MADHAV INSTITUTE OF TECHNOLOGY AND SCIENCE GWALIOR

(A govt. Aided Autonomous Institute under RGPV, Bhopal (M.P) Established in 1957)

INTERNSHIP REPORT

On

"CONSTRUCTION OF FOUR LANNING HIGHWAY"

Submitted to-

MADHAV INSTITUTE OF TECHNOLOGY AND SCIENCE GWALIOR

(A govt. Aided Autonomous Institute under RGPV, Bhopal (M.P) Established in 1957)

IN PARTIAL FULFILLMENT FOR REQUIREMENT FOR THE AWARD OF THE DEGREE OF

BACHELOR of TECHNOLOGY

IN

CIVIL ENGINEERING

2018-2022

Submitted by-

YASHVARDHAN SHARMA– (0901CE181123)

FACULTY MENTOR-

Prof.ARCHANA TIWARI

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INDUSTRY MENTOR-

Er S K RAI

PROJECT MANAGER

KRC INFRAPROJECT PVT LTD

CANDIDATE DECLARATION

I hereby certify that the Internship report entitled **Four Laning of Gwalior-Shivpuri Highway**which is being submitted in **Civil Engineering Department** is a record ofmy own work carried out under the supervision and guidance of **Mr. S. K. Rai, (KRC Infra Projects) &Prof.Archana Tiwari,** Assistant Professor, Department of Civil Engineering,MadhavInstituteof Technology&Science,Gwalior.

All information in this document has been obtained and presented in accordance with academicrules and ethical conduct. I have fully cited and referenced all material and results that are notoriginaltothis work.

To the best of my knowledge the material presented in this report has not been submitted to anyotherplace(i.e.,institute,university,organization)asthesis/reportexcepttheindustry,wherethisworkhas been carried out.

Yashvardhan Sharma

YASHVARDHAN SHARMA

0901CE181123

Date:30/05/2022

Place:Gwalior

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ACKNOWLEDGEMENT

When it comes to properly acknowledging someone's support and assistance, it may be a challenging undertaking, chiefly when the support offered is so wholehearted and unwavering.

I am eternally grateful to my renowned guide, **Prof.ARCHANA TIWARI**, Assistant Professor of Civil Engineering Department, MITS Gwalior.

Also, I would like to thank **Dr. M.K. Trivedi**, Head of Civil Engineering Department, MITS Gwalior, and all other academics and staff members of MITS Gwalior's Civil Engineering Department for their unwavering support throughout the project.

I am really grateful to **Dr. R. K. Pandit**, Director of MITS Gwalior, for establishing an outstanding institutional environment and for giving all facilities and assistance in the preparation of my dissertation.I also acknowledge with gratitude to our supporting **Mr. VIKRAM** for providing the facilities needed for the accomplishment of this project.

I take great pleasure for my institute **K.R.C INFRAPROJECT PVT.LTD, PALWAL HARYANA** for providing the opportunities.

The environment of company has been valuable experience for me. It has provided an opportunity to learn at our own pace in discipline of interest. I would like to thank all those who helped me during different stages of completion of this project.

Yashvardhan Sharma

YASHVARDHAN SHARMA

(0901CE181123)

DEPARTMENT OF CIVIL ENGINEERING

MITS GWALIOR (M.P.)

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CERTIFICATE

www.krcinfraprojects.com

KRC INFRAPROJECTS

Project:- FOUR LANING OF GWALIOR-SHIVPURI FROM EXISTING CH. 215.000 (DESIGN CH. 102.757) TO EXISTING CH. 221.500 (DESIGN CH. 107.350) SECTION OF NH-03 PASSING THROUGH MADHAV NATIONAL PARK (TOTAL LENGTH-6.593 KM) IN THE STATE OF MADHYA PRADESH ON EPC MODE BASIS.

Date: 20th May2022

TRAINING CERTIFICATE

This is certified that **Mr. Yashvardhan Sharma** student of B.tech 4th year (8th semester) Civil Engineering of **Madhav Institute** Of Technology and Science Gwalior has successfully completed his training at **KRC Infraprojects Pvt. Ltd.** from 10th January to 15th may.

