

Schedules

Schedule-A

Schedule-A

(See Clauses 2.1 and 8.1)

Site of the Project

1 The Site

- (i) Site of the Construction of 6 Lane Elevated corridor from Mayur Vihar Flyover, Delhi (Near Chilla Regulator) to MP-3 Road, Noida (Mahamaya Flyover) along Shahdra Drain in Distt-Gautam Buddha Nagar, U.P. The Project shall include the land, buildings, structures, and road works as described in Annex-I of this Schedule-A.
- (ii) The dates of handing over the Right of Way to the Contractor are specified in **Annex II** of this Schedule-A.
- (iii) An inventory of the Site including the land, buildings, structures, road works, trees, and any other immovable property on, or attached to the Site, shall be prepared jointly by the Authority Representative and the Contractor, and such inventory shall form part of the memorandum referred to in Clause 8.2 (i) of this Agreement.
- (iv) The alignment plans and profile of the Project are appended in **Annex III**.
- (v) The proposed profile of the Project Highways shall be followed by the contractor with minimum FRL as indicated in the alignment plan. The Contractor, however, improved/upgraded the Road Profile as indicated in **Annex-III** based on site/design requirements.
- (vi) The status of the environment clearances obtained or awaited is given in **Annex-IV**.

Annex – I

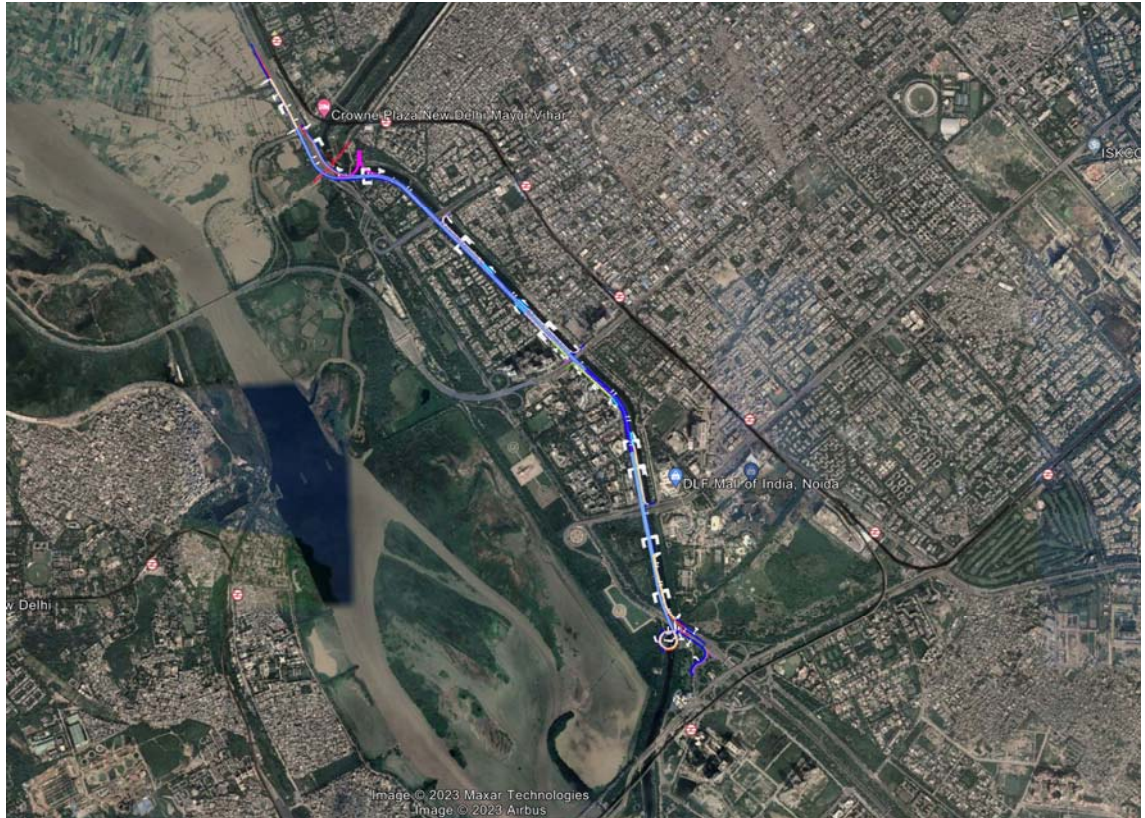
(Schedule-A)

Site

1. Site

The Site of the Construction of 6 Lane Elevated corridor from Mayur Vihar Flyover, Delhi (Near Chilla Regulator) to MP-3 Road, Noida (Mahamaya Flyover) along Shahdra Drain in Distt Gautam Buddha Nagar, U.P. in the State of Uttar Pradesh. The land, carriageway, and structures comprising the Site are described below.

Site location



1. Alignment is to be kept as per the plan & profile as appended in Schedule A., The alignment of the Elevated road is along the Shahdra Drain on the Right bank. The minimum Vertical Clearance will be kept at 7.5 M from the top of the road level on the right bank as per conditions of the Delhi Flood Control department (Letter no EE/CD-III/DB/T-01/2018-19/3883 dt 4.12.2018 enclosed).
2. The connectivity of Elevated Road will be at Mayur Vihar flyover Delhi as per Drawing (Letter no F.1 (303)2018/UTTIPEC/D-301 dt 04.10.2019 Letter and drawing enclosed).
3. There is an existing GAIL Pipeline laid along the alignment of the Elevated road. The work is to be executed as per the approval of GAIL (Letter No.

Gail/JLPL/868/ROU/2018-19/09 dt. 17.07.2019 is enclosed).

It will be the responsibility of the contractor/Bidder to ensure the safety of the GAIL gas pipeline in the alignment. Protection work wherever required to safeguard the pipeline should be done as per the site condition and terms and conditions of NOC of GAIL.

4. NCRTC line is crossing at Mayur Vihar flyover. The level of the elevated road will be kept as per the minutes of the meeting of NCRTC dated 25.06.2019 Letter is enclosed.
5. The road top level, vertical and horizontal clearance at the obligatory span, Elevated Road length, and ramp length are the minimum specified, any change, in the above due to site constraints or contractor's design or requirement shall not constitute a change of scope. The span arrangements & type of superstructure can be modified with the prior approval of the authority's Engineer/Authority.
6. UPSBC has already executed **584 piles** and **9 Pile Caps as per GAD/Plan & Profile drawing as appended herewith** in the project at various locations whose details are mentioned below. The executed work has to be taken into consideration in the design and the bidder should bid for the cost of balance work.

List of pile and pile cap Executed by UPSBC

A. Detail of Pile Cap

S No.	Description	Executed Pile Cap	Pile Cap ID
1	Main Carriage Way Center Pier CP1 to CP85	9	CP68, CP70, CP71, CP72, CP74, CP75, CP80, CP81, CP82

B. Detail of Pile Executed

B-1 Main Carriage Way CP-1 to CP-85

Viaduct RHS				Viaduct LHS			
S. No.	Group	Executed Piles		S. No.	Group	Executed Piles	
		No	ID			No	ID
1	CP19	9	1,2,3,4,5,6,7,8,9	1	CP51	8	1,2,3,4,5,6,7,8
2	CP22	9	1,2,3,4,5,6,7,8,9	2	CP52	8	1,2,3,4,5,6,7,8
3	CP23	9	1,2,3,4,5,6,7,8,9	3	CP53	8	1,2,3,4,5,6,7,8
4	CP24	9	1,2,3,4,5,6,7,8,9	4	CP54	8	1,2,3,4,5,6,7,8
5	CP26	8	1,2,3,4,5,6,7,8	5	CP55	8	1,2,3,4,5,6,7,8
6	CP27	8	1,2,3,4,5,6,7,8	6	CP56	8	1,2,3,4,5,6,7,8
7	CP28	8	1,2,3,4,5,6,7,8	7	CP57	8	1,2,3,4,5,6,7,8
8	CP29	4	3,5,6,8	8	CP61	8	1,2,3,4,5,6,7,8
9	CP30	8	1,2,3,4,5,6,7,8	9	CP62	8	1,2,3,4,5,6,7,8
10	CP31	8	1,2,3,4,5,6,7,8	10	CP67	9	1,2,3,4,5,6,7,8,9
11	CP32	8	1,2,3,4,5,6,7,8	11	CP68	9	1,2,3,4,5,6,7,8,9
12	CP33	2	5,8	12	CP70	9	1,2,3,4,5,6,7,8,9
13	CP34	8	1,2,3,4,5,6,7,8	13	CP71	9	1,2,3,4,5,6,7,8,9
14	CP35	8	1,2,3,4,5,6,7,8	14	CP72	9	1,2,3,4,5,6,7,8,9
15	CP36	5	2,3,5,7,8	15	CP73	8	1,2,3,4,5,6,7,8
16	CP38	8	1,2,3,4,5,6,7,9	16	CP74	8	1,2,3,4,5,6,7,8
17	CP39	7	1,2,3,4,6,8,9	17	CP75	9	1,2,3,4,5,6,7,8,9
18	CP40	2	1,3	18	CP76	8	1,2,3,4,5,6,7,8
				19	CP77	8	1,2,3,4,5,6,7,8
				20	CP80	8	1,2,3,4,5,6,7,8
				21	CP81	8	1,2,3,4,5,6,7,8
				22	CP82	8	1,2,3,4,5,6,7,8
	Total	128		Total	182		

B-2 Detail of Pile Executed and Balance Ramp R1, R2, L1, L2, L3

Length of Ramp R1, R2, L1, L2, L3							
L1 Piles Done				L2 Piles Done			
S No.	Group	Executed Piles		S No.	Group	Executed Piles	
		No	ID			No	ID
1	L1P5	3	1,2,5	1	L2P2	2	3,4
2	L1P6	4	1,2,3,4	2	L2P3	3	2,3,5
3	L1P7	4	1,2,3,4	3	L2P4	4	1,2,3,4
4	L1P8	4	1,2,3,4	4	L2P5	4	1,2,3,4
5	L1P9	4	1,2,3,4	5	L2P6	1	4
6	L1P10	4	1,2,3,4	6	L2P7	4	1,2,3,4
7	L1P11	3	1,2,5	7	L2P8	4	1,2,3,4
8	L1P12	3	1,2,4	8	L2P9	5	1,2,3,4,5
9	L1P13	2	1,2	9	L2P10	4	1,2,3,4
10	L1P14	5	1,2,3,4,5	10	L2P11	4	1,2,3,4
11	L1P15	2	1,2	11	L2P12	5	1,2,3,4,5
12	L1P16	2	1,2	12	L2P13	4	1,2,3,4
13	L1P17	2	1,2	13	L2P14	4	1,2,3,4
14	L1P18	2	1,2	14	L2P15	4	1,3,4,5
15	L1P19	1	2				
16	L1P20	5	1,2,3,4,5				
17	L1P21	4	1,2,3,4				
Total		54		Total		52	
1	L3P2	4	1,2,3,4				
2	L3P3	5	1,2,3,4,5				
3	L3P4	4	1,2,3,4				
4	L3P5	4	1,2,3,4				
5	L3P6	5	1,2,3,4,5				
6	L3P7	4	1,2,3,4				
7	L3P8	4	1,2,3,4				
8	L3P9	5	1,2,3,4,5				
9	L3P10	4	1,2,3,4				
10	L3P11	3	2,3,4				
11	L3P12	5	1,2,3,4,5				
12	L3P13	4	1,2,3,4				
13	L3P14	4	1,2,3,4				
14	L3P15	5	1,2,3,4,5				
15	L3P16	4	1,2,3,4				
16	L3P17	4	1,2,3,4				
17	L3P18	4	1,2,3,5				

Total		72	
1	R2P1		
2	R2P2	2	3,4
3	R2P3		
4	R2P4		
5	R2P5		
6	R2P6		
7	R2P7		
8	R2P8		
9	R2P9		
10	R2P10	2	3,4
11	R2P11		
Total		4	

B-3 Entry and Exit Mahamaya Ramps Mahamaya Ramp RHS-

S No.	Group	Executed Piles	
		No	ID
1	RP15	9	1,2,3,4,5,6,7,8,9
2	RP16	9	1,2,3,4,5,6,7,8,9
3	RP17	9	1,2,3,4,5,6,7,8,9
4	RP18	9	1,2,3,4,5,6,7,8,9
5	RP19	9	1,2,3,4,5,6,7,8,9
6	RP20	9	1,2,3,4,5,6,7,8,9
7	RP21	6	1,2,3,4,5,6
8	RP22	3	
9	RP22		
10	RP26	9	1,2,3,4,5,6,7,8,9
11	RP27	9	1,2,3,4,5,6,7,8,9
12	RA2	11	1,2,3,4,5,6,7,8,10,11,12
Total		92	

Total Number of Piles Executed-584

1. The bidder has to make his assessment of the correctness of the data and utilization to complete the work before taking over of site/bidding.
2. If the existing constructed part, is found distressed, then it shall be

rectified/replaced by the EPC contractor as per instructions of AE/UPSBC & the Standards and specifications of relevant IRC/MoRTH codes.

Note:

The above-mentioned status is not limited and the EPC contractor shall verify the actual correctness of work per the approved GFC drawing in confirmation with the AE/Authority and to complete the balance work as per site requirement. However, any rehabilitation/ rectification/ replacement/ dismantling of existing partially/ fully constructed work due to non-conformance at a later stage shall be the responsibility of the EPC contractor and shall not be constituted as any change of scope. The correction/modification of existing constructed work as per standards & specifications shall be incidental to the work.

Annex-II

(As per Clause 8.3(i))

(Schedule-A)

Dates for providing Right of Way of Construction Zone

The dates on which the Authority shall provide Right of Way to the Contractor on different Sections of the Site are specified below:

S. No.	Work Detail	Date
1	Main Carriageway	On the appointed date.
2	Approach Road	
3	Service Road	

Annex - III
(Schedule-A)
Alignment Plans

The existing alignment of the Project shall be modified in the following sections as per the alignment plan indicated below:

- (i) Alignment is to be kept as per the Plan and profile drawing.
- (ii) The alignment of the Elevated road is along the Shahdra Drain on the Right bank. The minimum Vertical Clearance will be kept at 7.5 M from the top of the road level on the right bank as per conditions of the Delhi Flood Control department (Letter no EE/CD-III/DB/T-01/2018-19/3883 dt 4.12.2018 enclosed).
- (iii) The connectivity of Elevated Road at Mayur Vihar flyover, Delhi will be as per approval as mentioned in letter no F.1 (303)2018/UTTIPEC/D-301 dated 04.10.2019/drawing (enclosed).
- (iv) There is an existing GAIL Pipe line laid along the alignment of the Elevated road. The work is to be executed as per the approval of GAIL (Letter No. Gail/JLPL/868/ROU/2018-19/09 dated 17.07.2019 enclosed).

It will be the responsibility of the contractor/Bidder to ensure the safety of the GAIL gas pipeline in the alignment. Protection work wherever required to safeguard the pipeline should be done as per the site condition and terms and conditions of NOC of GAIL.

- (v) NCRTC line is crossing at Mayur Vihar flyover. The level of the elevated road will be kept as per minutes of the meeting of NCRTC dated 25.06.2019(Letter enclosed).

Documents enclosed:

1. **Plan and Profile**
2. **G.A.D**
3. **N.O.C of Delhi Irrigation and flood Control department**
4. **UTTIPEC Approved Drawing for Connectivity Mayur Vihar Flyover**
5. **N.O.C of GAIL**
6. **Minutes of meeting of NCRTC dated 25.06.2019**

Annex – IV
(Schedule-A)

Environmental Clearances

Not Required



NEW OKHLA INDUSTRIAL DEVELOPMENT AUTHORITY



U.P. STATE BRIDGE COPN. LTD,
SETU BHAWAN, 16-M.M.MALVIYA MARG,
SETU BHAWAN, LUCKNOW-226001

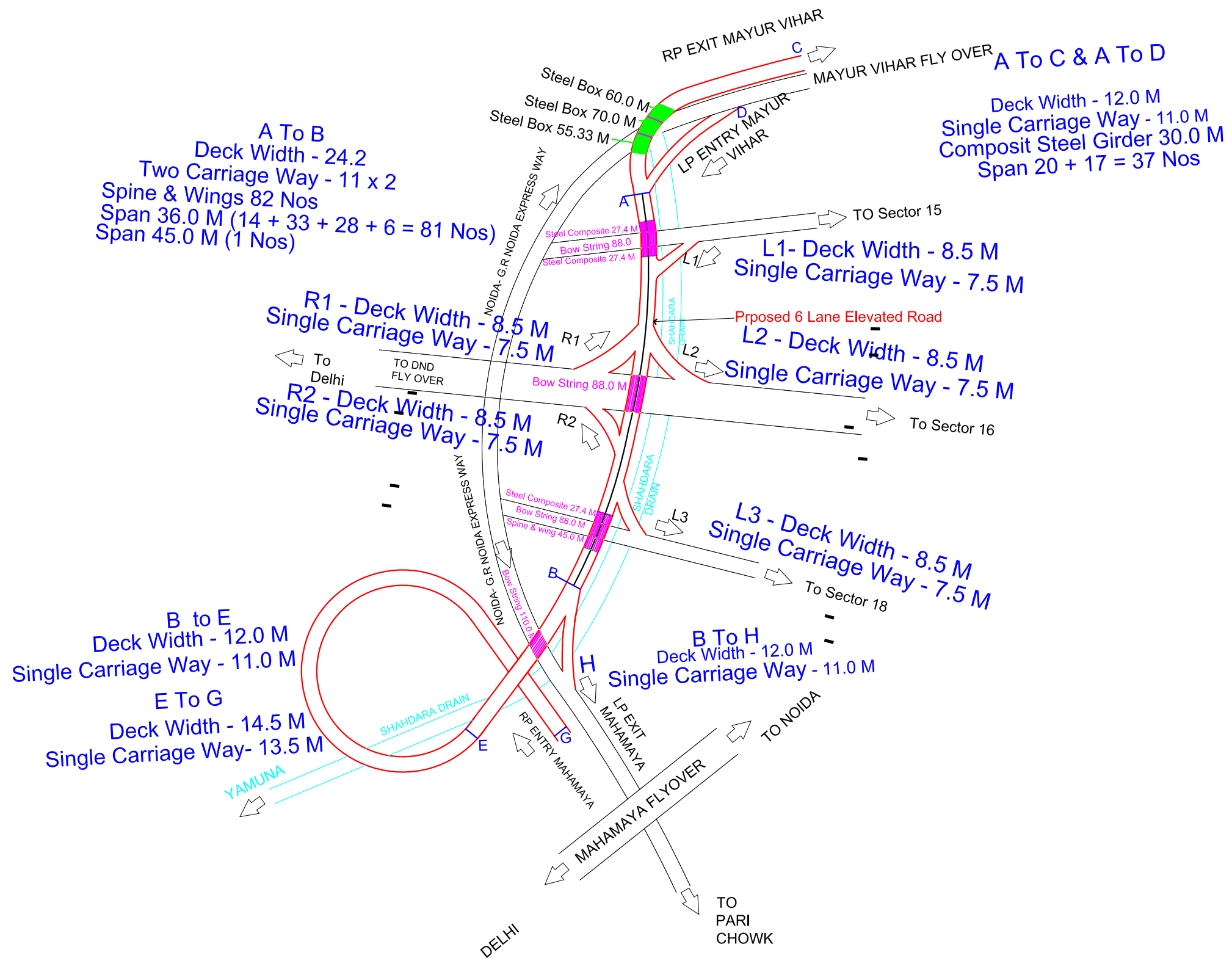
**CONSTRUCTION OF 6 LANE ELEVATED CORRIDOR FROM MAYUR VIHAR
FLYOVER (NEAR CHILLA REGULATOR) TO MAHAMAYA FLYOVER ON
NOIDA-GREATER NOIDA EXPRESSWAY, ALONG SHAHDARA DRAIN**

PLAN & PROFILE






DHRUV CONSULTANCY SERVICES LTD
501, PUJIT PLAZA , SECTOR- 11 , C.B.D. BELAPUR,NAVI MUMBAI- 400614
WEBSITE: WWW.DHURVCONSULTANCY.IN

Construction of 6 Lane Elevated Corridor From Mayur Vihar Flyover
(Near Chilla Regulator) to Mahamaya Flyover on Noida-Greater Noida
Expressway, along Shahdara Drain.



List of Drawings

S.No.	Description	Sheet No.
1	Legend	01
2	Plan & Profile of Right Carriageway (Design Ch. 0+000 to 1+000)	02
3	Plan & Profile of Right Carriageway (Design Ch. 1+000 to 2+000)	03
4	Plan & Profile of Right Carriageway (Design Ch. 2+000 to 3+000)	04
5	Plan & Profile of Right Carriageway (Design Ch. 3+000 to 4+000)	05
6	Plan & Profile of Right Carriageway (Design Ch. 4+000 to 5+000)	06
7	Plan & Profile of Right Carriageway (Design Ch. 5+000 to 5+570)	07
8	Plan & Profile of Left Carriageway (Design Ch. 0+000 to 0+1000)	08
9	Plan & Profile of Left Carriageway (Design Ch. 1+000 to 2+000)	09
10	Plan & Profile of Left Carriageway (Design Ch. 2+000 to 3+000)	10
11	Plan & Profile of Left Carriageway (Design Ch. 3+000 to 4+000)	11
12	Plan & Profile of Left Carriageway (Design Ch. 4+000 to 4+470)	12
13	Plan & Profile of Entry Ramp L1 (from Sector-15 to Mahamaya Flyover)	13
14	Plan & Profile of Exit Ramp L2 (from Delhi to Sector-16)	14
15	Plan & Profile of Exit Ramp L3 (from Delhi to Sector-18)	15
16	Plan & Profile of Entry Ramp R1 (from Sector-16B to Delhi)	16
17	Plan & Profile of Exit Ramp R2 (from Mahamaya Flyover to Sector-16)	17

OWNER:  NEW OKHLA INDUSTRIAL DEVELOPMENT AUTHORITY	CLIENT:  U.P. STATE BRIDGE COPN. LTD, SETU BHAWAN, 16-M.M.MALVIYA MARG, SETU BHAWAN, LUCKNOW-226001	CONSULTANT:  DHURUV CONSULTANCY SERVICES LTD 501, PUJIT PLAZA , SECTOR- 11 , C.B.D. BELAPUR,NAVI MUMBAI- 400614 WEBSITE: WWW.DHURVCONSULTANCY.IN	PROJECT: CONSTRUCTION OF 6 LANE ELEVATED CORRIDOR FROM MAYUR VIHAR FLYOVER (NEAR CHILLA REGULATOR) TO MAHAMAYA FLYOVER ON NOIDA-GREATER NOIDA EXPRESSWAY, ALONG SHAHDARA DRAIN	NORTH:	<table border="1"> <tr> <th>DATE</th> <th>REV.</th> <th>CODE</th> <th>PARTICULARS</th> <th>DRAWN</th> <th>CHKD.</th> <th>APPD.</th> <th>CHKD.</th> <th>SC</th> </tr> <tr> <td colspan="9">REVISIONS</td> </tr> <tr> <td colspan="9">STATUS CODE: 1. TENDERING PURPOSE. 2. FOR REVIEWS. 3. MATERIAL PROCUREMENT. 4. FOR APPROVAL. 5. APPROVED FOR CONSTRUCTION.</td> </tr> </table>	DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.	CHKD.	SC	REVISIONS									STATUS CODE: 1. TENDERING PURPOSE. 2. FOR REVIEWS. 3. MATERIAL PROCUREMENT. 4. FOR APPROVAL. 5. APPROVED FOR CONSTRUCTION.									<table border="1"> <tr> <th colspan="2">TITLE:</th> <th colspan="2">CONTENT</th> </tr> <tr> <td>DRN.</td> <td>AP</td> <td>AUTHORIZED SIGNATURE</td> <td>SCALE</td> </tr> <tr> <td>DSND.</td> <td>TP</td> <td>DATE</td> <td>Horizontal 1:1500, Vertical 1:600</td> </tr> <tr> <td>Rev.</td> <td>R4</td> <td></td> <td></td> </tr> </table>	TITLE:		CONTENT		DRN.	AP	AUTHORIZED SIGNATURE	SCALE	DSND.	TP	DATE	Horizontal 1:1500, Vertical 1:600	Rev.	R4		
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LEGEND (TOPOGRAPHIC FEATURES) :-

S.NO.	DESCRIPTION	SYMBOL	S.NO.	DESCRIPTION	SYMBOL
1.	BM ROAD		16.	ELECTRIC POLE	
2.	CC ROAD		17.	FIRE POINT	
3.	BRICKS ROAD		18.	STREET LIGHT POLE	
4.	BOUNDARY WALL		19.	SIGNAL POINT/CCTV	
5.	DRAIN/NALA		20.	SIGN BOARD	
6.	CART TRACK		21.	PETROL FILLING POINT	
7.	KARB STONE LINE		22.	TRANSFORMER	
8.	GREEN BELT		23.	BM PILLAR/WATER TANK	
9.	STEPS		24.	GAS PIPE LINE	
10.	VENTILATION		25.	TREE 1,2,3,4	
11.	BUILDING LINE		26.	OFC PILLAR	
12.	FOOTPATH		27.	ELECTRIC JUNCTION BOX	
13.	TIN SHED		28.	CHAMBER	
14.	HIGH MAST		29.	WATER PIPE LINE	
15.	MANHOLE		30.	KILOMETER STONE	

LEGEND (PLAN) :-

S.NO.	DESCRIPTION	SYMBOL
1.	PROPOSED ELEVATED ROAD	
2.	PROPOSED CENTER LINE	
3.	PROPOSED RAMP	
4.	PROPOSED FOOTPATH	
5.	PROPOSED ROAD EDGE	
6.	PROPOSED MEDIAN	
7.	PROP. GHAZIPUR CORRIDOR	

LEGEND (PROFILE) :-

S.NO.	DESCRIPTION	SYMBOL
1.	EXISTING GROUND LEVEL AT CENTER LINE	
2.	PROPOSED FINISH ROAD LEVEL AT CENTER LINE	
3.	EXISTING BUND ROAD LEVEL ALONG CENTER LINE	

OWNER:



NEW OKHLA INDUSTRIAL DEVELOPMENT AUTHORITY

CLIENT:



U.P. STATE BRIDGE COPN. LTD,
SETU BHAWAN, 16-M.M.MALVIYA MARG,
SETU BHAWAN, LUCKNOW-226001

CONSULTANT:



DHRUV CONSULTANCY SERVICES LTD
501, PUJIT PLAZA, SECTOR- 11, C.B.D. BELAPUR, NAVI MUMBAI- 400614
WEBSITE: WWW.DHRUVCONSULTANCY.IN

PROJECT:

CONSTRUCTION OF 6 LANE ELEVATED CORRIDOR FROM MAYUR VIHAR FLYOVER (NEAR CHILLA REGULATOR) TO MAHAMAYA FLYOVER ON NOIDA-GREATER NOIDA EXPRESSWAY, ALONG SHAHDARA DRAIN

NORTH:

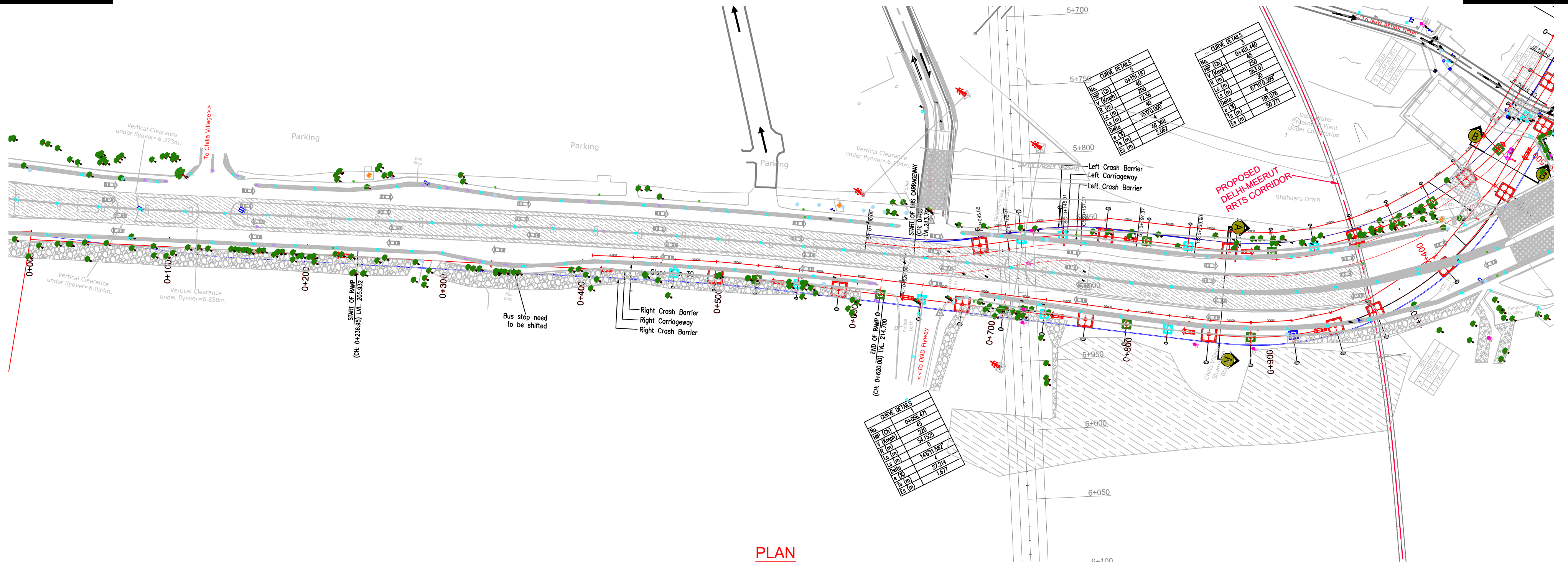
DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.
REVISIONS						
STATUS CODE: 1. TENDERING PURPOSE, 2. FOR REVIEWS, 3. MATERIAL PROCUREMENT, 4. FOR APPROVAL, 5. APPROVED FOR CONSTRUCTION.						

TITLE:

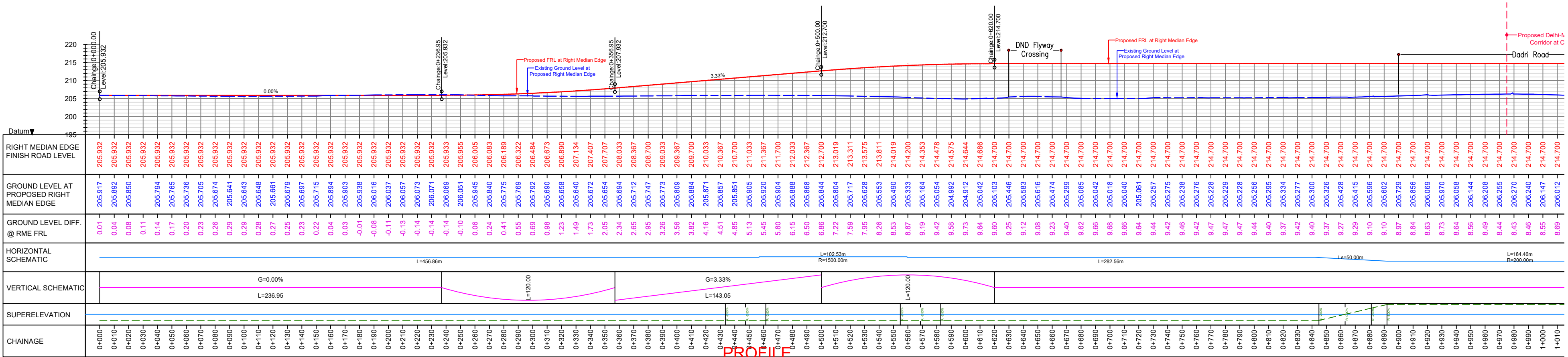
LEGEND

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DSND.	TP.			1:1500	1:600
				DATE	10-07-2019
				Rev.	R4

SHEET 01 of 15



PLAN



PROFILE

RIGHT MEDIAN EDGE FINISH ROAD LEVEL	GROUND LEVEL AT PROPOSED RIGHT MEDIAN EDGE	GROUND LEVEL DIFF. @ RME FRL	HORIZONTAL SCHEMATIC	VERTICAL SCHEMATIC	SUPERELEVATION	CHAINAGE
205.932	205.917	0.01	L=456.86m	G=0.00%	L=236.95	0+000
205.932	205.892	0.04				0+010
205.932	205.850	0.08				0+020
205.932	205.794	0.14				0+030
205.932	205.765	0.17				0+040
205.932	205.736	0.20				0+050
205.932	205.705	0.23				0+060
205.932	205.674	0.26				0+070
205.932	205.641	0.29				0+080
205.932	205.643	0.29				0+090
205.932	205.648	0.28				0+100
205.932	205.661	0.27				0+110
205.932	205.679	0.25				0+120
205.932	205.697	0.23				0+130
205.932	205.715	0.22				0+140
205.932	205.804	0.04				0+150
205.932	205.903	0.03				0+160
205.932	205.938	-0.01				0+170
205.932	206.016	-0.08				0+180
205.932	206.037	-0.11				0+190
205.932	206.057	-0.13	0+200			
205.932	206.073	-0.14	0+210			
205.932	206.071	-0.14	0+220			
205.932	206.069	-0.14	0+230			
205.932	206.051	-0.10	0+240			
205.932	206.051	-0.10	0+250			
206.005	205.945	0.06	0+260			
206.083	205.840	0.24	0+270			
206.180	205.775	0.41	0+280			
206.484	205.769	0.69	0+290			
206.673	205.690	0.98	0+300			
206.890	205.668	1.23	0+310			
207.134	205.640	1.49	0+320			
207.407	205.672	1.73	0+330			
207.707	205.654	2.05	0+340			
208.033	205.694	2.34	0+350			
208.367	205.712	2.65	0+360			
208.700	205.747	2.95	0+370			
209.033	205.773	3.26	0+380			
209.367	205.809	3.56	0+390			
209.700	205.884	3.82	0+400			
210.033	205.971	4.16	0+410			
210.367	205.857	4.51	0+420			
210.700	205.851	4.85	0+430			
211.033	205.905	5.13	0+440			
211.367	205.920	5.45	0+450			
211.700	205.904	5.80	0+460			
212.033	205.888	6.15	0+470			
212.367	205.868	6.50	0+480			
212.700	205.844	6.86	0+490			
213.033	205.804	7.22	0+500			
213.367	205.717	7.59	0+510			
213.700	205.528	7.95	0+520			
214.033	205.563	8.26	0+530			
214.367	205.490	8.53	0+540			
214.700	205.333	8.87	0+550			
215.033	205.164	9.19	0+560			
215.367	204.922	9.42	0+570			
215.700	204.912	9.73	0+580			
216.033	204.942	9.64	0+590			
216.367	205.103	9.60	0+600			
216.700	205.446	9.25	0+610			
217.033	205.583	9.12	0+620			
217.367	205.616	9.08	0+630			
217.700	205.474	9.23	0+640			
218.033	205.299	9.40	0+650			
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225.367	205.656	8.84	0+870			
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226.367	206.058	8.64	0+900			
226.700	206.144	8.56	0+910			
227.033	206.208	8.49	0+920			
227.367	206.265	8.44	0+930			
227.700	206.270	8.43	0+940			
228.033	206.240	8.46	0+950			
228.367	206.147	8.55	0+960			
228.700	206.012	8.69	0+970			
229.033	205.917	8.97	0+980			
229.367	205.868	9.10	0+990			
229.700	205.833	9.07	1+000			

Client: U.P. STATE BRIDGE COPN. LTD., SETU BHAWAN, 16-M.M.MALVIYA MARG, SETU BHAWAN, LUCKNOW-226001

Authority Engineer: DHRUV CONSULTANCY SERVICES LTD, 501, PUJIT PLAZA, SECTOR- 11, C.B.D. BELAPUR, NAVI MUMBAI- 400614, WEBSITE: WWW.DHRUVCONSULTANCY.IN

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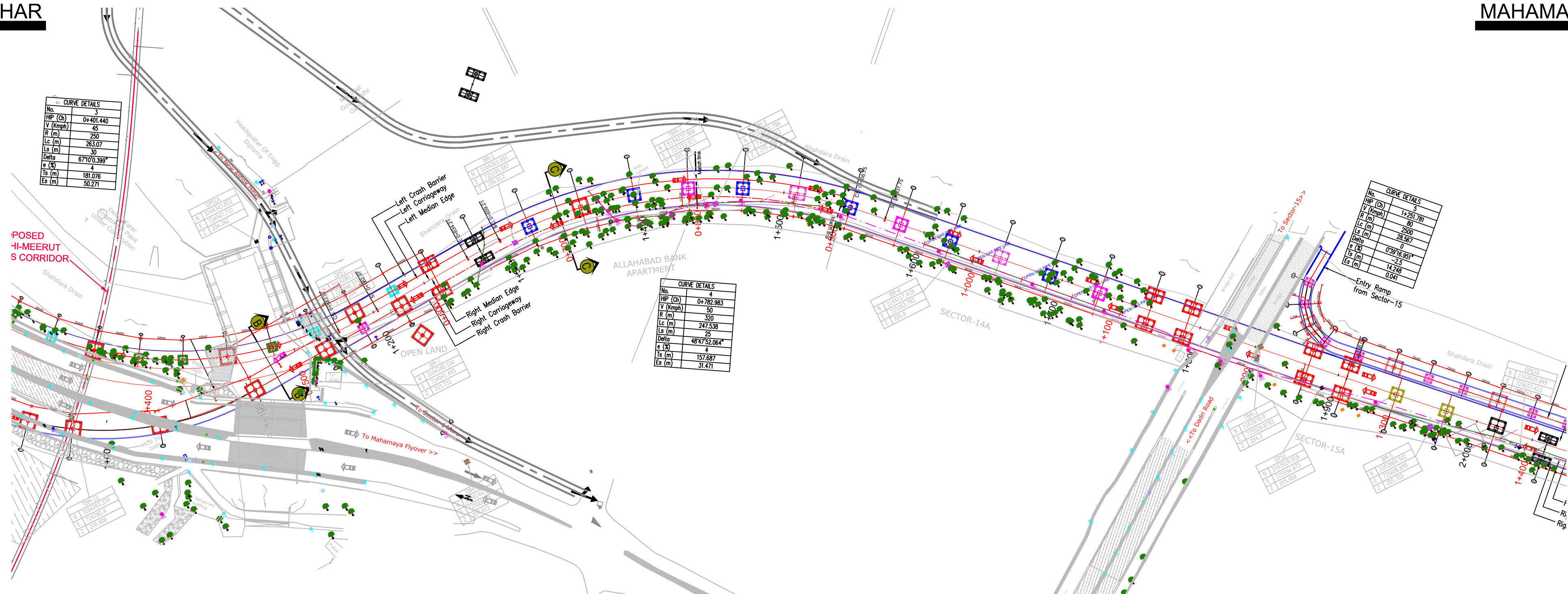
PROJECT: FEASIBILITY STUDY OF ELEVATED ROAD ALONG SHAHDARA DRAIN ALIGNMENT FROM CHILLA REGULATOR SECTOR-14A TO M.P.-3 ROAD IN NOIDA

TITLE: PLAN AND PROFILE km 0+000 To km 1+000

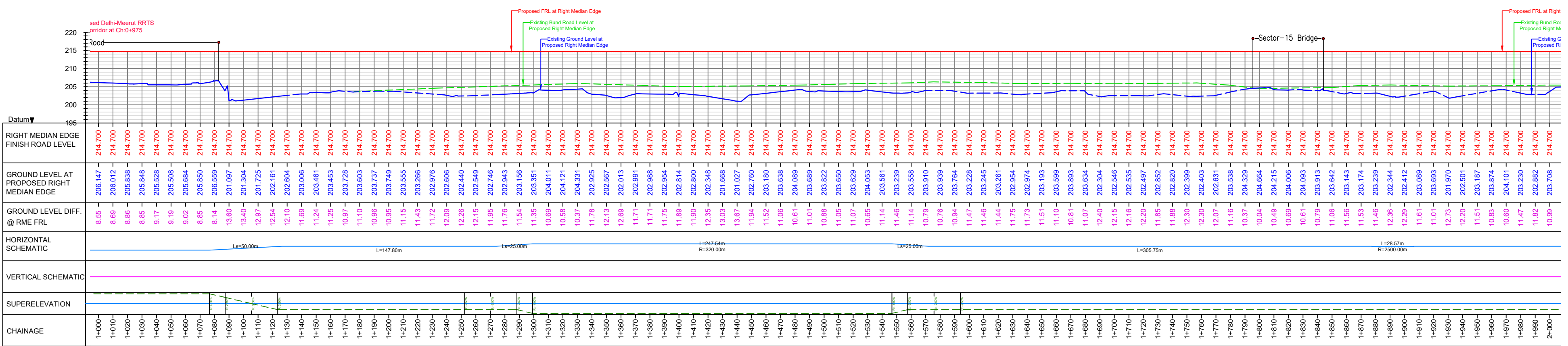
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DSND	DATE	DATE	13 SEPT 2023
CHKD	Rev.	Rev.	R6

STATUS CODE: 1. TENDERING PURPOSE 2. FOR REVIEWS 3. MATERIAL PROCUREMENT
 4. FOR APPROVAL 5. APPROVED FOR CONSTRUCTION

DWG.NO.: NOI/P&P/301 Chilla ABCDH



PLAN



PROFILE

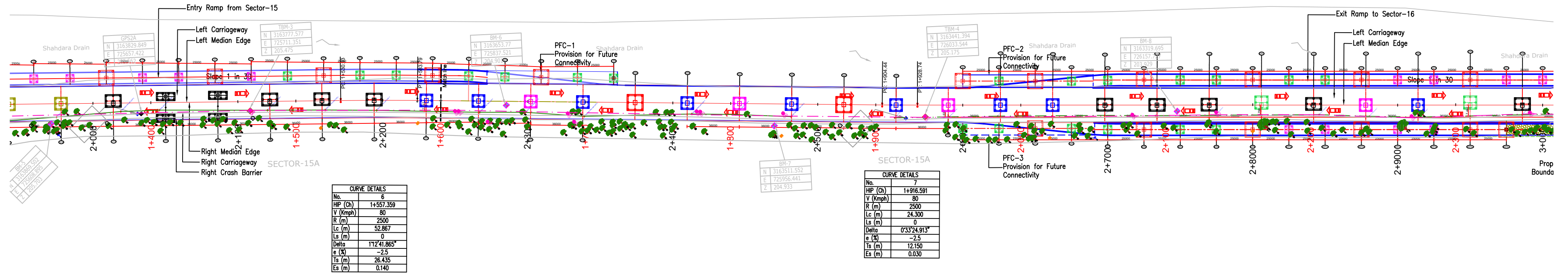
Client: U.P. STATE BRIDGE COPN. LTD., SETU BHAWAN, 16-M.M.MALVIYA MARG, SETU BHAWAN, LUCKNOW-226001

Authority Engineer: DHRUV CONSULTANCY SERVICES LTD, 501, PUJIT PLAZA , SECTOR- 11 , C.B.D. BELAPUR,NAVI MUMBAI- 400614, WEBSITE: WWW.DHRUVCONSULTANCY.IN

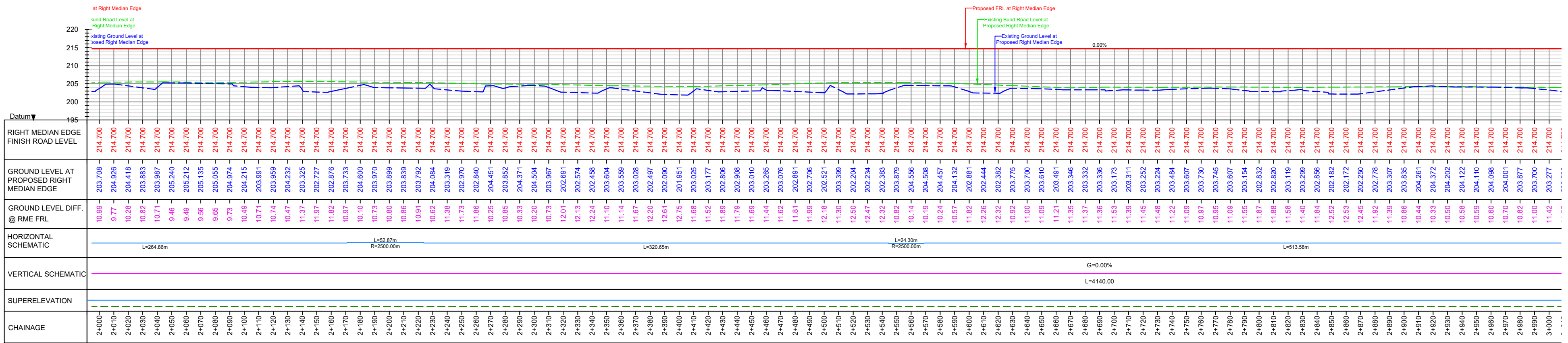
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PROJECT: FEASIBILITY STUDY OF ELEVATED ROAD ALONG SHAHDARA DRAIN ALIGNMENT FROM CHILLA REGULATOR SECTOR-14A TO M.P.-3 ROAD IN NOIDA

TITLE: PLAN AND PROFILE		km 1+000 To km 2+000	
DRN	AUTHORIZED SIGNATURE	SCALE	A2 @ 1:2000
DATE	DATE	Rev.	13 SEPT 2023
13.09.2023		R6	
DATE	REV.	CODE	TENDERING PURPOSE
			PARTICULARS
			REVISIONS
			DRAWN
			CHKD.
			APPD.
STATUS CODE: 1. TENDERING PURPOSE 2. FOR REVIEWS 3. MATERIAL PROCUREMENT			
4. FOR APPROVAL 5. APPROVED FOR CONSTRUCTION			
DWG.NO. : NOI/P&P/302		Chilla ABCDH	



PLAN



PROFILE

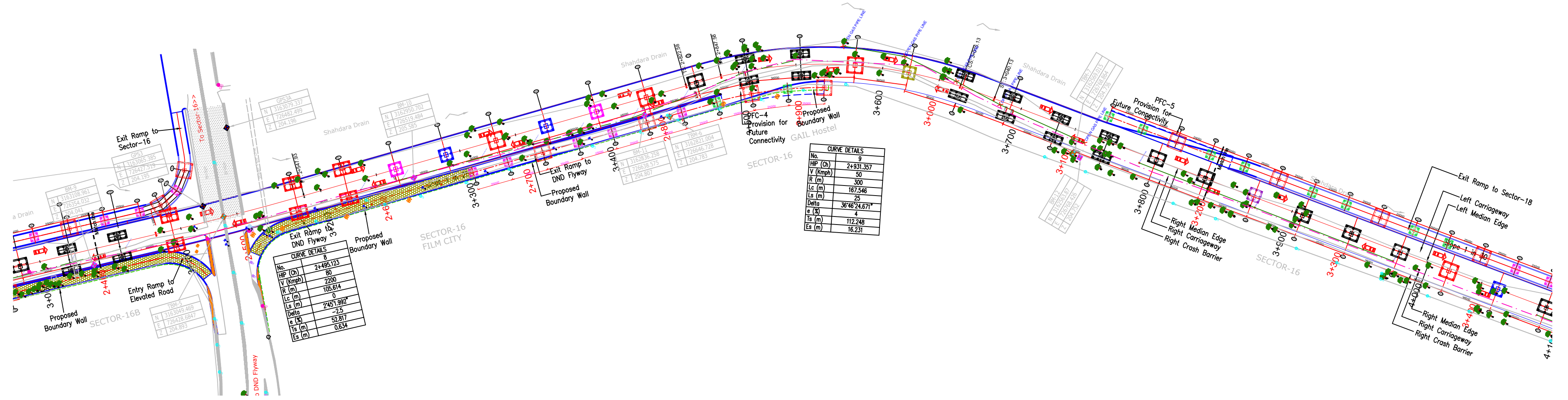
Client: U.P. STATE BRIDGE COPN. LTD,
SETU BHAWAN, 16-M.M.MALVIYA MARG,
SETU BHAWAN, LUCKNOW-226001

Authority Engineer: DHRUV CONSULTANCY SERVICES LTD
501, PUJIT PLAZA , SECTOR- 11 , C.B.D. BELAPUR,NAVI MUMBAI- 400614
WEBSITE: WWW.DHRUVCONSULTANCY.IN

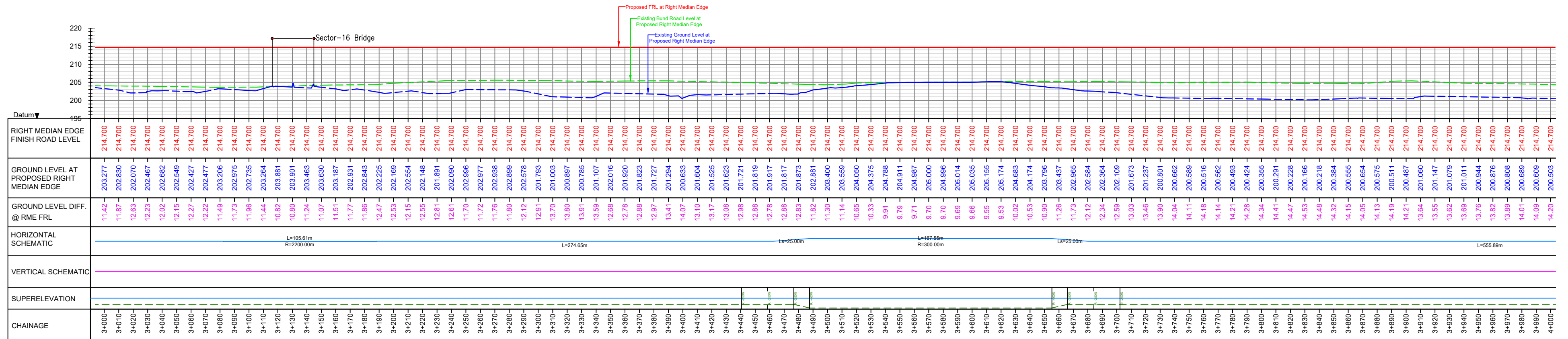
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PROJECT: FEASIBILITY STUDY OF ELEVATED ROAD ALONG SHAHDARA DRAIN ALIGNMENT FROM CHILLA REGULATOR SECTOR-14A TO M.P.-3 ROAD IN NOIDA


