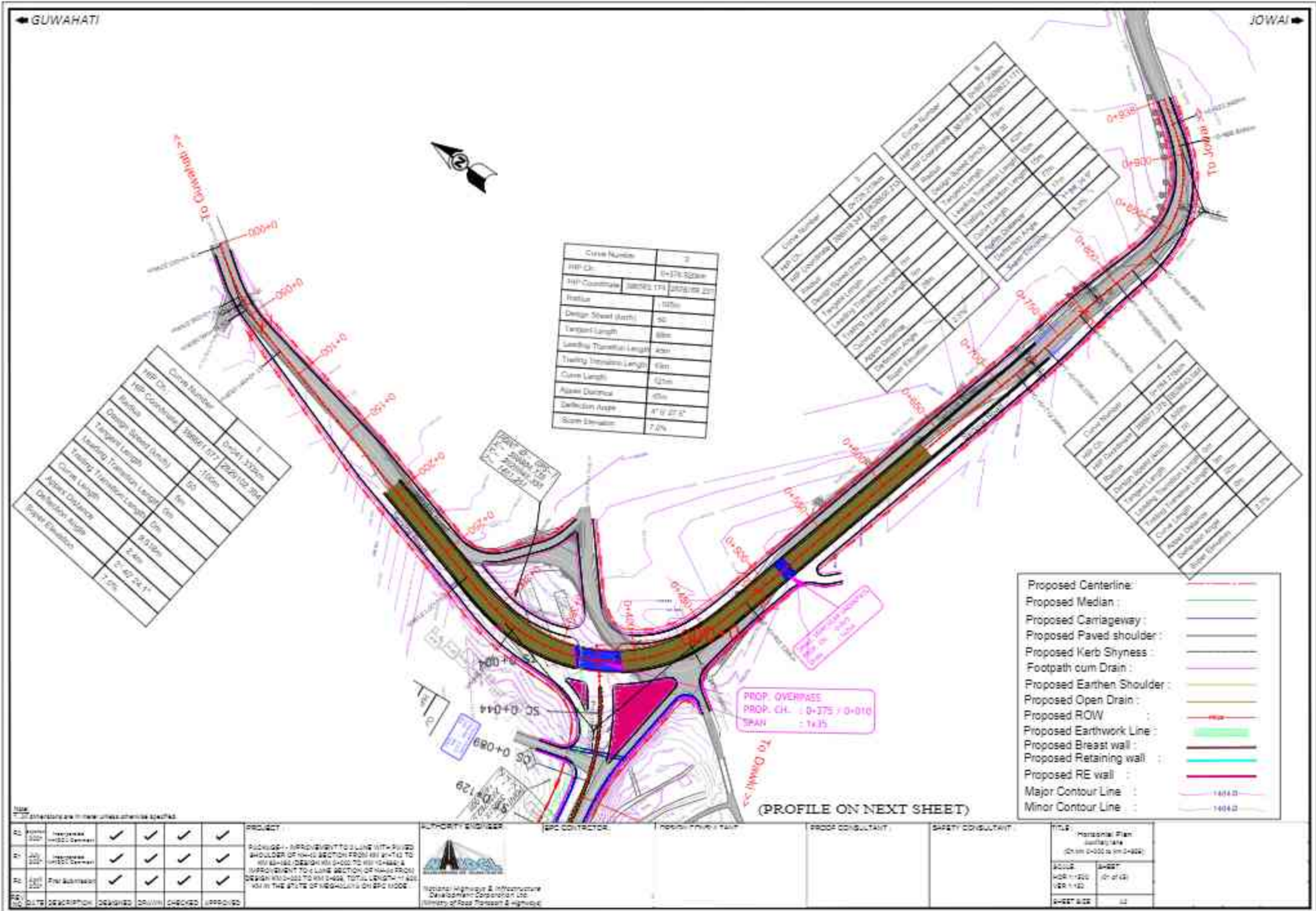


PLAN AND PROFILE





Note: All dimensions are in meters unless otherwise specified.

Sl. No.	DATE	DESCRIPTION	DESIGNED	DRAWN	CHECKED	APPROVED
01	05/07/2022	Preparation of Design	✓	✓	✓	✓
02	07/07/2022	Preparation of Drawings	✓	✓	✓	✓
03	08/07/2022	Final Approval	✓	✓	✓	✓

PROJECT: SHOULDER IMPROVEMENT TO 4 LANE DIVIDED SHOULDER OF NH-40 SECTION FROM KM 4+140 TO KM 4+160/DESIGN KM 0+00 TO KM 0+400 & IMPROVEMENT TO 4 LANE SECTION OF NH-40 FROM DESIGN KM 0+400 TO KM 0+400. TOTAL LENGTH 1.420 KM IN THE STATE OF ASSAM ON EPC MODE.

AUTHORITY ENGINEER: [Signature]

EPC CONTRACTOR: [Signature]

PROJ. CONSULTANT: [Signature]

SAFETY CONSULTANT: [Signature]

National Highways & Infrastructure Development Corporation Ltd.
 Ministry of Road Transport & Highways

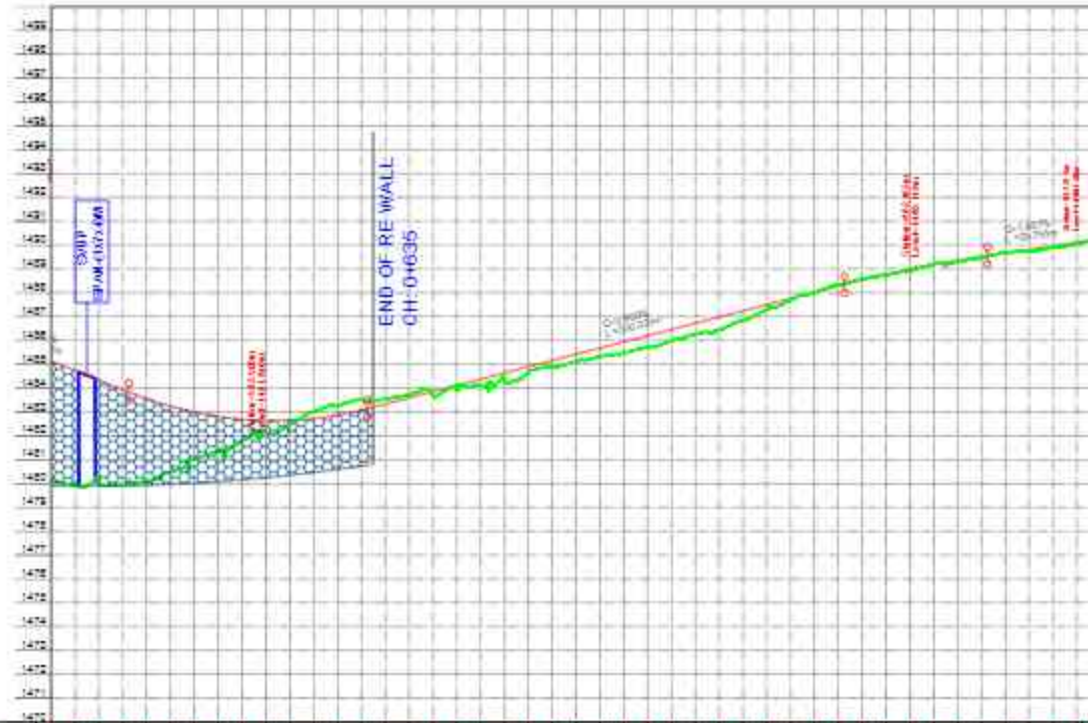
Sl. No.	DATE	DESCRIPTION	DESIGNED	DRAWN	CHECKED	APPROVED
01	05/07/2022	Preparation of Design	✓	✓	✓	✓
02	07/07/2022	Preparation of Drawings	✓	✓	✓	✓
03	08/07/2022	Final Approval	✓	✓	✓	✓

TITLE: Horizontal Plan	Scale: 1:1000
DATE: 05/07/2022	SHEET: 02 OF 02
PROJECT: NH-40	SECTION: SRINAGAR-6

← GUWAHATI

JOWAI →

- Note:
1. Finished Road Level of the Chainages shall be matched as per actual gradient of Design Levels.
 2. OGL of the chainages shall be considered as per actual site conditions.
 3. Any minor deviation of OGL as indicated at P&P shall not attract any Change of Scope (CoS).

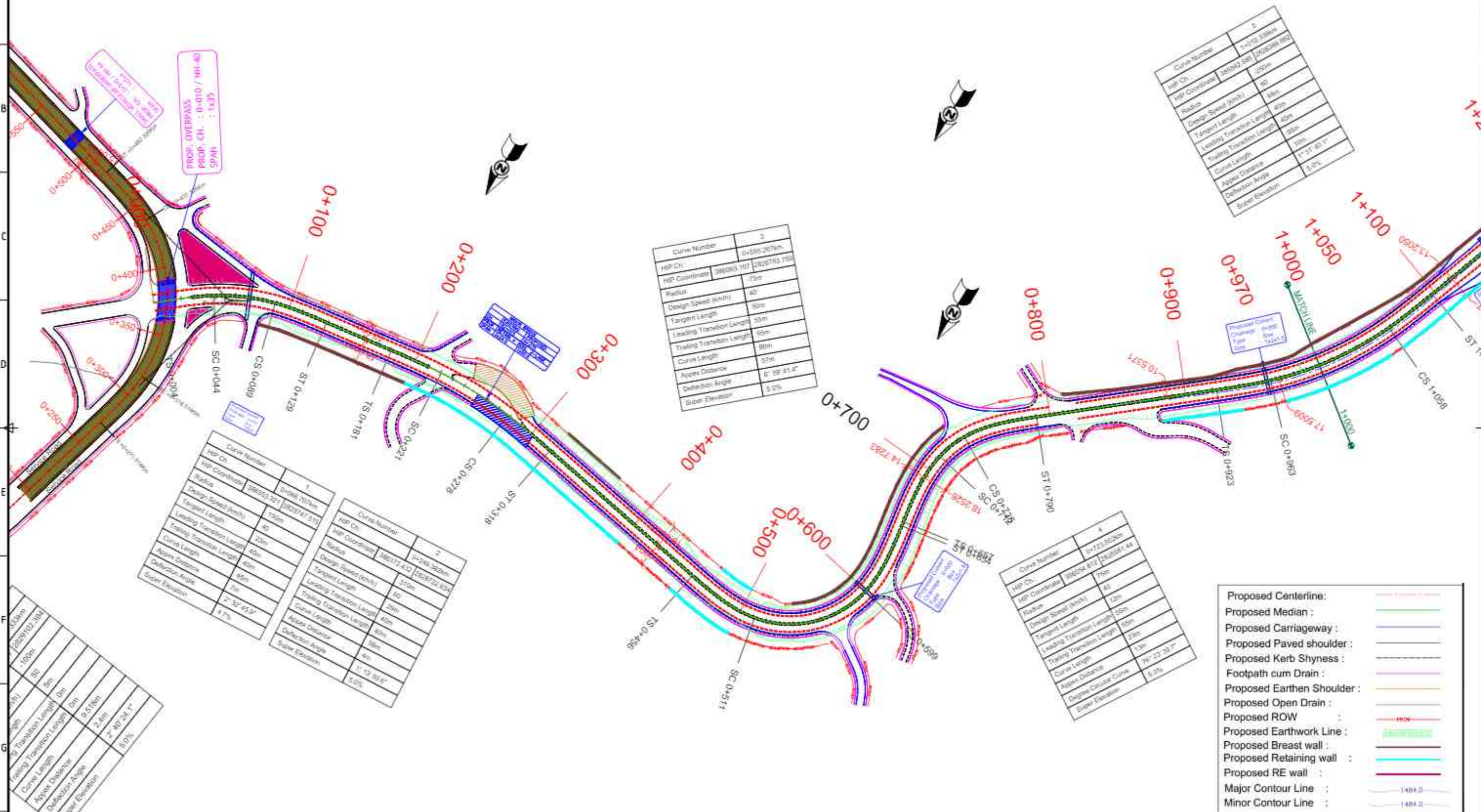


PROPOSED LEVEL (PRL)	EXISTING LEVEL (EGL)	LEVEL DIFFERENCE (PRL-EGL)	HORIZONTAL ALIGNMENT	VERTICAL ALIGNMENT	CHAINAGE	SUPERELEVATION
1489.000	1488.000	0.025	L=50.00	R _v (24.00) Curve Length=100.00	0+000.00	e=0
1488.999	1487.999	0.001				
1488.998	1487.998	0.001	L=50.00	S+1.000 (-10.00)	0+025.00	e=0
1488.997	1487.997	0.001				
1488.996	1487.996	0.001	L=50.00	S+1.000 (-10.00)	0+050.00	e=0
1488.995	1487.995	0.001				
1488.994	1487.994	0.001	L=50.00	S+1.000 (-10.00)	0+075.00	e=0
1488.993	1487.993	0.001				
1488.992	1487.992	0.001	L=50.00	S+1.000 (-10.00)	0+100.00	e=0
1488.991	1487.991	0.001				
1488.990	1487.990	0.001	L=50.00	S+1.000 (-10.00)	0+125.00	e=0
1488.989	1487.989	0.001				
1488.988	1487.988	0.001	L=50.00	S+1.000 (-10.00)	0+150.00	e=0
1488.987	1487.987	0.001				
1488.986	1487.986	0.001	L=50.00	S+1.000 (-10.00)	0+175.00	e=0
1488.985	1487.985	0.001				
1488.984	1487.984	0.001	L=50.00	S+1.000 (-10.00)	0+200.00	e=0
1488.983	1487.983	0.001				
1488.982	1487.982	0.001	L=50.00	S+1.000 (-10.00)	0+225.00	e=0
1488.981	1487.981	0.001				
1488.980	1487.980	0.001	L=50.00	S+1.000 (-10.00)	0+250.00	e=0
1488.979	1487.979	0.001				
1488.978	1487.978	0.001	L=50.00	S+1.000 (-10.00)	0+275.00	e=0
1488.977	1487.977	0.001				
1488.976	1487.976	0.001	L=50.00	S+1.000 (-10.00)	0+300.00	e=0
1488.975	1487.975	0.001				
1488.974	1487.974	0.001	L=50.00	S+1.000 (-10.00)	0+325.00	e=0
1488.973	1487.973	0.001				
1488.972	1487.972	0.001	L=50.00	S+1.000 (-10.00)	0+350.00	e=0
1488.971	1487.971	0.001				
1488.970	1487.970	0.001	L=50.00	S+1.000 (-10.00)	0+375.00	e=0
1488.969	1487.969	0.001				
1488.968	1487.968	0.001	L=50.00	S+1.000 (-10.00)	0+400.00	e=0
1488.967	1487.967	0.001				
1488.966	1487.966	0.001	L=50.00	S+1.000 (-10.00)	0+425.00	e=0
1488.965	1487.965	0.001				
1488.964	1487.964	0.001	L=50.00	S+1.000 (-10.00)	0+450.00	e=0
1488.963	1487.963	0.001				
1488.962	1487.962	0.001	L=50.00	S+1.000 (-10.00)	0+475.00	e=0
1488.961	1487.961	0.001				
1488.960	1487.960	0.001	L=50.00	S+1.000 (-10.00)	0+500.00	e=0
1488.959	1487.959	0.001				
1488.958	1487.958	0.001	L=50.00	S+1.000 (-10.00)	0+525.00	e=0
1488.957	1487.957	0.001				
1488.956	1487.956	0.001	L=50.00	S+1.000 (-10.00)	0+550.00	e=0
1488.955	1487.955	0.001				
1488.954	1487.954	0.001	L=50.00	S+1.000 (-10.00)	0+575.00	e=0
1488.953	1487.953	0.001				
1488.952	1487.952	0.001	L=50.00	S+1.000 (-10.00)	0+600.00	e=0
1488.951	1487.951	0.001				
1488.950	1487.950	0.001	L=50.00	S+1.000 (-10.00)	0+625.00	e=0
1488.949	1487.949	0.001				
1488.948	1487.948	0.001	L=50.00	S+1.000 (-10.00)	0+650.00	e=0
1488.947	1487.947	0.001				
1488.946	1487.946	0.001	L=50.00	S+1.000 (-10.00)	0+675.00	e=0
1488.945	1487.945	0.001				
1488.944	1487.944	0.001	L=50.00	S+1.000 (-10.00)	0+700.00	e=0
1488.943	1487.943	0.001				
1488.942	1487.942	0.001	L=50.00	S+1.000 (-10.00)	0+725.00	e=0
1488.941	1487.941	0.001				
1488.940	1487.940	0.001	L=50.00	S+1.000 (-10.00)	0+750.00	e=0
1488.939	1487.939	0.001				
1488.938	1487.938	0.001	L=50.00	S+1.000 (-10.00)	0+775.00	e=0
1488.937	1487.937	0.001				
1488.936	1487.936	0.001	L=50.00	S+1.000 (-10.00)	0+800.00	e=0
1488.935	1487.935	0.001				
1488.934	1487.934	0.001	L=50.00	S+1.000 (-10.00)	0+825.00	e=0
1488.933	1487.933	0.001				
1488.932	1487.932	0.001	L=50.00	S+1.000 (-10.00)	0+850.00	e=0
1488.931	1487.931	0.001				
1488.930	1487.930	0.001	L=50.00	S+1.000 (-10.00)	0+875.00	e=0
1488.929	1487.929	0.001				
1488.928	1487.928	0.001	L=50.00	S+1.000 (-10.00)	0+900.00	e=0
1488.927	1487.927	0.001				
1488.926	1487.926	0.001	L=50.00	S+1.000 (-10.00)	0+925.00	e=0
1488.925	1487.925	0.001				
1488.924	1487.924	0.001	L=50.00	S+1.000 (-10.00)	0+950.00	e=0
1488.923	1487.923	0.001				
1488.922	1487.922	0.001	L=50.00	S+1.000 (-10.00)	0+975.00	e=0
1488.921	1487.921	0.001				
1488.920	1487.920	0.001	L=50.00	S+1.000 (-10.00)	0+1000.00	e=0
1488.919	1487.919	0.001				

Proposed Level : ———
 Existing Level : ———
 Left Channel : ———
 Right Channel : ———

(PROFILE ON NEXT SHEET)

Sl. No.	Date	Description	DESIGNED	CHECKED	APPROVED	PROJECT	AUTHORITY & OFFICER	DESIGN CONSULTANT	PROOF CONSULTANT	SAFETY CONSULTANT	TITLE
01	20/01/2022	Pre-approval	✓	✓	✓	PROJECT :- IMPROVEMENT TO 1 LANE WITH BUILT SHOULDER OF 1440 SECTION FROM CH: 61+74.00 TO CH: 62+80.00 DESIGN CH: 0+000 TO CH: 10+000 & IMPROVEMENT TO 2 LANE SECTION OF 1440 TO CH: 10+000 DESIGN CH: 10+000 TO CH: 14+000. TOTAL LENGTH :- 4300 M IN THE STATE OF NEIGHALAYA ON EPC MODE	National Highway & Infrastructure Development Corporation Ltd. (Ministry of Road Transport & Highways)	DESIGN CONSULTANT PROOF CONSULTANT SAFETY CONSULTANT	TITLE :- Vertical Profile Authority :- JMA (Drawn 24000 is for 24000)		
02	20/01/2022	Pre-approval	✓	✓	✓						
03	20/01/2022	Pre-approval	✓	✓	✓						
04	20/01/2022	Final Approval	✓	✓	✓						SCALE :- HORIZ. 1:1000 VERT. 1:100 SHEET NO. :- 02 OF 04



Curve Number	1
HP Ch	1+112.385m
HP Coordinate	388942.588 282859.893
Radius	200m
Design Speed (km/h)	40m
Tangent Length	48m
Leading Transition Length	40m
Trailing Transition Length	40m
Curve Length	156m
Apex Distance	111.31 49.1°
Deflection Angle	5.0%
Super Elevation	

Curve Number	3
HP Ch	0+555.267km
HP Coordinate	388085.107 282853.759
Radius	75m
Design Speed (km/h)	30m
Tangent Length	30m
Leading Transition Length	30m
Trailing Transition Length	30m
Curve Length	80m
Apex Distance	57m
Deflection Angle	6° 59' 51.4"
Super Elevation	5.0%

Curve Number	1
HP Ch	0+965.107km
HP Coordinate	389252.921 282874.515
Radius	150m
Design Speed (km/h)	40
Tangent Length	40m
Leading Transition Length	40m
Trailing Transition Length	40m
Curve Length	160m
Apex Distance	45m
Deflection Angle	7° 52' 45.2"
Super Elevation	4.7%

Curve Number	2
HP Ch	0+788.262km
HP Coordinate	389172.412 282872.824
Radius	300m
Design Speed (km/h)	40
Tangent Length	300m
Leading Transition Length	20m
Trailing Transition Length	20m
Curve Length	60m
Apex Distance	45m
Deflection Angle	1° 12' 38.8"
Super Elevation	4.0%

Curve Number	4
HP Ch	0+723.802km
HP Coordinate	388294.812 282861.44
Radius	75m
Design Speed (km/h)	40m
Tangent Length	40m
Leading Transition Length	30m
Trailing Transition Length	30m
Curve Length	100m
Apex Distance	79° 22' 38.8"
Deflection Angle	5.0%
Super Elevation	

Proposed Centerline	---
Proposed Median	---
Proposed Carriageway	---
Proposed Paved Shoulder	---
Proposed Kerb Shyness	---
Footpath cum Drain	---
Proposed Earthen Shoulder	---
Proposed Open Drain	---
Proposed ROW	---
Proposed Earthwork Line	---
Proposed Breast wall	---
Proposed Retaining wall	---
Proposed RE wall	---
Major Contour Line	1484.0
Minor Contour Line	1484.2

REV	DATE	DESCRIPTION

CLIENT: National Highways and Infrastructure Development Corporation Ltd.

AUTHORITY ENGINEER: URS URS in association with Krivam.

