# कार्यालय वनमंडलाधिकारी, दक्षिण कोंडागांव वनमंडल

Tel. / Fax 07786-242303

## जिला–कोंडागांव (छ.ग.)

E-mail: southfedkgn@yahoo.co.in

क्रमांक/मा.चि./4018 कोंडागांव, दिनांक 17/3/2020

प्रति,

उप मण्डल अभियंता
दूर संचार परियोजना
**BHARAT SANCHAR NIGAM LIMITED**
**(A GOVERNMENT OF INDIA ENTERPRISE)**
**Office of the Divisional Engineer, Telecom Project**
**C-18, BSNL Collony, Khamardih, Raipur (C.G.)**

विषयः– घोड़ागांव से कोंडागांव वाया कोण्डागांव से माकड़ी से छतोड़ी तक ओ.एफ.सी. लाईन बिछाने हेतु।

संदर्भः– आपका पत्र क्रमांक/**DE/TP/RP/Forest Permission/2019-20/114,** दिनांक 14/02/2020.

संदर्भित पत्र द्वारा दक्षिण कोंडागांव वनमंडल अंतर्गत वन संरक्षण अधिनियम, 1980 के तहत् घोड़ागांव से कोंडागांव वाया कोण्डागांव से माकड़ी से छतोड़ी तक आप्टिकल फायबर केबल (ओ.एफ.सी.) लाईन बिछाने हेतु रकबा 2.176हैक्टेयर क्षेत्र के वन भूमि गैर वानिकी कार्य के उपयोग हेतु वन भूमि प्रत्यावर्तन प्रस्ताव के लिय प्रस्तावित वन भूमि का डी.जी.पी.एस. सर्वे रिपोर्ट हस्ताक्षर उपरांत इस ज्ञापन के साथ आवश्यक कार्यवाही हेतु संलग्न प्रेषित है।

**कृपया प्रकरण में उक्त परियोजना के नाम से भारत सरकार के वेब पोर्टल साईट (PARIVESH)पर ऑनलाईन पंजीयन की कार्यवाही शीघ्र पूर्ण कर इस कार्यालय को अवगत कराने का कष्ट करें, ताकि प्रकरण पर अग्रिम कार्यवाही किया जा सकें।**

**वर्तमान में किसी भी प्रकार की वन भूमि में कार्य प्रारंभ करने की अनुमति नहीं है।**

संलग्नः– डी.जी.पी.एस. सर्वे रिपोर्ट मूलतः एक प्रति।

वनमंडलाधिकारी
दक्षिण कोंडागांव वनमंडल
कोंडागांव

पृ.क्रमांक/मा.चि./4019 कोंडागांव, दिनांक 17/3/2020

प्रतिलिपि :–

1. **मुख्य वन संरक्षक, कांकेर वृत्त, कांकेर** की ओर सूचनार्थ एवं आवश्यक कार्यवाही हेतु सादर सम्प्रेषित है।
2. **कलेक्टर, जिला कोंडागांव (छ.ग.)** की ओर सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित है।

वनमंडलाधिकारी
दक्षिण कोंडागांव वनमंडल
कोंडागांव

# BHARAT SANCHAR NIGAM LIMITED

(A GOVERNMENT OF INDIA ENTERPRISE)
Office of the Divisional Engineer Telecom Project
C-18, BSNL Colony, Khamardih, Raipur (C.G)
☎ – (0771) 2583518, 2583519.

**********

DE/TP/RP/Forest Permission/2019-20/N2 Dated, at the Raipur 13/01/2020

**********

## Authority Letter

I hereby authorize Shri Avnish Kumar Chaturvedi Sub Divisional Engineer, Telecom Project, Raipur for submitting RoW applications with forest Department , Chhattisgarh under project for laying optical cable in the State of Chhattisgarh by BSNL WTP Raipur.

The application needs to be submitted online in FOREST CLEARNACE Portal along with submission of hard copy to forest department for linear diversion on behalf of Divisional Engineer, Telecom Western Telecom Project, Raipur

The sample of Signature for authorized signatory is mentioned as below

Name:- Shri Avnish Kumar Chaturvedi

Signature 13/01/2020

Sub Divisional Engineer
B.S.N.L. Telecom Project
Raipur (C.G.) 492001

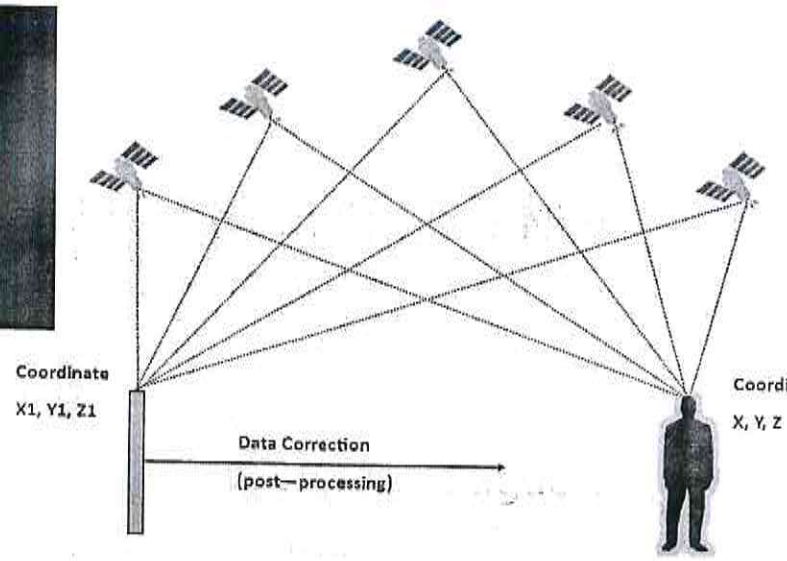
13/01/2020

N. K. Patil
Divisional Engineer
Telecom Project
Raipur

14/01/2020

# DGPS Survey Report For
# Diversion Land for Bharat Sanchar Nigam Limited (BSNL)
# Raipur OFC cable in South Kondagaon

## Forest Division South Kondagaon
## District - Kondagaon
## Chhattisgarh




## Name of the Applicant:

**Name of the Applicant**

**Bharat Sanchar Nigam Limited,**

**C-18, BSNL Colony, Khamardih,**

**Raipur, Chhattisgarh.**

14/04/2020

# INDEX



## MAPS ON A3 SIZE PRINTOUT



## DATA ENCLOSED IN SOFT COPY

## 1. ABOUT BSNL


Bharat Sanchar Nigam Ltd. was incorporated on 15th september 2000 . It took over the business of providing of telecom services and network management from the erstwhile Central Government Departments of Telecom Services (DTS) and Telecom Operations (DTO), with effect from 1st October' 2000 on going concern basis.It is one of the largest & leading public sector units providing comprehensive range of telecom services in India.

BSNL has installed Quality Telecom Network in the country & now focusing on improving it, expanding the network, introducing new telecom services with ICT applications in villages & winning customer's confidence. As on 30.04.2019, it has about 29.63 million line basic telephone capacity, 1.39 million WLL capacity, 114.62 million GSM capacity, 31,611 fixed exchanges, 1,46,172 GSM BTSs, 95 Satellite Stations, 8,49,990 RKm. of OFC, 2,548 RKm. of microwave network.

BSNL is the only service provider, making focused efforts & planned initiatives to bridge the rural-urban digital divide in ICT sector. In fact there is no telecom operator in the country to beat its reach with its wide network giving services in every nook & corner of the country & operates across India except New Delhi & Mumbai. Whether it is inaccessible areas of Siachen glacier or North-Eastern regions of the country, BSNL serves its customers with a wide bouquet of telecom services namely Wireline, CDMA mobile, GSM mobile, Internet, Broadband, Carrier service, MPLS-VPN, VSAT, VoIP, IN Services, FTTH, etc.

BSNL is one of major service provider in its license area. The company offers wide ranging & most transparent tariff schemes designed to suit every customer. BSNL has 115.87 million cellular as on 30.04.2019. 3G Facility has been given to all 2G connections of BSNL. In basic services, BSNL is miles ahead of its rivals, with 11.17 million wireline phone subscribers i.e. 51.47% share of the wireline subscriber as as on 31.03.2019.

BSNL has set up a world class multi-gigabit, multi-protocol convergent IP infrastructure that provides convergent services like voice, data & video through the same Backbone & Broadband Access Network. As on 30.04.2019 there are 21.56 million broadband customers including both wireline & wireless broadband.

The company has vast experience in planning, installation, network integration & maintenance of switching & transmission networks & also has a world class ISO 9000 certified Telecom Training Institute.
During the 2017-18, turnover of BSNL is around Rs. 25,071 Crores.

**VISION:**

- Be the leading telecom service provider in India with global presence.
- Create a customer focused organization with excellence in customer care, sales and marketing.
- Leverage technology to provide affordable and innovative telecom. Services/products across customer segments.

**MISSION:**

**Be the leading telecom service provider in India with global presence.**

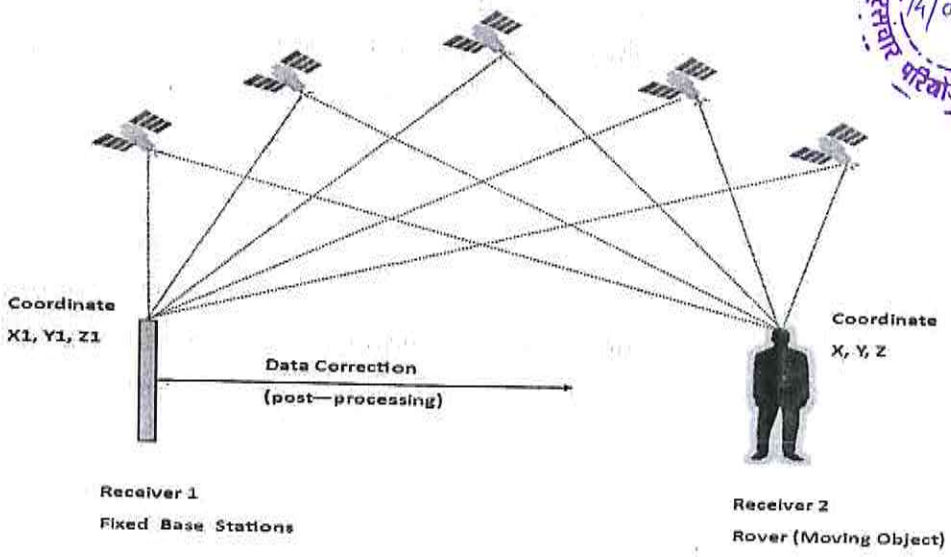
- Becoming the most trusted, preferred and admired telecom brand.
- Providing reliable telecom services that are value for money.
- Generating value for all stakeholders – employees, shareholders, vendors & business associates.
- Excellence in customer service -friendly, reliable, time bound, convenient and courteous service.
- Offering differentiated products/services tailored to different service segments.
- Developing a marketing and sales culture that is responsive to customer needs.
- Maximizing return on existing assets with sustained focus on profitability.

**OBJECTIVES:**

- Increasing sales revenue with focus on subscriber retention & acquisition by way of strengthening sales & marketing, quality of service and customer delivery.
- Accelerate the pace of expansion of mobile & data services with up-gradation of technology.
- Adopt policies and processes to enable transparent , quick and efficient decision making.
- Developing marketing team with attitude towards customer care.
- Increasing BSNL visibility in urban, sub-urban and rural areas.
- Improve customer care by reducing fault rate, upgrading Customer service Centres (CSCs) and introducing convergent billing.
- Providing a conducive work environment with strong focus on performance to enhance customer delight towards BSNL services.
- Leverage data services to increase BSNL's customer's base & revenues by providing higher bandwidths capabilities for wire line and wireless broadband customers.
- Strengthen company's finances by gainful utilization of its assets through sharing / monetization of existing infrastructure like land, building and sharing of passive infrastructure like towers etc.
- Creating Wi-Fi Hot Spots and replacing Legacy wire line exchanges by Next Generation Network.
- Expanding the reach of fiber network near to the customer premises particularly in apartment complexes through FTTH in order to meet the ever increasing bandwidth requirement for both data & video applications.

## 2. INTRODUCTION TO DGPS





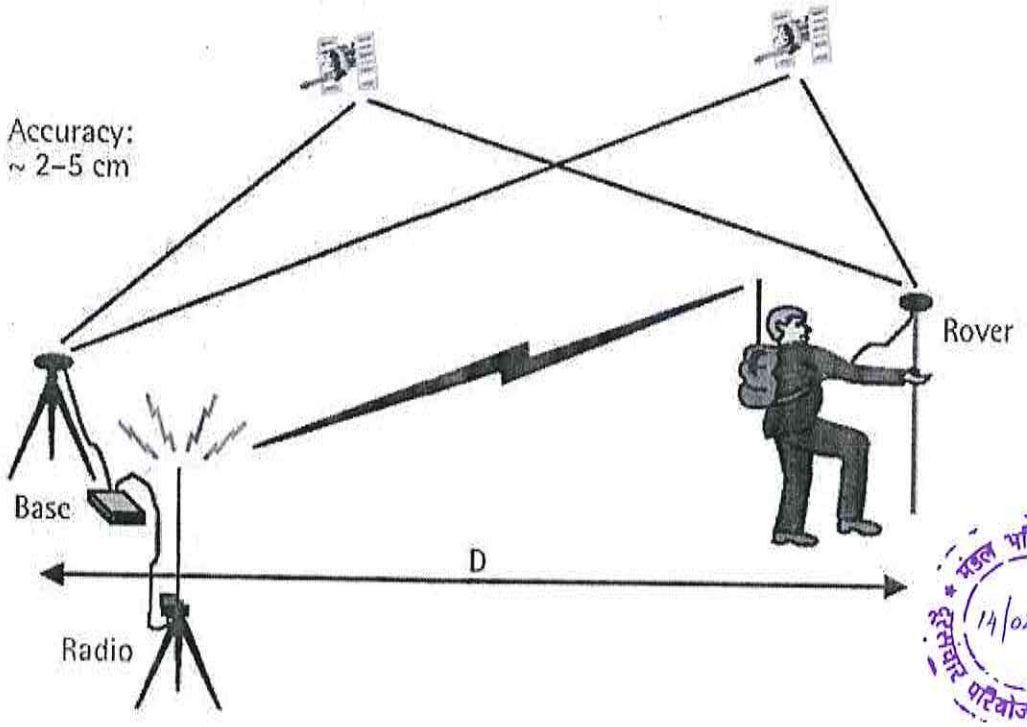
The term DGPS is sometimes used to refer to differential GPS that is based on pseudo ranges, aka code phase. Even though the accuracy of code phase applications was given a boost with the elimination of Selective Availability (SA) in May 2000 consistent accuracy better than the 2-5 meter range still requires reduction of the effect of correlated ephemeris and atmospheric errors by differential corrections. Though the corrections could be applied in post-processing services that supply these corrections, most often operate in real-time. In such an operation pseudo range based versions can offer meter- or even sub mtr results.