TITLE:		PLAN AND PROFILE	
		km 2+000 To km 3+000	
DRN		AUTHORIZED SIGNATURE	SCALE A2 @ 1:2000
DATE	13.09.2023	DATE	13 SEPT 2023
REV	R6	Rev	R6
CODE	1	STATUS CODE:	1. TENDERING PURPOSE 2. FOR REVIEWS 3. MATERIAL PROCUREMENT 4. FOR APPROVAL 5. APPROVED FOR CONSTRUCTION
REVISIONS		DWG.NO.:	NOI/P&P/303
DRAWN	CHKD	APPD.	Chilla ABCDH



PLAN



PROFILE

Client:

 U.P. STATE BRIDGE COPN. LTD,
 SETU BHAWAN, 16-M.M.MALVIYA MARG,
 SETU BHAWAN, LUCKNOW-226001

Authority Engineer:

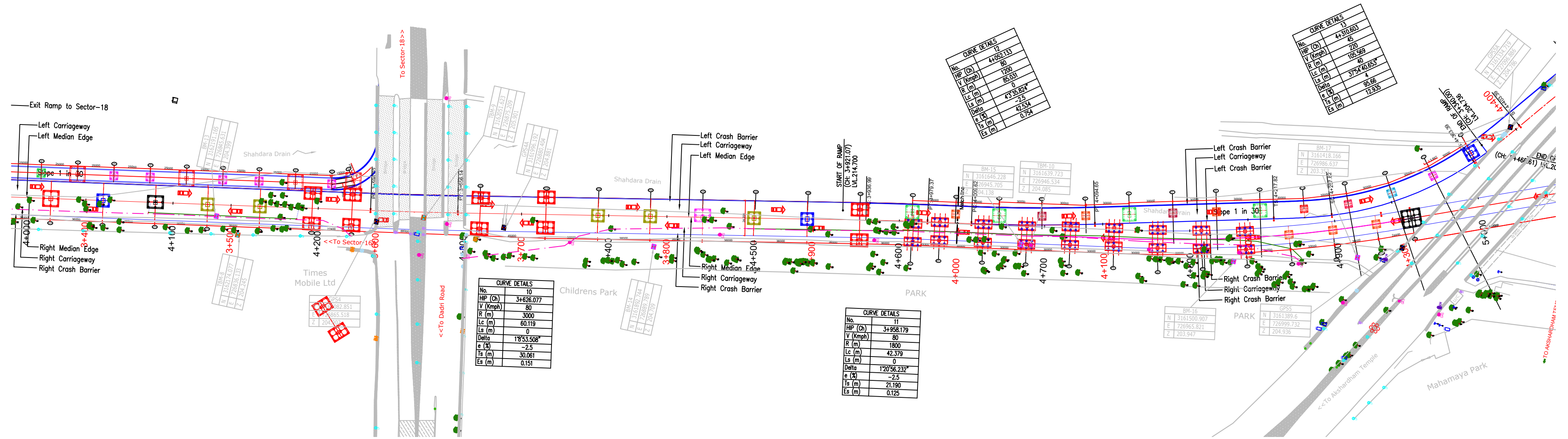
 DHRUV CONSULTANCY SERVICES LTD
 501, PUJIT PLAZA , SECTOR- 11 , C.B.D. BELAPUR, NAVI MUMBAI- 400614
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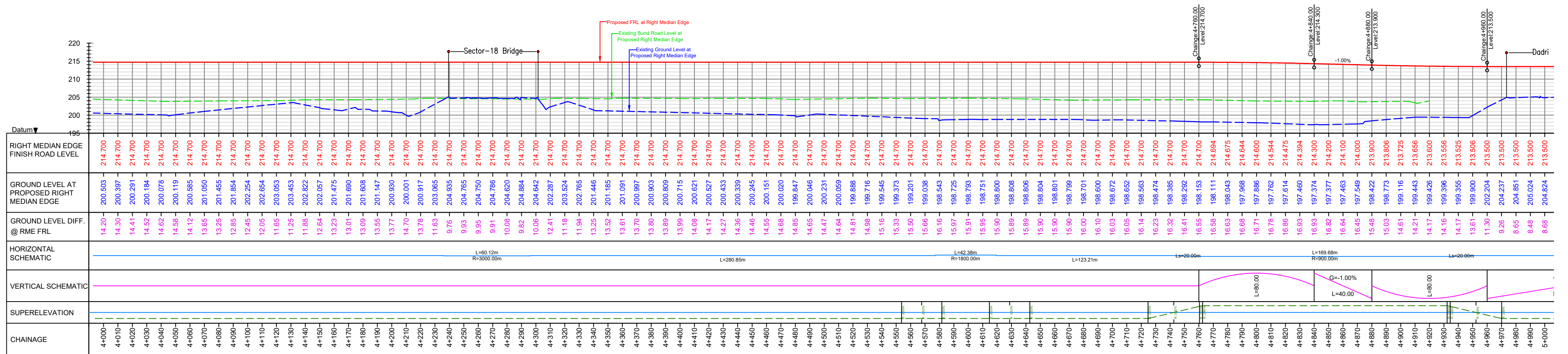
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FEASIBILITY STUDY OF ELEVATED ROAD ALONG SHAHDARA DRAIN ALIGNMENT FROM CHILLA REGULATOR SECTOR-14A TO M.P.-3 ROAD IN NOIDA

DATE	REV.	CODE	TENDERING PURPOSE	DRAWN	CHKD.	APPD.
13.09.2023	R6	1				
REVISIONS						
STATUS CODE: 1. TENDERING PURPOSE 2. FOR REVIEWS 3. MATERIAL PROCUREMENT						
4. FOR APPROVAL 5. APPROVED FOR CONSTRUCTION						

TITLE: PLAN AND PROFILE km 3+000 To km 4+000		SCALE	A2 @ 1:2000
DRN.	AUTHORIZED SIGNATURE	DATE	13 SEPT 2023
DSND.		Rev.	R6
DWG. NO. : NOI/P&P/304		Chilla ABCDH	



PLAN



PROFILE

Client: U.P. STATE BRIDGE COPN. LTD., SETU BHAWAN, 16-M.M.MALVIYA MARG, SETU BHAWAN, LUCKNOW-226001

Authority Engineer: DHRUV CONSULTANCY SERVICES LTD
501, PUJIT PLAZA, SECTOR- 11, C.B.D. BELAPUR, NAVI MUMBAI- 400614
WEBSITE: WWW.DHRUVCONSULTANCY.IN

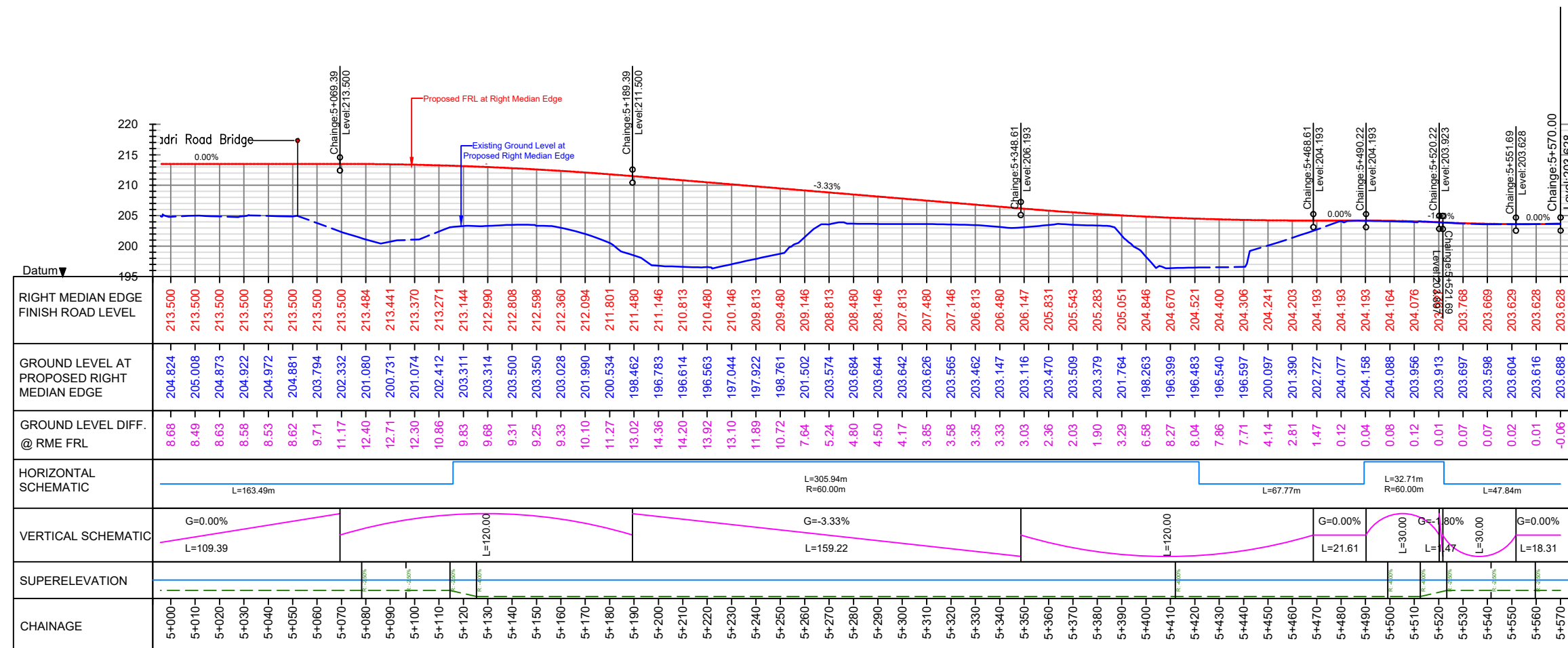
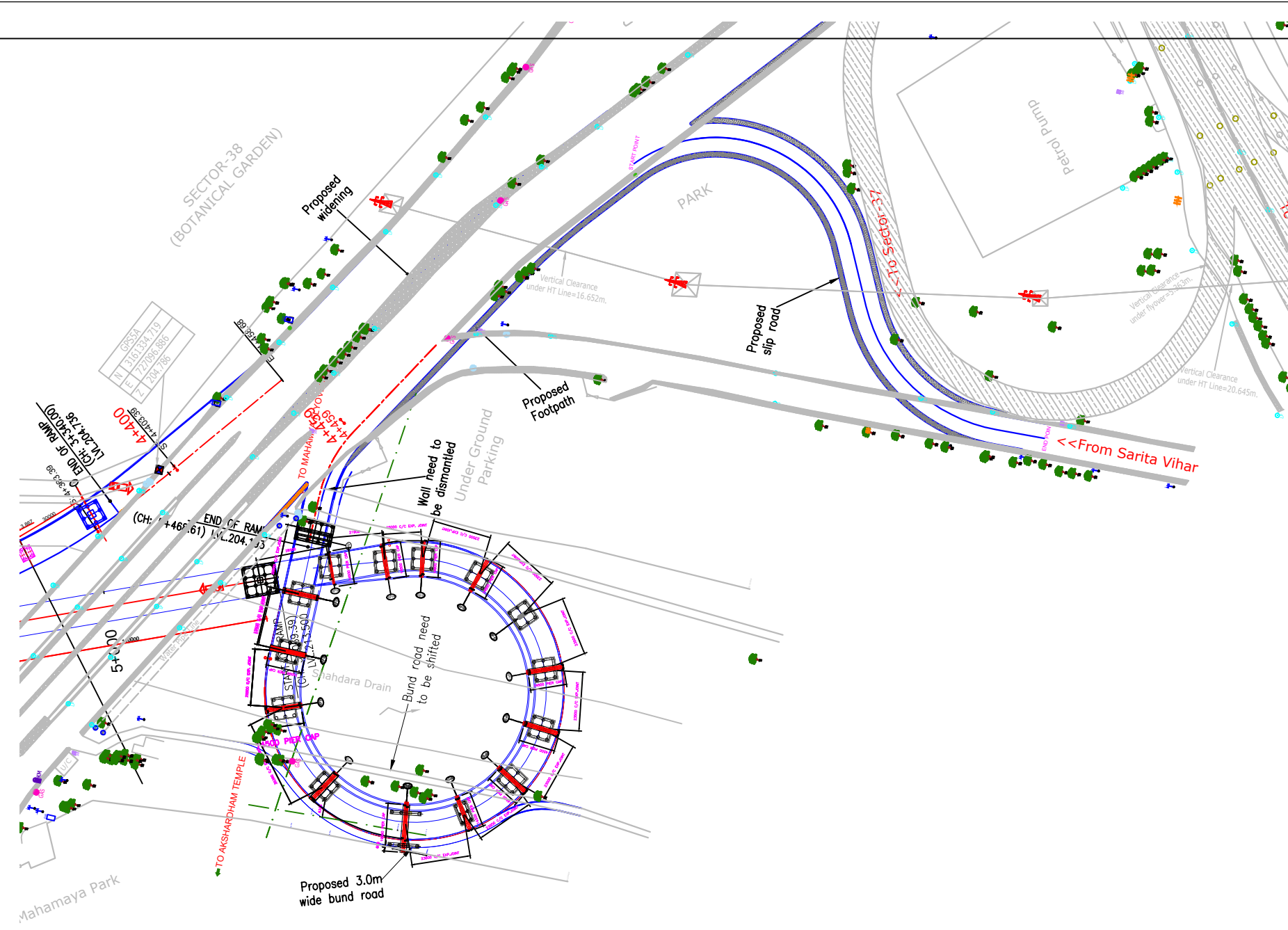
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PROJECT: FEASIBILITY STUDY OF ELEVATED ROAD ALONG SHAHDARA DRAIN ALIGNMENT FROM CHILLA REGULATOR SECTOR-14A TO M.P.-3 ROAD IN NOIDA

DRN.	AUTHORIZED SIGNATURE	SCALE	A2 @ 1:2000
DSND.	DATE	13 SEPT 2023	
CHKD.	Rev.	R6	

STATUS CODE: 1. TENDERING PURPOSE 2. FOR REVIEWS 3. MATERIAL PROCUREMENT
4. FOR APPROVAL 5. APPROVED FOR CONSTRUCTION

DWG.NO.: NOI/P&P/305 Chilla ABCDH



Client:
 U.P. STATE BRIDGE COPN. LTD,
 SETU BHAWAN, 16-M.M.MALVIYA MARG,
 SETU BHAWAN, LUCKNOW-226001

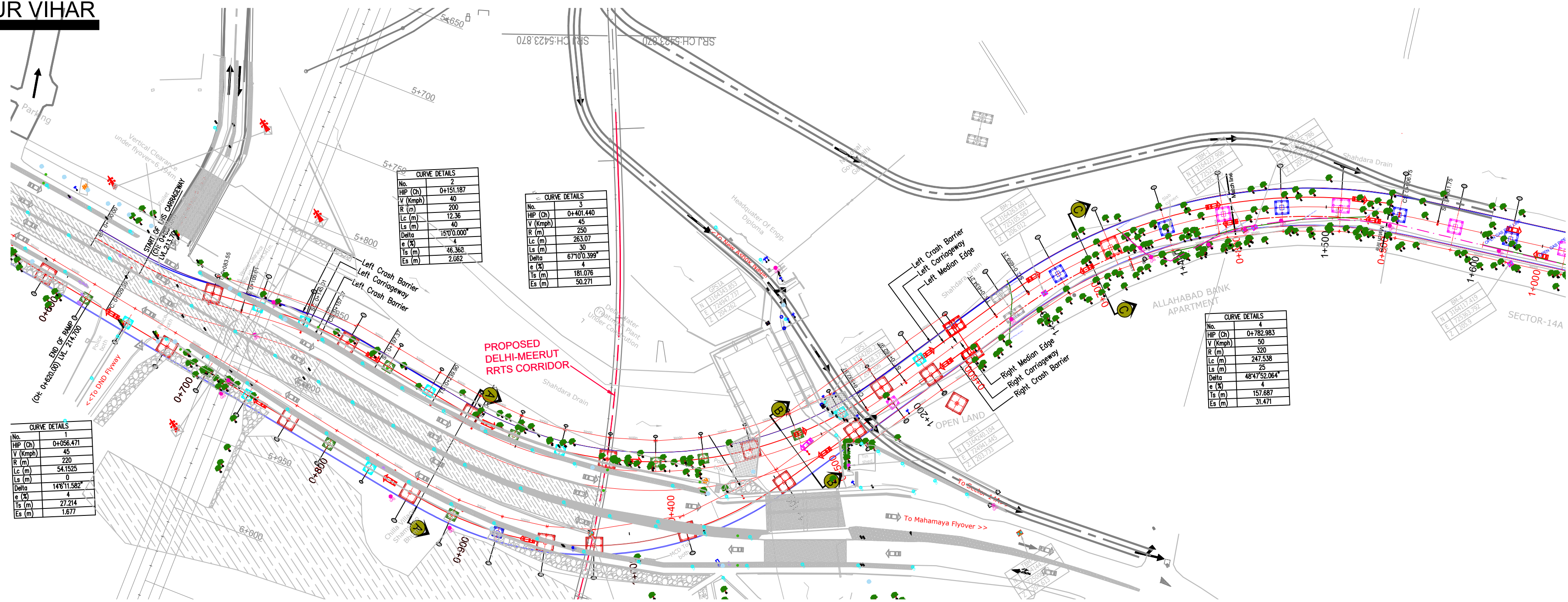
Authority Engineer:
 DHRUV CONSULTANCY SERVICES LTD
 501, PUJIT PLAZA , SECTOR- 11 , C.B.D. BELAPUR,NAVI MUMBAI- 400614
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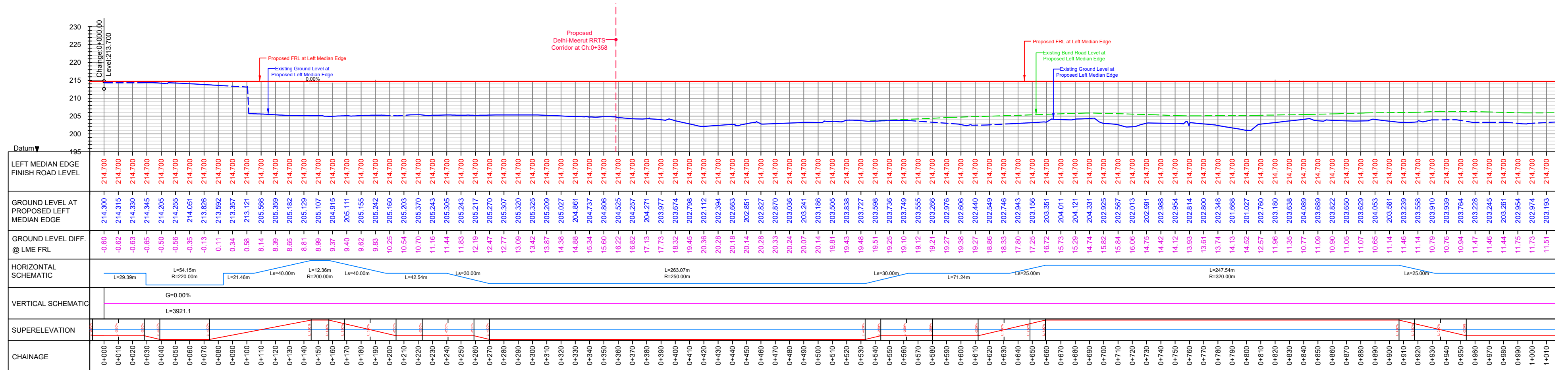
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FEASIBILITY STUDY OF ELEVATED ROAD ALONG SHAHDARA DRAIN ALIGNMENT FROM CHILLA REGULATOR SECTOR-14A TO M.P.-3 ROAD IN NOIDA

DATE	REV.	CODE	TENDERING PURPOSE	DRAWN	CHKD.	APPD.
13.09.2023	R6	1	TENDERING PURPOSE			
PARTICULARS REVISIONS						
STATUS CODE: 1. TENDERING PURPOSE 2. FOR REVIEWS 3. MATERIAL PROCUREMENT 4. FOR APPROVAL 5. APPROVED FOR CONSTRUCTION						

TITLE:		PLAN AND PROFILE	
km 5+000 To km 5+570			
DRN.	AUTHORIZED SIGNATURE	SCALE	A2 @ 1:2000
DSND.		DATE	13 SEPT 2023
CHKD.		Rev.	R6
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PLAN



PROFILE

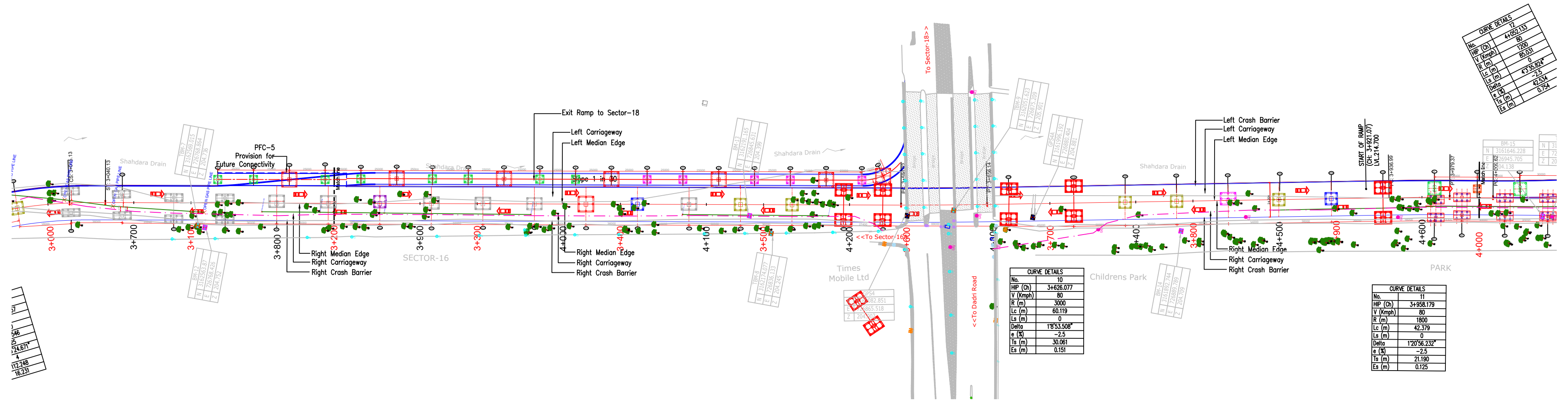
Client: U.P. STATE BRIDGE COPN. LTD.
 SETU BHAWAN, 16-M.M.MALVIYA MARG,
 SETU BHAWAN, LUCKNOW-226001

Authority Engineer: DHRUV CONSULTANCY SERVICES LTD
 501, PUJIT PLAZA, SECTOR- 11, C.B.D. BELAPUR, NAVI MUMBAI- 400614
 WEBSITE: WWW.DHRUVCONSULTANCY.IN

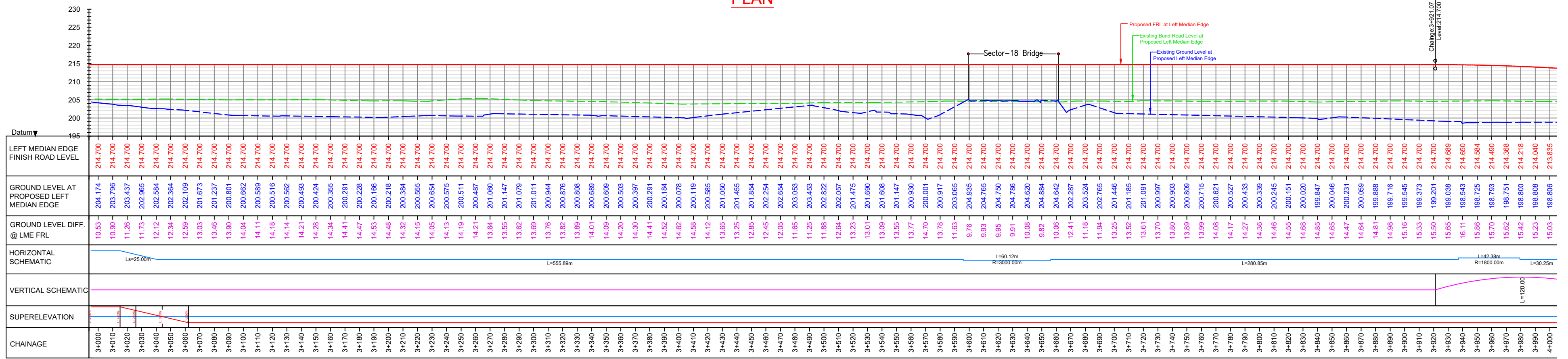
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PROJECT: FEASIBILITY STUDY OF ELEVATED ROAD ALONG SHAHDARA DRAIN ALIGNMENT FROM CHILLA REGULATOR SECTOR-14A TO M.P.-3 ROAD IN NOIDA

13.09.2023				R6				1				TENDERING PURPOSE			
DATE				REV.				CODE				PARTICULARS			
CHKD.				DRAWN				CHKD.				APPD.			
STATUS CODE: 1. TENDERING PURPOSE 2. FOR REVIEWS. 3. MATERIAL PROCUREMENT.				4. FOR APPROVAL. 5. APPROVED FOR CONSTRUCTION.				DWG.NO. : NOI/P&P/401				Chilla ABCDH			



PLAN



PROFILE

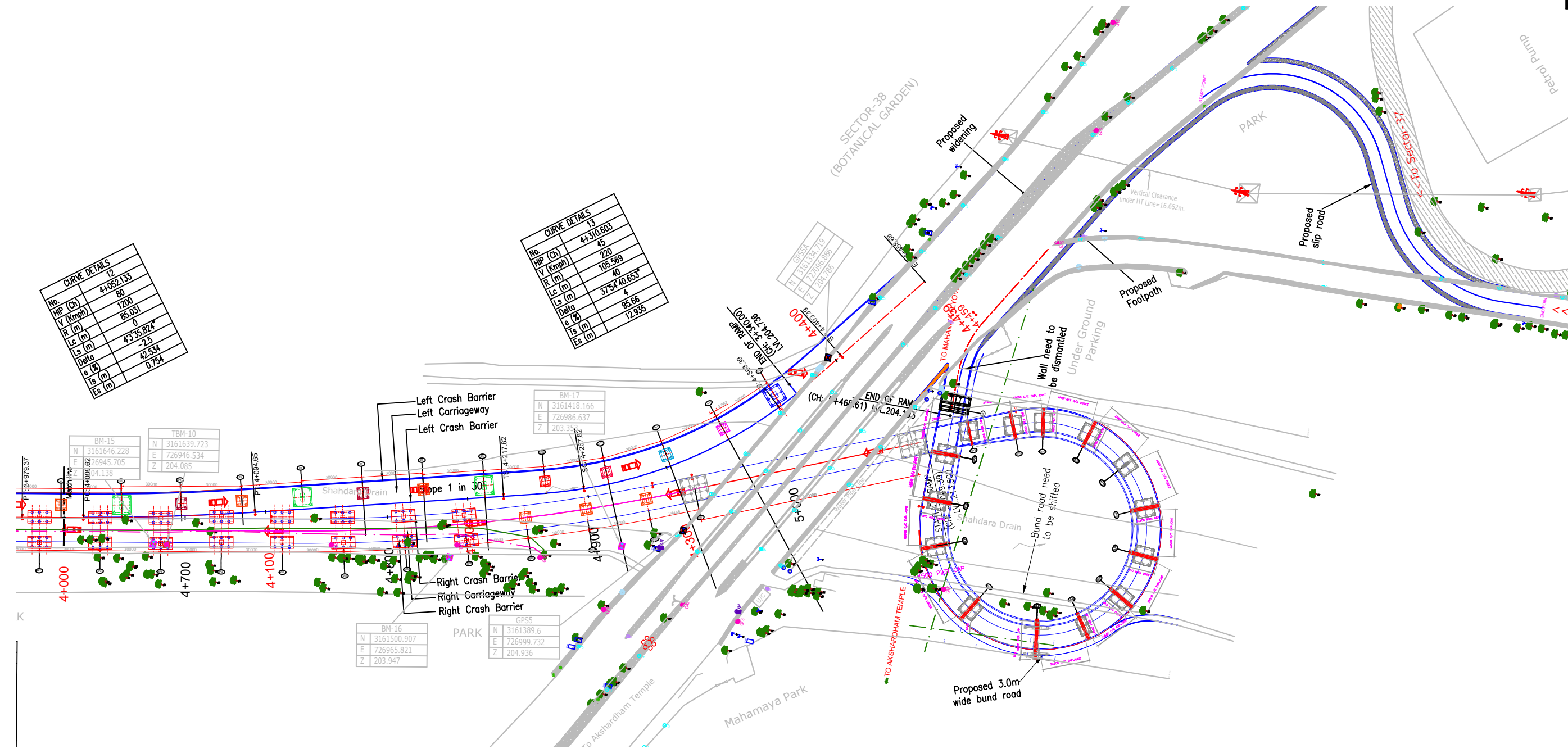
Client:
U.P. STATE BRIDGE COPN. LTD.
 SETU BHAWAN, 16-M.M.MALVIYA MARG,
 SETU BHAWAN, LUCKNOW-226001

Authority Engineer:
DHRUV CONSULTANCY SERVICES LTD
 501, PUJIT PLAZA , SECTOR- 11 , C.B.D. BELAPUR, NAVI MUMBAI- 400614
 WEBSITE: WWW.DHRUVCONSULTANCY.IN

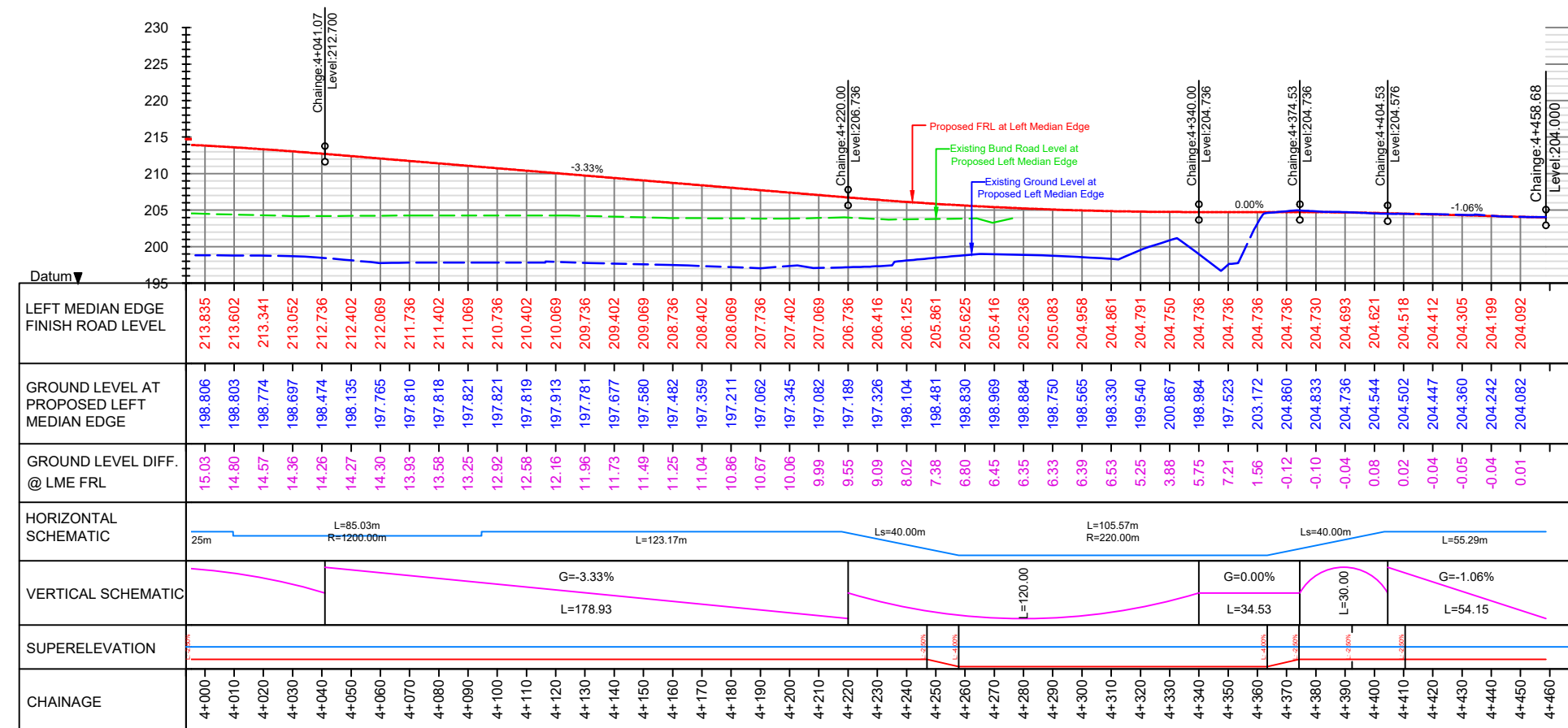
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PROJECT:
FEASIBILITY STUDY OF ELEVATED ROAD ALONG SHAHDARA DRAIN ALIGNMENT FROM CHILLA REGULATOR SECTOR-14A TO M.P.-3 ROAD IN NOIDA

DATE		13.09.2023	REV	R6	CODE	1	TENDERING PURPOSE	REVISIONS	DRAWN	CHKD.	APPD.	TITLE:		PLAN AND PROFILE km 3+000 To km 4+000			
STATUS CODE: 1. TENDERING PURPOSE 2. FOR REVIEWS 3. MATERIAL PROCUREMENT 4. FOR APPROVAL 5. APPROVED FOR CONSTRUCTION												DWG. NO. : NOI/P&P/404		AUTHORIZED SIGNATURE		SCALE	A2 @ 1:2000
DATE												13 SEPT 2023		DATE		13 SEPT 2023	
REV												R6		REV		R6	
DRAWN												CHKD.		APPD.		Chilla ABCDH	



PLAN



PROFILE

Client: U.P. STATE BRIDGE COPN. LTD., SETU BHAWAN, 16-M.M.MALVIYA MARG, SETU BHAWAN, LUCKNOW-226001

Authority Engineer: DHRUV CONSULTANCY SERVICES LTD, 501, PUJIT PLAZA, SECTOR- 11, C.B.D. BELAPUR, NAVI MUMBAI- 400614, WEBSITE: WWW.DHRUVCONSULTANCY.IN

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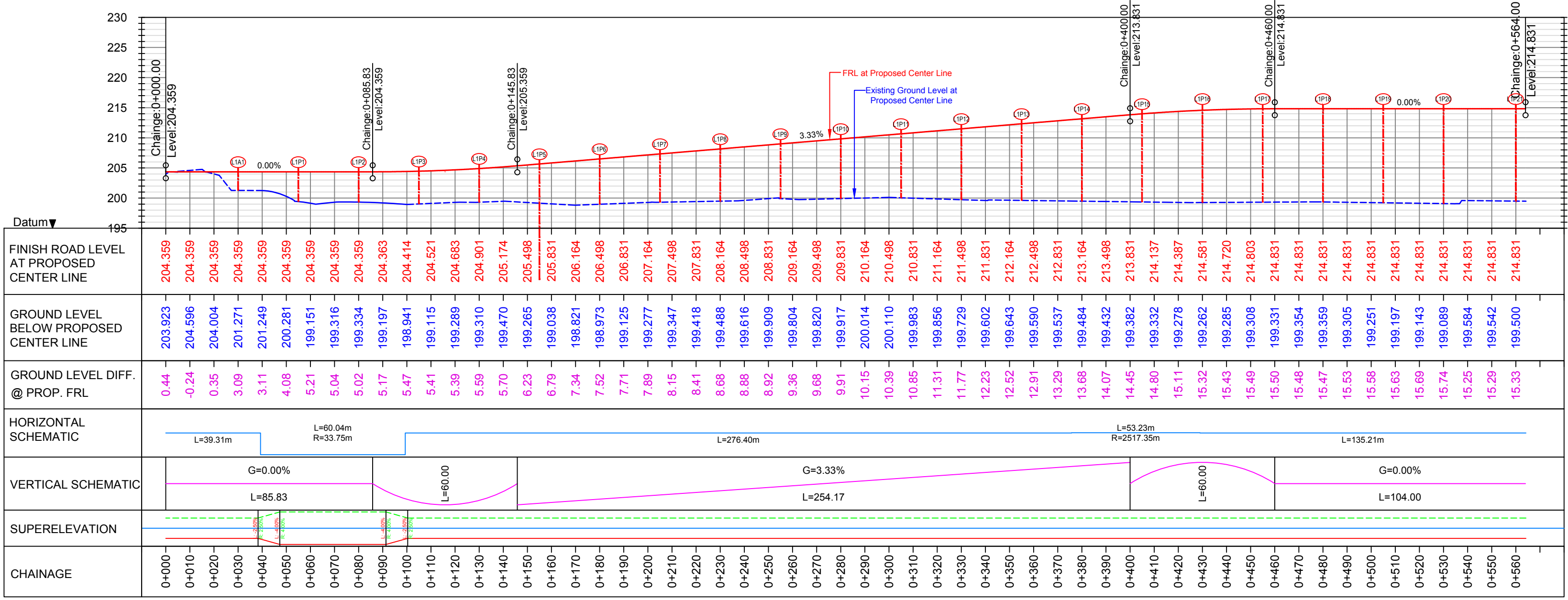
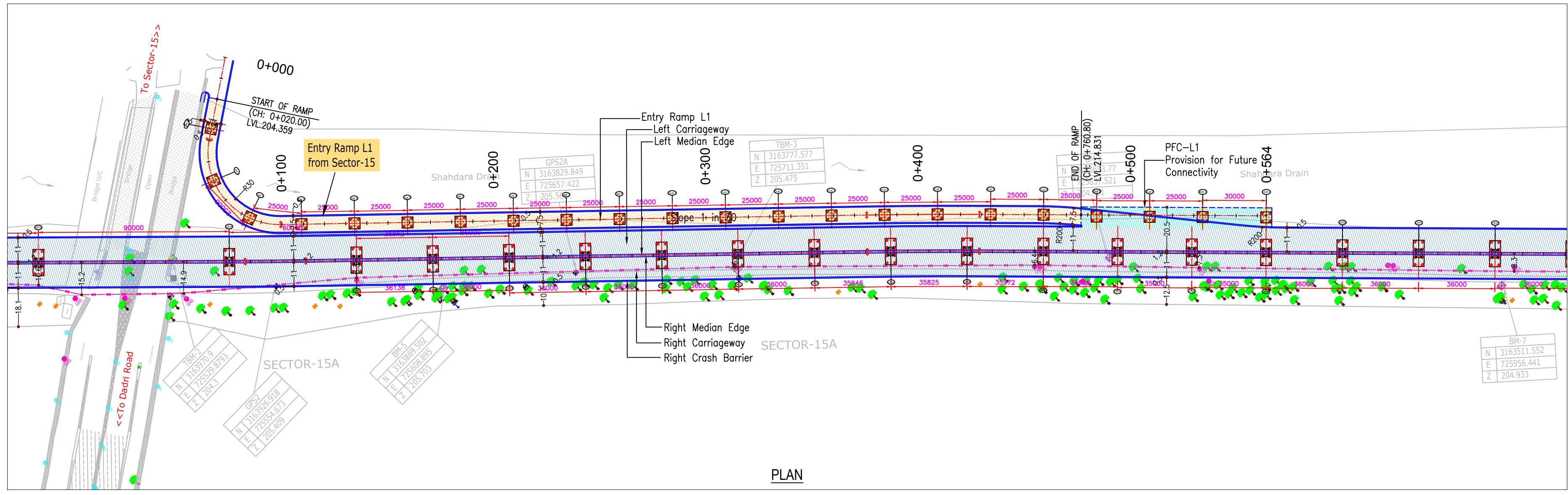
PROJECT: FEASIBILITY STUDY OF ELEVATED ROAD ALONG SHAHDARA DRAIN ALIGNMENT FROM CHILLA REGULATOR SECTOR-14A TO M.P.-3 ROAD IN NOIDA

DATE	13.09.2023	
REV.	R6	
CODE	1	
TENDERING PURPOSE	PARTICULARS	
REVISIONS	REVISIONS	
DRAWN	CHKD.	APPD.
STATUS CODE: 1. TENDERING PURPOSE 2. FOR REVIEWS 3. MATERIAL PROCUREMENT 4. FOR APPROVAL 5. APPROVED FOR CONSTRUCTION		

TITLE: PLAN AND PROFILE km 4+000 To km 4+470			
DRN.	AUTHORIZED SIGNATURE	SCALE	A2 @ 1:2000
DSND.	DATE	13 SEPT 2023	
CHKD.	Rev.	R6	
DWG.NO. : NOI/P&P/405		Chilla ABCDH	

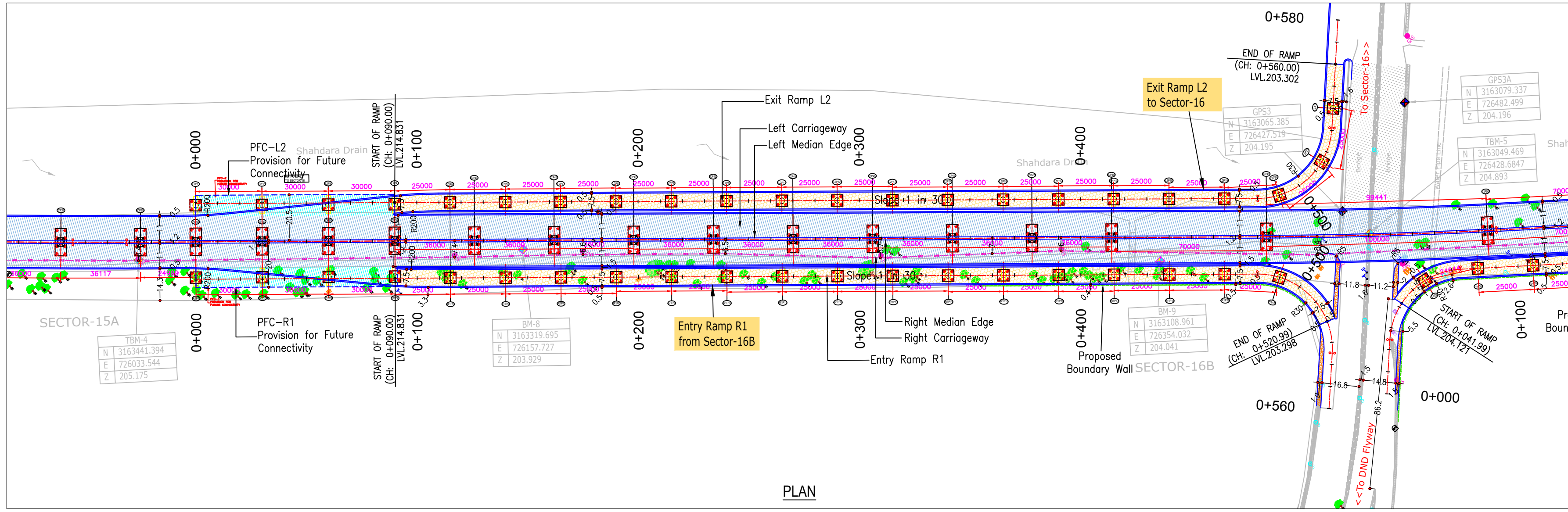
← TO AKSHARDHAM TEMPLE

MAHAMAYA FLYOVER →

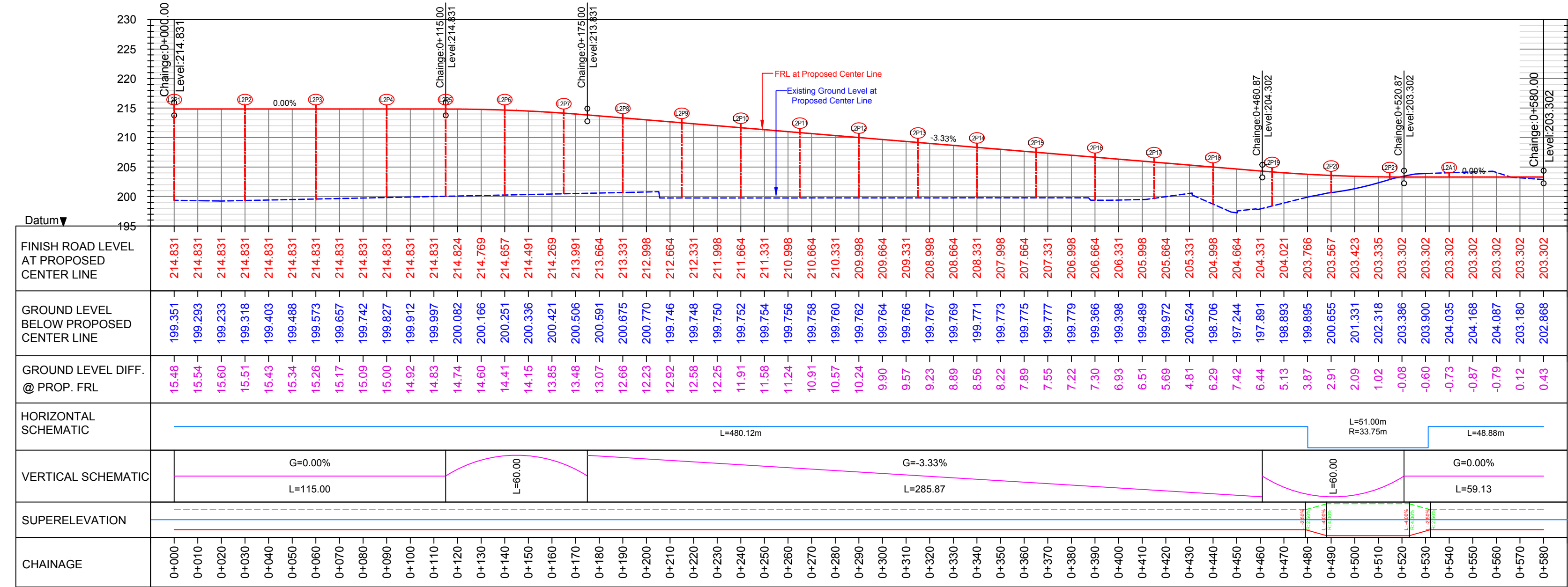


LONGITUDINAL PROFILE

<p>OWNER: Noida NEW OKHLA INDUSTRIAL DEVELOPMENT AUTHORITY</p>	<p>CLIENT: U.P. STATE BRIDGE COPN. LTD, SETU BHAWAN, 16-M.M.MALVIYA MARG, SETU BHAWAN, LUCKNOW-226001</p>	<p>CONSULTANT: DHRUV CONSULTANCY SERVICES LTD 501, PUJIT PLAZA, SECTOR- 11, C.B.D. BELAPUR, NAVI MUMBAI- 400614 WEBSITE: WWW.DHRUVCONSULTANCY.IN</p>	<p>PROJECT: CONSTRUCTION OF 6 LANE ELEVATED CORRIDOR FROM MAYUR VIHAR FLYOVER (NEAR CHILLA REGULATOR) TO MAHAMAYA FLYOVER ON NOIDA-GREATER NOIDA EXPRESSWAY, ALONG SHAHDARA DRAIN</p>	<p>NORTH: </p>	<table border="1"> <tr> <th>DATE</th> <th>REV.</th> <th>CODE</th> <th>PARTICULARS</th> <th>DRAWN</th> <th>CHKD.</th> <th>APPD.</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.								<p>TITLE: PLAN & PROFILE OF ENTRY RAMP L1 (FROM SECTOR-15 TO MAHAMAYA FLYOVER)</p> <table border="1"> <tr> <td>DRN.</td> <td>AP.</td> <td>AUTHORIZED SIGNATURE</td> <td>SCALE</td> <td>Horizontal 1:1500, Vertical 1:600</td> </tr> <tr> <td>DSND.</td> <td>TP.</td> <td> </td> <td>DATE</td> <td>10-07-2019</td> </tr> <tr> <td>CHKD.</td> <td>SC.</td> <td> </td> <td>Rev.</td> <td>R4</td> </tr> </table> <p>STATUS CODE: 1. TENDERING PURPOSE, 2. FOR REVIEWS, 3. MATERIAL PROCUREMENT, 4. FOR APPROVAL, 5. APPROVED FOR CONSTRUCTION.</p> <p>SHEET 16 of 15</p>	DRN.	AP.	AUTHORIZED SIGNATURE	SCALE	Horizontal 1:1500, Vertical 1:600	DSND.	TP.		DATE	10-07-2019	CHKD.	SC.		Rev.	R4
DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.																													
DRN.	AP.	AUTHORIZED SIGNATURE	SCALE	Horizontal 1:1500, Vertical 1:600																															
DSND.	TP.		DATE	10-07-2019																															
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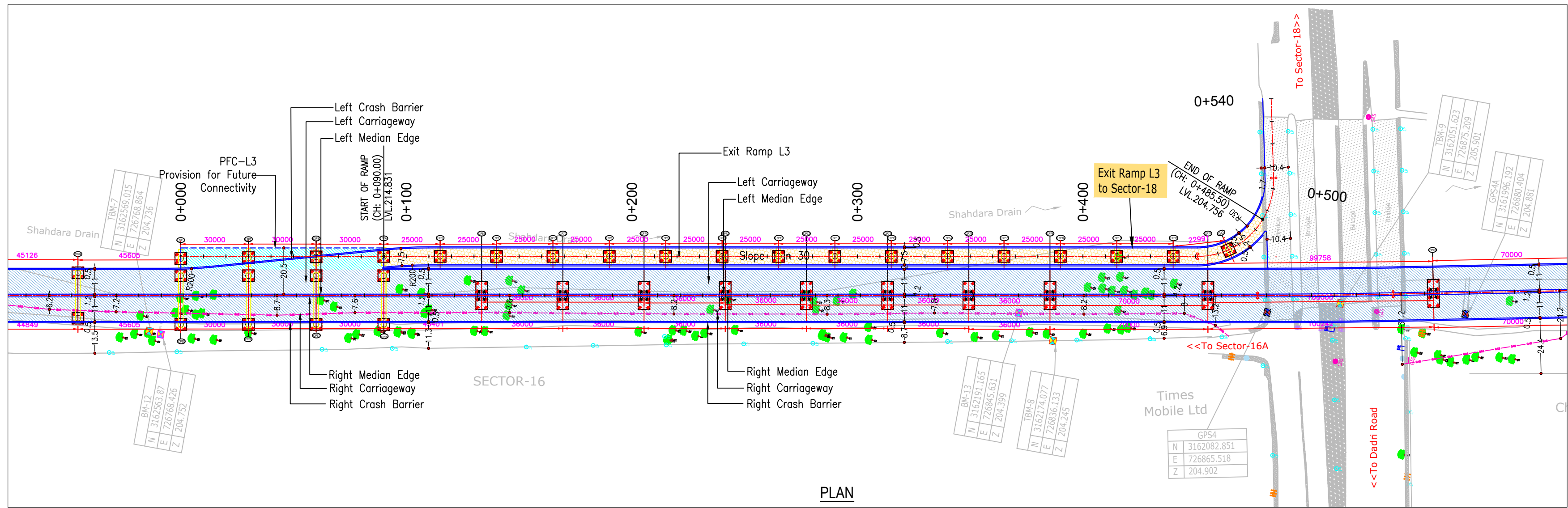


