

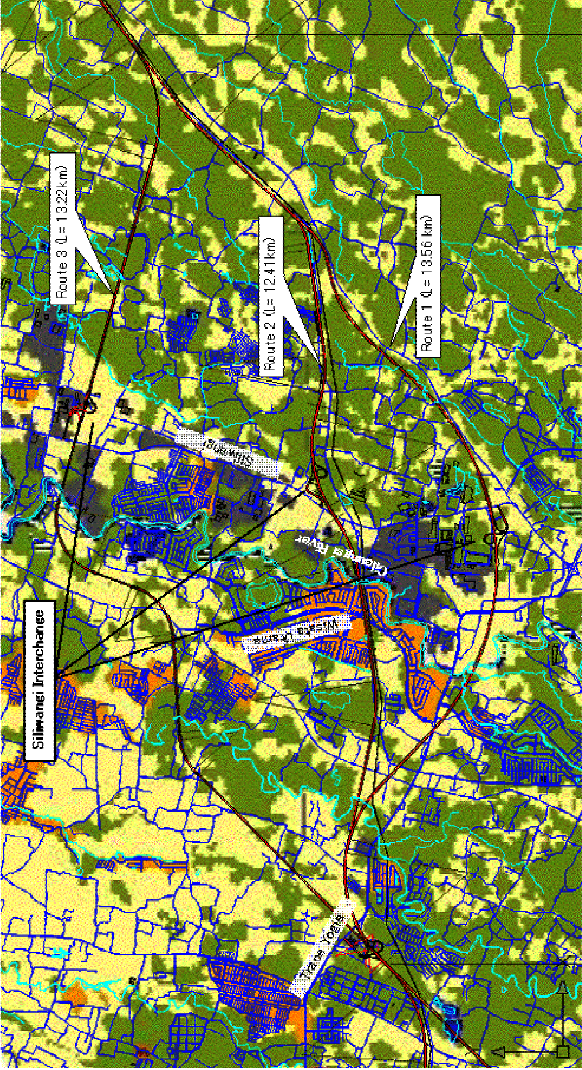
Road Alignment	
 <p>Section to be compared</p>	<p>Alternative Route-1</p> <p>Alternative Route-2</p> <p>Alternative Route-3</p>
<p>Alternatives</p> <p>-The route which is the most similar to the local governments' plan</p> <p>-The route was set along the gas pipe line</p>	<p>-This route was shifted to the southern side to avoid the high density housing area and planned housing area</p>
<p>Route length (km)</p> <p>13.56</p>	<p>13.22</p>
<p>Major properties to be obstructed</p> <p>-Planned housing area along the Cileungsi River</p>	<p>-Route passes through the light built up area and the cultivated area</p>
<p>Merit</p> <p>-Since there are the existing roads along the route, a construction work must be executed easily</p>	<p>-Minimum compensation must be required among the three alternatives</p> <p>-The alignment is adjusted with the existing land configuration</p> <p>-The Siliwangi interchange is located at the most convenient place to access for the road users from the planned housing area along the Cileungsi River</p>
<p>Demerit</p> <p>-Big compensation will be required where the route pass through the Planned housing area.</p>	<p>-Since the alignment is most unadjusted with the existing land configuration, a lot of frontage roads and crossing structures must be required</p> <p>-Bigger compensation will be required at the whole stretch of the section</p>
<p>Conclusion</p> <p>As compare with Kota Bogor, Ka Bogor does not look eager to construct 2nd JORR. Therefore "Alternative Route 2" is recommended in this study because of the economical reason and the ease of compensations</p>	

Table 5.4.2 Route Comparison on Area Category 3