We found him sincere hard working, technically sound and result oriented. He worked well as part of team during his tenure. We take his opportunity to thank him and wish him all the best for his future.

For KRC Infraprojects Pvt. Ltd.

KRC Infraprojects Pvt. Ltd.

Auth. Signatory

Authorized Signatory

ABSTRACT

During this internship at KRC Infra Projects Shivpuri, i have worked on a civil project of Four Laning of Gwalior-Shivpuri from CH. 215.000 to existing CH. 221.500 , Section of NH – 03 Passing through Madhav National Park (Total Length – 6.593 km) in state of Madhya Pradesh on EPC mode basis .

Road construction projects are expensive and are greatly affected by the uncertainties associated with factors such as climate, soil type and other areas and environmental factors. This uncertainty contributes to the accuracy of predicting resource production and developing reliable global work schedules. The current methods of simulation and editing and tools not only lack the ability to deal with such uncertainty but also lack the integration and ingenuity of multi-strategy simulation - a model should be built whenever a new situation is needed. As a result, planning decisions regarding resource allocation are based on the experience of planners and project plans are not the result of comparing different distribution strategies.

During this internship, i have understood the concept of construction of highway which includes abutment cap , girder , various materials which are used and some test to check quality of materials as well as of road too .

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Guide name:PROF.ARCHANA TIWARI
Designation:ASSISTANT PROFESSOR
Civil Engineering Department

for Professor & Head of
Civil Engg. Deptt.

22/5/20

(Turnitin Administrator)

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LIST OF FIGURE

CHAPTER I

INTRODUCTION

1.1 1.1 General

KRC Infra Project has a powerful order book position shows multifold revenue growth the are well-diversified over various segments such as highways and roads, bridges, mining, civil constructor and transportation currently working in Uttrakhand, Madhya radesh, Arunachal Pradesh, Gujraat, Rajasthan & Haryana.

KRC Infra Project is a complete business to business for everyone related to construction to meet their need of material, manpower, machinery. We have aportal dedicated to providing you related to construction. Our Organization aims at manufacture, supply, erection & commission of road construction plants, machinery, and equipment as mixing plant, concrete batching plant, runways, roads with the best raw material and accessories in India.

1.2 **Company Vision**

To be the preferred larger construction company and partners the nation building,engages with its community and care of its stakeholder.

1.3 Management setup

Director ⇨ Managing Director ⇨ Project Manager ⇨ Deputy project manager

⇩

Employee

CHAPTER 2

The objective of planning are:

1.Planning highway network network for safe ,structured and movement of people and goods.

2.keeping the overall rate of construction and maintenance of road in the network to minimize.

3.Planning for future develop and anticipated traffic need for specific design period.

4.Phasing road develop program from consider of utility and importance as of financial resources.

5.Evolving a finance system compatible with cost and benefit.

6.The purpose road link part of plan road network for the nation/state.

7.Th e importance of road be based on traffic demand and hence it type fall under the standard classification.

CHAPTER 3

MY ROLE:

The role provide me during the internship is *SITE CIVIL ENGINEER*,I work as a site engineer on cooler building under MR.S.K. RAI sir which is my site mentor

MY RESONSILIBITY:

1.Drawing up work schedules

2.Supervision of construction work

3.Preparing work chart schedule

4.Checking steel work of RE panel,Abutment Cap,Shaft before concreting & Box culvert etc.

5.Supervision of Curing process

6.Making sure that the entire material utilized as well as work conducted according to provision

7.Daily administration of the site,comprising supervision as well as observing the site work force as well as the work of some sub-contractors.

CHAPTER 4

PLAN OF INTERNSHIP PROGRAM:

I have completed my internship from KRC infraproject pvt ltd,Shivpuri,M.P.In the organization I was assigned the role of civil site engineer in civil department .In civil department I was the part of contruction team .

The main work of our team is supervise AUP,LVUP,BOX culvert,RE panel,Girder casting .