PLAN

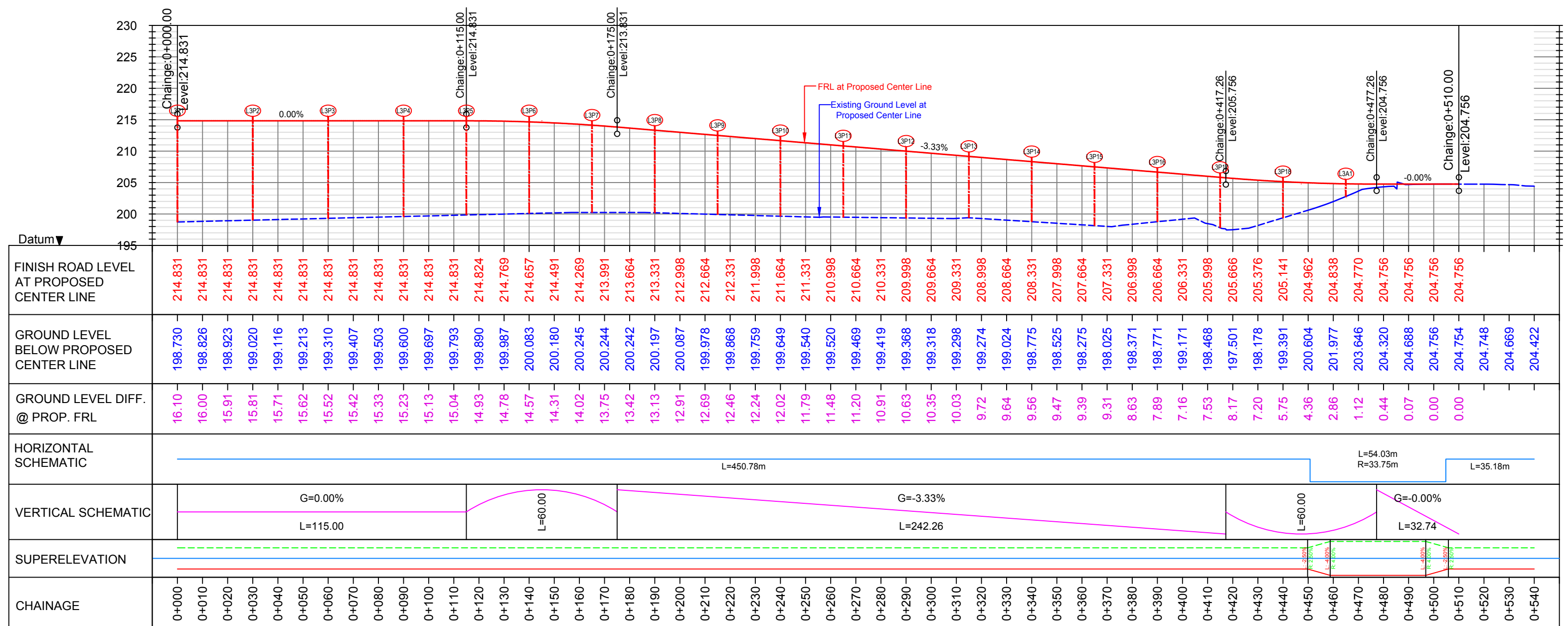


LONGITUDINAL PROFILE

OWNER: NEW OKHLA INDUSTRIAL DEVELOPMENT AUTHORITY	CLIENT: U.P. STATE BRIDGE COPN. LTD, SETU BHAWAN, 16-N.M.MALVIYA MARG, SETU BHAWAN, LUCKNOW-226001	CONSULTANT: DHRUV CONSULTANCY SERVICES LTD 501, PUJIT PLAZA, SECTOR- 11, C.B.D. BELAPUR, NAVI MUMBAI- 400614 WEBSITE: WWW.DHRUVCONSULTANCY.IN	PROJECT: CONSTRUCTION OF 6 LANE ELEVATED CORRIDOR FROM MAYUR VIHAR FLYOVER (NEAR CHILLA REGULATOR) TO MAHAMAYA FLYOVER ON NOIDA-GREATER NOIDA EXPRESSWAY, ALONG SHAHDARA DRAIN	NORTH: 	TITLE: PLAN & PROFILE OF EXIT RAMP L2 (FROM DELHI TO SECTOR-16)																						
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			Horizontal 1:1500, Vertical 1:600																								
<table border="1"> <thead> <tr> <th>DATE</th> <th>REV.</th> <th>CODE</th> <th>PARTICULARS</th> <th>DRAWN</th> <th>CHKD.</th> <th>APPD.</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>					DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.								<table border="1"> <thead> <tr> <th>DATE</th> <th>REV.</th> <th>SCALE</th> </tr> </thead> <tbody> <tr> <td>10-07-2019</td> <td> </td> <td> </td> </tr> </tbody> </table>	DATE	REV.	SCALE	10-07-2019				
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DATE	REV.	SCALE																									
10-07-2019																											
STATUS CODE: 1. TENDERING PURPOSE, 2. FOR REVIEWS, 3. MATERIAL PROCUREMENT, 4. FOR APPROVAL, 5. APPROVED FOR CONSTRUCTION.					SHEET 17 of 15																						



PLAN



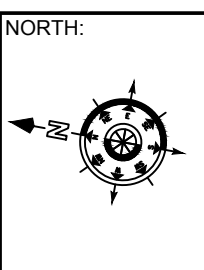
LONGITUDINAL PROFILE

OWNER: NEW OKHLA INDUSTRIAL DEVELOPMENT AUTHORITY

CLIENT: U.P. STATE BRIDGE COPN. LTD, SETU BHAWAN, 16-M.M.MALVIYA MARG, SETU BHAWAN, LUCKNOW-226001

CONSULTANT: DHURV CONSULTANCY SERVICES LTD, 501, PUJIT PLAZA, SECTOR- 11, C.B.D. BELAPUR, NAVI MUMBAI- 400614, WEBSITE: WWW.DHURVCONSULTANCY.IN

PROJECT: CONSTRUCTION OF 6 LANE ELEVATED CORRIDOR FROM MAYUR VIHAR FLYOVER (NEAR CHILLA REGULATOR) TO MAHAMAYA FLYOVER ON NOIDA-GREATER NOIDA EXPRESSWAY, ALONG SHAHDARA DRAIN

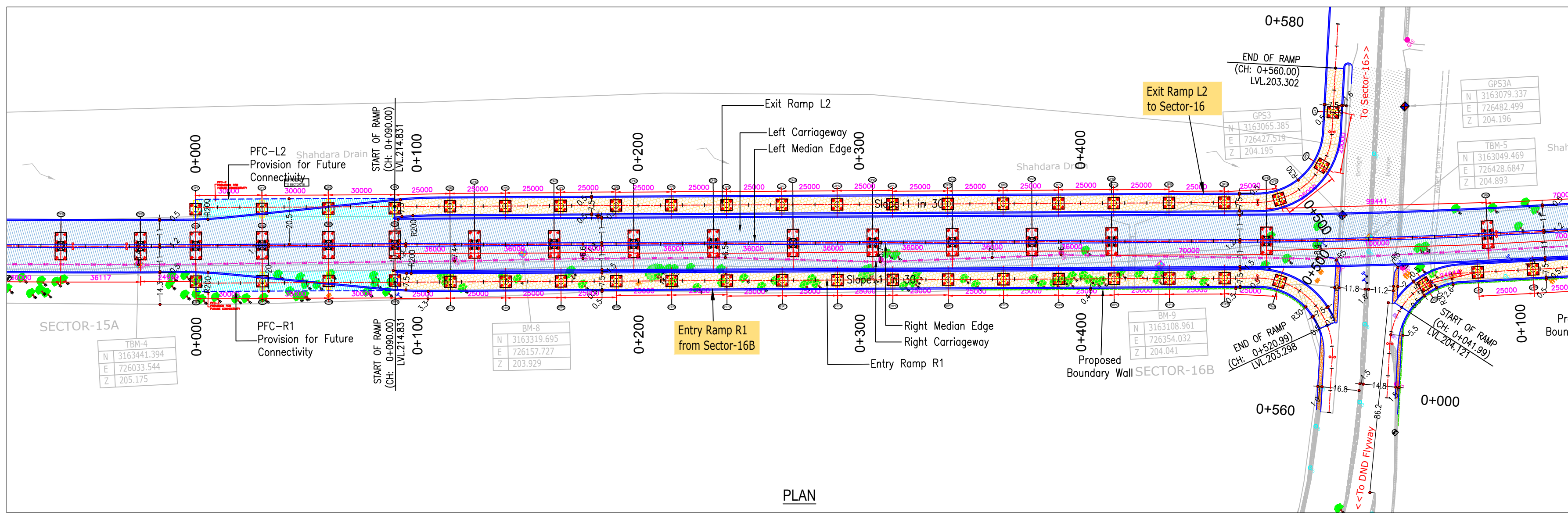


DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.
REVISIONS						
STATUS CODE: 1. TENDERING PURPOSE, 2. FOR REVIEWS, 3. MATERIAL PROCUREMENT, 4. FOR APPROVAL, 5. APPROVED FOR CONSTRUCTION.						

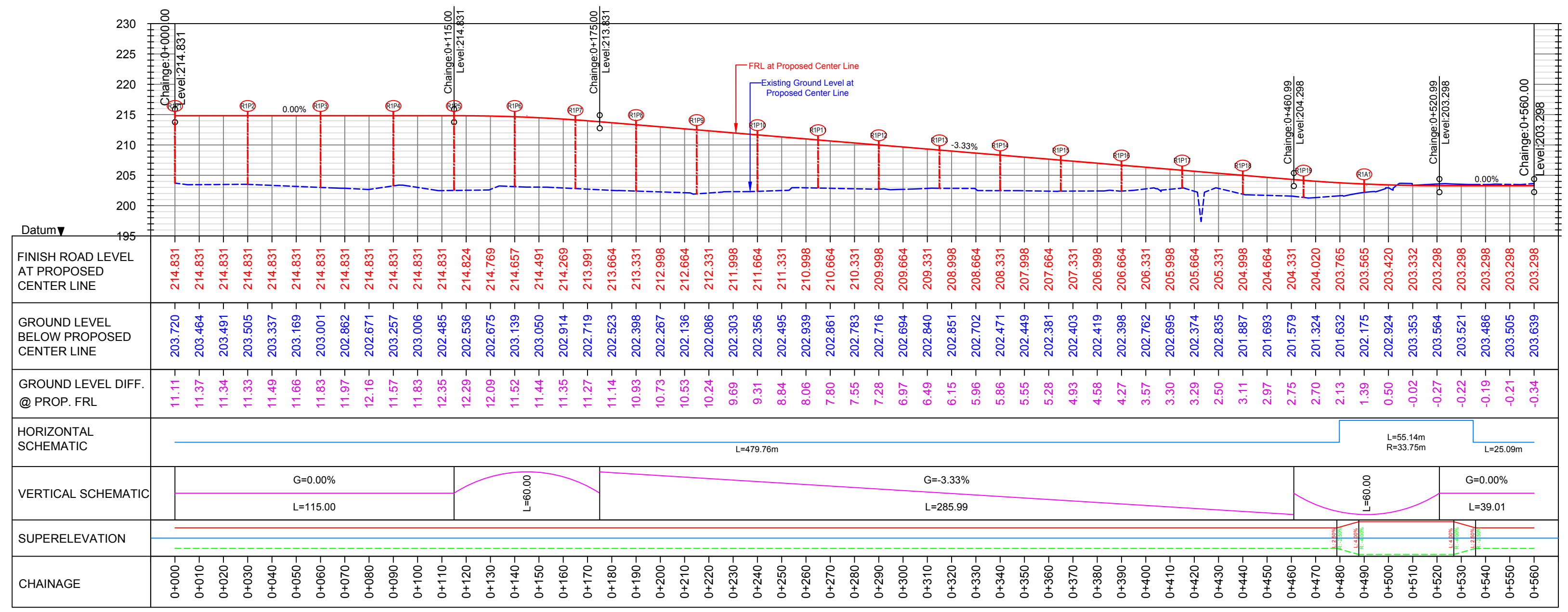
TITLE: PLAN & PROFILE OF EXIT RAMP L3 (FROM DELHI TO SECTOR-18)

DRN.	AP.	AUTHORIZED SIGNATURE	SCALE	Horizontal 1:1500, Vertical 1:600
DSND.	TP.	DATE	10-07-2019	
CHKD.	SC.	Rev.	R4	

SHEET 18 of 15

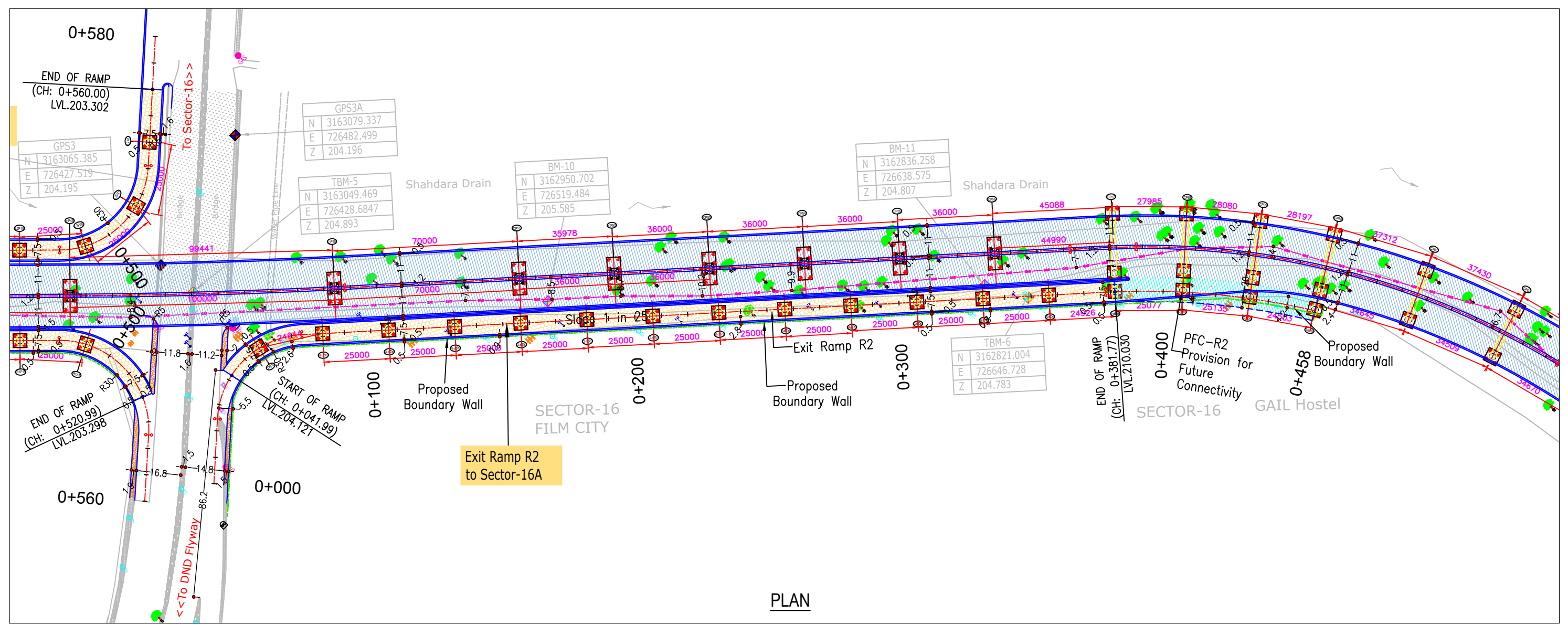


PLAN

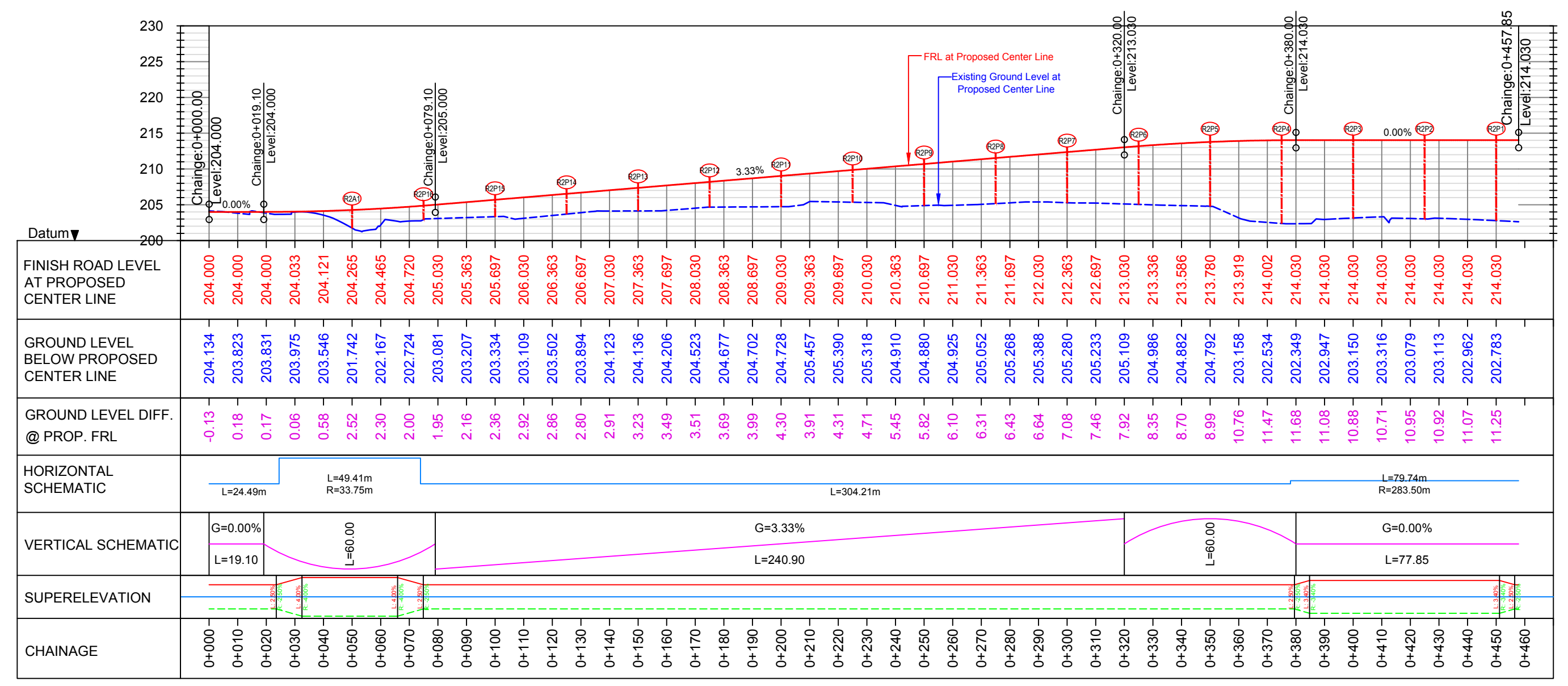


LONGITUDINAL PROFILE

OWNER: NEW OKHLA INDUSTRIAL DEVELOPMENT AUTHORITY	CLIENT: U.P. STATE BRIDGE COPN. LTD, SETU BHAWAN, 16-M.M.MALVIYA MARG, SETU BHAWAN, LUCKNOW-226001	CONSULTANT: DHURV CONSULTANCY SERVICES LTD 501, PUJIT PLAZA, SECTOR- 11, C.B.D. BELAPUR, NAVI MUMBAI- 400614 WEBSITE: WWW.DHRUVCONSULTANCY.IN	PROJECT: CONSTRUCTION OF 6 LANE ELEVATED CORRIDOR FROM MAYUR VIHAR FLYOVER (NEAR CHILLA REGULATOR) TO MAHAMAYA FLYOVER ON NOIDA-GREATER NOIDA EXPRESSWAY, ALONG SHAHDARA DRAIN	NORTH: 	TITLE: PLAN & PROFILE OF ENTRY RAMP R1 (FROM SECTOR-16B TO DELHI)
DRN. AP. AUTHORIZED SIGNATURE DSND. TP. DATE: 10-07-2019 CHKD. SC. Rev. R4		STATUS CODE: 1. TENDERING PURPOSE, 2. FOR REVIEWS, 3. MATERIAL PROCUREMENT, 4. FOR APPROVAL, 5. APPROVED FOR CONSTRUCTION.		SHEET 19 of 15	



PLAN



LONGITUDINAL PROFILE

OWNER:
 NEW OKHLA INDUSTRIAL DEVELOPMENT AUTHORITY

CLIENT:
 U.P. STATE BRIDGE COPN. LTD,
 SETU BHAWAN, 16-M.M.MALVIYA MARG,
 SETU BHAWAN, LUCKNOW-226001

CONSULTANT:
 DHRUV CONSULTANCY SERVICES LTD
 501, PUJIT PLAZA, SECTOR- 11, C.B.D. BELAPUR, NAVI MUMBAI- 400614
 WEBSITE: WWW.DHRUVCONSULTANCY.IN

PROJECT:
 CONSTRUCTION OF 6 LANE ELEVATED CORRIDOR FROM MAYUR VIHAR FLYOVER (NEAR CHILLA REGULATOR) TO MAHAMAYA FLYOVER ON NOIDA-GREATER NOIDA EXPRESSWAY, ALONG SHAHDARA DRAIN

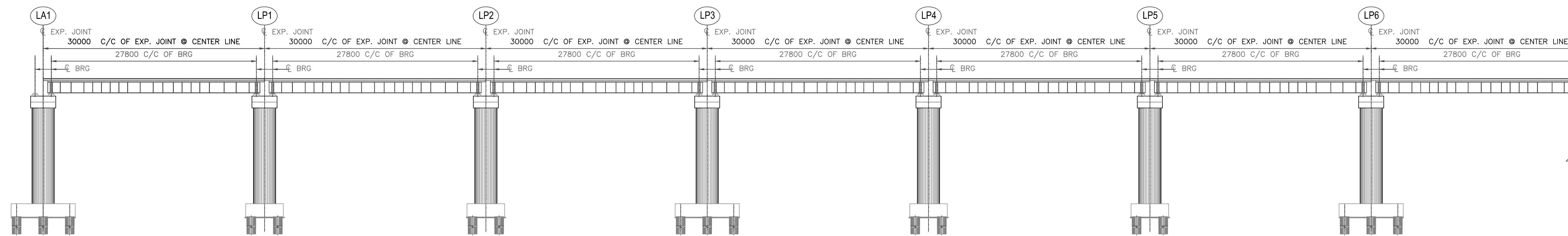
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DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.
REVISIONS						
STATUS CODE: 1. TENDERING PURPOSE, 2. FOR REVIEWS, 3. MATERIAL PROCUREMENT, 4. FOR APPROVAL, 5. APPROVED FOR CONSTRUCTION.						

TITLE: PLAN & PROFILE OF EXIT RAMP R2 (FROM MAHAMAYA FLYOVER TO SECTOR-16)

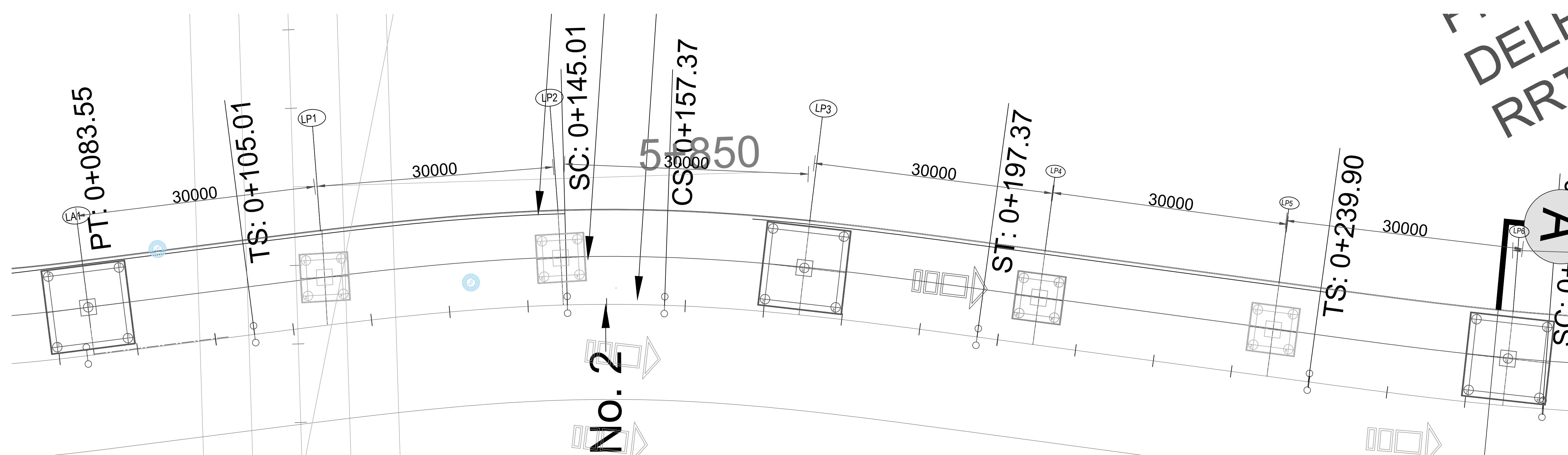
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DSND.	TP.		DATE	10-07-2019
CHKD.	SC.		Rev.	R4

SHEET 20 of 15



SECTIONAL ELEVATION

LEFT SIDE RAMP
(SCALE-1:250)



PLAN AT FOUNDATION LEVEL

(SCALE-1:250)

Client:



U.P. STATE BRIDGE COPN. LTD,
SETU BHAWAN, 16-M.M.MALVIYA MARG,
SETU BHAWAN, LUCKNOW-226001

Authority Engineer:



DHRUV CONSULTANCY SERVICES LTD
501, PUJIT PLAZA, SECTOR-11, C.B.D. BELAPUR, NAVI MUMBAI- 400614
WEBSITE: WWW.DHURVCONSULTANCY.IN

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PROJECT:

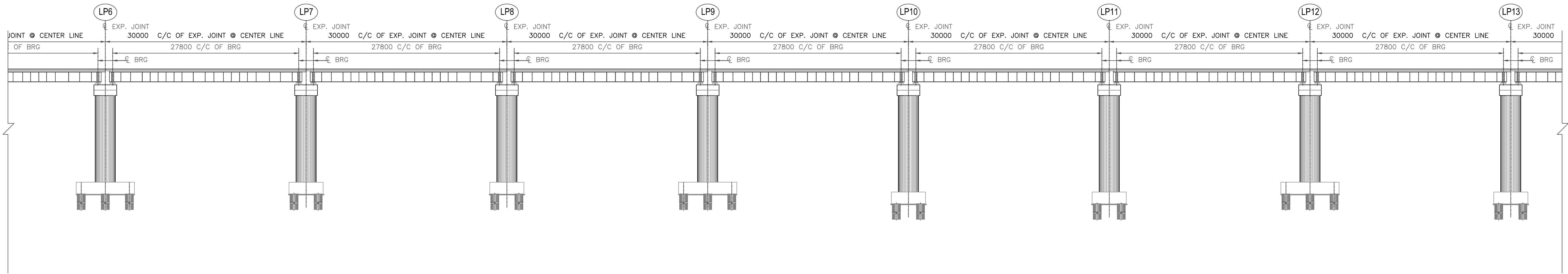
FEASIBILITY STUDY OF ELEVATED
ROAD ALONG SHAHDARA DRAIN
ALIGNMENT FROM CHILLA
REGULATOR SECTOR-14A TO
M.P.-3 ROAD IN NOIDA

DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.
	1		REVISED TENTATIVE GAD FOR ESTIMATION			
REVISIONS						
STATUS CODE: 1. TENDERING PURPOSE 2. FOR REVIEWS. 3. MATERIAL PROCUREMENT.						
4. FOR APPROVAL. 5. APPROVED FOR CONSTRUCTION.						

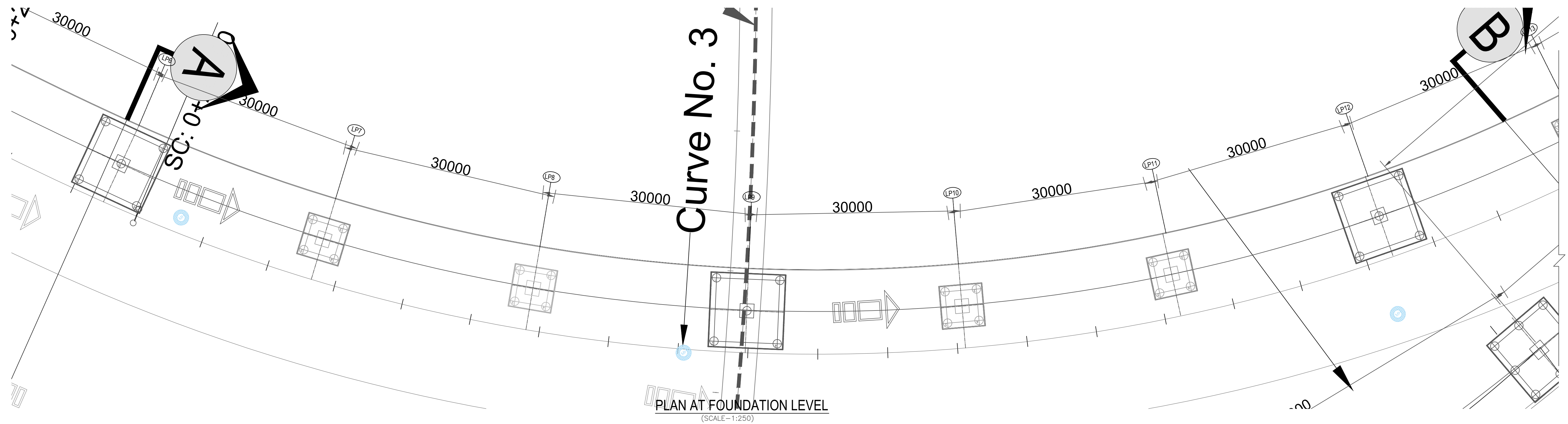
TITLE: GENERAL ARRANGEMENT DRAWING FOR
ELEVATED ROAD

DRN.		AUTHORIZED SIGNATURE	SCALE
DSND.			DATE
CHKD.			Rev.

(SHEET 01 OF 28)



SECTIONAL ELEVATION
LEFT SIDE RAMP
(SCALE-1:250)



PLAN AT FOUNDATION LEVEL
(SCALE-1:250)

Client:



U.P. STATE BRIDGE COPN. LTD,
SETU BHAWAN, 16-M.M.MALVIYA MARG,
SETU BHAWAN, LUCKNOW-226001

Authority Engineer:



DHRUV CONSULTANCY SERVICES LTD
501, PUJIT PLAZA, SECTOR-11, C.B.D. BELAPUR, NAVI MUMBAI- 400614
WEBSITE: WWW.DHURVCONSULTANCY.IN

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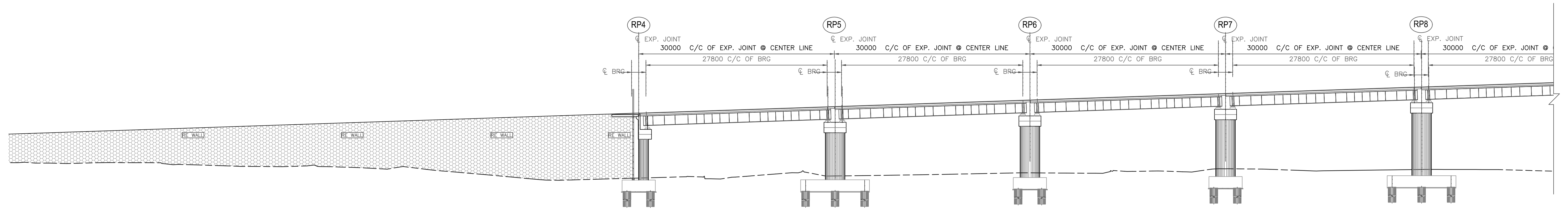
FEASIBILITY STUDY OF ELEVATED
ROAD ALONG SHAHDARA DRAIN
ALIGNMENT FROM CHILLA
REGULATOR SECTOR-14A TO
M.P.-3 ROAD IN NOIDA

DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.
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REVISIONS						
STATUS CODE: 1. TENDERING PURPOUSE 2. FOR REVIEWS. 3. MATERIAL PROCUREMENT.						
4. FOR APPROVAL. 5. APPROVED FOR CONSTRUCTION.						

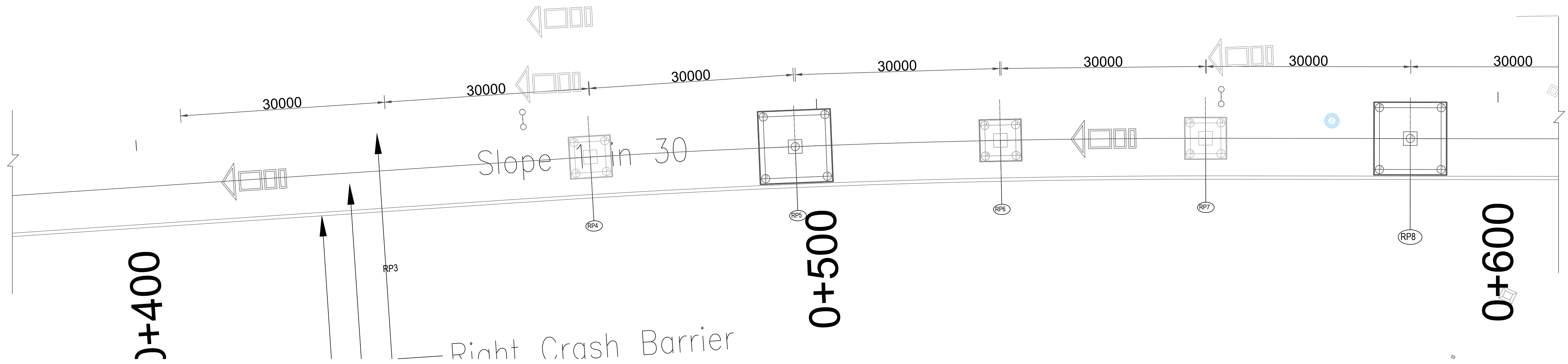
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ELEVATED ROAD

DRN	AUTHORIZED SIGNATURE	SCALE
DSND		DATE
CHKD.		Rev.

(SHEET 02 OF 28)



SECTIONAL ELEVATION
 RIGHT SIDE RAMP
 (SCALE-1:250)



PLAN AT FOUNDATION LEVEL
 (SCALE-1:250)

Client:



U.P. STATE BRIDGE COPN. LTD,
 SETU BHAWAN, 16-M.M.MALVIYA MARG,
 SETU BHAWAN, LUCKNOW-226001

Authority Engineer:



DHRUV CONSULTANCY SERVICES LTD
 501, PUJIT PLAZA, SECTOR-11, C.B.D. BELAPUR, NAVI MUMBAI- 400614
 WEBSITE: WWW.DHURVCONSULTANCY.IN

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PROJECT:

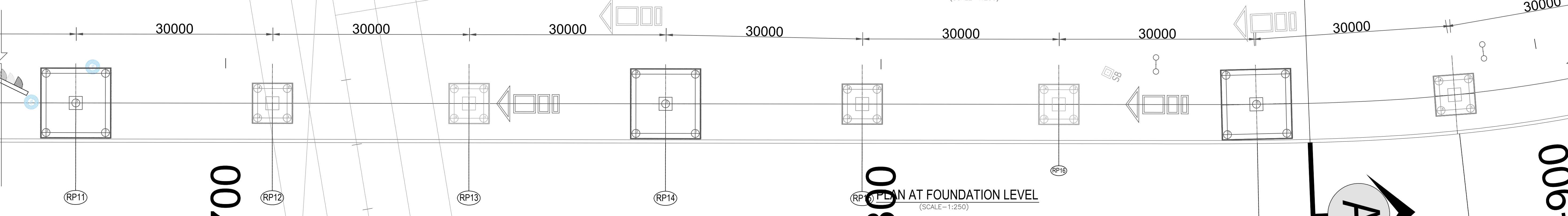
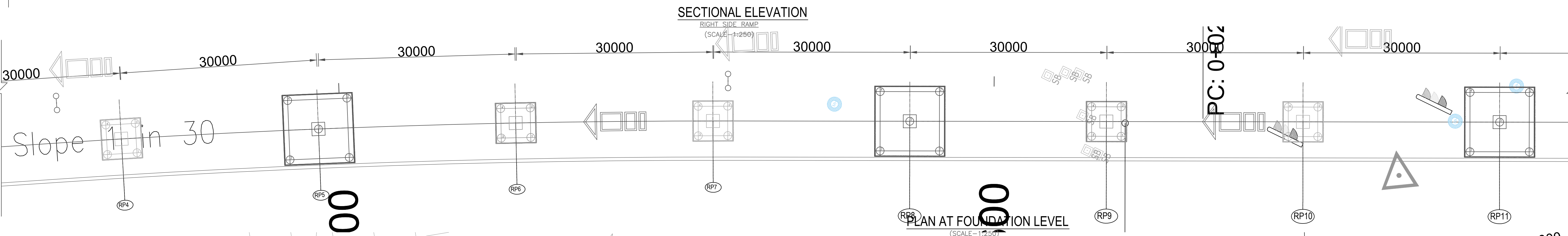
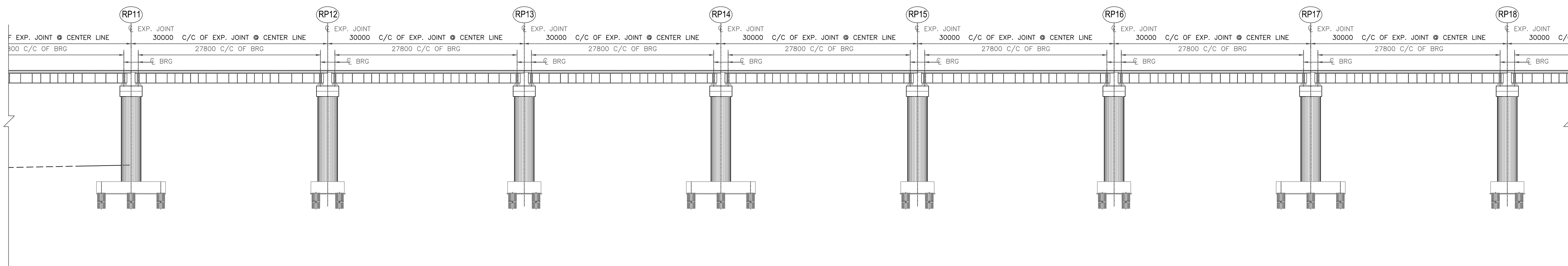
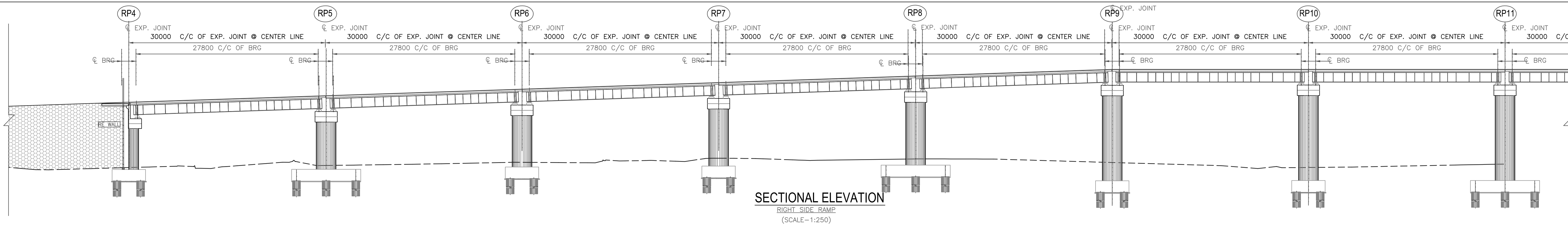
FEASIBILITY STUDY OF ELEVATED
 ROAD ALONG SHAHDARA DRAIN
 ALIGNMENT FROM CHILLA
 REGULATOR SECTOR-14A TO
 M.P.-3 ROAD IN NOIDA


DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.
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REVISIONS						
STATUS CODE: 1. TENDERING PURPOSE 2. FOR REVIEWS. 3. MATERIAL PROCUREMENT.						
4. FOR APPROVAL. 5. APPROVED FOR CONSTRUCTION.						

TITLE: GENERAL ARRANGEMENT DRAWING FOR ELEVATED ROAD

DRN.		AUTHORIZED SIGNATURE	SCALE
DSND.			DATE
CHKD.			Rev.

(SHEET 03 OF 28)



Client:
 U.P. STATE BRIDGE COPN. LTD,
 SETU BHAWAN, 16-M.M.MALVIYA MARG,
 SETU BHAWAN, LUCKNOW-226001

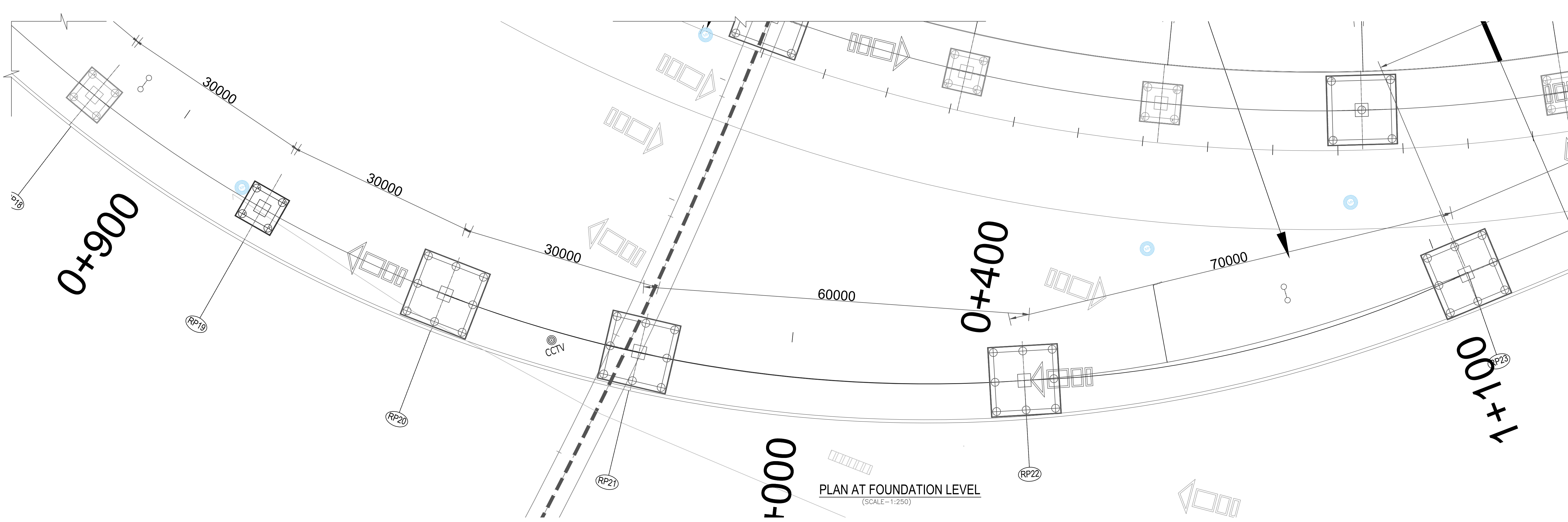
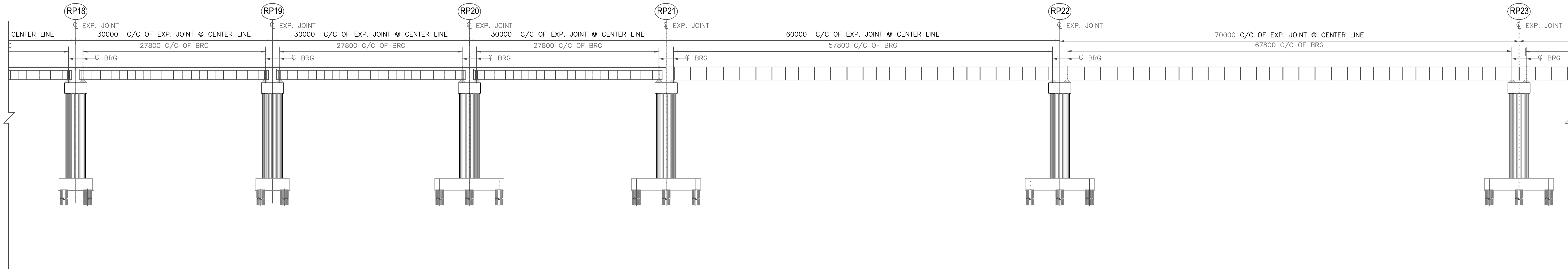
Authority Engineer:
 DHRUV CONSULTANCY SERVICES LTD
 501, PUJIT PLAZA, SECTOR-11, C.B.D. BELAPUR, NAVI MUMBAI- 400614
 WEBSITE: WWW.DHRUVCONSULTANCY.IN


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PROJECT:
 FEASIBILITY STUDY OF ELEVATED
 ROAD ALONG SHAHDARA DRAIN
 ALIGNMENT FROM CHILLA
 REGULATOR SECTOR-14A TO
 M.P.-3 ROAD IN NOIDA

DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.
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TITLE: GENERAL ARRANGEMENT DRAWING FOR ELEVATED ROAD		
DRN.	AUTHORIZED SIGNATURE	SCALE
DSND.		DATE
CHKD.		Rev.



Client:

U.P. STATE BRIDGE COPN. LTD.
 SETU BHAWAN, 16-M.M.MALVIYA MARG,
 SETU BHAWAN, LUCKNOW-226001

Authority Engineer:

DHRUV CONSULTANCY SERVICES LTD
 501, PUJIT PLAZA, SECTOR-11, C.B.D. BELAPUR, NAVI MUMBAI- 400614
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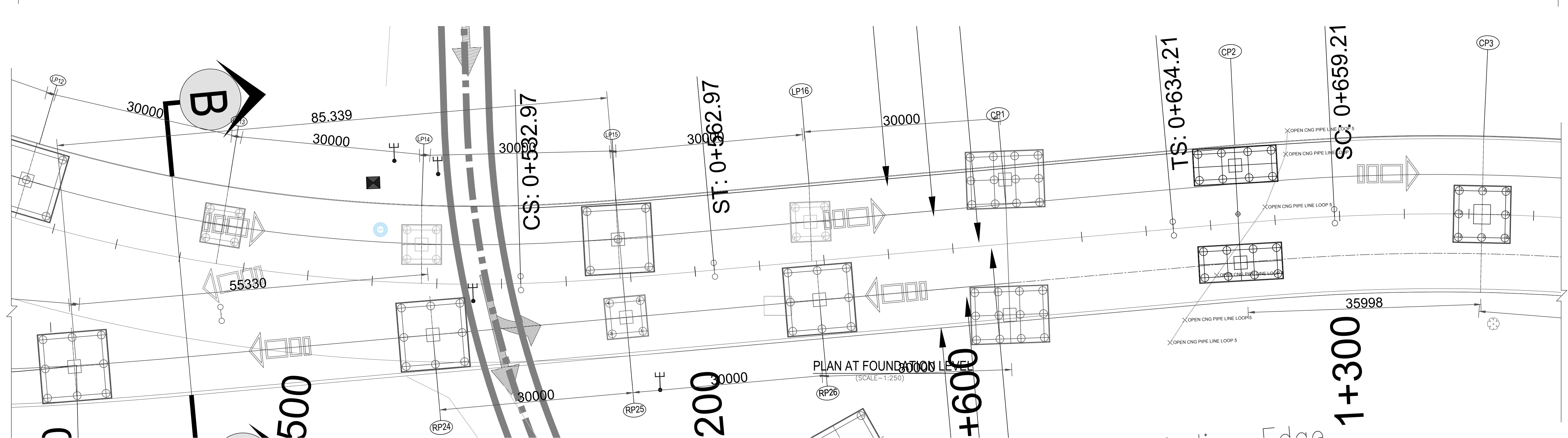
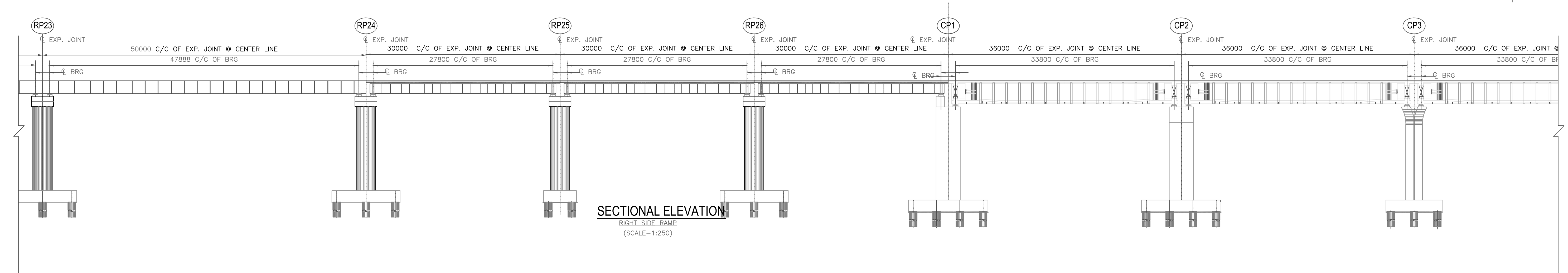
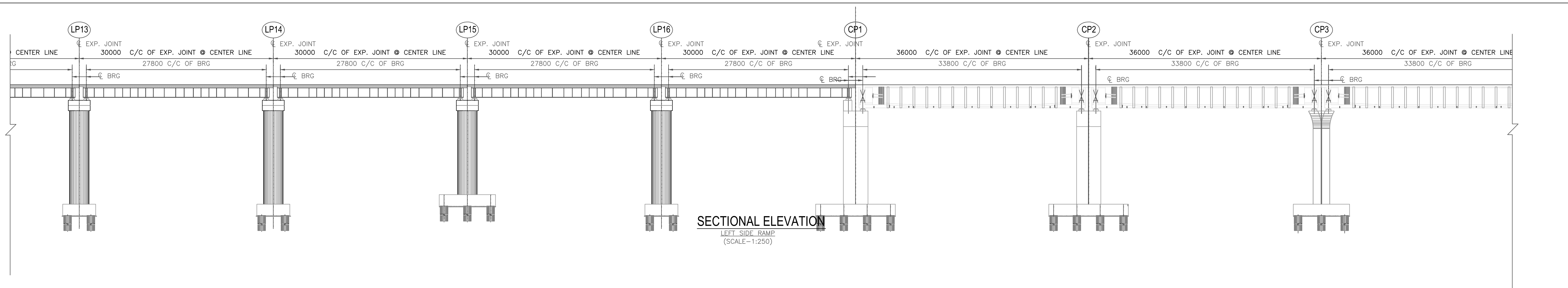
PROJECT:
FEASIBILITY STUDY OF ELEVATED ROAD ALONG SHAHDARA DRAIN ALIGNMENT FROM CHILLA REGULATOR SECTOR-14A TO M.P.-3 ROAD IN NOIDA


DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.
	1		REVISED TENTATIVE GAD FOR ESTIMATION			
REVISIONS						
STATUS CODE: 1. TENDERING PURPOUSE 2. FOR REVIEWS. 3. MATERIAL PROCUREMENT.						
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TITLE: **GENERAL ARRANGEMENT DRAWING FOR ELEVATED ROAD**

DRN.	AUTHORIZED SIGNATURE	SCALE
DSND.		DATE
CHKD.		Rev.

