



Comparative analysis between Overlay And Reconstruction methods for Strengthening and Rehabilitation of pavements

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Abstract : Developing a strengthening and rehabilitation design generally requires extensive investigation into the condition of the existing pavement structure, performance history, and laboratory testing of materials to establish suitability of existing and proposed materials for use in the rehabilitation design. field investigation will require a deflection survey, drainage survey, and perhaps additional non-destructive testing (NDT) surveys such as ground penetrating radar (GPR), dynamic cone penetrometer (DCP), and seismic. **Falling Weight Deflectometer (FWD)** is recommended by Indian Road Congress (IRC) to determine overlay thickness and same has studied by scholar in one of the National Highway Project i.e. Four Laning of NH-37 from Rangagara to Kaliabor Tiniali (Ch: 297.000 Km to Ch: 315.315 Km of NH-37) in Nagaon District in the State of Assam

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The preferred rehabilitation strategy should consider:

- cost-effectiveness
- repair of the specific problems of the existing pavement
- prevention of future problems
- meeting all existing constraints of the project

Main objective of this study is to develop a strategy to select the most cost efficient pavement strengthening and rehabilitation of existing pavement two methods could be adopted and we have studied pro and cons of both method and presented in this paper.

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