

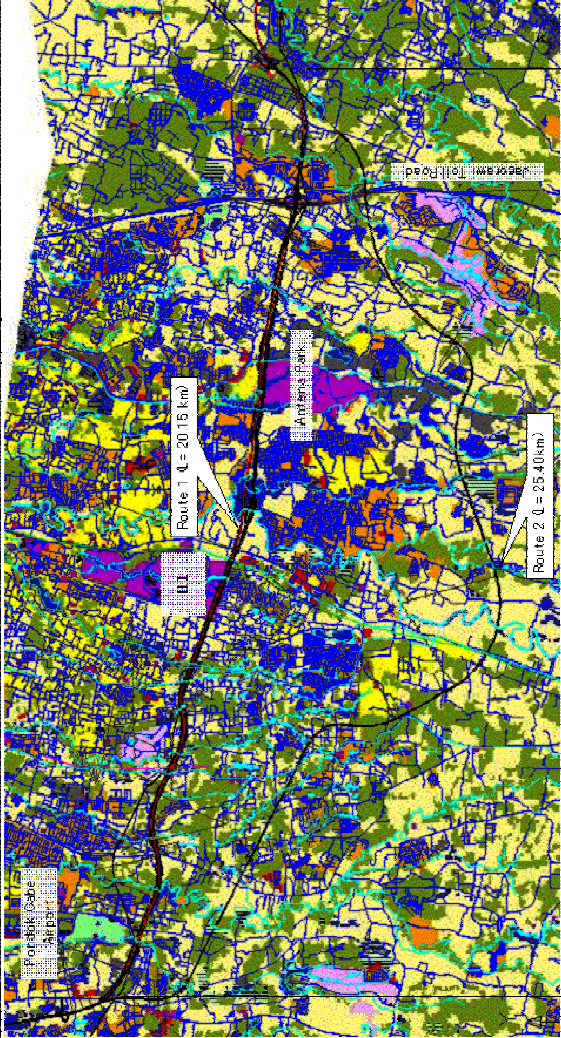
Road alignment		Section to be compared	
		Alternative Route-1	Alternative Route-2
			
Alternatives			
Outline	<ul style="list-style-type: none"> -This route passes through the built up area along the gas pipe line in Depok -The alignment has been acknowledged and agreed by the local governments along the 2nd JORR -Local consultant is undertaking the basic design of the 2nd JORR of this section 	20.15	<ul style="list-style-type: none"> -This route was shifted to the southern side to avoid the high density housing area
Route length (km)		20.15	25.40
Major properties to be obstructed	<ul style="list-style-type: none"> -High density housing area and Planned Housing area along the gas pipe line 		<ul style="list-style-type: none"> -The route passes through only the low density housing area
Merit	<ul style="list-style-type: none"> -Residents of the Depok Area will easily access to the 2nd JORR -Much traffic is expected to use 2nd JORR and bigger effect is expected to release the traffic congestion in the Jabodetabek Area -The road users who want to pass through the Depok area will obtain the bigger time-saving benefit (about 3-2 minutes) 		<ul style="list-style-type: none"> -Huge compensation will be saved and land acquisition work will be executed easier than "Route 1" -Keep the high density housing area quiet -Road alignment is superior to the "Route 1" (Minimum horizontal radius is 700m)
Demerit	<ul style="list-style-type: none"> -Huge compensation will be required to move residents staying along the 2nd JORR -Planned housing area located at east side of Jagorawi highway will be physically deviated by the 2nd JORR -Road alignment is inferior to the "Route 2" according to the restriction of the land acquisition (Minimum horizontal radius is 330m) 		<ul style="list-style-type: none"> -Most of residents of the Depok might be reluctant to use the 2nd JORR -Less traffic on the 2nd JORR is expected and smaller effect to release the traffic congestion -The road users are subjected to make a detour to avoid the Depok center area -From the aspect of the flood control and the prevention of the water pollution, the route is inferior to the "Route 1", since this route will enforce the land development of the southern side of this area
Conclusion	<ul style="list-style-type: none"> -Kota Depok is eager to construct the 2nd JORR using the alignment of Route-1. And they have already started to negotiate with the land developer. Therefore, it looks difficult to change their plan right now. But, "route 2" has still possibility to adopt according to the progress of the negotiation with the relevant residents and developers undertaking by the local government 		

Table 5.4.1 Route Comparison on Area Category 4