

# **TOWER SCHEDULE**

**FOR**

Diversion Survey work of 132 KV Mendhasala-Khordha SC Line from Loc.no-  
113 to Loc. no:-117 Due to Construction of Proposed Khurda bypass Road.

112

**SURVEYED BY:**  
**M/S B.N CONSULTANCY**

## ABSTRACT OF TOWER

| S.L NO. | TYPE OF TOWER | NO.OF TOWER |
|---------|---------------|-------------|
| 1       | PA+0          | 5           |
| 2       | PA+3          | 1           |
| 3       | PA+6          | 1           |
| 4       | PB+0          | 3           |
| 5       | PB+3          | 0           |
| 6       | PB+6          | 1           |
| 7       | PC+0          | 3           |
| 8       | PC+3          | 1           |
| 9       | PC+6          | 2           |
| 10      | UR+6          | 0           |
| 11      | D+0           | 1           |

TOTAL :-

18

PA:-07,PB:-04,PC:-06,DD+0:-01



Checked  
*[Signature]*  
 16.09.21  
 Jr. Manager (Line)  
 T.L. Sub-Divisor  
 Khurda

Verified  
*[Signature]*  
 16.09.2021  
 Asst. General Manager (Elect.)  
 E.H.T. (O&M), Sub-Division  
 KHURDA

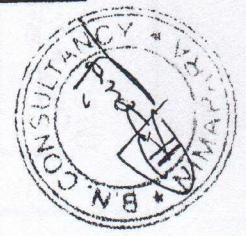


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*[Signature]*  
 D.G.M. (Elect)  
 O/o The C.G.M. (O&M)  
 OPTCL, Bhubaneswar

**TOWER SCHEDULE**

Diversion Survey work of 132 KV Mendhasala-Khurda SC Line from Loc.no-112 to Loc. no:-117 Due to Construction of Proposed Khurda bypass Road.

| SL. No. | Loc.No. | Type of | Span Length in Mtr. | AP No. | Angle of Deviation | Stretch Length | WIND SPAN |       |       | WEIGHT SPAN |        |        | Remarks/CrossingDetails & GPS Co-ordinate |
|---------|---------|---------|---------------------|--------|--------------------|----------------|-----------|-------|-------|-------------|--------|--------|---|
|         |         |         |                     |        |                    |                | Left      | Right | Total | Left        | Right  | Total  |   |
| 1       | 2       | 3       | 4                   | 5      | 6                  | 7              | 8         | 9     | 10    | 11          | 12     | 13     | 14  |
| 1       | Ex.108  | A+0     |                     |        |                    |                | 0         | 157   | 157   | 0           | 161.44 | 161.44 |   |
| 2       | Ex.109  | A+0     | 314                 |        |                    |                | 157       | 152   | 309   | 152.558     | 161.49 | 314.04 |   |
| 3       | Ex.110  | A+0     | 304                 |        |                    |                | 152       | 141   | 293   | 142.514     | 144.91 | 287.42 | NALA                                      |
| 4       | Ex.111  | A+0     | 282                 |        |                    |                | 141       | 127   | 268   | 137.09      | 124.92 | 262.01 |   |
| 5       | Pr.1    | PC+0    | 254                 |        | 30°10'21" RT       | 1154           | 127       | 79    | 206   | 129.076     | 78.234 | 207.31 |   |
| 6       | 2       | PB+0    | 158                 |        | 19°48'57" RT       | 158            | 79        | 132   | 211   | 79.766      | 83.258 | 163.02 | LT LINE,TAR ROAD                          |
| 7       | 3       | PA+6    | 264                 |        |                    |                | 132       | 132   | 264   | 180.742     | 173.69 | 354.43 | 11 KV LINE                                |
| 8       | 4       | PA+0    | 264                 |        |                    |                | 132       | 132   | 264   | 90.308      | 125.89 | 216.2  |   |
| 9       | 5       | PA+0    | 264                 |        |                    |                | 132       | 132   | 264   | 138.11      | 127.4  | 265.53 |   |
| 10      | 6       | PA+0    | 264                 |        |                    |                | 132       | 132   | 264   | 136.58      | 126.1  | 262.72 |   |
| 11      | 7       | PA+0    | 264                 |        |                    |                | 132       | 130   | 262   | 137.858     | 74.38  | 212.24 |   |
| 12      | 8       | PB+6    | 260                 |        | 22°42'15" LT       | 1580           | 130       | 123   | 253   | 184.362     | 173.64 | 358    | 11 KV LINE,TAR ROAD,IOCL PIPELINE         |
| 13      | 9       | PB+0    | 246                 |        | 07°17'32" LT       | 246            | 123       | 136   | 259   | 72.36       | 120.98 | 193.34 |   |



