

DETAILED PROJECT REPORT (DPR) FOR PREPARATION OF VARIOUS ROAD/TUNNEL
PROJECTS OF PUBLIC WORKS (R&B) DEPARTMENT, UT OF LADAKH - HIGHWAY TUNNEL
ACROSS FOTU LA PASS (1.9 KM APPROX.) ALONG WITH ITS APPROACHES ON ZOJILA-LEH
-KARGIL ROAD.

VOLUME-IX

PART -2:TUNNELS(E&M AND VENTILATION)

DRAWINGS

DPR SUBMISSION - Feb-2025

CLIENT:



THE ADMINISTRATION OF THE
UNION TERRITORY OF LADAKH

DESIGN CONSULTANTS :




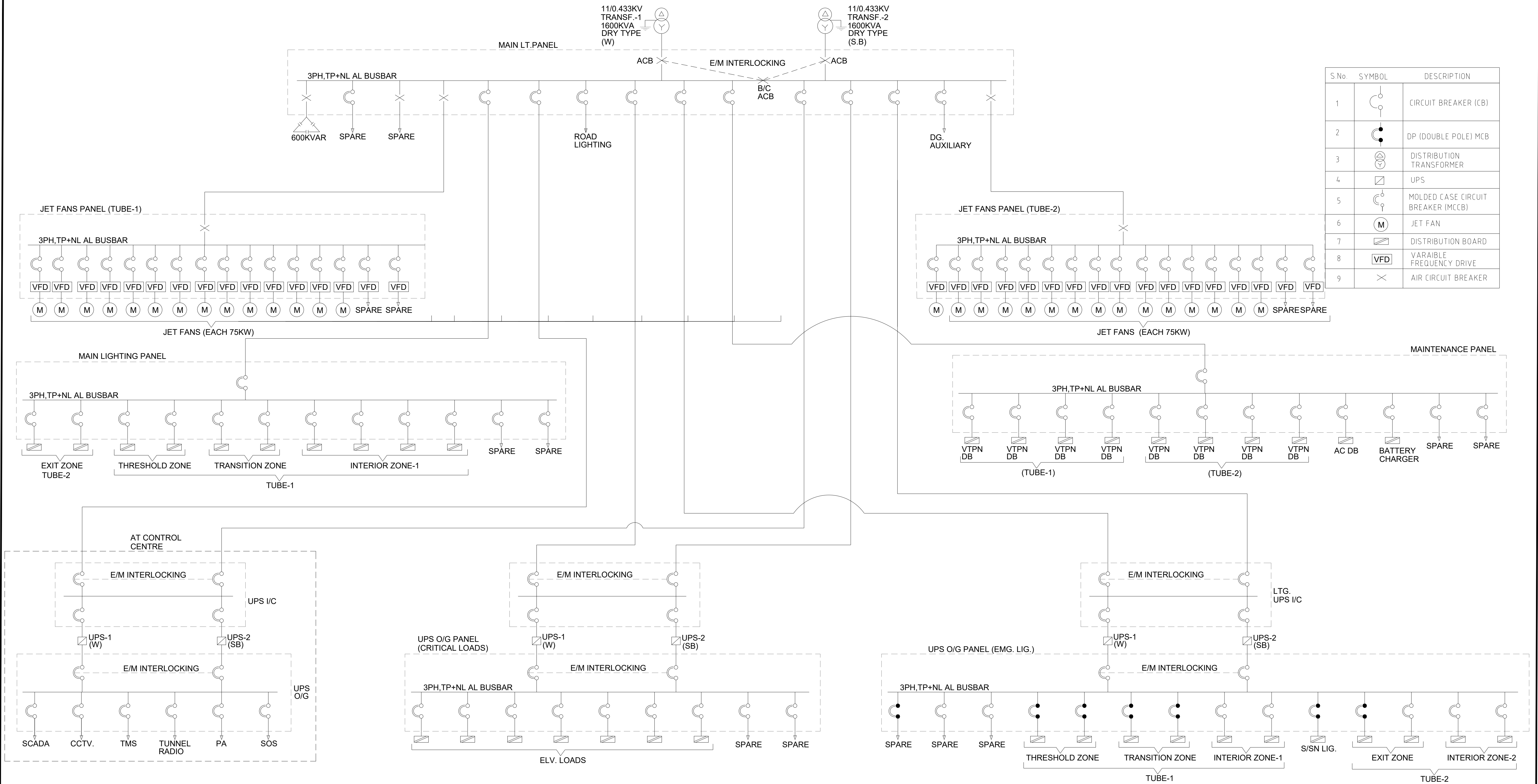
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ELECTRICAL & MECHANICAL DRAWINGS


| S.Nr. | DRAWING NUMBER | REV. | DRAWING NAME |
|-------|------------------------|------|--|
| 0 | FOLA_E&M_0000 | 0 | DRAWINGS LIST ELECTRICAL & MECHANICALWORKS __SH 1 |
| 1 | FOLA_E&M_1501 | 0 | MAIN ELECTRICAL __SH 1 SCHE&MATIC |
| 2 | FOLA_E&M_502 | 0 | ELECTRICAL SCHE&MATIC EAST PORTAL SUB-STATION-1 (0 TO 1.894KM) __SH 1 |
| 3 | FOLA-E&M-1503 | 0 | ELECTRICAL SCHE&MATIC SUB-STATION-2 (KM2+641.7) __SH 1 |
| 4 | FOLA-E&M-1504 | 0 | MAIN TUNNEL LAYOUT OF 11/433kv.PORTAL/NICHE SUB-STATION (P1-P2) __SH 1 |
| 5 | FOLA-E&M-1505 | 0 | MAIN TUNNEL LIGHTING LAYOUT __SH 1 OF 3 TO 3 OF 3 |
| 6 | FOLA-E&M-1506 | 0 | SOS STATIONS AND FIRE FIGHTING EQUIPMENT __SH 1 OF 3 TO 3 OF 3 |
| 7 | FOLA-E&M-1507 | 0 | MAIN TUNNEL TYPICAL CROSS SECTION FLAT INVERT SHOWING ALL EQUIPMENT __SH 1 OF 2 TO 2 OF 2 |
| 8 | FOLA-E&M-1508 | 0 | MAIN TUNNEL CCTV .CAMERA LOCATION __SH 1 OF 3 TO 3 OF 3 |
| 9 | FOLA-E&M-1509 | 0 | MAIN TUNNEL PA.SPEAKER LOCATION __SH 1 OF 3 TO 3 OF 3 |
| 10 | FOLA-E&M-1510 | 0 | MAIN TUNNEL TRAFFIC MANAGE & SIGNAGE LOCATION __SH 1 OF 3 TO 3 OF 3 |
| 11 | FOLA-E&M-1511 | 0 | EAST PORTAL SUB-STATION LAYOUT __SH 1 |
| 12 | FOLA-E&M-1512 | 0 | WEST PORTAL SUB-STATION LAYOUT __SH 1 |
| 13 | FOLA-E&M-1513 | 0 | BLOCK SCHE&MATIC FOR SCADA IP.CCTV. PA SYSTE&M.TMS AND E&MERGENCY TELEPHONE __SH 1 |
| 14 | FOLA-E&M-1514 | 0 | TUNNEL AUTOMATION SYSTE&M SCADA SYSTE&M ARCHITECTURE __SH 1 |
| 15 | FOLA-E&M-1515 | 0 | LAYOUT OF FIRE PUMP HOUSE AT EAST PORTAL __SH 1 |
| 16 | FOLA-E&M-1516 | 0 | P&ID OF FIRE PUMP STATION NEAR WEST PORTAL __SH 1 |
| 17 | FOLA-E&M-1517 | 0 | FIRE MAIN NETWORK FOR HYDRANT SYSTE&M __SH 1 |
| 18 | FOLA-VENT-FAN-1000-001 | 0 | VENTILATION FANS LOCATION |

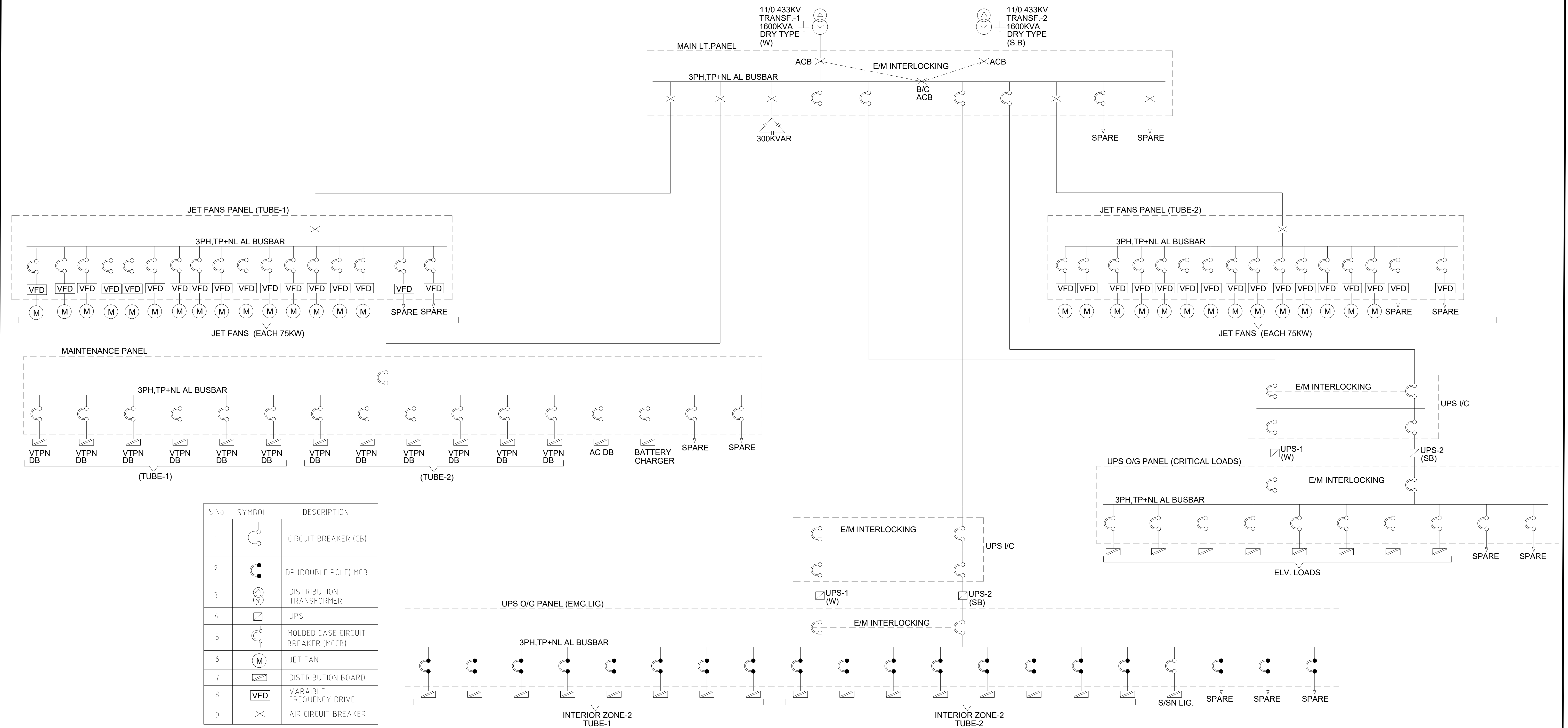
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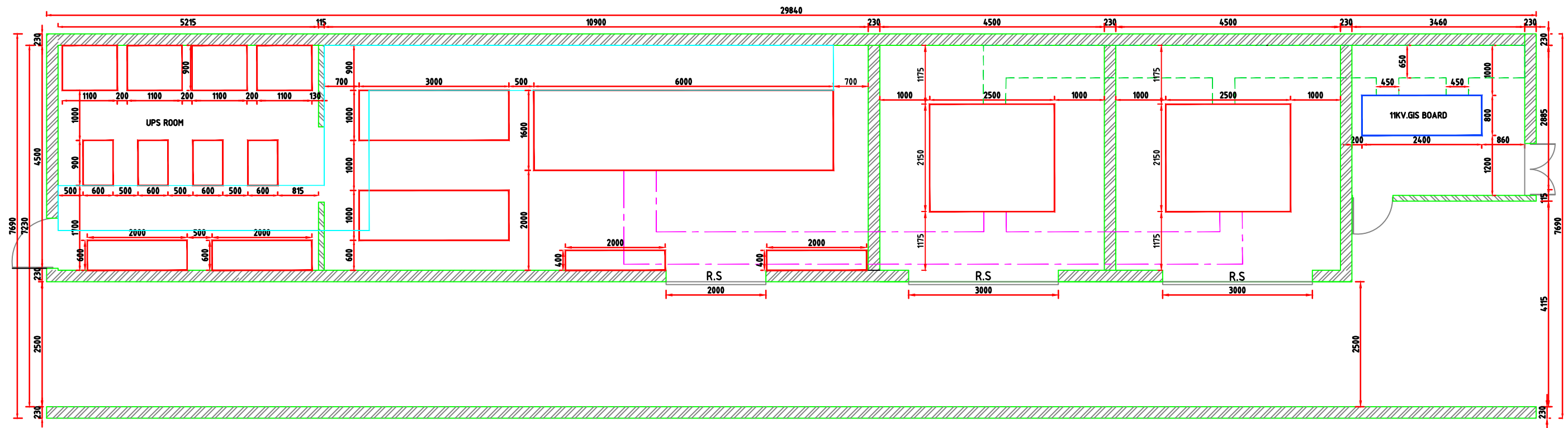
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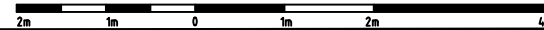



