

Project Background

National Highways and Infrastructure Development Corporation (NHIDCL) a fully owned company of the Ministry of Road Transport & Highways (MoRT&H), Government of India promotes, surveys, establishes, design, build, operate, maintain and upgrade National Highways and Strategic Roads including interconnecting roads in parts of the country which share international boundaries with neighboring countries. The regional connectivity so enhanced would promote cross border trade and commerce and help safe guard India's international borders. This would lead to the formation of a more integrated and economically consolidated South and South East Asia. In addition, there would be overall economic benefits for the local population and help integrate the peripheral areas with the mainstream in a more robust manner.

As a part of the above-mentioned endeavor, National Highways & Infrastructure Development Corporation Limited (NHIDCL) has been entrusted with the widening/ strengthening of 2-laning with paved shoulder of **Imphal - Jiribam Section of NH-37 (Package-VII) in the state of Manipur.**

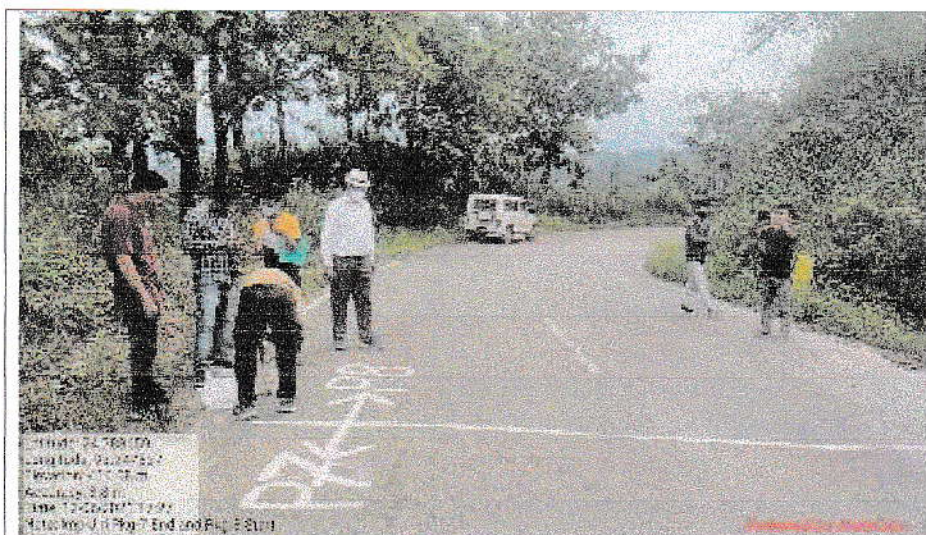
The project road starts at existing Ch.175+105 Km. (Design Ch. Km. 169+570) from Nungkao village of Tamenglong district to Ch. 214+289 km (Design Ch. Km. 205+974) near Jiribam village of Jiribam district covering a length of 36.404 Km. which requires total diversion of forest land is 95.128 Ha.


05-06-2022

Dy. General Manager (P)
PMU-Noney, NHIDCL

Project Description

The project road starts at existing Ch.175+105 km from Nungkao village of Tamenglong district to Ch. 214+289 km near Jiribam village of Jiribam district. As per design the length of the proposed project road comes out as 36.404 km (Proposed chainage from Km 169+570 to Km 205+974) under Package-VII. The road passes through mountainous / steep terrain. This road is passing through Nungkao village, New Kaiphundai village, Old Kaiphundai village, Lhangnom village, Muktokhal village, Tatbung village, Phaitol village and Jiribam village. Photo and Key plan of Imphal - Jiribam road is shown below.