Usually, pseudo range corrections are broadcast from the base to the rover or rovers for each satellite in the visible constellation. Rovers with an appropriate input/output (I/O) port can receive the correction signal and calculate coordinates. The real-time signal comes to the receiver over a data link. It can originate at a project specific base station or it can come to the user through a service of which there are various categories. Some are open to all users and some are by subscription only. Coverage depends on the spacing of the beacons, aka transmitting base stations, their power, interference, and so forth. Some systems require two-way, some one-way, communication with the base stations. Radio systems, geostationary satellites, low-earth-orbiting.

## 3. SURVEY METHOD

1. ***RTK (Real Time Kinematic)***
2. ***STATIC METHOD***

**1 .Real-Time Kinematic**



The mode of a base or reference receiver at a known location logging data at the same time as a receiver at an unknown location together provide the fundamental information for the determination of accurate coordinates. While this basic approach remains today, the majority of GPS surveying is not done in the static post-processed mode. Post-processing is most often applied to control work. Now, the most commonly used methods utilize receivers on reference stations that provide correction signals to the end user via a data link sometimes over the Internet, radio signal, or cell phone and often in real-time.

In this category of GPS surveying work there is sometimes a distinction made between code- based and carrier based solutions. In fact, most systems use a combination of code and carrier measurements so the distinction is more a matter of emphasis rather than an absolute difference. Well that's a bit of discussion about static surveying, but as you know, a good deal of GPS these days is done not static. Much work is now done with DGPS or real-time kinematic, RTK.

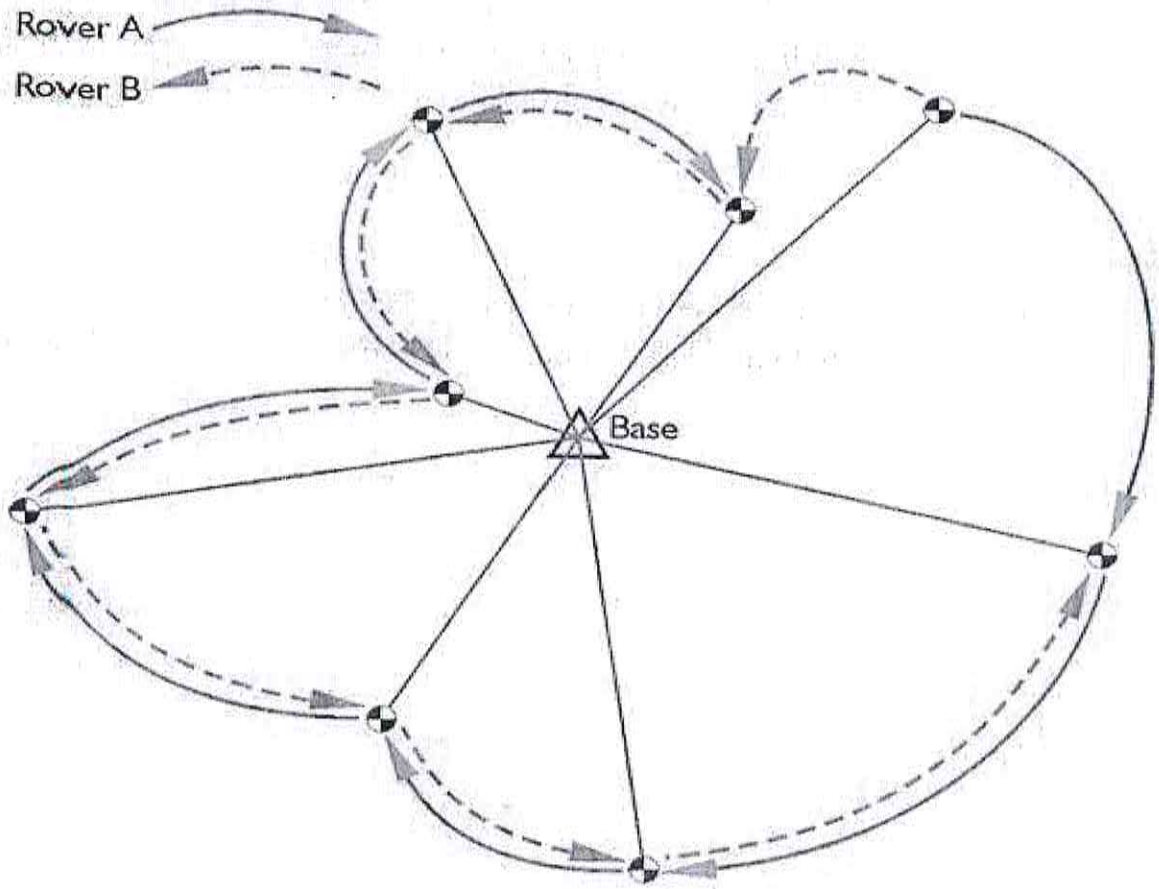
Errors in satellite clocks, imperfect orbits, the trip through the layers of the atmosphere, and many other sources contribute inaccuracies to GPS signals by the time they reach a receiver.

These errors are variable, so the best to way to correct them is to monitor them as they happen. A good way to do this is to set up a GPS receiver on a station whose position is known exactly, a base station. This base station receiver's computer can calculate its position from satellite data, compare that position with its actual known position, and find the difference. The resulting error corrections can be communicated from the base to the rover. It works well, but the errors are constantly changing so a base station has to monitor them all the time, at least all the time the rover receiver or receivers are working. While this is happening the rovers move from place to place collecting the points whose positions you want to know relative to the base station, which is the real objective after all. Then all you have to do is get those base station corrections and the rover's data together somehow. That combination can be done over a data link in real-time, or applied later in post processing.

Real-time positioning is built on the foundation of the idea that, with the important exceptions of multipath and receiver noise, GPS error sources are correlated. In other words, the closer the rover is to the base the more the errors at the ends of the baseline match. The shorter the baseline, the more the errors are correlated. The longer the baseline, the less the errors are correlated.

The base station is at a known point, whether it was on a building permanently or it's a tripod mounted base station. The fact that it is in a known position allows the base station to produce corrections. The constellation is telling the base station that it is in a slightly different place, so

corrections can be created to sent to the rover at the unknown point. The corrections are applied in real time.



## RADIAL GPS

Such real-time surveying is essentially radial. There are advantages to the approach. The advantage is a large number of positions can be established in a short amount of time with little or no planning. The disadvantage is that there is little or no redundancy in positions derived, each of the baselines originates from the same control station. Redundancy can be incorporated, but it requires repetition of the observations so each baseline is determined with more than one GPS constellation. One way to do it is to occupy the project points, the unknown positions, successively with more than one rover. It is best if these successive occupations are separated by at least 4 hours
and not more than 8 hours so the satellite constellation can reach a significantly different configuration.

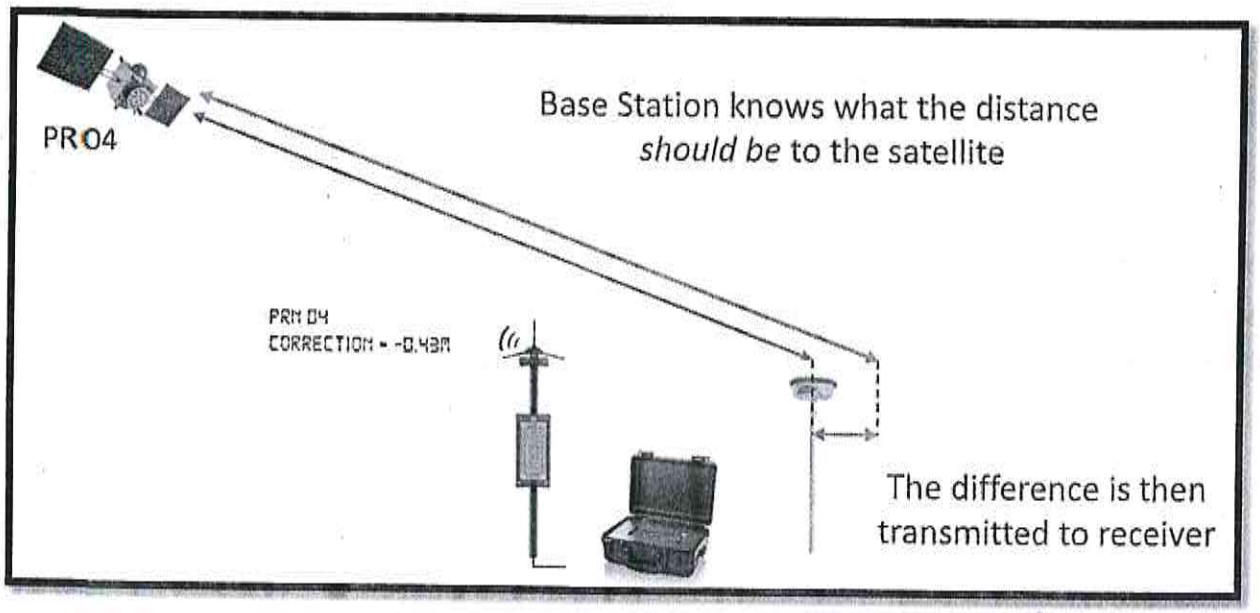
RTK and DGPS are radial. You have a known point in the middle, the base, and then the unknown points around it. This provides little geometric solidity. If there's an error in one of these radial base lines, it would be tough to catch it because there's no real redundancy. The illustration shows a way
around this difficulty. There are two receivers, A and B, and it's possible by double occupation, one receiver going one way and the other going the other, by double occupying the unknown points to get some redundancy and some checks against the positions from a base. Another way to do it is to use one receiver. That reciever would occupy each points twice with four to eight hours between the first occupation and the second occupation on the point. Another way is to move the base to another known point. Then if you have vectors from another base into these points, you have a check. This approach allows a solution to be available from two separate control stations. Obviously, this can be done with re-occupation of the project points after one base station has been moved to a new control point, or a two base stations can be up and running from the very outset and throughout of the work as would be the case using two CORS stations. It is best if there are both two occupations on each point and each of the two utilize different base stations. A more convenient but less desirable approach is to do a second occupation almost immediately after the first. The roving receiver's antenna is blocked or tilted until the lock on the satellites is interrupted. It is then
re-oriented on the unknown position a second time for the repeat solution. This does offer a second solution, but from virtually the same constellation. More efficiency can be achieved by adding additional roving receivers. However, as the number of receivers rises, the logistics become more
complicated, and a survey plan becomes necessary. Also, project points that are

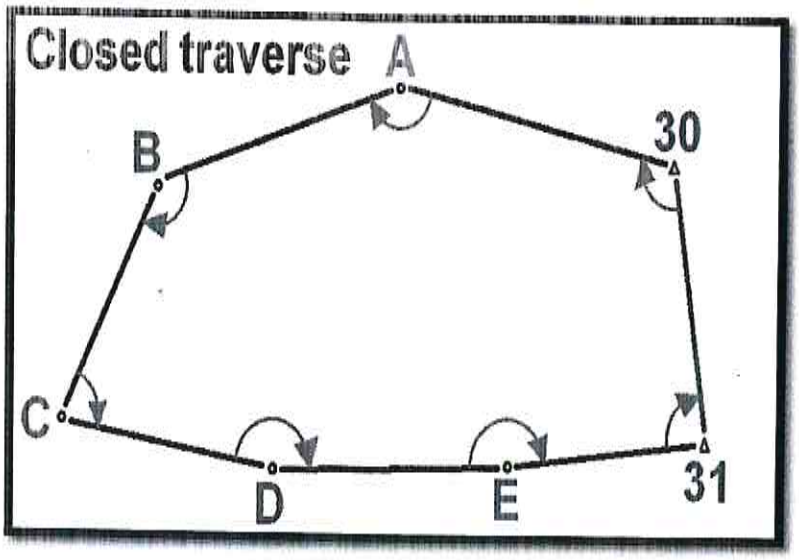
simultaneously near one another but far from the control station should be directly connected with a baseline to maintain the integrity of the survey. Finally, if the base receiver loses lock and it goes unnoticed, it will completely defeat the radial survey for the time it is down. These are a few possibilities to consider when you are doing a real-time survey. An advantage to continuously operating reference station network is that since those bases are operating simultaneously and all the time, it's possible to download the positions from more than one base and process your new position based on these continuously operating reference stations and have some redundancy

## 1. STATIC METHOD

### I. Static Method:

DGPS (Differential GPS) is essentially a system to provide positional corrections to GPS signals. DGPS uses a fixed, known position to adjust real time GPS signals to eliminate pseudorange errors. An important point to note is that DGPS corrections improve the accuracy of position data only






## 3. INTRODUCTION TO SURVEY SITE

The surveyed area is located Kondagaon and it is almost 241 kilometers from Raipur and 70 kilometers from Jagdalpur city is the headquarter of Kondagaon district in the Indian state of Chhattisgarh. It is the third largest city of Bastar division. Kondagaon separated from Bastar district on 24 January 2012 and formed as 27th district of the Chhattisgarh state. It is mostly renowned for its bell metal craft and other art forms native to the tribal of Bastar. Also known as the Shilp sheher (lit. craft city) of Chhattisgarh owing to the variety of indigenous crafts produced in the area.

