5 X 1.5	Reconstruction to 2 lane with Paved shoulder	Type 6
82	393+280	391+456	Slab	24°22.007'	N,	94°9.802'	E	1 x 1.8 x 4	Box	1 X 2 X 4.5	Reconstruction to 2 lane with Paved shoulder	Type 6
83	393+530	391+782	Slab	24°21.944'	N,	94°9.969'	E	1 x 1 x 3	Box	1 X 2 X 3.5	Reconstruction to 2 lane with Paved shoulder	Type 6
84	394+050	392+191	Slab	24°21.859'		94°10.429'		1 x 1 x 2.1	Box	1 X 1.5 X 2.5	Reconstruction to 2 lane with Paved shoulder	Type 6
85	394+210	392+351	Slab	24°21.858'	N,	94°10.227'	E	1 x 2.2 x 1.8	Box	1 X 2.5 X 2	Reconstruction to 2 lane with Paved shoulder	Type 6
86	394+380	392+568	Slab	24°21.817'	N,	94°10.326'	E	1 x 1.2 x 2	Box	1 X 1.5 X 2.5	Reconstruction to 2 lane with Paved shoulder	Type 6
87	394+444	392+692	Slab	24°21.837'	N,	94°10.396'	E	1 x 1.2 x 1.8	Box	1 X 1.5 X 2	Reconstruction to 2 lane with Paved shoulder	Type 6
88	396+280	394+228	Slab	24°21.458'	N,	94°11.517'	E	1 x 1.8 x 1	Box	1 X 2 X 1.5	Reconstruction to 2 lane with Paved shoulder	Type 6
89	398+300	395+951	Slab	24°21.458'	N,	94°11.517'	E	1 x 1.8 x 1	Box	1 X 2 X 1.5	Reconstruction to 2 lane with Paved shoulder	Type 6

ANNEXURE 7.3: IMPROVEMENT PROPOSAL FOR SLAB/BOX/ARCH CULVERTS

Sl. No.	Location in (km)	Location in (km) (Design)	Type of structure Arch/ Box/ Slab	Coordinate				Span arrangement No.x WxH (m)	Proposal			
									Type of structure	Span (m)	Remarks	Applicable TCS
90	399+010	396+770	Slab	24°21.195'	N,	94°11.744'	E	1 x 1.5 x 1.5	Box	1 X 1.5 X 2	Reconstruction to 2 lane with Paved shoulder	Type 6
91	403+270	400+871	Slab	24°20.314'	N,	94°13.349'	E	1 x 3 x 5	Box	1 X 3 X 5.5	Reconstruction to 2 lane with Paved shoulder	Type 6
92	403+600	401+238	Slab	24°20.448'	N,	94°13.487'	E	1 x 1.8 x 1.5	Box	1 X 2 X 2	Reconstruction to 2 lane with Paved shoulder	Type 6
93	403+990	401+400	Slab	24°20.488'	N,	94°13.563'	E	1 x 1.3 x 1.4	Box	1 X 1.5 X 1.5	Reconstruction to 2 lane with Paved shoulder	Type 6
94	404+600	401+972	Slab	24°20.303'	N,	94°13.863'	E	1 x 1.8 x 1.5	Box	1 X 2 X 2	Reconstruction to 2 lane with Paved shoulder	Type 6
95	405+200	402+519	Slab	24°20.224'	N,	94°13.863'	E	1 x 1.8 x 1.5	Box	1 X 2 X 2	Reconstruction to 2 lane with Paved shoulder	Type 6
96	405+300	402+619	Slab	24°20.195'	N,	94°18.838'	E	1 x 3.5 x 3	Box	1 X 3.5 X 3.5	Reconstruction to 2 lane with Paved shoulder	Type 6
97	405+310	402+673	Slab	24°20.178'	N,	94°13.867'	E	1 x 1.5 x 2	Box	1 X 1.5 X 2.5	Reconstruction to 2 lane with Paved shoulder	Type 6
98	405+330	402+715	Slab	24°20.158'	N,	94°13.881'	E	1 x 1 x 1.5	Box	1 X 1.5 X 2	Reconstruction to 2 lane with Paved shoulder	Type 6
99	405+600	402+897	Slab	24°20.111'	N,	94°13.950'	E	1 x 1 x 3	Box	1 X 2 X 3.5	Reconstruction to 2 lane with Paved shoulder	Type 6
100	405+700	402+950	Slab	24°20.111'	N,	94°13.950'	E	1 x 1 x 3	Box	1 X 2 X 3.5	Reconstruction to 2 lane with Paved shoulder	Type 6
101	407+135	404+325	Slab	24°19.595'	N,	94°13.998'	E	1 x 4 x 4.5	Box	1 X 4 X 5	Reconstruction to 2 lane with Paved shoulder	Type 6
102	407+900	404+708	Slab	24°19.005'	N,	94°14.011'	E	1 x 4 x 4.5	Box	1 X 4 X 5	Reconstruction to 2 lane with Paved shoulder	Type 6
103	408+300	404+971	Slab	24°19.371'	N,	94°14.031'	E	1 x 3 x 3	Box	1 X 3 X 3.5	Reconstruction to 2 lane with Paved shoulder	Type 6
104	409+250	405+780	Slab	24°19.030'	N,	94°14.226'	E	1 x 5 x 4	Box	1 X 5 X 4.5	Reconstruction to 2 lane with Paved shoulder	Type 6
105	409+950	406+323	Slab	24°19.064'	N,	94°14.980'	E	1 x 3.5 x 3.5	Box	1 X 3.5 X 4	Reconstruction to 2 lane with Paved shoulder	Type 6
106	410+500	407+155	Slab	24°18.843'	N,	94°13.907'	E	1 x 3 x 1	Box	1 X 3 X 2	Reconstruction to 2 lane with Paved shoulder	Type 6
107	411+690	408+362	Slab	24°18.552'	N,	94°14.148'	E	1 x 3.3 x 1	Box	1 X 3.5 X 2	Reconstruction to 2 lane with Paved shoulder	Type 6
108	413+400	409+757	Slab	24°18.378'	N,	94°14.412'	E	1 x 4 x 3.5	Box	1 X 4 X 4	Reconstruction to 2 lane with Paved shoulder	Type 6
109	417+300	413+073	Slab	24°18.213'	N,	94°15.343'	E	1 x 1.4 x 1.5	Box	1 X 1.5 X 2	Reconstruction to 2 lane with Paved shoulder	Type 6
110	417+750	413+711	Slab	24°18.290'	N,	94°15.638'	E	1 x 1.2 x 2.5	Box	1 X 2 X 3	Reconstruction to 2 lane with Paved shoulder	Type 6
111	419+080	414+748	Slab	24°17.863'	N,	94°15.993'	E	1 x 1 x 3.5	Box	1 X 2 X 4	Reconstruction to 2 lane with Paved shoulder	Type 6
112	419+100	414+768	Slab	24°17.868'	N,	94°15.984'	E	1 x 1 x 3.5	Box	1 X 2 X 4	Reconstruction to 2 lane with Paved shoulder	Type 6
113	420+330	416+102	Slab	24°17.547'	N,	94°16.498'	E	1 x 1 x 1	Box	1 X 1.5 X 1.5	Reconstruction to 2 lane with Paved shoulder	Type 6
114	421+200	416+902	Slab	24°17.390'	N,	94°16.717'	E	1 x 1.5 x 2.5	Box	1 X 2 X 3	Reconstruction to 2 lane with Paved shoulder	Type 6
115	424+500	419+814	Slab	24°16.082'	N,	94°16.670'	E	1 x 1.5 x 2.2	Box	1 X 1.5 X 2.5	Reconstruction to 2 lane with Paved shoulder	Type 6
116	424+600	419+914	Slab	24°16.160'	N,	94°16.709'	E	1 x 1 x 1.5	Box	1 X 1.5 X 2	Reconstruction to 2 lane with Paved shoulder	Type 6
117	429+030	423+999	Slab	24°14.696'	N,	94°14.236'	E	1 x 1.5 x 2	Box	1 X 1.5 X 2.5	Reconstruction to 2 lane with Paved shoulder	Type 6

ANNEXURE 7.4 (a): IMPROVEMENT PROPOSAL OF BOX CULVERTS IN ALTERNATE ALIGNMENT

Sl. No.	Location in (km)	Type of structure Arch/ Box/ Slab			
			Span (m)	Remarks	Applicable TCS
1	2	3	4	5	6
1	4+123	slab culvert	1x6x3	Reconstruction	Type 6
2	7+645	Box	1x6x4	Reconstruction	Type 6
3	8+803	Box	1x3x3	Reconstruction	Type 6
4	9+010	Box	1x4x2	Reconstruction	Type 6
5	10+093	Box	1x6x4	Reconstruction	Type 6
6	10+590	Box	1x2x2	Reconstruction	Type 6
7	10+765	Box	1x2x2	Reconstruction	Type 6
8	10+845	Box	1x2x2	Reconstruction	Type 6
9	12+590	Box	1x2x2	Reconstruction	Type 6
10	13+910	Box	1x2x2	Reconstruction	Type 6
11	14+465	Box	1x4x3	Reconstruction	Type 6
12	14+560	Box	1x2x2	Reconstruction	Type 6
13	14+816	Box	1x2x2	Reconstruction	Type 6
14	15+340	Box	1x2x2	Reconstruction	Type 6
15	19+565	Box	1x2x2	Reconstruction	Type 6
16	21+200	Box	1x2x2	Reconstruction	Type 6
17	27+520	Box	1x1.5X1.5	New Prposal	Type 6
18	32+570	Box	1x1.5X1.5	New Prposal	Type 6
19	35+500	Box	1x1.5X1.5	New Prposal	Type 6
20	35+770	Box	1x1.5X1.5	New Prposal	Type 6
21	36+880	Box	1x1.5X1.5	New Prposal	Type 6
22	36+980	Box	1x1.5X1.5	New Prposal	Type 6
23	37+380	Box	1x1.5X1.5	New Prposal	Type 6
24	39+055	Box	1x1.5X1.5	New Prposal	Type 6
25	40+315	Box	1x1.5X1.5	New Prposal	Type 6
26	41+365	Box	1x1.5X1.5	New Prposal	Type 6
27	42+090	Box	1x1.5X1.5	New Prposal	Type 6
28	42+250	Box	1x1.5X1.5	New Prposal	Type 6
29	44+535	Box	1x1.5X1.5	New Prposal	Type 6
30	45+955	Box	1x1.5X1.5	New Prposal	Type 6
31	46+260	Box	1x1.5X1.5	New Prposal	Type 6
32	46+576	Box	1x6.0x3.0	Reconstruction	Type 6
33	46+630	Box	1x1.5X1.5	New Prposal	Type 6
34	47+650	Box	1x1.5X1.5	New Prposal	Type 6
35	48+970	Box	1x1.5X1.5	New Prposal	Type 6
36	49+770	Box	1x1.5X1.5	New Prposal	Type 6
37	53+200	Box	1x1.5X1.5	New Prposal	Type 6
38	53+400	Box	1x1.5X1.5	New Prposal	Type 6
39	59+535	Box	1x1.5X1.5	New Prposal	Type 6
40	59+535	Box	1x1.5X1.5	New Prposal	Type 6

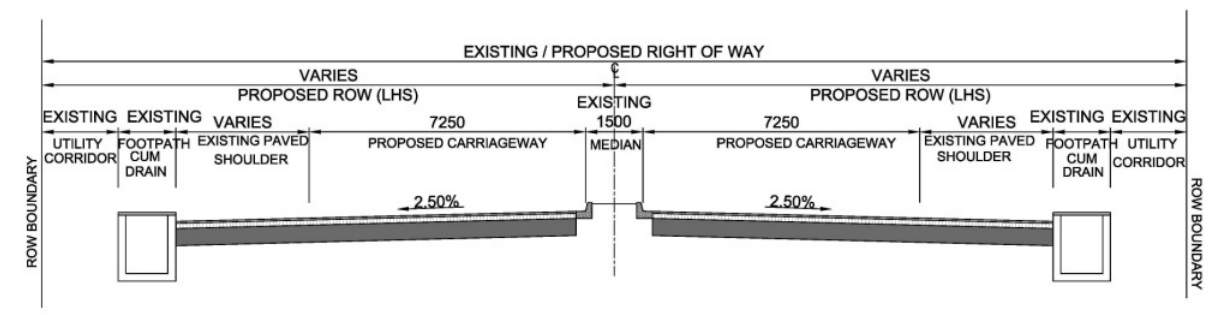
ANNEXURE 7.4 (b): IMPROVEMENT PROPOSAL OF BOX CULVERTS IN ALTERNATE ALIGNMENT

Sl. No.	Location (km)	Proposal				
		Type of structure	Number of pipes	Diameter of the pipe	Improvement Proposal	TCS Applicable
1	2	3	4	5	6	7
1	006+680	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
2	007+130	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
3	007+860	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
4	007+932	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
5	008+210	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
6	008+655	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
7	009+220	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
8	009+672	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
9	009+920	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
10	010+205	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
11	010+440	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
12	011+530	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
13	011+615	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
14	011+720	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
15	011+850	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
16	012+180	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
17	013+335	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
18	013+410	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
19	013+620	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
20	014+120	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
21	015+145	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
22	016+800	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
23	017+600	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
24	018+100	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
25	018+820	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
26	020+220	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
27	021+380	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
28	021+580	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
29	022+080	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
30	022+440	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
31	022+720	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
32	023+320	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
33	023+725	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
34	023+855	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
35	024+064	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
36	024+183	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
37	024+333	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
38	024+940	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
39	025+277	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
40	025+570	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
41	025+970	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
42	026+324	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
43	026+444	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
44	026+645	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6

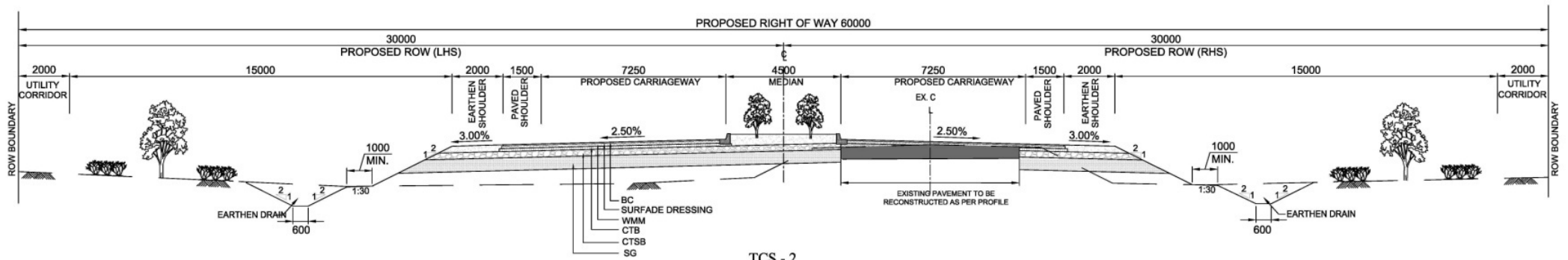
45	026+993	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
46	027+296	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
47	028+451	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
48	029+528	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
49	029+650	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
50	030+629	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
51	032+135	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
52	032+393	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
53	034+229	Pipe	1	1.2	Reconstruction to 2 lane with Paved Shoulder	TCS 6
54	034+857	Pipe	1	1.2	Reconstruction to 2 lane with Paved Shoulder	TCS 6
55	035+073	Pipe	1	1.2	Reconstruction to 2 lane with Paved Shoulder	TCS 6
56	035+704	Pipe	1	1.2	Reconstruction to 2 lane with Paved Shoulder	TCS 6
57	036+203	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
58	036+545	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
59	037+057	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
60	037+085	Pipe	1	1.2	Reconstruction to 2 lane with Paved Shoulder	TCS 6
61	037+371	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
62	037+895	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
63	037+995	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
64	038+910	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
65	039+231	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
66	039+808	Pipe	1	1.2	Reconstruction to 2 lane with Paved Shoulder	TCS 6
67	039+907	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
68	040+069	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
69	040+313	Pipe	1	1.2	Reconstruction to 2 lane with Paved Shoulder	TCS 6
70	040+453	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
71	041+199	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
72	041+450	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
73	041+942	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
74	042+284	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
75	042+560	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
76	042+931	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
77	043+317	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
78	043+461	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
79	043+727	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
80	043+928	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
81	044+182	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
82	044+324	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
83	044+668	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
84	044+728	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
85	044+940	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
86	045+273	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
87	045+345	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
88	045+424	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
89	045+552	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
90	045+676	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
91	045+870	Pipe	1	1.2	Reconstruction to 2 lane with Paved Shoulder	TCS 6
92	046+108	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
93	046+617	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
94	048+685	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
95	048+799	Pipe	1	1.2	Reconstruction to 2 lane with Paved Shoulder	TCS 6

96	049+032	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
97	049+167	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
98	049+359	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
99	049+716	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
100	049+828	Pipe	1	1.2	Reconstruction to 2 lane with Paved Shoulder	TCS 6
101	050+106	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
102	050+628	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
103	050+989	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
104	051+263	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
105	051+439	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
106	051+647	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
107	051+835	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
108	052+133	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
109	052+312	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
110	052+567	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
111	052+620	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
112	052+766	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
113	052+833	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
114	053+241	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
115	053+505	Pipe	1	1.2	Reconstruction to 2 lane with Paved Shoulder	TCS 6
116	053+608	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
117	053+782	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
118	054+116	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
119	054+246	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
120	055+863	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
121	056+166	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
122	056+324	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
123	056+526	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
124	056+964	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
125	057+532	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
126	057+888	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
127	058+198	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
128	058+288	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
129	058+498	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
130	058+555	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
131	058+649	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
132	058+847	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
133	058+943	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
134	059+096	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
135	059+227	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
136	059+369	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
137	059+502	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
138	059+696	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
139	060+027	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6
140	060+328	Pipe	1	1.2	New construction to 2 lane with Paved Shoulder	TCS 6

Appendix 7.5 : Typical Cross Section of Main Link & Alternative Link

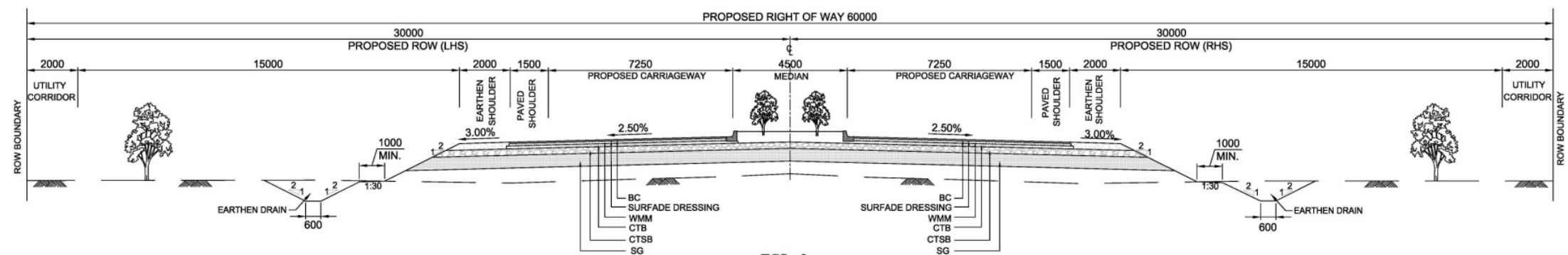


TCS - 1
NO WIDENING IN URBAN AREAS - FOUR LANE CARRIAGEWAY



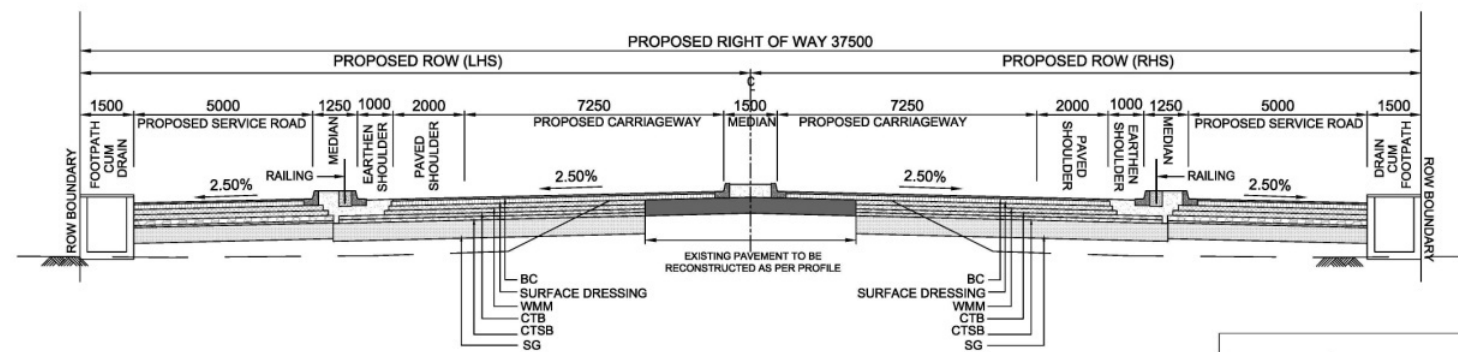
TCS - 2
ECCENTRIC WIDENING IN RURAL AREAS - FOUR LANE CARRIAGEWAY

New/Widening Pavement Thickness						
Design MSA	Road Sections with 20 year Design Life	CBR (%)	BC	WMM	CTB	CTSB
25	Ulong to Thoubal	7	50	100	115	250
20	Thoubal to Pallei	7	50	100	115	250
20	Pallei to Khudengthabi	10	50	100	90	250
20	Khudengthabi to Moreh	10	50	100	90	250
10	Alternative alignment from Wangjing to Khudengthabi	10	40	100	80	250



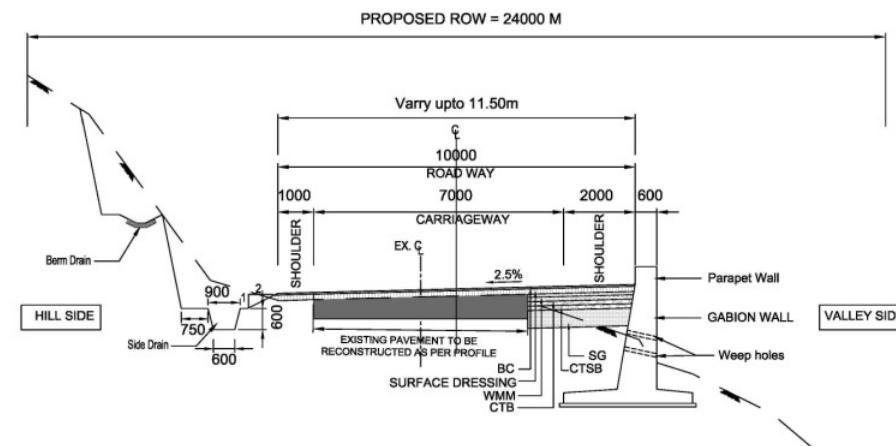
TCS - 3
NEW / RECONSTRUCTION IN RURAL AREAS- FOUR LANE CARRIAGEWAY

New/Widening Pavement Thickness						
Design MSA	Road Sections with 20 year Design Life	CBR (%)	BC	WMM	CTB	CTSB
25	Lilong to Thoubal	7	50	100	115	250
20	Thoubal to Pallel	7	50	100	115	250
20	Pallel to Khudengthabi	10	50	100	90	250
20	Khudengthabi to Moreh	10	50	100	90	250
10	Alternative alignment from Wangjing to Khudengthabi	10	40	100	80	250



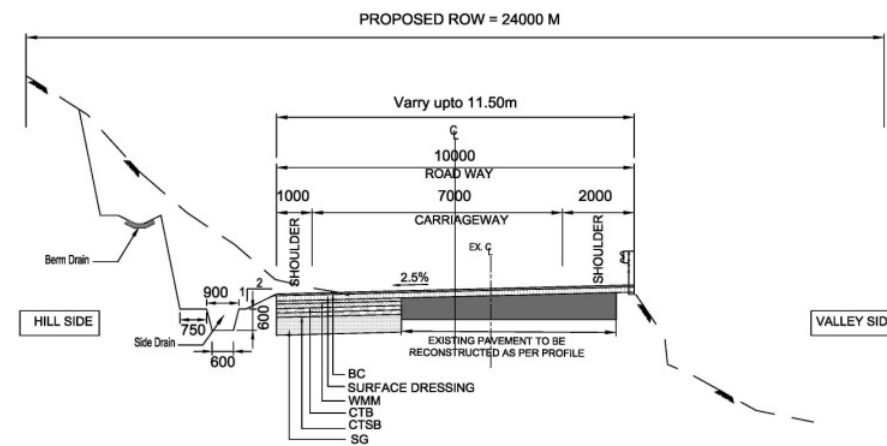
TCS - 4
CONCENTRIC WIDENING FOR FOUR LANE IN URBAN/ BUILT - UP AREA WITH SERVICE ROAD

New/Widening Pavement Thickness						
Design MSA	Road Sections with 20 year Design Life	CBR (%)	BC	WMM	CTB	CTSB
25	Lilong to Thoubal	7	50	100	115	250
20	Thoubal to Pallel	7	50	100	115	250
20	Pallel to Khudengthabi	10	50	100	90	250
20	Khudengthabi to Moreh	10	50	100	90	250
10	Alternative alignment from Wangjing to Khudengthabi	10	40	100	80	250



TCS - 5
VALLEY SIDE WIDENING IN HILL AREAS - TWO LANE CARRIAGEWAY

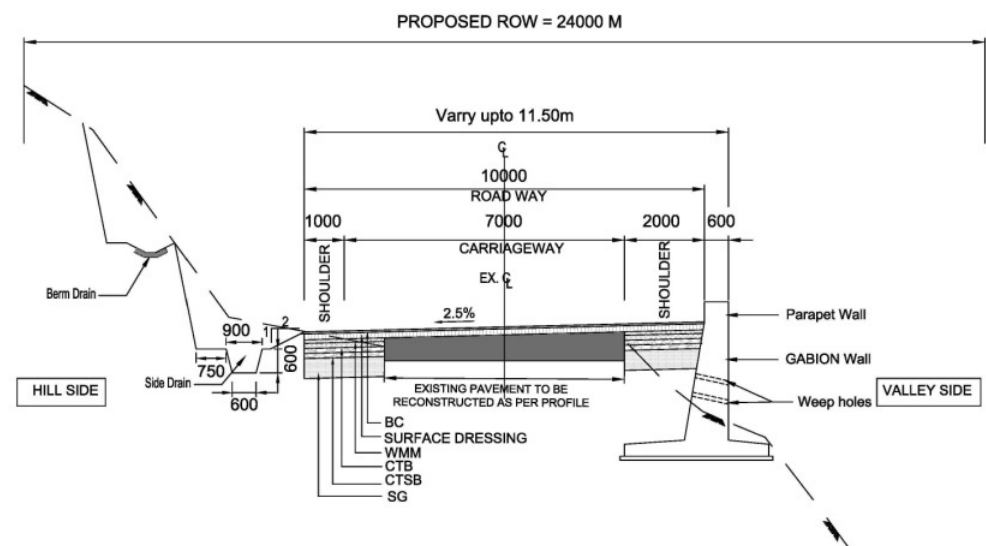
New/Widening Pavement Thickness						
Design MSA	Road Sections with 20 year Design Life	CBR (%)	BC	WMM	CTB	CTSB
25	Lilong to Thoubal	7	50	100	115	250
20	Thoubal to Pallel	7	50	100	115	250
20	Pallel to Khudengthabi	10	50	100	90	250
20	Khudengthabi to Moreh	10	50	100	90	250
10	Alternative alignment from Wangjing to Khudengthabi	10	40	100	80	250



TCS - 6
HILL SIDE WIDENING IN HILL AREAS - TWO LANE CARRIAGEWAY

New/Widening Pavement Thickness						
Design MSA	Road Sections with 20 year Design Life	CBR (%)	BC	WMM	CTB	CTSB
25	Lilong to Thoubal	7	50	100	115	250
20	Thoubal to Pallel	7	50	100	115	250
20	Pallel to Khudengthabi	10	50	100	90	250
20	Khudengthabi to Moreh	10	50	100	90	250
10	Alternative alignment from Wangjing to Khudengthabi	10	40	100	80	250

*Note :- Extra Widening as per Cuvature

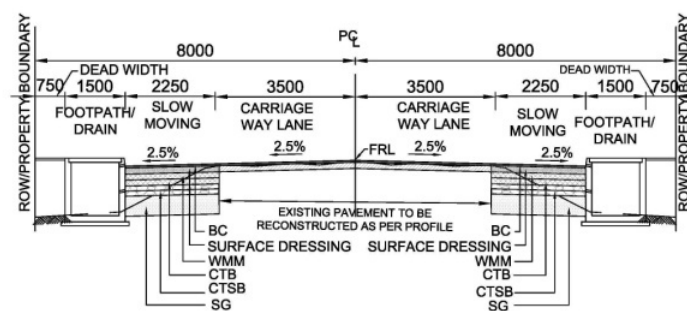


TCS - 7

BOTH HILL & VALLEY SIDE WIDENING IN HILL AREAS - TWO LANE CARRIAGEWAY

*Note :- Extra Widening as per Cuvature

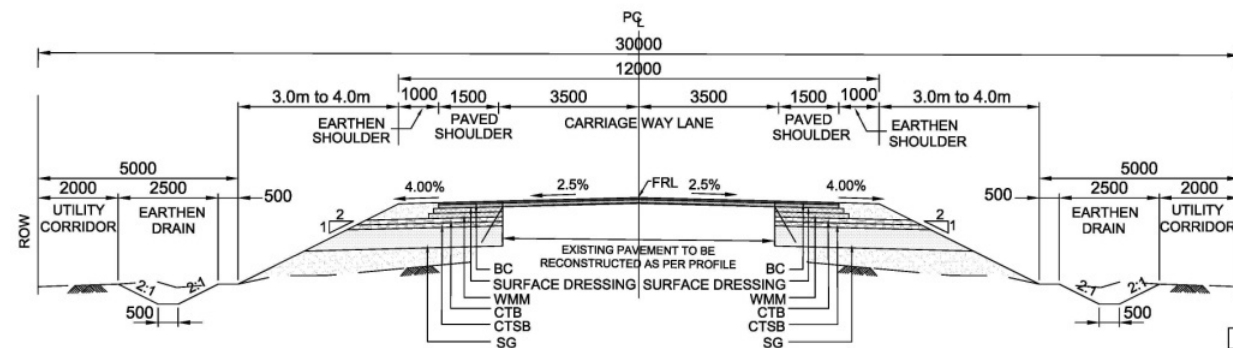
New/Widening Pavement Thickness						
Design MSA	Road Sections with 20 year Design Life	CBR (%)	BC	WMM	CTB	CTSB
25	Lilong to Thoubal	7	50	100	115	250
20	Thoubal to Pallel	7	50	100	115	250
20	Pallel to Khudengthabi	10	50	100	90	250
20	Khudengthabi to Moreh	10	50	100	90	250
10	Alternative alignment from Wangjing to Khudengthabi	10	40	100	80	250



TCS - 8

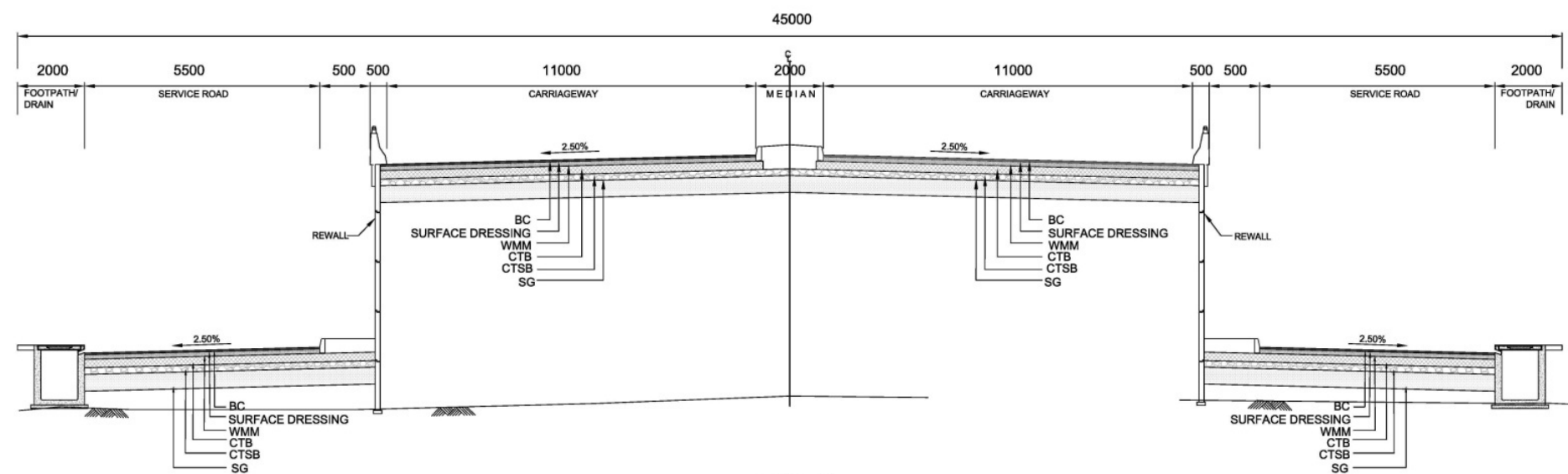
CONCENTRIC WIDENING IN URBAN AREAS - TWO LANE CARRIAGEWAY

New/Widening Pavement Thickness						
Design MSA	Road Sections with 20 year Design Life	CBR (%)	BC	WMM	CTB	CTSB
25	Lilong to Thoubal	7	50	100	115	250
20	Thoubal to Pallel	7	50	100	115	250
20	Pallel to Khudengthabi	10	50	100	90	250
20	Khudengthabi to Moreh	10	50	100	90	250
10	Alternative alignment from Wangjing to Khudengthabi	10	40	100	80	250



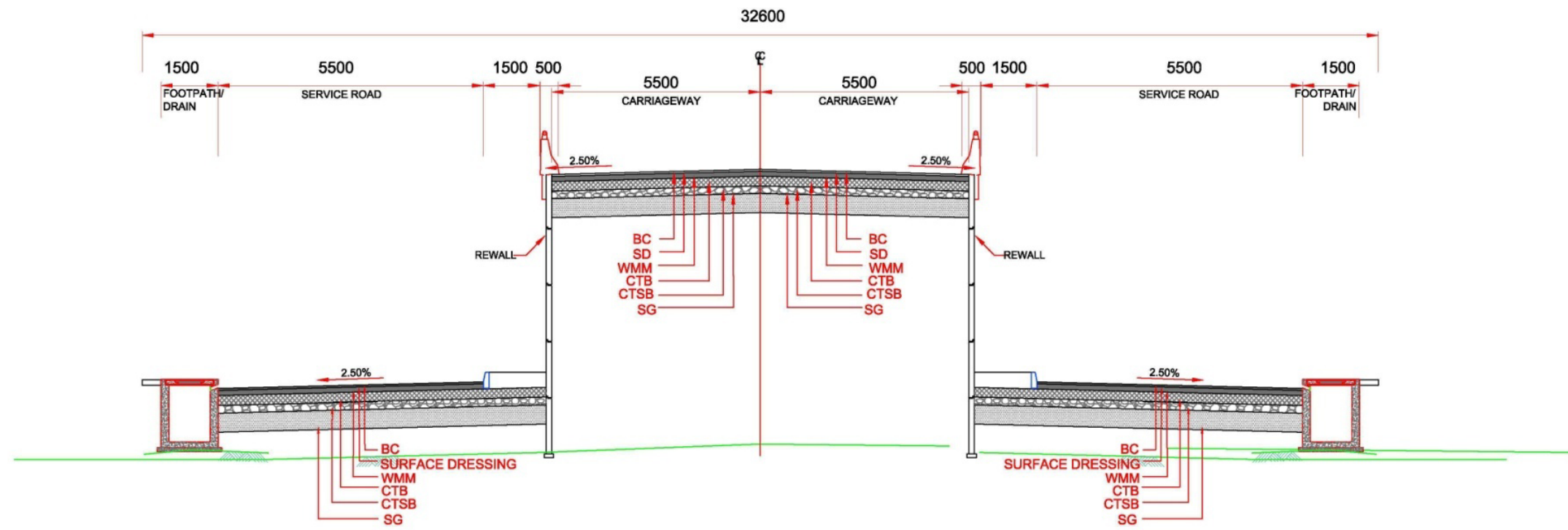
TCS - 9
CONCENTRIC WIDENING IN RURAL AREAS - TWO LANE CARRIAGEWAY

New/Widening Pavement Thickness						
Design MSA	Road Sections with 20 year Design Life	CBR (%)	BC	WMM	CTB	CTSB
25	Lilong to Thoubal	7	50	100	115	250
20	Thoubal to Pallel	7	50	100	115	250
20	Pallel to Khudengthabi	10	50	100	90	250
20	Khudengthabi to Moreh	10	50	100	90	250
10	Alternative alignment from Wangjing to Khudengthabi	10	40	100	80	250



TCS - 10
TYPICAL CROSS SECTION FOR VUP APPROACH WITH SERVICE ROAD

New/Widening Pavement Thickness						
Design MSA	Road Sections with 20 year Design Life	CBR (%)	BC	WMM	CTB	CTSB
25	Lilong to Thoubal	7	50	100	115	250
20	Thoubal to Pallel	7	50	100	115	250
20	Pallel to Khudengthabi	10	50	100	90	250
20	Khudengthabi to Moreh	10	50	100	90	250
10	Alternative alignment from Wangjing to Khudengthabi	10	40	100	80	250



