

TREE PLANTATION STRATEGY

The sustainable economic development depends on the rational use of environmental resources and minimizing, to the extent possible, adverse environmental impacts through improved project selection and more responsible project planning and design. Under this strategy the development must be environmentally sound in the broadest sense. In highway development, environmental planning is concerned with good blending of improvements of physical, social, and economic parameters. It involves not only the environmental (land, water, and air) but is also concerned with integration to local, regional and national socio-economic development.

Road development can have wide ranging environmental impacts. This is because roads extend over long distance and by promoting rapid communication they can catalyze dramatic changes in land use patterns. Soil degradation, loss of top soil and reduction of the productive capacity of the soil covered by the road, which is significantly reduced further as a result of compaction with heavy machinery during construction, is one of the most immediate effects. Landscape and aesthetic distortions due to road development leads to modifications in the regional landscape and changes in the natural relief and morphology of the, vegetation, inclusive of avenue trees and recreational areas. But these impacts can often be significantly reduced through environmentally-sound construction and operation management practices. Careful consideration and assessment of the surrounding environment in road construction and improvement will reduce disruption costs and harmful effects while increasing usage and benefits. Therefore a proper landscape plan should be made which will protect the road from soil erosion, sinking and also to maintain the aesthetic beauty. It will also reduce land, water, air and noise pollutions as well.

Aim and Objective of Tree Plantation:-

- To create green belt and avenues for meeting aesthetic recreational needs to the people.
- To beautify the areas for scenic beauty.
- To reduce the surface run-off discharge and checking soil erosion along the embankments.
- To reduce the encroachment of road reserve areas.
- To reduce temperature and increase humidity.
- To reduce noise pollution to the neighboring household population.
- To reduce the impacts of air pollution and dust as trees and shrubs are known to be natural sink for air pollutants.
- To provide much needed shade on glaring hot roads during summer.
- Moderating the effect of wind and incoming radiation.
- To define the ROW especially highlight sharp horizontal curves during night.
- To promote road development as eco friendly activity.

Tree Plantation Strategy

Plantation is one of the most important constituents of soft landscaping. Trees, shrubs and climbers have been used to enhance the soft natural ambience against harsh elements in most of the enhancement schemes. The planting species are decided based on the physical growth characteristics of trees, like form and shape, foliage pattern, growth rate, branching pattern, soil characteristics etc. While selecting the species of trees for landscaping a great care should be taken to choose the species, which already exist on the project corridor. The tree plantation will be carried out in accordance with the IRC: SP: 21:2009 guidelines and specifications.

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Page 1 of 4

प्रमाणित
हमीरपुर वन प्रभाग
हमीरपुर

[Signature]
(RAKESH VERMA)
Superintending Engineer
World Bank Project Circle
P.W.D., Kanpur

Plantation Pattern

Depending on the availability of the ROW, plantation pattern is worked out as follows:-

1. The first row along the highway to be planted with small to medium sized ornamental trees.
2. Subsequent rows depending on the availability of land will comprise of ornamental or shade bearing species of more height than those in the first row. Since the proposed Highway section is passing through the rural sections, the last row will always be of shade bearing tall trees. Five rows of trees are proposed to be planted on either side.
3. Planting of shrubs in the median.
4. Planting of herbaceous species as ground cover in the median, special landscapes on embankment slopes.
5. Turfing with grasses in the median and embankment slopes.
6. The last row to be planted with tall shade bearing trees for better road safety and for enhancing aesthetics.

Tree Plantation along the Highway Section**1st Row**

The first row of plantation along the highway section should be worked out by ornamental species. Since the proposed highway section is passing through the rural areas, the following species are recommended for the 1st row of avenue plantation.