It falls in Survey of india Open Series Toposheet no. – E44D101, E44D111, E44D13, E44D141, E44D151 and E44E21. The surveyed area is bounded by Longitudes 81° 47' 24.091" E to 81° 53' 18.634" E "E & Latitudes 19° 22' 42.289" N to 19° 46' 5.084" N.

There are Name: 1. Ghoragaon to Kondagaon via Kondagaon to Makdi to Chattodi

*Sub. Divisional Engineer,*
B.S.N.L. Telecom Project,
Raipur 492001

# SUMMARY

The total route is from Ghoragaon to Kondagoan via Kondagaon to Makdi to Chattodi is approx. 105.710 km with trench width of 45cm and average depth of 1.5 meters.

The proposed OFC length in Reserve/Orange/Revenue Land is of 48.46 km with total forest land diversion of 2.181 Ha.

AREA STATEMENT OF PROPOSED BSNL OFC LINE SOUTH KONDAGAON DIVISION

| Route-Ghoragaon to Kondagoan via Kondagaon to Makdi to Chattodi | | | | | | | |
|---|---|---|---|---|---|---|---|
| Total Route Length | Total Forest Patch Length | Proposed OFC trench width | Total OA Forest Diversion | Total Protected Forest Diversion | Total Reserve Forest Diversion | Total Revenue Forest Diversion | Total Forest Diversion |
| (in KM) | (in KM) | (in M) | (Area in Ha) | (Area in Ha) | (Area in Ha) | (Area in Ha) | (Area in Ha) |
| **105.710** | **48.460** | **0.045** | **0.106** | **0.370** | **1.557** | **0.148** | **2.181** |

वन परिक्षेत्र अधिकारी
परिक्षेत्र मकड़ी

Sub. Divisional Engineer,
B.S.N.L. Telecom Project,
Raipur 492001

वन परिक्षेत्र अधिकारी
दुलमुला परिक्षेत्र

परिक्षेत्र अधिकारी
दहीकोंगा परिक्षेत्र

Range Officer
Kondagaon

Range Officer
Amrawati

Sub Division Officer
EastKondagaon

S.D.O
West Kondagaon

Divisinal Forest Officer
South Kondagaon Division
Kondagaon

# प्रस्तावित वन भूमि का कक्ष अनुसार विवरण

| क्र. | जिला | प्रभावित वनमंडल का नाम | प्रभावित वनभूमि का प्रकार | वन कक्ष क्रमांक | प्रभावित परिक्षेत्र का नाम | लम्बाई (मी.) | चौड़ाई (मी.) | क्षेत्रफल (हे) |
|---|---|---|---|---|---|---|---|---|
| 1 | कोंडागांव | दक्षिण कोंडागांव | ऑरेंज एरिया | 99 (657) | मांकड़ी | 622 | 0.45 | 0.028 |
| 2 | कोंडागांव | दक्षिण कोंडागांव | ऑरेंज एरिया | 98 (656) | मांकड़ी | 311 | 0.45 | 0.014 |
| 3 | कोंडागांव | दक्षिण कोंडागांव | ऑरेंज एरिया | 565 (930) | कोंडागांव | 1422 | 0.45 | 0.064 |
| | | | | | **कुल (A)** | **2356** | | **0.106** |

| क्र. | जिला | प्रभावित वनमंडल का नाम | प्रभावित वनभूमि का प्रकार | वन कक्ष क्रमांक | प्रभावित परिक्षेत्र का नाम | लम्बाई (मी.) | चौड़ाई (मी.) | क्षेत्रफल (हे) |
|---|---|---|---|---|---|---|---|---|
| 4 | कोंडागांव | दक्षिण कोंडागांव | स. व. | 344 | मुलमुला | 911 | 0.45 | 0.041 |
| 5 | कोंडागांव | दक्षिण कोंडागांव | स. व. | 101 | मांकड़ी | 378 | 0.45 | 0.017 |
| 6 | कोंडागांव | दक्षिण कोंडागांव | स. व. | 102 | मांकड़ी | 444 | 0.45 | 0.020 |
| 7 | कोंडागांव | दक्षिण कोंडागांव | स. व. | 404 | अमरावती | 978 | 0.45 | 0.044 |
| 8 | कोंडागांव | दक्षिण कोंडागांव | स. व. | 410 | अमरावती | 1222 | 0.45 | 0.055 |
| 9 | कोंडागांव | दक्षिण कोंडागांव | स. व. | 418 | अमरावती | 800 | 0.45 | 0.036 |
| 10 | कोंडागांव | दक्षिण कोंडागांव | स. व. | 453 | दहीकोंगा | 511 | 0.45 | 0.023 |
| 11 | कोंडागांव | दक्षिण कोंडागांव | स. व. | 519 | दहीकोंगा | 489 | 0.45 | 0.022 |
| 12 | कोंडागांव | दक्षिण कोंडागांव | स. व. | 521 | दहीकोंगा | 822 | 0.45 | 0.037 |
| 13 | कोंडागांव | दक्षिण कोंडागांव | स. व. | 524 | कोंडागांव | 556 | 0.45 | 0.025 |
| 14 | कोंडागांव | दक्षिण कोंडागांव | स. व. | 448 | कोंडागांव | 200 | 0.45 | 0.009 |
| 15 | कोंडागांव | दक्षिण कोंडागांव | स. व. | 448 | कोंडागांव | 356 | 0.45 | 0.016 |
| 16 | कोंडागांव | दक्षिण कोंडागांव | स. व. | 449 | कोंडागांव | 556 | 0.45 | 0.025 |
| | | | | | **कुल (B)** | **8222** | | **0.370** |

Sub. Divisional Engineer,
B.S.N.L. Telecom Project,
Raipur 492001

| क्र. | जिला | प्रभावित वनमंडल का नाम | प्रभावित वनभूमि का प्रकार | वन कक्ष क्रमांक | प्रभावित परिक्षेत्र का नाम | लम्बाई (मी.) | चौड़ाई (मी.) | क्षेत्रफल (हे) |
|---|---|---|---|---|---|---|---|---|
| 17 | कोंडागांव | दक्षिण कोंडागांव | आ. व. | 151 | मांकड़ी | 1622 | 0.45 | 0.073 |
| 18 | कोंडागांव | दक्षिण कोंडागांव | आ. व. | 152 | मांकड़ी | 2000 | 0.45 | 0.090 |
| 19 | कोंडागांव | दक्षिण कोंडागांव | आ. व. | 221 | अमरावती | 2600 | 0.45 | 0.117 |
| 20 | कोंडागांव | दक्षिण कोंडागांव | आ. व. | 222 | अमरावती | 1311 | 0.45 | 0.059 |
| 21 | कोंडागांव | दक्षिण कोंडागांव | आ. व. | 106 | मांकड़ी | 1200 | 0.45 | 0.054 |
| 22 | कोंडागांव | दक्षिण कोंडागांव | आ. व. | 118 | मांकड़ी | 956 | 0.45 | 0.043 |
| 23 | कोंडागांव | दक्षिण कोंडागांव | आ. व. | 163 | मांकड़ी | 711 | 0.45 | 0.032 |
| 24 | कोंडागांव | दक्षिण कोंडागांव | आ. व. | 162 | मांकड़ी | 2711 | 0.45 | 0.122 |
| 25 | कोंडागांव | दक्षिण कोंडागांव | आ. व. | 166 | अमरावती | 1778 | 0.45 | 0.080 |
| 26 | कोंडागांव | दक्षिण कोंडागांव | आ. व. | 278 | अमरावती | 1756 | 0.45 | 0.079 |
| 27 | कोंडागांव | दक्षिण कोंडागांव | आ. व. | 270 | अमरावती | 1289 | 0.45 | 0.058 |
| 28 | कोंडागांव | दक्षिण कोंडागांव | आ. व. | 272 | अमरावती | 1156 | 0.45 | 0.052 |
| 29 | कोंडागांव | दक्षिण कोंडागांव | आ. व. | 266 | अमरावती | 1044 | 0.45 | 0.047 |
| 30 | कोंडागांव | दक्षिण कोंडागांव | आ. व. | 268 | अमरावती | 289 | 0.45 | 0.013 |
| 31 | कोंडागांव | दक्षिण कोंडागांव | आ. व. | 265 | अमरावती | 800 | 0.45 | 0.036 |
| 32 | कोंडागांव | दक्षिण कोंडागांव | आ. व. | 261 | अमरावती | 2222 | 0.45 | 0.100 |
| 33 | कोंडागांव | दक्षिण कोंडागांव | आ. व. | 259 | अमरावती | 578 | 0.45 | 0.026 |
| 34 | कोंडागांव | दक्षिण कोंडागांव | आ. व. | 260 | अमरावती | 111 | 0.45 | 0.005 |
| 35 | कोंडागांव | दक्षिण कोंडागांव | आ. व. | 259 | अमरावती | 22 | 0.45 | 0.001 |
| 36 | कोंडागांव | दक्षिण कोंडागांव | आ. व. | 246 | अमरावती | 2000 | 0.45 | 0.090 |
| 37 | कोंडागांव | दक्षिण कोंडागांव | आ. व. | 247 | अमरावती | 1000 | 0.45 | 0.045 |
| 38 | कोंडागांव | दक्षिण कोंडागांव | आ. व. | 259 | अमरावती | 778 | 0.45 | 0.035 |
| 39 | कोंडागांव | दक्षिण कोंडागांव | आ. व. | 223 | अमरावती | 67 | 0.45 | 0.003 |
| 40 | कोंडागांव | दक्षिण कोंडागांव | आ. व. | 566 | कोंडागांव | 2533 | 0.45 | 0.114 |
| 41 | कोंडागांव | दक्षिण कोंडागांव | आ. व. | 568 | कोंडागांव | 1289 | 0.45 | 0.058 |
| 42 | कोंडागांव | दक्षिण कोंडागांव | आ. व. | 567 | कोंडागांव | 978 | 0.45 | 0.044 |
| 43 | कोंडागांव | दक्षिण कोंडागांव | आ. व. | 569 | कोंडागांव | 1022 | 0.45 | 0.046 |
| 44 | कोंडागांव | दक्षिण कोंडागांव | आ. व. | 569 | कोंडागांव | 778 | 0.45 | 0.035 |
| | | | | | **कुल (C)** | **55756** | | **1.557** |
| **TOTAL A+B+C** | | | | | | | | **1.927** |

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# रेवेन्यू वन क्षेत्र विवरण

| क्र. | जिला | तहसील | खसरा क्रमांक | परिक्षेत्र | ग्राम | लम्बाई (मी.) | चौड़ाई (मी.) | क्षेत्रफल (हे) |
|---|---|---|---|---|---|---|---|---|
| 1 | कोंडागांव | दक्षिण कोंडागांव | 325/1 | कोंडागांव | कोंडागांव | 156 | 0.45 | 0.007 |
| 2 | कोंडागांव | दक्षिण कोंडागांव | 95 | कोंडागांव | भानपुरी | 67 | 0.45 | 0.003 |
| 3 | कोंडागांव | दक्षिण कोंडागांव | 93 | कोंडागांव | भानपुरी | 222 | 0.45 | 0.010 |
| 4 | कोंडागांव | दक्षिण कोंडागांव | 44 | कोंडागांव | भानपुरी | 44 | 0.45 | 0.002 |
| 5 | कोंडागांव | दक्षिण कोंडागांव | 38 | कोंडागांव | भानपुरी | 67 | 0.45 | 0.003 |
| 6 | कोंडागांव | दक्षिण कोंडागांव | 38 | कोंडागांव | भानपुरी | 178 | 0.45 | 0.008 |
| 7 | कोंडागांव | दक्षिण कोंडागांव | 43 | कोंडागांव | भानपुरी | 89 | 0.45 | 0.004 |
| 8 | कोंडागांव | दक्षिण कोंडागांव | 49 | कोंडागांव | भानपुरी | 89 | 0.45 | 0.004 |
| 9 | कोंडागांव | दक्षिण कोंडागांव | 100 | कोंडागांव | भानपुरी | 111 | 0.45 | 0.005 |
| 10 | कोंडागांव | दक्षिण कोंडागांव | 46 | कोंडागांव | भानपुरी | 67 | 0.45 | 0.003 |
| 11 | कोंडागांव | दक्षिण कोंडागांव | 47 | कोंडागांव | भानपुरी | 67 | 0.45 | 0.003 |
| 12 | कोंडागांव | दक्षिण कोंडागांव | 48 | कोंडागांव | भानपुरी | 44 | 0.45 | 0.002 |
| 13 | कोंडागांव | दक्षिण कोंडागांव | 48 | कोंडागांव | भानपुरी | 89 | 0.45 | 0.004 |
| 14 | कोंडागांव | दक्षिण कोंडागांव | 40 | कोंडागांव | भानपुरी | 22 | 0.45 | 0.001 |
| 15 | कोंडागांव | दक्षिण कोंडागांव | 45 | कोंडागांव | भानपुरी | 0 | 0.45 | 0.000 |
| 16 | कोंडागांव | दक्षिण कोंडागांव | 1/24 | कोंडागांव | चिकलपुटी | 178 | 0.45 | 0.008 |
| 17 | कोंडागांव | दक्षिण कोंडागांव | 1/20 | कोंडागांव | चिकलपुटी | 222 | 0.45 | 0.010 |
| 18 | कोंडागांव | दक्षिण कोंडागांव | 2/1 क | कोंडागांव | दहीकोंगा | 111 | 0.45 | 0.005 |
| 19 | कोंडागांव | दक्षिण कोंडागांव | 2/1 क | कोंडागांव | दहीकोंगा | 44 | 0.45 | 0.002 |
| 20 | कोंडागांव | दक्षिण कोंडागांव | 6/1,9,12,14 | कोंडागांव | दुधगांव | 667 | 0.45 | 0.030 |
| 21 | कोंडागांव | दक्षिण कोंडागांव | 3/1 | कोंडागांव | दुधगांव | 200 | 0.45 | 0.009 |
| 22 | कोंडागांव | दक्षिण कोंडागांव | 271 | कोंडागांव | घोडागांव | 133 | 0.45 | 0.006 |
| 23 | कोंडागांव | दक्षिण कोंडागांव | 277 | कोंडागांव | घोडागांव | 0 | 0.45 | 0.000 |
| 24 | कोंडागांव | दक्षिण कोंडागांव | 325/1 | कोंडागांव | घोडागांव | 422 | 0.45 | 0.019 |
| | | | | | **कुल** | **3289** | | **0.148** |

