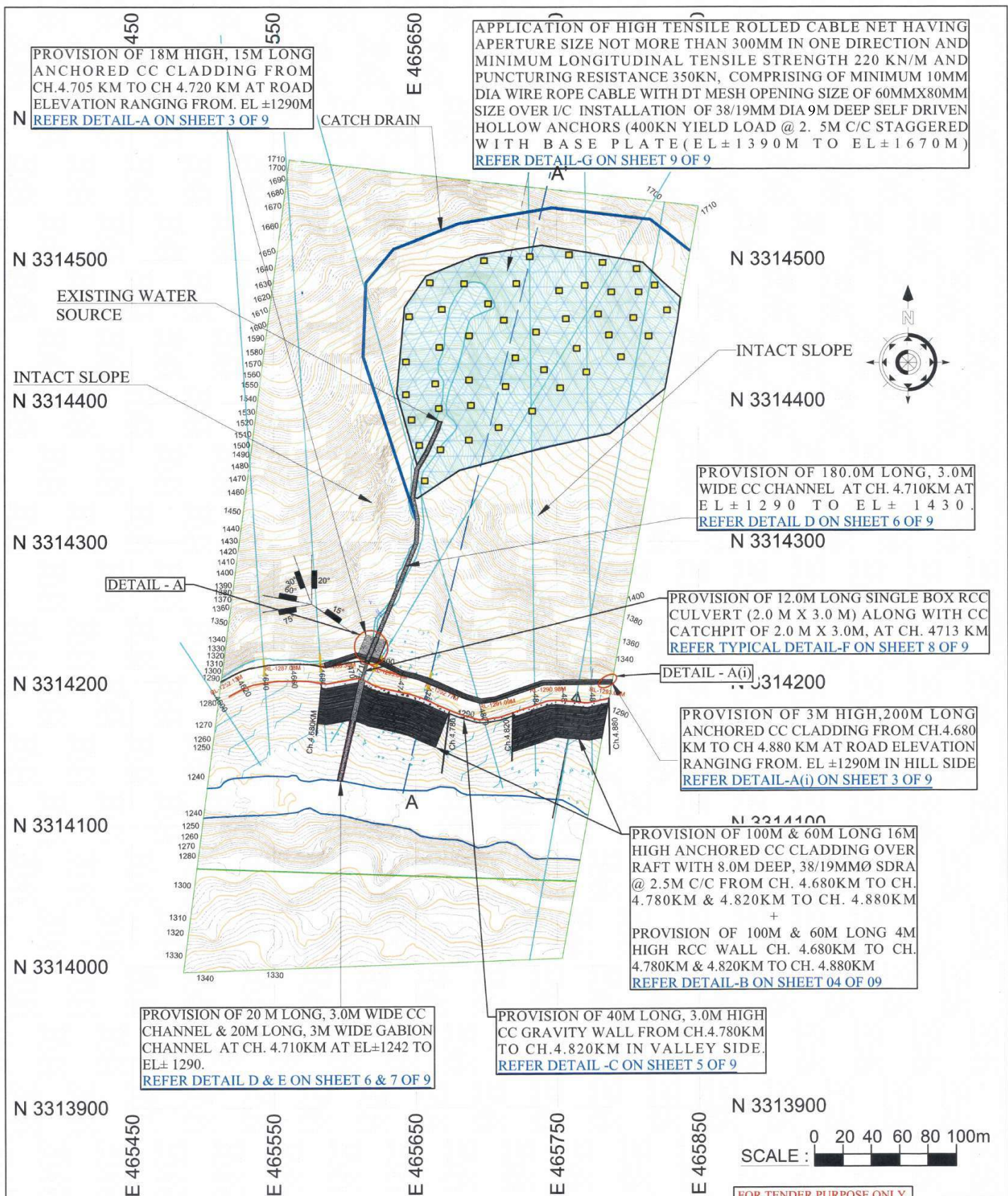




LEGENDS	
1. CONTOUR	
2. LANDSLIDE ZONE	
3. BOUNDARY WALL	
4. BRIDGE	
5. CULVERT	
6. RIVER	
7. DRAIN	
8. ROAD	
9. DEBRIS WITH BLOCKS OF GNEISS IN SILTY CLAYEY MATRIX	
10. GNEISS INTERBEDDED WITH THIN SCHIST BEDS	
11. JOINTS / FOLIATION SURVEY POINT	

NOTE:
 1. ALL DIMENSIONS & ELEVATIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
 2. THE REFERENCE OF MEASURES SHALL BE APPLIED IN ACCORDANCE WITH THE GEOGRAPHIC CO-ORDINATES.
 3. PROPOSED LONGITUDINAL DRAIN SHALL BE CONNECTED TO NEAR BY CROSS DRAINAGE WORK FOR PROPER DISPOSAL OF SURFACE RUNOFF.

