

**RECONNAISSANCE REPORT FOR THREE ALTERNATIVE ALONG WITH
BEE LINE: -**

In course of our preliminary survey apart from the Bee Line, Alternative-I, Alternative-II & Alternative-III are considered which marked in Black, Magenta, Blue & Cyan have been indicated in the attached Topographical maps for final selection before detail survey of the selection route is undertaken. Please note that all those routes indicated in the attached maps are tentative. Comparative details with respect to those above routes with their merits and demerits are indicated below for your kind perusal and approval of the selected route

(A) 'BEE' Line (marked in Black).

From the enclosed map it may please be observed that the 'BEE' line is the Straight line connecting the W.Phaileng To Marpara. The length of BEE line is 44.277 Kms. This 'BEE' Line in comparison to the other investigated routes is shorter. However, the aforesaid route is not feasible due to the details as given below:-

- 1) Bee line passes through some permanent Structure like House/Hut near Kawnmawi, Lallen, Falkawn, W.Phulpui, Pukzing Vengthar, Hruiduk, etc village.
- 2) Bee line Cross some deep valley and hill top, where tower spotting are not possible.

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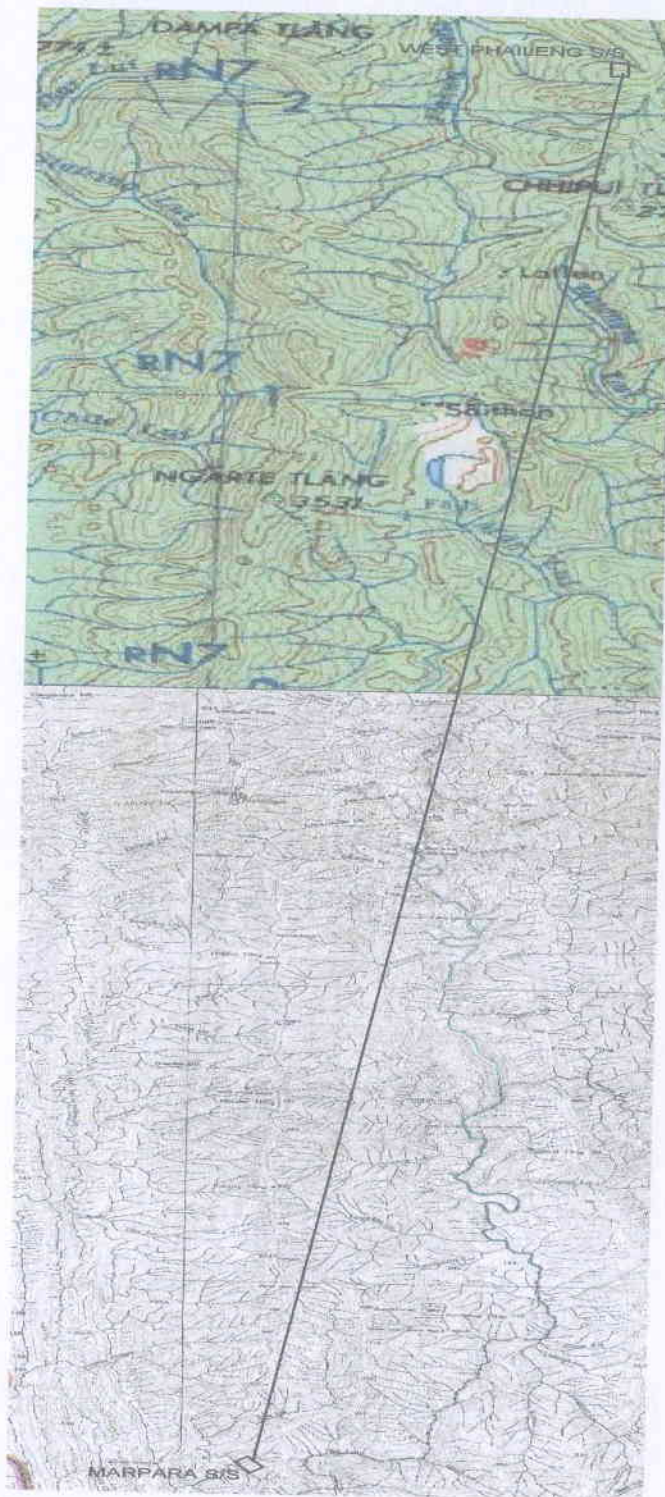
**132 KV S/C ON DOUBLE CIRCUIT TOWER W.PHAILENG S/S TO MARPARA S/S
TRANSMISSION LINE .**