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## 5. CONTROL POINTS

### PRIMARY CONTROL POINT (FIXING OF BASE STATION POINTS)

| Sl_No. | Location_Name | Latitude | Longitude |
|---|---|---|---|
| 1 | Newara | 19° 32' 14.934" N | 82° 1' 56.948" E |
| 2 | Bijapur | 19° 36' 28.761" N | 81° 56' 24.261" E |
| 3 | Karandi | 19° 39' 45.731" N | 81° 55' 52.450" E |
| 4 | Belgaon | 19° 42' 36.073" N | 81° 55' 17.051" E |
| 5 | Makadi | 19° 45' 28.136" N | 81° 54' 4.432" E |
| 6 | Maragaon | 19° 43' 29.096" N | 81° 47' 48.950" E |
| 7 | Chilputi | 19° 37' 59.775" N | 81° 42' 5.998" E |
| 8 | Chikhalputi | 19° 33' 45.306" N | 81° 40' 30.963" E |
| 9 | Baniyagaon | 19° 31' 37.526" N | 81° 41' 20.787" E |
| 10 | Usari | 19° 26' 0.606" N | 81° 45' 31.994" E |
| 11 | Ghodagaon | 19° 22' 43.708" N | 81° 47' 23.231" E |

## 6. SURVEY DATA & PHOTOGRAPH

मंडल भूमियता कार्यालय 14/02/2020 दूरसंचार परियोजना रायपुर

### SURVEY POINTS KHASRA 2/1KA

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | KA 2/1_1_PT | 81° 42' 43.207" E | 19° 28' 43.190" N | Khasra No. 2/1 |
| 1 | KA 2/1_2_PT | 81° 42' 44.550" E | 19° 28' 42.931" N | Khasra No. 2/1 |
| 1 | KA 2/1_3_PT | 81° 42' 53.064" E | 19° 28' 32.390" N | Khasra No. 2/1 |
| 1 | KA 2/1_4_PT | 81° 42' 55.076" E | 19° 28' 29.626" N | Khasra No. 2/1 |

## SURVEY POINTS KHASRA 271

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 271_1_PT | 81° 47' 19.334" E | 19° 22' 47.003" N | Khasra No. 271 |
| 2 | 271_2_PT | 81° 47' 19.781" E | 19° 22' 46.135" N | Khasra No.271 |
| 3 | 271_3_PT | 81° 47' 20.768" E | 19° 22' 44.731" N | Khasra No. 271 |
| 4 | 271_4_PT | 81° 47' 21.599" E | 19° 22' 43.709" N | Khasra No. 271 |

## SURVEY POINTS KHASRA 277

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 277_1_PT | 81° 47' 24.058" E | 19° 22' 40.278" N | Khasra No. 277 |
| 2 | 277_2_PT | 81° 47' 24.115" E | 19° 22' 40.188" N | Khasra No. 277 |

## SURVEY POINTS KHASRA 325/1

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 325/1_1_PT | 81° 47' 24.598" E | 19° 22' 39.936" N | Khasra No. 325/1 |
| 2 | 325/1_2_PT | 81° 47' 25.454" E | 19° 22' 38.888" N | Khasra No. 325/1 |
| 3 | 325/1_3_PT | 81° 47' 25.922" E | 19° 22' 38.316" N | Khasra No. 325/1 |
| 4 | 325/1_4_PT | 81° 47' 26.221" E | 19° 22' 37.952" N | Khasra No. 325/1 |
| 5 | 325/1_5_PT | 81° 47' 27.654" E | 19° 22' 36.228" N | Khasra No. 325/1 |

## SURVEY POINTS KHASRA 38

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 38_1_PT | 81° 47' 55.518" E | 19° 22' 4.303" N | Khasra No. 38 |
| 2 | 38_1_PT | 81° 48' 2.322" E | 19° 21' 57.618" N | Khasra No. 38 |
| 3 | 38_2_PT | 81° 47' 59.881" E | 19° 21' 59.947" N | Khasra No. 38 |
| 4 | 38_2_PT | 81° 48' 3.704" E | 19° 21' 56.200" N | Khasra No. 38 |

## SURVEY POINTS KHASRA 40

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 40_1_PT | 81° 47' 59.881" E | 19° 21' 59.947" N | Khasra No. 40 |
| 2 | 40_2_PT | 81° 48' 0.162" E | 19° 21' 59.681" N | Khasra No. 40 |

## SURVEY POINTS KHASRA 43

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 43_1_PT | 81° 47' 59.881" E | 19° 21' 59.947" N | Khasra No. 43 |
| 2 | 43_1_PT | 81° 48' 2.322" E | 19° 21' 57.618" N | Khasra No. 43 |

## SURVEY POINTS KHASRA 44

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 44_1_PT | 81° 48' 3.704" E | 19° 21' 56.200" N | Khasra No. 44 |
| 2 | 44_2_PT | 81° 48' 4.493" E | 19° 21' 55.397" N | Khasra No. 44 |

## SURVEY POINTS KHASRA 45

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 45_2_PT | 81° 48' 4.659" E | 19° 21' 55.206" N | Khasra No. 45 |
| 2 | 45_1_PT | 81° 48' 4.493" E | 19° 21' 55.397" N | Khasra No. 45 |

## SURVEY POINTS KHASRA 46

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 46_1_PT | 81° 48' 4.493" E | 19° 21' 55.397" N | Khasra No. 46 |
| 2 | 46_2_PT | 81° 48' 6.232" E | 19° 21' 53.305" N | Khasra No. 46 |

## SURVEY POINTS KHASRA 47

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 47_1_PT | 81° 48' 6.232" E | 19° 21' 53.305" N | Khasra No. 47 |
| 2 | 47_2_PT | 81° 48' 7.693" E | 19° 21' 51.512" N | Khasra No. 47 |

## SURVEY POINTS KHASRA 48

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 48_1_PT | 81° 48' 12.373" E | 19° 21' 46.148" N | Khasra No. 48 |
| 2 | 48_2_PT | 81° 48' 11.203" E | 19° 21' 47.495" N | Khasra No. 48 |
| 3 | 48_3_PT | 81° 48' 9.475" E | 19° 21' 49.457" N | Khasra No. 48 |
| 4 | 48_4_PT | 81° 48' 12.373" E | 19° 21' 51.512" N | Khasra No. 48 |

जिला खनिज अधिकारी कार्यालय 14/02/2020 रायपुर

## SURVEY POINTS KHASRA 49

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 49_1_PT | 81° 48' 11.203" E | 19° 21' 47.495" N | Khasra No. 49 |
| 2 | 49_1_PT | 81° 48' 9.475" E | 19° 21' 49.457" N | Khasra No. 49 |

## SURVEY POINTS KHASRA 93

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 93_1_PT | 81° 48' 12.373" E | 19° 21' 46.148" N | Khasra No. 93 |
| 2 | 93_2_PT | 81° 48' 15.114" E | 19° 21' 42.771" N | Khasra No. 93 |
| 3 | 93_3_PT | 81° 48' 16.790" E | 19° 21' 40.648" N | Khasra No. 93 |

## SURVEY POINTS KHASRA 95

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 95_1_PT | 81° 48' 16.790" E | 19° 21' 40.648" N | Khasra No. 95 |
| 2 | 95_2_PT | 81° 48' 18.097" E | 19° 21' 39.305" N | Khasra No. 95 |

## SURVEY POINTS KHASRA 100

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 100_1_PT | 81° 48' 18.097" E | 19° 21' 39.305" N | Khasra No. 100 |
| 2 | 100_2_PT | 81° 48' 20.632" E | 19° 21' 36.623" N | Khasra No. 100 |

## SURVEY POINTS KHASRA 1/20

| .No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 1/20_1_PT | 81° 40' 29.897" E | 19° 33' 45.381" N | Khasra No. 1/20 |
| 2 | 1/20_2_PT | 81° 40' 30.714" E | 19° 33' 43.976" N | Khasra No. 1/20 |
| 3 | 1/20_3_PT | 81° 40' 31.206" E | 19° 33' 42.986" N | Khasra No. 1/20 |
| 4 | 1/20_4_PT | 81° 40' 32.873" E | 19° 33' 39.479" N | Khasra No. 1/20 |
| 5 | 1/20_5_PT | 81° 40' 33.151" E | 19° 33' 39.020" N | Khasra No. 1/20 |

## SURVEY POINTS KHASRA 1/24

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 1/24_1_PT | 81° 40' 55.583" E | 19° 32' 55.374" N | Khasra No. 1/24 |
| 2 | 1/24_2_PT | 81° 40' 56.372" E | 19° 32' 52.593" N | Khasra No. 1/24 |
| 3 | 1/24_3_PT | 81° 40' 56.834" E | 19° 32' 51.423" N | Khasra No. 1/24 |

## SURVEY POINTS KHASRA 3/1

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 3/1_1_PT | 81° 40' 57.256" E | 19° 32' 50.042" N | Khasra No. 3/1 |
| 2 | 3/1_2_PT | 81° 40' 58.368" E | 19° 32' 45.492" N | Khasra No. 3/1 |

मंडल अभियंता कार्यालय रायपुर 14/01/2025 दरसंचार परियोजना रायपुर

# SURVEY POINTS KHASRA 6/1,9,12,14,17,18, 19,20,22,25/1

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 6/1,9,12,14_1_PT | 81° 41' 1.410" E | 19° 32' 37.231" N | Khasra No. 6/1,9,12,14,17,18, 19,20,22,25/1 |
| 2 | 6/1,9,12,14_2_PT | 81° 41' 3.442" E | 19° 32' 31.063" N | Khasra No. 6/1,9,12,14,17,18, 19,20,22,25/1 |
| 2 | 6/1,9,12,14_3_PT | 81° 41' 4.479" E | 19° 32' 27.658" N | Khasra No. 6/1,9,12,14,17,18, 19,20,22,25/1 |
| 4 | 6/1,9,12,14_4_PT | 81° 41' 4.699" E | 19° 32' 27.269" N | Khasra No. 6/1,9,12,14,17,18, 19,20,22,25/1 |
| 5 | 6/1,9,12,14_5_PT | 81° 41' 5.344" E | 19° 32' 25.751" N | Khasra No. 6/1,9,12,14,17,18, 19,20,22,25/1 |
| 6 | 6/1,9,12,14_6_PT | 81° 41' 5.439" E | 19° 32' 25.462" N | Khasra No. 6/1,9,12,14,17,18, 19,20,22,25/1 |
| 7 | 6/1,9,12,14_7_PT | 81° 41' 5.787" E | 19° 32' 23.880" N | Khasra No. 6/1,9,12,14,17,18, 19,20,22,25/1 |
| 8 | 6/1,9,12,14_8_PT | 81° 41' 6.790" E | 19° 32' 20.994" N | Khasra No. 6/1,9,12,14,17,18, 19,20,22,25/1 |
| 9 | 6/1,9,12,14_9_PT | 81° 41' 7.158" E | 19° 32' 20.228" N | Khasra No. 6/1,9,12,14,17,18, 19,20,22,25/1 |
| 10 | 6/1,9,12,14_10_PT | 81° 41' 7.243" E | 19° 32' 19.780" N | Khasra No. 6/1,9,12,14,17,18, 19,20,22,25/1 |
| 11 | 6/1,9,12,14_11_PT | 81° 41' 8.162" E | 19° 32' 17.177" N | Khasra No. 6/1,9,12,14,17,18, 19,20,22,25/1 |

14/02/2024

## SURVEY POINTS COMPARTMENT: RF: 151

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 151_1_PT | 81° 53' 18.634" E | 19° 46' 5.084" N | RF 151 |
| 2 | 151_2_PT | 81° 53' 12.895" E | 19° 46' 2.448" N | RF 151 |
| 3 | 151_3_PT | 81° 53' 5.488" E | 19° 46' 0.456" N | RF 151 |
| 4 | 151_4_PT | 81° 52' 57.397" E | 19° 45' 59.398" N | RF 151 |
| 5 | 151_5_PT | 81° 52' 51.290" E | 19° 45' 54.816" N | RF 151 |
| 6 | 151_6_PT | 81° 52' 45.200" E | 19° 45' 50.788" N | RF 151 |
| 7 | 151_7_PT | 81° 52' 38.458" E | 19° 45' 49.152" N | RF 151 |
| 8 | 151_8_PT | 81° 52' 27.219" E | 19° 45' 48.371" N | RF 151 |

