



Cube Highways and  
Infrastructure Pte. Ltd.

# Environmental and Social Impact Assessment for Ghaziabad -Aligarh Road Section of NH-34 (km 23.600 to km 149.900) and Khurja realignment (9.285 km), Uttar Pradesh

## Appendices

02 February 2022

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## Signature Page

02 February 2022

# Environmental and Social Impact Assessment for Ghaziabad -Aligarh Road Section of NH-34 (km 23.600 to km 149.900) and Khurja realignment (9.285 km), Uttar Pradesh

## Appendix

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Appendices

This document provides the various **appendices** that part of the ESIA report.

## **APPENDIX A      TYPICAL CROSS SECTIONS**

# 1. DETAILED SUMMARY OF TYPICAL CROSS SECTION

Project: Four / Six Lining of Ghaziabad to Aligarh section of NH-91 from km 23.600 to km 149.900 (Length = 126.300 km) in the state of Uttar Pradesh													
Detail summary of Typical cross sections (km 23.600 to km 129.800)													
S. no	Chainage (km)		Length (m)	TCS Type	Type with brief description	Median (m)	Drain width (m)		Service road width (m)		Structure	ROW	Remarks
	From	To					LHS	RHS	LHS	RHS			
1	23+600	23+670	70	TCS-1	Concentric widening of + lane to 6 lane with both sides footpath cum covered drain	2.20	1.50	1.50				+5m	Existing lighting & MBCB to be retained and proposed widening, lined drain and space for utility
2	23+670	23+730	60	Taper			1.50	1.50				+5m	Existing lighting & MBCB to be retained and proposed widening, lined drain and space for utility
3	23+730	23+855	125	TCS-1	Concentric widening of + lane to 6 lane with both sides footpath cum covered drain	5.50	1.50	1.50				+5m	Existing lighting to be retained and proposed widening, lined drain and space for utility
4	23+855	23+925	70	Delhi-Merut Expressway		5.50	1.50	1.50				+5m	Existing 6-lane
5	23+925	24+050	125	TCS-1	Concentric widening of + lane to 6 lane with both sides footpath cum covered drain	5.50	1.50	1.50				+5m	Existing lighting to be retained and proposed widening, lined drain and space for utility
6	24+050	24+090	40	Taper			1.50	1.50				+5m	Existing lighting to be retained and proposed widening, lined drain and space for utility
7	24+090	33+385	9295	TCS-1	Concentric widening of + lane to 6 lane with both sides footpath cum covered drain	2.20	1.50	1.50				+5m	Existing lighting & MBCB to be retained and proposed widening, lined drain and space for utility
8	33+385	33+800	415	TCS-1	Concentric widening of + lane to 6 lane with both sides footpath cum covered drain	2.20	1.50	1.50				+5m	Proposed widening, lighting, MBCB, lined drain and space for utility
9	33+800	33+860	60	Taper								60m	RHS VVIP Under construction
10	33+860	34+385	525	TCS-3	LHS widening at existing one side grade separator	5.00			7.50	7.50	Underpass	60m	RHS VVIP Under construction
11	34+385	34+500	115	Taper								60m	RHS VVIP Under construction
12	34+500	35+000	500	TCS-5	Concentric widening of + lane to 6 lane with existing both sides service road	5.50			7.50	7.50		60m	Proposed PGR on LHS
13	35+000	35+130	130	Taper		5.50			7.50	7.50		60m	Proposed PGR on LHS
14	35+130	35+800	670	TCS-2	Concentric widening of + lane to 6 lane	5.50						60m	
15	35+800	36+900	1100	ROB		5.50					ROB	60m	Existing 6-lane
16	36+900	37+025	125	Taper								60m	
17	37+025	37+275	250	TCS-5	Concentric widening of + lane to 6 lane with existing both sides service road	5.50			Varies	Varies		60m	

Detail summary of Typical cross sections (km 23.600 to km 129.800)													
S.no	Chainage (km)		Length (m)	TCS Type	Type with brief description	Median (m)	Drain width (m)		Service road width (m)		Structure	ROW	Remarks
	From	To					LHS	RHS	LHS	RHS			
18	37+275	37+330	55	Taper								60m	
19	37+330	38+000	670	Underpass		5.50					Underpass	60m	Existing 6-lane
20	38+000	38+065	65	Taper								60m	
21	38+065	38+400	335	TCS-5	Concentric widening of 4 lane to 6 lane with existing both sides service road	5.50			Varies	Varies		60m	Proposed PGR on BHS
22	38+400	38+450	50	Taper								60m	
23	38+450	39+050	600	underpass		5.50					underpass	60m	Existing 6-lane
24	39+050	39+150	100	Taper								60m	
25	39+150	39+500	350	TCS-5	Concentric widening of 4 lane to 6 lane with existing both sides service road	5.50			Varies	Varies		60m	
26	39+500	39+700	200	TCS-2	Concentric widening of 4 lane to 6 lane	5.50						60m	
27	39+700	+0+230	530	TCS-5	Concentric widening of 4 lane to 6 lane with existing both sides service road	5.50			Varies	Varies		60m	No Service road from km +0.150 RHS to km +0.230 RHS
28	40+230	40+490	260	TCS-6	Concentric widening of 4 lane to 6 lane at high embankments	5.50			Varies	Cart track		60m	Retaining wall proposed on BHS
29	40+490	40+570	80	Minor bridge		5.50					Minor bridge	60m	Existing 6-lane
30	40+570	40+580	10	TCS-6	Concentric widening of 4 lane to 6 lane at high embankments	5.50			Varies	Cart track		60m	Retaining wall proposed on BHS
31	40+580	41+000	120	TCS-5	Concentric widening of 4 lane to 6 lane with existing both sides service road	5.50			Varies			60m	
32	41+000	41+150	150	Taper								60m	
33	41+150	42+050	900	TCS-3	LHS widening at existing one side grade separator	5.00			7.50	7.50	Underpass	60m	
34	42+050	42+150	100	Taper								60m	
35	42+150	42+540	390	TCS-2	Concentric widening of 4 lane to 6 lane	5.50						60m	
36	42+540	42+600	60	Taper								60m	

Detail summary of Typical cross sections (km 23.600 to km 129.800)														
S.No	Chainage (km)		Length (m)	TCS Type	Type with brief description	Median (m)	Drain width (m)		Service road width (m)		Structure	ROW	Remarks	
	From	To					LHS	RHS	LHS	RHS				
37	+2+600	+3+150	550	Urban section		2.20						60m	Existing 6-lane	
38	+3+150	+3+350	200	TCS-7	RHS widening at existing one side service road	2.20	1.50		5.50			60m	Existing 6-lane on LHS and proposed PGR on LHS	
39	+3+350	+3+450	100	Taper			1.50					60m		
40	+3+450	+3+650	200	TCS-8	Concentric widening of + lane to 6 lane with including one side unlined drain	5.50			8.00	8.00		60m	EP Express way	
41	+3+650	+3+970	320	TCS-8	Concentric widening of + lane to 6 lane with including one side unlined drain	5.50			8.00	8.00		60m	Paved shoulder widening on LHS	
42	+3+970	+4+300	330	TCS-8	Concentric widening of + lane to 6 lane with including one side unlined drain	5.50			8.00	8.00		60m		
43	+4+300	+4+620	320	TCS-2	Concentric widening of + lane to 6 lane	5.50						60m		
44	+4+620	+5+700	1080	TCS-9	Concentric widening of + lane to 6 lane with existing both sides service road and drain	2.20	1.50	1.50	Varies	Varies		45m	Existing MBCB to be retained and proposed PGR on RHS	
45	+5+700	+6+550	850	TCS-2	Concentric widening of + lane to 6 lane	5.50						60m		
46	+6+550	+6+820	270	TCS-10	Concentric widening of + lane to 6 lane at split levels	5.50						60m		
47	+6+820	+6+930	110	Major bridge		5.50					Major bridge	60m	Existing 6-lane on RHS	
48	+6+930	+7+230	300	TCS-10	Concentric widening of + lane to 6 lane at split levels	5.50						60m		
49	+7+230	+7+350	120	TCS-2	Concentric widening of + lane to 6 lane	5.50						60m	Existing lighting to be retained	
50	+7+350	+7+700	350	Toll plaza										
51	+7+700	+8+700	1000	TCS-2	Concentric widening of + lane to 6 lane	5.50						60m	Existing lighting to be retained	
52	+8+700	+8+800	100	Taper								60m		
53	+8+800	+9+150	350	TCS-11	Concentric widening of + lane to 6 lane with existing one side service road	2.20		1.50		7.50		60m	Existing lighting & MBCB to be retained and proposed PGR on RHS	
54	+9+150	+9+230	80	Taper								60m		
55	+9+230	+9+790	560	TCS-9	Concentric widening of + lane to 6 lane with existing both sides service road and drain	2.20		1.50	7.50	7.50		60m	Existing lighting & MBCB to be retained and proposed PGR on RHS	

Detail summary of Typical cross sections (km 23.600 to km 129.800)													
S.No	Chainage (km)		Length (m)	TCS Type	Type with brief description	Median (m)	Drain width (m)		Service road width (m)		Structure	ROW	Remarks
	From	To					LHS	RHS	LHS	RHS			
56	49+790	50+350	560	TCS-9	Concentric widening of 4 lane to 6 lane with existing both sides service road and drain	2.20	1.50	1.50	7.50	7.50		60m	Existing lighting & MBCB to be retained and proposed PGR on RHS
57	50+350	51+010	660	Underpass		2.20					Underpass	60m	Existing 6-lane
58	51+010	53+000	1990	TCS-9	Concentric widening of 4 lane to 6 lane with existing both sides service road and drain	2.20	1.50	1.50	7.50	7.50		60m	Existing lighting & MBCB to be retained and proposed PGR on RHS
59	53+000	53+280	280	TCS-11	Concentric widening of 4 lane to 6 lane with existing one side service road	2.20		1.50		7.50		60m	Existing lighting & MBCB to be retained and proposed PGR on RHS
60	53+280	53+480	200	TCS-12	Concentric widening of 4 lane to 6 lane with existing both sides covered drain	2.20	1.50					60m	Existing lighting & MBCB to be retained
61	53+480	53+920	440	TCS-11	Concentric widening of 4 lane to 6 lane with existing one side service road	2.20	1.50	1.50	7.50			60m	Existing lighting & MBCB to be retained and proposed PGR on LHS
62	53+920	54+200	280	TCS-2	Concentric widening of 4 lane to 6 lane	2.20						60m	Existing lighting & MBCB to be retained
63	54+200	54+280	80	Taper		2.20						60m	Existing lighting & MBCB to be retained
64	54+280	55+500	1220	TCS-2	Concentric widening of 4 lane to 6 lane	5.50						60m	
65	55+500	55+575	75	Taper								60m	
66	55+575	56+320	745	Underpass		5.50					Underpass	60m	Existing 6-lane
66	56+320	56+400	80	Taper								60m	
67	56+400	60+825	4425	TCS-2	Concentric widening of 4 lane to 6 lane	5.50						60m	
68	60+825	60+925	100	Taper								60m	
69	60+925	61+825	900	TCS-2	Concentric widening of 4 lane to 6 lane	2.20						60m	Existing lighting & MBCB to be retained
70	61+825	61+925	100	Taper		2.20						45m	Existing lighting & MBCB to be retained
71	61+925	62+025	100	TCS-2	Concentric widening of 4 lane to 6 lane	5.50						45m	Existing lighting to be retained
72	62+025	62+125	100	Taper								45m	Existing lighting to be retained
73	62+125	62+325	200	TCS-4	LHS widening / Re construction at existing one side grade separator	Varies	1.50	1.50			underpass	45m	Widening of LHS Carriageway and RHS existing grade separator

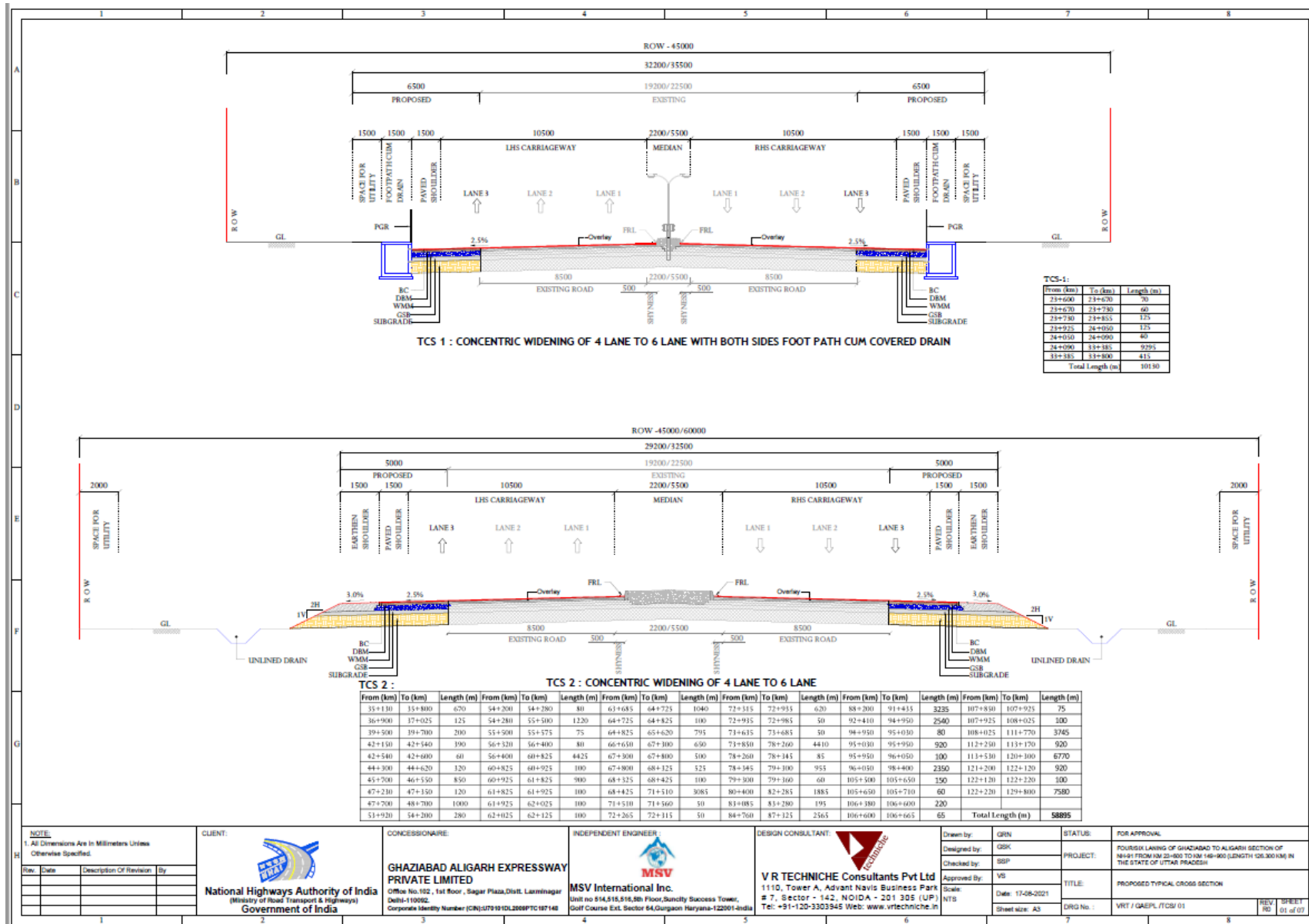
Detail summary of Typical cross sections (km 23.600 to km 129.800)													
S no	Chainage (km)		Length (m)	TCS Type	Type with brief description	Median (m)	Drain width (m)		Service road width (m)		Structure	ROW	Remarks
	From	To					LHS	RHS	LHS	RHS			
74	62+325	62+520	195	TCS-4	LHS widening/ Re construction at existing one side grade separator	Varies	1.50	1.50				+5m	Reconstruction of LHS carriageway and RHS existing grade separator
75	62+520	62+770	250	TCS-4	LHS widening/ Re construction at existing one side grade separator	Varies	1.50	1.50				+5m	Widening of LHS Carriageway and RHS existing grade separator
76	62+770	63+325	555	TCS-12	Concentric widening of + lane to 6 lane with existing both sides covered drain	2.20	1.50	1.50				+5m	
77	63+325	63+425	100	Taper			1.50	1.50				+5m	
78	63+425	63+685	260	TCS-12	Concentric widening of + lane to 6 lane with existing both sides covered drain	5.50	1.50	1.50				60m	
79	63+685	64+725	1040	TCS-2	Concentric widening of + lane to 6 lane	5.50						60m	
80	64+725	64+825	100	Taper								60m	
81	64+825	65+620	795	TCS-2	Concentric widening of + lane to 6 lane	2.20						60m	Existing MCB to be retained
82	65+620	65+770	150	TCS-9	Concentric widening of + lane to 6 lane with existing both sides service road and drain	2.20	1.50	1.50	Varies	Varies		+5m	Existing MCB to be retained and proposed PGR on RHS
83	65+770	65+825	55	Taper								+5m	
84	65+825	66+775	650	underpass		2.20					underpass	+5m	Existing 6-lane
85	66+775	66+825	50	Taper								60m	
86	66+825	66+650	125	TCS-9	Concentric widening of + lane to 6 lane with existing both sides service road and drain	2.20	1.50	1.50	7.50	7.50		60m	Existing lighting & MCB to be retained and proposed PGR on RHS
87	66+650	67+300	650	TCS-2	Concentric widening of + lane to 6 lane	2.20						60m	Existing MCB to be retained
88	67+300	67+800	500	TCS-2	Concentric widening of + lane to 6 lane	2.20						+5m	Existing MCB to be retained
89	67+800	68+325	525	TCS-2	Concentric widening of + lane to 6 lane	2.20						60m	Existing MCB to be retained
90	68+325	68+425	100	Taper								60m	
91	68+425	71+510	3085	TCS-2	Concentric widening of + lane to 6 lane	5.50						60m	
92	71+510	71+560	50	Taper								60m	

Detail summary of Typical cross sections (km 23.600 to km 129.800)													
S.no	Chainage (km)		Length (m)	TCS Type	Type with brief description	Median (m)	Drain width (m)		Service road width (m)		Structure	R.O.W	Remarks
	From	To					LHS	RHS	LHS	RHS			
93	71+560	72+265	705	Underpass		5.50					Underpass	60m	Existing 6-lane
94	72+265	72+315	50	Taper								60m	
95	72+315	72+935	620	TCS-2	Concentric widening of 4 lane to 6 lane	5.50						60m	
96	72+935	72+985	50	Taper								60m	
97	72+985	73+635	650	Underpass		5.50					Underpass	60m	Existing 6-lane
98	73+635	73+685	50	Taper								60m	
99	73+685	73+785	100	TCS-13	Concentric widening of 4 lane to 6 lane with existing 5.5m median and one side service road	5.50				Varies		60m	Existing 6-lane on RHS
100	73+785	73+850	65	Taper								60m	
101	73+850	78+260	4+10	TCS-2	Concentric widening of 4 lane to 6 lane	5.50						60m	
102	78+260	78+345	85	Taper								60m	
103	78+345	79+300	955	TCS-2	Concentric widening of 4 lane to 6 lane	2.20						+5m	Existing MBCB to be retained
104	79+300	79+360	60	Taper								+5m	
105	79+360	79+470	110	TCS-9	Concentric widening of 4 lane to 6 lane with existing both sides service road and drain	2.20	1.50	1.50	7.50	7.50		60m	Existing lighting & MBCB to be retained and proposed PGR on RHS
106	79+470	79+530	60	Taper								60m	
107	79+530	80+165	635	Underpass		2.20					Underpass	60m	Existing 6-lane
108	80+165	80+215	50	Taper								60m	
109	80+215	80+335	120	TCS-9	Concentric widening of 4 lane to 6 lane with existing both sides service road and drain	2.20	1.50	1.50	7.50	7.50		60m	Existing lighting & MBCB to be retained and proposed PGR on RHS
110	80+335	80+400	65	Taper								60m	
111	80+400	82+285	1885	TCS-2	Concentric widening of 4 lane to 6 lane	5.50						60m	

Detail summary of Typical cross sections (km 23.600 to km 129.800)													
S.no	Chainage (km)		Length (m)	TCS Type	Type with brief description	Median (m)	Drain width (m)		Service road width (m)		Structure	ROW	Remarks
	From	To					LHS	RHS	LHS	RHS			
112	82+285	83+085	800	TCS-13	Concentric widening of 4 lane to 6 lane with existing 5.5m median and one side service road	5.50				Varies		60m	Proposed PGR on RHS
113	83+085	83+280	195	TCS-2	Concentric widening of 4 lane to 6 lane	5.50						60m	
114	83+280	83+390	110	TCS-13	Concentric widening of 4 lane to 6 lane with existing 5.5m median and one side service road	5.50				Varies		60m	Existing 6-lane on RHS and Proposed PGR on RHS
115	83+390	83+460	70	Taper								60m	
116	83+460	84+700	1240	ROB		5.50					ROB	60m	Existing 6-lane
117	84+700	84+760	60	Taper								60m	
118	84+760	87+325	2565	TCS-2	Concentric widening of 4 lane to 6 lane	5.50						60m	
119	87+325	87+390	65	TCS-5	Concentric widening of 4 lane to 6 lane with existing both sides service road	5.50			Varies	Varies		60m	Proposed PGR on BHS
120	87+390	87+430	40	Taper								60m	
121	87+430	88+075	625	Underpass		5.50					Underpass	60m	
122	88+075	88+120	45	Taper								60m	
123	88+120	88+200	80	TCS-5	Concentric widening of 4 lane to 6 lane with existing both sides service road	5.50			Varies	Varies		60m	Proposed PGR on BHS
124	88+200	91+435	3235	TCS-2	Concentric widening of 4 lane to 6 lane	5.50						60m	
125	91+435	91+560	125	TCS-5	Concentric widening of 4 lane to 6 lane with existing both sides service road	5.50			Varies	Varies		60m	Proposed PGR on BHS
126	91+560	91+600	40	Taper								60m	
127	91+600	92+260	660	Underpass		5.50					Underpass	60m	Existing 6-lane
128	92+260	92+310	50	Taper								60m	
129	92+310	92+410	100	TCS-5	Concentric widening of 4 lane to 6 lane with existing both sides service road	5.50			Varies	Varies		60m	Proposed PGR on BHS
130	92+410	94+950	2540	TCS-2	Concentric widening of 4 lane to 6 lane	5.50						60m	

Detail summary of Typical cross sections (km 23.600 to km 129.800)														
S.no	Chainage (km)		Length (m)	TCS Type	Type with brief description	Median (m)	Drain width (m)		Service road width (m)		Structure	ROW	Remarks	
	From	To					LHS	RHS	LHS	RHS				
131	94+950	95+030	80	Taper								60m		
132	95+030	95+950	920	TCS-2	Concentric widening of + lane to 6 lane	2.20						60m	Existing MBCB to be retained	
133	95+950	96+050	100	Taper								60m		
134	96+050	98+400	2350	TCS-2	Concentric widening of + lane to 6 lane	5.50						60m		
135	98+400	105+500	7100	New-Bypass on LHS Starting from km 98.400 to km 105.500 is under construction										
136	105+500	105+650	150	TCS-2	Concentric widening of + lane to 6 lane	2.20						60m	Existing MBCB to be retained	
137	105+650	105+710	60	Taper								60m		
138	105+710	106+320	610	TCS-9	Concentric widening of + lane to 6 lane with existing both sides service road and drain	2.20	1.50	1.50	Varies	Varies		+5m	Existing MBCB to be retained and proposed PGR on RHS	
139	106+320	106+380	60	Taper								+5m		
140	106+380	106+600	220	TCS-2	Concentric widening of + lane to 6 lane	2.20						+5m	Existing MBCB to be retained	
141	106+600	106+665	65	Taper								+5m		
142	106+665	107+360	695	Underpass		2.20					Underpass	60m		
143	107+360	107+450	90	Taper								60m		
144	107+450	107+800	350	TCS-11	Concentric widening of + lane to 6 lane with existing one side service road	2.20	1.50	1.50		7.50		60m	Proposed PGR on RHS	
145	107+800	107+850	50	Taper								60m		
146	107+850	107+925	75	TCS-2	Concentric widening of + lane to 6 lane	2.20						60m	Existing MBCB to be retained	
147	107+925	108+025	100	Taper								60m		
148	108+025	111+770	37+5	TCS-2	Concentric widening of + lane to 6 lane	5.50						60m		
149	111+770	112+000	230	TCS-10	Concentric widening of + lane to 6 lane at split levels	5.50						60m		

Detail summary of Typical cross sections (km 23.600 to km 129.800)														
S.no	Chainage (km)		Length (m)	TCS Type	Type with brief description	Median (m)	Drain width (m)		Service road width (m)		Structure	ROW	Remarks	
	From	To					LHS	RHS	LHS	RHS				
150	112+000	112+070	70	Major bridge		5.50					Major bridge	60m	Existing 6-lane on RHS	
151	112+070	112+250	180	TCS-10	Concentric widening of + lane to 6 lane at split levels	5.50						60m		
152	112+250	113+170	920	TCS-2	Concentric widening of + lane to 6 lane	5.50						60m		
153	113+170	113+530	360	Toll plaza										
154	113+530	120+300	6770	TCS-2	Concentric widening of + lane to 6 lane	5.5						60m		
155	120+300	121+200	900	ROB						ROB	60m	Existing 6-lane		
156	121+200	122+120	920	TCS-2	Concentric widening of + lane to 6 lane	5.5						60m		
157	122+120	122+220	100	Taper								60m		
158	122+220	129+800	7580	TCS-2	Concentric widening of + lane to 6 lane	2.2						60/+5m		



NOTE:  
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Rev.	Date	Description Of Revision	By

CLIENT:  
**National Highways Authority of India**  
(Ministry of Road Transport & Highways)  
Government of India

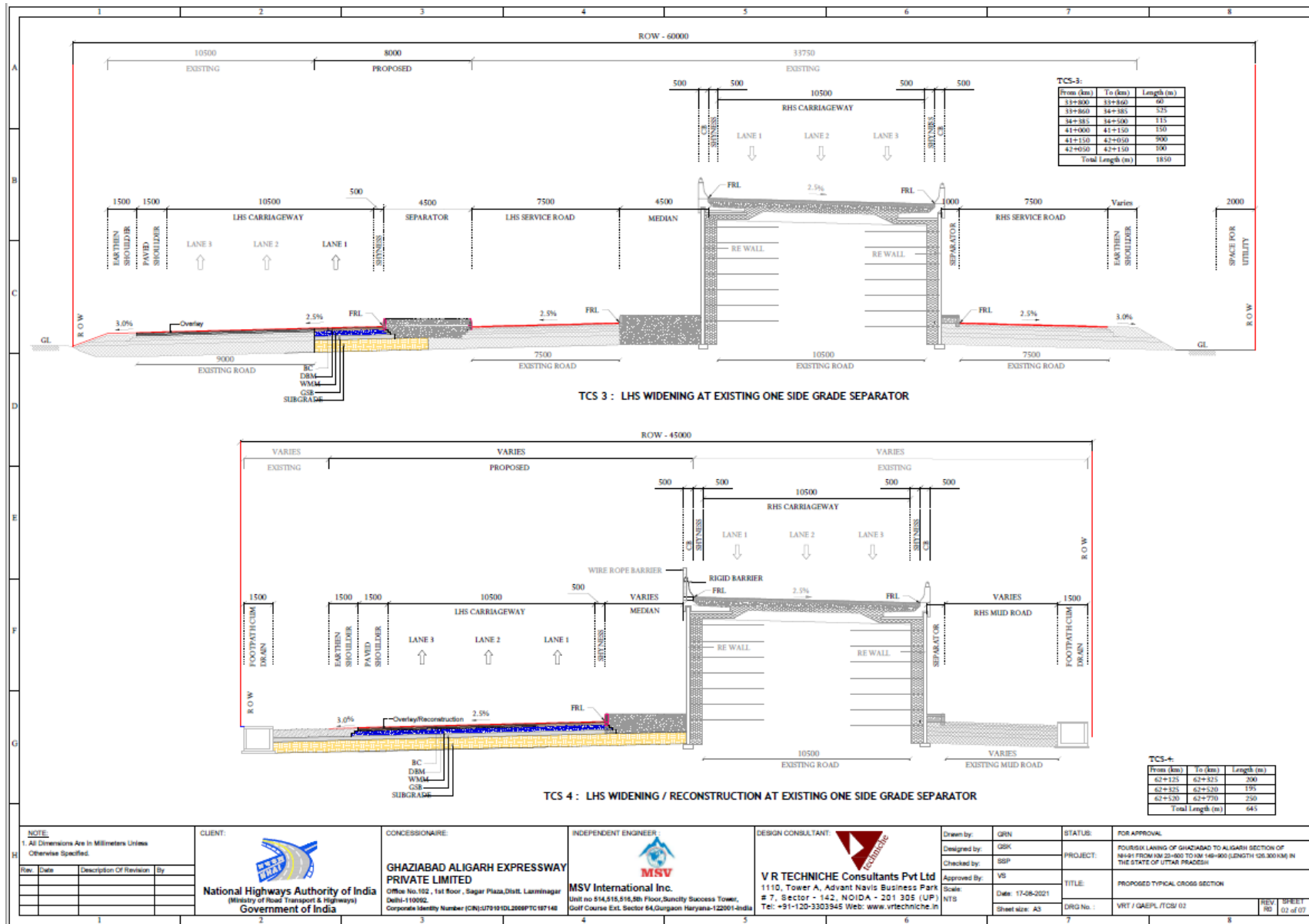
CONCESSIONAIRE:  
**GHAZIABAD ALIGARH EXPRESSWAY PRIVATE LIMITED**  
Office No.102, 1st floor, Sagar Plaza, Distt. Laxminagar Delhi-110052.  
Corporate Identity Number (CIN):U71910DL2008PTC187148

INDEPENDENT ENGINEER:  
**MSV International Inc.**  
Unit no 814,815,816,8th Floor,Sanctity Success Tower, Golf Course Ext. Sector 64,Gurgaon Haryana-122011-India

DESIGN CONSULTANT:  
**V R TECHNICHE Consultants Pvt Ltd**  
1110, Tower A, Advant Navis Business Park # 7, Sector - 142, NOIDA - 201 305 (UP)  
Tel: +91-120-3302345 Web: www.vrtechniche.in

Drawn by: GRN  
Designed by: GSK  
Checked by: SSP  
Approved by: VS  
Scale: NTS  
Date: 17-08-2021  
Sheet size: A3

STATUS: FOR APPROVAL  
PROJECT: FOURRK LANE OF GHAZIABAD TO ALIGARH SECTION OF NH-1 FROM KM 20+00 TO KM 148+00 (LENGTH 128.00 KM) IN THE STATE OF UTTAR PRADESH  
TITLE: PROPOSED TYPICAL CROSS SECTION  
DRG No.: VRT / GAEPL / TCS/ 01  
REV ID: 01 of 07



NOTE:  
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Rev.	Date	Description Of Revision	By

CLIENT:

**National Highways Authority of India**  
(Ministry of Road Transport & Highways)  
Government of India

CONCESSIONAIRE:

**GHAZIABAD ALIGARH EXPRESSWAY PRIVATE LIMITED**  
Office No.102, 1st Floor, Sagar Plaza, Distt. Laxminagar Delhi-110062.  
Corporate Identity Number (CIN): L27919 DL2009PTC197148

INDEPENDENT ENGINEER:

**MSV International Inc.**  
Unit no 514,515,516,5th Floor,Suncity Success Tower, Golf Course Ext. Sector 64,Gurgaon Haryana-122001-India

DESIGN CONSULTANT:

**V R TECHNICH Consultants Pvt Ltd**  
1110, Tower A, Advant Navis Business Park # 7, Sector - 142, NOIDA - 201 305 (UP)  
Tel: +91-120-3303945 Web: www.vrtechniche.in

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Approved by: VS

Scale: NTS  
Date: 17-08-2021  
Sheet size: A3

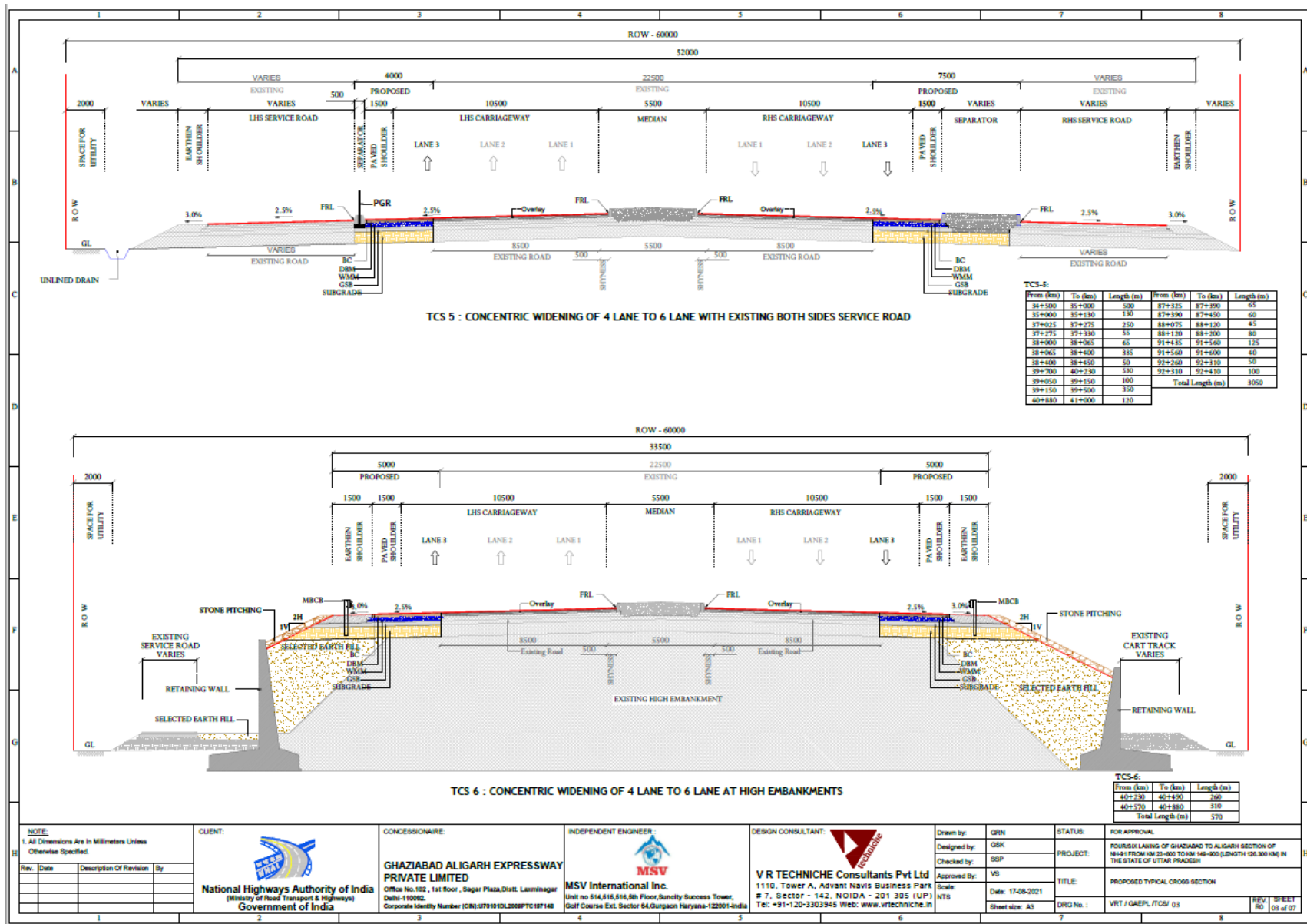
STATUS: FOR APPROVAL

PROJECT: FOUR LANE OF GHAZIABAD TO ALIGARH SECTION OF NH-1 FROM KM 23+00 TO KM 16+00 (LENGTH 08.300 KM) IN THE STATE OF UTTAR PRADESH

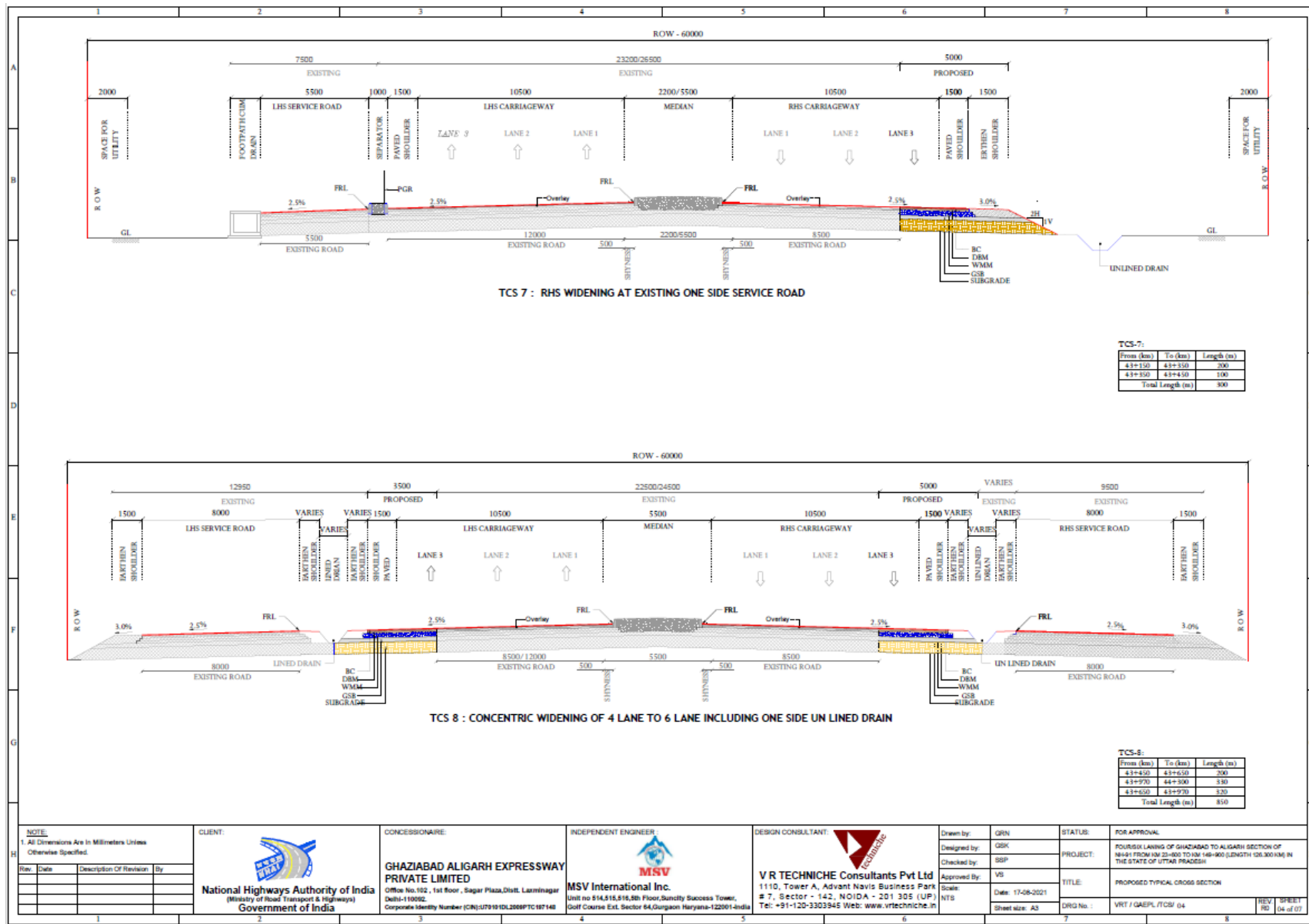
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DRG No.: VRT / GAEPL / TCS/ 02

REV: 01 of 07  
SHEET: 02 of 07



<p><b>NOTE:</b> 1. All Dimensions Are In Millimeters Unless Otherwise Specified.</p> <table border="1"> <thead> <tr> <th>Rev.</th> <th>Date</th> <th>Description Of Revision</th> <th>By</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	Rev.	Date	Description Of Revision	By													<p><b>CLIENT:</b>  <b>National Highways Authority of India</b> (Ministry of Road Transport &amp; Highways) Government of India</p>	<p><b>CONCESSOR:</b> <b>GHAZIABAD ALIGARH EXPRESSWAY PRIVATE LIMITED</b> Office No.102, 1st floor, Sagar Plaza, DIT, Laxminagar Delhi-110062. Corporate Identity Number (CIN): U7919 DL2008PTC 087148</p>	<p><b>INDEPENDENT ENGINEER:</b>  <b>MSV International Inc.</b> Unit no 514,515,516,5th Floor,Suncity Success Tower, Golf Course Ext. Sector 64, Gurgaon Haryana-122091-India</p>	<p><b>DESIGN CONSULTANT:</b>  <b>V R TECHNICE CONSULTANTS Pvt Ltd</b> 1110, Tower A, Advant Navis Business Park # 7, Sector A - 142, NOIDA - 201 305 (UP) Tel: +91-120-3303545 Web: www.vrtechnic.in</p>	<p><b>Drawn by:</b> GRN <b>Designed by:</b> GSK <b>Checked by:</b> BSP <b>Approved by:</b> VS <b>Scale:</b> NTS <b>Date:</b> 17-08-2021 <b>Sheet size:</b> A3</p>	<p><b>STATUS:</b> FOR APPROVAL <b>PROJECT:</b> FOURTH LANE OF GHAZIABAD TO ALIGARH SECTION OF NH-44 FROM KM 23+800 TO KM 149+000 (LENGTH 266.196) IN THE STATE OF UTTAR PRADESH <b>TITLE:</b> PROPOSED TYPICAL CROSS SECTION <b>DRG No.:</b> VRT / GAEP / TCS / 03 <b>REV</b> <b>SHEET</b> 03 of 07</p>
Rev.	Date	Description Of Revision	By																			



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**CONCESSOR:**

**GHAZIABAD ALIGARH EXPRESSWAY PRIVATE LIMITED**  
 Office No.102, 1st floor, Sagar Plaza, DIT, Laxminagar Delhi-110062.  
 Corporate Identity Number (CIN): 079191DL2008PTC187148

**INDEPENDENT ENGINEER:**



**DESIGN CONSULTANT:**



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 Scale: NTS  
 Date: 17-08-2021  
 Sheet size: A3

**STATUS:**

FOR APPROVAL

**PROJECT:**

FOURTH LANE OF GHAZIABAD TO ALIGARH SECTION OF NH-44 FROM KM 21+400 TO KM 146+800 (LENGTH: 125.400 KM) IN THE STATE OF UTTAR PRADESH

**TITLE:**

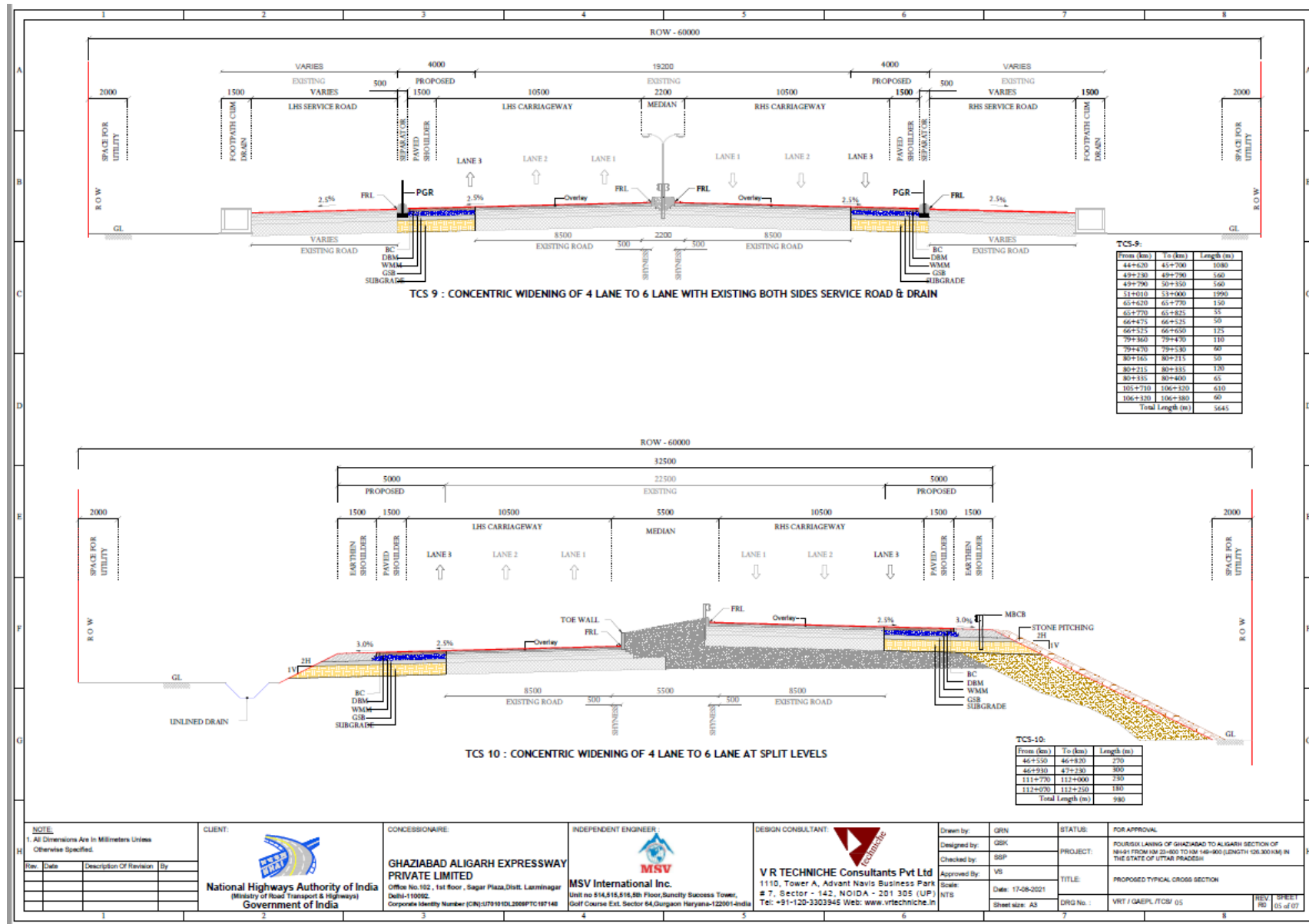
PROPOSED TYPICAL CROSS SECTION

**DRG No.:**

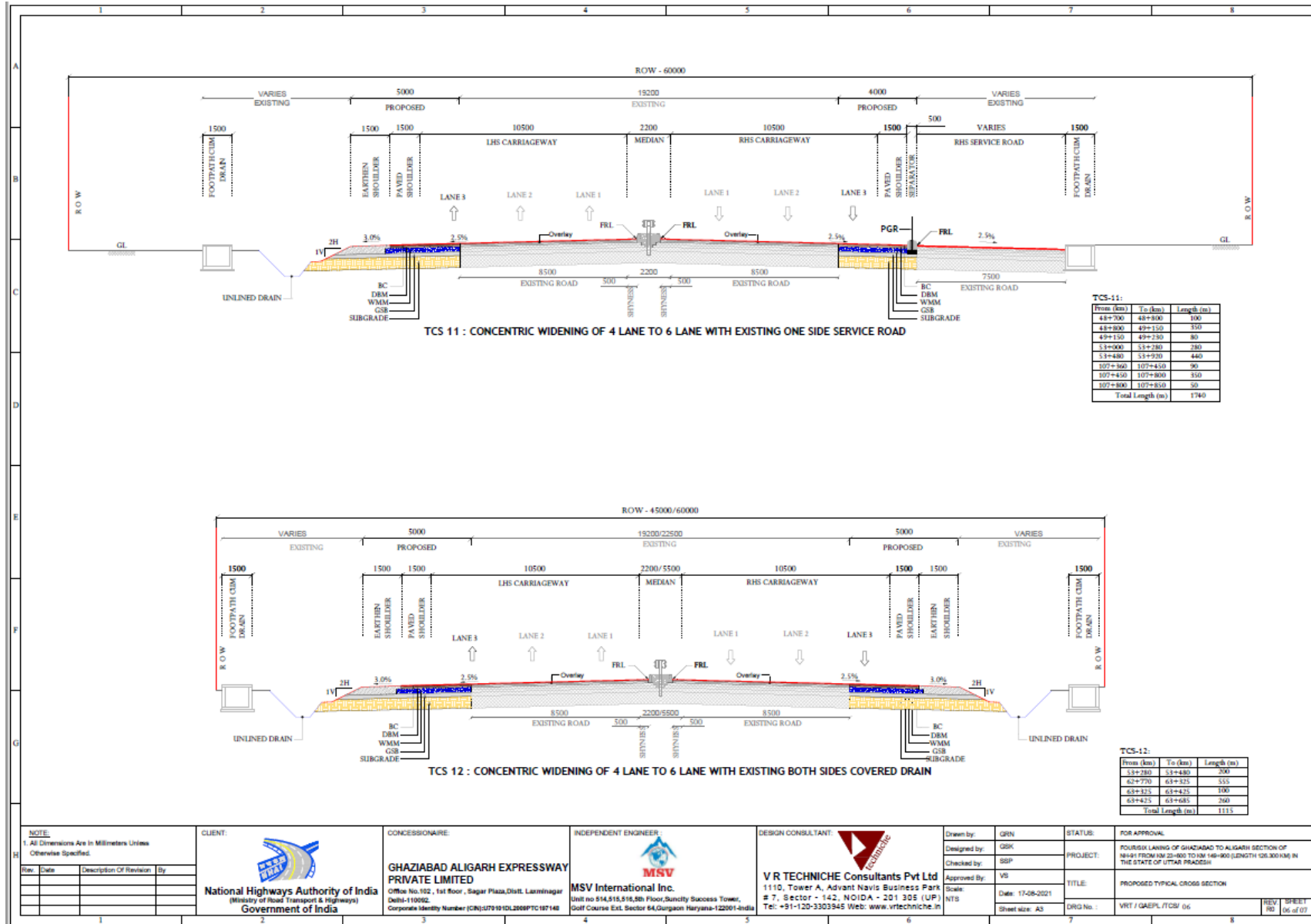
WRT / GAEP/ TCS/ 04

**REV**

NO (04 of 07)



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					Rev. Date Description of Revision By	REV 05 of 07	



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CLIENT:



**National Highways Authority of India**  
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Government of India

CONCESSIONAIRE:

**GHAZIABAD ALIGARH EXPRESSWAY PRIVATE LIMITED**  
Office No.102, 1st floor, Sagar Plaza,Distt. Lakhnagar  
Delhi-110052.  
Corporate Identity Number (CIN)U71910DL2008PTC187148

INDEPENDENT ENGINEER:



**MSV International Inc.**  
Unit no 814,815,816,8th Floor,Sanctity Success Tower,  
Golf Course Ext. Sector 84,Gurgaon Haryana-122001-India

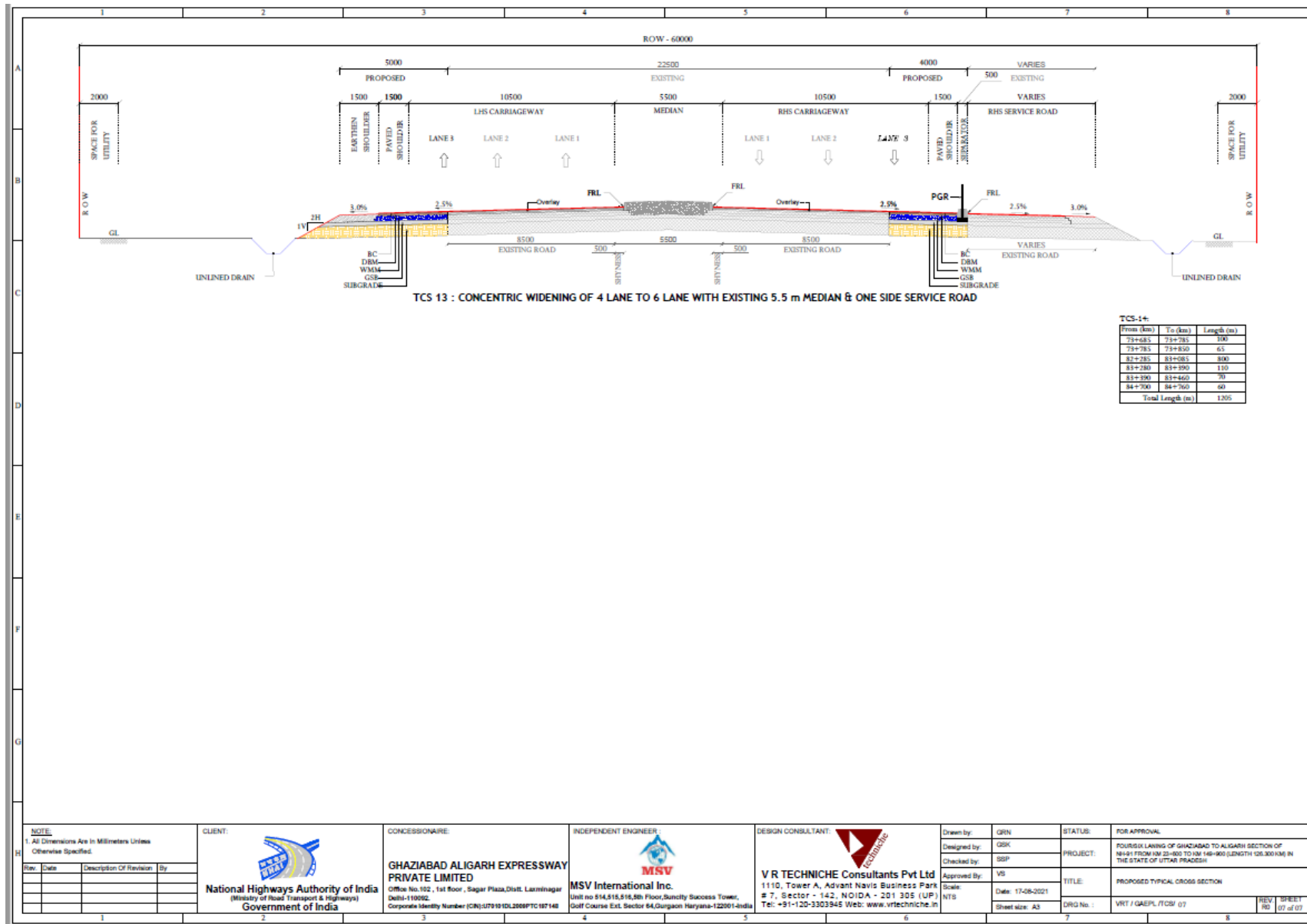
DESIGN CONSULTANT:



**V R TECHNICH Consultants Pvt Ltd**  
1110, Tower A, Advant Navis Business Park  
# 7, Sector - 142, NOIDA - 201 305 (UP)  
Tel: +91-120-3303945 Web: www.vrtechniche.in

Drawn by:	QRN	STATUS:	FOR APPROVAL
Designed by:	QSR	PROJECT:	FOURTH LANE OF GHAZIABAD TO ALIGARH SECTION OF NH-48 FROM KM 23+800 TO KM 16+800 (LENGTH 128.000 KM) IN THE STATE OF UTTAR PRADESH
Checked by:	SSP	TITLE:	PROPOSED TYPICAL CROSS SECTION
Approved by:	VS	DATE:	17-08-2021
Scale:	NTS	DRG No.:	VRT / GAEPL / TCS / 06
Sheet size:	A3	REV	BHEET

REV	BHEET
06	06 of 07



**APPENDIX B      LABORATORY REPORT ON ENVIRONMENTAL  
MONITORING**



# AVON FOOD LAB (PVT.) LTD.

(ENVIRONMENT DIVISION)

NABL Accredited Laboratory Certificate No. TC-5547  
Recognized from Ministry of Environment, Forest & Climate Change (MoEF & CC)  
Under the Environment (Protection) Act 1986.

## TEST REPORT

Page : 1 of 2

Issued to : M/s. ERM INDIA PRIVATE LIMITED  
4th Floor, Building No.10, Tower-A,  
DLF Cyber City, Gurgaon-122002, Haryana  
Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/201912110001  
Report No. : AFLPL/EP/111219001  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

## SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

### Details of sampling

(a) Date of Sampling : 09/12/2019 to 10/12/2019  
(b) Time of sampling : 12:30 P.M to 12:30 PM  
(c) Sampling Protocol : IS:5182 (P-14) 2000  
(d) Equipment Used : RDS & PM 10/2.5 Sampler  
(e) Sampling Done By : Mr. Puneet Mishra  
(f) Duration of Sampling : 1440 Minutes  
(g) Sampling Location : Near Royal Green Wine Shop, Lalkuan  
(h) Height of sampling Location : 3.5 Mtr. from Ground Level

### Physical observations

(a) Ambient temp. (Max/Min) : 24°C/08°C  
(b) Weather Condition : Clear  
(c) Wind direction : -  
(d) Sampling Flow rate for SPM : -  
(e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.13 m<sup>3</sup>/min.  
(f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
(g) Coordinates : N 28°63'55.95", E-77°46'21.86"

## TEST RESULTS

Test Started on : 11/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	182.5	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	92.6	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	16.8	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	45.6	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.91	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	21.4	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	B.L.Q (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

Vikas Boran

Section Incharge Instrumentation

Authorised Signatory

Dr. Vinod Kumar Mehta  
Head-Environment Division  
Authorised Signatory

- \* The results listed refer only to the tested sample and applicable parameter.
- \* This report, in full or in part, shall not be used for advertising or as evidence in any court of law.
- \* This report can not be reproduced, except when in full, without the written permission of the Director.
- \* The sample will be destroyed after three weeks from the date of issue of the test report.  
(in case of non-perishable products only)
- \* The liability of the laboratory is limited to the invoiced amount.
- \* All disputes are subjected to the Delhi Jurisdiction.

C-35/23, Lawrence Road Industrial Area, Delhi-110035

Tel. : +91-11-45202222 E-mail : info@avonfoodlab.com, marketing@avonfoodlab.com

Website : www.avonfoodlab.com, environment@avonfoodlab.com, CIN : U24100DL2011PTC219942



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(ENVIRONMENT DIVISION)

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## TEST REPORT

Page : 2 of 2

Issued to : M/s. ERM INDIA PRIVATE LIMITED  
4th Floor, Building No.10, Tower-A,  
DLF Cyber City, Gurgaon-122002, Haryana  
Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/201912110001  
Report No. : AFLPL/EP/111219001  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Vikash Boran

Section Incharge-Instrumentation

Authorised Signatory

Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory



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Tel. : +91-11-45202222 E-mail : info@avonfoodlab.com, marketing@avonfoodlab.com

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## TEST REPORT

Page : 1 of 2

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4th Floor, Building No.10, Tower-A,  
DLF Cyber City, Gurgaon-122002, Haryana  
Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/201912110002  
Report No. : AFLPL/EP/111219002  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

## SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

### Details of sampling

- (a) Date of Sampling : 09/12/2019 to 10/12/2019  
(b) Time of sampling : 12:50 PM to 12:50 PM  
(c) Sampling Protocol : IS:5182 (P-14) 2000  
(d) Equipment Used : RDS & PM 10/2.5 Sampler  
(e) Sampling Done By : Mr. Puneet Mishra  
(f) Duration of Sampling : 1440 Minutes  
(g) Sampling Location : Dujana Gate, Patwari Bagh  
(h) Height of sampling Location : 3.5 Mtr. from Ground Level

### Physical observations

- (a) Ambient temp. (Max/Min) : 24°C/08°C  
(b) Weather Condition : Clear  
(c) Wind direction : -  
(d) Sampling Flow rate for SPM : -  
(e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.14 m<sup>3</sup>/min.  
(f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
(g) Coordinates : N 28°60'18.69", E 77°50'39.14"

## TEST RESULTS

Test Started on : 11/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	160.8	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	87.5	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	15.2	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	41.8	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.88	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	21.1	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

Vikash Boran

Section Incharge Instrumentation

Authorised Signatory

Dr. Vinod Kumar Mogha

Head-Environment Division

Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : GP/201912110002  
Report No. : AFLPL/EP/111219002  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Vikash Boran  
Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vipul Kumar Mehta  
Head-Environment Division  
Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/201912120008  
Report No. : AFLPL/EP/121219008  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

## SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

### Details of sampling

(a) Date of Sampling : 10/12/2019 to 11/12/2019  
(b) Time of sampling : 12:50 PM to 12:50 PM  
(c) Sampling Protocol : IS:5182 (P-14) 2000  
(d) Equipment Used : RDS & PM 10/2.5 Sampler  
(e) Sampling Done By : Mr. Puneet Mishra  
(f) Duration of Sampling : 1440 Minutes  
(g) Sampling Location : Near Royal Green Wine Shop, Lalkuan  
(h) Height of sampling Location : 3.5 Mtr. from Ground Level

### Physical observations

(a) Ambient temp. (Max/Min) : 24°C/08°C  
(b) Weather Condition : Clear  
(c) Wind direction : -  
(d) Sampling Flow rate for SPM : -  
(e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.22 m<sup>3</sup>/min.  
(f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
(g) Coordinates : N 28°63'55.95", E 77°46'21.86"

## TEST RESULTS

Test Started on : 12/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	188.7	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	94.3	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	18.2	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	49.8	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	1.08	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	22.2	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

  
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Sample code : EP/201912120008  
Report No. : AFLPL/EP/121219008  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

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Vikash Boran  
Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mogha  
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Sample code : EP/201912120009  
Report No. : AFLPL/EP/121219009  
Date of Issue : 02/01/2020  
Reference No. : GCA/DEL/005/12/19-20

## SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

### Details of sampling

- (a) Date of Sampling : 10/12/2019 to 11/12/2019  
(b) Time of sampling : 01:30 PM to 01:30 PM  
(c) Sampling Protocol : IS:5182 (P-14) 2000  
(d) Equipment Used : RDS & PM 10/2.5 Sampler  
(e) Sampling Done By : Mr. Puneet Mishra  
(f) Duration of Sampling : 1440 Minutes  
(g) Sampling Location : Dujana Gate, Patwari Bagh  
(h) Height of sampling Location : 3.5 Mtr. from Ground Level

### Physical observations

- (a) Ambient temp. (Max/Min) : 24°C/08°C  
(b) Weather Condition : Clear  
(c) Wind direction : -  
(d) Sampling Flow rate for SPM : -  
(e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.16 m<sup>3</sup>/min.  
(f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
(g) Coordinates : N 28°60'18.69", E 77°50'39.14"

## TEST RESULTS

Test Started on : 12/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	168.9	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	89.6	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	16.9	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	48.2	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.89	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	23.4	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

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Head-Environment Division

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/201912120009  
Report No. : AFLPL/EP/121219009  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

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Head-Environment Division  
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Sample code : EP/201912120010  
Report No. : AFLPL/EP/121219010  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

#### Details of sampling

- (a) Date of Sampling : 10/12/2019 to 11/12/2019  
 (b) Time of sampling : 11:30 AM to 11:30 AM  
 (c) Sampling Protocol : IS:5182 (P-14) 2000  
 (d) Equipment Used : RDS & PM 10/2.5 Sampler  
 (e) Sampling Done By : Mr. Puneet Mishra  
 (f) Duration of Sampling : 1440 Minutes  
 (g) Sampling Location : Dhoom Manikpur, Opp-Police Chauki  
 (h) Height of sampling Location : 3.5 Mtr. from Ground Level

#### Physical observations

- (a) Ambient temp. (Max/Min) : 24°C/08°C  
 (b) Weather Condition : Clear  
 (c) Wind direction : -  
 (d) Sampling Flow rate for SPM : -  
 (e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.18 m<sup>3</sup>/min.  
 (f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
 (g) Coordinates : N 28°57'64.07", E 77°53'11.14"

### TEST RESULTS

Test Started on : 12/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	141.5	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	81.3	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Suiphur Dioxide (SO2)	µg/m <sup>3</sup>	14.2	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO2)	µg/m <sup>3</sup>	36.5	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.82	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O3)	µg/m <sup>3</sup>	21.2	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

Vikas Boran

Section In-charge-Instrumentation  
Authorised Signatory

Dr. Vikas Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Sample code : EP/201912120010  
Report No. : AFLPL/EP/121219010  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification



Vikash Boran  
Section Incharge-Instrumentation  
Authorised Signatory



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Sample code : EP/201912120011  
Report No. : AFLPL/EP/121219011  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

## SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

### Details of sampling

- (a) Date of Sampling : 10/12/2019 to 11/12/2019  
 (b) Time of sampling : 12:40 PM to 12:40 PM  
 (c) Sampling Protocol : IS:5182 (P-14) 2000  
 (d) Equipment Used : RDS & PM 10/2.5 Sampler  
 (e) Sampling Done By : Mr. Puneet Mishra  
 (f) Duration of Sampling : 1440 Minutes  
 (g) Sampling Location : Jay Durga Hardwares, Sikandrabad  
Industrial Area  
 (h) Height of sampling Location : 3.5 Mtr. from Ground Level

### Physical observations

- (a) Ambient temp. (Max/Min) : 24°C/08°C  
 (b) Weather Condition : Clear  
 (c) Wind direction : -  
 (d) Sampling Flow rate for SPM : -  
 (e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.15 m<sup>3</sup>/min.  
 (f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
 (g) Coordinates : N 28°46'69.90", E 77°67'28.36"

## TEST RESULTS

Test Started on : 12/12/2019

Test Completed on : 02/01/2020

Sl No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	128.6	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	79.6	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO2)	µg/m <sup>3</sup>	12.5	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO2)	µg/m <sup>3</sup>	35.6	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.80	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O3)	µg/m <sup>3</sup>	21.3	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

Vikas Baran

Section Incharge-Instrumentation  
Authorised Signatory

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Sample code : EP/201912120011  
Report No. : AFLPL/EP/121219011  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

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Vikas, Boran

Section Incharge-Instrumentation

Authorised Signatory

  
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(ENVIRONMENT DIVISION)

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## TEST REPORT

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4th Floor, Building No.10, Tower-A,  
DLF Cyber City, Gurgaon-122002, Haryana  
Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/201912130001  
Report No. : AFLPL/EP/131219001  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

## SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

### Details of sampling

- (a) Date of Sampling : 11/12/2019 to 12/12/2019  
 (b) Time of sampling : 13:00 Hr. to 13:00 Hr.  
 (c) Sampling Protocol : IS:5182 (P-14) 2000  
 (d) Equipment Used : RDS & PM 10/2.5 Sampler  
 (e) Sampling Done By : Mr. Puneet Mishra  
 (f) Duration of Sampling : 1440 Minutes  
 (g) Sampling Location : Dhoom Manikpur, Opp-Police Chauki  
 (h) Height of sampling Location : 3.5 Mtr. from Ground Level

### Physical observations

- (a) Ambient temp. (Max/Min) : 21°C/09°C  
 (b) Weather Condition : Clear  
 (c) Wind direction : -  
 (d) Sampling Flow rate for SPM : -  
 (e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.18 m<sup>3</sup>/min.  
 (f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
 (g) Coordinates : N 28°57'64.07", E 77°53'11.14"

## TEST RESULTS

Test Started on : 13/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	148.7	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	85.6	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO2)	µg/m <sup>3</sup>	15.8	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO2)	µg/m <sup>3</sup>	39.3	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.84	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O3)	µg/m <sup>3</sup>	22.4	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

Vikas Boran

Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Sample code : EP/201912130001  
Report No. : AFLPL/EP/131219001  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Vikash Boran  
Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Megha  
Head-Environment Division  
Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aliqarh

Sample code : EP/201912130002  
Report No. : AFLPL/EP/131219002  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

## SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

### Details of sampling

- (a) Date of Sampling : 11/12/2019 to 12/12/2019  
(b) Time of sampling : 13:50 Hr. to 13:50 Hr.  
(c) Sampling Protocol : IS:5182 (P-14) 2000  
(d) Equipment Used : RDS & PM 10/2.5 Sampler  
(e) Sampling Done By : Mr. Puneet Mishra  
(f) Duration of Sampling : 1440 Minutes  
(g) Sampling Location : Jay Durga Hardwares, Sikandrabad  
Industrial Area  
(h) Height of sampling Location : 3.5 Mtr. from Ground Level

### Physical observations

- (a) Ambient temp. (Max/Min) : 21°C/09°C  
(b) Weather Condition : Clear  
(c) Wind direction : -  
(d) Sampling Flow rate for SPM : -  
(e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.20 m<sup>3</sup>/min.  
(f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
(g) Coordinates : N 28°46'69.90", E 77°67'28.36"

## TEST RESULTS

Test Started on : 13/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	132.5	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	82.5	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO2)	µg/m <sup>3</sup>	13.6	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO2)	µg/m <sup>3</sup>	37.2	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.83	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O3)	µg/m <sup>3</sup>	21.8	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Melliane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

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Sample code : EP/201912130002  
Report No. : AFLPL/EP/131219002  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification



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Sample code : EP/201912130003  
Report No. : AFLPL/EP/131219003  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

#### Details of sampling

- (a) Date of Sampling : 11/12/2019 to 12/12/2019
- (b) Time of sampling : 11:20 AM to 11:20 AM
- (c) Sampling Protocol : IS:5182 (P-14) 2000
- (d) Equipment Used : RDS & PM 10/2.5 Sampler
- (e) Sampling Done By : Mr. Puneet Mishra
- (f) Duration of Sampling : 1440 Minutes
- (g) Sampling Location : Lalpur Village
- (h) Height of sampling Location : 3.5 Mtr. from Ground Level

#### Physical observations

- (a) Ambient temp. (Max/Min) : 21°C/09°C
- (b) Weather Condition : Clear
- (c) Wind direction : -
- (d) Sampling Flow rate for SPM : -
- (e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.13 m<sup>3</sup>/min.
- (f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM
- (g) Coordinates : N 28°43'85.29", E 77°74'96.05"

### TEST RESULTS

Test Started on : 13/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	118.5	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	72.6	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO2)	µg/m <sup>3</sup>	15.2	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO2)	µg/m <sup>3</sup>	41.6	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.79	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O3)	µg/m <sup>3</sup>	22.8	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.00)	-	IS:5182 (P-17), 2004 RA-2009

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/201912130003  
Report No. : AFLPL/EP/131219003  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

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Sample code : EP/201912130004  
Report No. : AFLPL/EP/131219004  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

## SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

### Details of sampling

- (a) Date of Sampling : 11/12/2019 to 12/12/2019  
 (b) Time of sampling : 01:30 PM to 01:30 PM  
 (c) Sampling Protocol : IS:5182 (P-14) 2000  
 (d) Equipment Used : RDS & PM 10/2.5 Sampler  
 (e) Sampling Done By : Mr. Puneet Mishra  
 (f) Duration of Sampling : 1440 Minutes  
 (g) Sampling Location : Near Thandi Pyau Police Chauki  
 (h) Height of sampling Location : 3.5 Mtr. from Ground Level

### Physical observations

- (a) Ambient temp. (Max/Min) : 21°C/09°C  
 (b) Weather Condition : Clear  
 (c) Wind direction : -  
 (d) Sampling Flow rate for SPM : -  
 (e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.14 m³/min.  
 (f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
 (g) Coordinates : N 28°33'81.72", E 77°84'39.70"

## TEST RESULTS

Test Started on : 13/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m³	121.2	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m³	74.8	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO2)	µg/m³	16.4	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO2)	µg/m³	42.5	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m³	0.74	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O3)	µg/m³	23.1	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

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Sample code : EP/201912130004  
Report No. : AFLPL/EP/131219004  
Date of Issue : 02/01/2020  
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Sample code : EP/201912140001  
Report No. : AFLPL/EP/141219001  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

#### Details of sampling

- (a) Date of Sampling : 12/12/2019 to 13/12/2019
- (b) Time of sampling : 02:10 PM to 02:10 PM
- (c) Sampling Protocol : IS:5182 (P-14) 2000
- (d) Equipment Used : RDS & PM 10/2.5 Sampler
- (e) Sampling Done By : Mr. Puneet Mishra
- (f) Duration of Sampling : 1440 Minutes
- (g) Sampling Location : Dashara Kherli
- (h) Height of sampling Location : 3.5 Mtr. from Ground Level

#### Physical observations

- (a) Ambient temp. (Max/Min) : 18°C/10°C
- (b) Weather Condition : Clear
- (c) Wind direction : -
- (d) Sampling Flow rate for SPM : -
- (e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.17 m<sup>3</sup>/min.
- (f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM
- (g) Coordinates : N 28°16'97.88", E 77°90'09.38'

### TEST RESULTS

Test Started on : 14/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	135.6	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	70.4	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	18.5	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	39.8	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.78	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	24.5	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

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## TEST REPORT

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4th Floor, Building No.10, Tower-A,  
DLF Cyber City, Gurgaon-122002, Haryana  
Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/201912140001  
Report No. : AFLPL/EP/141219001  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Vikash Boran  
Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mehta  
Head-Environment Division  
Authorised Signatory

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- \* The liability of the laboratory is limited to the invoiced amount.
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C-35/23, Lawrence Road Industrial Area, Delhi-110035

Tel. : +91-11-45202222 E-mail : info@avonfoodlab.com, marketing@avonfoodlab.com

Website : www.avonfoodlab.com, environment@avonfoodlab.com, CIN : U24100DL2011PTC219942



# AVON FOOD LAB (PVT.) LTD.

## (ENVIRONMENT DIVISION)

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Sample code : EP/201912140002  
Report No. : AFLPL/EP/141219002  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

#### Details of sampling

- (a) Date of Sampling : 12/12/2019 to 13/12/2019
- (b) Time of sampling : 02:30 PM to 02:30 PM
- (c) Sampling Protocol : IS:5182 (P-14) 2000
- (d) Equipment Used : RDS & PM 10/2.5 Sampler
- (e) Sampling Done By : Mr. Puneet Mishra
- (f) Duration of Sampling : 1440 Minutes
- (g) Sampling Location : Bhankari Village
- (h) Height of sampling Location : 3.5 Mtr. from Ground Level

#### Physical observations

- (a) Ambient temp. (Max/Min) : 18°C/10°C
- (b) Weather Condition : Clear
- (c) Wind direction : -
- (d) Sampling Flow rate for SPM : -
- (e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.16 m<sup>3</sup>/min.
- (f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM
- (g) Coordinates : N 27°95'54.22", E 78°00'95.27"

### TEST RESULTS

Test Started on : 14/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	128.5	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	73.5	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	17.2	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	41.4	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.75	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	26.6	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

Vikash Boran

Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vibod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/201912140002  
Report No. : AFLPL/EP/141210002  
Date of Issue : 02/01/2020  
Reference No. : SCA/DFI/1065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Vikas Boran  
Section Incharge-Instrumentation  
Authorised Signatory

Dr. Anil Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Sample code : EP/201912140003  
Report No. : AFLPL/EP/141219003  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

## SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

### Details of sampling

- (a) Date of Sampling : 12/12/2019 to 13/12/2019  
(b) Time of sampling : 02:50 PM to 02:50 PM  
(c) Sampling Protocol : IS:5182 (P-14) 2000  
(d) Equipment Used : RDS & PM 10/2.5 Sampler  
(e) Sampling Done By : Mr. Navneet Srivastav  
(f) Duration of Sampling : 1440 Minutes  
(g) Sampling Location : Lalpur Village  
(h) Height of sampling Location : 3.5 Mtr. from Ground Level

### Physical observations

- (a) Ambient temp. (Max/Min) : 18°C/10°C  
(b) Weather Condition : Clear  
(c) Wind direction : -  
(d) Sampling Flow rate for SPM : -  
(e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.14 m<sup>3</sup>/min.  
(f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
(g) Coordinates : N 28°43'85.29", E 77°74'96.05"

## TEST RESULTS

Test Started on : 14/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	105.6	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	69.5	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	16.2	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	42.5	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.82	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	24.5	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.00)	-	IS:5182 (P-17), 2004 RA-2009

Vikas Boran

Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mehta  
Head-Environment Division  
Authorised Signatory

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Sample code : EP/201912140003  
Report No. : AFLPL/EP/141219003  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

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Vikas Boran

Section Incharge Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Megha  
Head-Environment Division  
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Sample code : EP/201912140004  
Report No. : AFLPL/EP/141219004  
Date of Issue : 02/01/2020  
Reference No. : 3CA/DEL/005/12/19-20

## SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

### Details of sampling

- (a) Date of Sampling : 12/12/2019 to 13/12/2019  
 (b) Time of sampling : 03:10 PM to 03:10 PM  
 (c) Sampling Protocol : IS:5182 (P-14) 2000  
 (d) Equipment Used : RDS & PM 10/2.5 Sampler  
 (e) Sampling Done By : Mr. Navneet Srivastav  
 (f) Duration of Sampling : 1440 Minutes  
 (g) Sampling Location : Near Thandi Pyau Police Chauki  
 (h) Height of sampling Location : 3.5 Mtr. from Ground Level

### Physical observations

- (a) Ambient temp. (Max/Min) : 18°C/10°C  
 (b) Weather Condition : Clear  
 (c) Wind direction : -  
 (d) Sampling Flow rate for SPM : -  
 (e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.15 m<sup>3</sup>/min.  
 (f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
 (g) Coordinates : N 28°33'81.72", E 77°84'39.70"

## TEST RESULTS

Test Started on : 14/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	112.6	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	71.4	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	17.4	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	43.7	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.81	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	25.8	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

Vikash Boran

Section Incharge-Instrumentation  
Authorised Signatory

Dr. Navneet Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Sample code : EP/201912140004  
Report No. : AFLPL/EP/141219004  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

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Sample code : EP/201912160005  
Report No. : AFLPL/EP/161219005  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

#### Details of sampling

- (a) Date of Sampling : 13/12/2019 to 14/12/2019  
(b) Time of sampling : 02:40 PM to 02:40 PM  
(c) Sampling Protocol : IS:5182 (P-14) 2000  
(d) Equipment Used : RDS & PM 10/2.5 Sampler  
(e) Sampling Done By : Mr. Navneet Srivastav  
(f) Duration of Sampling : 1440 Minutes  
(g) Sampling Location : Dashara Kherli  
(h) Height of sampling Location : 3.5 Mtr. from Ground Level

#### Physical observations

- (a) Ambient temp. (Max/Min) : 18°C/10°C  
(b) Weather Condition : Clear  
(c) Wind direction : -  
(d) Sampling Flow rate for SPM : -  
(e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.16 m<sup>3</sup>/min.  
(f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
(g) Coordinates : N 28°16'97.88", E 77°90'09.38"

### TEST RESULTS

Test Started on : 16/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	98.5	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	58.3	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	11.3	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	32.4	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.74	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	21.2	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

Vikash Boran

Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mehta  
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Sample code : EP/201912160005  
Report No. : AFLPL/EP/161219005  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

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Vikash Boran  
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Sample code : EP/201912160006  
Report No. : AFLPL/EP/161219006  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

## SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

### Details of sampling

- (a) Date of Sampling : 13/12/2019 to 14/12/2019  
 (b) Time of sampling : 03:05 PM to 03:05 PM  
 (c) Sampling Protocol : IS:5182 (P-14) 2000  
 (d) Equipment Used : RDS & PM 10/2.5 Sampler  
 (e) Sampling Done By : Mr. Navneet Srivastav  
 (f) Duration of Sampling : 1440 Minutes  
 (g) Sampling Location : Bhankari Village  
 (h) Height of sampling Location : 3.5 Mtr. from Ground Level

### Physical observations

- (a) Ambient temp. (Max/Min) : 18°C/10°C  
 (b) Weather Condition : Clear  
 (c) Wind direction : -  
 (d) Sampling Flow rate for SPM : -  
 (e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.14 m<sup>3</sup>/min.  
 (f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
 (g) Coordinates : N 27°95'54.22", E 78°00'95.27"

## TEST RESULTS

Test Started on : 16/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	94.6	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	56.4	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO2)	µg/m <sup>3</sup>	12.4	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO2)	µg/m <sup>3</sup>	36.8	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.72	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O3)	µg/m <sup>3</sup>	21.4	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

Vikash Boran

Section Incharge Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Website : www.avonfoodlab.com, environment@avonfoodlab.com, CIN : U24100DL2011PTC219942



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(ENVIRONMENT DIVISION)

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DLF Cyber City, Gurgaon-122002, Haryana  
Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/201912160006  
Report No. : AFLPL/EP/161219006  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Vikash Boran

Section Incharge Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/201912160007  
Report No. : AFLPL/EP/161219007  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

#### Details of sampling

- (a) Date of Sampling : 14/12/2019 to 15/12/2019  
(b) Time of sampling : 02:45 AM to 02:45 AM  
(c) Sampling Protocol : IS:5182 (P-14) 2000  
(d) Equipment Used : RDS & PM 10/2.5 Sampler  
(e) Sampling Done By : Mr. Puneet Mishra  
(f) Duration of Sampling : 1440 Minutes  
(g) Sampling Location : Agwal Village  
(h) Height of sampling Location : 3.5 Mtr. from Ground Level

#### Physical observations

- (a) Ambient temp. (Max/Min) : 18°C/09°C  
(b) Weather Condition : Rainy  
(c) Wind direction : -  
(d) Sampling Flow rate for SPM : -  
(e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.15 m<sup>3</sup>/min.  
(f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
(g) Coordinates : N 28°29'13.44", E 77°85'78.33"

### TEST RESULTS

Test Started on : 16/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	92.9	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	57.7	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	14.6	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	32.3	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.96	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	32.6	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/201912160007  
Report No. : AFLPL/EP/161219007  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

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Sample code : CP/201912100000  
Report No. : AFLPL/EP/161219008  
Date of Issue : 02/01/2020  
Reference No. : N.A.

## SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

### Details of sampling

- (a) Date of Sampling : 14/12/2019 to 15/12/2019
- (b) Time of sampling : 03:25 PM to 03:25 PM
- (c) Sampling Protocol : IS:5182 (P-14) 2000
- (d) Equipment Used : RDS & PM 10/2.5 Sampler
- (e) Sampling Done By : Mr. Puneet Mishra
- (f) Duration of Sampling : 1440 Minutes
- (g) Sampling Location : Uchagaon
- (h) Height of sampling Location : 3.5 Mtr. from Ground Level

### Physical observations

- (a) Ambient temp. (Max/Min) : 18°C/09°C
- (b) Weather Condition : Rainy
- (c) Wind direction : -
- (d) Sampling Flow rate for SPM : -
- (e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.13 m<sup>3</sup>/min.
- (f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM
- (g) Coordinates : N 28°15'25.99", E 77°91'82.68"

## TEST RESULTS

Test Started on : 16/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	90.3	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	58.6	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO2)	µg/m <sup>3</sup>	15.2	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO2)	µg/m <sup>3</sup>	31.8	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.93	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O3)	µg/m <sup>3</sup>	31.4	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

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Sample code : EP/201912160008  
Report No. : AFLPL/EP/161219008  
Date of Issue : 02/01/2020  
Reference No. : N.A.