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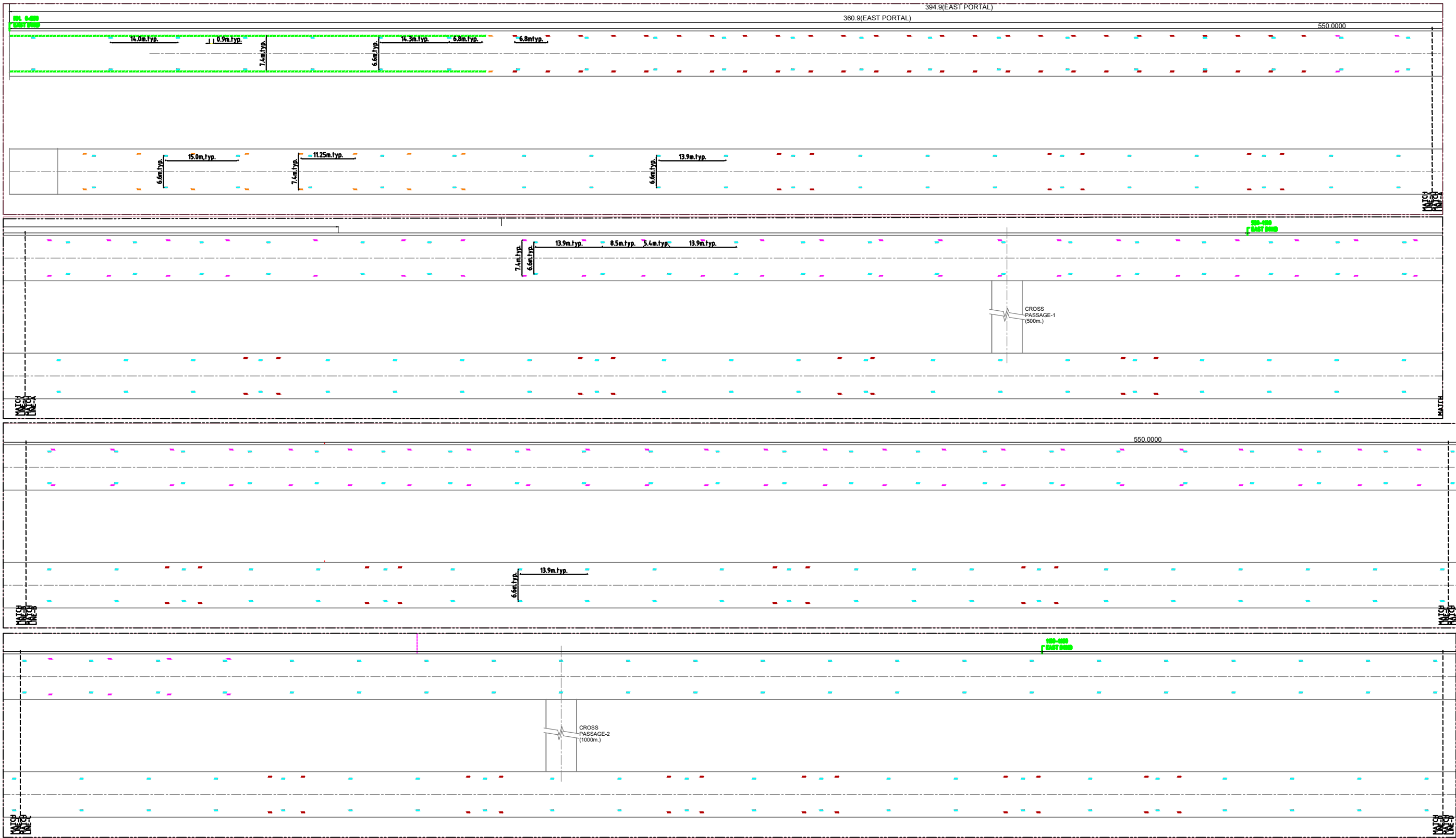
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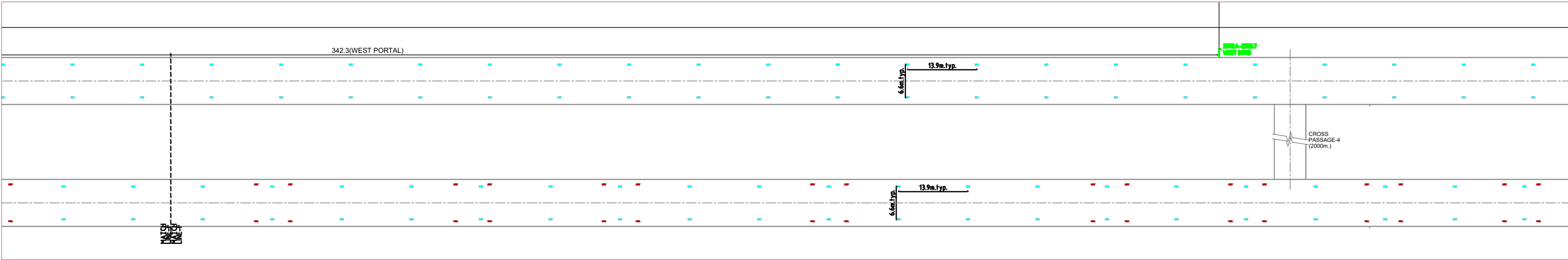
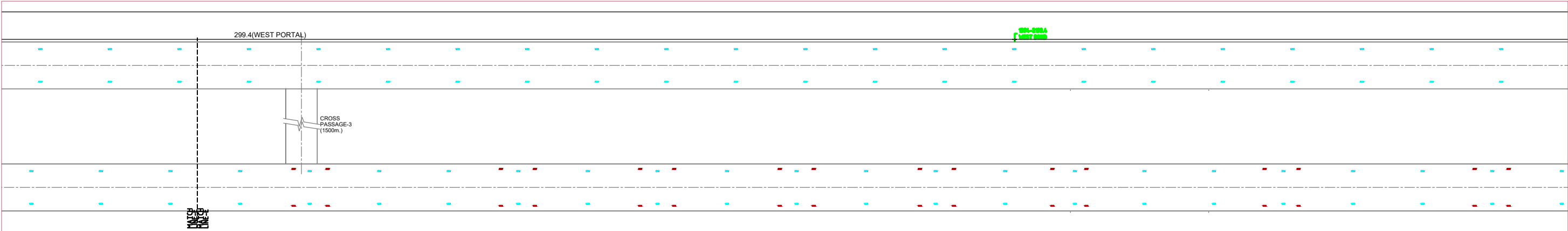
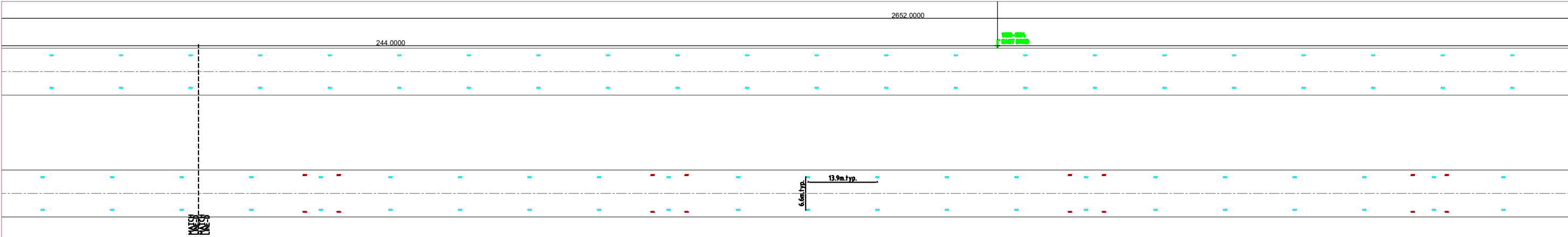
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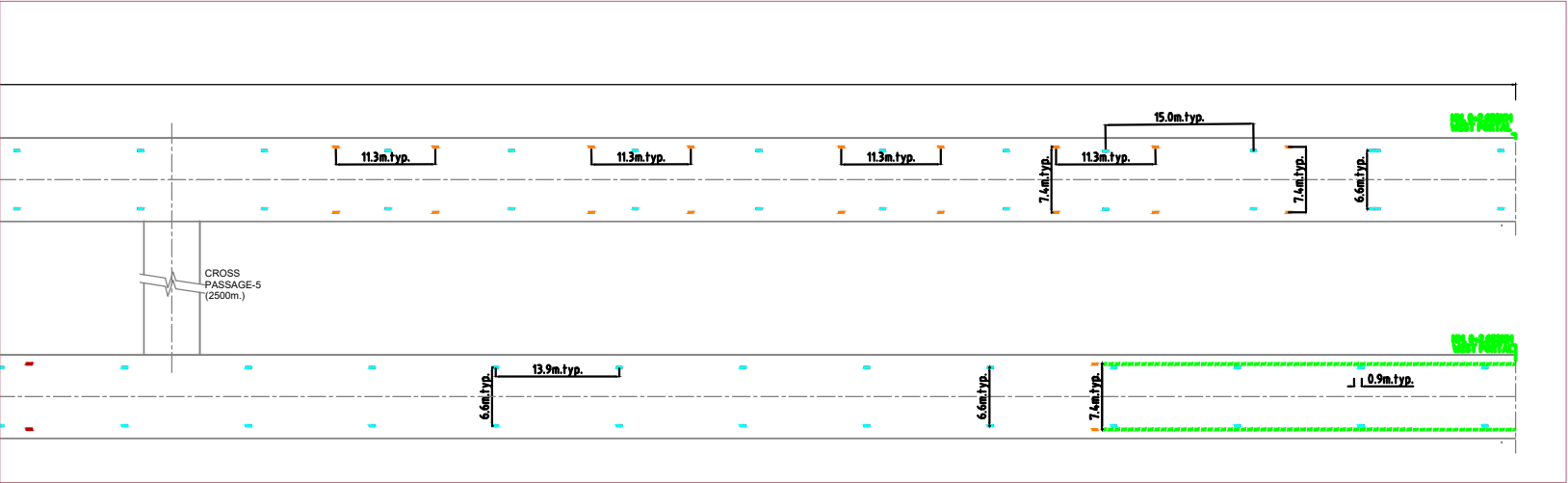
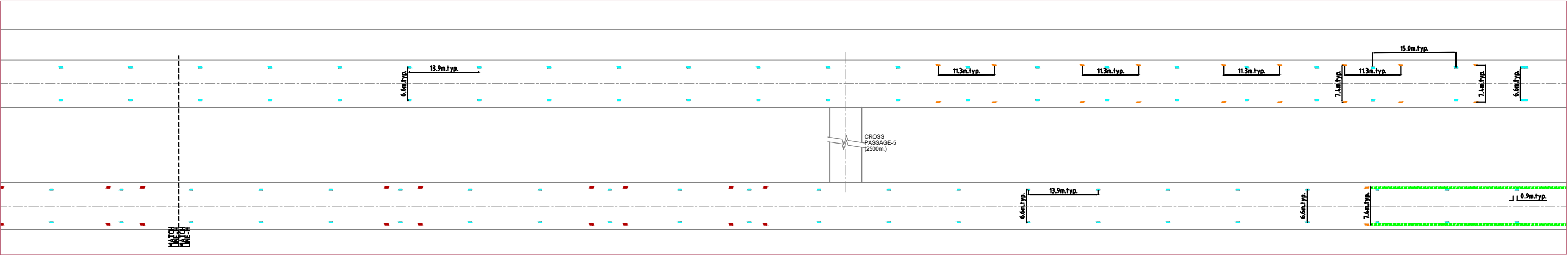


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| REFERENCE DRAWINGS: | LEGEND: | REVISION | | | | | QUALITY ASSURANCE | | | | | | DESIGN CONSULTANTS : <div> THE INFRASTRUCTURE PEOPLE</div> | | | | CLIENT The Administration of the U T of Ladakh Office of the Chief Engineer PWD (R&B) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | The responsibility of control, check and verification of accuracy, correctness, completeness, integration and full compliance of contract provisions in respect of design analysis and drawings rests with the design consultants and the contractor. | | | | | | PROJECT TITLE HIGHWAY TUNNEL- FOTULA PASS Including Approaches in U T of Ladakh | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | Date (FIRST ISSUE) | 20.02.2025 | 20.02.2025 | 20.02.2025 | 20.02.2025 | 20.02.2025 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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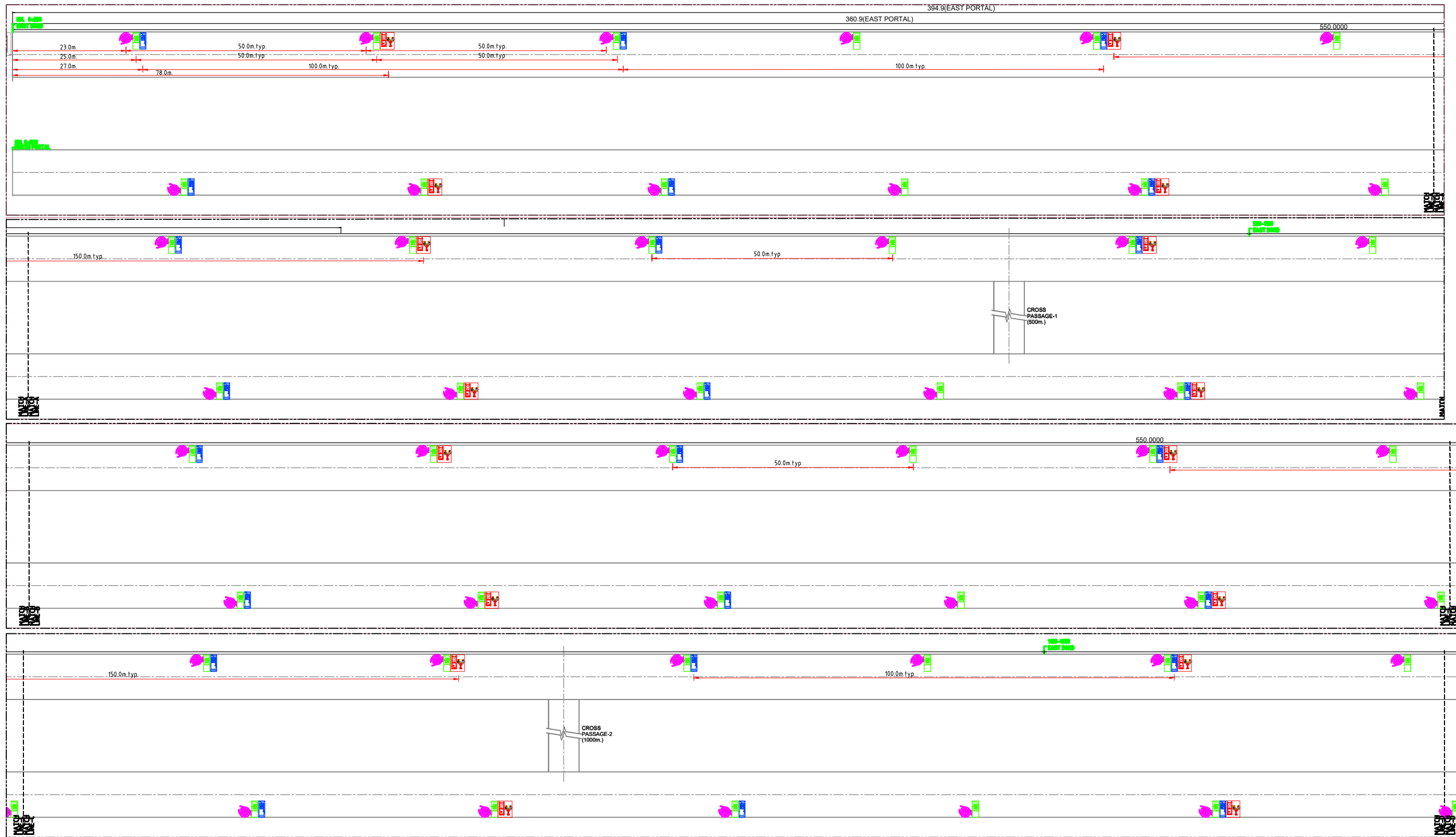
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|--|----------|-----------------------|---------------|
| — | 74 | M220969 BJTU S324L NW | 1x4000K 240W. |
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| — | 209 | M220969 BJTU S390L NW | 1x4000K 300W. |
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SCALE 1 : 400




