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	<b>Consultancy services for preparation of DPR and Pre-Construction services from (i) Silchar ISBT (Start point of Silchar Bypass) to junction of NH-37 &amp; NH-6 at Dhaleshwari, (ii) End of proposed Badarpur bypass to Churaibari (Assam-Tripura border), (iii) Spur from NH-8 near Karimganj to Sutarkandi (Package-VII)</b>	<b>PROJECT BACKGROUND</b>
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### 3. PROJECT BACKGROUND

#### 3.1 GENERAL

The Project Road is from– (i) Silchar ISBT (Start point of Silchar Bypass) to junction of NH-37 & NH-6 at Dhaleshwari, (ii) End of proposed Badarpur bypass to Churaibari (Assam-Tripura border), (iii) Spur from NH-8 near Karimganj to Sutarkandi in the State of Assam

*Table 3-1: Details of the project stretch*

S. No	Package	Chainage		Length (km)	Geographic Coordinates		District
		From Km.	To Km.		Start	End	
1	VII	0.020	14.380	14.360	2746699.76 N 436018.77 E	2751077.61 N 423927.10 E	Karimganj

The Consultant had conducted a detailed inventory survey to get acquainted with the actual site conditions. The observations made are discussed in subsequent sections.



*Figure 3-1: Start and End Point Package-VII*

#### 3.2 ABUTTING LAND USE

During the reconnaissance survey, the majority of the adjoining land was observed agriculture land. Important crops grown along the project stretch are Paddy.

In Section-III, abutting land use is observed to be majorly agriculture followed by built-up locations and Barren land.



