



**NATIONAL HIGHWAYS AND INFRASTRUCTURE DEVELOPMENT CORPORATION LIMITED
(MINISTRY OF ROAD TRANSPORT & HIGHWAYS)
GOVT. OF INDIA**

**Consultancy Services for Preparation of DPR for Development of
Economic Corridors, Inter Corridors and Feeder Routes to Improve
the Efficiency of Freight Movement in India under Bharatmala
Pariyojana**



**Lot-1 : Package-II
(251.8 KM)**

**Section 6
Km 113+800 to Km 131+152**

**Final
Detailed Project Report**

**Volume - IA
Appendices to
Main Report**

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Appendix 4.1 :Road Inventory NH 29

Sl. No.	Existing Chainage		Length (m)	Road Segment	Name of Village/Town	Terrain (Plain/ Rolling/ Hilly)	Land Use		Carriageway		Shoulder along			Formation Width (m)	Observed Right of Way (m)	Average Embankmen		Water Body Side/ Offset (m)	Details of Cross Road			Drain					Sub- mergence	Remarks		
	From km	To km					Left	Right	Type	Avg. Width (m)	Condition	Type	Avg. Width Left			Right	Type of Jn		Leading to	Type and C/W Width	Left		Right							
																					Type	Width (m)	Condition	Type	Width (m)	Condition				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Daboka to Lahorijan Section (Stretch-1)																														
1	39+500	39+700	200	NH-29	Daboka/Burigaon	Plain	BU	BU	BT	9.5		E	1.0	1.0	11.5		1.5	1.8		Refer Appendix 4.2										
2	39+700	39+900	200	NH-29	Daboka/Burigaon	Plain	A/O	A/O	BT	9.5		E	1.0	1.0	11.5		2.0	2.0		Refer Appendix 4.2										
3	39+900	40+100	200	NH-29	Daboka/Burigaon	Plain	A/O	A/O	BT	9.5		E	1.0	1.0	11.5		2.4	2.5		Refer Appendix 4.2										River Passing along the road (Rhs)
4	40+100	40+300	200	NH-29	Daboka/Burigaon	Plain	A/O	A/O	BT	9.5		E	1.0	1.0	11.5		3.2	3.4	RHS/3.5	Refer Appendix 4.2										Cw to 14m Dist
5	40+300	40+500	200	NH-29	Daboka/Burigaon	Plain	A/O	A/O	BT	9.5		E	1.0	1.0	11.5		3.1	3.1	RHS/3.5	Refer Appendix 4.2										Ex Ch 40 +00 to 400+500
6	40+500	40+700	200	NH-29	Daboka/Burigaon	Plain	A/O	A/O	BT	9.5		E	0.8	0.8	11.1		3.1	3.1		Refer Appendix 4.2										
7	40+700	40+900	200	NH-29	Daboka/Burigaon	Plain	A/O	A/O	BT	9.5		E	0.8	0.8	11.1		3.2	3.2		Refer Appendix 4.2										
8	40+900	41+100	200	NH-29	Daboka/Burigaon	Plain	A/O	A/O	BT	9.5		E	0.8	0.8	11.1		3.2	3.4		Refer Appendix 4.2										
9	41+100	41+300	200	NH-29	Daboka/Burigaon	Plain	A/O	A/O	BT	9.5		E	0.8	0.8	11.1		3.2	3.3		Refer Appendix 4.2										
10	41+300	41+500	200	NH-29	Daboka/Burigaon	Plain	A/O	A/O	BT	9.5		E	0.8	0.8	11.1		2.9	3.3		Refer Appendix 4.2										
11	41+500	41+700	200	NH-29	Daboka/Burigaon	Plain	A/O	A/O	BT	9.5		E	0.8	0.8	11.1		3.1	3.1		Refer Appendix 4.2										
12	41+700	41+900	200	NH-29	Daboka/Burigaon	Plain	A/O	A/O	BT	9.5		E	0.8	0.8	11.1		2.7	2.7		Refer Appendix 4.2										
13	42+000	42+200	200	NH-29	Daboka/Burigaon	Plain	A/O	A/O	BT	9.5		E	0.8	0.8	11.1		2.5	2.7		Refer Appendix 4.2										
14	42+200	42+400	200	NH-29	Daboka/Burigaon	Plain	F	F	BT	9.5		E	1.1	1.0	11.6		2.5	2.7		Refer Appendix 4.2										
15	42+400	42+600	200	NH-29	Daboka/Burigaon	Plain	F	F	BT	9.5		E	1.1	1.0	11.6		-1.30	-1.10		Refer Appendix 4.2										Cut Section Both Side
16	42+600	42+800	200	NH-29	Daboka/Burigaon	Plain	F	F	BT	9.5		E	1.0	1.0	11.5		0.5	0.7		Refer Appendix 4.2										
17	42+800	43+000	200	NH-29	Daboka/Burigaon	Rolling	F	F	BT	9.5		E	0.9	0.9	11.3		1.2	1.2		Refer Appendix 4.2										
18	43+000	43+200	200	NH-29	Daboka/Burigaon	Rolling	F	F	BT	9.5		E	0.9	0.9	11.3		1.3	1.5		Refer Appendix 4.2										
19	43+200	43+400	200	NH-29	Daboka/Burigaon	Rolling	F	F	BT	9.5		E	0.9	0.9	11.3		1.6	2.3		Refer Appendix 4.2										
20	43+400	43+600	200	NH-29	Daboka/Burigaon	Rolling	F	F	BT	9.5		E	0.9	0.9	11.3		1.6	2.4		Refer Appendix 4.2										
21	43+600	43+800	200	NH-29	Daboka/Burigaon	Rolling	F	F	BT	9.5		E	0.9	0.9	11.3		1.5	2.6		Refer Appendix 4.2										1m width Nala Passing cw to 1.5m Ch 43+550 to 44+000
22	43+800	44+000	200	NH-29	Daboka/Burigaon	Rolling	F	F	BT	9.5		E	0.9	0.9	11.3		1.4	1.9		Refer Appendix 4.2										43+860 Nala water Passing on road
23	44+000	44+200	200	NH-29	Daboka/Burigaon	Rolling	F	F	BT	9.5		E	0.8	0.7	11.0		-0.60	1.2		Refer Appendix 4.2										Cut Section Lhs
24	44+200	44+400	200	NH-29	Daboka/Burigaon	Rolling	F	F	BT	9.5		E	0.8	0.7	11.0		0.5	1.2		Refer Appendix 4.2										
25	44+400	44+600	200	NH-29	Daboka/Burigaon	Rolling	F	F	BT	9.5		E	0.8	0.7	11.0		-1.20	1.1		Refer Appendix 4.2										Cut Section Lhs
26	44+600	44+800	200	NH-29	Daboka/Burigaon	Rolling	F	F	BT	9.5		E	0.8	0.7	11.0		-2.00	1.2		Refer Appendix 4.2										Cut Section Lhs
27	44+800	45+000	200	NH-29	Daboka/Burigaon	Rolling	F	F	BT	9.5		E	0.8	0.7	11.0		0.5	1.4		Refer Appendix 4.2										
28	45+000	45+200	200	NH-29	Daboka/Burigaon	Rolling	F	F	BT	9.5		E	0.8	0.7	11.0		1	1.4		Refer Appendix 4.2										
29	45+200	45+400	200	NH-29	Daboka/Burigaon	Plain	F	F	BT	9.5		E	0.8	0.7	11.0		0.7	1.2		Refer Appendix 4.2										
30	45+400	45+600	200	NH-29	Daboka/Burigaon	Plain	F	F	BT	9.5		E	0.8	0.7	11.0		1.2	1.2		Refer Appendix 4.2										
31	45+600	45+800	200	NH-29	Daboka/Burigaon	Plain	F	F	BT	9.5		E	0.8	0.7	11.0		1.2	1.2		Refer Appendix 4.2										
32	45+800	46+000	200	NH-29	Daboka/Burigaon	Plain	F	F	BT	9.5		E	0.8	0.7	11.0		1.1	2.5		Refer Appendix 4.2										
33	46+000	46+200	200	NH-29	Daboka/Burigaon	Plain	F	F	BT	9.5		E	0.8	0.9	11.2		-1.30	-1.30		Refer Appendix 4.2										Cut Section Both Side
34	46+200	46+400	200	NH-29	Daboka/Burigaon	Plain	F	F	BT	9.5		E	0.8	0.8	11.1		-1.30	-1.30		Refer Appendix 4.2										Cut Section Both Side
35	46+400	46+600	200	NH-29	Daboka/Burigaon	Plain	F	F	BT	9.5		E	0.8	0.7	11.0		1.8	1.3		Refer Appendix 4.2										
36	46+600	46+800	200	NH-29	Daboka/Burigaon	Plain	F	F	BT	9.5		E	0.8	0.6	10.9		1.9	1.9		Refer Appendix 4.2										
37	46+800	47+000	200	NH-29	Daboka/Burigaon	Plain	F	F	BT	9.5		E	0.8	0.8	11.1		1.9	1.9		Refer Appendix 4.2										
38	47+000	47+200	200	NH-29	Daboka/Burigaon	Plain	F	F	BT	9.5		E	0.8	0.8	11.1		1.0	2.5		Refer Appendix 4.2										
39	47+200	47+400	200	NH-29	Daboka/Burigaon	Plain	F	F	BT	9.5		E	0.8	0.8	11.1		</													

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Sl. No.	Existing Chainage		Length (m)	Road Segment	Name of Village/Town	Terrain (Plain/ Rolling/ Hilly)	Land Use		Carriageway			Shoulder along			Formation Width (m)	Observed Right of Way (m)	Average		Water Body Side/ Offset (m)	Details of Cross Road			Drain					Sub- mergence	Remarks		
	From km	To km					Left	Right	Type	Avg. Width (m)	Condition	Type	Avg. Width				Left	Right		Type of Jn	Leading to	Type and C/W Width	Left			Right					
													Type	Width (m)									Type	Width (m)	Condition	Type	Width (m)			Condition	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
70	53+400	53+600	200	NH-29	Langpi	Plain	A/O	BU/AO	BT	9.5		E	1.1	1.1	11.7		1.7	2.2		Refer Appendix 4.2											
71	53+600	53+800	200	NH-29	Langpi	Plain	A/O	BU/AO	BT	9.5		E	1.1	1.1	11.7		2.1	2.5		Refer Appendix 4.2											
72	53+800	54+000	200	NH-29	Langpi	Plain	A/O	A/O	BT	9.5		E	1.1	1.1	11.7		1.9	2.1		Refer Appendix 4.2											
73	54+000	54+200	200	NH-29	Langpi	Plain	A/O	A/O	BT	9.5		E	1.1	1.0	11.6		1.8	2.1		Refer Appendix 4.2											
74	54+200	54+400	200	NH-29	Langpi	Plain	A/O	A/O	BT	9.5		E	1.1	1.0	11.6		1.8	1.8		Refer Appendix 4.2											
75	54+400	54+600	200	NH-29	Dengaon	Plain	A/O	A/O	BT	9.5		E	1.1	1.0	11.6		1.8	1.8		Refer Appendix 4.2											
76	54+600	54+800	200	NH-29	Dengaon	Plain	A/O	A/O	BT	9.5		E	1.1	1.0	11.6		2	2.0		Refer Appendix 4.2											
77	54+800	55+000	200	NH-29	Dengaon	Plain	BU/AO	BU/AO	BT	9.5		E	1.1	1.0	11.6		1.6	0.6		Refer Appendix 4.2											
78	55+000	55+200	200	NH-29	Dengaon	Plain	BU/AO	BU/AO	BT	9.5		E	1.3	0.9	11.7		0.6	1.1		Refer Appendix 4.2											
79	55+200	55+400	200	NH-29	Dengaon	Plain	BU/AO	BU/AO	BT	9.5		E	1.3	0.9	11.7		1.0	1.9		Refer Appendix 4.2											
80	55+400	55+600	200	NH-29	Dengaon	Plain	BU	BU	BT	9.5		E	1.3	0.9	11.7		0.9	1.4		Refer Appendix 4.2											
81	55+600	55+800	200	NH-29	Dengaon	Plain	BU	BU	BT	10.0		E	1.1	0.9	12.0		0.3	0.3		Refer Appendix 4.2											
82	55+800	56+000	200	NH-29	Dengaon	Plain	BU	BU	BT	10.0		E	1.1	0.9	12.0		0.6	0.6		Refer Appendix 4.2											
83	56+000	56+200	200	NH-29	Dengaon	Plain	A/O	A/O	BT	10.0		E	0.9	0.8	11.7		2	1.8		Refer Appendix 4.2											
84	56+200	56+400	200	NH-29	Dengaon	Plain	A/O	A/O	BT	10.0		E	0.9	0.8	11.7		2.8	2.1		Refer Appendix 4.2											
85	56+400	56+600	200	NH-29	Dengaon	Plain	A/O	A/O	BT	10.0		E	0.9	0.8	11.7		2.5	2.5		Refer Appendix 4.2											
86	56+600	56+800	200	NH-29	Dengaon	Plain	A/O	A/O	BT	10.0		E	0.9	0.8	11.7		2.5	2.5		Refer Appendix 4.2											
87	56+800	57+000	200	NH-29	Dengaon	Plain	A/O	A/O	BT	10.0		E	0.9	0.8	11.7		2.5	2.5		Refer Appendix 4.2											
88	57+000	57+200	200	NH-29	Dengaon	Plain	A/O	A/O	BT	10.0		E	1.1	1.0	12.1		1.2	1.4		Refer Appendix 4.2											
89	57+200	57+400	200	NH-29	Dengaon	Plain	A/O	A/O	BT	10.0		E	1.1	1.0	12.1		1.2	1.5		Refer Appendix 4.2											
90	57+400	57+600	200	NH-29	Dengaon	Plain	A/O	A/O	BT	10.0		E	1.1	1.0	12.1		1.2	1.2		Refer Appendix 4.2											
91	57+600	57+800	200	NH-29	Dengaon	Plain	A/O	A/O	BT	10.0		E	1.1	1.0	12.1		1.2	1.4		Refer Appendix 4.2											
92	57+800	58+000	200	NH-29	Dengaon	Plain	A/O	A/O	BT	10.0		E	1.1	1.0	12.1		1	1.7		Refer Appendix 4.2											
93	58+000	58+200	200	NH-29	Dengaon	Plain	BU/AO	BU/AO	BT	10.0		E	1.1	1.0	12.1		1	1.1		Refer Appendix 4.2											
94	58+200	58+400	200	NH-29	Dengaon	Plain	BU/AO	BU/AO	BT	10.0		E	1.1	1.0	12.1		1.0	1.1		Refer Appendix 4.2											
95	58+400	58+600	200	NH-29	Dengaon	Plain	Plantation	BU/AO	BT	10.0		E	1.1	1.0	12.1		0.2	0.9		Refer Appendix 4.2											
96	58+600	58+800	200	NH-29	Dengaon	Plain	Plantation	BU/AO	BT	10.0		E	1.1	1.0	12.1		0.6	0.6		Refer Appendix 4.2											
97	58+800	59+000	200	NH-29	Dengaon	Plain	Plantation	A/O	BT	10.0		E	1.1	1.0	12.1		0.4	1		Refer Appendix 4.2											
98	59+000	59+200	200	NH-29	Dengaon	Plain	Plantation	A/O	BT	10.0		E	1.0	1.0	12.0		1.5	0.8		Refer Appendix 4.2											
99	59+200	59+400	200	NH-29	Dengaon	Plain	Plantation	A/O	BT	10.0		E	1.0	1.0	12.0		0.3	1.4		Refer Appendix 4.2											
100	59+400	59+600	200	NH-29	Dengaon	Plain	Plantation	A/O	BT	10.0		E	1.0	1.0	12.0		-1.00	1.7		Refer Appendix 4.2											Cut Section Lhs Side
101	59+600	59+800	200	NH-29	Dengaon	Plain	Plantation	A/O	BT	10.0		E	1.0	1.0	12.0		0.8	2.1		Refer Appendix 4.2											
102	59+800	60+000	200	NH-29	Dengaon	Plain	Plantation	A/O	BT	10.0		E	1.0	1.0	12.0		1.1	1.7		Refer Appendix 4.2											
103	60+000	60+200	200	NH-29	Dengaon	Plain	Plantation	BU/AO	BT	10.0		E	1.0	1.0	12.0		1.5	1.9		Refer Appendix 4.2											
104	60+200	60+400	200	NH-29	Dengaon	Plain	Plantation	BU/AO	BT	10.0		E	1.0	1.0	12.0		-1.00	2.5		Refer Appendix 4.2											Cut Section Lhs Side
105	60+400	60+600	200	NH-29	Dengaon	Plain	A/O	BU/AO	BT	10.0		E	1.0	1.0	12.0		1.4	2.5		Refer Appendix 4.2											
106	60+600	60+800	200	NH-29	Dengaon	Plain	A/O	BU/AO	BT	10.0		E	1.0	1.0	12.0		1.4	3.2		Refer Appendix 4.2											
107	60+800	61+000	200	NH-29	Dengaon	Plain	A/O	BU/AO	BT	10.0		E	1.0	1.0	12.0		1.5	1.3		Refer Appendix 4.2											
108	61+000	61+200	200	NH-29	Dengaon	Plain	A/O	A/O	BT	10.0		E	0.8	0.8																	

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Sl. No.	Existing Chainage		Length (m)	Road Segment	Name of Village/Town	Terrain (Plain/ Rolling/ Hilly)	Land Use		Carriageway			Shoulder along		Formation Width (m)	Observed Right of Way (m)	Average		Water Body Side/ Offset (m)	Details of Cross Road			Drain					Sub- mergence	Remarks			
	From km	To km					Left	Right	Type	Avg. Width (m)	Condition	Type	Avg. Width Left			Right	Type of Jn		Leading to	Type and C/W Width	Left			Right							
																					Type	Width (m)	Condition	Type	Width (m)	Condition					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
146	68+600	68+800	200	NH-29	Dokmoka	Plain	A/O	A/O	BT	10.0		E	1.1	1.1	12.2		2.8	3		Refer Appendix 4.2											
147	68+800	69+000	200	NH-29	Langhin	Plain	A/O	A/O	BT	10.0		E	1.1	1.1	12.2		2.8	3		Refer Appendix 4.2											
148	69+000	69+200	200	NH-29	Langhin	Plain	A/O	A/O	BT	10.0		E	0.9	0.9	11.8		3	3.1		Refer Appendix 4.2											
149	69+200	69+400	200	NH-29	Langhin	Plain	A/O	A/O	BT	10.0		E	0.9	0.9	11.8		3.3	3.3		Refer Appendix 4.2											
150	69+400	69+600	0+200	NH-29	Langhin	Plain	BU/AO	BU/AO	BT	10.0		E	0.9	0.9	11.8		2.5	2.5		Refer Appendix 4.2											
151	69+600	69+800	200	NH-29	Langhin	Plain	BU/AO	BU/AO	BT	10.0		E	0.9	0.9	11.8		2.6	2.1		Refer Appendix 4.2											
152	69+800	70+000	200	NH-29	Langhin	Plain	BU/AO	BU/AO	BT	10.0		E	0.9	0.9	11.8		2.6	3		Refer Appendix 4.2											
153	70+000	70+200	200	NH-29	Langhin	Plain	BU/AO	BU/AO	BT	9.0		E	0.9	0.9	10.8		2.6	2.8		Refer Appendix 4.2											
154	70+200	70+400	200	NH-29	Langhin	Plain	BU/AO	BU/AO	BT	9.0		E	0.9	0.9	10.8		2.3	2.5		Refer Appendix 4.2											
155	70+400	70+600	200	NH-29	Langhin	Plain	BU/AO	BU/AO	BT	9.0		E	0.9	0.9	10.8		2.4	2.1		Refer Appendix 4.2											
156	70+600	70+800	200	NH-29	Langhin	Plain	BU/AO	BU/AO	BT	9.0		E	0.9	0.9	10.8		2.8	2.8		Refer Appendix 4.2											
157	70+800	71+000	200	NH-29	Langhin	Plain	BU/AO	BU/AO	BT	9.0		E	0.9	0.9	10.8		2.8	2.8		Refer Appendix 4.2											
158	71+000	71+200	200	NH-29	Langhin	Plain	BU/AO	BU/AO	BT	9.0		E	0.9	0.9	10.8		2.1	2.1		Refer Appendix 4.2											
159	71+200	71+400	200	NH-29	Langhin	Plain	BU	BU	BT	9.0		E	0.9	0.9	10.8		0.2	0.4		Refer Appendix 4.2											
160	71+400	71+600	200	NH-29	Langhin	Plain	BU	BU	BT	9.0		E	0.9	0.9	10.8		0.2	0.3		Refer Appendix 4.2											
161	71+600	71+800	200	NH-29	Langhin	Plain	BU/AO	BU/AO	BT	9.0		E	0.9	0.9	10.8		2	1.5		Refer Appendix 4.2											
162	71+800	72+000	200	NH-29	Langhin	Plain	BU/AO	BU/AO	BT	9.0		E	1.2	1.2	11.4		1.5	1.6		Refer Appendix 4.2											
163	72+000	72+200	200	NH-29	Langhin	Plain	BU/AO	BU/AO	BT	9.0		E	1.2	1.2	11.4		2.1	2.1		Refer Appendix 4.2											
164	72+200	72+400	200	NH-29	Langhin	Plain	BU/AO	BU/AO	BT	9.0		E	1.2	1.2	11.4		1.9	2.3		Refer Appendix 4.2											
165	72+400	72+600	200	NH-29	Langhin	Plain	BU/AO	BU/AO	BT	9.0		E	1.2	1.2	11.4		2.4	2.3		Refer Appendix 4.2											
166	72+600	72+800	200	NH-29	Pholoni	Plain	BU/AO	BU/AO	BT	9.0		E	1.2	1.2	11.4		2.7	2.5		Refer Appendix 4.2											
167	72+800	73+000	200	NH-29	Pholoni	Plain	BU/AO	BU/AO	BT	9.0		E	1.2	1.2	11.4		2.8	2.1		Refer Appendix 4.2											
168	73+000	73+200	200	NH-29	Pholoni	Plain	BU/AO	BU/AO	BT	9.0		E	1.2	1.2	11.4		2.8	3.1		Refer Appendix 4.2											
169	73+200	73+400	200	NH-29	Pholoni	Plain	A/O	A/O	BT	9.0		E	1.2	1.2	11.4		2.9	2.9		Refer Appendix 4.2											
170	73+400	73+600	200	NH-29	Pholoni	Plain	A/O	A/O	BT	9.0		E	1.2	1.2	11.4		2.9	2.9		Refer Appendix 4.2											
171	73+600	73+800	200	NH-29	Pholoni	Plain	A/O	A/O	BT	9.0		E	1.2	1.2	11.4		2.9	2.9		Refer Appendix 4.2											
172	73+800	74+000	200	NH-29	Pholoni	Plain	A/O	A/O	BT	9.0		E	1.2	1.2	11.4		3	3		Refer Appendix 4.2											
173	74+000	74+200	200	NH-29	Pholoni	Plain	A/O	A/O	BT	9.0		E	1.2	1.2	11.4		2.9	2.9		Refer Appendix 4.2											
174	74+200	74+400	200	NH-29	Pholoni	Plain	A/O	A/O	BT	9.0		E	1.2	1.2	11.4		2.6	2.9		Refer Appendix 4.2											
175	74+400	74+600	200	NH-29	Pholoni	Plain	A/O	A/O	BT	9.0		E	1.2	1.2	11.4		2.9	2.9		Refer Appendix 4.2											
176	74+600	74+800	200	NH-29	Pholoni	Plain	A/O	A/O	BT	9.0		E	1.2	1.2	11.4		2.7	2.8		Refer Appendix 4.2											
177	74+800	75+000	200	NH-29	Pholoni	Plain	BU	BU	BT	9.0		E	1.2	1.2	11.4		2.5	2.5		Refer Appendix 4.2											
178	75+000	75+200	200	NH-29	Pholoni	Plain	BU	BU	BT	9.0		E	1.2	1.2	11.4		0.6	0.6		Refer Appendix 4.2											
179	75+200	75+400	200	NH-29	Pholoni	Plain	BU/AO	BU/AO	BT	9.0		E	1.2	1.2	11.4		2.6	2.8		Refer Appendix 4.2											
180	75+400	75+600	200	NH-29	Pholoni	Plain	BU/AO	BU/AO	BT	9.0		E	1.2	1.2	11.4		2.6	2.7		Refer Appendix 4.2											
181	75+600	75+800	200	NH-29	Pholoni	Plain	BU/AO	BU/AO	BT	9.0		E	1.2	1.2	11.4		2.8	2.6		Refer Appendix 4.2											
182	75+800	76+000	200	NH-29	Pholoni	Plain	BU/AO	BU/AO	BT	9.0		E	1.2	1.2	11.4		2.8	2.9		Refer Appendix 4.2											
183	76+000	76+200	200	NH-29	Pholoni	Plain	A/O	A/O	BT	9.0		E	1.2	1.2	11.4		2.9	3.1		Refer Appendix 4.2											
184	76+200	76+400	200	NH-29	Pholoni	Plain	A/O	A/O	BT	9.0		E	1.2	1.2	11.4		2.7	3		Refer Appendix 4.2											
185	76+400	76+600	200	NH-29	Pholoni	Plain	A/O	A/O	BT	9.0		E	1.2	1.2	11.4		2.9	3.1		Refer Appendix 4.2											
186	76+600	76+800	200	NH-29	Pholoni	Plain	A/O	A/O	BT	9.0		E	1.2	1.2	11.4		2.7	2.9		Refer Appendix 4.2											
187	76+800	77+000	200	NH-29	Pholoni	Plain	A/O	A/O	BT	9.0		E	1.2	1.2	11.4		2.9	2.9		Refer Appendix 4.2											
188	77+000	77+200	200	NH-29	Pholoni	Plain	A/O	A/O	BT	9.0		E	1.2	1.2	11.4		2.7	2.7		Refer Appendix 4.2											
189	77+200	77+400	200	NH-29	Pholoni	Plain	A/O	A/O	BT	9.0		E	1.2	1.2	11.4		3.1	3.2		Refer Appendix 4.2											

Appendix 4.1 :Road Inventory NH 29

Sl. No.	Existing Chainage		Length (m)	Road Segment	Name of Village/Town	Terrain (Plain/ Rolling/ Hilly)	Land Use		Carriageway			Shoulder along		Formation Width (m)	Observed Right of Way (m)	Average Embankmen		Water Body Side/ Offset (m)	Details of Cross Road			Drain					Sub- mergence	Remarks			
	From km	To km					Left	Right	Type	Avg. Width (m)	Condition	Type	Avg. Width			Left	Right		Type of Jn	Leading to	Type and C/W Width	Left			Right						
													Type									Width (m)	Condition	Type	Width (m)	Condition					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
222	83+800	84+000	200	NH-29	Karok	Plain	A/O	A/O	BT	10.0		E	1.2	1.2	12.4		2.9	0.9		Refer Appendix 4.2											
223	84+000	84+200	200	NH-29	Karok	Plain	A/O	A/O	BT	10.0		E	1.2	1.2	12.4		2.9	2.9		Refer Appendix 4.2											
224	84+200	84+400	200	NH-29	Karok	Plain	A/O	A/O	BT	10.0		E	1.2	1.2	12.4		2.9	2.9		Refer Appendix 4.2											
225	84+400	84+600	200	NH-29	Karok	Plain	A/O	A/O	BT	10.0		E	1.2	1.2	12.4		2.9	2.9		Refer Appendix 4.2											
226	84+600	84+800	200	NH-29	Karok	Plain	A/O	A/O	BT	10.0		E	1.2	1.2	12.4		2.6	2.9		Refer Appendix 4.2											
227	84+800	85+000	200	NH-29	Karok	Plain	BU/AO	BU/AO	BT	10.0		E	1.2	1.2	12.4		1.5	2.6		Refer Appendix 4.2											
228	85+000	85+200	200	NH-29	Karok	Plain	BU	BU	BT	10.0		E	1.2	1.2	12.4		1.5	1.6		Refer Appendix 4.2											
229	85+200	85+400	200	NH-29	Karok	Plain	BU	BU	BT	10.0		E	1.2	1.2	12.4		1.5	1.2		Refer Appendix 4.2											
230	85+400	85+600	200	NH-29	Karok	Plain	A/O	A/O	BT	10.0		E	1.2	1.2	12.4		2.6	2.7		Refer Appendix 4.2											
231	85+600	85+800	200	NH-29	Karok	Plain	A/O	A/O	BT	10.0		E	1.2	1.2	12.4		2.6	2.6		Refer Appendix 4.2											
232	85+800	86+000	200	NH-29	Karok	Plain	A/O	A/O	BT	10.0		E	1.2	1.2	12.4		2	2		Refer Appendix 4.2											
233	86+000	86+200	200	NH-29	Karok	Plain	A/O	A/O	BT	10.0		E	1.2	1.2	12.4		1.9	1.9		Refer Appendix 4.2											
234	86+200	86+400	200	NH-29	Karok	Plain	BU/AO	BU/AO	BT	10.0		E	1.2	1.2	12.4		1.9	1.9		Refer Appendix 4.2											
235	86+400	86+600	200	NH-29	Bakalia	Plain	BU/AO	BU/AO	BT	10.0		E	1.2	1.2	12.4		2.4	2.1		Refer Appendix 4.2											
236	86+600	86+800	200	NH-29	Bakalia	Plain	BU/AO	BU/AO	BT	10.0		E	1.2	1.2	12.4		1.6	1.6		Refer Appendix 4.2											
237	86+800	87+000	200	NH-29	Bakalia	Plain	BU/AO	BU/AO	BT	10.0		E	1.2	1.2	12.4		0.7	0.6		Refer Appendix 4.2											
238	87+000	87+200	200	NH-29	Bakalia	Plain	BU/AO	BU/AO	BT	10.0		E	1.2	1.2	12.4		1.4	1		Refer Appendix 4.2											
239	87+200	87+400	200	NH-29	Bakalia	Plain	BU/AO	BU/AO	BT	10.0		E	1.2	1.2	12.4		1.4	1.8		Refer Appendix 4.2											
240	87+400	87+600	200	NH-29	Bakalia	Plain	A/O	BU/AO	BT	10.0		E	1.2	1.2	12.4		2.5	2.5		Refer Appendix 4.2											
241	87+600	87+800	200	NH-29	Bakalia	Plain	A/O	A/O	BT	10.0		E	1.2	1.2	12.4		2.5	1.9		Refer Appendix 4.2											
242	87+800	88+000	200	NH-29	Bakalia	Plain	A/O	A/O	BT	10.0		E	1.2	1.2	12.4		2.8	2.8		Refer Appendix 4.2											
243	88+000	88+200	200	NH-29	Bakalia	Plain	A/O	A/O	BT	10.0		E	1.2	1.2	12.4		2.9	2.9		Refer Appendix 4.2											
244	88+200	88+400	200	NH-29	Bakalia	Plain	A/O	A/O	BT	10.0		E	1.2	1.2	12.4		3	3.1		Refer Appendix 4.2											
245	88+400	88+600	200	NH-29	Bakalia	Plain	A/O	A/O	BT	10.0		E	1.2	1.2	12.4		2.9	3.1		Refer Appendix 4.2											
246	88+600	88+800	200	NH-29	Bakalia	Plain	A/O	A/O	BT	10.0		E	1.2	1.2	12.4		3	3		Refer Appendix 4.2											
247	88+800	89+000	200	NH-29	Bakalia	Plain	A/O	A/O	BT	10.0		E	1.2	1.2	12.4		3.3	2.5		Refer Appendix 4.2											
248	89+000	89+200	200	NH-29	Bakalia	Plain	A/O	A/O	BT	10.0		E	1.2	1.2	12.4		1.5	1.5		Refer Appendix 4.2											
249	89+200	89+400	200	NH-29	Bakalia	Plain	BU/AO	BU/AO	BT	10.0		E	1.2	1.2	12.4		1.4	1.5		Refer Appendix 4.2											
250	89+400	89+600	200	NH-29	Bakalia	Plain	BU/AO	BU/AO	BT	10.0		E	1.2	1.2	12.4		1.3	1.3		Refer Appendix 4.2											
251	89+600	89+800	200	NH-29	Bakalia	Plain	BU/AO	BU/AO	BT	10.0		E	1.2	1.2	12.4		1.2	1.2		Refer Appendix 4.2											
252	89+800	90+000	200	NH-29	Bakalia	Plain	BU/AO	BU/AO	BT	10.0		E	1.2	1.2	12.4		1.4	1.4		Refer Appendix 4.2											
253	90+000	90+200	200	NH-29	Bakalia	Plain	BU/AO	BU/AO	BT	10.0		E	1.2	1.1	12.3		1	1		Refer Appendix 4.2											
254	90+200	90+400	200	NH-29	Bakalia	Plain	BU/AO	BU/AO	BT	10.0		E	1.2	1.1	12.3		1.1	1.2		Refer Appendix 4.2											
255	90+400	90+600	200	NH-29	Bakalia	Plain	BU/AO	BU/AO	BT	10.0		E	1.2	1.1	12.3		1.1	1.2		Refer Appendix 4.2											
256	90+600	90+800	200	NH-29	Bakalia	Plain	BU/AO	BU/AO	BT	10.0		E	1.2	1.1	12.3		1.1	1.1		Refer Appendix 4.2											
257	90+800	91+000	200	NH-29	Bakalia	Plain	BU/AO	BU/AO	BT	10.0		E	1.2	1.1	12.3		1.3	1.3		Refer Appendix 4.2											
258	91+000	91+200	200	NH-29	Bakalia	Plain	BU/AO	BU/AO	BT	10.0		E	1.2	1.1	12.3		0.5	0.5		Refer Appendix 4.2											
259	91+200	91+400	200	NH-29	Bakalia	Plain	BU	BU	BT	10.0		E	1.2	1.1	12.3		0.5	0.5		Refer Appendix 4.2											
260	91+400	91+600	200	NH-29	Bakalia	Plain	BU	BU	BT	10.0		E	1.2	1.1	12.3		0.5	0.5		Refer Appendix 4.2											
261	91+600	91+800	200	NH-29	Bakalia	Plain	BU	BU	BT	10.0		E	1.2	1.1	12.3		0.3	0.3		Refer Appendix 4.2											
262	91+800	92+000	200	NH-29	Bakalia	Plain	BU	BU	BT	10.0		E	1.2	1.1	12.3		0.2	0.2		Refer Appendix 4.2											
263	92+000	92+200	200	NH-29	Bakalia	Plain	BU	BU	BT	10.0		E	1.2	1.1	12.3		0.2	0.2		Refer Appendix 4.2											
264	92+200	92+400	200	NH-29	Bakalia	Plain	BU	BU	BT	10.0		E	1.2	1.1	12.3		0.2	0.2		Refer Appendix 4.2											
265	92+400	92+600	200	NH-29	Bakalia	Plain	BU/AO	BU/AO	BT	10.0		E	1.2	1.1	12.3		0.2	0.2		Refer Appendix 4.2											
266	9																														

Appendix 4.1 :Road Inventory NH 29

Sl. No.	Existing Chainage		Length (m)	Road Segment	Name of Village/Town	Terrain (Plain/ Rolling/ Hilly)	Land Use		Carriageway			Shoulder along			Formation Width (m)	Observed Right of Way (m)	Average Embankmen		Water Body Side/ Offset (m)	Details of Cross Road			Drain						Sub- mergence	Remarks	
	From km	To km					Left	Right	Type	Avg. Width (m)	Condition	Type	Avg. Width Left	Right			Type of Jn	Leading to		Type and C/W Width	Left			Right							
																					Type	Width (m)	Condition	Type	Width (m)	Condition					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
298	99+000	99+200	200	NH-29	Patradisha	Plain	A/O	A/O	BT	10.0		E	1.0	1.0	12.0		-0.70	0.2		Refer Appendix 4.2											Cut Section Lhs Side
299	99+200	99+400	200	NH-29	Disobai	Plain	A/O	A/O	BT	10.0		E	1.0	1.0	12.0		0.5	1.1		Refer Appendix 4.2											
300	99+400	99+600	200	NH-29	Disobai	Plain	A/O	A/O	BT	10.0		E	1.0	1.0	12.0		-2.60	0.9		Refer Appendix 4.2											Cut Section Lhs Side
301	99+600	99+800	200	NH-29	Disobai	Plain	A/O	A/O	BT	10.0		E	1.0	1.0	12.0		1.6	2.6		Refer Appendix 4.2											
302	99+800	100+000	200	NH-29	Disobai	Plain	A/O	A/O	BT	10.0		E	1.0	1.0	12.0		0.7	1.6		Refer Appendix 4.2											
303	100+000	100+200	200	NH-29	Disobai	Plain	A/O	A/O	BT	10.0		E	1.0	1.0	12.0		0.4	2.7		Refer Appendix 4.2											
304	100+200	100+400	200	NH-29	Disobai	Plain	A/O	A/O	BT	10.0		E	1.0	1.0	12.0		-1.10	1.2		Refer Appendix 4.2											Cut Section Lhs Side
305	100+400	100+600	200	NH-29	Disobai	Plain	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		0.3	-0.50		Refer Appendix 4.2											Cut Section Rhs Side
306	100+600	100+800	200	NH-29	Disobai	Plain	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		0.8	0.8		Refer Appendix 4.2											
307	100+800	101+000	200	NH-29	Disobai	Plain	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		0.5	1.5		Refer Appendix 4.2											
308	101+000	101+200	200	NH-29	Disobai	Plain	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		2.2	2.3		Refer Appendix 4.2											
309	101+200	101+400	200	NH-29	Disobai	Plain	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		2.3	2.2		Refer Appendix 4.2											
310	101+400	101+600	200	NH-29	Disobai	Plain	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		2.6	2.5		Refer Appendix 4.2											
311	101+600	101+800	200	NH-29	Langbiik	Plain	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		1.2	1.8		Refer Appendix 4.2											
312	101+800	102+000	200	NH-29	Langbiik	Plain	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		0.7	0.6		Refer Appendix 4.2											
313	102+000	102+200	200	NH-29	Langbiik	Plain	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		1.7	1.7		Refer Appendix 4.2											
314	102+200	102+400	200	NH-29	Langbiik	Plain	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		0.6	1.2		Refer Appendix 4.2											
315	102+400	102+600	200	NH-29	Langbiik	Plain	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		0.6	0.6		Refer Appendix 4.2											
316	102+600	102+800	200	NH-29	Langbiik	Plain	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		0.6	0.6		Refer Appendix 4.2											
317	102+800	103+000	200	NH-29	Langbiik	Plain	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		0.9	1.4		Refer Appendix 4.2											
318	103+000	103+200	200	NH-29	Langbiik	Plain	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		1.3	2.5		Refer Appendix 4.2											
319	103+200	103+400	200	NH-29	Langbiik	Plain	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		1.1	2.7		Refer Appendix 4.2											
320	103+400	103+600	200	NH-29	Langbiik	Plain	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		1.9	1.6		Refer Appendix 4.2											
321	103+600	103+800	200	NH-29	Langbiik	Plain	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		1.3	1.3		Refer Appendix 4.2											
322	103+800	104+000	200	NH-29	Langbiik	Plain	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		1.3	1.9		Refer Appendix 4.2											
323	104+000	104+200	200	NH-29	Langbiik	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		1	1.6		Refer Appendix 4.2											
324	104+200	104+400	200	NH-29	Langbiik	Rolling	F	F	BT	10.0		E	0.8	0.8	11.6		2.5	2.5		Refer Appendix 4.2											
325	104+400	104+600	200	NH-29	Langbiik	Rolling	F	F	BT	10.0		E	0.8	0.8	11.6		1	1		Refer Appendix 4.2											
326	104+600	104+800	200	NH-29	Langbiik	Rolling	F	F	BT	10.0		E	0.8	0.8	11.6		1.1	1.1		Refer Appendix 4.2											
327	104+800	105+000	200	NH-29	Langbiik	Rolling	F	F	BT	10.0		E	0.8	0.8	11.6		1	1		Refer Appendix 4.2											
328	105+000	105+200	200	NH-29	Langbiik	Rolling	F	F	BT	10.0		E	0.8	0.8	11.6		1.5	1.5		Refer Appendix 4.2											
329	105+200	105+400	200	NH-29	Langbiik	Rolling	F	F	BT	10.0		E	0.8	0.8	11.6		1	1.2		Refer Appendix 4.2											
330	105+400	105+600	200	NH-29	Langbiik	Rolling	F	F	BT	10.0		E	0.8	0.8	11.6		0.8	0.8		Refer Appendix 4.2											
331	105+600	105+800	200	NH-29	Langbiik	Rolling	F	F	BT	10.0		E	0.8	0.8	11.6		0.6	0.9		Refer Appendix 4.2											
332	105+800	106+000	200	NH-29	Langbiik	Rolling	F	F	BT	10.0		E	0.8	0.8	11.6		0.5	1.1		Refer Appendix 4.2											
333	106+000	106+200	200	NH-29	Langbiik	Rolling	F	F	BT	10.0		E	0.8	0.8	11.6		-1.50	4		Refer Appendix 4.2											Cut Section Lhs Side
334	106+200	106+400	200	NH-29	Langbiik	Rolling	F	F	BT	10.0		E	0.8	0.8	11.6		-3.00	3		Refer Appendix 4.2											Cut Section Lhs Side
335	106+400	106+600	200	NH-29	Langbiik	Rolling	F	F	BT	10.0		E	0.8	0.8	11.6		-2.00	2.5		Refer Appendix 4.2											Cut Section Lhs Side
336	106+600																														

Appendix 4.1 :Road Inventory NH 29

Sl. No.	Existing Chainage		Length (m)	Road Segment	Name of Village/Town	Terrain (Plain/ Rolling/ Hilly)	Land Use		Carriageway			Shoulder along			Formation Width (m)	Observed Right of Way (m)	Average Embankmen			Water Body Side/ Offset (m)	Details of Cross Road			Drain					Sub- mergence	Remarks	
	From km	To km					Left	Right	Type	Avg. Width (m)	Condition	Type	Avg. Width Left	Right			Type of Jn	Leading to	Type and C/W Width		Left			Right							
																					Type	Width (m)	Condition	Type	Width (m)	Condition					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
363	112+000	112+200	200	NH-29	Taralangso	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		0.5	2.9		Refer Appendix 4.2											
364	112+200	112+400	200	NH-29	Taralangso	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		2.5	2.5		Refer Appendix 4.2											
365	112+400	112+600	200	NH-29	Taralangso	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		2.5	2.5		Refer Appendix 4.2											
366	112+600	112+800	200	NH-29	Taralangso	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		2.6	2.7		Refer Appendix 4.2											
367	112+800	113+000	200	NH-29	Taralangso	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		2.5	2.5		Refer Appendix 4.2											
368	113+000	113+200	200	NH-29	Taralangso	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		-1.30	2.6		Refer Appendix 4.2											Cut Section Lhs Side
369	113+200	113+400	200	NH-29	Taralangso	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		-1.00	2.6		Refer Appendix 4.2											Cut Section Lhs Side
370	113+400	113+600	200	NH-29	Taralangso	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		0.1	1.3		Refer Appendix 4.2											
371	113+600	113+800	200	NH-29	Taralangso	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		-0.70	1.3		Refer Appendix 4.2											Cut Section Lhs Side
372	113+800	114+000	200	NH-29	Taralangso	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		-1.10	0.5		Refer Appendix 4.2											Cut Section Lhs Side
373	114+000	114+200	200	NH-29	Taralangso	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		2.6	2.6		Refer Appendix 4.2											
374	114+200	114+400	200	NH-29	RamsaPathar	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		1.1	1.8		Refer Appendix 4.2											
375	114+400	114+600	200	NH-29	RamsaPathar	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		-1.20	2.7		Refer Appendix 4.2											Cut Section Lhs Side
376	114+600	114+800	200	NH-29	RamsaPathar	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		-0.70	2.9		Refer Appendix 4.2											Cut Section Lhs Side
377	114+800	115+000	200	NH-29	RamsaPathar	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		-0.70	1.2		Refer Appendix 4.2											Cut Section Lhs Side
378	115+000	115+200	200	NH-29	RamsaPathar	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		0.5	1.1		Refer Appendix 4.2											
379	115+200	115+400	200	NH-29	RamsaPathar	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		1.9	-0.50		Refer Appendix 4.2											Cut Section Rhs Side
380	115+400	115+600	200	NH-29	RamsaPathar	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		1.9	-0.80		Refer Appendix 4.2											Cut Section Rhs Side
381	115+600	115+800	200	NH-29	RamsaPathar	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		1.9	-0.60		Refer Appendix 4.2											Cut Section Rhs Side
382	115+800	116+000	200	NH-29	RamsaPathar	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		-0.50	1		Refer Appendix 4.2											Cut Section Lhs Side
383	116+000	116+200	200	NH-29	RamsaPathar	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		2.4	2.4		Refer Appendix 4.2											
384	116+200	116+400	200	NH-29	RamsaPathar	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		1	2.3		Refer Appendix 4.2											
385	116+400	116+600	200	NH-29	RamsaPathar	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		-1.00	2.9		Refer Appendix 4.2											Cut Section Lhs Side
386	116+600	116+800	200	NH-29	RamsaPathar	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		-1.20	3.3		Refer Appendix 4.2											Cut Section Lhs Side
387	116+800	117+000	200	NH-29	RamsaPathar	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		-0.50	3.2		Refer Appendix 4.2											Cut Section Lhs Side
388	117+000	117+200	200	NH-29	Longsomepi	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		0.5	2.9		Refer Appendix 4.2											
389	117+200	117+400	200	NH-29	Longsomepi	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		0.4	2.8		Refer Appendix 4.2											
390	117+400	117+600	200	NH-29	Longsomepi	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		0.4	2.8		Refer Appendix 4.2											
391	117+600	117+800	200	NH-29	Longsomepi	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		-2.50	2.5		Refer Appendix 4.2											Cut Section Lhs Side
392	117+800	118+000	200	NH-29	Longsomepi	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		-1.80	1.4		Refer Appendix 4.2											Cut Section Lhs Side
393	118+000	118+200	200	NH-29	Longsomepi	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		-0.50	1.2		Refer Appendix 4.2											Cut Section Lhs Side/118+140 Water Stagged on Road
394	118+200	118+400	200	NH-29	Longsomepi	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		-0.60	1.5		Refer Appendix 4.2											Cut Section Lhs Side
395	118+400	118+600	200	NH-29	Longsomepi	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		-0.60	1.6		Refer Appendix 4.2											Cut Section Lhs Side
396	118+600	118+800	200	NH-29	Longsomepi	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		-2.20	2.8		Refer Appendix 4.2											Cut Section Lhs Side
397	118+800	119+000	200	NH-29	Longsomepi	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		-2.30	2.9		Refer Appendix 4.2											Cut Section Lhs Side
398	119+000	119+200	200	NH-29	Longnit	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		-2.10	3		Refer Appendix 4.2											Cut Section Lhs Side
399	119+200	119+400	200	NH-29	Longnit	Rolling	A/O	A/O	BT	10.0		E	0.8	0.8	11.6		-1.20	0.9		Refer Appendix 4.2											Cut Section Lhs Side
400	119+400	119+600	200	NH-2																											

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Sl. No.	Existing Chainage		Length (m)	Road Segment	Name of Village/Town	Terrain (Plain/ Rolling/ Hilly)	Land Use		Carriageway		Shoulder along		Formation Width (m)	Observed Right of Way (m)	Average Embankment		Water Body Side/ Offset (m)	Details of Cross Road			Drain					Sub- mergence	Remarks				
	From km	To km					Left	Right	Type	Avg. Width (m)	Condition	Type			Avg. Width Left	Right		Type of Jn	Leading to	Type and C/W Width	Left		Right								
																					Type	Width (m)	Condition	Type	Width (m)			Condition			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
438	127+000	127+200	200	NH-29	Manja	Plain	BU/AO	BU/AO	BT	9.0		E	1.3	1.3	11.6		2.1	2.1		Refer Appendix 4.2											
439	127+200	127+400	200	NH-29	Manja	Plain	BU/AO	BU/AO	BT	9.0		E	1.3	1.3	11.6		4	4		Refer Appendix 4.2											
440	127+400	127+600	200	NH-29	Manja	Plain	BU/AO	BU/AO	BT	9.0		E	1.3	1.3	11.6		3.8	3.8		Refer Appendix 4.2											
441	127+600	127+800	200	NH-29	Manja	Plain	BU	BU	BT	9.0		E	1.3	1.3	11.6		1.3	1.3		Refer Appendix 4.2											
442	127+800	128+000	200	NH-29	Manja	Plain	BU	BU	BT	9.0		E	1.3	1.3	11.6		0.2	0.2		Refer Appendix 4.2											
443	128+000	128+200	200	NH-29	Manja	Plain	BU	BU	BT	9.0		E	1.3	1.3	11.6		0.1	0.1		Refer Appendix 4.2											
444	128+200	128+400	200	NH-29	Manja	Plain	BU	BU	BT	9.0		E	1.3	1.3	11.6		0.1	0.1		Refer Appendix 4.2											
445	128+400	128+600	200	NH-29	Manja	Plain	BU	BU	BT	9.8		BT	2.0	2.0	13.8		0.1	0.1		Refer Appendix 4.2											
446	128+600	128+800	200	NH-29	Manja	Plain	BU	A/O	BT	9.8		E	2.0	2.0	13.8		1.4	0.1		Refer Appendix 4.2											
447	128+800	129+000	200	NH-29	Manja	Plain	BU	A/O	BT	9.8		E	2.0	2.0	13.8		1.4	0.1			Refer Appendix 4.2	Lined	0.5	Fair							
448	129+000	129+200	200	NH-29	Manja	Plain	BU	A/O	BT	9.8		E	2.0	2.0	13.8		3.0	0.1			Refer Appendix 4.2	Lined	0.5	Fair							
449	129+200	129+400	200	NH-29	Manja	Plain	BU	A/O	BT	9.8		E	2.0	2.0	13.8		1.2	0.1		Refer Appendix 4.2											
450	129+400	129+600	200	NH-29	Manja	Plain	A/O	A/O	BT	9.8		E	1.3	1.3	12.4		1.0	0.1		Refer Appendix 4.2											
451	129+600	129+800	200	NH-29	Manja	Plain	A/O	A/O	BT	9.8		E	1.3	1.3	12.4		2.0	0.1		Refer Appendix 4.2											
452	129+800	130+000	200	NH-29	Manja	Plain	A/O	A/O	BT	9.8		E	1.3	1.3	12.4		2.5	2.0		Refer Appendix 4.2											
453	130+000	130+000	0	NH-29	Manja	Plain	A/O	A/O	BT	9.8		E	0.9	0.9	11.6		2.5	3.5		Refer Appendix 4.2											
454	130+000	130+200	200	NH-29	Manja	Plain	A/O	A/O	BT	9.8		E	0.9	0.9	11.6		0.5	0.2		Refer Appendix 4.2											
455	130+200	130+400	200	NH-29	Pongabari	Plain	A/O	A/O	BT	9.8		E	0.9	0.9	11.6		1.0	7.0		Refer Appendix 4.2											
456	130+400	130+600	200	NH-29	Pongabari	Plain	A/O	A/O	BT	9.8		E	0.9	0.9	11.6		0.5	5.0		Refer Appendix 4.2											
457	130+600	130+800	200	NH-29	Pongabari	Plain	A/O	A/O	BT	9.8		E	0.9	0.9	11.6		-2.10	5.0		Refer Appendix 4.2											LHS Cutting
458	130+800	131+000	200	NH-29	Pongabari	Plain	A/O	A/O	BT	10.0		E	0.9	0.9	11.8		-2.10	0.4		Refer Appendix 4.2											LHS Cutting
459	131+000	131+200	200	NH-29	Pongabari	Plain	A/O	A/O	BT	10.0		E	0.9	0.9	11.8		1.0	3.0		Refer Appendix 4.2											
460	131+200	131+400	200	NH-29	Pongabari	Plain	A/O	A/O	BT	10.0		E	0.9	0.9	11.8		1.5	3.0		Refer Appendix 4.2											
461	131+400	131+600	200	NH-29	Pongabari	Rolling	A/O	A/O	BT	10.0		E	1.0	1.0	12.0		2.9	1.5		Refer Appendix 4.2											
462	131+600	131+800	200	NH-29	Pongabari	Rolling	A/O	A/O	BT	10.0		E	1.0	1.0	12.0		-2.50	1.5		Refer Appendix 4.2											LHS Cutting
463	131+800	132+000	200	NH-29	Pongabari	Rolling	A/O	A/O	BT	10.0		E	1.0	1.0	12.0		-0.80	6.0		Refer Appendix 4.2											LHS Cutting
464	132+000	132+200	200	NH-29	Pongabari	Rolling	A/O	A/O	BT	10.0		E	1.0	1.0	12.0		5.0	2.0		Refer Appendix 4.2											
465	132+200	132+400	200	NH-29	Pongabari	Rolling	A/O	A/O	BT	10.0		E	0.9	0.9	11.8		2.0	-2.50		Refer Appendix 4.2											RHS Cutting
466	132+400	132+600	200	NH-29	Pongabari	Rolling	A/O	A/O	BT	10.0		E	0.9	0.9	11.8		2	-2.00		Refer Appendix 4.2											RHS Cutting
467	132+600	132+800	200	NH-29	Pongabari	Rolling	A/O	A/O	BT	10.0		E	0.9	0.9	11.8		-2.00	2.5		Refer Appendix 4.2											LHS Cutting
468	132+800	133+000	200	NH-29	Pongabari	Rolling	A/O	A/O	BT	10.0		E	0.9	0.9	11.8		2.5	3.5		Refer Appendix 4.2											
469	133+000	133+200	200	NH-29	Amlokhi	Rolling	A/O	A/O	BT	10.0		E	0.9	0.9	11.8		-3.00	1.0		Refer Appendix 4.2											LHS Cutting
470	133+200	133+400	200	NH-29	Amlokhi	Rolling	A/O	A/O	BT	10.0		E	0.9	0.9	11.8		2.3	3.0		Refer Appendix 4.2											
471	133+400	133+600	200	NH-29	Amlokhi	Rolling	A/O	A/O	BT	10.0		E	0.9	0.9	11.8		2.7	2.7		Refer Appendix 4.2											
472	133+600	133+800	200	NH-29	Amlokhi	Rolling	A/O	A/O	BT	10.0		E	0.9	0.9	11.8		2.0	2.1		Refer Appendix 4.2											
473	133+800	134+000	200	NH-29	Amlokhi	Rolling	A/O	A/O	BT	10.0		E	0.9	0.9	11.8		3.0	-3.50		Refer Appendix 4.2											RHS Cutting
474	134+000	134+200	200	NH-29	Amlokhi	Rolling	A/O	A/O	BT	9.8		E	0.9	0.9	11.6		3.5	-5.50		Refer Appendix 4.2											RHS Cutting
475	134+200	134+400	200	NH-29	Amlokhi	Rolling	A/O	A/O	BT	9.8		E	0.9	0.9	11.6		6.0	-5.50		Refer Appendix 4.2									</		

Appendix 4.1 :Road Inventory NH 29

Sl. No.	Existing Chainage		Length (m)	Road Segment	Name of Village/Town	Terrain (Plain/ Rolling/ Hilly)	Land Use		Carriageway			Shoulder along			Formation Width (m)	Observed Right of Way (m)	Average		Water Body Side/ Offset (m)	Details of Cross Road			Drain						Sub- mergence	Remarks	
	From km	To km					Left	Right	Type	Avg. Width (m)	Condition	Type	Avg. Width				Left	Right		Type of Jn	Leading to	Type and C/W Width	Left			Right					
													Type	Width (m)									Type	Width (m)	Condition	Type	Width (m)	Condition			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
514	142+000	142+200	200	NH-29	Rangplimplam	Rolling	F	F	BT	10.0		E	0.8	0.8	11.6		3.0	2.0		Refer Appendix 4.2											
515	142+200	142+400	200	NH-29	Rangplimplam	Rolling	F	F	BT	10.0		E	0.8	0.8	11.6		3.0	1.5		Refer Appendix 4.2											
516	142+400	142+600	200	NH-29	Rangplimplam	Rolling	F	F	BT	10.0		E	0.8	0.8	11.6		5.0	1.0		Refer Appendix 4.2											
517	142+600	142+800	200	NH-29	Rangplimplam	Rolling	F	F	BT	10.0		E	0.8	0.8	11.6		5.0	1.0		Refer Appendix 4.2											
518	142+800	143+000	200	NH-29	Rangplimplam	Rolling	F	F	BT	10.0		E	0.8	0.8	11.6		5.0	1.0		Refer Appendix 4.2											
519	143+000	143+200	200	NH-29	Rangplimplam	Rolling	F	F	BT	10.0		E	0.7	0.7	11.4		1.5	1.2		Refer Appendix 4.2											
520	143+200	143+400	200	NH-29	Rangplimplam	Rolling	F	F	BT	10.0		E	0.7	0.7	11.4		1.5	1.2		Refer Appendix 4.2											
521	143+400	143+600	200	NH-29	Choddy Mile	Rolling	F	F	BT	10.0		E	0.7	0.7	11.4		1.5	1.2		Refer Appendix 4.2											
522	143+600	143+800	200	NH-29	Choddy Mile	Rolling	F	F	BT	10.0		E	0.7	0.7	11.4		2.0	3.0		Refer Appendix 4.2											
523	143+800	144+000	200	NH-29	Choddy Mile	Rolling	F	F	BT	10.0		E	0.7	0.7	11.4		-4.00	2.0		Refer Appendix 4.2											LHS Cutting
524	144+000	144+200	200	NH-29	Choddy Mile	Rolling	F	F	BT	10.0		E	0.7	0.7	11.4		2.5	2.5		Refer Appendix 4.2											
525	144+200	144+400	200	NH-29	Choddy Mile	Rolling	F	F	BT	10.0		E	0.7	0.7	11.4		2.0	2.5		Refer Appendix 4.2											
526	144+400	144+600	200	NH-29	Choddy Mile	Rolling	F	F	BT	10.0		E	0.7	0.7	11.4		-1.40	1.3		Refer Appendix 4.2											LHS Cutting
527	144+600	144+800	200	NH-29	Choddy Mile	Rolling	BU	BU	BT	7.0		E	0.7	0.7	8.4		-0.70	-0.70		Refer Appendix 4.2											Both Side Cutting
528	144+800	145+000	200	NH-29	Dilai	Rolling	BU	BU	BT	7.0		E	0.7	0.7	8.4		-1.30	-1.20		Refer Appendix 4.2											Both Side Cutting
529	145+000	145+200	200	NH-29	Dilai	Rolling	BU	BU	BT	7.0		E	0.7	0.7	8.4		0.2	0.2		Refer Appendix 4.2											
530	145+200	145+400	200	NH-29	Dilai	Rolling	F	F	BT	7.0		E	1.2	1.2	9.4		0.2	0.2		Refer Appendix 4.2											
531	145+400	145+600	200	NH-29	Dilai	Rolling	F	F	BT	7.0		E	1.2	1.2	9.4		0.2	0.2		Refer Appendix 4.2											
532	145+600	145+800	200	NH-29	Dilai	Rolling	F	F	BT	7.0		E	1.2	1.2	9.4		7	-2.50		Refer Appendix 4.2											RHS Cutting
533	145+800	146+000	200	NH-29	Dilai	Rolling	F	F	BT	7.0		E	1.2	1.2	9.4		0.5	3.0		Refer Appendix 4.2											
534	146+000	146+200	200	NH-29	Dilai	Rolling	F	F	BT	7.0		E	1.0	1.0	9.0		0.5	4.5		Refer Appendix 4.2											
535	146+200	146+400	200	NH-29	Dilai	Rolling	F	F	BT	7.0		E	1.0	1.0	9.0		-3.00	0.5		Refer Appendix 4.2											LHS Cutting
536	146+400	146+600	200	NH-29	Dilai	Rolling	F	F	BT	7.0		E	1.0	1.0	9.0		-3.00	2.0		Refer Appendix 4.2											LHS Cutting
537	146+600	146+800	200	NH-29	Dilai	Rolling	F	F	BT	7.0		E	1.0	1.0	9.0		-2.40	2.5		Refer Appendix 4.2											LHS Cutting
538	146+800	147+000	200	NH-29	Dilai	Rolling	F	F	BT	7.0		E	1.0	1.0	9.0		2.0	-2.70		Refer Appendix 4.2											RHS Cutting
539	147+000	147+200	200	NH-29	Dilai	Rolling	F	F	BT	7.0		E	1.0	1.0	9.0		2.0	2.0		Refer Appendix 4.2											
540	147+200	147+400	200	NH-29	Dilai	Rolling	F	F	BT	7.0		E	1.0	1.0	9.0		2.0	2.0		Refer Appendix 4.2											
541	147+400	147+600	200	NH-29	Dilai	Rolling	F	F	BT	7.0		E	1.0	1.0	9.0		3	3		Refer Appendix 4.2											
542	147+600	147+800	200	NH-29	Dilai	Rolling	F	F	BT	7.0		E	1.2	1.2	9.4		2	3		Refer Appendix 4.2											
543	147+800	148+000	200	NH-29	Dilai	Rolling	F	F	BT	7.0		E	1.2	1.2	9.4		1.8	1.8		Refer Appendix 4.2											
544	148+000	148+200	200	NH-29	Dilai	Rolling	F	F	BT	7.0		E	1.0	1.0	9.0		2.5	1.7		Refer Appendix 4.2											
545	148+200	148+400	200	NH-29	Dilai	Rolling	F	F	BT	7.0		E	1.0	1.0	9.0		2.7	2.1		Refer Appendix 4.2											
546	148+400	148+600	200	NH-29	Dilai	Rolling	F	F	BT	7.0		E	1.0	1.0	9.0		3.1	1.7		Refer Appendix 4.2											
547	148+600	148+800	200	NH-29	Dashmile	Rolling	F	F	BT	7.0		E	1.0	1.0	9.0		3.4	3.4		Refer Appendix 4.2											
548	148+800	149+000	200	NH-29	Dashmile	Rolling	F	F	BT	7.0		E	1.0	1.0	9.0		2	2		Refer Appendix 4.2											
549	149+000	149+200	200	NH-29	Dashmile	Rolling	A/O	A/O	BT	7.0		E	1.3	1.3	9.6		2.1	2.1		Refer Appendix 4.2											
550	149+200	149+400	200	NH-29	Dashmile	Rolling	A/O	A/O	BT	7.0		E	1.3	1.3	9.6		2.5	2.2		Refer Appendix 4.2											
551	149+400	149+600	200	NH-29	Dashmile	Rolling	F	F	BT	7.0		E	1.3	1.3	9.6		0.5	1.7		Refer Appendix 4.2											
552	149+600	149+800	200	NH-29	Dashmile	Rolling	F	F	BT	7.0		E																			

Appendix 4.1 :Road Inventory NH 29

Sl. No.	Existing Chainage		Length (m)	Road Segment	Name of Village/Town	Terrain (Plain/ Rolling/ Hilly)	Land Use		Carriageway			Shoulder along		Formation Width (m)	Observed Right of Way (m)	Average		Water Body Side/ Offset (m)	Details of Cross Road			Drain						Sub- mergence	Remarks		
	From km	To km					Left	Right	Type	Avg. Width (m)	Condition	Type	Avg. Width			Left	Right		Type of Jn	Leading to	Type and C/W Width	Left			Right						
													Type									Width (m)	Type	Width (m)	Condition	Type	Width (m)			Condition	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
590	157+200	157+400	200	NH-33	Lahorijan	Rolling	F	F	BT	9.6		E	1.3	1.3	12.2		5.5	5.5		Refer Appendix 4.2											
591	157+400	157+480	200	NH-34	Lahorijan	Rolling	F	F	BT	9.6		E	1.3	1.3	12.2		5.5	5.5		Refer Appendix 4.2											

Abbreviations			
Land Use	Carriageway Surface type	Shoulder Type	Drain Type
A- Agriculture BU- Built-up F- Forest	BT - Bituminous CONC. - Concrete E - Earthen	E-Eathen M-Moorum BT-Bituminous	UL- Unlined drain L-Lined drain

Appendix 4.2 : Details of Cross Roads -NH 29

Sl No.	Existing Chainage (km)	Road Segment	Side	Destination	Category	Surfacing Type	Carriageway Width (m)	Roadway Width (m)
Daboka to Lahorijan Section (Stretch-1)								
1	39+500	NH-29	RHS	Silchar	NH-54	Bituminous	2x8.75	
2	49+735	NH-29	RHS	To Village	P.M.G.S.Y	Bituminous	3.5	
3	49+980	NH-29	LHS	To Village		Bituminous	3.5	
4	51+080	NH-29	LHS	To Village	P.M.G.S.Y	Bituminous	3.5	
5	51+550	NH-29	LHS	To Village		Bituminous	3.5	
6	51+800	NH-29	LHS	To Village		Bituminous	3.5	
7	52+300	NH-29	RHS	To Serawaghat		Bituminous	5.5	
8	54+270	NH-29	RHS	To Village		Bituminous	3.5	
9	54+680	NH-29	LHS	To Village		Bituminous	3.5	
10	56+120	NH-29	LHS	To Village		Bituminous	3.5	
11	58+180	NH-29	RHS	To Village		Bituminous	3.5	
12	63+550	NH-29	LHS	To Dentaghat		Bituminous	5.5	
13	63+650	NH-29	RHS	To Serawaghat		Bituminous	5.5	
14	64+550	NH-29	RHS	To Village		Bituminous	3.5	
15	65+230	NH-29	LHS	To Village		Bituminous	3.5	
16	71+350	NH-29	LHS	To Village		Bituminous	3.5	
17	71+450	NH-29	LHS	To Village		Bituminous	3.5	
18	71+900	NH-29	LHS	To Village		Bituminous	3.5	
19	72+090	NH-29	RHS	To Village		Bituminous	3.5	
20	72+610	NH-29	LHS	To Village	P.M.G.S.Y	Bituminous	3.5	
21	73+100	NH-29	LHS	To Village		Bituminous	3.5	
22	74+300	NH-29	LHS	To Village		Bituminous	3.5	
23	75+050	NH-29	LHS	To Village		Bituminous	3.5	
24	45+240	NH-29	RHS	To Village		Bituminous	3.5	
25	77+650	NH-29	LHS	To Village		Bituminous	3.5	
26	78+090	NH-29	RHS	To Village		Bituminous	3.5	
27	81+160	NH-29	RHS	To Village		Bituminous	3.5	
28	82+760	NH-29	LHS	To Village		Bituminous	3.5	
29	85+200	NH-29	RHS	To Howrahghat	SH-19	Bituminous	7.0	
30	89+700	NH-29	RHS	To Village		Bituminous	3.5	
31	89+800	NH-29	LHS	To Village		Bituminous	3.5	
32	90+810	NH-29	RHS	To Village		Bituminous	3.5	
33	91+700	NH-29	RHS	To Village		Bituminous	3.5	
34	93+300	NH-29	LHS	To Village	P.M.G.S.Y	Bituminous	3.5	
35	94+150	NH-29	LHS	To Village	P.M.G.S.Y	Bituminous	3.5	
36	95+090	NH-29	LHS	To Rongnagar		Bituminous	3.5	
37	113+570	NH-29	RHS	To Village		Bituminous	3.5	
38	117+500	NH-29	LHS	To Village		Bituminous	3.5	
39	119+590	NH-29	LHS	To Siloni		Bituminous	3.5	
40	121+110	NH-29	LHS	To Village		Bituminous	3.5	
41	121+360	NH-29	LHS	To Longnit Borjan		Bituminous	3.5	
42	127+300	NH-29	LHS	To Village	P.M.G.S.Y	Bituminous	3.5	
43	128+350	NH-29	RHS	To Diphu	SH-36A	Bituminous	7.0	
44	131+770	NH-29	RHS	To Village	P.M.G.S.Y	Bituminous	3.5	
45	143+950	NH-29	LHS	To Village		Bituminous	3.5	
46	145+400	NH-29	LHS	To Sukhanjan/ Golaghat		Bituminous	7.0	
47	150+700	NH-29	LHS	To Village		Bituminous	3.5	
48	151+620	NH-29	LHS	To Village		Bituminous	3.5	
49	157+480	NH-29	LHS	Lahorijan		Bituminous	3.5	

Appendix 4.3A: Schedule of Existing Utilities (Parallel and Across the Project Road)

Existing Chainage (km)		Road Segment	Parallel																		Crossing				Remark
From	To		LHS									RHS									HT Line (No.)	LT Line (No.)	TR Line (No.)	WPL (No.)	
			HT Line (m)	LT Line (m)	TRF (No.)	OFC (No.)	Tubewell (No.)	TP Line (m)	TR Line (m)	B. Well (No.)	WPL (m)	HT Line (m)	LT Line (m)	TRF (No.)	OFC (No.)	Tubewell (No.)	TP Line (m)	TR Line (m)	B. Well (No.)	WPL (m)					
Daboka-Lahorijan section (Stretch-1)																									
39+500	40+000		500									500											1	-	Pylon Crossing
40+000	41+000		1000									1000												-	-
41+000	42+000		700									700												-	-
42+000	43+000																							-	-
43+000	44+000																							-	-
44+000	45+000																							-	-
45+000	46+000																							-	-
46+000	47+000																							-	-
47+000	48+000																							-	-
48+000	49+000											200												-	-
49+000	50+000		1000									1000		1	1						1			-	HT line Crossing
50+000	51+000		200					200				1000			1									-	-
51+000	52+000		450		1			200				450					200							-	-
52+000	53+000		1000		1			200				1000					200							-	-
53+000	54+000		1000					200				1000					200							-	-
54+000	55+000		1000									1000												-	-
55+000	56+000		800									800									1			-	HT line Crossing
56+000	57+000											200													
57+000	58+000																								
58+000	59+000																								
59+000	60+000																								
60+000	61+000																								
61+000	62+000		300																						
62+000	63+000																								
63+000	64+000		600					200				600					200								
64+000	65+000		200		1							200		1											
65+000	66+000																								
66+000	67+000																								
67+000	68+000																								
68+000	69+000																								
69+000	70+000		600									600									3				HT line Crossing
70+000	71+000											200		1											
71+000	72+000		800					200				800					200								
72+000	73+000		250		1							500									1				HT line Crossing
73+000	74+000											100									1				HT line Crossing
74+000	75+000																								
75+000	76+000																				1				HT line Crossing
76+000	77+000																				3				HT line Crossing
77+000	78+000													1							2				HT line Crossing
78+000	79+000																				1				HT line Crossing
79+000	80+000																								
80+000	81+000		400									600									1				HT line Crossing
81+000	82+000																				1				HT line Crossing

Appendix 4.3A: Schedule of Existing Utilities (Parallel and Across the Project Road)

Existing Chainage (km)		Road Segment	Parallel																		Crossing				Remark	
From	To		LHS									RHS									HT Line (No.)	LT Line (No.)	TR Line (No.)	WPL (No.)		
			HT Line (m)	LT Line (m)	TRF (No.)	OFC (No.)	Tubewell (No.)	TP Line (m)	TR Line (m)	B. Well (No.)	WPL (m)	HT Line (m)	LT Line (m)	TRF (No.)	OFC (No.)	Tubewell (No.)	TP Line (m)	TR Line (m)	B. Well (No.)	WPL (m)						
82+000	83+000																									
83+000	84+000																				2					HT line Crossing
84+000	85+000																									
85+000	86+000		300									300									1					HT line Crossing
86+000	87+000		200									200									1					HT line Crossing
87+000	88+000		200									100														
88+000	89+000																				1					HT line Crossing
89+000	90+000													1												
90+000	91+000		900									150									1					HT line Crossing
91+000	92+000		800									800									2					HT line Crossing
92+000	93+000		1000		1							800		1												
93+000	94+000		400									500									2					HT line Crossing
94+000	95+000								400																	
95+000	96+000																				1		1			HT line & Pylon Crossing
96+000	97+000																				1		1			HT line & Pylon Crossing
97+000	98+000																						1			Pylon Crossing
98+000	99+000																									
99+000	100+000																				1		1			HT line & Pylon Crossing
100+000	101+000																				1					HT line Crossing
101+000	102+000																									
102+000	103+000																				2		1			HT line & Pylon Crossing
103+000	104+000																						1			Pylon Crossing
104+000	105+000																									
105+000	106+000																									
106+000	107+000																									
107+000	108+000																									
108+000	109+000																									
109+000	110+000																									
110+000	111+000																									
111+000	112+000																				2		2			HT line & Pylon Crossing
112+000	113+000																				3		1			HT line & Pylon Crossing
113+000	114+000																				1					HT line Crossing
114+000	115+000																									
115+000	116+000				1																1					HT line Crossing
116+000	117+000											500														
117+000	118+000		100																		1					HT line Crossing
118+000	119+000																				1					HT line Crossing
119+000	120+000																				1					HT line Crossing
120+000	121+000																									
121+000	122+000																				3					HT line Crossing
122+000	123+000		400									300									1					HT line Crossing
123+000	124+000																				3					HT line Crossing
124+000	125+000																				1					HT line Crossing
125+000	126+000		50		1																					

Appendix 4.3A: Schedule of Existing Utilities (Parallel and Across the Project Road)

Existing Chainage (km)		Road Segment	Parallel																		Crossing				Remark	
			LHS										RHS													
From	To		HT Line	LT Line	TRF	OFC	Tubewell	TP Line	TR Line	B. Well	WPL		HT Line	LT Line	TRF	OFC	Tubewell	TP Line	TR Line	B.Well	WPL	HT Line	LT Line	TR Line		WPL
		(m)	(m)	(No.)	(No.)	(No.)	(m)	(m)	(No.)	(m)		(m)	(m)	(No.)	(No.)	(No.)	(m)	(m)	(No.)	(m)	(No.)	(No.)	(No.)	(No.)		
126+000	127+000	150																			1				HT line Crossing	
127+000	128+000	600										1000														
128+000	129+000	600		2								600		2												
129+000	130+000	800										1000														
130+000	131+000	200										700									1				HT line Crossing	
131+000	132+000																									
132+000	133+000																									
133+000	134+000	700										500		1							1				HT line Crossing	
134+000	135+000	400																			1				HT line Crossing	
135+000	136+000																									
136+000	137+000	200																			1				HT line Crossing	
137+000	138+000											600									1				HT line Crossing	
138+000	139+000	600										400									1		1		HT line & Pylon Crossing	
139+000	140+000	300										500									2				HT line Crossing	
140+000	141+000																				2				HT line Crossing	
141+000	142+000																									
142+000	143+000																									
143+000	144+000																									
144+000	145+000													1												
145+000	146+000																				1				HT line Crossing	
146+000	147+000													1												
147+000	148+000													1							1					
148+000	149+000													2												
149+000	150+000																									
150+000	151+000													1												
151+000	152+000																									
152+000	153+000																									
153+000	154+000																									
154+000	155+000																									
155+000	156+000																									
156+000	157+000													1												
157+000	158+000																									
			19700	0	9	0	0	1200	400	0	0		21400	0	6	12	0	1000	0	0	0	63	0	11	0	

Appendix 4.3B : Number of Electric Poles

Existing Chainage (km)		Road Segment	Parallel				Lamp Post
			LHS		RHS		
From	To		HT Poles	LT Poles	HT Poles	LT Poles	
Daboka-Lahorijan section (Stretch-1)							
39+500	40+000	NH-29	8		3		
40+000	41+000	NH-29	17		18		
41+000	42+000	NH-29	16		17		
42+000	43+000	NH-29					
43+000	44+000	NH-29					
44+000	45+000	NH-29					
45+000	46+000	NH-29					
46+000	47+000	NH-29					
47+000	48+000	NH-29					
48+000	49+000	NH-29			3		
49+000	50+000	NH-29	6		14		
50+000	51+000	NH-29	6		10		
51+000	52+000	NH-29	5		8		
52+000	53+000	NH-29	11		11		
53+000	54+000	NH-29	2		3		
54+000	55+000	NH-29	9		6		
55+000	56+000	NH-29	11		10		
56+000	57+000	NH-29	2		2		
57+000	58+000	NH-29					
58+000	59+000	NH-29			1		
59+000	60+000	NH-29					
60+000	61+000	NH-29					
61+000	62+000	NH-29	3				
62+000	63+000	NH-29					
63+000	64+000	NH-29	7		8		
64+000	65+000	NH-29	9		5		
65+000	66+000	NH-29					
66+000	67+000	NH-29					
67+000	68+000	NH-29					
68+000	69+000	NH-29					
69+000	70+000	NH-29	5		3		
70+000	71+000	NH-29	1		2		
71+000	72+000	NH-29	6		14		
72+000	73+000	NH-29	2		8		
73+000	74+000	NH-29			1		
74+000	75+000	NH-29	1		1		
75+000	76+000	NH-29	3		2		
76+000	77+000	NH-29	3		3		
77+000	78+000	NH-29	2		2		
78+000	79+000	NH-29	1		1		
79+000	80+000	NH-29			3		
80+000	81+000	NH-29	4		4		
81+000	82+000	NH-29	5		2		

Appendix 4.3B : Number of Electric Poles

Existing Chainage (km)		Road Segment	Parallel				Lamp Post
			LHS		RHS		
From	To		HT Poles	LT Poles	HT Poles	LT Poles	
82+000	83+000	NH-29					
83+000	84+000	NH-29	4		4		
84+000	85+000	NH-29	9		2		
85+000	86+000	NH-29	3		4		
86+000	87+000	NH-29	4		3		
87+000	88+000	NH-29	6		1		
88+000	89+000	NH-29	1		2		
89+000	90+000	NH-29	1		1		
90+000	91+000	NH-29	15		3		
91+000	92+000	NH-29	17		15		
92+000	93+000	NH-29	11		13		
93+000	94+000	NH-29	12		9		
94+000	95+000	NH-29	9		1		
95+000	96+000	NH-29	1		3		
96+000	97+000	NH-29	6		6		
97+000	98+000	NH-29			4		
98+000	99+000	NH-29					
99+000	100+000	NH-29	1		1		
100+000	101+000	NH-29	1		1		
101+000	102+000	NH-29					
102+000	103+000	NH-29	4		3		
103+000	104+000	NH-29			5		
104+000	105+000	NH-29					
105+000	106+000	NH-29					
106+000	107+000	NH-29					
107+000	108+000	NH-29					
108+000	109+000	NH-29					
109+000	110+000	NH-29					
110+000	111+000	NH-29					
111+000	112+000	NH-29	1		4		
112+000	113+000	NH-29	6		6		
113+000	114+000	NH-29			6		
114+000	115+000	NH-29			2		
115+000	116+000	NH-29	1		8		
116+000	117+000	NH-29			9		
117+000	118+000	NH-29	1		4		
118+000	119+000	NH-29	1		1		
119+000	120+000	NH-29	3		4		
120+000	121+000	NH-29	1		7		
121+000	122+000	NH-29	2		3		
122+000	123+000	NH-29	1		4		
123+000	124+000	NH-29	3		3		
124+000	125+000	NH-29	1		1		
125+000	126+000	NH-29	4				

Appendix 4.3B : Number of Electric Poles

Existing Chainage (km)		Road Segment	Parallel				Lamp Post
			LHS		RHS		
From	To		HT Poles	LT Poles	HT Poles	LT Poles	
126+000	127+000	NH-29	3		5		
127+000	128+000	NH-29	2		9		
128+000	129+000	NH-29	10		18		
129+000	130+000	NH-29	4		9		
130+000	131+000	NH-29	2		4		
131+000	132+000	NH-29	5		1		
132+000	133+000	NH-29	1		3		
133+000	134+000	NH-29	6		7		
134+000	135+000	NH-29	5		1		
135+000	136+000	NH-29	4		2		
136+000	137+000	NH-29	3		1		
137+000	138+000	NH-29	2		13		
138+000	139+000	NH-29	7		7		
139+000	140+000	NH-29	7		10		
140+000	141+000	NH-29	3		7		
141+000	142+000	NH-29					
142+000	143+000	NH-29	2		2		
143+000	144+000	NH-29	2		3		
144+000	145+000	NH-29					
145+000	146+000	NH-29	3		1		
146+000	147+000	NH-29					
147+000	148+000	NH-29	1		1		
148+000	149+000	NH-29	5				
149+000	150+000	NH-29	3				
150+000	151+000	NH-29	5				
151+000	152+000	NH-29					
152+000	153+000	NH-29					
153+000	154+000	NH-29					
154+000	155+000	NH-29					
155+000	156+000	NH-29					
156+000	157+000	NH-29	1				
157+000	158+000	NH-29					
158+000	159+000	NH-29					

**Appendix 4.3C : Summary of Roadside Utilities along the Project Road
(Stretch-1)**

Type of Utility	Unit	LHS	RHS	Total
HT Line	km	19.700	21.400	41.100
LT Line	km	0.000	0.000	0.000
TRF	No.	9.000	6.000	15.000
OFC	No.	0.000	0.012	0.012
Tubewell	No.	0.000	0.000	0.000
TP Line	km	1.200	1.000	2.200
TR Line	km	0.400	0.000	0.400
B. Well	No.	0.000	0.000	0.000
WPL	km	0.000	0.000	0.000

Summary of Utility Crossings

Utilities Type	Unit	Numbers
HT Line	No.	63
LT Line	No.	0
TR Line	No.	11
WPL	No.	0

Summary of Electric Poles

Utilities Type	Unit	Numbers		
		LHS	RHS	Total
HT Poles	No.	361	412	773
LT Poles	No.	0	0	0
Lamp Post	No.	0		0

Abbreviations	
HT Line	High Tension Line
LT Line	Low Tension Line
TRF	Transformer
OFC	Optical Fibre Cable
TP Line	Telephone Line
TR Line	Transmission Line
B. Well	Bore Well
WPL	Water Pipe Line
HT Poles	High Tension Poles
LT Poles	Low Tension Poles

Appendix 4.4 : Details of Built-Up Area NH - 29

Sl No.	Name of Settlement	Chainage (km)		Length (m)	Existing Cross Sectional Parameters (m)								No. of Structures Affected (1st Row beyond Property Line)											
		From	To		C/W	PS	ES	FP	Drain	Flank (LHS)	Flank (RHS)	Total Available ROW	P-I/R	P-I/C	P-II/R	P-II/C	SP-I/R	SP-I/C	K-I/R	K-I/C	School	Religious str.	Health Center	Total
Daboka to Lahorijan (Stretch-1)																								
1	Daboka/Burigaon	39+500	40+000	-500	7.0	2.5	2.0						18.3						8					8
2	Daboka/Burigaon	40+000	41+000	-1000	7.0	2.5	2.0						30.0								1			1
3	Daboka/Burigaon	41+000	42+000	-1000	7.0	2.5	1.6						30.0									2		2
4	Daboka/Burigaon	42+000	43+000	-1000	7.0	2.5	1.8						30.0											0
5	Daboka/Burigaon	43+000	44+000	-1000	7.0	2.5	1.8						30.0											0
6	Daboka/Burigaon	44+000	45+000	-1000	7.0	2.5	1.8						30.0											0
7	Daboka/Burigaon	45+000	46+000	-1000	7.0	2.5	1.5						30.0											0
8	Daboka/Burigaon	46+000	47+000	-1000	7.0	2.5	1.5						30.0											0
9	Daboka/Burigaon	47+000	48+000	-1000	7.0	2.5	1.5						30.0											0
10	Daboka/Burigaon	48+000	48+800	-800	7.0	2.5	2.2						30.0											0
11	Haludihadi	48+800	49+000	-200	7.0	2.5	2.2						30.0											0
12	Haludihadi	49+000	50+000	-1000	7.0	2.5	2.2						30.0								2	2		4
13	Haludihadi	50+000	50+800	-800	7.0	2.5	1.9						30.0								1			1
14	Parakhowa	50+800	51+000	-200	7.0	2.5	1.9						30.0											0
15	Parakhowa	51+000	52+000	-1000	7.0	2.5	2.0						30.0											0
16	Parakhowa	52+000	52+200	-200	7.0	2.5	2.6						30.0								1			1
17	Langpi	52+200	53+000	-800	7.0	2.5	2.6						30.0									2		2
18	Langpi	53+000	54+000	-1000	7.0	2.5	2.1						30.0											0
19	Langpi	54+000	54+200	-200	7.0	2.5	2.1						30.0											0
20	Dengaon	54+200	55+000	-800	7.0	2.5	2.1						30.0											0
21	Dengaon	55+000	56+000	-1000	7.0	2.5	2.1						30.0						50		3	1		54
22	Dengaon	56+000	57+000	-1000	7.0	3.0	1.7						30.0											0
23	Dengaon	57+000	58+000	-1000	7.0	3.0	2.0						30.0											0
24	Dengaon	58+000	59+000	-1000	7.0	3.0	2.0						30.0											0
25	Dengaon	59+000	60+000	-1000	7.0	3.0	2.0						30.0											0
26	Dengaon	60+000	61+000	-1000	7.0	3.0	2.0						30.0											0
27	Dengaon	61+000	61+400	-400	7.0	3.0	1.6						30.0											0
28	Dokmoka	61+400	62+000	-600	7.0	3.0	1.6						30.0											0
29	Dokmoka	62+000	63+000	-1000	7.0	3.0	1.6						30.0											0
30	Dokmoka	63+000	64+000	-1000	7.0	3.0	2.0						30.0				2		98			3		103
31	Dokmoka	64+000	65+000	-1000	7.0	3.0	1.8						30.0											0
32	Dokmoka	65+000	66+000	-1000	7.0	3.0	1.4						30.0								1			1
33	Dokmoka	66+000	67+000	-1000	7.0	3.0	1.4						30.0											0
34	Dokmoka	67+000	68+000	-1000	7.0	3.0	1.4						30.0											0
35	Dokmoka	68+000	68+800	-800	7.0	3.0	2.2						30.0											0
36	Langhin	68+800	69+000	-200	7.0	3.0	2.2						30.0											0
37	Langhin	69+000	70+000	-1000	7.0	3.0	1.8						30.0											0
38	Langhin	70+000	71+000	-1000	7.0	2.0	1.8						30.0											0
39	Langhin	71+000	72+000	-1000	7.0	2.0	1.8						30.0				7		63			1		71
40	Langhin	72+000	72+600	-600	7.0	2.0	2.4						30.0									1		1

Appendix 4.4 : Details of Built-Up Area NH - 29

Sl No.	Name of Settlement	Chainage (km)		Length (m)	Existing Cross Sectional Parameters (m)								No. of Structures Affected (1st Row beyond Property Line)												
		From	To		C/W	PS	ES	FP	Drain	Flank (LHS)	Flank (RHS)	Total Available ROW	P-I/R	P-I/C	P-II/R	P-II/C	SP-I/R	SP-I/C	K-I/R	K-I/C	School	Religious str.	Health Center	Total	
41	Pholoni	72+600	73+000	-400	7.0	2.0	2.4						30.0												0
42	Pholoni	73+000	74+000	-1000	7.0	2.0	2.4						30.0												1
43	Pholoni	74+000	75+000	-1000	7.0	2.0	2.4						30.0								1				0
44	Pholoni	75+000	76+000	-1000	7.0	2.0	2.4						30.0								2	1	1		4
45	Pholoni	76+000	77+000	-1000	7.0	2.0	2.4						30.0												0
46	Pholoni	77+000	78+000	-1000	7.0	2.0	2.4						30.0												0
47	Pholoni	78+000	79+000	-1000	7.0	2.0	2.4						30.0												0
48	Pholoni	79+000	80+000	-1000	7.0	2.0	2.4						30.0												0
49	UttarBarbil	80+000	81+000	-1000	7.0	3.0	2.4						30.0												0
50	UttarBarbil	81+000	82+000	-1000	7.0	3.0	2.4		0.5				30.0												0
51	UttarBarbil	82+000	83+000	-1000	7.0	3.0	2.4						30.0												0
52	UttarBarbil	83+000	83+400	-400	7.0	3.0	2.4						30.0												0
53	Karok	83+400	84+000	-600	7.0	3.0	2.4						30.0								1				1
54	Karok	84+000	85+000	-1000	7.0	3.0	2.4						30.0												0
55	Karok	85+000	86+000	-1000	7.0	3.0	2.4						30.0					26							26
56	Karok	86+000	86+400	-400	7.0	3.0	2.4						30.0												0
57	Bakalia	86+400	87+000	-600	7.0	3.0	2.4						30.0												0
58	Bakalia	87+000	88+000	-1000	7.0	3.0	2.4						30.0								2				2
59	Bakalia	88+000	89+000	-1000	7.0	3.0	2.4						30.0												0
60	Bakalia	89+000	90+000	-1000	7.0	3.0	2.4						30.0												0
61	Bakalia	90+000	91+000	-1000	7.0	3.0	2.3						30.0				4		71		2		1		78
62	Bakalia	91+000	92+000	-1000	7.0	3.0	2.3						30.0				9		188						197
63	Bakalia	92+000	93+000	-1000	7.0	3.0	2.3						30.0				6		94						100
64	Bakalia	93+000	93+800	-800	7.0	3.0	2.3						30.0						8						8
65	Sikarighat	93+800	94+000	-200	7.0	3.0	2.3						30.0												0
66	Sikarighat	94+000	95+000	-1000	7.0	3.0	2.3						30.0												0
67	Sikarighat	95+000	96+000	-1000	7.0	3.0	2.0						30.0								1				1
68	Patradisha	96+000	97+000	-1000	7.0	3.0	2.2						30.0						21						21
69	Patradisha	97+000	98+000	-1000	7.0	3.0	2.2		0.5				30.0						5						5
70	Patradisha	98+000	99+000	-1000	7.0	3.0	2.2						30.0								1				1
71	Patradisha	99+000	99+200	-200	7.0	3.0	2.0						30.0												0
72	Disobai	99+200	100+000	-800	7.0	3.0	2.0						30.0								1				1
73	Disobai	100+000	101+000	-1000	7.0	3.0	1.6						30.0												0
74	Disobai	101+000	101+600	-600	7.0	3.0	1.6						30.0												0
75	Langbiik	101+600	102+000	-400	7.0	3.0	1.6						30.0								1				1
76	Langbiik	102+000	103+000	-1000	7.0	3.0	1.6						30.0												0
77	Langbiik	103+000	104+000	-1000	7.0	3.0	1.6						30.0												0
78	Langbiik	104+000	105+000	-1000	7.0	3.0	1.6						30.0												0
79	Langbiik	105+000	106+000	-1000	7.0	3.0	1.6						30.0												0
80	Langbiik	106+000	107+000	-1000	7.0	3.0	1.6						30.0												0
81	Langbiik	107+000	108+000	-1000	7.0	3.0	1.6						30.0												0

Appendix 4.4 : Details of Built-Up Area NH - 29

Sl No.	Name of Settlement	Chainage (km)		Length (m)	Existing Cross Sectional Parameters (m)								No. of Structures Affected (1st Row beyond Property Line)											
		From	To		C/W	PS	ES	FP	Drain	Flank (LHS)	Flank (RHS)	Total Available ROW	P-I/R	P-I/C	P-II/R	P-II/C	SP-I/R	SP-I/C	K-I/R	K-I/C	School	Religious str.	Health Center	Total
82	Langbiik	108+000	109+000	-1000	7.0	3.0	1.6					30.0												0
83	Langbiik	109+000	110+000	-1000	7.0	3.0	1.6					30.0												0
84	Langbiik	110+000	111+000	-1000	7.0	3.0	1.6					30.0												0
85	Langbiik	111+000	111+400	-400	7.0	3.0	1.6					30.0												0
86	Taralangso	111+400	112+000	-600	7.0	3.0	1.6					30.0												0
87	Taralangso	112+000	113+000	-1000	7.0	3.0	1.6					30.0									1			1
88	Taralangso	113+000	114+000	-1000	7.0	3.0	1.6					30.0												0
89	Taralangso	114+000	114+200	-200	7.0	3.0	1.6					30.0												0
90	RamsaPathar	114+200	115+000	-800	7.0	3.0	1.6					30.0												0
91	RamsaPathar	115+000	116+000	-1000	7.0	3.0	1.6					30.0												0
92	RamsaPathar	116+000	117+000	-1000	7.0	3.0	1.6					30.0												0
93	Longsomepi	117+000	118+000	-1000	7.0	3.0	1.6					30.0												0
94	Longsomepi	118+000	119+000	-1000	7.0	3.0	1.6					30.0												0
95	Longnit	119+000	120+000	-1000	7.0	3.0	1.6					30.0						17						17
96	Longnit	120+000	121+000	-1000	7.0	3.0	1.6					30.0												0
97	Longnit	121+000	122+000	-1000	7.0	3.0	2.0					45.0									1			1
98	Longnit/Borjan	122+000	123+000	-1000	7.0	3.0	2.0					45.0												0
99	Longnit/Borjan	123+000	123+400	-400	7.0	3.0	2.0					45.0												0
100	Mohongijua	123+400	124+000	-600	7.0	3.0	2.0					45.0												0
101	Mohongijua	124+000	125+000	-1000	7.0	3.0	2.0					45.0									1		1	2
102	Mohongijua	125+000	125+800	-800	7.0	2.0	2.0					45.0												0
103	Manja	125+800	126+000	-200	7.0	2.0	2.0					45.0												0
104	Manja	126+000	127+000	-1000	7.0	2.0	2.0					45.0									1			1
105	Manja	127+000	128+000	-1000	7.0	2.0	2.0					45.0					2	93			1			96
106	Manja	128+000	129+000	-1000	7.0	2.8	4.0		0.5			45.0					1	156			2	3		162
107	Manja	129+000	130+000	-1000	7.0	2.8	2.6		0.5			45.0										2	1	3
108	Manja	130+000	130+200	-200	7.0	2.8	2.6					45.0												0
109	Pongabari	130+200	131+000	-800	7.0	2.8	1.8					45.0												0
110	Pongabari	131+000	132+000	-1000	7.0	3.0	2.0					45.0												0
111	Pongabari	132+000	133+000	-1000	7.0	3.0	1.8					45.0												0
112	Amlokhi	133+000	134+000	-1000	7.0	3.0	1.8					45.0												0
113	Amlokhi	134+000	135+000	-1000	7.0	3.0	1.8					45.0										1		1
114	Amlokhi	135+000	136+000	-1000	7.0	3.0	1.8					45.0												0
115	Amlokhi	136+000	137+000	-1000	7.0	3.0	1.6					45.0												0
116	Amlokhi	137+000	138+000	-1000	7.0	3.0	1.6					45.0												0
117	Amlokhi	138+000	139+000	-1000	7.0	3.0	1.6					45.0										1		1
118	Amlokhi	139+000	140+000	-1000	7.0	3.0	1.6					45.0												0
119	Rangplimplam	140+000	141+000	-1000	7.0	3.0	1.6					45.0												0
120	Rangplimplam	141+000	142+000	-1000	7.0	3.0	1.6					45.0												0
121	Rangplimplam	142+000	143+000	-1000	7.0	3.0	1.6					45.0												0
122	Rangplimplam	143+000	143+400	-400	7.0	3.0	1.4					45.0												0

Appendix 4.4 : Details of Built-Up Area NH - 29

Sl No.	Name of Settlement	Chainage (km)		Length (m)	Existing Cross Sectional Parameters (m)								No. of Structures Affected (1st Row beyond Property Line)											
		From	To		C/W	PS	ES	FP	Drain	Flank (LHS)	Flank (RHS)	Total Available ROW	P-I/R	P-I/C	P-II/R	P-II/C	SP-I/R	SP-I/C	K-I/R	K-I/C	School	Religious str.	Health Center	Total
123	Choddy Mile	143+400	144+000	-600	7.0	3.0	1.4					45.0												0
124	Choddy Mile	144+000	144+800	-800	7.0	3.0	1.4					45.0												0
125	Dilai	144+800	145+000	-200	7.0	0.0	2.4					45.0												0
126	Dilai	145+000	146+000	-1000	7.0	0.0	2.4					45.0						15			1			16
127	Dilai	146+000	147+000	-1000	7.0	0.0	2.1					45.0						4			1			5
128	Dilai	147+000	148+000	-1000	7.0	0.0	2.1					45.0												0
129	Dilai	148+000	148+600	-600	7.0	0.0	2.1					45.0												0
130	Dashmile	148+600	149+000	-400	7.0	0.0	2.1					45.0												0
131	Dashmile	149+000	150+000	-1000	7.0	0.0	2.6					45.0												0
132	Dashmile	150+000	151+000	-1000	7.0	0.0	1.2					45.0												0
133	Dashmile	151+000	152+000	-1000	7.0	1.0	1.2					45.0												0
134	Lahorijan	152+000	153+000	-1000	7.0	1.0	1.2					45.0												0
135	Lahorijan	153+000	154+000	-1000	7.0	2.6	1.2					45.0												0
136	Lahorijan	154+000	155+000	-1000	7.0	2.6	1.2					45.0												0
137	Lahorijan	155+000	156+000	-1000	7.0	2.6	1.2					30.0												0
138	Lahorijan	156+000	157+000	-1000	7.0	2.6	1.2					30.0												0
139	Lahorijan	157+000	157+480	-480	7.0	2.6	2.6					30.0												0

Abbreviations	
P-I/R	Pucca Single Storied Residential
P-I/C	Pucca Single Storied Commercial
P-II/R	Pucca Double Storied Residential
P-II/C	Pucca Double Storied Commercial
SP-I/R	Semi-Pucca Single Storied Residential
SP-I/C	Semi-Pucca Single Storied Commercial
K-I/R	Kutcha Single Storied Residential
K-I/C	Kutcha Single Storied Commercial

Appendix 4.5A: List of Major Features NH-29 (Daboka To Lahorijan Section)

Features	Existing Chainage (km)	Road Segment	Side	Dist from C/W edge (m)	Remarks
Daboka To Lahorijan Section (Stretch-1)					
P.H.E	40+250	NH29	LHS	10.0	
Burigaon Primary School	41+110	NH29	RHS	10.0	
Tempel	41+740	NH29	RHS	7.0	
Tempel	41+820	NH29	LHS	3.5	
Daboka Forest Range Office (Jamuna Vally) Fencing	42+050	NH29	RHS	5.0	
Champa Nurserry Forest	48+450	NH29	RHS	6.0	
Idgha	48+910	NH29	LHS	25.0	
Madrasa B.W	49+000	NH29	RHS	4.0	
Masjid	49+300	NH29	RHS	5.5	
Hospital	49+440	NH29	LHS	5.5	
Akshganga G.P Office	49+640	NH29	LHS	15.5	
Police Station	49+690	NH29	LHS	15.5	
Tempel	49+740	NH29	LHS	2.0	
School	49+850	NH29	LHS	15.0	
School	51+400	NH29	LHS	50.0	
Parokhoa Police Station	51+690	NH29	LHS	45.0	
Parokhoa H.S. School (B.W)	52+000	NH29	RHS	9.0	
Tempel	52+420	NH29	LHS	12.0	
Church	52+570	NH29	RHS	2.5	
School	52+700	NH29	LHS	40.0	
Church	55+200	NH29	LHS	5.5	
Mission School	55+360	NH29	LHS	8.0	
Dengaon H.S School	55+420	NH29	LHS	5.2	
Dengaon M.E School	55+480	NH29	LHS	5.2	
Dengaon MPHC	55+620	NH29	LHS	5.5	
Dengaon Sports Association	55+700	NH29	RHS	4.5	Length 100M
School	63+050	NH29	LHS	45.0	
Tempel	63+590	NH29	LHS	11.0	
Tempel	63+830	NH29	RHS	2.5	
Tempel	63+835	NH29	LHS	1.0	
Dokmoka Polic Station	64+050	NH29	RHS	14.0	
Dokmoka Forest Range Office	64+200	NH29	LHS	18.0	
Thongnokbe Collage	65+100	NH29	RHS	15.0	
Indian oil Petrol Pump	67+260	NH29	RHS	12.0	
Primary School	68+380	NH29	LHS	50.0	
P.H.E Office	68+500	NH29	RHS	15.0	
Langhin Primary School	69+500	NH29	LHS	40.0	
Langhin H.S School B.W	71+120	NH29	LHS	2.0	
Langpi Dehangi Bank	71+450	NH29	LHS	4.5	
FCI Godwn	71+810	NH29	LHS	7.0	
High School	72+000	NH29	LHS	10.0	
Abandoned Govt Office	72+650	NH30	RHS	20.0	
Pholoni Primary School	73+120	NH29	RHS	17.0	
Tempel	75+080	NH29	LHS	2.0	
Pholoni F.P School	75+600	NH29	LHS	8.0	
Ashram	75+650	NH29	LHS	6.0	
Pholoni Primary Helth Center	75+790	NH29	LHS	2.0	
Forest Bit Office	76+050	NH29	LHS	10.0	
Govt Office	78+660	NH29	RHS	8.5	
Govt Office	80+700	NH29	LHS	12.0	
Chield Development Project office	80+950	NH29	LHS	12.0	
Parti Office	81+000	NH29	RHS	12.0	
Uttarbarbil Police Station	81+090	NH29	LHS	10.0	
Karok Tonglong BEY School	83+800	NH29	RHS	10.0	
Bakalia School	87+600	NH29	RHS	7.0	

Appendix 4.5A: List of Major Features NH-29 (Daboka To Lahorijan Section)

Features	Existing Chainage (km)	Road Segment	Side	Dist from C/W edge (m)	Remarks
Bakalia Collage	87+650	NH29	RHS	7.0	
Bakalia Hospital	90+750	NH29	RHS	12.0	
School	91+180	NH29	RHS	5.7	
Indian oil Petrol Pump	91+200	NH29	LHS	20.0	
Forest Bit Office	91+380	NH30	LHS	10.0	
Secondary School Bakaliaghat	91+410	NH29	RHS	3.8	
Play Ground	91+550	NH29	LHS	6.8	
Bakalia Police Station B.W	93+000	NH29	LHS	6.0	
P.W.D Office B.W	93+120	NH29	LHS	6.0	
Forest Office B.W	93+180	NH29	RHS	4.0	
Sikarighat M.E School	94+200	NH29	LHS	17.0	
Jetiplongaklimso L.P School	95+400	NH29	LHS	6.0	
Forest Check Post	96+600	NH29	LHS	2.5	
Phangsulongsc Primary School	98+060	NH29	LHS	6.0	
Holy Cross School	99+600	NH29	LHS	5.0	
Tokblok L.P School	100+500	NH29	RHS	40.0	
Concentration Center	100+900	NH29	LHS	7.0	
Helth Center	101+500	NH29	RHS	20.0	
Langbrik L.P. School	101+790	NH29	RHS	6.0	
Primary School	102+240	NH29	LHS	40.0	
Langmill Subbit Forest Office	104+300	NH29	LHS	10.0	
Forest Park	108+400	NH29	RHS	6.0	
Marat Wild life century forest Office	110+850	NH29	RHS	2.0	
Cultivate Mulburry Garden	111+400	NH29	LHS	12.0	
Primary School	112+200	NH29	LHS	5.0	
Primary School	114+950	NH29	RHS	20.0	
Longsomepi Block Office	117+500	NH29	LHS	13.0	
Govt Office	120+020	NH29	RHS	2.5	
Govt Office B.W	120+250	NH29	LHS	9.5	
P.H.E Office	121+000	NH29	LHS	3.5	
Rangsina M.E .School	121+380	NH29	LHS	9.0	
Mohongijua M.E. School	124+220	NH29	LHS	10.0	
Mohongijua Hospital	124+300	NH29	LHS	11.0	
Kohongoijur H.S.School	126+300	NH29	LHS	14.0	
Primary School	127+420	NH29	LHS	13.0	
Park B.W	127+520	NH29	RHS	2.0	
Tempel	128+010	NH29	LHS	1.5	
Tempel	128+180	NH29	LHS	1.3	
Tempel	128+330	NH29	LHS	1.5	
Manja Police Station B.W	128+340	NH29	LHS	4.5	
Manja Forest Range Office	128+390	NH29	RHS	2.0	
Indian oil Petrol Pump	128+400	NH30	RHS	12.0	
Oxford School	128+480	NH29	LHS	5.0	
Primary School	128+530	NH29	LHS	5.0	
Manja Forest Range Office Fencing	128+550	NH29	RHS	2.5	
Church	128+900	NH29	LHS	20.0	
Church	129+040	NH29	LHS	4.5	
Tempel	129+120	NH29	LHS	10.0	
Vetenary Hospital	129+400	NH29	RHS	6.0	
Tempel	134+530	NH29	LHS	10.0	
School	135+020	NH29	LHS	35.0	
School	138+600	NH29	LHS	14.0	
C.R.P.F. Camp	145+200	NH29	LHS	30.0	
Tempel	145+400	NH29	LHS	0.5	
School	146+100	NH29	LHS	5.0	
Block Factory	148+000	NH29	LHS	14.0	
Forest Bit Office	157+300	NH29	LHS	3.0	
Forest Bit Office	157+300	NH29	RHS	3.0	

Appendix 4.5B : List of Major Features NH-29 (Daboka To Lahorijan Section)

Features	Existing Chainage (km)	Road Segment	Side	Dist from C/W edge (m)	Remarks
Daboka To Lahorijan Section (Stretch-1)					
Pond	39+750	NH-29	LHS	1.5	
Pond	40+900	NH-29	LHS	7.0	
Pond	50+240	NH-29	LHS	4.0	
Pond	50+390	NH-29	LHS	4.0	
Pond	50+420	NH-29	LHS	4.0	
Pond	50+550	NH-29	LHS	4.0	
Pond	50+840	NH-29	LHS	8.0	
Pond	50+880	NH-29	LHS	8.0	
Pond	51+080	NH-29	LHS	2.0	
Pond	53+000	NH-29	LHS	3.0	
Pond	53+250	NH-29	LHS	5.0	
Pond	53+600	NH-29	RHS	3.0	
Pond	53+700	NH-29	LHS	4.5	
Pond	53+720	NH-29	LHS	4.5	
Water Body	53+650	NH-29	RHS	3.0	150m Length
Water Body	53+800	NH-29	RHS	3.0	
Pond	54+100	NH-29	RHS	4.0	
Pond	55+650	NH-29	LHS	1.5	
Pond	56+220	NH-29	RHS	2.0	
Pond	56+430	NH-29	LHS	2.5	
Pond	56+600	NH-29	LHS	2.5	
Pond	59+220	NH-29	RHS	2.5	
Pond	60+050	NH-29	RHS	3.0	
Pond	62+100	NH-29	LHS	2.5	
Pond	70+420	NH-29	LHS	3.0	
Pond	70+450	NH-29	LHS	3.0	
Pond	70+100	NH-29	LHS	3.0	
Pond	84+850	NH-29	LHS	4.0	
Pond	88+280	NH-29	RHS	2.5	
Pond	94+160	NH-29	LHS	3.0	
Pond	99+240	NH-29	LHS	2.0	
Pond	121+050	NH-29	LHS	2.5	
Pond	144+600	NH-29	RHS	4.0	
River	40+100	NH-29	RHS	7.0	
River	40+500	NH-29	RHS	7.0	
River	108+600	NH-29	RHS	4.0	
River	108+800	NH-29	RHS	6.0	
River	109+000	NH-29	RHS	8.0	
River	109+200	NH-29	RHS	12.0	
River	109+400	NH-29	RHS	18.0	
River	109+600	NH-29	RHS	18.0	
River	109+800	NH-29	RHS	18.0	
River	110+000	NH-29	RHS	15.0	
River	110+200	NH-29	RHS	10.0	
River	110+400	NH-29	RHS	10.0	
River	110+600	NH-29	RHS	10.0	
River	110+800	NH-29	RHS	18.0	
River	111+000	NH-29	RHS	25.0	
River	111+200	NH-29	RHS	30.0	
River	119+600	NH-29			Siloni River Crossing
River	127+700	NH-29			River Crossing

Appendix 4.6A : Summary of Trees to be Felled (Kilometer wise Details)

SL No.	Exiisting Chainage (km)		Road Segment	Approximate Nos. of Trees to be Felled			Remarks
	From	To		LHS	RHS	Total	
Daboka to Lahorijan Section (Stretch 1)							
1	39+500	40+000	NH-29	2		2	
2	40+000	41+000	NH-29	9	5	14	
3	41+000	42+000	NH-29	9	4	13	
4	42+000	43+000	NH-29	25	29	54	
5	43+000	44+000	NH-29	51	61	112	
6	44+000	45+000	NH-29	43	45	88	
7	45+000	46+000	NH-29	44	50	94	
8	46+000	47+000	NH-29	45	53	98	
9	47+000	48+000	NH-29	34	42	76	
10	48+000	49+000	NH-29	18	9	27	
11	49+000	50+000	NH-29	0		0	
12	50+000	51+000	NH-29	4	3	7	
13	51+000	52+000	NH-29	6	1	7	
14	52+000	53+000	NH-29			0	
15	53+000	54+000	NH-29			0	
16	54+000	55+000	NH-29	3	1	4	
17	55+000	56+000	NH-29	6	10	16	
18	56+000	57+000	NH-29			0	
19	57+000	58+000	NH-29			0	
20	58+000	59+000	NH-29	26	22	48	
21	59+000	60+000	NH-29	30	8	38	
22	60+000	61+000	NH-29		7	7	
23	61+000	62+000	NH-29	4	20	24	
24	62+000	63+000	NH-29	4	11	15	
25	63+000	64+000	NH-29	2	1	3	
26	64+000	65+000	NH-29	3	3	6	
27	65+000	66+000	NH-29		3	3	
28	66+000	67+000	NH-29			0	
29	67+000	68+000	NH-29			0	
30	68+000	69+000	NH-29	39		39	
31	69+000	70+000	NH-29	8	16	24	
32	70+000	71+000	NH-29	7	10	17	
33	71+000	72+000	NH-29	4	3	7	
34	72+000	73+000	NH-29	6		6	
35	73+000	74+000	NH-29			0	
36	74+000	75+000	NH-29			0	
37	75+000	76+000	NH-29		6	6	
38	76+000	77+000	NH-29			0	
39	77+000	78+000	NH-29	9	8	17	
40	78+000	79+000	NH-29		10	10	
41	79+000	80+000	NH-29			0	
42	80+000	81+000	NH-29	7	14	21	
43	81+000	82+000	NH-29		6	6	
44	82+000	83+000	NH-29		5	5	
45	83+000	84+000	NH-29		3	3	
46	84+000	85+000	NH-29		6	6	
47	85+000	86+000	NH-29	6	3	9	
48	86+000	87+000	NH-29	8	9	17	
49	87+000	88+000	NH-29	17	21	38	
50	88+000	89+000	NH-29	7	9	16	
51	89+000	90+000	NH-29			0	

Appendix 4.6A : Summary of Trees to be Felled (Kilometer wise Details)

SL No.	Existing Chainage (km)		Road Segment	Approximate Nos. of Trees to be Felled			Remarks
	From	To		LHS	RHS	Total	
52	90+000	91+000	NH-29		4	4	
53	91+000	92+000	NH-29			0	
54	92+000	93+000	NH-29			0	
55	93+000	94+000	NH-29			0	
56	94+000	95+000	NH-29			0	
57	95+000	96+000	NH-29	3	2	5	
58	96+000	97+000	NH-29	4	1	5	
59	97+000	98+000	NH-29	8		8	
60	98+000	99+000	NH-29	35	41	76	
61	99+000	100+000	NH-29			0	
62	100+000	101+000	NH-29			0	
63	101+000	102+000	NH-29	12	5	17	
64	102+000	103+000	NH-29			0	
65	103+000	104+000	NH-29	2		2	
66	104+000	105+000	NH-29	22	27	49	
67	105+000	106+000	NH-29	23	19	42	
68	106+000	107+000	NH-29	26	31	57	
69	107+000	108+000	NH-29	31	21	52	
70	108+000	109+000	NH-29	17	19	36	
71	109+000	110+000	NH-29	15	23	38	
72	110+000	111+000	NH-29	17	10	27	
73	111+000	112+000	NH-29	8	3	11	
74	112+000	113+000	NH-29			0	
75	113+000	114+000	NH-29			0	
76	114+000	115+000	NH-29			0	
77	115+000	116+000	NH-29			0	
78	116+000	117+000	NH-29			0	
79	117+000	118+000	NH-29			0	
80	118+000	119+000	NH-29			0	
81	119+000	120+000	NH-29			0	
82	120+000	121+000	NH-29			0	
83	121+000	122+000	NH-29			0	
84	122+000	123+000	NH-29			0	
85	123+000	124+000	NH-29			0	
86	124+000	125+000	NH-29			0	
87	125+000	126+000	NH-29			0	
88	126+000	127+000	NH-29			0	
89	127+000	128+000	NH-29	1	1	2	
90	128+000	129+000	NH-29	3	2	5	
91	129+000	130+000	NH-29	5	1	6	
92	130+000	131+000	NH-29			0	
93	131+000	132+000	NH-29			0	
94	132+000	133+000	NH-29			0	
95	133+000	134+000	NH-29			0	
96	134+000	135+000	NH-29	3	2	5	
97	135+000	136+000	NH-29			0	
98	136+000	137+000	NH-29	3	2	5	
99	137+000	138+000	NH-29	5	2	7	
100	138+000	139+000	NH-29	4	4	8	
101	139+000	140+000	NH-29			0	
102	140+000	141+000	NH-29			0	
103	141+000	142+000	NH-29			0	

Appendix 4.6A : Summary of Trees to be Felled (Kilometer wise Details)

SL No.	Existing Chainage (km)		Road Segment	Approximate Nos. of Trees to be Felled			Remarks
	From	To		LHS	RHS	Total	
104	142+000	143+000	NH-29			0	
105	143+000	144+000	NH-29			0	
106	144+000	145+000	NH-29			0	
107	145+000	146+000	NH-29	4	4	8	
108	146+000	147+000	NH-29			0	
109	147+000	148+000	NH-29			0	
110	148+000	149+000	NH-29			0	
111	149+000	150+000	NH-29		7	7	
112	150+000	151+000	NH-29	3	3	6	
113	151+000	152+000	NH-29	6	5	11	
114	152+000	153+000	NH-29			0	
115	153+000	154+000	NH-29			0	
116	154+000	155+000	NH-29			0	
117	155+000	156+000	NH-29	3	5	8	
118	156+000	157+000	NH-29	2	3	5	
119	157+000	157+480	NH-29			0	
Total				751	764	1515	

Girth wise Details

Tree Girth (mm)	Side		Total
	LHS	RHS	
300-600	172	330	502
600-900	179	248	427
900-1800	204	146	350
> 1800	196	40	236
Total	751	764	1515