Table 1.0 Species recommended for 1st row plantation

S. No.	Botanical Name	Local Name
1	<i>Cassia fistula</i>	Amaltas
2	<i>Terminalia arjuna</i>	Arjun
3	<i>Delonix regia</i>	Gulmohar
4	<i>Bauhinia sps</i>	Kachnar
5	<i>Cassia nodosa</i>	Cassia

2nd Row

The 2nd row of plantation along the Project stretch should be worked out by ornamental species of more height i.e. medium height trees, than the first row. The following species are recommended:-

Table 2.0: Species recommended for subsequent row plantation

S. No.	Botanical Name	Local Name
1	<i>Melia azadiracta</i>	Bakain
2	<i>Pongamia pinnata</i>	Kanji
3	<i>Gravillea robusta</i>	Silver Oak
4	<i>Albizia lebbek</i>	Kala siris
5	<i>Dalbergia sissoo</i>	Shisham

Subsequent Rows

The subsequent rows of plantation along the Highway section have been worked out. The tall shade trees like Peepal, Neem, Mango, Shisham etc have high crown and secure better visibility. They have a long gestation period and has rapid growth and capacity to resist disease and pests attack are therefore ideal. These shaded trees should be planted at a spacing of 12m C/C.

The tree species recommended as shade plants for roadside avenues are given the following table:-

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(RAKESH VERMA)
Superintending Engineer
World Bank Project Circle
P.W.D., Kanpur

प्रभागीय वन अधिकारी
हमीरपुर वन प्रभाग
हमीरपुर

Table 3.0: Species recommended for Subsequent rows

S. No.	Botanical Name	Local Name
1	<i>Ficus religiosa</i>	Peepal
2	<i>Ficus infectoria</i>	Paker
3	<i>Madhuca indica</i>	Mahua
4	<i>Dalbergia Sissoo</i>	Shisham
5	<i>Azadirachta indica</i>	Neem
6	<i>Mangifera indica</i>	Mango
7	<i>Tamarindus indica</i>	Imli
8	<i>Syzynium cumini</i>	Jamun

Shrub plantation for Median

The species to be planted in median would be of low or medium height with ornamental value to enhance the visual experience of the road corridor. It will also act as a screen to prevent glare from the incoming vehicles. Depending on the width of the median, which is 6.0 m, two rows of flowering shrubs will be provided. Some herbaceous species may also be planted as a ground cover on the median.

Table 4.0: Species recommended for Median

S. No.	Botanical Name	Local Name
1	<i>Thaventia nerifolia</i>	Kaner
2	<i>Bougainvillea sps.</i>	Bougainvillea
3	<i>Ipomia</i>	

Plantation along the Embankments

On the embankment slopes, some herbaceous species followed by grasses turf will be provided. The species proposed for the purpose of turfing are *Cynodon dactylon*, *Cythocline perpurea*, *Solanum Nigrum*, *Alternanthera*, *Chlorophytum*, *Eupatorium*, *Wedelia*, *Duranta*, *Portulacca*, *Ipomea*, *Pelia Cadrii*, *Asparagus*, *Opheopogon* grass etc.

Technical specifications for planting along the Highway section are as follows:

1. Ornamental plants except last row

- Distance from embankment : 1.0m away from the toe of the embankment
- Spacing between plant to plant : 3m
- Spacing between rows : 3m
- Size of the pits : 60x60x60 cms
- For alkaline soils : By auger
- Water logged areas : mounds with height varying depending on the water level
- Species recommended : Listed in **Table 1.0** and **Table 2.0**.
- No of plants per Km : 333
- Height of plant : 1.5 to 2m

2. Shaded plants (Last row)

- Distance from the preceding row : 3.0m
- Spacing between plant to plant : 12m
- Size of the pits
- Normal size : 60x60x60 cms
- For alkaline soils : By auger
- Water logged areas : mounds

(Rakesh Verma)
Superintending Engineer
World Bank Project Circle
P.W.D., Kanpur

प्रमाणित
प्रभागीय वन अधिकारी
हमीरपुर वन प्रभाग
हमीरपुर

- Species recommended : Listed in **Table 3.0**
- No of plants per Km : 84
- Height of plant : more than 2m

In localities where a really bad patch of USAR occurs recommendations are to be strictly followed for better survival of plants. Deep pits to be dug and soil amender Gypsum 1 Kg to 3 kg with 2 kg compost and sand are to be filled before planting the plants.

