

ORISSA STATE

BUFFER ZONE

CORE ZONE

RESIST ZONE

CORE ZONE

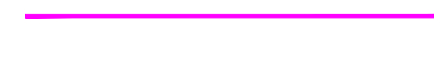
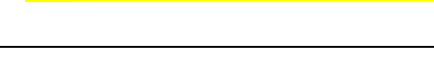
BUFFER ZONE

CORE ZONE

RIVER CORN

CHATTISGARH

| Final Co-ordinate of Proposed 132kv/Dc Transmission Line From Proposed S/s Nagri To Proposed S/s Indagaon |             |                        |             |                            |                |                           |              |
|-----------------------------------------------------------------------------------------------------------|-------------|------------------------|-------------|----------------------------|----------------|---------------------------|--------------|
| Sr.No.                                                                                                    | Description | Co-ordinate in UTM-44N |             | Co-ordinate in WGS-84(DMS) |                | Co-ordinate in WGS-84(DD) |              |
|                                                                                                           |             | Easting                | Northing    | Latitude(N)                | Longitude(E)   | Latitude(N)               | Longitude(E) |
| 1                                                                                                         | BAY CHAMEDA | 596278.549             | 2251617.095 | 20°21'36.901"N             | 81°55'20.948"E | 20.3594145                | 81.9242942   |
| 2                                                                                                         | DE CHAMEDA  | 596328.984             | 2251555.873 | 20°21'34.900"N             | 81°55'22.675"E | 20.3588587                | 81.9247723   |
| 3                                                                                                         | AP01        | 596352.935             | 2251420.365 | 20°21'30.488"N             | 81°55'23.475"E | 20.3576331                | 81.9249945   |
| 4                                                                                                         | AP02        | 596902.090             | 2250750.928 | 20°21'08.761"N             | 81°55'14.348"E | 20.3519973                | 81.9224587   |
| 5                                                                                                         | AP03        | 596314.851             | 2250167.211 | 20°20'49.735"N             | 81°55'21.919"E | 20.3463116                | 81.9245622   |
| 6                                                                                                         | AP04        | 596668.807             | 2250051.541 | 20°20'45.908"N             | 81°55'34.104"E | 20.3452485                | 81.9279472   |
| 7                                                                                                         | AP05        | 597565.897             | 2250404.475 | 20°20'57.223"N             | 81°56'05.110"E | 20.3483917                | 81.9365613   |
| 8                                                                                                         | AP06        | 600680.156             | 2248061.039 | 20°19'40.416"N             | 81°57'52.039"E | 20.3270543                | 81.9662673   |
| 9                                                                                                         | AP07        | 608913.588             | 2247456.615 | 20°19'19.126"N             | 82°02'35.810"E | 20.3211393                | 82.0451026   |
| 10                                                                                                        | AP08        | 612689.294             | 2246907.825 | 20°19'00.487"N             | 82°04'45.872"E | 20.3159608                | 82.0812355   |
| 11                                                                                                        | AP09        | 613625.753             | 2248006.868 | 20°19'36.033"N             | 82°05'18.409"E | 20.3258355                | 82.0902750   |
| 12                                                                                                        | AP10        | 614081.621             | 2248102.720 | 20°19'39.053"N             | 82°05'34.150"E | 20.3266743                | 82.0946479   |
| 13                                                                                                        | AP11        | 614961.772             | 2247434.370 | 20°19'17.124"N             | 82°06'04.344"E | 20.3205825                | 82.1030362   |
| 14                                                                                                        | AP12        | 615889.398             | 2245612.879 | 20°18'17.678"N             | 82°06'35.906"E | 20.3040683                | 82.1118042   |
| 15                                                                                                        | AP13        | 620015.738             | 2243533.714 | 20°17'09.136"N             | 82°06'57.663"E | 20.2850268                | 82.1511862   |
| 16                                                                                                        | AP14        | 620965.979             | 2242607.691 | 20°16'38.802"N             | 82°07'30.195"E | 20.2765999                | 82.1602238   |
| 17                                                                                                        | AP15        | 622546.984             | 2242312.995 | 20°16'28.855"N             | 82°07'34.018"E | 20.2738363                | 82.1753433   |
| 18                                                                                                        | AP16        | 623816.231             | 2241793.826 | 20°16'11.675"N             | 82°07'48.238"E | 20.2690635                | 82.1874614   |
| 19                                                                                                        | AP17        | 624766.518             | 2240256.407 | 20°15'21.449"N             | 82°07'40.609"E | 20.2551108                | 82.1964543   |
| 20                                                                                                        | AP18        | 624722.122             | 2238817.018 | 20°14'34.645"N             | 82°11'38.721"E | 20.2421085                | 82.1959296   |
| 21                                                                                                        | AP19        | 625320.554             | 2237532.503 | 20°13'52.726"N             | 82°11'59.033"E | 20.2304634                | 82.2015725   |
| 22                                                                                                        | AP20        | 625202.549             | 2237154.588 | 20°13'40.463"N             | 82°11'54.862"E | 20.2270566                | 82.2004137   |
| 23                                                                                                        | AP21        | 624150.672             | 2236519.412 | 20°13'13.546"N             | 82°11'18.411"E | 20.2195792                | 82.1902869   |