(SHEET 05 OF 28)



Client:
 U.P. STATE BRIDGE COPN. LTD.
 SETU BHAWAN, 16-M.M.MALVIYA MARG,
 SETU BHAWAN, LUCKNOW-226001

Authority Engineer:
 DHRUV CONSULTANCY SERVICES LTD
 501, PUJIT PLAZA, SECTOR-11, C.B.D. BELAPUR, NAVI MUMBAI- 400614
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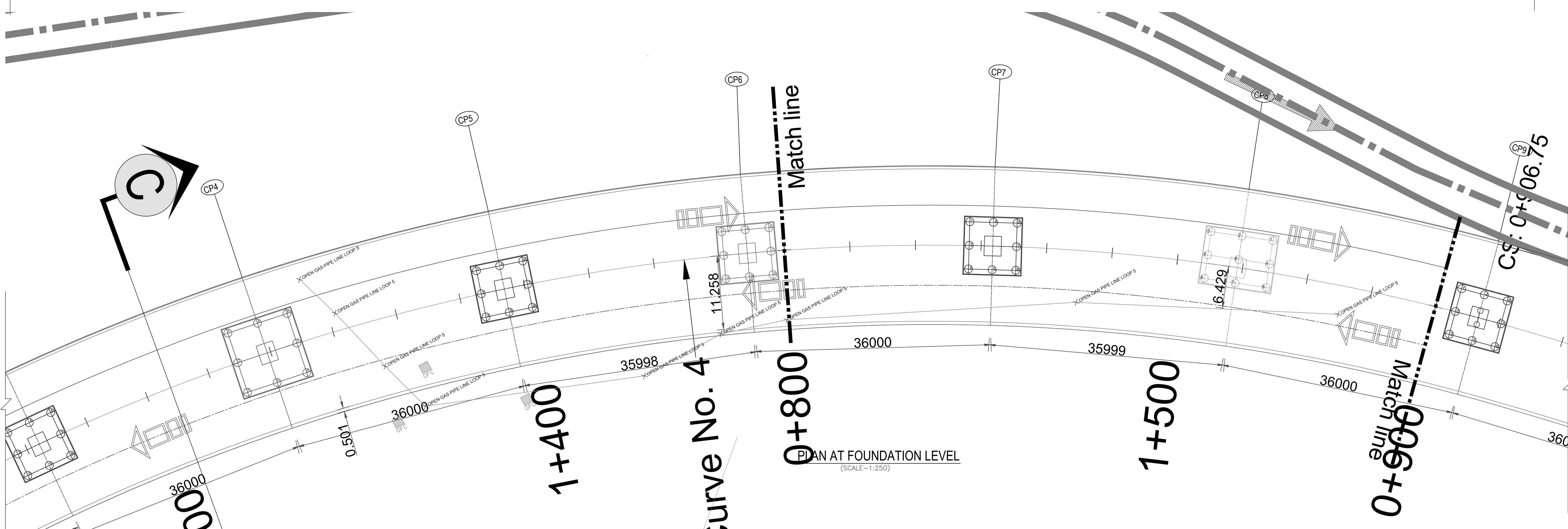
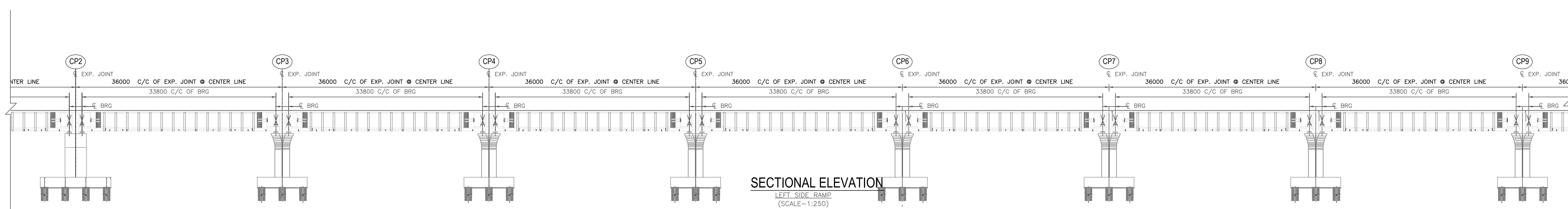
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FEASIBILITY STUDY OF ELEVATED ROAD ALONG SHAHDARA DRAIN ALIGNMENT FROM CHILLA REGULATOR SECTOR-14A TO M.P.-3 ROAD IN NOIDA


DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.
	1		REVISED TENTATIVE GAD FOR ESTIMATION			
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DRN.	AUTHORIZED SIGNATURE	SCALE	
DSND.		DATE	
CHKD.		Rev.	

(SHEET 06 OF 28)



Client:

U.P. STATE BRIDGE COPN. LTD.
 SETU BHAWAN, 16-M.M.MALVIYA MARG,
 SETU BHAWAN, LUCKNOW-226001

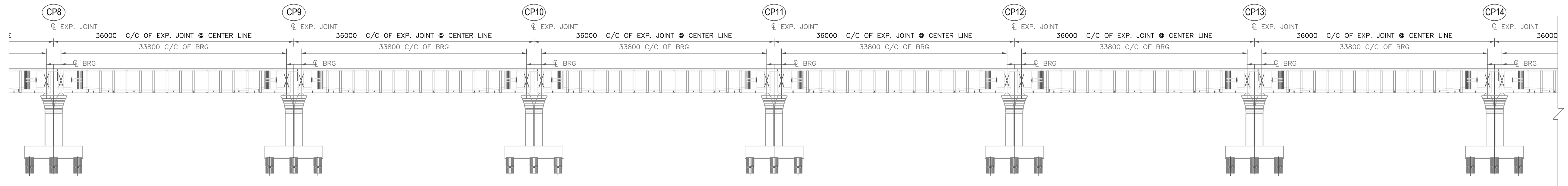
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DHRUV CONSULTANCY SERVICES LTD
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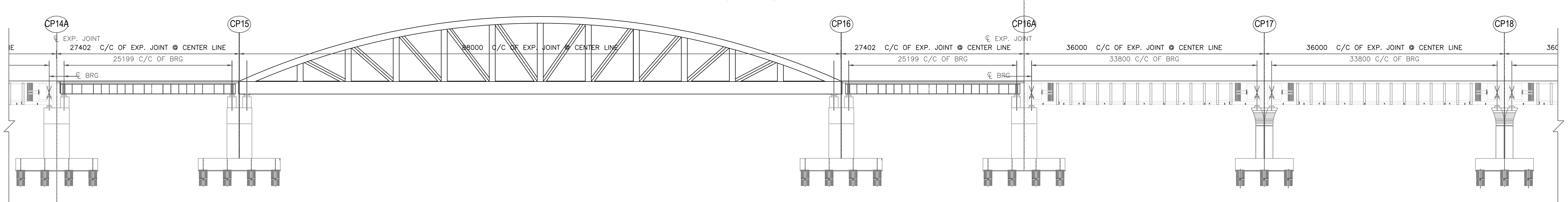
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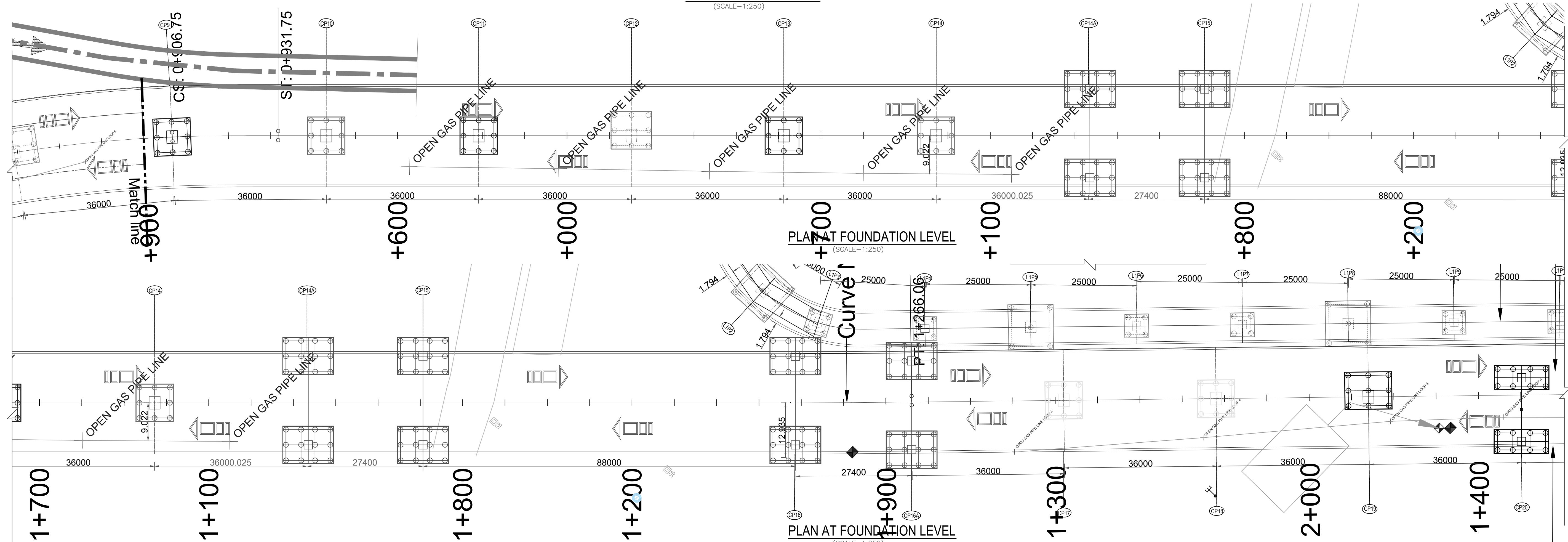
TITLE: GENERAL ARRANGEMENT DRAWING FOR ELEVATED ROAD			
DRN.	AUTHORIZED SIGNATURE	SCALE	DATE
DSND.			
CHKD.			Rev.



SECTIONAL ELEVATION
(SCALE=1:250)





SECTIONAL ELEVATION
(SCALE=1:250)



PLAN AT FOUNDATION LEVEL
(SCALE=1:250)

PLAN AT FOUNDATION LEVEL
(SCALE=1:250)

Client:

U.P. STATE BRIDGE COPN. LTD.
 SETU BHAWAN, 16-M.M.MALVIYA MARG,
 SETU BHAWAN, LUCKNOW-226001

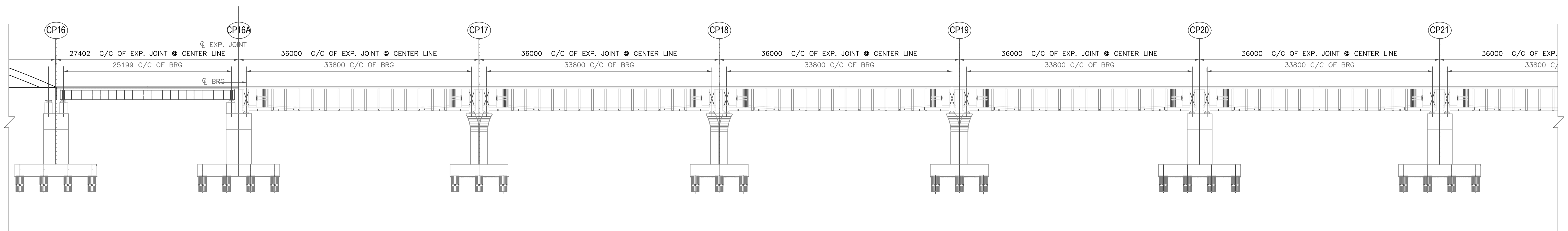
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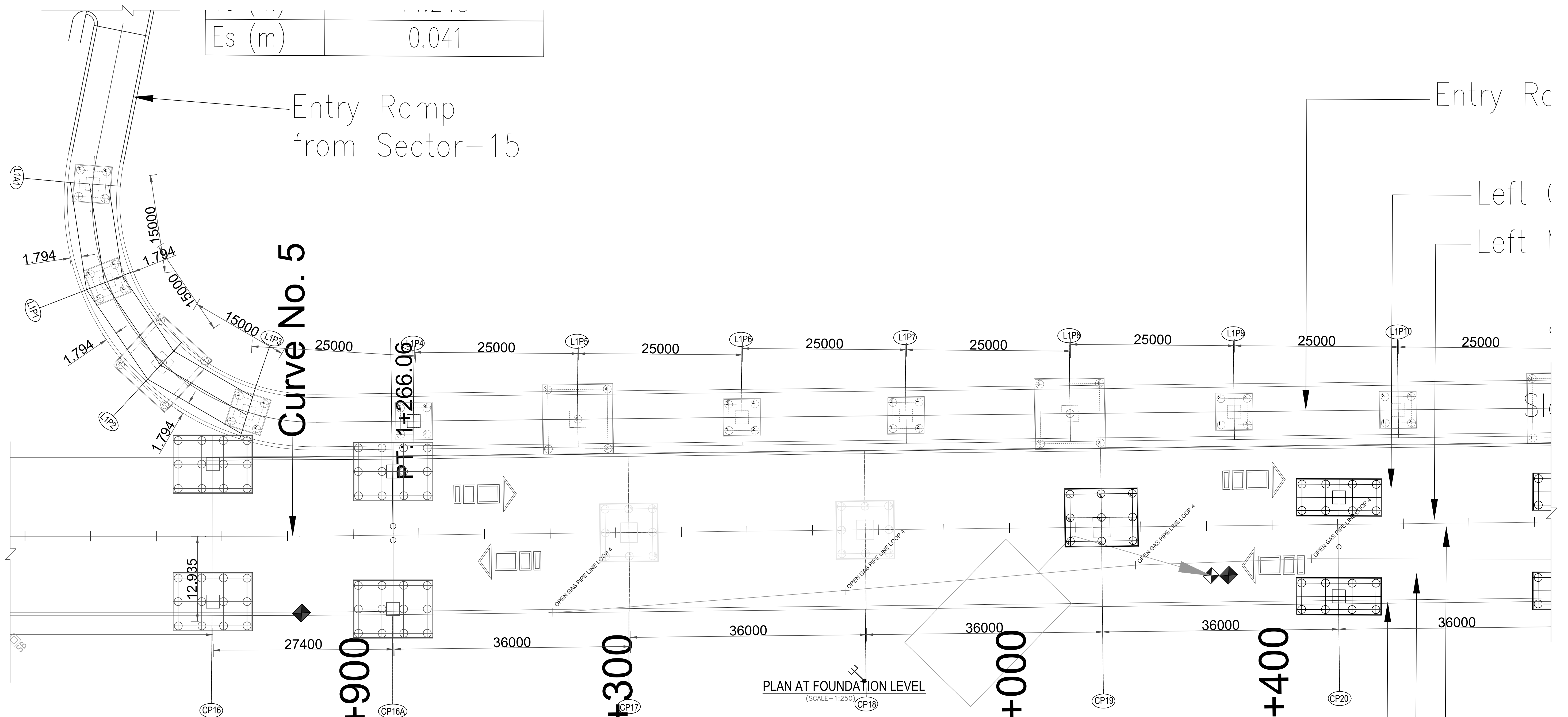
PROJECT:
FEASIBILITY STUDY OF ELEVATED ROAD ALONG SHAHDARA DRAIN ALIGNMENT FROM CHILLA REGULATOR SECTOR-14A TO M.P.-3 ROAD IN NOIDA


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DRN.	AUTHORIZED SIGNATURE	SCALE
DSND.		DATE
CHKD.		Rev.



SECTIONAL ELEVATION
(SCALE=1:250)



Client:

U.P. STATE BRIDGE COPN. LTD.
 SETU BHAWAN, 16-M.M.MALVIYA MARG,
 SETU BHAWAN, LUCKNOW-226001

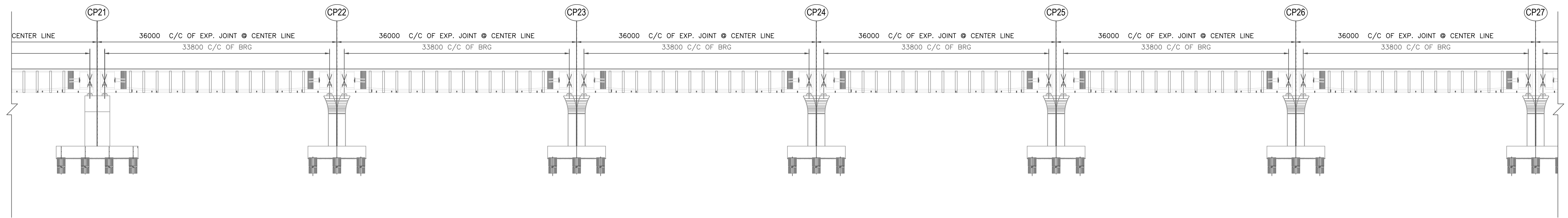
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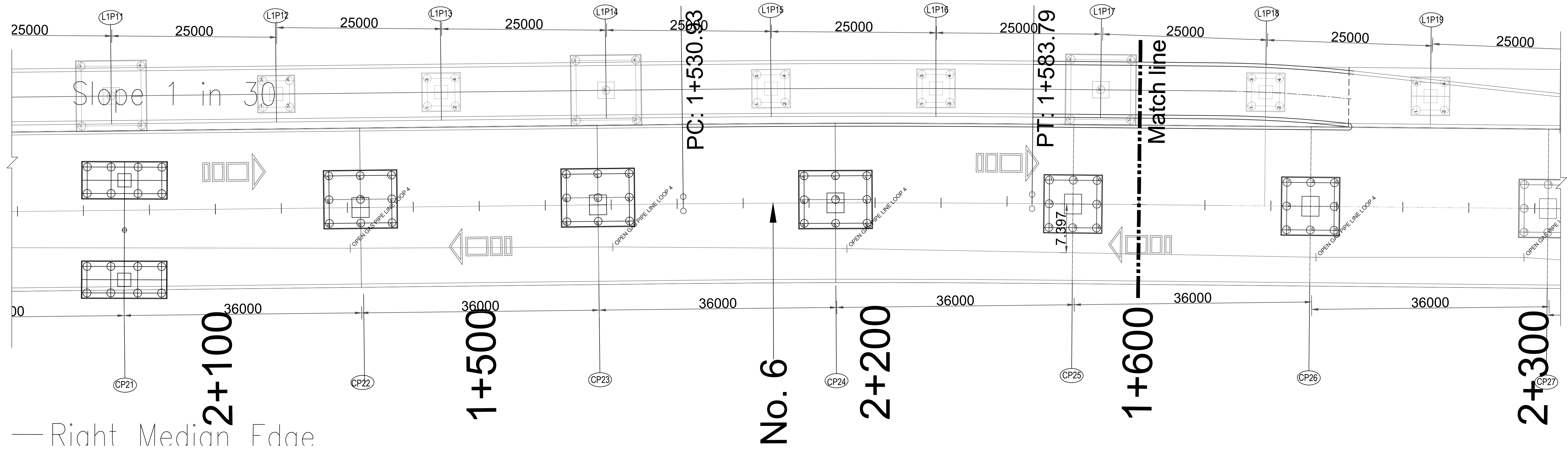
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DRN.	AUTHORIZED SIGNATURE	SCALE	
DSND.		DATE	
CHKD.		Rev.	



SECTIONAL ELEVATION
(SCALE=1:250)



PLAN AT FOUNDATION LEVEL
(SCALE=1:250)

Client:

U.P. STATE BRIDGE COPN. LTD.
 SETU BHAWAN, 16-M.M.MALVIYA MARG,
 SETU BHAWAN, LUCKNOW-226001

Authority Engineer:

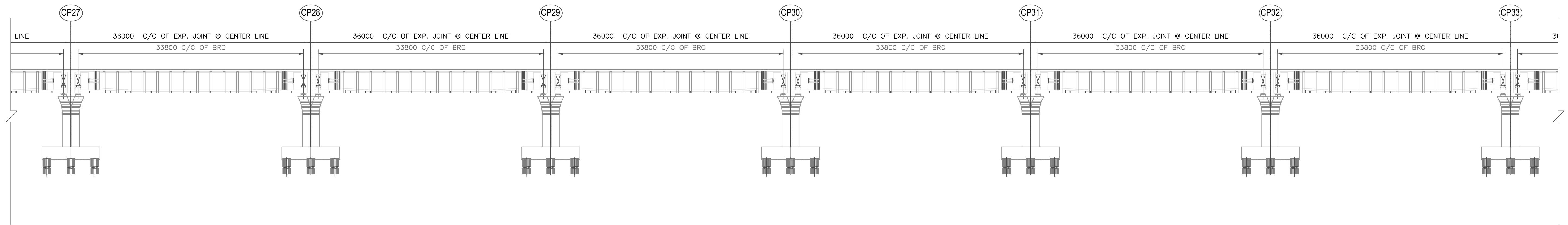
DHRUV CONSULTANCY SERVICES LTD
 501, PUJIT PLAZA, SECTOR- 11, C.B.D. BELAPUR, NAVI MUMBAI- 400614
 WEBSITE: WWW.DHURVCONSULTANCY.IN

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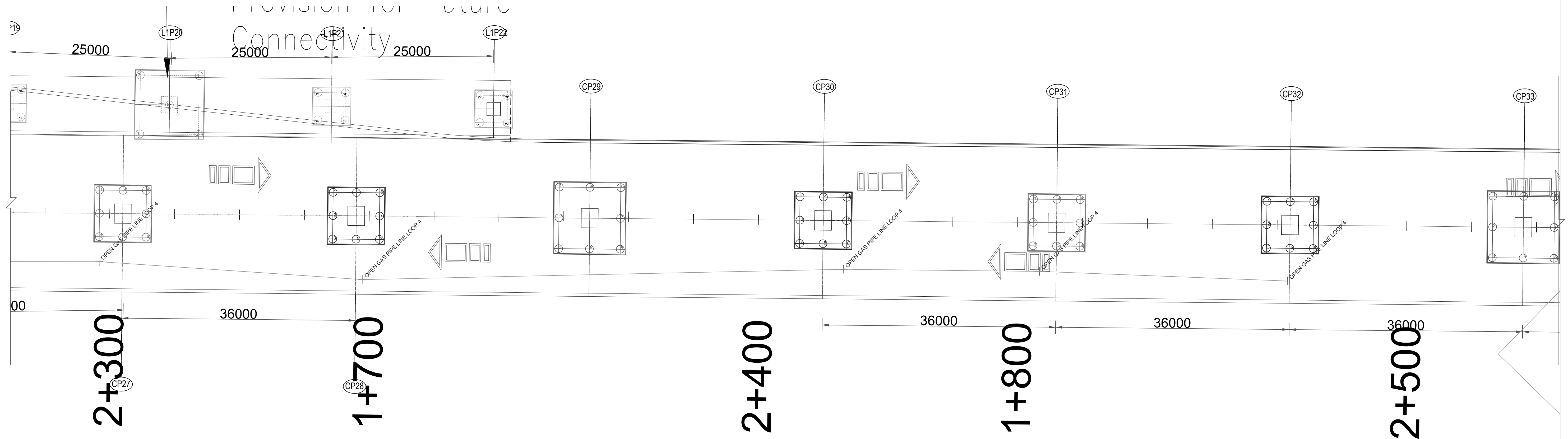
PROJECT:
FEASIBILITY STUDY OF ELEVATED ROAD ALONG SHAHDARA DRAIN ALIGNMENT FROM CHILLA REGULATOR SECTOR-14A TO M.P.-3 ROAD IN NOIDA

DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.
	1		REVISED TENTATIVE GAD FOR ESTIMATION			
REVISIONS						
STATUS CODE: 1. TENDERING PURPOSE 2. FOR REVIEWS. 3. MATERIAL PROCUREMENT.						
4. FOR APPROVAL. 5. APPROVED FOR CONSTRUCTION.						

TITLE: GENERAL ARRANGEMENT DRAWING FOR ELEVATED ROAD			
DRN.	AUTHORIZED SIGNATURE	SCALE	DATE



SECTIONAL ELEVATION
(SCALE=1:250)



PLAN AT FOUNDATION LEVEL
(SCALE=1:250)

Client:



U.P. STATE BRIDGE COPN. LTD,
SETU BHAWAN, 16-M.M.MALVIYA MARG,
SETU BHAWAN, LUCKNOW-226001

Authority Engineer:



DHRUV CONSULTANCY SERVICES LTD
501, PUJIT PLAZA, SECTOR-11, C.B.D. BELAPUR, NAVI MUMBAI- 400614
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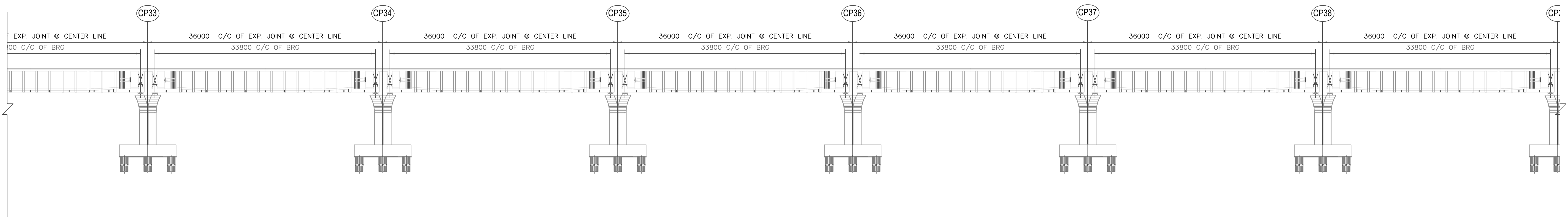
FEASIBILITY STUDY OF ELEVATED
ROAD ALONG SHAHDARA DRAIN
ALIGNMENT FROM CHILLA
REGULATOR SECTOR-14A TO
M.P.-3 ROAD IN NOIDA

DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.
	1		REVISED TENTATIVE GAD FOR ESTIMATION			
REVISIONS						
STATUS CODE: 1. TENDERING PURPOSE 2. FOR REVIEWS. 3. MATERIAL PROCUREMENT.						
4. FOR APPROVAL. 5. APPROVED FOR CONSTRUCTION.						

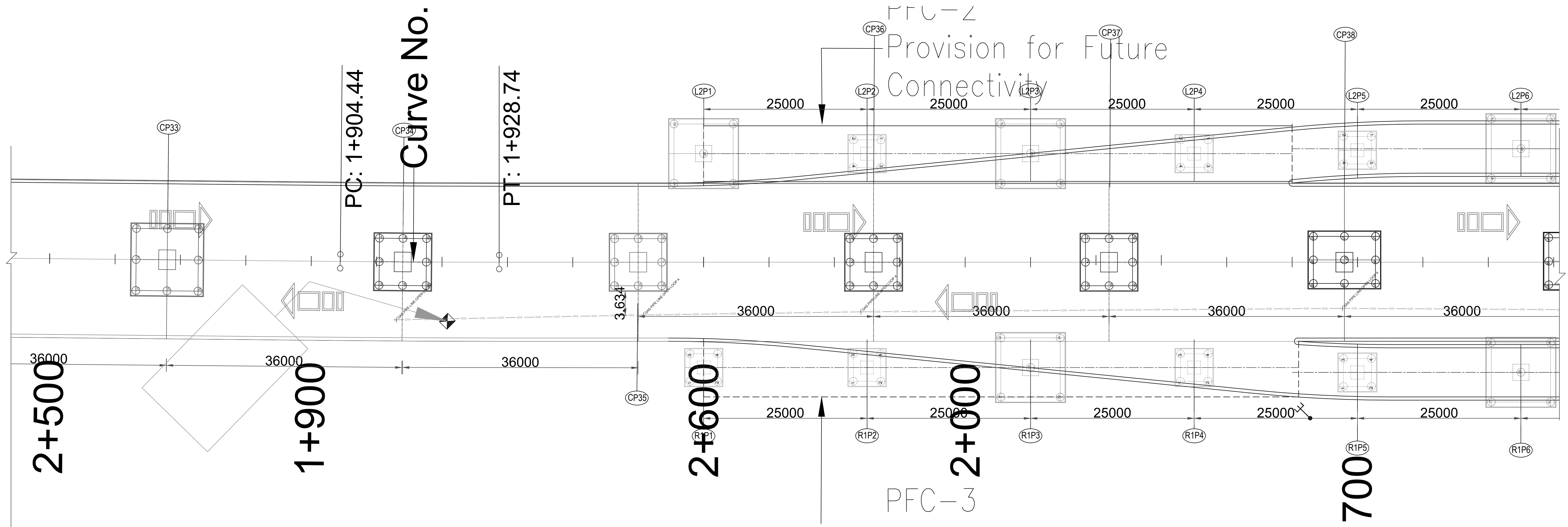
TITLE: GENERAL ARRANGEMENT DRAWING FOR
ELEVATED ROAD

DRN.		AUTHORIZED SIGNATURE	SCALE
DSND.			DATE
CHKD.			Rev.

(SHEET 11 OF 28)



SECTIONAL ELEVATION
(SCALE=1:250)



PLAN AT FOUNDATION LEVEL
(SCALE=1:250)

Client:



U.P. STATE BRIDGE COPN. LTD,
SETU BHAWAN, 16-M.M.MALVIYA MARG,
SETU BHAWAN, LUCKNOW-226001

Authority Engineer:



DHRUV CONSULTANCY SERVICES LTD
501, PUJIT PLAZA, SECTOR-11, C.B.D. BELAPUR, NAVI MUMBAI- 400614
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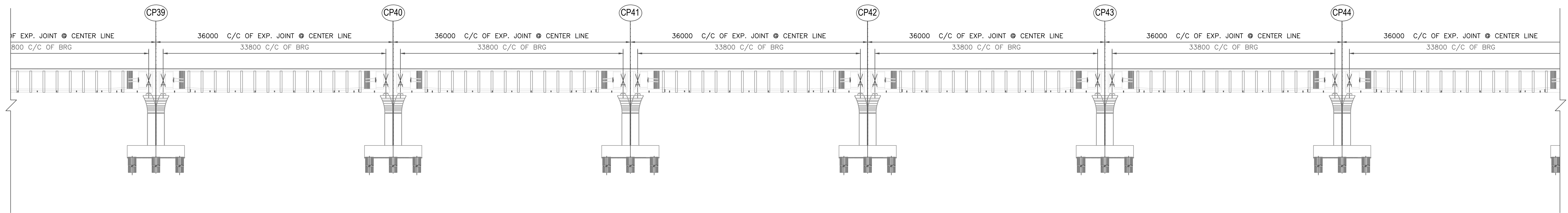
FEASIBILITY STUDY OF ELEVATED
ROAD ALONG SHAHDARA DRAIN
ALIGNMENT FROM CHILLA
REGULATOR SECTOR-14A TO
M.P.-3 ROAD IN NOIDA

DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.
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REVISIONS						
STATUS CODE: 1. TENDERING PURPOSE 2. FOR REVIEWS. 3. MATERIAL PROCUREMENT.						
4. FOR APPROVAL. 5. APPROVED FOR CONSTRUCTION.						

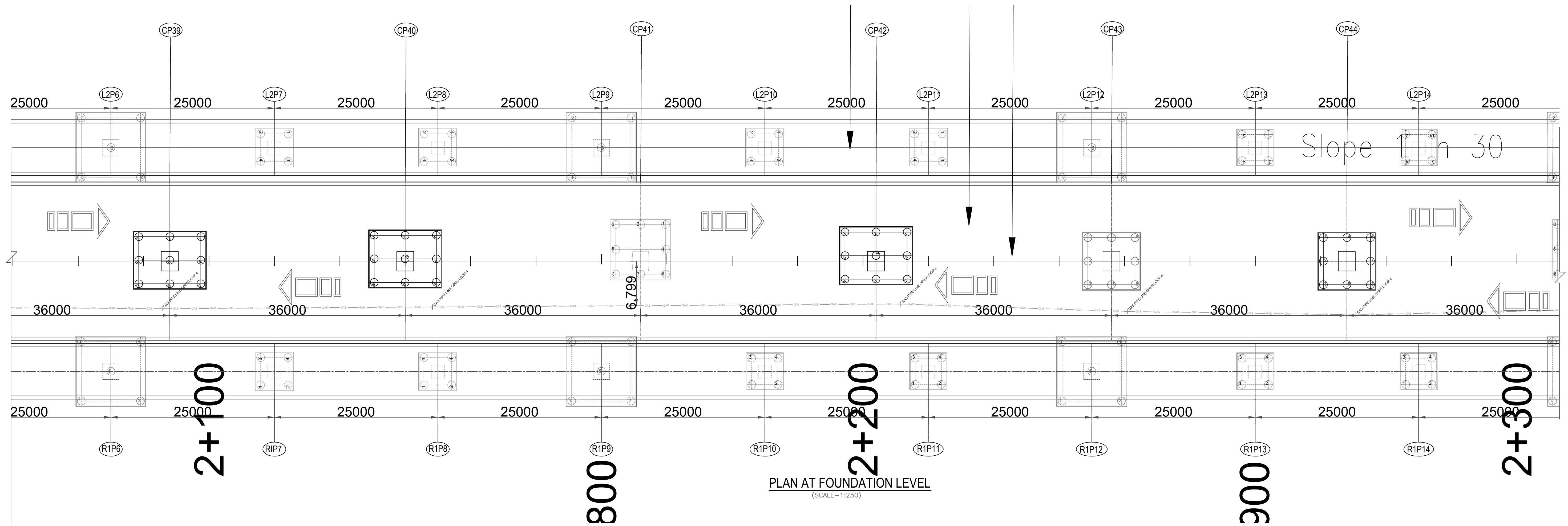
TITLE: GENERAL ARRANGEMENT DRAWING FOR
ELEVATED ROAD

DRN.	AUTHORIZED SIGNATURE	SCALE
DSND.		DATE
CHKD.		Rev.


(SHEET 12 OF 28)



SECTIONAL ELEVATION
(SCALE=1:250)



PLAN AT FOUNDATION LEVEL
(SCALE=1:250)

Client:

U.P. STATE BRIDGE COPN. LTD.
 SETU BHAWAN, 16-M.M.MALVIYA MARG,
 SETU BHAWAN, LUCKNOW-226001

Authority Engineer:

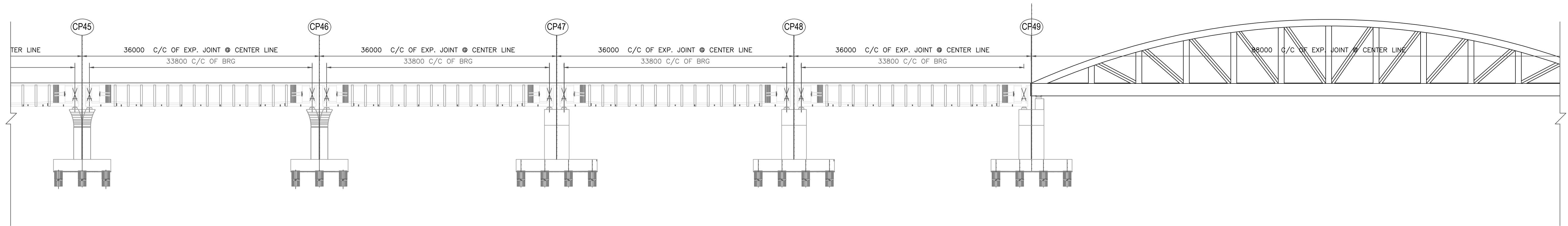
DHRUV CONSULTANCY SERVICES LTD
 501, PUJIT PLAZA, SECTOR-11, C.B.D. BELAPUR, NAVI MUMBAI- 400614
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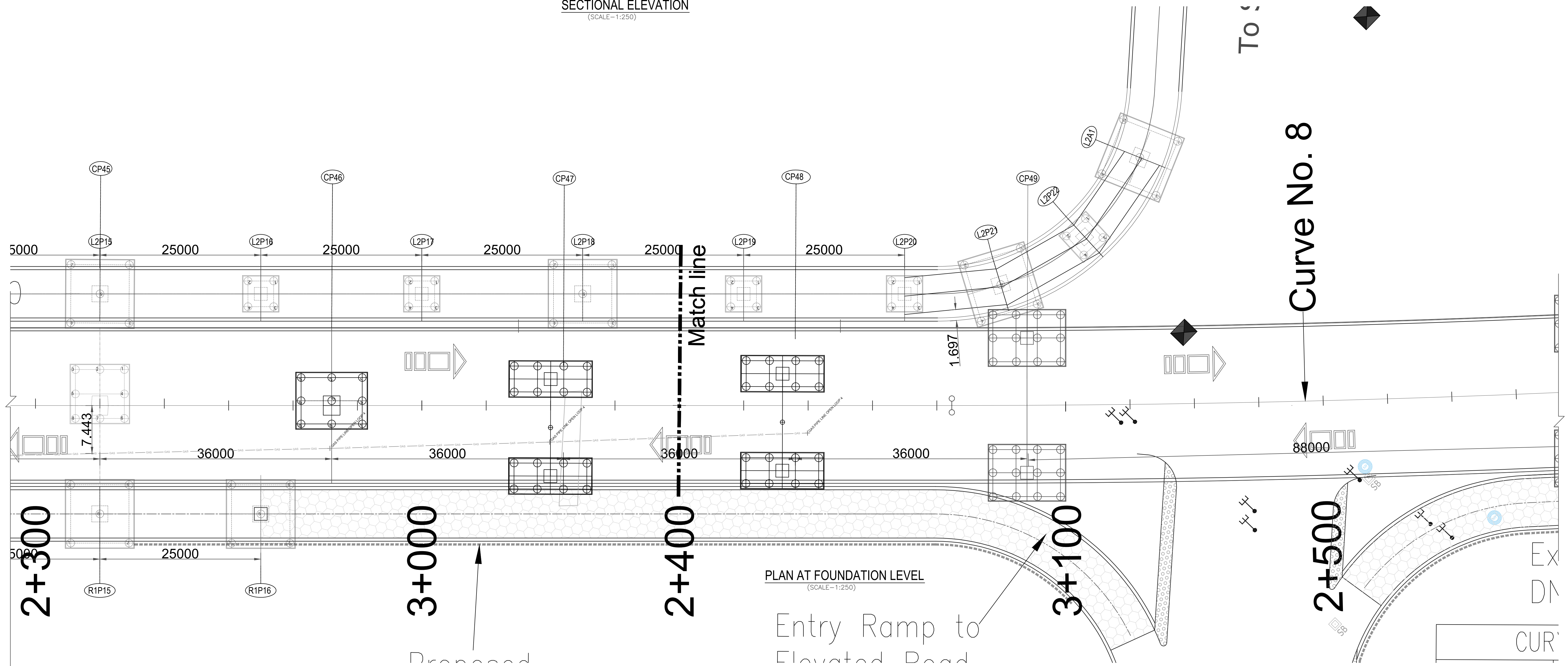
PROJECT:
FEASIBILITY STUDY OF ELEVATED ROAD ALONG SHAHDARA DRAIN ALIGNMENT FROM CHILLA REGULATOR SECTOR-14A TO M.P.-3 ROAD IN NOIDA

DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.
	1		REVISED TENTATIVE GAD FOR ESTIMATION			
REVISIONS						
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TITLE: GENERAL ARRANGEMENT DRAWING FOR ELEVATED ROAD			
DRN.	AUTHORIZED SIGNATURE	SCALE	
DSND.		DATE	
CHKD.		Rev.	




SECTIONAL ELEVATION
(SCALE=1:250)



PLAN AT FOUNDATION LEVEL
(SCALE=1:250)

Entry Ramp to
Elevated Road

Client:

U.P. STATE BRIDGE COPN. LTD.
 SETU BHAWAN, 16-M.M.MALVIYA MARG,
 SETU BHAWAN, LUCKNOW-226001

Authority Engineer:

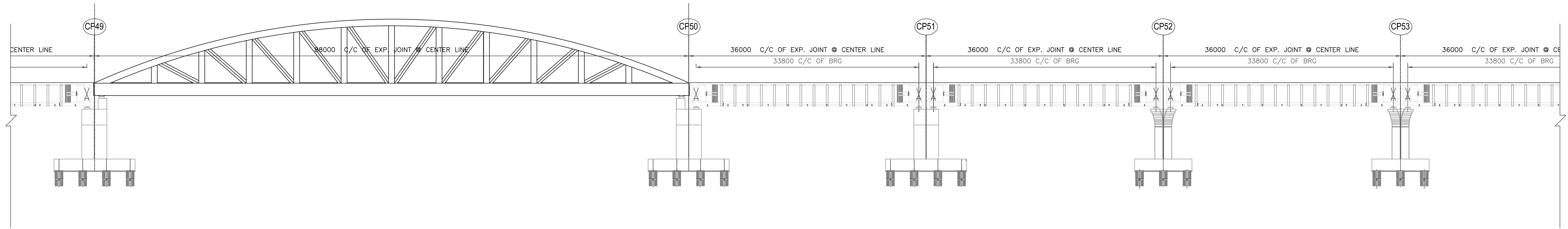
DHRUV CONSULTANCY SERVICES LTD
 501, PUJIT PLAZA, SECTOR-11, C.B.D. BELAPUR, NAVI MUMBAI- 400614
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FEASIBILITY STUDY OF ELEVATED ROAD ALONG SHAHDARA DRAIN ALIGNMENT FROM CHILLA REGULATOR SECTOR-14A TO M.P.-3 ROAD IN NOIDA

DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.
	1		REVISED TENTATIVE GAD FOR ESTIMATION			
REVISIONS						
STATUS CODE: 1. TENDERING PURPOSE 2. FOR REVIEWS. 3. MATERIAL PROCUREMENT.						
4. FOR APPROVAL. 5. APPROVED FOR CONSTRUCTION.						

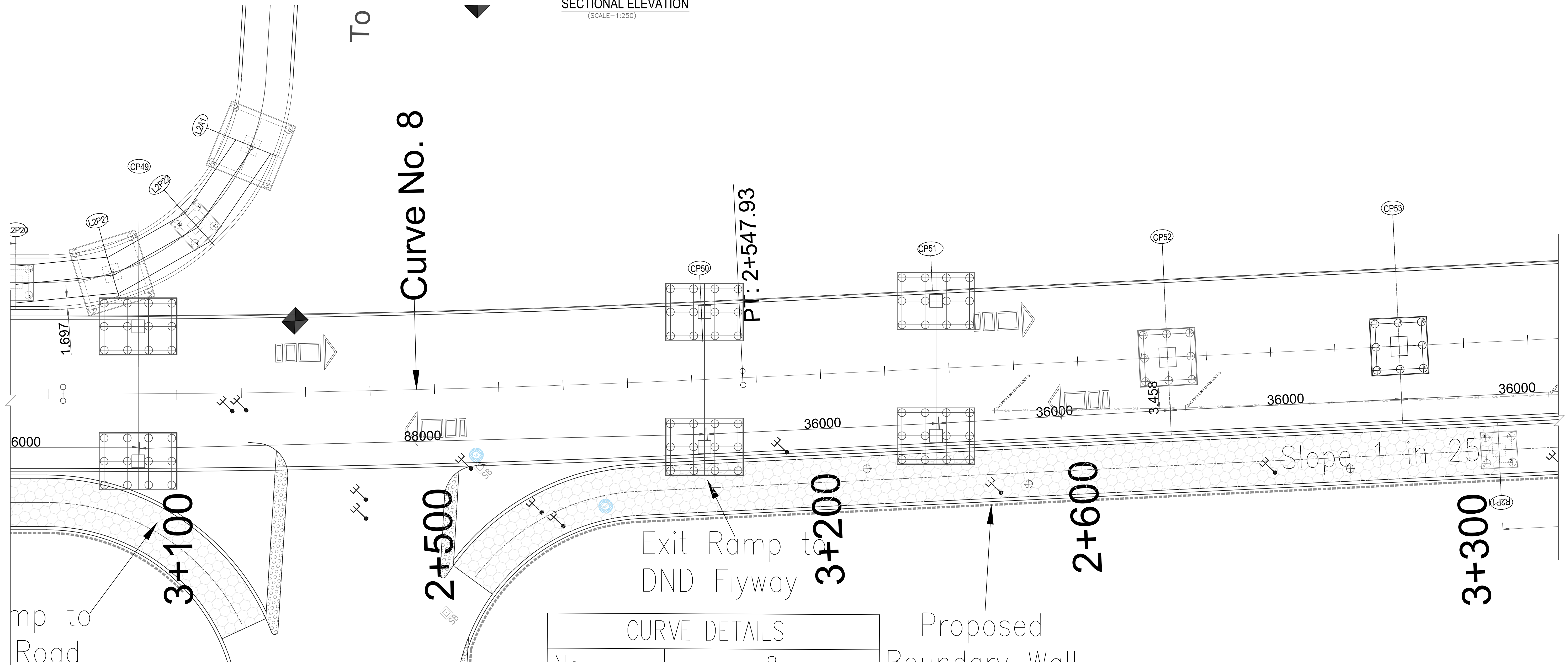
TITLE: GENERAL ARRANGEMENT DRAWING FOR ELEVATED ROAD			
DRN.	AUTHORIZED SIGNATURE	SCALE	DATE
DSND.			
CHKD.			Rev.