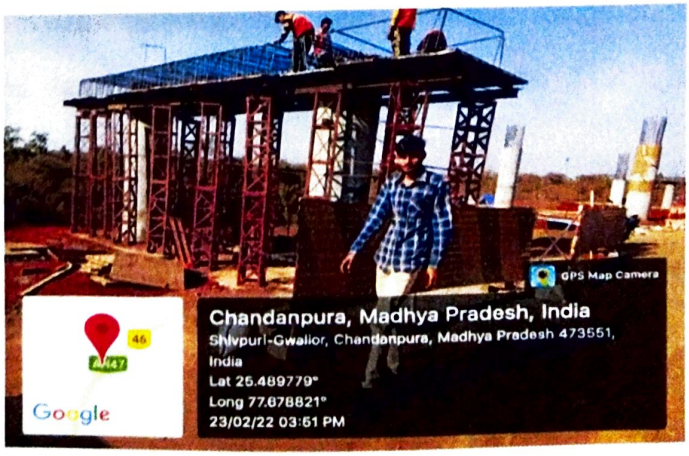


Fig 4.1

CHAPTER 5

TRAINING PROGRAM:

Through this training program, I have performed many duties on daily basis in the starting of internship I work in quality lab and performed multiple test on material to check their quality in KRC site lab .It helps me to get familiar with civil contruction material before going to field.

Before goint to site ,Mr. SK Rai sir teach me what is layout plans and how to read layout plans because before going to site we must have knowledge about layout plans which content every single detail of construction site.

In the starting I got a chance to calculate man power just in numbers,but after this extended to the counting of particular individual that were involved in various section such as number of work at RE panel,Girder yard,AUP etc.and take daily schedule of these structure from contractor and engineer.This was the assigned task for me to calculate the man power and daily schedule which i have to share on whatsapp.

Apart from this,I also saw as work conducted is according to provision, also helped checking RE panel,Girder,Friction slab ,cross barrier ,shuttering etc

Above mentioned are the few points of the training program that were assigned to me during th e internship period by the organization.

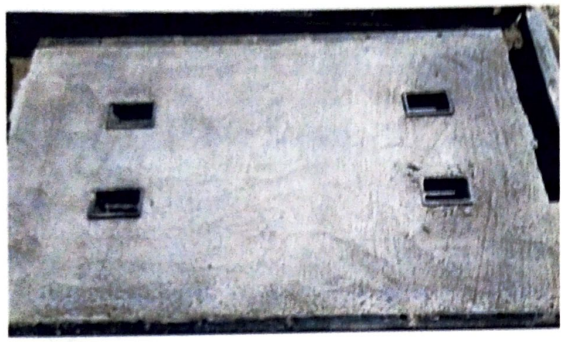


Fig 5.1

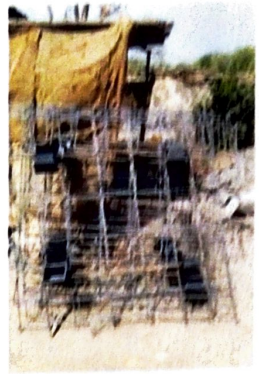


fig 5.2

CHAPTER 6

Work in Quality lab

❖ 5.1 Test for Sand

1.Sieve analysis

Sieve analysis test of sand os done to check the gradation of sand particle .From this we found quality of sand used concrete and mortar.

In this test ,the sand sample is passes through a series of sieve sizes ordered from assending order of sizes at the bottom then the weight of sand retained on each sieve is taken.

% of sand retained on each sieve is calculated shows the particle distribution in sand sample.

