

No. PED/DB-35/C&S/20121-22/1520

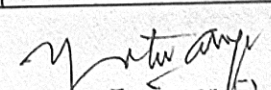
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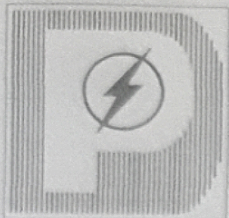
**COMPARATIVE STATEMENT OF 03 (THREE) ALTERNATIVE
ROUTES FOR TRANSMISSION LINE**

PROJECT: - Construction of 132 KV S/C Transmission Line from KAMBANG SS to MECHUKA SS in the state of Arunachal Pradesh

Selected section-R1 length under ALONG FOREST DIVISION = 93.2 KMs

Sl No.	Description	Alt 1 (Red)	Alt 2 (Green)	Alt 3 (Blue)
1	Route Particulars			
a)	Route Length	93.3	97.6	98.9
b)	Terrain Description	Hilly (100%)	Hilly (100%)	Hilly (100%)
c)	Quantity of Angle Towers	322	404	334
d)	Total No. of Towers	322	404	334
2	Name of State, District			
	State	Arunachal Pradesh	Arunachal Pradesh	Arunachal Pradesh
	District	UPPER SIANG	UPPER SIANG	UPPER SIANG
3	Forest Involvement			
a)	Section Length in Forest Area	93.3	97.6	98.9
b)	Type of Land	The Line section from Loc.Kambang SS to Mechuka (251.98 Ha)all in USF & falls under Yorde Rube Sopse wild life proposed for Eco sensitive zone to total of 251.58 ha)	The Line section from Loc. KAMBANG SS to TO MECHUKA (about 97.6KM.and Area 263.52.Ha) all in USF to total of 224.06 kms)	The Line section from KAMBANG SS to TO MECH (about 98.89 KM.and 267.03.91Ha) all in USF are
4	Towns in alignment	KAMBANG ,TATO ,MECHUKA	KAMBANG ,TATO ,MECHUA	KAMBANG ,TATO, MECHU

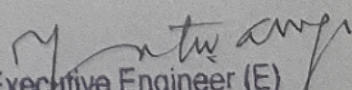

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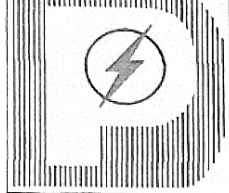


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5	Type of Forest / reserve / protected / mangrove / protected area / Wildlife / Biosphere reserve / any other environment sanctuary area	Unclassified State Forest, reserve forest	Unclassified State Forest, Reserve Forest	Unclassified State Forest, Reserve forest
6	Type of Fauna & Flora	No significant Flora & Fauna are available in the area	No significant Flora & Fauna are available in the area	No significant Flora & Fauna are available in the area
7	River Crossing	01	01	03
8	Tower in Forest Area	303	314	335
9	Damage of Forest Product	The propose route of line section is falling under reserve forest area only as it is not at all possible to avoid reserve forest area. However, the section of this line has been selected along such that it requires minimum diversion of forest land in reserve forest area.	Significant portion of the line is falling under Reserve Forest Area. This alignment will require more diversion of Reserve Forest Land in comparison to route 1.	Significant portion of the line is falling under Reserve Forest Area. This alignment will require more diversion of Reserve Forest Land in comparison to route 1.
10	Compensation Cost	Low due to involvement of less forest area and less route length.	High due to involvement of more forest area and more route length.	High due to involvement of more forest area and more route length.
11	Construction Problem	Forest clearance will create construction problem, but it is unavoidable. Other than that, all the area is easily accessible for construction and maintenance purpose.	Forest clearance will cause serious problem during construction.	Forest clearance will cause serious problem during construction. Accessibility is not available for construction and maintenance in future.


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12	O & M Problem	Forest / Trees will be sometimes cause problems in O&M stage. However, can be attended fast as there will be possible accessibility along the line.	Due to presence of dense forest the accessibility is difficult in O&M stage.	Due to presence of dense forest the accessibility is difficult in O&M stage.
13	General Remark	Selected route is falling under Reserve Forest only, which are not at all avoidable. During selection of route, care is taken to minimize the damage of forest product & involvement of bench cutting. In this route no sliding zone is encounter.	The line section is also falling under Reserve Forest area which is un-avoidable. The proposed route will require more Reserve Forest land than the selected route no. 1.	The line section is also falling under Reserve Forest area which is un-avoidable. The proposed route will require more Reserve Forest land than the selected route no. 1.

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