

Justification for Locating the Dasna Meerut Greenfield alignment of DME Project in the Forest Land and details of Alternatives Examined.

The selection of proposed alignment out of three alternatives was based on Techno-economic considerations and the forest area involved in all three alternatives. The MOEF & CC has also accorded the Environmental Clearance for the proposed alignment (Alternative -I) , However the KML files of three alternatives with details of forest area calculation have been submitted with the proposal

Three alternatives were examined for finalization of alignment of DME green field project. The salient features of All the three alternatives are given below

Alternative 1


Alternative – 1 starts from Km 27+500 at Dasna and joins at Km 64/552 (Design Chainage) Hapur -Meerut Road and is 37.052 Km long. The entire project alignment is traversing through agriculture land except a small stretch passes through forest land. The alignment is passing through forest land from Km.57/300 to Km.58/400 and Km 58/800 to Km 59/000. The alignment requires major structures like ROB at Km 28/520 and Upper Ganga Canal at Km 34/300.The project involves acquisition of land throughout the alignment. The alignment is passing through the Dasna city which requires demolition of Large number of major structures at various locations. **The forest area required to be diverted is 15.053 ha** .The estimated cost of the project for this alternative is Rs.1125 Cr.

Alternative 2

Alternative – 2 starts from Km 27+500 at Dasna and joins at Km 64/600 (Design Chainage) Hapur -Meerut Road and is 37.1 Km long.The entire project alignment is traversing through agriculture land except a small stretch passes through forest land.The alignment is passing through forest land from Km.53/400 to Km.53/800 and Km 54/300 to Km 55/300. The alignment requires major structures like ROB at Km 28/520 and Upper Ganga Canal at Km 33/700.The project involves acquisition of land throughout the alignment. The alignment is passing through the Dasna city which requires demolition of large number of major structures at various locations. **The forest area required to be diverted is 20.941548 ha** The estimated cost of the project for this alternative is Rs.1148 Cr.

Alternative 3

Alternative – 3 starts from Km 27+500 at Dasna and joins at Km 65/200 (Design Chainage) Hapur -Meerut Road and is 36.7 Km long.The entire project alignment is traversing through agriculture land except a small stretch passes through forest land.The alignment is passing through forest land from Km.52/400 to Km.52/500 and Km 52/700 to Km 53/000 of area 11 Hectares. The


परियोजना निदेशक / Project Director
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India
गाजियाबाद / Ghaziabad

alignment requires major structures like ROB at Km 31/650 and Upper Ganga Canal at Km 31/800. The project involves acquisition of land throughout the alignment. The alignment is passing through the Dasna city which requires demolition of large number of major structures at various locations. **The forest area required to be diverted is 19.986243 ha** The estimated cost of the project for this alternative is Rs. 1170 Cr.


Comparison Statement of alternatives

S.No	Description of Alignment	Alternative 1	Alternative 2	Alternative 3
1	Location	Green Field	Green Field	Green Field
2	Length	37.052 Km	37.1 Km	36.7 Km
3	Major Structures			
	a) ROB	1 No	1 No	1 No
	b) Canal(Uppar Ganga)	1 No	1 No	1 No
	c) Interchanges	1 No	1 No	1 No
4	Land Acquisition	Yes	Yes	Yes
5	Forest Area			
	a) Segment-I	1.035 ha	1.092412 ha	1.345987 ha
	b) Segment-II	11.495 ha	15.322883 ha	11.795826 ha
	c) Segment-III	2.523 ha	4.526253 ha	6.84443 ha
	Total Forest Area	15.053 ha	20.941548 ha	19.986243 ha
6	Structure Demolition	High	Very Less	Very High
7	Cost	Rs 1123.30 Cr	Rs.1147.99 Cr	Rs 1166.00 Cr

The merits and de-merits of all the three alternatives are tabulated below

Criteria	Alternative-1		Alternative-2		Alternative-3	
	Merits	De-Merits	Merits	De-Merits	Merits	De-Merits
Length	Length is less		Length is reasonable			Length is more
Cost	Cost is less		Cost is reasonable			Cost is more
Structure Demolition		Huge demolition of structures	Very less demolition of structures			Huge demolition of structures
Forest Area	Less Area			Very High forest Area		High forest Area
Land Acquisition		Cost of LA is very high	Cost of LA is reasonable			Cost of LA is very high

In the view of above merits and de-merits and **especially area of forest being minimum, Alternative-1 alignment** is considered appropriate and has been accordingly selected.


 पारयोजना निदेशक / Project Director
 भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
 National Highways Authority of India
 गाजियाबाद / Ghazialbad