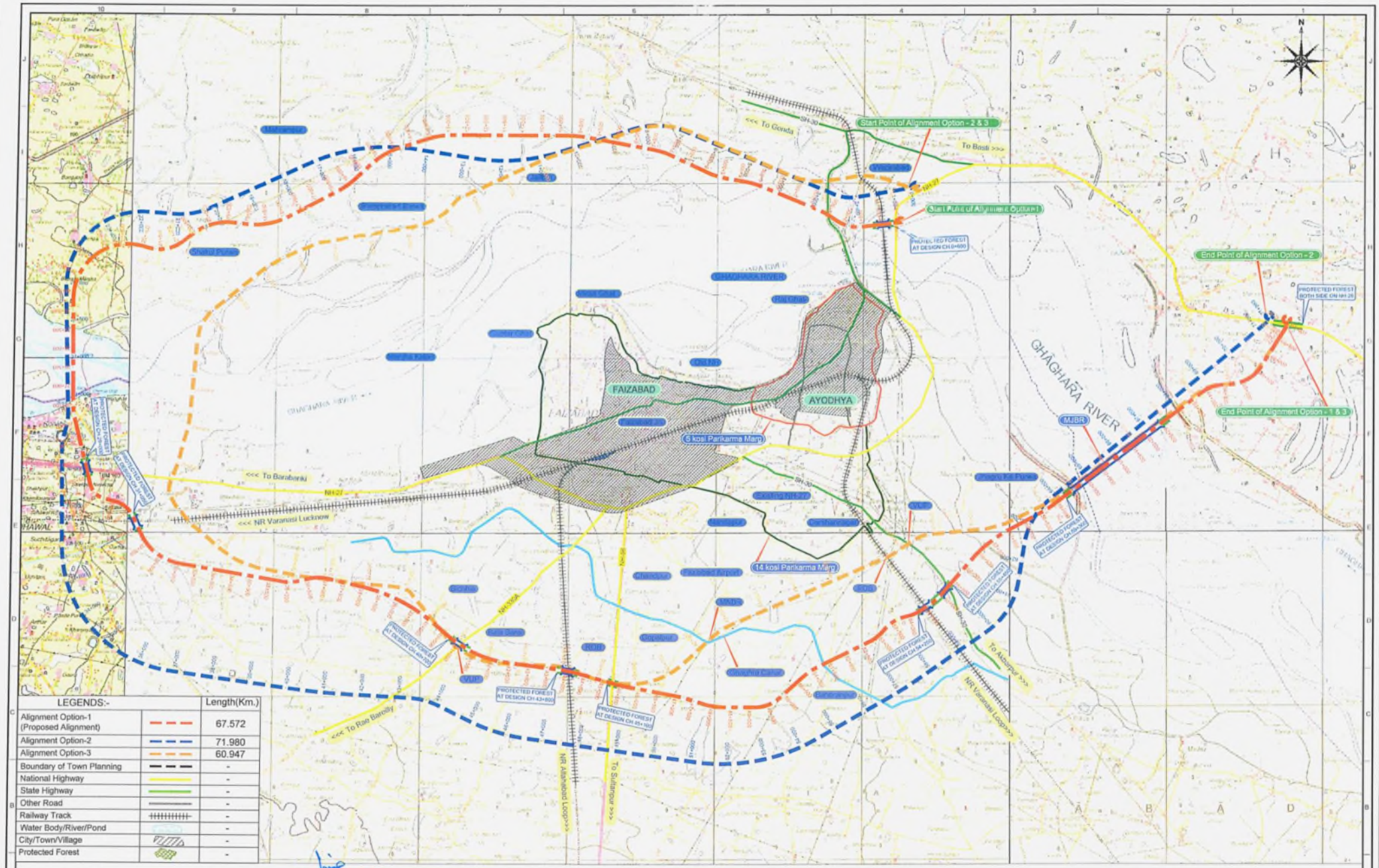

LEGENDS:-		Length(Km.)
Alignment Option-1 (Proposed Alignment)		67.572
Alignment Option-2		71.980
Alignment Option-3		60.947
Boundary of Town Planning		-
National Highway		-
State Highway		-
Other Road		-
Railway Track		-
Water Body/River/Pond		-
City/Town/Village		-
Protected Forest		-

KEY PLAN :

परियोजना निदेशक
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
(सड़क परिवहन एवं राजमार्ग मंत्रालय, भारत सरकार)
परियोजना कार्यान्वयन इकाई
रायबरेली

REV.	DATE	DESCRIPTION OF REVISION	DRAWN	DESIGN	CHECK	APPRO.
R0	27/08/2021	DRAFT FEASIBILITY REPORT	HC	-	MB	-

CLIENT:-
NATIONAL HIGHWAYS AUTHORITY OF INDIA

CONSULTANT:-
SAI Consulting Engineers Pvt. Ltd.
An ISO 9001 Certified Company

PROJECT:-
Consultancy Services for Preparation of Detailed Project Report for Development of 4/6 Lane Ayodhya Bypass Starting from NH-28 (Chainage 139+928) and End at NH-28 (Chainage 153+281) Under NHDP Phase-VII in the State of Uttar Pradesh. Total Length - 67.572 km.

