



**Registered Office**  
No.53, Empire Tower, Railway Parallel Road,  
Kumara Park West  
Bangalore-560026  
Ph: 080-23561477  
Email: admin@rpcl.in

**Administrative Office**  
#2198, BKG House,  
KHB Colony, Sandur-583119,  
Ballari(Dist.), Karnataka, India.  
Ph. : +91 8395 252139  
Fax: +91 8395 260471

## RESOURCES PELLETS CONCENTRATES PRIVATE LIMITED

Owner: Karnataka Power Transmission Corporation Limited.

Client: M/s. Resources Concentrates Private Limited, Somalapura.  
(Formerly known as M/s. Karnataka Ferro Concentrates Private Limited, Sandur),

Surveyors: M/s. B R Associates, Bengaluru.

Project Title: Conducting Preliminary Survey for the Proposed Construction of 220 kV S/C Line on D/C Towers from the Proposed Bay at Existing 220 / 66 / 11 kV KPTCL Kudligi S/S situated at Badeladaku Village Limits in Kudligi Taluk of Vijayanagara District to Proposed 3.2 MTPA Pellet Plant with 3.6 MTPA Pellet Feed Cum Beneficiation Plant of M/s. Resources Concentrates Private Limited, Somalapura's 220 / 11 kV Switchyard S/S in Sandur Taluk of Ballari District, under Self-Execution-Basis.

COMPARISON STATEMENT:			
Bee-Line Length : 24.452 km			
Sl. No.	Descriptions	Route-1	Route-2
1	Route Particulars		
1-a	Line Length	27.900 km	28.605 km
			28.267 km



*Sanjay D*  
30/05



## RESOURCES PELLETS CONCENTRATES PRIVATE LIMITED

1-b	i) Plain Terrain	More	Less	Less
	ii) Hilly Terrain	Less	More	More
2	Environmental Impact			
2-a	Habitats	The Line is Routed avoiding Habitats.		
2-b	Houses/Building within R-O-W.	ROW is free from Houses & other Obligatory Points.		
2-c	Tree/Crop and its extent of Damage	Damage to Crops in Wet/Dry Cultivation Area is unavoidable during Cultivation Season. The Scattered Trees of different variety (Fruit & Non-fruit Bearing) lie in Private Land in this Alignment. Some Jungle Bushes encountered along the Route which are unavoidable. Commercial Crops and Tree damages shall be less in this alignment - Less	Damage to Crops in Wet/Dry Cultivation Area is unavoidable during Cultivation Season. The Scattered Trees of different variety (Fruit & Non-fruit Bearing) lie in Private Land in this Alignment. Some Jungle Bushes encountered along the Route which are unavoidable. Commercial Crops and Tree damages shall be less in this alignment - More	The Line is Routed avoiding Habitats.  Major R-O-W Problems  Damage to Crops in Wet/Dry Cultivation Area is unavoidable during Cultivation Season. The Scattered Trees of different variety (Fruit & Non-fruit Bearing) lie in Private Land in this Alignment. Jungle Bushes encountered along the Route which are unavoidable. Commercial Crops and Tree damages shall be less in this Alignment. - More



*Signature*





## RESOURCES PELLETS CONCENTRATES PRIVATE LIMITED



2-d	Endangered Species if any	-Nil-	-Nil-	-Nil-
2-e	Historical/Cultural Monuments	-Nil-	-Nil-	-Nil-
2-f	Tribal Areas if any	-Nil-	-Nil-	-Nil-
2-g	Major River Crossing	-Nil-	-Nil-	-Nil-
3	Compensation Cost	Crop Compensation is required to be paid during Cultivation Season. The Tree Compensation would be required where Tree Cutting is envisaged involving somefruit bearing Trees,etc. - Less	Crop Compensation is required to be paid during Cultivation Season. The Tree Compensation would be required where Tree Cutting is envisaged involving somefruit bearing Trees,etc. - More	Crop Compensation is required to be paid during Cultivation Season. The Tree Compensation would be required where Tree Cutting is envisaged involving somefruit bearing Trees,etc. - More
4	Construction Problems	Minimum	Medium	Maximum
5	O & M Problems	Minimum	Medium	Maximum
6	Angle Points	40	28	27
7	Forest (RF)	5.1734 Hectare	9.681 Hectare	9.681 Hectare
8	Transportation & Maintenance	Easy	Difficult	Strenuous

