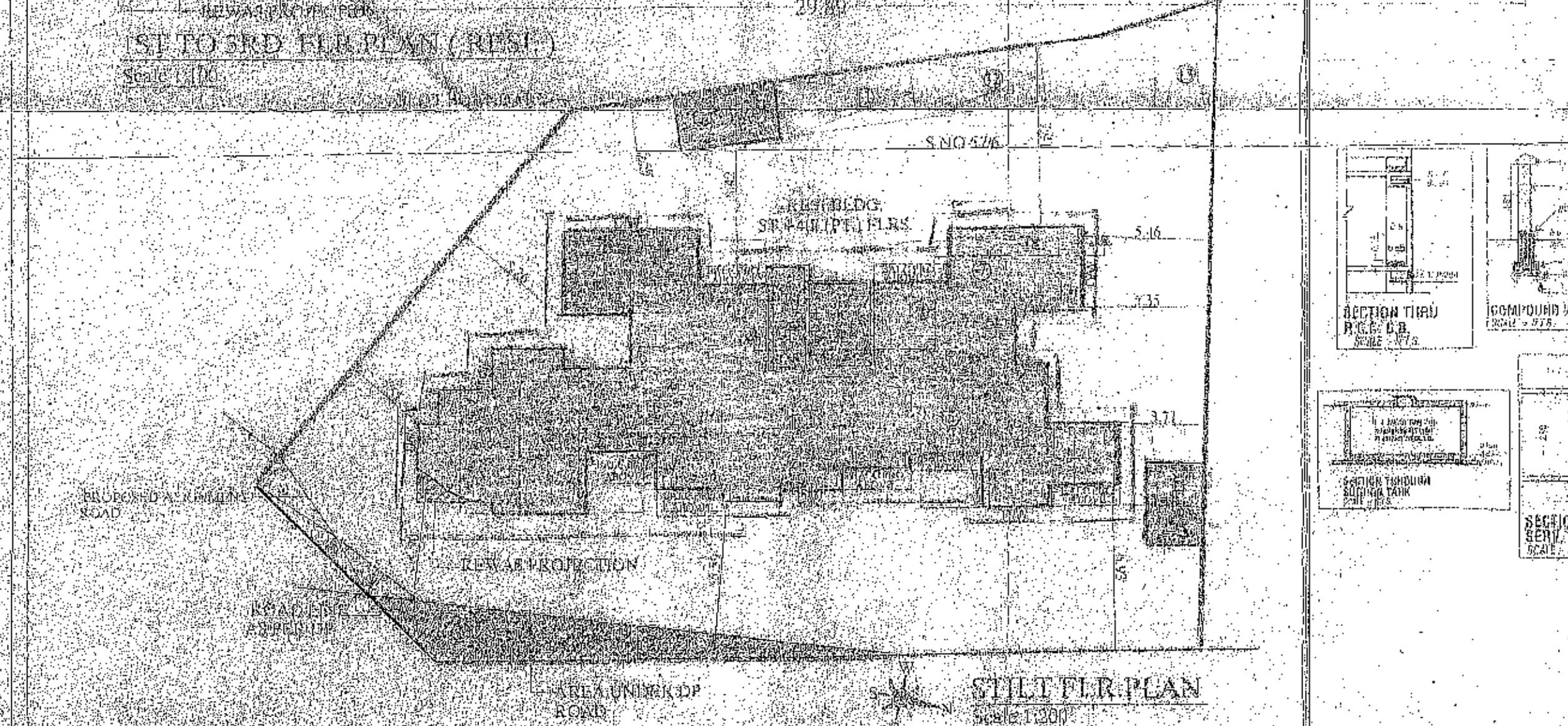
