

# 1 INTRODUCTION

## 1.1 General

MORT&H is engaged in the development of National Highways and as part of this endeavour, ministry has decided to undertake "Strengthening with provision of paved shoulders from km 0+000 to Km. 46+470 of NH-96 (New NH-330) (Faizabad - Allahabad Road) in the state of Uttar Pradesh on EPC mode (the "Project").

UP,PWD (NH Division) "The Authority" is working as client to execute the work. MORT&H has appointed MSV International INC. Gurgaon "The Authority Engineer" as consultant to supervise the work.

The project has been awarded to H.G. Infra Engineering (P) Limited. (the "Contractor").

## 1.2 The Project Highway

Totaling to 46.470 km on NH 330, the project runs from Faizabad to Katka, passing through the towns Masodha, Bikapur, Khajurahat, Kurebhar.

The project road starts at the grade separated Major Junction of NH-330 and NH-28.

This stretch of the project lies partly in Faizabad and partly in Sultanpur district of Uttar Pradesh.

The project stretch falls under the Seismic zone III.

The existing 2-lane single carriageway road is 7 m wide with 1- 2.5 m earthen shoulder on both sides.

The general observation of pavement surface in initial approx.. 25 km is in fair condition and the balance stretch of road with good condition is observed.

Drain in urban area are in poor condition, due to lack of regular maintenance, and at some locations road side drains are unavailable in urban areas.

The entire project stretch has a huge traffic all through the day. Commercial trucks form the majority of the traffic, as there are many large factories in the vicinity of the project road. At around Ch. 1+000, there is a Limca Factory, which also generates the transportation traffic for beverage bottles. There is a Masodha Sugar Mill at Ch. 5+800, which induces the majority of traffic on first half of the road, comprising of trucks and tractors overloaded with Sugarcane. This road also acts as a main route from Dala Quarry to the neighbouring districts, promoting aggregate movement through trucks towards Faizabad. Many big industries like Cement plants, BHEL, etc. are also located near this highway. Hence, this road network has a huge traffic on it, majorly comprising of commercial trucks and tractors, involved in freight and commodity movement.

### 1.3 Project Focus

Surrounded by districts around like Allahabad, Sultanpur, Faizabad etc. which not only have a huge religious importance, but are also important politically, Faizabad-Sultanpur tends to be a very important road link, linking together places like Ayodhya, Prayag, Kashi, Rae Bareilly etc. Along with it, the project road also has huge industrial units in the vicinity, comprising of Sugar Mill, Rice Mill, Cement Plant, SAIL, BHEL units, etc. etc. Hence, along with the private cum public transport vehicles, commercial vehicles also form the major section of traffic on our project road.

Hence, this road is of prime importance and form a very important road link for people in and around the region, as per the huge utility it has, hence, needs prime attention for development and rehabilitation. As, better infrastructure facilities include better connectivity within the country and roads play a prime role in providing connectivity inside the country and indirectly act as a spine for country's economy, the root of this project, henceforth, lies in addressing larger issues of national concern as well. The project aims at developing Faizabad-Sultanpur section of NH-330, located in the State of Uttar Pradesh to provide 2 lane with paved shoulders. The endeavour of the Government of India to achieve rapid and sustain economic development, henceforth seem to be appropriately directed, as actions and plans of this nature will have wide ranging ramifications on India's economy.

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