## SURVEY POINTS COMPARTMENT: RF: 152

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 152_1_PT | 81° 54' 24.386" E | 19° 44' 47.731" N | RF 152 |
| 2 | 152_2_PT | 81° 54' 20.545" E | 19° 44' 53.150" N | RF 152 |
| 3 | 152_3_PT | 81° 54' 18.138" E | 19° 44' 58.338" N | RF 152 |
| 4 | 152_4_PT | 81° 54' 16.324" E | 19° 45' 6.476" N | RF 152 |
| 5 | 152_5_PT | 81° 54' 15.886" E | 19° 45' 11.313" N | RF 152 |
| 6 | 152_6_PT | 81° 54' 12.095" E | 19° 45' 17.809" N | RF 152 |
| 7 | 152_7_PT | 81° 54' 4.432" E | 19° 45' 28.136" N | RF 152 |
| 8 | 152_8_PT | 81° 53' 58.305" E | 19° 45' 36.316" N | RF 152 |
| 9 | 152_9_PT | 81° 53' 53.775" E | 19° 45' 44.230" N | RF 152 |

## SURVEY POINTS COMPARTMENT: RF: 118

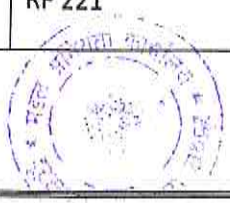
| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 118_1_PT | 81° 54' 39.967" E | 19° 44' 20.514" N | RF 118 |
| 2 | 118_2_PT | 81° 54' 35.058" E | 19° 44' 31.919" N | RF 118 |
| 3 | 118_3_PT | 81° 54' 28.051" E | 19° 44' 42.159" N | RF 118 |

## SURVEY POINTS COMPARTMENT: RF: 162

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 162_1_PT | 81° 55' 31.676" E | 19° 41' 54.043" N | RF 162 |
| 2 | 162_2_PT | 81° 55' 28.656" E | 19° 41' 55.999" N | RF 162 |
| 3 | 162_3_PT | 81° 55' 25.983" E | 19° 42' 5.071" N | RF 162 |
| 4 | 162_4_PT | 81° 55' 21.566" E | 19° 42' 21.453" N | RF 162 |
| 5 | 162_5_PT | 81° 55' 17.051" E | 19° 42' 36.073" N | RF 162 |
| 6 | 162_6_PT | 81° 55' 10.395" E | 19° 42' 58.559" N | RF 162 |
| 7 | 162_7_PT | 81° 55' 6.743" E | 19° 43' 9.755" N | RF 162 |
| 8 | 162_8_PT | 81° 55' 0.071" E | 19° 43' 31.720" N | RF 162 |

## SURVEY POINTS COMPARTMENT: RF: 221

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 221_1_PT | 82° 1' 47.905" E | 19° 31' 51.431" N | RF 221 |
| 2 | 221_2_PT | 82° 1' 45.741" E | 19° 32' 3.216" N | RF 221 |
| 3 | 221_3_PT | 82° 1' 50.374" E | 19° 32' 6.716" N | RF 221 |
| 4 | 221_5_PT | 82° 1' 54.303" E | 19° 32' 20.789" N | RF 221 |
| 5 | 221_7_PT | 82° 1' 35.215" E | 19° 32' 20.017" N | RF 221 |
| 6 | 221_8_PT | 82° 1' 21.392" E | 19° 32' 20.656" N | RF 221 |



## SURVEY POINTS COMPARTMENT: RF: 222

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 222_1_PT | 82° 1' 37.724" E | 19° 30' 55.600" N | RF 222 |
| 2 | 222_2_PT | 82° 1' 49.080" E | 19° 31' 18.406" N | RF 222 |
| 3 | 222_3_PT | 82° 1' 51.601" E | 19° 31' 34.775" N | RF 222 |

## SURVEY POINTS COMPARTMENT: RF: 223

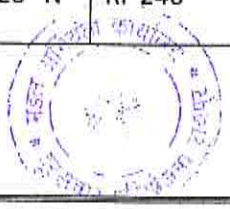
| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 223_1_PT | 82° 1' 37.435" E | 19° 30' 43.883" N | RF 223 |
| 2 | 223_2_PT | 82° 1' 36.581" E | 19° 30' 45.726" N | RF 223 |

## SURVEY POINTS COMPARTMENT: PF: 475

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 475_1_PT | 81° 59' 52.383" E | 19° 33' 30.893" N | PF 475 |
| 2 | 475_2_PT | 81° 59' 37.851" E | 19° 33' 35.083" N | PF 475 |
| 3 | 475_3_PT | 81° 59' 24.390" E | 19° 33' 36.388" N | PF 475 |

## SURVEY POINTS COMPARTMENT: RF: 246

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 246_1_PT | 81° 59' 17.457" E | 19° 33' 35.416" N | RF 246 |
| 2 | 246_2_PT | 81° 59' 12.005" E | 19° 33' 42.270" N | RF 246 |
| 3 | 246_3_PT | 81° 59' 10.642" E | 19° 33' 46.706" N | RF 246 |
| 4 | 246_4_PT | 81° 59' 9.074" E | 19° 33' 53.609" N | RF 246 |
| 5 | 246_5_PT | 81° 59' 3.118" E | 19° 34' 3.520" N | RF 246 |



| | | | | |
|---|---|---|---|---|
| 6 | 246_6_PT | 81° 59' 0.750" E | 19° 34' 8.719" N | RF 246 |
| 7 | 246_7_PT | 81° 58' 58.966" E | 19° 34' 13.816" N | RF 246 |
| 8 | 246_8_PT | 81° 58' 57.489" E | 19° 34' 18.109" N | RF 246 |
| 9 | 246_9_PT | 81° 58' 56.274" E | 19° 34' 23.751" N | RF 246 |
| 10 | 246_10_PT | 81° 58' 55.993" E | 19° 34' 27.462" N | RF 246 |
| 11 | 246_11_PT | 81° 58' 54.559" E | 19° 34' 31.970" N | RF 246 |

## SURVEY POINTS COMPARTMENT: RF: 259

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 259_1_PT | 81° 57' 17.300" E | 19° 36' 44.272" N | RF 259 |
| 2 | 259_2_PT | 81° 57' 9.638" E | 19° 36' 41.620" N | RF 259 |
| 3 | 259_3_PT | 81° 57' 0.652" E | 19° 36' 38.938" N | RF 259 |
| 4 | 259_4_PT | 81° 56' 53.860" E | 19° 36' 36.924" N | RF 259 |
| 5 | 259_5_PT | 81° 56' 44.446" E | 19° 36' 34.443" N | RF 259 |

## SURVEY POINTS COMPARTMENT: RF: 261

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 261_1_PT | 81° 56' 29.425" E | 19° 36' 30.893" N | RF 261 |
| 2 | 261_2_PT | 81° 56' 24.261" E | 19° 36' 28.761" N | RF 261 |
| 3 | 261_3_PT | 81° 56' 25.651" E | 19° 36' 33.218" N | RF 261 |
| 4 | 261_4_PT | 81° 56' 27.161" E | 19° 36' 38.689" N | RF 261 |
| 5 | 261_5_PT | 81° 56' 26.710" E | 19° 36' 42.337" N | RF 261 |
| 6 | 261_6_PT | 81° 56' 22.482" E | 19° 36' 50.500" N | RF 261 |
| 7 | 261_7_PT | 81° 56' 22.415" E | 19° 36' 59.441" N | RF 261 |
| 8 | 261_8_PT | 81° 56' 21.668" E | 19° 37' 12.200" N | RF 261 |
| 9 | 261_9_PT | 81° 56' 21.078" E | 19° 37' 26.598" N | RF 261 |

## SURVEY POINTS COMPARTMENT: RF: 265

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 265_1_PT | 81° 56' 19.324" E | 19° 37' 41.264" N | RF265 |
| 2 | 265_2_PT | 81° 56' 20.930" E | 19° 37' 59.894" N | RF 265 |

## SURVEY POINTS COMPARTMENT: RF: 266

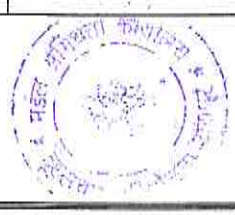
| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 266_1_PT | 81° 56' 21.752" E | 19° 38' 9.294" N | RF 266 |
| 2 | 266_2_PT | 81° 56' 22.532" E | 19° 38' 18.675" N | RF 266 |

## SURVEY POINTS COMPARTMENT: RF: 270

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 270_1_PT | 81° 56' 24.622" E | 19° 38' 44.998" N | RF 270 |
| 2 | 270_2_PT | 81° 56' 19.753" E | 19° 38' 58.930" N | RF 270 |
| 3 | 270_3_PT | 81° 56' 11.502" E | 19° 39' 13.132" N | RF 270 |

## SURVEY POINTS COMPARTMENT: RF: 272

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 272_1_PT | 81° 56' 4.384" E | 19° 39' 25.171" N | RF 272 |
| 2 | 272_2_PT | 81° 55' 52.450" E | 19° 39' 45.731" N | RF 272 |
| 3 | 272_3_PT | 81° 55' 53.045" E | 19° 39' 54.946" N | RF 272 |



## SURVEY POINTS COMPARTMENT: RF: 166

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 166_1_PT | 81° 55' 49.586" E | 19° 40' 51.552" N | RF 166 |
| 2 | 166_2_PT | 81° 55' 46.678" E | 19° 41' 7.928" N | RF 166 |
| 3 | 166_3_PT | 81° 55' 40.649" E | 19° 41' 19.335" N | RF 166 |
| 4 | 166_4_PT | 81° 55' 36.987" E | 19° 41' 27.054" N | RF 166 |
| 5 | 166_5_PT | 81° 55' 34.926" E | 19° 41' 34.924" N | RF 166 |
| 6 | 166_6_PT | 81° 55' 32.422" E | 19° 41' 46.474" N | RF 166 |

## SURVEY POINTS COMPARTMENT: RF: 278

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 278_1_PT | 81° 55' 54.155" E | 19° 40' 10.966" N | RF 278 |
| 2 | 278_2_PT | 81° 55' 52.081" E | 19° 40' 35.947" N | RF 278 |

## SURVEY POINTS COMPARTMENT: RF: 106

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 106_1_PT | 81° 48' 8.285" E | 19° 43' 28.798" N | RF 106 |
| 2 | 106_2_PT | 81° 47' 59.570" E | 19° 43' 28.980" N | RF 106 |
| 3 | 106_3_PT | 81° 47' 48.950" E | 19° 43' 29.096" N | RF 106 |
| 4 | 106_4_PT | 81° 47' 37.630" E | 19° 43' 27.778" N | RF 106 |

## SURVEY POINTS COMPARTMENT: PF: 418

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 418_1_PT | 82° 1' 5.793" E | 19° 32' 26.368" N | PF 418 |
| 2 | 418_2_PT | 82° 1' 4.883" E | 19° 32' 34.657" N | PF 418 |
| 3 | 418_3_PT | 82° 0' 57.471" E | 19° 32' 36.697" N | PF 418 |
| 4 | 418_4_PT | 82° 0' 51.421" E | 19° 32' 44.518" N | PF 418 |

## SURVEY POINTS COMPARTMENT: PF: 410

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 410_1_PT | 82° 0' 24.867" E | 19° 33' 5.183" N | PF 410 |
| 2 | 410_2_PT | 82° 0' 17.011" E | 19° 33' 12.838" N | PF 410 |
| 3 | 410_3_PT | 82° 0' 9.214" E | 19° 33' 21.701" N | PF 410 |
| 4 | 410_4_PT | 81° 59' 59.317" E | 19° 33' 28.733" N | PF 410 |

## SURVEY POINTS COMPARTMENT: PF: 404

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 404_1_PT | 81° 58' 6.229" E | 19° 35' 59.299" N | PF 404 |
| 2 | 404_2_PT | 81° 58' 5.503" E | 19° 36' 2.241" N | PF 404 |
| 3 | 404_3_PT | 81° 58' 7.065" E | 19° 36' 8.951" N | PF 404 |
| 4 | 404_4_PT | 81° 58' 6.158" E | 19° 36' 14.886" N | PF 404 |
| 5 | 404_5_PT | 81° 58' 6.193" E | 19° 36' 22.706" N | PF 404 |
| 6 | 404_6_PT | 81° 58' 3.924" E | 19° 36' 30.029" N | PF 404 |

## SURVEY POINTS COMPARTMENT: OA: 98

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 98_1_PT | 81° 49' 53.428" E | 19° 44' 13.216" N | OA 98 |
| 2 | 98_2_PT | 81° 49' 50.172" E | 19° 44' 9.817" N | OA 98 |
| 3 | 98_3_PT | 81° 49' 45.726" E | 19° 44' 6.547" N | OA 98 |

## SURVEY POINTS COMPARTMENT: OA: 99

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 99_1_PT | 81° 50' 10.571" E | 19° 44' 35.712" N | OA 99 |
| 2 | 99_2_PT | 81° 50' 7.814" E | 19° 44' 31.853" N | OA 99 |
| 3 | 99_3_PT | 81° 50' 3.960" E | 19° 44' 25.542" N | OA 99 |
| 4 | 99_4_PT | 81° 49' 58.743" E | 19° 44' 19.242" N | OA 99 |

## SURVEY POINTS COMPARTMENT: PF: 101

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 101_1_PT | 81° 48' 21.589" E | 19° 43' 28.417" N | PF 101 |
| 2 | 101_2_PT | 81° 48' 17.284" E | 19° 43' 28.470" N | PF 101 |

## SURVEY POINTS COMPARTMENT: PF: 102

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 102_1_PT | 81° 47' 27.743" E | 19° 43' 24.973" N | PF 102 |
| 2 | 102_2_PT | 81° 47' 21.532" E | 19° 43' 22.596" N | PF 102 |
| 3 | 102_3_PT | 81° 47' 17.711" E | 19° 43' 20.822" N | PF 102 |
| 4 | 102_4_PT | 81° 47' 13.583" E | 19° 43' 19.312" N | PF 102 |

