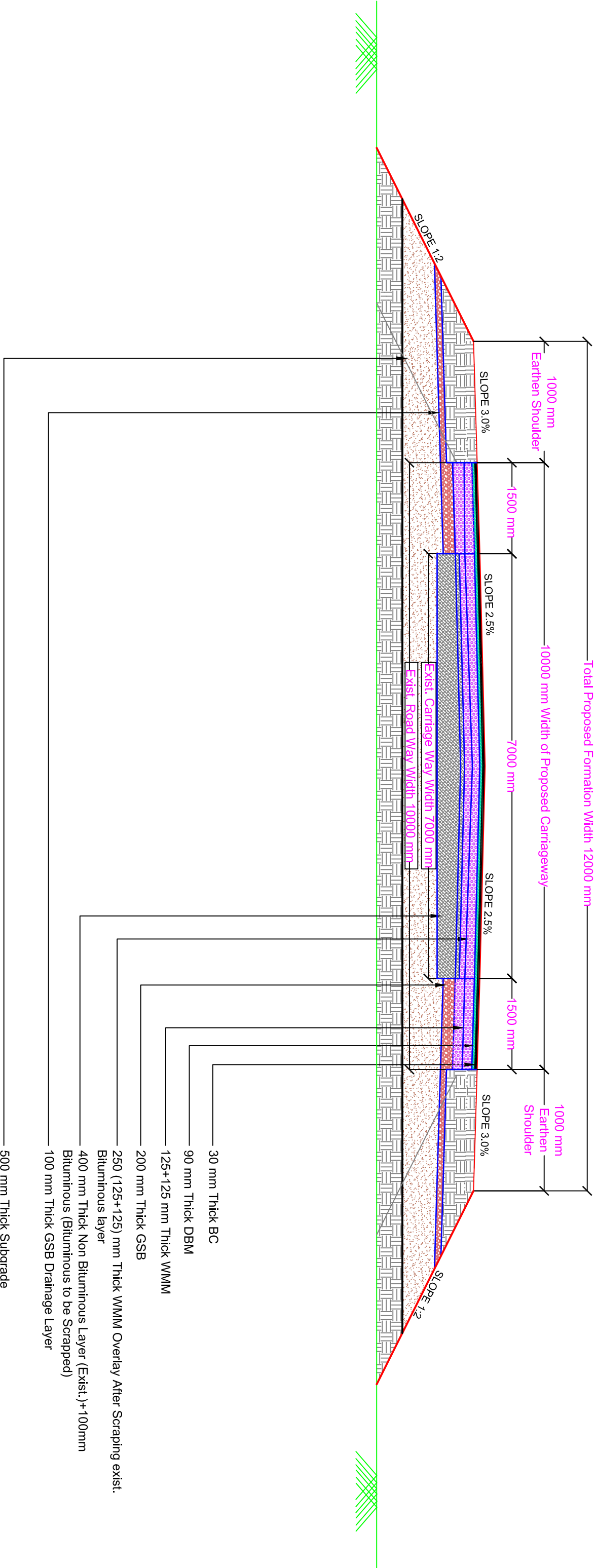