12. HT ROLLED CABLE NET	
13. SDRA	
14. CC CLADDING	
15. 3M HIGH CC WALL	
16. CATCHPIT & CULVERT	
17. GABION CHANNEL	
18. CC CHANNEL	

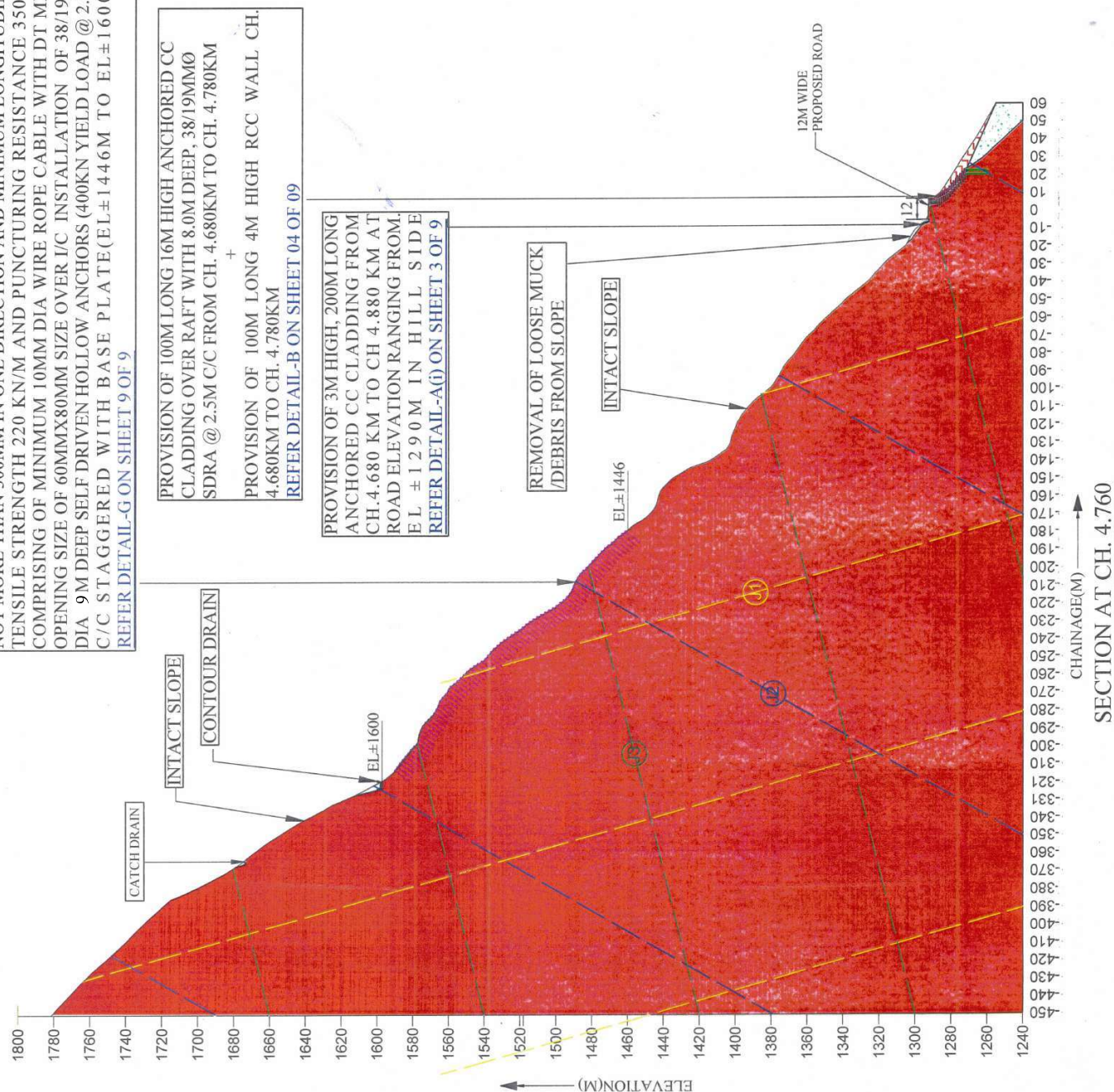
 सड़क परिवहन और राजमार्ग मंत्रालय Ministry of Road Transport and Highways	
PROTECTION / TREATMENT WORKS ON CHRONIC LANDSLIDE ZONE NEAR TINTOLA AT NH-125(09)	
CONSULTANT: टीएचडीसी इंडिया लिमिटेड THDC INDIA LIMITED (KEY PLAN)	
PROPOSED TREATMENT MEASURES CH.4.680KM TO CH. 4.880KM NEAR TINTOLA (LAND SLIDE-03) AT NH-125(09)	
DRAWN BY ARPIT SARLANI (D.MAN)	PREPARED BY AMAN KANSAL (ENGINEER CIVIL)
CHECKED BY RAV PURHITH (SENIOR ENGINEER CIVIL)	SUBMITTED BY J.R. KOTHARI (DGM)
APPROVED BY NIRAJ AGARWAL (GM)	DATE: FEB-2026 D&E CIVIL - RISHIKESH