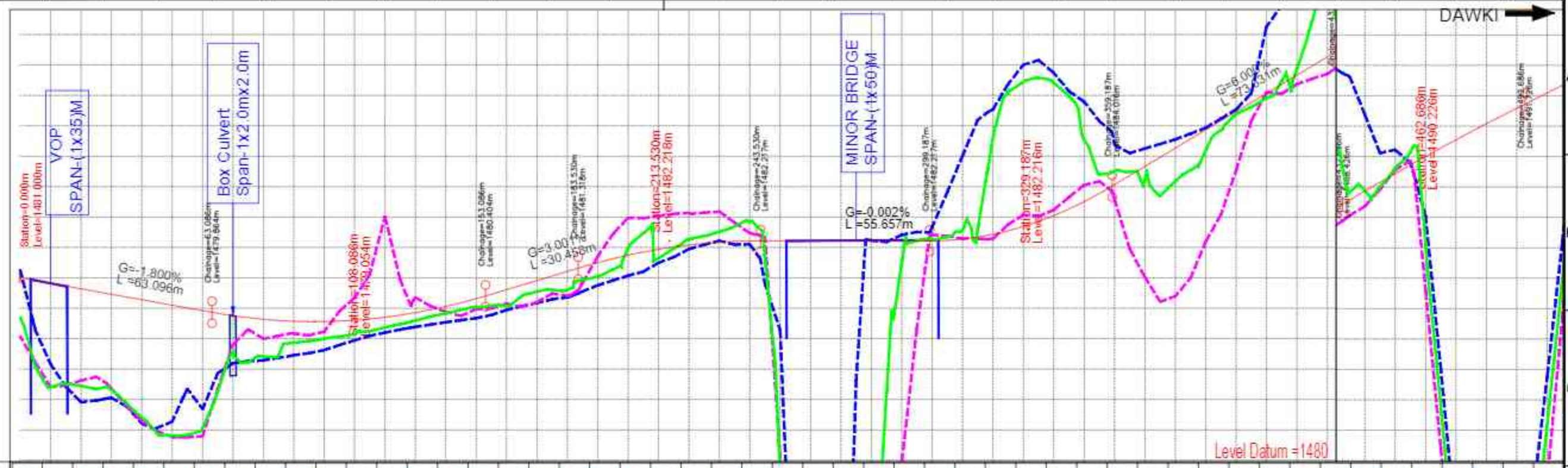
PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANING OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UPTO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 81+740 TO KM 83+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.600 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I)

TITLE: PLAN & PROFILE
KM 00+000 TO KM 1+000

DATE: MAY 2022
SCALE: NTS

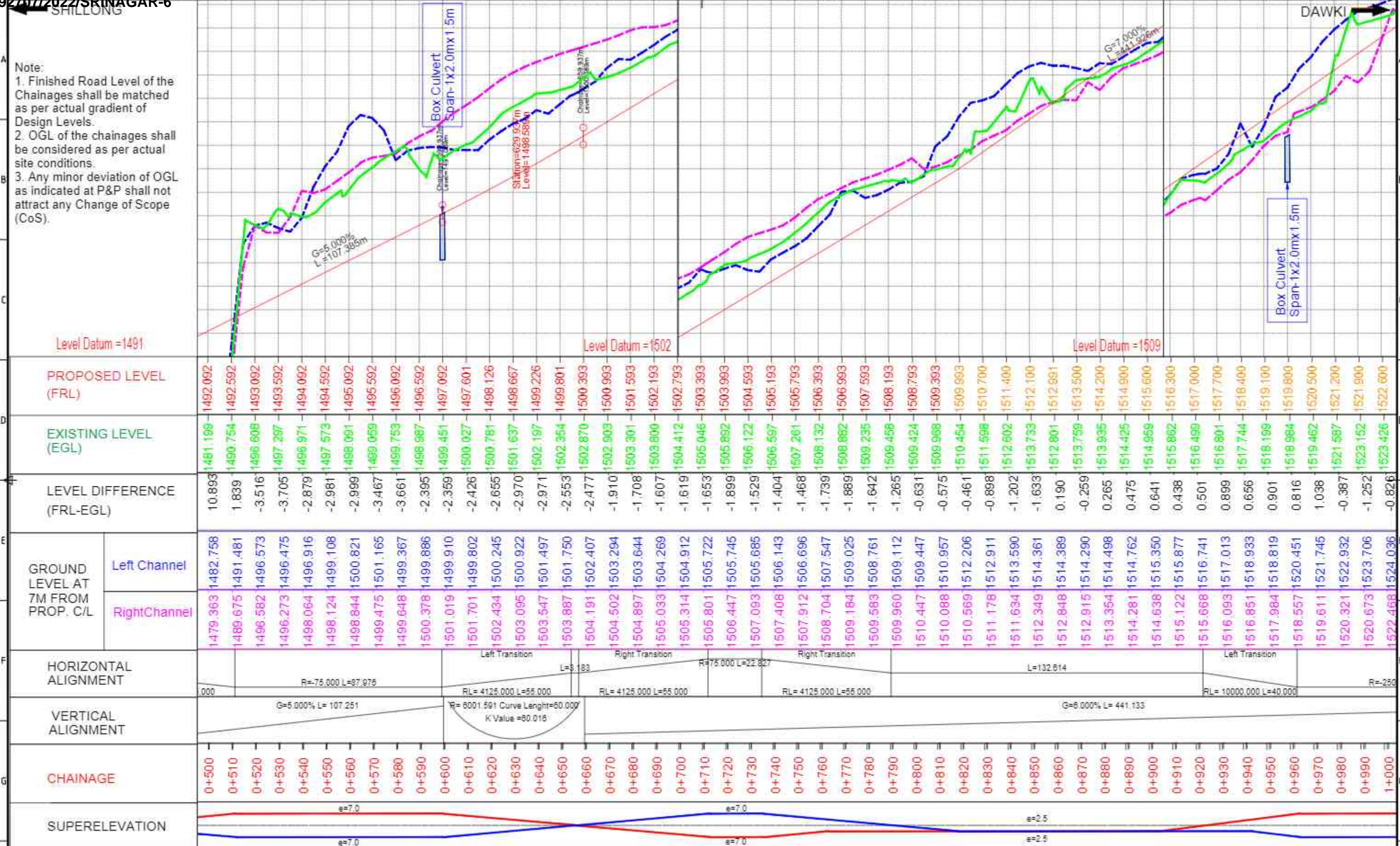
DRAWING NO. FORMAT: REV:

Note:
 1. Finished Road Level of the Chainages shall be matched as per actual gradient of Design Levels.
 2. OGL of the chainages shall be considered as per actual site conditions.
 3. Any minor deviation of OGL as indicated at P&P shall not attract any Change of Scope (CoS).



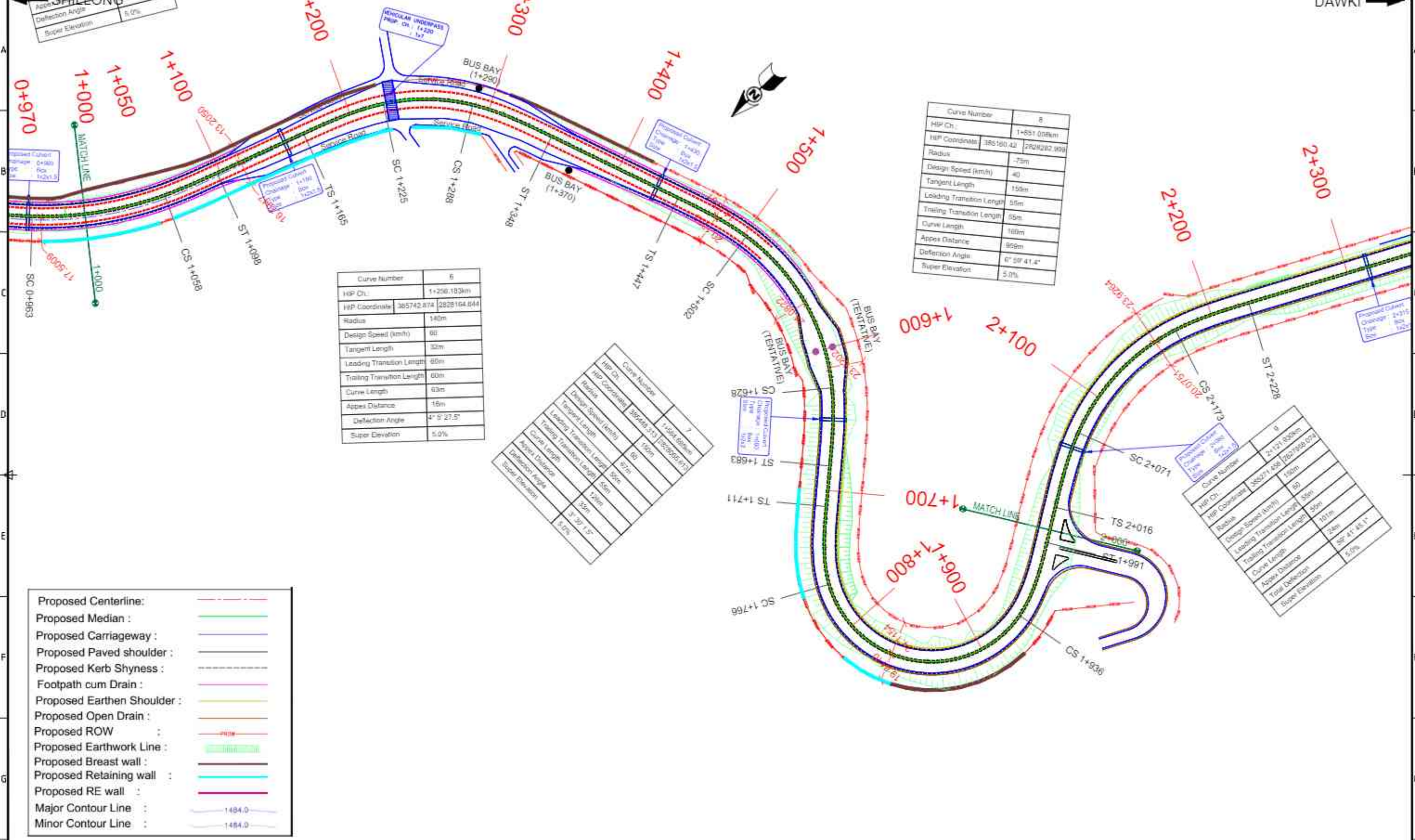
PROPOSED LEVEL (FRL)		1481.000	1480.820	1480.640	1480.460	1480.280	1480.100	1479.920	1479.752	1479.636	1479.573	1479.563	1479.607	1479.703	1479.854	1480.057	1480.314	1480.612	1480.912	1481.212	1481.501	1481.744	1481.937	1482.272	1482.517	1482.824	1482.217	1482.217	1482.217	1482.217	1482.217	1482.275	1482.433	1482.691	1483.049	1483.507	1484.065	1484.665	1485.265	1485.865	1486.465	1487.065	1487.665	1488.266	1488.860	1489.440	1490.003	1490.549	1491.078	1491.591	1492.092	1492.500																																																
EXISTING LEVEL (EGL)		1479.704	1477.398	1477.445	1477.309	1476.418	1475.813	1476.071	1478.564	1478.419	1478.867	1479.000	1479.154	1479.365	1479.594	1479.827	1480.044	1480.314	1480.612	1480.912	1481.212	1481.501	1481.744	1481.937	1482.272	1482.517	1482.824	1474.411	1482.217	1482.217	1482.217	1482.275	1482.433	1482.691	1483.049	1483.507	1484.065	1484.665	1485.265	1485.865	1486.465	1487.065	1487.665	1488.266	1488.860	1489.440	1490.003	1490.549	1491.078	1491.591	1492.092	1492.500																																																
LEVEL DIFFERENCE (FRL-EGL)		1.296	3.421	3.195	3.151	3.862	4.287	3.849	1.188	1.217	0.706	0.563	0.453	0.338	0.260	0.230	0.270	0.537	0.368	0.605	0.461	-0.237	0.292	-0.193	-0.345	-0.612	7.806	29.077	29.444	12.862	0.749	-0.054	-0.309	-3.152	-4.745	-4.367	-2.036	0.431	1.089	0.677	0.077	0.152	-0.214	-1.848	-0.019	-0.174	2.901	13.914	24.582	19.612	10.893																																																	
GROUND LEVEL AT 7M FROM PROP. C/L	Left Channel	1479.073	1481.260	1477.415	1476.159	1477.621	1476.911	1477.357	1477.057	1476.210	1475.268	1475.765	1476.686	1478.805	1478.193	1478.994	1479.168	1478.455	1479.229	1478.623	1480.344	1478.944	1483.023	1479.199	1480.352	1479.386	1479.882	1479.538	1479.972	1479.675	1480.152	1479.942	1480.202	1480.177	1480.416	1480.359	1481.704	1480.753	1482.972	1481.071	1483.033	1481.495	1483.134	1481.948	1483.178	1482.216	1482.474	1482.102	1475.130	1479.284	1449.861	1463.650	1446.539	1462.449	1460.395	1482.229	1474.942	1482.415	1482.410	1482.669	1482.292	1485.016	1482.288	1486.538	1483.070	1488.003	1483.236	1487.739	1484.050	1486.790	1483.580	1485.369	1481.022	1485.253	1480.395	1485.552	1482.194	1485.935	1484.538	1486.538	1487.105	1489.260	1487.368	1491.306	1487.709	1492.916	1488.359	1491.384	1489.562	1490.219	1485.610	1488.031	1475.336	1477.779	1465.012	1467.589	1469.676	1474.327	1479.363	1482.758
	Right Channel	1479.073	1481.260	1477.415	1476.159	1477.621	1476.911	1477.357	1477.057	1476.210	1475.268	1475.765	1476.686	1478.805	1478.193	1478.994	1479.168	1478.455	1479.229	1478.623	1480.344	1478.944	1483.023	1479.199	1480.352	1479.386	1479.882	1479.538	1479.972	1479.675	1480.152	1479.942	1480.202	1480.177	1480.416	1480.359	1481.704	1480.753	1482.972	1481.071	1483.033	1481.495	1483.134	1481.948	1483.178	1482.216	1482.474	1482.102	1475.130	1479.284	1449.861	1463.650	1446.539	1462.449	1460.395	1482.229	1474.942	1482.415	1482.410	1482.669	1482.292	1485.016	1482.288	1486.538	1483.070	1488.003	1483.236	1487.739	1484.050	1486.790	1483.580	1485.369	1481.022	1485.253	1480.395	1485.552	1482.194	1485.935	1484.538	1486.538	1487.105	1489.260	1487.368	1491.306	1487.709	1492.916	1488.359	1491.384	1489.562	1490.219	1485.610	1488.031	1475.336	1477.779	1465.012	1467.589	1469.676	1474.327	1479.363	1482.758
HORIZONTAL ALIGNMENT		Right Transition L=4.195 RL= 8000.000 L=40.000		Right Transition R=150.000 L=45.023		Right Transition RL= 8000.000 L=40.000		Right Transition L=51.402		Right Transition R=310.000 L=57.524		Right Transition RL= 12400.000 L=40.000		Right Transition RL= 12400.000 L=40.000		Right Transition L=138.135		Left Transition RL= 4125.000 L=55.000																																																																																		
VERTICAL ALIGNMENT		G=-1.800% L= 63.086		R= 1374.585 Curve Length=90.000 K Value =18.748		G=3.001% L= 30.444		R= -1998.418 Curve Length=60.000 K Value =19.984		G=-0.002% L= 55.657		R= 999.704 Curve Length=60.000 K Value =9.997		G=8.000% L= 73.499		R= -5001.345 Curve Length=60.000 K Value =60.013																																																																																				
CHAINAGE		0+000	0+010	0+020	0+030	0+040	0+050	0+060	0+070	0+080	0+090	0+100	0+110	0+120	0+130	0+140	0+150	0+160	0+170	0+180	0+190	0+200	0+210	0+220	0+230	0+240	0+250	0+260	0+270	0+280	0+290	0+300	0+310	0+320	0+330	0+340	0+350	0+360	0+370	0+380	0+390	0+400	0+410	0+420	0+430	0+440	0+450	0+460	0+470	0+480	0+490	0+500																																																
SUPERELEVATION		e=4.7				e=2.5				e=4.7				e=2.5				e=4.7				e=2.5				e=4.7				e=2.5				e=4.7				e=2.5				e=4.7				e=2.5																																																						

<p>CLIENT: National Highways and Infrastructure Development Corporation Ltd.</p>		<p>AUTHORITY ENGINEER: URS in association with Krivam.</p>		<p>PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANING OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UPTO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 81+740 TO KM 83+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.600 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I)</p>	
<p>TITLE: PLAN & PROFILE KM 0+000 TO KM 0+500</p>		<p>DATE: MAY 2022 SCALE: NTS</p>		<p>FORMAT: REV:</p>	
REV	DATE	DESCRIPTION			



<p>CLIENT: National Highways and Infrastructure Development Corporation Ltd.</p>		<p>AUTHORITY ENGINEER: URS in association with Krivam.</p>		<p>PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANING OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UP TO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 81+740 TO KM 83+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.600 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I)</p>	
<p>TITLE: PLAN & PROFILE KM 0+500 TO KM 1+000</p>		<p>DATE: MAY 2022 SCALE: NTS</p>		<p>FORMAT: REV:</p>	

REV	DATE	DESCRIPTION



Curve Number	8
HP Ch.	1+851.000km
HP Coordinates	385160.42 2828282.898
Radius	75m
Design Speed (km/h)	40
Tangent Length	150m
Leading Transition Length	55m
Trailing Transition Length	55m
Curve Length	160m
Apex Distance	95m
Deflection Angle	6° 50' 41.4"
Super Elevation	5.0%

Curve Number	6
HP Ch.	1+256.183km
HP Coordinates	385742.874 2828164.844
Radius	140m
Design Speed (km/h)	60
Tangent Length	52m
Leading Transition Length	60m
Trailing Transition Length	60m
Curve Length	63m
Apex Distance	16m
Deflection Angle	4° 5' 27.5"
Super Elevation	5.0%

Curve Number	7
HP Ch.	1+564.600km
HP Coordinates	385448.313 2828052.913
Radius	140m
Design Speed (km/h)	60
Tangent Length	57m
Leading Transition Length	50m
Trailing Transition Length	50m
Curve Length	55m
Apex Distance	12m
Deflection Angle	3° 32' 1.5"
Super Elevation	5.0%

Curve Number	9
HP Ch.	2+121.800km
HP Coordinates	385271.858 2827888.074
Radius	150m
Design Speed (km/h)	50
Leading Transition Length	55m
Trailing Transition Length	50m
Curve Length	101m
Apex Distance	25m
Total Deflection	5° 41' 45.1"
Super Elevation	5.0%

Proposed Centerline:	---
Proposed Median:	---
Proposed Carriageway:	---
Proposed Paved shoulder:	---
Proposed Kerb Shyness:	---
Footpath cum Drain:	---
Proposed Earthen Shoulder:	---
Proposed Open Drain:	---
Proposed ROW:	---
Proposed Earthwork Line:	---
Proposed Breast wall:	---
Proposed Retaining wall:	---
Proposed RE wall:	---
Major Contour Line:	1484.0
Minor Contour Line:	1484.0

REV	DATE	DESCRIPTION

CLIENT: National Highways and Infrastructure Development Corporation Ltd.

AUTHORITY ENGINEER: URS in association with Krivam.

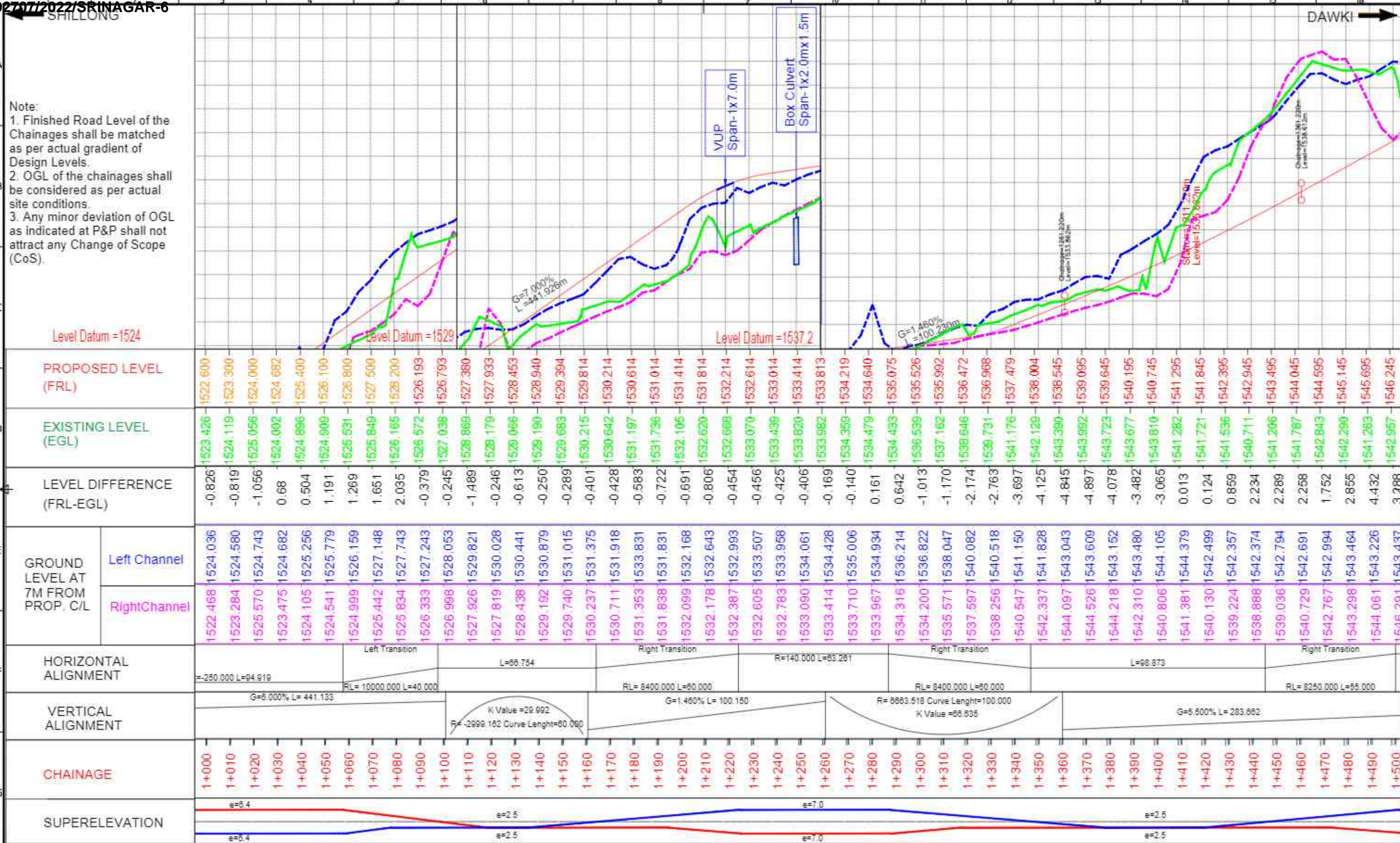
PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANING OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UPTO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 81+740 TO KM 83+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.600 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I)

TITLE: PLAN & PROFILE
KM 01+000 TO KM 2+000

DATE: MAY 2022
SCALE: NTS

DRAWING NO. FORMAT: REV:

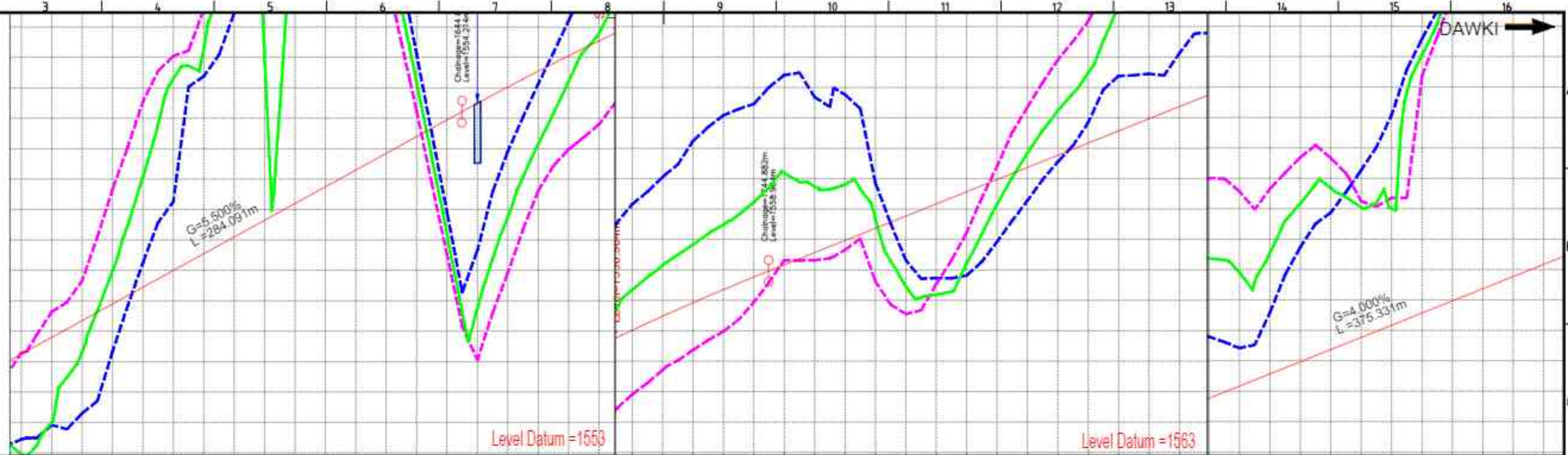
Note:
 1. Finished Road Level of the Chainages shall be matched as per actual gradient of Design Levels.
 2. OGL of the chainages shall be considered as per actual site conditions.
 3. Any minor deviation of OGL as indicated at P&P shall not attract any Change of Scope (CoS).



