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**SECTION 120 - IMPROVEMENT IN ALIGNMENT AND
DIMENSIONS**

2607. The five main types of improvement are-
- a. Improving visibility.
 - b. Widening bad bends (see table 3.4).
 - c. Widening culverts or other place where the road way is restricted.
 - d. Widening the entire payment, eg, to make it suitable for two-way traffic.
 - e. Providing an additional traffic lane, independent of the original alignment.
2608. The reduction of bad gradients is seldom practicable, especially if the road is in use. It is better to realign the road.
2609. In hilly country large- scale widening is likely to be impracticable. A better solution may be: -
- a. To provide separate tracks for specific categories of traffic, eg, pack animals, tracked vehicles and ¼ ton trucks.

TABLE 26.1 METHODS OF IMPROVING EXISTING ROADS

S = Suitable and recommended
P = Possible but not recommended
U = Unsuitable

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Ser no	Existing road	Method of improvement										
		Oil spray	Expedients (tracks)	Gravel surface	Surface dressing	Additional base and surfacing	Grouted macadam	Tar macadam	Colloidal concrete	Cement bound	Lean mix concrete	Concrete slab
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(j)	(k)	(m)	(n)	(p)
1.	Earth	S	S	S	U	S	P	P	S	S	S	S
2.	Oiled earth	S	S	P	P	S	P	P	S	S	S	S
3.	Cement stabilized	U	S	U	P	S	P	P	S	S	S	S
4.	Gravel	P	S	S	S	U	S	S	S	S	S	S
5.	Dry or water bound macadam	U	S	P	S	U	S	S	P	P	P	S
6.	Grouted or tar macadam	U	P	U	S	U	P	S	S	S	S	S
7.	Colloidal cement bound or lean mix concrete	U	P	U	S	U	P	S	S	S	S	S
8.	Concrete slab	U	P	U	P	U	P	S	P	P	p	S

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- a. To construct passing places and lay-bys on a generous scale and to institute coordinated traffic control.
- b. To provide a “climbing lane” i.e., an additional lane for uphill traffic, reserved for use by slow climbing vehicles.