

**Undertaking to Pay cost of raising and maintenance of  
Compensatory Afforestation**

We hereby undertake to pay the cost of raising and maintenance of compensatory afforestation (including raising and maintenance of plantations, aided natural regeneration, SMC works etc.,) over degrate forest land identified by the forest department, as and when demanded by the forest authorities and also undertake to pay the additional amount if any due to escalation or any other charges at a later date as per the demand raised by the forest authorities in respect of "Permission in an area of 189.6808 ha forest land in Kagaznagar, Asifabad & Bellampally divisions for execution of various engineering works for laying of new third BG Railway line along the existing tracks within the railway boundary between Makudi and Rechni road railway stations".

**Division-wise forest land for which permission is required:**

S. No	Division Name	RF Name	Area in ha
<b>Permission</b>			
1	Kagaznagar	Vempally (84)	44.1256
		Achelly (91,92)	68.9095
		Garlapet Ext I	37.1789
		Jakkapur (85)	18.2160
2	Asifabad	Tandur Ext (306/1)	14.9638
3	Bellampally	Tandur (337/2)	6.2870
		<b>Total</b>	<b>189.6808</b>

  
Deputy Chief Engineer,  
Construction-II,  
South Central Railway, Kazipet

  
Chief Engineer,  
Construction-VI,

South Central Railway, Secunderabad.

**Undertaking for unqualified commitment from project authority**  
**to Pay cost of extraction of tree growth**

We hereby undertake to pay the cost of exploitation of tree growth of the forest land proposed for diversion under the project as and when demanded by the forest authorities and also undertake to pay the additional amount if any due to escalation or any other charges at a later date as per the demand raised by the forest authorities in respect of in respect "Permission in an area of 189.6808 ha forest land in Kagaznagar, Asifabad & Bellampally divisions for execution of various engineering works for laying of new third BG Railway line along the existing tracks within the railway boundary between Makudi and Rechni road railway stations".

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### **Undertaking to Pay Net Present Value**

We hereby undertake to pay Net Present Value (NPV) as per guidelines under Forest (Conservation) Act, 1980 and Wildlife (Protection) Act, 1972 in accordance with the orders of the Hon'ble Supreme Court of India/ State Govt and MoEF in respect of "Permission in an area of 189.6808 ha forest land in Kagaznagar, Asifabad & Bellampally divisions for execution of various engineering works for laying of new third BG Railway line along the existing tracks within the railway boundary between Makudi and Rechni road railway stations".

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South Central Railway, Secunderabad.

**Undertaking to pay Addl. Cost of Net Present value (NPV)**

We hereby undertake to pay Addl. Cost of Net Present Value (NPV) as per guidelines under Forest (Conservation) Act, 1980 and Wildlife (Protection) Act, 1972 in accordance with the orders of the Hon'ble Supreme Court of India/ State Govt. and MoEF in respect of "Permission in an area of 189.6808 ha forest land in Kagaznagar, Asifabad & Bellampally divisions for execution of various engineering works for laying of new third BG Railway line along the existing tracks within the railway boundary between Makudi and Rechni road railway stations". We also hereby undertake to pay differential additional NPV amount, if any, due to escalation or revision of NPV, as and when demanded by the Forest Department.

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### **AREA MINIMUM CERTIFICATE**

Certified that for the project "Permission in an area of 189.6808 ha forest land in Kagaznagar, Asifabad & Bellampally divisions for execution of various engineering works for laying of new third BG Railway line along the existing tracks within the railway boundary between Makudi and Rechni road railway stations", the area shown in the below table is the barest minimum.

Also certified that any other forest land has not been taken for this project. We also hereby undertake that no taking of fresh forest land shall be carried out during execution of the Project.

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South Central Railway, Secunderabad.

### **NON VIOLATION CERTIFICATE**

Certified that no work has been carried out in violation of F(C)Act,1980 and W(P)Act,1972 in respect of "Permission in an area of 189.6808 ha forest land in Kagaznagar, Asifabad & Bellampally divisions for execution of various engineering works for laying of new third BG Railway line along the existing tracks within the railway boundary between Makudi and Rechni road railway stations".

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## CERTIFICATE

It is certified that, all the possibilities to avoid forest land for the project have been explored and it is found that no alternative suitable non-forestland is technically feasible and viable to that part of the work for which diversion has been "Permission in an area of 189.6808 ha forest land in Kagaznagar, Asifabad & Bellampally divisions for execution of various engineering works for laying of new third BG Railway line along the existing tracks within the railway boundary between Makudi and Rechni road railway stations".