| 24                                                                                                        | AP22        | 624139.199             | 2235801.229 | 20°12'56.695"N             | 82°11'17.888"E | 20.2148980                | 82.1901415   |
| 25                                                                                                        | AP23        | 623788.884             | 2235199.454 | 20°12'37.204"N             | 82°11'05.669"E | 20.2094835                | 82.1867471   |
| 26                                                                                                        | AP24        | 624254.557             | 2233709.149 | 20°11'48.625"N             | 82°11'21.345"E | 20.1959880                | 82.1911019   |
| 27                                                                                                        | AP25        | 624663.435             | 2233427.660 | 20°11'39.374"N             | 82°11'35.362"E | 20.1934181                | 82.1949958   |
| 28                                                                                                        | AP26        | 625869.869             | 2233848.193 | 20°11'52.768"N             | 82°12'17.028"E | 20.1971388                | 82.2065715   |
| 29                                                                                                        | AP27        | 626302.968             | 2233749.763 | 20°11'49.464"N             | 82°12'31.924"E | 20.1962210                | 82.2107097   |
| 30                                                                                                        | AP28        | 627423.452             | 2233940.219 | 20°11'55.392"N             | 82°13'10.574"E | 20.1978676                | 82.2214471   |
| 31                                                                                                        | AP29        | 628084.415             | 2233361.174 | 20°11'36.401"N             | 82°13'33.197"E | 20.1925918                | 82.2277320   |
| 32                                                                                                        | AP30        | 629263.414             | 2233328.974 | 20°11'35.069"N             | 82°14'13.804"E | 20.1922217                | 82.2390133   |
| 33                                                                                                        | AP31        | 630598.277             | 2233110.546 | 20°11'27.640"N             | 82°14'59.733"E | 20.1901576                | 82.2517728   |
| 34                                                                                                        | AP32        | 631141.312             | 2232737.008 | 20°11'15.358"N             | 82°15'18.342"E | 20.1867456                | 82.2569427   |
| 35                                                                                                        | AP33        | 631132.692             | 2232635.935 | 20°11'12.072"N             | 82°15'18.019"E | 20.1858330                | 82.2568529   |
| 36                                                                                                        | AP34        | 631001.240             | 2232345.243 | 20°11'02.650"N             | 82°15'13.415"E | 20.1832156                | 82.2555739   |
| 37                                                                                                        | AP35        | 630953.898             | 2232039.072 | 20°10'52.704"N             | 82°15'11.705"E | 20.1804525                | 82.2550987   |
| 38                                                                                                        | AP36        | 632375.721             | 2230832.400 | 20°10'13.108"N             | 82°16'00.364"E | 20.1694526                | 82.2686168   |
| 39                                                                                                        | AP37        | 632563.032             | 2229940.852 | 20°09'31.056"N             | 82°16'06.476"E | 20.1577704                | 82.2703147   |
| 40                                                                                                        | AP38        | 633317.785             | 2227786.819 | 20°08'33.821"N             | 82°16'32.008"E | 20.1418704                | 82.2774075   |
| 41                                                                                                        | AP39        | 634620.660             | 2227034.311 | 20°08'09.021"N             | 82°17'16.675"E | 20.1349807                | 82.2898165   |
| 42                                                                                                        | AP40        | 636222.008             | 2226642.678 | 20°07'55.878"N             | 82°18'11.713"E | 20.1313295                | 82.3051069   |
| 43                                                                                                        | AP41        | 636874.172             | 2225320.755 | 20°07'12.719"N             | 82°18'33.812"E | 20.1193397                | 82.3112462   |
| 44                                                                                                        | AP42        | 637757.450             | 2224804.490 | 20°06'55.701"N             | 82°19'04.085"E | 20.1146122                | 82.3196562   |
| 45                                                                                                        | AP43        | 638324.000             | 2223308.917 | 20°06'06.915"N             | 82°19'23.183"E | 20.1010592                | 82.3249618   |
| 46                                                                                                        | AP44        | 639912.622             | 2222021.413 | 20°05'24.629"N             | 82°20'17.520"E | 20.0899120                | 82.3400573   |
| 47                                                                                                        | AP45        | 640820.885             | 2221737.096 | 20°05'15.145"N             | 82°20'48.708"E | 20.0866771                | 82.3487217   |
| 48                                                                                                        | AP46        | 641548.588             | 2222035.357 | 20°05'24.653"N             | 82°21'13.843"E | 20.0899185                | 82.3557044   |
| 49                                                                                                        | AP47        | 642493.433             | 2221777.634 | 20°05'16.021"N             | 82°21'46.296"E | 20.0869204                | 82.3647204   |
| 50                                                                                                        | AP48        | 642717.937             | 2221615.654 | 20°05'10.693"N             | 82°21'53.979"E | 20.0854404                | 82.3668548   |
| 51                                                                                                        | DE INDAGAON | 642730.572             | 2221496.102 | 20°05'06.802"N             | 82°21'54.380"E | 20.0843593                | 82.3669663   |

