

Details of Alternate Alignment Study for the Project Highway

Sl. No	Parameters	Alignment Option-1 (Proposed Alignment) (Red)		Alignment Option-2 (Blue)	Alignment Option-3 (Cyan)
1.	Alignment	Greenfield Alignment Starts from km 175.750 (Interchange at NH-227F) to km 270.000 (Interchange at NH-527B).		Greenfield Alignment Starts from km. 186.450 (Mahuawa East) to km. 283.550 (Near Jainagar, Dorbar).	Greenfield Alignment Starts from km 207.805 (Gandak River at Ariaen, Hasanpura) to km 305.815 (Baheri Road, Darbhanga).
2.	Length between Nodes	94.250 Km		97.100	98.010
3.	No.'s & Type of Structure w.r.t. Type of Crossing (Nos)	ROB	02	02	02
		Interchange	02	03	03
		MJB	08	09	10
		MNB	33	35	36
		Culvert	206	222	230
		Box Underpass	26	28	30
		VUP	09	09	10
		SVUP	48	48	50
		LVUP	13	14	15
4.	Tentative Cost of Project Road (Cr.)	3015		3735	3885
5.	Approx. Land to be acquired for 70 m ROW (Ha)	660		670	680
6.	Forest Land (ha.)	0.415		0.700	0.800
7.	Wildlife Sanctuary	The Proposed Alignment doesn't pass through any Wildlife Sanctuary/National Park or any Eco-Sensitive Zone of the wildlife sanctuary.		The Proposed Alignment doesn't passing through any Wildlife Sanctuary/National Park or any Eco-Sensitive Zone of the wildlife sanctuary.	The Proposed Alignment doesn't passing through any Wildlife Sanctuary/National Park or any Eco-Sensitive Zone of the wildlife sanctuary.
8.	Total Nos. of trees in the RoW	450		520	600
9.	Total Nos. of structures affected	112		130	140
10.	Conclusion & Recommendation	In view of above Alignment Option-1 is comparatively more suitable option than Alignment Option-2 & Option-3 Due to the following reasons: 1. Provides direct and better connectivity from between the start and end point. 2. Enhance interstate connectivity and promote regional development of the state. 3. Reduces travel time and considering minimum R&R, tree felling and forest land.			

Based on the above study the following observations are there:

1. Option 2 and 3 leads to major impact on flora as more number of trees is falling under the alignment.
2. Option 2 and 3 leads to more impact on structure and families as number affected families are high as compared to option 1.
3. The project cost of the other two options is also high as compared with Option 1.

If alignment option 2 or 3 is followed then it will lead to more impacts on Environment & Social components, hence Option 1 is followed.