

TAAHD 3DNATZIG & 239ATNAVGA NOI1

- AZAJA JJOT IAJUNOO9 mont guilavant satur
- nutes travel to ECR and OMR junctions.
- nutes travel to "Four Points" Shertan Resorts.
- nutes travel to Mamallapuram.
- nutes travel to Thirukazhukundram Temple.
- inutes travel to Thiruporur and Kalpakkam.
- inutes travel so many Temple, Mosque, Church.
- inutes travel to Adyar.
- Industries, Entertainment places & Houses and Shops. Surrounded by many Hospitals, Educational Institutions,

| ա գե 🗖 | |
|---------|--------------------------------------|
| ա գլ 🔲 | Centralized Over Head Tank |
| ա ցլ 🗌 | 33, 30, aug 53, teet Black Top Roads |
| nim Շ 🗖 | Solar Street Lights |
| nim č 🗖 | 🚺 Avenue Trees Plantation |
| nim E 🗖 | Proposed 100 feet Main Road |
| nim č 🗖 | |
| nim E 🗖 | Mith Gate Entrance |
| 1AJO1 | SAITINIMA TUOYA1 |
| | |

| Tree Plantations in Plots |
|--|
| Mater Line Connection each Plots |
| 🚺 Three Big Park for Public usage |
| 🦉 Centralized Over Head Tank |
| 💱 33, 30, auq 53, teet Black Top Roads |
| Solar Street Lights |
| 🚺 Avenue Trees Plantation |
| |



NEPATH BUILDERS & DEVELOPERS

ONEPATH BUILDERS & DEVELOPERS SRIRAM NAGAR & SALNAGAR OTC ON ROAD PROJECT LOCATED AT APPROVED **POONJERI** (ECR and OMR Junction)















ON ROAD PROJECT LOCATED AT POONJERI Toll Plaza (ECR and OMR Junction) 59″ **2** 60'5" 20' THIRUKAZHUKUNDRAM TALUK CHENGALPATT

