

Proposed 132kV D/C Simdega - Monoharpur Transmission line

COMPARATIVE STATEMENT

Sl. No.	ITEMS	ROUTE - I	ROUTE - II	ROUTE - III	REMARKS
1.	Bee Line Length	75.300Km.	75.300Km.	75.300Km.	
2.	Route Length	95.712Km.	105.132Km.	106.681Km.	
3.	No of Angle Points	85Nos.	87Nos.	105Nos.	
4.	Forest	15.377Km	31.830Km	20.025Km	
5.	Hilly Terrain	9.500Km	31.780Km	12.730Km	
6.	Power Line Crossing	4Nos	5Nos	4Nos	
7.	Railway Line Crossing	2Nos.	2Nos.	2Nos.	
8.	Major River Crossing	1No	3Nos	1No	
9.	National Highway	Nil	Nil	Nil	
10.	State Highway	4Nos	3Nos	3Nos	
11.	Marshy area	Nil	Nil	Nil	
12.	Special Towers	Nil	Nil	Nil	
13.	Sanctuary area	Nil	Nil	Nil	
14.	Coal Belt area	Nil	Nil	Nil	
15.	Tree Density	65%	90%	80%	
16.	Pile Foundation	Nil	Nil	Nil	
17.	Defense Area	Nil	Nil	Nil	
18.	Transportation & Maintenance	Good Accessibility	Poor Accessibility	Very Poor Accessibility	
19.	Over all Remarks	Route-1 is recommended			

मधुसूदन

भारत को सेवा
R. K. SAINI
प्रबंधक (जेसीई)
MANAGER (JCP)
पावरग्रिड, जमशेदपुर
POWERGRID JAMSHEDPUR


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CONCLUSION & RECOMMENDATION:

After careful examination of all the above-mentioned three alternative routes, following conclusion can be drawn:

- Route I involves lesser then Route length where as the Route length of Route II & Route III is comparatively high. Considering the above, construction & maintenance of the transmission line in Route I shall be much cheaper & easier as compared to other alternatives.
- Route I: involvement of Forest stretches in Route – I is 15.377Kms., where as in Route – II is 31.830Kms. and Route – III is 20.025Kms. respectively
- Route I: involvement of Hilly terrain in Route – I is 9.500Kms., where as in Route – II is 32.780Kms. and Route – III is 12.730Kms. respectively
- Route – I: is having 85 nos. of Angle Point; Where as in Route – II & III are 87 nos. and 105 nos. respectively.
- Route I: is crossed 1No Major River ; Where as in Route – II & III are 3Nos. and 1No, respectively .
- Route – I: As far as the approachability and general strata are concerned, Route I appears to be the best as it is well approachable and passing near to the Pucca Road & State High Way As such, the route is most feasible not only from the view point of construction but for trouble and hassle free O & M of the proposed transmission line in future.

Keeping the above factors in mind, we propose Route I as the Final Route and necessary approval for the same to enable us to start and preparation of Detailed Survey Report and Soil Investigation on the approved route at the earliest.


 अरु को सेना
 R. K. SAINI
 प्रबंधक (जेसीपी)
 MANAGER (JCP)
 पावरग्रिड, जमशेदपुर
 POWERGRID JAMSHEDPURA