

Name
of
Project

Construction of Ganga Expressway, an access controlled Greenfield Expressway in Meerut, Hapur, Bulandshahar, Amroha, Sambhal, Badanyu, Shahjhanpur, Hardoi, Unnao, Raibarely, Pratapgarh and Prayagraj Districts in the state of Uttar Pradesh (FP/UP/ROAD/144793/2021)

Detailed Note of Project and its Justification

Uttar Pradesh Expressway Industrial Development Authority (UPEIDA) Government of Uttar Pradesh has been entrusted to implement the development of "Ganga Expressway" with a broad objective the social and economic development of the areas covered under the project. This Greenfield Expressway project will ensure a high speed access controlled road infrastructure linking District-Meerut, the National Capital Region (NCR) to hitherto under developed Districts of Eastern Uttar Pradesh and usher in a rapid development and overall prosperity in a short span of time.

The proposed project is entirely a Greenfield alignment starting from District-Meerut and ends at District-Prayagraj in the State of Uttar Pradesh. The proposed alignment passes through 12 Districts viz. Meerut, Hapur, Bulandshahar, Amroha, Sambhal, Badanyu, Shahjhanpur, Hardoi, Unnao, Raibarely, Pratapgarh and Prayagraj for providing to connectivity all these districts. The project passes through 518 Villages with a general Right of Way (ROW) proposed for project is 120 m. For accommodating 6-laning configurations (expandable to 8 lane)

The application is for the entire length of proposed project. Three alternate alignments were studied in order to minimize the ecological impact such avoidance of protected areas, natural habitations and minimize the social impacts such as resettlements and environmental impact. Various factor were considering while studying the alignment which are broadly grouped under main heads such as geometrics, cost, economic benefits and social and environmental impacts.

Comparative Statement of Alternative Options

Description	Alternative Option 1	Alternative Option 2 (Recommended)	Alternative Option 3
Length (in Km) Approx.	619.00	593.947	676.947
Terrain	Plain & Rolling	Plain & Rolling	Plain & Rolling
Land Affected (in Ha.)	8401.2	7463.4419	9384.8
Forest Area (in Ha.)	149.2731	121.4716	163.5439
Junctions (No's)			
Major & Minor streams Crossing (No's)	279	276	347
Rail Over Bridge (ROB)	8	7	7
Right of Way (ROW)	120	120	120
Structure demolition	High	Low	High
Indicative Cost on major items (inr. Cr.)	39062.09	36229.76	43828.45

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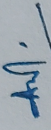
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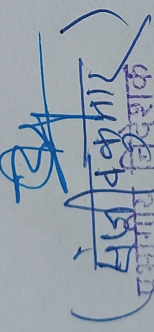
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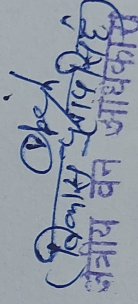
It is identified that Alternate option 2 is having minimum length covering the engineering geometrical requirement with involvement of minimum forest land which is unavoidable. The alignment also has least impact in land acquisition and lesser project cost. After detailed consideration, it was concluded that option-2 alignment will have least social and ecological impact and viable option from engineering and economic point of view among the other options, thus option-2 is recommended.

The development of this Expressway will ensure better, faster and uninterrupted direct connectivity. This will play a significant role in reducing the pollution besides saving in vehicle operating costs, less fuel consumption, thus less carbon emission and decreased cost and time of passenger travel. The proposed project road will give significant economic impetus to industries in the State of Uttar Pradesh and will help in generating direct and indirect employment in the state.


Authorized Signatory
Uttar Pradesh Expressways
Industrial Development Authority
(UPEIDA)

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