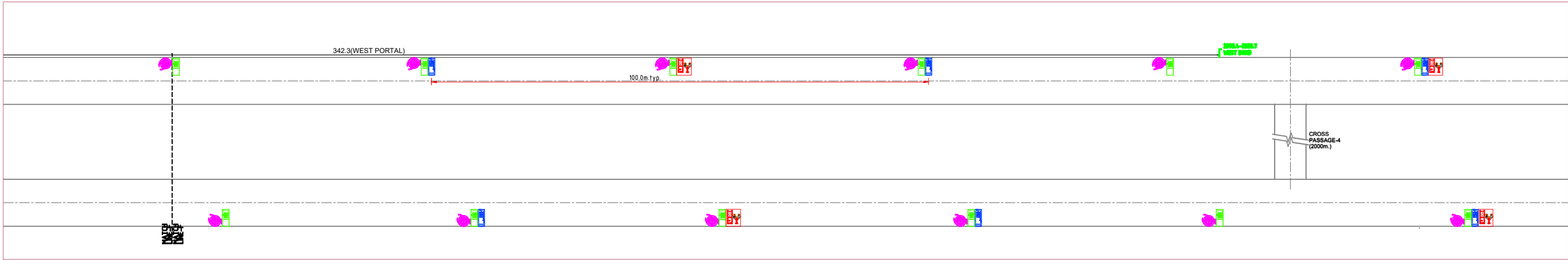
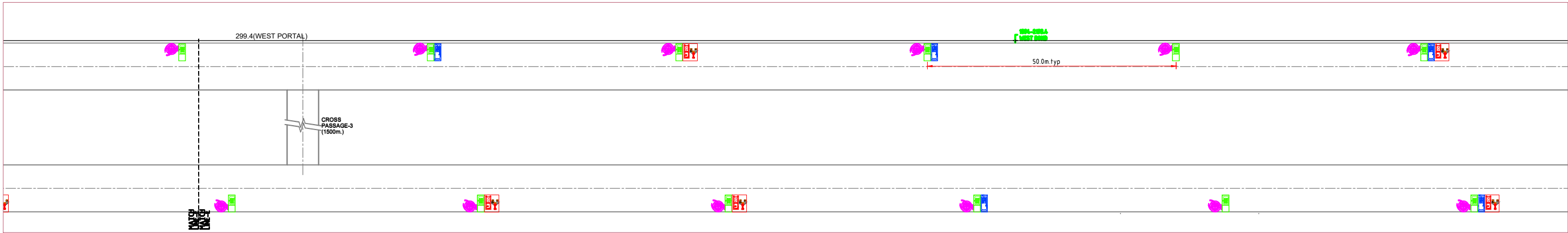
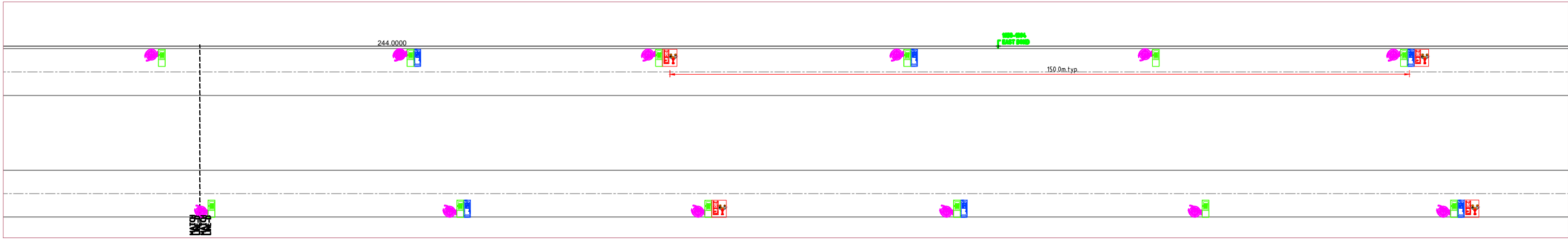
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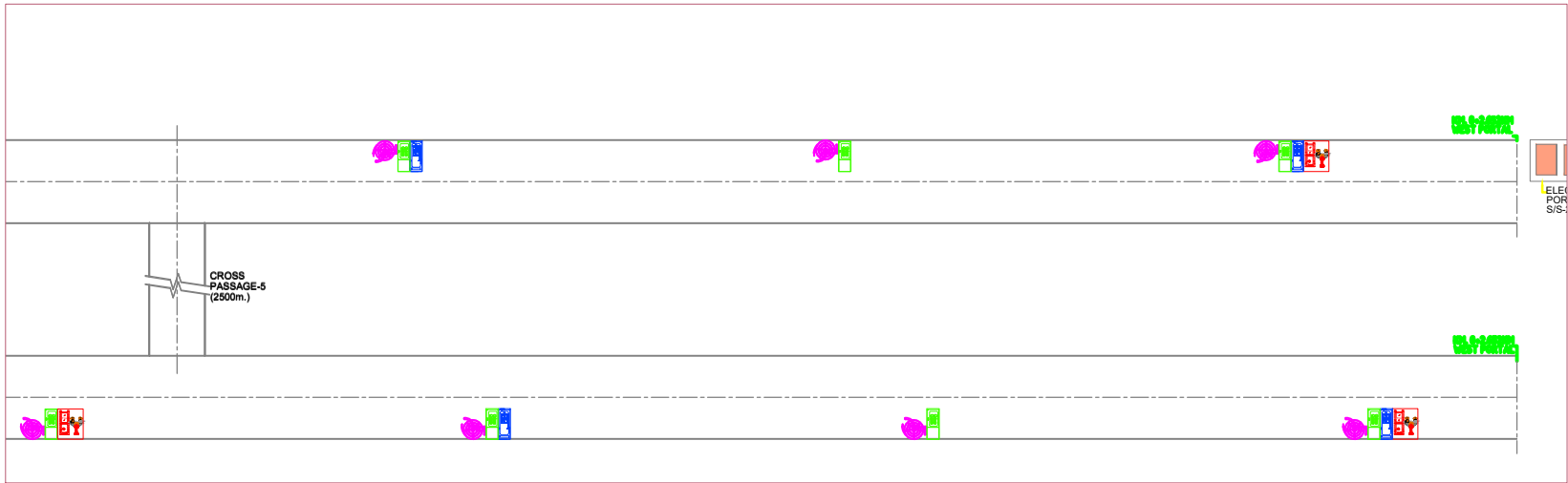
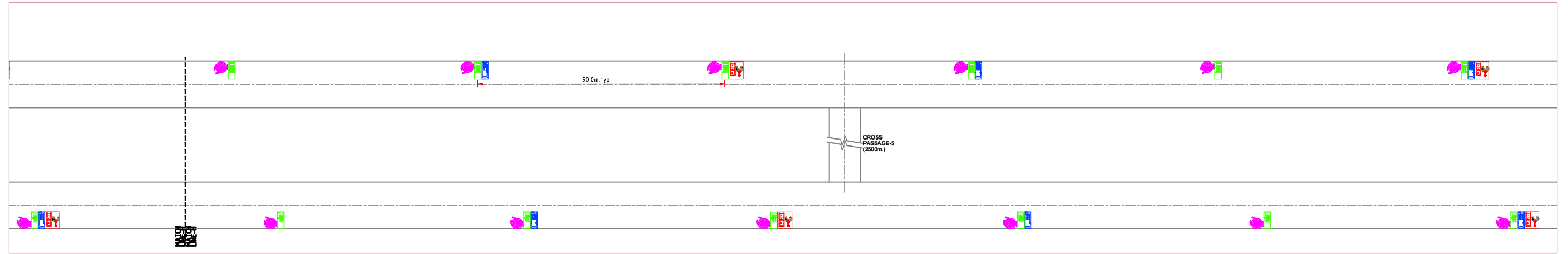
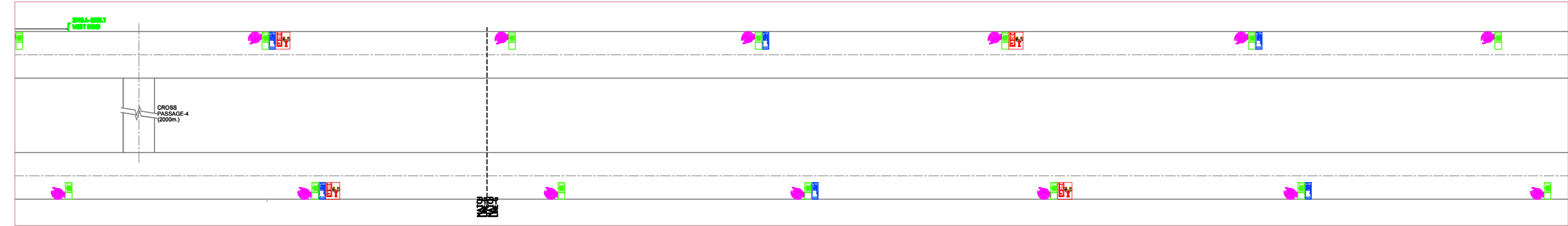
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| | | | | | | | Name | SM | AK | AA | ASZ | RSD | | | | | | | | | |
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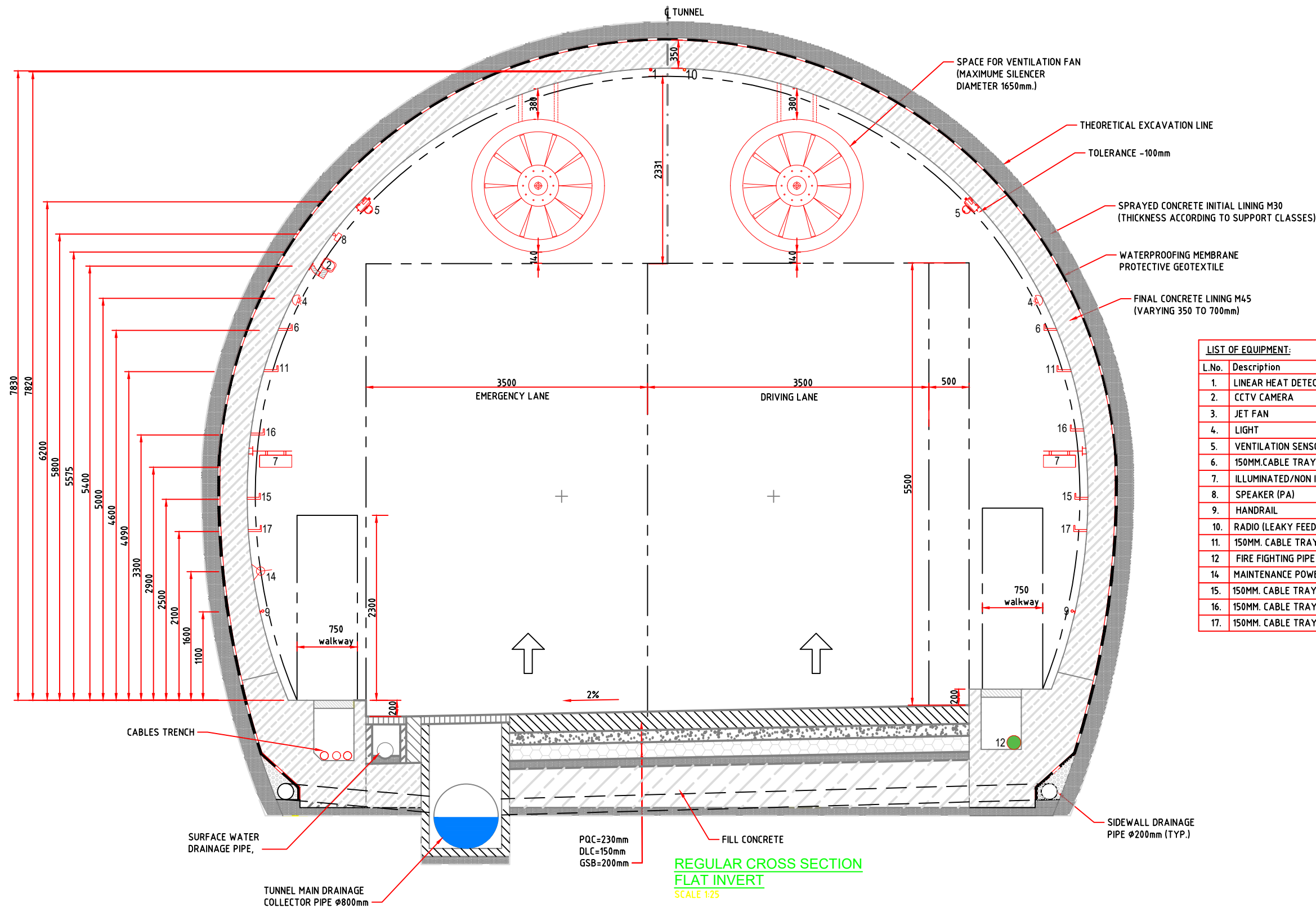
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| 1. | | HOSE REEL @ 50m. C/C. |
| 2. | | FIRE EXTINGUISHERS @ 50m. C/C. |
| 3. | | 1- EMERGENCY PHONE (SOS) @ 100m. C/C. 2- EMERGENCY PUSH BUTTON @ 100m. C/C. |
| 4. | | 1- FIRE HYDRANT @ 150m. C/C. 2- FIRE HOSE REEL 3NOS. 30m.EACH |
| 5. | | FIRE DOOR |