Appendix 4.6B: Break up of Approximate Numbers of Trees to be Felled

SL No.	Exixting Chainage (km)		Road Segment	Girth size in (mm)									
				LHS					RHS				
	From	To		300-600	600-900	900-1800	>1800	Total	300-600	600-900	900-1800	>1800	Total
Daboka to Lahorijani Section (Stretch 1)													
1	39+500	40+000	NH-29			1	1	2					0
2	40+000	41+000	NH-29	1	3	2	3	9		3	2		5
3	41+000	42+000	NH-29		4	3	2	9		2	2		4
4	42+000	43+000	NH-29	7	3	9	6	25	11	10	5	3	29
5	43+000	44+000	NH-29	22	14	7	8	51	20	18	16	7	61
6	44+000	45+000	NH-29	10	11	13	9	43	10	15	13	7	45
7	45+000	46+000	NH-29	9	10	14	11	44	18	14	12	6	50
8	46+000	47+000	NH-29	5	6	16	18	45	24	13	11	5	53
9	47+000	48+000	NH-29	4	6	9	15	34	17	10	9	6	42
10	48+000	49+000	NH-29	2	3	8	5	18		3	4	2	9
11	49+000	50+000	NH-29										0
12	50+000	51+000	NH-29			2	2	4		2	1		3
13	51+000	52+000	NH-29		1	2	3	6			1		1
14	52+000	53+000	NH-29										0
15	53+000	54+000	NH-29										0
16	54+000	55+000	NH-29			1	2	3		1			1
17	55+000	56+000	NH-29		2	1	3	6	6	1	3		10
18	56+000	57+000	NH-29					0					0
19	57+000	58+000	NH-29					0					0
20	58+000	59+000	NH-29	5	6	7	8	26	11	8	2	1	22
21	59+000	60+000	NH-29	5	7	6	12	30	3	4	1		8
22	60+000	61+000	NH-29					0	5	2			7
23	61+000	62+000	NH-29			2	2	4	13	6	1		20
24	62+000	63+000	NH-29			2	2	4	7	4			11
25	63+000	64+000	NH-29				2	2			1		1
26	64+000	65+000	NH-29			1	2	3			3		3
27	65+000	66+000	NH-29					0			3		3
28	66+000	67+000	NH-29					0					0
29	67+000	68+000	NH-29					0					0
30	68+000	69+000	NH-29	7	8	10	14	39					0
31	69+000	70+000	NH-29	1	2	2	3	8	8	6	2		16
32	70+000	71+000	NH-29		2	2	3	7	5	3	1	1	10
33	71+000	72+000	NH-29		1	1	2	4		2	1		3

Appendix 4.6B: Break up of Approximate Numbers of Trees to be Felled

SL No.	Exixting Chainage (km)		Road Segment	Girth size in (mm)									
				LHS					RHS				
	From	To		300-600	600-900	900-1800	>1800	Total	300-600	600-900	900-1800	>1800	Total
34	72+000	73+000	NH-29		2	1	3	6					0
35	73+000	74+000	NH-29					0					0
36	74+000	75+000	NH-29					0					0
37	75+000	76+000	NH-29					0	3	2	1		6
38	76+000	77+000	NH-29					0					0
39	77+000	78+000	NH-29	4	1	2	2	9	3	3	2		8
40	78+000	79+000	NH-29					0	6	3	1		10
41	79+000	80+000	NH-29					0					0
42	80+000	81+000	NH-29		3	2	2	7	7	5	2		14
43	81+000	82+000	NH-29					0	5	1			6
44	82+000	83+000	NH-29					0	4	1			5
45	83+000	84+000	NH-29					0		3			3
46	84+000	85+000	NH-29					0	2	3	1		6
47	85+000	86+000	NH-29		1	3	2	6		3			3
48	86+000	87+000	NH-29		3	2	3	8	5	2	2		9
49	87+000	88+000	NH-29	5	4	3	5	17	15	4	2		21
50	88+000	89+000	NH-29		3	2	2	7	4	4	1		9
51	89+000	90+000	NH-29					0					0
52	90+000	91+000	NH-29					0	3	1			4
53	91+000	92+000	NH-29					0					0
54	92+000	93+000	NH-29					0					0
55	93+000	94+000	NH-29					0					0
56	94+000	95+000	NH-29					0					0
57	95+000	96+000	NH-29		1	1	1	3	1	1			2
58	96+000	97+000	NH-29		1	1	2	4		1			1
59	97+000	98+000	NH-29		3	2	3	8					0
60	98+000	99+000	NH-29	11	10	7	7	35	21	11	8	1	41
61	99+000	100+000	NH-29					0					0
62	100+000	101+000	NH-29					0					0
63	101+000	102+000	NH-29	6	3	3		12	4	1			5
64	102+000	103+000	NH-29					0					0
65	103+000	104+000	NH-29		1	1		2					0
66	104+000	105+000	NH-29	9	6	4	3	22	16	6	5		27
67	105+000	106+000	NH-29	11	5	5	2	23	11	7	1		19

Appendix 4.6B: Break up of Approximate Numbers of Trees to be Felled

SL No.	Exixting Chainage (km)		Road Segment	Girth size in (mm)									
				LHS					RHS				
	From	To		300-600	600-900	900-1800	>1800	Total	300-600	600-900	900-1800	>1800	Total
68	106+000	107+000	NH-29	10	5	8	3	26	16	10	5		31
69	107+000	108+000	NH-29	13	10	5	3	31	12	5	3	1	21
70	108+000	109+000	NH-29	5	4	5	3	17	11	5	3		19
71	109+000	110+000	NH-29	3	3	5	4	15	13	8	2		23
72	110+000	111+000	NH-29	7	2	3	5	17	6	2	2		10
73	111+000	112+000	NH-29	3	2	1	2	8	2	1			3
74	112+000	113+000	NH-29					0					0
75	113+000	114+000	NH-29					0					0
76	114+000	115+000	NH-29					0					0
77	115+000	116+000	NH-29					0					0
78	116+000	117+000	NH-29					0					0
79	117+000	118+000	NH-29					0					0
80	118+000	119+000	NH-29					0					0
81	119+000	120+000	NH-29					0					0
82	120+000	121+000	NH-29					0					0
83	121+000	122+000	NH-29					0					0
84	122+000	123+000	NH-29					0					0
85	123+000	124+000	NH-29					0					0
86	124+000	125+000	NH-29					0					0
87	125+000	126+000	NH-29					0					0
88	126+000	127+000	NH-29					0					0
89	127+000	128+000	NH-29			1		1		1			1
90	128+000	129+000	NH-29			3		3		2			2
91	129+000	130+000	NH-29		2	2	1	5		1			1
92	130+000	131+000	NH-29					0					0
93	131+000	132+000	NH-29					0					0
94	132+000	133+000	NH-29					0					0
95	133+000	134+000	NH-29					0					0
96	134+000	135+000	NH-29			3		3		2			2
97	135+000	136+000	NH-29					0					0
98	136+000	137+000	NH-29			3		3		2			2
99	137+000	138+000	NH-29		3	2		5		2			2
100	138+000	139+000	NH-29		3	1		4		3	1		4
101	139+000	140+000	NH-29					0					0

Appendix 4.6B: Break up of Approximate Numbers of Trees to be Felled

SL No.	Exixting Chainage (km)		Road Segment	Girth size in (mm)									
				LHS					RHS				
	From	To		300-600	600-900	900-1800	>1800	Total	300-600	600-900	900-1800	>1800	Total
102	140+000	141+000	NH-29					0					0
103	141+000	142+000	NH-29					0					0
104	142+000	143+000	NH-29					0					0
105	143+000	144+000	NH-29					0					0
106	144+000	145+000	NH-29					0					0
107	145+000	146+000	NH-29		3	1		4		3	1		4
108	146+000	147+000	NH-29					0					0
109	147+000	148+000	NH-29					0					0
110	148+000	149+000	NH-29					0					0
111	149+000	150+000	NH-29					0	2	4	1		7
112	150+000	151+000	NH-29	2	1			3		3			3
113	151+000	152+000	NH-29	4	2			6		3	2		5
114	152+000	153+000	NH-29					0					0
115	153+000	154+000	NH-29					0					0
116	154+000	155+000	NH-29					0					0
117	155+000	156+000	NH-29	1	1	1		3		2	3		5
118	156+000	157+000	NH-29		2			2			3		3
119	157+000	157+400	NH-29					0					0
Total				172	179	204	196	751	330	248	146	40	764

Appendix 4.7 : Details of Existing km Stones 29

km Stone	Road Segment	Latitude (N)		Longitude (E)		Design Chainage	Car Reading	Errors Observed (m)
		Deg	Min	Deg	Min			
Daboka Lahorijan Section (Stretch-1)								
39.5	NH29	26°	6.945'	92°	52.482'	39+500		
40	NH29							
41	NH29							
42	NH29	26°	7.977'	92°	53.243'	41+980	2600	
43	NH29	26°	8.226'	92°	53.698'	42+985	990	-10
44	NH29	26°	8.462'	92°	54.237'	43+975	990	-10
45	NH29	26°	8.839'	92°	54.671'	44+970	1020	20
46	NH29	26°	9.094'	92°	55.199'	45+975	1005	5
47	NH29	26°		92°				
48	NH29	26°	9.895'	92°	55.842'	47+875	1930	-70
49	NH29	26°	10.170'	92°	56.330'	48+845	970	-30
50	NH29	26°	10.501'	92°	56.850'	49+945	1110	110
51	NH29	26°	11.018'	92°	57.047'	50+965	1010	10
52	NH29	26°	11.479'	92°	57.329'	51+955	990	-10
53	NH29	26°	11.903'	92°	57.681'	52+935	980	-20
54	NH29	26°	12.374'	92°	57.991'	53+945	1010	10
55	NH29	26°	12.837'	92°	58.314'	54+945	1010	10
56	NH29	26°	13.289'	92°	58.641'	55+960	1010	10
57	NH29	26°	13.306'	92°	59.218'	56+960	1000	0
58	NH29	26°	13.216'	92°	59.814'	57+970	1010	10
59	NH29	26°	13.184'	93°	0.398'	58+975	1010	10
60	NH29	26°	13.098'	93°	0.967'	59+950	970	-30
61	NH29	26°	12.871'	93°	1.488'	59+965	1020	20
62	NH29	26°	12.728'	93°	2.067'	61+965	1000	0
63	NH29	26°	12.652'	93°	2.655'	Bypass	1000	0
64	NH29	26°	12.653'	93°	3.256'	Bypass	1005	5
65	NH29	26°	12.613'	93°	3.861'	Bypass	1010	10
66	NH29	26°	12.528'	93°	4.454'	66+795	1000	0
67	NH29	26°	12.434'	93°	5.049'	67+800	1005	5
68	NH29	26°	12.283'	93°	5.622'	68+795	990	-10
69	NH29	26°	12.181'	93°	6.207'	69+805	1010	10
70	NH29	26°	12.158'	93°	6.805'	70+805	1000	0
71	NH29	26°	12.159'	93°	7.412'	71+815	1010	10
72	NH29	26°	12.154'	93°	8.013'	72+815	1000	0
73	NH29	26°	11.770'	93°	8.398'	73+825	1010	10
74	NH29	26°	11.231'	93°	8.349'	74+835	1000	0
75	NH29	26°	10.697'	93°	8.283'	75+820	990	-10
76	NH29	26°	10.158'	93°	8.175'	76+825	1010	10
77	NH29	26°	9.694'	93°	8.299'	77+795	990	-10
78	NH29	26°	9.270'	93°	8.664'	78+785	990	-10
79	NH29	26°	8.714'	93°	8.864'	79+800	1010	10
80	NH29	26°	8.222'	93°	8.866'	80+810	1010	10
81	NH29	26°	7.680'	93°	8.848'	81+810	1000	0
82	NH29	26°	7.172'	93°	8.677'	82+810	1000	0
83	NH29	26°	6.645'	93°	8.545'	83+810	1000	0
84	NH29	26°	6.116'	93°	8.440'	84+750	1000	0
85	NH29	26°	5.584'	93°	8.288'	85+825	1015	15
86	NH29	26°	5.265'	93°	8.741'	86+830	1015	15

Appendix 4.7 : Details of Existing km Stones 29

km Stone	Road Segment	Latitude (N)		Longitude (E)		Design Chainage	Car Reading	Errors Observed (m)
		Deg	Min	Deg	Min			
87	NH29	26°	4.924'	93°	9.208'	87+830	1000	0
88	NH29	26°	4.651'	93°	9.723'	Bypass	1000	0
89	NH29							
90	NH29	26°	4.200'	93°	10.775'	Bypass	1980	20
91	NH29	26°	3.763'	93°	11.107'	Bypass	1005	5
92	NH29							
93	NH29							
94	NH29	26°	2.795'	93°	12.504'	96+075	3000	0
95	NH29	26°	2.514'	93°	12.969'	97+025	970	-30
96	NH29	26°	1.986'	93°	13.138'	98+045	1040	40
97	NH29	26°	1.518'	93°	13.357'	99+045	1000	0
98	NH29							
99	NH29							
100	NH29							
101	NH29							
102	NH29							
103	NH29	26°	0.270'	93°	16.038'	104+660	5970	-30
104	NH29	25°	59.948'	93°	16.393'	105+610	980	-20
105	NH29	25°	59.736'	93°	16.861'	106+560	990	-10
106	NH29	25°	59.520'	93°	17.376'	107+525	970	-30
107	NH29							
108	NH29							
109	NH29							
110	NH29	25°	59.973'	93°	19.413'	111+445	4040	40
111	NH29							
112	NH29	25°	59.798'	93°	20.317'	Realignment	2020	20
113	NH29							
114	NH29							
115	NH29	25°	59.841'	93°	21.899'	115+935	3005	5
116	NH29							
117	NH29							
118	NH29							
119	NH29							
120	NH29							
121	NH29	26°	0.679'	93°	23.588'	121+355	6140	140
122	NH29							
123	NH29							
124	NH29							
125	NH29	25°	59.461'	93°	25.136'	125+135	4040	40
126	NH29	25°	59.156'	93°	25.619'	Bypass	1000	0
127	NH29	25°	58.678'	93°	25.825'	Bypass	1000	0
128	NH29							
129	NH29							
130	NH29	25°	58.049'	93°	27.278'	Bypass	2950	-50
131	NH29	25°	57.853'	93°	27.772'	131+170	960	-40
132	NH29							
133	NH29							
134	NH29							
135	NH29							

[illegible]

Appendix 4.8 : List of Items to be Dismantled

Chainage (km)		Road Segment	Features (Nos.)						Toe Wall / Guard wall		
From	To		Guard Post	Delineator	Road Signs	Hazard Markers	200m Stone	km Stone	Length (m)	Top width (m)	Avg. Height (m)
Daboka-Lahorijan NH 29 Section (Stretch 1)											
39+500	40+000	NH-29									
40+000	41+000	NH-29									
41+000	42+000	NH-29			2						
42+000	43+000	NH-29			1						
43+000	44+000	NH-29									
44+000	45+000	NH-29									
45+000	46+000	NH-29									
46+000	47+000	NH-29			1						
47+000	48+000	NH-29			2						
48+000	49+000	NH-29									
49+000	50+000	NH-29			2						
50+000	51+000	NH-29									
51+000	52+000	NH-29			2						
52+000	53+000	NH-29			1						
53+000	54+000	NH-29									
54+000	55+000	NH-29									
55+000	56+000	NH-29									
56+000	57+000	NH-29	18							0.6	1
57+000	58+000	NH-29									
58+000	59+000	NH-29									
59+000	60+000	NH-29									
60+000	61+000	NH-29									
61+000	62+000	NH-29									
62+000	63+000	NH-29									
63+000	64+000	NH-29			2						
64+000	65+000	NH-29						1			
65+000	66+000	NH-29						1			
66+000	67+000	NH-29	12					1		0.6	1
67+000	68+000	NH-29						1			
68+000	69+000	NH-29						1			
69+000	70+000	NH-29									
70+000	71+000	NH-29						1			
71+000	72+000	NH-29			2			1			
72+000	73+000	NH-29						1			
73+000	74+000	NH-29			1			1			
74+000	75+000	NH-29			2			1			
75+000	76+000	NH-29						1			
76+000	77+000	NH-29			1			1			
77+000	78+000	NH-29						1			
78+000	79+000	NH-29			4			1			
79+000	80+000	NH-29			1			1			
80+000	81+000	NH-29						1			
81+000	82+000	NH-29						1			
82+000	83+000	NH-29			1			1			
83+000	84+000	NH-29						1			
84+000	85+000	NH-29			1			1			
85+000	86+000	NH-29						1			
86+000	87+000	NH-29			1			1			
87+000	88+000	NH-29						1			
88+000	89+000	NH-29			1			1			
89+000	90+000	NH-29			3			1			
90+000	91+000	NH-29			1			1			
91+000	92+000	NH-29			1			1			

Chainage (km)		Road Segment	Features (Nos.)						Toe Wall / Guard wall		
From	To		Guard Post	Delineator	Road Signs	Hazard Markers	200m Stone	km Stone	Length (m)	Top width (m)	Avg. Height (m)
92+000	93+000	NH-29						1			
93+000	94+000	NH-29						1			
94+000	95+000	NH-29						1			
95+000	96+000	NH-29						1			
96+000	97+000	NH-29						1			
97+000	98+000	NH-29	20					1		0.6	1
98+000	99+000	NH-29	20		2			1		0.6	1
99+000	100+000	NH-29			2			1			
100+000	101+000	NH-29	2		3			1		0.6	1
101+000	102+000	NH-29	36		2			1		0.6	1
102+000	103+000	NH-29						1			
103+000	104+000	NH-29						1			
104+000	105+000	NH-29						1			
105+000	106+000	NH-29						1			
106+000	107+000	NH-29						1			
107+000	108+000	NH-29						1			
108+000	109+000	NH-29			1			1			
109+000	110+000	NH-29						1			
110+000	111+000	NH-29						1			
111+000	112+000	NH-29									
112+000	113+000	NH-29						1			
113+000	114+000	NH-29						1			
114+000	115+000	NH-29									
115+000	116+000	NH-29			1						
116+000	117+000	NH-29						1			
117+000	118+000	NH-29						1			
118+000	119+000	NH-29						1			
119+000	120+000	NH-29						1			
120+000	121+000	NH-29									
121+000	122+000	NH-29	8							0.6	1
122+000	123+000	NH-29	1		1						
123+000	124+000	NH-29									
124+000	125+000	NH-29	1								
125+000	126+000	NH-29						1			
126+000	127+000	NH-29	1					1			
127+000	128+000	NH-29	20					1		0.6	1
128+000	129+000	NH-29						1			
129+000	130+000	NH-29	3		1						
130+000	131+000	NH-29									
131+000	132+000	NH-29	5								
132+000	133+000	NH-29	7					1			
133+000	134+000	NH-29									
134+000	135+000	NH-29						1			
135+000	136+000	NH-29									
136+000	137+000	NH-29									
137+000	138+000	NH-29						1			
138+000	139+000	NH-29									
139+000	140+000	NH-29									
140+000	141+000	NH-29									
141+000	142+000	NH-29									
142+000	143+000	NH-29									
143+000	144+000	NH-29						1			
144+000	145+000	N									

Appendix 4.8 : List of Items to be Dismantled

Chainage (km)		Road Segment	Features (Nos.)						Toe Wall / Guard wall		
From	To		Guard Post	Delineator	Road Signs	Hazard Markers	200m Stone	km Stone	Length (m)	Top width (m)	Avg. Height (m)
146+000	147+000	NH-29									
147+000	148+000	NH-29						1			
148+000	149+000	NH-29						1			
149+000	150+000	NH-29						1			
150+000	151+000	NH-29	10								
151+000	152+000	NH-29	3					1			
152+000	153+000	NH-29	1								
153+000	154+000	NH-29						1			
154+000	155+000	NH-29	7					1			
155+000	156+000	NH-29	12								
156+000	157+000	NH-29	4								
157+000	157+480	NH-29	8								
Total			199		46	0	0	66	0		

Appendix 4.9 : Details of Arboriculture

SI No.	Stretch		Road Segment	Shoulder Area		Side Slope		Beyond Embankment Toe	
	From	To		Left	Right	Left	Right	Left	Right
Daboka To Lahorijan Section (Stretch 1)									
1	39+500	40+000	NH - 29	3,4	3,4	3,4	3,4	3	3
2	40+000	41+000	NH - 29	3,4	3,4	3,4	3,4	3	3
3	41+000	42+000	NH - 29	3,4	3,4	3,4	3,4	3	3
4	42+000	43+000	NH - 29	3,4	3,4	3,4	3,4	1	1
5	43+000	44+000	NH - 29	3,4	3,4	3,4	3,4	1	1
6	44+000	45+000	NH - 29	3,4	3,4	3,4	3,4	1	1
7	45+000	46+000	NH - 29	3,4	3,4	3,4	3,4	1	1
8	46+000	47+000	NH - 29	3,4	3,4	3,4	3,4	1	1
9	47+000	48+000	NH - 29	3,4	3,4	3,4	3,4	1	1
10	48+000	49+000	NH - 29	3,4	3,4	3,4	3,4	1	1
11	49+000	50+000	NH - 29	4	4	4	4		
12	50+000	51+000	NH - 29	4	4	4	4	3	3
13	51+000	52+000	NH - 29	4	4	4	4	3	3
14	52+000	53+000	NH - 29	4	4	4	4	3	3
15	53+000	54+000	NH - 29	4	4	4	4		
16	54+000	55+000	NH - 29	4	4	4	4	3	3
17	55+000	56+000	NH - 29	4	4	4	4	3	3
18	56+000	57+000	NH - 29						
19	57+000	58+000	NH - 29	4	4	4	4	3	3
20	58+000	59+000	NH - 29	4	4	4	4	3	3
21	59+000	60+000	NH - 29			4	4		3
22	60+000	61+000	NH - 29	4	4	4	4	3	3
23	61+000	62+000	NH - 29	4	4	4	4	3	3
24	62+000	63+000	NH - 29	4	4	4	4	3	3
25	63+000	64+000	NH - 29	4	4	4	4	3	3
26	64+000	65+000	NH - 29	4	4	4	4	3	3
27	65+000	66+000	NH - 29	4	4	4	4		
28	66+000	67+000	NH - 29	4	4	4	4		
29	67+000	68+000	NH - 29	4	4	4	4		
30	68+000	69+000	NH - 29	4	4	4	4	3	3
31	69+000	70+000	NH - 29	4	4	4	4	3	3
32	70+000	71+000	NH - 29	4	4	4	4	3	3
33	71+000	72+000	NH - 29	4	4	4	4	3	3
34	72+000	73+000	NH - 29	4	4	4	4	3	3
35	73+000	74+000	NH - 29	4	4	4	4	3	3
36	74+000	75+000	NH - 29	4	4	4	4	3	3
37	75+000	76+000	NH - 29	4	4	4	4		3
38	76+000	77+000	NH - 29	4	4	4	4	3	3
39	77+000	78+000	NH - 29						
40	78+000	79+000	NH - 29	4	4	4	4		3
41	79+000	80+000	NH - 29	4	4	4	4		
42	80+000	81+000	NH - 29	4	4	4	4	3	3
43	81+000	82+000	NH - 29						
44	82+000	83+000	NH - 29	4	4	4	4		3
45	83+000	84+000	NH - 29	4	4	4	4		3
46	84+000	85+000	NH - 29	4	4	4	4		3
47	85+000	86+000	NH - 29	4	4	4	4	3	3
48	86+000	87+000	NH - 29	4	4	4	4	3	3
49	87+000	88+000	NH - 29	4	4	4	4	3	3
50	88+000	89+000	NH - 29	4	4	4	4	3	3

Appendix 4.9 : Details of Arboriculture

SI No.	Stretch		Road Segment	Shoulder Area		Side Slope		Beyond Embankment Toe	
	From	To		Left	Right	Left	Right	Left	Right
51	89+000	90+000	NH - 29						
52	90+000	91+000	NH - 29	4	4	4	4		3
53	91+000	92+000	NH - 29						
54	92+000	93+000	NH - 29						
55	93+000	94+000	NH - 29						
56	94+000	95+000	NH - 29	4	4	4	4	3	3
57	95+000	96+000	NH - 29	4	4	4	4	3	3
58	96+000	97+000	NH - 29	4	4	4	4	3	3
59	97+000	98+000	NH - 29	4	4	4	4	3	3
60	98+000	99+000	NH - 29	4	4	4	4	3	3
61	99+000	100+000	NH - 29	4	4	4	4		
62	100+000	101+000	NH - 29	4	4	4	4		
63	101+000	102+000	NH - 29	4	4	4	4	3	3
64	102+000	103+000	NH - 29						
65	103+000	104+000	NH - 29	4	4	4	4	1	1
66	104+000	105+000	NH - 29	4	4	4	4	1	1
67	105+000	106+000	NH - 29	4	4	4	4	1	1
68	106+000	107+000	NH - 29	4	4	4	4	1	1
69	107+000	108+000	NH - 29	4	4	4	4	1	1
70	108+000	109+000	NH - 29	4	4	4	4	1	1
71	109+000	110+000	NH - 29	4	4	4	4	1	1
72	110+000	111+000	NH - 29	4	4	4	4	1	1
73	111+000	112+000	NH - 29	4	4	4	4	1	1
74	112+000	113+000	NH - 29	4	4	4	4		
75	113+000	114+000	NH - 29	4	4	4	4		
76	114+000	115+000	NH - 29	4	4	4	4		
77	115+000	116+000	NH - 29	4	4	4	4		
78	116+000	117+000	NH - 29	4	4	4	4		
79	117+000	118+000	NH - 29	4	4	4	4		
80	118+000	119+000	NH - 29	4	4	4	4		
81	119+000	120+000	NH - 29	4	4	4	4		
82	120+000	121+000	NH - 29	4	4	4	4		
83	121+000	122+000	NH - 29	4	4	4	4		
84	122+000	123+000	NH - 29	4	4	4	4		
85	123+000	124+000	NH - 29	4	4	4	4		
86	124+000	125+000	NH - 29	4	4	4	4		
87	125+000	126+000	NH - 29	4	4	4	4		
88	126+000	127+000	NH - 29	4	4	4	4		
89	127+000	128+000	NH - 29	4	4	4	4	3	3
90	128+000	129+000	NH - 29	4	4	4	4	3	3
91	129+000	130+000	NH - 29	4	4	4	4	3	3
92	130+000	131+000	NH - 29	4	4	4	4		
93	131+000	132+000	NH - 29	4	4	4	4		
94	132+000	133+000	NH - 29	4	4	4	4		
95	133+000	134+000	NH - 29	4	4	4	4		
96	134+000	135+000	NH - 29	4	4	4	4	3	3
97	135+000	136+000	NH - 29						
98	136+000	137+000	NH - 29	4	4	4	4	3	3
99	137+000	138+000	NH - 29	4	4	4	4	3	3
100	138+000	139+000	NH - 29	4	4	4	4	3	3
101	139+000	140+000	NH - 29	4	4	4	4		

Appendix 4.9 : Details of Arboriculture

SI No.	Stretch		Road Segment	Shoulder Area		Side Slope		Beyond Embankment Toe	
	From	To		Left	Right	Left	Right	Left	Right
102	140+000	141+000	NH - 29	4	4	4	4		
103	141+000	142+000	NH - 29	4	4	4	4		
104	142+000	143+000	NH - 29	4	4	4	4		
105	143+000	144+000	NH - 29	4	4	4	4		
106	144+000	145+000	NH - 29	4	4	4	4		
107	145+000	146+000	NH - 29	4	4	4	4		
108	146+000	147+000	NH - 29	4	4	4	4	3	3
109	147+000	148+000	NH - 29	4	4	4	4		
110	148+000	149+000	NH - 29	4	4	4	4		
111	149+000	150+000	NH - 29		4				3
112	150+000	151+000	NH - 29	4	4	4	4	3	3
113	151+000	152+000	NH - 29	4	4	4	4	3	3
114	152+000	153+000	NH - 29	4	4	4	4		
115	153+000	154+000	NH - 29	4	4	4	4		
116	154+000	155+000	NH - 29	4	4	4	4		
117	155+000	156+000	NH - 29	4	4	4	4	3	3
118	156+000	157+000	NH - 29	4	4	4	4	3	3
119	157+000	157+480	NH - 29	4	4	4	4		

Type	Code
Dense Plantation	1
Avenue Plantation	2
Isolated Tree	3
Bush	4
Hedge	5
Turfing	6
None	7

Appendix 4.10 : Geometric Deficiency in Existing Alignment

Sl. No.	ELEMENT DETAILS								Deflectin Angle			Speed (Kmph)
	Start Chainage	End Chainage	Start Easting	Start Northing	End Easting	End Northing	Radius (m)	Direction	Deg	Min	Sec	
Stretch 1 : Daboka Lahorijan Road (NH 29)												
1	39+528.368	39+556.403	487489.713	2888515.759	487516.101	2888524.948	100	Right	16	3	44.418	50
2	40+327.722	40+388.605	488158.394	2888864.088	488200.772	2888907.475	200	Right	17	26	30.622	65
3	40+684.119	40+828.102	488436.924	2889085.128	488518.395	2889200.996	230	Left	35	52	4.637	65
4	41+552.088	41+615.120	488686.55	2889902.307	488683.246	2889964.991	200	Left	18	3	26.455	65
5	41+817.279	42+116.028	488641.059	2890162.7	488759.355	2890414.481	230	Right	74	25	19.558	65
6	42+708.973	42+745.559	489279.124	2890698.964	489310.443	2890717.7	150	Left	13	58	30.063	60
7	46+252.082	46+380.741	492221.884	2892581.783	492308.818	2892673.613	200	Left	36	51	29.866	65
8	46+698.452	46+746.549	492390.996	2892975.221	492398.641	2893022.498	150	Right	18	22	17.688	60
9	47+413.561	47+502.022	492736.893	2893560.018	492796.875	2893623.288	150	Left	33	47	22.236	60
10	49+741.024	49+935.982	494600.481	2894852.332	494729.902	2894990.307	230	Left	48	33	59.319	65
11	55+849.035	55+985.619	497605.691	2900101.088	497703.479	2900192.624	200	Right	39	7	42.127	65
12	69+307.031	69+351.296	510587.403	2898164.925	510631.224	2898159.337	200	Right	12	40	51.964	65
13	82+032.977	82+130.097	514473.685	2888968.45	514442.561	2888877.457	200	Left	27	49	22.104	65
14	85+070.673	85+382.747	513815.044	2886016.924	513934.714	2885754.215	230	Left	77	44	29.793	65
15	92+471.017	92+560.914	519695.612	2881965.014	519776.832	2881928.276	200	Right	25	45	13.48	65
16	92+610.556	92+717.905	519816.366	2881898.252	519880.799	2881814.002	200	Right	30	45	11.612	65
17	94+338.615	94+408.208	521032.093	2880691.145	521092.936	2880658.662	150	Left	26	34	57.667	60
18	94+690.608	94+776.478	521365.96	2880586.499	521430.29	2880533.648	100	Right	49	11	58.217	50
19	94+864.827	94+920.038	521469.013	2880454.237	521505.356	2880413.607	100	Left	31	38	0.302	50
20	95+119.277	95+201.426	521673.632	2880306.934	521718.397	2880240.801	100	Right	47	4	6.032	50
21	95+510.302	95+556.855	521775.005	2879937.157	521777.556	2879890.804	180	Right	14	49	5.709	65
22	95+612.325	95+667.089	521773.438	2879835.487	521779.321	2879781.345	150	Left	20	55	6.655	60
23	97+622.555	97+666.985	522781.769	2878534.907	522825.634	2878541.375	200	Right	12	43	41.536	65
24	97+734.339	97+777.860	522892.946	2878543.753	522932.191	2878560.253	60	Left	41	33	33.488	40
25	97+810.930	97+861.962	522956.146	2878583.052	523001.502	2878604.5	80	Right	36	32	55.454	40

Sl. No.	ELEMENT DETAILS								Deflectin Angle			Speed (Kmph)
	Start Chainage	End Chainage	Start Easting	Start Northing	End Easting	End Northing	Radius (m)	Direction	Deg	Min	Sec	
26	97+887.570	97+935.372	523026.917	2878607.636	523067.286	2878630.81	60	Left	45	38	50.65	40
27	97+988.588	98+043.299	523099.548	2878673.132	523148.389	2878679.909	35	Right	89	33	47.875	25
28	98+096.006	98+154.649	523190.548	2878648.276	523241.908	2878620.411	200	Left	16	47	59.433	65
29	98+223.375	98+278.560	523306.456	2878596.813	523360.229	2878585.21	200	Left	15	48	33.642	65
30	98+370.721	98+439.189	523452.134	2878578.344	523519.209	2878588.732	150	Left	26	9	9.635	60
31	98+499.611	98+609.887	523575.278	2878611.25	523666.441	2878572.081	70	Right	90	15	45.506	40
32	98+662.157	98+776.240	523685.698	2878523.488	523780.743	2878492.419	65	Left	100	33	40.486	40
33	98+844.229	98+939.349	523838.288	2878528.628	523926.927	2878522.189	75	Right	72	40	1.005	40
34	98+974.568	98+999.164	523953.712	2878499.322	523969.689	2878480.749	80	Right	17	36	57.438	40
35	99+185.573	99+251.040	524068.184	2878322.486	524113.625	2878276.082	150	Left	25	0	22.798	60
36	99+290.096	99+482.352	524146.344	2878254.755	524237.029	2878093.576	200	Right	55	4	38.206	65
37	99+522.001	99+625.249	524238.291	2878053.947	524275.462	2877959.797	150	Left	39	26	16.746	60
38	99+999.214	100+189.026	524485.825	2877653.975	524644.588	2877591.444	120	Left	90	37	41.727	50
39	100+224.102	100+268.840	524676.677	2877605.608	524720.346	2877607.481	60	Right	42	43	18.183	40
40	100+335.017	100+365.387	524782.954	2877586.039	524812.728	2877580.679	100	Left	17	24	1.309	50
41	100+415.351	100+474.295	524862.675	2877579.367	524913.269	2877604.745	60	Left	56	17	14.037	40
42	100+514.567	100+548.398	524936.493	2877637.646	524966.124	2877649.905	30	Right	64	36	45.849	30
43	100+587.568	100+608.591	525004.719	2877643.218	525025.665	2877642.376	80	Left	15	3	25.809	40
44	100+640.656	100+699.754	525057.596	2877645.297	525114.627	2877633.482	100	Right	33	51	38.343	50
45	100+764.926	100+804.306	525171.829	2877602.251	525208.46	2877588.107	150	Left	15	2	30.572	60
46	100+882.111	100+946.248	525284.086	2877569.822	525342.532	2877587.725	60	Left	61	14	45.155	40
47	100+973.032	101+018.859	525360.574	2877607.521	525401.978	2877610.338	30	Right	87	31	23.275	30
48	101+081.809	101+105.854	525450.292	2877569.985	525470.77	2877557.554	80	Left	17	13	16.189	40
49	101+147.154	101+204.799	525508.884	2877541.651	525552.964	2877505.749	100	Right	33	1	41.506	50
50	101+229.907	101+281.204	525567.121	2877485.013	525607.228	2877454.453	80	Left	36	44	20.376	40
51	102+057.879	102+108.279	526221.312	2877011.917	526234.647	2876964.173	80	Right	36	5	47.971	40
52	102+244.977	102+331.529	526228.82	2876827.599	526260.718	2876750.026	100	Left	49	35	25.895	50
53	102+665.781	102+704.551	526492.099	2876509.897	526512.939	2876477.277	200	Right	11	6	24.355	65
54	102+755.534	102+810.393	526536.101	2876431.858	526572.864	2876392.068	100	Left	31	25	54.219	50
55	102+902.561	102+953.346	526651.409	2876343.844	526688.47	2876309.597	130	Right	22	22	57.656	50

Sl. No.	ELEMENT DETAILS								Deflectin Angle			Speed (Kmph)
	Start Chainage	End Chainage	Start Easting	Start Northing	End Easting	End Northing	Radius (m)	Direction	Deg	Min	Sec	
56	103+026.628	103+078.559	526731.616	2876250.362	526746.935	2876201.693	80	Right	37	11	33.574	40
57	103+273.781	103+327.384	526743.106	2876006.507	526756.128	2875955.17	100	Left	30	42	43.99	50
58	103+468.590	103+561.165	526825.85	2875832.377	526892.776	2875770.552	150	Left	35	21	39.31	60
59	103+936.790	104+002.989	527233.067	2875611.505	527297.698	2875604.614	100	Left	37	55	45.971	50
60	104+034.298	104+090.475	527328.219	2875611.592	527383.573	2875608.483	100	Right	32	11	13.373	50
61	104+220.415	104+323.530	527506.205	2875565.518	527606.459	2875571.5	130	Left	45	26	47.143	50
62	104+390.758	104+506.828	527666.812	2875601.117	527779.06	2875602.214	130	Right	51	9	23.015	50
63	104+721.864	104+808.841	527932.101	2875457.296	527998.374	2875402.86	150	Left	33	13	21.504	60
64	104+860.786	104+917.670	528046.264	2875382.74	528081.512	2875340.81	60	Right	54	19	12.017	40
65	106+391.404	106+481.985	529335.094	2874678.014	529422.308	2874685.276	100	Left	51	53	55.762	50
66	106+518.876	106+556.181	529454.025	2874704.116	529488.127	2874719.003	150	Right	14	14	58.646	60
67	106+913.028	106+975.567	529818.001	2874841.924	529874.987	2874865.113	100	Right	35	49	54.629	50
68	107+019.762	107+064.888	529919.063	2874868.37	529960.804	2874883.882	80	Left	32	19	8.283	40
69	107+132.547	107+188.385	530015.16	2874924.17	530068.205	2874933.413	60	Right	53	19	16.141	40
70	107+226.542	107+341.730	530104.739	2874922.4	530216.651	2874932.631	150	Left	43	59	55.058	60
71	107+553.534	107+587.172	530410.843	2875016.433	530443.67	2875023.251	120	Right	16	3	39.113	50
72	107+601.540	107+618.147	530458.009	2875024.179	530474.223	2875027.516	60	Left	15	51	29.79	40
73	107+639.691	107+679.922	530494.523	2875034.729	530534.171	2875038.305	80	Right	28	48	48.35	40
74	107+734.923	107+782.415	530588.456	2875029.461	530631.955	2875043.559	50	Left	54	25	16.73	40
75	107+837.989	107+876.094	530671.136	2875082.971	530700.406	2875107.28	200	Right	10	54	58.47	65
76	107+910.369	107+946.083	530728.737	2875126.571	530746.095	2875156.431	40	Left	51	9	18.611	30
77	107+965.385	107+992.286	530747.641	2875175.672	530760.755	2875198.132	30	Right	51	22	36.033	30
78	108+013.859	108+051.216	530778.633	2875210.205	530803.687	2875237.458	80	Left	26	45	19.951	40
79	108+128.011	108+163.974	530841.168	2875304.484	530852.761	2875338.323	100	Left	20	36	19.589	50
80	108+177.077	108+209.634	530854.723	2875351.278	530871.469	2875378.154	40	Right	46	38	6.859	30
81	108+244.295	108+280.250	530899.946	2875397.914	530919.947	2875426.861	50	Left	41	12	1.99	40
82	108+301.541	108+326.967	530925.113	2875447.515	530938.456	2875468.658	40	Right	36	25	16.265	30
83	108+399.031	108+434.727	530994.033	2875514.531	531024.995	2875531.912	100	Right	20	27	8.158	50
84	108+561.439	108+613.804	531144.743	2875573.34	531183.632	2875606.57	70	Left	42	51	40.502	40
85	108+699.033	108+734.051	531223.717	2875681.784	531246.323	2875708.162	80	Right	25	4	48.825	40

Sl. No.	ELEMENT DETAILS								Deflectin Angle			Speed (Kmph)
	Start Chainage	End Chainage	Start Easting	Start Northing	End Easting	End Northing	Radius (m)	Direction	Deg	Min	Sec	
86	108+768.372	108+844.200	531273.781	2875728.752	531312.362	2875791.927	100	Left	43	26	45.735	50
87	108+895.623	108+949.379	531321.018	2875842.617	531362.001	2875865.312	30	Right	102	40	2.107	30
88	109+022.613	109+140.618	531429.729	2875837.456	531542.454	2875848.935	120	Left	56	20	35.341	50
89	109+211.727	109+264.032	531601.416	2875888.685	531650.983	2875902.205	80	Right	37	27	37.158	40
90	109+337.215	109+381.640	531724.032	2875897.77	531765.403	2875883.215	80	Right	31	49	0.901	40
91	109+525.972	109+573.537	531883.21	2875799.83	531924.922	2875777.204	200	Left	13	37	35.631	65
92	109+789.220	109+860.481	532125.37	2875697.58	532195.265	2875687.689	150	Left	27	13	9.949	60
93	109+966.011	110+042.754	532300.301	2875697.904	532372.117	2875676.727	100	Right	43	58	13.741	50
94	110+091.727	110+135.116	532410.488	2875646.297	532451.357	2875636.443	50	Left	49	43	10.87	40
95	110+166.673	110+200.629	532482.302	2875642.629	532514.402	2875635.209	40	Right	48	38	21.099	30
96	110+270.043	110+318.404	532569.592	2875593.112	532614.343	2875576.809	80	Left	34	38	8.825	40
97	110+509.918	110+563.074	532805.645	2875567.79	532857.788	2875558.301	200	Right	15	13	40.812	65
98	110+605.157	110+661.909	532897.828	2875545.348	532953.564	2875535.722	200	Left	16	15	29.297	65
99	110+684.658	110+721.398	532976.304	2875535.06	533008.669	2875519.927	45	Right	46	46	45.788	30
100	110+754.040	110+779.172	533030.321	2875495.499	533050.388	2875480.677	60	Left	23	59	55.637	40
101	110+855.876	110+888.388	533120.215	2875448.929	533151.992	2875445.689	50	Left	37	15	20.976	40
102	110+919.634	110+949.671	533182.461	2875452.615	533211.459	2875448.175	40	Right	43	1	30.299	30
103	110+979.481	111+000.153	533237.218	2875433.171	533256.219	2875425.177	80	Left	14	48	17.689	40
104	111+032.786	111+063.579	533287.679	2875416.503	533311.52	2875398.231	40	Right	44	6	26.689	30
105	111+256.556	111+287.462	533422.721	2875241.36	533433.9	2875213.367	40	Right	44	16	8.393	30
106	111+356.904	111+398.299	533433.456	2875143.926	533450.961	2875108.014	45	Left	52	42	19.293	30
107	111+464.314	111+514.115	533503.22	2875067.68	533547.445	2875045.451	130	Left	21	56	56.608	50
108	111+613.345	111+650.207	533642.967	2875018.579	533677.922	2875025.177	40	Left	52	48	6.451	30
109	111+696.443	111+727.985	533714.804	2875053.06	533743.019	2875066.697	80	Right	22	35	25.774	40
110	111+759.173	111+811.262	533773.214	2875074.505	533808.804	2875109.29	50	Left	59	41	25.013	40
111	112+016.379	112+104.777	533864.688	2875306.647	533920.964	2875371.079	100	Right	50	38	53.965	50
112	112+150.434	112+255.025	533962.822	2875389.315	534062.083	2875378.143	100	Right	59	55	32.899	50
113	112+278.276	112+355.770	534080.801	2875364.351	534154.154	2875358.359	70	Left	63	25	47.669	40
114	112+441.398	112+474.475	534230.418	2875397.294	534262.506	2875399.176	40	Right	47	22	47.521	30
115	112+505.302	112+536.457	534291.412	2875388.463	534321.536	2875380.738	150	Left	11	54	1.18	60

Sl. No.	ELEMENT DETAILS								Deflectin Angle			Speed (Kmph)
	Start Chainage	End Chainage	Start Easting	Start Northing	End Easting	End Northing	Radius (m)	Direction	Deg	Min	Sec	
116	112+569.700	112+621.922	534354.419	2875375.862	534396.669	2875348.037	60	Right	49	52	7.676	40
117	112+659.018	112+722.293	534416.16	2875316.474	534469.43	2875288.041	60	Left	60	25	22.254	40
118	112+770.566	112+834.742	534517.671	2875289.827	534575.693	2875313.917	90	Left	40	51	20.152	50
119	112+904.808	112+990.153	534626.956	2875361.68	534705.955	2875369.093	65	Right	75	13	47.836	40
120	113+042.099	113+092.742	534749.885	2875341.37	534784.207	2875304.869	100	Right	29	0	57.513	50
121	113+157.475	113+228.622	534815.323	2875248.105	534867.981	2875202.509	100	Left	40	45	50.114	50
122	114+010.411	114+045.776	535613.59	2875180.288	535648.295	2875186.056	100	Right	20	15	45.668	50
123	114+072.994	114+118.782	535675.511	2875185.725	535715.397	2875204.784	50	Left	52	28	12.211	40
124	114+155.892	114+185.748	535738.36	2875233.937	535763.519	2875248.693	40	Right	42	45	53.414	30
125	114+225.420	114+292.035	535802.702	2875254.906	535850.567	2875296.245	60	Left	63	36	44.601	40
126	114+323.828	114+356.073	535860.062	2875326.587	535885.909	2875339.436	20	Right	92	22	34.962	25
127	114+455.001	114+477.894	535980.104	2875309.424	536001.369	2875301.079	100	Right	13	7	0.463	50
128	114+499.847	114+539.275	536020.754	2875290.777	536058.982	2875284.613	60	Left	37	39	2.786	40
129	114+630.064	114+671.940	536148.483	2875299.855	536190.019	2875298.164	100	Right	23	59	35.486	50
130	114+755.658	114+848.927	536271.133	2875277.445	536361.2	2875290.004	120	Left	44	31	57.413	50
131	114+914.855	114+965.454	536418.178	2875323.172	536456.83	2875355.453	150	Left	19	19	39.077	60
132	115+041.189	115+085.438	536505.984	2875413.07	536538.178	2875443.295	200	Right	12	40	34.412	65
133	115+174.103	115+222.585	536609.123	2875496.476	536639.502	2875533.652	100	Left	27	46	43.249	50
134	115+399.356	115+434.032	536715.229	2875693.38	536722.939	2875726.91	80	Left	24	50	5.975	40
135	115+475.709	115+504.977	536723.325	2875768.586	536730.065	2875796.814	65	Right	25	47	56.92	40
136	115+530.211	115+568.077	536741.257	2875819.429	536740.755	2875855.894	40	Left	54	14	22.122	30
137	115+634.498	115+688.480	536709.665	2875914.589	536707.72	2875966.733	60	Right	51	32	56.164	40
138	115+787.573	115+878.430	536747.455	2876057.511	536818.941	2876105.412	80	Right	65	4	16.142	40
139	115+892.796	115+915.221	536833.304	2876105.735	536854.43	2876112.336	40	Left	32	7	17.936	30
140	115+956.777	116+013.566	536889.118	2876135.218	536921.999	2876180.058	80	Left	40	40	19.671	40
141	116+070.970	116+118.499	536937.742	2876235.261	536975.208	2876255.77	30	Right	90	46	27.906	30
142	116+142.361	116+195.133	536998.065	2876248.917	537047.02	2876260.711	50	Left	60	28	20.358	40
143	116+686.131	116+811.501	537435.852	2876558.55	537505.857	2876660.082	200	Left	35	54	56.285	65
144	116+855.222	116+937.542	537518.368	2876701.975	537570.027	2876763.081	100	Right	47	9	57.451	50
145	117+116.885	117+187.949	537735.967	2876829.343	537793.009	2876869.184	100	Left	40	43	0.04	50

Sl. No.	ELEMENT DETAILS								Deflectin Angle			Speed (Kmph)
	Start Chainage	End Chainage	Start Easting	Start Northing	End Easting	End Northing	Radius (m)	Direction	Deg	Min	Sec	
146	117+242.320	117+301.911	537823.968	2876913.88	537830.199	2876970.712	60	Left	56	54	18.347	40
147	117+359.773	117+392.344	537808.34	2877024.286	537813.138	2877054.906	30	Right	62	12	17.336	30
148	117+421.814	117+452.606	537832.085	2877077.479	537843.618	2877105.507	50	Left	35	17	7.781	40
149	117+494.248	117+545.015	537847.047	2877147.008	537878.213	2877182.757	40	Right	72	43	3.581	30
150	117+593.671	117+687.919	537925.705	2877193.337	537971.222	2877264.948	60	Left	90	0	0	40
151	117+798.354	117+881.104	537947.209	2877372.741	537981.812	2877440.795	60	Right	79	1	15.384	40
152	117+896.551	117+934.464	537995.974	2877446.964	538032.41	2877444.662	40	Right	54	18	21.169	30
153	117+951.344	118+031.402	538046.914	2877436.027	538120.536	2877445.664	60	Left	76	26	59.809	40
154	118+078.583	118+125.283	538153.498	2877479.42	538167.082	2877522.343	50	Left	53	30	53.394	40
155	118+149.827	118+184.612	538163.159	2877546.572	538167.584	2877580.585	60	Right	33	13	3.129	40
156	118+284.690	118+333.973	538208.322	2877671.996	538213.706	2877720.204	80	Left	35	17	46.583	40
157	118+372.967	118+398.019	538206.081	2877758.446	538206.379	2877783.314	60	Right	23	55	22.173	40
158	118+431.562	118+477.468	538213.723	2877816.043	538216.817	2877861.666	150	Left	17	32	5.428	60
159	118+512.309	118+543.782	538213.849	2877896.38	538220.888	2877926.525	50	Right	36	3	55.975	40
160	118+636.782	118+699.856	538269.034	2878006.092	538283.103	2878066.51	100	Left	36	8	19.982	50
161	118+733.786	118+812.288	538280.169	2878100.312	538314.163	2878166.552	70	Right	64	15	18.758	40
162	118+882.811	118+924.184	538374.798	2878202.563	538407.94	2878227.205	200	Left	11	51	8.651	65
163	118+969.089	119+005.852	538441.017	2878257.576	538471.453	2878277.937	120	Right	17	33	9.981	50
164	119+039.172	119+102.435	538501.649	2878292.022	538551.742	2878329.89	150	Left	24	9	52.924	60
165	119+199.874	119+302.421	538615.449	2878403.618	538704.805	2878448.309	130	Right	45	11	46.274	50
166	119+442.700	119+492.322	538844.747	2878458.031	538893.915	2878453.294	150	Right	18	57	14.833	60
167	119+725.608	119+898.829	539119.273	2878392.994	539219.331	2878266.121	135	Right	73	31	2.274	50
168	120+523.141	120+597.388	539323.311	2877666.285	539332.438	2877594.308	100	Right	42	32	26.094	50
169	120+731.598	120+830.609	539299.871	2877464.11	539308.119	2877367.237	150	Left	37	49	10.315	60
170	120+914.962	121+003.887	539342.128	2877290.043	539352.492	2877203.029	150	Right	33	58	1.329	60
171	121+134.537	121+230.294	539329.377	2877074.44	539344.719	2876981.802	140	Left	39	11	19.756	50
172	121+335.110	121+481.140	539395.532	2876890.125	539398.247	2876749.82	150	Right	55	46	45.657	60
173	121+592.654	121+639.117	539348	2876650.268	539341.836	2876605.072	70	Left	38	1	49.882	40
174	122+000.808	122+159.150	539387.41	2876247.014	539471.325	2876121.367	150	Left	60	28	55.801	60
175	122+559.443	122+635.648	539797.959	2875893.601	539847.448	2875836.153	220	Right	19	50	47.492	65

Sl. No.	ELEMENT DETAILS								Deflectin Angle			Speed (Kmph)
	Start Chainage	End Chainage	Start Easting	Start Northing	End Easting	End Northing	Radius (m)	Direction	Deg	Min	Sec	
176	123+138.075	123+251.580	540153.175	2875441.154	540245.762	2875381.882	130	Left	50	1	32.721	50
177	123+429.819	123+558.539	540422.429	2875358.268	540541.801	2875394.697	150	Left	49	10	3.722	60
178	123+667.138	123+939.314	540623.068	2875466.733	540864.22	2875442.655	165	Right	94	30	44.61	60
179	126+488.617	126+592.689	542890.776	2874020.207	542931.647	2873926.757	150	Right	39	45	8.856	60
180	126+657.197	126+791.286	542935.861	2873862.387	542987.179	2873741.213	200	Left	38	24	49.95	65
181	127+253.688	127+353.133	543081.275	2873317.06	543088.25	2873218.884	200	Left	28	29	20.665	65
182	127+712.846	127+838.033	543170.246	2872869.674	543241.945	2872772.944	130	Left	55	10	28.247	50
183	128+334.153	128+409.838	543692.525	2872465.415	543764.467	2872443.401	200	Left	21	40	56.073	65
184	129+797.590	129+883.566	545115.013	2872241.811	545196.987	2872220.084	150	Left	32	50	25.818	60
185	130+180.172	130+265.374	545487.068	2872170.676	545543.36	2872112.111	80	Right	61	1	16.705	40
186	130+300.755	130+446.062	545551.533	2872077.686	545653.111	2871986.369	120	Left	69	22	44.421	50
187	130+949.095	131+027.115	546149.849	2871907.643	546221.521	2871878.393	180	Right	24	50	4.091	65
188	131+358.210	131+422.652	546516.621	2871745.652	546578.686	2871729.803	170	Right	21	43	8.864	65
189	131+661.572	131+788.358	546781.803	2871606.412	546901.005	2871593.64	110	Left	66	2	22.664	50
190	132+087.582	132+155.815	547173.666	2871716.72	547239.603	2871732.941	200	Right	19	32	50.511	65
191	132+200.570	132+258.764	547284.246	2871736.099	547341.022	2871726.245	120	Right	27	47	7.421	50
192	132+415.362	132+461.651	547488.608	2871674.975	547529.407	2871653.997	100	Right	26	31	17.216	50
193	132+511.913	132+556.195	547567.642	2871621.373	547609.012	2871610.211	50	Left	50	44	36.228	40
194	132+868.865	132+931.074	547914.054	2871600.803	547974.819	2871588.845	190	Left	18	45	34.008	65
195	133+381.192	133+434.851	548418.926	2871536.933	548471.543	2871539.046	80	Left	38	25	49.33	40
196	133+514.530	133+557.214	548545.67	2871568.267	548587.015	2871566.143	50	Right	48	54	44.198	40
197	133+801.039	133+897.262	548803.491	2871453.943	548896.044	2871454.215	100	Left	55	7	54.265	50
198	134+682.372	134+768.816	549428.737	2872005.745	549500.175	2872042.224	65	Right	76	11	54.432	40
199	135+027.728	135+096.700	549755.669	2872056.646	549822.913	2872049.586	100	Right	39	31	5.28	50
200	135+131.039	135+188.938	549853.841	2872034.666	549909.792	2872021.755	130	Left	25	31	4.586	50
201	135+213.737	135+244.843	549934.592	2872021.653	549964.656	2872014.732	70	Right	25	27	37.124	40
202	135+296.536	135+352.745	550011.236	2871992.319	550054.451	2871957.182	120	Right	26	50	16.256	50
203	135+474.985	135+558.180	550128.81	2871860.159	550203.484	2871838.936	65	Left	73	20	2.875	40
204	135+607.340	135+657.410	550249.44	2871856.394	550298.689	2871860.584	90	Right	31	52	32.55	50
205	135+679.315	135+711.802	550320.186	2871856.377	550352.515	2871855.379	100	Left	18	36	50.57	50

Sl. No.	ELEMENT DETAILS								Deflectin Angle			Speed (Kmph)
	Start Chainage	End Chainage	Start Easting	Start Northing	End Easting	End Northing	Radius (m)	Direction	Deg	Min	Sec	
206	135+761.269	135+806.817	550401.554	2871861.869	550446.918	2871860.951	150	Right	17	23	53.229	60
207	135+847.254	135+879.097	550486.758	2871854.027	550514.374	2871839.28	50	Right	36	29	18.73	40
208	135+906.301	135+937.900	550533.153	2871819.597	550558.86	2871801.576	80	Left	22	37	52.79	40
209	135+961.467	135+996.110	550580.436	2871792.097	550609.134	2871773.002	100	Right	19	50	56.429	50
210	136+050.102	136+111.484	550648.256	2871735.791	550682.967	2871685.686	150	Right	23	26	45.827	60
211	136+331.218	136+377.362	550768.785	2871483.403	550794.433	2871445.385	120	Left	22	1	55.002	50
212	136+424.955	136+479.076	550828.099	2871411.744	550855.634	2871365.784	110	Right	28	11	25.118	50
213	136+524.372	136+588.450	550868.749	2871322.428	550899.646	2871266.846	150	Left	24	28	33.607	60
214	136+716.353	136+817.238	550984.073	2871170.768	551070.296	2871122.132	150	Left	38	32	6.659	60
215	136+866.679	136+917.871	551118.962	2871113.413	551164.918	2871092.155	100	Right	29	19	51.745	50
216	137+025.868	137+073.602	551248.264	2871023.476	551290.829	2871002.887	100	Left	27	20	59.209	50
217	137+247.944	137+327.832	551461.272	2870966.224	551531.364	2870929.896	150	Right	30	30	54.624	60
218	137+373.317	137+462.284	551564.816	2870899.077	551642.719	2870858.243	170	Left	29	59	6.265	65
219	137+505.338	137+562.273	551684.724	2870848.8	551737.76	2870828.628	200	Right	16	18	38.41	65
220	137+589.880	137+642.204	551761.91	2870815.252	551811.686	2870800.518	120	Left	24	58	58.301	50
221	137+702.803	137+797.239	551872.138	2870796.294	551942.486	2870741.698	80	Right	67	38	5.886	40
222	137+857.584	138+001.451	551961.501	2870684.427	552066.28	2870596.73	130	Left	63	24	26.121	50
223	138+039.639	138+128.236	552104.075	2870591.266	552190.387	2870604.468	150	Left	33	50	30.884	60
224	138+413.714	138+531.794	552428.735	2870758.997	552537.133	2870801.333	200	Right	33	49	38.97	65
225	138+965.407	139+010.465	552962.697	2870870.581	553006.672	2870879.995	210	Right	12	17	36.166	65
226	139+192.819	139+289.451	553179.542	2870931.255	553246.128	2870998.971	150	Left	36	54	38.923	60
227	139+371.563	139+485.028	553282.204	2871072.734	553359.894	2871152.845	180	Right	36	7	0.956	65
228	139+513.017	139+586.571	553384.647	2871165.908	553431.925	2871220.088	100	Left	42	8	36.959	50
229	139+633.432	139+719.777	553447.98	2871264.113	553511.833	2871315.902	80	Right	61	50	24.218	40
230	139+924.423	140+017.890	553715.69	2871328.014	553799.989	2871362.612	120	Left	44	37	38.417	50
231	140+052.673	140+118.495	553824.743	2871387.046	553878.287	2871424.816	200	Right	18	51	23.535	65
232	140+172.613	140+210.106	553927.023	2871448.345	553963.541	2871451.084	50	Right	42	57	48.99	40
233	140+237.776	140+272.047	553989.975	2871442.905	554023.778	2871442.415	60	Left	32	43	32.445	40
234	140+422.650	140+474.587	554161.227	2871502.402	554211.475	2871511.301	80	Right	37	11	49.927	40
235	140+526.709	140+633.661	554263.017	2871503.548	554365.478	2871525.087	150	Left	40	51	9.206	60

Sl. No.	ELEMENT DETAILS								Deflectin Angle			Speed (Kmph)
	Start Chainage	End Chainage	Start Easting	Start Northing	End Easting	End Northing	Radius (m)	Direction	Deg	Min	Sec	
236	140+781.624	140+843.097	554490.549	2871604.147	554549.557	2871614.854	80	Right	44	1	36.738	40
237	140+987.902	141+040.670	554691.338	2871585.417	554734.393	2871557.109	70	Right	43	11	30.279	40
238	141+073.100	141+122.949	554753.031	2871530.569	554795.869	2871509.342	50	Left	57	7	17.956	40
239	141+160.256	141+209.479	554833.149	2871510.774	554875.625	2871490.056	50	Right	56	24	17.407	40
240	141+246.351	141+319.181	554897.191	2871460.149	554957.916	2871423.632	90	Left	46	21	53.416	50
241	141+513.234	141+563.588	555150.156	2871397.164	555197.103	2871410.807	60	Left	48	5	5.088	40
242	141+608.534	141+652.482	555231.409	2871439.844	555271.695	2871455.209	65	Right	38	44	21.668	40
243	142+274.269	142+343.012	555852.07	2871274.8	555909.953	2871238.841	150	Right	26	15	27.705	60
244	142+380.265	142+436.011	555936.304	2871212.509	555985.805	2871189.409	80	Left	39	55	31.467	40
245	142+470.524	142+531.237	556020.184	2871186.369	556078.931	2871171.994	200	Right	17	23	34.35	65
246	142+572.545	142+611.601	556117.109	2871156.221	556154.73	2871146.15	150	Left	14	55	4.942	60
247	142+786.604	142+898.180	556328.224	2871123.222	556434.107	2871149.192	150	Left	42	37	7.582	60
248	142+930.678	142+972.528	556460.699	2871167.874	556499.552	2871182.095	80	Right	29	58	22.193	40
249	143+014.400	143+041.137	556541.257	2871185.83	556566.493	2871193.973	60	Left	25	31	58.212	40
250	143+072.281	143+119.334	556593.285	2871209.85	556637.609	2871207.489	40	Right	67	23	54.877	30
251	144+055.683	144+093.875	557511.43	2870902.362	557548.056	2870905.464	40	Left	54	42	21.009	30
252	144+233.375	144+280.985	557666.108	2870979.789	557711.771	2870983.716	50	Right	54	33	24.772	40
253	144+341.485	144+392.222	557767.721	2870960.698	557816.933	2870962.298	60	Left	48	26	58.131	40
254	144+810.841	144+876.404	558192.907	2871146.379	558238.545	2871191.809	100	Left	37	33	51.792	50
255	144+938.036	145+002.793	558265.899	2871247.038	558310.815	2871292.111	100	Right	37	6	11.348	50
256	145+076.559	145+160.687	558376.804	2871325.081	558425.239	2871390.126	90	Left	53	33	27.1	50
257	145+217.957	145+344.602	558435.08	2871446.544	558528.603	2871511.433	80	Right	90	42	10.275	40
258	145+490.072	145+583.220	558671.591	2871484.681	558728.611	2871419.733	70	Right	76	14	34.902	40
259	145+644.538	145+708.265	558731.991	2871358.509	558715.673	2871298.017	100	Right	36	30	46.353	50
260	145+787.525	145+868.318	558672.096	2871231.811	558649.04	2871155.544	140	Left	33	3	53.833	50
261	145+933.312	146+024.453	558648.713	2871090.551	558687.052	2871011.32	100	Left	52	13	11.319	50
262	146+059.773	146+138.685	558714.859	2870989.542	558752.512	2870922.513	100	Right	45	12	48.009	50
263	146+166.185	146+198.111	558755.729	2870895.202	558761.974	2870863.927	200	Left	9	8	46.424	65
264	146+832.323	146+871.984	559059.338	2870321.589	559073.19	2870285.528	50	Right	45	26	53.967	40
265	146+953.907	147+018.944	559070.744	2870203.642	559094.01	2870144.815	80	Left	46	34	45.674	40

Sl. No.	ELEMENT DETAILS								Deflectin Angle			Speed (Kmph)
	Start Chainage	End Chainage	Start Easting	Start Northing	End Easting	End Northing	Radius (m)	Direction	Deg	Min	Sec	
266	147+255.037	147+323.342	559280.029	2870001.538	559317.007	2869946.57	80	Right	48	55	9.803	40
267	147+455.015	147+580.338	559338.669	2869816.691	559426.268	2869741.505	90	Left	79	46	58.815	50
268	147+762.445	147+879.352	559608.36	2869739.128	559703.723	2869681.387	110	Right	60	53	36.142	50
269	148+012.451	148+070.118	559766.944	2869564.26	559767.743	2869508.794	60	Right	55	4	2.248	40
270	148+211.601	148+280.387	559704.153	2869382.406	559711.107	2869317.699	60	Left	65	41	6.154	40
271	148+326.170	148+386.008	559739.905	2869282.107	559788.845	2869249.244	100	Left	34	17	5.405	50
272	148+559.061	148+735.586	559954.565	2869199.404	560088.925	2869091.661	230	Right	43	58	28.438	65
273	149+381.225	149+429.825	560420.9	2868538.617	560458.571	2868508.672	100	Left	27	50	45.374	50
274	149+915.893	150+094.918	560900.668	2868306.65	561066.878	2868334.859	150	Left	68	22	56.578	60
275	150+755.944	150+870.682	561564.868	2868767.273	561673.8	2868793.137	150	Right	43	49	35.458	60
276	151+022.987	151+066.586	561824.41	2868770.475	561861.573	2868749.557	60	Right	41	38	2.114	40
277	151+220.263	151+274.741	561959.962	2868631.505	562001.596	2868596.834	150	Left	20	48	32.84	60
278	151+319.416	151+351.846	562040.524	2868574.915	562070.577	2868562.992	120	Left	15	29	3.06	50
279	151+401.550	151+464.739	562118.825	2868551.054	562168.294	2868514.415	80	Right	45	15	22.306	40
280	151+511.515	151+560.060	562192.278	2868474.255	562233.828	2868455.42	40	Left	69	32	6.709	30
281	151+601.133	151+686.967	562274.228	2868462.821	562333.207	2868415.404	50	Right	98	21	30.707	40
282	151+789.180	151+889.197	562336.815	2868313.255	562372.197	2868221.678	150	Left	38	12	13.506	60
283	151+991.436	152+052.517	562438.224	2868143.619	562487.604	2868108.796	120	Left	29	9	49.571	50
284	152+243.488	152+338.566	562666.353	2868041.575	562718.173	2867968.504	80	Right	68	5	41.333	40
285	152+424.815	152+464.092	562720.123	2867882.276	562713.375	2867843.839	100	Right	22	30	13.872	50
286	152+512.446	152+561.905	562695.883	2867798.761	562689.883	2867750.172	100	Left	28	20	18.338	50
287	152+616.354	152+673.099	562696.642	2867696.145	562692.995	2867639.856	150	Right	21	40	29.481	60
288	152+723.823	152+870.944	562680.256	2867590.758	562763.093	2867497.625	75	Left	112	23	32.425	40
289	152+941.357	153+002.520	562832.847	2867507.239	562892.205	2867497.12	100	Right	35	2	37.042	50
290	153+016.584	153+090.068	562904.713	2867490.693	562974.06	2867496.993	65	Left	64	46	27.003	40
291	153+232.403	153+319.629	563086.864	2867583.795	563161.657	2867567.353	50	Right	99	57	14.955	40
292	153+508.715	153+536.540	563249.33	2867399.821	563264.961	2867376.878	120	Left	13	17	7.267	50
293	153+570.623	153+605.045	563287.282	2867351.119	563306.654	2867322.758	150	Right	13	8	52.898	60
294	153+769.871	153+828.128	563383.428	2867176.904	563431.612	2867150.349	50	Left	66	45	28.063	40
295	153+994.265	154+099.997	563597.233	2867163.439	563699.946	2867144.169	200	Right	30	17	23.733	65

Sl. No.	ELEMENT DETAILS								Deflectin Angle			Speed (Kmph)
	Start Chainage	End Chainage	Start Easting	Start Northing	End Easting	End Northing	Radius (m)	Direction	Deg	Min	Sec	
296	154+144.164	154+228.415	563739.72	2867124.966	563792.39	2867062.403	100	Right	48	16	21.563	50
297	154+300.705	154+333.755	563812.263	2866992.899	563817.789	2866960.381	150	Right	12	37	28.176	60
298	154+351.436	154+407.550	563818.816	2866942.731	563837.219	2866890.496	100	Left	32	9	4.49	50
299	154+488.435	154+604.743	563884.169	2866824.633	563984.012	2866774.308	120	Left	55	31	58.559	50
300	154+720.685	154+777.424	564098.592	2866760.745	564141.809	2866726.8	65	Right	50	0	48.877	40
301	154+808.595	154+861.218	564155.886	2866698.987	564190.638	2866660.282	100	Left	30	9	1.961	50
302	154+931.132	154+970.401	564249.27	2866622.2	564270.943	2866590.661	50	Right	44	59	56.299	40
303	155+012.934	155+145.120	564279.783	2866549.057	564381.596	2866491.561	78	Left	97	5	55.022	40
304	155+204.502	155+265.536	564437.711	2866510.987	564497.697	2866511.709	95	Right	36	48	37.569	50
305	155+408.103	155+432.855	564633.503	2866468.328	564657.768	2866463.776	100	Left	14	10	54.577	50
306	155+506.903	155+542.042	564731.676	2866459.212	564765.654	2866450.992	100	Right	20	7	59.711	50
307	155+644.631	155+715.224	564857.335	2866405.194	564861.868	2866345.552	36	Right	112	21	5.53	30
308	155+777.952	155+855.212	564812.552	2866306.786	564803.365	2866237.593	50	Left	88	31	59.279	40
309	155+912.014	155+960.032	564837.314	2866192.053	564880.063	2866177.412	40	Left	68	46	50.781	30
310	155+991.441	156+048.278	564910.332	2866185.797	564965.781	2866181.074	80	Right	40	42	24.292	40
311	156+746.985	156+798.394	565600.752	2865910.341	565641.787	2865882.035	60	Right	49	5	29.64	40
312	156+825.188	156+925.374	565655.529	2865859.033	565725.885	2865789.184	200	Left	28	42	3.475	65
313	157+286.437	157+498.139	566009.756	2865568.185	566207.598	2865527.627	200	Left	60	38	53.2	65
314	157+544.898	157+607.307	566251.878	2865542.648	566312.262	2865537.259	75	Right	47	40	37.491	40
315	157+903.165	157+951.707	566571.18	2865394.103	566617.015	2865378.997	130	Left	21	23	39.992	50
316	158+329.647	158+378.677	566990.182	2865319.809	567038.999	2865316.841	200	Left	14	2	45.558	65
317	158+441.904	158+521.904	567102.105	2865320.749	567159.634	2865275.598	55	Right	83	20	23.967	40
318	158+546.363	158+576.410	567163.967	2865251.527	567164.801	2865221.604	100	Right	17	12	56.48	50
319	158+588.726	158+662.948	567163.297	2865209.38	567175.186	2865137.133	130	Left	32	42	43.921	50
320	158+705.170	158+768.369	567193.496	2865099.089	567236.519	2865054.233	100	Left	36	12	38.282	50
321	158+844.503	158+896.762	567303.685	2865018.387	567354.003	2865006.661	100	Left	29	56	32.134	50
322	159+294.335	159+337.325	567751.124	2865011.99	567793.832	2865015.392	150	Left	16	25	15.618	60
323	159+400.882	159+463.963	567855.818	2865029.434	567894.584	2865073.884	50	Left	72	17	9.571	40
324	159+490.230	159+523.136	567896.851	2865100.053	567915.402	2865125.24	30	Right	62	50	49.896	30
325	159+752.402	159+801.656	568127.667	2865211.877	568175.09	2865224.716	200	Right	14	6	37.329	65

Sl. No.	ELEMENT DETAILS								Deflectin Angle			Speed (Kmph)
	Start Chainage	End Chainage	Start Easting	Start Northing	End Easting	End Northing	Radius (m)	Direction	Deg	Min	Sec	
326	159+859.800	159+904.542	568232.655	2865232.901	568275.201	2865222.867	60	Right	42	43	32.138	40
327	159+958.416	160+006.336	568319.529	2865192.25	568363.868	2865175.314	100	Left	27	27	23.102	50
328	160+136.726	160+228.116	568493.236	2865159.026	568559.593	2865103.536	80	Right	65	27	11.315	40
329	160+327.814	160+356.998	568589.358	2865008.385	568605.485	2864984.558	50	Left	33	26	34.514	40
330	160+376.815	160+413.675	568620.845	2864972.037	568638.694	2864940.737	50	Right	42	14	17.246	40
331	160+456.115	160+567.390	568645.022	2864898.772	568730.253	2864858.122	57	Left	111	51	9.612	40
332	160+593.567	160+704.123	568752.824	2864871.379	568859.47	2864888.868	150	Right	42	13	45.887	60
333	160+735.268	160+800.552	568889.957	2864882.498	568941.79	2864912.134	45	Left	83	7	16.165	30
334	160+836.137	160+871.142	568953.188	2864945.845	568961.448	2864979.816	200	Left	10	1	41.813	65
335	161+044.163	161+120.452	568990.519	2865150.328	569031.69	2865212.362	100	Right	43	42	38.942	50
336	161+147.411	161+243.556	569053.888	2865227.66	569144.35	2865227.886	80	Right	68	51	30.159	40
337	161+450.310	161+506.879	569315.178	2865111.417	569365.773	2865086.54	200	Left	16	12	20.839	65
338	161+719.360	161+748.993	569570.251	2865029.271	569599.559	2865025.231	150	Left	11	19	8.685	60
339	161+783.697	161+838.358	569634.238	2865023.906	569687.898	2865014.427	200	Right	15	39	33.432	65
340	161+873.720	161+942.986	569721.559	2865003.589	569789.988	2864998.06	150	Left	26	27	27.517	60
341	162+015.707	162+090.203	569861.889	2865008.947	569931.801	2865033.403	200	Left	21	20	29.123	65
342	162+357.508	162+441.552	570163.408	2865166.859	570221.026	2865226.53	150	Left	32	6	8.6	60
343	162+716.618	162+773.670	570349.934	2865469.52	570361.253	2865524.651	100	Left	32	41	18.746	50
344	163+122.995	163+258.779	570322.995	2865871.743	570349.16	2866002.339	200	Right	38	53	57.514	65
345	163+785.942	163+866.065	570726.634	2866360.832	570798.968	2866394.031	200	Right	22	57	12.828	65
346	164+453.169	164+629.273	571372.85	2866514.925	571537.737	2866466.56	230	Right	43	52	10.582	65
347	165+322.679	165+373.440	572121.53	2866096.384	572165.062	2866107.458	30	Left	96	56	47.621	30
348	165+538.172	165+592.326	572240.501	2866253.9	572282.358	2866285.315	60	Right	51	42	47.025	40
349	165+875.264	165+959.063	572553.834	2866363.573	572636.457	2866367.442	150	Right	32	0	31.26	60
350	166+254.854	166+290.565	572927.661	2866318.661	572954.437	2866337.521	25	Left	81	50	37.18	25

Appendix 4.11 : Pavement Condition of NH 29 (Km 38+500 to Km 158+000) by NSV

[illegible]

Chainage (km)		Failed Section		Cracking		Pothole		Ravelling		Rutting		Patching		Edge Break		Delamination		Edge Drop	
From	To	Severity	Extent	Severity	Extent	Severity	Extent	Severity	Extent	Severity	Extent	Severity	Extent	Severity	Extent	Severity	Extent	Severity	Extent
84+000	85+000	1	1	3	1	1	1	3	2	1	1	1	1	1	1	1	1	1	1
85+000	86+000	1	1	3	1	1	1	3	2	1	1	1	1	1	1	1	1	1	1
86+000	87+000	1	1	3	1	1	1	3	2	1	1	1	1	1	1	1	1	1	1
87+000	88+000	1	1	3	1	1	1	3	2	1	1	1	1	1	1	1	1	1	1
88+000	89+000	1	1	3	1	1	1	3	2	1	1	1	1	1	1	1	1	1	1
89+000	90+000	1	1	3	1	1	1	3	2	1	1	1	1	1	1	1	1	1	1
90+000	91+000	1	1	3	1	1	1	3	2	1	1	1	1	1	1	1	1	1	1
91+000	92+000	1	1	3	2	1	1	3	2	1	1	1	1	1	1	1	1	1	1
92+000	93+000	1	1	3	2	1	1	2	3	1	1	1	1	1	1	1	1	1	1
93+000	94+000	1	1	3	2	1	1	3	2	1	1	1	1	1	1	1	1	1	1
94+000	95+000	1	1	3	2	1	1	2	3	1	1	1	1	1	1	1	1	1	1
95+000	96+000	1	1	3	2	1	1	2	3	1	1	1	1	1	1	1	1	1	1
96+000	97+000	1	1	3	2	1	1	2	2	1	1	1	1	1	1	1	1	1	1
97+000	98+000	1	1	3	2	1	1	3	3	1	1	1	1	1	1	1	1	1	1
98+000	99+000	1	1	3	2	1	1	2	2	1	1	1	1	1	1	1	1	1	1
99+000	100+000	1	1	3	2	1	1	2	2	1	1	1	1	1	1	1	1	1	1
100+000	101+000	1	1	3	2	1	1	2	2	1	1	1	1	1	1	1	1	1	1
101+000	102+000	1	1	3	2	1	1	2	3	1	1	1	1	1	1	1	1	1	1
102+000	103+000	1	1	3	2	1	1	3	3	1	1	1	1	1	1	1	1	1	1
103+000	104+000	1	1	3	1	1	1	3	2	1	1	1	1	1	1	1	1	1	1
104+000	105+000	1	1	3	1	1	1	3	2	1	1	1	1	1	1	1	1	1	1
105+000	106+000	1	1	3	1	1	1	3	2	1	1	1	1	1	1	1	1	1	1
106+000	107+000	1	1	3	2	1	1	2	3	1	1	1	1	1	1	1	1	1	1
107+000	108+000	1	1	3	1	1	1	3	2	1	1	1	1	1	1	1	1	1	1
108+000	109+000	1	1	3	1	1	1	2	2	1	1	1	1	1	1	1	1	1	1
109+000	110+000	1	1	3	2	1	1	3	2	1	1	1	1	1	1	1	1	1	1
110+000	111+000	1	1	3	2	1	1	2	3	1	1	1	1	1	1	1	1	1	1
111+000	112+000	1	1	3	2	1	1	2	3	1	1	1	1	1	1	1	1	1	1
112+000	113+000	1	1	3	2	1	1	3	2	1	1	1	1	1	1	1	1	1	1
113+000	114+000	1	1	3	2	1	1	2	3	1	1	1	1	1	1	1	1	1	1
114+000	115+000	1	1	3	2	1	1	3	2	1	1	1	1	1	1	1	1	1	1
115+000	116+000	1	1	3	2	1	1	2	3	1	1	1	1	1	1	1	1	1	1
116+000	117+000	1	1	3	2	1	1	2	2	1	1	1	1	1	1	1	1	1	1
117+000	118+000	1	1	3	2	1	1	3	3	1	1	1	1	1	1	1	1	1	1
118+000	119+000	1	1	3	2	1	1	3	3	1	1	1	1	1	1	1	1	1	1
119+000	120+000	1	1	3	1	1	1	3	2	1	1	1	1	1	1	1	1	1	1
120+000	121+000	1	1	3	1	1	1	3	2	1	1	1	1	1	1	1	1	1	1
121+000	122+000	1	1	3	1	1	1	3	2	1	1	1	1	1	1	1	1	1	1
122+000	123+000	1	1	3	1	1	1	3	2	1	1	1	1	1	1	1	1	1	1
123+000	124+000	1	1	3	1	1	1	3	2	1	1	1	1	1	1	1	1	1	1
124+000	125+000	1	1	3	1	1	1	3	2	1	1	1	1	1	1	1	1	1	1
125+000	126+000	1	1	3	1	1	1	3	2	1	1	1	1	1	1	1	1	1	1
126+000	127+000	1	1	3	1	1	1	3	2	1	1	1	1	1	1	1	1	1	1
127+000	128+000	1	1	3	1	1	1	3	2	1	1	1	1	1	1	1	1	1	1
128+000	129+000	1	1	3	2	1	1	3	3	1	1	1	1	1	1	1	1	1	1
129+000	130+000	1	1	3	2	1	1	3	3	1	1	1	1	1	1	1	1	1	1
130+000	131+000	1	1	3	2	1	1	3	3	1	1	1	1	1	1	1	1	1	1
131+000	132+000	1	1	3	2	1	1	3	3	1	1	1	1	1	1	1	1	1	1
132+000	133+000	1	1	3	2	1	1	3	3	1	1	1	1	1	1	1	1	1	1
133+000	134+000	1	1	3	2	1	1	3	3	1	1	1	1	1	1	1	1	1	1
134+000	135+000	1	1	3	2	1	1	3	3	1	1	1	1	1	1	1	1	1	1

Chainage (km)		Failed Section		Cracking		Pothole		Ravelling		Rutting		Patching		Edge Break		Delamination		Edge Drop	
From	To	Severity	Extent	Severity	Extent	Severity	Extent	Severity	Extent	Severity	Extent	Severity	Extent	Severity	Extent	Severity	Extent	Severity	Extent
135+000	136+000	1	1	3	2	1	1	3	3	1	1	1	1	1	1	1	1	1	1
136+000	137+000	1	1	3	2	1	1	3	3	1	1	1	1	1	1	1	1	1	1
137+000	138+000	1	1	3	2	1	1	3	3	1	1	1	1	1	1	1	1	1	1
138+000	139+000	1	1	3	2	1	1	3	3	1	1	1	1	1	1	1	1	1	1
139+000	140+000	1	1	3	2	1	1	3	3	1	1	1	1	1	1	1	1	1	1
140+000	141+000	1	1	3	2	1	1	3	3	1	1	1	1	1	1	1	1	1	1
141+000	142+000	1	1	3	2	1	1	3	3	1	1	1	1	1	1	1	1	1	1
142+000	143+000	1	1	3	2	1	1	3	3	1	1	1	1	1	1	1	1	1	1
143+000	144+000	1	1	3	2	1	1	3	3	1	1	1	1	1	1	1	1	1	1
144+000	145+000	1	1	3	2	1	1	3	3	1	1	1	1	1	1	1	1	1	1
145+000	146+000	1	1	3	2	1	1	3	3	1	1	1	1	1	1	1	1	1	1
146+000	147+000	1	1	3	2	1	1	3	3	1	1	1	1	1	1	1	1	1	1
147+000	148+000	1	1	3	2	1	1	3	3	1	1	1	1	1	1	1	1	1	1
148+000	149+000	1	1	3	2	1	1	3	3	1	1	1	1	1	1	1	1	1	1
149+000	150+000	1	1	3	2	1	1	3	3	1	1	1	1	1	1	1	1	1	1
150+000	151+000	1	1	3	1	1	1	2	2	1	1	1	1	1	1	1	1	1	1
151+000	152+000	1	1	3	1	1	1	2	2	1	1	1	1	1	1	1	1	1	1
152+000	153+000	1	1	3	1	1	1	2	2	1	1	1	1	1	1	1	1	1	1
153+000	154+000	1	1	3	1	1	1	2	2	1	1	1	1	1	1	1	1	1	1
154+000	155+000	1	1	3	1	1	1	2	2	1	1	1	1	1	1	1	1	1	1
155+000	156+000	1	1	3	1	1	1	2	2	1	1	1	1	1	1	1	1	1	1
156+000	157+000	1	1	3	2	1	1	2	3	1	1	1	1	1	1	1	1	1	1
157+000	158+000	1	1	3	1	1	1	2	2	1	1	1	1	1	1	1	1	1	1

Note :-

Severity: 1 = Low, 2 = Medium, 3 = High

Extent: 1 = Intermittent, 2 = Frequent, 3 = Extensive

Appendix 4.12 : Pavement Condition Survey of NH 29 (Km 38+500 to Km 158+000)

Existing Chainage (km)		Length (m)	Carriageway		Cracking		All Cracks	Ravelling	Pothole	Patching	Edge Failure		Rut Depth		Shoulder				Embankment			
					Width < 3mm	Width > 3mm					Left	Right	Left	Right	Left		Right		Left		Right	
From	To		Width (m)	Type	(%)	(%)	(%)	(%)	(%)	(%)	(m)	(m)	(mm)	(mm)	Type	Condition	Type	Condition	Condition	Slope	Condition	Slope
38500	39000	500	9.50	BT	7.7	5.1	12.80	6.2	0.0	4.3	12	21	5	6	BT	Fair	BT	Fair	Fair	1:0.9	Fair	1:0.9
39000	39500	500	9.50	BT	7.2	5.3	12.50	7.1	0.1	5.2	16	26	5	8	BT	Fair	BT	Fair	Fair	1:0.9	Fair	1:0.9
39500	40000	500	9.50	BT	8	5.39	13.39	7.50	0.05	5.00	15	23	4	7	BT	Fair	BT	Fair	Fair	1:0.9	Fair	1:0.9
40000	40500	500	9.50	BT	9	7.47	16.47	7.5	0.05	5	28	25	5	3	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
40500	41000	500	9.50	BT	6	8.48	14.48	7.5	0.05	5	10	18	6	3	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
41000	41500	500	9.50	BT	5	5.96	10.96	3.39	0.00	0.82	30	20	8	9	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
41500	42000	500	9.50	BT	6	4.93	10.93	3.73	0.00	0.98	35	30	4	7	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
42000	42500	500	9.50	BT	6	7.62	13.62	7.5	0.05	5.0	30	55	3	8	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
42500	43000	500	9.50	BT	6	8.19	14.19	7.5	0.05	5.0	30	45	6	2	BT	Fair	BT	Fair	Fair	1:1	Fair	1:1
43000	43500	500	9.50	BT	8	5.60	13.60	7.2	0.05	5	43	49	4	6	BT	Fair	BT	Fair	Fair	1:1.2	Fair	1:1.2
43500	44000	500	9.50	BT	5	6.97	11.97	7.3	0.05	5	35	20	5	4	BT	Fair	BT	Fair	Fair	1:0.9	Fair	1:0.9
44000	44500	500	9.50	BT	8	7.98	15.98	5.75	0.03	0.13	15	23	6	3	BT	Fair	BT	Fair	Poor	1:1.2	Poor	1:1
44500	45000	500	9.50	BT	6	11.09	17.09	7.31	0.00	0.32	10	18	2	4	BT	Fair	BT	Fair	Poor	1:1	Poor	1:1
45000	45500	500	9.50	BT	13	11.85	24.85	4.08	0.00	0.00	30	20	4	7	BT	Fair	BT	Fair	Poor	1:1.2	Poor	1:1
45500	46000	500	9.50	BT	13	20.38	33.38	4.44	0.00	0.00	35	30	5	3	BT	Fair	BT	Fair	Poor	1:1	Poor	1:1
46000	46500	500	9.50	BT	12	20.91	32.91	8.04	0.03	0.44	30	55	6	3	BT	Fair	BT	Fair	Poor	1:1	Poor	1:1
46500	47000	500	9.50	BT	16	21.85	37.85	7.20	0.01	0.44	30	45	3	8	BT	Fair	BT	Fair	Poor	1:1	Poor	1:1
47000	47500	500	9.50	BT	15	11.12	26.12	2.3	0.00	4.82	24	26	3	4	BT	Fair	BT	Fair	Fair	1:1.1	Fair	1:1.1
47500	48000	500	9.50	BT	15	16.95	31.95	2.5	0.00	4.44	23	25	4	3	BT	Poor	BT	Poor	Fair	1:1	Fair	1:1
48000	48500	500	9.50	BT	8	1.81	9.81	7.1	0.05	5	43	49	7	4	BT	Fair	BT	Fair	Fair	1:1	Fair	1:1
48500	49000	500	9.50	BT	7	0.44	7.44	7.3	0.05	5	35	20	7	2	BT	Fair	BT	Fair	Fair	1:1	Fair	1:1
49000	49500	500	9.50	BT	9	10.11	19.11	3.03	0.00	0.00	10	18	3	3	BT	Fair	BT	Fair	Fair	1:1	Fair	1:1
49500	50000	500	9.50	BT	6	4.69	10.69	7.10	0.05	5.00	30	20	3	4	BT	Fair	BT	Fair	Fair	1:1	Fair	1:1
50000	50500	500	9.50	BT	5	4.32	9.32	7.30	0.05	5.00	28	25	4	4	BT	Fair	BT	Fair	Fair	1:0.9	Fair	1:0.9
50500	51000	500	9.50	BT	12	7.45	19.45	7.30	0.05	5.00	10	18	6	3	BT	Fair	BT	Fair	Fair	1:0.9	Fair	1:0.9
51000	51500	500	9.50	BT	14	6.76	20.76	7.20	0.05	5.00	30	20	8	3	BT	Fair	BT	Fair	Fair	1:0.9	Fair	1:0.9
51500	52000	500	9.50	BT	14	11.20	25.20	3.31	0.00	0.07	35	30	4	7	BT	Fair	BT	Fair	Fair	1:0.9	Fair	1:0.8
52000	52500	500	9.50	BT	15	13.28	28.28	4.44	0.00	0.00	30	55	3	8	BT	Fair	BT	Fair	Fair	1:0.9	Fair	1:0.9
52500	53000	500	9.50	BT	10	4.44	14.44	7.20	0.05	5	30	24	4	5	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
53000	53500	500	9.50	BT	13	5.20	18.20	0.00	0.00	0.00	35	20	6	2	BT	Fair	BT	Fair	Fair	1:0.9	Fair	1:0.8
53500	54000	500	9.50	BT	7	2.16	9.16	5.00	0.01	1.00	15	23	4	6	BT	Fair	BT	Fair	Fair	1:0.9	Fair	1:0.8
54000	54500	500	9.50	BT	5	0.75	5.75	7.50	0.05	5	28	25	4	5	BT	Fair	BT	Fair	Poor	1:0.9	Poor	1:0.9
54500	55000	500	9.50	BT	10	12.43	22.43	7.40	0.05	5	10	18	6	2	BT	Fair	BT	Fair	Poor	1:1	Poor	1:0.9
55000	55500	500	9.50	BT	14	11.60	25.60	3.92	0.00	0.00	30	20	8	10	BT	Fair	BT	Fair	Poor	1:1	Poor	1:1
55500	56000	500	10.00	BT	9	6.30	15.30	7.10	0.05	3.00	35	30	4	5	BT	Fair	BT	Fair	Poor	1:1.2	Poor	1:1.2
56000	56500	500	10.00	BT	9	9.64	18.64	2.18	0.00	0.00	30	55	3	4	BT	Fair	BT	Fair	Poor	1:0.8	Poor	1:0.8
56500	57000	500	10.00	BT	10	17.60	27.60	4.16	0.01	0.00	30	45	4	6	BT	Fair	BT	Fair	Poor	1:0.8	Poor	1:0.8
57000	57500	500	10.00	BT	6	10.90	16.90	3.06	0.00	0.00	43	49	4	5	BT	Fair	BT	Fair	Poor	1:1	Poor	1:1
57500	58000	500	10.00	BT	7	9.32	16.32	0.22	0.00	0.00	35	20	6	2	BT	Fair	BT	Fair	Poor	1:1	Poor	1:1

Existing Chainage (km)		Length (m)	Carriageway		Cracking		All Cracks	Ravelling	Pothole	Patching	Edge Failure		Rut Depth		Shoulder				Embankment			
					Width < 3mm	Width > 3mm					Left	Right	Left	Right	Left		Right		Left		Right	
From	To		Width (m)	Type	(%)	(%)	(%)	(%)	(%)	(%)	(m)	(m)	(mm)	(mm)	Type	Condition	Type	Condition	Condition	Slope	Condition	Slope
58000	58500	500	10.00	BT	7	16.06	23.06	5.06	0.00	0.51	15	23	7	2	BT	Fair	BT	Fair	Poor	1:1	Poor	1:1
58500	59000	500	10.00	BT	8	13.02	21.02	4.58	0.00	0.00	10	18	3	3	BT	Fair	BT	Fair	Poor	1:1.2	Poor	1:1.1
59000	59500	500	10.00	BT	5	23.90	28.90	5.12	0.00	0.66	30	20	3	4	BT	Fair	BT	Fair	Poor	1:1	Poor	1:1
59500	60000	500	10.00	BT	8	13.14	21.14	3.70	0.00	0.00	35	30	4	4	BT	Fair	BT	Fair	Poor	1:1	Poor	1:1
60000	60500	500	10.00	BT	5	15.08	20.08	4.02	3.00	1.56	30	55	3	2	BT	Fair	BT	Fair	Poor	1:1	Poor	1:0.8
60500	61000	500	10.00	BT	8	17.02	25.02	2.96	0.20	0.10	30	45	5	3	BT	Fair	BT	Fair	Poor	1:1	Poor	1:0.8
61000	61500	500	10.00	BT	4	15.50	19.50	3.96	0.04	0.70	30	55	4	5	BT	Fair	BT	Fair	Poor	1:0.8	Poor	1:0.8
61500	62000	500	10.00	BT	6	14.78	20.78	3.18	0.08	0.54	30	45	6	2	BT	Poor	BT	Poor	Poor	1:0.8	Poor	1:0.8
62000	62500	500	10.00	BT	9	9.38	18.38	2.16	0.61	3.10	43	49	4	6	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
62500	63000	500	10.00	BT	5	8.62	13.62	1.32	0.04	3.30	35	20	4	5	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
63000	63500	500	10.00	BT	8	13.26	21.26	3.86	0.02	0.00	10	18	6	2	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
63500	64000	500	10.00	BT	9	7.14	16.14	2.20	0.07	3.10	30	20	8	10	BT	Fair	BT	Fair	Poor	1:1	Poor	1:1
64000	64500	500	10.00	BT	10	10.92	20.92	2.68	0.03	3.40	28	25	3	2	BT	Fair	BT	Fair	Poor	1:0.8	Poor	1:0.8
64500	65000	500	10.00	BT	10	9.28	19.28	2.18	0.00	3.20	30	55	8	10	BT	Fair	BT	Fair	Poor	1:0.8	Poor	1:0.8
65000	65500	500	10.00	BT	5	13.92	18.92	3.56	0.27	0.00	30	24	4	7	BT	Fair	BT	Fair	Poor	1:0.8	Poor	1:0.8
65500	66000	500	10.00	BT	3	3.72	6.72	3.20	0.76	3.30	35	20	6	2	BT	Fair	BT	Fair	Poor	1:0.8	Poor	1:0.8
66000	66500	500	10.00	BT	6	6.90	12.90	2.18	0.00	0.00	15	23	4	6	BT	Fair	BT	Fair	Poor	1:0.8	Poor	1:0.8
66500	67000	500	10.00	BT	12	12.62	24.62	5.50	0.72	2.54	28	25	8	10	BT	Poor	BT	Poor	Poor	1:0.8	Poor	1:0.8
67000	67500	500	10.00	BT	17	12.66	29.66	3.68	0.34	1.35	10	18	4	5	BT	Poor	BT	Poor	Poor	1:0.8	Poor	1:0.8
67500	68000	500	10.00	BT	18	11.57	29.57	2.56	0.46	1.18	30	20	3	4	BT	Poor	BT	Poor	Poor	1:0.8	Poor	1:0.8
68000	68500	500	10.00	BT	8	12.96	20.96	9.60	2.66	2.07	35	30	4	6	BT	Poor	BT	Poor	Poor	1:0.8	Poor	1:0.8
68500	69000	500	10.00	BT	8	14.72	22.72	9.40	2.10	1.04	30	55	3	2	BT	Poor	BT	Poor	Fair	1:0.8	Fair	1:0.8
69000	69500	500	10.00	BT	19	16.46	35.46	4.66	6.26	0.00	30	45	7	2	BT	Poor	BT	Poor	Fair	1:0.8	Fair	1:0.8
69500	70000	500	10.00	BT	15	14.92	29.92	8.92	0.43	0.00	43	49	3	3	BT	Poor	BT	Poor	Fair	1:0.8	Fair	1:0.8
70000	70500	500	9.00	BT	9	0.00	9.00	3.5	0.00	0.00	35	20	3	4	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
70500	71000	500	9.00	BT	6	0.00	6.00	3.3	0.01	0.00	15	23	4	4	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
71000	71500	500	9.00	BT	8	0.00	8.00	3.7	0.00	0.00	10	18	3	2	BT	Fair	BT	Fair	Fair	1:1.3	Fair	1:1.3
71500	72000	500	9.00	BT	5	0.00	5.00	3.1	0.00	0.00	30	20	5	8	BT	Fair	BT	Fair	Fair	1:0.9	Fair	1:0.9
72000	72500	500	9.00	BT	8	0.00	8.00	3.4	0.00	0.00	35	30	7	4	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
72500	73000	500	9.00	BT	9	0.00	9.00	3.2	0.00	0.00	30	55	7	2	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
73000	73500	500	9.00	BT	5	0.00	5.00	3.4	0.00	0.00	30	45	2	5	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
73500	74000	500	9.00	BT	7	0.00	7.00	0.00	0.00	1.14	10	18	6	3	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
74000	74500	500	9.00	BT	6	0.00	6.00	3.50	0.00	0.04	30	20	3	4	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
74500	75000	500	9.00	BT	9	0.00	9.00	3.10	0.00	0.28	35	30	4	4	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
75000	75500	500	9.00	BT	6	0.00	6.00	3.70	0.00	0.00	30	55	3	2	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
75500	76000	500	9.00	BT	9	0.00	9.00	3.30	0.00	0.00	30	45	6	2	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
76000	76500	500	9.00	BT	8	0.00	8.00	3.30	0.00	0.30	43	49	4	6	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
76500	77000	500	9.00	BT	5	0.00	5.00	3.50	0.00	0.04	35	20	5	4	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
77000	77500	500	9.00	BT	7	0.00	7.00	3.60	0.00	0.00	15	23	6	3	BT	Fair	BT	Fair	Poor	1:0.8	Poor	1:0.8
77500	78000	500	9.00	BT	9	0.00	9.00	3.50	0.00	0.00	10	18	2	4	BT	Fair	BT	Fair	Poor	1:0.8	Poor	1:0.8
78000	78500	500	9.00	BT	10	0.00	10.00	7.10	0.00	5.10	30	20	4	7	BT	Fair	BT	Fair	Poor	1:0.8	Poor	1:0.8
78500	79000	500	9.00	BT	6	0.00	6.00	7.40	0.00	5.30	35	30	5	3	BT	Fair	BT	Fair	Poor	1:0.8	Poor	1:0.8
79000	79500	500	9.00	BT	8	0.00	8.00	7.20	0.00	5.10	30	55	6	3	BT	Fair	BT	Fair	Poor	1:0.8	Poor	1:0.8

Existing Chainage (km)		Length (m)	Carriageway		Cracking		All Cracks	Ravelling	Pothole	Patching	Edge Failure		Rut Depth		Shoulder				Embankment			
					Width < 3mm	Width > 3mm					Left	Right	Left	Right	Left		Right		Left		Right	
From	To		Width (m)	Type	(%)	(%)	(%)	(%)	(%)	(%)	(m)	(m)	(mm)	(mm)	Type	Condition	Type	Condition	Condition	Slope	Condition	Slope
79500	80000	500	9.00	BT	8	0.00	8.00	7.20	0.00	5.30	30	45	3	8	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
80000	80500	500	9.00	BT	8	0.00	8.00	7.10	0.00	5.10	30	55	5	7	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
80500	81000	500	10.00	BT	11	0.00	11.00	7.40	0.00	5.50	30	45	5	8	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
81000	81500	500	10.00	BT	5	0.00	5.00	5.30	0.00	0.00	43	49	7	4	BT	Fair	BT	Fair	Fair	1:1.2	Fair	1:1.2
81500	82000	500	10.00	BT	9	0.00	9.00	5.00	0.00	0.00	35	20	7	2	BT	Fair	BT	Fair	Fair	1:1	Fair	1:1
82000	82500	500	10.00	BT	6	0.00	6.00	0.00	0.00	1.40	10	18	3	3	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
82500	83000	500	10.00	BT	7	0.00	7.00	0.00	0.00	1.00	0	0	3	4	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
83000	83500	500	10.00	BT	7	0.00	7.00	5.00	0.00	0.00	0	0	0	0	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
83500	84000	500	10.00	BT	8	0.00	8.00	5.00	0.00	0.00	0	0	0	0	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
84000	84500	500	10.00	BT	7	0.00	7.00	5.00	0.00	0.00	0	0	0	0	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
84500	85000	500	10.00	BT	9	0.00	9.00	5.00	0.00	0.18	0	0	0	0	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
85000	85500	500	10.00	BT	7	0.00	7.00	5.00	0.00	0.25	0	0	0	0	BT	Fair	BT	Fair	Poor	1:1	Poor	1:1
85500	86000	500	10.00	BT	8	0.00	8.00	5.00	0.00	0.25	0	0	0	0	BT	Fair	BT	Fair	Poor	1:0.9	Poor	1:0.9
86000	86500	500	10.00	BT	5	0.00	5.00	5.00	0.00	0.06	0	0	0	0	BT	Fair	BT	Fair	Poor	1:0.9	Poor	1:0.9
86500	87000	500	10.00	BT	7	0.00	7.00	5.00	0.00	0.00	0	0	0	0	BT	Fair	BT	Fair	Poor	1:1	Poor	1:1
87000	87500	500	10.00	BT	7	0.00	7.00	5.00	0.00	0.00	0	0	4	6	BT	Fair	BT	Fair	Poor	1:0.8	Poor	1:0.8
87500	88000	500	10.00	BT	10	0.00	10.00	5.00	0.00	0.00	0	0	8	10	BT	Fair	BT	Fair	Poor	1:0.8	Poor	1:0.8
88000	88500	500	10.00	BT	6	0.00	6.00	5.00	0.00	0.00	0	0	4	5	BT	Fair	BT	Fair	Poor	1:0.8	Poor	1:0.8
88500	89000	500	10.00	BT	6	0.00	6.00	5.00	0.00	0.00	0	0	3	4	BT	Fair	BT	Fair	Fair	1:0.8	Fair	1:0.8
89000	89500	500	10.00	BT	8	0.00	8.00	5.00	0.00	0.17	0	0	4	6	BT	Fair	BT	Fair	Fair	1:1	Fair	1:1
89500	90000	500	10.00	BT	10	0.00	10.00	5.00	0.00	0.07	0	0	3	2	BT	Fair	BT	Fair	Fair	1:1	Fair	1:1
90000	90500	500	10.00	BT	9	0.00	9.00	5.00	0.00	0.00	0	0	7	2	BT	Fair	BT	Fair	Fair	1:1	Fair	1:1
90500	91000	500	10.00	BT	17	13.80	30.80	5.98	0.56	0.00	14	23	3	3	BT	Poor	BT	Poor	Fair	1:1	Fair	1:1
91000	91500	500	10.00	BT	18	12.80	30.80	3.70	0.20	0.03	19	17	3	4	BT	Poor	BT	Poor	Fair	1:1.3	Fair	1:1.3
91500	92000	500	10.00	BT	15	8.00	23.00	3.54	0.79	0.00	18	22	4	4	BT	Poor	BT	Poor	Poor	1:1.3	Poor	1:1.3
92000	92500	500	10.00	BT	19	16.40	35.40	5.04	2.26	0.00	30	32	0	0	BT	Poor	BT	Poor	Poor	1:1.3	Poor	1:1.3
92500	93000	500	10.00	BT	16	25.22	41.22	12.92	2.01	0.00	10	18	0	0	BT	Poor	BT	Poor	Poor	1:1.3	Poor	1:1.3
93000	93500	500	10.00	BT	18	21.40	39.40	5.80	0.18	0.00	30	20	0	0	BT	Poor	BT	Poor	Poor	1:1.3	Poor	1:1.3
93500	94000	500	10.00	BT	17	14.50	31.50	5.94	0.25	2.60	28	25	7	2	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
94000	94500	500	9.50	BT	15	23.26	38.26	6.76	2.53	3.85	30	55	2	5	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
94500	95000	500	9.50	BT	18	26.67	44.67	5.52	2.66	2.46	30	24	6	3	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
95000	95500	500	9.50	BT	16	24.32	40.32	3.49	1.85	5.39	19	17	3	4	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
95500	96000	500	10.00	BT	19	15.56	34.56	4.86	0.15	9.10	18	22	4	4	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
96000	96500	500	10.00	BT	20	18.52	38.52	13.40	0.49	0.00	30	32	3	2	BT	Poor	BT	Poor	Poor	1:0.8	Poor	1:0.8
96500	97000	500	10.00	BT	17	25.08	42.08	20.88	0.00	0.00	10	18	6	2	BT	Poor	BT	Poor	Poor	1:1.1	Poor	1:1.2
97000	97500	500	10.00	BT	18	19.41	37.41	10.60	0.00	0.00	30	32	4	6	BT	Poor	BT	Poor	Poor	1:1.3	Poor	1:1.2
97500	98000	500	10.00	BT	16	28.40	44.40	16.90	0.00	0.00	10	18	4	7	BT	Poor	BT	Poor	Poor	1:1.2	Poor	1:1.1
98000	98500	500	10.00	BT	18	18.88	36.88	11.50	0.00	0.00	30	20	3	8	BT	Poor	BT	Poor	Poor	1:0.8	Poor	1:0.8
98500	99000	500	10.00	BT	19	15.66	34.66	3.80	0.00	0.00	28	25	6	2	BT	Poor	BT	Poor	Poor	1:1.2	Poor	1:1.2
99000	99500	500	10.00	BT	15	16.10	31.10	12.58	0.00	0.00	30	55	4	6	BT	Poor	BT	Poor	Poor	1:1.3	Poor	1:1.2
99500	100000	500	10.00	BT	17	17.42	34.42	6.74	0.00	0.00	30	24	5	4	BT	Poor	BT	Poor	Poor	1:1.1	Poor	1:1.1
100000	100500	500	10.00	BT	15	19.40	34.40	10.60	0.00	0.00	18	22	6	3	BT	Poor	BT	Poor	Poor	1:1.1	Poor	1:1.1
100500	101000	500	10.00	BT	18	13.94	31.94	4.80	0.00	0.00	30	32	2	4	BT	Poor	BT	Poor	Poor	1:1.1	Poor	1:1.2

Existing Chainage (km)		Length (m)	Carriageway		Cracking		All Cracks	Ravelling	Pothole	Patching	Edge Failure		Rut Depth		Shoulder				Embankment			
					Width < 3mm	Width > 3mm					Left	Right	Left	Right	Left		Right		Left		Right	
From	To		Width (m)	Type	(%)	(%)	(%)	(%)	(%)	(%)	(m)	(m)	(mm)	(mm)	Type	Condition	Type	Condition	Condition	Slope	Condition	Slope
101000	101500	500	10.00	BT	16	18.74	34.74	13.22	0.00	0.00	10	18	4	7	BT	Poor	BT	Poor	Poor	1:0.9	Poor	1:0.9
101500	102000	500	10.00	BT	19	25.60	44.60	14.72	0.00	4.24	30	32	5	3	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
102000	102500	500	10.00	BT	20	14.06	34.06	10.02	0.11	0.00	10	18	6	3	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
102500	103000	500	10.00	BT	17	27.84	44.84	15.44	0.00	0.00	30	20	3	8	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
103000	103500	500	10.00	BT	18	15.64	33.64	6.22	0.21	0.64	14	23	5	7	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
103500	104000	500	10.00	BT	16	16.40	32.40	8.72	0.18	0.25	19	17	5	8	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
104000	104500	500	10.00	BT	18	12.44	30.44	9.30	0.09	0.00	18	22	7	4	BT	Poor	BT	Poor	Poor	1:0.9	Poor	1:0.9
104500	105000	500	10.00	BT	16	25.04	41.04	7.42	0.00	0.00	30	32	7	2	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
105000	105500	500	10.00	BT	19	15.90	34.90	10.12	0.27	0.00	10	18	3	3	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
105500	106000	500	10.00	BT	20	15.56	35.56	9.30	2.27	0.00	30	20	3	4	BT	Poor	BT	Poor	Fair	1:1	Fair	1:1
106000	106500	500	10.00	BT	17	16.50	33.50	9.08	0.74	1.00	28	25	4	4	BT	Poor	BT	Poor	Fair	1:0.8	Fair	1:0.8
106500	107000	500	10.00	BT	18	17.80	35.80	12.20	1.92	0.16	30	55	6	3	BT	Poor	BT	Poor	Fair	1:0.8	Fair	1:0.8
107000	107500	500	10.00	BT	16	14.74	30.74	6.08	1.12	0.00	30	24	0	0	BT	Poor	BT	Poor	Fair	1:0.8	Fair	1:0.8
107500	108000	500	10.00	BT	10	13.64	23.64	8.96	0.22	4.30	19	17	0	0	BT	Poor	BT	Poor	Fair	1:0.8	Fair	1:0.8
108000	108500	500	10.00	BT	19	13.30	32.30	9.30	2.46	0.00	18	22	0	0	BT	Poor	BT	Poor	Fair	1:1	Fair	1:0.7
108500	109000	500	10.00	BT	15	17.34	32.34	9.00	0.02	0.00	30	32	0	0	BT	Poor	BT	Poor	Fair	1:0.8	Fair	1:0.7
109000	109500	500	10.00	BT	17	23.68	40.68	14.62	0.22	0.00	10	18	0	0	BT	Poor	BT	Poor	Fair	1:0.8	Fair	1:0.7
109500	110000	500	10.00	BT	15	14.32	29.32	10.86	1.24	0.00	30	32	0	0	BT	Poor	BT	Poor	Fair	1:0.8	Fair	1:0.7
110000	110500	500	10.00	BT	18	21.50	39.50	6.26	3.60	0.27	10	18	0	0	BT	Poor	BT	Poor	Fair	1:0.8	Fair	1:0.7
110500	111000	500	10.00	BT	16	22.30	38.30	11.08	0.43	0.90	30	20	0	0	BT	Poor	BT	Poor	Poor	1:0.8	Poor	1:0.7
111000	111500	500	10.00	BT	19	24.90	43.90	8.12	7.50	0.00	28	25	3	4	BT	Poor	BT	Poor	Poor	1:0.8	Poor	1:0.7
111500	112000	500	10.00	BT	16	18.22	34.22	9.76	6.65	2.42	30	55	4	4	BT	Poor	BT	Poor	Poor	1:0.8	Poor	1:0.8
112000	112500	500	10.00	BT	18	13.90	31.90	8.12	1.51	0.13	30	24	3	2	BT	Poor	BT	Poor	Poor	1:0.9	Poor	1:0.9
112500	113000	500	10.00	BT	17	15.16	32.16	7.92	5.72	0.00	10	18	6	2	BT	Poor	BT	Poor	Poor	1:0.9	Poor	1:0.9
113000	113500	500	10.00	BT	15	15.86	30.86	6.20	1.57	0.00	30	20	4	6	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
113500	114000	500	10.00	BT	18	16.36	34.36	7.84	6.03	0.00	14	23	4	7	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
114000	114500	500	10.00	BT	16	24.64	40.64	10.06	4.98	0.00	19	17	3	8	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
114500	115000	500	10.00	BT	19	20.90	39.90	8.34	1.86	0.00	18	22	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
115000	115500	500	10.00	BT	20	17.32	37.32	8.30	3.29	0.00	30	32	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
115500	116000	500	10.00	BT	17	20.58	37.58	11.50	2.73	0.00	10	18	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
116000	116500	500	10.00	BT	18	21.98	39.98	13.66	1.96	0.00	30	20	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:0.8
116500	117000	500	10.00	BT	16	15.70	31.70	10.42	3.32	0.00	28	25	0	0	BT	Poor	BT	Poor	Fair	1:1	Fair	1:0.8
117000	117500	500	10.00	BT	18	12.20	30.20	6.16	3.10	0.00	30	55	8	10	BT	Poor	BT	Poor	Fair	1:1	Fair	1:0.8
117500	118000	500	10.00	BT	19	22.96	41.96	7.34	0.19	0.00	30	24	3	2	BT	Poor	BT	Poor	Fair	1:1	Fair	1:0.8
118000	118500	500	10.00	BT	15	17.12	32.12	13.28	2.72	0.00	19	17	8	10	BT	Poor	BT	Poor	Fair	1:1	Fair	1:0.9
118500	119000	500	10.00	BT	17	14.30	31.30	8.82	5.49	0.00	30	32	4	7	BT	Poor	BT	Poor	Fair	1:0.8	Fair	1:0.8
119000	119500	500	10.00	BT	15	17.04	32.04	9.30	1.74	0.00	10	18	6	2	BT	Poor	BT	Poor	Fair	1:0.8	Fair	1:0.8
119500	120000	500	10.00	BT	18	21.68	39.68	9.94	0.13	0.00	30	20	4	6	BT	Poor	BT	Poor	Poor	1:0.8	Poor	1:0.8
120000	120500	500	10.00	BT	16	14.84	30.84	1.20	0.07	0.00	28	25	8	10	BT	Poor	BT	Poor	Poor	1:1	Poor	1:0.8
120500	121000	500	10.00	BT	19	8.16	27.16	0.00	0.27	0.00	30	55	4	5	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
121000	121500	500	10.00	BT	20	19.80	39.80	4.70	0.18	0.00	30	24	3	4	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
121500	122000	500	9.00	BT	15	16.22	31.22	2.33	0.78	0.00	19	17	4	6	BT	Fair	BT	Fair	Poor	1:1	Poor	1:1
122000	122500	500	9.00	BT	12	13.60	25.60	0.00	0.00	0.00	18	22	3	2	BT	Fair	BT	Fair	Poor	1:1	Poor	1:1

