

Central City
S.V. Infra


SSSV CITY
@ Chintapally



సంక్రమణ సౌకర్యం పెట్టుబడి
తరతరాలకు రాబడి



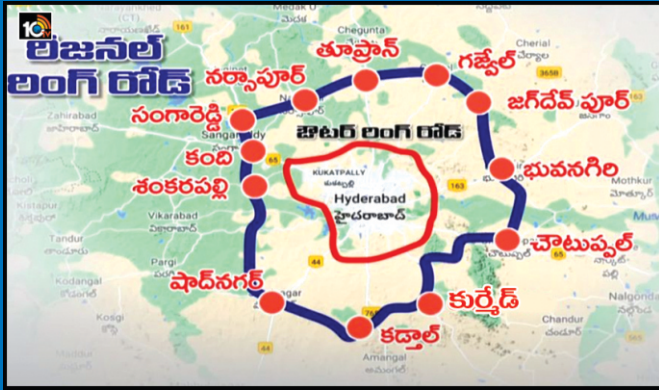
Project Highlights

- › Spot Registration
- › Clear Title
- › Entrance Arch
- › 100% Vaasthu
- › 60', 40 & 33 Feet Roads

Location Highlights

- › Highway Facing Venture
- › Near Saibaba Temple (Chintapally)
- › Near by Regional Ring Road (RRR)
- › Near Mallepally and Deverakonda Towns
- › 30 min. drive to Nagarjun Sagar
- › 50 min Drive from Hyderabad
- › Proposed Hyderabad to Amaravathi 200 Feet Highway
- › Near by 10 Engineering Colleges
- › Near by Tourism Spot

Location Map



3rd Floor, # 3-12-76/3, BS Building, Above Indusind Bank,
Mansoorabad, L.B. Nagar, Hyderabad



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Proposed Layout Plan Showing
in Sy. No. 285 & 289
Situated at Narsapally Village,
Chinthapally Mandal, Nalgonda District.



Sai Baba Temple - Chintapally



National Highway



Proposed Regional Ring Road (RRR)

Area Statement

12 Acres 05 Gunta 107 Sq. Yds
Plotted Area = 40625 Sq.Yds
Road Area = 12808 Sq.Yds
Total Area = 53433 Sq.Yds
No. of Plots = 347

Existing Road

Existing Road

Existing Road

Existing Road

Existing Road

Existing 40' Wide Road

Existing 40' Wide Road

Existing 40' Wide Road

Open Land	50'	344	32'
	32'-10"	182	32'-7"
	33'	345	33'
		183	
	33'	346	33'
		183	
	18'-4"	347	33'
		343	
	110'-1"		

32'-5"	51'	343	59'	325	32'-1"
	32'-3"	183	32'-3"	210	
33'		342	33'	326	33'
		187		216	
		341		327	
		187		216	
		340		328	
		187		216	
		339		329	
		187		216	
		338		330	
		187		216	
		337		331	
		187		216	
33'	110'		59'		
		332			
	110'			403	
		333			
		376			
33'	93'-11"				
		334			
		312			
	76'-4"				
29'		335			
	73'-3"				
		271			
33'		336			
	72'-1"				
		266			

32'-5"	45'	324	277 / 65	
		162	278 / 67	
			279 / 67	41' 11" 11'
33'		323	280 / 67	
		165	281 / 67	
			282 / 67	
		322	283 / 67	
		165	284 / 67	
			285 / 67	
		321	286 / 67	
		165	287 / 67	
			288 / 67	
		320	289 / 67	
		165	290 / 67	
			291 / 67	
		319	292 / 67	
		165	293 / 67	
			294 / 67	
		318	295 / 67	
		165	296 / 67	
			297 / 67	
		317	298 / 67	
		165	299 / 67	
			300 / 67	
		316	301 / 67	
		165	302 / 67	
			303 / 67	
		315	304 / 67	
		165	305 / 67	
			306 / 67	
		314	307 / 67	
		165	308 / 67	
			309 / 67	
		313	310 / 67	
		165	311 / 67	
33'	45'		312 / 67	11'

11' 11" 11'	276 / 65	45'	229	52'-6"
	275 / 67		164	228
	274 / 67	33'		189
	273 / 67		230	227
	272 / 67	33'	165	192
	271 / 67			
	270 / 67		231	226
	269 / 67		165	191
	268 / 67			
	267 / 67		232	225
	266 / 67		165	191
	265 / 67			
	264 / 67		233	224
	263 / 67		165	190
	262 / 67			
	261 / 67		234	223
	260 / 67		165	190
	259 / 67			
	258 / 67		235	222
	257 / 67		165	189
	256 / 67			
	255 / 67		236	221
	254 / 67		165	189
	253 / 67			
	252 / 67		237	220
	251 / 67		165	189
	250 / 67			
	249 / 67		238	219
	248 / 67		165	188
	247 / 67			
	246 / 67		239	218
	245 / 67		165	188
	244 / 67			
	243 / 67		240	217
	242 / 67		165	188
11'	241 / 67	55'	45'	51'-3"

