

Name of Project	Construction of 4-lane Bundelkhand Expressway (expandable to 6 lane) in Chitrakoot, Banda, Hamirpur, Mahoba, Jalaun, Auraiya and Etawah districts in the state of Uttar Pradesh (FP/UP/ROAD/38153/2019)
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Project Justification

Uttar Pradesh Expressways Industrial Development Authority (UPEIDA), Government of Uttar Pradesh has been entrusted to implement the development of "Bundelkhand Expressway" with a broad objective to improve 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 the State Capital Lucknow as well the National Capital Delhi and the adjoining areas, (together referred to as the National Capital Region (NCR)), to the 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 junction of existing Jhansi-Allahabad highway (NH35/76) at Chitrakoot district and ends near Gahrauli at existing Agra-Lucknow Expressway (Taj Expressway) at Etawah district in state of Uttar Pradesh. The proposed alignment passes through 7 districts viz. Chitrakoot, Banda, Hamirpur, Jalaun, Aurayia, and Etawah for providing connectivity all these districts. The project passes through 182 villages with a general Right of Way (ROW) proposed for project is 110 m for accommodating 4-laning configurations (expandable to 6 lane).

The application is for the entire length of proposed project. Three alternate alignments were studied in order to minimize the ecological impacts such avoidance of protected areas, natural habitations and minimize the social impacts such as resettlement and environmental impacts. Various factors were considered 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.	355	295	293
Terrain	Plain	Plain	Plain
Land Affected (in Ha.)	4385	3645	3619
Forest Area (in Ha.)	Transverses through the National Chambal Gharial WLS and its notified ESZ (119.185 ha.)	70.6274 ha.	119 ha.
Junctions (No's)	18	13	15
Major & Minor streams Crossing (No's)	6	5	6
Rail Over Bridge (ROB)	3	4	4
Right of Way (ROW)	110m	110m	110m
Structure demolition	High	Low	High
Indicative Cost on major items (inr Cr.)	4833.873	3939.571	4044.794

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 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 Bundelkhand region and generate direct and indirect employment to the local people.

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