Existing Chainage (km)		Length (m)	Carriageway		Cracking		All Cracks	Ravelling	Pothole	Patching	Edge Failure		Rut Depth		Shoulder				Embankment			
					Width < 3mm	Width > 3mm					Left	Right	Left	Right	Left		Right		Left		Right	
From	To		Width (m)	Type	(%)	(%)	(%)	(%)	(%)	(%)	(m)	(m)	(mm)	(mm)	Type	Condition	Type	Condition	Condition	Slope	Condition	Slope
122500	123000	500	9.00	BT	14	16.29	30.29	5.38	0.08	0.00	30	32	7	2	BT	Fair	BT	Fair	Poor	1:1	Poor	1:0.9
123000	123500	500	9.00	BT	11	11.42	22.42	6.73	0.02	0.00	10	18	3	3	BT	Fair	BT	Fair	Fair	1:0.9	Fair	1:0.9
123500	124000	500	9.00	BT	15	28.00	43.00	11.00	0.39	0.00	30	32	3	4	BT	Poor	BT	Poor	Fair	1:0.9	Fair	1:0.9
124000	124500	500	9.00	BT	18	20.53	38.53	8.44	1.03	0.00	10	18	4	4	BT	Poor	BT	Poor	Fair	1:1	Fair	1:1
124500	125000	500	9.00	BT	16	18.89	34.89	7.07	0.00	0.00	30	20	3	2	BT	Poor	BT	Poor	Poor	1:0.8	Poor	1:0.8
125000	125500	500	9.00	BT	19	14.22	33.22	0.00	0.10	0.00	28	25	5	8	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
125500	126000	500	9.00	BT	16	19.00	35.00	0.89	0.71	0.00	30	55	8	10	BT	Poor	BT	Poor	Poor	1:1	Poor	1:0.8
126000	126500	500	9.00	BT	18	13.49	31.49	4.29	0.00	0.00	28	25	3	2	BT	Poor	BT	Poor	Poor	1:1	Poor	1:0.9
126500	127000	500	9.00	BT	17	13.73	30.73	2.58	0.04	0.00	30	55	8	10	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
127000	127500	500	9.00	BT	15	19.31	34.31	7.38	0.28	0.00	30	24	4	7	BT	Poor	BT	Poor	Poor	1:0.8	Poor	1:0.8
127500	128000	500	9.00	BT	15	17.93	32.93	14.89	0.25	0.00	19	17	6	2	BT	Fair	BT	Fair	Fair	1:1	Fair	1:1
128000	128300	300	9.00	BT	6	5.00	11.00	3.96	0.52	0.18	35	30	4	6	BT	Fair	BT	Fair	Fair	1:1.2	Fair	1:1.2
128300	129000	700	8.40	BT	5	5.48	10.48	11.00	2.05	0.11	40	25	8	10	BT	Fair	BT	Fair	Poor	1:1	Poor	1:1
129000	129500	500	8.40	BT	5	4.05	9.05	11.00	2.01	0.00	20	15	3	2	BT	Fair	BT	Fair	Poor	1:1	Poor	1:1
129500	130000	500	9.80	BT	6	5.65	11.65	11.00	0.63	0.00	20	30	0	0	BT	Fair	BT	Fair	Poor	1:1	Poor	1:1
130000	130500	500	9.80	BT	8	5.67	13.67	11.00	2.12	0.00	25	30	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
130500	131000	500	9.80	BT	7	6.90	13.90	11.00	2.90	0.00	30	15	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
131000	131500	500	9.80	BT	20	25.08	45.08	11.92	5.41	0.00	0	0	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
131500	132000	500	9.80	BT	17	20.51	37.51	10.51	6.14	0.00	0	0	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
132000	132500	500	8.80	BT	18	12.59	30.59	9.48	13.39	0.00	0	0	0	0	BT	Poor	BT	Poor	Fair	1:1	Fair	1:1
132500	133000	500	8.80	BT	16	24.55	40.55	13.53	4.71	0.00	0	0	2	5	BT	Poor	BT	Poor	Fair	1:1	Fair	1:1
133000	133500	500	8.80	BT	18	28.32	46.32	15.09	9.75	0.00	0	0	6	3	BT	Poor	BT	Poor	Fair	1:1	Fair	1:1
133500	134000	500	8.80	BT	19	24.52	43.52	11.34	8.05	0.00	0	0	0	0	BT	Poor	BT	Poor	Fair	1:1	Fair	1:1
134000	134500	500	8.80	BT	15	19.14	34.14	16.14	5.00	0.00	0	0	0	0	BT	Poor	BT	Poor	Fair	1:1	Fair	1:1
134500	135000	500	10.00	BT	17	23.82	40.82	13.34	1.17	0.00	0	0	0	0	BT	Poor	BT	Poor	Fair	1:1	Fair	1:1
135000	135500	500	10.00	BT	15	8.30	23.30	21.84	3.80	0.00	0	0	3	2	BT	Poor	BT	Poor	Fair	1:1	Fair	1:1
135500	136000	500	10.00	BT	18	24.20	42.20	11.86	2.24	0.00	0	0	0	0	BT	Poor	BT	Poor	Fair	1:1	Fair	1:1
136000	136500	500	10.00	BT	16	13.08	29.08	17.60	13.64	0.00	0	0	0	0	BT	Poor	BT	Poor	Fair	1:1	Fair	1:1
136500	137000	500	10.00	BT	19	11.50	30.50	15.16	6.44	0.00	0	0	0	0	BT	Poor	BT	Poor	Fair	1:1	Fair	1:1
137000	137500	500	10.00	BT	16	16.86	32.86	14.98	8.54	0.00	0	0	0	0	BT	Poor	BT	Poor	Fair	1:1	Fair	1:1
137500	138000	500	10.00	BT	18	22.18	40.18	12.72	4.72	0.00	0	0	0	0	BT	Poor	BT	Poor	Fair	1:1	Fair	1:1
138000	138500	500	10.00	BT	17	21.77	38.77	6.32	5.13	0.00	0	0	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
138500	139000	500	10.00	BT	15	12.08	27.08	10.78	10.77	0.00	0	0	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
139000	139500	500	10.00	BT	18	15.96	33.96	13.82	5.64	0.00	0	0	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
139500	140000	500	10.00	BT	16	11.40	27.40	12.40	7.38	0.00	0	0	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
140000	140500	500	10.00	BT	19	13.18	32.18	10.88	4.90	0.00	0	0	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
140500	141000	500	10.00	BT	20	21.02	41.02	8.70	3.22	0.00	0	0	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
141000	141500	500	8.00	BT	17	34.33	51.33	16.30	1.44	0.00	0	0	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
141500	142000	500	8.00	BT	18	21.70	39.70	18.60	2.78	0.00	0	0	4	6	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
142000	142500	500	8.00	BT	17	37.23	54.23	20.08	6.55	0.00	0	0	3	2	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
142500	143000	500	8.00	BT	15	19.78	34.78	19.80	3.95	0.00	0	0	7	2	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
143000	143500	500	8.00	BT	18	30.20	48.20	19.15	7.00	0.00	0	0	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
143500	144000	500	8.00	BT	16	12.58	28.58	18.45	14.13	0.00	0	0	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1

Existing Chainage (km)		Length (m)	Carriageway		Cracking		All Cracks	Ravelling	Pothole	Patching	Edge Failure		Rut Depth		Shoulder				Embankment			
					Width < 3mm	Width > 3mm					Left	Right	Left	Right	Left		Right		Left		Right	
From	To		Width (m)	Type	(%)	(%)	(%)	(%)	(%)	(%)	(m)	(m)	(mm)	(mm)	Type	Condition	Type	Condition	Condition	Slope	Condition	Slope
144000	144500	500	8.00	BT	19	4.95	23.95	19.33	15.63	0.00	0	0	0	0	BT	Poor	BT	Poor	Fair	1:1	Fair	1:1
144500	145000	500	8.00	BT	20	14.80	34.80	14.05	9.48	0.00	0	0	0	0	BT	Poor	BT	Poor	Fair	1:1	Fair	1:1
145000	145500	500	8.00	BT	17	19.13	36.13	12.60	5.18	0.00	0	0	0	0	BT	Poor	BT	Poor	Fair	1:1	Fair	1:1
145500	146000	500	7.00	BT	18	23.14	41.14	14.63	0.03	0.00	0	0	0	0	BT	Poor	BT	Poor	Fair	1:1	Fair	1:1
146000	146500	500	7.00	BT	16	18.51	34.51	17.89	17.37	0.00	0	0	0	0	BT	Poor	BT	Poor	Fair	1:1	Fair	1:1
146500	147000	500	8.00	BT	18	23.20	41.20	15.08	6.83	0.00	0	0	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
147000	147500	500	8.00	BT	19	26.95	45.95	22.00	4.50	0.00	0	0	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
147500	148000	500	8.00	BT	15	19.13	34.13	15.20	9.90	0.00	0	0	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
148000	148500	500	8.00	BT	17	15.53	32.53	12.95	12.30	0.00	0	0	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
148500	149000	500	8.00	BT	15	27.15	42.15	16.20	10.95	0.00	0	0	3	8	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
149000	149500	500	8.00	BT	18	15.23	33.23	11.58	14.70	0.00	0	0	5	7	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
149500	150000	500	8.00	BT	16	14.20	30.20	10.13	18.85	0.00	0	0	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
150000	150500	500	8.00	BT	9	9.98	18.98	7.50	0.05	5.0	10	15	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
150500	151000	500	8.00	BT	20	31.05	51.05	5.15	0.48	0.00	10	20	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
151000	151500	500	8.00	BT	8	7.68	15.68	3.13	7.23	0.00	25	20	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
151500	152000	500	8.00	BT	9	13.40	22.40	6.23	7.78	0.00	20	15	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
152000	152500	500	8.00	BT	7	13.90	20.90	7.90	3.20	0.00	20	25	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
152500	153000	500	8.00	BT	16	30.66	46.66	13.20	0.09	0.00	15	15	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
153000	153500	500	8.00	BT	19	15.90	34.90	7.08	0.18	0.00	20	15	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
153500	154000	500	8.00	BT	20	20.68	40.68	8.00	0.04	0.00	20	15	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
154000	154500	500	8.00	BT	17	12.23	29.23	4.18	0.27	0.00	20	30	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
154500	155000	500	8.00	BT	18	14.85	32.85	5.73	0.34	0.00	25	30	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
155000	155500	500	9.60	BT	6	15.48	21.48	10.19	2.44	0.00	30	15	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
155500	156000	500	9.60	BT	7	11.02	18.02	7.15	6.02	0.00	25	20	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
156000	156500	500	9.60	BT	7	12.31	19.31	6.21	9.04	0.00	20	15	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
156500	157000	500	7.00	BT	10	10.83	20.83	7.26	4.99	0.00	10	15	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
157000	157500	500	7.00	BT	8	10.94	18.94	3.26	3.46	0.00	10	20	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1
157500	158000	500	7.00	BT	8	9.50	17.20	2.90	3.6	0.2	11	21	0	0	BT	Poor	BT	Poor	Poor	1:1	Poor	1:1

Appendix 4.13 : INVENTORY & CONDITION SURVEY OF BRIDGES (IRC SP:19-2001)

NAME OF THE PROJECT ROAD : Development of Economic Corridors, Inter Corridors and Feeder Routes to Improve the Efficiency of Freight Movement in India under Bharatmala Pariyojana (Lot-1 : Package II)
Daboka to Lahorijan Section (Assam) - Stretch - 1

SL NO.		Marked	Road Segment	Vehicle Meter Reading (km)	Existing Chainage (km)	NAME OF THE RIVER BRIDGE	YEAR OF CONSTRUCTION	NUMBER OF SPANS	SPAN ARRANGEMENT (EXPANSION JOINT TO EXPANSION JOINT) (m)	CLEAR SPANS	LENGTH OF BRIDGE FACE TO FACE OF ABUTMENTS (m)	HIGH LEVEL(HL) OR SUBMERSIBLE(SL)	CLEAR ROADWAY WIDTH BETWEEN KERBS (m)	TOTAL OUTER WIDTH OF BRIDGE (m)	WIDTH OF FOOTPATH (m)	SUPERSTRUCTURE			DETAILS OF WEARING COAT		SUBSTRUCTURE					PIER FOUNDATION		ABUTMENT FOUNDATION		PROTECTION WORK		SKEW ANGLE (DEGREE)	*VERTICAL CLEARANCE (UPTO SOFFIT OF SUPERSTRUCTURE) (m)	*ROAD FORMATION LEVEL (m)	DIRECTION OF FLOW	PRESENT CONDITION OF BRIDGE					CLEAR WATERWAY (m)	DESIGN OF LOADING		*H. F. L (m)	*L. W. L (m)	DESIGN DISCHARGE (Cum.)	MAXIMUM DESIGN VELOCITY (m/sec.)	REMARKS			
1	2															GRADIENT	TYPE	TYPE OF BEARING	THICKNESS OF SLAB/GIRDER	MATERIAL OF SLAB/GIRDER	HANDRAIL, PARAPET THICKNESS & HEIGHT (m)	TYPE	THICKNESS (m)	TYPE (PIER/ABUTMEN)	THICKNES S OF PIER(m)	TOP	BOTTOM	*HEIGHT AT PIER & ABUTMENT (m)	ABUTMEN	PIER	TYPE					MATERIAL	TYPE	MATERIAL	BED	APPROACH		ABUTMENTS	PIERS						SLAB/GIRDER	BEARINGS	PARAPET
1	1	-	Daboka to Manja (NH-29)		41+600	-	-	3	3x6.4	6.1	19.2	HL	10.90	11.70	-	Normal	Solid Slab	Tar Paper	0.45	RCC	RCC Railing (height ~0.9m)	BC	-	Wall Type	0.50	0.50	~6.4	RCC	RCC	Open	RCC	Open	-	-	0.0	~4.2	-	L-R	G	G	G	-	G	18.0	-	~2.8 m above LBL	~0.5 m above LBL	-	-	1. Newly constructed bridge over online irrigation cannal. 2. Check dam with lock gate overserved on d/s within 100m. 3. Vegetation growth on expansion joint outer side. 4. Weep hole not observed on abutment and retaining wall. 5. Overall Condaton Good .	
2	2	-	Daboka to Manja (NH-29)		42+500	-	-	2	2x7.6	7.3	15.2	HL	7.50	8.20	-	Normal	Solid Slab	Tar Paper	0.55	RCC	RCC Railing (height ~0.9m)	BC	-	Wall Type	0.35	0.35	~3.2 & 3.0	RCC	RCC	Open	RCC	Open	NV	NV	0.0	~3.5	-	L-R	F	F	F	-	F	15.0	-	~2.8 m above LBL	~0.3 m above LBL	-	-	1. Heavy vegetation observed on stream bed. 2. Approach slab not found. 3. Expansion joint & drainage spout are chocked. 4. Weep hole not observed on abutment and retaining wall. 5. Overall Condaton Fair .	
3	3	-	Daboka to Manja (NH-29)		46+020	-	-	2	2x6.5	6.3	13.0	HL	7.50	8.30	-	Normal	Solid Slab	Tar Paper	0.45	RCC	RCC Railing (height ~1.0m)	BC	-	Wall Type	0.35	0.35	~3.1 & 3.0	RCC	RCC	Open	RCC	Open	NV	NV	0.0	~3.5	-	L-R	F	F	F	-	P	12.7	-	~2.5 m above LBL	~0.3 m above LBL	-	-	1. Railing broken on both side. 2. Approach slab not found. 3. Expansion joint & drainage spout are chocked. 4. Plantation growth observed on stream bed. 5. Weep hole not observed on abutment and retaining wall. 6.Overall Condaton Fair .	
4	4	-	Daboka to Manja (NH-29)		51+600	-	-	1	1x10.8	10.5	10.8	HL	7.60	8.50	-	Normal	Solid Slab	Tar Paper	1.00	RCC	RCC Railing (height ~1.0m)	BC	-	Wall Type	-	-	~2.0	RCC	-	-	Open	RCC	Open	NV	NV	0.0	~2.9	-	L-R	F	-	F	-	P	10.5	-	~2.2 m above LBL	~1.0 m above LBL	-	-	1. Railing broken on one side. 2. Guide wall observed one side of stream. 3. Approach slab not found. 4. Expansion joint & drainage spout are chocked. 7.Overall Condaton Fair .
5	5	-	Daboka to Manja (NH-29)		51+900	-	-	1	1x10.9	10.4	10.9	HL	7.50	8.20	-	Normal	Solid Slab	Tar Paper	1.00	RCC	RCC Railing (height ~0.9m)	BC	-	Wall Type	-	-	~2.3	RCC	-	-	Open	RCC	Open	NV	NV	0.0	~2.5	-	L-R	F	-	F	-	F	10.5	-	~1.8 m above LBL	~0.3 m above LBL	-	-	1. Vegetation growth on stream bed. 2. Approach slab not found. 3. Expansion joint & drainage spout are chocked. 4. Weep hole not observed on abutment and retaining wall. 5. Overall Condaton Fair .
6	6	-	Daboka to Manja (NH-29)		56+050	-	-	1	1x25.5	25.0	25.5	HL	7.6	10.9	1.65	Normal	RCC T Girder	Elastomeric	2.20	RCC	RCC Railing (height ~0.9m)	BC	-	Wall Type	-	-	~2.9	RCC	-	-	Well	RCC	NV	NV	0.0	~3.0	-	L-R	F	-	F	-	F	25.0	-	~2.0 m above LBL	~0.5 m above LBL	-	-	1. Expansion gap exposed on both side & vegetation growth observed. 2. 0.25m thk. Deck Slab over 3 nos RCC girder system observed at superstructure. 3. Footpath slab broken at few location. 4. Approach slab not found. 5. Drainage spout are chocked. 6. Overall condaton Fair .	
7	7	-	Daboka to Manja (NH-29)		60+900	-	-	1	1x6.2	6.0	6.2	HL	7.5	10.50	-	Normal	Solid Slab	Tar Paper	0.45	RCC	RCC Parapet (height ~0.5m)	BC	-	Wall Type	-	-	~2.0	RCC	-	Open	RCC	NV	NV	0.0	~2.0	-	L-R	F	-	P	-	F	-	-	~1.6 m above LBL	~0.4 m above LBL	-	-	1. Expose R/f found slab soffit edge, require minor repair work 2. Approach slab not found. 3. Expansion joint & drainage spout are chocked. 4. Weep hole not observed on abutment and retaining wall. 5.Overall condaton Fair .		
8	-	Daboka to Manja (NH-29)		61+800	-	-	2	2x5.8	5.3	11.6	HL	7.5	8.40	-	Normal	Solid Slab	Tar Paper	0.50	RCC Solid Slab	RCC Railing (height ~1.1m)	BC	-	Wall Type	0.60	0.60	~3.0 & 3.1	RCC	RCC	Open	RCC	Open	NV	NV	0.0	~3.3	-	L-R	F	F	F	-	F	11.00	-	~2.0 m above LBL	~0.5 m above LBL	-	-	1. Approach slab not found. 2. Expansion joint & drainage spout are chocked. 3. Abutment and return wall expansion gap observed. 4. Crack on wearing course over bridge. 5. Vegetation observed on parapet location. 6.Overall condaton Fair .		

Appendix 4.13 : INVENTORY & CONDITION SURVEY OF BRIDGES (IRC SP:19-2001)

NAME OF THE PROJECT ROAD : Development of Economic Corridors, Inter Corridors and Feeder Routes to Improve the Efficiency of Freight Movement in India under Bharatmala Pariyojana (Lot-1 : Package II)
Daboka to Lahorijan Section (Assam) - Stretch - 1

SL NO.	Marked	Road Segment	Vehicle Meter Reading (km)	Existing Chainage (km)	NAME OF THE RIVER BRIDGE	YEAR OF CONSTRUCTION	NUMBER OF SPANS	SPAN ARRANGEMENT (EXPANSION JOINT TO EXPANSION JOINT) (m)	CLEAR SPANS	LENGTH OF BRIDGE FACE TO FACE OF ABUTMENTS (m)	HIGH LEVEL(HL) OR SUBMERSIBLE(SL)	CLEAR ROADWAY WIDTH BETWEEN KERBS (m)	TOTAL OUTER WIDTH OF BRIDGE (m)	WIDTH OF FOOTPATH (m)	SUPERSTRUCTURE			DETAILS OF WEARING COAT		SUBSTRUCTURE					PIER FOUNDATIO N		ABUTMENT FOUNDATIO N		PROTECTION WORK		SKEW ANGLE (DEGREE)	*VERTICAL CLEARANCE (UPTO SOFFIT OF SUPERSTRUCTURE) (m)	*ROAD FORMATION LEVEL (m)	DIRECTION OF FLOW	PRESENT CONDITION OF BRIDGE					CLEAR WATERWAY (m)	DESIGN OF LOADING		*H. F. L (m)	*L. W. L (m)	DESIGN DISCHARGE (Cum.)	MAXIMUM DESIGN VELOCITY (m/sec.)	REMARKS			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	GRADIENT	TYPE	TYPE OF BEARING	THICKNESS OF SLAB/GIRDER	MATERIAL OF SLAB/GIRDER	HANDRAIL, PARAPET THICKNESS & HEIGHT (m)	TYPE	THICKNESS (m)	TYPE (PIER/ABUTMEN	THICKNES S OF PIER(m)	*HEIGHT AT PIER & ABUTMENT (m)	ABUTMEN T	PIER	TYPE	MATERIAL	TYPE					MATERIAL	BED	APPROACH	ABUTMENTS	PIERS		SLAB/GIRDER	BEARINGS						PARAPET	DESIGN OF LOADING	*H. F. L (m)
9	-	Daboka to Manja (NH-29)		63+400	-	-	1	1x37.4	36.6	37.4	HL	7.5	11.0	1.5	Normal	PSC I Girder	POT - PTFE	2.20	PSC I	RCC Railing (height ~1.1m)	BC	-	Wall Type	-	-	~3.1	RCC	-	-	Well	RCC	NV	NV	0.0	~3.5	-	L-R	F		F		F	F	36.0	-	~2.0 m above LBL	~0.5 m above LBL	-	-	1. Thk. of Deck slab is 0.230m. 2. 3 nos PSC I girder@ 2.1m c/c spacing observed on superstructure. 3. U/S guide wall observed to protect cross road. 4. Approach slab not found. 5. Drainage spout are chocked. 6.Overall Condaton Fair .
10	-	Daboka to Manja (NH-29)		63+700	-	-	1	1x22.4	22.0	22.4	HL	7.50	11.0	1.5	Normal	RCC T Girder	Elastomeric	2.10	RCC T Girder	RCC Railing (height ~0.9m)	BC	-	Wall Type	-	-	~3.0	RCC	-	Open	RCC	NV	NV	0.0	~3.2	-	L-R	F		-	F		-	F	F	22	~1.5 m above LBL	~0.3 m above LBL	-	-	1. 0.25m thk. Deck Slab over 3 nos RCC girder system observed at superstructure. 2. Footpath slab & Railing broken at few location. 3. Approach slab not found. 4. Expansion joint & Drainage spout are chocked. 5. Exposed R/f observed on Dirt wall require minor repair. 6. Stream almost blocked due to temporary building. 7. Overall condation Fair .
11	-	Daboka to Manja (NH-29)		67+700	-	-	4	4x5.8	5.5	23.2	HL	7.5	8.2	0	Normal	Solid Slab	Tar Paper	0.40	RCC Solid Slab	RCC Railing (height ~0.9m)	BC	-	Wall Type	0.60	0.60	~3.8	RCC	RCC	Open	RCC	Open	RCC	NV	NV	0.0	~4.0	-	L-R	F	F	F	F	F	21.5	~1.6 m above LBL	~0.5 m above LBL	-	-	1. Check dam observed on D/S. 2. Approach slab not found. 3. Expansion joint & Drainage spout are chocked. 4. Gap observed on abutment and return wall. 5. Overall condation Fair .	
12	-	Daboka to Manja (NH-29)		69+300	-	-	3	1x5.8+1x23.7+1x5.8	5.1 & 23.0	35.3	HL	7.5	8.3	0	Normal	RCC Slab & RCC T Girder	Elastomeric	0.45 & 2.1	RCC Slab & RCC T Girder	RCC Railing (height ~0.9m)	BC	-	Wall Type	-	-	~3.7	RCC	RCC	'D' shape Well	RCC	Open	RCC	NV	NV	0.0	~4.5	-	L-R	F	F	F	F	F	-	~1.2 m above LBL	~0.5 m above LBL	-	-	1. 0.25m thk. Deck Slab over 3 nos RCC girder system observed at central span & Solid slab at start and end span. 2. Pier cap directly rest on well cap. 3. Approach slab not found. 4. Expansion joints are exposed. 5 .Exposed R/f observed on girder bottom required repairing work. 6. Abutment protection work observed. 13. Overall Condaton Fair .	
13	-	Daboka to Manja (NH-29)		73+000	-	-	4	4x5.8	5.30	23.2	HL	7.50	8.10	0	Normal	Solid Slab	Tar Paper	0.450	RCC Solid Slab	RCC Railing (height ~0.9m)	BC	-	Wall Type	0.50	0.50	~3.6 & 3.8	RCC	RCC	Open	RCC	Rigid Apron (D/S)		NV	NV	0.0	~3.8	-	L-R	F	F	F	F	F	21.7	~2.0 m above LBL	~0.5 m above LBL	-	-	1. Approach slab not found. 2. Expansion joint & Drainage spout are chocked. 3. Bed protected by Rigid apron & Wing wall on D/S. 4. Rigid apron & Wing wall are broken at few location. 5. R/f exposed found on dirt wall. 6. Overall condation Fair .	
14	-	Daboka to Manja (NH-29)		83+600	-	-	1	1x26	25.35	26.0	HL	7.50	8.10	0	Normal	RCC T Girder	Elastomeric	2.10	RCC T Girder	RCC Railing (height ~1.1m)	BC	-	Wall Type	-	-	~3.0	RCC	-	Well	RCC	NV	NV	0.0	~6.0	-	L-R	F	-	-	F		F	25.0	~3.0 m above LBL	~0.9 m above LBL	-	-	1. 0.25m thk. Deck Slab over 3 nos RCC girder system observed at superstructure. 2. Expansion joint & Drainage spout are chocked. 3.Overall condation Fair .		
15	-	Daboka to Manja (NH-29)		88+600	-	-	1	1x26	25.40	26.0	HL	7.50	8.20	0	Normal	RCC T Girder	Elastomeric	2.10	RCC T Girder	RCC Railing (height ~1.1m)	BC	-	Wall Type	-	-	~2.0	RCC	-	Well	RCC	NV	NV	0.0	~3.0	-	-	F	-	-	-	F		F	25.0	~1.5 m above LBL	~0.5 m above LBL	-	-	1. 0.25m thk. Deck Slab over 3 nos RCC girder system observed at superstructure. 2. Expansion joint & Drainage spout are chocked. 3.Overall condation Fair .	
16	-	Daboka to Manja (NH-29)		91+900	-	-	1	1x22.4	22.0	22.4	HL	7.50	8.10	0	Normal	RCC T Girder	Elastomeric	2.10	RCC T Girder	RCC Railing (height ~1.1m)	BC	-	Wall Type	-	-	~3.2	RCC	-	Well	RCC	NV	NV	0.0	~3.55	-	L-R	F	-	-	F		P	22.0	~2.7 m above LBL	~0.6 m above LBL	-	-	1. 0.25m thk. Deck Slab over 3 nos RCC girder system observed at superstructure. 2. Expansion joint & Drainage spout are chocked. 3.Overall condation Fair .		

Appendix 4.13 : INVENTORY & CONDITION SURVEY OF BRIDGES (IRC SP:19-2001)

NAME OF THE PROJECT ROAD : Development of Economic Corridors, Inter Corridors and Feeder Routes to Improve the Efficiency of Freight Movement in India under Bharatmala Pariyojana (Lot-1 : Package II)
Daboka to Lahorijan Section (Assam) - Stretch - 1

SL NO.		Marked	Road Segment	Vehicle Meter Reading (km)	Existing Chainage (km)	NAME OF THE RIVER BRIDGE	YEAR OF CONSTRUCTION	NUMBER OF SPANS	SPAN ARRANGEMENT (EXPANSION JOINT TO EXPANSION JOINT) (m)	CLEAR SPANS	LENGTH OF BRIDGE FACE TO FACE OF ABUTMENTS (m)	HIGH LEVEL(HL) OR SUBMERSIBLE(SL)	CLEAR ROADWAY WIDTH BETWEEN KERBS (m)	TOTAL OUTER WIDTH OF BRIDGE (m)	WIDTH OF FOOTPATH (m)	SUPERSTRUCTURE			DETAILS OF WEARING COAT		SUBSTRUCTURE					PIER FOUNDATIO N		ABUTMENT FOUNDATIO N		PROTECTION WORK		SKEW ANGLE (DEGREE)	*VERTICAL CLEARANCE (UPTO SOFFIT OF SUPERSTRUCTURE) (m)	*ROAD FORMATION LEVEL (m)	DIRECTION OF FLOW	PRESENT CONDITION OF BRIDGE					CLEAR WATERWAY (m)	DESIGN OF LOADING	*H. F. L (m)	*L. W. L (m)	DESIGN DISCHARGE (Cum.)	MAXIMUM DESIGN VELOCITY (m/sec.)	REMARKS				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	GRADIENT	TYPE	TYPE OF BEARING	THICKNESS OF SLAB/GIRDER	MATERIAL OF SLAB/GIRDER	HANDRAIL, PARAPET THICKNESS & HEIGHT (m)	TYPE	THICKNESS (m)	TYPE (PIER/ABUTMEN	THICKNES S OF PIER(m)	HEIGHT AT PIER & ABUTMENT (m)	ABUTMEN T	PIER	TYPE	MATERIAL	TYPE					MATERIAL	BED	APPROACH	ABUTMENTS	PIERS								SLAB/GIRDER	BEARINGS	PARAPET	
17	-		Daboka to Manja (NH-29)		96+600	Patradisha River	-	3	3x9	8.8	27.0	HL	7.50	8.10	0	Normal	Solid Slab	Tar Paper	0.55	RCC Solid Slab	RCC Railing (height ~1.1m)	BC	-	Wall Type	0.40	0.40	~5.4	RCC	RCC	Open	RCC	Open	Protected	NV	0.0	~6.0	-	L-R	F	F	F	-	F	26.0	-	~4.8 m above LBL	~1.2m above LBL	-	1. U/S hill & D/S plan land. 2. High velocity of water observed on stream. 3. Bed protection work damaged completely. 4. Expansion joint & Drainage spout are chocked. 5. Overall condation Fair .		
18	-		Daboka to Manja (NH-29)		98+300	-	-	3	3x6	5.8	18.0	HL	7.60	8.00	0	Normal	Solid Slab	Tar Paper	0.400	RCC Solid Slab	RCC Railing (height ~1.0m)	BC	-	Wall Type	0.350	0.350	~3.5 & 3.7	RCC	RCC	Open	RCC	Open	NV	NV	0.0	~3.7	-	L-R	F	F	F	F	F	16.5	-	~1.5 m above LBL	~0.5m above LBL	-	1. Railing broken on both side. 2. Expansion joint & Drainage spout are chocked. 3.Vegetation growth observed on stream bed. 4. Apprach on poor geometry, 5. Overall condation Fair .		
19	-		Daboka to Manja (NH-29)		101+400	-	-	1	1x25.3	25.0	25.3	HL	7.50	8.30	0	Normal	RCC T Girder	Elastomeric	2.10	RCC T Girder	RCC Railing (height ~1.0m)	BC	-	Wall Type	-	-	~5.6	RCC	-	-	-	-	Well	RCC	NV	NV	0.0	~6.0	-	L-R	F	F	F	F	F	25.0	-	~2 m above LBL	~0.5m above LBL	-	1. 0.25m thk. Deck Slab over 3 nos RCC girder system observed at superstructure. 2. Expansion joint opened. 3. Wing wall observed on both side to protect embankment. 4 .Check dam observed on U/S. 5. Overall condation Fair .
20	-		Daboka to Manja (NH-29)		104+300	-	-	1	1x15.3	15.0	15.3	HL	7.50	8.10	0	Normal	RCC T Girder	Elastomeric	1.50	RCC T Girder	RCC Railing (height ~1.0m)	BC	-	Wall Type	-	-	~3.3	RCC	-	-	-	-	Open	RCC	NV	NV	0.0	~4.8	-	-	F	F	F	F	F	15.0	-	-	-	1. 0.25m thk. Deck Slab over 3 nos RCC girder system observed at superstructure. 2. Expansion joint & Drainage spout are chocked. 3. Vegetation growth observed on stream bed. 4. Railing broken found on RHS. 5. Wearing coarse damaged. 6. Overall condation Fair .	
21	-		Daboka to Manja (NH-29)		106+100	-	-	1	1x15.1	14.5	15.1	HL	7.50	8.0	0	Normal	RCC T Girder	Elastomeric	1.50	RCC T Girder	RCC Railing (height ~1.0m)	BC	-	Wall Type	-	-	~2.7	RCC	-	-	-	-	Open	RCC	NV	NV	0.0	~3.0	-	L-R	F	F	NV	F	F	14.5	-	~1.5 m above LBL	~0.5m above LBL	-	1. 0.25m thk. Deck Slab over 3 nos RCC girder system observed at superstructure. 2. Expansion joint & Drainage spout are chocked. 3. Vegetation growth observed on stream bed. 4. Railing broken found on one side. 5. Stream connects to the yamuna river on LHS. 6.Overall condation Fair .
22	-		Daboka to Manja (NH-29)		111+600	-	-	1	1x15.2	14.5	15.2	HL	7.50	8.10	0	Normal	RCC T Girder	Elastomeric	1.50	RCC T Girder	RCC Railing (height ~1.0m)	BC	-	Wall Type	-	-	~4.2	RCC	-	-	-	-	Open	RCC	NV	NV	0.0	~4.8	-	L-R	F	-	F	F	P	14.5	-	NV	NV	-	1. 0.25m thk. Deck Slab over 3 nos RCC girder system observed at superstructure. 2. Expansion joint & Drainage spout are chocked. 3.Vegetation growth observed on stream bed. 4. Railing broken found on both side & weaing coat damaged. 5. Stream connects to the yamuna river on LHS. 6. Approach on poor geometry. 7.Overall condation Fair .
23	-		Daboka to Manja (NH-29)		116+400	-	-	1	1x10.6	10	10.6	HL	7.50	8.10	0	Normal	Solid Slab	Tar Paper	0.80	RCC Solid Slab	RCC Railing (height ~1.0m)	BC	-	Wall Type	-	-	~2.5	RCC	-	-	-	-	Open	RCC	NV	NV	0.0	~2.8	-	L-R	F	-	F	F	P	10.0	-	~1.2 m above LBL	~0.3m above LBL	-	1. Wearing coat damaged & expansion joint chocked. 2. Vegetation growth observed on both side. 3. Check dam observed on D/S. 4. Railing broken on one side. 5.Overall condation Fair .
24	-		Daboka to Manja (NH-29)		118+700	-	-	1	1x15.1	14.4	15.1	HL	7.50	10.80	1.0	Normal	RCC T Girder	NV	1.500	RCC T Girder	RCC Railing (height ~1.0m)	BC	-	Wall Type	-	-	~4.8	RCC	-	-	-	-	Open	RCC	NV	NV	0.0	~5.0	-	L-R	F	-	P	NV	F	14.4	-	~1.5 m above LBL	~0.3m above LBL	-	1. 0.25m thk. Deck Slab over 3 nos RCC girder system observed at superstructure. 2. Expansion joints are opened & Drainage spout are chocked. 3.Vegetation growth observed on stream bed 4. Boulder observed on bed. 5. Exposed R/f found on deck slab edge. 6. Overall condation Fair .

Appendix 4.13 : INVENTORY & CONDITION SURVEY OF BRIDGES (IRC SP:19-2001)

NAME OF THE PROJECT ROAD : Development of Economic Corridors, Inter Corridors and Feeder Routes to Improve the Efficiency of Freight Movement in India under Bharatmala Pariyojana (Lot-1 : Package II)
Daboka to Lahorijan Section (Assam) - Stretch - 1

SL NO.	Marked	Road Segment	Vehicle Meter Reading (km)	Existing Chainage (km)	NAME OF THE RIVER BRIDGE	YEAR OF CONSTRUCTION	NUMBER OF SPANS	SPAN ARRANGEMENT (EXPANSION JOINT TO EXPANSION JOINT) (m)	CLEAR SPANS	LENGTH OF BRIDGE FACE TO FACE OF ABUTMENTS (m)	HIGH LEVEL(HL) OR SUBMERSIBLE(SL)	CLEAR ROADWAY WIDTH BETWEEN KERBS (m)	TOTAL OUTER WIDTH OF BRIDGE (m)	WIDTH OF FOOTPATH (m)	SUPERSTRUCTURE				DETAILS OF WEARING COAT		SUBSTRUCTURE						PIER FOUNDATIO N	ABUTMENT FOUNDATIO N	PROTECTION WORK		SKREW ANGLE (DEGREE)	*VERTICAL CLEARANCE (UPTO SOFFIT OF SUPERSTRUCTURE) (m)	*ROAD FORMATION LEVEL (m)	DIRECTION OF FLOW	PRESENT CONDITION OF BRIDGE					CLEAR WATERWAY (m)	DESIGN OF LOADING		*H. F. L (m)	*L. W. L (m)	DESIGN DISCHARGE (Cum.)	MAXIMUM DESIGN VELOCITY (m/sec.)	REMARKS					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	GRADIENT	TYPE	TYPE OF BEARING	THICKNESS OF SLAB/GIRDER	MATERIAL OF SLAB/GIRDER	HANDRAIL, PARAPET THICKNESS & HEIGHT (m)	TYPE	THICKNESS (m)	TYPE (PIER/ABUTMEN	THICKNES S OF PIER(m)	HEIGHT AT PIER & ABUTMENT (m)	ABUTMEN T	PIER	TYPE	MATERIAL	TYPE	MATERIAL	BED	APPROACH				ABUTMENTS	PIERS	SLAB/GIRDER	BEARINGS	PARAPET											
25	-	Daboka to Manja (NH-29)	-	119+400	Siloni River	-	4	1x21.6+1x21.5+1x21.5+1x21.6	-	86.2	HL	7.50	11.70	1.5	Normal	RCC T Girder	Roker & Roller	2.10	RCC T Girder	RCC Railing (height ~1.5m)	BC	-	Wall Type	1.0	0.5	~1.2 & 6.8	RCC	RCC	Well	RCC	Well	RCC	-	Slope pitching	0	~7.5	-	L-R	F	F	F	P	F	85.0	-	-	~1.0m above LBL	85.0	85.0	1. 0.25m thk. Deck Slab over 4 nos RCC girder @ 2.6m spacing system observed at superstructure. Bottom flange width of girder 0.625m. 2. Dia. of well is 5.0m. 3. Length of abutment cap is 11.7m and pier shaft is 10.1m at top & 5.0m at bottom. 4. Abutment cap end portion is cantilever type and well cap placed eccentricly with respect to well due tilt/ shift of well. 5. LHS old timber bridge exist on upstream side. 6. Bearing are damaged, needs replacement 7. Overall condonation Fair .		
26	-	Daboka to Manja (NH-29)	-	119+900	-	-	2	2x10.5	9.5	21.0	HL	7.80	11.70	-	Normal	Solid Slab	Tar Paper	0.900	RCC Solid Slab	RCC Railing (height ~1.1m)	BC	-	Wall Type	0.70	0.70	~4.2 & 3.8	RCC	RCC	Open	RCC	Open	RCC	NV	NV	0	~4.8	-	L-R	F	F	F	NV	F	20.3	-	~1.5 m above LBL	~0.3m above LBL	-	-	1. Heavy vegetation observed on stream bed. 2. Approach slab not found. 3. Expansion joint & drainage spout are chocked. 4.Overall condonation Fair .		
27	-	Daboka to Manja (NH-29)	-	121+500	-	-	2	2x8.9	8.5	17.8	HL	7.50	8.30	-	Normal	Solid Slab	Tar Paper	0.750	RCC Solid Slab	RCC Railing (height ~1.0m)	BC	-	Wall Type	0.500	0.500	~5.0 & 5.3	RCC	RCC	Open	RCC	Open	RCC	NV	NV	0	~5.3	-	L-R	F	F	F	F	P	16.5	-	~1.6 m above LBL	~0.5m above LBL	-	-	1. Heavy vegetation observed on stream bed. 2. Expansion joint & drainage spout are chocked. 3. Pier cap cantilever type. 4. Railing broken on one side. 5.Overall condonation Fair .		
28	-	Daboka to Manja (NH-29)	-	127+700	Yamuna River	-	3	3x22.4	22.0	67.2	HL	9.20	10.20	-	Normal	RCC T Girder	Elastomeric	2.10	RCC T Girder	RCC Railing (height ~1.0m)	CC	-	Circular/ Wall type	1.75	2.00	~7.4 at Pier	RCC	RCC	Well	RCC	Well	RCC	NV	NV	0	~7.8	-	L-R	F	F	F	F	F	63.0	-	~2.0m above LBL	-	-	1.Yamuna river connects with Diphu river about 60m D/S of existing bridge. 2. CC Wearing coat r/f exposed on deck slab at few location, require repairing. 3. Expansion joint & drainage spout are chocked. 4. 0.25m thk. Deck Slab over 3 nos RCC girder system observed at superstructure. 5.Guide wall observed on U/S to protect embankment. 6. Dia. of well is 6.0m. 7.Overall condonation Fair .			
29	-	Manja to Lahorijan (NH-29)	-	129+100	-	-	1	1x22.4	21.0	22.4	HL	7.60	8.20	-	Normal	RCC T Girder	Elastomeric	2.10	RCC T Girder	RCC Railing (height ~1.1m)	CC	-	Wall Type	-	-	~2.0	RCC	-	-	-	-	Well	RCC	-	-	0	~3.1	-	L-R	F	-	F	F	F	F	21.0	-	~1.2 m above LBL	~0.2m above LBL	-	-	1. Exposed R/f found on girder bottom bulb at few location, require repair. 2. 0.25m thk. Deck Slab over 3 nos RCC girder system observed at superstructure. 3. Expansion joint & drainage spout are chocked. 4. Wearing coat damaged. 5. Dia. of well is 5.0m. 6. Overall condonation Fair .
30	-	Manja to Lahorijan	-	131+900	-	-	2	2x7.6	7.0	15.2	HL	7.70	8.10	-	Normal	Solid Slab	Tar Paper	0.60	RCC Solid Slab	RCC Railing	BC	-	Wall Type	0.50	0.55	~2.6	RCC	RCC	Open	RCC	Open	RCC	NV	NV	0	~3.0	-	L-R	F	F	F	NV	P	14.0	-	-	-	-	1. Heavy vegetation observed on stream bed. 2. Expansion joint & drainage spout are chocked. 3. Bridge on gradient. 4. Railing broken on one side. 5.Overall condonation Fair .			
31	-	Manja to Lahorijan (NH-29)	-	133+600	-	-	1	1x7.6	7.0	7.2	HL	7.40	8.50	-	Normal	Solid Slab	Tar Paper	0.500	RCC Solid Slab	RCC Railing	BC	-	Wall Type	-	-	~4.0	RCC	-	-	-	-	Open	RCC	-	-	0	~4.7	-	-	F	-	P	-	P	-	-	-	-	1. Exposed rusted R/f found on slab soffit. 2. Heavy vegetation observed on stream bed. 3. Expansion joint & drainage spout are chocked. 4. Wearing coat & Railing damaged. 5. Approach slab not provided. 6. Overall condonation Poor .			

Appendix 4.13 : INVENTORY & CONDITION SURVEY OF BRIDGES (IRC SP:19-2001)

NAME OF THE PROJECT ROAD : Development of Economic Corridors, Inter Corridors and Feeder Routes to Improve the Efficiency of Freight Movement in India under Bharatmala Pariyojana (Lot-1 : Package II)
Daboka to Lahorijan Section (Assam) - Stretch - 1

SL NO.	Marked	Road Segment	Vehicle Meter Reading (km)	Existing Chainage (km)	NAME OF THE RIVER BRIDGE	YEAR OF CONSTRUCTION	NUMBER OF SPANS	SPAN ARRANGEMENT (EXPANSION JOINT TO EXPANSION JOINT) (m)	CLEAR SPANS	LENGTH OF BRIDGE FACE TO FACE OF ABUTMENTS (m)	HIGH LEVEL(HL) OR SUBMERSIBLE(SL)	CLEAR ROADWAY WIDTH BETWEEN KERBS (m)	TOTAL OUTER WIDTH OF BRIDGE (m)	WIDTH OF FOOTPATH (m)	SUPERSTRUCTURE					DETAILS OF WEARING COAT		SUBSTRUCTURE					PIER FOUNDATIO N	ABUTMENT FOUNDATIO N	PROTECTION WORK		SKEW ANGLE (DEGREE)	*VERTICAL CLEARANCE (UPTO SOFFIT OF SUPERSTRUCTURE) (m)	*ROAD FORMATION LEVEL (m)	DIRECTION OF FLOW	PRESENT CONDITION OF BRIDGE					CLEAR WATERWAY (m)	DESIGN OF LOADING	*H. F. L (m)	*L. W. L (m)	DESIGN DISCHARGE (Cum.)	MAXIMUM DESIGN VELOCITY (m/sec.)	REMARKS						
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	GRADIENT	TYPE	TYPE OF BEARING	THICKNESS OF SLAB/GIRDER	MATERIAL OF SLAB/GIRDER	HANDRAIL, PARAPET THICKNESS & HEIGHT (m)	TYPE	THICKNESS (m)	TYPE (PIER/ABUTMEN	THICKNES S OF PIER(m)	THICKNES S OF PIER(m)	*HEIGHT AT PIER & ABUTMENT (m)	ABUTMEN T	PIER	TYPE	MATERIAL					TYPE	MATERIAL	BED	APPROACH	ABUTMENTS								PIERS	SLAB/GIRDER	BEARINGS	PARAPET		
32	-	Manja to Lahorijan (NH-29)	-	134+700	-	-	1	1x23.6	22.1	23.6	HL	7.40	8.50	-	Normal	RCC T Girder	Elastomeric	2.100	RCC T Girder	RCC Railing	BC	-	Wall Type	-	-	~4.0	RCC	-	-	-	-	Well	RCC	NV	NV	0	~7.7	-	R-L	F	-	F	F	F	F	23.0	-	-	~0.5m above LBL	-	-	1. Heavy vegetation observed on stream bed. 2. 0.25m thk. Deck Slab over 3 nos RCC girder system observed at superstructure. 3. Expansion joint & drainage spout are choked. 4. Railing broken on one side. 5. Boulder found on stream bed. 6. Water velocity is high in seasonal stream. 7.Overall condation Fair .
33	-	Manja to Lahorijan (NH-29)	-	140+400	-	-	1	1x22.5	21.1	22.5	HL	7.40	8.20	-	Normal	RCC T Girder	Elastomeric	2.100	RCC T Girder	RCC Railing (height ~1.0m)	BC	-	Wall Type	-	-	~3.0	RCC	-	-	-	-	Well	RCC	NV	NV	0	~5.0	-	-	F	-	F	F	F	F	21.0	~1.5 m above LBL	~1.0m above LBL	-	-	1. Staggnent water observed on stream bed. 2. 0.25m thk. Deck Slab over 3 nos RCC girder system observed at superstructure. 3. Expansion joint & drainage spout are choked. 4. Wearing coat damaged. 5.Overall condation Fair .	
34	-	Manja to Lahorijan	-	142+700	-	-	2	2x6.1	6	12.2	HL	7.20	8.50	-	Normal	Solid Slab	Tar Paper	0.65	RCC Solid Slab	RCC Railing (height ~1.0m)	BC	-	Wall Type	0.350	0.350	~2.5	RCC	RCC	Open	RCC	Open	RCC	NV	NV	0	~3.0	-	-	F	F	F	F	F	F	12.0	~1.9m above LBL	~0.8m above LBL	-	-	1. Staggnent water observed on stream bed. 2. Wearing damaged completely. 3. Approach at poor horizontal geometry. 4. Overall condation Fair .		
35	-	Manja to Lahorijan	-	143+700	-	-	2	2x6.1	6.0	12.2	HL	7.3	8.0	-	Normal	Solid Slab	Tar Paper	0.600	RCC Solid Slab	RCC Railing	BC	-	Wall Type	0.450	0.450	~2.1	RCC	RCC	Open	RCC	Open	RCC	NV	NV	0	~2.5	-	-	F	F	F	NV	P	11.5	~1.5m above LBL	~0.5m above LBL	-	-	1. Heavy vegetation observed on stream bed. 2. Expansion joint & drainage spout are choked. 3. Wearing coat damaged 4. Railing broken on both side. 5.Overall condation Fair .			
36	-	Manja to Lahorijan (NH-29)	-	144+100	-	-	2	2x7.1	7.0	14.2	HL	7.20	8.50	-	Normal	Solid Slab	Tar Paper	0.600	RCC Solid Slab	RCC Railing	BC	-	Wall Type	0.400	0.400	~3.0	RCC	RCC	Open	RCC	Open	RCC	NV	NV	0	~3.4	-	-	F	F	F	F	P	-	~1.7m above LBL	~0.8m above LBL	-	-	1. Staggnent water observed on stream bed. 2. Wearing damaged completely. 3. Both side aggriculcture land observed. 4. Expansion joint & drainage spout are choked. 5. Railing broken on both side. 6.Overall condation Fair .			
37	-	Manja to Lahorijan (NH-29)	-	144+600	-	-	2	2x7	6.8	14.0	HL	7.10	8.10	-	Normal	Solid Slab	Tar Paper	0.600	RCC Solid Slab	RCC Railing (height ~1.0m)	BC	-	Wall Type	0.400	0.400	~1.6	RCC	RCC	Open	RCC	Open	RCC	NV	NV	0	~2.5	-	-	F	F	F	F	P	-	~1.2m above LBL	~0.7m above LBL	-	-	1. Bridge on gradient. 2. U/S chocked due to underconstruction road on RHS. 3. D/S side aggriculcture land observed, 4. Expansion joint & drainage spout are choked. 5. Wearing coat damaged. 6. Railing broken. 7.Overall condation Fair .			
38	-	Manja to Lahorijan	-	147+500	-	-	3	3x6.8	6.5	20.4	HL	7.50	8.10	-	Normal	Solid Slab	Tar Paper	0.60	RCC Solid Slab	RCC Railing (height ~1.1m)	BC	-	Wall Type	0.450	0.450	~2.0	RCC	RCC	Open	RCC	Open	RCC	NV	NV	0	~3.0	-	-	F	F	F	F	P	-	~1.5m above LBL	~1.0m above LBL	-	-	1. Staggnent water observed on stream bed. 2. Wearing damaged completely. 3. Staggnent water observed on stream bed. 4. Railing broken on both side. 5. Vegetation cover on abutment and pier. 6.Overall condation Fair .			
39	-	Manja to Lahorijan	-	148+100	-	-	2	2x5.5	5.2	11.0	HL	7.30	8.40	-	Normal	Solid Slab	Tar Paper	0.550	RCC Solid Slab	RCC Railing (height ~1.0m)	BC	-	Wall Type	0.400	0.400	~2.1	RCC	RCC	Open	RCC	Open	RCC	NV	NV	0	~2.8	-	-	F	F	F	F	P	-	~1.5m above LBL	~0.6m above LBL	-	-	1. Vegetation observed on stream bed. 2. Expansion joint & drainage spout are choked. 3. Wearing coat damaged. 4. Approach at poor horizontal geometry. 5.Overall condation Fair .			
40	-	Manja to Lahorijan (NH-29)	-	149+800	-	-	1	1x10.6	10.3	10.6	HL	7.40	8.30	-	Normal	Solid Slab	Tar Paper	1.000	RCC Solid Slab	RCC Railing (height ~1.0m)	BC	-	Wall Type	-	-	~1.6	RCC	-	-	-	-	Open	RCC	Open	RCC	NV	NV	0	~2.1	-	-	F	F	F	F	P	-	~1.2m above LBL	~0.5m above LBL	-	-	1. Staggnent water observed on stream bed. 2. Vegetation observed on stream bed. 3. Expansion joint & drainage spout are choked. 4. Wearing coat damaged. 5. Approach at poor horizontal geometry. 6. Railing broken on both side. 7. Wing wall observed. 8.Overall condation Fair .

Appendix 4.13 : INVENTORY & CONDITION SURVEY OF BRIDGES (IRC SP:19-2001)

NAME OF THE PROJECT ROAD : Development of Economic Corridors, Inter Corridors and Feeder Routes to Improve the Efficiency of Freight Movement in India under Bharatmala Pariyojana (Lot-1 : Package II)
Daboka to Lahorijan Section (Assam) - Stretch - 1

SL NO.		Marked	Road Segment	Vehicle Meter Reading (km)	Existing Chainage (km)	NAME OF THE RIVER BRIDGE	YEAR OF CONSTRUCTION	NUMBER OF SPANS	SPAN ARRANGEMENT (EXPANSION JOINT TO EXPANSION JOINT) (m)	CLEAR SPANS	LENGTH OF BRIDGE FACE TO FACE OF ABUTMENTS (m)	HIGH LEVEL(HL) OR SUBMERSIBLE(SL)	CLEAR ROADWAY WIDTH BETWEEN KERBS (m)	TOTAL OUTER WIDTH OF BRIDGE (m)	WIDTH OF FOOTPATH (m)	SUPERSTRUCTURE			DETAILS OF WEARING COAT		SUBSTRUCTURE				PIER FOUNDATION		ABUTMENT FOUNDATION		PROTECTION WORK		SKEW ANGLE (DEGREE)	*VERTICAL CLEARANCE (UPTO SOFFIT OF SUPERSTRUCTURE) (m)	*ROAD FORMATION LEVEL (m)	DIRECTION OF FLOW	PRESENT CONDITION OF BRIDGE					CLEAR WATERWAY (m)	DESIGN OF LOADING	*H. F. L (m)	*L. W. L (m)	DESIGN DISCHARGE (Cum.)	MAXIMUM DESIGN VELOCITY (m/sec.)	REMARKS			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	GRADIENT	TYPE	TYPE OF BEARING	THICKNESS OF SLAB/GIRDER	MATERIAL OF SLAB/GIRDER	HANDRAIL, PARAPET THICKNESS & HEIGHT (m)	TYPE	THICKNESS (m)	TYPE (PIER/ABUTMENT)	THICKNESS OF PIER (m)	TOP	BOTTOM	*HEIGHT AT PIER & ABUTMENT (m)	ABUTMENT	PIER					TYPE	MATERIAL	TYPE	MATERIAL	BED								APPROACH	ABUTMENTS	PIERS
41	-	-	Manja to Lahorijan (NH-29)	-	150+800	-	-	1	1x8.8	8.5	8.8	HL	7.50	8.20	-	Normal	Solid Slab	Tar Paper	0.650	RCC Solid Slab	RCC Railing	BC	-	Wall Type	-	-	~2.9	RCC	-	-	-	Open	RCC	NV	NV	0	~3.1	-	-	F	F	F	F	P	-	~1.5m above LBL	~0.3m above LBL	-	1. Staggnent water observed on stream bed. 2. Expansion joint & drainage spout are choked. 3. Wearing coat damaged. 4. Railing broken on both side. 5. Wing wall observed. 6. Cultivation laand on both side. 7.Overall condonation Fair .
42	-	-	Manja to Lahorijan (NH-29)	-	151+900	-	-	3	3x6.8	6.5	20.4	HL	7.10	8.00	-	Normal	Solid Slab	Tar Paper	0.550	RCC Solid Slab	RCC Railing (height ~1.0m)	BC	-	Wall Type	1.200	0.700	~3.0	RCC	RCC	Open	RCC	Open	RCC	NV	NV	0	~3.4	-	-	F	P	F	P	P	-	~1.9m above LBL	~0.3m above LBL	-	1. Exposed & rusted r/f , spalling of concrete observed on piers. 2. Raling broken completely. 3. Wearing coat damaged. 4. Vegetation growth observed on bed and aggricultural land on both side. 5.Wingwall and abutment joint exposed & expansion joint choked. 6.Overall condonation Poor .
43	-	-	Manja to Lahorijan (NH-29)	-	156+100	-	-	1	1x8.4	8.00	8.4	HL	7.0	8.0	-	Normal	Solid Slab	Tar Paper	-	-	RCC Railing (height ~1.0m)	-	-	Wall Type	-	-	~2.8	-	-	-	-	-	-	-	~3.4	-	-	-	-	-	-	-	-	-	-	-	-	1. Heavy vegetation observed on stream bed. 2. Expansion joint & drainage spout are choked. 3. Wearing coat damaged completely. 4. Railing broken. 5.Overall condonation Poor .	
44	-	-	Manja to Lahorijan (NH-29)	-	157+600	-	-	3	3x6.5	6.2	19.5	HL	7.50	8.10	-	Normal	Solid Slab	Tar Paper	0.550	RCC Solid Slab	RCC Railing (height ~1.0m)	BC	-	Wall Type	1.000	0.500	~4.9 & 4.7	RCC	RCC	Open	RCC	Open	RCC	NV	NV	0	~4.9	-	R-L	F	F	F	F	F	-	~1.5m above LBL	~0.3m above LBL	-	1. Spalling of concrete observed on piers, require reairing work. 2. Slab soffit edge broken & R/f exposed, require reairing work. 3.Vegetation groeth observed on bed . 4. Wearing coat damaged completely 5. Expansion joint & drainage spout are choked. 6.Wingwall observed on site and fully burried by vegetation. 7.Overall condonation Fair .

Appendix 4.14 : INVENTORY & CONDITION SURVEY OF CULVERTS (IRC SP:19-2001)**Daboka to Lahorijan - Stretch 1**

Sl. No.	Existing Chainage (km)	Culvert Marked	Type of Structures	Thickness of Slab/Dia of Pipe(m)	No. of Span x Span Length (m)	Carriageway Width (m)	Width of Culvert (m)	Flow Direction (U/S side)	Skew Angle (Deg)	Overall Condition
	1	2	3	4	5	6	7	8	9	10
1	41+170	178	HP Culvert	-	-	10.0	18.2	-	-	-
2	41+900	177	HP Culvert	1.2	2X1.2	10.0	17.6	Balancing	-	Fair
3	42+000	176	HP Culvert	1.2	1X1.2	10.0	17.6	L to R	-	Fair
4	43+100	175	N.V	-	-	10.0	14.4	-	-	-
5	47+500	174	N.V	-	-	10.0	16.0	-	-	-
6	49+600	173	RCC Slab	0.55	1X5.7	10.0	17.2	L to R	-	Fair
7	49+900	172	HP Culvert	1.2	1X1.2	10.0	17.2	L to R	-	Fair
8	49+950	171	HP Culvert	1.2	1X1.2	10.0	17.2	Balancing	-	Fair
9	50+300	170	HP Culvert	1.2	1X1.2	10.0	17.2	Balancing	-	Fair
10	50+800	169	HP Culvert	1.2	1X1.2	10.0	17.2	Balancing	-	Fair
11	50+970	168	HP Culvert	1.2	2X1.2	10.0	17.2	Balancing	-	Fair
12	51+300	167	HP Culvert	1.0	2X1.0	10.0	18.4	L to R	-	Poor
13	52+900	166	Chocked	-	-	-	-	-	-	Poor
14	53+400	165	HP Culvert	1.2	1X1.2	10.0	17.2	L to R	-	Poor
15	53+980	164	HP Culvert	1.0	2X1.0	10.0	17.6	Balancing	-	Poor
16	54+600	163	HP Culvert	1.2	2X1.2	10.0	12.0	L to R	-	Poor
17	54+800	162	HP Culvert	1.2	2X1.2	10.0	17.6	Balancing	-	Fair
18	56+600	161	HP Culvert	1.0	2X1.0	10.0	17.6	Balancing	-	Poor
19	57+200	160	HP Culvert	1.0	2X1.0	10.0	17.2	L to R	-	Poor
20	57+400	159	HP Culvert	1.0	2X1.0	10.0	17.2	Balancing	-	Fair
21	57+980	158	HP Culvert	1.20	1X1.2	10.0	17.2	L to R	-	Fair
22	58+980	157	HP Culvert	1.2	2X1.2	10.0	17.2	Dry	-	Fair

HPC-Hume Pipe Culvert,SLC-Solid Slab Culvert,Box- RCC Box Culvert,NA-Not Applicable,NE-Not Exist, BM-Brick Massonary,RHS- Right Hand Side,LHS-Left Hand Side,PCC-Plain Cement Concrete,RCC-Reinforced Cement Concrete, NV-Not Visible

Sl. No.	Existing Chainage (km)	Culvert Marked	Type of Structures	Thickness of Slab/Dia of Pipe(m)	No. of Span x Span Length (m)	Carriageway Width (m)	Width of Culvert (m)	Flow Direction (U/S side)	Skew Angle (Deg)	Overall Condition
	1	2	3	4	5	6	7	8	9	10
23	59+150	156	HP Culvert	1.2	2X1.2	10.0	17.6	L to R	-	Fair
24	59+950	155	HP Culvert	1.0	2X1.0	10.0	12.0	L to R	-	Poor
25	60+350	154	HP Culvert	0.9	2X0.9	10.0	17.2	L to R	-	Poor
26	60+700	153	N.V	-	-	10.0	17.6	-	-	-
27	60+970	152	RCC Slab	0.60	1X5.8	10.0	12.0	Balancing	-	Poor
28	62+500	151	HP Culvert	1.2	2X1.2	10.0	17.6	Dry	-	Poor
29	62+800	150	HP Culvert	1.2	2X1.2	10.0	17.6	Dry	-	Poor
30	62+900	149	RCC Slab	0.55	1X5.7	10.0	12.0	Balancing	-	Fair
31	63+170	148	HP Culvert	1.2	2X1.2	10.0	17.6	L to R	-	Poor
32	63+200	147	RCC Slab	0.25	1X2.5	10.0	12.0	L to R	-	Fair
33	63+980	146	Chocked	-	-	10.0	12.0	Chocked	-	Poor
34	64+200	145	RCC Slab	0.25	1X2.0	10.0	12.0	L to R	-	Fair
35	64+400	144	RCC Slab	0.6	1X6.0	10.0	12.0	Balancing	-	Fair
36	64+600	143	RCC Slab	0.15	1X1.5	10.0	12.0	Balancing	-	Fair
37	64+800	142	RCC Slab	0.25	1X2.1	10.0	12.0	L to R	-	Fair
38	65+150	141	RCC Slab	0.25	1X2.1	10.0	12.0	Balancing	-	Fair
39	65+800	140	RCC Slab	0.25	1x1.7	10.0	12.0	R to L	-	Fair
40	66+300	139	RCC Slab	0.25	1X2.5	10.0	12.0	L to R	-	Fair
41	66+700	138	RCC Slab	0.55	1X5.5	10.0	12.0	Balancing	-	Fair
42	66+800	137	HP Culvert	1.2	2X1.2	10.0	17.4	L to R	-	Poor
43	67+200	136	HP Culvert	1.2	2X1.2	10.0	17.4	L to R	-	Poor
44	67+400	135	HP Culvert	1.2	2X1.2	10.0	17.8	Dry	-	Poor
45	67+800	134	HP Culvert	1.2	2X1.2	10.0	17.6	Balancing	-	Fair
46	67+990	133	HP Culvert	1.2	2X1.2	10.0	17.2	L to R	-	Fair

HPC-Hume Pipe Culvert,SLC-Solid Slab Culvert,Box- RCC Box Culvert,NA-Not Applicable,NE-Not Exist, BM-Brick Massonary,RHS- Right Hand Side,LHS-Left Hand Side,PCC-Plain Cement Concrete,RCC-Reinforced Cement Concrete, NV-Not Visible

Sl. No.	Existing Chainage (km)	Culvert Marked	Type of Structures	Thickness of Slab/Dia of Pipe(m)	No. of Span x Span Length (m)	Carriageway Width (m)	Width of Culvert (m)	Flow Direction (U/S side)	Skew Angle (Deg)	Overall Condition
	1	2	3	4	5	6	7	8	9	10
47	68+500	132	RCC Slab	0.6	1X5.8	10.0	12.0	Balancing	-	Fair
48	68+800	131	RCC Slab	0.25	1X2.7	10.0	12.0	Balancing	-	Fair
49	68+950	130	RCC Slab	0.25	1X2.7	10.0	12.0	Balancing	-	Fair
50	69+200	129	HP Culvert	1.2	2X1.2	10.0	17.2	Dry	-	Fair
51	69+990	128	HP Culvert	0.7	3X0.7	10.0	18.0	Balancing	-	Poor
52	70+400	127	HP Culvert	1.2	1X1.2	10.0	17.6	Balancing	-	Poor
53	70+800	126	N.V	-	-	10.0	17.6	Balancing	-	Poor
54	71+020	125	HP Culvert	1.2	2X1.2	10.0	17.4	Balancing	-	Poor
55	71+700	124	HP Culvert	1.2	1X1.2	10.0	16.4		-	Poor
56	71+900	123	HP Culvert	1.2	1X1.2	10.0	14.0	L to R	-	Poor
57	72+200	122	HP Culvert	0.6	2X0.6	10.0	17.6	Balancing	-	Poor
58	72+400	121	Chocked	-	-	10.0	17.6	-	-	Poor
59	72+500	120	HP Culvert	1.0	2X1.0	10.0	17.6	Balancing	-	Fair
60	73+400	119	HP Culvert	1.2	2X1.2	10.0	17.6	Balancing	-	Fair
61	73+700	108	HP Culvert	1.2	2x1.2	10.0	18.2	Balancing	-	Poor
62	73+900	107	HP Culvert	1.2	2x1.2	10.0	18.2	Balancing	-	Poor
63	74+030	106	HP Culvert	1.2	2x1.2	10.0	18.2	Balancing	-	Poor
64	74+300	105	HP Culvert	1.2	2x1.2	10.0	17.6	Balancing	-	Poor
65	74+510	104	HP Culvert	1.0	2x1.0	10.0	17.6	L > R	-	Poor
66	74+560	103	HP Culvert	1.0	2x1.0	10.0	17.6	L > R	-	Poor
67	74+600	102	HP Culvert	0.9	2x0.9	10.0	17.6	L > R	-	Fair
68	74+790	101	HP Culvert	1.2	2x1.2	10.0	17.6	L > R	-	Fair
69	74+800	100	HP Culvert	1.2	2x1.2	10.0	17.6	L > R	-	Fair
70	74+900	99	HP Culvert	1.0	2x1.0	10.0	17.6	Balancing	-	Fair

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Sl. No.	Existing Chainage (km)	Culvert Marked	Type of Structures	Thickness of Slab/Dia of Pipe(m)	No. of Span x Span Length (m)	Carriageway Width (m)	Width of Culvert (m)	Flow Direction (U/S side)	Skew Angle (Deg)	Overall Condition
	1	2	3	4	5	6	7	8	9	10
71	75+010	98	HP Culvert	1.0	2x1.0	10.0	17.6	L > R	-	Fair
72	76+400	97	RCC Slab	0.6	1x6.0	10.0	12.0	L to R	-	Fair
73	77+030	96	HP Culvert	1.0	2x1.0	10.0	17.4	L > R	-	Poor
74	78+500	95	HP Culvert	1.2	2x1.2	10.0	18.2	L > R	-	Poor
75	79+070	94	N.V	-	-	10.0	18.2	-	-	-
76	79+200	93	HP Culvert	1.2	2x1.2	10.0	18.2	L > R	-	Poor
77	80+000	92	HP Culvert	1.2	1x1.2	10.0	18.4	Balancing	-	Fair
78	80+400	91	HP Culvert	1.2	2x1.2	10.0	18.4	L > R	-	Fair
79	81+400	90	RCC Slab	0.3	1x1.2	10.0	17.6	-	-	Fair
80	81+500	89	HP Culvert	1.2	1x1.2	10.0	17.6	L > R	-	Fair
81	81+800	88	RCC Slab	0.3	2x1.2	10.0	17.6	-	-	Fair
82	82+470	87	HP Culvert	1.2	2x1.2	10.0	17.6	L > R	-	Fair
83	82+500	86	HP Culvert	0.9	1x0.9	10.0	17.1	L > R	-	Fair
84	82+600	85	HP Culvert	1.2	2x1.2	10.0	17.1	Balancing	-	Fair
85	82+900	84	HP Culvert	1.0	2x1.0	10.0	17.1	L > R	-	Fair
86	83+100	83	HP Culvert	1.2	1x1.2	10.0	17.1	Balancing	-	Fair
87	83+300	82	HP Culvert	1.2	2x1.2	10.0	17.1	Balancing	-	Fair
88	83+980	81	HP Culvert	1.2	2x1.2	10.0	17.1	Balancing	-	Fair
89	84+200	80	HP Culvert	1.2	2x1.2	10.0	17.1	Balancing	-	Fair
90	84+500	79	HP Culvert	1.0	2x1.0	10.0	17.1	Balancing	-	Poor
91	84+700	78	N.V	-	-	10.0	17.1	-	-	-
92	85+200	77	HP Culvert	1.0	2x1.0	10.0	17.1	Balancing	-	Poor
93	85+500	76	HP Culvert	1.0	2x1.0	10.0	17.1	Balancing	-	Poor
94	85+700	75	HP Culvert	1.2	1x1.2	10.0	17.1	L > R	-	Poor

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Sl. No.	Existing Chainage (km)	Culvert Marked	Type of Structures	Thickness of Slab/Dia of Pipe(m)	No. of Span x Span Length (m)	Carriageway Width (m)	Width of Culvert (m)	Flow Direction (U/S side)	Skew Angle (Deg)	Overall Condition
	1	2	3	4	5	6	7	8	9	10
95	85+960	74	HP Culvert	1.2	1x1.2	9.5	13.9	Balancing	-	Poor
96	86+200	73	HP Culvert	1.0	2x1.0	9.5	13.8	L > R	-	Poor
97	86+600	72	HP Culvert	1.2	2x1.2	9.5	13.8	Balancing	-	Fair
98	86+800	71	HP Culvert	1.2	2x1.2	9.5	13.8	L > R	-	Fair
99	86+900	70	HP Culvert	1.2	2x1.2	9.5	13.8	Balancing	-	Fair
100	87+100	69	HP Culvert	1.0	2x1.0	9.5	13.8	L > R	-	Fair
101	87+500	68	HP Culvert	1.0	2x1.0	9.5	13.9	Balancing	-	Poor
102	87+900	67	HP Culvert	0.9	3x0.9	9.5	14.3	L > R	-	Poor
103	88+300	66	HP Culvert	1.2	2x1.2	9.5	15.6	L > R	-	Poor
104	88+400	65	N.V	-	-	9.5	20.5	L > R	-	-
105	88+500	64	HP Culvert	1.0	2x1.0	9.5	14.8	Balancing	-	Poor
106	88+600	63	N.V	-	-	9.5	14.3	-	-	-
107	89+400	62	Chocked	-	-	9.5	14.6	-	-	Poor
108	89+700	61	HP Culvert	1.2	2x1.2	9.5	14.6	Balancing	-	Fair
109	90+200	60	HP Culvert	1.0	2x1.0	9.5	14.6	Balancing	-	Fair
110	90+900	59	HP Culvert	1.0	2x1.0	9.5	14.6	L > R	-	Fair
111	91+100	58	HP Culvert	1.0	2x1.0	9.5	15.6	Balancing	-	Poor
112	91+700	57	HP Culvert	1.2	1x1.2	9.5	16.6	Balancing	-	Poor
113	91+900	56	Chocked	-	-	9.5	15.3	-	-	Poor
114	92+000	55	Chocked	-	-	9.5	13.2	-	-	Poor
115	93+100	54	HP Culvert	1.2	1x1.2	9.5	15.5	Balancing	-	Poor
116	93+400	53	HP Culvert	1.2	1x1.2	9.5	13.5	L > R	-	Fair
117	93+500	52	Chocked	-	-	9.5	12.8	-	-	Poor
118	93+900	51	HP Culvert	1.2	1x1.2	9.5	16.2	L > R	-	Poor

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Sl. No.	Existing Chainage (km)	Culvert Marked	Type of Structures	Thickness of Slab/Dia of Pipe(m)	No. of Span x Span Length (m)	Carriageway Width (m)	Width of Culvert (m)	Flow Direction (U/S side)	Skew Angle (Deg)	Overall Condition
	1	2	3	4	5	6	7	8	9	10
119	94+000	50	HP Culvert	1.2	1x1.2	9.5	16.2	L > R	-	Fair
120	94+300	49	HP Culvert	1.2	1x1.2	9.5	13.8	Balancing	-	Poor
121	94+700	48	HP Culvert	1.2	1x1.2	9.5	13.8	Balancing	-	Fair
122	95+100	47	HP Culvert	1.2	1x1.2	9.5	14.1	Balancing	-	Fair
123	95+450	46	HP Culvert	1.2	1x1.2	9.5	13.3	Balancing	-	Fair
124	95+500	45	HP Culvert	1.2	1x1.2	9.5	13.3	Balancing	-	Fair
125	96+000	44	HP Culvert	1.2	1x1.2	9.5	13.8	Balancing	-	Fair
126	97+100	43	HP Culvert	1.2	1x1.2	9.5	15.2	Dry	Y	Fair
127	97+700	42	HP Culvert	1.2	1x1.2	9.5	15.1	L > R	-	Fair
128	97+900	41	HP Culvert	1.2	1x1.2	9.5	15.3	Dry	-	Poor
129	98+100	40	HP Culvert	1.2	1x1.2	9.5	15.5	Dry	-	Poor
130	98+400	39	HP Culvert	1.2	1x1.2	9.5	13.3	L > R	-	Fair
131	99+400	38	HP Culvert	1.2	1x1.2	9.5	15.4	L > R	-	Fair
132	99+600	37	Chocked	-	-	9.5	15.2	-	-	Poor
133	100+100	36	HP Culvert	1.2	1x1.2	9.5	15.8	L > R	-	Fair
134	100+400	35	HP Culvert	1.2	1x1.2	9.5	12.5	Dry	-	Fair
135	101+400	34	HP Culvert	1.2	1x1.2	9.5	17.5	L > R	-	Fair
136	101+800	33	HP Culvert	1.2	1x1.2	9.5	13.9	L > R	-	Fair
137	102+200	32	HP Culvert	1.2	1x1.2	9.5	15.3	Balancing	-	Poor
138	102+500	31	N.V	-	-	-	-	-	-	-
139	102+700	30	HP Culvert	1.2	1x1.2	9.5	15.5	Balancing	-	Fair
140	102+800	29	HP Culvert	1.2	1x1.2	9.5	15.2	L > R	-	Fair
141	103+200	28	HP Culvert	1.2	1x1.2	9.5	15.2	L > R	-	Fair
142	103+800	27	HP Culvert	1.2	1x1.2	9.5	12.3	L > R	-	Fair

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Sl. No.	Existing Chainage (km)	Culvert Marked	Type of Structures	Thickness of Slab/Dia of Pipe(m)	No. of Span x Span Length (m)	Carriageway Width (m)	Width of Culvert (m)	Flow Direction (U/S side)	Skew Angle (Deg)	Overall Condition
	1	2	3	4	5	6	7	8	9	10
143	104+800	26	HP Culvert	1.2	1x1.2	9.5	12.0	Dry	-	Fair
144	105+700	25	RCC Slab	0.3	1x1.2	9.5	16.2	L > R	-	Fair
145	106+900	24	N.V	-	-	-	-	L > R	-	-
146	109+700	23	N.V	-	-	-	-	L > R	-	-
147	111+000	22	N.V	-	-	-	-	L > R	-	-
148	111+900	21	HP Culvert	1.2	1x1.2	9.5	13.5	L > R	-	Fair
149	112+800	20	HP Culvert	1.2	1x1.2	9.5	12.5	L > R	-	Fair
150	112+900	19	HP Culvert	1.2	1x1.2	9.5	12.8	Dry	-	Poor
151	113+100	18	N.V	-	-	-	-	-	-	Poor
152	113+500	17	HP Culvert	1.2	1x1.2	9.5	12.8	Balancing	-	Fair
153	113+600	16	HP Culvert	1.2	1x1.2	9.5	12.5	L > R	-	Poor
154	114+500	15	HP Culvert	1.2	2x1.2	9.5	13.3	L > R	-	Fair
155	116+500	14	HP Culvert	1.2	1x1.2	9.5	13.7	Balancing	-	Fair
156	116+800	13	HP Culvert	1.2	1x1.2	9.5	12.5	Dry	-	Poor
157	117+500	12	HP Culvert	1.2	1x1.2	9.5	12.5	L > R	-	Poor
158	118+200	11	Chocked	-	-	-	-	-	-	Fair
159	118+800	10	HP Culvert	1.2	2x1.2	9.5	13.7	L > R	-	Fair
160	119+000	9	HP Culvert	1.2	1x1.2	9.5	12.5	L > R	-	Poor
161	121+300	8	HP Culvert	1.0	2x1.0	9.5	15.8	L > R	-	Fair
162	123+500	7	HP Culvert	1.2	1x1.2	9.5	19.5	Dry	-	Fair
163	123+600	6	HP Culvert	1.2	1x1.2	9.5	14.2	Balancing	-	Poor
164	123+800	5	HP Culvert	1.2	3x1.2	9.5	15.8	L > R	-	Fair
165	124+300	4	HP Culvert	1.2	1x1.2	9.5	15.8	L > R	-	Fair
166	124+400	3	HP Culvert	-	1x1.2	9.5	15.8	L > R	-	Fair

HPC-Hume Pipe Culvert,SLC-Solid Slab Culvert,Box- RCC Box Culvert,NA-Not Applicable,NE-Not Exist, BM-Brick Massonary,RHS- Right Hand Side,LHS-Left Hand Side,PCC-Plain Cement Concrete,RCC-Reinforced Cement Concrete, NV-Not Visible

Sl. No.	Existing Chainage (km)	Culvert Marked	Type of Structures	Thickness of Slab/Dia of Pipe(m)	No. of Span x Span Length (m)	Carriageway Width (m)	Width of Culvert (m)	Flow Direction (U/S side)	Skew Angle (Deg)	Overall Condition
	1	2	3	4	5	6	7	8	9	10
167	124+800	2	HP Culvert	1.2	3x1.2	8.7	9.7	L > R	-	Fair
168	127+500	1	HP Culvert	1.0	2x1.0	8.7	9.7	L > R	Y	Fair

Summary of VDF values of Daboka - Lahorijan (NH-29)

Section : Daboka - Lahorijan

Location : Km. 85+400 of NH-29

Date - 29/07/18

Type of Vehicles	Directions of Traffic		Average VDF	Recommended VDF
	Diphu to Daboka	Daboka to Diphu		
2 Axle Truck	2.59	6.93	4.76	6.93
3 Axle Truck	3.52	9.46	6.49	9.46
Multi Axle Vehicles	5.97	13.07	9.52	13.07
LCV	1.17	2.40	1.78	2.40
Bus	1.07	1.92	1.50	1.92

Appendix 4.15A : Axle Load Survey Data and Analysis (km 85+400 of NH-29)

Section : Daboka - Lahorijan
Location : Km. 85+400 of NH-29
Direction : Diphu - Daboka

Date - 29/07/18

Vehicle Type	Coding	Registration No.	Origin	Destination	Commodity Type	Wheel Load (Kg)					Axle Load (Kg)					Gross Weight (Tonnes)	Equivalency Factor					Total EF	Average VDF
						1st Axle	2nd Axle	3rd Axle	4th Axle	5th Axle	1st Axle	2nd Axle	3rd Axle	4th Axle	5th Axle		Front Axle	Rear Axle1	Rear Axle2	Tandem Axle	Tridem Axle		
2 Axle Truck	1.2	AS01	DIMAPUR	GUWAHATI	EMPTY	3561	3065				7122	6130				13.252	1.3349	0.3193				1.6542	2.59
	1.2	AS02	GOKALIYA	HOJAI	EMPTY	3564	3068				7128	6136				13.264	1.3394	0.3206				1.66	
	1.2	AS17	MUKALIA	AJHAI	EMPTY	3080	2790				6160	5580				11.74	0.7471	0.2193				0.9664	
	1.2	AS09	DEPHO	GUWAHATI	EMPTY	3280	3290				6560	6580				13.14	0.9609	0.4239				1.3848	
	1.2	AS05	BOKALIA	NAGAON	EMPTY	3480	3490				6960	6980				13.94	1.2175	0.5368				1.7543	
	1.2	AS09	BOKAJAN	GUWAHATI	SUGAR	3860	5770				7720	11540				19.26	1.8429	4.01				5.8529	
	1.2	AS18	BAKULIA	RANGAMARI	SUGAR	3650	5121				7300	10242				17.542	1.4734	2.4881				3.9615	
	1.2	AS09	DEPHO	GUWAHATI	SUGAR	3490	6550				6980	13100				20.08	1.2316	6.6589				7.8905	
	1.2	AS09	HAPJAN	LANKA	CEMENT	3360	5300				6720	10600				17.32	1.0581	2.8546				3.9127	
	1.2	AS18	HAPJAN	GUWAHATI	EMPTY	3350	3050				6700	6100				12.8	1.0455	0.3131				1.3586	
	1.2	AS01	DIMAPUR	HABDAGATH	EMPTY	3350	3250				6700	6500				13.2	1.0455	0.4037				1.4492	
	1.2	AS01	BOGLIA	HOJAI	PARCHUNE	3050	3350				6100	6700				12.8	0.7184	0.4557				1.1741	
	1.2	NL16	KHATKHATI	GUWAHATI	EMPTY	3250	3550				6500	7100				13.6	0.9262	0.5746				1.5008	
	1.2	AS02	DIMAPUR	GUWAHATI	EMPTY	3530	3080				7060	6160				13.22	1.289	0.3256				1.6146	
	1.2	AS01	DIMAPUR	GUWAHATI	PARCHUNE	4030	3580				8060	7160				15.22	2.1896	0.5943				2.7839	
	1.2	AS09	DEPHO	GUWAHATI	IRON	3840	5170				7680	10340				18.02	1.805	2.5847				4.3897	
	1.2	AS09	LUGI	LOGA	BAMBOO	2090	4340				4180	8680				12.86	0.1584	1.2835				1.4419	
	1.2	AS09	LUGI	LOGA	CONSUMER ITEM	3220	3830				6440	7660				14.1	0.8925	0.7785				1.671	
	1.2	AS25	DIMAPUR	GUWAHATI	EMPTY	3720	3943				7440	7886				15.326	1.5897	0.8745				2.4642	
	1.2	MH06	KHATKHATI	MANIPUR	PARCHUNE	3980	3950				7960	7900				15.86	2.083	0.8807				2.9637	
	1.2	AS09	INPHAL	GUWAHATI	EMPTY	2953	3153				5906	6306				12.212	0.6313	0.3576				0.9889	
	1.2	MN06	KHATKHATI	CHICHR	GAS	3523	4810				7046	9620				16.666	1.2788	1.9365				3.2153	
	1.2	MN06	KHATKHATI	CHICHR	GAS	3353	4420				6706	8840				15.546	1.0493	1.3808				2.4301	
	1.2	MN06	DIMAPUR	GUWAHATI	GAS	3210	4940				6420	9880				16.3	0.8814	2.1545				3.0359	
	1.2	MN06	DIMAPUR	GUWAHATI	GAS	3159	5010				6318	10020				16.338	0.8267	2.2793				3.106	
	1.2	MN06	DIMAPUR	MANIPUR	PARCHUNE	3010	4750				6020	9500				15.52	0.6815	1.8417				2.5232	

Appendix 4.15A : Axle Load Survey Data and Analysis (km 85+400 of NH-29)

Section : Daboka - Lahorijan
 Location : Km. 85+400 of NH-29
 Direction : Diphu - Daboka

Date - 29/07/18

Vehicle Type	Coding	Registration No.	Origin	Destination	Commodity Type	Wheel Load (Kg)					Axle Load (Kg)					Gross Weight (Tonnes)	Equivalency Factor					Total EF	Average VDF
						1st Axle	2nd Axle	3rd Axle	4th Axle	5th Axle	1st Axle	2nd Axle	3rd Axle	4th Axle	5th Axle		Front Axle	Rear Axle1	Rear Axle2	Tandem Axle	Tridem Axle		
	1.2	MN06	DIMAPUR	MANIPUR	ANIMAL	3653	4450				7306	8900				16.206	1.4783	1.4187				2.897	3.52
	1.2	AS03	DIMAPUR	GUWAHATI	EMPTY	3212	3256				6424	6512				12.936	0.8836	0.4067				1.2903	
	1.2	MN01	DIMAPUR	GUWAHATI	OIL	3363	4455				6726	8910				15.636	1.0619	1.4251				2.487	
	1.2	NL07	DIMAPUR	GUWAHATI	EMPTY	3262	3156				6524	6312				12.836	0.9399	0.359				1.2989	
	1.2	MN05	KHATKHATI	GUWAHATI	OIL	3612	4060				7224	8120				15.344	1.413	0.983				2.396	
	1.2	MN05	KHATKHATI	GUWAHATI	OIL	3685	5040				7370	10080				17.45	1.5308	2.3344				3.8652	
	1.2	MN01	KHATKHATI	GUWAHATI	OIL	3351	4990				6702	9980				16.682	1.0468	2.2431				3.2899	
	1.2	AS01	INPHAL	GUWAHATI	PARCHUNE	3649	3845				7298	7690				14.988	1.4718	0.7908				2.2626	
	1.2	MN03	DEPHO	GUWAHATI	GAS	3368	4250				6736	8500				15.236	1.0682	1.1803				2.2485	
	1.2	MN05	MANIPUR	GUWAHATI	LPG GAS	3656	4050				7312	8100				15.412	1.4831	0.9734				2.4565	
	1.2	MN06	DIMAPUR	GUWAHATI	LPG GAS	3356	3970				6712	7940				14.652	1.0531	0.8987				1.9518	
	1.2	AS09	MAJHA	LANKA	PARCHUNE	3265	3950				6530	7900				14.43	0.9434	0.8807				1.8241	
	1.2	AS01	DIMAPUR	GUWAHATI	PARCHUNE	3562	3950				7124	7900				15.024	1.3364	0.8807				2.2171	
	1.2	AS09	MAJHA	GUWAHATI	PARCHUNE	4062	3950				8124	7900				16.024	2.26	0.8807				3.1407	
	1.2	AS09	DEPHO	NAGAON	PARCHUNE	4562	4450				9124	8900				18.024	3.5956	1.4187				5.0143	
	1.2	AS09	DEPHO	AJHAI	PARCHUNE	3980	3950				7960	7900				15.86	2.083	0.8807				2.9637	
3 Axle Truck	1.22	NL07	DIMAPUR	SULIA	EMPTY	3213	2986	2645			6426	5972	5290			17.688	0.8847	0.2877	0.1771			1.3495	3.52
	1.22	NL01	DIMAPUR	GUWAHATI	EMPTY	3123	2645	2456			6246	5290	4912			16.448	0.7897	0.1771	0.1317			1.0985	
	1.22	AS09	DIMAPUR	GUWAHATI	EMPTY	3210	2455	2170			6420	4910	4340			15.67	0.8814	0.1315	0.0803			1.0932	
	1.22	AS09	DIMAPUR	GUWAHATI	EMPTY	3323	2940	2650			6646	5880	5300			17.826	1.0122	0.2703	0.1785			1.461	
	1.22	WB73	DIMAPUR	MANIPUR	EMPTY	3070	2960	2640			6140	5920	5280			17.34	0.7374	0.2778	0.1758			1.191	
	1.22	AS01	KALIA	GUWAHATI	EMPTY	3070	2840	2150			6140	5680	4300			16.12	0.7374	0.2354	0.0774			1.0502	
	1.22	AS01	KALIA	GUWAHATI	EMPTY	3123	2931	2231			6246	5862	4462			16.57	0.7897	0.267	0.0897			1.1464	
	1.22	AS01	BOKAJAN	GUWAHATI	SCRAPS	4215	4656	5123			8430	9312	10246			27.988	2.6202	1.7002	2.492			6.8124	
	1.22	AS02	DIMAPUR	CHALKA	CONSUMER ITEM	4512	5450	4670			9024	10900	9340			29.264	3.4405	3.1918	1.7207			8.353	
	1.22	AS09	DIMAPUR	GUWAHATI	IRON	4136	4853	5362			8272	9706	10724			28.702	2.4293	2.0067	2.9905			7.4265	

Appendix 4.15A : Axle Load Survey Data and Analysis (km 85+400 of NH-29)

Section : Daboka - Lahorijan
 Location : Km. 85+400 of NH-29
 Direction : Diphu - Daboka

Date - 29/07/18

Vehicle Type	Coding	Registration No.	Origin	Destination	Commodity Type	Wheel Load (Kg)					Axle Load (Kg)					Gross Weight (Tonnes)	Equivalency Factor					Total EF	Average VDF
						1st Axle	2nd Axle	3rd Axle	4th Axle	5th Axle	1st Axle	2nd Axle	3rd Axle	4th Axle	5th Axle		Front Axle	Rear Axle1	Rear Axle2	Tandem Axle	Tridem Axle		
	1.22	AS09	DIMAPUR	GUWAHATI	CONSUMER ITEM	4212	5450	4891			8424	10900	9782			29.106	2.6128	3.1918	2.0703			7.8749	
	1.22	WB73	DIMAPUR	MANIPUR	CONSUMER ITEM	4123	4831	5213			8246	9662	10426			28.334	2.3989	1.9706	2.6717			7.0412	
	1.22	NL01	DIMAPUR	GUWAHATI	SCRAPS	4452	5612	4961			8904	11224	9922			30.05	3.2611	3.5885	2.1914			9.041	
	1.22	NL07	DIMAPUR	GUWAHATI	CONSUMER ITEM	4461	5712	5312			8922	11424	10624			30.97	3.2876	3.8512	2.8806			10.0194	
	1.22	NL01	DIMAPUR	SOMAPUR	EMPTY	3323	2940	2650			6646	5880	5300			17.826	1.0122	0.2703	0.1785			1.461	
	1.22	AS05	DIMAPUR	LANKA	EMPTY	3213	2986	2645			6426	5972	5290			17.688	0.8847	0.2877	0.1771			1.3495	
	1.22	AS17	DIMAPUR	GUWAHATI	EMPTY	3210	2654	2278			6420	5308	4556			16.284	0.8814	0.1795	0.0975			1.1584	
	1.22	NL02	DIMAPUR	SILAPUR	EMPTY	3323	2940	2650			6646	5880	5300			17.826	1.0122	0.2703	0.1785			1.461	
	1.22	NL07	DIMAPUR	SILAPUR	EMPTY	3213	2986	2645			6426	5972	5290			17.688	0.8847	0.2877	0.1771			1.3495	
	1.22	NL01	DIMAPUR	GUWAHATI	EMPTY	3123	2645	2456			6246	5290	4912			16.448	0.7897	0.1771	0.1317			1.0985	
	1.22	HR63	DIMAPUR	GUWAHATI	EMPTY	3070	2840	2654			6140	5680	5308			17.128	0.7374	0.2354	0.1795			1.1523	
MAV	1.122	NL01	DIMAPUR	GUWAHATI	IRON	4423	4123	4123	4321	4105	8846	8246	8246	8642	8210	42.19	3.177	1.0455	1.0455	1.5569		6.8249	5.97
	1.122	NL02	DIMAPUR	LANKA	EMPTY	3100	2320	2435	2350		6200	4640	4870	4700		20.41	0.7667	0.1049	0.1272	0.0095		1.0083	
	1.122	NL01	DIMAPUR	LANKA	CONSUMER ITEM	4212	4353	4512	4456		8424	8706	9024	8912		35.066	2.6128	1.299	1.4994	0.1218		5.533	
	1.122	NL01	DIMAPUR	LANKA	IRON	4223	4412	5612	5532	4012	8446	8824	11224	11064	8024	47.582	2.6402	1.3709	3.5885	2.5626		10.1622	
	1.122	NL01	DIMAPUR	LANKA	SCRAPS	3812	3953	5112	5056	3956	7624	7906	10224	10112	7912	43.778	1.7529	0.8834	2.4706	2.0373		7.1442	
	1.122	AS01	KHATKHATI	GUWAHATI	SCRAPS	4112	4253	5412	5356		8224	8506	10824	10712		38.266	2.3734	1.1837	3.1037	0.2542		6.915	
	1.122	AS17	DIMAPUR	LANKA	CONSUMER ITEM	4150	4153	5312	5256	4146	8300	8306	10624	10512	8292	46.034	2.4623	1.0762	2.8806	2.4135		8.8326	
	1.122	AS01	DIMAPUR	GUWAHATI	SCRAPS	4212	4353	5512	5456	4095	8424	8706	11024	10912	8190	47.256	2.6128	1.299	3.3395	2.5701		9.8214	
	1.122	NL01	DIMAPUR	GUWAHATI	EMPTY	3215	2643	2563	2513		6430	5286	5126	5026		21.868	0.8869	0.1766	0.1562	0.0124		1.2321	
	1.122	NL02	DIMAPUR	LANKA	CONSUMER ITEM	4322	4463	5512	5456	4895	8644	8926	11024	10912	9790	49.296	2.8966	1.4354	3.3395	3.5456		11.2171	
	1.122	NL01	DIMAPUR	LANKA	EMPTY	3314	2643	2563	2513		6628	5286	5126	5026		22.066	1.0013	0.1766	0.1562	0.0124		1.3465	
	1.122	NL01	DIMAPUR	GUWAHATI	EMPTY	3350	2893	2813	2763		6700	5786	5626	5526		23.638	1.0455	0.2535	0.2266	0.0181		1.5437	
LCV	1.2	NL01	DIMAPUR	GUWAHATI	EMPTY	2941	2720				5882	5440				11.322	0.6211	0.1981				0.8192	1.17
	1.2	AS01	DIMAPUR	GUWAHATI	CHEMICALS	3345	3910				6690	7820				14.51	1.0393	0.8456				1.8849	
	1.2	AS01	DIMAPUR	GUWAHATI	EMPTY	2531	2553				5062	5106				10.168	0.3407	0.1537				0.4944	

Appendix 4.15A : Axle Load Survey Data and Analysis (km 85+400 of NH-29)

Section : Daboka - Lahorijan
Location : Km. 85+400 of NH-29
Direction : Diphu - Daboka

Date - 29/07/18

Vehicle Type	Coding	Registration No.	Origin	Destination	Commodity Type	Wheel Load (Kg)					Axle Load (Kg)					Gross Weight (Tonnes)	Equivalency Factor					Total EF	Average VDF
						1st Axle	2nd Axle	3rd Axle	4th Axle	5th Axle	1st Axle	2nd Axle	3rd Axle	4th Axle	5th Axle		Front Axle	Rear Axle1	Rear Axle2	Tandem Axle	Tridem Axle		
	1.2	AS01	DIMAPUR	GUWAHATI	EMPTY	2841	2820				5682	5640				11.322	0.5408	0.2288				0.7696	
	1.2	AS09	DIMAPUR	JORBHAT	PAPER	3050	4890				6100	9780				15.88	0.7184	2.0686				2.787	
	1.2	AS05	DIMAPUR	HABDAGATH	EMPTY	2821	2600				5642	5200				10.842	0.5258	0.1654				0.6912	
	1.2	AS01	DIMAPUR	HABDAGATH	EMPTY	2871	2650				5742	5300				11.042	0.564	0.1785				0.7425	
	1.2	AS10	DIMAPUR	GUWAHATI	EMPTY	2821	2700				5642	5400				11.042	0.5258	0.1923				0.7181	
	1.2	AS01	DIMAPUR	NAGAON	CHEMICALS	3564	4123				7128	8246				15.374	1.3394	1.0455				2.3849	
	1.2	AS02	DIMAPUR	NAGAON	EMPTY	2821	2400				5642	4800				10.442	0.5258	0.1201				0.6459	
	1.2	AS05	DIMAPUR	NAGAON	EMPTY	2771	2450				5542	4900				10.442	0.4895	0.1304				0.6199	
	1.2	AS06	NAGALAND	NAGAON	EMPTY	2621	2231				5242	4462				9.704	0.3918	0.0897				0.4815	
	1.2	AS01	BOKALIA	CENTER	CHEMICALS	3691	4312				7382	8624				16.006	1.5408	1.2507				2.7915	
	1.2	AS01	BHOJAI	BHBEAJAI	EMPTY	2521	2300				5042	4600				9.642	0.3354	0.1013				0.4367	
	1.2	AS02	BOKAJAN	DABOKA	PARCEL	3345	3910				6690	7820				14.51	1.0393	0.8456				1.8849	
	1.2	AS06	DEPHO	GUWAHATI	PARCEL	3395	3960				6790	7920				14.71	1.1029	0.8897				1.9926	
	1.2	AS06	DIMAPUR	GUWAHATI	FRUITS	3120	3220				6240	6440				12.68	0.7867	0.389				1.1757	
	1.2	AS09	DEPHO	GUWAHATI	EMPTY	2880	2525				5760	5050				10.81	0.5712	0.1471				0.7183	
	1.2	AS01	BARKONI	GUWAHATI	EMPTY	2980	2420				5960	4840				10.8	0.6547	0.1241				0.7788	
	1.2	AS09	MAJHA	HAVRAGARH	EMPTY	2580	2420				5160	4840				10	0.3679	0.1241				0.492	
	1.2	AS01	DEPHO	GUWAHATI	ANIMAL	3700	3990				7400	7980				15.38	1.5558	0.917				2.4728	
	1.2	AS01	DIMAPUR	GUWAHATI	EMPTY	2860	2590				5720	5180				10.9	0.5555	0.1628				0.7183	
	1.2	AS01	GUWAHATI	PURAJAN	EMPTY	2600	2490				5200	4980				10.18	0.3794	0.1391				0.5185	
	1.2	AS01	DEPHO	KHATKHATI	EMPTY	2757	2490				5514	4980				10.494	0.4797	0.1391				0.6188	
	1.2	AS01	BOKALIA	JARNA	EMPTY	2846	2490				5692	4980				10.672	0.5447	0.1391				0.6838	
	1.2	AS01	DIMAPUR	GUWAHATI	PLASTIC	3890	3770				7780	7540				15.32	1.9009	0.7309				2.6318	
	1.2	AS02	DIMAPUR	GUWAHATI	EMPTY	2710	2510				5420	5020				10.44	0.4478	0.1436				0.5914	
	1.2	AS01	MUJAJAN	GUWAHATI	EMPTY	2980	2500				5960	5000				10.96	0.6547	0.1414				0.7961	
	1.2	MH14	DEPHO	GUWAHATI	ANIMAL	3910	4120				7820	8240				16.06	1.9403	1.0424				2.9827	

Appendix 4.15A : Axle Load Survey Data and Analysis (km 85+400 of NH-29)

Section : Daboka - Lahorijan
Location : Km. 85+400 of NH-29
Direction : Diphu - Daboka

Date - 29/07/18

Vehicle Type	Coding	Registration No.	Origin	Destination	Commodity Type	Wheel Load (Kg)					Axle Load (Kg)					Gross Weight (Tonnes)	Equivalency Factor					Total EF	Average VDF
						1st Axle	2nd Axle	3rd Axle	4th Axle	5th Axle	1st Axle	2nd Axle	3rd Axle	4th Axle	5th Axle		Front Axle	Rear Axle1	Rear Axle2	Tandem Axle	Tridem Axle		
	1.2	MH14	DIMAPUR	GUWAHATI	EMPTY	2510	2350				5020	4700				9.72	0.3295	0.1104				0.4399	
	1.2	NL05	DIMAPUR	GUWAHATI	EMPTY	2950	2230				5900	4460				10.36	0.6287	0.0895				0.7182	
	1.2	AS01	DIMAPUR	GUWAHATI	EMPTY	2960	2520				5920	5040				10.96	0.6373	0.1459				0.7832	
	1.2	AS01	INPHAL	GUWAHATI	PASSENGER	3123	3983				6246	7966				14.212	0.7897	0.9105				1.7002	
	1.2	NL01	BHUKALIA	NAGAON	EMPTY	2990	2695				5980	5390				11.37	0.6635	0.1909				0.8544	
	1.2	NL01	DIMAPUR	GUWAHATI	EMPTY	2690	2400				5380	4800				10.18	0.4347	0.1201				0.5548	
	1.2	AS01	DIMAPUR	GUWAHATI	EMPTY	2850	2650				5700	5300				11	0.5477	0.1785				0.7262	
	1.2	AS01	DIMAPUR	GUWAHATI	EMPTY	2700	2665				5400	5330				10.73	0.4412	0.1825				0.6237	
	1.2	AS01	BHUKALIA	GOLAGHAT	ANIMAL FOOD	3010	3160				6020	6320				12.34	0.6815	0.3608				1.0423	
	1.2	NL01	DIMAPUR	GUWAHATI	VEGETABLE	3680	3405				7360	6810				14.17	1.5225	0.4864				2.0089	
	1.2	AS01	DIMAPUR	GUWAHATI	EMPTY	2790	2695				5580	5390				10.97	0.503	0.1909				0.6939	
	1.2	AS01	DIMAPUR	GUWAHATI	EMPTY	2450	2295				4900	4590				9.49	0.2991	0.1004				0.3995	
	1.2	AS01	DIMAPUR	GUWAHATI	PASSENGER	3215	3645				6430	7290				13.72	0.8869	0.6386				1.5255	
	1.2	AS01	DIMAPUR	GUWAHATI	PARCEL	3520	3350				7040	6700				13.74	1.2745	0.4557				1.7302	
	1.2	AS09	DIMAPUR	DABOKA	ANIMAL	3816	4230				7632	8460				16.092	1.7603	1.1583				2.9186	
	1.2	AS01	DIMAPUR	DABOKA	EMPTY	2720	2715				5440	5430				10.87	0.4544	0.1966				0.651	

Appendix 4.15A : Axle Load Survey Data and Analysis (km 85+400 of NH-29)

Section : Daboka - Lahorijan
Location : Km. 85+400 of NH-29
Direction : Diphu - Daboka

Date - 29/07/18

Vehicle Type	Coding	Registration No.	Origin	Destination	Commodity Type	Wheel Load (Kg)					Axle Load (Kg)					Gross Weight (Tonnes)	Equivalency Factor					Total EF	Average VDF
						1st Axle	2nd Axle	3rd Axle	4th Axle	5th Axle	1st Axle	2nd Axle	3rd Axle	4th Axle	5th Axle		Front Axle	Rear Axle1	Rear Axle2	Tandem Axle	Tridem Axle		
	1.2	AS01	DIMAPUR	DABOKA	PARCHUNE	3150	3150				6300	6300				12.6	0.8174	0.3562				1.1736	1.07
	1.2	AS01	DIMAPUR	GUWAHATI	EMPTY	2150	2350				4300	4700				9	0.1774	0.1104				0.2878	
	1.2	AS01	MAJHA	GUWAHATI	PASSENGER	3856	4120				7712	8240				15.952	1.8353	1.0424				2.8777	
	1.2	NL07	DEPHO	TEZPUR	EMPTY	2350	2760				4700	5520				10.22	0.2532	0.21				0.4632	
Bus	1.2	AS12	DIMAPUR	NAGAON	PASSENGER	2929	3043				5858	6086				11.944	0.611	0.3103				0.9213	1.07
	1.2		DIMAPUR	NAGAON	PASSENGER	2879	3093				5758	6186				11.944	0.5704	0.3311				0.9015	1.07
	1.2		DIPHU	NAGAON	PASSENGER	2729	3243				5458	6486				11.944	0.4605	0.4002				0.8607	
	1.2		DIMAPUR	NAGAON	PASSENGER	2779	3093				5558	6186				11.744	0.4952	0.3311				0.8263	
	1.2		DIPHU	NAGAON	PASSENGER	2979	3193				5958	6386				12.344	0.6538	0.3761				1.0299	
	1.2		DIMAPUR	NAGAON	PASSENGER	3029	3243				6058	6486				12.544	0.6988	0.4002				1.099	
	1.2		DIMAPUR	NAGAON	PASSENGER	3079	3293				6158	6586				12.744	0.7461	0.4255				1.1716	
	1.2		DIPHU	NAGAON	PASSENGER	3129	3343				6258	6686				12.944	0.7958	0.4519				1.2477	
	1.2		DIMAPUR	NAGAON	PASSENGER	2979	3193				5958	6386				12.344	0.6538	0.3761				1.0299	
	1.2		DIMAPUR	NAGAON	PASSENGER	3029	3243				6058	6486				12.544	0.6988	0.4002				1.099	
	1.2		DIPHU	NAGAON	PASSENGER	3079	3293				6158	6586				12.744	0.7461	0.4255				1.1716	
	1.2		DIMAPUR	NAGAON	PASSENGER	3129	3343				6258	6686				12.944	0.7958	0.4519				1.2477	
	1.2		DIMAPUR	NAGAON	PASSENGER	3079	3293				6158	6586				12.744	0.7461	0.4255				1.1716	
	1.2		DIPHU	NAGAON	PASSENGER	3129	3343				6258	6686				12.944	0.7958	0.4519				1.2477	
	1.2		DIMAPUR	NAGAON	PASSENGER	2925	3139				5850	6278				12.128	0.6077	0.3513				0.959	
	1.2		DIMAPUR	NAGAON	PASSENGER	2921	3135				5842	6270				12.112	0.6044	0.3495				0.9539	
	1.2		DIPHU	NAGAON	PASSENGER	2971	3185				5942	6370				12.312	0.6468	0.3723				1.0191	
	1.2		DIMAPUR	NAGAON	PASSENGER	2929	3143				5858	6286				12.144	0.611	0.3531				0.9641	
	1.2		DIMAPUR	NAGAON	PASSENGER	2979	3293				5958	6586				12.544	0.6538	0.4255				1.0793	
	1.2		DIPHU	NAGAON	PASSENGER	3129	3243				6258	6486				12.744	0.7958	0.4002				1.196	
	1.2		DIMAPUR	NAGAON	PASSENGER	3279	3393				6558	6786				13.344	0.9597	0.4795				1.4392	
	1.2		DIPHU	NAGAON	PASSENGER	3029	3043				6058	6086				12.144	0.6988	0.3103				1.0091	

Appendix 4.15A : Axle Load Survey Data and Analysis (km 85+400 of NH-29)

Section : Daboka - Lahorijan
 Location : Km. 85+400 of NH-29
 Direction : Diphu - Daboka

Date - 29/07/18

Vehicle Type	Coding	Registration No.	Origin	Destination	Commodity Type	Wheel Load (Kg)					Axle Load (Kg)					Gross Weight (Tonnes)	Equivalency Factor					Total EF	Average VDF
						1st Axle	2nd Axle	3rd Axle	4th Axle	5th Axle	1st Axle	2nd Axle	3rd Axle	4th Axle	5th Axle		Front Axle	Rear Axle1	Rear Axle2	Tandem Axle	Tridem Axle		
	1.2		DIMAPUR	NAGAON	PASSENGER	2879	3093				5758	6186				11.944	0.5704	0.3311				0.9015	
	1.2		DIMAPUR	NAGAON	PASSENGER	2929	3143				5858	6286				12.144	0.611	0.3531				0.9641	
	1.2		DIPHU	NAGAON	PASSENGER	2979	3193				5958	6386				12.344	0.6538	0.3761				1.0299	
	1.2		DIMAPUR	NAGAON	PASSENGER	3029	3243				6058	6486				12.544	0.6988	0.4002				1.099	
	1.2		DIPHU	NAGAON	PASSENGER	3079	3293				6158	6586				12.744	0.7461	0.4255				1.1716	
	1.2		DIMAPUR	NAGAON	PASSENGER	3129	3343				6258	6686				12.944	0.7958	0.4519				1.2477	

Appendix 4.15B :Axle Load Survey Data and Analysis (km 85+400 of NH-29)

Section : Daboka - Lahorijan
Location : Km. 85+400 of NH-29
Direction : Daboka to Diphu

Date - 29/07/18

Vehicle Type	Coding	Registration No.	Origin	Destination	Commodity Type	Wheel Load (Kg)					Axle Load (Kg)					Gross Weight (Tonnes)	Equivalency Factor					Total EF	Average VDF
						1st Axle	2nd Axle	3rd Axle	4th Axle	5th Axle	1st Axle	2nd Axle	3rd Axle	4th Axle	5th Axle		Front Axle	Rear Axle1	Rear Axle2	Tandem Axle	Tridem Axle		
2 Axle Truck	1.2	AS03	GUWAHATI	DIMAPUR	TRANSPORT	3250	6450				6500	12900				19.4	0.9262	6.2615				7.1877	6.93
	1.2	AS04	JORGHAT	BOKALIA	EMPTY	2285	1990				4570	3980				8.55	0.2264	0.0568				0.2832	
	1.2	AS01	JORGHAT	BOKALIA	EMPTY	2085	2250				4170	4500				8.67	0.1569	0.0928				0.2497	
	1.2	NL06	DIMAPUR	IMPHAL	OIL	2630	6020				5260	12040				17.3	0.3972	4.7515				5.1487	
	1.2	NL02	GUWAHATI	DIMAPUR	CEMENT	4740	11400				9480	22800				32.28	4.1905	61.1021				65.2926	
	1.2	AS09	LOJAILANKA	DEPHU	EMPTY	1870	1540				3740	3080				6.82	0.1016	0.0204				0.122	
	1.2	AS06	GHAJHIDMA	MANJHA	EMPTY	2130	1630				4260	3260				7.52	0.1709	0.0256				0.1965	
	1.2	AS06	AVDA	MANJHA	EMPTY	2340	2240				4680	4480				9.16	0.2489	0.0911				0.34	
	1.2	AS06	AVDA	MANJHA	EMPTY	2360	2035				4720	4070				8.79	0.2576	0.0621				0.3197	
	1.2	AS01	GUWAHATI	DIMAPUR	PARCEL	4575	5700				9150	11400				20.55	3.6367	3.8189				7.4556	
	1.2	AS01	GUWAHATI	DIMAPUR	PARCEL	2460	4075				4920	8150				13.07	0.3041	0.9976				1.3017	
	1.2	AS02	SHILIPURI	DEPHU	EMPTY	2450	2360				4900	4720				9.62	0.2991	0.1123				0.4114	
	1.2	AS01	BHOJAI	DEPHU	RICE	3660	5690				7320	11380				18.7	1.4896	3.7922				5.2818	
	1.2	NL01	HUBARASO	DIMAPUR	EMPTY	2340	1790				4680	3580				8.26	0.2489	0.0372				0.2861	
	1.2	NL01	GUWAHATI	DIMAPUR	PARCEL	3610	4160				7220	8320				15.54	1.4099	1.0835				2.4934	
	1.2	AS09	GUWAHATI	MANJHA	CEMENT	4650	7440				9300	14880				24.18	3.8811	11.0848				14.9659	
	1.2	AS01	GUWAHATI	DIMAPUR	PARCEL	3050	5090				6100	10180				16.28	0.7184	2.4284				3.1468	
	1.2	NL07	GUWAHATI	DIMAPUR	CEMENT	2990	7260				5980	14520				20.5	0.6635	10.0504				10.7139	
	1.2	AS02	DABOKA	DEPHU	CEMENT	3850	8370				7700	16740				24.44	1.8239	17.7558				19.5797	
	1.2	AS02	DABOKA	DEPHU	VEGETABLE	4290	8670				8580	17340				25.92	2.8118	20.4415				23.2533	
	1.2	AS25	GUWAHATI	DEPHU	MACHINE	890	1470				1780	2940				4.72	0.0053	0.0169				0.0222	
	1.2	AS09	DIMAPUR	LODI	BAMBOO	3250	1730				6500	3460				9.96	0.9262	0.0325				0.9587	
	1.2	NL01	GUWAHATI	DIMAPUR	BAMBOO	2830	7680				5660	15360				21.02	0.5325	12.5859				13.1184	
	1.2	AS01	GUWAHATI	DIMAPUR	PARCEL	2610	4450				5220	8900				14.12	0.3853	1.4187				1.804	

Appendix 4.15B :Axle Load Survey Data and Analysis (km 85+400 of NH-29)

Section : Daboka - Lahorijan
 Location : Km. 85+400 of NH-29
 Direction : Daboka to Diphu

Date - 29/07/18

Vehicle Type	Coding	Registration No.	Origin	Destination	Commodity Type	Wheel Load (Kg)					Axle Load (Kg)					Gross Weight (Tonnes)	Equivalency Factor					Total EF	Average VDF
						1st Axle	2nd Axle	3rd Axle	4th Axle	5th Axle	1st Axle	2nd Axle	3rd Axle	4th Axle	5th Axle		Front Axle	Rear Axle1	Rear Axle2	Tandem Axle	Tridem Axle		
	1.2	AS01	DIMAPUR	GUWAHATI	PARCEL	2610	6415				5220	12830				18.05	0.3853	6.1267				6.512	
	1.2	AS01	GUWAHATI	DIMAPUR	PARCHUNE	2980	5750				5960	11500				17.46	0.6547	3.9547				4.6094	
	1.2	AS09	NAGAON	BOKLIA	EMPTY	2500	2390				5000	4780				9.78	0.3243	0.1181				0.4424	
	1.2	AS09	LAMDING	BUKALIA	EMPTY	2390	2450				4780	4900				9.68	0.2709	0.1304				0.4013	
	1.2	NL07	GUWAHATI	DIMAPUR	CLOTH	2990	5940				5980	11880				17.86	0.6635	4.5039				5.1674	
3 Axle Truck	1.22	AS02	SANGUPASI	DIMAPUR	EMPTY	2485	2130	2485			4970	4260	4970			14.2	0.3166	0.0745	0.138			0.5291	9.46
	1.22	NL01	GUWAHATI	DIMAPUR	PARCHUNE	4040	5200	6225			8080	10400	12450			30.93	2.2115	2.6452	5.4325			10.2892	
	1.22	AS09	RAJRANGA	DEPHU	EMPTY	2540	2230	2860			5080	4460	5720			15.26	0.3456	0.0895	0.2421			0.6772	
	1.22	NL01	LOJAILANKA	DEPHU	EMPTY	2630	2190	2240			5260	4380	4480			14.12	0.3972	0.0833	0.0911			0.5716	
	1.22	NL07	JONAPUR	DEPHU	CEMENT	3240	6430	6125			6480	12860	12250			31.59	0.9148	6.1842	5.0917			12.1907	
	1.22	AS09	SAMGRI	DEPHU	CEMENT	6080	6790	6670			12160	13580	13340			39.08	11.3438	7.6899	7.1605			26.1942	
	1.22	AS04	SAMGRI	DIMAPUR	CEMENT	5760	6290	7550			11520	12580	15100			39.2	9.1377	5.6629	11.7551			26.5557	
	1.22	AS06	GUWAHATI	IMPHAL	FEED	3750	6430	5890			7500	12860	11780			32.14	1.6417	6.1842	4.3541			12.18	
	1.22	NL01	GUWAHATI	DIMAPUR	CEMENT	3970	6810	7740			7940	13620	15480			37.04	2.0621	7.7809	12.9838			22.8268	
	1.22	RJ23	GUWAHATI	KHATKHATI	EMPTY	2360	2200	1940			4720	4400	3880			13	0.2576	0.0848	0.0513			0.3937	
	1.22	NL01	LOJAILANKA	DEPHU	EMPTY	2285	2530	2485			4570	5060	4970			14.6	0.2264	0.1483	0.138			0.5127	
	1.22	AS11	GUWAHATI	DIMAPUR	EMPTY	2610	2375	1925			5220	4750	3850			13.82	0.3853	0.1152	0.0497			0.5502	
MAV	1.1.22	AS02	GUWAHATI	DIMAPUR	STONE	6110	6231	7830	8510		12220	12462	15660	17020		57.362	11.5694	5.4534		22.0170		39.0398	13.07
	1.1.22	NL01	KHATKHATI	GUWAHATI	EMPTY	2980	2241	2610	2050		5960	4482	5220	4100		19.762	0.6547	0.0913		0.1457		0.8917	
	1.1.22	AS04	GUWAHATI	DIMAPUR	CEMENT	4850	4251	4920	5200		9700	8502	9840	10400		38.442	4.5932	1.1815		3.2395		9.0142	
	1.1.22	NL01	GUWAHATI	DIMAPUR	GRAIN	4840	4261	6230	7830		9680	8522	12460	15660		46.322	4.5554	1.1926		12.0696		17.8176	
	1.1.22	AS01	GUWAHATI	DIMAPUR	CEMENT	4970	2140	5540	7940		9940	4280	11080	15880		41.18	5.0649	0.0759		10.1979		15.3387	
	1.1.22	AS02	GUWAHATI	DIMAPUR	CEMENT	6010	2200	6070	7855		12020	4400	12140	15710		44.27	10.8303	0.0848		11.6127		22.5278	
	1.1.22	NL02	ALIPUKHA	DEPHU	VEGETABLE	4390	2450	6230	6460		8780	4900	12460	12920		39.06	3.0832	0.1304		8.0094		11.223	

