

## JUSTIFICATION

### **Project Description**

The project road is located in one district namely: Ukhrul. The project corridor takes off from Hungpung to Longpi Kajui. This road has an approximate length of 36.423 km from Hungpung at existing chainage of 48.275 km on NH-202 (which is design chainage 43/129 km) and ends at existing chainage 94.612 km (design chainage (79/552 km) at Longpi Kajui connecting Imphal to Ukhrul leading to Jessami km in the state of Manipur.

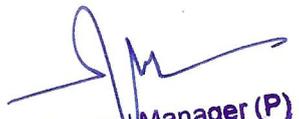
The project highway consists of one homogeneous section from traffic point of view: **Hungpung to Longpi Kajui on NH 202.**

### **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.

  
General Manager (P)  
NHIDCL  
Imphal

**FIGURE 1: PROJECT STRETCH**



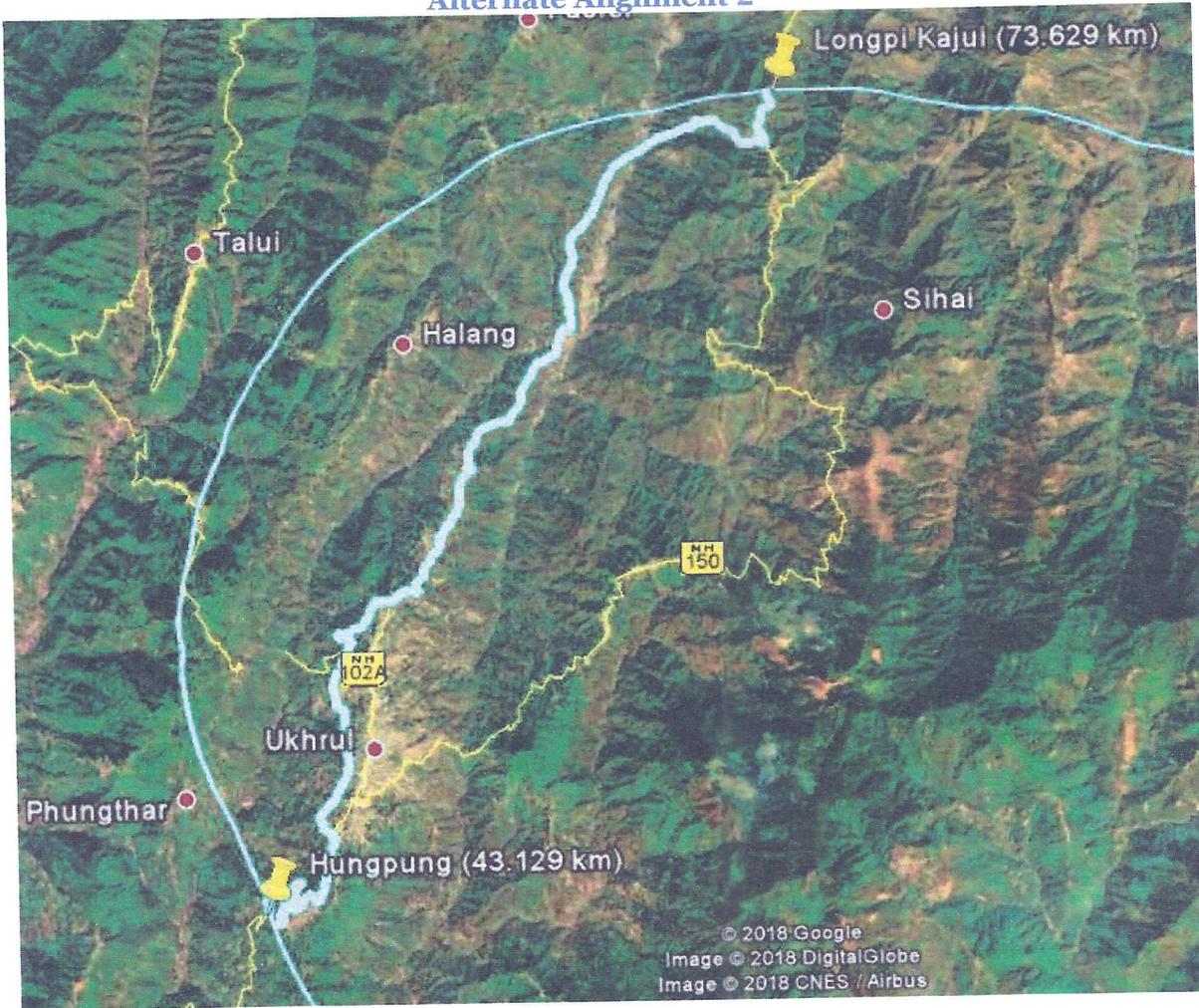
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**Alternate Alignment 1**



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**Alternate Alignment 2**



  
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**Alternate Alignment 3**



Sl. No	Start	End	Length (km)	Location
1	43.129	79.552	36.423	Start-Hungpung, End- LongpiKajui
2	43.129	73.629	30.500	Start-Hungpung, End- LongpiKajui
3	43.129	81.729	38.600	Start-Hungpung, End- LongpiKajui

Sl. No	ALIGNMENT	LENGTH (km)	ADVANTAGE	DISADVANTAGE	Remarks
1		36.423	1. Shorter in length 2. Uses existing carriage at many section 3. Less forest land to be acquired	1. Dismantling of sheds and private structures is more	Accepted (Less land acquisition, shorter in length, good geometry, good

Sl. No	ALIGNMENT	LENGTH (km)	ADVANTAGE	DISADVANTAGE	Remarks
			4. Good geometry is achievable		communication to all the built-up section in the stretch)
2		30.500	1. Shortest in length 2. Less dismantling is required	1. More forest sections are to be acquired 2. Bypasses all the built-up area 3. Crosses large and more number of water bodies	Rejected
3		38.600	1. Less dismantling is required	1. More forest sections are to be acquired 2. Bypasses all the built-up area 3. Land Acquisition cost is high 4. Crosses large and more number of water bodies 5. High in length	Rejected

As per the observations and discussions made with the officials from client office and forest department, the alignment 1 is the best suited alignment for the project road as it requires very less forest land acquisition and the pollution levels are less as compared to the standards. The other alternates will require acquisition as they are fully new alignment and hence polluting the area. Moreover, the alternate pass through major built-up section i.e., Ukhrul which requires dismantling of large structure. So, it is recommended to follow the existing alignment which will which will connect all most all the built-up section and require less land acquisition.