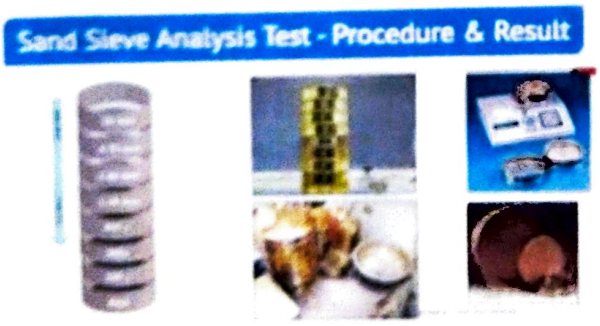


Fig6.1

fig6.2

The following IS sieve were used for the test,

10mm

4.75mm

2.36mm

1.18mm

600micron

300micron

150micron

pan

Zone description

Zone1-Sand particle are coarser

Weight of Sample Taken = 5.00 kg

Sieve Size	Weight Retained (In kg)	Cumulative weight retained (in kg)	Cumulative % Retained	Cumulative % Passing
80 mm	0	0	0	100.000
40 mm	0	0	0	100.000
20 mm	1.519	1.519	30.380	69.620
10 mm	3.444	4.963	99.260	0.740
4.75 mm	0.037	5.000	100.000	0.000
2.36 mm	0.000	5.000	100.000	0.000
1.18 mm	0.000	5.000	100.000	0.000
600 micron	0.000	5.000	100.000	0.000
300 micron	0.000	5.000	100.000	0.000
150 micron	0.000	5.000	100.000	0.000
TOTAL	**5.000**		**729.64**	

Fineness Modulus = 729.64/100 = 7.30

6.2 Test for Aggregate

1.Sieve Analysis

Sieve analysis test is done to check gradation of aggregate particles

In this test ,Aggregate sample is passing through a series of sieve ordered from assending order of sieve sizes at the bottom then the weight of aggregate retained on ech sieve is taken.

% aggregate retained on each sieve is calculated which shows the particle size of distribution in aggregate sample.

6.3 Test on Concrete

1.Slump Test

Slump test is to determine workability of concrete. Mold for slump test i.e., slump cone ,non porous base plate ,temping rod .

Appartus used for the test is in the form of the frustum of cone having Height 300mm cm,Bottom dia. 200 mm ,Top dia. 100 mm ,Tamping rod 16mm diameter and 600 mm long and rounded at one end.