Umanish  
30/08



## RESOURCES PELLETS CONCENTRATES PRIVATE LIMITED

9	Power Line Crossing	1 No.765kV Line, 5 No. 66 kV Line.	1 No.765kV Line, 1 No. 220 kV Line, 5 No. 66 kV Line.	1 No.765kV Line, 1 No. 220 kV Line, 3 No. 66 kV Line.
10	Major Road Crossings	Less	High	More
11	Railway Crossings	1 No SWR BG Railway Track	1 No SWR BG Railway Track	1 No SWR BG Railway Track
12	Pollution	Least	More	More
13	Marshy Areas	Less	High	More
14	Special Towers (FDN)	Medium	Medium	Maximum
15	Major Cities	Unavoidable - Less	Unavoidable - Less	Unavoidable - More
16	Densely Populated Areas	Minimum	Medium	Minimum
17	Proximity to Air Ports(Nearest)	Vidyanagar Airport : 28 km (Aerial Distance - 21.961 km)	Vidyanagar Airport : 28 km (Aerial Distance - 21.961 km)	Vidyanagar Airport :28 km (Aerial Distance - 21.961 km)
18	Proximity of Bird Sanctuary Areas	Nil	Nil	Nil
19	Defence Areas (Military Areas)	Nil	Nil	Nil



*Signature*  
3/5/25





## RESOURCES PELLETS CONCENTRATES PRIVATE LIMITED

20	NH & SH Crossings	1 No. National Highway 1 No. State Highway	1 No. National Highway 3 No. State Highway	1 No. National Highway 2 No. State Highway
21	Wild Life Sanctuaries	Nil	Nil	Nil
22	Coal Belt Areas	Nil	Nil	Nil
23	Dismantling of Towers/Gantry Structures	Nil	Nil	Nil

### ADVANTAGES OF ROUTE - 1:

Comparatively Advantage of this Route - 1 as follows

- **Reserved Forest Encountered is Minimum (5.1734 Ha. As compared to 9.681 Hectares in other two routes.)** Please refer note on map indicating location of alternative examined marked on toposheet.
- Lesser Right-Of-Way as Agricultural Land Encountered is more.
- Lesser Route Length Hence Saving in Procurement Cost.
- Line will Pass-away from Habitats.
- Closer to Approach Roads hence Easy to Construction & Maintenance.

