

1. Evaluation of Alternatives Route Alignment of 765 KV S/C Raichur-Solapur Line

Sl.	Description	Alternative-I	Alternative-II	Alternative-III
1.	Route particulars			
	i) Length in Kms	207.620	202.643	201.53
	ii) Terrain – (a) Plain (b) Hilly	100% 0%	100% 0%	100% 0%
2.	Environmental impact			
	i) Towns in alignment	The line is not passing through any town however major towns in vicinity are Shahapur, Ganganapur, Afzalpur & Akalkot.	The line is not passing through any town however major towns in vicinity are Shahapur, Ganganapur, Afzalpur & Akalkot	The line is not passing through any town however major towns in vicinity are Shahapur, Ganganapur, Afzalpur & Akalkot
	ii) Houses within ROW	Nil	Nil	Nil
	iii) Forest involvement	Nil	Nil	Nil
	iv) Historical/Cultural monument	Nil	Nil	Nil
	v) Type of Flora & Fauna	NA	NA	NA
	vi) Endangered species, if any	Nil	Nil	Nil
	viii) Details of tribal areas, if any.	Nil	Nil	Nil
3.	Compensation Cost			
	a) Forest (CA, NPV)	Nil	Nil	Nil
	b) Tree/crop	6.16 Cr.	6.06 Cr.	6.04 Cr
4.	Major Crossings:			
	i) River (Nos.)	01	01	01
	ii) Power line (Nos.)	12	12	12
	iii) Railway line(Nos.)	01	01	01
	iv) National/State Highway (Nos.)	SH-12 & 20	SH-12 & 20	SH-12 & 20
5.	Overall remarks	Though length is more, line route is easily approachable Less width of Krishna Xing, Less RoW problems.	Relatively more Krishna X'ing & RoW problems	Comparatively bigger Krishna X'ing, less approachability & more RoW problems

It may be seen from above that although line length of Alternative-I is longer than other two alternatives but line route is easily approachable through existing road networks and involve less RoW problems and also less width of Krishna Xing. Hence **Alternative –I** has been found to be most optimum route.

2. Evaluation of alternatives Route Alignment of 765 KV S/C Solapur-Pune Line

Sl.	Description	Alternative-I	Alternative-II	Alternative-III
1.	Route particulars			
	i) Length in Kms	244.45	268	256.23
	ii) Terrain – (a) Plain (b) Hilly	66% 34%	81% 19%	52% 48%
2.	Environmental impact			
	i) Towns in alignment	The line is not passing through any town however major town in vicinity are South Solapur, Pandarpur, Malshiras, Indapur Baramati, Shirur, Daund, Haweli, Khed, Mawal	The line is not passing through any town however major town in vicinity are South Solapur, Mohol ,Indapur, Baramati, Daund,Shirur, Khed, Mawal	The line is not passing through any town however major town in vicinity are South Solapur, North Solapur, Tuljapur, Barsi, Paranda Jamkhed, Ashti, Nagar Parner, Shirur, Khed, Mawal
	ii) Houses within ROW	Nil	Nil	Nil
	iii) Forest involvement	39.4	Nil	52.288
	iv) Historical/Cultural monument	Nil	Nil	Nil
	v) Type of Flora & Fauna	Flora - Sassoon, Babul, Boor, Hinkle, Donora, Kula Papaya, Shed, Marvel etc. Fauna - The Great Indian Bustard, Black Buck, Wolf, Indian Fox & Jackle	NA	Flora - Sassoon, Babul, Boor, Hinkle, Donora, Kula Papaya, Shed, Marvel etc. Fauna - Wolf, Indian Fox & Jackle
	vi) Endangered species, if any	Nil	Nil	Nil
	viii) Details of tribal areas, if any.	Nil	Nil	Nil
3	Compensation Cost			
	c) Forest (CA,NPV)	5.91 Cr.	Nil	7.84 Cr.
	d) Tree/crop	6.16 Cr.	6.06 Cr.	6.04 Cr
4.	Major Crossings:			
	i) River (Nos.)	06	14	19
	ii) Power line (Nos.)	46	75	75
	iii) Railway line(Nos.)	03	03	02
	iv) NH/SH (Nos.)	6	2	2
5.	Overall remarks	Though least route length and easy approachability but it involve Great Indian Bustard Sanctuary	Although longer in line length but it is preferred as it completely avoid forest and wildlife sanctuary	Relatively less line length but line route is not easily approachable and involve forest area

It may be seen from above analysis that **Alternative-II** seems to be most optimum alignment as it completely avoid ecological/environmental sensitive like forest as well as sanctuary areas whereas other alternatives involve more ecological sensitive areas and

alternative-I involved GIB wildlife sanctuary. Hence Alternative-II has been found to be most optimum route due to environmental reasons.