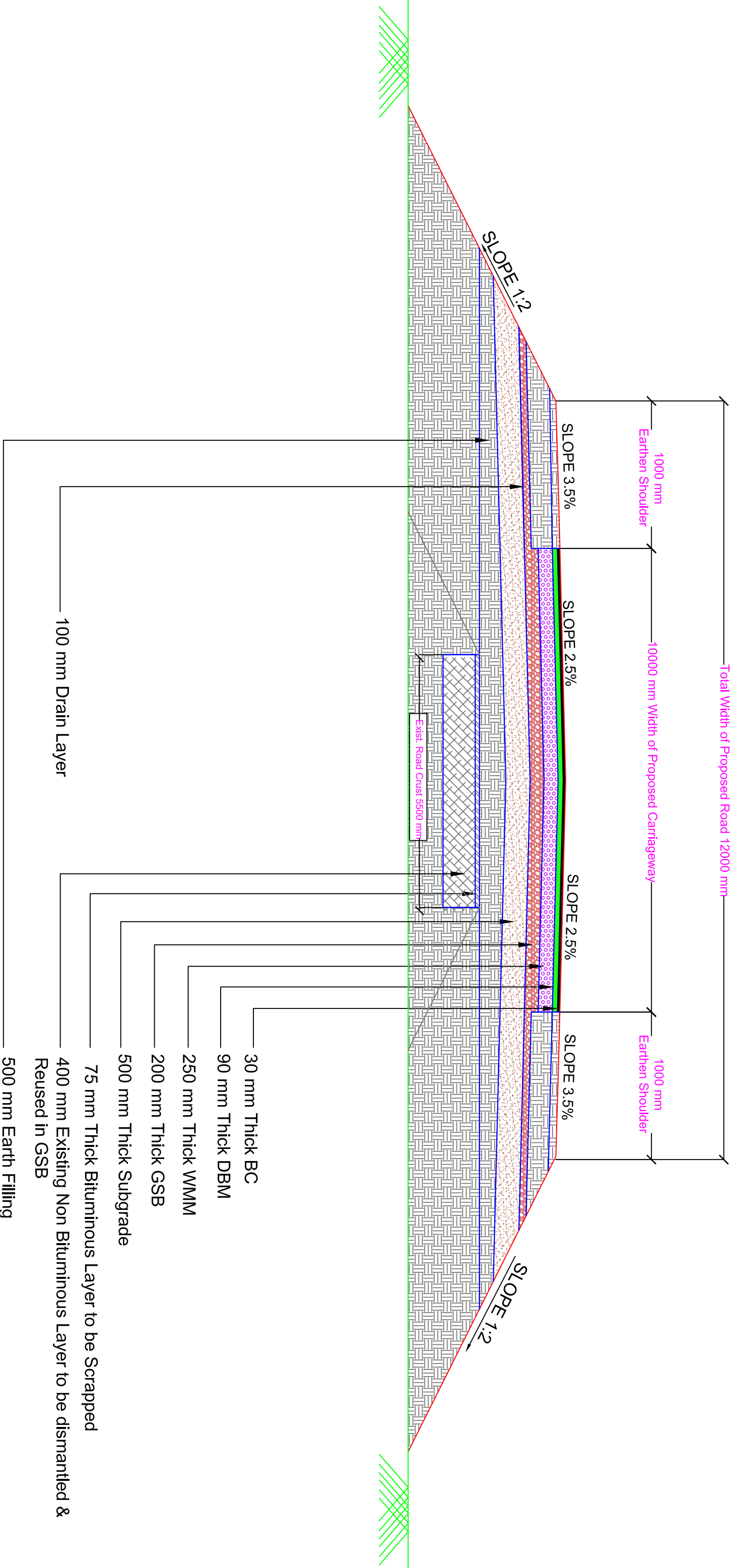