For multiple row plantations, five strand barbed wire fencing, with cross strands, stretched on angle iron poles fixed at a distance of 4 meters from one another are to be provided as per recommendations. Live fencing/ bamboo fencing/ thorn fencing may also be used where protection can be ensured through these.

3. Shrubs (For Median/ Embankment)

The surface is to be prepared adequately for shrubs planting or grass sowing. The grasses and shrub planting is done to provide a strong surface cover but needs a well-prepared surface. All masses of loose debris will be removed.

- Size of the pits for planting shrubs : 45x45x45 cms
- Species recommended : Listed in **Table 4.0**
- No of plants per Km : 666 (For two rows in the median)
- Use of compost and manure : 1/3 of volume of pit mixed with soil and refilled

The contractor will be required to water the area in case of insufficient rains after planting.

Plantation at Road Junctions/ Intersection and Traffic Islands

Road intersections are main nodal spaces and are of vital importance in terms of road aesthetics. Proper landscaping of the traffic islands and the surrounding areas shall integrate these features with surrounding landscape. The layout of traffic intersections shall be fixed by the traffic needs of the junction.

Plantation at the Sensitive noise receptors

All along the project corridor were sensitive receptors for noise such as educational institutions, hospitals, religious structure of community importance situated, the trees known for behaving as "noise barrier" will be proposed like- Neem (*Azadirachta indica*), Shisham (*Dalbergia sisso*), Imli (*Tamarindus indica*). Some flowering trees like Amaltas, Gulmohar, Kachnar, Asoka etc. can also done. Tall trees with thick canopies create a wind screen through which the air can be filtered and noise levels be considerably reduced. Some such trees are *Acacia auriculiformis* and *Greavillea Robusta*. At the sensitive noise receptors, tall shrubs of 1.5 – 3 m height like *Cassia biflora*, *Hamelia Patens* etc. can also be provided for maximum possible screening.

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[Signature]
(RAKESH VERMA)
Superintending Engineer
World Bank Project Circle
P.W.D., Kanpur

प्रमाणित

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हमीरपुर वन प्रभाग
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एस0एच0-42 के राठ बाईपास (जिला-हमीरपुर) से गरौठा (जिला-झाँसी) तक 2 लेन मिसिंग लिंक रोड निर्माण योजना के अन्तर्गत ROW में उपलब्ध चौड़ाई के भीतर ब्रिकगार्ड में वृक्षारोपण की परियोजना।

सारांश (राठ बाईपास से गरौठा मार्ग-4600 ब्रिकगार्ड)			
क्र० सं०	चरण	धनराशि	10% महंगाई दर के आधार पर वाछित धनराशि
1	2	3	4
1	प्रथम चरण	15122300	15122300
2	द्वितीय चरण	1896000	2085600
3	तृतीय चरण	1524700	1829640
4	चतुर्थ चरण	125400	163020
5	पंचम चरण	125424	175594
6	षष्ठम चरण	125424	188136
7	सप्तम चरण	125424	200678
8	अष्टम चरण	125424	213221
9	नवम चरण	125424	225763
10	दशम चरण	125424	238306
11	एकादशम् चरण	125424	250848
12	द्वादशम् चरण	125424	263390
	कुल योग-	19671792	20956496

नोट:-विस्तृत व्यय प्राक्कलन संलग्न हैं।

(निदेशापीड)
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क्षेत्रीय वनाधिकारी
राठ, हमीरपुर

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अधिशाली अभियन्ता
विश्व बैंक खण्ड, लो.नि.वि.
कानपुर नगर

प्रमाणित
नी

प्रभागीय वन अधिकारी
हमीरपुर वन प्रभाग
हमीरपुर

**व्यय अनुमान-पत्र बावत राठ बाईपास-गरौठा मार्ग के चैनैज 74.300 से 97.900 तक
ROW में उपलब्ध चौड़ाई के भीतर ब्रिकगार्ड में वृक्षारोपण**