Fig 6.4

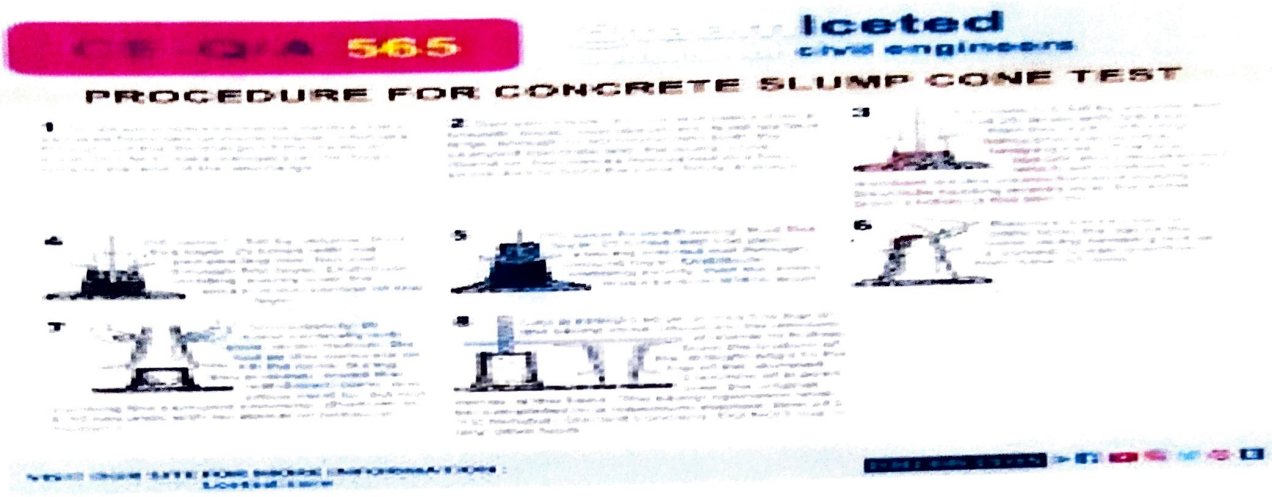
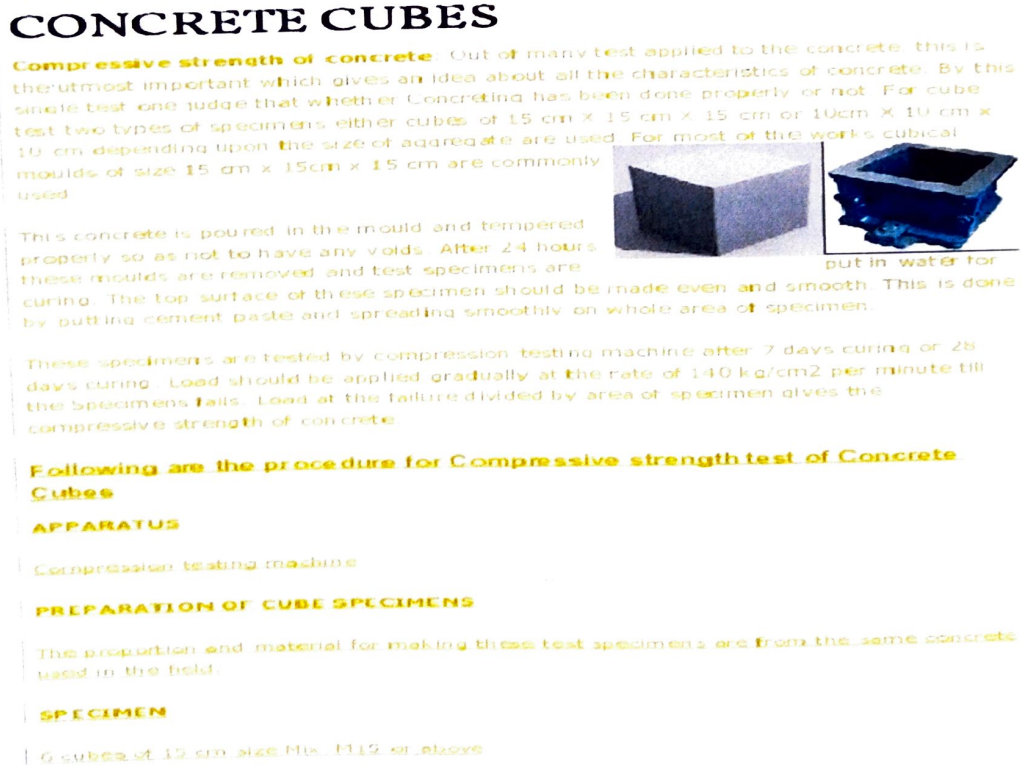


Fig 6.5

2.compressive strength test



COMPRESSIVE STRENGTH OF CONCRETE CUBES

Compressive strength of concrete: Out of many test applied to the concrete, this is the utmost important which gives an idea about all the characteristics of concrete. By this single test one judge that whether Concreting has been done properly or not. For cube test two types of specimens either cubes of 15 cm X 15 cm X 15 cm or 10cm X 10 cm x 10 cm depending upon the size of aggregate are used. For most of the works cubical moulds of size 15 cm x 15cm x 15 cm are commonly used.

This concrete is poured in the mould and tempered properly so as not to have any voids. After 24 hours these moulds are removed and test specimens are put in water for curing. The top surface of these specimen should be made even and smooth. This is done by putting cement paste and spreading smoothly on whole area of specimen.

These specimens are tested by compression testing machine after 7 days curing or 28 days curing. Load should be applied gradually at the rate of 140 kg/cm2 per minute till the Specimens fails. Load at the failure divided by area of specimen gives the compressive strength of concrete.

Following are the procedure for Compressive strength test of Concrete Cubes

APPARATUS

Compression testing machine

PREPARATION OF CUBE SPECIMENS

The proportion and material for making these test specimens are from the same concrete used in the field.

SPECIMEN

6 cubes of 15 cm size Mix M15 or above

fig6.6

CHAPTER 7

7 .WORK AT SITE

Before working at site ,we must hve knowledge of layout plans .