TCS - 11
TYPICAL CROSS SECTION FOR TWO LANE VUP APPROACH WITH SERVICE ROAD

Horizontal Alignment Report - Alternate Road

Sl. No.	Horizontal Intersection Point				Radius (m)	Direction of Curve	Curve Length (m)			Tangent Length, Ts (m)	Apex Distance, Es (m)	Design Speed (Kmph)	Superelevation (%)
	Chainage (Km)	Co-ordinates (m)		Deflection Angle (Deg. Min. Sec)			Transition	Circular	Total				
		Easting	Northing				Ls	Lc	L				
1	0+087	605103.273	2720652.974	30d 6m 40.1s	130	Right		68.320	68.320	34.969	4.621	50	7.00%
2	0+220	605218.933	2720587.577	1d 28m 43.4s	5000	Right		129.042	129.042	64.525	0.416	50	NC
3	0+549	605501.120	2720418.265	1d 24m 2.8s	5000	Left		122.240	122.240	61.123	0.374	50	NC
4	0+862	605773.754	2720263.621	1d 45m 44.6s	5000	Right		153.797	153.797	76.905	0.591	50	NC
5	1+234	606091.649	2720070.145	0d 42m 57.9s	10000	Right		124.981	124.981	62.491	0.195	50	NC
6	1+663	606454.829	2719842.840	2d 2m 35.7s	2500	Left		89.154	89.154	44.582	0.397	50	NC
7	1+870	606634.665	2719739.019	2d 41m 30.8s	800	Right		37.586	37.586	18.796	0.221	50	NC
8	2+072	606806.143	2719628.974	20d 57m 26.9s	1000	Left		365.777	365.777	184.955	16.960	40	NC
9	2+466	607195.301	2719555.219	40d 44m 22.5s	150	Left	45	61.656	151.656	78.403	10.606	50	7.00%
10	2+601	607319.012	2719610.836	28d 18m 53.3s	150	Right	45	29.128	119.128	60.479	5.279	50	7.00%
11	2+682	607398.981	2719616.232	2d 22m 11.3s	1000	Left		41.361	41.361	20.683	0.214	50	NC
12	2+824	607542.060	2719623.886	19d 52m 6.2s	700	Right		242.738	242.738	122.600	10.655	50	NC
13	2+983	607695.870	2719577.429	7d 15m 42s	600	Left		76.044	76.044	38.073	1.207	50	NC
14	3+090	607801.797	2719559.618	13d 11m 5s	600	Right		138.070	138.070	69.341	3.994	50	NC
15	3+371	608061.531	2719450.811	14d 47m 8.5s	950	Left		245.156	245.156	123.263	7.963	50	NC
16	3+735	608425.292	2719400.051	21d 3m 0.5s	900	Right		330.655	330.655	167.213	15.402	50	NC
17	3+970	608632.327	2719285.319	15d 49m 27s	500	Left		138.092	138.092	69.488	4.806	50	NC
18	4+147	608800.607	2719232.061	58d 4m 30s	100	Right	70	31.360	171.360	91.650	16.712	50	7.00%
19	4+317	608879.607	2719082.439	56d 58m 44.2s	100	Left	70	29.447	169.447	90.380	16.101	50	7.00%
20	4+503	609054.424	2719021.664	23d 58m 29.4s	150	Right	30	32.766	92.766	46.902	3.600	50	7.00%
21	4+573	609110.932	2718980.495	5d 23m 18s	500	Left		47.022	47.022	23.528	0.553	50	NC
22	4+633	609159.882	2718947.222	15d 37m 9s	170	Right	25	21.343	71.343	35.837	1.746	50	6.50%
23	4+683	609194.141	2718910.647	3d 18m 39.6s	500	Left		28.894	28.894	14.451	0.209	50	NC
24	4+828	609297.452	2718803.447	35d 23m 51.4s	400	Right	15	232.122	262.122	135.155	19.898	50	2.80%

Sl. No.	Horizontal Intersection Point				Radius (m)	Direction of Curve	Curve Length (m)			Tangent Length, Ts (m)	Apex Distance, Es (m)	Design Speed (Kmph)	Superelevation (%)
	Chainage (Km)	Co-ordinates (m)		Deflection Angle (Deg. Min. Sec)			Transition	Circular	Total				
		Easting	Northing				Ls	Lc	L				
25	5+031	609334.734	2718600.561	18d 19m 39.5s	400	Left	15	112.951	142.951	72.030	5.195	50	2.80%
26	5+138	609383.771	2718504.945	4d 4m 43.2s	1000	Right		71.186	71.186	35.608	0.634	50	NC
27	5+222	609420.358	2718428.765	25d 52m 47.1s	150	Left	30	37.753	97.753	49.522	4.165	50	7.00%
28	5+297	609475.702	2718377.814	3d 46m 6.6s	800	Right		52.618	52.618	26.318	0.433	50	NC
29	5+365	609525.965	2718331.971	20d 25m 41.7s	150	Left	30	23.481	83.481	42.072	2.670	50	7.00%
30	5+486	609635.309	2718279.766	23d 59m 43.1s	340	Right	15	127.391	157.391	79.761	7.621	50	3.30%
31	5+583	609701.904	2718208.693	4d 6m 44s	500	Left		35.886	35.886	17.951	0.322	50	NC
32	5+627	609734.154	2718177.925	6d 5m 44.1s	500	Right		53.194	53.194	26.622	0.708	50	NC
33	5+727	609800.684	2718102.319	26d 35m 59.7s	250	Left		116.064	116.064	59.097	6.890	30	NC
34	5+828	609896.440	2718065.954	6d 3m 2.9s	300	Right	15	16.682	46.682	23.357	0.450	50	3.70%
35	5+990	610043.877	2717999.693	30d 32m 2s	60	Left	25	6.975	56.975	28.995	2.645	30	5.00%
36	6+053	610106.553	2718000.331	31d 12m 35s	80	Right	25	18.577	68.577	34.935	3.400	40	5.00%
37	6+140	610187.185	2717966.268	23d 43m 26.8s	110	Left	20	25.547	65.547	33.136	2.555	40	5.00%
38	6+191	610238.111	2717962.593	4d 11m 3.5s	500	Right		36.515	36.515	18.266	0.334	50	NC
39	6+225	610272.086	2717958.828	2d 1m 35.4s	900	Left		31.832	31.832	15.918	0.141	50	NC
40	6+284	610329.905	2717950.888	37d 59m 6.7s	90	Right	25	34.667	84.667	43.576	5.488	40	5.00%
41	6+379	610404.715	2717890.434	24d 52m 36.1s	200	Left	20	66.836	106.836	54.132	4.892	50	5.60%
42	6+444	610466.085	2717869.079	0d 15m 29.2s	5000	Right		22.525	22.525	11.263	0.013	50	NC
43	6+545	610563.178	2717839.466	22d 39m 21.9s	300	Left	15	103.627	133.627	67.605	5.992	50	3.70%
44	6+675	610694.083	2717846.558	32d 55m 14.1s	110	Right	20	43.203	83.203	42.545	4.859	40	5.00%
45	7+000	610981.532	2717696.272	1d 37m 8.2s	20000	Left		565.118	565.118	282.578	1.996	50	NC
46	7+412	611355.435	2717506.541	50d 4m 0.1s	280	Right	15	229.672	259.672	138.280	29.067	50	4.00%
47	7+652	611419.763	2717267.866	42d 50m 51s	100	Left	20	54.783	94.783	49.303	7.601	40	5.00%
48	7+782	611526.384	2717192.695	6d 35m 46.6s	900	Right		103.614	103.614	51.864	1.493	50	NC
49	7+922	611633.552	2717101.950	10d 7m 19.4s	1000	Left		176.663	176.663	88.562	3.914	50	NC
50	8+058	611750.088	2717031.573	19d 10m 47.1s	180	Right	35	25.255	95.255	47.960	2.839	50	6.20%

Sl. No.	Horizontal Intersection Point				Radius (m)	Direction of Curve	Curve Length (m)			Tangent Length, Ts (m)	Apex Distance, Es (m)	Design Speed (Kmph)	Superelevation (%)
	Chainage (Km)	Co-ordinates (m)		Deflection Angle (Deg. Min. Sec)			Transition	Circular	Total				
		Easting	Northing				Ls	Lc	L				
51	8+173	611827.211	2716945.486	9d 25m 24.8s	500	Right		82.236	82.236	41.211	1.695	50	NC
52	8+286	611885.845	2716848.907	7d 27m 58.9s	1100	Left		143.344	143.344	71.774	2.339	50	NC
53	8+416	611967.450	2716747.151	4d 28m 45s	1500	Right		117.264	117.264	58.662	1.147	50	NC
54	8+579	612059.405	2716612.094	19d 48m 7.5s	600	Left		207.367	207.367	104.728	9.071	50	NC
55	8+766	612212.155	2716501.325	15d 55m 53s	600	Right		166.833	166.833	83.958	5.846	50	NC
56	8+878	612281.559	2716412.875	5d 26m 0.4s	600	Left		56.899	56.899	28.471	0.675	50	NC
57	8+963	612340.479	2716350.902	10d 51m 40.2s	600	Right		113.738	113.738	57.040	2.705	50	NC
58	9+091	612409.835	2716242.838	11d 38m 33.3s	700	Left		142.241	142.241	71.366	3.629	50	NC
59	9+311	612563.914	2716085.141	14d 8m 6.4s	500	Right		123.352	123.352	61.991	3.828	50	NC
60	9+429	612623.514	2715982.738	6d 28m 0.7s	1000	Left		112.868	112.868	56.494	1.595	50	NC
61	9+522	612679.469	2715907.578	4d 15m 42s	1000	Right		74.380	74.380	37.207	0.692	50	NC
62	9+771	612812.818	2715697.495	0d 34m 56.1s	3000	Left		30.486	30.486	15.243	0.039	50	NC
63	9+851	612856.435	2715630.298	4d 57m 9s	1500	Right		129.656	129.656	64.868	1.402	50	NC
64	9+971	612912.709	2715524.618	12d 31m 22.1s	500	Left		109.282	109.282	54.860	3.001	50	NC
65	10+043	612960.206	2715469.119	33d 43m 44.7s	60	Left		35.321	35.321	18.189	2.696	50	7.00%
66	10+098	613013.800	2715457.284	13d 28m 47.9s	100	Right	20	3.527	43.527	21.838	0.864	50	7.00%
67	10+146	613058.970	2715439.915	3d 3m 12.1s	1000	Left		53.291	53.291	26.652	0.355	50	NC
68	10+207	613116.609	2715418.450	25d 58m 26.7s	120	Right	15	39.400	69.400	35.194	3.230	40	5.00%
69	10+270	613163.031	2715375.595	15d 52m 36s	150	Left	15	26.565	56.565	28.425	1.514	40	4.70%
70	10+312	613198.981	2715354.232	8d 7m 28.3s	120	Right	10	7.016	27.016	13.525	0.337	40	5.00%
71	10+362	613238.635	2715324.490	4d 7m 50.7s	1000	Left		72.095	72.095	36.063	0.650	40	NC
72	10+429	613294.607	2715286.091	27d 43m 27.4s	100	Right	15	33.388	63.388	32.201	3.096	40	5.00%
73	10+489	613326.109	2715235.385	19d 24m 9.9s	120	Left	15	25.637	55.637	28.028	1.820	40	5.00%
74	10+586	613397.277	2715170.017	15d 39m 28.7s	120	Right	15	17.794	47.794	24.011	1.208	40	5.00%
75	10+657	613437.648	2715110.844	11d 19m 45.8s	200	Left	20	19.547	59.547	29.846	1.065	40	3.60%
76	10+793	613531.375	2715012.742	10d 44m 42s	140	Right	15	11.255	41.255	20.672	0.685	40	5.00%

Sl. No.	Horizontal Intersection Point				Radius (m)	Direction of Curve	Curve Length (m)			Tangent Length, Ts (m)	Apex Distance, Es (m)	Design Speed (Kmph)	Superelevation (%)
	Chainage (Km)	Co-ordinates (m)		Deflection Angle (Deg. Min. Sec)			Transition	Circular	Total				
		Easting	Northing				Ls	Lc	L				
77	10+864	613572.936	2714955.068	36d 56m 47.3s	80	Left	15	36.587	66.587	34.265	4.470	40	5.00%
78	10+920	613624.711	2714932.307	35d 22m 44.4s	50	Right	15	15.874	45.874	23.507	2.678	25	5.00%
79	11+008	613675.846	2714860.290	16d 58m 2.7s	160	Right	25	22.382	72.382	36.390	1.935	25	NC
80	11+103	613706.413	2714771.148	4d 52m 32.1s	200	Right	15	2.019	32.019	16.017	0.228	25	NC
81	11+138	613715.773	2714736.870	19d 42m 38s	70	Left	15	9.081	39.081	19.684	1.184	25	4.00%
82	11+283	613799.577	2714615.160	77d 30m 55.7s	50	Left	15	52.645	82.645	47.791	14.359	25	5.00%
83	11+375	613889.107	2714644.536	21d 46m 58.4s	120	Left	15	30.622	60.622	30.605	2.281	25	2.30%
84	11+440	613937.713	2714688.170	21d 43m 12.9s	100	Left	10	27.909	47.909	24.193	1.866	25	2.80%
85	11+480	613956.155	2714722.993	11d 52m 24.3s	100	Right	10	10.723	30.723	15.403	0.581	25	2.80%
86	11+554	614003.373	2714780.590	37d 54m 57.8s	100	Right	15	51.176	81.176	41.883	5.835	25	2.80%
87	11+620	614067.287	2714800.279	18d 58m 12.4s	110	Left	15	21.420	51.420	25.892	1.611	25	2.50%
88	11+672	614112.289	2714826.578	26d 58m 34.6s	80	Right	15	22.666	52.666	26.717	2.390	20	NC
89	11+785	614224.188	2714840.270	4d 53m 41.6s	500	Right		42.716	42.716	21.371	0.457	20	NC
90	11+855	614294.989	2714839.722	37d 27m 5s	60	Right	15	24.219	54.219	27.892	3.519	20	3.00%
91	11+918	614344.697	2714802.318	55d 44m 48.8s	30	Right	15	14.189	44.189	23.532	4.291	20	5.00%
92	11+981	614349.508	2714738.101	61d 26m 29.1s	62	Left	15	51.486	81.486	44.433	10.297	25	4.50%
93	12+042	614400.387	2714701.378	37d 10m 45.2s	40	Right	15	10.956	40.956	21.032	2.449	25	5.00%
94	12+073	614414.171	2714673.035	1d 35m 20s	800	Left		22.185	22.185	11.093	0.077	25	NC
95	12+105	614426.259	2714643.624	16d 49m 33.1s	90	Right	15	11.430	41.430	20.826	1.084	25	3.10%
96	12+143	614433.212	2714606.852	30d 20m 20.2s	35	Left	15	3.533	33.533	17.062	1.541	20	5.00%
97	12+211	614472.090	2714546.851	63d 38m 49.3s	80	Right	15	73.868	103.868	57.220	14.291	20	NC
98	12+300	614437.958	2714460.613	52d 12m 22.1s	65	Left	15	44.226	74.226	39.418	7.543	20	2.70%
99	12+359	614460.364	2714405.763	6d 0m 49.2s	120	Right		12.595	12.595	6.303	0.165	20	NC
100	12+410	614473.732	2714356.011	21d 37m 39.8s	120	Left	15	30.297	60.297	30.436	2.249	20	NC
101	12+469	614503.690	2714305.742	42d 55m 29.8s	55	Right	15	26.205	56.205	29.190	4.281	20	3.20%
102	12+548	614497.327	2714226.630	72d 44m 44.1s	20	Left	10	15.393	35.393	19.884	5.098	20	5.00%

Sl. No.	Horizontal Intersection Point				Radius (m)	Direction of Curve	Curve Length (m)			Tangent Length, Ts (m)	Apex Distance, Es (m)	Design Speed (Kmph)	Superelevation (%)
	Chainage (Km)	Co-ordinates (m)		Deflection Angle (Deg. Min. Sec)			Transition	Circular	Total				
		Easting	Northing				Ls	Lc	L				
103	12+591	614536.796	2714196.898	132d 9m 32.7s	18	Right	10	31.519	51.519	46.102	26.964	20	5.00%
104	12+655	614474.818	2714157.866	89d 27m 52.2s	40	Left	15	47.458	77.458	47.360	16.636	20	4.40%
105	12+755	614507.492	2714060.697	10d 57m 52.5s	125	Left	15	8.921	38.921	19.504	0.650	30	3.20%
106	12+820	614543.588	2714006.142	27d 49m 56.6s	90	Left	15	28.719	58.719	29.826	2.829	30	4.40%
107	12+888	614600.859	2713969.505	31d 57m 51.4s	110	Right	15	46.367	76.367	39.029	4.511	30	3.60%
108	12+957	614638.713	2713910.486	54d 4m 24.5s	50	Left	15	32.188	62.188	33.112	6.345	30	5.00%
109	13+042	614722.409	2713894.860	24d 0m 50.7s	80	Right	15	18.530	48.530	24.540	1.909	30	5.00%
110	13+085	614759.838	2713874.312	13d 54m 2.1s	90	Left	15	6.835	36.835	18.484	0.771	30	4.40%
111	13+157	614830.231	2713855.281	64d 43m 1.5s	38	Left	15	27.922	57.922	31.733	7.278	30	5.00%
112	13+229	614884.646	2713904.474	40d 48m 52.7s	100	Right	15	56.235	86.235	44.739	6.797	30	4.00%
113	13+294	614949.520	2713914.189	4d 58m 57.6s	500	Left		43.482	43.482	21.755	0.473	40	NC
114	13+336	614990.658	2713921.435	17d 57m 15.7s	80	Right	15	10.069	40.069	20.157	1.111	40	5.00%
115	13+394	615048.584	2713916.454	14d 0m 16.1s	250	Left	15	46.106	76.106	38.211	1.916	40	2.80%
116	13+475	615130.524	2713923.279	45d 26m 17.2s	90	Right	15	56.374	86.374	45.227	7.683	30	4.40%
117	13+540	615184.810	2713886.498	31d 58m 15.8s	50	Left	15	12.900	42.900	21.877	2.206	20	3.60%
118	13+597	615241.626	2713879.123	13d 41m 54.5s	60	Left	10	4.345	24.345	12.215	0.501	20	3.00%
119	13+621	615265.449	2713881.253	17d 12m 41.9s	45	Right	10	3.518	23.518	11.824	0.606	20	4.00%
120	13+721	615363.176	2713862.065	55d 5m 56s	35	Right	15	18.658	48.658	25.898	4.778	20	5.00%
121	13+779	615393.077	2713812.257	49d 14m 35.8s	35	Left	15	15.081	45.081	23.663	3.795	20	5.00%
122	13+850	615463.265	2713796.419	100d 12m 11.4s	24	Left	15	26.973	56.973	36.672	14.025	20	5.00%
123	13+901	615479.386	2713848.699	111d 18m 0.8s	18	Right	10	24.966	44.966	31.676	14.311	20	5.00%
124	13+939	615518.643	2713837.555	69d 12m 59.3s	18	Left	10	11.745	31.745	17.581	4.151	20	5.00%
125	13+976	615548.347	2713858.361	41d 57m 54.2s	35	Right	15	10.635	40.635	21.026	2.773	20	5.00%
126	14+023	615595.438	2713861.612	5d 28m 47.2s	250	Left		23.910	23.910	11.964	0.286	25	NC
127	14+067	615639.002	2713867.373	21d 48m 16.1s	50	Right	15	4.028	34.028	17.167	1.110	25	5.00%
128	14+145	615715.536	2713852.420	15d 10m 11.2s	80	Left	10	11.181	31.181	15.660	0.759	25	3.50%

Sl. No.	Horizontal Intersection Point				Radius (m)	Direction of Curve	Curve Length (m)			Tangent Length, Ts (m)	Apex Distance, Es (m)	Design Speed (Kmph)	Superelevation (%)
	Chainage (Km)	Co-ordinates (m)		Deflection Angle (Deg. Min. Sec)			Transition	Circular	Total				
		Easting	Northing				Ls	Lc	L				
129	14+187	615758.053	2713851.867	39d 24m 42.7s	45	Right	15	15.954	45.954	23.692	3.021	20	4.00%
130	14+233	615797.228	2713828.536	43d 8m 16.8s	40	Left	15	15.116	45.116	23.405	3.264	20	4.40%
131	14+279	615842.989	2713830.502	9d 25m 53.2s	100	Right		16.461	16.461	8.249	0.340	20	NC
132	14+330	615893.969	2713824.045	46d 48m 9.5s	50	Left	15	25.843	55.843	29.219	4.686	20	3.60%
133	14+367	615926.232	2713843.661	2d 12m 20s	500	Right		19.247	19.247	9.625	0.093	30	NC
134	14+408	615958.852	2713867.354	32d 59m 14.4s	80	Left	15	31.059	61.059	31.222	3.555	30	5.00%
135	14+465	615990.704	2713916.288	121d 0m 8.4s	18	Right	15	23.014	53.014	40.237	19.613	20	5.00%
136	14+518	616034.236	2713880.703	74d 13m 59s	18	Left		23.321	23.321	13.621	4.573	20	5.00%
137	14+559	616064.035	2713913.853	95d 40m 4.9s	18	Right	10	20.055	40.055	25.131	9.159	20	5.00%
138	14+657	616144.638	2713857.539	29d 13m 40.8s	40	Right	15	5.405	35.405	17.991	1.580	20	4.40%
139	14+720	616177.673	2713803.120	104d 38m 0.8s	20	Left	15	21.524	51.524	34.000	13.484	20	5.00%
140	14+821	616266.768	2713856.427	127d 48m 42.5s	19	Right	15	27.384	57.384	47.301	25.319	20	5.00%
141	14+874	616278.892	2713802.461	47d 30m 55.4s	40	Left	15	18.172	48.172	25.210	3.960	20	4.40%
142	14+925	616315.050	2713766.262	6d 7m 38s	150	Right		16.041	16.041	8.028	0.215	20	NC
143	14+971	616346.864	2713733.721	95d 55m 44.6s	18	Left	15	15.137	45.137	28.044	9.660	20	5.00%
144	15+029	616391.572	2713770.651	39d 3m 41s	40	Left	15	12.270	42.270	21.772	2.691	20	4.40%
145	15+070	616401.285	2713809.717	38d 13m 4.5s	35	Right	15	8.346	38.346	19.719	2.325	20	5.00%
146	15+100	616421.445	2713832.116	11d 30m 45.5s	60	Left	10	2.056	22.056	11.055	0.374	20	3.00%
147	15+140	616448.939	2713864.676	79d 52m 7.2s	35	Right	10	38.789	58.789	34.400	10.801	20	5.00%
148	15+215	616521.429	2713835.151	41d 24m 10.7s	110	Right		79.488	79.488	41.569	7.592	20	NC
149	15+295	616561.022	2713759.510	119d 27m 19.2s	18	Left	10	27.528	47.528	36.234	18.166	20	5.00%
150	15+341	616598.753	2713792.945	105d 14m 45.5s	18	Right	10	23.064	43.064	28.866	12.033	20	5.00%
151	15+388	616631.491	2713756.829	22d 9m 2s	50	Right	15	4.330	34.330	17.324	1.140	25	5.00%
152	15+455	616650.633	2713692.363	9d 30m 42.5s	80	Right	10	3.281	23.281	11.660	0.329	25	3.50%
153	15+494	616657.845	2713653.179	59d 18m 37.7s	43	Left	10	34.512	54.512	29.537	6.593	25	5.00%
154	15+549	616707.560	2713628.753	18d 40m 44.9s	80	Left	10	16.081	36.081	18.166	1.128	25	3.50%

Sl. No.	Horizontal Intersection Point				Radius (m)	Direction of Curve	Curve Length (m)			Tangent Length, Ts (m)	Apex Distance, Es (m)	Design Speed (Kmph)	Superelevation (%)
	Chainage (Km)	Co-ordinates (m)		Deflection Angle (Deg. Min. Sec)			Transition	Circular	Total				
		Easting	Northing				Ls	Lc	L				
155	15+583	616742.001	2713624.009	16d 45m 1.5s	80	Right	10	13.388	33.388	16.786	0.915	25	3.50%
156	15+628	616784.658	2713608.605	33d 25m 1.4s	80	Left	10	36.659	56.659	29.030	3.581	25	3.50%
157	15+672	616827.974	2713614.229	38d 17m 26.8s	30	Right	10	10.049	30.049	15.463	1.903	20	5.00%
158	15+700	616853.932	2713602.892	4d 43m 52.3s	80	Left		6.606	6.606	3.305	0.068	20	NC
159	15+731	616883.772	2713593.530	11d 23m 25.4s	80	Right		15.904	15.904	7.978	0.397	20	NC
160	15+762	616910.150	2713577.128	11d 35m 22.2s	80	Left	10	6.182	26.182	13.124	0.463	20	NC
161	15+791	616936.247	2713564.803	23d 47m 46.9s	40	Right	15	1.613	31.613	15.977	1.118	20	4.40%
162	15+822	616958.470	2713544.375	21d 33m 45.7s	50	Left	10	8.817	28.817	14.537	0.983	20	3.60%
163	15+854	616987.136	2713527.769	61d 42m 43.7s	25	Right	10	16.927	36.927	20.036	4.316	20	5.00%
164	16+016	617004.572	2713361.421	61d 7m 51.3s	140	Left	15	134.371	164.371	90.221	22.670	30	2.90%
165	16+137	617117.129	2713303.413	10d 11m 42.4s	130	Right	15	8.132	38.132	19.103	0.589	30	3.10%
166	16+203	617170.391	2713263.544	41d 21m 27.1s	40	Right	15	13.873	43.873	22.686	3.005	20	4.40%
167	16+253	617186.447	2713216.790	45d 20m 33.8s	50	Left	15	24.569	54.569	28.464	4.390	20	3.60%
168	16+293	617219.422	2713192.647	24d 2m 23.6s	40	Right	10	6.783	26.783	13.539	1.003	20	4.40%
169	16+341	617248.221	2713155.034	25d 9m 22.3s	120	Left	15	37.687	67.687	34.292	3.031	30	3.30%
170	16+559	617438.857	2713045.600	46d 24m 3.6s	100	Left	15	65.985	95.985	50.401	8.900	30	4.00%
171	16+726	617669.153	2713095.537	128d 5m 11.2s	100	Right	15	208.553	238.553	213.116	128.685	30	4.00%
172	16+934	617568.140	2712834.514	127d 58m 28.3s	26	Right	15	43.073	73.073	61.517	34.106	20	5.00%
173	16+986	617529.801	2712878.887	31d 17m 41.8s	30	Left	15	1.386	31.386	15.990	1.479	20	5.00%
174	17+064	617448.372	2712908.726	165d 48m 4.5s	18	Left	15	37.088	67.088	156.207	131.856	20	5.00%
175	17+144	617504.210	2712837.679	10d 45m 26.6s	500	Right		93.876	93.876	47.076	2.211	25	NC
176	17+242	617565.068	2712760.159	48d 13m 9s	60	Left	15	35.495	65.495	34.421	5.905	25	4.60%
177	17+309	617632.248	2712747.179	61d 15m 50.7s	50	Right	15	38.463	68.463	37.219	8.327	25	5.00%
178	17+393	617668.029	2712670.225	27d 39m 41.2s	60	Right	15	13.967	43.967	22.310	1.952	25	4.60%
179	17+516	617680.904	2712485.634	188d 42m 47.5s	18	Left	10	49.286	69.286	-234.309	-258.002	20	5.00%
180	17+579	617703.033	2712617.315	133d 14m 18.5s	20	Right	10	36.509	56.509	51.742	30.923	20	5.00%

Sl. No.	Horizontal Intersection Point				Radius (m)	Direction of Curve	Curve Length (m)			Tangent Length, Ts (m)	Apex Distance, Es (m)	Design Speed (Kmph)	Superelevation (%)
	Chainage (Km)	Co-ordinates (m)		Deflection Angle (Deg. Min. Sec)			Transition	Circular	Total				
		Easting	Northing				Ls	Lc	L				
181	17+631	617753.981	2712587.777	30d 4m 25s	60	Left	15	16.493	46.493	23.660	2.289	20	3.00%
182	17+685	617806.977	2712578.386	11d 10m 36.1s	100	Left	10	9.507	29.507	14.789	0.519	20	NC
183	17+723	617845.600	2712573.644	104d 30m 38.5s	18	Right	15	17.833	47.833	31.425	12.256	20	5.00%
184	17+766	617845.393	2712531.163	53d 37m 25.9s	23	Left	15	6.526	36.526	19.330	3.227	20	5.00%
185	17+817	617881.242	2712493.467	74d 50m 1.2s	32	Left	15	26.795	56.795	32.205	8.659	20	5.00%
186	17+863	617925.062	2712507.054	60d 5m 48.9s	18	Right	15	3.880	33.880	18.214	3.396	20	5.00%
187	17+950	617998.246	2712457.240	57d 25m 5.7s	80	Right	15	65.171	95.171	51.379	11.346	25	3.50%
188	18+041	618002.562	2712364.571	41d 7m 23.1s	60	Left	15	28.064	58.064	30.065	4.249	25	4.60%
189	18+099	618038.089	2712317.671	14d 46m 43.4s	80	Right	10	10.635	30.635	15.382	0.722	25	3.50%
190	18+133	618054.724	2712288.266	50d 49m 44.4s	30	Left	10	16.614	36.614	19.320	3.368	25	5.00%
191	18+189	618108.958	2712274.324	26d 22m 49.5s	80	Left	15	21.834	51.834	26.277	2.288	25	3.50%
192	18+252	618187.152	2712273.825	167d 41m 15.2s	20	Right	15	43.534	73.534	197.268	170.869	20	5.00%
193	18+318	618123.068	2712220.763	89d 26m 26.7s	28	Left	15	28.709	58.709	35.560	11.877	20	5.00%
194	18+390	618145.384	2712148.510	58d 52m 55.4s	70	Right	15	56.938	86.938	47.085	10.534	20	2.50%
195	18+450	618116.035	2712095.266	53d 11m 11s	18	Left	15	1.709	31.709	16.772	2.712	20	5.00%
196	18+480	618121.691	2712066.251	40d 40m 15s	25	Right	10	7.746	27.746	14.327	1.839	20	5.00%
197	18+544	618103.898	2711986.192	138d 2m 20.5s	34	Left	15	66.914	96.914	96.882	61.729	20	5.00%
198	18+613	618186.946	2712009.911	49d 28m 57.2s	30	Right	15	10.909	40.909	21.469	3.376	20	5.00%
199	18+679	618254.064	2711990.662	97d 44m 53.5s	36	Left	15	46.417	76.417	49.028	19.131	20	4.90%
200	18+745	618285.139	2712057.459	105d 6m 28.7s	25	Right	10	35.862	55.862	37.862	16.392	20	5.00%
201	18+784	618324.545	2712040.912	34d 45m 40.9s	20	Left	10	2.134	22.134	11.325	1.175	20	5.00%
202	18+851	618431.599	2712035.719	144d 32m 3.6s	40	Right	10	90.904	110.904	130.415	91.671	20	4.40%
203	18+933	618345.716	2711947.377	51d 0m 11.8s	40	Left	15	20.607	50.607	26.692	4.577	20	4.40%
204	18+983	618341.483	2711897.554	27d 51m 20.1s	70	Right	15	19.032	49.032	24.892	2.258	25	4.00%
205	19+025	618323.646	2711860.065	1d 56m 45.6s	1000	Left		33.964	33.964	16.984	0.144	25	NC
206	19+082	618296.278	2711808.514	38d 11m 23.7s	100	Right	15	51.654	81.654	42.151	5.922	25	2.80%

Sl. No.	Horizontal Intersection Point				Radius (m)	Direction of Curve	Curve Length (m)			Tangent Length, Ts (m)	Apex Distance, Es (m)	Design Speed (Kmph)	Superelevation (%)
	Chainage (Km)	Co-ordinates (m)		Deflection Angle (Deg. Min. Sec)			Transition	Circular	Total				
		Easting	Northing				Ls	Lc	L				
207	19+159	618227.658	2711760.967	134d 0m 44.8s	24	Left	15	41.135	71.135	64.978	38.439	20	5.00%
208	19+261	618325.829	2711716.341	36d 27m 21.1s	40	Left	10	15.451	35.451	18.207	2.223	20	4.40%
209	19+296	618360.499	2711724.514	18d 20m 38.3s	80	Right	10	15.613	35.613	17.925	1.089	20	NC
210	19+333	618397.836	2711725.885	34d 36m 29.1s	40	Left	15	9.161	39.161	20.035	2.142	20	4.40%
211	19+372	618432.555	2711741.847	72d 30m 16.7s	18	Right	15	7.778	37.778	21.081	4.967	20	5.00%
212	19+411	618466.256	2711722.543	76d 46m 0.5s	18	Left	10	14.117	34.117	19.441	5.258	20	5.00%
213	19+462	618519.428	2711749.171	141d 28m 56.6s	18	Right	10	34.448	54.448	57.181	37.274	20	5.00%
214	19+510	618517.837	2711693.514	34d 22m 50.3s	18	Left		10.801	10.801	5.569	0.842	20	5.00%
215	19+564	618551.645	2711637.076	168d 13m 47.8s	18	Right	15	37.851	67.851	187.182	162.634	20	5.00%
216	19+619	618488.215	2711657.910	70d 13m 35s	22	Left	15	11.965	41.965	23.269	5.415	20	5.00%
217	19+699	618421.119	2711614.826	7d 18m 32.5s	150	Right		19.135	19.135	9.580	0.306	20	NC
218	19+738	618385.129	2711598.006	17d 34m 37.9s	50	Left	15	0.339	30.339	15.259	0.784	20	3.60%
219	19+823	618318.898	2711545.870	46d 50m 24.4s	35	Right	15	13.613	43.613	22.776	3.434	20	5.00%
220	19+872	618268.867	2711541.966	112d 8m 11.2s	20	Left	15	24.143	54.143	37.924	16.669	20	5.00%
221	19+923	618272.548	2711489.198	68d 36m 5.3s	28	Right	15	18.525	48.525	26.829	6.300	20	5.00%
222	19+993	618223.252	2711439.781	101d 21m 11s	18	Left	15	16.841	46.841	30.109	11.227	20	5.00%
223	20+073	618278.728	2711381.876	14d 5m 58.2s	400	Right	15	83.433	113.433	56.969	3.071	30	NC
224	20+142	618318.752	2711325.601	10d 18m 11.6s	80	Left	10	4.386	24.386	12.217	0.377	30	5.00%
225	20+188	618350.223	2711291.354	33d 4m 26.4s	100	Right	10	47.725	67.725	34.704	4.358	30	4.00%
226	20+242	618366.525	2711238.681	95d 5m 42.3s	18	Left	10	19.875	39.875	24.929	9.010	20	5.00%
227	20+308	618437.543	2711245.511	142d 16m 7s	18	Right	15	29.695	59.695	61.701	39.278	20	5.00%
228	20+356	618418.924	2711197.336	59d 20m 38.8s	20	Left	15	5.715	35.715	19.162	3.558	20	5.00%
229	20+408	618434.203	2711147.110	55d 20m 40.6s	55	Right	15	38.127	68.127	36.431	7.296	20	3.20%
230	20+472	618403.004	2711090.645	4d 21m 3.7s	250	Right		18.985	18.985	9.497	0.180	20	NC
231	20+526	618375.100	2711040.756	139d 44m 5.5s	18	Left	15	28.899	58.899	58.022	35.809	20	5.00%
232	20+585	618437.994	2711041.262	14d 26m 30.8s	120	Right		30.247	30.247	15.204	0.959	20	NC

Sl. No.	Horizontal Intersection Point				Radius (m)	Direction of Curve	Curve Length (m)			Tangent Length, Ts (m)	Apex Distance, Es (m)	Design Speed (Kmph)	Superelevation (%)
	Chainage (Km)	Co-ordinates (m)		Deflection Angle (Deg. Min. Sec)			Transition	Circular	Total				
		Easting	Northing				Ls	Lc	L				
233	20+634	618486.403	2711034.858	36d 40m 38.9s	35	Left	15	7.405	37.405	19.190	2.155	20	5.00%
234	20+692	618542.118	2711054.747	65d 28m 1.9s	55	Right	15	47.844	77.844	42.965	10.586	20	3.20%
235	20+756	618597.907	2711019.083	75d 49m 40s	27	Left	15	20.733	50.733	28.800	7.663	20	5.00%
236	20+826	618657.664	2711055.657	20d 30m 55.2s	50	Right	15	2.903	32.903	16.582	1.003	20	3.60%
237	20+899	618728.301	2711071.931	76d 40m 28.1s	18	Right	15	9.088	39.088	22.146	5.612	20	5.00%
238	20+959	618762.346	2711022.479	41d 12m 25.6s	40	Left	15	13.768	43.768	22.626	2.984	20	4.40%
239	21+005	618803.923	2711004.251	10d 12m 33s	180	Right	15	17.073	47.073	23.584	0.769	20	NC
240	21+042	618837.509	2710987.605	57d 27m 52.1s	18	Left	10	8.053	28.053	14.995	2.791	20	5.00%
241	21+072	618865.445	2710996.876	65d 55m 19.1s	18	Right	10	10.710	30.710	16.822	3.729	20	5.00%
242	21+103	618892.553	2710981.162	61d 59m 48.8s	20	Left	10	11.641	31.641	17.142	3.575	20	5.00%
243	21+130	618918.889	2710988.483	41d 14m 47.7s	18	Right	10	2.958	22.958	11.861	1.480	20	5.00%
244	21+154	618941.705	2710983.368	26d 40m 2.5s	30	Left	10	3.963	23.963	12.143	0.974	20	5.00%
245	21+204	619005.320	2710982.475	150d 39m 6.2s	19	Right	10	39.958	59.958	78.395	56.869	20	5.00%
246	21+247	618968.192	2710940.955	11d 9m 48.1s	80	Left	10	5.587	25.587	12.823	0.433	20	NC
247	21+285	618943.091	2710912.542	2d 52m 42.7s	1000	Right		50.240	50.240	25.125	0.316	30	NC
248	21+326	618915.090	2710882.494	12d 7m 7.6s	80	Left	15	1.921	31.921	16.005	0.567	30	5.00%
249	21+373	618888.375	2710843.945	33d 19m 39.1s	80	Right	15	31.534	61.534	31.481	3.629	30	5.00%
250	21+425	618843.762	2710817.266	62d 22m 36.4s	25	Left	15	12.217	42.217	22.861	4.662	20	5.00%
251	21+466	618841.440	2710776.229	57d 14m 46.7s	22	Left	15	6.981	36.981	19.739	3.548	20	5.00%
252	21+495	618862.574	2710757.725	2d 14m 43.9s	500	Right		19.596	19.596	9.799	0.096	30	NC
253	21+517	618880.706	2710744.157	8d 59m 45.6s	100	Left	10	5.701	25.701	12.870	0.351	30	4.00%
254	21+555	618910.735	2710720.414	105d 10m 58.8s	19	Right	15	19.880	49.880	32.988	13.088	20	5.00%
255	21+603	618881.863	2710681.371	29d 0m 25s	90	Left		45.564	45.564	23.281	2.962	20	NC
256	21+677	618861.727	2710609.558	23d 31m 15.8s	50	Right	15	5.526	35.526	17.949	1.264	20	3.60%
257	21+709	618842.805	2710583.253	7d 55m 4.3s	140	Left	10	9.347	29.347	14.691	0.365	40	5.00%
258	21+737	618828.372	2710559.408	1d 13m 20.3s	300	Right		6.400	6.400	3.200	0.017	40	NC