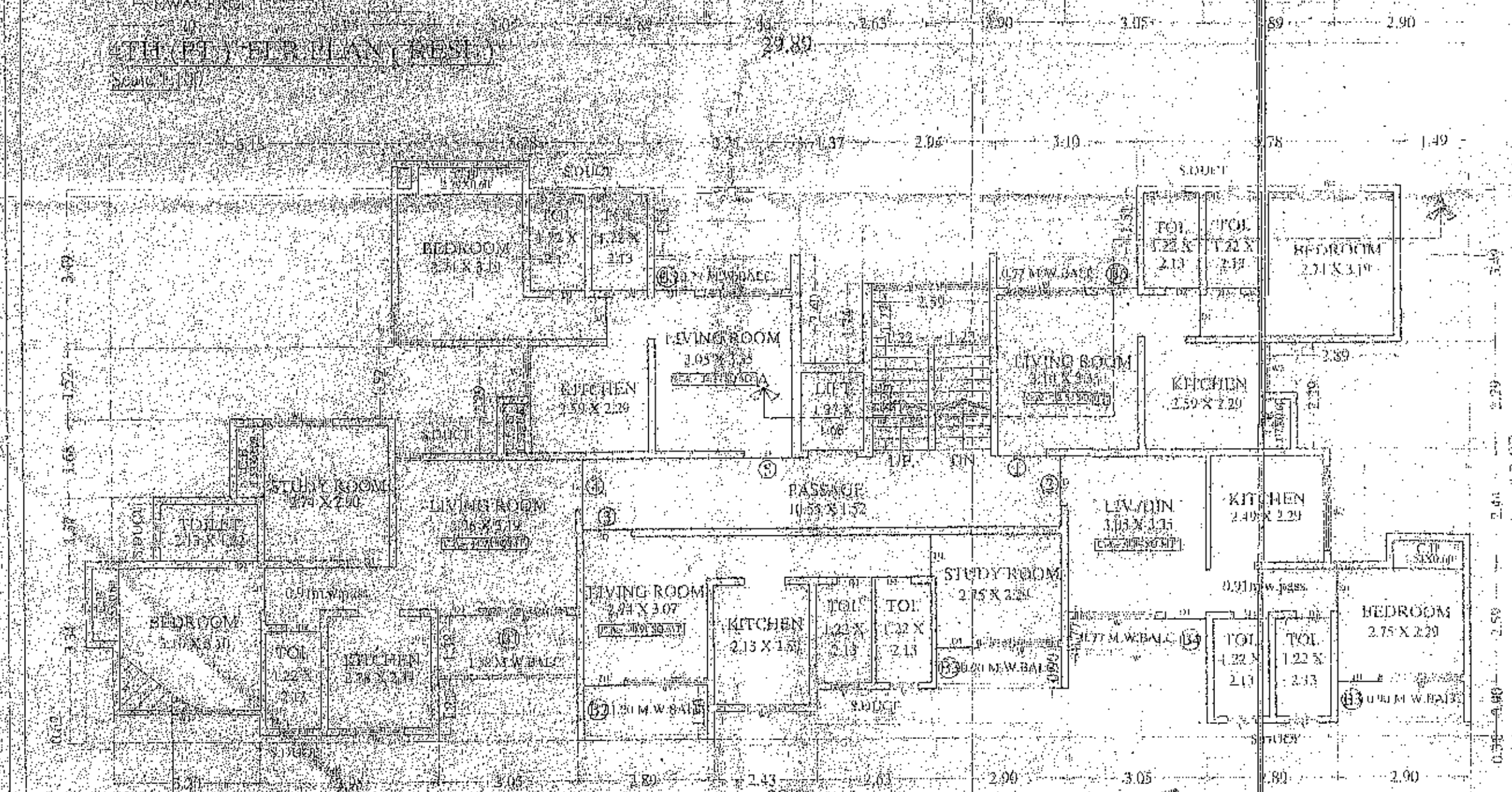
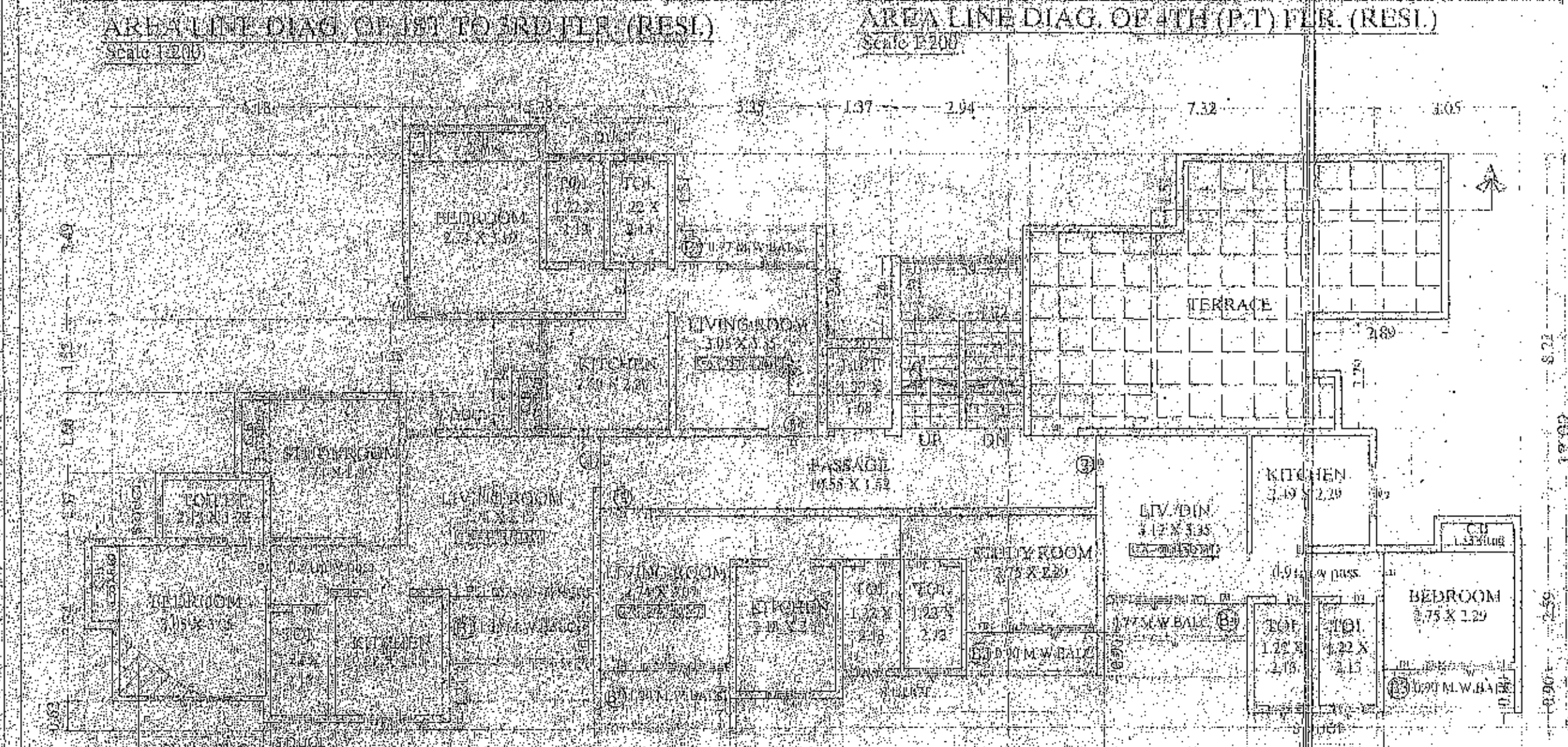