*Figure 3-2: Abutting Land Use*



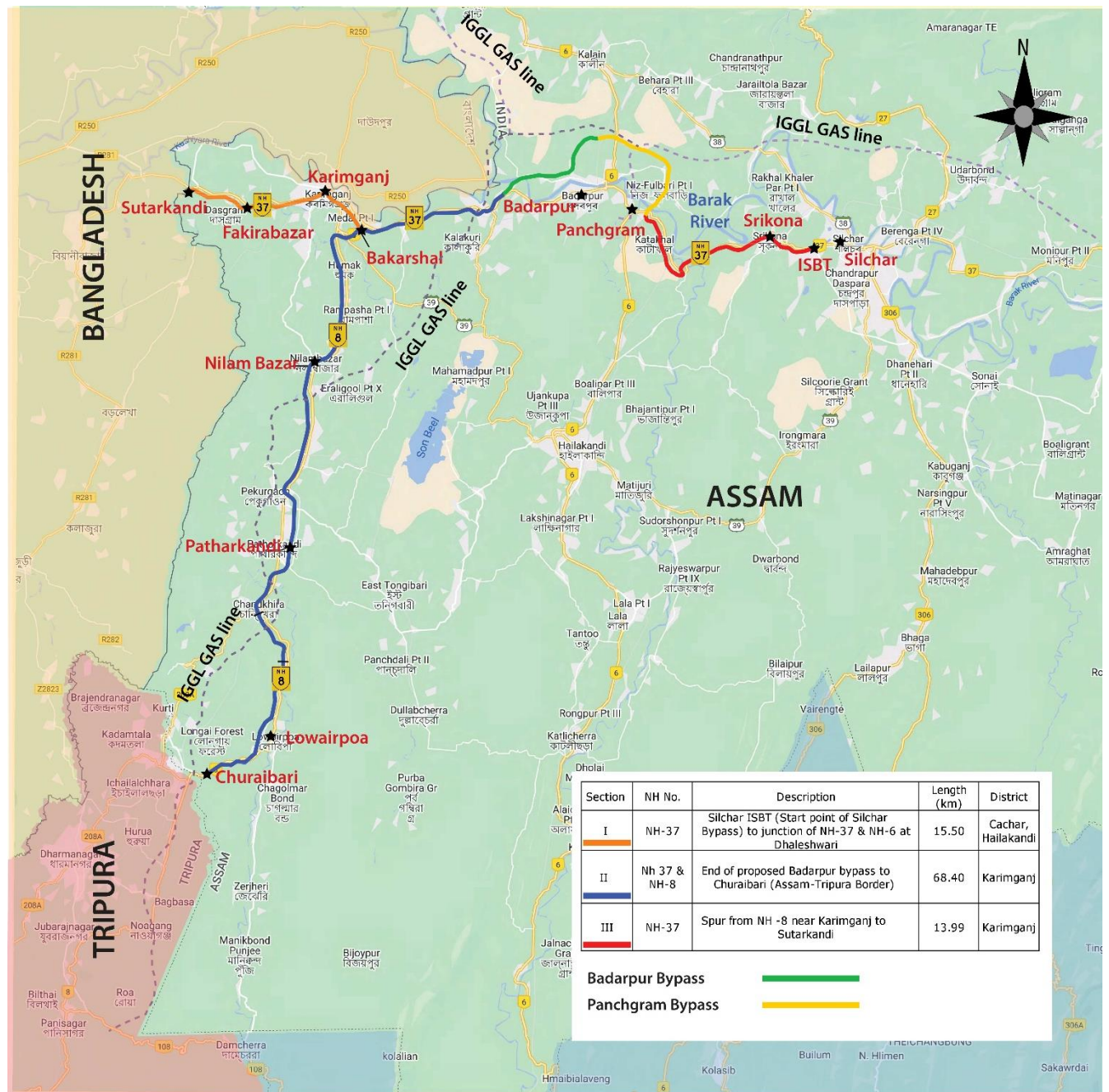


Figure 3-3 : Index Map of Project Corridor

### 3.3 INTERSECTIONS

At present, the project corridor is 2-lane with paved shoulders and connects various built-up sections by major district roads and village roads. There are four minor junctions and roads leading to clusters of villages and hamlets. List of Minor Junctions is enclosed hereunder.

*Table 3-2: List of Minor Junctions*

S. No	Design Chainage (Km)	Type of Junction	Leads to	
			LHS	RHS
1	9.200	+	Lakarkhai	Tazpur
2	9.980	+	Jabda	Khudra Purahuria
3	10.700	+	Bar Purahuria Pt	Bar Purahuria Pt
4	13.425	T	-	Jarapata

### 3.4 EXISTING GRADE SEPERATOR STRUCTURES

#### 3.4.1 ROB's

All NHs, SHs, MDR's, ODR's crossings and other important junctions are proposed for improvement by providing Vehicular Overpasses/ underpasses. All along there are no ROB's in Section-III.

#### 3.4.2 Flyovers

The important junctions along the project stretch are all At-Grade intersections. There are no existing VOPs nor VUPs in the proposed stretch.

### 3.5 LEVEL CROSSINGS

It was observed that there is no Level Crossings in package-VII of project corridor

### 3.6 CROSS DRAINAGE STRUCTURES

As a part of upgradation/Improvement of the existing stretch, it is required to assess existing structures based on adequacy to full-fill the objective of the project. The existing project stretch is of 2-Lane Road with 2-lane cross drainage structures.

*Table 3-3: Existing cross drainage structure*

S. No	Type of Structure	Existing
1	MJB	0
2	MIB	1
3	Box Culverts	0
4	Pipe Culverts	0
5	Slab Culverts	4
Total		5

### 3.7 BYPASSES:

To avoid the ribbon development on both sides of the project corridor, and to provide an alternative route for through traffic, bypasses are proposed.

There are no existing bypasses in Package-VII

### 3.8 SETTLEMENTS

A part of the total population of the town is situated on both sides of the project corridor or local roads connecting it. Hence the land use pattern of the project corridor is mainly built-up and cultivation type. The project corridor passes through many villages. List of Villages/Built-up locations are enclosed hereunder.

Table 3-4: List of Villages

S. No	Name of village	Taluk/ Circle	District
1	Medal Pt-III	Karimganj	Karimganj
2	Kaibrthakapan		
3	Umapati		
4	Inathpur		
5	Ambarkhana		
6	Dharakuna		
7	Keshorkapan 9		
8	Panarahgarh		
9	Adhakandi		
10	Kujob		
11	Sadarashi Pt-II		
12	Faridpur		
13	Sarang dewpur		
14	Maizgram		
15	Lakarkhai		
16	Suprakandi		
17	Jabda		

S. No	Name of village	Taluk/ Circle	District
18	Bur purahuria Part-II	Karimganj	Karimganj
19	Khudra Purahuria		
20	Jatua kitte lautikor ilam		
21	Marera Pt-I		
22	Ulukandi		
23	Hamindpur		
24	Sutarkandi		
25	Jarapata		

### 3.9 EXISTING ALIGNMENT

The Existing Alignment of the project stretch is two-lane with paved shoulder with 2-lane structure configuration. There are many locations where the existing geometry is substandard and inadequate sight distances, curve radii were observed.

### 3.10 CARRIAGEWAY

The existing road configuration is uniform two-lane carriageway with 1.5m width of paved shoulders and 1.5-2.0m earthen shoulders. Flexible pavement for both carriageway and paved shoulders and the earthen shoulders on either side.

### 3.11 RIGHT OF WAY

The existing Right of Way (RoW) is of 20m along Section-I, II and III except Patherkandi bypass and Lowairpoa bypass where ROW is 45m. RoW pillars were found at a few locations along the project stretch. The precise RoW details will be ascertained from the revenue records to clarify the exact land available for construction. Land acquisition plans would be prepared to have uniform ROW in accordance with NHIDCL guidelines. Additional land acquisition will be proposed as per project requirements and in accordance with TOR/ NHIDCL guidelines.

### 3.12 PAVEMENT

Flexible pavement is observed throughout the project stretch except at existing toll plaza in Section II. The riding quality/pavement condition varies from good to fair along the entire stretch with very few sections of the road showing various types of distresses such as Potholes, undulations, and cracks.