Sl. No.	Horizontal Intersection Point				Radius (m)	Direction of Curve	Curve Length (m)			Tangent Length, Ts (m)	Apex Distance, Es (m)	Design Speed (Kmph)	Superelevation (%)
	Chainage (Km)	Co-ordinates (m)		Deflection Angle (Deg. Min. Sec)			Transition	Circular	Total				
		Easting	Northing				Ls	Lc	L				
259	21+764	618814.732	2710535.963	41d 5m 33.1s	25	Left	10	7.930	27.930	14.433	1.876	20	5.00%
260	21+786	618816.125	2710514.449	1d 14m 56.9s	700	Right		15.261	15.261	7.631	0.042	20	NC
261	21+832	618825.721	2710469.864	88d 58m 18.3s	20	Left	15	16.057	46.057	27.605	8.691	20	5.00%
262	21+877	618871.363	2710467.680	8d 44m 56.6s	100	Right		15.270	15.270	7.650	0.292	20	NC
263	21+934	618929.244	2710460.599	76d 29m 18.4s	40	Left	15	38.399	68.399	39.212	11.229	20	4.40%
264	21+992	618962.458	2710510.128	56d 33m 15.9s	33	Right	15	17.573	47.573	25.405	4.794	20	5.00%
265	22+035	619004.194	2710520.689	39d 25m 52.7s	34	Left	15	8.399	38.399	19.783	2.410	20	5.00%
266	22+087	619042.041	2710556.662	10d 20m 42.1s	200	Right		36.111	36.111	18.105	0.818	20	NC
267	22+165	619119.134	2710595.523	141d 9m 27.7s	24	Right	15	44.128	74.128	76.679	49.353	20	5.00%
268	22+232	619109.101	2710520.327	12d 17m 43s	140	Left		30.043	30.043	15.079	0.810	20	NC
269	22+303	619118.563	2710448.780	132d 6m 40.8s	18	Left	15	26.504	56.504	49.207	27.635	20	5.00%
270	22+387	619188.800	2710500.498	36d 57m 40.1s	150	Right	15	81.764	111.764	57.654	8.222	30	2.70%
271	22+459	619261.454	2710511.833	10d 27m 11s	100	Left	15	3.244	33.244	16.656	0.512	30	4.00%
272	22+507	619311.581	2710518.165	122d 2m 33.4s	22	Right	15	31.861	61.861	47.993	24.289	20	5.00%
273	22+582	619298.447	2710441.281	10d 34m 24.1s	100	Right		18.454	18.454	9.253	0.427	20	NC
274	22+626	619276.052	2710403.778	27d 25m 1.8s	50	Left	15	8.926	38.926	19.742	1.659	20	3.60%
275	22+672	619274.159	2710355.979	112d 23m 54.3s	18	Left	10	25.311	45.311	32.233	14.772	20	5.00%
276	22+707	619311.798	2710359.685	44d 32m 9.6s	20	Right	10	5.546	25.546	13.275	1.837	20	5.00%
277	22+735	619336.525	2710348.261	5d 11m 44.1s	100	Left		9.068	9.068	4.537	0.103	20	NC
278	22+776	619373.813	2710331.456	89d 25m 33.5s	18	Right	15	13.094	43.094	25.836	8.062	20	5.00%
279	22+818	619370.035	2710289.900	57d 20m 17.3s	23	Left	15	8.017	38.017	20.299	3.678	20	5.00%
280	22+883	619412.962	2710242.050	65d 31m 22.6s	22	Left	15	10.159	40.159	21.931	4.668	20	5.00%
281	22+980	619511.953	2710258.937	135d 43m 7s	19	Right	15	30.006	60.006	55.409	32.723	20	5.00%
282	23+046	619489.653	2710193.347	46d 6m 29.5s	50	Left	15	25.237	55.237	28.859	4.544	20	3.60%
283	23+108	619506.223	2710133.322	3d 41m 38.5s	110	Left		7.092	7.092	3.547	0.057	20	NC
284	23+210	619552.783	2710041.984	47d 0m 19.6s	50	Right	15	26.020	56.020	29.325	4.728	20	3.60%

Sl. No.	Horizontal Intersection Point				Radius (m)	Direction of Curve	Curve Length (m)			Tangent Length, Ts (m)	Apex Distance, Es (m)	Design Speed (Kmph)	Superelevation (%)
	Chainage (Km)	Co-ordinates (m)		Deflection Angle (Deg. Min. Sec)			Transition	Circular	Total				
		Easting	Northing				Ls	Lc	L				
285	23+267	619539.952	2709986.541	40d 1m 9.1s	60	Left	15	26.908	56.908	29.406	4.021	20	3.00%
286	23+320	619555.594	2709935.346	39d 38m 55.2s	50	Right	15	19.600	49.600	25.593	3.349	20	3.60%
287	23+389	619541.222	2709863.633	87d 28m 9s	48	Left	15	58.278	88.278	53.612	18.702	20	3.70%
288	23+497	619643.648	2709817.728	28d 25m 14.2s	60	Right	15	14.762	44.762	22.733	2.055	25	4.60%
289	23+537	619671.174	2709789.268	1d 41m 37.2s	150	Left		4.434	4.434	2.217	0.016	25	NC
290	23+577	619699.422	2709760.735	44d 12m 18.5s	40	Right	15	15.861	45.861	23.840	3.426	25	5.00%
291	23+631	619708.042	2709707.380	33d 30m 41.7s	80	Left	15	31.791	61.791	31.621	3.670	25	3.50%
292	23+681	619735.942	2709665.146	39d 33m 13.4s	35	Right	15	9.162	39.162	20.181	2.478	20	5.00%
293	23+727	619740.520	2709619.839	65d 11m 4.9s	32	Left	15	21.406	51.406	28.146	6.329	20	5.00%
294	23+778	619782.944	2709590.247	68d 24m 33.3s	30	Right	15	20.819	50.819	28.104	6.652	20	5.00%
295	23+859	619785.231	2709508.041	89d 52m 53.2s	22	Left	15	19.512	49.512	29.880	9.683	20	5.00%
296	23+952	619879.949	2709488.373	92d 30m 36.1s	43	Right	15	54.428	84.428	52.654	19.503	20	4.10%
297	24+026	619878.938	2709409.893	46d 7m 54.1s	60	Left	15	33.309	63.309	33.116	5.383	25	4.60%
298	24+092	619919.514	2709356.348	10d 53m 58.8s	200	Left		38.047	38.047	19.081	0.908	25	NC
299	24+148	619961.463	2709320.508	62d 55m 53s	25	Right	15	12.459	42.459	23.029	4.750	20	5.00%
300	24+194	619962.789	2709274.050	90d 9m 17.7s	22	Left	15	19.617	49.617	29.987	9.758	20	5.00%
301	24+276	620044.600	2709252.638	51d 52m 5.9s	110	Right	15	84.580	114.580	61.036	12.413	25	2.50%
302	24+375	620099.335	2709166.886	39d 5m 18s	100	Left	15	53.222	83.222	43.032	6.213	25	2.80%
303	24+444	620162.268	2709136.994	37d 48m 13.5s	60	Right	15	24.588	54.588	28.098	3.585	25	4.60%
304	24+511	620202.929	2709082.248	62d 24m 34.9s	55	Left	20	39.909	79.909	43.499	9.658	25	5.00%
305	24+649	620341.853	2709080.034	57d 49m 26.6s	50	Right	20	30.461	70.461	37.799	7.500	25	5.00%
306	24+701	620375.734	2709040.180	6d 14m 58.6s	170	Left	15	3.543	33.543	16.784	0.308	40	4.20%
307	24+781	620428.239	2708978.967	11d 9m 58.9s	500	Right		97.445	97.445	48.877	2.383	40	NC
308	24+855	620464.910	2708915.161	11d 36m 13.5s	170	Left	15	19.429	49.429	24.779	0.931	40	4.20%
309	24+896	620489.284	2708882.134	24d 42m 47.6s	110	Right	15	32.446	62.446	31.616	2.696	30	3.60%
310	24+998	620521.576	2708777.685	73d 1m 55.4s	100	Left	15	112.465	142.465	81.609	24.543	30	4.00%

Sl. No.	Horizontal Intersection Point				Radius (m)	Direction of Curve	Curve Length (m)			Tangent Length, Ts (m)	Apex Distance, Es (m)	Design Speed (Kmph)	Superelevation (%)
	Chainage (Km)	Co-ordinates (m)		Deflection Angle (Deg. Min. Sec)			Transition	Circular	Total				
		Easting	Northing				Ls	Lc	L				
311	25+192	620783.907	2708745.200	125d 11m 16.8s	105	Right	15	214.419	244.419	210.186	123.310	30	3.80%
312	25+339	620663.059	2708571.443	6d 57m 36.3s	170	Left		20.651	20.651	10.338	0.314	30	NC
313	25+381	620639.531	2708536.513	49d 45m 41s	50	Right	20	23.425	63.425	33.343	5.483	20	3.60%
314	25+445	620578.497	2708516.647	50d 54m 13.9s	50	Left	20	24.422	64.422	33.956	5.743	20	3.60%
315	25+511	620541.635	2708460.896	46d 39m 35.7s	65	Right	15	37.934	67.934	35.596	5.945	25	4.30%
316	25+583	620473.828	2708434.368	57d 53m 30s	55	Left	20	35.572	75.572	40.587	8.198	25	5.00%
317	25+721	620431.992	2708302.605	33d 57m 47.9s	70	Left	15	26.494	56.494	28.918	3.331	25	4.00%
318	25+840	620464.729	2708187.866	19d 28m 2.4s	130	Right	15	29.170	59.170	29.812	1.972	30	3.10%
319	25+891	620464.533	2708137.285	4d 0m 25.2s	170	Left		11.889	11.889	5.947	0.104	30	NC
320	25+935	620468.864	2708093.320	5d 32m 54.9s	170	Right		16.463	16.463	8.238	0.199	30	NC
321	25+978	620471.040	2708049.164	49d 4m 46.4s	65	Left	15	40.679	70.679	37.243	6.613	20	2.70%
322	26+094	620553.897	2707966.468	49d 17m 11.9s	70	Right	15	45.215	75.215	39.674	7.162	20	2.50%
323	26+260	620557.566	2707790.376	59d 55m 42.1s	170	Left		177.811	177.811	98.008	26.228	30	NC
324	26+387	620677.219	2707725.554	5d 26m 54.6s	170	Right		16.166	16.166	8.089	0.192	30	NC
325	26+422	620706.988	2707707.602	33d 39m 42.2s	65	Left	15	23.188	53.188	27.206	3.060	30	5.00%
326	26+474	620758.618	2707704.467	11d 49m 24.6s	170	Right	15	20.081	50.081	25.109	0.964	30	NC
327	26+520	620804.099	2707695.633	4d 14m 6.6s	170	Left		12.566	12.566	6.286	0.116	30	NC
328	26+567	620850.677	2707685.366	69d 37m 33s	50	Right	20	40.760	80.760	44.999	11.306	30	5.00%
329	26+642	620875.777	2707613.552	8d 4m 12.4s	180	Left	15	10.353	40.353	20.201	0.500	30	NC
330	26+688	620891.505	2707569.698	35d 57m 42.1s	60	Right	15	22.659	52.659	27.024	3.245	20	3.00%
331	26+767	620879.036	2707488.799	53d 38m 35.4s	80	Left		74.900	74.900	40.449	9.644	20	NC
332	26+886	620970.432	2707404.760	61d 40m 41.1s	70	Right	15	60.354	90.354	49.373	11.683	20	2.50%
333	27+053	620943.593	2707237.660	14d 37m 55s	450	Left		114.919	114.919	57.774	3.694	30	NC
334	27+175	620947.878	2707110.574	71d 55m 54s	90	Right	15	97.990	127.990	72.882	21.327	30	4.40%
335	27+294	620833.657	2707054.676	54d 51m 32.4s	100	Left	15	80.747	110.747	59.449	12.772	30	4.00%
336	27+396	620806.901	2706953.949	13d 59m 3.1s	200	Left		48.814	48.814	24.529	1.499	30	NC

Sl. No.	Horizontal Intersection Point				Radius (m)	Direction of Curve	Curve Length (m)			Tangent Length, Ts (m)	Apex Distance, Es (m)	Design Speed (Kmph)	Superelevation (%)
	Chainage (Km)	Co-ordinates (m)		Deflection Angle (Deg. Min. Sec)			Transition	Circular	Total				
		Easting	Northing				Ls	Lc	L				
337	27+459	620804.424	2706890.124	58d 40m 11.7s	60	Right	15	46.439	76.439	41.306	9.005	25	4.60%
338	27+537	620746.257	2706837.244	94d 51m 4.5s	30	Left	30	19.664	79.664	49.015	16.190	25	5.00%
339	27+638	620796.706	2706749.020	54d 51m 9.1s	70	Right	15	52.015	82.015	43.895	9.015	25	4.00%
340	27+732	620778.297	2706649.256	99d 25m 47.8s	50	Left	20	66.769	106.769	69.382	27.844	30	5.00%
341	27+834	620884.840	2706619.489	76d 51m 58s	60	Right	15	65.494	95.494	55.236	16.795	30	5.00%
342	27+908	620897.824	2706542.112	18d 41m 9.8s	120	Left	15	24.136	54.136	27.256	1.692	30	3.30%
343	27+950	620913.438	2706503.798	9d 36m 10s	170	Right		28.492	28.492	14.279	0.599	30	NC
344	27+997	620929.472	2706460.068	57d 27m 43s	40	Left	25	15.116	65.116	34.784	6.358	30	5.00%
345	28+068	620995.220	2706428.876	60d 15m 49.3s	60	Right	15	48.108	78.108	42.416	9.555	30	5.00%
346	28+142	621018.767	2706358.127	62d 27m 55s	40	Left	25	18.609	68.609	37.151	7.541	20	4.40%
347	28+210	621081.233	2706329.759	55d 17m 4.9s	50	Right	20	28.245	68.245	36.361	6.819	20	3.60%
348	28+342	621133.619	2706202.704	77d 27m 5.8s	70	Left	15	79.625	109.625	63.740	19.898	20	2.50%
349	28+501	621297.016	2706207.404	73d 11m 17.5s	40	Right	25	26.095	76.095	42.684	10.632	20	4.40%
350	28+635	621354.910	2706086.438	3d 5m 10s	1000	Left		53.863	53.863	26.938	0.363	50	NC
351	28+684	621376.113	2706042.536	4d 59m 47.9s	500	Right		43.604	43.604	21.816	0.476	50	NC
352	28+758	621402.500	2705973.007	10d 54m 56.8s	550	Left		104.784	104.784	52.551	2.505	50	NC
353	28+823	621436.757	2705917.535	0d 2m 53.9s	30000	Right		25.292	25.292	12.646	0.003	50	NC
354	28+870	621462.975	2705878.830	33d 33m 31.6s	90	Left	15	37.714	67.714	34.669	4.111	30	4.40%
355	28+941	621526.056	2705845.220	33d 48m 47.2s	100	Right	15	44.015	74.015	37.923	4.615	30	4.00%
356	29+061	621590.452	2705743.637	4d 56m 14s	1000	Left		86.171	86.171	43.112	0.929	30	NC
357	29+129	621631.270	2705688.134	17d 14m 56.6s	170	Right		51.179	51.179	25.785	1.944	30	NC
358	29+202	621665.314	2705621.200	99d 56m 27.7s	40	Left	25	44.772	94.772	60.895	23.203	30	5.00%
359	29+445	621890.601	2705716.771	129d 43m 44.8s	30	Right	30	37.926	97.926	81.604	43.571	30	5.00%
360	29+645	621871.819	2705516.654	53d 21m 41.3s	60	Left	15	40.880	70.880	37.730	7.325	30	5.00%
361	29+706	621909.841	2705467.635	34d 48m 36.2s	60	Right	15	21.453	51.453	26.358	3.043	30	5.00%
362	29+771	621928.779	2705405.528	80d 25m 31s	35	Left	30	19.129	79.129	45.496	12.235	20	5.00%

Sl. No.	Horizontal Intersection Point				Radius (m)	Direction of Curve	Curve Length (m)			Tangent Length, Ts (m)	Apex Distance, Es (m)	Design Speed (Kmph)	Superelevation (%)
	Chainage (Km)	Co-ordinates (m)		Deflection Angle (Deg. Min. Sec)			Transition	Circular	Total				
		Easting	Northing				Ls	Lc	L				
363	29+849	622005.779	2705392.167	44d 17m 15s	80	Right	15	46.837	76.837	40.103	6.497	20	NC
364	29+928	622063.700	2705337.909	12d 14m 33.6s	80	Left		17.094	17.094	8.580	0.459	20	NC
365	29+978	622108.455	2705316.028	23d 49m 24.9s	90	Right	15	22.422	52.422	26.507	2.087	30	4.40%
366	30+061	622171.844	2705256.548	63d 23m 8.5s	90	Left	15	84.566	114.566	63.134	15.896	30	4.40%
367	30+223	622338.560	2705292.704	93d 43m 54.2s	55	Right	20	69.976	109.976	69.028	25.887	30	5.00%
368	30+314	622368.013	2705201.672	7d 53m 53.6s	200	Left		27.570	27.570	13.807	0.476	30	NC
369	30+357	622381.705	2705160.146	31d 55m 23s	80	Right	15	29.573	59.573	30.415	3.330	20	NC
370	30+421	622373.078	2705096.812	33d 23m 26.5s	90	Left	15	37.450	67.450	34.525	4.070	20	NC
371	30+489	622397.287	2705032.091	11d 28m 8.3s	350	Right		70.060	70.060	35.147	1.760	30	NC
372	30+552	622408.880	2704970.718	18d 15m 13.5s	170	Left		54.160	54.160	27.311	2.180	30	NC
373	30+587	622426.121	2704939.551	2d 43m 7.6s	350	Right		16.608	16.608	8.306	0.099	30	NC
374	30+640	622449.800	2704891.497	25d 30m 21.9s	200	Left		89.033	89.033	45.267	5.059	30	NC
375	30+744	622531.403	2704823.229	47d 25m 14.7s	125	Right	15	88.456	118.456	62.431	11.606	30	3.20%
376	30+867	622548.073	2704695.424	59d 2m 52.8s	110	Left	15	98.364	128.364	69.844	16.513	30	3.60%
377	30+989	622659.202	2704631.438	52d 46m 23s	110	Right	15	86.317	116.317	62.115	12.888	30	3.60%
378	31+100	622693.235	2704517.369	98d 34m 59.2s	50	Left	20	66.030	106.030	68.500	27.173	20	3.60%
379	31+187	622783.909	2704536.928	37d 43m 14.4s	80	Right	15	37.668	67.668	34.868	4.663	20	NC
380	31+355	622945.587	2704488.041	34d 43m 31.9s	80	Left		48.486	48.486	25.013	3.819	20	NC
381	31+468	623063.179	2704536.497	94d 53m 51.2s	80	Right	15	117.502	147.502	94.776	38.473	20	NC
382	31+598	623133.652	2704405.098	95d 42m 2.2s	55	Left	20	71.866	111.866	71.098	27.410	20	3.20%
383	31+710	623241.456	2704451.793	11d 4m 7.3s	200	Right		38.637	38.637	19.379	0.937	30	NC
384	31+808	623336.022	2704480.088	16d 32m 22.5s	300	Right		86.601	86.601	43.604	3.152	30	NC
385	31+883	623411.106	2704482.398	36d 23m 39.4s	75	Left	15	32.640	62.640	32.196	4.080	30	5.00%
386	31+923	623444.722	2704504.602	5d 0m 26.5s	200	Right		17.479	17.479	8.745	0.191	30	NC
387	31+955	623472.217	2704521.455	13d 24m 19.8s	200	Left		46.794	46.794	23.504	1.376	30	NC
388	31+991	623497.681	2704546.839	7d 7m 30.1s	200	Right		24.871	24.871	12.452	0.387	30	NC

Sl. No.	Horizontal Intersection Point				Radius (m)	Direction of Curve	Curve Length (m)			Tangent Length, Ts (m)	Apex Distance, Es (m)	Design Speed (Kmph)	Superelevation (%)
	Chainage (Km)	Co-ordinates (m)		Deflection Angle (Deg. Min. Sec)			Transition	Circular	Total				
		Easting	Northing				Ls	Lc	L				
389	32+015	623517.006	2704561.822	5d 29m 48.2s	250	Left		23.984	23.984	12.001	0.288	30	NC
390	32+052	623544.293	2704586.985	16d 21m 18.3s	140	Right		39.963	39.963	20.118	1.438	20	NC
391	32+117	623601.954	2704616.255	44d 51m 4.1s	50	Left	20	19.140	59.140	30.772	4.451	20	3.60%
392	32+228	623663.419	2704734.366	106d 34m 38.3s	80	Right	15	133.810	163.810	114.941	54.024	30	5.00%
393	32+333	623767.643	2704661.548	15d 50m 26.2s	170	Left		47.000	47.000	23.651	1.637	30	NC
394	32+404	623825.888	2704621.771	120d 41m 43.7s	30	Right	30	33.196	93.196	69.893	33.165	30	5.00%
395	32+496	623760.850	2704551.140	71d 17m 43.3s	62	Left	15	62.149	92.149	52.074	14.483	30	5.00%
396	32+548	623772.887	2704497.477	2d 19m 43.3s	300	Right		12.193	12.193	6.097	0.062	30	NC
397	32+586	623784.021	2704461.044	19d 59m 39.1s	140	Left	15	33.855	63.855	32.190	2.226	30	2.90%
398	32+676	623831.728	2704384.839	50d 42m 12s	50	Right	20	24.247	64.247	33.848	5.697	30	5.00%
399	32+850	623792.698	2704210.072	76d 6m 31.9s	80	Left	15	91.268	121.268	70.217	21.746	30	5.00%
400	32+924	623859.798	2704166.242	9d 20m 22.4s	170	Right		27.711	27.711	13.886	0.566	30	NC
401	32+975	623902.170	2704136.722	56d 0m 17s	60	Left	15	43.648	73.648	39.489	8.133	30	5.00%
402	33+046	623972.137	2704154.857	19d 36m 22.8s	200	Right		68.439	68.439	34.557	2.964	30	NC
403	33+097	624023.384	2704152.780	1d 16m 41.2s	1500	Left		33.461	33.461	16.731	0.093	30	NC
404	33+166	624095.306	2704140.442	102d 21m 11.4s	45	Right	25	55.388	105.388	69.141	27.702	30	5.00%
405	33+300	624085.096	2703923.060	141d 2m 0.8s	50	Left		123.075	123.075	141.327	99.911	20	3.60%
406	33+414	624214.507	2704072.209	111d 25m 23.2s	30	Right	15	43.341	73.341	51.956	23.807	20	5.00%
407	33+479	624266.010	2704023.464	81d 9m 54.7s	30	Left	15	27.498	57.498	33.465	9.913	20	5.00%
408	33+548	624329.799	2704051.046	10d 10m 42.7s	450	Right		79.942	79.942	40.076	1.781	40	NC
409	33+594	624374.418	2704064.903	2d 32m 14.8s	300	Left		13.286	13.286	6.644	0.074	40	NC
410	33+636	624414.112	2704079.186	30d 34m 53s	130	Right		69.387	69.387	35.541	4.771	20	NC
411	33+686	624464.568	2704069.570	22d 22m 34.1s	80	Left		31.243	31.243	15.823	1.550	20	NC
412	33+742	624529.558	2704064.334	171d 47m 34.1s	20	Right	20	39.967	79.967	300.384	271.131	20	5.00%
413	33+824	624448.053	2703991.932	183d 54m 39.1s	20	Left	20	44.197	84.197	-600.198	-630.553	20	5.00%
414	33+896	624535.907	2704006.101	43d 15m 32.5s	80	Right		60.401	60.401	31.722	6.060	20	NC

Sl. No.	Horizontal Intersection Point				Radius (m)	Direction of Curve	Curve Length (m)			Tangent Length, Ts (m)	Apex Distance, Es (m)	Design Speed (Kmph)	Superelevation (%)
	Chainage (Km)	Co-ordinates (m)		Deflection Angle (Deg. Min. Sec)			Transition	Circular	Total				
		Easting	Northing				Ls	Lc	L				
415	33+949	624588.142	2703990.130	44d 12m 54.6s	40	Left	15	15.868	45.868	23.844	3.427	20	4.40%
416	34+042	624676.625	2704028.076	40d 18m 21.1s	200	Right		140.694	140.694	73.399	13.043	25	NC
417	34+254	624885.197	2703969.665	45d 44m 8.3s	80	Right		63.859	63.859	33.740	6.824	25	3.50%
418	34+345	624933.867	2703889.982	76d 43m 49.8s	30	Left	15	25.176	55.176	31.495	8.660	20	5.00%
419	34+391	624979.449	2703897.770	22d 47m 45.9s	90	Right		35.808	35.808	18.144	1.811	20	NC
420	34+453	625041.904	2703889.608	27d 58m 40.3s	180	Left		87.895	87.895	44.842	5.502	25	NC
421	34+550	625138.255	2703921.033	65d 41m 58.7s	80	Right	15	76.734	106.734	59.231	15.367	25	3.50%
422	34+611	625186.414	2703878.781	4d 17m 57.1s	200	Left		15.007	15.007	7.507	0.141	25	NC
423	34+652	625213.817	2703847.966	61d 20m 11.6s	40	Right	25	17.821	67.821	36.606	7.261	25	5.00%
424	34+751	625201.793	2703746.096	65d 14m 6.9s	100	Left	15	98.857	128.857	71.556	18.836	30	4.00%
425	34+823	625260.461	2703696.411	5d 24m 12s	170	Right		16.032	16.032	8.022	0.189	30	NC
426	34+878	625304.777	2703660.901	56d 33m 54.9s	80	Left	15	63.980	93.980	50.607	10.978	30	5.00%
427	34+991	625416.707	2703687.287	29d 43m 28.1s	100	Left	15	36.879	66.879	34.062	3.558	30	4.00%
428	35+062	625473.292	2703730.245	71d 22m 49.9s	40	Right	25	24.833	74.833	41.700	10.052	20	4.40%
429	35+137	625545.118	2703706.948	64d 32m 35s	45	Left	25	25.692	75.692	41.282	8.906	20	4.00%
430	35+213	625612.117	2703741.939	71d 34m 56.9s	40	Right	25	24.974	74.974	41.809	10.115	20	4.40%
431	35+273	625665.778	2703714.910	28d 42m 46.2s	60	Left	15	15.068	45.068	22.897	2.095	20	3.00%
432	35+312	625704.729	2703709.383	11d 17m 57.8s	170	Right		33.526	33.526	16.818	0.830	25	NC
433	35+351	625742.738	2703698.799	19d 16m 50.4s	90	Left	15	15.286	45.286	22.805	1.395	30	4.40%
434	35+404	625795.271	2703696.422	45d 40m 13.7s	50	Right	20	19.855	59.855	31.195	4.614	30	5.00%
435	35+539	625895.719	2703605.752	20d 1m 37.8s	300	Right		104.862	104.862	52.971	4.641	30	NC
436	35+617	625932.630	2703536.142	34d 55m 21.8s	60	Left	15	21.571	51.571	26.423	3.062	25	4.60%
437	35+666	625974.607	2703511.010	15d 28m 11.5s	170	Right		45.900	45.900	23.090	1.561	25	NC
438	35+802	626074.764	2703418.485	43d 39m 50.3s	50	Left	20	18.104	58.104	30.164	4.222	25	5.00%
439	35+859	626131.334	2703412.726	38d 29m 8.1s	60	Right	15	25.302	55.302	28.499	3.716	25	4.60%
440	36+005	626238.986	2703314.655	99d 4m 9.5s	35	Right	30	30.518	90.518	57.286	20.581	25	5.00%

Sl. No.	Horizontal Intersection Point				Radius (m)	Direction of Curve	Curve Length (m)			Tangent Length, Ts (m)	Apex Distance, Es (m)	Design Speed (Kmph)	Superelevation (%)
	Chainage (Km)	Co-ordinates (m)		Deflection Angle (Deg. Min. Sec)			Transition	Circular	Total				
		Easting	Northing				Ls	Lc	L				
441	36+132	626140.912	2703198.326	113d 2m 35s	75	Left	15	132.973	162.973	121.094	61.189	25	3.70%
442	36+233	626251.558	2703136.288	13d 26m 5.5s	170	Right		39.862	39.862	20.023	1.175	25	NC
443	36+283	626291.042	2703105.063	20d 13m 21.8s	170	Left		60.002	60.002	30.316	2.682	25	NC
444	36+440	626441.545	2703051.640	60d 40m 17.4s	85	Right	15	75.008	105.008	57.306	13.612	25	3.30%
445	36+539	626465.188	2702952.836	20d 43m 21.1s	170	Right		61.485	61.485	31.082	2.818	25	NC
446	36+605	626460.018	2702887.144	64d 41m 54.2s	40	Left	25	20.168	70.168	38.247	8.119	25	5.00%
447	36+651	626494.528	2702856.142	7d 43m 13.6s	170	Right		22.907	22.907	11.471	0.387	25	NC
448	36+695	626529.733	2702829.169	52d 9m 55.9s	50	Left	20	25.523	65.523	34.639	6.041	25	5.00%
449	36+755	626589.591	2702833.726	27d 59m 41s	80	Right	15	24.088	54.088	27.472	2.569	25	3.50%
450	36+801	626633.709	2702820.775	12d 40m 34.3s	170	Left		37.611	37.611	18.883	1.045	30	NC
451	36+846	626678.216	2702814.320	35d 23m 16s	60	Right	15	22.058	52.058	26.691	3.143	30	5.00%
452	36+942	626762.019	2702751.537	80d 3m 20.1s	90	Left	15	110.751	140.751	83.181	27.671	30	4.40%
453	37+065	626881.858	2702829.530	114d 37m 38s	45	Right	15	75.028	105.028	77.956	38.713	30	5.00%
454	37+125	626908.320	2702762.660	1d 4m 30s	800	Left		15.010	15.010	7.505	0.035	30	NC
455	37+150	626915.082	2702738.161	25d 14m 14.5s	80	Right		35.238	35.238	17.910	1.980	30	5.00%
456	37+202	626917.568	2702684.231	139d 27m 59.5s	20	Left	20	28.683	68.683	66.420	40.144	20	5.00%
457	37+273	626986.290	2702717.762	95d 55m 58s	35	Right	15	43.602	73.602	46.623	17.673	20	5.00%
458	37+429	627069.026	2702579.687	155d 8m 23.2s	20	Right	20	34.154	74.154	104.519	76.787	20	5.00%
459	37+538	626955.577	2702632.237	75d 6m 26.9s	110	Left		144.196	144.196	84.570	28.752	20	NC
460	37+658	626855.454	2702536.563	64d 46m 23.6s	85	Right		96.093	96.093	53.915	15.657	20	NC
461	37+747	626755.922	2702564.276	127d 37m 28s	30	Left	15	51.824	81.824	69.136	38.687	25	5.00%
462	37+803	626764.602	2702500.197	21d 12m 0.6s	80	Right		29.601	29.601	14.972	1.389	25	3.50%
463	37+833	626762.139	2702469.918	21d 48m 8.9s	80	Left		30.442	30.442	15.407	1.470	25	3.50%
464	37+924	626786.763	2702353.565	120d 43m 7.3s	65	Right	15	121.951	151.951	121.985	66.722	25	4.30%
465	38+019	626666.064	2702371.602	7d 4m 5.5s	300	Left		37.009	37.009	18.528	0.572	25	NC
466	38+065	626619.007	2702376.963	39d 38m 24.3s	80	Right		55.348	55.348	28.833	5.037	25	3.50%

Sl. No.	Horizontal Intersection Point				Radius (m)	Direction of Curve	Curve Length (m)			Tangent Length, Ts (m)	Apex Distance, Es (m)	Design Speed (Kmph)	Superelevation (%)
	Chainage (Km)	Co-ordinates (m)		Deflection Angle (Deg. Min. Sec)			Transition	Circular	Total				
		Easting	Northing				Ls	Lc	L				
467	38+138	626547.834	2702417.207	114d 59m 54.1s	20	Left		40.142	40.142	31.393	17.222	20	5.00%
468	38+199	626586.603	2702349.380	144d 5m 39.5s	25	Right	20	42.873	82.873	89.216	58.270	20	5.00%
469	38+270	626517.063	2702313.372	45d 11m 58.2s	25	Left		19.722	19.722	10.406	2.079	20	5.00%
470	38+358	626513.868	2702191.530	141d 26m 48.2s	45	Right	15	96.092	126.092	136.764	91.941	20	4.00%
471	38+429	626429.658	2702252.834	2d 10m 4s	400	Left		15.134	15.134	7.568	0.072	25	NC
472	38+465	626402.096	2702277.504	40d 23m 8.3s	80	Right		56.389	56.389	29.423	5.239	25	3.50%
473	38+537	626374.945	2702355.924	154d 48m 55.8s	25	Left	20	47.551	87.551	124.899	92.731	25	5.00%
474	38+608	626335.250	2702283.695	39d 39m 5.6s	80	Right		55.364	55.364	28.842	5.040	25	3.50%
475	38+714	626247.142	2702222.242	61d 28m 52.5s	40	Left	15	27.922	57.922	31.428	6.812	25	5.00%
476	38+773	626248.054	2702163.229	13d 32m 15.2s	80	Left		18.902	18.902	9.495	0.562	25	3.50%
477	38+830	626258.177	2702080.292	155d 6m 12.6s	30	Right	15	66.212	96.212	144.818	110.624	25	5.00%
478	38+961	626131.105	2702175.361	145d 9m 21.6s	20	Left	20	30.669	70.669	76.390	49.582	25	5.00%
479	39+015	626126.401	2702119.081	21d 8m 19.3s	100	Right		36.894	36.894	18.659	1.726	25	2.80%
480	39+041	626120.351	2702093.120	9d 8m 41.9s	100	Left		15.961	15.961	7.997	0.319	25	2.80%
481	39+085	626111.155	2702047.875	92d 2m 17.9s	35	Right	15	41.223	71.223	44.045	15.788	20	5.00%
482	39+157	626034.323	2702039.556	122d 6m 48.1s	25	Left	20	33.282	73.282	56.412	28.036	20	5.00%
483	39+262	626067.082	2701936.027	92d 19m 0.7s	30	Right	15	33.337	63.337	39.064	13.762	20	5.00%
484	39+312	626021.853	2701909.697	37d 32m 6.7s	80	Left	15	37.409	67.409	34.724	4.616	30	5.00%
485	39+358	625991.194	2701875.701	36d 33m 51.3s	60	Right	15	23.290	53.290	27.374	3.354	25	4.60%
486	39+411	625941.149	2701856.726	72d 2m 37.4s	30	Left	15	22.722	52.722	29.541	7.479	20	5.00%
487	39+488	625931.593	2701779.124	14d 20m 20.2s	210	Left		52.555	52.555	26.416	1.655	30	NC
488	39+566	625935.728	2701698.900	98d 26m 16.7s	45	Right	25	52.313	102.313	65.339	24.781	30	5.00%
489	39+630	625869.619	2701686.225	8d 55m 25.1s	170	Left		26.477	26.477	13.265	0.517	30	NC
490	39+657	625842.922	2701681.093	9d 21m 44.9s	170	Right		27.779	27.779	13.920	0.569	30	NC
491	39+712	625788.153	2701674.033	69d 30m 15.7s	50	Left	20	40.654	80.654	44.920	11.261	30	5.00%
492	39+765	625765.324	2701624.889	8d 39m 54.5s	170	Right		25.710	25.710	12.880	0.487	30	NC

Sl. No.	Horizontal Intersection Point				Radius (m)	Direction of Curve	Curve Length (m)			Tangent Length, Ts (m)	Apex Distance, Es (m)	Design Speed (Kmph)	Superelevation (%)
	Chainage (Km)	Co-ordinates (m)		Deflection Angle (Deg. Min. Sec)			Transition	Circular	Total				
		Easting	Northing				Ls	Lc	L				
493	39+815	625747.903	2701577.231	72d 37m 0s	40	Left	25	25.696	75.696	42.370	10.445	30	5.00%
494	40+005	626253.434	2700922.345	186d 53m 25.8s	55	Right	15	164.402	194.402	-908.899	-973.058	25	5.00%
495	40+134	625699.688	2701453.453	124d 53m 15.4s	20	Left	20	23.594	63.594	49.925	25.034	25	5.00%
496	40+188	625674.828	2701405.385	30d 44m 10.8s	80	Right		42.916	42.916	21.988	2.967	25	3.50%
497	40+226	625646.133	2701379.333	23d 40m 36.4s	80	Left		33.059	33.059	16.769	1.739	25	3.50%
498	40+313	625596.119	2701287.809	104d 23m 31.5s	70	Right	15	112.539	142.539	97.903	44.418	30	5.00%
499	40+419	625489.320	2701353.257	103d 27m 4.9s	30	Left	15	39.167	69.167	45.918	18.936	30	5.00%
500	40+487	625452.862	2701291.534	31d 25m 54.1s	150	Right	15	67.288	97.288	49.725	5.890	30	2.70%
501	40+545	625409.074	2701253.856	26d 16m 47.8s	70	Left	15	17.107	47.107	23.872	2.020	30	5.00%
502	40+588	625389.744	2701214.860	38d 46m 29.7s	80	Right	15	39.140	69.140	35.694	4.933	30	5.00%
503	40+634	625355.413	2701183.186	72d 18m 19.3s	30	Left	15	22.859	52.859	29.647	7.541	30	5.00%
504	40+670	625363.728	2701147.679	13d 47m 20.2s	80	Right		19.253	19.253	9.673	0.583	30	5.00%
505	40+691	625365.973	2701126.432	16d 37m 48.4s	80	Left		23.220	23.220	11.692	0.850	30	5.00%
506	40+728	625378.516	2701091.870	30d 55m 22.7s	65	Right	15	20.081	50.081	25.519	2.590	30	5.00%
507	40+776	625374.702	2701043.392	26d 12m 49.1s	70	Left	15	17.026	47.026	23.829	2.010	30	5.00%
508	40+812	625384.387	2701008.795	17d 38m 0.6s	80	Right		24.621	24.621	12.409	0.957	25	3.50%
509	40+832	625384.499	2700988.531	11d 13m 1.5s	80	Left		15.662	15.662	7.856	0.385	25	3.50%
510	40+859	625389.894	2700962.099	3d 7m 45.3s	700	Right		38.231	38.231	19.120	0.261	25	NC
511	40+904	625398.928	2700917.665	42d 41m 52.7s	50	Left	15	22.261	52.261	27.117	3.885	25	5.00%
512	40+939	625424.118	2700894.207	4d 40m 58s	200	Right		16.346	16.346	8.178	0.167	25	NC
513	40+960	625439.991	2700879.103	19d 28m 55.2s	80	Left		27.202	27.202	13.734	1.170	25	3.50%
514	41+001	625475.826	2700858.983	64d 0m 15.5s	35	Right	15	24.098	54.098	29.540	6.588	20	5.00%
515	41+067	625481.805	2700791.464	44d 5m 2.2s	100	Left		76.941	76.941	40.488	7.885	20	NC
516	41+129	625526.871	2700745.501	31d 17m 48.7s	60	Right	15	17.774	47.774	24.351	2.472	20	3.00%
517	41+176	625542.806	2700701.265	44d 33m 47.6s	40	Left	15	16.111	46.111	23.986	3.481	20	4.40%
518	41+222	625580.116	2700673.624	40d 12m 32.1s	45	Right	15	16.580	46.580	24.048	3.142	20	4.00%