SECTIONAL ELEVATION
(SCALE=1:250)

To

Curve No. 8



PLAN AT FOUNDATION LEVEL
(SCALE=1:250)

Client:

U.P. STATE BRIDGE COPN. LTD.
 SETU BHAWAN, 16-M.M.MALVIYA MARG,
 SETU BHAWAN, LUCKNOW-226001

Authority Engineer:

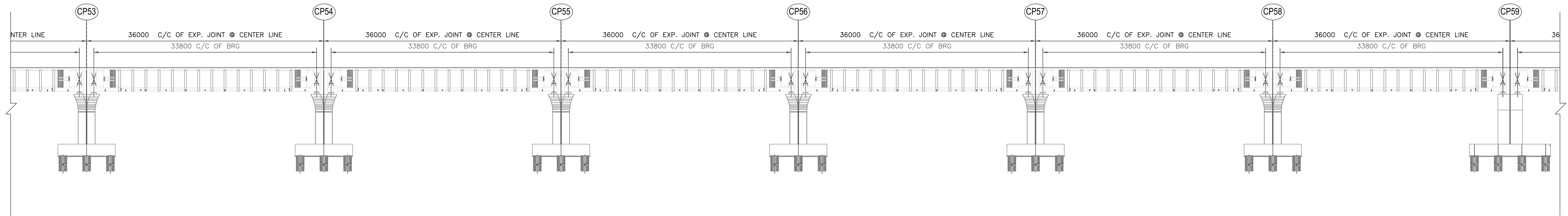
DHRUV CONSULTANCY SERVICES LTD
 501, PUJIT PLAZA, SECTOR-11, C.B.D. BELAPUR, NAVI MUMBAI- 400614
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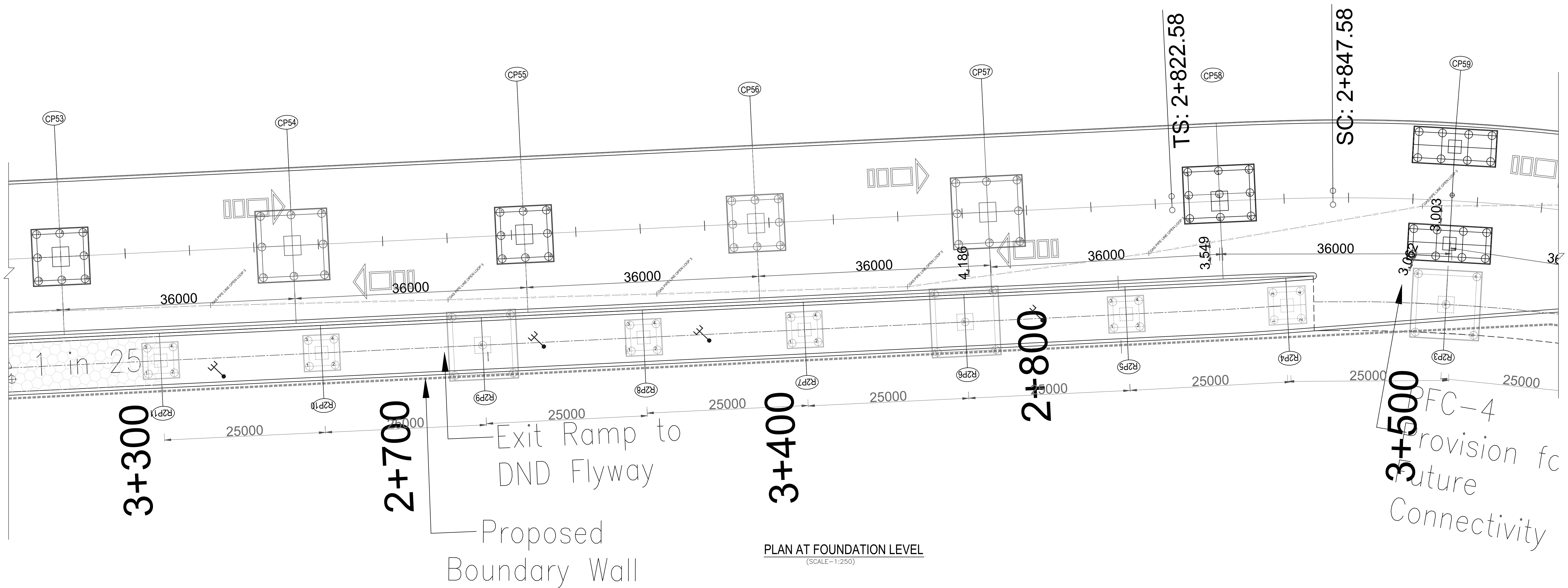
PROJECT:
FEASIBILITY STUDY OF ELEVATED ROAD ALONG SHAHDARA DRAIN ALIGNMENT FROM CHILLA REGULATOR SECTOR-14A TO M.P.-3 ROAD IN NOIDA

DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.
	1		REVISED TENTATIVE GAD FOR ESTIMATION			
REVISIONS						
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TITLE: GENERAL ARRANGEMENT DRAWING FOR ELEVATED ROAD			
DRN.	AUTHORIZED SIGNATURE	SCALE	DATE
DSND.			
CHKD.			Rev.



SECTIONAL ELEVATION
(SCALE=1:250)



PLAN AT FOUNDATION LEVEL
(SCALE=1:250)

Client:

U.P. STATE BRIDGE COPN. LTD.
 SETU BHAWAN, 16-M.M.MALVIYA MARG,
 SETU BHAWAN, LUCKNOW-226001

Authority Engineer:

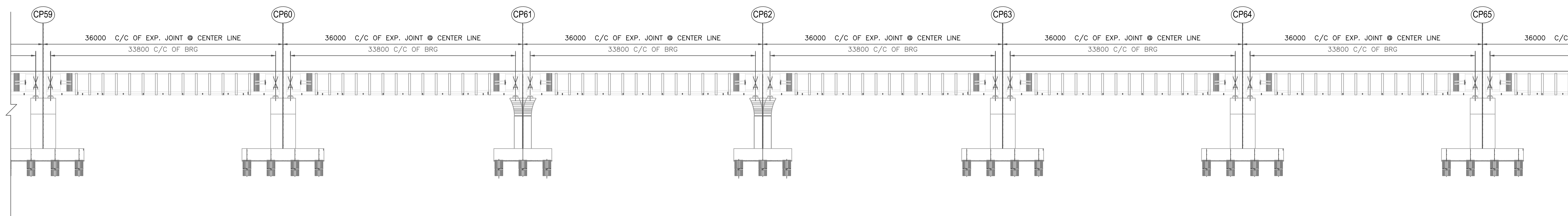
DHRUV CONSULTANCY SERVICES LTD
 501, PUJIT PLAZA, SECTOR-11, C.B.D. BELAPUR, NAVI MUMBAI- 400614
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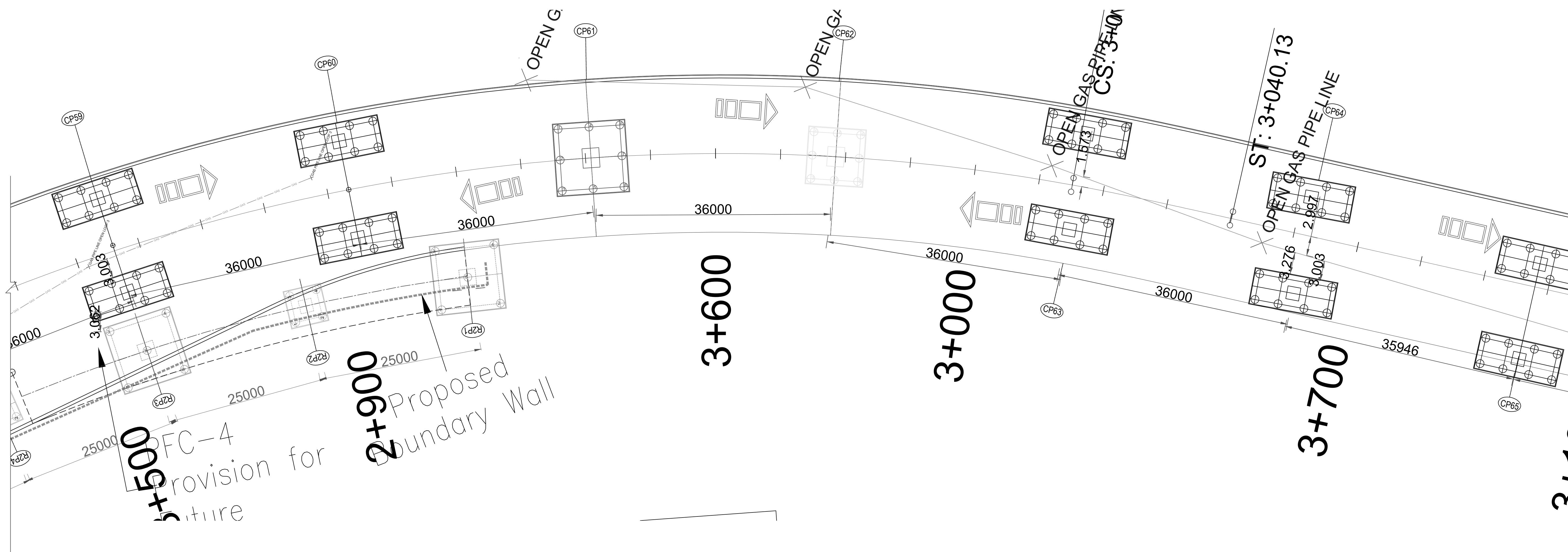
PROJECT:
FEASIBILITY STUDY OF ELEVATED ROAD ALONG SHAHDARA DRAIN ALIGNMENT FROM CHILLA REGULATOR SECTOR-14A TO M.P.-3 ROAD IN NOIDA

DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.
	1		REVISED TENTATIVE GAD FOR ESTIMATION			
REVISIONS						
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TITLE: GENERAL ARRANGEMENT DRAWING FOR ELEVATED ROAD			
DRN.	AUTHORIZED SIGNATURE	SCALE	DATE



SECTIONAL ELEVATION
(SCALE-1:250)



PLAN AT FOUNDATION LEVEL
(SCALE-1:250)

Client:



U.P. STATE BRIDGE COPN. LTD,
SETU BHAWAN, 16-M.M.MALVIYA MARG,
SETU BHAWAN, LUCKNOW-226001

Authority Engineer:



DHRUV CONSULTANCY SERVICES LTD
501, PUJIT PLAZA, SECTOR-11, C.B.D. BELAPUR, NAVI MUMBAI- 400614
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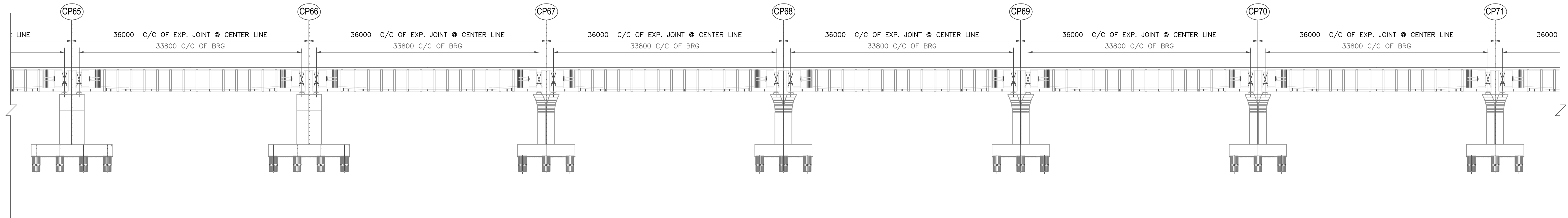
FEASIBILITY STUDY OF ELEVATED
ROAD ALONG SHAHDARA DRAIN
ALIGNMENT FROM CHILLA
REGULATOR SECTOR-14A TO
M.P.-3 ROAD IN NOIDA

DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.
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REVISIONS						
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TITLE: GENERAL ARRANGEMENT DRAWING FOR
ELEVATED ROAD

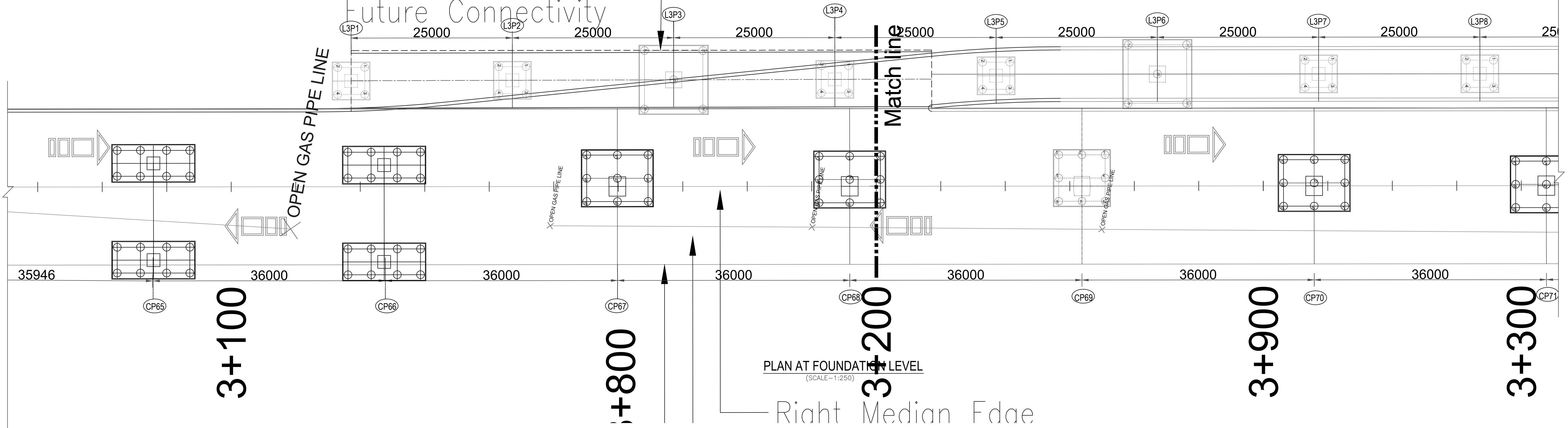
DRN.	AUTHORIZED SIGNATURE	SCALE
DSND.		DATE
CHKD.		Rev.

(SHEET 17 OF 28)




SECTIONAL ELEVATION
(SCALE-1:250)

PFC-5
Provision for
Future Connectivity



PLAN AT FOUNDATION LEVEL
(SCALE-1:250)

Client:



U.P. STATE BRIDGE COPN. LTD,
SETU BHAWAN, 16-M.M.MALVIYA MARG,
SETU BHAWAN, LUCKNOW-226001

Authority Engineer:



DHRUV CONSULTANCY SERVICES LTD
501, PUJIT PLAZA, SECTOR- 11, C.B.D. BELAPUR, NAVI MUMBAI- 400614
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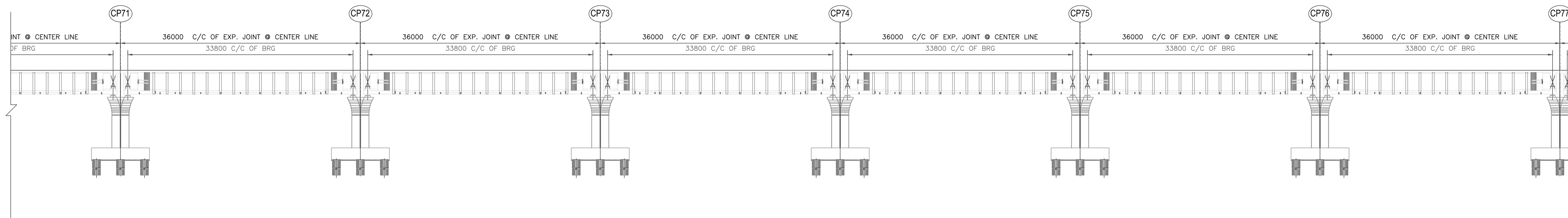
PROJECT:
FEASIBILITY STUDY OF ELEVATED
ROAD ALONG SHAHDARA DRAIN
ALIGNMENT FROM CHILLA
REGULATOR SECTOR-14A TO
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DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.
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ELEVATED ROAD

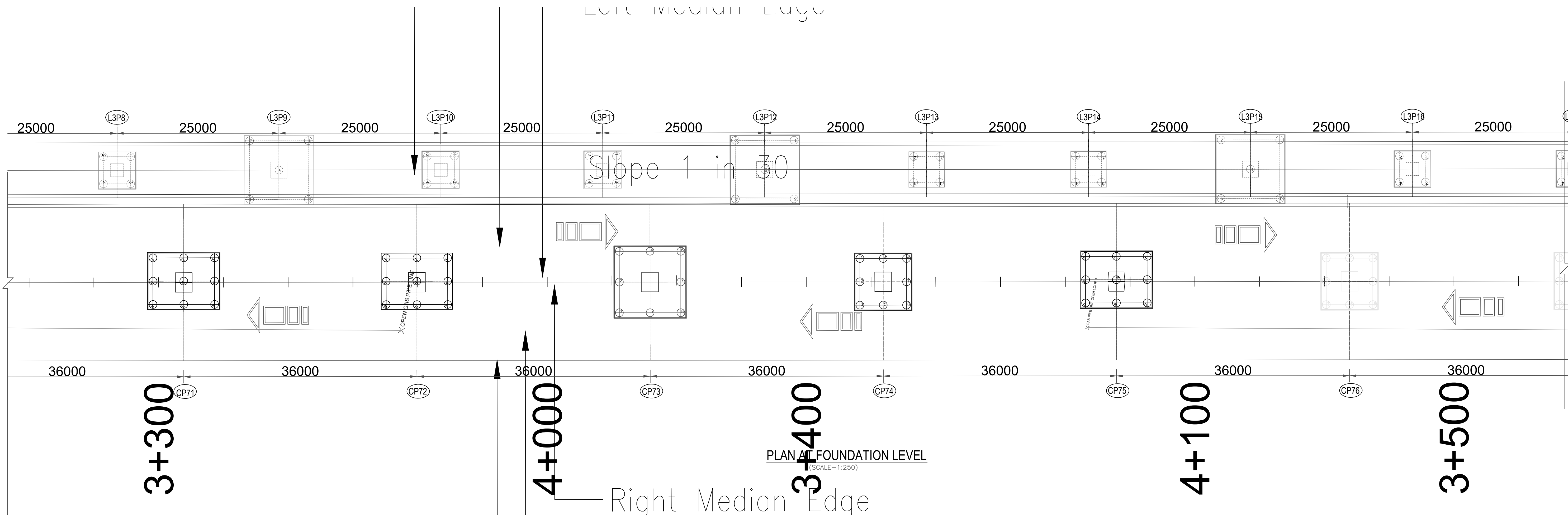
DRN.		AUTHORIZED SIGNATURE	SCALE
DSND.			DATE
CHKD.			Rev.

(SHEET 18 OF 28)



SECTIONAL ELEVATION
(SCALE-1:250)

Left Median Edge



PLAN AT FOUNDATION LEVEL
(SCALE-1:250)

Right Median Edge

Client:



U.P. STATE BRIDGE COPN. LTD.
SETU BHAWAN, 16-M.M.MALVIYA MARG,
SETU BHAWAN, LUCKNOW-226001

Authority Engineer:



DHRUV CONSULTANCY SERVICES LTD
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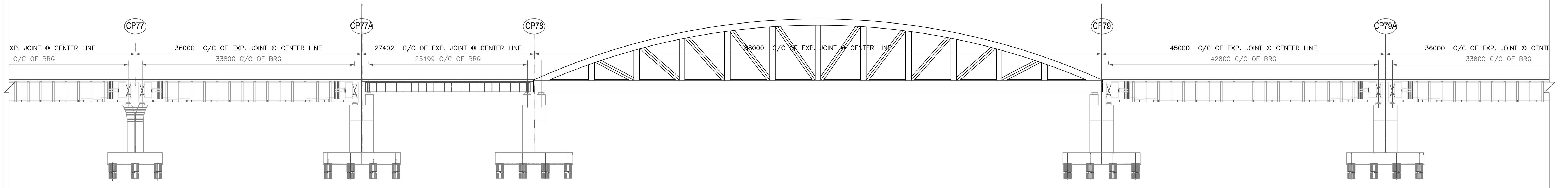
FEASIBILITY STUDY OF ELEVATED
ROAD ALONG SHAHDARA DRAIN
ALIGNMENT FROM CHILLA
REGULATOR SECTOR-14A TO
M.P.-3 ROAD IN NOIDA

DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.
	1		REVISED TENTATIVE GAD FOR ESTIMATION			
REVISIONS						
STATUS CODE: 1. TENDERING PURPOSE 2. FOR REVIEWS. 3. MATERIAL PROCUREMENT.						
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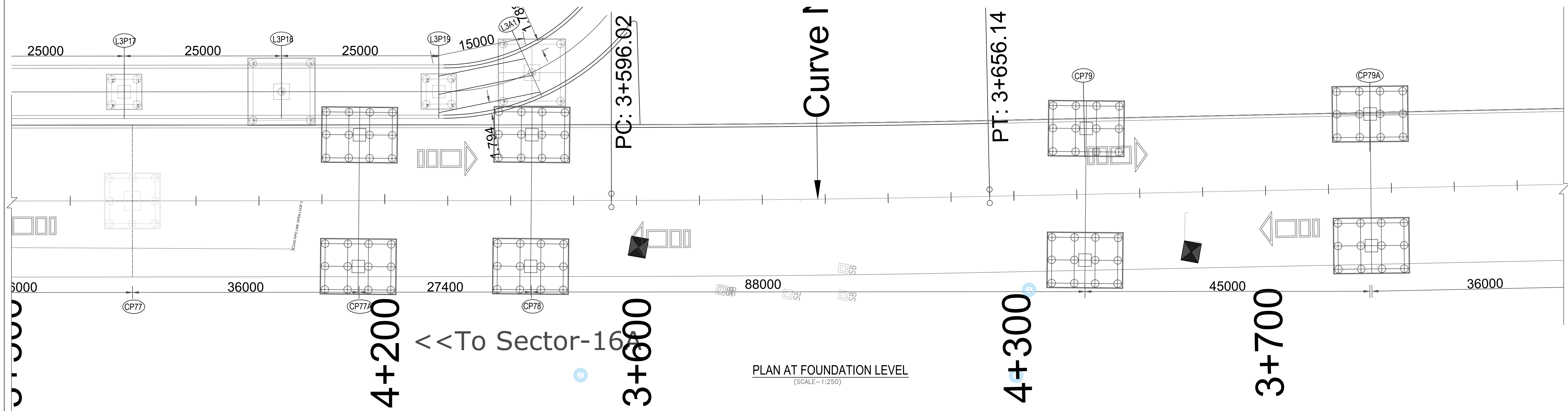
TITLE: GENERAL ARRANGEMENT DRAWING FOR
ELEVATED ROAD

DRN.	AUTHORIZED SIGNATURE	SCALE
DATE	Rev.	

(SHEET 19 OF 28)



SECTIONAL ELEVATION
(SCALE=1:250)



PLAN AT FOUNDATION LEVEL
(SCALE=1:250)

Client:



U.P. STATE BRIDGE COPN. LTD,
SETU BHAWAN, 16-M.M.MALVIYA MARG,
SETU BHAWAN, LUCKNOW-226001

Authority Engineer:



DHRUV CONSULTANCY SERVICES LTD
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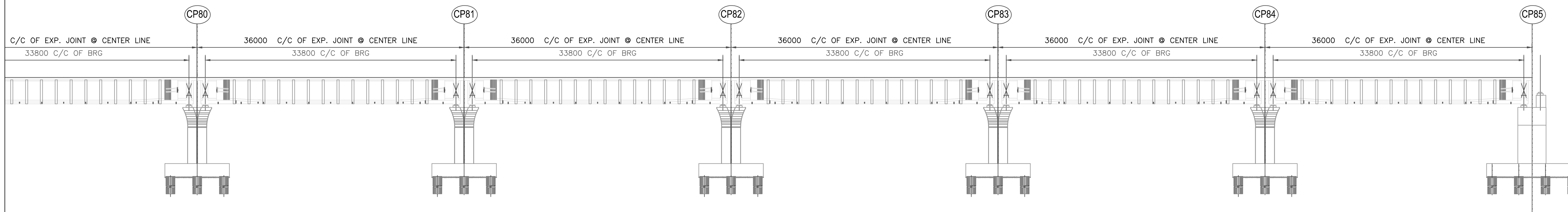
FEASIBILITY STUDY OF ELEVATED
ROAD ALONG SHAHDARA DRAIN
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DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.
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REVISIONS						
STATUS CODE: 1. TENDERING PURPOSE 2. FOR REVIEWS. 3. MATERIAL PROCUREMENT. 4. FOR APPROVAL. 5. APPROVED FOR CONSTRUCTION.						

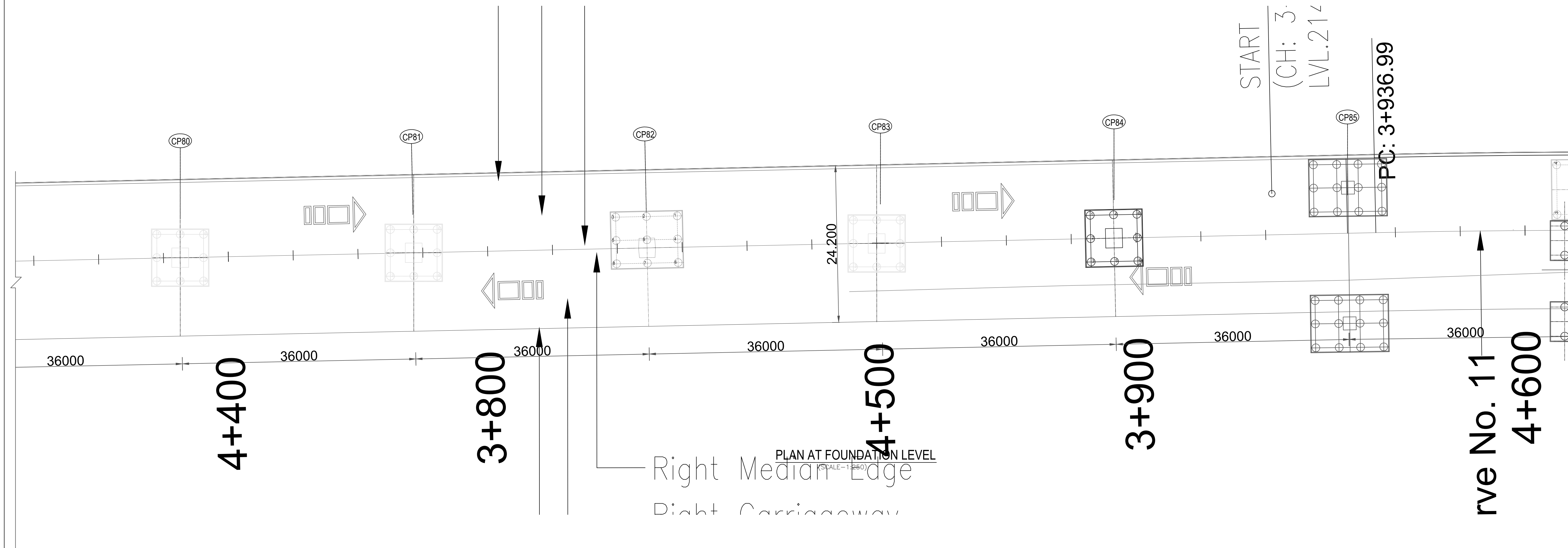
TITLE: GENERAL ARRANGEMENT DRAWING FOR
ELEVATED ROAD

DRN.		AUTHORIZED SIGNATURE	SCALE	
DSND.			DATE	
CHKD.			Rev.	

(SHEET 20 OF 28)



SECTIONAL ELEVATION
(SCALE-1:250)



PLAN AT FOUNDATION LEVEL
(SCALE-1:250)
Right Median Edge
Right Carriageway

Client:



U.P. STATE BRIDGE COPN. LTD,
SETU BHAWAN, 16-M.M.MALVIYA MARG,
SETU BHAWAN, LUCKNOW-226001

Authority Engineer:



DHRUV CONSULTANCY SERVICES LTD
501, PUJIT PLAZA, SECTOR-11, C.B.D. BELAPUR, NAVI MUMBAI- 400614
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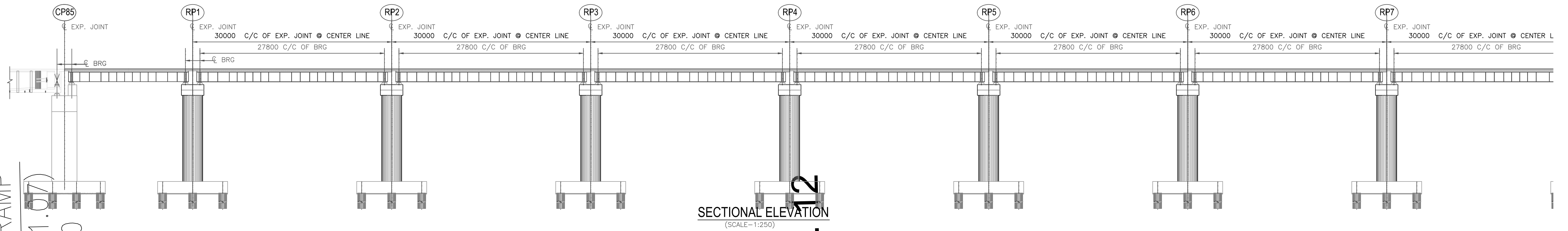
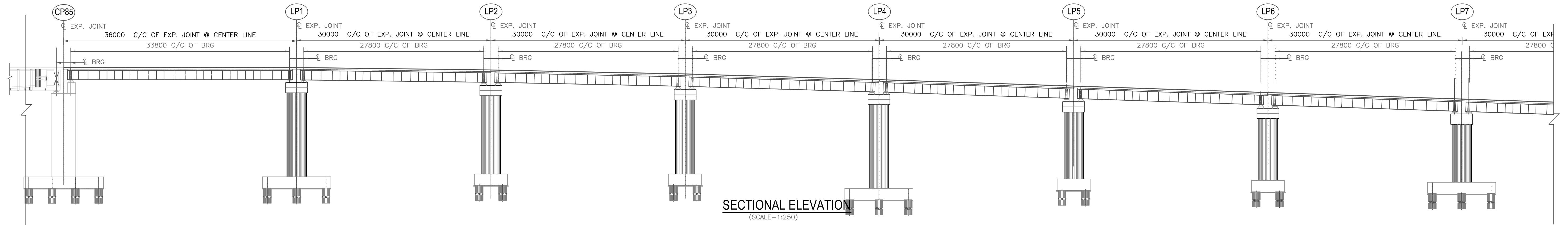
FEASIBILITY STUDY OF ELEVATED
ROAD ALONG SHAHDARA DRAIN
ALIGNMENT FROM CHILLA
REGULATOR SECTOR-14A TO
M.P.-3 ROAD IN NOIDA

DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.
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TITLE: GENERAL ARRANGEMENT DRAWING FOR
ELEVATED ROAD

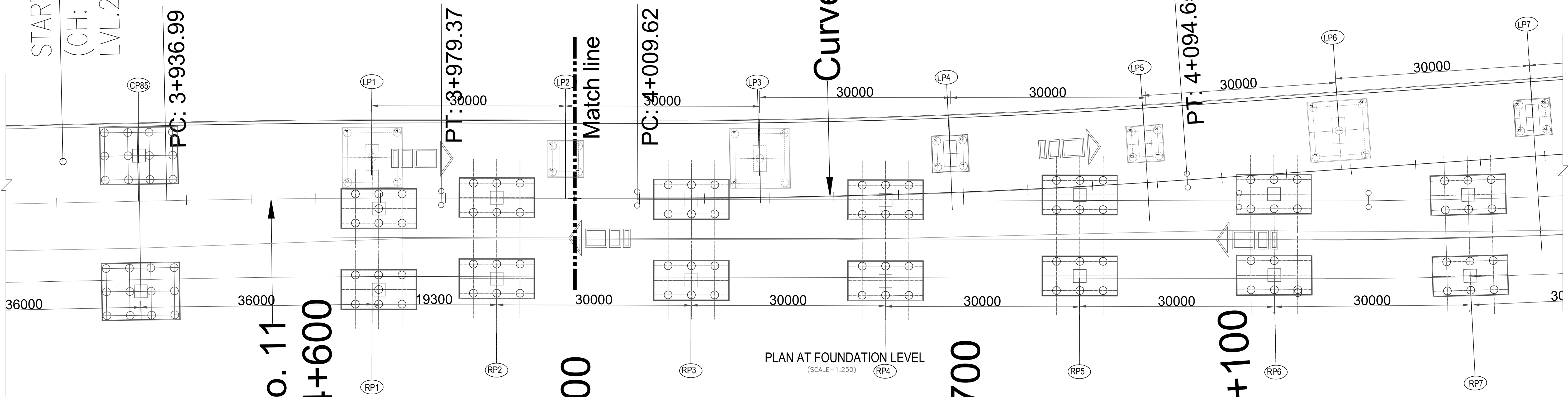
DRN.	AUTHORIZED SIGNATURE	SCALE
DSND.		DATE
CHKD.		Rev.


(SHEET 21 OF 28)



START OF RAMP
(CH: 3+921.07)
LVL. 214.700

Curve No. 12



Client:

U.P. STATE BRIDGE COPN. LTD.
 SETU BHAWAN, 16-M.M.MALVIYA MARG,
 SETU BHAWAN, LUCKNOW-226001

Authority Engineer:

DHRUV CONSULTANCY SERVICES LTD
 501, PUJIT PLAZA, SECTOR- 11, C.B.D. BELAPUR, NAVI MUMBAI- 400614
 WEBSITE: WWW.DHRUVCONSULTANCY.IN

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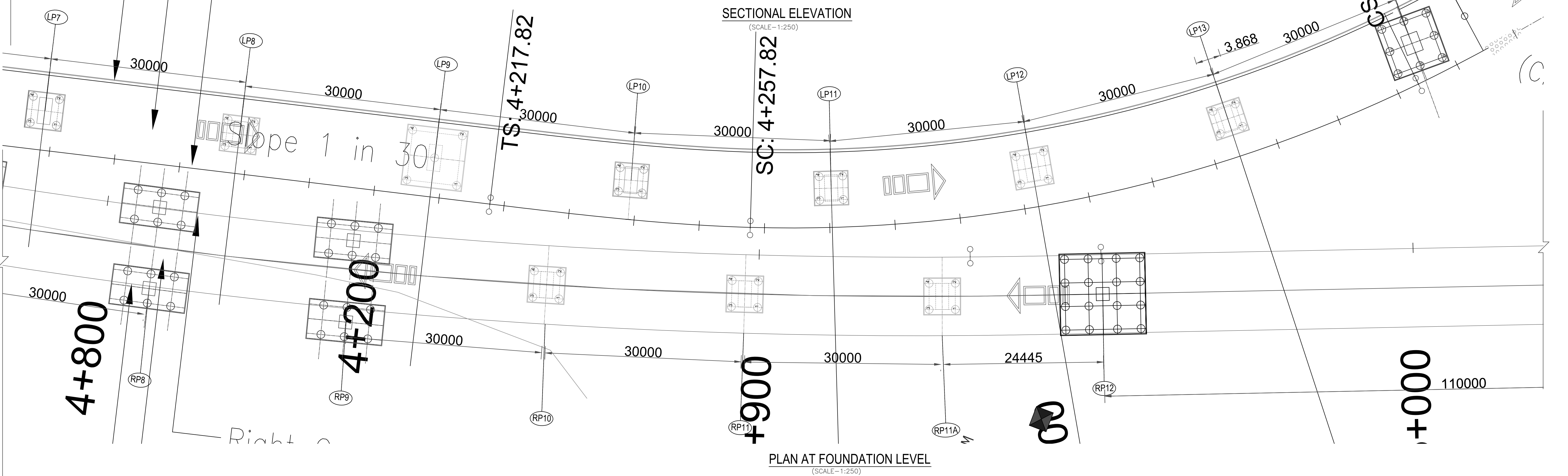
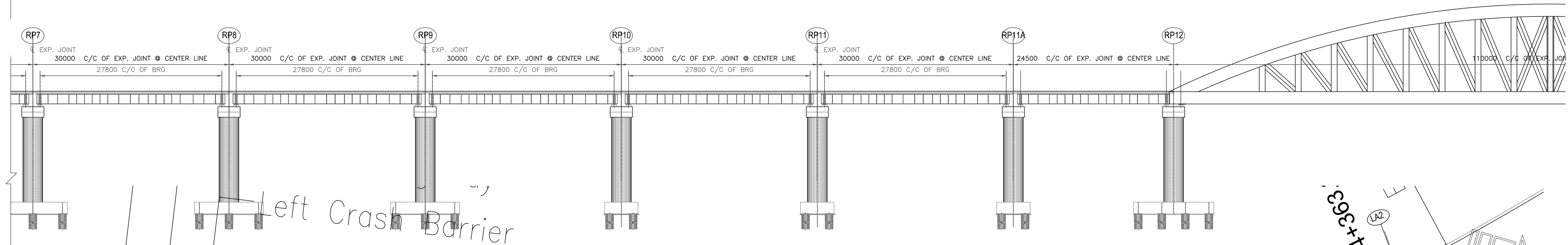
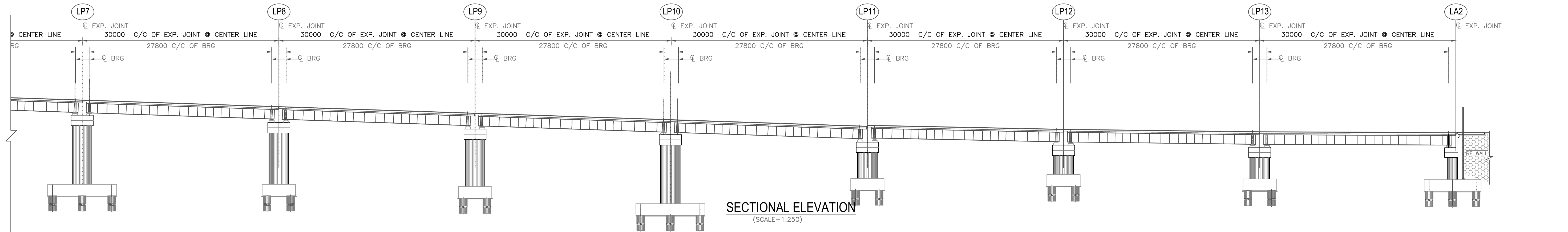
PROJECT:
FEASIBILITY STUDY OF ELEVATED ROAD ALONG SHAHDARA DRAIN ALIGNMENT FROM CHILLA REGULATOR SECTOR-14A TO M.P.-3 ROAD IN NOIDA


DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.
	1		REVISED TENTATIVE GAD FOR ESTIMATION			
REVISIONS						
STATUS CODE: 1. TENDERING PURPOSE 2. FOR REVIEWS. 3. MATERIAL PROCUREMENT.						
4. FOR APPROVAL. 5. APPROVED FOR CONSTRUCTION.						

TITLE: **GENERAL ARRANGEMENT DRAWING FOR ELEVATED ROAD**

DRN.	AUTHORIZED SIGNATURE	SCALE
DSND.		DATE
CHKD.		Rev.

(SHEET 22 OF 28)



Client:
 U.P. STATE BRIDGE COPN. LTD.
 SETU BHAWAN, 16-M.M.MALVIYA MARG,
 SETU BHAWAN, LUCKNOW-226001

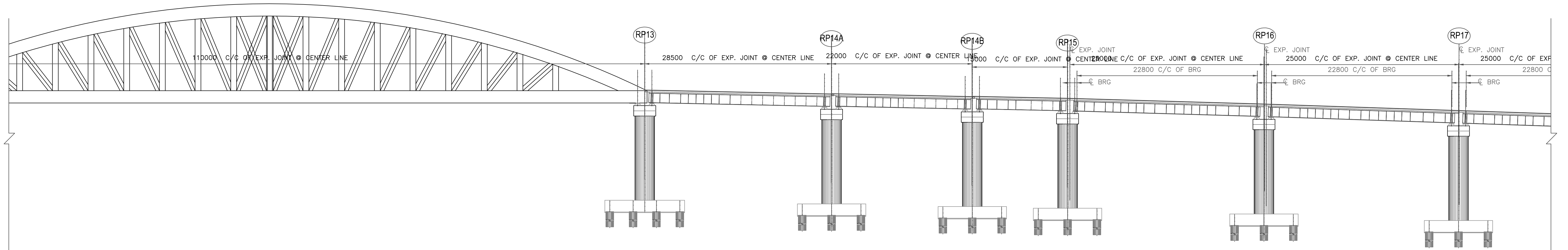
Authority Engineer:
 DHRUV CONSULTANCY SERVICES LTD
 501, PUJIT PLAZA, SECTOR-11, C.B.D. BELAPUR, NAVI MUMBAI- 400614
 WEBSITE: WWW.DHRUVCONSULTANCY.IN

NOTES:
 1. The GAD is revised as per the change in planning due to site constraints.
 2. The GAD needs to be read along with the GFC drawings submitted.
 3. GAD is modified as per the site conditions and requirement of the client.
 4. 6mm MS Liner of 6m length is to be provided due to soft strata

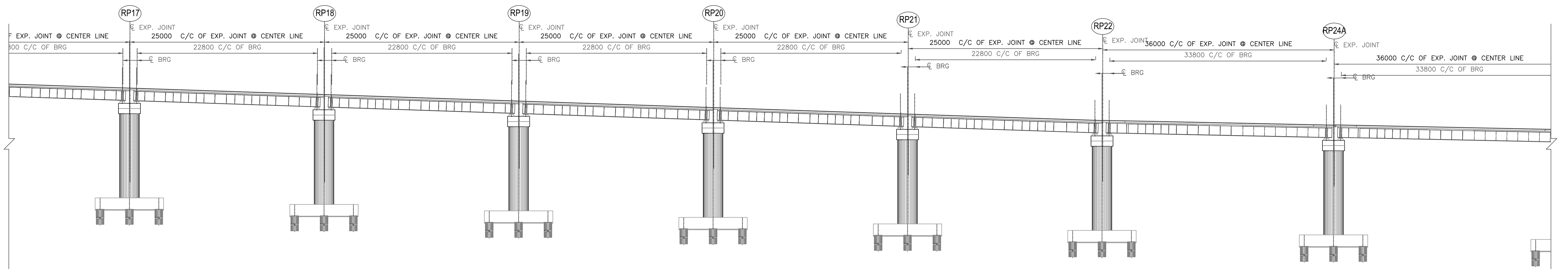
PROJECT:
 FEASIBILITY STUDY OF ELEVATED
 ROAD ALONG SHAHDARA DRAIN
 ALIGNMENT FROM CHILLA
 REGULATOR SECTOR-14A TO
 M.P.-3 ROAD IN NOIDA

DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.
	1		REVISED TENTATIVE GAD FOR ESTIMATION			
REVISIONS						
STATUS CODE: 1. TENDERING PURPOSE 2. FOR REVIEWS. 3. MATERIAL PROCUREMENT.						
4. FOR APPROVAL. 5. APPROVED FOR CONSTRUCTION.						

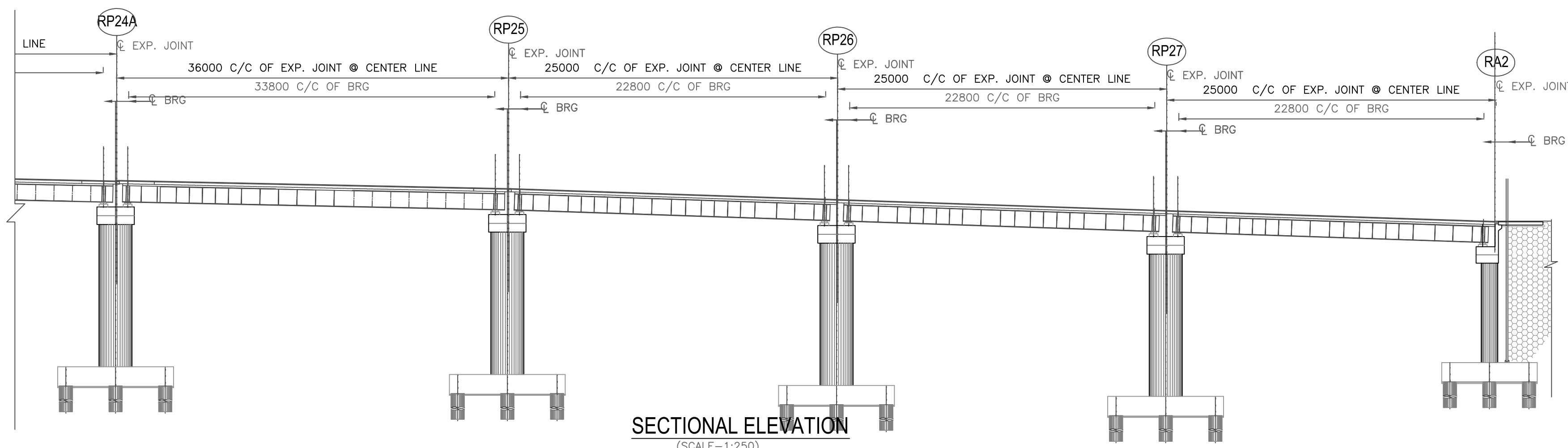
TITLE: GENERAL ARRANGEMENT DRAWING FOR ELEVATED ROAD			
DRN.	AUTHORIZED SIGNATURE	SCALE	DATE
DSND.			
CHKD.			Rev.



SECTIONAL ELEVATION
(SCALE-1:250)



SECTIONAL ELEVATION
(SCALE-1:250)



SECTIONAL ELEVATION
(SCALE-1:250)

Client:



U.P. STATE BRIDGE COPN. LTD,
SETU BHAWAN, 16-M.M.MALVIYA MARG,
SETU BHAWAN, LUCKNOW-226001

Authority Engineer:



DHRUV CONSULTANCY SERVICES LTD
501, PUJIT PLAZA, SECTOR-11, C.B.D. BELAPUR, NAVI MUMBAI- 400614
WEBSITE: WWW.DHRUVCONSULTANCY.IN

NOTES:

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4. 6mm MS Liner of 6m length is to be provided due to soft strata

PROJECT:

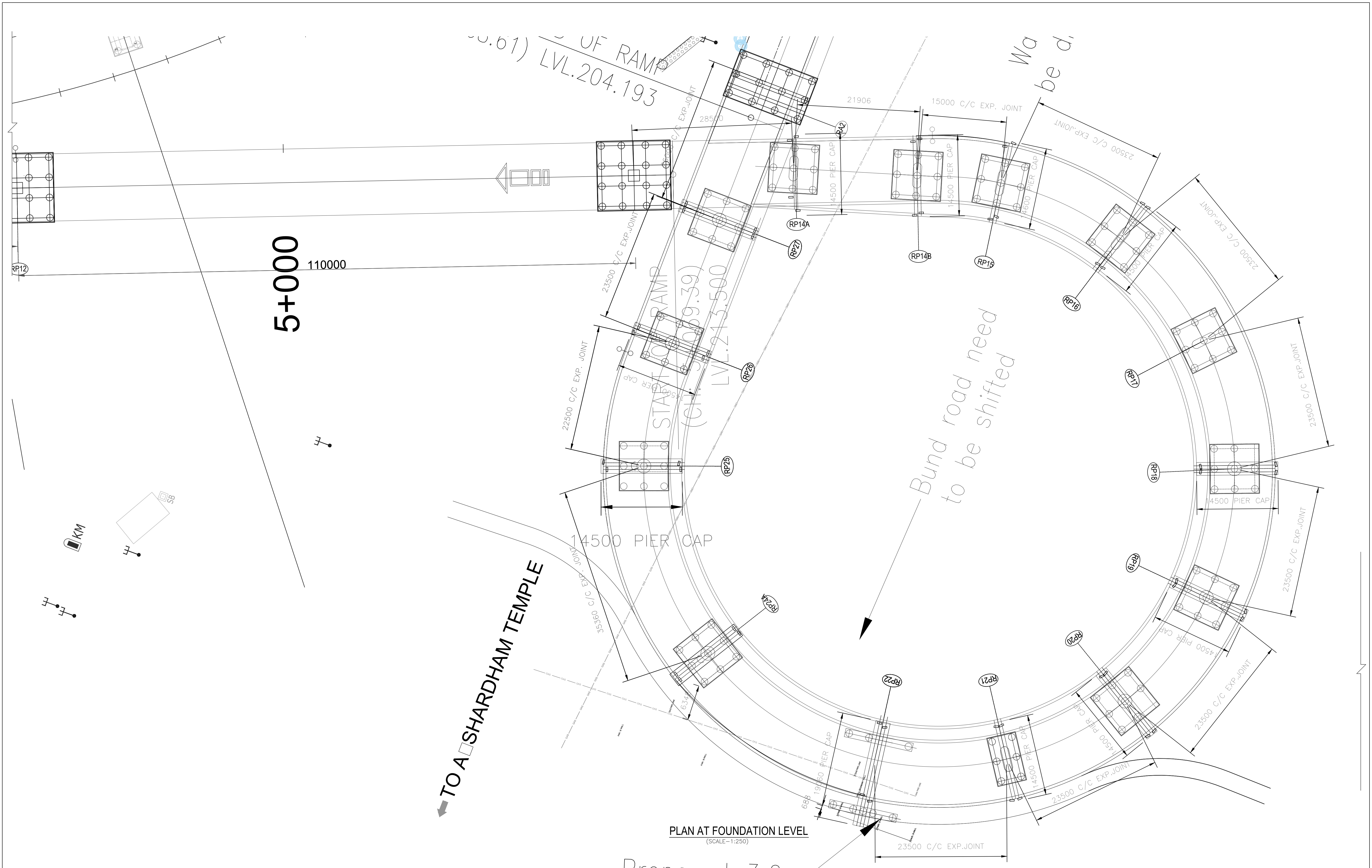
FEASIBILITY STUDY OF ELEVATED
ROAD ALONG SHAHDARA DRAIN
ALIGNMENT FROM CHILLA
REGULATOR SECTOR-14A TO
M.P.-3 ROAD IN NOIDA


DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.
	1		REVISED TENTATIVE GAD FOR ESTIMATION			
REVISIONS						
STATUS CODE: 1. TENDERING PURPOUSE 2. FOR REVIEWS. 3. MATERIAL PROCUREMENT.						
4. FOR APPROVAL. 5. APPROVED FOR CONSTRUCTION.						

TITLE: GENERAL ARRANGEMENT DRAWING FOR
ELEVATED ROAD

DRN.		AUTHORIZED SIGNATURE	SCALE
DSND.			DATE
CHKD.			Rev.