SCALE 1 : 400




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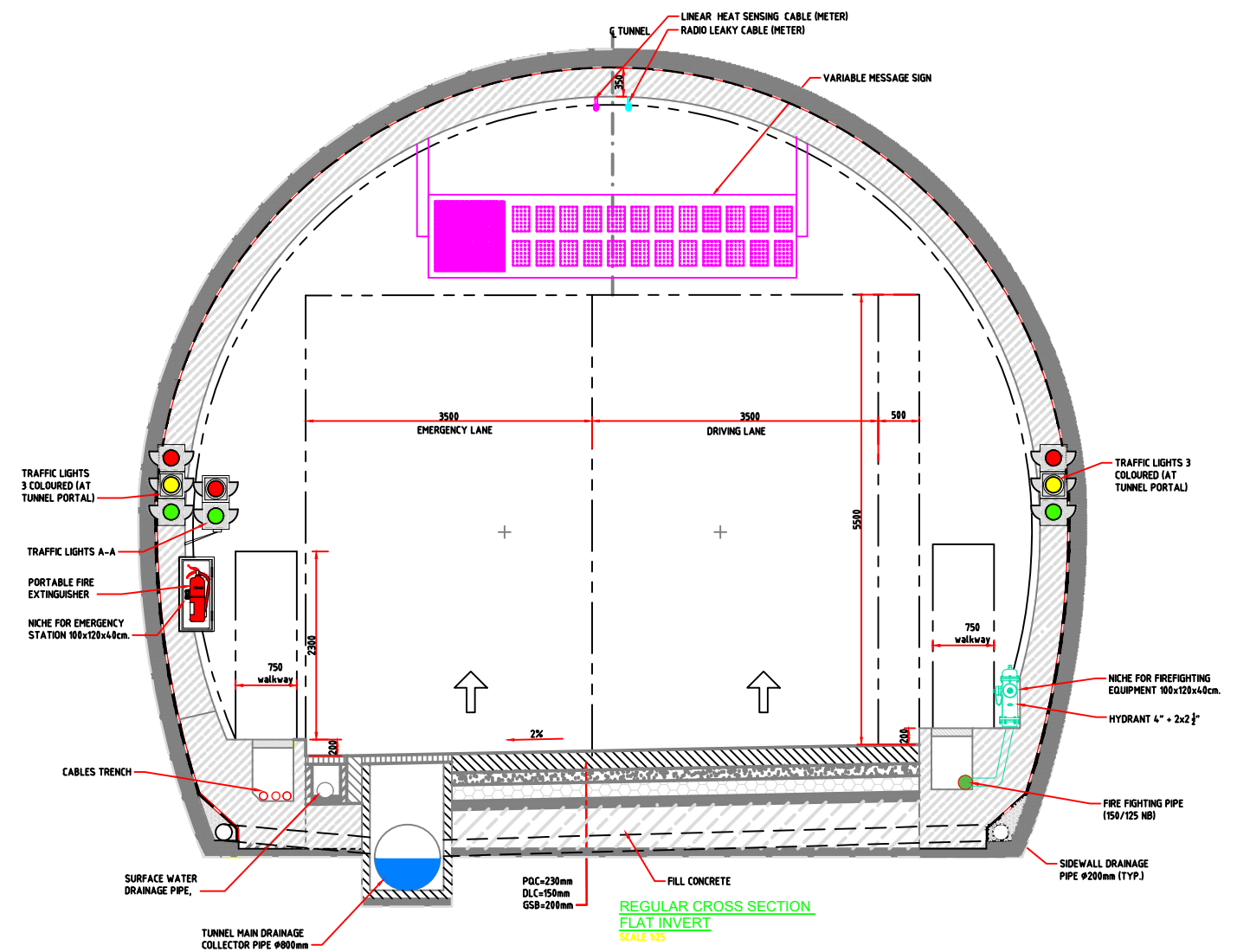
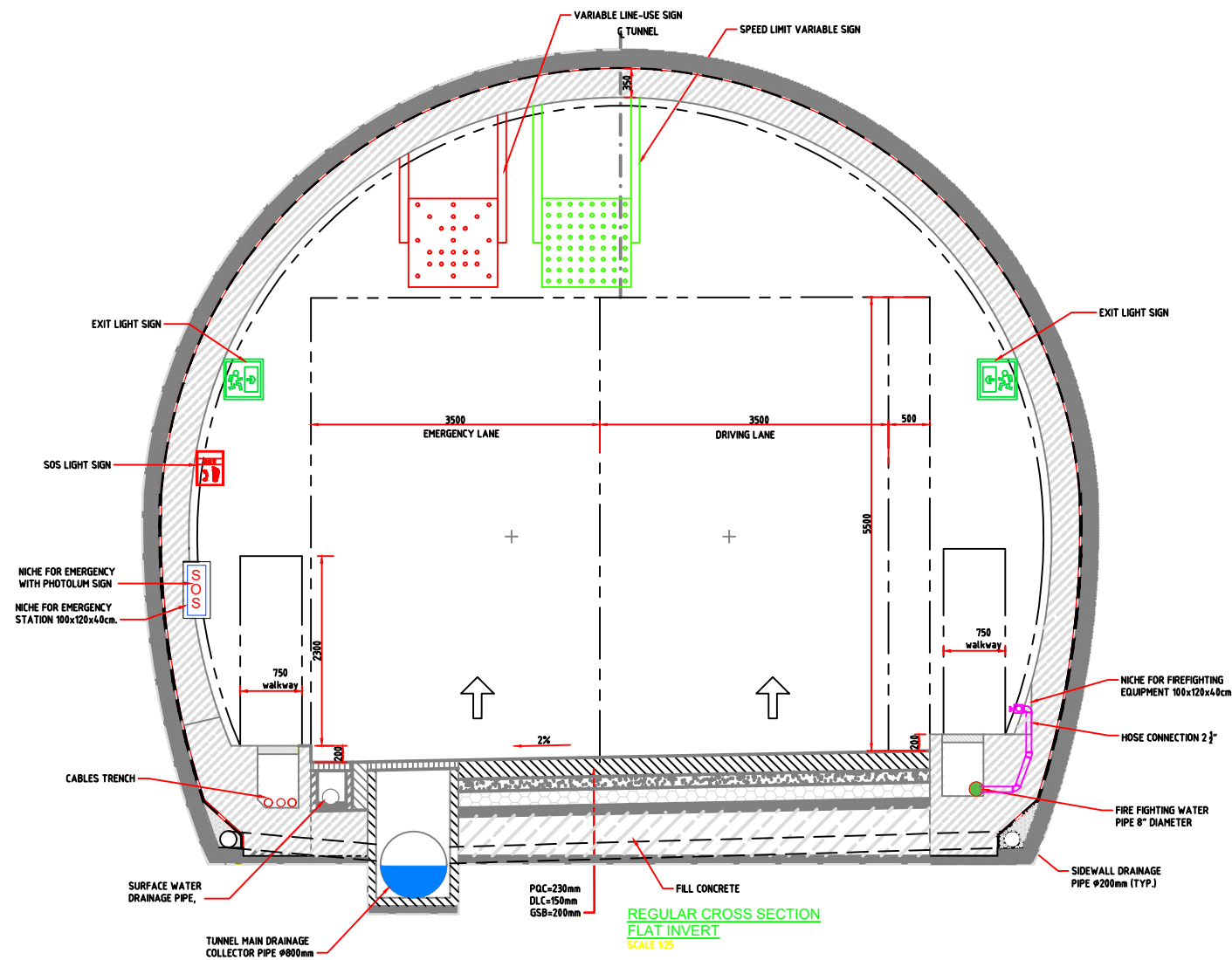
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| LIST OF EQUIPMENT: | |
|--------------------|---|
| L.No. | Description |
| 1. | LINEAR HEAT DETECTION CABLE |
| 2. | CCTV CAMERA |
| 3. | JET FAN |
| 4. | LIGHT |
| 5. | VENTILATION SENSORS |
| 6. | 150MM.CABLE TRAY (LIGHTING,CCTV,SPEAKER & SENSORS) |
| 7. | ILLUMINATED/NON ILLUMINATED EMERGENCY SIGN |
| 8. | SPEAKER (PA) |
| 9. | HANDRAIL |
| 10. | RADIO (LEAKY FEEDER) |
| 11. | 150MM. CABLE TRAY (OFC) |
| 12. | FIRE FIGHTING PIPE (150/125 NB) |
| 14. | MAINTENANCE POWER SOCKET (THREE PHASE & SINGLE PHASE) |
| 15. | 150MM. CABLE TRAY (UPS CABLES) |
| 16. | 150MM. CABLE TRAY (JET FANS DB TO JET FANS CABLES) |
| 17. | 150MM. CABLE TRAY (MAINTENANCE POWER SOCKET CABLES) |

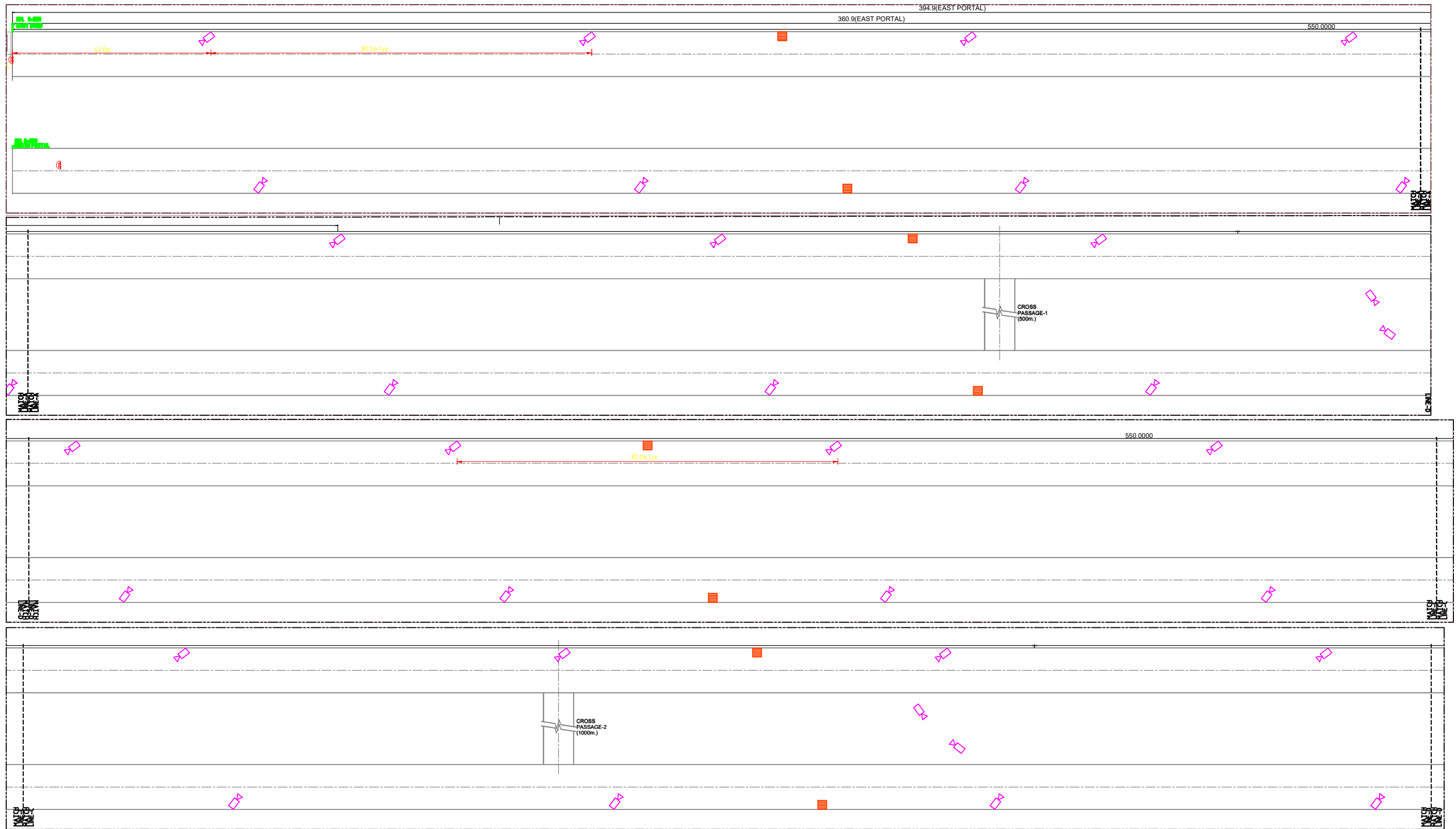
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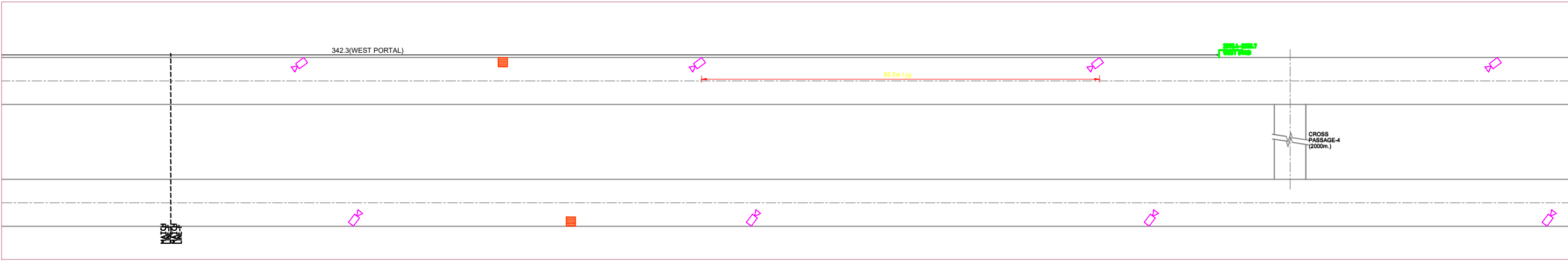
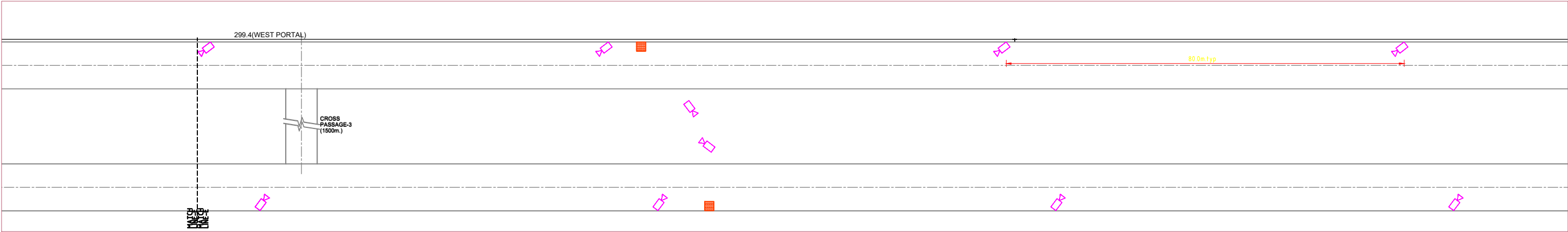
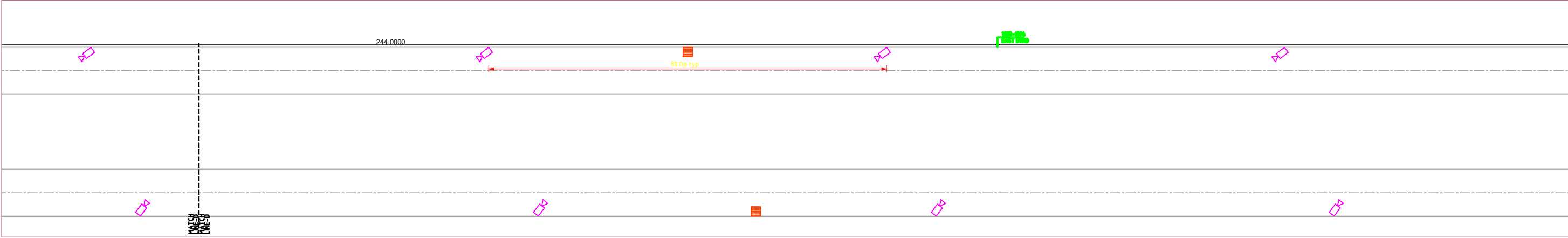
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| | | | | | | | | | Date (FIRST ISSUE) | 20.02.2025 | 20.02.2025 | 20.02.2025 | | | | | | |
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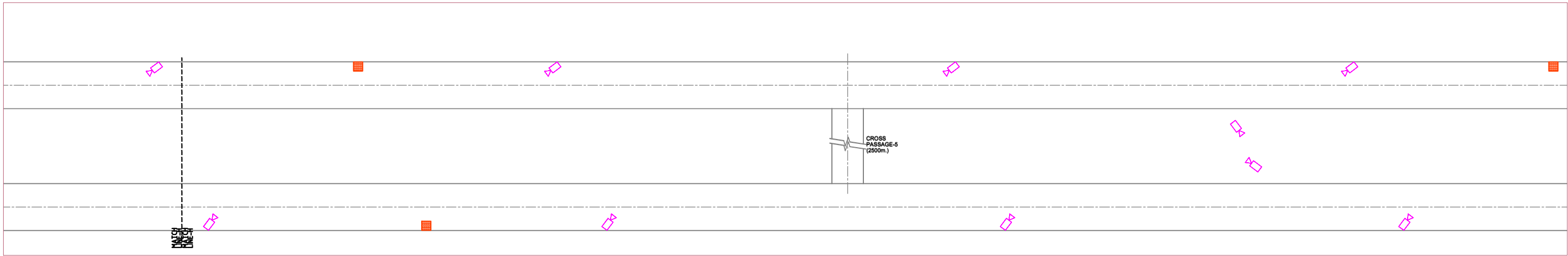
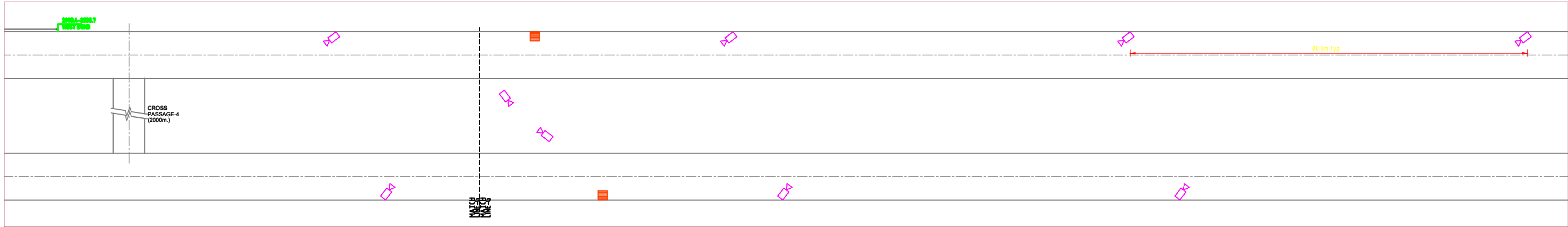
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| | | | | | Date (FIRST ISSUE) | 20.02.2025 | 20.02.2025 | 20.02.2025 | 20.02.2025 | 20.02.2025 | | | | | | | | |
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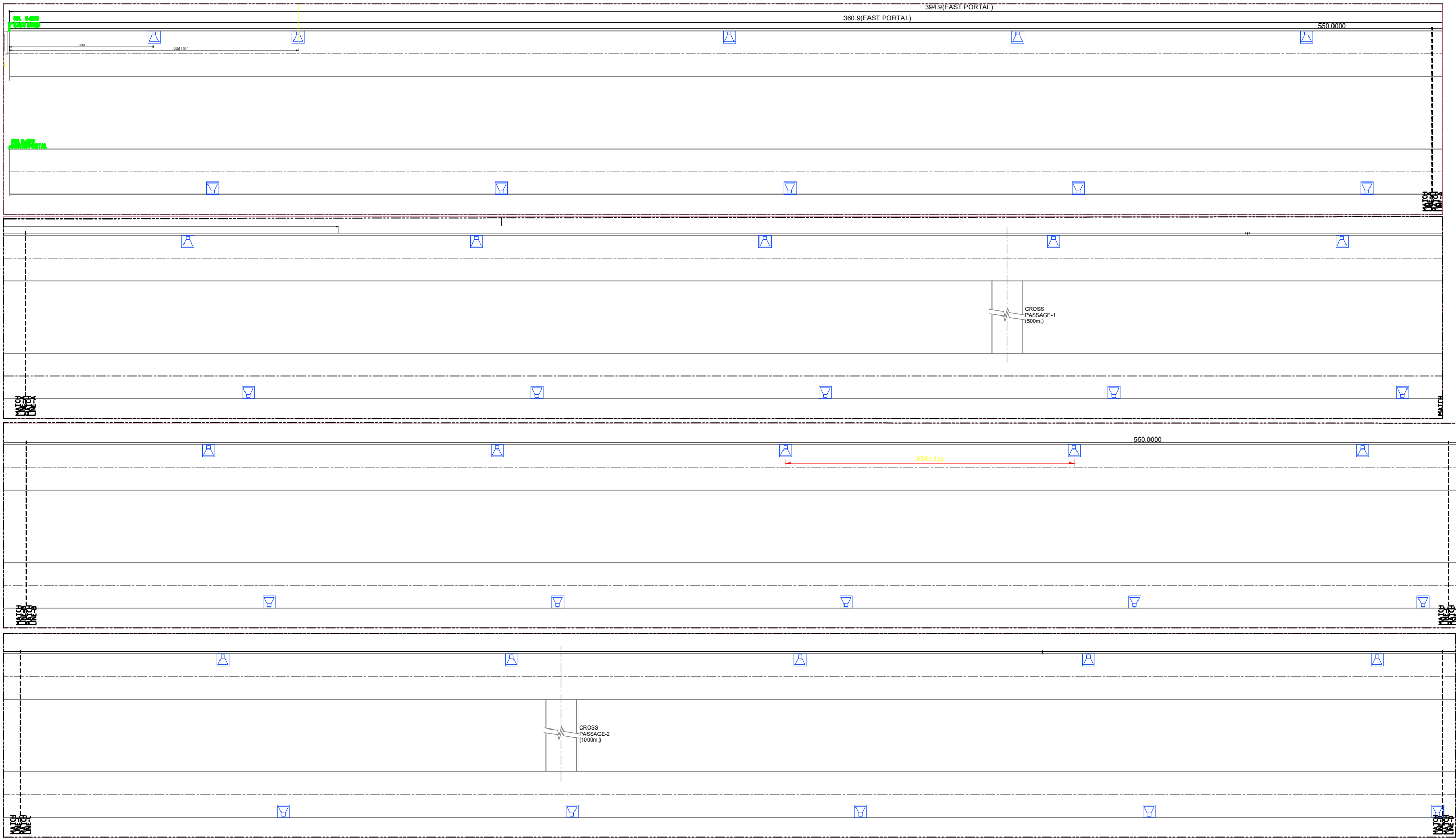
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| 1. | | CCTV. CAMERA @80m. C/C.HEIGHT=4.5m | 234 |
| 2. | | CCTV. PTZ CAMERA AT PORTAL HEIGHT=5.0m | 4 |
| 3. | | NETWORK PANEL FOR CCTV. SYSTEM | 52 |