## SURVEY POINTS COMPARTMENT: PF: 344

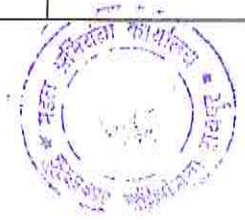
| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 344_1_PT | 81° 42' 11.921" E | 19° 38' 13.975" N | PF 344 |
| 2 | 344_2_PT | 81° 42' 8.816" E | 19° 38' 6.310" N | PF 344 |
| 3 | 344_3_PT | 81° 42' 5.998" E | 19° 37' 59.775" N | PF 344 |
| 4 | 344_4_PT | 81° 42' 3.455" E | 19° 37' 53.951" N | PF 344 |
| 5 | 344_5_PT | 81° 42' 0.172" E | 19° 37' 46.224" N | PF 344 |

## SURVEY POINTS COMPARTMENT: PF: 519

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 519_1_PT | 81° 47' 10.907" E | 19° 23' 1.608" N | PF 519 |
| 2 | 519_2_PT | 81° 47' 13.619" E | 19° 22' 57.035" N | PF 519 |
| 3 | 519_3_PT | 81° 47' 15.783" E | 19° 22' 53.399" N | PF 519 |
| 4 | 519_4_PT | 81° 47' 17.925" E | 19° 22' 49.709" N | PF 519 |
| 5 | 519_5_PT | 81° 47' 19.025" E | 19° 22' 47.844" N | PF 519 |

## SURVEY POINTS COMPARTMENT: PF: 521

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 521_1_PT | 81° 47' 27.654" E | 19° 22' 36.228" N | PF 521 |
| 2 | 521_1_PT_2 | 81° 47' 36.872" E | 19° 22' 25.865" N | PF 521 |
| 3 | 521_3_PT | 81° 47' 47.362" E | 19° 22' 13.859" N | PF 521 |
| 4 | 521_4_PT | 81° 47' 55.230" E | 19° 22' 5.110" N | PF 521 |



## SURVEY POINTS COMPARTMENT: PF: 524

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 524_1_PT | 81° 48' 33.721" E | 19° 21' 21.078" N | PF 524 |
| 2 | 524_2_PT | 81° 48' 28.103" E | 19° 21' 27.543" N | PF 524 |
| 3 | 524_3_PT | 81° 48' 21.586" E | 19° 21' 34.837" N | PF 524 |

## SURVEY POINTS COMPARTMENT: PF: 453

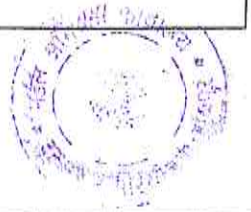
| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 453_1_PT | 81° 41' 15.850" E | 19° 31' 53.387" N | PF 453 |
| 2 | 453_2_PT | 81° 41' 17.817" E | 19° 31' 46.743" N | PF 453 |
| 3 | 453_3_PT | 81° 41' 20.787" E | 19° 31' 37.526" N | PF 453 |

## SURVEY POINTS COMPARTMENT: PF: 773

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 773_1_PT | 81° 40' 18.890" E | 19° 34' 4.109" N | PF 773 |
| 2 | 773_2_PT | 81° 40' 59.096" E | 19° 32' 43.891" N | PF 773 |
| 3 | 773_3_PT | 81° 40' 21.921" E | 19° 33' 59.030" N | PF 773 |
| 4 | 773_4_PT | 81° 41' 1.010" E | 19° 32' 38.009" N | PF 773 |
| 5 | 773_5_PT | 81° 40' 24.912" E | 19° 33' 53.986" N | PF 773 |

## SURVEY POINTS COMPARTMENT: PF: 448

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 448_1_PT | 81° 39' 55.927" E | 19° 34' 42.578" N | PF 448 |
| 2 | 448_2_PT | 81° 39' 59.271" E | 19° 34' 36.836" N | PF 448 |
| 3 | 448_3_PT | 81° 40' 2.656" E | 19° 34' 32.145" N | PF 448 |
| 4 | 448_4_PT | 81° 40' 5.979" E | 19° 34' 27.539" N | PF 448 |



## SURVEY POINTS COMPARTMENT: OA: 565

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 565_1_PT | 81° 43' 30.576" E | 19° 28' 3.180" N | OA 565 |
| 2 | 565_2_PT | 81° 43' 44.715" E | 19° 27' 51.279" N | OA 565 |
| 3 | 565_3_PT | 81° 44' 3.093" E | 19° 27' 36.297" N | OA 565 |
| 4 | 565_4_PT | 81° 44' 7.930" E | 19° 27' 33.451" N | OA 565 |

## SURVEY POINTS COMPARTMENT: RF: 566

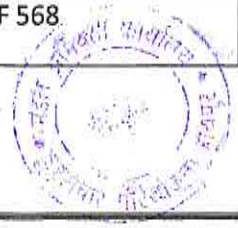
| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 566_1_PT | 81° 44' 17.779" E | 19° 27' 25.949" N | RF 566 |
| 2 | 566_2_PT | 81° 44' 34.920" E | 19° 27' 12.487" N | RF 566 |
| 3 | 566_3_PT | 81° 45' 12.770" E | 19° 26' 42.589" N | RF 566 |
| 4 | 566_4_PT | 81° 45' 17.834" E | 19° 26' 29.281" N | RF 566 |

## SURVEY POINTS COMPARTMENT: RF: 567

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 567_1_PT | 81° 45' 29.819" E | 19° 26' 3.826" N | RF 567 |
| 2 | 567_2_PT | 81° 45' 35.899" E | 19° 25' 48.386" N | RF 567 |
| 3 | 567_3_PT | 81° 45' 40.449" E | 19° 25' 33.442" N | RF 567 |

## SURVEY POINTS COMPARTMENT: RF: 568

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 568_1_PT | 81° 45' 44.055" E | 19° 25' 21.379" N | RF 568 |
| 2 | 568_2_PT | 81° 45' 48.673" E | 19° 25' 5.894" N | RF 568 |
| 3 | 568_3_PT | 81° 45' 52.467" E | 19° 24' 53.026" N | RF 568 |



## SURVEY POINTS COMPARTMENT: RF: 569

| S.No. | PILLAR ID | LONGITUDE | LATTITUDE | Comp/Khasra No. |
|---|---|---|---|---|
| 1 | 569_1_PT | 81° 46' 10.578" E | 19° 24' 16.751" N | RF 569 |
| 2 | 569_2_PT | 81° 46' 11.933" E | 19° 24' 14.363" N | RF 569 |
| 3 | 569_3_PT | 81° 46' 14.351" E | 19° 24' 11.856" N | RF 569 |
| 4 | 569_4_PT | 81° 46' 19.549" E | 19° 24' 9.385" N | RF 569 |
| 5 | 569_5_PT | 81° 46' 22.354" E | 19° 24' 8.018" N | RF 569 |
| 6 | 569_6_PT | 81° 46' 27.385" E | 19° 24' 7.236" N | RF 569 |
| 7 | 569_7_PT | 81° 46' 29.494" E | 19° 24' 7.034" N | RF 569 |
| 8 | 569_8_PT | 81° 46' 31.407" E | 19° 24' 6.139" N | RF 569 |
| 9 | 569_9_PT | 81° 46' 32.750" E | 19° 24' 5.281" N | RF 569 |
| 10 | 569_10_PT | 81° 46' 39.355" E | 19° 23' 59.477" N | RF 569 |
| 11 | 569_11_PT | 81° 46' 43.736" E | 19° 23' 51.698" N | RF 569 |
| 12 | 569_12_PT | 81° 46' 47.349" E | 19° 23' 44.993" N | RF 569 |
| 13 | 569_13_PT | 81° 46' 50.139" E | 19° 23' 39.788" N | RF 569 |
| 14 | 569_14_PT | 81° 46' 53.522" E | 19° 23' 33.509" N | RF 569 |