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## **UN D E R T A K I N G**

The user agency is hereby undertake that no labour camp shall be established on the forest lands during the construction of "Permission in an area of 189.6808 ha forest land in Kagaznagar, Asifabad & Bellampally divisions for execution of various engineering works for laying of new third BG Railway line along the existing tracks within the railway boundary between Makudi and Rechni road railway stations".

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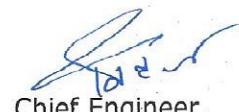
## **DETAILED NOTE ON THE PROJECT**

This Proposed third line with electrification between Kaizpet & Balharshah stations connects the North-South corridor of the Indian Railway network which forms an important link for coal mining areas and Industrial areas of Telangana and Maharashtra states. The important cities and tourist destinations like New Delhi, Nagpur, Warangal, Hyderabad, Vijayawada and Chennai etc., are connected through this Railway line. With all-round growth and rapid increase in both the passenger and goods traffic, this route has been necessitated for the proposition of new third line which will cater to the present and future demands of the passenger and goods traffic with increased speed and punctuality.

The section between Ramagundam and Mancherial has been completed and Forest clearances for tripling works in Karimnagar East (2.8279 ha) and Mancherial (1.482 ha) forest divisions have been obtained during 2013 and 2016 respectively.

The proposed third line between Makudi and Rechni Road Railway stations is a part of the Balharshah to Kazipet tripling project. The existing alignment of Railway double line track between Makudi – Rechni Road Railway stations passes through forest land of Kagaznagar, Asifabad and Bellampally forest Divisions under compartment nos. Vempally (84), Achelly (91, 92), Garlapet Ext I, Jakkapur (85), Tandur Ext (306/1), Tandur (337/2) in an area of 189.6808 ha and requires Permission for execution of various engineering works for laying of new third BG Railway line along the existing tracks within the railway boundary between Makudi and Rechni road railway stations is required under the Forest (Conservation) Act, 1980 and Wildlife (Protection) Act, 1970.

This proposed line has been aligned along the existing railway tracks within the available railway land boundaries, as far as possible, to minimize the forest land diversion/acquisition. There is no alternate route to this alignment hence the new third line is proposed parallel to the existing railway tracks passing through this forest corridor, which is under possession of Railways.



Chief Engineer,  
Construction-VI,  
South Central Railway, Secunderabad.



Deputy Chief Engineer,  
Construction-II,  
South Central Railway, Kazipet

**MAKE AND MODEL OF THE ETS & DGPS/GNSS INSTRUMENTS**

It is certified that the ETS & DGPS/GNSS Survey was carried out through an outsourcing agency. The Make and Model of the ETS & DGPS/GNSS instrument is Leica & Trimble. Period of Survey was March,2018. The ETS & DGPS/GNSS data was verified and authenticated by the Forest Department vide PCCF & HOFF, Telangana Lr.No.Rc.No.5477/2018/FCA-3/PS dt.27.06.18.

  
Chief Engineer,  
Construction-VI,  
South Central Railway, Secunderabad.