SCALE 1: 400




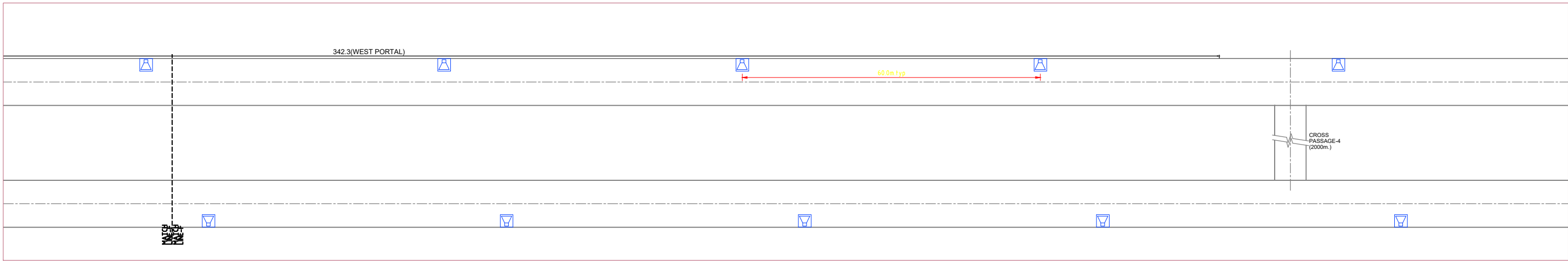
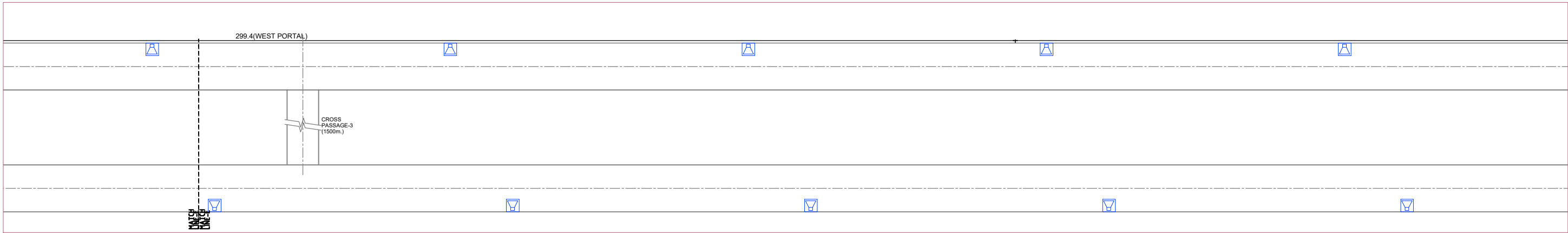
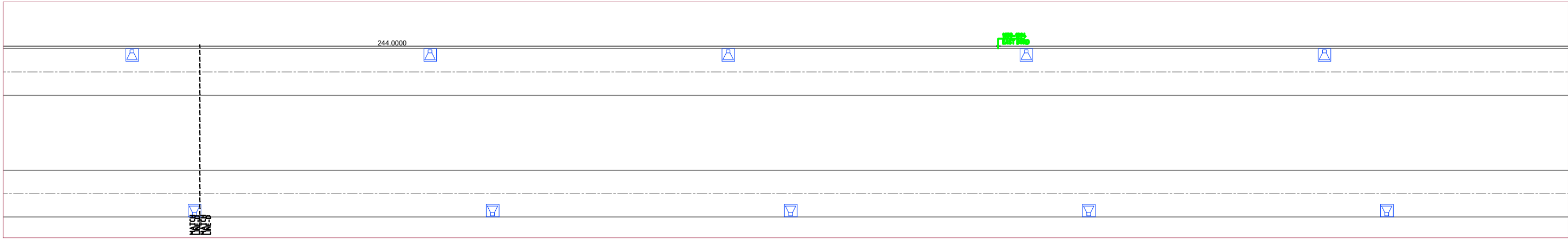
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| | | | | | | | Date (FIRST ISSUE) | 20.02.2025 | 20.02.2025 | 20.02.2025 | 20.02.2025 | 20.02.2025 | | | | | | | | |
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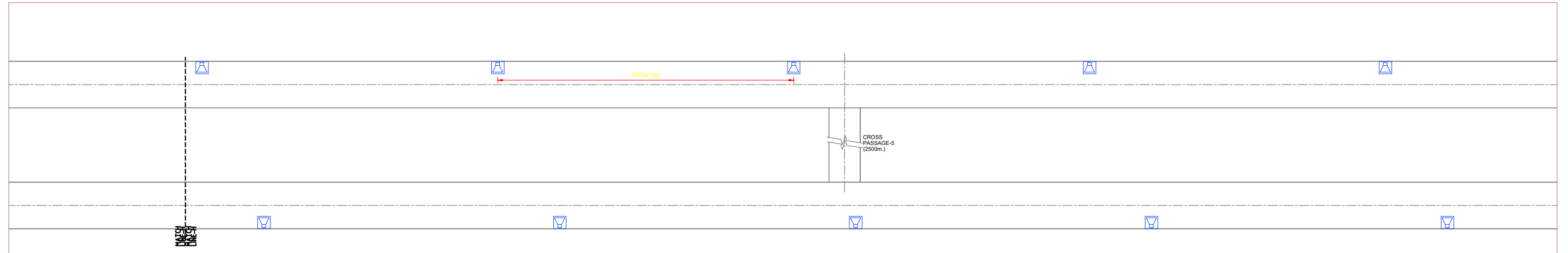
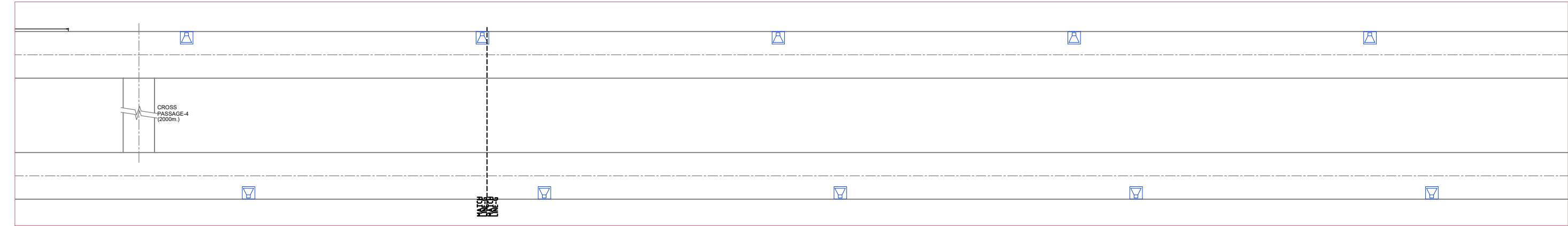