Start of Package VII

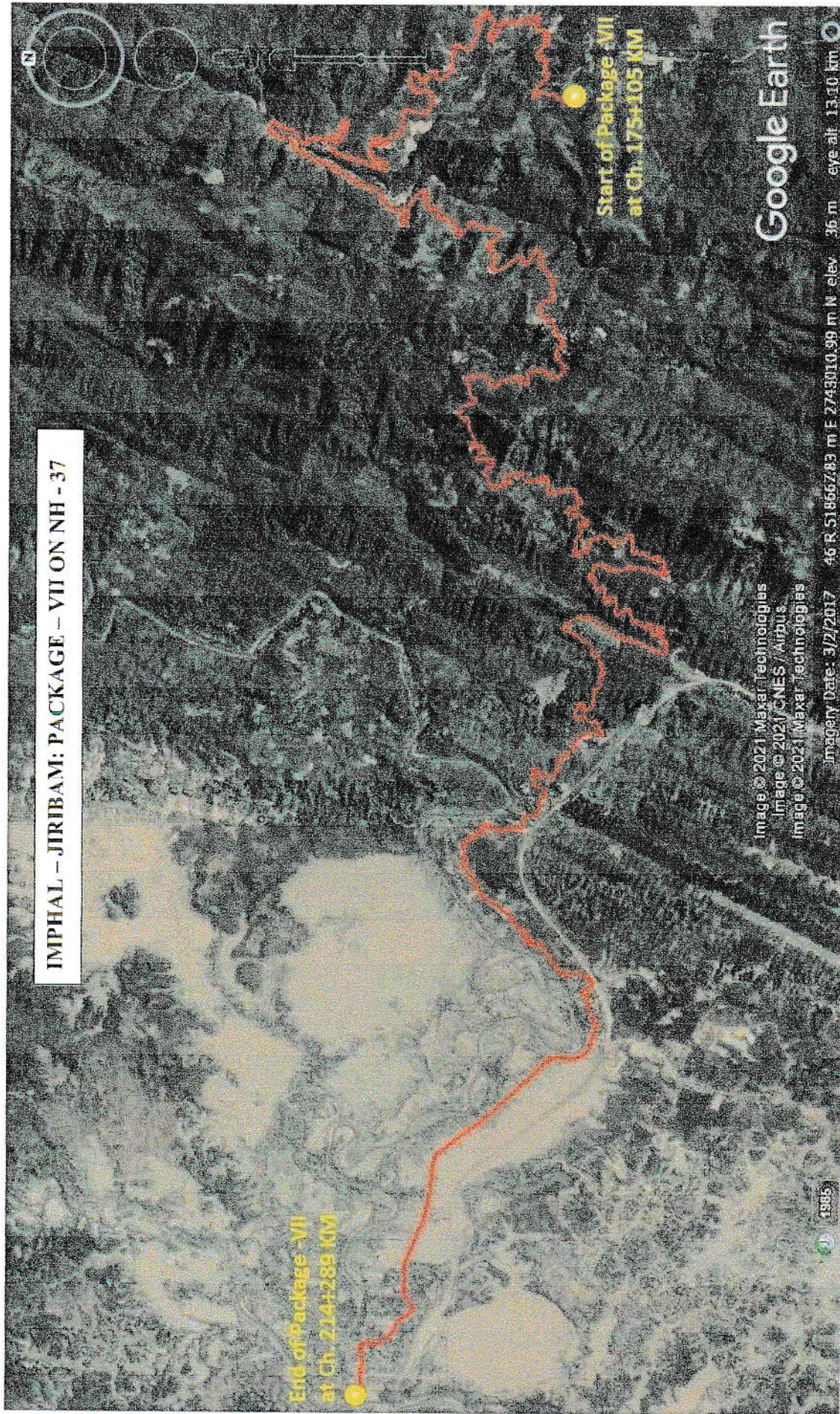


End of Package VII

(Signature)
25.01.2022

Dy. General Manager (P)
PMU-Noney, NHIDCL

IMPHAL - JIRIBAM: PACKAGE - VII ON NH - 37



OK pmt
25.0.2021

Dy. General Manager (P)
PMU-Noney, NHIDCL

Justification / Need of the Road

The development of the project road is important because

- The Project Road strategically interconnects two States (i.e., Manipur & Assam).
- The development of the road will boost the agricultural and industrial development of the surrounding area which can be viewed as boosting economic growth and poverty reduction, bringing substantial social and economic development in the region.
- The social benefits arising due to the project will be triggered off due to improved accessibility to various services such as easy access to markets, health facilities, schools, work place etc which in turn increases the income of the locals, and ultimately elevating their standard of living.
- This road passes through the many important places of business / agricultural interests like Phaitol village, Jiribam town.

Social Benefit

Growth of the GDP of the district of Tamenglong and Jiribam

- It is expected that GDP of the district will have enhanced growth due to this improvement in road connectivity.
- As this road is the only proper connection of with Imphal and Jiribam Town, we expect that GDP of Imphal to increase manifold. This benefit will be for 5 years at enhanced rate of 10%, 10 years for enhanced 5% rate & 15 years for enhanced rate of 2%.

The current GDP of Jiribam district is not available but can be derived from

- GDP of the Manipur state = 18,000 Crore / annum in 2014-15
- Population of Manipur = 30 Lacs
- Population of Tamenglong District = 1.56 Lacs
- Population of Jiribam District = 0.44 Lacs

Alignment Justification

The existing alignment of the Imphal – Jiribam road (Package-VII) has been followed with some minor curve corrections. The proposed alignment follows existing route. However, in this case existing alignment has been found suitable considering Techno- commercial aspect, Social & Environmental Impact. The impact to Environment along existing alignment is almost nil and land to be acquired is minimal. Compensatory afforestation, Tree plantation balance any negative impact caused by development. Also, improvement in road will reduce noise and air pollution. The alignment finalized is the most suitable alignment and no other alternative would be better considering all aspects.


05-01-2021

Dy. General Manager (P)
PMU-Noney, NHIDCL