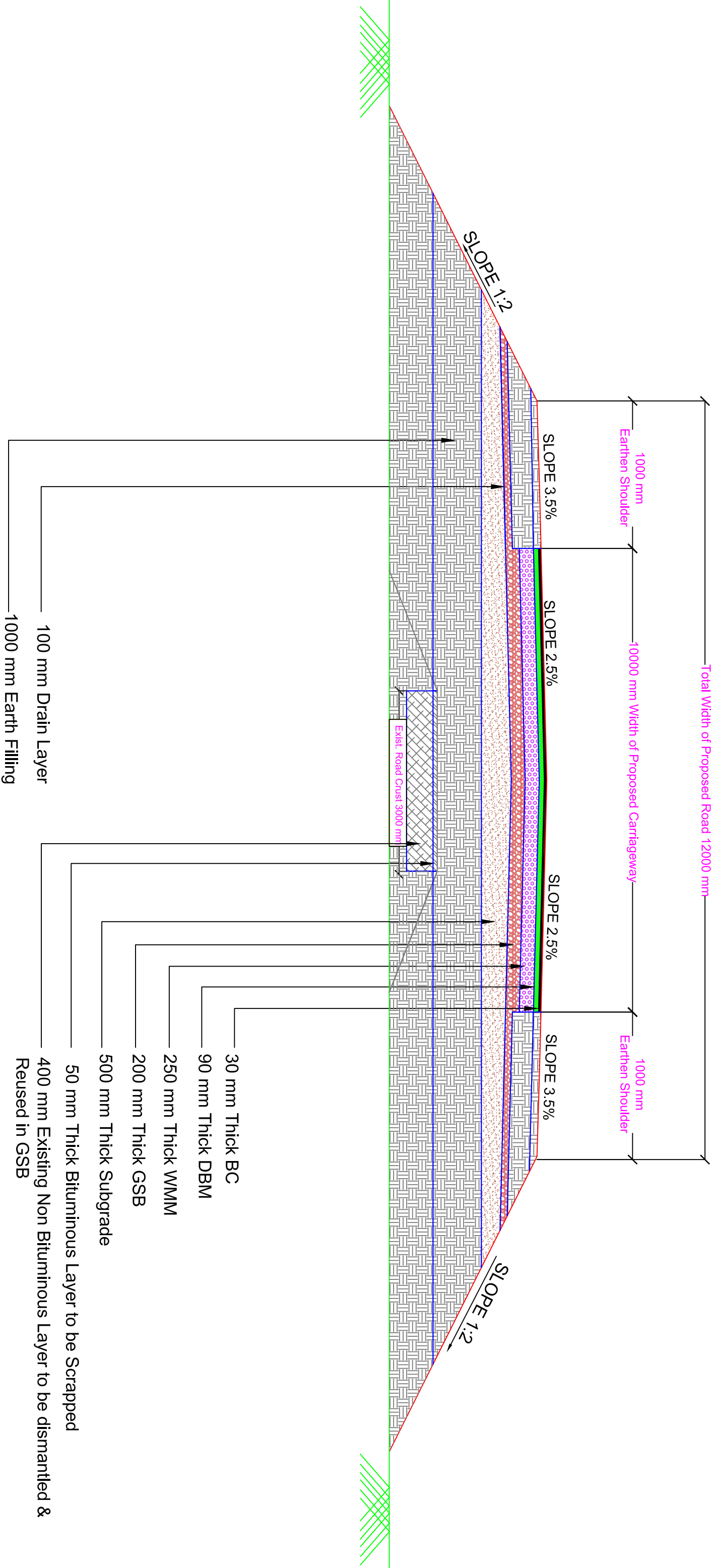
PROPOSED
TYPICAL CROSS SECTION - I

Ch - 0+000 to 0+560, 2+510 to 4+500, 5+000 to 5+120, 5+200 to 10+000, 10+665 to 11+ 630, 12+220 to 15+430, 16+010 to 16+830, 17+430 to 18+230, 20+110 to 23+030, 23+130 to 24+930 & 25+930 to 26+530

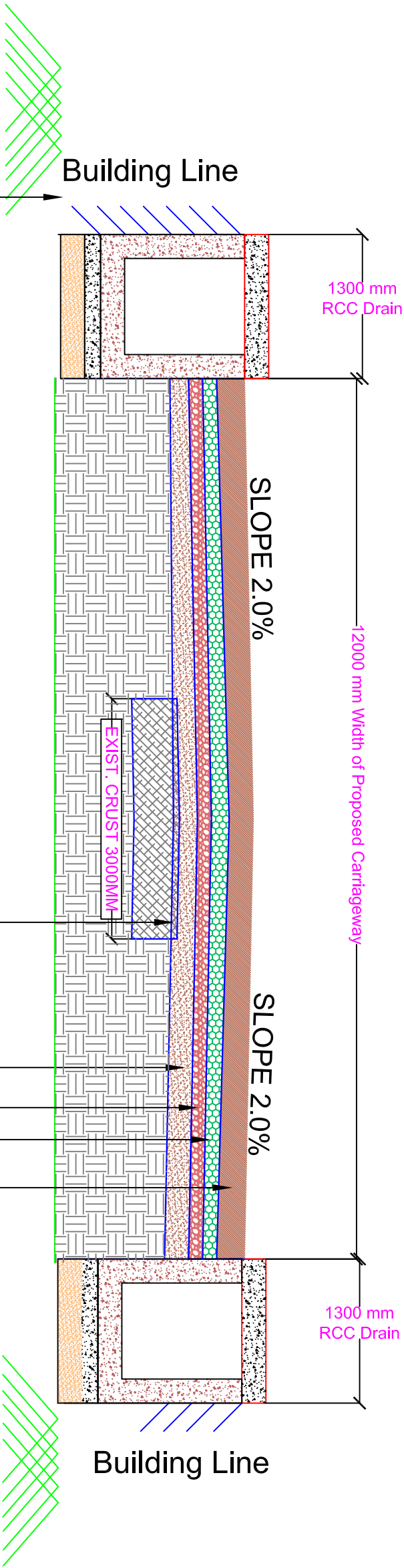


PROPOSED
TYPICAL CROSS SECTION - III
(New Construction)