Deputy Chief Engineer,  
Construction-II,  
South Central Railway, Kazipet

LAND AREA AVAILABLE WITH RAILWAY PRIOR TO 1980 WITH SINGLE BG LINE

Chainage	Rail Level	Ground Level	Difference	Distance	Formation Width	Total Width of Bank/Cutting	Land width available with Railway	Area	Remarks
1) MKDI - SRUR									
177700	192.380	194.862	-3.162	100	6.85	21.85	81.85	8409.50	Cutting
177800	192.771	183.717	8.374	100	6.85	46.34	86.34	8777.50	Bank
177900	193.161	183.392	9.089	100	6.85	49.21	89.21	8256.00	Bank
178000	193.552	187.107	5.765	100	6.85	35.91	75.91	7535.00	Bank
178100	193.943	187.777	5.486	100	6.85	34.79	74.79	7549.00	Bank
178200	194.333	187.817	5.836	100	6.85	36.19	76.19	6944.50	Bank
178300	194.724	190.082	3.962	100	6.85	22.70	62.70	5483.50	Bank
178400	194.353	193.642	0.031	100	6.85	6.97	46.97	5769.50	Bank
178500	193.728	197.852	-4.804	100	9.20	28.42	68.42	6492.00	Cutting
178600	193.103	197.977	-5.554	100	9.20	31.42	61.42	6258.00	Cutting
178700	192.478	197.932	-6.134	100	9.20	33.74	63.74	6382.00	Cutting
178800	191.853	197.347	-6.174	100	9.20	33.90	63.90	6119.00	Cutting
178900	191.228	195.367	-4.819	100	9.20	28.48	58.48	5580.00	Cutting
179000	190.561	193.362	-3.481	100	9.20	23.12	53.12	5212.00	Cutting
179100	189.894	185.647	3.567	100	6.85	21.12	51.12	6105.50	Bank
179200	189.228	181.512	7.036	100	6.85	40.99	70.99	7590.00	Bank
179300	188.561	178.392	9.489	100	6.85	50.81	80.81	7918.50	Bank
179400	187.894	178.537	8.677	100	6.85	47.56	77.56	8802.50	Bank
179500	187.228	177.637	8.911	100	6.85	48.49	98.49	9862.00	Bank
179600	186.561	176.907	8.974	100	6.85	48.75	98.75	9565.50	Bank
179700	185.894	175.287	9.927	100	6.85	52.56	92.56	9320.00	Bank
179800	185.234	174.307	10.247	100	6.85	53.84	93.84	9436.50	Bank
179900	184.593	173.402	10.511	100	6.85	54.89	94.89	9106.00	Bank
180000	183.952	172.177	11.095	100	6.85	57.23	87.23	8822.50	Bank
180100	183.499	171.227	11.592	100	6.85	59.22	89.22	11050.50	Bank
180200	183.401	170.487	12.234	100	6.85	61.79	131.79	12867.00	Bank
180300	183.401	172.047	10.674	100	6.85	55.55	125.55	12762.00	Bank
180400	183.401	174.762	7.959	100	6.85	44.69	129.69	12550.00	Bank
180500	183.401	176.856	5.866	100	6.85	36.31	121.31	11942.00	Bank
180600	183.568	177.717	5.171	100	6.85	27.53	117.53	11097.50	Bank
180700	184.235	181.662	1.893	100	6.85	14.42	104.42	10175.50	Bank
180800	184.901	183.662	0.559	100	6.85	9.09	99.09	9435.50	Bank
180900	185.568	187.492	-2.604	100	9.20	19.62	89.62	9070.50	Cutting
181000	186.235	188.702	-3.147	100	9.20	21.79	91.79	9265.50	Cutting
181100	186.901	189.802	-3.581	100	9.20	23.52	93.52	9346.00	Cutting
181200	187.568	190.437	-3.549	100	9.20	23.40	93.40	9733.50	Cutting
181300	188.235	193.072	-5.517	100	9.20	31.27	101.27	10146.50	Cutting
181400	188.901	193.837	-5.616	100	9.20	31.66	101.66	9864.00	Cutting
181500	189.568	192.992	-4.104	100	9.20	25.62	95.62	9525.00	Cutting
181600	190.235	194.062	-4.507	100	6.85	24.88	94.88	9870.00	Cutting
181700	190.901	196.052	-5.831	100	9.20	32.52	102.52	10356.00	Cutting
181800	191.568	197.237	-6.349	100	9.20	34.60	104.60	10595.50	Cutting
181900	192.235	198.582	-7.027	100	9.20	37.31	107.31	10518.50	Cutting
182000	192.901	198.187	-5.966	100	9.20	33.06	103.06	10406.50	Cutting
182100	193.235	199.022	-6.467	100	9.20	35.07	105.07	10023.00	Cutting
182200	193.235	196.602	-4.047	100	9.20	25.39	95.39	9340.00	Cutting
182300	193.235	195.607	-3.052	100	9.20	21.41	91.41	8605.50	Cutting
182400	193.235	191.592	0.963	100	6.85	10.70	80.70	8694.00	Bank
182500	193.235	188.472	4.083	100	6.85	23.18	93.18	9222.00	Bank
182600	193.235	188.952	3.603	100	6.85	21.26	91.26	8820.00	Bank
182700	193.235	187.982	4.573	100	6.85	25.14	85.14	7623.50	Bank
182800	193.632	190.332	2.620	100	6.85	17.33	67.33	6377.00	Bank
182900	194.032	192.512	0.840	100	6.85	10.21	60.21	6255.00	Bank
183000	194.432	191.742	2.010	100	6.85	14.89	64.89	6596.00	Bank
183100	193.737	191.762	1.295	100	6.85	12.03	67.03	6750.00	Bank
183200	193.043	190.832	1.531	100	6.85	12.97	67.97	6787.00	Bank
183300	192.293	190.132	1.481	100	6.85	12.77	67.77	6670.50	Bank
183400	191.293	189.665	0.948	100	6.85	10.64	65.64	6281.00	Bank
183500	190.293	188.830	0.783	50	6.85	9.98	59.98	3405.75	Bank
183550	190.130	187.100	2.350	-	6.85	16.25	76.25		
								503324.25	Sqm
								50.3324	Ha

