

**Name of Project** Construction of 6-lane (expandable to 8 lane) Kanpur-Lucknow Expressway from Lucknow Ring Road (district Lucknow) to Shuklaganj Intersection near Kanpur at NH-25 (district Unnao) in the state of Uttar Pradesh

### JUSTIFICATION FOR LOCATING THE PROJECT IN FOREST LAND

Ministry of Road, Transport & Highways (MoRTH), Government of India has entrusted National Highways Authority of India (NHAI) to implement Kanpur-Lucknow Expressway (KLE) with a broad objective to enhance the economic development of the region by providing a faster connectivity between Kanpur & Lucknow city and an improved connectivity to the Lucknow Airport and Agra-Lucknow Expressway.

The existing NH-25 between Kanpur and Lucknow observes a heavy traffic movement everyday as it connects the Uttar Pradesh state capital Lucknow with one of the major industrial town Kanpur. This project will ensure a high speed access controlled road infrastructure linking both cities that will reduce the travel time between the two cities as well as adjoining areas of Unnao and Nawabganj. The project will also open up avenues for Industrial and Urban development of the region that would add a new dimension to the progress of Uttar Pradesh.

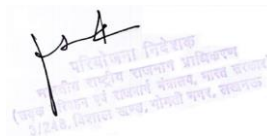
The proposed project having total length of 62.755 Km starting from Interchange of proposed Lucknow Ring Road of NH-25 at Lucknow district and terminating at Shuklaganj Junction of NH-25 at Unnao district in the state of Uttar Pradesh. The project passes through 42 villages with a general Right of Way (ROW) of 90m for accommodating 6-laning configuration (expandable to 8 lane). The project corridor is divided into following sections.

S.No.	Existing Location along NH-25		Length (km)	District	Remarks
	Start Chainage	End Chainage			
1.	11+000 (Shahed Path)	17+575 (LKO Ring Road)	6.575	Lucknow	Expressway on Existing NH-25 having length of 16.620 Km
2.	17+575 (LKO Ring Road)	27+620 (Bani Village)	10.045		
3.	27+620 (Bani Village)	73+755 (Shuklaganj Jn.)	46.145	Unnao	Greenfield Alignment

The application is for the entire length of proposed project. 7 alternate alignments were studied in order to minimize the ecological impacts, natural habitations and minimize the social impacts such as resettlement and environmental impacts. Various factors were considering while studying the alignment which are broadly grouped under main heads such as connectivity, geometrics, cost, economic benefits and social and environmental impacts.

### **Comparative Statement of Alternative Options**

Components	Alternative Alignment Options						
	Alt-1 West side of existing NH	Alt-2 Crossing near Unnao town	Alt-3 Crossing near Nawabganj	Alt-4 Crossing near Unnao and beyond Mohan	Alt-5 East side of Existing NH-25 (Variant 1)	Alt-6 (Variant -2)	Alt-7 (Variant 3) <b>Recommended</b>
Length (km)	51	55	54	65	64	62	62.755
Geometry	Good	Good	Good	Very Good	Average	Average	Good
Airport Connectivity	Average	Average	Average	Average	Good	V Good	Very Good
Length from AH-1	27	19	19	16	19	19	11
Length from NH 25	6	2	2	5	2	2	0



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Components	Alternative Alignment Options						
	Alt-1	Alt-2	Alt-3	Alt-4	Alt-5	Alt-6	Alt-7
	West side of existing NH	Crossing near Unnao town	Crossing near Nawabganj	Crossing near Unnao and beyond Mohan	East side of Existing NH-25		
					(Variant 1)	(Variant -2)	(Variant 3) Recommended
NH/SH crossing	3	4	3	4	4	4	4
ROB	1	2	2	2	2	1	1
Major Bridges	1	2	2	1	1	2	2
R & R Issue	Minor	Average	Average	Average	Average	Major	Major
Dist. from PA (Km)	>10	>10	<10	>10	>10	>10	>10
Forest (in ha.)	0.7	2.2	8.2	2.3	2.2	32.96	33.9
Civil Cost (Crore)	2040	2200	2160	2600	2560	3145	3185
LA Cost	510	550	540	650	640	620	630
R & R Cost	51	55	54	65	64	62	63
Total Cost (Crore)	2601	2805	2754	3315	3264	3827	3878
Main Issue	Connectivity with Lucknow city is very poor	Connectivity with Lucknow city is very poor	Passing near to WLS	Connectivity with Lucknow Airport is poor	Connectivity with Lucknow city is very poor	Expressway is connected to NH 25 but no direct connection to 6L road	Expressway is having better geometry and connectivity to Lucknow, AH-1 etc.

\*Shaheed Chandra Shekhar Azad (Nawabganj) Bird Sanctuary

It is identified that alignment along existing NH-25 in Lucknow is having better connectivity covering the engineering geometrical requirement in Alternative-7 whereas other option does not provide a direct faster connectivity to the capital city of Lucknow. The project will also bypass the Unnao and Nawabganj and therefore Alternative-7 is finalized by the Hon'ble Dy. CM, Uttar Pradesh based on the traffic dispersal and to provide an alternative connection, harmonized with the Lucknow Master plan, 2031 and development near Kanpur.

The roadside plantation of existing NH-25 is declared as Protected Forest as well the Gaharu RF land is adjacent to NH-25, thus unavoidable. In order to further minimize the environmental impact of project, studies have been carried out on alternative-7 with various option as given below:

Alternative Alignment- 7 at Unnao Location			
Description	Option 7-A	Option 7-B (Recommended)	Option 7-C
Length (m)	5500	5400	5650
Geometry	Good	Very Good	Average
No. of ROB/RUB	-	-	-
VUP	2	2	2
LVUP	2	2	2
Minor Bridges	3	2	3
No. of Settlements	9	0	0
Environmental Issues	moderate	moderate	high
Social Issue	High (9 structure.)	Low	Low
Land Acquisition (Ha.)	49.5	48.6	50.85
Civil Cost (Crore.)	220	216	226
LA Cost (Crore)	55	54	56.5
R & R Cost (Crore)	11	5.4	5.65
Total Cost (Crore)	335.5	324	339

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 2/24, जल संवर्धन, जल संवर्धन

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The alignment will take less right of way for lesser mass displacement, environmental impact and project cost. Although a small parcel of forest land being affected in option 7-B but considering the geometrical engineering and economic point of view among the other options and its social and environmental impact, the alignment is recommended by NHAI (HO) Land evaluation committee meeting and approved vide its letter no *NHAI/PIU/LKO/DPR Expressway/2020/274* dated 09.06.2020

Overall, the development of this expressway will ensure better, faster and uninterrupted direct connectivity. This will play a significant role in reducing the pollution besides savings in vehicle operating costs, less fuel consumption and decreased cost and time of passenger travel. The proposed project road will give significant economic impetus to Uttar Pradesh state and will help in changing the socio-economic condition of the people living in the Lucknow and Kanpur region and generate direct and indirect employment to the local people.

**Date:**  
**Place:** Lucknow

**Project Director, PIU Lucknow**  
**National Highways Authority of India,**  
Ministry of Road Transport & Highways, Govt. of India