<p>CLIENT: National Highways and Infrastructure Development Corporation Ltd.</p>		<p>AUTHORITY ENGINEER: URS in association with Krivam.</p>		<p>PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANING OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UPTO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 81+740 TO KM 83+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.600 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I)</p>	
<p>TITLE: PLAN & PROFILE KM 1+000 TO KM 1+500</p>		<p>DATE: MAY 2022 SCALE: NTS</p>		<p>FORMAT: REV:</p>	

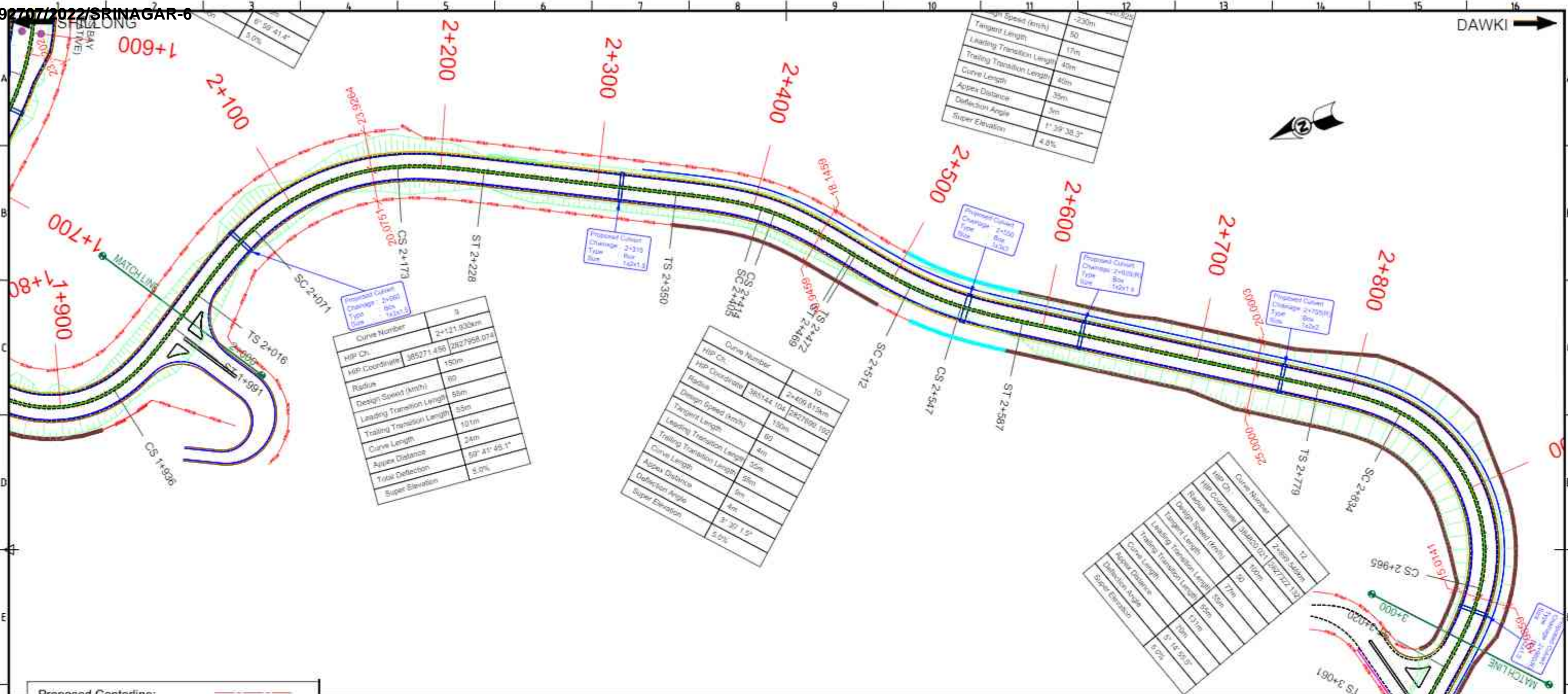
REV	DATE	DESCRIPTION

Note:
 1. Finished Road Level of the Chainages shall be matched as per actual gradient of Design Levels.
 2. OGL of the chainages shall be considered as per actual site conditions.
 3. Any minor deviation of OGL as indicated at P&P shall not attract any Change of Scope (CoS).



Level Datum = 1543		Level Datum = 1553		Level Datum = 1563	
PROPOSED LEVEL (FRL)		EXISTING LEVEL (EGL)		LEVEL DIFFERENCE (FRL-EGL)	
GROUND LEVEL AT 7M FROM PROP. C/L		HORIZONTAL ALIGNMENT		VERTICAL ALIGNMENT	
CHAINAGE		SUPERELEVATION			
1+500	1546.245	1542.967	3.288	1546.291	1543.437
1+510	1546.795	1543.967	2.798	1547.640	1543.909
1+520	1547.345	1546.317	1.028	1548.669	1544.300
1+530	1547.895	1548.968	-1.073	1551.667	1546.329
1+540	1548.445	1552.072	-3.627	1554.550	1549.259
1+550	1548.995	1555.302	-6.307	1556.046	1551.258
1+560	1549.545	1556.301	-6.756	1557.583	1555.375
1+570	1550.095	1559.052	-8.957	1559.655	1557.454
1+580	1550.645	1556.105	-5.460	1561.018	1549.481
1+590	1551.195	1559.421	-8.225	1561.874	1554.416
1+600	1551.745	1562.181	-10.436	1561.746	1562.344
1+610	1552.295	1560.862	-8.567	1560.686	1561.649
1+620	1552.845	1559.987	-7.122	1558.806	1560.887
1+630	1553.395	1565.189	-1.794	1554.241	1556.111
1+640	1553.945	1560.178	3.767	1549.515	1550.917
1+650	1554.493	1547.746	6.747	1546.053	1549.655
1+660	1555.028	1550.747	4.281	1548.916	1552.914
1+670	1555.548	1553.151	2.397	1551.615	1555.133
1+680	1556.053	1555.212	0.841	1552.979	1557.205
1+690	1556.543	1556.796	-0.253	1553.799	1559.405
1+700	1557.018	1558.350	-1.332	1554.910	1561.161
1+710	1557.477	1559.150	-1.673	1555.710	1562.057
1+720	1557.922	1559.831	-1.909	1556.371	1563.243
1+730	1558.352	1560.488	-2.136	1556.980	1564.084
1+740	1558.767	1561.230	-2.463	1557.939	1564.456
1+750	1559.169	1562.181	-3.012	1559.316	1565.405
1+760	1559.569	1561.731	-2.162	1559.321	1564.681
1+770	1559.969	1561.811	-1.842	1559.660	1564.764
1+780	1560.369	1560.677	-0.309	1558.623	1561.859
1+790	1560.769	1558.458	2.311	1557.553	1559.322
1+800	1561.169	1558.188	2.981	1558.532	1558.733
1+810	1561.569	1559.211	2.358	1560.232	1558.816
1+820	1561.969	1561.159	0.810	1562.408	1559.924
1+830	1562.369	1562.843	-0.474	1564.351	1561.273
1+840	1562.769	1564.234	-1.465	1565.904	1562.555
1+850	1563.169	1565.483	-2.314	1567.174	1563.846
1+860	1563.569	1567.481	-3.912	1569.178	1565.374
1+870	1563.969	1568.189	-4.220	1570.909	1565.448
1+880	1564.369	1568.754	-4.385	1571.380	1566.121
1+890	1564.769	1569.365	-4.596	1572.005	1566.793
1+900	1565.169	1568.903	-3.734	1571.566	1566.417
1+910	1565.569	1569.559	-3.990	1571.660	1567.587
1+920	1565.969	1571.175	-5.206	1572.687	1569.738
1+930	1566.369	1571.681	-5.312	1572.664	1570.871
1+940	1566.769	1571.050	-4.281	1571.242	1572.266
1+950	1567.169	1571.004	-3.835	1571.354	1574.079
1+960	1567.569	1576.041	-8.472	1575.357	1576.582
1+970	1567.969	1578.260	-10.29	1578.007	1578.473
1+980	1568.369	1578.627	-10.258	1579.120	1578.224
1+990	1568.769	1578.118	-9.349	1578.682	1577.766
2+000	1569.169	1577.771	-8.602	1578.327	1577.494

<p>CLIENT: National Highways and Infrastructure Development Corporation Ltd.</p>		<p>AUTHORITY ENGINEER: URS in association with Krivam.</p>		<p>PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANE OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UPTO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 81+740 TO KM 83+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.600 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I)</p>	
<p>TITLE: PLAN & PROFILE KM 01+500 TO KM 2+000</p>		<p>DATE: MAY 2022 SCALE: NTS</p>		<p>FORMAT: REV:</p>	
REV	DATE	DESCRIPTION			



Curve Number	2+121.830km
HIP Ch.	385271.456
HIP Coordinate	2827968.074
Radius	80
Design Speed (km/h)	50
Leading Transition Length	55m
Trailing Transition Length	55m
Curve Length	101m
Apex Distance	59° 41' 45.1"
Total Deflection	5.0%
Super Elevation	

Curve Number	TO
HIP Ch.	2+400.812km
HIP Coordinate	385144.104
Radius	2827690.192
Design Speed (km/h)	100
Tangent Length	69
Leading Transition Length	4m
Trailing Transition Length	4m
Curve Length	50m
Apex Distance	5m
Deflection Angle	3° 27' 12"
Super Elevation	2.0%

Curve Number	12
HIP Ch.	2+899.540km
HIP Coordinate	384003.021
Radius	100m
Design Speed (km/h)	70
Leading Transition Length	55m
Trailing Transition Length	55m
Curve Length	111m
Apex Distance	70m
Deflection Angle	5° 14' 30.5"
Super Elevation	5.0%

Proposed Centerline:	— — — — —
Proposed Median:	— — — — —
Proposed Carriageway:	— — — — —
Proposed Paved shoulder:	— — — — —
Proposed Kerb Shyness:	- - - - -
Footpath cum Drain:	— — — — —
Proposed Earthen Shoulder:	— — — — —
Proposed Open Drain:	— — — — —
Proposed ROW:	— — — — —
Proposed Earthwork Line:	— — — — —
Proposed Breast wall:	— — — — —
Proposed Retaining wall:	— — — — —
Proposed RE wall:	— — — — —
Major Contour Line:	— 1484.0 —
Minor Contour Line:	— 1484.0 —

REV	DATE	DESCRIPTION

CLIENT: National Highways and Infrastructure Development Corporation Ltd.

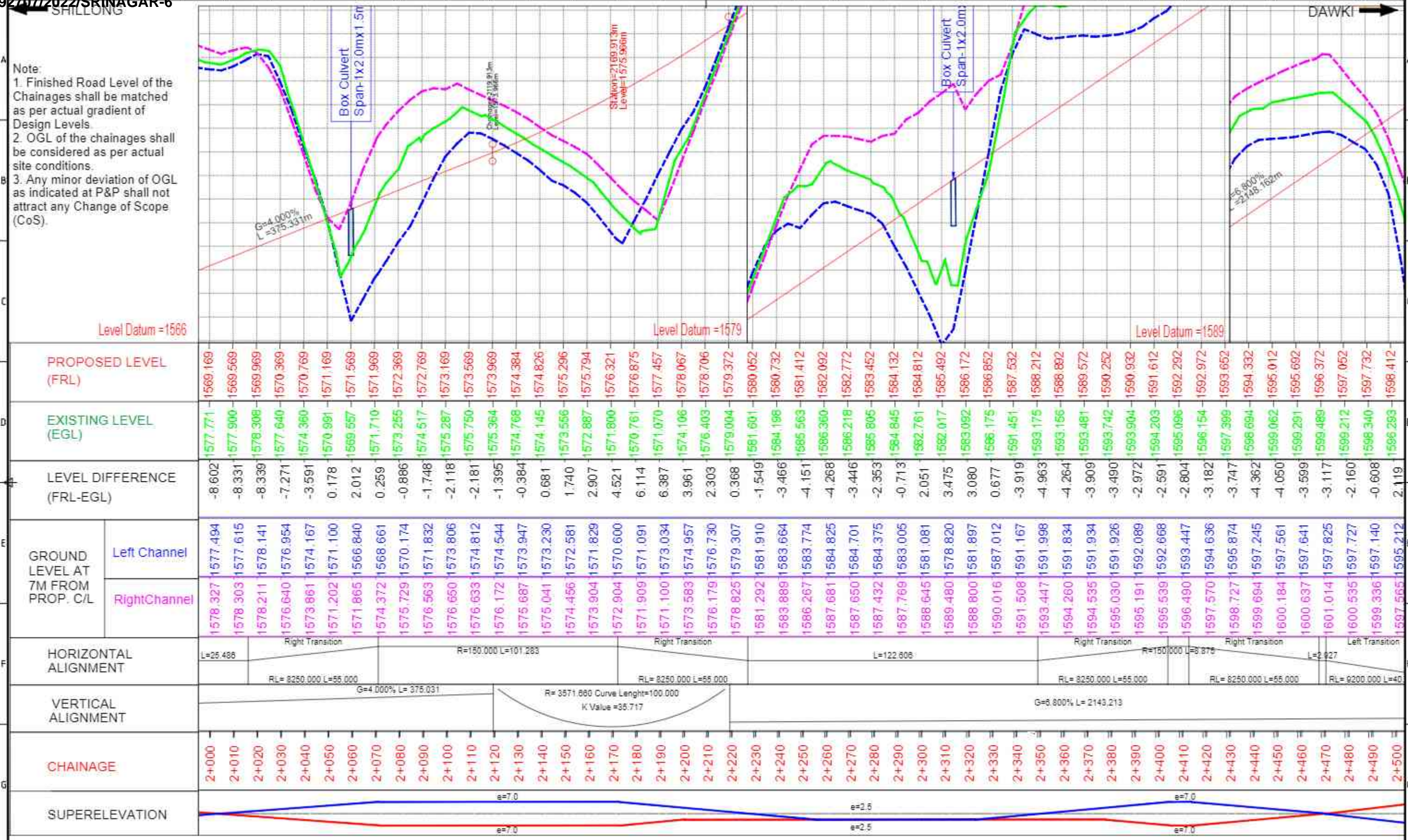
AUTHORITY ENGINEER: URS URS in association with Krivam.

PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANING OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UPTO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 81+740 TO KM 83+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.800 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I)

TITLE: PLAN & PROFILE
KM 02+000 TO KM 3+000

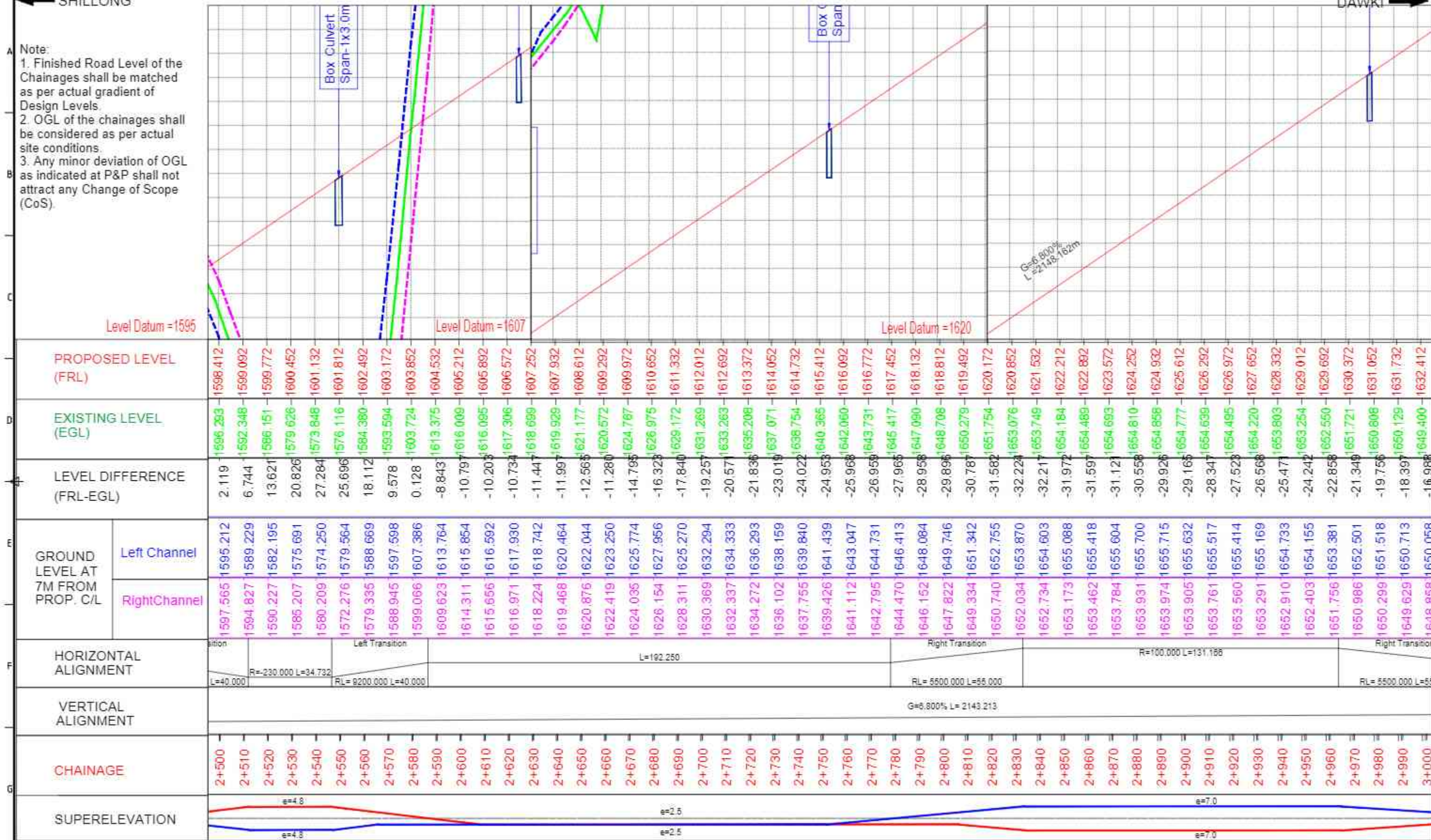
DATE: MAY 2022
SCALE: NTS

DRAWING NO. FORMAT: REV:

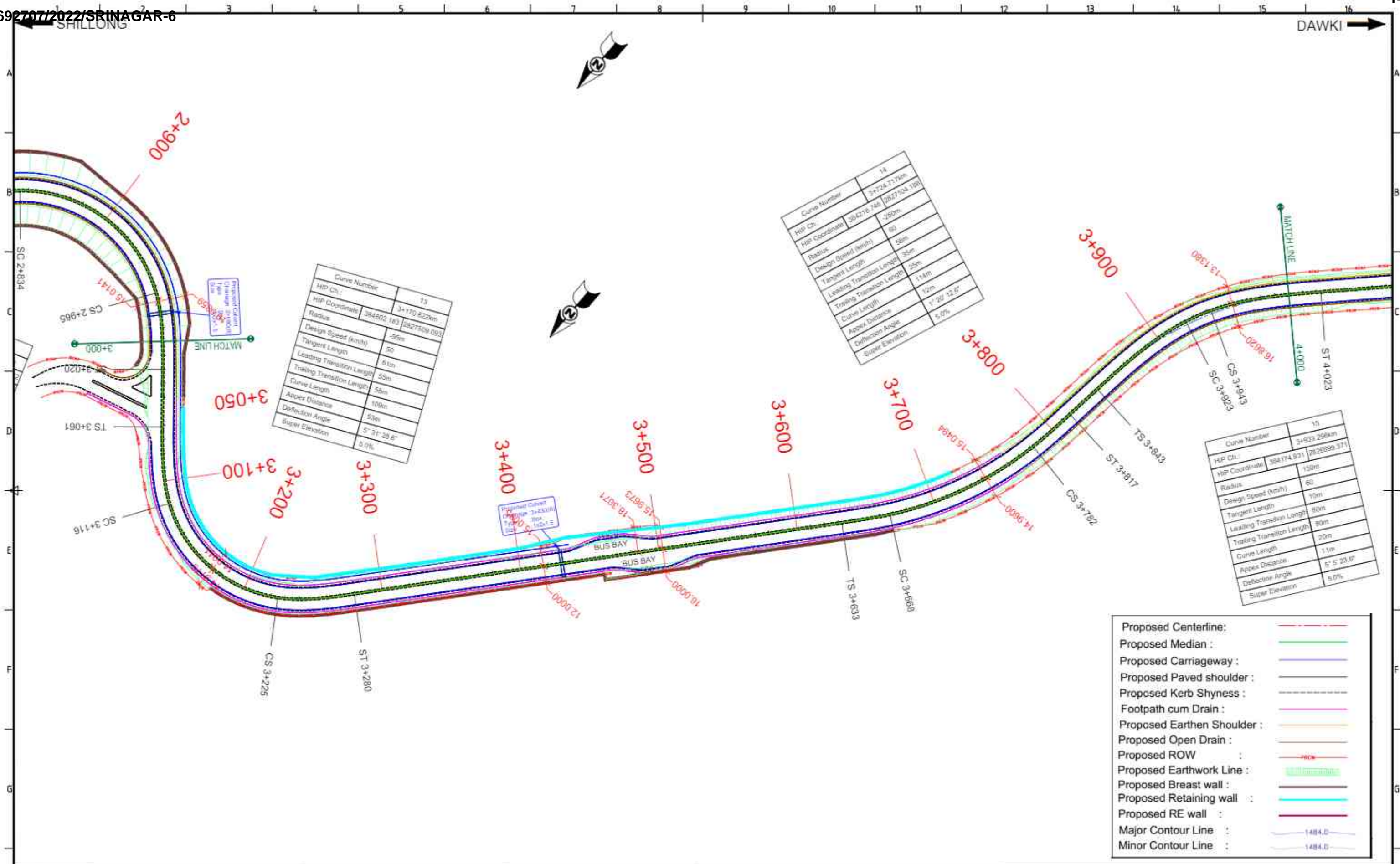


<p>CLIENT: National Highways and Infrastructure Development Corporation Ltd.</p>		<p>PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANE OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UPTO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 81+740 TO KM 83+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.600 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I)</p>	
<p>AUTHORITY ENGINEER: URS in association with Krivam.</p>		<p>TITLE: PLAN & PROFILE KM 02+000 TO KM 02+500</p>	
<p>DATE: MAY 2022</p>		<p>SCALE: NTS</p>	
<p>FORMAT:</p>		<p>REV:</p>	

REV	DATE	DESCRIPTION



<p>National Highways and Infrastructure Development Corporation Ltd.</p>		<p>PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANING OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UPTO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 81+740 TO KM 83+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.600 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I)</p>	
<p>CLIENT:</p>		<p>TITLE: PLAN & PROFILE KM 2+500 TO KM 3+000</p>	
<p>AUTHORITY ENGINEER:</p> <p>URS in association with Krivam.</p>		<p>DATE: MAY 2022 SCALE: NTS</p>	
REV	DATE	DESCRIPTION	FORMAT: REV:



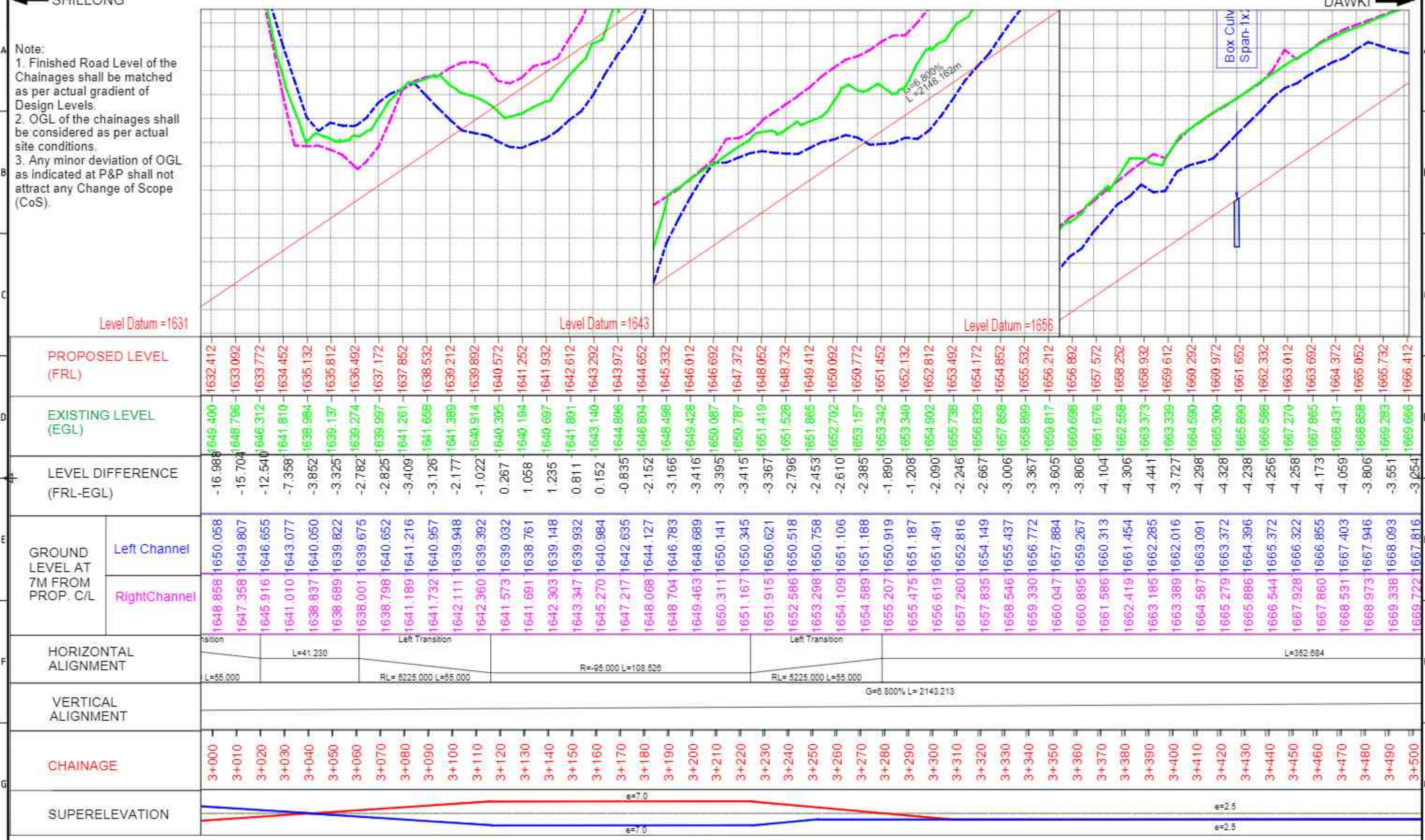
Curve Number	
HIP Ch.	13
HIP Coordinate	3+170 8220m
Radius	384602.183 2827309.093
Design Speed (km/h)	50
Tangent Length	50m
Leading Transition Length	50m
Trailing Transition Length	50m
Curve Length	50m
Apex Distance	100m
Deflection Angle	50m
Super Elevation	5.0%

Curve Number	
HIP Ch.	14
HIP Coordinate	3+724.717m
Radius	204276.748 2827104.108
Design Speed (km/h)	50
Tangent Length	50m
Leading Transition Length	50m
Trailing Transition Length	50m
Curve Length	114m
Apex Distance	12m
Deflection Angle	1° 20' 13.6"
Super Elevation	5.0%

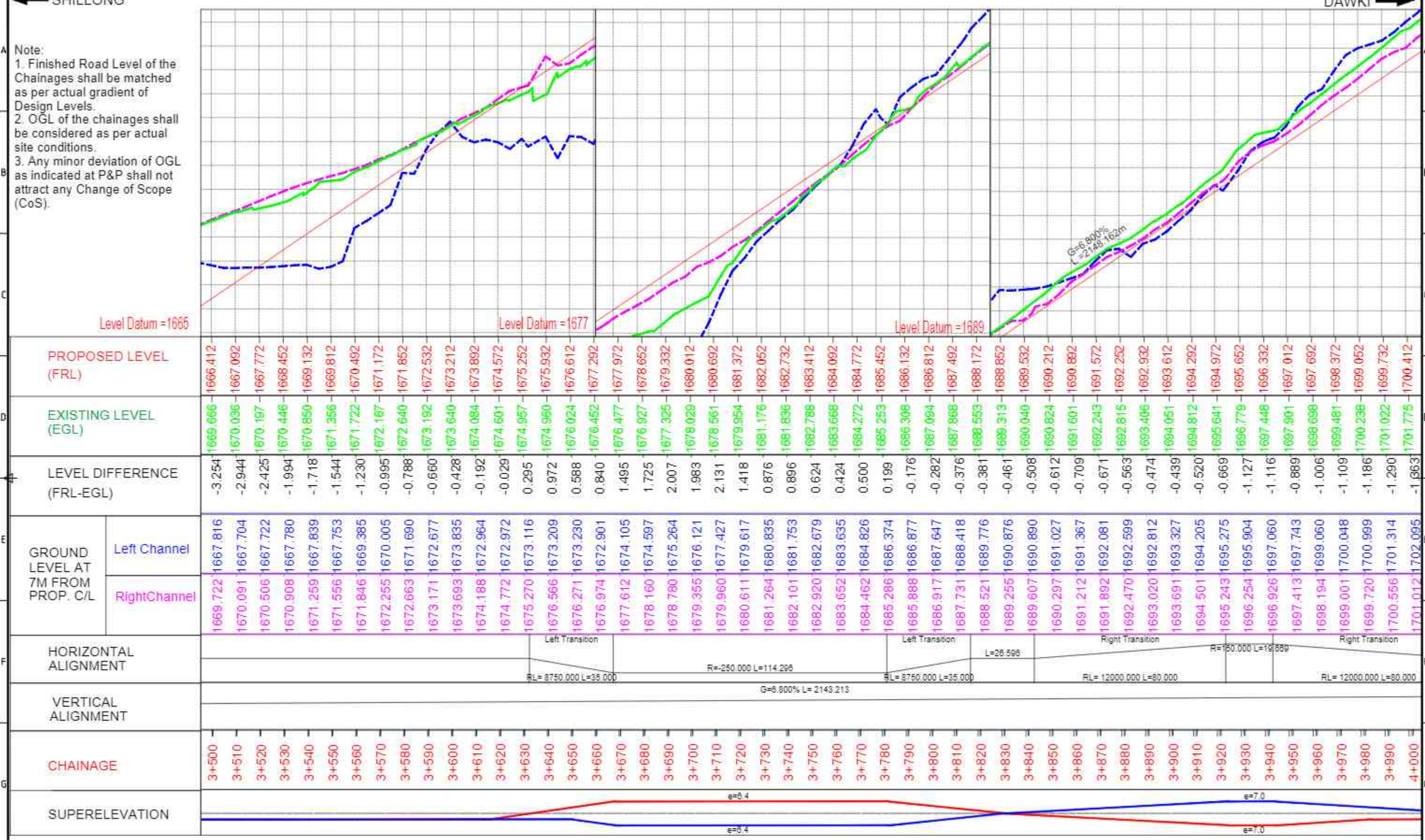
Curve Number	
HIP Ch.	15
HIP Coordinate	3+933.268m
Radius	384174.971 2826899.371
Design Speed (km/h)	50
Tangent Length	150m
Leading Transition Length	80m
Trailing Transition Length	80m
Curve Length	20m
Apex Distance	11m
Deflection Angle	6° 5' 23.6"
Super Elevation	5.0%

Proposed Centerline :	— — — — —
Proposed Median :	— — — — —
Proposed Carriageway :	— — — — —
Proposed Paved shoulder :	— — — — —
Proposed Kerb Shyness :	— — — — —
Footpath cum Drain :	— — — — —
Proposed Earthen Shoulder :	— — — — —
Proposed Open Drain :	— — — — —
Proposed ROW :	— — — — —
Proposed Earthwork Line :	— — — — —
Proposed Breast wall :	— — — — —
Proposed Retaining wall :	— — — — —
Proposed RE wall :	— — — — —
Major Contour Line :	1484.0
Minor Contour Line :	1484.0

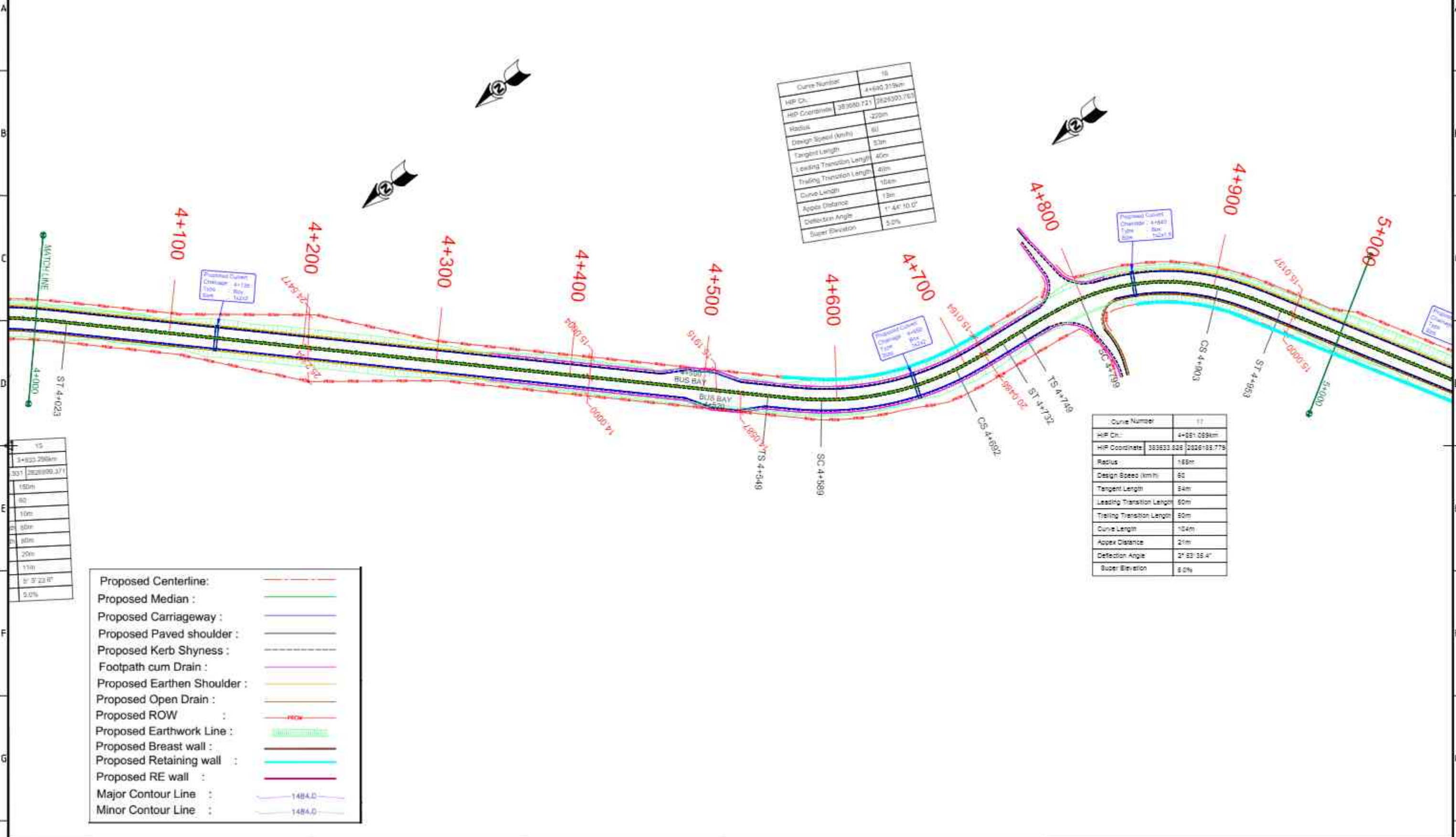
<p>National Highways and Infrastructure Development Corporation Ltd.</p>		<p>CLIENT:</p>	
<p>URS in association with Krivam.</p>		<p>AUTHORITY ENGINEER:</p>	
<p>PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANING OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UPTO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 81+740 TO KM 83+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.600 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I)</p>		<p>TITLE: PLAN & PROFILE KM 03+000 TO KM 4+000</p>	
<p>DATE: MAY 2022</p>		<p>SCALE: NTS</p>	
<p>FORMAT: REV:</p>		<p>DRAWING NO:</p>	



<p>CLIENT: National Highways and Infrastructure Development Corporation Ltd.</p> <p>AUTHORITY ENGINEER: URS in association with Krivam.</p>		<p>PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANING OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UPTO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 81+740 TO KM 83+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.600 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I)</p> <p>TITLE: PLAN & PROFILE KM 3+000 TO KM 3+500</p> <p>DATE: MAY 2022 SCALE: NTS</p> <p>DRAWING NO.: _____ FORMAT: _____ REV: _____</p>	
REV	DATE	DESCRIPTION	



<p>CLIENT: National Highways and Infrastructure Development Corporation Ltd.</p>		<p>AUTHORITY ENGINEER: URS in association with Krivam.</p>		<p>PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANING OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UPTO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 81+740 TO KM 83+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.600 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I)</p>	
<p>TITLE: PLAN & PROFILE KM 3+500 TO KM 4+000</p>		<p>DATE: MAY 2022 SCALE: NTS</p>		<p>FORMAT: REV:</p>	
REV	DATE	DESCRIPTION			



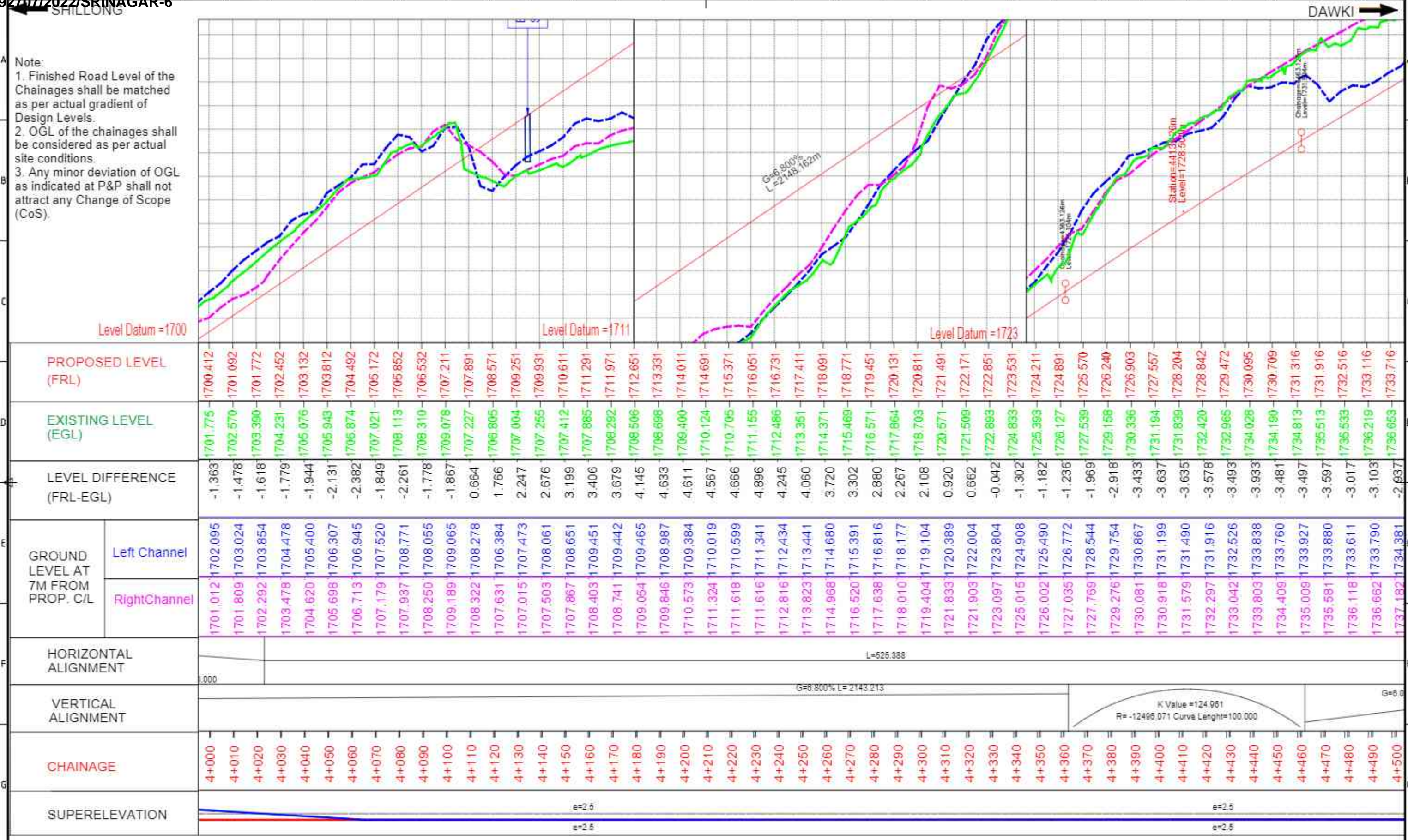
Curve Number	10
HIP Ch.	4+602.919m
HIP Coordinate	383080.721 (2826303.763)
Radius	220m
Design Speed (km/h)	60
Tangent Length	53m
Leading Transition Length	40m
Trailing Transition Length	40m
Curve Length	104m
Apex Distance	13m
Deflection Angle	1° 44' 10.0"
Super Elevation	5.0%

Curve Number	11
HIP Ch.	4+821.029km
HIP Coordinate	383633.826 (2826193.779)
Radius	165m
Design Speed (km/h)	60
Tangent Length	64m
Leading Transition Length	60m
Trailing Transition Length	60m
Curve Length	124m
Apex Distance	21m
Deflection Angle	2° 33' 35.4"
Super Elevation	6.0%

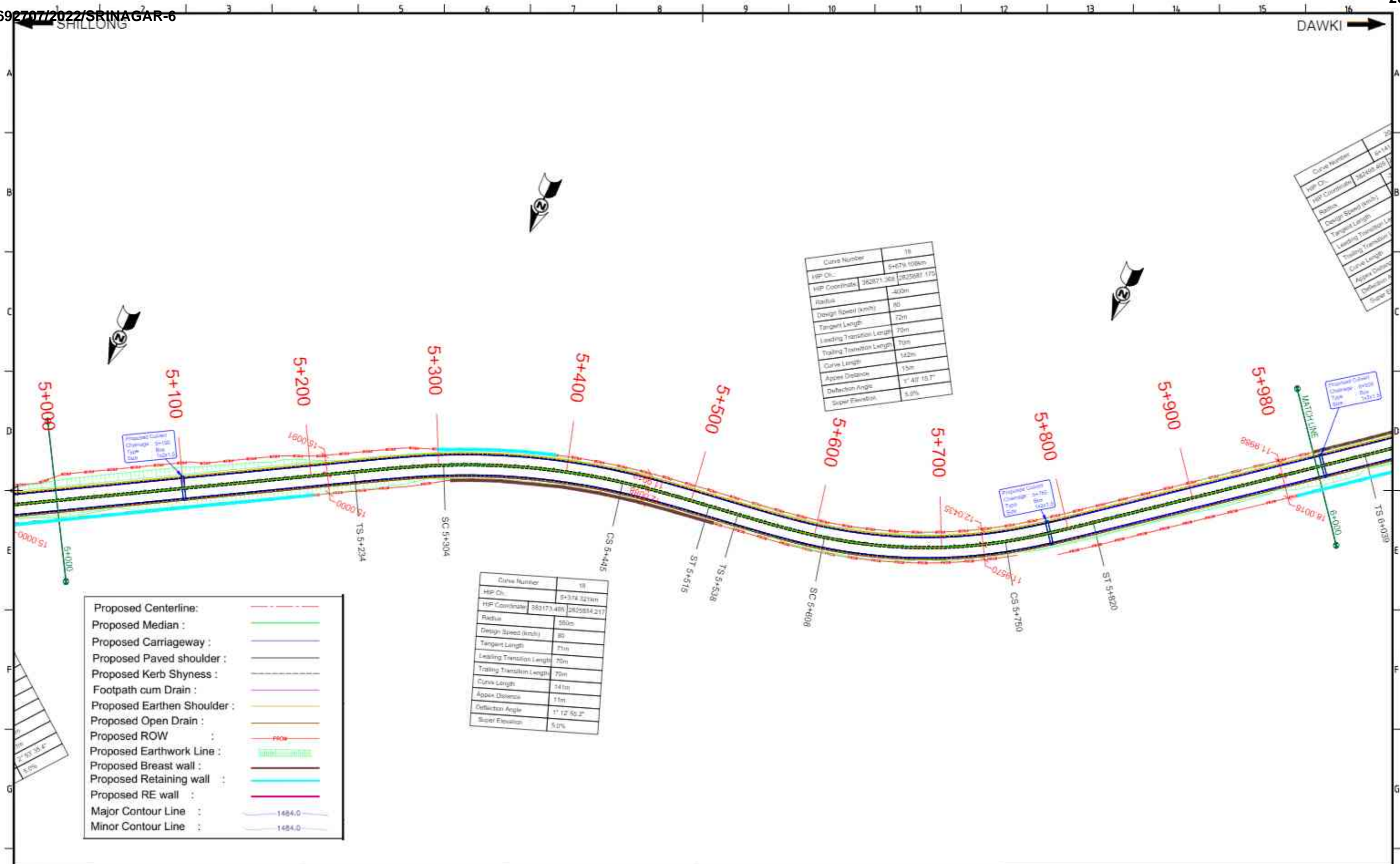
Proposed Centerline :	---
Proposed Median :	---
Proposed Carriageway :	---
Proposed Paved shoulder :	---
Proposed Kerb Shyness :	---
Footpath cum Drain :	---
Proposed Earthen Shoulder :	---
Proposed Open Drain :	---
Proposed ROW :	---
Proposed Earthwork Line :	---
Proposed Breast wall :	---
Proposed Retaining wall :	---
Proposed RE wall :	---
Major Contour Line :	1484.0
Minor Contour Line :	1484.0

15
3+833.258km
331 (2826193.371)
150m
80
10m
50m
40m
20m
10m
5' 5" 23.8"
5.0%

<p>National Highways and Infrastructure Development Corporation Ltd.</p>		<p>CLIENT:</p>	
<p>URS in association with Krivam.</p>		<p>AUTHORITY ENGINEER:</p>	
REV	DATE	DESCRIPTION	<p>PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANING OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UPTO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 81+740 TO KM 83+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.600 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I)</p>
		<p>TITLE: PLAN & PROFILE KM 04+000 TO KM 5+000</p>	
		<p>DATE: MAY 2022 SCALE: NTS</p>	
		<p>DRAWING NO. FORMAT: REV:</p>	



<p>CLIENT: National Highways and Infrastructure Development Corporation Ltd.</p>		<p>AUTHORITY ENGINEER: URS in association with Krivam.</p>	
<p>PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANING OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UPTO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 81+740 TO KM 83+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.600 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I)</p>			
<p>TITLE: PLAN & PROFILE KM 4+000 TO KM 4+500</p>		<p>DATE: MAY 2022 SCALE: NTS</p>	
<p>REV: DATE: DESCRIPTION:</p>		<p>DRAWING NO: FORMAT: REV:</p>	