7.1 Covers Block

Cover block are made of concrete and the main purpose of using cover is to provide gap between structure and shuttering so that when we fill concrete so there is enough gap for the passing of concrete and to provide equal thickness of concrete all over side of structure.

Fig7.1

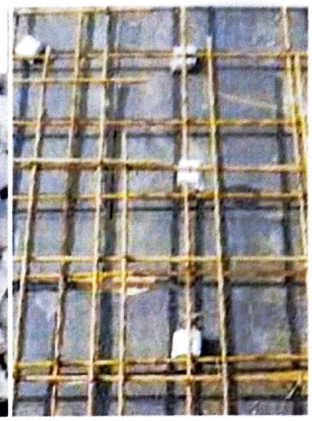


fig7.2

Generally we provided two shape of cover block

- Circular
- Rectangular

Thickness of cover block provided in different structure

- Footing-50mm
- Column-40mm
- Plinth slab-40mm

7.2 RE panel- Earth wall (RE wall) used the sustaining soil laterall so that it can be retaine at different on both side of carriageway .Re wall is combine of earth and linear reinforce in the form of strips ,girds ,rods ,mesh etc that capable baeri tensile stress.

Elements of reinforced soil wall:

- Reinforced fill
- Crash barrier
- Facial panel/Re panel

Precast RE panel:

- The minimum grade of concrete for precast [anel panel should be M40
- The minimum thicknness RE panel shall be 180mm.

Fig7.3

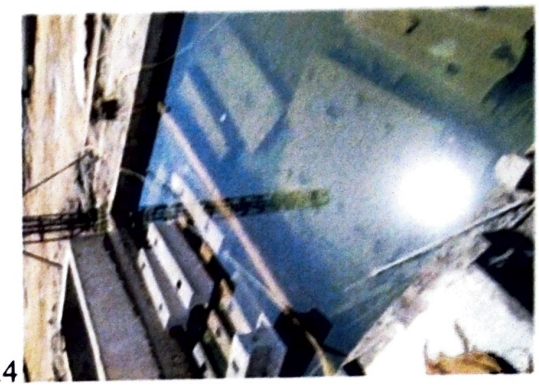


fig7.4

7.3 Abutment cap

A bridge abutment is a structure which connects the deck of bridge to the ground,at the ends of the bridge span,helping support its weight both horizontally and vertically.

Abutment cap sits on top of a group of pile and will help disperse pressure to the piles below.This is the combination of the cap and the pile .Together,with other bents,act as supports the entire bridge .

M50 grade is used for the contruction of abutment/pier cap.

Fig7.5

fig 7.6

7.4 Friction slab & Cross barrier

Friction is used to transfer the loads due to the impact vehicles on the crass bariers.Typically a friction width varies from 1.55-2.56m and thicknes of the slab,which is 250m depend on the crass barriesr type provide .bottom of friction slab should with the bottom of GSB.

Cross barrier employe to separate lanes of traffic.It is designed to minimiz vehicle damage case of incidental damage contact while preventing vehicle cross overs resultion in likely head on collosion.

Fig7.7

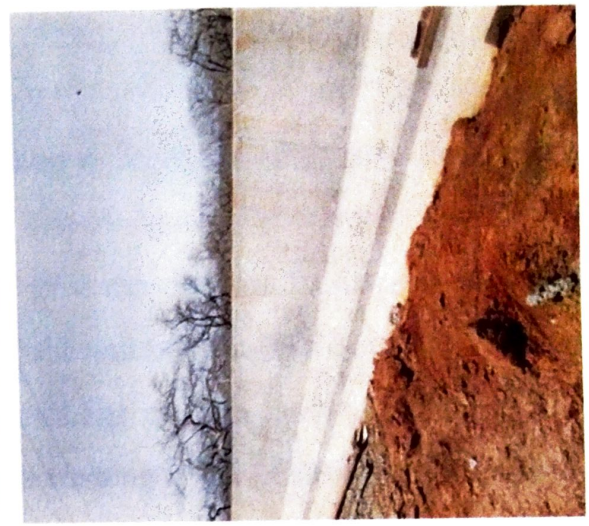


Fig 7.8

fig7.9

7.5 BILLI.NG

Billing is the document aspect of the work ,through which payments will made to the person concerned within contract and accountable to fifnish the work. Incomplete billing cause loss to the contractor or the clinnt.Hence,Billsare to be excellent and obvious at any stage an of work