Ch - 29+730 to 32+425



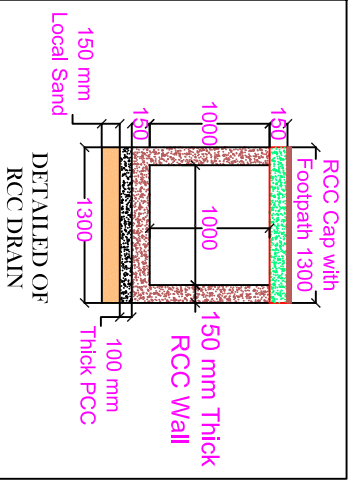
PROPOSED
TYPICAL CROSS SECTION - IV
Ch - 32+425 to 34+530 & 35+470 to 43+130

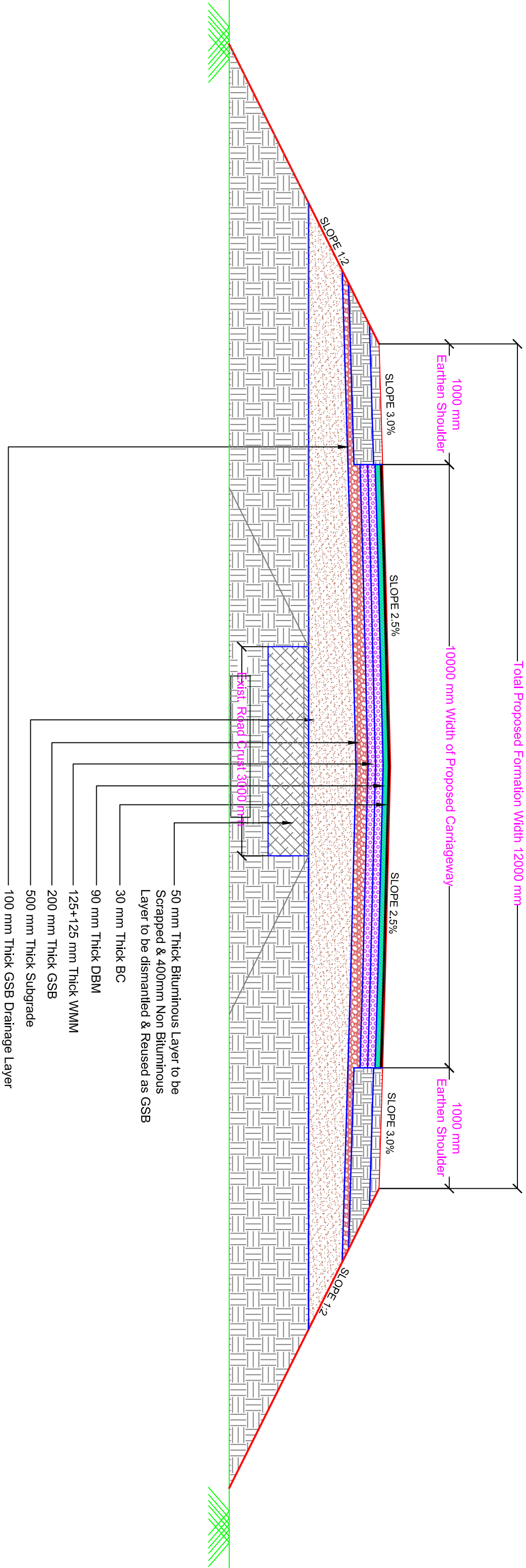


300 mm Thick PQC
150 mm Thick DLC (Overlay)
150 mm Thick GSB
200 mm Thick Local Sand Filling
After Scrapping 50 mm Bituminous Layer 400 mm Non Bituminous Layer to be dismantled & Reused as GSB

