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	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)	PROJECT BACKGROUND
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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	Section No.	Package	From (Km.)	To (Km.)	Length (km)	Geographic Coordinates	
						Start	End
1	II	V	62.800	87.700	24.9	2739114.410N, 436489.714E	2716463.658N, 430088.067E

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

	
<p>Start of Section-II (End of Badarpur bypass)</p>	<p>End of Section-II (Assam-Tripura Border)</p>

Figure 3-1: Start and End Point of Section II

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-II, abutting land use is observed to be majorly agriculture, forest land in the end and few built-up locations.



Agriculture Land along the Highway



Built-up along the Highway

Figure 3-2 Abutting Land Use in Section II

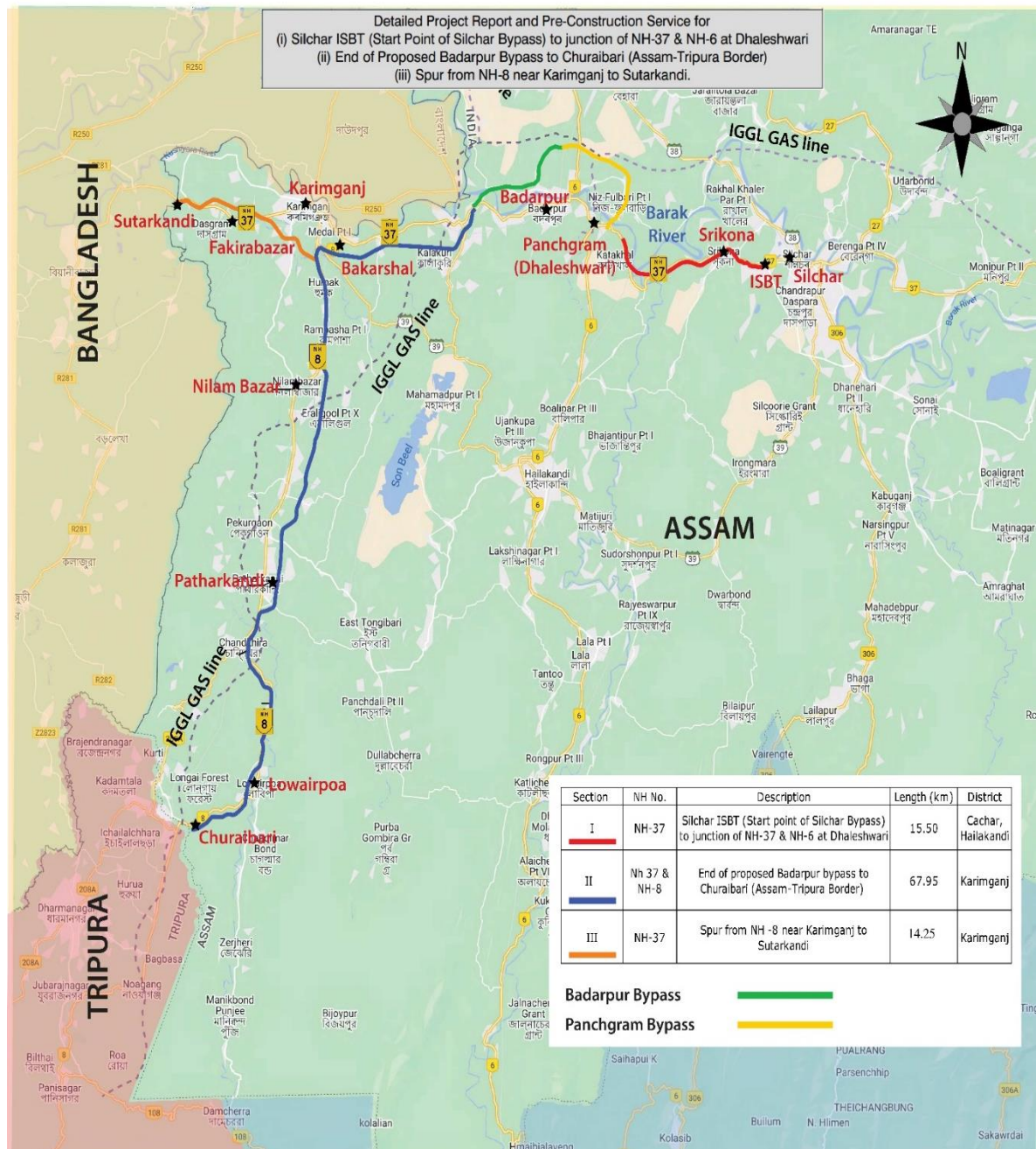


Figure 3-3 : Index Map of Project Corridor

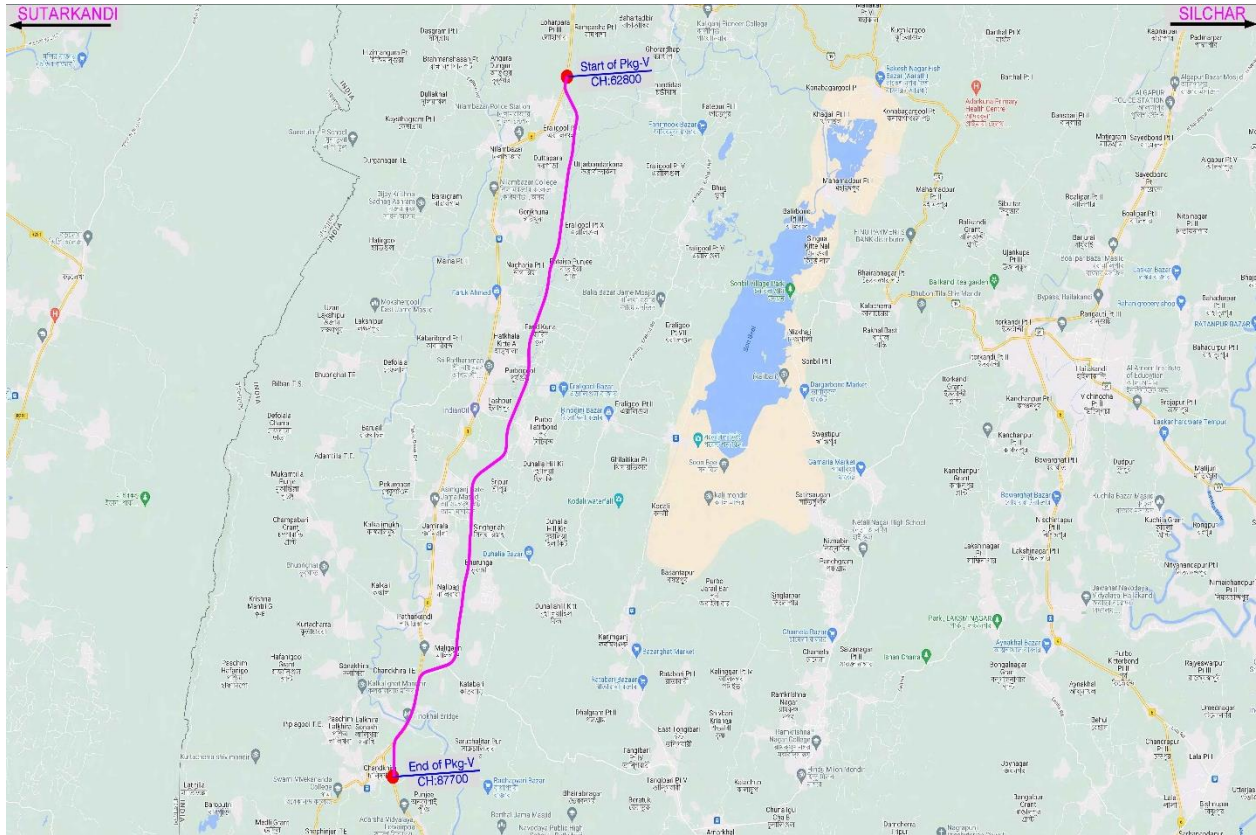
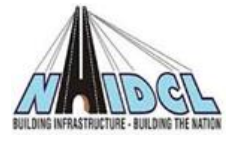


Figure 3-4: Index Map of Package-V

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 9 number of major junctions connecting various towns, villages, and agricultural fields. Among this mentioned, 3 are Major junctions and remaining 6 are Minor junctions. List of Major/Minor Junctions is enclosed hereunder.