CHAPTER 8

8.LEARNING EXPERINCE

a)Knowledge Acquired

Through this internship I got a chance to learn so many new things which will be helpful for me in future.I got goog knowledge of field work .Already I have some knowledge pf civil bit this training give me chances to involve in civil works and allow me to use my knowledge on field and helps me to increase my knowledge and interest towards the core work of civil.For example,before training I know what is plumb and use of plumb but in this training I get chances to use plumb and other instrument.I had learn about measurement devices in college because of that it become easier for me to understand this really well.one of the most important thing I get to learn is reading of LAYOUT PLANS,how to extract our details from plans and how to implement them on field . I acquired a great knowledge through the internship of responsibility of civil engineer.

And I get a chance to feel the real life and working of civil engineer.

b)SKILLS LEARNED

From this internship I had learned about a lot of skills such as Time management ,problem solving skills ,target should be completed within specific period of time .

Communication skills as it is one of the most important skill that a person should know before entering in anybwork profile , and communication skills help me in deal with a labour ,contractor and people .You should know how to treat people and make sure about your target and work completion with time management skills.one should be punctual,regular .target oriented,polite ,and dedicated towards work.

CHAPTER 9

9. CONCLUSION

The industrial training has proved to be quite fruitful.It provided me opportunities to involves practical work with such huge structure.It has allowed me an opportunities to get an exposure of practical aspects and their implementation to theoretical fundamentals.

I became familiar with practiacal work in various discipline and methods of engineering practice.It helped me to know my strength amd weakness so that I can improve my skills and overcome my limitation by take appropriate measure I was exposed to real work situation and I learned how to equip them with the necessary skills so that I would be ready the job when I ll be graduated.

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Criterion	**Poor**	**Average**	**Good**	**Very Good**	**Excellent**
Punctuality/Timely completion of assigned work				✓	
Learning capacity/Knowledge up gradation				✓	
Performance/Quality of work				✓	
Behaviour/Discipline/Team work				✓	
Sincerity/Hard work				✓	
Comment on nature of work done/Area/Topic	In this fortnight I have learn about drawing and how to read drawing.				
OVERALL GRADE (Any one)	**POOR/AVERAGE/GOOD/VERY GOOD/EXCELLENT**				
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Learning capacity/Knowledge up gradation			✓		
Performance/Quality of work			✓		
Behaviour/Discipline/Team work			✓		
Sincerity/Hard work			✓		
Comment on nature of work done/Area/Topic	In this fortnight I am Supervise RE Panel Casting.				
OVERALL GRADE (Any one)	POOR/AVERAGE/GOOD/VERY GOOD/EXCELLENT				
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Punctuality/Timely completion of assigned work			✓		
Learning capacity/Knowledge up gradation			✓		
Performance/Quality of work			✓		
Behaviour/Discipline/Team work			✓		
Sincerity/Hard work			✓		
Comment on nature of work done/Area/Topic	In this fortinigty. I learned about erection of RE Panel.				
OVERALL GRADE (Any one)	**POOR/AVERAGE/GOOD/VERY GOOD/EXCELLENT**				
Name of Industry Mentor	S.K. Rai		KRC Infraprojects Pvt. Ltd.		
Signature of Industry Mentor			Auth. Signatory		

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Criterion	**Poor**	**Average**	**Good**	**Very Good**	**Excellent**
Punctuality/Timely completion of assigned work			✓		
Learning capacity/Knowledge up gradation			✓		
Performance/Quality of work			✓		
Behaviour/Discipline/Team work			✓		
Sincerity/Hard work			✓		
Comment on nature of work done/Area/Topic	In this fortnight I have Superviz Abutment Cap.				
OVERALL GRADE (Any one)	**POOR/AVERAGE/GOOD/VERY GOOD/EXCELLENT**				
Name of Industry Mentor	S.K Rai				
Signature of Industry Mentor					

