

Demand Letter

The National Highways Authority of India (NHAI) has been entrusted with the assignment Development of 4/6 Lane Ayodhya Bypass Total length of 67.572 kms (Package 1 Northern Ayodhya Bypass starting at km 112+540, ending at km 139+928 of NH – 28 and Package 2 Southern Ayodhya Bypass starting at km 112+540, ending at km 153+281 of NH – 28) under NHDP Phase-VII in the State of Uttar Pradesh.

Main objective of the proposed bypass alignment is to decongest the growing traffic from the city. The Project will augment better connectivity and it will lead to the easy accessibility of the local people to services such as health care, education, administrative services and trade centre's enhancing the general quality of life. Better road, free and fast movement of goods and traffic, direct link with the adjoining places of the district will not only earn economic benefits to the district but also bring in many more inputs towards social development.

The proposed bypass is passing through 37 revenue Villages of District Ayodhya, 13 revenue Villages of District Basti and 12 revenue Villages of District Gonda in the State of Uttar Pradesh.

The proposed bypass alignment crosses through existing Railway lines and Link Roads at few locations, where plantations on side strips (existing ROW land) of said link roads/railway lines exist as Protected Forest. These PF strips cannot be avoided and are essentially required for the construction of the Ayodhya Bypass. Total protected forest (PF) area required for diversion is 2.480 ha and felling of 286 trees would also be required. Out of 2.480 ha forest land proposed for diversion, 1.586 ha is in Ayodhya forest division, 0.513 ha is in Basti forest division and 0.381 ha is in Gonda forest division.

Three alternatives have been studied and the proposed alignment requires diversion of minimum forest land and cutting of minimum number of trees. Map showing alternative alignment is enclosed with the proposal and uploaded on the Parivesh portal.

The project alignment does not pass through any wildlife protected area or its eco sensitive zone.

Date: 10/3/2022
Place: Raebareli

प्रतिहस्ताक्षरित
ज्वाणीय वनाधिकारी
वन प्रभाग, अयोध्या

Project Director
NHAI, PIU, Raebareli

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

DETAILED NOTE ON THE PROJECT

The Government of India has decided to take up the development of various road stretches/corridors in the Northern part of the country to upgrade the road network to meet the growing traffic requirement in this part of the country by augmenting the road capacity for safe and efficient movement of the traffic.

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The proposed Ayodhya Bypass consists of 2 Packages. Package 1- Northern Bypass: Start Point (26°45'32.25"N, 82° 0'27.08"E): The project road starts near Jaganpur village in Ayodhya (Faizabad District) near NH-27 Lucknow-Faizabad road. End Point (26°49'26.92"N, 82°13'5.39"E): The project road ends at NH-28 (chainage 139+928) near Village Maheshpur in District Gonda in the State of Uttar Pradesh. Package 2- Southern Bypass: Start Point: (26°45'32.26"N, 82° 0'27.00"E): The project road starts at Jaganpur village near NH-27(Faizabad-Lucknow Road). End Point (26°47'57.62"N, 82°19'24.75"E): The end point of the project road at NH-28 (153+281) near Village Majhauva Dubey in District Basti in the State of Uttar Pradesh. The bypass is passing through 37 revenue Villages of District Ayodhya, 13 revenue Villages of District Basti and 12 revenue Villages of District Gonda in the State of Uttar Pradesh..

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Project stretch falls in the state of Uttar Pradesh. Uttar Pradesh, with a total area of 243,290 Km² is India's fourth-largest state in terms of land area. It is situated on the northern spout of India and shares an international boundary with Nepal. The large Gangetic Plain region is in the north; it includes the Ganges-Yamuna Doab, the Ghaghara plains, the Ganges plains and the Terai. The state has a large, multimodal transportation system with the largest road network in the country. The state is well connected to its nine neighboring states and almost all other parts of India through the national highways.

Main objective of the proposed Highway development is to decongest the growing traffic from the city. Some of socio-economic benefits of the project are being enumerated out as below:

प्रतिहस्ताक्षरित
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 वन प्रभाग, अयोध्या

परियोजना निदेशक
 भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
 सिडक परिकल्पना एवं राजमार्ग मंत्रालय, भारत सरकार
 परियोजना कार्यालय वन इकाई
 रायबरेली

- Travel times will greatly reduce, and local communities will enjoy enhanced accessibility to socio-economic services (health centers, markets, tourist places, employment opportunities), with reduction in travel time.
- Reduced travel times will reduce vehicle operating costs (VOCs) for local communities and auto rickshaw, bus, and truck operators, thereby reducing maintenance costs and increasing profits.

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Project Director

NHAI, PIU, Raebareli

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