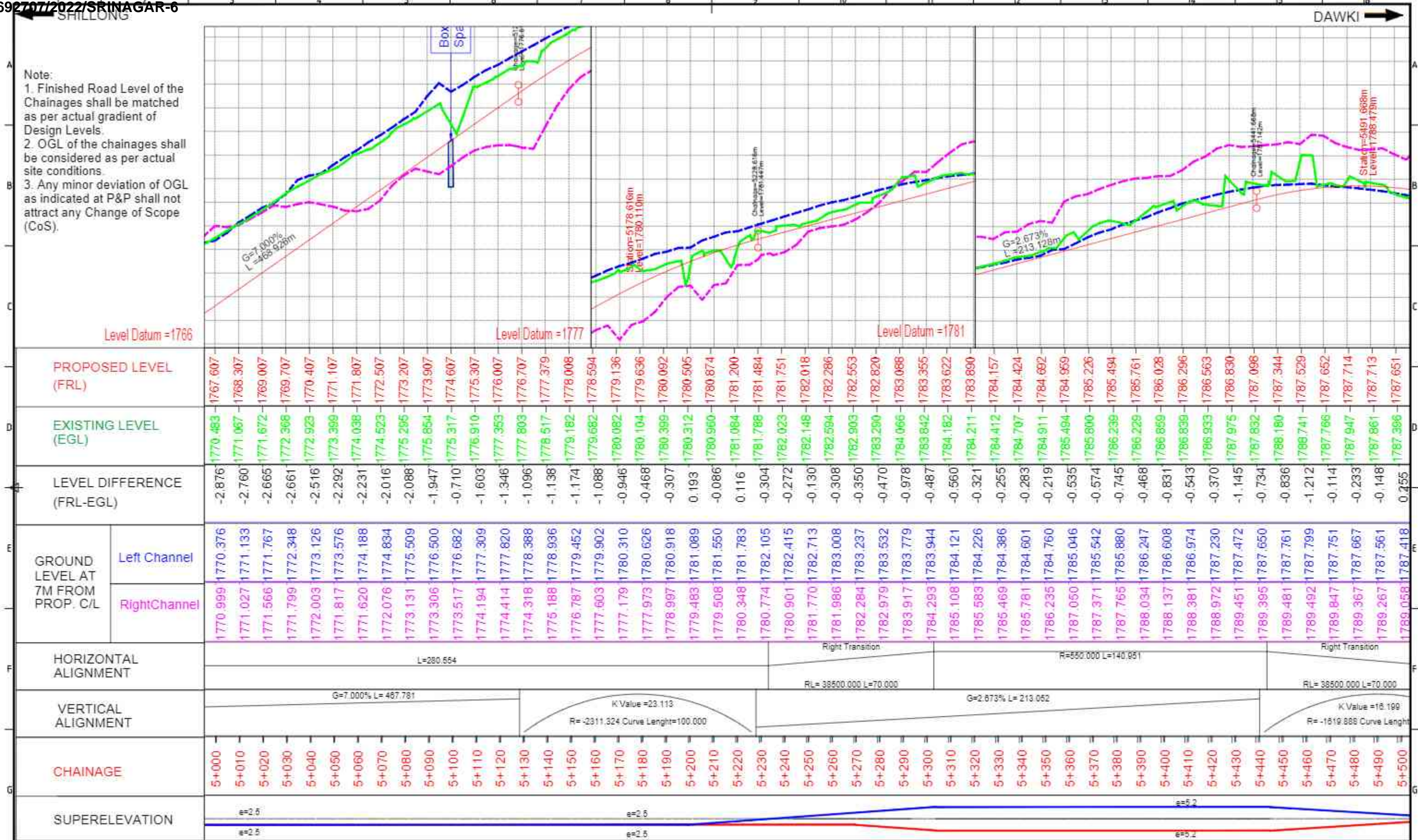


Curve Number	18
HIP Ch.	5+678.108Am
HIP Coordinate	362871.368 282587.172
Radius	400m
Design Speed (km/h)	80
Tangent Length	72m
Leading Transition Length	70m
Trailing Transition Length	70m
Curve Length	142m
Apex Distance	15m
Deflection Angle	1° 41' 15.7"
Super Elevation	5.0%

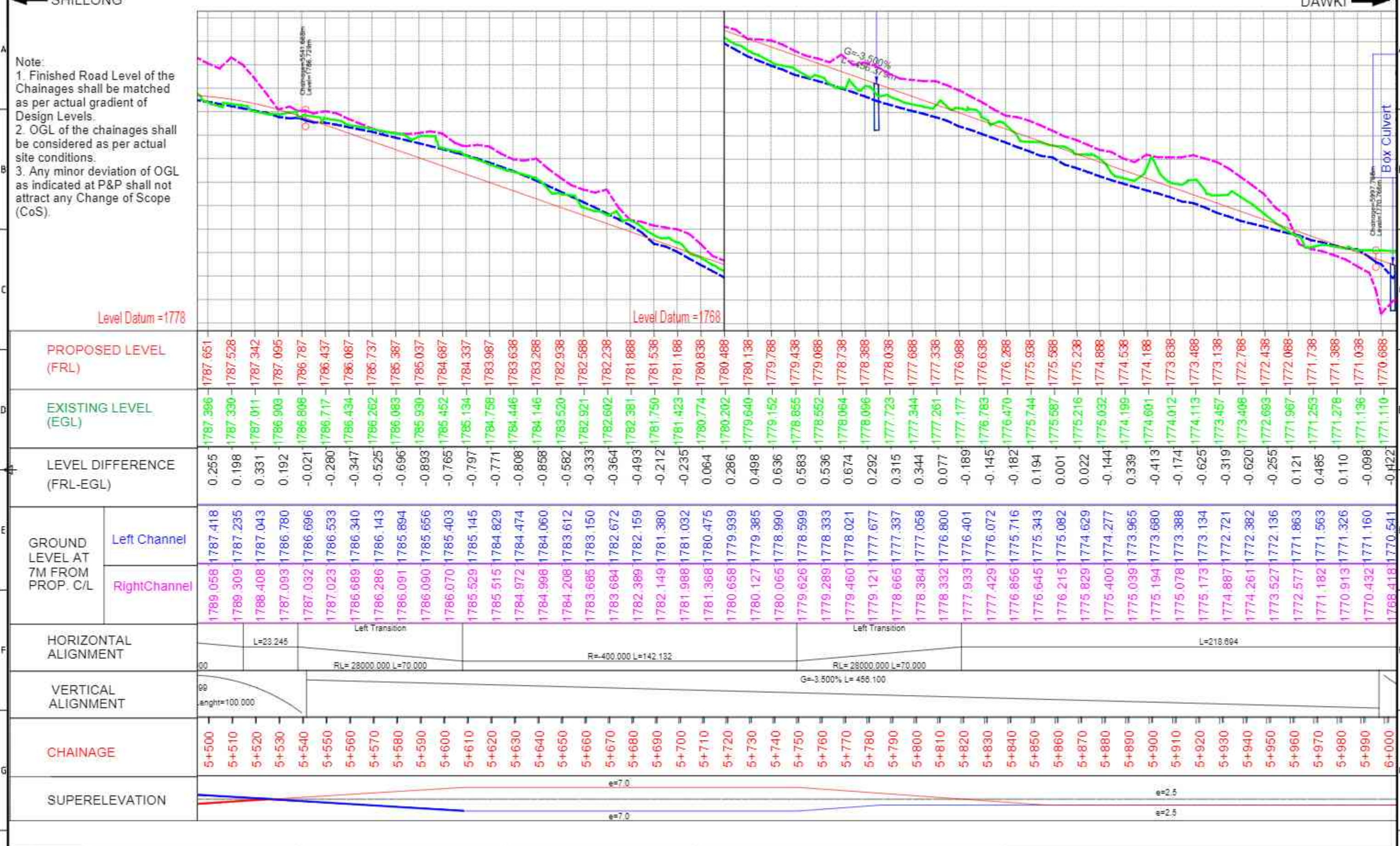
Curve Number	18
HIP Ch.	5+374.321Am
HIP Coordinate	363173.481 282584.217
Radius	350m
Design Speed (km/h)	80
Tangent Length	71m
Leading Transition Length	70m
Trailing Transition Length	70m
Curve Length	141m
Apex Distance	11m
Deflection Angle	1° 12' 50.2"
Super Elevation	5.0%

Proposed Centerline :	---
Proposed Median :	---
Proposed Carriageway :	---
Proposed Paved shoulder :	---
Proposed Kerb Shyness :	---
Footpath cum Drain :	---
Proposed Earthen Shoulder :	---
Proposed Open Drain :	---
Proposed ROW :	---
Proposed Earthwork Line :	---
Proposed Breast wall :	---
Proposed Retaining wall :	---
Proposed RE wall :	---
Major Contour Line :	1484.0
Minor Contour Line :	1484.0

CLIENT: National Highways and Infrastructure Development Corporation Ltd.		PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANING OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UPTO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 81+740 TO KM 83+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.600 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I)		
AUTHORITY ENGINEER: URS in association with Krivam.				
REV	DATE	DESCRIPTION	TITLE: PLAN & PROFILE KM 05+000 TO KM 8+000	DATE: MAY 2022 SCALE: NTS
			DRAWING NO.	FORMAT: REV:



<p>CLIENT: National Highways and Infrastructure Development Corporation Ltd.</p>		<p>AUTHORITY ENGINEER: URS in association with Krivam.</p>	
<p>PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANE OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UPTO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 5+740 TO KM 5+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.600 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I)</p>			
<p>TITLE: PLAN & PROFILE KM 5+000 TO KM 5+500</p>		<p>DATE: MAY 2022 SCALE: NTS</p>	
<p>REV: DATE: DESCRIPTION:</p>		<p>DRAWING NO: FORMAT: REV:</p>	

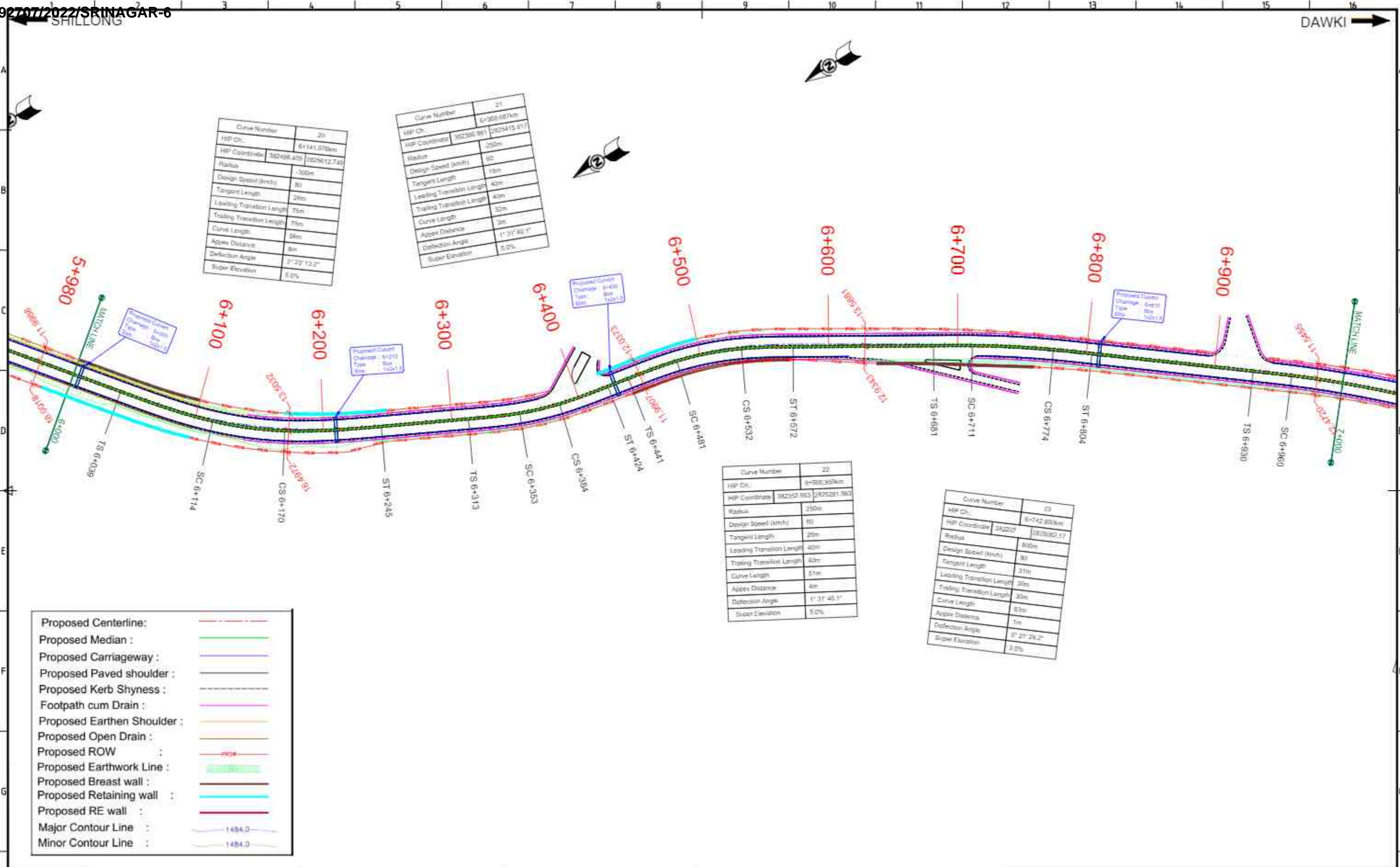


Note:
 1. Finished Road Level of the Chainages shall be matched as per actual gradient of Design Levels.
 2. OGL of the chainages shall be considered as per actual site conditions.
 3. Any minor deviation of OGL as indicated at P&P shall not attract any Change of Scope (CoS).

Level Datum = 1778		Level Datum = 1768	
PROPOSED LEVEL (FRL)		EXISTING LEVEL (EGL)	
LEVEL DIFFERENCE (FRL-EGL)		GROUND LEVEL AT 7M FROM PROP. C/L	
		Left Channel	Right Channel
HORIZONTAL ALIGNMENT		VERTICAL ALIGNMENT	
CHAINAGE		SUPERELEVATION	
5+500	1787.651	1787.386	1789.058
5+510	1787.528	1787.330	1789.309
5+520	1787.342	1787.011	1788.408
5+530	1787.095	1786.903	1787.093
5+540	1786.787	1786.808	1787.032
5+550	1786.437	1786.717	1787.023
5+560	1786.087	1786.434	1786.689
5+570	1785.737	1786.262	1786.286
5+580	1785.387	1786.083	1786.091
5+590	1785.037	1785.930	1786.090
5+600	1784.687	1785.452	1786.070
5+610	1784.337	1785.134	1785.529
5+620	1783.987	1784.758	1785.515
5+630	1783.636	1784.446	1784.972
5+640	1783.286	1784.146	1784.998
5+650	1782.936	1783.520	1784.208
5+660	1782.586	1782.921	1783.685
5+670	1782.236	1782.602	1783.684
5+680	1781.886	1782.381	1782.389
5+690	1781.536	1781.750	1782.149
5+700	1781.186	1781.423	1781.988
5+710	1780.836	1780.774	1781.368
5+720	1780.486	1780.202	1780.475
5+730	1780.136	1779.640	1780.658
5+740	1779.786	1779.152	1780.127
5+750	1779.436	1778.855	1779.385
5+760	1779.086	1778.552	1778.990
5+770	1778.736	1778.064	1778.599
5+780	1778.386	1778.096	1778.333
5+790	1778.036	1777.723	1779.460
5+800	1777.686	1777.344	1778.021
5+810	1777.336	1777.261	1777.677
5+820	1776.986	1777.177	1778.665
5+830	1776.636	1776.783	1778.384
5+840	1776.286	1776.470	1778.332
5+850	1775.936	1775.744	1777.933
5+860	1775.586	1775.587	1777.680
5+870	1775.236	1775.216	1775.194
5+880	1774.886	1775.032	1775.078
5+890	1774.536	1774.199	1775.173
5+900	1774.186	1774.601	1773.388
5+910	1773.836	1774.012	1773.134
5+920	1773.486	1774.113	1774.887
5+930	1773.136	1773.457	1774.261
5+940	1772.786	1773.408	1774.527
5+950	1772.436	1772.683	1772.136
5+960	1772.086	1771.967	1772.382
5+970	1771.736	1771.253	1772.577
5+980	1771.386	1771.278	1771.863
5+990	1771.036	1771.136	1771.563
6+000	1770.686	1771.110	1771.326
			1770.432
			1768.418

<p>CLIENT: National Highways and Infrastructure Development Corporation Ltd.</p>		<p>PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANE OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UPTO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 5+740 TO KM 6+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.600 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I)</p>	
<p>AUTHORITY ENGINEER: URS in association with Krivam.</p>		<p>TITLE: PLAN & PROFILE KM 5+500 TO KM 6+000</p>	
<p>DATE: MAY 2022</p>		<p>SCALE: NTS</p>	
<p>FORMAT: REV:</p>		<p>DRAWING NO:</p>	

REV	DATE	DESCRIPTION



Curve Number	20
HP Ch.	6+141.878km
HP Coordinate	382498.425 2825612.740
Radius	300m
Design Speed (km/h)	80
Tangent Length	26m
Leading Transition Length	75m
Trailing Transition Length	75m
Curve Length	56m
Apex Distance	8m
Deflection Angle	2° 22' 12.2"
Super Elevation	5.0%

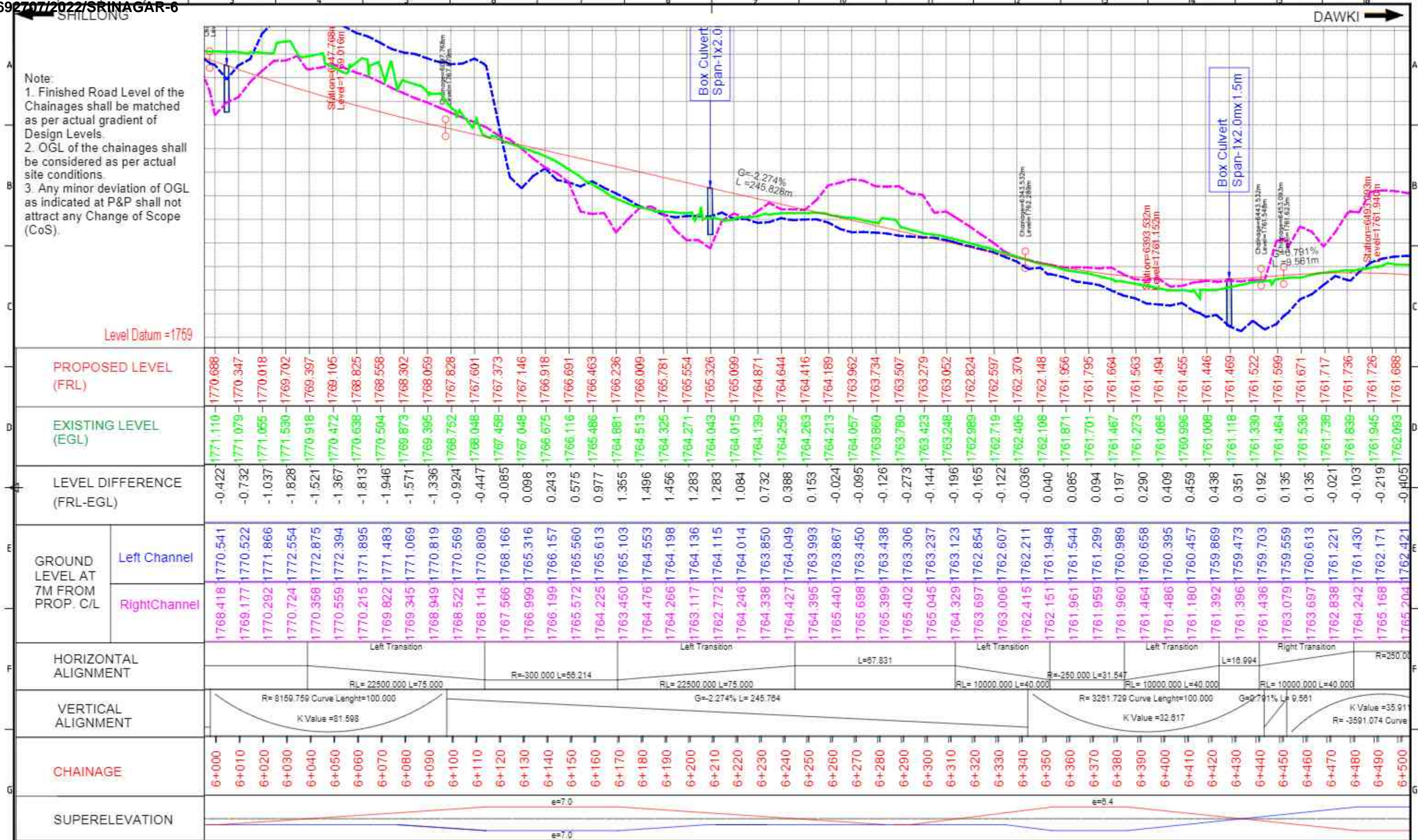
Curve Number	21
HP Ch.	6+388.687km
HP Coordinate	382385.961 2825415.817
Radius	200m
Design Speed (km/h)	80
Tangent Length	40m
Leading Transition Length	40m
Trailing Transition Length	40m
Curve Length	30m
Apex Distance	3m
Deflection Angle	1° 31' 48.1"
Super Elevation	5.0%

Curve Number	22
HP Ch.	6+500.358km
HP Coordinate	382353.583 2825281.583
Radius	250m
Design Speed (km/h)	80
Tangent Length	29m
Leading Transition Length	40m
Trailing Transition Length	40m
Curve Length	51m
Apex Distance	4m
Deflection Angle	1° 31' 48.1"
Super Elevation	5.0%

Curve Number	23
HP Ch.	6+742.808km
HP Coordinate	382227 2825082.17
Radius	800m
Design Speed (km/h)	80
Tangent Length	31m
Leading Transition Length	30m
Trailing Transition Length	30m
Curve Length	63m
Apex Distance	1m
Deflection Angle	0° 21' 28.2"
Super Elevation	3.5%

Proposed Centerline:	---
Proposed Median:	---
Proposed Carriageway:	---
Proposed Paved shoulder:	---
Proposed Kerb Shyness:	---
Footpath cum Drain:	---
Proposed Earthen Shoulder:	---
Proposed Open Drain:	---
Proposed ROW:	---
Proposed Earthwork Line:	---
Proposed Breast wall:	---
Proposed Retaining wall:	---
Proposed RE wall:	---
Major Contour Line:	1484.0
Minor Contour Line:	1484.5

CLIENT: National Highways and Infrastructure Development Corporation Ltd.				PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANING OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UPTO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 81+740 TO KM 83+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.600 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I)			
AUTHORITY ENGINEER: URS URS in association with Krivam.				TITLE: PLAN & PROFILE KM 08+000 TO KM 7+000			
DATE: MAY 2022				SCALE: NTS			
DRAWING NO.				FORMAT: REV:			
REV	DATE	DESCRIPTION					

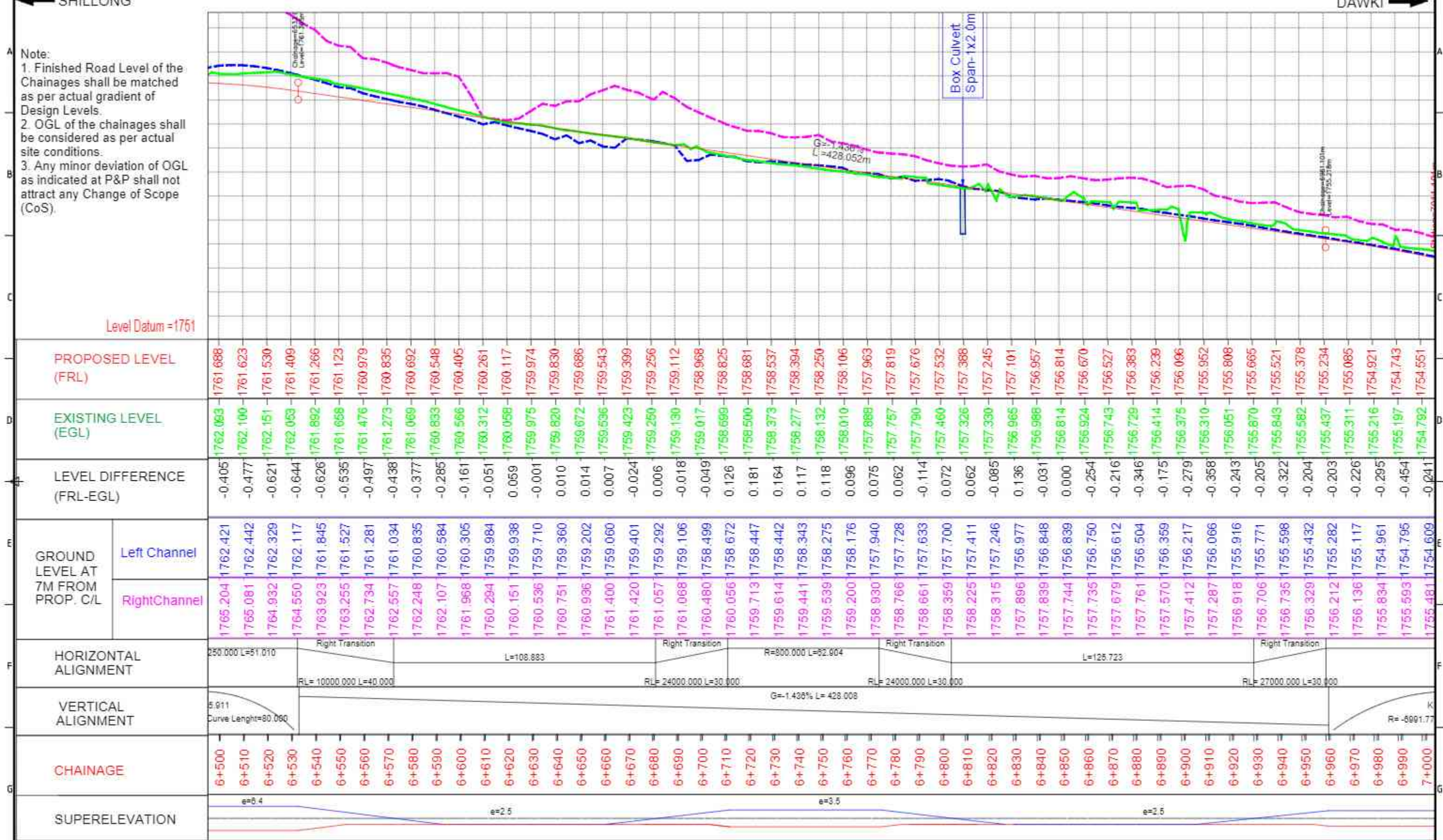


Note:
 1. Finished Road Level of the Chainages shall be matched as per actual gradient of Design Levels.
 2. OGL of the chainages shall be considered as per actual site conditions.
 3. Any minor deviation of OGL as indicated at P&P shall not attract any Change of Scope (CoS).