RCC Drain

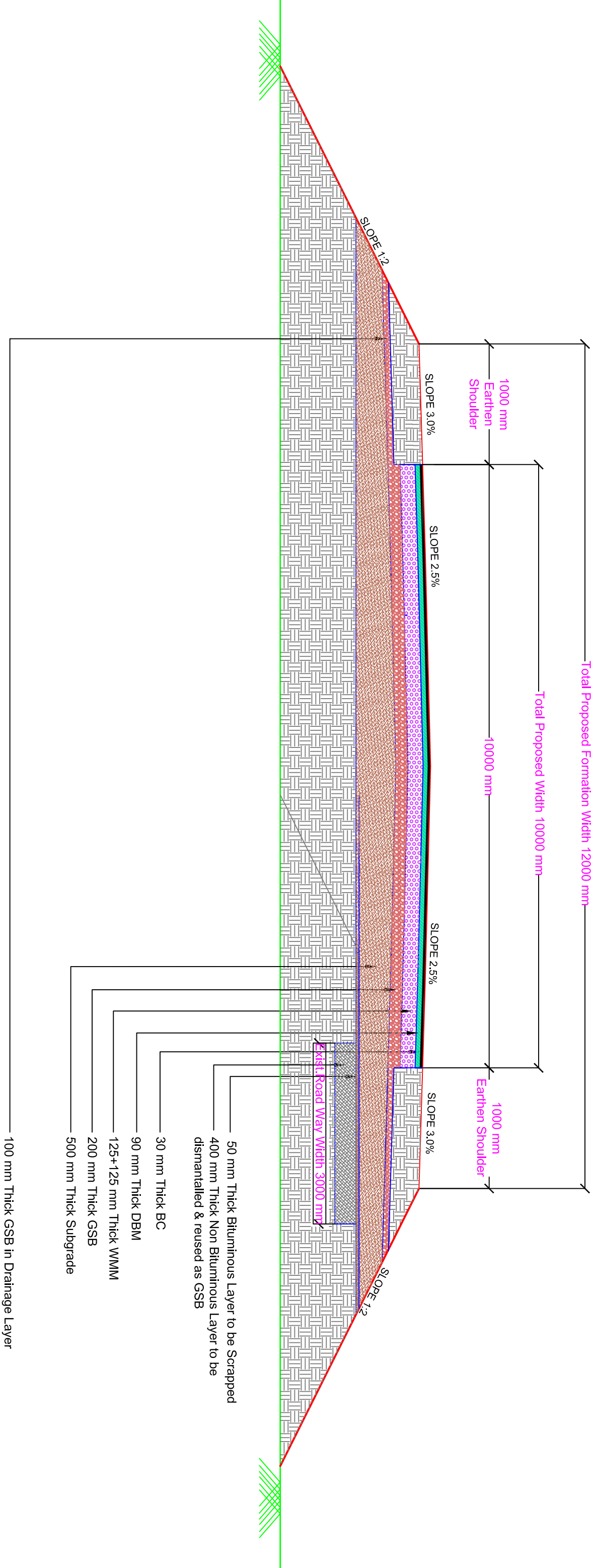
PROPOSED
TYPICAL CROSS SECTION - V
Ch - 34+530 to 35+470, 43+130 to 43+530, 48+180 to 48 +900 & 53+425 to 53+810