SSE/W/C/SKZ

Bhawal  
SSE/DRG/C/KZJ

Chainage	Rail Level	Ground Level	Difference	Distance	Formation Width	Total Width of Bank/Cutting	Land width available with Railway	Area	Remarks
2) SRUR-SKZR									
187700	194.597	191.597	2.320	100	6.85	16.13	46.13	4656.00	Bank
187800	196.002	192.787	2.535	100	6.85	16.99	46.99	5144.00	Bank
187900	-196.627	191.187	4.760	100	6.85	25.89	55.89	6259.50	Bank
188000	197.229	188.437	8.112	100	6.85	39.30	69.30	6820.50	Bank
188100	197.807	189.562	7.565	100	6.85	37.11	67.11	6472.50	Bank
188200	198.385	191.332	6.373	100	6.85	32.34	62.34	6164.50	Bank
188300	198.963	192.257	6.026	100	6.85	30.95	60.95	5179.00	Bank
188400	199.541	196.167	2.694	100	6.85	17.63	42.63	4235.50	Bank
188500	200.119	196.882	2.557	100	6.85	17.08	42.08	4012.50	Bank
188600	200.697	198.437	1.580	100	6.85	13.17	38.17	3824.50	Bank
188700	201.275	198.977	1.618	100	6.85	13.32	38.32	3587.50	Bank
188800	201.853	199.527	1.646	100	6.85	13.43	33.43	3516.00	Bank
188900	202.431	199.242	2.509	100	6.85	16.89	36.89	3898.00	Bank
189000	203.033	198.797	3.556	100	6.85	21.07	41.07	4100.00	Bank
189100	203.658	199.457	3.521	100	6.85	20.93	40.93	4516.00	Bank
189200	204.283	197.967	5.636	100	6.85	29.39	49.39	5211.00	Bank
189300	204.908	197.232	6.996	100	6.85	34.83	54.83	5572.00	Bank
189400	205.513	197.392	7.441	100	6.85	36.61	56.61	5539.00	Bank
189500	206.097	198.587	6.830	100	6.85	34.17	54.17	5606.00	Bank
189600	206.682	198.227	7.775	200	6.85	37.95	57.95	11106.00	Bank
189800	207.852	200.607	6.565	100	6.85	33.11	53.11	5109.00	Bank
189900	208.437	202.202	5.555	100	6.85	29.07	49.07	4908.00	Bank
190000	209.083	202.842	5.561	100	6.85	29.09	49.09	5099.50	Bank
190100	209.749	202.557	6.512	100	6.85	32.90	52.90	5186.50	Bank
190200	210.416	203.742	5.994	100	6.85	30.83	50.83	4847.00	Bank
190300	211.083	205.587	4.816	100	6.85	26.11	46.11	4064.50	Bank
190400	211.749	208.987	2.082	100	6.85	15.18	35.18	3144.50	Bank
190500	212.416	211.522	0.214	100	6.85	7.71	27.71	3205.50	Bank
190600	213.083	214.202	-1.799	100	9.20	16.40	36.40	3935.50	Cutting
190700	213.749	216.347	-3.278	100	9.20	22.31	42.31	4207.50	Cutting
190800	214.416	216.897	-3.161	100	9.20	21.84	41.84	4483.00	Cutting
190900	215.083	219.057	-4.654	100	9.20	27.82	47.82	4772.50	Cutting
191000	215.749	219.677	-4.608	100	9.20	27.63	47.63	4632.50	Cutting
191100	216.416	219.692	-3.956	100	9.20	25.02	45.02	4620.00	Cutting
191200	217.083	220.947	-4.544	100	9.20	27.38	47.38	4945.50	Cutting
191300	217.749	222.652	-5.583	100	9.20	31.53	51.53	4774.50	Cutting
191400	218.416	221.425	-3.689	100	9.20	23.96	43.96	4473.00	Cutting
191500	219.083	222.478	-4.075	100	9.20	25.50	45.50	4550.00	Cutting
191506									Level Crossing No:80
191600	219.749	220.428	-1.359	100	9.20	14.63	64.63	6203.00	Cutting
191700	220.416	219.090	0.646	100	6.85	9.43	59.43	6214.00	Bank
191800	221.013	220.550	-0.217	100	9.20	9.85	64.85	6887.00	Cutting
191900	221.432	223.650	-2.898	100	9.20	17.89	72.89	7615.50	Cutting
192000	221.664	226.058	-5.074	100	9.20	24.42	79.42	8279.00	Cutting
192100	221.802	228.443	-7.321	100	9.20	31.16	86.16	9015.00	Cutting
192200	221.660	230.958	-9.978	100	9.20	39.14	94.14	9247.00	Cutting
192300	221.517	229.703	-8.866	100	9.20	35.80	90.80	8677.50	Cutting
192400	221.374	226.878	-6.184	100	9.20	27.75	82.75	7996.00	Cutting
192500	221.231	224.873	-4.322	100	9.20	22.17	77.17	7307.50	Cutting
192600	221.088	222.003	-1.595	100	9.20	13.98	68.98	6547.50	Cutting
192700	220.457	218.498	1.279	100	6.85	11.97	61.97	6346.00	Bank
192800	219.663	216.958	2.025	100	6.85	14.95	64.95	6498.50	Bank
192900	218.870	216.148	2.042	100	6.85	15.02	65.02	6276.50	Bank
193000	218.076	217.833	-0.437	100	9.20	10.51	60.51	6123.00	Cutting
193100	217.283	217.518	-0.915	100	9.20	11.95	61.95	6990.50	Cutting
193200	216.584	216.858	-0.954	100	25.00	27.86	77.86	7817.00	VEM Yard
193300	215.917	216.398	-1.161	100	25.00	28.48	78.48	7750.00	VEM Yard
193400	215.251	215.078	-0.507	100	25.00	26.52	76.52	8041.00	VEM Yard
193500	214.334	211.328	2.326	100	25.00	34.30	84.30	8944.00	VEM Yard
193600	213.584	208.008	4.896	100	25.00	44.58	94.58	10259.00	VEM Yard
193700	212.917	204.838	7.399	100	25.00	60.60	110.60	10365.50	VEM Yard
193800	212.251	206.143	5.428	100	25.00	46.71	96.71	9401.00	VEM Yard
193900	211.614	206.855	4.079	100	25.00	41.31	91.31	9103.50	VEM Yard
194000	211.084	206.463	3.941	100	25.00	40.76	90.76	8317.50	VEM Yard
194100	210.751	209.923	0.148	100	25.00	25.59	75.59	7576.00	VEM Yard
194200	210.751	209.838	0.233	100	25.00	25.93	75.93	8045.00	VEM Yard