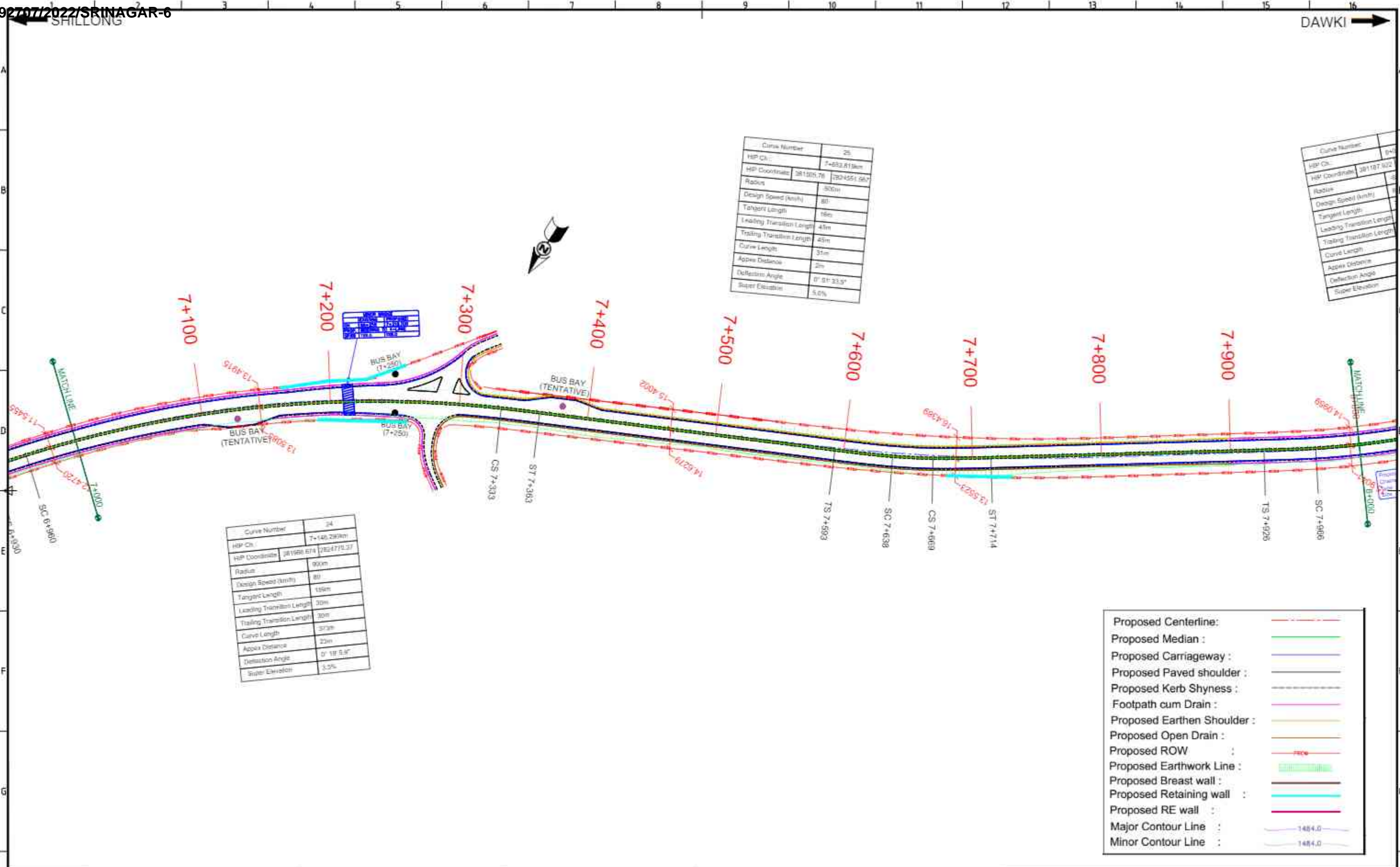
Level Datum = 1759

PROPOSED LEVEL (FRL)		1770.688	1770.347	1770.018	1769.702	1769.397	1769.105	1768.825	1768.558	1768.302	1768.059	1767.828	1767.601	1767.373	1767.146	1766.918	1766.691	1766.463	1766.236	1766.009	1765.781	1765.554	1765.326	1765.099	1764.871	1764.644	1764.416	1764.189	1763.962	1763.734	1763.507	1763.279	1763.052	1762.824	1762.597	1762.370	1762.148	1761.956	1761.795	1761.664	1761.563	1761.494	1761.455	1761.446	1761.469	1761.522	1761.599	1761.671	1761.717	1761.736	1761.726	1761.688			
EXISTING LEVEL (EGL)		1771.110	1771.079	1771.055	1771.530	1770.918	1770.472	1770.638	1770.504	1769.873	1769.395	1768.752	1768.048	1767.458	1767.048	1766.675	1766.116	1765.486	1764.881	1764.513	1764.325	1764.271	1764.043	1764.015	1764.139	1764.256	1764.263	1764.213	1764.057	1763.860	1763.780	1763.423	1763.248	1762.989	1762.719	1762.406	1762.108	1761.871	1761.701	1761.467	1761.273	1761.085	1760.996	1761.008	1761.118	1761.330	1761.464	1761.536	1761.738	1761.838	1761.945	1762.093			
LEVEL DIFFERENCE (FRL-EGL)		-0.422	-0.732	-1.037	-1.828	-1.521	-1.367	-1.813	-1.946	-1.571	-1.336	-0.924	-0.447	-0.085	0.098	0.243	0.575	0.977	1.355	1.496	1.456	1.283	1.283	1.084	0.732	0.388	0.153	-0.024	-0.095	-0.126	-0.273	-0.144	-0.196	-0.165	-0.122	-0.036	0.040	0.085	0.094	0.197	0.290	0.409	0.459	0.438	0.351	0.192	0.135	0.135	-0.021	-0.103	-0.219	-0.405			
GROUND LEVEL AT 7M FROM PROP. C/L	Left Channel	1770.541	1770.522	1771.866	1772.554	1772.875	1772.394	1771.895	1771.483	1771.069	1770.819	1770.569	1770.809	1768.166	1765.316	1766.157	1765.560	1765.613	1765.103	1764.553	1764.198	1764.136	1764.115	1764.014	1763.850	1763.438	1763.306	1763.237	1763.123	1762.854	1762.607	1762.211	1761.948	1761.544	1761.299	1760.989	1760.658	1760.395	1760.457	1759.869	1759.473	1759.703	1759.559	1760.613	1761.221	1761.430	1762.171	1762.421							
	Right Channel	1768.418	1768.177	1770.292	1770.724	1772.875	1772.394	1771.895	1771.483	1769.822	1769.345	1768.949	1768.522	1768.114	1767.566	1766.999	1766.157	1765.572	1765.613	1764.450	1764.476	1764.266	1763.117	1762.772	1762.426	1763.388	1763.438	1765.402	1763.306	1765.045	1763.237	1764.329	1763.123	1763.697	1762.854	1763.006	1762.607	1762.415	1761.948	1761.961	1761.544	1761.959	1761.299	1761.960	1761.464	1761.486	1761.180	1761.392	1761.396	1761.436	1763.079	1763.697	1762.838	1764.242	1765.168
HORIZONTAL ALIGNMENT		Left Transition										Left Transition										Left Transition										Left Transition										Right Transition													
VERTICAL ALIGNMENT		R=8159.759 Curve Length=100.000 K Value =81.598										G=-2.274% L=245.784										R=3261.729 Curve Length=100.000 K Value =32.617										G=0.791% L=9.561																							
CHAINAGE		6+000	6+010	6+020	6+030	6+040	6+050	6+060	6+070	6+080	6+090	6+100	6+110	6+120	6+130	6+140	6+150	6+160	6+170	6+180	6+190	6+200	6+210	6+220	6+230	6+240	6+250	6+260	6+270	6+280	6+290	6+300	6+310	6+320	6+330	6+340	6+350	6+360	6+370	6+380	6+390	6+400	6+410	6+420	6+430	6+440	6+450	6+460	6+470	6+480	6+490	6+500			
SUPERELEVATION		e=7.0										e=7.0										e=3.4										e=3.4																							

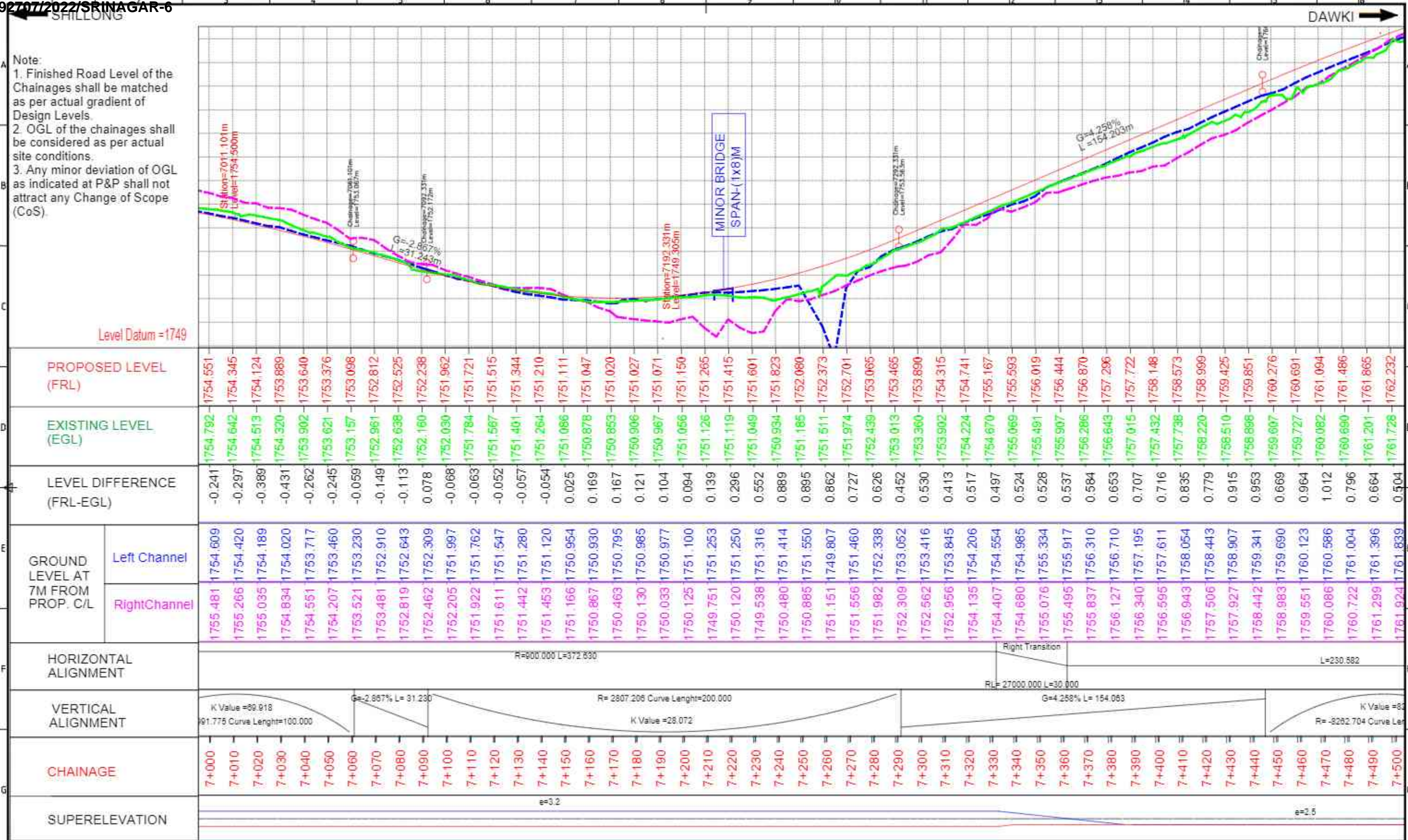
<p>National Highways and Infrastructure Development Corporation Ltd.</p>		<p>URS in association with Krivam.</p>		<p>PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANE OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UPTO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 81+740 TO KM 83+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.600 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I)</p>	
<p>TITLE: PLAN & PROFILE KM 8+000 TO KM 8+500</p>		<p>DATE: MAY 2022 SCALE: NTS</p>		<p>FORMAT: REV:</p>	
REV	DATE	DESCRIPTION			



<p>CLIENT: National Highways and Infrastructure Development Corporation Ltd.</p>		<p>AUTHORITY ENGINEER: URS in association with Krivam.</p>		<p>PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANE OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UPTO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 8+740 TO KM 9+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.600 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I)</p>	
<p>TITLE: PLAN & PROFILE KM 8+500 TO KM 7+000</p>		<p>DATE: MAY 2022 SCALE: NTS</p>		<p>FORMAT: REV:</p>	
REV	DATE	DESCRIPTION			



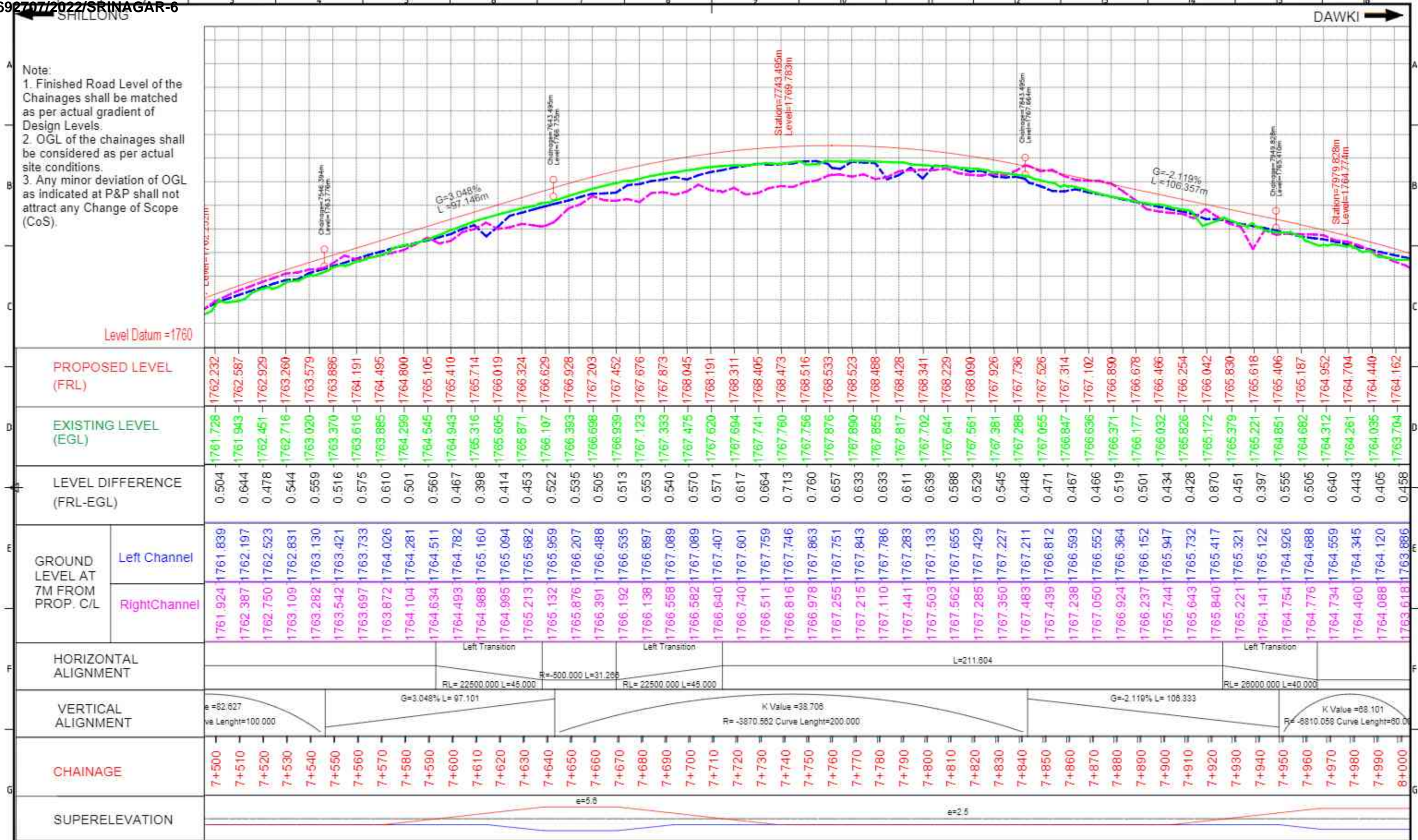
<p>CLIENT: National Highways and Infrastructure Development Corporation Ltd.</p>		<p>PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANING OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UPTO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 81+740 TO KM 83+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.600 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I)</p>	
<p>AUTHORITY ENGINEER:</p> <p>URS in association with Krivam.</p>			
REV	DATE	DESCRIPTION	<p>TITLE: PLAN & PROFILE KM 07+000 TO KM 8+000</p> <p>DATE: MAY 2022 SCALE: NTS</p> <p>DRAWING NO. _____</p>



Note:
 1. Finished Road Level of the Chainages shall be matched as per actual gradient of Design Levels.
 2. OGL of the chainages shall be considered as per actual site conditions.
 3. Any minor deviation of OGL as indicated at P&P shall not attract any Change of Scope (CoS).

PROPOSED LEVEL (FRL)		1754.551	1754.345	1754.124	1753.889	1753.640	1753.376	1753.098	1752.812	1752.525	1752.238	1751.962	1751.721	1751.515	1751.344	1751.210	1751.111	1750.878	1751.020	1750.906	1751.027	1750.967	1751.071	1751.056	1751.150	1751.126	1751.265	1751.415	1751.601	1751.823	1752.080	1752.373	1752.701	1753.065	1753.465	1753.890	1754.315	1754.741	1755.167	1755.593	1756.019	1756.444	1756.870	1757.296	1757.722	1758.148	1758.573	1758.999	1759.425	1759.851	1760.276	1760.691	1761.094	1761.486	1761.865	1762.232																																		
EXISTING LEVEL (EGL)		1754.792	1754.642	1754.513	1754.320	1753.902	1753.621	1753.157	1752.961	1752.638	1752.160	1752.030	1751.784	1751.567	1751.401	1751.264	1751.111	1750.886	1750.878	1750.853	1750.906	1750.967	1751.056	1751.119	1751.049	1750.934	1751.185	1751.511	1751.974	1752.439	1753.013	1753.360	1753.902	1754.224	1754.670	1755.069	1755.491	1755.907	1756.286	1756.643	1757.015	1757.332	1757.598	1757.851	1758.099	1758.340	1758.573	1758.801	1759.027	1759.249	1759.466	1759.678	1759.885	1760.087	1760.284	1760.476	1760.663	1760.845	1761.022	1761.194	1761.361	1761.523	1761.680	1761.832																										
LEVEL DIFFERENCE (FRL-EGL)		-0.241	-0.297	-0.389	-0.431	-0.262	-0.245	-0.059	-0.149	-0.113	0.078	-0.068	-0.063	-0.052	-0.057	-0.054	0.025	0.169	0.167	0.121	0.104	0.094	0.139	0.296	0.552	0.889	0.895	0.862	0.727	0.626	0.452	0.530	0.413	0.517	0.497	0.524	0.528	0.537	0.584	0.653	0.707	0.716	0.835	0.779	0.915	0.953	0.669	0.964	1.012	0.796	0.664	0.504																																						
GROUND LEVEL AT 7M FROM PROP. C/L	Left Channel	1754.609	1754.420	1754.189	1754.020	1753.717	1753.460	1753.230	1752.910	1752.643	1752.309	1751.997	1751.762	1751.547	1751.280	1751.120	1750.954	1750.867	1750.930	1750.463	1750.795	1750.130	1750.985	1750.033	1750.977	1750.125	1751.100	1749.751	1751.253	1750.120	1751.250	1749.538	1751.316	1750.480	1751.414	1750.885	1751.550	1751.151	1749.807	1751.556	1751.460	1751.982	1752.338	1752.309	1753.052	1752.562	1753.416	1752.956	1753.845	1754.135	1754.206	1754.407	1754.554	1754.680	1754.985	1755.076	1755.334	1755.495	1755.917	1755.837	1756.310	1756.127	1756.710	1756.340	1757.195	1756.595	1757.611	1756.943	1758.054	1757.506	1758.443	1757.927	1758.907	1758.442	1759.341	1758.983	1759.690	1759.551	1760.123	1760.086	1760.586	1760.722	1761.004	1761.299	1761.396	1761.924	1761.839			
	Right Channel	1755.481	1755.266	1755.035	1754.834	1754.551	1754.207	1753.460	1753.521	1753.230	1752.819	1752.462	1752.309	1752.205	1751.922	1751.762	1751.611	1751.442	1751.280	1751.120	1750.954	1750.867	1750.930	1750.463	1750.795	1750.130	1750.985	1750.033	1750.977	1750.125	1751.100	1749.751	1751.253	1750.120	1751.250	1749.538	1751.316	1750.480	1751.414	1750.885	1751.550	1751.151	1749.807	1751.556	1751.460	1751.982	1752.338	1752.309	1753.052	1752.562	1753.416	1752.956	1753.845	1754.135	1754.206	1754.407	1754.554	1754.680	1754.985	1755.076	1755.334	1755.495	1755.917	1755.837	1756.310	1756.127	1756.710	1756.340	1757.195	1756.595	1757.611	1756.943	1758.054	1757.506	1758.443	1757.927	1758.907	1758.442	1759.341	1758.983	1759.690	1759.551	1760.123	1760.086	1760.586	1760.722	1761.004	1761.299	1761.396	1761.924
HORIZONTAL ALIGNMENT		R=900.000 L=372.830																												Right Transition		L=230.582																																																										
VERTICAL ALIGNMENT		K Value =89.918 R=91.775 Curve Length=100.000				G=-2.867% L=31.230				R=2807.206 Curve Length=200.000 K Value =28.072												RL=27000.000 L=30.000				G=4.258% L=154.063				K Value =83 R=-3282.704 Curve Length=100.000																																																												
CHAINAGE		7+000	7+010	7+020	7+030	7+040	7+050	7+060	7+070	7+080	7+090	7+100	7+110	7+120	7+130	7+140	7+150	7+160	7+170	7+180	7+190	7+200	7+210	7+220	7+230	7+240	7+250	7+260	7+270	7+280	7+290	7+300	7+310	7+320	7+330	7+340	7+350	7+360	7+370	7+380	7+390	7+400	7+410	7+420	7+430	7+440	7+450	7+460	7+470	7+480	7+490	7+500																																						
SUPERELEVATION		e=3.2														e=2.5																																																																										

<p>CLIENT: National Highways and Infrastructure Development Corporation Ltd.</p>		<p>AUTHORITY ENGINEER: URS in association with Krivam.</p>		<p>PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANING OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UPTO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 81+740 TO KM 83+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.600 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I)</p>	
<p>TITLE: PLAN & PROFILE KM 7+000 TO KM 7+500</p>		<p>DATE: MAY 2022 SCALE: NTS</p>			
<p>REV: DATE: DESCRIPTION:</p>		<p>DRAWING NO: FORMAT: REV:</p>			



Note:
 1. Finished Road Level of the Chainages shall be matched as per actual gradient of Design Levels.
 2. OGL of the chainages shall be considered as per actual site conditions.
 3. Any minor deviation of OGL as indicated at P&P shall not attract any Change of Scope (CoS).