प्रथम चरण ब्रिकगार्ड निर्माण कार्य वर्ष 2023-24

- 1 क्षेत्र का नाम:- राठ बाईपास-गरौठा मार्ग
2 रेंज का नाम:- राठ
3 मजदूरी दर रु0 201/-प्रतिदिन
4 कि.मी. संख्या 74.300 से 97.900 तक (दायी एवं बांयी पटरी)
ब्रिकगार्ड की संख्या:- 4600 4600

क्र० सं०	कार्य का विवरण	इकाई	मात्रा	दर	धनराशि	अनु०दर कमाँक
1	2	3	4	5	6	7
1	स्थल सफाई एवं मलवा फिकवाई व गड़्ढा खुदान (0.60X0.60X0.60 मी०)	प्रति ब्रिकगार्ड	4600	20.10	92460.00	मुख्य वन संरक्षक, सा०वा०, उ०प्र०, लखनऊ के पत्रांक: जी-254/15-1 (सीलिंग दर)/दिनांक 12.02.2021 द्वारा निर्धारित माडल प्राक्कलन के अनुसार।
2	गड़्ढों में गोबर की खाद	प्रति ब्रिकगार्ड	4600	10.42	47932.00	
3	गड़्ढों में कीट नाशक दवा क्रय तथा मिलाना	प्रति ब्रिकगार्ड	4600	1.52	6992.00	
4	गड़्ढों में गोबर की खाद मिलाकर भरना	प्रति ब्रिकगार्ड	4600	1.60	7360.00	
5	पौधों का मूल्य दुलान सहित	प्रति ब्रिकगार्ड	4600	89.51	411746.00	
6	पौधों का स्थानीय दुलान	प्रति ब्रिकगार्ड	4600	2.49	11454.00	
7	पौध का रोपण, सिंचाई व थावाला बनवाई	प्रति ब्रिकगार्ड	4600	5.63	25898.00	
8	ब्रिकगार्ड का निर्माण मोनोग्राम सहित	प्रति ब्रिकगार्ड	4600	3100	14260000	
9	पौधों की सिंचाई मय डीज़ल की कीमत आदि (05 बार)	प्रति ब्रिकगार्ड	23000	7.42	170660.00	
10	पौधों की निराई-गुड़ाई दो बार एवं एवं थाला बनवाई	प्रति ब्रिकगार्ड	9200	1.29	11868.00	
11	अन्य व्यय सुरक्षा आदि सहित	प्रति ब्रिकगार्ड	4600	16.51	75946.00	
	योग:-				15122316.00	
	अथवा				15122300.00	

द्वितीय चरण वृक्षारोपण अनुरक्षण प्रथम वर्ष 2024-25

क्र० सं०	कार्य का विवरण	इकाई	मात्रा	दर	धनराशि	अनु०दर सा०कमा०
1	2	3	4	5	6	7
1	पौधों की सिंचाई अप्रैल से जून 12 बार	प्रति ब्रिकगार्ड	55200	8.04	443808.00	मुख्य वन संरक्षक, सा०वा०, उ०प्र०, लखनऊ के पत्रांक: जी-254/15-1(सीलिंग दर)/दिनांक 12.02.2021 द्वारा निर्धारित माडल प्राक्कलन के अनुसार।
2	पौधों की सिंचाई अक्टूबर से मार्च तक (05 बार)	प्रति ब्रिकगार्ड	23000	7.35	169050.00	
3	पौधों की निराई-गुड़ाई (2 बार)	प्रति ब्रिकगार्ड	9200	1.29	11868.00	
4	ब्रिकगार्डों की मरम्मत, पौधों का बदलना, सुरक्षा आदि सहित 10 प्रतिशत अनुमानित	प्रति ब्रिकगार्ड	4600	265.67	1222082.00	
5	अन्य आकस्मिक व्यय	प्रति ब्रिकगार्ड	4600	10.70	49220.00	
	योग:-				1896028.00	