Chainage	Rail Level	Ground Level	Difference	Distance	Formation Width	Total Width of Bank/Cutting	Land width available with Railway	Area	Remarks
194300	210.751	207.578	2.493	100	25.00	34.97	84.97	8877.00	VEM Yard
194400	211.751	206.678	4.393	100	25.00	42.57	92.57	9021.00	VEM Yard
194500	212.751	208.858	3.213	100	25.00	37.85	87.85	8307.00	VEM Yard
194600	213.751	212.248	0.823	100	25.00	28.29	78.29	6914.50	VEM Yard
194700	214.751	214.338	-0.267	100	9.20	10.00	60.00	6102.00	Cutting
194800	215.251	215.518	-0.947	100	9.20	12.04	62.04	6405.50	Cutting
194900	215.251	216.859	-2.289	100	9.20	16.07	66.07	6619.50	Cutting
195000	215.251	216.943	-2.372	100	9.20	16.32	66.32	6746.50	Cutting
195100	214.656	217.113	-3.137	100	9.20	18.61	68.61	6912.50	Cutting
195200	214.060	216.859	-3.478	100	9.20	19.64	69.64	6825.00	Cutting
195300	213.465	215.338	-2.553	100	9.20	16.86	66.86	6340.00	Cutting
195400	212.870	212.438	-0.248	100	9.20	9.94	59.94	6141.00	Cutting
195500	212.275	210.088	1.507	100	6.85	12.88	62.88	6114.00	Bank
195600	211.528	210.913	-0.065	100	9.20	9.40	59.40	6139.50	Cutting
195700	210.941	211.659	-1.398	100	9.20	13.39	63.39	6342.50	Cutting
195800	210.275	211.013	-1.418	100	9.20	13.46	63.46	6188.00	Cutting
195900	209.608	209.294	-0.366	100	9.20	10.30	60.30	6002.00	Cutting
196000	208.941	208.440	-0.179	100	9.20	9.74	59.74	6072.00	Cutting
196100	208.275	208.428	-0.833	100	9.20	11.70	61.70	6307.00	Cutting
196200	207.608	208.673	-1.745	100	9.20	14.44	64.44	6570.50	Cutting
196300	206.941	208.852	-2.591	100	9.20	16.97	66.97	6682.50	Cutting
196400	206.275	208.088	-2.493	100	9.20	16.68	66.68	6565.00	Cutting
196500	205.608	206.736	-1.808	100	9.20	14.62	64.62	6580.50	Cutting
196600	204.941	206.858	-2.597	100	9.20	16.99	66.99	5972.50	Cutting
196700	204.275	204.693	-1.098	-	6.85	2.46	52.46		
								558969.00	Sqm
								55.8969	Ha

