



MANIPAL INSTITUTE OF TECHNOLOGY

MANIPAL

(A constituent unit of MAHE, Manipal)

MANIPAL INSTITUTE OF TECHNOLOGY III SEMESTER B. TECH (CIVIL ENGINEERING)

END SEMESTER EXAMINATION, JAN 2023

HIGHWAY ENGINEERING (CIE 2152)

(- - 2023)

TIME: 3 HRS.

MAX. MARKS: 50

Note: 1. Answer all questions.

2. Any missing data may be suitably assumed.

| Q. NO | QUESTION | MARKS | CO | BL |
|-------|--|-------|----|----|
| 1A | List the factors that affects Over Taking Distance (OSD). | 2 | 2 | 2 |
| 1B | With a neat sketch, derive the expression for Stopping Sight Distance (SSD). | 3 | 2 | 2 |
| 1C | A radius of 250m has to be provided at a locality due to site restrictions on a NH on plain terrain. Design the super-elevation. Should there be restriction in speed? Assume design speed of 100kmph. | 5 | 2 | 3 |
| 2A | Explain pay as you go method of highway finance. | 2 | 5 | 2 |
| 2B | Describe floating car method of speed and delay study. | 3 | 3 | 2 |
| 2C | Describe volume-capacity ratio and Level of Service (LOS) curve with a neat sketch. | 5 | 3 | 3 |
| 3A | Define Equivalent Single Wheel Load (ESWL). Draw a neat sketch of overlapping of loads from the dual wheel in a layered pavement structure. | 2 | 4 | 2 |
| 3B | With a neat sketch explain alligator cracking in flexible pavement and scaling of concrete in rigid pavement. | 3 | 4 | 2 |
| 3C | Draw a neat sketch of flexible pavement and explain the functions of each layers. | 5 | 4 | 3 |
| 4A | Give your opinion on: in long run rigid pavement is economical than flexible pavement. | 2 | 4 | 1 |
| 4B | With a neat sketch explain the effect of daily and seasonal variation of temperature on rigid pavement. | 3 | 4 | 2 |
| 4C | With a neat diagram explain the importance of Dowel bars and Tie bars in the rigid pavement. | 5 | 4 | 2 |
| 5A | Define highway cost. Describe its components. | 2 | 5 | 1 |
| 5B | Define Vehicle Operation Cost (VOC). Mention the factors on which VOC depends. | 3 | 5 | 2 |

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|--|---|---|---|---|-------------|----------------------------------|---|------------|---------------------|---------------------|------|---------|----------|----------|-----|----|---------------|---------------------------|----------------------------|-------------------------------------|---------------|---------------|
| 5C | Compare the annual costs of a 2-lane highway per km for two types of pavement structures: | 5 | 5 | 3 | | | | | | | | | | | | | | | | | | |
| <table><tr><td>Description</td><td>WBM with thin bituminous surface</td><td>WMM base with WBM binder course and bituminous concrete surface</td></tr><tr><td>Total cost</td><td>Rs.135 lakhs per km</td><td>Rs.220 lakhs per km</td></tr><tr><td>Life</td><td>5 years</td><td>15 years</td></tr><tr><td>Interest</td><td>10%</td><td>8%</td></tr><tr><td>Salvage value</td><td>Rs.20 lakhs after 5 years</td><td>Rs.55 lakhs after 15 years</td></tr><tr><td>Annual avg. maintenance cost per km</td><td>Rs.0.45 lakhs</td><td>Rs.0.90 lakhs</td></tr></table> | | | | | Description | WBM with thin bituminous surface | WMM base with WBM binder course and bituminous concrete surface | Total cost | Rs.135 lakhs per km | Rs.220 lakhs per km | Life | 5 years | 15 years | Interest | 10% | 8% | Salvage value | Rs.20 lakhs after 5 years | Rs.55 lakhs after 15 years | Annual avg. maintenance cost per km | Rs.0.45 lakhs | Rs.0.90 lakhs |
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