APPLICATION OF HIGH TENSILE ROLLED CABLE NET HAVING APERTURE SIZE NOT MORE THAN 300MM IN ONE DIRECTION AND MINIMUM LONGITUDINAL TENSILE STRENGTH 220 K/N/M AND PUNCTURING RESISTANCE 350KN, COMPRISING OF MINIMUM 10MM DIA WIRE ROPE CABLE WITH DT MESH OPENING SIZE OF 60MMX80MM SIZE OVER 1/C INSTALLATION OF 38/19MM DIA 9M DEEP SELF DRIVEN HOLLOW ANCHORS(400KN YIELD LOAD @ 2.5M C/C STAGGERED WITH BASE PLATE(EL $\pm$ 144.6M TO EL $\pm$ 160.0M))

REFER DETAIL-G ON SHEET 9 OF 9

1. ALL DIMENSIONS ARE IN METER UNLESS OTHERWISE SPECIFIED.

LEGEND	
1.	SLIDE MATERIAL
2.	AUGEN GNEISS
3.	TRACES OF JOINTS
4.	HIGH TENSILE ROLLED CABLE NET WITH SDRA
5.	20M HIGH CC CLADDING
6.	REMOVAL OF DEBRIS
7.	3M HIGH CC CLADDING



FOR TENDER PURPOSE ONLY

SHEET 2 OF 9



सड़क परिवहन और राजमार्ग मंत्रालय
Ministry of Road Transport and Highways

PROTECTION / TREATMENT WORKS ON CHRONIC LANDSLIDE
ZONE NEAR TINTOI A AT NH-125/09)

CONSULTANT:



टीएचडीसी इंडिया लिमिटेड
THDC INDIA LIMITED

SECTION A-A')

TREATMENT MEASURES

CH.4 680KM TO CH.4 880KM NEAR TINTOLA (LAND SLIDE -03) AT NH-125(09)

C.H. 4,080 KM TO C.H. 7,680 KM NEAR TINTOLA (LAND SLIDE -0.5) AT 191°-123(07)

DRAWN BY	PREPARED BY	CHECKED BY	SUBMITTED BY	APPROVED
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11/11/11

AMAN KANSAL
(ENGINEER CIVIL)
VINAY PURCHIT
(STD UNQUALIFIED CIVIL)
J R KOTIARI
(DGM)
NIRAJ AGARWAL
(GM)

(D.MAN)	(ENGINEER CIVIL)	(STR. ENGINEER CIVIL)	(DGM)	(DETECTIVE RSN)
01TDCBKSSTW/ENGRTHAB/12500/CH 4 680KM/4 480KM/ITD.07			DATE ECH - 2076	



DETAIL- A(i)
TYPICAL DETAILS OF 3.0M HIGH CC CLADDING IN HILL SIDE



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Ministry of Road Transport and Highways

PROTECTION / TREATMENT WORKS ON CHRONIC LANDSLIDE ZONE NEAR TINTOLA AT NH-125/09)

CONSULTANT:

 टीएचडीसी इंडिया लिमिटेड
THDC INDIA LIMITED

(DETAIL-A & A(i))

CH.4 680KM TO CH. 4 880KM NEAR TINTOLA (LAND SLIDE -03) AT NH-125(09)