3) ASAFO - RECH

222000	242.368	243.568	-1.880	100	9.20	16.72	81.72	8288.00	Cutting
222100	243.333	245.113	-2.460	100	9.20	19.04	84.04	8718.00	Cutting
222200	244.398	246.498	-2.780	100	9.20	20.32	90.32	9092.00	Cutting
222300	245.393	247.793	-3.080	100	9.20	21.52	91.52	9172.00	Cutting
222400	246.093	248.593	-3.180	100	9.20	21.92	91.92	9292.00	Cutting
222500	246.983	249.983	-3.680	100	9.20	23.92	93.92	9312.00	Cutting
222600	247.353	249.953	-3.280	100	9.20	22.32	92.32	8802.00	Cutting
222700	247.988	248.438	-1.130	100	9.20	13.72	83.72	7772.50	Cutting
222800	248.498	246.598	1.220	100	6.85	11.73	71.73	7573.00	Bank
222900	249.028	245.128	3.220	100	6.85	19.73	79.73	8113.00	Bank
223000	249.543	244.943	3.920	100	6.85	22.53	82.53	8333.00	Bank
223100	250.293	245.293	4.320	100	6.85	24.13	84.13	8202.50	Bank
223200	251.243	253.243	-2.680	100	9.20	19.92	79.92	8352.00	Cutting
223300	252.053	255.853	-4.480	100	9.20	27.12	87.12	9072.00	Cutting
223400	252.793	258.393	-6.280	100	9.20	34.32	94.32	9862.00	Cutting
223500	253.163	257.163	-4.680	100	9.20	27.92	102.92	10152.00	Cutting
223600	253.293	254.093	-1.480	100	9.20	15.12	100.12	9632.50	Cutting
223700	252.813	250.713	1.420	100	6.85	12.53	92.53	8933.00	Bank
223800	252.763	249.763	2.320	100	6.85	16.13	86.13	8193.00	Bank
223900	252.783	249.383	2.720	100	6.85	17.73	77.73	7753.00	Bank
224000	253.143	249.843	2.620	100	6.85	17.33	77.33	7633.00	Bank
224100	253.983	251.183	2.120	100	6.85	15.33	75.33	7573.00	Bank
224200	254.738	251.738	2.320	100	6.85	16.13	76.13	7373.00	Bank
224300	255.688	253.888	1.120	100	6.85	11.33	71.33	7530.00	Bank
224400	256.673	252.888	3.105	100	6.85	19.27	79.27	7310.00	Bank
224500	257.603	254.403	2.520	-	6.85	16.93	66.93		
								212038.50	Sqm
								21.2039	Ha

Total = 127.4332 Ha

SSE/W/C/SKZR

SSE/Drg/C/KZJ

AXEN/C/BPA

DY.CE/C-II/KZJ

कार्यकारी इंजीनियर (मिर्जान)  
Asst. Executive Engineer (Con.)  
दक्षिण मध्य रेलवे, काजीपेट  
South Central Railway, Kazipet

उप मुख्य इंजीनियर (निर्भाष-II)  
Dy. Chief Engineer (Con.-II)  
द.म.रेलवे, काजीपेट  
S.C RAILWAY, KAZIPET

मुख्य इंजीनियर निर्भाष-VI  
Chief Engineer/Construction-VI  
दक्षिण मध्य रेलवे/South Central Railway  
सिंकंदरबाद/Secunderabad