Appendix 4.15B :Axle Load Survey Data and Analysis (km 85+400 of NH-29)

Section : Daboka - Lahorijan
 Location : Km. 85+400 of NH-29
 Direction : Daboka to Diphu

Date - 29/07/18

Vehicle Type	Coding	Registration No.	Origin	Destination	Commodity Type	Wheel Load (Kg)					Axle Load (Kg)					Gross Weight (Tonnes)	Equivalency Factor					Total EF	Average VDF
						1st Axle	2nd Axle	3rd Axle	4th Axle	5th Axle	1st Axle	2nd Axle	3rd Axle	4th Axle	5th Axle		Front Axle	Rear Axle1	Rear Axle2	Tandem Axle	Tridem Axle		
	1.122	NL01	GUWAHATI	DIMAPUR	RICE	3545	3050	4390	4550		7090	6100	8780	9100		31.07	1.3111	0.3131		1.9729		3.5971	
	1.122	AS11	GUWAHATI	DIMAPUR	EMPTY	1990	2170	1750	2030	2050	3980	4340	3500	4060	4100	19.98	0.1302	0.0803	0.034	0.0856		0.3301	
	1.122	AS02	GUWAHATI	DIMAPUR	EMPTY	4960	4180	5930	5835		9920		11860	11670		33.45	5.0243			5.9173		10.9416	
LCV	1.2	AS01	GUWAHATI	DEPHU	CONSUMER ITEM	3210	6190				6420	12380				18.8	0.8814	5.3113				6.1927	2.40
	1.2	AS25	GUWAHATI	DIMAPUR	TRANSPORT	2570	5480				5140	10960				16.1	0.3622	3.2626				3.6248	
	1.2	AS01	GUWAHATI	DIMAPUR	CONSUMER ITEM	2250	6850				4500	13700				18.2	0.2128	7.9653				8.1781	
	1.2	AS01	GUWAHATI	DIMAPUR	PARCHUNE	3950	8820				7900	17640				25.54	2.0209	21.8933				23.9142	
	1.2	AS09	GUWAHATI	DIMAPUR	PARCEL	1430	1985				2860	3970				6.83	0.0348	0.0562				0.091	
	1.2	AS12	DABOKA	DIMAPUR	FRUITS	570	2230				1140	4460				5.6	0.0009	0.0895				0.0904	
	1.2	AS02	BAKLIA	DABOKA	EMPTY	610	835				1220	1670				2.89	0.0012	0.0018				0.003	
	1.2	AS02	HOJIKIYA	BHUKALIA	METAIL	810	840				1620	1680				3.3	0.0036	0.0019				0.0055	
	1.2	AS02	UJHAHA	BHOKALIA	COTTON	860	1700				1720	3400				5.12	0.0046	0.0303				0.0349	
	1.2	AS06	HAVDAGHAT	BHOKALIA	BORI	715	760				1430	1520				2.95	0.0022	0.0013				0.0035	
	1.2	AS05	KARKO	NIDHUPTHAR	STONE	910	1850				1820	3700				5.52	0.0057	0.0424				0.0481	
	1.2	AS05	LONI	HAVDAGHAT	FRUITS	835	1590				1670	3180				4.85	0.0041	0.0232				0.0273	
	1.2	AS02	UJHAHA	DEPHU	RICE	2930	6050				5860	12100				17.96	0.6119	4.8469				5.4588	
	1.2	AS06	GUWAHATI	DIMAPUR	TRANSPORT	4450	8260				8900	16520				25.42	3.2553	16.8406				20.0959	
	1.2	AS01	UJHAHA	DEPHU	BORI	610	2060				1220	4120				5.34	0.0012	0.0652				0.0664	
	1.2	AS09	SHILIPURI	BHUGAJAN	ANIMALS	2100	3450				4200	6900				11.1	0.1615	0.5126				0.6741	
	1.2	AS09	GUWAHATI	BHUGAJAN	ANIMALS	1460	2860				2920	5720				8.64	0.0378	0.2421				0.2799	
	1.2	AS01	RANGPURI	BHUGAJAN	RICE	920	1305				1840	2610				4.45	0.006	0.0105				0.0165	
	1.2	AS01	UJHAHA	DEPHU	EMPTY	650	750				1300	1500				2.8	0.0015	0.0012				0.0027	
	1.2	AS02	GUWAHATI	DIMAPUR	FRUITS	2300	3000				4600	6000				10.6	0.2324	0.2931				0.5255	
	1.2	AS18	GUWAHATI	DIMAPUR	FRUITS	1500	2970				3000	5940				8.94	0.0421	0.2815				0.3236	

Appendix 4.15B :Axle Load Survey Data and Analysis (km 85+400 of NH-29)

Section : Daboka - Lahorijan
Location : Km. 85+400 of NH-29
Direction : Daboka to Diphu

Date - 29/07/18

Vehicle Type	Coding	Registration No.	Origin	Destination	Commodity Type	Wheel Load (Kg)					Axle Load (Kg)					Gross Weight (Tonnes)	Equivalency Factor					Total EF	Average VDF
						1st Axle	2nd Axle	3rd Axle	4th Axle	5th Axle	1st Axle	2nd Axle	3rd Axle	4th Axle	5th Axle		Front Axle	Rear Axle1	Rear Axle2	Tandem Axle	Tridem Axle		
	1.2	AS02	LANKA	BOGLIA	VEGETABLE	1300	2550				2600	5100				7.7	0.0238	0.153				0.1768	
	1.2	AS06	GUWAHATI	DIMAPUR	PARCEL	4180	6460				8360	12920				21.28	2.5343	6.3004				8.8347	
	1.2	AS01	GUWAHATI	DIMAPUR	EGG	2640	4670				5280	9340				14.62	0.4033	1.7207				2.124	
	1.2	AS02	LANKA	DEPHU	VEGETABLE	830	1560				1660	3120				4.78	0.004	0.0215				0.0255	
	1.2	AS02	LANKA	DEPHU	VEGETABLE	680	1050				1360	2100				3.46	0.0018	0.0044				0.0062	
	1.2	AS02	LANKA	DEPHU	MACHINE	710	1600				1420	3200				4.62	0.0022	0.0238				0.026	
	1.2	AS03	GUWAHATI	DIMAPUR	PARCHUNE	2135	2050				4270	4100				8.37	0.1725	0.0639				0.2364	
	1.2	AS01	GUWAHATI	DIMAPUR	PARCHUNE	1720	3230				3440	6460				9.9	0.0727	0.3938				0.4665	
	1.2	AS02	NAGAON	DIMAPUR	FISH	730	3150				1460	6300				7.76	0.0024	0.3562				0.3586	
	1.2	AS01	NAGAON	DIMAPUR	FISH	740	2950				1480	5900				7.38	0.0025	0.274				0.2765	
	1.2	AS01	GUWAHATI	DIMAPUR	PARCEL	2720	3050				5440	6100				11.54	0.4544	0.3131				0.7675	
	1.2	AS01	GUWAHATI	DIMAPUR	PARCEL	2750	3110				5500	6220				11.72	0.4748	0.3385				0.8133	
	1.2	AS03	LANKA	DEPHU	WATER	2150	3650				4300	7300				11.6	0.1774	0.6422				0.8196	
	1.2	AS01	KHATKHATI	MURLIA	EMPTY	815	620				1630	1240				2.87	0.0037	0.0006				0.0043	
	1.2	AS01	HAVDAGHAT	MAJHA	EMPTY	1010	1150				2020	2300				4.32	0.0087	0.0064				0.0151	
	1.2	AS01	GUWAHATI	DIMAPUR	PARCEL	3110	5530				6220	11060				17.28	0.7766	3.3833				4.1599	
	1.2	AS02	DAKMAKA	BUKALIA	EMPTY	900	1035				1800	2070				3.87	0.0055	0.0042				0.0097	
	1.2	NL01	GUWAHATI	KODIMA	PARCHUNE	2370	2650				4740	5300				10.04	0.262	0.1785				0.4405	
	1.2	AS01	GUWAHATI	DIMAPUR	CLOTH	2550	5410				5100	10820				15.92	0.351	3.0991				3.4501	

Appendix 4.15B :Axle Load Survey Data and Analysis (km 85+400 of NH-29)

Section : Daboka - Lahorijan
Location : Km. 85+400 of NH-29
Direction : Daboka to Diphu

Date - 29/07/18

Vehicle Type	Coding	Registration No.	Origin	Destination	Commodity Type	Wheel Load (Kg)					Axle Load (Kg)					Gross Weight (Tonnes)	Equivalency Factor					Total EF	Average VDF
						1st Axle	2nd Axle	3rd Axle	4th Axle	5th Axle	1st Axle	2nd Axle	3rd Axle	4th Axle	5th Axle		Front Axle	Rear Axle1	Rear Axle2	Tandem Axle	Tridem Axle		
	1.2	AS01	GUWAHATI	DEPHU	RICE	2580	4490				5160	8980				14.14	0.3679	1.4704				1.8383	
	1.2	AS01	HOJAI	DEPHU	RICE	2640	4550				5280	9100				14.38	0.4033	1.5506				1.9539	
	1.2	AS12	TEZPUR	DIMAPUR	RICE	3190	6070				6380	12140				18.52	0.8597	4.9113				5.771	
	1.2	AS12	TEZPUR	DEPHU	RICE	3635	6050				7270	12100				19.37	1.4494	4.8469				6.2963	
	1.2	AS02	DAKMAKA	BUKALIA	RICE	3610	3561				7220	7122				14.342	1.4099	0.5818				1.9917	
	1.2	NL01	GUWAHATI	KODIMA	PARCHUNE	2370	2650				4740	5300				10.04	0.262	0.1785				0.4405	
	1.2	AS01	GUWAHATI	DIMAPUR	CLOTH	2550	5410				5100	10820				15.92	0.351	3.0991				3.4501	
	1.2	NL01	GUWAHATI	DIMAPUR	CEMENT	3330	5890				6660	11780				18.44	1.0208	4.3541				5.3749	
	1.2	AS01	TAVADI	DIMAPUR	OIL	715	1135				1430	2270				3.7	0.0022	0.0061				0.0083	
	1.2	AS01	KULONI	RAJAPAT	ANIMALS	810	1030				1620	2060				3.68	0.0036	0.0041				0.0077	
Bus	1.2	AS02	NAGAON	DEPHU	PASSENGER	3095	3490				6190	6980				13.17	0.7618	0.5368				1.2986	1.92
	1.2	MN04	GUWAHATI	MANIPUR	PASSENGER	3430	5070				6860	10140				17	1.149	2.3904				3.5394	
	1.2		NAGAON	DIPHU	PASSENGER	2979	4193				5958	8386				14.344	0.6538	1.1183				1.7721	
	1.2		NAGAON	DIMAPUR	PASSENGER	3029	4243				6058	8486				14.544	0.6988	1.1726				1.8714	
	1.2		NAGAON	DIMAPUR	PASSENGER	3079	4293				6158	8586				14.744	0.7461	1.2288				1.9749	
	1.2		NAGAON	DIPHU	PASSENGER	3129	4343				6258	8686				14.944	0.7958	1.2871				2.0829	
	1.2		NAGAON	DIMAPUR	PASSENGER	2979	4193				5958	8386				14.344	0.6538	1.1183				1.7721	
	1.2		NAGAON	DIMAPUR	PASSENGER	3029	4243				6058	8486				14.544	0.6988	1.1726				1.8714	
	1.2		NAGAON	DIPHU	PASSENGER	3079	4293				6158	8586				14.744	0.7461	1.2288				1.9749	
	1.2		NAGAON	DIMAPUR	PASSENGER	3129	4343				6258	8686				14.944	0.7958	1.2871				2.0829	
	1.2		NAGAON	DIMAPUR	PASSENGER	3079	4293				6158	8586				14.744	0.7461	1.2288				1.9749	
	1.2		NAGAON	DIPHU	PASSENGER	3129	4343				6258	8686				14.944	0.7958	1.2871				2.0829	
	1.2		NAGAON	DIMAPUR	PASSENGER	2925	4139				5850	8278				14.128	0.6077	1.0618				1.6695	
	1.2		NAGAON	DIMAPUR	PASSENGER	2921	4135				5842	8270				14.112	0.6044	1.0577				1.6621	

Appendix 4.15B :Axle Load Survey Data and Analysis (km 85+400 of NH-29)

Section : Daboka - Lahorijan
 Location : Km. 85+400 of NH-29
 Direction : Daboka to Diphu

Date - 29/07/18

Vehicle Type	Coding	Registration No.	Origin	Destination	Commodity Type	Wheel Load (Kg)					Axle Load (Kg)					Gross Weight (Tonnes)	Equivalency Factor					Total EF	Average VDF
						1st Axle	2nd Axle	3rd Axle	4th Axle	5th Axle	1st Axle	2nd Axle	3rd Axle	4th Axle	5th Axle		Front Axle	Rear Axle1	Rear Axle2	Tandem Axle	Tridem Axle		
	1.2		NAGAON	DIPHU	PASSENGER	2971	4185				5942	8370				14.312	0.6468	1.1098				1.7566	
	1.2		NAGAON	DIMAPUR	PASSENGER	2929	4143				5858	8286				14.144	0.611	1.0659				1.6769	
	1.2		NAGAON	DIMAPUR	PASSENGER	2979	4293				5958	8586				14.544	0.6538	1.2288				1.8826	
	1.2		NAGAON	DIPHU	PASSENGER	3129	4243				6258	8486				14.744	0.7958	1.1726				1.9684	
	1.2		NAGAON	DIMAPUR	PASSENGER	3279	4393				6558	8786				15.344	0.9597	1.3474				2.3071	
	1.2		NAGAON	DIPHU	PASSENGER	3029	4043				6058	8086				14.144	0.6988	0.9667				1.6655	
	1.2		NAGAON	DIMAPUR	PASSENGER	2879	4093				5758	8186				13.944	0.5704	1.0154				1.5858	
	1.2		NAGAON	DIMAPUR	PASSENGER	2929	4143				5858	8286				14.144	0.611	1.0659				1.6769	
	1.2		NAGAON	DIPHU	PASSENGER	2979	4193				5958	8386				14.344	0.6538	1.1183				1.7721	
	1.2		NAGAON	DIMAPUR	PASSENGER	3029	4243				6058	8486				14.544	0.6988	1.1726				1.8714	
	1.2		NAGAON	DIPHU	PASSENGER	3079	4293				6158	8586				14.744	0.7461	1.2288				1.9749	
	1.2		NAGAON	DIMAPUR	PASSENGER	3129	4343				6258	8686				14.944	0.7958	1.2871				2.0829	

Appendix 4.16 : Data Obtained through Falling Weight Deflectometer (FWD)

Sl No.	Chainage	Side	Road Stretch	Load (kN)	Geophone 1 (mm)	Geophone 2 (mm)	Geophone 3 (mm)	Geophone 4 (mm)	Geophone 5 (mm)	Geophone 6 (mm)	Geophone 7 (mm)	Manual Temp. (°C)	Back Calculated Moduli		
													BT	Granular	Subgrade
NH 29															
1	39500	LHS	NH 29	40	0.5325	0.3931	0.1635	0.0775	0.0528	0.0436	0.0168	38.1	1067.7	200.6	111
2	39625	RHS	NH 29	40	0.3823	0.2917	0.1453	0.0832	0.0598	0.0476	0.0225	38.6	1064.4	271.1	111
3	39750	LHS	NH 29	40	0.5455	0.4403	0.1991	0.0894	0.0449	0.0376	0.0215	38.6	1067.7	207.9	111
4	39875	RHS	NH 29	40	0.3279	0.2295	0.1036	0.0606	0.0472	0.0262	0.0103	38.6	1061.8	273.7	111
5	40000	LHS	NH 29	40	0.3451	0.2486	0.0966	0.0523	0.0413	0.0338	0.0169	38.6	1041.3	274.5	111
6	40125	RHS	NH 29	40	0.6768	0.5196	0.2092	0.1038	0.0699	0.0632	0.0061	37	1027.9	212.2	111
7	40250	LHS	NH 29	40	0.4946	0.3803	0.1669	0.0756	0.0382	0.0251	0.0064	37	1017	211.9	111
8	40375	RHS	NH 29	40	0.392	0.3097	0.1529	0.0832	0.0586	0.0489	0.0101	37	1040.2	264	112
9	40500	LHS	NH 29	40	0.3634	0.2827	0.1682	0.119	0.086	0.0592	0.0317	39.9	989.6	331.7	113
10	40625	RHS	NH 29	40	0.2464	0.1825	0.0892	0.075	0.0455	0.0326	0.0182	39.9	989.6	331.7	113
11	40750	LHS	NH 29	40	0.2944	0.2076	0.0846	0.0462	0.032	0.0229	0.0117	39.4	997.3	272.4	111
12	41000	RHS	NH 29	40	0.4102	0.3084	0.1435	0.0912	0.067	0.0528	0.0311	37.9	1255.533	240.7	96.9
13	41250	LHS	NH 29	40	0.279	0.1836	0.0506	0.0334	0.0245	0.0127	0.0095	34.1	1336.242	207.9	94
14	41500	RHS	NH 29	40	0.47	0.3503	0.1548	0.0856	0.0635	0.0554	0.0276	37.9	1267.166	239.3	97
15	41750	LHS	NH 29	40	0.2828	0.2211	0.1187	0.072	0.054	0.0356	0.0185	37	1219.554	328.6	111
16	42000	RHS	NH 29	40	0.3799	0.2369	0.0768	0.0439	0.0318	0.0232	0.0116	34.1	1318.555	211.6	94
17	42125	LHS	NH 29	40	0.3938	0.2912	0.1255	0.0846	0.0562	0.0373	0.0143	39.4	1002	271.9	111
18	42250	RHS	NH 29	40	0.3611	0.2684	0.1334	0.0768	0.048	0.0394	0.0128	39.4	994.9	215.8	94
19	42375	LHS	NH 29	40	0.4761	0.368	0.1784	0.0973	0.0659	0.0558	0.0111	39.4	983.1	213.7	94
20	42500	RHS	NH 29	40	0.4285	0.2932	0.156	0.0979	0.056	0.0395	0.0184	39.4	984.3	215.1	94
21	42625	LHS	NH 29	40	0.4129	0.3146	0.1372	0.0739	0.0532	0.0264	0.0133	37.9	1073.5	240.7	97
22	42750	RHS	NH 29	40	0.4599	0.3748	0.1772	0.1142	0.0805	0.0404	0.014	37.9	895.5	240.7	97
23	42875	LHS	NH 29	40	0.3729	0.2988	0.1404	0.0861	0.0533	0.0347	0.0172	37.9	1080	240.6	97
24	43000	RHS	NH 29	40	0.455	0.2969	0.1284	0.0908	0.0703	0.0485	0.018	40.7	902.5	240.4	97
25	43125	LHS	NH 29	40	0.3922	0.2994	0.1326	0.0787	0.0514	0.0342	0.0149	37.9	1092.3	240.3	97
26	43250	RHS	NH 29	40	0.36	0.2733	0.1345	0.0781	0.0568	0.0436	0.0213	37.9	1009.1	240.6	97
27	43375	LHS	NH 29	40	0.3443	0.2614	0.1265	0.0736	0.0525	0.0392	0.0135	37.9	1078.5	238.1	97

Sl No.	Chainage	Side	Road Stretch	Load (kN)	Geophone 1 (mm)	Geophone 2 (mm)	Geophone 3 (mm)	Geophone 4 (mm)	Geophone 5 (mm)	Geophone 6 (mm)	Geophone 7 (mm)	Manual Temp. (°C)	Back Calculated Moduli		
													BT	Granular	Subgrade
28	43500	RHS	NH 29	40	0.3432	0.252	0.1173	0.0643	0.0487	0.039	0.0083	37.9	923.7	239.3	97
29	43625	LHS	NH 29	40	0.4071	0.2537	0.0823	0.0474	0.0343	0.0248	0.0124	40.7	907.8	239.2	97
30	43750	RHS	NH 29	40	0.5752	0.4129	0.1717	0.0748	0.0538	0.0471	0.0229	40.7	934.7	234.1	110
31	43875	LHS	NH 29	40	0.4648	0.3556	0.1727	0.0924	0.0649	0.0512	0.0193	39.5	984.9	270.7	110
32	44000	RHS	NH 29	40	0.3358	0.2482	0.1249	0.073	0.0413	0.02	0.01	39.5	933.4	268.5	110
33	44125	LHS	NH 29	40	0.2602	0.1857	0.0859	0.0482	0.0377	0.0299	0.007	38.6	988.6	270.6	110
34	44250	RHS	NH 29	40	0.3724	0.2736	0.1205	0.0735	0.0548	0.0424	0.0095	39.5	989	268.5	110
35	44375	LHS	NH 29	40	0.4963	0.3443	0.1344	0.0693	0.0474	0.0401	0.0184	39.1	999.1	260.2	110
36	44500	RHS	NH 29	40	0.3705	0.2627	0.0978	0.0711	0.0335	0.0272	0.0093	39.1	955.9	272.1	110
37	44625	LHS	NH 29	40	0.4239	0.2874	0.1168	0.0555	0.0381	0.0298	0.0089	39.1	997.9	258	110
38	44750	RHS	NH 29	40	0.2169	0.1404	0.0677	0.0353	0.0248	0.0201	0.0077	39.1	966	270.6	110
39	44875	LHS	NH 29	40	0.3346	0.227	0.0864	0.045	0.0275	0.0135	0.0068	40.3	928.4	230.7	110
40	45000	RHS	NH 29	40	0.3674	0.2619	0.1064	0.0536	0.0371	0.0285	0.0139	39.1	962.4	271.9	110
41	45125	LHS	NH 29	40	0.4079	0.3025	0.1385	0.0697	0.0447	0.0322	0.01	40.3	935.2	271.5	110
42	45250	RHS	NH 29	40	0.3636	0.2606	0.118	0.0674	0.0546	0.0484	0.0068	39.1	960.6	271.9	110
43	45375	LHS	NH 29	40	0.3612	0.2646	0.1154	0.0599	0.05	0.0373	0.0174	39.1	982.5	272.6	110
44	45500	RHS	NH 29	40	0.3569	0.2614	0.1092	0.0538	0.0399	0.0352	0.0099	40.3	926.3	269.7	110
45	45625	LHS	NH 29	40	0.3388	0.2561	0.127	0.0717	0.0452	0.0369	0.0123	39.1	994.4	272.1	110
46	45750	RHS	NH 29	40	0.3783	0.2953	0.1398	0.0657	0.0426	0.0235	0.0131	40.3	933.7	269.2	110
47	45875	LHS	NH 29	40	0.3702	0.2739	0.1415	0.0837	0.0606	0.0499	0.0211	39.1	997.9	271.1	110
48	46000	RHS	NH 29	40	0.3428	0.2612	0.1064	0.059	0.0334	0.021	0.0076	40.3	924.2	273	110
49	46125	LHS	NH 29	40	0.3342	0.254	0.1162	0.0689	0.0524	0.043	0.0148	39.1	951.2	272.5	110
50	46250	RHS	NH 29	40	0.4884	0.334	0.1413	0.0776	0.0589	0.0404	0.0216	40.3	904.6	272.9	110
51	46375	LHS	NH 29	40	0.3796	0.2806	0.1242	0.064	0.0533	0.0394	0.0187	40.6	937.9	325.8	115
52	46500	RHS	NH 29	40	0.3244	0.2118	0.067	0.0445	0.0338	0.023	0.0114	40.6	909.9	284.8	115
53	46625	LHS	NH 29	40	0.5765	0.4151	0.1822	0.1068	0.071	0.0539	0.0269	40.3	893.5	221.9	115
54	46750	RHS	NH 29	40	0.5431	0.3923	0.1639	0.0867	0.0547	0.0428	0.0226	40.6	892.5	221.9	115
55	46875	LHS	NH 29	40	0.583	0.4696	0.1859	0.0928	0.0655	0.048	0.0243	40.3	917.3	222.6	115
56	47000	RHS	NH 29	40	0.3517	0.2662	0.1293	0.0781	0.0427	0.022	0.0108	40.6	917.3	244.6	115
57	47125	LHS	NH 29	40	0.4376	0.3141	0.1353	0.0742	0.0444	0.0288	0.0128	40.6	900.9	223.4	115

Sl No.	Chainage	Side	Road Stretch	Load (kN)	Geophone 1 (mm)	Geophone 2 (mm)	Geophone 3 (mm)	Geophone 4 (mm)	Geophone 5 (mm)	Geophone 6 (mm)	Geophone 7 (mm)	Manual Temp. (°C)	Back Calculated Moduli		
													BT	Granular	Subgrade
58	47250	RHS	NH 29	40	0.4191	0.3202	0.1436	0.0845	0.0551	0.0366	0.0158	40.6	933.7	248.7	115
59	47375	LHS	NH 29	40	0.278	0.2098	0.106	0.0629	0.0458	0.0375	0.0184	39.9	984.3	338.5	113
60	47500	RHS	NH 29	40	0.3049	0.2455	0.1009	0.056	0.0388	0.0304	0.0084	39.9	1001.5	214	112.9
61	47625	LHS	NH 29	40	0.2431	0.1787	0.0877	0.0737	0.0445	0.0314	0.0179	39.9	1001.5	214	112.9
62	47750	RHS	NH 29	40	0.3374	0.2546	0.1406	0.0847	0.0597	0.051	0.0251	39.9	1002.6	336.2	113
63	47875	LHS	NH 29	40	0.2228	0.1677	0.0927	0.0629	0.044	0.0316	0.0185	39.9	974.8	335.4	113
64	48000	RHS	NH 29	40	0.3435	0.2629	0.1276	0.0856	0.063	0.0449	0.0045	39.9	950.6	213	113
65	48125	LHS	NH 29	40	0.3153	0.2314	0.1431	0.0743	0.0628	0.035	0.0195	39.9	1000.3	324.2	113
66	48250	RHS	NH 29	40	0.3587	0.2747	0.139	0.086	0.068	0.0494	0.0179	39.9	998.5	270.8	113
67	48375	LHS	NH 29	40	0.3957	0.3025	0.1644	0.1028	0.0707	0.0495	0.0225	39.9	993.8	268.3	113
68	48500	RHS	NH 29	40	0.3554	0.2764	0.1453	0.095	0.0684	0.0484	0.0241	39.9	988.4	337.5	113
69	48625	LHS	NH 29	40	0.3004	0.2329	0.1185	0.0738	0.0518	0.0376	0.0161	39.9	1003.8	299.7	113
70	48750	RHS	NH 29	40	0.3361	0.2598	0.143	0.0883	0.0613	0.0513	0.0249	39.9	990.2	325.3	113
71	48875	LHS	NH 29	40	0.3177	0.2314	0.139	0.0738	0.0611	0.0336	0.0186	39.9	992.6	307.1	113
72	49000	RHS	NH 29	40	0.3721	0.2907	0.1459	0.0903	0.0663	0.0476	0.0188	40.4	931.6	238.5	113
73	49125	LHS	NH 29	40	0.2757	0.1963	0.0753	0.0524	0.0352	0.0304	0.0158	40.6	909.9	337.5	113
74	49250	RHS	NH 29	40	0.272	0.1983	0.0795	0.0527	0.037	0.0305	0.0168	40.6	932.6	302.6	99
75	49375	LHS	NH 29	40	0.2824	0.1924	0.1038	0.062	0.0298	0.0219	0.0112	40.6	909.9	198	99
76	49500	RHS	NH 29	40	0.2529	0.1869	0.1015	0.0756	0.0552	0.033	0.0176	40.6	938.4	318.7	99
77	49625	LHS	NH 29	40	0.317	0.2268	0.1219	0.0891	0.0591	0.045	0.0129	40.6	938.4	200.2	99
78	49750	RHS	NH 29	40	0.3534	0.2658	0.1462	0.0949	0.0705	0.0521	0.01	38.4	1027.5	198.4	99
79	49875	LHS	NH 29	40	0.2753	0.1963	0.1263	0.067	0.042	0.024	0.0055	38.4	1025.5	198.7	99
80	50000	RHS	NH 29	40	0.4018	0.304	0.149	0.0917	0.0663	0.0477	0.023	38.4	1042	199.1	99
81	50125	LHS	NH 29	40	0.2857	0.2142	0.1063	0.0634	0.0459	0.0381	0.0189	38.4	1007	199.6	99
82	50250	RHS	NH 29	40	0.2193	0.1467	0.0572	0.0406	0.0142	0.0071	0.0035	38.4	1007	199.6	99
83	50375	LHS	NH 29	40	0.2969	0.2181	0.1342	0.0883	0.064	0.0544	0.0232	39.5	1002.6	316.3	99
84	50500	RHS	NH 29	40	0.1858	0.1454	0.0783	0.0595	0.0448	0.0348	0.0123	39.5	987.3	315.8	101
85	50625	LHS	NH 29	40	0.1718	0.1366	0.0747	0.0548	0.041	0.0326	0.0115	39.5	937	316	101
86	50750	RHS	NH 29	40	0.2953	0.215	0.1269	0.0772	0.0592	0.0344	0.0124	39.5	997.3	293.4	101
87	50875	LHS	NH 29	40	0.293	0.2152	0.119	0.0809	0.0621	0.0462	0.0135	40.6	938.4	200.2	99

Sl No.	Chainage	Side	Road Stretch	Load (kN)	Geophone 1 (mm)	Geophone 2 (mm)	Geophone 3 (mm)	Geophone 4 (mm)	Geophone 5 (mm)	Geophone 6 (mm)	Geophone 7 (mm)	Manual Temp. (°C)	Back Calculated Moduli		
													BT	Granular	Subgrade
88	51000	RHS	NH 29	40	0.2643	0.2036	0.1197	0.0819	0.059	0.0402	0.0208	40.6	933.1	315.1	101
89	51125	LHS	NH 29	40	0.2655	0.1879	0.1103	0.0737	0.0613	0.0366	0.0157	40.6	931	315	101
90	51250	RHS	NH 29	40	0.2713	0.1969	0.0961	0.055	0.0463	0.0352	0.013	40.6	931.6	310.2	101
91	51375	LHS	NH 29	40	0.2416	0.173	0.1009	0.0671	0.0568	0.0447	0.0183	40.6	927.3	315.3	100.9
92	51500	RHS	NH 29	40	0.3441	0.2584	0.1466	0.0907	0.0681	0.0531	0.0275	40.6	928.9	315.2	101
93	51625	LHS	NH 29	40	0.2725	0.2038	0.1262	0.0817	0.0596	0.0509	0.0216	40.6	933.7	315.8	101
94	51750	RHS	NH 29	40	0.3024	0.2266	0.1132	0.0769	0.0504	0.0375	0.0157	40.6	889.9	313	101
95	51875	LHS	NH 29	40	0.258	0.182	0.0875	0.0736	0.0459	0.0329	0.0178	40.6	919.4	315.7	101
96	52000	RHS	NH 29	40	0.3096	0.2407	0.1296	0.0924	0.061	0.0478	0.0109	40.6	937.4	245.2	101
97	52125	LHS	NH 29	40	0.2459	0.1762	0.0942	0.0712	0.0514	0.0314	0.0164	40.6	912	314.7	101
98	52250	RHS	NH 29	40	0.3082	0.2209	0.1158	0.0804	0.0612	0.0456	0.0231	40.6	889.9	315.2	101
99	52375	LHS	NH 29	40	0.2869	0.2083	0.1093	0.0754	0.0591	0.0442	0.0216	40.6	930	314.8	101
100	52500	RHS	NH 29	40	0.213	0.1508	0.0811	0.0547	0.031	0.0211	0.0116	40.6	930	314.8	101
101	52625	LHS	NH 29	40	0.3434	0.2318	0.1241	0.0845	0.0617	0.0364	0.0148	40.6	931.6	276.9	101
102	52750	RHS	NH 29	40	0.3167	0.2605	0.1304	0.0871	0.0637	0.0559	0.0279	40.6	930.5	315.4	101
103	52875	LHS	NH 29	40	0.6089	0.4571	0.1884	0.0844	0.0502	0.0356	0.0173	40.6	915.7	221.2	115
104	53000	RHS	NH 29	40	0.2975	0.2262	0.1148	0.0716	0.0509	0.0372	0.0156	37.9	1101.7	240.7	96.9
105	53250	LHS	NH 29	40	0.42	0.3337	0.1638	0.0905	0.0606	0.0456	0.0183	37.9	1050.3	239.5	97
106	53500	RHS	NH 29	40	0.3891	0.2839	0.1255	0.0786	0.0596	0.0442	0.0102	35.5	1128.7	243.9	102
107	53750	LHS	NH 29	40	0.2291	0.1654	0.0744	0.0463	0.0351	0.0237	0.0089	37.9	1136.4	239.1	97
108	54000	RHS	NH 29	40	0.4795	0.3658	0.1599	0.0908	0.0692	0.0451	0.0082	35.5	1271.6	212	102
109	54125	LHS	NH 29	40	0.3589	0.2651	0.1197	0.0707	0.0497	0.0326	0.0176	41.6	924.2	238.7	110
110	54250	RHS	NH 29	40	0.2583	0.1951	0.0867	0.0498	0.031	0.0274	0.0094	41.6	931	235.9	110
111	54375	LHS	NH 29	40	0.2615	0.188	0.0951	0.0589	0.0365	0.0248	0.0093	41.6	930.5	238.3	110
112	54500	RHS	NH 29	40	0.461	0.3439	0.1617	0.0877	0.0547	0.0441	0.0224	40.3	932.1	267.3	115
113	54625	LHS	NH 29	40	0.539	0.4254	0.179	0.0903	0.0657	0.0445	0.0159	40.6	915.2	222.5	115
114	54750	RHS	NH 29	40	0.5196	0.3878	0.1743	0.0909	0.0661	0.0476	0.0123	40.3	911.5	223.2	115
115	54875	LHS	NH 29	40	0.2929	0.2134	0.1129	0.085	0.0538	0.041	0.012	40.6	931	297.6	101
116	55000	RHS	NH 29	40	0.3722	0.295	0.1458	0.0904	0.0669	0.0465	0.0187	40	931	301.5	101
117	55125	LHS	NH 29	40	0.2084	0.1507	0.0855	0.0587	0.0414	0.0296	0.0171	40	934.7	312.6	101

Sl No.	Chainage	Side	Road Stretch	Load (kN)	Geophone 1 (mm)	Geophone 2 (mm)	Geophone 3 (mm)	Geophone 4 (mm)	Geophone 5 (mm)	Geophone 6 (mm)	Geophone 7 (mm)	Manual Temp. (°C)	Back Calculated Moduli		
													BT	Granular	Subgrade
118	55250	RHS	NH 29	40	0.3443	0.2601	0.1408	0.0922	0.0685	0.0508	0.0098	40	934.7	202	101
119	55375	LHS	NH 29	40	0.4017	0.3067	0.155	0.0984	0.0677	0.0573	0.0193	40	936.3	275.3	101
120	55500	RHS	NH 29	40	0.2372	0.1504	0.0674	0.041	0.0211	0.0098	0.0032	40	924.2	197.9	101
121	55625	LHS	NH 29	40	0.298	0.2322	0.1208	0.0873	0.06	0.0419	0.0193	40	913.6	312.3	101
122	55750	RHS	NH 29	40	0.1945	0.1533	0.0988	0.0631	0.0582	0.0389	0.013	40	933.1	316	101
123	55875	LHS	NH 29	40	0.458	0.3426	0.1626	0.0945	0.0637	0.051	0.0176	40.6	940	266.8	115
124	56000	RHS	NH 29	40	0.229	0.1399	0.0632	0.0429	0.0327	0.0217	0.0057	37.9	1139.3	240.8	97
125	56250	LHS	NH 29	40	0.3651	0.2751	0.1161	0.0788	0.0522	0.0346	0.0133	37.9	1009.8	271.8	110
126	56500	RHS	NH 29	40	0.375	0.2936	0.1329	0.0765	0.0513	0.0403	0.0104	37.9	1094.4	270.6	110
127	56625	LHS	NH 29	40	0.407	0.2946	0.123	0.0708	0.0574	0.043	0.0112	40.6	930	222.5	115
128	56750	RHS	NH 29	40	0.4195	0.3253	0.165	0.0903	0.0584	0.0412	0.0138	41.5	934.7	240.9	115
129	56875	LHS	NH 29	40	0.2385	0.1705	0.0819	0.069	0.0422	0.0307	0.0169	40	892	314.7	101
130	57000	RHS	NH 29	40	0.3053	0.2229	0.125	0.0865	0.0654	0.049	0.0146	40	926.3	310.4	101
131	57125	LHS	NH 29	40	0.2872	0.1998	0.118	0.0705	0.0478	0.0357	0.0156	40	928.4	314.3	101
132	57250	RHS	NH 29	40	0.2989	0.2242	0.1126	0.0778	0.0623	0.0462	0.0226	40	930.5	313.6	101
133	57375	LHS	NH 29	40	0.2332	0.1651	0.0785	0.0501	0.0303	0.0127	0.0058	40.6	934.7	231.6	115
134	57500	RHS	NH 29	40	0.4604	0.3508	0.143	0.0825	0.0504	0.0428	0.0077	37.9	1273.78	225.3	110
135	57750	LHS	NH 29	40	0.2912	0.2129	0.0944	0.0584	0.045	0.0361	0.0181	37.9	1246.523	271.8	110
136	58000	RHS	NH 29	40	0.3788	0.2767	0.1257	0.074	0.058	0.0516	0.0074	37	1177.542	214.4	111
137	58125	LHS	NH 29	40	0.433	0.3061	0.1361	0.0717	0.0478	0.0378	0.0136	41.5	913.6	224.7	115
138	58250	RHS	NH 29	40	0.5055	0.3868	0.1581	0.0887	0.0586	0.0478	0.0178	41.5	921.5	222.2	115
139	58375	LHS	NH 29	40	0.4266	0.34	0.1407	0.0862	0.0456	0.0322	0.0164	41.5	932.6	241.1	115
140	58500	RHS	NH 29	40	0.3867	0.3029	0.1434	0.0799	0.0573	0.0479	0.0097	40.6	931	223.6	115
141	58625	LHS	NH 29	40	0.4937	0.3852	0.1583	0.0929	0.0604	0.0478	0.0185	41.5	896.7	221.2	115
142	58750	RHS	NH 29	40	0.4584	0.3272	0.1419	0.0763	0.05	0.0406	0.0145	41.5	936.8	224.7	115
143	58875	LHS	NH 29	40	0.5516	0.4034	0.1872	0.1043	0.0641	0.0508	0.0186	40.7	932.1	221.7	115
144	59000	RHS	NH 29	40	0.3529	0.2204	0.0945	0.0532	0.0289	0.0147	0.0038	40.7	920.5	227.5	103
145	59125	LHS	NH 29	40	0.6156	0.4386	0.1907	0.1095	0.0744	0.0551	0.0279	42.2	898.3	227.4	103
146	59250	RHS	NH 29	40	0.4446	0.3046	0.1457	0.0871	0.0714	0.0542	0.0151	41.2	913.1	228	103
147	59375	LHS	NH 29	40	0.652	0.5056	0.2221	0.1123	0.0734	0.0572	0.0194	42.2	912	227.7	103

Sl No.	Chainage	Side	Road Stretch	Load (kN)	Geophone 1 (mm)	Geophone 2 (mm)	Geophone 3 (mm)	Geophone 4 (mm)	Geophone 5 (mm)	Geophone 6 (mm)	Geophone 7 (mm)	Manual Temp. (°C)	Back Calculated Moduli		
													BT	Granular	Subgrade
148	59500	RHS	NH 29	40	0.6187	0.4399	0.1634	0.0714	0.0493	0.0414	0.0078	41.2	916.2	221.7	103
149	59625	LHS	NH 29	40	0.5623	0.4274	0.1422	0.0574	0.0347	0.0216	0.0053	42.2	922.6	226.4	103
150	59750	RHS	NH 29	40	0.3748	0.2987	0.1261	0.073	0.0491	0.0274	0.0129	41.2	893.5	228	103
151	59875	LHS	NH 29	40	0.3076	0.2282	0.0956	0.0535	0.0385	0.0317	0.0074	42.2	893.5	227.3	103
152	60000	RHS	NH 29	40	0.4909	0.3623	0.1746	0.1005	0.0681	0.0546	0.0187	41.2	928.4	227.1	103
153	60125	LHS	NH 29	40	0.4682	0.3094	0.1338	0.0624	0.0401	0.0236	0.0114	41.2	932.1	227.4	103
154	60250	RHS	NH 29	40	0.3127	0.2034	0.0881	0.0517	0.0429	0.0286	0.013	42.2	905.2	225.9	103
155	60375	LHS	NH 29	40	0.6034	0.4566	0.1988	0.1012	0.0664	0.0546	0.0037	42.2	933.1	227.7	103
156	60500	RHS	NH 29	40	0.4622	0.3454	0.1765	0.101	0.0597	0.0458	0.0202	42.2	925.7	226.7	103
157	60625	LHS	NH 29	40	0.5118	0.4018	0.1597	0.09	0.0593	0.0479	0.0176	41.2	937.4	226.9	103
158	60750	RHS	NH 29	40	0.5631	0.4347	0.1902	0.0889	0.047	0.0397	0.0146	42.2	915.7	222.1	103
159	60875	LHS	NH 29	40	0.6683	0.5129	0.2158	0.1003	0.0684	0.048	0.0173	41.2	909.9	225.9	103
160	61000	RHS	NH 29	40	0.4845	0.365	0.166	0.089	0.0628	0.0457	0.0113	42.2	892.5	224.9	103
161	61125	LHS	NH 29	40	0.445	0.3341	0.1581	0.0927	0.0641	0.0522	0.0215	41.2	927.9	227	103
162	61250	RHS	NH 29	40	0.4933	0.3876	0.1875	0.1085	0.0604	0.0563	0.0044	42.2	923.6	221.8	103
163	61375	LHS	NH 29	40	0.4033	0.3114	0.1514	0.0816	0.0527	0.0359	0.0207	41.2	912.6	227.8	102.9
164	61500	RHS	NH 29	40	0.3433	0.2661	0.115	0.0538	0.0348	0.0233	0.0082	42.2	897.8	227.2	103
165	61625	LHS	NH 29	40	0.4133	0.2904	0.1355	0.0806	0.0644	0.051	0.0144	42.2	906.7	227.9	103
166	61750	RHS	NH 29	40	0.4765	0.3659	0.1559	0.0854	0.0613	0.0342	0.0175	42.2	930	226.7	103
167	61875	LHS	NH 29	40	0.2761	0.1742	0.1103	0.0869	0.0456	0.0279	0.0099	40	928.9	250.9	98
168	62000	RHS	NH 29	40	0.2815	0.2064	0.1039	0.0626	0.0453	0.0378	0.0183	40	937.9	250.7	98
169	62125	LHS	NH 29	40	0.263	0.1786	0.0946	0.0577	0.0276	0.0206	0.0106	40	931.6	249.2	98
170	62250	RHS	NH 29	40	0.2313	0.172	0.0886	0.056	0.0368	0.0301	0.0107	40	914.1	247.7	98
171	62375	LHS	NH 29	40	0.2701	0.2276	0.1144	0.0819	0.0581	0.0359	0.0191	40	931.6	249.2	98
172	62500	RHS	NH 29	40	0.2923	0.217	0.1218	0.0842	0.0608	0.0548	0.0274	40	940	249	98
173	62625	LHS	NH 29	40	0.2016	0.1361	0.0747	0.0501	0.0287	0.0192	0.0108	40	939.5	250.4	98
174	62750	RHS	NH 29	40	0.1959	0.1372	0.0732	0.0479	0.0416	0.0296	0.0121	40	911	250.2	98
175	62875	LHS	NH 29	40	0.2546	0.1885	0.1038	0.0575	0.0424	0.0294	0.0145	40	939.5	249.3	98
176	63000	RHS	NH 29	40	0.191	0.1551	0.0978	0.0613	0.0515	0.0398	0.0167	40	935.2	249.4	98
177	63125	LHS	NH 29	40	0.428	0.3254	0.1569	0.1	0.0684	0.0576	0.0199	39.5	987.3	249.3	98

Sl No.	Chainage	Side	Road Stretch	Load (kN)	Geophone 1 (mm)	Geophone 2 (mm)	Geophone 3 (mm)	Geophone 4 (mm)	Geophone 5 (mm)	Geophone 6 (mm)	Geophone 7 (mm)	Manual Temp. (°C)	Back Calculated Moduli		
													BT	Granular	Subgrade
178	63250	RHS	NH 29	40	0.3389	0.2558	0.1389	0.0876	0.0598	0.0506	0.0252	39.5	1000.9	250.3	98
179	63375	LHS	NH 29	40	0.2962	0.2423	0.122	0.0811	0.0597	0.0528	0.0263	39.5	972.5	250.9	98
180	63500	RHS	NH 29	40	0.2932	0.2178	0.1349	0.0876	0.0629	0.0532	0.023	39.5	977.2	185.7	111.9
181	63625	LHS	NH 29	40	0.3552	0.2795	0.146	0.0963	0.0682	0.0478	0.0242	39.5	977.2	185.7	111.9
182	63750	RHS	NH 29	40	0.319	0.2261	0.1564	0.1175	0.0886	0.0555	0.0219	39.5	983.1	185.8	112
183	63875	LHS	NH 29	40	0.3722	0.2481	0.1303	0.0907	0.0651	0.0388	0.0158	39.5	898	185.9	111.9
184	64000	RHS	NH 29	40	0.3301	0.2508	0.1146	0.0729	0.0589	0.0263	0.0131	39.5	973.1	184.1	112
185	64125	LHS	NH 29	40	0.3688	0.2333	0.1065	0.0821	0.0592	0.0423	0.0108	39.5	983.1	185.9	112
186	64250	RHS	NH 29	40	0.229	0.1759	0.0914	0.0565	0.0477	0.0301	0.0056	39.5	972.5	185.7	112
187	64375	LHS	NH 29	40	0.2905	0.2269	0.115	0.0755	0.0557	0.0372	0.0235	39.5	1002.6	185.7	111.9
188	64500	RHS	NH 29	40	0.4157	0.316	0.1557	0.0967	0.0694	0.0564	0.0199	39.5	958.3	185.2	112
189	64625	LHS	NH 29	40	0.3917	0.2433	0.1102	0.0839	0.0603	0.0434	0.0107	36	1149	223.2	114
190	64750	RHS	NH 29	40	0.2238	0.1406	0.0629	0.0383	0.0193	0.0091	0.003	36.4	966.1	212.1	106
191	64875	LHS	NH 29	40	0.3556	0.2694	0.1453	0.1011	0.0835	0.0618	0.0125	37.8	991.7	256.7	111
192	65000	RHS	NH 29	40	0.2617	0.1988	0.1003	0.0628	0.045	0.0384	0.0081	37.8	1015.6	229	111
193	65125	LHS	NH 29	40	0.2918	0.2327	0.117	0.0769	0.0487	0.0368	0.0153	38.5	1046.6	247.8	108
194	65250	RHS	NH 29	40	0.3613	0.2753	0.1512	0.0984	0.0788	0.0587	0.0137	38.5	1044.6	249.9	108
195	65375	LHS	NH 29	40	0.3142	0.2428	0.1313	0.0812	0.0578	0.0471	0.0234	38.5	1044.6	249.9	108
196	65500	RHS	NH 29	40	0.2688	0.1725	0.0747	0.0519	0.0371	0.0236	0.0092	39	1000.9	281	112
197	65625	LHS	NH 29	40	0.3161	0.243	0.1256	0.0886	0.0637	0.0499	0.0253	39	1000.9	281	112
198	65750	RHS	NH 29	40	0.3207	0.2475	0.1223	0.0787	0.0659	0.0415	0.0162	39	994.9	292.7	112
199	65875	LHS	NH 29	40	0.3692	0.2348	0.1056	0.0686	0.0483	0.0293	0.0148	41.2	935.8	226.9	103
200	66000	RHS	NH 29	40	0.3113	0.2348	0.1139	0.0642	0.0431	0.0302	0.0139	37.9	1163.156	240.1	97
201	66250	LHS	NH 29	40	0.3245	0.2398	0.1105	0.0621	0.0439	0.0356	0.019	37.9	1153.234	240.4	97
202	66500	RHS	NH 29	40	0.2102	0.1616	0.0706	0.0385	0.0278	0.0201	0.0059	37.9	1258.84	240.5	97
203	67000	LHS	NH 29	40	0.4228	0.2872	0.1217	0.0826	0.064	0.046	0.0167	42.5	938.9	267.1	99
204	67125	RHS	NH 29	40	0.4651	0.3467	0.1704	0.0975	0.0612	0.0461	0.0197	42.5	919.4	270.9	99
205	67250	LHS	NH 29	40	0.4654	0.3442	0.1542	0.0821	0.0563	0.0439	0.022	42.5	908.9	265.7	99
206	67375	RHS	NH 29	40	0.2517	0.1804	0.088	0.0543	0.0476	0.0369	0.0098	41.9	937.4	268.7	99
207	67500	LHS	NH 29	40	0.5505	0.4154	0.1677	0.0857	0.0566	0.0437	0.0207	41.9	939.5	222.4	116

Sl No.	Chainage	Side	Road Stretch	Load (kN)	Geophone 1 (mm)	Geophone 2 (mm)	Geophone 3 (mm)	Geophone 4 (mm)	Geophone 5 (mm)	Geophone 6 (mm)	Geophone 7 (mm)	Manual Temp. (°C)	Back Calculated Moduli		
													BT	Granular	Subgrade
208	67625	RHS	NH 29	40	0.3845	0.2796	0.1272	0.0767	0.0537	0.0426	0.0101	42.9	934.2	273.7	116
209	67750	LHS	NH 29	40	0.3485	0.2455	0.096	0.0527	0.0411	0.0338	0.0168	41.9	936.3	274.3	116
210	67875	RHS	NH 29	40	0.487	0.3731	0.1798	0.099	0.0707	0.0554	0.0287	42.9	928.9	273.1	116
211	68000	LHS	NH 29	40	0.3598	0.2918	0.1675	0.1152	0.0866	0.0565	0.0225	39	977.2	296	112
212	68125	RHS	NH 29	40	0.3289	0.2577	0.1387	0.0874	0.0631	0.0496	0.0241	39	980.8	295.4	112
213	68250	LHS	NH 29	40	0.4268	0.3384	0.1656	0.1073	0.0756	0.0542	0.0134	39	1004.4	215.8	112
214	68375	RHS	NH 29	40	0.3155	0.2256	0.1201	0.0922	0.0575	0.045	0.0132	39	989.6	293.8	112
215	68500	LHS	NH 29	40	0.3241	0.247	0.1346	0.0874	0.0646	0.0485	0.0093	39	1000.9	231.5	112
216	68625	RHS	NH 29	40	0.2348	0.1797	0.0927	0.0606	0.0411	0.0316	0.0061	39	1000.9	238.1	112
217	68750	LHS	NH 29	40	0.2043	0.1628	0.1046	0.0643	0.0544	0.0426	0.018	39	1000.9	238.1	112
218	68875	RHS	NH 29	40	0.2729	0.2095	0.1108	0.0776	0.0539	0.0471	0.0171	39	1005	292.2	112
219	69000	LHS	NH 29	40	0.4732	0.3608	0.1743	0.0954	0.0686	0.0532	0.0278	41.9	903.6	277.8	116
220	69500	RHS	NH 29	40	0.3961	0.2988	0.1313	0.0782	0.0585	0.0451	0.0104	41.9	927.9	274.6	116
221	69625	LHS	NH 29	40	0.2956	0.188	0.1166	0.0934	0.0481	0.0291	0.0104	39	995.5	289.3	112
222	69750	RHS	NH 29	40	0.3045	0.2288	0.143	0.0726	0.0601	0.0352	0.0194	39	973.7	294.8	112
223	69875	LHS	NH 29	40	0.5397	0.4098	0.1863	0.0877	0.0432	0.0361	0.0203	42.9	935.8	229.8	116
224	70000	RHS	NH 29	40	0.3825	0.2717	0.1134	0.0648	0.0409	0.033	0.0091	34.1	1335.7	215.6	94
225	70250	LHS	NH 29	40	0.4358	0.3073	0.1305	0.0745	0.0604	0.0453	0.0119	32.4	1357.3	221.7	111
226	70500	RHS	NH 29	40	0.3764	0.2714	0.109	0.0582	0.0367	0.0253	0.009	34.1	1392.1	216	94
227	70750	LHS	NH 29	40	0.4679	0.3462	0.1678	0.0857	0.0536	0.0453	0.0218	37	1127.7	228.4	111
228	71000	RHS	NH 29	40	0.4261	0.2808	0.112	0.0632	0.0533	0.034	0.01	34.1	1360	208.1	94
229	71250	LHS	NH 29	40	0.4723	0.3776	0.1662	0.073	0.0365	0.0233	0.0062	37	1114.7	213.6	111
230	71500	RHS	NH 29	40	0.4143	0.2926	0.128	0.0641	0.0487	0.0312	0.0113	34.1	1325	213.4	94
231	71750	LHS	NH 29	40	0.2163	0.1441	0.0517	0.0212	0.0138	0.0071	0.0034	37	1068.4	210	111
232	72000	RHS	NH 29	40	0.4152	0.2772	0.1155	0.049	0.0317	0.0178	0.0088	34.1	1382.4	201.3	94
233	72250	LHS	NH 29	40	0.5478	0.3819	0.1615	0.0857	0.0549	0.0422	0.0235	37	1098.8	215.3	111
234	72500	RHS	NH 29	40	0.4085	0.2685	0.1066	0.0609	0.0508	0.0323	0.0095	34.1	1382.4	203.6	94
235	72750	LHS	NH 29	40	0.4852	0.3647	0.1594	0.0767	0.0561	0.0385	0.0096	37	1130.6	238.2	112
236	73000	RHS	NH 29	40	0.5877	0.4142	0.1531	0.0806	0.0504	0.0265	0.0152	34.1	1394	199.3	94
237	73250	LHS	NH 29	40	0.4267	0.288	0.1131	0.0508	0.0319	0.0176	0.0086	37	1083.6	233.9	112

Sl No.	Chainage	Side	Road Stretch	Load (kN)	Geophone 1 (mm)	Geophone 2 (mm)	Geophone 3 (mm)	Geophone 4 (mm)	Geophone 5 (mm)	Geophone 6 (mm)	Geophone 7 (mm)	Manual Temp. (°C)	Back Calculated Moduli		
													BT	Granular	Subgrade
238	73500	RHS	NH 29	40	0.4427	0.3034	0.1153	0.0545	0.0435	0.0254	0.012	35.9	1271.6	215.2	94
239	73750	LHS	NH 29	40	0.3558	0.264	0.1255	0.0693	0.0438	0.0364	0.01	35.9	1141.6	230.8	93
240	74000	RHS	NH 29	40	0.2355	0.1501	0.0695	0.0375	0.0269	0.0216	0.0083	39.9	1002	230.9	93
241	74250	LHS	NH 29	40	0.3459	0.2468	0.0965	0.0506	0.0404	0.034	0.0167	37	1103.8	268.6	112
242	74500	RHS	NH 29	40	0.3676	0.2813	0.1248	0.0755	0.0562	0.046	0.0159	34.7	1305.5	267.1	112
243	74750	LHS	NH 29	40	0.3081	0.2115	0.0918	0.0594	0.0481	0.0346	0.0084	35.9	1220.3	229.2	93
244	75000	RHS	NH 29	40	0.2316	0.1648	0.0735	0.0436	0.0324	0.0227	0.0113	35.9	1184.635	230.1	93
245	75250	LHS	NH 29	40	0.5877	0.4629	0.1885	0.0989	0.0697	0.0485	0.017	34.7	1375.678	221.1	112
246	75500	RHS	NH 29	40	0.3144	0.2108	0.0673	0.0429	0.034	0.0229	0.0113	35.9	1296.01	230.2	93
247	75750	LHS	NH 29	40	0.376	0.2646	0.1278	0.0693	0.0523	0.0426	0.009	34.7	1336.302	265.9	112
248	76000	RHS	NH 29	40	0.2631	0.2065	0.1104	0.0679	0.0506	0.0338	0.0171	35.9	1210.553	230.6	93
249	76250	LHS	NH 29	40	0.4263	0.3259	0.141	0.0831	0.0558	0.0362	0.0161	34.7	1363.243	267.6	112
250	76500	RHS	NH 29	40	0.3696	0.2826	0.1252	0.0781	0.061	0.0441	0.0214	35.9	1288.828	229.6	93
251	76750	LHS	NH 29	40	0.3205	0.2299	0.0915	0.0483	0.0383	0.0316	0.0156	35.9	1324.426	231	93
252	77000	RHS	NH 29	40	0.2124	0.1596	0.0709	0.0431	0.0313	0.0188	0.0094	35.9	1280.813	230.2	93
253	77250	LHS	NH 29	40	0.3295	0.2601	0.1416	0.0809	0.0544	0.0415	0.0165	37.9	1154.944	239.8	97
254	77500	RHS	NH 29	40	0.4374	0.331	0.1569	0.0876	0.0558	0.0398	0.0141	37.9	1248.12	239.3	97
255	77750	LHS	NH 29	40	0.4727	0.3932	0.169	0.0889	0.0595	0.0463	0.0233	37.9	1191.211	240.2	97
256	78000	RHS	NH 29	40	0.4306	0.3095	0.1387	0.0703	0.0439	0.0268	0.0127	34.7	1345.973	266	112
257	78125	LHS	NH 29	40	0.4466	0.3435	0.1525	0.0863	0.0656	0.0433	0.0075	42.3	934.7	201.1	116
258	78250	RHS	NH 29	40	0.3971	0.2709	0.1422	0.0936	0.0538	0.0369	0.0168	42.9	915.7	275.3	116
259	78375	LHS	NH 29	40	0.3296	0.2306	0.1033	0.0619	0.047	0.0276	0.0102	42.3	928.4	274.2	116
260	78500	RHS	NH 29	40	0.3699	0.2722	0.1287	0.0706	0.0512	0.035	0.0061	42.9	924.7	225.1	116
261	78625	LHS	NH 29	40	0.3268	0.2438	0.1217	0.0637	0.0454	0.0238	0.0095	42.3	907.3	276.1	116
262	78750	RHS	NH 29	40	0.5168	0.3704	0.1551	0.0814	0.0522	0.0405	0.0211	42.9	935.2	241.9	116
263	78875	LHS	NH 29	40	0.234	0.1843	0.07	0.041	0.025	0.0216	0.0079	42.9	927.3	274.4	116
264	79000	RHS	NH 29	40	0.391	0.2796	0.1282	0.0736	0.0513	0.0402	0.0177	42.3	932.1	267.9	116
265	79125	LHS	NH 29	40	0.5261	0.3528	0.1382	0.0729	0.0508	0.0418	0.0194	42.9	934.2	218.7	116
266	79250	RHS	NH 29	40	0.4197	0.3043	0.1199	0.0667	0.0393	0.0266	0.0115	42.3	936.3	250.7	116
267	79375	LHS	NH 29	40	0.2708	0.1926	0.0762	0.0526	0.0363	0.0302	0.016	39	981.9	295.8	112

Sl No.	Chainage	Side	Road Stretch	Load (kN)	Geophone 1 (mm)	Geophone 2 (mm)	Geophone 3 (mm)	Geophone 4 (mm)	Geophone 5 (mm)	Geophone 6 (mm)	Geophone 7 (mm)	Manual Temp. (°C)	Back Calculated Moduli		
													BT	Granular	Subgrade
268	79500	RHS	NH 29	40	0.3656	0.263	0.1547	0.0953	0.0709	0.0569	0.0276	39	1000.3	294.8	112
269	79625	LHS	NH 29	40	0.2686	0.1868	0.0715	0.0495	0.0417	0.0311	0.0133	39	980.8	291.2	112
270	79750	RHS	NH 29	40	0.4138	0.3006	0.1525	0.0915	0.0668	0.0463	0.0237	39	1002	291.5	112
271	79875	LHS	NH 29	40	0.3757	0.3012	0.1454	0.087	0.0654	0.0494	0.0179	39	1005	287	112
272	80000	RHS	NH 29	40	0.3113	0.2339	0.1243	0.0911	0.0586	0.0449	0.0127	39.5	1001.5	291.7	112
273	80125	LHS	NH 29	40	0.2301	0.1623	0.0857	0.0603	0.0457	0.0378	0.0071	39.5	996.7	279.7	112
274	80250	RHS	NH 29	40	0.319	0.2401	0.1121	0.0715	0.0461	0.0425	0.0193	39.5	991.4	295.9	112
275	80375	LHS	NH 29	40	0.2363	0.1819	0.1017	0.0679	0.0494	0.0377	0.0134	39.5	953	294.9	112
276	80500	RHS	NH 29	40	0.3636	0.2665	0.1535	0.0974	0.0709	0.0566	0.0279	39.5	1001.5	294.8	112
277	80625	LHS	NH 29	40	0.3233	0.2418	0.1294	0.0836	0.0555	0.048	0.0165	39.5	1003.8	264.3	116
278	80750	RHS	NH 29	40	0.3746	0.2809	0.1441	0.0881	0.0627	0.0442	0.0223	39.5	999.7	230.3	116
279	80875	LHS	NH 29	40	0.4626	0.3261	0.1323	0.0885	0.0694	0.0504	0.0182	42.9	929.4	277	116
280	81000	RHS	NH 29	40	0.5775	0.4343	0.2008	0.1131	0.0702	0.0548	0.0198	35.2	1278.572	221.5	105
281	81250	LHS	NH 29	40	0.3403	0.26	0.0953	0.0567	0.0352	0.0272	0.0177	35.2	1275.142	267.1	105
282	81500	RHS	NH 29	40	0.386	0.2762	0.1277	0.0729	0.0442	0.0373	0.0103	35.2	1255.266	263.1	105
283	81750	LHS	NH 29	40	0.3418	0.2562	0.1193	0.066	0.0461	0.0389	0.0202	35.2	1225.908	268.8	105
284	82000	RHS	NH 29	40	0.3252	0.2485	0.1173	0.0689	0.0449	0.0276	0.0127	35.2	1261.32	266.8	105
285	82250	LHS	NH 29	40	0.3686	0.2805	0.1399	0.0795	0.0543	0.0417	0.0146	34.7	1337.289	268.5	112
286	82500	RHS	NH 29	40	0.5569	0.4153	0.1624	0.0817	0.0543	0.0408	0.0235	35.2	1281.195	224.7	105
287	82750	LHS	NH 29	40	0.2796	0.2	0.0849	0.0507	0.0364	0.0272	0.0101	34.7	1350.71	268.4	112
288	83000	RHS	NH 29	40	0.394	0.2895	0.1233	0.0857	0.0566	0.0369	0.0143	39.2	1214.442	268.9	105
289	83250	LHS	NH 29	40	0.3558	0.2317	0.062	0.0392	0.0231	0.0127	0.0055	34.7	1370.941	201.2	112
290	83500	RHS	NH 29	40	0.3602	0.2498	0.091	0.0554	0.0385	0.0309	0.0072	35.2	1284.625	209	105
291	83750	LHS	NH 29	40	0.4138	0.3141	0.1404	0.0843	0.0548	0.0367	0.0158	34.7	1367.092	266.9	112
292	84000	RHS	NH 29	40	0.5761	0.4088	0.1701	0.0753	0.0524	0.0462	0.0225	34.7	1364.23	227	112
293	84250	LHS	NH 29	40	0.3086	0.237	0.1204	0.0752	0.0543	0.0389	0.0165	35.2	1280.287	241.9	101
294	84500	RHS	NH 29	40	0.3232	0.2579	0.1263	0.0792	0.051	0.0416	0.0214	34.5	1360.806	258.1	101
295	84750	LHS	NH 29	40	0.3076	0.2276	0.1013	0.0632	0.0482	0.038	0.019	38.5	1257.072	288.5	101
296	85000	RHS	NH 29	40	0.3451	0.2647	0.1228	0.0711	0.055	0.0452	0.0155	38.5	1235.372	225.6	96
297	85250	LHS	NH 29	40	0.2386	0.1759	0.0804	0.0486	0.0375	0.0255	0.0096	34.5	1348.48	218.3	96

Sl No.	Chainage	Side	Road Stretch	Load (kN)	Geophone 1 (mm)	Geophone 2 (mm)	Geophone 3 (mm)	Geophone 4 (mm)	Geophone 5 (mm)	Geophone 6 (mm)	Geophone 7 (mm)	Manual Temp. (°C)	Back Calculated Moduli		
													BT	Granular	Subgrade
298	85500	RHS	NH 29	40	0.4843	0.3706	0.1775	0.0958	0.0709	0.0559	0.0281	38.5	1254.726	222.7	96
299	85750	LHS	NH 29	40	0.2884	0.2107	0.0797	0.0402	0.0343	0.0276	0.0101	38	1201.473	223.2	96
300	86000	RHS	NH 29	40	0.4973	0.3808	0.1825	0.0983	0.0714	0.0553	0.0296	38	1187.838	221.3	96
301	86250	LHS	NH 29	40	0.5071	0.4216	0.1839	0.0927	0.0638	0.0494	0.0247	38	1214.306	221.2	96
302	86500	RHS	NH 29	40	0.3986	0.3008	0.1451	0.0858	0.0621	0.0481	0.0231	33.2	1173.905	314.2	111
303	86750	LHS	NH 29	40	0.3947	0.2915	0.1221	0.0838	0.055	0.0368	0.0144	38	1224.962	248.7	111
304	87000	RHS	NH 29	40	0.5618	0.3593	0.094	0.0441	0.031	0.0266	0.0134	38	1230.232	212.4	111
305	87250	LHS	NH 29	40	0.4996	0.3736	0.1678	0.0933	0.0685	0.058	0.0299	38	1225.649	260.1	111
306	87500	RHS	NH 29	40	0.3617	0.2598	0.1179	0.0711	0.0518	0.0439	0.0164	38	1224.962	309.3	111
307	87750	LHS	NH 29	40	0.403	0.3122	0.1498	0.0835	0.0588	0.0506	0.0103	38	1181.88	215.5	111
308	88000	RHS	NH 29	40	0.4064	0.2965	0.1297	0.0686	0.0417	0.0265	0.0122	33.2	1307.862	214.9	111
309	88250	LHS	NH 29	40	0.3878	0.2734	0.1259	0.0712	0.0584	0.0525	0.0072	38	1165.954	216.9	111
310	88500	RHS	NH 29	40	0.2076	0.1326	0.0513	0.0312	0.0181	0.0094	0.0045	38	1186.349	210.4	111
311	88750	LHS	NH 29	40	0.4759	0.3654	0.1619	0.0915	0.0704	0.0461	0.0079	38	1188.64	212.3	111
312	89000	RHS	NH 29	40	0.2691	0.197	0.0925	0.0531	0.0397	0.0315	0.0073	38	1186.349	245.1	111
313	89250	LHS	NH 29	40	0.3298	0.2028	0.0877	0.0496	0.0278	0.0137	0.0036	33.2	1192.025	212.2	111
314	89500	RHS	NH 29	40	0.4838	0.3798	0.1615	0.0766	0.0359	0.0282	0.0097	38	1156.1	210.4	111
315	89750	LHS	NH 29	40	0.419	0.262	0.083	0.0482	0.0344	0.024	0.0122	38	1207.546	211	111
316	90000	RHS	NH 29	40	0.4727	0.3476	0.1746	0.0978	0.0612	0.0463	0.0201	38	1218.889	236.9	111
317	90250	LHS	NH 29	40	0.5303	0.4134	0.1771	0.0836	0.0604	0.0218	0.0101	37	1221.961	211.1	111
318	90500	RHS	NH 29	40	0.2488	0.1736	0.066	0.0407	0.0265	0.0157	0.0085	34.7	1327.716	264.8	112
319	90625	LHS	NH 29	40	0.5306	0.3921	0.1538	0.0782	0.0526	0.0394	0.0227	42.3	930	239.2	116
320	90750	RHS	NH 29	40	0.5788	0.4408	0.1926	0.0939	0.0567	0.0388	0.0171	42.3	921	204.7	116
321	90875	LHS	NH 29	40	0.3503	0.2795	0.152	0.088	0.0573	0.0441	0.0181	42.3	918.4	277.7	115.9
322	91000	RHS	NH 29	40	0.5536	0.389	0.1634	0.0729	0.0508	0.0446	0.0217	42.9	891.4	212.1	116
323	91125	LHS	NH 29	40	0.4824	0.3731	0.176	0.0933	0.0664	0.0516	0.0192	42.3	923.1	274.1	116
324	91250	RHS	NH 29	40	0.4781	0.3722	0.1803	0.0952	0.0672	0.053	0.02	42.9	933.7	276.9	116
325	91375	LHS	NH 29	40	0.389	0.2532	0.0989	0.0597	0.0393	0.0221	0.0089	42.3	927.3	240.6	116
326	91500	RHS	NH 29	40	0.3374	0.2648	0.1451	0.0988	0.0782	0.0601	0.0226	39.5	999.7	230.3	116
327	91625	LHS	NH 29	40	0.3422	0.2616	0.1411	0.0853	0.0596	0.0507	0.0258	39.5	990.8	299.7	116

Sl No.	Chainage	Side	Road Stretch	Load (kN)	Geophone 1 (mm)	Geophone 2 (mm)	Geophone 3 (mm)	Geophone 4 (mm)	Geophone 5 (mm)	Geophone 6 (mm)	Geophone 7 (mm)	Manual Temp. (°C)	Back Calculated Moduli		
													BT	Granular	Subgrade
328	91750	RHS	NH 29	40	0.278	0.2157	0.109	0.0711	0.0468	0.0345	0.0147	39.5	1003.2	283.1	116
329	91875	LHS	NH 29	40	0.294	0.1852	0.1209	0.0919	0.0486	0.0302	0.0104	39.5	981.3	201.4	116
330	92000	RHS	NH 29	40	0.3531	0.2731	0.1481	0.0969	0.0779	0.0558	0.0135	39.5	986.7	200.9	116
331	92125	LHS	NH 29	40	0.3834	0.3049	0.1669	0.0953	0.0803	0.042	0.0216	39.5	999.1	198	116
332	92250	RHS	NH 29	40	0.362	0.2859	0.1469	0.0955	0.069	0.052	0.0164	39.5	992.6	198.4	116
333	92375	LHS	NH 29	40	0.3064	0.2268	0.1306	0.0912	0.065	0.058	0.029	39.5	982.5	306.6	116
334	92500	RHS	NH 29	40	0.4772	0.3572	0.1408	0.0649	0.0347	0.0226	0.0113	42.9	933.7	210.4	113
335	93000	LHS	NH 29	40	0.3904	0.2786	0.1146	0.0658	0.0456	0.0318	0.0163	38.2	1024.9	244.7	102
336	93125	RHS	NH 29	40	0.2723	0.1993	0.0751	0.0376	0.0322	0.0258	0.0095	38.2	1062.5	240.7	102
337	93250	LHS	NH 29	40	0.4216	0.3282	0.1348	0.0692	0.0436	0.029	0.0106	38.2	1040	235.9	102
338	93375	RHS	NH 29	40	0.3427	0.2413	0.1089	0.0652	0.0456	0.0394	0.0154	38.2	1022.9	244.5	102
339	93500	LHS	NH 29	40	0.2883	0.2094	0.1147	0.0796	0.0609	0.0501	0.0177	39.5	994.9	306.8	116
340	93625	RHS	NH 29	40	0.305	0.2228	0.1407	0.0722	0.0609	0.0344	0.0196	39.5	1005	298.8	116
341	93750	LHS	NH 29	40	0.3392	0.2539	0.1331	0.0929	0.0666	0.0533	0.0271	39.5	988.4	307.9	116
342	93875	RHS	NH 29	40	0.3193	0.2492	0.1241	0.0879	0.0609	0.0485	0.0179	39.5	1001.5	330.6	113
343	94000	LHS	NH 29	40	0.2819	0.1958	0.0792	0.0432	0.0299	0.0215	0.0109	38.2	1067.1	244.9	102
344	96000	RHS	NH 29	40	0.3708	0.28	0.1154	0.0573	0.0416	0.0378	0.0104	38.2	1036.1	227.9	108
345	96125	LHS	NH 29	40	0.3715	0.2751	0.1351	0.079	0.0565	0.0414	0.0146	38.2	983.3	228.6	108
346	96250	RHS	NH 29	40	0.4199	0.2781	0.0851	0.0382	0.0286	0.0124	0.0039	38.2	1075	210.9	108
347	96375	LHS	NH 29	40	0.6811	0.5329	0.2233	0.103	0.069	0.0496	0.0181	39.6	970.7	226.3	108
348	96500	RHS	NH 29	40	0.4056	0.3287	0.1419	0.0758	0.0469	0.0364	0.0178	40.3	916.8	226.9	108
349	96625	LHS	NH 29	40	0.3486	0.252	0.1021	0.0603	0.0445	0.0389	0.0147	40.3	905.2	228.3	108
350	96750	RHS	NH 29	40	0.635	0.4579	0.196	0.1039	0.0752	0.058	0.0095	40.3	937.9	226.3	108
351	96875	LHS	NH 29	40	0.4221	0.3121	0.133	0.0724	0.0433	0.0285	0.0128	40.3	927.9	227.3	108
352	97000	RHS	NH 29	40	0.3417	0.2464	0.0957	0.0528	0.0416	0.0334	0.0171	40.3	935.8	225.5	108
353	97125	LHS	NH 29	40	0.4283	0.2912	0.1226	0.0592	0.0418	0.0232	0.0058	40.3	909.9	228.7	108
354	97250	RHS	NH 29	40	0.437	0.3291	0.1533	0.0971	0.0709	0.0563	0.0328	36.5	972.5	297.3	103
355	97375	LHS	NH 29	40	0.3801	0.2731	0.103	0.0608	0.0382	0.0293	0.0191	41.5	931.6	245.6	112
356	97500	RHS	NH 29	40	0.4508	0.3031	0.1326	0.0604	0.0394	0.0232	0.0111	37.9	1071.3	204.7	112
357	97625	LHS	NH 29	40	0.3207	0.213	0.0659	0.0447	0.0332	0.0232	0.0111	41.5	931	234.5	112

Sl No.	Chainage	Side	Road Stretch	Load (kN)	Geophone 1 (mm)	Geophone 2 (mm)	Geophone 3 (mm)	Geophone 4 (mm)	Geophone 5 (mm)	Geophone 6 (mm)	Geophone 7 (mm)	Manual Temp. (°C)	Back Calculated Moduli		
													BT	Granular	Subgrade
358	97750	RHS	NH 29	40	0.4779	0.3781	0.176	0.094	0.0676	0.0527	0.0198	41.5	939.5	221.9	112
359	97875	LHS	NH 29	40	0.4385	0.3104	0.1367	0.068	0.0513	0.0337	0.0121	38.3	1049.3	204	112
360	98000	RHS	NH 29	40	0.3117	0.2306	0.1013	0.0625	0.0478	0.038	0.0194	41.5	893	316.8	112
361	98125	LHS	NH 29	40	0.4357	0.3248	0.1483	0.0736	0.0479	0.0349	0.0105	38.3	1057.2	203.2	112
362	98250	RHS	NH 29	40	0.4624	0.3053	0.1302	0.0605	0.0398	0.0233	0.0112	38.3	995.8	208.5	112
363	98375	LHS	NH 29	40	0.5471	0.3993	0.1739	0.0867	0.0589	0.0483	0.0098	41.5	926.8	204.2	112
364	98500	RHS	NH 29	40	0.3858	0.2677	0.1139	0.0652	0.0409	0.0331	0.0091	38.3	1072.4	206.3	112
365	98625	LHS	NH 29	40	0.4914	0.3669	0.1665	0.0935	0.0688	0.0583	0.0293	38.3	1034.8	230.8	112
366	98750	RHS	NH 29	40	0.379	0.2909	0.1438	0.0905	0.067	0.0488	0.0188	39.9	1002	244.9	113
367	98875	LHS	NH 29	40	0.3317	0.2391	0.1189	0.0835	0.0541	0.0366	0.0119	39.9	981.3	221.1	113
368	99000	RHS	NH 29	40	0.5325	0.3931	0.1635	0.0775	0.0528	0.0436	0.0168	38.1	1067.7	200.6	111
369	99125	LHS	NH 29	40	0.3451	0.2486	0.0966	0.0523	0.0413	0.0338	0.0169	38.6	1041.3	274.5	111
370	99250	RHS	NH 29	40	0.2944	0.2076	0.0846	0.0462	0.032	0.0229	0.0117	39.4	997.3	272.4	111
371	99375	LHS	NH 29	40	0.3938	0.2912	0.1255	0.0846	0.0562	0.0373	0.0143	39.4	1002	271.9	111
372	99500	RHS	NH 29	40	0.3611	0.2684	0.1334	0.0768	0.048	0.0394	0.0128	39.4	994.9	215.8	94
373	99625	LHS	NH 29	40	0.4761	0.368	0.1784	0.0973	0.0659	0.0558	0.0111	39.4	983.1	213.7	94
374	99750	RHS	NH 29	40	0.4091	0.2817	0.1131	0.049	0.0313	0.0176	0.0087	39.4	968.9	212.3	94
375	99875	LHS	NH 29	40	0.552	0.3973	0.1751	0.0836	0.0579	0.0478	0.0097	39.4	948.2	211.8	94
376	100000	RHS	NH 29	40	0.2989	0.2173	0.0889	0.0547	0.0396	0.0288	0.0106	39.4	997.3	215.1	94
377	100125	LHS	NH 29	40	0.4285	0.2932	0.156	0.0979	0.056	0.0395	0.0184	39.4	984.3	215.1	94
378	100250	RHS	NH 29	40	0.599	0.465	0.2006	0.0931	0.0501	0.042	0.0157	39.4	969.5	215.8	94
379	100375	LHS	NH 29	40	0.4496	0.3451	0.1471	0.075	0.0456	0.0309	0.0111	39.4	965.4	216.8	94
380	100500	RHS	NH 29	40	0.3342	0.2282	0.0975	0.0616	0.0517	0.0373	0.0088	39.4	900.9	215	94
381	100625	LHS	NH 29	40	0.3949	0.2917	0.1273	0.0782	0.0583	0.0448	0.0102	39.4	970.1	215.9	94
382	100750	RHS	NH 29	40	0.398	0.3231	0.1401	0.0738	0.046	0.0358	0.0177	39.4	990.8	216.1	94
383	100875	LHS	NH 29	40	0.556	0.3433	0.1538	0.0794	0.0461	0.0316	0.0154	39.4	939.4	216.2	94
384	101000	RHS	NH 29	40	0.4821	0.3905	0.1887	0.1179	0.0851	0.0425	0.0145	39.4	980.2	216.1	94
385	101125	LHS	NH 29	40	0.2355	0.1501	0.0695	0.0375	0.0269	0.0216	0.0083	39.9	1002	230.9	93
386	101250	RHS	NH 29	40	0.4124	0.3232	0.1437	0.0742	0.0472	0.0367	0.0179	39.9	929.3	230.1	93
387	101375	LHS	NH 29	40	0.2689	0.1915	0.0945	0.0577	0.0514	0.0393	0.0105	39.9	999.1	230.4	93

Sl No.	Chainage	Side	Road Stretch	Load (kN)	Geophone 1 (mm)	Geophone 2 (mm)	Geophone 3 (mm)	Geophone 4 (mm)	Geophone 5 (mm)	Geophone 6 (mm)	Geophone 7 (mm)	Manual Temp. (°C)	Back Calculated Moduli		
													BT	Granular	Subgrade
388	101500	RHS	NH 29	40	0.2321	0.1808	0.0697	0.0432	0.0251	0.0219	0.0079	38.3	1005.1	247.4	112
389	102000	LHS	NH 29	40	0.3269	0.2486	0.0992	0.0604	0.039	0.0228	0.0081	41.5	904.6	210.3	112
390	102125	RHS	NH 29	40	0.2777	0.1896	0.0528	0.0338	0.0241	0.0129	0.0099	38.3	1049.9	203	112
391	102250	LHS	NH 29	40	0.4217	0.3175	0.1419	0.0832	0.056	0.0362	0.016	41.5	922.6	228.3	112
392	102375	RHS	NH 29	40	0.3673	0.255	0.0935	0.0594	0.0375	0.0249	0.01	38.3	1028.8	206	112
393	102500	LHS	NH 29	40	0.6152	0.4754	0.1934	0.0923	0.0584	0.0195	0.0097	41.5	931.6	204.2	112
394	102625	RHS	NH 29	40	0.3101	0.2012	0.0847	0.0516	0.0436	0.0296	0.0126	42	918.9	265.4	111
395	102750	LHS	NH 29	40	0.4372	0.2863	0.1146	0.0647	0.0544	0.034	0.0103	39.7	976.6	261.5	111
396	102875	RHS	NH 29	40	0.3641	0.2796	0.1113	0.0631	0.0367	0.0229	0.008	39.7	996.7	264.2	111
397	103000	LHS	NH 29	40	0.3892	0.286	0.1485	0.0863	0.0631	0.0522	0.0221	39.7	996.7	264.9	111
398	103125	RHS	NH 29	40	0.2118	0.1345	0.0509	0.0311	0.0183	0.0094	0.0045	42	906.7	264.5	111
399	103250	LHS	NH 29	40	0.4046	0.3059	0.1295	0.0731	0.0624	0.0448	0.0116	39.7	940.5	265.2	111
400	103375	RHS	NH 29	40	0.4491	0.3085	0.1323	0.086	0.0673	0.0489	0.0182	42	925.7	264.5	111
401	103500	LHS	NH 29	40	0.2458	0.1797	0.0788	0.046	0.0348	0.0251	0.0121	39.7	966.6	265.9	111
402	103625	RHS	NH 29	40	0.3389	0.2625	0.1241	0.072	0.0479	0.0284	0.014	41.7	926.8	261.3	111
403	103750	LHS	NH 29	40	0.3961	0.3083	0.1333	0.0838	0.0669	0.048	0.0228	41.5	939.5	299	108
404	103875	RHS	NH 29	40	0.3034	0.2049	0.0861	0.0524	0.0429	0.0278	0.0128	39.7	1004.4	299.9	108
405	104000	LHS	NH 29	40	0.3846	0.2829	0.1182	0.0582	0.0427	0.0383	0.0106	40.1	940	246.1	108
406	104125	RHS	NH 29	40	0.3471	0.2514	0.1026	0.0593	0.0425	0.0383	0.0145	41.5	937.4	300.3	108
407	104250	LHS	NH 29	40	0.3842	0.2708	0.1091	0.0547	0.0377	0.0289	0.0144	39.9	990.8	230.9	93
408	104375	RHS	NH 29	40	0.5069	0.421	0.1803	0.093	0.0621	0.0491	0.0248	39.9	997.9	230.8	93
409	104500	LHS	NH 29	40	0.3295	0.2601	0.1416	0.0809	0.0544	0.0415	0.0165	37.9	1012.7	239.8	97
410	104625	RHS	NH 29	40	0.4727	0.3932	0.169	0.0889	0.0595	0.0463	0.0233	37.9	1044.5	240.2	97
411	104750	LHS	NH 29	40	0.3648	0.2774	0.1353	0.0779	0.0573	0.0418	0.0147	40.7	926.3	240	97
412	104875	RHS	NH 29	40	0.4599	0.3748	0.1772	0.1142	0.0805	0.0404	0.014	37.9	895.5	240.7	97
413	105000	LHS	NH 29	40	0.455	0.2969	0.1284	0.0908	0.0703	0.0485	0.018	40.7	902.5	240.4	97
414	105125	RHS	NH 29	40	0.36	0.2733	0.1345	0.0781	0.0568	0.0436	0.0213	37.9	1009.1	240.6	97
415	105250	LHS	NH 29	40	0.3567	0.2644	0.1331	0.0674	0.0488	0.0253	0.0101	40.7	934.7	240.6	97
416	105375	RHS	NH 29	40	0.3034	0.2126	0.0845	0.0467	0.0315	0.0231	0.0116	40.7	935.2	238.1	97
417	105500	LHS	NH 29	40	0.3432	0.252	0.1173	0.0643	0.0487	0.039	0.0083	37.9	923.7	239.3	97

Sl No.	Chainage	Side	Road Stretch	Load (kN)	Geophone 1 (mm)	Geophone 2 (mm)	Geophone 3 (mm)	Geophone 4 (mm)	Geophone 5 (mm)	Geophone 6 (mm)	Geophone 7 (mm)	Manual Temp. (°C)	Back Calculated Moduli		
													BT	Granular	Subgrade
418	105625	RHS	NH 29	40	0.3113	0.2348	0.1139	0.0642	0.0431	0.0302	0.0139	37.9	1019.9	240.1	97
419	105750	LHS	NH 29	40	0.3245	0.2398	0.1105	0.0621	0.0439	0.0356	0.019	37.9	1011.2	240.4	97
420	105875	RHS	NH 29	40	0.4071	0.2537	0.0823	0.0474	0.0343	0.0248	0.0124	40.7	907.8	239.2	97
421	106000	LHS	NH 29	40	0.3651	0.2751	0.1161	0.0788	0.0522	0.0346	0.0133	37.9	1009.8	271.8	110
422	106125	RHS	NH 29	40	0.5752	0.4129	0.1717	0.0748	0.0538	0.0471	0.0229	40.7	934.7	234.1	110
423	106250	LHS	NH 29	40	0.4407	0.3311	0.1639	0.0922	0.0567	0.0431	0.0189	37.9	971.5	272.9	110
424	106375	RHS	NH 29	40	0.4648	0.3556	0.1727	0.0924	0.0649	0.0512	0.0193	39.5	984.9	270.7	110
425	106500	LHS	NH 29	40	0.4025	0.2511	0.1129	0.073	0.0533	0.031	0.016	41.5	933.1	297.6	108
426	107000	RHS	NH 29	40	0.4621	0.3273	0.1235	0.0593	0.0467	0.0272	0.0128	40.1	896.2	207.9	108
427	107125	LHS	NH 29	40	0.4726	0.3137	0.1362	0.0621	0.041	0.0238	0.0118	40.1	938.4	203.9	108
428	107250	RHS	NH 29	40	0.3002	0.2145	0.0897	0.0549	0.0414	0.0288	0.0109	41.5	924.7	300.9	108
429	107375	LHS	NH 29	40	0.3794	0.2936	0.1463	0.0835	0.0613	0.0462	0.023	41.5	933.7	300.8	108
430	107500	RHS	NH 29	40	0.2119	0.1345	0.0506	0.0312	0.0184	0.0094	0.0045	40.1	934.2	207.7	108
431	107625	LHS	NH 29	40	0.2309	0.1484	0.0711	0.0372	0.0265	0.0211	0.0081	40.1	917.3	299.9	108
432	107750	RHS	NH 29	40	0.5439	0.4084	0.1731	0.0911	0.0678	0.0465	0.0156	40.1	934.7	206.6	108
433	107875	LHS	NH 29	40	0.3101	0.2018	0.0854	0.0511	0.0424	0.0286	0.013	40.1	928.9	297.3	108
434	108000	RHS	NH 29	40	0.3202	0.2346	0.1135	0.0642	0.0415	0.032	0.0119	41.1	926.8	264.9	101
435	108125	LHS	NH 29	40	0.2729	0.1856	0.1014	0.0626	0.0363	0.0261	0.0127	41.1	917.3	295.3	101
436	108250	RHS	NH 29	40	0.2602	0.1857	0.0859	0.0482	0.0377	0.0299	0.007	38.6	988.6	270.6	110
437	108375	LHS	NH 29	40	0.3724	0.2736	0.1205	0.0735	0.0548	0.0424	0.0095	39.5	989	268.5	110
438	108500	RHS	NH 29	40	0.4963	0.3443	0.1344	0.0693	0.0474	0.0401	0.0184	39.1	999.1	260.2	110
439	108625	LHS	NH 29	40	0.3705	0.2627	0.0978	0.0711	0.0335	0.0272	0.0093	39.1	955.9	272.1	110
440	108750	RHS	NH 29	40	0.4239	0.2874	0.1168	0.0555	0.0381	0.0298	0.0089	39.1	997.9	258	110
441	108875	LHS	NH 29	40	0.2169	0.1404	0.0677	0.0353	0.0248	0.0201	0.0077	39.1	966	270.6	110
442	109000	RHS	NH 29	40	0.3346	0.227	0.0864	0.045	0.0275	0.0135	0.0068	40.3	928.4	230.7	110
443	109125	LHS	NH 29	40	0.3674	0.2619	0.1064	0.0536	0.0371	0.0285	0.0139	39.1	962.4	271.9	110
444	109250	RHS	NH 29	40	0.4079	0.3025	0.1385	0.0697	0.0447	0.0322	0.01	40.3	935.2	271.5	110
445	109375	LHS	NH 29	40	0.3636	0.2606	0.118	0.0674	0.0546	0.0484	0.0068	39.1	960.6	271.9	110
446	109500	RHS	NH 29	40	0.3854	0.289	0.1403	0.0749	0.0494	0.0367	0.013	41.1	911.5	214.3	101
447	112000	LHS	NH 29	40	0.2717	0.2167	0.1133	0.0716	0.041	0.0316	0.0222	40.9	933.1	294.9	100.9

Sl No.	Chainage	Side	Road Stretch	Load (kN)	Geophone 1 (mm)	Geophone 2 (mm)	Geophone 3 (mm)	Geophone 4 (mm)	Geophone 5 (mm)	Geophone 6 (mm)	Geophone 7 (mm)	Manual Temp. (°C)	Back Calculated Moduli		
													BT	Granular	Subgrade
448	112125	RHS	NH 29	40	0.2512	0.1892	0.0882	0.051	0.035	0.0217	0.0115	40.9	920.5	292.6	101
449	112250	LHS	NH 29	40	0.3612	0.2646	0.1154	0.0599	0.05	0.0373	0.0174	39.1	982.5	272.6	110
450	112375	RHS	NH 29	40	0.3569	0.2614	0.1092	0.0538	0.0399	0.0352	0.0099	40.3	926.3	269.7	110
451	112500	LHS	NH 29	40	0.2736	0.21	0.0955	0.0539	0.0343	0.0304	0.0118	40.9	927.9	293.3	101
452	113000	RHS	NH 29	40	0.3624	0.2955	0.1325	0.0707	0.0442	0.0324	0.0118	40.9	920.5	204.5	101
453	113125	LHS	NH 29	40	0.2164	0.1465	0.0622	0.0354	0.0216	0.0143	0.0078	40.9	936.3	249.1	101
454	113250	RHS	NH 29	40	0.3388	0.2561	0.127	0.0717	0.0452	0.0369	0.0123	39.1	994.4	272.1	110
455	113375	LHS	NH 29	40	0.3783	0.2953	0.1398	0.0657	0.0426	0.0235	0.0131	40.3	933.7	269.2	110
456	113500	RHS	NH 29	40	0.3387	0.2749	0.1213	0.0846	0.0532	0.0396	0.0309	40.9	940	291.7	101
457	114500	LHS	NH 29	40	0.2816	0.2157	0.1104	0.064	0.044	0.0289	0.0081	40.9	930	221.2	101
458	114625	RHS	NH 29	40	0.2464	0.1982	0.109	0.0745	0.0566	0.0415	0.0278	40.9	934.7	295.5	101
459	114750	LHS	NH 29	40	0.3702	0.2739	0.1415	0.0837	0.0606	0.0499	0.0211	39.1	997.9	271.1	110
460	114875	RHS	NH 29	40	0.3428	0.2612	0.1064	0.059	0.0334	0.021	0.0076	40.3	924.2	273	110
461	115000	LHS	NH 29	40	0.244	0.1937	0.1053	0.0712	0.042	0.0275	0.0099	40.9	923.6	293.9	101
462	117500	RHS	NH 29	40	0.261	0.203	0.1096	0.0637	0.0451	0.0298	0.0189	40.9	909.9	296	101
463	117625	LHS	NH 29	40	0.2248	0.1745	0.0908	0.0531	0.0346	0.0242	0.0062	40.9	926.3	221.1	101
464	117750	RHS	NH 29	40	0.3342	0.254	0.1162	0.0689	0.0524	0.043	0.0148	39.1	951.2	272.5	110
465	117875	LHS	NH 29	40	0.4884	0.334	0.1413	0.0776	0.0589	0.0404	0.0216	40.3	904.6	272.9	110
466	118000	RHS	NH 29	40	0.178	0.131	0.0692	0.041	0.0257	0.0176	0.0073	40.9	930.5	291.3	101
467	119000	LHS	NH 29	40	0.3162	0.2227	0.113	0.0551	0.035	0.0225	0.0143	40.9	935.2	269.5	101
468	119125	RHS	NH 29	40	0.2306	0.1823	0.0841	0.0639	0.0508	0.0347	0.0191	40.9	936.3	346.7	117
469	119250	LHS	NH 29	40	0.4463	0.3177	0.1202	0.0842	0.0608	0.0173	0.0026	40.9	914.7	219.4	117
470	119375	RHS	NH 29	40	0.2372	0.1902	0.1047	0.0656	0.0513	0.0388	0.0341	40.9	938.9	346.6	116.9
471	119500	LHS	NH 29	40	0.1647	0.1161	0.0633	0.0489	0.0263	0.017	0.0079	40.9	925.7	342.5	117
472	119625	RHS	NH 29	40	0.1753	0.1232	0.0679	0.0523	0.0279	0.0186	0.0084	40.1	928.4	345.7	117
473	119750	LHS	NH 29	40	0.3593	0.2859	0.128	0.086	0.0548	0.039	0.0304	40.1	919.9	338.7	117
474	119875	RHS	NH 29	40	0.4053	0.322	0.1213	0.059	0.0393	0.0289	0.0224	40.1	918.9	219.3	117
475	120000	LHS	NH 29	40	0.2116	0.1426	0.0712	0.0469	0.0404	0.0203	0.0177	40.1	933.1	346	117
476	120125	RHS	NH 29	40	0.203	0.1636	0.0774	0.042	0.0159	0.0082	0.004	40.1	900.4	223	117
477	120250	LHS	NH 29	40	0.2289	0.1826	0.0864	0.0524	0.0349	0.027	0.0175	40.1	905.2	346.2	116.9

Sl No.	Chainage	Side	Road Stretch	Load (kN)	Geophone 1 (mm)	Geophone 2 (mm)	Geophone 3 (mm)	Geophone 4 (mm)	Geophone 5 (mm)	Geophone 6 (mm)	Geophone 7 (mm)	Manual Temp. (°C)	Back Calculated Moduli		
													BT	Granular	Subgrade
478	120375	RHS	NH 29	40	0.281	0.2257	0.1059	0.067	0.0383	0.0227	0.0108	40.1	913.1	260.4	117
479	120500	LHS	NH 29	40	0.2517	0.1902	0.1023	0.0581	0.0372	0.0226	0.0054	40.1	931.6	219.9	117
480	120625	RHS	NH 29	40	0.2827	0.2086	0.0958	0.0535	0.0371	0.0288	0.0066	40.1	935.8	223	117
481	120750	LHS	NH 29	40	0.2581	0.1959	0.1033	0.0578	0.0374	0.023	0.0054	40.1	909.9	219.4	117
482	120875	RHS	NH 29	40	0.2463	0.1831	0.0924	0.0556	0.0392	0.0261	0.0071	40.1	936.3	235.1	117
483	121000	LHS	NH 29	40	0.2738	0.1997	0.1019	0.0604	0.0429	0.0304	0.0142	40.1	933.7	346.9	117
484	121125	RHS	NH 29	40	0.216	0.1496	0.0627	0.033	0.0225	0.0125	0.0062	39.5	973.1	219	117
485	121250	LHS	NH 29	40	0.2747	0.2006	0.0927	0.0558	0.0365	0.0255	0.0128	39.5	982.5	311.3	117
486	121375	RHS	NH 29	40	0.2573	0.1802	0.0837	0.0488	0.0267	0.018	0.0104	39.5	1003.2	240.8	117
487	121500	LHS	NH 29	40	0.2592	0.1739	0.071	0.0416	0.0282	0.0186	0.0072	39.5	1003.2	221.1	117
488	121625	RHS	NH 29	40	0.3009	0.2158	0.0865	0.0531	0.041	0.0324	0.0178	39.5	999.1	344.4	117
489	121750	LHS	NH 29	40	0.3626	0.2798	0.1342	0.0832	0.0611	0.0486	0.0275	39.5	986.1	242.2	103
490	121875	RHS	NH 29	40	0.239	0.1661	0.0805	0.0521	0.039	0.0284	0.0079	39.5	993.2	242.7	103
491	122000	LHS	NH 29	40	0.2655	0.1989	0.0959	0.0551	0.0372	0.0232	0.0121	39.5	945.3	242.7	103
492	122125	RHS	NH 29	40	0.2596	0.1797	0.0857	0.0599	0.0438	0.0345	0.0172	39.5	967.7	242.8	103
493	122250	LHS	NH 29	40	0.2537	0.1915	0.09	0.0453	0.0277	0.0182	0.0119	39.5	930.5	242.5	103
494	122375	RHS	NH 29	40	0.1424	0.0965	0.0432	0.0225	0.0152	0.0095	0.0062	39.5	998.5	242.3	103
495	122500	LHS	NH 29	40	0.3253	0.2309	0.1045	0.0473	0.0277	0.0183	0.0096	39.5	972.5	240.5	103
496	122625	RHS	NH 29	40	0.2527	0.195	0.0933	0.0463	0.0256	0.0126	0.007	39.5	968.3	242.2	103
497	122750	LHS	NH 29	40	0.2337	0.1603	0.072	0.0467	0.032	0.0173	0.0088	39.5	930.5	242.9	103
498	122875	RHS	NH 29	40	0.2034	0.1303	0.0597	0.0426	0.0342	0.0207	0.009	39.5	966.6	241.3	103
499	123000	LHS	NH 29	40	0.2136	0.1351	0.0629	0.0395	0.0307	0.0219	0.0069	39.5	990.2	240.4	103
500	123125	RHS	NH 29	40	0.2483	0.193	0.0862	0.0506	0.0314	0.0283	0.0109	39.5	1005	242.1	103
501	123250	LHS	NH 29	40	0.2337	0.1785	0.107	0.0688	0.054	0.0413	0.0336	39.5	958.3	243	103
502	123375	RHS	NH 29	40	0.1718	0.1326	0.0643	0.0396	0.0334	0.0096	0.0049	36.4	1094.4	256.3	112
503	123500	LHS	NH 29	40	0.2593	0.1878	0.094	0.0574	0.0394	0.0246	0.0087	36.4	1004.9	303.1	112
504	123625	RHS	NH 29	40	0.2207	0.1673	0.0801	0.0597	0.0468	0.032	0.0178	37.4	1087.2	232.3	96.9
505	123750	LHS	NH 29	40	0.2353	0.1784	0.0949	0.0558	0.0439	0.0364	0.0196	37.4	1095.9	232.7	96.9
506	123875	RHS	NH 29	40	0.185	0.1471	0.0838	0.0538	0.043	0.0332	0.0227	39.2	1000.9	231.9	96.9
507	124000	LHS	NH 29	40	0.1944	0.1508	0.0743	0.0456	0.0325	0.0231	0.0137	39.2	987.3	232.1	97

Sl No.	Chainage	Side	Road Stretch	Load (kN)	Geophone 1 (mm)	Geophone 2 (mm)	Geophone 3 (mm)	Geophone 4 (mm)	Geophone 5 (mm)	Geophone 6 (mm)	Geophone 7 (mm)	Manual Temp. (°C)	Back Calculated Moduli		
													BT	Granular	Subgrade
508	124125	RHS	NH 29	40	0.1659	0.1302	0.0786	0.0412	0.0338	0.0206	0.0114	39.2	991.4	232.5	97
509	124250	LHS	NH 29	40	0.1414	0.0978	0.0511	0.0326	0.0268	0.0166	0.008	39.2	978.4	232.4	97
510	124375	RHS	NH 29	40	0.2683	0.2011	0.0937	0.0541	0.0373	0.0231	0.0124	39.2	1005	232.6	96.9
511	124500	LHS	NH 29	40	0.1597	0.1147	0.0602	0.0424	0.0368	0.0251	0.0134	39.2	971.3	314.3	105
512	124625	RHS	NH 29	40	0.225	0.1648	0.0754	0.0462	0.0243	0.0131	0.0045	39.2	999.7	198.9	105
513	124750	LHS	NH 29	40	0.2608	0.199	0.1009	0.0641	0.0473	0.0348	0.0256	39.2	1003.8	314.5	105
514	124875	RHS	NH 29	40	0.3038	0.2418	0.1469	0.0947	0.0631	0.0539	0.0145	39.2	996.1	264.2	105
515	125000	LHS	NH 29	40	0.3796	0.2806	0.1242	0.064	0.0533	0.0394	0.0187	40.6	937.9	325.8	115
516	125125	RHS	NH 29	40	0.3244	0.2118	0.067	0.0445	0.0338	0.023	0.0114	40.6	909.9	284.8	115
517	125250	LHS	NH 29	40	0.5765	0.4151	0.1822	0.1068	0.071	0.0539	0.0269	40.3	893.5	221.9	115
518	125375	RHS	NH 29	40	0.5431	0.3923	0.1639	0.0867	0.0547	0.0428	0.0226	40.6	892.5	221.9	115
519	125500	LHS	NH 29	40	0.583	0.4696	0.1859	0.0928	0.0655	0.048	0.0243	40.3	917.3	222.6	115
520	125625	RHS	NH 29	40	0.3517	0.2662	0.1293	0.0781	0.0427	0.022	0.0108	40.6	917.3	244.6	115
521	125750	LHS	NH 29	40	0.4376	0.3141	0.1353	0.0742	0.0444	0.0288	0.0128	40.6	900.9	223.4	115
522	125875	RHS	NH 29	40	0.4191	0.3202	0.1436	0.0845	0.0551	0.0366	0.0158	40.6	933.7	248.7	115
523	126000	LHS	NH 29	40	0.6089	0.4571	0.1884	0.0844	0.0502	0.0356	0.0173	40.6	915.7	221.2	115
524	126125	RHS	NH 29	40	0.461	0.3439	0.1617	0.0877	0.0547	0.0441	0.0224	40.3	932.1	267.3	115
525	126250	LHS	NH 29	40	0.539	0.4254	0.179	0.0903	0.0657	0.0445	0.0159	40.6	915.2	222.5	115
526	126375	RHS	NH 29	40	0.5196	0.3878	0.1743	0.0909	0.0661	0.0476	0.0123	40.3	911.5	223.2	115
527	126500	LHS	NH 29	40	0.458	0.3426	0.1626	0.0945	0.0637	0.051	0.0176	40.6	940	266.8	115
528	126625	RHS	NH 29	40	0.407	0.2946	0.123	0.0708	0.0574	0.043	0.0112	40.6	930	222.5	115
529	126750	LHS	NH 29	40	0.4195	0.3253	0.165	0.0903	0.0584	0.0412	0.0138	41.5	934.7	240.9	115
530	126875	RHS	NH 29	40	0.2332	0.1651	0.0785	0.0501	0.0303	0.0127	0.0058	40.6	934.7	231.6	115
531	127000	LHS	NH 29	40	0.433	0.3061	0.1361	0.0717	0.0478	0.0378	0.0136	41.5	913.6	224.7	115
532	127125	RHS	NH 29	40	0.5055	0.3868	0.1581	0.0887	0.0586	0.0478	0.0178	41.5	921.5	222.2	115
533	127250	LHS	NH 29	40	0.4266	0.34	0.1407	0.0862	0.0456	0.0322	0.0164	41.5	932.6	241.1	115
534	127375	RHS	NH 29	40	0.3867	0.3029	0.1434	0.0799	0.0573	0.0479	0.0097	40.6	931	223.6	115
535	127500	LHS	NH 29	40	0.4937	0.3852	0.1583	0.0929	0.0604	0.0478	0.0185	41.5	896.7	221.2	115
536	127625	RHS	NH 29	40	0.4584	0.3272	0.1419	0.0763	0.05	0.0406	0.0145	41.5	936.8	224.7	115
537	127750	LHS	NH 29	40	0.5516	0.4034	0.1872	0.1043	0.0641	0.0508	0.0186	40.7	932.1	221.7	115

Sl No.	Chainage	Side	Road Stretch	Load (kN)	Geophone 1 (mm)	Geophone 2 (mm)	Geophone 3 (mm)	Geophone 4 (mm)	Geophone 5 (mm)	Geophone 6 (mm)	Geophone 7 (mm)	Manual Temp. (°C)	Back Calculated Moduli		
													BT	Granular	Subgrade
538	127875	RHS	NH 29	40	0.3529	0.2204	0.0945	0.0532	0.0289	0.0147	0.0038	40.7	920.5	227.5	103
539	128000	LHS	NH 29	40	0.6156	0.4386	0.1907	0.1095	0.0744	0.0551	0.0279	42.2	898.3	227.4	103
540	128125	RHS	NH 29	40	0.4446	0.3046	0.1457	0.0871	0.0714	0.0542	0.0151	41.2	913.1	228	103
541	128250	LHS	NH 29	40	0.652	0.5056	0.2221	0.1123	0.0734	0.0572	0.0194	42.2	912	227.7	103
542	128375	RHS	NH 29	40	0.6187	0.4399	0.1634	0.0714	0.0493	0.0414	0.0078	41.2	916.2	221.7	103
543	128500	LHS	NH 29	40	0.5623	0.4274	0.1422	0.0574	0.0347	0.0216	0.0053	42.2	922.6	226.4	103
544	128625	RHS	NH 29	40	0.3748	0.2987	0.1261	0.073	0.0491	0.0274	0.0129	41.2	893.5	228	103
545	128750	LHS	NH 29	40	0.3076	0.2282	0.0956	0.0535	0.0385	0.0317	0.0074	42.2	893.5	227.3	103
546	128875	RHS	NH 29	40	0.4909	0.3623	0.1746	0.1005	0.0681	0.0546	0.0187	41.2	928.4	227.1	103
547	129000	LHS	NH 29	40	0.4682	0.3094	0.1338	0.0624	0.0401	0.0236	0.0114	41.2	932.1	227.4	103
548	129125	RHS	NH 29	40	0.3127	0.2034	0.0881	0.0517	0.0429	0.0286	0.013	42.2	905.2	225.9	103
549	129250	LHS	NH 29	40	0.6034	0.4566	0.1988	0.1012	0.0664	0.0546	0.0037	42.2	933.1	227.7	103
550	129375	RHS	NH 29	40	0.4622	0.3454	0.1765	0.101	0.0597	0.0458	0.0202	42.2	925.7	226.7	103
551	129500	LHS	NH 29	40	0.5118	0.4018	0.1597	0.09	0.0593	0.0479	0.0176	41.2	937.4	226.9	103
552	129625	RHS	NH 29	40	0.5631	0.4347	0.1902	0.0889	0.047	0.0397	0.0146	42.2	915.7	222.1	103
553	129750	LHS	NH 29	40	0.6683	0.5129	0.2158	0.1003	0.0684	0.048	0.0173	41.2	909.9	225.9	103
554	129875	RHS	NH 29	40	0.4845	0.365	0.166	0.089	0.0628	0.0457	0.0113	42.2	892.5	224.9	103
555	130000	LHS	NH 29	40	0.445	0.3341	0.1581	0.0927	0.0641	0.0522	0.0215	41.2	927.9	227	103
556	130125	RHS	NH 29	40	0.4933	0.3876	0.1875	0.1085	0.0604	0.0563	0.0044	42.2	923.6	221.8	103
557	130250	LHS	NH 29	40	0.4033	0.3114	0.1514	0.0816	0.0527	0.0359	0.0207	41.2	912.6	227.8	102.9
558	130375	RHS	NH 29	40	0.3433	0.2661	0.115	0.0538	0.0348	0.0233	0.0082	42.2	897.8	227.2	103
559	130500	LHS	NH 29	40	0.4133	0.2904	0.1355	0.0806	0.0644	0.051	0.0144	42.2	906.7	227.9	103
560	130625	RHS	NH 29	40	0.4765	0.3659	0.1559	0.0854	0.0613	0.0342	0.0175	42.2	930	226.7	103
561	130750	LHS	NH 29	40	0.3692	0.2348	0.1056	0.0686	0.0483	0.0293	0.0148	41.2	935.8	226.9	103
562	130875	RHS	NH 29	40	0.4228	0.2872	0.1217	0.0826	0.064	0.046	0.0167	42.5	938.9	267.1	99
563	131000	LHS	NH 29	40	0.205	0.1687	0.0972	0.0636	0.0468	0.0338	0.0221	39.2	998.5	312.4	104.9
564	145500	RHS	NH 29	40	0.2483	0.1983	0.1083	0.0737	0.0561	0.0428	0.025	39.2	979.6	314.9	104.9
565	145625	LHS	NH 29	40	0.1502	0.1117	0.0621	0.0377	0.0231	0.0183	0.0089	39.2	1002	314.3	105
566	145750	RHS	NH 29	40	0.4654	0.3442	0.1542	0.0821	0.0563	0.0439	0.022	42.5	908.9	265.7	99
567	145875	LHS	NH 29	40	0.2517	0.1804	0.088	0.0543	0.0476	0.0369	0.0098	41.9	937.4	268.7	99

Sl No.	Chainage	Side	Road Stretch	Load (kN)	Geophone 1 (mm)	Geophone 2 (mm)	Geophone 3 (mm)	Geophone 4 (mm)	Geophone 5 (mm)	Geophone 6 (mm)	Geophone 7 (mm)	Manual Temp. (°C)	Back Calculated Moduli		
													BT	Granular	Subgrade
568	146000	RHS	NH 29	40	0.2604	0.1822	0.0788	0.0423	0.0284	0.0088	0.0045	39.2	981.3	198.5	105
569	150000	LHS	NH 29	40	0.2307	0.1773	0.0943	0.058	0.0408	0.0259	0.0151	39.2	1005	313.7	105
570	150125	RHS	NH 29	40	0.2204	0.1743	0.0981	0.0591	0.0458	0.0283	0.0087	39.2	1003.2	260.4	105
571	150250	LHS	NH 29	40	0.2218	0.1692	0.0994	0.0646	0.0501	0.0388	0.0314	39.2	994.4	312.7	105
572	150375	RHS	NH 29	40	0.242	0.1926	0.1078	0.0674	0.0507	0.0394	0.0252	39.2	978.4	313.6	105
573	150500	LHS	NH 29	40	0.2668	0.1972	0.0875	0.0532	0.0371	0.0269	0.0111	39.2	999.7	241.9	105
574	150625	RHS	NH 29	40	0.1992	0.1483	0.0813	0.0556	0.0395	0.0292	0.0163	39.2	971.9	314.5	105
575	150750	LHS	NH 29	40	0.2092	0.1652	0.0622	0.0454	0.0244	0.0126	0.0084	39.2	999.1	206.7	104.9
576	150875	RHS	NH 29	40	0.1578	0.1168	0.0657	0.0487	0.036	0.0247	0.0121	39.5	1003.8	313.5	105
577	151000	LHS	NH 29	40	0.2201	0.1587	0.0854	0.0428	0.0257	0.0197	0.007	39.5	1000.3	211.4	105
578	151125	RHS	NH 29	40	0.1366	0.101	0.0606	0.0451	0.0364	0.0263	0.0167	39.5	1003.2	312.9	104.9
579	151250	LHS	NH 29	40	0.2517	0.1657	0.0712	0.0448	0.0275	0.0226	0.0124	39.5	1002.6	298.3	105
580	151375	RHS	NH 29	40	0.2234	0.1705	0.0822	0.0545	0.0396	0.0349	0.0277	39.5	999.1	311.1	105
581	151500	LHS	NH 29	40	0.1603	0.1209	0.0628	0.0431	0.0313	0.0163	0.0116	39.5	996.1	286.8	99
582	151625	RHS	NH 29	40	0.1338	0.0928	0.0522	0.0369	0.0286	0.0166	0.0112	39.5	981.3	285.5	99
583	151750	LHS	NH 29	40	0.2831	0.1954	0.0889	0.0638	0.0477	0.0369	0.0185	38.2	1067.7	280.6	105
584	151875	RHS	NH 29	40	0.2217	0.1743	0.0903	0.0462	0.027	0.0177	0.0086	39.8	992	231.1	105
585	152000	LHS	NH 29	40	0.1933	0.1414	0.081	0.0542	0.036	0.0262	0.0094	39.8	999.7	280.5	105
586	152125	RHS	NH 29	40	0.255	0.2059	0.0905	0.0531	0.0337	0.0308	0.0117	39.8	1000.3	282.3	105
587	152250	LHS	NH 29	40	0.2389	0.2002	0.1083	0.0634	0.0431	0.029	0.0118	39.8	994.4	282.3	105
588	152375	RHS	NH 29	40	0.2552	0.1678	0.0723	0.0444	0.0278	0.0225	0.0122	39.8	999.7	277.2	105
589	152500	LHS	NH 29	40	0.1911	0.1493	0.0875	0.0577	0.0472	0.033	0.0246	41.6	919.4	285	104.9
590	152625	RHS	NH 29	40	0.2895	0.2293	0.1158	0.0622	0.0442	0.0289	0.0125	41.6	934.2	267.4	105
591	152750	LHS	NH 29	40	0.2223	0.1694	0.0959	0.0562	0.041	0.0323	0.0262	41.6	925.7	283.9	105
592	152875	RHS	NH 29	40	0.304	0.2323	0.1188	0.0688	0.0525	0.0268	0.0117	41.6	939.5	248.1	105
593	153000	LHS	NH 29	40	0.2901	0.2317	0.1205	0.0734	0.0551	0.0416	0.0324	41.6	935.2	283.1	104.9
594	153125	RHS	NH 29	40	0.2533	0.1915	0.0953	0.0623	0.0476	0.031	0.0111	41.6	937.4	282.7	105
595	153250	LHS	NH 29	40	0.3156	0.223	0.1282	0.0694	0.0432	0.0326	0.01	41.6	934.7	202.8	105
596	153375	RHS	NH 29	40	0.243	0.1686	0.074	0.042	0.0319	0.0222	0.0106	41.6	932.6	273.5	105
597	153500	LHS	NH 29	40	0.2462	0.1777	0.0736	0.0451	0.0374	0.0235	0.0093	41.6	939.5	255.4	105