	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)	PROJECT BACKGROUND
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Major Junction at start of Schar Bypass	Major Junction at NH-37 and NH-6
	
Major Junction - NH-8 and NH-37	Major Junction - NH-8 and NH-208A

Figure 3-5: Major Junctions Along Project Corridor

Table 3-2 List of Major Junction

S.No	Design Chainage Km.	Package	Type of Junction	Leads to		Remarks/Cross Road Details
				LHS	RHS	
1	78.116	V	+	Duhalia	Jamirala	MDR
2	84.111		Y	-	Jamirala	NH-8
3	86.432		Y	-	Chandkhira	NH-8 & NH-208A

(NH: National Highway, SH: State Highway, MDR: Major District Road)


	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)	PROJECT BACKGROUND
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Table 3-3: List of Minor Junction

S.No	Design Chainage Km.	Package	Type of Junction	Leads to		Remarks/Cross Road Details
				LHS	RHS	
1	77.433	V	+	Nayagram	Kanaibazar	
2	78.187		+	Singhriah	Jamirala	-
3	80.748		+	Nalibari	Rajbari	-
4	82.021		+	Pailmul	Patarkandi	-
5	83.024		+	Katabari	Nalibari	-
6	86.192		T		Parugaon	-

3.4 EXISTING GRADE SEPERATOR STRUCTURES

3.4.1 ROBs

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 3 ROBs observed all along the project corridor, 1 in Section-I and the remaining 2 located in Section-II of the project corridor. No existing ROB's found in Package-V.