Sl. No.	Horizontal Intersection Point				Radius (m)	Direction of Curve	Curve Length (m)			Tangent Length, Ts (m)	Apex Distance, Es (m)	Design Speed (Kmph)	Superelevation (%)
	Chainage (Km)	Co-ordinates (m)		Deflection Angle (Deg. Min. Sec)			Transition	Circular	Total				
		Easting	Northing				Ls	Lc	L				
519	41+256	625593.133	2700642.724	20d 16m 28.9s	100	Left	15	20.386	50.386	25.397	1.681	20	NC
520	41+312	625616.506	2700591.592	119d 30m 37.4s	20	Right	20	21.717	61.717	45.731	21.361	20	5.00%
521	41+415	625517.293	2700563.617	121d 14m 16.3s	20	Left	20	22.320	62.320	47.002	22.464	20	5.00%
522	41+532	625578.099	2700453.245	107d 12m 51.9s	45	Right	15	69.206	99.206	68.835	31.196	20	4.00%
523	41+659	625449.723	2700390.563	109d 8m 18.4s	40	Left	15	61.193	91.193	64.051	29.403	20	4.40%
524	41+731	625489.643	2700320.961	72d 31m 50.6s	30	Right	15	22.977	52.977	29.739	7.595	20	5.00%
525	41+780	625467.323	2700276.680	34d 43m 28.8s	50	Left	15	15.303	45.303	23.192	2.583	20	3.60%
526	41+828	625463.771	2700228.246	41d 52m 22.4s	50	Right	15	21.541	51.541	26.701	3.735	20	3.60%
527	41+872	625436.741	2700193.524	13d 48m 5.1s	150	Left		36.132	36.132	18.154	1.095	20	NC
528	41+901	625423.321	2700167.419	15d 56m 15.1s	80	Right		22.253	22.253	11.199	0.780	20	NC
529	41+934	625400.381	2700142.941	31d 12m 58.2s	80	Left		43.586	43.586	22.349	3.063	20	NC
530	41+968	625393.173	2700108.816	17d 48m 6.5s	80	Right		24.856	24.856	12.529	0.975	20	NC
531	42+039	625357.546	2700046.427	37d 30m 41.6s	80	Left		52.376	52.376	27.165	4.486	20	NC
532	42+084	625363.807	2700000.628	26d 48m 8.1s	80	Right		37.423	37.423	19.060	2.239	20	NC
533	42+120	625351.817	2699965.845	24d 59m 37.9s	80	Left		34.898	34.898	17.731	1.941	20	NC
534	42+156	625355.657	2699929.156	26d 56m 7.7s	80	Right		37.609	37.609	19.159	2.262	20	NC
535	42+207	625342.394	2699877.652	94d 21m 51.3s	30	Left	15	34.409	64.409	40.214	14.599	20	5.00%
536	42+264	625394.948	2699851.961	63d 28m 20.2s	30	Right	15	18.234	48.234	26.248	5.642	20	5.00%
537	42+308	625406.147	2699808.718	39d 29m 35.8s	80	Left	15	40.143	70.143	36.260	5.123	25	3.50%
538	42+352	625432.520	2699772.298	38d 49m 4.4s	50	Right	15	18.875	48.875	25.183	3.211	25	5.00%
539	42+394	625434.597	2699730.263	24d 50m 31.3s	80	Left		34.686	34.686	17.620	1.917	20	NC
540	42+434	625451.523	2699693.475	31d 54m 52.1s	80	Right		44.561	44.561	22.875	3.206	20	NC
541	42+470	625446.853	2699656.548	20d 20m 0.8s	80	Left		28.391	28.391	14.346	1.276	20	NC
542	42+522	625459.996	2699606.004	32d 2m 34.5s	55	Right	15	15.759	45.759	23.342	2.400	20	3.20%
543	42+567	625454.171	2699561.691	54d 37m 46.6s	30	Left	15	13.604	43.604	23.155	4.117	20	5.00%
544	42+651	625504.422	2699489.092	98d 35m 9.5s	40	Right	15	53.826	83.826	54.265	21.691	20	4.40%

Sl. No.	Horizontal Intersection Point				Radius (m)	Direction of Curve	Curve Length (m)			Tangent Length, Ts (m)	Apex Distance, Es (m)	Design Speed (Kmph)	Superelevation (%)
	Chainage (Km)	Co-ordinates (m)		Deflection Angle (Deg. Min. Sec)			Transition	Circular	Total				
		Easting	Northing				Ls	Lc	L				
545	42+787	625388.919	2699377.348	190d 16m 24.8s	20	Left	20	46.418	86.418	-221.753	-252.687	20	5.00%
546	42+867	625485.395	2699421.384	112d 11m 47.7s	30	Right	15	43.746	73.746	52.607	24.346	20	5.00%
547	42+915	625511.175	2699375.114	16d 22m 9.9s	80	Left		22.856	22.856	11.506	0.823	20	NC
548	42+962	625535.358	2699330.932	106d 23m 46.9s	30	Right	15	40.709	70.709	48.017	20.601	20	5.00%
549	43+052	625390.511	2699236.038	180d 26m 29.8s	30	Left	15	79.479	109.479	- 7858.333	- 7895.891	20	5.00%
550	43+130	625545.460	2699259.146	57d 21m 4.2s	30	Right	15	15.029	45.029	24.079	4.550	20	5.00%
551	43+177	625587.031	2699235.947	49d 52m 33.5s	40	Left	15	19.820	49.820	26.209	4.371	20	4.40%
552	43+251	625669.537	2699244.681	106d 30m 41.7s	45	Right	15	68.654	98.654	68.054	30.568	20	4.00%
553	43+311	625673.946	2699176.514	3d 59m 49s	300	Left		20.928	20.928	10.468	0.183	20	NC
554	43+347	625674.575	2699140.499	16d 9m 33.6s	180	Right		50.766	50.766	25.553	1.805	20	NC
555	43+410	625660.414	2699077.990	32d 52m 21.9s	80	Left		45.899	45.899	23.600	3.409	20	NC
556	43+443	625673.335	2699047.675	13d 20m 15.9s	80	Right		18.623	18.623	9.354	0.545	20	NC
557	43+492	625689.851	2698995.860	106d 15m 56.4s	35	Left	15	49.914	79.914	54.528	23.783	20	5.00%
558	43+541	625741.790	2699012.856	13d 43m 2.4s	80	Right		19.153	19.153	9.623	0.577	25	3.50%
559	43+563	625763.128	2699017.506	17d 21m 51.1s	80	Left		24.245	24.245	12.216	0.927	25	3.50%
560	43+637	625833.448	2699057.551	63d 58m 40.9s	110	Right		122.829	122.829	68.706	19.694	25	2.50%
561	43+721	625910.001	2699007.611	34d 54m 53.6s	50	Left	15	15.469	45.469	23.283	2.611	25	5.00%
562	43+778	625968.227	2699006.302	40d 9m 6.9s	120	Right	15	69.094	99.094	51.385	7.846	25	2.30%
563	43+844	626028.004	2698973.438	69d 44m 10.1s	40	Left	15	33.685	63.685	35.535	9.038	25	5.00%
564	43+947	626115.773	2699030.482	57d 53m 19.6s	60	Right	15	45.621	75.621	40.769	8.743	25	4.60%
565	44+029	626196.798	2699003.974	45d 44m 58.7s	110	Left		87.833	87.833	46.409	9.389	25	2.50%
566	44+129	626291.258	2699045.148	51d 4m 6.1s	45	Right	15	25.109	55.109	29.096	5.102	25	5.00%
567	44+171	626330.143	2699029.597	30d 44m 21.1s	80	Left	15	27.920	57.920	29.522	3.089	25	3.50%
568	44+211	626369.940	2699023.472	35d 30m 36.1s	60	Right	15	22.186	52.186	26.762	3.165	25	4.60%
569	44+370	626491.133	2698919.402	18d 34m 4.4s	170	Right		55.092	55.092	27.790	2.256	25	NC

Sl. No.	Horizontal Intersection Point				Radius (m)	Direction of Curve	Curve Length (m)			Tangent Length, Ts (m)	Apex Distance, Es (m)	Design Speed (Kmph)	Superelevation (%)
	Chainage (Km)	Co-ordinates (m)		Deflection Angle (Deg. Min. Sec)			Transition	Circular	Total				
		Easting	Northing				Ls	Lc	L				
570	44+441	626530.818	2698858.320	58d 52m 31.8s	70	Left	15	56.930	86.930	47.079	10.531	30	5.00%
571	44+501	626592.465	2698853.408	11d 16m 8.6s	170	Right		33.436	33.436	16.772	0.825	30	NC
572	44+552	626642.895	2698846.646	54d 50m 40.8s	50	Left	20	27.861	67.861	36.115	6.705	30	5.00%
573	44+655	626736.542	2698916.289	100d 14m 43.9s	70	Right	15	107.473	137.473	91.447	39.389	30	5.00%
574	44+758	626809.279	2698823.771	56d 55m 24.1s	50	Left	20	29.675	69.675	37.285	7.253	30	5.00%
575	44+830	626881.147	2698813.566	61d 33m 47.4s	50	Right	20	33.724	73.724	39.983	8.587	30	5.00%
576	44+915	626927.352	2698740.503	36d 1m 15.5s	130	Left	15	66.729	96.729	49.789	6.774	40	5.00%
577	44+986	626990.642	2698706.625	15d 12m 31.2s	170	Right		45.125	45.125	22.696	1.508	40	4.20%
578	45+160	627120.777	2698591.217	16d 37m 11.5s	350	Left		101.525	101.525	51.121	3.714	40	NC
579	45+234	627189.242	2698559.367	33d 54m 30.1s	80	Right		47.345	47.345	24.389	3.635	25	3.50%
580	45+333	627238.503	2698472.008	50d 59m 48.1s	50	Right	15	29.503	59.503	31.436	5.603	25	5.00%
581	45+416	627210.933	2698386.760	66d 59m 8.8s	90	Left		105.221	105.221	59.554	17.920	25	3.10%
582	45+500	627277.672	2698324.813	0d 43m 19.2s	5000	Right		63.007	63.007	31.504	0.099	25	NC
583	45+566	627325.663	2698279.128	23d 6m 33.9s	170	Left		68.567	68.567	34.756	3.517	25	NC
584	45+652	627408.722	2698238.614	97d 29m 7.2s	50	Right	20	65.072	105.072	67.379	26.327	30	5.00%
585	45+748	627377.126	2698142.278	86d 13m 48.5s	40	Left	25	35.200	85.200	50.561	15.688	30	5.00%
586	45+874	627472.096	2698055.271	130d 53m 31.9s	30	Right	30	38.535	98.535	83.401	45.202	30	5.00%
587	45+972	627388.550	2697996.682	128d 58m 49.6s	30	Left	30	37.534	97.534	80.488	42.562	30	5.00%
588	46+053	627444.258	2697936.868	48d 56m 6.6s	50	Right	20	22.704	62.704	32.904	5.299	30	5.00%
589	46+119	627461.279	2697872.995	56d 33m 44.6s	45	Left	25	19.424	69.424	37.022	6.757	30	5.00%
590	46+235	627565.002	2697816.788	46d 27m 42.7s	80	Right		64.873	64.873	34.339	7.058	20	NC
591	46+276	627578.026	2697775.525	12d 44m 17.8s	80	Left		17.786	17.786	8.930	0.497	20	NC
592	46+322	627590.145	2697727.231	152d 59m 7.7s	20	Right	20	33.402	73.402	96.729	69.196	20	5.00%
593	46+367	627543.141	2697740.958	11d 31m 17.3s	80	Left		16.087	16.087	8.071	0.406	20	NC
594	46+383	627527.834	2697746.897	11d 54m 52.8s	80	Right		16.636	16.636	8.348	0.434	20	NC
595	46+419	627497.030	2697766.994	39d 7m 51.1s	80	Left		54.637	54.637	28.432	4.902	20	NC

Sl. No.	Horizontal Intersection Point				Radius (m)	Direction of Curve	Curve Length (m)			Tangent Length, Ts (m)	Apex Distance, Es (m)	Design Speed (Kmph)	Superelevation (%)
	Chainage (Km)	Co-ordinates (m)		Deflection Angle (Deg. Min. Sec)			Transition	Circular	Total				
		Easting	Northing				Ls	Lc	L				
596	46+475	627438.728	2697760.856	33d 35m 59.9s	100	Right		58.643	58.643	30.192	4.458	20	NC
597	46+532	627385.306	2697783.676	76d 14m 16s	30	Left	15	24.918	54.918	31.284	8.530	20	5.00%
598	46+576	627352.856	2697753.644	33d 43m 14.6s	80	Right	15	32.083	62.083	31.781	3.716	30	5.00%
599	46+619	627315.503	2697730.798	74d 50m 30s	30	Left	15	24.187	54.187	30.693	8.168	30	5.00%
600	46+700	627323.279	2697647.480	48d 49m 25.7s	110	Right	15	78.735	108.735	57.464	10.893	30	3.60%
601	46+789	627272.722	2697571.329	57d 14m 55.7s	50	Left	20	29.959	69.959	37.470	7.342	30	5.00%
602	46+849	627287.858	2697513.658	16d 20m 20.7s	170	Right		48.479	48.479	24.405	1.743	30	NC
603	46+880	627289.272	2697482.477	2d 35m 59.6s	300	Left		13.613	13.613	6.808	0.077	30	NC
604	46+920	627288.843	2697441.843	54d 9m 33.9s	50	Right	20	27.263	67.263	35.734	6.531	30	5.00%
605	46+994	627242.236	2697384.217	83d 42m 32.9s	35	Left	30	21.135	81.135	47.313	13.428	30	5.00%
606	47+061	627270.840	2697323.990	36d 5m 22.8s	60	Right	15	22.793	52.793	27.098	3.268	25	4.60%
607	47+112	627273.478	2697273.495	31d 33m 23.8s	60	Left	15	18.046	48.046	24.498	2.512	25	4.60%
608	47+174	627297.135	2697215.997	73d 5m 6.2s	40	Right	25	26.023	76.023	42.627	10.598	25	5.00%
609	47+257	627247.511	2697145.682	71d 55m 3.6s	60	Left	15	60.312	90.312	51.140	14.318	25	4.60%
610	47+334	627278.603	2697072.381	49d 27m 31.9s	50	Right	20	23.161	63.161	33.182	5.415	25	5.00%
611	47+390	627264.069	2697017.326	33d 47m 35s	60	Left	15	20.388	50.388	25.773	2.870	25	4.60%
612	47+452	627271.933	2696955.624	37d 42m 55.9s	50	Right		32.913	32.913	17.078	2.836	25	5.00%
613	47+540	627214.917	2696878.158	106d 4m 13.9s	50	Left	20	72.564	112.564	76.880	33.704	30	5.00%
614	47+643	627303.216	2696807.675	98d 8m 15.5s	40	Right	25	43.513	93.513	59.377	22.048	30	5.00%
615	47+724	627267.275	2696732.942	62d 13m 39s	40	Left	25	18.443	68.443	37.036	7.482	30	5.00%
616	47+822	627302.520	2696637.402	64d 17m 11.2s	100	Right	15	97.201	127.201	70.394	18.213	30	4.00%
617	47+927	627241.688	2696544.343	73d 24m 22.3s	50	Left	20	44.059	84.059	47.522	12.780	30	5.00%
618	48+017	627289.217	2696465.685	31d 57m 30.9s	170	Right		94.823	94.823	48.680	6.833	30	NC
619	48+128	627299.910	2696348.355	68d 28m 45.5s	95	Left	15	98.543	128.543	72.225	20.035	30	4.20%
620	48+233	627401.575	2696305.120	61d 42m 20.3s	60	Right	15	49.618	79.618	43.436	10.072	25	4.60%
621	48+287	627414.798	2696251.001	9d 44m 3.2s	170	Left		28.882	28.882	14.476	0.615	25	NC

Sl. No.	Horizontal Intersection Point				Radius (m)	Direction of Curve	Curve Length (m)			Tangent Length, Ts (m)	Apex Distance, Es (m)	Design Speed (Kmph)	Superelevation (%)
	Chainage (Km)	Co-ordinates (m)		Deflection Angle (Deg. Min. Sec)			Transition	Circular	Total				
		Easting	Northing				Ls	Lc	L				
622	48+325	627427.512	2696214.984	15d 53m 10s	170	Right		47.135	47.135	23.720	1.647	25	NC
623	48+376	627432.978	2696163.500	39d 0m 38.8s	60	Left	15	25.852	55.852	28.809	3.819	25	4.60%
624	48+441	627473.412	2696110.925	56d 43m 35.9s	60	Right	15	44.404	74.404	39.977	8.363	25	4.60%
625	48+491	627464.560	2696061.419	13d 11m 48.9s	170	Left	15	24.156	54.156	27.171	1.189	40	4.20%
626	48+547	627454.648	2696004.175	60d 8m 18.5s	70	Right	15	58.473	88.473	48.105	11.040	30	5.00%
627	48+705	627275.996	2695906.915	129d 48m 18.8s	70	Left	15	143.587	173.587	157.238	95.349	30	5.00%
628	48+855	627445.663	2695770.302	185d 2m 25.9s	30	Right	30	66.887	126.887	-694.979	-740.666	30	5.00%
629	48+975	627300.304	2695808.610	74d 32m 49.3s	55	Left		71.560	71.560	41.859	14.117	30	5.00%
630	49+051	627253.534	2695740.346	35d 5m 9.7s	60	Right	15	21.742	51.742	26.517	3.091	30	5.00%
631	49+118	627196.181	2695703.313	48d 23m 51.9s	50	Left		42.235	42.235	22.470	4.817	30	5.00%
632	49+167	627196.205	2695653.455	13d 28m 10.4s	170	Right	15	24.965	54.965	27.582	1.237	40	4.20%
633	49+203	627195.358	2695617.301	26d 26m 28.3s	70	Left	15	17.304	47.304	23.976	2.043	40	5.00%
634	49+251	627212.051	2695571.859	13d 9m 55.5s	150	Right	15	19.467	49.467	24.817	1.058	40	4.70%
635	49+332	627237.488	2695486.802	106d 3m 20.3s	50	Left	20	72.551	112.551	76.862	33.690	30	5.00%
636	49+429	627337.931	2695514.267	82d 39m 29.4s	35	Right	30	20.493	80.493	46.722	13.036	30	5.00%
637	49+497	627384.092	2695464.432	41d 23m 33.9s	50	Left	20	16.122	56.122	29.016	3.806	30	5.00%
638	49+554	627437.073	2695444.160	40d 5m 13.2s	60	Right	15	26.979	56.979	29.447	4.035	25	4.60%
639	49+602	627466.274	2695405.520	2d 16m 1.5s	1000	Left		39.568	39.568	19.787	0.196	25	NC
640	49+652	627493.969	2695363.975	42d 47m 39.2s	60	Right	15	29.814	59.814	31.071	4.610	25	4.60%
641	49+692	627492.132	2695323.787	5d 45m 58.5s	200	Left		20.128	20.128	10.073	0.253	25	NC
642	49+722	627491.895	2695293.148	13d 47m 48.6s	170	Right		40.936	40.936	20.567	1.240	25	NC
643	49+764	627481.459	2695252.031	14d 39m 0.7s	170	Left		43.468	43.468	21.853	1.399	25	NC
644	49+829	627481.926	2695186.591	28d 45m 42.5s	170	Right		85.338	85.338	43.588	5.499	25	NC
645	49+933	627442.423	2695074.662	140d 2m 11.8s	40	Left	25	72.764	122.764	124.299	78.960	30	5.00%
646	50+038	627562.103	2695092.890	90d 5m 56.6s	40	Right	25	37.901	87.901	53.221	17.539	30	5.00%
647	50+105	627596.416	2695034.610	28d 48m 47.1s	60	Left	15	15.173	45.173	22.953	2.109	30	5.00%

Sl. No.	Horizontal Intersection Point				Radius (m)	Direction of Curve	Curve Length (m)			Tangent Length, Ts (m)	Apex Distance, Es (m)	Design Speed (Kmph)	Superelevation (%)
	Chainage (Km)	Co-ordinates (m)		Deflection Angle (Deg. Min. Sec)			Transition	Circular	Total				
		Easting	Northing				Ls	Lc	L				
648	50+175	627643.710	2694980.052	100d 5m 44.6s	40	Right	25	44.880	94.880	61.028	23.305	30	5.00%
649	50+268	627588.045	2694902.238	116d 9m 6.9s	30	Left	30	30.817	90.817	65.158	29.097	30	5.00%
650	50+342	627648.581	2694858.199	43d 51m 44s	50	Right	20	18.277	58.277	30.266	4.260	30	5.00%
651	50+394	627672.702	2694812.074	25d 13m 3s	70	Left	15	15.809	45.809	23.188	1.867	30	5.00%
652	50+451	627712.442	2694769.973	51d 13m 58.6s	60	Right	15	38.651	68.651	36.343	6.714	30	5.00%
653	50+513	627711.809	2694707.103	18d 40m 31.4s	170	Left		55.411	55.411	27.953	2.283	30	NC
654	50+567	627724.490	2694655.010	25d 58m 45.6s	80	Right	15	21.274	51.274	25.981	2.221	30	5.00%
655	50+621	627718.877	2694600.672	43d 26m 42.4s	50	Left	20	17.913	57.913	30.053	4.181	30	5.00%
656	50+667	627740.929	2694560.560	11d 20m 12.5s	170	Right		33.637	33.637	16.874	0.835	30	NC
657	50+693	627750.228	2694536.810	5d 48m 48.6s	170	Left		17.249	17.249	8.632	0.219	30	NC
658	50+744	627771.965	2694488.937	40d 54m 39.3s	100	Right	15	56.403	86.403	44.835	6.830	30	4.00%
659	50+817	627759.460	2694416.821	41d 5m 26.2s	60	Left	15	28.030	58.030	30.046	4.242	25	4.60%
660	50+876	627783.234	2694362.393	25d 51m 4.6s	100	Right	15	30.119	60.119	30.472	2.696	30	4.00%
661	50+926	627786.096	2694311.633	13d 52m 50.7s	170	Left		41.185	41.185	20.694	1.255	30	NC
662	51+008	627808.464	2694230.452	40d 58m 17.5s	170	Right		121.565	121.565	63.512	11.477	30	NC
663	51+080	627775.981	2694162.553	7d 54m 45.2s	170	Left		23.477	23.477	11.757	0.406	30	NC
664	51+116	627763.693	2694128.915	27d 4m 49.6s	70	Right	15	18.085	48.085	24.390	2.139	30	5.00%
665	51+163	627732.647	2694093.726	21d 59m 1.2s	80	Left	15	15.695	45.695	23.061	1.614	30	5.00%
666	51+208	627712.569	2694053.017	28d 41m 34s	60	Right	15	15.047	45.047	22.886	2.093	25	4.60%
667	51+268	627668.720	2694011.631	55d 56m 47.3s	60	Left	15	43.587	73.587	39.450	8.114	25	4.60%
668	51+335	627667.187	2693943.526	46d 32m 45.4s	50	Right	20	20.619	60.619	31.649	4.792	25	5.00%
669	51+394	627633.521	2693893.741	81d 29m 16.7s	30	Left	15	27.667	57.667	33.613	10.009	25	5.00%
670	51+447	627660.900	2693847.046	63d 46m 12.7s	30	Right	15	18.390	48.390	26.357	5.699	25	5.00%
671	51+497	627641.998	2693796.506	86d 0m 26.4s	45	Left	15	52.550	82.550	49.663	16.818	25	5.00%
672	51+570	627695.769	2693740.018	92d 0m 13.2s	30	Right	15	33.173	63.173	38.892	13.638	25	5.00%
673	51+623	627665.128	2693694.246	24d 44m 16.9s	100	Left		43.176	43.176	21.930	2.376	20	NC

Sl. No.	Horizontal Intersection Point				Radius (m)	Direction of Curve	Curve Length (m)			Tangent Length, Ts (m)	Apex Distance, Es (m)	Design Speed (Kmph)	Superelevation (%)
	Chainage (Km)	Co-ordinates (m)		Deflection Angle (Deg. Min. Sec)			Transition	Circular	Total				
		Easting	Northing				Ls	Lc	L				
674	51+686	627648.569	2693633.006	34d 28m 16.6s	80	Left		48.131	48.131	24.819	3.761	20	NC
675	51+720	627660.056	2693600.281	14d 3m 27.1s	80	Right		19.628	19.628	9.864	0.606	20	NC
676	51+743	627662.206	2693577.025	19d 8m 40.8s	80	Left		26.731	26.731	13.491	1.130	20	NC
677	51+778	627676.855	2693544.773	30d 39m 45.2s	80	Right		42.813	42.813	21.932	2.952	20	NC
678	51+837	627670.087	2693482.817	43d 59m 21.9s	100	Left		76.776	76.776	40.392	7.849	20	NC
679	51+892	627704.646	2693438.192	22d 41m 20.9s	80	Right		31.680	31.680	16.050	1.594	20	NC
680	51+936	627718.920	2693395.908	47d 47m 13.1s	50	Left	15	26.702	56.702	29.733	4.892	20	3.60%
681	52+000	627776.895	2693363.042	50d 55m 30.7s	80	Right		71.105	71.105	38.094	8.607	20	NC
682	52+062	627790.615	2693298.097	38d 56m 35.6s	80	Left		54.375	54.375	28.285	4.853	20	NC
683	52+107	627826.013	2693269.300	24d 28m 8s	80	Right		34.165	34.165	17.347	1.859	20	NC
684	52+154	627847.698	2693225.623	42d 52m 53.7s	80	Left		59.874	59.874	31.417	5.948	20	NC
685	52+209	627901.418	2693205.307	36d 1m 47s	80	Right		50.307	50.307	26.017	4.124	20	NC
686	52+268	627934.819	2693154.372	32d 25m 32.1s	120	Left		67.912	67.912	34.892	4.970	20	NC
687	52+340	627998.660	2693108.283	162d 0m 55s	20	Right	20	36.554	76.554	141.650	113.288	20	5.00%
688	52+386	627947.344	2693098.178	1d 56m 27.3s	450	Left		15.244	15.244	7.623	0.065	20	NC
689	52+414	627918.630	2693100.385	29d 39m 7.2s	80	Right		41.402	41.402	21.176	2.755	20	NC
690	52+461	627877.566	2693123.309	69d 20m 1s	30	Left	15	21.303	51.303	28.463	6.855	20	5.00%
691	52+525	627821.250	2693088.351	37d 16m 56.5s	120	Right		78.084	78.084	40.481	6.644	20	NC
692	52+605	627732.670	2693081.784	125d 44m 42.5s	30	Left	15	50.840	80.840	66.666	36.479	20	5.00%
693	52+727	627789.273	2692964.790	112d 27m 36.6s	20	Right	20	19.256	59.256	41.156	17.480	20	5.00%
694	52+820	627690.485	2692936.627	72d 47m 29.1s	100	Left		127.045	127.045	73.715	24.233	20	NC
695	52+899	627681.306	2692848.134	21d 35m 20.6s	80	Right		30.144	30.144	15.253	1.441	20	NC
696	52+947	627662.484	2692803.271	53d 18m 41.2s	50	Left	20	26.523	66.523	35.266	6.319	30	5.00%
697	53+008	627682.714	2692745.582	40d 31m 60s	50	Right	20	15.372	55.372	28.586	3.655	30	5.00%
698	53+049	627675.133	2692705.468	8d 53m 12.9s	170	Left		26.368	26.368	13.210	0.513	30	NC
699	53+085	627670.205	2692669.447	22d 24m 40.5s	80	Right	15	16.292	46.292	23.372	1.674	30	5.00%

Sl. No.	Horizontal Intersection Point				Radius (m)	Direction of Curve	Curve Length (m)			Tangent Length, Ts (m)	Apex Distance, Es (m)	Design Speed (Kmph)	Superelevation (%)
	Chainage (Km)	Co-ordinates (m)		Deflection Angle (Deg. Min. Sec)			Transition	Circular	Total				
		Easting	Northing				Ls	Lc	L				
700	53+136	627649.616	2692623.039	36d 45m 39.5s	55	Left	20	15.288	55.288	28.376	3.276	30	5.00%
701	53+195	627653.456	2692564.629	37d 56m 16.8s	70	Right	15	31.350	61.350	31.607	4.161	30	5.00%
702	53+254	627628.732	2692509.755	44d 9m 20s	50	Left	20	18.533	58.533	30.416	4.316	30	5.00%
703	53+324	627638.040	2692439.772	69d 21m 35.9s	50	Right	20	40.528	80.528	44.826	11.207	30	5.00%
704	53+404	627579.147	2692383.006	70d 22m 14.4s	45	Left	25	30.269	80.269	44.635	10.768	30	5.00%
705	53+481	627589.037	2692305.764	61d 32m 37.3s	50	Right	20	33.707	73.707	39.971	8.581	30	5.00%
706	53+553	627542.006	2692251.179	25d 49m 42.5s	120	Left	15	39.095	69.095	35.033	3.194	30	3.30%
707	53+598	627524.923	2692208.714	7d 27m 0.5s	170	Right		22.105	22.105	11.068	0.360	30	NC
708	53+650	627505.770	2692159.430	70d 26m 59.1s	50	Left	20	41.479	81.479	45.539	11.615	30	5.00%
709	53+717	627545.960	2692105.125	34d 36m 20.5s	60	Right	15	21.239	51.239	26.240	3.008	30	5.00%
710	53+746	627552.208	2692076.298	2d 33m 55.8s	170	Left		7.612	7.612	3.807	0.043	30	NC
711	53+820	627562.579	2691996.672	71d 47m 33.9s	100	Right	15	110.302	140.302	79.946	23.561	30	4.00%
712	53+920	627474.354	2691937.979	44d 36m 37.8s	50	Left	20	18.930	58.930	30.649	4.404	30	5.00%
713	53+983	627449.565	2691879.248	54d 59m 33s	50	Right	20	27.990	67.990	36.198	6.743	30	5.00%
714	54+146	627297.498	2691819.318	47d 50m 60s	50	Left	20	21.757	61.757	32.331	5.065	30	5.00%
715	54+197	627274.225	2691774.291	13d 17m 34.6s	170	Right		39.441	39.441	19.809	1.150	30	NC
716	54+242	627248.556	2691736.993	29d 21m 50.7s	70	Left	15	20.875	50.875	25.876	2.501	30	5.00%
717	54+288	627241.123	2691691.866	13d 35m 49.1s	170	Right		40.343	40.343	20.267	1.204	30	NC
718	54+321	627229.295	2691660.844	8d 42m 6.8s	170	Left		25.819	25.819	12.934	0.491	30	NC
719	54+369	627214.779	2691614.626	57d 46m 37.4s	50	Right	20	30.420	70.420	37.772	7.487	30	5.00%
720	54+436	627154.874	2691584.124	26d 25m 54.1s	50	Left		23.066	23.066	11.742	1.360	30	5.00%
721	54+492	627133.123	2691532.444	13d 10m 20.3s	170	Right		39.083	39.083	19.628	1.129	30	NC
722	54+552	627101.735	2691480.004	25d 57m 32.9s	180	Left		81.553	81.553	41.489	4.720	30	NC
723	54+653	627092.906	2691377.934	22d 58m 23.9s	300	Right		120.288	120.288	60.963	6.131	30	NC
724	54+742	627050.666	2691298.213	19d 31m 46s	170	Left		57.945	57.945	29.256	2.499	30	NC
725	54+808	627040.881	2691231.848	25d 5m 19.7s	170	Right		74.440	74.440	37.826	4.157	30	NC

Sl. No.	Horizontal Intersection Point				Radius (m)	Direction of Curve	Curve Length (m)			Tangent Length, Ts (m)	Apex Distance, Es (m)	Design Speed (Kmph)	Superelevation (%)
	Chainage (Km)	Co-ordinates (m)		Deflection Angle (Deg. Min. Sec)			Transition	Circular	Total				
		Easting	Northing				Ls	Lc	L				
726	54+892	627006.397	2691154.512	121d 16m 13.2s	30	Left	30	33.497	93.497	70.539	33.728	30	5.00%
727	55+001	627119.750	2691130.740	78d 31m 0.1s	80	Right	15	94.630	124.630	72.978	23.470	30	5.00%
728	55+079	627138.730	2691048.659	10d 28m 33.7s	170	Left		31.083	31.083	15.585	0.713	30	NC
729	55+132	627151.090	2690996.829	64d 12m 43.3s	45	Right	25	25.432	75.432	41.098	8.808	30	5.00%
730	55+212	627101.132	2690933.067	49d 39m 42.6s	80	Left	15	54.341	84.341	44.572	8.278	30	5.00%
731	55+285	627102.140	2690859.107	43d 46m 2.2s	60	Right	15	30.833	60.833	31.663	4.828	30	5.00%
732	55+333	627074.221	2690819.934	11d 41m 55.6s	170	Left		34.711	34.711	17.416	0.890	30	NC
733	55+369	627057.848	2690787.610	12d 37m 57.7s	170	Right		37.482	37.482	18.817	1.038	30	NC
734	55+429	627023.679	2690737.053	71d 17m 14.7s	50	Left	20	42.210	82.210	46.093	11.937	30	5.00%
735	55+536	627077.402	2690639.384	51d 8m 59.9s	170	Right	20	131.765	171.765	91.406	18.574	40	4.20%
736	55+633	627058.957	2690540.526	48d 38m 22.3s	50	Left	20	22.446	62.446	32.747	5.235	30	5.00%
737	55+696	627090.268	2690484.786	51d 28m 3.6s	50	Right	20	24.914	64.914	34.260	5.875	30	5.00%
738	55+764	627080.265	2690417.639	57d 7m 26s	50	Left	20	29.850	69.850	37.399	7.308	30	5.00%
739	55+847	627125.191	2690344.760	101d 27m 18.2s	40	Right	25	45.829	95.829	62.215	24.219	30	5.00%
740	55+906	627078.110	2690305.162	7d 36m 34.4s	170	Left		22.578	22.578	11.306	0.376	30	NC
741	55+936	627054.234	2690286.621	12d 42m 12.5s	170	Right		37.692	37.692	18.924	1.050	30	NC
742	56+041	626963.579	2690234.954	80d 14m 7.3s	35	Left	30	19.013	79.013	45.394	12.169	30	5.00%
743	56+167	626988.784	2690111.972	13d 22m 45.9s	200	Right		46.703	46.703	23.458	1.371	30	NC
744	56+276	626990.540	2690002.978	34d 8m 38.4s	80	Right	15	32.674	62.674	32.104	3.810	30	5.00%
745	56+360	626947.539	2689930.793	14d 6m 23.6s	170	Right		41.855	41.855	21.034	1.296	30	NC
746	56+409	626913.813	2689895.434	38d 35m 53.7s	60	Left	15	25.420	55.420	28.565	3.738	30	5.00%
747	56+469	626901.928	2689835.679	26d 28m 38.7s	110	Right	15	35.833	65.833	33.399	3.091	30	3.60%
748	56+533	626869.171	2689781.146	32d 46m 26s	80	Left	15	30.761	60.761	31.060	3.509	30	5.00%
749	56+584	626865.019	2689730.080	18d 53m 25.5s	80	Right	15	11.376	41.376	20.828	1.218	30	5.00%
750	56+672	626834.080	2689643.379	45d 33m 34.5s	170	Left		135.178	135.178	71.391	14.382	30	NC
751	56+788	626883.448	2689533.167	39d 10m 21.5s	120	Right	15	67.043	97.043	50.226	7.453	30	3.30%

Sl. No.	Horizontal Intersection Point				Radius (m)	Direction of Curve	Curve Length (m)			Tangent Length, Ts (m)	Apex Distance, Es (m)	Design Speed (Kmph)	Superelevation (%)
	Chainage (Km)	Co-ordinates (m)		Deflection Angle (Deg. Min. Sec)			Transition	Circular	Total				
		Easting	Northing				Ls	Lc	L				
752	56+868	626868.382	2689453.404	34d 26m 38.7s	80	Left	15	33.093	63.093	32.334	3.878	30	5.00%
753	56+933	626887.222	2689391.192	36d 27m 23.7s	80	Right	15	35.903	65.903	33.885	4.350	30	5.00%
754	57+018	626869.181	2689304.271	64d 31m 7.1s	80	Left	15	75.085	105.085	58.068	14.741	30	5.00%
755	57+091	626923.373	2689250.861	13d 48m 52.9s	170	Right		40.989	40.989	20.594	1.243	30	NC
756	57+120	626939.959	2689227.011	2d 46m 4.9s	350	Left		16.909	16.909	8.456	0.102	30	NC
757	57+168	626963.407	2689184.461	78d 19m 34.3s	40	Right	25	29.682	79.682	45.611	12.429	30	5.00%
758	57+245	626922.308	2689118.907	23d 10m 16.9s	60	Left		24.265	24.265	12.301	1.248	20	3.00%
759	57+310	626916.930	2689051.780	77d 32m 11.3s	45	Right	15	45.897	75.897	43.807	12.983	20	4.00%
760	57+385	626845.161	2689014.451	152d 58m 5.8s	20	Left	20	33.396	73.396	96.671	69.140	20	5.00%
761	57+449	626903.828	2688979.550	98d 43m 24.6s	20	Right	20	14.461	54.461	34.274	11.988	20	5.00%
762	57+500	626894.969	2688929.193	63d 3m 55.7s	30	Left	15	18.021	48.021	26.099	5.564	20	5.00%
763	57+540	626918.752	2688896.756	9d 14m 10.9s	200	Right		32.241	32.241	16.156	0.651	20	NC
764	57+592	626957.324	2688858.814	88d 4m 9.6s	20	Left		30.742	30.742	19.337	7.820	20	5.00%
765	57+689	627061.828	2689214.728	190d 41m 42.8s	30.022	Right		99.921	99.921	-320.730	-352.154	20	5.00%
766	57+822	626971.236	2688803.083	107d 26m 34.1s	65	Left	15	106.890	136.890	96.253	45.094	25	4.30%
767	57+918	627070.552	2688750.329	33d 6m 6.1s	120	Right	15	54.328	84.328	43.185	5.268	30	3.30%
768	57+970	627107.099	2688711.972	50d 54m 16s	40	Left	15	20.538	50.538	26.650	4.559	20	4.40%
769	58+082	627238.807	2688684.837	193d 59m 52s	20	Right	20	47.718	87.718	-159.701	-190.975	20	5.00%
770	58+162	627129.964	2688667.023	152d 7m 54.3s	20	Left	20	33.104	73.104	93.969	66.515	20	5.00%
771	58+210	627159.218	2688624.040	16d 25m 41.3s	80	Right		22.938	22.938	11.548	0.829	20	NC
772	58+244	627179.682	2688597.397	47d 44m 19.8s	35	Left	15	14.162	44.162	23.106	3.566	20	5.00%
773	58+305	627244.295	2688575.204	121d 20m 48.2s	30	Right	15	48.537	78.537	61.457	31.889	20	5.00%
774	58+382	627199.440	2688501.969	69d 51m 42.8s	50	Left	15	45.966	75.966	42.552	11.216	25	5.00%
775	58+448.938	627226.613	2688438.715	48d 54m 44.1s	50	Right	15	27.684	57.684	30.325	5.134	25	5.00%

