


Maharashtra State Electricity Transmission Company Ltd.

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DETAILED PROJECT NOTE

The work of laying and construction of proposed **132 KV Gondia (MIDC) - Hirdamali Rly Traction sub/stn transmission line** work is proposed by the Rly. Department for the electrification of Ballarshah-Gondia B.G.rly.line . While doing the line alignment survey, it is observed that around of Gondia and Hirdamali, developing industrial and new housing layout schemes are rapidly growing as well as there is Transmission line of 132 KV which is going from Gondia (MIDC) sub/stn. to Hirdamali RTSS. Considering the above situation, three alternative line routes were exercised rly.dept. and MSETCL has jointly checked the routes. Keeping in view, to maintain the proper horizontal and vertical crossing and also to make it cost effective project the transmission line alignment was finalized. As such while doing so it was observed that, the proposed line alignment is passing almost through Non-forest area. i.e. area under cultivation and also avoiding the big trees like Mango, Pipal & tree having religious importance. The alignment of the proposed line involved few patches of forest Area of Zudpi Also while finalizing the alignment MSETCL avoided the village boundary, Temple, Ponds, Valley, & Farm houses in field. The area of forest land involved in the line route is unavoidable. The Administrative approval for the work of above Transmission line is given by Government of Maharashtra vide No. MSETCL/CO/PS/Scheme-I/P.N./11417 dated 03.11.2016 and Technical sanctioned vide MBR No. MSETCL/CO/TR Project Scheme/Scheme I/TSS NO.10530, dated 29.09.2016 with an Estimated cost of Rs.2315.67 Lakhs. The capital cost of laying 132 KV Gondia(MIDC)-Hirdamali transmission line is Rs.853.65 Lakhs. Also, as per Railway department the work of Railway Electrification of Gondia-Ballarshah section is monitoring through PMO office.

It will be clearer from the enclosed route map & village map of proposed transmission line that the laying of 132 KV S/C line that forest included in the route of alignment is unavoidable and no non forest land is available to divert the alignment from forest to non forest. MSETCL checked the entire available alternative routes so as to ensure that minimum forest land should be affected. The final route so selected involves the forest land which is the barely minimum.


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