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Vikash Boran  
Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mogha  
Head-Environment Division  
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Sample code : EP/101212100009  
Report No. : AFLPL/EP/101219009  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

#### Details of sampling

- (a) Date of Sampling : 13/12/2019 to 14/12/2019
- (b) Time of sampling : 01:20 PM to 01:20 PM
- (c) Sampling Protocol : IS:5182 (P-14) 2000
- (d) Equipment Used : RDS & PM 10/2.5 Sampler
- (e) Sampling Done By : Mr. Puneet Mishra
- (f) Duration of Sampling : 1440 Minutes
- (g) Sampling Location : Agwal Village
- (h) Height of sampling Location : 3.5 Mtr. from Ground Level

#### Physical observations

- (a) Ambient temp. (Max/Min) : 18°C/10°C
- (b) Weather Condition : Rainy
- (c) Wind direction : -
- (d) Sampling Flow rate for SPM : -
- (e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.13 m³/min.
- (f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM
- (g) Coordinates : N 28°29'13.44", E 77°85'78.33"

### TEST RESULTS

Test Started on : 16/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m³	95.6	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m³	58.5	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO2)	µg/m³	13.5	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO2)	µg/m³	31.4	00 (For 24 Hrs.)	IS: 5102 (P-00), 2000
5	Carbon Monoxide (CO)	mg/m³	0.83	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O3)	µg/m³	28.4	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

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Project-NH-01, Highway Project Gaziabad-Aligarh

Sample code : EP/201912160009  
Report No. : AFLPL/EP/161219009  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Vikash Borian  
Section Incharge Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mogha  
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Sample code : EP/201912160010  
Report No. : AFLPL/EP/161219010  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

#### Details of sampling

- (a) Date of Sampling : 13/12/2019 to 14/12/2019
- (b) Time of sampling : 02:25 PM to 02:25 PM
- (c) Sampling Protocol : IS:5182 (P-14) 2000
- (d) Equipment Used : RDS & PM 10/2.5 Sampler
- (e) Sampling Done By : Mr. Puneet Mishra
- (f) Duration of Sampling : 1440 Minutes
- (g) Sampling Location : Uchagaon
- (h) Height of sampling Location : 3.5 Mtr. from Ground Level

#### Physical observations

- (a) Ambient temp. (Max/Min) : 18°C/10°C
- (b) Weather Condition : Rainy
- (c) Wind direction : -
- (d) Sampling Flow rate for SPM : -
- (e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.19 m<sup>3</sup>/min.
- (f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM
- (g) Coordinates : N 28°15'25.99", E 77°91'82.68"

### TEST RESULTS

Test Started on : 16/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	91.3	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	57.4	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	14.2	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	30.6	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.86	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	29.6	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

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Sample code : EP/201912160010  
Report No. : AFLPL/EP/161219010  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

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Sample code : EP/201912180005  
Report No. : AFLPL/EP/181219005  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

## SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

### Details of sampling

(a) Date of Sampling : 16/12/2019 to 17/12/2019  
(b) Time of sampling : 11:20 AM to 11:20 AM  
(c) Sampling Protocol : IS:5182 (P-14) 2000  
(d) Equipment Used : RDS & PM 10/2.5 Sampler  
(e) Sampling Done By : Mr. Puneet Mishra  
(f) Duration of Sampling : 1440 Minutes  
(g) Sampling Location : Near Royal Green Wine Shop, Lalkuan  
(h) Height of sampling Location : 3.5 Mtr. from Ground Level

### Physical observations

(a) Ambient temp. (Max/Min) : 12°C/10°C  
(b) Weather Condition : Cloudy  
(c) Wind direction : -  
(d) Sampling Flow rate for SPM : -  
(e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.12 m<sup>3</sup>/min.  
(f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
(g) Coordinates : N 28°63'55.95", E 77°46'21.86"

## TEST RESULTS

Test Started on : 18/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	126.5	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	71.2	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO2)	µg/m <sup>3</sup>	12.4	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO2)	µg/m <sup>3</sup>	46.2	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.73	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O3)	µg/m <sup>3</sup>	21.6	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

Vikash Boran

Section Incharge Instrumentation

Authorised Signatory

Dr. Vinod Kumar Mogha

Head-Environment Division

Authorised Signatory

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(ENVIRONMENT DIVISION)

NABL Accredited Laboratory Certificate No. TC-5547  
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4th Floor, Building No.10, Tower-A,  
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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : CP/201912180005  
Report No. : AFLPL/EP/181219005  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Vikash Boran  
Section In-charge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Sample code : EP/201912180006  
Report No. : AFLPL/EP/1812190006  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

## SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

### Details of sampling

- (a) Date of Sampling : 16/12/2019 to 17/12/2019  
(b) Time of sampling : 12:15 PM to 12:15 PM  
(c) Sampling Protocol : IS:5182 (P-14) 2000  
(d) Equipment Used : RDS & PM 10/2.5 Sampler  
(e) Sampling Done By : Mr. Puneet Mishra  
(f) Duration of Sampling : 1440 Minutes  
(g) Sampling Location : Dujana Gate  
(h) Height of sampling Location : 3.5 Mtr. from Ground Level

### Physical observations

- (a) Ambient temp. (Max/Min) : 12°C/10°C  
(b) Weather Condition : Cloudy  
(c) Wind direction : -  
(d) Sampling Flow rate for SPM : -  
(e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.18 m<sup>3</sup>/min.  
(f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
(g) Coordinates : N 28°63'55.95", E 77°46'21.86"

## TEST RESULTS

Test Started on : 18/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	114.6	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	69.8	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	11.3	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	45.2	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.69	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	22.5	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

  
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Section Incharge-Instrumentation  
Authorised Signatory

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
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Sample code : EP/201912180006  
Report No. : AFLPL/EP/181219006  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Vikash Bojan  
Section Incharge-Instrumentation  
Authorised Signatory

Dr. Manoj Kumar Mogha  
Head-Environment Division  
Authorised Signatory



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Sample code : EP/201912190001  
Report No. : AFLPL/EP/191219001  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

## SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

### Details of sampling

- (a) Date of Sampling : 17/12/2019 to 18/12/2019  
(b) Time of sampling : 11:05 AM to 11:05 AM  
(c) Sampling Protocol : IS:5182 (P-14) 2000  
(d) Equipment Used : RDS & PM 10/2.5 Sampler  
(e) Sampling Done By : Mr. Puneet Mishra  
(f) Duration of Sampling : 1440 Minutes  
(g) Sampling Location : Dhoom Manikpur, Opp-Police Chauki  
(h) Height of sampling Location : 3.5 Mtr. from Ground Level

### Physical observations

- (a) Ambient temp. (Max/Min) : 13°C/09°C  
(b) Weather Condition : Cloudy  
(c) Wind direction : -  
(d) Sampling Flow rate for SPM : -  
(e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.19 m<sup>3</sup>/min.  
(f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
(g) Coordinates : N 28°57'64.07", E 77°53'11.14"

## TEST RESULTS

Test Started on : 19/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	140.9	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	81.2	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	14.8	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	42.4	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.92	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	23.6	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

Vikash Boran

Section In-charge-Instrumentation

Authorised Signatory

Dr. Vande Kohar Mogha

Head-Environment Division

Authorised Signatory

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Sample code : EP/201912190001  
Report No. : AFLPL/EP/191219001  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Vikash Boran  
Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mocha  
Head-Environment Division  
Authorised Signatory

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Sample code : EP/201912190002  
Report No. : AFLPL/EP/1912190002  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

#### Details of sampling

- (a) Date of Sampling : 17/12/2019 to 18/12/2019  
 (b) Time of sampling : 12:00 Hr. to 12:00 Hr.  
 (c) Sampling Protocol : IS:5182 (P-14) 2000  
 (d) Equipment Used : RDS & PM 10/2.5 Sampler  
 (e) Sampling Done By : Mr. Puneet Mishra  
 (f) Duration of Sampling : 1440 Minutes  
 (g) Sampling Location : Jai Durga Hardwares, Sikandrabad  
Industrial Area  
 (h) Height of sampling Location : 3.5 Mtr. from Ground Level

#### Physical observations

- (a) Ambient temp. (Max/Min) : 13°C/09°C  
 (b) Weather Condition : Clear  
 (c) Wind direction : -  
 (d) Sampling Flow rate for SPM : -  
 (e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.16 m<sup>3</sup>/min.  
 (f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
 (g) Coordinates : N 28°46'69.90", E 77°67'28.36"

### TEST RESULTS

Test Started on : 19/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	117.6	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	79.5	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	16.3	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	44.3	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.87	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	24.8	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

Vikas Boran

Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Sample code : GP/201912190002  
Report No. : AFLPL/EP/191219002  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Vikash Boran

Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vipul Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Sample code : EP/201912190003  
Report No. : AFLPL/EP/1912190003  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

## SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

### Details of sampling

- (a) Date of Sampling : 17/12/2019 to 18/12/2019  
(b) Time of sampling : 12:45 PM to 12:45 PM  
(c) Sampling Protocol : IS:5182 (P-14) 2000  
(d) Equipment Used : RDS & PM 10/2.5 Sampler  
(e) Sampling Done By : Mr. Puneet Mishra  
(f) Duration of Sampling : 1440 Minutes  
(g) Sampling Location : Lalpur Village  
(h) Height of sampling Location : 3.5 Mtr. from Ground Level

### Physical observations

- (a) Ambient temp. (Max/Min) : 13°C/09°C  
(b) Weather Condition : Clear  
(c) Wind direction : -  
(d) Sampling Flow rate for SPM : -  
(e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.18 m<sup>3</sup>/min.  
(f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
(g) Coordinates : N 28°43'85.29", E 77°74'96.05"

## TEST RESULTS

Test Started on : 19/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	108.7	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	71.6	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO2)	µg/m <sup>3</sup>	9.2	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO2)	µg/m <sup>3</sup>	36.4	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.79	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O3)	µg/m <sup>3</sup>	26.2	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

Vikas Boran

Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Sample code : EP/201912190003  
Report No. : AFLPL/EP/191219003  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Vikash Boran  
Section Incharge Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mogha  
Head-Environment Division  
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DLF Cyber City, Gurgaon-122002, Haryana  
Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/201912190004  
Report No. : AFLPL/EP/191219004  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

#### Details of sampling

(a) Date of Sampling : 17/12/2019 to 18/12/2019  
(b) Time of sampling : 01:25 PM to 01:25 PM  
(c) Sampling Protocol : IS:5182 (P-14) 2000  
(d) Equipment Used : RDS & PM 10/2.5 Sampler  
(e) Sampling Done By : Mr. Puneet Mishra  
(f) Duration of Sampling : 1440 Minutes  
(g) Sampling Location : Near Thandi Pyau Police Chauki  
(h) Height of sampling Location : 3.5 Mtr. from Ground Level

#### Physical observations

(a) Ambient temp. (Max/Min) : 13°C/09°C  
(b) Weather Condition : Cloudy  
(c) Wind direction : -  
(d) Sampling Flow rate for SPM : -  
(e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.17 m<sup>3</sup>/min.  
(f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
(g) Coordinates : N 28°33'81.72", E 77°84'39.70"

### TEST RESULTS

Test Started on : 19/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	116.4	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	73.5	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	10.4	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	33.6	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.75	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	25.4	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

Vikas Boran

Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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(ENVIRONMENT DIVISION)

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/201912190004  
Report No. : AFLPL/EP/191219004  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Vikash Boran

Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Sample code : EP/201912200002  
Report No. : AFLPL/EP/201219002  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

#### Details of sampling

- (a) Date of Sampling : 18/12/2019 to 19/12/2019
- (b) Time of sampling : 12:30 PM to 12:30 PM
- (c) Sampling Protocol : IS:5182 (P-14) 2000
- (d) Equipment Used : RDS & PM 10/2.5 Sampler
- (e) Sampling Done By : Mr. Puneet Mishra
- (f) Duration of Sampling : 1440 Minutes
- (g) Sampling Location : Dashara Kherli
- (h) Height of sampling Location : 3.5 Mtr. from Ground Level

#### Physical observations

- (a) Ambient temp. (Max/Min) : 16°C/08°C
- (b) Weather Condition : Clear
- (c) Wind direction : -
- (d) Sampling Flow rate for SPM : -
- (e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.14 m³/min.
- (f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM
- (g) Coordinates : N 28°16'97.88", E 77°90'09.38"

### TEST RESULTS

Test Started on : 20/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m³	134.5	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m³	96.4	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO2)	µg/m³	8.2	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO2)	µg/m³	37.5	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m³	1.20	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O3)	µg/m³	32.6	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

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Sample code : EP/201912200002  
Report No. : AFLPL/EP/201219002  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Vikash Boran  
Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mogha  
Head-Environment Division  
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Sample code : EP/201912200003  
Report No. : AFLPL/EP/201219003  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

## SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

### Details of sampling

- (a) Date of Sampling : 18/12/2019 to 19/12/2019  
 (b) Time of sampling : 02:00 PM to 02:00 PM  
 (c) Sampling Protocol : IS:5182 (P-14) 2000  
 (d) Equipment Used : RDS & PM 10/2.5 Sampler  
 (e) Sampling Done By : Mr. Puneet Mishra  
 (f) Duration of Sampling : 1440 Minutes  
 (g) Sampling Location : Bhankari Village  
 (h) Height of sampling Location : 3.5 Mtr. from Ground Level

### Physical observations

- (a) Ambient temp. (Max/Min) : 16°C/08°C  
 (b) Weather Condition : Clear  
 (c) Wind direction : -  
 (d) Sampling Flow rate for SPM : -  
 (e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.20 m<sup>3</sup>/min.  
 (f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
 (g) Coordinates : N 27°95'54.22", E 78°00'95.27"

## TEST RESULTS

Test Started on : 20/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	138.5	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	93.5	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	14.6	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	36.2	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	1.4	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	34.3	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

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Sample code : EP/201912200003  
Report No. : AFLPL/EP/201219003  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

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Sample code : EP/201912200004  
Report No : AFLPL/EP/201210004  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

## SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

### Details of sampling

- (a) Date of Sampling : 18/12/2019 to 19/12/2019  
(b) Time of sampling : 02:30 PM to 02:30 PM  
(c) Sampling Protocol : IS:5182 (P-14), 2000  
(d) Equipment Used : RDS & PM 10/2.5 Sampler  
(e) Sampling Done By : Mr. Puneet Mishra  
(f) Duration of Sampling : 1440 Minutes  
(g) Sampling Location : Agwal Village  
(h) Height of sampling Location : 3.5 Mtr. from Ground Level

### Physical observations

- (a) Ambient temp. (Max/Min) : 16°C/08°C  
(b) Weather Condition : Clear  
(c) Wind direction : -  
(d) Sampling Flow rate for SPM : -  
(e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.19 m<sup>3</sup>/min.  
(f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
(g) Coordinates : N 28°29'13.44", E 77°85'78.33"

## TEST RESULTS

Test Started on : 20/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	126.4	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	88.4	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	15.6	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	35.4	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.84	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	30.4	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

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Sample code : EP/201912200004  
Report No. : AFLPL/EP/201219004  
Date of Issue : 02/01/2020  
Reference No. : 3CA/DEL/005/12/19-20

BLO=Below Limit of Quantification; LOQ= Limit of Quantification

Vikash Boran  
Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mogha  
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Sample code : EP/201912200005  
Report No. : AFLPL/EP/201219005  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

## SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

### Details of sampling

- (a) Date of Sampling : 18/12/2019 to 19/12/2019  
(b) Time of sampling : 02:50 PM to 02:50 PM  
(c) Sampling Protocol : IS:5182 (P-14) 2000  
(d) Equipment Used : RDS & PM 10/2.5 Sampler  
(e) Sampling Done By : Mr. Puneet Mishra  
(f) Duration of Sampling : 1440 Minutes  
(g) Sampling Location : Uchagaon Village  
(h) Height of sampling Location : 3.5 Mtr. from Ground Level

### Physical observations

- (a) Ambient temp. (Max/Min) : 16°C/08°C  
(b) Weather Condition : Clear  
(c) Wind direction : -  
(d) Sampling Flow rate for SPM : -  
(e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.18 m<sup>3</sup>/min.  
(f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
(g) Coordinates : N 28°15'25.99", E 77°91'82.68"

## TEST RESULTS

Test Started on : 20/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	121.7	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	85.2	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	16.3	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	38.2	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.86	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	32.1	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

Vikas Boran

Section Incharge-Instrumentation  
Authorised Signatory

DL Vipod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Sample code : EP/201012200005  
Report No. : AFLPL/EP/201219005  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Vikas Boran  
Section Incharge Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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C-35/23, Lawrence Road Industrial Area, Delhi-110035

Tel. : +91-11-45202222 E-mail : info@avonfoodlab.com, marketing@avonfoodlab.com

Website : www.avonfoodlab.com, environment@avonfoodlab.com, CIN : U24100DL2011PTC219942



# AVON FOOD LAB (PVT.) LTD.

## (ENVIRONMENT DIVISION)

NABL Accredited Laboratory Certificate No. TC-5547  
Recognized from Ministry of Environment, Forest & Climate Change (MoEF & CC)  
Under the Environment (Protection) Act 1986.

### TEST REPORT

Page : 1 of 2

Issued to : M/s. ERM INDIA PRIVATE LIMITED  
4th Floor, Building No.10, Tower-A,  
DLF Cyber City, Gurgaon-122002, Haryana  
Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/201912210001  
Report No. : AFLPL/EP/211219001  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

#### Details of sampling

(a) Date of Sampling : 19/12/2019 to 20/12/2019  
(b) Time of sampling : 12:30 PM to 12:30 PM  
(c) Sampling Protocol : IS:5182 (P-14) 2000  
(d) Equipment Used : RDS & PM 10/2.5 Sampler  
(e) Sampling Done By : Mr. Puneet Mishra  
(f) Duration of Sampling : 1440 Minutes  
(g) Sampling Location : Near Royal Green Wine Shop, Lalkuan  
(h) Height of sampling Location : 3.5 Mtr. from Ground Level

#### Physical observations

(a) Ambient temp. (Max/Min) : 15°C/08°C  
(b) Weather Condition : Cloudy  
(c) Wind direction : -  
(d) Sampling Flow rate for SPM : -  
(e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.17 m<sup>3</sup>/min.  
(f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
(g) Coordinates : N 28°63'55.95", E 77°46'21.86"

### TEST RESULTS

Test Started on : 21/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	185.5	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	78.4	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	14.3	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	49.3	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.93	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	27.8	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

Vikash Boran

Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : CP/201912210001  
Report No. : AFLPL/EP/211219001  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Vikash Boran  
Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vikas Kumar Megha  
Head-Environment Division  
Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/201912210002  
Report No. : AFLPL/EP/211219002  
Date of Issue : 02/01/2020  
Reference No. : SCA/DEL/065/12/19-20

## SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

### Details of sampling

- (a) Date of Sampling : 19/12/2019 to 20/12/2019  
 (b) Time of sampling : 01:15 PM to 01:15 PM  
 (c) Sampling Protocol : IS:5182 (P-14) 2000  
 (d) Equipment Used : RDS & PM 10/2.5 Sampler  
 (e) Sampling Done By : Mr. Puneet Mishra  
 (f) Duration of Sampling : 1440 Minutes  
 (g) Sampling Location : Dujana Gate  
 (h) Height of sampling Location : 3.5 Mtr. from Ground Level

### Physical observations

- (a) Ambient temp. (Max/Min) : 15°C/08°C  
 (b) Weather Condition : Cloudy  
 (c) Wind direction : -  
 (d) Sampling Flow rate for SPM : -  
 (e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.16 m<sup>3</sup>/min.  
 (f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
 (g) Coordinates : N 28°60'18.69", E 77°50'39.14"

## TEST RESULTS

Test Started on : 21/12/2019

Test Completed on : 02/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	178.6	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	77.6	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	15.2	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	48.5	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.96	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	29.3	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.00)	-	IS:5182 (P-17), 2004 RA-2009

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Section Incharge-Instrumentation  
Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EI7201912210002  
Report No. : AFLPL/EP/211219002  
Date of Issue : 02/01/2020  
Referenc No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Vikash Boran  
Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mogha  
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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/201912300008  
Report No. : AFLPL/EP/301219008  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

## SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

### Details of sampling

- (a) Date of Sampling : 28/12/2019 to 29/12/2019  
 (b) Time of sampling : 02:50 PM to 02:50 PM  
 (c) Sampling Protocol : IS:5182 (P-14) 2000  
 (d) Equipment Used : RDS & PM 10/2.5 Sampler  
 (e) Sampling Done By : Mr. Puneet Mishra  
 (f) Duration of Sampling : 1440 Minutes  
 (g) Sampling Location : Bhanjari Village  
 (h) Height of sampling Location : 3.5 Mtr. from Ground Level

### Physical observations

- (a) Ambient temp. (Max/Min) : 12°C/05°C  
 (b) Weather Condition : Cloudy  
 (c) Wind direction : -  
 (d) Sampling Flow rate for SPM : -  
 (e) Sampling Flow rate for I(S) 'M/ 'M-1U (Ave) : 1.18 m<sup>3</sup>/min.  
 (f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
 (g) Coordinates : N 27°95'54.22", E 78°00'95.27"

## TEST RESULTS

Test Started on : 30/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	125.6	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	74.5	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	14.8	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	42.3	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.71	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	24.2	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

Vikas Duran

Section Incharge-Instrumentation  
Authorised Signatory

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Sample code : EP/201912300008  
Report No. : AFLPL/EP/301219008  
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Vikas Boran  
Section Incharge Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mogha  
Head-Environment Division  
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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/201912300009  
Report No. : AFLPL/EP/301219009  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

## SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

### Details of sampling

(a) Date of Sampling : 28/12/2019 to 29/12/2019  
(b) Time of sampling : 03:25 PM to 03:25 PM  
(c) Sampling Protocol : IS:5182 (P-14) 2000  
(d) Equipment Used : RDS & PM 10/2.5 Sampler  
(e) Sampling Done By : Mr. Puneet Mishra  
(f) Duration of Sampling : 1440 Minutes  
(g) Sampling Location : Agwal Village  
(h) Height of sampling Location : 3.5 Mtr. from Ground Level

### Physical observations

(a) Ambient temp. (Max/Min) : 12°C/05°C  
(b) Weather Condition : Cloudy  
(c) Wind direction : -  
(d) Sampling Flow rate for SPM : -  
(e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.17 m<sup>3</sup>/min.  
(f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
(g) Coordinates : N 28°29'13.44", E 77°85'78.33"

## TEST RESULTS

Test Started on : 30/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	141.5	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	77.4	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	15.5	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	42.6	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.70	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	22.4	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

Vikash Borar

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Sample code : EP/201912300010  
Report No. : AFLPL/EP/301219010  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

## SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

### Details of sampling

- (a) Date of Sampling : 28/12/2019 to 29/12/2019  
 (b) Time of sampling : 04:20 PM to 04:20 PM  
 (c) Sampling Protocol : IS:5182 (P-14) 2000  
 (d) Equipment Used : RDS & PM 10/2.5 Sampler  
 (e) Sampling Done By : Mr. Puneet Mishra  
 (f) Duration of Sampling : 1440 Minutes  
 (g) Sampling Location : Uchagaon  
 (h) Height of sampling Location : 3.5 Mtr. from Ground Level

### Physical observations

- (a) Ambient temp. (Max/Min) : 12°C/05°C  
 (b) Weather Condition : Cloudy  
 (c) Wind direction : -  
 (d) Sampling Flow rate for SPM : -  
 (e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.14 m<sup>3</sup>/min.  
 (f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
 (g) Coordinates : N 28°15'25.99", E 77°91'82.68"

## TEST RESULTS

Test Started on : 30/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	127.5	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	76.4	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	16.4	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	43.7	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.68	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	23.6	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

Vikas Boran

Section Incharge-Instrumentation

Authorised Signatory

Dr. Vinod Kumar Mehta

Head-Environment Division

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# AVON FOOD LAB (PVT.) LTD.

(ENVIRONMENT DIVISION)

NABL Accredited Laboratory Certificate No. TC-5547  
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## TEST REPORT

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DLF Cyber City, Gurgaon-122002, Haryana  
Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/201912300010  
Report No. : AFLPL/EP/301219010  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Vikash Boran  
Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/202001010001  
Report No. : AFLPL/EP/010120001  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

#### Details of sampling

- (a) Date of Sampling : 30/12/2019 to 31/12/2019  
 (b) Time of sampling : 10:30 AM to 10:30 AM  
 (c) Sampling Protocol : IS:5182 (P-14) 2000  
 (d) Equipment Used : RDS & PM 10/2.5 Sampler  
 (e) Sampling Done By : Mr. Navneet Srivastav  
 (f) Duration of Sampling : 1440 Minutes  
 (g) Sampling Location : Near Royal Green Shop, Lalkuan  
 (h) Height of sampling Location : 3.5 Mtr. from Ground Level

#### Physical observations

- (a) Ambient temp. (Max/Min) : 10°C/03°C  
 (b) Weather Condition : Clear  
 (c) Wind direction : -  
 (d) Sampling Flow rate for SPM : -  
 (e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.18 m³/min.  
 (f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
 (g) Coordinates : N 28°63'55.95", E 77°46'21.86"

### TEST RESULTS

Test Started on : 01/01/2020

Test Completed on : 11/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m³	205.6	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m³	102.8	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO2)	µg/m³	18.6	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO2)	µg/m³	51.2	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m³	0.97	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O3)	µg/m³	26.5	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ(LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

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Sample code : EP/202001010001  
Report No. : AFLPL/EP/010120001  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

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Vikas Boran  
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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/202001010002  
Report No. : AFLPL/EP/010120002  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

## SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

### Details of sampling

- (a) Date of Sampling : 30/12/2019 to 31/12/2019  
(b) Time of sampling : 11:00 AM to 11:00 AM  
(c) Sampling Protocol : IS:5182 (P-14) 2000  
(d) Equipment Used : RDS & PM 10/2.5 Sampler  
(e) Sampling Done By : Mr. Navneet Srivastav  
(f) Duration of Sampling : 1440 Minutes  
(g) Sampling Location : Dujana Gate  
(h) Height of sampling Location : 3.5 Mtr. from Ground Level

### Physical observations

- (a) Ambient temp. (Max/Min) : 10°C/03°C  
(b) Weather Condition : Clear  
(c) Wind direction : -  
(d) Sampling Flow rate for SPM : -  
(e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.16 m<sup>3</sup>/min.  
(f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
(g) Coordinates : N 28°60'18.69", E 77°50'39.14"

## TEST RESULTS

Test Started on : 01/01/2020

Test Completed on : 11/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	193.5	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	99.2	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	17.9	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	50.4	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.93	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	28.5	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ(LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

  
Vikash Boran

Section Incharge-Instrumentation  
Authorised Signatory

  
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Sample code : EP/202001010002  
Report No. : AFLPL/EP/010120002  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

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Vikas Boran

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Authorised Signatory

Dr. Vipad Kumar Mogha  
Head-Environment Division  
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Sample code : EP/202001020001  
Report No. : AFLPL/EP/020120001  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

#### Details of sampling

- (a) Date of Sampling : 31/12/2019 to 01/01/2020  
 (b) Time of sampling : 11:40 AM to 11:40 AM  
 (c) Sampling Protocol : IS:5182 (P-14) 2000  
 (d) Equipment Used : RDS & PM 10/2.5 Sampler  
 (e) Sampling Done By : Mr. Navneet Srivastav  
 (f) Duration of Sampling : 1440 Minutes  
 (g) Sampling Location : Dhoom Manikpur, Opp-Police Chauki  
 (h) Height of sampling Location : 3.5 Mtr. from Ground Level

#### Physical observations

- (a) Ambient temp. (Max/Min) : 14°C/06°C  
 (b) Weather Condition : Clear  
 (c) Wind direction : -  
 (d) Sampling Flow rate for SPM : -  
 (e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.15 m<sup>3</sup>/min.  
 (f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
 (g) Coordinates : N 28°57'64.07", E 77°53'11.14"

### TEST RESULTS

Test Started on : 02/01/2020

Test Completed on : 11/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	182.8	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	92.6	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	16.4	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	48.5	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.89	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	27.6	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ(LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

Vikas Boran

Section Incharge Instrumentation  
Authorised Signatory

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Sample code : EP/202001020001  
Report No. : AFLPL/EP/020120001  
Date of Issue : 11/01/2020  
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Vikash Boran  
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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/202001020002  
Report No. : AFLPL/EP/020120002  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

#### Details of sampling

- (a) Date of Sampling : 31/12/2019 to 01/01/2020  
(b) Time of sampling : 12:15 PM to 12:15 PM  
(c) Sampling Protocol : IS:5182 (P-14) 2000  
(d) Equipment Used : RDS & PM 10/2.5 Sampler  
(e) Sampling Done By : Mr. Navneet Srivastav  
(f) Duration of Sampling : 1440 Minutes  
(g) Sampling Location : Jai Durga Hardwares, Sikandrabad  
Industrial Area  
(h) Height of sampling Location : 3.5 Mtr. from Ground Level

#### Physical observations

- (a) Ambient temp. (Max/Min) : 14°C/06°C  
(b) Weather Condition : Clear  
(c) Wind direction : -  
(d) Sampling Flow rate for SPM : -  
(e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.17 m<sup>3</sup>/min.  
(f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
(g) Coordinates : N 28°46'69.90", E 77°67'28.36"

### TEST RESULTS

Test Started on : 02/01/2020

Test Completed on : 11/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	174.5	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	89.7	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	15.4	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	45.7	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.88	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	26.5	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ(LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

Vikash Behera

Section Incharge-Instrumentation  
Authorised Signatory

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Sample code : EP/202001020003  
Report No. : AFLPL/EP/020120003  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

## SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

### Details of sampling

- (a) Date of Sampling : 31/12/2019 to 01/01/2020  
 (b) Time of sampling : 12:50 PM to 12:50 PM  
 (c) Sampling Protocol : IS:5182 (P-14) 2000  
 (d) Equipment Used : RDS & PM 10/2.5 Sampler  
 (e) Sampling Done By : Mr. Navneet Srivastav  
 (f) Duration of Sampling : 1440 Minutes  
 (g) Sampling Location : Lalpur Village  
 (h) Height of sampling Location : 3.5 Mtr. from Ground Level

### Physical observations

- (a) Ambient temp. (Max/Min) : 14°C/06°C  
 (b) Weather Condition : Clear  
 (c) Wind direction : -  
 (d) Sampling Flow rate for SPM : -  
 (e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.18 m<sup>3</sup>/min.  
 (f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
 (g) Coordinates : N 28°43'85.29", E 77°74'96.05"

## TEST RESULTS

Test Started on : 02/01/2020

Test Completed on : 11/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	156.5	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	87.3	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO2)	µg/m <sup>3</sup>	15.1	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO2)	µg/m <sup>3</sup>	44.5	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.85	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O3)	µg/m <sup>3</sup>	25.5	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

Vikas Boran

Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/202001020003  
Report No. : AFLPL/EP/020120003  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Vikash Boran

Section Incharge-Instrumentation

Authorised Signatory

Dr. Vinod Kumar Mogha

Head-Environment Division

Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/202001020004  
Report No. : AFLPL/EP/020120004  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

## SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

### Details of sampling

- (a) Date of Sampling : 31/12/2019 to 01/01/2020  
(b) Time of sampling : 13:40 PM to 13:40 PM  
(c) Sampling Protocol : IS:5182 (P-14) 2000  
(d) Equipment Used : RDS & PM 10/2.5 Sampler  
(e) Sampling Done By : Mr. Navneet Srivastav  
(f) Duration of Sampling : 1440 Minutes  
(g) Sampling Location : Near Thandi Pyau Police Chauki  
(h) Height of sampling Location : 3.5 Mtr. from Ground Level

### Physical observations

- (a) Ambient temp. (Max/Min) : 14°C/06°C  
(b) Weather Condition : Clear  
(c) Wind direction : -  
(d) Sampling Flow rate for SPM : -  
(e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.19 m<sup>3</sup>/min.  
(f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
(g) Coordinates : N 28°33'81.72", E 77°84'39.70"

## TEST RESULTS

Test Started on : 02/01/2020

Test Completed on : 11/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	145.6	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	86.2	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	14.8	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	43.6	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.67	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	25.8	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

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Section Incharge Instrumentation  
Authorised Signatory

Dr. Anand Kumar Mishra  
Head-Environment Division  
Authorised Signatory

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Sample code : EP/202001020004  
Report No. : AFLPL/EP/020120004  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLO=Belcw Limit of Quantification; LOQ= Limit of Quantification

Vikash Boran  
Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Sample code : EP/202001030001  
Report No. : AFLPL/EP/030120001  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

#### Details of sampling

- (a) Date of Sampling : 01/01/2020 to 02/01/2020  
(b) Time of sampling : 11:35 AM to 11:35 AM  
(c) Sampling Protocol : IS:5182 (P-14) 2000  
(d) Equipment Used : RDS & PM 10/2.5 Sampler  
(e) Sampling Done By : Mr. Navneet Srivastav  
(f) Duration of Sampling : 1440 Minutes  
(g) Sampling Location : Dashara Kherli  
(h) Height of sampling Location : 3.5 Mtr. from Ground Level

#### Physical observations

- (a) Ambient temp. (Max/Min) : 20°C/03°C  
(b) Weather Condition : Clear  
(c) Wind direction : -  
(d) Sampling Flow rate for SPM : -  
(e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.16 m<sup>3</sup>/min.  
(f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
(g) Coordinates : N 28°16'97.88", E 77°90'09.38"

### TEST RESULTS

Test Started on : 03/01/2020

Test Completed on : 11/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	132.6	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	82.4	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	16.9	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	40.5	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.84	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	28.3	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

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Dr. Vinod Kumar Mogha  
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Sample code : EP/202001030001  
Report No. : AFLPL/EP/030120001  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Vikash Boran

Section In-charge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mogha  
Head-Environment Division  
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Sample code : EP/202001030002  
Report No. : AFLPL/EP/030120002  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

## SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

### Details of sampling

- (a) Date of Sampling : 01/01/2020 to 02/01/2020  
 (b) Time of sampling : 11:45 AM to 11:45 AM  
 (c) Sampling Protocol : IS:5182 (P-14) 2000  
 (d) Equipment Used : RDS & PM 10/2.5 Sampler  
 (e) Sampling Done By : Mr. Navneet Srivastav  
 (f) Duration of Sampling : 1440 Minutes  
 (g) Sampling Location : Bhankari Village  
 (h) Height of sampling Location : 3.5 Mtr. from Ground Level

### Physical observations

- (a) Ambient temp. (Max/Min) : 20°C/03°C  
 (b) Weather Condition : Clear  
 (c) Wind direction : -  
 (d) Sampling Flow rate for SPM : -  
 (e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.18 m<sup>3</sup>/min.  
 (f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
 (g) Coordinates : N 27°95'54.22", E 78°00'95.27"

## TEST RESULTS

Test Started on : 03/01/2020

Test Completed on : 11/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	129.8	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	86.2	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	15.5	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	48.6	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.82	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	29.5	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

Vikash Bovan

Section In-charge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mogha  
Head, Environment Division  
Authorised Signatory

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Report No. : AFLPL/EP/030120002  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ-Delov Limit of Quantification, LOQ- Limit of Quantification

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Section Incharge Instrumentation

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Dr. Vinod Kumar Mehta  
Head-Environment Division

Authorised Signatory

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Sample code : EP/202001030003  
Report No. : AFLPL/EP/030120003  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

#### Details of sampling

- (a) Date of Sampling : 01/01/2020 to 02/01/2020
- (b) Time of sampling : 11:55 AM to 11:55 AM
- (c) Sampling Protocol : IS:5182 (P-14) 2000
- (d) Equipment Used : RDS & PM 10/2.5 Sampler
- (e) Sampling Done By : Mr. Navneet Srivastav
- (f) Duration of Sampling : 1440 Minutes
- (g) Sampling Location : Agwal Village
- (h) Height of sampling Location : 3.5 Mtr. from Ground Level

#### Physical observations

- (a) Ambient temp. (Max/Min) : 20°C/03°C
- (b) Weather Condition : Clear
- (c) Wind direction : -
- (d) Sampling Flow rate for SPM : -
- (e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.19 m<sup>3</sup>/min.
- (f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM
- (g) Coordinates : N 28°29'13.44", E 77°85'78.33"

### TEST RESULTS

Test Started on : 03/01/2020

Test Completed on : 11/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	122.5	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	80.3	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	19.6	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	50.8	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.87	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	27.5	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

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Section Incharge Instrumentation  
Authorised Signatory

Dr. Vikas Kumar Megha  
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Sample code : EP/202001030003  
Report No. : AFLPL/EP/030120003  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Vikas Boran

Section Incharge-Instrumentation

Authorised Signatory

  
Dr. Wajid Kumar Megha  
Head-Environment Division  
Authorised Signatory

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Sample code : EP/202001030004  
Report No. : AFLPL/EP/030120004  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

## SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

### Details of sampling

- (a) Date of Sampling : 01/01/2020 to 02/01/2020  
(b) Time of sampling : 12:20 PM to 12:20 PM  
(c) Sampling Protocol : IS:5182 (P-14) 2000  
(d) Equipment Used : RDS & PM 10/2.5 Sampler  
(e) Sampling Done By : Mr. Navneet Srivastav  
(f) Duration of Sampling : 1440 Minutes  
(g) Sampling Location : Uchagaon  
(h) Height of sampling Location : 3.5 Mtr. from Ground Level

### Physical observations

- (a) Ambient temp. (Max/Min) : 20°C/03°C  
(b) Weather Condition : Clear  
(c) Wind direction : -  
(d) Sampling Flow rate for SPM : -  
(e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.15 m<sup>3</sup>/min.  
(f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
(g) Coordinates : N 28°15'25.99", E 77°91'82.68"

## TEST RESULTS

Test Started on : 03/01/2020

Test Completed on : 11/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	124.6	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	74.8	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	17.3	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	51.2	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.81	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	26.3	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

Vikash Boran

Section In-charge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/202001030004  
Report No. : AFLPL/EP/030120004  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ- Limit of Quantification

Vikash Boran  
Section Incharge-Instrumentation  
Authorised Signatory

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/202001040001  
Report No. : AFLPL/EP/040120001  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

#### Details of sampling

(a) Date of Sampling : 02/01/2020 to 03/01/2020  
(b) Time of sampling : 11:15 AM to 11:15 AM  
(c) Sampling Protocol : IS:5182 (P-14) 2000  
(d) Equipment Used : RDS & PM 10/2.5 Sampler  
(e) Sampling Done By : Mr. Navneet Srivastav  
(f) Duration of Sampling : 1440 Minutes  
(g) Sampling Location : Near Royal Green Wine Shop, Lalkuan  
(h) Height of sampling Location : 3.5 Mtr. from Ground Level

#### Physical observations

(a) Ambient temp. (Max/Min) : 21°C/06°C  
(b) Weather Condition : Clear  
(c) Wind direction : -  
(d) Sampling Flow rate for SPM : -  
(e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.14 m<sup>3</sup>/min.  
(f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
(g) Coordinates : N 28°63'55.95", E 77°46'21.86"

### TEST RESULTS

Test Started on : 04/01/2020

Test Completed on : 11/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	195.8	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	96.5	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO2)	µg/m <sup>3</sup>	18.4	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO2)	µg/m <sup>3</sup>	54.6	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.79	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O3)	µg/m <sup>3</sup>	29.4	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

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Sample code : EP/202001040001  
Report No. : AFLPL/EP/040120001  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

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Sample code : EP/202001040002  
Report No. : AFLPL/EP/040120002  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

#### Details of sampling

- (a) Date of Sampling : 02/01/2020 to 03/01/2020
- (b) Time of sampling : 11:45 AM to 11:45 AM
- (c) Sampling Protocol : IS:5182 (P-14) 2000
- (d) Equipment Used : RDS & PM 10/2.5 Sampler
- (e) Sampling Done By : Mr. Navneet Srivastav
- (f) Duration of Sampling : 1440 Minutes
- (g) Sampling Location : Dujana Gate
- (h) Height of sampling Location : 3.5 Mtr. from Ground Level

#### Physical observations

- (a) Ambient temp. (Max/Min) : 21°C/06°C
- (b) Weather Condition : Clear
- (c) Wind direction : -
- (d) Sampling Flow rate for SPM : -
- (e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.17 m<sup>3</sup>/min.
- (f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM
- (g) Coordinates : N 28°60'18.69", E 77°50'39.14"

### TEST RESULTS

Test Started on : 04/01/2020

Test Completed on : 11/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	187.3	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	93.6	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	16.9	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	52.4	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.82	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	30.6	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : E17202001040002  
Report No. : AFLPL/EP/040120002  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Vikash Borah

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Sample code : EP/202001060001  
Report No. : AFLPL/EP/060120001  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

#### Details of sampling

- (a) Date of Sampling : 03/01/2020 to 04/01/2020  
(b) Time of sampling : 12:40 PM to 12:40 PM  
(c) Sampling Protocol : IS:5182 (P-14) 2000  
(d) Equipment Used : RDS & PM 10/2.5 Sampler  
(e) Sampling Done By : Mr. Navneet Srivastav  
(f) Duration of Sampling : 1440 Minutes  
(g) Sampling Location : Dhoom Manikpur, Opp-Police Chauki  
(h) Height of sampling Location : 3.5 Mtr. from Ground Level

#### Physical observations

- (a) Ambient temp. (Max/Min) : 21°C/06°C  
(b) Weather Condition : Clear  
(c) Wind direction : -  
(d) Sampling Flow rate for SPM : -  
(e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.18 m<sup>3</sup>/min.  
(f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
(g) Coordinates : N 28°57'64.07", E 77°53'11 14"

### TEST RESULTS

Test Started on : 06/01/2020

Test Completed on : 11/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	162.4	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	88.3	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	17.3	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	49.8	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.86	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	28.5	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/202001060001  
Report No. : AFLPL/EP/060120001  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Vikas Boran  
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Sample code : EP/202001060002  
Report No. : AFLPL/EP/060120002  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

#### Details of sampling

- (a) Date of Sampling : 03/01/2020 to 04/01/2020  
 (b) Time of sampling : 13:20 Hr. to 13:20 Hr.  
 (c) Sampling Protocol : IS:5182 (P-14) 2000  
 (d) Equipment Used : RDS & PM 10/2.5 Sampler  
 (e) Sampling Done By : Mr. Navneet Srivastav  
 (f) Duration of Sampling : 1440 Minutes  
 (g) Sampling Location : Jai Durga Hardwares, Sikandrabad  
Industrial Area  
 (h) Height of sampling Location : 3.5 Mtr. from Ground Level

#### Physical observations

- (a) Ambient temp. (Max/Min) : 21°C/06°C  
 (b) Weather Condition : Clear  
 (c) Wind direction : -  
 (d) Sampling Flow rate for SPM : -  
 (e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.17 m<sup>3</sup>/min.  
 (f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
 (g) Coordinates : N 28°46'69.90", E 77°67'28.36"

### TEST RESULTS

Test Started on : 06/01/2020

Test Completed on : 11/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	156.3	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	88.6	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	20.4	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	48.6	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.87	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	27.3	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

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Report No. : AFLPL/EP/060120002  
Date of Issue : 11/01/2020  
Reference No. : JCA/DCL/005/12/19-20

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Website : www.avonfoodlab.com, environment@avonfoodlab.com, CIN : U24100DL2011PTC219942



# AVON FOOD LAB (PVT.) LTD.

## (ENVIRONMENT DIVISION)

NABL Accredited Laboratory Certificate No. TC-5547  
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### TEST REPORT

Page : 1 of 2

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4th Floor, Building No.10, Tower-A,  
DLF Cyber City, Gurgaon-122002, Haryana  
Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/202001060003  
Report No. : AFLPL/EP/060120003  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

#### Details of sampling

- (a) Date of Sampling : 03/01/2020 to 04/01/2020  
(b) Time of sampling : 13:40 Hr. to 13:40 Hr.  
(c) Sampling Protocol : IS:5182 (P-14) 2000  
(d) Equipment Used : RDS & PM 10/2.5 Sampler  
(e) Sampling Done By : Mr. Navneet Srivastav  
(f) Duration of Sampling : 1440 Minutes  
(g) Sampling Location : Lalpur Village  
(h) Height of sampling Location : 3.5 Mtr. from Ground Level

#### Physical observations

- (a) Ambient temp. (Max/Min) : 21°C/06°C  
(b) Weather Condition : Clear  
(c) Wind direction : -  
(d) Sampling Flow rate for SPM : -  
(e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.19 m<sup>3</sup>/min.  
(f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
(g) Coordinates : N 28°43'85.29", E 77°74'96.05"

### TEST RESULTS

Test Started on : 06/01/2020

Test Completed on : 11/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	143.6	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	82.5	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	21.5	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	45.5	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.81	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	28.9	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

Vikash Boran

Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Sample code : EP/202001060003  
Report No. : AFLPL/EP/060120003  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Vikas Boran

Section Incharge-Instrumentation

Authorised Signatory

Dr. Vinod Kumar Mogha

Head-Environment-Division

Authorised Signatory



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Sample code : EP/202001060004  
Report No. : AFLPL/EP/060120004  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

#### Details of sampling

- (a) Date of Sampling : 03/01/2020 to 04/01/2020
- (b) Time of sampling : 02:10 PM to 02:10 PM
- (c) Sampling Protocol : IS:5182 (P-14) 2000
- (d) Equipment Used : RDS & PM 10/2.5 Sampler
- (e) Sampling Done By : Mr. Navneet Srivastav
- (f) Duration of Sampling : 1440 Minutes
- (g) Sampling Location : Near Thandi Pyau Police Chauki
- (h) Height of sampling Location : 3.5 Mtr. from Ground Level

#### Physical observations

- (a) Ambient temp. (Max/Min) : 21°C/06°C
- (b) Weather Condition : Clear
- (c) Wind direction : -
- (d) Sampling Flow rate for SPM : -
- (e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.18 m<sup>3</sup>/min.
- (f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM
- (g) Coordinates : N 28°33'81.72", E 77°84'39.70"

### TEST RESULTS

Test Started on : 06/01/2020

Test Completed on : 11/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	138.5	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	81.4	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO2)	µg/m <sup>3</sup>	19.5	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO2)	µg/m <sup>3</sup>	49.3	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.86	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O3)	µg/m <sup>3</sup>	29.3	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

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Sample code : EP/202001060004  
Report No. : AFLPL/EP/060120004  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

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Authorised Signatory

  
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Head-Environment Division  
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Sample code : EP/202001060005  
Report No. : AFLPL/EP/060120005  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

#### Details of sampling

(a) Date of Sampling : 04/01/2020 to 05/01/2020  
(b) Time of sampling : 13:45 Hr. to 13:45 Hr.  
(c) Sampling Protocol : IS:5182 (P-14) 2000  
(d) Equipment Used : RDS & PM 10/2.5 Sampler  
(e) Sampling Done By : Mr. Navneet Srivastav  
(f) Duration of Sampling : 1440 Minutes  
(g) Sampling Location : Dashara Kheri  
(h) Height of sampling Location : 3.5 Mtr. from Ground Level

#### Physical observations

(a) Ambient temp. (Max/Min) : 20°C/09°C  
(b) Weather Condition : Clear  
(c) Wind direction : -  
(d) Sampling Flow rate for SPM : -  
(e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.15 m<sup>3</sup>/min.  
(f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
(g) Coordinates : N 28°16'97.88", E 77°90'09.38"

### TEST RESULTS

Test Started on : 06/01/2020

Test Completed on : 11/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	130.5	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	79.3	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	18.3	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	50.6	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.88	02 (For 01 Hrs.)	IS: 5102 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	29.6	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/202001060005  
Report No. : AFLPL/EP/060120005  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

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Sample code : EP/202001060006  
Report No. : AFLPL/EP/060120006  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19 20

### SAMPLE PARTICULARS

1 Name of the Sample : Ambient Air

#### Details of sampling

- (a) Date of Sampling : 04/01/2020 to 05/01/2020  
(b) Time of sampling : 02:20 PM to 02:20 PM  
(c) Sampling Protocol : IS:5182 (P-14) 2000  
(d) Equipment Used : RDS & PM 10/2.5 Sampler  
(e) Sampling Done By : Mr. Navneet Srivastav  
(f) Duration of Sampling : 1440 Minutes  
(g) Sampling Location : Bhankari Village  
(h) Height of sampling Location : 3.5 Mtr. from Ground Level

#### Physical observations

- (a) Ambient temp. (Max/Min) : 20°C/09°C  
(b) Weather Condition : Clear  
(c) Wind direction : -  
(d) Sampling Flow rate for SPM : -  
(e) Sampling Flow rate for RSPM/PM-10 (Ave) : 1.17 m<sup>3</sup>/min.  
(f) Sampling Flow rate for Gases (Ave.) : 0.5 LPM  
(g) Coordinates : N 27°95'54.22", E 78°00'95.27"

### TEST RESULTS

Test Started on : 06/01/2020

Test Completed on : 11/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement (as per CPCB)	Test Method
1	Particulate Matter (as PM10)	µg/m <sup>3</sup>	126.4	100 (For 24 Hrs.)	IS: 5182 (P-23), 2006
2	Particulate Matter (as PM2.5)	µg/m <sup>3</sup>	84.2	60 (For 24 Hrs.)	AFLPL/SOP/ENV/37
3	Sulphur Dioxide (SO <sub>2</sub> )	µg/m <sup>3</sup>	17.5	80 (For 24 Hrs.)	IS: 5182 (P-02), 2001
4	Nitrogen Dioxide (NO <sub>2</sub> )	µg/m <sup>3</sup>	44.5	80 (For 24 Hrs.)	IS: 5182 (P-06), 2006
5	Carbon Monoxide (CO)	mg/m <sup>3</sup>	0.86	02 (For 8 Hrs.)	IS: 5182 (P-10), 2003
6	Ozone (O <sub>3</sub> )	µg/m <sup>3</sup>	30.4	100 (For 8 Hrs.)	IS:5182 (P-09), 1974 RA-2009
7	Hydrocarbon (as Methane)	ppm	BLQ (LOQ-1.0)	-	IS:5182 (P-17), 2004 RA-2009

  
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Sample code : EP/202001060006  
Report No. : AFLPL/EP/060120006  
Date of Issue : 11/01/2020  
Reference No. : SCA/DEL/065/12/19-20

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Authorised Signatory

  
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Sample I.D. : E/201911010001  
Report No. : AFLPL/EP/011119001  
Date of Issue : 04/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAILS

Date of Sampling : 30/10/19 TO 31/10/19  
Time of Sampling : 06:00:00 Hrs. TO 06:00:00 Hrs.  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr. Manoj Kumar Yadav  
Duration of Sampling : 1440 Min.  
Sampling Location : Mittal Vastra Bhandar Lal Kuan GT  
Road Ghaziabad (LHS)  
Coordinates : N28°38'08.26" E 077°27'44.34"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	30/10/2019	06:00:00Hrs.	07:00:00Hrs.	dB(A)	77.7	-
2	30/10/2019	07:00:00Hrs.	08:00:00Hrs.	dB(A)	78.7	-
3	30/10/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	78.5	-
4	30/10/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	78.4	-
5	30/10/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	77.8	-
6	30/10/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	78.3	-
7	30/10/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	78.8	-
8	30/10/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	78.2	-
9	30/10/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	78.3	-
10	30/10/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	78.8	-

  
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Authorised Signatory

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Sample I.D. : E/201911010001  
Report No. : AFLPL/EP/011119001  
Date of Issue : 04/11/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

Sl No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	30/10/2019	16:00:00 Hrs	17:00:00 Hrs	dB(A)	78.1	-
12	30/10/2019	17:00:00 Hrs	18:00:00 Hrs	dB(A)	78.6	-
13	30/10/2019	18:00:00 Hrs	19:00:00 Hrs	dB(A)	78.4	-
14	30/10/2019	19:00:00 Hrs	20:00:00 Hrs	dB(A)	78.4	-
15	30/10/2019	20:00:00 Hrs	21:00:00 Hrs	dB(A)	78.0	-
16	30/10/2019	21:00:00 Hrs	22:00:00 Hrs	dB(A)	77.6	-
17	30/10/2019	22:00:00 Hrs	23:00:00 Hrs	dB(A)	75.7	-
18	30/10/2019	23:00:00 Hrs	00:00:00 Hrs.	dB(A)	74.5	-
19	31/10/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	73.9	-
20	31/10/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	73.3	-
21	31/10/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	73.0	-
22	31/10/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	73.4	-
23	31/10/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	74.0	-
24	31/10/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	75.6	-
			Leq Day	dB(A)	78.3	-
			Leq Night	dB(A)	74.2	-
			L Max.	dB(A)	81.6	-
			L Min.	dB(A)	68.9	-
			L10	dB(A)	79.8	-
			L90	dB(A)	77.5	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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C-35/23, Lawrence Road Industrial Area, Delhi-110035

Tel. : +91-11-45202222 E-mail : info@avonfoodlab.com, marketing@avonfoodlab.com

Website : www.avonfoodlab.com, environment@avonfoodlab.com, CIN : U24100DL2011PTC219942



# AVON FOOD LAB (PVT.) LTD.

(ENVIRONMENT DIVISION)

NABL Accredited Laboratory Certificate No. TC-5547  
Recognized from Ministry of Environment, Forest & Climate Change (MoEF & CC)  
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## TEST REPORT

Page : 1 of 2

Issued to: M/s. ERM INDIA PRIVATE LIMITED  
4th Floor, Building No.10, Tower-A,  
DLF Cyber City, Gurgaon-122002, Haryana  
Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911010002  
Report No. : AFLPL/EP/011119002  
Date of Issue : 04/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 30/10/19 TO 31/11/19  
Time of Sampling : 06:00:00 Hrs. TO 06:00:00 Hrs.  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr. Manoj Kumar Yadav  
Duration of Sampling : 1440 min.  
Sampling Location : Near Satyam Residency 4<sup>th</sup> Mile  
Stone GT Road Chhaparaula (RHS)  
Coordinates : N 28°37'36.43" E 077°28'25.65"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	30/10/2019	06:00:00 Hrs.	07:00:00 Hrs.	dB(A)	76.9	-
2	30/10/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	77.7	-
3	30/10/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	75.8	-
4	30/10/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	79.6	-
5	30/10/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	80.0	-
6	30/10/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	79.5	-
7	30/10/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	76.5	-
8	30/10/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	76.2	-
9	30/10/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	76.8	-
10	30/10/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	79.2	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory  


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C-35/23, Lawrence Road Industrial Area, Delhi-110035

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Website : www.avonfoodlab.com, environment@avonfoodlab.com, CIN : U24100DL2011PTC219942



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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911010002  
Report No. : AFLPL/EP/011119002  
Date of Issue : 04/11/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	30/10/2019	16:00:00 Hrs.	17:00:00 Hrs.	dB(A)	69.8	-
12	30/10/2019	17:00:00 Hrs.	18:00:00 Hrs.	dB(A)	69.1	-
13	30/10/2019	18:00:00 Hrs.	19:00:00 Hrs.	dB(A)	74.0	-
14	30/10/2019	19:00:00 Hrs.	20:00:00 Hrs.	dB(A)	77.4	-
15	30/10/2019	20:00:00 Hrs.	21:00:00 Hrs.	dB(A)	75.5	-
16	30/10/2019	21:00:00 Hrs.	22:00:00 Hrs.	dB(A)	74.8	-
17	30/10/2019	22:00:00 Hrs.	23:00:00 Hrs.	dB(A)	74.0	-
18	30/10/2019	23:00:00 Hrs.	00:00:00 Hrs.	dB(A)	72.7	-
19	31/10/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	75.7	-
20	31/10/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	74.6	-
21	31/10/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	74.6	-
22	31/10/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	74.3	-
23	31/10/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	73.8	-
24	31/10/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	72.1	-
			Leq Day	dB(A)	76.1	-
			Leq Night	dB(A)	74.0	-
			L Max.	dB(A)	90.1	-
			L Min.	dB(A)	52.8	-
			L10	dB(A)	81.6	-
			L90	dB(A)	76.4	-

  
Dr. Vinod Kumar Moha  
Head-Environment Division  
Authorised Signatory

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Sample I.D. : EP/201911010003  
Report No. : AFLPL/EP/011119003  
Date of Issue : 04/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 30/10/19 TO 31/10/19  
Time of Sampling : 06:00:00 Hrs. TO 06:00:00 Hrs.  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr. Manoj Kumar Yadav  
Duration of Sampling : 1440 Min.  
Sampling Location : Market Complex Just adjacent to Dujana Gate  
above Axis Bank ATM Achheja Village (LHS)  
Coordinates : N 28°36'05.48: E 077°30'15.90"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	30/10/2019	06:00:00 Hrs.	07:00:00 Hrs.	dB(A)	78.2	-
2	30/10/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	78.7	-
3	30/10/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	75.5	-
4	30/10/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	69.8	-
5	30/10/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	71.1	-
6	30/10/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	69.2	-
7	30/10/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	67.3	-
8	30/10/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	67.5	-
9	30/10/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	79.7	-
10	30/10/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	74.8	-

  
Dr. Vinod Kumar Mehta  
Head-Environment Division  
Authorised Signatory

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Sample I.D. : EP/201911010003  
Report No. : AFLPL/EP/011119003  
Date of Issue : 04/11/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	30/10/2019	16:00:00 Hrs.	17:00:00 Hrs.	dB(A)	74.7	-
12	30/10/2019	17:00:00 Hrs.	18:00:00 Hrs.	dB(A)	75.5	-
13	30/10/2019	18:00:00 Hrs.	19:00:00 Hrs.	dB(A)	76.0	-
14	30/10/2019	19:00:00 Hrs.	20:00:00 Hrs.	dB(A)	76.3	-
15	30/10/2019	20:00:00 Hrs.	21:00:00 Hrs.	dB(A)	77.1	-
16	30/10/2019	21:00:00 Hrs.	22:00:00 Hrs.	dB(A)	76.1	-
17	30/10/2019	22:00:00 Hrs.	23:00:00 Hrs.	dB(A)	68.0	-
18	30/10/2019	23:00:00 Hrs.	00:00:00 Hrs.	dB(A)	67.3	-
19	31/10/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	70.9	-
20	31/10/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	73.2	-
21	31/10/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	75.5	-
22	31/10/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	77.8	-
23	31/10/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	76.5	-
24	31/10/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	70.2	-
			Leq Day	dB(A)	74.2	-
			Leq Night	dB(A)	72.4	-
			L Max.	dB(A)	84.6	-
			L Min.	dB(A)	54.8	-
			L10	dB(A)	81.5	-
			L90	dB(A)	74.5	-

  
Dr. Vinod Kumar Mishra  
Head-Environment Division  
Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911010004  
Report No. : AFLPL/EP/011119004  
Date of Issue : 04/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAILS

Date of Sampling : 30/10/19 to 31/10/19  
Time of Sampling : 06:00:00 HRS. To 06:00:00 Hrs.  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr. Manoj Kumar Yadav  
Duration of Sampling : 1440 Min.  
Sampling Location : PS-Dhoom Manikpur adjacent to  
prachin Shiv mandir (RHS)  
Coordinates : N 28°34'34.83" E 077°31'44.96"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	30/10/2019	06:00:00 Hrs.	07:00:00 Hrs.	dB(A)	78.8	-
2	30/10/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	78.2	-
3	30/10/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	77.6	-
4	30/10/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	77.8	-
5	30/10/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	75.9	-
6	30/10/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	74.7	-
7	30/10/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	66.4	-
8	30/10/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	69.8	-
9	30/10/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	75.0	-
10	30/10/2019	13:00:00 Hrs.	16:00:00 Hrs.	dB(A)	76.0	-

  
Dr. Vinod Kumar Megha  
Head, Environment Division  
Authorized Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911010004  
Report No. : AFLPL/EP/011119004  
Date of Issue : 04/11/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	30/10/2019	16:00:00 Hrs.	17:00:00 Hrs.	dB(A)	70.6	-
12	30/10/2019	17:00:00 Hrs.	18:00:00 Hrs.	dB(A)	72.8	-
13	30/10/2019	18:00:00 Hrs.	19:00:00 Hrs.	dB(A)	75.1	-
14	30/10/2019	19:00:00 Hrs.	20:00:00 Hrs.	dB(A)	78.0	-
15	30/10/2019	20:00:00 Hrs.	21:00:00 Hrs.	dB(A)	76.9	-
16	30/10/2019	21:00:00 Hrs.	22:00:00 Hrs.	dB(A)	80.5	-
17	30/10/2019	22:00:00 Hrs.	23:00:00 Hrs.	dB(A)	62.9	-
18	30/10/2019	23:00:00 Hrs.	00:00:00 Hrs.	dB(A)	66.4	-
19	31/10/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	69.2	-
20	31/10/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	69.0	-
21	31/10/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	67.6	-
22	31/10/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	67.4	-
23	31/10/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	65.9	-
24	31/10/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	76.8	-
			Leq Day	dB(A)	75.3	-
			Leq Night	dB(A)	68.2	-
			L Max.	dB(A)	89.2	-
			L Min.	dB(A)	60.1	-
			L10	dB(A)	61.5	-
			L90	dB(A)	74.0	-

Dr. Vinod Kumar Mehta  
Head-Environment Division  
Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911040001  
Report No. : AFLPL/EP/041119001  
Date of Issue : 07/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 01/11/19 TO 02/11/19  
Time of Sampling : 06:00:00 Hrs. TO 06:00:00 Hrs.  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr. Manoj Kumar Yadav  
Duration of Sampling : 1440 Min.  
Sampling Location : Pradhan Market near Divine Public  
School (LHS)  
Coordinates : N 28°35'31.41" E 077°30'52.73"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	01/11/2019	06:00: 00 Hrs.	07:00: 00 Hrs.	dB(A)	84.1	-
2	01/11/2019	07:00: 00 Hrs.	08:00: 00 Hrs.	dB(A)	82.3	-
3	01/11/2019	08:00: 00 Hrs.	09:00: 00 Hrs.	dB(A)	81.8	-
4	01/11/2019	09:00: 00 Hrs.	10:00: 00 Hrs.	dB(A)	80.9	-
5	01/11/2019	10:00: 00 Hrs.	11:00: 00 Hrs.	dB(A)	80.6	-
6	01/11/2019	11:00: 00 Hrs.	12:00:00 Hrs.	dB(A)	80.7	-
7	01/11/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	79.4	-
8	01/11/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	79.0	-
9	01/11/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	81.5	-
10	01/11/2019	15:00:00 Hrs.	16:00: 00 Hrs.	dB(A)	82.5	-

  
Dr. Vinod Kumar Megha  
Head-Environment Division  
Authorised Signatory  


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C-35/23, Lawrence Road Industrial Area, Delhi-110035

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Website : www.avonfoodlab.com, environment@avonfoodlab.com, CIN : U24100DL2011PTC219942



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(ENVIRONMENT DIVISION)

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## TEST REPORT

Page : 2 of 2

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911040001  
Report No. : AFLPL/EP/041119001  
Date of Issue : 07/11/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	01/11/2019	16:00: 00 Hrs	17:00: 00 Hrs	dB(A)	83.1	-
12	01/11/2019	17:00: 00 Hrs	18:00: 00 Hrs	dB(A)	83.6	-
13	01/11/2019	18:00: 00 Hrs	19:00: 00 Hrs	dB(A)	80.0	-
14	01/11/2019	19:00: 00 Hrs	20:00: 00 Hrs	dB(A)	83.4	-
15	01/11/2019	20:00: 00 Hrs	21:00: 00 Hrs	dB(A)	83.1	-
16	01/11/2019	21:00: 00 Hrs	22:00: 00 Hrs	dB(A)	84.3	-
17	01/11/2019	22:00: 00 Hrs	23:00: 00 Hrs	dB(A)	79.0	-
18	01/11/2019	23:00: 00 Hrs	00:00: 00 Hrs	dB(A)	76.8	-
19	02/11/2019	00:00: 00 Hrs	01:00:00 HRS.	dB(A)	77.5	-
20	02/11/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	77.1	-
21	02/11/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	72.3	-
22	02/11/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	67.8	-
23	02/11/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	77.8	-
24	02/11/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	81.2	-
			Leq Day	dB(A)	81.9	-
			Leq Night	dB(A)	73.7	-
			L Max.	dB(A)	93.9	-
			L Min.	dB(A)	42.9	-
			L10	dB(A)	86.1	-
			L90	dB(A)	81.4	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory  
110035  


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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911040002  
Report No. : AFLPL/EP/041119002  
Date of Issue : 07/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 02/11/19 To 03/11/19  
Time of Sampling : 06:00:00 Hrs. to 06:00:00 Hrs.  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr. Manoj Kumar Yadav  
Duration of Sampling : 1440 Min.  
Sampling Location : Pradhan Market near Divine Public  
School. (LHS)  
Coordinates : N 28°35'31.41" E 077°30'52.73"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	02/11/2019	06:00:00 Hrs.	07:00:00 Hrs.	dB(A)	77.9	-
2	02/11/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	77.9	-
3	02/11/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	78.1	-
4	02/11/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	78.0	-
5	02/11/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	79.0	-
6	02/11/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	80.4	-
7	02/11/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	79.2	-
8	02/11/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	78.0	-
9	02/11/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	80.5	-
10	02/11/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	82.2	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory  
110035  


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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911040002  
Report No. : AFLPL/EP/041119002  
Date of Issue : 07/11/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	02/11/2019	16:00:00 Hrs.	17:00:00 Hrs.	dB(A)	81.4	-
12	02/11/2019	17:00:00 Hrs.	18:00:00 Hrs.	dB(A)	76.2	-
13	02/11/2019	18:00:00 Hrs.	19:00:00 Hrs.	dB(A)	79.2	-
14	02/11/2019	19:00:00 Hrs.	20:00:00 Hrs.	dB(A)	81.2	-
15	02/11/2019	20:00:00 Hrs.	21:00:00 Hrs.	dB(A)	78.0	-
16	02/11/2019	21:00:00 Hrs.	22:00:00 Hrs.	dB(A)	77.3	-
17	02/11/2019	22:00:00 Hrs.	23:00:00 Hrs.	dB(A)	77.4	-
18	02/11/2019	23:00:00 Hrs.	00:00:00 Hrs.	dB(A)	75.6	-
19	03/11/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	74.2	-
20	03/11/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	74.1	-
21	03/11/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	76.6	-
22	03/11/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	78.6	-
23	03/11/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	79.0	-
24	03/11/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	77.6	-
			Leq Day	dB(A)	79.0	-
			Leq Night	dB(A)	76.6	-
			L Max.	dB(A)	87.3	-
			L Min.	dB(A)	65.5	-
			L10	dB(A)	84.0	-
			L90	dB(A)	78.9	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorized Signatory



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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911040003  
Report No. : AFLPL/EP/041119003  
Date of Issue : 07/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 01/11/19 To 02/11/19  
Time of Sampling : 06:00:00 Hrs. to 06:00:00 Hrs.  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr. Manoj Kumar Yadav  
Duration of Sampling : 1440 Min.  
Sampling Location : Veer Restaurant Vishveriya City &  
Khandera village (L.I.S)  
Coordinates : N 28°31'22.83" E 077°33'34.72"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	01/11/2019	06:00:00 Hrs.	07:00:00 Hrs.	dB(A)	67.2	-
2	01/11/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	68.1	-
3	01/11/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	68.8	-
4	01/11/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	68.7	-
5	01/11/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	68.2	-
6	01/11/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	69.2	-
7	01/11/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	68.7	-
8	01/11/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	69.4	-
9	01/11/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	69.7	-
10	01/11/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	68.7	-

  
Dr. Vinod Kumar Mishra  
Head-Environment Division  
Authorised Signatory  


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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911040003  
Report No. : AFLPL/EP/041119003  
Date of Issue : 07/11/2019  
Reference No. : SCA/DEL/049/10/19-20

### TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	01/11/2019	16:00:00 Hrs.	17:00:00 Hrs.	dB(A)	69.6	-
12	01/11/2019	17:00:00 Hrs.	18:00:00 Hrs.	dB(A)	69.4	-
13	01/11/2019	18:00:00 Hrs.	19:00:00 Hrs.	dB(A)	68.1	-
14	01/11/2019	19:00:00 Hrs.	20:00:00 Hrs.	dB(A)	67.6	-
15	01/11/2019	20:00:00 Hrs.	21:00:00 Hrs.	dB(A)	66.9	-
16	01/11/2019	21:00:00 Hrs.	22:00:00 Hrs.	dB(A)	65.7	-
17	01/11/2019	22:00:00 Hrs.	23:00:00 Hrs.	dB(A)	66.9	-
18	01/11/2019	23:00:00 Hrs.	00:00:00 Hrs.	dB(A)	66.6	-
19	02/11/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	65.1	-
20	02/11/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	65.2	-
21	02/11/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	64.7	-
22	02/11/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	63.9	-
23	02/11/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	64.9	-
24	02/11/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	65.1	-
			Leq Day	dB(A)	68.4	-
			Leq Night	dB(A)	65.3	-
			L Max.	dB(A)	83.1	-
			L Min.	dB(A)	56.2	-
			L10	dB(A)	72.4	-
			L90	dB(A)	67.9	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory  


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Sample I.D. : EP/201911040004  
Report No. : AFLPL/EP/041119004  
Date of Issue : 07/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 02/11/19 To 03/11/19  
Time of Sampling : 06:00:00 Hrs. To 06:00:00 Hrs.  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr. Manoj Kumar Yadav  
Duration of Sampling : 1440 Min.  
Sampling Location : Veer Restaurant Vishveriya city &  
Khandera Village (LHS)  
Coordinates : N 28°31'22.83" E 077° 33'34.72"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	02/11/2019	06:00:00 Hrs.	07:00:00 Hrs.	dB(A)	66.4	-
2	02/11/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	67.8	-
3	02/11/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	68.9	-
4	02/11/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	77.0	-
5	02/11/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	79.0	-
6	02/11/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	76.4	-
7	02/11/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	70.5	-
8	02/11/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	70.0	-
9	02/11/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	70.6	-
10	02/11/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	66.8	-

  
Dr. Vinod Kumar Megha  
Head-Environment Division  
Authorised Signatory

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Sample I.D. : EP/201911040004  
Report No. : AFLPL/EP/041119004  
Date of Issue : 07/11/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	02/11/2019	16:00:00 Hrs.	17:00:00 Hrs.	dB(A)	70.3	-
12	02/11/2019	17:00:00 Hrs.	18:00:00 Hrs.	dB(A)	70.2	-
13	02/11/2019	18:00:00 Hrs.	19:00:00 Hrs.	dB(A)	69.2	-
14	02/11/2019	19:00:00 Hrs.	20:00:00 Hrs.	dB(A)	67.4	-
15	02/11/2019	20:00:00 Hrs.	21:00:00 Hrs.	dB(A)	66.8	-
16	02/11/2019	21:00:00 Hrs.	22:00:00 Hrs.	dB(A)	66.2	-
17	02/11/2019	22:00:00 Hrs.	23:00:00 Hrs.	dB(A)	66.3	-
18	02/11/2019	23:00:00 Hrs.	00:00:00 Hrs.	dB(A)	66.0	-
19	03/11/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	64.6	-
20	03/11/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	63.9	-
21	03/11/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	63.0	-
22	03/11/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	63.6	-
23	03/11/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	63.6	-
24	03/11/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	64.4	-
			Leq Day	dB(A)	70.2	-
			Leq Night	dB(A)	64.4	-
			L Max.	dB(A)	84.6	-
			L Min.	dB(A)	56.2	-
			L10	dB(A)	79.0	-
			L90	dB(A)	69.1	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory  


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Tel. : +91-11-45202222 E-mail : info@avonfoodlab.com, marketing@avonfoodlab.com

Website : www.avonfoodlab.com, environment@avonfoodlab.com, CIN : U24100DL2011PTC219942



# AVON FOOD LAB (PVT.) LTD.

(ENVIRONMENT DIVISION)

NABL Accredited Laboratory Certificate No. TC-5547  
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## TEST REPORT

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4th Floor, Building No.10, Tower-A,  
DLF Cyber City, Gurgaon-122002, Haryana  
Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911040005  
Report No. : AFLPL/EP/0411119005  
Date of Issue : 07/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 01/11/19 to 02/11/19  
Time of Sampling : 06:00:00 Hrs. To 06:00:00 Hrs.  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Ennvirotech SLM 100

Sampling Done By : Mr. Manoj Kumar Yadav  
Duration of Sampling : 1440 Min.  
Sampling Location : Motel Manish & Restaurant  
Sanwali Village (RHS)  
Coordinates : N 28°28'01.18" E 077°40'20.02"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	01/11/2019	06:00:00 Hrs.	07:00:00 Hrs.	dB(A)	79.3	-
2	01/11/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	79.2	-
3	01/11/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	74.6	-
4	01/11/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	74.5	-
5	01/11/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	75.8	-
6	01/11/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	73.0	-
7	01/11/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	71.1	-
8	01/11/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	65.6	-
9	01/11/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	62.8	-
10	01/11/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	74.1	-

  
Dr. Vinod Kumar Mogra  
Head-Environment Division  
Authorised Signatory  


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C-35/23, Lawrence Road Industrial Area, Delhi-110035

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample ID : FP/201911040005  
Report No. : AFLPL/EP/0411119005  
Date of Issue : 07/11/2019  
Reference No. : N.A.