क्षेत्रीय वनाधिकारी
राठ, हमीरपुर

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	अथवा				1896000.00	
तृतीय चरण वृक्षारोपण अनुरक्षण द्वितीय वर्ष 2025-26						
क्र० सं०	कार्य का विवरण	इकाई	मात्रा	दर	धनराशि	अनु०दर सा०कमा०
1	2	3	4	5	6	7
1	पौधों की सिंचाई अप्रैल से जून 8 बार	प्रति ब्रिकगार्ड	36800	8.04	295872.00	मुख्य वन संरक्षक, सा०वा०, उ०प्र०, लखनऊ के पत्रांक: जी-254/15-1(सिलिंग दर)/दिनांक 12.02.2021 द्वारा निर्धारित माडल प्राक्कलन के अनुसार।
2	ब्रिकगार्डों की मरम्मत, पौधों का बदलना, सुरक्षा आदि सहित 10 प्रतिशत अनुमानित	प्रति ब्रिकगार्ड	4600	265.67	1222082.00	
3	अन्य आकस्मिक व्यय	प्रति ब्रिकगार्ड	4600	1.47	6762.00	
	योग:-				1524716.00	
	अथवा				1524700.00	

चतुर्थ चरण वृक्षारोपण अनुरक्षण वर्ष 2026-27						
क्र० सं०	कार्य का विवरण	इकाई	मात्रा	दर	धनराशि	अनु०दर सा०कमा०
1	2	3	4	5	6	7
1	सुरक्षा प्रहरी 02X26X12	दिन	624	201.00	125424.00	
	योग:-				125400.00	

पंचम चरण वृक्षारोपण अनुरक्षण वर्ष 2027-28						
क्र० सं०	कार्य का विवरण	इकाई	मात्रा	दर	धनराशि	अनु०दर सा०कमा०
1	2	3	4	5	6	7
1	सुरक्षा प्रहरी 02X26X12	दिन	624	201.00	125424.00	13.2
	योग:-				125424.00	

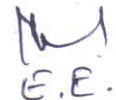
षष्ठम चरण वृक्षारोपण अनुरक्षण वर्ष 2028-29						
क्र० सं०	कार्य का विवरण	इकाई	मात्रा	दर	धनराशि	अनु०दर सा०कमा०
1	2	3	4	5	6	7
1	सुरक्षा प्रहरी 02X26X12	दिन	624	201.00	125424.00	13.2
	योग:-				125424.00	

सप्तम चरण वृक्षारोपण अनुरक्षण वर्ष 2029-30						
क्र० सं०	कार्य का विवरण	इकाई	मात्रा	दर	धनराशि	अनु०दर सा०कमा०
1	2	3	4	5	6	7
1	सुरक्षा प्रहरी 02X26X12	दिन	624	201.00	125424.00	13.2
	योग:-				125424.00	

अष्टम चरण वृक्षारोपण अनुरक्षण वर्ष 2030-31						
क्र० सं०	कार्य का विवरण	इकाई	मात्रा	दर	धनराशि	अनु०दर सा०कमा०
1	2	3	4	5	6	7
1	सुरक्षा प्रहरी 02X26X12	दिन	624	201.00	125424.00	13.2
	योग:-				125424.00	