Appendix-7.5.6 (a) : Horizontal Alignment Report Km-330 to 430-MAIN LINK

SL No.	HIP Chainage	HIP Easting	HIP Northing	In Spiral		Length of Spiral	Curve				Out Spiral		Length of Spiral	Distance between curves	Design Speed, kmph	Land Use	Remarks
				Start of Spiral	End of Spiral		Start of curve Chainage	End of Curve Chainage	Radius	Length of Curve	Start of Spiral	End of Spiral					
1	330024	594592.385	2734799.621	--	--	--	329+933	330+115	2500	182	--	--	--	100		Built Up	4-lane with PS & Service Road
2	330518	594724.222	2734324.06	--	--	--	330+439	330+597	4000	158	--	--	--	323	100	Built Up	4-lane with PS & Service Road
3	330766	594780.948	2734082.75	--	--	--	330+704	330+827	2500	123	--	--	--	107	100	Built Up	4-lane with PS & Service Road
4	331160	594889.969	2733703.923	--	--	--	331+144	331+176	5000	32	--	--	--	317	100	Built Up	4-lane with PS & Service Road
5	331902	595099.808	2732991.897	--	--	--	331+885	331+919	3000	34	--	--	--	709	100	Built Up	4-lane with PS & Service Road
6	332063	595143.609	2732836.775	--	--	--	332+045	332+081	2000	36	--	--	--	126	100	Built Up	4-lane with PS & Service Road
7	332298	595211.485	2732612.137	--	--	--	332+278	332+318	4000	39	--	--	--	197	100	Built Up	4-lane with PS & Service Road
8	332419	595245.382	2732495.837	--	--	--	332+403	332+435	3000	32	--	--	--	86	100	Built Up	4-lane with PS & Service Road
9	332768	595346.529	2732161.957	--	--	--	332+674	332+862	8500	188	--	--	--	239	100	Built Up	4-lane with PS & Service Road
10	333646	595582.467	2731316.191	--	--	--	333+623	333+669	2500	45	--	--	--	762	100	Built Up	4-lane with PS & Service Road
11	333834	595636.394	2731135.539	--	--	--	333+819	333+850	10000	32	--	--	--	150	80	Built Up	4-lane with PS & Service Road
12	334081	595706.251	2730898.784	--	--	--	334+066	334+097	3000	31	--	--	--	216	80	Built Up	4-lane with PS & Service Road
13	334360	595782.301	2730630.928	--	--	--	334+344	334+375	2000	31	--	--	--	247	80	Built Up	4-lane with PS & Service Road
14	334811	595922.279	2730199.616	334+666	334+721	55	334+721	334+901	310	180	334+901	334+956	55	346	65	Built Up	4-lane with PS & Service Road
15	335065	596135.117	2730054.311	334+956	335+016	60	335+016	335+115	210	99	335+115	335+175	60	115	65	Built Up	4-lane with PS & Service Road
16	335316	596224.464	2729817.337	335+175	335+230	55	335+230	335+403	380	173	335+403	335+458	55	115	65	Built Up	4-lane with PS & Service Road
17	335717	596544.447	2729518.854	335+458	335+513	55	335+513	335+921	310	408	335+921	335+976	55	110	65	Built Up	4-lane with PS & Service Road
18	336123	596327.883	2729129.182	335+976	336+046	70	336+046	336+199	180	153	336+199	336+269	70	125	65	Built Up	4-lane with PS & Service Road
19	336673	596634.862	2728667.306	336+553	336+608	55	336+608	336+737	310	129	336+737	336+792	55	409	65	Built Up	4-lane with PS & Service Road
20	336982	596674.459	2728344.54	336+792	336+847	55	336+847	337+117	250	270	337+117	337+172	55	110	65	Built Up	4-lane with PS & Service Road
21	337373	597064.123	2728234.979	--	--	--	337+323	337+422	800	99	--	--	--	206	65	Built Up	4-lane with PS & Service Road
22	338192	597832.721	2727952.599	--	--	--	338+166	338+217	3500	51	--	--	--	744	65	Built Up	4-lane with PS & Service Road
23	338416	598042.613	2727872.028	--	--	--	338+388	338+445	2000	58	--	--	--	171	65	Built Up	4-lane with PS & Service Road
24	338706	598315.74	2727776.105	--	--	--	338+690	338+722	4000	32	--	--	--	244	65	Built Up	4-lane with PS & Service Road
25	339171	598754.215	2727619.763	339+082	339+122	40	339+122	339+220	800	98	339+220	339+260	40	400	65	Built Up	4-lane with PS & Service Road
26	339406	598984.453	2727573.17	339+329	339+384	55	339+384	339+428	240	44	339+428	339+483	55	164	65	Built Up	4-lane with PS & Service Road
27	339550	599108.21	2727499.666	339+483	339+538	55	339+538	339+562	310	24	339+562	339+617	55	110	65	Built Up	4-lane with PS & Service Road
28	339716	599261.361	2727435.35	339+617	339+677	60	339+677	339+755	220	78	339+755	339+815	60	115	65	Built Up	4-lane with PS & Service Road
29	340375	599645.811	2726899.976	--	--	--	340+359	340+392	3500	34	--	--	--	603	80	Built Up	4-lane with PS & Service Road
30	340512	599725.342	2726788.602	--	--	--	340+498	340+526	10000	28	--	--	--	106	80	Built Up	4-lane with PS & Service Road
31	340967	599988.354	2726418.059	--	--	--	340+947	340+986	3000	39	--	--	--	421	80	Built Up	4-lane with PS & Service Road
32	341523	600313.891	2725966.879	341+444	341+499	55	341+499	341+547	400	48	341+547	341+602	55	513	80	Built Up	4-lane with PS & Service Road
33	341757	600402.026	2725750.084	--	--	--	341+686	341+828	800	142	--	--	--	139	65	Built Up	4-lane with PS & Service Road
34	342045	600559.989	2725507.702	341+925	341+980	55	341+980	342+110	310	129	342+110	342+165	55	152	65	Built Up	4-lane with PS & Service Road
35	342263	600753.668	2725406.175	342+165	342+220	55	342+220	342+306	310	86	342+306	342+361	55	110	65	Built Up	4-lane with PS & Service Road
36	342532	600930.505	2725203.509	342+457	342+497	40	342+497	342+567	900	70	342+567	342+607	40	191	80	Built Up	4-lane with PS & Service Road
37	343435	601587.775	2724583.335	--	--	--	343+418	343+453	5000	35	--	--	--	851	80	Built Up	4-lane with PS & Service Road
38	343758	601821.206	2724360.527	--	--	--	343+739	343+777	2000	37	--	--	--	287	80	Built Up	4-lane with PS & Service Road
39	344084	602061.18	2724139.89	--	--	--	344+018	344+150	2000	133	--	--	--	241	80	Built Up	4-lane with PS & Service Road
40	344560	602389.789	2723794.896	--	--	--	344+520	344+601	2000	81	--	--	--	370	100	Built Up	4-lane with PS & Service Road
41	345130	602765.385	2723367.163	--	--	--	345+111	345+149	4000	38	--	--	--	510	100	Built Up	4-lane with PS & Service Road
42	345484	602996.603	2723098.721	--	--	--	345+468	345+500	8000	32	--	--	--	319	100	Built Up	4-lane with PS & Service Road
43	345862	603244.487	2722813.238	--	--	--	345+848	345+876	12000	28	--	--	--	348	100	Built Up	4-lane with PS & Service Road
44	346328	603549.266	2722460.586	--	--	--	346+309	346+347	3000	39	--	--	--	433	100	Built Up	4-lane with PS & Service Road
45	346705	603792.029	2722172.237	--	--	--	346+690	346+720	8000	31	--	--	--	342	100	Built Up	4-lane with PS & Service Road
46	346960	603955.454	2721976.593	--	--	--	346+946	346+974	12000	28	--	--	--	225	100	Built Up	4-lane with PS & Service Road
47	347608	604372.317	2721479.948	--	--	--	347+582	347+634	2000	52	--	--	--	608	100	Built Up	4-lane with PS & Service Road
48	347839	604525.177	2721307.182	--	--	--	347+796	347+882	2000	86	--	--	--	162	100	Built Up	4-lane with PS & Service Road
49	348110	604695.603	2721097.004	--	--	--	348+062	348+158	2000	96	--	--	--	180	100	Built Up	4-lane with PS & Service Road
50	348598	605005.771	2720715.946	348+367	348+482	115	348+482	348+715	400	232	348+715	348+830	115	325	100	Built Up	4-lane with PS & Service Road
51	349032	604967.7	2720281.616	--	--	--	349+011	349+053	5000	42	--	--	--	296	100	Built Up	4-lane with PS & Service Road
52	349446	604913.6	2719870.831	--	--	--	349+422	349+471	2000	50	--	--	--	368	100	Built Up	4-lane with PS & Service Road
53	349736	604882.856	2719582.348	--	--	--	349+711	349+762	2000	51	--	--	--	240	100	Built Up	4-lane with PS & Service Road
54	349884	604863.508	2719436.333	--	--	--	349+860	349+908	2000	48	--	--	--	98	100	Built Up	4-lane with PS & Service Road
55	350135	604824.522	2719188.325	--	--	--	350+107	350+162	2000	55	--	--	--	199	100	Built Up	4-lane with PS & Service Road
56	350654	604757.998	2718673.686	--	--	--	350+630	350+678	10000	48	--	--	--	468	100	Built Up	4-lane with PS & Service Road
57	351199	604690.712	2718132.839	--	--	--	351+177	351+221	10000	44	--	--	--	499	100	Built Up	4-lane with PS & Service Road
58	352381	604539.546	2716960.013	--	--	--	352+363	352+400	10000	37	--	--	--	1142	100	Built Up	4-lane with PS & Service Road

Appendix-7.5.6 (a) : Horizontal Alignment Report Km-330 to 430-MAIN LINK

SL No.	HIP Chainage	HIP Easting	HIP Northing	In Spiral		Length of Spiral	Curve				Out Spiral		Length of Spiral	Distance between curves	Design Speed, kmph	Land Use	Remarks
				Start of Spiral	End of Spiral		Start of curve Chainage	End of Curve Chainage	Radius	Length of Curve	Start of Spiral	End of Spiral					
59	352538	604518.975	2716804.93	--	--	--	352+507	352+568	2000	60	--	--	--	108	100	Built Up	4-lane with PS & Service Road
60	352781	604494.305	2716563.097	--	--	--	352+756	352+806	2000	50	--	--	--	188	100	Built Up	4-lane with PS & Service Road
61	352939	604474.358	2716406.59	--	--	--	352+917	352+960	2000	43	--	--	--	111	100	Built Up	4-lane with PS & Service Road
62	353241	604429.638	2716107.136	--	--	--	353+220	353+263	2000	43	--	--	--	260	100	Built Up	4-lane with PS & Service Road
63	353669	604375.526	2715682.576	--	--	--	353+612	353+727	5000	115	--	--	--	349	100	Built Up	4-lane with PS & Service Road
64	353791	604357.395	2715562.502	--	--	--	353+727	353+854	5000	127	--	--	--	0	100	Built Up	4-lane with PS & Service Road
65	354309	604293.155	2715048.665	--	--	--	354+292	354+325	12000	33	--	--	--	438	100	Built Up	4-lane with PS & Service Road
66	355117	604188.26	2714247.01	355+012	355+072	60	355+072	355+162	800	90	355+162	355+222	60	747	100	Built Up	4-lane with PS & Service Road
67	355447	604088.434	2713932.465	--	--	--	355+415	355+479	4000	64	--	--	--	253	100	Built Up	4-lane with PS & Service Road
68	355945	603926.802	2713461.736	--	--	--	355+921	355+968	10000	47	--	--	--	442	100	Built Up	4-lane with PS & Service Road
69	356486	603753.549	2712949.358	--	--	--	356+468	356+503	8000	35	--	--	--	500	100	Built Up	4-lane with PS & Service Road
70	357294	603494.386	2712184.021	357+169	357+239	70	357+239	357+348	700	110	357+348	357+418	70	736	100	Built Up	4-lane with PS & Service Road
71	357735	603256.251	2711811.885	--	--	--	357+720	357+750	5000	30	--	--	--	372	100	Built Up	4-lane with PS & Service Road
72	358781	602696.535	2710928.158	358+611	358+691	80	358+691	358+871	600	180	358+871	358+951	80	941	100	Built Up	4-lane with PS & Service Road
73	359182	602633.257	2710531.655	--	--	--	359+153	359+211	2000	58	--	--	--	282	100	Built Up	4-lane with PS & Service Road
74	359658	602581.031	2710058.079	--	--	--	359+624	359+692	4000	68	--	--	--	413	100	Built Up	4-lane with PS & Service Road
75	359965	602542.226	2709753.856	--	--	--	359+914	360+016	2000	103	--	--	--	221	100	Built Up	4-lane with PS & Service Road
76	360073	602523.112	2709647.688	--	--	--	360+016	360+130	2000	113	--	--	--	0	100	Built Up	4-lane with PS & Service Road
77	360470	602479.633	2709252.372	360+322	360+392	70	360+392	360+549	750	157	360+549	360+619	70	262	100	Built Up	4-lane with PS & Service Road
78	361128	602593.551	2708604.581	--	--	--	361+112	361+143	4000	31	--	--	--	563	100	Built Up	4-lane with PS & Service Road
79	361562	602668.546	2708176.758	--	--	--	361+550	361+575	20000	25	--	--	--	406	100	Built Up	4-lane with PS & Service Road
80	362185	602776.887	2707563.228	--	--	--	362+152	362+219	2000	67	--	--	--	577	100	Built Up	4-lane with PS & Service Road
81	362605	602863.709	2707152.778	--	--	--	362+562	362+647	5000	85	--	--	--	344	100	Built Up	4-lane with PS & Service Road
82	363245	602985.613	2706524.099	--	--	--	363+076	363+414	3000	338	--	--	--	429	80	Built Up	4-lane with PS & Service Road
83	363504	603063.33	2706276.654	--	--	--	363+414	363+594	4000	180	--	--	--	0	80	Built Up	4-lane with PS & Service Road
84	364020	603195.716	2705777.667	--	--	--	363+995	364+045	5000	50	--	--	--	401	80	Built Up	4-lane with PS & Service Road
85	364638	603348.106	2705179.17	--	--	--	364+599	364+677	2000	77	--	--	--	554	65	Built Up	4-lane with PS & Service Road
86	364777	603387.244	2705046.128	364+677	364+747	70	364+747	364+807	180	61	364+807	364+877	70	70	65	Built Up	4-lane with PS & Service Road
87	365194	603716.414	2704790.9	--	--	--	365+133	365+254	800	121	--	--	--	326	65	Built Up	4-lane with PS & Service Road
88	365686	604070.134	2704436.777	--	--	--	365+443	365+930	800	487	--	--	--	189	65	Built Up	4-lane with PS & Service Road
89	366119	604147.469	2704002.687	--	--	--	366+106	366+133	2000	27	--	--	--	176	65	Built Up	4-lane with PS & Service Road
90	366363	604187.261	2703760.806	--	--	--	366+256	366+471	600	215	--	--	--		30	Hill	2-Lane With paved Shoulder
91	366556	604285.303	2703576.551	366+471	366+486	15	366+486	366+627	100	141	366+627	366+642	15	15	30	Hill	2-Lane With paved Shoulder
92	366677	604171.675	2703501.988	--	--	--	366+642	366+713	200	71	--	--	--	15	30	Hill	2-Lane With paved Shoulder
93	366753	604117.246	2703450.915	366+713	366+743	30	366+743	366+762	30	20	366+762	366+792	30	30	30	Hill	2-Lane With paved Shoulder
94	366817	604064.654	2703486.349	366+792	366+807	15	366+807	366+826	80	18	366+826	366+841	15	45	30	Hill	2-Lane With paved Shoulder
95	366944	603945.138	2703539.861	366+895	366+915	20	366+915	366+973	50	58	366+973	366+993	20	89	30	Hill	2-Lane With paved Shoulder
96	367091	603997.964	2703763.829	366+993	367+008	15	367+008	367+173	71	165	367+173	367+188	15	35	30	Hill	2-Lane With paved Shoulder
97	367216	603820.295	2703659.844	--	--	--	367+188	367+245	400	57	--	--	--	15	30	Hill	2-Lane With paved Shoulder
98	367348	603685.075	2703581.638	367+245	367+260	15	367+260	367+435	110	175	367+435	367+450	15	15	30	Hill	2-Lane With paved Shoulder
99	367486	603771.902	2703443.077	367+450	367+470	20	367+470	367+501	55	31	367+501	367+521	20	35	30	Hill	2-Lane With paved Shoulder
100	367587	603750.24	2703329.525	367+521	367+536	15	367+536	367+638	65	102	367+638	367+653	15	35	30	Hill	2-Lane With paved Shoulder
101	367743	603935.816	2703301.896	367+653	367+668	15	367+668	367+818	100	150	367+818	367+833	15	30	30	Hill	2-Lane With paved Shoulder
102	367872	603927.464	2703154.589	367+833	367+853	20	367+853	367+891	50	38	367+891	367+911	20	35	30	Hill	2-Lane With paved Shoulder
103	367939	603980.496	2703112.699	367+911	367+926	15	367+926	367+951	60	25	367+951	367+966	15	35	30	Hill	2-Lane With paved Shoulder
104	368019	604009.66	2703036.846	--	--	--	367+966	368+072	300	106	--	--	--	15	30	Hill	2-Lane With paved Shoulder
105	368115	604067.054	2702957.889	368+072	368+092	20	368+092	368+138	50	46	368+138	368+158	20	20	30	Hill	2-Lane With paved Shoulder
106	368343	603902.742	2702688.905	368+232	368+247	15	368+247	368+440	85	193	368+440	368+455	15	109	30	Hill	2-Lane With paved Shoulder
107	368502	604145.918	2702730.224	368+455	368+470	15	368+470	368+534	70	65	368+534	368+549	15	30	30	Hill	2-Lane With paved Shoulder
108	368578	604200.705	2702674.584	368+549	368+569	20	368+569	368+586	50	17	368+586	368+606	20	35	30	Hill	2-Lane With paved Shoulder
109	368634	604255.472	2702660.21	368+606	368+626	20	368+626	368+643	55	17	368+643	368+663	20	40	30	Hill	2-Lane With paved Shoulder
110	368774	604372.822	2702557.234	368+710	368+730	20	368+730	368+818	50	88	368+818	368+838	20	88	30	Hill	2-Lane With paved Shoulder
111	368930	604441.925	2702748.383	368+838	368+853	15	368+853	369+007	85	154	369+007	369+022	15	35	30	Hill	2-Lane With paved Shoulder
112	369065	604582.199	2702658.106	369+022	369+037	15	369+037	369+094	110	56	369+094	369+109	15	30	30	Hill	2-Lane With paved Shoulder
113	369141	604657.914	2702652.376	369+109	369+129	20	369+129	369+153	50	24	369+153	369+173	20	35	30	Hill	2-Lane With paved Shoulder
114	369208	604705.559	2702604.714	369+173	369+188	15	369+188	369+227	85	40	369+227	369+242	15	35	30	Hill	2-Lane With paved Shoulder
115	369300	604801.406	2702573.57	369+242	369+257	15	369+257	369+343	65	86	369+343	369+358	15	30	30	Hill	2-Lane With paved Shoulder
116	369389	604790.195	2702477.619	369+358	369+373	15	369+373	369+405	60	32	369+405	369+420	15	30	30	Hill	2-Lane With paved Shoulder

Appendix-7.5.6 (a) : Horizontal Alignment Report Km-330 to 430-MAIN LINK

SL No.	HIP Chainage	HIP Easting	HIP Northing	In Spiral		Length of Spiral	Curve				Out Spiral		Length of Spiral	Distance between curves	Design Speed, kmph	Land Use	Remarks
				Start of Spiral	End of Spiral		Start of curve Chainage	End of Curve Chainage	Radius	Length of Curve	Start of Spiral	End of Spiral					
117	369591	604894.656	2702304.016	369+547	369+562	15	369+562	369+620	110	57	369+620	369+635	15	157	30	Hill	2-Lane With paved Shoulder
118	369679	604892.267	2702213.332	369+635	369+650	15	369+650	369+709	75	59	369+709	369+724	15	30	30	Hill	2-Lane With paved Shoulder
119	369830	605011.909	2702120.442	369+796	369+821	25	369+821	369+838	40	17	369+838	369+863	25	112	30	Hill	2-Lane With paved Shoulder
120	369960	605136.425	2702156.545	369+919	369+944	25	369+944	369+975	45	32	369+975	370+000	25	106	30	Hill	2-Lane With paved Shoulder
121	370178	605281.989	2701990.408	--	--	--	370+084	370+273	350	189	--	--	--	108	30	Hill	2-Lane With paved Shoulder
122	370317	605311.026	2701851.461	370+273	370+298	25	370+298	370+337	45	39	370+337	370+362	25	25	30	Hill	2-Lane With paved Shoulder
123	370440	605433.645	2701838.32	370+404	370+429	25	370+429	370+450	40	21	370+450	370+475	25	93	30	Hill	2-Lane With paved Shoulder
124	370518	605471.442	2701770.484	--	--	--	370+475	370+560	300	85	--	--	--	25	30	Hill	2-Lane With paved Shoulder
125	370604	605528.3	2701704.976	--	--	--	370+560	370+648	1000	88	--	--	--	0	30	Hill	2-Lane With paved Shoulder
126	370664	605563.478	2701656.377	--	--	--	370+648	370+680	170	32	--	--	--	0	30	Hill	2-Lane With paved Shoulder
127	370879	605724.27	2701494.771	370+802	370+817	15	370+817	370+942	90	125	370+942	370+957	15	137	30	Hill	2-Lane With paved Shoulder
128	371024	605624.982	2701344.596	370+957	370+982	25	370+982	371+065	41	83	371+065	371+090	25	40	30	Hill	2-Lane With paved Shoulder
129	371155	605777.988	2701363.215	371+114	371+144	30	371+144	371+165	35	21	371+165	371+195	30	79	30	Hill	2-Lane With paved Shoulder
130	371243	605832.5	2701291.335	371+195	371+220	25	371+220	371+266	45	46	371+266	371+291	25	55	30	Hill	2-Lane With paved Shoulder
131	371337	605926.751	2701317.335	371+291	371+316	25	371+316	371+358	40	42	371+358	371+383	25	50	30	Hill	2-Lane With paved Shoulder
132	371431	605970.187	2701231.394	--	--	--	371+383	371+480	200	96	--	--	--	25	30	Hill	2-Lane With paved Shoulder
133	371513	606031.462	2701175.181	371+480	371+495	15	371+495	371+532	100	38	371+532	371+547	15	15	30	Hill	2-Lane With paved Shoulder
134	371576	606055.241	2701116.632	371+547	371+562	15	371+562	371+590	70	28	371+590	371+605	15	30	30	Hill	2-Lane With paved Shoulder
135	371660	606122.368	2701065.113	--	--	--	371+605	371+715	300	110	--	--	--	15	30	Hill	2-Lane With paved Shoulder
136	371750	606175.349	2700991.863	371+715	371+740	25	371+740	371+760	50	20	371+760	371+785	25	25	30	Hill	2-Lane With paved Shoulder
137	371904	606326.852	2700969.113	371+871	371+896	25	371+896	371+912	45	16	371+912	371+937	25	135	30	Hill	2-Lane With paved Shoulder
138	372012	606394.099	2700878.525	371+937	371+952	15	371+952	372+072	130	120	372+072	372+087	15	40	30	Hill	2-Lane With paved Shoulder
139	372125	606511.98	2700873.298	372+087	372+107	20	372+107	372+142	50	35	372+142	372+162	20	35	30	Hill	2-Lane With paved Shoulder
140	372294	606599.949	2700727.81	372+255	372+270	15	372+270	372+317	80	47	372+317	372+332	15	128	30	Hill	2-Lane With paved Shoulder
141	372361	606664.52	2700705.252	--	--	--	372+332	372+390	200	58	--	--	--	15	30	Hill	2-Lane With paved Shoulder
142	372421	606714.469	2700672.094	--	--	--	372+390	372+451	200	61	--	--	--	0	30	Hill	2-Lane With paved Shoulder
143	372587	606875.339	2700629.77	372+554	372+574	20	372+574	372+600	50	26	372+600	372+620	20	123	30	Hill	2-Lane With paved Shoulder
144	372716	606981.198	2700704.107	372+685	372+700	15	372+700	372+732	120	32	372+732	372+747	15	101	30	Hill	2-Lane With paved Shoulder
145	372827	607099.599	2700842.536	372+747	372+767	20	372+767	372+888	50	121	372+888	372+908	20	35	30	Hill	2-Lane With paved Shoulder
146	372987	607078.722	2700608.076	372+908	372+923	15	372+923	373+052	140	129	373+052	373+067	15	35	30	Hill	2-Lane With paved Shoulder
147	373117	607174.175	2700510.769	--	--	--	373+067	373+168	170	101	--	--	--	15	30	Hill	2-Lane With paved Shoulder
148	373274	607207.764	2700354.846	--	--	--	373+168	373+379	500	212	--	--	--	0	30	Hill	2-Lane With paved Shoulder
149	373433	607303.852	2700224.715	--	--	--	373+379	373+487	400	108	--	--	--	0	30	Hill	2-Lane With paved Shoulder
150	373515	607334.173	2700148.837	373+487	373+502	15	373+502	373+527	120	25	373+527	373+542	15	15	30	Hill	2-Lane With paved Shoulder
151	373723	607469.363	2699986.695	--	--	--	373+542	373+904	900	362	--	--	--	15	30	Hill	2-Lane With paved Shoulder
152	373938	607534.447	2699779.614	373+904	373+919	15	373+919	373+956	120	37	373+956	373+971	15	15	30	Hill	2-Lane With paved Shoulder
153	373990	607568.123	2699739.706	--	--	--	373+971	374+008	170	37	--	--	--	15	30	Hill	2-Lane With paved Shoulder
154	374040	607595.979	2699697.498	374+008	374+028	20	374+028	374+052	50	24	374+052	374+072	20	20	30	Hill	2-Lane With paved Shoulder
155	374110	607663.428	2699678.142	374+072	374+087	15	374+087	374+132	80	45	374+132	374+147	15	35	30	Hill	2-Lane With paved Shoulder
156	374204	607737.593	2699606.302	374+147	374+172	25	374+172	374+236	40	64	374+236	374+261	25	40	30	Hill	2-Lane With paved Shoulder
157	374305	607789.852	2699704.542	374+261	374+281	20	374+281	374+330	55	49	374+330	374+350	20	45	30	Hill	2-Lane With paved Shoulder
158	374364	607850.025	2699711.657	--	--	--	374+350	374+379	200	29	--	--	--	20	30	Hill	2-Lane With paved Shoulder
159	374467	607965.619	2699724.567	374+379	374+394	15	374+394	374+541	110	147	374+541	374+556	15	15	30	Hill	2-Lane With paved Shoulder
160	374613	608031.133	2699575.201	374+556	374+586	30	374+586	374+639	35	53	374+639	374+669	30	45	30	Hill	2-Lane With paved Shoulder
161	374717	608103.366	2699660.722	374+669	374+684	15	374+684	374+749	70	65	374+749	374+764	15	45	30	Hill	2-Lane With paved Shoulder
162	374775	608164.053	2699660.456	--	--	--	374+764	374+786	2000	21	--	--	--	15	30	Hill	2-Lane With paved Shoulder
163	374828	608215.117	2699647.521	374+786	374+816	30	374+816	374+840	35	25	374+840	374+870	30	30	30	Hill	2-Lane With paved Shoulder
164	374908	608222.651	2699567.521	374+870	374+885	15	374+885	374+931	80	45	374+931	374+946	15	45	30	Hill	2-Lane With paved Shoulder
165	374980	608265.069	2699508.448	374+946	374+961	15	374+961	374+999	70	38	374+999	375+014	15	30	30	Hill	2-Lane With paved Shoulder
166	375048	608267.661	2699439.724	375+014	375+034	20	375+034	375+062	50	28	375+062	375+082	20	35	30	Hill	2-Lane With paved Shoulder
167	375117	608316.969	2699389.575	375+082	375+102	20	375+102	375+133	50	31	375+133	375+153	20	40	30	Hill	2-Lane With paved Shoulder
168	375197	608315.41	2699307.68	375+153	375+168	15	375+168	375+226	70	58	375+226	375+241	15	35	30	Hill	2-Lane With paved Shoulder
169	375345	608432.678	2699214.709	--	--	--	375+332	375+359	300	27	--	--	--	105	30	Hill	2-Lane With paved Shoulder
170	375383	608464.653	2699194.882	--	--	--	375+359	375+407	400	48	--	--	--	0	30	Hill	2-Lane With paved Shoulder
171	375554	608602.802	2699096.543	375+514	375+544	30	375+544	375+563	30	19	375+563	375+593	30	137	30	Hill	2-Lane With paved Shoulder
172	375610	608641.983	2699136.184	--	--	--	375+593	375+627	170	34	--	--	--	30	30	Hill	2-Lane With paved Shoulder
173	375656	608673.579	2699169.159	375+627	375+642	15	375+642	375+669	80	27	375+669	375+684	15	15	30	Hill	2-Lane With paved Shoulder
174	375891	608806.171	2699496.16	375+806	375+826	20	375+826	375+957	50	131	375+957	375+977	20	157	30	Hill	2-Lane With paved Shoulder

Appendix-7.5.6 (a) : Horizontal Alignment Report Km-330 to 430-MAIN LINK

SL No.	HIP Chainage	HIP Easting	HIP Northing	In Spiral		Length of Spiral	Curve				Out Spiral		Length of Spiral	Distance between curves	Design Speed, kmph	Land Use	Remarks
				Start of Spiral	End of Spiral		Start of curve Chainage	End of Curve Chainage	Radius	Length of Curve	Start of Spiral	End of Spiral					
175	376037	608809.348	2699231.816	375+977	375+992	15	375+992	376+081	150	90	376+081	376+096	15	35	30	Hill	2-Lane With paved Shoulder
176	376120	608850.647	2699158.064	376+096	376+111	15	376+111	376+128	70	16	376+128	376+143	15	30	30	Hill	2-Lane With paved Shoulder
177	376239	608899.053	2698934.986	376+143	376+158	15	376+158	376+319	65	161	376+319	376+334	15	30	30	Hill	2-Lane With paved Shoulder
178	376388	609005.233	2699173.624	376+334	376+349	15	376+349	376+427	100	78	376+427	376+442	15	30	30	Hill	2-Lane With paved Shoulder
179	376519	609140.072	2699206.581	376+463	376+488	25	376+488	376+550	40	62	376+550	376+575	25	60	30	Hill	2-Lane With paved Shoulder
180	376684	609107.535	2699038.055	376+662	376+677	15	376+677	376+691	80	14	376+691	376+706	15	127	30	Hill	2-Lane With paved Shoulder
181	376769	609113.276	2698953.136	--	--	--	376+706	376+832	800	126	--	--	--	15	30	Hill	2-Lane With paved Shoulder
182	376849	609107.091	2698872.615	--	--	--	376+832	376+867	170	35	--	--	--	0	30	Hill	2-Lane With paved Shoulder
183	376906	609111.778	2698815.381	376+867	376+882	15	376+882	376+930	80	48	376+930	376+945	15	15	30	Hill	2-Lane With paved Shoulder
184	377013	609046.382	2698713.968	376+945	376+960	15	376+960	377+066	70	106	377+066	377+081	15	30	30	Hill	2-Lane With paved Shoulder
185	377257	609267.621	2698583.117	--	--	--	377+226	377+287	180	61	--	--	--	160	30	Hill	2-Lane With paved Shoulder
186	377322	609332.594	2698569.09	377+287	377+302	15	377+302	377+342	60	40	377+342	377+357	15	15	30	Hill	2-Lane With paved Shoulder
187	377423	609384.255	2698479.679	--	--	--	377+357	377+489	220	131	--	--	--	15	30	Hill	2-Lane With paved Shoulder
188	377522	609471.416	2698428.191	377+489	377+514	25	377+514	377+531	40	18	377+531	377+556	25	25	30	Hill	2-Lane With paved Shoulder
189	377643	609479.392	2698302.461	--	--	--	377+556	377+730	200	173	--	--	--	25	30	Hill	2-Lane With paved Shoulder
190	377767	609584.973	2698223.802	377+725	377+745	20	377+745	377+790	50	46	377+790	377+810	20	15	30	Hill	2-Lane With paved Shoulder
191	377968	609757.613	2698326.603	377+925	377+955	30	377+955	378+980	35	25	377+980	378+010	30	165	30	Hill	2-Lane With paved Shoulder
192	378048	609816.137	2698271.521	378+010	378+035	25	378+035	378+061	45	26	378+061	378+086	25	55	30	Hill	2-Lane With paved Shoulder
193	378170	609937.356	2698287.654	--	--	--	378+126	378+213	170	88	--	--	--	65	30	Hill	2-Lane With paved Shoulder
194	378271	610029.173	2698350.495	378+213	378+233	20	378+233	378+309	50	75	378+309	378+329	20	20	30	Hill	2-Lane With paved Shoulder
195	378419	610090.156	2698200.68	378+366	378+381	15	378+381	378+457	60	76	378+457	378+472	15	72	30	Hill	2-Lane With paved Shoulder
196	378547	609976.7	2698129	378+501	378+531	30	378+531	378+564	30	33	378+564	378+594	30	74	30	Hill	2-Lane With paved Shoulder
197	378685	610080	2698037.437	--	--	--	378+663	378+708	200	44	--	--	--	100	30	Hill	2-Lane With paved Shoulder
198	378750	610129.434	2697994.299	378+708	378+733	25	378+733	378+768	40	36	378+768	378+793	25	25	30	Hill	2-Lane With paved Shoulder
199	378817	610188.072	2698028.374	378+793	378+808	15	378+808	378+827	100	19	378+827	378+842	15	40	30	Hill	2-Lane With paved Shoulder
200	378883	610249.796	2698053.98	378+842	378+857	15	378+857	378+910	80	53	378+910	378+925	15	30	30	Hill	2-Lane With paved Shoulder
201	379047	610325.872	2698199.094	379+002	379+032	30	379+032	379+061	30	29	379+061	379+091	30	123	30	Hill	2-Lane With paved Shoulder
202	379151	610412.396	2698141.882	379+113	379+143	30	379+143	379+160	35	17	379+160	379+190	30	81	30	Hill	2-Lane With paved Shoulder
203	379248	610501.63	2698180.417	379+206	379+231	25	379+231	379+265	45	34	379+265	379+290	25	72	30	Hill	2-Lane With paved Shoulder
204	379352	610586.565	2698120.241	379+314	379+339	25	379+339	379+365	40	26	379+365	379+390	25	74	30	Hill	2-Lane With paved Shoulder
205	379436	610663.297	2698156.55	--	--	--	379+390	379+482	200	93	--	--	--	25	30	Hill	2-Lane With paved Shoulder
206	379528	610756.534	2698161.997	--	--	--	379+482	379+574	300	92	--	--	--	0	30	Hill	2-Lane With paved Shoulder
207	379606	610830.519	2698186.29	379+574	379+594	20	379+594	379+617	50	23	379+617	379+637	20	20	30	Hill	2-Lane With paved Shoulder
208	379710	610930.818	2698141.032	379+637	379+652	15	379+652	379+767	110	115	379+767	379+782	15	35	30	Hill	2-Lane With paved Shoulder
209	379809	611016.33	2698202.423	379+782	379+797	15	379+797	379+821	80	24	379+821	379+836	15	30	30	Hill	2-Lane With paved Shoulder
210	379870	611075.546	2698217.804	379+836	379+851	15	379+851	379+889	100	38	379+889	379+904	15	30	30	Hill	2-Lane With paved Shoulder
211	380002	611177.718	2698303.075	379+964	379+979	15	379+979	380+026	80	46	380+026	380+041	15	90	30	Hill	2-Lane With paved Shoulder
212	380061	611237.17	2698303.523	--	--	--	380+041	380+082	170	41	--	--	--	15	30	Hill	2-Lane With paved Shoulder
213	380114	611289.977	2698311.521	380+082	380+097	15	380+097	380+131	60	35	380+131	380+146	15	15	30	Hill	2-Lane With paved Shoulder
214	380228	611402.343	2698255.26	380+168	380+193	25	380+193	380+262	40	70	380+262	380+287	25	61	30	Hill	2-Lane With paved Shoulder
215	380318	611405.282	2698358.02	380+287	380+307	20	380+307	380+329	50	21	380+329	380+349	20	45	30	Hill	2-Lane With paved Shoulder
216	380421	611458.933	2698445.431	380+382	380+407	25	380+407	380+435	40	28	380+435	380+460	25	78	30	Hill	2-Lane With paved Shoulder
217	380503	611412.577	2698514.197	--	--	--	380+460	380+546	200	86	--	--	--	25	30	Hill	2-Lane With paved Shoulder
218	380566	611396.933	2698575.924	--	--	--	380+546	380+586	170	40	--	--	--	0	30	Hill	2-Lane With paved Shoulder
219	380628	611378.787	2698634.865	380+586	380+616	30	380+616	380+640	30	25	380+640	380+670	30	30	30	Hill	2-Lane With paved Shoulder
220	380744	611487.736	2698673.323	380+718	380+733	15	380+733	380+756	80	24	380+756	380+771	15	92	30	Hill	2-Lane With paved Shoulder
221	380797	611529.269	2698705.85	380+771	380+786	15	380+786	380+808	120	22	380+808	380+823	15	30	30	Hill	2-Lane With paved Shoulder
222	380878	611605.06	2698739.751	--	--	--	380+823	380+933	170	110	--	--	--	15	30	Hill	2-Lane With paved Shoulder
223	381005	611668.579	2698852.653	--	--	--	380+984	381+027	170	44	--	--	--	50	30	Hill	2-Lane With paved Shoulder
224	381058	611684.955	2698902.148	381+027	381+047	20	381+047	381+068	50	20	381+068	381+088	20	20	30	Hill	2-Lane With paved Shoulder
225	381318	611921.161	2699038.237	--	--	--	381+187	381+448	255	261	--	--	--	119	30	Hill	2-Lane With paved Shoulder
226	381529	611939.291	2699260.557	381+490	381+520	30	381+520	381+539	30	19	381+539	381+569	30	72	30	Hill	2-Lane With paved Shoulder
227	381591	612000.15	2699263.383	--	--	--	381+569	381+613	170	44	--	--	--	30	30	Hill	2-Lane With paved Shoulder
228	381657	612066.466	2699272.996	--	--	--	381+613	381+702	280	89	--	--	--	0	30	Hill	2-Lane With paved Shoulder
229	381736	612144.623	2699259.221	--	--	--	381+702	381+770	250	68	--	--	--	0	30	Hill	2-Lane With paved Shoulder
230	381805	612213.972	2699261.738	381+770	381+790	20	381+790	381+820	50	30	381+820	381+840	20	20	30	Hill	2-Lane With paved Shoulder
231	381873	612263.33	2699215.397	381+840	381+865	25	381+865	381+880	40	15	381+880	381+905	25	45	30	Hill	2-Lane With paved Shoulder
232	381933	612323.77	2699214.668	381+905	381+925	20	381+925	381+941	50	16	381+941	381+961	20	45	30	Hill	2-Lane With paved Shoulder