Sl No.	Chainage	Side	Road Stretch	Load (kN)	Geophone 1 (mm)	Geophone 2 (mm)	Geophone 3 (mm)	Geophone 4 (mm)	Geophone 5 (mm)	Geophone 6 (mm)	Geophone 7 (mm)	Manual Temp. (°C)	Back Calculated Moduli		
													BT	Granular	Subgrade
598	153625	RHS	NH 29	40	0.2132	0.1371	0.0643	0.045	0.0363	0.0217	0.0097	41.6	940	284.8	105
599	153750	LHS	NH 29	40	0.5505	0.4154	0.1677	0.0857	0.0566	0.0437	0.0207	41.9	939.5	222.4	116
600	153875	RHS	NH 29	40	0.3845	0.2796	0.1272	0.0767	0.0537	0.0426	0.0101	42.9	934.2	273.7	116
601	154000	LHS	NH 29	40	0.3485	0.2455	0.096	0.0527	0.0411	0.0338	0.0168	41.9	936.3	274.3	116
602	154125	RHS	NH 29	40	0.487	0.3731	0.1798	0.099	0.0707	0.0554	0.0287	42.9	928.9	273.1	116
603	154250	LHS	NH 29	40	0.4732	0.3608	0.1743	0.0954	0.0686	0.0532	0.0278	41.9	903.6	277.8	116
604	154375	RHS	NH 29	40	0.3961	0.2988	0.1313	0.0782	0.0585	0.0451	0.0104	41.9	927.9	274.6	116
605	154500	LHS	NH 29	40	0.5397	0.4098	0.1863	0.0877	0.0432	0.0361	0.0203	42.9	935.8	229.8	116
606	154625	RHS	NH 29	40	0.3658	0.2626	0.1176	0.0704	0.05	0.042	0.0165	42.9	931.6	276	116
607	154750	LHS	NH 29	40	0.4466	0.3435	0.1525	0.0863	0.0656	0.0433	0.0075	42.3	934.7	201.1	116
608	154875	RHS	NH 29	40	0.3971	0.2709	0.1422	0.0936	0.0538	0.0369	0.0168	42.9	915.7	275.3	116
609	155000	LHS	NH 29	40	0.3296	0.2306	0.1033	0.0619	0.047	0.0276	0.0102	42.3	928.4	274.2	116
610	155125	RHS	NH 29	40	0.3699	0.2722	0.1287	0.0706	0.0512	0.035	0.0061	42.9	924.7	225.1	116
611	155250	LHS	NH 29	40	0.3268	0.2438	0.1217	0.0637	0.0454	0.0238	0.0095	42.3	907.3	276.1	116
612	155375	RHS	NH 29	40	0.5168	0.3704	0.1551	0.0814	0.0522	0.0405	0.0211	42.9	935.2	241.9	116
613	155500	LHS	NH 29	40	0.234	0.1843	0.07	0.041	0.025	0.0216	0.0079	42.9	927.3	274.4	116
614	155625	RHS	NH 29	40	0.391	0.2796	0.1282	0.0736	0.0513	0.0402	0.0177	42.3	932.1	267.9	116
615	155750	LHS	NH 29	40	0.5261	0.3528	0.1382	0.0729	0.0508	0.0418	0.0194	42.9	934.2	218.7	116
616	155875	RHS	NH 29	40	0.4197	0.3043	0.1199	0.0667	0.0393	0.0266	0.0115	42.3	936.3	250.7	116
617	156000	LHS	NH 29	40	0.4626	0.3261	0.1323	0.0885	0.0694	0.0504	0.0182	42.9	929.4	277	116
618	156125	RHS	NH 29	40	0.5306	0.3921	0.1538	0.0782	0.0526	0.0394	0.0227	42.3	930	239.2	116
619	156250	LHS	NH 29	40	0.5788	0.4408	0.1926	0.0939	0.0567	0.0388	0.0171	42.3	921	204.7	116
620	156375	RHS	NH 29	40	0.3503	0.2795	0.152	0.088	0.0573	0.0441	0.0181	42.3	918.4	277.7	115.9
621	156500	LHS	NH 29	40	0.5536	0.389	0.1634	0.0729	0.0508	0.0446	0.0217	42.9	891.4	212.1	116
622	156625	RHS	NH 29	40	0.4824	0.3731	0.176	0.0933	0.0664	0.0516	0.0192	42.3	923.1	274.1	116
623	156750	LHS	NH 29	40	0.4781	0.3722	0.1803	0.0952	0.0672	0.053	0.02	42.9	933.7	276.9	116
624	156875	RHS	NH 29	40	0.389	0.2532	0.0989	0.0597	0.0393	0.0221	0.0089	42.3	927.3	240.6	116
625	157000	LHS	NH 29	40	0.4772	0.3572	0.1408	0.0649	0.0347	0.0226	0.0113	42.9	933.7	210.4	113
626	157125	RHS	NH 29	40	0.3106	0.2026	0.0877	0.0519	0.0424	0.0288	0.0131	39.2	958.9	268.3	105
627	157250	LHS	NH 29	40	0.4348	0.2853	0.1126	0.0644	0.0549	0.0347	0.0101	39.2	993.8	257.2	105

Sl No.	Chainage	Side	Road Stretch	Load (kN)	Geophone 1 (mm)	Geophone 2 (mm)	Geophone 3 (mm)	Geophone 4 (mm)	Geophone 5 (mm)	Geophone 6 (mm)	Geophone 7 (mm)	Manual Temp. (°C)	Back Calculated Moduli		
													BT	Granular	Subgrade
628	157375	RHS	NH 29	40	0.394	0.2895	0.1233	0.0857	0.0566	0.0369	0.0143	39.2	1001.5	268.9	105
629	157500	LHS	NH 29	40	0.2483	0.1881	0.1008	0.062	0.0433	0.0268	0.0162	41.6	928.9	284.8	105

Appendix 4.17 : Road Roughness of NH 29 (Km 38+500 to Km 158+000) by NSV

Chainage (km)		BI (mm/km)			IRI (m/km)
From	To	LHS	RHS	Average	Average
38+500	39+000	3124.98	2848.79	2986.89	4.01
39+000	40+000	3651.25	2469.42	3060.34	4.10
40+000	41+000	4689.26	3500.64	4094.95	5.32
41+000	42+000	3353.45	2101.56	2727.51	3.70
42+000	43+000	3475.15	3488.87	3482.01	4.60
43+000	44+000	3824.16	2551.45	3187.81	4.25
44+000	45+000	3611.45	3504.24	3557.85	4.69
45+000	46+000	4022.34	3825.61	3923.98	5.12
46+000	47+000	3875.67	3689.45	3782.56	4.95
47+000	48+000	4925.67	3882.48	4404.08	5.68
48+000	49+000	3648.64	2610.56	3129.60	4.18
49+000	50+000	3246.25	2909.48	3077.87	4.12
50+000	51+000	3008.51	3638.54	3323.53	4.41
51+000	52+000	2945.16	2320.15	2632.66	3.59
52+000	53+000	4528.36	4523.56	4525.96	5.82
53+000	54+000	2876.58	2093.46	2485.02	3.41
54+000	55+000	2681.64	1927.34	2304.49	3.18
55+000	56+000	3472.58	2536.16	3004.37	4.03
56+000	57+000	4015.68	3452.37	3734.03	4.90
57+000	58+000	3980.54	3748.95	3864.75	5.05
58+000	59+000	5045.62	4809.74	4927.68	6.27
59+000	60+000	5347.14	4442.56	4894.85	6.24
60+000	61+000	4827.36	4527.64	4677.50	5.99
61+000	62+000	5180.74	4780.42	4980.58	6.33
62+000	63+000	5305.61	4986.27	5145.94	6.52
63+000	64+000	5467.21	4471.61	4969.41	6.32
64+000	65+000	5482.35	3931.25	4706.80	6.02
65+000	66+000	5459.47	3116.43	4287.95	5.54
66+000	67+000	3640.47	3420.59	3530.53	4.66
67+000	68+000	5410.54	4852.67	5131.61	6.51
68+000	69+000	5852.39	3858.65	4855.52	6.19
69+000	70+000	3682.46	3094.31	3388.39	4.49
70+000	71+000	2475.16	1546.43	2010.80	2.82
71+000	72+000	2671.68	1720.56	2196.12	3.05
72+000	73+000	3482.67	1964.34	2723.51	3.70
73+000	74+000	2464.15	2058.37	2261.26	3.13
74+000	75+000	2407.24	2158.18	2282.71	3.16
75+000	76+000	2794.27	2154.31	2474.29	3.39
76+000	77+000	2375.42	2165.68	2270.55	3.14
77+000	78+000	2482.57	1593.56	2038.07	2.85

Chainage (km)		BI (mm/km)			IRI (m/km)
From	To	LHS	RHS	Average	Average
78+000	79+000	3351.68	3783.48	3567.58	4.70
79+000	80+000	3008.54	3663.92	3336.23	4.43
80+000	81+000	3142.57	3831.48	3487.03	4.61
81+000	82+000	3485.62	2400.56	2943.09	3.96
82+000	83+000	2469.25	1939.39	2204.32	3.06
83+000	84+000	2897.63	1614.45	2256.04	3.12
84+000	85+000	2472.36	1898.87	2185.62	3.04
85+000	86+000	2885.56	1693.21	2289.39	3.16
86+000	87+000	2507.81	2342.64	2425.23	3.33
87+000	88+000	2687.26	2234.74	2461.00	3.38
88+000	89+000	2487.68	2158.37	2323.03	3.21
89+000	90+000	2894.28	2511.69	2702.99	3.67
90+000	91+000	2746.18	2372.84	2559.51	3.50
91+000	92+000	5693.45	3021.55	4357.50	5.62
92+000	93+000	5584.16	3180.26	4382.21	5.65
93+000	94+000	5504.82	3274.51	4389.67	5.66
94+000	95+000	5742.38	3415.23	4578.81	5.88
95+000	96+000	5879.54	3657.97	4768.76	6.09
96+000	97+000	5876.14	3827.47	4851.81	6.19
97+000	98+000	5875.65	4078.79	4977.22	6.33
98+000	99+000	5412.76	3980.27	4696.52	6.01
99+000	100+000	5623.41	3825.61	4724.51	6.04
100+000	101+000	5873.24	3746.87	4810.06	6.14
101+000	102+000	5976.24	3189.34	4582.79	5.88
102+000	103+000	5998.24	3062.31	4530.28	5.82
103+000	104+000	5845.72	3971.24	4908.48	6.25
104+000	105+000	3715.46	2126.48	2920.97	3.93
105+000	106+000	3674.38	3315.28	3494.83	4.62
106+000	107+000	3581.27	3274.51	3427.89	4.54
107+000	108+000	3682.65	3265.78	3474.22	4.59
108+000	109+000	5527.34	4859.35	5193.35	6.58
109+000	110+000	5641.35	4035.64	4838.50	6.17
110+000	111+000	5471.25	4127.21	4799.23	6.13
111+000	112+000	5547.26	4082.37	4814.82	6.15
112+000	113+000	5348.25	3941.23	4644.74	5.95
113+000	114+000	5648.62	4032.23	4840.43	6.18
114+000	115+000	5867.64	3608.68	4738.16	6.06
115+000	116+000	5421.67	4347.74	4884.71	6.23
116+000	117+000	5595.65	4572.56	5084.11	6.45
117+000	118+000	5323.78	4077.89	4700.84	6.02
118+000	119+000	5140.21	4028.36	4584.29	5.88
119+000	120+000	5271.48	4017.27	4644.38	5.95

Chainage (km)		BI (mm/km)			IRI (m/km)
From	To	LHS	RHS	Average	Average
120+000	121+000	4951.27	3528.31	4239.79	5.49
121+000	122+000	3827.19	3675.24	3751.22	4.92
122+000	123+000	3785.64	2594.89	3190.27	4.26
123+000	124+000	3159.24	2826.67	2992.96	4.02
124+000	125+000	3352.84	2490.56	2921.70	3.93
125+000	126+000	5078.23	3824.35	4451.29	5.73
126+000	127+000	4971.24	3907.29	4439.27	5.72
127+000	128+000	5587.69	3467.89	4527.79	5.82
128+000	129+000	3048.64	4524.34	3786.49	4.96
129+000	130+000	5204.61	4375.46	4790.04	6.12
130+000	131+000	5417.24	4584.18	5000.71	6.36
131+000	132+000	5324.15	4582.34	4953.25	6.30
132+000	133+000	5184.27	4421.34	4802.81	6.13
133+000	134+000	5471.83	4487.31	4979.57	6.33
134+000	135+000	5042.31	4351.27	4696.79	6.01
135+000	136+000	5120.14	4504.37	4812.26	6.14
136+000	137+000	5240.35	4740.54	4990.45	6.35
137+000	138+000	5314.21	4521.35	4917.78	6.26
138+000	139+000	5175.34	4424.51	4799.93	6.13
139+000	140+000	5140.27	4514.23	4827.25	6.16
140+000	141+000	5324.51	4425.36	4874.94	6.21
141+000	142+000	4813.26	4547.58	4680.42	5.99
142+000	143+000	4980.37	4482.34	4731.36	6.05
143+000	144+000	5473.42	4656.26	5064.84	6.43
144+000	145+000	5371.54	3374.25	4372.90	5.64
145+000	146+000	5142.36	3442.28	4292.32	5.55
146+000	147+000	5058.27	3548.46	4303.37	5.56
147+000	148+000	5347.84	3480.45	4414.15	5.69
148+000	149+000	4953.23	3345.26	4149.25	5.38
149+000	150+000	5486.54	3248.56	4367.55	5.63
150+000	151+000	3483.57	2502.69	2993.13	4.02
151+000	152+000	3681.54	3276.38	3478.96	4.60
152+000	153+000	5416.85	4742.18	5079.52	6.45
153+000	154+000	5278.56	4582.45	4930.51	6.28
154+000	155+000	5175.38	4685.48	4930.43	6.28
155+000	156+000	5085.75	4750.54	4918.15	6.26
156+000	157+000	5427.54	4855.65	5141.60	6.52
157+000	158+000	4682.16	3420.25	4051.21	5.27

Appendix 4.18 : Details of Existing Pavement Composition

S.NO	Side	Chainage (KM)	Crust Composition (mm)				Total Thickness (mm)
			Bituminous	SUB-BASE COARSE	BASE COARSE	SUBGRADE	
Stretch-1 (NH-29)							
1	RHS	38+600	60	110	160	500	830
2	LHS	39+000	62	112	162	500	836
3	RHS	39+500	57	107	157	500	821
4	LHS	40+000	55	105	155	500	815
5	RHS	40+500	54	104	154	500	812
6	LHS	41+000	55	105	155	500	815
7	RHS	41+500	53	103	153	500	809
8	LHS	42+000	51	101	151	500	803
9	RHS	42+500	49	99	149	500	797
10	RHS	43+000	45	90	140	500	775
11	RHS	43+500	47	94	144	500	785
12	LHS	44+000	41	88	138	500	767
13	RHS	44+500	39	86	136	500	761
14	LHS	45+000	37	89	139	500	765
15	RHS	45+500	38	91	141	500	770
16	LHS	46+000	35	95	145	500	775
17	RHS	46+500	33	98	148	500	779
18	LHS	47+000	23	101	151	500	775
19	RHS	47+500	27	103	153	500	783
20	LHS	48+000	26	105	155	500	786
21	RHS	48+500	22	107	157	500	786
22	RHS	49+000	20	110	160	500	790
23	RHS	49+500	23	116	157	500	796
24	LHS	50+000	26	119	154	500	799
25	RHS	50+500	28	125	148	500	801
26	LHS	51+000	29	129	144	500	802
27	RHS	51+500	33	135	138	500	806
28	LHS	52+000	31	145	128	500	804
29	RHS	52+500	36	150	119	500	805
30	LHS	53+000	35	160	110	500	805
31	RHS	53+500	38	154	116	500	808
32	LHS	54+000	41	148	122	500	811
33	RHS	54+500	43	144	126	500	813
34	LHS	55+000	47	136	134	500	817
35	RHS	55+500	45	140	130	500	815
36	LHS	56+000	44	142	128	500	814
37	RHS	56+500	49	132	138	500	819
38	RHS	57+000	50	100	160	500	810
39	RHS	57+500	51	113	163	500	827
40	LHS	58+000	53	123	165	500	841
41	RHS	58+500	55	134	169	500	858
42	LHS	59+000	54	131	171	500	856
43	RHS	59+500	60	138	176	500	874

S.NO	Side	Chainage (KM)	Crust Composition (mm)				Total Thickness (mm)
			Bituminous	SUB-BASE COARSE	BASE COARSE	SUBGRADE	
44	LHS	60+000	59	141	179	500	879
45	RHS	60+500	57	146	181	500	884
46	LHS	61+000	55	151	183	500	889
47	RHS	61+500	58	154	187	500	899
48	LHS	62+000	53	160	189	500	902
49	RHS	62+500	61	171	191	500	923
50	LHS	63+000	59	183	193	500	935
51	RHS	63+500	58	199	195	500	952
52	LHS	64+000	55	210	196	500	961
53	RHS	64+500	52	216	198	500	966
54	RHS	65+000	50	220	200	500	970
55	RHS	65+500	48	168	148	500	864
56	LHS	66+000	45	165	142	500	852
57	RHS	66+500	47	167	146	500	860
58	LHS	67+000	44	164	140	500	848
59	RHS	67+500	41	161	134	500	836
60	LHS	68+000	39	159	130	500	828
61	RHS	68+500	36	156	124	500	816
62	LHS	69+000	38	158	128	500	824
63	RHS	69+500	35	155	122	500	812
64	RHS	70+000	35	110	100	500	745
65	RHS	70+500	38	113	103	500	754
66	LHS	71+000	41	116	106	500	763
67	RHS	71+500	43	118	108	500	769
68	LHS	72+000	47	122	112	500	781
69	RHS	72+500	45	120	110	500	775
70	LHS	73+000	44	119	109	500	772
71	RHS	73+500	49	124	114	500	787
72	LHS	74+000	47	122	112	500	781
73	RHS	74+500	48	123	113	500	784
74	LHS	75+000	50	130	110	500	790
75	RHS	75+500	51	131	112	500	794
76	LHS	76+000	54	134	115	500	803
77	RHS	76+500	49	129	114	500	792
78	LHS	77+000	51	131	121	500	803
79	RHS	77+500	56	136	116	500	808
80	LHS	78+000	52	132	117	500	801
81	RHS	78+500	58	138	113	500	809
82	LHS	79+000	61	141	109	500	811
83	RHS	79+500	63	143	111	500	817
84	RHS	80+000	65	140	110	500	815
85	RHS	80+500	64	141	123	500	828
86	LHS	81+000	61	143	139	500	843
87	RHS	81+500	62	139	149	500	850
88	LHS	82+000	59	146	164	500	869
89	RHS	82+500	57	145	178	500	880

S.NO	Side	Chainage (KM)	Crust Composition (mm)				Total Thickness (mm)
			Bituminous	SUB-BASE COARSE	BASE COARSE	SUBGRADE	
90	LHS	83+000	54	143	199	500	896
91	RHS	83+500	51	148	211	500	910
92	LHS	84+000	48	144	226	500	918
93	RHS	84+500	44	148	245	500	937
94	RHS	85+000	43	150	250	500	943
95	RHS	85+500	45	146	248	500	939
96	LHS	86+000	49	141	241	500	931
97	RHS	86+500	48	138	231	500	917
98	LHS	87+000	43	129	225	500	897
99	RHS	87+500	47	122	216	500	885
100	LHS	88+000	44	118	209	500	871
101	RHS	88+500	48	111	199	500	858
102	LHS	89+000	49	108	192	500	849
103	RHS	89+500	52	113	183	500	848
104	RHS	90+000	50	110	180	500	840
105	RHS	90+500	51	115	183	500	849
106	LHS	91+000	59	119	192	500	870
107	RHS	91+500	64	123	208	500	895
108	LHS	92+000	68	128	215	500	911
109	RHS	92+500	73	131	223	500	927
110	LHS	93+000	79	134	228	500	941
111	RHS	93+500	82	139	236	500	957
112	LHS	94+000	89	138	234	500	961
113	RHS	94+500	95	141	239	500	975
114	RHS	95+000	110	140	240	500	990
115	RHS	95+500	101	131	235	500	967
116	LHS	96+000	97	127	216	500	940
117	RHS	96+500	94	124	197	500	915
118	LHS	97+000	88	118	189	500	895
119	RHS	97+500	85	115	182	500	882
120	LHS	98+000	81	111	169	500	861
121	RHS	98+500	83	113	164	500	860
122	LHS	99+000	85	115	159	500	859
123	RHS	99+500	84	114	151	500	849
124	RHS	100+000	80	110	140	500	830
125	RHS	100+500	78	115	153	500	846
126	LHS	101+000	79	119	172	500	870
127	RHS	101+500	73	128	192	500	893
128	LHS	102+000	65	134	234	500	933
129	RHS	102+500	61	131	251	500	943
130	LHS	103+000	58	139	266	500	963
131	RHS	103+500	56	136	264	500	956
132	RHS	104+000	55	140	270	500	965
133	RHS	104+500	53	138	268	500	959
134	LHS	105+000	57	142	264	500	963
135	RHS	105+500	51	136	270	500	957

S.NO	Side	Chainage (KM)	Crust Composition (mm)				Total Thickness (mm)
			Bituminous	SUB-BASE COARSE	BASE COARSE	SUBGRADE	
136	LHS	106+000	54	139	267	500	960
137	RHS	106+500	53	138	258	500	949
138	LHS	107+000	55	140	249	500	944
139	RHS	107+500	47	132	235	500	914
140	LHS	108+000	48	133	216	500	897
141	RHS	108+500	46	131	197	500	874
142	LHS	109+000	45	130	189	500	864
143	RHS	109+500	48	133	182	500	863
144	LHS	110+000	49	134	175	500	858
145	RHS	110+500	44	129	173	500	846
146	LHS	111+000	46	126	169	500	841
147	RHS	111+500	51	119	164	500	834
148	LHS	112+000	53	115	159	500	827
149	RHS	112+500	49	113	151	500	813
150	LHS	113+000	50	110	140	500	800
151	RHS	113+500	51	112	141	500	804
152	LHS	114+000	53	121	143	500	817
153	RHS	114+500	49	129	139	500	817
154	LHS	115+000	46	134	137	500	817
155	RHS	115+500	43	128	132	500	803
156	LHS	116+000	48	139	135	500	822
157	RHS	116+500	44	129	129	500	802
158	LHS	117+000	46	131	131	500	808
159	RHS	117+500	44	135	133	500	812
160	RHS	118+000	45	140	130	500	815
161	RHS	118+500	46	143	128	500	817
162	LHS	119+000	45	147	126	500	818
163	RHS	119+500	48	144	125	500	817
164	LHS	120+000	49	149	131	500	829
165	RHS	120+500	44	145	127	500	816
166	LHS	121+000	46	152	119	500	817
167	RHS	121+500	51	148	115	500	814
168	LHS	122+000	53	153	109	500	815
169	RHS	122+500	49	151	105	500	805
170	RHS	123+000	50	150	100	500	800
171	RHS	123+500	51	155	95	500	801
172	LHS	124+000	53	157	99	500	809
173	RHS	124+500	55	161	98	500	814
174	LHS	125+000	54	168	101	500	823
175	RHS	125+500	60	173	102	500	835
176	LHS	126+000	59	178	106	500	843
177	RHS	126+500	57	182	105	500	844
178	LHS	127+000	55	185	108	500	848
179	RHS	127+500	58	186	109	500	853
180	RHS	128+000	50	190	110	500	850
181	LHS	128+500	20	280	100	500	900

S.NO	Side	Chainage (KM)	Crust Composition (mm)				Total Thickness (mm)
			Bituminous	SUB-BASE COARSE	BASE COARSE	SUBGRADE	
182	LHS	129+000	25	275	111	500	911
183	RHS	129+500	29	276	108	500	913
184	LHS	130+000	34	271	119	500	924
185	RHS	130+500	39	269	126	500	934
186	LHS	131+000	44	264	134	500	942
187	RHS	131+500	45	268	139	500	952
188	LHS	132+000	48	263	142	500	953
189	RHS	132+500	51	261	149	500	961
190	LHS	133+000	50	260	150	500	960
191	RHS	133+500	53	259	153	500	965
192	LHS	134+000	55	251	155	500	961
193	RHS	134+500	59	243	161	500	963
194	LHS	135+000	62	238	168	500	968
195	RHS	135+500	68	231	172	500	971
196	LHS	136+000	71	229	173	500	973
197	RHS	136+500	73	218	175	500	966
198	LHS	137+000	75	215	177	500	967
199	RHS	137+500	78	213	179	500	970
200	LHS	138+000	80	210	180	500	970
201	RHS	138+500	81	211	172	500	964
202	LHS	139+000	83	216	168	500	967
203	RHS	139+500	77	218	164	500	959
204	LHS	140+000	76	223	158	500	957
205	RHS	140+500	79	228	151	500	958
206	LHS	141+000	75	239	143	500	957
207	RHS	141+500	78	248	137	500	963
208	LHS	142+000	75	251	129	500	955
209	RHS	142+500	72	255	118	500	945
210	LHS	143+000	70	260	110	500	940
211	RHS	143+500	68	257	95	500	920
212	LHS	144+000	69	251	98	500	918
213	RHS	144+500	66	243	102	500	911
214	LHS	145+000	64	236	101	500	901
215	RHS	145+500	62	220	100	500	882
216	LHS	146+000	61	205	103	500	869
217	RHS	146+500	58	196	105	500	859
218	LHS	147+000	55	184	100	500	839
219	RHS	147+500	53	161	109	500	823
220	LHS	148+000	50	160	110	500	820
221	RHS	148+500	51	163	115	500	829
222	LHS	149+000	53	166	113	500	832
223	RHS	149+500	55	169	118	500	842
224	LHS	150+000	54	178	121	500	853
225	RHS	150+500	60	182	125	500	867
226	LHS	151+000	59	191	114	500	864
227	RHS	151+500	57	210	119	500	886

S.NO	Side	Chainage (KM)	Crust Composition (mm)				Total Thickness (mm)
			Bituminous	SUB-BASE COARSE	BASE COARSE	SUBGRADE	
228	LHS	152+000	55	238	114	500	907
229	RHS	152+500	58	244	115	500	917
230	RHS	153+000	50	250	118	500	918
231	RHS	153+500	51	220	100	500	871
232	LHS	154+000	49	205	121	500	875
233	RHS	154+500	48	196	137	500	881
234	LHS	155+000	47	184	144	500	875
235	RHS	155+500	49	161	183	500	893
236	LHS	156+000	45	140	210	500	895

Appendix 4.19 : DCPT CBR VALUE CALCULATION

NAME OF ROAD- DABOKA TO MANJA

Sl. No.	Location	Graph Equation	Depth of Penetration in mm	No.of Blows Corresponding to depth of Penetration	Penetration in mm/blow	CBR as per IRC 37 Clause 5.1
			y	x	N=y/x	Log ₁₀ CBR
1	38+600 RHS	$y = 2.382x - 0.022$	200	8.41	23.79	8.39
			400	16.8	23.81	8.38
2	43+000 RHS	$y = 4.063x + 3.963$	200	3.95	50.67	3.6
			400	8.87	45.1	4.1
3	49+000 RHS	$y = 4.172x - 6.027$	200	6.24	32.06	6.01
			400	11.03	36.26	5.23
4	53+500 LHS	$y = 4.071x + 10.14$	200	2.42	82.58	2.08
			400	7.33	54.53	3.31
5	57+500 RHS	$y = 2.241x + 8.060$	200	5.33	37.54	5.03
			400	14.25	28.07	6.97
6	65+000 RHS	$y = 7.65x + 4.7$	200	2	100	1.68
			400	4.61	86.69	1.97
7	70+000 RHS	$y = 3.854x + 11.8$	200	2.13	94	1.8
			400	7.32	54.67	3.3
8	75+000 LHS	$y = 5.875x - 1.571$	200	3.67	54.47	3.32
			400	7.08	56.53	3.18
9	80+000 RHS	$y = 1.990x + 8.980$	200	5.54	36.12	5.26
			400	15.59	25.66	7.71
10	85+000 RHS	$y = 0.579x + 7.719$	200	21.21	9.43	23.66
			400	55.75	7.17	32.16
11	90+000 RHS	$y = 7.1x + 5.133$	200	2.09	95.51	1.77
			400	4.91	81.45	2.11
12	95+000 RHS	$y = 2.311x + 4.075$	200	6.89	29.02	6.72
			400	15.55	25.73	7.69
13	100+000 RHS	$y = 6.514x + 7.733$	200	1.88	106.2	1.57
			400	4.95	80.75	2.13
14	104+000 RHS	$y = 1.181x + 2.844$	200	14.53	13.77	15.48
			400	31.46	12.71	16.94
15	113+000 LHS	$y = 6.392x - 6.142$	200	4.09	48.9	3.74
			400	7.22	55.41	3.25
16	118+000 RHS	$y = 3.463x + 5.163$	200	4.28	46.68	3.94
			400	10.06	39.76	4.72
17	123+000 RHS	$y = 2.058x + 6.735$	200	6.45	31.03	6.23
			400	16.16	24.75	8.03
18	128+000 RHS	$y = 2.249x + 12.90$	200	3.16	63.35	2.8
			400	12.05	33.2	5.78

Sl. No.	Location	Graph Equation	Depth of Penetration in mm	No.of Blows Corresponding to depth of Penetration	Penetration in mm/blow	CBR as per IRC 37 Clause 5.1
			y	x	N=y/x	Log ₁₀ CBR
NAME OF ROAD- MANJA TO LAHORIJAN						
1	128+500 LHS	y = 8.05x + 0.7	200	2.4	83.42	2.06
			400	4.88	81.93	2.1
2	133+000 LHS	y = 3.365x - 5.961	200	7.72	25.92	7.62
			400	13.66	29.29	6.65
3	138+000 LHS	y = 3.739x + 10.86	200	2.44	81.82	2.1
			400	7.79	51.32	3.55
4	143+000 LHS	y = 1.819x + 3.771	200	8.92	22.42	8.97
			400	19.92	20.08	10.15
5	148+000 LHS	y = 3.677x + 3.418	200	4.51	44.35	4.18
			400	9.95	40.21	4.66
6	153+000 RHS	y = 1.937x + 6.875	200	6.78	29.52	6.59
			400	17.1	23.39	8.55
7	156+000 LHS	y = 4.45x + 1.5	200	4.16	48.11	3.81
			400	8.65	46.23	3.99
NAME OF ROAD- NUMALIGARH TO KHATKHATI						
1	0+200 RHS	y = 2.167x + 7.125	200	5.94	33.66	5.69
			400	15.17	26.37	7.48
2	6+000 LHS	y = 0.830x + 6.285	200	16.52	12.1	17.89
			400	40.62	9.85	22.53
3	10+000 RHS	y = 7.842x - 11.4	200	4	49.95	3.66
			400	6.55	61.03	2.92
4	15+000 LHS	y = 8.000x - 10.33	200	3.79	52.75	3.44
			400	6.29	63.58	2.79
5	20+000 LHS	y = 7.95x + 6.7	200	1.67	119.55	1.38
			400	4.19	95.5	1.77
6	25+000 RHS	6.65x + 10.1	200	1.49	134.34	1.21
			400	4.5	88.96	1.92
7	30+000 LHS	y = 2.499x - 4.085	200	9.64	20.75	9.78
			400	17.64	22.67	8.86
8	35+000 LHS	y = 3.095x + 10.30	200	3.13	63.81	2.78
			400	9.6	41.68	4.48
9	38+000 LHS	y = 4.940x - 2.214	200	4.5	44.48	4.16
			400	8.55	46.81	3.93
10	55+000 LHS	y = 3.010x + 12.53	200	2.48	80.59	2.14
			400	9.13	43.83	4.23
11	60+000 LHS	y = 2.234x + 4.433	200	6.97	28.7	6.8
			400	15.92	25.12	7.9

Sl. No.	Location	Graph Equation	Depth of Penetration in mm	No. of Blows Corresponding to depth of Penetration	Penetration in mm/blow	CBR as per IRC 37 Clause 5.1
			y	x	N=y/x	Log ₁₀ CBR
12	65+000 LHS	$y = 2.904x + 3.863$	200	5.56	35.99	5.28
			400	12.44	32.14	5.99
13	70+000 LHS	$y = 2.508x + 3.171$	200	6.71	29.81	6.52
			400	14.68	27.24	7.21
14	75+000 LHS	$y = 5.2x - 4.888$	200	4.79	41.79	4.46
			400	8.63	46.34	3.98
15	80+000 LHS	$y = 0.821x + 10.33$	200	11.78	16.98	12.24
			400	36.14	11.07	19.77
16	85+000 LHS	$y = 1.458x + 0.960$	200	13.06	15.32	13.73
			400	26.78	14.94	14.13
17	90+000 LHS	$y = 3.922x - 3.527$	200	6	33.34	5.75
			400	11.1	36.04	5.27
18	95+000 LHS	$y = 3.276x - 3.788$	200	7.26	27.54	7.12
			400	13.37	29.93	6.49
19	100+000 LHS	$y = 0.555x + 2.809$	200	30.97	6.46	36.14
			400	67.01	5.97	39.46

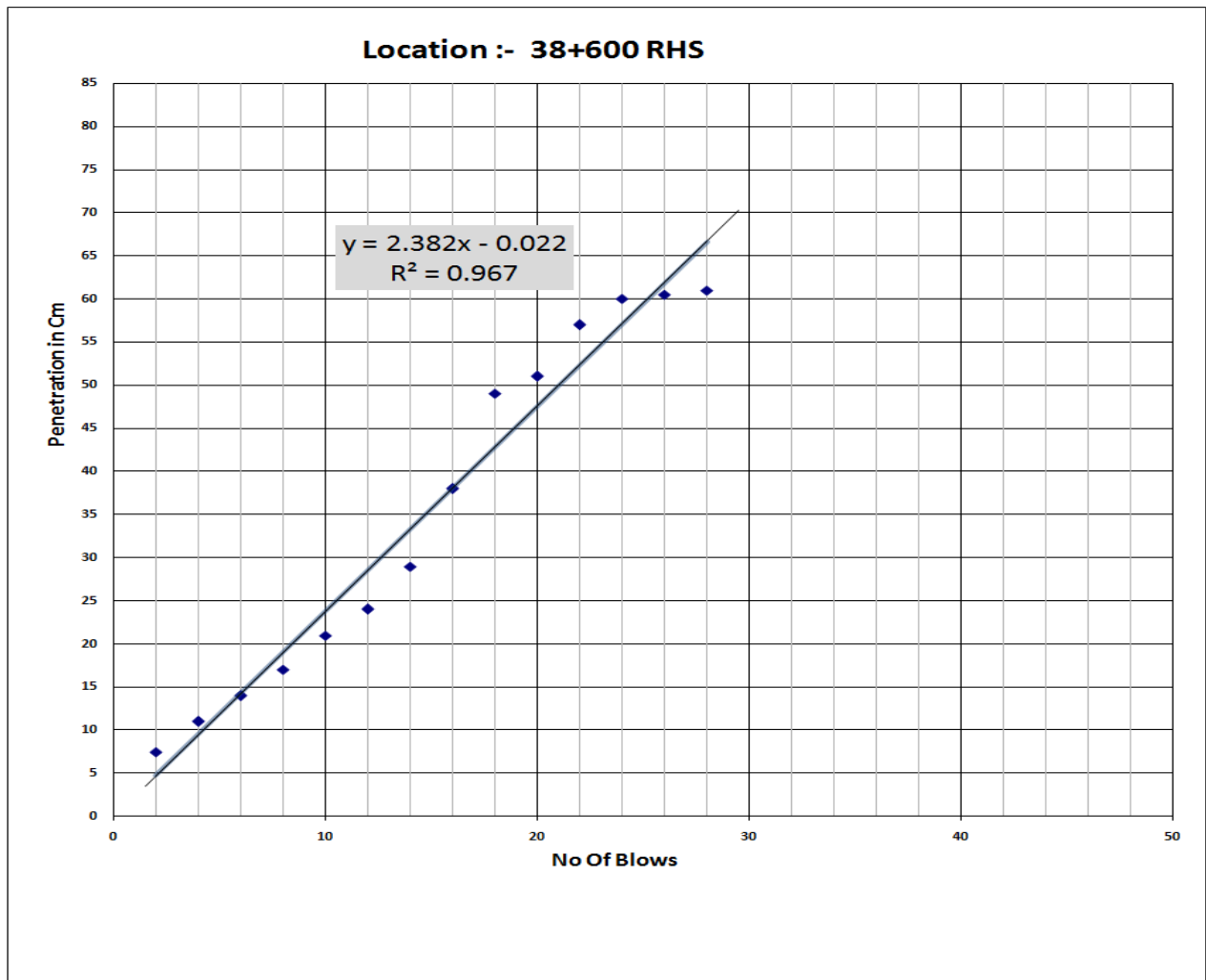
Appendix 4.20 : DCPT CBR Graph

Appendix 4.20 : DCPT CBR GRAPH

NAME OF ROAD- DABOKA TO MANJA:-

Location :- 38+600 RHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	7.5
2	4	11
2	6	14
2	8	17
2	10	21
2	12	24
2	14	29
2	16	38
2	18	49
2	20	51
2	22	57
2	24	60
2	26	60.5
2	28	61

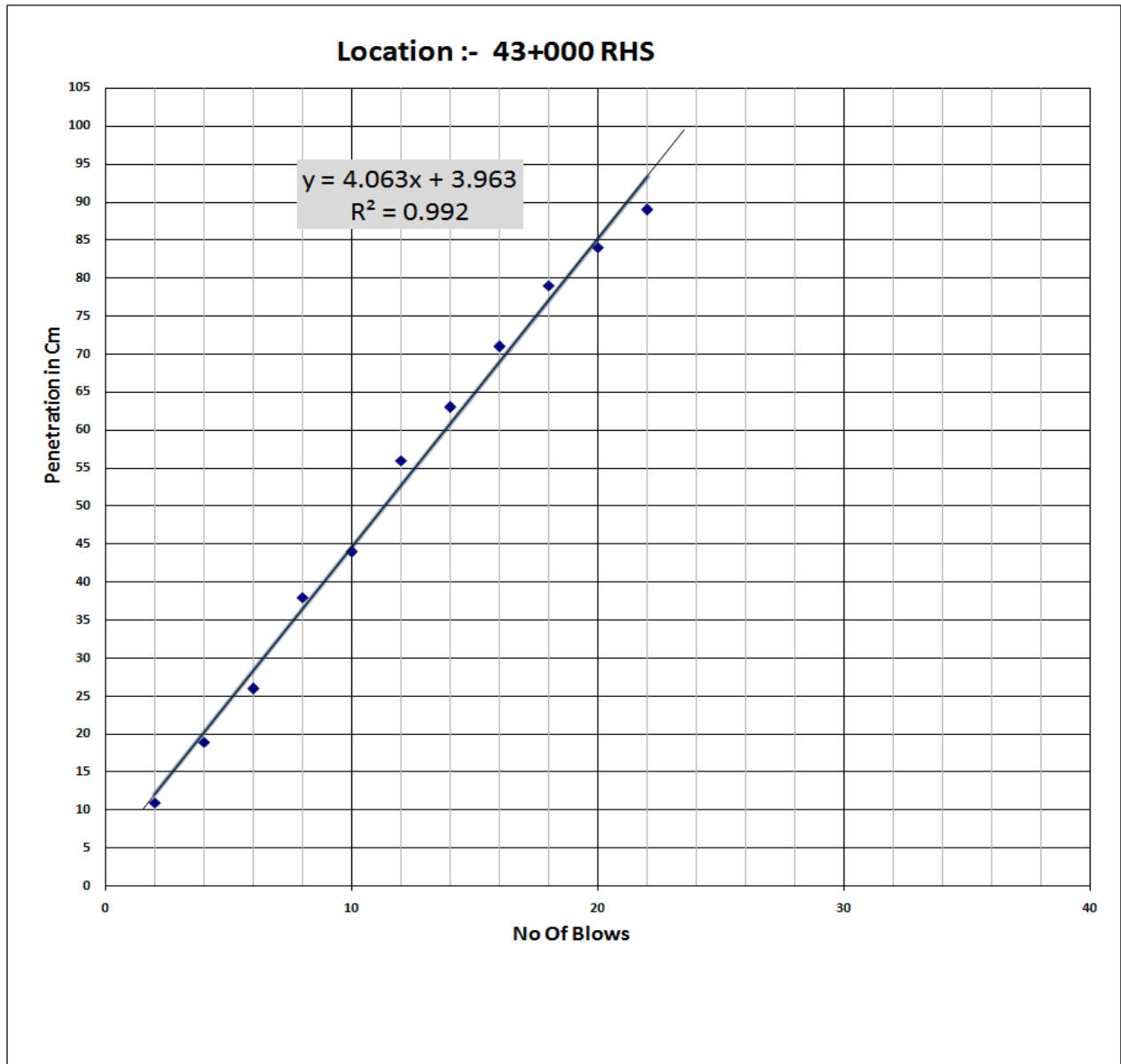
Appendix 4.20 : DCPT CBR Graph



Appendix 4.20 : DCPT CBR Graph

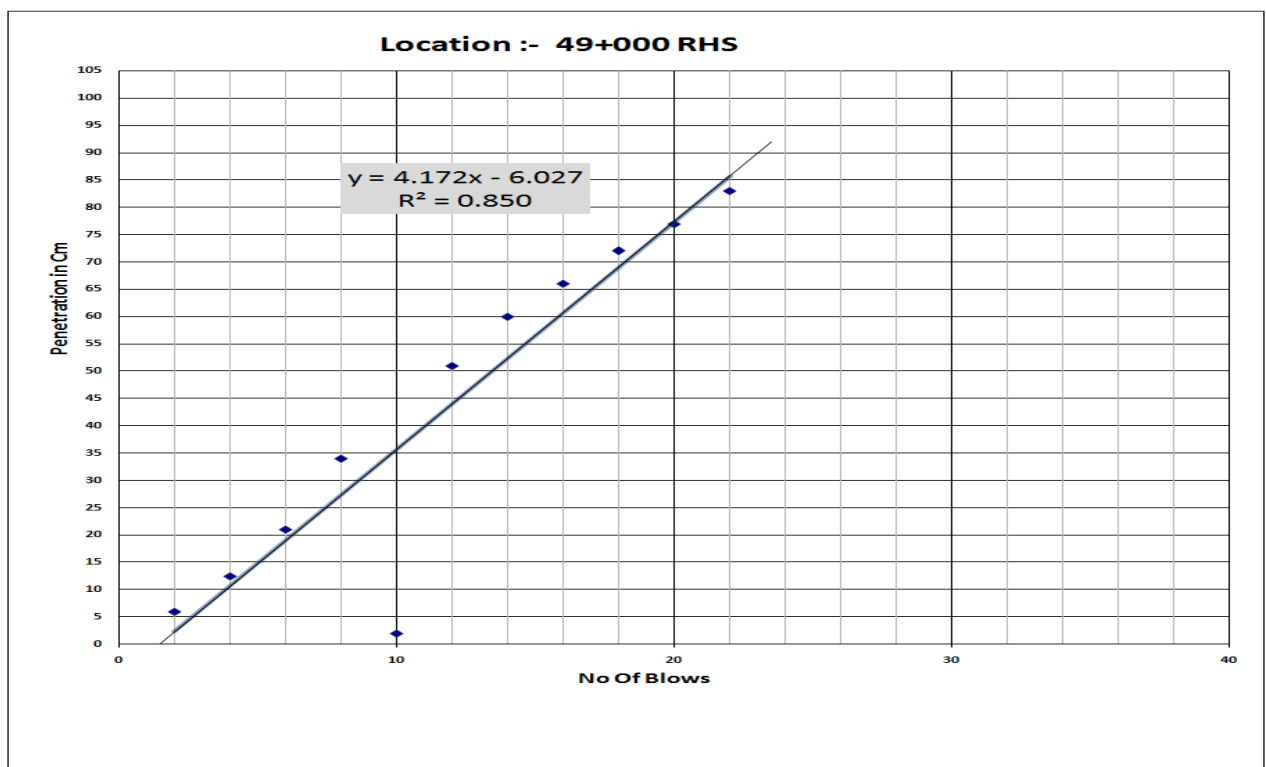
Location :- 43+000 RHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	11
2	4	19
2	6	26
2	8	38
2	10	44
2	12	56
2	14	63
2	16	71
2	18	79
2	20	84
2	22	89

Appendix 4.20 : DCPT CBR Graph



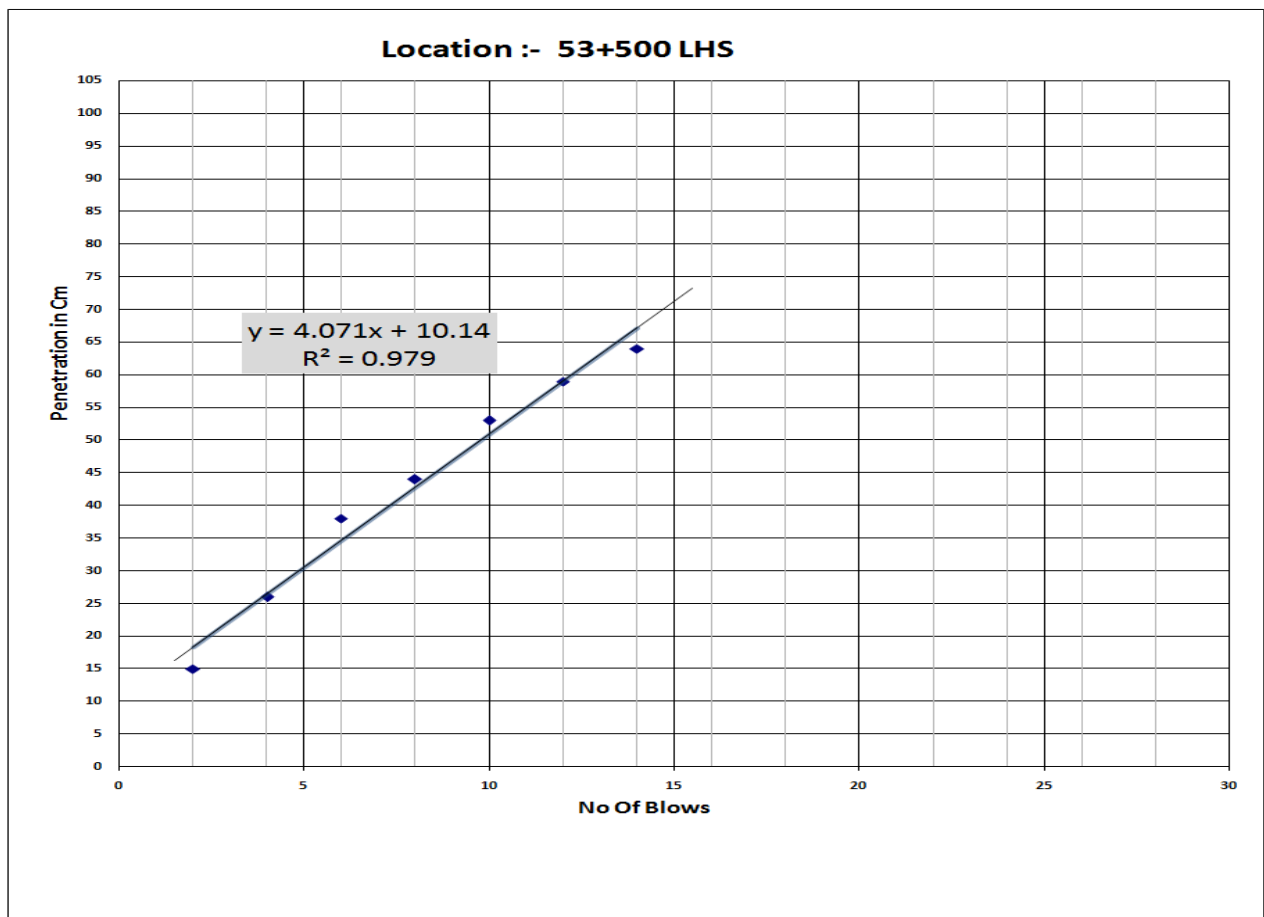
Appendix 4.20 : DCPT CBR Graph

Location :- 49+000 RHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	6
2	4	12.5
2	6	21
2	8	34
2	10	2
2	12	51
2	14	60
2	16	66
2	18	72
2	20	77
2	22	83



Appendix 4.20 : DCPT CBR Graph

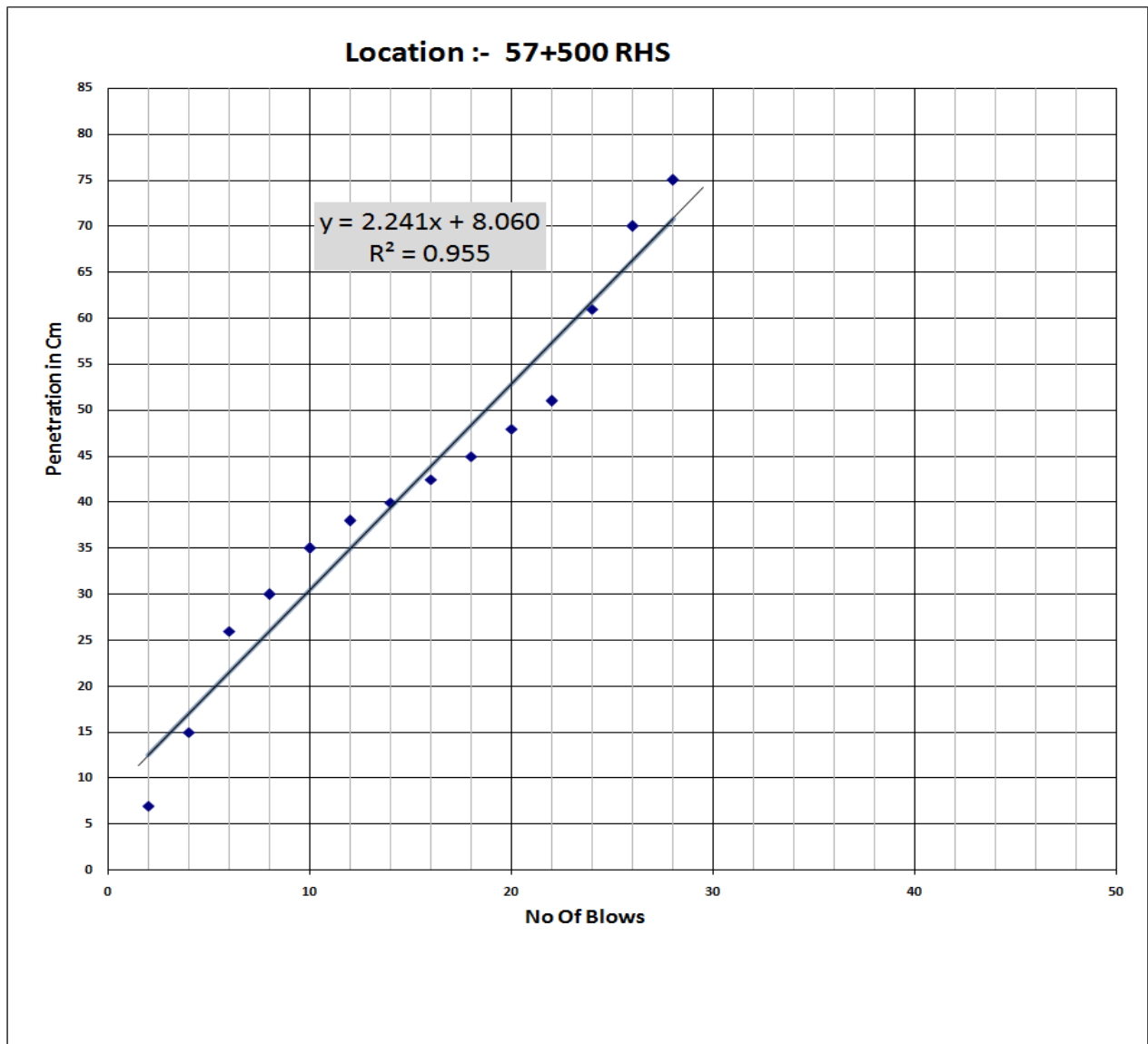
Location :- 53+500 LHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	15
2	4	26
2	6	38
2	8	44
2	10	53
2	12	59
2	14	64



Appendix 4.20 : DCPT CBR Graph

Location :- 57+500 RHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	7
2	4	15
2	6	26
2	8	30
2	10	35
2	12	38
2	14	40
2	16	42.5
2	18	45
2	20	48
2	22	51
2	24	61
2	26	70
2	28	75

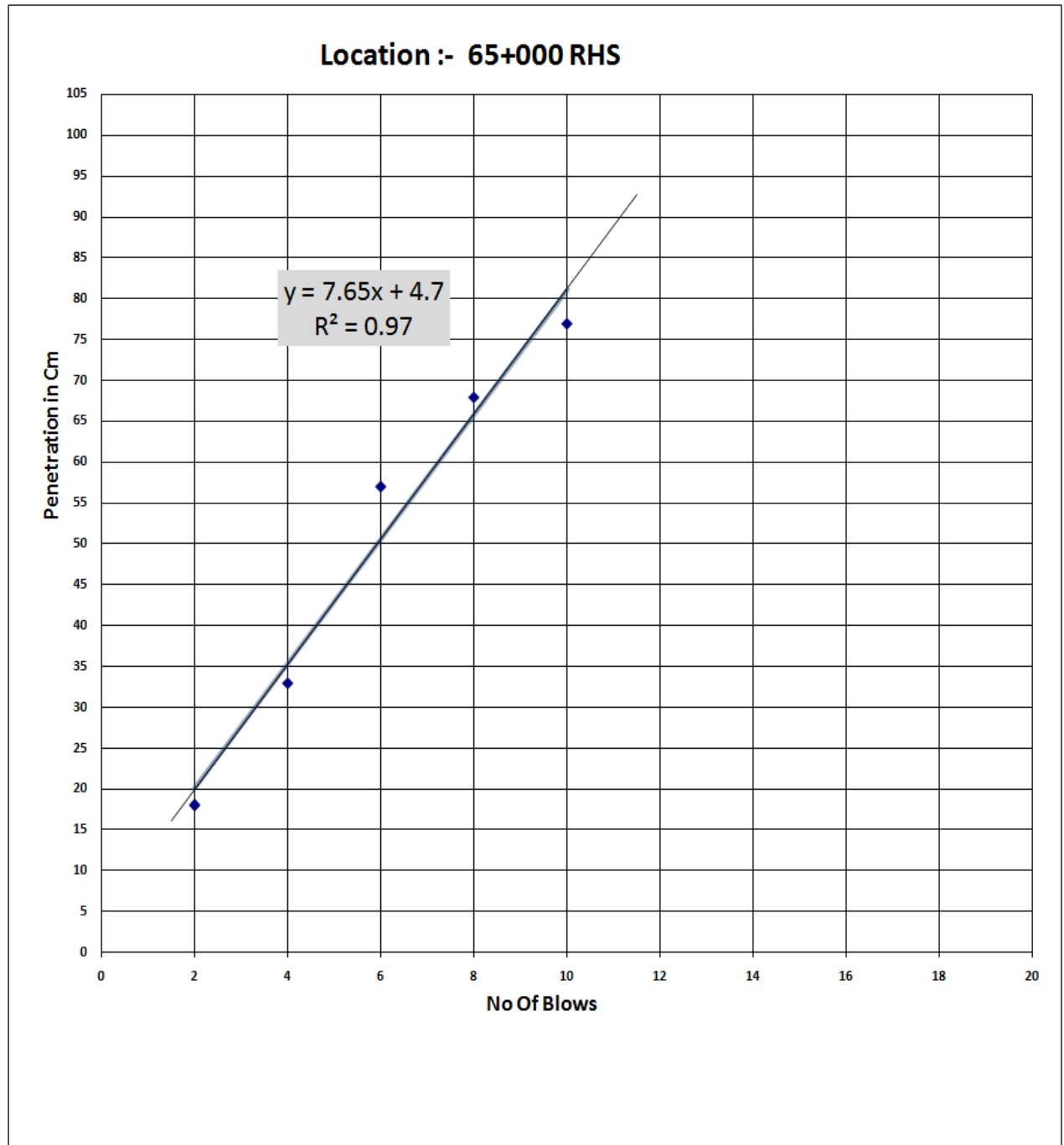
Appendix 4.20 : DCPT CBR Graph



Appendix 4.20 : DCPT CBR Graph

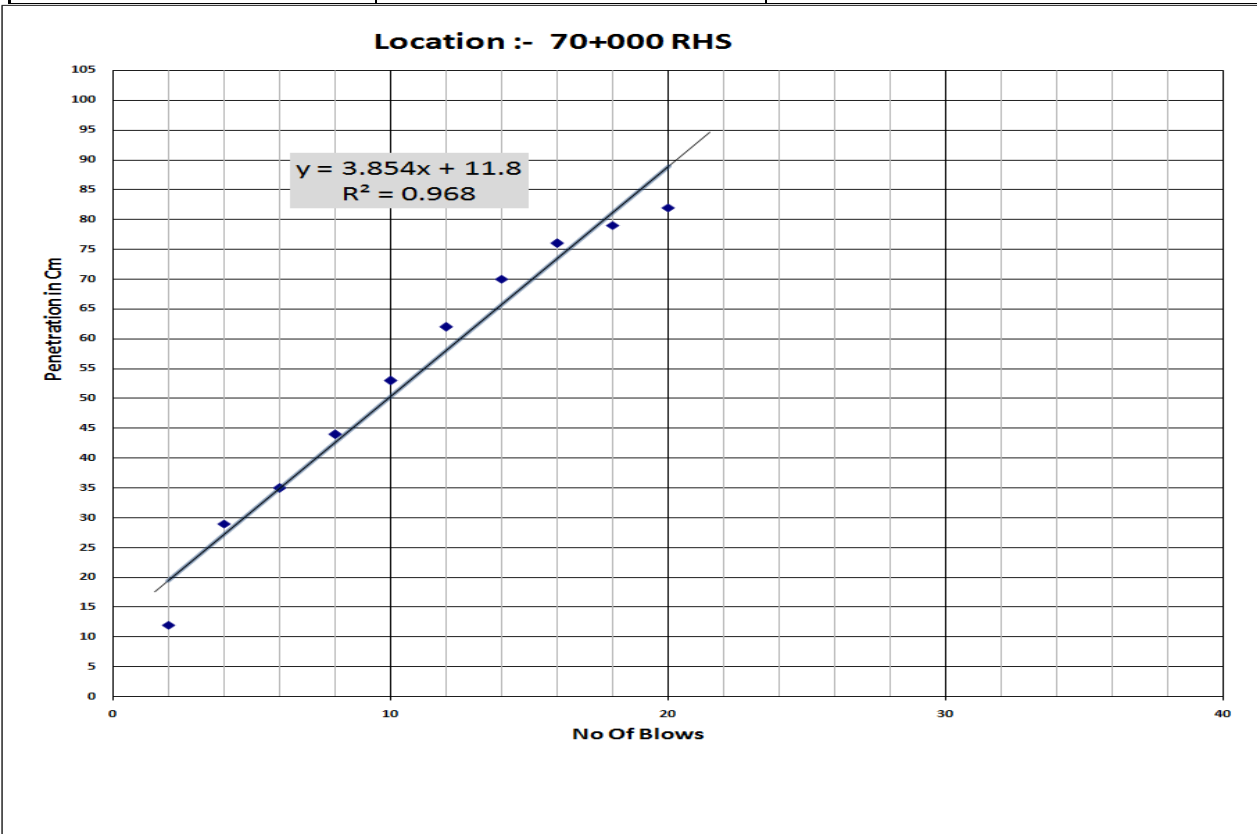
Location :- 65+000 RHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	18
2	4	33
2	6	57
2	8	68
2	10	77

Appendix 4.20 : DCPT CBR Graph



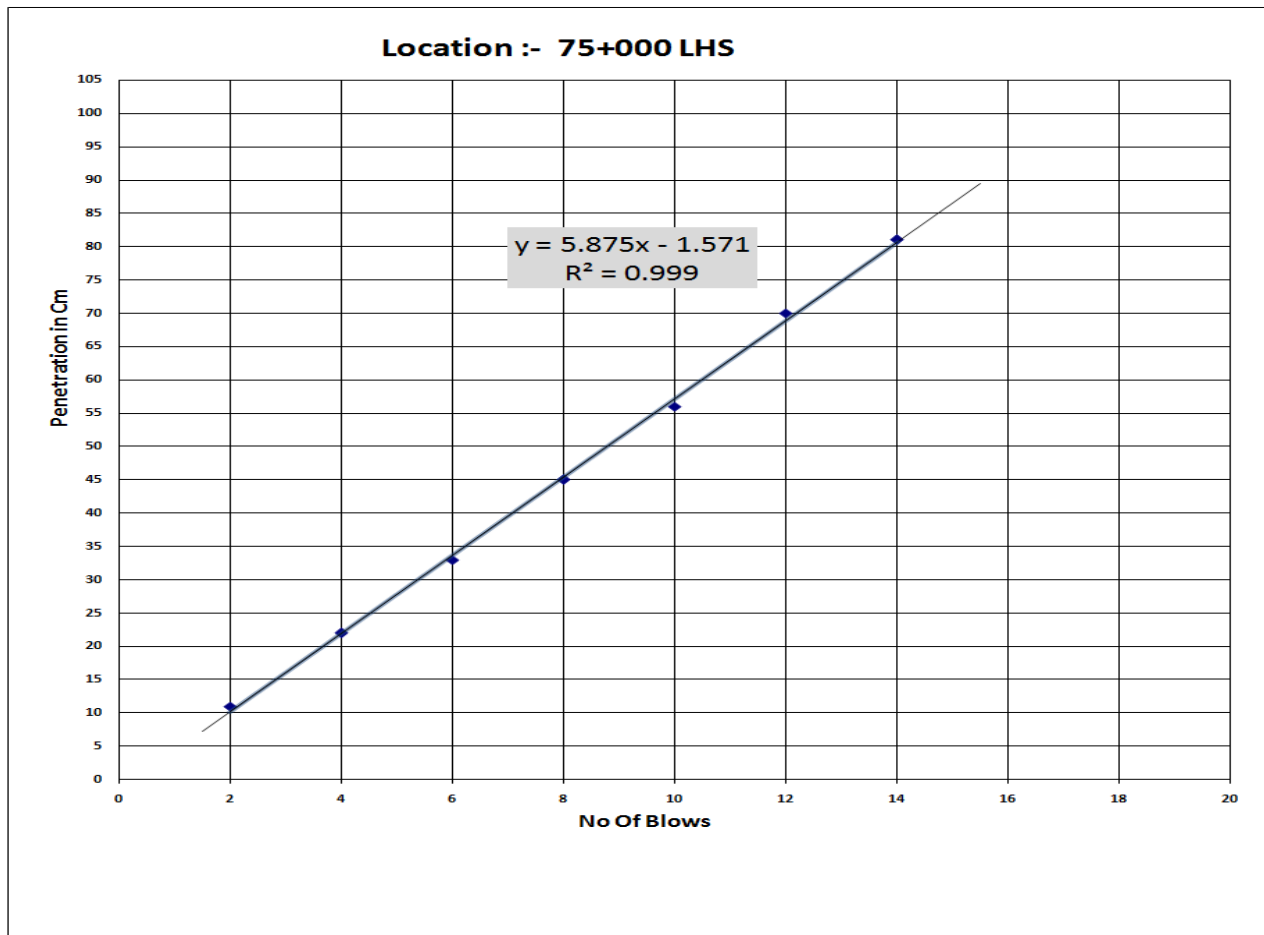
Appendix 4.20 : DCPT CBR Graph

Location :- 70+000 RHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	12
2	4	29
2	6	35
2	8	44
2	10	53
2	12	62
2	14	70
2	16	76
2	18	79
2	20	82



Appendix 4.20 : DCPT CBR Graph

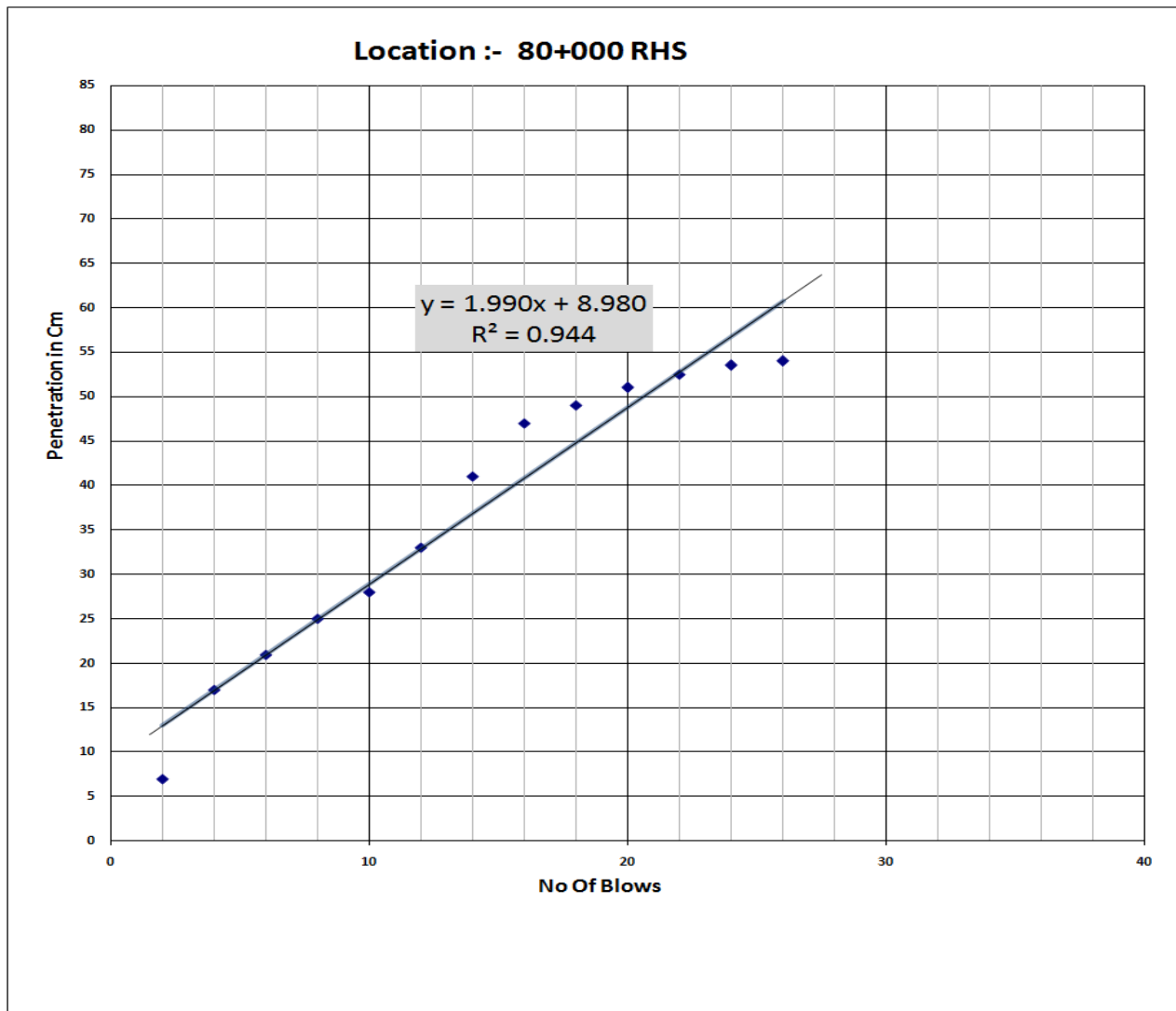
Location :- 75+000 LHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	11
2	4	22
2	6	33
2	8	45
2	10	56
2	12	70
2	14	81



Appendix 4.20 : DCPT CBR Graph

Location :- 80+000 RHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	7
2	4	17
2	6	21
2	8	25
2	10	28
2	12	33
2	14	41
2	16	47
2	18	49
2	20	51
2	22	52.5
2	24	53.5
2	26	54

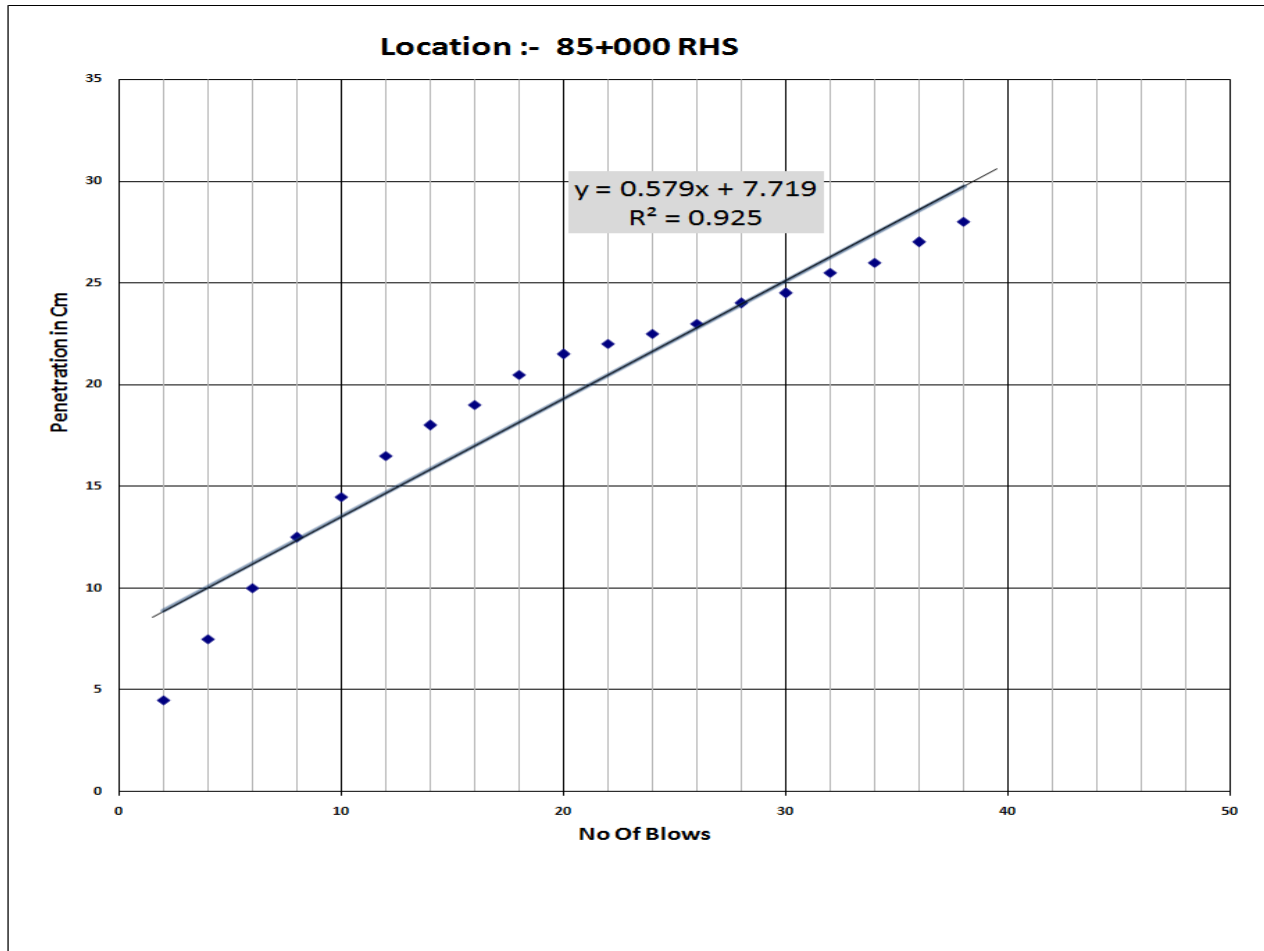
Appendix 4.20 : DCPT CBR Graph



Appendix 4.20 : DCPT CBR Graph

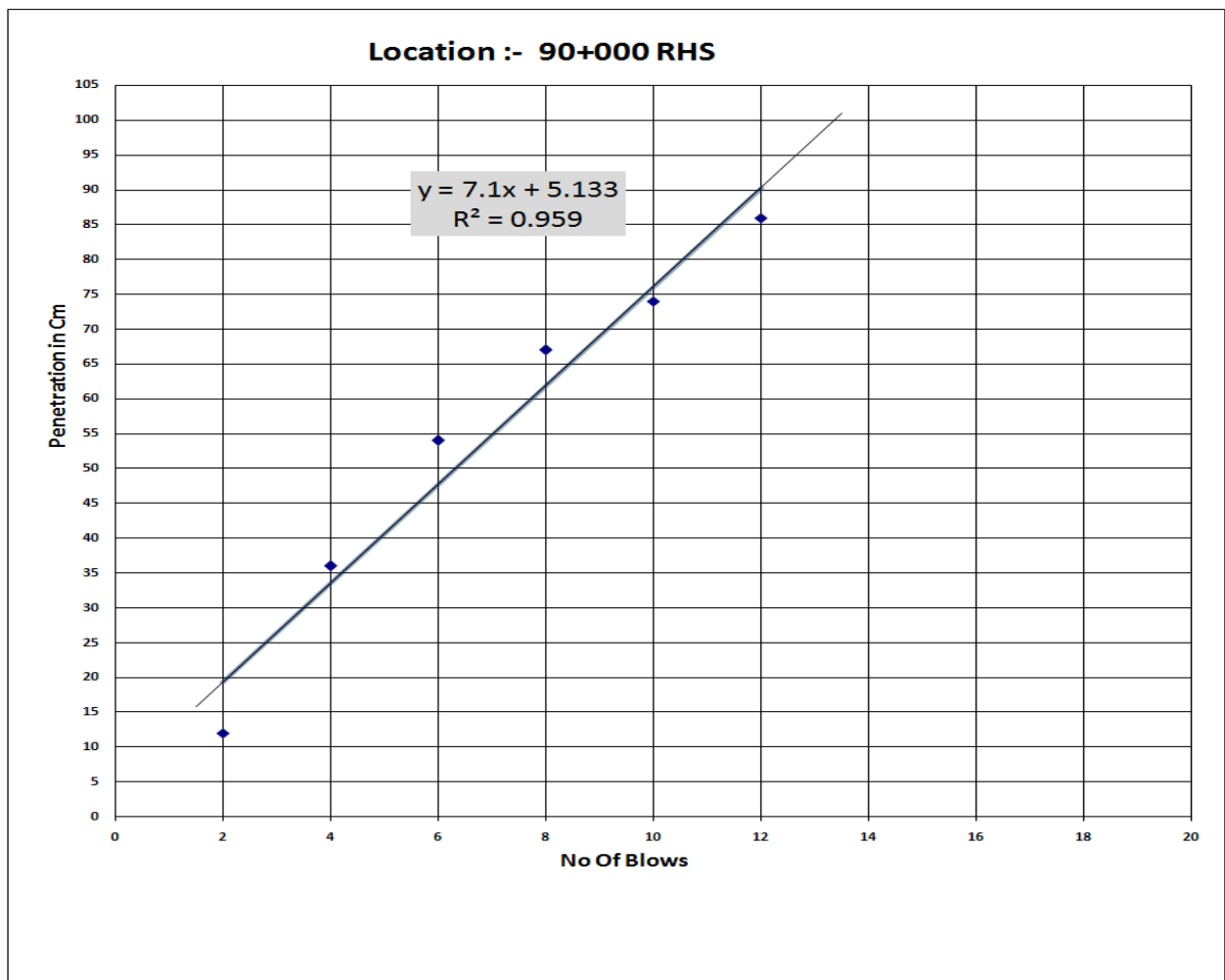
Location :- 85+000 RHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	4.5
2	4	7.5
2	6	10
2	8	12.5
2	10	14.5
2	12	16.5
2	14	18
2	16	19
2	18	20.5
2	20	21.5
2	22	22
2	24	22.5
2	26	23
2	28	24
2	30	24.5
2	32	25.5
2	34	26
2	36	27
2	38	28

Appendix 4.20 : DCPT CBR Graph



Appendix 4.20 : DCPT CBR Graph

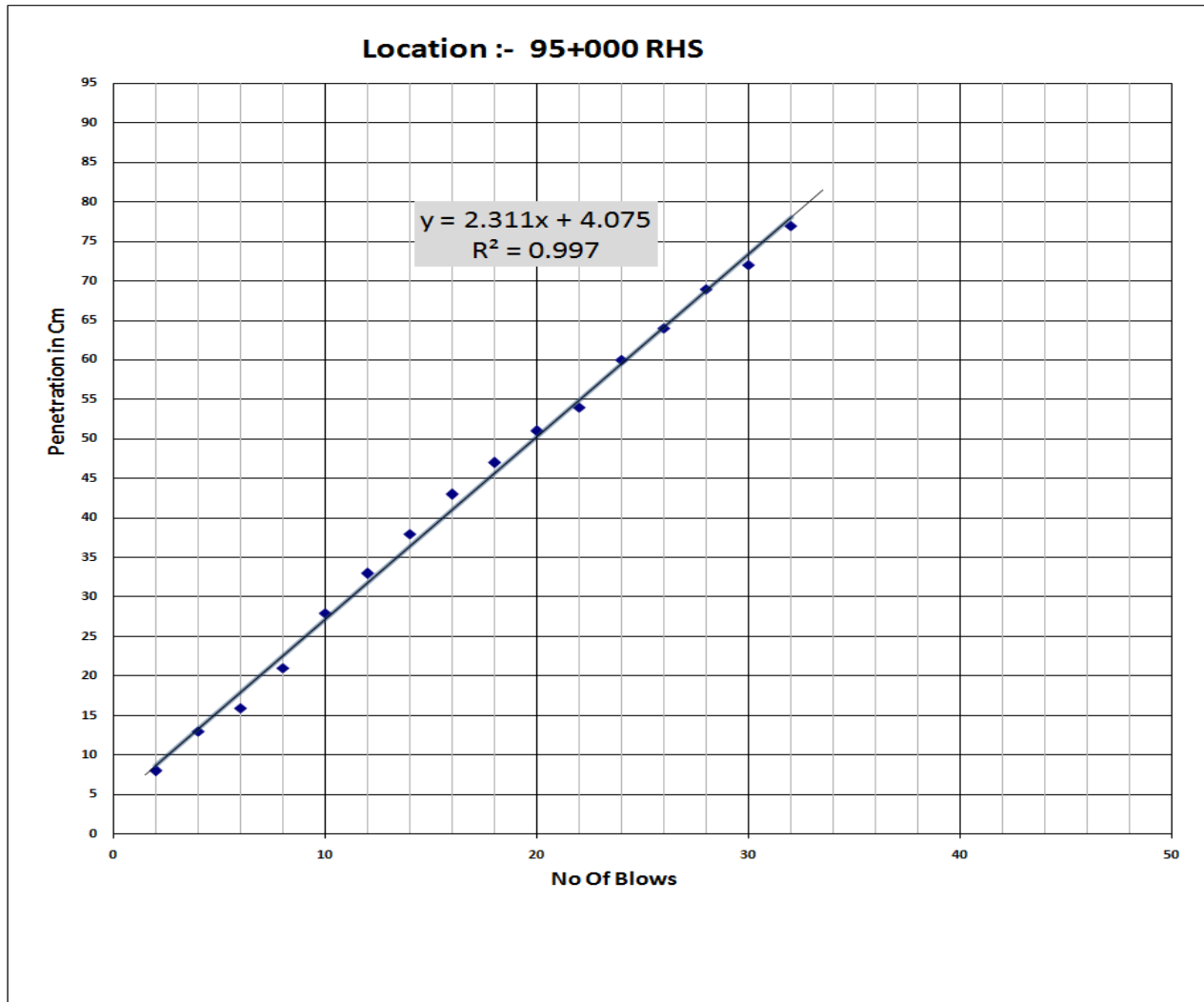
Location :- 90+000 RHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	12
2	4	36
2	6	54
2	8	67
2	10	74
2	12	86



Appendix 4.20 : DCPT CBR Graph

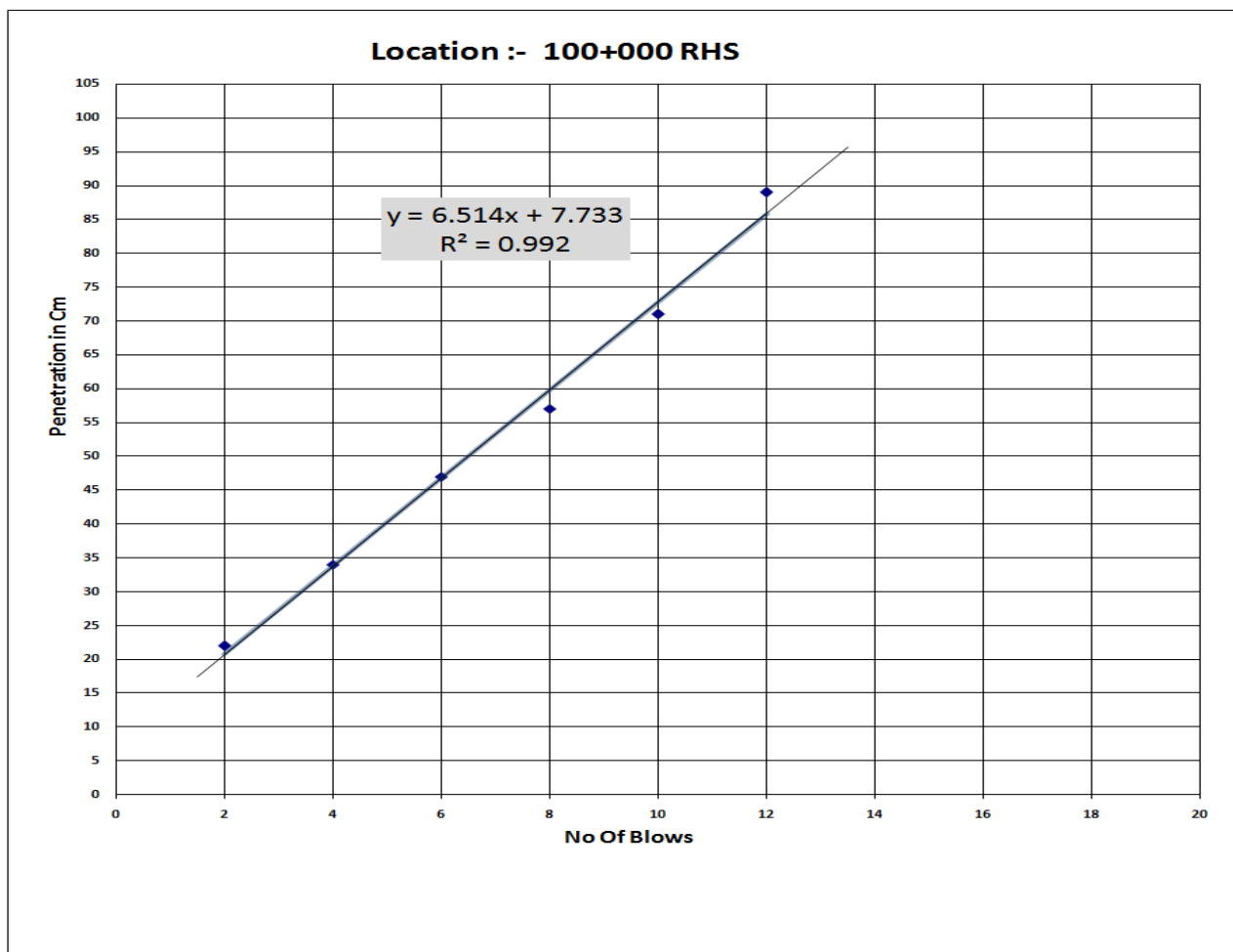
Location :- 95+000 RHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	8
2	4	13
2	6	16
2	8	21
2	10	28
2	12	33
2	14	38
2	16	43
2	18	47
2	20	51
2	22	54
2	24	60
2	26	64
2	28	69
2	30	72
2	32	77

Appendix 4.20 : DCPT CBR Graph



Appendix 4.20 : DCPT CBR Graph

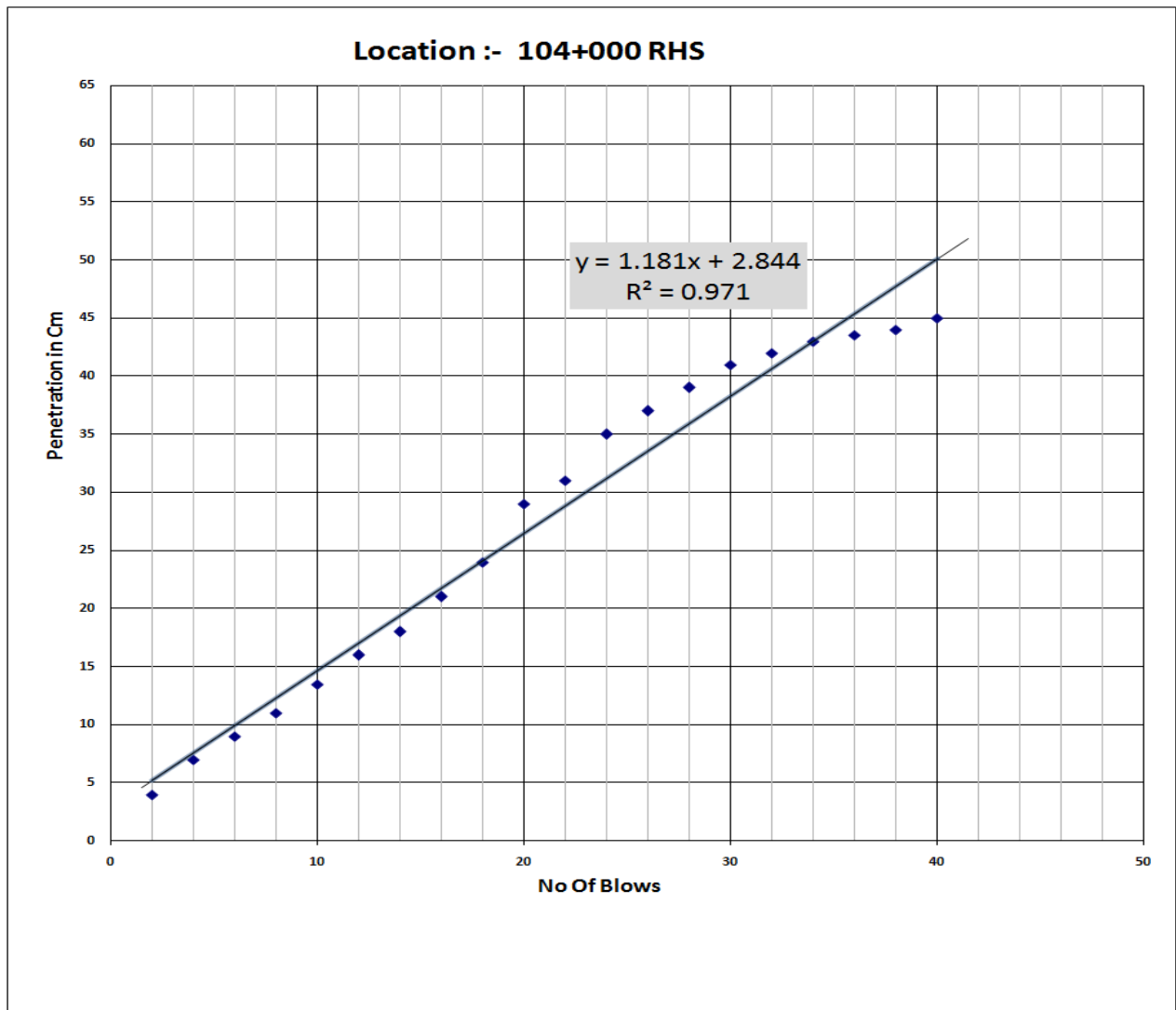
Location :- 100+000 RHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	22
2	4	34
2	6	47
2	8	57
2	10	71
2	12	89



Appendix 4.20 : DCPT CBR Graph

Location :- 104+000 RHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	4
2	4	7
2	6	9
2	8	11
2	10	13.5
2	12	16
2	14	18
2	16	21
2	18	24
2	20	29
2	22	31
2	24	35
2	26	37
2	28	39
2	30	41
2	32	42
2	34	43
2	36	43.5
2	38	44
2	40	45

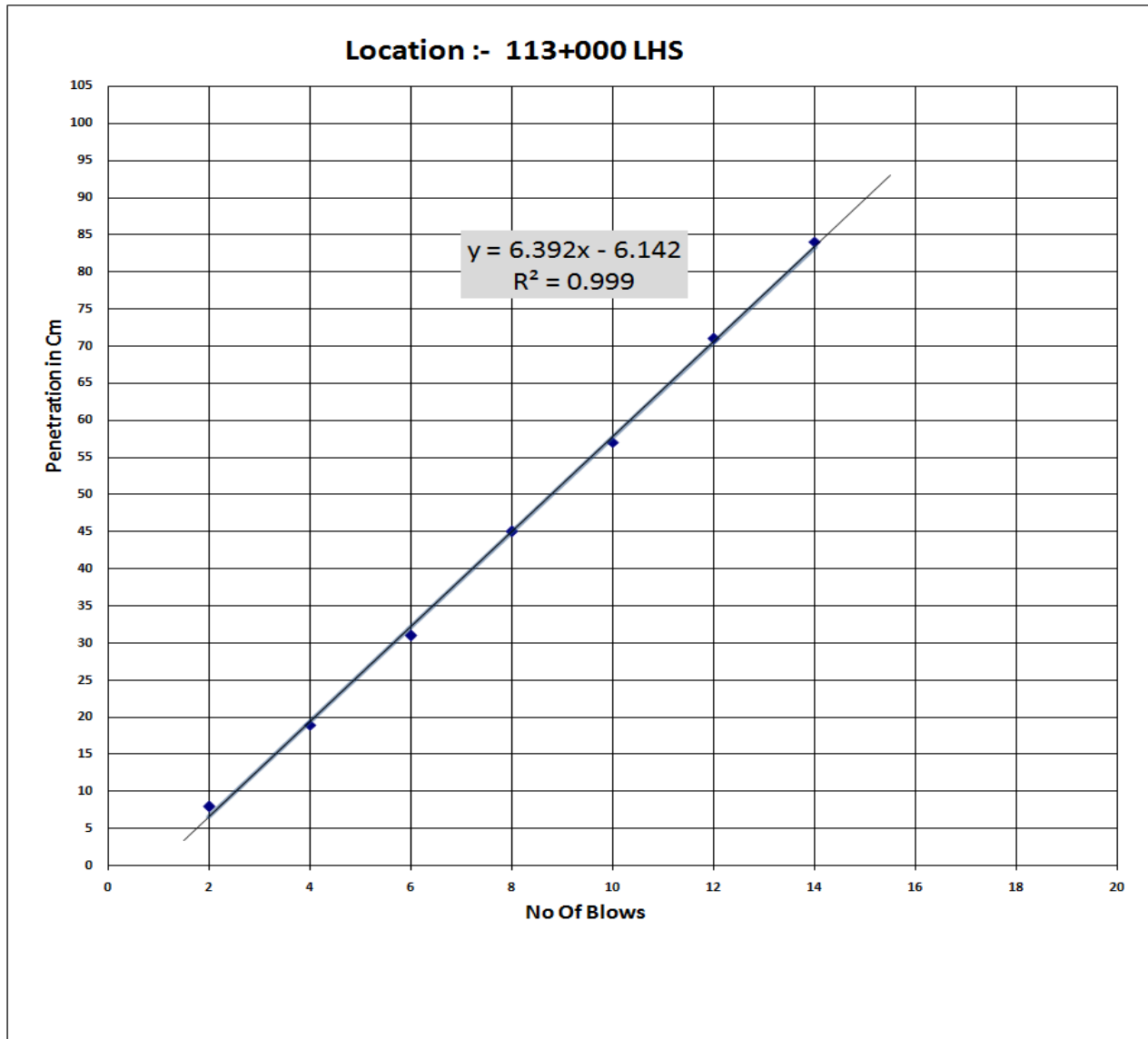
Appendix 4.20 : DCPT CBR Graph



Appendix 4.20 : DCPT CBR Graph

Location :- 113+000 LHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	8
2	4	19
2	6	31
2	8	45
2	10	57
2	12	71
2	14	84

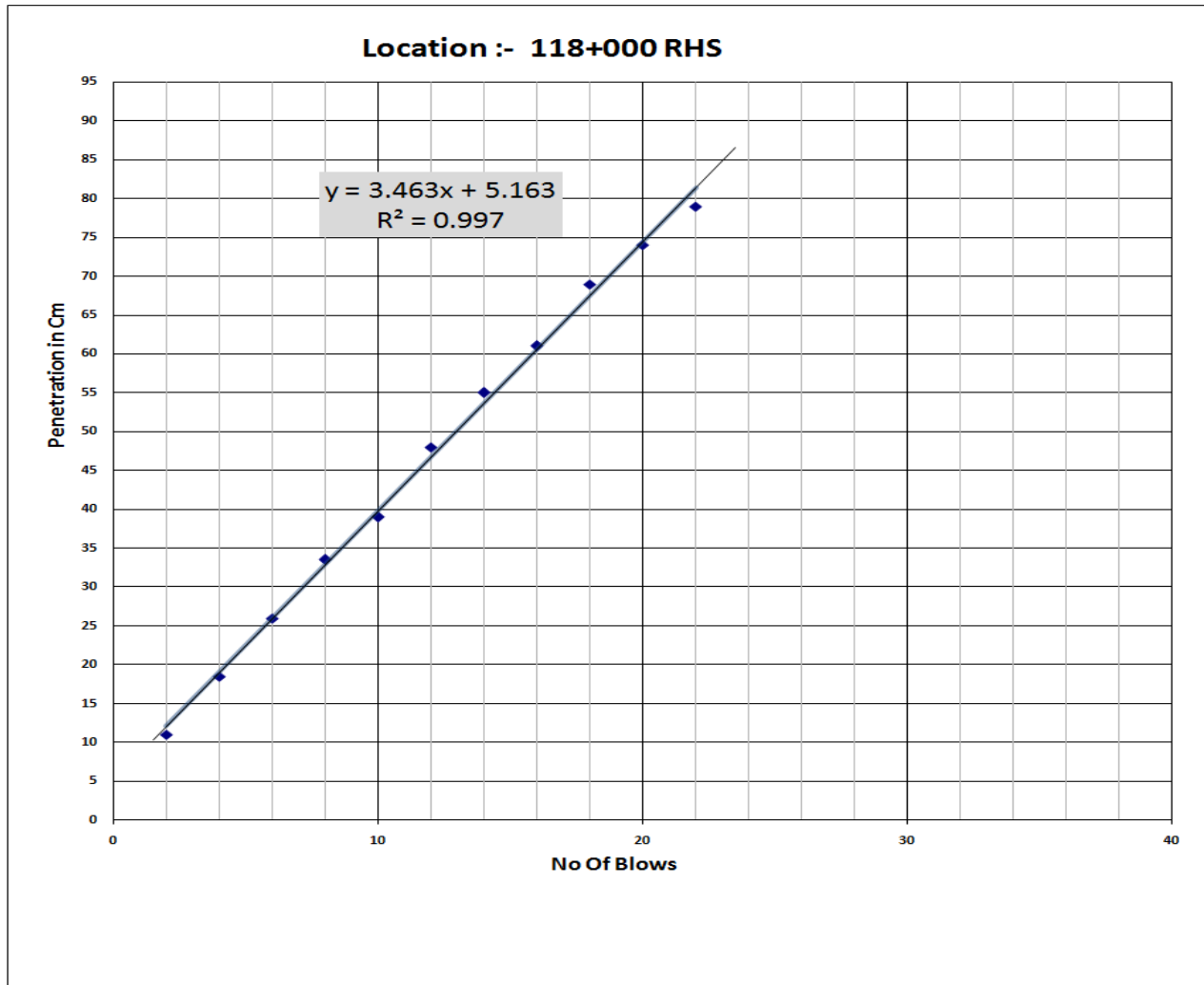
Appendix 4.20 : DCPT CBR Graph



Appendix 4.20 : DCPT CBR Graph

Location :- 118+000 RHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	11
2	4	18.5
2	6	26
2	8	33.5
2	10	39
2	12	48
2	14	55
2	16	61
2	18	69
2	20	74
2	22	79

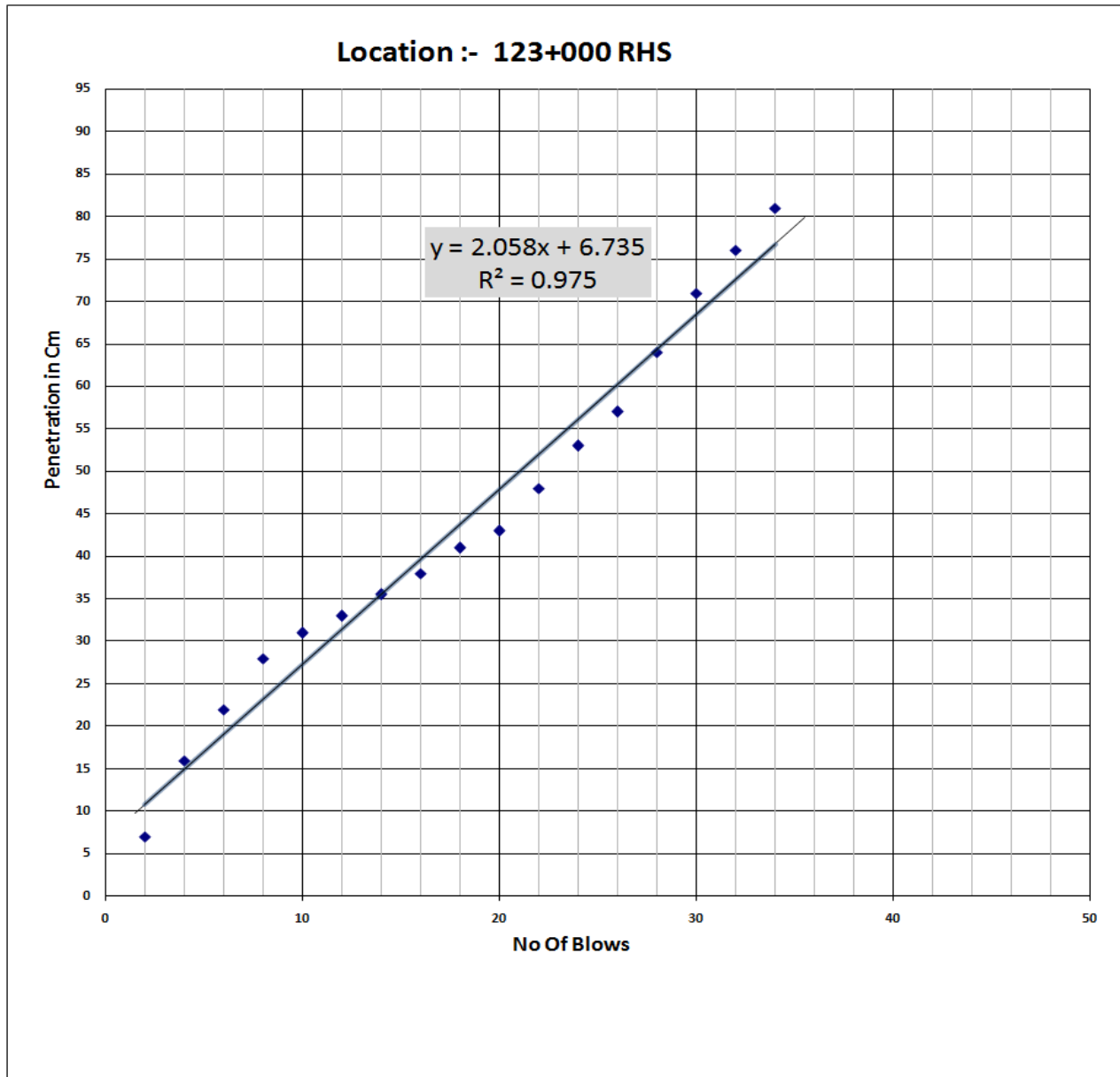
Appendix 4.20 : DCPT CBR Graph



Appendix 4.20 : DCPT CBR Graph

Location :- 123+000 RHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	7
2	4	16
2	6	22
2	8	28
2	10	31
2	12	33
2	14	35.5
2	16	38
2	18	41
2	20	43
2	22	48
2	24	53
2	26	57
2	28	64
2	30	71
2	32	76
2	34	81

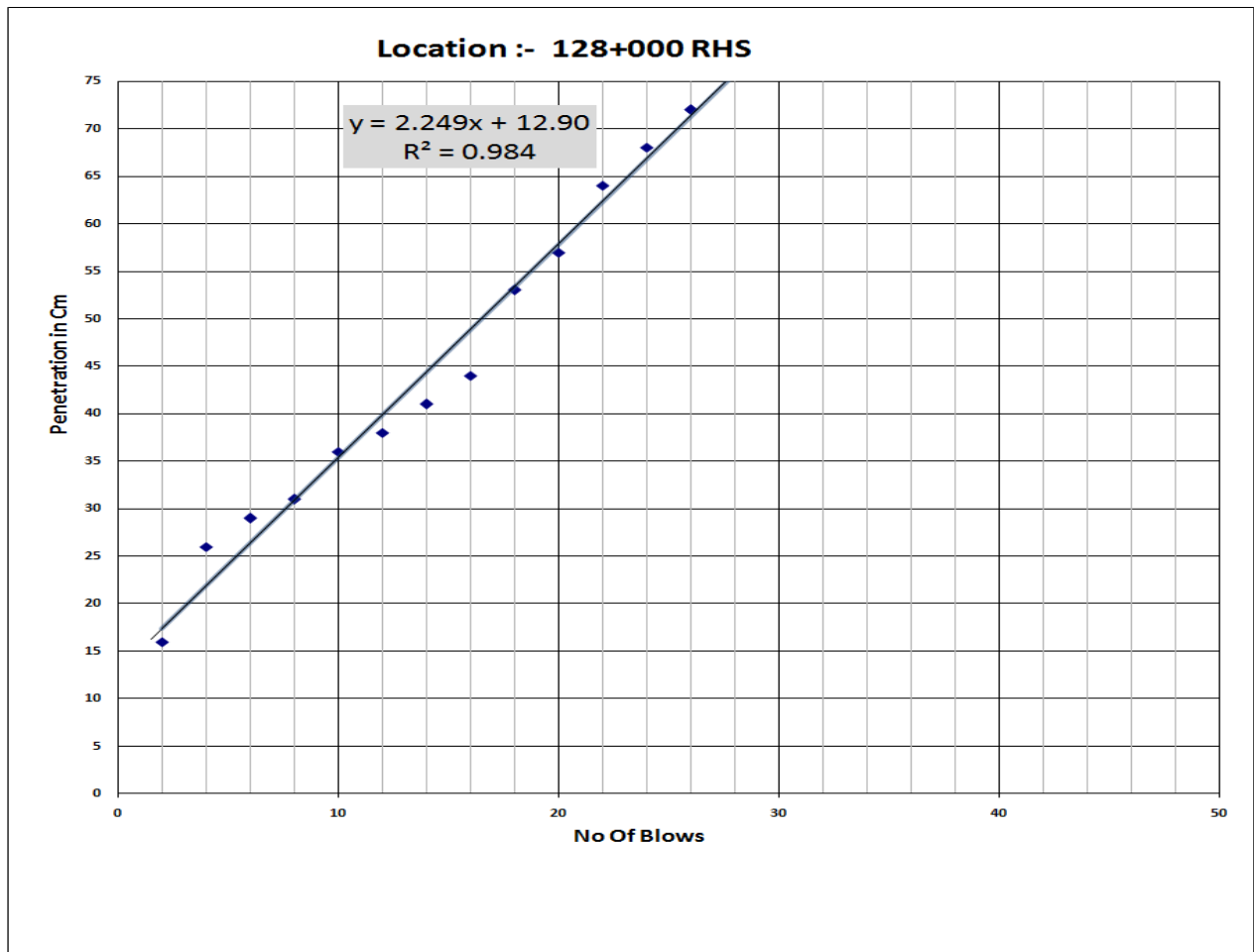
Appendix 4.20 : DCPT CBR Graph



Appendix 4.20 : DCPT CBR Graph

Location :- 128+000 RHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	16
2	4	26
2	6	29
2	8	31
2	10	36
2	12	38
2	14	41
2	16	44
2	18	53
2	20	57
2	22	64
2	24	68
2	26	72
2	28	78

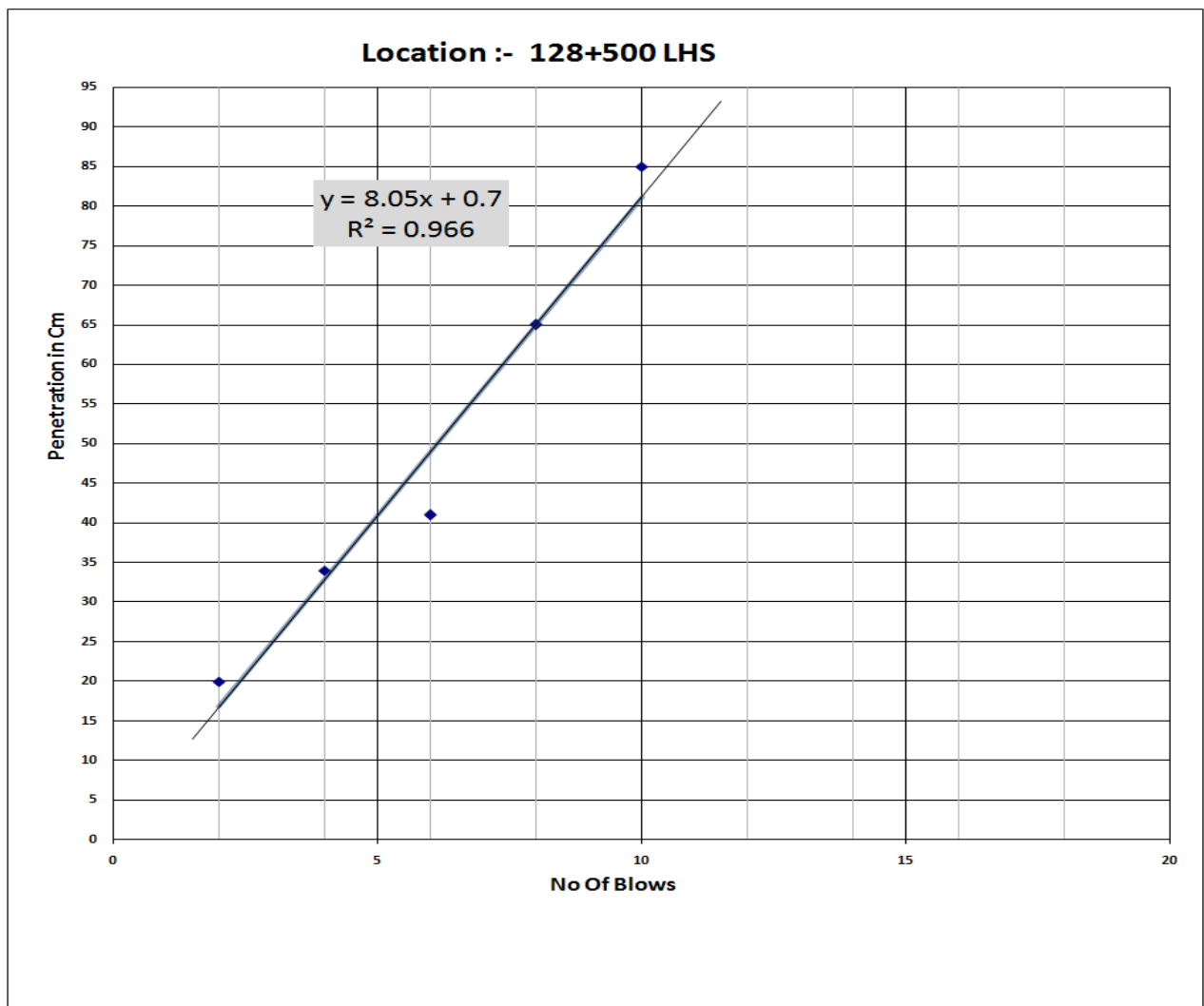
Appendix 4.20 : DCPT CBR Graph



Appendix 4.20 : DCPT CBR Graph

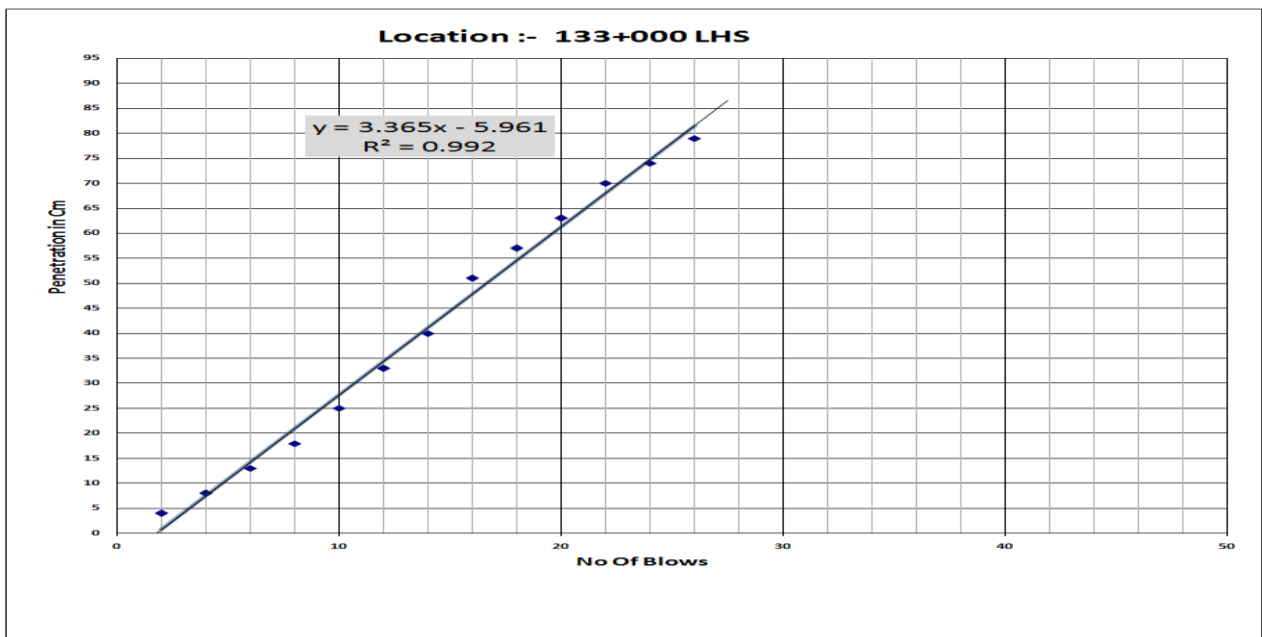
NAME OF ROAD- MANJA TO LAHORIJAN

Location :- 128+500 LHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	20
2	4	34
2	6	41
2	8	65
2	10	85



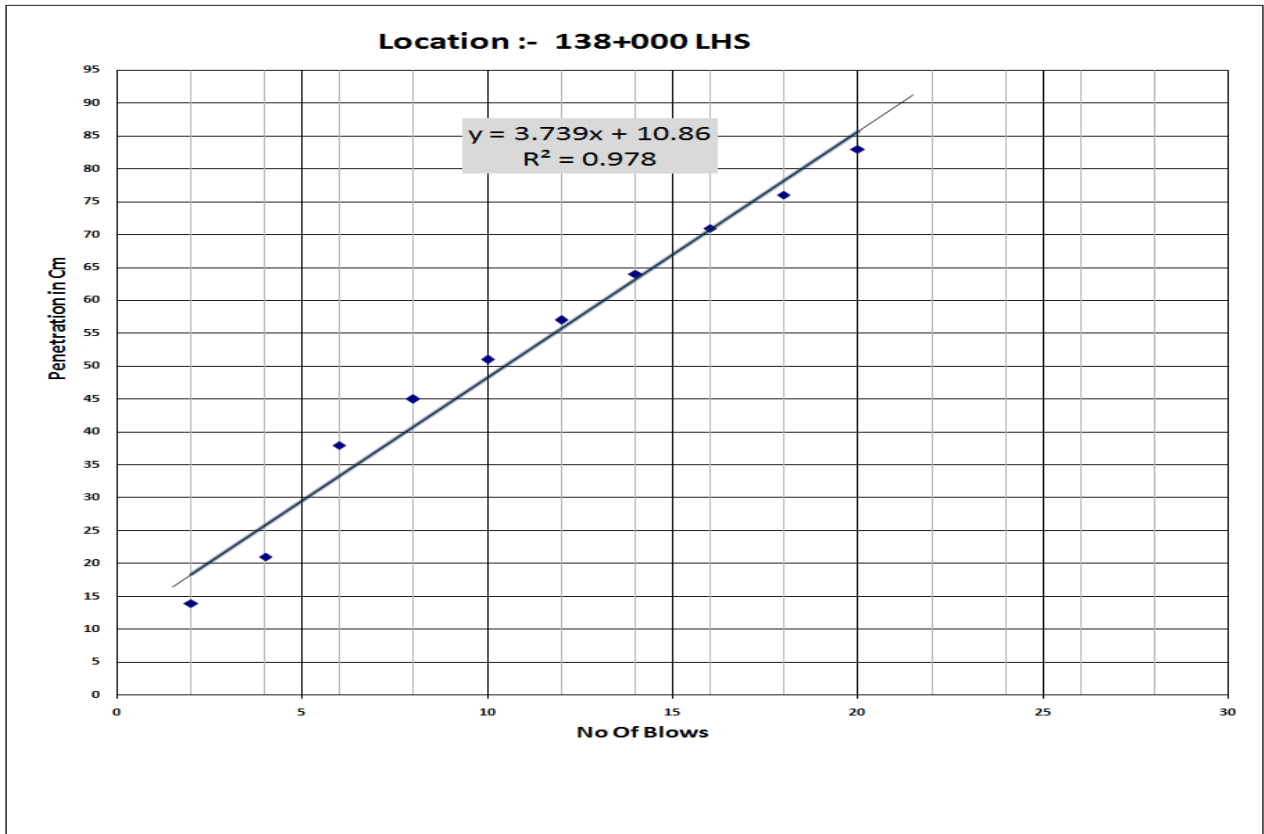
Appendix 4.20 : DCPT CBR Graph

Location :- 133+000 LHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	4
2	4	8
2	6	13
2	8	18
2	10	25
2	12	33
2	14	40
2	16	51
2	18	57
2	20	63
2	22	70
2	24	74
2	26	79



