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14.CONCLUSIONS AND RECOMMENDATIONS

Some of the Important aspects which require the attention of the authority have been presented below for consideration, along with the recommendations of the consultants.

14.1 RIGHT OF WAY

The right of way required is ranging from 45m to 60m for the design TCS proposed

14.2 EXISTING TRAFFIC

Based on the Traffic Surveys conducted along the project corridor in the state of Assam (in the year 2023), Existing Traffic along the project corridor is as follows:

Table 14-1: Existing Traffic along the Section-II of Project Corridor

Survey Location No.	1
Name of Location	Near Nilambazar
Two-Wheeler	2045
Three-Wheeler (Passenger)	1823
Car	2270
Car (Y)	109
Tata Magic	16
RTC Bus	75
Private Bus	86
Minibus	47
School/ College Bus	3
2 Axle	200
3 Axle	94
Multi Axle	494
HEM	3
LCV	367
Mini LCV	499
Tractor	2



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CONCLUSIONS AND RECOMMENDATIONS

Survey Location No.		1
Name of Location		Near Nilambazar
Tractor with Trailer		2
Three-Wheeler (Goods)		45
Bicycle		147
Cycle Rickshaw		15
Animal Drawn		1
Government Exempted		17
		8
		5
Others		0
Vehicles	Motorized	8210
	Non-Motorized	163
	Total Traffic	8373
	Tollable Traffic	4263
PCUs	Motorized	10077
	Non-Motorized	112
	Total Traffic	10189
	Tollable Traffic	7128


14.3 PAVEMENT TYPE

Flexible Pavement is recommended for main carriageway along Section-II of Project Highway. It is recommended to construct following pavement option i.e., (BC+DBM+AIL+CTB+CTSB)

Table 14-2: Pavement Composition

a) Flexible Pavement Composition for Main Carriageway:

Section	Eff. CBR (%)	MSA for 20 yrs design life	Bitumen Grade	Crust Composition (mm)					
				BC	DBM	AIL	CTB	CTSB	Total
Section-II	8	70	VG-40	40	65	100	100	200	505

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Note: As per circular by MoRTH, "RW/NH – 35072/05/2018 – S&R(P&B) "dated August 24, 2018, only VG-40 Grade of Bitumen shall be used for the National Highways.

b) Flexible Pavement Composition for Service Roads:

S No	Project Stretch	Eff CBR (%)	MSA	Binder	Crust Composition (mm)				
					BC	DBM	WMM	GSB	Total
1	For Service Roads	8	20	VG-40	40	80	250	200	570

c) Rigid Pavement Composition

S.No	Item	Rigid Pavement Crust Composition Details
1	PQC of M40 grade (mm)	300
2	DLC of M10 grade (mm)	150
3	GSB (mm)	150
4	Dia. of Dowel bar (mm)	38
5	Length of Dowel bar (mm)	500
6	Spacing of Dowel bar (mm)	300
7	Dia. of Plain tie bar (mm)	12
8	Length of Plain tie bar (mm)	580
9	Spacing of Plain bar (mm)	370
10	Dia. of Deformed bar (mm)	12
11	Length of Deformed bar (mm)	640
12	Spacing of Deformed bar (mm)	595

	<p>Consultancy services for preparation of DPR and Pre-Construction services 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 (Package-V)</p>	<p>CONCLUSIONS AND RECOMMENDATIONS</p>
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14.4 EXISTING/PROPOSED STRUCTURES

The list of existing/proposed list of structures are mentioned below:

Table 14-3: Summary of Proposed/Existing Structures

S. No	Type of Structure	Existing No's	Proposed No's	Total
1	BC	10	16	26
2	BOX	0	5	5
3	Box MIB	7	3	10
4	LVUP	0	8	8
5	LVUP Cum Culvert	0	2	2
5	MIB	0	9	9
6	MJB	1	0	1
7	ROB	0	2	2
8	VUP	0	6	6
9	Pipe Culvert	10	0	10
Total		28	41	79

14.5 MODE OF EXECUTION

The proposed mode of execution for the project corridor is Hybrid Annuity Mode (HAM)