Appendix-7.5.6 (a) : Horizontal Alignment Report Km-330 to 430-MAIN LINK

SL No.	HIP Chainage	HIP Easting	HIP Northing	In Spiral		Length of Spiral	Curve				Out Spiral		Length of Spiral	Distance between curves	Design Speed, kmph	Land Use	Remarks
				Start of Spiral	End of Spiral		Start of curve Chainage	End of Curve Chainage	Radius	Length of Curve	Start of Spiral	End of Spiral					
233	381979	612363.429	2699191.25	--	--	--	381+961	381+998	170	36	--	--	--	20	30	Hill	2-Lane With paved Shoulder
234	382027	612407.003	2699171.732	381+998	382+013	15	382+013	382+041	80	29	382+041	382+056	15	15	30	Hill	2-Lane With paved Shoulder
235	382080	612441.078	2699131.211	382+056	382+071	15	382+071	382+088	80	17	382+088	382+103	15	30	30	Hill	2-Lane With paved Shoulder
236	382117	612472.362	2699111.324	--	--	--	382+103	382+130	170	27	--	--	--	15	30	Hill	2-Lane With paved Shoulder
237	382158	612505.318	2699086.148	382+130	382+145	15	382+145	382+171	80	25	382+171	382+186	15	15	30	Hill	2-Lane With paved Shoulder
238	382217	612562.869	2699072.217	382+186	382+201	15	382+201	382+234	120	33	382+234	382+249	15	30	30	Hill	2-Lane With paved Shoulder
239	382311	612641.414	2699020.75	382+289	382+304	15	382+304	382+319	90	15	382+319	382+334	15	70	30	Hill	2-Lane With paved Shoulder
240	382368	612680.538	2698978.697	382+334	382+354	20	382+354	382+383	50	29	382+383	382+403	20	35	30	Hill	2-Lane With paved Shoulder
241	382436	612749.068	2698977.16	382+403	382+418	15	382+418	382+454	80	36	382+454	382+469	15	35	30	Hill	2-Lane With paved Shoulder
242	382500	612805.478	2698947.604	382+469	382+489	20	382+489	382+510	50	20	382+510	382+530	20	35	20	Hill	2-Lane With paved Shoulder
243	382555	612860.774	2698955.83	382+530	382+545	15	382+545	382+566	80	21	382+566	382+581	15	35	20	Hill	2-Lane With paved Shoulder
244	382611	612916.898	2698948.739	382+581	382+596	15	382+596	382+626	40	30	382+626	382+641	15	30	25	Hill	2-Lane With paved Shoulder
245	382680	612977.538	2698994.562	382+641	382+661	20	382+661	382+698	20	37	382+698	382+718	20	35	30	Hill	2-Lane With paved Shoulder
246	382745	612967.649	2698924.135	--	--	--	382+718	382+771	170	53	--	--	--	20	30	Hill	2-Lane With paved Shoulder
247	382804	612961.794	2698864.704	382+771	382+786	15	382+786	382+822	70	36	382+822	382+837	15	15	30	Hill	2-Lane With paved Shoulder
248	382882	612911.649	2698801.856	382+837	382+857	20	382+857	382+907	55	51	382+907	382+927	20	35	30	Hill	2-Lane With paved Shoulder
249	382946	612937.854	2698741.686	--	--	--	382+927	382+965	600	37	--	--	--	20	30	Hill	2-Lane With paved Shoulder
250	383037	612977.103	2698658.916	--	--	--	382+965	383+110	500	145	--	--	--	0	30	Hill	2-Lane With paved Shoulder
251	383152	613055.082	2698572.305	--	--	--	383+110	383+195	200	86	--	--	--	0	30	Hill	2-Lane With paved Shoulder
252	383240	613084.502	2698487.815	383+195	383+210	15	383+210	383+270	100	60	383+270	383+285	15	15	30	Hill	2-Lane With paved Shoulder
253	383332	613163.457	2698436.492	383+285	383+300	15	383+300	383+364	90	64	383+364	383+379	15	30	30	Hill	2-Lane With paved Shoulder
254	383407	613182.287	2698363.055	383+379	383+394	15	383+394	383+419	70	25	383+419	383+434	15	30	30	Hill	2-Lane With paved Shoulder
255	383478	613228.513	2698305.785	383+434	383+449	15	383+449	383+507	70	58	383+507	383+522	15	30	30	Hill	2-Lane With paved Shoulder
256	383600	613199.753	2698172.605	383+522	383+537	15	383+537	383+663	90	125	383+663	383+678	15	30	30	Hill	2-Lane With paved Shoulder
257	383724	613328.42	2698122.819	383+678	383+693	15	383+693	383+756	100	63	383+756	383+771	15	30	30	Hill	2-Lane With paved Shoulder
258	383851	613413.495	2697991.518	383+771	383+786	15	383+786	383+916	70	130	383+916	383+931	15	30	30	Hill	2-Lane With paved Shoulder
259	383999	613537.631	2698144.598	383+931	383+946	15	383+946	384+052	60	106	384+052	384+067	15	30	30	Hill	2-Lane With paved Shoulder
260	384110	613622.206	2698045.394	384+067	384+097	30	384+097	384+122	30	25	384+122	384+152	30	45	30	Hill	2-Lane With paved Shoulder
261	384198	613695.126	2698098.445	384+152	384+167	15	384+167	384+228	60	60	384+228	384+243	15	45	30	Hill	2-Lane With paved Shoulder
262	384278	613774.212	2698069.154	384+243	384+258	15	384+258	384+299	60	41	384+299	384+314	15	30	30	Hill	2-Lane With paved Shoulder
263	384341	613832.857	2698094.11	384+314	384+329	15	384+329	384+354	70	25	384+354	384+369	15	30	30	Hill	2-Lane With paved Shoulder
264	384398	613889.953	2698092.687	384+369	384+384	15	384+384	384+413	100	29	384+413	384+428	15	30	30	Hill	2-Lane With paved Shoulder
265	384470	613959.647	2698107.189	384+428	384+458	30	384+458	384+482	35	24	384+482	384+512	30	45	30	Hill	2-Lane With paved Shoulder
266	384626	614045.694	2697944.314	384+512	384+527	15	384+527	384+726	125	199	384+726	384+741	15	45	30	Hill	2-Lane With paved Shoulder
267	384777	614205.961	2698024.607	384+741	384+761	20	384+761	384+793	50	32	384+793	384+813	20	35	30	Hill	2-Lane With paved Shoulder
268	384840	614264.824	2697999.861	384+813	384+828	15	384+828	384+852	60	25	384+852	384+867	15	35	30	Hill	2-Lane With paved Shoulder
269	384904	614329.417	2698004.798	384+867	384+882	15	384+882	384+926	70	43	384+926	384+941	15	30	30	Hill	2-Lane With paved Shoulder
270	384976	614390.529	2697965.06	384+941	384+961	20	384+961	384+991	50	30	384+991	385+011	20	35	30	Hill	2-Lane With paved Shoulder
271	385049	614462.548	2697978.097	385+011	385+036	25	385+036	385+061	40	25	385+061	385+086	25	45	30	Hill	2-Lane With paved Shoulder
272	385203	614572.163	2697869.439	385+154	385+184	30	385+184	385+221	30	36	385+221	385+251	30	123	30	Hill	2-Lane With paved Shoulder
273	385280	614608.748	2697938.841	385+251	385+266	15	385+266	385+294	120	28	385+294	385+309	15	45	30	Hill	2-Lane With paved Shoulder
274	385343	614645.678	2697990.37	--	--	--	385+309	385+377	200	68	--	--	--	15	30	Hill	2-Lane With paved Shoulder
275	385420	614679.252	2698059.023	385+377	385+407	30	385+407	385+433	30	26	385+433	385+463	30	30	30	Hill	2-Lane With paved Shoulder
276	385493	614745.154	2698028.091	--	--	--	385+463	385+524	400	61	--	--	--	30	30	Hill	2-Lane With paved Shoulder
277	385560	614804.453	2697996.53	385+524	385+539	15	385+539	385+581	70	42	385+581	385+596	15	15	30	Hill	2-Lane With paved Shoulder
278	385636	614833.486	2697923.926	385+596	385+611	15	385+611	385+662	80	51	385+662	385+677	15	30	30	Hill	2-Lane With paved Shoulder
279	385738	614926.579	2697872.421	385+677	385+692	15	385+692	385+785	100	93	385+785	385+800	15	30	30	Hill	2-Lane With paved Shoulder
280	385858	614940.785	2697748.107	385+800	385+815	15	385+815	385+901	115	86	385+901	385+916	15	30	30	Hill	2-Lane With paved Shoulder
281	385941	615006.958	2697693.203	385+916	385+931	15	385+931	385+952	80	22	385+952	385+967	15	30	30	Hill	2-Lane With paved Shoulder
282	386000	615038.283	2697644.069	385+967	385+987	20	385+987	386+012	50	25	386+012	386+032	20	35	30	Hill	2-Lane With paved Shoulder
283	386068	615104.373	2697624.075	386+032	386+047	15	386+047	386+089	80	42	386+089	386+104	15	35	30	Hill	2-Lane With paved Shoulder
284	386163	615178.487	2697549.444	386+104	386+124	20	386+124	386+201	50	77	386+201	386+221	20	35	30	Hill	2-Lane With paved Shoulder
285	386350	615295.365	2697712.676	386+301	386+316	15	386+316	386+385	65	70	386+385	386+400	15	114	30	Hill	2-Lane With paved Shoulder
286	386451	615400.486	2697692.82	386+400	386+415	15	386+415	386+487	80	72	386+487	386+502	15	30	30	Hill	2-Lane With paved Shoulder
287	386633	615547.711	2697842.511	--	--	--	386+502	386+764	190	262	--	--	--	15	30	Hill	2-Lane With paved Shoulder
288	386868	615767.847	2697702.812	--	--	--	386+764	386+972	2000	208	--	--	--	0	30	Hill	2-Lane With paved Shoulder
289	387018	615902.012	2697632.989	386+972	386+987	15	386+987	387+049	100	62	387+049	387+064	15	15	30	Hill	2-Lane With paved Shoulder
290	387120	615947.218	2697532.332	387+064	387+079	15	387+079	387+160	60	81	387+160	387+175	15	30	30	Hill	2-Lane With paved Shoulder

Appendix-7.5.6 (a) : Horizontal Alignment Report Km-330 to 430-MAIN LINK

SL No.	HIP Chainage	HIP Easting	HIP Northing	In Spiral		Length of Spiral	Curve				Out Spiral		Length of Spiral	Distance between curves	Design Speed, kmph	Land Use	Remarks
				Start of Spiral	End of Spiral		Start of curve Chainage	End of Curve Chainage	Radius	Length of Curve	Start of Spiral	End of Spiral					
291	387241	616078.867	2697569.924	387+175	387+190	15	387+190	387+292	80	101	387+292	387+307	15	30	30	Hill	2-Lane With paved Shoulder
292	387345	616138.061	2697474.959	387+307	387+322	15	387+322	387+368	110	46	387+368	387+383	15	30	30	Hill	2-Lane With paved Shoulder
293	387474	616255.358	2697397.55	387+383	387+398	15	387+398	387+551	130	154	387+551	387+566	15	30	20	Hill	2-Lane With paved Shoulder
294	387598	616228.046	2697265.912	387+566	387+581	15	387+581	387+615	80	34	387+615	387+630	15	30	20	Hill	2-Lane With paved Shoulder
295	387722	616282.872	2697151.391	387+685	387+705	20	387+705	387+739	20	34	387+739	387+759	20	90	20	Hill	2-Lane With paved Shoulder
296	387785	616302.294	2697216.343	--	--	--	387+770	387+801	120	32	--	--	--	31	20	Hill	2-Lane With paved Shoulder
297	387859	616288.707	2697288.586	--	--	--	387+844	387+873	80	29	--	--	--	43	20	Hill	2-Lane With paved Shoulder
298	388099	616355.179	2697536.087	388+055	388+075	20	388+075	388+122	21	47	388+122	388+142	20	202	20	Hill	2-Lane With paved Shoulder
299	388161	616359.785	2697454.845	--	--	--	388+142	388+180	80	38	--	--	--	20	20	Hill	2-Lane With paved Shoulder
300	388206	616370.805	2697409.506	388+165	388+180	15	388+180	388+233	80	53	388+233	388+248	15	0	20	Hill	2-Lane With paved Shoulder
301	388261	616351.261	2697357.626	388+233	388+248	15	388+248	388+273	40	26	388+273	388+288	15	15	20	Hill	2-Lane With paved Shoulder
302	388326	616385.78	2697300.15	388+273	388+288	15	388+288	388+364	120	75	388+364	388+379	15	15	30	Hill	2-Lane With paved Shoulder
303	388386	616386.594	2697238.872	388+364	388+379	15	388+379	388+394	30	15	388+394	388+409	15	15	30	Hill	2-Lane With paved Shoulder
304	388436	616424.144	2697205.651	388+409	388+424	15	388+424	388+449	60	25	388+449	388+464	15	30	30	Hill	2-Lane With paved Shoulder
305	388535	616457.341	2697112.348	388+504	388+524	20	388+524	388+547	50	23	388+547	388+567	20	75	30	Hill	2-Lane With paved Shoulder
306	388700	616611.428	2697037.999	--	--	--	388+620	388+780	170	160	--	--	--	73	30	Hill	2-Lane With paved Shoulder
307	388824	616640.414	2696909.289	388+780	388+795	15	388+795	388+853	90	58	388+853	388+868	15	15	30	Hill	2-Lane With paved Shoulder
308	388887	616692.861	2696873.285	--	--	--	388+868	388+905	170	37	--	--	--	15	30	Hill	2-Lane With paved Shoulder
309	389011	616785.774	2696787.918	388+961	388+976	15	388+976	389+046	90	70	389+046	389+061	15	71	30	Hill	2-Lane With paved Shoulder
310	389109	616887.262	2696797.948	389+061	389+076	15	389+076	389+142	80	67	389+142	389+157	15	30	30	Hill	2-Lane With paved Shoulder
311	389186	616943.967	2696743.231	389+157	389+177	20	389+177	389+194	55	17	389+194	389+214	20	35	30	Hill	2-Lane With paved Shoulder
312	389264	617021.265	2696723.432	389+214	389+229	15	389+229	389+299	105	70	389+299	389+314	15	35	30	Hill	2-Lane With paved Shoulder
313	389353	617076.794	2696651.169	389+314	389+329	15	389+329	389+376	60	47	389+376	389+391	15	30	30	Hill	2-Lane With paved Shoulder
314	389424	617149.79	2696648.875	389+391	389+406	15	389+406	389+442	90	36	389+442	389+457	15	30	30	Hill	2-Lane With paved Shoulder
315	389503	617219.042	2696611.371	--	--	--	389+457	389+548	300	90	--	--	--	15	20	Hill	2-Lane With paved Shoulder
316	389697	617410.743	2696564.79	389+635	389+650	15	389+650	389+743	110	93	389+743	389+758	15	103	20	Hill	2-Lane With paved Shoulder
317	389840	617488.937	2696421.188	389+803	389+818	15	389+818	389+863	20	45	389+863	389+878	15	75	20	Hill	2-Lane With paved Shoulder
318	389888	617491.725	2696487.09	--	--	--	389+876	389+901	150	25	--	--	--	13	20	Hill	2-Lane With paved Shoulder
319	389944	617488.494	2696564.143	389+901	389+921	20	389+921	389+967	20	47	389+967	389+987	20	20	20	Hill	2-Lane With paved Shoulder
320	390087	617545.173	2696412.437	390+063	390+078	15	390+078	390+095	100	17	390+095	390+110	15	111	20	Hill	2-Lane With paved Shoulder
321	390136	617566.566	2696368.095	390+110	390+125	15	390+125	390+147	60	22	390+147	390+162	15	30	30	Hill	2-Lane With paved Shoulder
322	390222	617563.687	2696278.62	390+162	390+177	15	390+177	390+267	100	91	390+267	390+282	15	30	30	Hill	2-Lane With paved Shoulder
323	390399	617706.531	2696167.754	390+365	390+385	20	390+385	390+414	50	29	390+414	390+434	20	118	30	Hill	2-Lane With paved Shoulder
324	390524	617715.716	2696042.594	390+483	390+508	25	390+508	390+541	45	34	390+541	390+566	25	94	30	Hill	2-Lane With paved Shoulder
325	390725	617904.129	2695972.355	390+687	390+712	25	390+712	390+739	40	28	390+739	390+764	25	170	30	Hill	2-Lane With paved Shoulder
326	390797	617908.954	2695900.499	--	--	--	390+764	390+830	250	66	--	--	--	25	30	Hill	2-Lane With paved Shoulder
327	390857	617921.689	2695841.569	390+830	390+845	15	390+845	390+869	100	24	390+869	390+884	15	15	30	Hill	2-Lane With paved Shoulder
328	390927	617914.614	2695771.498	390+884	390+899	15	390+899	390+954	95	55	390+954	390+969	15	30	30	Hill	2-Lane With paved Shoulder
329	391007	617955.107	2695700.997	390+969	390+984	15	390+984	391+029	90	45	391+029	391+044	15	30	30	Hill	2-Lane With paved Shoulder
330	391142	617946.085	2695565.56	--	--	--	391+096	391+188	400	93	--	--	--	66	30	Hill	2-Lane With paved Shoulder
331	391371	617874.762	2695310.345	391+283	391+298	15	391+298	391+443	75	145	391+443	391+458	15	110	30	Hill	2-Lane With paved Shoulder
332	391490	618028.516	2695336.527	391+458	391+473	15	391+473	391+507	120	34	391+507	391+522	15	30	30	Hill	2-Lane With paved Shoulder
333	391592	618129.501	2695319.577	391+559	391+574	15	391+574	391+610	70	36	391+610	391+625	15	67	30	Hill	2-Lane With paved Shoulder
334	391647	618167.358	2695279.606	391+625	391+640	15	391+640	391+654	70	14	391+654	391+669	15	30	30	Hill	2-Lane With paved Shoulder
335	391704	618217.023	2695251.011	391+669	391+684	15	391+684	391+724	120	41	391+724	391+739	15	30	30	Hill	2-Lane With paved Shoulder
336	391788	618275.53	2695186.04	391+739	391+759	20	391+759	391+818	55	58	391+818	391+838	20	35	30	Hill	2-Lane With paved Shoulder
337	391969	618444.989	2695262.324	391+921	391+936	15	391+936	392+002	70	67	392+002	392+017	15	118	30	Hill	2-Lane With paved Shoulder
338	392047	618511.899	2695216.132	392+017	392+032	15	392+032	392+062	80	30	392+062	392+077	15	30	30	Hill	2-Lane With paved Shoulder
339	392210	618672.499	2695187.079	392+168	392+193	25	392+193	392+227	40	35	392+227	392+252	25	130	30	Hill	2-Lane With paved Shoulder
340	392402	618681.468	2694958.827	392+283	392+298	15	392+298	392+505	120	207	392+505	392+520	15	71	30	Hill	2-Lane With paved Shoulder
341	392744	619049.932	2695046.418	392+710	392+735	25	392+735	392+753	40	18	392+753	392+778	25	230	30	Hill	2-Lane With paved Shoulder
342	392801	619070.108	2695098.654	392+778	392+793	15	392+793	392+808	80	14	392+808	392+823	15	40	30	Hill	2-Lane With paved Shoulder
343	392864	619103.899	2695152.762	392+823	392+838	15	392+838	392+890	90	52	392+890	392+905	15	30	30	Hill	2-Lane With paved Shoulder
344	392927	619098.493	2695216.752	--	--	--	392+905	392+950	200	45	--	--	--	15	30	Hill	2-Lane With paved Shoulder
345	392992	619102.958	2695281.958	392+950	392+965	15	392+965	393+019	120	55	393+019	393+034	15	15	30	Hill	2-Lane With paved Shoulder
346	393091	619061.367	2695380.968	393+034	393+049	15	393+049	393+132	60	83	393+132	393+147	15	30	30	Hill	2-Lane With paved Shoulder
347	393158	619127.396	2695417.714	--	--	--	393+147	393+169	2000	22	--	--	--	15	30	Hill	2-Lane With paved Shoulder
348	393210	619185.074	2695433.39	393+169	393+184	15	393+184	393+235	30	51	393+235	393+250	15	15	30	Hill	2-Lane With paved Shoulder

Appendix-7.5.6 (a) : Horizontal Alignment Report Km-330 to 430-MAIN LINK

SL No.	HIP Chainage	HIP Easting	HIP Northing	In Spiral		Length of Spiral	Curve				Out Spiral		Length of Spiral	Distance between curves	Design Speed, kmph	Land Use	Remarks
				Start of Spiral	End of Spiral		Start of curve Chainage	End of Curve Chainage	Radius	Length of Curve	Start of Spiral	End of Spiral					
349	393296	619183.554	2695327.705	393+250	393+265	15	393+265	393+326	35	61	393+326	393+341	15	30	30	Hill	2-Lane With paved Shoulder
350	393398	619290.718	2695362.796	--	--	--	393+358	393+437	280	78	--	--	--	32	30	Hill	2-Lane With paved Shoulder
351	393481	619364.242	2695413.25	393+437	393+452	15	393+452	393+509	40	58	393+509	393+524	15	15	30	Hill	2-Lane With paved Shoulder
352	393582	619434.421	2695308.32	393+524	393+539	15	393+539	393+624	45	84	393+624	393+639	15	30	20	Hill	2-Lane With paved Shoulder
353	393675	619497.839	2695404.053	--	--	--	393+639	393+711	80	72	--	--	--	15	20	Hill	2-Lane With paved Shoulder
354	393744	619569.386	2695416.988	--	--	--	393+711	393+776	100	65	--	--	--	0	20	Hill	2-Lane With paved Shoulder
355	393806	619616.289	2695460.933	393+776	393+791	15	393+791	393+820	30	29	393+820	393+835	15	15	20	Hill	2-Lane With paved Shoulder
356	393859	619664.797	2695436.025	393+835	393+850	15	393+850	393+868	30	18	393+868	393+883	15	30	20	Hill	2-Lane With paved Shoulder
357	393970	619774.116	2695470.121	393+934	393+954	20	393+954	393987	20	33	393+987	394+007	20		20	Hill	2-Lane With paved Shoulder
358	394024	619751.771	2695416.882	--	--	--	394+007	394041	80	34	--	--	--	20	20	Hill	2-Lane With paved Shoulder
359	394129	619728.425	2695308.657	--	--	--	394+041	394216	200	175	--	--	--	0	20	Hill	2-Lane With paved Shoulder
360	394258	619604.076	2695230.850	394+216	394+231	15	394+231	394286	30	55	394+286	394+301	15	15	20	Hill	2-Lane With paved Shoulder
361	394367	619712.523	2695178.802	394+334	394+354	20	394+354	394381	50	27	394+381	394+401	20	68	30	Hill	2-Lane With paved Shoulder
362	394437	619743.399	2695116.091	394+401	394+426	25	394+426	394448	40	22	394+448	394+473	25	45	30	Hill	2-Lane With paved Shoulder
363	394587	619892.403	2695099.074	--	--	--	394+548	394626	180	79	--	--	--	99	30	Hill	2-Lane With paved Shoulder
364	394706	620015.291	2695139.849	394+626	394+641	15	394+641	394771	105	130	394+771	394+786	15	15	30	Hill	2-Lane With paved Shoulder
365	394853	620108.642	2695008.635	394+786	394+801	15	394+801	394905	110	104	394+905	394+920	15	30	30	Hill	2-Lane With paved Shoulder
366	394962	620223.215	2695009.080	394+920	394+935	15	394+935	394989	70	54	394+989	395+004	15	30	30	Hill	2-Lane With paved Shoulder
367	395033	620272.280	2694955.471	395+004	395+019	15	395+019	395048	70	29	395+048	395+063	15	30	30	Hill	2-Lane With paved Shoulder
368	395086	620322.093	2694937.822	395+063	395+078	15	395+078	395094	100	17	395+094	395+109	15	30	30	Hill	2-Lane With paved Shoulder
369	395144	620373.688	2694910.873	395+109	395+134	25	395+134	395154	40	20	395+154	395+179	25	40	30	Hill	2-Lane With paved Shoulder
370	395229	620453.368	2694946.427	395+179	395+194	15	395+194	395264	80	70	395+264	395+279	15	40	30	Hill	2-Lane With paved Shoulder
371	395332	620545.803	2694896.919	--	--	--	395+279	395384	500	105	--	--	--	15	30	Hill	2-Lane With paved Shoulder
372	395423	620631.390	2694863.043	395+384	395+404	20	395+404	395442	50	38	395+442	395+462	20	20	30	Hill	2-Lane With paved Shoulder
373	395486	620644.761	2694800.095	395+462	395+477	15	395+477	395496	60	19	395+496	395+511	15	35	30	Hill	2-Lane With paved Shoulder
374	395549	620678.653	2694746.382	395+511	395+531	20	395+531	395567	50	36	395+567	395+587	20	35	30	Hill	2-Lane With paved Shoulder
375	395630	620655.308	2694666.570	395+587	395+612	25	395+612	395649	40	37	395+649	395+674	25	45	30	Hill	2-Lane With paved Shoulder
376	395742	620750.499	2694607.434	--	--	--	395+711	395772	250	61	--	--	--	63	30	Hill	2-Lane With paved Shoulder
377	395806	620812.351	2694588.276	395+772	395+792	20	395+792	395820	50	28	395+820	395+840	20	20	30	Hill	2-Lane With paved Shoulder
378	396001	620885.766	2694407.587	395+970	395+985	15	395+985	396018	100	33	396+018	396+033	15	164	30	Hill	2-Lane With paved Shoulder
379	396071	620886.862	2694337.935	396+033	396+058	25	396+058	396084	40	26	396+084	396+109	25	40	30	Hill	2-Lane With paved Shoulder
380	396155	620961.285	2694299.525	--	--	--	396+139	396170	180	31	--	--	--	55	30	Hill	2-Lane With paved Shoulder
381	396273	621070.084	2694229.819	--	--	--	396+174	396371	180	197	--	--	--	4	30	Hill	2-Lane With paved Shoulder
382	396398	621057.213	2694093.411	--	--	--	396+371	396425	250	54	--	--	--	0	30	Hill	2-Lane With paved Shoulder
383	396511	621075.891	2693979.824	396+467	396+482	15	396+482	396540	60	58	396+540	396+555	15	56	30	Hill	2-Lane With paved Shoulder
384	396682	621244.713	2693932.778	396+638	396+653	15	396+653	396712	75	59	396+712	396+727	15	113	30	Hill	2-Lane With paved Shoulder
385	396762	621278.722	2693858.832	396+727	396+742	15	396+742	396781	80	40	396+781	396+796	15	30	30	Hill	2-Lane With paved Shoulder
386	397028	621510.995	2693720.063	--	--	--	396+922	397133	310	211	--	--	--	141	20	Hill	2-Lane With paved Shoulder
387	397240	621726.322	2693752.643	--	--	--	397+206	397274	140	68	--	--	--	74	20	Hill	2-Lane With paved Shoulder
388	397314	621799.311	2693786.254	397+274	397+294	20	397+294	397333	21	38	397+333	397+353	20	20	20	Hill	2-Lane With paved Shoulder
389	397389	621763.712	2693711.378	--	--	--	397+353	397426	150	73	--	--	--	20	20	Hill	2-Lane With paved Shoulder
390	397507	621749.533	2693593.809	397+473	397+493	20	397+493	397520	50	27	397+520	397+540	20	68	30	Hill	2-Lane With paved Shoulder
391	397574	621792.557	2693541.820	397+540	397+555	15	397+555	397592	80	37	397+592	397+607	15	35	30	Hill	2-Lane With paved Shoulder
392	397647	621811.678	2693471.078	397+607	397+632	25	397+632	397661	40	29	397+661	397+686	25	40	30	Hill	2-Lane With paved Shoulder
393	397724	621888.017	2693451.268	397+686	397+706	20	397+706	397743	50	37	397+743	397+763	20	45	30	Hill	2-Lane With paved Shoulder
394	397780	621911.252	2693400.074	--	--	--	397+763	397797	180	34	--	--	--	20	30	Hill	2-Lane With paved Shoulder
395	397888	621967.589	2693302.233	--	--	--	397+797	397980	250	183	--	--	--	0	30	Hill	2-Lane With paved Shoulder
396	398148	621898.245	2692976.693	--	--	--	397+980	398316	185	336	--	--	--	0	30	Hill	2-Lane With paved Shoulder
397	398360	622180.728	2692982.832	398+316	398+331	15	398+331	398389	70	58	398+389	398+404	15	15	30	Hill	2-Lane With paved Shoulder
398	398446	622237.825	2692915.140	398+404	398+429	25	398+429	398463	40	34	398+463	398+488	25	40	30	Hill	2-Lane With paved Shoulder
399	398516	622304.748	2692938.614	398+488	398+503	15	398+503	398529	80	26	398+529	398+544	15	40	30	Hill	2-Lane With paved Shoulder
400	398710	622505.446	2692933.369	--	--	--	398+628	398793	180	166	--	--	--	99	20	Hill	2-Lane With paved Shoulder
401	399065	622717.371	2692634.001	--	--	--	399+020	399111	80	90	--	--	--	227	20	Hill	2-Lane With paved Shoulder
402	399149	622685.471	2692544.680	399+111	399+131	20	399+131	399168	20	37	399+168	399+188	20	20	20	Hill	2-Lane With paved Shoulder
403	399195	622732.934	2692568.260	--	--	--	399+188	399203	300	15	--	--	--	20	20	Hill	2-Lane With paved Shoulder
404	399239	622767.157	2692598.095	399+188	399+203	15	399+203	399276	120	73	399+276	399+291	15	0	30	Hill	2-Lane With paved Shoulder
405	399310	622791.430	2692667.983	399+276	399+291	15	399+291	399329	30	38	399+329	399+344	15	15	30	Hill	2-Lane With paved Shoulder
406	399366	622847.671	2692649.617	--	--	--	399+344	399389	180	45	--	--	--	15	30	Hill	2-Lane With paved Shoulder

Appendix-7.5.6 (a) : Horizontal Alignment Report Km-330 to 430-MAIN LINK

SL No.	HIP Chainage	HIP Easting	HIP Northing	In Spiral		Length of Spiral	Curve				Out Spiral		Length of Spiral	Distance between curves	Design Speed, kmph	Land Use	Remarks
				Start of Spiral	End of Spiral		Start of curve Chainage	End of Curve Chainage	Radius	Length of Curve	Start of Spiral	End of Spiral					
407	399424	622903.444	2692635.359	399+389	399+409	20	399+409	399438	50	29	399+438	399+458	20	20	30	Hill	2-Lane With paved Shoulder
408	399483	622932.551	2692583.265	399+458	399+473	15	399+473	399493	80	20	399+493	399+508	15	35	30	Hill	2-Lane With paved Shoulder
409	399618	623031.758	2692490.910	399+567	399+582	15	399+582	399653	145	71	399+653	399+668	15	89	30	Hill	2-Lane With paved Shoulder
410	399785	623080.150	2692312.292	--	--	--	399+668	399901	190	233	--	--	--	15	30	Hill	2-Lane With paved Shoulder
411	399925	623236.486	2692296.810	399+901	399+916	15	399+916	399933	80	17	399+933	399+948	15	15	30	Hill	2-Lane With paved Shoulder
412	399992	623299.351	2692268.986	399+948	399+963	15	399+963	400021	75	58	400+021	400+036	15	30	30	Hill	2-Lane With paved Shoulder
413	400077	623380.930	2692299.115	400+036	400+061	25	400+061	400093	40	32	400+093	400+118	25	40	30	Hill	2-Lane With paved Shoulder
414	400165	623446.485	2692236.956	400+118	400+143	25	400+143	400187	45	44	400+187	400+212	25	50	30	Hill	2-Lane With paved Shoulder
415	400265	623535.785	2692284.602	400+234	400+249	15	400+249	400281	140	32	400+281	400+296	15	62	30	Hill	2-Lane With paved Shoulder
416	400326	623594.497	2692302.874	400+296	400+311	15	400+311	400341	80	30	400+341	400+356	15	30	30	Hill	2-Lane With paved Shoulder
417	400386	623637.834	2692344.318	400+356	400+371	15	400+371	400400	100	29	400+400	400+415	15	30	30	Hill	2-Lane With paved Shoulder
418	400433	623680.810	2692363.015	--	--	--	400+415	400450	180	34	--	--	--	15	30	Hill	2-Lane With paved Shoulder
419	400491	623734.659	2692384.844	400+450	400+480	30	400+480	400503	30	23	400+503	400+533	30	30	30	Hill	2-Lane With paved Shoulder
420	400578	623787.056	2692315.916	400+533	400+563	30	400+563	400593	30	30	400+593	400+623	30	60	30	Hill	2-Lane With paved Shoulder
421	400691	623894.672	2692394.165	400+623	400+638	15	400+638	400744	60	106	400+744	400+759	15	45	30	Hill	2-Lane With paved Shoulder
422	400851	623988.842	2692197.577	400+759	400+774	15	400+774	400928	80	154	400+928	400+943	15	30	30	Hill	2-Lane With paved Shoulder
423	400969	624096.373	2692310.558	400+943	400+958	15	400+958	400980	80	22	400+980	400+995	15	30	30	Hill	2-Lane With paved Shoulder
424	401098	624212.910	2692368.882	401+049	401+064	15	401+064	401131	90	67	401+131	401+146	15	84	30	Hill	2-Lane With paved Shoulder
425	401245	624250.604	2692514.704	--	--	--	401+196	401294	170	98	--	--	--	65	30	Hill	2-Lane With paved Shoulder
426	401384	624369.469	2692607.192	401+322	401+347	25	401+347	401421	45	74	401+421	401+446	25	53	30	Hill	2-Lane With paved Shoulder
427	401484	624406.237	2692502.826	401+446	401+471	25	401+471	401496	40	25	401+496	401+521	25	50	30	Hill	2-Lane With paved Shoulder
428	401580	624506.424	2692466.539	401+521	401+541	20	401+541	401619	50	78	401+619	401+639	20	45	30	Hill	2-Lane With paved Shoulder
429	401722	624445.941	2692328.390	401+679	401+709	30	401+709	401734	30	25	401+734	401+764	30	90	30	Hill	2-Lane With paved Shoulder
430	401782	624498.745	2692300.538	--	--	--	401+764	401799	180	35	--	--	--	30	30	Hill	2-Lane With paved Shoulder
431	401828	624541.129	2692281.464	401+799	401+819	20	401+819	401837	50	18	401+837	401+857	20	20	30	Hill	2-Lane With paved Shoulder
432	401885	624597.408	2692291.790	401+857	401+872	15	401+872	401899	80	26	401+899	401+914	15	35	30	Hill	2-Lane With paved Shoulder
433	401952	624664.797	2692280.086	401+914	401+929	15	401+929	401976	60	48	401+976	401+991	15	30	30	Hill	2-Lane With paved Shoulder
434	402029	624725.876	2692329.375	401+991	402+011	20	402+011	402047	50	36	402+047	402+067	20	35	30	Hill	2-Lane With paved Shoulder
435	402106	624801.997	2692311.179	402+067	402+082	15	402+082	402131	140	49	402+131	402+146	15	35	30	Hill	2-Lane With paved Shoulder
436	402190	624885.470	2692309.106	402+146	402+176	30	402+176	402204	30	28	402+204	402+234	30	45	30	Hill	2-Lane With paved Shoulder
437	402283	624882.830	2692210.589	402+234	402+249	15	402+249	402316	50	67	402+316	402+331	15	45	20	Hill	2-Lane With paved Shoulder
438	402390	624994.597	2692172.871	402+353	402+373	20	402+373	402407	20	34	402+407	402+427	20	57	20	Hill	2-Lane With paved Shoulder
439	402485	624904.851	2692131.919	--	--	--	402+467	402503	80	37	--	--	--	59	20	Hill	2-Lane With paved Shoulder
440	402602	624818.129	2692039.519	402+558	402+573	15	402+573	402632	35	59	402+632	402+647	15	69	20	Hill	2-Lane With paved Shoulder
441	402672	624890.729	2692006.227	402+647	402+662	15	402+662	402683	50	21	402+683	402+698	15	30	20	Hill	2-Lane With paved Shoulder
442	402721	624920.763	2691967.938	402+698	402+713	15	402+713	402729	40	16	402+729	402+744	15	30	20	Hill	2-Lane With paved Shoulder
443	402810	625006.522	2691939.607	402+779	402+794	15	402+794	402825	30	31	402+825	402+840	15	66	20	Hill	2-Lane With paved Shoulder
444	402870	625005.440	2691876.610	402+840	402+855	15	402+855	402885	30	30	402+885	402+900	15	30	20	Hill	2-Lane With paved Shoulder
445	402929	625061.734	2691856.195	--	--	--	402+900	402958	300	58	--	--	--	15	20	Hill	2-Lane With paved Shoulder
446	403072	625188.569	2691789.148	403+043	403+058	15	403+058	403086	30	28	403+086	403+101	15	100	20	Hill	2-Lane With paved Shoulder
447	403127	625179.320	2691732.731	403+101	403+116	15	403+116	403139	30	23	403+139	403+154	15	30	20	Hill	2-Lane With paved Shoulder
448	403275	625296.636	2691642.177	--	--	--	403+256	403295	1000	40	--	--	--	117	20	Hill	2-Lane With paved Shoulder
449	403387	625382.916	2691570.245	403+352	403+372	20	403+372	403401	20	29	403+401	403+421	20	77	20	Hill	2-Lane With paved Shoulder
450	403439	625330.728	2691553.507	--	--	--	403+421	403457	80	36	--	--	--	20	20	Hill	2-Lane With paved Shoulder
451	403492	625283.206	2691524.892	--	--	--	403+457	403527	80	70	--	--	--	0	20	Hill	2-Lane With paved Shoulder
452	403572	625187.137	2691544.118	403+527	403+542	15	403+542	403602	30	60	403+602	403+617	15	15	20	Hill	2-Lane With paved Shoulder
453	403640	625223.578	2691467.819	--	--	--	403+617	403664	400	47	--	--	--	15	20	Hill	2-Lane With paved Shoulder
454	403694	625250.205	2691420.713	403+664	403+679	15	403+679	403709	80	31	403+709	403+724	15	15	30	Hill	2-Lane With paved Shoulder
455	403781	625325.466	2691370.537	403+724	403+739	15	403+739	403823	90	83	403+823	403+838	15	30	30	Hill	2-Lane With paved Shoulder
456	403862	625327.793	2691286.123	403+838	403+853	15	403+853	403872	60	19	403+872	403+887	15	30	30	Hill	2-Lane With paved Shoulder
457	403946	625366.359	2691202.037	403+887	403+902	15	403+902	403991	65	89	403+991	404+006	15	30	30	Hill	2-Lane With paved Shoulder
458	404038	625284.322	2691144.925	404+006	404+031	25	404+031	404045	40	14	404+045	404+070	25	40	30	Hill	2-Lane With paved Shoulder
459	404118	625267.345	2691064.171	404+070	404+085	15	404+085	404151	70	66	404+151	404+166	15	40	30	Hill	2-Lane With paved Shoulder
460	404225	625165.474	2691024.111	404+201	404+216	15	404+216	404234	60	18	404+234	404+249	15	65	30	Hill	2-Lane With paved Shoulder
461	404267	625136.770	2690993.147	--	--	--	404+249	404285	180	37	--	--	--	15	30	Hill	2-Lane With paved Shoulder
462	404340	625077.797	2690939.086	404+285	404+300	15	404+300	404380	60	79	404+380	404+395	15	15	30	Hill	2-Lane With paved Shoulder
463	404626	625253.285	2690683.232	404+558	404+578	20	404+578	404674	55	97	404+674	404+694	20	198	30	Hill	2-Lane With paved Shoulder
464	404730	625134.081	2690654.279	404+694	404+709	15	404+709	404752	90	42	404+752	404+767	15	35	30	Hill	2-Lane With paved Shoulder