Appendix 4.20 : DCPT CBR Graph

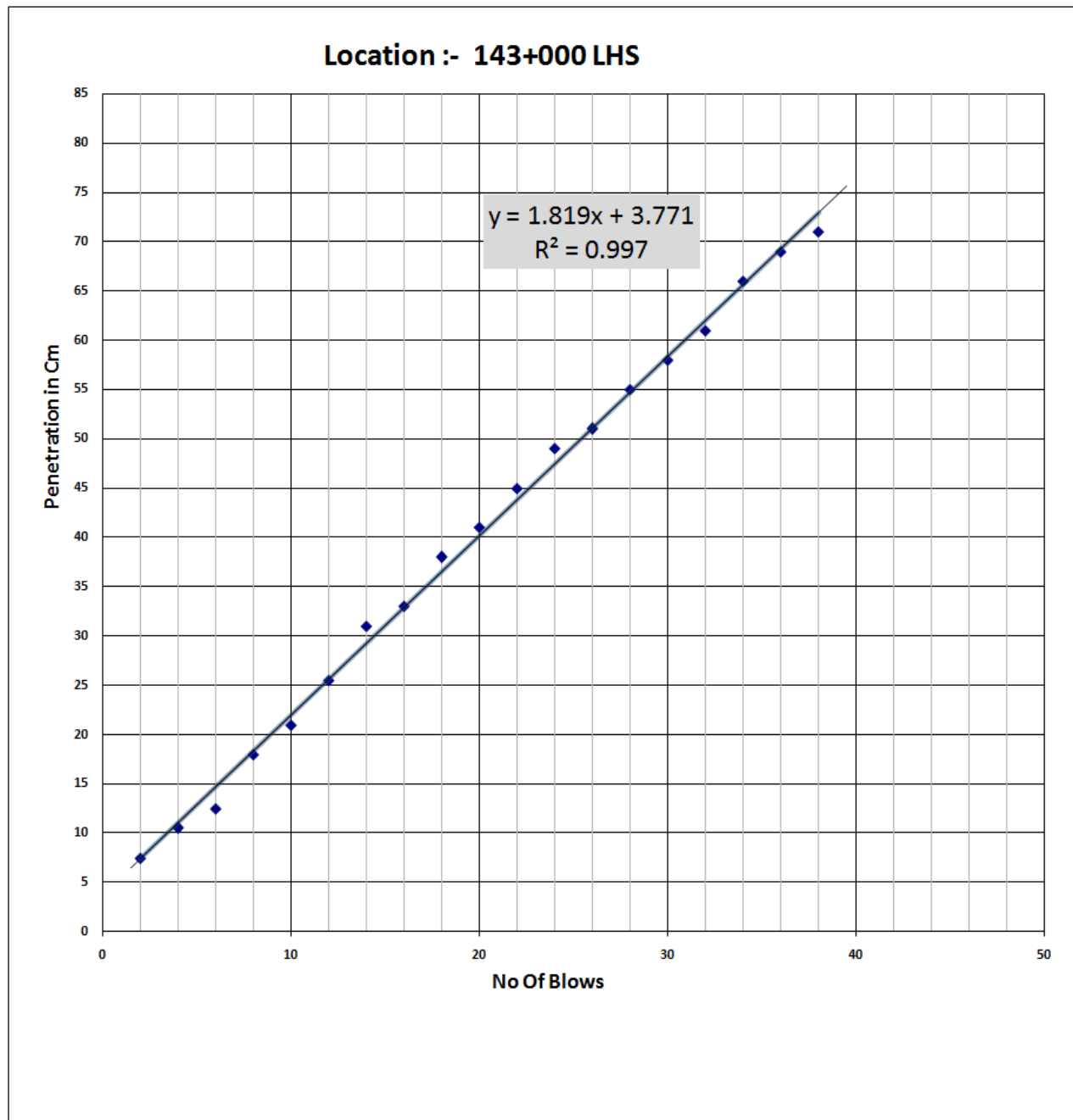
Location :- 138+000 LHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	14
2	4	21
2	6	38
2	8	45
2	10	51
2	12	57
2	14	64
2	16	71
2	18	76
2	20	83



Appendix 4.20 : DCPT CBR Graph

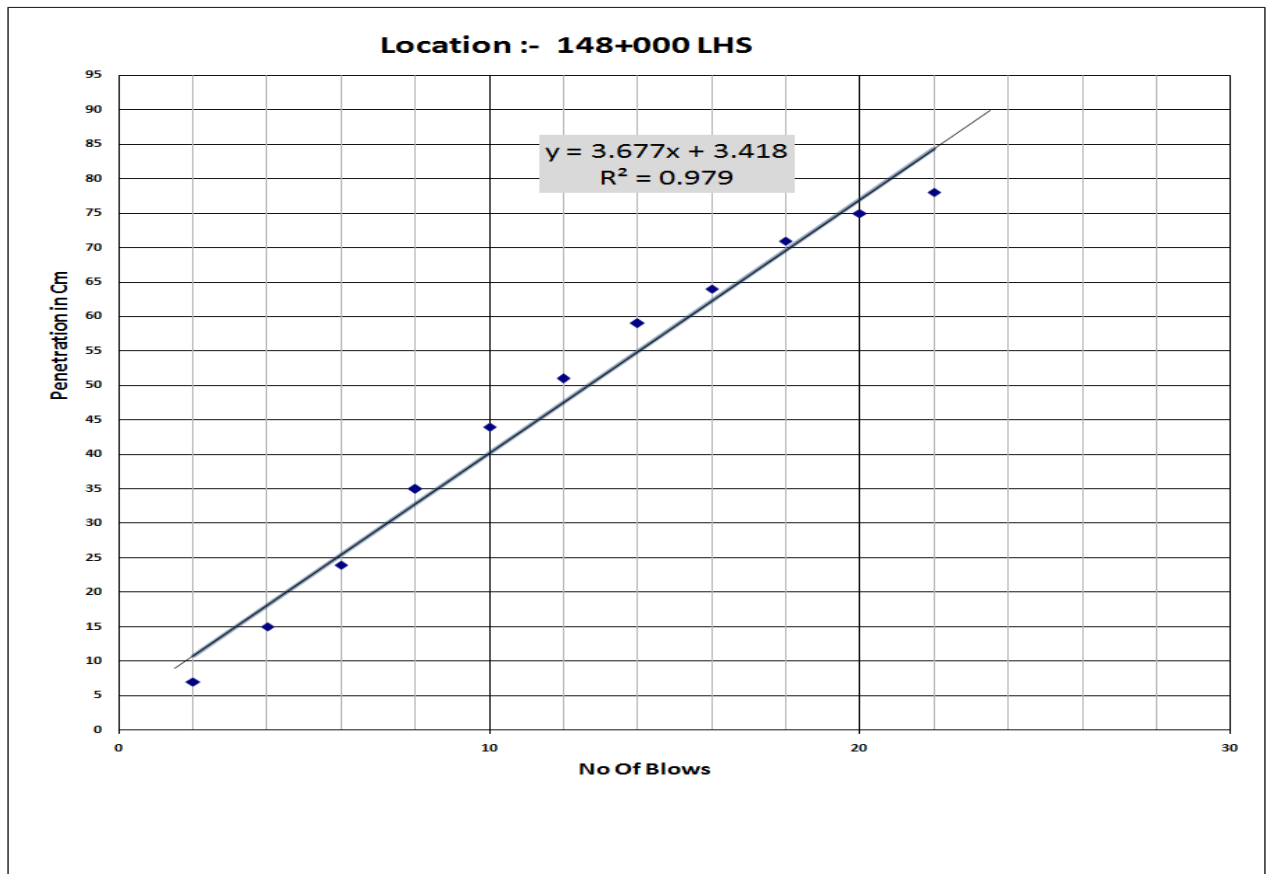
Location :- 143+000 LHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	7.5
2	4	10.5
2	6	12.5
2	8	18
2	10	21
2	12	25.5
2	14	31
2	16	33
2	18	38
2	20	41
2	22	45
2	24	49
2	26	51
2	28	55
2	30	58
2	32	61
2	34	66
2	36	69
2	38	71

Appendix 4.20 : DCPT CBR Graph



Appendix 4.20 : DCPT CBR Graph

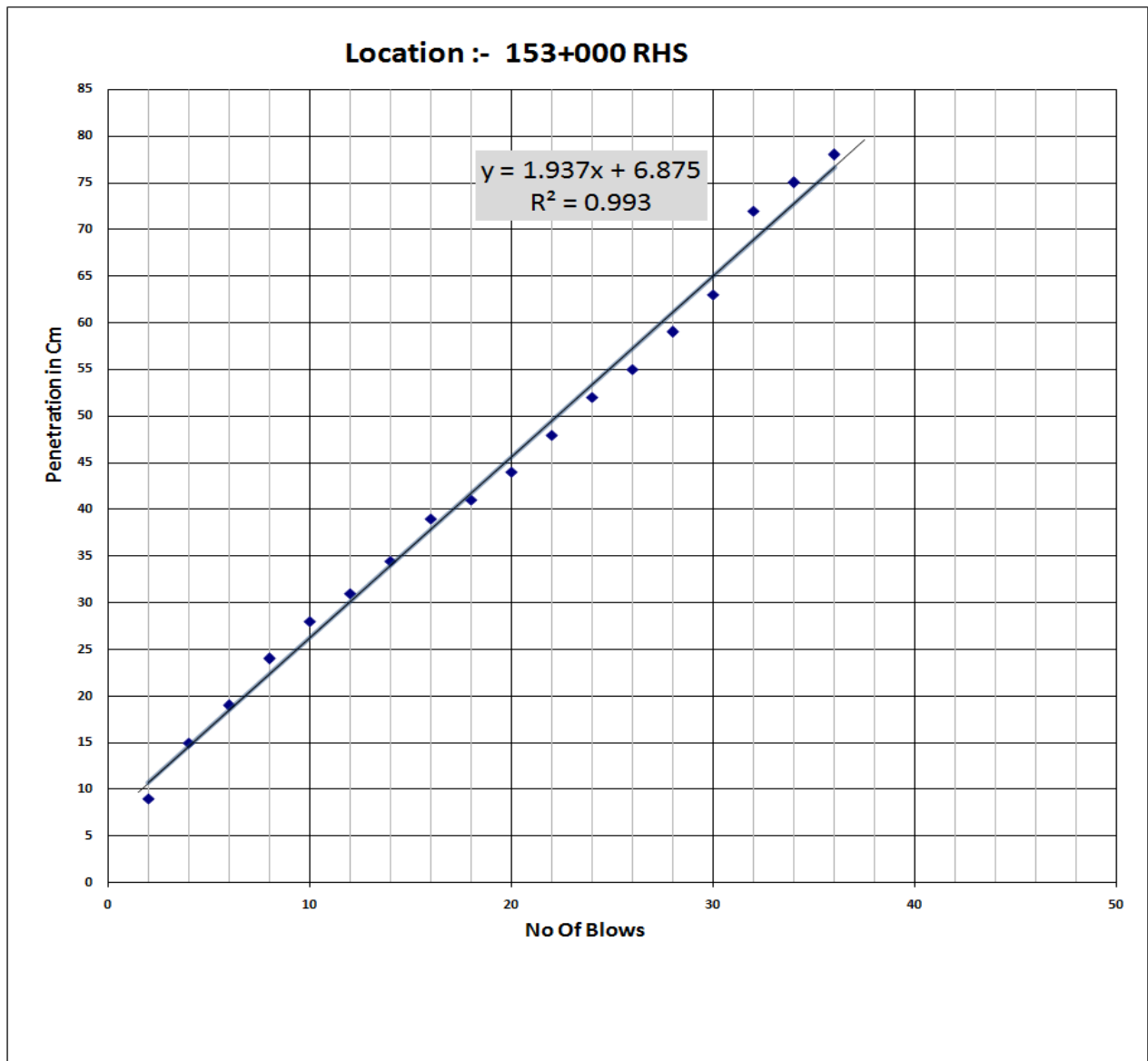
Location :- 148+000 LHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	7
2	4	15
2	6	24
2	8	35
2	10	44
2	12	51
2	14	59
2	16	64
2	18	71
2	20	75
2	22	78



Appendix 4.20 : DCPT CBR Graph

Location :- 153+000 RHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	9
2	4	15
2	6	19
2	8	24
2	10	28
2	12	31
2	14	34.5
2	16	39
2	18	41
2	20	44
2	22	48
2	24	52
2	26	55
2	28	59
2	30	63
2	32	72
2	34	75
2	36	78

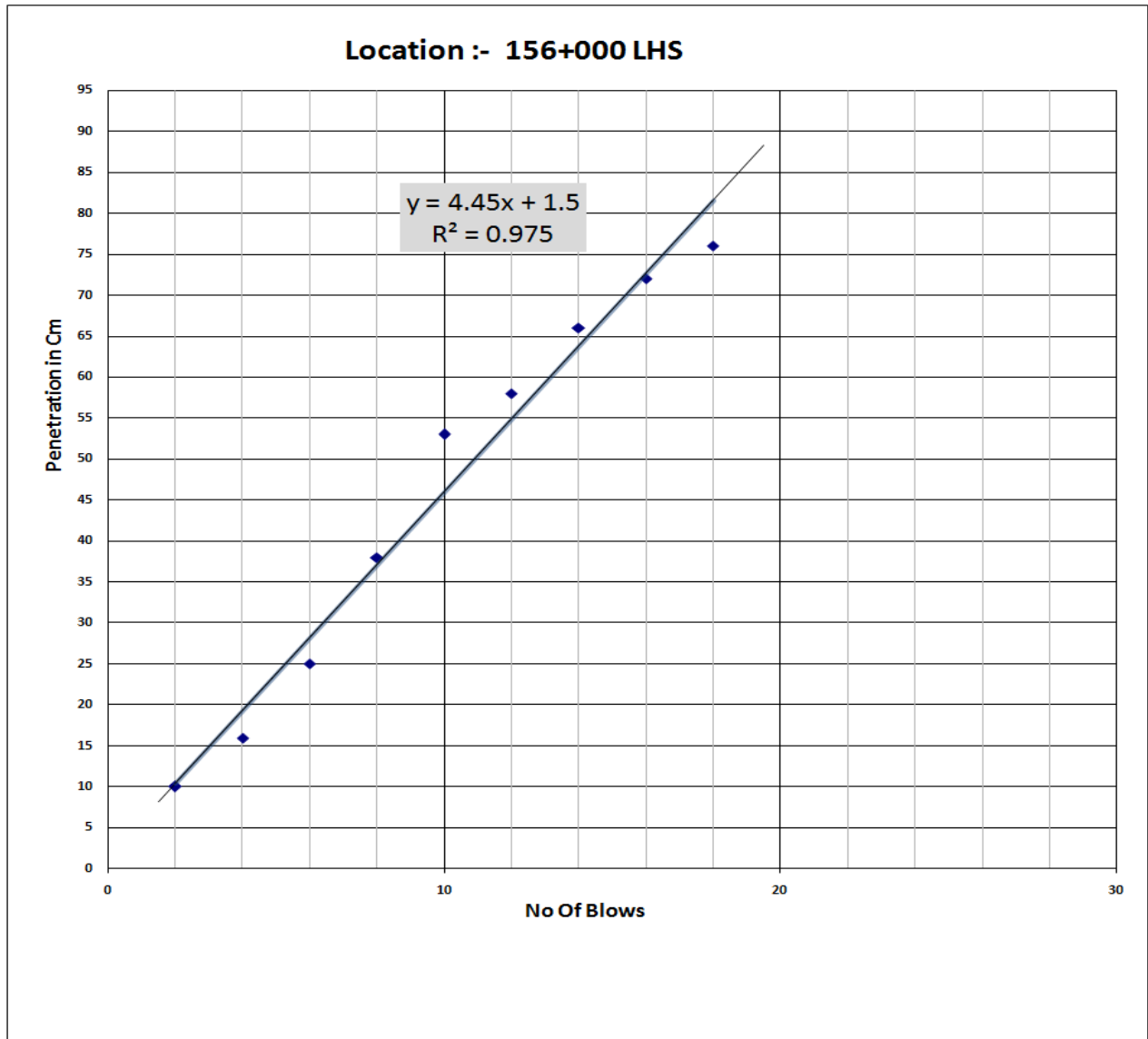
Appendix 4.20 : DCPT CBR Graph



Appendix 4.20 : DCPT CBR Graph

Location :- 156+000 LHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	10
2	4	16
2	6	25
2	8	38
2	10	53
2	12	58
2	14	66
2	16	72
2	18	76

Appendix 4.20 : DCPT CBR Graph

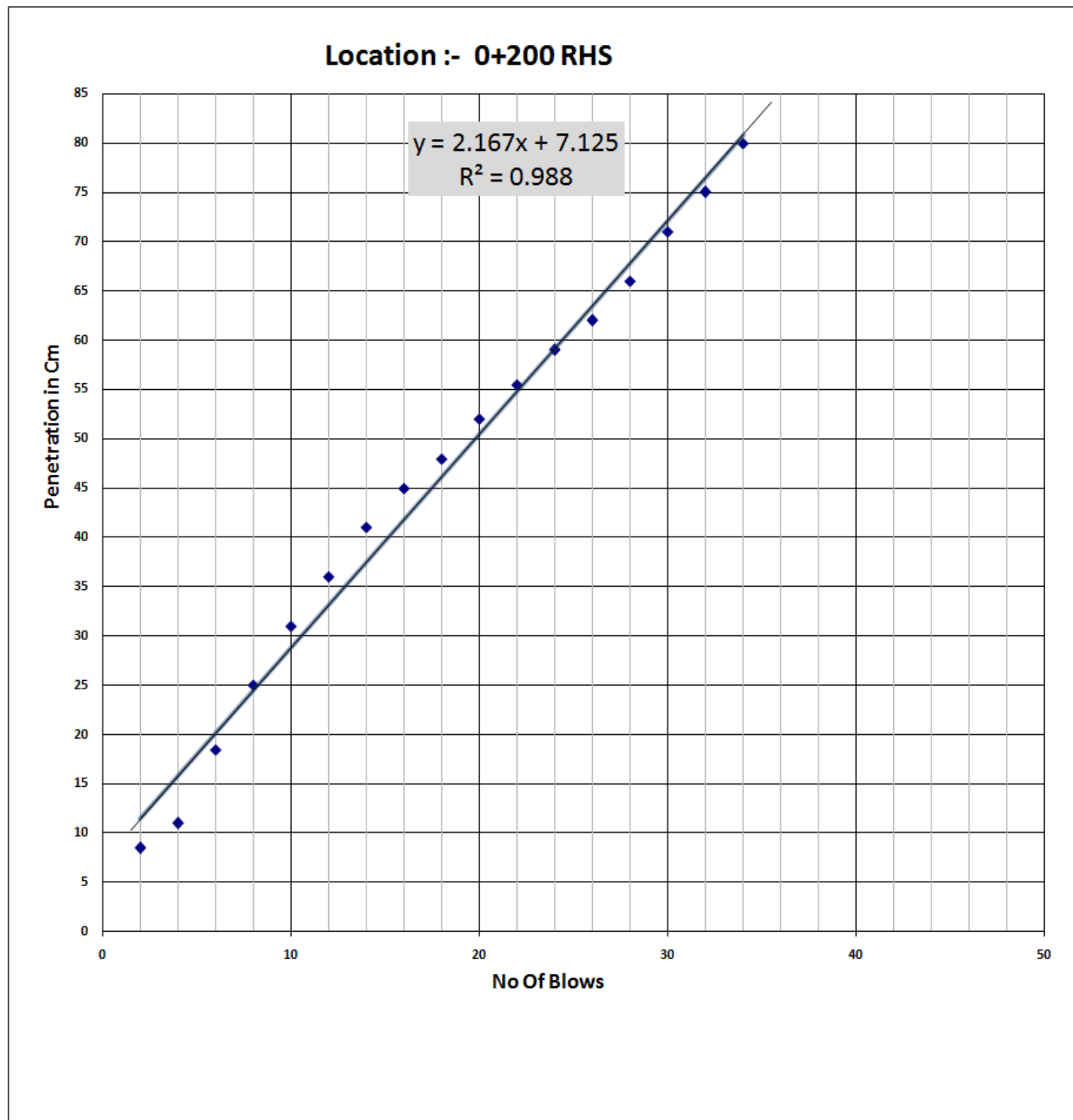


Appendix 4.20 : DCPT CBR Graph

NAME OF ROAD- NUMALIGARH TO KHATKHATI

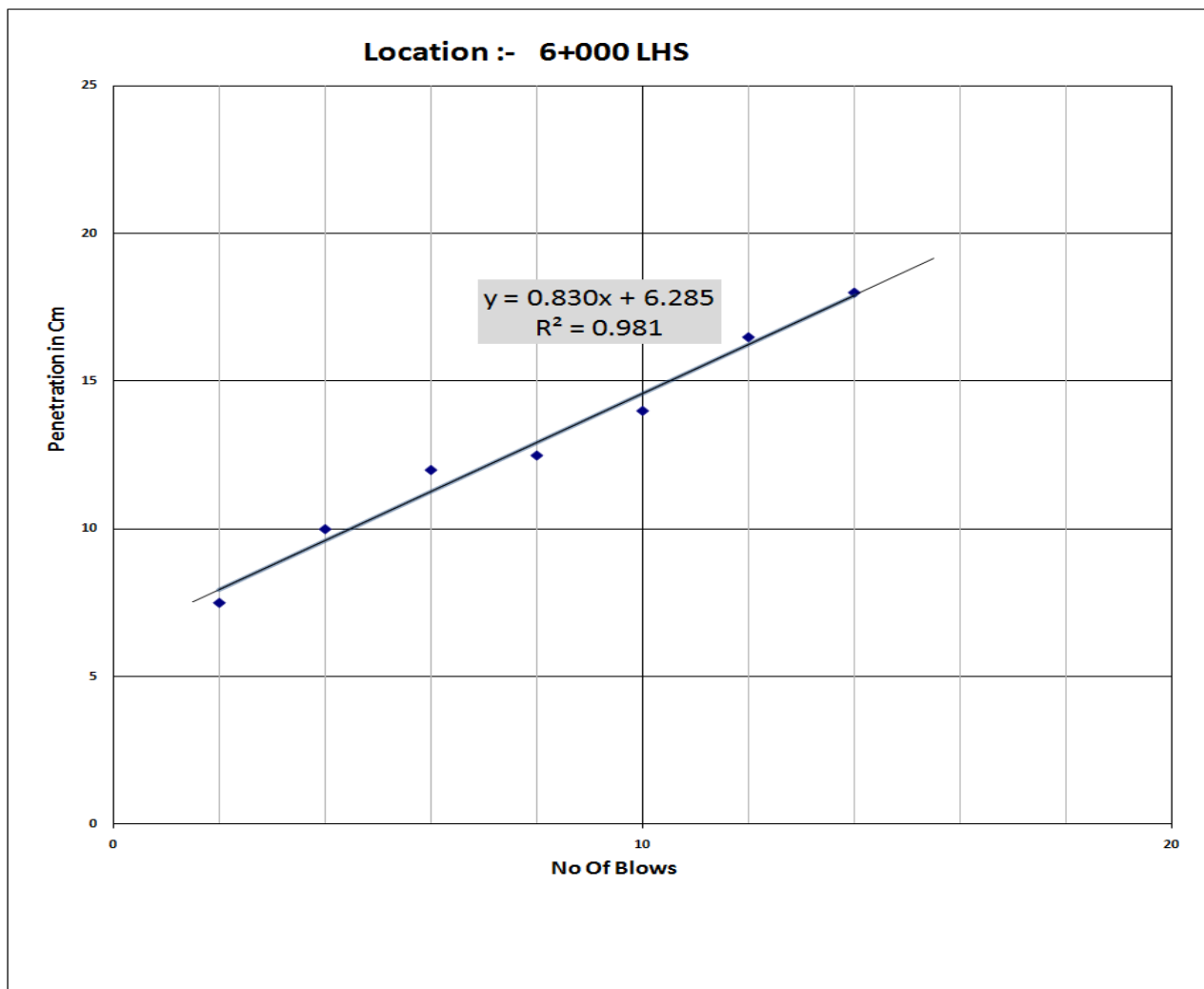
Location :- 0+200 RHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	8.5
2	4	11
2	6	18.5
2	8	25
2	10	31
2	12	36
2	14	41
2	16	45
2	18	48
2	20	52
2	22	55.5
2	24	59
2	26	62
2	28	66
2	30	71
2	32	75
2	34	80

Appendix 4.20 : DCPT CBR Graph



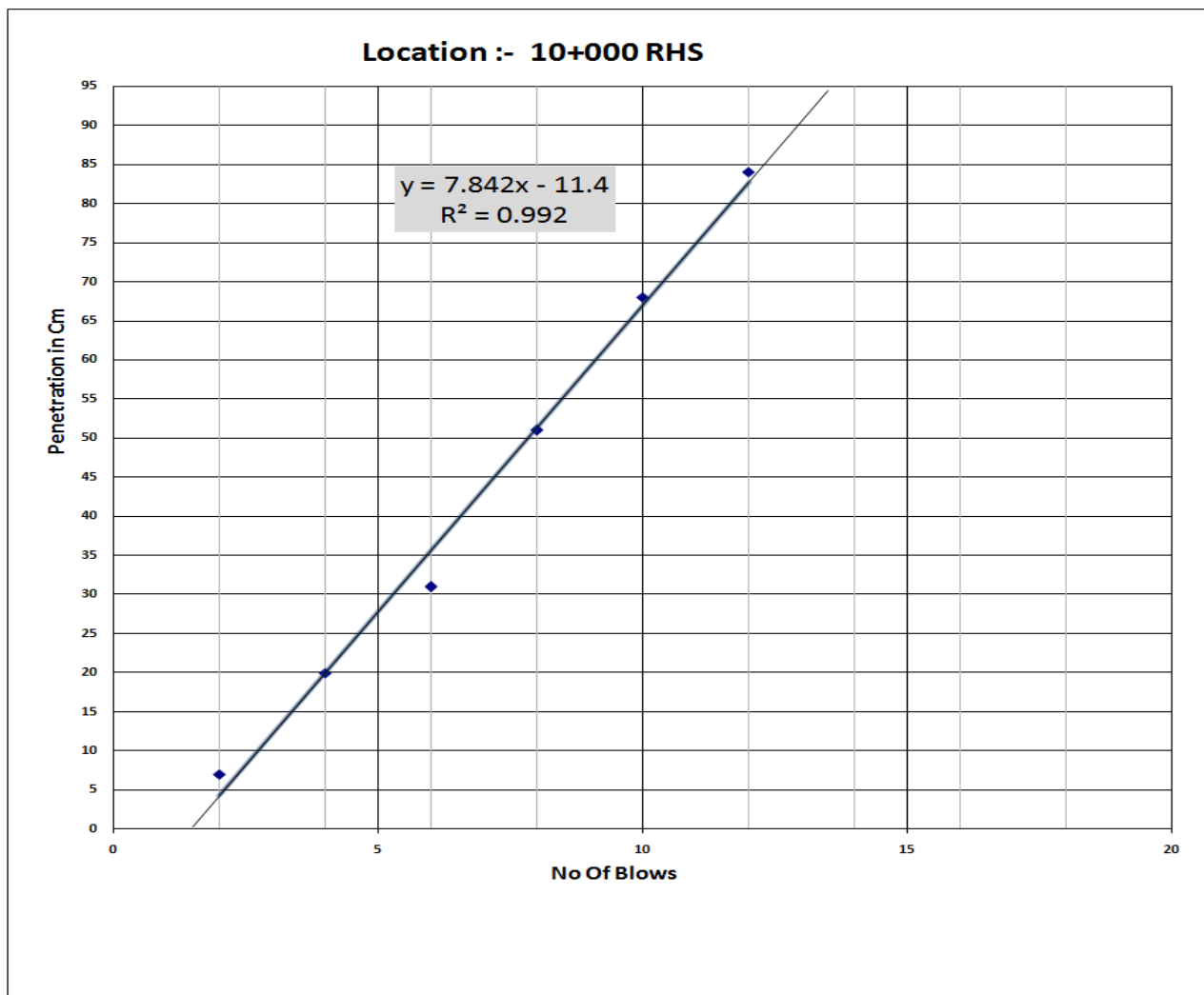
Appendix 4.20 : DCPT CBR Graph

Location :- 6+000 LHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	7.5
2	4	10
2	6	12
2	8	12.5
2	10	14
2	12	16.5
2	14	18



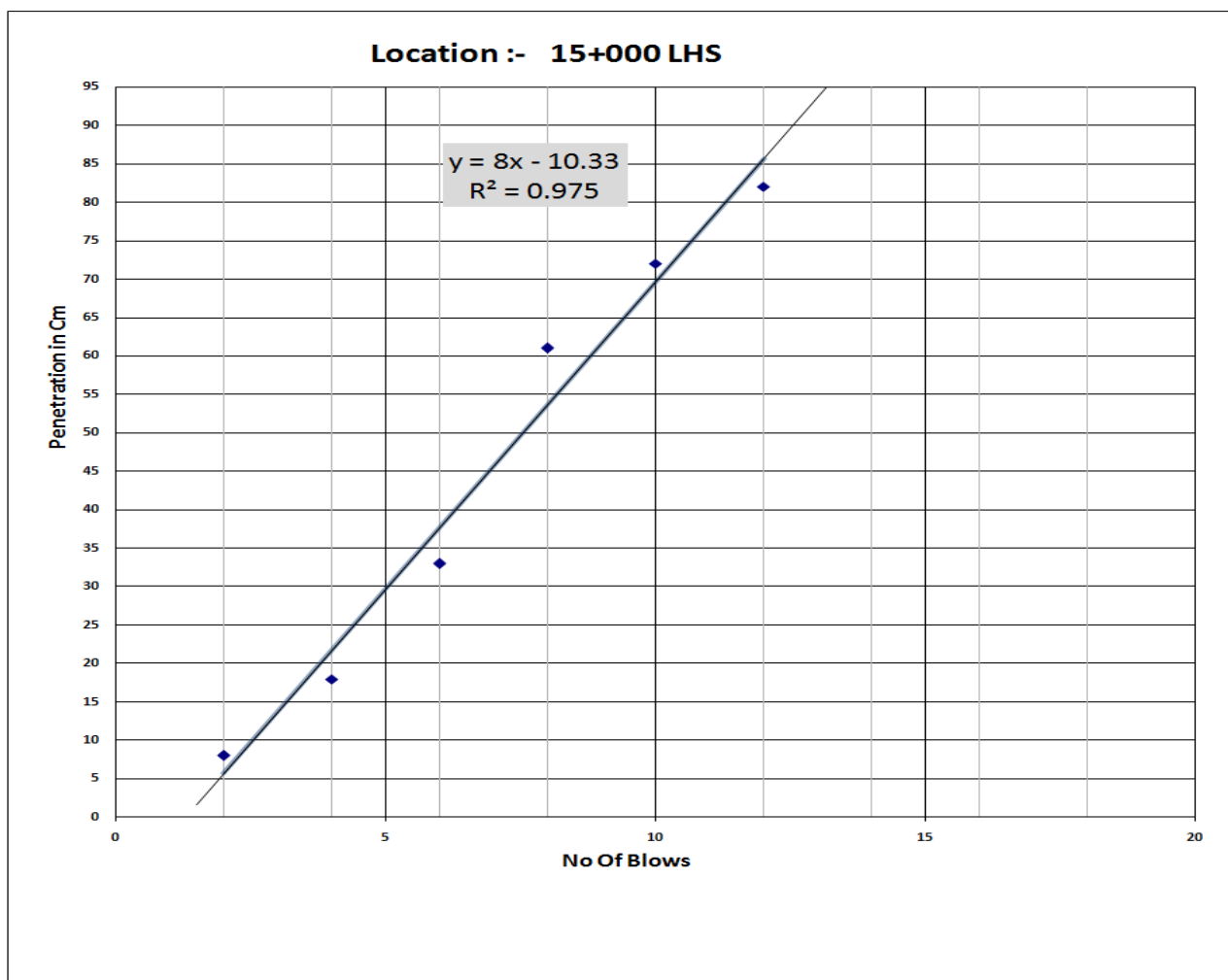
Appendix 4.20 : DCPT CBR Graph

Location :- 10+000 RHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	7
2	4	20
2	6	31
2	8	51
2	10	68
2	12	84



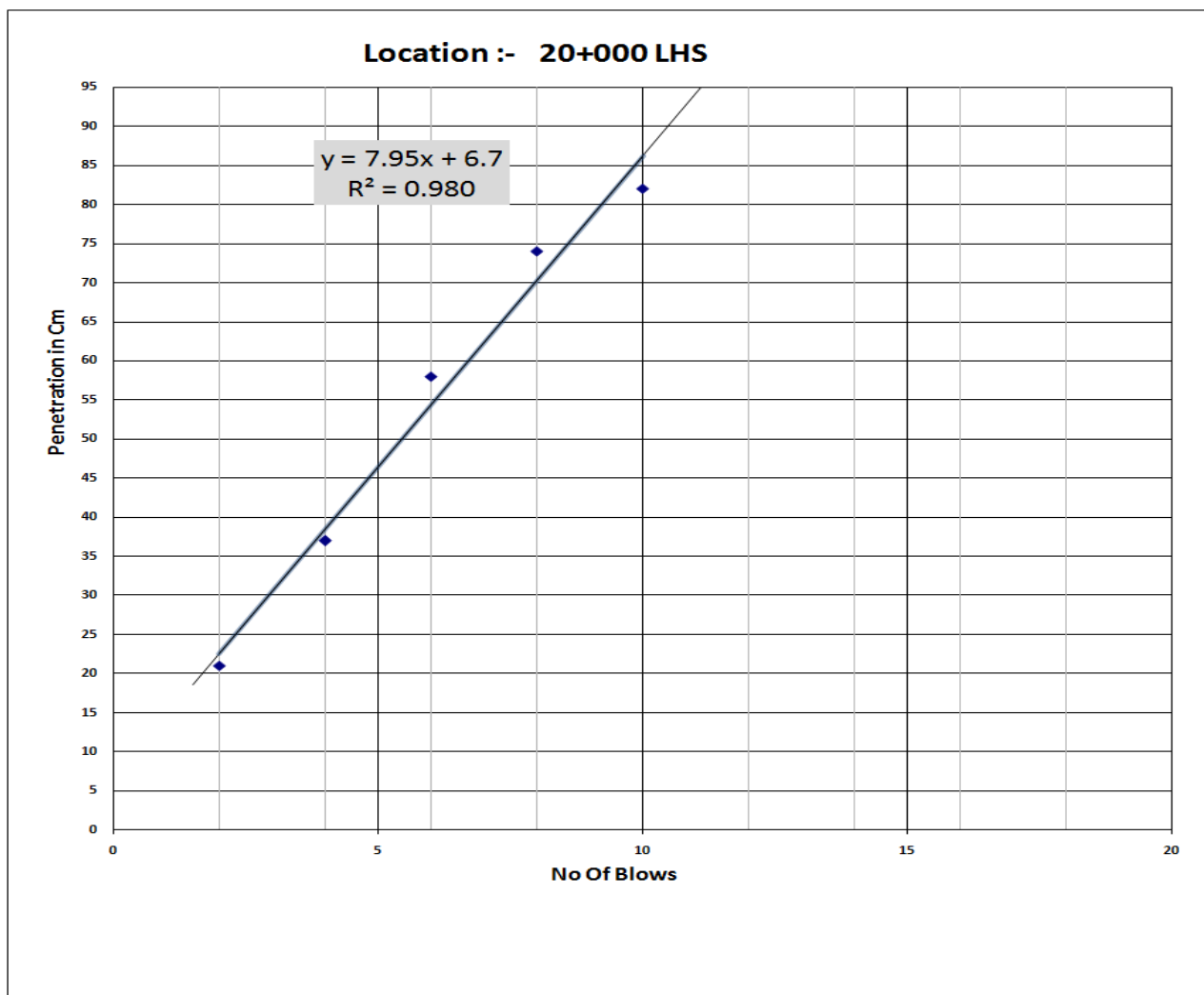
Appendix 4.20 : DCPT CBR Graph

Location :- 15+000 LHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	8
2	4	18
2	6	33
2	8	61
2	10	72
2	12	82



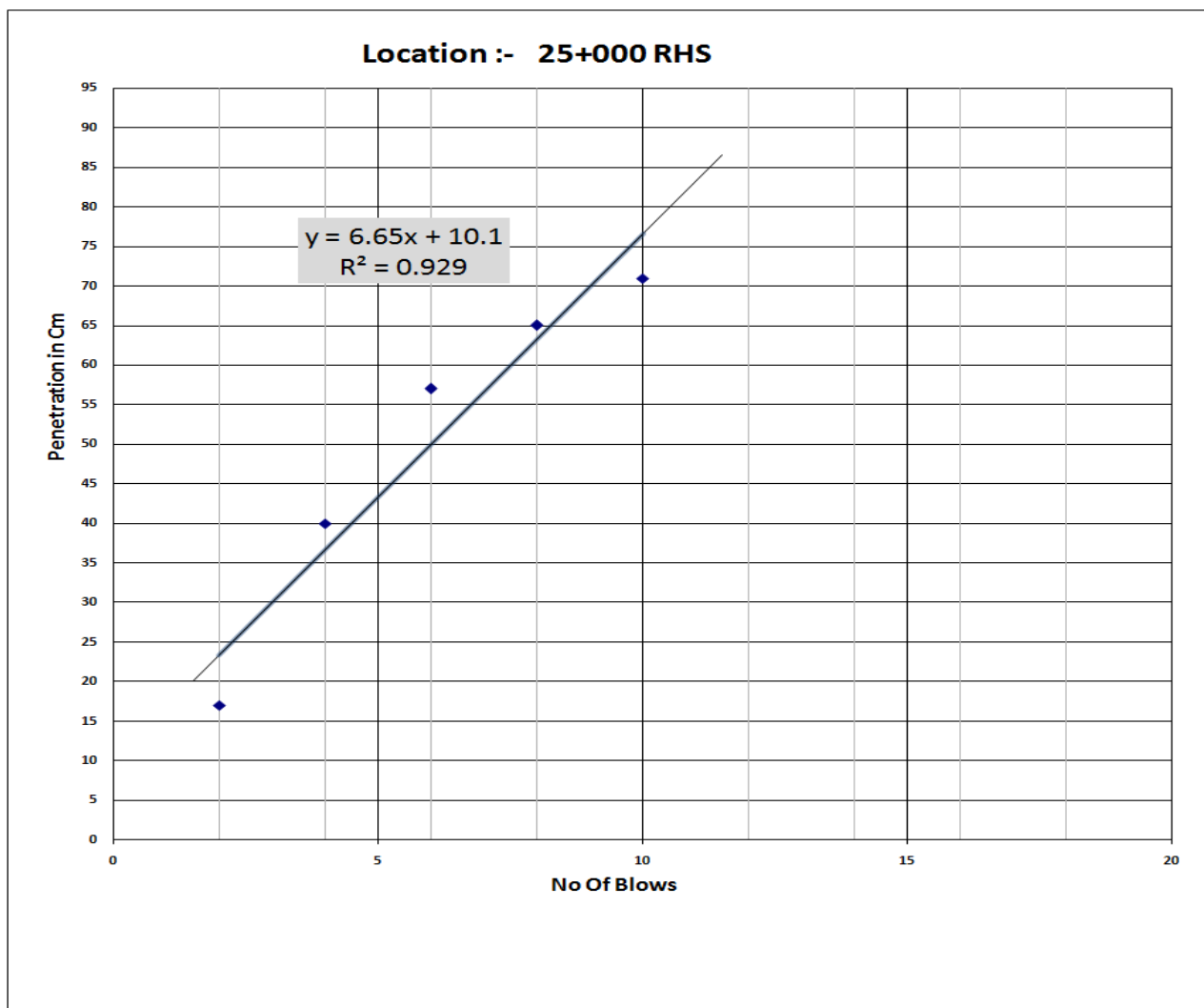
Appendix 4.20 : DCPT CBR Graph

Location :- 20+000 LHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	21
2	4	37
2	6	58
2	8	74
2	10	82



Appendix 4.20 : DCPT CBR Graph

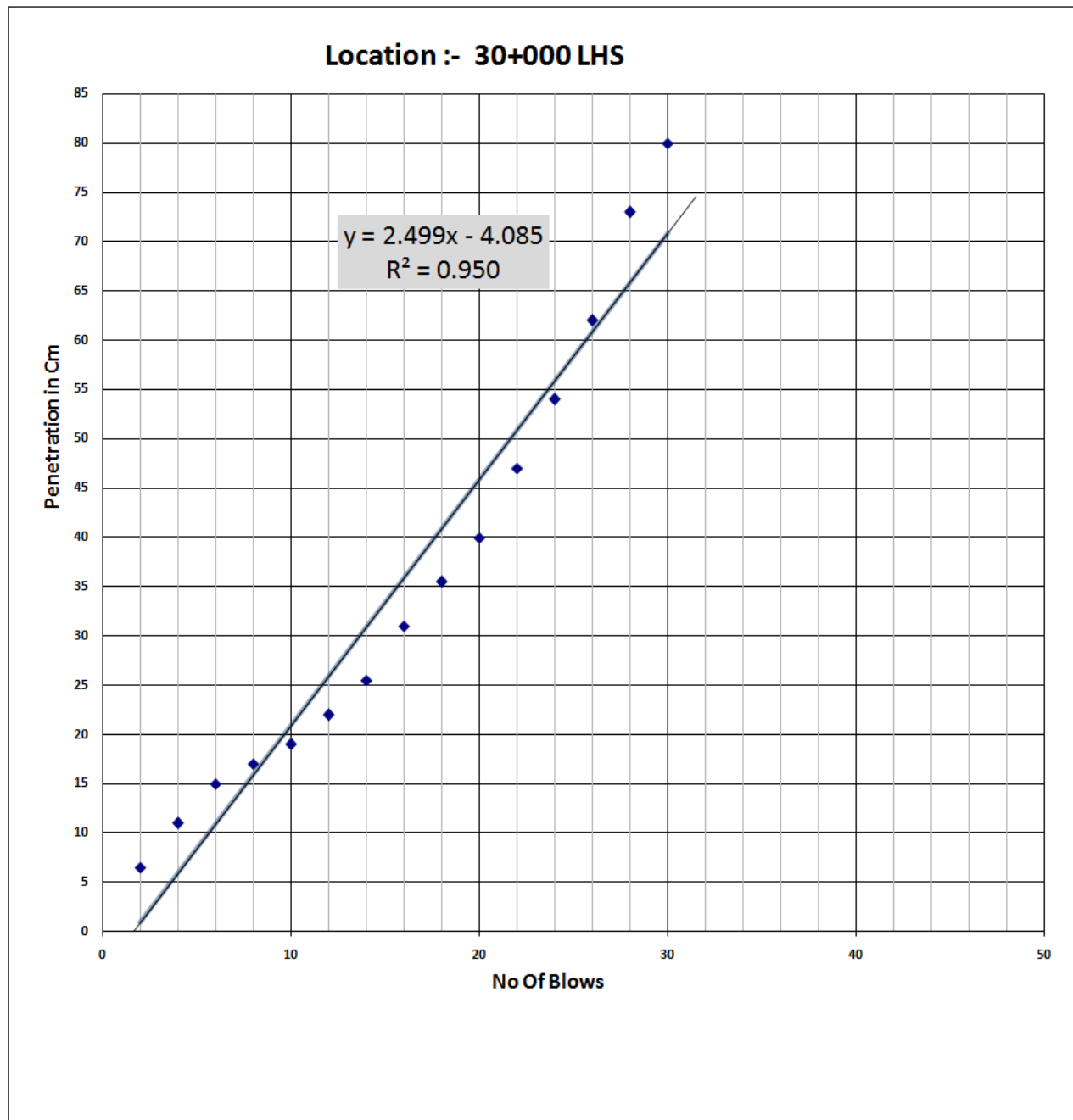
Location :- 25+000 RHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	17
2	4	40
2	6	57
2	8	65
2	10	71



Appendix 4.20 : DCPT CBR Graph

Location :- 30+000 LHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	6.5
2	4	11
2	6	15
2	8	17
2	10	19
2	12	22
2	14	25.5
2	16	31
2	18	35.5
2	20	40
2	22	47
2	24	54
2	26	62
2	28	73
2	30	80

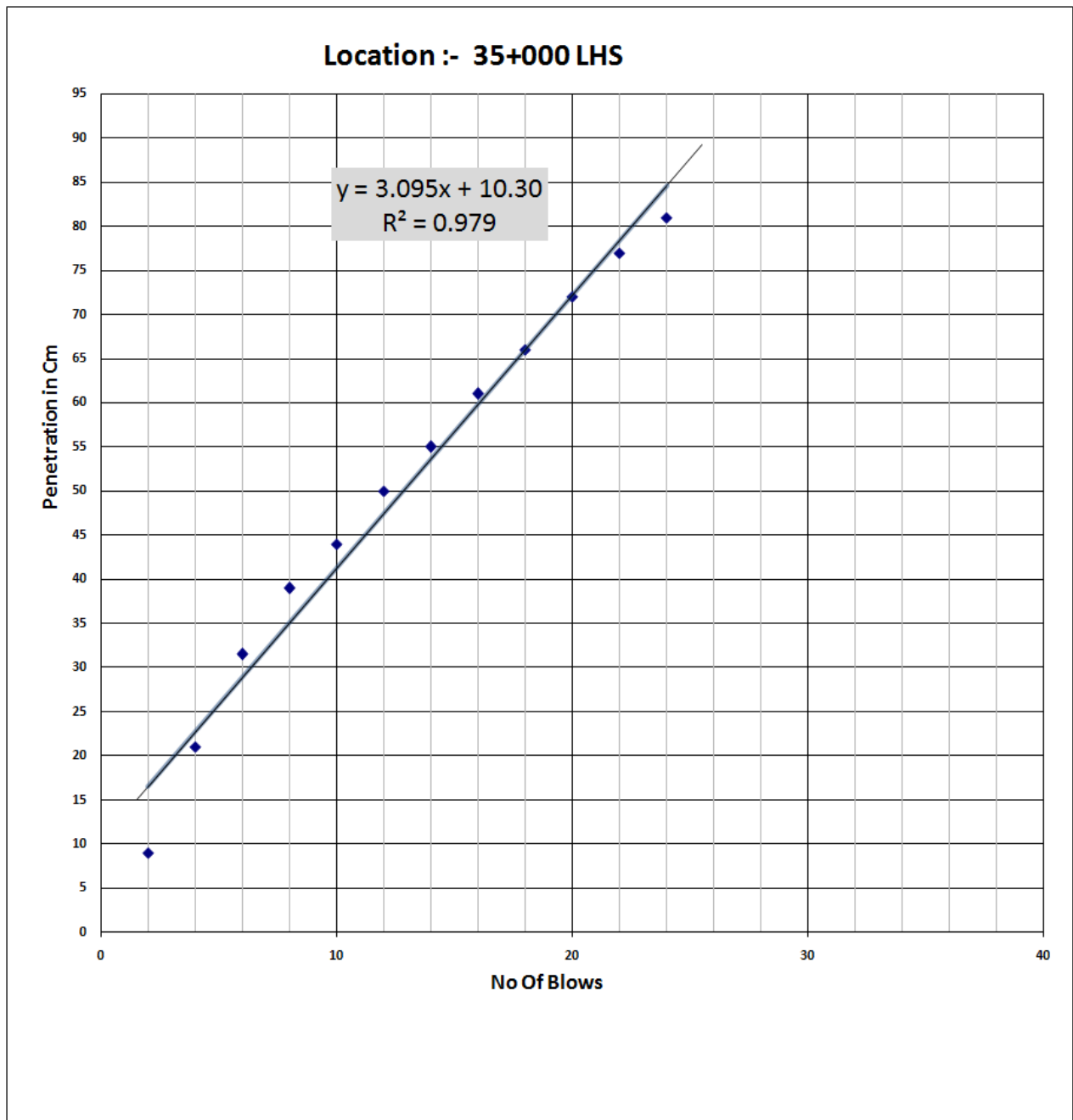
Appendix 4.20 : DCPT CBR Graph



Appendix 4.20 : DCPT CBR Graph

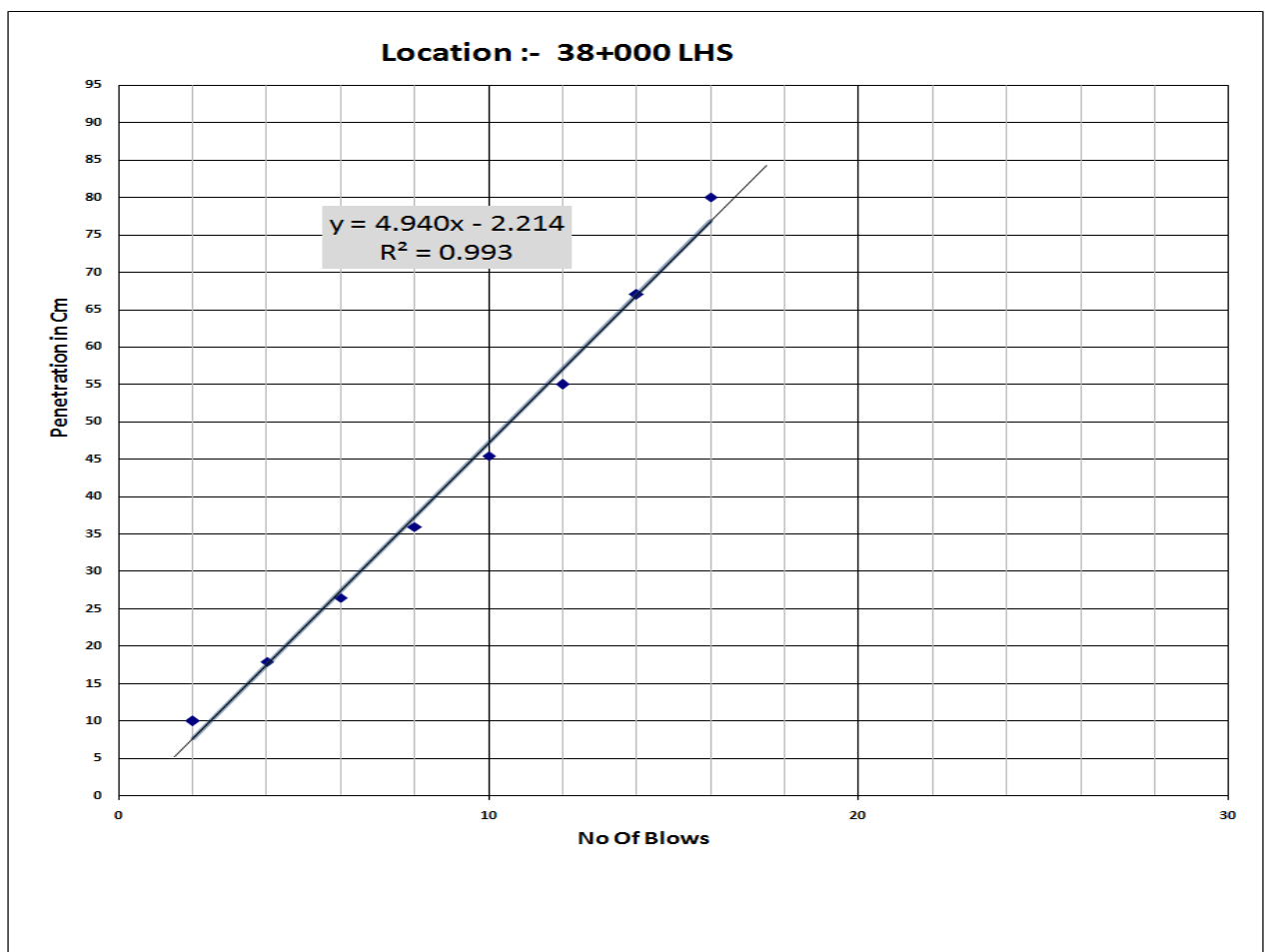
Location :- 35+000 LHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	9
2	4	21
2	6	31.5
2	8	39
2	10	44
2	12	50
2	14	55
2	16	61
2	18	66
2	20	72
2	22	77
2	24	81

Appendix 4.20 : DCPT CBR Graph



Appendix 4.20 : DCPT CBR Graph

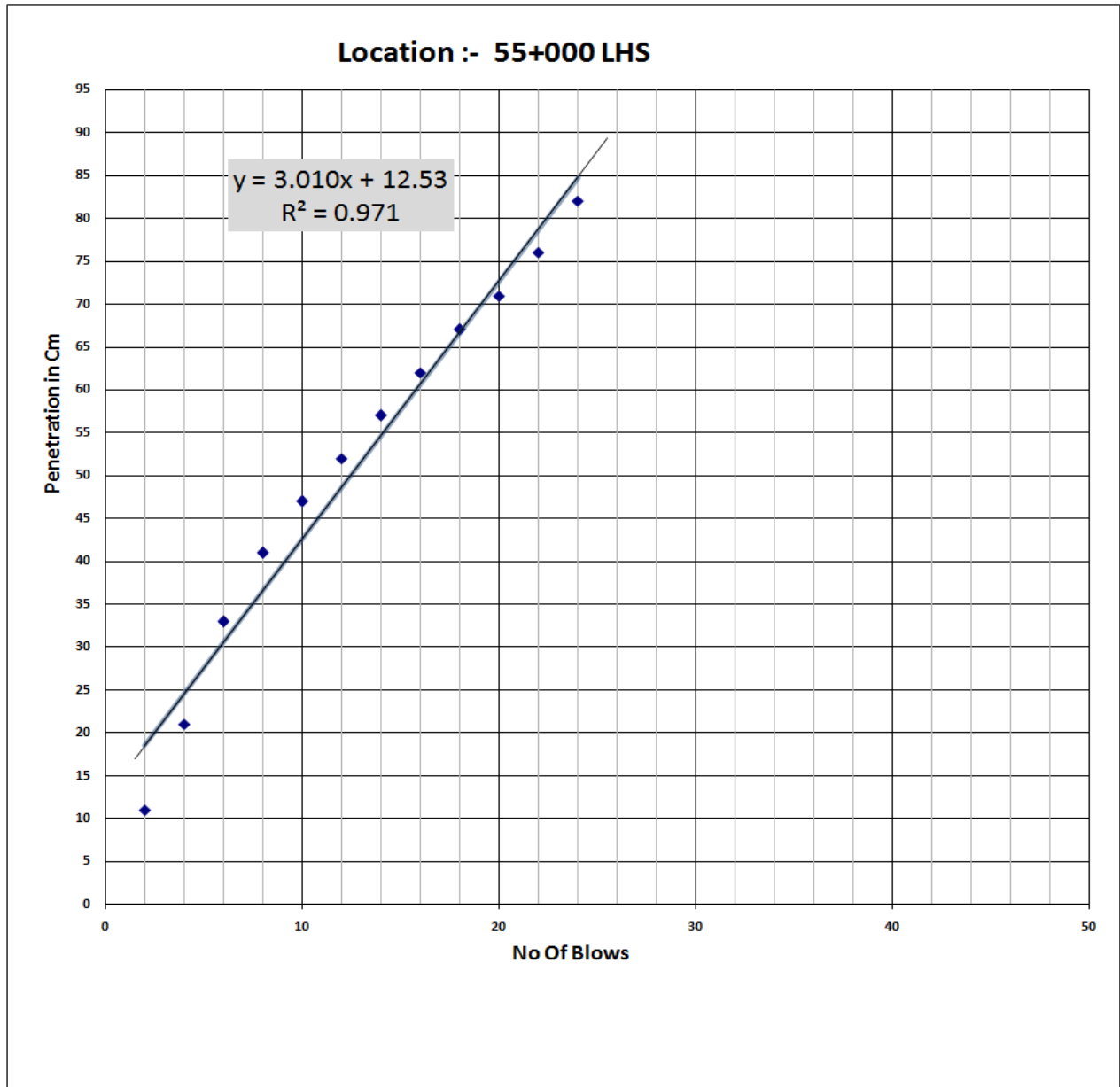
Location :- 38+000 LHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	10
2	4	18
2	6	26.5
2	8	36
2	10	45.5
2	12	55
2	14	67
2	16	80



Appendix 4.20 : DCPT CBR Graph

Location :- 55+000 LHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	11
2	4	21
2	6	33
2	8	41
2	10	47
2	12	52
2	14	57
2	16	62
2	18	67
2	20	71
2	22	76
2	24	82

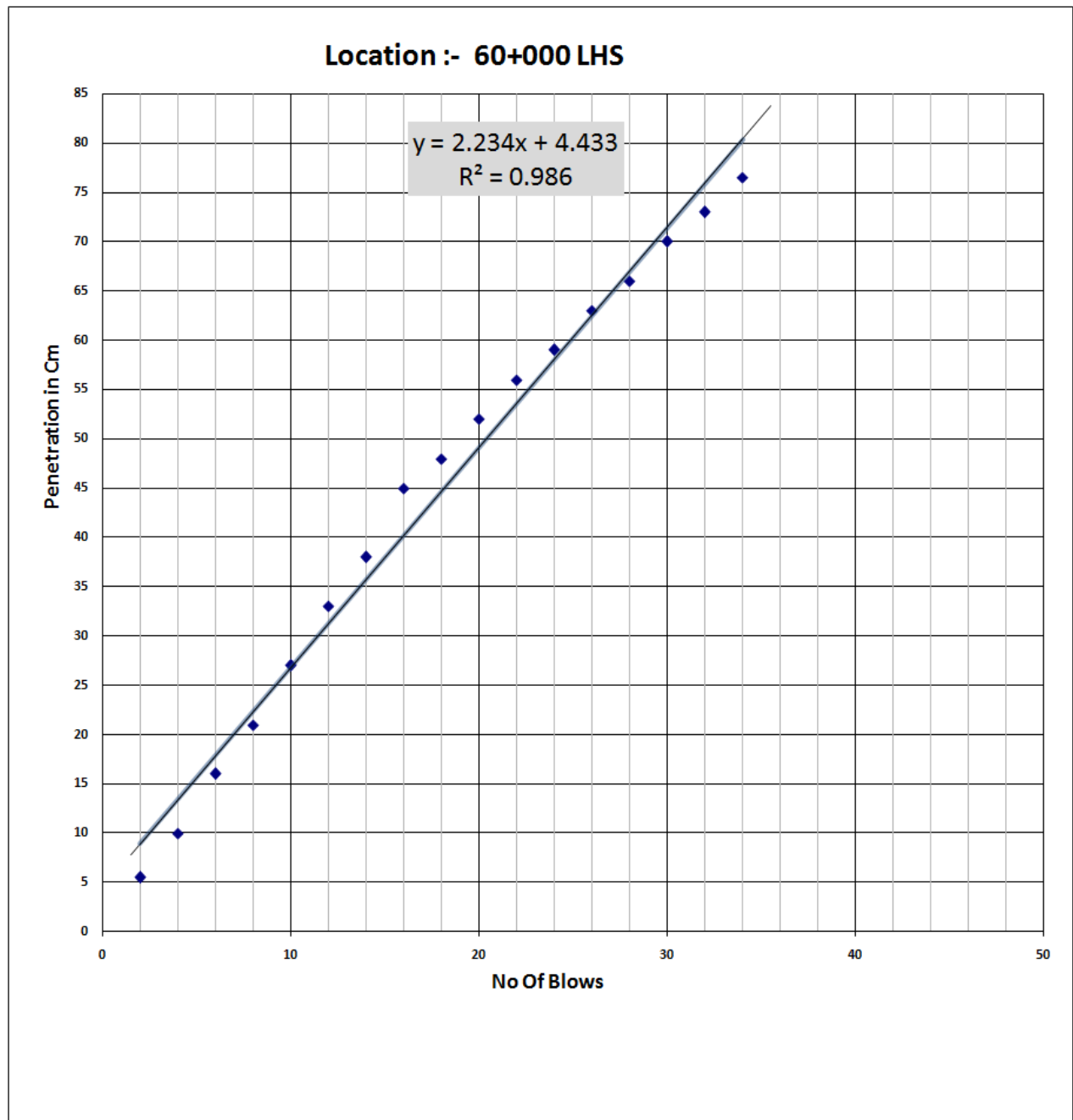
Appendix 4.20 : DCPT CBR Graph



Appendix 4.20 : DCPT CBR Graph

Location :- 60+000 LHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	5.5
2	4	10
2	6	16
2	8	21
2	10	27
2	12	33
2	14	38
2	16	45
2	18	48
2	20	52
2	22	56
2	24	59
2	26	63
2	28	66
2	30	70
2	32	73
2	34	76.5

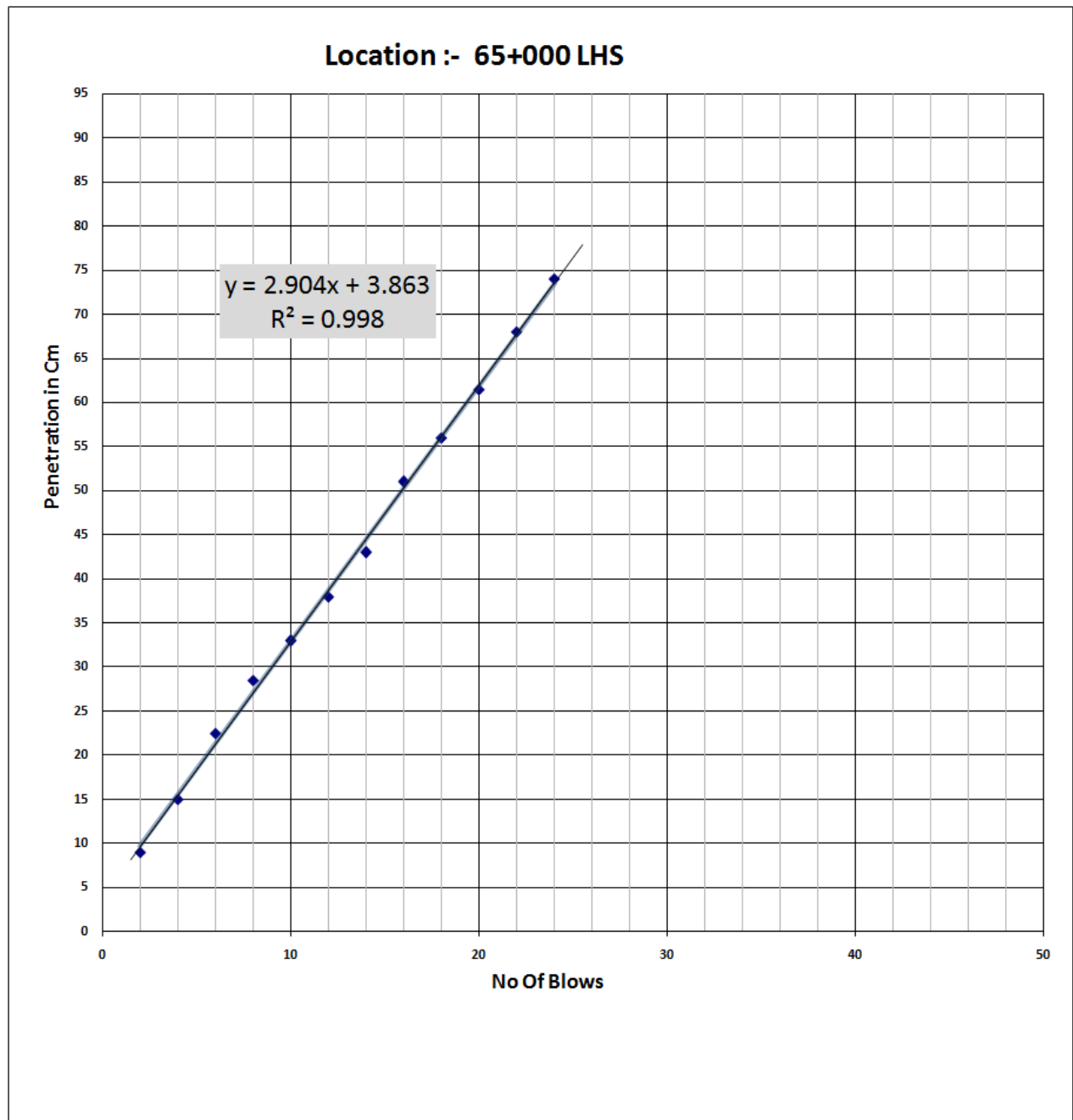
Appendix 4.20 : DCPT CBR Graph



Appendix 4.20 : DCPT CBR Graph

Location :- 65+000 LHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	9
2	4	15
2	6	22.5
2	8	28.5
2	10	33
2	12	38
2	14	43
2	16	51
2	18	56
2	20	61.5
2	22	68
2	24	74

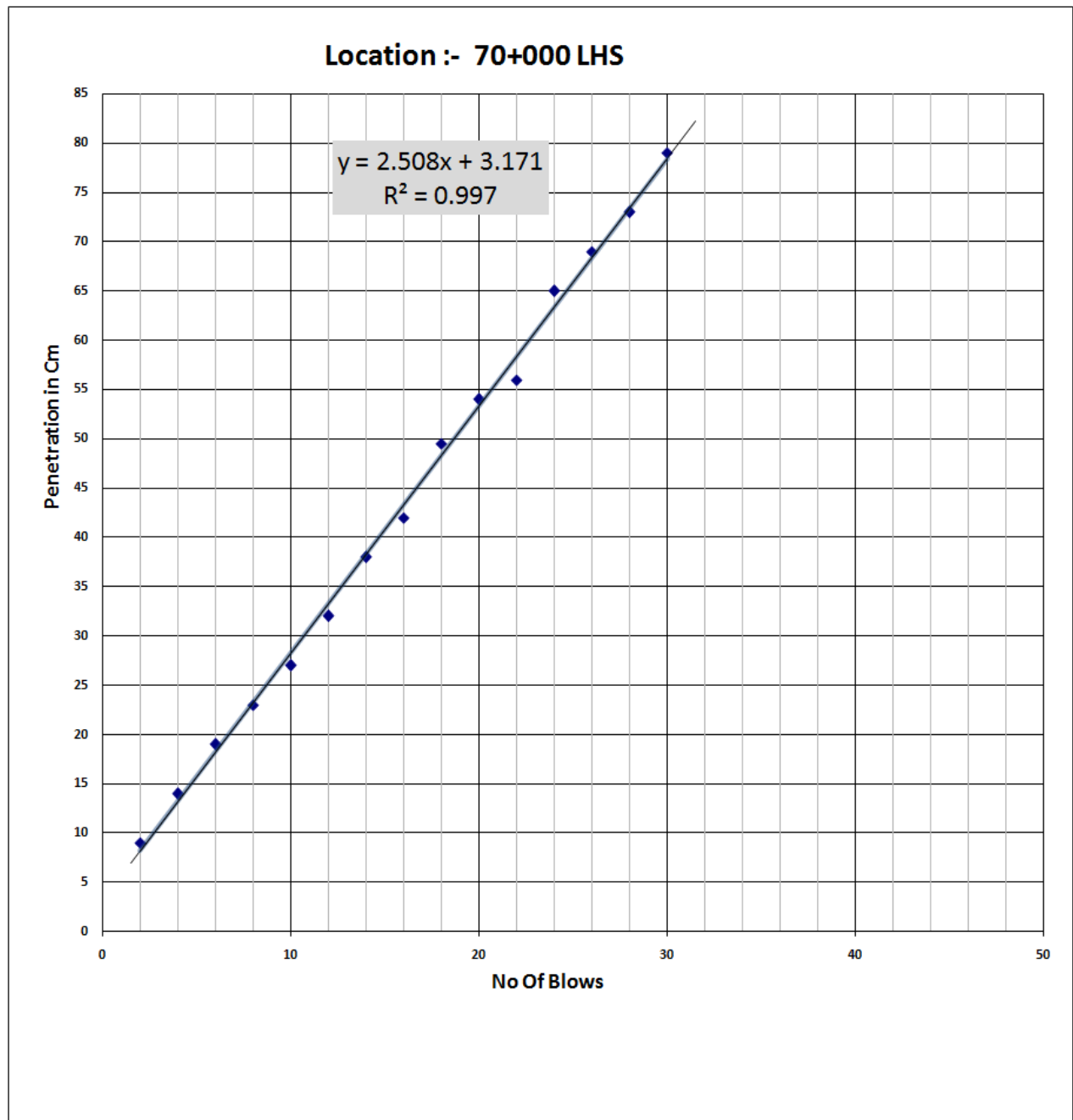
Appendix 4.20 : DCPT CBR Graph



Appendix 4.20 : DCPT CBR Graph

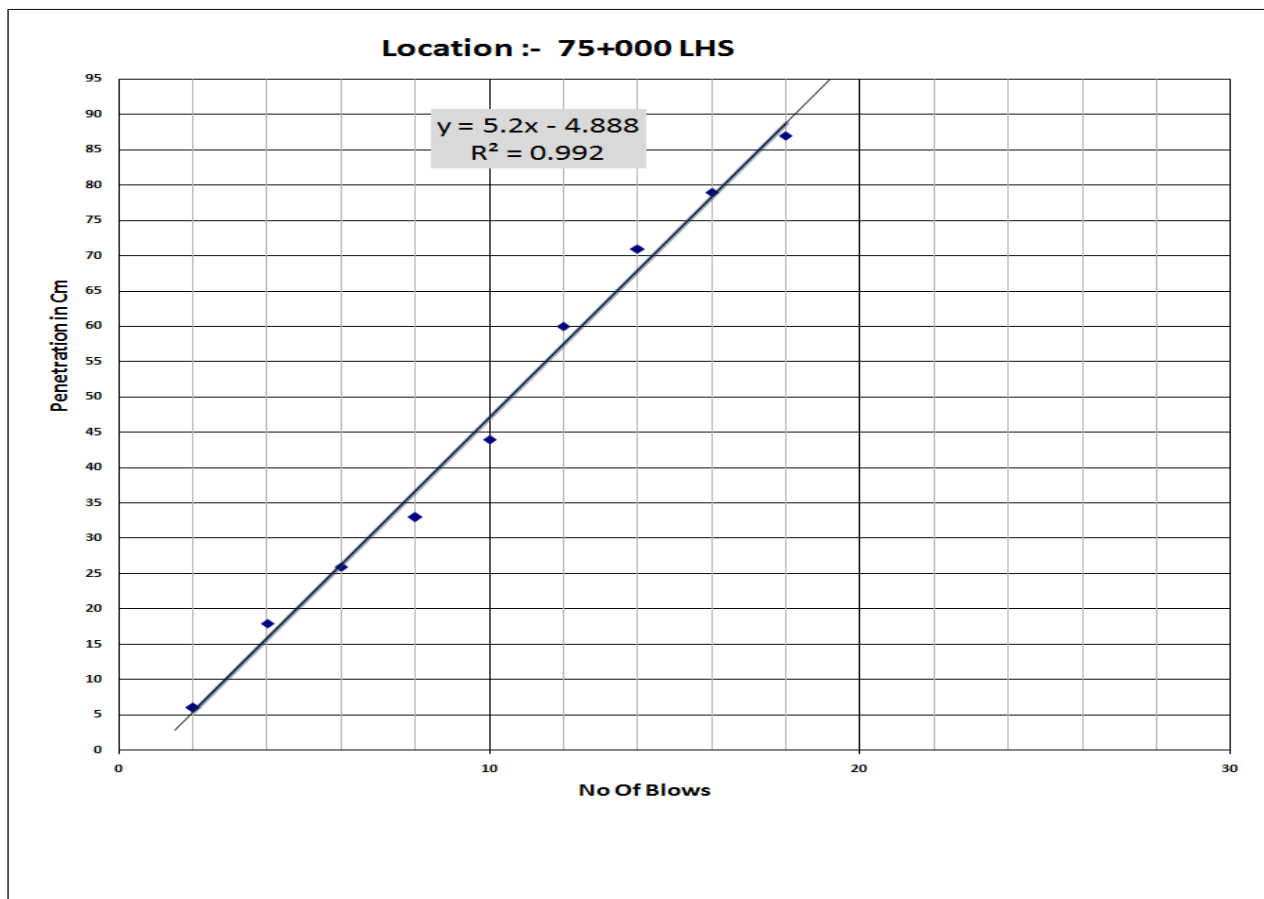
Location :- 70+000 LHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	9
2	4	14
2	6	19
2	8	23
2	10	27
2	12	32
2	14	38
2	16	42
2	18	49.5
2	20	54
2	22	56
2	24	65
2	26	69
2	28	73
2	30	79

Appendix 4.20 : DCPT CBR Graph



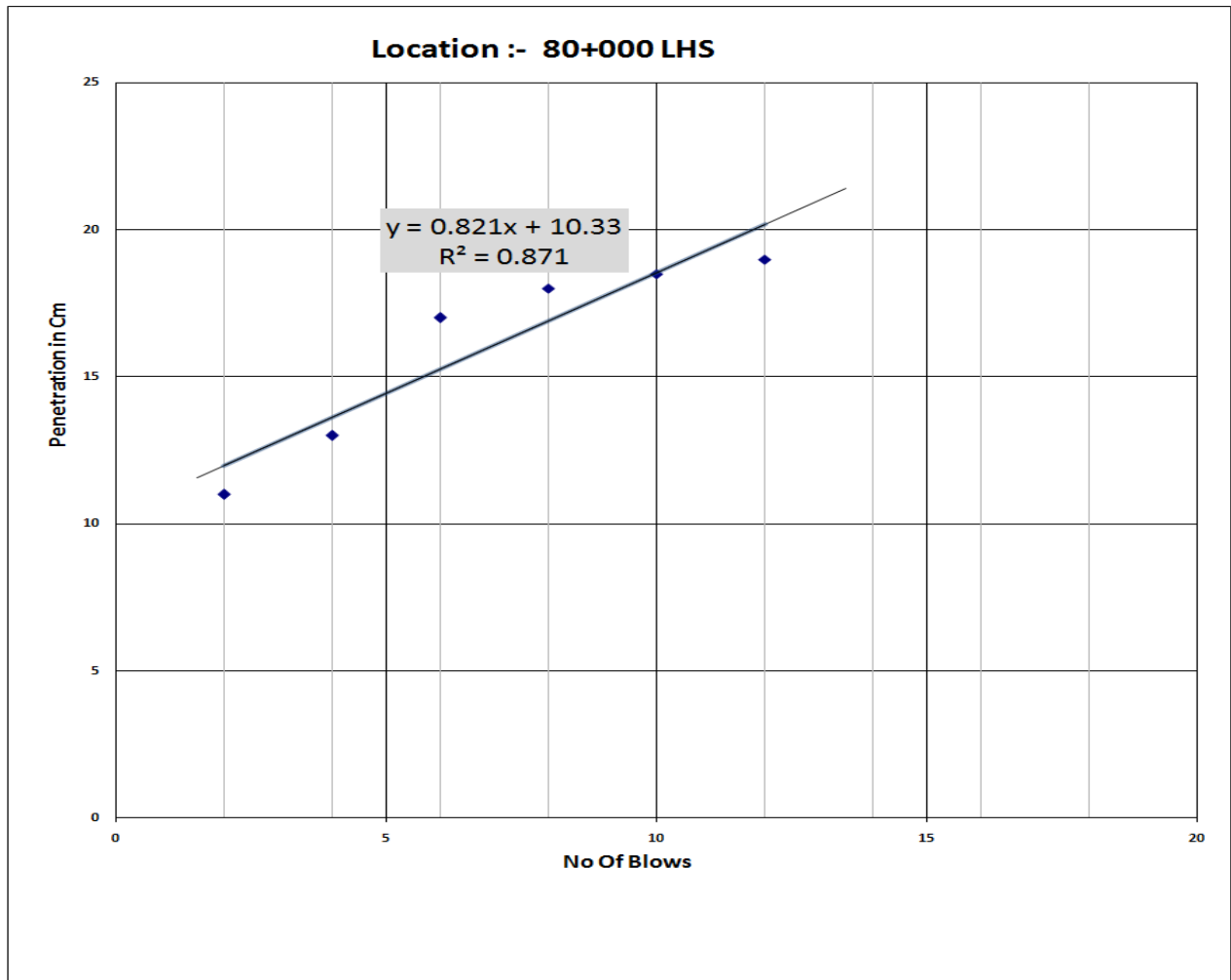
Appendix 4.20 : DCPT CBR Graph

Location :- 75+000 LHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	6
2	4	18
2	6	26
2	8	33
2	10	44
2	12	60
2	14	71
2	16	79
2	18	87



Appendix 4.20 : DCPT CBR Graph

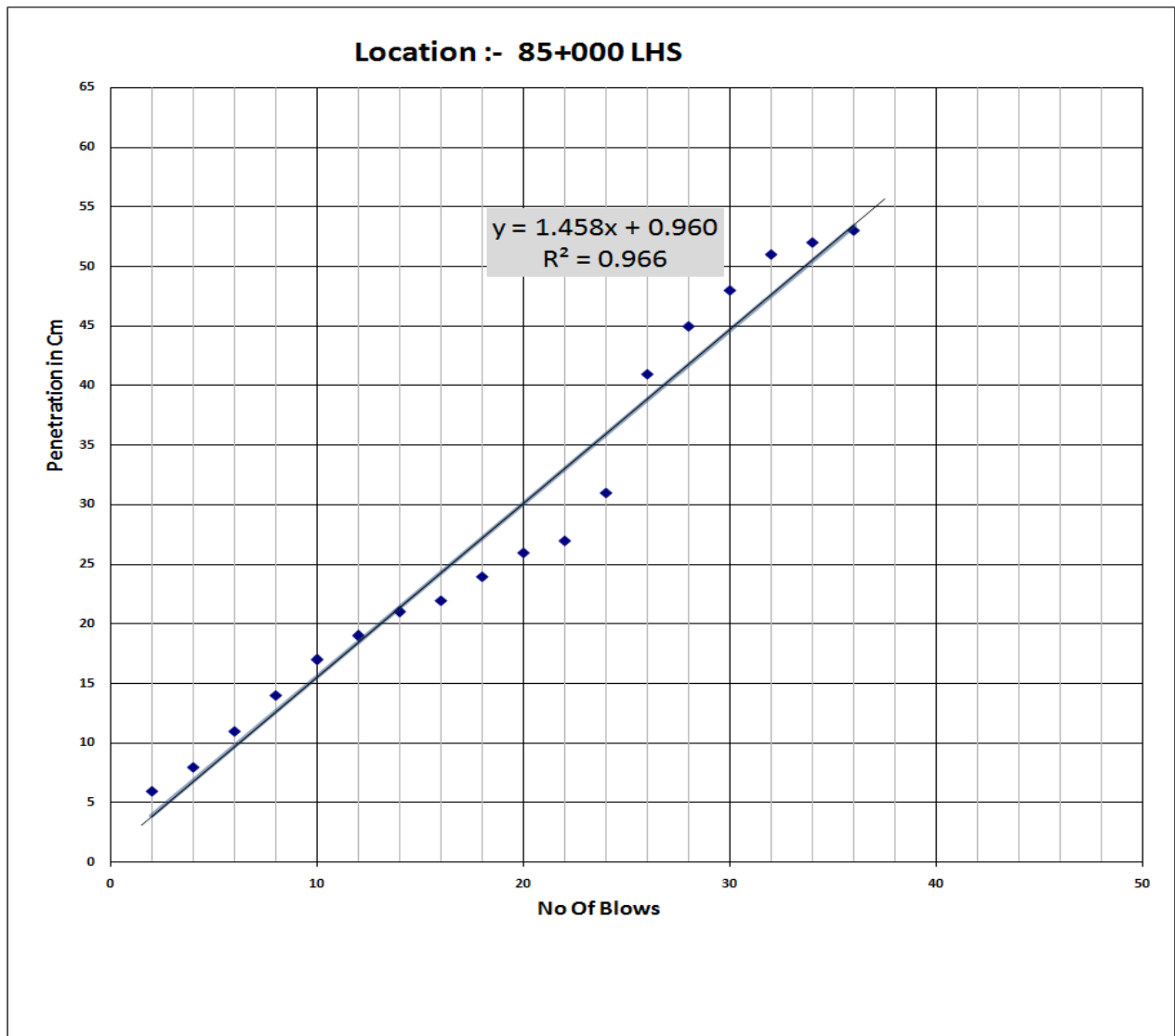
Location :- 80+000 LHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	11
2	4	13
2	6	17
2	8	18
2	10	18.5
2	12	19



Appendix 4.20 : DCPT CBR Graph

Location :- 85+000 LHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	6
2	4	8
2	6	11
2	8	14
2	10	17
2	12	19
2	14	21
2	16	22
2	18	24
2	20	26
2	22	27
2	24	31
2	26	41
2	28	45
2	30	48
2	32	51
2	34	52
2	36	53

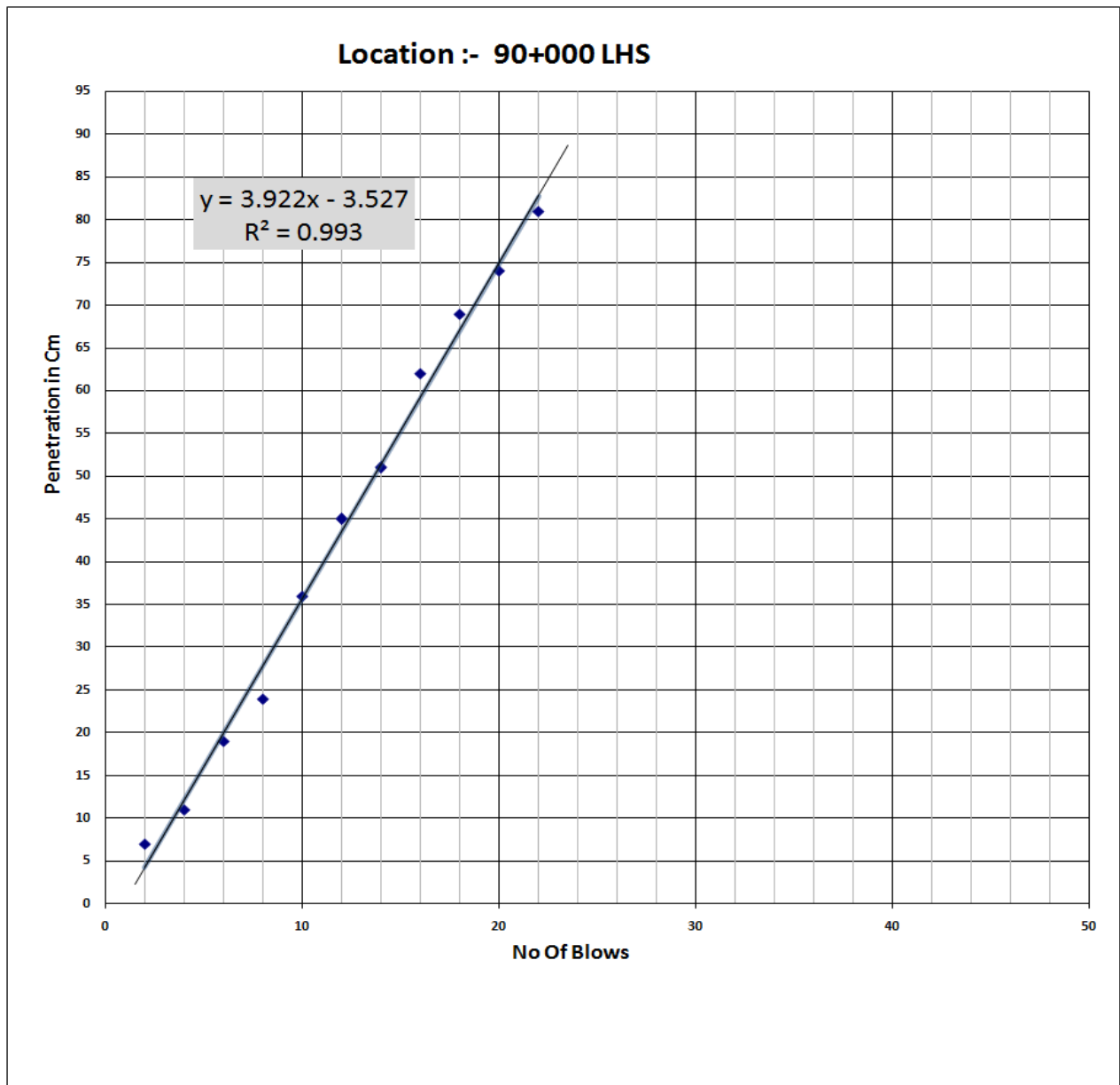
Appendix 4.20 : DCPT CBR Graph



Appendix 4.20 : DCPT CBR Graph

Location :- 90+000 LHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	7
2	4	11
2	6	19
2	8	24
2	10	36
2	12	45
2	14	51
2	16	62
2	18	69
2	20	74
2	22	81

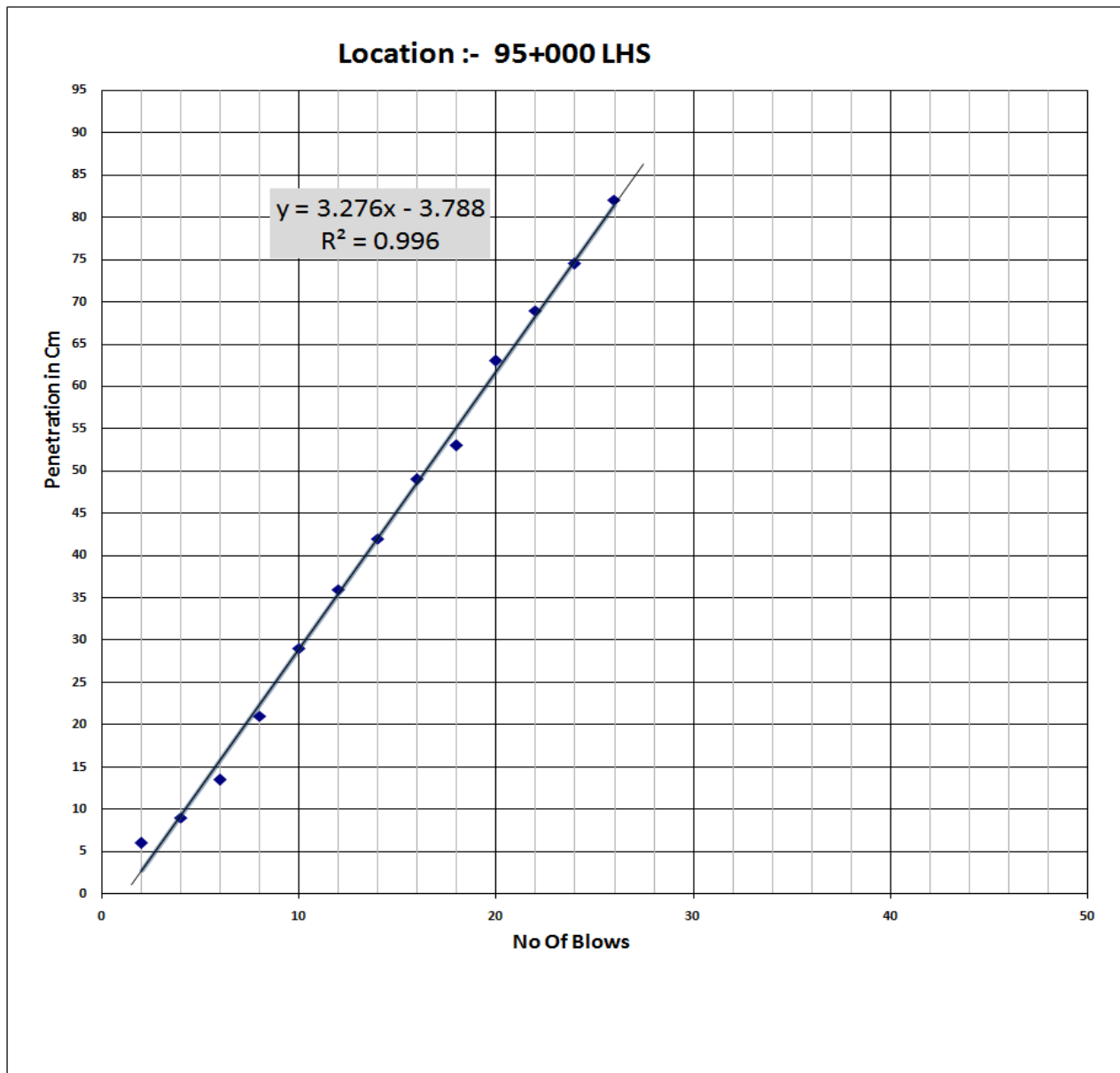
Appendix 4.20 : DCPT CBR Graph



Appendix 4.20 : DCPT CBR Graph

Location :- 95+000 LHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	6
2	4	9
2	6	13.5
2	8	21
2	10	29
2	12	36
2	14	42
2	16	49
2	18	53
2	20	63
2	22	69
2	24	74.5
2	26	82

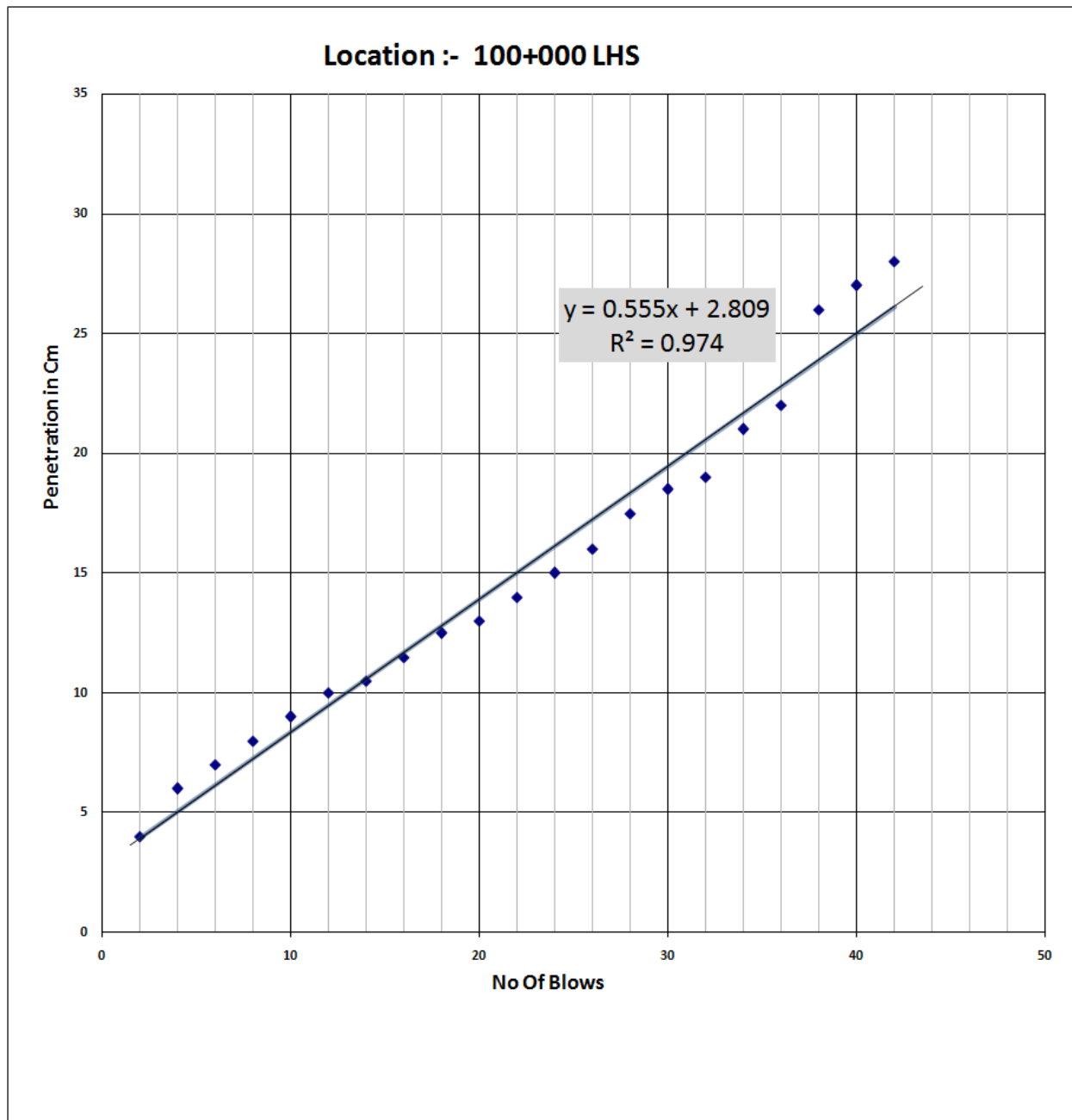
Appendix 4.20 : DCPT CBR Graph



Appendix 4.20 : DCPT CBR Graph

Location :- 100+000 LHS		
No. of Blows	Sum of Blows	Penetration in cm
2	2	4
2	4	6
2	6	7
2	8	8
2	10	9
2	12	10
2	14	10.5
2	16	11.5
2	18	12.5
2	20	13
2	22	14
2	24	15
2	26	16
2	28	17.5
2	30	18.5
2	32	19
2	34	21
2	36	22
2	38	26
2	40	27
2	42	28

DCPT CBR Graph



Appendix 4.21 : Gradation of GSB Samples

Location :-km 38+600 of NH-29 (RHS), Total Weight - 11400 gm					
Sl No.	IS Sieve Size (mm)	Retained Weight (gm)	Cumulative Retained Weight (gm)	Cumulative % Retained	% Passing
1	75	0	0	0.00	100.00
2	53	421.8	421.8	3.70	96.30
3	26.5	1242.6	1664.4	14.60	85.40
4	9.5	2120.4	3784.8	33.20	66.80
5	4.75	1995.0	5779.8	50.70	49.30
6	2.36	1892.4	7672.2	67.30	32.70
7	0.85	1299.6	8971.8	78.70	21.30
8	0.425	843.6	9815.4	86.10	13.90
9	0.075	1060.2	10875.6	95.40	4.60
10	pan	524.4	11400	100.00	

Location :-km 65+000 of NH-29 (RHS), Total Weight - 15600 gm					
Sl No.	IS Sieve Size (mm)	Retained Weight (gm)	Cumulative Retained Weight (gm)	Cumulative % Retained	% Passing
1	75	0	0	0.00	100.00
2	53	1263.6	1263.6	8.10	91.90
3	26.5	1918.8	3182.4	20.40	79.60
4	9.5	2464.8	5647.2	36.20	63.80
5	4.75	2683.2	8330.4	53.40	46.60
6	2.36	1840.8	10171.2	65.20	34.80
7	0.85	1794	11965.2	76.70	23.30
8	0.425	1279.2	13244.4	84.90	15.10
9	0.075	1794	15038.4	96.40	3.60
10	pan	561.6	15600	100.00	

Location :-km 95+000 of NH-29 (RHS), Total Weight - 13300 gm					
Sl No.	IS Sieve Size (mm)	Retained Weight (gm)	Cumulative Retained Weight (gm)	Cumulative % Retained	% Passing
1	75	0	0	0.00	100.00
2	53	611.8	611.8	4.60	95.40
3	26.5	2500.4	3112.2	23.40	76.60
4	9.5	1888.6	5000.8	37.60	62.40
5	4.75	1742.3	6743.1	50.70	49.30
6	2.36	2154.6	8897.7	66.90	33.10
7	0.85	1369.9	10267.6	77.20	22.80
8	0.425	1077.3	11344.9	85.30	14.70
9	0.075	1436.4	12781.3	96.10	3.90
10	pan	518.7	13300	100.00	

Appendix 4.21 : Gradation of GSB Samples

Location :-km 123+000 of NH-29 (RHS), Total Weight - 12200 gm					
Sl No.	IS Sieve Size (mm)	Retained Weight (gm)	Cumulative Retained Weight (gm)	Cumulative % Retained	% Passing
1	75	0	0	0.00	100.00
2	53	1171.2	1171.2	9.60	90.40
3	26.5	1354.2	2525.4	20.70	79.30
4	9.5	1464	3989.4	32.70	67.30
5	4.75	1952	5941.4	48.70	51.30
6	2.36	1781.2	7722.6	63.30	36.70
7	0.85	2171.6	9894.2	81.10	18.90
8	0.425	939.4	10833.6	88.80	11.20
9	0.075	1024.8	11858.4	97.20	2.80
10	pan	341.6	12200	100.00	

Location :-km 133+000 of NH-29 (LHS), Total Weight - 11800 gm					
Sl No.	IS Sieve Size (mm)	Retained Weight (gm)	Cumulative Retained Weight (gm)	Cumulative % Retained	% Passing
1	75	0	0	0.00	100.00
2	53	731.6	731.6	6.20	93.80
3	26.5	1935.2	2666.8	22.60	77.40
4	9.5	1958.8	4625.6	39.20	60.80
5	4.75	1439.6	6065.2	51.40	48.60
6	2.36	1829	7894.2	66.90	33.10
7	0.85	1451.4	9345.6	79.20	20.80
8	0.425	979.4	10325	87.50	12.50
9	0.075	1038.4	11363.4	96.30	3.70
10	pan	436.6	11800	100.00	

Location :-km 156+000 of NH-29 (LHS), Total Weight - 12600 gm					
Sl No.	IS Sieve Size (mm)	Retained Weight (gm)	Cumulative Retained Weight (gm)	Cumulative % Retained	% Passing
1	75	0	0	0.00	100.00
2	53	604.8	604.8	4.80	95.20
3	26.5	1877.4	2482.2	19.70	80.30
4	9.5	2016	4498.2	35.70	64.30
5	4.75	1839.6	6337.8	50.30	49.70
6	2.36	1814.4	8152.2	64.70	35.30
7	0.85	1600.2	9752.4	77.40	22.60
8	0.425	1045.8	10798.2	85.70	14.30
9	0.075	1272.6	12070.8	95.80	4.20
10	pan	529.2	12600	100.00	

Appendix 4.22 : Gradation of WMM Samples

Location :-km 38+600 of NH-29 (RHS), Total Weight - 13500 gm					
Sl No.	IS Sieve Size (mm)	Retained Weight (gm)	Cumulative Retained Weight (gm)	Cumulative % Retained	% Passing
1	53	0	0	0.00	100.00
2	45	351.0	351.0	2.60	97.40
3	22.4	2740.5	3091.5	22.90	77.10
4	11.2	2902.5	5994.0	44.40	55.60
5	4.75	1998.0	7992.0	59.20	40.80
6	2.36	1822.5	9814.5	72.70	27.30
7	0.6	1242.0	11056.5	81.90	18.10
8	0.075	1957.5	13014.0	96.40	3.60
9	pan	486.0	13500.0	100.00	

Location :-km 65+000 of NH-29 (RHS), Total Weight - 14100 gm					
Sl No.	IS Sieve Size (mm)	Retained Weight (gm)	Cumulative Retained Weight (gm)	Cumulative % Retained	% Passing
1	53	0	0	0.00	100.00
2	45	155.1	155.1	1.10	98.90
3	22.4	3313.5	3468.6	24.60	75.40
4	11.2	2326.5	5795.1	41.10	58.90
5	4.75	2721.3	8516.4	60.40	39.60
6	2.36	2044.5	10560.9	74.90	25.10
7	0.6	1339.5	11900.4	84.40	15.60
8	0.075	1889.4	13789.8	97.80	2.20
9	pan	310.2	14100	100.00	

Location :-km 95+000 of NH-29 (RHS), Total Weight - 12400 gm					
Sl No.	IS Sieve Size (mm)	Retained Weight (gm)	Cumulative Retained Weight (gm)	Cumulative % Retained	% Passing
1	53	0	0	0.00	100.00
2	45	434	434	3.50	96.50
3	22.4	2393.2	2827.2	22.80	77.20
4	11.2	2120.4	4947.6	39.90	60.10
5	4.75	2232	7179.6	57.90	42.10
6	2.36	2170	9349.6	75.40	24.60
7	0.6	892.8	10242.4	82.60	17.40
8	0.075	1748.4	11990.8	96.70	3.30
9	pan	409.2	12400	100.00	

Appendix 4.22 : Gradation of WMM Samples

Location :-km 123+000 of NH-29 (RHS), Total Weight - 14100 gm					
Sl No.	IS Sieve Size (mm)	Retained Weight (gm)	Cumulative Retained Weight (gm)	Cumulative % Retained	% Passing
1	53	0	0	0.00	100.00
2	45	126.9	126.9	0.90	99.10
3	22.4	2791.8	2918.7	20.70	79.30
4	11.2	3299.4	6218.1	44.10	55.90
5	4.75	2538	8756.1	62.10	37.90
6	2.36	2227.8	10983.9	77.90	22.10
7	0.6	1170.3	12154.2	86.20	13.80
8	0.075	1607.4	13761.6	97.60	2.40
9	pan	338.4	14100	100.00	

Location :-km 133+000 of NH-29 (LHS), Total Weight - 15400 gm					
Sl No.	IS Sieve Size (mm)	Retained Weight (gm)	Cumulative Retained Weight (gm)	Cumulative % Retained	% Passing
1	53	0	0	0.00	100.00
2	45	323.4	323.4	2.10	97.90
3	22.4	2741.2	3064.6	19.90	80.10
4	11.2	3665.2	6729.8	43.70	56.30
5	4.75	2541	9270.8	60.20	39.80
6	2.36	2833.6	12104.4	78.60	21.40
7	0.6	1401.4	13505.8	87.70	12.30
8	0.075	1570.8	15076.6	97.90	2.10
9	pan	323.4	15400	100.00	

Location :-km 156+000 of NH-29 (LHS), Total Weight - 13600 gm					
Sl No.	IS Sieve Size (mm)	Retained Weight (gm)	Cumulative Retained Weight (gm)	Cumulative % Retained	% Passing
1	53	0	0	0.00	100.00
2	45	190.4	190.4	1.40	98.60
3	22.4	2216.8	2407.2	17.70	82.30
4	11.2	2924	5331.2	39.20	60.80
5	4.75	2271.2	7602.4	55.90	44.10
6	2.36	2543.2	10145.6	74.60	25.40
7	0.6	1441.6	11587.2	85.20	14.80
8	0.075	1591.2	13178.4	96.90	3.10
9	pan	421.6	13600	100.00	

Appendix 5.1: List of OD Zones

Zone No.	Zone Name	District/State/Country
1	Doboka	Hojai (Assam)
2	Dokmoka	Karbi Anglong (Assam)
3	Longnit	Karbi Anglong (Assam)
4	Bokolia	Karbi Anglong (Assam)
5	Manja	Karbi Anglong (Assam)
6	Khotkhoti	Karbi Anglong (Assam)
7	Bokajan	Karbi Anglong (Assam)
8	Sariajan	Karbi Anglong (Assam)
9	Phuloni	Karbi Anglong (Assam)
10	Silanijaan	Golaghat (Assam)
11	Rangajan	Golaghat (Assam)
12	Numaligarh	Golaghat (Assam)
13	Aokong	Dimapur (Nagaland)
14	Dimapur	Dimapur (Nagaland)
15	Kathiatali	Nagaon (Assam)
16	Nagaon	Nagaon (Assam)
17	Hojai	Hojai (Assam)
18	Lumding	Hojai (Assam)
19	Dongkamukam	Karbi Anglong (Assam)
20	Howraghat	Karbi Anglong (Assam)
21	Kheroni chariali	Karbi Anglong (Assam)
22	Diphu	Karbi Anglong (Assam)
23	Deopani	Karbi Anglong (Assam)
24	Sukhanjan	Karbi Anglong (Assam)
25	Guwahati	Kamrup (Assam)
26	Tezpur	Sonitpur (Assam)
27	Lahorijan	Sonitpur (Assam)
28	Silchar	Cachar (Assam)
29	Golaghat	Golaghat (Assam)
30	Jorhat	Jorhat (Assam)
31	Dibrugarh	Dibrugarh (Assam)
32	Tinsukia	Tinsukia (Assam)
33	Mukalmua	Nalbari (Assam)
34	Shilong	East Khasi Hills (Meghalaya)
35	Kohima	Kohima (Nagaland)
36	Mokokchung	Mokokchung (Nagaland)
37	Imphal	Imphal (Manipur)
38	Rest of Hojai	Hojai (Assam)
39	Rest of Karbi Anglong	Karbi Anglong (Assam)
40	Rest of Golaghat	Golaghat (Assam)
41	Rest of Nagaon	Nagaon (Assam)
42	Rest of Kamrup	Kamrup (Assam)
43	Rest of Sonitpur	Sonitpur (Assam)
44	Rest of Kachar	Cachar (Assam)
45	Rest of Jorhat	Jorhat (Assam)

Zone No.	Zone Name	District/State/Country
46	Rest of Dibrugarh	Dibrugarh (Assam)
47	Rest of Tinsukia	Tinsukia (Assam)
48	Rest of Nalbari	Nalbari (Assam)
49	Rest of Dimapur (Nagaland)	Dimapur (Nagaland)
50	Rest of Kohima	Kohima (Nagaland)
51	Rest of Mokokchung	Mokokchung (Nagaland)
52	Rest of East Khasi Hills	East Khasi Hills (Meghalaya)
53	Rest of Imphal	Imphal (Manipur)
54	Rest of Assam	Assam
55	Rest of Nagaland	Nagaland
56	Rest of Meghalaya	Meghalaya
57	Rest of Manipur	Manipur
58	Sikkim, Tripura, Mizoram, Arunachal Pradesh	Rest of North-Eastern States
59	Jammu & Kashmir, Himachal Pradesh, Uttarakhand, Punjab, Haryana, Delhi, Uttar Pradesh	Northern States
60	Bihar, Jharkhand, Orissa, West Bengal	Eastern States
61	Rajasthan, Gujarat, Maharashtra, Goa	Western States
62	Telangana, Karnataka, Andhra Pradesh, Tamil Nadu, Kerala	Southern States
63	Chhattisgarh, Madhya Pradesh	Central States
64	Bangladesh	Bangladesh
65	Bhutan	Bhutan
66	Nepal	Nepal

Appendix 5.2: Commodity Coding System

Code	Commodity
1	Food grains and other agricultural products (Rice, wheat, pulses, maize, chilly, coconut, sugarcane, sugar, cotton, coffee, tea, eggs etc.)
2	Fruits, vegetables - perishables
3	Wood and Forest Products
4	Petroleum, oil, Gas and lubricants product
5	Minerals, chemicals, fertilizer
6	Iron , Metal and steel
7	Finished and manufactured products (Vehicles, Products of machinery, rubber, electric & electronics, textile, automobile, glass, plastic etc.)
8	Parcel Service & Containers
9	Medicines
10	Building materials (Brick, Tiles, Mud and Blocks)
11	Mining (Sand, Bajri and Coarse Aggregate)
12	Cement
13	Marble stone
14	Textiles & Fibre
15	Coal
16	Miscellaneous goods (Livestock, Waste, paper etc)
17	Empty vehicles

Appendix 5.3A: Classified Traffic Volume Count (Km 62+000 of NH 29) in Vehicle Numbers

Day	Direction	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Passenger	Total Goods	Fast Vehicles	Slow Vehicles	Total Vehicle	Total PCU
Day 1	Daboka to Numaligarh	783	17	1216	389	23	127	218	83	28	37	2	2	426	0	2	2	2555	372	2927	428	3355	3285
	Numaligarh to Daboka	767	24	1239	395	22	119	243	69	26	48	1	1	399	0	0	2	2566	390	2956	399	3355	3276
	Both	1550	41	2455	784	45	246	461	152	54	85	3	3	825	0	2	4	5121	762	5883	827	6710	6561
Day 2	Daboka to Numaligarh	736	9	1138	335	19	109	226	41	22	28	4	5	500	1	6	0	2346	326	2672	507	3179	2975
	Numaligarh to Daboka	639	19	1146	367	26	97	248	92	23	39	1	1	534	2	8	2	2294	406	2700	544	3244	3155
	Both	1375	28	2284	702	45	206	474	133	45	67	5	6	1034	3	14	2	4640	732	5372	1051	6423	6130
Day 3	Daboka to Numaligarh	870	13	850	335	20	118	110	81	65	34	6	7	579	4	4	0	2206	303	2509	587	3096	3145
	Numaligarh to Daboka	895	13	652	237	19	108	200	85	54	19	10	4	473	4	6	2	1924	374	2298	483	2781	2949
	Both	1765	26	1502	572	39	226	310	166	119	53	16	11	1052	8	10	2	4130	677	4807	1070	5877	6094
Day 4	Daboka to Numaligarh	639	18	1025	413	30	122	169	47	19	38	6	2	506	4	4	2	2247	283	2530	514	3044	2928
	Numaligarh to Daboka	595	19	976	409	19	122	197	161	109	47	0	1	510	0	2	0	2140	515	2655	512	3167	3494
	Both	1234	37	2001	822	49	244	366	208	128	85	6	3	1016	4	6	2	4387	798	5185	1026	6211	6422
Day 5	Daboka to Numaligarh	887	15	1072	482	21	125	271	71	13	21	4	0	460	0	6	0	2602	380	2982	466	3448	3352
	Numaligarh to Daboka	837	13	1070	485	16	137	243	94	58	44	1	1	524	2	8	0	2558	441	2999	534	3533	3644
	Both	1724	28	2142	967	37	262	514	165	71	65	5	1	984	2	14	0	5160	821	5981	1000	6981	6995
Day 6	Daboka to Numaligarh	680	27	1024	389	26	119	232	52	13	7	4	6	506	0	17	2	2265	316	2581	523	3104	2976
	Numaligarh to Daboka	644	21	1034	387	28	119	220	87	31	41	4	1	505	10	8	0	2233	384	2617	523	3140	3168
	Both	1324	48	2058	776	54	238	452	139	44	48	8	7	1011	10	25	2	4498	700	5198	1046	6244	6143
Day 7	Daboka to Numaligarh	615	11	1061	414	28	112	265	81	16	20	0	2	509	0	5	0	2241	384	2625	514	3139	3021
	Numaligarh to Daboka	588	4	1004	401	19	125	238	91	35	29	4	4	460	0	2	0	2141	401	2542	462	3004	3030
	Both	1203	15	2065	815	47	237	503	172	51	49	4	6	969	0	7	0	4382	785	5167	976	6143	6051
ADT	Daboka to Numaligarh	744	16	1055	394	24	119	213	65	25	26	4	3	498	1	6	1	2352	338	2689	506	3195	3097
	Numaligarh to Daboka	709	16	1017	383	21	118	227	97	48	38	3	2	486	3	5	1	2265	416	2681	494	3175	3245
	Both	1454	32	2072	777	45	237	440	162	73	65	7	5	984	4	11	2	4617	754	5370	999	6370	6342
Seasonal Correction Factor		1.05	1.01	1.10	1.10	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.00	1.00	1.00	1.00						
AADT	Daboka to Numaligarh	785	16	1158	432	24	120	216	66	25	27	4	3	498	1	6	1	2535	342	2877	506	3382	3241
	Numaligarh to Daboka	748	16	1116	420	22	120	230	98	49	39	3	2	486	3	5	1	2442	421	2862	494	3356	3386
	Both	1533	32	2274	852	46	240	445	164	74	65	7	5	984	4	11	2	4977	763	5739	999	6739	6627

Appendix 5.3B: Classified Traffic Volume Count (Km 127+000 of NH 29) in Vehicle Numbers