PROPOSED LEVEL (FRL)		EXISTING LEVEL (EGL)		LEVEL DIFFERENCE (FRL-EGL)		GROUND LEVEL AT 7M FROM PROP. C/L		HORIZONTAL ALIGNMENT		VERTICAL ALIGNMENT		CHAINAGE		SUPERELEVATION	
1762.232	1761.728	0.504	1761.839	1761.924	Left Channel	1761.924	Right Channel					7+500			
1762.587	1761.943	0.644	1762.197	1762.387	Left Channel	1762.387	Right Channel					7+510			
1762.929	1762.451	0.478	1762.523	1762.750	Left Channel	1762.750	Right Channel					7+520			
1763.260	1762.716	0.544	1762.831	1763.109	Left Channel	1763.109	Right Channel					7+530			
1763.579	1763.020	0.559	1763.130	1763.282	Left Channel	1763.282	Right Channel					7+540			
1763.886	1763.370	0.516	1763.421	1763.542	Left Channel	1763.542	Right Channel					7+550			
1764.191	1763.616	0.575	1763.733	1763.697	Left Channel	1763.697	Right Channel					7+560			
1764.495	1763.885	0.610	1764.026	1763.872	Left Channel	1763.872	Right Channel					7+570			
1764.800	1764.299	0.501	1764.281	1764.104	Left Channel	1764.104	Right Channel					7+580			
1765.105	1764.545	0.560	1764.511	1764.634	Left Channel	1764.634	Right Channel					7+590			
1765.410	1764.943	0.467	1764.782	1764.493	Left Channel	1764.493	Right Channel					7+600			
1765.714	1765.316	0.398	1765.160	1764.988	Left Channel	1764.988	Right Channel					7+610			
1766.019	1765.605	0.414	1765.094	1764.995	Left Channel	1764.995	Right Channel					7+620			
1766.324	1765.871	0.453	1765.682	1765.213	Left Channel	1765.213	Right Channel					7+630			
1766.629	1766.107	0.522	1765.959	1765.132	Left Channel	1765.132	Right Channel					7+640			
1766.928	1766.393	0.535	1766.207	1765.876	Left Channel	1765.876	Right Channel					7+650			
1767.203	1766.698	0.505	1766.488	1766.391	Left Channel	1766.391	Right Channel					7+660			
1767.452	1766.939	0.513	1766.535	1766.192	Left Channel	1766.192	Right Channel					7+670			
1767.676	1767.123	0.553	1766.897	1766.138	Left Channel	1766.138	Right Channel					7+680			
1767.873	1767.353	0.540	1767.089	1766.558	Left Channel	1766.558	Right Channel					7+690			
1768.045	1767.475	0.570	1767.089	1766.582	Left Channel	1766.582	Right Channel					7+700			
1768.191	1767.620	0.571	1767.407	1766.640	Left Channel	1766.640	Right Channel					7+710			
1768.311	1767.694	0.617	1767.601	1766.740	Left Channel	1766.740	Right Channel					7+720			
1768.405	1767.741	0.664	1767.759	1766.511	Left Channel	1766.511	Right Channel					7+730			
1768.473	1767.760	0.713	1767.746	1766.816	Left Channel	1766.816	Right Channel					7+740			
1768.516	1767.756	0.760	1767.863	1766.978	Left Channel	1766.978	Right Channel					7+750			
1768.533	1767.876	0.657	1767.751	1767.255	Left Channel	1767.255	Right Channel					7+760			
1768.523	1767.890	0.633	1767.843	1767.215	Left Channel	1767.215	Right Channel					7+770			
1768.488	1767.855	0.633	1767.786	1767.110	Left Channel	1767.110	Right Channel					7+780			
1768.428	1767.817	0.611	1767.283	1767.441	Left Channel	1767.441	Right Channel					7+790			
1768.341	1767.702	0.639	1767.133	1767.503	Left Channel	1767.503	Right Channel					7+800			
1768.229	1767.641	0.588	1767.655	1767.562	Left Channel	1767.562	Right Channel					7+810			
1768.090	1767.561	0.529	1767.429	1767.285	Left Channel	1767.285	Right Channel					7+820			
1767.926	1767.381	0.545	1767.227	1767.350	Left Channel	1767.350	Right Channel					7+830			
1767.736	1767.268	0.448	1767.211	1767.483	Left Channel	1767.483	Right Channel					7+840			
1767.526	1767.055	0.471	1766.812	1767.439	Left Channel	1767.439	Right Channel					7+850			
1767.314	1766.847	0.467	1766.593	1767.238	Left Channel	1767.238	Right Channel					7+860			
1767.102	1766.636	0.466	1766.552	1767.050	Left Channel	1767.050	Right Channel					7+870			
1766.890	1766.371	0.519	1766.364	1766.924	Left Channel	1766.924	Right Channel					7+880			
1766.678	1766.177	0.501	1766.152	1766.237	Left Channel	1766.237	Right Channel					7+890			
1766.466	1766.032	0.434	1765.947	1765.744	Left Channel	1765.744	Right Channel					7+900			
1766.254	1765.826	0.428	1765.732	1765.643	Left Channel	1765.643	Right Channel					7+910			
1766.042	1765.172	0.870	1765.417	1765.840	Left Channel	1765.840	Right Channel					7+920			
1765.830	1765.379	0.451	1765.321	1765.221	Left Channel	1765.221	Right Channel					7+930			
1765.618	1765.221	0.397	1765.122	1764.141	Left Channel	1764.141	Right Channel					7+940			
1765.406	1764.851	0.555	1764.926	1764.754	Left Channel	1764.754	Right Channel					7+950			
1765.187	1764.682	0.505	1764.688	1764.776	Left Channel	1764.776	Right Channel					7+960			
1764.952	1764.312	0.640	1764.559	1764.734	Left Channel	1764.734	Right Channel					7+970			
1764.704	1764.261	0.443	1764.345	1764.460	Left Channel	1764.460	Right Channel					7+980			
1764.440	1764.035	0.405	1764.120	1764.088	Left Channel	1764.088	Right Channel					7+990			
1764.162	1763.704	0.458	1763.886	1763.618	Left Channel	1763.618	Right Channel					8+000			

CLIENT: National Highways and Infrastructure Development Corporation Ltd.

AUTHORITY ENGINEER: URS URS in association with Krivam.

PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANE OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UPTO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 81+740 TO KM 83+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.600 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I).

TITLE: PLAN & PROFILE KM 7+500 TO KM 8+000

DATE: MAY 2022

SCALE: NTS

FORMAT: REV:

REV	DATE	DESCRIPTION

SHILLONG

DAWKI

Curve Number	26
HIP Ch.	B+036.120km
HIP Coordinate	381107.502 2924338.912
Radius	450m
Design Speed (km/h)	60
Tangent Length	70m
Leading Transition Length	40m
Trailing Transition Length	40m
Curve Length	140m
Apex Distance	6m
Deflection Angle	0° 32' 15.3"
Super Elevation	4.4%

Curve Number	29
HIP Ch.	B+770.100km
HIP Coordinate	380504.998 2924029.038
Radius	150m
Design Speed (km/h)	50
Tangent Length	74m
Leading Transition Length	30m
Trailing Transition Length	30m
Curve Length	138m
Apex Distance	27m
Deflection Angle	1° 54' 34.9"
Super Elevation	7.0%

Curve Number	27
HIP Ch.	B+319.834km
HIP Coordinate	380994.489 2824130.65
Radius	300m
Design Speed (km/h)	60
Tangent Length	50m
Leading Transition Length	70m
Trailing Transition Length	70m
Curve Length	100m
Apex Distance	13m
Deflection Angle	2° 12' 40.3"
Super Elevation	7.0%

Curve Number	28
HIP Ch.	B+501.220km
HIP Coordinate	380727.569 2824049.914
Radius	400m
Design Speed (km/h)	60
Tangent Length	60
Leading Transition Length	30m
Trailing Transition Length	30m
Curve Length	60m
Apex Distance	5m
Deflection Angle	2° 42' 58.2"
Super Elevation	4.0%

Proposed Centerline:	---
Proposed Median:	---
Proposed Carriageway:	---
Proposed Paved shoulder:	---
Proposed Kerb Shyness:	---
Footpath cum Drain:	---
Proposed Earthen Shoulder:	---
Proposed Open Drain:	---
Proposed ROW:	---
Proposed Earthwork Line:	---
Proposed Breast wall:	---
Proposed Retaining wall:	---
Proposed RE wall:	---
Major Contour Line:	1484.0
Minor Contour Line:	1484.0

REV	DATE	DESCRIPTION

CLIENT: National Highways and Infrastructure Development Corporation Ltd.

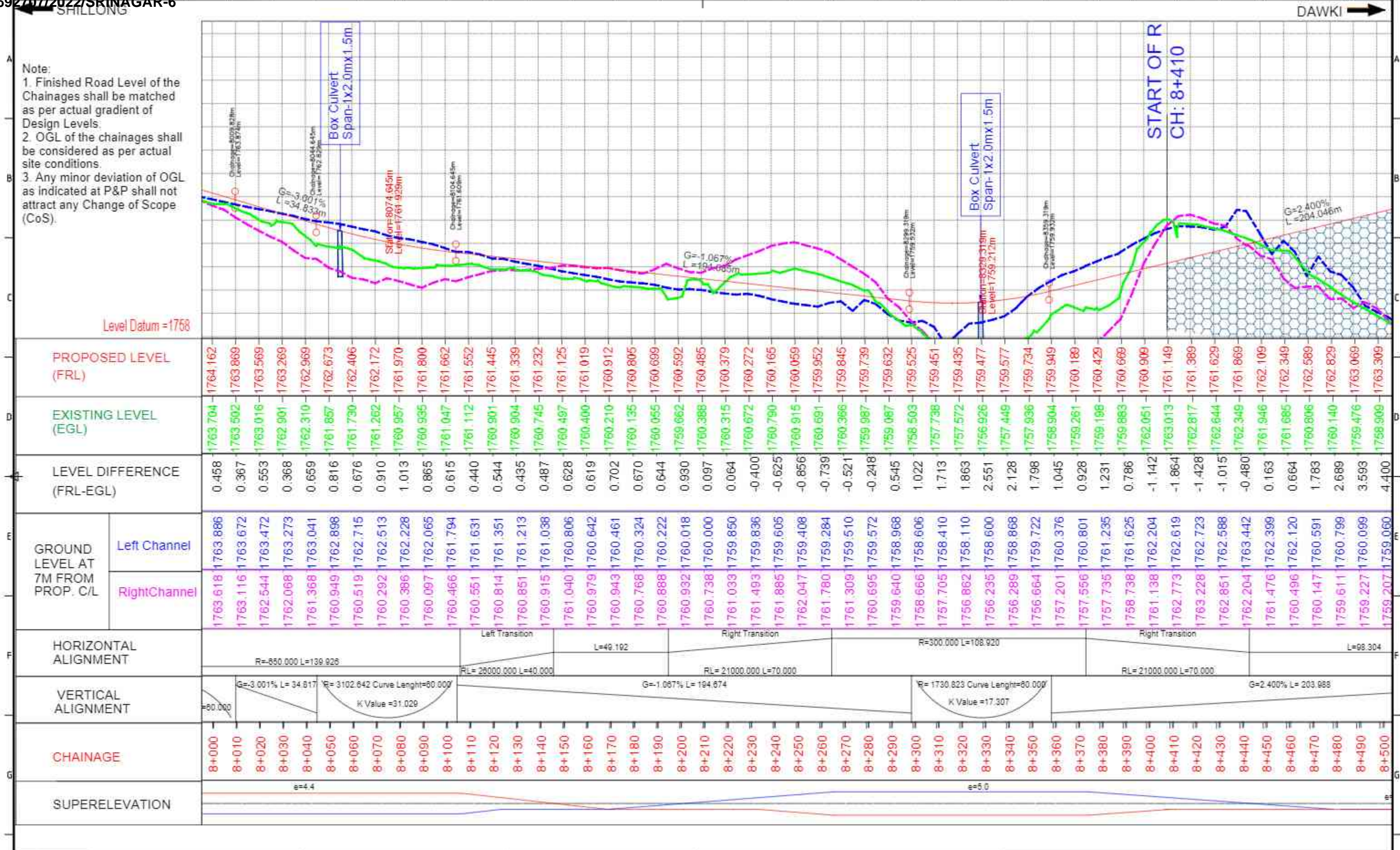
AUTHORITY ENGINEER: URS URS in association with Krivam.

PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANING OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UPTO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 81+740 TO KM 83+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.600 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I)

TITLE: PLAN & PROFILE
KM 08+000 TO KM 9+000

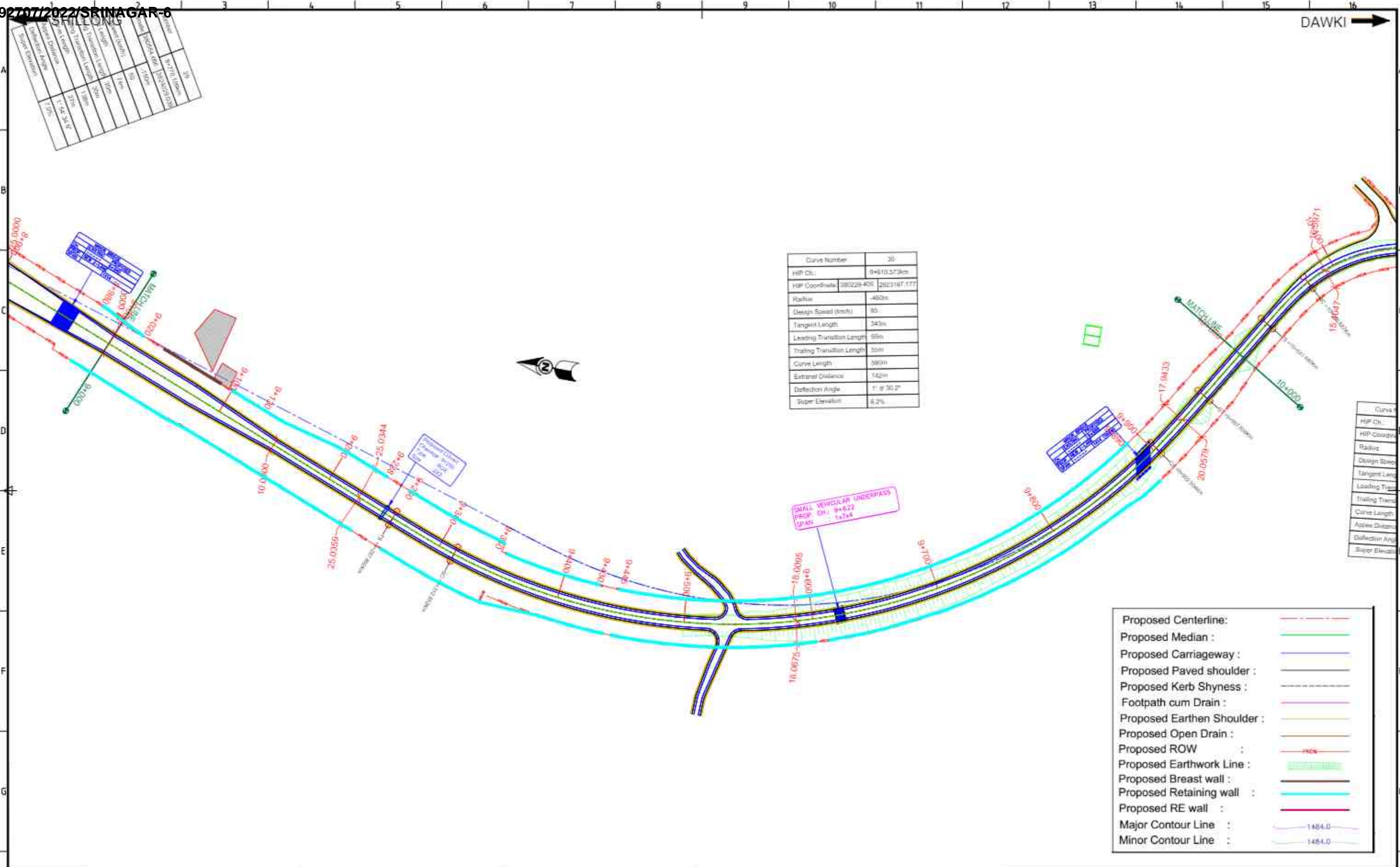
DATE: MAY 2022
SCALE: NTS

DRAWING NO. FORMAT: REV:



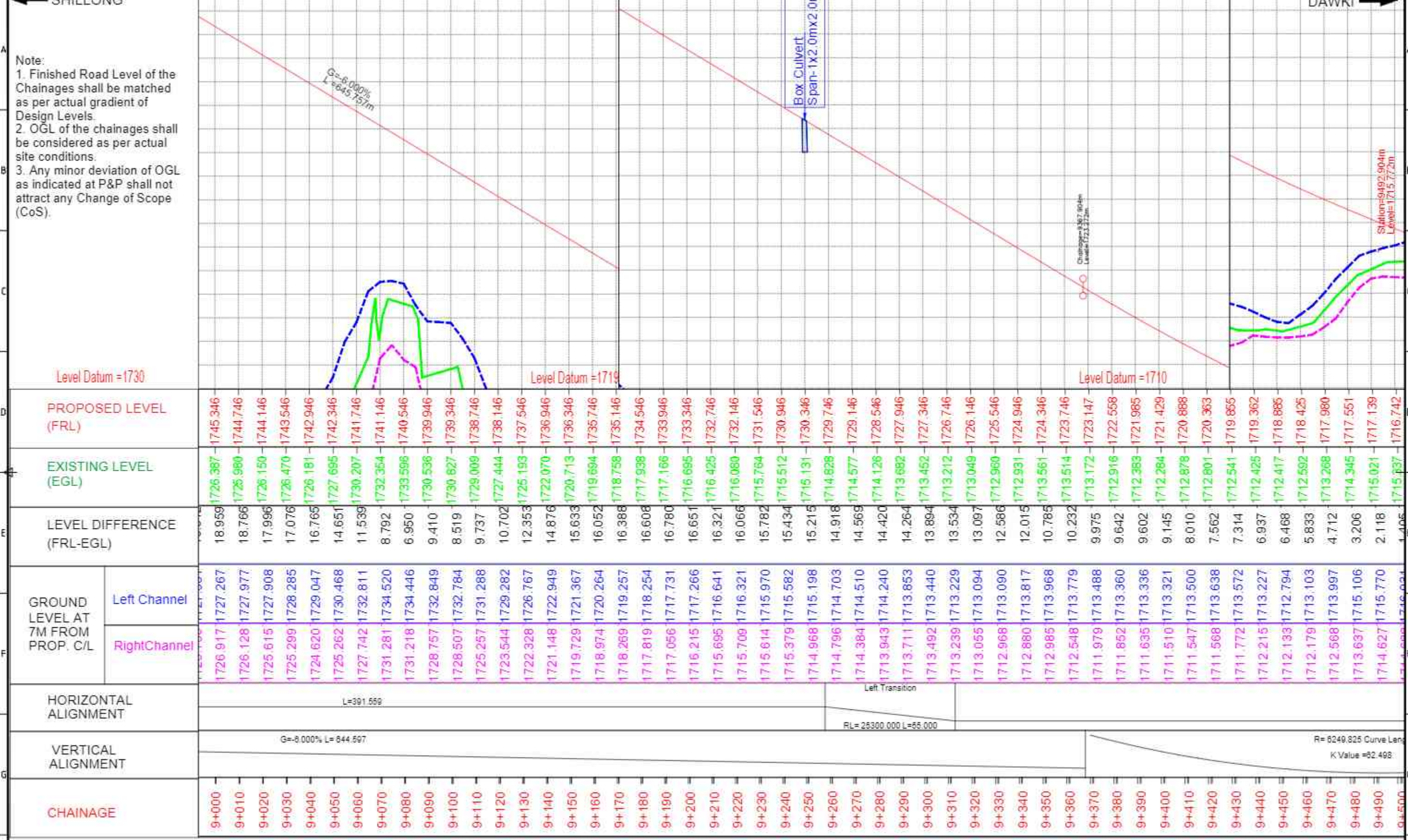
<p>CLIENT: National Highways and Infrastructure Development Corporation Ltd.</p>	<p>AUTHORITY ENGINEER: URS in association with Krivam.</p>	<p>PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANE OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UPTO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 81+740 TO KM 83+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.600 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I)</p>												
			<p>TITLE: PLAN & PROFILE KM 8+000 TO KM 8+500</p>	<p>DATE: MAY 2022 SCALE: NTS</p>										
<table border="1"> <thead> <tr> <th>REV</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	REV	DATE	DESCRIPTION										<p>DRAWING NO.:</p>	<p>FORMAT: REV:</p>
REV	DATE	DESCRIPTION												

DAWKI →

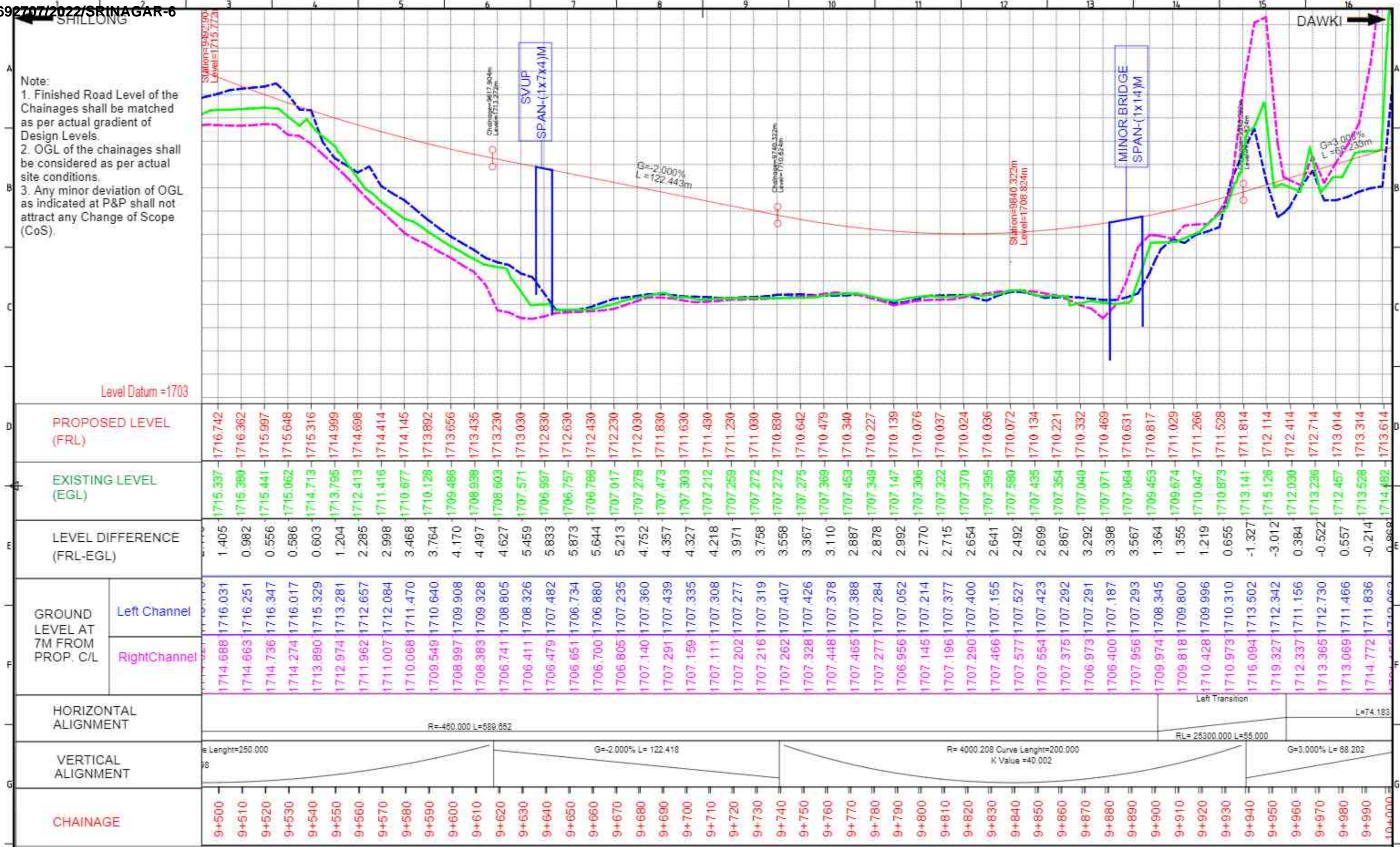


Proposed Centerline :	— — — — —
Proposed Median :	— — — — —
Proposed Carriageway :	— — — — —
Proposed Paved shoulder :	— — — — —
Proposed Kerb Shyness :	— — — — —
Footpath cum Drain :	— — — — —
Proposed Earthen Shoulder :	— — — — —
Proposed Open Drain :	— — — — —
Proposed ROW :	— — — — —
Proposed Earthwork Line :	— — — — —
Proposed Breast wall :	— — — — —
Proposed Retaining wall :	— — — — —
Proposed RE wall :	— — — — —
Major Contour Line :	1484.0
Minor Contour Line :	1484.0