(SHEET 24 OF 28)



Client:

U.P. STATE BRIDGE COPN. LTD.
 SETU BHAWAN, 16-M.M.MALVIYA MARG,
 SETU BHAWAN, LUCKNOW-226001

Authority Engineer:

DHRUV CONSULTANCY SERVICES LTD
 501, PUJIT PLAZA, SECTOR-11, C.B.D. BELAPUR, NAVI MUMBAI- 400614
 WEBSITE: WWW.DHRUVCONSULTANCY.IN

NOTES:
 1. The GAD is revised as per the change in planning due to site constraints.
 2. The GAD needs to be read along with the GFC drawings submitted.
 3. GAD is modified as per the site conditions and requirement of the client.
 4. 6mm MS Liner of 6m length is to be provided due to soft strata

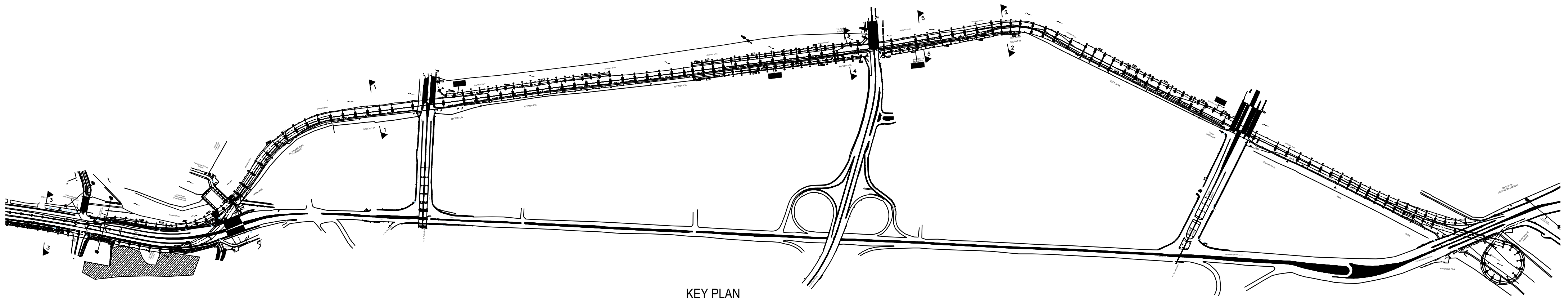
PROJECT:
FEASIBILITY STUDY OF ELEVATED ROAD ALONG SHAHDARA DRAIN ALIGNMENT FROM CHILLA REGULATOR SECTOR-14A TO M.P.-3 ROAD IN NOIDA

DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.
	1		REVISED TENTATIVE GAD FOR ESTIMATION			
REVISIONS						
STATUS CODE: 1. TENDERING PURPOSE 2. FOR REVIEWS. 3. MATERIAL PROCUREMENT.						
4. FOR APPROVAL. 5. APPROVED FOR CONSTRUCTION.						

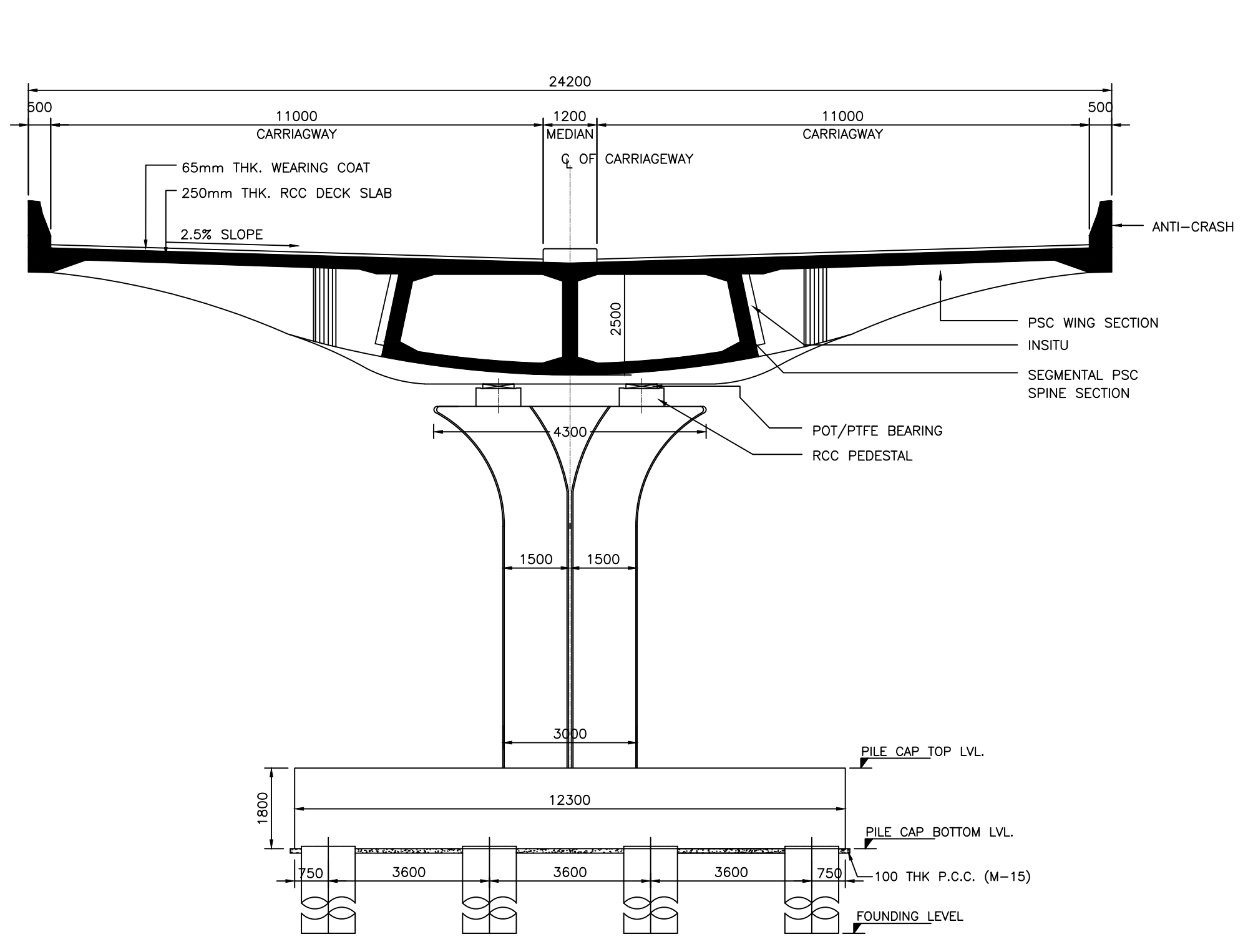
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DRN.	AUTHORIZED SIGNATURE	SCALE
DSND.		DATE
CHKD.		Rev.

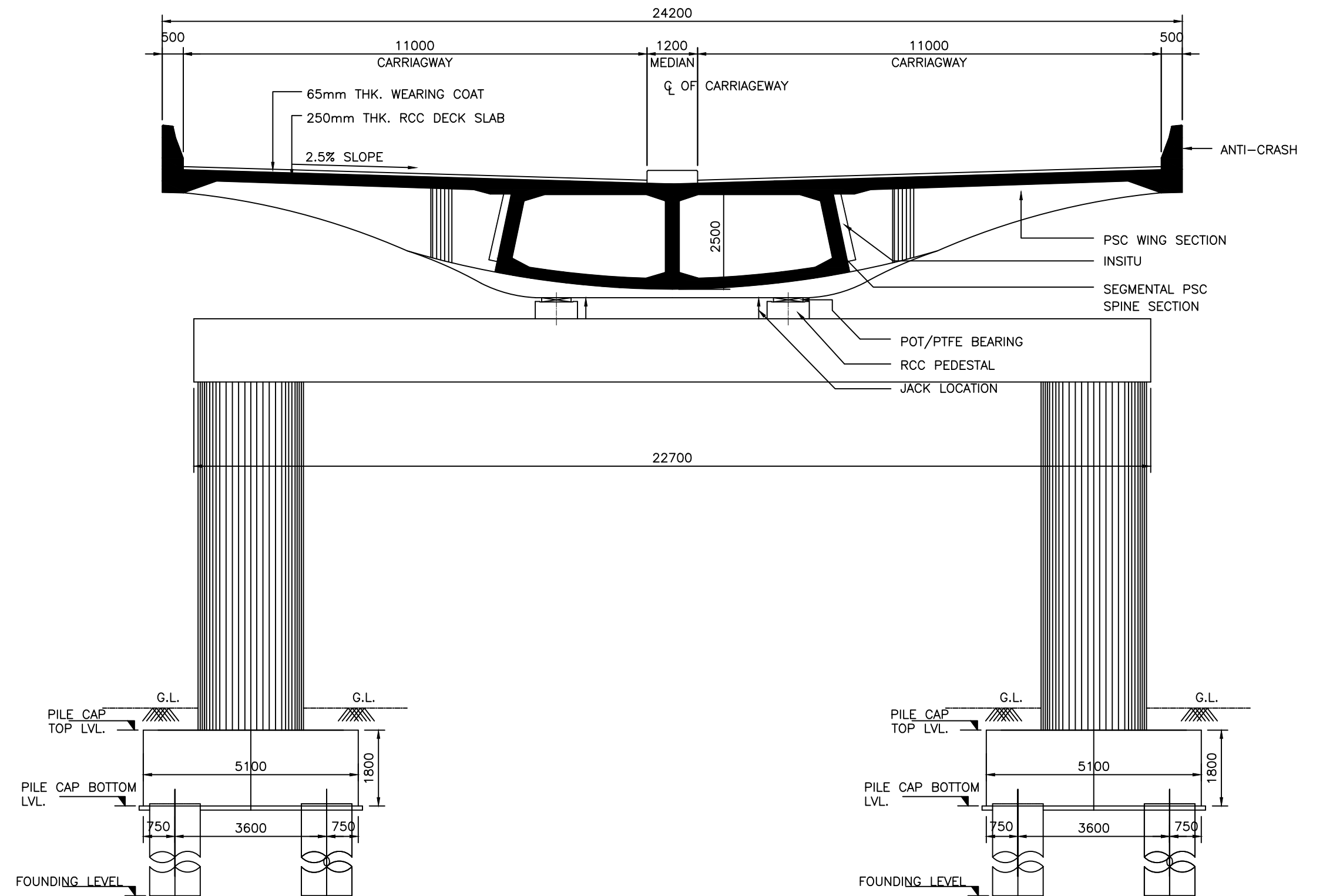
(SHEET 25 OF 28)



KEY PLAN



SECTION 1-1
(SPINE AND WING ARRANGEMENT FOR 36.0M SPAN)
(SCALE 1:125)




SECTION 2-2
(SPINE AND WING ARRANGEMENT PORTAL PIER TYPE FOR 36.0M SPAN)
(SCALE 1:125)

OWNER:



NEW OKHLA INDUSTRIAL DEVELOPMENT AUTHORITY

CLIENT:



U.P. STATE BRIDGE COPN. LTD,
SETU BHAWAN, 16-M.M.MALVIYA MARG,
SETU BHAWAN, LUCKNOW-226001

CONSULTANT:



DHRUV CONSULTANCY SERVICES LTD
501, PUJIT PLAZA, SECTOR- 11, C.B.D. BELAPUR, NAVI MUMBAI- 400614
WEBSITE: WWW.DHRUVCONSULTANCY.IN

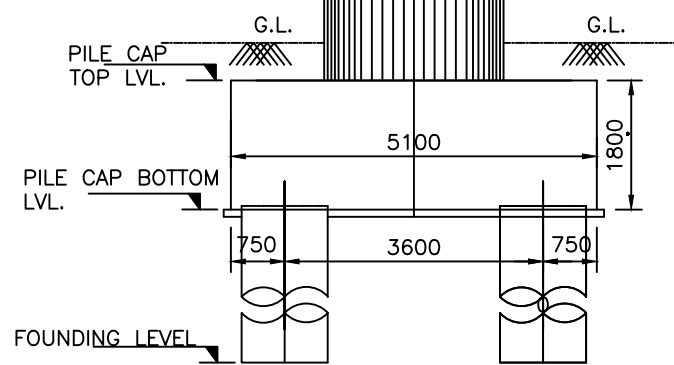
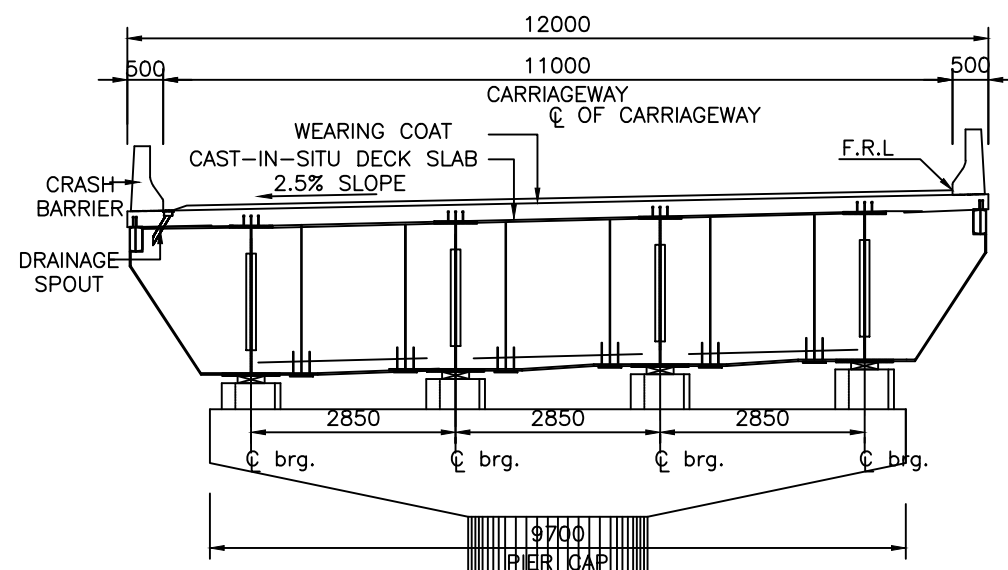
PROJECT:
CONSTRUCTION OF 6 LANE ELEVATED CORRIDOR FROM MAYUR VIHAR FLYOVER (NEAR CHILLA REGULATOR) TO MAHAMAYA FLYOVER ON NOIDA-GREATER NOIDA EXPRESSWAY, ALONG SHAHDARA DRAIN

DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.
REVISIONS						
STATUS CODE: 1. TENDERING PURPOSE 2. FOR REVIEWS. 3. MATERIAL PROCUREMENT. 4. FOR APPROVAL. 5. APPROVED FOR CONSTRUCTION.						

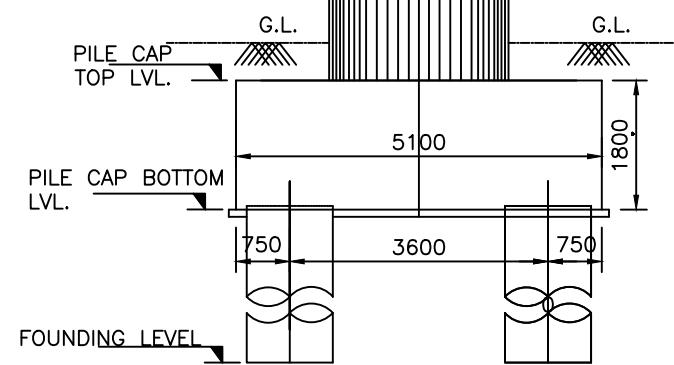
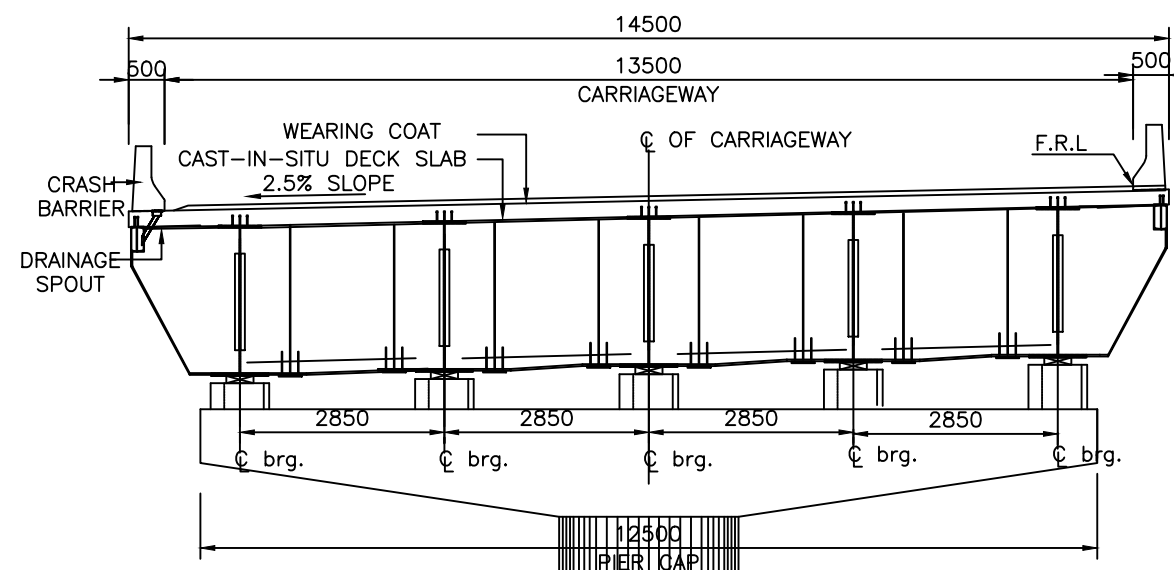
TITLE: GENERAL ARRANGEMENT DRAWING FOR ELEVATED ROAD

DRN:	AP	AUTHORIZED SIGNATURE	SCALE	As per drawing
DSND:	TP		DATE	17-06-19
CHKD:	SC		Rev.	R3

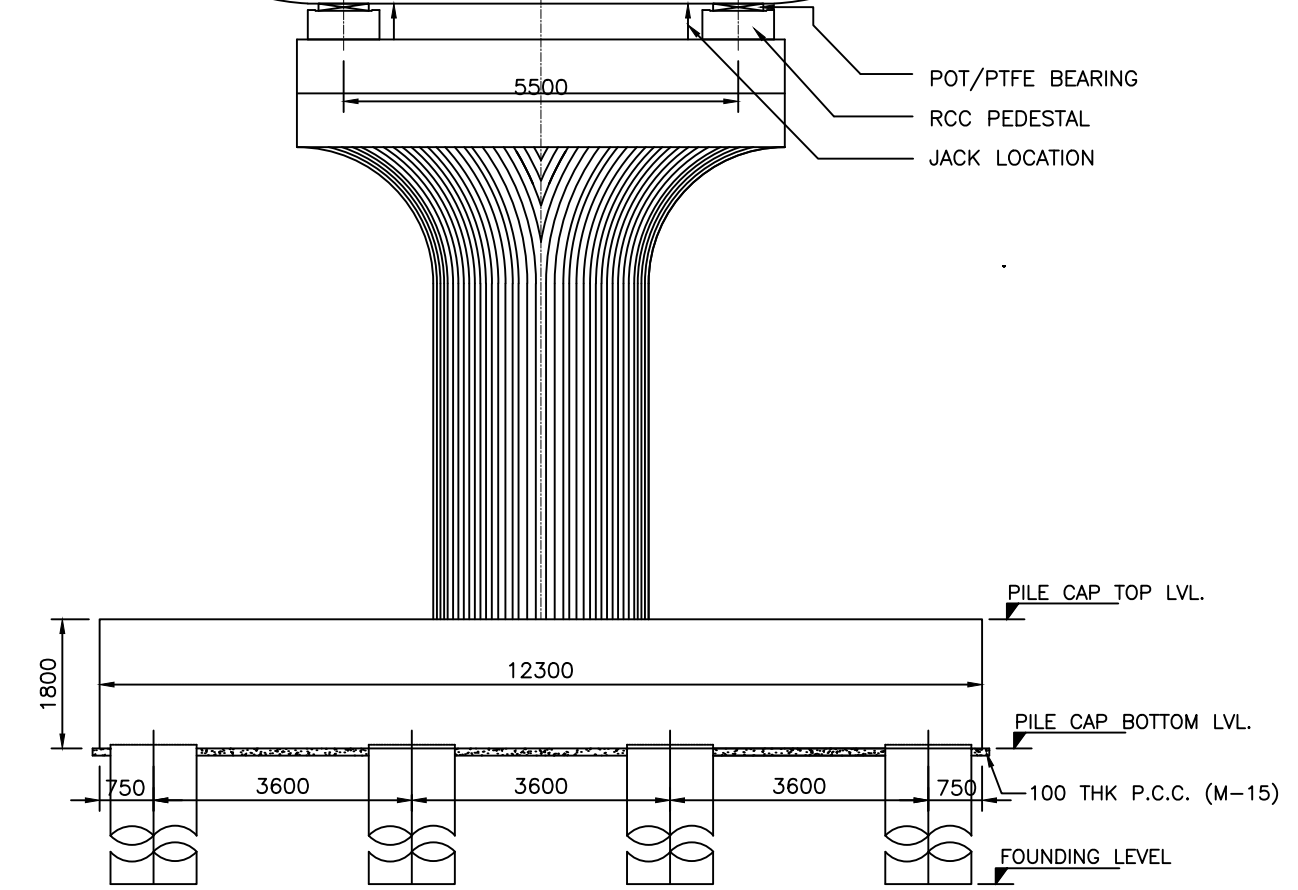
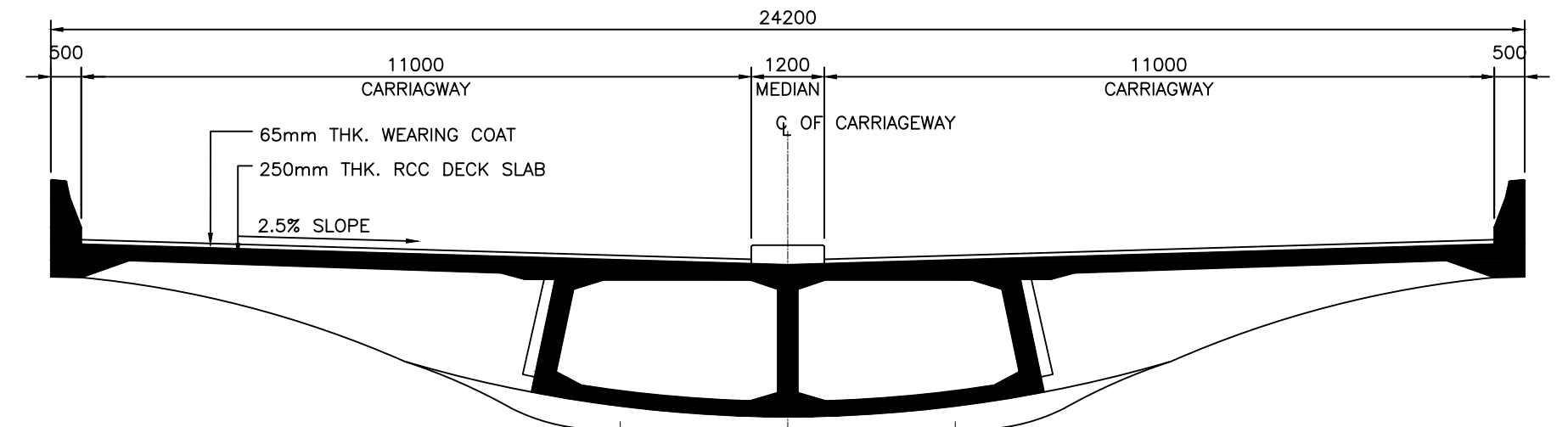
Chilla (SHEET 33 OF 35)



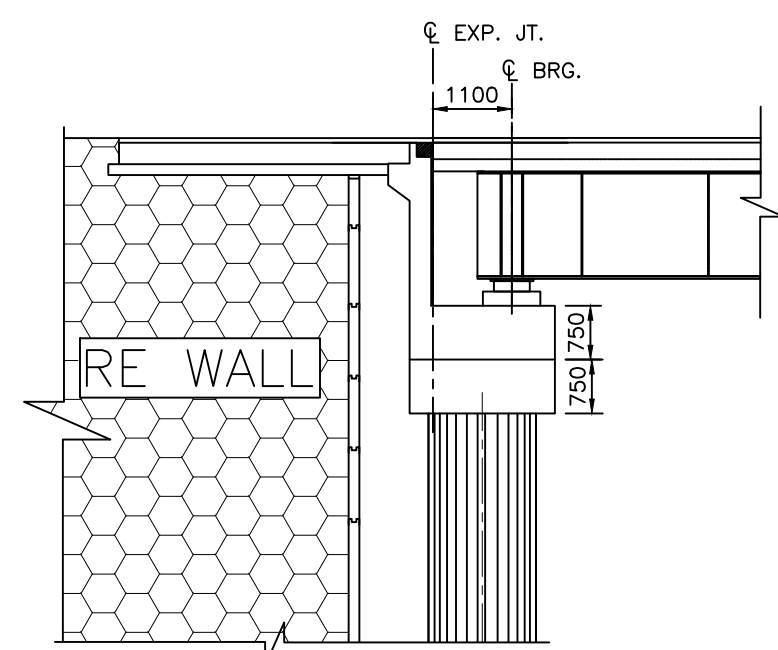
SECTION 3-3
COMPOSITE STEEL GIRDER RAMP PORTION
 (FOR 30.0M & 25.0M SPAN)
 (SCALE 1:125)



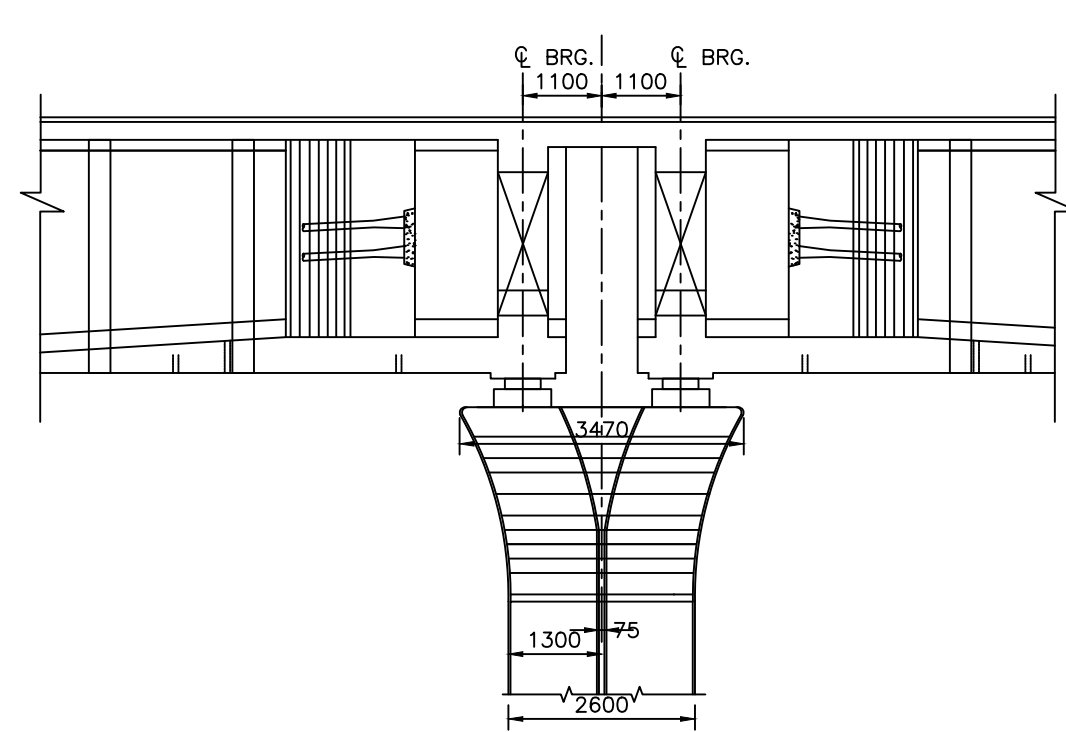
CROSS SECTION
COMPOSITE STEEL GIRDER LOOP PORTION
 (FOR 25.0M SPAN)
 (SCALE 1:125)



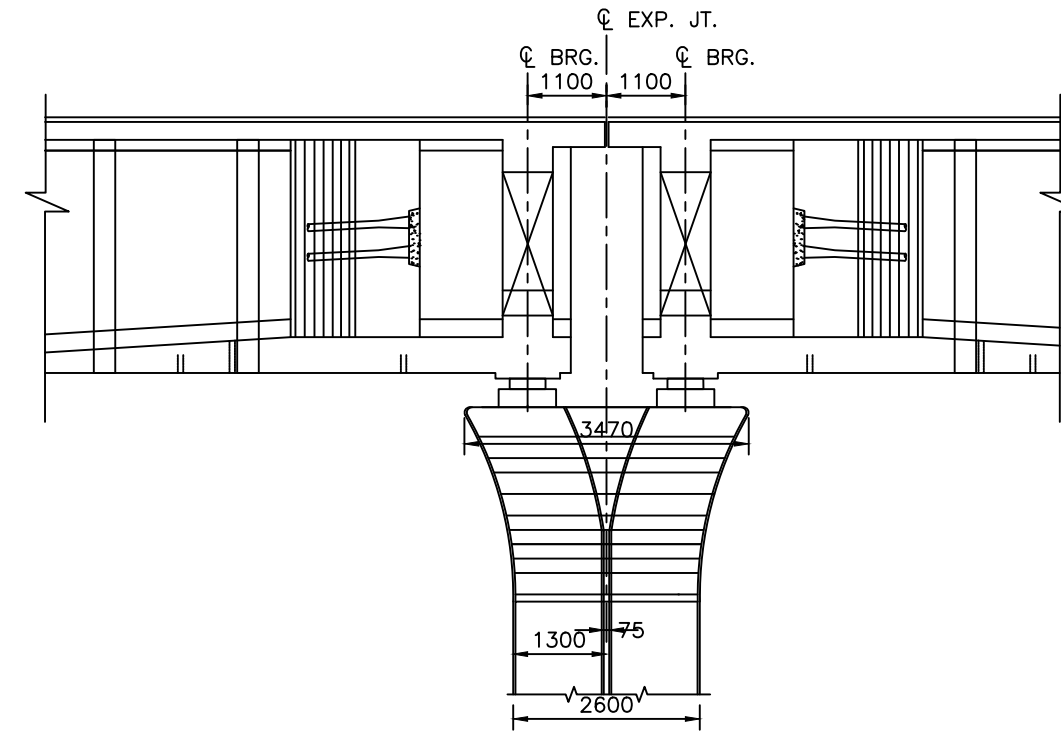
SECTION 4-4
(BALANCE CANTILEVER BOX SPAN)
 (SCALE 1:125)



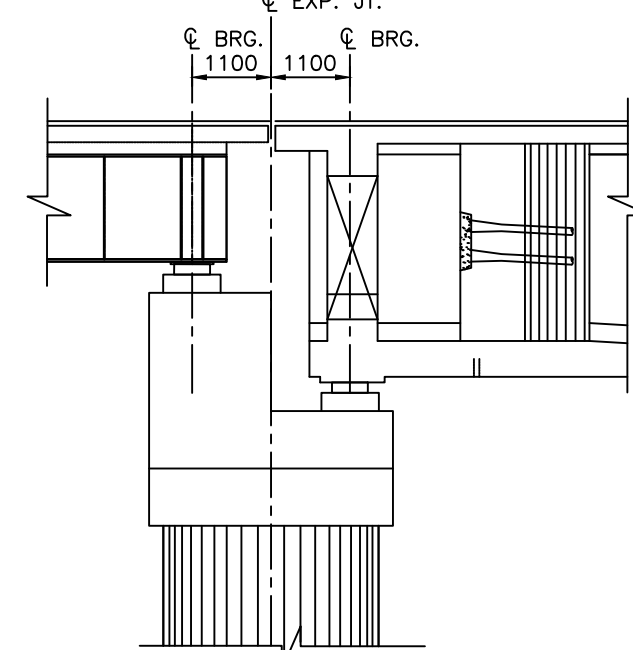
DETAIL '1'
 (SCALE 1:100)



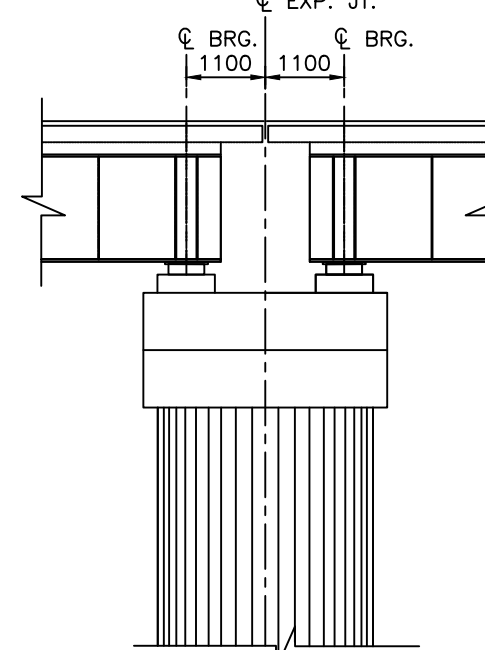
DETAIL '2'
 (SCALE 1:100)



DETAIL '3'
 (SCALE 1:100)




DETAIL '4'
 (SCALE 1:100)



DETAIL '5'
 (SCALE 1:100)

OWNER:
 NEW OKHLA INDUSTRIAL DEVELOPMENT AUTHORITY

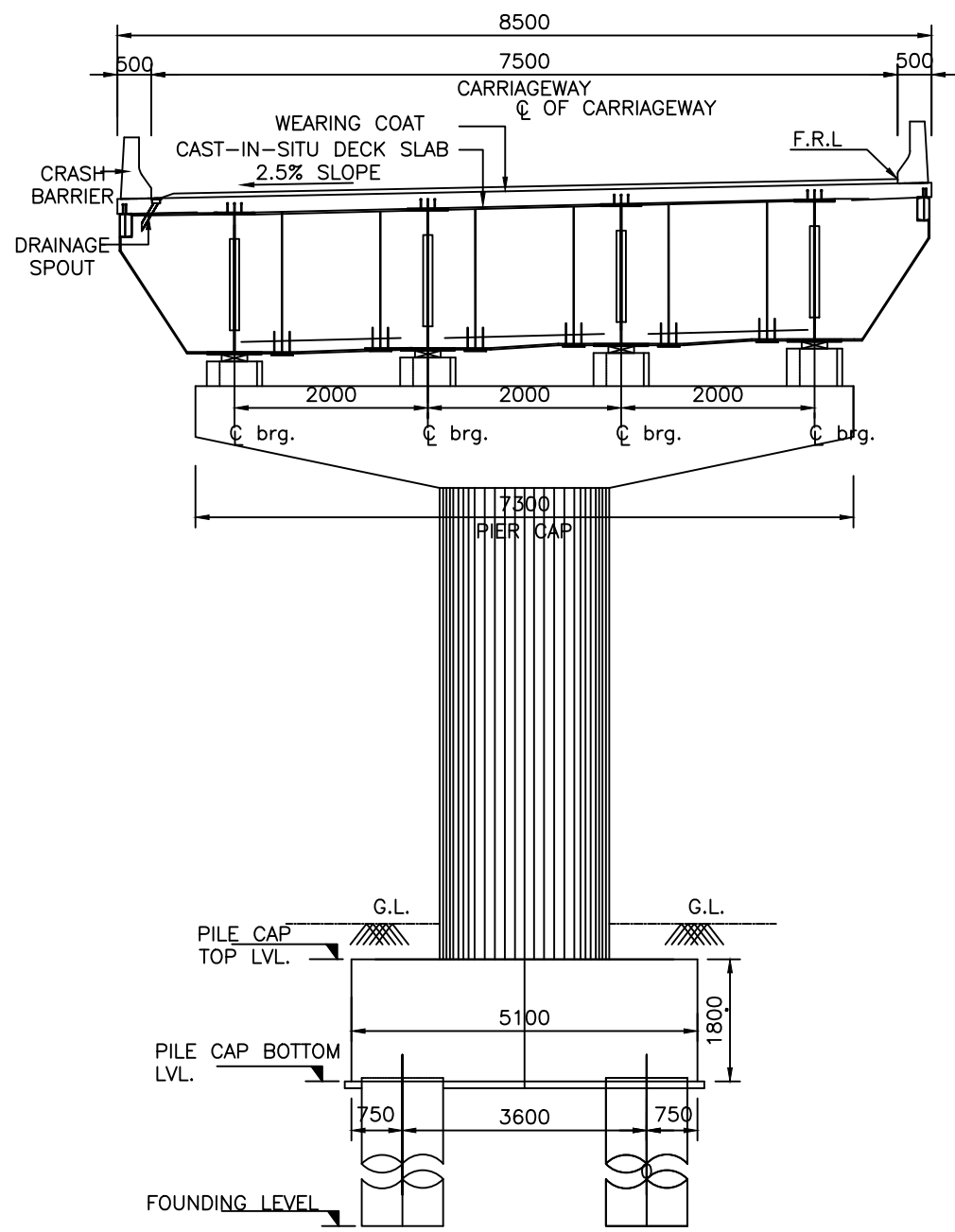
CLIENT:
 U.P. STATE BRIDGE COPN. LTD,
 SETU BHAWAN, 16-M.M.MALVIYA MARG,
 SETU BHAWAN, LUCKNOW-226001

CONSULTANT:
 DHRUV CONSULTANCY SERVICES LTD
 501, PUJIT PLAZA, SECTOR- 11, C.B.D. BELAPUR, NAVI MUMBAI- 400614
 WEBSITE: WWW.DHRUVCONSULTANCY.IN

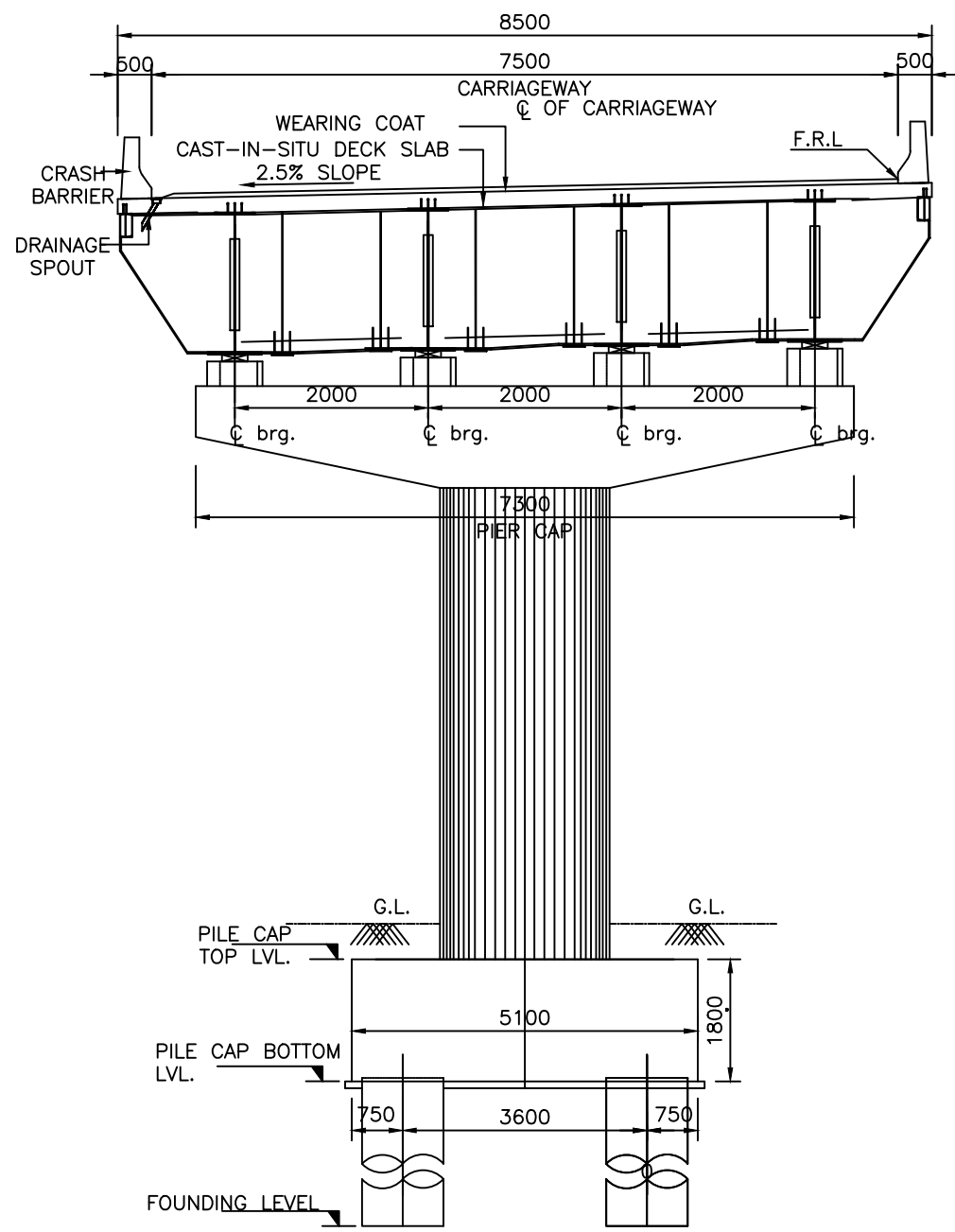
PROJECT:
 CONSTRUCTION OF 6 LANE ELEVATED CORRIDOR FROM MAYUR VIHAR FLYOVER (NEAR CHILLA REGULATOR) TO MAHAMAYA FLYOVER ON NOIDA-GREATER NOIDA EXPRESSWAY, ALONG SHAHDARA DRAIN

DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.
REVISIONS						
STATUS CODE : 1. TENDERING PURPOSE 2. FOR REVIEWS. 3. MATERIAL PROCUREMENT.						
4. FOR APPROVAL. 5. APPROVED FOR CONSTRUCTION.						

TITLE: GENERAL ARRANGEMENT DRAWING FOR ELEVATED ROAD			
DRN:	AP	AUTHORIZED SIGNATURE	SCALE: As per drawing
DSND:	TP	DATE	17-06-19
CHKD:	SC	Rev.	R3



SECTION 5-5
COMPOSITE STEEL GIRDER INTERSECTION RAMPS
(FOR 25.0M SPAN)
 (SCALE 1:125)



CROSS SECTION
COMPOSITE STEEL GIRDER
FOR ENTRY & EXIT RAMPS
(FOR 250.0M & 30.0M SPAN)
 (SCALE 1:125)

NOTES:-

- ALL DIMENSIONS ARE IN mm AND LEVELS IN METERS, UNLESS OTHERWISE MENTIONED. ONLY WRITTEN DIMENSIONS ARE TO BE FOLLOWED.
- THE PROPOSED BRIDGE CARRIAGEWAY IS DESIGNED AS PER CLAUSE NO 204 OF IRC:6-2014 AND CLAUSE NO 7.2 OF IRC:SP:84-2014.
- CONCRETE SHALL BE DESIGN MIX WITH A MINIMUM 28 DAYS CHARACTERISTIC STRENGTH OF 150mm CUBES AS FOLLOWS :

i). SUPERSTRUCTURE :-	ii). SUBSTRUCTURE/FOUNDATION :-
PSC SPINE AND WING ----- M50	PIER ----- M35
R.C.C. DECK SLAB ----- M40	ABUTMENT ----- M35
	PILE ----- M35
	PILE CAP ----- M35
- MISCELLANEOUS :-

CRASH BARRIER ----- M40	
APPROACH SLAB ----- M30	
P.C.C. ----- M15	
- THE REINFORCING STEEL SHALL BE TMT H.Y.S.D.BARS (GRADE DESIGNATION Fe-500) CONFORMING TO IS:1786.
- CLEAR COVER TO OUTER MOST STEEL.
 - SUPERSTRUCTURE = 50mm
 - SUBSTRUCTURE AND FOUNDATION
 - EARTH FACE = 75mm
 - OTHER FACE = 50mm
- PROVIDE STEEL LINER AS PER CLAUSE NO. 709 OF IRC:78-2014.
- BACK FILLING BEHIND ABUTMENTS/BOX AND RETAINING WALLS/WING WALL SHALL CONSISTS OF SELECTED EARTH CONFORMING TO APPENDIX :6 OF IRC:78-2014 HAVING PROPERTIES $C=0$, $\phi \geq 30^\circ$, $\delta=20^\circ$ & $\gamma_d = 18 \text{ kN/m}^3$.
- WEEP HOLES, SPACED AT 1000 C/C BOTH HORIZONTALLY AND VERTICALLY SHALL BE PROVIDED IN A STAGGERED MANNER IN VERTICAL WALLS/ABUTMENT AND RETURN WALL FROM GROUND UPTO BOX TOP LEVEL AS PER SECTION 2706 OF MORTH SPECIFICATIONS.
- 65mm THK. WEARING COURSE COMPRISING OF 50mm THK. BITUMINOUS CONCRETE LAID IN TWO LAYERS OF 25mm THK. EACH OVER 15mm THK. BITUMEN MASTIC SHALL BE PROVIDED AS PER SECTION 500 OF MORTH SPECIFICATIONS.
- PILE FOUNDATION SHALL BE CASTED AS PER IRC:78-2014 & IS:2911.
- WATER USED IN CONCRETING, GROUTING AND CURING SHALL BE CONFORM TO CLAUSE 18.4.5 OF IRC-112-2011.
- 100mm DIA AC PIPE SHALL BE PROVIDED IN WEEP HOLES AS PER CLAUSE 2706 OF MORTH SPECIFICATIONS.
- 600mm THK. FILTER MATERIAL BEHIND ABUTMENT/MEDIAN WALL/ INDEPENDENT RETURN WALL/RETURN WALL SHALL BE LAID AS PER APPENDIX 6 OF IRC:78-2014.
- THE DIMENSION OF STRUCTURAL COMPONENTS SHOWN IN THIS DRAWING ARE TENTATIVE AND MAY CHANGE DURING DETAILED DESIGN.
- THIS DRAWING SHALL BE READ IN CONJUNCTION WITH SHEET 01 OF 02 OF THIS DRAWING.

OWNER:
 NEW OKHLA INDUSTRIAL DEVELOPMENT AUTHORITY

CLIENT:
 U.P. STATE BRIDGE COPN. LTD,
 SETU BHAWAN, 16-M.M.MALVIYA MARG,
 SETU BHAWAN, LUCKNOW-226001

CONSULTANT:
 DHRUV CONSULTANCY SERVICES LTD
 501, PUJIT PLAZA, SECTOR- 11, C.B.D. BELAPUR, NAVI MUMBAI- 400614
 WEBSITE: WWW.DHURVCONSULTANCY.IN

PROJECT:
 CONSTRUCTION OF 6 LANE ELEVATED CORRIDOR FROM MAYUR VIHAR FLYOVER (NEAR CHILLA REGULATOR) TO MAHAMAYA FLYOVER ON NOIDA-GREATER NOIDA EXPRESSWAY, ALONG SHAHDARA DRAIN

DATE	REV.	CODE	PARTICULARS	DRAWN	CHKD.	APPD.
REVISIONS						

TITLE: GENERAL ARRANGEMENT DRAWING FOR ELEVATED ROAD			
DRN:	AP	AUTHORIZED SIGNATURE	SCALE: As per drawing
DSND:	TP	DATE	17-06-19
CHKD:	SC	Rev.	R3
STATUS CODE: 1. TENDERING PURPOSE 2. FOR REVIEWS 3. MATERIAL PROCUREMENT 4. FOR APPROVAL 5. APPROVED FOR CONSTRUCTION.			

"Speed Post"

GOVT. OF NCT OF DELHI,
OFFICE OF THE EXECUTIVE ENGINEER, CD-III
IRRIGATION & FLOOD CONTROL DEPARTMENT
L. M. BUND OFFICE COMPLEX, SHASTRI NAGAR, DELHI - 31



No. : EE/CD-III/DB/T-01/2018-19/3883

Dated:- 04/12/2018

To

The Chief Engineer -(Civil)
New Okhla Industrial Development Authority,
Main Administrative Building,
Sector -6, Noida,
Distt. Gautam Budh Nagar -201301.

Subject : Permission / NOC for "Construction of Elevated Corridor From Chilla Regulator to MP-3 Road along Shahdara Outfall Drain".

Sir,

Kindly refer to Chief Project Manager, U.P State Bridge Corporation Ltd. letter No. 2811/34/C.P.M(Gzb.)/2018 dated 19.09.2018 on behalf of Nodia Authority in the subject matter.

In this connection, I am directed to convey "In principal" approval of Competent Authority for the permission may be accorded for the construction of Elevated Corridor From Chilla Regulator to MP-3 Road along Shahdara Outfall Drain with the following conditions

1. The work shall be executed strictly in accordance with the drawing/layout sketch submitted by NOIDA Authority in this office and as per direction of NGT in OA No. 06/2012 and other directions issued from time to time.
2. During the execution of the project, NOIDA Authority has to ensure smooth passage for the department to carry out inspection of the drain and to undertake de-silting work which is essentially required to maintain the smooth flow in the drain and no construction shall be allowed within the bed of the drain.
3. Necessary signals/warning Signage shall be displayed / fixed by the NOIDA Authority at the conspicuous working area in the public interest to ensure the safety and security of the public, besides to take all reasonable steps like barricading at the appropriate places, by NOIDA Authority during execution of work.
4. The permission is confined only to the construction of Elevated Corridor. In future, if NOIDA Authority further requires any other construction on I&FC land along the drain, fresh permission is required to be taken.
5. NOIDA Authority shall be solely responsible for safety and security of Elevated Corridor so constructed along the drain of I&FC Department at their own cost.
6. In case I&FC Deptt. intends to execute any development work in public interest in future at this location, NOIDA Authority shall not claim anything on this account from I&FC Deptt.

7. The NOIDA Authority will undertake the construction of Elevated Corridor remain in close liaison with field staff of I&FC Deptt. for alignment of piers / pillars so that the same should not adversely affect the flow and de-silting process.
8. The NOIDA Authority shall also ensure, that no other service which is already laid along the drain is damaged during the construction of elevated Corridor and if any shifting is required, the requisite permission shall be obtained by the NOIDA Authority from the concerned service provider.
9. The NOIDA Authority shall be solely responsible for any mis-happening / accident resultant loss of human life / damage to property at site during the execution of construction of work. Compensation, if any, required to be paid to such victims on account of above referred eventualities, the NOIDA Authority has to make the payment of requisite compensation to the affected families.
10. The ownership of the land along the drain, however shall remain with I&FC Deptt. Delhi Govt. NCT of Delhi.
11. The NOIDA Authority shall have to deposit **Rs. 4.00 Crore** as refundable Security Deposit with Executive Engineer, CD-III I&FC Department. The same shall be refunded after receiving clearance from the field staff of Civil Division No.III (I&FC department) to the effect that no damage has been either caused to the I&FC department or if it has been, the same has been restored in original position at its own cost and all the debris from the site have been removed.
12. The I&FC department will take all precautions in the execution of de-silting work along the drain to maintain the smooth flow but if any damaged is caused to the Elevated Corridor, the I&FC Department shall not be held responsible and all the repair / rectification if any is required to be undertaken to the Elevated Corridor it has to be done by the NOIDA Authority at its own cost.
13. The permission granted can be withdrawn at any time in public interest and the NOIDA Authority shall have no claim or any damage on this account.
14. The NOIDA Authority will indemnify I&FC Department, Govt. of Delhi against all the damages and claims, if any due to construction of Elevated Corridor, during execution and in future.
15. The clearance between service road and invert level of slab shall not be less than 7.5m and all pile cap / other work shall be laid below minimum 1.00m. from bed level of the drain.
16. NOIDA Authority shall have to submit detailed drawings including structural drawings of construction of Elevated Corridor for proper monitoring of the alignment of corridor along I&FC drain.
17. NOIDA Authority shall cooperate / help and take all necessary steps to ensure that the service road on the left bank of the drain shall be made available encroachment free so that inspection / de-silting work of the drain could be undertaken by the department without any obstruction / hindrance.
18. If in future, any fee / charges are levied on account of use of I&FC land, owing to change in the policy, the same shall be paid / deposited by the NOIDA Authority with the I&FC Deptt. to enable it to clear the liability of the department.