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	01/11/2019	16:00:00 Hrs.	17:00:00 Hrs.	dB(A)	77.9	-
12	01/11/2019	17:00:00 Hrs.	18:00:00 Hrs.	dB(A)	78.2	-
13	01/11/2019	18:00:00 Hrs.	19:00:00 Hrs.	dB(A)	75.7	-
14	01/11/2019	19:00:00 Hrs.	20:00:00 Hrs.	dB(A)	73.3	-
15	01/11/2019	20:00:00 Hrs.	21:00:00 Hrs.	dB(A)	78.9	-
16	01/11/2019	21:00:00 Hrs.	22:00:00 Hrs.	dB(A)	78.2	-
17	01/11/2019	22:00:00 Hrs.	23:00:00 Hrs.	dB(A)	73.5	-
18	01/11/2019	23:00:00 Hrs.	00:00:00 Hrs.	dB(A)	69.0	-
19	02/11/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	69.0	-
20	02/11/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	68.2	-
21	02/11/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	68.7	-
22	02/11/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	68.1	-
23	02/11/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	68.9	-
24	02/11/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	71.5	-
			Leq Day	dB(A)	74.5	-
			Leq Night	dB(A)	69.9	-
			L Max.	dB(A)	84.6	-
			L Min.	dB(A)	50.3	-
			L10	dB(A)	81.9	-
			L90	dB(A)	74.0	-

  
Dr. Vinod Kumar Megha  
Head-Environment Division  
Authorised Signatory



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Sample I.D. : EP/201911040006  
Report No. : AFLPL/EP/041119006  
Date of Issue : 07/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 02/11/19 to 03/11/19  
Time of Sampling : 06:00:00 Hrs. to 06:00:00 Hrs.  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr. Manoj Kumar Yadav  
Duration of Sampling : 1440 min.  
Sampling Location : Motel Manish & Restaurant  
Sanwali Village (RHS)  
Coordinates : N 28°28'01.18" E 077°40'20.02"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	02/11/2019	06:00:00 Hrs.	07:00:00 Hrs.	dB(A)	73.6	-
2	02/11/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	75.4	-
3	02/11/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	76.6	-
4	02/11/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	78.0	-
5	02/11/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	77.6	-
6	02/11/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	78.1	-
7	02/11/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	79.0	-
8	02/11/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	79.0	-
9	02/11/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	78.3	-
10	02/11/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	78.2	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911040006  
Report No. : AFLPL/EP/041119006  
Date of Issue : 07/11/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	02/11/2019	16:00:00 Hrs.	17:00:00 Hrs.	dB(A)	78.7	-
12	02/11/2019	17:00:00 Hrs.	18:00:00 Hrs.	dB(A)	79.0	-
13	02/11/2019	18:00:00 Hrs.	19:00:00 Hrs.	dB(A)	77.1	-
14	02/11/2019	19:00:00 Hrs.	20:00:00 Hrs.	dB(A)	75.7	-
15	02/11/2019	20:00:00 Hrs.	21:00:00 Hrs.	dB(A)	77.2	-
16	02/11/2019	21:00:00 Hrs.	22:00:00 Hrs.	dB(A)	77.5	-
17	02/11/2019	22:00:00 Hrs.	23:00:00 Hrs.	dB(A)	78.0	-
18	02/11/2019	23:00:00 Hrs.	00:00:00 Hrs.	dB(A)	77.7	-
19	03/11/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	77.0	-
20	03/11/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	81.6	-
21	03/11/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	78.4	-
22	03/11/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	72.8	-
23	03/11/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	75.3	-
24	03/11/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	60.4	-
			Leq Day	dB(A)	77.4	-
			Leq Night	dB(A)	75.2	-
			L Max.	dB(A)	93.1	-
			L Min.	dB(A)	55.4	-
			L10	dB(A)	83.3	-
			L90	dB(A)	77.9	-

  
 Dr. Virind Kumar Mogha  
 Head-Environment Division  
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Sample I.D. : EP/201911040007  
Report No. : AFLPL/EP/0411119007  
Date of Issue : 07/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 01/11/19 to 02/11/19  
Time of Sampling : 06:00:00 Hrs. to 06:00:00 Hrs.  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr. Manoj Kumar Yadav  
Duration of Sampling : 1440 Min.  
Sampling Location : House in Lalpur Village (RHS)  
Coordinates : N 28°26'23.86" E 077°44'35.95"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	01/11/2019	06:00:00 Hrs.	07:00:00 Hrs.	dB(A)	77.9	-
2	01/11/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	79.0	-
3	01/11/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	78.9	-
4	01/11/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	79.0	-
5	01/11/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	79.2	-
6	01/11/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	79.3	-
7	01/11/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	79.5	-
8	01/11/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	76.2	-
9	01/11/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	76.8	-
10	01/11/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	78.1	-

  
Dr. Vinod Kumar Megha  
Head-Environment Division  
Authorised Signatory  


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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911040007  
Report No. : AFLPL/EP/0411119007  
Date of Issue : 07/11/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	01/11/2019	16:00:00 Hrs.	17:00:00 Hrs.	dB(A)	80.9	-
12	01/11/2019	17:00:00 Hrs.	18:00:00 Hrs.	dB(A)	79.7	-
13	01/11/2019	18:00:00 Hrs.	19:00:00 Hrs.	dB(A)	78.1	-
14	01/11/2019	19:00:00 Hrs.	20:00:00 Hrs.	dB(A)	76.9	-
15	01/11/2019	20:00:00 Hrs.	21:00:00 Hrs.	dB(A)	76.1	-
16	01/11/2019	21:00:00 Hrs.	22:00:00 Hrs.	dB(A)	75.7	-
17	01/11/2019	22:00:00 Hrs.	23:00:00 Hrs.	dB(A)	75.8	-
18	01/11/2019	23:00:00 Hrs.	00:00:00 Hrs.	dB(A)	75.8	-
19	02/11/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	77.0	-
20	02/11/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	75.7	-
21	02/11/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	74.9	-
22	02/11/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	74.4	-
23	02/11/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	72.4	-
24	02/11/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	76.1	-
			Leq Day	dB(A)	78.2	-
			Leq Night	dB(A)	75.3	-
			L Max.	dB(A)	88.9	-
			L Min.	dB(A)	64.6	-
			L10	dB(A)	82.3	-
			L90	dB(A)	77.9	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory  


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Sample I.D. : EP/201911040008  
Report No. : AFLPL/EP/041119008  
Date of Issue : 07/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 02/11/19 to 03/11/19  
Time of Sampling : 06:00:00 Hrs. to 06:00:00 Hrs.  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr. Manoj Kumar Yadav  
Duration of Sampling : 1440 Min.  
Sampling Location : House in Lalpur Village ( RHS)  
Coordinates : N 28°26'23.86" E 077°44'35.95"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	02/11/2019	06:00:00 Hrs.	07:00:00 Hrs.	dB(A)	76.0	-
2	02/11/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	77.3	-
3	02/11/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	79.1	-
4	02/11/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	75.4	-
5	02/11/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	76.2	-
6	02/11/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	76.1	-
7	02/11/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	76.9	-
8	02/11/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	76.2	-
9	02/11/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	78.2	-
10	02/11/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	79.9	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Sample I.D. : EP/201911040008  
Report No. : AFLPL/EP/041119008  
Date of Issue : 07/11/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	02/11/2019	16:00:00 Hrs.	17:00:00 Hrs.	dB(A)	79.6	-
12	02/11/2019	17:00:00 Hrs.	18:00:00 Hrs.	dB(A)	79.4	-
13	02/11/2019	18:00:00 Hrs.	19:00:00 Hrs.	dB(A)	78.2	-
14	02/11/2019	19:00:00 Hrs.	20:00:00 Hrs.	dB(A)	77.2	-
15	02/11/2019	20:00:00 Hrs.	21:00:00 Hrs.	dB(A)	76.0	-
16	02/11/2019	21:00:00 Hrs.	22:00:00 Hrs.	dB(A)	75.5	-
17	02/11/2019	22:00:00 Hrs.	23:00:00 Hrs.	dB(A)	75.0	-
18	02/11/2019	23:00:00 Hrs.	00:00:00 Hrs.	dB(A)	75.0	-
19	03/11/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	74.3	-
20	03/11/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	74.2	-
21	03/11/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	73.4	-
22	03/11/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	71.8	-
23	03/11/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	71.4	-
24	03/11/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	71.4	-
			Leq Day	dB(A)	77.3	-
			Leq Night	dB(A)	73.5	-
			L Max.	dB(A)	90.1	-
			L Min.	dB(A)	52.8	-
			L10	dB(A)	81.6	-
			L90	dB(A)	76.8	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory  


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Website : www.avonfoodlab.com, environment@avonfoodlab.com, CIN : U24100DL2011PTC219942



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(ENVIRONMENT DIVISION)

NABL Accredited Laboratory Certificate No. TC-5547  
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## TEST REPORT

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4th Floor, Building No.10, Tower-A,  
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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911050001  
Report No. : AFLPL/EP/051119001  
Date of Issue : 08/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 03/11/19 To 04/11/19  
Time of Sampling : 06:00:00 Hrs. To 06:00:00 Hrs.  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr. Manoj Kumar Yadav  
Duration of Sampling : 1440 Min.  
Sampling Location : Mittal Vastra Bhandar Lal Kuan  
G.T Road Ghaziabad (LHS)  
Coordinates : N 28°38'08.26" E 077°27'44.34"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LCQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	03/11/2019	06:00:00 Hrs.	07:00:00 Hrs.	dB(A)	79.3	-
2	03/11/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	80.6	-
3	03/11/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	81.2	-
4	03/11/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	80.8	-
5	03/11/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	78.3	-
6	03/11/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	80.7	-
7	03/11/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	81.7	-
8	03/11/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	80.5	-
9	03/11/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	79.7	-
10	03/11/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	78.8	-

  
Dr. Vinod Kumar Megha  
Head-Environment Division  
Authorised Signatory  
110035  


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C-35/23, Lawrence Road Industrial Area, Delhi-110035

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Website : www.avonfoodlab.com, environment@avonfoodlab.com, CIN : U24100DL2011PTC219942



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(ENVIRONMENT DIVISION)

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DLF Cyber City, Gurgaon-122002, Haryana  
Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911050001  
Report No. : AFLPL/EP/051119001  
Date of Issue : 08/11/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

Sl No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	03/11/2019	16:00:00 Hrs.	17:00:00 Hrs.	dB(A)	85.1	-
12	03/11/2019	17:00:00 Hrs.	18:00:00 Hrs.	dB(A)	84.9	-
13	03/11/2019	18:00:00 Hrs.	19:00:00 Hrs.	dB(A)	81.5	-
14	03/11/2019	19:00:00 Hrs.	20:00:00 Hrs.	dB(A)	85.8	-
15	03/11/2019	20:00:00 Hrs.	21:00:00 Hrs.	dB(A)	84.9	-
16	03/11/2019	21:00:00 Hrs.	22:00:00 Hrs.	dB(A)	85.4	-
17	03/11/2019	22:00:00 Hrs.	23:00:00 Hrs.	dB(A)	75.2	-
18	03/11/2019	23:00:00 Hrs.	00:00:00 Hrs.	dB(A)	74.8	-
19	04/11/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	81.6	-
20	04/11/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	81.2	-
21	04/11/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	80.9	-
22	04/11/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	80.1	-
23	04/11/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	78.6	-
24	04/11/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	77.7	-
			Leq Day	dB(A)	81.8	-
			Leq Night	dB(A)	78.7	-
			L Max.	dB(A)	91.8	-
			L Min.	dB(A)	60.6	-
			L10	dB(A)	87.6	-
			L90	dB(A)	82.1	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911050002  
Report No. : AFLPL/EP/051119002  
Date of Issue : 08/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 03/11/19 to 04/11/19  
Time of Sampling : 06:00:00 Hrs. to 06:00:00 Hrs.  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr. Manoj Kumar Yadav  
Duration of Sampling : 1440 Min.  
Sampling Location : Near Satyam. Residency 4<sup>th</sup> mile  
Stone GT Road chhparaula (RHS)  
Coordinates : N 28°37'36.43" E o77°28'25.65"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	03/11/2019	06:00:00 Hrs.	07:00:00 Hrs.	dB(A)	63.4	-
2	03/11/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	64.1	-
3	03/11/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	65.3	-
4	03/11/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	70.8	-
5	03/11/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	70.0	-
6	03/11/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	67.9	-
7	03/11/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	65.8	-
8	03/11/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	66.3	-
9	03/11/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	65.8	-
10	03/11/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	65.8	-

  
Dr. Viraj Kumar Megha  
Head-Environment Division  
Authorised Signatory  


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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911050002  
Report No. : AFLPL/EP/051119002  
Date of Issue : 08/11/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	03/11/2019	16:00:00 Hrs.	17:00:00 Hrs.	dB(A)	67.4	-
12	03/11/2019	17:00:00 Hrs.	18:00:00 Hrs.	dB(A)	65.6	-
13	03/11/2019	18:00:00 Hrs.	19:00:00 Hrs.	dB(A)	63.3	-
14	03/11/2019	19:00:00 Hrs.	20:00:00 Hrs.	dB(A)	61.1	-
15	03/11/2019	20:00:00 Hrs.	21:00:00 Hrs.	dB(A)	60.2	-
16	03/11/2019	21:00:00 Hrs.	22:00:00 Hrs.	dB(A)	61.6	-
17	03/11/2019	22:00:00 Hrs.	23:00:00 Hrs.	dB(A)	64.5	-
18	03/11/2019	23:00:00 Hrs.	00:00:00 Hrs.	dB(A)	64.6	-
19	04/11/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	64.4	-
20	04/11/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	64.3	-
21	04/11/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	63.8	-
22	04/11/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	55.2	-
23	04/11/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	55.9	-
24	04/11/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	61.4	-
			Leq Day	dB(A)	65.3	-
			Leq Night	dB(A)	61.8	-
			L Max.	dB(A)	90.6	-
			L Min.	dB(A)	46.8	-
			L10	dB(A)	72.5	-
			L90	dB(A)	65.1	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory  


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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911050003  
Report No. : AFLPL/EP/051119003  
Date of Issue : 08/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 03/11/19 TO 04/11/19  
Time of Sampling : 06:00:00 Hrs. to 06:00:00 Hrs.  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr.Manoj Kumar Yadav  
Duration of Sampling : 1440 Min.  
Sampling Location : Market Complex Just adjust to  
Dujana gate above Axis Bank ATM Achheja Village (LHS)  
Coordinates : N28°36'05.48" E 077°30'15.90"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	03/11/2019	06:00:00 Hrs.	07:00:00 Hrs.	dB(A)	77.3	-
2	03/11/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	76.9	-
3	03/11/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	62.7	-
4	03/11/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	66.6	-
5	03/11/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	69.3	-
6	03/11/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	68.9	-
7	03/11/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	67.7	-
8	03/11/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	67.3	-
9	03/11/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	66.1	-
10	03/11/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	77.1	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory  


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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911050003  
Report No. : AFLPL/EP/051119003  
Date of Issue : 08/11/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	03/11/2019	16:00:00 Hrs.	17:00:00 Hrs.	dB(A)	75.0	-
12	03/11/2019	17:00:00 Hrs.	18:00:00 Hrs.	dB(A)	77.4	-
13	03/11/2019	18:00:00 Hrs.	19:00:00 Hrs.	dB(A)	74.8	-
14	03/11/2019	19:00:00 Hrs.	20:00:00 Hrs.	dB(A)	72.7	-
15	03/11/2019	20:00:00 Hrs.	21:00:00 Hrs.	dB(A)	71.3	-
16	03/11/2019	21:00:00 Hrs.	22:00:00 Hrs.	dB(A)	64.4	-
17	03/11/2019	22:00:00 Hrs.	23:00:00 Hrs.	dB(A)	63.0	-
18	03/11/2019	23:00:00 Hrs.	00:00:00 Hrs.	dB(A)	61.3	-
19	04/11/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	63.2	-
20	04/11/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	64.6	-
21	04/11/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	64.7	-
22	04/11/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	63.8	-
23	04/11/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	63.9	-
24	04/11/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	63.4	-
			Leq Day	dB(A)	71.0	-
			Leq Night	dB(A)	63.5	-
			L Max.	dB(A)	81.2	-
			L Min.	dB(A)	52.5	-
			L10	dB(A)	78.5	-
			L90	dB(A)	69.5	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory  


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Sample I.D. : EP/201911050004  
Report No. : AFLPL/EP/0511119004  
Date of Issue : 08/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 03/11/19 to 03/11/19  
Time of Sampling : 06:00:00 Hrs. to 06:00:00 Hrs.  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr. Manoj Kumar Yadav  
Duration of Sampling : 1440 Min.  
Sampling Location : PS-Dhoom Manikpur Adjacent to  
Prachin Shiv Mandir (RHS)  
Coordinates : N28°34'34.83" E 077°31'44.96"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	03/11/2019	06:00:00 Hrs.	07:00:00 Hrs.	dB(A)	78.4	-
2	03/11/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	75.7	-
3	03/11/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	76.0	-
4	03/11/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	78.9	-
5	03/11/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	75.2	-
6	03/11/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	69.4	-
7	03/11/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	70.4	-
8	03/11/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	76.2	-
9	03/11/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	76.4	-
10	03/11/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	75.2	-

  
Dr. Vinod Kumar Megha  
Head-Environment Division  
Authorised Signatory  
110035  


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Tel. : +91-11-45202222 E-mail : info@avonfoodlab.com, marketing@avonfoodlab.com

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## TEST REPORT

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911050004  
Report No. : AFLPL/EP/0511119004  
Date of Issue : 08/11/2019  
Reference No. : 3CA/DEL/049/10/19-20

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	03/11/2019	16:00:00 Hrs.	17:00:00 Hrs.	dB(A)	74.2	-
12	03/11/2019	17:00:00 Hrs.	18:00:00 Hrs.	dB(A)	73.1	-
13	03/11/2019	18:00:00 Hrs.	19:00:00 Hrs.	dB(A)	72.4	-
14	03/11/2019	19:00:00 Hrs.	20:00:00 Hrs.	dB(A)	63.8	-
15	03/11/2019	20:00:00 Hrs.	21:00:00 Hrs.	dB(A)	64.6	-
16	03/11/2019	21:00:00 Hrs.	22:00:00 Hrs.	dB(A)	69.5	-
17	03/11/2019	22:00:00 Hrs.	23:00:00 Hrs.	dB(A)	71.3	-
18	03/11/2019	23:00:00 Hrs.	00:00:00 Hrs.	dB(A)	67.3	-
19	04/11/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	66.8	-
20	04/11/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	66.1	-
21	04/11/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	66.0	-
22	04/11/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	65.7	-
23	04/11/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	66.2	-
24	04/11/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	66.8	-
			Leq Day	dB(A)	73.1	-
			Leq Night	dB(A)	67.3	-
			L Max.	dB(A)	87.6	-
			L Min.	dB(A)	57.0	-
			L10	dB(A)	80.7	-
			L90	dB(A)	72.0	-

  
Dr. Vinod Kumar Megha  
Head-Environment Division  
Authorised Signatory



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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911090001  
Report No. : AFLPL/EP/091119001  
Date of Issue : 13/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAILS

Date of Sampling : 07/11/19 to 08/11/19  
Time of Sampling : 06:00:00 Hrs. to 06:00:00 Hrs.  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr. Manoj Kumar Yadav  
Duration of Sampling : 1440 Min.  
Sampling Location : Coco Splash Water Park Haardaspur  
near Gulfar Construction & Labour Comp Aligarh (RHS)  
Coordinates : N 27°53'42.83" E 077°00'43.81"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	07/11/2019	06:00:00 Hrs.	07:00:00 Hrs.	dB(A)	71.6	-
2	07/11/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	72.0	-
3	07/11/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	73.4	-
4	07/11/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	65.8	-
5	07/11/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	68.3	-
6	07/11/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	76.3	-
7	07/11/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	71.8	-
8	07/11/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	72.8	-
9	07/11/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	74.4	-
10	07/11/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	77.6	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Sample I.D. : EP/201911090001  
Report No. : AFLPL/EP/091119001  
Date of Issue : 13/11/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	07/11/2019	16:00:00 Hrs.	17:00:00 Hrs.	dB(A)	77.7	-
12	07/11/2019	17:00:00 Hrs.	18:00:00 Hrs.	dB(A)	79.1	-
13	07/11/2019	18:00:00 Hrs.	19:00:00 Hrs.	dB(A)	79.6	-
14	07/11/2019	19:00:00 Hrs.	20:00:00 Hrs.	dB(A)	74.6	-
15	07/11/2019	20:00:00 Hrs.	21:00:00 Hrs.	dB(A)	74.7	-
16	07/11/2019	21:00:00 Hrs.	22:00:00 Hrs.	dB(A)	75.4	-
17	07/11/2019	22:00:00 Hrs.	23:00:00 Hrs.	dB(A)	74.9	-
18	07/11/2019	23:00:00 Hrs.	00:00:00 Hrs.	dB(A)	70.0	-
19	08/11/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	68.9	-
20	08/11/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	68.6	-
21	08/11/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	68.5	-
22	08/11/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	67.9	-
23	08/11/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	67.8	-
24	08/11/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	69.0	-
			Leq Day	dB(A)	74.1	-
			Leq Night	dB(A)	69.4	-
			L Max.	dB(A)	84.4	-
			L Min.	dB(A)	54.8	-
			L10	dB(A)	81.5	-
			L90	dB(A)	73.5	-

  
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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911090002  
Report No. : AFLPL/EP/091119002  
Date of Issue : 13/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 07/11/19 to 07/11/19  
Time of Sampling : 06:00:00 Hrs. to 06:00:00 Hrs.  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr. Manoj Kumar Yadav  
Duration of Sampling : 1440 Min.  
Sampling Location : House just U turns Kumar Jewelers' (RHS)  
Coordinates : N 27°57'18.02" E 078°00'33.39"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	07/11/2019	06:00:00 Hrs.	07:00:00 Hrs.	dB(A)	66.9	-
2	07/11/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	70.2	-
3	07/11/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	70.2	-
4	07/11/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	70.0	-
5	07/11/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	69.9	-
6	07/11/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	68.5	-
7	07/11/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	67.8	-
8	07/11/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	69.3	-
9	07/11/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	69.2	-
10	07/11/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	69.1	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911090002  
Report No. : AFLPL/EP/091119002  
Date of Issue : 13/11/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	07/11/2019	16:00:00 Hrs.	17:00:00 Hrs.	dB(A)	69.0	-
12	07/11/2019	17:00:00 Hrs.	18:00:00 Hrs.	dB(A)	70.0	-
13	07/11/2019	18:00:00 Hrs.	19:00:00 Hrs.	dB(A)	70.2	-
14	07/11/2019	19:00:00 Hrs.	20:00:00 Hrs.	dB(A)	66.2	-
15	07/11/2019	20:00:00 Hrs.	21:00:00 Hrs.	dB(A)	65.4	-
16	07/11/2019	21:00:00 Hrs.	22:00:00 Hrs.	dB(A)	65.3	-
17	07/11/2019	22:00:00 Hrs.	23:00:00 Hrs.	dB(A)	64.8	-
18	07/11/2019	23:00:00 Hrs.	00:00:00 Hrs.	dB(A)	64.4	-
19	08/11/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	65.5	-
20	08/11/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	65.1	-
21	08/11/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	63.7	-
22	08/11/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	62.0	-
23	08/11/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	62.9	-
24	08/11/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	63.0	-
			Leq Day	dB(A)	68.6	-
			Leq Night	dB(A)	63.9	-
			L Max.	dB(A)	78.2	-
			L Min.	dB(A)	53.4	-
			L10	dB(A)	73.1	-
			L90	dB(A)	67.8	-

  
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Head-Environment Division  
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Sample I.D. : EP/201911090003  
Report No. : AFLPL/EP/091119003  
Date of Issue : 13/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 07/11/19 to 08/11/19  
Time of Sampling : 06:00:00Hrs. To 06:00:00Hrs.  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr. Manoj Kumar Yadav  
Duration of Sampling : 1440 Min.  
Sampling Location : Near SBI Bank Palla Sallu Branch (RHS)  
Coordinates : N 27°58'49.70" E 077°59'33.71"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	07/11/2019	06:00:00 Hrs.	07:00:00 Hrs.	dB(A)	79.1	-
2	07/11/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	75.9	-
3	07/11/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	73.7	-
4	07/11/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	71.4	-
5	07/11/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	72.9	-
6	07/11/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	72.9	-
7	07/11/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	72.8	-
8	07/11/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	72.3	-
9	07/11/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	70.3	-
10	07/11/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	72.3	-

  
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Head-Environment Division  
Authorised Signatory  


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Sample I.D. : EP/201911090003  
Report No. : AFLPL/EP/091119003  
Date of Issue : 13/11/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	07/11/2019	16:00:00 Hrs.	17:00:00 Hrs.	dB(A)	75.7	-
12	07/11/2019	17:00:00 Hrs.	18:00:00 Hrs.	dB(A)	77.5	-
13	07/11/2019	18:00:00 Hrs.	19:00:00 Hrs.	dB(A)	76.4	-
14	07/11/2019	19:00:00 Hrs.	20:00:00 Hrs.	dB(A)	74.4	-
15	07/11/2019	20:00:00 Hrs.	21:00:00 Hrs.	dB(A)	74.8	-
16	07/11/2019	21:00:00 Hrs.	22:00:00 Hrs.	dB(A)	77.5	-
17	07/11/2019	22:00:00 Hrs.	23:00:00 Hrs.	dB(A)	71.1	-
18	07/11/2019	23:00:00 Hrs.	00:00:00 Hrs.	dB(A)	69.4	-
19	08/11/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	69.0	-
20	08/11/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	68.2	-
21	08/11/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	68.4	-
22	08/11/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	67.2	-
23	08/11/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	68.9	-
24	08/11/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	68.1	-
			Leq Day	dB(A)	74.4	-
			Leq Night	dB(A)	68.8	-
			L Max.	dB(A)	83.6	-
			L Min.	dB(A)	57.3	-
			L10	dB(A)	80.1	-
			L90	dB(A)	73.3	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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C-35/23, Lawrence Road Industrial Area, Delhi-110035

Tel. : +91-11-45202222 E-mail : info@avonfoodlab.com, marketing@avonfoodlab.com

Website : www.avonfoodlab.com, environment@avonfoodlab.com, CIN : U24100DL2011PTC219942



# AVON FOOD LAB (PVT.) LTD.

(ENVIRONMENT DIVISION)

NABL Accredited Laboratory Certificate No. TC-5547  
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## TEST REPORT

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4th Floor, Building No.10, Tower-A,  
DLF Cyber City, Gurgaon-122002, Haryana  
Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911090004  
Report No. : AFLPL/EP/091119004  
Date of Issue : 13/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 07/11/19 to 08/11/19  
Time of Sampling : 06:00:00 Hrs. to 06:00:00 Hrs.  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr. Manoj Kumar Yadav  
Duration of Sampling : 1440 Min.  
Sampling Location : Sarswati Sweets Center Just Opposite to  
LHS Noise Location Muni Village (RHS)  
Coordinates : N 28°06'43.03" E 077°55'59.43"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	07/11/2019	06:00:00 Hrs.	07:00:00 Hrs.	dB(A)	67.0	-
2	07/11/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	69.7	-
3	07/11/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	71.2	-
4	07/11/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	71.2	-
5	07/11/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	73.5	-
6	07/11/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	69.1	-
7	07/11/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	62.9	-
8	07/11/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	67.4	-
9	07/11/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	70.3	-
10	07/11/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	70.2	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911090004  
Report No. : AFLPL/EP/091119004  
Date of Issue : 13/11/2019  
Reference No. : SCA/DEL/049/10/19-20

### TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	07/11/2019	16:00:00 Hrs.	17:00:00 Hrs.	dB(A)	70.4	-
12	07/11/2019	17:00:00 Hrs.	18:00:00 Hrs.	dB(A)	69.8	-
13	07/11/2019	18:00:00 Hrs.	19:00:00 Hrs.	dB(A)	68.3	-
14	07/11/2019	19:00:00 Hrs.	20:00:00 Hrs.	dB(A)	67.5	-
15	07/11/2019	20:00:00 Hrs.	21:00:00 Hrs.	dB(A)	65.9	-
16	07/11/2019	21:00:00 Hrs.	22:00:00 Hrs.	dB(A)	65.0	-
17	07/11/2019	22:00:00 Hrs.	23:00:00 Hrs.	dB(A)	64.9	-
18	07/11/2019	23:00:00 Hrs.	00:00:00 Hrs.	dB(A)	65.7	-
19	08/11/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	66.8	-
20	08/11/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	66.0	-
21	08/11/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	65.5	-
22	08/11/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	63.0	-
23	08/11/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	62.7	-
24	08/11/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	64.6	-
			Leq Day	dB(A)	68.7	-
			Leq Night	dB(A)	64.0	-
			L Max.	dB(A)	82.8	-
			L Min.	dB(A)	50.3	-
			L10	dB(A)	75.0	-
			L90	dB(A)	68.3	-

  
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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911110001  
Report No. : AFLPL/EP/111119001  
Date of Issue : 13/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 08/11/199 to 09/11/19  
Time of Sampling : 06:00:00 Hrs. to 06:00:00 Hrs.  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr. Manoj Kumar Yadav  
Duration of Sampling : 1440 Min.  
Sampling Location : CSC Jan Seva Kendra Opposite  
Punjab National Bank Muni Village Residence (RHS)  
Coordinates : N28°06'43.04" E 077°56'01.50"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	08/11/2019	06:00:00 Hrs.	07:00:00 Hrs.	dB(A)	75.9	-
2	08/11/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	76.5	-
3	08/11/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	77.6	-
4	08/11/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	75.4	-
5	08/11/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	74.2	-
6	08/11/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	75.4	-
7	08/11/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	75.2	-
8	08/11/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	74.8	-
9	08/11/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	74.5	-
10	08/11/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	75.3	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911110001  
Report No. : AFLPL/EP/111119001  
Date of Issue : 13/11/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	08/11/2019	16:00:00 Hrs.	17:00:00 Hrs.	dB(A)	74.9	-
12	08/11/2019	17:00:00 Hrs.	18:00:00 Hrs.	dB(A)	75.1	-
13	08/11/2019	18:00:00 Hrs.	19:00:00 Hrs.	dB(A)	74.4	-
14	08/11/2019	19:00:00 Hrs.	20:00:00 Hrs.	dB(A)	75.0	-
15	08/11/2019	20:00:00 Hrs.	21:00:00 Hrs.	dB(A)	73.3	-
16	08/11/2019	21:00:00 Hrs.	22:00:00 Hrs.	dB(A)	72.2	-
17	08/11/2019	22:00:00 Hrs.	23:00:00 Hrs.	dB(A)	71.0	-
18	08/11/2019	23:00:00 Hrs.	00:00:00 Hrs.	dB(A)	71.2	-
19	09/11/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	71.0	-
20	09/11/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	71.5	-
21	09/11/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	70.6	-
22	09/11/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	69.8	-
23	09/11/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	70.3	-
24	09/11/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	74.9	-
			Leq Day	dB(A)	75.0	-
			Leq Night	dB(A)	71.3	-
			L Max.	dB(A)	93.1	-
			L Min.	dB(A)	66.8	-
			L10	dB(A)	78.7	-
			L90	dB(A)	74.2	-

  
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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911110002  
Report No. : AF-LPL/EP/111119002  
Date of Issue : 13/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 09/11/19 to 10/11/19  
Time of Sampling : 06:00:00 Hrs. to 06:00:00 Hrs.  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr. Manoj Kumar Yadav  
Duration of Sampling : 1440 min.  
Sampling Location : CSC Jan Seva Kendra opposite  
Punjab National Bank Muni Village Residence (RHS)  
Coordinates : N 28°06'43.04" E 077°56'01.50"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	09/11/2019	06:00:00 Hrs	07:00:00 Hrs	dB(A)	70.7	-
2	09/11/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	72.0	-
3	09/11/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	74.7	-
4	09/11/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	77.9	-
5	09/11/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	77.0	-
6	09/11/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	80.3	-
7	09/11/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	78.9	-
8	09/11/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	78.3	-
9	09/11/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	77.6	-
10	09/11/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	77.9	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911110002  
Report No. : AFLPL/EP/111119002  
Date of Issue : 13/11/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	09/11/2019	16:00:00 Hrs.	17:00:00 Hrs.	dB(A)	75.8	-
12	09/11/2019	17:00:00 Hrs.	18:00:00 Hrs.	dB(A)	74.6	-
13	09/11/2019	18:00:00 Hrs.	19:00:00 Hrs.	dB(A)	76.1	-
14	09/11/2019	19:00:00 Hrs.	20:00:00 Hrs.	dB(A)	72.5	-
15	09/11/2019	20:00:00 Hrs.	21:00:00 Hrs.	dB(A)	71.1	-
16	09/11/2019	21:00:00 Hrs.	22:00:00 Hrs.	dB(A)	70.8	-
17	09/11/2019	22:00:00 Hrs.	23:00:00 Hrs.	dB(A)	71.0	-
18	09/11/2019	23:00:00 Hrs.	00:00:00 Hrs.	dB(A)	70.6	-
19	10/11/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	71.2	-
20	10/11/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	71.7	-
21	10/11/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	70.0	-
22	10/11/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	68.1	-
23	10/11/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	68.0	-
24	10/11/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	69.2	-
			Leq Day	dB(A)	75.4	-
			Leq Night	dB(A)	70.1	-
			L Max.	dB(A)	89.2	-
			L Min.	dB(A)	64.0	-
			L10	dB(A)	81.4	-
			L90	dB(A)	74.3	-

  
Dr. Vinod Kumar Mogha  
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Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911110003  
Report No. : AFLPL/EP/111119003  
Date of Issue : 13/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 08/11/19 to 09/11/19  
Time of Sampling : 06:00:00 Hrs. to 06:00:00 Hrs.  
Sampling Protocol : IS: 9989-1981& Manufacturer Manual  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr. Manoj Kumar Yadav  
Duration of Sampling : 1440 Min.  
Sampling Location : Near Maa Sharda Medical Store  
Massjid & Village (RHS)  
Coordinates : N 28°10'17.40" E 077°54'00.35"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	08/11/2019	06:00:00 Hrs.	07:00:00 Hrs.	dB(A)	75.7	-
2	08/11/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	77.2	-
3	08/11/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	77.5	-
4	08/11/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	78.0	-
5	08/11/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	77.7	-
6	08/11/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	77.0	-
7	08/11/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	81.6	-
8	08/11/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	78.4	-
9	08/11/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	72.8	-
10	08/11/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	75.3	-

  
Dr. Vinod Kumar Mogha  
Head, Environment Division  
Authorised Signatory

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Sample I.D. : EP/201911110003  
Report No. : AFLPL/EP/111119003  
Date of Issue : 13/11/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	08/11/2019	16:00:00 Hrs.	17:00:00 Hrs.	dB(A)	77.4	-
12	08/11/2019	17:00:00 Hrs.	18:00:00 Hrs.	dB(A)	79.1	-
13	08/11/2019	18:00:00 Hrs.	19:00:00 Hrs.	dB(A)	75.1	-
14	08/11/2019	19:00:00 Hrs.	20:00:00 Hrs.	dB(A)	73.2	-
15	08/11/2019	20:00:00 Hrs.	21:00:00 Hrs.	dB(A)	73.3	-
16	08/11/2019	21:00:00 Hrs.	22:00:00 Hrs.	dB(A)	69.0	-
17	08/11/2019	22:00:00 Hrs.	23:00:00 Hrs.	dB(A)	77.6	-
18	08/11/2019	23:00:00 Hrs.	00:00:00 Hrs.	dB(A)	77.9	-
19	09/11/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	79.3	-
20	09/11/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	78.6	-
21	09/11/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	70.3	-
22	09/11/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	70.8	-
23	09/11/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	70.3	-
24	09/11/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	67.3	-
			Leq Day	dB(A)	76.1	-
			Leq Night	dB(A)	74.0	-
			L Max.	dB(A)	93.2	-
			L Min.	dB(A)	60.9	-
			L10	dB(A)	83.1	-
			L90	dB(A)	76.4	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory  


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C-35/23, Lawrence Road Industrial Area, Delhi-110035

Tel. : +91-11-45202222 E-mail : info@avonfoodlab.com, marketing@avonfoodlab.com

Website : www.avonfoodlab.com, environment@avonfoodlab.com, CIN : U24100DL2011PTC219942



# AVON FOOD LAB (PVT.) LTD.

(ENVIRONMENT DIVISION)

NABL Accredited Laboratory Certificate No. TC-5547  
Recognized from Ministry of Environment, Forest & Climate Change (MoEF & CC)  
Under the Environment (Protection) Act 1986.

## TEST REPORT

Page : 1 of 2

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4th Floor, Building No.10, Tower-A,  
DLF Cyber City, Gurgaon-122002, Haryana  
Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911110004  
Report No. : AFLPL/EP/111119004  
Date of Issue : 13/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 09/11/19 to 10/11/19  
Time of Sampling : 06:00:00 Hrs. to 06:00:00 Hrs.  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr. Manoj Kumar Yadav  
Duration of Sampling : 1440 Min.  
Sampling Location : Near Maa Sharda Medical Store  
Masjid & Village (RHS)  
Coordinates : N 28°10'17.40" E 077°54'00.35"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	09/11/2019	06:00:00 Hrs.	07:00:00 Hrs.	dB(A)	73.3	
2	09/11/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	75.2	-
3	09/11/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	76.4	-
4	09/11/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	77.8	-
5	09/11/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	78.4	-
6	09/11/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	77.2	-
7	09/11/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	79.2	-
8	09/11/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	78.8	-
9	09/11/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	78.6	-
10	09/11/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	78.1	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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C-35/23, Lawrence Road Industrial Area, Delhi-110035

Tel. : +91-11-45202222 E-mail : info@avonfoodlab.com, marketing@avonfoodlab.com

Website : www.avonfoodlab.com, environment@avonfoodlab.com, CIN : U24100DL2011PTC219942



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DLF Cyber City, Gurgaon-122002, Haryana  
Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911110004  
Report No. : AFLPL/EP/111119004  
Date of Issue : 13/11/2019  
Reference No. : SCA/DEL/049/10/19-20

### TEST RESULTS

Sl No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	09/11/2019	16:00:00 Hrs.	17:00:00 Hrs.	dB(A)	78.6	-
12	09/11/2019	17:00:00 Hrs.	18:00:00 Hrs.	dB(A)	79.2	-
13	09/11/2019	18:00:00 Hrs.	19:00:00 Hrs.	dB(A)	77.3	-
14	09/11/2019	19:00:00 Hrs.	20:00:00 Hrs.	dB(A)	76.2	-
15	09/11/2019	20:00:00 Hrs.	21:00:00 Hrs.	dB(A)	75.0	-
16	09/11/2019	21:00:00 Hrs.	22:00:00 Hrs.	dB(A)	74.9	-
17	09/11/2019	22:00:00 Hrs.	23:00:00 Hrs.	dB(A)	74.8	-
18	09/11/2019	23:00:00 Hrs.	00:00:00 Hrs.	dB(A)	75.8	-
19	10/11/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	75.6	-
20	10/11/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	74.8	-
21	10/11/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	74.2	-
22	10/11/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	72.2	-
23	10/11/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	70.5	-
24	10/11/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	70.6	-
			Leq Day	dB(A)	77.1	-
			Leq Night	dB(A)	73.6	-
			L Max.	dB(A)	85.2	-
			L Min.	dB(A)	52.0	-
			L 10	dB(A)	81.4	-
			L 90	dB(A)	76.8	-

  
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Sample I.D. : EP/201911110005  
Report No. : AFLPL/EP/111119005  
Date of Issue : 13/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 08/11/19 to 09/11/19  
Time of Sampling : 06:00:00 Hrs. to 06:00:00 Hrs.  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr. Manoj Kumar Yadav  
Duration of Sampling : 1440 Min.  
Sampling Location : Vijya Family Dhaba & Restaurant  
near Mirpur Public School (RHS)  
Coordinates : N28°12'03.22" E 077°53'10.87"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	08/11/2019	06:00:00 Hrs.	07:00:00 Hrs.	dB(A)	69.8	-
2	08/11/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	68.4	-
3	08/11/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	67.3	-
4	08/11/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	70.7	-
5	08/11/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	70.1	-
6	08/11/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	72.1	-
7	08/11/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	69.6	-
8	08/11/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	71.1	-
9	08/11/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	65.8	-
10	08/11/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	64.6	-

  
Dr. Manoj Kumar Mogha  
Head-Environment Division  
Authorised Signatory  


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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911110005  
Report No. : AFLPL/EP/111119005  
Date of Issue : 13/11/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	08/11/2019	16:00:00 Hrs.	17:00:00 Hrs.	dB(A)	64.3	-
12	08/11/2019	17:00:00 Hrs.	18:00:00 Hrs.	dB(A)	64.1	-
13	08/11/2019	18:00:00 Hrs.	19:00:00 Hrs.	dB(A)	66.1	-
14	08/11/2019	19:00:00 Hrs.	20:00:00 Hrs.	dB(A)	69.8	-
15	08/11/2019	20:00:00 Hrs.	21:00:00 Hrs.	dB(A)	69.6	-
16	08/11/2019	21:00:00 Hrs.	22:00:00 Hrs.	dB(A)	70.8	-
17	08/11/2019	22:00:00 Hrs.	23:00:00 Hrs.	dB(A)	69.3	-
18	08/11/2019	23:00:00 Hrs.	00:00:00 Hrs.	dB(A)	68.3	-
19	09/11/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	67.5	-
20	09/11/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	66.4	-
21	09/11/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	66.1	-
22	09/11/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	67.0	-
23	09/11/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	66.7	-
24	09/11/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	66.5	-
			Leq Day	dB(A)	68.4	-
			Leq Night	dB(A)	67.2	-
			L Max.	dB(A)	76.9	-
			L Min.	dB(A)	53.4	-
			L10	dB(A)	73.4	-
			L90	dB(A)	68.7	-

  
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Head-Environment Division  
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Sample I.D. : EP/201911110006  
Report No. : AFLPL/EP/111119006  
Date of Issue : 13/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 09/11/19 to 10/11/19  
Time of Sampling : 06:00:00 Hrs. to 06:00:00 Hrs.  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr, Manoj Kumar Yadav  
Duration of Sampling : 1440 Min.  
Sampling Location : Vijya Family Dhaba & Restaurants  
near Mirpur Public School (LHS)  
Coordinates : N28°12'03.22" E 077°53'10.87"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	09/11/2019	06:00:00 Hrs.	07:00:00 Hrs.	dR(A)	76.8	-
2	09/11/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	78.8	-
3	09/11/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	79.7	-
4	09/11/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	78.7	-
5	09/11/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	78.2	-
6	09/11/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	73.5	-
7	09/11/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	75.2	-
8	09/11/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	75.5	-
9	09/11/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	71.6	-
10	09/11/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	69.2	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911110006  
Report No. : AFLPL/EP/111119006  
Date of Issue : 13/11/2019  
Reference No. : SCA/DEL/049/10/19-20

### TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	09/11/2019	16:00:00 Hrs	17:00:00 Hrs	dB(A)	63.7	-
12	09/11/2019	17:00:00 Hrs	18:00:00 Hrs	dB(A)	66.6	-
13	09/11/2019	18:00:00 Hrs	19:00:00 Hrs	dB(A)	76.8	-
14	09/11/2019	19:00:00 Hrs	20:00:00 Hrs	dB(A)	78.9	-
15	09/11/2019	20:00:00 Hrs	21:00:00 Hrs	dB(A)	76.3	-
16	09/11/2019	21:00:00 Hrs	22:00:00 Hrs	dB(A)	76.1	-
17	09/11/2019	22:00:00 Hrs	23:00:00 Hrs	dB(A)	71.5	-
18	09/11/2019	23:00:00 Hrs	00:00:00 Hrs	dB(A)	73.2	-
19	10/11/2019	00:00:00 Hrs	01:00:00 Hrs	dB(A)	75.1	-
20	10/11/2019	01:00:00 Hrs	02:00:00 Hrs	dB(A)	66.1	-
21	10/11/2019	02:00:00 Hrs	03:00:00 Hrs	dB(A)	65.2	-
22	10/11/2019	03:00:00 Hrs	04:00:00 Hrs	dB(A)	65.0	-
23	10/11/2019	04:00:00 Hrs	05:00:00 Hrs	dB(A)	70.4	-
24	10/11/2019	05:00:00 Hrs	06:00:00 Hrs	dB(A)	68.9	-
			Leq Day	dB(A)	74.6	-
			Leq Night	dB(A)	69.4	-
			L Max.	dB(A)	84.4	-
			L Min.	dB(A)	50.3	-
			L10	dB(A)	81.8	-
			L90	dB(A)	74.1	-

  
Dr. Vinod Kumar Mogha  
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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911110007  
Report No. : AFLPL/EP/111119007  
Date of Issue : 14/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

### SAMPLING DETAIL

Date of Sampling : 08/11/19 TO 09/11/19  
Time of Sampling : 06:00:00 Hrs. TO 06:00:00 Hrs.  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr. Manoj Kumar Yadav  
Duration of Sampling : 1440 Min.  
Sampling Location : House in Dariyapur Village adjacent to  
Government Primary School (LHS)  
Coordinates : N 28°25'28.51" E 077°48'02.77"

### TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	08/11/2019	06:00:00 Hrs.	07:00:00 Hrs.	dB(A)	66.3	-
2	08/11/2019	07:00:00 Hrs..	08:00:00 Hrs.	dB(A)	61.9	-
3	08/11/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	72.5	-
4	08/11/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	72.1	-
5	08/11/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	84.7	-
6	08/11/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	85.8	-
7	08/11/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	80.7	-
8	08/11/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	85.8	-
9	08/11/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	84.8	-
10	08/11/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	85.8	-

  
Dr. Manoj Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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C-35/23, Lawrence Road Industrial Area, Delhi-110035

Tel. : +91-11-45202222 E-mail : info@avonfoodlab.com, marketing@avonfoodlab.com

Website : www.avonfoodlab.com, environment@avonfoodlab.com, CIN : U24100DL2011PTC219942



# AVON FOOD LAB (PVT.) LTD.

## (ENVIRONMENT DIVISION)

NABL Accredited Laboratory Certificate No. TC-5547  
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### TEST REPORT

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911110007  
Report No. : AFLPL/EP/111119007  
Date of Issue : 14/11/2019  
Reference No. : SCA/DEL/049/10/19-20

### TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	08/11/2019	16:00:00 Hrs.	17:00:00 Hrs.	dB(A)	83.7	-
12	08/11/2019	17:00:00 Hrs.	18:00:00 Hrs.	dB(A)	83.1	-
13	08/11/2019	18:00:00 Hrs.	19:00:00 Hrs.	dB(A)	83.8	-
14	08/11/2019	19:00:00 Hrs.	20:00:00 Hrs.	dB(A)	80.9	-
15	08/11/2019	20:00:00 Hrs.	21:00:00 Hrs.	dB(A)	82.7	-
16	08/11/2019	21:00:00 Hrs.	22:00:00 Hrs.	dB(A)	83.4	-
17	08/11/2019	22:00:00 Hrs.	23:00:00 Hrs.	dB(A)	81.0	-
18	08/11/2019	23:00:00 Hrs.	00:00:00 Hrs.	dB(A)	81.6	-
19	09/11/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	79.8	-
20	09/11/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	81.6	-
21	09/11/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	79.5	-
22	09/11/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	67.4	-
23	09/11/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	69.9	-
24	09/11/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	72.5	-
			Leq Day	dB(A)	79.9	-
			Leq Night	dB(A)	76.7	-
			L Max.	dB(A)	91.5	-
			L Min.	dB(A)	47.1	-
			L10	dB(A)	87.5	-
			L90	dB(A)	80.9	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911110008  
Report No. : AFLPL/EP/111119008  
Date of Issue : 14/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 09/11/19 to 10/11/19  
Time of Sampling : 06:00:00 Hrs. to 06:00:00 Hrs.  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr.Manoj Kumar Yadav  
Duration of Sampling : 1440 Min  
Sampling Location : House in Dariyapur Village Adjacent to  
Government Primary School (LHS)  
Coordinates : N28°25'28.51" E 077°48'02.77"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	09/11/2019	06:00:00 Hrs.	07:00:00 Hrs.	dB(A)	71.4	-
2	09/11/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	75.5	-
3	09/11/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	75.1	-
4	09/11/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	75.2	-
5	09/11/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	78.1	-
6	09/11/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	78.1	-
7	09/11/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	76.8	-
8	09/11/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	76.0	-
9	09/11/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	77.8	-
10	09/11/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	79.4	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorized Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911110008  
Report No. : AFLPL/EP/111119008  
Date of Issue : 14/11/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	09/11/2019	16:00:00 Hrs.	17:00:00 Hrs.	dB(A)	73.6	-
12	09/11/2019	17:00:00 Hrs.	18:00:00 Hrs.	dB(A)	76.0	-
13	09/11/2019	18:00:00 Hrs.	19:00:00 Hrs.	dB(A)	76.4	-
14	09/11/2019	19:00:00 Hrs.	20:00:00 Hrs.	dB(A)	74.5	-
15	09/11/2019	20:00:00 Hrs.	21:00:00 Hrs.	dB(A)	73.8	-
16	09/11/2019	21:00:00 Hrs.	22:00:00 Hrs.	dB(A)	73.3	-
17	09/11/2019	22:00:00 Hrs.	23:00:00 Hrs.	dB(A)	69.5	-
18	09/11/2019	23:00:00 Hrs.	00:00:00 Hrs.	dB(A)	70.2	-
19	10/11/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	70.3	-
20	10/11/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	66.7	-
21	10/11/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	65.6	-
22	10/11/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	65.9	-
23	10/11/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	65.5	-
24	10/11/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	64.8	-
			Leq Day	dB(A)	75.7	-
			Leq Night	dB(A)	67.3	-
			L Max.	dB(A)	84.8	-
			L Min.	dB(A)	56.2	-
			L10	dB(A)	80.7	-
			L90	dB(A)	73.9	-

  
Dr. Vinod Kumar Mogha  
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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911120001  
Report No. : AFLPL/EP/121119001  
Date of Issue : 14/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 10/11/19 to 11/11/19  
Time of Sampling : 06:00:00 AM To 06:00:00 AM  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr. Manoj K umar Yadav  
Duration of Sampling : 1440 Min.  
Sampling Location : Coco Splash water park Hardaspur Near  
Galfar Construction & Labour Comp Aligarh ( RHS)  
Coordinates : N 27°53'42.83" E 078°00'43.81"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	10/11/2019	06:00:00 Hrs.	07:00:00 Hrs.	dB(A)	80.2	-
2	10/11/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	82.6	-
3	10/11/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	77.7	-
4	10/11/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	80.4	-
5	10/11/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	80.7	-
6	10/11/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	81.8	-
7	10/11/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	80.6	-
8	10/11/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	77.8	-
9	10/11/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	80.9	-
10	10/11/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	86.4	-

  
Dr. Vinod Kumar Mogha  
Head, Environment Division  
Authorised Signatory

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Sample I.D. : EP/201911120001  
Report No. : AFLPL/EP/121119001  
Date of Issue : 14/11/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	10/11/2019	16:00:00 Hrs.	17:00:00 Hrs.	dB(A)	81.9	-
12	10/11/2019	17:00:00 Hrs.	18:00:00 Hrs.	dB(A)	77.9	-
13	10/11/2019	18:00:00 Hrs.	19:00:00 Hrs.	dB(A)	78.8	-
14	10/11/2019	19:00:00 Hrs.	20:00:00 Hrs.	dB(A)	78.4	-
15	10/11/2019	20:00:00 Hrs.	21:00:00 Hrs.	dB(A)	78.4	-
16	10/11/2019	21:00:00 Hrs.	22:00:00 Hrs.	dB(A)	77.9	-
17	10/11/2019	22:00:00 Hrs.	23:00:00 Hrs.	dB(A)	78.3	-
18	10/11/2019	23:00:00 Hrs.	00:00:00 Hrs.	dB(A)	78.6	-
19	11/11/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	78.6	-
20	11/11/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	78.2	-
21	11/11/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	78.7	-
22	11/11/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	75.6	-
23	11/11/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	64.9	-
24	11/11/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	69.4	-
			Leq Day	dB(A)	80.1	-
			Leq Night	dB(A)	75.3	-
			L Max.	dB(A)	91.8	-
			L Min.	dB(A)	52.8	-
			L10	dB(A)	86.2	-
			L90	dB(A)	79.8	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911120002  
Report No. : AFLPL/EP/121119002  
Date of Issue : 14/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 10/11/19 to 11/11/19  
Time of Sampling : 06:00:00 AM 06:00:00AM  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM100

Sampling Done By : Mr.Manoj Kumar Yadav  
Duration of Sampling : 1440 Min.  
Sampling Location : House Just at U Turn Kumar Jewelers (RHS)  
Coordinates : N-27°57.18.02" E078°00'33.39"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	10/11/2019	06:00:00 Hrs.	07:00:00 Hrs.	dB(A)	78.0	-
2	10/11/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	78.3	-
3	10/11/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	77.3	-
4	10/11/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	76.5	-
5	10/11/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	76.7	-
6	10/11/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	79.4	-
7	10/11/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	75.1	-
8	10/11/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	74.9	-
9	10/11/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	76.1	-
10	10/11/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	76.5	-

  
Vinod Kumar Tyogha  
Head, Environment Division  
Authorised Signatory

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Sample I.D. : EP/201911120002  
Report No. : AFLPL/EP/121119002  
Date of Issue : 14/11/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	10/11/2019	16:00:00 Hrs.	17:00:00 Hrs.	dB(A)	76.8	-
12	10/11/2019	17:00:00 Hrs.	18:00:00 Hrs.	dB(A)	77.2	-
13	10/11/2019	18:00:00 Hrs.	19:00:00 Hrs.	dB(A)	77.0	-
14	10/11/2019	19:00:00 Hrs.	20:00:00 Hrs.	dB(A)	76.9	-
15	10/11/2019	20:00:00 Hrs.	21:00:00 Hrs.	dB(A)	76.9	-
16	10/11/2019	21:00:00 Hrs.	22:00:00 Hrs.	dB(A)	76.6	-
17	10/11/2019	22:00:00 Hrs.	23:00:00 Hrs.	dB(A)	76.7	-
18	10/11/2019	23:00:00 Hrs.	00:00:00 Hrs.	dB(A)	75.0	-
19	11/11/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	74.6	-
20	11/11/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	74.3	-
21	11/11/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	74.8	-
22	11/11/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	74.3	-
23	11/11/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	74.8	-
24	11/11/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	76.8	-
			Leq Day	dB(A)	76.9	-
			Leq Night	dB(A)	75.2	-
			L Max.	dB(A)	84.4	-
			L Min.	dB(A)	61.4	-
			L10	dB(A)	80.4	-
			L90	dB(A)	76.7	-

  
Dr. Vipul Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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C-35/23, Lawrence Road Industrial Area, Delhi-110035

Tel. : +91-11-45202222 E-mail : info@avonfoodlab.com, marketing@avonfoodlab.com

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# AVON FOOD LAB (PVT.) LTD.

(ENVIRONMENT DIVISION)

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## TEST REPORT

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911120003  
Report No. : AFLPL/EP/121119003  
Date of Issue : 14/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 10/11/19 to 11/11/19  
Time of Sampling : 06:00:00 AM to 06:00:00 AM  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr. Manoj kumar Yadav  
Duration of Sampling : 1440 Min.  
Sampling Location : Near SBI Bank Palla Sallu Branch (RHS)  
Coordinates : N 27°58'49.70" E 077°59'33.71"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	10/11/2019	06:00:00 Hrs.	07:00:00 Hrs.	dB(A)	67.7	-
2	10/11/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	70.9	-
3	10/11/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	71.5	-
4	10/11/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	72.1	-
5	10/11/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	73.2	-
6	10/11/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	65.9	-
7	10/11/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	68.4	-
8	10/11/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	76.3	-
9	10/11/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	71.7	-
10	10/11/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	72.9	-

  
Dr. Vinod Kumar Mogha  
Head, Environment Division  
Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911120003  
Report No. : AFLPL/EP/121119003  
Date of Issue : 14/11/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	10/11/2019	16:00:00 Hrs.	17:00:00 Hrs.	dB(A)	73.3	-
12	10/11/2019	17:00:00 Hrs.	18:00:00 Hrs.	dB(A)	72.7	-
13	10/11/2019	18:00:00 Hrs.	19:00:00 Hrs.	dB(A)	71.9	-
14	10/11/2019	19:00:00 Hrs.	20:00:00 Hrs.	dB(A)	71.5	-
15	10/11/2019	20:00:00 Hrs.	21:00:00 Hrs.	dB(A)	69.9	-
16	10/11/2019	21:00:00 Hrs.	22:00:00 Hrs.	dB(A)	69.5	-
17	10/11/2019	22:00:00 Hrs.	23:00:00 Hrs.	dB(A)	69.8	-
18	10/11/2019	23:00:00 Hrs.	00:00:00 Hrs.	dB(A)	65.1	-
19	11/11/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	64.2	-
20	11/11/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	65.5	-
21	11/11/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	65.0	-
22	11/11/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	64.3	-
23	11/11/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	67.7	-
24	11/11/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	70.0	-
			Leq Day	dB(A)	71.2	-
			Leq Night	dB(A)	66.4	-
			L Max.	dB(A)	84.3	-
			L Min.	dB(A)	55.2	-
			L10	dB(A)	76.9	-
			L90	dB(A)	70.5	-

  
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Sample I.D. : EP/201911120004  
Report No. : AFLPL/EP/121119004  
Date of Issue : 14/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 10/11/19 to 10/11/19  
Time of Sampling : 06:00:00 AM to 06:00:00 AM  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr. Manoj Kumar Yadav  
Duration of Sampling : 1440 Min.  
Sampling Location : Sarswati Sweets Centre Just Opp. to  
LHS Noise Location Muni Village (RHS)  
Coordinates : N 28°06'43.03" E 077°55'59.43"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	10/11/2019	06:00:00 Hrs.	07:00:00 Hrs.	dB(A)	68.7	-
2	10/11/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	68.5	-
3	10/11/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	69.2	-
4	10/11/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	70.8	-
5	10/11/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	70.1	-
6	10/11/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	68.1	-
7	10/11/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	68.1	-
8	10/11/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	74.1	-
9	10/11/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	71.1	-
10	10/11/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	70.7	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Sample I.D. : FP/201911120004  
Report No. : AFLPL/EP/121119004  
Date of Issue : 14/11/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

Sl No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	10/11/2019	16:00:00 Hrs.	17:00:00 Hrs.	dB(A)	72.0	-
12	10/11/2019	17:00:00 Hrs.	18:00:00 Hrs.	dB(A)	71.0	-
13	10/11/2019	18:00:00 Hrs.	19:00:00 Hrs.	dB(A)	68.6	-
14	10/11/2019	19:00:00 Hrs.	20:00:00 Hrs.	dB(A)	70.5	-
15	10/11/2019	20:00:00 Hrs.	21:00:00 Hrs.	dB(A)	70.7	-
16	10/11/2019	21:00:00 Hrs.	22:00:00 Hrs.	dB(A)	68.5	-
17	10/11/2019	22:00:00 Hrs.	23:00:00 Hrs.	dB(A)	65.7	-
18	10/11/2019	23:00:00 Hrs.	00:00:00 Hrs.	dB(A)	66.1	-
19	11/11/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	65.0	-
20	11/11/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	65.4	-
21	11/11/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	65.2	-
22	11/11/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	64.8	-
23	11/11/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	64.0	-
24	11/11/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	63.9	-
			Leq Day	dB(A)	70.1	-
			Leq Night	dB(A)	65.0	-
			L Max.	dB(A)	81.4	-
			L Min.	dB(A)	56.2	-
			L10	dB(A)	74.8	-
			L90	dB(A)	60.1	-

  
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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : EP/201911130001  
Report No. : AFLPL/EP/131119001  
Date of Issue : 15/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 11/11/19 to 12/11/19  
Time of Sampling : 06:00:00 AM to 06:00:00 AM  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr. Manoj Kumar Yadav  
Duration of Sampling : 1440 Min.  
Sampling Location : PNC infratech Ltd Construction & Labour  
Camp (LHS)  
Coordinates : N 28°17'15.88" E 077°51'32.16"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	11/11/2019	06:00:00 Hrs.	07:00:00 Hrs.	dB(A)	58.2	-
2	11/11/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	59.6	-
3	11/11/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	59.2	-
4	11/11/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	59.0	-
5	11/11/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	59.5	-
6	11/11/2019	11:00:00 Hrs.	12:00:00Hrs.	dB(A)	60.0	-
7	11/11/2019	12:00:00Hrs.	13:00:00 Hrs.	dB(A)	58.5	-
8	11/11/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	57.1	-
9	11/11/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	62.0	-
10	11/11/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	60.5	-

  
Dr. Vinod Kumar Megha  
Head-Environment Division  
Authorised Signatory

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Sample I.D. : EP/201911130001  
Report No. : AFLPL/EP/131119001  
Date of Issue : 15/11/2019  
Reference No. : SCA/DEL/049/10/19-20

### TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	11/11/2019	16:00:00 Hrs.	17:00:00 Hrs.	dB(A)	59.2	-
12	11/11/2019	17:00:00 Hrs.	18:00:00 Hrs.	dB(A)	57.3	-
13	11/11/2019	18:00:00 Hrs.	19:00:00 Hrs.	dB(A)	59.7	-
14	11/11/2019	19:00:00 Hrs.	20:00:00 Hrs.	dB(A)	55.9	-
15	11/11/2019	20:00:00 Hrs.	21:00:00 Hrs.	dB(A)	57.3	-
16	11/11/2019	21:00:00 Hrs.	22:00:00 Hrs.	dB(A)	58.5	-
17	11/11/2019	22:00:00 Hrs.	23:00:00 Hrs.	dB(A)	54.3	-
18	11/11/2019	23:00:00 Hrs.	00:00:00 Hrs.	dB(A)	54.2	-
19	12/11/2019	00:00:00 Hrs.	01:00:00 Hrs.	dB(A)	54.0	-
20	12/11/2019	01:00:00 Hrs.	02:00:00 Hrs.	dB(A)	55.6	-
21	12/11/2019	02:00:00 Hrs.	03:00:00 Hrs.	dB(A)	58.0	-
22	12/11/2019	03:00:00 Hrs.	04:00:00 Hrs.	dB(A)	58.2	-
23	12/11/2019	04:00:00 Hrs.	05:00:00 Hrs.	dB(A)	56.6	-
24	12/11/2019	05:00:00 Hrs.	06:00:00 Hrs.	dB(A)	56.8	-
			Leq Day	dB(A)	58.8	-
			Leq Night	dB(A)	56.0	-
			L Max.	dB(A)	84.0	-
			L Min.	dB(A)	47.9	-
			L10	dB(A)	64.8	-
			L90	dB(A)	58.4	-

  
Dr. Vinod Kumar Mogha  
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Sample I.D. : EP/201911180001  
Report No. : AFLPL/EP/181119001  
Date of Issue : 20/11/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 16/11/19 to 17/11/19  
Time of Sampling : 06:00:00 hrs. to 06:00:00 hrs.  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr. Manoj Kumar Yadav  
Duration of Sampling : 1440 Min.  
Sampling Location : PNC Infratech Ltd Construction & Labour Camp.  
(LHS)  
Coordinates : N 28°17'15.88" E 077°51'32.16"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	16/11/2019	06:00:00 Hrs.	07:00:00 Hrs.	dB(A)	61.3	-
2	16/11/2019	07:00:00 Hrs.	08:00:00 Hrs.	dB(A)	68.7	-
3	16/11/2019	08:00:00 Hrs.	09:00:00 Hrs.	dB(A)	67.4	-
4	16/11/2019	09:00:00 Hrs.	10:00:00 Hrs.	dB(A)	68.6	-
5	16/11/2019	10:00:00 Hrs.	11:00:00 Hrs.	dB(A)	69.0	-
6	16/11/2019	11:00:00 Hrs.	12:00:00 Hrs.	dB(A)	68.3	-
7	16/11/2019	12:00:00 Hrs.	13:00:00 Hrs.	dB(A)	68.2	-
8	16/11/2019	13:00:00 Hrs.	14:00:00 Hrs.	dB(A)	38.0	-
9	16/11/2019	14:00:00 Hrs.	15:00:00 Hrs.	dB(A)	73.2	-
10	16/11/2019	15:00:00 Hrs.	16:00:00 Hrs.	dB(A)	71.3	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Sample I.D. : EP/201911180001  
Report No. : AFLPL/EP/181119001  
Date of Issue : 20/11/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	16/11/2019	16:00:00 Hrs	17:00:00 Hrs	dB(A)	66.6	-
12	16/11/2019	17:00:00 Hrs	18:00:00 Hrs	dB(A)	68.5	-
13	16/11/2019	18:00:00 Hrs	19:00:00 Hrs	dB(A)	57.9	-
14	16/11/2019	19:00:00 Hrs	20:00:00 Hrs	dB(A)	58.8	-
15	16/11/2019	20:00:00 Hrs	21:00:00 Hrs	dB(A)	60.2	-
16	16/11/2019	21:00:00 Hrs	22:00:00 Hrs	dB(A)	59.1	-
17	16/11/2019	22:00:00 Hrs	23:00:00 Hrs	dB(A)	661.0	-
18	16/11/2019	23:00:00 Hrs	00:00:00 Hrs	dB(A)	63.5	-
19	17/11/2019	00:00:00 Hrs	01:00:00 Hrs	dB(A)	60.5	-
20	17/11/2019	01:00:00 Hrs	02:00:00 Hrs	dB(A)	59.1	-
21	17/11/2019	02:00:00 Hrs	03:00:00 Hrs	dB(A)	58.6	-
22	17/11/2019	03:00:00 Hrs	04:00:00 Hrs	dB(A)	59.3	-
23	17/11/2019	04:00:00 Hrs	05:00:00 Hrs	dB(A)	57.2	-
24	17/11/2019	05:00:00 Hrs	06:00:00 Hrs	dB(A)	58.2	-
			Leq Day	dB(A)	65.9	-
			Leq Night	dB(A)	59.7	-
			L Max.	dB(A)	78.4	-
			L Min.	dB(A)	53.4	-
			L10	dB(A)	74.3	-
			L90	dB(A)	64.7	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory  


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(ENVIRONMENT DIVISION)

NABL Accredited Laboratory Certificate No. TC-5547  
Recognized from Ministry of Environment, Forest & Climate Change (MoEF & CC)  
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## TEST REPORT

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DLF Cyber City, Gurgaon-122002, Haryana  
Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : E/201912160001  
Report No. : AFLPL/EP/161219001  
Date of Issue : 20/12/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 14/12/2019 to 15/12/2019  
Time of Sampling : 06:00 AM to 06:00 AM  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM-100

Sampling Done By : Mr. Puneet Mishra  
Duration of Sampling : 1440 Minutes  
Sampling Location : Panchshil Colony  
Coordinates : N 28°63'32.32", E 77°46'36.57"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	14/12/2019	06:00:00	07:00:00	dB(A)	68.3	-
2	14/12/2019	07:00:00	08:00:00	dB(A)	63.9	-
3	14/12/2019	08:00:00	09:00:00	dB(A)	65.1	-
4	14/12/2019	09:00:00	10:00:00	dB(A)	69.5	-
5	14/12/2019	10:00:00	11:00:00	dB(A)	67.5	-
6	14/12/2019	11:00:00	12:00:00	dB(A)	69.8	-
7	14/12/2019	12:00:00	13:00:00	dB(A)	68.2	-
8	14/12/2019	13:00:00	14:00:00	dB(A)	68.2	-
9	14/12/2019	14:00:00	15:00:00	dB(A)	68.5	-
10	14/12/2019	15:00:00	16:00:00	dB(A)	68.2	-

  
Dr. Vishal Kumar Mogha  
Head-Environment Division  
Authorised Signatory  


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Sample I.D. : E/201912160001  
Report No. : AFLPL/EP/161219001  
Date of Issue : 20/12/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	14/12/2019	16:00:00	17:00:00	dB(A)	68.1	-
12	14/12/2019	17:00:00	18:00:00	dB(A)	68.1	-
13	14/12/2019	18:00:00	19:00:00	dB(A)	68.3	-
14	14/12/2019	19:00:00	20:00:00	dB(A)	68.3	-
15	14/12/2019	20:00:00	21:00:00	dB(A)	68.1	-
16	14/12/2019	21:00:00	22:00:00	dB(A)	66.7	-
17	14/12/2019	22:00:00	23:00:00	dB(A)	65.7	-
18	14/12/2019	23:00:00	00:00:00	dB(A)	64.2	-
19	15/12/2019	00:00:00	01:00:00	dB(A)	57.0	-
20	15/12/2019	01:00:00	02:00:00	dB(A)	57.0	-
21	15/12/2019	02:00:00	03:00:00	dB(A)	59.8	-
22	15/12/2019	03:00:00	04:00:00	dB(A)	64.8	-
23	15/12/2019	04:00:00	05:00:00	dB(A)	64.8	-
24	15/12/2019	05:00:00	06:00:00	dB(A)	65.2	-
			Leq Day	dB(A)	67.8	-
			Leq Night	dB(A)	62.3	-
			LMax	dB(A)	77.1	-
			LMin	dB(A)	51.6	-
			L10	dB(A)	71.4	-
			L90	dB(A)	67.0	-
			L90 (Day)	dB(A)	68.5	-
			L90 (Night)	dB(A)	63.2	-

  
 Dr. Vinod Kumar Mogha  
 Head-Environment Division  
 Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : E/201912160002  
Report No. : AFLPL/EP/161219002  
Date of Issue : 20/12/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 14/12/2019 to 15/12/2019  
Time of Sampling : 06:00 AM to 06:00 AM  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM 100

Sampling Done By : Mr. Puneet Mishra  
Duration of Sampling : 1440 Minutes  
Sampling Location : Jain Vihar Colony  
Coordinates : N28°63'44.71" E 77°46'36.57"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	14/12/2019	06:00:00	07:00:00	dB(A)	68.3	-
2	14/12/2019	07:00:00	08:00:00	dB(A)	68.3	-
3	14/12/2019	08:00:00	09:00:00	dB(A)	68.3	-
4	14/12/2019	09:00:00	10:00:00	dB(A)	68.3	-
5	14/12/2019	10:00:00	11:00:00	dB(A)	68.3	-
6	14/12/2019	11:00:00	12:00:00	dB(A)	68.3	-
7	14/12/2019	12:00:00	13:00:00	dB(A)	67.8	-
8	14/12/2019	13:00:00	14:00:00	dB(A)	68.1	-
9	14/12/2019	14:00:00	15:00:00	dB(A)	68.1	-
10	14/12/2019	15:00:00	16:00:00	dB(A)	68.1	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Sample I.D. : E/201912160002  
Report No. : AFLPL/EP/161219002  
Date of Issue : 20/12/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	14/12/2019	16:00:00	17:00:00	dB(A)	68.0	-
12	14/12/2019	17:00:00	18:00:00	dB(A)	68.0	-
13	14/12/2019	18:00:00	19:00:00	dB(A)	68.0	-
14	14/12/2019	19:00:00	20:00:00	dB(A)	68.2	-
15	14/12/2019	20:00:00	21:00:00	dB(A)	68.1	-
16	14/12/2019	21:00:00	22:00:00	dB(A)	68.2	-
17	14/12/2019	22:00:00	23:00:00	dB(A)	65.7	-
18	14/12/2019	23:00:00	00:00:00	dB(A)	66.1	-
19	15/12/2019	00:00:00	01:00:00	dB(A)	55.9	-
20	15/12/2019	01:00:00	02:00:00	dB(A)	57.1	-
21	15/12/2019	02:00:00	03:00:00	dB(A)	57.0	-
22	15/12/2019	03:00:00	04:00:00	dB(A)	62.0	-
23	15/12/2019	04:00:00	05:00:00	dB(A)	64.7	-
24	15/12/2019	05:00:00	06:00:00	dB(A)	64.8	-
			Leq Day	dB(A)	68.1	-
			Leq Night	dB(A)	61.7	-
			LMax	dB(A)	70.1	-
			LMin	dB(A)	51.6	-
			L10	dB(A)	70.1	-
			L90	dB(A)	67.1	-
			L90 (Day)	dB(A)	68.5	-
			L90(Night)	dB(A)	62.5	-

  
Dr. Anand Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Sample I.D. : E/201912160003  
Report No. : AFLPL/EP/161219003  
Date of Issue : 20/12/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise


## SAMPLING DETAIL

Date of Sampling : 14/12/2019 to 15/12/2019  
Time of Sampling : 06:00 AM to 06:00 AM  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech QLM-100

Sampling Done By : Mr. Puneet Mishra  
Duration of Sampling : 1440 Minutes  
Sampling Location : Near Luharli Toll Plaza  
Coordinates : N 28°49'59.40", E 77°6'3'12.04"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	14/12/2019	06:00:00	07:00:00	dB(A)	78.0	-
2	14/12/2019	07:00:00	08:00:00	dB(A)	79.1	-
3	14/12/2019	08:00:00	09:00:00	dB(A)	78.9	-
4	14/12/2019	09:00:00	10:00:00	dB(A)	79.0	-
5	14/12/2019	10:00:00	11:00:00	dB(A)	79.3	-
6	14/12/2019	11:00:00	12:00:00	dB(A)	79.3	-
7	14/12/2019	12:00:00	13:00:00	dB(A)	79.4	-
8	14/12/2019	13:00:00	14:00:00	dB(A)	80.0	-
9	14/12/2019	14:00:00	15:00:00	dB(A)	84.8	-
10	14/12/2019	15:00:00	16:00:00	dB(A)	85.8	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : E/201912160003  
Report No. : AFLPL/EP/161219003  
Date of Issue : 20/12/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	14/12/2019	16:00:00	17:00:00	dB(A)	83.7	-
12	14/12/2019	17:00:00	18:00:00	dB(A)	83.1	-
13	14/12/2019	18:00:00	19:00:00	dB(A)	83.8	-
14	14/12/2019	19:00:00	20:00:00	dB(A)	80.9	-
15	14/12/2019	20:00:00	21:00:00	dB(A)	82.7	-
16	14/12/2019	21:00:00	22:00:00	dB(A)	83.4	-
17	14/12/2019	22:00:00	23:00:00	dB(A)	74.7	-
18	14/12/2019	23:00:00	00:00:00	dB(A)	76.2	-
19	15/12/2019	00:00:00	01:00:00	dB(A)	79.8	-
20	15/12/2019	01:00:00	02:00:00	dB(A)	81.6	-
21	15/12/2019	02:00:00	03:00:00	dB(A)	79.5	-
22	15/12/2019	03:00:00	04:00:00	dB(A)	67.4	-
23	15/12/2019	04:00:00	05:00:00	dB(A)	69.9	-
24	15/12/2019	05:00:00	06:00:00	dB(A)	73.2	-
			Leq Day	dB(A)	81.3	-
			Leq Night	dB(A)	75.3	-
			LMax	dB(A)	91.5	-
			LMin	dB(A)	54.6	-
			L10	dB(A)	86.9	-
			L90	dB(A)	80.6	-
			L90 (Day)	dB(A)	82.0	-
			L90 (Night)	dB(A)	76.8	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : E/201912160004  
Report No. : AFLPL/EP/161219004  
Date of Issue : 20/12/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 14/12/2019 to 15/12/2019  
Time of Sampling : 06:00 AM to 06:00 AM  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM-100

Sampling Done By : Mr. Puneet Mishra  
Duration of Sampling : 1440 Minutes  
Sampling Location : Saheed Bhagat Singh Family Dhaba Near  
Somna Toll Plaza  
Coordinates : N 28°06'85.17", E 77°93'92.05"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	14/12/2019	06:00:00	07:00:00	dB(A)	80.6	-
2	14/12/2019	07:00:00	08:00:00	dB(A)	82.8	-
3	14/12/2019	08:00:00	09:00:00	dB(A)	77.0	-
4	14/12/2019	09:00:00	10:00:00	dB(A)	80.9	-
5	14/12/2019	10:00:00	11:00:00	dB(A)	80.5	-
6	14/12/2019	11:00:00	12:00:00	dB(A)	76.1	-
7	14/12/2019	12:00:00	13:00:00	dB(A)	76.2	-
8	14/12/2019	13:00:00	14:00:00	dB(A)	74.8	-
9	14/12/2019	14:00:00	15:00:00	dB(A)	74.5	-
10	14/12/2019	15:00:00	16:00:00	dB(A)	75.3	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory  


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# AVON FOOD LAB (PVT.) LTD.

(ENVIRONMENT DIVISION)

NABL Accredited Laboratory Certificate No. TC-5547  
Recognized from Ministry of Environment, Forest & Climate Change (MoEF & CC)  
Under the Environment (Protection) Act 1986.

## TEST REPORT

Page : 2 of 2

Issued to: M/s. ERM INDIA PRIVATE LIMITED  
4th Floor, Building No.10, Tower-A,  
DLF Cyber City, Gurgaon-122002, Haryana  
Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : E/201912160004  
Report No. : AFLPL/EP/161219004  
Date of Issue : 20/12/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	14/12/2019	16:00:00	17:00:00	dB(A)	74.9	-
12	14/12/2019	17:00:00	18:00:00	dB(A)	75.1	-
13	14/12/2019	18:00:00	19:00:00	dB(A)	74.4	-
14	14/12/2019	19:00:00	20:00:00	dB(A)	75.0	-
15	14/12/2019	20:00:00	21:00:00	dB(A)	73.3	-
16	14/12/2019	21:00:00	22:00:00	dB(A)	72.2	-
17	14/12/2019	22:00:00	23:00:00	dB(A)	71.2	-
18	14/12/2019	23:00:00	00:00:00	dB(A)	68.7	-
19	15/12/2019	00:00:00	01:00:00	dB(A)	69.0	-
20	15/12/2019	01:00:00	02:00:00	dB(A)	68.2	-
21	15/12/2019	02:00:00	03:00:00	dB(A)	68.7	-
22	15/12/2019	03:00:00	04:00:00	dB(A)	69.8	-
23	15/12/2019	04:00:00	05:00:00	dB(A)	70.3	-
24	15/12/2019	05:00:00	06:00:00	dB(A)	74.9	-
			Leq Day	dB(A)	76.5	-
			Leq Night	dB(A)	70.1	-
			LMax		91.8	
			LMin		57.9	
			L10		82.7	
			L90		75.3	
			L90 (Day)		77.0	
			L90 (Night)		70.8	

  
Dr. Vinod Kumar Mogha  
Head, Environment Division  
Authorised Signatory

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C-35/23, Lawrence Road Industrial Area, Delhi-110035

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : E/201912180001  
Report No. : AFLPL/EP/181219001  
Date of Issue : 20/12/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 16/12/2019 to 17/12/2019  
Time of Sampling : 06:00 AM to 06:00 AM  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM-100

Sampling Done By : Mr. Puneet Mishra  
Duration of Sampling : 1440 Minutes  
Sampling Location : Panchshil Colony  
Coordinates : N 28°63'32.32", E 77°46'36.59"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	16/12/2019	06:00:00	07:00:00	dB(A)	66.7	-
2	16/12/2019	07:00:00	08:00:00	dB(A)	66.0	-
3	16/12/2019	08:00:00	09:00:00	dB(A)	65.4	-
4	16/12/2019	09:00:00	10:00:00	dB(A)	63.4	-
5	16/12/2019	10:00:00	11:00:00	dB(A)	65.6	-
6	16/12/2019	11:00:00	12:00:00	dB(A)	68.4	-
7	16/12/2019	12:00:00	13:00:00	dB(A)	68.3	-
8	16/12/2019	13:00:00	14:00:00	dB(A)	68.2	-
9	16/12/2019	14:00:00	15:00:00	dB(A)	68.4	-
10	16/12/2019	15:00:00	16:00:00	dB(A)	68.2	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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C-35/23, Lawrence Road Industrial Area, Delhi-110035

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(ENVIRONMENT DIVISION)

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4th Floor, Building No.10, Tower-A,  
DLF Cyber City, Gurgaon-122002, Haryana  
Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : E/201912180001  
Report No. : AFLPL/EP/181219001  
Date of Issue : 20/12/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

Sl No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	16/12/2019	16:00:00	17:00:00	dB(A)	68.2	-
12	16/12/2019	17:00:00	18:00:00	dB(A)	68.3	-
13	16/12/2019	18:00:00	19:00:00	dB(A)	68.3	-
14	16/12/2019	19:00:00	20:00:00	dB(A)	68.3	-
15	16/12/2019	20:00:00	21:00:00	dB(A)	68.3	-
16	16/12/2019	21:00:00	22:00:00	dB(A)	68.3	-
17	16/12/2019	22:00:00	23:00:00	dB(A)	67.9	-
18	16/12/2019	23:00:00	00:00:00	dB(A)	60.8	-
19	17/12/2019	00:00:00	01:00:00	dB(A)	55.9	-
20	17/12/2019	01:00:00	02:00:00	dB(A)	57.1	-
21	17/12/2019	02:00:00	03:00:00	dB(A)	56.9	-
22	17/12/2019	03:00:00	04:00:00	dB(A)	62.0	-
23	17/12/2019	04:00:00	05:00:00	dB(A)	64.7	-
24	17/12/2019	05:00:00	06:00:00	dB(A)	61.8	-
			Leq Day	dB(A)	67.4	-
			Leq Night	dB(A)	61.3	-
			LMax	dB(A)	77.6	-
			LMin	dB(A)	50.3	-
			L10	dB(A)	70.3	-
			L90	dB(A)	66.5	-
			L90 (Day)	dB(A)	67.3	-
			L90 (Night)	dB(A)	60.9	-

  
 Dr. Vinod Kumar Mogha  
 Head-Environment Division  
 Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : E/201912180002  
Report No. : AFLPL/EP/181219002  
Date of Issue : 20/12/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 16/12/2019 to 17/12/2019  
Time of Sampling : 06:00 AM to 06:00 AM  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM-100

Sampling Done By : Mr. Puneet Mishra  
Duration of Sampling : 1440 Minutes  
Sampling Location : Jain Vihar Colony  
Coordinates : N 28°63'44.71", E 77°46'36.59"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	16/12/2019	06:00:00	07:00:00	dB(A)	67.1	-
2	16/12/2019	07:00:00	08:00:00	dB(A)	68.7	-
3	16/12/2019	08:00:00	09:00:00	dB(A)	68.8	-
4	16/12/2019	09:00:00	10:00:00	dB(A)	68.4	-
5	16/12/2019	10:00:00	11:00:00	dB(A)	68.7	-
6	16/12/2019	11:00:00	12:00:00	dB(A)	68.8	-
7	16/12/2019	12:00:00	13:00:00	dB(A)	69.5	-
8	16/12/2019	13:00:00	14:00:00	dB(A)	69.8	-
9	16/12/2019	14:00:00	15:00:00	dB(A)	68.8	-
10	16/12/2019	15:00:00	16:00:00	dB(A)	69.1	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Page : 2 of 2

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : E/201912180002  
Report No. : AFLPL/EP/181219002  
Date of Issue : 20/12/2019  
Reference No. : SCA/DEL/049/10/19-20

### TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	16/12/2019	16:00:00	17:00:00	dB(A)	69.8	-
12	16/12/2019	17:00:00	18:00:00	dB(A)	68.2	-
13	16/12/2019	18:00:00	19:00:00	dB(A)	67.2	-
14	16/12/2019	19:00:00	20:00:00	dB(A)	65.9	-
15	16/12/2019	20:00:00	21:00:00	dB(A)	66.7	-
16	16/12/2019	21:00:00	22:00:00	dB(A)	66.5	-
17	16/12/2019	22:00:00	23:00:00	dB(A)	65.7	-
18	16/12/2019	23:00:00	00:00:00	dB(A)	65.0	-
19	17/12/2019	00:00:00	01:00:00	dB(A)	65.1	-
20	17/12/2019	01:00:00	02:00:00	dB(A)	66.3	-
21	17/12/2019	02:00:00	03:00:00	dB(A)	68.1	-
22	17/12/2019	03:00:00	04:00:00	dB(A)	66.5	-
23	17/12/2019	04:00:00	05:00:00	dB(A)	63.4	-
24	17/12/2019	05:00:00	06:00:00	dB(A)	64.9	-
			Leq Day	dB(A)	68.3	-
			Leq Night	dB(A)	65.6	-
			LMax	dB(A)	83.1	-
			LMin	dB(A)	56.2	-
			L10	dB(A)	72.5	-
			L90	dB(A)	69.2	-
			L90(Day)	dB(A)	68.7	-
			L90(Night)	dB(A)	66.2	-

  
Dr. Vinod Kumar Mehta  
Head-Environment Division  
Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : E/201912180003  
Report No. : AFLPL/EP/181219003  
Date of Issue : 20/12/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 16/12/2019 to 17/12/2019  
Time of Sampling : 06:00 AM to 06:00 AM  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM-100

Sampling Done By : Mr. Puneet Mishra  
Duration of Sampling : 1440 Minutes  
Sampling Location : Near Luharli Toll Plaza  
Coordinates : N 28°49'59.40", E 77°63'12.04"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	16/12/2019	06:00:00	07:00:00	dB(A)	76.2	-
2	16/12/2019	07:00:00	08:00:00	dB(A)	77.5	-
3	16/12/2019	08:00:00	09:00:00	dB(A)	78.9	-
4	16/12/2019	09:00:00	10:00:00	dB(A)	75.5	-
5	16/12/2019	10:00:00	11:00:00	dB(A)	76.1	-
6	16/12/2019	11:00:00	12:00:00	dB(A)	76.3	-
7	16/12/2019	12:00:00	13:00:00	dB(A)	77.0	-
8	16/12/2019	13:00:00	14:00:00	dB(A)	76.1	-
9	16/12/2019	14:00:00	15:00:00	dB(A)	77.8	-
10	16/12/2019	15:00:00	16:00:00	dB(A)	79.4	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : E/201912180003  
Report No. : AFLPL/EP/181219003  
Date of Issue : 20/12/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

Sl No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	16/12/2019	16:00:00	17:00:00	dB(A)	73.6	-
12	16/12/2019	17:00:00	18:00:00	dB(A)	76.0	-
13	16/12/2019	18:00:00	19:00:00	dB(A)	76.4	-
14	16/12/2019	19:00:00	20:00:00	dB(A)	74.5	-
15	16/12/2019	20:00:00	21:00:00	dB(A)	73.8	-
16	16/12/2019	21:00:00	22:00:00	dB(A)	73.3	-
17	16/12/2019	22:00:00	23:00:00	dB(A)	72.4	-
18	16/12/2019	23:00:00	00:00:00	dB(A)	75.5	-
19	17/12/2019	00:00:00	01:00:00	dB(A)	75.1	-
20	17/12/2019	01:00:00	02:00:00	dB(A)	75.2	-
21	17/12/2019	02:00:00	03:00:00	dB(A)	78.1	-
22	17/12/2019	03:00:00	04:00:00	dB(A)	73.1	-
23	17/12/2019	04:00:00	05:00:00	dB(A)	65.5	-
24	17/12/2019	05:00:00	06:00:00	dB(A)	64.8	-
			Leq Day	dB(A)	76.1	-
			Leq Night	dB(A)	72.5	-
			LMax	dB(A)	84.8	-
			Lmin	dB(A)	56.2	-
			L10	dB(A)	81.5	-
			L90	dB(A)	76.0	-
			L90(Day)	dB(A)	76.8	-
			L90(Night)	dB(A)	73.6	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : E/201912180004  
Report No. : AFLPL/EP/181219004  
Date of Issue : 20/12/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 16/12/2019 to 17/12/2019  
Time of Sampling : 06:00 AM to 06:00 AM  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM-100

Sampling Done By : Mr. Puneet Mishra  
Duration of Sampling : 1440 Minutes  
Sampling Location : Saheed Bhagat Singh Family Dhaba  
Near Somna Toll Plaza  
Coordinates : N 28°06'85.17", E 77°93'92.05"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	16/12/2019	06:00:00	07:00:00	dB(A)	79.1	-
2	16/12/2019	07:00:00	08:00:00	dB(A)	79.4	-
3	16/12/2019	08:00:00	09:00:00	dB(A)	74.3	-
4	16/12/2019	09:00:00	10:00:00	dB(A)	74.6	-
5	16/12/2019	10:00:00	11:00:00	dB(A)	75.7	-
6	16/12/2019	11:00:00	12:00:00	dB(A)	74.2	-
7	16/12/2019	12:00:00	13:00:00	dB(A)	78.9	-
8	16/12/2019	13:00:00	14:00:00	dB(A)	78.3	-
9	16/12/2019	14:00:00	15:00:00	dB(A)	77.6	-
10	16/12/2019	15:00:00	16:00:00	dB(A)	77.9	-

  
Dr. Mandeep Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Tel. : +91-11-45202222 E-mail : info@avonfoodlab.com, marketing@avonfoodlab.com

Website : www.avonfoodlab.com, environment@avonfoodlab.com, CIN : U24100DL2011PTC219942



# AVON FOOD LAB (PVT.) LTD.

(ENVIRONMENT DIVISION)

NABL Accredited Laboratory Certificate No. TC-5547

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## TEST REPORT

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DLF Cyber City, Gurgaon-122002, Haryana  
Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : E/201912180004  
Report No. : AFLPL/EP/181219004  
Date of Issue : 20/12/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	16/12/2019	16:00:00	17:00:00	dB(A)	75.8	--
12	16/12/2019	17:00:00	18:00:00	dB(A)	74.6	--
13	16/12/2019	18:00:00	19:00:00	dB(A)	76.1	--
14	16/12/2019	19:00:00	20:00:00	dB(A)	72.5	--
15	16/12/2019	20:00:00	21:00:00	dB(A)	71.1	--
16	16/12/2019	21:00:00	22:00:00	dB(A)	70.8	--
17	16/12/2019	22:00:00	23:00:00	dB(A)	77.4	--
18	16/12/2019	23:00:00	00:00:00	dB(A)	72.8	--
19	17/12/2019	00:00:00	01:00:00	dB(A)	74.4	--
20	17/12/2019	01:00:00	02:00:00	dB(A)	72.5	--
21	17/12/2019	02:00:00	03:00:00	dB(A)	68.1	--
22	17/12/2019	03:00:00	04:00:00	dB(A)	68.1	--
23	17/12/2019	04:00:00	05:00:00	dB(A)	68.0	--
24	17/12/2019	05:00:00	06:00:00	dB(A)	69.2	--
			Leq Day	dB(A)	75.7	--
			Leq Night	dB(A)	71.4	--
			LMax	dB(A)	88.9	--
			LMin	dB(A)	54.8	--
			L10	dB(A)	82.1	--
			L90	dB(A)	75.1	--
			L90(Day)	dB(A)	76.4	--
			L90(Night)	dB(A)	72.1	--

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory



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Sample I.D. : E/201912200001  
Report No. : AFLPL/EP/201219001  
Date of Issue : 26/12/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 17/12/2019 to 18/12/2019  
Time of Sampling : 06:00 AM to 06:00 AM  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM-100

Sampling Done By : Mr. Puneet Mishra  
Duration of Sampling : 1440 Minutes  
Sampling Location : Uchagaon  
Coordinates : N 28°15'25.45", E 77°91'82.35"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	18/12/2019	06:00:00	07:00:00	dB(A)	69.2	-
2	18/12/2019	07:00:00	08:00:00	dB(A)	68.5	-
3	18/12/2019	08:00:00	09:00:00	dB(A)	67.5	-
4	18/12/2019	09:00:00	10:00:00	dB(A)	66.4	-
5	18/12/2019	10:00:00	11:00:00	dB(A)	66.1	-
6	18/12/2019	11:00:00	12:00:00	dB(A)	67.1	-
7	18/12/2019	12:00:00	13:00:00	dB(A)	66.6	-
8	18/12/2019	13:00:00	14:00:00	dB(A)	66.5	-
9	18/12/2019	14:00:00	15:00:00	dB(A)	68.2	-
10	18/12/2019	15:00:00	16:00:00	dB(A)	68.2	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Sample I.D. : E/201912200001  
Report No. : AFLPL/EP/201219001  
Date of Issue : 26/12/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

OL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	18/12/2019	16:00:00	17:00:00	dB(A)	68.0	-
12	18/12/2019	17:00:00	18:00:00	dB(A)	68.4	-
13	18/12/2019	18:00:00	19:00:00	dB(A)	68.2	-
14	18/12/2019	19:00:00	20:00:00	dB(A)	68.1	-
15	18/12/2019	20:00:00	21:00:00	dB(A)	68.3	-
16	18/12/2019	21:00:00	22:00:00	dB(A)	66.7	-
17	18/12/2019	22:00:00	23:00:00	dB(A)	65.7	-
18	18/12/2019	23:00:00	00:00:00	dB(A)	64.1	-
19	19/12/2019	00:00:00	01:00:00	dB(A)	59.8	-
20	19/12/2019	01:00:00	02:00:00	dB(A)	56.9	-
21	19/12/2019	02:00:00	03:00:00	dB(A)	59.9	-
22	19/12/2019	03:00:00	04:00:00	dB(A)	64.8	-
23	19/12/2019	04:00:00	05:00:00	dB(A)	64.8	-
24	19/12/2019	05:00:00	06:00:00	dB(A)	65.1	-
			Leq Day	dB(A)	67.6	-
			Leq Night	dB(A)	62.6	-
			LMax	dB(A)	76.9	-
			LMin	dB(A)	53.2	-
			L10	dB(A)	70.6	-
			L90	dB(A)	66.9	-
			L90( Day)	dB(A)	68.1	-
			L90( Night)	dB(A)	63.5	-

  
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 Head, Environment Division  
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Sample I.D. : E/201912300001  
Report No. : AFLPL/EP/231219001  
Date of Issue : 26/12/2019  
Reference No. : SCA/DEL/049/10/19-20

Sample Description : Ambient Noise

## SAMPLING DETAIL

Date of Sampling : 18/12/2019 to 19/12/2019  
Time of Sampling : 06:00 AM to 06:00 AM  
Sampling Protocol : IS:9876-1981 (RA:2001)  
Equipment Used : Envirotech SLM-100

Sampling Done By : Mr. Puneet Mishra  
Duration of Sampling : 1440 Minutes  
Sampling Location : Uchagaon  
Coordinates : N 28°15'25.45", E 77°91'82.35"