|                                   |                                                                                       |
|-----------------------------------|---------------------------------------------------------------------------------------|
| ALTERNATIVE ROUT-1 (FOR PROPOSAL) |  |
| ALTERNATIVE ROUT-2 (OPTIONAL)     |  |
| ALTERNATIVE ROUT-3 (OPTIONAL)     |  |
| BUFFER ZONE                       |  |
| CORE ZONE                         |  |
| DISTRICT/DIVISION BOUNDARY        |  |

| Justification Between Three Alternative Transmission Routes For Proposed 132 kv Nagri - Indagaon Transmission Line |                                                                 |                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                           |                                                                                                                                                                                                                     |
|--------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Sr.No.                                                                                                             | Justification Views                                             | Alternative Route-1(For Proposal)                                                                                                                                                                                                                                                                                                                | Alternative Route-2                                                                                                                                                                                                                       | Alternative Route-3                                                                                                                                                                                                 |
| 1                                                                                                                  | Total Line Length (in Km.)                                      | 67.674                                                                                                                                                                                                                                                                                                                                           | 70.292                                                                                                                                                                                                                                    | 65.071                                                                                                                                                                                                              |
| 2                                                                                                                  | Total Line Area (in Hec.)                                       | 182.719                                                                                                                                                                                                                                                                                                                                          | 189.788                                                                                                                                                                                                                                   | 175.892                                                                                                                                                                                                             |
| 3                                                                                                                  | Falling Forest Area (in Hec.) on Route                          | 111.267                                                                                                                                                                                                                                                                                                                                          | 135.327                                                                                                                                                                                                                                   | 122.221                                                                                                                                                                                                             |
| 4                                                                                                                  | Falling Protected Zone like udanti wls. Area (in Hec.) on Route | 42.9624                                                                                                                                                                                                                                                                                                                                          | 63.339                                                                                                                                                                                                                                    | 56.212                                                                                                                                                                                                              |
| 5                                                                                                                  | No. of National Highway X-ing in Route                          | 6                                                                                                                                                                                                                                                                                                                                                | 3                                                                                                                                                                                                                                         | 8                                                                                                                                                                                                                   |
| 6                                                                                                                  | Railway Line X-ing in Route                                     | Nil                                                                                                                                                                                                                                                                                                                                              | Nil                                                                                                                                                                                                                                       | Nil                                                                                                                                                                                                                 |
| 7                                                                                                                  | Effected Trees                                                  | This Route is passing from low density forest areas so minimum Trees are effecting .                                                                                                                                                                                                                                                             | This Route is passing from Thick density forest areas so Trees are effecting more Than Alternative Route-1 & 3.                                                                                                                           | This Route is passing from Thick density forest areas so Trees are effecting more Than Alternative Route-1.                                                                                                         |
| 8                                                                                                                  | Summary                                                         | This Route is Passing along National Highway at Protected Zone like Udanti & Sitanadi Sanctuary because for to covered one side Corridor of NH due to prevent to create unnessary Extra Corridor in Protected forest Areas. Our Major Object in this Route to Cover Minimum area in Forest and Protected Lands and use low density forest areas. | This Route is Making extra Corridor at Protected Zone like Udanti & Sitanadi Sanctuary . Alternative Route-2 is covering Highest area in Forest and Proected Lands Compare of Alternative-1 & 3 and also passing from thick density Area. | The Length of Alternative Route-3 is lowest compare of Alternative Route 1 & 2. but this Route Length is Highest in Protected Areas compare of Alternative Route-1 and also passing from Thick density forest Zone. |

Executive Engineer  
BSP (Power) Co. Chhattisgarh

| SURVEY OF AREA SHEET ARRANGEMENT |       |       |       |
|----------------------------------|-------|-------|-------|
| 64L 15                           | 64L 3 | 64L 4 | 64L 8 |

132KV D/C NAGRI-INDAGAON TRANSMISSION LINE  
CHATTISGARH STATE POWER TRANS. CO. LTD.  
RAIPUR, CHHATTISGARH  
DWG. TITLE  
3-ROUTE ALIGNMENT FOR PROPOSED 132KV NAGRI-INDAGAON TRANSMISSION LINE  
SCALE:- 1 Cm. = 500 M.