Appendix-7.5.6 (a) : Horizontal Alignment Report Km-330 to 430-MAIN LINK

SL No.	HIP Chainage	HIP Easting	HIP Northing	In Spiral		Length of Spiral	Curve				Out Spiral		Length of Spiral	Distance between curves	Design Speed, kmph	Land Use	Remarks
				Start of Spiral	End of Spiral		Start of curve Chainage	End of Curve Chainage	Radius	Length of Curve	Start of Spiral	End of Spiral					
465	404845	625059.613	2690565.460	404+794	404+824	30	404+824	404866	30	42	404+866	404+896	30	72	30	Hill	2-Lane With paved Shoulder
466	404959	625172.704	2690535.716	404+916	404+946	30	404+946	404973	30	27	404+973	405+003	30	80	30	Hill	2-Lane With paved Shoulder
467	405027	625162.997	2690468.691	405+003	405+018	15	405+018	405037	70	19	405+037	405+052	15	45	30	Hill	2-Lane With paved Shoulder
468	405068	625166.970	2690428.534	--	--	--	405+052	405084	170	32	--	--	--	15	30	Hill	2-Lane With paved Shoulder
469	405133	625166.093	2690362.151	405+084	405+099	15	405+099	405167	120	69	405+167	405+182	15	15	30	Hill	2-Lane With paved Shoulder
470	405240	625227.840	2690273.426	405+212	405+227	15	405+227	405253	80	27	405+253	405+268	15	59	30	Hill	2-Lane With paved Shoulder
471	405337	625243.090	2690171.256	405+278	405+293	15	405+293	405381	75	88	405+381	405+396	15	40	30	Hill	2-Lane With paved Shoulder
472	405427	625336.143	2690152.172	--	--	--	405+411	405442	170	30	--	--	--	30	30	Hill	2-Lane With paved Shoulder
473	405462	625369.865	2690139.574	--	--	--	405+442	405483	200	41	--	--	--	0	30	Hill	2-Lane With paved Shoulder
474	405523	625426.626	2690121.148	405+483	405+513	30	405+513	405533	30	19	405+533	405+563	30	30	30	Hill	2-Lane With paved Shoulder
475	405608	625419.944	2690036.381	405+563	405+578	15	405+578	405638	100	60	405+638	405+653	15	45	30	Hill	2-Lane With paved Shoulder
476	405713	625472.390	2689944.393	405+688	405+703	15	405+703	405723	70	20	405+723	405+738	15	65	30	Hill	2-Lane With paved Shoulder
477	405792	625531.256	2689884.754	405+738	405+768	30	405+768	405815	30	48	405+815	405+845	30	45	30	Hill	2-Lane With paved Shoulder
478	405853	625467.929	2689863.946	--	--	--	405+845	405861	1500	16	--	--	--	30	30	Hill	2-Lane With paved Shoulder
479	405908	625411.783	2689865.777	405+861	405+876	15	405+876	405939	80	63	405+939	405+954	15	15	30	Hill	2-Lane With paved Shoulder
480	406029	625327.631	2689967.109	405+954	405+969	15	405+969	406089	100	120	406+089	406+104	15	30	30	Hill	2-Lane With paved Shoulder
481	406146	625207.845	2689927.871	406+104	406+124	20	406+124	406168	55	43	406+168	406+188	20	35	30	Hill	2-Lane With paved Shoulder
482	406228	625143.352	2689980.479	--	--	--	406+188	406268	290	81	--	--	--	20	30	Hill	2-Lane With paved Shoulder
483	406289	625088.754	2690008.208	--	--	--	406+268	406309	170	41	--	--	--	0	30	Hill	2-Lane With paved Shoulder
484	406340	625048.607	2690040.209	406+309	406+324	15	406+324	406356	80	31	406+356	406+371	15	15	30	Hill	2-Lane With paved Shoulder
485	406394	624995.664	2690049.280	--	--	--	406+371	406417	800	46	--	--	--	15	30	Hill	2-Lane With paved Shoulder
486	406468	624918.176	2690046.282	406+417	406+447	30	406+447	406490	30	43	406+490	406+520	30	30	30	Hill	2-Lane With paved Shoulder
487	406560	624961.131	2689959.894	406+520	406+535	15	406+535	406585	60	50	406+585	406+600	15	45	30	Hill	2-Lane With paved Shoulder
488	406641	624937.563	2689879.164	406+600	406+620	20	406+620	406663	50	42	406+663	406+683	20	35	30	Hill	2-Lane With paved Shoulder
489	406815	625065.189	2689758.839	--	--	--	406+776	406855	200	79	--	--	--	113	30	Hill	2-Lane With paved Shoulder
490	406920	625176.974	2689697.004	406+855	406+880	25	406+880	406961	40	81	406+961	406+986	25	25	30	Hill	2-Lane With paved Shoulder
491	407000	625081.369	2689659.056	--	--	--	406+986	407015	170	29	--	--	--	25	30	Hill	2-Lane With paved Shoulder
492	407024	625059.127	2689651.468	--	--	--	407+015	407033	170	18	--	--	--	0	30	Hill	2-Lane With paved Shoulder
493	407072	625013.184	2689636.198	407+033	407+053	20	407+053	407090	55	38	407+090	407+110	20	20	30	Hill	2-Lane With paved Shoulder
494	407146	624983.552	2689566.391	407+110	407+125	15	407+125	407167	70	42	407+167	407+182	15	35	30	Hill	2-Lane With paved Shoulder
495	407205	624931.798	2689537.545	--	--	--	407+182	407227	170	45	--	--	--	15	30	Hill	2-Lane With paved Shoulder
496	407250	624896.902	2689508.129	407+227	407+242	15	407+242	407258	75	16	407+258	407+273	15	15	30	Hill	2-Lane With paved Shoulder
497	407315	624841.053	2689476.728	407+273	407+303	30	407+303	407327	30	24	407+327	407+357	30	45	30	Hill	2-Lane With paved Shoulder
498	407399	624873.901	2689400.223	--	--	--	407+357	407441	800	85	--	--	--	30	30	Hill	2-Lane With paved Shoulder
499	407485	624918.374	2689327.545	407+441	407+471	30	407+471	407498	35	27	407+498	407+528	30	30	30	Hill	2-Lane With paved Shoulder
500	407542	624972.700	2689344.514	--	--	--	407+528	407555	200	28	--	--	--	30	30	Hill	2-Lane With paved Shoulder
501	407599	625026.977	2689363.898	--	--	--	407+555	407643	650	88	--	--	--	0	30	Hill	2-Lane With paved Shoulder
502	407703	625131.083	2689409.378	407+643	407+658	15	407+658	407747	60	89	407+747	407+762	15	15	30	Hill	2-Lane With paved Shoulder
503	407796	625174.078	2689314.932	407+762	407+782	20	407+782	407809	50	27	407+809	407+829	20	35	30	Hill	2-Lane With paved Shoulder
504	407865	625239.403	2689289.665	--	--	--	407+829	407901	170	72	--	--	--	20	30	Hill	2-Lane With paved Shoulder
505	407989	625325.034	2689201.167	407+948	407+978	30	407+978	407999	35	21	407+999	408+029	30	77	30	Hill	2-Lane With paved Shoulder
506	408044	625300.954	2689151.814	--	--	--	408+029	408059	200	30	--	--	--	30	30	Hill	2-Lane With paved Shoulder
507	408228	625213.587	2688923.264	408+144	408+164	20	408+164	408291	55	127	408+291	408+311	20	105	30	Hill	2-Lane With paved Shoulder
508	408349	625376.498	2689005.448	408+311	408+341	30	408+341	408356	30	15	408+356	408+386	30	50	30	Hill	2-Lane With paved Shoulder
509	408422	625430.190	2688956.939	--	--	--	408+386	408457	170	71	--	--	--	30	30	Hill	2-Lane With paved Shoulder
510	408504	625499.445	2688911.428	408+457	408+487	30	408+487	408521	35	34	408+521	408+551	30	30	30	Hill	2-Lane With paved Shoulder
511	408707	625378.992	2688748.957	408+683	408+698	15	408+698	408715	80	17	408+715	408+730	15	177	30	Hill	2-Lane With paved Shoulder
512	408826	625110.999	2688549.431	408+730	408+750	20	408+750	408903	55	152	408+903	408+923	20	35	30	Hill	2-Lane With paved Shoulder
513	408985	625482.053	2688660.855	408+923	408+943	20	408+943	409028	50	85	409+028	409+048	20	40	30	Hill	2-Lane With paved Shoulder
514	409069	625488.057	2688562.628	--	--	--	409+048	409091	170	43	--	--	--	20	30	Hill	2-Lane With paved Shoulder
515	409141	625501.479	2688491.355	409+061	409+091	30	409+091	409192	300	101	409+192	409+222	30	0	30	Hill	2-Lane With paved Shoulder
516	409256	625516.491	2688351.124	409+192	409+222	30	409+222	409290	30	68	409+290	409+320	30	30	30	Hill	2-Lane With paved Shoulder
517	409351	625557.247	2688467.616	409+320	409+335	15	409+335	409368	70	33	409+368	409+383	15	45	30	Hill	2-Lane With paved Shoulder
518	409406	625590.046	2688511.421	409+383	409+398	15	409+398	409413	70	16	409+413	409+428	15	30	30	Hill	2-Lane With paved Shoulder
519	409477	625614.217	2688580.475	409+428	409+443	15	409+443	409511	90	67	409+511	409+526	15	30	30	Hill	2-Lane With paved Shoulder
520	409557	625687.309	2688617.627	409+526	409+546	20	409+546	409569	50	23	409+569	409+589	20	35	30	Hill	2-Lane With paved Shoulder
521	409619	625713.397	2688673.628	409+589	409+609	20	409+609	409629	50	20	409+629	409+649	20	40	30	Hill	2-Lane With paved Shoulder
522	409723	625808.572	2688713.312	409+683	409+713	30	409+713	409734	35	21	409+734	409+764	30	84	30	Hill	2-Lane With paved Shoulder

Appendix-7.5.6 (a) : Horizontal Alignment Report Km-330 to 430-MAIN LINK

SL No.	HIP Chainage	HIP Easting	HIP Northing	In Spiral		Length of Spiral	Curve				Out Spiral		Length of Spiral	Distance between curves	Design Speed, kmph	Land Use	Remarks
				Start of Spiral	End of Spiral		Start of curve Chainage	End of Curve Chainage	Radius	Length of Curve	Start of Spiral	End of Spiral					
523	409795	625852.829	2688658.021	--	--	--	409+764	409825	400	61	--	--	--	30	30	Hill	2-Lane With paved Shoulder
524	409841	625882.824	2688622.668	409+810	409+825	15	409+825	409857	300	31	409+857	409+872	15	0	30	Hill	2-Lane With paved Shoulder
525	409893	625915.214	2688580.528	409+857	409+872	15	409+872	409915	70	44	409+915	409+930	15	15	30	Hill	2-Lane With paved Shoulder
526	409958	625978.699	2688566.274	409+930	409+950	20	409+950	409965	50	15	409+965	409+985	20	35	30	Hill	2-Lane With paved Shoulder
527	410012	626018.717	2688529.237	409+985	410+000	15	410+000	410024	70	24	410+024	410+039	15	35	30	Hill	2-Lane With paved Shoulder
528	410072	626074.690	2688507.361	410+039	410+059	20	410+059	410085	50	26	410+085	410+105	20	35	30	Hill	2-Lane With paved Shoulder
529	410117	626094.813	2688467.532	--	--	--	410+105	410128	400	23	--	--	--	20	30	Hill	2-Lane With paved Shoulder
530	410143	626105.853	2688443.920	410+103	410+128	25	410+128	410157	170	29	410+157	410+182	25	0	30	Hill	2-Lane With paved Shoulder
531	410213	626139.675	2688374.838	410+157	410+182	25	410+182	410243	40	61	410+243	410+268	25	25	30	Hill	2-Lane With paved Shoulder
532	410432	626313.493	2688522.973	410+380	410+410	30	410+410	410454	30	44	410+454	410+484	30	167	30	Hill	2-Lane With paved Shoulder
533	410584	626323.928	2688368.778	--	--	--	410+533	410636	300	103	--	--	--	78	30	Hill	2-Lane With paved Shoulder
534	410658	626345.505	2688297.925	410+611	410+636	25	410+636	410680	400	44	410+680	410+705	25	0	30	Hill	2-Lane With paved Shoulder
535	410754	626410.036	2688154.447	410+680	410+705	25	410+705	410803	40	98	410+803	410+828	25	25	30	Hill	2-Lane With paved Shoulder
536	410842	626428.883	2688303.157	--	--	--	410+828	410856	170	29	--	--	--	25	30	Hill	2-Lane With paved Shoulder
537	410866	626429.977	2688327.231	410+841	410+856	15	410+856	410876	2500	20	410+876	410+891	15	0	30	Hill	2-Lane With paved Shoulder
538	410915	626435.104	2688377.080	410+876	410+891	15	410+891	410940	70	49	410+940	410+955	15	15	30	Hill	2-Lane With paved Shoulder
539	410982	626487.446	2688421.067	410+955	410+970	15	410+970	410995	70	26	410+995	411+010	15	30	30	Hill	2-Lane With paved Shoulder
540	411021	626503.140	2688456.717	--	--	--	411+010	411032	170	22	--	--	--	15	30	Hill	2-Lane With paved Shoulder
541	411057	626518.796	2688489.222	411+032	411+047	15	411+047	411067	70	20	411+067	411+082	15	15	30	Hill	2-Lane With paved Shoulder
542	411151	626539.467	2688601.496	411+082	411+107	25	411+107	411194	45	87	411+194	411+219	25	40	30	Hill	2-Lane With paved Shoulder
543	411272	626657.457	2688514.600	411+219	411+249	30	411+249	411295	30	46	411+295	411+325	30	55	30	Hill	2-Lane With paved Shoulder
544	411338	626672.675	2688582.963	--	--	--	411+325	411351	170	26	--	--	--	30	30	Hill	2-Lane With paved Shoulder
545	411381	626675.045	2688626.377	411+351	411+366	15	411+366	411396	70	30	411+396	411+411	15	15	30	Hill	2-Lane With paved Shoulder
546	411453	626649.945	2688693.042	411+411	411+441	30	411+441	411464	30	23	411+464	411+494	30	45	30	Hill	2-Lane With paved Shoulder
547	411507	626695.311	2688720.958	411+464	411+494	30	411+494	411519	2000	25	411+519	411+549	30	30	30	Hill	2-Lane With paved Shoulder
548	411560	626747.907	2688729.463	411+519	411+549	30	411+549	411572	30	23	411+572	411+602	30	30	30	Hill	2-Lane With paved Shoulder
549	411684	626789.048	2688614.828	411+642	411+672	30	411+672	411695	30	22	411+695	411+725	30	101	30	Hill	2-Lane With paved Shoulder
550	411750	626853.455	2688626.522	--	--	--	411+725	411775	170	50	--	--	--	30	30	Hill	2-Lane With paved Shoulder
551	411824	626928.973	2688630.109	--	--	--	411+775	411874	220	99	--	--	--	0	30	Hill	2-Lane With paved Shoulder
552	411913	627010.326	2688666.467	411+874	411+899	25	411+899	411926	40	27	411+926	411+951	25	25	30	Hill	2-Lane With paved Shoulder
553	412006	627076.531	2688600.304	411+971	411+991	20	411+991	412022	50	30	412+022	412+042	20	65	30	Hill	2-Lane With paved Shoulder
554	412134	627048.975	2688474.761	--	--	--	412+078	412190	300	112	--	--	--	57	30	Hill	2-Lane With paved Shoulder
555	412255	627081.960	2688353.040	412+199	412+229	30	412+229	412282	35	53	412+282	412+312	30	39	30	Hill	2-Lane With paved Shoulder
556	412378	627191.067	2688434.108	412+319	412+349	30	412+349	412407	35	58	412+407	412+437	30	67	30	Hill	2-Lane With paved Shoulder
557	412540	627203.892	2688266.719	412+506	412+531	25	412+531	412550	45	20	412+550	412+575	25	124	30	Hill	2-Lane With paved Shoulder
558	412614	627148.812	2688217.396	412+575	412+600	25	412+600	412628	40	28	412+628	412+653	25	50	30	Hill	2-Lane With paved Shoulder
559	412693	627169.530	2688131.119	--	--	--	412+666	412719	30	53	--	--	--	38	30	Hill	2-Lane With paved Shoulder
560	412853	627317.995	2688220.167	412+794	412+809	15	412+809	412898	125	89	412+898	412+913	15	90	30	Hill	2-Lane With paved Shoulder
561	412939	627341.432	2688304.920	412+913	412+928	15	412+928	412951	80	23	412+951	412+966	15	30	30	Hill	2-Lane With paved Shoulder
562	413067	627420.575	2688405.508	413+039	413+054	15	413+054	413081	90	28	413+081	413+096	15	103	30	Hill	2-Lane With paved Shoulder
563	413158	627446.597	2688493.520	413+119	413+139	20	413+139	413177	55	38	413+177	413+197	20	58	30	Hill	2-Lane With paved Shoulder
564	413225	627508.747	2688518.733	413+197	413+212	15	413+212	413237	150	25	413+237	413+252	15	35	30	Hill	2-Lane With paved Shoulder
565	413339	627611.637	2688575.012	413+290	413+310	20	413+310	413368	55	58	413+368	413+388	20	73	30	Hill	2-Lane With paved Shoulder
566	413447	627694.528	2688499.877	413+404	413+424	20	413+424	413469	50	45	413+469	413+489	20	56	30	Hill	2-Lane With paved Shoulder
567	413577	627817.879	2688547.073	413+539	413+559	20	413+559	413595	55	37	413+595	413+615	20	89	30	Hill	2-Lane With paved Shoulder
568	413660	627894.263	2688511.779	413+615	413+640	25	413+640	413679	45	39	413+679	413+704	25	45	30	Hill	2-Lane With paved Shoulder
569	413746	627965.640	2688561.559	413+704	413+734	30	413+734	413758	30	24	413+758	413+788	30	55	30	Hill	2-Lane With paved Shoulder
570	413819	628015.046	2688508.619	--	--	--	413+788	413850	190	62	--	--	--	30	30	Hill	2-Lane With paved Shoulder
571	413949	628119.912	2688431.766	413+921	413+936	15	413+936	413961	70	25	413+961	413+976	15	86	30	Hill	2-Lane With paved Shoulder
572	414014	628185.720	2688422.174	413+976	413+991	15	413+991	414037	70	46	414+037	414+052	15	30	30	Hill	2-Lane With paved Shoulder
573	414145	628265.017	2688317.002	414+116	414+131	15	414+131	414159	100	28	414+159	414+174	15	94	30	Hill	2-Lane With paved Shoulder
574	414230	628285.316	2688234.489	414+204	414+219	15	414+219	414241	80	22	414+241	414+256	15	60	30	Hill	2-Lane With paved Shoulder
575	414285	628317.535	2688189.835	414+256	414+271	15	414+271	414299	125	28	414+299	414+314	15	30	30	Hill	2-Lane With paved Shoulder
576	414405	628357.900	2688076.355	--	--	--	414+388	414423	450	35	--	--	--	89	30	Hill	2-Lane With paved Shoulder
577	414452	628372.939	2688031.783	414+423	414+443	20	414+443	414462	50	19	414+462	414+482	20	20	30	Hill	2-Lane With paved Shoulder
578	414519	628425.462	2687990.047	414+482	414+507	25	414+507	414532	40	24	414+532	414+557	25	45	30	Hill	2-Lane With paved Shoulder
579	414588	628420.445	2687921.736	414+557	414+572	15	414+572	414604	100	32	414+604	414+619	15	40	30	Hill	2-Lane With paved Shoulder
580	414729	628458.321	2687785.157	--	--	--	414+685	414773	300	88	--	--	--	81	30	Hill	2-Lane With paved Shoulder

Appendix-7.5.6 (a) : Horizontal Alignment Report Km-330 to 430-MAIN LINK

SL No.	HIP Chainage	HIP Easting	HIP Northing	In Spiral		Length of Spiral	Curve				Out Spiral		Length of Spiral	Distance between curves	Design Speed, kmph	Land Use	Remarks
				Start of Spiral	End of Spiral		Start of curve Chainage	End of Curve Chainage	Radius	Length of Curve	Start of Spiral	End of Spiral					
581	414821	628470.200	2687694.120	414+776	414+806	30	414+806	414836	30	30	414+836	414+866	30	33	30	Hill	2-Lane With paved Shoulder
582	414985	628624.741	2687748.448	414+950	414+965	15	414+965	415005	90	40	415+005	415+020	15	129	30	Hill	2-Lane With paved Shoulder
583	415056	628695.790	2687737.367	--	--	--	415+020	415092	170	72	--	--	--	15	30	Hill	2-Lane With paved Shoulder
584	415136	628776.487	2687750.398	415+092	415+112	20	415+112	415160	50	47	415+160	415+180	20	20	30	Hill	2-Lane With paved Shoulder
585	415217	628824.986	2687682.560	415+180	415+205	25	415+205	415230	40	26	415+230	415+255	25	45	30	Hill	2-Lane With paved Shoulder
586	415306	628913.173	2687681.646	415+267	415+297	30	415+297	415315	35	18	415+315	415+345	30	67	30	Hill	2-Lane With paved Shoulder
587	415427	628963.119	2687571.794	--	--	--	415+410	415444	250	34	--	--	--	96	30	Hill	2-Lane With paved Shoulder
588	415676	629021.598	2687328.806	415+631	415+646	15	415+646	415707	90	61	415+707	415+722	15	201	30	Hill	2-Lane With paved Shoulder
589	415821	629148.309	2687256.146	--	--	--	415+778	415864	300	86	--	--	--	71	30	Hill	2-Lane With paved Shoulder
590	416038	629303.411	2687100.410	--	--	--	415+978	416099	200	121	--	--	--	114	30	Hill	2-Lane With paved Shoulder
591	416164	629438.631	2687068.371	416+099	416+114	15	416+114	416215	70	101	416+215	416+230	15	15	30	Hill	2-Lane With paved Shoulder
592	416299	629412.692	2686925.759	416+264	416+289	25	416+289	416309	40	20	416+309	416+334	25	74	30	Hill	2-Lane With paved Shoulder
593	416368	629454.720	2686869.668	416+334	416+354	20	416+354	416382	25	28	416+382	416+402	20	45	20	Hill	2-Lane With paved Shoulder
594	416462	629378.620	2686786.113	416+402	416+432	30	416+432	416493	30	61	416+493	416+523	30	50	20	Hill	2-Lane With paved Shoulder
595	416562	629495.483	2686799.725	416+523	416+538	15	416+538	416586	50	48	416+586	416+601	15	45	20	Hill	2-Lane With paved Shoulder
596	416654	629573.531	2686741.713	416+601	416+631	30	416+631	416678	35	47	416+678	416+708	30	45	20	Hill	2-Lane With paved Shoulder
597	416764	629625.273	2686851.678	416+708	416+728	20	416+728	416801	50	73	416+801	416+821	20	50	20	Hill	2-Lane With paved Shoulder
598	416864	629724.795	2686808.696	416+821	416+836	15	416+836	416893	140	57	416+893	416+908	15	35	20	Hill	2-Lane With paved Shoulder
599	417002	629873.007	2686799.653	416+929	416+944	15	416+944	417061	90	117	417+061	417+076	15	51	20	Hill	2-Lane With paved Shoulder
600	417103	629891.444	2686690.036	417+076	417+091	15	417+091	417116	60	25	417+116	417+131	15	30	30	Hill	2-Lane With paved Shoulder
601	417159	629925.770	2686645.505	417+131	417+151	20	417+151	417168	50	18	417+168	417+188	20	35	30	Hill	2-Lane With paved Shoulder
602	417213	629929.960	2686592.377	417+188	417+203	15	417+203	417222	90	19	417+222	417+237	15	35	30	Hill	2-Lane With paved Shoulder
603	417260	629945.047	2686547.431	417+237	417+252	15	417+252	417268	80	16	417+268	417+283	15	30	30	Hill	2-Lane With paved Shoulder
604	417355	629941.626	2686452.925	417+323	417+343	20	417+343	417366	50	23	417+366	417+386	20	75	30	Hill	2-Lane With paved Shoulder
605	417420	629897.886	2686404.231	417+386	417+411	25	417+411	417429	40	18	417+429	417+454	25	45	30	Hill	2-Lane With paved Shoulder
606	417504	629905.399	2686318.263	417+454	417+469	15	417+469	417538	70	69	417+538	417+553	15	40	30	Hill	2-Lane With paved Shoulder
607	417592	629836.665	2686258.747	417+553	417+583	30	417+583	417601	35	18	417+601	417+631	30	45	30	Hill	2-Lane With paved Shoulder
608	417662	629850.778	2686190.699	417+631	417+651	20	417+651	417673	50	22	417+673	417+693	20	50	30	Hill	2-Lane With paved Shoulder
609	417772	629802.875	2686091.059	417+746	417+761	15	417+761	417784	70	22	417+784	417+799	15	89	30	Hill	2-Lane With paved Shoulder
610	417873	629725.069	2686028.227	417+836	417+866	30	417+866	417881	30	15	417+881	417+911	30	82	30	Hill	2-Lane With paved Shoulder
611	417928	629743.648	2685978.290	--	--	--	417+911	417944	170	33	--	--	--	30	30	Hill	2-Lane With paved Shoulder
612	418012	629768.225	2685896.489	417+974	417+989	15	417+989	418035	70	47	418+035	418+050	15	45	30	Hill	2-Lane With paved Shoulder
613	418116	629714.953	2685806.916	418+090	418+105	15	418+105	418126	90	20	418+126	418+141	15	70	30	Hill	2-Lane With paved Shoulder
614	418225	629626.478	2685736.272	418+162	418+177	15	418+177	418273	100	96	418+273	418+288	15	51	30	Hill	2-Lane With paved Shoulder
615	418333	629637.882	2685623.850	418+288	418+303	15	418+303	418362	90	60	418+362	418+377	15	30	30	Hill	2-Lane With paved Shoulder
616	418440	629574.652	2685532.525	418+377	418+392	15	418+392	418488	125	96	418+488	418+503	15	30	30	Hill	2-Lane With paved Shoulder
617	418526	629589.978	2685445.897	418+503	418+518	15	418+518	418533	120	16	418+533	418+548	15	30	30	Hill	2-Lane With paved Shoulder
618	418606	629592.208	2685365.353	418+573	418+593	20	418+593	418619	50	27	418+619	418+639	20	59	30	Hill	2-Lane With paved Shoulder
619	418694	629654.345	2685295.682	418+639	418+664	25	418+664	418724	45	60	418+724	418+749	25	45	30	Hill	2-Lane With paved Shoulder
620	418785	629584.649	2685229.339	418+749	418+769	20	418+769	418801	50	32	418+801	418+821	20	45	30	Hill	2-Lane With paved Shoulder
621	418853	629583.781	2685161.280	--	--	--	418+841	418865	180	23	--	--	--	40	30	Hill	2-Lane With paved Shoulder
622	419064	629622.847	2684953.004	--	--	--	419+037	419092	170	54	--	--	--	173	30	Hill	2-Lane With paved Shoulder
623	419124	629614.747	2684893.445	--	--	--	419+111	419137	170	26	--	--	--	20	30	Hill	2-Lane With paved Shoulder
624	419224	629614.080	2684793.350	419+172	419+187	15	419+187	419260	140	72	419+260	419+275	15	50	30	Hill	2-Lane With paved Shoulder
625	419290	629577.819	2684737.223	--	--	--	419+275	419304	500	30	--	--	--	15	30	Hill	2-Lane With paved Shoulder
626	419437	629503.009	2684610.251	419+403	419+418	15	419+418	419455	80	37	419+455	419+470	15	114	30	Hill	2-Lane With paved Shoulder
627	419513	629508.596	2684533.972	--	--	--	419+503	419522	250	19	--	--	--	48	30	Hill	2-Lane With paved Shoulder
628	419565	629509.941	2684481.795	--	--	--	419+547	419583	170	36	--	--	--	25	30	Hill	2-Lane With paved Shoulder
629	419657	629533.675	2684392.622	419+612	419+627	15	419+627	419687	120	60	419+687	419+702	15	44	30	Hill	2-Lane With paved Shoulder
630	419795	629638.255	2684301.676	419+759	419+774	15	419+774	419815	130	40	419+815	419+830	15	88	30	Hill	2-Lane With paved Shoulder
631	419909	629747.747	2684265.557	419+860	419+875	15	419+875	419943	130	67	419+943	419+958	15	61	30	Hill	2-Lane With paved Shoulder
632	420028	629829.871	2684169.987	419+958	419+973	15	419+973	420083	100	111	420+083	420+098	15	30	30	Hill	2-Lane With paved Shoulder
633	420146	629952.615	2684203.062	420+098	420+113	15	420+113	420179	70	66	420+179	420+194	15	30	30	Hill	2-Lane With paved Shoulder
634	420256	630032.542	2684123.233	420+231	420+246	15	420+246	420266	150	20	420+266	420+281	15	68	30	Hill	2-Lane With paved Shoulder
635	420317	630065.814	2684071.685	420+281	420+296	15	420+296	420338	80	42	420+338	420+353	15	30	30	Hill	2-Lane With paved Shoulder
636	420380	630123.895	2684046.197	420+353	420+368	15	420+368	420392	60	24	420+392	420+407	15	30	30	Hill	2-Lane With paved Shoulder
637	420450	630172.427	2683996.757	420+407	420+437	30	420+437	420462	30	25	420+462	420+492	30	45	30	Hill	2-Lane With paved Shoulder
638	420523	630234.015	2684038.161	420+492	420+512	20	420+512	420535	25	23	420+535	420+555	20	50	20	Hill	2-Lane With paved Shoulder

Appendix-7.5.6 (a) : Horizontal Alignment Report Km-330 to 430-MAIN LINK

SL No.	HIP Chainage	HIP Easting	HIP Northing	In Spiral		Length of Spiral	Curve				Out Spiral		Length of Spiral	Distance between curves	Design Speed, kmph	Land Use	Remarks
				Start of Spiral	End of Spiral		Start of curve Chainage	End of Curve Chainage	Radius	Length of Curve	Start of Spiral	End of Spiral					
639	420662	630328.679	2683935.966	420+620	420+635	15	420+635	420690	100	55	420+690	420+705	15	100	20	Hill	2-Lane With paved Shoulder
640	420849	630332.877	2683748.339	--	--	--	420+801	420897	230	96	--	--	--	111	20	Hill	2-Lane With paved Shoulder
641	420933	630365.588	2683669.979	420+897	420+912	15	420+912	420954	80	42	420+954	420+969	15	15	20	Hill	2-Lane With paved Shoulder
642	421002	630348.079	2683602.054	--	--	--	420+969	421036	350	67	--	--	--	15	20	Hill	2-Lane With paved Shoulder
643	421155	630341.135	2683449.631	421+114	421+139	25	421+139	421170	40	31	421+170	421+195	25	103	30	Hill	2-Lane With paved Shoulder
644	421243	630424.288	2683417.585	421+216	421+231	15	421+231	421256	80	26	421+256	421+271	15	60	30	Hill	2-Lane With paved Shoulder
645	421514	630622.645	2683225.989	--	--	--	421+398	421629	320	231	--	--	--	142	30	Hill	2-Lane With paved Shoulder
646	421669	630781.109	2683209.481	421+629	421+659	30	421+659	421678	35	19	421+678	421+708	30	30	30	Hill	2-Lane With paved Shoulder
647	421775	630805.926	2683103.497	421+708	421+723	15	421+723	421828	130	104	421+828	421+843	15	45	30	Hill	2-Lane With paved Shoulder
648	421868	630885.805	2683051.443	421+843	421+858	15	421+858	421878	130	21	421+878	421+893	15	30	30	Hill	2-Lane With paved Shoulder
649	421995	631004.111	2682946.602	421+921	421+936	15	421+936	422054	60	118	422+054	422+069	15	58	30	Hill	2-Lane With paved Shoulder
650	422117	631049.762	2683094.025	422+069	422+094	25	422+094	422140	45	46	422+140	422+165	25	40	30	Hill	2-Lane With paved Shoulder
651	422229	631164.203	2683084.201	--	--	--	422+165	422292	220	127	--	--	--	25	30	Hill	2-Lane With paved Shoulder
652	422347	631273.957	2683132.380	--	--	--	422+334	422360	170	26	--	--	--	41	30	Hill	2-Lane With paved Shoulder
653	422388	631313.253	2683144.877	422+360	422+375	15	422+375	422401	70	26	422+401	422+416	15	15	30	Hill	2-Lane With paved Shoulder
654	422468	631381.383	2683192.534	422+416	422+446	30	422+446	422489	30	44	422+489	422+519	30	45	30	Hill	2-Lane With paved Shoulder
655	422551	631399.600	2683107.978	422+519	422+539	20	422+539	422562	55	23	422+562	422+582	20	50	30	Hill	2-Lane With paved Shoulder
656	422641	631446.951	2683022.206	422+582	422+612	30	422+612	422670	35	58	422+670	422+700	30	50	30	Hill	2-Lane With paved Shoulder
657	422722	631361.997	2682982.762	422+670	422+700	30	422+700	422745	30	45	422+745	422+775	30	30	30	Hill	2-Lane With paved Shoulder
658	422805	631431.544	2682931.266	422+775	422+790	15	422+790	422820	70	30	422+820	422+835	15	45	30	Hill	2-Lane With paved Shoulder
659	422877	631473.953	2682870.580	422+835	422+850	15	422+850	422905	70	55	422+905	422+920	15	30	30	Hill	2-Lane With paved Shoulder
660	423027	631655.281	2682848.396	422+946	422+961	15	422+961	423094	70	133	423+094	423+109	15	56	30	Hill	2-Lane With paved Shoulder
661	423170	631570.162	2682688.445	423+109	423+124	15	423+124	423215	70	91	423+215	423+230	15	30	30	Hill	2-Lane With paved Shoulder
662	423292	631669.941	2682605.501	423+266	423+281	15	423+281	423302	100	20	423+302	423+317	15	66	30	Hill	2-Lane With paved Shoulder
663	423430	631746.822	2682490.169	--	--	--	423+387	423472	200	85	--	--	--	85	30	Hill	2-Lane With paved Shoulder
664	423772	632039.489	2682303.217	--	--	--	423+705	423840	170	135	--	--	--	233	30	Hill	2-Lane With paved Shoulder
665	423934	632074.011	2682140.867	--	--	--	423+894	423974	170	79	--	--	--	55	30	Hill	2-Lane With paved Shoulder
666	424084	632166.699	2682020.521	424+033	424+048	15	424+048	424119	110	71	424+119	424+134	15	75	30	Hill	2-Lane With paved Shoulder
667	424229	632153.722	2681874.839	--	--	--	424+216	424242	250	26	--	--	--	97	30	Hill	2-Lane With paved Shoulder
668	424332	632151.165	2681771.083	424+285	424+300	15	424+300	424364	140	64	424+364	424+379	15	58	30	Hill	2-Lane With paved Shoulder
669	424476	632074.656	2681647.612	--	--	--	424+408	424544	350	137	--	--	--	44	30	Hill	2-Lane With paved Shoulder
670	424626	632050.644	2681497.478	424+573	424+588	15	424+588	424663	110	75	424+663	424+678	15	44	30	Hill	2-Lane With paved Shoulder
671	424848	632186.030	2681300.393	424+748	424+763	15	424+763	424934	130	171	424+934	424+949	15	100	30	Hill	2-Lane With paved Shoulder
672	425214	631907.724	2681025.491	425+131	425+146	15	425+146	425282	105	136	425+282	425+297	15	212	30	Hill	2-Lane With paved Shoulder
673	425353	631785.016	2681112.801	--	--	--	425+333	425373	200	41	--	--	--	51	30	Hill	2-Lane With paved Shoulder
674	425392	631757.235	2681145.144	--	--	--	425+373	425411	30	38	--	--	--	0	30	Hill	2-Lane With paved Shoulder

[illegible]

[illegible]

[illegible]

[illegible]