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
1	21/12/2019	06:00:00	07:00:00	dB(A)	74.7	-
2	21/12/2019	07:00:00	08:00:00	dB(A)	72.9	-
3	21/12/2019	08:00:00	09:00:00	dB(A)	64.7	-
4	21/12/2019	09:00:00	10:00:00	dB(A)	64.3	-
5	21/12/2019	10:00:00	11:00:00	dB(A)	67.5	-
6	21/12/2019	11:00:00	12:00:00	dB(A)	69.7	-
7	21/12/2019	12:00:00	13:00:00	dB(A)	68.7	-
8	21/12/2019	13:00:00	14:00:00	dB(A)	68.1	-
9	21/12/2019	14:00:00	15:00:00	dB(A)	68.1	-
10	21/12/2019	15:00:00	16:00:00	dB(A)	68.1	-

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample I.D. : E/201912300001  
Report No. : AFLPL/EP/231219001  
Date of Issue : 26/12/2019  
Reference No. : SCA/DEL/049/10/19-20

## TEST RESULTS

SL No.	Date	Time (Hrs.)		Unit	Results (LEQ)	Ambient Noise Standard (as per CPCB)
		From	To			
11	21/12/2019	16:00:00	17:00:00	dB(A)	68.0	-
12	21/12/2019	17:00:00	18:00:00	dB(A)	68.0	-
13	21/12/2019	18:00:00	19:00:00	dB(A)	68.0	-
14	21/12/2019	19:00:00	20:00:00	dB(A)	68.2	-
15	21/12/2019	20:00:00	21:00:00	dB(A)	68.1	-
16	21/12/2019	21:00:00	22:00:00	dB(A)	68.2	-
17	21/12/2019	22:00:00	23:00:00	dB(A)	65.7	-
18	21/12/2019	23:00:00	00:00:00	dB(A)	66.1	-
19	22/12/2019	00:00:00	01:00:00	dB(A)	55.9	-
20	22/12/2019	01:00:00	02:00:00	dB(A)	57.1	-
21	22/12/2019	02:00:00	03:00:00	dB(A)	57.0	-
22	22/12/2019	03:00:00	04:00:00	dB(A)	62.0	-
23	22/12/2019	04:00:00	05:00:00	dB(A)	64.7	-
24	22/12/2019	05:00:00	06:00:00	dB(A)	63.8	-
			Leq Day	dB(A)	68.5	-
			Leq Night	dB(A)	61.5	-
			LMax	dB(A)	81.6	-
			LMin	dB(A)	51.6	-
			L10	dB(A)	74.6	-
			L90	dB(A)	67.3	-
			L90( Day)	dB(A)	69.1	-
			L90( Night)	dB(A)	62.4	-

  
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Head-Environment Division  
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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/201912260001  
Report No. : AFLPL/EP/261219001  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

#### SAMPLE PARTICULARS

- (1) Name of the Sample : Ground Water  
(2) Sample Description : Hand Pump  
(3) Sample Quantity : 4 Litres  
(4) Sample Pkg. Condition : Plastic Can

#### Details of Sampling :

- (a) Date of Sampling : 25/12/2019  
(b) Time of Sampling : 16:45 Hr.  
(c) Sampling Protocol : IS:3025 (P-1)  
(d) Equipment Used : N/A  
(e) Sampling Done By : Mr. Navneet Srivastav  
(f) Sampling location : Mirpur Village  
(g) Coordinates : N 28°20'74.09", E 077°88'16.64"

#### TEST RESULTS

Test Started on : 26/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification as per IS-10500:2012 (Permissible Limit)	Test Method
	Physical & Chemical Analysis:	-	-	-	-
1	pH Value	-	7.50	6.5-8.5	IS:3025 (P-11)
2	Turbidity	NTU	0.3	5	IS:3025 (P-10)
3	Total Alkalinity	mg/L	500.0	600	IS: 3025 (P-23)
4	Total Dissolved Solids	mg/L	812.2	2000	IS:3025 (P-16)
5	Chloride	mg/L	92	1000	IS:3025 (P-32)
6	Total Hardness	mg/L	296.0	600	IS: 3025 (P-21)
7	Residual Free Chlorine	mg/L	BDL (DL-0.1)	1.0	IS:3025 (P-26):1986-2003
8	Calcium (as Ca)	mg/L	62.5	200	IS:3025 (P-40)
9	Magnesium (as Mg)	mg/L	34.0	100	IS:3025 (P-46)
10	Sulphate	mg/L	26.9	400	IS:3025 (P-24)
11	Fluoride (as F)	mg/L	0.6	1.5	IS:3025 (P-60)
12	Nitrate	mg/L	1.3	-	IS:3025 (P-34)

*Adarsh Bala*

Adarsh Bala  
Microbiologist  
Authorised Signatory

*Vikash Boran*

Vikash Boran  
Section Incharge Instrumentation  
Authorised Signatory

*Dr. Vinod Kumar Mogha*  
Dr. Vinod Kumar Mogha  
Head, Environment Division  
Authorised Signatory



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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/201912260001  
Report No. : AFLPL/EP/261219001  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

Test Started on : 26/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification as per IS-10500:2012 (Permissible Limit)	Test Method
13	Iron (as Fe)	mg/L	BLQ (LOQ-0.1)	-	IS:3025 (P-53)
14	Zinc (as Zn)	mg/L	BLQ (LOQ-0.2)	15	IS:3025 (P-49)
	Microbiological Analysis:	-	-	-	-
15	Total Coliform	/100ml	Absent	-	IS:15185-2016

BDL=Below Detection Limit; DL= Detection Limit; BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Adarsh Bala  
Microbiologist  
Authorised Signatory

Vikash Kishore  
Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Sample code : EP/201912260002  
Report No. : AFLPL/EP/261219002  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

#### SAMPLE PARTICULARS

- (1) Name of the Sample : Ground Water
- (2) Sample Description : Hand Pump
- (3) Sample Quantity : 4 Litres
- (4) Sample Pkg. Condition : Plastic Can

#### Details of Sampling :

- (a) Date of Sampling : 25/12/2019
- (b) Time of Sampling : 15:00 Hr.
- (c) Sampling Protocol : IS:3025 (P-1)
- (d) Equipment Used : N/A
- (e) Sampling Done By : Mr. Navneet Srivastav
- (f) Sampling location : Munivillage Community Health Center
- (g) Coordinates : N 27°98'46.37", E 077°99'12.39"

#### TEST RESULTS

Test Started on : 26/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification as per IS-10500:2012 (Permissible Limit)	Test Method
	Physical & Chemical Analysis:	-	-	-	-
1	pH Value	-	7.59	6.5-8.5	IS:3025 (P-11)
2	Turbidity	NTU	0.3	5	IS:3025 (P-10)
3	Total Alkalinity	mg/L	476.0	600	IS: 3025 (P-23)
4	Total Dissolved Solids	mg/L	692.2	2000	IS:3025 (P-16)
5	Chloride	mg/L	38.0	1000	IS:3025 (P-32)
6	Total Hardness	mg/L	228.0	600	IS: 3025 (P-21)
7	Residual Free Chlorine	mg/L	BDL (DL-0.1)	1.0	IS:3025 (P-26):1986-2003
8	Calcium (as Ca)	mg/L	48.1	200	IS:3025 (P-40)
9	Magnesium (as Mg)	mg/L	26.2	100	IS:3025 (P-46)
10	Sulphate	mg/L	23.9	400	IS:3025 (P-24)
11	Fluoride (as F)	mg/L	0.5	1.5	IS:3025 (P-60)
12	Nitrate	mg/L	11	-	IS:3025 (P-34)

*Adarsh Bala*

Adarsh Bala  
Microbiologist  
Authorised Signatory

*Vikash Saran*

Vikash Saran  
Section Incharge-Instrumentation  
Authorised Signatory

*Dr. Vinod Kumar Mogha*  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Sample code : EP/201912260002  
Report No. : AFLPL/EP/261219002  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

Test Started on : 26/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification as per IS-10500:2012 (Permissible Limit)	Test Method
13	Iron (as Fe)	mg/L	BLQ (LOQ-0.1)	-	IS:3025 (P-53)
14	Zinc (as Zn)	mg/L	0.72	15	IS:3025 (P-49)
	Microbiological Analysis:	-	-	-	-
15	Total Coliform	/100ml	Absent	-	IS:15185-2016

BDL=Below Detection Limit; DL= Detection Limit; BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Adarsh Bala  
Microbiologist  
Authorised Signatory

Vikash Boran  
Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Megha  
Head-Environment Division  
Authorised Signatory



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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/201912260003  
Report No. : AFLPL/FP/261219003  
Date of Issue : 06/01/2020  
Reference No. : SC4/DFI/065/12/19 20

#### SAMPLE PARTICULARS

- (1) Name of the Sample : Ground Water  
(2) Sample Description : Borewell (Tubewell)  
(3) Sample Quantity : 4 Litres  
(4) Sample Pkg. Condition : Plastic Can

#### Details of Sampling :

- (a) Date of Sampling : 25/12/2019  
(b) Time of Sampling : 13:50 Hr.  
(c) Sampling Protocol : IS:3025 (P-1)  
(d) Equipment Used : N/A  
(e) Sampling Done By : Navneet Srivastav  
(f) Sampling location : Galfar Construction Camp  
(g) Coordinates : N 27°89'52.24", E 078°01'06.99"

#### TEST RESULTS

Test Started on : 26/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification as per IS-10500:2012 (Permissible Limit)	Test Method
	Physical & Chemical Analysis:	-	-	-	-
1	pH Value	-	7.68	6.5-8.5	IS:3025 (P-11)
2	Turbidity	NTU	0.2	5	IS:3025 (P-10)
3	Total Alkalinity	mg/L	516.0	600	IS: 3025 (P-23)
4	Total Dissolved Solids	mg/L	702.4	2000	IS:3025 (P-16)
5	Chloride	mg/L	42.0	1000	IS:3025 (P-32)
6	Total Hardness	mg/L	288.0	600	IS: 3025 (P-21)
7	Residual Free Chlorine	mg/L	BUL (DL-0.1)	1.0	IS:3025 (P-26):1986-2003
8	Calcium (as Ca)	mg/L	57.7	200	IS:3025 (P-40)
9	Magnesium (as Mg)	mg/l	35.0	100	IS:3025 (P-16)
10	Sulphate	mg/L	17.2	400	IS:3025 (P-24)
11	Fluoride (as F)	mg/L	0.5	1.5	IS:3025 (P-60)
12	Nitrate	mg/L	1.1	-	IS:3025 (P-34)

*Adarsh Bala*

Adarsh Bala  
Microbiologist  
Authorised Signatory

*Vikash Boran*  
Section Incharge-Instrumentation  
Authorised Signatory

*Dr. Anand Kumar Mogha*  
Head-Environment Division  
Authorised Signatory

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Sample code : EP/201912260003  
Report No. : AFLPL/EP/261219003  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

Test Started on : 26/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification as per IS-10500:2012 (Permissible Limit)	Test Method
13	Iron (as Fe)	mg/L	BLQ (LOQ-0.1)	-	IS:3025 (P-53)
14	Zinc (as Zn)	mg/L	BLQ (LOQ-0.2)	15	IS:3025 (P-49)
	Microbiological Analysis:	-	-	-	-
15	Total Coliform	/100ml	Absent	-	IS:15185-2016

BDL=Below Detection Limit; DL= Detection Limit; BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Adarsh Bala  
Microbiologist  
Authorised Signatory

Vikash Borah  
Section Incharge Instrumentation  
Authorised Signatory

DL Vikash Kumar Mehta  
Head-Environment Division  
Authorised Signatory

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Sample code : EP/201912260004  
Report No. : AFLPL/EP/261219004  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

- (1) Name of the Sample : Soil  
(2) Sample Description : Brown Blackish Soil  
(3) Sample Quantity : 2Kg  
(4) Sample Pkg. Condition : Polybag

### Details of Sampling :

- (a) Date of Sampling : 25/12/2019  
(b) Time of Sampling : 03:50 PM  
(c) Sampling Protocol : IS:2720 (P-1)  
(d) Equipment Used : Auger  
(e) Sampling Done By : Mr. Puneet Mishra  
(f) Sampling location : Near Palla Sallu SBI Branch  
(g) Coordinates : N 28°11'01.40", E 077°92'59.33"

### TEST RESULTS

Test Started on : 26/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement	Test Method
1	pH (10% Slurry)	-	7.73	-	IS:2720 (P-26) 1987- RA 2016
2	Moisture	%	6.46	-	IS:2720 (P-2) 1973 RA 2015
3	Bulk Density	gm/cc	1.23	-	IS:2720 (P-7) 1980- RA 2016
4	Porosity	%	32.4	-	USDA
5	Infiltration Capacity	cm/hr	1.37	-	USDA
6	Water Holding Capacity	%	40.4	-	USDA:1954 RA:2010
7	Electrical Conductivity	µS/cm	204	-	IS:14767 : 2000
8	Nitrogen as Nitrate	mg/kg	6.2	-	AFLPL/SOP/WI/ENV/W-36
9	Phosphorous	mg/kg	4.8	-	IS:10158 1982 RA2015
10	Sulphate	mg/kg	0.80	-	API IA (23rd Edn. 4500 SO4
11	Potassium	mg/kg	2020.04	-	USEPA 3050 B (AAS Flame

Vikash Boran

Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vineet Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Sample code : EP/201912260004  
Report No. : AFLPL/EP/261219004  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

Test Started on : 26/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement	Test Method
11					Dec.1996)
12	Calcium	mg/kg	1782.41	-	USEPA 3050 B (AAS Flame Dec.1996)
13	Sodium	mg/kg	421.58	-	USEPA 3050 B (AAS Flame Dec.1996)
14	Texture	-	Sandy Loam	-	IS:2720 (P-4) 1985
15	Sand	%	67	-	IS:2720 (P-4) 1985
16	Clay	%	11	-	IS:2720 (P-4) 1985
17	Silt	%	22	-	IS:2720 (P-4) 1985
18	TPH	mg/kg	BDL ( DL-0.1)	-	USEPA Method 9671 B
19	PAH	mg/kg	BLQ (LOQ-0.25)	-	AFLPL/SOP/CH/INH/109
20	Phenols	mg/kg	BDL ( DL-0.01)	-	APHA 5530-C, (23rd Edn.) 2017
	BTEX		-	-	-
21	Benzene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
22	Toluene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
23	Ethyl benzene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
24	Xylene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
25	Naphthalene	mg/kg	BLQ (LOQ-0.25)	-	AFLPL/SOP/CH/INH/109

BDL=Below Detection Limit; DL= Detection Limit; BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Vikas Poran

Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vikas Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Sample code : EP/201912260005  
Report No. : AFLPL/EP/261219005  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

#### SAMPLE PARTICULARS

- (1) Name of the Sample : Soil  
(2) Sample Description : Brown Soil  
(3) Sample Quantity : 2Kg  
(4) Sample Pkg. Condition : Polybag

#### Details of Sampling :

- (a) Date of Sampling : 26/12/2019  
(b) Time of Sampling : 02:10 PM  
(c) Sampling Protocol : IS:2720 (P-1)  
(d) Equipment Used : Auger  
(e) Sampling Done By : Mr. Puneet Mishra  
(f) Sampling location : Galfar Construction Camp  
(g) Coordinates : N 27°89'61.41", E 078°01'06.66"

#### TEST RESULTS

Test Started on : 26/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement	Test Method
1	pH (10% Slurry)	-	7.92	-	IS:2720 (P-26) 1987- RA 2016
2	Moisture	%	8.2	-	IS:2720 (P-2) 1973 RA 2015
3	Bulk Density	gm/cc	1.30	-	IS:2720 (P-7) 1980- RA 2016
4	Porosity	%	30.8	-	USDA
5	Infiltration Capacity	cm/hr	1.1	-	USDA
6	Water Holding Capacity	%	32.4	-	USDA:1954 RA:2010
7	Electrical Conductivity	µS/cm	450	-	IS:14767 : 2000
8	Nitrogen as Nitrate	mg/kg	8.2	-	AFLPL/SOP/WI/ENV/W-36
9	Phosphorous	mg/kg	4.2	-	IS:10158 1982 RA2015
10	Sulphate	mg/kg	61	-	API IA (23rd Edn. 4500 304
11	Potassium	mg/kg	2150.82	-	USEPA 3050 B (AAS Flame

Vikash Borah

Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Sample code : EP/201912200005  
Report No. : AFLPL/EP/261219005  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

Test Started on : 26/12/2019

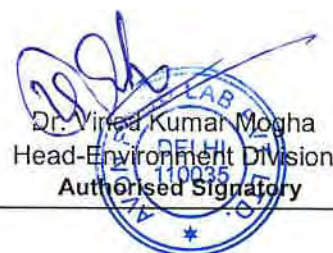
Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement	Test Method
11					Dec.1996)
12	Calcium	mg/kg	1115.98	-	USEPA 3050 B (AAS Flame Dec.1996)
13	Sodium	mg/kg	480.08	-	USEPA 3050 B (AAS Flame Dec.1996)
14	Texture	-	Sandy Loam	-	IS:2720 (P-4) 1985
15	Sand	%	61	-	IS:2720 (P-4) 1985
16	Clay	%	14	-	IS:2720 (P-4) 1985
17	Silt	%	25	-	IS:2720 (P-4) 1985
18	TPH	mg/kg	BDL ( DL-0.1)	-	USEPA Method 9671 B
19	PAH	mg/kg	BLQ (LOQ-0.25)	-	AFLPL/SOP/CH/INH/109
20	Phenols	mg/kg	BDL ( DL-0.01)	-	APHA 5530-C, (23rd Edn.) 2017
	BTEX	-	-	-	USEPA Method 8260 C
21	Benzene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
22	Toluene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
23	Ethyl benzene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
24	Xylene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
25	Naphthalene	mg/kg	BLQ (LOQ-0.25)	-	AFLPL/SOP/CH/INH/109

BDL=Below Detection Limit; DL= Detection Limit; BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

  
Vikash Boran

Section Incharge-Instrumentation  
Authorised Signatory

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Sample code : EP/201912270001  
Report No. : AFLPL/EP/271219001  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

#### SAMPLE PARTICULARS

- (1) Name of the Sample : Ground Water  
(2) Sample Description : Hand Pump  
(3) Sample Quantity : 4 Litres  
(4) Sample Pkg. Condition : Plastic Can

#### Details of Sampling :

- (a) Date of Sampling : 26/12/2019  
(b) Time of Sampling : 10:40 AM  
(c) Sampling Protocol : IS:3025 (P-1)  
(d) Equipment Used : N/A  
(e) Sampling Done By : Mr. Navneet Srivastav  
(f) Sampling location : Lalkuan Vaishnavi Complex  
(g) Coordinates : N 28°63'55.00", E 77°46'30.00"

#### TEST RESULTS

Test Started on : 27/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification as per IS-10500:2012 (Permissible Limit)	Test Method
	Physical & Chemical Analysis:	-	-	-	-
1	pH Value	-	7.45	6.5-8.5	IS:3025 (P-11)
2	Turbidity	NTU	0.4	5	IS:3025 (P-10)
3	Total Alkalinity	mg/L	348.0	600	IS: 3025 (P-23)
4	Total Dissolved Solids	mg/L	1186.6	2000	IS:3025 (P-16)
5	Chloride	mg/L	149.9	1000	IS:3025 (P-32)
6	Total Hardness	mg/L	628.0	600	IS: 3025 (P-21)
7	Residual Free Chlorine	mg/L	BDL (DL-0.1)	1.0	IS:3025 (P-26):1986-2003
8	Calcium (as Ca)	mg/L	160.3	200	IS:3025 (P-40)
9	Magnesium (as Mg)	mg/L	55.4	100	IS:3025 (P-46)
10	Sulphate	mg/L	181.0	400	IS:3025 (P-24)
11	Fluoride (as F)	mg/L	0.5	1.5	IS:3025 (P-60)
12	Nitrate	mg/L	2.5	-	IS:3025 (P-34)

Adarsh Bala

Microbiologist  
Authorised Signatory

Virash Boran

Section Incharge, Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Website : www.avonfoodlab.com, environment@avonfoodlab.com, CIN : U24100DL2011PTC219942



# AVON FOOD LAB (PVT.) LTD.

(ENVIRONMENT DIVISION)

NABL Accredited Laboratory Certificate No. TC-5547  
Recognized from Ministry of Environment, Forest & Climate Change (MoEF & CC)  
Under the Environment (Protection) Act 1986.

## TEST REPORT

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DLF Cyber City, Gurgaon-122002, Haryana  
Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/2019/12270001  
Report No. : AFLPL/EP/271219001  
Date of Issue : 06/01/2020  
Reference No. : SCVDEL/065/12/19-20

Test Started on : 27/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification as per IS-10500:2012 (Permissible Limit)	Test Method
13	Iron (as Fe)	mg/L	BLQ (LOQ-0.1)	-	IS:3025 (P-53)
14	Zinc (as Zn)	mg/L	0.43	15	IS:3025 (P-49)
	Microbiological Analysis:	-	-	-	-
15	Total Coliform	/100ml	Absent	-	IS:15185-2016

BDL=Below Detection Limit; DL= Detection Limit; BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Adarsh Bala  
Microbiologist  
Authorised Signatory

Vikash Boran  
Section In-charge-Instrumentation  
Authorised Signatory

Dr. Viraj Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/201912270002  
Report No. : AFLPL/EP/271219002  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

#### SAMPLE PARTICULARS

- (1) Name of the Sample : Ground Water  
(2) Sample Description : Hand Pump  
(3) Sample Quantity : 4 Litres  
(4) Sample Pkg. Condition : Plastic Can

#### Details of Sampling :

- (a) Date of Sampling : 26/12/2019  
(b) Time of Sampling : 12:30 Hr.  
(c) Sampling Protocol : IS:3025 (P-1)  
(d) Equipment Used : N/A  
(e) Sampling Done By : Mr. Navneet Srivastav  
(f) Sampling location : Aman Drycleaners Near PS Dhoom  
(g) Coordinates : N 28°57'60.47", E 77°53'25.88"

#### TEST RESULTS

Test Started on : 27/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification as per IS-10500:2012 (Permissible Limit)	Test Method
	Physical & Chemical Analysis:	-	-	-	-
1	pH Value	-	7.66	6.5-8.5	IS:3025 (P-11)
2	Turbidity	NTU	0.5	5	IS:3025 (P-10)
3	Total Alkalinity	mg/L	784.0	600	IS: 3025 (P-23)
4	Total Dissolved Solids	mg/L	1993.0	2000	IS:3025 (P-16)
5	Chloride	mg/L	239.9	1000	IS:3025 (P-32)
6	Total Hardness	mg/L	368.0	600	IS: 3025 (P-21)
7	Residual Free Chlorine	mg/L	BDL (DL-0.1)	1.0	IS:3025 (P-26):1986-2003
8	Calcium (as Ca)	mg/L	43.3	200	IS:3025 (P-40)
9	Magnesium (as Mg)	mg/L	63.2	100	IS:3025 (P-46)
10	Sulphate	mg/L	131.8	400	IS:3025 (P-24)
11	Fluoride (as F)	mg/L	0.8	1.5	IS:3025 (P-60)
12	Nitrate	mg/L	3.1	-	IS:3025 (P-34)

*Adarsh Bala*

Adarsh Bala  
Microbiologist  
Authorised Signatory

*Vikash Boran*  
Section Incharge Instrumentation  
Authorised Signatory

*Dr. Vinod Kumar Mogha*  
Head-Environment Division  
Authorised Signatory

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Sample code : EP/201912270002  
Report No. : AFLPL/EP/271219002  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

Test Started on : 27/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification as per IS-10500:2012 (Permissible Limit)	Test Method
13	Iron (as Fe)	mg/L	BLQ (LOQ-0.1)	-	IS:3025 (P-53)
14	Zinc (as Zn)	mg/L	BLQ (LOQ-0.2)	15	IS:3025 (P-49)
	Microbiological Analysis:	-	-	-	-
15	Total Coliform	/100ml	Absent.	-	IS:15185-2016

BDL=Below Detection Limit; DL= Detection Limit; BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Adarsh Bala  
Microbiologist  
Authorised Signatory

Vikash Boran  
Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vinay Kumar Mehta  
Head-Environment Division  
Authorised Signatory

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Sample code : EP/201912270003  
Report No. : AFLPL/EP/271219003  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

- (1) Name of the Sample : Ground Water  
(2) Sample Description : Hand Pump  
(3) Sample Quantity : 4 Litres  
(4) Sample Pkg. Condition : Plastic Can

### Details of Sampling :

- (a) Date of Sampling : 26/12/2019  
(b) Time of Sampling : 14:20 Hr.  
(c) Sampling Protocol : IS:3025 (P-1)  
(d) Equipment Used : N/A  
(e) Sampling Done By : Mr. Navneet Srivastav  
(f) Sampling location : Jokhabad Village Opp. Sharma Hotel  
(g) Coordinates : N 28°47'47.57", E 77°66'28.69"

### TEST RESULTS

Test Started on : 27/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification as per IS-10500:2012 (Permissible Limit)	Test Method
	Physical & Chemical Analysis:	-	-	-	-
1	pH Value	-	7.25	6.5-8.5	IS:3025 (P-11)
2	Turbidity	NTU	0.3	5	IS:3025 (P-10)
3	Total Alkalinity	mg/L	528.0	600	IS: 3025 (P-23)
4	Total Dissolved Solids	mg/L	1013.8	2000	IS:3025 (P-16)
5	Chloride	mg/L	175.9	1000	IS:3025 (P-32)
6	Total Hardness	mg/L	464.0	600	IS: 3025 (P-21)
7	Residual Free Chlorine	mg/L	BDL (DL-0.1)	1.0	IS:3025 (P-26):1986-2003
8	Calcium (as Ca)	mg/L	86.6	200	IS:3025 (P-40)
9	Magnesium (as Mg)	mg/L	60.3	100	IS:3025 (P-46)
10	Sulphate	mg/L	65.7	400	IS:3025 (P-24)
11	Fluoride (as F)	mg/L	0.4	1.5	IS:3025 (P-60)
12	Nitrate	mg/L	1.5	-	IS:3025 (P-34)

Adarsh Bala  
Microbiologist

Authorised Signatory

Vikash Boran  
Section Incharge- NSI Documentation  
Authorised Signatory

Dr. Vineet Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Sample code : EP/201912270003  
Report No. : AFLPL/EP/271219003  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

Test Started on : 27/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification as per IS-10500:2012 (Permissible Limit)	Test Method
13	Iron (as Fe)	mg/L	BLQ (LOQ-0.1)	-	IS:3025 (P-53)
14	Zinc (as Zn)	mg/L	BLQ (LOQ-0.2)	15	IS:3025 (P-49)
	Microbiological Analysis:	-	-	-	-
15	Total Coliform	/100ml	Absent	-	IS:15185-2016

BDL=Below Detection Limit; DL= Detection Limit; BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Adarsh Bala  
Microbiologist  
Authorised Signatory

Vikas Beran  
Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mohta  
Head-Environment Division  
Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : FP/201912270004  
Report No. : AFLPL/EP/271219004  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

- (1) Name of the Sample : Ground Water  
(2) Sample Description : Hand Pump  
(3) Sample Quantity : 4 Litres  
(4) Sample Pkg. Condition : Plastic Can

### Details of Sampling :

- (a) Date of Sampling : 26/12/2019  
(b) Time of Sampling : 15:40 Hr.  
(c) Sampling Protocol : IS:3025 (P-1)  
(d) Equipment Used : N/A  
(e) Sampling Done By : Mr. Navneet Srivastav  
(f) Sampling location : Dariyapur Village  
(g) Coordinates : N 28°42'42.23", E 77°80'20.02"

### TEST RESULTS

Test Started on : 27/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification as per IS-10500:2012 (Permissible Limit)	Test Method
	Physical & Chemical Analysis:	-	-	-	-
1	pH Value	-	8.01	6.5-8.5	IS:3025 (P-11)
2	Turbidity	NTU	0.2	5	IS:3025 (P-10)
3	Total Alkalinity	mg/L	260.0	600	IS: 3025 (P-23)
4	Total Dissolved Solids	mg/L	342.4	2000	IS:3025 (P-16)
5	Chloride	mg/L	4.0	1000	IS:3025 (P-32)
6	Total Hardness	mg/L	280.0	600	IS: 3025 (P-21)
7	Residual Free Chlorine	mg/L	BDL (DL-0.1)	1.0	IS:3025 (P-26):1986-2003
8	Calcium (as Ca)	mg/L	40.1	200	IS:3025 (P-40)
9	Magnesium (as Mg)	mg/L	43.7	100	IS:3025 (P-46)
10	Sulphate	mg/L	27.2	400	IS:3025 (P-24)
11	Fluoride (as F)	mg/L	1.1	1.5	IS:3025 (P-60)
12	Nitrate	mg/L	0.8	-	IS:3025 (P-34)

Adarsh Bala  
Microbiologist  
Authorised Signatory

Vikash Bera  
Section Incharge Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mehta  
Head-Environment Division  
Authorised Signatory

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Sample code : EP/201912270004  
Report No. : AFLPL/EP/271219004  
Date of Issue : 06/01/2020  
Reference No. : SQA/DEI/065/12/19-20

Test Started on : 27/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification as per IS-10500:2012 (Permissible Limit)	Test Method
13	Iron (as Fe)	mg/L	BLQ (LOQ-0.1)	-	IS:3025 (P-53)
14	Zinc (as Zn)	mg/L	0.34	15	IS:3025 (P-49)
	Microbiological Analysis:	-	-	-	-
15	Total Coliform	/100ml	Absent	-	IS:15185-2016

BDL=Below Detection Limit; DL= Detection Limit; BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Adarsh Bala  
Microbiologist  
Authorised Signatory

Vikas Baran  
Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mehta  
Head-Environment Division  
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Sample code : EP/201912270005  
Report No. : AFLPL/EP/271219005  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

- (1) Name of the Sample : Soil  
(2) Sample Description : Brown Soil  
(3) Sample Quantity : 2Kg  
(4) Sample Pkg. Condition : Polybag

### Details of Sampling :

- (a) Date of Sampling : 26/12/2019  
(b) Time of Sampling : 11:15 AM  
(c) Sampling Protocol : IS:2720 (P-1)

- (d) Equipment Used : Auger  
(e) Sampling Done By : Mr. Puneet Mishra  
(f) Sampling location : Near Chhapraula Police Chauki Opp.  
(g) Coordinates : N 28°61'68.59", E 77°48'78.97"

### TEST RESULTS

Test Started on : 27/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement	Test Method
1	pH (10% Slurry)	-	8.49	-	IS:2720 (P-26) 1987- RA 2016
2	Moisture	%	6.2	-	IS:2720 (P-2) 1973 RA 2015
3	Bulk Density	gm/cc	1.25	-	IS:2720 (P-7) 1980- RA 2016
4	Porosity	%	30.8	-	USDA
5	Infiltration Capacity	cm/hr	1.10	-	USDA
6	Water Holding Capacity	%	38.2	-	USDA:1954 RA:2010
7	Electrical Conductivity	µS/cm	162	-	IS:14767 : 2000
8	Nitrogen as Nitrate	mg/kg	7.8	-	AFLPL/SOP/WI/ENV/W-36
9	Phosphorous	mg/kg	3.6	-	IS:10158 1982 RA2015
10	Sulphate	mg/kg	0.82	-	APHA (23rd Edn. 4500 SO4
11	Potassium	mg/kg	2032.78	-	USEPA 3050 B (AAS Flame

Vikash Bora

Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vipin Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Sample code : EP/201912270005  
Report No. : AFLPL/EP/271219005  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

Test Started on : 27/12/2019

Test Completed on : 06/01/2020

Sl. No.	Parameter	Units	Results	Specification/Requirement	Test Method
11					Dec.1996)
12	Calcium	mg/kg	1494.54	-	USEPA 3050 B (AAS Flame Dec.1996)
13	Sodium	mg/kg	330.29	-	USEPA 3050 B (AAS Flame Dec.1996)
14	Texture	-	Loam	-	IS:2720 (P-4) 1985
15	Sand	%	51	-	IS:2720 (P-4) 1985
16	Clay	%	34	-	IS:2720 (P-4) 1985
17	Silt	%	15	-	IS:2720 (P-4) 1985
18	TPH	mg/kg	BDL ( DL-0.1)	-	USEPA Method 9671 B
19	PAH	mg/kg	BLQ (LOQ-0.25)	-	AFLPL/SOP/CH/INH/109
20	Phenols	mg/kg	BDL ( DL-0.01)	-	APHA 5530-C, (23rd Edn.) 2017
	BTEX	-	-	-	USEPA Method 8260 C
21	Benzene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
22	Toluene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
23	Ethyl benzene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
24	Xylene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
25	Naphthalene	mg/kg	BLQ (LOQ-0.25)	-	AFLPL/SOP/CH/INH/109

BDL=Below Detection Limit; DL= Detection Limit; BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Vikash Boran  
Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Megha  
Head, Environment Division  
Authorised Signatory

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(ENVIRONMENT DIVISION)

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DLF Cyber City, Gurgaon-122002, Haryana  
Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/201912270006  
Report No. : AFLPL/EP/271219006  
Date of Issue : 06/01/2020  
Reference No. : AFLPL/EP/271219005

### SAMPLE PARTICULARS

- (1) Name of the Sample : Soil  
(2) Sample Description : Brown Soil  
(3) Sample Quantity : 2Kg  
(4) Sample Pkg. Condition : Polybag

### Details of Sampling :

- (a) Date of Sampling : 26/12/2019  
(b) Time of Sampling : 12:45 PM  
(c) Sampling Protocol : IS:2720 (P-1)

- (d) Equipment Used : Auger  
(e) Sampling Done By : Mr. Puneet Mishra  
(f) Sampling location : Near Manikpur Police Chauki  
(g) Coordinates : N 28°57'72.95", E 077°52'98.70"

### TEST RESULTS

Test Started on : 27/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement	Test Method
1	pH (10% Slurry)	-	7.78	-	IS:2720 (P-26) 1987- RA 2016
2	Moisture	%	7.4	-	IS:2720 (P-2) 1973 RA 2015
3	Bulk Density	gm/cc	1.2	-	IS:2720 (P-7) 1980- RA 2016
4	Porosity	%	36.5	-	USDA
5	Infiltration Capacity	cm/hr	1.2	-	USDA
6	Water Holding Capacity	%	38.0	-	USDA:1954 RA:2010
7	Electrical Conductivity	µS/cm	272	-	IS:14767 : 2000
8	Nitrogen as Nitrate	mg/kg	8.4	-	AFLPL/SOP/WI/ENV/W-36
9	Phosphorous	mg/kg	2.6	-	IS:10158 1982 RA2015
10	Sulphate	mg/kg	0.4	-	APHA (23rd Edn. 4500 SO4
11	Potassium	mg/kg	2193.05	-	USEPA 3050 B (AAS Flame

Vikash Boran

Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Sample code : EP/201912270006  
Report No. : AFLPL/EP/271219006  
Date of Issue : 06/01/2020  
Reference No. : AFLPL/EP/271219005

Test Started on : 27/12/2019

Test Completed on : 06/01/2020

Sl. No.	Parameter	Units	Results	Specification/Requirement	Test Method
11					Dec.1996)
12	Calcium	mg/kg	1612.83	-	USEPA 3050 B (AAS Flame Dec.1996)
13	Sodium	mg/kg	344.11	-	USEPA 3050 B (AAS Flame Dec.1996)
14	Texture	-	Sandy Loam	-	IS:2720 (P-4) 1985
15	Sand	%	65	-	IS:2720 (P-4) 1985
16	Clay	%	12	-	IS:2720 (P-4) 1985
17	Silt	%	23	-	IS:2720 (P-4) 1985
18	TPH	mg/kg	BDL ( DL-0.1)	-	USEPA Method 9671 B
19	PAH	mg/kg	BLQ (LOQ-0.25)	-	AFLPL/SOP/CH/INH/109
20	Phenols	mg/kg	BDL ( DL-0.01)	-	APHA 5530-C, (23rd Edn.) 2017
	BTEX	-	-	-	-
21	Benzene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
22	Toluene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
23	Ethyl benzene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
24	Xylene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
25	Naphthalene	mg/kg	BLQ (LOQ-0.25)	-	AFLPL/SOP/CH/INH/109

BDL =Below Detection Limit; DL = Detection Limit; BLQ=Below Limit of Quantification; LOQ- Limit of Quantification

  
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Section Incharge-Instrumentation  
Authorised Signatory

  
Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/201912270007  
Report No. : AFLPL/EP/271219007  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

- (1) Name of the Sample : Soil  
(2) Sample Description : Brown Soil  
(3) Sample Quantity : 2Kg  
(4) Sample Pkg. Condition : Polybag

### Details of Sampling :

- (a) Date of Sampling : 26/12/2019  
(b) Time of Sampling : 13:40 Hr.  
(c) Sampling Protocol : IS:2720 (P-1)  
(d) Equipment Used : Auger  
(e) Sampling Done By : Mr. Puneet Mishra  
(f) Sampling location : Before (500m) Peripheral Exp. Way  
(g) Coordinates : N 28°52'53.29", E 077°59'02.30"

### TEST RESULTS

Test Started on : 27/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement	Test Method
1	pH (10% Slurry)	-	8.14	-	IS:2720 (P-26) 1987- RA 2016
2	Moisture	%	6.84	-	IS:2720 (P-2) 1973 RA 2015
3	Bulk Density	gm/cc	1.43	-	IS:2720 (P-7) 1980- RA 2016
4	Porosity	%	34.2	-	USDA
5	Infiltration Capacity	cm/hr	0.8	-	USDA
6	Water Holding Capacity	%	40.5	-	USDA:1954 RA:2010
7	Electrical Conductivity	µS/cm	180	-	IS:14767 : 2000
8	Nitrogen as Nitrate	mg/kg	6.8	-	AFLPL/SOP/WI/ENV/W-36
9	Phosphorous	mg/kg	2.8	-	IS:10158 1982 RA2015
10	Sulphate	mg/kg	0.8	-	APHA (23rd Edn. 4500 SO4
11	Potassium	mg/kg	1796.88	-	USEPA 3050 B (AAS Flame

Vikash Borah

Section Incharge-Instrumentation

Authorised Signatory

Dr. Vinod Kumar Mogha  
Head-Environment Division  
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Sample code : EP/201912270007  
Report No. : AFLPL/EP/271219007  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

Test Started on : 27/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement	Test Method
11					Dec.1996)
12	Calcium	mg/kg	1415.22	-	USEPA 3050 B (AAS Flame Dec.1996)
13	Sodium	mg/kg	329.28	-	USEPA 3050 B (AAS Flame Dec.1996)
14	Texture	-	Loam	-	IS:2720 (P-4) 1985
15	Sand	%	30	-	IS:2720 (P-4) 1985
16	Clay	%	25	-	IS:2720 (P-4) 1985
17	Silt	%	45	-	IS:2720 (P-4) 1985
18	TPH	mg/kg	BDL ( DL-0.21)	-	USEPA Method 9671 B
19	PAH	mg/kg	BLQ (LOQ-0.25)	-	AFLPL/SOP/CH/INH/109
20	Phenols	mg/kg	BDL ( DL-0.01)	-	APHA 5530-C, (23rd Edn.) 2017
	BTEX	-	-	-	-
21	Benzene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
22	Toluene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
23	Ethyl benzene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
24	Xylene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
25	Naphthalene	mg/kg	BLQ (LOQ-0.25)	-	AFLPL/SOP/CH/INH/109

BDL=Below Detection Limit; DL= Detection Limit; BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

  
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Section Incharge-Instrumentation  
Authorized Signatory

  
Dr. Vinod Kumar Mehta  
Head-Environment Division  
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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/201912270008  
Report No. : AFLPL/EP/271219008  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

(1) Name of the Sample : Soil  
(2) Sample Description : Brown Soil  
(3) Sample Quantity : 2Kg  
(4) Sample Pkg. Condition : Polybag

### Details of Sampling :

(a) Date of Sampling : 26/12/2019  
(b) Time of Sampling : 02:50 PM  
(c) Sampling Protocol : IS:2720 (P-1)

(d) Equipment Used : Auger  
(e) Sampling Done By : Mr. Puneet Mishra  
(f) Sampling location : Open Land before Essar Petrol Pump  
(g) Coordinates : N 28°46'25.61", E 077°68'52.17"

### TEST RESULTS

Test Started on : 27/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement	Test Method
1	pH (10% Slurry)	-	7.80	-	IS:2720 (P-26) 1987- RA 2016
2	Moisture	%	8.20	-	IS:2720 (P-2) 1973 RA 2015
3	Bulk Density	gm/cc	1.28	-	IS:2720 (P-7) 1980- RA 2016
4	Porosity	%	34.0	-	USDA
5	Infiltration Capacity	cm/hr	0.85	-	USDA
6	Water Holding Capacity	%	30.8	-	USDA:1954 RA:2010
7	Electrical Conductivity	µS/cm	288	-	IS:14767 : 2000
8	Nitrogen as Nitrate	mg/kg	7.0	-	AFLPL/SOP/WI/ENV/W-36
9	Phosphorous	mg/kg	3.2	-	IS:10158 1982 RA2015
10	Sulphate	mg/kg	0.60	-	APHA (23rd Edn. 4500 SO4
11	Potassium	mg/kg	2207.77	-	USEPA 3050 B (AAS Flame

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Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mehta  
Head-Environment Division  
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Sample code : EP/201912270008  
Report No. : AFLPL/EP/271219008  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

Test Started on : 27/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement	Test Method
11					Dec. 1996)
12	Calcium	mg/kg	1440.84	-	USEPA 3050 B (AAS Flame Dec.1996)
13	Sodium	mg/kg	346.54	-	USEPA 3050 B (AAS Flame Dec.1996)
14	Texture	-	Loam	-	IS:2720 (P-4) 1985
15	Sand	%	39	-	IS:2720 (P-4) 1985
16	Clay	%	17	-	IS:2720 (P-4) 1985
17	Silt	%	44	-	IS:2720 (P-4) 1985
18	TPH	mg/kg	BDL ( DL-0.1)	-	USEPA Method 9671 B
19	PAH	mg/kg	BLQ (LOQ-0.25)	-	AFLPL/SOP/CH/INH/109
20	Phenols	mg/kg	BDL (DL-0.01)	-	APHA 5530-C, (23rd Edn.) 2017
	BTEX	-	-	-	USEPA Method 8260 C
21	Benzene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
22	Toluene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
23	Ethyl benzene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
24	Xylene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
25	Naphthalene	mg/kg	BLQ (LOQ-0.25)	-	AFLPL/SOP/CH/INH/109

BDL - Below Detection Limit; DL - Detection Limit; BLQ - Below Limit of Quantification; LOQ - Limit of Quantification

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Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/201912270009  
Report No. : AFLPL/EP/271219009  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

- (1) Name of the Sample : Soil  
(2) Sample Description : Brown Soil  
(3) Sample Quantity : 2Kg  
(4) Sample Pkg. Condition : Polybag

### Details of Sampling :

- (a) Date of Sampling : 26/12/2019  
(b) Time of Sampling : 03:30 PM  
(c) Sampling Protocol : IS:2720 (P-1)

- (d) Equipment Used : Auger  
(e) Sampling Done By : Mr. Puneet Mishra  
(f) Sampling location : PNC Construction Office  
(g) Coordinates : N 28°28'76.43", E 077°85'84.13"

### TEST RESULTS

Test Started on : 27/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement	Test Method
1	pH (10% Slurry)	-	7.54	-	IS:2720 (P-26) 1987- RA 2016
2	Moisture	%	6.40	-	IS:2720 (P-2) 1973 RA 2015
3	Bulk Density	gm/cc	1.3	-	IS:2720 (P-7) 1980- RA 2016
4	Porosity	%	38.4	-	USDA
5	Infiltration Capacity	cm/hr	1.2	-	USDA
6	Water Holding Capacity	%	36.2	-	USDA:1954 RA:2010
7	Electrical Conductivity	µS/cm	326	-	IS:14767 : 2000
8	Nitrogen as Nitrate	mg/kg	6.6	-	AFLPL/SOP/WI/ENV/W-36
9	Phosphorous	mg/kg	3.8	-	IS:10158 1982 RA2015
10	Sulphate	mg/kg	0.5	-	APHA (23rd Edn. 4500 SO4
11	Potassium	mg/kg	2098.43	-	USEPA 3050 B (AAS Flame

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Section Incharge-Instrumentation  
Authorised Signatory

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Head-Environment Division  
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Sample code : EP/201912270009  
Report No. : AFLPL/EP/271219009  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

Test Started on : 27/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement	Test Method
11					Dec.1996)
12	Calcium	mg/kg	1348.29	-	USEPA 3050 B (AAS Flame Dec.1996)
13	Sodium	mg/kg	334.72	-	USEPA 3050 B (AAS Flame Dec.1996)
14	Texture	-	Loam	-	IS:2720 (P-4) 1985
15	Sand	%	71	-	IS:2720 (P-4) 1985
16	Clay	%	9	-	IS:2720 (P-4) 1985
17	Silt	%	20	-	IS:2720 (P-4) 1985
18	TPH	mg/kg	BDL ( DL-0.1)	-	USEPA Method 9671 B
19	PAH	mg/kg	BLQ (LOQ-0.25)	-	AFLPL/SOP/CH/INH/109
20	Phenols	mg/kg	BDL ( DL-0.01)	-	APHA 5530-C, (23rd Edn.) 2017
	BTEX	-	-	-	-
21	Benzene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
22	Toluene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
23	Ethyl benzene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
24	Xylene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
25	Naphthalene	mg/kg	BLQ (LOQ-0.25)	-	AFLPL/SOP/CH/INH/109

BDL=Below Detection Limit; DL= Detection Limit; BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

  
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Authorised Signatory

  
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## TEST REPORT

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DLF Cyber City, Gurgaon-122002, Haryana  
Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/201912280001  
Report No. : AFLPL/EP/281219001  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

- (1) Name of the Sample : Soil  
(2) Sample Description : Brown Soil  
(3) Sample Quantity : 2Kg  
(4) Sample Pkg. Condition : Polybag

### Details of Sampling :

- (a) Date of Sampling : 27/12/2019  
(b) Time of Sampling : 15:40 Hr.  
(c) Sampling Protocol : IS:2720 (P-1)

- (d) Equipment Used : Auger  
(e) Sampling Done By : Mr. Puneet Mishra  
(f) Sampling location : Open Agriculture Land before  
(g) Coordinates : N 28°25'28.01", E 77°48'02.12"

### TEST RESULTS

Test Started on : 28/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement	Test Method
1	pH (10% Slurry)	-	7.58	-	IS:2720 (P-26) 1987- RA 2016
2	Moisture	%	6.82	-	IS:2720 (P-2) 1973 RA 2015
3	Bulk Density	gm/cc	1.49	-	IS:2720 (P-7) 1980- RA 2016
4	Porosity	%	29.6	-	USDA
5	Infiltration Capacity	cm/hr	1.2	-	USDA
6	Water Holding Capacity	%	42.73	-	USDA:1954 RA:2010
7	Electrical Conductivity	$\mu$ S/cm	264	-	IS:14767 : 2000
8	Nitrogen as Nitrate	mg/kg	7.2	-	AFLPL/SOP/WI/ENV/W-36
9	Phosphorous	mg/kg	3.0	-	IS:10158 1982 RA2015
10	Sulphate	mg/kg	0.4	-	APHA (23rd Edn. 4500 SO4
11	Potassium	mg/kg	3527.17	-	USEPA 3050 B (AAS Flame

Vikash Boran

Section Incharge-Instrumentation  
Authorised Signatory

Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/201912280001  
Report No. : AFLPL/EP/281219001  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

Test Started on : 28/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification/Requirement	Test Method
11					Dec.1996)
12	Calcium	mg/kg	1225.17	-	USEPA 3050 B (AAS Flame Dec.1996)
13	Sodium	mg/kg	350.21	-	USEPA 3050 B (AAS Flame Dec.1996)
14	Texture	-	Sandy Loam	-	IS:2720 (P-4) 1985
15	Sand	%	35	-	IS:2720 (P-4) 1985
16	Clay	%	20	-	IS:2720 (P-4) 1985
17	Silt	%	45	-	IS:2720 (P-4) 1985
18	TPH	mg/kg	BDL ( DL-0.1)	-	USEPA Method 9671 B
19	PAH	mg/kg	BLQ (LOQ-0.25)	-	AFLPL/SOP/CH/INH/109
20	Phenols	mg/kg	BDL ( DL-0.01)	-	APHA 5530-C, (23rd Edn.) 2017
	BTEX	-	-	-	
21	Benzene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
22	Toluene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
23	Ethyl benzene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
24	Xylene	mg/kg	BLQ (LOQ-0.2)	-	USEPA Method 8260 C
25	Naphthalene	mg/kg	BLQ (LOQ-0.25)	-	AFLPL/SOP/CH/INH/109

BDL=Below Detection Limit; DL= Detection Limit; BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

  
Vikash Boran

Section Incharge Instrumentation  
Authorised Signatory

  
Dr. Vipul Kumar Mogha  
Head-Environment Division  
Authorised Signatory

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Project-NH-91, Highway Project Gaziabad-Aligarh

Sample code : EP/201912280002  
Report No. : AFLPL/EP/281219002  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

### SAMPLE PARTICULARS

- (1) Name of the Sample : Ground Water  
(2) Sample Description : Hand Pump  
(3) Sample Quantity : 4 Litres  
(4) Sample Pkg. Condition : Plastic Can

### Details of Sampling :

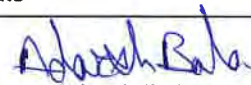
- (a) Date of Sampling : 28/12/2019  
(b) Time of Sampling : 14:30 Hr.  
(c) Sampling Protocol : IS:2720 (P-1)  
(d) Equipment Used : N/A  
(e) Sampling Done By : Mr. Navneet Srivastav  
(f) Sampling location : Agwal Village  
(g) Coordinates : N 28°29'13.44", E 77°85'78.33"

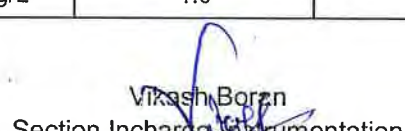
### TEST RESULTS

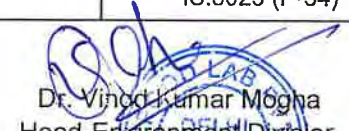
Test Started on : 28/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification as per IS-10500:2012 (Permissible Limit)	Test Method
	Physical & Chemical Analysis:		-		
1	pH Value	-	7.52	6.5-8.5	IS:3025 (P-11)
2	Turbidity	NTU	0.2	5	IS:3025 (P-10)
3	Total Alkalinity	mg/L	324.0	600	IS: 3025 (P-23)
4	Total Dissolved Solids	mg/L	752.0	2000	IS:3025 (P-16)
5	Chloride	mg/L	86.0	1000	IS:3025 (P-32)
6	Total Hardness	mg/L	384.0	600	IS: 3025 (P 21)
7	Residual Free Chlorine	mg/L	BDL (DL-0.1)	1.0	IS:3025 (P-26):1986-2003
8	Calcium (as Ca)	mg/L	80.2	200	IS:3025 (P-4U)
9	Magnesium (as Mg)	mg/L	44.7	100	IS:3025 (P-40)
10	Sulphate	mg/L	84.9	400	IS:3025 (P-24)
11	Fluoride (as F)	mg/L	0.7	1.5	IS:3025 (P-60)
12	Nitrate	mg/L	1.6	-	IS:3025 (P-34)

  
Adarsh Bala  
Microbiologist  
Authorised Signatory

  
Vikash Borzen  
Section Incharge Instrumentation  
Authorised Signatory

  
Dr. Vinod Kumar Mogha  
Head-Environment Division,  
Authorised Signatory

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Sample code : EP/201912280002  
Report No. : AFLPL/EP/281219002  
Date of Issue : 06/01/2020  
Reference No. : SCA/DEL/065/12/19-20

Test Started on : 28/12/2019

Test Completed on : 06/01/2020

SL. No.	Parameter	Units	Results	Specification as per IS-10500:2012 (Permissible Limit)	Test Method
13	Iron (as Fe)	mg/L	BLQ (LOQ-0.1)	-	IS:3025 (P-53)
14	Zinc (as Zn)	mg/L	0.30	15	IS:3025 (P-49)
	Microbiological Analysis:				
15	Total Coliform	/100ml	Absent	-	IS:15185-2016

BDL=Below Detection Limit; DL= Detection Limit; BLQ=Below Limit of Quantification; LOQ= Limit of Quantification

Adarsh Bala  
Microbiologist  
Authorised Signatory

Vikash Boran  
Section Incharge-Instrumentation  
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Dr. Vinod Kumar Mogha  
Head-Environment Division  
Authorised Signatory

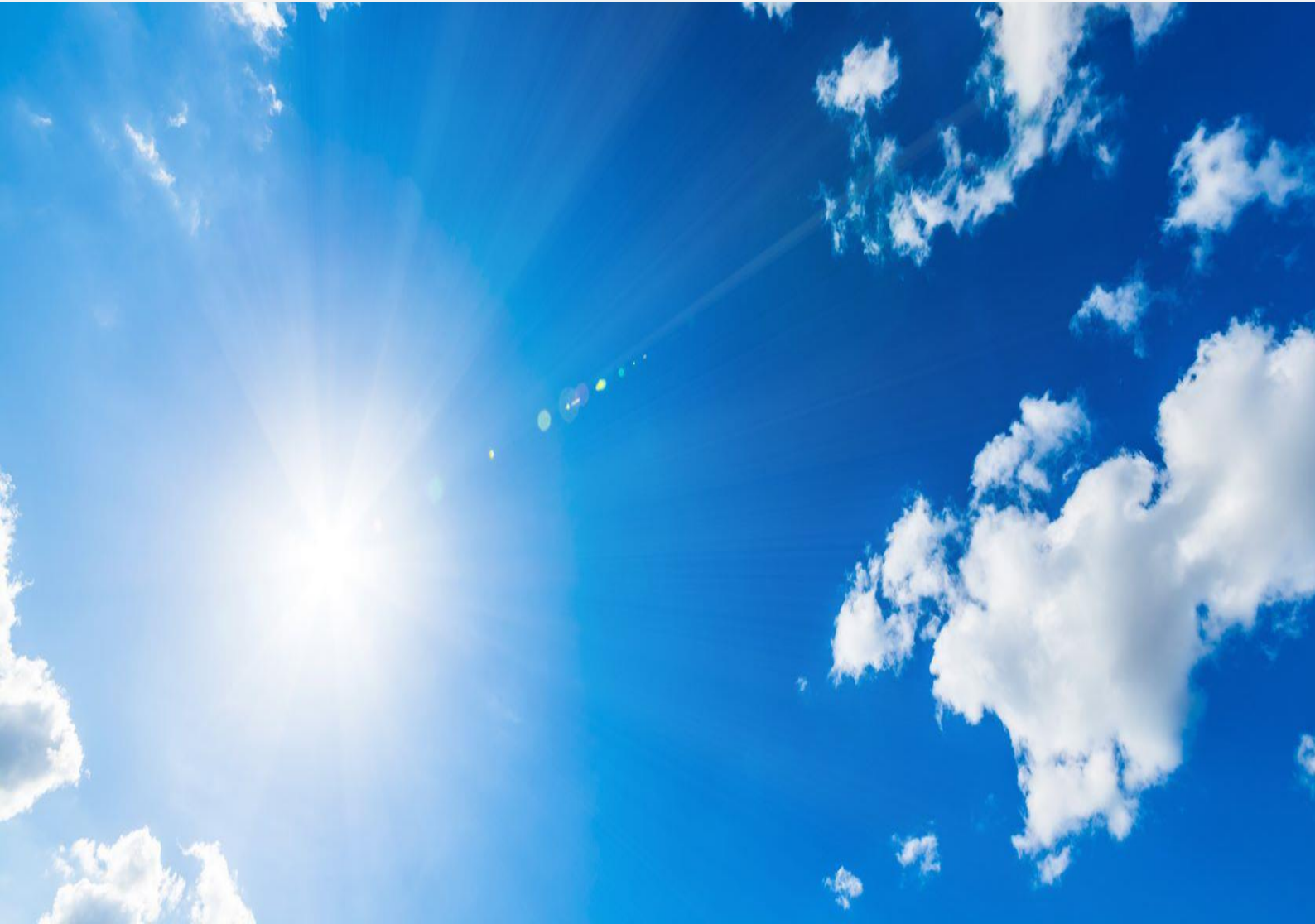
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## **APPENDIX C      REPORT ON NOISE QUALITY ASSESSMENT**



Cube Highways and Infrastructure Pte. Ltd.

# Noise Quality Modelling for Ghaziabad -Aligarh Road Section of NH-34 (km 23.600 to km 149.900) and Khurja realignment (9.285 km), Uttar Pradesh

Final Report

2 February 2022

Project No.: 0529402

Document details	
Document title	Noise Quality Modelling for Ghaziabad -Aligarh Road Section of NH-34 (km 23.600 to km 149.900) and Khurja realignment (9.285 km), Uttar Pradesh
Document subtitle	Final Report
Project No.	0529402
Date	2 February 2022
Version	05
Author	ERM India Pvt. Ltd.
Client Name	Cube Highways and Infrastructure Pte. Ltd.

#### Document history

Version	Revision	Author	Reviewed by	ERM approval to issue		Comments
				Name	Date	
Pre & draft for discussion	00	Sushil Handa	Sushil Handa	Neena Singh	13 Dec 2019 & 16 Jan 2020	Pre-draft report was released to verify traffic input data received from Cube Highways on 25 Nov 2019 as revised on 06 Dec 2019 with related outcome.
Draft Final	01A				3 Feb 2020	This draft Final report is released following meetings with Dr. Ashok Sharma and Ms. Sippy Kumar of Cube Highways on 23 Dec 2019, 03 & 21 January 2020.
Final	02	Reela Mishra	Ajay Pillai	Ajay Pillai	26 Oct 2021	Issued to client
Final	03	Reela Mishra	Ajay Pillai	Ajay Pillai	21 Dec 2021	Issued to client after addressal of IFC comments
Final	04	Reela Mishra	Ajay Pillai	Ajay Pillai	19 Jan 2022	Issued to client after addressal of IFC comments
Final	05	Reela Mishra	Ajay Pillai	Ajay Pillai	02 Feb 2022	Issued for disclosure

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**Signature Page**

02 February 2022

**Noise Quality Modelling for Ghaziabad -  
Aligarh Road Section of NH-34 (km 23.600  
to km 149.900) and Khurja realignment  
(9.285 km), Uttar Pradesh**

Final Report

---



Name: Reela Mishra  
Job title: Principal Consultant

---

---



Name: Ajay Pillai  
Job title: Partner

---

**ERM India Private Limited**

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Tel: 91 124 417 0300

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## 0. EXECUTIVE SUMMARY

Cube Highways engaged ERM India Private Limited (hereinafter referred to as ERM India) to conduct Noise Quality Modelling study for expansion of Ghaziabad – Aligarh Road (hereinafter also referred to as the Project Road) from existing 4 to 6 lanes from Chainage 23.600 to 129.600 km, leaving the structures along the alignment that are already provided with 6 lanes. No expansion is proposed for the section of the Project Road from Chainage 129.000 to 149.600 km.

For the Noise Quality study, the Project Road is divided into following four sections based on traffic projections along:

- a) NH-34 from Chainage 23.600 to 27.000 km (Lalkuan Section) with predominant commercial land use on either side;
- b) NH-34 from Chainage 27.000 to 33.600 km (Mankipur Section) with predominant commercial land use on either side;
- c) NH-91 from Chainage 33.600 to 98.400 km (TP-1 Section) with predominant rural mixed land use on either side;
- d) NH-91 from Chainage 98.400 to 129.000 km (TP-2 Section) with predominant rural mixed land use on either side.

Sensitive receptors encountered either side of the above mentioned four sections of the Project Road under expansion were identified. All the identified sensitive receptors fall under the Silence Zone (as defined in the Indian Air Quality Standards with respect to Noise, which extends up to 100 m from their location).

Noise measurements were conducted within the area of influence of projected traffic induced noise spread along the Project Road at 15 locations during 30 October to 16 November 2019 using four Envirotech make (SLM 100) instruments. SLM 100 is a microprocessor based, Integrated Sound Level meter designed to meet the requirements of IS: 15575 (Pt 1) 2005. Each instrument was set at (A) weighting scale corresponding to human audible frequency range of 20 to 20,000 hertz with average noise measured at one minute interval for 24 hours both on working and non-working days. Each instrument continuously displays sound pressure levels (SPL), equivalent sound level, max and min SPL integrated over the duration of its operation. For each of the 15 noise measurement locations, baseline in terms of equivalent noise levels Leq day (0600 to 2200 hours) in dB(A) and Leq night (2200 to 0600 hours) in dB(A) were measured 24 hourly during working and non-working days. Leq day and Leq night baseline values were established by logarithmical averages of measured noise values. It was observed that none of the 15 locations complied with the corresponding Indian ambient air standards with respect to noise for the related land use as the prevailing receptors are located close by the Project Road and there prevails situation of traffic congestions at number of stretches along the Project Road.

The guidance adopted to assess impact magnitude of change in noise levels included the following:

- a) Change in baseline up to 3 dB(A) will have negligible impact as this change is generally not noticeable by human receptors.
- b) Change in baseline from 3 to 5 dB(A) is considered to have small impact magnitude,
- c) Change in baseline from 5 to 10 dB(A) as medium impact magnitude; and
- d) Change in baseline to more than 10 dB(A) is considered to have significant large impact magnitude.

Increment of baseline noise level to 3 dB(A) or more is considered as a measure to assess impact significance with respect to change in baseline of the year 2020 due to increase of the Projected traffic and related speeds in the years 2025, 2030, 2035 and 2040.

For the noise quality modelling, Cube Highways provided projected traffic and average speeds of the vehicles were used as input for scenarios for years 2020, 2025, 2030, 2035 and 2040 without and with mitigations in place for the above mentioned four sections of the Project Road.

Projected traffic induced noise levels in terms of equivalent noise levels Leq day dB(A) and Leq night dB(A) were ascertained at receivers located 25 m, 30 m, 40m, 50m, 70 m and 80 m from the centreline of the section of the Project Road.

For each of the noise quality monitoring stations (NQ-1 to NQ-15), background noise levels (Leq day and Leq night) for the year 2020 were determined by logarithmically subtracting corresponding projected traffic induced noise levels (for the traffic of year 2020) from the measured noise levels. Resultant noise levels were determined by logarithmical addition of projected traffic induced noise levels and calculated background noise levels for each of the 15 noise measuring locations. Changes in baseline of the year 2020 for the projected years 2025, 2030, 2035 and 2040 were assessed by ascertaining arithmetical difference between the resultant noise levels and the measured noise levels.

Based on noise quality modelling, the following has been assessed:

- i) For the Lalkuan Section, between Chainage 23.000 and 27.000 km covering NQ-01 and NQ-02 monitoring stations, it is inferred that the Project Road expansion will result in negligible change in baseline noise levels for the projected years 2025 onwards as the changes in the baseline resulted in increase of less than 3 dB(A).
- ii) For the Manikpur Section between Chainage 27.000 and 33.600 km covering NQ-03, NQ-04 & NQ-05 monitoring stations, it is inferred that the Project Road expansion will result in negligible change in baseline noise levels of projected years 2025 onwards as the changes in the baseline resulted in increase of less than 3 dB(A).
- iii) For the TP-1 Section between Chainage 34.400 and 98.400 km covering NQ-06 to NQ-10 monitoring stations, it is inferred that the Project Road expansion will result in negligible change in baseline noise levels for the projected years 2025 onwards as the changes in the baseline resulted in increase of less than 3 dB(A).
- iv) For TP-2 Section between Chainage 98.400 to 129.000 km covering NO-11 to NQ-15 monitoring stations, it is inferred that the Project Road expansion will result in negligible change in baseline noise levels of projected years 2025 onwards as the changes in the baseline resulted in increase of less than 3 dB(A).

## 1. INTRODUCTION

### 1.1 Background

Cube Highways (hereinafter also referred to as the Client) is evaluating an investment opportunity for Ghaziabad Aligarh Expressway Private Limited (hereafter referred to as "GAEPL"). GAEPL is a special purpose vehicle (SPV) created for construction of Ghaziabad – Aligarh Highway (including realignment of 9.285 km connecting the upcoming super thermal power plant at Khurja) (hereinafter referred to as "the Project Road"). The Project Road starts from Ghaziabad (Chainage 23.600 km) and ends at Aligarh (Chainage 149.900 km) on NH-34 & NH-91. The Project Road traverses through Ghaziabad, Dadri, Sikandrabad, Bulandsahar, Khurja, Gbhana and Aligarh.

Presently, it is proposed to expand the Project Road by widening existing sections of the road which are 4 lanes (~18 m width) to 6 lanes (~25 m width). Also, there is a proposal of realignment of the Project Road from Chainage 98.400 to 107.685 km (9.285 km) for the upcoming super thermal power plant at Khurja.

Cube Highways intended to conduct Noise Quality Modelling study to assess likely changes in the noise levels for the expansion of sections of the Project Road from 4 to 6 lanes. Accordingly, Cube Highways engaged ERM India Private Limited (hereinafter referred to as ERM India) to conduct Noise Quality Modelling study for the projected traffic on the Project Road without and with mitigation measures in place as per the following scope of work.

### 1.2 Scope of Work

The scope of work for the Ghaziabad- Aligarh Road expansion covers the following:

- a) Conduct noise quality monitoring on working and non-working days along the Project Road and near point sources) within the area of influence;
- b) Conduct noise modelling to predict future noise levels from the proposed project on sensitive receptors;
- c) Suggest practical mitigation options for areas that do not comply with the requirements; and
- d) Verify the effectivity of the proposed mitigation measures to achieve compliance with requirements.

As per the lenders' requirements, noise impacts from the Project Road during construction and operation should not exceed national regulations or the WHO 1999 levels (as cited in the WGB EHS Guidelines) or increase in noise level should not exceed the maximum incremental value of 3 dB(A) at the nearest receptor location off-site. In the event of any increase, propose suitable mitigation measures to bring down the noise levels to permissible limits.

### 1.3 Limitation

ERM has undertaken Noise Quality Modelling study for the sections of the Ghaziabad – Aligarh Road as per the above mentioned scope of work, however, there remain limitations of professional judgment to certain facts with resultant subjective interpretations. Professional judgments expressed herein are based on the surveys done of the Project Road which showed presence of commercially built up area in the initial sections of the Project Road, which may lead to constraints of land availability and challenge of acceptability of installing noise barriers – wall or berm by the commercially operating shops and establishments in the initial sections of the Project Road. Further, the information on projected traffic volumes and related traffic speeds provided by Cube Highways

has been used with the assumption that the information gathered is representative to cover the given scope of work. There may remain gaps for want of the information on traffic data provided by the Cube Highways.

ERM is not engaged in reporting for the purposes of advertising, sales promotion, or endorsement of any client's interests, or other publicity purposes. The Client acknowledges that any report prepared by ERM are for the exclusive use of the Client and agrees that ERM's reports or correspondence will not be used or reproduced in full or in part for such promotional purposes, and may not be used or relied upon in any prospectus or offering circular for commercial purposes.

## 1.4 Approach & Methodology

To cover the above mentioned scope of work following approach was adopted:

- a) Held meeting with Cube Highways team in ERM office on 09 October 2019;
- b) Conducted reconnaissance survey of the Project Road to assess prevailing road condition and landuse on 14 October 2019;
- c) Conducted kick-off meeting with Cube Highways officials in ERM office on 01 November 2019;
- d) Conducted noise measurements along the Project Road at 15 nearest receptor locations on working and non-working days from 30 October to 16 November 2019 through Delhi based laboratory - Avon Laboratory accredited by National Accreditation and Board Laboratory (NABL) and Ministry of Environment and Forests and Climate Change (MoEFCC).
- e) Reviewed data on traffic and speed measurements conducted by Cube Highways team. Based on the data provided, the Project Road under expansion represents traffic and speed mostly as per the following four sections:
  - i) Chainage 23.600 km to 27.000 km referred to Lalkuan Section;
  - ii) Chainage 27.000 km to 33.600 km referred to as Manikpur Section
  - iii) Chainage 33.600 to 98.400 referred to as TP-1 (Toll Plaza -1) Section; and
  - iv) Chainage 98.400 to 129.600 referred to as TP-2 (Toll Plaza-2) Section.
- f) The compiled traffic projections for the years 2020, 2025, 2030, 2035 and 2040 were discussed with Cube Highways in their office on 22 November 2019 and the compiled data was provided to ERM on 25 November 2019 as revised on 06 December 2019.
- g) Following receipt of noise measurement reports from the laboratory and traffic data from Cube Highways, noise quality modelling was conducted using SoundPlan 7.2 Software to assess the noise levels without mitigation measures in place. The number of vehicles passing per hour by type with their average speed are used as input to the model.
- h) Subsequently, meetings were held with Cube Highways officials on 23 December 2019 and 03 & 21 January 2020 to discuss the model outcome.

## 1.5 Noise Impact Magnitude Guidance Adopted

The guidance adopted to assess impact magnitude of change in noise levels included the following:

- e) Change in baseline up to 3 dB(A) will have negligible impact as this change is generally not noticeable by human receptors.
- f) Change in baseline from 3 to 5 dB(A) is considered to have small impact magnitude,

- g) Change in baseline from 5 to 10 dB(A) as medium impact magnitude; and
- h) Change in baseline to more than 10 dB(A) is considered to have significant large impact magnitude.

## 1.6 Report Structure

The remainder of this report is structured as following:

- **Section 2:** covers projected traffic and speed along the Project Road;
- **Section 3:** covers observed sensitive receptors along the Project Road;
- **Section 4:** noise measurements to establish baseline along the Project Road;
- **Section 5:** covers Predicted and change of noise levels due to the projected traffic without and with mitigations in place; and
- **Section 6:** covers conclusion.
- **Section 7:** covers images of projected traffic induced noise levels spread in terms of equivalent day time noise ( $L_{eq\ day}$ ) & night time noise ( $L_{eq\ night}$ ) along the Project Road without and with mitigations in place.

## 2. PROJECTED TRAFFIC AND SPEED ALONG THE PROJECT ROAD

### 2.1 Projected Traffic Volume

There is a proposal to expand sections of the Ghaziabad – Aligarh Road from existing 4 to 6 lanes from Chainage 23.600 to 129.600, leaving the road sections along the alignment that are already provided with 6 lanes.

For the noise quality assessment, the traffic projections are presented for the following four sections along the Project Road:

- a) NH-34 from **Chainage 23.600 to 27.000 km** referred to as the **Lalkuan Section**. This section has predominant commercial landuse on either side of the alignment.
- b) NH-34 from **Chainage 27.000 to 33.600 km** referred to as the **Mankipur Section**. This section also has predominant commercial landuse on either side of the alignment.
- c) NH-91 from **Chainage 33.600 to 98.400 km** referred to as the **TP-1 Section**. TP-1 (Toll Plaza-1) is located at Chainage 47.500 km. This section covers predominant rural mixed landuse including agriculture fields and some dwelling units located close by on either side of the alignment.
- d) NH-91 from **Chainage 98.400 to 129.600 km** referred to as the **TP-2 Section**. TP-2 (Toll Plaza-2) is located at Chainage 113.300 km. This section covers predominant rural mixed landuse including agriculture fields and some dwelling units located close by on either side of the alignment.

Note: There already exists six lanes or no expansion proposed for the following Chainages:

- a) Chainage 33.600 to 34.400 km
- b) Chainage 35.800 to 36.900 km
- c) Chainage 37.200 to 38.000 km
- d) Chainage 37.400 to 39.000 km
- e) Chainage 47.350 to 47.700 km
- f) Chainage 50.200 to 50.900 km
- g) Chainage 55.450 to 56.550 km
- h) Chainage 62.150 to 62.900 km
- i) Chainage 65.600 to 66.600 km
- j) Chainage 71.530 to 72.250 km
- k) Chainage 79.300 to 80.300 km
- l) Chainage 83.400 to 84.600 km
- m) Chainage 87.400 to 88.150 km
- n) Chainage 91.390 to 92.380 km
- o) Chainage 106.640 to 107.400 km
- p) Chainage 113.150 to 113.550 km
- q) Chainage 129.600 to 149.900 km

Speed surveys were conducted for morning, evening and late evening hours by officials of Cube Highways and accordingly projected average traffic volumes and related speeds (with respect to their types) for the traffic scenarios for the years 2020, 2025, 2030, 2035 and 2040 were worked out as input to the noise quality modelling.

## 2.1.1 Projected Traffic Data along Lalkuan Section

Table 2.1 covers projected traffic data input for noise quality modelling of Lalkuan Section of the Project Road.

**Table 2.1: Projected Traffic Data for Ch. 23.600 to 27.000 km (Lalkuan Section)**

Year [no. of Lanes]	Projected Traffic Description	Day Time (0700-2200 hrs) Traffic Type					Night Time (2200-0600 hrs) Traffic Type					Av. Daily Traffic 24hourly
		PCUs	Medium Trucks	Heavy Trucks	Buses	TWs	PCUs	Trucks	Heavy Trucks	Buses	TWs	
2020 [4 Lanes]	Average Traffic	25,319	1,776	7,56	1,247	35,269	4,122	892	372	614	5,742	76,240
	Traffic/hr	1585	115	50	80	2200	515	110	50	75	720	-
	Av. Speed km/h	20	15	15	15	20	20	15	15	15	20	-
2025 [6 Lanes]	Average Traffic	31,789	1,961	834	1,377	52,473	5,175	984	411	678	8,542	104,368
	Traffic/hr	1,985	125	52	90	3,280	650	125	52	85	1,070	-
	Av. Speed km/h	40	30	30	30	40	40	30	30	30	40	-
2030 [6 Lanes]	Average Traffic	39,361	2,202	937	1546	73,316	6,408	1,105	462	762	11,935	138,120
	Traffic/hr	2,460	140	60	100	4,580	800	140	60	95	1,490	-
	Av. Speed km/h	35	25	25	25	35	35	25	25	25	35	-
2035 [6 Lanes]	Average Traffic	48162	2470	1051	1734	95596	7840	1240	518	854	15562	175,080
	Traffic/hr	3010	155	65	110	5975	980	155	65	110	1945	-
	Av. Speed km/h	30	20	20	20	30	30	20	20	20	30	-
2040 [6 Lanes]	Average Traffic	59201	2775	1181	1949	121543	9637	1393	582	960	19786	219,080
	Traffic/hr	3700	175	75	120	7600	1205	175	70	120	2475	-
	Av. Speed km/h	20	15	15	15	20	20	15	15	15	20	-

Source: Developed from Cube Highways provided traffic data; PCUs = Passenger Car Equivalent Traffic; TW = Two wheelers.

## 2.1.2 Projected Traffic Data along Manikpur Section

Table 2.2 covers projected traffic input data for noise quality modelling of Manikpur Section of the Project Road.

**Table 2.2 Projected Traffic Data for Ch. 27.000 to 33.600 km (Manikpur Section)**

Year [no. of Lanes]	Projected Traffic Description	Day Time (0700-2200 hrs) Traffic Type					Night Time (2200-0600 hrs) Traffic Type					Av. Daily Traffic 24 hourly
		PCUs	Medium Trucks	Heavy Trucks	Buses	TWs	PCUs	Trucks	Heavy Trucks	Buses	TWs	
2020 [4 Lanes]	Average Traffic	15,532	1,789	762	1,256	20,849	2,529	898	375	619	3,394	46,590
	Traffic/hr	970	110	50	80	1,305	320	115	50	75	425	-
	Av. Speed km/h	45	30	30	30	50	45	30	30	30	50	-
2025 [6 Lanes]	Average Traffic	20,372	1,986	845	1,395	31,019	3,316	998	416	687	5,050	63,993
	Traffic/hr	1275	125	52	90	1,940	415	125	52	85	630	-
	Av. Speed km/h	50	40	40	40	55	50	40	40	40	60	-
2030 [6 Lanes]	Average Traffic	26,174	2,239	953	1,572	43,340	4,261	1,124	469	774	7,055	104,610
	Traffic/hr	1635	140	60	100	2,710	535	140	60	100	880	-
	Av. Speed km/h	40	35	35	35	45	40	35	35	35	45	-
2035 [6 Lanes]	Average Traffic	33,067	2,518	1,071	1,768	56,511	5,383	1,264	528	871	9,199	108,345
	Traffic/hr	2,070	155	65	110	3,530	670	160	65	110	1,150	-
	Av. Speed km/h	40	30	30	30	40	40	30	30	30	40	-
2040 [6 Lanes]	Average Traffic	41,833	2,836	1,207	1,992	71,849	6,810	1,424	595	981	11,696	136,485
	Traffic/hr	2,615	180	75	125	4,490	850	180	75	125	1,460	-
	Av. Speed km/h	35	25	25	25	35	35	25	25	25	35	-

Source: Developed from Cube Highways provided traffic data; PCUs = Passenger Car Equivalent Traffic; TW = Two wheelers.

### 2.1.3 Projected Traffic Data along TP-1 Section

Table 2.3 covers projected traffic input data for noise quality modelling of TP-1 Section of the Project Road.

**Table 2.3 Projected Traffic Data for Ch. 33.100 to 98.400 km (TP-1 Section)**

Year [no. of Lanes]	Projected Traffic Description	Day Time (0700-2200 hrs) Traffic Type					Night Time (2200-0600 hrs) Traffic Type					Av. Daily Traffic 24 hourly
		PCUs	Medium Trucks	Heavy Trucks	Buses	TWs	PCUs	Trucks	Heavy Trucks	Buses	TWs	
2020 [4 Lanes]	Average Traffic	16,553	457	2,390	1,148	14,692	2,473	68	357	172	2,195	40,528
	Traffic/hr	1,035	29	150	72	918	309	9	45	21	274	-
	Av. Speed km/h	60	40	40	40	60	60	40	40	40	60	-
2025 [6 Lanes]	Average Traffic	20,204	480	2,870	1,256	21,708	3,019	72	429	188	3,244	53,464
	Traffic/hr	1,263	30	179	78	1,357	377	9	54	24	405	-
	Av. Speed km/h	70	40	40	40	60	70	40	40	40	60	-
2030 [6 Lanes]	Average Traffic	26,108	492	3,511	1,354	2,9910	3,901	74	525	202	4,469	70,552
	Traffic/hr	1,632	31	219	85	1,869	488	9	66	25	559	-
	Av. Speed km/h	60	40	40	40	60	60	40	40	40	60	-
2035 [6 Lanes]	Average Traffic	32,970	509	4,216	1,436	38,466	4,927	76	630	215	5,748	89,224
	Traffic/hr	2,061	32	264	90	2,404	616	10	79	27	719	-
	Av. Speed km/h	60	40	40	40	60	60	40	40	40	60	-
2040 [6 Lanes]	Average Traffic	40,785	528	4,974	1,513	48,766	6,094	79	743	226	7,287	111,008
	Traffic/hr	2,549	33	311	95	3,048	762	10	93	28	911	-
	Av. Speed km/h	50	40	40	40	50	50	40	40	40	50	-

Source: Developed from Cube Highways provided traffic data; PCUs = Passenger Car Equivalent Traffic; TW = Two wheelers.

### 2.1.4 Projected Traffic Data along TP-2 Section

Table 2.4 covers projected Traffic input data for noise quality modelling of TP-2 Section of the Project Road.

**Table 2.4 Projected Traffic Data for Ch. 98.400 to 149.600 km (TP-2 Section)**

Year [no. of Lanes]	Projected Traffic Description	Day Time (0700-2200 hrs) Traffic Type					Night Time (2200-0600 hrs) Traffic Type					Av. Daily Traffic 24 hourly
		PCUs	Medium Trucks	Heavy Trucks	Buses	TWs	PCUs	Trucks	Heavy Trucks	Buses	TWs	
2020 [4 Lanes]	Average Traffic	7,155	468	2,306	744	8,031	1,069	70	345	111	1,200	21,504
	Traffic/hr	447	29	144	47	502	134	9	43	14	150	-
	Av. Speed km/h	60	40	40	40	60	60	40	40	40	60	-
2025 [6 Lanes]	Average Traffic	9,321	431	2,759	814	11,866	1,393	64	412	122	1,773	28,968
	Traffic/hr	583	27	172	51	742	174	8	52	15	222	-
	Av. Speed km/h	70	40	40	40	60	70	40	40	40	60	-
2030 [6 Lanes]	Average Traffic	11,897	441	3,382	878	16,349	1,778	66	505	131	2,443	37,872
	Traffic/hr	744	28	211	55	1,022	222	8	63	16	305	-
	Av. Speed km/h	60	40	40	40	60	60	40	40	40	60	-
2035 [6 Lanes]	Average Traffic	14,848	457	4,129	932	21,026	2,219	68	617	139	3,142	47,577
	Traffic/hr	928	29	258	58	1,314	277	9	77	17	393	-
	Av. Speed km/h	60	40	40	40	60	60	40	40	40	60	-
2040 [6 Lanes]	Average Traffic	18,229	475	4,999	982	26,656	2,724	71	747	147	3,983	59,000
	Traffic/hr	1,139	30	312	61	1,666	341	9	93	18	498	-
	Av. Speed km/h	50	40	40	40	50	50	40	40	40	50	-

Source: Developed from Cube Highways provided traffic data; PCUs = Passenger Car Equivalent Traffic; TW = Two wheelers.

### 3. PREVAILING SENSITIVE RECEPTORS ALONG THE PROJECT ROAD

The prevailing sensitive receptors observed along sections of the Project Road, which are proposed to be expanded from 4 to 6 lanes, are presented in **Table 3.1**.