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Learning capacity/Knowledge up gradation				✓
Performance/Quality of work				✓
Behaviour/Discipline/Team work				✓
Sincerity/Hard work				✓
Comment on nature of work done/Area/Topic	In this fortnight. I learned about BBS and how to make it.			
OVERALL GRADE (Any one)	POOR/AVERAGE/GOOD/VERY GOOD/EXCELLENT			
Name of Industry Mentor	S K. Rai		KRC Infraprojects Pvt. Ltd.	
Signature of Industry Mentor			Auth. Signatory	

Receiving Date		Name of Faculty Mentor	Prof. Archana tiwari	Sign	

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Industry/Organization	K.R.C Infra Pvt ltd	Date/Duration	DD/MM/YR -DD/MM/YR 25/03/22 - 08/04/22

Criterion	Poor	Average	Good	Very Good	Excellent
Punctuality/Timely completion of assigned work				✓	
Learning capacity/Knowledge up gradation					✓
Performance/Quality of work					✓
Behaviour/Discipline/Team work					✓
Sincerity/Hard work					✓

Comment on nature of work done/Area/Topic	In this fortnight I have Supervise highway bed and checking Profile of Girder
OVERALL GRADE (Any one)	POOR/AVERAGE/GOOD/VERY GOOD/EXCELLENT
Name of Industry Mentor	SK Rai
Signature of Industry Mentor	KRC Infraprojects Pvt. Ltd. Auth. Signatory

Receiving Date		Name of Faculty Mentor	Prof Ashraf Hasan	Sign	

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FORTNIGHTLY PROGRESS REPORT (FPR) FROM INDUSTRY MENTOR

Name of student	Yashvardhan Sharma		Department	Highway Project	
Industry/Organization	K.R.C Infra Pvt. Ltd.		Date/Duration	DD/MM/YR -DD/MM/YR 08/04/22 - 23/04/22	
Criterion	**Poor**	**Average**	**Good**	**Very Good**	**Excellent**
Punctuality/Timely completion of assigned work				✓	
Learning capacity/Knowledge up gradation					✓
Performance/Quality of work					✓
Behaviour/Discipline/Team work					✓
Sincerity/Hard work					✓
Comment on nature of work done/Area/Topic	In this fortnight. I learn about Surveying like taking level, Height of road and Uses dumpy level.				
OVERALL GRADE (Any one)	POOR/AVERAGE/GOOD/VERY GOOD/EXCELLENT				
Name of Industry Mentor	S.K. Rai		KRC Infraprojects Pvt. Ltd.		
Signature of Industry Mentor			Auth. Signatory		

Receiving Date		**Name of Faculty Mentor**	Prof. Archana Tiwari	**Sign**	Atiwari

FORMAT

FORTNIGHTLY PROGRESS REPORT (FPR) FROM INDUSTRY MENTOR

Name of student	Yashvardhan Sharma	Department	Highway Project		
Industry Organization	K.R.C infra Project	Date/Duration	DD/MM/YR -DD/MM/YR 24/05/22 - 15/05/22		
Criterion	**Poor**	**Average**	**Good**	**Very Good**	**Excellent**
Punctuality/Timely completion of assigned work				✓	
Learning capacity/Knowledge up gradation			✓		
Performance/Quality of work			✓		
Behaviour/Discipline/Team work			✓		
Sincerity/Hard work			✓		
Comment on nature of work done/Area/Topic	In this foortnigity. I learned about billing and make a dummy bill with myself				
OVERALL GRADE (Any one)	**POOR/AVERAGE/GOOD/VERY GOOD/EXCELLENT**				
Name of Industry Mentor	S.K Rai	KRC Infraprojects Pvt. Ltd.			
Signature of Industry Mentor	(signature)	Auth. Signatory			

Receiving Date		Name of Faculty Mentor	Prof. Archana Tiwari	Sign	(signature)