32'-8"	52'-6"	228	32'-2"
		189	
33'		227	32'-2"
		192	
		226	
		191	
		225	52'-1"
		191	
		224	51'-11"
		190	
		223	51'-9"
		190	
		222	51'-8"
		189	
		221	51'-6"
		189	
		220	51'-5"
		189	
		219	51'-5"
		188	
		218	51'-4"
		188	
		217	51'-4"
		188	
		217	51'-3"

Proposed 67'-10" Wide Road

Proposed 67'-10" Wide Road

70'-3"	101	33'
	256	
	100	
	253	
	99	
	249	
	98	
	245	
	97	
	242	
	96	
	238	
	95	
	235	
	94	
	231	
	93	
	228	
	92	
	224	
	91	
	221	
	90	
	217	
	89	
58'-1"	143	22'

45'	102	55'	152 / 67	11'
	165		151 / 67	
			150 / 67	
	103		149 / 67	
	165		148 / 67	
			147 / 67	
	104		146 / 67	
	165		145 / 67	
			144 / 67	
	105		143 / 67	
	165		142 / 67	
			141 / 67	
	106		140 / 67	
	165		139 / 67	
			138 / 67	
	107		137 / 67	
	165		136 / 67	
			135 / 67	
	108		134 / 67	
	165		133 / 67	
			132 / 67	
	109		131 / 67	
	165		130 / 67	
			129 / 67	
	110		128 / 67	
	165		127 / 67	
			126 / 67	
	111		125 / 67	
	165		124 / 67	
			123 / 67	
	112		122 / 67	
	165		121 / 67	
			120 / 67	
	113		119 / 67	
	165		118 / 67	
			117 / 67	
	114		116 / 67	
22'	110	45'	115 / 67	11'

11'	153 / 67	55'	45'	203	51'-1"
	154 / 67			165	
	155 / 67				
	156 / 67			202	
	157 / 67			165	
	158 / 67				
	159 / 67			201	
	160 / 67			165	
	161 / 67				
	162 / 67			200	
	163 / 67			165	
	164 / 67				
	165 / 67			199	
	166 / 67			165	
	167 / 67				
	168 / 67			198	
	169 / 67			165	
	170 / 67				
	171 / 67			197	
	172 / 67			165	
	173 / 67				
	174 / 67			196	
	175 / 67			165	
	176 / 67				
	177 / 67			195	
	178 / 67			165	
	179 / 67				
	180 / 67			194	
	181 / 67			165	
	182 / 67				
	183 / 67			193	
	184 / 67			165	
	185 / 67				
	186 / 67			192	
	187 / 67			165	
	188 / 67				
	189 / 67			191	
11'	190 / 67	45'	45'	110	22'

33'	204	51'-1"
	187	
	205	
	187	
	206	
	187	
	207	
	186	
	208	
	186	
	209	
	186	
	210	
	186	
	211	
	186	
	212	
	186	
	213	
	186	
	214	
	185	
	215	
	185	
	216	
22'	123	50'-4"

33'	83	57'-2"	33'
	208	56'-3"	
	84		
	204	55'-3"	
	85		
	201	54'-5"	
	86		
	198	53'-6"	
	87		
	195	53'-5"	
	88		
	358	56'-1"	56'-1"

33'	82	45'	59 / 67	11'
	165		60 / 67	
			61 / 67	
	81		62 / 67	
	165		63 / 67	
			64 / 67	
	80		65 / 67	
	165		66 / 67	
			67 / 67	
	79		68 / 67	
	165		69 / 67	
			70 / 67	
	78		71 / 67	
	165		72 / 67	
			73 / 67	
	77		74 / 67	
	228		75 / 67	
			76 / 84	

11'	58 / 67	45'	38	50'-2"
	57 / 67		165	37
	56 / 67			184
	55 / 67		39	
	54 / 67		165	36
	53 / 67			184
	52 / 67		40	
	51 / 67		165	35
	50 / 67			183
	49 / 67		41	
	48 / 67		165	34
	47 / 67			183
	46 / 67		42	
	45 / 67		202	33
	44 / 67			139
11'	43 / 105	45'-10"	35'-11"	

33'	37	50'-2"
	184	
	36	
	184	
	35	
	183	
	34	
	183	
	33	
	139	

Proposed 30' Wide Road

Proposed 40' Wide Road

Proposed 30' Wide Road

Existing 100' Wide Road