3.5 LEVEL CROSSINGS


It was observed that the Railway line passes parallel to our project stretch in Section-II. There are no Level crossings in package-V

Table 3-4: Level crossings

S. No	Existing Chainage Km.	Package	Type of crossing	Location
Nil				

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 fulfill the objective of the project. The existing project stretch is of 2-Lane Road with 2-lane cross drainage structures.

	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)	PROJECT BACKGROUND
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3.6.1 Major Bridge

Table 3-5: Existing Major Bridge

Sl. No	Design Chainage (Km)	Span Arrangement (No. x Span Length)	Super Structure	Deck Width (m)
1	85.640	3 x 47.3	PSC I Girder	11.0

3.6.2 Minor Bridge

Table 3-6: Existing Minor Bridges

Sl. No	Design Chainage (Km)	Span Arrangement (No. x Span Length)	Super Structure	Deck Width (m)
1	79.312	3 x 5.0	Box Type	12.50
2	79.873	4 x 4.0	Box Type	12.0
3	80.166	5 x 3.0	Box Type	12.0
4	81.393	3 x 3.0	Box Type	12.0
5	81.865	2 x 3.0	Box Type	12.0
6	83.060	4 x 3.25	Box Type	12.0
7	84.365	2 x 6.0	Box Type	12.0

3.6.3 Box Culverts

Table 3-7: Existing Box Culverts

Sl. No	Design Chainage (Km)	Span Arrangement (No. x Span in m)	Width(m)
1	78.071	1 x 3.0	12.0
2	78.370	2 x 2.0	12.0
3	78.954	1 x 3.0	12.0
4	80.495	1 x 4.0	12.0
5	80.907	1 x 4.0	12.0
6	82.847	1 x 2.0	12.0

Sl. No	Design Chainage (Km)	Span Arrangement (No. x Span in m)	Width(m)
7	83.892	1 x 3.0	12.0
8	84.027	1 x 4.0	12.0
9	84.685	1 x 5.0	12.0
10	86.294	1 x 2.0	12.0

3.6.4 Pipe Culverts


Table 3-8: Existing Pipe Culverts

Sl. No	Design Chainage (Km)	Span Arrangement (No. x Span in m)	Width(m)
1	78.071	1 x 3.0	12.0
2	78.370	2 x 2.0	12.0
3	78.954	1 x 3.0	12.0
4	80.495	1 x 4.0	12.0
5	80.907	1 x 4.0	12.0
6	82.847	1 x 2.0	12.0
7	83.892	1 x 3.0	12.0
8	84.027	1 x 4.0	12.0
9	84.685	1 x 5.0	12.0
10	86.294	1 x 2.0	12.0

3.6.5 Summary of Structures

Table 3-9: Existing cross drainage structure

S. No	Type of Structure	Existing
1	MJB	1
2	MIB	7
3	Box Culverts	10
4	Pipe Culverts	11

	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)	PROJECT BACKGROUND
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S. No	Type of Structure	Existing
5	Slab Culverts	0
Total		29

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 is 1 existing bypasses in package-V of section-II and the details are given below.

Table 3-10: Existing bypass

S. No	Name of Bypass	Package	Start (Km)	End (Km)	Length (km)
1	Patharkandi bypass	V	77.300	84.100	6.800

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 3-11: List of Villages

S.No.	Village name	Package	Taluk/ Circle	District
30	Bhuja	Package-V	Nilambazar	Karimganj
31	Rampasha Pt III			
32	Loharpara Pt I			
33	Alamkhani Pt I			
34	Alamkhani Pt III			
35	Kanakpur			
36	Singaria Pt-I Sheet-1& 2			
37				
38	Singaria Pt-II			
39	Uttarbandarkona Pt II Sheet-1			
40	Gondhorbo khani			
41	Ilaspur			
42	Utterbandaerkona Pt-I Sheet 1			
43	Boraigram			
44	Chayabari Pt II			
45	Dakshinbandarkuna (T.S.) Sheet-1			

S.No.	Village name	Package	Taluk/ Circle	District
46	Chayabari Pt I			
47	Kandigram Pt II			
48	Nankar			
49	Kandigram Pt I			
50	Saija Nagar			
51	Barcharra			
52	Purbogool			
53	Hatkhala Kitte Aalapur Guler Bond			
54	Rajbari			
55	Tatirbond			
56	Sripur			
57	Rajargaon			
58	Patharkandi Town Kitte Shripur			
59	Unamgaon			
60	Jamirala			
61	Kachubari T.S			
62				
63	Nalibari			

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.

Table 3-12: Carriageway Details

S.No.	Design Chainage (Km)		Length (km)	Carriageway (m)	Location
	From	To			
1	62.800	63.100	0.300	7.0	-
2	77.300	86.400	9.100	7.0	Existing Patharkandi bypass to Chandkhira

	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)	PROJECT BACKGROUND
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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.