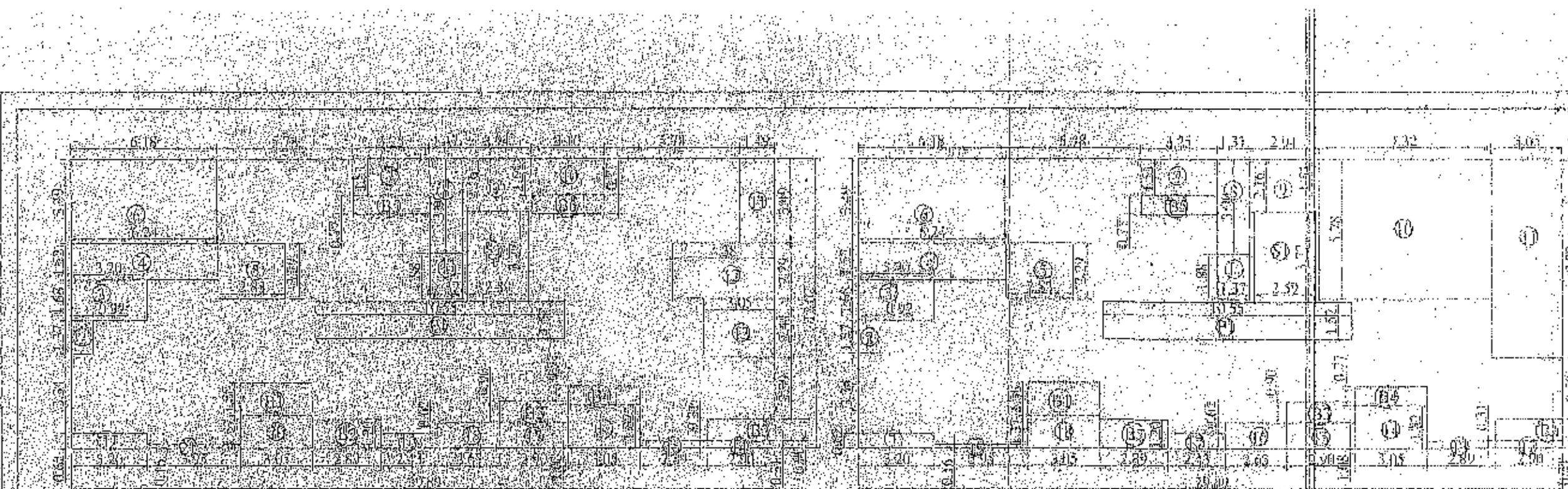