**Table 3.1: Prevailing Sensitive Receptors observed along the Project Road**

Road Section	SN	Chainage km	Observed Sensitive Receptor	Location (LHS or RHS)	Approx. Distance from centreline, m	Approx. Length of Sensitive receptor, m	Section wise Length of Sensitive Receptors
Lalkuan Section	1	25+400	Temple	RHS	40	50	250 m
	2	26+000	Hospital (Anand Hospital & Trauma Centre)	LHS	40	100	
	3	26+200	Temple	RHS	40	50	
	4	26+800	Hospital (Dental Clinic)	RHS	50	50	
Manikpur Section	6	28+300	Temple	RHS	50	50	650 m
	7	29+000	School (Blue Diamond Public School)	LHS	70	100	
	8	29+200	Educational Institute (Jyoti ITI)	RHS	60	50	
	9	29+200	Hospital	LHS	40	100	
	10	30+750	Health Centre Badalpur	RHS	50	50	
	11	30+800	Temple (Balaji Hanuman Mandir)	RHS	50	50	
	12	31+000	College (Sangat Green Public Inter College) & Devine Public School	RHS	50	100	
	13	31+800	Educational Institute (Skill and Entrepreneurship Development Institute)	RHS	60	100	
TP-1 Section	14	33+650	Temple (Prachin Shiv Mandir)	RHS	60	50	2570 m
	15	34+450	Educational Institute (Keshav Madhav ITI)	RHS	70	70	
	16	51+700	Hospital (ESI hospital)	RHS	60	100	
	17	53+300	Nursing Home (Shiv Aarogya)	LHS	40	50	
	18	53+300	Educational Institute (Institute for Industrial Training)	RHS	60	50	
	19	53+360	Hospital (Rajendra Hospital)	LHS	30	50	
	20	53+400	Temple (Hanuman Temple)	LHS	30	50	
	21	54+000	School (RK Educational School)	RHS	60	100	
	22	56+700	Temple	LHS	35	50	
	23	60+100	College (Swami Dayal Bhatnagar College, Sikandrabad)	LHS	60	100	
	24	60+350	Temple	LHS	30	50	
	25	61+280	Temple (Shiv Mandir)	RHS	60	50	
	26	61+300	Temple	RHS	60	50	
	27	61+300	School (KK international School)	RHS	70	100	
28	61+400	School (Govt. School Lalpur)	RHS	60	50		
29	61+500	Temple (Shiv Temple)	RHS	60	50		
30	62+100	School (Govt. School)	LHS	40	100		
31	63+300	School (Lilawati Convent School)	LHS	60	100		
32	65+500	Temple	LHS	30	50		
33	67+300	College (IP College Bulandshehar)	RHS	60	100		
34	68+300	School (Shemford School)	RHS	60	100		
35	70+000	School (Sacred Hearts Public School)	RHS	80	100		
36	75+000	School (St. Aerjaya Public School)	RHS	80	100		
37	76+800	College	RHS	60	100		

Road Section	SN	Chainage km	Observed Sensitive Receptor	Location (LHS or RHS)	Approx. Distance from centreline, m	Approx. Length of Sensitive receptor, m	Section wise Length of Sensitive Receptors
TP-2 Section	38	79+000	College (Vaibhav Institute of Technology, Bulandshahar)	RHS	70	100	1650 m
	39	83+700	School (Govt. School Daryapur)	LHS	30	100	
	40	84+300	Educational Institute (JK Institute of Pharmacy)	RHS	60	100	
	41	87+000	College & Hospital (Vaidya Yagyadatta Sharma Ayurvedic Mahavidyalya & Hospital)	LHS	70	100	
	42	94+000	Hospital (Kailash Hospital, Wajidpur)	RHS	40	100	
	43	94+000	Mosque	RHS	40	50	
	44	95+700	Mosque (Meerpur Masjid)	RHS	40	50	
	45	95+800	Temple (Meerpur Temple)	RHS	50	50	
	46	96+000	College (Hazaratpur Public Inter College Meerpur)	LHS	60	100	
	47	96+100	School (Navdurga Shakti Niketan School, Hazratpur) & Tempe	LHS	60	100	
	48	99+800	Mosque (Dushera Masjid)	RHS	40	50	
	49	101+600	Temple (Dushera Khurli Temple)	RHS	40	50	
	50	103+300	School (Bhavna Sharma School Rukanpur)	RHS	40	50	
	51	103+420	College (Satnami Vidyapeeth College, Rukanpur)	LHS	70	100	
	52	104+200	Health Centre (Primary Health Centre)	RHS	40	50	
	53	104+300	School (Govt, Primary School)	RHS	40	50	
	54	105+000	Temple	RHS	60	50	
	55	105+200	Hospital (Veterinary Hospital Arniya)	LHS	60	100	
	56	105+300	Temple	LHS	40	50	
	57	107+200	College (KL Shastri Inter College, Muni)	RHS	60	100	
	58	107+500	Health Centre (Community Health Centre Muni)	RHS	60	50	
	59	109+800	Temple	LHS	40	50	
	60	110+840	Temple	LHS	40	50	
	61	111+400	School (Saraswati Sishu Mandir)	RHS	60	100	
	62	111+600	College (Rajkiya Kanya Inter college)	LHS	80	100	
	63	112+400	University (Kansiram University Madhaura)	RHS	70	100	
	64	112+500	Temple	LHS	50	50	
	65	112+600	School (Govt. Primary School Madhaura)	LHS	60	100	
	66	112+700	Mosque	LHS	40	50	
	67	120+000	Temple	RHS	60	50	
	68	123+000	College (Sohanlal Pal Singh Inter College, Pallasalu)	LHS	60	100	
	69	124+600	Hospital (JD Hospital & Trauma Centre)	RHS	60	50	
	70	127+400	Temple	RHS	60	50	
	71	127+600	Temple (Chirkula Temple)	LHS	50	50	
	72	128+000	Temple (Chuvali Temple)	LHS	50	50	

Note 1: The above sensitive receptors observed covers only those sections of the Project Road which are proposed to be expanded from 4 to 6 lanes.

Note 2: All the identified sensitive receptors fall under the Silence Zone (as defined in the Indian Air Quality Standards with respect to Noise (refer to the Indian Standards in next Section 4), which extends up to 100 m from its location.

## 4. NOISE MEASUREMENTS ALONG THE PROJECT ROAD

Baseline noise measurements were undertaken along the Ghaziabad – Aligarh Road at 15 identified monitoring locations both on working and non-working days outside the right of way of the road alignment at receptor locations identified between 25 m and 40 m from centreline during the period from 30 October to 16 November 2019.

The average of equivalent day time noise levels Leq day (equivalent average of sound pressure levels measured from 0600 to 2200 hours) and equivalent night time noise levels Leq night (equivalent average of sound pressure levels measured from 2200 to 0600 hours) were worked out from measured noise levels on a working and a non-working day.

The Baseline noise levels (Leq day and Leq night) are considered to include traffic induced noise for the year 2020 as well as background noise levels (i.e. noise from sources other than those from traffic). As the noise measurements were conducted during end of the year 2019, it is assumed that the observed noise levels represents 2020 traffic data.

Noise measurements were conducted within the area of influence of projected traffic induced noise spread along the Project Road at 15 locations (15 nos. NQ-1 to NQ-15) during 30 October to 16 November 2019 using four Envirotech make (SLM 100) instruments. SLM 100 is a microprocessor based, Integrated Sound Level meter designed to meet the requirements of IS: 15575 (Pt 1) 2005. Each instrument was set at (A) weighting scale corresponding to human audible frequency range of 20 to 20,000 hertz with average equivalent noise measured at one minute interval for 24 hours (1,440 minutes) each on working and non-working days. Each instrument continuously displays sound pressure levels (SPL), equivalent sound level, max and min SPL integrated over the duration of its operation. For each of the 15 noise measurement locations, baseline in terms of equivalent noise levels Leq day (0600 to 2200 hours) in dB(A) and Leq night (2200 to 0600 hours) in dB(A) were measured.

Leq day and Leq night baseline values measured on working and non-working days were logarithmical averaged for each of the 15 monitoring locations of nearby receptors on the Project Road are given in **Table 4.1**.

**Table 4.1 Measured Noise Levels along the Project Road**

Road Section	Noise Monitoring Station	Chain-age km	Geographical Coordinates	Distance from Centreline, m & Side	Pre-dominant Land use	Observed Noise Quality in dB(A) in Nov 2019				Log Av. of Measured Noise on Working & non- Working Days dB(A)	
						Working Day		Non-Working Day		Leq Day	Leq Night
						Leq Day	Leq Night	Leq Day	Leq Night		
1	NQ-01	24.000	740699 m E, 3170092 m N	25; LHS	Commercial	78.3	74.2	81.8	78.7	<b>80.4</b>	<b>77.0</b>
	NQ-02	25.570	741843 m E 3169153 m N	25; RHS	Commercial	76.1	74.0	65.3	61.8	<b>73.4</b>	<b>71.2</b>
2	NQ-03	29.680	744884 m E, 3166372 m N	25; LHS	Commercial	74.2	72.4	71.0	63.5	<b>72.9</b>	<b>69.9</b>
	NQ-04	31.130	745924 m E 3165375 m N	25; LHS	Commercial	81.9	73.7	79.0	76.6	<b>80.7</b>	<b>75.4</b>
	NQ-05	33.500	747534 m E, 3163651 m N	30; RHS	Commercial	71.9	65.8	73.1	67.9	<b>72.5</b>	<b>67.0</b>
3	NQ-06	43.220	753751 m E, 3157883 m N	40; LHS	Rural Mixed	68.4	65.8	70.2	64.6	<b>69.4</b>	<b>64.9</b>
	NQ-07	53.200	761651 m E, 3151847 m N	25; RHS	Rural Mixed	74.5	69.6	77.4	75.2	<b>76.2</b>	<b>73.2</b>
	NQ-08	61.800	768643 m E, 3149039 m N	30; RHS	Rural Mixed	78.2	75.3	77.3	73.5	<b>77.8</b>	<b>74.5</b>
	NQ-09	67.800	774371 m E, 3147430 m N	30; LHS	Rural Mixed	79.9	76.7	75.7	67.3	<b>78.3</b>	<b>74.2</b>
	NQ-10	96.450	783325 m E, 3122828 m N	40; LHS	Rural Mixed	68.4	67.2	74.6	69.4	<b>72.5</b>	<b>68.4</b>
4	NQ-11	100.000	784776 m E, 3119598 m N	25; RHS	Rural Mixed	76.1	74.0	77.1	73.6	<b>76.6</b>	<b>73.8</b>
	NQ-12	107.400	788221 m E, 3113073 m N	30; LHS	Rural Mixed	75.0	71.3	75.4	70.1	<b>75.2</b>	<b>70.7</b>
	NQ-13	107.500	788175 m E, 3113079 m N	30; RHS	Rural Mixed	68.7	64.9	70.1	65.0	<b>69.5</b>	<b>65.0</b>
	NQ-14	124.870	794381 m E 3098648 m N	25; RHS	Rural Mixed	74.4	68.8	71.2	66.4	<b>73.1</b>	<b>67.8</b>
	NQ-15	128.150	205754 m E, 3095834 m N	30; RHS	Rural Mixed	68.6	63.9	76.9	75.2	<b>74.5</b>	<b>72.5</b>

Source: Noise Quality Measurements done by NABL accredited laboratory Avon Labs from 30 October to 16 November 2019.

Note 3: The Indian ambient air quality standards with respect to noise (as per the Noise Pollution (Regulation and Control) Rules, 2000 as amended are as following:

- Industrial area: Leq day 75 dB(A) and Leq night 70 dB(A);
- Commercial area: Leq day of 65 dB(A) and Leq night of 55 dB(A);
- Residential area Leq day 55 dB(A) and Leq night of 45 dB(A);
- Silence zone: Leq day 50 dB(A) and Leq night 40 dB(A).

Leq denotes the time weighted average of the level of sound in decibels on scale A which is relatable to human hearing. dB(A). Leq, denotes the frequency weighting in the measurement of noise and corresponds to frequency response characteristics of the human ear. Day time means noise measured from 0600 to 2200 hours and night time means noise measured from 2200 to 0600 hours.

Silence zone is an area comprising not less than 100 metres around hospitals, educational institutions, courts, religious places.

Review of the above Table 4.1 shows that the measured noise levels at the close by receptors do not conform to the prescribed Standards corresponding to their prevailing land use.

Note 4: The background noise levels in terms of Leq day and Leq night for the future have been calculated in next **Section 5** by logarithmically subtracting traffic induced noise levels modelled for the year 2020 from the measured average Leq day and Leq night noise levels (representing year 2020). The so observed noise background Leq day and Leq night levels have been used to work out the resultant noise levels for the future projected years to analyse impact due to the projected traffic in future years.

The photo documentation of noise measurements done at NQ-1 to NQ-15 monitoring stations are included in **Figure 4.1**.

**Figure 4.1 Photo Documentation of Noise Measurements**

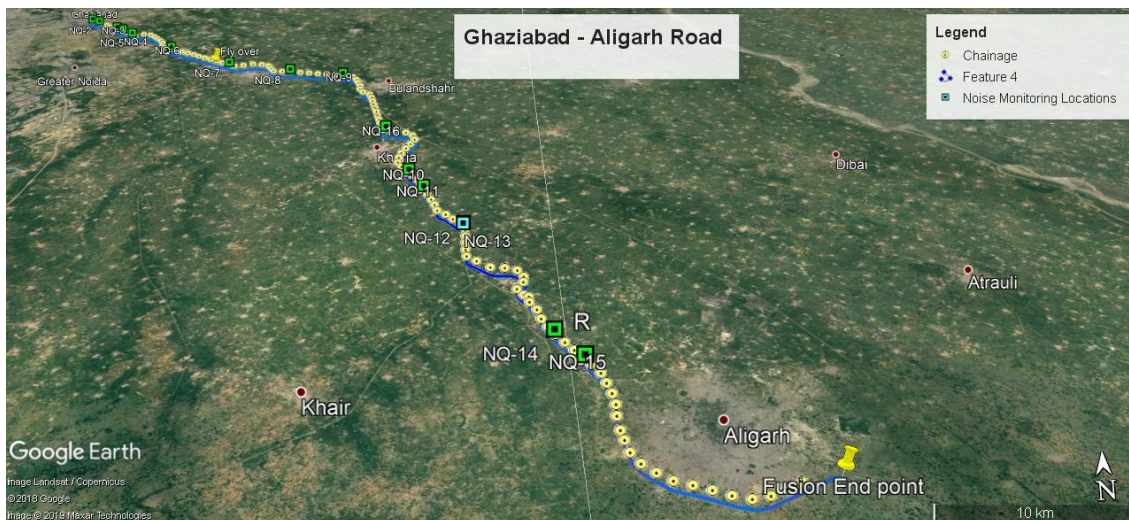
			
NQ 1 LHS near Lalkuan at approx.. Ch. 24.000 km	NQ 2 RHS near Satyam Residency at approx.. Ch. 25.500 km	NQ-3 LHS at Kachhera Village Axis Bank ATM approx. Ch. 26.300km	NQ-4 LHS near Devine Public School approx. Ch. 31.000 km
			
NQ-5 RHS near Prachin Shiv Mandir approx. Ch. 33.650 km	NQ-6 LHS at Khandera Village near Veer Restaurant approx. Ch. 42.650 km	NQ-7 RHS at Sawali Village near Manish Hotel approx. Ch. 53.500 kmq	NQ-8 RHS at Lalprur Village near Manish Hotel approx. Ch. 63.500 km
			

NQ-9 LHS at Daryapur Village approx. Ch. 67.800 km	NQ-10 LHS at Mirpur Village near Vijaya Restaurant approx. Ch. 96.000 km	NQ-11 RHS near Sharda Medical Shop approx. Ch. 100.000 km	NQ-12 LHS at Muni Village near CSC Jan Seva Kendra approx. Ch. 106.000 km
			
NQ-13 RHS at Muni Village near PNB approx. Ch. 107.000 km	NQ-14 RHS at Sallu Village near SBI approx. Ch. 124.000 km	NQ-15 RHS at Samila Village near Kumar Jewellers approx. Ch. 128.600 km	

Note 5: LHS=Left Hand Side of the Project Road (starting from Ghaziabad to Aligarh); RHS=Right Hand Side of the Project Road

Google images of the Project Road with noise measurement locations are shown in **Figures 4.2 to 4.5**.

**Figure 4.2 Google Image of the Project Road from Ghaziabad to Aligarh**



**Figure 4.3 Google Image of NQ-01 to NQ-03 Locations on the Project Road**

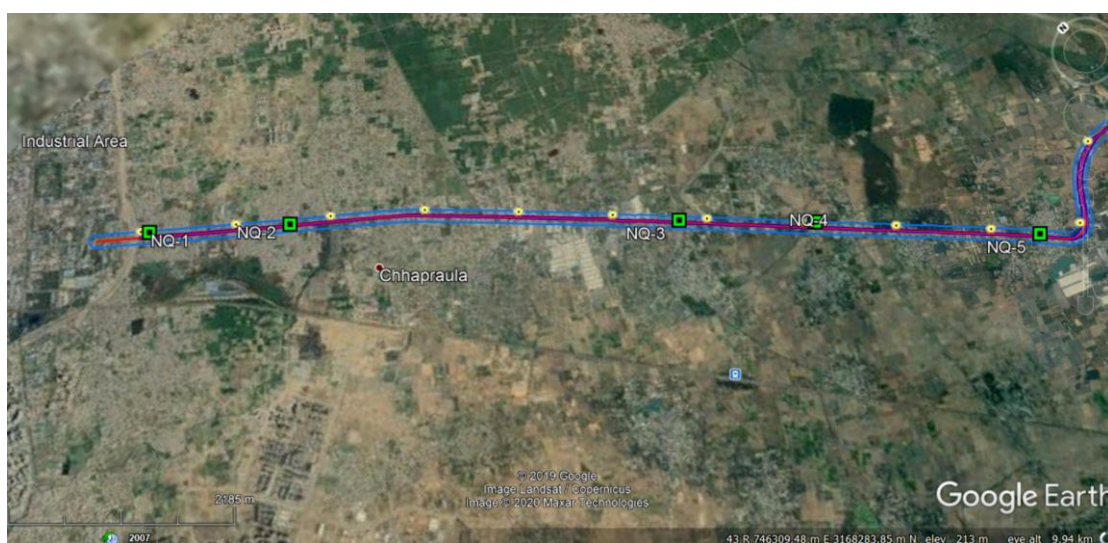


Figure 4.4 Google Image of NQ-5 to NQ-07 Locations on the Project Road

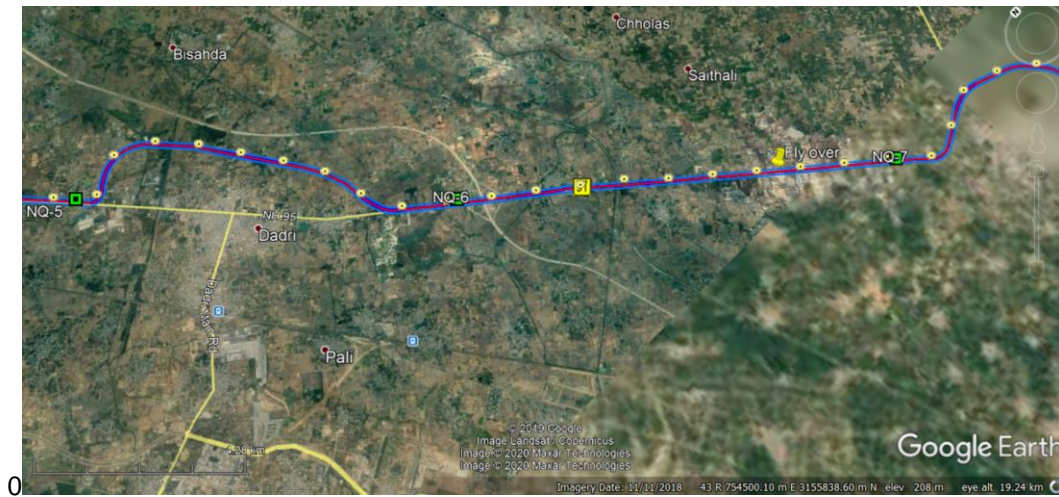


Figure 4.5 Google Image of NQ-7 to NQ-11 Locations on the Project Road

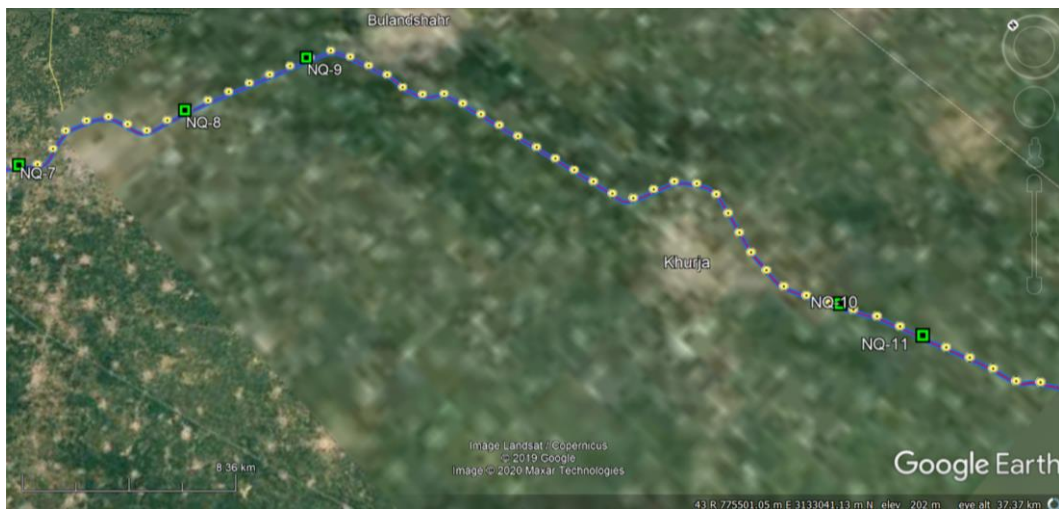
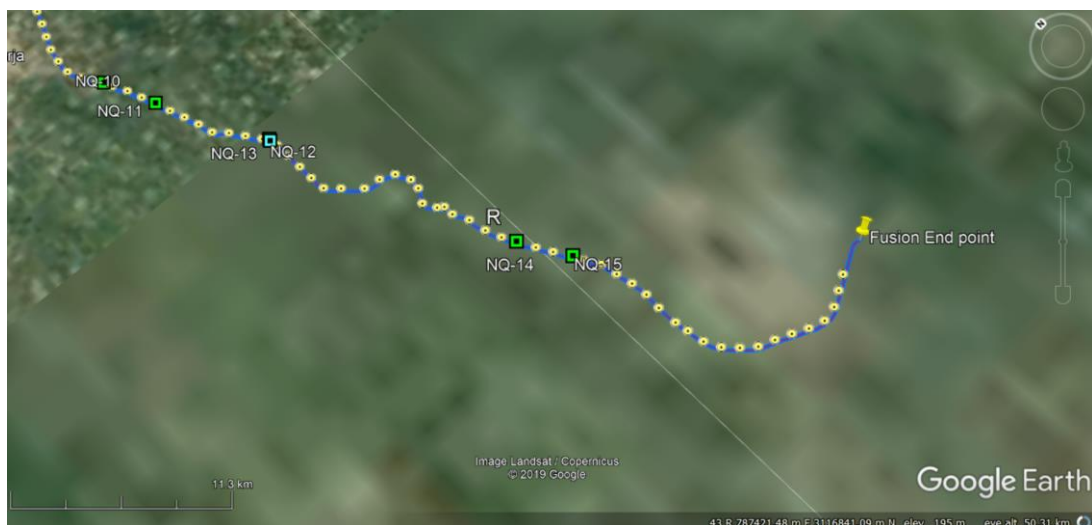


Figure 4.6 Google Image of NQ-10 to NQ-15 Locations on the Project Road



**Figure 4.7 Google Image showing land use along Khurja realignment (chainage km 1000 to km 2000)**



**Figure 4.8 Google Image showing land use along Khurja realignment (chainage km 4000 to km 4500)**



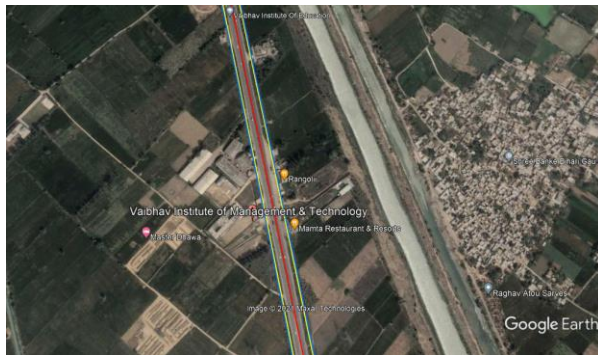
**Figure 4.9 Google Image showing land use along existing road**



Land use along Initial 10 km (Representative of Lalkuan and Manikpur Sections)



Receptor near 63+300 chainage - School (Lilawati Convent School)



College (Vaibhav Institute of Technology, Bulandshahar) – Receptor near chainage 79+000



College & Hospital (Vaidya Yagyadatta Sharma Ayurvedic Mahavidyalaya & Hospital) – Receptor near chainage 87+000

## 5. PREDICTED NOISE LEVELS ALONG PROJECT ROAD

### 5.1 Noise Prediction Model and Procedure Followed

Noise quality modelling has been done using SoundPLAN 7.2 Model with the following procedure:

- Identifying receivers,
- Determining land uses and activities which may be affected by the noise generated,
- Assembling input parameters to the model,
- Running the model to ascertain model outcome,
- Working out background and resultant noise levels, and
- Suggesting mitigation measures in case baseline noise levels increases beyond 3 dB(A).

### 5.2 Input Parameters for Noise Quality Modelling

#### 5.2.1 Receivers along the Project Road under Expansion

To understand spread of the noise levels, the receivers located at 25 m, 30 m, 40 m, 50 m, 70 m and 80 m from the centreline of the Project Road were considered for the model outcome.

#### 5.2.2 Projected Traffic Volumes

The average noise levels vary depending on the type, density and speed of vehicles. All vehicles produce noise, which is taken as the source, and the cumulative noise at the receiver distances due to the whole traffic is estimated.

The traffic volumes and speed for the years 2020, 2025, 2030, 2035 and 2045 extracted from the traffic projections given in **Tables 2.1 to 2.4** for all the four sections of the Project Road as input for the noise modelling.

### 5.3 Project Road from Ch. 23.600 to 27.000 km (Lalkuan Section)

#### 5.3.1 Projected Traffic Induced Predicted Noise Levels

The modelling results show noise levels at point receivers set at 25 m, 30 m, 40 m, 50 m, 70 m and 80 m from the centreline along Lalkuan Section of the Project Road using input of the projected traffic volume and related speeds for the year 2020 with existing 4 lanes (of total 18 m width) and for future years i.e. 2025, 2030, 2035 and 2040 with 6 lanes (of total 25 m width).

**Table 5.1** and **Figures 7.1 to 7.10** show outputs of the traffic induced predicted noise levels at distances of 25 m, 30 m, 40 m, 50 m 70 m and 80 m from the centreline of the Lalkuan Section of the Project Road for the Projected traffic volume and related speeds for the years 2020, 2025, 2030, 2035 and 2040 without mitigation measures in place.

**Table 5.1 Projected Traffic Induced Predicted Noise Levels for Lalkuan Section (without mitigations covering NQ-01 & NQ-02)**

Point Receiver Distance from Centreline, m	Traffic Induced Predicted Noise Levels in dB(A) & [Change in dB(A) with respect to traffic induced predicted noise of year 2020]									
	Year 2020		Year 2025		Year 2030		Year 2035		Year 2040	
	Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night
25	67.4	66.2	71.4	68.3	71.5	68.6	71.3	68.8	70.9	69.0
	-	-	[4.0]	[2.1]	[4.1]	[2.4]	[3.9]	[2.6]	[3.5]	[2.8]
30	66.4	65.3	70.4	67.4	70.4	67.6	70.3	67.9	69.9	68.1
	-	-	[4.0]	[2.1]	[4.0]	[2.3]	[3.9]	[2.6]	[3.5]	[2.8]
40#	65.0	63.9	<b>68.8</b>	65.8	<b>68.9</b>	66.1	<b>68.8</b>	66.3	<b>68.4</b>	66.6
	-	-	<b>[3.8]</b>	[1.9]	<b>[3.9]</b>	[2.2]	<b>[3.8]</b>	[2.4]	<b>[3.4]</b>	[2.7]
50#	63.8	62.7	<b>67.6</b>	64.6	66.7	63.8	<b>67.6</b>	65.1	<b>67.1</b>	65.3

Point Receiver Distance from Centreline, m	Traffic Induced Predicted Noise Levels in dB(A) & [Change in dB(A) with respect to traffic induced predicted noise of year 2020]									
	Year 2020		Year 2025		Year 2030		Year 2035		Year 2040	
	Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night
	-	-	<b>[3.8]</b>	[1.9]	[2.9]	[1.1]	<b>[3.8]</b>	[2.4]	<b>[3.3]</b>	[2.6]
70	61.8	60.7	65.7	62.7	65.8	63.0	65.7	63.2	65.3	63.5
	-	-	[3.9]	[2.0]	[4.0]	[2.3]	[3.9]	[2.5]	[3.5]	[2.8]
80	60.3	59.2	<b>65.0</b>	61.9	<b>65.0</b>	<b>62.2</b>	<b>64.9</b>	<b>63.2</b>	<b>64.5</b>	<b>62.7</b>
	-	-	<b>[4.7]</b>	[2.7]	<b>[4.7]</b>	<b>[3.0]</b>	<b>[4.6]</b>	<b>[4.0]</b>	<b>[4.2]</b>	<b>[3.5]</b>

Note 6: # indicates locations of sensitive receptors (as defined in Table 3.1) encountered along this Section

### 5.3.2 Calculated Background Baseline Noise Levels & Landuse

At NQ-1 & NQ-2 monitoring stations, the noise levels measurements were done at receivers located beyond the right of way i.e. 25 m each both on working and non-working days along the Lalkuan Section under expansion from 4 to 6 lanes.

Background noise levels (i.e. noise levels that are not related to traffic) were calculated (as presented in **Table 5.2**) by logarithmically subtracting traffic induced predicted noise levels (at 25 m from centreline) from measured baseline at NQ-01 and NQ-02 monitoring stations (at 25 m from centreline) along Lalkuan Section.

**Table 5.2 Calculated Background Noise Levels: Lalkuan Section, NQ-1 & NQ-2**

Road Section	Noise Monitoring Station	Chain-age km	Distance from Centreline, m & Side	Pre-dominant Land use	Log Av. of Measured Noise on Working & non- Working Days (from Table 4.1)		Traffic Induced Predicted Noise Levels for the year 2020, dB(A)		Calculated* Background Noise Level for the year 2020	
					Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night
Lalkuan	NQ-01	24.000	25; LHS	Commercial	80.4	77.0	67.4	66.2	<b>80.2</b>	<b>76.6</b>
	NQ-02	25.570	25; RHS	Commercial	73.4	71.2	67.4	66.2	<b>72.1</b>	<b>69.5</b>

Note 7:\* The calculated background noise levels are worked out by logarithmically subtracting traffic induced predicted noise levels from log averaged measured noise levels (taken from Table 4.1).

### 5.3.3 Change in Resultant Noise Levels w r t 2020 Background Baseline & Related Inference

The change in resultant noise levels without mitigations in place for the projected years 2025, 2030, 2035 and 2040 with respect to background baseline of year 2020 for the Lalkuan Section are presented in **Table 5.3**.

**Table 5.3 Change in Resultant Noise Levels for Projected Traffic w r t Background Baseline of Year 2020**

Point Receiver Distance from Centreline, m	Noise Levels Description	Noise Levels in dB(A)							
		Year 2025		Year 2030		Year 2035		Year 2040	
		Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night
NQ-01 at 25 m from Centreline	Background Baseline Levels for 2020 (1)	80.2	76.6	80.2	76.6	80.2	76.6	80.2	76.6
	Predicted Incremental Noise Levels (2)	71.4	68.3	71.4	68.6	71.3	68.8	70.9	69.0
	Resultant Noise Levels (1+2 logarithmical addition) (3)	80.7	77.2	80.7	77.2	80.7	77.3	80.7	77.3
	Measured Noise Levels (4)	80.4	77.0	80.4	77.0	80.4	77.0	80.4	77.0
	<b>Change in Baseline Noise Levels (3-4) subtraction) (5)#</b>	<b>0.3</b>	<b>0.2</b>	<b>0.3</b>	<b>0.2</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>
	Background Baseline Levels for 2020 (1)	72.1	69.5	72.1	69.5	72.1	69.5	72.1	69.5
	Predicted Incremental Noise Levels (2)	71.4	68.3	71.4	68.6	71.3	68.8	70.9	69.0

Point Receiver Distance from Centreline, m	Noise Levels Description	Noise Levels in dB(A)							
		Year 2025		Year 2030		Year 2035		Year 2040	
		Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night
NQ-02 at 25 m from centreline	Resultant Noise Levels (1+2 logarithmical addition) (3)	74.8	72.0	74.8	72.1	74.7	72.2	74.6	72.3
	Measured Noise Level (4)	73.4	71.2	73.4	71.2	73.4	71.2	73.4	71.2
	<b>Change in Baseline Noise Levels (3-4) subtraction) (5)#</b>	<b>1.4</b>	<b>0.8</b>	<b>1.4</b>	<b>0.9</b>	<b>1.3</b>	<b>1.0</b>	<b>1.2</b>	<b>1.1</b>

Note 8: # The change in baseline noise levels are worked out by subtracting measured average noise levels for the year 2020 from resultant noise levels for the projected years.

From the **Table 5.3**, the change in baseline is inferred as following:

- At NQ-01 (representing ~Chainage 23.000 to 25.000 km), the Project Road expansion will result in change in baseline noise levels varying from 0.2 to 0.3 dB(A) i.e. **less than 3 dB(A)** of both Leq day and Leq night for the Projected years from 2025 to 2040 when compared with the corresponding average measured baseline of the year 2020. Thus, there will be negligible change in the baseline. With the Project road expansion, the situation of traffic congestion is expected to improve for the projected years.
- At NQ-02 (representing ~Chainage 25.000 to 27.000 km), the Project Road expansion will result in change in baseline noise levels varying from 0.8 to 1.4 dB(A) i.e. **less than 3 dB(A)** of both Leq day and Leq night for the Projected years from 2025 to 2040 when compared with the related average measured baseline of the year 2020. Thus, there will be negligible change in the baseline. With the Project road expansion, the situation of traffic congestion is expected improve for the projected years.

## 5.4 Project Road from Ch. 27.000 to 34.600 km (Manikpur Section)

### 5.4.1 Projected Traffic Induced Predicted Noise Levels

The modelling results show noise levels at point receivers set at 25 m, 30 m, 40 m, 50 m, 70 m and 80 m from the centre line along Manikpur Section of the Project Road using input of the projected traffic volume and related speed for the year 2020 with existing 4 lanes (of total 18 m width) and for future years i.e. 2025, 2030, 2035 and 2040 with 6 lanes (of total 25 m width).

**Table 5.4** and **Figures 7.11 to 7.20** show outputs of the traffic induced predicted noise levels at distances of 25 m, 30 m, 40 m, 50 m 70 m and 80 m from the centreline of the Manikpur Section of the Project Road for the Projected traffic volumes and related speeds for the years 2020, 2025, 2030, 2035 and 2040 without mitigation measures in place.

**Table 5.4 Projected Traffic Induced Predicted Noise Levels for Manikpur Section (without mitigations covering NQ-03 to NQ-05)**

Point Receiver Distance from Centreline, m	Traffic Induced Predicted Noise Levels in dB(A) & [Change in dB(A) with respect to traffic induced predicted noise of year 2020]									
	Year 2020		Year 2025		Year 2030		Year 2035		Year 2040	
	Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night
25	70.1	66.7	72.8	68.8	73.6	68.3	71.8	68.4	71.6	68.8
	-	-	[2.7]	[2.1]	[3.5]	[1.6]	[1.7]	[1.7]	[1.5]	[2.1]
30	69.2	65.8	71.8	67.9	72.6	67.3	70.8	67.4	70.6	67.6
	-	-	[2.6]	[2.1]	[3.4]	[1.5]	[1.6]	[1.6]	[1.4]	[1.8]
40	67.7	64.3	70.3	66.3	71	65.7	69.2	65.8	69.1	66.0
	-	-	[2.6]	[2.0]	[3.3]	[1.4]	[1.5]	[1.5]	[1.4]	[1.7]
<b>50#</b>	66.5	63.1	69.0	65.1	<b>69.8</b>	64.5	68.0	64.6	67.9	64.8

Point Receiver Distance from Centreline, m	Traffic Induced Predicted Noise Levels in dB(A) & [Change in dB(A) with respect to traffic induced predicted noise of year 2020]									
	Year 2020		Year 2025		Year 2030		Year 2035		Year 2040	
	Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night
	-	-	[2.5]	[2.0]	<b>[3.3]</b>	[1.4]	[1.5]	[1.5]	[1.4]	[1.7]
<b>70#</b>	64.5	61.2	67.2	63.2	<b>67.9</b>	62.6	66.1	62.7	66.0	62.9
	-	-	[2.7]	[2.0]	<b>[3.4]</b>	[1.4]	[1.6]	[1.5]	[1.5]	[1.7]
80	63.3	59.6	66.2	62.4	67.1	61.9	65.4	62.0	65.2	62.2
	-	-	[2.9]	[2.8]	<b>[3.8]</b>	[2.3]	[2.1]	[2.4]	[1.9]	[2.6]

Note 6: # indicates locations of sensitive receptors (as defined in Table 3.1) encountered along this Section

### 5.4.2 Calculated Background Baseline Noise Levels & Landuse

At NQ-03 to NQ-05 monitoring stations, the noise levels measurements were done at receivers located beyond the right of way i.e. 25 m both on working and non-working days along Manikpur Section under expansion from 4 to 6 lanes.

Background noise levels (i.e. noise levels that are not related to traffic) were calculated (as presented in **Table 5.5**) by logarithmically subtracting traffic induced predicted noise levels from measured baseline at NQ-03, NQ-04, and NQ-05 monitoring stations along Manikpur Section.

**Table 5.5 Calculated Background Noise Levels: Manikpur Section, NQ-03 to NQ-05**

Road Section	Noise Monitoring Station	Chain-age km	Distance from Centreline, m & Side	Pre-dominant Land use	Log Av. of Measured Noise on Working & non- Working Days (from Table 4.1)		Traffic Induced Predicted Noise Levels for the year 2020, dB(A)		Calculated* Background Noise Level for the year 2020	
					Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night
Manikpur	NQ-03	29.680	25; LHS	Commercial	72.9	69.9	70.1	66.7	<b>69.6</b>	<b>67.1</b>
	NQ-04	31.130	25; RHS	Commercial	80.7	75.4	70.1	66.7	<b>80.3</b>	<b>74.8</b>
	NQ-05	33.500	30; RHS	Commercial	72.5	67.0	69.2	65.8	<b>69.8</b>	<b>60.7</b>

Note 7:\* The calculated background noise level worked out by logarithmically subtracting traffic induced predicted noise levels from log averaged measured noise levels (taken from Table 4.1).

### 5.4.3 Change in Resultant Noise Levels w r t 2020 Background Baseline & Related Inference

The change in resultant noise levels without mitigations in place for the Manikpur Section for the years 2025, 2030, 2035 and 2040 with respect to background baseline of year 2020 for the Manikpur Section are presented in **Table 5.6**.

**Table 5.6 Change in Resultant Noise Levels for Projected Traffic w r t Background Baseline of Year 2020**

Point Receiver Distance from Centreline, m	Noise Levels Description	Noise Levels in dB(A)							
		Year 2025		Year 2030		Year 2035		Year 2040	
		Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night
NQ-03 at 25 m from Centreline	Background Baseline Levels for 2020 (1)	69.7	67.1	69.7	67.1	69.7	67.1	69.7	67.1
	Predicted Incremental Noise Levels (2)	72.8	68.8	73.6	68.3	71.8	68.4	71.6	68.8
	Resultant Noise Levels (1+2 logarithmical addition) (3)	74.5	71.0	75.1	70.8	73.9	70.8	73.8	71.0
	Measured Noise Levels (4)	72.9	69.9	72.9	69.9	72.9	69.9	72.9	69.9
	<b>Change in Baseline Noise Levels (3-4 subtraction) (5)#</b>	<b>1.6</b>	<b>1.1</b>	<b>2.2</b>	<b>0.9</b>	<b>1.0</b>	<b>0.9</b>	<b>0.9</b>	<b>1.1</b>

Point Receiver Distance from Centreline, m	Noise Levels Description	Noise Levels in dB(A)							
		Year 2025		Year 2030		Year 2035		Year 2040	
		Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night
NQ-04 at 25 m from centreline	Background Baseline Levels for 2020 (1)	80.3	74.8	80.3	74.8	80.3	74.8	80.3	74.8
	Predicted Incremental Noise Levels (2)	72.9	69.9	72.9	69.9	72.9	69.9	72.9	69.9
	Resultant Noise Levels (1+2 logarithmical addition) (3)	81.0	76.0	81.0	76.0	81.0	76.0	81.0	76.0
	Measured Noise Levels (4)	80.7	75.4	80.7	75.4	80.7	75.4	80.7	75.4
	<b>Change in Baseline Noise Levels (3-4) subtraction) (5)#</b>	<b>0.3</b>	<b>0.6</b>	<b>0.3</b>	<b>0.6</b>	<b>0.3</b>	<b>0.6</b>	<b>0.3</b>	<b>0.6</b>
NQ-05 at 30 m from centreline	Background Baseline Levels for 2020 (1)	69.8	60.7	69.8	60.7	69.8	60.7	69.8	60.7
	Predicted Incremental Noise Levels (2)	71.4	68.3	71.4	68.6	71.3	68.8	70.9	69
	Resultant Noise Levels (1+2 logarithmical addition) (3)	73.7	69.0	73.7	69.3	73.6	69.4	73.4	69.6
	Measured Noise Levels (4)	72.5	67.0	72.5	67.0	72.5	67.0	72.5	67.0
	<b>Change in Baseline Noise Levels (3-4) subtraction) (5)#</b>	<b>1.1</b>	<b>2.0</b>	<b>1.1</b>	<b>2.3</b>	<b>1.1</b>	<b>2.4</b>	<b>0.9</b>	<b>2.6</b>

Note 8: # The change in baseline noise levels are worked out by subtracting measured average noise levels from resultant noise levels for the year 2020.

From the **Table 5.6**, the change in baseline is inferred as following:

- At NQ-03 (representing ~Chainages 27.000 to 30.000 km), the Project Road expansion will result in change in baseline noise levels varying from 0.9 to 2.2 dB(A) i.e. **less than 3 dB(A)** of both Leq day and Leq night for the Projected years from 2025 to 2040 when compared with the corresponding average measured baseline of the year 2020. Thus, there will be negligible change in the baseline. With the Project road expansion, the situation of traffic congestion is expected to improve for the projected years.
- At NQ-04 (representing ~Chainages 30.000 to 32.000 to km), the Project Road expansion will result in change in baseline noise levels varying from 0.3 to 0.6 dB(A) i.e. **less than 3 dB(A)** of both Leq day and Leq night for the Projected years from 2025 to 2040 when compared with the related average measured baseline of the year 2020. Thus, there will be negligible change in the baseline. With the Project road expansion, the situation of traffic congestion is expected improve for the projected years.
- At NQ-05 (representing ~Chainages 32.000 to 33.600 to km), the Project Road expansion will result in change in noise levels varying from 0.9 to 2.6 dB(A) i.e. **less than 3 dB(A)** of both Leq day and Leq night for the Projected years from 2025 to 2040 when compared with the related average measured baseline of the year 2020. Thus, there will be negligible change in the baseline. With the Project road expansion, the situation of traffic congestion is expected improve for the projected years.

## 5.5 Project Road from Ch. 33.600 to 98.400 km (TP-1 Section)

### 5.5.1 Projected Traffic Induced Predicted Noise Levels

The modelling results show noise levels at point receivers set at 25 m, 30 m, 40 m, 50 m, 70 m and 80 m from the centre line along TP-1 Section of the Project Road using input of the projected traffic volume and related speed for the year 2020 with existing 4 lanes (of total 18 m width) and for future years i.e. 2025, 2030, 2035 and 2040 with 6 lanes (of total 25 m width).

**Table 5.7** and **Figures 7.21 to 7.30** show outputs of the predicted noise levels at distances of 25 m, 30 m, 40 m, 50 m 70 m and 80 m from the centreline of the TP-1 Section of the Project Road for the

Projected traffic volumes and related speeds for the years 2020, 2025, 2030, 2035 and 2040 without mitigation measures in place.

**Table 5.7 Projected Traffic Induced Predicted Noise Levels for TP-1 Section (without mitigations covering NQ-06 to NQ-10)**

Point Receiver Distance from Centreline, m	Traffic Induced Predicted Noise Levels in dB(A) & [Change in dB(A) with respect to traffic induced predicted noise of year 2020]									
	Year 2020		Year 2025		Year 2030		Year 2035		Year 2040	
	Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night
25	71.3	67	73	68.8	74.3	70.1	75.2	70.9	74.2	69.9
	-	-	[1.7]	[1.8]	[3.0]	[3.1]	[3.9]	[3.9]	[2.9]	[2.9]
30#	70.4	66.1	72.1	67.8	73.3	69.1	74.2	70.0	73.2	69
	-	-	[1.7]	[1.7]	[2.9]	[3.0]	[3.8]	[3.9]	[2.8]	[2.9]
40#	69	64.7	70.8	66.4	<b>72.0</b>	67.7	72.2	67.7	71.9	67.5
	-	-	[1.8]	[1.7]	[3.0]	[3.0]	[3.2]	[3.0]	[2.9]	[2.8]
50#	67.7	63.4	69.3	65.1	70.6	66.3	71.4	67.2	70.4	66.2
	-	-	[1.6]	[1.7]	[2.9]	[2.9]	[3.7]	[3.8]	[2.7]	[2.8]
70#	65.7	61.5	67.4	63.2	<b>68.7</b>	64.5	69.6	65.3	68.6	64.3
	-	-	[1.7]	[1.7]	[3.0]	[3.0]	[3.9]	[3.8]	[2.9]	[2.8]
80#	64.1	59.9	66.7	62.4	<b>67.9</b>	63.7	68.8	64.6	67.8	<b>63.6</b>
	-	-	[2.6]	[2.5]	[3.8]	[3.8]	[4.7]	[4.7]	[3.7]	[3.7]

Note 6: # indicates locations of sensitive receptors encountered along this Section (as defined in Table 3.1)

### 5.5.2 Calculated Background Baseline Noise Levels & Landuse

At NQ-06 to NQ-10 monitoring stations, the noise level measurements were done at receivers located beyond the right of way between 25 m to 40 m on working and non-working days along TP-1 Section under expansion from 4 to 6 lanes

Background noise levels (i.e. noise levels that are not related to traffic) were calculated (as presented in **Table 5.8**) by logarithmically subtracting traffic induced predicted noise levels from measured baseline at NQ-06 to NQ-10 monitoring stations along TP-1 Section.

**Table 5.8 Calculated Background Noise Levels: TP-1 Section (NQ-6 to NQ-10)**

Road Section	Noise Monitoring Station	Chain-age km	Distance from Centreline, m & Side	Pre-dominant Land use	Log Av. of Measured Noise on Working & non- Working Days (from Table 4.1)		Predicted Noise Levels for Traffic of 2020, dB(A)		Calculated* Background Noise Level for the year 2020	
					Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night
TP-1	NQ-06	43.220	40; LHS	Rural Mixed	69.4	64.9	69	64.7	<b>58.8</b>	<b>50.8</b>
	NQ-07	53.200	25; RHS	Rural Mixed	76.2	73.2	71.3	67.0	<b>74.5</b>	<b>72.1</b>
	NQ-08	61.800	30; RHS	Rural Mixed	77.8	74.5	70.4	66.1	<b>76.9</b>	<b>73.8</b>
	NQ-09	67.800	30; LHS	Rural Mixed	78.3	74.2	70.4	66.1	<b>77.5</b>	<b>73.4</b>
	NQ-10	96.400	40; LHS	Rural Mixed	72.5	68.4	68.9	64.6	<b>70.1</b>	<b>66.1</b>

Note 7:\* The calculated background noise level worked out by logarithmically subtracting traffic induced predicted noise levels from log averaged measured noise levels (taken from Table 4.1).

### 5.5.3 Change in Resultant Noise Levels for Projected Traffic w r t Background Baseline of Year 2020

The change in resultant noise Levels without mitigations in place for the projected years 2025, 2030, 2035, and 2040 for the TP-1 Section with respect to baseline of 2020 are presented in **Table 5.9**.

**Table 5.9 Change in Resultant Noise Levels for Projected Traffic w r t Baseline of Year 2020**

Point Receiver Distance from Centreline, m	Noise Levels Description	Incremental Noise Level [Resultant Noise Levels]							
		2025		2030		2035		2040	
		Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night
NQ-06 at 40 m from Centreline	Background Baseline Levels for 2020 (1)	58.8	50.8	58.8	50.8	58.8	50.8	58.8	50.8
	Predicted Incremental Noise Levels (2)	70.5	66.3	71.8	67.6	72	67.6	71.7	67.4
	Resultant Noise Levels (1+2 logarithmical addition) (3)	70.8	66.4	72.0	67.7	72.2	67.7	71.9	67.5
	Measured Baseline Noise Levels 2020 (4)	69.4	64.9	69.4	64.9	69.4	64.9	69.4	64.9
	<b>Change in Baseline Noise Levels (3-4) subtraction) (5)#</b>	<b>1.4</b>	<b>1.5</b>	<b>2.6</b>	<b>2.8</b>	<b>2.8</b>	<b>2.8</b>	<b>2.5</b>	<b>2.6</b>
NQ-07 at 25 m from centreline	Background Baseline Levels for 2020 (1)	74.5	72.1	74.5	72.1	74.5	72.1	74.5	72.1
	Predicted Incremental Noise Levels (2)	73	68.8	74.3	70.1	75.2	70.9	74.2	69.9
	Resultant Noise Levels (1+2 logarithmical addition) (3)	76.8	73.8	77.4	74.2	77.9	74.6	77.4	74.1
	Measured Baseline Noise Levels 2020 (4)	76.2	73.2	76.2	73.2	76.2	73.2	76.2	73.2
	<b>Change in Baseline Noise Levels (3-4) subtraction) (5)#</b>	<b>0.6</b>	<b>0.5</b>	<b>1.2</b>	<b>1.0</b>	<b>1.7</b>	<b>1.3</b>	<b>1.2</b>	<b>0.9</b>
NQ-08 at 30 m from centreline	Background Baseline Levels for 2020 (1)	76.9	73.8	76.9	73.8	76.9	73.8	76.9	73.8
	Predicted Incremental Noise Levels (2)	72.1	67.8	73.3	69.1	74.2	70	73.2	69
	Resultant Noise Levels (1+2 logarithmical addition) (3)	78.1	74.8	78.5	75.1	78.8	75.3	78.4	75.0
	Measured Baseline Noise Levels 2020 (4)	77.8	74.5	77.8	74.5	77.8	74.5	77.8	74.5
	<b>Change in Baseline Noise Levels (3-4) subtraction) (5)#</b>	<b>0.4</b>	<b>0.3</b>	<b>0.7</b>	<b>0.6</b>	<b>1.0</b>	<b>0.8</b>	<b>0.7</b>	<b>0.5</b>
NQ-09 at 40 m from centreline	Background Baseline Levels for 2020 (1)	77.5	73.4	77.5	73.4	77.5	73.4	77.5	73.4
	Predicted Incremental Noise Levels (2)	72.1	67.8	73.3	69.1	74.2	70	73.2	69
	Resultant Noise Levels (1+2 logarithmical addition) (3)	78.6	74.5	78.9	74.8	79.2	75.0	78.9	74.7
	Measured Baseline Noise Levels 2020 (4)	78.3	74.2	78.3	74.2	78.3	74.2	78.3	74.2
	<b>Change in Baseline Noise Levels (3-4) subtraction) (5)#</b>	<b>0.3</b>	<b>0.3</b>	<b>0.6</b>	<b>0.6</b>	<b>0.9</b>	<b>0.9</b>	<b>0.6</b>	<b>0.6</b>
NQ-10 at 30 m from centreline	Background Baseline Levels for 2020 (1)	70.1	66.1	70.1	66.1	70.1	66.1	70.1	66.1
	Predicted Incremental Noise Levels (2)	70.5	66.3	71.8	67.6	72.7	68.4	71.7	67.4
	Resultant Noise Levels (1+2 logarithmical addition) (3)	73.3	69.2	74.0	69.9	74.6	70.4	74.0	69.8
	Measured Baseline Noise Levels 2020 (4)	72.5	68.4	72.5	68.4	72.5	68.4	72.5	68.4
	<b>Change in Baseline Noise Levels (3-4) subtraction) (5)#</b>	<b>0.8</b>	<b>0.8</b>	<b>1.5</b>	<b>1.5</b>	<b>2.1</b>	<b>2.0</b>	<b>1.5</b>	<b>1.4</b>

From the **Table 5.9**, the change in baseline is inferred as following:

- At NQ-06 (representing ~Chainage 34.400 to 44.000 km), the Project Road expansion will result in change in baseline noise levels varying from 1.4 to 2.8 dB(A) i.e. **less than 3 dB(A)** of both Leq day and Leq night for the Projected years from 2025 to 2040 when compared with the corresponding average measured baseline of the year 2020. Thus, there will be negligible change in the baseline. With the Project road expansion, the situation of traffic congestion is expected to improve for the projected years.
- At NQ-07 (representing ~Chainage 44.000 to 55.450 km), the Project Road expansion will result in change in baseline noise levels varying from 0.5 to 1.7 dB(A) i.e. **less than 3 dB(A)** of both Leq day and Leq night for the Projected years from 2025 to 2040 when compared with the corresponding average measured baseline of the year 2020. Thus, there will be negligible change

in the baseline. With the Project road expansion, the situation of traffic congestion is expected to improve for the projected years.

- c) At NQ-08 (representing ~Chainage 55.450 to 64.000 km), the Project Road expansion will result in change in baseline noise levels varying from 0.3 to 1.0 dB(A) i.e. **less than 3 dB(A)** of both Leq day and Leq night for the Projected years from 2025 to 2040 when compared with the corresponding average measured baseline of the year 2020. Thus, there will be negligible change in the baseline. With the Project road expansion, the situation of traffic congestion is expected to improve for the projected years.
- d) At NQ-09 (representing ~Chainage 64.000 to 93.000 km), the Project Road expansion will result in change in baseline noise levels varying from 0.3 to 0.9 dB(A) i.e. **less than 3 dB(A)** of both Leq day and Leq night for the Projected years from 2025 to 2040 when compared with the corresponding average measured baseline of the year 2020. Thus, there will be negligible change in the baseline. With the Project road expansion, the situation of traffic congestion is expected to improve for the projected years.
- e) At NQ-10 (representing ~Chainage 93.000 to 98.400 km), the Project Road expansion will result in change in baseline noise levels varying from 0.4 to 2.1 dB(A) i.e. **less than 3 dB(A)** of both Leq day and Leq night for the Projected years from 2025 to 2040 when compared with the corresponding average measured baseline of the year 2020. Thus, there will be negligible change in the baseline. With the Project road expansion, the situation of traffic congestion is expected to improve for the projected years.

## 5.6 Project Road from Ch. 98.400 to 126.000 km (TP-2 Section)

### 5.6.1 Predicted Noise Levels

The modelling results show noise levels at point receivers set at 25 m, 30 m, 40 m, 50 m, 70 m and 800 m from the centreline along TP-2 Section of the Project Road using input of the projected traffic for 2020 with existing 4 lanes (of total 18 m width) and for future years i.e. 2025, 2030, 2035 and 2040 with 6 lanes (of total 25 m width).

**Table 5.10** and **Figures 7.31 to 7.40** show outputs of the predicted noise levels at distances of 25 m, 30 m, 40 m, 50 m, 70 m and 100 m distance from the centreline of the TP-2 Section of the Project Road for the Projected traffics for years 2020, 2025, 2030, 2035 and 2040 without mitigation measures in place.

**Table 5.10 Projected Traffic Induced Predicted Noise Levels for TP-2 Section (without mitigations covering NQ-11 to NQ-15)**

Point Receiver Distance from Centreline, m	Predicted Noise Levels in dB(A)									
	Year 2020		Year 2025		Year 2030		Year 2035		Year 2040	
	Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night
25	69.2	64.9	70.8	66.6	71.9	67.7	72.9	68.8	72.1	67.9
	-	-	1.6	1.7	<b>2.7</b>	<b>2.8</b>	<b>3.7</b>	<b>3.9</b>	<b>2.9</b>	<b>3.0</b>
30	68.2	64	69.9	65.6	70.9	66.7	72	67.8	71.2	66.9
	-	-	1.7	1.6	<b>2.7</b>	<b>2.7</b>	<b>3.8</b>	<b>3.8</b>	<b>3.0</b>	<b>2.9</b>
40#	66.8	62.5	68.3	64.1	69.4	65.2	70.4	66.3	69.7	65.4
	-	-	1.5	1.6	<b>2.6</b>	<b>2.7</b>	<b>[3.6]</b>	<b>[3.8]</b>	<b>2.9</b>	<b>2.9</b>
50#	65.6	61.3	67.1	62.9	68.2	64.0	69.2	65.1	68.5	64.2
	-	-	1.5	1.6	<b>2.6</b>	<b>2.7</b>	<b>[3.6]</b>	<b>[3.8]</b>	<b>2.9</b>	<b>2.9</b>
70#	63.6	59.4	65.2	61.0	66.3	62.1	67.3	63.2	66.6	62.3
	-	-	1.6	1.6	<b>2.7</b>	<b>2.7</b>	<b>[3.7]</b>	<b>[3.8]</b>	<b>3.0</b>	<b>2.9</b>
80	62.1	57.8	64.5	60.2	65.6	61.3	66.6	62.5	65.8	61.6

Point Receiver Distance from Centreline, m	Predicted Noise Levels in dB(A)									
	Year 2020		Year 2025		Year 2030		Year 2035		Year 2040	
	Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night
-	-	-	2.4	2.4	[3.5]	[3.5]	[4.5]	[4.7]	[3.7]	[3.8]

Note 6: # indicates locations of sensitive receptors encountered along this Section (as defined in Table 3.1)

### 5.6.2 Calculated Background Baseline Noise Levels & Landuse

At NQ-11 to NQ-15 monitoring stations, the noise levels measurements were done at receivers located beyond the right of way i.e. between 25 m to 30 m both on working and non-working days along the TP-2 Section under expansion from 4 to 6 lanes.

Background noise levels (i.e. noise levels that are not related to traffic) were calculated (as presented in Table 5.11) by logarithmically subtracting traffic induced predicted noise levels from measured baseline at NQ-11 to NQ-15 monitoring stations along TP-2 Section.

**Table 5.11 Calculated Background Noise Levels: TP-2 Section (NQ-11 to NQ-15)**

Road Section	Noise Monitoring Station	Chain-age km	Distance from Centreline, m & Side	Pre-dominant Land use	Log Av. of Measured Noise on Working & non- Working Days (from Table 4.1)		Predicted Noise Levels for Traffic of 2020, dB(A)		Calculated* Background Noise Level for the year 2020	
					Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night
TP-2	NQ-11	100.000	25; RHS	Rural Mixed	76.6	73.8	69.2	64.9	<b>75.8</b>	<b>73.2</b>
	NQ-12	107.400	30; LHS	Rural Mixed	75.2	70.7	68.2	64	<b>74.2</b>	<b>69.7</b>
	NQ-13	107.500	25; RHS	Rural Mixed	69.5	65.0	69.2	64.9	<b>57.0</b>	<b>45.6</b>
	NQ-14	124.870	25; RHS	Rural Mixed	73.1	67.8	69.2	64.9	<b>70.8</b>	<b>64.6</b>
	NQ-15	128.150	30; RHS	Rural Mixed	74.5	72.5	68.2	64	<b>73.3</b>	<b>71.8</b>

Note 7: \* The calculated background noise levels are worked out by logarithmically subtracting traffic induced predicted noise levels from log averaged measured noise levels (taken from Table 4.1).

### 5.6.3 Change in Resultant Noise Levels w r t Background Baseline & Related Inference

The change in resultant noise levels without mitigations in place for the projected years 2025, 2030, 2035 and 2040 with respect to background baseline of year 2020 for the TP-2 Section are presented in Table 5.12.

**Table 5.12 Change in Noise Levels for Projected Traffic w r t Baseline of 2020**

Point Receiver Distance from Centreline, m	Noise Levels Description	Incremental Noise Level [Resultant Noise Levels]							
		2025		2030		2035		2040	
		Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night
NQ-11 at 25 m from Centreline	Background Baseline Levels for 2020 (1)	75.8	73.2	75.8	73.2	75.8	73.2	75.8	73.2
	Predicted Incremental Noise Levels (2)	70.8	66.6	71.9	67.7	72.9	68.8	72.1	67.9
	Resultant Noise Levels (1+2 logarithmical addition) (3)	77.0	74.1	77.3	74.3	77.6	74.5	77.3	74.3
	Measured Baseline Noise Levels 2020 (4)	76.6	73.8	76.6	73.8	76.6	73.8	76.6	73.8
	<b>Change in Baseline Noise Levels (3-4 subtraction) (5)#</b>	<b>0.3</b>	<b>0.3</b>	<b>0.6</b>	<b>0.5</b>	<b>0.9</b>	<b>0.7</b>	<b>0.7</b>	<b>0.5</b>
NQ-12 at 30 m from centreline	Background Baseline Levels for 2020 (1)	74.2	69.7	74.2	69.7	74.2	69.7	74.2	69.7
	Predicted Incremental Noise Levels (2)	69.9	65.6	70.9	66.7	72	67.8	71.2	66.9
	Resultant Noise Levels (1+2 logarithmical addition) (3)	75.6	71.1	75.9	71.5	76.3	71.9	76.0	71.5
	Measured Baseline Noise Levels 2020 (4)	75.2	70.7	75.2	70.7	75.2	70.7	75.2	70.7

Point Receiver Distance from Centreline, m	Noise Levels Description	Incremental Noise Level [Resultant Noise Levels]							
		2025		2030		2035		2040	
		Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night	Leq Day	Leq Night
	<b>Change in Baseline Noise Levels (3-4) subtraction) (5)#</b>	<b>0.4</b>	<b>0.4</b>	<b>0.7</b>	<b>0.7</b>	<b>1.1</b>	<b>1.1</b>	<b>0.8</b>	<b>0.8</b>
NQ-13 at 25 m from centreline	Background Baseline Levels for 2020 (1)	57.0	45.6	57.0	45.6	57.0	45.6	57.0	45.6
	Predicted Incremental Noise Levels (2)	69.9	65.6	70.9	66.7	72	67.8	71.2	66.9
	Resultant Noise Levels (1+2 logarithmical addition) (3)	70.1	65.6	71.1	66.7	72.1	67.8	71.4	66.9
	Measured Baseline Noise Levels 2020 (4)	69.5	65.0	69.5	65.0	69.5	65.0	69.5	65.0
	<b>Change in Baseline Noise Levels (3-4) subtraction) (5)#</b>	<b>0.7</b>	<b>0.7</b>	<b>1.6</b>	<b>1.8</b>	<b>2.7</b>	<b>2.9</b>	<b>1.9</b>	<b>2.0</b>
NQ-14 at 25 m from centreline	Background Baseline Levels for 2020 (1)	70.8	64.6	70.8	64.6	70.8	64.6	70.8	64.6
	Predicted Incremental Noise Levels (2)	70.8	66.6	71.9	67.7	72.9	68.8	72.1	67.9
	Resultant Noise Levels (1+2 logarithmical addition) (3)	73.8	68.7	74.4	69.4	75.0	70.2	74.5	69.6
	Measured Baseline Noise Levels 2020 (4)	73.1	67.8	73.1	67.8	73.1	67.8	73.1	67.8
	<b>Change in Baseline Noise Levels (3-4) subtraction) (5)#</b>	<b>0.7</b>	<b>1.0</b>	<b>1.3</b>	<b>1.7</b>	<b>1.9</b>	<b>2.4</b>	<b>1.4</b>	<b>1.8</b>
NQ-15 at 30 m from centreline	Background Baseline Levels for 2020 (1)	73.3	71.8	73.3	71.8	73.3	71.8	73.3	71.8
	Predicted Incremental Noise Levels (2)	69.9	65.6	70.9	66.7	72	67.8	71.2	66.9
	Resultant Noise Levels (1+2 logarithmical addition) (3)	75.0	72.8	75.3	73.0	75.7	73.3	75.4	73.0
	Measured Baseline Noise Levels 2020 (4)	74.5	72.5	74.5	72.5	74.5	72.5	74.5	72.5
	<b>Change in Baseline Noise Levels (3-4) subtraction) (5)#</b>	<b>0.5</b>	<b>0.3</b>	<b>0.8</b>	<b>0.5</b>	<b>1.2</b>	<b>0.8</b>	<b>0.9</b>	<b>0.5</b>

Note 8: # The change in baseline noise levels are worked out by subtracting measured average noise levels for the year 2020 from resultant noise levels for the projected years.

From the **Table 5.12**, the change in baseline is inferred as following:

- At NQ-11 (representing ~Chainage 98.400 to 104.000 km), the Project Road expansion will likely increase equivalent Leq day and Leq night noise levels varying from 0.3 to 0.9 dB(A) i.e. the change in baseline will remain to **less than acceptable 3 dB(A)** for the Projected years from 2025 to 2040 when compared with the corresponding average measured baseline of the year 2020. Thus, there will be negligible change in the baseline.
- At NQ-12 (representing ~Chainage 104.000 to 112.000 km LHS), the Project Road expansion will likely increase equivalent Leq day and Leq night noise levels varying from 0.4 to 1.1 dB(A) i.e. the change in baseline will remain to **less than acceptable 3 dB(A)** for the Projected years from 2025 to 2040 when compared with the corresponding average measured baseline of the year 2020. Thus, there will be negligible change in the baseline.
- At NQ-13 (representing ~Chainage 104.000 to 112.000 km RHS), the Project Road expansion will likely increase equivalent Leq day and Leq night noise levels varying from 0.7 to 2.9 dB(A) i.e. the change in baseline will remain to **less than acceptable 3 dB(A)** for the Projected years from 2025 to 2040 when compared with the corresponding average measured baseline of the year 2020. Thus, there will be negligible change in the baseline.
- At NQ-14 (representing ~Chainage 112.000 to 121.000 km), the Project Road expansion will likely increase equivalent Leq day and Leq night noise levels from 0.7 to 2.4 dB(A) i.e. the change in baseline will remain to **less than acceptable 3 dB(A)** for the Projected years from 2025 to 2040 when compared with the corresponding average measured baseline of the year 2020. Thus, there will be negligible change in the baseline.
- At NQ-15 (representing ~Chainage 121.000 to 129.600 km), the Project Road expansion will likely increase equivalent Leq day and Leq night noise levels varying from 0.3 to 1.2 dB(A) i.e. the

change in baseline will remain to **less than acceptable 3 dB(A)** for the Projected years from 2025 to 2040 when compared with the corresponding average measured baseline of the year 2020. Thus, there will be negligible change in the baseline.

## 5.7 Greenfield Khurja Realignment

The nearest receptor observed along the Khurja realignment is at 200m, the baseline monitoring was conducted at the nearest location NQ22, which depicts the background noise as it was a greenfield location. The traffic volume for the stretch remain similar to the stretch at the beginning of the realignment. The observations at 200m based on the extrapolation of resultant observed at 25m, suggest that the incremental change in noise will be less than 0.3 dB (A).

**Table 5.13 Change in Noise Levels for Projected Traffic w r t Monitored Baseline**

		Year 2025		Year 2030		Year 2035		Year 2040	
NQ22	Background Baseline Levels for 2020 (1)	<b>68.1</b>	<b>62.1</b>	<b>68.1</b>	<b>62.1</b>	<b>68.1</b>	<b>62.1</b>	<b>68.1</b>	<b>62.1</b>
25 m	Predicted Incremental Noise Levels (2)	70.8	66.6	71.9	67.7	72.9	68.8	72.1	67.9
	Resultant Noise Levels (1+2 logarithmical addition) (3)	72.7	67.9	73.4	68.8	74.1	69.6	73.6	68.9
200m	Extending to nearest receptor (2a)	52.0	48.5	53.8	49.6	54.8	50.7	54.0	49.8
	Resultant Noise Levels (1+ 2a) logarithmical addition) (3a)	68.2	62.3	68.3	62.3	68.3	62.4	68.3	62.3
	Measured Noise Level (4)	<b>68.1</b>	<b>62.1</b>	<b>68.1</b>	<b>62.1</b>	<b>68.1</b>	<b>62.1</b>	<b>68.1</b>	<b>62.1</b>
	Change in Baseline Noise Levels (3a-4) subtraction) (5)#	0.1	0.2	0.2	0.2	0.2	0.3	0.2	0.2

## 6. CONCLUSION

Noise quality assessment has been done for expansion of Ghaziabad – Aligarh Road from existing 4 to 6 lanes from Chainage 23.600 to 129.600 km, leaving the structures along the alignment that are already provided with 6 lanes.

Noise measurements were conducted within the area of influence noise induced traffic along the Project Road at 15 locations during 30 October to 16 November 2019 both on working and non-working days in a week at each of the identified location. In all 15 monitoring locations were selected for noise measurements. Changes in the noise levels have been inferred when predicted Leq day and Leq night values for the years 2025, 2030, 2035 and 2040 were compared with baseline established for the year 2020 at each of the 15 locations.

Based on the projected traffic and average speed of the vehicles used for traffic scenarios for the years 2020, 2025, 2030, 2035 and 2040 without and with mitigations in place. The traffic projections are presented for the following four sections along the Project Road:

- a) NH-34 from **Chainage 23.600 to 27.000 km** referred to as the **Lalkuan Section** with predominant commercial landuse on either side of the alignment.
- b) NH-34 from **Chainage 27.000 to 33.600 km** referred to as the **Mankipur Section** with predominant commercial landuse on either side of the alignment.
- c) NH-91 from **Chainage 33.600 to 98.400 km** referred to as the **TP-1** (Toll Plaza-1 at Chainage 47.500 km) **Section** with predominant rural mixed landuse on either side of the alignment.
- d) NH-91 from **Chainage 98.400 to 129.600 km** referred to as the **TP-2 Section** (Toll Plaza-2 at Chainage 113.300 km) with predominant rural mixed landuse on either side of the alignment.

Sensitive receptors encountered either side of the above mentioned four sections of the Project Road under expansion were identified. All the identified sensitive receptors fall under the Silence Zone (as defined in the Indian Air Quality Standards with respect to Noise, which extends up to 100 m from their location).

Increment of baseline noise level to 3 dB(A) or more is considered as a measure to assess impact significance with respect to change in baseline of the year 2020 due to increase of the Projected traffic and related speeds in the years 2025, 2030, 2035 and 2040.

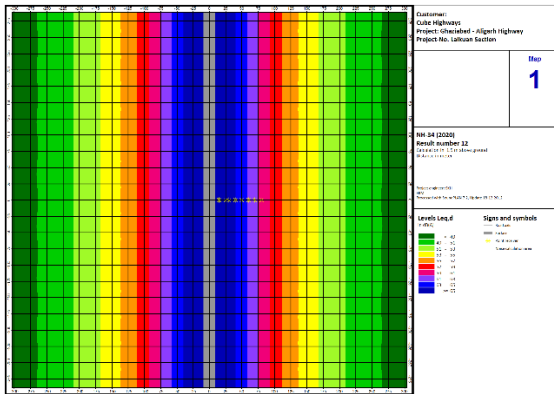
For each of the noise quality monitoring stations (NQ-1 to NQ-15), background noise levels (Leq day and Leq night) for the year 2020 were determined by logarithmically subtracting corresponding projected traffic induced noise levels (for the traffic of year 2020) from the measured noise levels. Resultant noise levels were determined by logarithmical addition of projected traffic induced noise levels and calculated background noise levels for each of the 15 noise measuring locations. Changes in baseline of the year 2020 for the projected years 2025, 2030, 2035 and 2040 were assessed by ascertaining arithmetical difference between the resultant noise levels and the measured noise levels.

For the four sections of the Project Road covering NQ-01 to NQ-15 monitoring stations, it is inferred that the Project Road expansion will result in negligible change in baseline noise levels of projected years 2025 onwards as the change in baseline will be less than 3 dB(A). The observations for Khurja realignment at 200m based on the extrapolation of resultant observed at 25m, suggest that the incremental change in noise will be less than 0.3 dB (A).

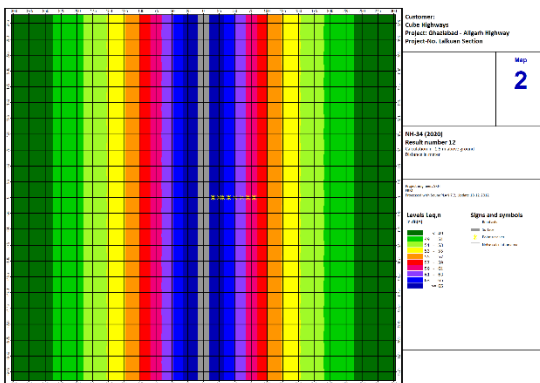
## 7. IMAGES OF PROJECTED TRAFFIC INDUCED EQUIVALENT NOISE LEVELS

The projected traffic induced noise levels spread in terms of equivalent day time noise ( $L_{eq\ day}$ ) & night time noise ( $L_{eq\ night}$ ) along the Project Road are presented in Figures 7.1 to 7.40.

