

Details of Alternate Alignment Study for the Project Highway – Arrah-Sasaram-Patna road section of NH-119A

S. No.	Parameters/Issues	Option-1 (Red)-Existing	Option-2 (Purple)	Option-3 (Cyan)
1.	Length (km)	94.7 km	(Sasaram- Arrah) :- 84.3 Km (Arrah-Patna- Ring Road) :- 34.8 Km (Patna-Kayamnagar Spur) - 11.8 Km	105 km
2.	Total land acquired (Ha)	650.175	559.089 Aprox.	700.475
	Govt. land (Ha)	190.70	10	180
	Pvt. Land (Ha)	437.235	534.38	450.45
	Forest land (Ha)	70	28.83 (4.15 Ha Pkg-I + 22.716 Ha Pkg-II + 1.964 Ha Pkg-III)	31
3.	Area under protected/ important or sensitive species of flora or fauna/Wildlife Sanctuary	The alignment does not pass through any wild life sanctuary, protected area and its eco sensitive zone.	The alignment does not pass through any wild life sanctuary, protected area and its eco sensitive zone.	The alignment does not pass through any wild life sanctuary, protected area and its eco sensitive zone.
4.	No. of trees	11780	8448	11152
5.	No. of structure to be impacted due to proposed alignment	110	20	140




Project Director
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 Project Implementation Unit
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7.	No. of structure to be constructed	i. Major Bridges (07) ii. Minor Bridges (24) iii. Vehicular underpass (03) iv. LVUP (12) v. SVUP (43) vi. Interchanges/Flyover (5) vii. Box Culverts (92) Total: 186	i. Major Bridges (07) ii. Minor Bridges (33) iii. Vehicular underpass (07) iv. LVUP (12) v. SVUP (44) vi. Interchanges/Flyover (3) vii. Box Culverts (205) Total: 311	i. Major Bridges (04) ii. Minor Bridges (40) iii. Vehicular underpass (10) iv. LVUP (11) v. SVUP (48) vi. Interchanges/Flyover (3) vii. Box Culverts (210) Total: 326
8.	Project cost (Cr.)	3429.86	2973.43	3222..38

Based on the above study the following observations are there:-

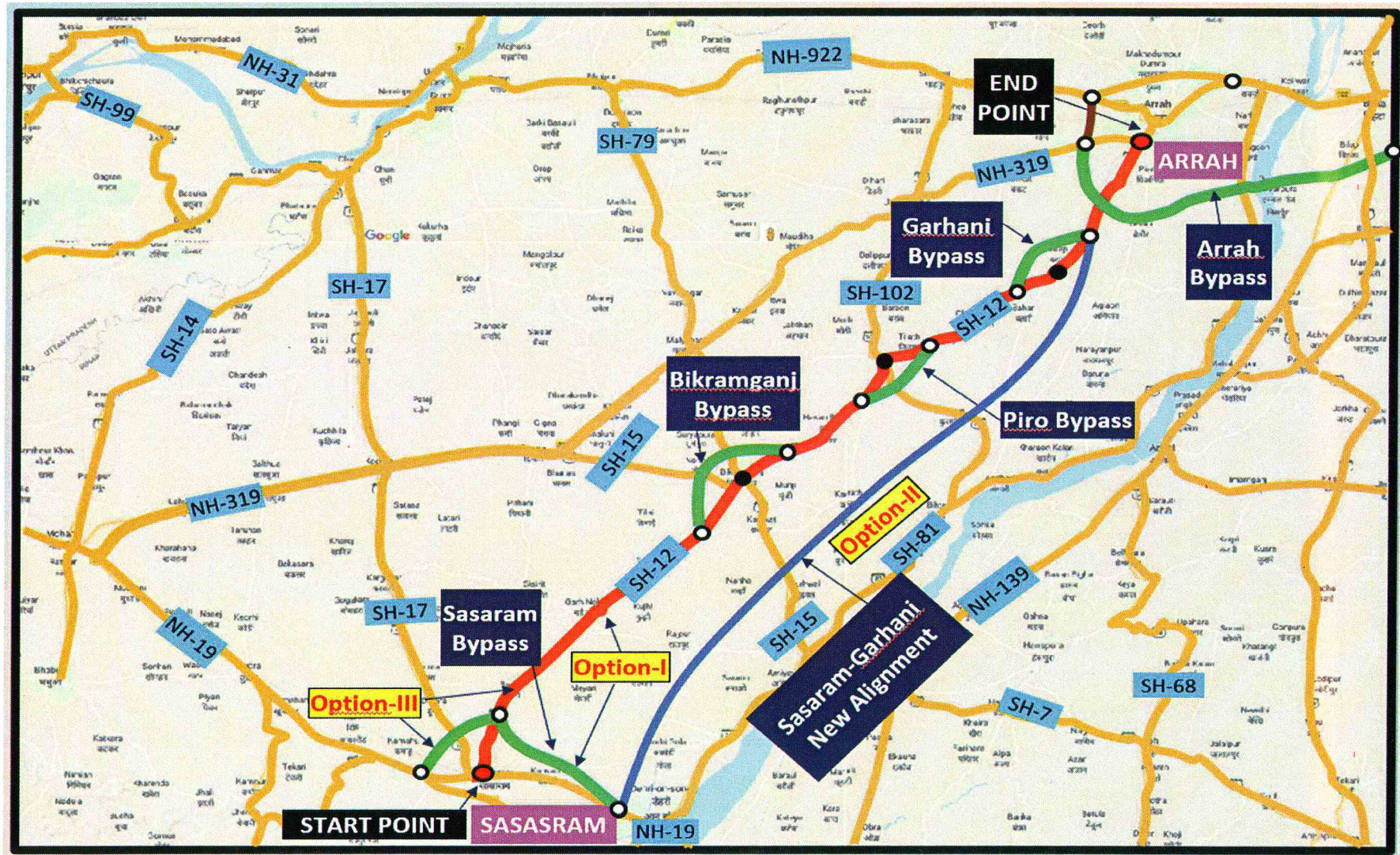
- ❖ If Option-1 will be followed, more residential, commercial will be demolished.
 - ❖ Option-3 is passing through river hence more structures are need to construct.
 - ❖ So Option-2 is more appropriate which will provide hassle free connectivity and minimum impacts on environmental and social components.
- Therefore Option-2 is superior in comparisons to Option-1 and Option-3.

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



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Map Showing Details of Alternate Alignment Study for the Project Highway – Arrah-Sasaram-Patna road section of NH-119A



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