SRIRAM NAGAR

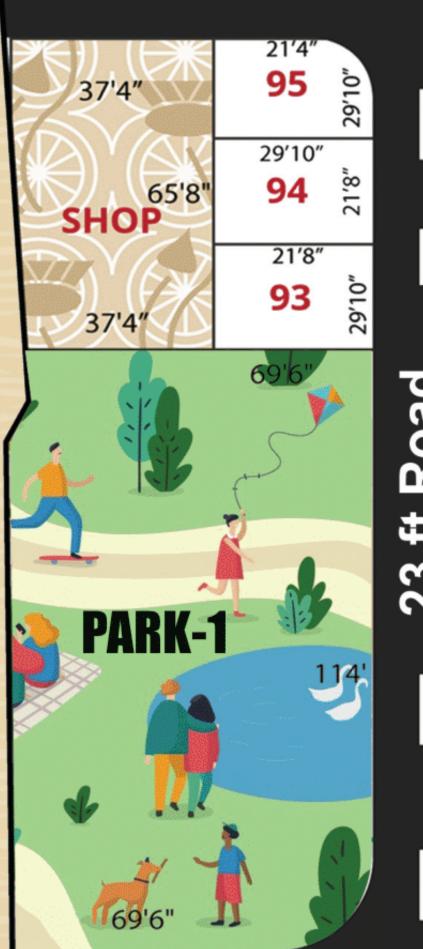
| | | | | | - | | | | | | |
|-------------|---------------|-----------------|-------------|---------------|-----------------|-------------|------------------|-----------------|-------------|---------------|-----------------|
| PLOT No. | SURVEY No. | AREA Sq. Ft. | PLOT No. | SURVEY No. | AREA Sq. Ft. | PLOT No. | SURVEY No. | AREA Sq. Ft. | PLOT No. | SURVEY No. | AREA Sq. Ft. |
| 1 | 87/3B | 1813 | 26 | 86/2 | 1180 | 51 | 85/2A | 1180 | 76 | 86/1 | 627 |
| 2 | 87/3B | 1193 | 27 | 86/2 | 1180 | 52 | 85/2A | 1180 | 77 | 86/1 | 627 |
| 3 | 87/3B | 1211 | 28 | 86/2 | 1180 | 53 | 85/2A | 1180 | 78 | 86/1 | 617 |
| 4 | 87/2B1,87/3B | 1220 | 29 | 86/2 | 1180 | 54 | 85/2A | 1180 | 79 | 86/1 | 1480 |
| 5 | 87/2B1 | 1230 | 30 | 86/2 | 1180 | 55 | 86/2,85/2A,86/1 | 1180 | 80 | 86/1 | 607 |
| 6 | 87/2B1 | 1240 | 31 | 86/2 | 1180 | 56 | 86/2,86/1 | 1180 | 81 | 86/1 | 627 |
| 7 | 87/2B1.86/2 | 1005 | 32 | 86/2,85/2A | 1180 | 57 | 86/2,86/1 | 1180 | 82 | 86/1 | 627 |
| 8 | 87/2B1.86/2 | 1046 | 33 | 85/2A | 1180 | 58 | 86/2,86/1 | 1180 | 83 | 86/1 | 627 |
| 9 | 87/3B | 739 | 34 | 85/2A | 1180 | 59 | 86/2,86/1 | 1180 | 84 | 86/1 | 627 |
| 10 | 87/3B | 768 | 35 | 85/2A | 1180 | 60 | 86/2,86/1 | 1180 | 85 | 86/1 | 608 |