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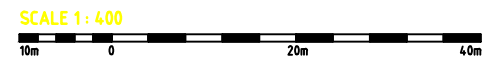
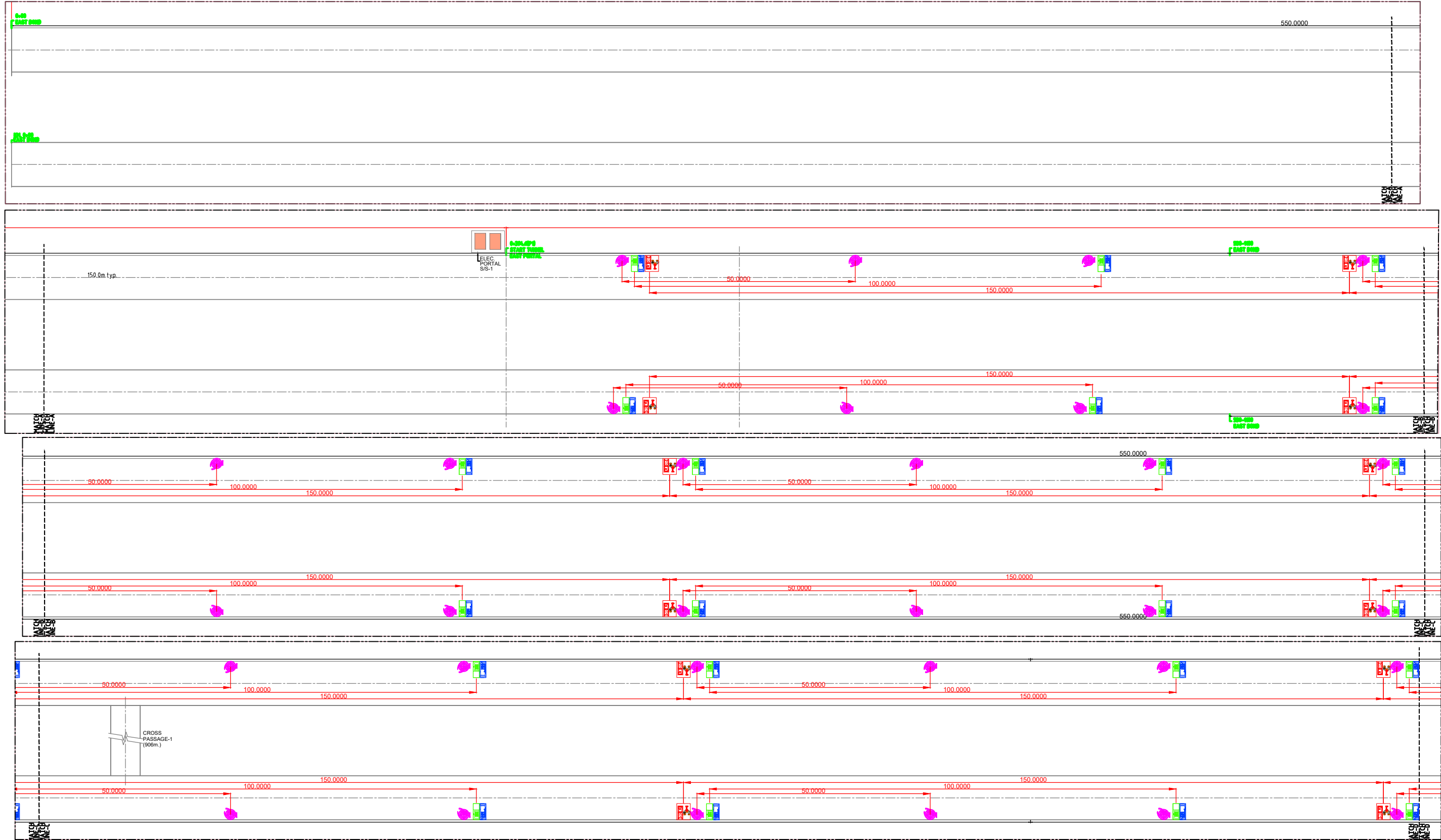
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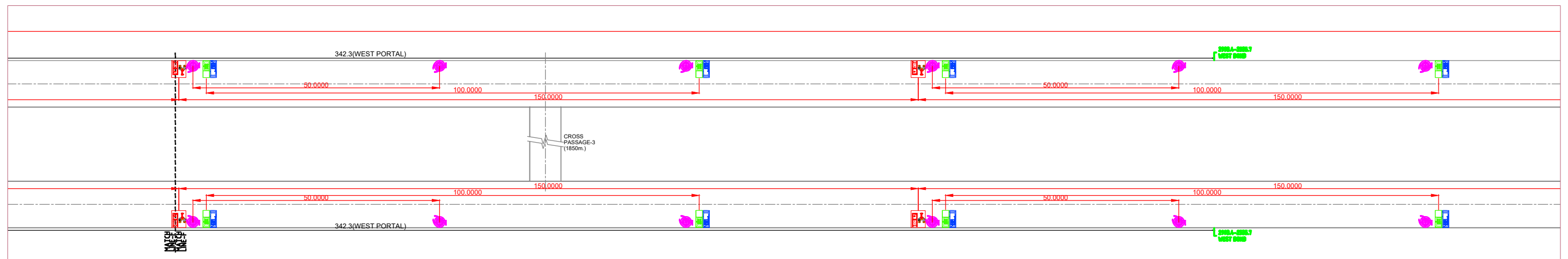
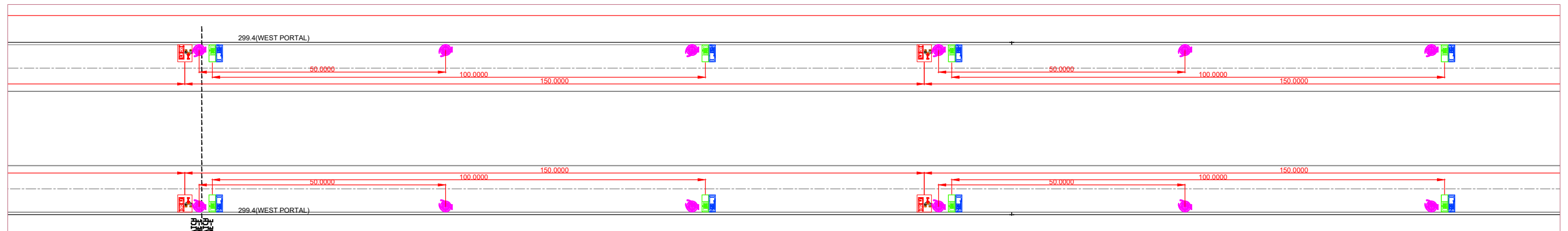
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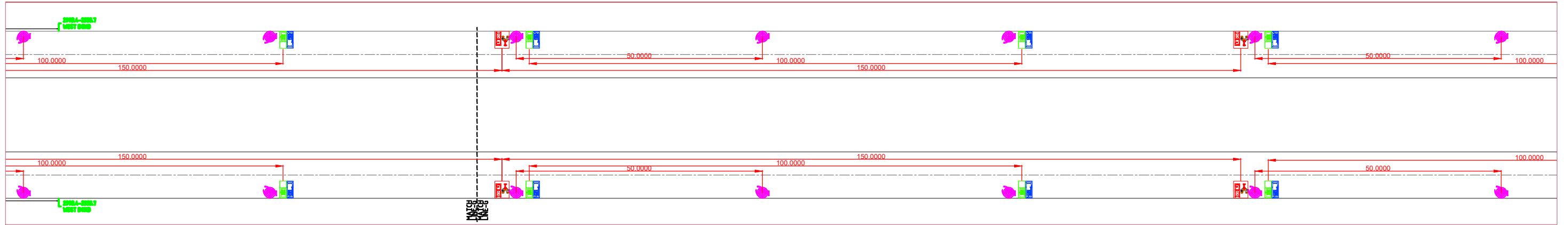
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

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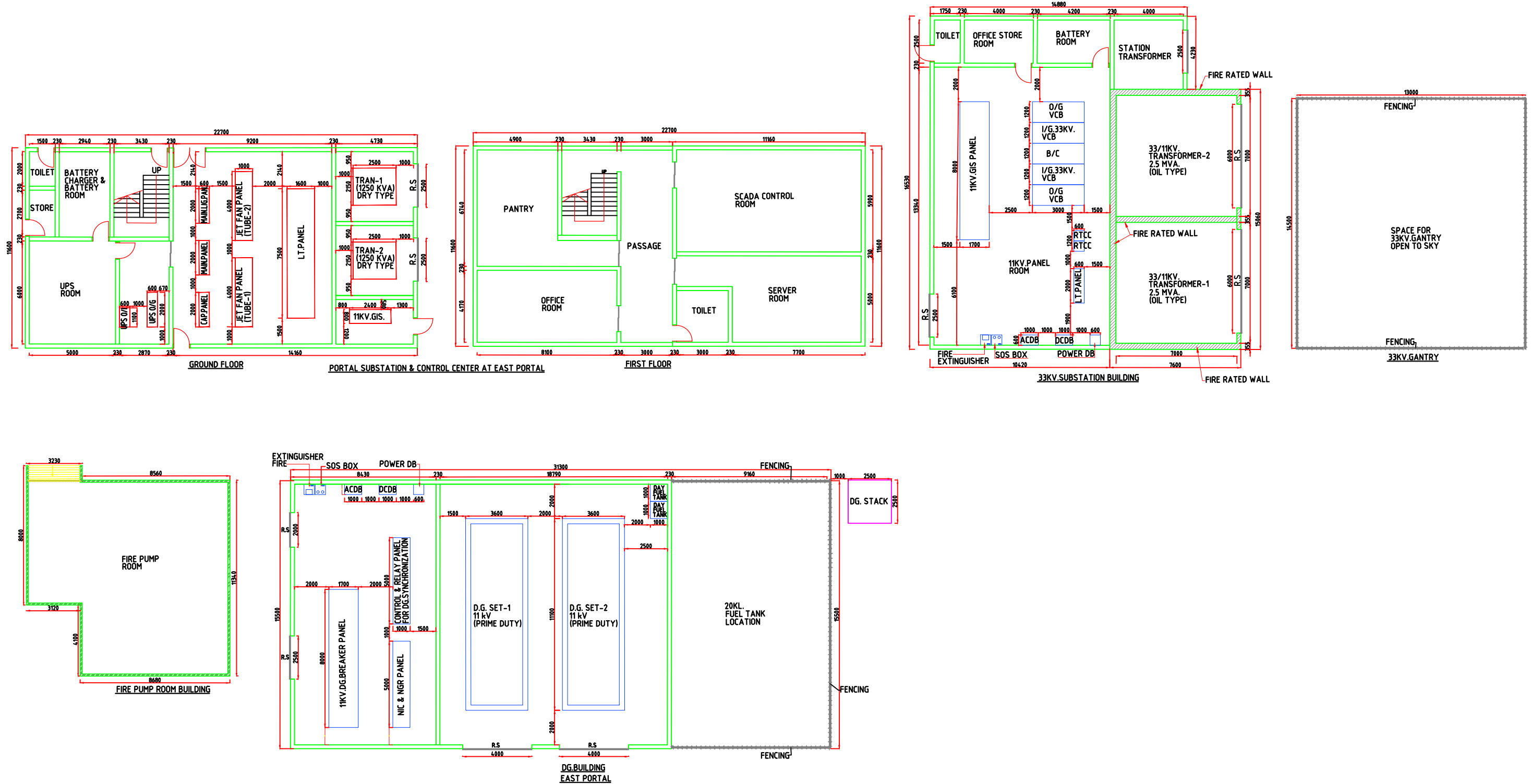


| LEGEND:- | | |
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| S.NO. | SYMBOL | DESCRIPTION |
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| 2. |  | FIRE EXTINGUISHERS @ 100m. C/C. |
| 3. |  | 1- EMERGENCY PHONE (SOS) @ 100m. C/C. 2- EMERGENCY PUSH BUTTON @ 100m. C/C. |
| 4. |  | 1- FIRE HYDRANT @ 150m. C/C. 2- FIRE HOSE REEL 3NOS. 30m.EACH |
| 5. |  | FIRE DOOR |




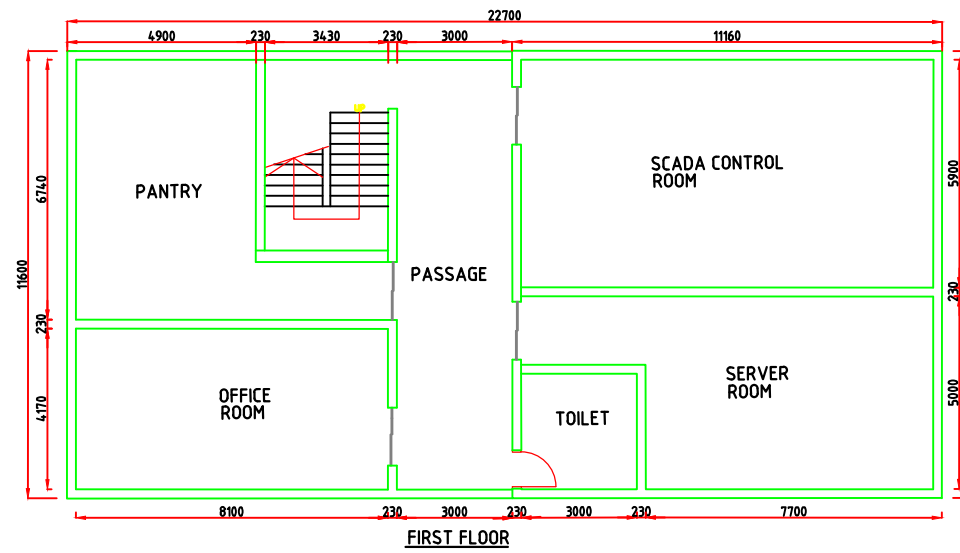
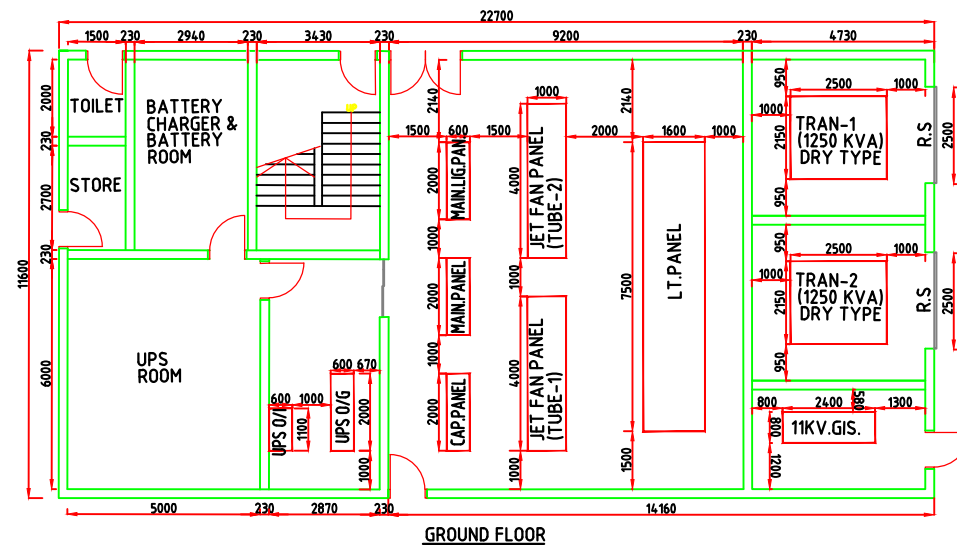
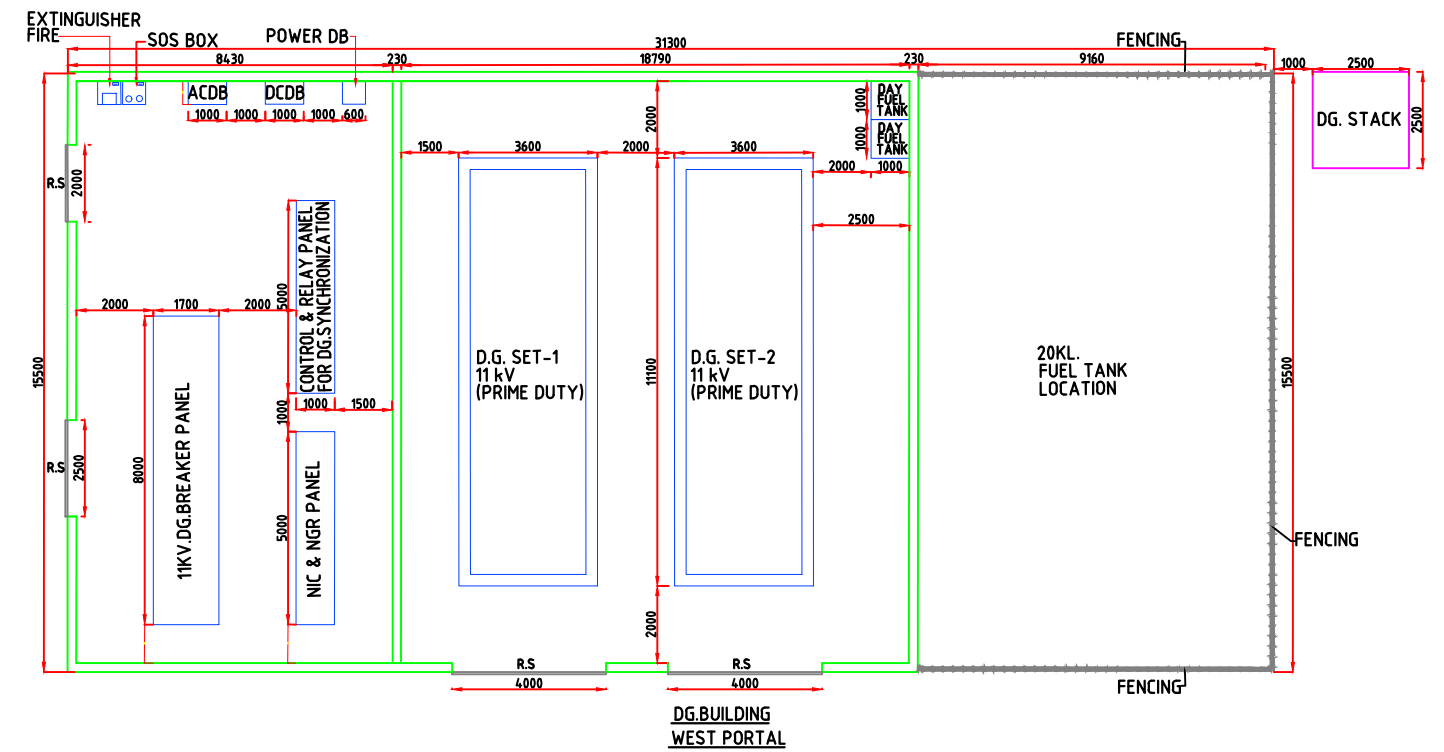
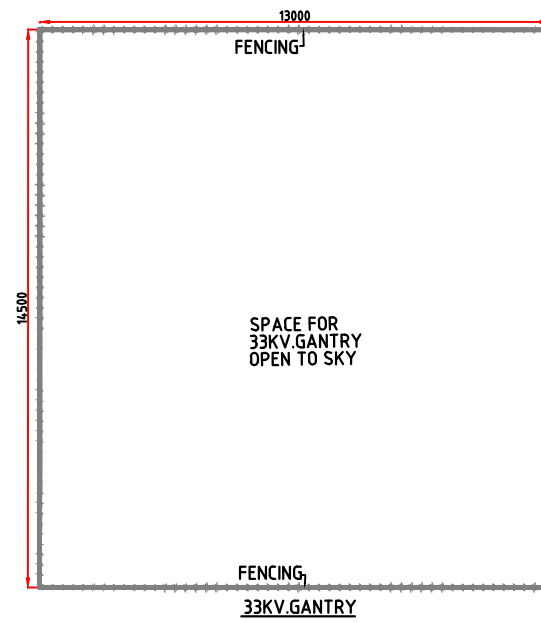
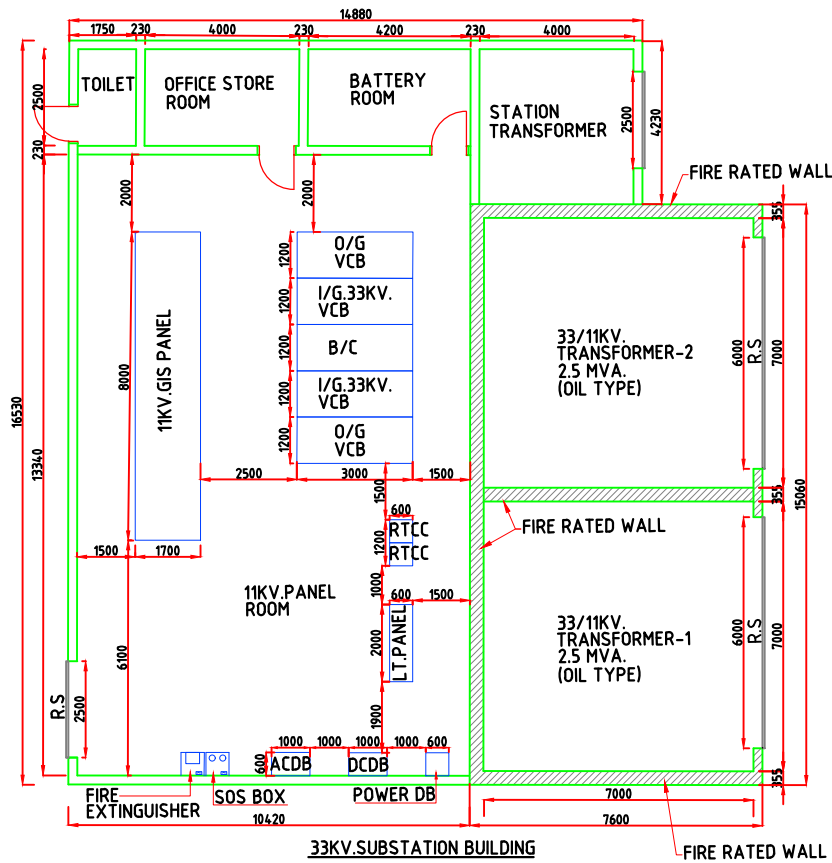
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PORTAL SUBSTATION & CONTROL CENTER AT WEST PORTAL