Contd.....3

NOIDA Authority shall have to give an undertaking in respect of acceptance of the above mentioned conditions (1 to 18) on a Non-Judicial Stamp paper of Rs. 10/- and indemnity bond on a Non-Judicial Stamp paper of Rs. 100/- signed by the Competent Authority of NOIDA Authority along with deposition of refundable requisite Security Deposit amount of Rs. 4.00 Crore in form of FDR in favour of Executive Engineer, Civil Division No. III, I&FC Department.

Yours faithfully,

Hemil Agarwal
04/12/2018

EXECUTIVE ENGINEER
CIVIL DIVISION NO.III

No. : EE/CD-III/DB/T-01/2018-19/

Copy forwarded to :

1. The Chief Engineer, (I&FC), Zone - I, Govt. of Delhi, L.M Bund office Complex
Shashtri Nagar Delhi -31
2. Superintending Engineer, (FC-I), Govt. of NCT of Delhi, L.M Bund office Complex
Shashtri Nagar Delhi-31

EXECUTIVE ENGINEER
CIVIL DIVISION NO.III



No. F.1(303)2018/UTTIPEC/D-301

Date: 04.10.2019

To

✓ Senior Manager,
Work Circle-II, Water Works Compound,
Sec-19, Noida, Gautam Buddha Nagar,
Uttar Pradesh – 201301.

Sub: Release of drawing for 'Elevated Corridor from Chilla Regulator (Delhi) to MP-03 road along Shahdara drain/ 6- Lane Elevated Corridor over Shahdara drain between Mayur Vihar Flyover (near Chilla Regulator) and Mahamaya Flyover in Noida'.


Ref.: Letter No. Noida/ SM(WC-2)/2019/7709 dated 04.10.2019.

Sir,

Refer your letter dated 04.10.2019 vide which drawing of 'Elevated Corridor from Chilla Regulator (Delhi) to MP-03 road along Shahdara drain/ 6- Lane Elevated Corridor over Shahdara drain between Mayur Vihar Flyover (near Chilla Regulator) and Mahamaya Flyover in Noida' was submitted to UTTIPEC for release of drawing.

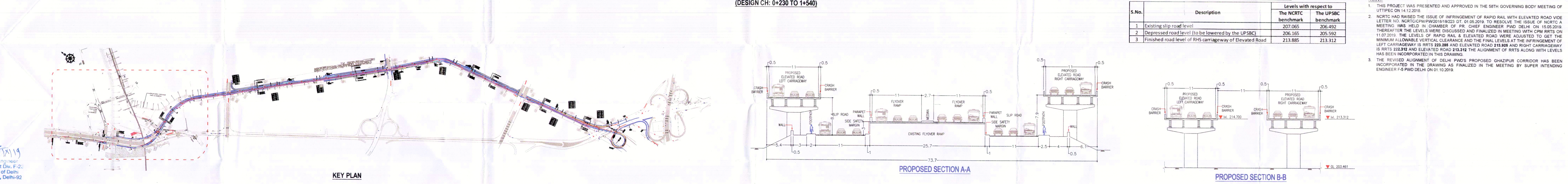
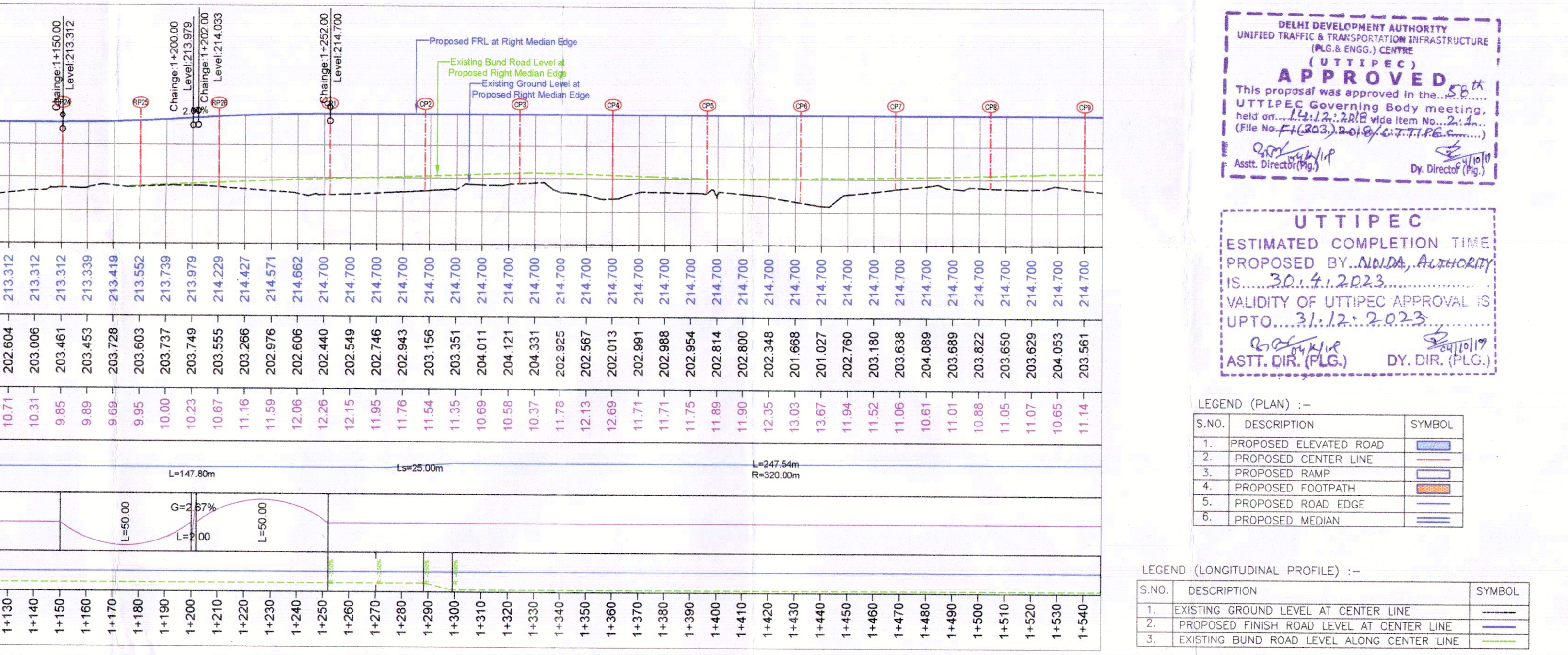
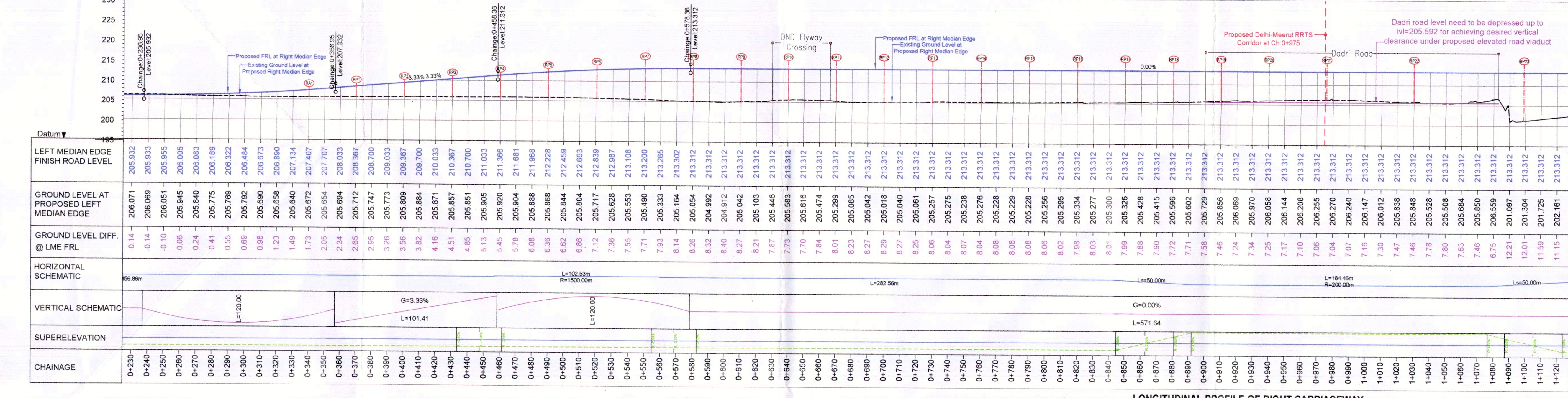
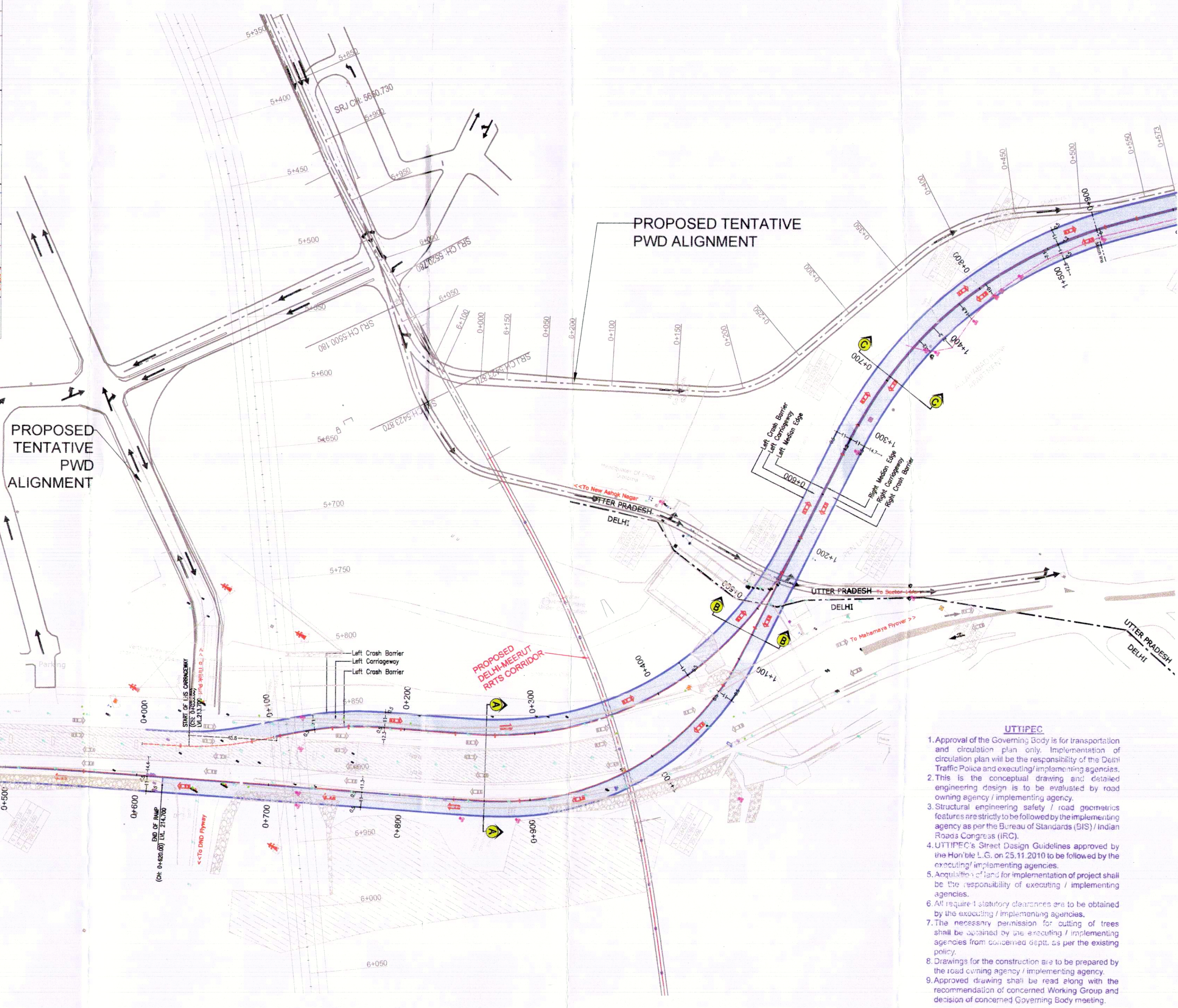
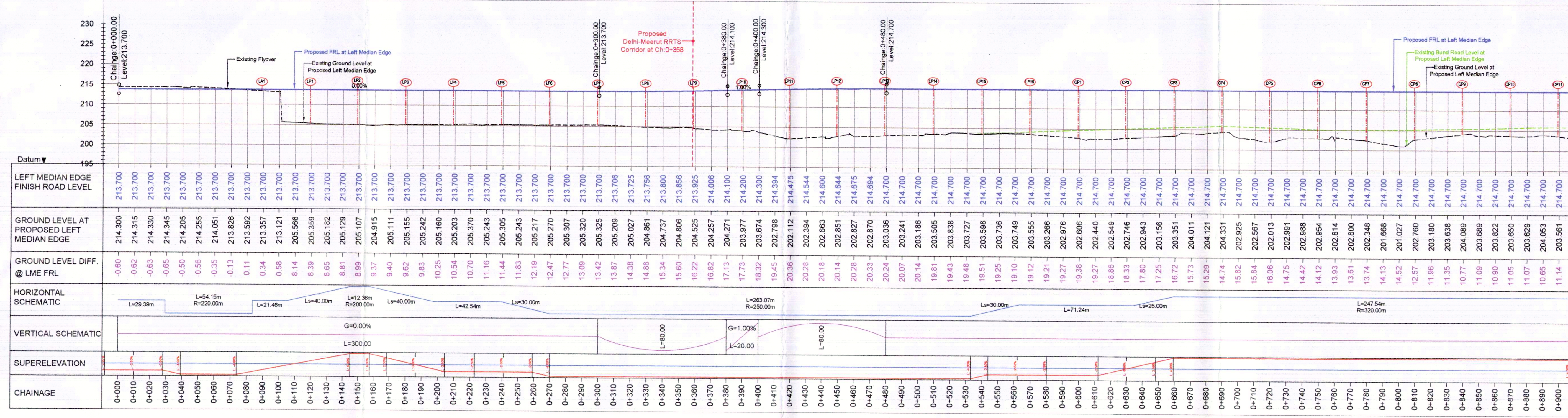
2. Find enclosed one set of duly signed drawings of the project which was approved in 58th UTTIPEC Governing Body Meeting (GB) held on 14.12.2018 under chairmanship of Hon'ble LG, Delhi. The approved drawings shall be read along with the minutes of meeting of 58th UTTIPEC Governing Body Meeting held on 14.12.2018.
3. Refer note overleaf for approval conditions.
4. As per decision of 58th Governing Body Meeting dated 14.12.2018, UTTIPEC approves only the stretch of proposed elevated corridor and its linkages with existing Delhi-Noida Link Road falling within the boundary of NCT of Delhi.
5. The estimated completion time proposed by Noida Authority is 30.04.2023 and validity of UTTIPEC approval is up to 31.12.2023.

Encl.: As above.


(Gambhir Singh)
Dy. Director (Plg.)-II
UTTIPEC

TO AKSHARDHAM TEMPLE

MAHAMAYA FLYOVER



UTPIEC

1. Approval of the Government for transportation and circulation plan only. Implementation of circulation plan will be the responsibility of the Delhi Traffic Police and existing engineering agencies.

2. This is the conceptual drawing and detailed engineering design is to be prepared by road owning agency or engineering agency.

3. Structural engineering safety / road geometric features are to be followed by the engineering agency as per the Bureau of Standards (BIS) Indian Standards (IS: 800).

4. UTPIEC's Draft Design Guidelines approved by Government of NCT of Delhi to be followed by the existing engineering agencies.

5. Approval of the Government of NCT of Delhi shall be the responsibility of existing / engineering agencies.

6. All the utility clearances are to be obtained by the existing engineering agencies.

7. The necessary permission for cutting of trees shall be obtained by the existing engineering agencies from concerned deptt. as per the existing laws.

8. Drawings for the construction are to be prepared by the road owning agency or engineering agency.

9. Approved drawing shall be read along with the recommendations of concerned Engineering Deptt. and decision of concerned Governing body meeting.

UTPIEC

APPROVED

1. UTPIEC Governing Body meeting held on 14/12/2018 was held on 14/12/2018.

2. The project was approved by the Government of NCT of Delhi.

3. The project was approved by the Government of NCT of Delhi.

4. The project was approved by the Government of NCT of Delhi.

5. The project was approved by the Government of NCT of Delhi.

6. The project was approved by the Government of NCT of Delhi.

7. The project was approved by the Government of NCT of Delhi.

8. The project was approved by the Government of NCT of Delhi.

9. The project was approved by the Government of NCT of Delhi.

10. The project was approved by the Government of NCT of Delhi.

OWNER: NEW OKHLA INDUSTRIAL DEVELOPMENT AUTHORITY

CLIENT: U.P. STATE BRIDGE CORP. LTD., SETU BHAWAN, 16-M MALVIYA MARG, SETU BHAWAN, LUCKNOW-226001

CONSULTANT: DHIRUV CONSULTANCY SERVICES LTD, 501, PULFUTRAK, SECTOR-11, C-80, 80, ANAND VIHAR, GURGAON-1220014

PROJECT: CONSTRUCTION OF 6 LANE ELEVATED CORRIDOR FROM MAYUR VIHAR FLYOVER (NEAR CHILLA REGULATOR) TO MAHAMAYA FLYOVER ON NOIDA-GREATER NOIDA EXPRESSWAY, ALONG SHAHDARA DRAIN

DATE: 15/09/2018

SHEET: 1 of 1



गैल इंडिया लिमिटेड

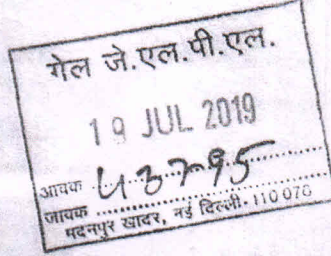
(भारत सरकार का उपक्रम - महारत्न कंपनी)

GAIL (India) Limited

(A Government of India Undertaking-A Maharatna Company)

एल. पी. जी. प्रापण टर्मिनल,
आईओसीएल बॉटलिंग प्लॉट,
मदनपुर खादर,
नई दिल्ली-110076

LPG Receiving Terminal
IOCL LPG Botting Plant,
Mandanpur Khadar,
New Delhi -110076



Ref: Gail/JLPL/868/ROU/2018-19/09/

Dated 17.07.2019

The Dy. Project Manager
U P Bridge Corporation Limited
A-142 Beta-1 Greater Noida
Distt- Gautam Budh Nagar

Kind Attn. - Mr Shashi Bhusan (Dy. Project Manager)

Sub: Permission for JLPL LPG P/L Xing / Pile construction in vicinity for proposed elevated road from Chilla regulator to Mahamaya flyover

Dear Sir,

This has the reference to your letter No: 535/136-71/BCUGr.noida/19 Dated 27.06.2019 for seeking permission for pile construction in vicinity of LPG P/L for proposed elevated road from Chilla regulator to Mahamaya flyover parallel to JLPL LPG P/L from Ch. 1143.500 KM to 1146.900 KM along Sahadara drain and subsequent correspondences thereon. The permission is granted to you subject to the terms & conditions of the agreement to be signed with GAIL and following terms & conditions.

1. The clearance between M/S UPSBCL Pile Cap to GAIL pipeline not less than 3.0 Meter in any case.
2. Location of existing LPG P/L shall be confirmed first by pipeline locator and then establish the exact location of the GAIL's pipeline by opening trial pit manually at each Pile location.
3. A final proposed construction drawing showing clearances in between both facilities may please be submitted mentioning GPS coordinates by superimposing on GAIL's existing pipeline ground stretch.
4. The Methodology for the Pile construction may please be ascertained from the construction agency to ensure that there is no any impact of the load on the P/L during construction. It is advised that bored in-situ Piling construction may be adopted to avoid the vibration during construction on each piling site.
5. As a measure for protection of the P/L, construction agency may put sub-surface concrete wall / sheet Piles in between LPG P/L and Piles of the proposed elevated road to the extent of 6.0 meter along the P/L at a distance of 2.5 -3.0M away from the P/L side surface up to P/L depth.
6. After each pile construction job, proper restoration & compacting will be done by M/S UPSBCL, Gr. Noida through proper back filling. It should also be as per standard practice and to the satisfaction of authorized representative of GAIL.
7. Prior intimation shall be conveyed to GAIL well in advance for deputing GAIL's representative on charging basis Rs 8200/ per day. Under no circumstances M/S UPSBCL, Gr. Noida shall carry out the job without prior intimation to GAIL and without the presence of GAIL's representative.

पंजीकृत कार्यालय :

गैल भवन, 16, भीकाएजी कामा प्लेस
नई दिल्ली -110066 भारत

REGD. OFFICE :
GAIL BHAWAN, 16, BHIKAJI CAMA PLACE
NEW DELHI -110066, INDIA

सीआईएन / CIN

L40200DL1984Go1018976

Website : www.gailonline.com

8. The job shall be carried out in day time during period from 09:15 hrs. To 17:45Hrs in the presence of authorized representative of M/S UPSBCL Gr. Noida
9. GAIL shall have the right to excavate / repair LPG pipeline without any prior intimation to M/s UPSBCL Gr. Noida in case of emergency.
10. M/S UPSBCL Gr. Noida to take utmost care to protect GAIL's pipeline / OFC cable and any damage to the same if occurred, shall be repaired by M/S UPSBCL Gr. Noida as per GAIL's specification at their own cost within maximum 48 hours of the incident.
11. M/S UPSBCL Gr. Noida shall be held responsible for any damage occurred to GAIL's pipeline during the laying / subsequent repair of their OFC.
12. The permanent pipeline markers and warning sign board shall have to be provided at this location by M/S UPSBCL, Gr. Noida.
13. If any maintenance job is carried out at this location by M/S UPSBCL Gr. Noida in future, a separate permission shall have to be taken from GAIL.
14. M/S UPSBCL Gr. Noida shall prepare the contingency plan for safety of GAIL's pipeline in case of any eventuality during laying work and maintenance subsequently. The copy of the contingency plan shall be available at the construction site.
15. All construction work shall be carried out in a manner so that the requirement of all relevant standards (PNGRB standard, OISD 226, 214, PMP Act, API-1102, ANSI /ASME/B31.4/B31.8) are complied.
16. A suitable Piling machine having pilot tracking facility should be used to avoid any damage to GAIL's pipeline/ OFC at the construction Location.
17. If any statutory clearances / permissions are required from Irrigation /PWD/Municipal corporation/ land owners etc. please approach to the concerned authority directly for necessary clearance for execution of the Road construction job.

This permission is issued to you with the approval of competent authority.

Best Regards


17/07/2019
Ajay Pal Singh

SM (LPG, P/L O&M)

Gail (India) Limited – M Khadar

Minutes of meeting held on 25.06.2019 in the office of the CPM/Delhi/NCRTC at Sarai Kale Khan regarding the crossing of the UPSBC road corridors and the RRTS corridor of the NCRTC at Noida Link road

1. A meeting was held at 18.00 hrs in the office of the CPM/Delhi/NCRTC between the UPSBC officers and the NCRTC officers regarding the issue of the infringement of the road corridors being executed by the UPSBC on behalf of the Noida Authority and the RRTS corridor at Noida Link Road.
2. It was agreed by the officers of both the Departments that at the crossing point of the right side road corridor and the RRTS corridor, the lateral center to center distance between the UPSBC pillar and the RRTS pillar will not be less than 10.75 m [2.75 m (Half the width of the pile cap) + 2.00 m (minimum clearance between the crash barrier and the edge of the pile cap for the smooth working of the pile rig) + 6.00 m (half the width of the road corridor)]. The total distance c/c comes to be (2.75+2.00+6.00) =10.75m. The similar minimum lateral c/c distance will be required at the crossing point of the left-hand side road corridor and the RRTS corridor. The pillars of the RRTS corridor at left and right side are fixed and freeze at discussed in the meeting. The Yamuna side road corridor is the Right hand side corridor & the Gazipur drain side corridor is the left hand side corridor.
3. The UPSBC either by lowering the existing main slip road or by adjusting the structure lower their FRL by 90 cm at the crossing point of the right-side road corridor and by 10.00 m wide RRTS corridor. The FRL of the proposed right-side road corridor will be (206.165+5.50+2.220) = 213.885 using the bench mark of the NCRTC, and the revised rail level of the RRTS corridor at this crossing point will be (213.885+5.50+3.50) =222.885. The rail level will be raised by 40 cm by the NCRTC.
4. The UPSBC will slew the left-hand side road corridor towards the Ghazipur drain and the NCRTC will shift the RRTS pillar at the footpath of the left-side service road. The FRL of the left-hand side road corridor will remain unchanged i.e. 213.925 at LP-9. The lateral c/c distance between the pillars will not be less than 10.75m
5. Shri. Tarun Beniwal (CPM/NCRTC), Shri. Raees Ahmad Khan Dy. CE/NCRTC, Shri. S.S Panwar AEN/NCRTC, Shri. Shashi Bhushan (DPM/UPSBC), Shri. Saurabh Chaturvedi (Consultant/UPSBC) & Shri. Ashesh Srivastav (GM/UPSBC) attended the meeting
6. At RP-21 of Right hand side Carriageway of the UPSBC, the following corresponding levels will be maintained by both the departments

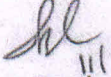
S.No.	Description	Levels with respect to	
		The NCRTC benchmark	The UPSBC benchmark
1.	Existing slip road level	207.065	206.492
2.	Depressed road level(to be lowered by the UPSBC)	206.165	205.592
3.	Finished road level of RHS carriageway	213.885	213.312


4.	RRTS Rail level	222.885	222.312
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Both the departments will establish their corresponding benchmarks on either side of the crossing point. The value, location and the corresponding coordinates of all these bench marks will be reflected on the General Arrangement Drawing having all the changes mentioned above and to be jointly signed by both the departments. The same practice will be adopted by both the departments for the Left hand side corridor.

7. The general arrangement drawing will be prepared by the NCRTC. The NCRTC Bench marks (A-4 value 205.102) on left hand side service road and bench mark (A-5 value 206.296) on the foundation of the hording board on left hand side service road are available at the crossing point. The UPSBC will also establish their benchmark at site and both the departments will jointly survey and confirm the difference between the benchmarks.
8. The meeting ended with the thanks to the GM/UPSBC.

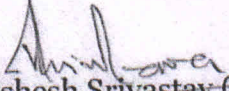
NCRTC OFFICERS



 11/07/19
 Sh. Tarun Beniwal (CPM/DLI)

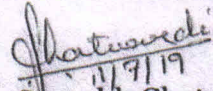

 11/07/2019
 Sh. Raees Ahmad Khan (Dy. CE)


 11/7/19
 Sh. S.S. Panwar (AEN)

UPSBC OFFICERS


 Sh. Ashesh Srivastav (GM)


 Sh. Shashi Bhushan (DPM)


 11/7/19
 Sh. Saurabh Chaturvedi (Consultant)

Date : 05.07.2019

Annex – IV
(Schedule-A)

Environmental Clearances

Not Required

Schedule-B

Schedule-C

Schedule - B

(See Clause 2.1)

Development of the Project Highway

1. Development of the Project Highway

Development of the Project Highway shall include design and construction of 6-lane Elevated Corridor from Mayur Vihar Flyover (Near Chilla Regulator) to Mahamaya Flyover on Noida- Greater Noida Expressway, along Shahdara Drain of the Project Highway as described in this Schedule-B. The alignment plans and profile of the project on the locations are specified in Annex-III of Schedule A and Shall be deemed to be part of Schedule B.

The details of the work already executed out of the total scope of work have been described in detail in Schedule A and the same shall be read in conjunction with this Schedule.

2. Six Lane Elevated Corridor

The Project corridor is to be developed as a 6-lane Elevated Corridor as described in Annex- I of this Schedule B. The project corridor also consists of main ramps and intermediate rampsto connect to the existing road network. The project corridor follows the alignment as specified in Annex III of Schedule A.

3. Specifications and Standards

The Project Highway shall be designed and constructed in conformity with the Specifications and Standards specified in Annex-I of Schedule D.

Annex – I
(Schedule-B)

DESCRIPTION OF SIX-LANE ELEVATED CORRIDOR

The Project Highway shall follow the alignment shown in the plan and profile specified in Annex-III of Schedule A unless otherwise specified by the Authority. The project road shall be designed as a fully elevated flyover. Notwithstanding anything to the contrary contained in this Agreement or IRC: SP: 90-2010, the proposed alignment as indicated in Annexure-III of Schedule A shall be deemed to be part of this Schedule B and shall be followed by the Contractor.

The Finished Road Levels (FRL) indicated in the drawings are to be treated as minimum and at no location shall the FRL be lowered than the FRL mentioned in the Drawings. Based on Design/Site requirements the contractor may, however, upgrade upon the alignment plans and profile as indicated in Annexure-III of Schedule-A and raise the finished roadway level with approval from the Authority's Engineer/Authority within the available ROW. The same does not constitute a change of scope.

1. CONSTRUCTION OF NEW ELEVATED FLYOVER

- (i) The Project Highway shall follow the alignment unless otherwise specified by the Authority and shown in the alignment plans specified in Annex-III of Schedule A. Geometric deficiencies, if any, in the existing horizontal and vertical profiles shall be corrected as per the prescribed standards for [plain/rolling] terrain to the extent land is available.

(ii) Width of Structures

Provided that in the built-up areas the width of the structures shall be as specified in the following table:

Sr. No.	Type	Type of Structure	Span Arrangement (c/c Pier) New	Pier Nos New	Deck Width	Remarks
1	RHS Ramp (Mayur Vihar Side)	Composite Steel Girder with RCC Deck	30m x 17	RP4 to RP21	12m	RP4 will act as the abutment
		Steel Box	60+70+55.33	RP-21 to RP-24	12m	
		Composite Steel Girder with RCC Deck	30m x 3	RP24 to RP26 - CP1	12m	
2	LHS Ramp (Mayur Vihar Side)	Composite Steel Girder with RCC Deck	30mx 16 + 30m x 1	LA1-LP1 to LP16-CP1	12m	

3	Main Elevated Portion	Spine & Wing Segmental Superstructure	36m x 14	CP1 to CP14A	24.2m	
		Composite Steel Girder with RCC Deck	27.4m x 1	CP14A to CP15	24.2	
		Bow String	88m x 1	CP15 to CP16	12m x 2	Two Separate Superstructures
		Composite Steel Girder with RCC Deck	27.4m x 1	CP16 to CP16A	12m x 2	
		Spine & Wing Segmental Superstructure	36m x 33	CP16A to CP49	24.2m	
		Bow String	88m x 1	CP49 to CP50	12m x 2	Two Separate Superstructures
		Spine & Wing Segmental Superstructure	36m x 28	CP50 to CP77A	24.2m	
		Composite Steel Girder with RCC Deck	27.4m x 1	CP77A to CP78	12m x 2	
		Bow String	88m x 1	CP78 to CP79	12m x 2	Two Separate Superstructures
		Spine & Wing Segmental Superstructure	45m x 1 + 36m x 6	CP79A to CP85	24m	
4	RHS Ramp (Mahamaya Side)	PSC I Girders	36m x 1 + 19.3m x 1 + 30m x 9	CP85 - RP1 - RP2 to RP11	12m	
		PSC I Girders	30m x 1 + 24.45m x 1	RP11 - RP11A - RP12	12m	
		Bow String	110m x 1	RP12 to RP13	12m	12m Deck Width single superstructure
		PSC I Girders	28.5m x 1 + 22m x 1 + 15m x 1	RP13 - RP14A - RP 14B - RP15	12m	
		PSC I Girders	25m x 7	RP15 to RP22	14.5m	14.5m Deck Width in Loop Portion
		PSC I Girders	36m x 2	RP22 - RP24A - RP25		

		PSC I Girders	25m x 3	RP25 - RP26 - RP27 - RA2		
5	LHS Ramp (Mahmaya Side)	PSC I Girders	36m x 1 + 30m x 13	CP85 - LP1 to LP13- LA2	12m	
6	Intermediate Ramp at Sector 15	PSC I Girders	15m x 3 + 25m x 19	L1A1 - L1P1 - L1P2 - L1P3 - L1P4 to L1P22	8.5m	
7a.	Intermediate Ramp at Sector 16 (Exit on LHS)	PSC I Girders	25m x 19 + 15m x 3	L2P1 to L2P20 - L2P21 - L2P22 - L2A1	8.5m	
7b.	Intermediate Ramp at Sector 16 (Entry on RHS)	PSC I Girders	25m x 15	R1P1 to R1P16	8.5m	
7c.	Intermediate Ramp at Sector 16 (Exit on RHS)	PSC I Girders	25m x 10	R2P1 to RP2P11	8.5m	
8	Intermediate Ramp at Sector 18	PSC I Girders	25m x 18 + 15m x 1	L3P1 to L3P19 - L3A1	8.5m	

2. Geometric Design and General Features

(i) General

Geometric design and general features of the Flyover shall be per Section 6 of the Manual.

(ii) Design speed

The design speed shall be per Clause 6.10 of IRC: SP: 90-2010 for the main carriageway.

(iii) Improvement of the existing road geometrics

The existing roads and services beneath the proposed flyover and the connecting ramps shall be restored to the original condition as per the instructions and to the satisfaction of the Authority's Engineer/Authority and this shall not constitute any Change of Scope.

(iv) Right of Way

Details of the existing and proposed Right of Way are given in Annex-III of Schedule A.

Note: No additional land will be provided than above, as such wherever required Toe wall/ Retaining wall of suitable heights shall be provided to confine free side slopes of highway embankment for main carriageway/service road, etc. on either side to accommodate the typical cross sections as given in Schedule –B within the proposed RoW without any additional cost to the Authority.

(v) Type of shoulders

- a. In built-up sections, fully paved shoulders/foot-paths shall be provided in the following stretches:

Sl. No.	Location	Width of foot-paths	Side	Length of the Foot-path
1	Slip Road proposed on Mahamaya End of the Flyover – From Sarita Vihar to Noida-Greater Noida Expressway	2m	Both Hand Side	206m
2	On the Greater Noida Side of the Merging point of the Slip Road with Noida-Greater Noida Expressway	3m	Right Hand Side	84m
3	On the Noida Side of the Merging point of the Slip Road with Noida-Greater Noida Expressway	2m	Right Hand Side	164m

- b. The above lengths in the table are minimum and any increase in length due to the requirement of site condition and/or design requirement shall not constitute any Change of Scope.
- c. The design and specifications of paved shoulders and granular material shall conform to the requirements specified in paragraphs in the Manual.

(vi) Vertical clearances:

Vertical alignment will be designed in such a way that a smooth longitudinal profile is maintained throughout the stretch without frequent changes in grade to avoid kinks and visual discontinuities.

Vertical clearance in the portion running along the Shahdara Drain would be kept at 7.5m as per the directives of the Irrigation Department. The vertical clearance in the portion other than along the drain will be designed as per the provisions of IRC 87.

Note:

- i. *The span mentioned above is a clear span measured in a longitudinal direction only. The locations, and orientation of the above-mentioned structures are tentative and may vary as per the actual site condition. For crossroad in skew, the proposed structure shall be provided in skew only.*
- ii. *The proposed structure length and span arrangement are tentative; the same shall be finalized in consultation with the Authority Engineer. However, the total length of the structure mentioned above is minimal. Any increase in structure length and change in span arrangement shall not be considered a change of scope.*

(vii) Service roads/ Slip Roads

Service roads/Slip Roads shall be constructed at the locations and for the lengths indicated below:

Sl. No.	Location	Length of the Slip Road (in m)
1	Slip Road proposed on Mahamaya End of the Flyover – From Sarita Vihar to Noida-Greater Noida Expressway	206 m
2	One Extra Lane (Widening) on the Noida-Greater Noida Expressway	164 m
3	Slip Road on LHS Side Mahamaya Ramp for getting on to Noida-Greater Noida Expressway	83m
4	Slip Road on RHS Side Mayur Vihar Ramp	274m + 650m(for merging of the traffic on existing road)

“Properly designed acceleration and deceleration lanes and transition length will be considered as incidental to the project and shall not be counted towards service road length”.

(viii) Typical cross-sections of the Project Highway

A typical cross-section of the project highway is given in further sections of Schedule B.

3. Pavement Design

- (i) Pavement design shall be carried out per the provision of the relevant manual.
- (ii) Type of pavement---Flexible pavement shall be provided for the section.
- (iii) Design requirements: As per IRC: SP 87-2019 and IRC:37-2018

(a) Design Period and Strategy

Pavement shall be carried out per the Manual provided that the minimum thickness should be adopted concerning the design traffic loading. Flexible pavement shall be provided in the entire project length, ramps, service roads, etc. as per IRC 37-2018. Flexible Pavement shall be designed for a minimum design period of 20 years

(b) Design Traffic

Notwithstanding anything to the contrary contained in this Agreement or the Manual, the Contractor shall design the pavement for design traffic of **146 Million Standard Axles for approach ramps and roads**. Considering future traffic projections for design life or as per the actual traffic whichever is higher. Minimum pavement composition should be adopted for new pavement/reconstruction of road as below:-

For approach ramps

Description	Minimum Crust Composition of Flexible Pavement
BC	50 mm
DBM	160 mm
WMM	250 mm
GSB	200 mm
Sub-grade	500 mm
Total	1160 mm

For Service Roads :

Description	Minimum Crust Composition of Flexible Pavement
BC	50 mm
DBM	160 mm
WMM	250 mm
GSB	200 mm
Sub-grade	500 mm
Total	1160 mm

Note: A buffer layer of 500 mm shall be provided below the subgrade in the stretches of black cotton soil area. The crust composition mentioned above is minimal. The contractor shall execute the work as per his design. Any increase in crust composition shall not be considered as a Change of Scope.

(c) Black Cotton Soil

Wherever Black Cotton Soil is encountered, the same shall be removed up to 0.50m depth minimum and replaced with Murum or equivalent material as approved by the Engineer-in-Charge or Authority Engineer, satisfying compaction requirements as per clause no. 305.2.2.4 of section 300 of Ministry of Road Transport and Highways (Specifications of Road and Bridge works- 5th Revision) The total length of the embankment where replacement of black cotton soil may be required is incidental to the Contract Price and shall not be paid for separately.

(iv) Reconstruction of stretches

Refer to the provision of the manual and specify the stretches, if any, to be reconstructed. All stretches of the existing road except realignment shall be reconstructed. These shall be designed as new pavement.

4. Design of Structures-----

The grade-separated structures shall be provided/constructed at the locations and of the type & length specified below:

Sr. No.	Type	Type of Structure	Span Arrangement (c/c Pier) New	Pier Nos New	Deck Width	Remarks
1	RHS Ramp (Mayur Vihar Side)	Composite Steel Girder with RCC Deck	30m x 17	RP4 to RP21	12m	RP4 will act as the abutment
		Steel Box	60+70+55.33	RP-21 to RP-24	12m	
		Composite Steel Girder with RCC Deck	30m x 3	RP24 to RP26 - CP1	12m	
2	LHS Ramp (Mayur Vihar Side)	Composite Steel Girder with RCC Deck	30mx 16 + 30m x 1	LA1-LP1 to LP16-CP1	12m	
3	Main Elevated Portion	Spine & Wing Segmental Superstructure	36m x 14	CP1 to CP14A	24.2m	
		Composite Steel Girder with RCC Deck	27.4m x 1	CP14A to CP15	24.2	
		Bow String	88m x 1	CP15 to CP16	12m x 2	Two Separate Superstructures
		Composite Steel Girder with RCC Deck	27.4m x 1	CP16 to CP16A	12m x 2	
		Spine & Wing Segmental Superstructure	36m x 33	CP16A to CP49	24.2m	
		Bow String	88m x 1	CP49 to CP50	12m x 2	Two Separate Superstructures
		Spine & Wing Segmental Superstructure	36m x 28	CP50 to CP77A	24.2m	
		Composite Steel Girder with RCC Deck	27.4m x 1	CP77A to CP78	12m x 2	
		Bow String	88m x 1	CP78 to CP79	12m x 2	Two Separate Superstructures
		Spine & Wing Segmental Superstructure	45m x 1 + 36m x 6	CP79A to CP85	24m	

Sr. No.	Type	Type of Structure	Span Arrangement (c/c Pier) New	Pier Nos New	Deck Width	Remarks
4	RHS Ramp (Mahamaya Side)	PSC I Girders	36m x 1 + 19.3m x 1 + 30m x 9	CP85- RP1 - RP2 to RP11	12m	
		PSC I Girders	30m x 1 + 24.45m x 1	RP11 - RP11A - RP12	12m	
		Bow String	110m x 1	RP12 to RP13	12m	12 m Deck Width single superstructure
		PSC I Girders	28.5m x 1 + 22m x 1 + 15m x 1	RP13 - RP14A - RP 14B - RP15	12m	
		PSC I Girders	25m x 7	RP15 to RP22	14.5m	14.5 m Deck Width in Loop Portion
		PSC I Girders	36m x 2	RP22 - RP24A - RP25		
		PSC I Girders	25m x 3	RP25 - RP26 - RP27 - RA2		
5	LHS Ramp (Mahmaya Side)	PSC I Girders	36m x 1 + 30m x 13	CP85 - LP1 to LP13- LA2	12m	
6	Intermediate Ramp at Sector 15	PSC I Girders	15m x 3 + 25m x 19	L1A1 - L1P1 - L1P2 - L1P3 - L1P4 to L1P22	8.5m	
7a.	Intermediate Ramp at Sector 16 (Exit on LHS)	PSC I Girders	25m x 19 + 15m x 3	L2P1 to L2P20 - L2P21 - L2P22 - L2A1	8.5m	
7b.	Intermediate Ramp at Sector 16 (Entry on RHS)	PSC I Girders	25m x 15	R1P1 to R1P16	8.5m	

Sr. No.	Type	Type of Structure	Span Arrangement (c/c Pier) New	Pier Nos New	Deck Width	Remarks
7c.	Intermediate Ramp at Sector 16 (Exit on RHS)	PSC I Girders	25m x 10	R2P1 to RP2P11	8.5m	
8	Intermediate Ramp at Sector 18	PSC I Girders	25m x 18 + 15m x 1	L3P1 to L3P19 - L3A1	8.5m	

Drainage system for bridge decks

An effective drainage system for bridge decks shall be provided as specified in the provision of the Manual.

5. Typical Cross section:

Sr No.	From	To	Length in m	TCS	Remarks
LHS – Main Ramp Mayur Vihar Side					
1	0+000	0+608	608	TCS-2	Chainage in “RED”
RHS – Main Ramp Mayur Vihar Side					
2	0+000	0+466	466	TCS-2	
3	0+466	1+249	783	TCS-2	
Main Viaduct Portion					
4	1+250	4+572	3323	TCS-1 / TCS-1A	
LHS – Main Ramp Mahamaya Side					
5	3+932	4+362	430	TCS-2	Chainage in “RED”
6	4+362	4+392	30	TCS-2	Chainage in “RED”
RHS – Main Ramp Mahamaya Side					
7	4+572	5+012	440	TCS-2	12m Deck Width
8	5+012	5+469	457	TCS-2A	14.5m Wide deck width
9	5+469	5+518	49		

Note: *The TCS schedule shown is indicative. It shall be read in concurrence with other features of Schedule B & C. As per site condition applicable arrangement of service road, cut/fill on LHS/RHS/BHS is to be decided during execution and shall be approved by the Independent/Authority Engineer. Any variation in length and TCS specified in the above table shall not constitute a Change of Scope.*

6. Typical cross-sections of Ramps

Sr. No.	Ramp/Loop No	Description	Length in m	TCS
	L1	Entry Ramp at Sector 15 (LHS)	520	TCS-3
	L2	Exit Ramp at Sector 16 (LHS)	520	TCS-3
	R1	Entry Ramp at Sector 16 (RHS)	375	TCS-3
	R2	Exit Ramp at sector 16 (RHS)	250	TCS-3
	L3	Exit Ramp at Sector 18 (LHS)	465	TCS-3

Approach Portion TCS of Intermediate Ramps:

Sr. No.	Description	Length in m	TCS
1	RE Wall / Retaining Wall Approach Section	520	TCS-4

Note: *The TCS schedule shown is indicative. It shall be read in concurrence with other features of Schedule B & C. As per site condition applicable arrangement of service road, cut/fill on LHS/RHS/BHS is to be decided during execution and shall be approved by the Independent/Authority Engineer. Any variation in length and TCS specified in the above table shall not constitute a Change of Scope.*

7. Typical cross sections of Slip Road:

Sr. No.	Description	Length in m	TCS
1	Slip Road from Sarita Vihar to Noida-Greater Noida Expressway	206	TCS-5
2	Additional Lane on Noida-Greater Noida Expressway	164	TCS-6
3	Slip Road on LHS Side Mahamaya Ramp for getting on to Noida-Greater Noida Expressway	83m	TCS-5
4	Slip Road on RHS Side Mayur Vihar Ramp	274 + 650 (for merging of the traffic on existing road)	TCS-5

Note: *The TCS schedule shown is indicative. It shall be read in concurrence with other features of Schedule B & C. As per site condition applicable arrangement of service road, cut/fill on LHS/RHS/BHS is to be decided during execution and shall be approved by the Independent/Authority Engineer. Any variation in length and TCS specified in the above table shall not constitute a Change of Scope.*

8. Retaining wall/ RE wall/ Toe wall/ Breast wall

- A. Retaining wall /Toe wall:** The length of retaining wall /toe wall shall depend on
- cross-section for the development of the project highway as per design FRL
 - the structural requirements to accommodate the approach road within the ROW.

Sr. No.	Location	Length in m
1	Intermediate Ramp Sector -15 - (RCC Retaining Wall)	37.1
2	Intermediate Ramp (Exit LHS) Sector - 16 - (RCC Retaining Wall)	24.6
3	Intermediate Ramp Sector -18 - (RCC Retaining Wall)	27
4	LHS RAMP MAHAMAYA FLYOVER SIDE - (RCC Retaining Wall)	30
5	RHS RAMP MAHAMAYA FLYOVER SIDE - (RCC Retaining Wall)	48.5
6	Retaining Wall Length	167.2

B. RE Wall

Sr. No.	Location	Length in m
1	RHS Ramp Mayur Vihar	290
2	Intermediate Ramp (Exit RHS) Sector - 16	34.2
3	Intermediate Ramp (Entry RHS) Sector - 16	28
4	RE Wall Length total	352.2

Note: The lengths of the retaining wall/toe wall /RE wall mentioned above are indicative. The actual lengths shall depend on applicable TCS, GL, and FRL. CoS shall not be admissible for any increase in length of the wall as per design requirement and actual site condition.

9. Traffic Control Devices and Road Safety Works

Traffic control devices and road safety works shall be provided per the provision of section 9 of the Manual. Retro-reflective sheeting should be of high-intensity grade with micro-prismatic retro-reflective element per ASTM standard D 4956-09 and IRC 67.

The provision of **surveillance cameras** as described in Schedule C with capabilities of VIDS and VSDS shall be installed on the project.

10. Roadside Furniture

Roadside furniture shall be provided in accordance with the provision of sections 9 and 12 of the Manual.

Overhead traffic signs and other road signages shall be finalized as per IRC 67-2022 and in consultation with the Authority's Engineer/Authority.

Minimum Over Head Sign Gantry:-

S. No	Location	Numbers	Remark
1	Entry and exit from Mayur Vihar Side	2	Double Pole OH Gantry
2	Entry and exit from Mahamaya Side	2	Double Pole OH Gantry
3	Entry from Sector-15 Intermediate Ramp	1	Single Pole OH Gantry
4	and Exit from Sector-16 Intermediate Ramp (on Both Side Ramps)	2	Single Pole OH Gantry
5	Exit to Sector-18 Intermediate Ramp	1	Single Pole OH Gantry

Note:- Numbers and locations of overhead traffic signs & overhead Sign Gantry are indicative. Any change in numbers or locations may be based on the actual site situation & approval from the Authority's Engineer/Authority & shall not constitute any change of scope.

11. Street Lighting:

Street Lighting shall be provided as described in Schedule C throughout the Project Corridor at designed intervals to maintain the desired degree of illumination on the entire project corridor including the Main and Intermediate Ramps.

In addition to this High Masts shall be provided at the following locations:

Sr. No.	Location	Remarks
1	At Sector-15 intermediate Ramp Location	As per the specifications of the Manual
2	At Sector-16 intermediate Ramp Location	
3	At Sector-18 intermediate Ramp Location	

12. Plantation

Following plantation activities as described in Schedule C are to be undertaken on the Project Elevated Corridor:

- a. Median Plantation in the Main Viaduct Portion.
- b. Vertical Garden Plantation on the Piers as per Schedule C

Plantation of no. and species of trees per Km. shall be as per IRC SP-21-2009. Minimum avenue plantation 15m. c/c on both sides in Open Area except structures and Built-up areas. The number of trees and the type of trees shall be finalized in consultation with the Authority's Engineer/Authority before execution.

13. Noise Barriers

The Noise barriers shall also be provided on the main viaduct portion of the Project Elevated Corridor (min. Ht. of the barrier \geq 2m over and above the crash barrier).

14. Rainwater harvesting

A rainwater harvesting pit shall be provided at each and every pier location to collect and percolate the drainage water collected from the deck above and brought down to the Rainwater harvesting pit through the runner pipes provided.