| 11 | 87/2B1.87/3B | 802 | 36 | 85/2A | 1180 | 61 | 86/2,86/1 | 1180 | 86 | 86/1 | 1254 |
| 12 | 87/2B1 | 852 | 37 | 85/2A | 1180 | 62 | 86/2,86/1 | 1180 | 87 | 85/2B,85/2A | 1267 |
| 13 | 87/2B1 | 896 | 38 | 85/2A | 1180 | 63 | 86/2,86/1 | 1167 | 88 | 85/2B,85/2A | 1277 |
| 14 | 87/2B1 | 610 | 39 | 85/2A | 1180 | 64 | 86/1 | 557 | 89 | 85/2B,85/2A | 1263 |
| 15 | 86/2,87/2B1 | 1061 | 40 | 85/2A | 1180 | 65 | 86/2, 86/1 | 600 | 90 | 85/2A | 653 |
| 16 | 86/2,87/2B1 | 785 | 41 | 85/2A | 1180 | 66 | 86/2 | 600 | 91 | 85/2A | 627 |
| 17 | 86/2,87/2B1 | 2944 | 42 | 85/2A | 1180 | 67 | 86/2, 86/1 | 1180 | 92 | 85/2A | 627 |
| 18 | 116/3 | 2460 | 43 | 85/2A | 1477 | 68 | 86/2,86/1 | 1180 | 93 | 85/2A | 647 |
| 19 | 116/3 | 1180 | 44 | 85/2A | 1290 | 69 | 86/2,86/1, 116/3 | 1180 | 94 | 85/2A | 647 |
| 20 | 116/3,86/2 | 1180 | 45 | 85/2A | 1180 | 70 | 116/3 | 2149 | 95 | 85/2A | 634 |
| 21 | 86/2 | 1180 | 46 | 85/2A | 1180 | 71 | 116/3,86/1 | 2553 | SHOP | 85/2A | 2476 |
| 22 | 86/2 | 1180 | 47 | 85/2A | 1180 | 72 | 86/1 | 1886 | PARK | | 12711 |
| 23 | 86/2 | 1167 | 48 | 85/2A | 1180 | 73 | 86/1 | 617 | PARK | | 3644 |
| 24 | 86/2 | 1167 | 49 | 85/2A | 1180 | 74 | 86/1 | 627 | TNEB | 116/3 | 738 |
| 25 | 86/2 | 1180 | 50 | 85/2A | 1180 | 75 | 86/1 | 627 | OHT | 116/3 | 685 |