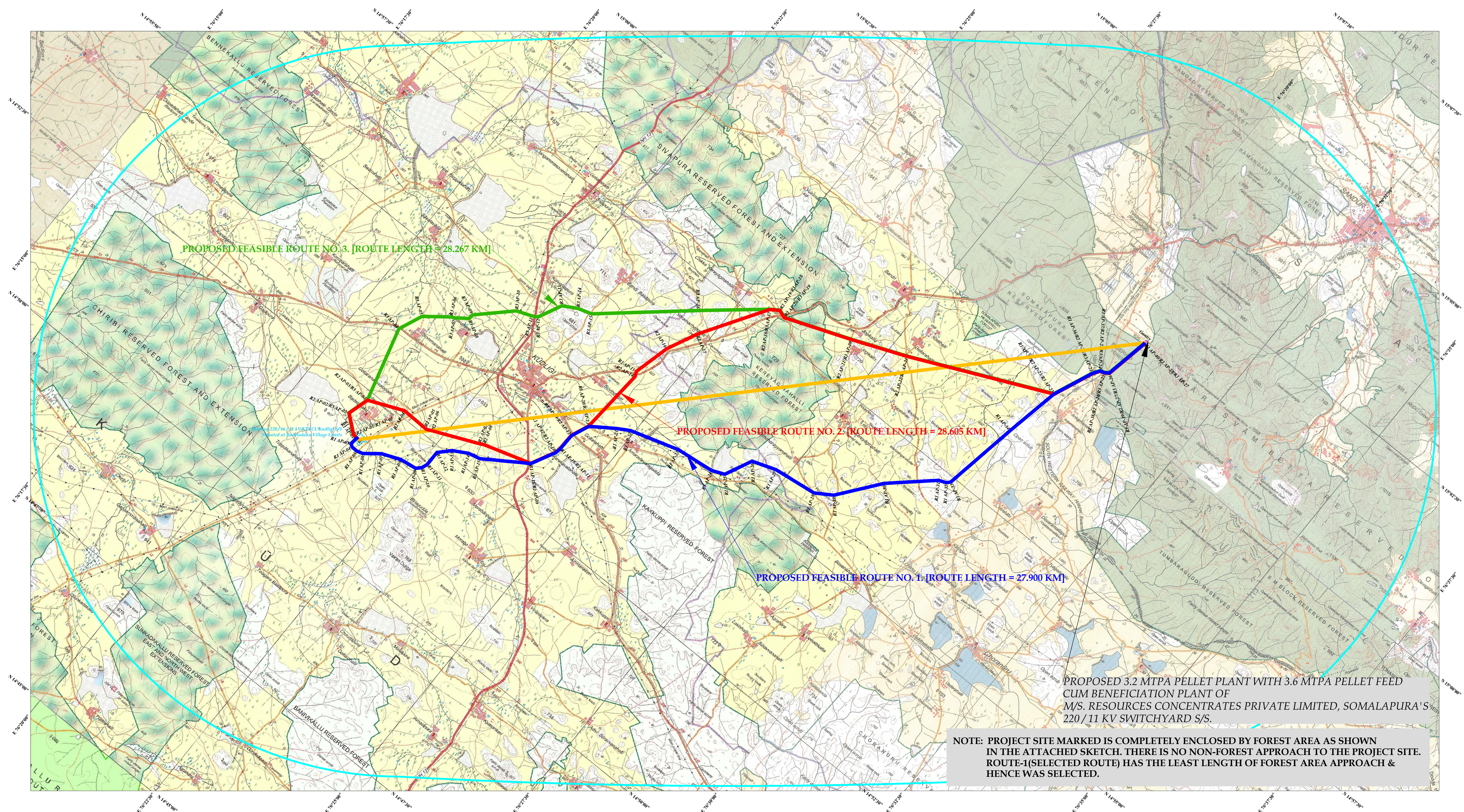
### CONCLUSION:

**\*\*\* As Route-1 is Recommended as Most Techno-Economical & Safe for Construction & Maintenance\*\*\***



*[Signature]*  
30/05/22





CONVENTIONAL SYMBOLS

Express highway; with toll; with bridge; with distance stone		20
Roads, metalled; according to importance		7.5
Roads, double cartilageway; according to importance		20
Unmetalled road, cart-track, pack-track with pass, foot-path		20
Streams; with track in bed; undefined, Canal		
Dams; masonry or rock-filled; earthwork, Weir		
River; dry with water channel; with island & rocks, Tidal river		
Submerge rocks, Shoal, Swamp, Reeds		
Wells; lined; unlined, Tube-well, Spring, Tanks; perennial; dry		
Embankments; road or rail; tank, Broken ground		
Railways, broad gauge; double; single with station; under constrm		20
Railways, other gauges; double; single with distance stone; do.		20
Mineral line or tramway, Kin, Cutting with tunnel		
Contours with sub-features, Rocky slopes, Cliffs		
Sand features; (1) flat, (2) sand-hills (permanent), (3) dunes (shifting)		
Towns or Villages; inhabited; deserted, Fort		
Huts; permanent; temporary, Tower, Antiquities		
Temple, Chhatra, Church, Mosque, Jagah, Tomb, Graves		
Lighthouse, Lightship, Runys; lighted; unlighted, Anchorage		
Mine, Vine on trails, Grass, Scrub		
Palms; palmyra, other, Plantain, Conifer, Bamboo, Other trees		
Areas; cultivated; wooded, Surveyed tree		
Boundary, international		
state; demarcated; undemarcated		
district; subdivision; taluk or taluk; forest		
Boundary pillars; surveyed; unlocated		
Heights; triangulated; station; point; approximate		200, 200, 200
Bench-mark; geodetic; tertiary; canal		BM 63-3, BM 63-3, 63
Post office, Telegraph office, Overhead tank		
Rest house or inspection bungalow, Circuit house, Police station		
Camping ground, Forest; reserved; protected		RF, PF
Spaced names; administrative; locally or tribal		KIKRI, NAGA
Hospital, Dispensary, Veterinary Hospital / Dispensary		
Aerodrome, Helipad, Tourist site		
Power line; with pylons surveyed; with poles unsurveyed		

REFERENCES

NH 13 National Highway No. 13

NOTES :-

Heights are in metres and above Indian mean sea level.