| BUTALGAL CALC OF 4TH (P) BALANCE |         |              |         |              |         |              |         |              |         |
|----------------------------------|---------|--------------|---------|--------------|---------|--------------|---------|--------------|---------|
| 1. 1ST AREA                      |         | 2. 2ND AREA  |         | 3. 3RD AREA  |         | 4. 4TH AREA  |         | 5. 5TH AREA  |         |
| AREA                             | PERCENT | AREA         | PERCENT | AREA         | PERCENT | AREA         | PERCENT | AREA         | PERCENT |
| TOTAL AREA                       |         |              |         |              |         |              |         |              |         |
| 1. 1ST AREA                      | 1.00    | 2. 2ND AREA  | 0.62    | 3. 3RD AREA  | 1.14    | 4. 4TH AREA  | 1.14    | 5. 5TH AREA  | 1.14    |
| 1. 2ND AREA                      | 0.37    | 2. 3RD AREA  | 0.37    | 3. 4TH AREA  | 0.37    | 4. 5TH AREA  | 0.37    | 5. 6TH AREA  | 0.37    |
| 1. 3RD AREA                      | 0.37    | 2. 4TH AREA  | 0.37    | 3. 5TH AREA  | 0.37    | 4. 6TH AREA  | 0.37    | 5. 7TH AREA  | 0.37    |
| 1. 4TH AREA                      | 0.37    | 2. 5TH AREA  | 0.37    | 3. 6TH AREA  | 0.37    | 4. 7TH AREA  | 0.37    | 5. 8TH AREA  | 0.37    |
| 1. 5TH AREA                      | 0.37    | 2. 6TH AREA  | 0.37    | 3. 7TH AREA  | 0.37    | 4. 8TH AREA  | 0.37    | 5. 9TH AREA  | 0.37    |
| 1. 6TH AREA                      | 0.37    | 2. 7TH AREA  | 0.37    | 3. 8TH AREA  | 0.37    | 4. 9TH AREA  | 0.37    | 5. 10TH AREA | 0.37    |
| 1. 7TH AREA                      | 0.37    | 2. 8TH AREA  | 0.37    | 3. 9TH AREA  | 0.37    | 4. 10TH AREA | 0.37    | 5. 11TH AREA | 0.37    |
| 1. 8TH AREA                      | 0.37    | 2. 9TH AREA  | 0.37    | 3. 10TH AREA | 0.37    | 4. 11TH AREA | 0.37    | 5. 12TH AREA | 0.37    |
| 1. 9TH AREA                      | 0.37    | 2. 10TH AREA | 0.37    | 3. 11TH AREA | 0.37    | 4. 12TH AREA | 0.37    | 5. 13TH AREA | 0.37    |
| 1. 10TH AREA                     | 0.37    | 2. 11TH AREA | 0.37    | 3. 12TH AREA | 0.37    | 4. 13TH AREA | 0.37    | 5. 14TH AREA | 0.37    |
| 1. 11TH AREA                     | 0.37    | 2. 12TH AREA | 0.37    | 3. 13TH AREA | 0.37    | 4. 14TH AREA | 0.37    | 5. 15TH AREA | 0.37    |
| 1. 12TH AREA                     | 0.37    | 2. 13TH AREA | 0.37    | 3. 14TH AREA | 0.37    | 4. 15TH AREA | 0.37    | 5. 16TH AREA | 0.37    |
| 1. 13TH AREA                     | 0.37    | 2. 14TH AREA | 0.37    | 3. 15TH AREA | 0.37    | 4. 16TH AREA | 0.37    | 5. 17TH AREA | 0.37    |
| 1. 14TH AREA                     | 0.37    | 2. 15TH AREA | 0.37    | 3. 16TH AREA | 0.37    | 4. 17TH AREA | 0.37    | 5. 18TH AREA | 0.37    |
| 1. 15TH AREA                     | 0.37    | 2. 16TH AREA | 0.37    | 3. 17TH AREA | 0.37    | 4. 18TH AREA | 0.37    | 5. 19TH AREA | 0.37    |
| 1. 16TH AREA                     | 0.37    | 2. 17TH AREA | 0.37    | 3. 18TH AREA | 0.37    | 4. 19TH AREA | 0.37    | 5. 20TH AREA | 0.37    |
| 1. 17TH AREA                     | 0.37    | 2. 18TH AREA | 0.37    | 3. 19TH AREA | 0.37    | 4. 20TH AREA | 0.37    | 5. 21TH AREA | 0.37    |
| 1. 18TH AREA                     | 0.37    | 2. 19TH AREA | 0.37    | 3. 20TH AREA | 0.37    | 4. 21TH AREA | 0.37    | 5. 22TH AREA | 0.37    |
| 1. 19TH AREA                     | 0.37    | 2. 20TH AREA | 0.37    | 3. 21TH AREA | 0.37    | 4. 22TH AREA | 0.37    | 5. 23TH AREA | 0.37    |
| 1. 20TH AREA                     | 0.37    | 2. 21TH AREA | 0.37    | 3. 22TH AREA | 0.37    | 4. 23TH AREA | 0.37    | 5. 24TH AREA | 0.37    |
| 1. 21TH AREA                     | 0.37    | 2. 22TH AREA | 0.37    | 3. 23TH AREA | 0.37    | 4. 24TH AREA | 0.37    | 5. 25TH AREA | 0.37    |
| 1. 22TH AREA                     | 0.37    | 2. 23TH AREA | 0.37    | 3. 24TH AREA | 0.37    | 4. 25TH AREA | 0.37    | 5. 26TH AREA | 0.37    |
| 1. 23TH AREA                     | 0.37    | 2. 24TH AREA | 0.37    | 3. 25TH AREA | 0.37    | 4. 26TH AREA | 0.37    | 5. 27TH AREA | 0.37    |
| 1. 24TH AREA                     | 0.37    | 2. 25TH AREA | 0.37    | 3. 26TH AREA | 0.37    | 4. 27TH AREA | 0.37    | 5. 28TH AREA | 0.37    |
| 1. 25TH AREA                     | 0.37    | 2. 26TH AREA | 0.37    | 3. 27TH AREA | 0.37    | 4. 28TH AREA | 0.37    | 5. 29TH AREA | 0.37    |
| 1. 26TH AREA                     | 0.37    | 2. 27TH AREA | 0.37    | 3. 28TH AREA | 0.37    | 4. 29TH AREA | 0.37    | 5. 30TH AREA | 0.37    |
| 1. 27TH AREA                     | 0.37    | 2. 28TH AREA | 0.37    | 3. 29TH AREA | 0.37    | 4. 30TH AREA | 0.37    | 5. 31TH AREA | 0.37    |
| 1. 28TH AREA                     | 0.37    | 2. 29TH AREA | 0.37    | 3. 30TH AREA | 0.37    | 4. 31TH AREA | 0.37    | 5. 32TH AREA | 0.37    |
| 1. 29TH AREA                     | 0.37    | 2. 30TH AREA | 0.37    | 3. 31TH AREA | 0.37    | 4. 32TH AREA | 0.37    | 5. 33TH AREA | 0.37    |
| 1. 30TH AREA                     | 0.37    | 2. 31TH AREA | 0.37    | 3. 32TH AREA | 0.37    | 4. 33TH AREA | 0.37    | 5. 34TH AREA | 0.37    |
| 1. 31TH AREA                     | 0.37    | 2. 32TH AREA | 0.37    | 3. 33TH AREA | 0.37    | 4. 34TH AREA | 0.37    | 5. 35TH AREA | 0.37    |
| 1. 32TH AREA                     | 0.37    | 2. 33TH AREA | 0.37    | 3. 34TH AREA | 0.37    | 4. 35TH AREA | 0.37    | 5. 36TH AREA | 0.37    |