Sub. Divisional Engineer,
B.S.N.L. Telecom Project.
Raipur 492001

वन परिक्षेत्र अधिकारी
परिक्षेत्र मानकेरी

परिक्षेत्र अधिकारी
दहीकोंगा परिक्षेत्र

Range Officer
Kondagaon

Range Officer
Amrawati

वन परिक्षेत्र अधिकारी
मुलमुला परिक्षेत्र

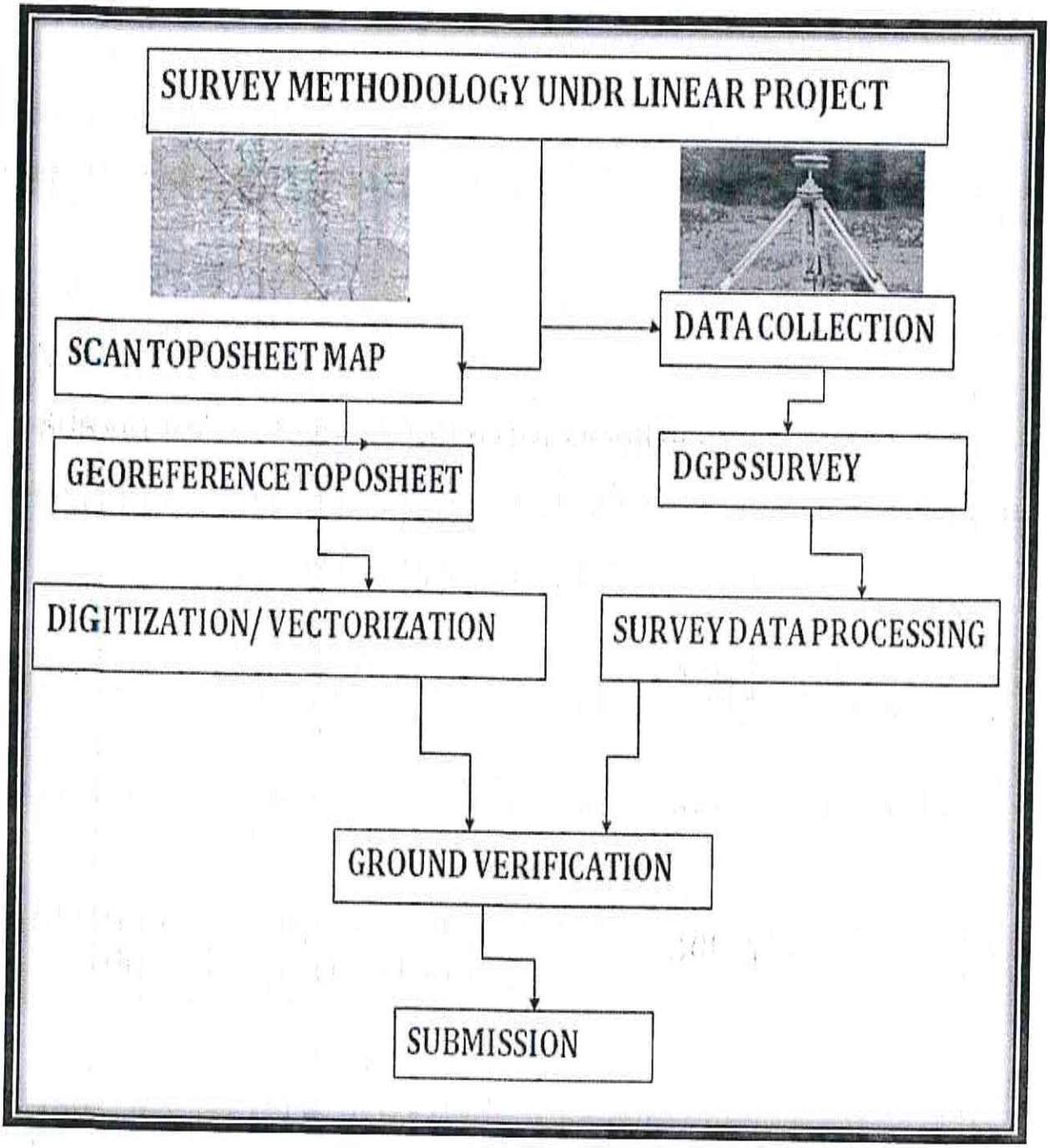
Sub Division Officer
East Kondagaon

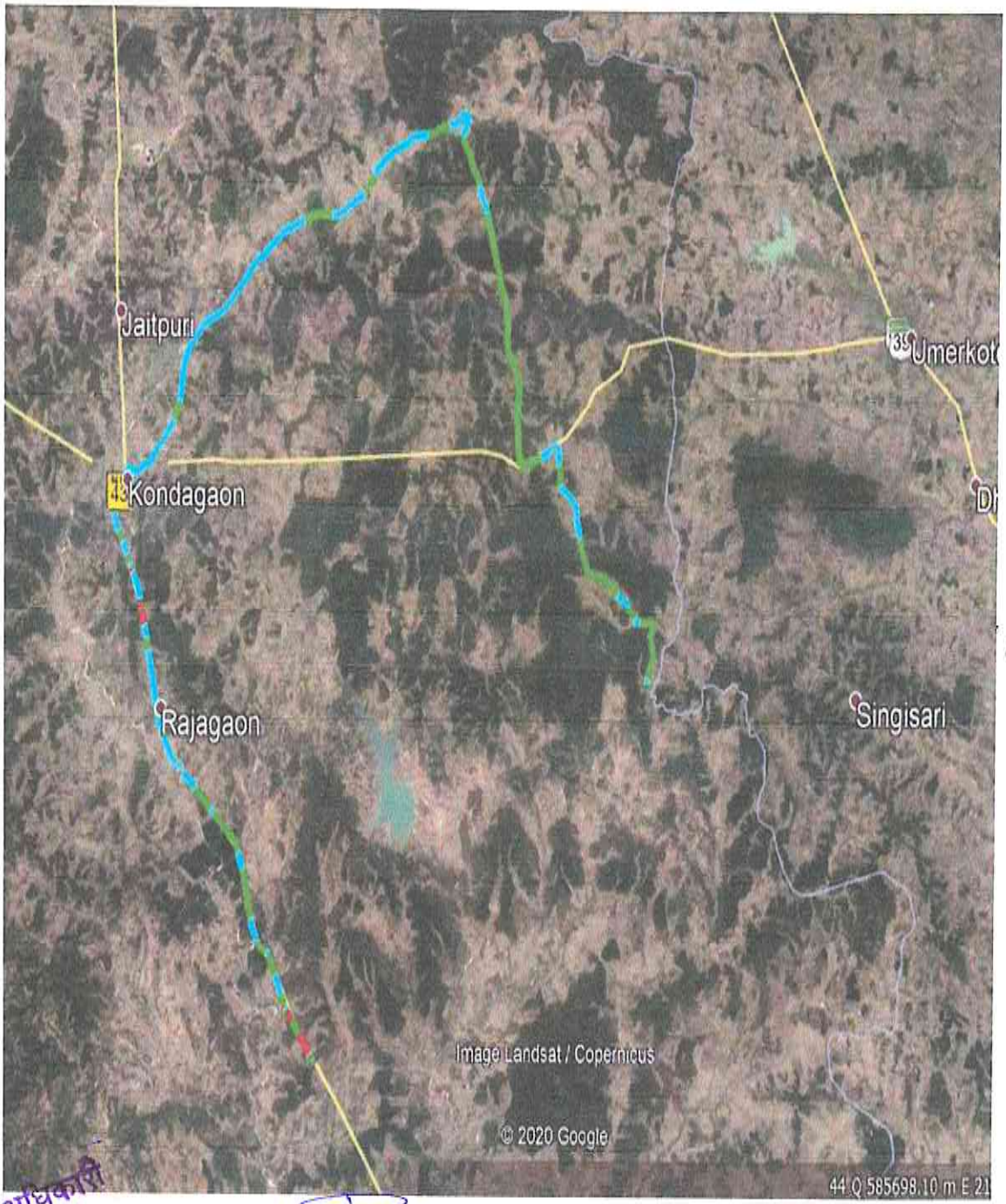
Sub Division Officer
West Kondagaon

Divisinal Forest Officer
South Kondagaon Division
Kondagaon

**4. METHODOLOGY USED**

SURVEY METHODOLGY UNDER LINEAR PROJECT






वन परिक्षेत्र अधिकारी
मूलमुला परिक्षेत्र

वन परिक्षेत्र अधिकारी
परिक्षेत्र माकडी

# Google image of proposed OFC line at

परिक्षेत्र अधिकारी
दहीकोंगा परिक्षेत्र

## Forest Division South Kondagaon

Range Office
Kondagaon

## District - Kondagaon

## Chhattisgarh

Range Officer
Amrawati

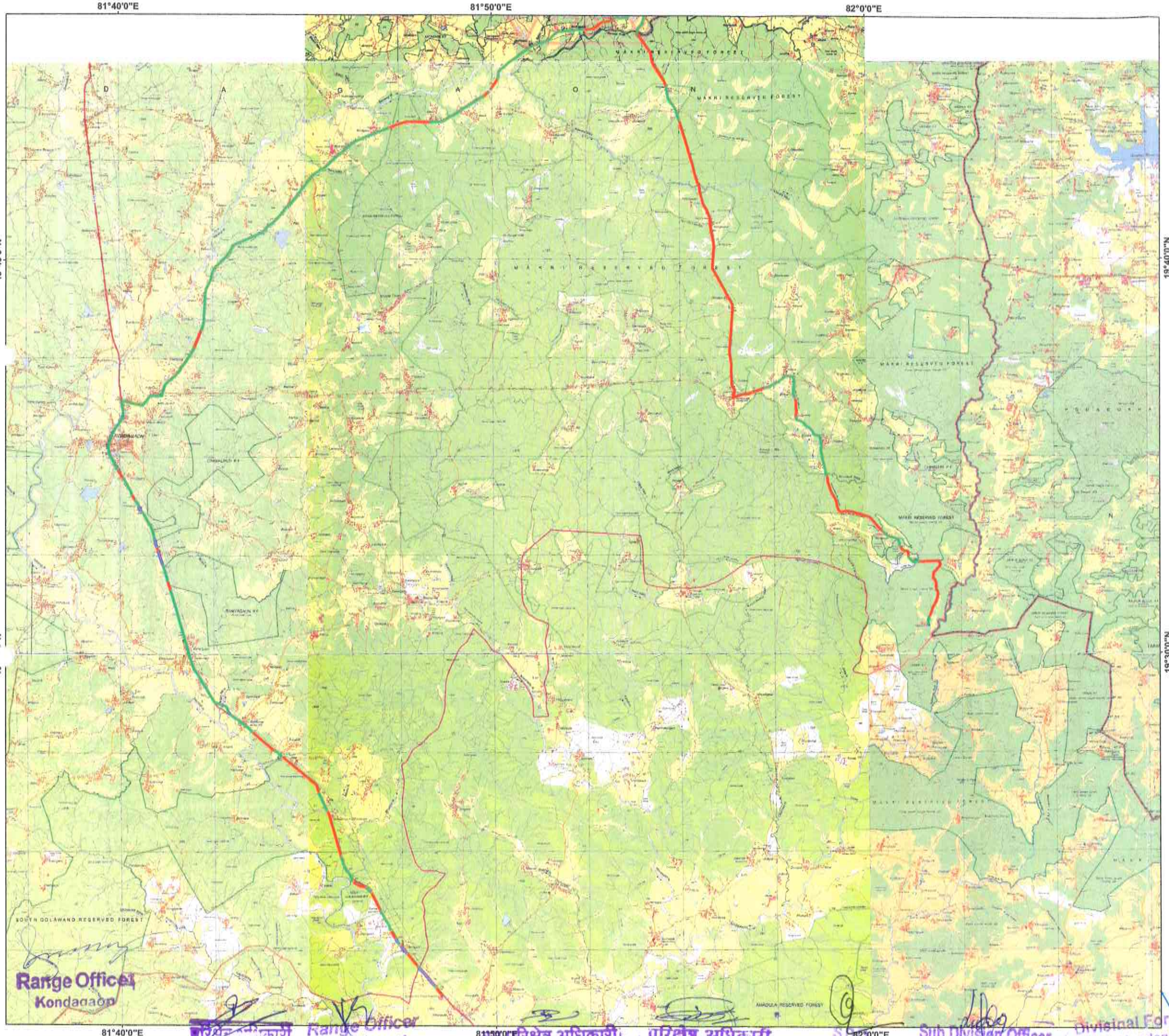
Sub Division Officer
EastKondagaon

S.D.O
West Kondagaon

Sub. Divisional Engineer,
BSNL, Telecom Project,
RAIPUR (C.G.)

Divisinal Forest Officer
South Kondagaon Division
Kondagaon

# SITE PHOTOGRAPHS


**SURVEY OF INDIA TOPOSHEET INDICATIONG PROPOSED BOUNDARY OF FOREST LAND DIVISION -SOUTH KONDAGAON DISTRICT -KONDAGAON, CHHATTISGARH**

Geographic Coordinate System
WGS 1984
Projected Coordinate Systems
WGS 1984
UTM Zone 44N

**SCALE**
**1:50,000**

Sub. Divisional Engineer
BSNL, Telecom Project,
RAIPUR (C.G.)

0 2.5 5 10 KM

14/02/2023

## Legend

- **Revenue Forest length-3.07 KM**
- Non Forest Lenght-57.7 KM
- Forest Land Lenght-45.26 KM
- Proposed Boundary of Forest land

**SOI TOPOSHEET MAP NO: E44D101 E44D111, E44D13, E44D141, E44D151 and E44E21.**

RGB
Red: Layer_1
Green: Layer_2
Blue: Layer_3

Range Officer
Amrawad

Sub Division Officer
EastKondagaon

Divisional Forest Officer
South Kondagaon Division
Kondagaon

81°40'0"E 81°50'0"E 82°0'0"E

19°40'0"N 19°30'0"N

N
W E
S

# GEO-REFERENCED MAP OF THE FOREST LAND SUPERIMPOSE ON TOPOSHEET FOREST DIVISION -SOUTH KONDAGAON DISTRICT- KONDAGAON CHHATTISGARH

**Geographic Coordinate System**
**WGS 1984**
**Projected Coordinate Systems**
**WGS 1984**
**UTM Zone 44N**

**SCALE**
**1:50,000**

0 2.5 5 10 KM

## Legend

- **Revenue Forest length-3.07 KM**
- Non Forest Lenght-57.7 KM
- Forest Land Lenght-45.26 KM
- Proposed Boundary of Forest land