|    |        |      |     |              |      |     |     |     |         |        |        |                                  |
|----|--------|------|-----|--------------|------|-----|-----|-----|---------|--------|--------|----------------------------------|
| 14 | 10     | PC+0 | 272 | 54°05'07" LT | 272  | 136 | 118 | 254 | 151.024 | 57.99  | 209.01 | NALA, 220 KV LINE                |
|    |        |      | 236 |              |      |     |     |     |         |        |        |                                  |
| 15 | 11     | PC+3 |     | 38°05'17" LT | 236  | 118 | 147 | 265 | 178.01  | 139.72 | 317.73 | TAR ROAD, 11 KV LINE, MORUM ROAD |
|    |        |      | 294 |              |      |     |     |     |         |        |        |                                  |
| 16 | 12     | PA+0 |     |              |      | 147 | 117 | 264 | 154.284 | 66.764 | 221.05 | 11 KV LINE                       |
|    |        |      | 234 |              |      |     |     |     |         |        |        |                                  |
| 17 | 13     | PA+3 |     |              |      | 117 | 147 | 264 | 167.236 | 195.74 | 362.97 |                                  |
|    |        |      | 294 |              |      |     |     |     |         |        |        |                                  |
| 18 | 14     | PB+0 |     | 05°46'41" LT | 822  | 147 | 138 | 285 | 98.264  | 164.92 | 263.19 |                                  |
|    |        |      | 276 |              |      |     |     |     |         |        |        |                                  |
| 19 | 15     | PC+0 |     | 53°55'59" LT | 276  | 138 | 130 | 268 | 111.078 | 85.06  | 196.14 |                                  |
|    |        |      | 260 |              |      |     |     |     |         |        |        |                                  |
| 20 | 16     | PC+6 |     | 14°18'41" LT | 260  | 130 | 165 | 295 | 183.65  | 91.41  | 275.06 |                                  |
|    |        |      | 200 |              |      |     |     |     |         |        |        |                                  |
| 21 | 17     | PC+6 |     | 00°00'00"    | 200  | 100 | 65  | 165 | 108.59  | 104.7  | 213.34 | PROP. BYPASS ROAD                |
|    |        |      | 130 |              |      |     |     |     |         |        |        |                                  |
| 22 | 18     | D+0  |     | 90°00'00" RT | 130  | 65  | 98  | 163 | 24.416  | 157.6  | 182.05 |                                  |
|    |        |      | 196 |              |      |     |     |     |         |        |        |                                  |
| 23 | Ex.118 | A+0  |     |              |      | 98  | 151 | 249 | 38.368  | 187    | 225.37 |                                  |
|    |        |      | 302 |              |      |     |     |     |         |        |        |                                  |
| 24 | Ex.119 | A+0  |     |              |      | 151 | 108 | 259 | 115     | 155.7  | 270.74 |                                  |
|    |        |      | 316 |              |      |     |     |     |         |        |        |                                  |
| 25 | Ex.120 | A+0  |     |              |      | 158 | 140 | 298 | 160.26  | 127    | 287.29 |                                  |
|    |        |      | 280 |              |      |     |     |     |         |        |        |                                  |
| 26 | Ex.121 | A+0  |     |              | 1094 | 140 | 0   | 140 | 152.97  | 0      | 152.97 |                                  |
|    |        |      |     |              |      |     |     |     |         |        |        |                                  |
|    |        |      |     |              |      |     |     | 0   |         |        | 0      |                                  |

6428 MTR.

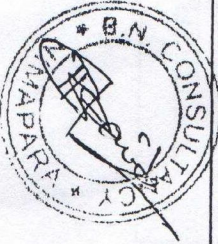
SURVEYED BY:

CHECKED BY:

VERIFIED BY:

COUNTERSIGNED BY:

APPROVED BY:



Jr. Manager (Line)  
T.L. Sub-Divisor  
Khurda

Asst. General Manager (Elect.)  
E.H.T. (O&M), Sub-Divisor  
KHURDA  
Page 2 of 3

D.G.M. (Elect.)  
O/o The C.G.M. (O&M)  
CPCL, Dhudaneswar

Chief Engineer (O&M)  
CPCL, Dhudaneswar

**TOWER SCHEDULE**

For Diversion Survey work of 220 KV Mendhasala-ATRI DC Line from Loc.no-510 to Loc. no:-518 Due to Construction of Proposed 132 KV (Khurda-Mendhasala) S/C Line in between Location no.514 to 515.

| SL. No.     | Loc.No. | Type of Tower | Span Length in Mtr. | AP No. | Angle of Deviation | Stretch Length | WIND SPAN |       |       | WEIGHT SPAN |        |        | Remarks/Crossing Details & GPS Co-ordinate |
|-------------|---------|---------------|---------------------|--------|--------------------|----------------|-----------|-------|-------|-------------|--------|--------|--|
|             |         |               |                     |        |                    |                | Left      | Right | Total | Left        | Right  | Total  |  |
| 1           | 2       | 3             | 4                   | 5      | 6                  | 7              | 8         | 9     | 10    | 11          | 12     | 13     | 14   |
| 1           | 518     | OA+0          |                     |        |                    |                | 0         | 161   | 161   | 0           | 142.94 | 142.94 |  |
| 2           | 517     | OA+3          | 322                 |        |                    |                | 161       | 167   | 328   | 179.058     | 173.09 | 352.15 |  |
| 3           | 516     | OA+0          | 334                 |        |                    |                | 167       | 161   | 328   | 160.908     | 152.69 | 313.59 |  |
| 4           | 515     | OC+0          | 322                 |        | 27°01'57" LT       | 978            | 161       | 113   | 274   | 169.314     | 13.932 | 183.25 | 11 KV LINE, TAR ROAD, JOCL PIPE LINE       |
| 5           | 514A    | OC+15         | 226                 |        | 38°50'32" RT       | 226            | 113       | 54    | 167   | 212.068     | 179.59 | 391.66 | NALA, PROP. 132 KV LINE                    |
| 6           | 514     | OC+6          | 108                 |        | 38°50'32" RT       | 108            | 54        | 146   | 200   | -71.588     | 169.7  | 98.112 |  |
| Engineer 13 |         | OA+0          | 292                 |        | 01°45'00" RT       | 292            | 146       | 175   | 321   | 122.3       | 152.1  | 274.4  |  |
| 8           | 512     | OA+3          | 350                 |        |                    |                | 175       | 175   | 350   | 197.896     | 179.49 | 377.38 |  |
| 9           | 511     | OA+0          | 306                 |        |                    |                | 175       | 153   | 328   | 170.51      | 151.6  | 322.14 |  |
| 10          | 510     | OA+0          |                     |        |                    | 1006           | 153       | 0     | 153   | 154.38      | 0      | 154.38 |  |

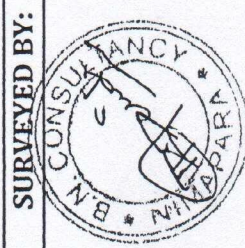
2610 MTR.

*[Signature]*  
Assistant Executive  
N.H. Sub. Division, Khordha

*[Signature]*  
Executive Engineer  
N.H. Division, Bhubaneswar

**APPROVED**

*[Signature]*  
17.09.2021  
Chief Engineer (Elect.)  
OPTCL, Bhubaneswar



*[Signature]*  
D.G.M. (Elect.)  
C/o The C.O.M. (O&M)  
OPTCL, Bhubaneswar

*[Signature]*  
Asst. General Manager (Elect.)  
E.H.T. (O&M) Division, OPTCL  
Khordha

*[Signature]*  
APPROVED BY:  
GENERAL MANAGER (EL.)  
Bhubaneswar  
EHT (O&M) Circle, OPTCL