क्षेत्रीय वनाधिकारी
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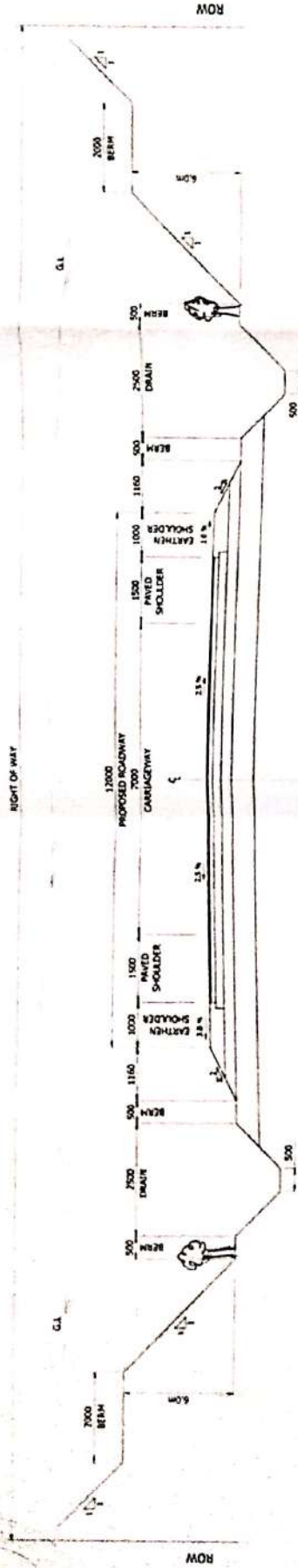
नवम् चरण वृक्षारोपण अनुरक्षण वर्ष 2031-32						
क्र० सं०	कार्य का विवरण	इकाई	मात्रा	दर	धनराशि	अनु०दर सा०कमा०
1	2	3	4	5	6	7
1	सुरक्षा प्रहरी 02X26X12	दिन	624	201.00	125424.00	13.2
	योग:-				125424.00	
दशम् चरण वृक्षारोपण अनुरक्षण वर्ष 2032-33						
क्र० सं०	कार्य का विवरण	इकाई	मात्रा	दर	धनराशि	अनु०दर सा०कमा०
1	2	3	4	5	6	7
1	सुरक्षा प्रहरी 02X26X12	दिन	624	201.00	125424.00	13.2
	योग:-				125424.00	
एकादशम् चरण वृक्षारोपण अनुरक्षण वर्ष 2033-34						
क्र० सं०	कार्य का विवरण	इकाई	मात्रा	दर	धनराशि	अनु०दर सा०कमा०
1	2	3	4	5	6	7
1	सुरक्षा प्रहरी 02X26X12	दिन	624	201.00	125424.00	13.2
	योग:-				125424.00	
द्वादशम् चरण वृक्षारोपण अनुरक्षण वर्ष 2034-35						
क्र० सं०	कार्य का विवरण	इकाई	मात्रा	दर	धनराशि	अनु०दर सा०कमा०
1	2	3	4	5	6	7
1	सुरक्षा प्रहरी 02X26X12	दिन	624	201.00	125424.00	13.2
	योग:-				125424.00	

क्षेत्रीय वन अधिकारी
राठ, हमीरपुर

E.E.
World Bank Division
P.W.D. Hamirpur
Kampur

प्रभागीय वन अधिकारी
हमीरपुर वन प्रभाग
हमीरपुर

-449-



TCS-1D - NEW CONSTRUCTION + REALIGNMENT / BYPASS IN CUT SECTIONS (RURAL SECTION)

