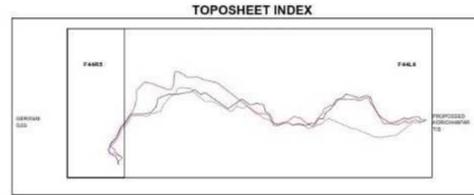


132 KV D/C GERWANI TO KORICHHAPAR LINE

DETAILS OF ALTERNATIVE ROUTES ON SURVEY OF INDIA (SOI) 1:50,000 TOPOSHEETS

Chhattisgarh State Power Transmission Company Limited

S.L.NO.	INDEX	ROUTE
1.	BEE LINE ROUTE LENGTH - 27.500	
2.	ALTERNATE ROUTE - I (PROPOSED) ROUTE LENGTH - 40.620 KM	
3.	ALTERNATE ROUTE - II LENGTH - 37.790 KM	
4.	ALTERNATE ROUTE - III LENGTH - 35.800 KM	
5.	COAL BLOCK BOUNDARY	
6.	DAM AREA	
7.	HABITATION AREA	



SCHEDULE OF FOREST LAND - RF/PF						
Sr. No.	PATCH NO.	DIVISION	RANGE	FOREST TYPE	COMPARTMENT NO	DIVERSION AREA(IN HA.)
1	Patch No-1	Raigarh	Lakha	Protected Forest	PF 881	0.194
2	Patch No-2	Raigarh	Lakha	Protected Forest	PF 881	1.318
3	Patch No-8	Kharsiyia	Bijokot	Reserve Forest	RF 1183	0.985
4	Patch No-9	Tamar	Rabo	Reserve Forest	RF 829	0.405
5	Patch No-11	Gharghoda	Charraungai	Protected Forest	PF 1200	0.810
Total Forest Area(HA.)						3.712

Sr. No.	Table	Forest Type	Diversion Area(IN HA.)
1	Table-A	Total Revenue Forest Area(HA.)	3.299
2	Table-B	Total Forest Area(HA.)	3.712
		Total Area(HA.)	7.011

[Signature]
Executive Engineer
EHT (C) Dn. CSPTCL
Bilaspur

Submitted By :-
CHHATTISGARH STATE POWER TRANSMISSION CO. LTD.
EXECUTIVE ENGINEER EHT (CONST) DN. CSPTCL, BILASPUR

Route Comparison Statement for all 3 Route for 132 KV D/C GERWANI TO KORICHHAPAR LINE				
Sr. No.	Description	Alternate - I (Proposed)	Alternate-II	Alternate - III
1.	BEE LINE ROUTE LENGTH (KM)	27.500	27.500	27.500
2.	Route Length (KM)	40.620	37.790	35.800
3.	No. of Angle Points	76	94	84
4.	Length of line in Forest area (Km)	2.59667	3.310	3.988
5.	Reserved/Protected / Revenue Forest Area(Ha)	3.7071	6.237	8.067
6.	Density of trees other than forest.	NIL	NIL	NIL
7.	Wild Life Sanctuaries / National Parks	NIL	NIL	NIL
8.	Endangered species if any	NIL	NIL	NIL
9.	River Crossing (Major)	2 NOS	2 NOS	2 NOS
10.	National Highway	2 NOS	2 NOS	2 NOS
11.	Railway Crossing	2 NOS	2 NOS	2 NOS
12.	Major Power Line Crossing (132 KV and Above)			
a.	132 KV LINE	4 NOS	6 NOS	6 NOS
b.	220 KV LINE	1 NOS	2 NOS	1 NOS
c.	400 KV LINE	2 NOS	2 NOS	2 NOS
d.	765 KV LINE	4 NOS	4 NOS	4 NOS
13.	Places of Archeological Importance	NIL	NIL	NIL
14.	Terrain condition	PLAIN TERRAIN WITH UNDULATION AND MIXED WITH HILLY TERRAIN	PLAIN TERRAIN WITH UNDULATION AND MIXED WITH HILLY TERRAIN	PLAIN TERRAIN WITH UNDULATION AND MIXED WITH HILLY TERRAIN
15.	Places of Historical / cultural / religious / tourist importance	NIL	NIL	NIL
16.	Line Pass through any Town/ City	NO	NO	NO
17.	Line Pass through any Defence establishments	NO	NO	NO
18.	Coal Belt areas	NO	NO	NO

Results & Conclusions
Referring to comparative statement for alternative routes and angle point summary, Route 1 (Proposed) crosses the Bee-line in three places. Route 2 and Route 3 is positioned in left side & right side of Bee-line. After initial inspection of physical maps updated with satellite images and walk over survey, all three corridors were explored for the best & optimum route alignment. Special attention has been given to the existing EHT lines, Protected forest, Reserved forest, river crossings, railway crossings, national highways, minimum route length and habitation. In route-II the route traverses through operational mining & coal block areas, whereas route-I traverses outside corridor of mining & coal block areas. In route-III dense Reserve & Protected forest exist. After detailed analysis, Alternate I has been observed as most viable route for alignment due to the proximity to the main thoroughfares in the area, construction as well as operation & maintenance.

[Signature]
Executive Engineer
EHT (C) Dn. CSPTCL
Bilaspur