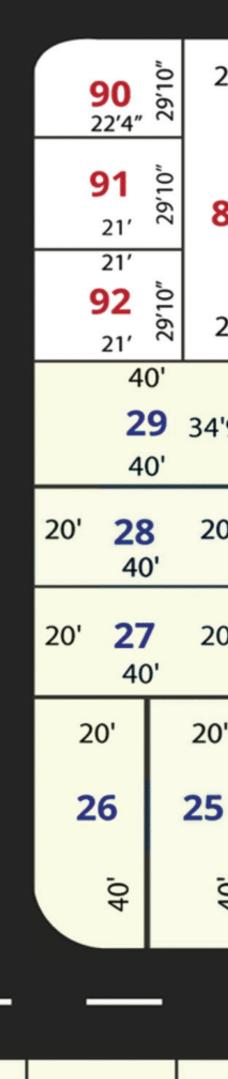
SAI NAGAR

| PLOT No. | SURVEY No. | AREA Sq. Ft. | PLOT No. | SURVEY No. | AREA Sq. Ft. | PLOT No. | SURVEY No. | AREA Sq. Ft. | PLOT No. | SURVEY No. | AREA Sq. Ft. |
|-------------|-------------------|-----------------|-------------|-------------------|---|-------------|----------------|-----------------|-------------|---------------|-----------------|
| 1 | 479A/7B2.8B & 9G | 3628 | 12 | 479A/6 | 1640 | 23 | 479A/3A, & 3B | 787 | 34 | 479A/9B&9C | 1500 |
| 2 | 479A/7B2,8B | 2150 | 13 | 479A/5 | 1800 | 24 | 479A/3A, & 3B | 800 | 35 | 479A/9B&9C | 1500 |
| 3 | 479A/7A1.7B2 & 8B | 2265 | 14 | 479A/5 | 1350 | 25 | 479A/2B,3A | 800 | 36 | 479A/9C | 1500 |
| 4 | 479A/7A1,8A & 8 | 2415 | 15 | 479A/5 | 1487 | 26 | 479A/2B | 787 | 37 | 479A/9C&9D | 1500 |
| 5 | 479A/7A1 & 8A | 2588 | 16 | 479A/4C.4D & 5 | 1500 | 27 | 479A/2A.2B &3A | 800 | 38 | 479A/9D | 1500 |
| 6 | 479A/6.7A1 | 1794 | 17 | 479A/4A.4B & 4D | 1500 | 28 | 479A/2A.2B &3A | 800 | 39 | 479A/9D&9E | 1500 |
| 7 | 479A/6.7A1 & 7B1 | 1311 | 18 | 479A/4A,4B 4C & 5 | 1350 | 29 | 479A/2A.2B &3A | 1390 | 40 | 479A/9E | 1500 |
| 8 | 479A/6&7B1 | 1663 | 19 | 479A/4A,4B 4C & 5 | 1765 | 30 | 479A/9A | 1029 | 41 | 479A/9E | 1500 |
| 9 | 479A/6 | 1000 | 20 | 479A/3A, & 3B | 1440 | 31 | 479A/9A | 1500 | 42 | 479A/9E&9F | 1250 |
| 10 | 479A/6 | 1487 | 21 | 479A/3A, & 3B | 800 | 32 | 479A/9A.&9B | 1500 | SHOP | 479A/9 | 1137 |
| 11 | 479A/6 | 1200 | 22 | 479A/3A, & 3B | 800 | 33 | 479A/9B | 1500 | PARK | | 7888 |
| | | | | | jan garage and the second s | | | | | | |



