

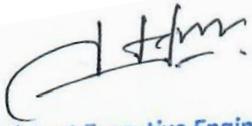
**Comparative Statement of three alternative Routes of Loop-in section of 132 kV  
D/C MLHEP-Khliehriat Tr. Line at Mynkre**

<b>S.No.</b>	<b>Descriptions</b>	<b>Route Alignment 1</b>	<b>Route Alignment 2</b>	<b>Route Alignment 3</b>
<b>1</b>	Route Length	13.557	14.629	14.976
<b>2</b>	Terrain Description	Hilly	Hilly	Hilly
<b>3</b>	Quantity of angle Point	45 Nos.	45 Nos.	47 Nos.
<b>4</b>	<b>Crossing Details</b>			
<b>i</b>	River Crossing	01 No	01 No	01 No
<b>ii</b>	National Highway	Nil	Nil	Nil
<b>iii</b>	Power Line Crossing			
	a) 400 kV Tr. Line	1	1	8
	b) 132 kV Tr. Line	1	1	1
<b>5</b>	<b>Environmental Details</b>			
<b>i</b>	No of house in ROW	Nil	Nil	Nil
<b>ii</b>	Trees/Crops & its extent of damage	13.24% line pass through area having medium tree cover which is unavoidable. Rest will pass through barren land and some agriculture land	15.85% line pass area having medium tree cover which is unavoidable. Rest will pass through barren land and some agriculture land	18.36% line pass area having medium tree cover which is unavoidable. Rest will pass through barren land and some agriculture land
<b>6</b>	<b>Forest Involvement</b>			
<b>i</b>	Forest area in KM	1.796 KM	2.32 KM	2.75 KM
<b>ii</b>	Forest Type	Private Forest <i>(forest as per dictionary meaning)</i>	Private Forest <i>(forest as per dictionary meaning)</i>	Private Forest <i>(forest as per dictionary meaning)</i>
<b>7</b>	Compensation cost	Low due to involvement of low forest area	High due to involvement of high forest area	High due to involvement of high forest area
<b>8</b>	Approach Road	Tower locations are approachable.	Approaches are more Constrained & difficult	Approaches are more Constrained & difficult.

9	O & M Problems	O & M problem will be less due to involvement of less forest area and better approach to tower locations.	O & M problem will be more due to involvement of more forest area and difficult approach road	O & M problem will be more due to involvement of more forest area and difficult approach road
10	Overall Remarks	Technically and Economically and from environment safeguard point of view, most feasible route in view of involvement of less forest area & less route length	Technically and Economically, environmentally less feasible route in view of involvement of high forest area & more route length	Technically and Economically, environmentally less feasible route in view of involvement of high forest area & more route length

**RECOMMENDATION**

	The route <b>Alignment No.1</b> is proposed for construction of Loop-in section of 132 kV MLHEP-Khliehriat at Mynkre on the basis of following consideration:-
	i) All Towers/Angle points are on safe places considering the required clearances
	ii) Less forest area is involved as compared to other two routes
	iii) Minimum tree cutting involved, since no tower is required to be constructed in forest area, only area below the conductor falls under forest area as per inspection of Forest Department.

  
 Assistant Executive Engineer  
 TLMSD, MePTCL  
 Khliehriat