**Figure 7.1 Traffic Induced Predicted  $L_{eq\ Day}$ : Lalkuan Section Yr. 2020**



**Figure 7.2 Traffic Induced Predicted  $L_{eq\ Night}$ : Lalkuan Section Yr. 2020**



**Figure 7.3 Traffic Induced Predicted  $L_{eq\ Day}$ : Lalkuan Section Yr. 2025**

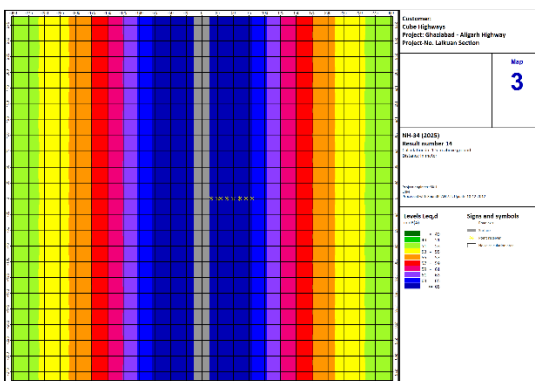


Figure 7.4 Traffic Induced Predicted  $L_{eq}$  Night: Lalkuan Section Yr. 2025

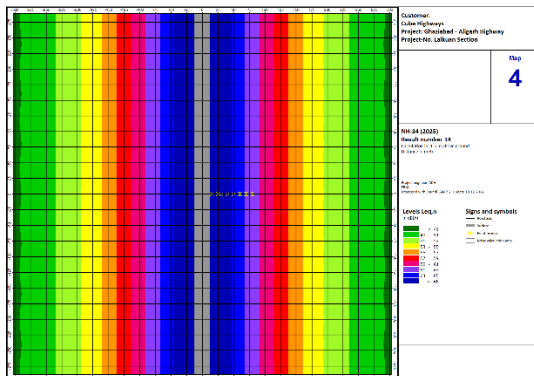


Figure 7.5 Traffic Induced Predicted  $L_{eq}$  Day: Lalkuan Section Yr. 2030

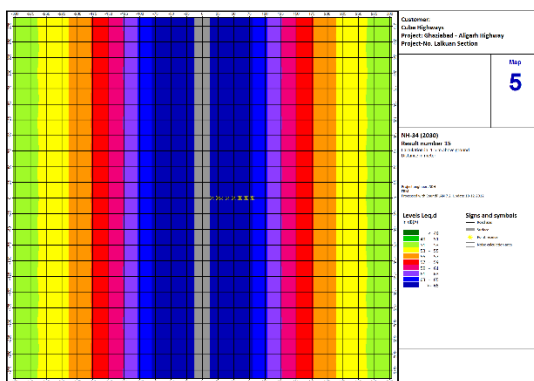
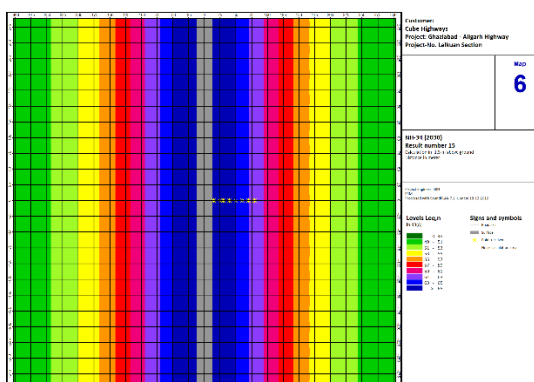
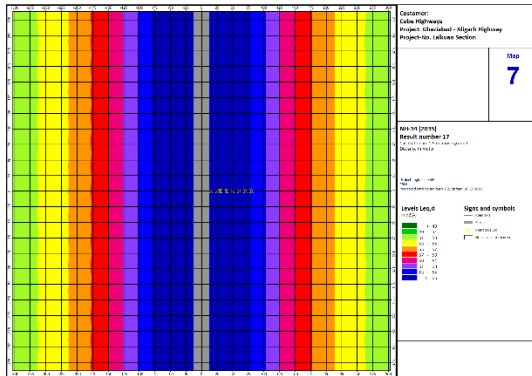


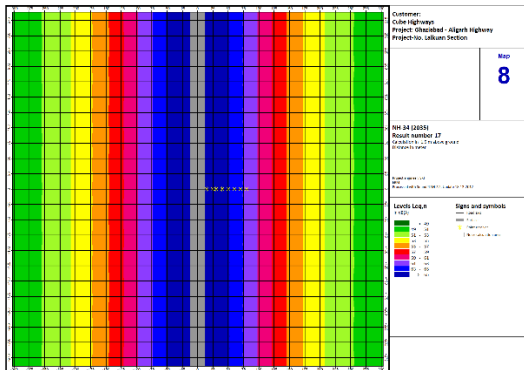
Figure 7.6 Traffic Induced Predicted  $L_{eq}$  Night: Lalkuan Section Yr. 2030



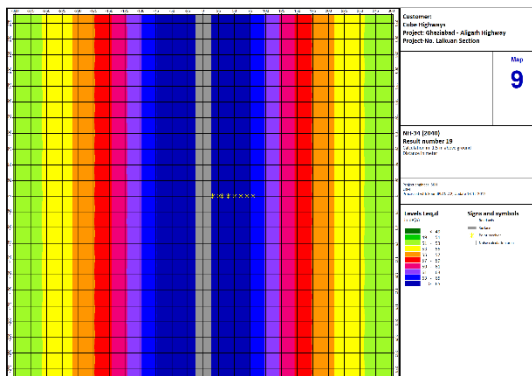
**Figure 7.7 Traffic Induced Predicted  $L_{eq}$  Day: Lalkuan Section Yr. 2035**



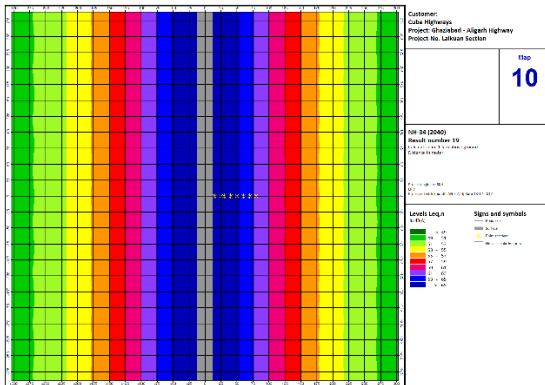
**Figure 7.8 Traffic Induced Predicted  $L_{eq}$  Night: Lalkuan Section Yr. 2035**



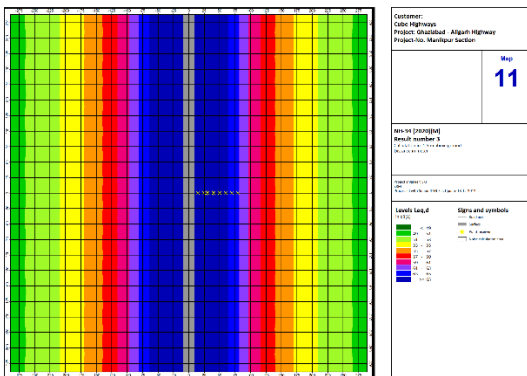
**Figure 7.9 Traffic Induced Predicted  $L_{eq}$  Day: Lalkuan Section Yr. 2040**



**Figure 7.10 Traffic Induced Predicted  $L_{eq}$  Night: Lalkuan Section Yr. 2040**



**Figure 7.11 Traffic Induced Predicted  $L_{eq}$  Day: Manikpur Section Yr. 2020**



**Figure 7.12 Traffic Induced Predicted  $L_{eq}$  Night: Manikpur Section Yr. 2020**

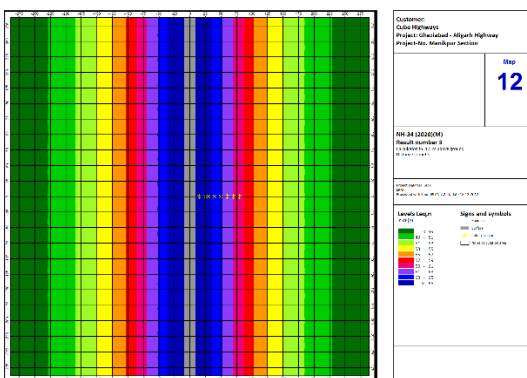


Figure 7.13 Traffic Induced Predicted  $L_{eq}$  Day: Manikpur Section Yr. 2025

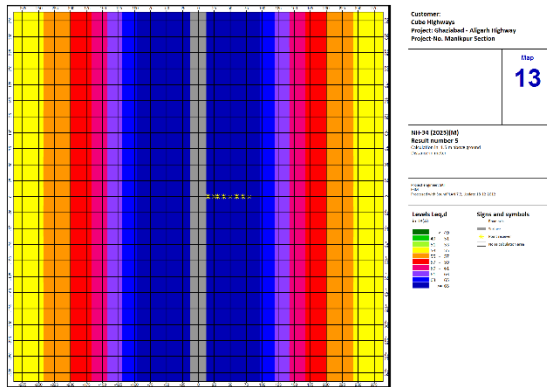


Figure 7.14 Traffic Induced Predicted  $L_{eq}$  Night: Manikpur Section Yr. 2025

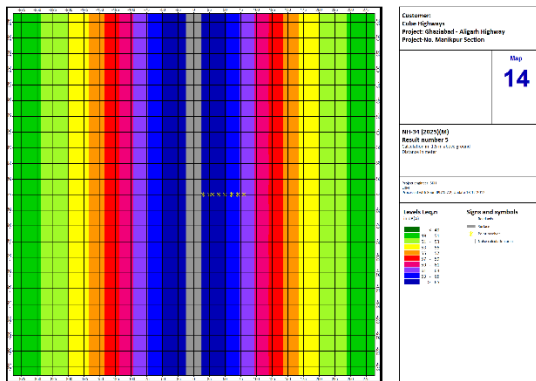


Figure 7.15 Traffic Induced Predicted  $L_{eq}$  Day: Manikpur Section Yr. 2030

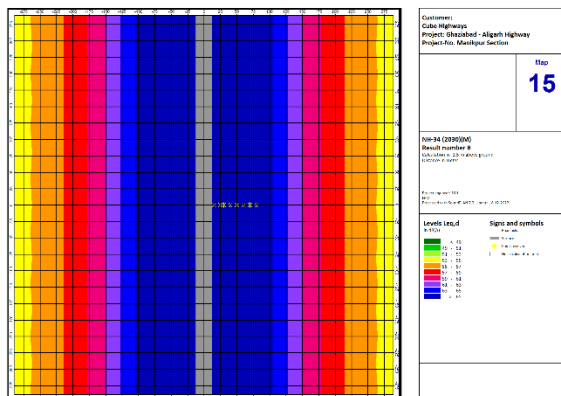




Figure 7.19 Traffic Induced Predicted  $L_{eq}$  Day : Manikpur Section Yr. 2040

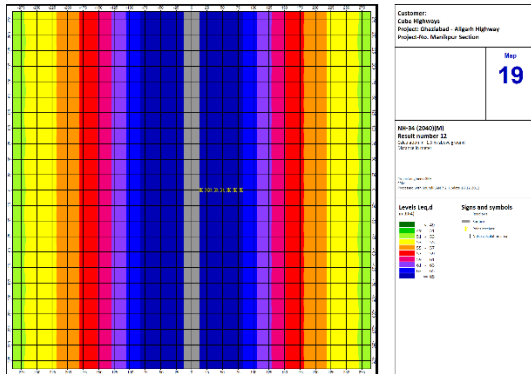


Figure 7.20 Traffic Induced Predicted  $L_{eq}$  Night: Manikpur Section Yr. 2040

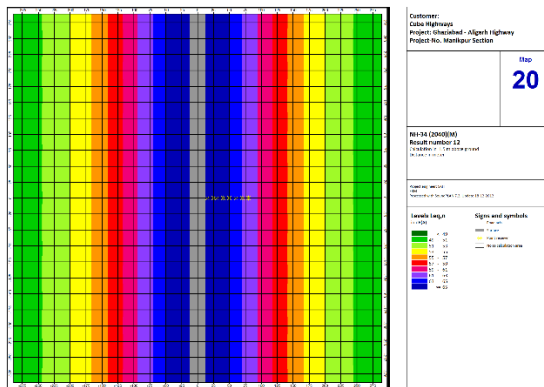
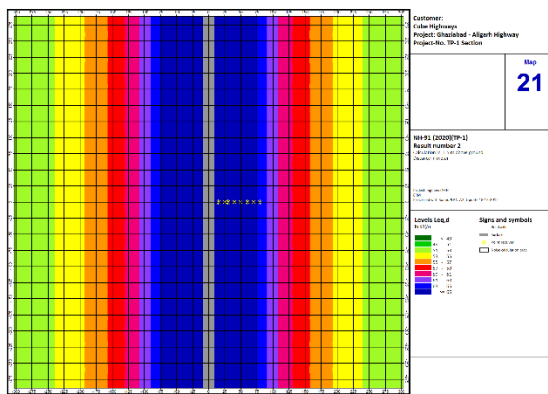
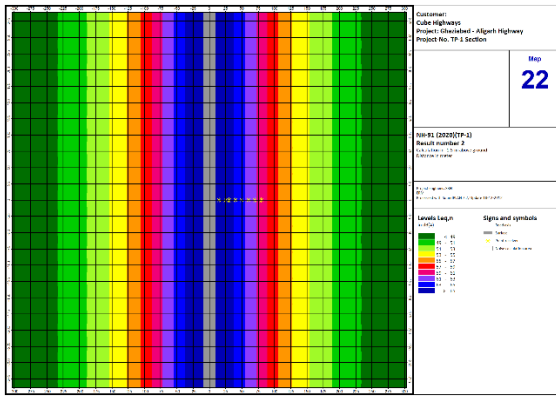


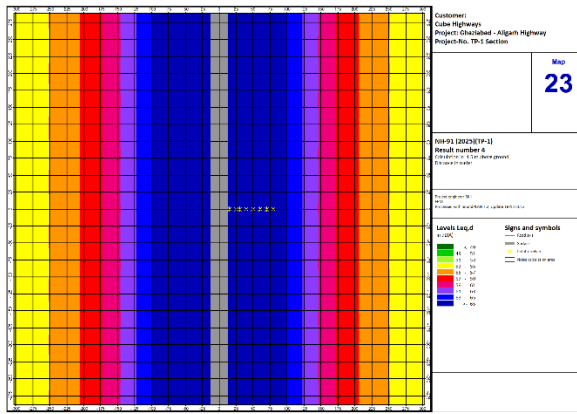
Figure 7.21 Traffic Induced Predicted  $L_{eq}$  Day : TP-1 Section Yr. 2020



**Figure 7.22 Traffic Induced Predicted  $L_{eq}$  Night: TP-1 Section Yr. 2020**



**Figure 7.23 Traffic Induced Predicted  $L_{eq}$  Day : TP-1 Section Yr. 2025**



**Figure 7.24 Traffic Induced Predicted  $L_{eq}$  Night: TP-1 Section Yr. 2025**

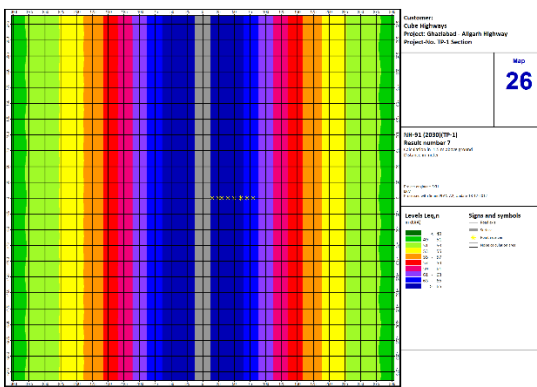


Figure 7.25 Traffic Induced Predicted  $L_{eq}$  day: TP-1 Section Yr. 2030

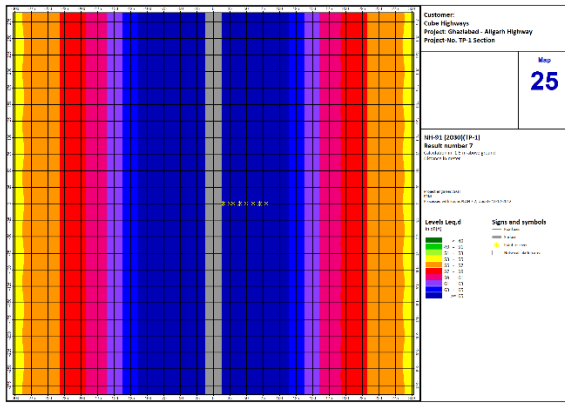


Figure 7.26 Traffic Induced Predicted  $L_{eq}$  Night: TP-1 Section Yr. 2030

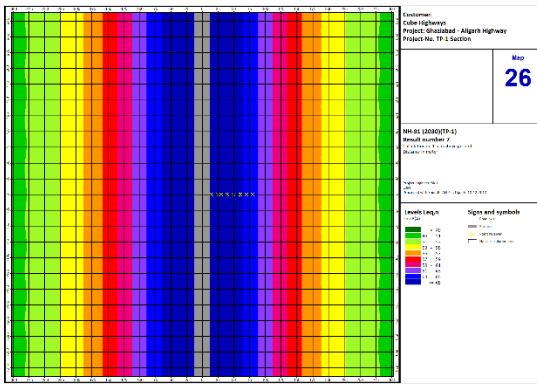
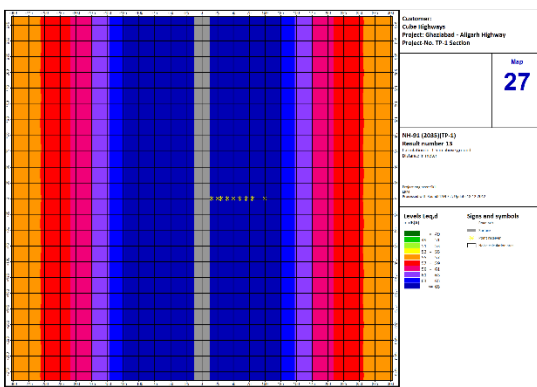
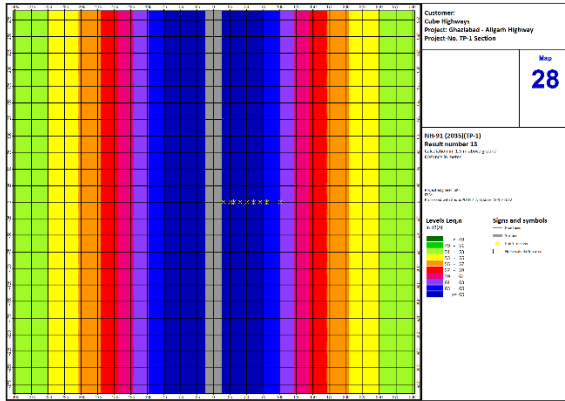


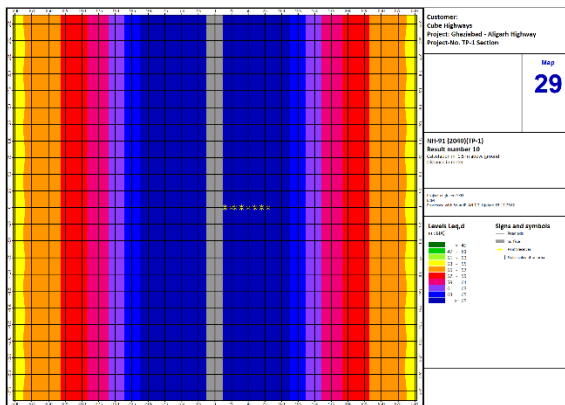
Figure 7.27 Traffic Induced Predicted  $L_{eq}$  Day : TP-1 Section Yr. 2035



**Figure 7.28 Traffic Induced Predicted  $L_{eq}$  Night: TP-1 Section Yr. 2035**



**Figure 7.29 Traffic Induced Predicted  $L_{eq}$  Day : TP-1 Section Yr. 2040**



**Figure 7.30 Traffic Induced Predicted  $L_{eq}$  Night: TP-1 Section Yr. 2040**

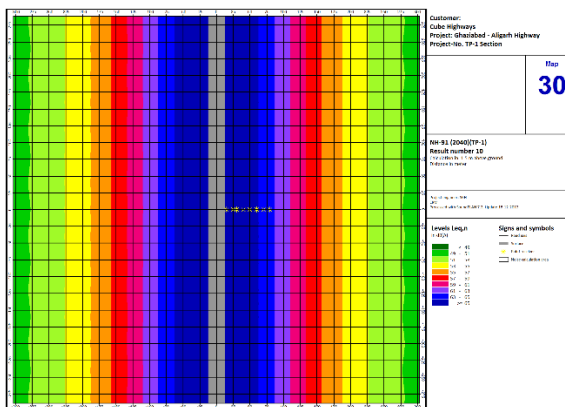


Figure 7.31 Traffic Induced Predicted  $L_{eq}$  Day : TP-2 Section Yr. 2020

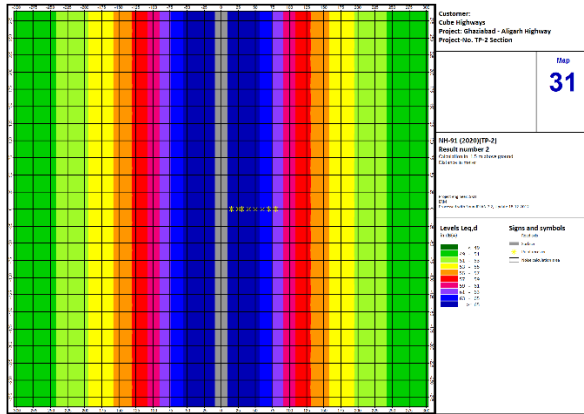


Figure 7.32 Traffic Induced Predicted  $L_{eq}$  Night: TP-2 Section Yr. 2020

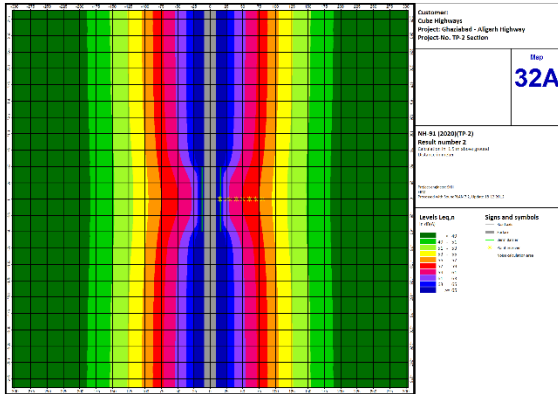


Figure 7.33 Traffic Induced Predicted  $L_{eq}$  Night: TP-2 Section Yr. 2025

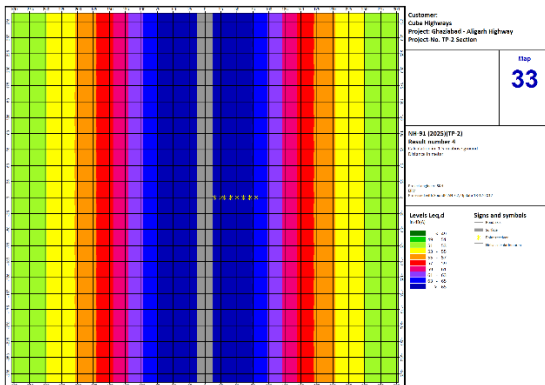


Figure 7.34 Traffic Induced Predicted  $L_{eq}$  Night: TP-2 Section Yr. 2025

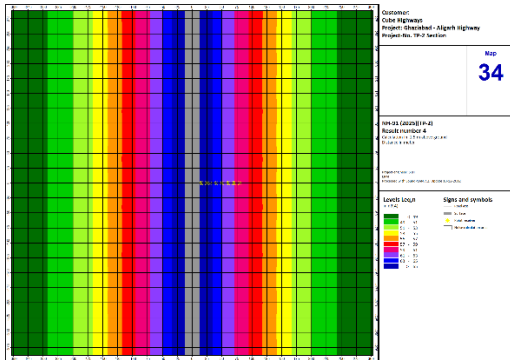


Figure 7.35 Traffic Induced Predicted  $L_{eq}$  Day : TP-2 Section Yr. 2030

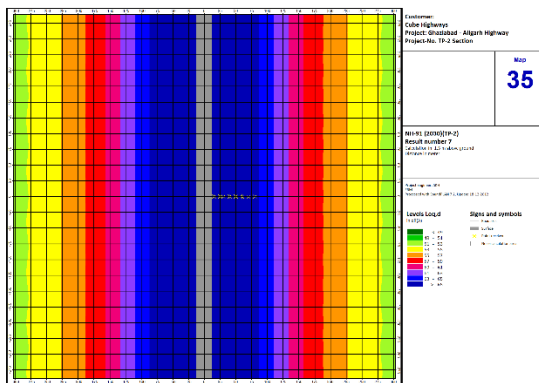


Figure 7.36 Traffic Induced Predicted  $L_{eq}$  Night: TP-2 Section Yr. 2030

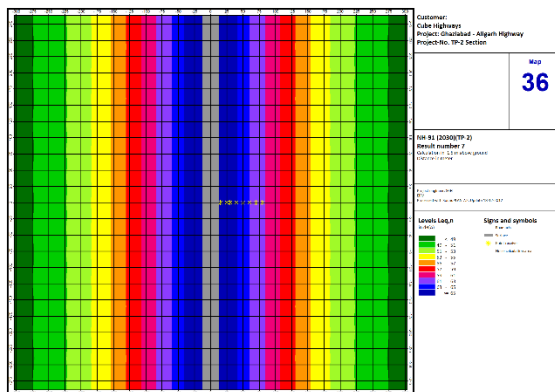


Figure 7.37 Traffic Induced Predicted  $L_{eq}$  Day : TP-2 Section Yr. 2035

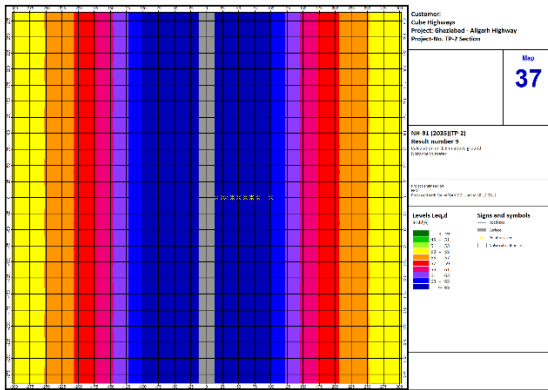


Figure 7.38 Traffic Induced Predicted  $L_{eq}$  Night: TP-2 Section Yr. 2035

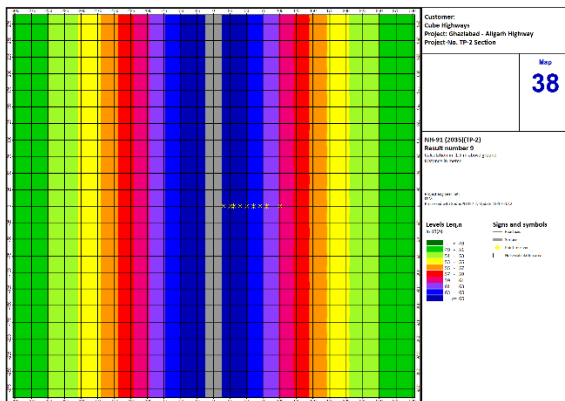
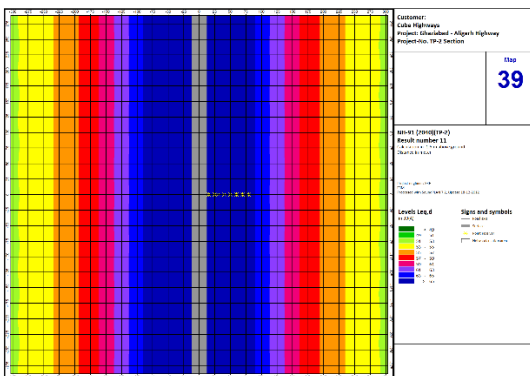
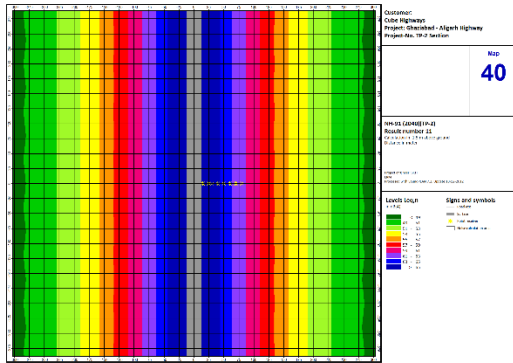


Figure 7.39 Traffic Induced Predicted  $L_{eq}$  Day : TP-2 Section Yr. 2040



**Figure 7.40 Traffic Induced Predicted  $L_{eq}$  Night: TP-2 Section Yr. 2040**



## **APPENDIX D      STAKEHOLDER ENGAGEMENT PLAN**

## 4. STAKEHOLDER ENGAGEMENT PLAN

### 4.1 Project Background

Cube Highway (CH) is taking over Ghaziabad Aligarh Expressway Pvt Ltd (GAEPL) which is a special purpose vehicle (SPV) created for construction, operation & maintenance of 126.600 km long road from Ghaziabad to Aligarh, also referred as 'Project Road'. The Road starts from Ghaziabad (Chainage km 23.600) and ends at Aligarh (Chainage km 149.900) on NH 91 traversing through four districts of Uttar Pradesh (namely Ghaziabad, Gautam Buddha Nagar, Bulandshahr and Aligarh).

ERM was commissioned by Cube Highways (CH) to undertake an Environmental and Social Impact Assessment (ESIA) Study, development of a Resettlement Action Plan (RAP) and Livelihood Enhancement Plan (LEP) for proposed six laning works of the existing Project road.

This document, the Stakeholder Engagement Plan, is a management plan of the Environmental and Social Impacts Assessment (ESIA) for the Project. Further to the stakeholder identification and assessment in the ESIA (Section 6, and Stakeholder Analysis Table 6.3), it details the scope, objectives, methodology followed for stakeholder engagement for the field survey and consultations, documents the stakeholder engagement undertaken, and recommends how stakeholder engagement is to be included through the construction and operations phases of the Project.

### 4.2 Objective and Scope of SEP

This document presents the Stakeholder Engagement Plan, which is applicable for all activities proposed to be undertaken as part of six laning works along the Project road as well as other stakeholder engagement that is to be conducted by CH as part of this plan.

The main aim of this document is to guide stakeholder consultations across various stages of the Project, while meeting the requirements of the applicable reference framework for the Project. Overall, this SEP will enable stakeholder engagement to be undertaken in a systematic and meaningful manner, where the various stakeholder groups are able to express their individual views, opinions and concerns, while allowing the Project to appropriately respond to them.

The objectives of the Stakeholder Engagement Plan are as follows:

- Identification of the stakeholder groups in the Project location and analysis of their profiles, interests, issues/impacts and concerns relevant to the Project;
- Identification of specific measures to allow meaningful engagement with different stakeholder groups identified in a manner that is transparent and accessible and using culturally appropriate communication methods with a specific focus on the stakeholders with high influence/impact ;
- Facilitate adequate and timely dissemination of information to the stakeholder groups in a culturally appropriate manner;
- Provide systems for prior disclosure/dissemination of information and consultation including seeking inputs from affected persons, incorporation of inputs, as applicable, providing feedback to affected persons/groups on whether and how the input has been incorporated; and
- Providing a mechanism for documentation of the activities undertaken and the reporting and monitoring of the same.

#### 4.2.1 Scope

The Stakeholder Engagement Plan document applies to the entire Project lifecycle (planning, construction and operations phases) and shall be considered as a live document that shall be updated regularly by CH, as required. This stakeholder engagement plan (SEP) will be used and updated by the Project proponents and its various teams (internal as well as contracted), performing

various tasks linked to the Project, comprising ESIA, ESMP and RAP-LEP processes, through interactions with various stakeholder groups like NHAI, CALA officials, Tehsil level officials, Revenue Inspector, Patwari etc.

### 4.2.2 Methodology

The stakeholder engagement plan is a management plan of the ESIA, and an early version was developed to be used for the RAP-LEP Survey Communication Strategy documents that was prepared for stakeholders within Area of Influence (AOI) along the Project corridor. This was done to ensure consistency in the messaging and communication being undertaken with the identified stakeholders, by all teams including teams involved in ESIA and RAP-LEP preparation.

During the environmental and social impact assessment consultations process, ERM conducted various activities as part of the development of the public consultation program to determine the relevant stakeholders. From the ESIA field-consultations, ERM has identified key stakeholder groups and categorised them as Primary and Secondary stakeholders, based on the nature and extent of impact of Project and influence of stakeholders on the Project, as presented in subsequent section.

Some additional stakeholder categories were identified during the RAP-LEP survey processes, and/or the profile of these stakeholder groups (Primary or Secondary) have been updated based on detailed assessment from impacted entities by the Project.

The details of these engagement activities and key points of discussion are captured in **Annexure A of this Appendix D on Stakeholder Engagement Plan**.

Furthermore, the surveys for the Resettlement Action Plan and Livelihoods Enhancement Plan (RAP-LEP) preparation started in third week of June 2021 and was completed on 9<sup>th</sup> September 2021. Survey have identified the following stakeholder categories in the Project AOI.

- Encroachers/squatters/occupiers;
- Tenants
- People who consider themselves “Titleholders”, but in legal terms may be in the first category of encroachers/squatters/occupiers;
- Workers engaged in Project-affected commercial structures;
- Unskilled and skilled labourers to be engaged for the construction phase of the Project;
- Owners of land required for temporary occupation or use
- Local community from the Project villages and nearby areas.

### 4.3 Applicable Reference Framework

This Stakeholder Engagement Plan is prepared as per the requirements of the following regulations and standards:

- Relevant environmental, land labour and other relevant policies, laws, regulations and rules of the state of Uttar Pradesh, and the Government of India;
- IFC Performance Standards, 2012;
- Stakeholder Engagement: A Good Practice Handbook for Companies Doing Business in Emerging Market
- World Bank Environmental and Social Standards (ESS);
- Asian Development Bank (ADB) Safeguards Policy (2009).

## 4.4 Stakeholder Mapping

### 4.4.1 Stakeholder Identification & Categorization

A stakeholder is defined as “any identifiable group or individual who can affect the achievement of an organization’s objectives or who is affected by the achievement of an organization’s objectives”. Stakeholders thus vary in terms of degree of interest, influence and control they have over the Project. While those stakeholders who have a direct impact on or are directly impacted by the Project are known as **Primary Stakeholders**, those who have an indirect impact or are indirectly impacted are known as **Secondary Stakeholders**.

During the ESIA process, stakeholder identification and categorisation was conducted for identifying the key stakeholders of the Project, while keeping in mind the nature of the Project and its setting. Furthermore, consultations were conducted with these identified stakeholders through a participatory approach. The table below presents the key stakeholders of the Project.

**Table 1 Stakeholder group categorization**

Stakeholder Groups	Primary Stakeholders	Secondary Stakeholders
Project affected persons, households, and the community in the Project Aol	<ul style="list-style-type: none"> <li>■ Encroachers/squatters/occupiers*;</li> <li>■ Tenants/ shareholders;</li> <li>■ People who consider themselves “Titleholders”;</li> <li>■ Workers engaged in affected commercial structures;</li> <li>■ Skilled and unskilled labours to be engaged for the construction phase of the Project;</li> <li>■ Owners of land required for temporary occupation or use</li> <li>■ Local community from the Project villages in the Project Aol.</li> <li>■ Road users, Truck drivers etc</li> <li>■ Local businesses along the highway dependent on the road users</li> </ul>	<ul style="list-style-type: none"> <li>■ Vulnerable Social Groups (i.e. women headed households, handicapped individuals, households comprising only the elderly (65 yrs and older) and households of SC &amp; ST community) from Project affected villages and villages within the Project Area of Influence;</li> </ul>
Institutional Stakeholders	<ul style="list-style-type: none"> <li>■ Gram Panchayats (GPs)</li> <li>■ Tehsil Officials;</li> <li>■ Community Health Centre, Primary Health Centres and Anganwaadi officials;</li> <li>■ Ghaziabad Aligarh Expressway Private Ltd.;</li> <li>■ Cube Highways;</li> <li>■ Developers &amp; Contractors, EPC contractor;</li> <li>■ Asset Valuation Agencies of all three districts (horticulture, public work, agriculture etc.),</li> <li>■ IFC as investor</li> <li>■</li> </ul>	<ul style="list-style-type: none"> <li>■ Civic Bodies/ NGOs;</li> <li>■ Local Political Parties/ groups;</li> <li>■ Local Media Reporters</li> </ul>
Government Bodies/Regulatory Authorities	<p>Government Agencies (Local Government Authorities of 4 districts (Ghaziabad, Gautam Buddha Nagar, Bulandshahr and Aligarh and all the revenue divisions):</p> <ul style="list-style-type: none"> <li>■ District level Land Revenue Departments of all three districts;</li> <li>■ Revenue Division Offices;</li> <li>■ CALA;</li> <li>■ NHAI PIU Aligarh;</li> <li>■ Regulatory Authorities                             <ul style="list-style-type: none"> <li>○ Central Pollution Control Board (CPCB)</li> <li>○ UP Pollution Control Board (UPPCB);</li> </ul> </li> </ul>	

Stakeholder Groups	Primary Stakeholders	Secondary Stakeholders
	<ul style="list-style-type: none"> <li>○ Ministry of Environment Forest and Climate Change (MoEFCC);</li> <li>○ Local Fire Authority;</li> <li>○ Ministry of Road Transport and Highways</li> <li>○ State Transport Authority;</li> <li>○ District Collector and Revenue Department;</li> <li>○ Department of Telegraph –Communication, Govt. of Uttar Pradesh;</li> </ul>	

ERM had consultations with variety of stakeholder in the process of carrying out social survey for the ESIA, RAP-LEP study which includes focused group discussions with 25 villages; consultations with women groups at select villages; consultations with health institutions like CHC, PHC, Aganwadi staff; consultation with truck drivers, Consultation with NHAI officials etc. Annexure A captures summary of consultations undertaken with select stakeholder groups during field survey.

#### 4.5 Stakeholder Categorization

The significance of a stakeholder group is categorized considering the magnitude of impact (type, extent, duration, scale and frequency) or degree of influence (power and proximity) of stakeholder group and urgency/ likelihood of the impact associated with the particular stakeholder group in the Project context.

The magnitude of stakeholder impact/influence is assessed taking the power/responsibility and proximity of the stakeholder group and the group is consequently categorized as negligible, small, medium or large. The urgency or likelihood of the impact on/influence by the stakeholder is assessed on a scale of low, medium and high. The overall significance of the stakeholder group is assessed as per the matrix provided in the table below;

**Table 2 Stakeholder Significance and Engagement Requirement**

Magnitude	Significance	Likelihood of Influence on/ by Stakeholder		
		Low	Medium	High
Magnitude of Influence/ Impact	Negligible	Negligible	Negligible	Negligible
	Small	Negligible	Minor	Moderate
	Medium	Minor	Moderate	Urgent
	Large	Moderate	Urgent	Urgent

The influence and priority have both been primarily rated as:

- High Influence: This implies a high degree of influence of the stakeholder on the Project in terms of participation and decision making or high priority to engage with the stakeholder;
- Medium Influence: Which implies a moderate level of influence and participation of the stakeholder in the Project as well as a priority level to engage the stakeholder which is neither highly critical nor are insignificant in terms of influence; and
- Low Influence: This implies a low degree of influence of the stakeholder on the Project in terms of participation and decision making or low priority to engage that stakeholder.

The intermediary categories of low to medium or medium to high primarily imply that their influence and importance could vary in that particular range subject to context specific conditions or also based on the responses of the Project towards the community

The coverage of stakeholders as stated above includes any person, group, institution or organization that is likely to be impacted (directly or indirectly) or may have interest/ influence over Project. Keeping this wide scope of inclusion in stakeholder category and the long life of Project, it is difficult

to identify all potential stakeholders and gauge their level of influence over Project at the outset of the Project. Therefore the Project proponent is advised to consider this stakeholder mapping as a live document which should be revised in a timely manner so as to make it comprehensive for any given period of time.

**Table 3 Stakeholder Analysis**

Relevant Stakeholders	Profile/ Status	Impact/Influence of the Project on this Stakeholder Group	Impact/Influence of the Stakeholder Group on the Project	Expectations, Opinions Key Concerns of Stakeholders	Overall Rating of Stakeholder Influence
<b>Primary Stakeholder</b>					
Encroachers /squatters/ occupiers	<ul style="list-style-type: none"> <li>The stakeholders whose structures were identified to fall within RoW acquired for six laning work and this includes total of 897 households connected with 603 identified structures. The structures whether of temporary or permanent nature, will be cleared during construction stage. The stakeholders comprise of structures such as shops, residential structures, mobile hawkers, temporary shed etc.</li> </ul>	<ul style="list-style-type: none"> <li>The dependence by stakeholders on affected structure for residential and commercial purposes were identified during household and Asset survey;</li> <li>The impact/ structural damage to commercial structures such as, shops, garage, welding shop, or any structure used for renting purposes etc. will affect the livelihood and disrupt the current living standard of the affected household.</li> </ul>	<p>The influence of this stakeholder group on the Project is moderate considering they do not have legal rights on the identified structure; however there is major dependence of encroachers/ squatters/ occupiers on structures within RoW as they use it for commercial activity, residential purposes etc. Also they have spent lot of time, money and effort in making the structure worth living/ usage.</p>	<ul style="list-style-type: none"> <li>The key concern of this stakeholder group is of losing the structure which they have been using as residence or for commercial purposes;</li> <li>This group reports that they have spent lot of time, money and effort in making the structure worth living/ usage</li> <li>The major concern of the encroacher/ squatter/ occupier from the Project is to get compensation as per the market rate and get timely payment of their compensation amount;</li> <li>Adequate compensation for affected structure;</li> <li>To get employment opportunities that the Project will generate, both in construction &amp; operational stage.</li> <li>Minimal disturbance to their existing economic activity;</li> <li>This Stakeholder group expected income generating activities or employment as construction labourers, masons, drivers, etc. during the construction phase of the Project;</li> </ul>	Medium

Relevant Stakeholders	Profile/ Status	Impact/Influence of the Project on this Stakeholder Group	Impact/Influence of the Stakeholder Group on the Project	Expectations, Opinions Key Concerns of Stakeholders	Overall Rating of Stakeholder Influence
Encroachers /squatters/ occupiers who will be physically displaced	<ul style="list-style-type: none"> <li>30 households connected with 28 structures were identified as the PAH who will be physically displaced from their current location because of land clearing work during construction phase of the project. these 30 households includes 28 from Lohar community and 2 from other community and all of them are located in initial 10 km area of the project highway.</li> </ul>	<ul style="list-style-type: none"> <li>27 structures owned by 28 Lohar community households were identified under 'Residential-cum-commercial' category. These households are located here for long period, for more than 10 -15 years.</li> <li>Remaining 1 structures owned by 2 other community HHs was identified as residential located in Dhummanikpur village. This structure was already acquired and compensated as per NH Act 1956 and it was partly demolished as well by the concessionaire.</li> </ul>	<p>This stakeholder group is quite aware with the fact that they will have to vacate the area as and when road expansion works, start and they do not have any legal right to claim any sort of benefits fro the project concessionaire. Considering this fact, influence of this stakeholder group over project is moderate.</p>	<ul style="list-style-type: none"> <li>Lohar community members have expectation from project in terms of alternate land or house from project, before dismantling their house for road expansion work.</li> <li>Other two households also have expectation from project in terms of advance intimation before dismantling their house and some financial help in order to buy alternate land for their residence in the same village. Their relatives lives in the sae village.</li> </ul>	Medium
People who consider themselves "Titleholders (identified households in Bankari Khas, Palla Sallu and Vidha Nagar/Rustampu r");	<ul style="list-style-type: none"> <li>People occupying/using structures within the RoW who consider themselves "Titleholders" as their compensation is pending or they have refused to accept it/ other outstanding conflict issues. Respondent for about 25% of 603 surveyed structures claimed as titleholder for the surveyed structures.</li> <li>During Household &amp; Asset survey by ERM, it was identified that such issues have been identified in villages like Bilsuri in Bulandshahr, Dhummanikpur, GB Nagar</li> </ul>	<ul style="list-style-type: none"> <li>The dependence by stakeholders on affected structure for residential and commercial purposes were identified during household and Asset survey;</li> <li>The impact/ structural damage to commercial structures such as, shops, garage, welding shop, or any structure used for renting</li> </ul>	<ul style="list-style-type: none"> <li>The stakeholder groups' influence on the Project pertains to the smooth functioning of the Project and the timely completion of the Project activities;</li> </ul>	<ul style="list-style-type: none"> <li>The major concern of the affected asset/landowners from the Project is to get recognised as title holders and compensation as per the market rate and get timely payment of their compensation amount that was due from the last round of land acquisition;</li> <li>Adequate compensation for the affected structure;</li> <li>To get employment opportunities that the Project</li> </ul>	Medium

Relevant Stakeholders	Profile/ Status	Impact/Influence of the Project on this Stakeholder Group	Impact/Influence of the Stakeholder Group on the Project	Expectations, Opinions Key Concerns of Stakeholders	Overall Rating of Stakeholder Influence
	<ul style="list-style-type: none"> <li>These identified PAH were not categorised as Encroachers/Squatters during survey.</li> </ul>	<p>purposes etc. will affect the livelihood and affect the current living standard of the affected household.</p>		<p>will generate, both in construction &amp; operational stage.</p> <ul style="list-style-type: none"> <li>Minimal disturbance to the community with regards to access issues, pollution, health and safety risks and influx of migrant workers</li> <li>This Stakeholder group may expect income generating activities or employment as construction labourers, masons, drivers, etc. during the construction phase of the Project;</li> </ul>	
Workers engaged in affected commercial structures;	<p>This stakeholder group comprises of those households, whose family member depend on the Project affected structure for their livelihood. During household and asset survey</p>	<ul style="list-style-type: none"> <li>The dependence of stakeholders during household and asset survey was identified;</li> <li>The impact on structure will lead to disruption in commercial activities and loss of livelihood, thus leading to change in living standards of workers dependent on it.</li> </ul>	<ul style="list-style-type: none"> <li>The stakeholder groups' influence on the Project pertains to the smooth functioning and their contribution for the Project in terms of positive feedback and support;</li> <li>Also this group could be used as a resource during construction phase of the Project</li> </ul>	<ul style="list-style-type: none"> <li>The key concern of the workers were that they may lose their livelihood opportunity</li> <li>Identified workers expected Project to provide them livelihood opportunities;</li> </ul>	Medium
Resident community living in settlements along the highways and who are also	<ul style="list-style-type: none"> <li>The stakeholder group comprises of those resident community, who are living in settlements along the highway and who are also users of the highway. These resident community is dependent on the Project affected structures for their livelihood.</li> </ul>	<ul style="list-style-type: none"> <li>The impact on structure (shops) will lead to disruption in commercial activities and loss of livelihood,</li> </ul>	<ul style="list-style-type: none"> <li>The stakeholder groups' influence on the Project pertains to the smooth functioning of the Project and the</li> </ul>	<ul style="list-style-type: none"> <li>The key concern of this stakeholder group is of losing the structure which they have been using as commercial purposes and is allied adjacent to the resident of</li> </ul>	High

Relevant Stakeholders	Profile/ Status	Impact/Influence of the Project on this Stakeholder Group	Impact/Influence of the Stakeholder Group on the Project	Expectations, Opinions Key Concerns of Stakeholders	Overall Rating of Stakeholder Influence
users of the highway		thus leading to change in living standards.	timely completion of the Project activities	community will affect their source of income <ul style="list-style-type: none"> <li>Adequate compensation for the affected structure, since they depend on the assets (shops) for a source of income.</li> </ul>	
Users: Truck drivers	This stakeholder groups includes truck drivers and co-workers travelling with them and passing through Project road and staying the various Dhabas situated along the highway for taking rest. Major locations (Dhabas) along the Project corridor used by truck drivers for their stay are in the areas of Bhakri Khas (near Aligarh) and in initial 10 km stretch of the Project corridor.	<ul style="list-style-type: none"> <li>Maintenance of road quality has direct bearing on trucks movement on the highway. This helps in reducing accident risks and damages to the vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>Movement of truckers on highway is reportedly largest contributor on revenue generation for the Project;</li> <li>Movement of tuckers especially around locations of their stay along the highway, also poses potential HIV/AIDS risks on locals on account of unprotected sexual practices.</li> <li>NACO (National ADIS Control Organisation) identifies long distance travelling truck drivers as significant contributor to spread of HIA/AIDS and therefore NACO have come up with several targeted interventions for truckers to prevent</li> </ul>	<ul style="list-style-type: none"> <li>Good quality road and regular maintenance are the key expectation of truckers from the Project.</li> </ul>	Medium

Relevant Stakeholders	Profile/ Status	Impact/Influence of the Project on this Stakeholder Group	Impact/Influence of the Stakeholder Group on the Project	Expectations, Opinions Key Concerns of Stakeholders	Overall Rating of Stakeholder Influence
			<p>and control HIV/AIDS spread<sup>1</sup>.</p> <ul style="list-style-type: none"> <li>■ Consultation with truckers indicates they have not come across any HIV/AIDS awareness program along the project corridor. Some truck drivers reported experiencing such awareness program in other parts of the country.</li> </ul>		
Commercial enterprises dependent on road users	Commercial enterprises rely on road users, and the extension of Project roads from four to six lanes will benefit enterprises. Therefore, the proposed road Project will lead to a positive impact.	<ul style="list-style-type: none"> <li>■ The impact of project on this stakeholder is positive, as extension of road will increase the commuters on Project road and create more profit for enterprises.</li> </ul>	<ul style="list-style-type: none"> <li>■ The stakeholder groups' influence on the Project pertains to the smooth functioning of the Project and the timely completion of the Project activities</li> </ul>	<ul style="list-style-type: none"> <li>■ During the FGD consultation, the commercial enterprises have expressed their expectation from the Project :- <ul style="list-style-type: none"> <li>- The facility of drainage to be provided on the road because during the monsoon season the issue of water logging is a major concerns</li> <li>- The Project road is in bad condition; it requires quarterly maintenance, as the road is degrading.</li> </ul> </li> </ul>	Medium
Vulnerable households like women headed households, BPL and Landless	<ul style="list-style-type: none"> <li>■ This stakeholder group is comprised of groups/households that are considered to be vulnerable due to their social, political or economic status in the society.</li> </ul>	<ul style="list-style-type: none"> <li>■ The influence of Project on this group is low in nature;</li> <li>■ Targeted engagement by project with</li> </ul>	<ul style="list-style-type: none"> <li>■ The involvement of this stakeholder group is expected to be as part of the</li> </ul>	<ul style="list-style-type: none"> <li>■ Priority in economic benefits and development opportunities created by the Project;</li> </ul>	low

<sup>1</sup> <http://naco.gov.in/sites/default/files/26%2C%20Targeted%20Interventions%20for%20Truckers%20-%20Operational%20Guidelines.pdf>

Relevant Stakeholders	Profile/ Status	Impact/Influence of the Project on this Stakeholder Group	Impact/Influence of the Stakeholder Group on the Project	Expectations, Opinions Key Concerns of Stakeholders	Overall Rating of Stakeholder Influence
households househlds from SC community,	<ul style="list-style-type: none"> <li>For the Project, the vulnerable groups are identified as people from SC community, women &amp; women headed households, elderly, physically handicapped, landless and those with limited landholdings</li> <li>The ST population in the Project affected in less than 1% and no ST households were identified to be affected during household surveys</li> </ul>	<p>vulnerable groups will be required, specifically during RAP-LEP implementation stage.</p> <ul style="list-style-type: none"> <li>During survey it was identified that majority of the Project affected households are dependent on commercial structures as squatters and encroachers. In case, the structures of the vulnerable communities get affected due to Project activities, then this will further increase their vulnerability and lead to economic crisis in the family.</li> </ul>	<p>larger local community;</p> <ul style="list-style-type: none"> <li>This stakeholder group should be specifically consulted to ensure adequate provisions in the RAP and LEP for the differential impacts expected on this group</li> </ul>	<ul style="list-style-type: none"> <li>Minimal disturbance to their existing structures and in case the structures are affected then they expect to get compensated as per the existing market rate.</li> </ul>	
Developers & Contractors, EPC contractor, Ghaziabad Aligarh Expressway Private Ltd. & Cube Highways;	<ul style="list-style-type: none"> <li>This stakeholder group comprises of current O&amp;M contractor of NH91, Ghaziabad Aligarh Expressway Private Ltd. (GAEPL), Cube Highways (CH), Developers and contractors engaged by O&amp;M contractor currently and any EPC contractors to be engaged six laning work.</li> <li>This stakeholder group also include EPC contractor engaged by NHAI for Khurja realignment area. However, project concessionaire GAEPL does not have any control over this EPC contractor. Any concerns/grievances related to EPC contractor can be routed through NHAI.</li> </ul>	<ul style="list-style-type: none"> <li>The Project provides this group contractor-ship opportunities and steady flow of income;</li> <li>Being a huge NHAI/ Govt. road Project in the state, the Project will give an opportunity to developers and local contractors to be engaged for a longer period of time and grow.</li> </ul>	<ul style="list-style-type: none"> <li>This stakeholder group is critical for the smooth functioning and timely implementation of the Project;</li> <li>This group may also play an important role in the formation of public opinion towards the Project</li> </ul>	<ul style="list-style-type: none"> <li>Continued economic opportunities and work generation;</li> <li>Clarity in terms of scope of work, expectations, key performance indicators, responsibilities and timelines for the Project;</li> <li>Timely and adequate disclosure of information to allow the Project activities to be carried out;</li> <li>Fair business opportunities and contract closure;</li> <li>Undertake Project activities in keeping with the contractual</li> </ul>	High

Relevant Stakeholders	Profile/ Status	Impact/Influence of the Project on this Stakeholder Group	Impact/Influence of the Stakeholder Group on the Project	Expectations, Opinions Key Concerns of Stakeholders	Overall Rating of Stakeholder Influence
				agreements and applicable regulations in place.	
Gram Panchayats (GPs)	<ul style="list-style-type: none"> <li>This stakeholder group is comprised of Sarpanch, ward member and Gram Sewak of Panchayats.</li> </ul>	<ul style="list-style-type: none"> <li>The influence of Project on this stakeholder group is minimal due to limited control that the Project can exert on the functioning of this group.</li> </ul>	<ul style="list-style-type: none"> <li>This group has the ability to influence the perception of the community in regards to the Project and its activities;</li> <li>Also granting No dues/claim/ objection shall be taken prior to construction phase for using any area as labour camps or storage (if required) from respective Gram Panchayat as an internal process;</li> <li>In addition any future CSR activities planned to be carried out at the ground level would first have to be permitted by local Panchayat and would be smoothly executed if they get Panchayat's support.</li> </ul>	<ul style="list-style-type: none"> <li>Involvement of this group in decision making process for the Project, especially related to the land acquisition and compensation process;</li> <li>Involvement in the formulation and implementation of the community development activities for the Project;</li> <li>Adequate communication of Project information, in terms of timelines of key activities and their potential impacts.</li> </ul>	Low
Regulatory Authorities	<ul style="list-style-type: none"> <li>This stakeholder group comprises of central, state and district level regulatory authorities. The regulatory authorities identified during ESIA stage for the Project are the Government Agencies (Local Government Authorities of 4 districts</li> </ul>	<ul style="list-style-type: none"> <li>The key expectations of the regulatory authorities is ensuring that the Project proponent meets all the statutory compliances and that the Project</li> </ul>	<ul style="list-style-type: none"> <li>The Project has ensured compliance with the relevant guidelines and policy recommendations as per the NHAI;</li> </ul>	<ul style="list-style-type: none"> <li>Project's compliance to the regulatory requirements;</li> <li>Timely disclosure of information and provisioning of updated through the life of the Project</li> </ul>	High

Relevant Stakeholders	Profile/ Status	Impact/Influence of the Project on this Stakeholder Group	Impact/Influence of the Stakeholder Group on the Project	Expectations, Opinions Key Concerns of Stakeholders	Overall Rating of Stakeholder Influence
	<p>(Gautam Buddha Nagar, Bulandshahr and Aligarh and all the revenue divisions):</p> <ul style="list-style-type: none"> <li>○ District level Land Revenue Departments of all three districts;</li> <li>○ Competent Authority for Land Acquisition;</li> <li>○ National Highway Authority of India;</li> <li>○ Central Pollution Control Board (CPCB)</li> <li>○ UP Pollution Control Board (UPPCB);</li> <li>○ Ministry of Environment Forest and Climate Change (MoEFCC);</li> <li>○ Local Fire Authority;</li> <li>○ Ministry of Road Transport and Highways</li> <li>○ State Transport Authority;</li> <li>○ District Collector and Revenue Department;</li> <li>○ Department of Telegraph, Communication, Govt. of Uttar Pradesh</li> </ul> <ul style="list-style-type: none"> <li>■ These authorities influence the Project in terms of establishing policy, granting permits and approvals for the Project, monitoring and enforcing compliance with the applicable rules and regulations.</li> </ul>	<p>operations are undertaken as per the conditions put forth by the authorities and after having obtained all the necessary permits;</p>		<ul style="list-style-type: none"> <li>■ This stakeholder group is also critical for various permits/clearances required, prior to construction work.</li> </ul>	
<b>Secondary Stakeholders</b>					
Local Political Groups	<ul style="list-style-type: none"> <li>■ This stakeholder group is comprised of the political parties and local politicians active in the region;</li> <li>■ This group is active in the area and may play an important role in the polarisation of public opinion towards the Project.</li> </ul>	<ul style="list-style-type: none"> <li>■ The Project will have minimal or no influence on this stakeholder group</li> </ul>	<ul style="list-style-type: none"> <li>■ This stakeholder group is expected to play a critical role in the development of the public opinion towards the Project.</li> </ul>	<ul style="list-style-type: none"> <li>■ The main expectation and concern of the stakeholder group from the Project includes the Project's role in the development of the area in keeping with the broader agenda of the Projects and keeping the constituents and loyalists of the parties at the forefront.</li> </ul>	Medium

Relevant Stakeholders	Profile/ Status	Impact/Influence of the Project on this Stakeholder Group	Impact/Influence of the Stakeholder Group on the Project	Expectations, Opinions Key Concerns of Stakeholders	Overall Rating of Stakeholder Influence
Civil Society/Local NGOs	<p>This stakeholder group comprises of NGOs and Civil Society Organizations of a national, state and local level who may be active in the area. The two NGOs identified in the region during FGDs and household survey by ERM are state level NGOs, involved in skill development, education and conservation/ recharging of water bodies. The two NGOs identified in the region include the following:</p> <ul style="list-style-type: none"> <li>■ Shiv Nadar Foundation: An NGO working in Bilsuri village of the Project area. The NGO provides computer classes, smart classes/ education to 120 upper primary students of Govt. school in the village;</li> <li>■ Sleep well Foundation: This foundation works on skill development of youths in Mirpur village. This organization recently also recharged a pond/ water body in the area.</li> </ul>	<p>The level of influence of Project on this stakeholder group is limited as it does not affect the functioning of this group.</p>	<ul style="list-style-type: none"> <li>■ The stakeholder group may play an important role in the development of public opinion for the Project;</li> <li>■ This stakeholder group may also be involved in the implementation of the community and livelihoods development plans</li> </ul>	<ul style="list-style-type: none"> <li>■ The main expectations and concerns of the stakeholder group from the Project is likely to include the development of the Project, in keeping with the applicable regulations and with minimal impacts on the local population, while contributing towards the overall development of the area</li> <li>■ The interest of this stakeholder group primarily pertains to the roles of the Project in implementing community development activities in the area;</li> <li>■ Involvement in the formulation and implementation of the community development activities for the Project; and</li> <li>■ Timely disclosure of information pertaining to the Project.</li> </ul>	Medium

#### *4.5.1.1 Detailed Stakeholder Engagement Plan*

Some of the most common tools of engagement are discussions, consultations and meetings. These modes of engagement can be undertaken in the forms of groups or at individual levels. These serve the purpose of allowing the Project proponents to gain an understanding of the viewpoint of the other stakeholders involved in regards to the functioning of the Project, the implementation of various provisions in the Project.

Based on the stakeholder identification and analysis undertaken, a detailed plan is prepared that guides the engagement process with each stakeholder group, as identified in table below. The Social and Community Supervisor shall be responsible for maintenance of the records of along with the members that engage with stakeholders during construction and operations phase, along with addition of any new categories identified.

**Table 4 Stakeholder Engagement Plan**

Stakeholder Group	Objective	Method/time of Engagement	Teams
<b>Planning Phase:</b>			
Encroachers, squatters, occupiers	<ul style="list-style-type: none"> <li>■ Understanding the extent of land encroached in impact area (Toe-line) within ROW along the Project corridor;</li> <li>■ Understanding other sources of livelihoods of the household, and dependence of their households and others, specifically in relation to the area encroached in ROW;</li> <li>■ Understand the duration that the land is encroached for and improvements made to it;</li> <li>■ Understanding expectation from the concessionaire for the assets developed over the encroached area;</li> </ul>	<ul style="list-style-type: none"> <li>■ Face to face discussion and/or Focus Group Discussion</li> <li>■ RAP-LEP consultations</li> </ul>	<ul style="list-style-type: none"> <li>■ ESIA</li> <li>■ RAP-LEP implementing team</li> <li>■ Route Patrolling Department of Concessionaire</li> </ul>
People who consider themselves “Titleholders (identified households in Bankari Khas, Palla Sallu and Vidha Nagar/Rustampur”)	<ul style="list-style-type: none"> <li>■ Understanding types of claims they have over the land and assets within ROW area along the Project corridor;</li> <li>■ Understanding status of compensation determined and released by CALA for land and assets acquired for six lanning ROW;</li> <li>■ Understanding nature of complain/grievances filed before NHAI, CALA during land acquisition process as well as pending litigation;</li> <li>■ Adequate compensation @ full replacement cost for the assets to be acquired for six lanning works by present concessionaire;</li> <li>■ To get employment opportunities that the Project will generate, both in construction &amp; operational stage.</li> <li>■ This Stakeholder group may expect income generating activities or employment as construction labourers, masons, drivers, etc. during the construction phase of the Project;</li> </ul>	<ul style="list-style-type: none"> <li>■ Face to face discussion and/or Focus Group Discussion</li> <li>■ RAP-LEP consultations</li> </ul>	<ul style="list-style-type: none"> <li>■ ESIA</li> <li>■ RAP-LEP implementing team</li> <li>■ Route Patrolling Department of Concessionaire</li> </ul>
Lohar Community	<ul style="list-style-type: none"> <li>■ Information sharing regarding the Project, including the actual area required for six lanning and result impact over these Lohar community;</li> <li>■ Understand the key concerns of the Lohar community related to the six lanning works;</li> <li>■ Understand the socio-economic profile of Lohar community identified along Project corridor, details o of the income connected with moving population along road, alternate occupational profile;</li> <li>■ Understand alternate rea feasible for their relocation;</li> <li>■ Understanding expectation from the concessionaire/NHAI;</li> </ul>	<ul style="list-style-type: none"> <li>■ Face to face discussion and/or Focus Group Discussion</li> <li>■ RAP-LRP surveys and consultations</li> <li>■</li> </ul>	<ul style="list-style-type: none"> <li>■ ESIA</li> <li>■ RAP-LEP implementing team</li> <li>■ Route Patrolling Department of Concessionaire</li> </ul>
Workers engaged in affected commercial structures;	<ul style="list-style-type: none"> <li>■ Information sharing regarding the Project, including the actual area required for six lanning and result impact over the commercial structures where they are dependent upon for their livelihood;</li> <li>■ To understand the key concerns and expectation related to the Projects;</li> <li>■ Understand the socio-economic profile of workers dependent upon commercial structures in impact area along Project corridor</li> </ul>	<ul style="list-style-type: none"> <li>■ Face to face discussion and/or Focus Group Discussion</li> <li>■ RAP-LRP surveys and consultations</li> <li>■</li> </ul>	<ul style="list-style-type: none"> <li>■ ESIA</li> <li>■ RAP-LEP implementing team</li> </ul>

Stakeholder Group	Objective	Method/time of Engagement	Teams
Gram Panchayat	<ul style="list-style-type: none"> <li>Information sharing regarding the Project, disseminate information on channel of communication for further engagement with concessionaire;</li> <li>To understand the key concerns related to the Project corridor, specifically with current O&amp;M practices by present concessionaire;</li> <li>Expectation from the Project</li> </ul>	<ul style="list-style-type: none"> <li>Consultations, meetings (FGD) and Discussions;</li> <li>Grievances Redressal Mechanism (GRM);</li> </ul>	<ul style="list-style-type: none"> <li>ESIA;</li> <li>RAP-LEP implementing team;</li> </ul>
NHAI Aligarh PIU	<ul style="list-style-type: none"> <li>Understand current issues pertaining to acquisition of required are for six lanning works;</li> <li>Understand and collect details pf pending litigations connected with land acquisition;</li> <li>Understand the process of releasing compensation for the assets located over Patta/Abadi land where land ownership is not clearly defined in revenue records;</li> <li>Grievance handling mechanism of NHAI;</li> <li>Understand role of NHAI with concessionaire in relation to addressing grievance of stakeholders.</li> </ul>	<ul style="list-style-type: none"> <li>Meeting and discussion</li> </ul>	<ul style="list-style-type: none"> <li>ESIA;</li> <li>RAP-LEP implementing team</li> </ul>
<b>Construction Phase</b>			
EPC contractor and sub-contractors including local vendors and petty contractors	<ul style="list-style-type: none"> <li>Information dissemination, including information regarding labour laws, local employment opportunities, safety measures and discussion on grievances;</li> <li>For negotiation on contract clauses as per requirements stated in ESIA and Management plans for the Project;</li> <li>EHSS Audits by Project proponents</li> </ul>	<ul style="list-style-type: none"> <li>Signed contracts with requirement to implement the ESMP</li> <li>Meetings and monthly reporting in the operations phase;</li> <li>Documentation as agreed in the contract</li> </ul>	<ul style="list-style-type: none"> <li>SPV (GAEPL)</li> <li>CH</li> </ul>
Local residents in settlements along the highway including directly affected groups like encroachers, or at construction camps where all construction related works will be carried out	<ul style="list-style-type: none"> <li>Information sharing regarding the Project, disseminate information on channel of communication for further engagement with concessionaire;</li> <li>Understand key concerns associated with ongoing construction works nearby their settlements;</li> <li>Understand expectation from Project</li> </ul>	<ul style="list-style-type: none"> <li>Grievances Redressal Mechanism (GRM);</li> </ul>	<ul style="list-style-type: none"> <li>CH</li> <li>Social &amp; Community Supervisor</li> </ul>

Stakeholder Group	Objective	Method/time of Engagement	Teams
Owners of commercial establishments located along the initial stretch of the highway.	<ul style="list-style-type: none"> <li>Information sharing regarding the Project, disseminate information on channel of communication for further engagement with concessionaire;</li> <li>Advance intimation on specific construction activities hours that might have potential to block access to their commercial establishment and schedule such construction works during night hours;</li> <li>Advance intimation on shifting of utilities to nearby commercial establishments</li> </ul>	<ul style="list-style-type: none"> <li>Grievances Redressal Mechanism (GRM);</li> </ul>	<ul style="list-style-type: none"> <li>CH</li> <li>Social &amp; Community Supervisor</li> </ul>
Owners of commercial establishments located along the remaining highway stretch	<ul style="list-style-type: none"> <li>Information sharing regarding the Project, disseminate information on channel of communication for further engagement with concessionaire;</li> <li>Advance intimation on construction schedule in their area;</li> <li>Identify specific locations where construction works might have potential for business disruption during day hours based on site observation and consultation with owners of commercial establishment there and reschedule construction works there accordingly to minimise business disruption for local commercial establishments.</li> </ul>	<ul style="list-style-type: none"> <li>Grievances Redressal Mechanism (GRM);</li> </ul>	<ul style="list-style-type: none"> <li>CH</li> <li>Social &amp; Community Supervisor</li> </ul>
Road users	<ul style="list-style-type: none"> <li>Ensure safety for pedestrians and other road users around the construction locations through effective communication and following safety protocols;</li> <li>Disclosure of GRM system at each construction sites;</li> </ul>	<ul style="list-style-type: none"> <li>Site level EHS officer</li> <li>Grievances Redressal Mechanism (GRM);</li> </ul>	<ul style="list-style-type: none"> <li>CH</li> <li>Social &amp; Community Supervisor</li> </ul>
Potential unskilled labour to be used for construction phase of the Project	<ul style="list-style-type: none"> <li>Advertising of job vacancies for the Project at village level, specifically around the four construction camps proposed along the Project corridor during construction phase;</li> <li>Preference for directly affected stakeholders in AOI of Project corridor in employment opportunities;</li> <li>Induction on Code of Conduct and Grievances Redressal Mechanism (GRM)</li> </ul>	<ul style="list-style-type: none"> <li>Through face to face discussion at the time of hiring for construction phase</li> </ul>	<ul style="list-style-type: none"> <li>CH</li> <li>Social &amp; Community Supervisor</li> <li>EPC contractor and their subcontractors</li> </ul>
Gram Panchayat	<ul style="list-style-type: none"> <li>To seek permission for construction camps and carry out construction activities;</li> <li>To understand their expectation from then ongoing construction activity;</li> <li>To identify and document, if there is any grievance, query or recommendation of Gram Panchayat or local community in relation to construction works</li> </ul>	<ul style="list-style-type: none"> <li>Individual/ Group consultations with Gram Panchayat members</li> </ul>	<ul style="list-style-type: none"> <li>CH</li> <li>EPC Contractor</li> </ul>
Regulatory Authorities	<ul style="list-style-type: none"> <li>Liaison with concerned government department is quite important for smoothly carrying out construction activities;</li> <li>Understand specific legal requirement of the government agencies and proactively fulfil legal requirement on time;</li> </ul>	<ul style="list-style-type: none"> <li>Face to face discussion;</li> <li>Through applications, letters, etc.</li> </ul>	<ul style="list-style-type: none"> <li>CH along with EPC contractors and subcontractors;</li> </ul>

Stakeholder Group	Objective	Method/time of Engagement	Teams
	<ul style="list-style-type: none"> <li>These authorities influence the Project in terms of establishing policy, granting permits and approvals for the Project, monitoring and enforcing compliance with the applicable rules and regulations.</li> </ul>		
<b>Operations Phase</b>			
Gram Panchayat (for Community Development Activities and other Project related Grievances)	<ul style="list-style-type: none"> <li>Discussion with Gram Panchayat regarding O&amp;M practices and if they have any concerns;</li> <li>Feedback of Gram Panchayat in carrying out any development/CSR Projects in the Project corridor villages;</li> </ul>	<ul style="list-style-type: none"> <li>Consultations, meetings with Gram Panchayat members and local community, individual meeting/discussion;</li> <li>Sharing of documents, ideas pertaining to development activities;</li> <li>For issues concerning Grievances Redressal Mechanism (GRM)</li> </ul>	<ul style="list-style-type: none"> <li>CH and SPV site management at Toll Plazas</li> </ul>
Communities living in settlements along the highway	<ul style="list-style-type: none"> <li>Periodic discussion with communities along the highway to enquire about their opinion and feedback on ongoing maintenance work of the highway;</li> <li>Identify black spots proactively based on community consultations and ensure adequate feasible mitigation measures to prevent accident risks;</li> <li>Encourage community to use GRM system put in place by Concessionaire for effective communication;</li> <li>Disclosure of emergency contact details on regular basis with local community to strengthen the system of handling emergency situation;</li> <li>Encourage locals to report on poor road condition &amp; maintenance work to the route patrolling Manager or report through GRM system</li> <li>Engagement of local community development projects that may be planning by Concessionaire in operation phase</li> </ul>	<ul style="list-style-type: none"> <li>Route patrolling Manager</li> <li>GRM process</li> </ul>	<ul style="list-style-type: none"> <li>CH and site management at toll plazas</li> <li>Social &amp; Community Supervisor</li> </ul>
Community living along the stretch of the highway that will be declassified as NH 34, after the Khurja realignment is operational	<ul style="list-style-type: none"> <li>Limited engagement with community along the stretch that will be declassified as NH-34, primarily to understand any legacy issues directly or indirectly connected with the concessionaire;</li> </ul>	<ul style="list-style-type: none"> <li>Consultations, meeting with Panchayat members, locals in declassified stretch by social &amp; Community Supervisor</li> </ul>	<ul style="list-style-type: none"> <li>Social &amp; Community Supervisor</li> </ul>

Stakeholder Group	Objective	Method/time of Engagement	Teams
Road users	<ul style="list-style-type: none"> <li>■ Ensure effective engagement with road users through disclosure of GRM process and grievance register placed at toll plazas for taking feedback/grievances of the road users;</li> <li>■ Ensure good quality services to the road users through regular maintenance of the utilities (like toilet, rest room, parking area etc.) that are maintained by concessionaire;</li> <li>■ Ensure adequate display of safety signage boards and emergency contact details across the road stretch for the road users</li> </ul>	<ul style="list-style-type: none"> <li>■ O&amp;M team of the Concessionaire;</li> <li>■ Route Patrolling Manager;</li> </ul>	<ul style="list-style-type: none"> <li>■ O&amp;M head at toll Plazas;</li> </ul>

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There is a Grievance Redressal Mechanism that is developed to receive, record, resolve and track grievances raised by both internal and external stakeholders, as part of the ESIA report. The provision of SEP and GRM are also referenced as mitigation measures in the relevant sections of the Environmental and Social Management Plan.

## **4.6 Implementation Arrangements**

### **4.6.1 Monitoring and Evaluation**

Like the other Project components, the SEP shall be regularly monitored to ensure that the engagement with various stakeholders are getting properly documented, in order to ensure transparency in communication and decision making processes, wherever applicable.

A Social and Community (S&C) Supervisor shall be appointed by CH, who will be responsible for implementation of the SEP, along with other related plans like Gender Action Plan, Grievance Redressal Mechanism of the Project, and identified roles in monitoring of labourers during construction phases of the Project. The S&C Supervisor shall play a key role in implementation of the SEP and other plans in construction and operations phases of the Project.

The S&C Supervisor shall coordinate with other relevant team members of CH, EPC contractors and their sub-contractors, respective procurement and HR department, RAP-LEP implementation agency etc., on maintaining and update of documentation of stakeholder engagement details, across the construction and operations phases. CH will be required to assess the need for additional manpower resources and appoint them to support S&C Supervisor depending for effective SEP implementation specifically till the time of completion of construction phase activities and completion of RAP-LEP related obligations of the project.

The S&C Supervisor shall additionally be responsible for identifying and tracking training needs, maintenance and update of documentation, reporting and monitoring requirements for the effective implementation of SEP.

### **4.6.2 Budgeting**

CH shall ensure that proper budgetary allocations are made for the activities related to stakeholder engagement, like meetings, trainings, addressing of needs identified and found reasonable through the stakeholder engagement process.

## Annexure A

### Annexure – A: Key points of Stakeholders Consultations

#### MEETING- I

Basic details	
<b>Location :</b> Sunehra village	<b>Date:</b> 23/07/2021
<b>Project:</b> Study on Environmental & Social Impact Assessment (ESIA) and Livelihood Enhancement Plan (LEP) for six laning of 126 km Ghaziabad-Aligarh Road section of NH-34NH-34	
<b>Purpose of the visit:</b> Focus group discussion with Gram Panchayat members and other local villagers undertaken, to understand their prevailing socio-economic profile and to capture their perception on potential impacts due to six laning works of NH-34NH-34 between (Chainage km 23.600 - km 149.900 km).	

*Important Notice: This document, intended for internal use of ERM, provides a working summary of the main facts captured during the meetings held, not formal minutes. It is therefore deliberately not exhaustive or chronological and, being provided for information, is not intended for official review or approval.*

Key points discussed :	
<ul style="list-style-type: none"><li>• Discussion about the land acquisition that had been undertaken in past for any private and government projects for six laning;</li><li>• Discussion about functioning of Gram Sabha in the village and engagement level of female population in gram sabha, topics discussed therein like old age pension, sanitation, drinking water.</li><li>• Current schemes being implemented by Gram Panchayat under its jurisdiction: NSAP, MGNREGA, PMAY, Kisan Samridhi Yojana etc.</li><li>• There are no schools in the village after completing class-5. Children go to nearby villages or Bulandsahar to pursue the further education.</li><li>• CHC , district hospital and Private hospitals are located in Bulandsahar</li><li>• Discussion on the impacts (positive/ negative) caused by the project. FGD responses indicated that locals perceive positive effect due to road widening as the land price will increase and further improvement in transportation facility expected.</li><li>• Locals of this village having agricultural land on both sides of the road. After the construction of the road, the irrigation of crops was impacted. villagers have contacted district and tehsil officials to solve the issues.</li><li>• Due to scarcity of irrigation facility and reducing water level, the crop production gone down.</li><li>• As suggested during the FGD that in the village there is a service road, but there is no underpass for the villagers to go to the other side, due to which the frequency of accidents is high.</li></ul>	
Meeting Attended By :	
1.	Ajmal khan
2.	Majid ali
3.	Nausadali
4.	Jaheer khan
5.	Rajiv Ranjan; Arohi Advisors Pvt. Ltd.
6.	Karan Mathur: Arohi Advisors Pvt. Ltd.
7.	Tufail Khan : ERM India Pvt Ltd

#### Photo Documentation



## MEETING- II

<i>Basic details</i>	
<b>Location :</b> Achheja	<b>Date:</b> 27/07/2021
<b>Project:</b> Study on Environmental & Social Impact Assessment (ESIA) and Livelihood Enhancement Plan (LEP) for six laning of 126 km Ghaziabad-Aligarh Road section of NH-34	
<b>Purpose of the visit:</b> Focus group discussion with Gram Panchayat members and other local villagers undertaken, to understand their prevailing socio-economic profile and to capture their perception on potential impacts due to six laning works of NH-34NH-34 between Chainage km 23.600 - km 149.900 km.	
<i>Important Notice:</i> This document, intended for internal use of ERM, provides a working summary of the main facts captured during the meetings held, not formal minutes. It is therefore deliberately not exhaustive or chronological and, being provided for information, is not intended for official review or approval.	
<i>Key points discussed :</i>	
<ul style="list-style-type: none"><li>• Accheja village is located in an urban area, there is no record about the government schemes, and only 13 toilets have been made under SBM.</li><li>• There are 5 Anganwadi Centre.</li><li>• Locals uses Govt. PHC at Badalpur.</li><li>• Government and Private schools: 3 – Government (2- Primary, 1 - Middle), 5- Private school (2- primary, 3 – secondary)</li><li>• Existence of Gram Panchayat has end since 11 years back. Hence, no gram sabha organised.</li><li>• Discussion about the effects (positive/ negative) caused by the project, as per the FGD responses it is noted that the project will cause positive effect as the land price have/ will increased, improvement in transportation facility, employment will increased and traffic jam will scraped</li><li>• Water logging is there, because there is no drainage system made by NHAI</li><li>• Agricultural production has been reduced</li><li>• PHC Badalpur, Private Hospitals Ghaziabad</li><li>• Drainage system development is required, to solve the water logging problem.</li><li>• During the FGD, the locals has suggested that there should be facility for Immediate action if accidents happen</li><li>• Accheja village is surrounded by the factories, and the drain out used chemical mixed water under the ground through bore well.</li><li>• Discussion about the different platforms where the locals come up to discuss about their queries. The FGD indicated that local who have any issues can directly contact to appointed junior engineer or lekhpal.</li></ul>	
<i>Meeting Attended By :</i>	
1.	Jay singh Achheja
2.	Harendra Singh
3.	Virendra Singh
4.	Uday veer Singh
5.	Rajiv Ranjan: Arohi Advisors Pvt. Ltd.
6.	Karan Mathur: Arohi Advisors Pvt. Ltd.
7.	Tufail Khan : ERM India Pvt Ltd

## MEETING- III

<i>Basic details</i>	
<b>Location :</b> Arniya	<b>Date:</b> 28/07/2021
<b>Project:</b> Study on Environmental & Social Impact Assessment (ESIA) and Livelihood Enhancement Plan (LEP) for six laning of 126 km Ghaziabad-Aligarh Road section of NH-34NH-34	
<b>Purpose of the visit:</b> Focus group discussion with Gram Panchayat members and other local villagers undertaken, to understand their prevailing socio-economic profile and to capture their perception on potential impacts due to six laning works of NH-34NH-34 between Chainage km 23.600 - km 149.900 km.	

*Important Notice:* This document, intended for internal use of ERM, provides a working summary of the main facts captured during the meetings held, not formal minutes. It is therefore deliberately not exhaustive or chronological and, being provided for information, is not intended for official review or approval.

<i>Key points discussed :</i>	
<ul style="list-style-type: none"><li>• Discussion was about the issues which were discussed during the Gram Sabha meeting: education, housing, old age pension, drinking water and sanitation.</li><li>• Current schemes being implemented by Gram Panchayat to people under its jurisdiction: NSAP, MGNREGA, PMAY, Kisan Samridhi Yojana etc.</li><li>• No land acquisition has been done in recent past, therefore NOC requirement from Gram Sabha was not required.</li><li>• Frequent visit of ANM for child vaccination</li><li>• Locals mostly go to PHC Muni. CHC Khurja or private health facilities at Khurja or Bulandsahar</li><li>• It was indicated during the FGD that children have an issue to cross the road as school is on the other side of the road.</li><li>• The project will have positive effect: commuting time will decrease and transport facility will be improved</li><li>• A discussion was held about community health and safety, and it was noticed that there are many essential components missing in terms of road safety, such as no service lane, no signage for zebra crossings or u turns on the road, and no functional street light on the road.</li><li>• Income has increased, due to development of road , as some people have settled their shops near the road</li></ul>	
<i>Meeting Attended By :</i>	
1.	Ramender singh
2.	Manua kumar
3.	Ompal singh
4.	Jogender singh
5.	Satender singh
6.	Vinod kumar
7.	Bheem singh
8.	Manoj kumar
9.	Arpit kumar
10.	Rajiv Ranjan: Arohi Advisors Pvt. Ltd.
11.	Karan Mathur: Arohi Advisors Pvt. Ltd
12.	Tufail Khan: ERM India Pvt Ltd

### Photo Documentation



## MEETING- IV

<i>Basic details</i>	
<b>Location :</b> Badalpur	<b>Date:</b> 27/07/2021
<b>Project:</b> Study on Environmental & Social Impact Assessment (ESIA) and Livelihood Enhancement Plan (LEP) for six laning of 126 km Ghaziabad-Aligarh Road section of NH-34	
<b>Purpose of the visit:</b> Focus group discussion with Gram Panchayat members and other local villagers undertaken, to understand their prevailing socio-economic profile and to capture their perception on potential impacts due to six laning works of NH-34 between Chainage km 23.600 - km 149.900 km.	

*Important Notice:* This document, intended for internal use of ERM, provides a working summary of the main facts captured during the meetings held, not formal minutes. It is therefore deliberately not exhaustive or chronological and, being provided for information, is not intended for official review or approval.

<i>Key points discussed :</i>	
<ul style="list-style-type: none"><li>Local indicated during FGD that the following issues were discussed at the Gram Sabha meeting: sanitation, village streets development, gender equality awareness, health, NSAP</li><li>The land has been recently acquired for Railways by NOIDA Authority</li><li>PHC in gram panchayat with 30 bed IPD facility</li><li>The government and private educational facility available up to post graduate level</li><li>The project will have positive effect: Land price will increased, commuting time will decrease, transport facility will be improved and employment will be increased.</li><li>Suggestion made by local, if an accident occurs, there should be a facility for immediate action.</li><li>All the agricultural land has been acquired by the NOIDA authority for development of housing society and other infrastructure. Hence, locals do not owns any agricultural land in this village.</li></ul>	
<i>Meeting Attended By :</i>	
1.	Bhim Singh
2.	Gayan Chand
3.	Syrendra Singh
4.	Shiv Kumar
5.	Sagar Singh
6.	Rajiv Ranjan : Arohi Advisors Pvt. Ltd
7.	Karan Mathur: Arohi Advisors Pvt. Ltd
8.	Tufail Khan: ERM India Pvt Ltd

### Photo Documentation



## MEETING- V

Basic details	
<b>Location :</b> Beel Akbarpur	<b>Date:</b> 16/07/2021
<b>Project:</b> Study on Environmental & Social Impact Assessment (ESIA) and Livelihood Enhancement Plan (LEP) for six laning of 126 km Ghaziabad-Aligarh Road section of NH-34	
<b>Purpose of the visit:</b> Focus group discussion with Gram Panchayat members and other local villagers undertaken, to understand their prevailing socio-economic profile and to capture their perception on potential impacts due to six laning works of NH-34 between Chainage km 23.600 - km 149.900 km.	

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Key points discussed :	
<ul style="list-style-type: none"><li>Local indicated during FGD that the following issues were discussed at the Gram Sabha meeting: housing, old age pension and drinking water.</li><li>Ambedkar Parivartan Park, where people meet to discuss cultural issues.</li><li>Approximately 200 bigha land was been acquired by Grater NOIDA Authority for housing schemes. It was an agricultural land and was acquired from 12 – 13 families.</li><li>Health Facilities: government Ayurveda dispensary with two bed day care facility, PHC facilities at Dadri or District hospital at NOIDA.</li><li>The project will have positive effect: land price will increased, commuting time will decrease, transport facility will be improved and employment will be increased. Also, the locals had discussed about the negative effect : increased accidents, loss of land, increased traffic and increased pollution</li><li>Due to non-availability of under pass or foot over bridge the chances of accidents is more.</li><li>It was reported by the locals that they have their agricultural land on both the sides of the road and there is no cut or under pass for crossing the road during harvesting season.</li><li>There should be assistance booth near village to get help during accident</li></ul>	
Meeting Attended By :	
1.	Devi Shah (Male)
2.	Bhagwat (Male)
3.	Aakash (Male)
4.	Aalamgir (Male)
5.	Jagpal singh (Male)
6.	Prakash (Male)
7.	Govind (Male)
8.	Sher Singh (Male)
9.	Mahaveer (Male)
10.	Rajiv Ranjan: Arohi Advisors Pvt. Ltd
11.	Karan Mathur: Arohi Advisors Pvt. Ltd
12.	Tufail Khan: ERM India Pvt Ltd

### Photo Documentation



## MEETING- VI

Basic details	
<b>Location :</b> Bharki Khas	<b>Date:</b> 27/07/2021
<b>Project:</b> Study on Environmental & Social Impact Assessment (ESIA) and Livelihood Enhancement Plan (LEP) for six laning of 126 km Ghaziabad-Aligarh Road section of NH-34	
<b>Purpose of the visit:</b> Focus group discussion with Gram Panchayat members and other local villagers undertaken, to understand their prevailing socio-economic profile and to capture their perception on potential impacts due to six laning works of NH-34 between Chainage km 23.600 - km 149.900 km.	

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Key points discussed :	
<ul style="list-style-type: none"><li>Local indicated during FGD that the following issues were discussed at the Gram Sabha meeting: housing, old age pension, drinking water and sanitation</li><li>The land was acquired for railway purpose, ten years ago.</li><li>Locals mostly go to CHC Gabhana , District Hospital and private health facilities at Aligarh</li><li>No education related issues in this village as Aligarh is only at 5 KM distance</li><li>There is no facility from toll in case of accidents happen, locals can only intimate on 102 or 108.</li><li>Crop production decreased due to pollution</li><li>Discussion with the locals suggest: drainage system to develop to solve the water logging problem ,there should be provisions for Immediate action if accidents happen and there should be functional street light on road</li><li>Issues raised by the locals during discussion are following: Those whose houses are removed have no other place to live, the highway must be bypassed and, there is a requirement to build a pillar bridge, a roadside drain is not provided, which causes a lot of problems with water recovery and there is a requirement for zebra crossing and of signboard</li><li>The project will have positive effect: commuting time will decrease, transport facility will be improved and employment will be increased. Also, it will also have negative effects that will be increase in pollution</li></ul>	
Meeting Attended By :	
1.	Amit kumar
2.	Pram pal singh
3.	Lalit kumar
4.	Mahender pal singh
5.	Ahmad rashid
6.	Jaypalsingh
7.	Pramod kumar
8.	Rajiv Ranjan: Arohi Advisors Pvt. Ltd.
9.	Karan Mathur: Arohi Advisors Pvt. Ltd.
10.	Tufail Khan: ERM India Pvt Ltd

## MEETING- VII

<i>Basic details</i>	
<b>Location :</b> Bidha Nagar	<b>Date:</b> 05/08/2021
<b>Project:</b> Study on Environmental & Social Impact Assessment (ESIA) and Livelihood Enhancement Plan (LEP) for six laning of 126 km Ghaziabad-Aligarh Road section of NH-34	
<b>Purpose of the visit:</b> Focus group discussion with Gram Panchayat members and other local villagers undertaken, to understand their prevailing socio-economic profile and to capture their perception on potential impacts due to six laning works of NH-34 between Chainage km 23.600 - km 149.900 km.	

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<i>Key points discussed :</i>	
<ul style="list-style-type: none"><li>• There is no Gram Sabha meeting held since new pradhan elected. Villagers are planning to organise Gram Sabha soon.</li><li>• No one from the group members ever attended the Gram Sabha meeting, so it is difficult to say about queries/complain/issues/problems discussed during the Gram Sabha.</li><li>• There are Anganwadi centres, and people who have health problems go to CHC Gabhana or private hospitals in Aligarh.</li><li>• There is a major problem of drainage alongside the road. During the rainy season its becomes a safety issue while crossing the road.</li><li>• There is no agricultural market society in the Gram Panchayat.</li><li>• The project will have positive effect: Connectivity to Delhi, Ghaziabad and other towns will improve. Also, it will also have negative effects such as traffic will increased and the accidents will also increase.</li><li>• There is no proper u tern designed on rad near village. The divider space is also narrow to take u tern or cross the road safely</li><li>• According to the discussion, some houses built along the road have land acquisition and compensation issues are still pending with NHAI.</li><li>• Existing flyover should be removed and elevated flyover should be constructed to avoid frequent accidents</li></ul>	
<i>Meeting Attended By :</i>	
1.	Jitender singh
2.	Prempalsingh
3.	Rajvirsingh
4.	Prabhashsharma
5.	Mahipalsingh
6.	Rashpalsingh
7.	Nampalsingh
8.	Roshan singh
9.	Anil kumar
10.	Rajiv Ranjan: Arohi Advisors Pvt. Ltd.
11.	Karan Mathur: Arohi Advisors Pvt. Ltd.
12.	Tufail Khan: ERM India Pvt Ltd

### Photo Documentation



## MEETING- VIII

Basic details	
<b>Location :</b> Bilsuri	<b>Date:</b> 23/07/2021
<b>Project:</b> Study on Environmental & Social Impact Assessment (ESIA) and Livelihood Enhancement Plan (LEP) for six laning of 126 km Ghaziabad-Aligarh Road section of NH-34	
<b>Purpose of the visit:</b> Focus group discussion with Gram Panchayat members and other local villagers undertaken, to understand their prevailing socio-economic profile and to capture their perception on potential impacts due to six laning works of NH-34 between Chainage km 23.600 - km 149.900 km.	

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Key points discussed :	
<ul style="list-style-type: none"><li>• There is no Gram Sabha meeting held since new Pradhan elected. Villagers are planning to organise Gram Sabha soon. Group Members were not aware about the last Gram Sabha Meeting.</li><li>• There is also an Anganwadi centres, for health-related issues people visits CHC Sikandrabad or Private hospitals in Sikandrabad.</li><li>• The project will have positive effect: Connectivity to Delhi, Ghaziabad and other towns will improve. Also, it will also have negative effects such as traffic will increased and due to unavailability of foot over bridge.</li><li>• The flyover is built over two lanes of the existing NH-34, with another two lanes built parallel to the overbridge's downside.</li><li>• As per discussion, it is observed that some houses constructed alongside the road having land acquisition and compensation-related issues with the government and, the issues are still pending with high court Allahabad.</li><li>• It was suggested by locals that existing flyover should be remove and elevated flyover should be made to avoid frequent accidents.</li></ul>	
Meeting Attended By :	
1.	Gajender singh (Male)
2.	Sunita Yadav(Female)
3.	Chander singh (Male)
4.	Prem singh (Male)
5.	Madan singh(Male)
6.	Karan singh(Male)
7.	Avtar singh (Male)
8.	Rajiv Ranjan: Arohi Advisors Pvt. Ltd.
9.	Karan Mathur: Arohi Advisors Pvt. Ltd.
10.	Tufail Khan: ERM India Pvt Ltd

## MEETING- IX

<i>Basic details</i>	
<b>Location :</b> Chhaparaula	<b>Date:</b> 27/08/2021
<b>Project:</b> Study on Environmental & Social Impact Assessment (ESIA) and Livelihood Enhancement Plan (LEP) for six laning of 126 km Ghaziabad-Aligarh Road section of NH-34	
<b>Purpose of the visit:</b> Focus group discussion with Gram Panchayat members and other local villagers undertaken, to understand their prevailing socio-economic profile and to capture their perception on potential impacts due to six laning works of NH-34 between Chainage km 23.600 - km 149.900 km.	

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<i>Key points discussed :</i>	
<ul style="list-style-type: none"><li>• Chhaparaula village has no gram panchayat since 2011. This village falls under Grater NOIDA</li><li>• FGD indicated that local who have any issues can directly contact to appointed junior engineer or lekhpal.</li><li>• Chhaparaula village is located in urbanised location and there are too many private clinic and the nearest government hospital is District hospital Ghaziabad, Badalpur and Dadri.</li><li>• There are number of private clinic and the nearest government hospital is District hospital Ghaziabad, Badalpur and Dadri.</li><li>• There is no agricultural land available in this village. This is a complete residential colony, and people from different parts of the country reside here.</li><li>• The project will have positive effect: land price will increased as this is residential colony, traffic jam will scraped, commuting time will decrease, transport facility will be improved, employment will be increased.</li><li>• Water logging is an issues, as there is no drainage system made by NHAI</li><li>• It is recommended by the locals that there should be facility for Immediate action if accidents happen</li></ul>	
<i>Meeting Attended By :</i>	
1.	Sitaram Sharma
2.	Jai Prakash
3.	Babu Ram Sharma
4	Pappu ji
5.	Prem Chand Sharma
6.	Rajiv Ranjan : Arohi Advisors Pvt. Ltd.
7	Karan Mathur: Arohi Advisors Pvt. Ltd.
8	Karishma Sharna: ERM India Pvt Ltd

### Photo Documentation



## MEETING- X

<i>Basic details</i>	
<b>Location :</b> Dariyapur	<b>Date:</b> 28/07/2021
<b>Project:</b> Study on Environmental & Social Impact Assessment (ESIA) and Livelihood Enhancement Plan (LEP) for six laning of 126 km Ghaziabad-Aligarh Road section of NH-34	
<b>Purpose of the visit:</b> Focus group discussion with Gram Panchayat members and other local villagers undertaken, to understand their prevailing socio-economic profile and to capture their perception on potential impacts due to six laning works of NH-34 between Chainage km 23.600 - km 149.900 km.	