- a) The Locations and design of the stretch (i.e.) diameter/length of recharge shaft etc. shall be based on the rainfall intensity and geotechnical strata and based on the enclosed drawing. The guidelines and norms issued by the Central Ground Board may also be adopted while finalizing the location and design of rainwater harvesting units.
- b) Rainwater Harvesting and Artificial recharging shall be provided on all the buildings and structures, Way-side amenities, grade-separated structures, etc. which are to be developed as a part of the project corridor.

15. Change of Scope

The length of Structures and bridges specified hereinabove shall be treated as an approximate assessment. The actual lengths as required based on detailed investigations shall be determined by the Contractor per the Specifications and Standards. Any variations in the lengths specified in this Schedule-B shall not constitute a Change of Scope.

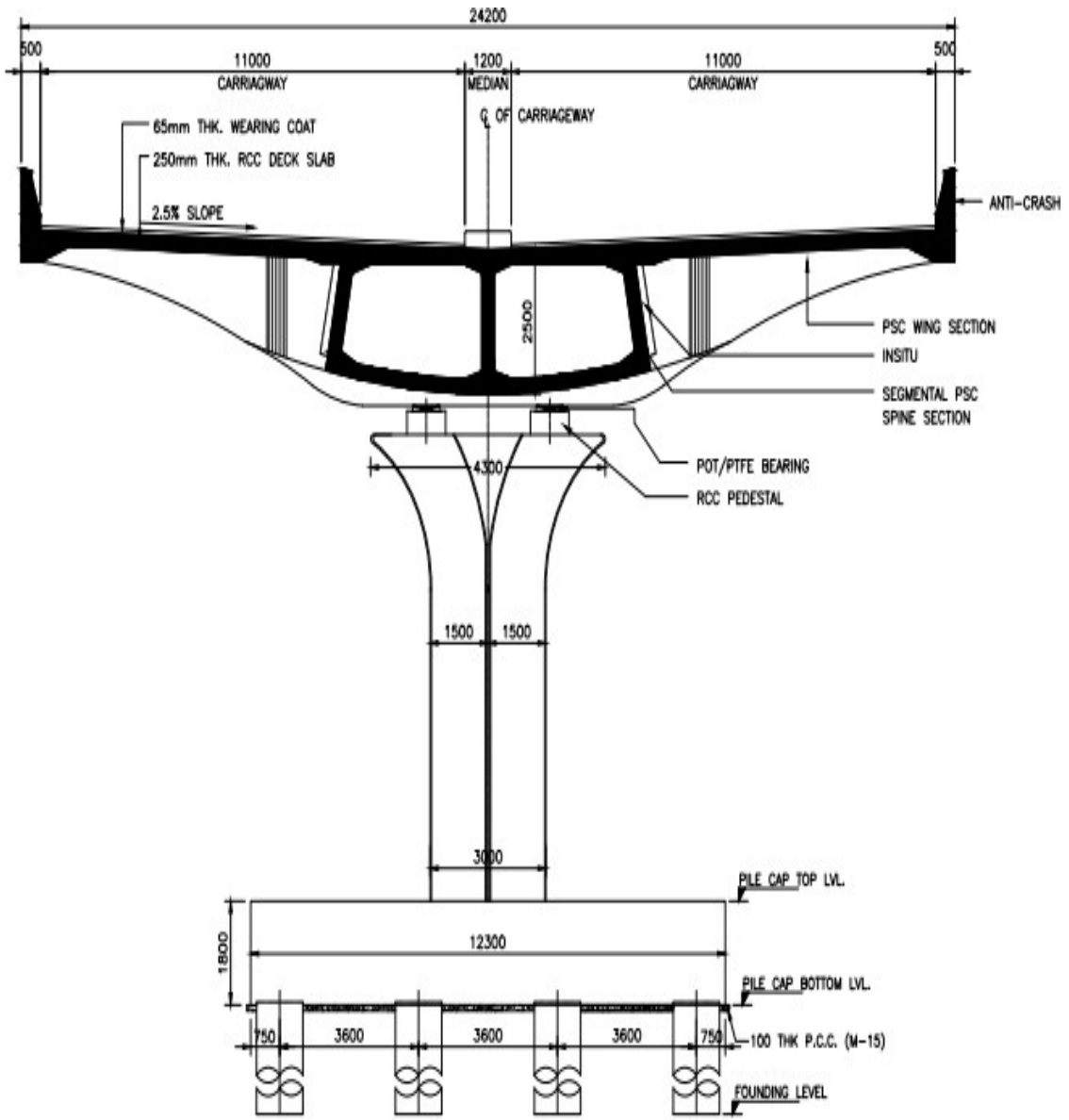
16. Gail Gas Pipeline running along the road:

A GAIL Gas Pipeline is running along the project's elevated corridor. The Location of the GAIL gas pipeline as identified by the GAIL Authorities using the Ground Penetrating radar has been marked in pink colour on the Plan and Profile forming a part of this agreement. A list of the co-ordinates of the GAIL Gas Pipeline is presented in the table below:

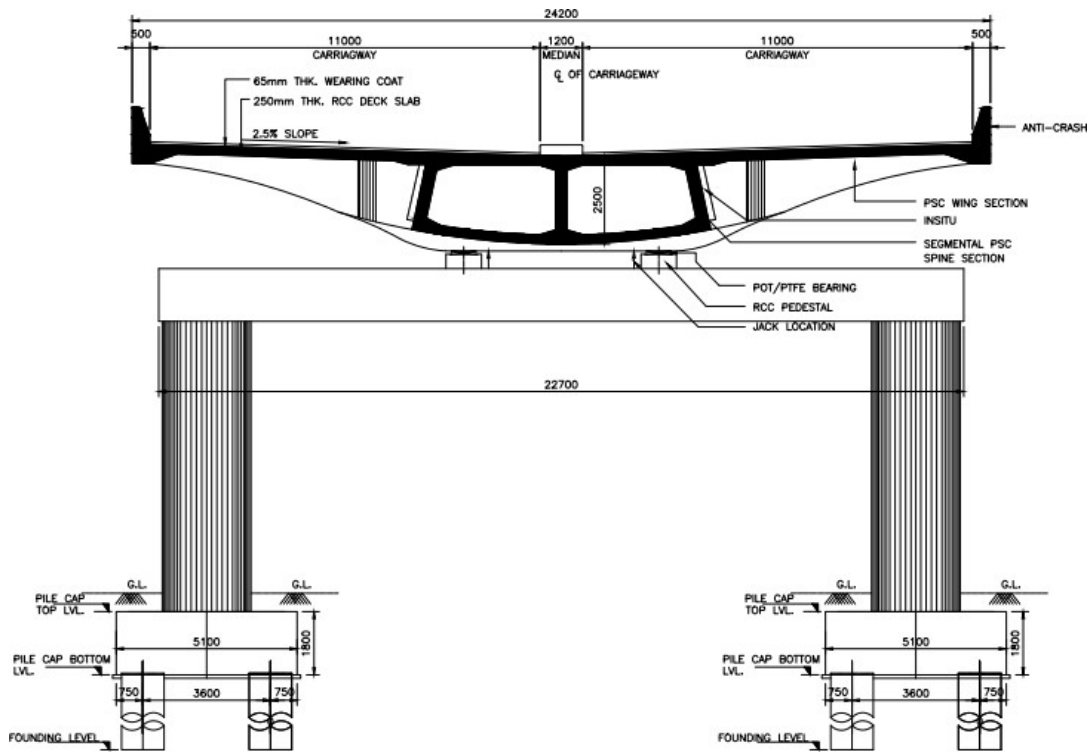
S NO.	E	N	CODE
1	726702.352	3162790.250	GPL
2	726785.978	3162514.608	GPL
3	726405.525	3163059.883	GPL
4	726521.090	3162950.115	GPL
5	726724.911	3162767.881	GPL
6	726850.257	3162162.689	GPL
7	726805.461	3162413.353	GPL
8	726667.277	3162816.027	GPL
9	726174.887	3163298.639	GPL
10	726133.763	3163339.533	GPL
11	726326.271	3163144.381	GPL
12	726852.067	3162097.790	GPL
13	726793.211	3162480.825	GPL
14	726540.029	3162932.221	GPL
15	726829.928	3162274.731	GPL
16	726855.768	3162104.484	GPL
17	726770.502	3162614.393	GPL
18	726219.902	3163252.629	GPL
19	726033.273	3163441.169	GPL
20	726586.525	3162887.206	GPL
21	726303.767	3163165.937	GPL
22	726838.899	3162227.990	GPL
23	726767.979	3162647.525	GPL
24	726817.894	3162341.566	GPL
25	726561.533	3162910.073	GPL
26	726767.050	3162689.117	GPL
27	726638.751	3162836.228	GPL
28	726267.206	3163200.978	GPL
29	726858.486	3162118.889	GPL
30	726774.712	3162585.109	GPL
31	726498.016	3162973.302	GPL
32	726846.026	3162191.287	GPL
33	725965.438	3163512.005	GPL

It is to be noted that the GAIL Gas pipeline cannot be shifted as per the discussions and meetings with GAIL Authorities. PNGRB guidelines regarding the vertical and horizontal clearances from the Gas Pipeline shall be followed while designing and constructing the project's elevated corridor. The above locations are as per the points provided by the GAIL Authority.

Typical Cross Sections – Six Lane Elevated Flyover

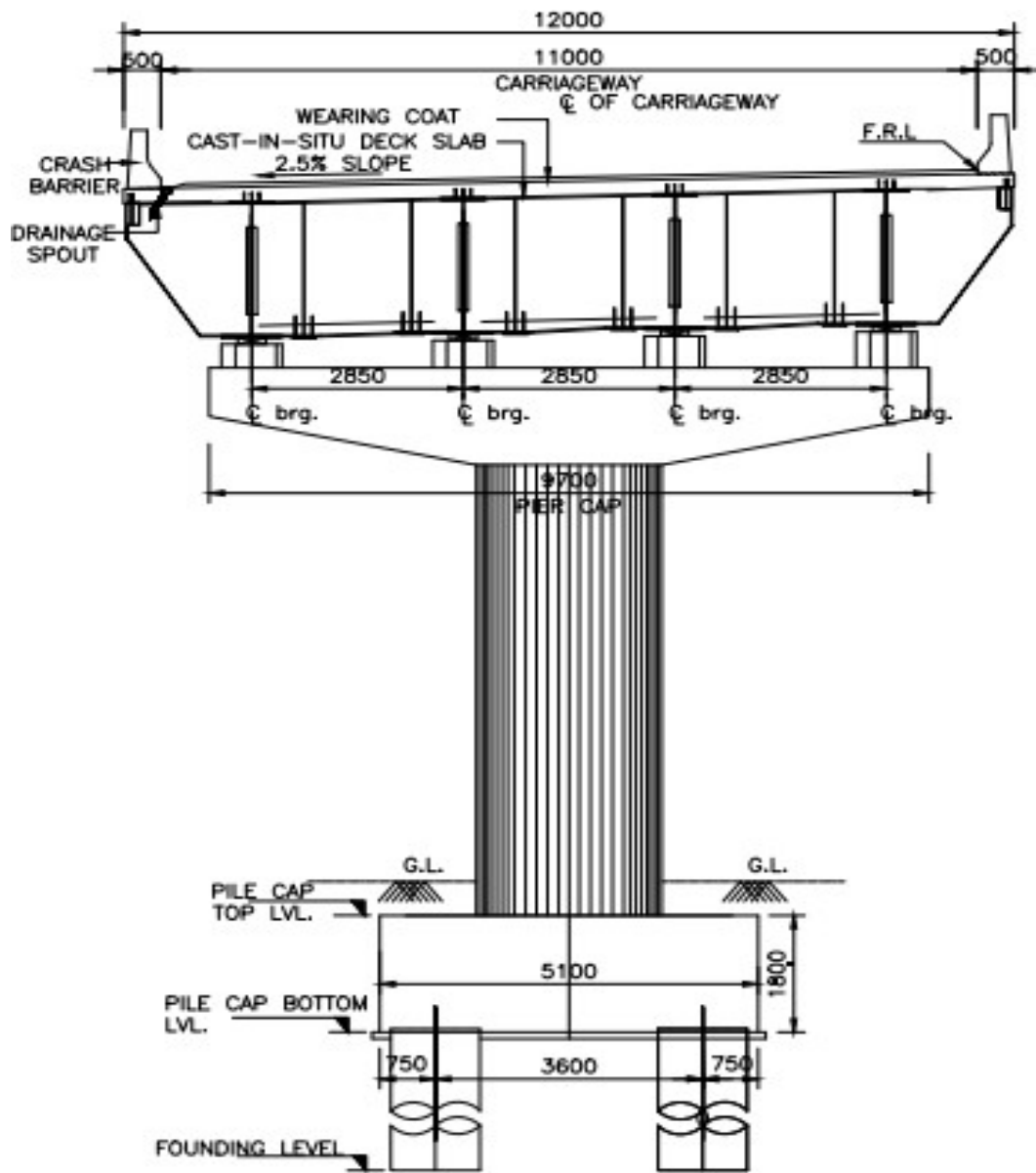


TCS-1

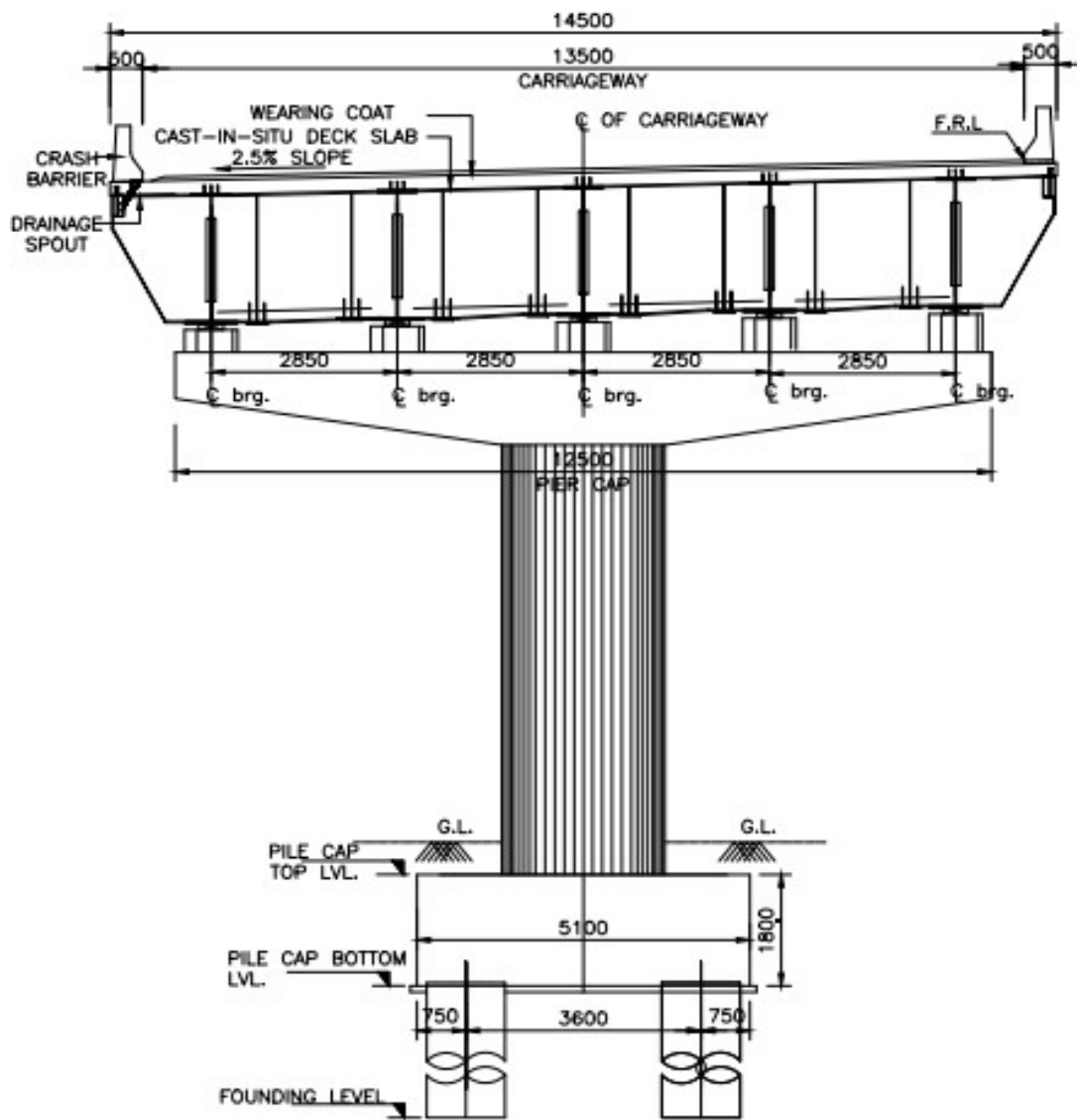


TCS-1A

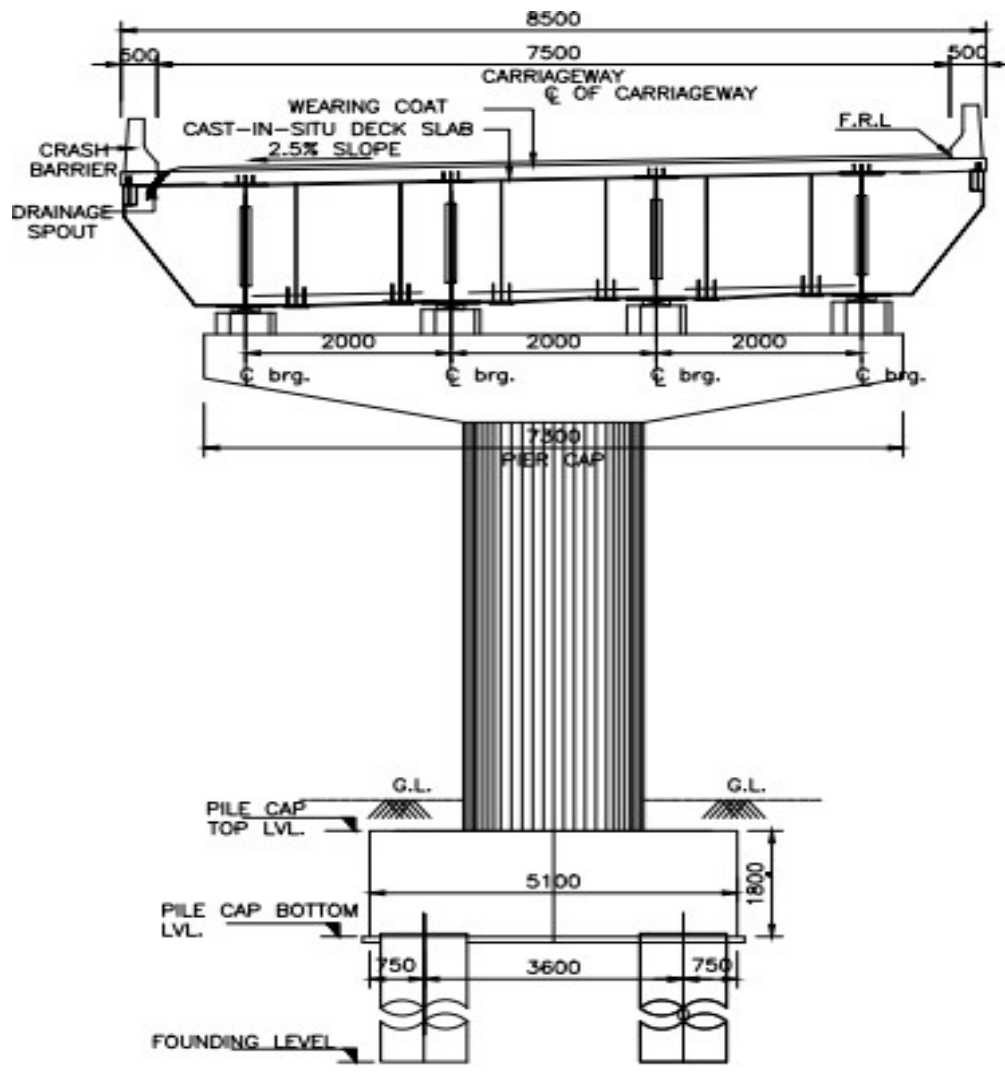
AT GAIL PIPELINE LOCATIONS



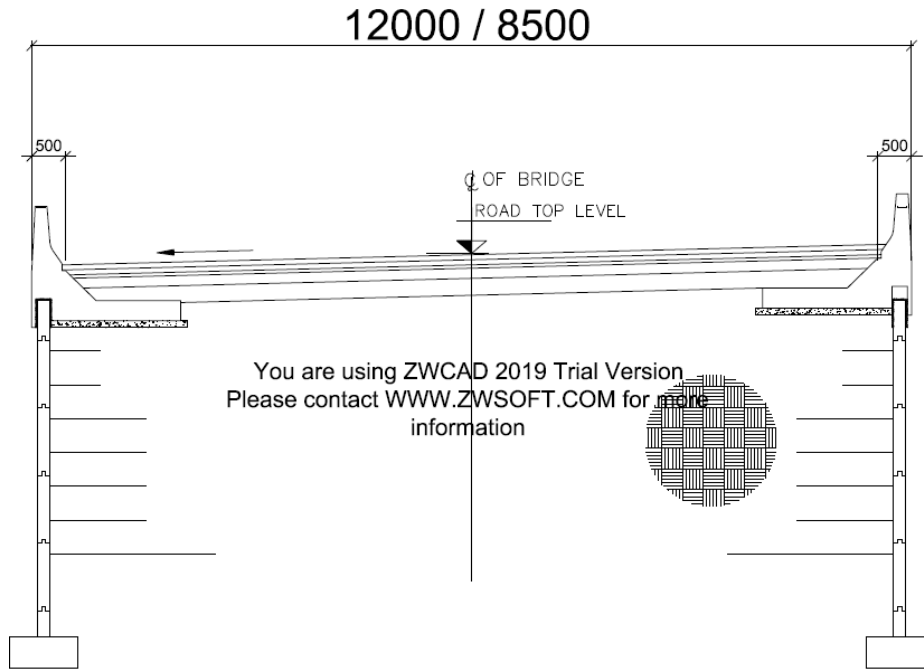
TCS-2



TCS-2A

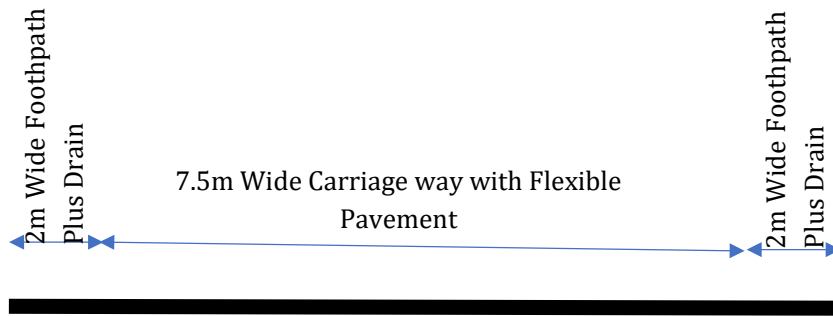


TCS-3

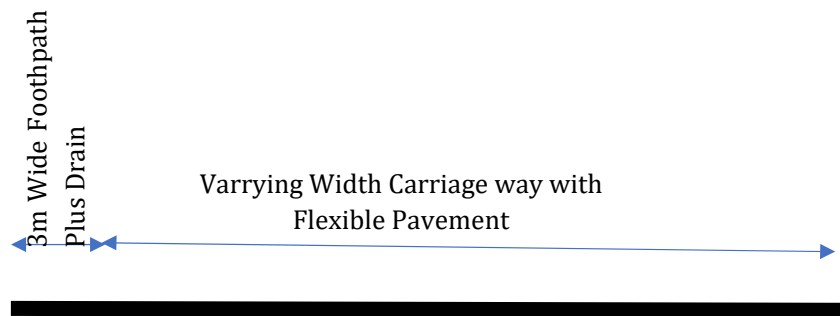


CROSS SECTION AT APPROACH PORTION
(SCALE-1: 75)

TCS-4



TCS-5



TCS-6

***It is to be noted that the Dimensions of the Structural Elements shown in the TCS are indicative purpose and any change due to design or site requirements shall not constitute any Change of Scope.*

Schedule-C

SCHEDULE - C

(See Clause 2.1)

PROJECT FACILITIES

1 Project Facilities

The EPC Contractor shall construct the Project Facilities per the provisions of this Agreement. Such Project Facilities shall include:

- | | |
|---|---|
| (a) Toll Plaza | NIL |
| (b) Street Lighting | The Concessionaire shall provide High Mast lighting at Three locations (Intersections at Sector 15, 16 & 18) and electric poles (at least 459 numbers) with all fittings on the project highway, using the appropriate system and source of electric power as per Section 12.5 of the Manual. |
| (c) Pedestrian facilities | Pedestrian facilities shall be provided under Clause 9.8 of the Manual and TCS details provided in Schedule B |
| (d) Bus bays and bus/ passenger shelters | NIL |
| (e) Truck Lay-byes | NIL |
| (f) Rest Area | NIL |
| (g) Road Boundary Stone | As per provisions of the Manual. |
| (h) Hectometer Stone, Kilometer Stone, and 200 m Stone | As per provisions of the Manual. |
| (i) Cattle Crossing | NIL |
| (j) Traffic Aid Post, Medical Aid Post, Emergency Medical Services and Crane Services | The contractor shall maintain these facilities during construction and maintenance as per manual.

EPC Contractor to provide signs displaying emergency medical services numbers throughout the road as part of road signs. |
| (k) Highway Patrol Unit | As per Section 12.10 of the Manual during Construction and maintenance.

The contractor also needs to collect and report accident data in the requisite format during construction and maintenance along the entire stretch of the highway |
| (l) Communication system | As per Section 12.13 of the Manual |

- | | | |
|-----|---|--|
| (m) | Advanced traffic management system (ATMS) | The work shall cover design, supply, installation, commissioning, and/or operation and maintenance of ATMS as per Section 12.14 of the Manual at least in Nine Locations with CCTV systems (360-degree rotation) |
| (n) | Operational and Maintenance Centre | As per Section 12.15 of the Manual |
| (o) | Utility pipe duct | NIL |
| (p) | Roadside Furniture | Roadside furniture shall be provided per Section 9 and Section 12 of the Manual of Standards and Specifications and minimum as per Schedule B |
| (q) | Landscaping /tree plantation/Landscape vertical Treatment | <p>As per section 11 of the Manual in intersections:</p> <ol style="list-style-type: none"> 1 at location in sector 15 2 at location in sector 16 3 at location in sector 18 4 at the location in Mahamaya-Greater Noida Exp including loop 5 at location in Mayur Vihar (Exit/Entry of Ramp) |

Schedule-D

SCHEDULE - D

SPECIFICATIONS AND STANDARDS

1 Construction

The Contractor shall comply with the Specifications and Standards outlined in Annex-I of this Schedule-D for the construction of the Project Highway.

2 Design Standards

The Project Highway including Project Facilities shall conform to the design requirements set out in the following documents:

- Manual of Specifications and Standards for Six Laning of Highways (IRC: SP: 87-2019) referred to herein as the Manual as applied to proposed highway.
- IRC:SP: 88-2019
- **IRC:SP: 90-2010**
- IRC: 99-2018 & IRC:SP 102-2014
- IRC: SP 21-2009
- IRC: SP 55-2014
- IRC: SP: 113-2018
- IRC: SP 119-2015

Design standards are included in the tables below.

S. No	Description	Design Code
1.	Geometric Designs & standards	IRC:38 Guidelines for the design of horizontal curves
		IRC: SP-23 – Vertical curves for Highways
		IRC:39 – Standards for Road rail level crossings
		IRC:64– Capacity of Roads in Rural Areas
		IRC:66 – Sight Distance on Rural Highways
		IRC:73 – Geometric Design Standards for Rural (non-urban) Highways
		IRC:75 – Guidelines for design of High Embankment
		IRC:86 – Geometric Design standards for urban roads in plains
2.	Design of Pavement	IRC:37 – Guidelines for Design of Flexible Pavement
		IRC:58 – Guidelines for Design of Rigid Pavements
		IRC:115 – Guidelines for strengthening of flexible pavements
3.	Junctions/Intersections/interchanges	IRC:65- Traffic Rotaries
		IRC:92 - Guidelines for Design of Interchanges
		IRC: SP:41 – Design of At grade junctions
4.	Kilometer stones, 200m stones, and boundary pillar	IRC:81 – Type Design for Highway kilometer stones
		IRC:26 -Type design for 200m stones
		IRC:25 -Type design for boundary stones

S. No	Description	Design Code
5.	Traffic Signs	IRC:31 – Route marker signs for state routes IRC:67 – Code of practice for road signs IRC:79– Recommended practice for Road Traffic signs IRC:SP:31 – Road Traffic signs
6.	Road Markings	IRC:35 – Code of practice for road markings, road delineators
7.	Ancillary Works	IRC:80 – Type design for pick-up bus stops on Rural Highways IRC: SP: 12 – Guidelines on the provision of parking areas.
8.	Drainage	IRC: SP:42 – Guidelines on Road Drainage IRC: SP:50 – Guidelines on urban drainage
9.	Safety Measures	IRC:103 – Guidelines for pedestrian facilities IRC:SP:44 – Highway Safety Code IRC: SP:55 – Guidelines for safety in construction zones
10.	Bridges and Structures	IRC: 5 – Standard Specification and Code of Practice for Road Bridges, Section 1 – General Features of Design IRC: 6 – Standard specifications and code of practice for Road bridges (Section: II) Loads and Load combinations IRC: 21 – Standard Specification and Code of Practice for Road bridges, Section III – Cement Concrete (Plain and reinforced) IRC: 112 – Code of practice for concrete road bridges IRC: SP:13– Guidelines for the design of small bridges and culverts IRC: 78 – Standard Specification and Code of Practice for Road Bridges, Section VII – Foundation and Substructure IRC: 83- (Part I) – Standard Specification and Code of Practice for Road bridges, Section IX – Bearing, Part I: Roller & Rocker Bearing IRC: 83- (Part II) – Standard Specification and Code of Practice for Road bridges, Section IX – Bearing, Part II: Elastomeric Bearings IRC: 83- (Part III) – Standard Specification and Code of Practice for Road bridges, Section IX – Bearings, Part III: POT, PIN, Metallic Guide and Plane Sliding Bearings IRC: 89 - Guidelines for design and construction of River Training and Control Works for Road Bridges IRC: SP:35 – Guidelines for inspection and Maintenance of Bridges IRC: SP: 40 – Guidelines on Repair, Strengthening, and Rehabilitation of Concrete Bridges. IRC: SP: 114 – Guidelines for seismic design of road bridges
		IRC: SP:65-2018: Guidelines for Design and Construction of Segmental Bridges (First Revision)
		IRC: SP:66-2016: Guidelines for Design of Continuous Bridges (First Revision)

Annex - I

(Schedule-D)

Specifications and Standards for Construction

1 Specifications and Standards

All Materials, works, and construction operations shall conform to the Manual of Specifications and Standards for Six-Laning of Highways (IRC: SP: 87-2019), as the case may be referred to as the Manual, and MORTH Specifications for Road and Bridge Works 5th Revision 2013. Where the specification for a work is not given, Good Industry Practice shall be adopted to the satisfaction of the Employer's Representative.

2 Deviations from the Specifications and Standards

- 2.1 The terms "Concessionaire", "Independent Engineer" and "Concession Agreement" used in the Manual shall be deemed to be substituted by the terms "EPC Contractor", "Employer's Representative" and "Agreement" respectively.
- 2.2 Notwithstanding anything to the contrary contained in Paragraph 1 above, the following specifications and standards shall apply to the project highway, and for purposes of this agreement; the aforesaid specifications and standards shall be deemed to be amended to the extent set forth below. Measures shall be provided to mitigate safety and other hazards arising from each of the following deviations from the Specifications and Standards. Measures to mitigate safety hazards shall address any recommendations contained in the Road Safety Audit Reports.

Sl. No.	Clause No.	Description	Deviation
1	Clause 2.2	Design Speed: Ruling or minimum Design speed shall be followed	The minimum design speed shall be 80 kmph and as per Plan & Profile drawing as appended in Schedule A.
2	Clause 2.6	Type and width of Shoulders	The type and Width of shoulders shall be as per the Typical cross sections appended in Schedule B.
3	Clause 2.17 of IRC: SP:87-2019	Typical Cross Sections	Typical Cross Sections shall be as per the Typical cross sections as appended in Schedule B.
4	Clause 2.9.3	Superelevation shall be limited to 7 Percent	Superelevation shall be limited to 4% (four Percent) in built-up areas
5	Clause 2.9.4	Radius of Horizontal Curves	The minimum radius of Horizontal curves shall be as per the alignment plan shown in the Plan and profile drawings as appended in Schedule A.
6	Clause 2.9.5	Sight distance, stopping sight distance, and overtaking sight distance	Where sight distance requirements cannot be met as per the Manual, proper road signs and safety measures shall be provided for safe regulation of fast-moving, slow-moving, and pedestrian traffic.
7	Clause 2.9.6.2	Gradient	1:30 due to constraints.
8	Clause 3.2	At grade junction	The junction shall be designed to the maximum extent as per the typical layout plan within RoW as appended in Schedule A.

Sl. No.	Clause No.	Description	Deviation
9	Clause 4.2	Road Embankment: Principles for the height of the embankment	The minimum FRL shall be followed as per the drawing appended in Schedules A & B.
10	Clause 5.2 & 5.2.1	Provision of Flexible or Rigid pavement	The type of Pavement shall be flexible.
11	Clause 5.4.1 (i)	Design period of Flexible Pavement	Flexible Pavement shall be designed for a minimum design period of 20 years.
12	Clause 5.11	Earthen Shoulders	Earthen Shoulders on either side of the road shall be of selected earth with MDD not less than 17.5 kN/cu.m. and 4-day soaked CBR of min 9% at min 97% of dry density, placed on top of granular sub-base (that is an extension from pavement upto the daylight). The PI and LL shall not exceed 6 and 25 respectively. The remaining portion shall conform to section 300 of MoRTH Specifications.
13	Clause 7.3 (ii)	Deck Width of bridges	The deck width of bridges shall be as per TCS appended in Schedule B.
14	Clause 9.8	Pedestrian facilities	As per TCS annexed with schedule B.
15	Clause 12.11, 12.10 & 12.15	Location	As directed and finalized by the Authority.
16	MoRTH Specification no. 501.3, 505 & 507	Hot mix plant for Bituminous Mixes	All bituminous courses (bituminous base course/wearing course) shall be carried out using a type Hot Mix Plant of 100-120 TPH capacity having a minimum output of 75 TPH.

- 1.3 Any deviations from standards shall require advanced approval by the Authority's Engineer. The Contractor shall also prepare a Table of Deviations for deviations from standards which lists each deviation, location, justification, and other relevant information.
- 1.4 In the absence of any definite provisions on any particular issue in the aforesaid Specifications, reference may be made to the latest codes and Specifications of IRC, BIS, BS, ASTM, AASHTO, and CAN/CSA in that order. Where even these are silent, the construction and completion of the works shall conform to sound engineering practice as approved by the Authority Engineer / Authority.

Schedule-H

SCHEDULE - H
See Clauses 10.1 (iv) and 19.3
Contract Price Weightage

1.1 The contract price for this agreement is Rs. ----- Crore (excluding GST)

1.2 Proportions of the Contract Price for different Stages of Construction of the Project Highway shall be considered.

Item	Weightage in Percentage to the contract Price	Stage of Payment	Percentage Weightage
1	2	3	4
1. Intermediate Ramps- (5 Nos.) 1. L1-Sector 15 LHS-Entry 2. L2-Sector 16 LHS-Exit 3. R1-Sector 16 RHS-Entry 4. R2-Sector 16 RHS-Exit 5. L3-Sector 18 LHS-Exit	15.37%	1.1-Viaduct Portion	
		(i) Foundation	47.80%
		(ii) Sub Structure	16.46%
		(iii) Super Structure i/c Bearing	20.32%
		(iv) Wearing Coat i/c Expansion Joint	1.88%
		(v) Miscellaneous work (Crash Barrier with hand rail+ Drain Pipe etc.)	2.12%
		1.2- Approach Road with RE/Retaining wall	
		i) - RE Wall + Earthwork	8.86%
		ii) - Subgrade + GSB + Friction Slab/ Crash Barrier + Hand Rail (Both Side)	1.02%
		iii) - WMM + Bituminous work	1.54%
2. Three Lane Entry & Exit Ramps – (2x2 Nos.) LHS & RHS Ramps (Mayur Bihar Side) LHS & RHS Ramps (Mahamaya Side)	19.38%	2.1-Viaduct Portion	
		(i) Foundation	54.07%
		(ii) Sub Structure	13.17%
		(iii) Super Structure i/c Bearing	24.00%
		(iv) Wearing Coat i/c Expansion Joint	2.82%
		(v) Miscellaneous work (Crash Barrier with hand rail+ Drain Pipe etc.)	2.28%
		2.2- Approach Road with RE/Retaining wall	
		i) - RE Wall + Earthwork	1.62%
		ii) - Subgrade + GSB + Friction Slab/ Crash Barrier + Hand Rail (Both Side)	0.81%
		iii) - WMM + Bituminous work	1.23%

Item	Weightage in Percentage to the contract Price	Stage of Payment	Percentage Weightage
1	2	3	4
3. Six Lane Main Elevated Flyover –	64.23%	3.1-Main Elevated Portion	
		(i) Foundation	23.41%
		(ii) Sub Structure	6.13%
		(iii) Super Structure i/c Bearing	35.98%
		(iv) Wearing Coat i/c Expansion Joint	1.35%
		(v) Miscellaneous work (Crash Barrier with handrail, Drain Pipe, etc.)	0.83%
		3.2- Single span (approx. 110 m) Elevated Portion on intersection near Mahamaya over Noida-Greater Noida Expressway (1 Nos.)	
		(i) Foundation (Common Pier)	0.65%
		(ii) Sub Structure (Common Pier)	0.23%
		(iii) Super Structure i/c Bearing	3.51%
		(iv) Wearing Coat i/c Expansion Joint	0.06%
		(v) Miscellaneous work (Crash Barrier with handrail, Drain Pipe, etc.)	0.03%
		3.3- Single span (approx. 88 m) Elevated Portion on intersections at Sectors 15,16 & 18 (3 Nos.)	
		(i) Foundation (Common Pier)	1.19%
		(ii) Sub Structure (Common Pier)	0.41%
		(iii) Super Structure i/c Bearing	15.14%
		(iv) Wearing Coat i/c Expansion Joint	0.14%
		(v) Miscellaneous work (Crash Barrier with handrail, Drain Pipe, etc.)	0.08%
		3.4- Three spans (approx. 55.33+70+60 m) Elevated portion on continuous intersections near Chilla regulator	
		(i) Foundation (Common Pier)	1.23%
		(ii) Sub Structure (Common Pier)	0.27%
		(iii) Super Structure i/c Bearing	9.21%
		(iv) Wearing Coat i/c Expansion Joint	0.10%
(v) Miscellaneous work (Crash Barrier with handrail, Drain Pipe, etc.)	0.06%		

Item	Weightage in Percentage to the contract Price	Stage of Payment	Percentage Weightage
1	2	3	4
4. Other works	0.51%	4.1- Road markings + Road Signage + Gantry Sign Board + Painting (RE Wall, Concrete structure, Crash Barrier, Kerb etc.) + km stones + safety devices like transverse rumble strip, pedestrian guard rail, overhead traffic signs, etc.	0.02%
		4.2- Rain Water Harvesting	0.14%
		4.3- High Mast Lighting (3nos.)	0.07%
		4.4- Electric Lighting Poles with fittings (459 nos.)	99.64%
		4.5- Plantation & Gardening	0.12%
		4.6- ATMS	0.01%
5. Construction of Service road (Flexible pavement)	0.51%	5.1- Earthwork + GSB + WMM	49.15%
		5.2- Bituminous Work + Footpath with RCC drain + Paver Block	50.85%

1.3 The procedure for estimating the value of work done :

Item	Stage of Payment	Payment Procedure
1	2	3
<p>1. Intermediate Ramps- (5 Nos.)</p> <p>1. L1-Sector 15 LHS-Entry 2. L2-Sector 16 LHS-Exit 3. R1-Sector 16 RHS-Entry 4. R2-Sector 16 RHS-Exit 5. L3-Sector 18 LHS-Exit</p>	1.1-Viaduct Portion	
	(i) Foundation	The cost of each foundation shall be determined on a pro-rata basis with respect to the total number of foundations in the viaduct portion. Payment shall be made on a pro-rata basis on completion of at least two foundations up to pile cap level. In case pile load testing is required, the trigger of the first payment shall be made after successful pile load testing where specified.
	(ii) Sub Structure	Payment against Substructure shall be made on a pro-rata basis on completion of a stage i.e. completion of at least two sub-structures of abutments/piers up to abutment/pier cap level.
	(iii) Super Structure i/c Bearing	Payment shall be made on a pro-rata basis on completion of a stage i.e. completion of super-structure including bearings of at least one span in all respects as specified.
	(iv) Wearing Coat i/c Expansion Joint	Payment shall be made on completion of the wearing coat including expansion joints complete in all respects as specified in the viaduct portion.
	(v) Miscellaneous work (Crash Barrier with hand rail+ Drain Pipe etc.	Payments shall be made on completion of all miscellaneous works complete in all respects as specified.
	1.2- Approach Road with RE/Retaining wall	
	i) - RE Wall + Earthwork	Payment shall be made on a pro-rata basis on completion of a stage i.e. on completion of 20% of the elevation area covering full length.
	ii) - Sub grade + GSB + Friction Slab/ Crash Barrier + Hand Rail (Both Side)	The unit of measurement is linear length. Payment of each stage shall be made on a pro-rata basis on completion of a stage in full length.
	iii) - WMM + Bituminous work	

Item	Stage of Payment	Payment Procedure
1	2	3
<p>2. Three Lane Entry & Exit Ramps – (2x2 Nos.)</p> <p>LHS & RHS Ramps (Mayur Bihar Side)</p> <p>LHS & RHS Ramps (Mahamaya Side)</p>	2.1-Viaduct Portion	
	(i) Foundation	The cost of each foundation shall be determined on a pro-rata basis with respect to the total number of foundations in the viaduct portion. Payment shall be made on a pro-rata basis on completion of at least two foundations up to pile cap level. In case pile load testing is required, the trigger of the first payment shall be made after successful pile load testing where specified.
	(ii) Sub Structure	Payment against Substructure shall be made on a pro-rata basis on completion of a stage i.e. completion of at least two sub-structures of abutments/piers up to abutment/pier cap level.
	(iii) Super Structure i/c Bearing	Payment shall be made on a pro-rata basis on completion of a stage i.e. completion of super-structure including bearings of at least one span in all respects as specified.
	(iv) Wearing Coat i/c Expansion Joint	Payment shall be made on completion of the wearing coat including expansion joints complete in all respects as specified in the viaduct portion.
	(v) Miscellaneous work (Crash Barrier with hand rail+ Drain Pipe etc.)	Payments shall be made on completion of all miscellaneous works complete in all respects as specified.
	2.2- Approach Road with RE/Retaining wall	
	i) - RE Wall + Earthwork	Payment shall be made on a pro-rata basis on completion of a stage i.e. on completion of 20% of the elevation area in full length.
	ii) - Sub grade + GSB + Friction Slab/ Crash Barrier + Hand Rail (Both Side)	The unit of measurement is linear length. Payment of each stage shall be made on a pro-rata basis on completion of a stage in full length.
	iii) - WMM + Bituminous work	

Item	Stage of Payment	Payment Procedure
1	2	3
3. Six Lane Main Elevated Flyover –	3.1-Main Elevated Portion	
	(i) Foundation	The cost of each foundation shall be determined on a pro-rata basis with respect to the total number of foundations in the viaduct portion excluding the common pier of intersection. Payment shall be made on a pro-rata basis on completion of at least two foundations up to pile cap level. In case pile load testing is required, the trigger of the first payment shall be made after successful pile load testing where specified.
	(ii) Sub Structure	Payment against Substructure shall be made on a pro-rata basis on completion of a stage i.e. completion of at least two sub-structures of abutments/piers up to abutment/pier cap level.
	(iii) Super Structure i/c Bearing	Payment shall be made on a pro-rata basis on completion of a stage i.e. completion of super-structure including bearings of at least one span in all respects as specified.
	(iv) Wearing Coat i/c Expansion Joint	Payment shall be made on completion of the wearing coat including expansion joints complete in all respects as specified in the viaduct portion.
	(v) Miscellaneous work (Crash Barrier with hand rail+ Drain Pipe etc.)	Payments shall be made on completion of all miscellaneous works complete in all respects as specified.
	3.2- Single span (approx. 110 m) Elevated Portion on intersection near Mahamaya over Noida-Greater Noida Expressway (1 Nos.)	
	(i) Foundation (Common Pier)	Payment shall be made on a pro-rata basis on completion of at least one common foundation up to pile cap level. In case pile load testing is required, the trigger of the first payment shall be made after successful pile load testing where specified.

Item	Stage of Payment	Payment Procedure
1	2	3
	(ii) Sub Structure (Common Pier)	Payment against the Sub-structure shall be made on a pro-rata basis on completion of a stage i.e. completion of at least one sub-structure up to pier cap level.
	(iii) Super Structure i/c Bearing	Payment shall be made on a pro-rata basis on completion of a stage i.e. completion of super-structure including bearings of at least one span in all respects as specified.
	(iv) Wearing Coat i/c Expansion Joint	Payment shall be made on completion of the wearing coat including expansion joints complete in all respects as specified in the viaduct portion.
	(v) Miscellaneous work (Crash Barrier with hand rail+ Drain Pipe etc.)	Payments shall be made on completion of all miscellaneous works complete in all respects as specified.
	3.3- Single span (approx. 88 m) Elevated Portion on Intersections at Sectors 15,16 & 18 (3 Nos.)	
	(i) Foundation (Common Pier)	Payment shall be made on a pro-rata basis on completion of at least one common foundation up to pile cap level. In case pile load testing is required, the trigger of the first payment shall be made after successful pile load testing where specified.
	(ii) Sub Structure (Common Pier)	Payment against the Sub-structure shall be made on a pro-rata basis on completion of a stage i.e. completion of at least one sub-structure up to pier cap level.
	(iii) Super Structure i/c Bearing	Payment shall be made on a pro-rata basis on completion of a stage i.e. completion of super-structure including bearings of at least one span in all respects as specified.
	(iv) Wearing Coat i/c Expansion Joint	Payment shall be made on completion of the wearing coat including expansion joints complete in all respects as specified in the viaduct portion.
	(v) Miscellaneous work (Crash Barrier with hand rail+ Drain Pipe etc.)	Payments shall be made on completion of all miscellaneous works complete in all respects as specified.

Item	Stage of Payment	Payment Procedure
1	2	3
	<p>3.4- Three spans (approx. 55.33+70+60 m) Elevated Portion on continuous intersections near Chilla regulator</p> <p>(i) Foundation (including common Pier)</p> <p>(ii) Sub Structure (including common Pier)</p> <p>(iii) Super Structure i/c Bearing</p> <p>(iv) Wearing Coat i/c Expansion Joint</p> <p>(v) Miscellaneous work (Crash Barrier with hand rail+ Drain Pipe etc.)</p>	<p>Payment shall be made on a pro-rata basis on completion of at least one foundation up to pile cap level. In case pile load testing is required, the trigger of the first payment shall be made after successful pile load testing where specified.</p> <p>Payment against the Sub-structure shall be made on a pro-rata basis on completion of a stage i.e. completion of at least one sub-structure up to pier cap level.</p> <p>Payment shall be made on a pro-rata basis on completion of a stage i.e. completion of super-structure including bearings of at least one span in all respects as specified.</p> <p>Payment shall be made on completion of the wearing coat including expansion joints complete in all respects as specified in the viaduct portion.</p> <p>Payments shall be made on completion of all miscellaneous works complete in all respects as specified.</p>
<p>4. Other works</p>	<p>4.1-Road markings + Road Signage + Gantry Sign Board + Painting (RE Wall, Concrete structure, Crash Barrier, Kerb, etc.) + km stones + safety devices like transverse rumble strip, pedestrian guard rail, overhead traffic signs, etc.</p> <p>4.2- Rain Water Harvesting</p> <p>4.3- High Mast Lighting (3nos.)</p> <p>4.4- Electric Lighting Poles with fitting (459 nos.)</p> <p>4.5- Plantation & Gardening</p>	<p>The unit of measurement is linear length in km. Payment shall be made on a pro-rata basis on completion of a stage in a length of not less than 50 % (Fifty percent) of the total length.</p> <p>Payment shall be made on completion of this item.</p> <p>Payment shall be made on completion & testing of each number.</p> <p>Payment shall be made on completion & testing of facilities on a pro-rata basis with respect to the total number of poles subject to a minimum of 50 numbers poles.</p> <p>Payment shall be made on completion.</p>

Item	Stage of Payment	Payment Procedure
1	2	3
	4.6- ATMS	Payment shall be made on completion & testing of facilities.
5. Construction of Service road (Flexible pavement)	5.1- Earthwork + GSB + WMM	The unit of measurement is linear length. Payment of each stage shall be made on a pro-rata basis on completion of a stage in full length.
	5.2- Bituminous Work + Footpath with RCC drain + Paver Block	

For example, if the total length of bituminous work to be done is 100 km, the cost per km of bituminous work shall be determined as follows:

Cost per km = $P \times \text{Weightage for road work} \times \text{Weightage for bituminous work} \times (1/L)$

Where P= Contract Price
L = Total length in Km

Similarly, the rates per km for other stages shall be worked out accordingly.

Note: The length affected due to law and order problems or litigation during execution due to which the Contractor is unable to execute the work, may be deducted from the total project length for payment purposes. The total length calculated here is only for payment purposes and will not affect and refer to other clauses of the Contract Agreement.