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- 3) Total Length 44.277 Km, so some tower will be required in between, but we have not found any suitable position for location of such tower in maximum places in between.

Finding the 'BEE' line route not feasible, we have explored Diverted Route in close proximity to the said 'BEE' line.



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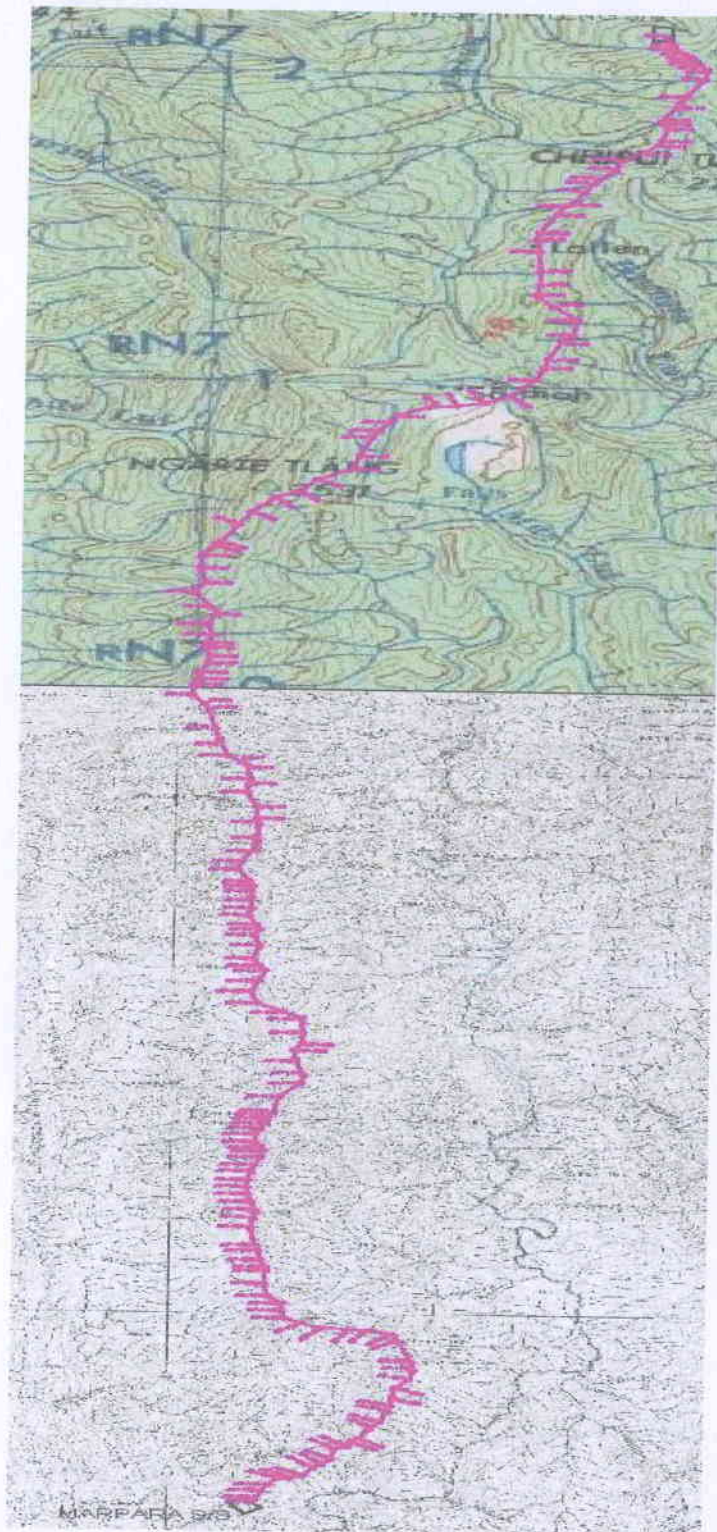
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(B) Alternative-I (ALT-I Marked in Magenta – Our proposed route).