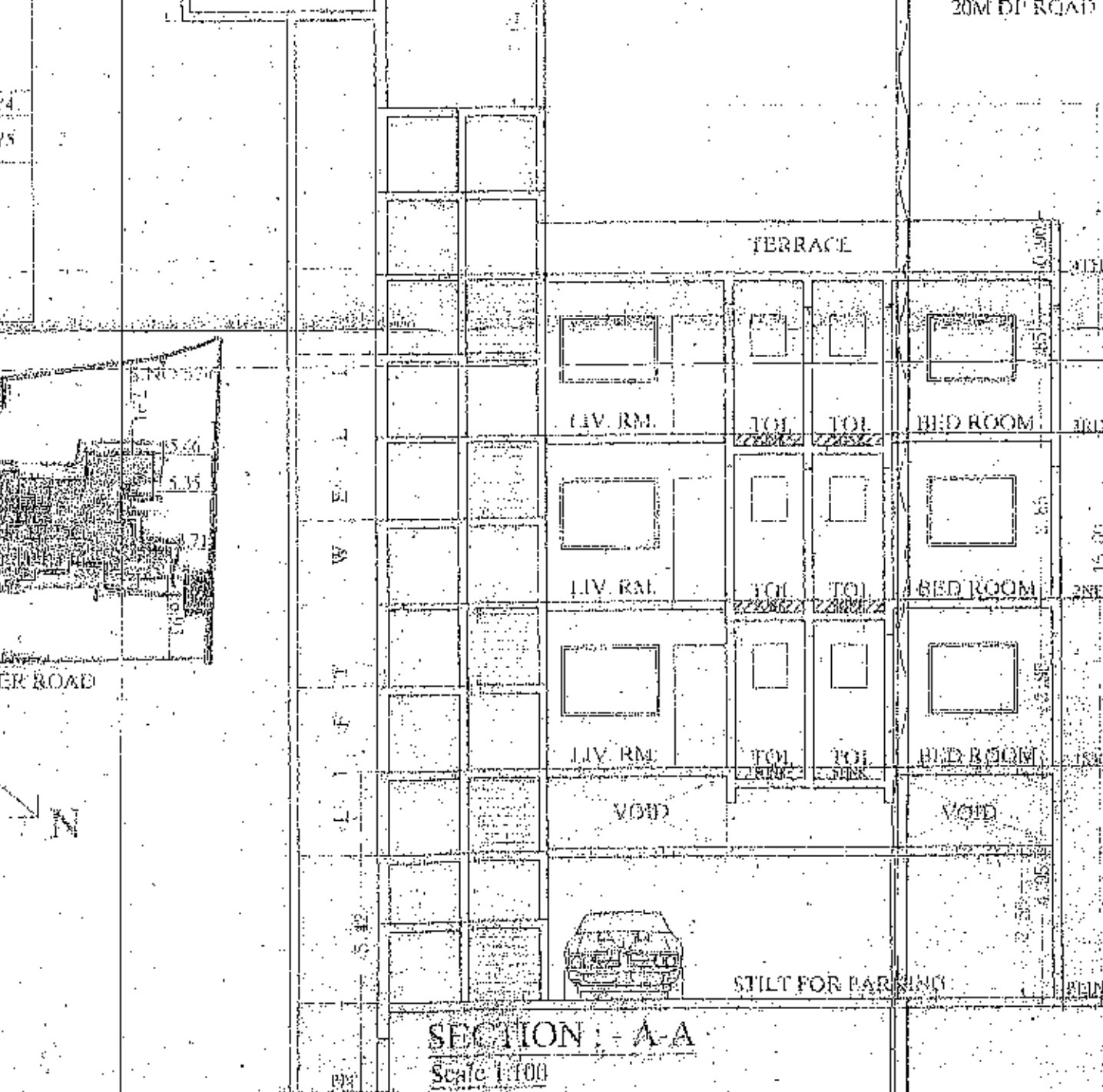
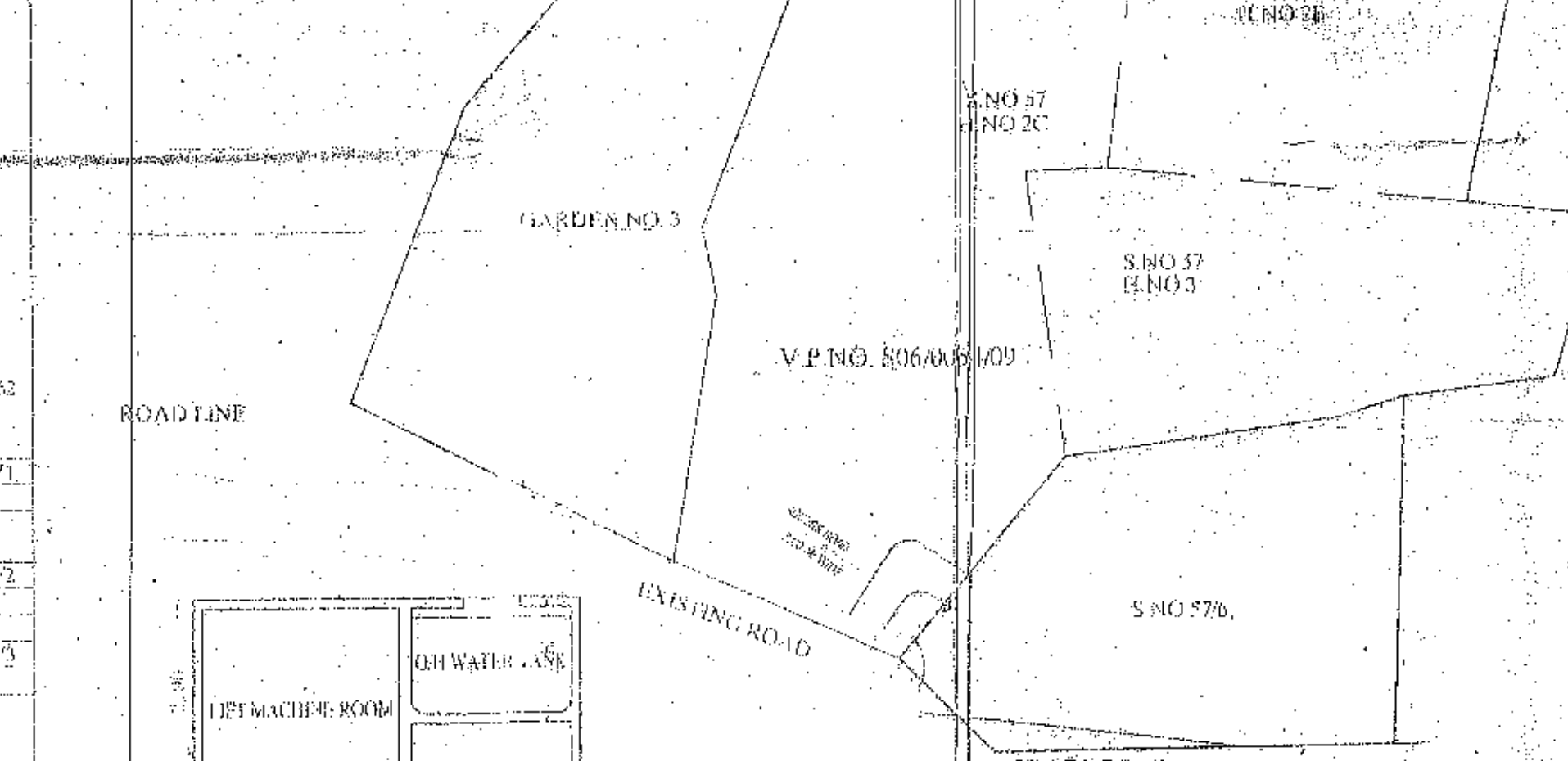
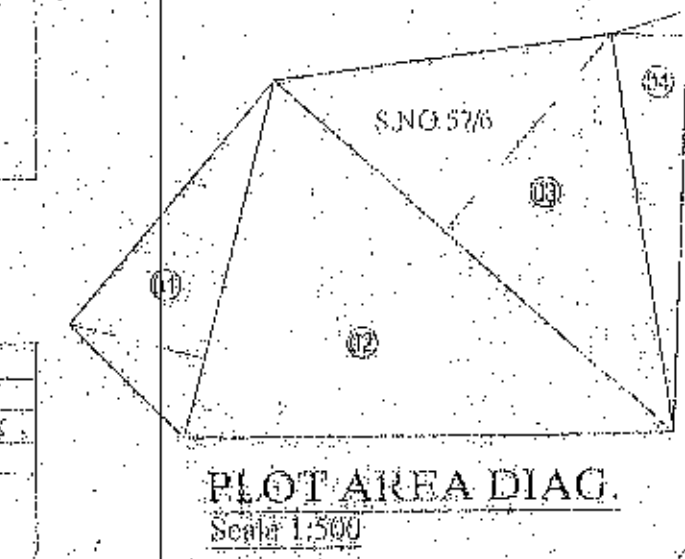
| BOP AREA CALCULATION TO RAIL FLARE AREA |      |                 |      |                 |   |                 |      |                 |      |
|-----------------------------------------|------|-----------------|------|-----------------|---|-----------------|------|-----------------|------|
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| OCCUPATION                              |      |                 |      |                 |   |                 |      |                 |      |
| 1                                       | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 2                                       | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 3                                       | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 4                                       | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 5                                       | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 6                                       | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 7                                       | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 8                                       | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 9                                       | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 10                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 11                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 12                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 13                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 14                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 15                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 16                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 17                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 18                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 19                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 20                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 21                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 22                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 23                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 24                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 25                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 26                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 27                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 28                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 29                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 30                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 31                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 32                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 33                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 34                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 35                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 36                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 37                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 38                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 39                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 40                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 41                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| 42                                      | 1.00 | X               | 0.03 | X               | 1 | 1.00            | 0.03 | 0.03            | 0.03 |
| TOTAL                                   |      |                 |      |                 |   |                 |      |                 |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
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| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
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| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
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| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
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| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
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| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
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| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
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| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
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| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
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| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
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| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| PROPOSED RAIL FLARE AREA                |      |                 |      |                 |   |                 |      |                 |      |
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| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
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| TOTAL AREA                              |      | RAIL FLARE AREA |      | RAIL FLARE AREA |   | RAIL FLARE AREA |      | RAIL FLARE AREA |      |
| TOTAL AREA                              |      |                 |      |                 |   |                 |      |                 |      |