Day	Direction	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Passenger Vehicles	Goods Vehicles	Fast Vehicles	Slow Vehicles	Total Vehicle	Total PCU
Day 1	Daboka to Numaligarh	846	17	1313	420	23	137	236	92	32	41	2	2	461	0	2	2	2756	407	3163	463	3626	3559
	Numaligarh to Daboka	828	24	1336	428	26	130	262	76	29	53	1	1	430	0	0	2	2772	424	3196	430	3626	3554
	Both	1674	41	2649	848	49	267	498	168	61	94	3	3	891	0	2	4	5528	831	6359	893	7252	7113
Day 2	Daboka to Numaligarh	797	9	1231	362	19	117	246	46	26	28	4	5	540	1	6	0	2535	355	2890	547	3437	3211
	Numaligarh to Daboka	691	19	1236	396	26	106	268	104	30	45	1	1	578	2	8	2	2474	451	2925	588	3513	3444
	Both	1488	28	2467	758	45	223	514	150	56	73	5	6	1118	3	14	2	5009	806	5815	1135	6950	6654
Day 3	Daboka to Numaligarh	941	13	917	365	20	128	124	88	71	37	6	7	625	4	4	0	2384	333	2717	633	3350	3406
	Numaligarh to Daboka	968	15	705	256	21	115	218	95	59	19	10	4	512	4	6	2	2080	407	2487	522	3009	3185
	Both	1909	28	1622	621	41	243	342	183	130	56	16	11	1137	8	10	2	4464	740	5204	1155	6359	6591
Day 4	Daboka to Numaligarh	692	18	1108	446	30	134	182	53	19	43	6	2	545	4	4	2	2428	307	2735	553	3288	3171
	Numaligarh to Daboka	642	23	1052	442	23	131	213	177	119	53	0	1	551	0	2	0	2313	563	2876	553	3429	3799
	Both	1334	41	2160	888	53	265	395	230	138	96	6	3	1096	4	6	2	4741	870	5611	1106	6717	6970
Day 5	Daboka to Numaligarh	960	16	1158	520	21	136	294	79	13	21	4	0	496	0	6	0	2811	411	3222	502	3724	3616
	Numaligarh to Daboka	902	14	1156	524	20	147	262	105	67	49	1	1	565	2	8	0	2763	485	3248	575	3823	3959
	Both	1862	30	2314	1044	41	283	556	184	80	70	5	1	1061	2	14	0	5574	896	6470	1077	7547	7575
Day 6	Daboka to Numaligarh	735	28	1108	420	26	128	250	57	17	10	4	6	546	0	17	2	2445	346	2791	563	3354	3219
	Numaligarh to Daboka	695	21	1116	417	31	128	238	97	35	46	4	1	548	10	8	0	2408	421	2829	566	3395	3434
	Both	1430	49	2224	837	57	256	488	154	52	56	8	7	1094	10	25	2	4853	767	5620	1129	6749	6653
Day 7	Daboka to Numaligarh	667	11	1145	447	28	123	289	90	20	20	0	2	549	0	5	0	2421	421	2842	554	3396	3276
	Numaligarh to Daboka	634	6	1084	435	24	134	258	99	40	34	4	4	496	0	2	0	2317	439	2756	498	3254	3296
	Both	1301	17	2229	882	52	257	547	189	60	54	4	6	1045	0	7	0	4738	860	5598	1052	6650	6572
Average Daily Traffic (ADT)	Daboka to Numaligarh	805	16	1140	426	24	129	232	72	28	29	4	3	537	1	6	1	2540	369	2909	545	3454	3351
	Numaligarh to Daboka	766	17	1098	414	24	127	246	108	54	43	3	2	526	3	5	1	2447	456	2902	533	3436	3524
	Both	1571	33	2238	840	48	256	477	180	82	71	7	5	1063	4	11	2	4987	824	5811	1078	6889	6875
Seasonal Correction Factor		1.05	1.01	1.10	1.10	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.00	1.00	1.00	1.00						
Average Annual Daily Traffic	Daboka to Numaligarh	849	16	1251	467	24	131	234	73	29	29	4	3	537	1	6	1	2738	373	3111	545	3656	3506
	Numaligarh to Daboka	807	18	1204	454	25	129	249	109	55	43	3	2	526	3	5	1	2637	461	3098	533	3632	3677
	Both	1657	34	2455	921	49	259	483	182	83	72	7	5	1063	4	11	2	5375	834	6209	1078	7288	7184

Appendix 5.3C: Classified Traffic Volume Count (Km 138+450 of NH 29) in Vehicle Numbers

Day	Direction	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Passenger Vehicles	Goods Vehicles	Fast Vehicles	Slow Vehicles	Total Vehicle	Total PCU
Day 1	Daboka to Numaligarh	652	12	1013	324	18	105	186	69	24	31	1	1	355	0	1	2	2124	314	2438	356	2794	2733
	Numaligarh to Daboka	639	17	1032	329	18	99	202	58	22	41	1	1	332	0	0	2	2134	327	2461	332	2793	2734
	Both	1291	29	2045	653	36	204	388	127	46	72	2	2	687	0	1	4	4258	641	4899	688	5587	5466
Day 2	Daboka to Numaligarh	613	6	948	279	13	92	191	34	19	20	2	3	417	1	4	0	1951	269	2220	422	2642	2454
	Numaligarh to Daboka	533	14	955	306	19	83	207	77	19	33	1	1	445	2	5	2	1910	340	2250	452	2702	2627
	Both	1146	20	1903	585	32	175	398	111	38	53	3	4	862	3	9	2	3861	609	4470	874	5344	5081
Day 3	Daboka to Numaligarh	726	9	707	279	15	98	92	66	57	28	3	4	483	4	2	0	1834	250	2084	489	2573	2601
	Numaligarh to Daboka	746	11	543	197	15	89	167	71	45	16	10	4	394	4	4	2	1601	315	1916	402	2318	2457
	Both	1472	20	1250	476	30	187	259	137	102	44	13	8	877	8	6	2	3435	565	4000	891	4891	5058
Day 4	Daboka to Numaligarh	532	13	854	344	21	102	141	39	16	32	3	1	421	4	2	2	1866	234	2100	427	2527	2423
	Numaligarh to Daboka	496	15	813	340	15	101	164	136	91	39	0	1	425	0	1	0	1780	431	2211	426	2637	2909
	Both	1028	28	1667	684	36	203	305	175	107	71	3	2	846	4	3	2	3646	665	4311	853	5164	5331
Day 5	Daboka to Numaligarh	741	11	893	401	15	104	227	59	11	15	2	0	383	0	4	0	2165	314	2479	387	2866	2771
	Numaligarh to Daboka	697	9	893	404	13	115	202	78	48	37	1	1	436	2	5	0	2131	367	2498	443	2941	3027
	Both	1438	20	1786	805	28	219	429	137	59	52	3	1	819	2	9	0	4296	681	4977	830	5807	5797
Day 6	Daboka to Numaligarh	566	19	854	324	18	99	194	43	11	6	2	3	421	0	11	2	1880	261	2141	432	2573	2442
	Numaligarh to Daboka	536	14	862	322	23	99	184	72	25	34	4	1	421	10	5	0	1856	320	2176	436	2612	2626
	Both	1102	33	1716	646	41	198	378	115	36	40	6	4	842	10	16	2	3736	581	4317	868	5185	5068
Day 7	Daboka to Numaligarh	513	7	884	345	21	93	222	68	14	16	0	1	424	0	4	0	1863	321	2184	428	2612	2509
	Numaligarh to Daboka	491	4	836	334	15	104	199	76	29	25	4	4	384	0	1	0	1784	337	2121	385	2506	2530
	Both	1004	11	1720	679	36	197	421	144	43	41	4	5	808	0	5	0	3647	658	4305	813	5118	5039
Average Daily Traffic (ADT)	Daboka to Numaligarh	620	11	879	328	17	99	179	54	22	21	2	2	415	1	4	1	1955	280	2235	420	2655	2562
	Numaligarh to Daboka	591	12	848	319	17	99	189	81	40	32	3	2	405	3	3	1	1885	348	2233	411	2644	2701
	Both	1212	23	1727	647	34	198	368	135	62	53	5	4	820	4	7	2	3840	629	4468	831	5299	5263
Seasonal Correction Factor		1.05	1.01	1.10	1.10	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.00	1.00	1.00	1.00						
Average Annual Daily Traffic	Daboka to Numaligarh	654	11	964	360	17	100	181	55	22	21	2	2	415	1	4	1	2107	284	2391	420	2811	2681
	Numaligarh to Daboka	623	12	930	350	17	100	192	82	40	33	3	2	405	3	3	1	2032	352	2384	411	2795	2819
	Both	1278	23	1894	710	35	200	373	137	62	54	5	4	820	4	7	2	4139	636	4775	831	5606	5500

Appendix 5.3D: Classified Traffic Volume Count (Km 100+000 of NH 129) in Vehicle Numbers

Day	Direction	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Passenger Vehicles	Goods Vehicles	Fast Vehicles	Slow Vehicles	Total Vehicle	Total PCU
Day 1	Daboka to Numaligarh	817	42	1718	996	24	89	210	224	76	94	4	2	329	0	0	2	3686	612	4298	329	4627	4844
	Numaligarh to Daboka	852	52	1796	1025	26	81	244	89	13	54	4	0	281	0	0	2	3832	406	4238	281	4519	4180
	Both	1669	94	3514	2021	50	170	454	313	89	148	8	2	610	0	0	4	7518	1018	8536	610	9146	9023
Day 2	Daboka to Numaligarh	768	21	1608	859	19	76	217	112	60	61	6	5	385	6	1	0	3351	461	3812	392	4204	4067
	Numaligarh to Daboka	711	47	1660	953	27	66	251	121	16	45	4	0	378	2	3	5	3464	442	3906	383	4289	4009
	Both	1479	68	3268	1812	46	142	468	233	76	106	10	5	763	8	4	5	6815	903	7718	775	8493	8076
Day 3	Daboka to Numaligarh	911	33	1199	858	21	82	106	216	176	84	10	7	448	12	2	0	3104	599	3703	462	4165	4699
	Numaligarh to Daboka	993	35	945	614	22	73	201	111	27	19	33	0	335	6	1	4	2682	395	3077	342	3419	3421
	Both	1904	68	2144	1472	43	155	307	327	203	103	43	7	783	18	3	4	5786	994	6780	804	7584	8119
Day 4	Daboka to Numaligarh	715	41	1137	877	27	91	213	179	39	32	0	6	298	2	2	0	2888	469	3357	302	3659	3825
	Numaligarh to Daboka	707	32	1150	883	29	79	215	141	44	43	3	0	239	1	2	0	2880	446	3326	242	3568	3687
	Both	1422	73	2287	1760	56	170	428	320	83	75	3	6	537	3	4	0	5768	915	6683	544	7227	7511
Day 5	Daboka to Numaligarh	784	55	1589	1125	19	90	203	186	46	66	5	1	392	4	2	1	3662	508	4170	398	4568	4587
	Numaligarh to Daboka	732	39	1514	1090	18	84	208	160	22	58	7	0	392	5	0	6	3477	461	3938	397	4335	4260
	Both	1516	94	3103	2215	37	174	411	346	68	124	12	1	784	9	2	7	7139	969	8108	795	8903	8847
Day 6	Daboka to Numaligarh	731	22	1546	1136	20	81	213	141	37	59	8	1	397	2	0	1	3536	460	3996	399	4395	4278
	Numaligarh to Daboka	778	11	1622	1157	19	95	242	117	23	38	8	0	370	2	1	2	3682	430	4112	373	4485	4241
	Both	1509	33	3168	2293	39	176	455	258	60	97	16	1	767	4	1	3	7218	890	8108	772	8880	8518
Day 7	Daboka to Numaligarh	714	58	1636	1199	34	73	267	177	36	43	10	0	439	2	2	2	3714	535	4249	443	4692	4552
	Numaligarh to Daboka	733	53	1633	1232	28	74	242	132	27	39	11	0	410	5	1	1	3753	452	4205	416	4621	4356
	Both	1447	111	3269	2431	62	147	509	309	63	82	21	0	849	7	3	3	7467	987	8454	859	9313	8908
Average Daily Traffic	Daboka to Numaligarh	777	39	1490	1007	23	83	204	176	67	63	6	3	384	4	1	1	3420	521	3941	389	4330	4407
	Numaligarh to Daboka	787	38	1474	993	24	79	229	124	25	42	10	0	344	3	1	3	3396	433	3829	348	4177	4022
	Both	1564	77	2965	2001	48	162	433	301	92	105	16	3	728	7	2	4	6816	954	7770	737	8507	8429
Seasonal Correction Factor		1.06	1.05	1.07	1.07	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.05						
Average Annual Daily	Daboka to Numaligarh	824	41	1593	1077	25	88	215	186	71	66	6	3	384	4	1	1	3648	548	4196	389	4585	4664
	Numaligarh to Daboka	834	40	1576	1062	25	83	241	131	26	45	11	0	344	3	1	3	3622	456	4078	348	4425	4259
	Both	1659	81	3170	2139	50	171	456	317	97	111	17	3	728	7	2	4	7269	1004	8273	737	9010	8922

Appendix 5.3E: Classified Traffic Volume Count (Km 73+000 of NH 129) in Vehicle Numbers

Day	Direction	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Passenger Vehicles	Goods Vehicles	Fast Vehicles	Slow Vehicles	Total Vehicle	Total PCU
Day 1	Daboka to Numaligarh	448	159	726	200	16	81	176	152	30	46	10	0	317	0	11	1	1630	415	2045	328	2373	2698
	Numaligarh to Daboka	444	151	624	187	26	66	151	137	37	77	8	0	259	1	11	0	1498	410	1908	271	2179	2636
	Both	892	310	1350	387	42	147	327	289	67	123	18	0	576	1	22	1	3128	825	3953	599	4552	5334
Day 2	Daboka to Numaligarh	450	99	603	161	17	75	142	117	19	64	8	0	274	1	10	4	1405	354	1759	285	2044	2400
	Numaligarh to Daboka	473	109	611	175	13	81	143	137	50	55	9	0	231	2	9	0	1462	394	1856	242	2098	2535
	Both	923	208	1214	336	30	156	285	254	69	119	17	0	505	3	19	4	2867	748	3615	527	4142	4935
Day 3	Daboka to Numaligarh	574	115	479	151	14	80	69	165	87	59	24	0	358	4	12	0	1413	404	1817	374	2191	2761
	Numaligarh to Daboka	641	103	374	104	16	73	121	153	76	34	42	0	281	12	18	0	1311	426	1737	311	2048	2635
	Both	1215	218	853	255	30	153	190	318	163	93	66	0	639	16	30	0	2724	830	3554	685	4239	5396
Day 4	Daboka to Numaligarh	422	159	579	184	19	83	105	98	24	69	24	0	313	4	12	5	1446	325	1771	329	2100	2461
	Numaligarh to Daboka	427	149	556	173	16	83	120	287	154	86	0	0	304	0	6	0	1404	647	2051	310	2361	3378
	Both	849	308	1135	357	35	166	225	385	178	155	24	0	617	4	18	5	2850	972	3822	639	4461	5839
Day 5	Daboka to Numaligarh	584	130	606	214	14	85	171	147	16	33	16	0	285	0	16	0	1633	383	2016	301	2317	2664
	Numaligarh to Daboka	599	93	609	207	13	93	148	169	83	81	7	0	311	5	25	0	1614	488	2102	341	2443	3171
	Both	1183	223	1215	421	27	178	319	316	99	114	23	0	596	5	41	0	3247	871	4118	642	4760	5834
Day 6	Daboka to Numaligarh	447	231	580	173	17	81	146	107	18	12	16	0	313	0	49	5	1529	304	1833	362	2195	2555
	Numaligarh to Daboka	461	137	591	164	22	81	135	156	44	75	12	0	300	27	25	0	1456	422	1878	352	2230	2846
	Both	908	368	1171	337	39	162	281	263	62	87	28	0	613	27	74	5	2985	726	3711	714	4425	5400
Day 7	Daboka to Numaligarh	507	47	598	142	15	78	127	159	37	24	7	0	296	0	18	0	1387	354	1741	314	2055	2405
	Numaligarh to Daboka	512	73	693	132	12	78	152	176	32	83	14	0	338	2	10	0	1500	457	1957	350	2307	2795
	Both	1019	120	1291	274	27	156	279	335	69	107	21	0	634	2	28	0	2887	811	3698	664	4362	5200
Average Daily Traffic (ADT)	Daboka to Numaligarh	490	134	596	175	16	80	134	135	33	44	15	0	308	1	18	2	1492	363	1855	328	2182	2563
	Numaligarh to Daboka	508	116	580	163	17	79	139	174	68	70	13	0	289	7	15	0	1464	463	1927	311	2238	2856
	Both	998	251	1176	338	33	160	272	309	101	114	28	0	597	8	33	2	2955	826	3782	639	4420	5420
Seasonal Correction Factor		1.06	1.05	1.07	1.07	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.05						
Average Annual Daily Traffic	Daboka to Numaligarh	520	141	637	187	17	85	141	142	35	46	16	0	308	1	18	2	1587	382	1969	328	2297	2696
	Numaligarh to Daboka	539	123	620	174	18	83	146	183	72	74	14	0	289	7	15	0	1557	488	2045	311	2356	3006
	Both	1059	264	1257	362	35	168	287	325	106	120	30	0	597	8	33	2	3144	870	4014	639	4653	5702

Appendix 5.3F: Classified Traffic Volume Count (Km 5+350 of NH 129) in Vehicle Numbers

Day	Direction	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Passenger Vehicles	Goods Vehicles	Fast Vehicles	Slow Vehicles	Total Vehicle	Total PCU
Day 1	Daboka to Numaligarh	1043	53	2188	1267	29	114	266	287	97	119	4	3	420	0	0	2	4694	778	5472	420	5892	6168
	Numaligarh to Daboka	1082	66	2288	1306	32	100	313	111	18	67	6	0	358	0	0	2	4874	517	5391	358	5749	5301
	Both	2125	119	4476	2573	61	214	579	398	115	186	10	3	778	0	0	4	9568	1295	10863	778	11641	11469
Day 2	Daboka to Numaligarh	981	27	2048	1089	22	98	278	143	76	77	8	7	492	8	3	0	4265	589	4854	503	5357	5192
	Numaligarh to Daboka	901	59	2114	1214	33	83	321	149	16	55	6	0	480	2	3	5	4404	552	4956	485	5441	5047
	Both	1882	86	4162	2303	55	181	599	292	92	132	14	7	972	10	6	5	8669	1141	9810	988	10798	10239
Day 3	Daboka to Numaligarh	1159	43	1527	1090	25	106	135	276	225	107	12	8	570	14	2	0	3950	763	4713	586	5299	5977
	Numaligarh to Daboka	1262	44	1204	784	28	90	257	137	36	24	43	0	425	6	1	4	3412	501	3913	432	4345	4330
	Both	2421	87	2731	1874	53	196	392	413	261	131	55	8	995	20	3	4	7362	1264	8626	1018	9644	10307
Day 4	Daboka to Numaligarh	911	52	1447	1117	34	115	272	229	51	41	0	8	381	4	4	0	3676	601	4277	389	4666	4891
	Numaligarh to Daboka	902	40	1465	1124	36	101	274	181	55	55	4	0	302	1	2	0	3668	569	4237	305	4542	4693
	Both	1813	92	2912	2241	70	216	546	410	106	96	4	8	683	5	6	0	7344	1170	8514	694	9208	9584
Day 5	Daboka to Numaligarh	998	69	2024	1432	24	113	259	236	59	85	7	1	500	6	4	1	4660	648	5308	510	5818	5848
	Numaligarh to Daboka	932	49	1929	1388	22	107	264	200	28	73	10	0	500	5	0	6	4427	581	5008	505	5513	5398
	Both	1930	118	3953	2820	46	220	523	436	87	158	17	1	1000	11	4	7	9087	1229	10316	1015	11331	11246
Day 6	Daboka to Numaligarh	930	28	1970	1447	25	104	274	177	48	75	10	1	507	4	0	1	4504	586	5090	511	5601	5449
	Numaligarh to Daboka	988	14	2066	1472	24	121	309	150	29	48	10	0	472	2	1	2	4685	548	5233	475	5708	5393
	Both	1918	42	4036	2919	49	225	583	327	77	123	20	1	979	6	1	3	9189	1134	10323	986	11309	10841
Day 7	Daboka to Numaligarh	909	74	2085	1527	45	92	340	226	46	55	11	0	560	3	4	2	4732	680	5412	567	5979	5805
	Numaligarh to Daboka	933	67	2080	1569	35	94	309	168	33	49	14	0	523	5	1	1	4778	574	5352	529	5881	5534
	Both	1842	141	4165	3096	80	186	649	394	79	104	25	0	1083	8	5	3	9510	1254	10764	1096	11860	11339
Average Daily Traffic	Daboka to Numaligarh	990	49	1898	1281	29	106	261	225	86	80	7	4	490	6	2	1	4354	664	5018	498	5516	5618
	Numaligarh to Daboka	1000	48	1878	1265	30	99	292	157	31	53	13	0	437	3	1	3	4321	549	4870	441	5311	5099
	Both	1990	98	3776	2547	59	205	553	381	117	133	21	4	927	9	4	4	8676	1212	9888	939	10827	10718
Seasonal Correction Factor		1.06	1.05	1.07	1.07	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.05						
Average Annual Daily	Daboka to Numaligarh	1050	52	2030	1370	31	112	274	237	91	84	8	4	490	6	2	1	4644	699	5343	498	5841	5945
	Numaligarh to Daboka	1061	51	2008	1353	32	105	308	165	32	56	14	0	437	3	1	3	4609	578	5186	441	5628	5400
	Both	2111	103	4037	2723	62	216	582	402	123	140	22	4	927	9	4	4	9253	1276	10529	939	11469	11345

Appendix 5.4A: Classified Traffic Volume Count (Km 62+000 of NH 29) in PCU

Day	Direction	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Passenger Vehicles	Goods Vehicles	Fast Vehicles	Slow Vehicles	Total PCU
Day 1	Daboka to Numaligarh	783	17	608	389	35	381	327	249	84	167	3	9	213	0	12	9	2213	848	3060	225	3285
	Numaligarh to Daboka	767	24	620	395	33	357	365	207	78	216	2	5	200	0	0	9	2196	881	3076	200	3276
	Both	1550	41	1228	784	68	738	692	456	162	383	5	14	413	0	12	18	4408	1728	6136	425	6561
Day 2	Daboka to Numaligarh	736	9	569	335	29	327	339	123	66	126	6	23	250	2	36	0	2005	683	2687	288	2975
	Numaligarh to Daboka	639	19	573	367	39	291	372	276	69	176	2	5	267	4	48	9	1928	908	2836	319	3155
	Both	1375	28	1142	702	68	618	711	399	135	302	8	27	517	6	84	9	3933	1590	5523	607	6130
Day 3	Daboka to Numaligarh	870	13	425	335	30	354	165	243	195	153	9	32	290	8	24	0	2027	797	2824	322	3145
	Numaligarh to Daboka	895	13	326	237	29	324	300	255	162	86	15	18	237	8	36	9	1824	845	2668	281	2949
	Both	1765	26	751	572	59	678	465	498	357	239	24	50	526	16	60	9	3851	1641	5492	602	6094
Day 4	Daboka to Numaligarh	639	18	513	413	45	366	254	141	57	171	9	9	253	8	24	9	1994	650	2643	285	2928
	Numaligarh to Daboka	595	19	488	409	29	366	296	483	327	212	0	5	255	0	12	0	1906	1322	3227	267	3494
	Both	1234	37	1001	822	74	732	549	624	384	383	9	14	508	8	36	9	3899	1971	5870	552	6422
Day 5	Daboka to Numaligarh	887	15	536	482	32	375	407	213	39	95	6	0	230	0	36	0	2327	759	3086	266	3352
	Numaligarh to Daboka	837	13	535	485	24	411	365	282	174	198	2	5	262	4	48	0	2305	1025	3330	314	3644
	Both	1724	28	1071	967	56	786	771	495	213	293	8	5	492	4	84	0	4632	1784	6415	580	6995
Day 6	Daboka to Numaligarh	680	27	512	389	39	357	348	156	39	32	6	27	253	0	102	9	2004	617	2621	355	2976
	Numaligarh to Daboka	644	21	517	387	42	357	330	261	93	185	6	5	253	20	48	0	1968	879	2847	321	3168
	Both	1324	48	1029	776	81	714	678	417	132	216	12	32	506	20	150	9	3972	1496	5468	676	6143
Day 7	Daboka to Numaligarh	615	11	531	414	42	336	398	243	48	90	0	9	255	0	30	0	1949	788	2736	285	3021
	Numaligarh to Daboka	588	4	502	401	29	375	357	273	105	131	6	18	230	0	12	0	1899	890	2788	242	3030
	Both	1203	15	1033	815	71	711	755	516	153	221	6	27	485	0	42	0	3847	1677	5524	527	6051
Average Daily Traffic (ADT)	Daboka to Numaligarh	744	16	528	394	36	357	320	195	75	119	6	15	249	3	38	4	2074	734	2808	289	3097
	Numaligarh to Daboka	709	16	509	383	32	354	341	291	144	172	5	8	243	5	29	4	2003	964	2967	278	3245
	Both	1454	32	1036	777	68	711	660	486	219	291	10	24	492	8	67	8	4077	1698	5775	567	6342
Seasonal Correction Factor		1.05	1.01	1.10	1.10	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.00	1.00	1.00	1.00					
Average Annual Daily Traffic	Daboka to Numaligarh	785	16	579	432	36	361	323	198	76	120	6	16	249	3	38	4	2209	743	2952	289	3241
	Numaligarh to Daboka	748	16	558	420	32	359	345	294	146	174	5	8	243	5	29	4	2133	975	3109	278	3386
	Both	1533	32	1137	852	69	720	668	492	222	294	10	24	492	8	67	8	4342	1718	6060	567	6627

Appendix 5.4B: Classified Traffic Volume Count (Km 127+000 of NH 29) in PCU

Day	Direction	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Passenger Vehicles	Goods Vehicles	Fast Vehicles	Slow Vehicles	Total PCU
Day 1	Daboka to Numaligarh	846	17	657	420	35	411	354	276	96	185	3	9	231	0	12	9	2385	932	3317	243	3559
	Numaligarh to Daboka	828	24	668	428	39	390	393	228	87	239	2	5	215	0	0	9	2377	962	3339	215	3554
	Both	1674	41	1325	848	74	801	747	504	183	423	5	14	446	0	12	18	4762	1893	6655	458	7113
Day 2	Daboka to Numaligarh	797	9	616	362	29	351	369	138	78	126	6	23	270	2	36	0	2163	740	2903	308	3211
	Numaligarh to Daboka	691	19	618	396	39	318	402	312	90	203	2	5	289	4	48	9	2081	1022	3103	341	3444
	Both	1488	28	1234	758	68	669	771	450	168	329	8	27	559	6	84	9	4244	1761	6005	649	6654
Day 3	Daboka to Numaligarh	941	13	459	365	30	384	186	264	213	167	9	32	313	8	24	0	2192	870	3062	345	3406
	Numaligarh to Daboka	968	15	353	256	32	345	327	285	177	86	15	18	256	8	36	9	1968	917	2885	300	3185
	Both	1909	28	811	621	62	729	513	549	390	252	24	50	569	16	60	9	4160	1787	5946	645	6591
Day 4	Daboka to Numaligarh	692	18	554	446	45	402	273	159	57	194	9	9	273	8	24	9	2157	710	2867	305	3171
	Numaligarh to Daboka	642	23	526	442	35	393	320	531	357	239	0	5	276	0	12	0	2061	1451	3511	288	3799
	Both	1334	41	1080	888	80	795	593	690	414	432	9	14	548	8	36	9	4218	2160	6378	592	6970
Day 5	Daboka to Numaligarh	960	16	579	520	32	408	441	237	39	95	6	0	248	0	36	0	2515	818	3332	284	3616
	Numaligarh to Daboka	902	14	578	524	30	441	393	315	201	221	2	5	283	4	48	0	2489	1136	3625	335	3959
	Both	1862	30	1157	1044	62	849	834	552	240	315	8	5	531	4	84	0	5004	1953	6957	619	7575
Day 6	Daboka to Numaligarh	735	28	554	420	39	384	375	171	51	45	6	27	273	0	102	9	2160	684	2844	375	3219
	Numaligarh to Daboka	695	21	558	417	47	384	357	291	105	207	6	5	274	20	48	0	2122	971	3092	342	3434
	Both	1430	49	1112	837	86	768	732	462	156	252	12	32	547	20	150	9	4282	1655	5936	717	6653
Day 7	Daboka to Numaligarh	667	11	573	447	42	369	434	270	60	90	0	9	275	0	30	0	2109	863	2971	305	3276
	Numaligarh to Daboka	634	6	542	435	36	402	387	297	120	153	6	18	248	0	12	0	2055	981	3036	260	3296
	Both	1301	17	1115	882	78	771	821	567	180	243	6	27	523	0	42	0	4164	1844	6007	565	6572
Average Daily Traffic (ADT)	Daboka to Numaligarh	805	16	570	426	36	387	347	216	85	129	6	15	269	3	38	4	2240	802	3042	309	3351
	Numaligarh to Daboka	766	17	549	414	37	382	368	323	162	192	5	8	263	5	29	4	2165	1062	3227	297	3524
	Both	1571	33	1119	840	72	769	716	539	247	321	10	24	532	8	67	8	4405	1865	6269	606	6875
Seasonal Correction Factor		1.05	1.01	1.10	1.10	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.00	1.00	1.00	1.00					
Average Annual Daily Traffic	Daboka to Numaligarh	849	16	625	467	36	392	352	219	86	130	6	16	269	3	38	4	2386	812	3197	309	3506
	Numaligarh to Daboka	807	18	602	454	37	386	373	327	164	195	5	8	263	5	29	4	2305	1075	3380	297	3677
	Both	1657	34	1228	921	73	778	724	546	250	325	10	24	532	8	67	8	4691	1887	6578	606	7184

Appendix 5.4C: Classified Traffic Volume Count (Km 138+450 of NH 29) in PCU

Day	Direction	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Passenger Vehicles	Goods Vehicles	Fast Vehicles	Slow Vehicles	Total PCU
Day 1	Daboka to Numaligarh	652	12	507	324	27	315	279	207	72	140	2	5	178	0	6	9	1837	713	2549	184	2733
	Numaligarh to Daboka	639	17	516	329	27	297	303	174	66	185	2	5	166	0	0	9	1825	743	2568	166	2734
	Both	1291	29	1023	653	54	612	582	381	138	324	3	9	344	0	6	18	3662	1455	5117	350	5466
Day 2	Daboka to Numaligarh	613	6	474	279	20	276	287	102	57	90	3	14	209	2	24	0	1668	552	2220	235	2454
	Numaligarh to Daboka	533	14	478	306	29	249	311	231	57	149	2	5	223	4	30	9	1608	762	2370	257	2627
	Both	1146	20	952	585	48	525	597	333	114	239	5	18	431	6	54	9	3276	1314	4590	491	5081
Day 3	Daboka to Numaligarh	726	9	354	279	23	294	138	198	171	126	5	18	242	8	12	0	1684	656	2340	262	2601
	Numaligarh to Daboka	746	11	272	197	23	267	251	213	135	72	15	18	197	8	24	9	1515	713	2228	229	2457
	Both	1472	20	625	476	45	561	389	411	306	198	20	36	439	16	36	9	3199	1368	4567	491	5058
Day 4	Daboka to Numaligarh	532	13	427	344	32	306	212	117	48	144	5	5	211	8	12	9	1654	539	2192	231	2423
	Numaligarh to Daboka	496	15	407	340	23	303	246	408	273	176	0	5	213	0	6	0	1583	1107	2690	219	2909
	Both	1028	28	834	684	54	609	458	525	321	320	5	9	423	8	18	9	3237	1646	4882	449	5331
Day 5	Daboka to Numaligarh	741	11	447	401	23	312	341	177	33	68	3	0	192	0	24	0	1934	621	2555	216	2771
	Numaligarh to Daboka	697	9	447	404	20	345	303	234	144	167	2	5	218	4	30	0	1921	854	2775	252	3027
	Both	1438	20	893	805	42	657	644	411	177	234	5	5	410	4	54	0	3855	1475	5330	468	5797
Day 6	Daboka to Numaligarh	566	19	427	324	27	297	291	129	33	27	3	14	211	0	66	9	1660	506	2166	277	2442
	Numaligarh to Daboka	536	14	431	322	35	297	276	216	75	153	6	5	211	20	30	0	1635	731	2365	261	2626
	Both	1102	33	858	646	62	594	567	345	108	180	9	18	421	20	96	9	3295	1236	4531	537	5068
Day 7	Daboka to Numaligarh	513	7	442	345	32	279	333	204	42	72	0	5	212	0	24	0	1618	656	2273	236	2509
	Numaligarh to Daboka	491	4	418	334	23	312	299	228	87	113	6	18	192	0	6	0	1582	750	2332	198	2530
	Both	1004	11	860	679	54	591	632	432	129	185	6	23	404	0	30	0	3199	1406	4605	434	5039
Average Daily Traffic (ADT)	Daboka to Numaligarh	620	11	440	328	26	297	269	162	65	95	3	8	207	3	24	4	1722	606	2328	234	2562
	Numaligarh to Daboka	591	12	424	319	25	296	284	243	120	145	5	8	203	5	18	4	1667	808	2475	226	2701
	Both	1212	23	863	647	51	593	552	405	185	240	7	17	410	8	42	8	3389	1414	4803	460	5263
Seasonal Correction Factor		1.05	1.01	1.10	1.10	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.00	1.00	1.00	1.00					
Average Annual Daily Traffic	Daboka to Numaligarh	654	11	482	360	26	301	272	164	66	96	3	8	207	3	24	4	1834	613	2447	234	2681
	Numaligarh to Daboka	623	12	465	350	26	299	287	246	121	146	5	8	203	5	18	4	1775	818	2593	226	2819
	Both	1278	23	947	710	52	600	559	410	187	243	7	17	410	8	42	8	3609	1431	5040	460	5500

Appendix 5.4D: Classified Traffic Volume Count (Km 100+000 of NH 129) in PCU

Day	Direction	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Passenger Vehicles	Goods Vehicles	Fast Vehicles	Slow Vehicles	Total PCU
Day 1	Daboka to Numaligarh	817	42	859	996	36	267	315	672	228	423	6	9	165	0	0	9	3017	1662	4679	165	4844
	Numaligarh to Daboka	852	52	898	1025	39	243	366	267	39	243	6	0	141	0	0	9	3109	930	4039	141	4180
	Both	1669	94	1757	2021	75	510	681	939	267	666	12	9	305	0	0	18	6126	2592	8718	305	9023
Day 2	Daboka to Numaligarh	768	21	804	859	29	228	326	336	180	275	9	23	193	12	6	0	2709	1148	3856	211	4067
	Numaligarh to Daboka	711	47	830	953	41	198	377	363	48	203	6	0	189	4	18	23	2780	1019	3798	211	4009
	Both	1479	68	1634	1812	69	426	702	699	228	477	15	23	382	16	24	23	5488	2166	7654	422	8076
Day 3	Daboka to Numaligarh	911	33	600	858	32	246	159	648	528	378	15	32	224	24	12	0	2679	1760	4439	260	4699
	Numaligarh to Daboka	993	35	473	614	33	219	302	333	81	86	50	0	168	12	6	18	2367	869	3235	186	3421
	Both	1904	68	1072	1472	65	465	461	981	609	464	65	32	392	36	18	18	5046	2628	7674	446	8119
Day 4	Daboka to Numaligarh	715	41	569	877	41	273	320	537	117	144	0	27	149	4	12	0	2515	1145	3660	165	3825
	Numaligarh to Daboka	707	32	575	883	44	237	323	423	132	194	5	0	120	2	12	0	2478	1076	3553	134	3687
	Both	1422	73	1144	1760	84	510	642	960	249	338	5	27	269	6	24	0	4993	2220	7213	299	7511
Day 5	Daboka to Numaligarh	784	55	795	1125	29	270	305	558	138	297	8	5	196	8	12	5	3057	1314	4371	216	4587
	Numaligarh to Daboka	732	39	757	1090	27	252	312	480	66	261	11	0	196	10	0	27	2897	1157	4054	206	4260
	Both	1516	94	1552	2215	56	522	617	1038	204	558	18	5	392	18	12	32	5954	2471	8425	422	8847
Day 6	Daboka to Numaligarh	731	22	773	1136	30	243	320	423	111	266	12	5	199	4	0	5	2935	1140	4075	203	4278
	Numaligarh to Daboka	778	11	811	1157	29	285	363	351	69	171	12	0	185	4	6	9	3071	975	4046	195	4241
	Both	1509	33	1584	2293	59	528	683	774	180	437	24	5	384	8	6	14	6006	2115	8121	398	8518
Day 7	Daboka to Numaligarh	714	58	818	1199	51	219	401	531	108	194	15	0	220	4	12	9	3059	1257	4316	236	4552
	Numaligarh to Daboka	733	53	817	1232	42	222	363	396	81	176	17	0	205	10	6	5	3099	1037	4135	221	4356
	Both	1447	111	1635	2431	93	441	764	927	189	369	32	0	425	14	18	14	6158	2294	8451	457	8908
Average Daily Traffic (ADT)	Daboka to Numaligarh	777	39	745	1007	35	249	306	529	201	282	9	14	192	8	8	4	2853	1346	4199	208	4407
	Numaligarh to Daboka	787	38	737	993	36	237	344	373	74	190	15	0	172	6	7	13	2828	1009	3837	185	4022
	Both	1564	77	1482	2001	71	486	650	903	275	473	24	14	364	14	15	17	5681	2355	8036	392	8429
Seasonal Correction Factor		1.06	1.05	1.07	1.07	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.05					
Average Annual Daily Traffic	Daboka to Numaligarh	824	41	797	1077	37	263	322	557	212	297	10	15	192	8	8	4	3038	1417	4456	208	4664
	Numaligarh to Daboka	834	40	788	1062	38	249	362	393	78	200	16	0	172	6	7	14	3012	1062	4074	185	4259
	Both	1659	81	1585	2139	75	512	684	950	290	497	25	15	364	14	15	18	6051	2479	8530	392	8922

Appendix 5.4E: Classified Traffic Volume Count (Km 73+000 of NH 129) in PCU

Day	Direction	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Passenger Vehicles	Goods Vehicles	Fast Vehicles	Slow Vehicles	Total PCU
Day 1	Daboka to Numaligarh	448	159	363	200	24	243	264	456	90	207	15	0	159	0	66	5	1437	1037	2474	225	2698
	Numaligarh to Daboka	444	151	312	187	39	198	227	411	111	347	12	0	130	2	66	0	1331	1107	2438	198	2636
	Both	892	310	675	387	63	441	491	867	201	554	27	0	288	2	132	5	2768	2144	4912	422	5334
Day 2	Daboka to Numaligarh	450	99	302	161	26	225	213	351	57	288	12	0	137	2	60	18	1262	939	2201	199	2400
	Numaligarh to Daboka	473	109	306	175	20	243	215	411	150	248	14	0	116	4	54	0	1325	1037	2362	174	2535
	Both	923	208	607	336	45	468	428	762	207	536	26	0	253	6	114	18	2587	1976	4563	373	4935
Day 3	Daboka to Numaligarh	574	115	240	151	21	240	104	495	261	266	36	0	179	8	72	0	1341	1161	2502	259	2761
	Numaligarh to Daboka	641	103	187	104	24	219	182	459	228	153	63	0	141	24	108	0	1278	1085	2363	273	2635
	Both	1215	218	427	255	45	459	285	954	489	419	99	0	320	32	180	0	2619	2246	4864	532	5396
Day 4	Daboka to Numaligarh	422	159	290	184	29	249	158	294	72	311	36	0	157	8	72	23	1332	893	2225	237	2461
	Numaligarh to Daboka	427	149	278	173	24	249	180	861	462	387	0	0	152	0	36	0	1300	1890	3190	188	3378
	Both	849	308	568	357	53	498	338	1155	534	698	36	0	309	8	108	23	2632	2783	5415	425	5839
Day 5	Daboka to Numaligarh	584	130	303	214	21	255	257	441	48	149	24	0	143	0	96	0	1507	918	2425	239	2664
	Numaligarh to Daboka	599	93	305	207	20	279	222	507	249	365	11	0	156	10	150	0	1502	1353	2855	316	3171
	Both	1183	223	608	421	41	534	479	948	297	513	35	0	298	10	246	0	3009	2271	5280	554	5834
Day 6	Daboka to Numaligarh	447	231	290	173	26	243	219	321	54	54	24	0	157	0	294	23	1410	695	2104	451	2555
	Numaligarh to Daboka	461	137	296	164	33	243	203	468	132	338	18	0	150	54	150	0	1334	1158	2492	354	2846
	Both	908	368	586	337	59	486	422	789	186	392	42	0	307	54	444	23	2743	1853	4596	805	5400
Day 7	Daboka to Numaligarh	507	47	299	142	23	234	191	477	111	108	11	0	148	0	108	0	1252	897	2149	256	2405
	Numaligarh to Daboka	512	73	347	132	18	234	228	528	96	374	21	0	169	4	60	0	1316	1247	2562	233	2795
	Both	1019	120	646	274	41	468	419	1005	207	482	32	0	317	4	168	0	2567	2144	4711	489	5200
Average Daily Traffic (ADT)	Daboka to Numaligarh	490	134	298	175	24	241	201	405	99	197	23	0	154	3	110	10	1363	934	2297	266	2563
	Numaligarh to Daboka	508	116	290	163	25	238	208	521	204	316	20	0	145	14	89	0	1341	1268	2609	248	2856
	Both	998	251	588	338	49	479	408	926	303	513	42	0	299	17	199	10	2704	2202	4906	514	5420
Seasonal Correction Factor		1.06	1.05	1.07	1.07	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.05					
Average Annual Daily Traffic	Daboka to Numaligarh	520	141	319	187	25	254	211	426	104	208	24	0	154	3	110	10	1446	983	2430	266	2696
	Numaligarh to Daboka	539	123	310	174	27	250	219	548	215	332	21	0	145	14	89	0	1423	1335	2758	248	3006
	Both	1059	264	628	362	52	504	430	975	319	540	44	0	299	17	199	10	2869	2318	5188	514	5702

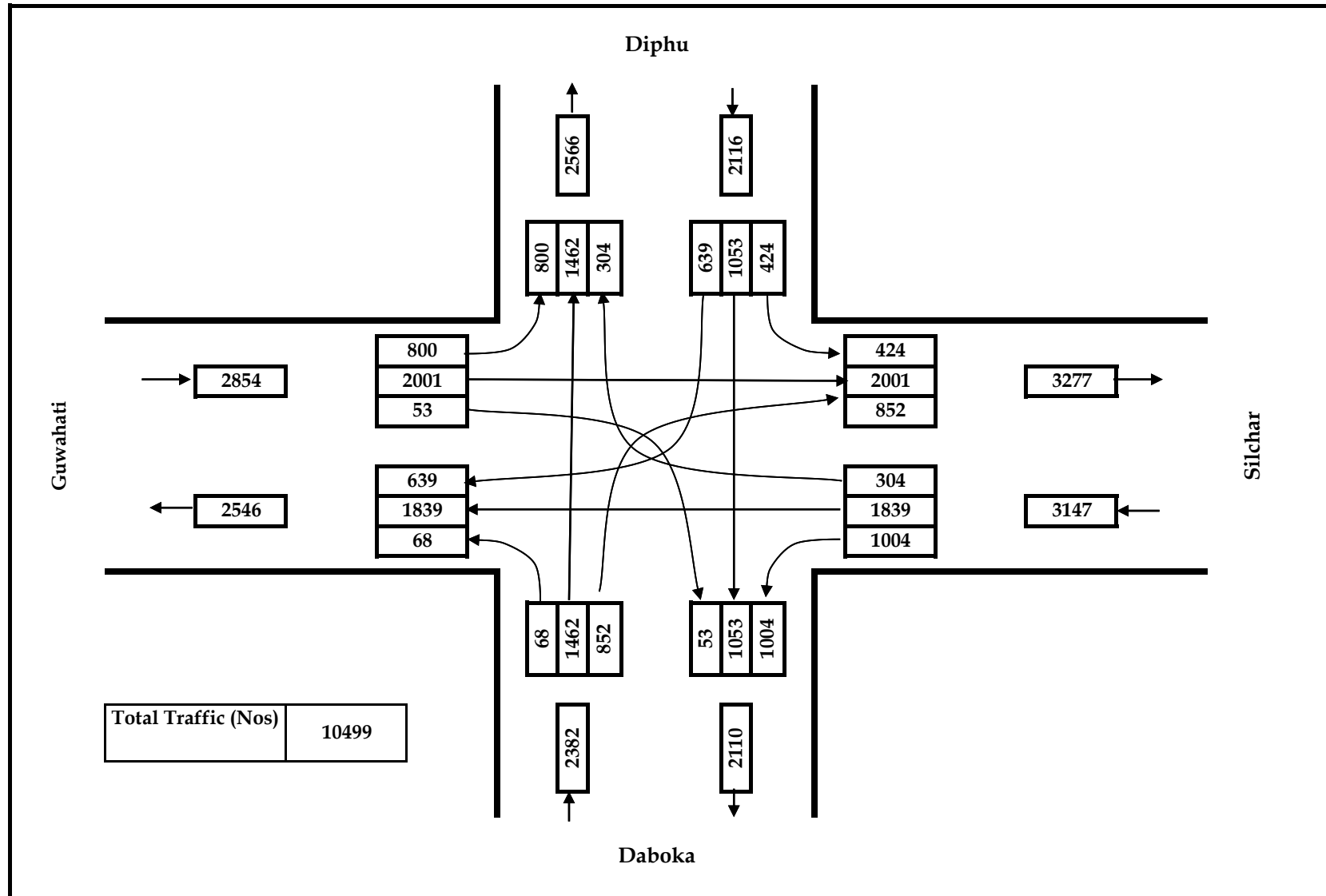
Appendix 5.4F: Classified Traffic Volume Count (Km 5+350 of NH 129) in PCU

Day	Direction	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Passenger Vehicles	Goods Vehicles	Fast Vehicles	Slow Vehicles	Total PCU
Day 1	Daboka to Numaligarh	1043	53	1094	1267	44	342	399	861	291	536	6	14	210	0	0	9	3843	2115	5958	210	6168
	Numaligarh to Daboka	1082	66	1144	1306	48	300	470	333	54	302	9	0	179	0	0	9	3946	1176	5122	179	5301
	Both	2125	119	2238	2573	92	642	869	1194	345	837	15	14	389	0	0	18	7789	3291	11080	389	11469
Day 2	Daboka to Numaligarh	981	27	1024	1089	33	294	417	429	228	347	12	32	246	16	18	0	3448	1464	4912	280	5192
	Numaligarh to Daboka	901	59	1057	1214	50	249	482	447	48	248	9	0	240	4	18	23	3530	1256	4785	262	5047
	Both	1882	86	2081	2303	83	543	899	876	276	594	21	32	486	20	36	23	6978	2720	9697	542	10239
Day 3	Daboka to Numaligarh	1159	43	764	1090	38	318	203	828	675	482	18	36	285	28	12	0	3411	2241	5652	325	5977
	Numaligarh to Daboka	1262	44	602	784	42	270	386	411	108	108	65	0	213	12	6	18	3004	1095	4099	231	4330
	Both	2421	87	1366	1874	80	588	588	1239	783	590	83	36	498	40	18	18	6415	3336	9751	556	10307
Day 4	Daboka to Numaligarh	911	52	724	1117	51	345	408	687	153	185	0	36	191	8	24	0	3200	1469	4668	223	4891
	Numaligarh to Daboka	902	40	733	1124	54	303	411	543	165	248	6	0	151	2	12	0	3156	1373	4528	165	4693
	Both	1813	92	1456	2241	105	648	819	1230	318	432	6	36	342	10	36	0	6355	2841	9196	388	9584
Day 5	Daboka to Numaligarh	998	69	1012	1432	36	339	389	708	177	383	11	5	250	12	24	5	3886	1676	5562	286	5848
	Numaligarh to Daboka	932	49	965	1388	33	321	396	600	84	329	15	0	250	10	0	27	3688	1451	5138	260	5398
	Both	1930	118	1977	2820	69	660	785	1308	261	711	26	5	500	22	24	32	7574	3126	10700	546	11246
Day 6	Daboka to Numaligarh	930	28	985	1447	38	312	411	531	144	338	15	5	254	8	0	5	3740	1448	5187	262	5449
	Numaligarh to Daboka	988	14	1033	1472	36	363	464	450	87	216	15	0	236	4	6	9	3906	1241	5147	246	5393
	Both	1918	42	2018	2919	74	675	875	981	231	554	30	5	490	12	6	14	7646	2688	10334	508	10841
Day 7	Daboka to Numaligarh	909	74	1043	1527	68	276	510	678	138	248	17	0	280	6	24	9	3896	1599	5495	310	5805
	Numaligarh to Daboka	933	67	1040	1569	53	282	464	504	99	221	21	0	262	10	6	5	3944	1313	5256	278	5534
	Both	1842	141	2083	3096	120	558	974	1182	237	468	38	0	542	16	30	14	7840	2912	10751	588	11339
Average Daily Traffic (ADT)	Daboka to Numaligarh	990	49	949	1281	44	318	391	675	258	359	11	18	245	11	15	4	3632	1716	5348	271	5618
	Numaligarh to Daboka	1000	48	939	1265	45	298	439	470	92	239	20	0	219	6	7	13	3596	1272	4868	231	5099
	Both	1990	98	1888	2547	89	616	830	1144	350	598	31	18	464	17	21	17	7228	2988	10215	502	10718
Seasonal Correction Factor		1.06	1.05	1.07	1.07	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.05					
Average Annual Daily Traffic	Daboka to Numaligarh	1050	52	1015	1370	46	335	411	710	272	378	12	19	245	11	15	4	3868	1806	5674	271	5945
	Numaligarh to Daboka	1061	51	1004	1353	47	314	462	494	97	251	21	0	219	6	7	14	3830	1339	5169	231	5400
	Both	2111	103	2019	2723	93	649	873	1205	369	629	33	19	464	17	21	18	7698	3145	10843	502	11345

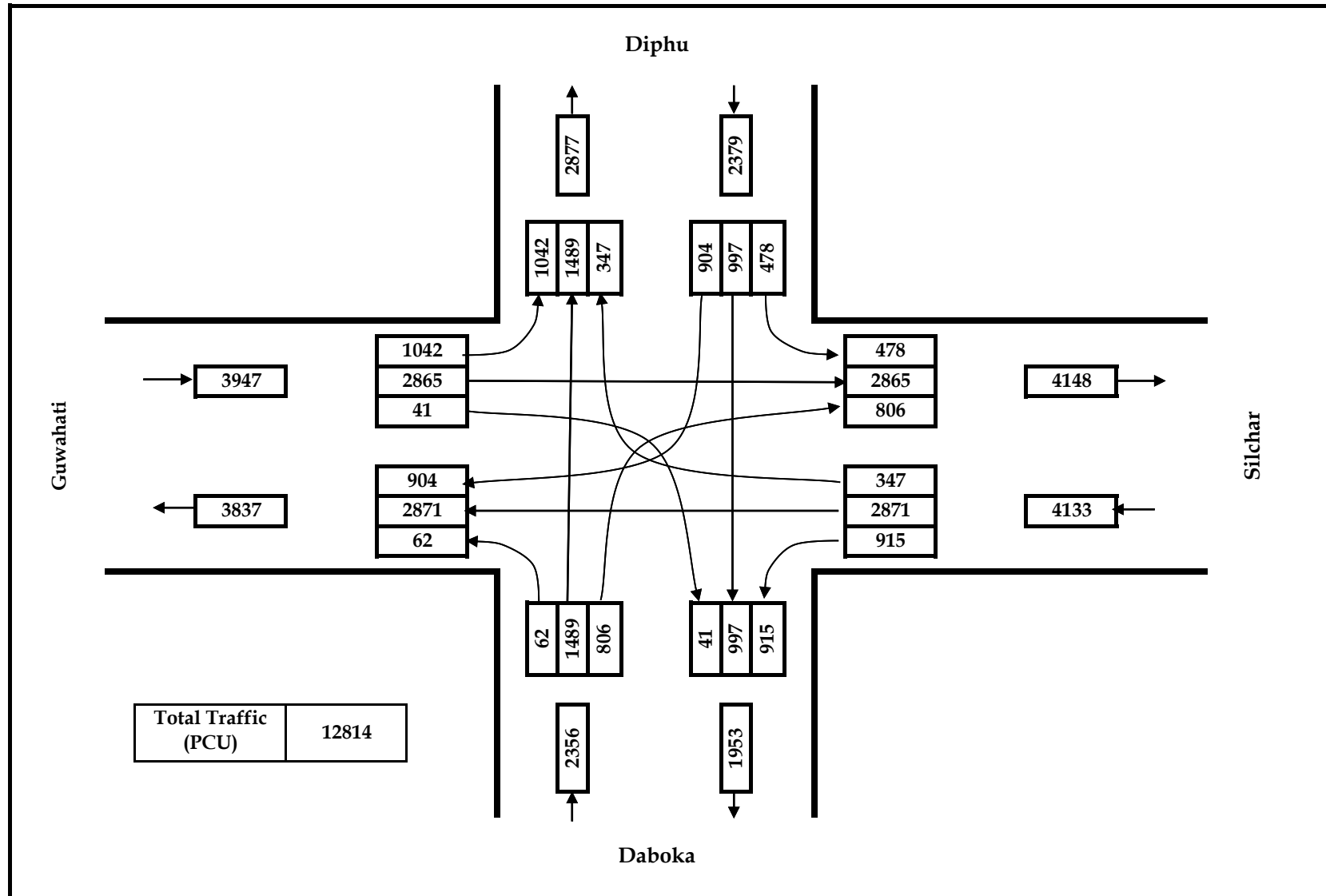
Appendix 5.5: 24 Hour Classified Traffic Volume Count and Peak Hour Traffic at Daboka Junction

Direction	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Hand Cart	Animal Drawn	Others	Total Passenger	Total Goods	Fast Vehicles	Slow Vehicles	Total Vehicles	Total PCU
Average Daily Traffic																							
Diphu To Daboka	144	15	286	240	16	34	150	8	0	0	0	0	160	0	0	0	0	735	158	893	160	1053	997
Diphu To Silchar	140	13	141	17	2	0	74	6	21	9	1	0	0	0	0	0	0	313	111	424	0	424	478
Diphu To Guwahati	276	8	102	17	5	15	94	42	53	15	0	0	12	0	0	0	0	423	204	627	12	639	904
Arm 1	560	36	529	274	23	49	318	56	74	24	1	0	172	0	0	0	0	1471	473	1944	172	2116	2379
Daboka To Diphu	194	74	387	261	5	45	298	21	10	0	0	0	167	0	0	0	0	966	329	1295	167	1462	1489
Daboka To Guwahati	17	0	18	24	0	2	2	0	0	0	0	0	5	0	0	0	0	61	2	63	5	68	62
Daboka To Silchar	221	20	307	94	0	4	100	24	9	4	0	0	68	0	0	0	1	646	138	784	68	852	806
Arm 2	432	94	712	379	5	51	400	45	19	4	0	0	240	0	0	0	1	1673	469	2142	240	2382	2356
Guwahati To Silchar	856	33	370	10	4	18	330	216	105	56	1	0	0	0	0	0	2	1291	710	2001	0	2001	2865
Guwahati To Diphu	355	17	142	16	11	22	140	45	42	6	0	0	4	0	0	0	0	563	233	796	4	800	1042
Guwahati To Daboka	10	2	18	17	0	0	0	0	0	0	0	0	6	0	0	0	0	47	0	47	6	53	41
Arm 3	1221	52	530	43	15	40	470	261	147	62	1	0	10	0	0	0	2	1901	943	2844	10	2854	3947
Silchar To Daboka	233	8	367	109	1	3	125	15	14	6	2	1	119	1	0	0	0	721	163	884	120	1004	915
Silchar To Guwahati	696	8	277	37	6	14	326	275	115	59	3	0	23	0	0	0	0	1038	778	1816	23	1839	2871
Silchar To Diphu	115	4	100	4	4	3	45	22	4	3	0	0	0	0	0	0	0	230	74	304	0	304	347
Arm 4	1044	20	744	150	11	20	496	312	133	68	5	1	142	1	0	0	0	1989	1015	3004	143	3147	4133
Junction Total	3257	202	2515	846	54	160	1684	674	373	158	7	1	564	1	0	0	3	7034	2900	9934	565	10499	12814
Peak Hour Traffic Junction Peak Hour: 10:00-11:00																							
Diphu To Daboka	25	0	8	17	2	0	24	0	0	0	0	0	15	0	0	0	0	52	24	76	15	91	93
Diphu To Silchar	14	0	8	2	0	0	7	0	0	1	0	0	0	0	0	0	0	24	8	32	0	32	35
Diphu To Guwahati	20	4	3	0	0	1	4	3	0	0	0	0	0	0	0	0	0	28	7	35	0	35	44
Arm 1	59	4	19	19	2	1	35	3	0	1	0	0	15	0	0	0	0	104	39	143	15	158	171
Daboka To Diphu	15	10	28	13	1	12	16	0	0	0	0	0	15	0	0	0	0	79	16	95	15	110	121
Daboka To Guwahati	2	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	10	8
Daboka To Silchar	10	1	8	5	0	2	4	0	1	0	0	0	8	0	0	0	1	26	6	32	8	40	44
Arm 2	27	11	41	21	1	14	20	0	1	0	0	0	23	0	0	0	1	115	22	137	23	160	172

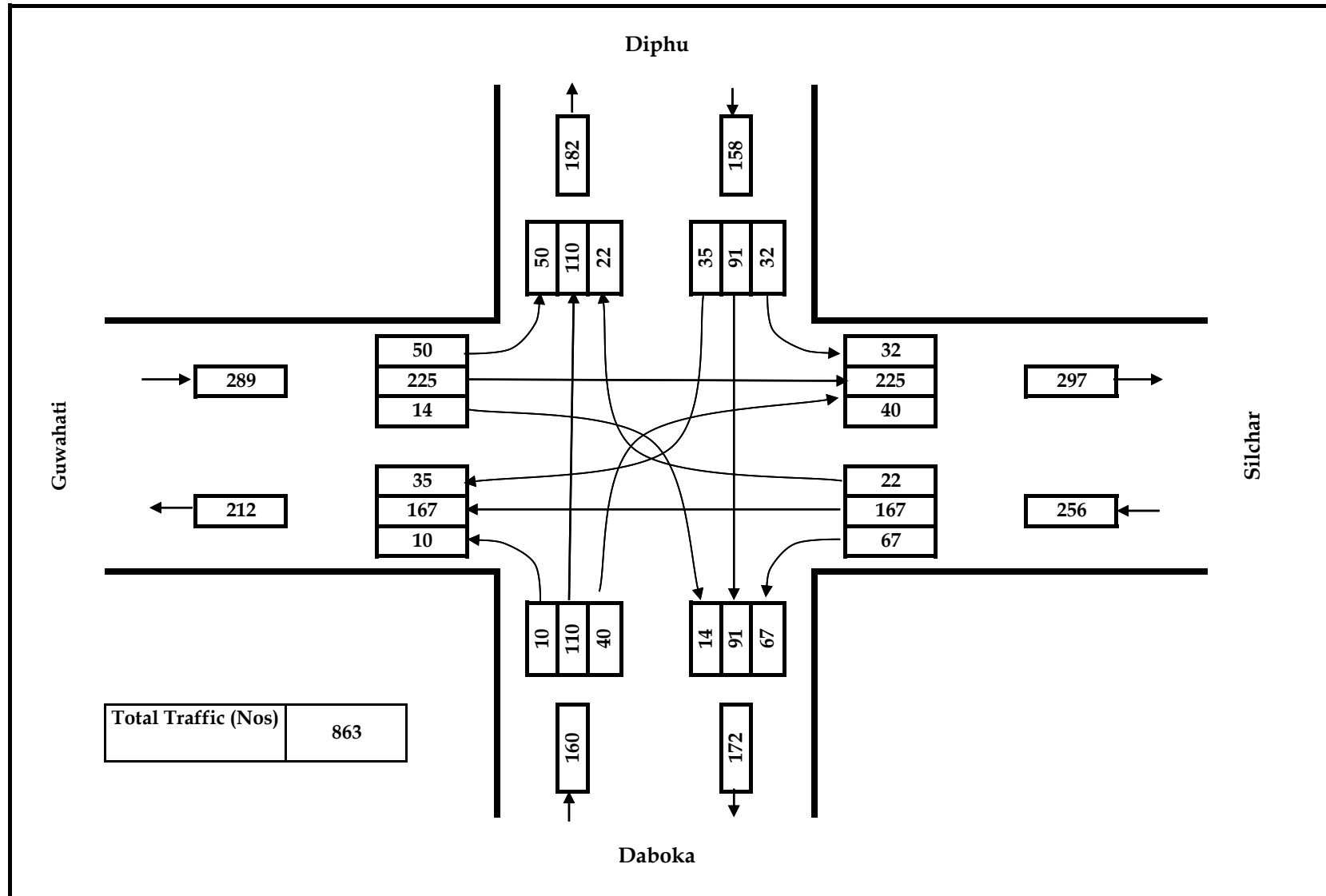
Direction	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Hand Cart	Animal Drawn	Others	Total Passenger	Total Goods	Fast Vehicles	Slow Vehicles	Total Vehicles	Total PCU
Guwahati To Silchar	87	2	65	4	0	0	39	19	6	3	0	0	0	0	0	0	0	158	67	225	0	225	273
Guwahati To Diphu	21	3	17	1	0	1	3	4	0	0	0	0	0	0	0	0	0	43	7	50	0	50	53
Guwahati To Daboka	0	1	7	0	0	0	0	0	0	0	0	0	6	0	0	0	0	8	0	8	6	14	8
Arm 3	108	6	89	5	0	1	42	23	6	3	0	0	6	0	0	0	0	209	74	283	6	289	333
Silchar To Daboka	11	0	27	7	0	0	12	0	3	0	0	0	7	0	0	0	0	45	15	60	7	67	62
Silchar To Guwahati	66	3	24	15	0	0	36	15	4	4	0	0	0	0	0	0	0	108	59	167	0	167	225
Silchar To Diphu	10	0	4	1	0	0	7	0	0	0	0	0	0	0	0	0	0	15	7	22	0	22	24
Arm 4	87	3	55	23	0	0	55	15	7	4	0	0	7	0	0	0	0	168	81	249	7	256	311
Junction Total	281	24	204	68	3	16	152	41	14	8	0	0	51	0	0	0	1	596	216	812	51	863	987



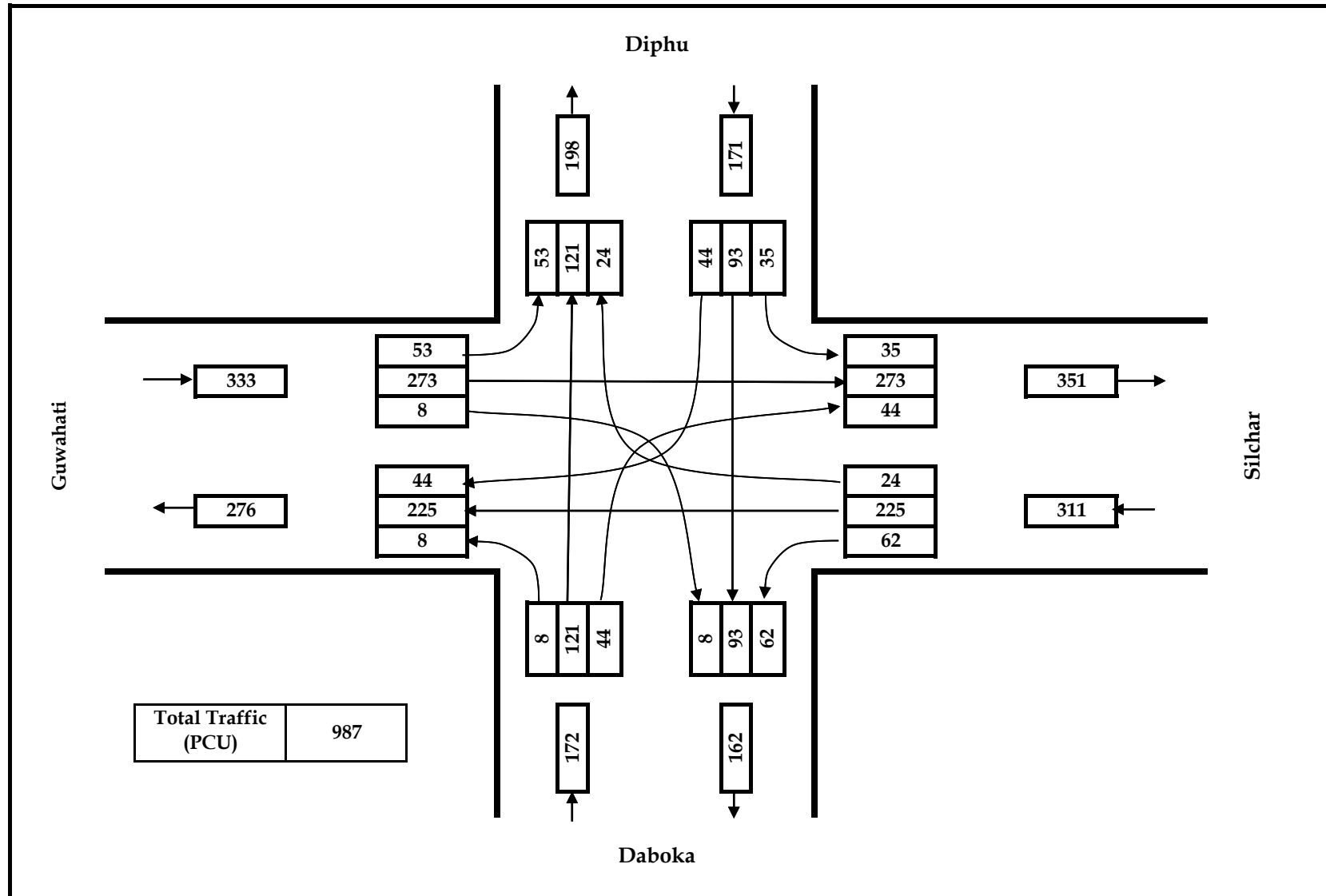
Appendix 5.6A: 24 Hour Traffic flow at Daboka Junction in Numbers



Appendix 5.6B: 24 Hour Traffic flow at Daboka Junction in PCU



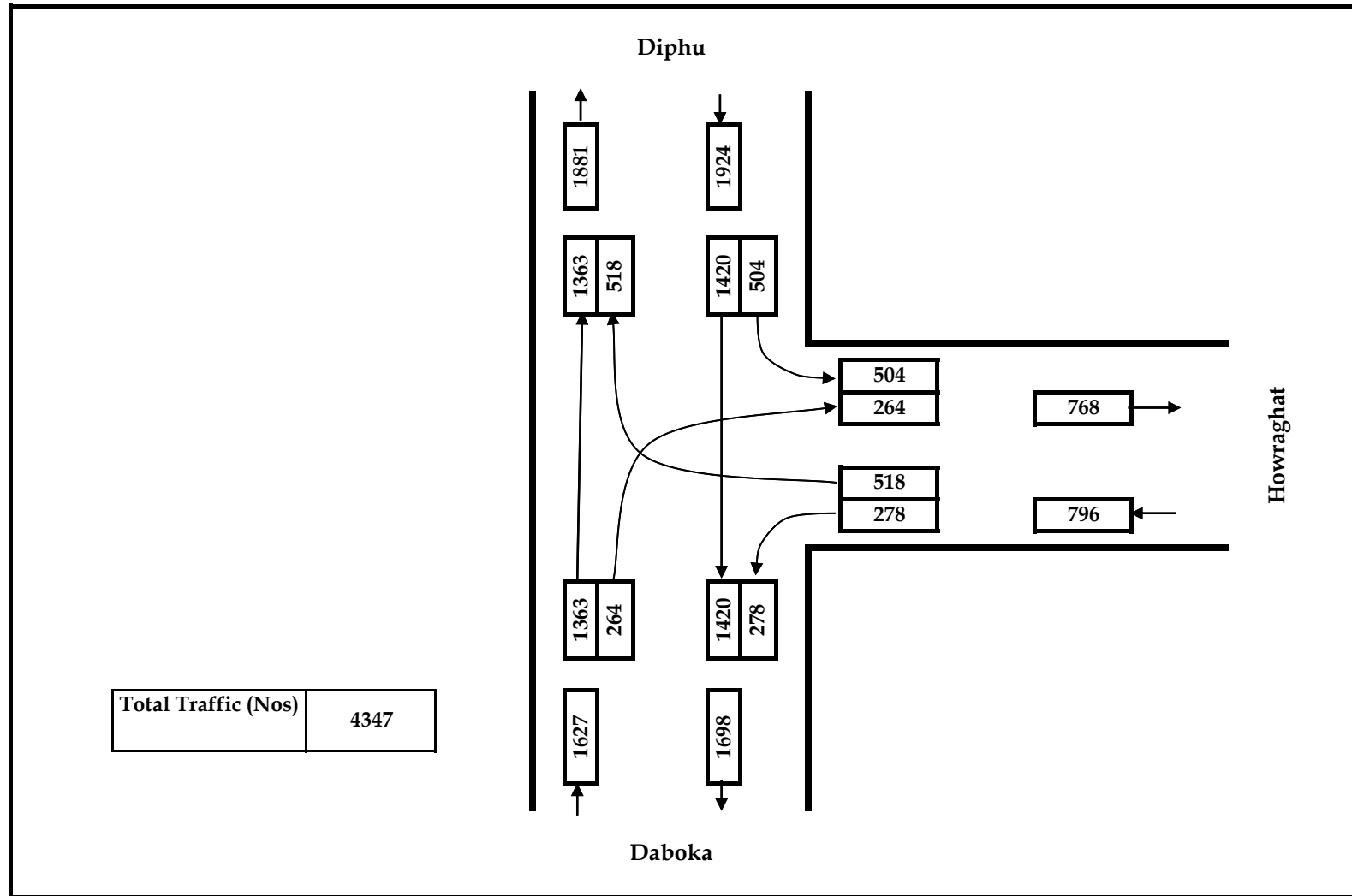
Appendix 5.6C: Peak Hour Traffic flow at Daboka Junction in Numbers



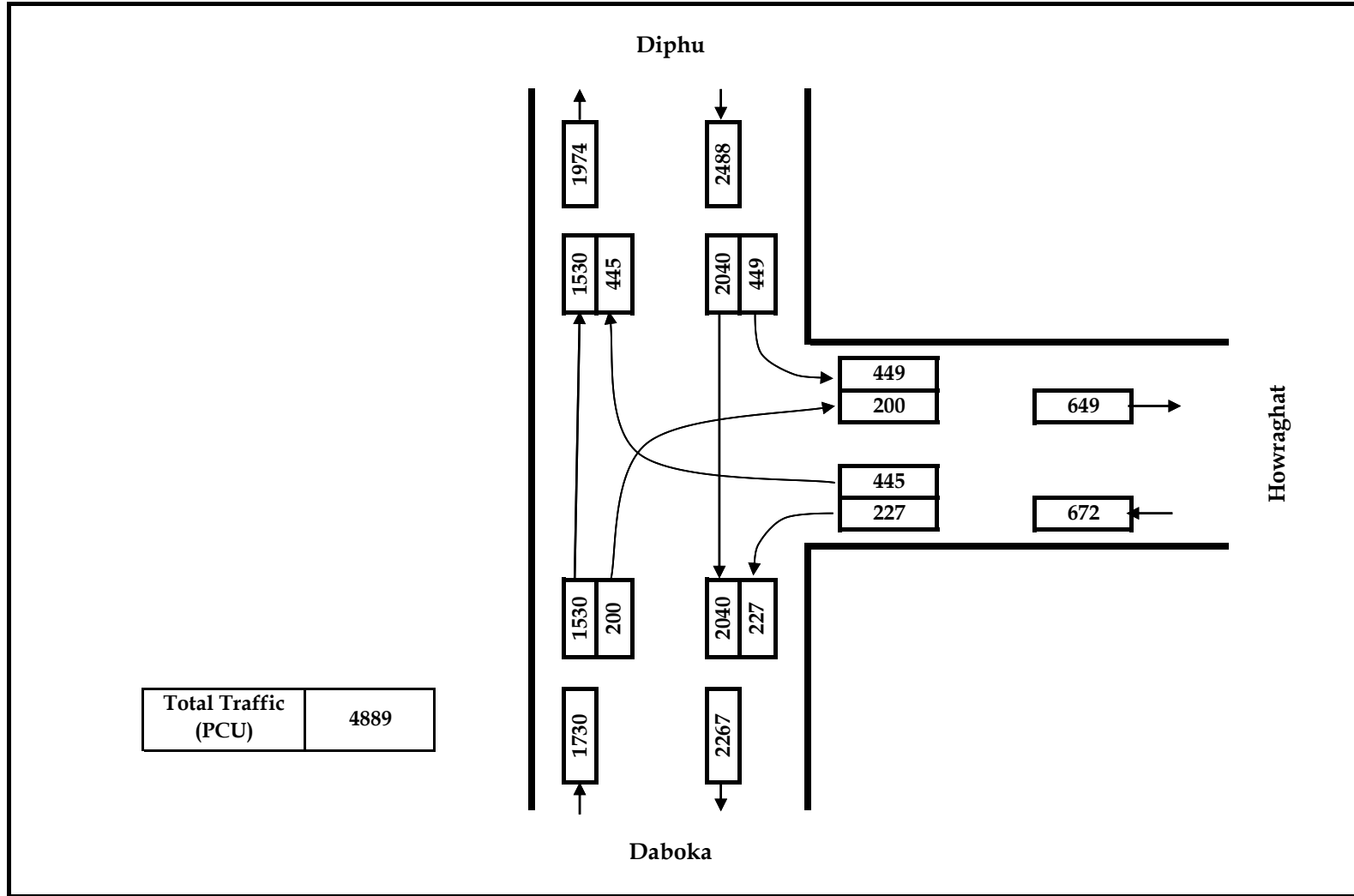
Appendix 5.6D: Peak Hour Traffic flow at Daboka Junction in PCU

Appendix 5.7: 24 Hour Classified Traffic Volume Count and Peak Hour Traffic at Howraghat Tinali Junction

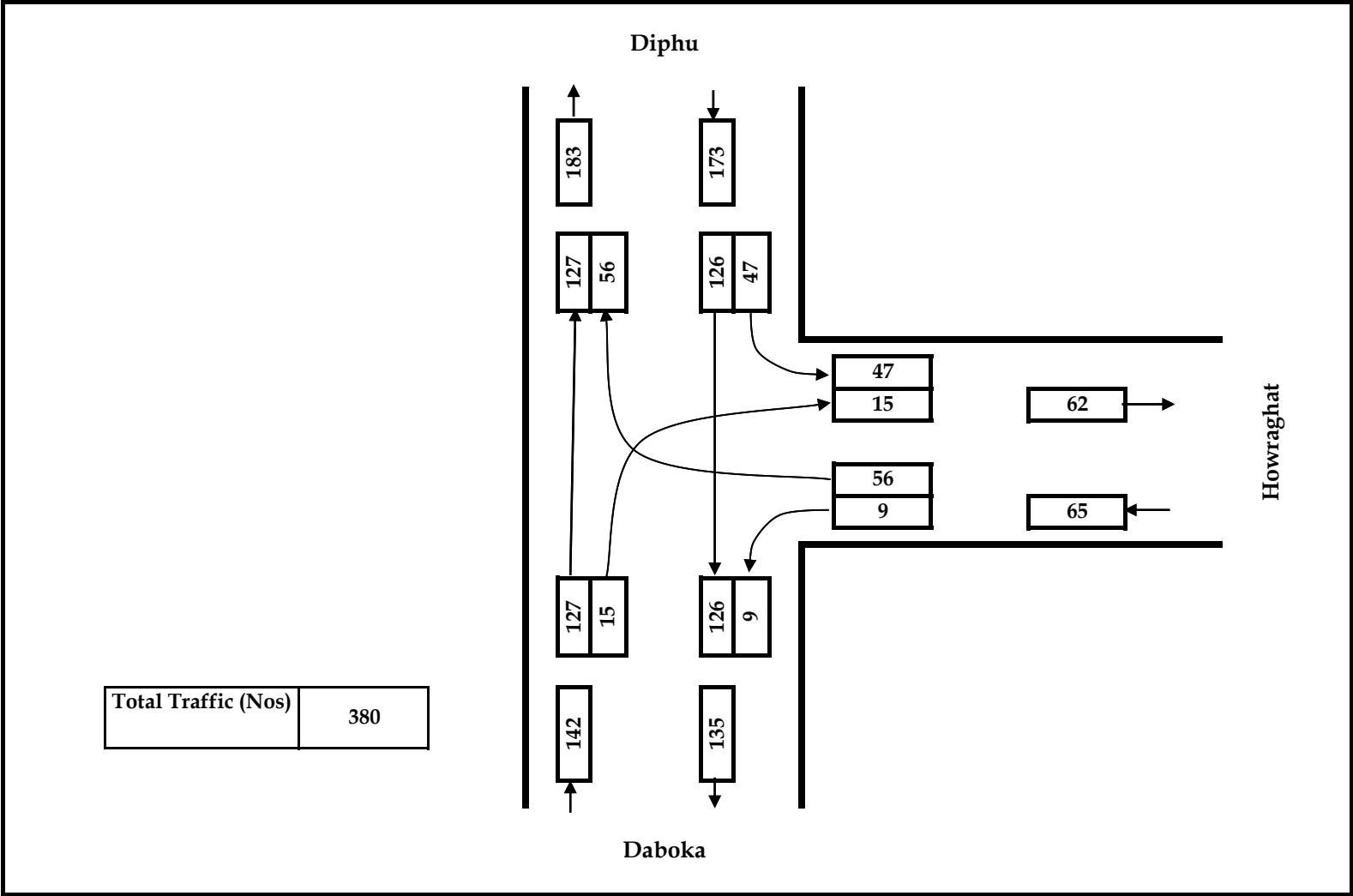
Direction	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Hand Cart	Cycle Rickshaw	Animal Drawn	Others	Total Passenger	Total Goods	Fast Vehicles	Slow Vehicles	Total Vehicles	Total PCU
Average Daily Traffic																							
Daboka To Diphu	380	5	405	178	14	67	97	63	31	5	0	3	106	3	5	0	1	1049	200	1249	114	1363	1530
Daboka To Howraghat	28	2	124	45	4	0	16	2	0	0	0	0	40	2	1	0	0	203	18	221	43	264	200
Arm 1	408	7	529	223	18	67	113	65	31	5	0	3	146	5	6	0	1	1252	218	1470	157	1627	1730
Diphu To Daboka	374	3	383	163	13	83	90	93	74	79	0	0	57	6	1	0	1	1019	337	1356	64	1420	2040
Diphu To Howraghat	93	22	170	114	5	10	27	5	3	1	1	0	53	0	0	0	0	414	37	451	53	504	449
Arm 2	467	25	553	277	18	93	117	98	77	80	1	0	110	6	1	0	1	1433	374	1807	117	1924	2488
Howraghat To Daboka	32	0	132	47	2	0	23	3	1	3	0	0	34	1	0	0	0	213	30	243	35	278	227
Howraghat To Diphu	83	16	204	108	6	8	27	5	5	1	0	0	55	0	0	0	0	425	38	463	55	518	445
Arm 3	115	16	336	155	8	8	50	8	6	4	0	0	89	1	0	0	0	638	68	706	90	796	672
Junction Total	990	48	1418	655	44	168	280	171	114	89	1	3	345	12	7	0	2	3323	660	3983	364	4347	4889
Peak Hour Traffic	Junction Peak Hour: 08:00-09:00																						
Daboka To Diphu	35	0	36	8	3	12	20	4	1	1	0	0	7	0	0	0	0	94	26	120	7	127	155
Daboka To Howraghat	1	1	8	1	0	0	1	0	0	0	0	0	3	0	0	0	0	11	1	12	3	15	10
Arm 1	36	1	44	9	3	12	21	4	1	1	0	0	10	0	0	0	0	105	27	132	10	142	165
Diphu To Daboka	48	0	37	18	0	7	6	2	0	6	0	0	1	1	0	0	0	110	14	124	2	126	150
Diphu To Howraghat	5	2	19	11	1	0	4	2	0	0	0	0	3	0	0	0	0	38	6	44	3	47	43
Arm 2	53	2	56	29	1	7	10	4	0	6	0	0	4	1	0	0	0	148	20	168	5	173	193
Howraghat To Daboka	0	0	4	4	0	0	1	0	0	0	0	0	0	0	0	0	0	8	1	9	0	9	8
Howraghat To Diphu	18	1	13	12	2	0	3	0	0	0	0	0	7	0	0	0	0	46	3	49	7	56	49
Arm 3	18	1	17	16	2	0	4	0	0	0	0	0	7	0	0	0	0	54	4	58	7	65	56
Junction Total	107	4	117	54	6	19	35	8	1	7	0	0	21	1	0	0	0	307	51	358	22	380	413



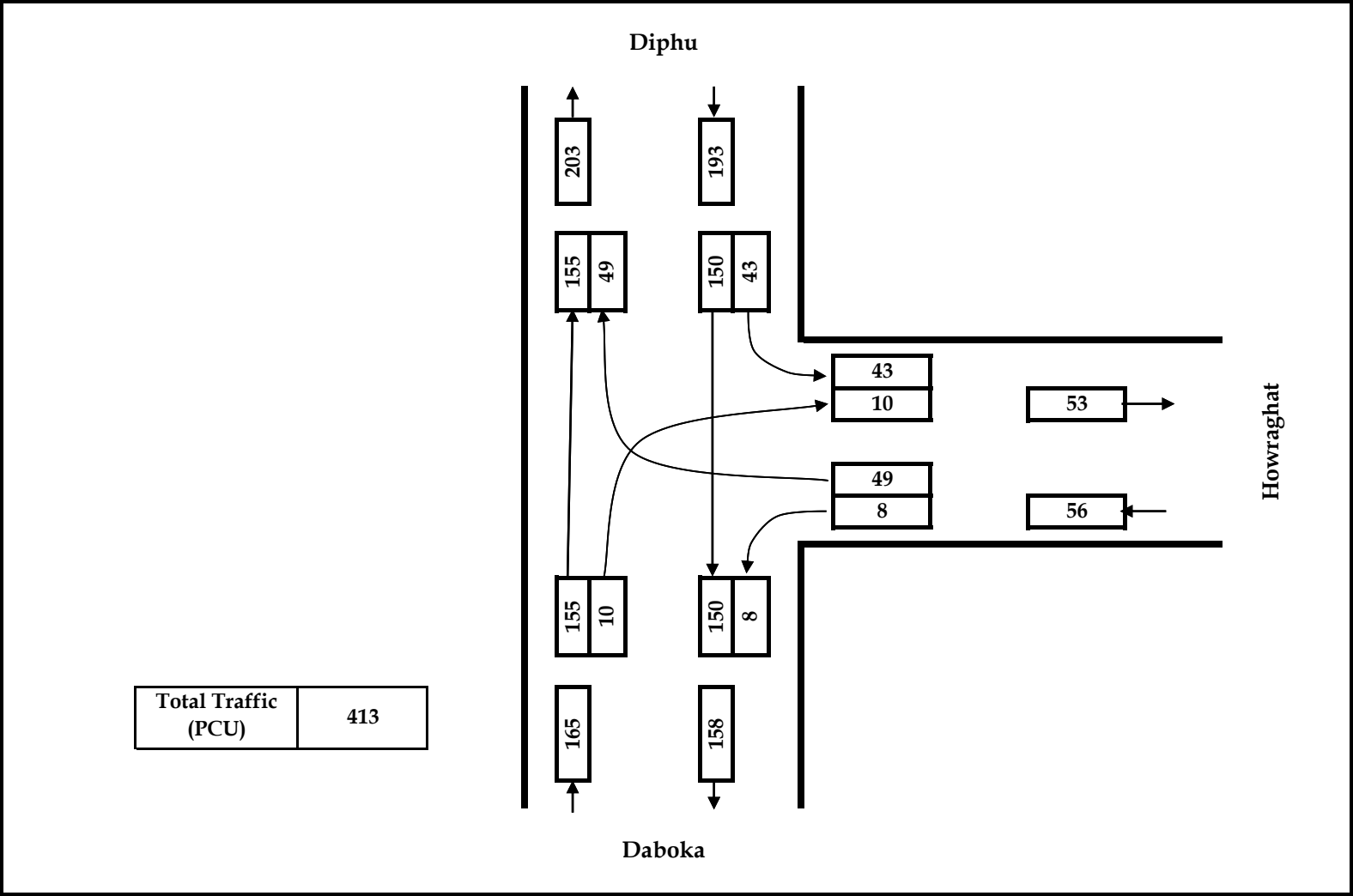
Appendix 5.8A: 24 Hour Traffic flow at Howraghat Tinali Junction in Numbers



Appendix 5.8B: 24 Hour Traffic flow at Howraghat Tinali Junction in PCU



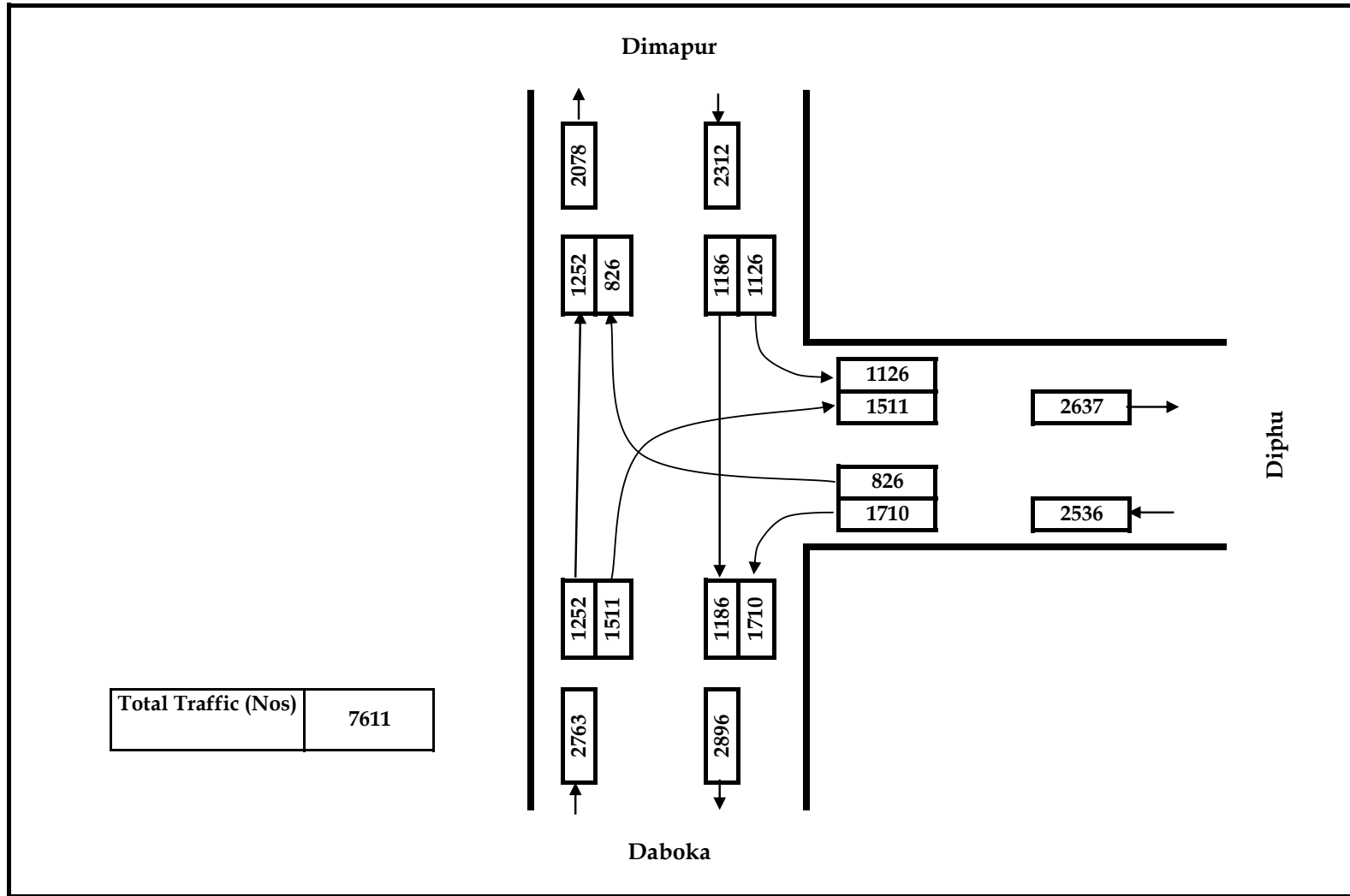
Appendix 5.8C: Peak Hour Traffic flow at Howraghat Tinali Junction in Numbers



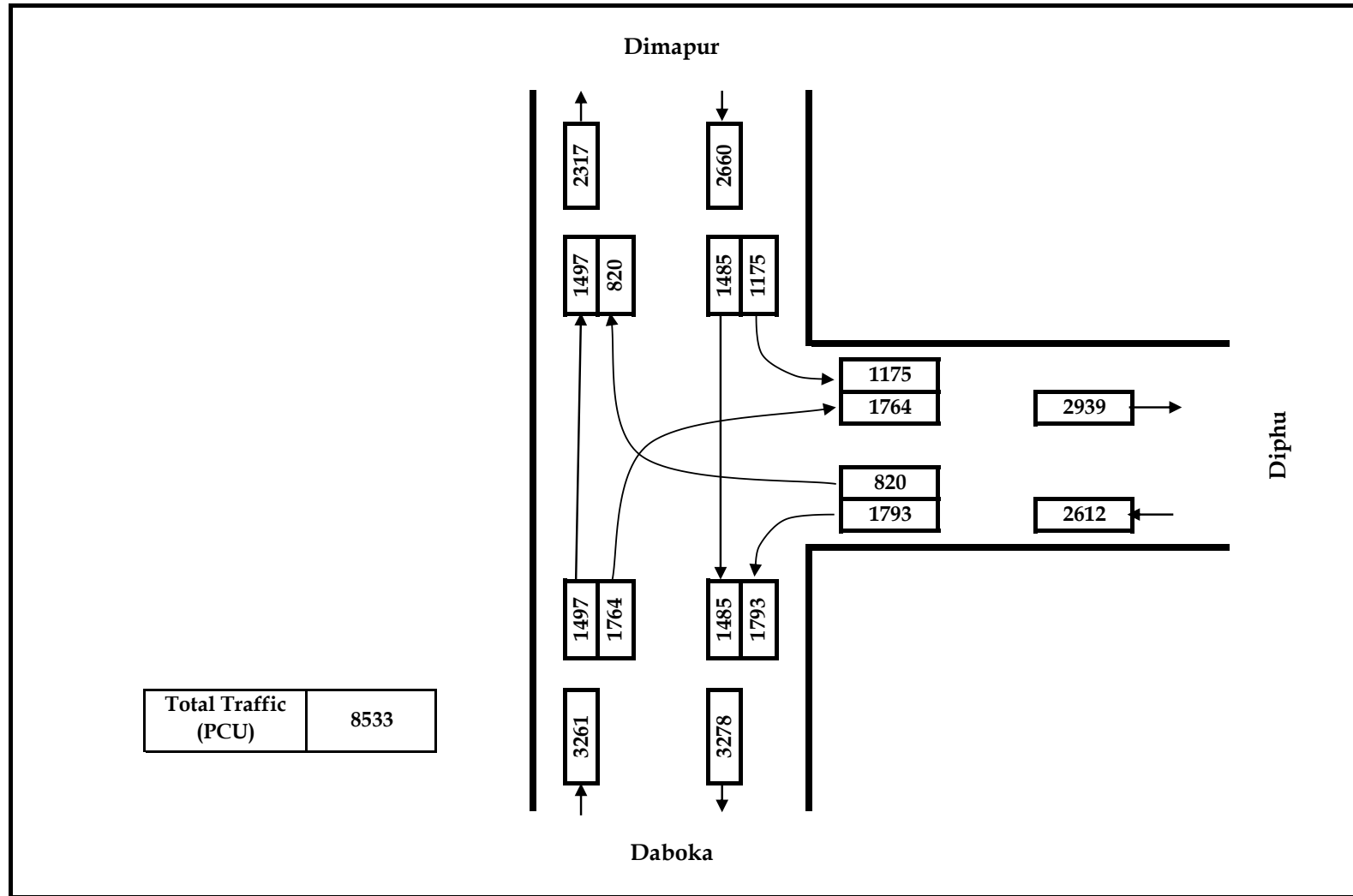
Appendix 5.8D: Peak Hour Traffic flow at Howraghat Tinali Junction in PCU

Appendix 5.9: 24 Hour Classified Traffic Volume Count and Peak Hour Traffic at Manja Junction

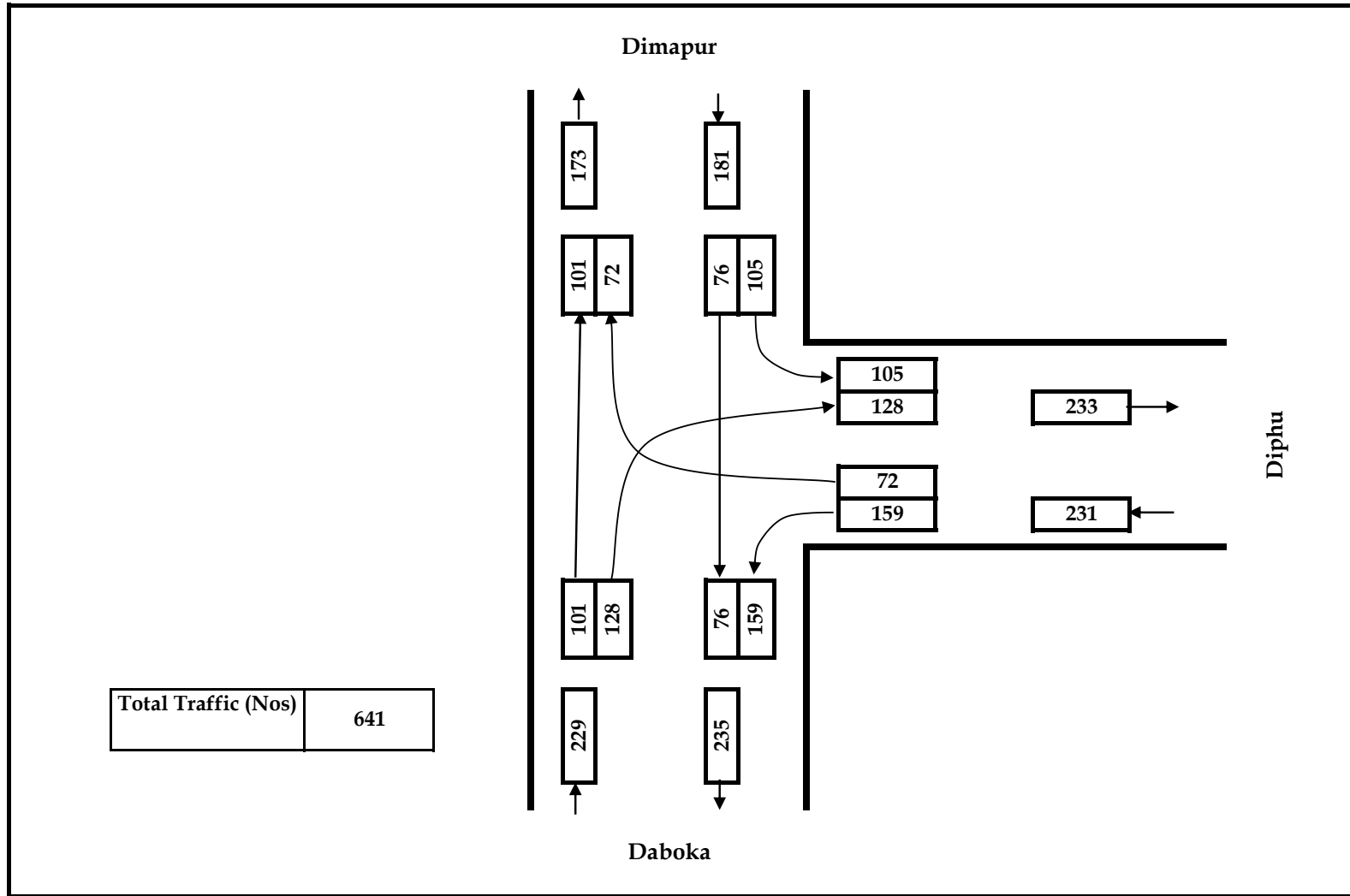
Direction	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Hand Cart	Cycle Rickshaw	Animal Drawn	Others	Total Passenger	Total Goods	Fast Vehicles	Slow Vehicles	Total Vehicles	Total PCU
Average Daily Traffic																							
Daboka To Dimapur	192	26	381	248	0	10	70	137	38	10	1	2	111	10	15	0	1	857	259	1116	136	1252	1497
Daboka To Diphu	490	35	404	247	30	75	74	65	27	13	3	9	35	0	4	0	0	1281	191	1472	39	1511	1764
Arm 1	682	61	785	495	30	85	144	202	65	23	4	11	146	10	19	0	1	2138	450	2588	175	2763	3261
Dimapur To Daboka	141	32	343	224	8	13	59	99	55	40	0	0	148	11	13	0	0	761	253	1014	172	1186	1485
Dimapur To Diphu	320	83	350	141	30	27	80	43	10	2	1	0	30	2	7	0	0	951	136	1087	39	1126	1175
Arm 2	461	115	693	365	38	40	139	142	65	42	1	0	178	13	20	0	0	1712	389	2101	211	2312	2660
Diphu To Daboka	433	38	487	341	30	75	60	78	12	1	0	0	145	0	10	0	0	1404	151	1555	155	1710	1793
Diphu To Dimapur	245	44	299	75	29	8	40	44	3	3	1	0	33	0	2	0	0	700	91	791	35	826	820
Arm 3	678	82	786	416	59	83	100	122	15	4	1	0	178	0	12	0	0	2104	242	2346	190	2536	2612
Junction Total	1821	258	2264	1276	127	208	383	466	145	69	6	11	502	23	51	0	1	5954	1081	7035	576	7611	8533
Peak Hour Traffic	Junction Peak Hour:17:00-18:00																						
Daboka To Dimapur	26	1	33	21	0	0	2	8	1	0	0	0	8	1	0	0	0	81	11	92	9	101	101
Daboka To Diphu	49	0	34	23	1	8	2	10	1	0	0	0	0	0	0	0	0	115	13	128	0	128	151
Arm 1	75	1	67	44	1	8	4	18	2	0	0	0	8	1	0	0	0	196	24	220	9	229	251
Dimapur To Daboka	16	0	17	12	0	1	2	9	1	2	0	0	13	1	2	0	0	46	14	60	16	76	96
Dimapur To Diphu	30	11	35	12	4	1	5	5	0	0	0	0	2	0	0	0	0	93	10	103	2	105	103
Arm 2	46	11	52	24	4	2	7	14	1	2	0	0	15	1	2	0	0	139	24	163	18	181	199
Diphu To Daboka	43	0	48	29	2	1	4	5	0	0	0	0	24	0	3	0	0	123	9	132	27	159	144
Diphu To Dimapur	20	3	26	9	3	0	1	5	0	0	1	0	4	0	0	0	0	61	7	68	4	72	70
Arm 3	63	3	74	38	5	1	5	10	0	0	1	0	28	0	3	0	0	184	16	200	31	231	214
Junction Total	184	15	193	106	10	11	16	42	3	2	1	0	51	2	5	0	0	519	64	583	58	641	664



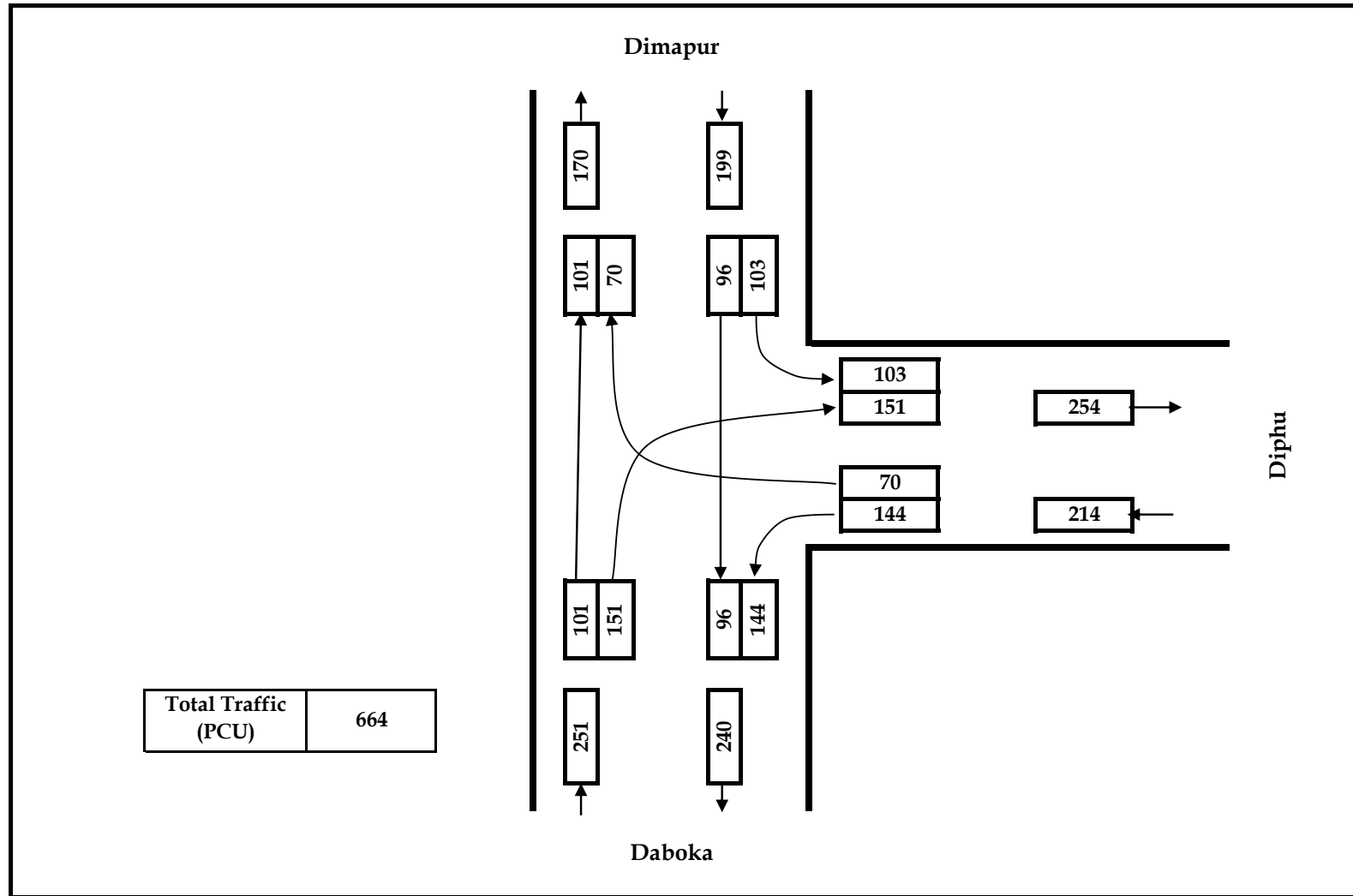
Appendix 5.10A: 24 Hour Traffic flow at Manja Junction in Numbers



Appendix 5.10B: 24 Hour Traffic flow at Manja Junction in PCU



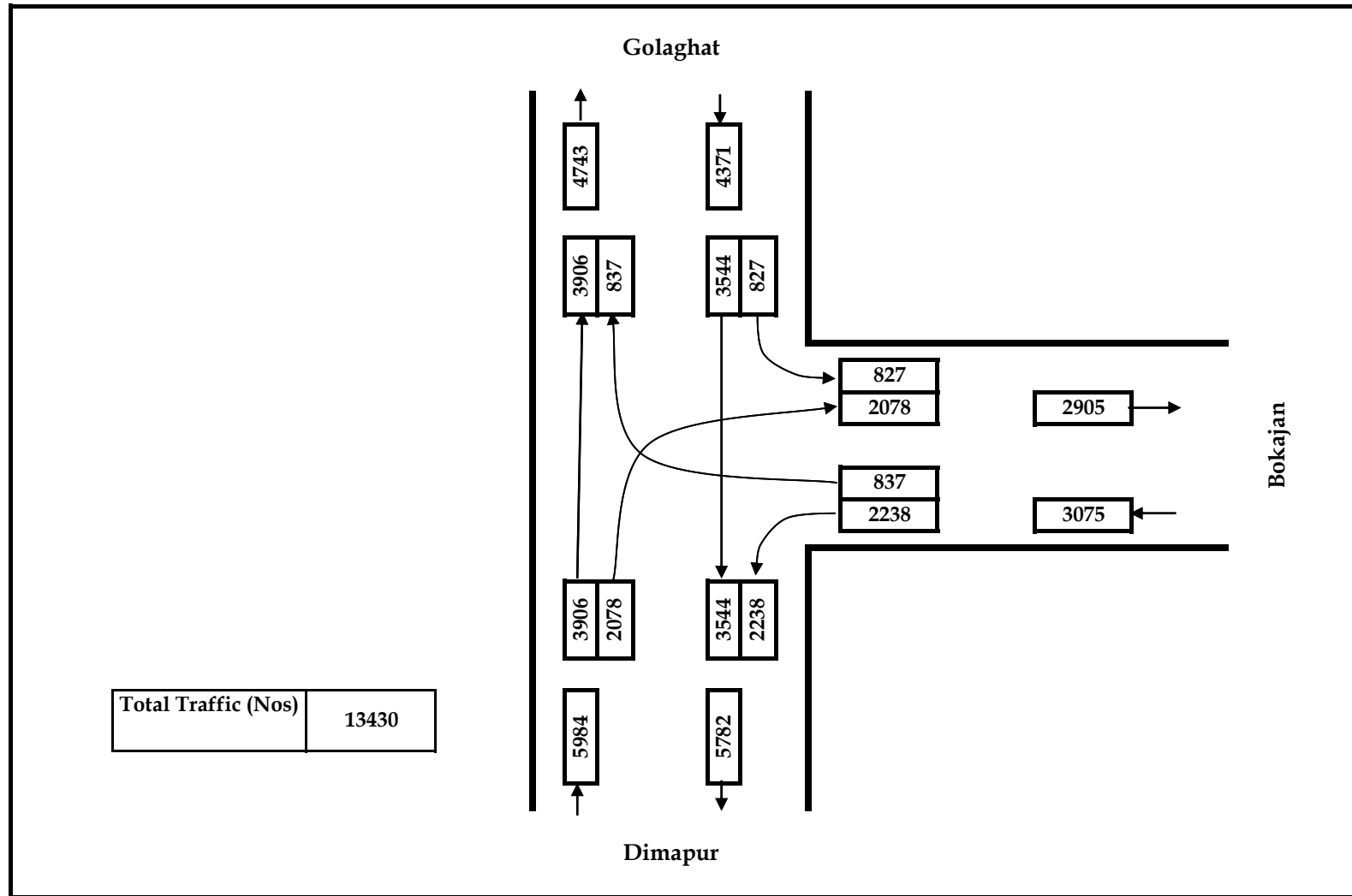
Appendix 5.10C: Peak Hour Traffic flow at Manja Junction in Numbers



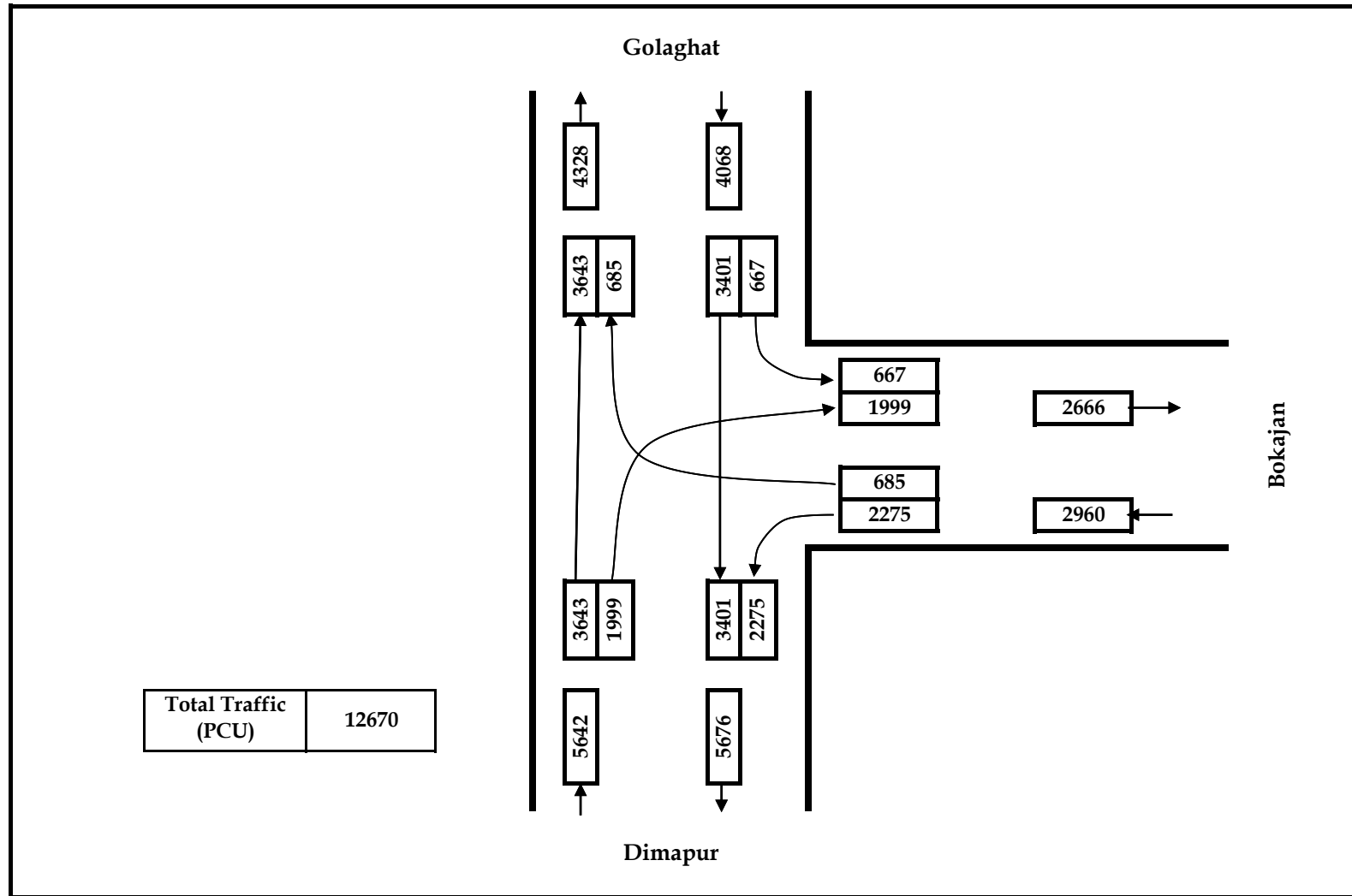
Appendix 5.10D: Peak Hour Traffic flow at Manja Junction in PCU

Appendix 5.11: 24 Hour Classified Traffic Volume Count and Peak Hour Traffic at Bokajan Junction

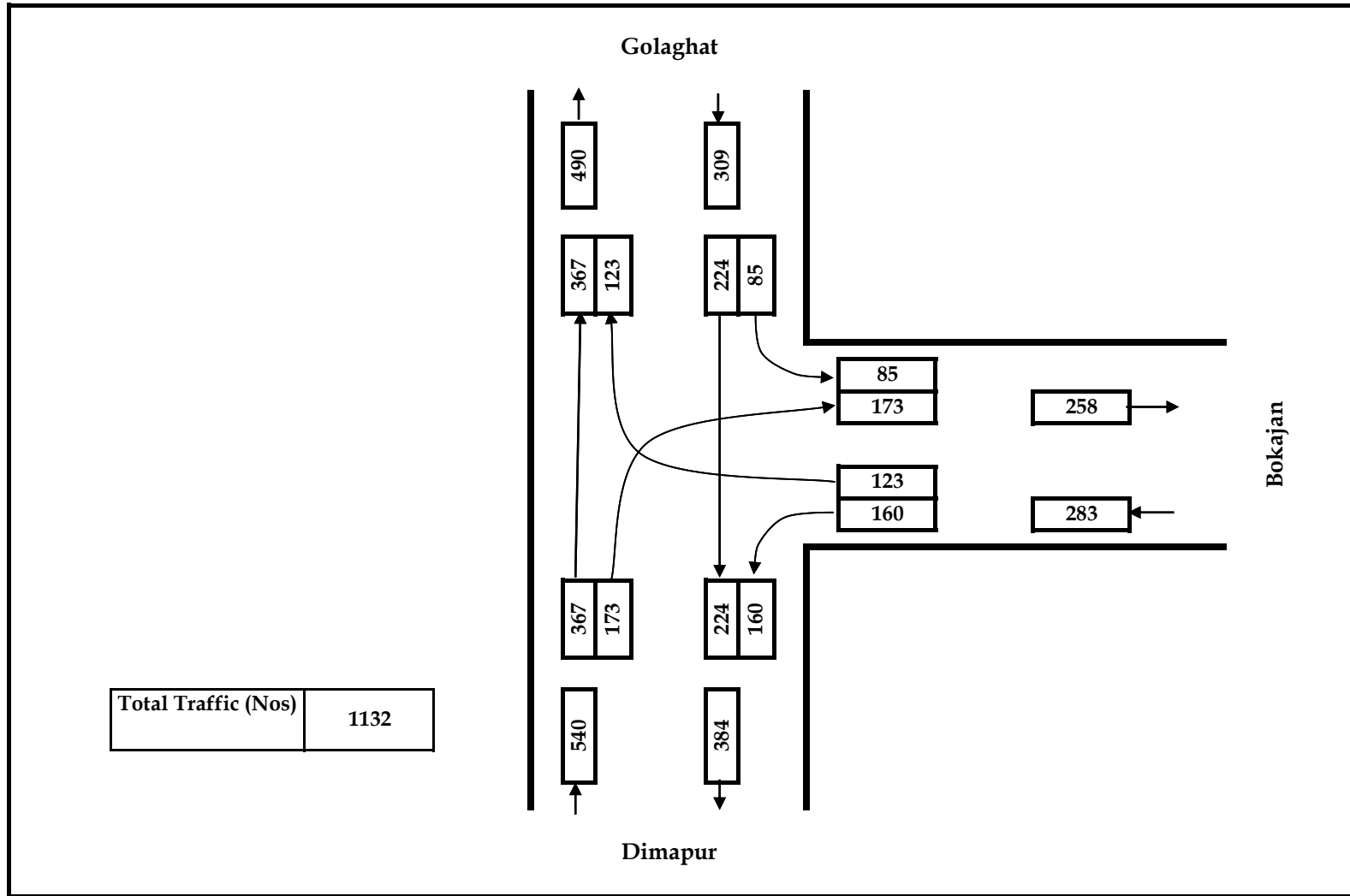
Direction	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Hand Cart	Animal Drawn	Others	Total Passenger	Total Goods	Fast Vehicles	Slow Vehicles	Total Vehicles	Total PCU
Average Daily Traffic																							
Dimapur To Golaghat	564	176	1565	1021	10	36	121	134	52	22	0	6	195	0	3	0	1	3372	336	3708	198	3906	3643
Dimapur To Bokajan	247	35	840	671	2	2	74	129	4	0	1	0	27	46	0	0	0	1797	208	2005	73	2078	1999
Arm 1	811	211	2405	1692	12	38	195	263	56	22	1	6	222	46	3	0	1	5169	544	5713	271	5984	5642
Golaghat To Dimapur	518	67	1484	898	6	35	157	119	53	33	0	2	150	9	0	1	12	3008	376	3384	160	3544	3401
Golaghat To Bokajan	104	66	368	220	0	1	22	5	0	0	0	0	27	14	0	0	0	759	27	786	41	827	667
Arm 2	622	133	1852	1118	6	36	179	124	53	33	0	2	177	23	0	1	12	3767	403	4170	201	4371	4068
Bokajan To Dimapur	275	63	846	686	3	3	100	140	2	0	0	0	1	119	0	0	0	1876	242	2118	120	2238	2275
Bokajan To Golaghat	91	109	344	224	0	1	26	6	1	0	0	0	31	3	0	0	1	769	34	803	34	837	685
Arm 3	366	172	1190	910	3	4	126	146	3	0	0	0	32	122	0	0	1	2645	276	2921	154	3075	2960
Junction Total	1799	516	5447	3720	21	78	500	533	112	55	1	8	431	191	3	1	14	11581	1223	12804	626	13430	12670
Peak Hour Traffic	Junction Peak Hour: 10:00-11:00																						
Dimapur To Golaghat	39	2	166	135	0	1	14	4	0	1	0	1	4	0	0	0	0	343	20	363	4	367	306
Dimapur To Bokajan	21	0	80	61	0	0	6	0	1	0	0	0	0	4	0	0	0	162	7	169	4	173	142
Arm 1	60	2	246	196	0	1	20	4	1	1	0	1	4	4	0	0	0	505	27	532	8	540	448
Golaghat To Dimapur	28	3	90	89	0	1	5	1	2	1	0	0	4	0	0	0	0	211	9	220	4	224	191
Golaghat To Bokajan	20	15	18	31	0	1	0	0	0	0	0	0	0	0	0	0	0	85	0	85	0	85	78
Arm 2	48	18	108	120	0	2	5	1	2	1	0	0	4	0	0	0	0	296	9	305	4	309	269
Bokajan To Dimapur	19	0	60	67	0	0	10	1	0	0	0	0	1	2	0	0	0	146	11	157	3	160	139
Bokajan To Golaghat	3	49	43	27	0	0	1	0	0	0	0	0	0	0	0	0	0	122	1	123	0	123	102
Arm 3	22	49	103	94	0	0	11	1	0	0	0	0	1	2	0	0	0	268	12	280	3	283	241
Junction Total	130	69	457	410	0	3	36	6	3	2	0	1	9	6	0	0	0	1069	48	1117	15	1132	958



