



**GOVERNMENT OF INDIA
MINISTRY OF SHIPPING, ROAD TRANSPORT & HIGHWAYS
DEPARTMENT OF ROAD TRANSPORT & HIGHWAYS**

**Transport Bhawan,
1, Parliament Street,
New Delhi - 110001**

No.NH-12037/7/2008/Ar.P/SARDP-NE

Dated the 16th October, 2008

**To
The Commissioner,
Public Works Department,
Government of Arunachal Pradesh,
Itanagar-791 111**

Subject: Alignment of Trans Arunachal Highway from Nichipu to Hoj

Sir,

The proposed alignment was inspected by Chief Engineer (P 10) on 13-14 October, 2008. The stretch from Seppa to Hoj was covered by helicopter as the road was blocked due to landslides. Discussions were held with the officers of BRO and Chief Engineer of PWD, Arunachal Pradesh and Commissioner, PWD, Arunachal Pradesh. From Nichipu to Seppa, Chief Engineer, BRO accompanied CE(P 10).

2. Nichipu to Seppa

2.1 From Nichipu to Seppa (100 km length) is under the charge of BRO. The initial 65 km of the existing road from Nichipu is of class 9 specifications, whereas the remaining length of the existing road is of class 5 specifications. The existing crust thickness is grossly inadequate, reported to be 15-30 cm. The entire road requires reconstruction with improvement of geometrics. A bridge has to be constructed near Bana. During the inspection it was felt that the location of the new bridge on downstream side adjacent to the existing bridge would be a better option, as firm and stable banks are available. Feasibility of realigning Seppa side approach may be explored. Another bridge of 90m is under construction by BRO near Seppa. It would be preferable to construct this bridge to 2-lane standards now itself. In case BRO is constructing this bridge to lesser width, they may modify the proposal to construct a 2-lane bridge.

2.2 Overall, it was felt that the alignment of the existing road is generally in order and the same may be adopted for the 2-lane highway with required geometric improvement and reconstruction.

3. Seppa-Khodaso-Saggali-Kheel

3.1 Two options were considered for the portion from Lumding to Pijiram (Veo). Under option 1, it is proposed to cross Pappu Valley by making a bridge. This would result in substantial reduction of length of the road. But, all the villages located on the existing alignment would be bypassed. The other option is to follow the existing alignment. After discussion, it was felt that, already there is scanty population along the alignment of Trans Arunachal Highway. It would, therefore not be desirable to bypass the villages in question. The villagers have also represented against the realignment. Therefore, it was felt that the 2-lane may follow the existing alignment from Seppa to Rillo.

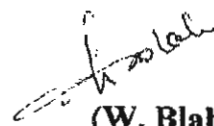
3.2 From Rillo to Khodaso, there is acute problem of landslides along the existing alignment. It was, therefore, felt that the road may be realigned. The realignment would also be beneficial as a number of establishments would be connected by the new road. The problem of landslide would also be overcome. On the existing alignment, there is hardly any habitation.

3.3 In Khodaso-Saggali-Kheel section, it was felt that the existing alignment may be followed.

3.4 From Kheel to Hoj, the existing road is too lengthy (more than 50 km length). It was felt that a direct East-West connection from Kheel to Hoj would be better. At the junction with Hoj – Pappu road, the State Government will have to resolve the problem of land availability near the existing power house of NEEPCO.

4. The State PWD may modify the alignment in the light of above. As agreed during the discussion, BRO would also be consulted. The feasibility report may also be modified, accordingly and submitted to the Ministry by 20.10.2008 as discussed with Commissioner, PWD Arunachal Pradesh by Chief Engineer (P-10) on 14.10.2008 at Itanagar.

Yours faithfully,



(W. Blah)

**Executive Engineer
For Director General(RD) & SS**

Copy to:

1. **DGBR, Seema Sarak Bhavan, Ring Road, Delhi Cantt., New Delhi-110010**
2. **CE, Vartak, BRO, Tezpur.**
3. **R.O., Itanagar. He may coordinate with PWD, as discussed on 14.10.2008.**