

### 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.

The National Highways Authority of India (NHAI) has been entrusted with the work of "Development of North-East side Gorakhpur bypass starting from NH-29E (chainage 83+308) and end at NH-28 (chainage 285+100) under NHDP Phase-VII in the state of Uttar Pradesh"

The proposed project road takes-off from proposed trumpet interchange near NH-29E from Maniram Village and end at NH-28 near Koni/Jagdispur Village proposed Length is 26+616 km. The project road is passing through 26 revenue Villages falling in the district Gorakhpur of Uttar Pradesh State.

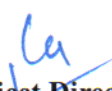
The proposed project highway passes through Bangai Reserved Forest (RF) for about 995 m and Protected Forest (roadside and railway side plantation notified as PF) at two locations. Total 4.946 ha forest land is to be diverted for the project. Out of which RF is 4.495 ha & PF is 0.451 ha. Three alternative alignments have been studied and the proposed alignment requires diversion of minimum forest land and cutting of minimum number of trees.

Project stretch falls in the state of Uttar Pradesh. Uttar Pradesh, with a total area of 243,290 Km<sup>2</sup> 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:

- Travel times will greatly reduce, and local communities will enjoy enhanced accessibility to socio-economic services (health centers, markets, 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.

Date: 01/04/2022  
Place: Gorakhpur

  
Project Director  
NHAI, PIU, Gorakhpur  
Project Director  
PIU NHAI  
Gorakhpur