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<b>Key points discussed :</b>	
<ul style="list-style-type: none"> <li>Local indicated during FGD that the following issues were discussed at the Gram Sabha meeting: housing, old age pension, drinking water and sanitation</li> <li>The current ongoing schemes in the village are: NSAP, MGNREGA, PMAY, Kisan Samridhi Yojana etc.</li> <li>ANM visit village for child immunization and village has Anganwadi Centre.</li> <li>Locals generally visits Govt. CHC Bulandsahar or other private health facilities at Bulandsahar.</li> <li>No educational facility available in village after class – 8. Students have to go to Bulandsahar for secondary and higher education. It was suggested by the locals that there should be high school facility in gram panchayat.</li> <li>With reference to Health facilities, the locals suggested that there should be a Mini PHC or Health sub centre should be there at village level</li> <li>Till date no discussion in the gram Sabha about this road project has been initiated.</li> <li>The project will have positive effect: commuting time will decrease, transport facility will be improved and employment will be increased</li> <li>During the discussion, it was stated that due to the absence of a service lane, drainage was constructed along the roadside, which was encroached upon by the villagers in front of their house or shop.</li> <li>There is no signage mark for pedestrian road crossing near cut on the road provided.</li> <li>One or two households have some issues with land acquisition with NHAI</li> </ul>	
<b>Meeting Attended By :</b>	
<ol style="list-style-type: none"> <li>Md usman</li> <li>Samimahmad</li> <li>Sahjad khan</li> <li>Balikuddin</li> <li>Md najim</li> <li>Faijulhasan</li> <li>Md bilal</li> </ol>	<ol style="list-style-type: none"> <li>Sehnawaj</li> <li>Md fajjal</li> <li>Md riyajulhasan</li> <li>Rajiv Ranjan : Arohi Advisors Pvt. Ltd.</li> <li>Tufail Khan: ERM India Pvt Ltd</li> <li>Sumati Bhatia: ERM India Pvt Ltd</li> </ol>

### Photo Documentation



## MEETING- XI

Basic details	
<b>Location :</b> Dasher	<b>Date:</b> 27/07/2021
<b>Project:</b> Study on Environmental & Social Impact Assessment (ESIA) and Livelihood Enhancement Plan (LEP) for six laning of 126 km Ghaziabad-Aligarh Road section of NH-34	
<b>Purpose of the visit:</b> Focus group discussion with Gram Panchayat members and other local villagers undertaken, to understand their prevailing socio-economic profile and to capture their perception on potential impacts due to six laning works of NH-34 between Chainage km 23.600 - km 149.900 km.	

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Key points discussed :	
<ul style="list-style-type: none"><li>• A discussion was held with gram panchayat on the development of the village using available funds, as well as other government schemes such as housing, old age pension, drinking water, drainage etc.</li><li>• Locals uses Govt. PHC and CHC at Khurja also uses private facilities at Bulandsahar.</li><li>• The NHAI bypass, which will be constructed from Dshera village</li><li>• The locals raise their concerns during the discussion: Cut is too far from village away, there is no foot over bridge, drainage system to solve the water logging problem and no street light on road</li><li>• The production of the crops shall be reduced,</li><li>• Some households' land is going to be acquired, which will lead to them being landless, as they are residing on the gram sabha land. Also, they have not received compensation as the land belongs to the gram sabha land.</li><li>• Children have to cross the road to go to school, it is suggested by locals to construct an over foot bridge for safety of children.</li><li>• With reference to employment, the locals has indicated that no employment opportunities is being provided to the villagers in NTPC project.</li><li>• The road is in poor condition, resulting in numerous accidents every day and the street lights don't work properly.</li></ul>	
Meeting Attended By :	
<ol style="list-style-type: none"><li>1. Neeraj singh Chauhan</li><li>2. Ram babu singh chauhan</li><li>3. Bhagwat prasad</li><li>4. Prakash chander shamra</li><li>5. Manveer Singh</li><li>6. Rajiv Ranjan : Arohi Advisors Pvt. Ltd.</li><li>7. Tufail Khan: ERM India Pvt Ltd</li></ol>	

### Photo Documentation



## MEETING- XII

<i>Basic details</i>	
<b>Location :</b> Gendpur Sekhpur	<b>Date:</b> 19/07/2021
<b>Project:</b> Study on Environmental & Social Impact Assessment (ESIA) and Livelihood Enhancement Plan (LEP) for six laning of 126 km Ghaziabad-Aligarh Road section of NH-34	
<b>Purpose of the visit:</b> Focus group discussion with Gram Panchayat members and other local villagers undertaken, to understand their prevailing socio-economic profile and to capture their perception on potential impacts due to six laning works of NH-34 between Chainage km 23.600 - km 149.900 km.	

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<b>Key points discussed :</b>
<ul style="list-style-type: none"> <li>It was reported during the discussion that there is no Gram sabha meeting held since new Pradhan elected. The villagers are planning to organise Gram Sabha soon. Group Members were not aware about the last Gram Sabha Meeting</li> <li>ANM visits two times in a week for child vaccination</li> <li>Anganwadi centres for ECCE and for health-related issues locals visits CHC Sikandrabad or Private hospitals in Sikandrabad.</li> <li>No educational facility in village for the students who have completed grade 8th. For class 9th and above student have to go to outside the village (mostly Sikandrabad).</li> <li>There are a large number of households (85%) who are involved in livestock's/ dairy activities and 80% are doing livestock's rearing parallels with agricultural farming and 5% exclusively dairy activity.</li> <li>It was reported by the locals that during the discussion that the daily production of milk is nearly 8 to 10 thousand lt. But due to the establishment of a private dairy milk collection centre, people are not getting the right price of milk. There should be Govt. milk collection centre facility so that people can get fare price of milk.</li> <li>Discussion was about the negative effect: Traffic will be increased, the accidents will also be increased and due to unavailability of foot over bridge or underpass crossing the road for going Sikandrabad will be more difficult. Also discussion includes positive aspects: land price will increased, commuting time will decrease, transport facility will improved and employment may increase.</li> <li>With reference to the existing system, the locals reported their concerns such as: that there should be control room facility on toll and the control room number should be provided at village level alongside the road, there should be street light facility on road, there should be a development of bus stop and there should be over food bridge to safely cross the road.</li> </ul>

<b>Meeting Attended By :</b>			
1.	Nagender singh (Male)	7	Amit kumar (Male)
2.	Yogender singh (Male)	8	Tanmay Chaudhary (Male)
3.	Praveen singh (Male)	9	Priti (Female)
4.	Madan kumar (Male)	10	Seela Devi (Female)
5.	Sanjeev kumar (Male)	11	Rajiv Ranjan : Arohi Advisors Pvt. Ltd.
6.	Rakesh kumar (Male)	12	Tufail Khan: ERM India Pvt Ltd



## MEETING- XIII

<i>Basic details</i>	
<b>Location :</b> Gangherua	<b>Date:</b> 22/07/2021
<b>Project:</b> Study on Environmental & Social Impact Assessment (ESIA) and Livelihood Enhancement Plan (LEP) for six laning of 126 km Ghaziabad-Aligarh Road section of NH-34	
<b>Purpose of the visit:</b> Focus group discussion with Gram Panchayat members and other local villagers undertaken, to understand their prevailing socio-economic profile and to capture their perception on potential impacts due to six laning works of NH-34 between Chainage km 23.600 - km 149.900 km.	

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<b>Key points discussed :</b>
<ul style="list-style-type: none"><li>Local indicated during FGD that the following issues were discussed at the Gram Sabha meeting: housing, old age pension, drinking water and sanitation</li><li>The current ongoing schemes in the village are: NSAP, MGNREGA, PMAY, Kisan Samridhi Yojana etc.</li><li>ANM who visits once in a week, local uses Govt. hospital , District Hospital Bulandsahar, Private hospitals in Bulandsahar</li><li>Health sub centre should be at village level</li><li>Local suggested during discussion, that there should be secondary school and Inter college for Girls</li><li>The proposed project will cause positive effect that are: land price will increased, commuting time will decrease and transport facility will be improved</li></ul>

<b>Meeting Attended By :</b>	
1.	Md. Khalid
2.	Nadim khan
3.	Haji Saleem
4.	Ruhail khan
5.	Md. Rabban
6.	Rajiv Ranjan: Arohi Advisors Pvt. Ltd.
7.	Tufail Khan: ERM India Pvt Ltd



## MEETING- XIV

<i>Basic details</i>	
<b>Location :</b> Gopalpur Jhokhabad	<b>Date:</b> 20/07/2021
<b>Project:</b> Study on Environmental & Social Impact Assessment (ESIA) and Livelihood Enhancement Plan (LEP) for six laning of 126 km Ghaziabad-Aligarh Road section of NH-34	
<b>Purpose of the visit:</b> Focus group discussion with Gram Panchayat members and other local villagers undertaken, to understand their prevailing socio-economic profile and to capture their perception on potential impacts due to six laning works of NH-34 between Chainage km 23.600 - km 149.900 km.	

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<b>Key points discussed :</b>
<ul style="list-style-type: none"> <li>Based on discussion, it was noted that apart from gram panchayat/sabha, no other process to raise queries or problems. Also, locals personally visit to Pradhan and raise their problems.</li> <li>In aspects of drinking water, the village is surrounded by the Sikandrabad industrial area, which disposes its waste water into the ground via a borehole. The ground water has become completely polluted. Every household uses packaged drinking water from a supplier in a 20-liter jar.</li> <li>Anganwadi Centre is there in the village and apart from that local uses Govt. and private hospital , Sikandrabad</li> <li>Locals suggest with reference to education that there should be computer classes in school</li> <li>Concerns/quires raised by locals that village panchayat is based in industrial area. Industrial workers generally cross the road during morning and evening. There is no foot over bridge to go other side of the road fearlessly.</li> <li>Suggestion by locals are following: there should be a foot over bridge to cross the factory workers, there should be a bus stand. The drainage system should be improved to solve the waterlogging problem and there should be a facility for immediate action if accidents occur on road.</li> <li>The positive aspect of the project are: commuting time will decrease and transport facility will be improved. And the negative aspects is that accidents will increase</li> </ul>

<b>Meeting Attended By :</b>			
1.	Chahatsingh (Male)	8	Jitender singh (Male)
2.	Salaichandle (Male)	9	Khusi ram (Male)
3.	Rohtassingh (Male)	10	Anil kumar (Male)
4.	Mahender singh (Male)	11	Rajiv Ranjan: Arohi Advisors Pvt. Ltd.
5.	Manoj kumar (Male)	12	Karan Mathur : Arohi Advisors Pvt. Ltd.
6.	Vikash kumar (Male)	13	Tufail Khan: ERM India Pvt Ltd
7.	Ravinder singh (Male)		

### Photo Documentation



## MEETING- XV

Basic details	
<b>Location :</b> Ishanpur	<b>Date:</b> 10/09/2021
<b>Project:</b> Study on Environmental & Social Impact Assessment (ESIA) and Livelihood Enhancement Plan (LEP) for six laning of 126 km Ghaziabad-Aligarh Road section of NH-34	
<b>Purpose of the visit:</b> Focus group discussion with Gram Panchayat members and other local villagers undertaken, to understand their prevailing socio-economic profile and to capture their perception on potential impacts due to six laning works of NH-34 between Chainage km 23.600 - km 149.900 km.	

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Key points discussed :	
<ul style="list-style-type: none"><li>• No Gram Sabha has been organised after new election</li><li>• Complains/ problems are usually reported during Gram Sabha meetings: drainage, village street rcc, drinking water and pension.</li><li>• The land has been acquired for Khurja bypass</li><li>• 2- AWC, and CHC Khurja</li><li>• No issue related to educational facility, as khurja is only 5-6 KM far so most of children from village go to private school Khurja</li><li>• No negative impact caused by the project as the village is located at the opposite side of NH91 and positive aspect includes: land price will increased, Traffic jam will scraped, commuting time will decrease, transport facility will be improved and employment will be increased.</li><li>• Agricultural production will Decrease</li></ul>	
Meeting Attended By :	
1.	Teekam Singh
2.	Devpal Singh
3.	Saurabh Singh
4.	Ajay Kumar
5.	Bhawveer Singh
6.	Sohan Singh
7.	Dinesh Singh
8.	Rajiv Ranjan: Arohi Advisors Pvt. Ltd.
9.	Karan Mathu: Arohi Advisors Pvt. Ltd.r
10.	Tufail Khan: ERM India Pvt Ltd

### Photo Documentation



## MEETING- XVI

Basic details	
<b>Location :</b> Jahanpur	<b>Date:</b> 10/09/2021
<b>Project:</b> Study on Environmental & Social Impact Assessment (ESIA) and Livelihood Enhancement Plan (LEP) for six laning of 126 km Ghaziabad-Aligarh Road section of NH-34	
<b>Purpose of the visit:</b> Focus group discussion with Gram Panchayat members and other local villagers undertaken, to understand their prevailing socio-economic profile and to capture their perception on potential impacts due to six laning works of NH-34 between Chainage km 23.600 - km 149.900 km.	

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Key points discussed :	
<ul style="list-style-type: none"><li>• No Gram Sabha has been organised after new election</li><li>• Complains/ problems reported in earlier Gram Sabha meetings: drainage, village street rcc, drinking water and pension</li><li>• The land has been acquired for Khurja bypass</li><li>• 2- AWC, PHC Muni and CHC Khurja are most accessible health facilities for the village</li><li>• With reference to education, it was indicated by the locals that there is no educational facility after class 8th, Children has to go 7 KM far from the village for High school and above education</li><li>• Discussion was about negative and positive effect of the project with the locals. For negative aspect the local stated that the drainage system of the village has stopped in midway and the polluted water of drainage is a cause of disease. And positive aspects are: land price will increased, traffic jam will scraped, commuting time will decrease, transport facility will be improved and employment will be increased.</li><li>• Agricultural production will decrease</li></ul>	
Meeting Attended By :	
1.	Tejveer
2.	Ram avtar singh
3.	Rajkumar
4.	Dalveer Singh
5.	Rajesh Singh
6.	Inderpal Singh
7.	Bharat Singh
8.	Rajiv Ranjan: Arohi Advisors Pvt. Ltd.
9.	Tufail Khan: ERM India Pvt Ltd

### Photo Documentation



## MEETING- XVII

Basic details	
<b>Location :</b> Khalsiya Chuarpur	<b>Date:</b> 23/07/2021
<b>Project:</b> Study on Environmental & Social Impact Assessment (ESIA) and Livelihood Enhancement Plan (LEP) for six laning of 126 km Ghaziabad-Aligarh Road section of NH-34	
<b>Purpose of the visit:</b> Focus group discussion with Gram Panchayat members and other local villagers undertaken, to understand their prevailing socio-economic profile and to capture their perception on potential impacts due to six laning works of NH-34 between Chainage km 23.600 - km 149.900 km.	

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Key points discussed :	
<ul style="list-style-type: none"><li>• No Gram Sabha has been organised after new election</li><li>• In case of any issue or query people personally visit to pradhan and share their issues.</li><li>• Current schemes being implemented by Gram Panchayat are: NSAP, MGNREGA, PMAY, Kisan Samridhi</li><li>• No land acquisition has been done in last 5-10 years</li><li>• Frequent visit of ANM for child vaccination,</li><li>• Locals mostly go to CHC Khurja, PHC Dharpa or private health facilities at Khurja or Bulandsahar</li><li>• Locals indicated during discussion that there should be school in the village up to class 10.</li><li>• The village located far from the road, hence no negative effect shall be caused by the project. And with reference to positive effect: Land price will increased, commuting time will decrease, transport facility will be improved and employment will be increased</li></ul>	
Meeting Attended By :	
1.	Madan singh
2.	Banni singh
3.	Rajvir singh
4.	Surrender singh
5.	Kripal singh: Arohi Advisors Pvt. Ltd.
6.	Rajiv Ranjan: Arohi Advisors Pvt. Ltd.
7.	Tufail Khan: ERM India Pvt Ltd

### Photo Documentation



## MEETING- XVIII

<i>Basic details</i>	
<b>Location :</b> Khetalpur Bhasauli	<b>Date:</b> 21/07/2021
<b>Project:</b> Study on Environmental & Social Impact Assessment (ESIA) and Livelihood Enhancement Plan (LEP) for six laning of 126 km Ghaziabad-Aligarh Road section of NH-34	
<b>Purpose of the visit:</b> Focus group discussion with Gram Panchayat members and other local villagers undertaken, to understand their prevailing socio-economic profile and to capture their perception on potential impacts due to six laning works of NH-34 between Chainage km 23.600 - km 149.900 km.	

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<i>Key points discussed :</i>			
<ul style="list-style-type: none"> <li>• There is no Gram sabha meeting held since new Pradhan elected. Villagers are planning to organise Gram Sabha in August 2021.</li> <li>• The present Pradhan is from SC community due to the reservation of the Pradhan seat for SC</li> <li>• There is no other committee or society in the village to discuss problem. Villagers go individually to Pradhan to raise their queries or problems.</li> <li>• ANM weekly visit</li> <li>• For all the health related problems people visit Bulandshahar district hospital</li> <li>• Locals suggested that there should be at least govt. health sub centre at village level to manage minor health issues</li> <li>• Locals stated that project have a negative effect: accidents will be increased in case of widening of road if flyover, foot over bridge or under pass is not provided. Accident frequency in a month is 8-10.</li> <li>• Positive effect by project are : Land price will increased, commuting time will decrease and transport facility will improved</li> <li>• Locals raise concerns regarding current NH in Gram Panchayat that there is an occurrence of accidents on frequent basis, there is no service lane for villagers.</li> <li>• Locals suggested that there is a need of drainage on both side of the road, GRM system at village level, Street light should be installed and road maintenance system is poor, there is no facility for complaint for road maintenance.</li> <li>• Pollution will increase and crop production will decreased</li> <li>• Earnings and employment will rise (due to improvement in road condition the commuting time to Khurja or Sikandrabad will decrease then more people who is doing daily wage in village or nearby the can also go to Khurja or Sikandra bad for daily wage).</li> </ul>			
<i>Meeting Attended By :</i>			
1.	Bhoop singh (Male)	8	Pappi (Male)
2.	Jawahar Lal (Male)	9	Prakash singh ((Male)
3.	Rapal singh (Male)	10	Ram gopalsingh (Male)
4.	Manoj kumar (Male)	11	Rajiv Ranjan: Arohi Advisors Pvt. Ltd.
5.	Rinku gautam (Male)	12	Tufail Khan: ERM India Pvt Ltd
6.	Dharmender kumar (Male)	13	Karan Mathur: Arohi Advisors Pvt. Ltd.
7.	Prem Das ji (Male)		
<b>Photo Documentation</b>			



## MEETING- XIX

Basic details	
<b>Location :</b> Loharli	<b>Date:</b> 20/07/2021
<b>Project:</b> Study on Environmental & Social Impact Assessment (ESIA) and Livelihood Enhancement Plan (LEP) for six laning of 126 km Ghaziabad-Aligarh Road section of NH-34	
<b>Purpose of the visit:</b> Focus group discussion with Gram Panchayat members and other local villagers undertaken, to understand their prevailing socio-economic profile and to capture their perception on potential impacts due to six laning works of NH-34 between Chainage km 23.600 - km 149.900 km.	

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Key points discussed :	
<ul style="list-style-type: none"> <li>Locals indicated that the topics/ issues that are discussed during Gram Sabha meeting are housing, old age pension, drinking water</li> <li>Villagers personally visit to Pradhan and raise their problems</li> <li>Current schemes being implemented by Gram Panchayat are: NSAP, MGNREGA, PMAY, Kisan Samridhi</li> <li>Locals use Govt. PHC facilities in Gram Panchayat level.</li> <li>PHC building condition is not good, there is a requirement of a new building for PHC.</li> <li>Locals stated that project has a negative effect: accidents will be increased in case of widening of road if flyover, foot over bridge or under pass is not provided. Accident frequency in a month is 8-10.</li> <li>Positive effect by project are : Land price will increase, commuting time will decrease and transport facility will improve</li> <li>The village is situated at the Toll plaza so heavy amount of vehicles being crossed through using village road to save their toll. Villagers regularly face heavy traffic jam situation.</li> <li>Locals had raised their concerns with reference to existing system: there should be foot over bridge or underpass for crossing the road, service lane should be developed, drainage system to be developed to solve the water logging problem, GRM system at village level and street light should be installed.</li> </ul>	
Meeting Attended By :	
1. Narender Singh (Male)	6. Trilok chand (Male)
2. Vipin Singh (Male)	7. Sukhveer singh (Male)
3. Jitender Singh (Male)	8. Rajiv Ranjan: Arohi Advisors Pvt. Ltd.
4. Ajan Singh (Male)	9. Tufail Khan: ERM India Pvt Ltd
5. Mahipal singh (Male)	10. Karan Mathur: Arohi Advisors Pvt. Ltd.
Photo Documentation	



## MEETING- XX

Basic details	
<b>Location :</b> Maman Khurd	<b>Date:</b> 21/07/2021
<b>Project:</b> Study on Environmental & Social Impact Assessment (ESIA) and Livelihood Enhancement Plan (LEP) for six laning of 126 km Ghaziabad-Aligarh Road section of NH-34	
<b>Purpose of the visit:</b> Focus group discussion with Gram Panchayat members and other local villagers undertaken, to understand their prevailing socio-economic profile and to capture their perception on potential impacts due to six laning works of NH-34 between Chainage km 23.600 - km 149.900 km.	

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Key points discussed :		
<ul style="list-style-type: none"> <li>No Gram Sabha meeting held since new Pradhan elected. Villagers are planning to organise Gram Sabha soon.</li> <li>In case of any issue or query villagers personally visit to Pradhan and share their issues.</li> <li>The current schemes being implemented by Gram Panchayat are NSAP, MGNREGA, PMAY, Kisan Samridhi Yojana</li> <li>Frequent visit of ANM for child vaccination,</li> <li>Villagers mostly go to CHC Khurja or private health facilities at Khurja or Bulandsahar</li> <li>Villagers indicated during the discussion that road widening would be a good for villagers to commute Bulandsahar, Aligarh or other cities.</li> <li>Negative effect caused by the project, it will increase the pollution and positive effective are: land price has already increased and transport facility will be improved.</li> <li>Income has increased, due to development of road some people have settled their shops near the road</li> <li>Locals are not aware about any GRM facility established by GAEPL</li> <li>Locals had raise their concerns with reference to existing system: there should be control room facility on toll, there should be street light facility on road, drainage system to solve the water logging problem and there should be facility for Immediate action if accidents happen</li> </ul>		
Meeting Attended By :		
1.	Rajkumar	7 Mukesh kumar
2.	Jay pal singh	8 Sarveshsingh
3.	Puntykumar	9 Rajiv Ranjan: Arohi Advisors Pvt. Ltd.
4.	Pappukumar	10 Tufail Khan: ERM India Pvt Ltd
5.	Chintukumar	11 Karan Mathur: Arohi Advisors Pvt. Ltd.
6.	Rajenderkumar	

### Photo Documentation



## MEETING- XXI

<i>Basic details</i>	
<b>Location :</b> Meerpur	<b>Date:</b> 27/07/2021
<b>Project:</b> Study on Environmental & Social Impact Assessment (ESIA) and Livelihood Enhancement Plan (LEP) for six laning of 126 km Ghaziabad-Aligarh Road section of NH-34	
<b>Purpose of the visit:</b> Focus group discussion with Gram Panchayat members and other local villagers undertaken, to understand their prevailing socio-economic profile and to capture their perception on potential impacts due to six laning works of NH-34 between Chainage km 23.600 - km 149.900 km.	

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<i>Key points discussed :</i>	
<ul style="list-style-type: none"><li>• Development of village through available funds with gram panchayat</li><li>• Issues that are discussed during Gram Sabha meeting are Housing, Old age pension, Drinking water, Drainage, etc</li><li>• Complains raised during the Gram Sabha meetings are construction of RCC road, drainage, housing scheme and Old age pension</li><li>• Current schemes being implemented by Gram Panchayat are NSAP, MGNREGA, PMAY, Kisan Samridhi Yojana</li><li>• CHC facilities in Khurja and district hospital Bulandhahar</li><li>• Positive effective are: land price has already increased and transport facility will be improved.</li><li>• Concerns raise by the villagers with reference to community health and safety are there is no service lane facility, the cut provided on road is not at correct position, the breadth of divider narrow and there is no street light on the road.</li><li>• Crop production decreased due to pollution spread by transports</li></ul>	
<i>Meeting Attended By :</i>	
1.	Farukh khan
2.	Rajjak khan
3.	Samim alam
4.	Mohseen aalam
5.	Md. Amjad
6.	Rajiv Ranjan: Arohi Advisors Pvt. Ltd.
7.	Tufail Khan: ERM India Pvt Ltd
8.	Karan Mathur: Arohi Advisors Pvt. Ltd.

## MEETING- XXII

<i>Basic details</i>	
<b>Location :</b> Pallasallu & Nagaliya	<b>Date:</b> 28/07/2021
<b>Project:</b> Study on Environmental & Social Impact Assessment (ESIA) and Livelihood Enhancement Plan (LEP) for six laning of 126 km Ghaziabad-Aligarh Road section of NH-34	
<b>Purpose of the visit:</b> Focus group discussion with Gram Panchayat members and other local villagers undertaken, to understand their prevailing socio-economic profile and to capture their perception on potential impacts due to six laning works of NH-34 between Chainage km 23.600 - km 149.900 km.	

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<i>Key points discussed :</i>	
<ul style="list-style-type: none"><li>• issues that are discussed during Gram Sabha meeting are housing, old age pension, drinking water, sanitation</li><li>• Current schemes being implemented by Gram Panchayat are NSAP, MGNREGA, PMAY, Kisan Samridhi Yojana</li><li>• Villager uses Govt. and private hospital, Gabhana and Aligarh</li><li>• Negative effect caused by the project, it will increase pollution and positive effective are: land price has already increased and transport facility will be improved.</li><li>• Concerns raised by villagers are following: no foot over bridge, no service lane, no street light on the road, no ambulance facility, no Bus stop, no drainage system and no sign mark of Cut.</li><li>• Income has increased, due to development of road some people have settled their shops near the road</li><li>• Suggestion stated by the villagers about the existing system are there should be control room facility on toll, there should be street light facility on road, drainage system to solve the water logging problem and there should be facility for Immediate action if accidents happen</li></ul>	
<i>Meeting Attended By :</i>	
1.	Ramesh kumar
2.	Vimlesh devi
3.	Devender singh
4.	Mahipal singh
5.	Vijay pal singh
6.	Suraj kumar
7.	Ravi kumar
8.	Punit kumar
9.	Sudesh devi
10.	Rajiv Ranjan: Arohi Advisors Pvt. Ltd.
11.	Tufail Khan: ERM India Pvt Ltd
12.	Karan Mathur: Arohi Advisors Pvt. Ltd.

## MEETING- XXIII

Basic details	
<b>Location :</b> Somna	<b>Date:</b> 27/07/2021
<b>Project:</b> Study on Environmental & Social Impact Assessment (ESIA) and Livelihood Enhancement Plan (LEP) for six laning of 126 km Ghaziabad-Aligarh Road section of NH-34	
<b>Purpose of the visit:</b> Focus group discussion with Gram Panchayat members and other local villagers undertaken, to understand their prevailing socio-economic profile and to capture their perception on potential impacts due to six laning works of NH-34 between Chainage km 23.600 - km 149.900 km.	

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Key points discussed :	
<ul style="list-style-type: none"><li>• Somna was a gram panchayat during last (5 years back) election, Somna is a nagar panchayat and the power of gram Sabha and Pradhan is now null. Village is settle down approximately 4 km from the NH 91.</li><li>• Villagers uses Govt. PHC facility in Nagar panchayat</li><li>• CHC facilities in Nagar Panchayat</li><li>• The positive effect of the project are commuting time will decrease and transport facility will be improved</li></ul>	
Meeting Attended By :	
1.	Ram kumarsingh
2.	Bhraguraj singh
3.	Santosh kr.singh
4.	Rajiv Ranjan: Arohi Advisors Pvt. Ltd.
5.	Tufail Khan: ERM India Pvt Ltd
6.	Karan Mathur: Arohi Advisors Pvt. Ltd.

### Photo Documentation



## MEETING- XXIV

Basic details	
<b>Location :</b> Uchhagaon	<b>Date:</b> 08/09/2021
<b>Project:</b> Study on Environmental & Social Impact Assessment (ESIA) and Livelihood Enhancement Plan (LEP) for six laning of 126 km Ghaziabad-Aligarh Road section of NH-34	
<b>Purpose of the visit:</b> Focus group discussion with Gram Panchayat members and other local villagers undertaken, to understand their prevailing socio-economic profile and to capture their perception on potential impacts due to six laning works of NH-34 between Chainage km 23.600 - km 149.900 km.	

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Key points discussed :	
<ul style="list-style-type: none"><li>• Issues that are discussed during Gram Sabha meeting by villagers are development work, street light, drainage, drinking water, pension and differently able person.</li><li>• 2- AWC, PHC Muni and CHC Khurja</li><li>• No educational facility after class 8th, children has to go 7 KM far from the village for High school and above education.</li><li>• The village's drainage system has been closed down in the middle, and the contaminated water from the drainage is a source of sickness, according to discussions with people.</li><li>• The positive effect about the project are land price will increased, traffic jam will scraped, commuting time will decrease, transport facility will be improved and employment will be increased.</li><li>• Agricultural production will decrease</li></ul>	
Meeting Attended By :	
1.	Har swroop Sharma
2.	Ramawtar Sharma
3.	Niranjan Lal Sharma
4.	Kanti Prasad
5.	Brahmdutt Sharma
6.	Lukky Kumar
7.	Bhagwati Prasad
8.	Rajiv Ranjan: Arohi Advisors Pvt. Ltd.
9.	Tufail Khan: ERM India Pvt Ltd
10.	Karan Mathur: Arohi Advisors Pvt. Ltd.

### Photo Documentation



## MEETING- XXV

Basic details	
<b>Location :</b> Wajidpur	<b>Date:</b> 05/08/2021
<b>Project:</b> Study on Environmental & Social Impact Assessment (ESIA) and Livelihood Enhancement Plan (LEP) for six laning of 126 km Ghaziabad-Aligarh Road section of NH-34	
<b>Purpose of the visit:</b> Focus group discussion with Gram Panchayat members and other local villagers undertaken, to understand their prevailing socio-economic profile and to capture their perception on potential impacts due to six laning works of NH-34 between Chainage km 23.600 - km 149.900 km.	

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Key points discussed :	
<ul style="list-style-type: none"><li>Local's issues are discussed during the Gram Sabha meeting are education, housing, old age pension, drinking water, sanitation, and violence.</li><li>Gram Sabha there is no other platform where villagers discuss their problems</li><li>Villagers uses Govt. hospital , Khurja &amp; PHC Dharpa</li><li>Local raise concerns with reference to health infrastructure that there is no health facility available in the village, and there is a requirement of at least a dispensary with ANM and pharmacist</li><li>Negative effect of project is related to road accidents and positive effect are land price will increased, commuting time will decrease, transport facility will be improved and employment will be increased</li><li>Discussion about the community health and safety indicates that there is no signage board at the crossing road for Khurja city at Kailash Hospital, there should be a circle or flyover where cut has be given for Khurja city, no functional street light on road and there is no service lane</li><li>Suggestions indicated by the locals about the existing system are that there should be flyover or underpass, foot over bridge, street light should be work properly and facility for Immediate action if accidents happen.</li></ul>	
Meeting Attended By :	
1.	Gohar ali
2.	Jahur ahmed
3.	Imran khan
4.	Samsad
5.	Anwar ali
6.	Nusraf khan
7.	Balveersingh
8.	Rajiv Ranjan: Arohi Advisors Pvt. Ltd.
9.	Tufail Khan: ERM India Pvt Ltd
10.	Karan Mathur: Arohi Advisors Pvt. Ltd.

### Photo Documentation



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## *Annexure B CUT-OFF DATE DISCLOSURE CONSULTATIONS*



### **DESCRIPTION ABOUT CUT-OFF DATE DISCLOSURE MEETING**



The cut-off date for disclosure is the date by which PAPs and their impacted assets have been identified; new entrants to the site cannot submit compensation or resettlement aid claims after that date. Concerning the preceding line, the ERM team had disclosed the cut-off date to potential PAPs and local community leaders in order to provide the closure to the social-economic household and asset survey, conducted for 6 laning of Ghaziabad -Aligarh Section of NH91 (km 23.600 - km 149.900 km and Realignment of Khurja section (9.285 km). Also, during the cut-off disclosure exercise, it was mentioned to the PAPs that if anyone settles/extends their assets in the affected areas after the cut-off date they will not be entitled to any benefits.

#### **Cut-Off Date Disclosure Meeting for NH91, road extension 4 to 6 lane (Chainage 23.300 km -149.600 km)**

Locals raised their concerns and issues about the project road NH91 during the cut-off disclosure meeting. Here are some of the most common concerns.





- Street light facility on road,
- Drainage system to solve the water logging problem
- There should be facility for Immediate action if accidents occurs
- There is an issues of the heavy traffic jam, particularly during the heavy rainfall
- Foot over bridge or underpass for crossing the road,
- Service lane should be developed
- GRM system at village level
- Road maintenance system is poor, there is no facility for raising a complaint for road maintenance.

S. No	Date	Village	Participants	Consultation Pictures
1	13.August.2021	Sikandrabad Bypass	<ul style="list-style-type: none"> <li>• Sudhir Kumar</li> <li>• Amit Kumar</li> <li>• Sabir Ali</li> <li>• Sanjay Ji</li> <li>• Amrit Singh</li> <li>• Karan Mathur: Arohi Advisors Pvt. Ltd.</li> </ul>	
2	13.August.2021	Bilsuri	<ul style="list-style-type: none"> <li>• Hukumuddin</li> <li>• Nizamuddin</li> <li>• Ali Mohd.</li> <li>• Sahida</li> <li>• Nagma Khatun</li> <li>• Karan Mathur: Arohi Advisors Pvt. Ltd</li> </ul>	

S. No	Date	Village	Participants	Consultation Pictures
3	13.August.2021	Akbarpur	<ul style="list-style-type: none"> <li>• Irsad Ahmad</li> <li>• Fakruddin</li> <li>• Rehmat ali</li> <li>• Sahil</li> <li>• Karan Mathur: Arohi Advisors Pvt. Ltd.</li> </ul>	
4	13.August.2021	Dariyapur	<ul style="list-style-type: none"> <li>• Md. Ashfaq</li> <li>• Md. Irsad</li> <li>• Mumsad Ahmad</li> <li>• Md. Anash</li> <li>• Umer Fakar</li> <li>• Md. Arif</li> <li>• Md. Faisal</li> <li>• Karan Mathur: Arohi Advisors Pvt. Ltd.</li> </ul>	




S. No	Date	Village	Participants	Consultation Pictures
5	13.August.2021	Thandi Piyau	<ul style="list-style-type: none"> <li>• Md. Amir</li> <li>• Rashid Ahmad</li> <li>• Mujebr Rehman</li> <li>• Karan Mathur: Arohi Advisors Pvt. Ltd.</li> </ul>	
6	13.August.2021	Talimpur	<ul style="list-style-type: none"> <li>• Md. Taslim</li> <li>• Karan Mathur: Arohi Advisors Pvt. Ltd.</li> </ul>	
7	13.August.2021	Wazidpur	<ul style="list-style-type: none"> <li>• Chaman Singh</li> <li>• Irsad</li> <li>• Md. Aasif</li> <li>• Seela devi</li> <li>• Karan Mathur: Arohi Advisors Pvt. Ltd.</li> </ul>	

S. No	Date	Village	Participants	Consultation Pictures
8	16 September 2021	Dhum Manikpur - LHS	<ul style="list-style-type: none"> <li>• Mahesh</li> <li>• Manoj</li> <li>• Rakesh Gupta</li> <li>• Gaurav</li> <li>• Chandarpal Singh</li> <li>• Rajiv Ranjan: Arohi Advisors Pvt. Ltd.</li> <li>• Abhiti Kant: ERM India Pvt Ltd</li> </ul>	
9	16 September 2021	Dhum Manikpur - RHS	<ul style="list-style-type: none"> <li>• Joginder Singh</li> <li>• Manoj Kumar</li> <li>• Pappu</li> <li>• Praveen Kumar</li> <li>• Rajiv Ranjan: Arohi Advisors Pvt. Ltd.</li> <li>• Abhiti Kant: ERM India Pvt Ltd</li> </ul>	
10	16 September 2021	Badalpur LHS	<ul style="list-style-type: none"> <li>• Rinku</li> <li>• Dr Dinesh Kumar</li> <li>• Rohit Yadav</li> <li>• Ghanshayam</li> <li>• Manzur Khan</li> <li>• Rajiv Ranjan: Arohi Advisors Pvt. Ltd.</li> <li>• Abhiti Kant: ERM India Pvt Ltd</li> </ul>	
11	16 September 2021	Sadhampur LHS	<ul style="list-style-type: none"> <li>• Vinod Kumar</li> <li>• Pradeep Singh</li> <li>• Kapil</li> <li>• Arun</li> <li>• Dharpal Singh</li> <li>• Rajiv Ranjan: Arohi Advisors Pvt. Ltd.</li> <li>• Abhiti Kant: ERM India Pvt Ltd</li> </ul>	

S. No	Date	Village	Participants	Consultation Pictures
12	16 September 2021	Sadhapur RHS	<ul style="list-style-type: none"> <li>• Bhopal Singh</li> <li>• Manoj Kumar</li> <li>• Bhupender Singh</li> <li>• Vipin Kumar</li> <li>• Rajiv Ranjan: Arohi Advisors Pvt. Ltd.</li> <li>• Abhiti Kant: ERM India Pvt Ltd</li> </ul>	
13	16 September 2021	Accheja LHS	<ul style="list-style-type: none"> <li>• Deepak Kumar</li> <li>• Brejesh</li> <li>• Chandram</li> <li>• Anand Singh</li> <li>• Sumit</li> <li>• Rajiv Ranjan: Arohi Advisors Pvt. Ltd.</li> <li>• Abhiti Kant: ERM India Pvt Ltd</li> </ul>	
14	16 September 2021	Accheja RHS	<ul style="list-style-type: none"> <li>• Mohd Afeez</li> <li>• Parveen Singh</li> <li>• Ankit Kumar</li> <li>• Harender Singh</li> <li>• Rajiv Ranjan: Arohi Advisors Pvt. Ltd.</li> <li>• Abhiti Kant: ERM India Pvt Ltd</li> </ul>	
15	16 September 2021	Harischandra ka bagh LHS	<ul style="list-style-type: none"> <li>• Lalit Singh</li> <li>• Rahul</li> <li>• Arjun Pandit</li> <li>• Pawan</li> <li>• Rajiv Ranjan: Arohi Advisors Pvt. Ltd.</li> <li>• Abhiti Kant: ERM India Pvt Ltd</li> </ul>	

S. No	Date	Village	Participants	Consultation Pictures
15	16 September 2021	Harischandra ka bagh RHS	<ul style="list-style-type: none"> <li>• Mahesh Chandra</li> <li>• Mohit Kumar</li> <li>• Ashish Singh</li> <li>• Munura</li> <li>• Rajiv Ranjan: Arohi Advisors Pvt. Ltd.</li> <li>• Abhiti Kant: ERM India Pvt Ltd</li> </ul>	
17	16 September 2021	Chhapraula (Lohar community) LHS	<ul style="list-style-type: none"> <li>• Mukesh</li> <li>• Chand</li> <li>• Rohtesh</li> <li>• Sunil</li> <li>• Rajbeer</li> </ul>	
18	16 September 2021	Chhapraula (Atar singh tyagi Market) RHS	<ul style="list-style-type: none"> <li>• Subhash</li> <li>• Raju</li> <li>• Sanju</li> <li>• Rajiv Ranjan: Arohi Advisors Pvt. Ltd.</li> <li>• Abhiti Kant: ERM India Pvt Ltd</li> </ul>	
19	16 September 2021	Chhapraula near PNB LHS	<ul style="list-style-type: none"> <li>• Kailash</li> <li>• Mohd Shadsad</li> <li>• Sartar Singh</li> <li>• Rajiv Ranjan: Arohi Advisors Pvt. Ltd.</li> <li>• Abhiti Kant: ERM India Pvt Ltd</li> </ul>	

S. No	Date	Village	Participants	Consultation Pictures
20	16 September 2021	Chhapraula opposite PNB RHS	<ul style="list-style-type: none"> <li>• Mahender</li> <li>• Amit</li> <li>• Sracha</li> <li>• Ramesh</li> <li>• Rajiv Ranjan: Arohi Advisors Pvt. Ltd.</li> <li>• Abhiti Kant: ERM India Pvt Ltd</li> </ul>	
21	16 September 2021	Bisrakh mor Chhapraula LHS	<ul style="list-style-type: none"> <li>• Anil</li> <li>• Kishore Singh</li> <li>• Poonam</li> <li>• Guldeep Singh</li> <li>• Rajiv Ranjan: Arohi Advisors Pvt. Ltd.</li> <li>• Abhiti Kant: ERM India Pvt Ltd</li> </ul>	
22	16 September 2021	Pankhuti Lal Kuan RHS	<ul style="list-style-type: none"> <li>• Amit Kumar</li> <li>• Deepak</li> <li>• Ashok Singh</li> <li>• Muradhari</li> <li>• Rajiv Ranjan: Arohi Advisors Pvt. Ltd.</li> <li>• Abhiti Kant: ERM India Pvt Ltd</li> </ul>	
23	16 September 2021	Bameta LHS	<ul style="list-style-type: none"> <li>• Shubham</li> <li>• Rajkumar</li> <li>• Rajiv Ranjan: Arohi Advisors Pvt. Ltd.</li> <li>• Abhiti Kant: ERM India Pvt Ltd</li> </ul>	
24	16 September 2021	Chhipiyana Bujurg RHS	<ul style="list-style-type: none"> <li>• Mohd Kaleem</li> <li>• Satyawada</li> <li>• Billa</li> <li>• Rajiv Ranjan: Arohi Advisors Pvt. Ltd.</li> <li>• Abhiti Kant: ERM India Pvt Ltd</li> </ul>	

S. No	Date	Village	Participants	Consultation Pictures
25	16 September 2021	Lal Kuan Mahaveer Mandir RHS	<ul style="list-style-type: none"> <li>• Sanjay Sharma</li> <li>• Shree Chand</li> <li>• Ramesh</li> <li>• Rajiv Ranjan: Arohi Advisors Pvt. Ltd.</li> <li>• Abhiti Kant: ERM India Pvt Ltd</li> </ul>	
26	16 September 2021	Lal Kuan Lohar Community RHS	<ul style="list-style-type: none"> <li>• Vikas</li> <li>• Sapna</li> <li>• Maharaj</li> <li>• Mohd Sahjid</li> <li>• Rajiv Ranjan: Arohi Advisors Pvt. Ltd.</li> <li>• Abhiti Kant: ERM India Pvt Ltd</li> </ul>	
27	16 September 2021	Lal Kuan Lohar Community LHS	<ul style="list-style-type: none"> <li>• Rajpal</li> <li>• Sunil</li> <li>• Anita</li> <li>• Suman</li> <li>• Rajiv Ranjan: Arohi Advisors Pvt. Ltd.</li> <li>• Abhiti Kant: ERM India Pvt Ltd</li> </ul>	

## APPENDIX E            GRIEVANCE REDESSAL MECHANISM

Appendices

## 5. GRIEVANCE REDRESSAL MECHANISM

### 5.1 Objective of Grievance Redressal Mechanism

The primary objective of the GRM shall be to provide an accessible mechanism to the stakeholders of the project and resolve any social and environmental related grievances. For this purpose, a Grievance Redressal Cell (GRC) shall be established, to resolve non-judicial disputes arising out of various matters related to the implementation of the ESMP, as well as other aspects of the project, as deemed fit to be raised before the GRC.

### 5.2 Composition of GRC

#### 5.2.1 Existing GRM mechanism

At present, Grievance redress mechanism of the present concessionaire (GAEPL) constitutes of the following:

- Complaint booklet made available at both Toll Plazas;
- Verbal communication with the O&M team;

As reported by GAEPL representatives, complaints reported and respective responses are being reported to NHAI on regular basis; etc. These largely cover grievance relating to road users, employment request, access issues.

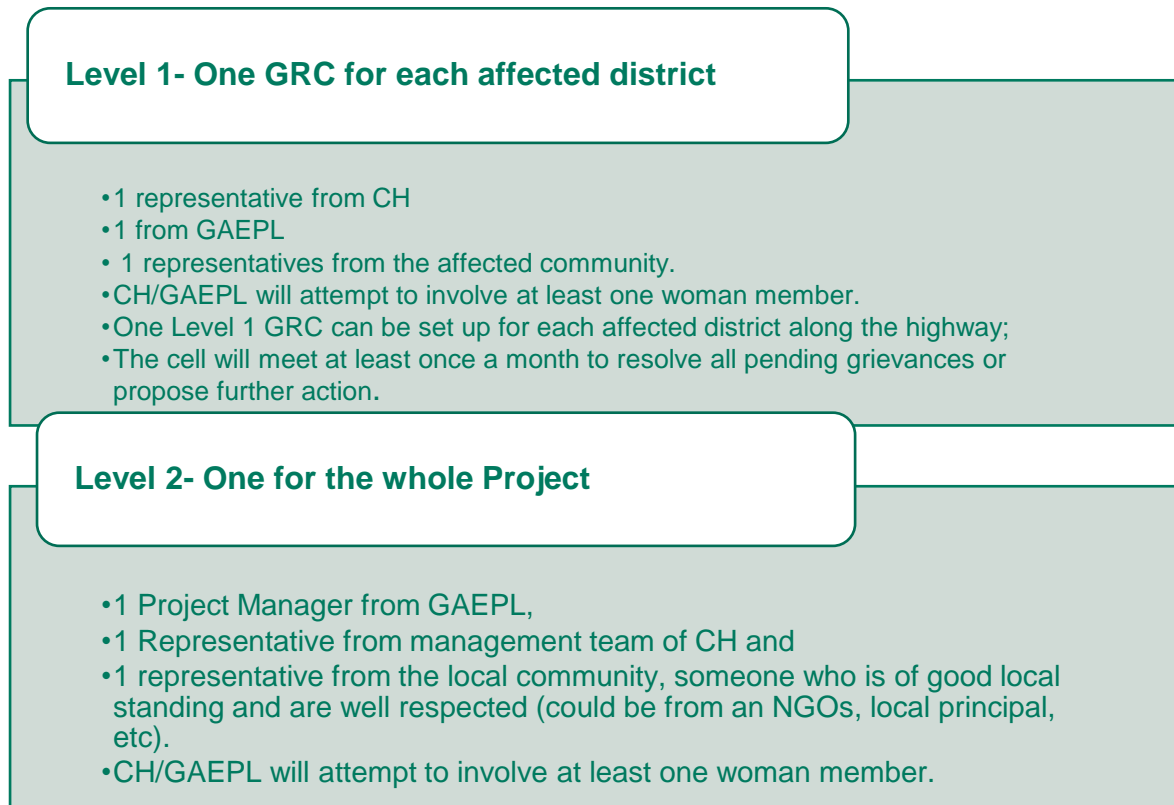
#### 5.2.2 GRM Structure for the Project

There was requirement of setting up of GRM for the survey period to address issues/grievances<sup>2</sup> in a timely way. Therefore, a grievance redressed mechanism (GRM) was developed to record and resolve grievances of affected communities. A GRC was also proposed to be constituted at two levels as explained in figure below;

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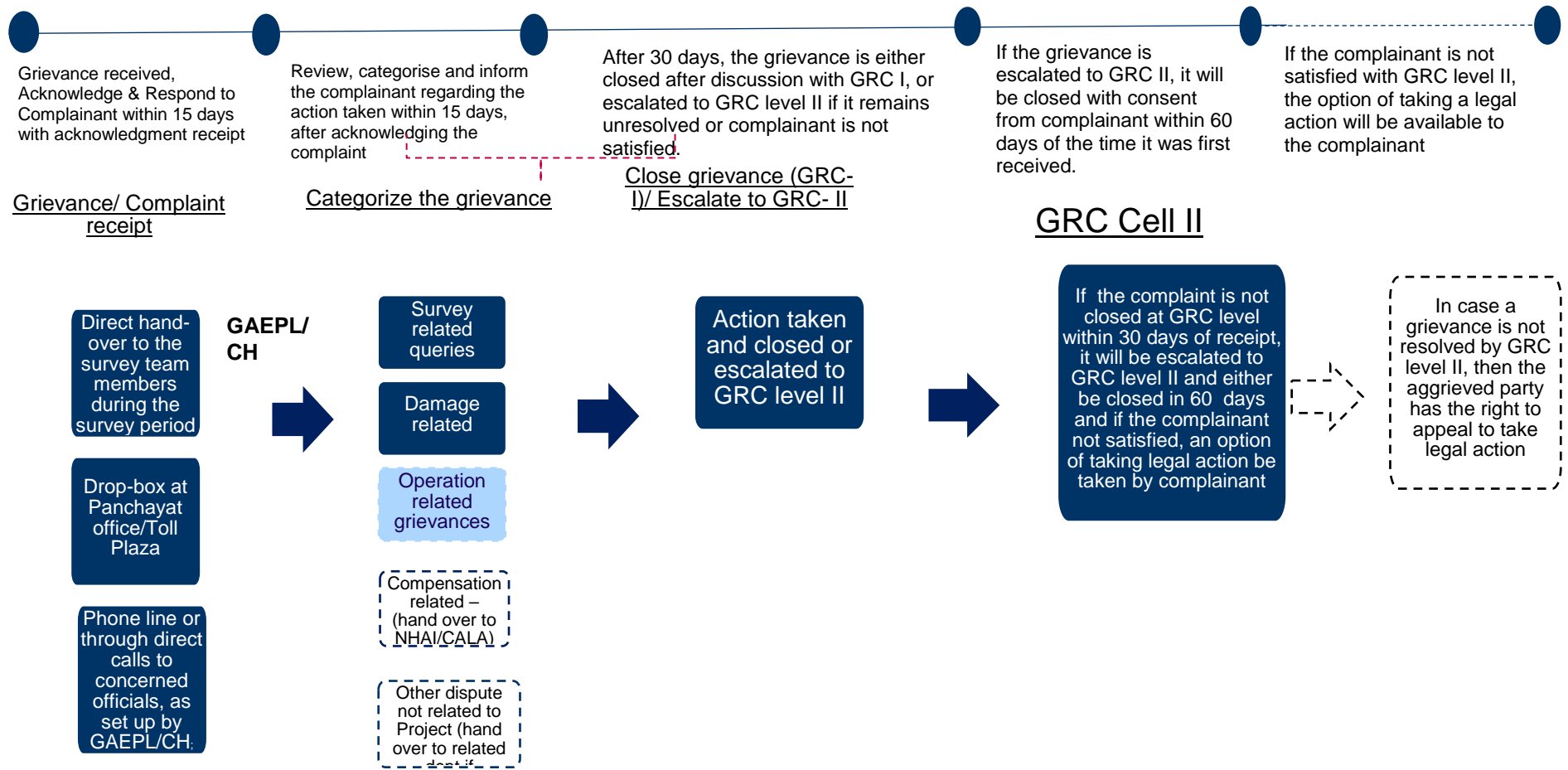
<sup>2</sup> Grievances could typically be about survey coverage (not being present at the time of survey, not being included in the survey, wanting a clarification on some aspect of the survey etc.), or, related to damages to property during the survey exercise; grievances may also be about pending payments (from previous land acquisition) or other disputes etc. (which may not be in the purview of GAEPL/CH, but may still be received and passed on to the relevant agencies).

**Figure 1 GRC Level – Two tier approach**



GRM process recommended survey stage for ESIA study is explained in **Figure 2**. It should be noted here that same GRM structure will be followed for complete project duration.

**Figure 2 GRM system for the Project**



----- Document the complaint and hand over to respective department and no action required from CH's end to respective department  
**Operation related** grievances are being recorded and addressed by current concessionaire and the same will be continued.  
 ----- No further action required from CH's end.

### 5.2.3 GRM for ESMP implementation

The GRM proposed during survey stage of ESIA as explained above can be further evolved to include adequate representation from concerned department during construction and operation stage of the project to ensure effective handling of ESMP related concerns/grievances.

The GRM shall be led by a Grievance Officer, who can either be the site EHS officer or Community Relations Officer. Grievance Officer shall be responsible for recording the grievance received through multiple channels that will be set up during ESMP execution phase. The aggrieved party shall also be allowed to register their grievances directly with the GRC. Grievances received will be processed at GRC-I level first and closed. Any unresolved grievances at GRC-I level will be further processed at GRC-II level whose decision will be considered final and binding on the Project. Process of overall GRM function is explained in Figure 2. It should be further noted that the decision of the GRC-II level is not binding on the aggrieved person and he or she may take a legal course, in case not satisfied with the outcome of GRC decision.

## 5.3 External Grievance Redressal Mechanism

Existing grievance redress mechanism at toll plazas can also be used as a medium for receiving grievances from external stakeholders which are as follows;

- Complaint booklet made available at both Toll Plazas;
- Verbal communication with the O&M team;

Besides above, complaint number circulated by NHAI (i.e. 1033) is also one of the potential channel for receiving grievances from external stakeholders.

### 5.3.1 Grievance Receipt and Recording

Grievance Officer appointed for the project would be responsible for tracking and grievances received from the channel described above. Grievance Officer will also be responsible to ensure adequate awareness and communication with respective stakeholder groups on GRM function and process of lodging grievances.

Additionally provision of communication of resolution to the aggrieved shall also be maintained by Grievance Officer, during project lifecycle. The format to be used for recording of grievances is presented below.

GRIEVANCE REGISTRATION FOR EXTERNAL STAKEHOLDERS	
Case No.:	Date:
Source of tracking grievance 1) Complaint book at toll plaza 2) Verbal communication with the O&M Team 3) NHAI Complaint No (1033)	
Name:	
District:	Village:
Contact number:	
Details of grievance:	
Name of person recording the grievance:	

## GRIEVANCE REGISTRATION FOR EXTERNAL STAKEHOLDERS

Designation of recording person:

Proposed date of response:

Signature of the recording person	Signature of complainant

Date of Resolution :

Decision of the GRC (give full details):

Complainant accepts the outcome:	Accepted	Not accepted
Signature of the complainant (if available)		
Signature of GRM Officer		

Additionally, the format to be used for an external Grievance Tracker is provided below.

S. No	Date	Individual Name	Department/ Village	Medium of Communication	Details of Issue	Grievance within Scope	Investigation Requirement	Concerned Department	Timeline for Closing Grievance	Present Status	Remarks

### 5.3.2 Grievance Resolution and Communication

All grievances lodged by the aggrieved, shall be responded within two weeks for acknowledgment of the grievances. Further communication on grievances will be taken up as per the GRM process defined in Figure 2.

Any project affected person however is free to approach judiciary system of the country if he or she is not satisfied with the verdict given by GRC.

### 5.4 Internal Grievance Redressal Mechanism

The grievances that shall be treated as “Internal Grievances” by the project, may arise from staff, contractors/sub-contractors, contractual workers etc. engaged in project life cycle.

The mode of receipt of grievances coming from internal stakeholder of the project shall be the following:

- Face to face/Walk in;
- In written form through suggestion boxes set up at toll plazas or at construction sites; and
- Through a toll free phone line or through direct calls to concerned officials, as set up by project.

### 5.4.1 Grievance Receipt and Recording

An acknowledgement shall be sent to the aggrieved, either on the spot, or through mail. CH shall maintain records of all grievances received as part of Grievance management process, in the form of a tracker, along with date of receipt of Grievance, nature and details of Grievance, concerned department or personnel linked to Grievances, resolution details and date of closure. Additionally provision of communication of resolution to the aggrieved shall also be maintained by CH, during project lifecycle. The format to be used for recording of grievances is presented below.

GRIEVANCE REGISTRATION FOR EXTERNAL STAKEHOLDERS		
Case No.:	Date:	
Name:		
District:	Village:	
Contact number:		
Details of grievance:		
Name of person recording the grievance:		
Designation of recording person:		
Proposed date of response:		
Signature of the recording person		Signature of complainant
Date of Resolution :		
Decision of the GRC (give full details):		
Complainant accepts the outcome:	Accepted	Not accepted
Signature of the complainant		
Signature of the GRM Officer		

Additionally, the format to be used for an external Grievance Tracker is provided below.

**Table 1 Format for Grievance Tracker**

S. No	Date	Individual Name	Department / SPD/ Contractor	Medium of Communication	Details of Issue	Grievance within Scope	Investigation Requirement	Concerned Department	Timeline for Closing Grievance	Present Status	Remarks

### 5.4.2 Grievance Resolution and Closure

The GRC will organize through GRM Officer an inspection/review of the grievance received, to check the validity and severity of the grievance. The inspection will be undertaken in no later than seven

days of receiving the grievance. The assigned individual will work with immediate supervisors/ managers of the concerned department or contractors to investigate the problem and identify measures to resolve the grievance as appropriate, within 15 days. This could involve provision of information to clarify the situation, undertaking measures to remedy actual problems or compensate for any damage that has been caused. Where a grievance is found to be not a real problem a clear explanation will be provided to the complainant.

A formal response detailing how the grievance has been resolved shall be provided to each complainant once a resolution is reached. Where resolution is delayed the complainant will be provided with regular updates on progress.

Once a resolution is decided and agreed upon internally, it is communicated to the aggrieved. If the GRC along with the concerned department head are not able to resolve the grievance adequately within 15 days, the same may be escalated to higher management of the project.

## **5.5 Monitoring and Evaluation**

Like the other project components, the GRM shall be regularly monitored to ensure that the stakeholders are having no or limited issues with the project and in case there are concerns, they are being adequately addressed as per the mandate. In order to keep track on the effectiveness of GRM, it is the responsibility of the Project Company's Environment and Social team to compile and maintain database on grievances for periodic review. The mechanism shall be based on two components, internal monitoring and reporting and external monitoring and reporting which shall run simultaneously. Mostly this shall be aligned with simultaneous process monitoring rather than doing it separately all the time.

## **5.6 Budgeting**

Project proponent shall ensure adequate budgeting and resource allocation for implementing the GRM.

## **APPENDIX F      GENDER ACTION PLAN**

## 6. GENDER ACTION PLAN

### 6.1 Background

This gender assessment intends to outline the gender situation in the Study Area and specifically in the Project villages. It also aims to identify the socio-cultural factors contributing to the gender issues that are relevant to the project, to analyse and evaluate the potential gender mainstreaming opportunities that can be adopted by the project during the course of its operation. This gender assessment is largely based upon the stakeholder consultations conducted by ERM during site visit in the month of July-September 2021, supported by Census 2011, and relevant secondary literature, which assists in presenting the current social context in the area.

A recent report<sup>3</sup> suggests that only when accompanied by key complementary interventions can infrastructure projects investing in highways, road corridors etc. help women seize better economic opportunities at acceptable risks. Some interventions may include improving women's access to finance and skills, as well as more general improvements in the functioning of local land markets and public governance. There is lack of academic and policy literature that analyses impacts of highways on the life of women who live in settlements along these roads. The Gender Action Plan for 126.600 km long road from Ghaziabad to Aligarh, which together with a realignment of 9.285 km bypass road connecting the upcoming super thermal power plant at Khurja (hereinafter referred to as "Project" or "Project Road"), identifies range of social and economic impacts, both beneficial and negative, and proposes appropriate action plan.

### 6.2 Legal Regulations supporting Gender Mainstreaming in India

There are various constitutional and legal provisions for gender equality and women's empowerment that the Government of India has charted. Some of the key initiatives are enlisted below.

- Principles of Gender Equality are enshrined in the Indian Constitution;
- The Indian Constitution not only grants equality to women but also empowers the State to adopt positive discrimination in favour of women;
- In terms of Legal Provisions, the crimes directed specifically against women are characterised as Crimes against women and identified under Indian Penal Code.

The Indian regulations focussing on Gender aspects in India have been given below:

- **Equal Remuneration Act, 1973** provides for payment of equal remuneration to men and women workers for the same work of similar nature without any discrimination. In order to ensure social security to the workers including women in the unorganised sector, the Government has enacted the Unorganised Workers' Social Security Act 2008.
- **The Maternity Benefit Act, 1961** and **The Maternity Benefit (Amendment) Act, 2017** regulate employment of women in certain establishments for a certain period (26 weeks) before and after childbirth and provides for maternity and other benefits.
- **The Sexual Harassment of Women at Workplace (Prevention, Prohibition and Redressal) Act (POSH), 2013** has been enacted, which covers all women, irrespective of their age or employment status and protect them against sexual harassment at all workplaces in both public and private sector, whether organised or unorganised.

Additionally, India has also ratified various international conventions and human rights instruments committing to secure equal rights of women. Key among them is the ratification of the Convention on Elimination of All Forms of Discrimination against Women (CEDAW) in 1993.

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<sup>3</sup> <https://openknowledge.worldbank.org/bitstream/handle/10986/28882/9781464812156.pdf>

## 6.3 Status of women in the Project villages

As per census of India, 2011, the sex ratio at birth (912 girls to 1,000 boys) in Uttar Pradesh has increased just by one percentage point in the past years and it continues to be far lower than the national average of 943 (2011-13).

Further, the overall literacy rate for those ages seven and above has improved over the past decade in Uttar Pradesh but continues to be far below the national average of 74% (Census of India, 2011). The difference between the 67% literacy rate of men and the 57% rate of women in the state is high, when compared to the national average which for men is 82% and for women 65%.

The state has a negative sex ratio, especially among the lower age cohorts. Studies have brought out that this may be as female foetuses are likely to be targeted for the illegal practise of sex selective abortions<sup>4</sup>, Females have low literacy rates, lowest mean age of females at marriage, high maternal mortality rate, have the longest reproductive spans, and the most crimes committed against them<sup>5</sup> and are least likely to be employed in the workforce<sup>6</sup>.

The situation in most of the project villages is either similar to the state or worse than the state. The overall sex ratio in the Project villages in the Aol (884 females per 1000 males) is much lower than the state of Uttar Pradesh. The reasons behind the negative sex ratio are likely to be along the lines stated above.

### 6.3.1 Gender and Literacy

The gender disparity in literacy in the Project Aol, is reflected in section 5.1.4 and 5.1.6 in ESIA report, the overall literacy rate of the Project villages is 70.71 %, whereas the female literacy rate is approximately 60.08 % for 2011.

Consultations with staff of government primary secondary and senior secondary schools, in Project villages: Bilsuri, Bhakri Khans, Badalpur and, Bhisli villages brought out that they have witnessed lower school dropouts and higher female enrolment in the past one decade due to better access to schools in terms of distance, improvement in education policy<sup>7</sup> and free education for students, better student-teacher ratio, provision of sanitation facilities etc. Reportedly, the dropout rate for females was lower than males at the primary and secondary level in these villages. It was reported by women that school education is now extremely important for their children, that even if middle school is more than 5-10 kms, they are willing to send their girls. However, the same does not apply to girls pursuing higher studies after school, especially for women from Yadav, Rajput and Gujjar social groups.

It was observed in various villages, and clearly reported in Beel Akbarpur and Badalpur village (Gautam Budh nagar) that the caste plays a major factor that deters school education for children coming from marginalised communities. Reportedly, more than 50% of children from SC community drop out of school in these villages. The primary school teachers in these villages reported that female enrolment ratio for scheduled castes has always been low.

Further, women in Beelakbarpur(Gautam Budh Nagar district) , Khalsiya Chuharpur (Bulandshahar district), Ishanpur and Gangarua (Aligarh district) villages reported as the pandemic has increased poverty, reversed migration and job losses, they are witnessing that girls are dropping out of school as schools remained closed. As a result, they are either pushed towards paid and unpaid labour or becoming victims of child marriage.

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<sup>4</sup> [https://www.thelancet.com/journals/lancet/article/PIIS0140-6736\(20\)30677-2/fulltext](https://www.thelancet.com/journals/lancet/article/PIIS0140-6736(20)30677-2/fulltext). Accessed on 22.09.2021

<sup>5</sup> <https://ncrb.gov.in/StatPublications/CII/CII2014/Table%205.2.pdf> Accessed on 22.09.2021

<sup>6</sup> [http://mospi.nic.in/sites/default/files/publication\\_reports/Quarterly\\_Bulletin\\_PLFS\\_October\\_December\\_2020L2.pdf](http://mospi.nic.in/sites/default/files/publication_reports/Quarterly_Bulletin_PLFS_October_December_2020L2.pdf) Accessed on 22.09.2021

<sup>7</sup> Right to education was legislated in India in 2009.

In addition, it was also reported that there is lack of transparency in providing the mid-day meal, and children do not receive food at home, during the period of the Covid 19 Pandemic related closure. Therefore, they have started to support their parents financially, to manage their food requirements.

### 6.3.2 Gender and Livelihoods

Gender division of labour is basically perceived in development as a progression, where women and men perform individual roles in various activities and work, away from biological imperative of biological reproduction<sup>8</sup>, this work is appreciated, recognized differently, and usually not favoring women, and results in keeping them away from decision making or power. Given this traditional gender division of labour, women are principally responsible for immense unpaid reproductive work such as child care, but also elder care, cooking and keeping house etc. Women in Project villages, in keeping with the normative division of labour described above, were observed and reported to be engaged in unpaid work such as household chores, child and elder care taking etc. The same is shown in table 5.7<sup>9</sup> of the ESIA report, where women engaged as main workers stands at 6.87 %, substantially lower than males, who account for 41.29 %.

The occupational profile of the community is detailed in **Section 5.1.8**<sup>10</sup> in ESIA report, as per the consultation with women in Project villages, it was observed and reported that even though the overall education status has improved in the Project villages; this has not led to increase in women's participation in the workforce. Majority of women who are engaged in paid work it is mostly working in farm based activities, factories, construction work, and to a limited degree in the service sector jobs or self-employment (salons, petty shops etc) in both rural and urban areas. This is due to either distance of workplace from their home, availability of safe, round the clock transportation, and above all patriarchal societal norms of the family. For example in Badalpur, it was reported that there are no Angawadis in the village to take care of young children. Therefore, some women have to stay home all day to take care of their children, and do not join the workforce.

It was reported that in the past decade, their engagement in farming or farm based wage work has also reduced significantly. This is mainly due to reduction in landholding or loss of land due to government-led land acquisitions. The acquisition of large tracts of agriculture land by Greater NOIDA authority, rice mills and real estate developers in Gautam Budh Nagar district has led to less than 10 percent women working in their own farms and are now, only engaged in household work. In other districts, this trend was more apparent in villages adjacent to the main highway such as Daryapur, Accheja, Palla Sallu, Bhakri Khans across the Project road. Further, women of Schedule Caste category other backward castes and BPL families (overlapping categories), who used to work as agricultural labourers have now either become unemployed or have started working as construction labourers. It was observed in various Project village that overall, the improvement of roads in the area has helped women switch from farm-work to regular-wage employment but, on average, this has not led to new adequately paying jobs for women.

Agriculture-based wage work still remains the main source of livelihood for women in these villages, as men are preferred over women in construction work. In non-farm based activities, they receive wages between INR 350-400 per day, in comparison to men who receive INR 500-800 per day. In agriculture, they receive wages between INR 250-300 per day and men receive INR 400-450 per day.

In general men have more diversified livelihood options, and are employed as drivers, owners/workers in hotel/dhabas, workers in shops, mechanics, electricians, etc. as compared to women.

Engagement in work is strongly influenced by caste and economic status in most of the villages such as Badalpur, Achheja, Bilsuri, Bhakri Khas where women from Yadav, Gujjar and Rajput families, even if they complete their education, are not permitted by their families to work in any factory, service sector or even government jobs.

<sup>8</sup> Jackson, C. (1998). MEN'S WORK, MASCULINITIES & GENDER DIVISIONS OF LABOUR. Journal of development studies.

<sup>9</sup> Working propulsion in the Project Aol

<sup>10</sup> Occupation and Livelihoods

However, it was reported by young women that this trend is gradually changing and women have now started taking up jobs. It was also reported in Badalpur and Chappraula village of Gautam Budh Nagar district, that majority of women from higher income group families have started to migrate to Delhi, NOIDA or Ghaziabad for higher studies, and better economic opportunities. However, this trend was mainly reported in these two villages due to their proximity to Delhi and other satellite towns, and being per-urban settlements.

Majority of women who have completed their graduation or higher studies, remain unemployed due to family norms/restrictions on migrating to nearby cities. Therefore, lack of employment remains a major challenge for women.

There are no active NGOs in any of the project villages, however, it was reported in the Uchhagaon village, that National Thermal Power Corporation Limited (NTPC) which has acquired the land for the Super Thermal Power Plant, is providing skill development training to young girls and women along with formal certification, upon completion of successful training. Women reported that they received computer training course and language courses, while married women mostly received training in tailoring. However, it was also reported that most of them were unable to participate as they had to complete their household chores and the timing clashed with the training hours. The women suggested that the training should take place in the afternoon, when they have couple of hours to spare. They also suggested, if along with this they would like to work as home-based workers, where they could learn and earn at the same time, such as home-based garment producers and making agarbatti, tailoring, sewing, cutting, *papad* making, and so on.

### **6.3.3 Access to Resources, Ownership and Political representation**

As discussed in **section Error! Reference source not found.**, private land ownership varied on an average between 1- 2.5 acres (i.e. 0.4- 1 hectares)/ household across the Project villages. This variation depended on caste and community segregation. As per FGD with community at large, it was understood that landholding has either reduced significantly or households have become landless either due to government led acquisition or they have willingly sold land to private developers as land values increased resulting from urbanisation and/or proximity to a major National Highway. This trend was more apparent in Gautam Budh Nagar that is urbanising more rapidly due to its proximity to the NCR and the development of several industrial and logistics sector projects.

The FGD with women indicates that most private land or asset ownership in Project villages, is in the name of male members of the household. The legal provisions for inheritance of agricultural and other land has a history of discriminating against women despite the nationwide extension of Hindu Succession Amendment Act (HSAA) main provision in 2005. The situation in Project villages is not very different and few women possess land title ownership.

#### **6.3.3.1 Household Decision Making**

Although, most of women in Project village reported that all the household decisions are taken based on mutual agreement between men and women, it was also stated that most women cannot take an independent decision to spend their own income without consulting the male member of the family. The same does not hold true for male members.

Most Project villages have Self Help Groups (SHGs) which encourage microfinance activities amongst women. These SHGs are formed with a primary objective of encouraging the culture of saving among women. It was reported during women's consultations that majority of women have a separate bank account and access to banking and bank accounts. They do not access it frequently, and these are mainly accessed and controlled by male members.

### 6.3.4 Gender and Safety

#### Sexual Harassment

According to secondary research, In India approximately 75% of women were harassed on the streets and 19% at bus stops. Further, 25% (1/4) are subjected to harassment on a daily or weekly basis. The kinds of harassment included being stared at, receiving lewd comments, being stalked, and even being flashed at<sup>11</sup>. According to a report by National Crime Bureau, 38,467 crimes against women were registered in UP—one every 15 minutes<sup>12</sup>. The report also mention that these are likely low rates due to low reporting of cases and fudged statistics.

The situation in Project villages is reported be similar; it was also reported by women in Bhakri Khans, Bidha Nagar, Gabhana, Daryapur that as their villages are adjacent to the highway and are densely populated, they have faced safety issues such as offensive/abusive remarks from speeding truck drivers when women are crossing the road. For these reasons, women report feeling unsafe while crossing the road after dark due to lack of street lights and, also state that the high rate of accidents due to lack of traffic management is a deterrent to their movement.

#### Accidents

During consultation with local communities and Sarpanch's at village level it was understood that safety from road accidents has been a major concern for them. The local community cited multiple incidences of road accidents, hit and run incidents - all cases of vehicle-pedestrian conflicts.

The local community during consultations also expressed their apprehension about increase in road accidents as there are no pedestrian over-bridges for road crossing and increase in moving traffic would create greater risk for resident pedestrians. Furthermore, the women suggested during FGD that installation of functioning streetlights on the road along with the provision of a bus stop, and the facility of a GRM number where locals may report their concerns/ issues about the road maintenance, a proper traffic management plan is required to address their problems

### 6.3.5 Access to Healthcare

According to Figure 5.10<sup>13</sup> of ESIA report, there are 6 (six) community health centres and 4 (four) primary health centres in project villages. There are also other health facilities such as 8 (eight) primary health sub centres, 12 (twelve) maternity and child welfare centres, 9 (nine) dispensaries, twelve (12) veterinary hospitals, 7 (seven) family welfare centres, and 147 (one hundred seven) Anganwadi centres.

It was reported during the FGD in Dariyapur, Bilsuri, Bharki Khas, and Pallasallu & Nagaliya village, that although there are no major health issues in the area, the non-functioning and open drainage has lead to major seasonal outbreak of malaria, dengue, especially amongst children. Even though there are government hospitals available, there is lack of infrastructure in terms of patient- bed ratio and a very skewed doctor-patient ratio. Families who are able to afford, prefer going to private hospitals in Ghaziabad and Noida.

#### 6.3.5.1 Reproductive Health

As per census of India, 2011, women in UP have India's longest reproductive spans: ten years. Since higher reproductive spans correlate with higher fertility rates, UP women also bear the most children of any state, 4.14.

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<sup>11</sup> <https://www.thequint.com/voices/opinion/gender-based-violence-crimes-against-women-ncrb-data-india-public-spaces-roads-safety-concerns#read-more>

<sup>12</sup> <https://thewire.in/politics/uttar-pradesh-bihar-rajasthan-worst-states-for-women-ik-catching-up>

<sup>13</sup> Availability of health facilities in the AOI

It was observed in all project villages, that the women were bearing on average 3-4 children, hence a higher fertility rate. Women in villages such as Badalpur, Bilsuri, Accheja, Bhakri Khas reported that they face issues such as increased back pains, anaemia and overall decrease in energy levels, after giving birth to more than 2 children, since this also increase their care giving responsibilities. However, there were no reports of lack of maternity or ambulance facility that are required during or after pregnancy.

It was also observed that the average births declined with an increase in education levels, as women who were literate reported to have 2 children or fewer.

## 6.4 Gender lensing of Socio-economic impacts of the project

The potential negative and positive impact from gender perspective are as follows:

- Impact on assets, and related economic effects due to impact on residential, commercial and residential cum commercial structures;
- Positive Impact due to short-term availability of Employment Opportunities (largely during construction stage) and some new employment creation during Operations phase;
- Positive impact due to increased traffic might lead to increased business and customers in the shops that remain, and may create opportunities to open more shops to cater to the needs of the road-users;
- Community Health and Safety related impacts: Women and girls are disproportionately at risk in terms of safety especially in settlements that are on either side of the road (requiring road-crossing to access facilities) near the parking lots and clusters of small shops and restaurant for truck drivers and other moving traffic in the road- this risk is likely to increase, if not mitigated or managed;
- Gender based violence though not expressed in much detail during the consultations does pose risks given the context of overall factors such as women's exclusion in key decision making in the family, lower educational attainment, rising cases of child marriages, girls dropping out of school, and lower female worker participation rates. Instances of harassment of women when they are crossing the highway, or walking along it were brought up in several discussions. Gender-Based Violence and Harassment (GBVH) can also increase if there is a large influx of male workers from other states or other parts of Uttar Pradesh. Such workers often come without their families and have large disposable incomes relative to the local community, and can pose a risk in terms of sexual harassment, gender-based-violence etc. These risks are higher where workers come into close contact with the local community, for example on access routes or when living in close proximity.

The detailed Gender Action Plan has been devised for implementation of the action items identified, which is presented in **Table 1** below. This Gender Action Plan shall, also guide the mitigation measures that will be derived on Gender aspects during RAP and LEP implementation and will be described in that document.

**Table 1 Gender Action Plan**

Action Items	Timeline	Responsibility	Means of Verification for achievement of Targets	Potential Risk in achievement of Targets	Risk Mitigating Measures
<b>Economic and Physical displacement due to clearing of land for six laning</b>					
<ul style="list-style-type: none"> <li>Ensure that men and women in the project-affected households are informed , in advance and disclosure meetings, include women, when discussing about the structure/asset being affected by the project.</li> </ul>	Before the construction of the Project	Cube Highways and the RAP-LEP implementation agency, reporting to CH	<ul style="list-style-type: none"> <li>Meeting with women groups from impacted households</li> <li>Participation of woem in disclosure and other meetings</li> </ul>	Participation of women from impacted households	<ul style="list-style-type: none"> <li>Disclosure of timelines through group meetings, regarding removal/impact of the structures/assets to women and men from impacted households;</li> <li>Access to Grievance Redressal Mechanism</li> </ul>
<ul style="list-style-type: none"> <li>Ensure that women headed households are part of LEP-RAP, and are aware about their entitlements and the process of compensation.</li> </ul>	Before the construction of the Project	Cube Highways and the RAP-LEP implementation agency, reporting to CH	<ul style="list-style-type: none"> <li>Face-to face meeting with women from impacted households</li> <li>RAP-LRP implementation</li> </ul>	Participation of women from impacted households	<ul style="list-style-type: none"> <li>Access to Grievance Redressal Mechanism;</li> <li>Involvement of all women headed households in RAP-LEP disclosures and delivery</li> </ul>
<ul style="list-style-type: none"> <li>Cash compensation related to resettlement and rehabilitation should be given in a joint bank account with the spouse, if feasible</li> </ul>	Before the construction of the Project	Cube Highways and the RAP-LEP implementation agency, reporting to CH	<ul style="list-style-type: none"> <li>Transfer of compensation in the joint bank account</li> </ul>	There might be an existing bank account with single user's name and the key member of the family may be reluctant to make the changes	<ul style="list-style-type: none"> <li>Put across this requirement during the initial stages of RAP-LEP disclosure.</li> <li>Require the presence of the spouse at the time of hand-over of the cheque or compensation agreement papers.</li> </ul>
<ul style="list-style-type: none"> <li>Physically displaced Lohar households-advance intimation, participation of women in resettlement site</li> </ul>	Before the construction of the Project	Cube Highways and the RAP-LEP implementation agency, reporting to CH	<ul style="list-style-type: none"> <li>Face-to face meeting with women from impacted households</li> <li>RAP-LRP implementation</li> </ul>	Participation of women from impacted households	<ul style="list-style-type: none"> <li>Disclosure of timelines through group meetings, regarding removal/impact of the structures/assets to women and men from lohar households;</li> <li>Access to Grievance Redressal Mechanism</li> </ul>

Action Items	Timeline	Responsibility	Means of Verification for achievement of Targets	Potential Risk in achievement of Targets	Risk Mitigating Measures
					<ul style="list-style-type: none"> <li>Involvement of all women headed households in RAP-LEP disclosures and delivery</li> </ul>
<b>LEP implementation</b>					
<ul style="list-style-type: none"> <li>The areas/themes for enterprise may be selected or suggested based on the interest and past experience of women;</li> <li>To train women who show potential for semi-skilled jobs;</li> <li>Identify women with potential and interest in establishing home based enterprises;</li> <li>Collaborate with NGOs and training institute to train women to run home based enterprises; <ul style="list-style-type: none"> <li>Identification of local SHGs who can be trained further to take up entrepreneurship activities quarterly training for SHGs on developing entrepreneurship models.</li> </ul> </li> </ul>	LEP implementation, before construction, or as agreed	CH	<ul style="list-style-type: none"> <li>Training records-minutes and photographs</li> <li>Provide certificate in order of completion of the training course;</li> <li>Six month progress report- CSR/Social impact assessment report; <ul style="list-style-type: none"> <li></li> </ul> </li> </ul>	Women likely to show resistance in their participation in a development training skill programs due to their commitments towards household's chores and restriction at home	<ul style="list-style-type: none"> <li>Advertisements for job vacancies for women should be posted at key locations near the project area, comprising bus stops, Government schools, Government hospitals, dispensaries, etc.;</li> <li>Talk about the potential job opportunities for women during community consultations and get a feedback on the women with required key skills that are interested.</li> <li>The frequent meetings and discussions with family members informing them about them about the job opportunities.</li> <li>Create awareness generation measures to encourage families to support women to take up such initiatives be it jobs in the project or entrepreneurial activities.</li> </ul>
<b>Employment related impacts</b>					

Action Items	Timeline	Responsibility	Means of Verification for achievement of Targets	Potential Risk in achievement of Targets	Risk Mitigating Measures
<ul style="list-style-type: none"> <li>■ During planning and construction phases, all community consultations shall have a target of at least 50% female participation; or, women focused consultations in all the Project Villages of Gram Panchayats to ensure that women are not only involved and aware but also have the opportunity to participate in decision-making;</li> <li>■ Organize separate women consultations or FGD with women's groups to understand their perspective, if the women do not express opinions as part of larger mixed groups</li> </ul>	Ongoing till operation phase	CH, EPC contractor representative (during the construction phase) GAEPL team, reporting to CH (operations phase)	<ul style="list-style-type: none"> <li>■ Sex disaggregated data of attendees shall be documented in records of Stakeholder Consultations;</li> <li>■ Photo documentation and signatures of attendees;</li> </ul>	<ul style="list-style-type: none"> <li>■ Reduced participation of women due to socio cultural norms;</li> <li>■ Silent presence of women during consultations due to cultural norms of women not speaking up in a village gathering in front of men.</li> </ul>	<ul style="list-style-type: none"> <li>■ Organize separate women consultations or FGD with women's groups to understand their perspective</li> <li>■ Require sign-off on key information disclosure, and community decisions through the construction phase</li> </ul>
<ul style="list-style-type: none"> <li>■ To ensure recruitment and labour working condition as labour policies and regulations mentioned in Applicable Reference Framework;</li> <li>■ Ensure that the contract agreements with contractors contains clauses on encouraging contractors to hire at least 20% women as staff and workers for the project</li> <li>■ Also, ensure equal pay for women for same nature of work as added as clauses in the contract agreements for the contractors.</li> </ul>	Within 3 months from Plan implementation, up to completion of construction related activities	CH and GAEPL team	<ul style="list-style-type: none"> <li>■ Employment contract letter for verification of employment opportunity. Labour and recruitment policies;</li> <li>■ Labour audit reports;</li> <li>■ Employees' record such as pay slip;</li> <li>■ Records of grievances registered;</li> <li>■ Review of sex disaggregated pay sheet records of each month; and</li> </ul>	Contractor considers difficult to recruit women as workers because of unconscious gender bias, lack of adequate training, to overall perceptions of women working	<ul style="list-style-type: none"> <li>■ Advertisements for job vacancies for women should be posted at key locations near the project area, comprising bus stops, Government schools, Government hospitals, dispensaries, etc;</li> <li>■ Talk about the potential job opportunities for women during community consultations and get a feedback on the women with required key skills that are interested.</li> </ul>

Action Items	Timeline	Responsibility	Means of Verification for achievement of Targets	Potential Risk in achievement of Targets	Risk Mitigating Measures
			<ul style="list-style-type: none"> <li>■ Cross verification of the select workers on periodic basis.</li> </ul>		
<b>Safety, Security and Gender Based Violence concern at work</b>					
<ul style="list-style-type: none"> <li>■ Ensure provision of proper labour camp at construction site to reduce interphase of construction labours with community, especially women to avoid any GBVH</li> </ul>	Construction phase	CH	Number of safety and security related complaints registered with Grievance Redressal Committee	NA	<ul style="list-style-type: none"> <li>■ Include these provisions as part of contract agreements with contractors to set expectations initially</li> </ul>
<ul style="list-style-type: none"> <li>■ Contractor shall provide safety gear and protective equipment (ensure proper sizing, as appropriate) to keep both men and women workers safe on the job</li> </ul>	Construction and Operation phase	CH along with Contractors	Visual observations/ audits	Contractor may site financial constraints	<ul style="list-style-type: none"> <li>■ Include these provisions as part of contract agreements with contractors to set expectations initially</li> </ul>
<ul style="list-style-type: none"> <li>■ Provide segregated toilet and sanitation facilities for men and women with reliable water supply, proper lock and lighting.</li> </ul>	Construction and Operation phase	CH along with Contractors	Site visits and site maps should include separate male and female toilets	Contractor may site financial or logistical constraints	<ul style="list-style-type: none"> <li>■ Include these provisions as part of contract agreements with contractors to set expectations initially</li> </ul>
<ul style="list-style-type: none"> <li>■ Collaborate with road safety training institutions to provide technical training to workers (both men and women) who are involved in roadwork for example working on median or on road maintenance work</li> </ul>	Project life cycle ( construction and operational phase)	CH	<ul style="list-style-type: none"> <li>■ Site visit and photo documentation;</li> <li>■ Training records-minutes and photographs</li> <li>■ Pamphlets</li> <li>■ Brochures</li> <li>■ Monthly progress report</li> </ul>	The recommendations for infrastructure improvements may not be implemented owing to design constraints imposed by the NHAI for the technical team.	<ul style="list-style-type: none"> <li>■</li> </ul>
<ul style="list-style-type: none"> <li>■ The staff and workers recruited for the project, including the EPC and O&amp;M contractors and their sub-contractors shall undergo periodic trainings</li> </ul>	Start of Construction phase activities and ongoing on monthly basis	CH along with Contractors	<ul style="list-style-type: none"> <li>■ Records of Trainings in terms of number of staff and workers trained in each session;</li> <li>■ Photo documentation of training session</li> </ul>	None foreseen	<ul style="list-style-type: none"> <li>■ Not Applicable</li> </ul>

Action Items	Timeline	Responsibility	Means of Verification for achievement of Targets	Potential Risk in achievement of Targets	Risk Mitigating Measures
<p>on Prevention of Sexual Harassment as per the corporate POSH policy of the project (developed by CH), which will be applicable for the project.</p> <ul style="list-style-type: none"> <li>Additionally train the staff and workers on provisions of GRM that are applicable for them and ways to use the GRM for the project</li> </ul>					
<ul style="list-style-type: none"> <li>Ensure that a crèche is established if the women engaged at the project are 50 or more, as per provisions of Maternity Benefit (Amendment) Act, 2017</li> </ul>	Prior to commencement of construction activities and ongoing till completion of construction	CH along with Contractors	Physical verification	Contractor may site financial or logistical constraints	<ul style="list-style-type: none"> <li>Include these provisions as part of contract agreements with contractors to set expectations initially</li> </ul>
<ul style="list-style-type: none"> <li>Since migrant workforce is expected during the construction phase, frequent sensitizing sessions for entire workforce to reinforce a safe behaviour on and around the site.</li> </ul>	Prior to commencement of construction activities and ongoing till completion of construction	CH along with Contractors	Physical verification	None foreseen	<ul style="list-style-type: none"> <li>Labour policies highlighting adequate working conditions</li> </ul>
<b>Safety and Gender Based Violence risk for local population</b>					
<ul style="list-style-type: none"> <li>Ensure functional street lights on the road, especially around bus stops;</li> <li>Follow IRD 55 for safe pedestrian facilities (Consider Provision of underpass or overhead bridge to reduce the frequency of accidents,</li> </ul>	Project life cycle ( construction and operational phase)	CH	<ul style="list-style-type: none"> <li>Site visit and photo documentation;</li> <li>Training records-minutes and photographs</li> <li>Record of accidents including non-fatal cases, segregated by category gender, and</li> </ul>	The recommendations for infrastructure improvements may not be implemented owing to design /financial constraints by NHAI/ CH	<ul style="list-style-type: none"> <li>Create road safety awareness among the women through community meeting, which to be held on frequent basis with the objective to encourage women to follow road safety measures such as wearing helmet, avoid crossing busy road.</li> </ul>

Action Items	Timeline	Responsibility	Means of Verification for achievement of Targets	Potential Risk in achievement of Targets	Risk Mitigating Measures
<p>based on traffic, or other measures such as Pelican crossing, pedestrian crossing monitors during morning and evening coinciding with school timings);</p> <ul style="list-style-type: none"> <li>■ Provide Toll-Free Helpline number/ GRM number for the road user and for nearby community, where they can raise their concern/ issues towards the road project.</li> <li>■ Ensure to install the road safety sign on the appropriate black spots on project road to reduce the number of car accidents.</li> <li>■ Raise awareness about road safety among women and children through a road safety programme that includes community meeting, street plays, pamphlet distribution, and school-based seminars.</li> </ul>			<p>for children, especially for pedestrian vehicular conflicts</p> <ul style="list-style-type: none"> <li>■ Brochures</li> <li>■ Monthly progress report</li> </ul>		

## **APPENDIX G      TRAFFIC SAFETY MANAGEMENT PLAN**

## 7. TRAFFIC SAFETY MANAGEMENT PLAN

### 7.1 Introduction

Road traffic control involves directing vehicular and pedestrian traffic around a construction zone, accident or other road disruption, thus ensuring the safety of emergency response teams, construction workers and the general public. This plan gives detailed guideline for traffic management and safety provisions related to handling of traffic during construction phase of the Project. However, this plan needs to be updated and customized based on the construction works being undertaken at specific road sections, taking into account following factors:

- Average Vehicular Traffic Density in peak and non-peak hours.
- Maximum width of lane required for construction during various activities.
- Number and types of junctions in the road.
- Availability of standard footpath and its location and dimensions.
- Change in the lane width if any and its location.
- Regulatory and advisory speed limits *etc.*

This plan is applicable for identifying and managing safety issues during diversion of traffic on existing highway, as well as on haul routes that will be used for transportation of construction material during widening. About 360 truck movements are anticipated throughout the construction period of 1-1.5 years. Prior to start of construction, a detailed transportation route map will be prepared by the Contractor and reviewed by Cube project team to ensure smooth traffic movement and least disturbance to community, as well as to ensure that health and safety issues are identified upfront and specific measures are implemented.