### PARKING STATEMENT (RESIDENTIAL)

[illegible]

| BOOTH AREA SUMMARY |                         |                            |                  |                             |                             |                              |                             |
|--------------------|-------------------------|----------------------------|------------------|-----------------------------|-----------------------------|------------------------------|-----------------------------|
| FLOORS             | RESID. AREA<br>IN SQMT. | STAIRCASE AREA<br>IN SQMT. | AREA<br>IN SQMT. | PERM. BAL. AREA IN<br>SQMT. | PROP. BAL. AREA IN<br>SQMT. | EXCESS BAL. AREA IN<br>SQMT. | TOTAL BAL. AREA IN<br>SQMT. |
|                    | (1)                     | (2)                        | (3)              | (4) = (1) + (2) + (3)       | (5)                         | (6) = (5) - (4)              | (7) = (4) + (6)             |
| STAIR FLR.         | 0.00                    | 9.76                       | 2.57             | 0.00                        | 0.00                        | 0.00                         | 0.00                        |
| 1ST FLR.           | 201.07                  | 25.90                      | 2.57             | 20.10                       | 20.10                       | 0.00                         | 201.07                      |
| 2ND FLR.           | 201.07                  | 25.90                      | 2.57             | 20.10                       | 20.10                       | 0.00                         | 201.07                      |
| 3RD FLR.           | 201.07                  | 25.90                      | 2.57             | 20.10                       | 20.10                       | 0.00                         | 201.07                      |
| 4TH FLR.           | 163.33                  | 25.90                      | 2.57             | 16.35                       | 17.72                       | 1.39                         | 164.77                      |
| TOTAL AREA         | 788.44                  | 112.06                     | 12.85            | 76.63                       | 78.02                       | 1.39                         | 767.01                      |

| PLUET AREA CALC          |          |         |               |
|--------------------------|----------|---------|---------------|
| SNO. 21.000              |          |         |               |
| 1                        | 24.041 X | 9.25 X  | 0.30 = 210.03 |
| 2                        | 13.14 X  | 21.49 X | 0.30 = 272.55 |
| 3                        | 15.14 X  | 16.51 X | 0.50 = 207.66 |
| 4                        | 12.73 X  | 5.05 X  | 0.50 = 63.83  |
| TOTAL                    |          |         | 754.06        |
| AREA UNDER ADJUSTED ROAD |          |         |               |
| 1                        | 6.01 X   | 1.95 X  | 0.50 = 3.00   |
| 2                        | 4.09 X   | 6.90 X  | 0.50 = 3.05   |
| 3                        | 4.63 X   | 1.40 X  | 0.30 = 3.24   |
| TOTAL                    |          |         | 9.29          |
| AREA UNDER DROAD         |          |         |               |
| 1                        | 10.75 X  | 2.41 X  | 0.50 = 12.94  |
| 2                        | 20.00 X  | 1.75 X  | 0.50 = 16.88  |
| TOTAL                    |          |         | 29.82         |



|                                                                                                                                                                                                                                                                                                                                                                               |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <p align="center"><b>CONTENTS OF SHEET</b></p> <p>1/1</p>                                                                                                                                                                                                                                                                                                                     |  |
| <p>             1. STILT FLR PLAN, 1ST TO 3RD FLOOR PLAN, 4TH (P) FLOOR PLAN<br/>             AREA DIAGRAM &amp; CALC. 2. PLAT AREA, IING DIAGRAM &amp; AREA CALC<br/>             3. SLAB COMPOUND WALL, U.G. TANK SECTION, LOCATION PLAN,<br/>             BLOCK PLAN, SECTION A-A, EXISTING STRUCTURE DIAGRAM, BUILD<br/>             UP AREA SUMMARY, ETC.           </p> |  |
| <p align="center"><b>REAL BLDG.</b></p> <p align="center"><b>SHEET 4 4th (PT.) FLRS.</b></p>                                                                                                                                                                                                                                                                                  |  |
| <p align="center"><b>STAMP OF APPROVAL OF PLAN</b></p>                                                                                                                                                                                                                                                                                                                        |  |