The length of this route is 50.703Kms. (Approx.). This alternative route passes through the villages Kawnmawi, Chhippui, Lallen, Saithah, Falkawn, Phulbial, Phuldungsei, West Phulpui, Pukzing, Pukzing Vengthar, Hruiduk etc.

This route is free from any type of permanent structure. This route is also very near to the West Phaileng to Marpara road and other connected roads so that transportation cost will be minimum.



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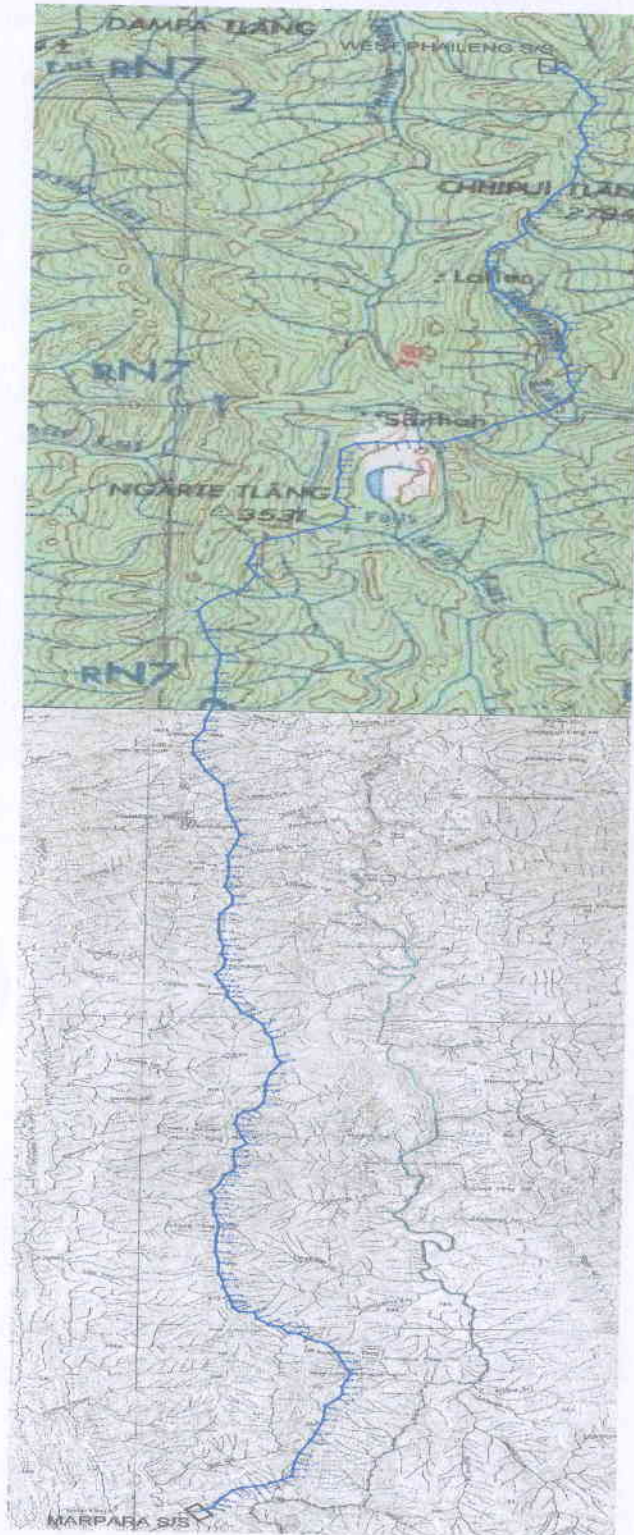
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(C) Alternative-II-(ALT-II Marked in Blue).

