

PROPOSAL'S PROFILE AND BACKGROUND-DIFFERENT ASPECTS

The Government of Uttar Pradesh 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.

The Uttar Pradesh State Highway Authority (UPSHA) has been entrusted with the work of up-gradation of existing 2-lane PUKHRAYA-GHATAMPUR-BINDAKI ROAD SECTION OF (SH-46) to 4 Lane with paved shoulders configuration through EPC/DBFOT/ Annuity mode as viable.


Project stretch falls in the state of Uttar Pradesh which is situated in the northern part of India. Uttar Pradesh is land-locked on all sides. Project stretch borders Nepal on northern side.

SH-46 Starting Ch. 0+000 takes off from Bhognipur at Intersection of Flyover of NH-25 (Jhansi to Kanpur, passing Pukhraya) at Bhognipur with SH 46. The Highway is traversing through Districts of Kanpur Dehat, Kanpur Nagar & Fatehpur terminates at Intersection of NH 2 near Choudagra after ROB. The Highway crosses NH-86 at Ghatampur. The length of project road is 82.220 Km. The existing alignment of the project is straight expecting a few locations where geometrics need improvement and at some built up locations where bypasses / re-alignment could be considered specially at Jahanabad.

U.P. State Highways Authority (UPSHA) on behalf of the U.P. Government of India is planning to carry out four laning of the entire corridor from Km 0+000 to Km 82+220 of State Highway-46 and railway over bridges on Public-Private-Partnership basis. Govt of India guidelines and experience of National Highways Authority of India has been taken as examples for taking up the works and framing the policy framework. The investments of improvements are to be recovered by user fees on the above sections if possible. To address the issues of local traffic movement in a closed or partially closed system, various options are examined in order to develop a sound financial model. To minimize the construction cost, local traffic segregation by the provision of service roads is considered to be the only option at unavoidable locations.

To promote involvement of the private sector in construction and maintenance of State Highway, Projects are offered on Design Build Finance Operate and Transfer (DBFOT) basis to private agencies on concession basis. After the concession period, which normally ranges between 20 to 30 year, the concerned project is transferred back to UPSHA by the Concessionaires.

There is no designate "Reserved Forests" or National Parks near the project road. The project ROW is along protected forest. There are no major habitats for large wild animals or endangered species located in this area. Roadside plantation (trees of different varieties) has been found within the ROW. The area along the project road is open agricultural land.


सुनील कुमार सिंह 6/10/17
महा प्रबन्धक (तकनीकी)
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