

TABLE OF CONTENTS

9	RECOMMENDATIONS AND WAY FORWARD	i
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9 CONCLUSIONS AND RECOMMENDATIONS AND WAY FORWARD

Based on the findings of the study, the following conclusions/recommendations are made:

The study of the Project Highway comprised of Traffic Studies, Engineering Surveys and Investigations, formulation of improvement proposals, Environmental and Social Impact Assessment, Estimation of Costs, to cater for the traffic demand during the project horizon period. The analyses of the data collected through various Engineering Surveys and Investigations have led to the following conclusions:

- a) Existing length of **Project Highway – Package-I** from Chedama Road in Kohima to Kigwema Road Junction section of NH-29 in Nagaland State is **22.594** kms while proposed/designed length it is **21.720** kms.
- b) As per the traffic requirements the Project Highway requires capacity augmentation from Single Lane to Intermediate Lane in the year 2041-42 and from Intermediate Lane to Two Lane much after year 2052-53 with respect to the highest traffic volume at km 64.500 near Pfutsero. Therefore, the traffic projections on the project highway do not demand for the 2-laning with paved shoulders in near future.
- c) The traffic projections on the project highway do not demand for the 2-laning in the near future. But Ministry vide Circular no NH-14019/6/2012-P&M dated 5th October, 2012 had decided that, henceforth, whenever new projects of widening/bypass/realignment are taken up, the width of the carriageway shall be at least two lane with paved shoulders irrespective of the traffic thereon.
- d) Later vide circular no NH-15017 / 28 / 2018 - P&M dated 23rd March 2018, it was revised that the carriageway width shall be of intermediate lane configurations, i.e. of 5.5m width (18 ft), with two-lane structures (23 ft.) for traffic volumes ranging from 3,000 PCUs/ day to about 8,000/ day in Hilly and Mountainous terrains.
- e) However, as per the Cl.4.2.3 as given in the Minutes of the Meeting vide letter no. NHIDCL/Nagaland/General/2018/6/9 dated 23rd October 2018, it was recommended that the project road should be designed for 2 lane with hard shoulder configuration for cost optimization.
- f) Thus, the project highway is proposed to be made 2-lane with hard shoulders on EPC mode.
- g) The project highway is proposed to be made 2-lane with hard shoulders on EPC mode with minimum of 7.0m wide carriageway with 0.9m hard shoulders and one metre earthen shoulder on valley side.