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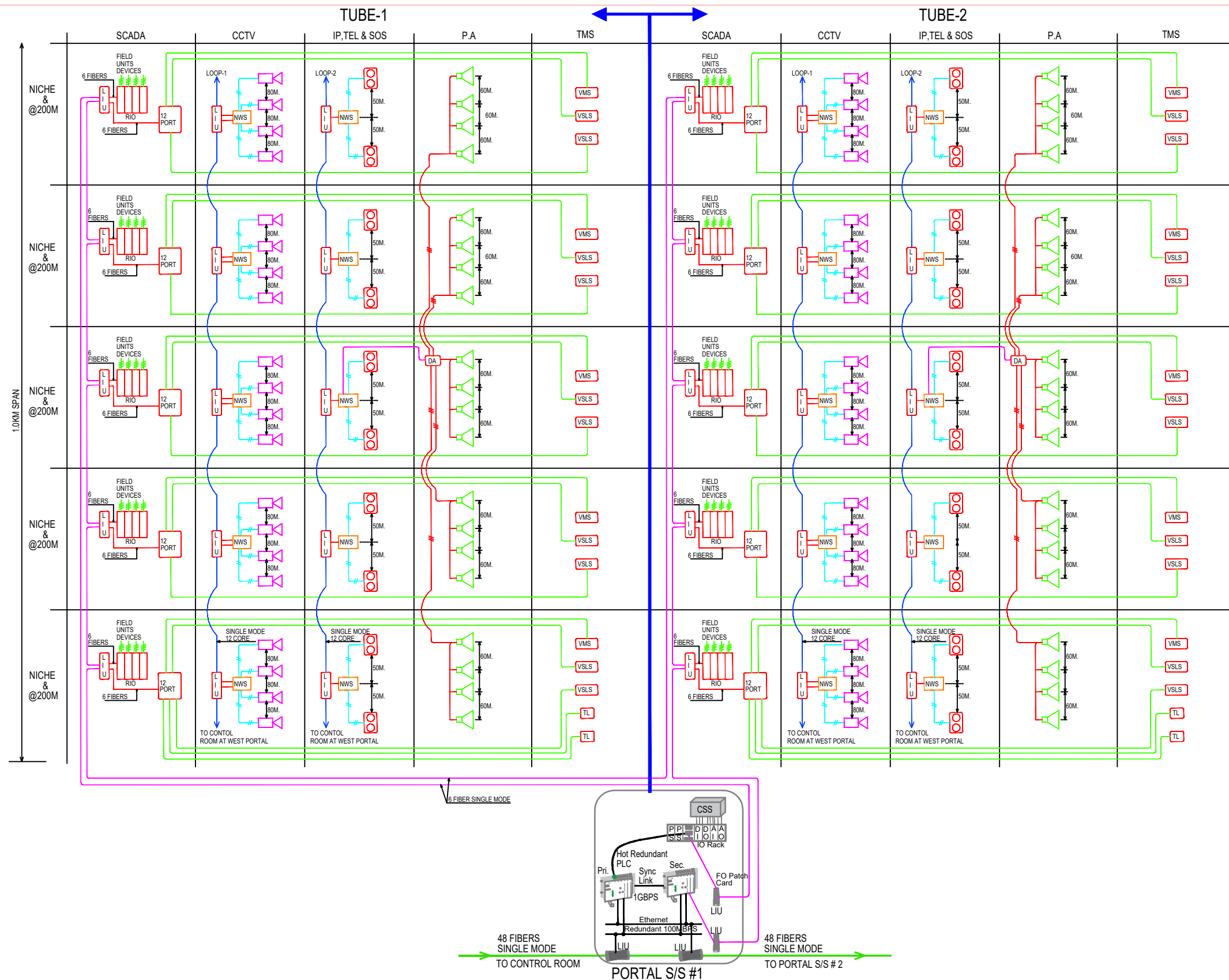
NOTES:

1. FOR LEGEND REFER DRAWING NUMBER, KEYLA-EM-1515 (Sheet-7/7)

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| | | Date (FIRST ISSUE) | | | | | 20.02.2025 | 20.02.2025 | 20.02.2025 | 20.02.2025 | 20.02.2025 | DRAWING NUMBER FOLA E&M 1512 | | REV 0 | | |
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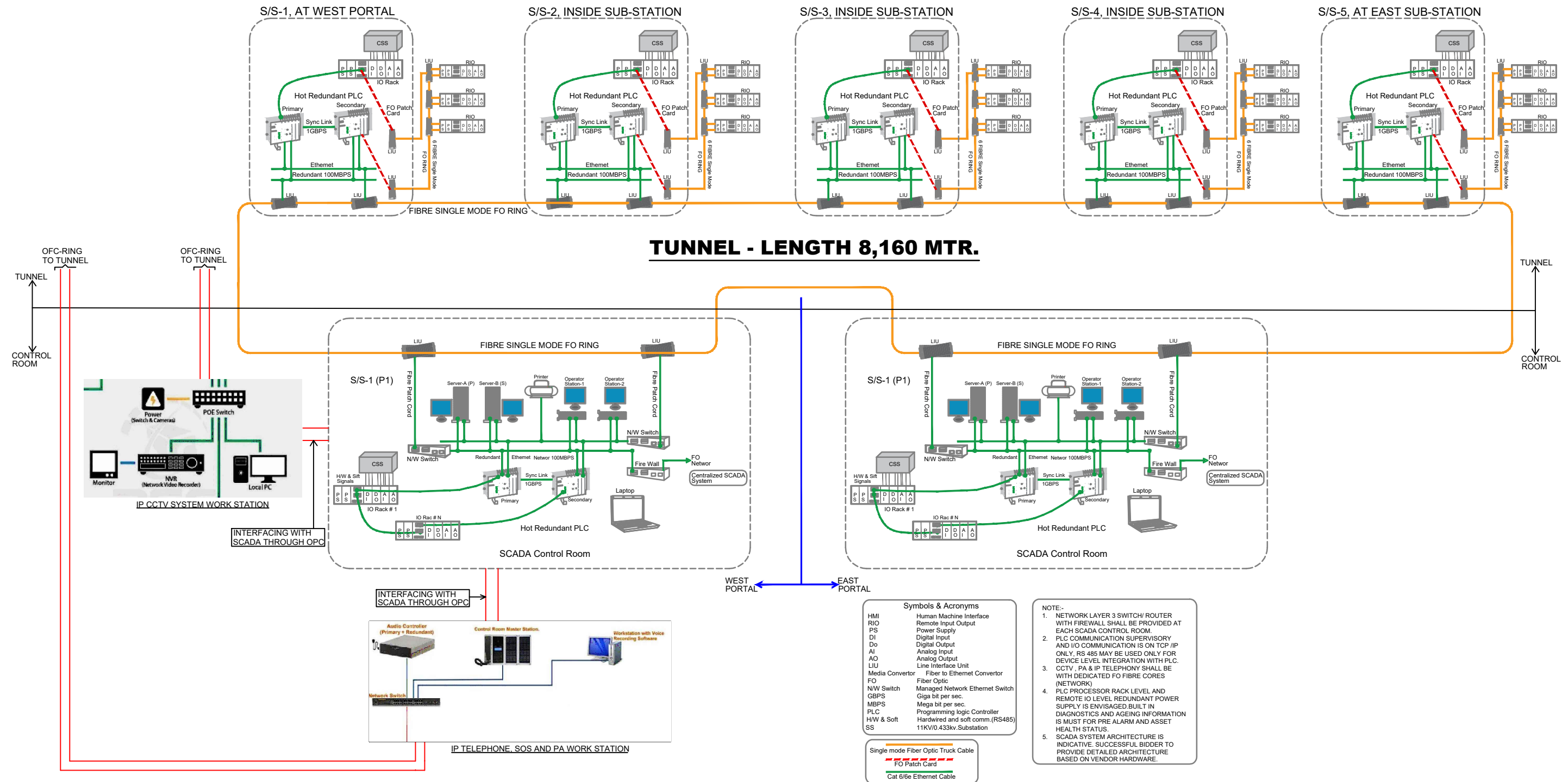


| LEG. | DESCRIPTION |
|------|---------------------------|
| LIU | LINE INTERFACE UNIT |
| VMS | VARIABLE MESSAGE SIGN |
| VLS | VARIABLE SPEED LIMIT SIGN |
| TL | TRAFFIC LIGHT |
| | SPEAKER |
| | CCTV CAMERA |
| NWS | NETWORK SWITCH |
| | SOS BOX |
| | CAT 6 CABLE |
| | 2 CORE SHIELDED CABLE |
| DA | DIGITAL AMPLIFIER |

- NOTE TO CONTRACTOR:
- THE ENTIRE COMMUNICATION BACKBONE SHALL BE CONSTRUCTED OUT OF REDUNDANT OPTICAL FIBRE RING NETWORK.
 - ALL THE SUB-SYSTEMS PRESENT INSIDE THE TUNNEL WHICH ARE COMMUNICATING OVER ANY INDUSTRY STANDARD PROTOCOLS SHALL GET CONNECTED TO MAIN BACKBONE VIA SUITABLE INTER FACE MEDIUM.
 - CONTRACTOR NEED TO ENSURE THAT ALL SUB-SYSTEMS ARE CONNECTED OVER A COMMON BACKBONE ON RING NETWORK.
 - THEY NEED TO SUBMIT THE COMMUNICATION ARCHITECTURE DRAWING AS PER REQUIRED REDUNDANCY SPECIFIED IN THE TENDER FOR APPROVAL.
 - ANY EXTRA ADDITION OF GATEWAYS, NETWORK SWITCHES OR ANY OTHER ACCESSORY REQUIRED TO COMPLETE THE SYSTEM SHALL BE PROVIDED BY THE CONTRACTOR WITHOUT ANY COMMERCIAL IMPLICATION.
 - CONTRACTOR NEED TO ENSURE THAT BEFORE THE AWARD OF THE CONTRACT, THEY SHOULD OFFER A SYSTEM WHICH IS COMPLETE IN ALL RESPECT.
 - EVERY NICHE SHALL BE CONNECTED TO DUAL REDUNDANT RING OF OPTICAL FIBRE BACKBONE. AT EACH NICHE THERE WILL BE A TERTIARY RING ARISING FROM MAIN BACKBONE FROM EACH SERVICE. EACH TERTIARY SHALL BE DEDICATED TO INDIVIDUAL SERVICES