| 1 37 1 37 1 3 1 10 | | | DI: | ST | | | | | | | | | | 20' 20' 20' 20' | 5 61'9" 62'4" 32'2 | 32' ² 20' 20' 20' | 33 ft Road | 10 30 11 30 12 30 12 30 12 30 12 30 14 30 14 30 14 30 14 30 14 30 14 30 14 30 14 30 14 30 14 30 14 14 14 14 14 14 14 14 14 14 | 20, ² 20, ² 20, ² 20, ² | | 27'2" | 45' | 68'0 | " 45' | | | | |
|---|------|------|---|-----|---|------------|---|--|--|--|------------------|-----|---|--|-----------------------------|--|------------|--|--|---|--|-----|--|----------|--|---------------------------------------|-------|--------|
| 27 20 <td< th=""><th></th><th>2</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th>Lenser and State</th><th></th><th></th><th>N 31′</th><th>l m</th><th></th><th></th><th>15</th><th>5</th><th></th><th>26'6"</th><th></th><th></th><th></th><th></th><th>OHT</th><th>TNEB</th><th></th></td<> | | 2 | | | | | | | | | Lenser and State | | | N 31′ | l m | | | 15 | 5 | | 26'6" | | | | | OHT | TNEB | |
| 27 20 <td< th=""><th></th><th>,</th><th></th><th>201</th><th>201</th><th>201</th><th>201</th><th>201</th><th>201</th><th>201</th><th>201</th><th>201</th><th>201</th><th>201</th><th>201</th><th>201</th><th>201</th><th>201</th><th></th><th></th><th></th><th>20'</th><th>20'</th><th>20' 2</th><th>20' 20</th><th>0' 48'6</th><th></th><th></th></td<> | | , | | 201 | 201 | 201 | 201 | 201 | 201 | 201 | 201 | 201 | 201 | 201 | 201 | 201 | 201 | 201 | | | | 20' | 20' | 20' 2 | 20' 20 | 0' 48'6 | | |
| Image: Normal Sing Sing Sing Sing Sing Sing Sing Sing | | | | | | | | | | | | | | | | | | | | | | 23 | 3 22 | 21 | 20 1 | 9 | 8 | |
| 130 20 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<> | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/2 1 | 2 | 3'0" | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | | | D' 20' | 20' | 43'9″ | | |
| 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 7000 33 ft Road 33 ft Road 70 70 71 6 71 6 72 8 79 6 77 77 72 6 71 6 72 71 70 72 6 71 6 71 6 71 6 71 6 71 6 71 72 6 71 72 <th< td=""><td>"17"</td><td>59'</td><td>59′</td><td>59′</td><td>59′</td><td>59′</td><td>59′</td><td>59′</td><td>59′</td><td>59′</td><td>59′</td><td>59′</td><td>59′</td><td>59′</td><td>59′</td><td>59′</td><td>59′</td><td>59′</td><td>59′</td><td>59′</td><td>59′</td><td></td><td>29'10"</td><td>-</td><td>-</td><td>-</td><td></td><td>2019</td></th<> | "17" | 59' | 59′ | 59′ | 59′ | 59′ | 59′ | 59′ | 59′ | 59′ | 59′ | 59′ | 59′ | 59′ | 59′ | 59′ | 59′ | 59′ | 59′ | 59′ | 59′ | | 29'10" | - | - | - | | 2019 |
| 1 | | I | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | <mark>63</mark> | | | 0' 20' | 20' | 28'0" | NA NA | vo. 44 |
| | | | HOP 37'4" 37'4" PAR 9'69'6' 0'7" 0'7" | | 95 .01,62 29'10" 94 .12 21'8" 93 .01,62 9'6" .05 .05 | 23 ft Road | 91 21' 21' 92 21' 20' 2 4 20' 2 4 20' 2 4 20' 2 4 20' 2 4 20' 2 4 20' 2 4 20' 2 4 20' 2 4 20' 2 4 | , i61 10' 29 34'9 40' 20' 29 34'9 40' 20' 20' 20' 20' 20' 20' 20' 20' 20' 2 | 9 1 9 1 0' 20' 20' 20' 20' 20' 30' 20' 30' 20' 30' 20' 30' 20' 30' 20' 30' 20' 30' 20' 30' 20' | 87 87 20' 40' 20' 40' 20' 40' 20' 20' 20' 20' 20' 20' 20' 20' 20' 20' 20' 20' 20' 20' 20' 20' 20' 30' 30' 35 | 30 ft Road | | -2 -2 45' 19 45' 30' 18 30' 7 0' 5 30' 33 | 20' 86 20' 30' 30' 30' 30' | 2 | 9'10" 84 21 29'10" 83 21 29'10" 83 21 30' 5 30' 5 30' 5 30' 5 30' 5 30' 5 30' 5 30' 5 30' 5 30' 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 | 30' 30' | 29'10' 81 29'10' 82 29'10' 4 29'10' 4 29'10' 4 30' 10 30' 10 30' 10 30' 10 30' 10 30' 10 30' | 7 7 7 7 7 7 7 7 7 7 7 7 7 7 | 29 3'8" 2 3'8" 2 43' 43' 43' 43' 43' 43' 43' 43' 43' 43' | 23' 210" ~ 76 7 9'10" ~ 8" | | 74 17 10" 72 75 17 29'10" 29'1 29'10" 29'1 90'0 90'0 00 83'0 00 4 00 78'0 00 73'0 00 73'0 00 73'0 00 73'0 00 73'0 00 73'0 00 1 | | 71 30′4‴ "£,08 "£,08 "£,08 | JZHIPANDHANDALAN DTCP No. 213/2010 | | |