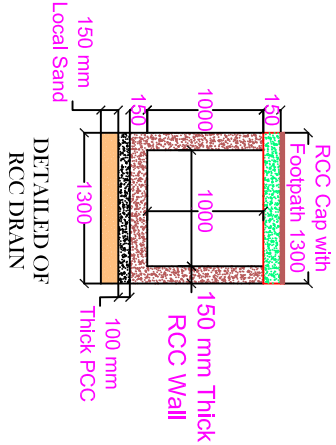
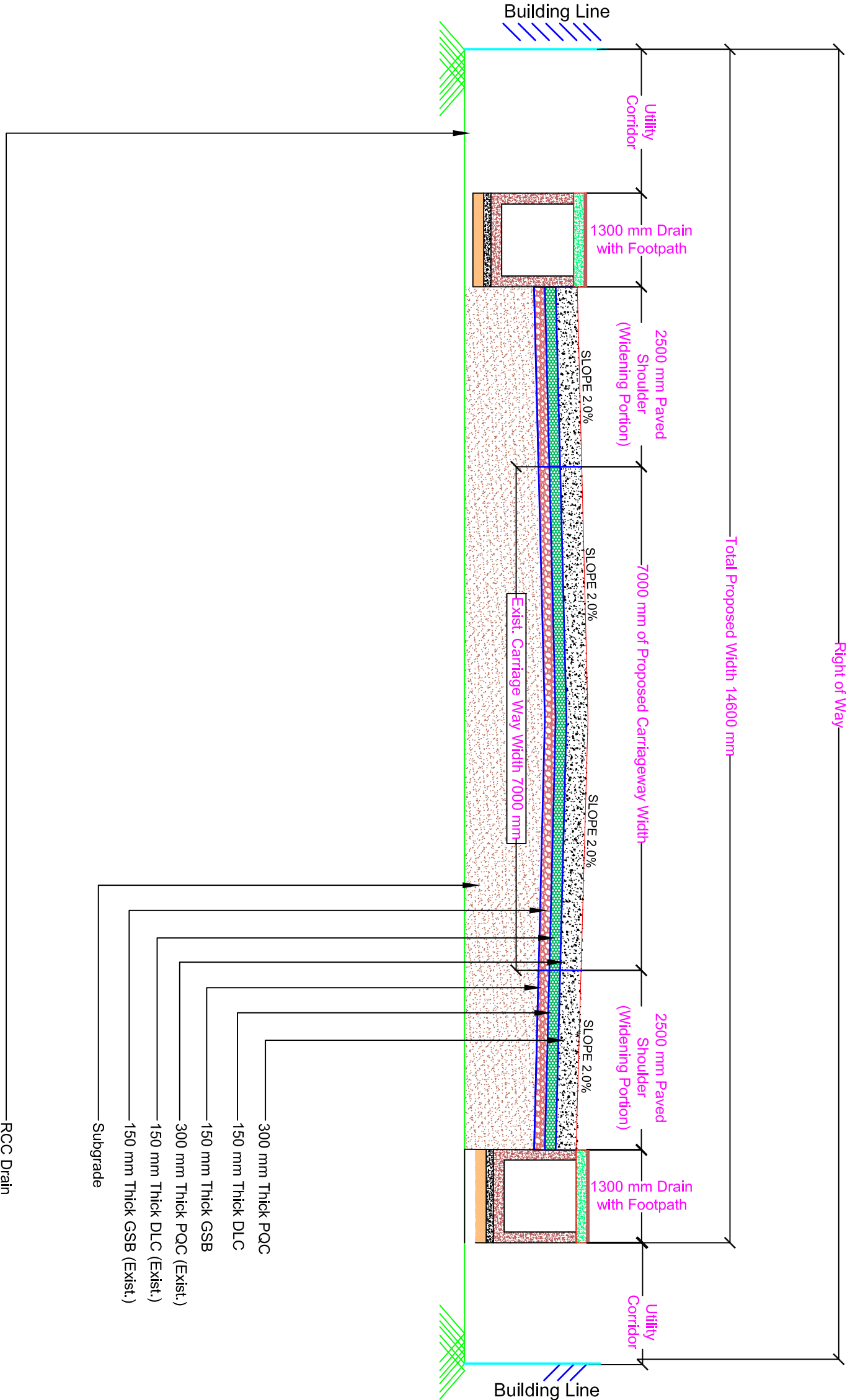


PROPOSED
TYPICAL CROSS SECTION - VI

Ch - 43+530 to 48+180 & 48+900 to
53+425



PROPOSED
TYPICAL CROSS SECTION - VIII
Ch - 53+810 to 69+805 & 70+530 to 72+388



Proposed
Typical Cross Section - IX of Rigid Pavement
Ch - 0+520 to 0+560, 4+500 to5+000, 5+120 to 5+200, 10+000 to 10+655, 11+630 to 12+220
& 28+610 to 29+730