<p>CLIENT: National Highways and Infrastructure Development Corporation Ltd.</p> <p>AUTHORITY ENGINEER: URS in association with Krivam.</p>		<p>PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANING OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UPTO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 81+740 TO KM 83+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.600 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I)</p>	
<p>TITLE: PLAN & PROFILE KM 08+000 TO KM 10+000</p>		<p>DATE: MAY 2022 SCALE: NTS</p>	
<p>REV: DATE: DESCRIPTION:</p>		<p>DRAWING NO. FORMAT: REV:</p>	



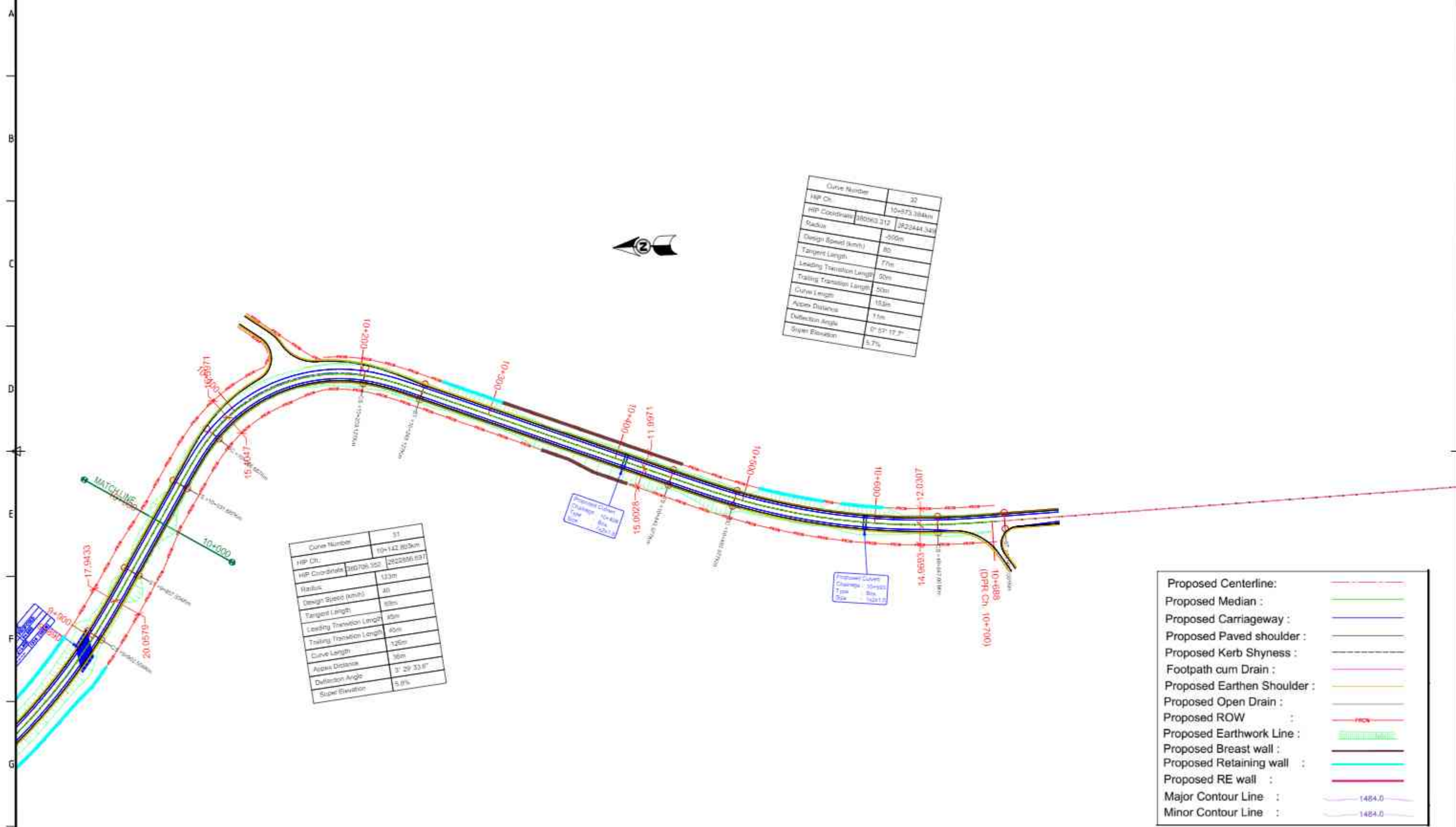
<p>CLIENT: National Highways and Infrastructure Development Corporation Ltd.</p>		<p>AUTHORITY ENGINEER: URS in association with Krivam.</p>		<p>PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANING OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UPTO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 81+740 TO KM 83+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.600 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I)</p>	
<p>TITLE: PLAN & PROFILE KM 9+000 TO KM 9+500</p>		<p>DATE: MAY 2022 SCALE: NTS</p>		<p>FORMAT: REV:</p>	
REV	DATE	DESCRIPTION		DRAWING NO.	



<p>CLIENT: National Highways and Infrastructure Development Corporation Ltd.</p>		<p>PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANING OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UPTO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 81+740 TO KM 83+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT/WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.600 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I)</p>	
<p>AUTHORITY ENGINEER: URS in association with Krivam.</p>		<p>TITLE: PLAN & PROFILE KM 9+500 TO KM 10+000</p>	
REV	DATE	DESCRIPTION	<p>DATE: MAY 2022 SCALE: NTS FORMAT: REV:</p>

SHILLONG

DAWKI



REV	DATE	DESCRIPTION

CLIENT: National Highways and Infrastructure Development Corporation Ltd.

AUTHORITY ENGINEER: URS in association with Krivam.

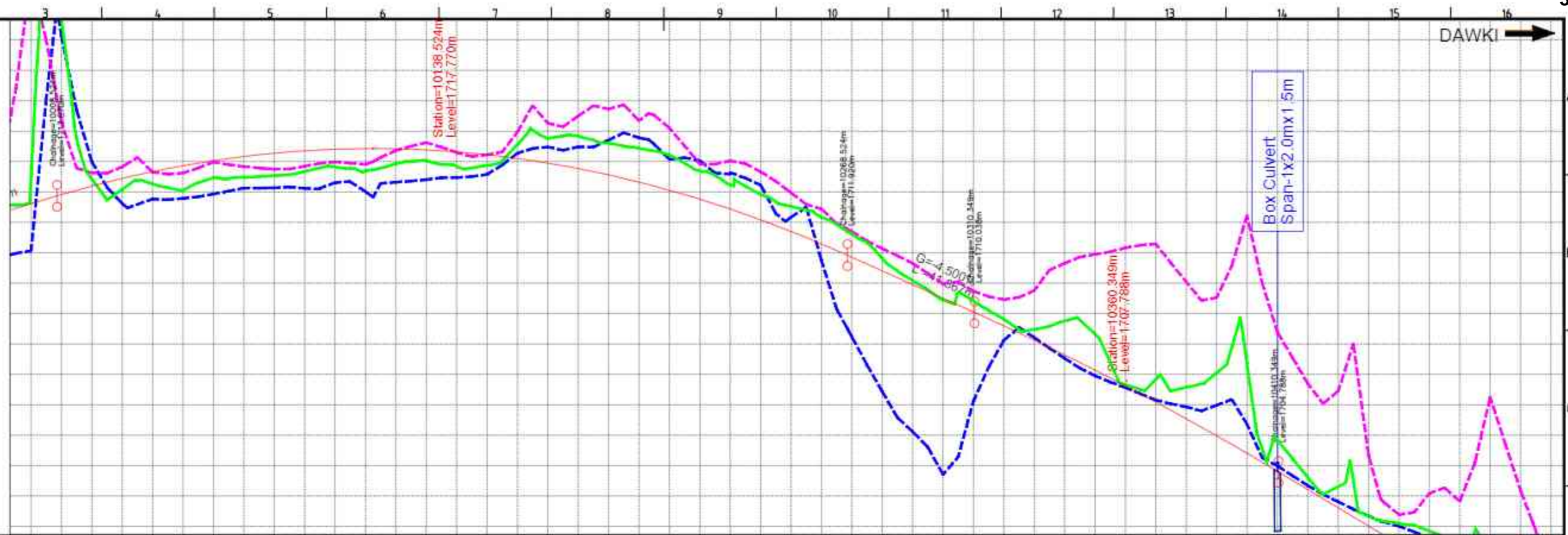
PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANING OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UPTO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 81+740 TO KM 83+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.600 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I)

TITLE: PLAN & PROFILE
KM 10+000 TO KM 10+888

DATE: MAY 2022
SCALE: NTS

DRAWING NO. FORMAT: REV:

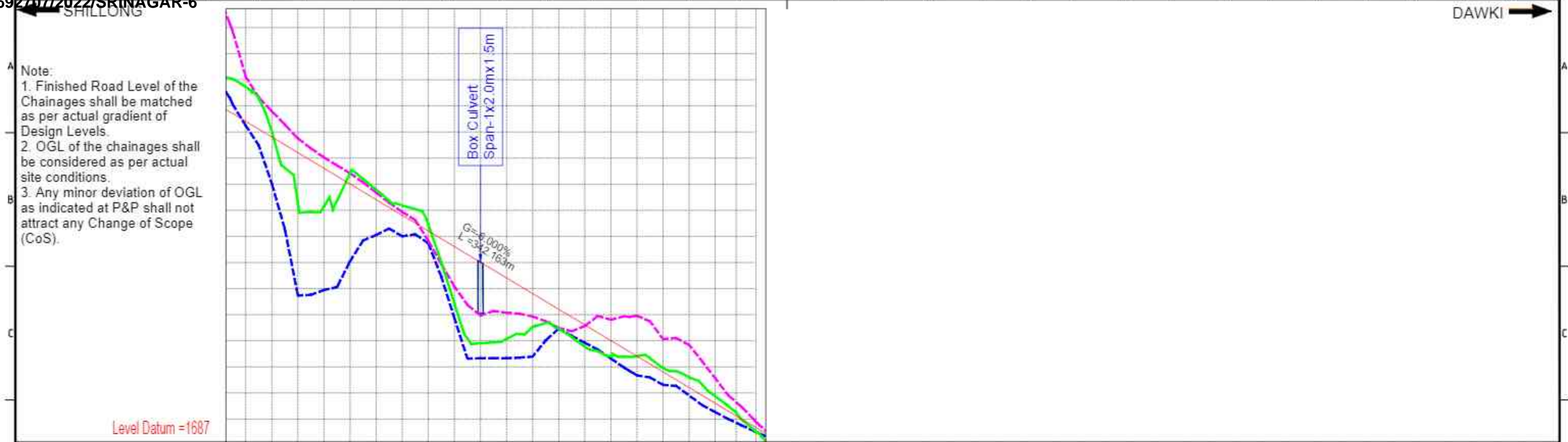
Note:
 1. Finished Road Level of the Chainages shall be matched as per actual gradient of Design Levels.
 2. OGL of the chainages shall be considered as per actual site conditions.
 3. Any minor deviation of OGL as indicated at P&P shall not attract any Change of Scope (CoS).



Level Datum = 1703

D		PROPOSED LEVEL (FRL)	1713.614	1713.914	1714.195	1714.448	1714.671	1714.866	1715.032	1715.169	1715.277	1715.357	1715.407	1715.429	1715.422	1715.386	1715.321	1715.227	1715.105	1714.953	1714.773	1714.564	1714.326	1714.059	1713.764	1713.439	1713.066	1712.704	1712.293	1711.854	1711.404	1710.954	1710.504	1710.054	1709.597	1709.125	1708.638	1708.136	1707.619	1707.087	1706.540	1705.978	1705.401	1704.809	1704.209	1703.609	1703.009	1702.409	1701.809	1701.209	1700.609	1699.409																																										
E		EXISTING LEVEL (EGL)	1714.482	1719.697	1714.417	1714.086	1714.285	1714.061	1714.464	1714.480	1714.537	1714.673	1714.623	1714.684	1714.929	1715.028	1714.841	1714.871	1715.563	1715.762	1715.835	1715.608	1715.434	1715.214	1714.689	1714.234	1713.917	1713.522	1713.175	1712.611	1711.814	1711.086	1710.446	1710.406	1709.813	1709.480	1709.754	1709.323	1707.659	1707.838	1707.571	1708.047	1708.352	1705.835	1704.609	1704.303	1703.328	1703.084	1702.843	1702.456	1702.101	1701.212	1700.724																																									
F		LEVEL DIFFERENCE (FRL-EGL)	-0.868	-5.783	-0.222	0.362	0.406	0.805	0.568	0.689	0.740	0.684	0.584	0.745	0.493	0.360	0.480	0.356	-0.458	-0.809	-1.062	-1.044	-1.108	-1.155	-0.925	-0.795	-0.831	-0.818	-0.882	-0.757	-0.410	-0.132	0.058	-0.352	-0.216	-0.355	-1.116	-1.187	-0.040	-0.751	-1.031	-2.069	-2.951	-1.026	-0.400	-0.694	-0.319	-0.685	-1.034	-1.247	-1.492	-1.203																																										
F	Left Channel	GROUND LEVEL AT 7M FROM PROP. C/L	1721.155	1712.062	1719.129	1714.991	1713.614	1713.768	1713.791	1714.985	1713.932	1714.129	1714.135	1714.845	1714.120	1714.989	1714.305	1714.910	1714.013	1715.363	1714.320	1715.625	1714.403	1715.299	1714.472	1715.222	1714.576	1715.975	1715.276	1716.259	1715.478	1716.498	1715.483	1716.729	1715.708	1716.340	1715.780	1716.101	1715.073	1714.914	1715.031	1715.028	1714.637	1714.226	1713.972	1713.169	1713.444	1711.744	1712.701	1709.233	1712.139	1707.434	1711.652	1706.114	1710.980	1704.700	1710.742	1707.121	1710.459	1709.119	1710.758	1709.211	1711.653	1708.526	1711.946	1707.952	1712.163	1707.565	1712.291	1707.155	1711.042	1706.930	1710.520	1706.983	1713.229	1706.358	1709.390	1704.987	1707.697	1704.340	1707.450	1703.807	1705.329	1703.343	1703.380	1703.003	1704.088	1702.618	1703.825	1702.097	1707.248	1701.900	1704.176	1700.875
	Right Channel	GROUND LEVEL AT 7M FROM PROP. C/L	1721.155	1712.062	1719.129	1714.991	1713.614	1713.768	1713.791	1714.985	1713.932	1714.129	1714.135	1714.845	1714.120	1714.989	1714.305	1714.910	1714.013	1715.363	1714.320	1715.625	1714.403	1715.299	1714.472	1715.222	1714.576	1715.975	1715.276	1716.259	1715.478	1716.498	1715.483	1716.729	1715.708	1716.340	1715.780	1716.101	1715.073	1714.914	1715.031	1715.028	1714.637	1714.226	1713.972	1713.169	1713.444	1711.744	1712.701	1709.233	1712.139	1707.434	1711.652	1706.114	1710.980	1704.700	1710.742	1707.121	1710.459	1709.119	1710.758	1709.211	1711.653	1708.526	1711.946	1707.952	1712.163	1707.565	1712.291	1707.155	1711.042	1706.930	1710.520	1706.983	1713.229	1706.358	1709.390	1704.987	1707.697	1704.340	1707.450	1703.807	1705.329	1703.343	1703.380	1703.003	1704.088	1702.618	1703.825	1702.097	1707.248	1701.900	1704.176	1700.875
G		HORIZONTAL ALIGNMENT	4.183	Right Transition RL= 5535.000 L=45.000		R=123.000 L=128.440										Right Transition RL= 5535.000 L=45.000		L=195.849										Left Transition RL= 25000.000 L=50.000																																																																		
G		VERTICAL ALIGNMENT	K Value = 34.658 R= -3468.838 Curve Length=260.000										G=-4.500% L= 41.825										K Value = 66.656 R= -6665.613 Curve Length=100.000																																																																							
G		CHAINAGE	10+000	10+010	10+020	10+030	10+040	10+050	10+060	10+070	10+080	10+090	10+100	10+110	10+120	10+130	10+140	10+150	10+160	10+170	10+180	10+190	10+200	10+210	10+220	10+230	10+240	10+250	10+260	10+270	10+280	10+290	10+300	10+310	10+320	10+330	10+340	10+350	10+360	10+370	10+380	10+390	10+400	10+410	10+420	10+430	10+440	10+450	10+460	10+470	10+480	10+490	10+500																																									

<p>CLIENT: National Highways and Infrastructure Development Corporation Ltd.</p>		<p>AUTHORITY ENGINEER: URS in association with Krivam.</p>		<p>PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANING OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UPTO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 81+740 TO KM 83+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.600 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I)</p>	
<p>TITLE: PLAN & PROFILE KM 1+000 TO KM 10+500</p>		<p>DATE: MAY 2022 SCALE: NTS</p>		<p>FORMAT: REV:</p>	
REV	DATE	DESCRIPTION			



PROPOSED LEVEL (FRL)		1699.409	1699.245	1698.809	1698.209	1697.609	1697.009	1696.409	1695.809	1695.209	1694.609	1694.009	1693.409	1692.809	1692.209	1691.609	1691.009	1690.409	1689.809	1689.209	1688.609	1688.009	1687.409	1686.809	1686.209	1685.609	1685.009	1684.409	1683.831	1683.320	1682.877	1682.503	1682.196	1681.957	1681.786	1681.684	1681.649	1681.682	1681.761	1681.842	1681.922	1682.002	1682.062	1682.148	1682.189	1682.207	1682.200	1682.170	1682.116	1682.038	1681.936	1681.810	1681.661																																			
EXISTING LEVEL (EGL)		1700.724	1699.019	1698.256	1698.152	1697.413	1696.789	1696.186	1695.458	1694.437	1693.905	1691.073	1691.521	1691.466	1690.772	1690.419	1689.955	1689.598	1688.875	1687.993	1687.104	1685.946	1685.092	1684.211	1683.417	1682.945	1682.671	1682.195	1681.923	1681.396	1680.923	1680.243	1680.640	1680.469	1680.628	1680.671	1680.382	1680.274	1680.165	1680.044	1679.941	1679.933	1680.167	1680.698	1680.953	1682.470	1682.276	1681.427	1682.045	1681.877	1681.810	1681.704																																				
LEVEL DIFFERENCE (FRL-EGL)		-1.315	-0.210	1.953	1.457	-0.404	-0.380	-0.377	-0.249	2.172	3.104	2.336	1.288	0.743	0.837	0.604	-0.010	-0.146	-0.389	-0.266	0.016	0.305	0.863	1.117	1.398	1.592	1.464	1.160	1.125	0.954	1.107	1.273	0.714	1.146	1.215	1.021	1.011	1.379	1.568	1.757	1.958	2.141	2.215	2.022	1.509	1.247	-0.300	-0.160	0.611	-0.109	-0.067																																					
GROUND LEVEL AT 7M FROM PROP. C/L	Left Channel	1701.114	1699.245	1697.025	1692.731	1692.945	1694.046	1695.049	1695.003	1694.732	1691.869	1690.331	1690.331	1691.928	1690.396	1691.471	1691.568	1690.925	1691.805	1690.318	1691.959	1689.674	1691.064	1689.309	1690.843	1688.902	1689.564	1688.264	1688.478	1687.766	1687.499	1687.311	1686.247	1686.759	1685.071	1685.941	1684.251	1684.553	1683.603	1683.369	1683.106	1683.194	1682.528	1682.715	1682.127	1682.245	1681.764	1681.790	1681.579	1681.732	1681.376	1681.673	1680.506	1680.692	1680.830	1680.541	1680.508	1680.818	1680.044	1680.798	1679.979	1680.665	1680.409	1680.511	1680.334	1680.386	1680.086	1680.262	1679.947	1680.100	1679.813	1680.285	1679.721	1680.657	1679.611	1680.437	1679.566	1682.731	1679.934	1682.480	1680.115	1683.631	1681.026	1682.039	1680.933	1682.459	1679.471	1681.897
	Right Channel	1701.114	1699.245	1697.025	1692.731	1692.945	1694.046	1695.049	1695.003	1694.732	1691.869	1690.331	1690.331	1691.928	1690.396	1691.471	1691.568	1690.925	1691.805	1690.318	1691.959	1689.674	1691.064	1689.309	1690.843	1688.902	1689.564	1688.264	1688.478	1687.766	1687.499	1687.311	1686.247	1686.759	1685.071	1685.941	1684.251	1684.553	1683.603	1683.369	1683.106	1683.194	1682.528	1682.715	1682.127	1682.245	1681.764	1681.790	1681.579	1681.732	1681.376	1681.673	1680.506	1680.692	1680.830	1680.541	1680.508	1680.818	1680.044	1680.798	1679.979	1680.665	1680.409	1680.511	1680.334	1680.386	1680.086	1680.262	1679.947	1680.100	1679.813	1680.285	1679.721	1680.657	1679.611	1680.437	1679.566	1682.731	1679.934	1682.480	1680.115	1683.631	1681.026	1682.039	1680.933	1682.459	1679.471	1681.897
HORIZONTAL ALIGNMENT		R=600.000 L=153.024										Left Transition RL=26000.000 L=50.000										L=490.614																																																																		
VERTICAL ALIGNMENT		G=8.000% L=341.549										R=1470.036 Curve Length=100.000 K Value=14.700										G=0.803% L=46.908 K Value=41.823 R=4182.265 Curve Length=100.000																																																																		
CHAINAGE		10+500	10+510	10+520	10+530	10+540	10+550	10+560	10+570	10+580	10+590	10+600	10+610	10+620	10+630	10+640	10+650	10+660	10+670	10+680	10+690	10+700	10+710	10+720	10+730	10+740	10+750	10+760	10+770	10+780	10+790	10+800	10+810	10+820	10+830	10+840	10+850	10+860	10+870	10+880	10+890	10+900	10+910	10+920	10+930	10+940	10+950	10+960	10+970	10+980	10+990																																					

<p>National Highways and Infrastructure Development Corporation Ltd.</p>		<p>PROJECT: IMPROVEMENT/WIDENING TO 2-LANE WITH PAVED SHOULDER/4-LANING OF NH-40 BETWEEN SHILLONG TO DAWKI ROAD UPTO BANGLADESH BORDER INCLUDING DAWKI BRIDGE FROM KM 81+740 TO KM 83+490 (DESIGN KM 0+000 TO KM 10+570) & IMPROVEMENT WIDENING TO 4-LANE WITH PAVED SHOULDERS OF NH-44 FROM DESIGN LENGTH KM 0+000 TO KM 9+930, TOTAL LENGTH OF 11.600 KM IN STATE OF MEGHALAYA FOR EXECUTION OF EPC MODE UNDER UNDER JICA FUNDING (PACKAGE - I)</p>	
<p>CLIENT:</p>		<p>TITLE: PLAN & PROFILE KM 8+500 TO KM 9+000</p>	
<p>AUTHORITY ENGINEER:</p> <p>URS in association with Krivam</p>		<p>DATE: MAY 2022 SCALE: NTS</p>	
REV	DATE	DESCRIPTION	<p>DRAWING NO.</p> <p>FORMAT:</p> <p>REV:</p>