Design Chainage (Km)	Cross section	
	Start	End
98700	99000	1D
99000	100000	1D
100000	100500	1D
100500	101000	1D
101000	101500	1D
101500	102000	1D
102000	102500	1D
102500	103000	1D
103000	103500	1D
103500	104000	1D
104000	104500	1D
104500	105000	1D
105000	105500	1D
105500	106000	1D
106000	106500	1D
106500	107000	1D
107000	107500	1D
107500	108000	1D
108000	108500	1D
108500	109000	1D
109000	109500	1D
109500	110000	1D
110000	110500	1D
110500	111000	1D
111000	111500	1D
111500	112000	1D
112000	112500	1D
112500	113000	1D
113000	113500	1D
113500	114000	1D
114000	114500	1D
114500	115000	1D
115000	115500	1D
115500	116000	1D
116000	116500	1D
116500	117000	1D
117000	117500	1D
117500	118000	1D
118000	118500	1D
118500	119000	1D
119000	119500	1D
119500	120000	1D
120000	120500	1D
120500	121000	1D
121000	121500	1D
121500	122000	1D
122000	122500	1D
122500	123000	1D
123000	123500	1D
123500	124000	1D
124000	124500	1D
124500	125000	1D
125000	125500	1D
125500	126000	1D
126000	126500	1D
126500	127000	1D
127000	127500	1D
127500	128000	1D
128000	128500	1D
128500	129000	1D
129000	129500	1D
129500	130000	1D
130000	130500	1D
130500	131000	1D
131000	131500	1D
131500	132000	1D
132000	132500	1D
132500	133000	1D
133000	133500	1D
133500	134000	1D
134000	134500	1D
134500	135000	1D
135000	135500	1D
135500	136000	1D
136000	136500	1D
136500	137000	1D
137000	137500	1D
137500	138000	1D
138000	138500	1D
138500	139000	1D
139000	139500	1D
139500	140000	1D
140000	140500	1D
140500	141000	1D
141000	141500	1D
141500	142000	1D
142000	142500	1D
142500	143000	1D
143000	143500	1D
143500	144000	1D
144000	144500	1D
144500	145000	1D
145000	145500	1D
145500	146000	1D
146000	146500	1D
146500	147000	1D
147000	147500	1D
147500	148000	1D
148000	148500	1D
148500	149000	1D
149000	149500	1D
149500	150000	1D
150000	150500	1D
150500	151000	1D
151000	151500	1D
151500	152000	1D
152000	152500	1D
152500	153000	1D
153000	153500	1D
153500	154000	1D
154000	154500	1D
154500	155000	1D
155000	155500	1D
155500	156000	1D
156000	156500	1D
156500	157000	1D
157000	157500	1D
157500	158000	1D
158000	158500	1D
158500	159000	1D
159000	159500	1D
159500	160000	1D
160000	160500	1D
160500	161000	1D
161000	161500	1D
161500	162000	1D
162000	162500	1D
162500	163000	1D
163000	163500	1D
163500	164000	1D
164000	164500	1D
164500	165000	1D
165000	165500	1D
165500	166000	1D
166000	166500	1D
166500	167000	1D
167000	167500	1D
167500	168000	1D
168000	168500	1D
168500	169000	1D
169000	169500	1D
169500	170000	1D
170000	170500	1D
170500	171000	1D
171000	171500	1D
171500	172000	1D
172000	172500	1D
172500	173000	1D
173000	173500	1D
173500	174000	1D
174000	174500	1D
174500	175000	1D
175000	175500	1D
175500	176000	1D
176000	176500	1D
176500	177000	1D
177000	177500	1D
177500	178000	1D
178000	178500	1D
178500	179000	1D
179000	179500	1D
179500	180000	1D
180000	180500	1D
180500	181000	1D
181000	181500	1D
181500	182000	1D
182000	182500	1D
182500	183000	1D
183000	183500	1D
183500	184000	1D
184000	184500	1D
184500	185000	1D
185000	185500	1D
185500	186000	1D
186000	186500	1D
186500	187000	1D
187000	187500	1D
187500	188000	1D
188000	188500	1D
188500	189000	1D
189000	189500	1D
189500	190000	1D
190000	190500	1D
190500	191000	1D
191000	191500	1D
191500	192000	1D
192000	192500	1D
192500	193000	1D
193000	193500	1D
193500	194000	1D
194000	194500	1D
194500	195000	1D
195000	195500	1D
195500	196000	1D
196000	196500	1D
196500	197000	1D
197000	197500	1D
197500	198000	1D
198000	198500	1D
198500	199000	1D
199000	199500	1D
199500	200000	1D

for

(RAN) Ltd.
Superintending Engineer
World Bank Project Circle
P.W.D., Kanpur

प्रमाणित

प्रमाणित वन अधिकारी
हरीश चन प्रसाद
अधीक्षक

TITLE TYPICAL CROSS SECTIONS
DRG NO

Revisions
Date
By

Prepared by
Checked by
Approved by

Scale
1:1

PROJECT -
Uttar Pradesh Core Road Network
Development Program (UPCRNDP)
Part-A: Project Preparation
(Rath-Garutha Section of SH-42)

CONSULTANT -
egis India

Government of Uttar Pradesh
Public Works Department

Chief Engineer
Approval

EXTERNALLY AIDED PROJECT

LUCKNOW

Notes:-
1. Not to Scale
2. All dimensions are in meters unless otherwise mentioned
3. Safety Barrier as per Standard Drawing
4. Top Wall as per Standard Drawing
5. All dimensions are as per Standard Drawing