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| | | | | | | | | | | | 20, 20, 7 31' 31' | 4 61'3" 5 61'9" 62'4" 32'2 | 32′ | ft Road | ¹⁰ ³⁷ ³⁷ ¹⁰ ³⁷ ¹² ³⁷ | 20, ⁷ 20, ⁷ 20, ⁷ 20, ⁷ 88 | 8' 20 20 | 27'2" 16 "cc" | | 45' | 1 | 68'0" | 45' | OH | | TNEB | |
|------------------------------|-----|-----|-----|---|--|--|--|--------------|---|--|--|--|-------------------|------------|---|--|---|--|-----------------|-----|--|--|---|-------|-------------------|----------------|------|
| | | | | | _ | | | | | | | | | | | | | Road | | | | 62'10" | | | | _ | |
| 27' 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | | 20' | 20' | 20' | 20' | 20' | 48'6″ | | |
| 59' 59' | 59′ | 59′ | 59′ | 59′ | 59′ | 59′ | 59′ | 59′ | 59′ | 59' | 59′ | 59′ | 59′ | 59′ | 59′ | 59′ | 59′ | 59′ | | 23 | | | l 20 65 65 | 1 1 | 18 | 61' | |
| 43 42 | 41 | 40 | 39 | 38 | 37 | 36 | 35 | 34 | 33 | 32 | 31 | 30 | 29 | 28 | 27 | 26 | 25 | 24 | | 20' | 20' | | | 20' | 33'9″ | | |
| 23'0" 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | | _ | 66 20' 29'10" 20' | | | | 13'9″ š | ž | |
| 59'7" 59' 59' | 59′ | 59′ | 59′ | 59′ | 59' | 59′ | 59′ | 59′ | 59′ | 59' | 59′ | 59′ | 59' | 59' | 59′ | 59' | 59' | 59′ | | | 65 ^{20'} 29'10" 64 ^{19'} | 67 .65 | 59' | 59' | 70 % | NILLAGE | 6102 |
| 44 20'7" 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | Road | | 29'10" | 20' | 20' | 20' 2 | 8'0" | NA1 10.44 | |
| | | 50' | | 21' 21' 92 21' 40 20' 28 40 20' 27 40 20' 27 40 20' 27 40 20' 27 40 20' 27 40 20' 27 40 20' 27 40 | 100 89 20' 20' 34'9" 20' 20' 20' 20' 20' 20' 20' 20' 20' 20' 20' 20' 20' 20' 20' 20' 20' 20' 20' 20' 20' 20' 20' 20' 20' 20' 20' 20' 20' 34'9" 34'9" 34'9" 34'9" 34'9" 34'9" 34'9" 34'9" 34'9" 34'9" 34'9" 34'9" 34'9" 34'9" 34'9" 34'9" 34'9" 34'9" 34'9" 34'9" 34'9" 34'9" 34'9" 34'9" 34'9" 34'9" 34'9" 34'9" 34'9" 34'9" 34'9" 34'9" 34'9" 34'9" 34'9" <th>88 20' 20' 20' 20' 20' 20' 20' 20' 20' 20'</th> <th> 87 20' 20' 39'9" 21 20' 20' 20' 20' 20' 20' 20' 20' 20' </th> <th>- 30 ft Road</th> <th>20, 20, 20, 20, 20, 20, 20, 20, 20, 20,</th> <th>-2 45' 19 45' 30' 18 30' 0'</th> <th>Coad 20' 86 86 86 86 86 86 86 86 86 86</th> <th>2 2 3 4 4 4 4 4 4 4 4 4 4 4 4 4</th> <th>30' 30' 30'</th> <th>30' 30'</th> <th>29'10" 82 29'10' 4 5 1</th> <th>7 7 7 7 7 7 7 7 7 7 7 7 7 7</th> <th>9 [2 3'8" 2 3'8" 2 43 14 43 43 0' 102 43</th> <th>8'8" 8'8" 33'8" 33'8" 23' 23' S</th> <th>20⁴</th> <th></th> <th>73 .90 74 .17 29'10" 75 .17 29'10" \00 \00 \00 \00 \00 \00 \00 \</th> <th>29'10" 72 ເ 29'10" 90'0" 5 83'0" 4 78'0" 3 73'0" 2 68'0" 68'0"</th> <th>49'0 (0,0) 30'2 30,3 30,3 30,3 30,3 30,3 30,4 49,0 10,1</th> <th>t</th> <th>DICP No. 213/2019</th> <th></th> <th></th> | 88 20' 20' 20' 20' 20' 20' 20' 20' 20' 20' | 87 20' 20' 39'9" 21 20' 20' 20' 20' 20' 20' 20' 20' 20' | - 30 ft Road | 20, 20, 20, 20, 20, 20, 20, 20, 20, 20, | -2 45' 19 45' 30' 18 30' 0' | Coad 20' 86 86 86 86 86 86 86 86 86 86 | 2 2 3 4 4 4 4 4 4 4 4 4 4 4 4 4 | 30' 30' 30' | 30' 30' | 29'10" 82 29'10' 4 5 1 | 7 7 7 7 7 7 7 7 7 7 7 7 7 7 | 9 [2 3'8" 2 3'8" 2 43 14 43 43 0' 102 43 | 8'8" 8'8" 33'8" 33'8" 23' 23' S | 20 ⁴ | | 73 .90 74 .17 29'10" 75 .17 29'10" \00 \00 \00 \00 \00 \00 \00 \ | 29'10" 72 ເ 29'10" 90'0" 5 83'0" 4 78'0" 3 73'0" 2 68'0" 68'0" | 49'0 (0,0) 30'2 30,3 30,3 30,3 30,3 30,3 30,4 49,0 10,1 | t | DICP No. 213/2019 | | |