Contours are approximate.

A relative height...3c represents the approximate height in metres, between the top and bottom of a steep slope.

Tanks shown dry, in this area usually contain water from July to February.

The kilometre stone numbers along roads are shown in slant type, e.g., 5, whereas milestone numbers are shown in upright type, e.g., 5.

Unmetalled roads are jeepable in dry season.

Projection - UTM Datum - WGS 84

Magnetic Variation from True North about  $1\frac{3}{4}^{\circ}$  West in 2005. (Decreasing by about 1' annually).

1:50,000

500 m to 1 cm 2 cm to 1 km 3 Kilometres

CONTOUR INTERVAL 20 METRES

Owner: Karnataka Power Transmission Corporation Limited.

Client: M/s. Resources Concentrates Private Limited, Somalapura.

Surveyors: M/s. B.R. Associates, Bengaluru.

Name of Work: Conducting Preliminary Survey for the Proposed Construction of 220 kV S/C Line on DC Towers from the Proposed Bay at Existing 220/11 kV KPTCL Kudligi S/S situated at Badeladaka Village Limits in Kudligi Taluk of Vijayanagara District to Proposed 3.2 MTPA Pellet Plant with 3.6 MTPA Pellet Feed Cum Beneficiation Plant of M/s. Resources Concentrates Private Limited, Somalapura's 220/11 kV Switchyard S/S in Sandur Taluk of Ballari District, under Self-Execution-Basis.

Ballari-Karnataka: D43E98 (57 A/08) [1st Edition 2009], Ballari-Karnataka: D43E12 (57 A/12) [1st Edition 2009], Ballari-Karnataka: D43K01 (57 B/01) [1st Edition 2009], Ballari-Karnataka: D43K05 (57 B/05) [1st Edition 2009], Ballari-Karnataka: D43K09 (57 B/09) [1st Edition 2009], Ballari-Karnataka: D43K06 (57 B/06) [1st Edition 2009].

Proposed 3.2 MTPA Pellet Plant with 3.6 MTPA Pellet Feed Cum Beneficiation Plant of M/s. Resources Concentrates Private Limited, Somalapura's 220/11 kV Switchyard S/S at Badeladaka Village Limits.

Existing 220/66/11 kV KPTCL Kudligi S/S Situated at Badeladaka Village Limits.

Between Exst. Kudligi S/S & Pro. RCPL S/S [Bee Line Length = 24.452 km]

Proposed Feasible Route No. 1. [Route Length = 27.900 km] [FOREST (RF) 5.1734 Ha.]

Proposed Feasible Route No. 2. [Route Length = 28.605 km] [FOREST (RF) 9.681 Ha.]

Proposed Feasible Route No. 3. [Route Length = 28.267 km] [FOREST (RF) 9.681 Ha.]

Advantages of route 1:

- \* Reserved forest encountered is minimum( 5.1734 Ha. as compared to 9.681 Ha. in other two routes )
- \* Lesser right-of-way as agricultural land encountered is more.
- \* Lesser route length hence saving in procurement cost.
- \* Line will pass-away from habitats.
- \* Closer to approach roads hence easy to construction & maintenance.

Approved By Assistant Engineer (E/c) Major Works Sub-Division K.P.T.C.L., Hosapete.

Approved By Assistant Engineer (E/c) Major Works Sub-Division K.P.T.C.L., Hosapete.

Approved By Executive Engineer (E/c) Major Works Division K.P.T.C.L., Ballari.

Approved By Superintending Engineer (E/c) Transmission (W & M) Circle K.P.T.C.L., Munitrabad.

NOTE: PROJECT SITE MARKED IS COMPLETELY ENCLOSED BY FOREST AREA AS SHOWN IN THE ATTACHED SKETCH. ROUTE-1(SELECTED ROUTE) HAS THE LEAST LENGTH OF FOREST AREA APPROACH & HENCE WAS SELECTED.