

Project Description

The project road is located in four districts namely: Imphal east, Kamjong, Kangpokpi, Ukhrul. The project corridor takes off from Laikot near Yaingangpokpi to Hungpung. This road has an approximate length of 43.129 km from Laikot at existing chainage of 0.000 km of NH-202 (which is design chainage 0/000 km) and ends at existing chainage 48.273 km (design chainage (43/129 km) at Hungpung connecting Imphal to Ukhrul leading to Jessami in the state of Manipur.

The project highway consists of one homogeneous sections from traffic point of view: Yaingangpokpi to Hungpung on NH 202.

Need of the Project

Road has a special importance as vital infrastructure for economic development of the state. Highways and roads are regarded as arteries and veins of a state which are essential for its growth. The inter-district road density in 2002 for Ukhrul was 24.47 km per 100 square km, which is much lower than the state average of 51.2 km per 100 square km. Altogether 32 percent villages in the district are connected by all-weather roads. Pathetic road condition in the hill districts of the state has always been detrimental for their development. It also determines the interaction among the people. In most of the villages inter village roads are not surfaced. Ukhrul being the district headquarter, needs to be well connected with its towns and villages as well as other districts. The NH also has a tourist importance as it connects the Shiroy Peak.

Highway Design Alignment

The proposed highway design alignment has been undertaken as per accepted standards to ensure safety of all road users. In addition facilities and safety such as breast wall, retaining wall, W-Beam crash barrier, etc. have been incorporated to minimize adverse impacts of traffic and terrain condition in the corridor. Various alternate alignments were studied to minimise the environmental impact of the project stretch. The project road has most realignment section.



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FIGURE 1: PROJECT STRETCH



FIGURE 2: ALTERNATE ALIGNMENTS FOR NAMBOL SECTION

Alignment 1



As per the map provided above, the view of the project road itself shows the alignment passes through the forest ranges and any other alternate thereof to be planned will totally acquire the


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forest lands in any manner. So, it is recommended to follow the existing alignment which will only acquire the additional forest.


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