Plans are approved Subject to conditions  
Prescribed in Permit No. V.P. 226/0022/08  
TMC/CD-DR/PS/1524/15 Dated 14/10/2015

Deputy Engineer  
(P.D.)

Executive Engineer  
(1991)

Thane Municipal Corporation  
The City of Thane



**साविधानि**

मंगूर नवमशानुभार प्रथमकायन न करणं तसेय  
बिभास विरचण नियमतलीनुसार आवश्यक त्या  
प्रदानाच्या न घेता वोधकाम सापर करणें, बसारावर  
माहितीकर व नकार शक्या अधिनियमाचे कलाम ५२  
अनुसार दखलाजुन मुक्त आहे. त्यासाठी पोपजीने  
१९४८ च वर्षे देस व ज. १०००६ रु० देस शक्य

| PROFORMA 5-A |                                                           |        |
|--------------|-----------------------------------------------------------|--------|
| A            | AREA STATEMENT                                            |        |
| NO.          | DESCRIPTION                                               | AREA   |
| 1            | SITE OF THE PROPOSAL (PLOT NO. PARO)                      | 81.00  |
| 2            | AREA OF THE PLOT AFTER THE REMOVAL                        | 165.40 |
| 3            | AREA CONSIDERED FOR P.I.                                  | 91.00  |
| 4            | PERCENTAGE OF P.I.                                        |        |
| 5            | AREA UNDER ROAD                                           | 25.40  |
| 6            | ADJACENT ROAD                                             | 10.00  |
| 7            | TOTAL REDUCTION                                           | 35.40  |
| 8            | NET AVAILABLE AREA OF THE PLOT (35.40)                    | 77.50  |
| 9            | RECOMMEND FOR                                             |        |
| 10           | RECOMMENDATION FOR AREA (FOR ROAD 15%)                    | 0.00   |
| 11           | NET AREA OF THE PLOT (6-7)                                | 77.50  |
| 12           | P.R.I. PERMISSIBLE                                        | 1.00   |
| 13           | PERMISSIBLE FOR AREA (6-9)                                | 77.50  |
| 14           | PERMISSIBLE FOR P.R.A. AREA                               | 77.50  |
| 15           | SALVAGE AREA                                              | 5.50   |
| 16           | NET CONSUMED                                              | 0.00   |
| B            | PERMANENT STATEMENT                                       |        |
| 17           | PERMISSIBLE AREA                                          | 77.50  |
| 18           | PERCENTAGE FOR NON-PRI AREA (50% ETC.)                    |        |
| 19           | AREA OF PERMANENT STATEMENT                               | 77.50  |
| 20           | PERMANENT PERMISSIBLE (AS PER PERCENTAGE W/ DENSITY 2000) | 10 NOS |
| 21           | PERMANENT                                                 | 16.00  |
| 22           | PERMANENT                                                 |        |
| 23           | PERMANENT PROPOSED                                        | 3 NOS  |
| C            | PARKING STATEMENT                                         |        |
| 24           | TOTAL CAR PARKING REQUIRED                                | 3 NOS  |
| 25           | TOTAL CAR PARKING PROVIDED                                | 12 NOS |
| 26           | TOTAL CYCLES PARKING REQUIRED                             | 10 NOS |
| 27           | TOTAL CYCLES PARKING PROVIDED                             | 10 NOS |

CERTIFICATE OF AREA

CERTIFIED THAT THE LOT UNDER REFERENCE WAS SURVEYED BY ME ON 2/14/68 AND THE DIMENSIONS OF SIDES, ETC. OF LOT STATED ON PLAN ARE AS MEASURED ON SITE AND THE AREA SO WORKED OUT AGREES WITH THE AREA STATED IN DOCUMENTS OWNERSHIP.

PROPOSED RESIDENTIAL AND COMMERCIAL BUILDING ON  
PLOT BEARING S. NO. 176, VILL. - MOHITAPURA, THANE  
FOR - M/S. ORIENTAL CONSTRUCTION CO.



FOR: M/S. CRYSTAL CONSTRUCTION CO. LTD.  
 PARTNERS

SION OF AREA: 100 FT.

| NORTH                                                                                 | DAYS     | TIME (H) | SCALE | DESIGN | DATE (DD/MM/YY) |
|---------------------------------------------------------------------------------------|----------|----------|-------|--------|-----------------|
|  | 15/04/17 | 11       | 1:100 | ASMA   | 15/04/17        |



**MAKARD TORASKAR**  
 & ASSOCIATES  
 ARCHITECTS & INTERIORS DESIGNERS  
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