SCALE	TITLE
N.T.S.	AYODHYA BYPASS ALTERNATIVE ALIGNMENT (ALIGNMENT OPTION-02)

JOB No.	DRAWING No.	SHEET	SIZE	REV
TDD-218008	TDD-218008-RD-DFR-AP-12003	3	A2	R0

Details of Alternate Alignment Study for the Project Highway

Sl. No	Parameters/Issues	Option 1 (Proposed Alignment-Red)	Option 2 (Blue)	Option 3 (Orange)
1	**Length (km)**	67.572	71.980	60.948
2.	**Land Requirement (ha)**	396.7	431.8	365.6
	Govt./Pvt. land (ha)	394.3	429.4	363.2
	Protected Forest land (ha)	2.4	2.4	2.4
3.	**Area under wildlife protected area / or eco sensitive zone**	The alignment does not pass through any wildlife protected area and its eco sensitive zone.	The alignment does not pass through any wildlife protected area and its eco sensitive zone.	The alignment does not pass through any wildlife protected area and its eco sensitive zone.
4.	**Approx. No. of trees**	2577	3980	3465
5.	**Area under water bodies**	15.98 (2 River and 24 Canals / Drains)	24.85 ha (2 River, 4 waterlogged area 29 Canals / Drains and 10 Ponds)	30.71 ha (2 River, 11 waterlogged area 33 Canals/ Drains and 16 Ponds)
6.	**No. of Structure to be Constructed**	• ROBs - 04 • Major Bridges - 11 • Minor Bridges -14 • LVUP - 15 • Flyovers - 11 • Trumpet – 02 • Culverts- 47	• ROBs - 04 • Major Bridges - 12 • Minor Bridges -23 • LVUP - 20 • Flyovers - 12 • Trumpet - 02 • Culverts- 68	• ROBs - 04 • Major Bridges - 14 • Minor Bridges -27 • LVUP - 17 • Flyovers - 11 • Trumpet - 02 • Culverts- 72
7.	**No. of structures / Buildings to be impacted**	168	246	305
8.	**Approx. No. of Project Affected Families (PAF)**	1250	1490	1450
9.	**Terrain**	Flat	Flat	Flat
10.	**Connectivity**	Nearest Highway – The project highway starts & ends at NH-28 Nearest railway station (Ayodhya Junction) – 6.20 km;	Nearest Highway – The project highway starts & ends at NH-28 Nearest railway station (Ayodhya Junction) – 6.5 km	Nearest Highway – The project highway starts & ends at NH-28 Nearest railway station (Ayodhya Junction) - 5 km;

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Sl. No	Parameters/Issues	Option 1 (Proposed Alignment-Red)	Option 2 (Blue)	Option 3 (Orange)
		Faizabad Airport – 4.20 km	Faizabad Airport – 4.5 km	Faizabad Airport – 3.5 km
11.	**Merits**	Minimum impact on trees, water bodies & existing Structures / Buildings. Lowest project cost.	Away from the city limits.	Shortest length.
12.	**Demerits**	Length & Land acquisition is more than option 3. Passes through habitation area.	Longest alignment. Maximum impact on trees. Maximum land acquisition and highest number of PAFs. Project Cost is the highest.	Most of the alignment passes through dense habitation and larger number of Structures / Buildings are impacted. Maximum impact on water bodies. Length of major bridge on River is highest.
13.	**Civil construction Cost (Rs. In Crores)**	2341.54	2482.03	2692.77
14.	**GST, Contingencies, Agency charges & Supervision charges (Rs. In Crores)**	444.89	471.58	511.62
15.	**Other Cost including LARR cost (Rs. In Crores)**	2917.39	3092.43	2771.52
16.	**Total Project Cost (Rs. In Crores)**	**5703.83**	**6046.05**	**5975.92**

Based on the above details, Alignment Option – 1 has been selected due to following reasons:

- Impact on trees in option-1 are lesser than option-2 & option-3;
- Impact on water bodies in option-1 are lesser than option-2 & option-3;
- Minimum impact on existing Structures / Buildings.
- Number of Project Affected Families (PAF) in option-1 are lesser than option-2 & option-3;
- Total Project Cost of the Option-1 is the lowest.

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