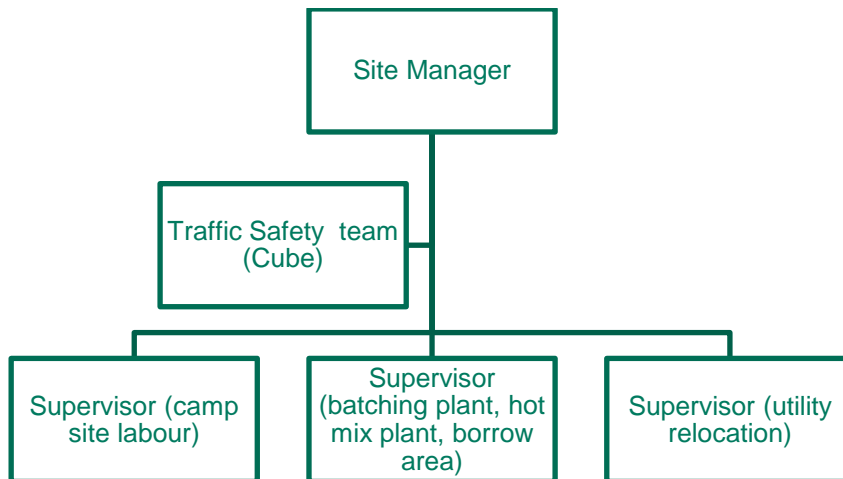
### 7.2 Potential Safety Hazards

There are several occupational safety hazards and community safety hazards during the traffic diversions and use of haul routes that will be implemented during construction works. These include, but not limited to:

- Collision of construction workers with external vehicles while working.
- Injury to Pedestrians and local community due to fall in excavated trenches, hit by construction equipment / vehicle or in case they use carriageway due to blockage / absence of footpath.
- Vehicular collisions due to improper traffic management between external vehicle and construction equipment / vehicle; between external vehicles; or between external vehicle with other stationery objects in the side of the road

It is important to identify these hazards during pre-construction phase and ensure the EPC Contractor has a well-defined and approved Traffic Control Plan, which is efficiently implemented during construction works at all sections of the project road.

### 7.3 Organogram for Traffic Safety Management (Construction phase)



There will be a supervisor identified at each campsite and borrow/construction area to manage activities pertaining to Traffic and other related issues, These supervisors will report to site managers identified for each site and shall also be monitored by the Traffic Safety team of Cube through periodic review of accident/incident reports as well as internal checks conducted by site managers.

Operational Phase road traffic will be managed by road safety engineers and will follow the IRC requirements. Project specific vehicles will be limited in numbers and shall be managed by the O&M team and subcontractors.

### 7.4 Recommended Management Measures

The EPC Contractor shall at all times carry out work on the road in manner creating least interference to the flow of traffic with the satisfactory execution. For all works involving improvements to the existing carriageway, the Contractor shall, provide and maintain, during execution of the work, a passage for traffic either along a part of the existing carriageway under widening, or along a temporary diversion constructed close to the alignment. The Contractor shall take prior approval of CH regarding traffic arrangements during construction.

#### 7.4.1 Provision of traffic control devices

- Following traffic control devices will be used to regulate the traffic in Road Construction Zones:
  - Road Signs
  - Delineators
  - Barricades
  - Cones
  - Pylons
  - Pavement markings
  - Flashing lights
- In case of divided carriageways, the Cautionary / Warning Signs should be provided both adjacent to the shoulder and on the central median so as to be visible from all lanes.
- Delineators will be provided which are devices or treatment which outlines the roadway or portion thereof. They include Safety Cones, Traffic Cylinders, Tapes, Drums, Painted lines, Raised Pavement Markers, Guide Posts, and Post-mounted Reflectors etc. They are used in

or adjacent to the roadway to control the flow of traffic. Delineators are basically driving aids and should not be regarded as a substitute for warning signs or barriers for out-of-control vehicles.

- **Guide Post:** They are intended to delineate the edges of the midway so as to guide drivers about the alignment ahead, particularly where it might be confusing. Guideposts can be of metal, concrete, cut stone, amber or plastic. The posts can be made of Circular, Rectangular or Triangular Cross-section but the side facing traffic should be at least 10 cm wide.
- **Drums:** Drums of height 800 mm to 1000 mm high and 300 mm in diameter can be used as either channelizing or warning devices. Both plastic and metallic drums (e.g. Bitumen drums) can be used for this purpose. Drums need to be filled up with earth or sand to increase its stability.
- **Safety Cones:** Safety cones are 500 mm, 750 mm and 1000 mm high and 300 mm to 500 mm in diameter. They are usually made of plastic, rubber, HDPE, PVC and have retro reflectors red and white bands. Safety cones would be displaced or blown unless their bases are anchored or loaded with ballast. This can be avoided by, using sand bag rings to provide increased stability, using heavier weighted cones, using cones with special weighted bases, doubling the cones to provide added weight.
- Barricades as per prescribed standards should be used at construction work sections.

#### **7.4.2 Provision of Traffic Personnel**

- Authorised personnel with good physical condition should be deputed as flagmen and will be responsible for public and workmen safety.
- Flagmen should be equipped with yellow helmet with green reflective sticker fixed around and reflective jacket along with hand signalling devices such as flags and sign paddles.
- Flagmen need to maintain the flow of traffic continuous past a work zone at relatively reduced speeds by suitably regulating the traffic. He shall stop the traffic for a short while whenever required (e.g. for entry and exit of construction equipment in to work zone).
- Flagman should be positioned in a place where he is clearly visible to approaching traffic and at a sufficient distance to enable the drivers to respond for his flagging instructions.
- The standard distance shall be maintained at 60 – 100 m but can be altered depending upon the approach speed and site conditions. In urban areas this distance shall be taken as 20 m to 50 m.

#### **7.4.3 Other Safe Practices for Managing Traffic**

- Traffic diversions shall be planned on existing lanes of the carriageway to the extent possible. In areas, where unpaved surfaces are required for diversion, proper mitigation measures such as dust suppression, tyre wetting, etc. shall be put in place.
  - Speed limits shall be maintained at less than 10 kmph at all unpaved areas
  - Traffic controllers shall be assigned to ensure that movement of traffic is restricted to identified / marked areas on unpaved ground.
  - Frequency of dust suppression should be managed as per the season, and increased during dry season.
  - In areas, where unpaved surfaces are required for diversion, proper mitigation measures such as dust suppression, tyre wetting, etc. shall be put in place.
  - In case of communities closer to the diverted areas, adequate consultations and discussions shall be taken to keep them informed and include their consent.

- Tyre washing shall be undertaken for all vehicles/ trucks moving out of the construction areas and unpaved areas.
- All traffic diversion routes and truck movement routes will be discussed by the EPC contractor with the local community and plan shall be communicated to them prior to implementation.
- The construction zone of road at which workmen will be working is the “work zone”. The space around the works area that will require storing tools, excavated material and other equipment is known as “working space”. It is also the space to allow workmen, movement and operation of equipment, (e.g. swing of jibs, excavator arms) to move around to do the job. Materials and equipment must not be placed in the zone either. Workmen will only need to enter the zone to maintain cones and other road sign.
- Various other zones will be maintained around the construction areas:
  - A safety zone of 50-100m along both sides of the construction area will be provided to protect workmen from the traffic and to protect from them.
  - Approach Transition zone - This will vary with the speed limit and the width of the works.
  - Longitudinal buffer zone: This is the length between the end of the lead-in taper of cones (T) and the working space. It will vary with the speed limit.
  - Lateral buffer zone: This is the width between the working space and moving traffic. It will vary with the speed. The lateral buffer zone safety clearance is measured from the outside edge of the working space to the bottom of conical sections of the cones on the side nearest to the traffic.
- During construction works at the existing carriageway, following measures shall be taken care of:
  - Approached diversion would be taken out of the works zone for the movement of construction supervision vehicles.
  - The construction zone shall be barricaded with standard barricade.
  - The ‘works traffic’ shall be governed by the location of base camp where workmanship less than 20, a flagman shall be kept for controlling traffic, public and workmen safety or more than 20 in addition to that a safety steward shall be kept for continuous monitoring to identify and removal of unsafe acts and conditions.
  - Where traffic and vehicles approaching particular junction are more than estimated, permission shall be sought for providing speed breaker at junction from local traffic police and road-authority.
  - Flag man shall be kept in the peak time provided with the traffic circle painted with red and white at the corner at a height of 500 mm, clearly visible to approaching traffic for a distance provided with white gloves and STOP, GO Paddle. And night time flagman should use LED Batons.
  - Spillage of earth / Gravel / Aggregates / Bituminous mix from the tipper shall be cleaned on regular basis and no spills on existing carriageway to be ensured.
  - One Flagman (refer flag man clause) shall be appointed at traffic coming side of the transition zone.
  - No personnel are allowed to come out of the safety zone, unless flagman guidance.
  - The colour, configuration, size and location of all traffic signs shall be in accordance with the code of practice for road sign.

- At the points where traffic is to deviate from its normal path (whether on temporary diversion or part width of the Carriageway) the lane width path for traffic shall be clearly marked with the aid of pavement markings, painted drums or a similar device. At night, the passage shall be delineated with lanterns or other suitable light source.
- One-way traffic operation shall be established whenever the traffic is to be passed over part of the carriageway inadequate for two-lane traffic. This shall be done with the help of temporary traffic signals or flagmen kept positioned on opposite sides during all hours. For regulation of traffic, the flagmen shall be equipped with red and green flags and lanterns/lights.
- On both sides, suitable regulatory / warnings signs shall be installed for the guidance of road users. On each approach, at least two signs shall be put up, one close to the point where transition of carriageway begins and the other 120 m away. The signs shall be of design and of reflectors type.
- Upon completion of the works for which the temporary traffic arrangements or diversions have been made, the Contractor shall remove all temporary installations and signs and reinstate all affected roads and other structures or installations to the conditions that existed before the work started.

#### **7.4.4 Maintenance of Diversions and Traffic Control Devices**

- Signs, lights, barriers and other traffic control devices, as well as the riding surface of diversion shall be maintained in a satisfactory condition till all construction works are complete. The temporary unpaved diversions shall be kept free of dust by frequent applications of water, if necessary.
- Safety jackets and helmets should be provided to all the workers/ Engineers working on the road.
- Fixed mobile solid barricades must be placed between the workmen and traffic or pedestrian and traffic.
- All the safety signs should be according to IRC: 67 and IRC: SP: 55: 2001

#### **7.4.5 Safety Measures during Use of Haul Routes**

- Unloading and loading protocols should be prepared for diesel, lubricants, oils, hydraulics and any other liquid construction material and workers trained to prevent/contain spills and leaks on haul routes.
- Vehicles/ trucks deployed for borrow material, sand and aggregate haulage shall be covered with tarpaulins to be spillage proof.
- Limit the number of heavy vehicles required for the Project to only those that are necessary in order to optimize the usage of haul routes and avoid planning for additional routes.
- In order to optimize the use of identified haul routes and to avoid interactions with community hotspots and hence risks of accidents, EPC contractor shall maintain safe distance of the proposed construction camps from schools, hospitals, etc.
- EPC Contractor shall take all necessary measures for the safety of transportation trucks and drivers during construction. EPC contractor shall provide, erect and maintain signs, marking, flags, lights and flagmen on the haul routes for ensuring free flow of material movement during construction. Movement of other community vehicles will be prohibited or controlled to the extent possible on identified haul routes during movement of material trucks.

- Emergency preparedness shall be discussed with the drivers of the raw material trucks and coordination to be maintained with the contractor, local police, and community in addressing emergency situations like vehicular accidents, release of oil and chemical spills.

#### **7.4.6 Information to be shared with Cube E&S team**

The below details will be shared by the EPC Contractor with Cube E&S team as part of their periodic reporting:

- Details of trainings imparted to drivers on monthly basis
- Accident/ Incident report pertaining to transportation
- Details of road safety trainings to other workers
- Deviation in Plan

## **APPENDIX H      ROADSIDE DRAIN MANAGEMENT PLAN**

## 8. ROADSIDE DRAIN MANAGEMENT PLAN

### 8.1 Introduction

Adequate drainage is a primary requirement for maintaining the structural soundness and functional efficiency of a road. Pavement structure including subgrade must be protected from any ingress of water; otherwise over a period of time it may weaken the subgrade by saturating it and cause distress in the pavement structure.

Also, proper drainage takes away the water from pavement surface quickly and reduces the chance of skidding of vehicles. Because of inadequate surface and sub-surface drainage, the structural stability of pavement is undermined by,

- Weakening of pavement structure and subgrade through infiltration of water from the top, and
- Erosion of shoulders, verges and embankment slopes caused by water running off the pavement.

A road equipped with a (proper) drainage system, will collect the water along the roads and remove it from the road body. This will protect the road surface and make the water available for productive use. Typically, the objective of road drainage systems is to preserve the roads and prevent runoff from interfering with road operations.

### 8.2 Potential Safety Hazards

- Water in the asphalt surface can lead to moisture damage to road structure
- Uncontrolled flooding and erosion that affects the road body, neighbouring land, and the environment.
- Road scour or erosion along road drains

### 8.3 Important factors to consider for designing a drainage system for a road

- i. Expected traffic, importance and configuration of the road (6-lane)
- ii. Sources of water which may reach the road from above, sides and below
- iii. Drainage catchment areas and existing drainage systems
- iv. Geology, hydrologic and hydro-geologic conditions in the surrounding area of the road
- v. Geometric characteristics of the road (alignment, profile and cross-section)
- vi. Presence of extreme gradients and cross slope, areas of excavation and land fill
- vii. Any limitations in and around the road which may affect the design of drainage system

### 8.4 Responsibility

The overall responsibility of managing the drainage lies with the planning team, the O&M team shall ensure that the drains are kept unblocked and cleaned throughout the year. Extensive cleaning of drains shall be conducted prior to monsoons to remove and kind of blockages under the supervision of EHS head of the O&M team.

### 8.5 Recommended management practices

#### a. Systematically collect and divert runoff

Adequately design system to effectively collect and divert all water of capacity sufficient to remove the peak runoff in time. The road-drainage system can consist of:

- Cut-off drains (that shield the road from uphill runoff);
- Side drains that channel the water along the road;
- Culverts, pipes, and bridges that take water across the road body; and
- Mitered (turn-out) drains that divert water to the land adjacent to the road.

The number and location of culverts and other cross-drainage structures along a road body are important to collect volume water, retain moisture, and control erosion and sedimentation.

**b. Disposing runoff in areas where it is used beneficially**

- The road drainage water should not be disposed of in areas where it creates damage or where it serves no useful purpose, but should be led to agricultural areas, tree plantations, rangeland, recharge areas, or ponds.
- It is also important that road drainage water (including the sediment and other particles it carries) is not directly discharged into streams where it will create turbidity and cause stream sedimentation.
- It is important to have adequate outlets from the road drainage system in order to distribute the water over a wide area rather than having it become too voluminous to handle from a limited number of outlet points.

**c. Having an adequate number of outlets from the drainage system**

It is important to have adequate outlets from the road drainage system in order to distribute the water over a wide area rather than having it become too voluminous to handle from a limited number of outlet points.

**d. Reduce the hydrological connectivity of the road network**

To keep hydrological connectivity low, it is important that the runoff collected from road drainage be diverted/distributed to vegetative bunds, pasture, or farmland and not allowed to quickly discharge in local streams and drains. This prevents the rapid build-up of flood peaks after rainfall in the watershed.

**e. Reducing silt load in drains to avoid blockage**

It is important to use silt traps in all drainage ditches. Also, need to ensure that stockpiles do not block surface runoff drains or natural drainage

## 8.6 Other preventive measures

- A road drainage system designed as per IRC: SP:42- 2014:
- It must allow for a minimum of disturbance of the natural drainage pattern.
- It must drain the surface and subsurface water away from the roadway and dissipate it in a way that prevents the excessive collection of water in unstable areas and subsequent downstream erosion.
- The depth of drain may be varying according to the storm water drainage characteristics and lead to the nearest discharge point.
- To avoid frequent damage to roads by digging roads for utility flow and crossing propose a conduit for utilities including optical cables as a part of road design.
- Utility ducts are designed with depth more than drainage for providing cross duct without obstructing the drainage flow.

- There should be an adequate number of culverts. If the number of cross-drainage points along a road is limited and natural drainage patterns are distorted, highly erosive runoff and flooding are likely to occur by concentrating runoff in a limited number of culverts.
- Culverts should be placed on drainage lines.
- Culverts should be installed close to productive land, storage ponds, and recharge areas and, when necessary, equipped with diversion canals to take the runoff water to benefitting areas and structures such as ponds or infiltration trenches.

## **APPENDIX I            OCCUPATIONAL HEALTH AND SAFETY PLAN**

## 9. OCCUPATIONAL HEALTH AND SAFETY PLAN

### 9.1 Construction Phase

#### 9.1.1 Health and Safety Provisions

The Contractor shall take all measures and precautions necessary to ensure the health, safety and welfare of all persons entitled to be on the site. Such precautions shall include those that, in the opinion of the Engineer, are reasonable to prevent unauthorized entry upon the site and to protect members of the public from any activities under the control of the Contractor. The Contractor's responsibilities shall include but not be limited to:

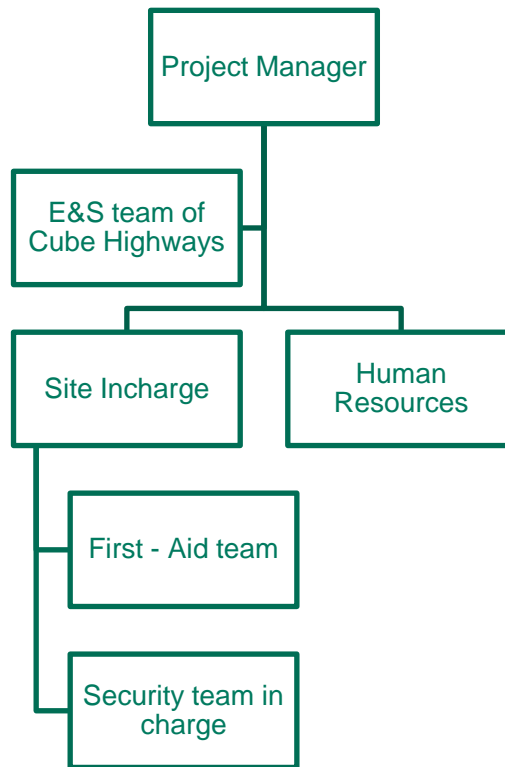
- The provision and maintenance of the Contractor's Equipment in a safe working condition and the adoption of methods of work that are safe and without risks to the health of any person entitled to be on the site.
- The execution of suitable arrangements for ensuring safety and absence of risks to health in connection with the use, handling, storage, transport and disposal of articles and substances,
- The provision of lighting, including standby facilities in the event of failure that, is adequate to ensure the safe execution of any works that are to be carried out at night.
- The provision of protective clothing and safety equipment, with such personnel and equipment and such information, instruction, training and supervision as the necessary to ensure the health and safety at work of all persons employed on or entering on the site in connection with the works, all in accordance with the laws.
- Near towns, villages and all frequented places, trenches and foundation pits shall be securely fenced provided with proper caution signs and marked with lights at night to avoid accidents. Contractor shall take adequate protective measures to see that the excavation operations do not affect or damage adjoining structures.
- The Contractor shall not use or generate any materials in the works, which are hazardous to the health of persons, animals or vegetation. Where it is necessary to use some substances, which can cause injury to the health or workers, the Contractor shall provide protective clothing or appliances to his workers.
- The Contractor will take all measures necessary to safeguard the health; safety and welfare of all persons entitled to be on site and will ensure that works are carried out in a safe and efficient manner.
- The Contractor will provide, and ensure the utilization of appropriate safety equipment for all workmen and staff employed directly or indirectly by the Contractor. Such safety equipment will include but not be limited to the safety harnesses, safety equipment for working over water, rescue equipment, fire extinguishers and first-aid equipment. The personnel working at vulnerable locations at site will wear safety helmets and strong footwear.
- The Contractor will provide an adequate number of latrines and other arrangements at areas of the site where work is in progress and ensure that they are regularly cleaned and maintained in a hygienic condition.

#### 9.1.2 Occupational Health and Safety Targets

- Cube Highways shall assign key KPIs values for the construction phase of the project
- The Safety targets shall be benchmarked against international practices
- These targets shall be reported quarterly

Report for the Month of :		PROJECT NAME :					PROJECT START DATE :					DATE :		
S.NO.	REQUIRED DATA	DETAILS OF CURRENT YEAR												
		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL / AVERAGE
1a	Average No. of Employees / Day of EPC													
1b	Average No. of Employees / Day of Contractors													
1	Average No. of Employees / Day of Total Employees (1a+1b)													
2	Man-hours worked during this month (MHW)													
3	Total safe man hours achieved													
4	No. of Fatalities (hospitalised)													
5	Lost Time Injury Cases (Absent due to injury)													
6a	Lost Work Days for Lost time injury (LTI)													
6b	Lost Work Days for Fatality													
7	Total Lost Work Days (6a+6b) = ML													
8	No. of First Aid Cases (FAC)													
9	No. of Fire Incident (FIRE)													
10	Environmental Incidents (EI)													
11	No. of Mock Drill conducted													
12a	No. of Training Programme													
12b	No. of Employees trained													
PREPARED BY : OHSE Coordinator		DATE :			CERTIFIED BY : EPC Head					DATE :				
Name and Signatures:					Name and Signatures:									
<p>Note : Manpower details are based on the records of Personnel Department and Manhours Worked details are not accurate but vary near to accuracy.</p> <p>: Man days lost for fatal &amp; for LTI cases on actuals.</p>														

### 9.1.3 Organisational structure (construction phase)



**Table 9.1 Roles and responsibility of various key personnel**

Role	Responsibility
Project Manager	<ul style="list-style-type: none"> <li>■ Overall administrative in-charge and will be final decision-making authority.</li> <li>■ To take decisions for providing Occupational safety equipment and services to employees after assessing their need.</li> <li>■ Ensure all designated person function their defined duty.</li> <li>■ Chair meetings for investigation.</li> </ul>
E&S Team of Cube Highways	<ul style="list-style-type: none"> <li>■ Shall take charge as in case Project Manager is not present at Site;</li> <li>■ Assist Project Manager in safety identification, management and decision making.</li> </ul>
Site In-charge	<ul style="list-style-type: none"> <li>■ Shall co-ordinate all activities</li> <li>■ All teams in-charges shall report to him</li> <li>■ Ensure frequent maintenance of equipment</li> <li>■ Enforcement of the use of such equipment</li> <li>■ Arrange for adequate trainings for all team members</li> <li>■ Co-ordinate with engineers and contractors to provide the necessary resources and utilities like water, power, lifting arrangement, electric supply cut-offs &amp; power isolation etc. Shut down of other operations;</li> <li>■ Lead all safety maintenance activities at the Site.</li> <li>■ He/She shall lead the incident investigation team after the incident is over as well as conduct regular safety meetings.</li> </ul>
Human Resources	<ul style="list-style-type: none"> <li>■ Training of workers in equipment use</li> <li>■ Provision of personal protective equipment and clothing</li> <li>■ Safety rules for workers and their enforcement</li> <li>■ Occupational Health &amp; Safety procedures and training</li> </ul>

Role	Responsibility
First aid team	<ul style="list-style-type: none"> <li>■ Shall make provisions to provide first aid to injured persons and safe keeping till medical assistance is provided.</li> <li>■ Inform Site In-charge of all developments and requirements regarding first aid;</li> <li>■ Inform medical assistance team about the latest situation and measures take so far.</li> </ul>
Security team In-charge	<ul style="list-style-type: none"> <li>■ Make provisions to gather and keep workers at the Safe and inform about injured, sick, missing workers to Site In-charge.</li> <li>■ Shall ensure no unauthorized entry to the site.</li> <li>■ Inform Site In-charge of all developments and requirements regarding security.</li> </ul>

#### 9.1.4 First Aid

- The provision and maintenance of suitably equipped and staffed first aid stations throughout the extent of the works. The Contractor shall be responsible for the costs of all such site welfare arrangements and requirements.
- Injuries might occur during the construction period. It is therefore pertinent to provide first aid facilities for all the construction workers. At construction camps and at all workplaces first aid equipment and trained first aiders (from amongst workers) must be provided.
- Adequate transport facilities for moving the injured persons to the nearest hospital must also be provided in ready to move condition.
- The first-aid units apart from an adequate supply of sterilized dressing material should contain other necessary appliances as per the regulatory requirements.

#### 9.1.5 House Keeping Practices

- Maintain washrooms and keep workers canteens clean
- Provide proper drainage and sewage facilities
- Keep all walkways clear and unobstructed at all times
- Ensure that no spillages of oil and grease occurs in the construction camp
- Stack raw materials and finished products clear of walkways or out of roads
- Do not leave tools on the floor or in any location where they can be easily dislodged
- Keep windows and light fittings clean
- Maintain the workplace floors dry and in a non-slippery condition
- Provide and maintain proper drainage system to prevent stagnant water.
- Use metal bins for oily and greasy rags and store all flammable materials in appropriate bins, racks or cabinets. Ensure that the bins for storing oily and grease rags should be covered with lids.
- Ensure that hazardous/dangerous chemicals are kept in the stores with the appropriate labeling, display of the material-safety-data-sheet (MSDS) and other precautionary measures
- Display 'no smoking' signs in areas with high fire risks such as paint stores, wood working areas, etc.

#### 9.1.6 Safe Layout in the Construction Camp

- Arrange perimeter fencing for construction plant
- Ensure good visibility and safe access at site entrances

- Provide adequate warning signs at the entrance and exit and where ever necessary
- Provide adequate space/area for loading, unloading and storage of materials, plant and machinery
- Display emergency procedure and statutory notices at conspicuous locations
- Consider provision of welfare facilities required
- Provide areas for dumping garbage and other waste materials, and also arrange their regular clearance and safe disposal
- Arrange storage, transport and use of fuel, other flammable materials and explosives, as required, in lines with the license requirements to be obtained from appropriate authorities

### **9.1.7 Noise Hazards and its Control**

- Use sound level meters to measure the noise levels at relevant areas including construction camps close to the highway and other construction areas. If the sound level exceeds 85 dB(A), then preventive and protective measures should be taken.
- Make personnel aware of noisy areas by using suitable warning signs and insisting that ear protective devices should necessarily be worn.
- Reduce noise at source by improved maintenance, replacing noisy machines and equipment, screening with noise absorbing material, making changes to the process/equipment, controlling machine speeds, ensuring that two noise-generating machines are not running at the same time, using cutting oils and hydraulic breakers.
- Give instructions on the necessary precautionary measures to be observed by site personnel, including the use of suitable type of ear protections.
- Wear and maintain ear muffs and ear plugs as required
- During construction works, noise should be kept to a low-level bearing in mind the disturbance to local residents.

### **9.1.8 Electrical Hazards in Construction Areas**

- Ensure that electrical wires at construction camps or in other construction areas are not exposed and uncovered.
- Only qualified electrician should be allowed to undertaken any sort of electrical repairs
- If electrical equipment is sparking or smoking, turn the power off and report the condition to the supervisor
- Never allow equipment or traffic to run over the electrical wires.

### **9.1.9 Use and Storage of Gas/LPG**

- Store filled gas/LPG cylinder in an open area or outside the campsite
- Transport, store, use and secure cylinders in upright position
- Ensure proper ventilation at the ground level where the gas/LPG is in use
- Avoid physical damage to the cylinder
- Welding or cutting works not to be undertaken near the cylinder
- Make sure that the cylinder is closed immediately after use.
- Investigate immediately if there is there is smell / leakage of LPG or gas.
- Make sure that there is no fire in the vicinity of the cylinder.

### **9.1.10 Operation of Excavators**

- Ensure that excavators are operated by authorized persons who are adequately trained.
- Prevent unauthorized movement or use of excavators
- Check regularly and maintain the machine thoroughly
- Ensure that all relevant information, including those related to instruction, training, supervision and safe system of work are provided to the operators.
- Ensure that the operation and maintenance manuals, manufacturer's specifications, inspection and maintenance log books are provided for the use of machines to service engineers or other safety personnel during periodic maintenance, inspection and examination.
- During tipping or running along the trenches, excavators must be provided with stop blocks.
- Excavators must be rested on firm ground during operation.
- Avoid operating the machine too close to an overhand, deep ditch or slope.
- Locate and identify underground utility services by checking with all utility companies before the excavations.
- Ensure that all excavations are supervised by experienced and competent persons.
- Ensure that the type and capacity of the excavator are properly chosen for the intended purposes and site conditions.
- Check and report for excessive wear and any breakage of the bucket, blade, edge, tooth and other working tools of the excavator.
- Check that all linkages/hinges are properly lubricated and ensure that the linkage pins are secured.
- Ensure that the protective front screen of the driving cabin is fixed in position during excavations to avoid eye injury to the operator.
- Ensure to switch-off the unattended vehicle.

### **9.1.11 Operation of Trucks and Dumpers**

- Ensure that only trained, authorized and licensed drivers operate the vehicles.
- Lower the tipping bodies when the machine is unattended, but if it is necessary to leave them in the raised position they should be blocked to prevent their fall.
- Wear safety boots or shoes to avoid injuries during loading and unloading.
- Carryout periodic servicing to the manufacturer's requirements. All records of maintenance and repairs should be in writing and kept in the site.
- Keep the vehicle tidy and its cabin free from tools and materials which might obstruct the controls.
- Provide stop blocks when the vehicle is tipping into or running towards excavations
- Do not overload the vehicle.
- Carry only well secured loads.

### **9.1.12 Personal Protective Equipment**

- Ensure that sufficient personal protective equipment are provided and that they are readily available for every person who may need to use them.

- The management should ensure that all persons make full and proper use of the personal protective equipment provided.
- Provide instruction and training on the proper use and care of protective equipment.
- Ensure that the personal protective equipments are in good condition. Report immediately any damage to the management for replacement. Always keep the personal protective equipment as clean as possible.
- Issue eye protection equipment where there is a foreseeable risk of eye injury.
- No person shall enter a construction site unless he is wearing a suitable safety helmet
- Provide ear plugs or ear muffs as required. Use re-usable ear plugs when the reduction required (15-25 dB (A) is not excessive. Use ear muffs where a large attenuation of up to 40 dB (A) is demanded.
- Provide disposable ear plugs for infrequent visitors and ensure that they are never reused.
- Provide re-usable ear plugs for those who need to work continuously for a long period in a high noise area.
- Provide ear muffs for those who may need to get in and out of a high noise area frequently.
- Wear suitable safety shoes or ankle boots when working where there is a high risk of foot injuries from slippery or uneven ground, etc.
- All Safety footwear including safety shoes, ankle boots and rubber boots should be fitted with steel toecaps.
- Wear suitable gloves for activities such as welding & cutting and manual handling of materials & equipment.
- Do not wear gloves where there is a risk of them becoming entangled in moving parts of machinery.

## 9.2 Operation and Maintenance Phase

### 9.2.1 First Aid Management

For the safety of workers and other staff, and any other contingency situation, medical service should be available at the toll plazas. Following guidelines with respect to first aid requirements and responsibilities for the provision of immediate medical services will be adopted:

- First aid kits will be provided at the toll plazas, as well as in vehicles used by route patrolling staff and maintenance staff. First aid signs shall be displayed for assisting in easy locating of first aid equipment and facilities.
- One person from the SPV team will be nominated to maintain the first aid kits (usually a trained first aider). The person will undertake regular checks (after each use or, if the kit is not used, at least once every 12 months) to ensure the kit contains a complete set of the required items (an inventory list in the kit should be signed and dated after each check). At no time will over-the-counter medications be stored in the kits without the prior approval of a health care professional (where permitted by local legislation) and inclusion in the kit's listed inventory.
- The first aid kit should provide basic equipment for administering first aid for injuries including:
  - cuts, scratches, punctures, grazes and splinters
  - muscular sprains and strains
  - minor burns
  - amputations and/or major bleeding wounds

- broken bones
- eye injuries
- Shock.
- The SPV E&S In-charge shall identify and train an adequate number of staff/ workers to provide first aid during medical emergencies.
- First aid register will be maintained onsite.

### **9.2.2 Health Surveillance**

Effective health management is necessary for preventing disease or adverse health effects among employees, workers and labour. The following medical facilities shall be provided during O&M:

- Annual health check-ups shall be carried out for all on roll employees and health records shall be maintained. Workers engaged through any contractors shall also have periodic medical check-ups arranged through their respective contractors. Related records shall be furnished to the O&M team.
- Information and awareness of communicable diseases, AIDS etc. shall be provided to contract workers.
- Records on reported medical cases amongst workers and staff shall be maintained by the E&S In-charge or HR & Admin Officer of the SPV.
- An ambulance shall be made available at the toll plaza offices for transportation of injured persons to the nearest hospital or health centre. The ambulance will be supplied with first aid boxes, stretchers and oxygen cylinders.

### **9.2.3 General health and safety**

- Potable (drinking) water shall be made available free of cost to all workers and staff at the toll plazas. Potable water outlets/ dispensers, if provided, shall be clearly labelled for identification. Periodic testing of water quality using external testing laboratories shall be carried out and records shall be maintained.
- Toilet facilities shall be available for all staff and workers. Separate facilities shall be provided for male and female employees and workers. Public toilets, if provided, will be maintained as per the good hygiene standards.
- All operational staff and workers will be issued personal protective equipment (PPE). The PPE shall be kept clean at all times and maintained in accordance with the manufacturer's requirements.
- The toll plazas and patrolling vehicles will be provided with portable extinguishers (such as CO<sub>2</sub>). Automated fire extinguishers shall be provided at strategic locations with a clear labelling of the extinguisher so the type of the extinguisher is easily identifiable. Automated fire detection system and fire alarms will be provided in the toll plaza office buildings. Firefighting system shall be tested periodically for proper functioning. Toll plazas will be provided with public announcement (PA) system to notify the general public of any emergency situation such as fire.
- A safe assembly area will be identified near the toll plazas, and evacuation / emergency response procedures will be practised regularly through mock drills.
- Safety measures in the form of Do's and Don'ts shall be displayed at strategic locations.
- In material storage areas, hazardous materials shall be stored based on their compatibility characteristics. Chemicals stored, if any, will be accompanied by material safety data sheet (MSDS).

- Incident and accident reporting and recording system shall be implemented and all staff and workers shall be trained on this.

#### 9.2.4 Procedures on Vegetation Maintenance and Plantation

In order to maintain safety of workers involved in the RoW maintenance activities, the SPV will implement and adhere to the following safety measures:

- All activities will be performed under the supervision of a trained safety supervisor;
- The activities will be performed in those times of the day when the intensity/exposure of the sunlight is lesser (e.g. during summer time; April to August, a shift from 7AM to 12 PM and 3PM to 6 PM) depending upon the length of the day and availability of the workers;
- Ensure that the workers are encouraged to take planned breaks during the working hours;
- Use proper safety signage, traffic cone, display board to alert vehicle drivers on the presence/movement of workers on the road-stretch wherever such activities are undertaken;
- Provide and ensure the usage of clothing of fluorescent colour to increase visibility of the vehicle driver about the presence/movement of workers on the road-stretch wherever such activities are performed;
- Ensure that the workers are not moving/strolling around the road un-necessarily during work hours;
- Provide proper equipment to the workers for cleaning debris, de-weeding, cutting of grass, basin hoeing and manuring *etc.* The SPV must ensure that the workers are familiar on how to safely use the equipment;
- The SPV shall inform the workers that the equipment should be used for its designated purpose only;
- Conduct tool box talk (daily to each group of workers) informing the workers about the occupational risks and safe operating measures as well as steps to follow in case of an emergency (such as medical emergency *etc.*);
- The (portion of the) median needs to be thoroughly checked before the work begins, to make sure that the work area is free from any snake or other poisonous insects;
- Provide appropriate PPE (of approved Indian Standard) such as safety shoe, safety gloves, dust mask (based on the hazards associated with the activities);
- Provision of cool potable water supply along with the supply of electrolytes needs to be in place;
- Provide basic first aid facilities to the workers and train them how to apply first aid;
- The SPV shall ensure that the copies of MSDS for the manure and insecticides are kept handy, put in place all the due precautions (including the usage of appropriate PPE) as suggested in the MSDS;
- Ensure that the persons applying manure and insecticides are trained in doing so;
- The workers should be advised to have their meals at a designated place away from the median/road. They should be instructed to wash their hand thoroughly before eating (as application of manure or insecticide may involve exposure to various chemicals, dusts; that may find its way into human body otherwise);
- One worker (or the supervisor) should guide the other workers who are crossing the width of the road to dispose the residue (in roadside designated place) after the trimming, weed clearing *etc.* The workers carrying the trimmed branches ,weeds on their head may often get blinded by the trimmed braches obstructing their vision; therefore they must be guided by the other workers (or the supervisor);
- The workers should be informed about the steps to follow in case of a snake bite, poisonous insect bites and any other medical emergency; (the workers will communicate the medical emergency situation to the safety supervisor and the supervisor will make arrangements to carry the victim to hospital by the use of patrolling cars or ambulance). At the absence of the safety supervisor the workers needs to be trained to communicate the emergency situation to the toll plaza office and person in charge of the medical emergency/ambulance will make arrangements to carry the victim to the nearest hospital for medical aid;

- Inform the workers to report any injury, incident to the supervisor;
- Ensure that the vehicles (used for the purpose of watering) are properly maintained and driven at a minimum speed.

### 9.2.5 Procedures for Cleaning of Road and Other Structures

In order to maintain worker's involved in road cleaning activities (*including cleaning and repairs of signage boards in the median, cleaning of toll plaza, lanes, booths etc.*) and painting activities (*including lane marking, crash barrier painting, kerb painting etc.*), the SPV will implement and adhere to the following safety measures:

- The activities mentioned above needs to be performed only during the hours of daylight and not after dusk or before daybreak, even if street lighting is available;
- No workers will be allowed to work in bad weather conditions such as heavy rain, storm, poor visibility (due to fog) *etc.*;
- The activities mentioned above will be performed under the supervision of a supervisor;
- The workers will be encouraged to work in small groups, lone working will be prohibited;
- The SPV will ensure the persons involved in cleaning activity at road are fit to do such activities in roads (*especially eye sight, auditory ability*);
- Worker under the influence of alcohol/drug will not be allowed to work in the road. Also ensure that the worker is not feeling drowsy under the effect of any medication;
- Suitable tools/equipment will be provided to the workers to perform the work safely (*such as ensure that the broom handle is of sufficient length so as to avoid continuous bending of the worker to clean the road*);
- Safety signage, Temporary Traffic Control Zone, Sign-boards (such as 'Go Slow, Men at Work' 'Work in Progress') will be displayed to alert vehicle drivers (passing by the road) about the presence/movement of workers on the specific road-stretch wherever such activities are undertaken;
- Channelizing devices such as Cones, drums, and barricades that guide traffic away from the work area and into an appropriate path, will be used;
- Clothing of fluorescent colour (such as high visibility jacket) will be provided to the workers. It will be ensured that the workers are wearing the high visibility clothing while they are performing activities mentioned under this heading. Use of such clothing will increase the visibility of the vehicle driver (passing by the road) about the presence/movement of workers on the road-stretch wherever such activities are performed;
- Appropriate PPE (of approved Indian Standard) such as safety shoe, dust musk will be provided to the workers. Workers will be trained on how to properly use those PPE. Also it will be ensured that the workers are using them while performing the activities mentioned above;
- The SPV shall use non-hazardous (non-flammable) paints and chemicals for painting and cleaning purposes. SPV shall maintain the Material Safety Data Sheets (MSDSs) for each of the chemicals/paints that are used. The site shall provide additional PPE in case specified in the MSDS
- The workers should be encouraged to use full-sleeve cloths to ensure that the body parts are not exposed to the chemicals;
- Ensure that the small containers used to store/carry paints or chemicals while undertaking are leak proof;
- The workers will be instructed to take extra care when picking up broken glass or sharp objects while road cleaning;
- Basic first aid facilities will be provided to the workers and train them how to apply first aid;
- The workers will be instructed to clean their hands thoroughly after completing the cleaning activities;
- The workers should be instructed to report any spillage of the paints/chemicals and ensure that the spilled chemicals/paints are appropriately managed and not allowed to interact with the environment;
- The workers will be strictly instructed not to use Mobile Phone while working on the road;

- The workers will be informed about the steps to be followed in case of medical emergency. The workers will be trained on how to communicate the emergency situation;
- Daily tool box talk will be conducted informing the workers about the hazards associated with the work and safe operating measures;
- The workers will be informed to report any injury, incident to the supervisor;
- Specially trained persons/agency will be involved in cleaning any major spillages (such as chemical, oil arising out of carriage vehicle overturning *etc.*) on the road.
- The workers should also be encouraged to inform (to the supervisor) pertaining to any form of respiratory troubles (that may have been triggered due to inhalation of the paint/chemical vapour).

## **APPENDIX J      EMERGENCY RESPONSE PLAN**

## 10. EMERGENCY PREPAREDNESS AND RESPONSE PLAN FOR ROAD CONSTRUCTION AND OPERATIONS

### 10.1 Purpose

The Emergency Preparedness and Response Plan outlines the emergency management system in the event of a major crisis / disaster during construction and operation phases. The Toll Road Operator activates the plan whenever such an emergency reaches proportions beyond the capacity of routine procedures. Interaction with local police, fire brigade, healthcare departments and other nodal agencies as mandated by the law is also integrated as part of the response.

### 10.2 Objectives

Primary objectives of the Plan are:

- Preservation of life: Ensure minimal fatality and injury to commuters and community
- Protection of property: Minimise damage to public as well as private property due to any emergency situation
- Continuity of operations: Ensure that normal services are resumed in quick time with adequate safety

The secondary objectives of the Plan are:

- Prescribing Responsibility & Authority Matrix including functions, operations, Emergency Management Organization, and management of critical resources.
- Coordinating emergency operations with all the concerned agencies.

### 10.3 Emergency Preparedness Priorities

In roads and highways project, during construction and operation phases, disaster may occur due to the following:

**Table 2 : Relevant Disasters and Risks**

S.No.	Type of Risks/ Disaster	Relevance to the Project	Response Management
1	Floods	The project is less likely to face severe floods based on available information. Localised flooding may not lead to emergencies. Relevance is low.	Operators along with local authorities
2	Earthquake	The Road is in Earthquake prone zone, however the terrain is flat and risk is only from collapsing of building in adjoining residential areas and or collapse of bridges. Relevance is moderate	Operators along with local authorities, SDMA
3	Fire / Explosion	Fire or explosion related to transportation or road accident	Operators along with local authorities, Fire, SDMA

S.No.	Type of Risks/ Disaster	Relevance to the Project	Response Management
		cannot be ruled out, however probability of such occurrence will be low. The relevance is high	
4	Fuel Oil/ Gas leak spillage	Tanker failure, collisions, overturns with chemicals and hazardous materials cannot be ruled out as it is along Industrial routes. The relevance is high.	Operators, pollution control, SDMA, Fire Safety
5	Electrocution	During excavations, line snap etc. however the probability is low and relevance is also low	Operators, SDMA, Fire Safety
6	Transportation accidents	Collisions and pile ups during winter fogs, major road accidents cannot be ruled out. The Relevance is high.	Operators, Police, SDMA

It is clearly evident that the high priority risks are related to road transportations, it is therefore imperative to strengthen the preparedness for such situations for an operational Road. The Road Transport emergency preparedness shall include:

**Table 3 : Priorities: Road transport emergency preparedness**

S No	Emergency Preparedness Priority	Requirements
1	Preservation of "life and limb":	This includes the safety of the emergency team members, the general public and all other personnel involved in emergency handling
2	Preventing escalation of the incident:	This includes reducing the disruption caused by the incident. Ensuring that there is no domino impact of the incident
3	Minimizing environmental damage:	Most industrial spills/gases products do not create any serious environmental damage. Response shall be aligned to understanding of nature of chemical spill or gas leak based on Material Safety data Sheet.
4	Minimizing cost	Minimize costs during emergency handling and the recovery phase
5	Media relations:	Although lowest on the priority list, it is important that any media attention is correctly handled and that the correct internal reporting procedure is followed.

## 10.4 Emergency planning and response

To effectively coordinate emergency response activities, an organizational approach to planning is required. The important areas of emergency planning are:

- Organization,
- Responsibilities,
- Procedures,
- Communication and Transport,
- Resource Requirements and
- Control Centre.

The emergency planning includes anticipatory action for emergency, maintenance and streamlining of emergency preparedness and ability for sudden mobilization of all forces to meet any calamity.

## 10.5 Emergency organisation structure and responsibility

All personnel who are members of the emergency response team must be well trained and competent to handle the situation in as professional a manner as possible. The areas to be covered include:

- Planning and understanding the lines of communication, both internally and externally.
- Equipment preparedness.
- Stabilization of the emergency at the scene.
- Recovery of the vehicle and equipment.
- Dealing with the media.
- How to quickly return to normal operation.

It is very important that all members clearly understand their duties, responsibilities, and chain of command. Also, an emergency contact list with names and numbers must be made available on-site and near assembly points. It should also be updated at least annually or as decided by the site management team.

### 10.5.1 Emergency controller

The emergency controller is the person in charge of an emergency situation, to whom all other emergency team members report. The O&M head will assume the role of Emergency Controller in case of any emergency. The controller's main duties are:

- On receiving a serious incident report, assess whether the situation calls for deployment of the emergency team to the scene of incident.
- Inform key management personnel and company spokesperson of current situation and report periodically if the situation escalates.
- Decide whether the situation calls for assistance from public emergency services such as the fire brigade, highway police, ambulance and Disaster Management. If it does, engage the emergency co-ordinator to make contact.
- Reach the scene of the incident, identifies himself/herself as the emergency controller, and set up an "Emergency Control Centre" (at a safe distance)
- Assess the situation with the emergency team leader.
- Communicate to local administration on what assistance is required from them. Public services must be briefed on the hazards associated with the spills/leaks and major accidents.

- Respond to the media if the company spokesperson is not at the scene.
- After the emergency situation has been dealt with and is under control, makes the announcement ending the emergency.
- Ensures a proper clean-up operation is done and that the area is safely and environmentally stable to return to normal.
- Ensure all designated person function their defined emergency duty.
- Collect data for full incident investigation.
- Chair meetings for incident investigation.

### **10.5.2 Emergency team leader**

- Manage, display and update emergency numbers to be displayed at multiple locations with visibility along the road and offices. This will include:
  - Onsite Emergency Manager
  - Office Emergency Manager
  - List of hospitals
  - List of Police Thana in-charges along the road
  - List of Government Officials of concern
- Assemble and brief the emergency team members on the situation
- Assess the situation and plan how best to tackle the emergency situation.
- Direct the / emergency response team, as required.
- Co-ordinate with the public emergency teams (local authorities).
- Receive the emergency response agencies (fire brigade, medical assistance etc.) and direct them to the appropriate Emergency co-ordinator.
- Report progress to the emergency controller continuously until the situation is under control.
- Take control of the recovery (clean up) operation; gets additional assistance or equipment from public services (such as tow trucks and cranes) if required.

### **10.5.3 Emergency co-ordinator**

- Be the central contact between the emergency team and public services.
- Provide information to top management.
- Perform any other tasks as instructed by the emergency controller.
- Shall prepare investigation report.
- Will take necessary corrective steps/ actions in light of the investigation report or findings are required to be taken to ensure that such emergency accident does not repeat.

### **10.5.4 Spokesperson for Operators**

The spokesperson is the one and only person in the organisation who will deal with the media and provide screened information to outsiders. The only exception is the emergency controller at the scene, who can give preliminary, concise information if the situation demands.

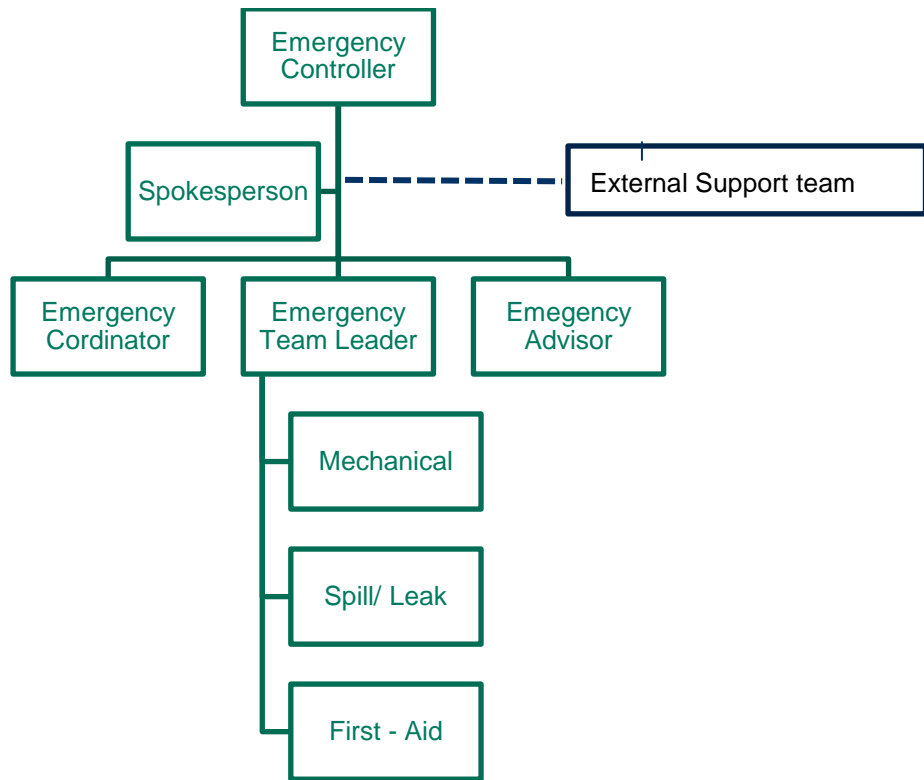
### **10.5.5 Emergency response sub-team**

The emergency response sub-team refers to

- Mechanical team;
  - Cordon off the area
  - Stop spill/contamination
  - Assist fire brigade
  - Recovery operation
  - Check emergency equipment
  - Handle vehicle recovery
- Spill/Gas leak response team;
  - Prepare gas detector
  - Assess severity of spill /gas leak
  - Attempt to Stop leakage
  - Transfer chemical/gas and transport to safe place
- First aid team
  - Attend to injured persons
  - Co-ordinate with ambulance/hospital
  - Assist mechanical team

It is very important that all team members be well trained and back-up members are clearly identified. There should be regular emergency drills with different scenarios so that the team can gain experience in dealing with different emergency situations and the usage of emergency equipment.

**Figure 3: Emergency Organisation**



### 10.6 Emergency Interaction with Authorities

The road operators may not always have the capabilities in house to deal with various emergencies, they will have to reach out to local authorities and public services, which may include Police, Fire Force, Sub- District Magistrate, Collector, local MLA etc. The table below provides the list of emergency contacts to be maintained and chart below demonstrates the type of interaction required in case of an emergency.

**Table 1: Emergency Services**

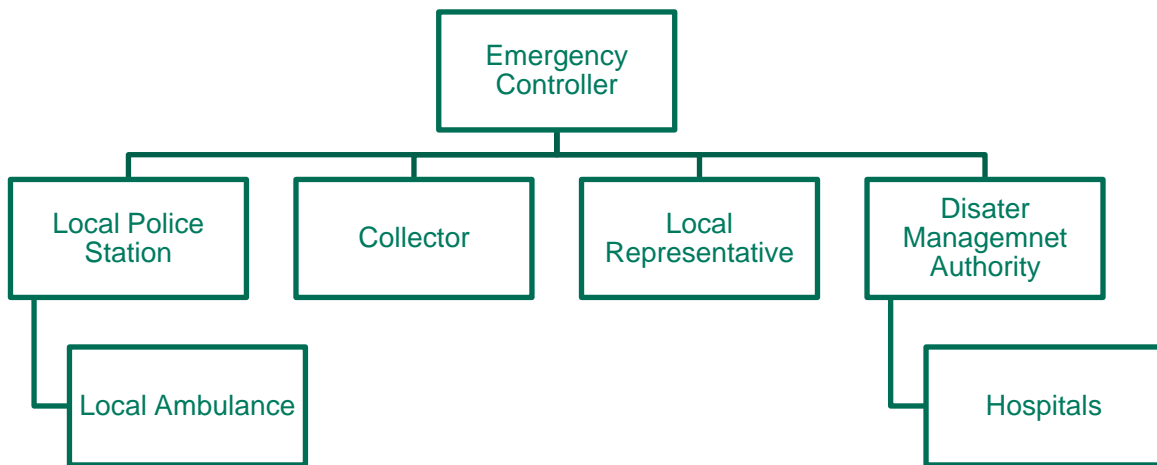
Police	100,
Fire	101
Ambulance	108
Ambulance (SMS)	102
Accident Relief	
Emergency Oxygen	

**Table 2: District specific emergency contact details (in case of any disaster affecting site)**

District	Ghaziabad	Aligarh
District Magistrate/Collector		
District Emergency Operation Center/District Control Room		
Police control room		

Disaster specific contact details of officials		
Location specific contact details of district administration.		

**Figure 4: Interaction with Local Authorities**



## 10.7 Incident levels and emergency controller

Incidents and emergency situations can be divided into three severity levels:

### 10.7.1 Level 1 - Minor road incident

Where there is no detrimental damage and the situation is unlikely to escalate into a major transport incident. The supervisor or transport manager can handle the incident with the insurance company and there is no need to deploy the emergency team. Statistically, most transport incidents are in this level.

### 10.7.2 Level 2 - Serious transport incidents

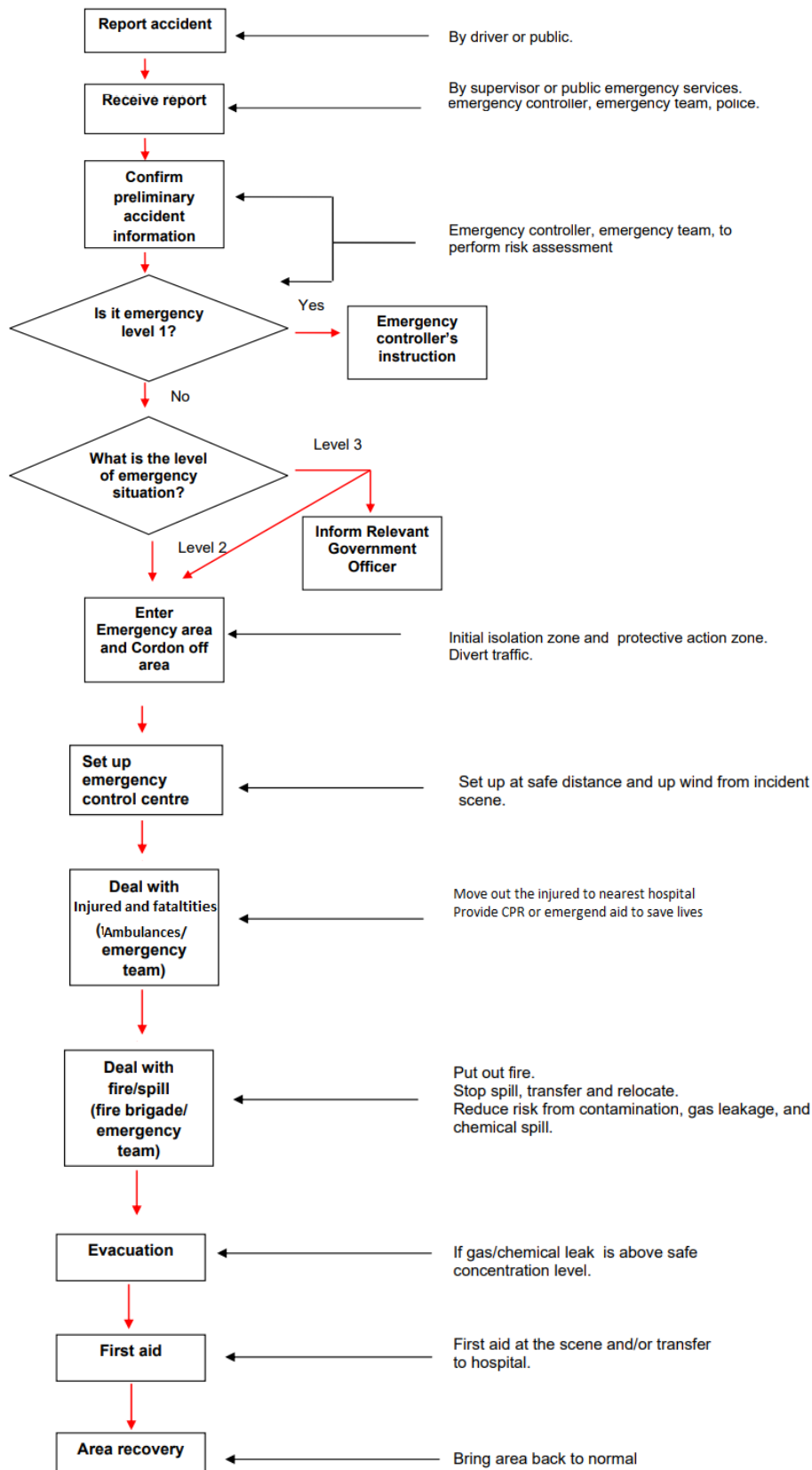
Incidents such as tanker rollover, liquefied gas spill, gas release, or serious vehicle collision with multiple injuries. The emergency controller deploys the emergency team; however, the situation can be controlled internally under the command of the emergency controller without assistance from government or public emergency services, except possibly from the fire brigade, police or ambulance service.

### Level 3 - Serious incidents

Incidents that could potentially escalate into a national disaster emergency situation, such as a liquid oxygen tanker rollover in a town centre with major gas leakage. In such events, the highest ranking government officer who arrives (usually the provincial governor, district governor or head of local disaster prevention agency) will take over as the emergency controller, after being briefed on the situation by the company emergency controller.

The company emergency controller will then become the emergency advisor and the company emergency team also stands down but will be ready to assist if ordered by the new emergency controller, and will work closely with the public emergency teams.

**Figure 5 Emergency Response Flow Diagram**



## 10.8 Media Management

Managing media attention can divert vital resources away from the handling of an emergency. However, if it is managed unprofessionally it can be a reputational risk. Two important objectives of an emergency communications plan to the media are:

- To provide a reliable source of accurate information: give quick, clear, and accurate data to all interested parties, including the media and the authorities, communities and own employees.
- To make known all the efforts being made to control the situation and minimize the consequences. An underlying objective should be to manage communication of the incident so that the positive elements are stressed and the negative elements are under control.

## 10.9 Recovery after the incident

### 10.9.1 Site Recovery

- After an emergency situation is dealt with and the emergency controller has announced an end to the emergency situation, there needs to be an area recovery operation in order to bring everything back to normal as soon as possible.
- Ensure that any chemical spill or toxic waste is cleaned up properly and not left in the area. This includes water from the fire hydrant if it has been contaminated; care must be taken to prevent or minimize its flow into nearby waterways which could have an environmental degradation effect.
- If the toxins released may have a harmful effect on the health of the local people, then health checks need to be conducted by a qualified health expert or doctor.

### 10.9.2 Vehicle recovery

- In case of large vehicle such as a trucks/tanker/trailers is overturned, care must be taken and an expert member of the emergency team must give proper instructions to the vehicle recovery operator to ensure no incident occurs during the recovery operation.
- The person supervising must also ensure that proper equipment (such as the correct size of crane and slings) is used and the operator is briefed on the product properties, hazards, safety precautions and PPE required.

## 10.10 Information to be maintained

### 10.10.1 *Emergency contact list and essential information*

It is critical to the success of any emergency response that the appropriate contact list and information needed to deal with emergencies are regularly updated, readily available and tested periodically.

#### 10.10.1.1 *Internal contact list.*

The contact list should be reviewed carefully to ensure that it includes all personnel who may be involved when an emergency occurs. It should include the following personnel at the very least:

- Toll Operators manager and supervisors
- All members of the emergency team
- Key safety department personnel
- Key senior managers
- Key personnel from human resources department

All personnel on the contact list must understand their responsibilities and roles during an emergency, which must be treated with the highest priority.

#### *10.10.1.2 External contact list*

External contact numbers to be made readily available include the following:

- Main police station
- Fire stations
- Local hospitals and ambulance service
- Local heavy vehicle recovery agents (for cranes, tow trucks, etc.)
- Key public emergency agencies
- Health and safety experts
- Environmental agency
- Local authorities

## **APPENDIX K**

## **SPECIFIC PLAN FOR CLOSURE/ REDEVELOPMENT OF BORROW AREAS USED FOR THE PROJECT ROAD**

## **11. SPECIFIC PLAN FOR CLOSURE/ REDEVELOPMENT OF BORROW AREAS USED FOR THE PROJECT ROAD**

### **11.1 Purpose**

The purpose of this document is to provide reference to select borrow sites and check the management and restoration plan in line with The Indian Road Congress (IRC):10- 1961. The guideline has been prepared taking into consideration to the works mentioned in contract and EIA/EMP.

A borrow area is a place from which construction materials (soil, stone, sand, gravel, etc..) are extracted. Borrow areas potential depends upon availability of sources (quantity) and suitability of materials.

### **11.2 Responsibility**

Identification of borrow sites will be the responsibility of the project planning team of Cube Highways along with the EPC. Once the borrow sites are identified the Project manager will responsible for managing the EHS aspect of the borrow area through a site manager. A site supervisor will be responsible for day to day to activities.

### **11.3 Parameter to be considered for borrow area selection**

- Borrow pit should be selected from non-productive, barren lands and wasteland.
- Priority will be given to the borrowing from humps above the general ground level within the road land, to borrowing by excavating/enlarging existing tanks
- Borrow areas should be located at least 500m away from the road and 800 m away from the villages/settlement area, drinking water supply sources, community infrastructure such as school, health post, bridge, etc., religious sites, cultivated land, protected forests, natural drainage systems.
- Borrow areas will not be located at wildlife conservation area.
- Borrow are sites should be selected in stable area, in agriculturally unsuitable land and away from the above mentioned sites.
- Borrow areas will not be located on cultivable lands. However, if it becomes necessary to borrow earth from temporarily acquired cultivated lands, their depth will not exceed 45 cm. The topsoil to a depth of 15cm will be stripped and set aside. Thereafter, soil may be dug out to a further depth not exceeding 30 cm and used in forming the embankment.
- Local communities will be consulted and take approval from respective owner before selecting the place for excavation operation.

### **11.4 Parameters to consider for using borrow area**

- IRC recommended practice for borrow pits (IRC 10: 1961) and Clause No. 305.2.2 MORT&H Specifications for Road and Bridge works Guidelines V for Borrow Areas management should be followed
- River gravel will not be extracted from flowing water due the disturbance of raising sediment and danger of resulting oil/fuel leaks.
- Depths of borrow pits are to be regulated and sides should not steeper than 25%.
- Topsoil to be stockpiled and protected for use at the rehabilitation stage.
- Transportation of earth materials through covered vehicles.

- Borrow areas not to be dug continuously.

## 11.5 Environmental Impacts

The potential negative impacts are disruption of natural landscape and vegetation, accelerated erosion and landslides, slope stability, disturbance in natural drainage patterns, siltation due to surface water, water pollution and dust pollution. In case of riverbeds, scouring of riverbeds resulting endangerment of bridges and continuous degradation of river regime and detrimental effects on aquatic lives and their habitats.

## 11.6 Preventive measures

- Prohibition to work during the night time
- Barricade to site to control free movement of local people

## 11.7 Measures for closure/ redevelopment of borrow areas

In order to prepare borrow area management and closure plan the following points should be taken into consideration:

- a. The plan must contain site restoration measures such as spoil management, slope stabilisation, drainage pattern, etc.
- b. Suitability of proposed mitigation measures for negative environmental impacts is needed to be conformed and verified.
- c. Provision of drainage system during operation and no risk of likelihood of depositions of debris from quarry to lower catchments are important.
- d. The plan must contain provision of spoil collection and appropriate management during operation, if necessary.
- e. The plan should mention use of safety gears during working hours in the borrow area site, and appropriate means of safeguarding for passer-by and nearby households.
- f. The plan should include suitable bioengineering techniques where appropriate.
- g. Site Supervision: The Supervision/ Site in charge shall supervise the following parameters and indicators:
  - Implementation of mitigation measures as per design plan;
  - No evidence of water ponding or presence of fresh gullies;
  - Proper site closure;
  - Natural contours and vegetation restoration;
  - Engineer's report testifying to completion of restoration work.

## **APPENDIX L      GREEN BELT DEVELOPMENT PLAN**

## 12. GREEN BELT DEVELOPMENT PLAN

### 12.1 Purpose

Greenbelt is the selection and plantation of a species or groups of species of trees and shrubs to reduce the effect of a source of pollutant. The most efficient greenbelt development not only abates pollution, but also helps in the:

- Control rainwater runoff from project road
- Increase underground water levels in project area
- Prevent soil erosion from ROW
- Reduce particulate matter movement by providing surface on leaves to attach
- Acting as a barrier to arrest dust

### 12.2 Guidelines for Greenbelt Development

- Design and development of greenbelt should be in adherence to project requirements and prevalent climatic conditions.
- Healthy & dense greenbelt shall be ensured throughout the project life.
- CPCB guidelines for development & maintenance of greenbelt area should be followed
- Regular irrigation & fertilization of greenbelt area as required timely should be ensured
- Ensure re-plantation in greenbelt area depending upon the survival rate of planted vegetation to maintain greenbelt.
- Indigenous species with fast growth should be selected or form the base of selection for speedy greenbelt development
- Local species of trees & shrub for greenbelt development shall be planted
- The tress shall be planted in three tiers pattern so as to ensure that the entire area gets covered and ensure effective pollution abatement. For this, management shall ensure that plantation of trees shall include mixture of lower, higher and middle canopy structure, which shall be mixed appropriately / proportionately / uniformly.
- The plantation shall also include fruit bearing trees/ species which shall be uniformly distributed which shall act as dwelling place for variety of birds and other fauna and form a breeding ground for them.

### 12.3 Green belt development program

A comprehensive five-year greenbelt development program as mentioned below shall be developed, after which prevailing practices of greenbelt management shall be followed for greenbelt maintenance and development.

Plan	Activities	Responsibility
1 <sup>st</sup> Year Plan	<ul style="list-style-type: none"><li>▪ Capital provision for irrigation facilities (water pipelines &amp; taps/valves, flexible pipes) and shall be made in project capital cost</li></ul>	Project manager, Site In-charge, Contractors

	<ul style="list-style-type: none"> <li>▪ Activities of greenbelt development shall be started along with inception of construction phase of the project road</li> <li>▪ All necessary facilities for irrigation of greenbelt shall be provided</li> <li>▪ Saplings from local private/government (Forest &amp; Other) nursery shall be acquired</li> <li>▪ Plantation &amp; maintenance of trees &amp; shrubs as described in Guidelines for greenbelt development, CPCB, 2000</li> <li>▪ Perform fertilization as required for healthy &amp; dense greenbelt development</li> </ul>	
2 <sup>nd</sup> to 5 <sup>th</sup> Year Plan	<ul style="list-style-type: none"> <li>▪ Maintain all necessary facilities for irrigation of greenbelt in good condition and necessary maintenance of irrigation facilities shall be done regularly</li> <li>▪ Regularly assess survival rate of planted trees &amp; shrub and if required necessary re-plantation shall be done to ensure healthy &amp; dense greenbelt area</li> <li>▪ For re-plantation, if required, acquire saplings from local private/government (Forest &amp; Other) nursery</li> <li>▪ Do fertilization as required for healthy &amp; dense greenbelt development</li> </ul>	Site In-charge, Contractors

## 12.4 Ongoing monitoring & management of green belt

The structural maintenance shall be done throughout the extent of operation phase which will include:

- irrigation facilities,
- Sapling storage & maintenance area and storage for greenbelt development resources/tools etc.

A Horticulturist shall be in the team to monitor the development of green belt and replace the sapling wherever required to keep the green belt in healthy condition. Consultations with forest department shall be maintained for better upkeep of the green belt.

### 12.4.1 Reporting

During construction phase the project manager shall provide information on six monthly status of green belt to E&S team of Cube, which would include information on survival rate, area under green cover, key species and plan for next six months.

## **APPENDIX M      WASTE MANAGEMENT PLAN**

## 13. WASTE MANAGEMENT PLAN

The purpose of this Waste Management Plan (WMP) is to detail management and control measures to be implemented for the storage, handling and disposal of wastes generated during the construction and operation phase of the Project in accordance with the legislative requirements and good industrial practices. The Waste Management Plan has been structured as follows:

- Identification of waste streams
- Waste Management Measures
- Record Keeping Requirements

### 13.1 Applicable Standards and Legislations

- The Hazardous Waste Management Rules 2016 as amended till date
- Construction and Demolition Waste Management Rules, 2016
- Solid Waste Management Rules, 2016
- Batteries (Management and Handling) Rules, 2001
- Plastic Waste Management Rules 2016
- E-waste (Management) Rules, 2016

### 13.2 Identification of Waste Generation Streams

- It is envisaged that waste will be generated during construction phase from batching plant, hot mix plant and from the demolition of any structures within the ROW.
- Some of the waste would be recycled and used for back filling. Waste material which cannot be recycled would be considered as Construction and Demolition waste and will be disposed of as per the existing rules.
- Operations of the road will have similar waste from O&M works but in a very low quantity, besides that there will waste from road sweeping, plastic waste/ e waste etc. from tool operations.

The waste streams identified during the construction phase includes the following:

**Table: Waste Streams Identified for the Project**

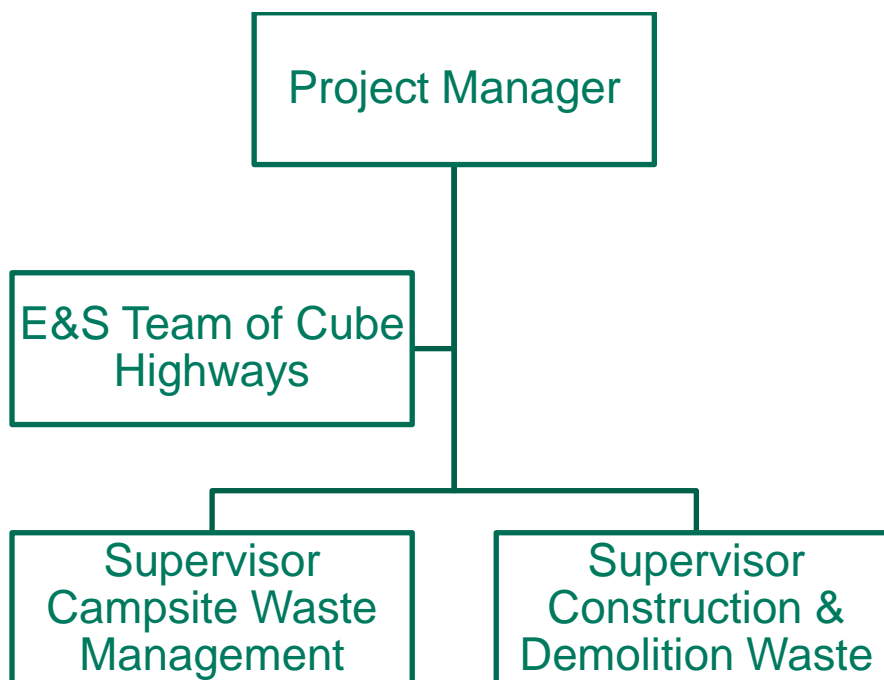
Waste Stream	Classification
<b>Construction Phase</b>	
Scrap Metal	General Waste
Domestic Solid Waste	
Packaging Waste	
Construction/ demolition Debris	
Waste/used oil from D.G. set or vehicular maintenance	Hazardous Waste
Oily rags	
Paint /paint containers/ Tar	
<b>Operation Phase</b>	
Domestic Solid Waste	General Waste
E waste	E waste
Waste/used oil from D.G. sets	Hazardous waste

### 13.3 Organisational Responsibility

As per information provided by Cube Highways, during construction phase of the Project, the activities will be led by a Project Manager, who will be supported by Deputy Project Managers (2) and an entire set of Project Management Consultant (PMC) team. An EPC contractor will be engaged on turnkey basis for construction phase.

The project manager will work in close coordination with E&S team of Cube in establishing processes and plans for various relevant activities. Once the waste management plan is put in place, it will be implemented through site level supervisors of PMC with designated role for construction phase. While during operation phase there will be an identified contractor for road sweeping and waste collection/ disposal.

**Figure 13-1: Organogram for Waste Management (Construction)**



- E&S team of Cube Highways will either directly or through consultants undertake audit of E&S functions during construction phase which will focus on aspects of waste management also
- As mention construction phase waste management will be undertaken through a separate sub-contractor for road cleaning and waste disposal, who will aslo be monitored by E&S team of Cube on regular intervals.

### 13.4 Management Measures

#### Waste Minimisation and Avoidance

Waste minimization and avoidance will be implemented wherever practically feasible. Waste reduction strategies that will be employed include:

- Minimize need for excavation and demolition where possible;
- Use of technology in laying of utilities to minimize cut & fill

#### 13.4.1 Waste Recycling

The excess demolition and construction debris shall be used for backfilling/grading of surfaces for development of roads patches where required. The topsoil from the excavation works shall be stockpiled during construction works and shall be backfilled.

### 13.4.2 Waste Handling and Disposal

#### 13.4.3 Construction Phase

All staff and subcontractors shall undergo an induction and ongoing toolbox talks that will detail waste minimisation and reuse management measures, including the requirements of the waste management hierarchy. All project activities will be required to actively consider waste management plan. Induction attendance will be recorded.

#### Excavated Soil/construction debris:

Measures	Responsibility	Requirement
Cleared vegetation will be reused or recycled to the greatest extent practicable mulching of vegetation for use in landscaping.	Site Supervisor	Inputs from Landscaping team
Topsoil will be stockpiled for later spreading on filled areas /other areas and will only be stockpiled in designated stockpiles sites, with appropriate erosion and sediment control. Other material will be stockpiled but separated from the topsoil stockpiles	Site Supervisor	Inputs from Landscaping team
Grading and excavation will be undertaken preferably in dry season. The impact will be minimized by routing the storm water run-offs drains with catch pits;	Project Manager	Inputs from Project Schedule & timeline
Concrete, asphalt, bricks/masonry and steel products are to be reused on site where possible. Alternatively they will be sent offsite for recycling.	Site Supervisor	Inputs to all construction site engineers
Sediment recovered from erosion and sediment control devices will be reused on site as general fill material or it will be incorporated within landscaping materials where possible.	Site Supervisor	Inputs from Landscaping team
Any contaminated waste will be handled, separated, contained, managed and disposed of to prevent migration and further contamination	Site Supervisor	Hazardous waste vendor to be identified

Measures	Responsibility	Requirement
All surplus materials will be recycled, reused or disposed of in accordance with statutory requirements (including surplus concrete, excavated earthworks and pavement materials plus milled asphalt) including maintaining all records demonstrating compliance	Site Supervisor	vendors to be identified
Waste Oils and other hazardous substances will be labelled and stored in a sealed container within a bunded area. Material collected from within bunded areas will be disposed off-site at a waste facility approved by the State Pollution Control Board.	Site Supervisor	Hazardous waste vendors to be identified

#### Demolition Waste:

Measures	Responsibility	Requirement
Recyclable waste shall be handled like the construction waste and recycled.	Site Supervisor	Inputs to all construction site engineers
General demolition waste that cannot be recycled will be segregated and disposed of at Waste Management Facility or other suitably licensed facility.	Site Supervisor	vendors to be identified
General scrap steel will be sent for recycling at a scrap metal recycler.	Site Supervisor	vendors to be identified

#### Campsite waste:

Measures	Responsibility	Requirement
Ensure daily disposal of domestic waste;	Site Supervisor	Adequate bins to be provided at campsite
EPC contractor will provide storage facilities designed with adequate containment facility at the campsite to prevent contamination of soil due to potential spills of lubricating oil, fuel oil and chemicals;	Project Manager	To be incorporated in the plan for campsite

- The excavated soil will be used for filling the project area. Top soil removed will be protected and reused for landscaping development on site to avoid loss of good quality top soil.
- Construction and Demolition Waste to be handled as per Construction and Demolition waste Management Rules 2016;

- Packaging waste like cardboard, gunny bags, plastic, etc. will be collected in a demarcated area and sent to authorized vendor for its recycling;
- EPC contractor will provide storage facilities designed with adequate containment facility at the construction site to prevent contamination of soil due to potential spills of lubricating oil, fuel oil and chemicals;
- Workers will be strictly instructed about random disposal of any waste generated from the construction activity;
- Impervious floor to be provided for storage of used oil from D.G. sets and other hazardous chemicals being used on site;
- Hazardous waste like used oil from D.G. set will be disposed through WBPCB authorized agencies.

#### 13.4.4 Operation Phase

Measures	Responsibility	Requirement
Ensure daily sweeping of road and disposal of waste as per the ULB norms	Sub-Contractor for Road Sweeping	Manual Sweeping and Vacuum Sweepers arrangements
The hazardous waste form operation of DG sets at toll booths and other machinery (owned) engaged in O&M to be given to authorised vendors;	Toll Booth Manager	vendors to be identified
The E waste generated should be collected and stored in a designated place and disposed of through an authorised recyclers	Toll Booth Manager	vendors to be identified

#### 13.5 Record Keeping Requirements

EPC shall maintain the records for the general and hazardous waste streams likely to be generated from the construction and operation phase of the Project. The record shall be shared with Cube for review by the E&S team.

- Waste generation records – monthly basis
- Waste disposal and treatment records – monthly basis.

Waste Management Register						
Date/time reused, recycled, stockpiled or disposed of	Waste Classification	Description of waste (e.g. concrete, asphalt, vegetation)	Amount of spoil or waste collected (tonne)	Transporter name and licence	Facility to receive Waste Use (reuse, recycled, stockpiled or disposed of)	Invoice No / Tip Docket Ref

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