TIRUKAZHUKUNDRAM

100 FT ROAD

| | | | | | | 32,6, 32,6, 50, 50, 7 31' 31' | 3 60'10" 4 61'3" 5 61'9" 6 62'4" 62'4" 32' 62'4" 32' 8 8 32' | 32′ | 33 ft Road | ¹⁰ ³⁷ ¹⁰ ¹¹ ³⁷ ¹² ³⁷ ¹² ³⁷ ¹³ ³⁷ ¹³ ³⁷ ¹³ ³⁷ ¹³ ³⁷ ¹³ ¹⁵ | 20' 20' 20' 20' 20' 20' 20' 20' 20' 20' | 22'8' 26'3" | 27'2" 16 °°° 26'6" | | 45' | 17 | 8'0" 2'10" | 45' | OHT | | |
|-------------------------|-----------------------|------------------------|------------------|----------|----------------------|---|--|--|------------------|---|---|------------------------|--|------|--------------------|------------------------|---|--|---------------------|----------|---------|
|)' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | | 20' | 20' | 20' | 20' | 20' | 48'6″ | |
| 59′ | 59' | 59′ | 59′ | 59′ | 59' | 59′ | 59′ | 59′ | 59′ | 59′ | 59′ | 59′ | 59′ | | 23 ,65 | 22 26, | | 20 ,65 | 19 ,65 | 18 | 61' |
| 7 | 36 | 35 | 34 | 33 | 32 | 31 | 30 | 29 | 28 | 27 | 26 | 25 | 24 | | 20' | 20' | 20' | 20' | 20' | 33'9" | |
|)' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | 20' | | 66 29'10 |)" | 20' | 20' 2 | | 3'9" | |
| 59′ | 59′ | 59′ | 59′ | 59′ | 26, | 59′ | 59′ | 59′ | 59′ | 59′ | 59′ | 59′ | 59′ | | 65 29'10 | _ | 67 .65 | 86 | 69 ⁶ 5 7 | 0 6,09 | VILLAGE |
| 0 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | <mark>63</mark> | Road | 64 29'1 | , 19' _{0"} | 20' | 20' 2 | 20' 28 | 3'0" | A A o |
| 20' 89 20' | - 20 8 20 20 | ^{63,4} "8 | 400 | 3 PAR | | 20 20 20 | 62'8" | 85 2' 29'10" 84 21 29'10" 83 21 29'10" | | 29'10" | .17 79 | 63' | 78 [8] 29'10" ^{29'10"} 77 [7] 29'10" ⁷⁶ 29'10" | 0 ft | 74 29'1 | 21' 21' 20' | 29'10" 72 ල 29'10″ 29'10″ | 49'0 \$0, \$0 71 30'4 | 62,6" | | A A A |
| 34'9" | | 40' 20 39'9' | ' | 39'6" | 45′ 19 | 39'6" 39'6" | | 39'6" | t Road | 40 | 2 - | 41 | 3'8" 6 - 3'8" | | 30, | | 5 83′0″ | 30'3" | | | |
| 20' | | 21 20' 40' | Road | i. | 45′ 30' | | 45 | ;' `` | 23 f | 40 |)' - | 43 | 3'8" 3'8" | | 30′ | | 4 | 30'3" | | | |
| | 20 | 22 20' 40' | # | 45′ | 18 30' | 30, 30, | 3 14 45 | 5' | | ⁻ 0 ^Ω 11 40 |)' | m 43 | 7 [`] ຕິ 3'8" | | 30′ | 7 | '8'0" 3 | 30'3" | | VILLAGE | |
| 20' 25 | 20 24 | | 30 | | ^{30'} 17 | 30' 16 | 50' | 30' آن 15 | | 30' آن 10 | 20 9 | 50' | 33'8" _02 8 | | 30'9" | 7 | '3'0" 2 | 30'3" | | 213/2019 | |
| 40' | 3 | 40' | | | 30' | 30' | | 30' | | 30' | 20 | | 33'8" | | т — | 6 | 8'0" | | NDHAN | DTCP No. | |
| - | | | - | | 3 | 30 ft | Roa | d | | | | | | | 63'3" | | | 49'6" | KUZHIPA | 9 | |
| 3(|)' 4 | 30' 35 | 30' 36 | | 30' 37 | 30' 38 | | 30' 39 | 30' 40 | 30 4 ' | | 25' 42 | 23' S | | 9 | | 50'9 | | X | | |
| 3 | 50' | 30' | | 50' | סי 30' | | 50' | 30' | | R 30 | 50' | 42 کې 25' | | 50' | | | | | | | |
| | | | | | | | | | | | _ | | | | | | | | | | |

20′

20' 37'

MAMALLAPURAM >>

PARK-3

S