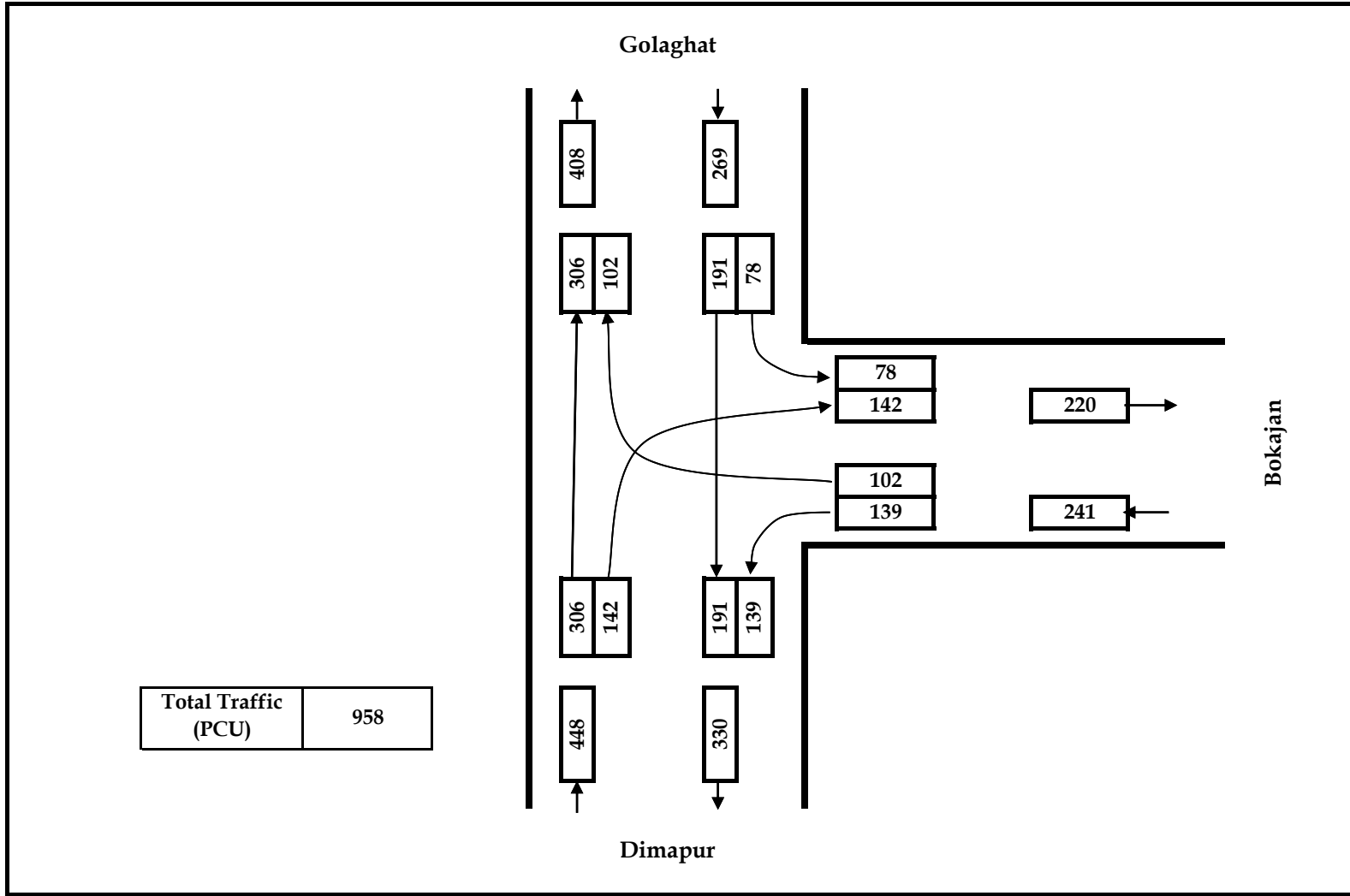
Appendix 5.12A: 24 Hour Traffic flow at Bokajan Junction in Numbers



Appendix 5.12B: 24 Hour Traffic flow at Bokajan Junction in PCU



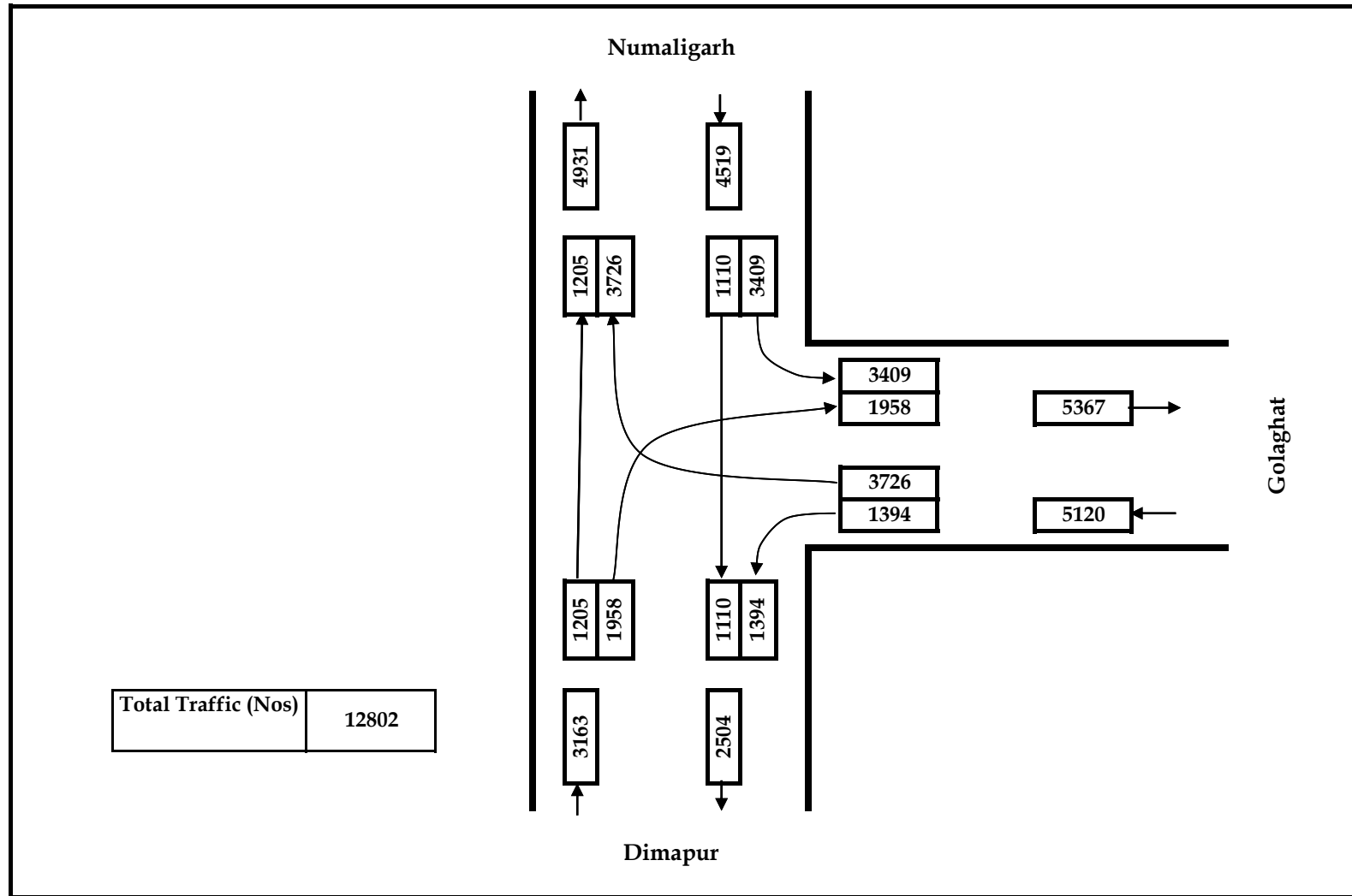
Appendix 5.12C: Peak Hour Traffic flow at Bokajan Junction in Numbers



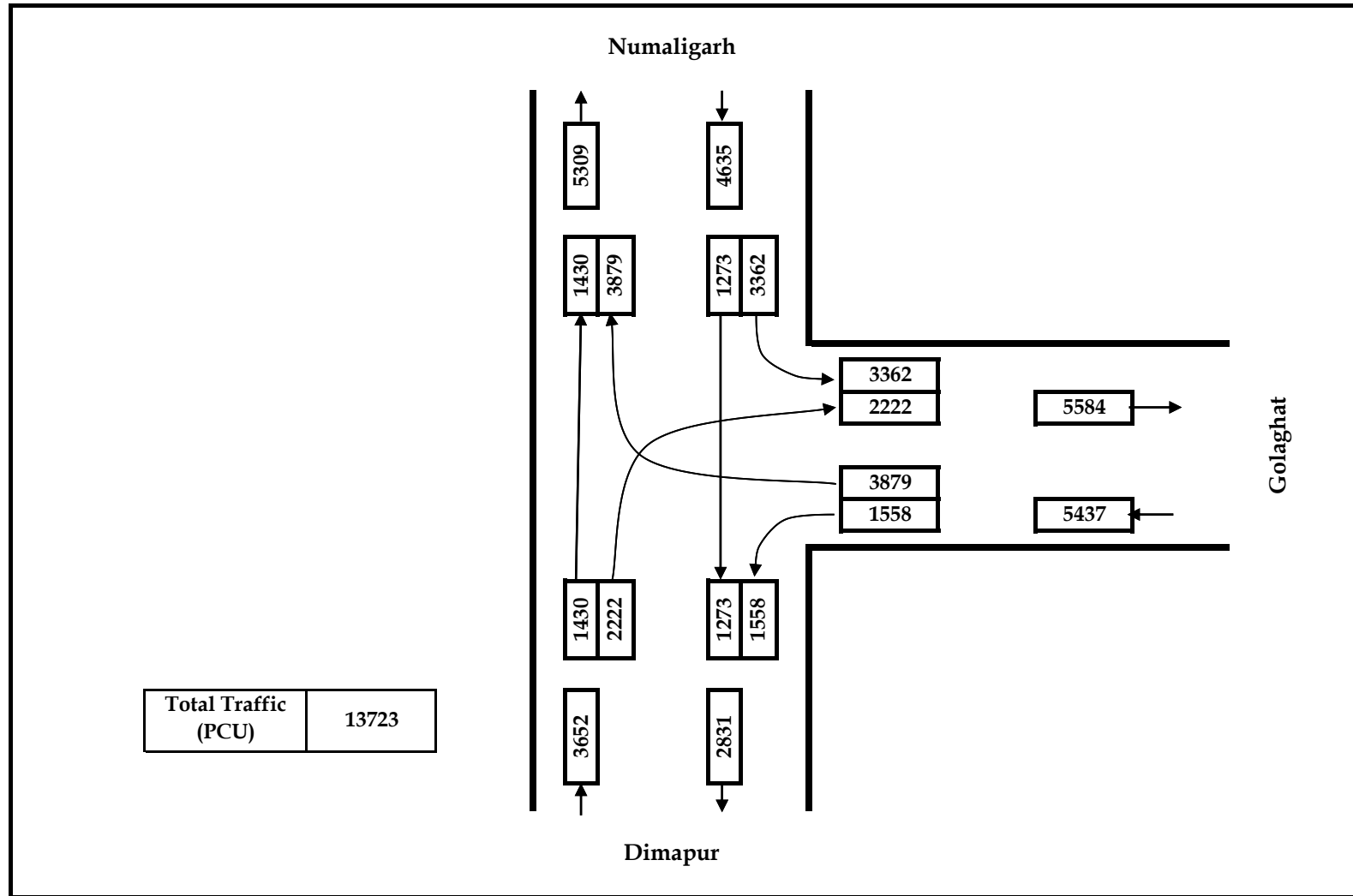
Appendix 5.12D: Peak Hour Traffic flow at Bokajan Junction in PCU

Appendix 5.13: 24 Hour Classified Traffic Volume Count and Peak Hour Traffic at Rangajan Junction

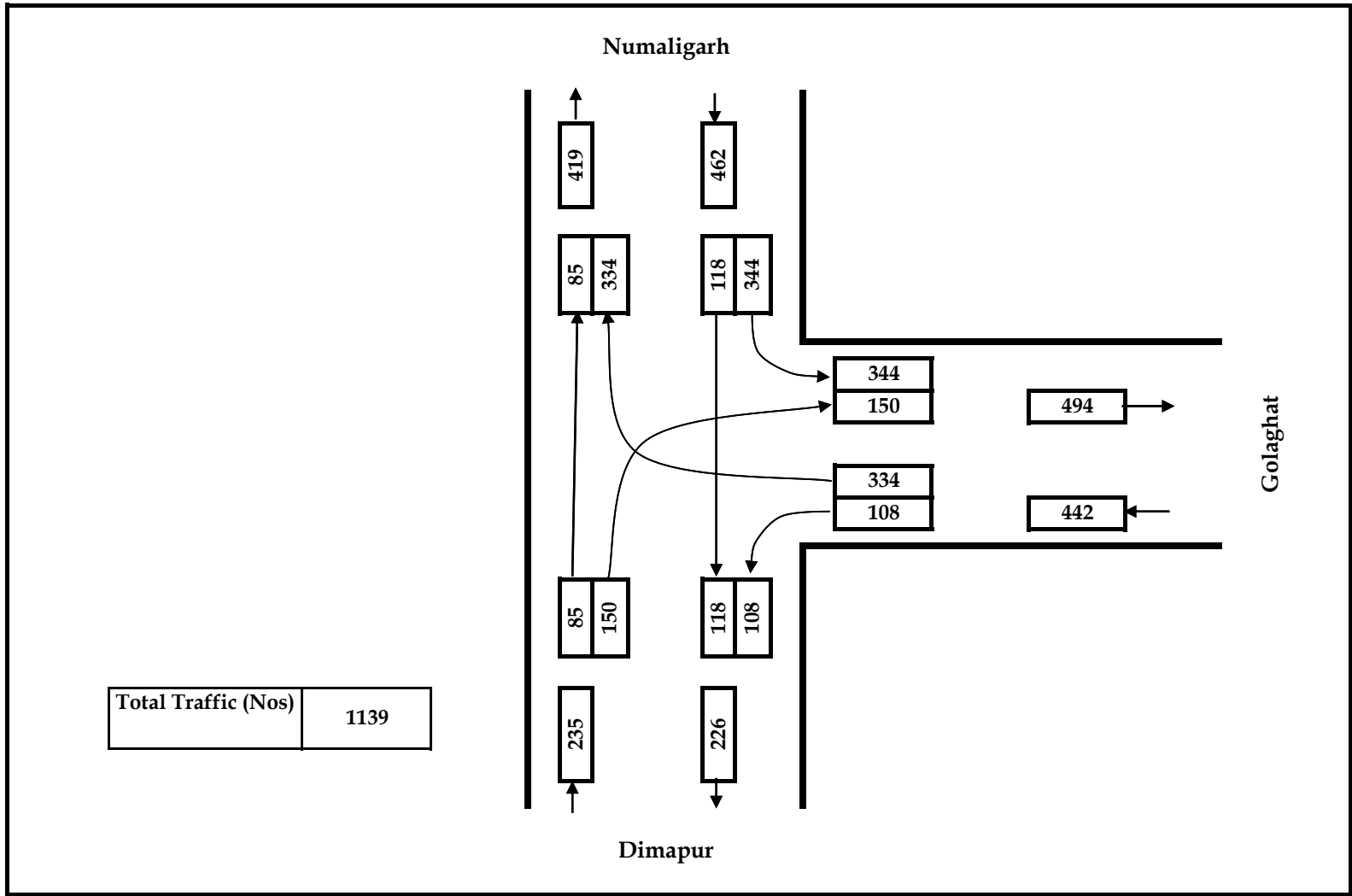
Direction	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Hand Cart	Animal Drawn	Others	Total Passenger	Total Goods	Fast Vehicles	Slow Vehicles	Total Vehicles	Total PCU
Average Daily Traffic																							
Numaligarh To Dimapur	147	26	370	15	3	22	124	60	72	28	0	0	243	0	0	0	0	583	284	867	243	1110	1273
Numaligarh To Golaghat	642	176	1503	104	26	63	422	181	32	8	2	4	241	4	1	0	0	2514	649	3163	246	3409	3362
Arm 1	789	202	1873	119	29	85	546	241	104	36	2	4	484	4	1	0	0	3097	933	4030	489	4519	4635
Dimapur To Numaligarh	153	14	461	12	0	28	146	43	89	46	0	2	211	0	0	0	0	668	326	994	211	1205	1430
Dimapur To Golaghat	381	161	749	57	38	67	316	162	5	0	0	0	21	0	0	0	1	1453	484	1937	21	1958	2222
Arm 2	534	175	1210	69	38	95	462	205	94	46	0	2	232	0	0	0	1	2121	810	2931	232	3163	3652
Golaghat To Dimapur	318	93	461	44	47	24	218	83	13	15	3	1	73	1	0	0	0	987	333	1320	74	1394	1558
Golaghat To Numaligarh	740	215	1504	126	32	41	466	238	77	15	1	2	257	12	0	0	0	2658	799	3457	269	3726	3879
Arm 3	1058	308	1965	170	79	65	684	321	90	30	4	3	330	13	0	0	0	3645	1132	4777	343	5120	5437
Junction Total	2381	685	5048	358	146	245	1692	767	288	112	6	9	1046	17	1	0	1	8863	2875	11738	1064	12802	13723
Peak Hour Traffic	Junction Peak Hour: 17:00-18:00																						
Numaligarh To Dimapur	10	1	60	2	0	3	7	1	2	2	0	0	30	0	0	0	0	76	12	88	30	118	96
Numaligarh To Golaghat	62	20	147	8	2	6	38	22	6	4	0	1	27	1	0	0	0	245	71	316	28	344	364
Arm 1	72	21	207	10	2	9	45	23	8	6	0	1	57	1	0	0	0	321	83	404	58	462	459
Dimapur To Numaligarh	9	0	24	1	0	3	10	0	12	8	0	0	18	0	0	0	0	37	30	67	18	85	127
Dimapur To Golaghat	39	5	51	0	6	3	26	11	0	0	0	0	9	0	0	0	0	104	37	141	9	150	164
Arm 2	48	5	75	1	6	6	36	11	12	8	0	0	27	0	0	0	0	141	67	208	27	235	291
Golaghat To Dimapur	29	11	33	2	6	1	19	0	2	1	1	0	3	0	0	0	0	82	23	105	3	108	113
Golaghat To Numaligarh	67	24	161	13	0	3	32	17	5	0	0	0	12	0	0	0	0	268	54	322	12	334	314
Arm 3	96	35	194	15	6	4	51	17	7	1	1	0	15	0	0	0	0	350	77	427	15	442	426
Junction Total	216	61	476	26	14	19	132	51	27	15	1	1	99	1	0	0	0	812	227	1039	100	1139	1176



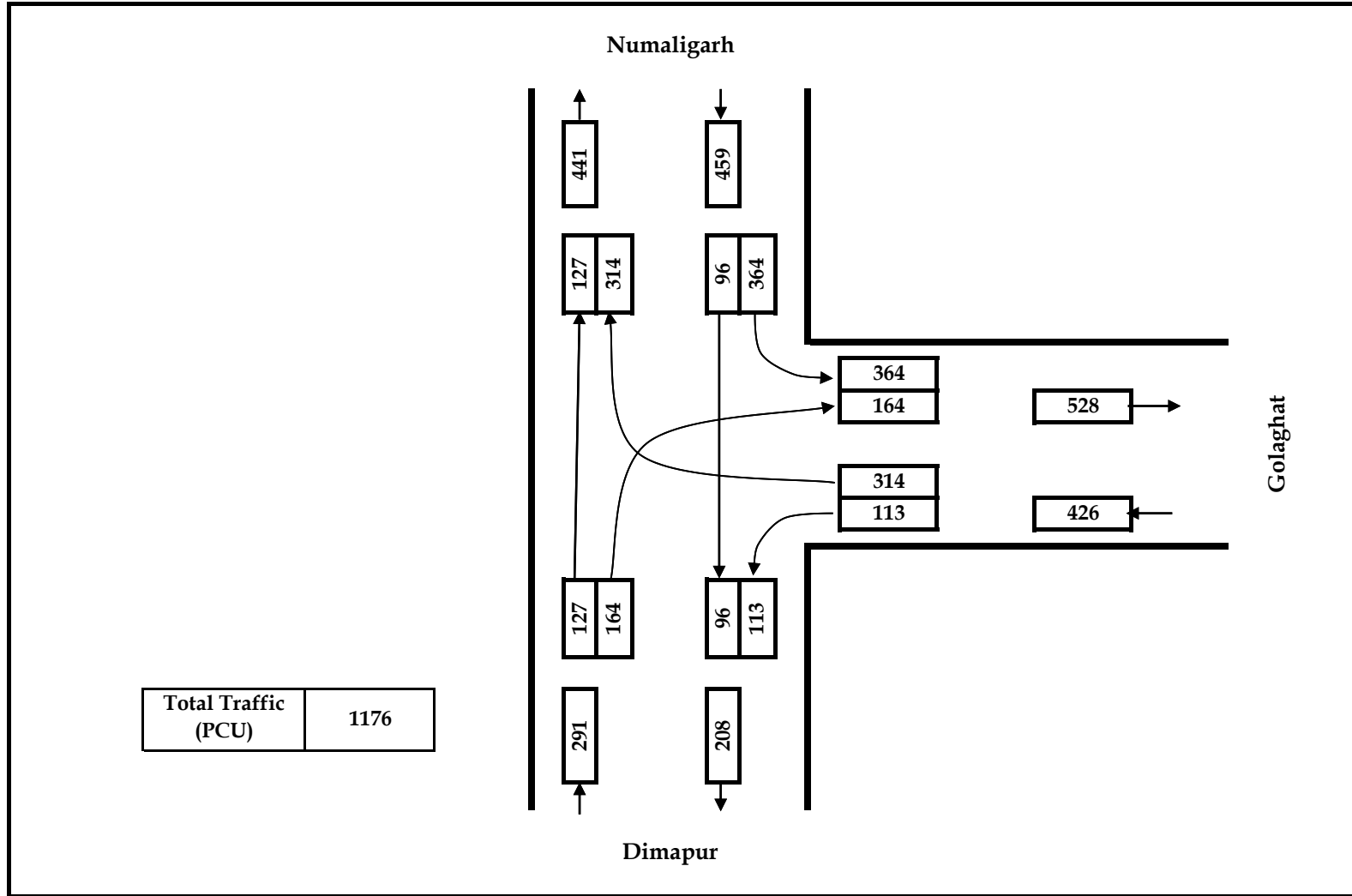
Appendix 5.14A: 24 Hour Traffic flow at Rangajan Junction in Numbers



Appendix 5.14B: 24 Hour Traffic flow at Rangajan Junction in PCU



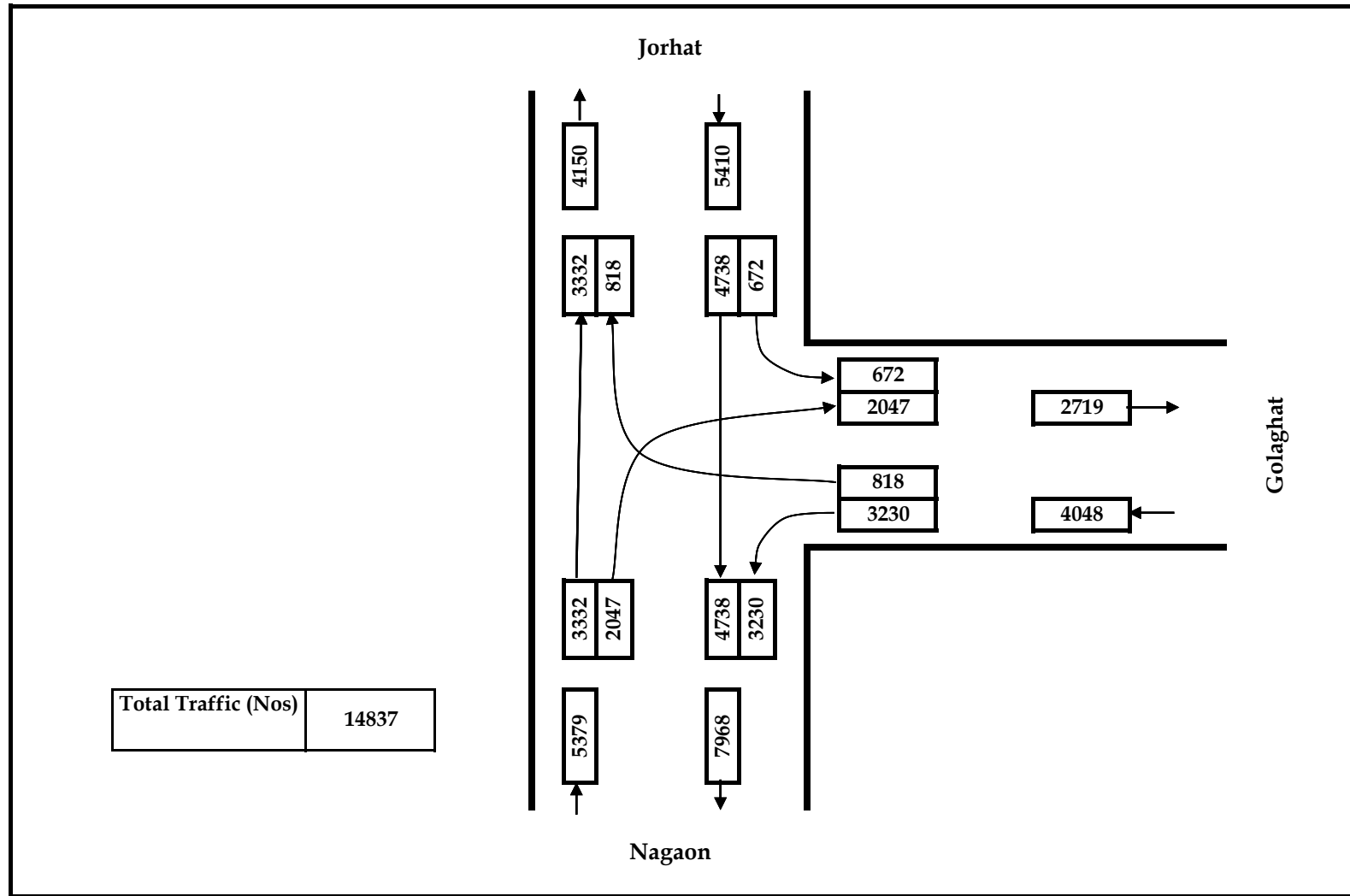
Appendix 5.14C: Peak Hour Traffic flow at Rangajan Junction in Numbers



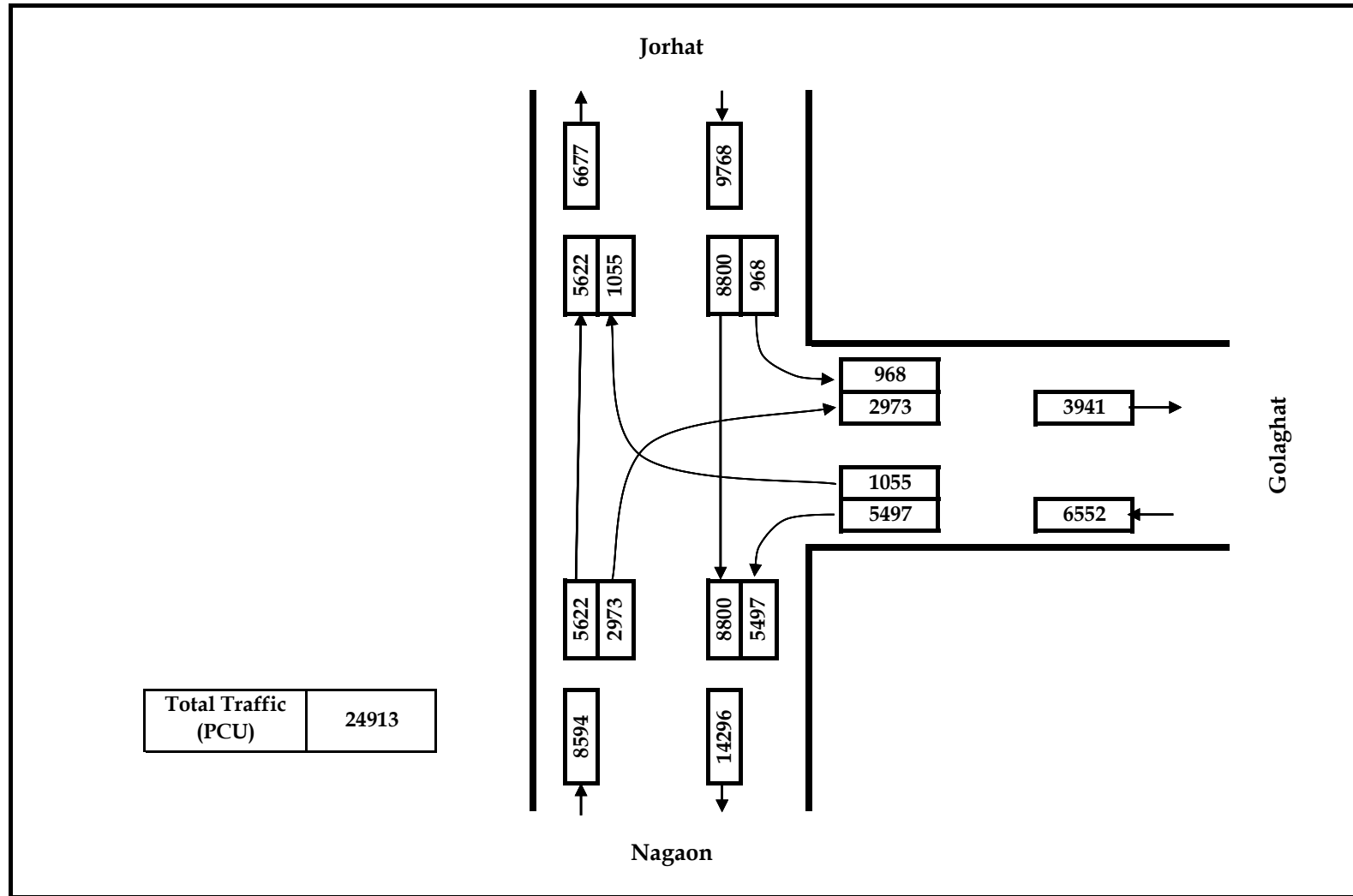
Appendix 5.14D: Peak Hour Traffic flow at Rangajan Junction in PCU

Appendix 5.15: 24 Hour Classified Traffic Volume Count and Peak Hour Traffic at Numaligarh Junction

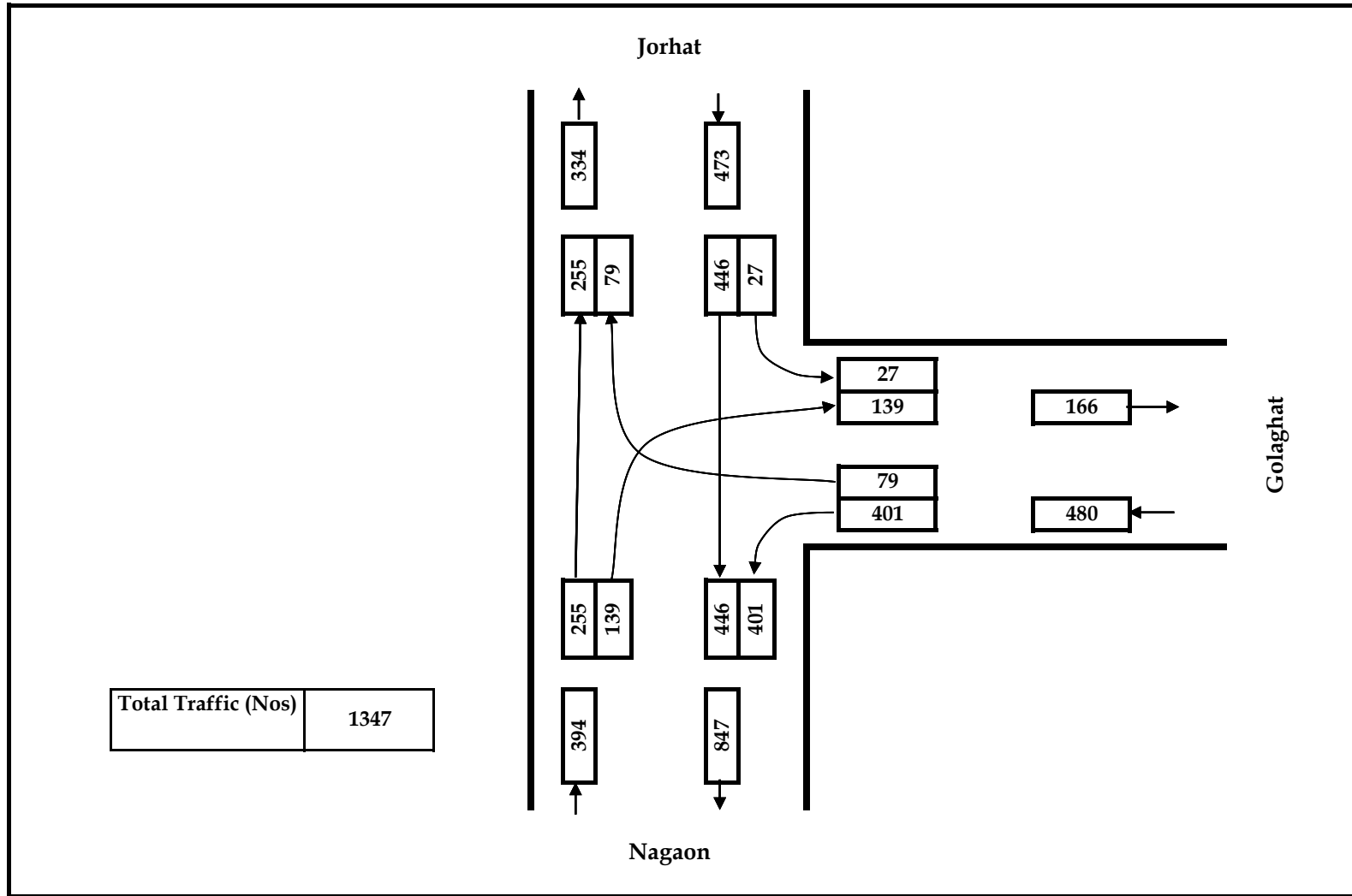
Direction	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Hand Cart	Animal Drawn	Others	Total Passenger	Total Goods	Fast Vehicles	Slow Vehicles	Total Vehicles	Total PCU
Average Daily Traffic																							
Golaghat To Nagaon	812	107	646	19	159	195	395	166	332	265	5	7	111	5	1	2	3	1938	1173	3111	119	3230	5497
Golaghat To Jorahat	212	20	295	1	2	2	84	110	57	4	1	1	29	0	0	0	0	532	257	789	29	818	1055
Arm 1	1024	127	941	20	161	197	479	276	389	269	6	8	140	5	1	2	3	2470	1430	3900	148	4048	6552
Nagaon To Jorahat	795	215	612	6	97	231	506	317	301	162	9	3	58	12	3	5	0	1956	1298	3254	78	3332	5622
Nagaon To Golaghat	672	45	566	7	66	50	252	116	148	118	0	3	4	0	0	0	0	1406	637	2043	4	2047	2973
Arm 2	1467	260	1178	13	163	281	758	433	449	280	9	6	62	12	3	5	0	3362	1935	5297	82	5379	8594
Jorahat To Nagaon	1087	296	577	46	258	372	555	322	592	422	0	0	211	0	0	0	0	2636	1891	4527	211	4738	8800
Jorahat To Golaghat	173	25	172	9	1	0	124	64	62	20	0	1	18	3	0	0	0	380	271	651	21	672	968
Arm 3	1260	321	749	55	259	372	679	386	654	442	0	1	229	3	0	0	0	3016	2162	5178	232	5410	9768
Junction Total	3751	708	2868	88	583	850	1916	1095	1492	991	15	15	431	20	4	7	3	8848	5527	14375	462	14837	24913
Peak Hour Traffic	Junction Peak Hour: 18:00-19:00																						
Golaghat To Nagaon	79	0	67	0	31	41	56	19	54	40	0	0	14	0	0	0	0	218	169	387	14	401	772
Golaghat To Jorahat	29	3	25	0	0	0	8	11	3	0	0	0	0	0	0	0	0	57	22	79	0	79	99
Arm 1	108	3	92	0	31	41	64	30	57	40	0	0	14	0	0	0	0	275	191	466	14	480	871
Nagaon To Jorahat	79	6	85	1	5	6	33	11	8	10	0	0	0	11	0	0	0	182	62	244	11	255	328
Nagaon To Golaghat	48	0	65	0	2	0	16	0	2	6	0	0	0	0	0	0	0	115	24	139	0	139	141
Arm 2	127	6	150	1	7	6	49	11	10	16	0	0	0	11	0	0	0	297	86	383	11	394	468
Jorahat To Nagaon	71	19	56	0	28	42	66	25	70	53	0	0	16	0	0	0	0	216	214	430	16	446	917
Jorahat To Golaghat	11	1	8	0	0	0	2	5	0	0	0	0	0	0	0	0	0	20	7	27	0	27	34
Arm 3	82	20	64	0	28	42	68	30	70	53	0	0	16	0	0	0	0	236	221	457	16	473	951
Junction Total	317	29	306	1	66	89	181	71	137	109	0	0	30	11	0	0	0	808	498	1306	41	1347	2289



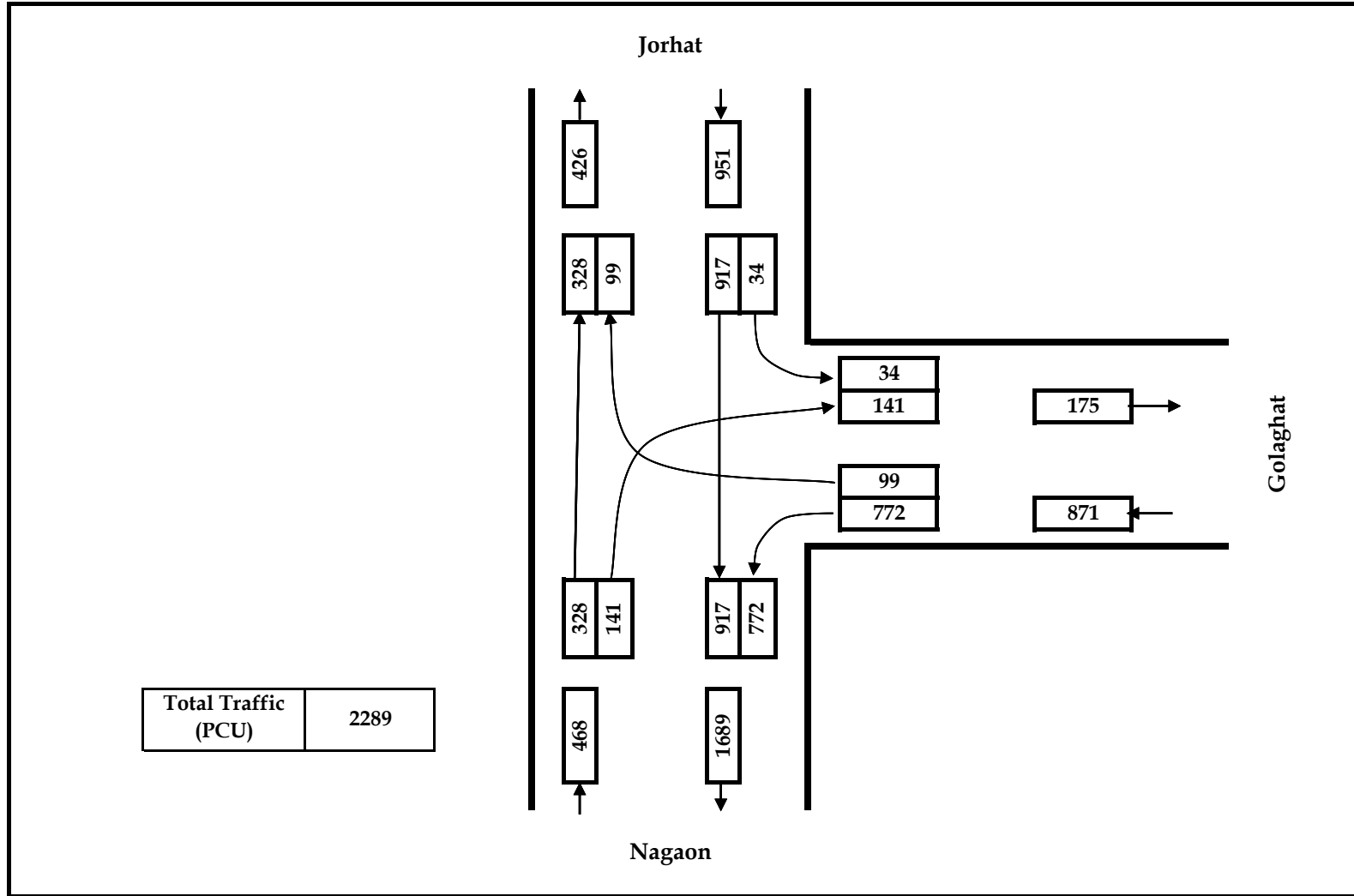
Appendix 5.16A: 24 Hour Traffic flow at Numaligarh Junction in Numbers



Appendix 5.16B: 24 Hour Traffic flow at Numaligarh Junction in PCU



Appendix 5.16C: Peak Hour Traffic flow at Numaligarh Junction in Numbers



Appendix 5.16D: Peak Hour Traffic flow at Numaligarh Junction in PCU

Appendix 5.17A: Projected Traffic in Optimistic Scenario for HS1

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2018	1533	32	2274	852	46	240	445	164	74	65	7	5	984	4	11	2	6739	6627
2019	1682	35	2517	943	50	263	486	179	81	71	7	5	965	4	11	2	7301	7211
2020	1845	39	2786	1044	55	289	531	196	88	78	7	6	945	4	11	2	7924	7854
2021	2022	43	3082	1155	60	316	580	214	96	84	7	6	927	4	10	2	8606	8554
2022	2216	47	3408	1278	66	346	633	233	104	92	7	6	908	4	10	2	9359	9325
2023	2429	51	3769	1413	72	379	691	255	113	100	8	6	890	3	10	2	10191	10172
2024	2662	56	4169	1563	79	415	755	278	123	109	8	6	872	3	10	2	11110	11104
2025	2917	61	4611	1728	87	454	824	304	134	118	8	6	855	3	10	2	12123	12129
2026	3159	66	5063	1898	93	490	892	329	145	128	8	6	838	3	9	2	13129	13128
2027	3422	72	5559	2084	101	528	965	356	156	138	8	6	821	3	9	2	14229	14216
2028	3706	78	6104	2288	108	569	1044	385	168	148	8	7	804	3	9	2	15432	15400
2029	4013	84	6702	2512	117	614	1130	416	181	160	8	7	788	3	9	2	16747	16690
2030	4346	91	7359	2758	126	661	1223	451	195	172	9	7	772	3	9	2	18185	18093
2031	4672	98	8006	3001	135	709	1316	485	208	184	9	7	757	3	9	2	19601	19476
2032	5023	106	8711	3265	145	760	1416	522	223	197	9	7	742	3	8	2	21137	20970
2033	5399	114	9477	3553	155	815	1523	561	238	210	9	7	727	3	8	2	22802	22583
2034	5804	122	10311	3865	166	874	1639	604	254	224	9	7	713	3	8	2	24606	24326
2035	6239	131	11219	4205	178	936	1764	650	271	239	10	7	698	3	8	2	26562	26209
2036	6707	141	12206	4575	191	1004	1898	699	290	256	10	8	684	3	8	2	28682	28243
2037	7210	152	13280	4978	205	1076	2042	752	309	273	10	8	671	3	8	2	30979	30440
2038	7751	163	14449	5416	220	1154	2197	810	330	292	10	8	657	3	7	3	33469	32814
2039	8333	175	15720	5893	236	1237	2364	871	353	311	10	8	644	3	7	3	36167	35378
2040	8958	188	17104	6411	253	1326	2544	937	377	333	11	8	631	2	7	3	39092	38148
2041	9629	203	18609	6976	271	1421	2737	1009	402	355	11	8	619	2	7	3	42261	41141
2042	10352	218	20246	7589	290	1523	2945	1085	430	379	11	9	606	2	7	3	45696	44374

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2043	11128	234	22028	8257	311	1633	3169	1168	459	405	11	9	594	2	7	3	49418	47867
2044	11963	252	23967	8984	333	1751	3410	1256	490	433	11	9	582	2	7	3	53452	51641
2045	12860	270	26076	9775	357	1877	3669	1352	524	462	12	9	571	2	6	3	57824	55719
2046	13824	291	28370	10635	383	2012	3947	1455	559	494	12	9	559	2	6	3	62562	60125
2047	14861	313	30867	11571	411	2157	4247	1565	597	527	12	9	548	2	6	3	67697	64886
2048	15976	336	33583	12589	440	2312	4570	1684	638	563	12	10	537	2	6	3	73262	70030
2049	17174	361	36538	13697	472	2479	4918	1812	681	601	13	10	526	2	6	3	79293	75588
2050	18462	388	39754	14902	506	2657	5291	1950	728	642	13	10	516	2	6	3	85830	81595

Appendix 5.17B: Projected Traffic in Optimistic Scenario for HS2

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2018	1657	34	2455	921	49	259	483	182	83	72	7	5	1063	4	11	2	7288	7184
2019	1818	37	2718	1020	54	285	527	199	91	79	7	5	1042	4	11	2	7897	7818
2020	1994	41	3009	1129	59	312	576	217	99	86	7	6	1021	4	11	2	8570	8515
2021	2185	45	3328	1249	64	342	629	237	108	93	7	6	1001	4	10	2	9308	9276
2022	2395	49	3680	1381	71	374	687	259	117	101	7	6	981	4	10	2	10123	10112
2023	2625	54	4070	1527	77	410	750	282	128	110	8	6	961	3	10	2	11023	11032
2024	2877	59	4502	1689	85	449	819	308	139	120	8	6	942	3	10	2	12017	12043
2025	3153	64	4979	1868	93	491	894	337	151	131	8	6	923	3	10	2	13113	13155
2026	3415	70	5467	2051	100	530	967	364	163	141	8	6	904	3	9	2	14201	14240
2027	3698	76	6003	2252	108	571	1047	394	176	152	8	6	886	3	9	2	15391	15420
2028	4005	82	6591	2473	116	616	1133	427	189	164	8	7	869	3	9	2	16693	16706
2029	4338	89	7237	2716	125	664	1225	462	204	176	8	7	851	3	9	2	18115	18105
2030	4698	96	7946	2982	135	715	1326	499	220	190	9	7	834	3	9	2	19670	19628
2031	5050	103	8645	3244	144	767	1427	537	235	203	9	7	818	3	9	2	21203	21128
2032	5429	111	9406	3529	155	822	1535	578	251	217	9	7	801	3	8	2	22864	22749
2033	5836	119	10234	3840	166	881	1652	622	268	232	9	7	785	3	8	2	24665	24500
2034	6274	128	11134	4178	178	945	1777	669	286	247	9	7	770	3	8	2	26617	26391
2035	6744	138	12114	4546	191	1013	1912	720	306	264	10	7	754	3	8	2	28732	28433
2036	7250	148	13180	4946	205	1086	2058	775	326	282	10	8	739	3	8	2	31025	30640
2037	7794	159	14340	5381	219	1164	2214	834	349	301	10	8	724	3	8	2	33510	33023
2038	8378	171	15602	5854	235	1247	2382	897	372	322	10	8	710	3	7	3	36203	35598
2039	9007	184	16975	6370	252	1337	2563	966	398	344	10	8	696	3	7	3	39121	38380
2040	9682	198	18469	6930	270	1434	2758	1039	425	367	11	8	682	2	7	3	42284	41385
2041	10408	213	20094	7540	290	1537	2968	1118	454	392	11	8	668	2	7	3	45712	44631
2042	11189	228	21863	8203	310	1647	3193	1203	484	419	11	9	655	2	7	3	49427	48138

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2043	12028	246	23786	8925	333	1766	3436	1294	517	447	11	9	642	2	7	3	53453	51927
2044	12930	264	25880	9711	357	1893	3697	1393	553	478	11	9	629	2	7	3	57816	56020
2045	13900	284	28157	10565	382	2030	3978	1498	590	510	12	9	616	2	6	3	62544	60442
2046	14942	305	30635	11495	410	2176	4281	1612	630	545	12	9	604	2	6	3	67668	65221
2047	16063	328	33331	12507	439	2332	4606	1735	673	582	12	9	592	2	6	3	73221	70383
2048	17268	353	36264	13607	471	2500	4956	1867	719	622	12	10	580	2	6	3	79239	75962
2049	18563	379	39455	14805	505	2680	5333	2009	768	664	13	10	568	2	6	3	85762	81990
2050	19955	407	42927	16108	541	2873	5738	2161	820	709	13	10	557	2	6	3	92831	88503

Appendix 5.17C: Projected Traffic in Optimistic Scenario for HS3

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2018	1278	23	1894	710	35	200	373	137	62	54	5	4	820	4	7	2	5606	5500
2019	1402	26	2097	786	38	219	407	149	68	59	5	4	804	4	7	2	6075	5986
2020	1538	28	2321	870	42	241	444	163	74	64	5	4	788	4	7	2	6593	6521
2021	1685	31	2567	962	46	263	485	178	81	70	5	4	772	4	7	2	7161	7104
2022	1847	34	2840	1064	50	288	530	194	88	76	5	4	756	4	6	2	7788	7746
2023	2024	37	3141	1177	55	316	579	212	95	83	5	4	741	3	6	2	8480	8451
2024	2219	40	3474	1301	60	346	632	232	104	90	6	4	727	3	6	2	9245	9227
2025	2432	44	3842	1439	65	379	690	253	113	98	6	4	712	3	6	2	10088	10079
2026	2633	48	4218	1580	71	408	747	274	122	105	6	4	698	3	6	2	10925	10911
2027	2852	52	4632	1735	76	440	808	296	131	114	6	4	684	3	6	2	11841	11817
2028	3089	56	5086	1905	82	475	874	321	141	122	6	5	670	3	6	2	12842	12802
2029	3345	61	5584	2092	88	512	946	347	152	132	6	5	657	3	6	2	13937	13876
2030	3623	66	6131	2297	95	551	1023	376	164	142	6	5	644	3	5	2	15134	15044
2031	3894	71	6671	2499	102	591	1101	404	175	152	6	5	631	3	5	2	16313	16195
2032	4186	76	7258	2719	110	634	1185	435	187	162	6	5	618	3	5	2	17592	17438
2033	4500	82	7896	2958	117	679	1275	468	200	173	7	5	606	3	5	2	18977	18781
2034	4838	88	8591	3218	126	728	1372	503	214	185	7	5	594	3	5	2	20479	20232
2035	5201	95	9347	3502	135	781	1476	542	228	198	7	5	582	3	5	2	22108	21799
2036	5591	102	10170	3810	145	837	1588	583	244	211	7	5	570	3	5	2	23872	23492
2037	6010	109	11065	4145	155	897	1709	627	260	225	7	5	559	3	5	2	25785	25321
2038	6461	118	12039	4510	166	962	1839	675	278	241	7	6	548	3	5	3	27857	27297
2039	6945	127	13098	4907	178	1031	1979	726	297	257	7	6	537	3	5	3	30104	29431
2040	7466	136	14251	5338	191	1105	2129	781	317	275	8	6	526	2	4	3	32538	31737
2041	8026	146	15505	5808	205	1185	2291	841	339	293	8	6	515	2	4	3	35177	34228
2042	8628	157	16869	6319	219	1270	2465	905	362	313	8	6	505	2	4	3	38036	36919

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2043	9275	169	18353	6876	235	1361	2652	973	386	334	8	6	495	2	4	3	41135	39826
2044	9971	182	19969	7481	252	1460	2854	1047	413	357	8	6	485	2	4	3	44493	42968
2045	10719	195	21726	8139	270	1565	3071	1127	441	381	8	6	475	2	4	3	48133	46362
2046	11523	210	23638	8855	290	1677	3304	1212	471	407	9	7	466	2	4	3	52077	50029
2047	12387	226	25718	9634	311	1798	3555	1305	503	435	9	7	457	2	4	3	56352	53991
2048	13316	243	27981	10482	333	1927	3825	1404	537	465	9	7	447	2	4	3	60985	58273
2049	14315	261	30443	11405	357	2066	4116	1510	573	496	9	7	438	2	4	3	66006	62900
2050	15388	280	33122	12408	383	2215	4429	1625	612	530	9	7	430	2	4	3	71448	67900

Appendix 5.17D: Projected Traffic in Optimistic Scenario for HS4

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2018	1659	81	3170	2139	50	171	456	317	97	111	17	3	728	7	2	4	9010	8922
2019	1820	89	3509	2368	55	187	498	346	105	120	17	3	713	7	2	4	9844	9761
2020	1996	98	3884	2621	60	205	544	378	115	131	18	3	699	7	2	4	10766	10685
2021	2188	107	4296	2899	66	225	594	412	125	143	18	4	685	7	2	4	11774	11692
2022	2398	118	4751	3206	72	246	648	450	136	155	18	4	671	6	2	4	12888	12800
2023	2628	129	5255	3546	79	269	708	492	148	169	19	4	658	6	2	4	14116	14018
2024	2881	141	5812	3922	87	295	773	537	161	184	19	4	645	6	2	4	15473	15359
2025	3157	155	6428	4338	95	323	844	586	175	200	20	4	632	6	2	4	16969	16834
2026	3419	168	7058	4763	102	348	914	635	189	216	20	4	619	6	2	5	18466	18290
2027	3703	182	7750	5229	110	375	988	687	203	233	20	4	607	6	2	5	20104	19876
2028	4010	197	8509	5742	119	405	1070	743	219	251	21	4	594	6	2	5	21896	21606
2029	4343	213	9343	6305	128	436	1157	804	236	270	21	4	583	6	2	5	23856	23492
2030	4704	231	10259	6922	138	470	1252	870	255	291	22	4	571	5	2	5	26001	25549
2031	5057	248	11161	7532	148	504	1347	936	272	311	22	4	560	5	2	5	28114	27573
2032	5436	267	12143	8194	159	541	1450	1007	290	332	22	4	548	5	2	5	30406	29763
2033	5844	287	13212	8915	170	579	1560	1083	310	355	23	4	537	5	2	5	32893	32132
2034	6282	308	14375	9700	182	621	1678	1166	331	379	23	5	527	5	2	5	35590	34693
2035	6753	331	15640	10554	196	666	1806	1254	354	405	24	5	516	5	2	5	38515	37464
2036	7259	356	17016	11482	210	714	1943	1350	378	433	24	5	506	5	2	6	41688	40461
2037	7804	383	18513	12493	225	765	2091	1452	404	462	25	5	496	5	2	6	45129	43703
2038	8389	411	20143	13592	241	820	2250	1563	431	493	25	5	486	5	2	6	48861	47210
2039	9018	442	21915	14788	258	879	2421	1681	460	527	26	5	476	5	2	6	52910	51004
2040	9695	475	23844	16090	277	943	2605	1809	492	563	26	5	466	4	2	6	57301	55108
2041	10422	511	25942	17505	297	1011	2803	1947	525	601	27	5	457	4	2	6	62065	59548
2042	11203	549	28225	19046	318	1083	3016	2095	561	642	27	5	448	4	1	6	67231	64352

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2043	12044	591	30709	20722	341	1161	3245	2254	599	686	28	5	439	4	1	6	72835	69549
2044	12947	635	33411	22546	366	1245	3492	2425	640	732	28	6	430	4	1	7	78914	75172
2045	13918	683	36351	24530	392	1335	3757	2610	683	782	29	6	422	4	1	7	85508	81256
2046	14962	734	39550	26688	420	1431	4042	2808	729	835	30	6	413	4	1	7	92660	87839
2047	16084	789	43030	29037	450	1534	4350	3021	779	892	30	6	405	4	1	7	100419	94962
2048	17290	848	46817	31592	483	1644	4680	3251	832	953	31	6	397	4	1	7	108836	102670
2049	18587	912	50937	34372	518	1762	5036	3498	889	1017	31	6	389	4	1	7	117966	111012
2050	19981	980	55420	37397	555	1889	5419	3764	949	1087	32	6	381	4	1	7	127871	120039

Appendix 5.17E: Projected Traffic in Optimistic Scenario for HS5

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2018	1059	264	1257	362	35	168	287	325	106	120	30	0	597	8	33	2	4653	5702
2019	1162	290	1391	400	38	184	313	355	116	131	30	0	585	8	32	2	5038	6187
2020	1275	318	1540	443	42	202	342	387	126	143	31	0	573	8	32	2	5464	6721
2021	1397	348	1703	490	46	222	373	423	137	155	31	0	562	8	31	2	5929	7301
2022	1531	382	1884	542	50	243	408	462	150	169	32	0	551	8	31	2	6443	7938
2023	1678	418	2084	599	55	266	445	504	163	184	33	0	540	7	30	2	7008	8637
2024	1839	458	2305	663	60	291	486	551	177	200	33	0	529	7	29	3	7631	9404
2025	2016	502	2549	733	66	319	531	602	193	217	34	0	518	7	29	3	8317	10245
2026	2183	544	2799	805	71	343	574	651	208	234	35	0	508	7	28	3	8993	11060
2027	2364	589	3073	884	76	370	621	704	224	253	35	0	498	7	28	3	9729	11945
2028	2561	638	3374	971	82	399	672	762	241	272	36	0	488	7	27	3	10533	12907
2029	2773	691	3705	1066	88	430	727	824	260	294	37	0	478	7	27	3	11410	13951
2030	3003	748	4068	1170	95	464	787	892	280	316	38	0	469	7	26	3	12366	15084
2031	3229	804	4426	1273	102	497	847	960	299	338	38	0	459	6	25	3	13308	16199
2032	3471	865	4815	1385	110	533	911	1033	320	361	39	0	450	6	25	3	14326	17400
2033	3731	930	5239	1507	118	571	981	1111	342	386	40	0	441	6	24	3	15429	18694
2034	4011	999	5700	1640	126	612	1055	1196	365	412	41	0	432	6	24	3	16621	20090
2035	4312	1074	6201	1784	135	656	1135	1287	390	440	41	0	424	6	24	3	17912	21594
2036	4635	1155	6747	1941	145	704	1222	1384	416	470	42	0	415	6	23	3	19308	23215
2037	4983	1242	7341	2112	155	754	1314	1490	444	502	43	0	407	6	23	3	20818	24963
2038	5356	1335	7987	2297	166	809	1414	1603	475	536	44	0	399	6	22	3	22452	26846
2039	5758	1435	8690	2500	178	867	1522	1725	507	572	45	0	391	5	22	3	24219	28876
2040	6190	1542	9455	2720	191	929	1637	1856	541	611	46	0	383	5	21	3	26131	31065
2041	6654	1658	10287	2959	205	996	1762	1997	578	653	47	0	375	5	21	4	28200	33424
2042	7153	1782	11192	3219	220	1068	1896	2148	617	697	48	0	368	5	20	4	30438	35966

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2043	7690	1916	12177	3502	236	1145	2040	2312	659	744	49	0	360	5	20	4	32859	38707
2044	8267	2060	13248	3811	253	1227	2195	2487	704	795	50	0	353	5	20	4	35478	41662
2045	8887	2214	14414	4146	271	1316	2362	2676	752	849	51	0	346	5	19	4	38311	44847
2046	9553	2380	15682	4511	290	1410	2541	2880	803	907	52	0	339	5	19	4	41377	48281
2047	10270	2559	17062	4908	311	1512	2734	3099	858	968	53	0	332	5	18	4	44693	51983
2048	11040	2751	18564	5340	333	1621	2942	3334	916	1034	54	0	326	5	18	4	48282	55973
2049	11868	2957	20198	5810	357	1738	3166	3588	979	1105	55	0	319	4	18	4	52164	60276
2050	12758	3179	21975	6321	383	1863	3406	3860	1045	1180	56	0	313	4	17	4	56365	64915

Appendix 5.17F: Projected Traffic in Optimistic Scenario for HS6

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2018	2111	103	4037	2723	62	216	582	402	123	140	22	4	927	9	4	4	11469	11345
2019	2316	113	4469	3014	68	237	636	438	134	152	22	4	909	8	4	4	12530	12412
2020	2541	124	4948	3336	75	260	694	479	146	166	23	4	890	8	3	4	13702	13586
2021	2785	136	5472	3690	82	285	758	523	159	181	23	4	873	8	3	4	14986	14867
2022	3052	149	6052	4081	90	312	828	571	173	197	24	5	855	8	3	4	16403	16276
2023	3345	163	6694	4514	98	342	904	624	188	214	24	5	838	8	3	4	17967	17826
2024	3666	179	7403	4992	108	374	987	681	205	233	25	5	821	8	3	4	19694	19531
2025	4018	196	8188	5521	118	410	1078	744	223	253	25	5	805	7	3	4	21598	21406
2026	4352	212	8990	6062	127	442	1166	805	240	273	26	5	789	7	3	5	23504	23258
2027	4713	230	9871	6657	137	476	1262	870	259	294	26	5	773	7	3	5	25588	25276
2028	5104	249	10839	7309	148	513	1366	942	279	317	27	5	758	7	3	5	27869	27476
2029	5528	270	11901	8025	159	553	1477	1019	301	342	27	5	742	7	3	5	30365	29875
2030	5987	292	13067	8812	172	596	1599	1103	324	369	28	5	728	7	3	5	33095	32490
2031	6436	314	14217	9587	184	639	1720	1186	346	394	28	5	713	7	3	5	35785	35065
2032	6918	338	15468	10431	197	685	1851	1277	370	421	29	6	699	6	3	5	38703	37851
2033	7437	363	16829	11349	212	735	1992	1374	395	449	29	6	685	6	3	5	41868	40863
2034	7995	390	18310	12347	227	788	2143	1478	422	480	30	6	671	6	3	5	45300	44121
2035	8595	419	19922	13434	243	844	2306	1590	450	512	31	6	658	6	3	5	49024	47646
2036	9239	451	21675	14616	261	905	2481	1711	481	547	31	6	644	6	2	6	53063	51458
2037	9932	485	23582	15902	279	970	2670	1841	514	585	32	6	632	6	2	6	57443	55582
2038	10677	521	25658	17302	299	1040	2872	1981	548	624	32	6	619	6	2	6	62195	60043
2039	11478	560	27915	18824	321	1115	3091	2132	586	667	33	6	607	6	2	6	67348	64869
2040	12339	602	30372	20481	344	1195	3326	2294	626	712	34	7	594	5	2	6	72938	70090
2041	13264	647	33045	22283	369	1281	3578	2468	668	760	34	7	583	5	2	6	79002	75737
2042	14259	696	35953	24244	395	1374	3850	2656	714	812	35	7	571	5	2	6	85579	81848

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2043	15328	748	39116	26377	424	1473	4143	2858	762	867	36	7	559	5	2	6	92712	88459
2044	16478	804	42559	28699	455	1579	4458	3075	814	926	36	7	548	5	2	7	100451	95612
2045	17714	864	46304	31224	487	1692	4797	3308	869	989	37	7	537	5	2	7	108844	103351
2046	19042	929	50379	33972	522	1814	5161	3560	928	1057	38	7	527	5	2	7	117950	111725
2047	20470	999	54812	36961	560	1945	5553	3830	991	1129	39	7	516	5	2	7	127827	120787
2048	22006	1074	59635	40214	600	2085	5975	4122	1059	1205	40	8	506	5	2	7	138541	130593
2049	23656	1154	64883	43753	643	2235	6430	4435	1131	1287	40	8	496	5	2	7	150164	141205
2050	25430	1241	70593	47603	690	2396	6918	4772	1208	1375	41	8	486	4	2	7	162774	152689

Appendix 5.18A: Projected Traffic in Pessimistic Scenario for HS1

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2018	1533	32	2274	852	46	240	445	164	74	65	7	5	984	4	11	2	6739	6627
2019	1620	34	2426	909	48	254	468	173	78	69	7	5	965	4	11	2	7072	6970
2020	1713	36	2588	970	51	268	493	182	82	72	7	6	945	4	11	2	7429	7335
2021	1808	38	2759	1034	54	283	518	191	86	76	7	6	927	4	10	2	7803	7714
2022	1910	40	2941	1103	57	298	545	201	90	79	7	6	908	4	10	2	8201	8117
2023	2017	42	3136	1175	60	315	574	211	94	83	8	6	890	3	10	2	8625	8545
2024	2130	45	3343	1253	63	332	604	222	98	87	8	6	872	3	10	2	9077	8998
2025	2249	47	3563	1336	67	350	635	234	103	91	8	6	855	3	10	2	9559	9478
2026	2346	49	3770	1413	69	364	662	244	107	95	8	6	838	3	9	2	9984	9889
2027	2446	51	3988	1495	72	377	689	254	111	98	8	6	821	3	9	2	10433	10321
2028	2552	54	4220	1582	75	392	718	265	115	102	8	7	804	3	9	2	10907	10774
2029	2661	56	4465	1674	77	407	749	276	120	106	8	7	788	3	9	2	11407	11250
2030	2776	58	4723	1771	80	422	780	287	124	110	9	7	772	3	9	2	11934	11750
2031	2873	60	4950	1856	83	436	808	298	128	113	9	7	757	3	9	2	12391	12182
2032	2974	63	5188	1945	86	449	837	308	131	116	9	7	742	3	8	2	12868	12631
2033	3078	65	5437	2038	88	464	867	320	135	119	9	7	727	3	8	2	13367	13099
2034	3185	67	5698	2136	91	479	898	331	139	123	9	7	713	3	8	2	13889	13587
2035	3297	69	5971	2238	94	494	931	343	143	126	10	7	698	3	8	2	14435	14095
2036	3412	72	6258	2346	97	510	964	355	147	130	10	8	684	3	8	2	15005	14623
2037	3532	74	6558	2458	100	526	999	368	151	133	10	8	671	3	8	2	15601	15174
2038	3655	77	6873	2576	103	543	1035	381	155	137	10	8	657	3	7	3	16224	15748
2039	3783	80	7203	2700	107	560	1072	395	159	141	10	8	644	3	7	3	16875	16345
2040	3916	82	7549	2830	110	578	1111	409	164	145	11	8	631	2	7	3	17556	16967
2041	4053	85	7911	2965	114	597	1151	424	168	149	11	8	619	2	7	3	18267	17615
2042	4194	88	8291	3108	117	616	1192	439	173	153	11	9	606	2	7	3	19010	18290

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2043	4341	91	8689	3257	121	636	1235	455	178	157	11	9	594	2	7	3	19786	18993
2044	4493	95	9106	3413	125	656	1280	472	183	162	11	9	582	2	7	3	20598	19725
2045	4650	98	9543	3577	129	677	1326	489	188	166	12	9	571	2	6	3	21446	20487
2046	4813	101	10001	3749	133	699	1374	506	193	171	12	9	559	2	6	3	22331	21281
2047	4982	105	10481	3929	137	721	1423	524	199	175	12	9	548	2	6	3	23257	22108
2048	5156	108	10984	4117	142	744	1474	543	204	180	12	10	537	2	6	3	24224	22970
2049	5336	112	11511	4315	146	768	1527	563	210	185	13	10	526	2	6	3	25235	23867
2050	5523	116	12064	4522	151	792	1582	583	216	191	13	10	516	2	6	3	26290	24801

Appendix 5.18B: Projected Traffic in Pessimistic Scenario for HS2

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2018	1657	34	2455	921	49	259	483	182	83	72	7	5	1063	4	11	2	7288	7184
2019	1751	36	2620	983	52	274	508	191	88	76	7	5	1042	4	11	2	7649	7556
2020	1851	38	2795	1049	55	290	534	201	92	80	7	6	1021	4	11	2	8034	7951
2021	1955	40	2980	1118	58	306	562	212	96	83	7	6	1001	4	10	2	8439	8364
2022	2064	42	3176	1192	61	323	591	223	101	87	7	6	981	4	10	2	8870	8801
2023	2180	45	3386	1270	64	340	622	234	106	92	8	6	961	3	10	2	9329	9265
2024	2302	47	3609	1354	68	359	655	247	111	96	8	6	942	3	10	2	9818	9756
2025	2431	50	3848	1444	71	379	689	259	116	101	8	6	923	3	10	2	10338	10278
2026	2535	52	4071	1527	74	393	717	270	121	104	8	6	904	3	9	2	10799	10724
2027	2644	54	4307	1616	77	408	748	282	125	108	8	6	886	3	9	2	11284	11192
2028	2758	56	4557	1710	80	424	779	293	130	112	8	7	869	3	9	2	11797	11684
2029	2877	59	4821	1809	83	440	812	306	135	117	8	7	851	3	9	2	12337	12200
2030	3000	61	5101	1914	86	456	846	319	140	121	9	7	834	3	9	2	12908	12743
2031	3105	63	5345	2006	89	471	876	330	144	125	9	7	818	3	9	2	13401	13211
2032	3214	66	5602	2102	92	486	908	342	148	128	9	7	801	3	8	2	13918	13698
2033	3327	68	5871	2203	95	502	940	354	152	132	9	7	785	3	8	2	14458	14206
2034	3443	70	6153	2309	98	518	974	367	156	135	9	7	770	3	8	2	15022	14734
2035	3563	73	6448	2419	101	534	1009	380	161	139	10	7	754	3	8	2	15612	15285
2036	3688	75	6757	2536	104	551	1046	394	165	143	10	8	739	3	8	2	16229	15859
2037	3817	78	7082	2657	107	569	1083	408	170	147	10	8	724	3	8	2	16873	16456
2038	3951	81	7422	2785	111	587	1122	423	175	151	10	8	710	3	7	3	17547	17078
2039	4089	83	7778	2919	114	606	1163	438	180	155	10	8	696	3	7	3	18251	17725
2040	4232	86	8151	3059	118	625	1205	454	185	160	11	8	682	2	7	3	18987	18400
2041	4380	89	8543	3205	122	645	1248	470	190	164	11	8	668	2	7	3	19756	19102
2042	4534	93	8953	3359	125	666	1293	487	195	169	11	9	655	2	7	3	20560	19834

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2043	4692	96	9382	3521	129	687	1340	505	201	173	11	9	642	2	7	3	21399	20596
2044	4857	99	9833	3690	134	709	1388	523	206	178	11	9	629	2	7	3	22277	21390
2045	5027	103	10305	3867	138	732	1438	542	212	183	12	9	616	2	6	3	23193	22216
2046	5203	106	10799	4052	142	755	1489	561	218	188	12	9	604	2	6	3	24151	23077
2047	5385	110	11318	4247	147	780	1543	581	224	194	12	9	592	2	6	3	25152	23973
2048	5573	114	11861	4451	152	805	1599	602	230	199	12	10	580	2	6	3	26198	24907
2049	5768	118	12430	4664	156	830	1656	624	237	205	13	10	568	2	6	3	27290	25879
2050	5970	122	13027	4888	161	857	1716	646	243	210	13	10	557	2	6	3	28432	26892

Appendix 5.18C: Projected Traffic in Pessimistic Scenario for HS3

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2018	1278	23	1894	710	35	200	373	137	62	54	5	4	820	4	7	2	5606	5500
2019	1350	25	2021	757	37	211	392	144	65	57	5	4	804	4	7	2	5884	5786
2020	1427	26	2157	808	39	223	412	151	69	59	5	4	788	4	7	2	6181	6089
2021	1507	27	2299	861	41	236	434	159	72	62	5	4	772	4	7	2	6492	6405
2022	1592	29	2451	918	43	249	456	168	75	65	5	4	756	4	6	2	6824	6741
2023	1681	31	2613	979	45	262	480	176	79	68	5	4	741	3	6	2	7177	7096
2024	1775	32	2785	1043	48	277	505	185	83	72	6	4	727	3	6	2	7553	7474
2025	1874	34	2969	1112	50	292	531	195	87	75	6	4	712	3	6	2	7954	7874
2026	1955	36	3141	1177	52	303	554	203	90	78	6	4	698	3	6	2	8308	8216
2027	2039	37	3323	1245	54	315	577	212	94	81	6	4	684	3	6	2	8682	8575
2028	2127	39	3516	1317	56	327	601	221	97	84	6	5	670	3	6	2	9076	8953
2029	2218	40	3720	1393	59	339	627	230	101	87	6	5	657	3	6	2	9492	9349
2030	2314	42	3936	1474	61	352	653	240	105	91	6	5	644	3	5	2	9931	9765
2031	2395	44	4124	1545	63	363	676	248	108	93	6	5	631	3	5	2	10311	10125
2032	2478	45	4322	1619	65	375	701	257	111	96	6	5	618	3	5	2	10709	10499
2033	2565	47	4530	1697	67	387	726	266	114	98	7	5	606	3	5	2	11124	10889
2034	2655	48	4747	1778	69	399	752	276	117	101	7	5	594	3	5	2	11559	11294
2035	2748	50	4975	1864	71	412	779	286	120	104	7	5	582	3	5	2	12013	11717
2036	2844	52	5214	1953	73	425	807	296	124	107	7	5	570	3	5	2	12488	12157
2037	2944	54	5464	2047	76	439	836	307	127	110	7	5	559	3	5	2	12984	12616
2038	3047	56	5727	2145	78	453	866	318	131	113	7	6	548	3	5	3	13503	13093
2039	3153	57	6001	2248	81	467	898	329	134	116	7	6	537	3	5	3	14045	13591
2040	3264	59	6289	2356	83	482	930	341	138	119	8	6	526	2	4	3	14611	14109
2041	3378	62	6591	2469	86	497	963	353	142	123	8	6	515	2	4	3	15203	14648
2042	3496	64	6908	2588	89	513	998	366	146	126	8	6	505	2	4	3	15822	15210

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2043	3618	66	7239	2712	92	530	1034	379	150	130	8	6	495	2	4	3	16468	15795
2044	3745	68	7587	2842	94	547	1071	393	154	133	8	6	485	2	4	3	17144	16404
2045	3876	71	7951	2979	98	564	1110	407	158	137	8	6	475	2	4	3	17850	17039
2046	4012	73	8333	3122	101	582	1150	422	163	141	9	7	466	2	4	3	18587	17700
2047	4152	76	8733	3271	104	601	1191	437	167	145	9	7	457	2	4	3	19358	18389
2048	4298	78	9152	3428	107	620	1234	453	172	149	9	7	447	2	4	3	20163	19106
2049	4448	81	9591	3593	111	640	1278	469	177	153	9	7	438	2	4	3	21004	19853
2050	4604	84	10051	3765	114	661	1324	486	182	157	9	7	430	2	4	3	21884	20631

Appendix 5.18D: Projected Traffic in Pessimistic Scenario for HS4

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2018	1659	81	3170	2139	50	171	456	317	97	111	17	3	728	7	2	4	9010	8922
2019	1754	86	3382	2282	53	180	480	333	101	116	17	3	713	7	2	4	9514	9422
2020	1854	91	3609	2435	56	191	505	351	106	122	18	3	699	7	2	4	10051	9953
2021	1957	96	3847	2596	59	201	531	369	112	128	18	4	685	7	2	4	10614	10507
2022	2067	101	4101	2767	62	212	558	388	117	134	18	4	671	6	2	4	11213	11095
2023	2183	107	4371	2950	66	224	588	408	123	140	19	4	658	6	2	4	11851	11718
2024	2305	113	4660	3144	69	236	618	429	128	147	19	4	645	6	2	4	12530	12379
2025	2434	119	4967	3352	73	249	650	452	135	154	20	4	632	6	2	4	13253	13080
2026	2539	125	5255	3546	76	258	678	471	140	160	20	4	619	6	2	5	13902	13695
2027	2648	130	5560	3752	79	268	706	490	145	166	20	4	607	6	2	5	14588	14341
2028	2762	135	5883	3970	82	279	736	511	151	172	21	4	594	6	2	5	15311	15021
2029	2880	141	6224	4200	85	289	767	532	156	179	21	4	583	6	2	5	16074	15735
2030	3004	147	6585	4443	88	300	799	555	162	186	22	4	571	5	2	5	16878	16486
2031	3109	152	6901	4657	91	310	827	575	167	191	22	4	560	5	2	5	17578	17136
2032	3218	158	7232	4880	94	320	857	595	171	196	22	4	548	5	2	5	18310	17813
2033	3331	163	7579	5114	97	330	888	617	176	202	23	4	537	5	2	5	19074	18520
2034	3447	169	7943	5360	100	340	920	639	181	207	23	5	527	5	2	5	19874	19256
2035	3568	175	8324	5617	103	351	953	662	186	213	24	5	516	5	2	5	20710	20024
2036	3693	181	8724	5887	106	363	988	686	191	219	24	5	506	5	2	6	21585	20825
2037	3822	187	9143	6169	110	374	1023	711	197	225	25	5	496	5	2	6	22499	21660
2038	3956	194	9582	6466	113	386	1060	736	202	232	25	5	486	5	2	6	23455	22530
2039	4094	201	10041	6776	117	398	1098	763	208	238	26	5	476	5	2	6	24454	23438
2040	4238	208	10523	7101	121	411	1138	790	214	245	26	5	466	4	2	6	25498	24384
2041	4386	215	11029	7442	125	424	1179	819	220	252	27	5	457	4	2	6	26591	25370
2042	4540	223	11558	7799	129	438	1221	848	226	259	27	5	448	4	1	6	27732	26399

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2043	4699	230	12113	8174	133	452	1265	879	232	266	28	5	439	4	1	6	28926	27472
2044	4863	238	12694	8566	137	466	1311	910	239	273	28	6	430	4	1	7	30174	28591
2045	5033	247	13303	8977	141	481	1358	943	245	281	29	6	422	4	1	7	31479	29757
2046	5209	255	13942	9408	146	497	1407	977	252	289	30	6	413	4	1	7	32843	30974
2047	5392	264	14611	9860	151	513	1457	1012	259	297	30	6	405	4	1	7	34269	32242
2048	5580	274	15313	10333	155	529	1510	1049	267	305	31	6	397	4	1	7	35760	33566
2049	5776	283	16048	10829	160	546	1564	1086	274	314	31	6	389	4	1	7	37318	34946
2050	5978	293	16818	11349	165	563	1620	1125	282	323	32	6	381	4	1	7	38948	36385

Appendix 5.18E: Projected Traffic in Pessimistic Scenario for HS5

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2018	1059	264	1257	362	35	168	287	325	106	120	30	0	597	8	33	2	4653	5702
2019	1120	279	1341	386	37	178	302	342	112	126	30	0	585	8	32	2	4879	5982
2020	1183	295	1431	412	39	188	317	360	117	132	31	0	573	8	32	2	5120	6279
2021	1250	311	1525	439	41	198	334	378	123	139	31	0	562	8	31	2	5372	6588
2022	1320	329	1626	468	43	209	351	398	129	145	32	0	551	8	31	2	5641	6915
2023	1394	347	1733	499	45	221	369	419	135	152	33	0	540	7	30	2	5926	7261
2024	1472	367	1848	531	48	233	389	440	141	160	33	0	529	7	29	3	6230	7627
2025	1554	387	1970	567	51	246	409	463	148	167	34	0	518	7	29	3	6552	8014
2026	1621	404	2084	599	52	255	426	483	154	174	35	0	508	7	28	3	6832	8340
2027	1691	421	2205	634	54	265	444	503	160	180	35	0	498	7	28	3	7127	8682
2028	1763	439	2333	671	56	275	462	524	166	187	36	0	488	7	27	3	7437	9040
2029	1839	458	2468	710	59	285	482	546	172	194	37	0	478	7	27	3	7764	9415
2030	1918	478	2611	751	61	296	502	569	179	202	38	0	469	7	26	3	8108	9807
2031	1985	495	2736	787	63	305	520	590	184	207	38	0	459	6	25	3	8404	10143
2032	2055	512	2868	825	65	315	539	611	189	213	39	0	450	6	25	3	8714	10493
2033	2127	530	3005	864	67	325	558	633	194	219	40	0	441	6	24	3	9037	10856
2034	2201	548	3150	906	69	336	578	655	199	225	41	0	432	6	24	3	9374	11233
2035	2278	568	3301	949	71	346	599	679	205	231	41	0	424	6	24	3	9726	11625
2036	2358	588	3459	995	74	357	621	704	211	238	42	0	415	6	23	3	10093	12032
2037	2440	608	3625	1043	76	369	643	729	217	245	43	0	407	6	23	3	10476	12456
2038	2526	629	3799	1093	78	381	666	755	223	251	44	0	399	6	22	3	10876	12896
2039	2614	651	3982	1145	81	393	690	782	229	258	45	0	391	5	22	3	11292	13353
2040	2706	674	4173	1200	83	405	715	810	235	266	46	0	383	5	21	3	11727	13828
2041	2801	698	4373	1258	86	418	741	840	242	273	47	0	375	5	21	4	12181	14321
2042	2899	722	4583	1318	89	432	768	870	249	281	48	0	368	5	20	4	12654	14834

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2043	3000	748	4803	1382	92	446	795	901	256	289	49	0	360	5	20	4	13148	15367
2044	3105	774	5033	1448	95	460	824	934	263	297	50	0	353	5	20	4	13662	15920
2045	3214	801	5275	1517	98	475	853	967	270	305	51	0	346	5	19	4	14199	16495
2046	3326	829	5528	1590	101	490	884	1002	278	314	52	0	339	5	19	4	14760	17093
2047	3443	858	5794	1666	104	505	916	1038	286	322	53	0	332	5	18	4	15344	17714
2048	3563	888	6072	1746	107	522	949	1075	294	331	54	0	326	5	18	4	15953	18360
2049	3688	919	6363	1830	111	538	983	1114	302	341	55	0	319	4	18	4	16589	19031
2050	3817	951	6669	1918	114	555	1019	1154	310	350	56	0	313	4	17	4	17252	19728

Appendix 5.18F: Projected Traffic in Pessimistic Scenario for HS6

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2018	2111	103	4037	2723	62	216	582	402	123	140	22	4	927	9	4	4	11469	11345
2019	2232	109	4308	2905	66	229	612	422	129	147	22	4	909	8	4	4	12110	11981
2020	2359	115	4597	3100	70	242	644	444	135	154	23	4	890	8	3	4	12793	12655
2021	2491	122	4900	3304	73	255	678	468	142	162	23	4	873	8	3	4	13510	13360
2022	2631	128	5223	3522	77	269	713	492	149	169	24	5	855	8	3	4	14273	14107
2023	2778	136	5568	3755	82	284	750	517	156	177	24	5	838	8	3	4	15085	14900
2024	2933	143	5936	4003	86	299	789	544	163	186	25	5	821	8	3	4	15949	15741
2025	3098	151	6327	4267	91	316	830	573	171	195	25	5	805	7	3	4	16868	16632
2026	3231	158	6694	4514	94	328	865	597	178	202	26	5	789	7	3	5	17695	17414
2027	3370	164	7083	4776	98	340	901	622	185	210	26	5	773	7	3	5	18567	18236
2028	3515	171	7493	5053	102	353	939	648	192	218	27	5	758	7	3	5	19488	19101
2029	3666	179	7928	5346	106	367	979	675	199	226	27	5	742	7	3	5	20459	20009
2030	3824	187	8388	5656	110	381	1020	703	206	235	28	5	728	7	3	5	21483	20964
2031	3957	193	8790	5928	113	393	1056	729	212	241	28	5	713	7	3	5	22374	21791
2032	4096	200	9212	6212	117	405	1095	755	218	248	29	6	699	6	3	5	23305	22652
2033	4239	207	9654	6510	120	418	1134	782	224	255	29	6	685	6	3	5	24279	23551
2034	4388	214	10118	6823	124	432	1175	810	230	262	30	6	671	6	3	5	25297	24488
2035	4541	222	10604	7150	128	445	1217	839	237	270	31	6	658	6	3	5	26361	25465
2036	4700	229	11112	7494	132	460	1261	870	244	277	31	6	644	6	2	6	27474	26483
2037	4865	237	11646	7853	137	474	1306	901	250	285	32	6	632	6	2	6	28638	27545
2038	5035	246	12205	8230	141	490	1353	933	257	293	32	6	619	6	2	6	29855	28652
2039	5211	254	12791	8625	145	505	1402	967	265	301	33	6	607	6	2	6	31127	29806
2040	5393	263	13405	9039	150	521	1452	1002	272	310	34	7	594	5	2	6	32456	31010
2041	5582	272	14048	9473	155	538	1505	1038	280	318	34	7	583	5	2	6	33847	32265
2042	5778	282	14722	9928	160	555	1559	1075	287	327	35	7	571	5	2	6	35300	33574

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2043	5980	292	15429	10404	165	573	1615	1114	295	336	36	7	559	5	2	6	36820	34938
2044	6189	302	16170	10904	170	591	1673	1154	304	346	36	7	548	5	2	7	38409	36361
2045	6406	313	16946	11427	176	610	1733	1196	312	355	37	7	537	5	2	7	40069	37845
2046	6630	323	17759	11976	181	630	1796	1239	321	365	38	7	527	5	2	7	41806	39393
2047	6862	335	18612	12550	187	650	1860	1283	330	376	39	7	516	5	2	7	43621	41007
2048	7102	347	19505	13153	193	671	1927	1329	339	386	40	8	506	5	2	7	45519	42690
2049	7351	359	20441	13784	199	692	1997	1377	349	397	40	8	496	5	2	7	47504	44446
2050	7608	371	21422	14446	206	714	2069	1427	358	408	41	8	486	4	2	7	49578	46277

Appendix 5.19A: Projected Traffic in Most Likely Scenario for HS1

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2018	1533	32	2274	852	46	240	445	164	74	65	7	5	984	4	11	2	6739	6627
2019	1651	35	2471	926	49	258	477	176	79	70	7	5	965	4	11	2	7187	7091
2020	1778	37	2686	1007	53	278	512	189	85	75	7	6	945	4	11	2	7674	7592
2021	1913	40	2917	1094	57	299	549	202	91	80	7	6	927	4	10	2	8197	8127
2022	2059	43	3168	1188	61	321	588	217	97	85	7	6	908	4	10	2	8764	8704
2023	2215	47	3441	1290	66	346	630	232	103	91	8	6	890	3	10	2	9379	9328
2024	2383	50	3737	1401	71	372	676	249	110	97	8	6	872	3	10	2	10047	10002
2025	2564	54	4058	1521	76	399	724	267	118	104	8	6	855	3	10	2	10770	10730
2026	2726	57	4375	1640	80	423	769	284	125	110	8	6	838	3	9	2	11455	11403
2027	2898	61	4716	1768	85	447	817	301	132	116	8	6	821	3	9	2	12191	12124
2028	3080	65	5084	1906	90	473	868	320	139	123	8	7	804	3	9	2	12981	12894
2029	3274	69	5480	2054	95	500	921	340	148	130	8	7	788	3	9	2	13830	13718
2030	3481	73	5908	2215	101	529	979	361	156	138	9	7	772	3	9	2	14741	14598
2031	3672	77	6309	2365	106	557	1033	381	164	144	9	7	757	3	9	2	15596	15423
2032	3874	81	6738	2526	112	586	1091	402	171	151	9	7	742	3	8	2	16505	16297
2033	4087	86	7197	2698	117	616	1152	425	180	159	9	7	727	3	8	2	17473	17225
2034	4312	91	7686	2881	124	648	1217	448	188	166	9	7	713	3	8	2	18504	18209
2035	4549	96	8209	3077	130	682	1285	474	197	174	10	7	698	3	8	2	19601	19253
2036	4799	101	8767	3286	137	718	1357	500	207	183	10	8	684	3	8	2	20769	20360
2037	5063	106	9363	3510	144	755	1433	528	217	191	10	8	671	3	8	2	22012	21534
2038	5342	112	10000	3748	151	794	1513	558	227	201	10	8	657	3	7	3	23334	22779
2039	5635	119	10680	4003	159	836	1598	589	238	210	10	8	644	3	7	3	24742	24101
2040	5945	125	11406	4276	167	879	1688	622	249	220	11	8	631	2	7	3	26240	25502
2041	6272	132	12182	4566	176	925	1782	657	261	231	11	8	619	2	7	3	27834	26988
2042	6617	139	13010	4877	185	973	1882	693	274	242	11	9	606	2	7	3	29530	28565

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2043	6981	147	13895	5208	195	1023	1987	732	287	253	11	9	594	2	7	3	31336	30237
2044	7365	155	14839	5563	205	1077	2099	773	301	266	11	9	582	2	7	3	33257	32011
2045	7770	163	15849	5941	216	1133	2216	817	315	278	12	9	571	2	6	3	35301	33893
2046	8198	172	16926	6345	227	1191	2340	862	331	292	12	9	559	2	6	3	37476	35890
2047	8649	182	18077	6776	239	1253	2471	911	346	306	12	9	548	2	6	3	39791	38008
2048	9124	192	19306	7237	251	1319	2610	962	363	320	12	10	537	2	6	3	42254	40255
2049	9626	202	20619	7729	264	1387	2756	1015	380	336	13	10	526	2	6	3	44876	42638
2050	10156	214	22021	8255	278	1459	2910	1072	399	352	13	10	516	2	6	3	47665	45167

Appendix 5.19B: Projected Traffic in Most Likely Scenario for HS2

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2018	1657	34	2455	921	49	259	483	182	83	72	7	5	1063	4	11	2	7288	7184
2019	1784	36	2669	1001	53	279	518	195	89	77	7	5	1042	4	11	2	7773	7687
2020	1922	39	2901	1089	57	301	555	209	96	83	7	6	1021	4	11	2	8300	8231
2021	2068	42	3150	1182	61	323	595	224	102	88	7	6	1001	4	10	2	8865	8811
2022	2225	45	3421	1284	66	348	638	240	109	94	7	6	981	4	10	2	9479	9438
2023	2394	49	3716	1394	70	374	684	257	116	101	8	6	961	3	10	2	10145	10116
2024	2576	53	4035	1514	76	402	733	276	124	107	8	6	942	3	10	2	10866	10847
2025	2772	57	4382	1644	81	432	786	296	133	115	8	6	923	3	10	2	11649	11636
2026	2946	60	4724	1773	86	457	834	314	140	121	8	6	904	3	9	2	12390	12368
2027	3132	64	5092	1911	91	483	886	334	149	128	8	6	886	3	9	2	13186	13149
2028	3329	68	5490	2060	96	511	941	354	157	136	8	7	869	3	9	2	14041	13985
2029	3539	72	5918	2221	102	541	999	376	166	144	8	7	851	3	9	2	14959	14879
2030	3762	77	6379	2394	108	573	1061	400	176	152	9	7	834	3	9	2	15945	15834
2031	3969	81	6813	2556	113	602	1121	422	184	159	9	7	818	3	9	2	16869	16729
2032	4187	85	7276	2730	119	634	1183	446	193	167	9	7	801	3	8	2	17853	17677
2033	4418	90	7771	2916	126	667	1250	471	202	175	9	7	785	3	8	2	18900	18684
2034	4661	95	8300	3114	132	701	1320	497	212	184	9	7	770	3	8	2	20015	19751
2035	4917	100	8864	3326	139	738	1394	525	222	192	10	7	754	3	8	2	21201	20883
2036	5187	106	9467	3552	146	776	1472	554	233	202	10	8	739	3	8	2	22464	22084
2037	5473	112	10110	3794	154	816	1554	585	244	211	10	8	724	3	8	2	23808	23358
2038	5774	118	10798	4052	162	859	1641	618	256	221	10	8	710	3	7	3	25239	24709
2039	6091	124	11532	4327	170	904	1733	653	268	232	10	8	696	3	7	3	26761	26141
2040	6426	131	12316	4622	179	951	1830	689	281	243	11	8	682	2	7	3	28381	27661
2041	6780	138	13154	4936	188	1000	1932	728	295	255	11	8	668	2	7	3	30105	29273
2042	7153	146	14048	5271	198	1052	2041	769	309	267	11	9	655	2	7	3	31940	30983

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2043	7546	154	15004	5630	208	1107	2155	812	324	280	11	9	642	2	7	3	33892	32797
2044	7961	163	16024	6013	219	1164	2276	857	339	293	11	9	629	2	7	3	35970	34721
2045	8399	171	17114	6422	231	1225	2403	905	355	307	12	9	616	2	6	3	38181	36761
2046	8861	181	18277	6858	243	1288	2538	956	372	322	12	9	604	2	6	3	40533	38926
2047	9348	191	19520	7325	255	1355	2680	1009	390	338	12	9	592	2	6	3	43036	41223
2048	9862	201	20848	7823	269	1426	2830	1066	409	354	12	10	580	2	6	3	45700	43659
2049	10405	212	22265	8355	283	1500	2988	1126	429	371	13	10	568	2	6	3	48535	46244
2050	10977	224	23779	8923	297	1578	3156	1189	449	389	13	10	557	2	6	3	51551	48986

Appendix 5.19C: Projected Traffic in Most Likely Scenario for HS3

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2018	1278	23	1894	710	35	200	373	137	62	54	5	4	820	4	7	2	5606	5500
2019	1376	25	2059	771	37	215	400	147	67	58	5	4	804	4	7	2	5980	5886
2020	1482	27	2238	839	40	232	428	157	71	62	5	4	788	4	7	2	6385	6303
2021	1595	29	2431	911	43	249	459	168	76	66	5	4	772	4	7	2	6820	6748
2022	1716	31	2640	989	46	268	492	181	81	70	5	4	756	4	6	2	7292	7229
2023	1846	34	2867	1074	50	288	528	194	87	75	5	4	741	3	6	2	7805	7749
2024	1987	36	3113	1166	54	310	566	208	93	80	6	4	727	3	6	2	8360	8310
2025	2137	39	3381	1267	58	333	606	223	99	86	6	4	712	3	6	2	8962	8915
2026	2272	41	3645	1365	61	352	644	236	105	91	6	4	698	3	6	2	9532	9476
2027	2415	44	3929	1472	64	373	684	251	111	96	6	4	684	3	6	2	10145	10076
2028	2567	47	4236	1587	68	394	726	267	117	102	6	5	670	3	6	2	10803	10717
2029	2729	50	4566	1711	72	417	771	283	124	107	6	5	657	3	6	2	11509	11402
2030	2901	53	4922	1844	76	441	819	301	131	114	6	5	644	3	5	2	12268	12135
2031	3061	56	5257	1969	80	464	865	317	138	119	6	5	631	3	5	2	12979	12822
2032	3229	59	5614	2103	84	488	913	335	144	125	6	5	618	3	5	2	13736	13550
2033	3407	62	5996	2246	89	514	965	354	151	131	7	5	606	3	5	2	14542	14322
2034	3594	65	6404	2399	93	541	1019	374	159	137	7	5	594	3	5	2	15400	15141
2035	3792	69	6839	2562	98	569	1076	395	166	144	7	5	582	3	5	2	16313	16010
2036	4000	73	7304	2736	103	598	1136	417	174	151	7	5	570	3	5	2	17286	16931
2037	4220	77	7801	2922	109	629	1199	440	182	158	7	5	559	3	5	2	18320	17909
2038	4452	81	8332	3121	114	662	1267	465	191	165	7	6	548	3	5	3	19421	18946
2039	4697	86	8898	3333	120	697	1338	491	200	173	7	6	537	3	5	3	20593	20045
2040	4956	90	9503	3560	127	733	1412	518	210	182	8	6	526	2	4	3	21840	21212
2041	5228	95	10149	3802	133	771	1492	547	220	190	8	6	515	2	4	3	23167	22449
2042	5516	100	10840	4061	140	811	1575	578	231	200	8	6	505	2	4	3	24579	23761

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2043	5819	106	11577	4337	147	853	1663	610	242	209	8	6	495	2	4	3	26082	25153
2044	6139	112	12364	4632	155	897	1756	645	253	219	8	6	485	2	4	3	27682	26630
2045	6477	118	13205	4947	163	944	1855	681	265	230	8	6	475	2	4	3	29384	28197
2046	6833	124	14103	5283	172	993	1959	719	278	241	9	7	466	2	4	3	31195	29858
2047	7209	131	15062	5642	181	1045	2068	759	292	252	9	7	457	2	4	3	33122	31621
2048	7605	139	16086	6026	190	1099	2184	802	306	264	9	7	447	2	4	3	35173	33492
2049	8024	146	17180	6436	200	1156	2307	846	320	277	9	7	438	2	4	3	37355	35476
2050	8465	154	18348	6873	210	1217	2436	894	336	290	9	7	430	2	4	3	39678	37581

Appendix 5.19D: Projected Traffic in Most Likely Scenario for HS4

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2018	1659	81	3170	2139	50	171	456	317	97	111	17	3	728	7	2	4	9010	8922
2019	1787	88	3445	2325	54	184	489	340	103	118	17	3	713	7	2	4	9679	9592
2020	1924	94	3745	2527	58	198	524	364	111	127	18	3	699	7	2	4	10405	10315
2021	2071	102	4067	2744	62	213	562	390	118	135	18	4	685	7	2	4	11183	11088
2022	2228	109	4417	2981	67	229	602	418	126	144	18	4	671	6	2	4	12027	11923
2023	2397	118	4797	3237	72	246	646	448	135	154	19	4	658	6	2	4	12942	12826
2024	2579	127	5209	3515	78	264	692	481	144	165	19	4	645	6	2	4	13934	13800
2025	2775	136	5657	3818	83	284	742	515	154	176	20	4	632	6	2	4	15008	14853
2026	2950	145	6099	4115	88	300	788	547	163	186	20	4	619	6	2	5	16037	15843
2027	3136	154	6574	4436	93	318	837	581	172	197	20	4	607	6	2	5	17142	16904
2028	3334	164	7087	4782	99	336	889	617	182	208	21	4	594	6	2	5	18329	18039
2029	3544	174	7640	5155	104	356	944	655	192	220	21	4	583	6	2	5	19605	19254
2030	3767	185	8236	5557	111	376	1002	696	204	233	22	4	571	5	2	5	20976	20555
2031	3974	195	8796	5935	116	396	1058	735	213	244	22	4	560	5	2	5	22262	21774
2032	4193	206	9394	6339	122	417	1118	776	224	256	22	4	548	5	2	5	23631	23068
2033	4423	217	10033	6770	129	438	1180	820	234	268	23	4	537	5	2	5	25090	24443
2034	4667	229	10715	7230	135	461	1246	866	246	281	23	5	527	5	2	5	26643	25902
2035	4923	241	11444	7722	142	485	1316	914	257	295	24	5	516	5	2	5	28297	27452
2036	5194	255	12222	8247	150	510	1390	965	270	309	24	5	506	5	2	6	30058	29098
2037	5480	269	13053	8808	158	537	1468	1019	283	324	25	5	496	5	2	6	31934	30846
2038	5781	284	13940	9407	166	565	1550	1076	296	339	25	5	486	5	2	6	33932	32702
2039	6099	299	14888	10047	174	594	1637	1137	311	355	26	5	476	5	2	6	36060	34674
2040	6435	316	15901	10730	184	625	1728	1200	325	373	26	5	466	4	2	6	38326	36768
2041	6789	333	16982	11459	193	658	1825	1268	341	390	27	5	457	4	2	6	40739	38992
2042	7162	351	18137	12239	203	692	1927	1339	357	409	27	5	448	4	1	6	43308	41355

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2043	7556	371	19370	13071	214	728	2035	1414	375	429	28	5	439	4	1	6	46045	43864
2044	7971	391	20687	13960	225	766	2149	1493	393	449	28	6	430	4	1	7	48960	46530
2045	8410	412	22094	14909	236	805	2269	1576	411	471	29	6	422	4	1	7	52063	49362
2046	8872	435	23596	15923	249	847	2396	1665	431	494	30	6	413	4	1	7	55369	52370
2047	9360	459	25201	17005	262	891	2531	1758	452	517	30	6	405	4	1	7	58889	55565
2048	9875	484	26915	18162	275	938	2672	1856	473	542	31	6	397	4	1	7	62639	58961
2049	10418	511	28745	19397	290	986	2822	1960	496	568	31	6	389	4	1	7	66632	62568
2050	10991	539	30699	20716	305	1038	2980	2070	520	595	32	6	381	4	1	7	70885	66400

Appendix 5.19E: Projected Traffic in Most Likely Scenario for HS5

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2018	1059	264	1257	362	35	168	287	325	106	120	30	0	597	8	33	2	4653	5702
2019	1141	284	1366	393	37	181	307	348	114	128	30	0	585	8	32	2	4959	6085
2020	1229	306	1485	427	40	195	329	373	122	137	31	0	573	8	32	2	5290	6498
2021	1322	329	1613	464	43	210	353	400	130	147	31	0	562	8	31	2	5646	6938
2022	1423	354	1751	504	46	225	379	429	139	157	32	0	551	8	31	2	6031	7412
2023	1531	381	1902	547	50	242	406	460	148	167	33	0	540	7	30	2	6447	7923
2024	1647	410	2066	594	54	260	435	493	158	179	33	0	529	7	29	3	6898	8474
2025	1772	442	2243	645	58	280	466	529	169	191	34	0	518	7	29	3	7386	9068
2026	1884	469	2418	696	61	296	495	561	179	202	35	0	508	7	28	3	7842	9612
2027	2002	499	2607	750	64	313	526	596	189	214	35	0	498	7	28	3	8332	10192
2028	2129	530	2810	808	68	332	559	633	200	226	36	0	488	7	27	3	8856	10811
2029	2263	564	3029	871	72	351	593	672	212	239	37	0	478	7	27	3	9418	11472
2030	2405	599	3266	939	76	371	630	714	224	253	38	0	469	7	26	3	10020	12176
2031	2538	632	3488	1003	80	390	665	754	235	265	38	0	459	6	25	3	10583	12833
2032	2677	667	3725	1071	85	411	703	796	246	278	39	0	450	6	25	3	11182	13529
2033	2824	704	3978	1144	89	432	742	841	258	291	40	0	441	6	24	3	11818	14265
2034	2980	742	4249	1222	94	455	783	888	270	305	41	0	432	6	24	3	12494	15044
2035	3144	783	4538	1305	98	478	827	938	283	320	41	0	424	6	24	3	13212	15868
2036	3316	826	4846	1394	104	503	874	990	297	335	42	0	415	6	23	3	13975	16740
2037	3499	872	5176	1489	109	529	923	1045	311	351	43	0	407	6	23	3	14786	17664
2038	3691	920	5528	1590	115	557	974	1104	326	368	44	0	399	6	22	3	15647	18641
2039	3894	970	5904	1698	121	586	1029	1166	342	386	45	0	391	5	22	3	16561	19675
2040	4109	1024	6305	1814	127	616	1086	1231	358	404	46	0	383	5	21	3	17533	20769
2041	4335	1080	6734	1937	133	648	1147	1300	376	424	47	0	375	5	21	4	18565	21927
2042	4573	1139	7192	2069	140	682	1211	1373	394	444	48	0	368	5	20	4	19661	23153

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2043	4824	1202	7681	2209	148	717	1279	1450	412	466	49	0	360	5	20	4	20826	24450
2044	5090	1268	8203	2359	155	755	1351	1531	432	488	50	0	353	5	20	4	22063	25823
2045	5370	1338	8761	2520	163	794	1427	1617	453	511	51	0	346	5	19	4	23378	27276
2046	5665	1412	9356	2691	172	835	1506	1707	475	536	52	0	339	5	19	4	24774	28814
2047	5977	1489	9993	2874	181	879	1591	1803	498	562	53	0	332	5	18	4	26257	30441
2048	6305	1571	10672	3070	190	924	1680	1904	521	589	54	0	326	5	18	4	27833	32164
2049	6652	1658	11398	3279	200	972	1774	2010	546	617	55	0	319	4	18	4	29506	33987
2050	7018	1749	12173	3501	210	1023	1873	2123	573	646	56	0	313	4	17	4	31285	35917

Appendix 5.19F: Projected Traffic in Most Likely Scenario for HS6

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2018	2111	103	4037	2723	62	216	582	402	123	140	22	4	927	9	4	4	11469	11345
2019	2274	111	4389	2959	67	233	624	430	131	150	22	4	909	8	4	4	12320	12196
2020	2449	119	4770	3217	72	251	669	461	141	160	23	4	890	8	3	4	13243	13116
2021	2635	129	5181	3494	78	270	717	495	150	171	23	4	873	8	3	4	14234	14099
2022	2835	138	5626	3794	83	290	769	530	160	183	24	5	855	8	3	4	15308	15161
2023	3051	149	6110	4120	90	312	824	568	171	195	24	5	838	8	3	4	16473	16309
2024	3283	160	6636	4475	96	335	884	609	183	208	25	5	821	8	3	4	17735	17548
2025	3532	172	7206	4859	104	360	947	653	195	223	25	5	805	7	3	4	19102	18887
2026	3755	183	7768	5238	110	381	1006	694	207	235	26	5	789	7	3	5	20412	20147
2027	3991	195	8374	5647	116	403	1068	737	219	249	26	5	773	7	3	5	21818	21495
2028	4243	207	9027	6088	123	427	1134	782	231	264	27	5	758	7	3	5	23330	22939
2029	4510	220	9732	6562	130	451	1205	831	245	279	27	5	742	7	3	5	24954	24485
2030	4794	234	10491	7074	137	477	1279	883	259	295	28	5	728	7	3	5	26699	26140
2031	5058	247	11204	7555	145	502	1351	932	272	309	28	5	713	7	3	5	28336	27690
2032	5336	260	11966	8069	152	528	1427	984	285	324	29	6	699	6	3	5	30079	29336
2033	5630	275	12780	8618	160	556	1507	1039	298	340	29	6	685	6	3	5	31935	31084
2034	5939	290	13649	9204	168	585	1591	1097	313	356	30	6	671	6	3	5	33912	32940
2035	6266	306	14577	9830	177	615	1680	1159	328	373	31	6	658	6	3	5	36018	34912
2036	6611	323	15568	10498	186	647	1774	1224	343	391	31	6	644	6	2	6	38260	37005
2037	6974	340	16627	11212	196	681	1874	1292	360	410	32	6	632	6	2	6	40648	39229
2038	7358	359	17757	11974	206	716	1979	1365	377	429	32	6	619	6	2	6	43192	41590
2039	7763	379	18965	12788	217	753	2089	1441	395	450	33	6	607	6	2	6	45900	44098
2040	8189	400	20254	13658	228	793	2206	1522	414	471	34	7	594	5	2	6	48784	46762
2041	8640	422	21631	14587	240	834	2330	1607	434	494	34	7	583	5	2	6	51856	49591
2042	9115	445	23102	15579	253	877	2460	1697	455	518	35	7	571	5	2	6	55127	52597

Year	Car	Taxi	2 Wheeler	3 Wheeler	Mini Bus	Standard Bus	LCV	2 Axle	3 Axle	MAV	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn	Others	Total Vehicles	Total PCU
2043	9616	469	24673	16638	266	923	2598	1792	477	543	36	7	559	5	2	6	58611	55789
2044	10145	495	26351	17769	279	971	2744	1892	500	569	36	7	548	5	2	7	62321	59180
2045	10703	522	28143	18978	294	1021	2897	1998	524	596	37	7	537	5	2	7	66272	62782
2046	11292	551	30057	20268	309	1074	3060	2110	549	625	38	7	527	5	2	7	70480	66609
2047	11913	581	32101	21647	325	1130	3231	2229	575	654	39	7	516	5	2	7	74962	70674
2048	12568	613	34284	23119	342	1189	3412	2353	603	686	40	8	506	5	2	7	79735	74993
2049	13259	647	36615	24691	360	1251	3603	2485	631	719	40	8	496	5	2	7	84818	79582
2050	13989	683	39105	26370	379	1316	3805	2624	662	753	41	8	486	4	2	7	90233	84458

Appendix 5.20A: Speed and Delay Study

NH 29 Stretch Daboka to Lahorijan

Analysis of Data

(I) Daboka - Lahorijan

Total Length of the Study Stretch	=	117.90 km.
a) Traffic flow		
na = Average number of vehicles met when test car travelling in the opposite direction	=	801.00
ny = Average number of vehicles overtaking - overtaken	=	6.00
tw = Average journey time	=	183.00 min
ta = Average journey time in opposite direction	=	178.00 min
q = Mean flow of traffic = $((na+ny)*60)/(ta+tw)$	=	134.00 vehicles / hr
b) Mean journey time = $tw-ny/(q/60)$	=	180.31 min
c) Mean journey speed = (Length of Stretch x 60)/ Mean Journey Time	=	39.2 kmph
d) Mean delay	=	29.00 min
e) Mean running time = Mean Journey Time - Mean Delay	=	151.31 min
f) Mean running speed = (Length of Stretch x 60)/ Mean Running Time	=	46.75 kmph

(II) Lahorijan - Daboka

Total Length of the Study Stretch	=	117.90 km.
a) Traffic flow		
na = Average number of vehicles met when test car travelling in the opposite direction	=	669.00
ny = Average number of vehicles overtaking - overtaken	=	4.00
tw = Average journey time	=	178.00 min
ta = Average journey time in opposite direction	=	183.00 min
q = Mean flow of traffic = $((na+ny)*60)/(ta+tw)$	=	112.00 vehicles / hr
b) Mean journey time = $tw-ny/(q/60)$	=	175.86 min
c) Mean journey speed = (Length of Stretch x 60)/ Mean Journey Time	=	40.2 kmph
d) Mean delay	=	31.00 min
e) Mean running time = Mean Journey Time - Mean Delay	=	144.86 min
f) Mean running speed = (Length of Stretch x 60)/ Mean Running Time	=	48.8 kmph

Appendix 5.20B: Speed and Delay Study

NH 129 Stretch Khatkhathi to Numaligarh

Analysis of Data

(I) Khatkhathi - Numaligarh

Total Length of the Study Stretch = 98.00 km.

a) Traffic flow

na = Average number of vehicles met when test car travelling in the opposite direction = 676.00
 ny = Average number of vehicles overtaking - overtaken = 5.00
 tw = Average journey time = 122.00 min
 ta = Average journey time in opposite direction = 118.00 min
 q = Mean flow of traffic = $((na+ny)*60)/(ta+tw)$ = 170.00 vehicles / hr

b) Mean journey time = $tw - ny/(q/60)$ = 120.24 min
 c) Mean journey speed = (Length of Stretch x 60) / Mean Journey Time = 48.9 kmph
 d) Mean delay = 31.00 min
 e) Mean running time = Mean Journey Time - Mean Delay = 89.24 min
 f) Mean running speed = (Length of Stretch x 60) / Mean Running Time = 65.89 kmph

(II) Numaligarh - Khatkhathi

Total Length of the Study Stretch = 98.00 km.

a) Traffic flow

na = Average number of vehicles met when test car travelling in the opposite direction = 595.00
 ny = Average number of vehicles overtaking - overtaken = 2.00
 tw = Average journey time = 118.00 min
 ta = Average journey time in opposite direction = 122.00 min
 q = Mean flow of traffic = $((na+ny)*60)/(ta+tw)$ = 149.00 vehicles / hr

b) Mean journey time = $tw - ny/(q/60)$ = 117.19 min
 c) Mean journey speed = (Length of Stretch x 60) / Mean Journey Time = 50.2 kmph
 d) Mean delay = 30.00 min
 e) Mean running time = Mean Journey Time - Mean Delay = 87.19 min
 f) Mean running speed = (Length of Stretch x 60) / Mean Running Time = 67.4 kmph