The length of this route is 53.658Kms. (Approx.). This alternative route passes through the villages Kawnmawi, Chhippui, Lallen, Falkawn, Phuldungsei, West Phulpui, Pukzing, Hruiduk etc.

This route is far away from the road. Due to this reason, Transportation cost that means the total maintenance cost will be much more round the year. Apart from this the line passes through Deep Forest Zone where tree falling is much more than Alternative I.



(D) Alternative-III(ALT-III Marked in Cyan).

The length of this route is 54.385Kms. (Approx.). This alternative route passes through the villages Kawnmawi, Chhippui, Lallen, Saithah, Phulbial, Phuldungsei, West Phulpui, Pukzing, Hruiduk etc.

This route is far away from the road. Due to this reason, Transportation cost that means the total maintenance cost will be much more round the year. Apart from this the line passes through Deep Forest Zone where tree falling is much more than Alternative I.



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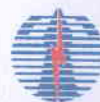
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From the above three alternatives we propose Alternative-I. There will be no parallelism with the existing Telephone line fall within the said proposed route. Thus there will be no problem to get P.T.C.C. clearance from competent authority . In this proposed line we observed that the line is passing through minimum compensation area. We have also tried to avoid food grade garden like mango and other trees. In view of the required detail and technical aspect narrated above, we would suggest allowing us to carry out detail survey in respect of the Alternative I Route as investigated by us at the earliest. Besides we are also having the following merits for this route:

1. Route length is minimum as compared with alternative-II & alternative-III.
2. Number of angle point is minimum as compared other alternative-II & alternative-III.
3. During our Preliminary survey we have also observed that the ROW problems will be minimum in the proposed route.
4. Route is also free from any type of permanent structure.
5. Along our proposed route which is along the road side, the carrying of materials etc for construction is more easier/economical as compared to other alternative route. As well as maintenance of the entire line is easier than other alternatives.
6. As the Jangle and Trees are minimum along our proposed route, for this reason tree cutting/trimming are minimum as compared to other alternative.

For the above reason maintenance also will be easier/economical as compared to other alternative routes.



COMPARATIVE STATEMENTS AT A GLANCE

The comparative features of alternatives for selecting the optimum route are as under:

Description	Alternative-I (Optimum/Proposed Route)	Alternative-II.	Alternative-III.
Route Length (in Kms.)	50.703 KM	53.658 KM	54.385 KM
Angle Point	170	198	215
River Crossing (Major)	NIL	NIL	NIL
River Crossing (Minor)	NIL	NIL	NIL
Forest (Village Forest)*	39.793 KM	41.446 KM	41.689 KM
ROW*	Forest-78.5%, Barren Land- 11.5% Cultivated Land - 10%	Forest-77%, Barren Land- 18% Cultivated Land - 5%	Forest-76.5%, Barren Land- 14.5% Cultivated Land - 9%
Site Approach	Mechanical & Manual	Manual	Manual
Railway Crossing	NIL	NIL	NIL
N.H. Crossing	NIL	NIL	NIL
S.H. Crossing	38	10	3
400 KV D/C Line	NIL	NIL	NIL
400 KV S/C Line	NIL	NIL	NIL
220 KV D/C Line	NIL	NIL	NIL
220 KV S/C Line	NIL	NIL	NIL
132 KV D/C Line	NIL	NIL	NIL
132 KV S/C Line	NIL	NIL	NIL
66KV Line	NIL	NIL	NIL
33KV Line	1	NIL	NIL
11KV Line	4	NIL	NIL
Cable Route	Not Required	Not Required	Not Required
Low Land Area	Nil	Nil	Nil

***This Value is tentative and will be finalized after detail survey.**