**SOI TOPOSHEET MAP NO: E44D101**
**E44D111, E44D13, E44D141, E44D151 and E44E21.**

**RGB**
- Red: Layer_1
- Green: Layer_2
- Blue: Layer_3
- DGPS_Survey_points

| Sl_no. | PILLAR ID | LONGITUDE | LATTITUDE | Sl_no. | PILLAR ID | LONGITUDE | LATTITUDE | Sl_no. | PILLAR ID | LONGITUDE | LATTITUDE | Sl_no. | PILLAR ID | LONGITUDE | LATTITUDE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 51 | 438_6_PT | 81° 55' 10.395" E | 19° 42' 58.559" N | 101 | 506_2_PT | 81° 56' 24.261" E | 19° 36' 28.761" N | 151 | 650_2_PT | 81° 58' 5.503" E | 19° 36' 2.241" N | 201 | 930_1_PT | 81° 43' 30.576" E | 19° 28' 3.180" N |
| 52 | 438_7_PT | 81° 55' 6.743" E | 19° 43' 9.755" N | 102 | 506_3_PT | 81° 56' 25.651" E | 19° 36' 33.218" N | 152 | 650_3_PT | 81° 58' 7.065" E | 19° 36' 8.951" N | 202 | 930_2_PT | 81° 43' 44.715" E | 19° 27' 51.279" N |
| 53 | 438_8_PT | 81° 55' 0.071" E | 19° 43' 31.720" N | 103 | 506_4_PT | 81° 56' 27.161" E | 19° 36' 38.689" N | 153 | 650_4_PT | 81° 58' 6.158" E | 19° 36' 14.886" N | 203 | 930_3_PT | 81° 44' 3.093" E | 19° 27' 36.297" N |
| 54 | 44_1_PT | 81° 48' 3.704" E | 19° 21' 56.200" N | 104 | 506_5_PT | 81° 56' 26.710" E | 19° 36' 42.337" N | 154 | 650_5_PT | 81° 58' 6.193" E | 19° 36' 22.706" N | 204 | 930_4_PT | 81° 44' 7.930" E | 19° 27' 33.451" N |
| 55 | 44_2_PT | 81° 48' 4.493" E | 19° 21' 55.397" N | 105 | 506_6_PT | 81° 56' 22.482" E | 19° 36' 50.500" N | 155 | 650_6_PT | 81° 58' 3.924" E | 19° 36' 30.029" N | 205 | 95_1_PT | 81° 48' 16.790" E | 19° 21' 40.648" N |
| 56 | 45_1_PT | 81° 48' 4.493" E | 19° 21' 55.397" N | 106 | 506_7_PT | 81° 56' 22.415" E | 19° 36' 59.441" N | 156 | 656_1_PT | 81° 49' 53.428" E | 19° 44' 13.216" N | 206 | 95_2_PT | 81° 48' 18.097" E | 19° 21' 39.305" N |
| 57 | 45_2_PT | 81° 48' 4.659" E | 19° 21' 55.206" N | 107 | 506_8_PT | 81° 56' 21.668" E | 19° 37' 12.200" N | 157 | 656_2_PT | 81° 49' 50.172" E | 19° 44' 9.817" N | 207 | 969_1_PT | 81° 44' 17.779" E | 19° 27' 25.949" N |
| 58 | 46_1_PT | 81° 48' 4.493" E | 19° 21' 55.397" N | 108 | 506_9_PT | 81° 56' 21.078" E | 19° 37' 26.598" N | 158 | 656_3_PT | 81° 49' 45.726" E | 19° 44' 6.547" N | 208 | 969_2_PT | 81° 44' 34.920" E | 19° 27' 12.487" N |
| 59 | 46_2_PT | 81° 48' 6.232" E | 19° 21' 53.305" N | 109 | 508_1_PT | 81° 56' 19.324" E | 19° 37' 41.264" N | 159 | 657_1_PT | 81° 50' 10.571" E | 19° 44' 35.712" N | 209 | 969_3_PT | 81° 45' 12.770" E | 19° 26' 42.589" N |
| 60 | 465_1_PT | 82° 1' 56.948" E | 19° 32' 14.934" N | 110 | 508_2_PT | 81° 56' 20.930" E | 19° 37' 59.894" N | 160 | 657_2_PT | 81° 50' 7.814" E | 19° 44' 31.853" N | 210 | 969_4_PT | 81° 45' 17.834" E | 19° 26' 29.281" N |
| 61 | 465_1_PT | 82° 1' 47.905" E | 19° 31' 51.431" N | 111 | 512_1_PT | 81° 56' 21.752" E | 19° 38' 9.294" N | 161 | 657_3_PT | 81° 50' 3.960" E | 19° 44' 25.542" N | 211 | 970_1_PT | 81° 45' 29.819" E | 19° 26' 3.826" N |
| 62 | 465_2_PT | 82° 1' 45.645" E | 19° 32' 20.399" N | 112 | 512_2_PT | 81° 56' 22.532" E | 19° 38' 18.675" N | 162 | 657_4_PT | 81° 49' 58.743" E | 19° 44' 19.242" N | 212 | 970_2_PT | 81° 45' 35.899" E | 19° 25' 48.386" N |
| 63 | 465_2_PT | 82° 1' 45.741" E | 19° 32' 3.216" N | 113 | 515_1_PT | 81° 56' 24.622" E | 19° 38' 44.998" N | 163 | 659_1_PT | 81° 48' 21.589" E | 19° 43' 28.417" N | 213 | 970_3_PT | 81° 45' 40.449" E | 19° 25' 33.442" N |
| 64 | 465_3_PT | 82° 1' 50.374" E | 19° 32' 6.716" N | 114 | 515_2_PT | 81° 56' 19.753" E | 19° 38' 58.930" N | 164 | 659_2_PT | 81° 48' 17.284" E | 19° 43' 28.470" N | 214 | 976_1_PT | 81° 45' 44.055" E | 19° 25' 21.379" N |
| 65 | 465_5_PT | 82° 1' 54.303" E | 19° 32' 20.789" N | 115 | 515_3_PT | 81° 56' 11.502" E | 19° 39' 13.132" N | 165 | 660_1_PT | 81° 47' 27.743" E | 19° 43' 24.973" N | 215 | 976_2_PT | 81° 45' 48.673" E | 19° 25' 5.894" N |
| 66 | 465_7_PT | 82° 1' 35.215" E | 19° 32' 20.017" N | 116 | 517_1_PT | 81° 56' 4.384" E | 19° 39' 25.171" N | 166 | 660_2_PT | 81° 47' 21.532" E | 19° 43' 22.596" N | 216 | 976_3_PT | 81° 45' 52.467" E | 19° 24' 53.026" N |
| 67 | 465_8_PT | 82° 1' 21.392" E | 19° 32' 20.656" N | 117 | 517_2_PT | 81° 55' 52.450" E | 19° 39' 45.731" N | 167 | 660_3_PT | 81° 47' 17.711" E | 19° 43' 20.822" N | 217 | 977_1_PT | 81° 46' 10.578" E | 19° 24' 16.751" N |
| 68 | 466_1_PT | 82° 1' 37.724" E | 19° 30' 55.600" N | 118 | 517_3_PT | 81° 55' 53.045" E | 19° 39' 54.946" N | 168 | 660_4_PT | 81° 47' 13.583" E | 19° 43' 19.312" N | 218 | 977_10_PT | 81° 46' 39.355" E | 19° 23' 59.477" N |
| 69 | 466_2_PT | 82° 1' 49.080" E | 19° 31' 18.406" N | 119 | 522_1_PT | 81° 55' 49.586" E | 19° 40' 51.552" N | 169 | 671_1_PT | 81° 42' 11.921" E | 19° 38' 13.975" N | 219 | 977_11_PT | 81° 46' 43.736" E | 19° 23' 51.698" N |
| 70 | 466_3_PT | 82° 1' 51.601" E | 19° 31' 34.775" N | 120 | 522_2_PT | 81° 55' 46.678" E | 19° 41' 7.928" N | 170 | 671_2_PT | 81° 42' 8.816" E | 19° 38' 6.310" N | 220 | 977_12_PT | 81° 46' 47.349" E | 19° 23' 44.993" N |
| 71 | 467_1_PT | 82° 1' 37.435" E | 19° 30' 43.883" N | 121 | 522_3_PT | 81° 55' 40.649" E | 19° 41' 19.335" N | 171 | 671_3_PT | 81° 42' 5.998" E | 19° 37' 59.775" N | 221 | 977_13_PT | 81° 46' 50.139" E | 19° 23' 39.788" N |
| 72 | 467_2_PT | 82° 1' 36.581" E | 19° 30' 45.726" N | 122 | 522_4_PT | 81° 55' 36.987" E | 19° 41' 27.054" N | 172 | 671_4_PT | 81° 42' 3.455" E | 19° 37' 53.951" N | 222 | 977_14_PT | 81° 46' 53.522" E | 19° 23' 33.509" N |
| 73 | 47_1_PT | 81° 48' 6.232" E | 19° 21' 53.305" N | 123 | 522_5_PT | 81° 55' 34.926" E | 19° 41' 34.924" N | 173 | 671_5_PT | 81° 42' 0.172" E | 19° 37' 46.224" N | 223 | 977_4_PT | 81° 46' 19.549" E | 19° 24' 9.385" N |
| 74 | 47_2_PT | 81° 48' 7.693" E | 19° 21' 51.512" N | 124 | 522_6_PT | 81° 55' 32.422" E | 19° 41' 46.474" N | 174 | 751_1_PT | 81° 47' 10.907" E | 19° 23' 1.608" N | 224 | 977_5_PT | 81° 46' 22.354" E | 19° 24' 8.018" N |
| 75 | 475_1_PT | 81° 59' 52.383" E | 19° 33' 30.893" N | 125 | 523_1_PT | 81° 55' 54.155" E | 19° 40' 10.966" N | 175 | 751_2_PT | 81° 47' 13.619" E | 19° 22' 57.035" N | 225 | 977_6_PT | 81° 46' 55.373" E | 19° 23' 30.041" N |
| 76 | 475_2_PT | 81° 59' 37.851" E | 19° 33' 35.083" N | 126 | 523_2_PT | 81° 55' 52.081" E | 19° 40' 35.947" N | 176 | 751_3_PT | 81° 47' 15.783" E | 19° 22' 53.399" N | 226 | 977_7_PT | 81° 46' 27.385" E | 19° 24' 7.236" N |
| 77 | 475_3_PT | 81° 59' 36.388" E | 19° 33' 36.386" N | 127 | 533_1_PT | 81° 48' 8.285" E | 19° 43' 28.798" N | 177 | 751_4_PT | 81° 47' 17.925" E | 19° 22' 49.709" N | 227 | 977_7_PT | 81° 46' 29.494" E | 19° 24' 7.034" N |
| 78 | 476_1_PT | 81° 59' 17.457" E | 19° 33' 35.416" N | 128 | 533_2_PT | 81° 47' 59.570" E | 19° 43' 28.980" N | 178 | 751_5_PT | 81° 47' 19.025" E | 19° 22' 47.844" N | 228 | 977_8_PT | 81° 46' 31.407" E | 19° 24' 6.139" N |
| 79 | 476_10_PT | 81° 58' 55.993" E | 19° 34' 27.462" N | 129 | 533_3_PT | 81° 47' 48.950" E | 19° 43' 29.096" N | 179 | 754_1_PT | 81° 47' 27.654" E | 19° 22' 36.228" N | 229 | 977_9_PT | 81° 46' 32.750" E | 19° 24' 5.281" N |
| 80 | 476_11_PT | 81° 58' 54.559" E | 19° 34' 31.970" N | 130 | 533_4_PT | 81° 47' 37.630" E | 19° 43' 27.778" N | 180 | 754_1_PT_2 | 81° 47' 36.872" E | 19° 22' 25.865" N | 230 | KA 2/1_1_PT | 81° 42' 43.207" E | 19° 28' 43.190" N |
| 81 | 476_2_PT | 81° 59' 12.005" E | 19° 33' 42.270" N | 131 | 6/1,9,12,1 | 81° 47' 1.410" E | 19° 32' 37.231" N | 181 | 754_3_PT | 81° 47' 47.362" E | 19° 22' 13.859" N | 231 | KA 2/1_2_PT | 81° 42' 44.550" E | 19° 28' 42.931" N |
| 82 | 476_3_PT | 81° 59' 10.642" E | 19° 33' 46.706" N | 132 | 6/1,9,12,1 | 81° 47' 0.243" E | 19° 32' 19.780" N | 182 | 754_4_PT | 81° 47' 55.230" E | 19° 22' 5.110" N | 232 | KA 2/1_3_PT | 81° 42' 53.064" E | 19° 28' 32.390" N |
| 83 | 476_4_PT | 81° 59' 9.074" E | 19° 33' 53.609" N | 133 | 6/1,9,12,1 | 46° 59' 8.162" E | 19° 32' 17.177" N | 183 | 756_1_PT | 81° 48' 33.721" E | 19° 21' 21.078" N | 233 | KA 2/1_4_PT | 81° 42' 55.076" E | 19° 28' 29.626" N |
| 84 | 476_5_PT | 81° 59' 3.118" E | 19° 34' 3.520" N | 134 | 6/1,9,12,1 | 46° 59' 3.442" E | 19° 32' 31.063" N | 184 | 756_2_PT | 81° 48' 28.103" E | 19° 21' 27.543" N | 234 | KH 1/20_1_PT | 81° 40' 29.897" E | 19° 33' 45.381" N |
| 85 | 476_6_PT | 81° 59' 0.750" E | 19° 34' 8.719" N | 135 | 6/1,9,12,1 | 46° 59' 4.479" E | 19° 32' 27.658" N | 185 | 756_3_PT | 81° 48' 21.586" E | 19° 21' 34.837" N | 235 | KH 1/20_2_PT | 81° 40' 30.714" E | 19° 33' 43.976" N |
| 86 | 476_7_PT | 81° 58' 58.966" E | 19° 34' 13.816" N | 136 | 6/1,9,12,1 | 46° 59' 4.699" E | 19° 32' 27.269" N | 186 | 771_1_PT | 81° 41' 15.850" E | 19° 31' 53.387" N | 236 | KH 1/20_3_PT | 81° 40' 31.206" E | 19° 33' 42.986" N |
| 87 | 476_8_PT | 81° 58' 57.489" E | 19° 34' 18.109" N | 137 | 6/1,9,12,1 | 46° 59' 5.344" E | 19° 32' 25.751" N | 187 | 771_2_PT | 81° 41' 17.817" E | 19° 31' 46.743" N | 237 | KH 1/20_4_PT | 81° 40' 32.873" E | 19° 33' 39.479" N |
| 88 | 476_9_PT | 81° 58' 56.274" E | 19° 34' 23.751" N | 138 | 6/1,9,12,1 | 46° 59' 5.439" E | 19° 32' 25.462" N | 188 | 771_3_PT | 81° 41' 20.787" E | 19° 31' 37.526" N | 238 | KH 1/20_5_PT | 81° 40' 33.151" E | 19° 33' 39.020" N |
| 89 | 48_1_PT | 81° 48' 12.373" E | 19° 21' 46.148" N | 139 | 6/1,9,12,1 | 46° 59' 5.787" E | 19° 32' 23.880" N | 189 | 773_1_PT | 81° 40' 18.890" E | 19° 34' 4.109" N | 239 | KH 1/24_1_PT | 81° 40' 55.583" E | 19° 32' 55.374" N |
| 90 | 48_2_PT | 81° 48' 11.203" E | 19° 21' 47.495" N | 140 | 6/1,9,12,1 | 46° 59' 6.790" E | 19° 32' 20.994" N | 190 | 773_2_PT | 81° 40' 59.096" E | 19° 32' 43.891" N | 240 | KH 1/24_2_PT | 81° 40' 56.372" E | 19° 32' 52.593" N |
| 91 | 48_3_PT | 81° 48' 9.475" E | 19° 21' 49.457" N | 141 | 6/1,9,12,1 | 46° 59' 7.158" E | 19° 32' 20.228" N | 191 | 773_3_PT | 81° 41' 0.921" E | 19° 33' 59.030" N | 241 | KH 1/24_3_PT | 81° 40' 56.834" E | 19° 32' 51.423" N |
| 92 | 48_4_PT | 81° 48' 12.373" E | 19° 21' 51.512" N | 142 | 640_1_PT | 82° 1' 5.793" E | 19° 32' 26.368" N | 192 | 773_4_PT | 81° 41' 1.010" E | 19° 32' 38.009" N | | | | |
| 93 | 49_1_PT | 81° 48' 11.203" E | 19° 21' 47.495" N | 143 | 640_2_PT | 82° 1' 4.883" E | 19° 32' 34.657" N | 193 | 773_5_PT | 81° 40' 24.912" E | 19° 33' 53.986" N | | | | |
| 94 | 49_1_PT | 81° 48' 9.475" E | 19° 21' 49.457" N | 144 | 640_3_PT | 82° 0' 57.471" E | 19° 32' 36.697" N | 194 | 774_1_PT | 81° 39' 55.927" E | 19° 34' 42.578" N | | | | |
| 95 | 505A_1_PT | 81° 57' 17.300" E | 19° 36' 44.272" N | 145 | 640_4_PT | 82° 0' 51.421" E | 19° 32' 44.518" N | 195 | 774_2_PT | 81° 39' 59.271" E | 19° 34' 36.836" N | | | | |
| 96 | 505A_2_PT | 81° 57' 9.638" E | 19° 36' 41.620" N | 146 | 643_1_PT | 82° 0' 24.867" E | 19° 33' 5.183" N | 196 | 774_3_PT | 81° 40' 2.656" E | 19° 34' 32.145" N | | | | |
| 97 | 505A_3_PT | 81° 57' 0.652" E | 19° 36' 38.938" N | 147 | 643_2_PT | 82° 0' 17.011" E | 19° 33' 12.838" N | 197 | 774_4_PT | 81° 40' 5.979" E | 19° 34' 27.539" N | | | | |
| 98 | 505A_4_PT | 81° 56' 53.860" E | 19° 36' 36.924" N | 148 | 643_3_PT | 82° 0' 9.214" E | 19° 33' 21.701" N | 198 | 93_1_PT | 81° 48' 12.373" E | 19° 21' 46.148" N | | | | |
| 99 | 505A_5_PT | 81° 56' 44.446" E | 19° 36' 34.443" N | 149 | 643_4_PT | 81° 59' 59.317" E | 19° 33' 28.733" N | 199 | 93_2_PT | 81° 48' 15.114" E | 19° 21' 42.771" N | | | | |
| 100 | 506_1_PT | 81° 56' 29.425" E | 19° 36' 30.893" N | 150 | 650_1_PT | 81° 58' 6.229" E | 19° 35' 59.299" N | 200 | 93_3_PT | 81° 48' 16.790" E | 19° 21' 40.648" N | | | | |

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