Appendix 7.7 (a) : Summary of Vertical Curves Alternate Route

Tangent Portion Details				Curve Portion Details						
Start chainage	End Chainage	Length(m)	Gradient(%)	Curve Start	Curve End	Length	Curve Type	K value	Start gradient	End Gradient
329500	329568	68	-0.2	-	-	-	-	-	-	-
329668	329770	102	0.2	329568	329668	100	Sag	250	0	-0.2
329920	330027	107	2.25	329770	329920	150	Sag	73.171	-0.2	0.2
330332	330437	105	0	330027	330332	305	Hog	135.556	0.2	2.25
330742	330842	100	-2.25	330437	330742	305	Hog	135.556	2.25	0
330932	331232	299	0.3	330842	330932	90	Sag	35.294	0	-2.25
331322	331498	176	-0.3	331232	331322	90	Hog	150	-2.25	0.3
331558	331676	117	0.3	331498	331558	60	Sag	100	0.3	-0.3
331766	332174	408	-0.3	331676	331766	90	Hog	150	-0.3	0.3
332234	332415	182	0.5	332174	332234	60	Sag	75	0.3	-0.3
332525	333104	579	-0.3	332415	332525	110	Hog	137.5	-0.3	0.5
333204	333348	144	0.5	333104	333204	100	Sag	125	0.5	-0.3
333458	333859	400	-0.3	333348	333458	110	Hog	137.5	-0.3	0.5
333919	334074	155	0.3	333859	333919	60	Sag	100	0.5	-0.3
334164	334300	136	-0.3	334074	334164	90	Hog	150	-0.3	0.3
334360	334724	365	0.5	334300	334360	60	Sag	75	0.3	-0.3
334844	335109	265	-0.3	334724	334844	120	Hog	150	-0.3	0.5
335169	335442	273	0.5	335109	335169	60	Sag	75	0.5	-0.3
335582	335768	186	-0.4	335442	335582	140	Hog	155.556	-0.3	0.5
335828	335993	166	0.8	335768	335828	60	Sag	50	0.5	-0.4
336073	336602	529	0.3	335993	336073	80	Hog	160	-0.4	0.8
336722	337779	1057	-0.5	336602	336722	120	Hog	150	0.8	0.3
337839	338625	786	0.3	337779	337839	60	Sag	75	0.3	-0.5
338715	338793	78	-0.3	338625	338715	90	Hog	150	-0.5	0.3
338853	339298	445	0.3	338793	338853	60	Sag	100	0.3	-0.3
339398	340203	805	-0.4	339298	339398	100	Hog	142.857	-0.3	0.3
340403	340763	360	0.3	340203	340403	200	Hog	333.333	0.3	-0.4
340823	341406	583	-0.3	340763	340823	60	Sag	100	-0.4	0.3
341486	341616	130	0.3	341406	341486	80	Sag	53.333	0.3	-0.3
341756	341948	192	1.8	341616	341756	140	Hog	77.778	-0.3	0.3
342108	342129	22	0	341948	342108	160	Hog	64	0.3	1.8
342339	342380	41	-2.5	342129	342339	210	Sag	42	1.8	0
342690	342871	181	2.5	342380	342690	310	Hog	62	0	-2.5
342991	343074	83	-2.5	342871	342991	120	Sag	42.857	-2.5	2.5
343174	343428	254	0.3	343074	343174	100	Hog	166.667	2.5	-2.5
343488	343606	118	-0.3	343428	343488	60	Hog	300	-2.5	0.3
343686	343729	43	-0.5	343606	343686	80	Sag	100	0.3	-0.3
343814	343894	81	0.3	343729	343814	85	Hog	141.667	-0.3	-0.5
343994	344099	104	-0.3	343894	343994	100	Sag	55.556	-0.5	0.3
344219	344275	56	1.5	344099	344219	120	Hog	80	0.3	-0.3
344395	344526	131	0	344275	344395	120	Hog	80	-0.3	1.5
344665	345020	355	-1.5	344526	344665	138.46	Sag	76.923	1.5	0
345105	345284	179	0.3	345020	345105	85	Hog	141.667	0	-1.5
345684	345925	241	-0.3	345284	345684	400	Sag	666.666	-1.5	0.3
345985	346125	140	0.3	345925	345985	60	Sag	120	0.3	-0.3
346315	346370	54	0.8	346125	346315	190	Hog	135.714	-0.3	0.3
346430	346640	211	-0.6	346370	346430	60	Hog	300.001	0.3	0.8
346760	347017	257	-0.8	346640	346760	120	Sag	109.091	0.8	-0.6
347117	347250	133	0.3	347017	347117	100	Hog	166.667	-0.6	-0.8
347310	347399	90	-0.3	347250	347310	60	Sag	100	-0.8	0.3
347484	347624	140	0.3	347399	347484	85	Hog	141.667	0.3	-0.3
347684	348037	352	-0.3	347624	347684	60	Sag	82.234	-0.3	0.3
348127	348288	161	0.43	348037	348127	90	Sag	43.47	0.3	-0.3
348968	349230	262	2.5	348288	348968	680	Hog	136	-0.3	0.43
349330	350050	720	-2.5	349230	349330	100	Sag	45.455	0.43	2.5
350110	350638	528	-0.3	350050	350110	60	Sag	85.714	2.5	-2.5
350738	350971	233	0.4	350638	350738	100	Hog	142.857	-2.5	-0.3
351031	351151	120	-0.3	350971	351031	60	Sag	75	-0.3	0.4
351211	352045	834	0.5	351151	351211	60	Hog	300	0.4	-0.3
352155	352319	165	0.3	352045	352155	110	Hog	137.5	-0.3	0.5
352379	352624	244	-0.5	352319	352379	60	Sag	75	0.5	0.3
352684	352885	202	0.3	352624	352684	60	Hog	200	0.3	-0.5
352945	352991	46	0	352885	352945	60	Sag	200	-0.5	0.3
353076	353361	285	0.3	352991	353076	85	Hog	141.667	0.3	0
353421	353764	343	-0.3	353361	353421	60	Sag	100	0	0.3
353914	354333	419	0.3	353764	353914	150	Hog	136.364	0.3	-0.3
354413	354636	223	-0.8	354333	354413	80	Sag	66.667	-0.3	0.3

Start chainage	End Chainage	Length(m)	Gradient(%)	Curve Start	Curve End	Length	Curve Type	K value	Start gradient	End Gradient
354736	354925	189	0.4	354636	354736	100	Hog	142.857	0.3	-0.8
354985	355183	199	-0.3	354925	354985	60	Sag	100	-0.8	0.4
355313	355537	224	0.3	355183	355313	130	Hog	144.444	0.4	-0.3
355597	355950	353	-0.6	355537	355597	60	Sag	200	-0.3	0.3
356010	356286	276	-0.3	355950	356010	60	Sag	100	0.3	-0.6
356376	356879	503	0.3	356286	356376	90	Hog	150	-0.6	-0.3
357029	357299	270	-0.3	356879	357029	150	Sag	100	-0.3	0.3
357504	357872	368	1.2	357299	357504	205	Hog	136.667	0.3	-0.3
357932	358156	225	-0.3	357872	357932	60	Sag	100	-0.3	1.2
358241	358390	148	0.3	358156	358241	85	Hog	141.667	1.2	-0.3
358450	358692	243	-0.3	358390	358450	60	Sag	100	-0.3	0.3
358782	359305	522	0.3	358692	358782	90	Hog	150	0.3	-0.3
359365	359548	184	-0.3	359305	359365	60	Sag	100	-0.3	0.3
359648	359792	144	0.3	359548	359648	100	Sag	45.455	0.3	-0.3
360472	360515	43	2.5	359792	360472	680	Hog	136	-0.3	0.3
360635	361048	414	-2.5	360515	360635	120	Sag	42.857	0.3	2.5
361248	361482	234	0.3	361048	361248	200	Hog	333.333	2.5	-2.5
361582	361787	204	-0.3	361482	361582	100	Sag	125	-2.5	0.3
361847	362293	446	0.5	361787	361847	60	Sag	120	0.3	-0.3
362473	362718	245	1	362293	362473	180	Hog	138.462	-0.3	0.5
362918	363052	134	-0.3	362718	362918	200	Sag	86.957	0.5	1
363457	363571	114	2	363052	363457	405	Hog	135	1	-0.3
363651	364550	899	-1	363571	363651	80	Sag	61.538	-0.3	2
364640	365005	364	0.3	364550	364640	90	Hog	150	2	-1
365065	365168	103	-0.3	365005	365065	60	Sag	100	-1	0.3
365228	365602	375	0.3	365168	365228	60	Hog	200	0.3	-0.3
365662	365855	193	0	365602	365662	60	Hog	200	-0.3	0.3
365915	366036	120	-0.3	365855	365915	60	Sag	46.154	0.3	0
366196	366203	7	1	366036	366196	160	Sag	32	0	-0.3
366203	366277	74	6	-	-	-	-	-	-	-
366297	366423	126	7	366277	366297	20	Sag	20	-0.3	6
366473	366747	274	6	366423	366473	50	Hog	50	6	7
366797	367002	205	4	366747	366797	50	Hog	25	7	6
367052	367182	130	8	367002	367052	50	Sag	13	6	4
367232	367315	84	4	367182	367232	50	Hog	13	4	8
367365	368107	741	7	367315	367365	50	Sag	17	8	4
368157	368318	161	3.5	368107	368157	50	Hog	14	4	7
368358	368566	208	6	368318	368358	40	Sag	16	7	3.5
368616	368673	58	2	368566	368616	50	Hog	13	3.5	6
368713	368835	121	7	368673	368713	40	Sag	8	6	2
368885	368926	41	0.3	368835	368885	50	Hog	7	2	7
368976	369092	116	4.5	368926	368976	50	Sag	12	7	0.3
369142	369181	39	8	369092	369142	50	Sag	14	0.3	4.5
369241	369342	101	-0.3	369181	369241	60	Hog	7	4.5	8
369382	369588	207	3	369342	369382	40	Sag	12	8	-0.3
369628	369790	162	6	369588	369628	40	Sag	13	-0.3	3
369830	370051	221	3	369790	369830	40	Hog	13	3	6
370081	370196	115	1.5	370051	370081	30	Hog	20	6	3
370246	370461	215	3.5	370196	370246	50	Sag	25	3	1.5
370511	370718	207	8	370461	370511	50	Sag	11	1.5	3.5
370758	370883	125	4	370718	370758	40	Hog	10	3.5	8
370913	371315	403	6	370883	370913	30	Sag	15	8	4
371355	371486	130	3	371315	371355	40	Hog	13	4	6
371526	371771	245	6	371486	371526	40	Sag	13	6	3
371821	372016	195	4	371771	371821	50	Hog	25	3	6
372066	372124	58	0.4	372016	372066	50	Hog	14	6	4
372174	372223	49	4	372124	372174	50	Sag	14	4	0.4
372273	372378	105	-2.5	372223	372273	50	Hog	8	0.4	4
372428	372603	175	7	372378	372428	50	Sag	5	4	-2.5
372673	372709	36	-5	372603	372673	70	Hog	6	-2.5	7
372789	373001	212	7	372709	372789	80	Sag	7	7	-5
373101	373262	161	-4	373001	373101	100	Hog	9	-5	7
373342	373531	189	2	373262	373342	80	Sag	13	7	-4
373571	373710	139	4	373531	373571	40	Sag	20	-4	2
373760	373936	176	0.5	373710	373760	50	Hog	14	2	4
374016	375101	1085	8	373936	374016	80	Sag	11	4	0.5
375151	375215	64	2.5	375101	375151	50	Hog	9	0.5	8
375265	375359	95	7	375215	375265	50	Sag	11	8	2.5
375409	375535	126	0.5	375359	375409	50	Hog	8	2.5	7
375585	375670	84	-0.5	375535	375585	50	Hog	50	7	0.5

Start chainage	End Chainage	Length(m)	Gradient(%)	Curve Start	Curve End	Length	Curve Type	K value	Start gradient	End Gradient
375720	376078	358	5	375670	375720	50	Sag	9	0.5	-0.5
376128	376393	265	1	376078	376128	50	Hog	13	-0.5	5
376443	376490	47	5.98	376393	376443	50	Sag	10	5	1
376540	376541	2	0.5	376490	376540	50	Hog	9	1	5.98
376591	376618	27	8	376541	376591	50	Sag	7	5.98	0.5
376683	376684	0	0.5	376618	376683	65	Hog	9	0.5	8
376744	376816	72	8	376684	376744	60	Sag	8	8	0.5
376841	376844	3	2	376816	376841	25	Hog	4	0.5	8
376884	376899	15	7	376844	376884	40	Sag	8	8	2
376939	377024	86	1	376899	376939	40	Hog	7	2	7
377054	377472	418	6	377024	377054	30	Sag	6	7	1
377512	377580	68	2	377472	377512	40	Hog	10	1	6
377610	377720	110	6	377580	377610	30	Sag	8	6	2
377760	377903	143	3.5	377720	377760	40	Hog	16	2	6
377953	378189	237	5.5	377903	377953	50	Sag	25	6	3.5
378239	378393	154	3.131	378189	378239	50	Hog	21	3.5	5.5
378443	378514	70	7	378393	378443	50	Sag	13	5.5	3.131
378564	378716	152	8	378514	378564	50	Sag	50	3.131	7
378766	379001	235	7	378716	378766	50	Hog	50	7	8
379051	379113	62	8	379001	379051	50	Sag	50	8	7
379153	379218	65	2	379113	379153	40	Hog	7	7	8
379258	379341	83	4.915	379218	379258	40	Sag	14	8	2
379381	379412	30	3	379341	379381	40	Hog	21	2	4.915
379462	379535	73	8	379412	379462	50	Sag	10	4.915	3
379575	379626	51	2	379535	379575	40	Hog	7	3	8
379656	380291	635	6	379626	379656	30	Sag	8	8	2
380331	380376	45	3	380291	380331	40	Hog	13	2	6
380416	380554	138	7	380376	380416	40	Sag	10	6	3
380604	380726	122	2.5	380554	380604	50	Hog	11	3	7
380776	380985	210	5	380726	380776	50	Sag	20	7	2.5
381035	381164	129	-0.5	380985	381035	50	Hog	9	2.5	5
381214	381403	189	7	381164	381214	50	Sag	7	5	-0.5
381443	381486	43	-0.5	381403	381443	40	Hog	5	-0.5	7
381526	381703	177	-8	381486	381526	40	Hog	5	7	-0.5
381793	381881	88	-2.5	381703	381793	90	Sag	16	-0.5	-8
381931	382031	100	2.5	381881	381931	50	Sag	10	-8	-2.5
382081	382181	100	4	382031	382081	50	Sag	33	-2.5	2.5
382331	382877	546	-10	382181	382331	150	Hog	11	2.5	4
382927	383056	129	-8	382877	382927	50	Sag	25	4	-10
383156	383434	278	1.5	383056	383156	100	Sag	11	-10	-8
383484	383558	74	6	383434	383484	50	Sag	11	-8	1.5
383603	383698	95	0.8	383558	383603	45	Hog	9	1.5	6
383758	383816	58	-6	383698	383758	60	Hog	9	6	0.8
383856	384014	157	-0.3	383816	383856	40	Sag	7	0.8	-6
384064	384925	861	0.6	384014	384064	50	Sag	56	-6	-0.3
385005	385127	122	-3	384925	385005	80	Hog	22	-0.3	0.6
385177	385305	128	0.5	385127	385177	50	Sag	14	0.6	-3
385355	385437	82	3	385305	385355	50	Sag	20	-3	0.5
385477	385506	30	-0.3	385437	385477	40	Hog	12	0.5	3
385546	385625	78	2.5	385506	385546	40	Sag	14	3	-0.3
385675	385960	285	0.3	385625	385675	50	Hog	23	-0.3	2.5
386010	386057	47	-6	385960	386010	50	Hog	8	2.5	0.3
386107	386182	75	-0.6	386057	386107	50	Sag	9	0.3	-6
386232	386625	393	-7	386182	386232	50	Hog	8	-6	-0.6
386775	387378	603	8	386625	386775	150	Sag	10	-0.6	-7
387428	387602	174	0.5	387378	387428	50	Hog	7	-7	8
387642	387668	26	-6	387602	387642	40	Hog	6	8	0.5
387708	387727	19	-0.35	387668	387708	40	Sag	7	0.5	-6
387767	388056	289	-7	387727	387767	40	Hog	6	-6	-0.35
388106	389068	962	-8	388056	388106	50	Hog	50	-0.35	-7
389108	389262	155	-5	389068	389108	40	Sag	13	-7	-8
389312	390126	814	-9	389262	389312	50	Hog	13	-8	-5
390166	391128	962	-6.5	390126	390166	40	Sag	16	-5	-9
391178	391396	218	-3	391128	391178	50	Sag	14	-9	-6.5
391446	391642	196	-5	391396	391446	50	Hog	25	-6.5	-3
391692	391786	95	-0.5	391642	391692	50	Sag	11	-3	-5
391836	392210	374	-6	391786	391836	50	Hog	9	-5	-0.5
392270	392469	199	-1	392210	392270	60	Sag	12	-0.5	-6
392519	392607	87	-5.5	392469	392519	50	Hog	11	-6	-1
392657	393144	487	-4	392607	392657	50	Sag	33	-1	-5.5

Start chainage	End Chainage	Length(m)	Gradient(%)	Curve Start	Curve End	Length	Curve Type	K value	Start gradient	End Gradient
393204	393436	232	0.6	393144	393204	60	Sag	13	-5.5	-4
393536	393904	368	-10	393436	393536	100	Hog	9	-4	0.6
393904	394245	341	-10	-	-	-	-	-	-	-
394295	394382	87	-5	394245	394295	50	Sag	10	0.6	-10
394482	396803	2321	-10	394382	394482	100	Hog	20	-10	-5
396833	397788	955	-8.5	396803	396833	30	Sag	20	-5	-10
397988	398206	218	8	397788	397988	200	Sag	12.121	-10	-8.5
398281	398332	51	1.5	398206	398281	75	Hog	11.538	-8.5	8
398382	398407	26	7	398332	398382	50	Sag	9.091	8	1.5
398472	398505	33	-0.5	398407	398472	65	Hog	8.667	1.5	7
398555	398707	152	-10	398505	398555	50	Hog	5.263	7	-0.5
398757	398869	112	-3	398707	398757	50	Sag	7.143	-0.5	-10
398909	399033	124	-9	398869	398909	40	Hog	6.667	-10	-3
399073	399249	175	-2	399033	399073	40	Sag	5.714	-3	-9
399289	399468	179	-5	399249	399289	40	Hog	13.333	-9	-2
399508	399514	7	-0.3	399468	399508	40	Sag	8.511	-2	-5
399554	399587	32	-4	399514	399554	40	Hog	10.811	-5	-0.3
399627	399717	90	-6	399587	399627	40	Hog	20	-0.3	-4
399777	399946	170	2.5	399717	399777	60	Sag	7.059	-4	-6
400026	400055	29	-6	399946	400026	80	Hog	9.412	-6	2.5
400095	400400	305	0.6	400055	400095	40	Sag	6.061	2.5	-6
400440	400584	144	4.5	400400	400440	40	Sag	10.256	-6	0.6
400704	401328	624	-7	400584	400704	120	Hog	10.435	0.6	4.5
401388	402681	1293	-10	401328	401388	60	Hog	20	4.5	-7
402721	404255	1534	-8	402681	402721	40	Sag	20	-7	-10
404315	404756	440	0	404255	404315	60	Sag	7.5	-10	-8
404836	405118	282	8	404756	404836	80	Sag	10	-8	0
405168	405515	347	0.6	405118	405168	50	Hog	6.757	0	8
405565	405717	152	6	405515	405565	50	Sag	9.259	8	0.6
405757	405855	98	1	405717	405757	40	Hog	8	0.6	6
405905	406441	537	5	405855	405905	50	Sag	12.5	6	1
406481	406615	133	3	406441	406481	40	Hog	20	1	5
406655	406792	137	7	406615	406655	40	Sag	10	5	3
406832	406959	128	2	406792	406832	40	Hog	8	3	7
406999	407071	72	7	406959	406999	40	Sag	8	7	2
407111	407177	66	2	407071	407111	40	Hog	8	2	7
407217	407635	418	7	407177	407217	40	Sag	8	7	2
407695	408111	416	-0.802	407635	407695	60	Hog	7.691	2	7
408151	408269	118	2	408111	408151	40	Sag	14.277	7	-0.802
408309	408697	388	-0.6	408269	408309	40	Hog	15.385	-0.802	2
408777	410112	1335	10	408697	408777	80	Sag	7.547	2	-0.6
410192	410526	333	5	410112	410192	80	Hog	16	-0.6	10
410606	411400	795	7	410526	410606	80	Sag	40	10	5
411600	411824	223	-8	411400	411600	200	Hog	13.333	5	7
411874	412018	144	-5	411824	411874	50	Sag	16.667	7	-8
412068	412221	152	-8	412018	412068	50	Hog	16.667	-8	-5
412261	412479	218	-6	412221	412261	40	Sag	20	-5	-8
412519	413185	666	-8	412479	412519	40	Hog	20	-8	-6
413225	413447	222	-6	413185	413225	40	Sag	20	-6	-8
413537	413839	302	8	413447	413537	90	Sag	6.429	-8	-6
413899	414002	104	0.3	413839	413899	60	Hog	7.792	-6	8
414062	414380	318	-6	414002	414062	60	Hog	9.524	8	0.3
414470	414535	65	1.5	414380	414470	90	Sag	12	0.3	-6
414695	414819	124	-0.5	414535	414695	160	Hog	80	-6	1.5
414905	415065	160	-1.5	414819	414905	85.714	Hog	85.714	1.5	-0.5
415105	415266	161	0.5	415065	415105	40	Sag	20	-0.5	-1.5
415326	415578	252	-8	415266	415326	60	Hog	7.059	-1.5	0.5
415978	416542	564	4	415578	415978	400	Sag	33.333	0.5	-8
416622	416758	135	-6.5	416542	416622	80	Hog	7.619	-8	4
416798	417934	1137	-9.5	416758	416798	40	Hog	13.333	4	-6.5
418014	418284	270	-1	417934	418014	80	Sag	9.412	-6.5	-9.5
418324	418369	45	5	418284	418324	40	Sag	6.667	-9.5	-1
418439	418493	54	-2.5	418369	418439	70	Hog	9.333	-1	5
418533	418586	53	5	418493	418533	40	Sag	5.333	5	-2.5
418786	418823	37	-7	418586	418786	200	Hog	16.667	-2.5	5
419023	419179	156	-2.5	418823	419023	200	Sag	44.444	5	-7
419229	419264	35	4.5	419179	419229	50	Sag	7.143	-7	-2.5
419344	420465	1121	-8	419264	419344	80	Hog	6.4	-2.5	4.5
420585	420743	158	-1	420465	420585	120	Sag	17.143	4.5	-8
420803	420948	145	-6	420743	420803	60	Hog	12	-8	-1

Start chainage	End Chainage	Length(m)	Gradient(%)	Curve Start	Curve End	Length	Curve Type	K value	Start gradient	End Gradient
421008	421508	500	-10	420948	421008	60	Hog	15	-1	-6
421568	422634	1065	-6	421508	421568	60	Sag	15	-6	-10
422704	422823	119	-2	422634	422704	70	Sag	17.5	-10	-6
422903	423143	241	-6	422823	422903	80	Hog	20	-6	-2
423203	423252	49	2.5	423143	423203	60	Sag	7.059	-2	-6
423387	423447	60	-7	423252	423387	135	Hog	14.211	-6	2.5
423487	423515	28	0.3	423447	423487	40	Sag	5.479	2.5	-7
423540	423605	65	-0.8	423515	423540	25	Hog	22.727	-7	0.3
423645	423959	314	1	423605	423645	40	Sag	22.222	0.3	-0.8
423984	424312	328	2	423959	423984	25	Sag	25	-0.8	1
424432	424617	185	-4	424312	424432	120	Hog	20	1	2
424717	424881	164	-1	424617	424717	100	Sag	33.333	2	-4
425001	425411	410	-4	424881	425001	120	Hog	40	-4	-1

Vertical Alignment Report – Alternate Road

SI No	VIP Chainage (Km)	Reduced RL (m)	Gradient In (%)	Gradient Out (%)	Change in Gradient (%)	Curve Length (m)	K Value	Type of Curve
1	0+000.000	777.784						
2	5+453.406	794.144	0.300	0.561	-0.261	50.000	191.887	Valley
3	5+853.716	796.388	0.561	2.500	-1.939	50.000	25.782	Valley
4	6+015.000	800.420	2.500	-1.500	4.000	100.000	25.001	Summit
5	6+166.814	798.143	-1.500	0.560	-2.060	50.000	24.269	Valley
6	6+444.839	799.701	0.560	0.517	0.044	50.000	1142.330	Summit
7	6+707.706	801.059	0.517	1.035	-0.519	50.000	96.396	Valley
8	6+931.795	803.379	1.035	0.657	0.378	50.000	132.172	Summit
9	7+161.625	804.889	0.657	3.000	-2.343	150.000	64.022	Valley
10	7+381.429	811.483	3.000	-0.500	3.500	100.000	28.570	Summit
11	7+633.317	810.223	-0.500	-0.019	-0.482	50.000	103.841	Valley
12	7+857.691	810.181	-0.019	0.487	-0.506	150.000	296.671	Valley
13	8+086.284	811.294	0.487	-0.155	0.642	100.000	155.847	Summit
14	8+315.022	810.940	-0.155	1.000	-1.155	150.000	129.896	Valley
15	8+673.118	814.521	1.000	1.669	-0.669	50.000	74.788	Valley
16	9+030.250	820.480	1.669	0.331	1.337	150.000	112.183	Summit
17	9+317.158	821.431	0.331	2.383	-2.051	100.000	48.752	Valley
18	9+421.662	823.921	2.383	0.860	1.523	50.000	32.827	Summit
19	9+931.580	828.304	0.860	3.614	-2.754	100.000	36.308	Valley
20	10+087.817	833.950	3.614	0.291	3.323	100.000	30.095	Summit
21	10+398.182	834.853	0.291	3.606	-3.315	100.000	30.163	Valley
22	10+656.647	844.174	3.606	-1.051	4.657	185.000	39.724	Summit
23	11+029.224	840.259	-1.051	1.411	-2.462	250.000	101.538	Valley
24	11+491.835	846.788	1.411	0.125	1.287	200.000	155.454	Summit
25	11+697.798	847.045	0.125	2.500	-2.375	50.000	21.051	Valley
26	11+832.000	850.400	2.500	0.000	2.500	100.000	40.001	Summit
27	11+999.762	850.400	0.000	2.155	-2.155	50.000	23.206	Valley
28	12+551.564	862.289	2.155	-0.870	3.024	360.000	119.033	Summit
29	13+025.015	858.171	-0.870	0.749	-1.619	125.000	77.203	Valley
30	13+599.535	862.476	0.749	4.122	-3.372	300.000	88.961	Valley
31	14+004.305	879.159	4.122	1.327	2.794	335.000	119.894	Summit
32	14+424.430	884.736	1.327	5.796	-4.469	200.000	44.757	Valley
33	14+712.472	901.431	5.796	3.338	2.458	245.000	99.664	Summit
34	15+075.409	913.545	3.338	8.000	-4.663	100.000	21.447	Valley
35	15+269.125	929.043	8.000	-8.000	16.001	150.000	9.375	Summit
36	15+832.863	883.943	-8.000	3.555	-11.555	150.000	12.982	Valley
37	16+185.345	896.472	3.555	0.000	3.555	100.000	28.133	Summit

38	16+678.583	896.472	0.000	15.000	-15.000	100.000	6.667	Valley
39	17+375.163	1000.959	15.000	12.000	3.000	50.000	16.667	Summit
40	17+796.794	1051.555	12.000	7.177	4.823	50.000	10.366	Summit
41	18+309.347	1088.339	7.177	3.673	3.503	100.000	28.543	Summit
42	18+571.617	1097.973	3.673	6.665	-2.991	150.000	50.144	Valley
43	18+776.099	1111.601	6.665	2.296	4.369	100.000	22.890	Summit
44	18+969.291	1116.037	2.296	3.686	-1.390	50.000	35.981	Valley
45	19+560.088	1137.811	3.686	5.000	-1.314	50.000	38.038	Valley
46	19+931.304	1156.371	5.000	8.000	-3.000	50.000	16.667	Valley
47	21+145.690	1253.522	8.000	6.387	1.613	100.000	61.998	Summit
48	21+880.265	1300.440	6.387	8.000	-1.613	50.000	30.999	Valley
49	23+119.523	1399.580	8.000	-8.000	16.000	200.000	12.500	Summit
50	23+430.469	1374.705	-8.000	-3.805	-4.195	100.000	23.839	Valley
51	24+419.651	1337.065	-3.805	5.215	-9.020	500.000	55.432	Valley
52	25+554.535	1396.248	5.215	6.215	-1.000	50.000	50.004	Valley
53	26+001.132	1424.003	6.215	4.219	1.996	100.000	50.111	Summit
54	26+605.818	1449.516	4.219	2.900	1.319	100.000	75.801	Summit
55	27+132.022	1464.776	2.900	-3.500	6.400	180.000	28.125	Summit
56	27+492.526	1452.158	-3.500	-2.000	-1.500	120.000	80.000	Valley
57	27+796.018	1446.088	-2.000	0.300	-2.300	120.000	52.174	Valley
58	28+228.167	1447.385	0.300	-0.300	0.600	120.000	200.000	Summit
59	28+497.048	1446.578	-0.300	0.300	-0.600	130.000	216.667	Valley
60	28+927.982	1447.871	0.300	-0.360	0.660	120.000	181.818	Summit
61	29+307.789	1446.503	-0.360	5.000	-5.360	120.000	22.388	Valley
62	29+565.772	1459.403	5.000	0.300	4.700	120.000	25.532	Summit
63	30+792.739	1463.083	0.300	-2.000	2.300	120.000	52.174	Summit
64	31+726.603	1444.406	-2.000	0.300	-2.300	130.000	56.522	Valley
65	32+094.966	1445.511	0.300	5.000	-4.700	94.000	20.000	Valley
66	32+643.395	1472.933	5.000	-9.000	14.000	180.000	12.857	Summit
67	33+288.239	1414.897	-9.000	-10.000	1.000	120.000	120.000	Summit
68	34+229.400	1320.781	-10.000	4.000	-14.000	130.000	9.286	Valley
69	34+383.393	1326.940	4.000	1.000	3.000	90.000	30.000	Summit
70	35+019.220	1333.299	1.000	-3.500	4.500	120.000	26.667	Summit
71	35+685.435	1309.981	-3.500	2.000	-5.500	130.000	23.636	Valley
72	36+110.088	1318.474	2.000	-6.000	8.000	120.000	15.000	Summit
73	37+976.868	1206.467	-6.000	-9.100	3.100	120.000	38.710	Summit
74	39+534.743	1064.701	-9.100	-10.000	0.900	120.000	133.333	Summit
75	41+397.652	878.410	-10.000	-4.800	-5.200	130.000	25.000	Valley
76	42+540.813	823.538	-4.800	-1.900	-2.900	50.000	17.241	Valley
77	44+302.407	790.068	-1.900	10.000	-11.900	150.000	12.605	Valley
78	45+258.678	885.695	10.000	-5.000	15.000	200.000	13.333	Summit

79	45+768.595	860.199	-5.000	-1.500	-3.500	130.000	37.143	Valley
80	46+152.420	854.442	-1.500	-5.500	4.000	170.000	42.500	Summit
81	47+572.459	776.340	-5.500	-0.500	-5.000	125.000	25.000	Valley
82	48+093.842	773.733	-0.500	5.000	-5.500	120.000	21.818	Valley
83	48+329.422	785.512	5.000	-5.000	10.000	150.000	15.000	Summit
84	48+523.903	775.788	-5.000	0.300	-5.300	106.000	20.000	Valley
85	48+861.505	776.801	0.300	-5.000	5.300	106.000	20.000	Summit
86	49+038.494	767.951	-5.000	1.500	-6.500	120.000	18.462	Valley
87	49+489.929	774.723	1.500	-1.500	3.000	120.000	40.000	Summit
88	49+754.966	770.747	-1.500	4.500	-6.000	120.000	20.000	Valley
89	50+806.091	818.048	4.500	7.000	-2.500	130.000	52.000	Valley
90	51+319.941	854.017	7.000	-0.300	7.300	120.000	16.438	Summit
91	51+718.210	852.822	-0.300	-5.000	4.700	120.000	25.532	Summit
92	52+081.125	834.677	-5.000	-1.200	-3.800	120.000	31.579	Valley
93	52+970.243	824.007	-1.200	-6.000	4.800	120.000	25.000	Summit
94	54+261.976	746.503	-6.000	0.550	-6.550	150.000	22.901	Valley
95	55+136.275	751.312	0.550	-0.300	0.850	100.000	117.647	Summit
96	55+468.344	750.316	-0.300	-5.000	4.700	50.000	10.638	Summit
97	55+566.100	745.428	-5.000	0.900	-5.900	100.000	16.949	Valley
98	56+206.998	751.196	0.900	-2.000	2.900	120.000	41.379	Summit
99	56+553.457	744.267	-2.000	-3.900	1.900	125.000	65.789	Summit
100	57+164.957	720.418	-3.900	-0.300	-3.600	80.000	22.222	Valley
101	57+381.747	719.768	-0.300	-4.800	4.500	120.000	26.667	Summit
102	57+791.391	700.105	-4.800	-4.000	-0.800	120.000	150.000	Valley
103	58+075.796	688.729	-4.000	-5.000	1.000	120.000	120.000	Summit
104	58+508.780	667.080						

Appendix 7.9 (a) : Schedule of Flyovers/VUP/ROB/RUB/Service Roads

VUP		
SL	Design Chainage	Location
1	342+535	Thoubal
2	360+132	Kakaching Lamkhai

Appendix 7.9(b) : Schedule of Flyovers/VUP/ROB/RUB/Service Roads

Flyover		
SL	Design Chainage	Location
-	-	-

Appendix 7.9.1.1 (a) : Schedule of Major Junction Main Link

SL	Exist. Chainage	Design Chainage	Intersection details			Junction Type	Remarks
			Location	Present Control Type	No. of Approaches		
1	342+600	342+535	Thoubal	Non Signalised	T	T	VUP
2	360+000	360+132	Kakching Lamkhai	Non Signalised	+	+	VUP
3	365+850	-	-	-	-	-	-

Appendix 7.9.1.1 (b) : Schedule of Major Junction Alt Route

SL	Exist. Chainage	Design Chainage	Intersection details			Junction Type	Remarks
			Location	Present Control Type	No. of Approaches		
1	0+000	0+000	Wanjing	Non Signalised	3	T	-

Appendix- 7.9.5 (a): Schedule of Bus Bay and Truck Lay Bay/Toll Plaza-Main Link

Bus Bay Schedule

S.No	Exg Chainage	Side
1	334+150	RHS
2	335+300	RHS
3	338+150	RHS
4	340+700	RHS
5	342+600	LHS
6	343+800	RHS
7	355+150	RHS
8	360+100	LHS
9	362+000	LHS
10	416+800	LHS

Toll Plaza

S.No	Lcation
1	In Between Lilong to Thoubal
2	In Between Lpallel to Morehl

Appendix- 5.9 (a): Schedule of Bus Bay and Truck Lay Bay/Toll Plaza-Alt Route

Bus Bay Schedule

S.No	Chainage	Side	S.No	Chainage	Side
-	NONE	NONE	NONE	NONE	NONE

Toll Plaza

S.no Chainage

NONE

Appendix-5.11 (a) : Schedule of High Embankm

RE Wall Schedule

LHS

SL	Start	End	Length(m)	Hts(m)
1	378080	378120	40	2.326
2	379620	379660	40	1.437
3	382950	383050	100	1.267
4	388120	388150	30	5.242
5	389970	390010	40	3.167
6	390420	390460	40	1.473
7	390910	390940	30	1.067
8	391440	391460	20	1.023
9	394000	394050	50	4.218
10	396260	396300	40	1.983
11	399450	399550	100	1.261
12	400340	400370	30	0.76
13	404340	404570	230	34.461
14	404590	404740	150	4.067
15	423480	423510	30	2.019

RHS

SL	Start	End	Length(m)	Hts(m)
1	367930	367960	30	1.316
2	369460	369530	70	1.253
3	382950	383050	100	0.684
4	386480	386510	30	1.134
5	386770	386800	30	1.037
6	387860	387890	30	2.203
7	390920	390940	20	0.536
8	399340	399370	30	1.153
9	399440	399480	40	1.021
10	404340	404570	230	34.161
11	404570	404660	90	6.261
12	406680	406720	40	1.071
13	423480	423510	30	3.163

W Beam Crash Barrier

Embankment Height Greater than 1.5m	0
At approaches of Minor Bridges	0
At approaches of Major Bridges	0
Total Length of W beam Crash Barrier	0

Note 1: Metal Beam crash Barrier to be located as per schedule or as directed by the engineer

Note 2: Compaction around the steel post shall be same as the surrounding area

Note 3: The face of the W beam Crash Barrier shall be parallel to the edge of the shoulder except where splayed

Note 4: Where erection is complete the nuts shall be spot welded and thread shall be punched to prevent removal

Note 5: Setting up of the post shall be symmetrical about the centreline of the structure

Note 6: guard rail reflectors to be 2 way reflectors. One side red and one side white manufactured from gauge 12 to 14 steel and install

Appendix-5.11 (a) : Schedule of High Embankment/RE wall/Retaining Wall- Alt Route

RE Wall Schedule

LHS				
SL	Start	End	Length(m)	Hts(m)
1	11880	11930	50	2
2	13120	13150	30	3
3	13720	13740	20	1
4	14160	14200	40	2
5	14280	14320	40	4
6	14500	14560	60	2
7	16880	16890	10	1
8	18110	18120	10	1
9	20050	20080	30	1
10	20180	20210	30	2
11	20270	20370	100	1
12	20880	20930	50	3
13	21060	21150	90	2
14	22000	22050	50	3
15	22200	22240	40	2
16	22670	22740	70	2
17	28910	28970	60	1
18	29240	29350	110	2
19	29420	29480	60	2
20	30150	30170	20	1
21	30440	30490	50	2
22	30650	30690	40	3
23	30740	30830	90	8
24	31370	31380	10	1
25	31530	31590	60	2
26	31900	31950	50	2
27	32110	32120	10	2
28	32410	32550	140	15
29	32700	32780	80	1
30	32940	32980	40	14
31	33080	33090	10	1
32	33120	33150	30	1
33	34000	34070	70	2
34	34810	34820	10	3
35	34960	34990	30	1
36	35020	35080	60	2
37	35100	35180	80	2
38	35230	35350	120	3
39	35490	35510	20	2
40	35600	35670	70	4
41	36970	37000	30	9
42	39130	39170	40	1
43	44070	44460	390	5.50
44	45700	45720	20	6
45	47050	47070	20	2
46	47220	47330	110	3
47	50720	50730	10	5
48	50790	50880	90	16
49	51010	51060	50	3
50	51230	51240	10	3
51	54720	54730	10	1
52	55270	55290	20	2
53	55340	55390	50	2
54	55450	55460	10	1
55	55920	55950	30	2
56	57700	57770	70	2
57	58170	58230	60	7
58	58460	58490	30	2

RHS				
SL	Start	End	Length(m)	Hts(m)
1	6000	6160	160	2
2	6310	6330	20	2
3	6770	6790	20	1
4	6910	6960	50	1
5	7130	7200	70	2
6	7290	7310	20	2
7	8820	8840	20	2
8	9070	9080	10	2
9	23340	23380	40	3
10	24490	24560	70	2
11	24610	24640	30	2
12	25370	25590	220	6
13	26750	26780	30	2
14	27270	27300	30	1
15	36960	37020	60	13
16	37320	37370	50	2
17	44210	44510	300	6
18	47440	47510	70	2
19	47660	47670	10	1
20	50790	50860	70	10
21	51270	51310	40	3
22	51410	51500	90	3
23	51740	51780	40	2
24	51830	51860	30	2
25	51920	51980	60	3
26	52060	52070	10	1
27	52670	52750	80	1
28	53040	53110	70	2
29	53880	53890	10	13
30	54050	54180	130	2
31	57480	57550	70	3
32	57610	57850	240	2
33	58010	58030	20	3

W Beam Crash Barrier

Embankment Height Greater t	0
At approaches of Minor Bridge-	
At approaches of Major Bridge-	0
Total Length of W beam Crash	0

Note 1: Metal Beam crash Barrier to be located as per schedule or as directed by the engineer
Note 2: Compaction around the steel post shall be same as the surrounding area
Note 3:The face of the W beam Crash Barrier shall be parallel to the edge of the shoulder except
Note4:where erection is complete the nuts shall be spot welded and thread shall be punched to
Note5: Setting up of the post shall be symmetrical about the centreline of the structure
Note6: guard rail reflectors to be 2 way reflectors. One side red and one side white manufactured from guage 12 to 14