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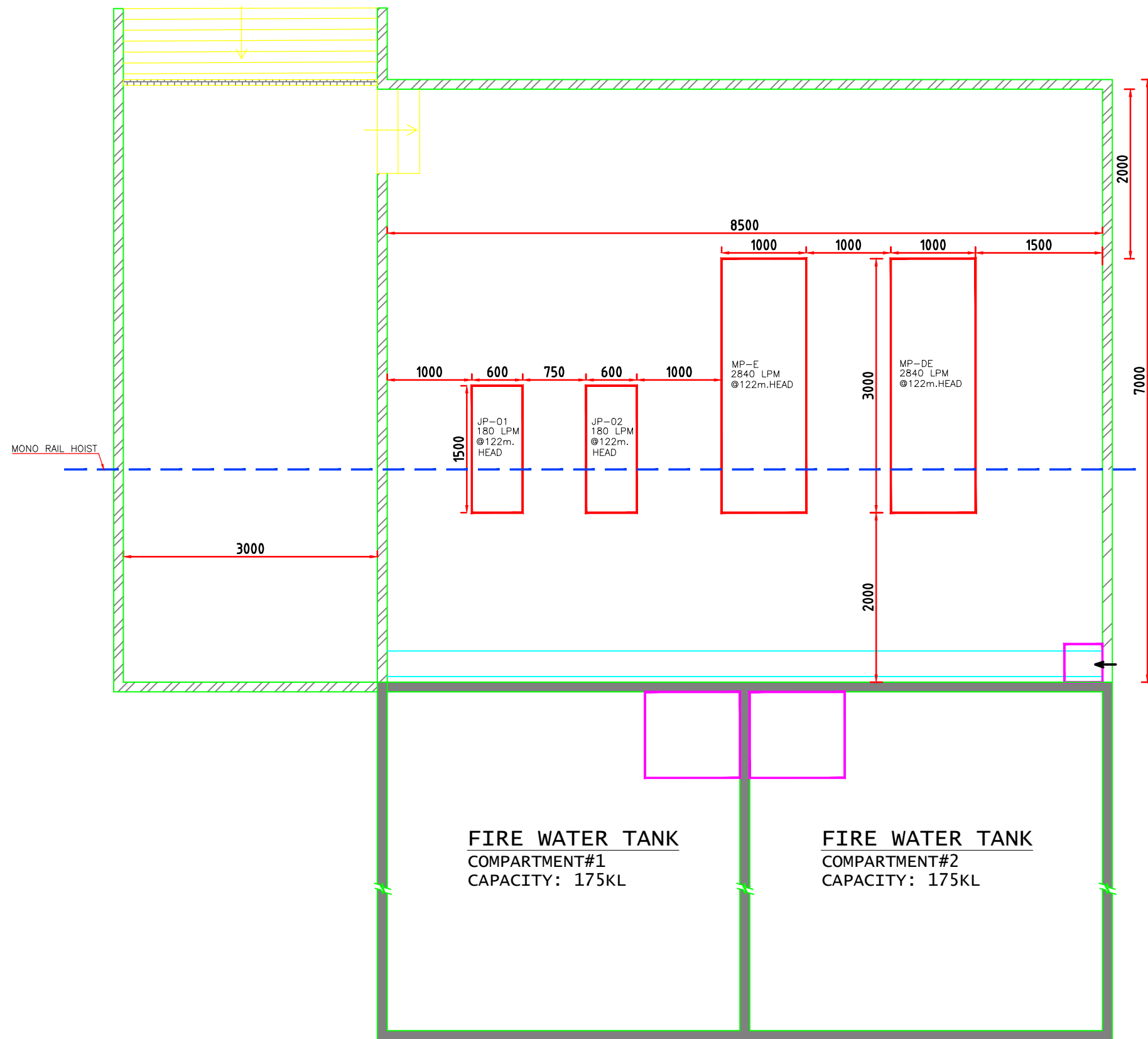
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SCADA SYSTEM ARCHITECTURE TUNNEL

SCALE 1: 200

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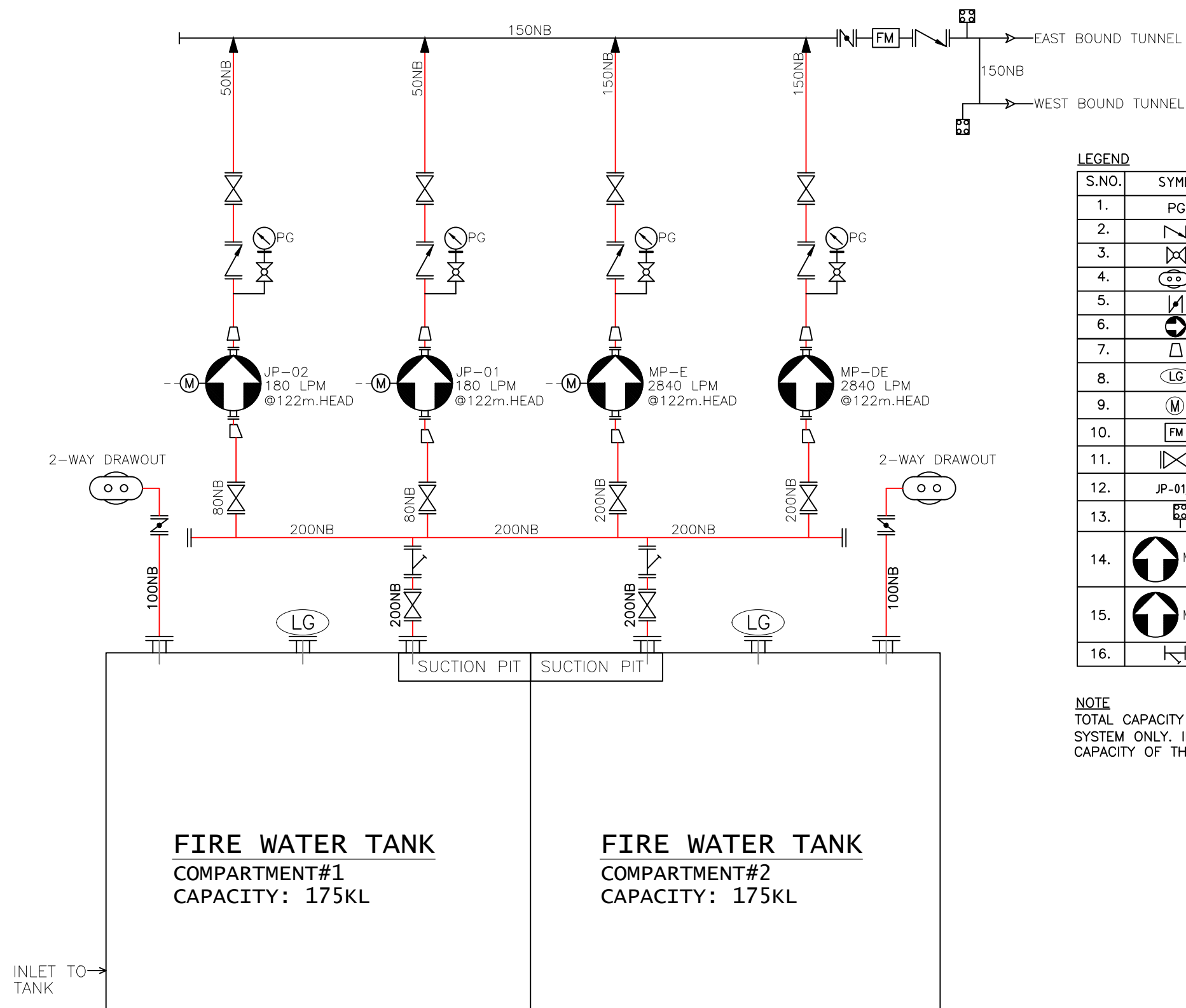


NOTE
TOTAL CAPACITY OF WATER TANK (350KL) IS CONSIDERED BASED ON HYDRANT SYSTEM ONLY. IN CASE CLIENT OPT FOR FFFS (WATER MIST SYSTEM.) TOTAL CAPACITY OF THE TANK SHALL BE CHANGED TO 610 KL ACCORDINGLY.



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| | | | | | | | Name | SM | AK | AA | ASZ | RSD | Including Approaches in | | | | | | |
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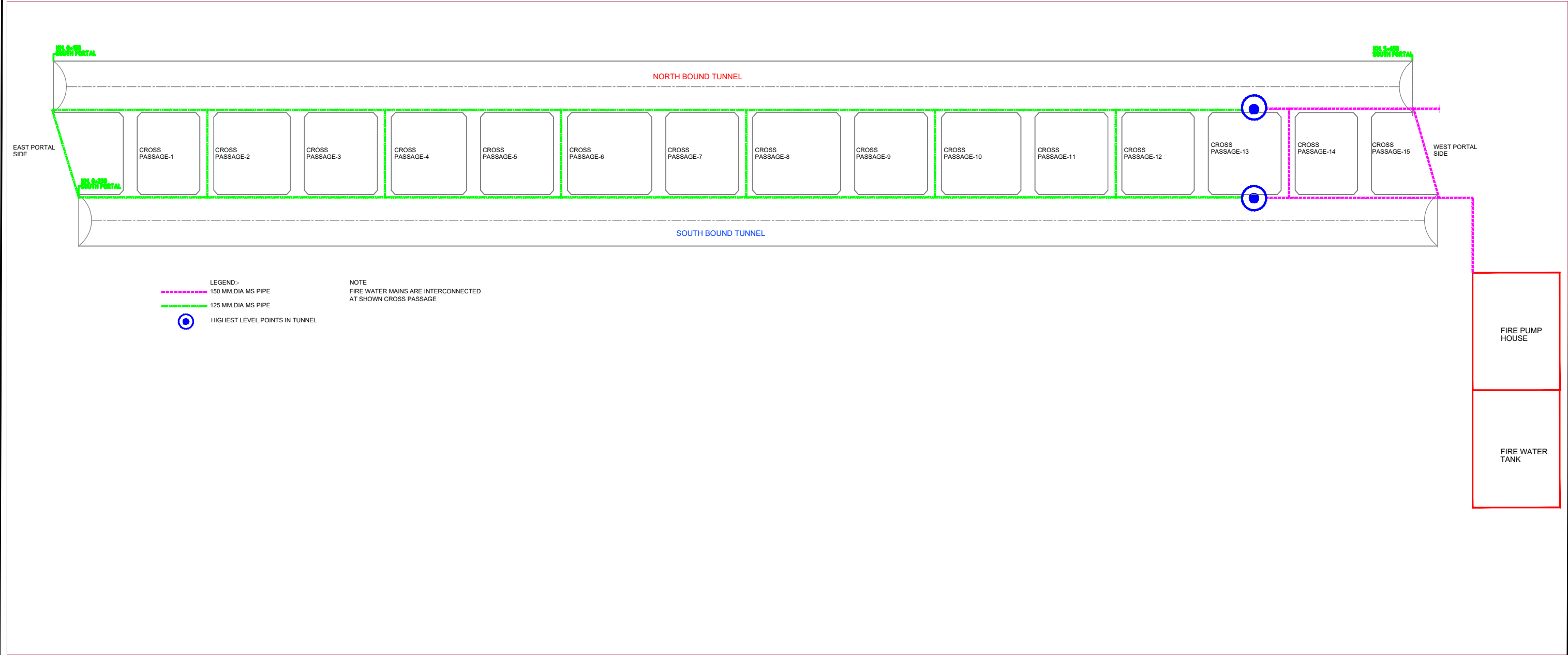
| S.NO. | SYMBOL | DESCRIPTION |
|-------|----------|----------------------------------|
| 1. | PG | PRESSURE GAUGE |
| 2. | | CHECK VALVE (NRV) |
| 3. | | BALL VALVE |
| 4. | | 2-WAY DRAWOUT |
| 5. | | BUTTER FLY VALVE |
| 6. | | PUMP (2840 LPM.@122m.HEAD) |
| 7. | | REDUCER |
| 8. | LG | LEVEL GAUGE |
| 9. | M | MOTOR |
| 10. | FM | FLOW METER |
| 11. | | SLUICE VALVE |
| 12. | JP-01,02 | JOCKEY PUMP (180 LPM.@122m.HEAD) |
| 13. | | INLET BREECHING |
| 14. | MP-DE | MAIN DIESEL ENGINE PUMP |
| 15. | MP-E | MAIN MOTER DRIVEN PUMP |
| 16. | | 'Y' TYPE STRAINER |

NOTE

TOTAL CAPACITY OF WATER TANK (350KL) IS CONSIDERED BASED ON HYDRANT SYSTEM ONLY. IN CASE CLIENT OPT FOR FFFS (WATER MIST SYSTEM.) TOTAL CAPACITY OF THE TANK SHALL BE CHANGED TO 610 KL ACCORDINGLY.

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LEGEND:-
150 MM.DIA MS PIPE
125 MM.DIA MS PIPE
HIGHEST LEVEL POINTS IN TUNNEL

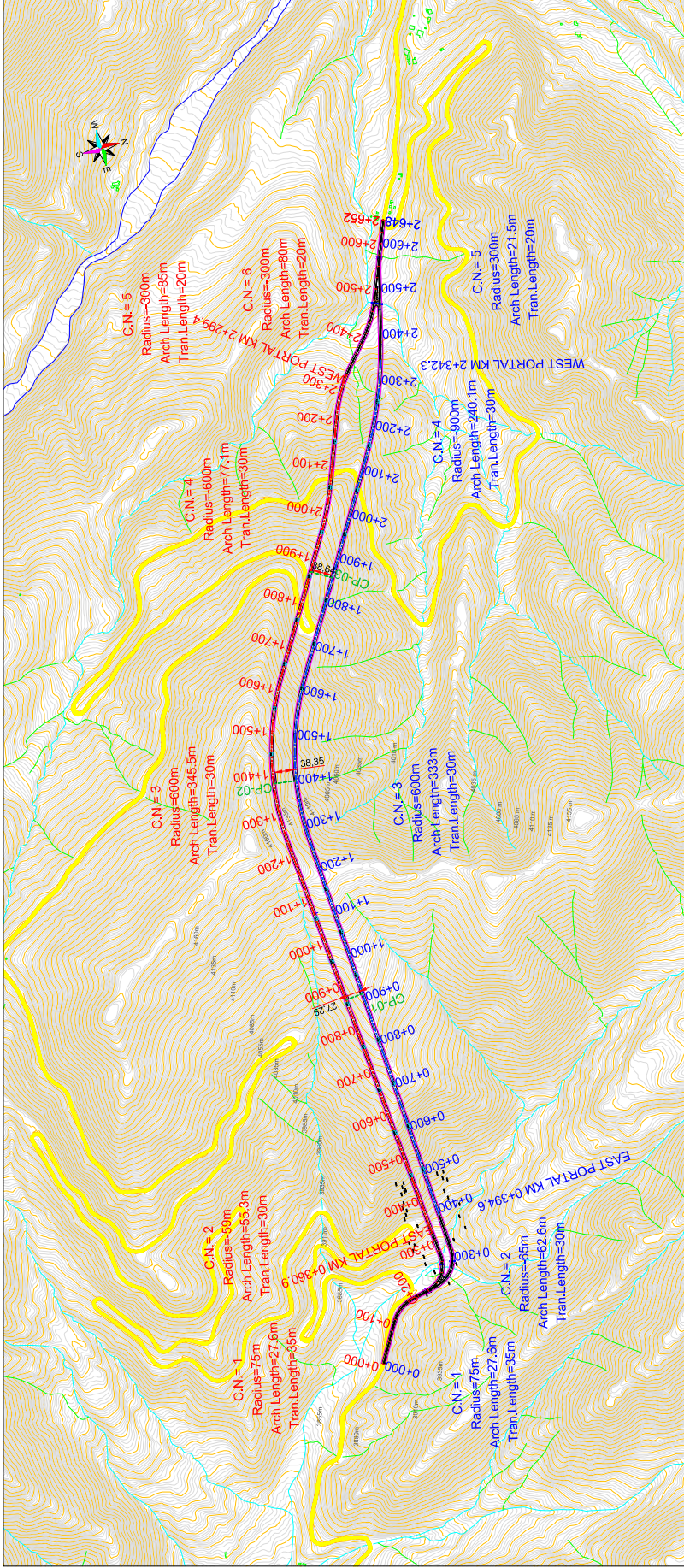
NOTE
FIRE WATER MAINS ARE INTERCONNECTED
AT SHOWN CROSS PASSAGE

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Kargil



VENTILATION FANS LOCATION







| CROSS PASSAGE LOCATIONS (AS PER EAST BOUND CHAINAGE) | |
|---|-------|
| CP1 | 0+906 |
| CP2 | 1+396 |
| CP3 | 1+850 |

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- THIS DRAWINGS IS BASED ON APPROVED ALIGNMENT

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