BRAND	PREPARED BY	CHICKEN	SPICY	HEAT
BRAND	PREPARED BY	CHICKEN	SPICY	HEAT

DRAWN BY	REPAIRED BY	CHECKED BY	DATE

Job
Kumar
Joshi

LET KAPPI AND
VINAY K. DEBMITT
TO KOTTAYAD

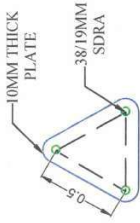
THI SAKLANI (D.MAN)	ABDUL KASAL (ENGINEER CIVIL)	VINAY KUMAR (STR. ENGINEER CIVIL)	J. K. KOTARI (DGM)
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O:THX/RKSH/DX/F/M/ORT/US/12509/CH4.680/KM-4.880/KM/TD-03 DATE:EXP - 2026

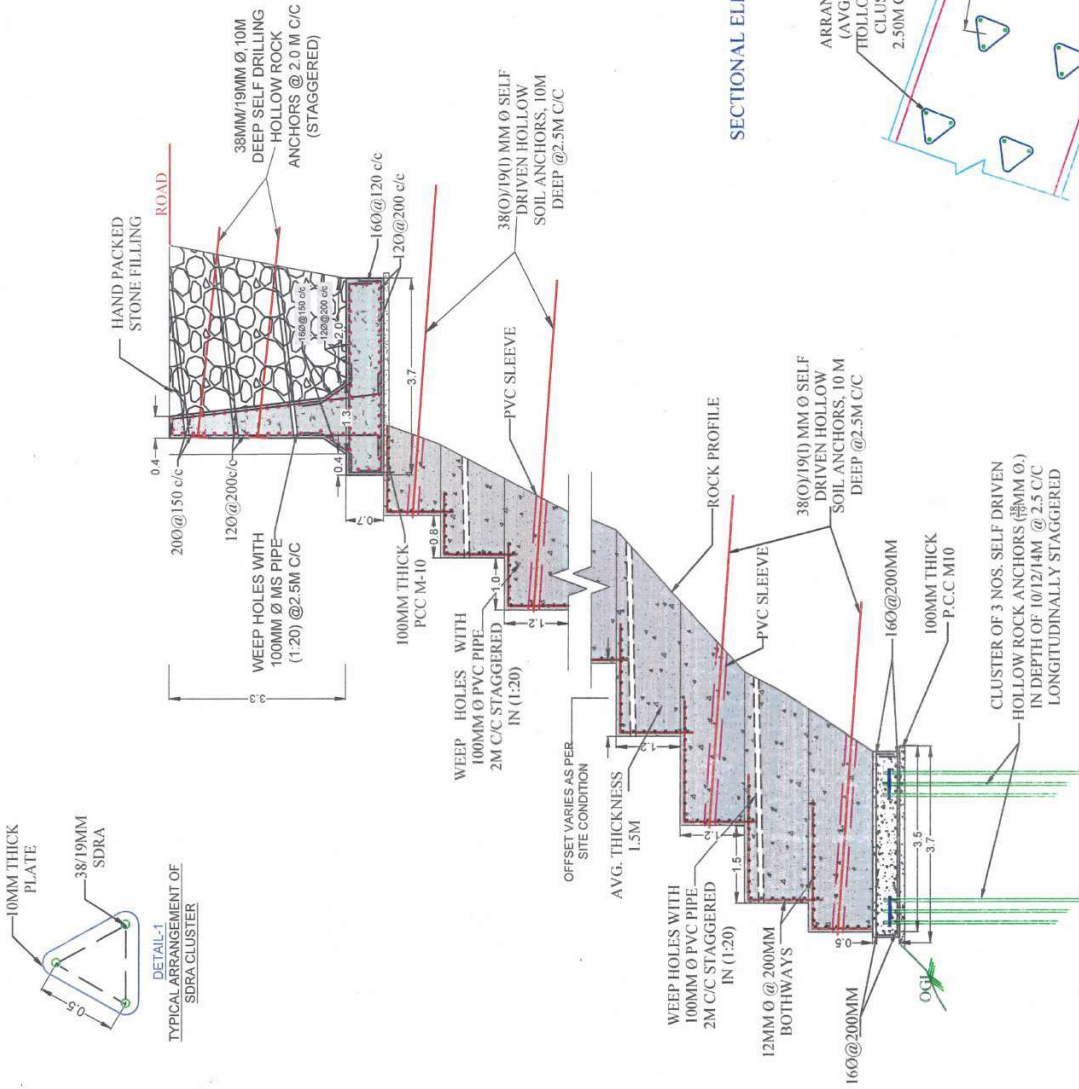
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11. CONCRETE SURFACE SHOULD BE ROUGHED AND CLEAN BEFORE POURING THE CONCRETE/FRESH CONCRETE.



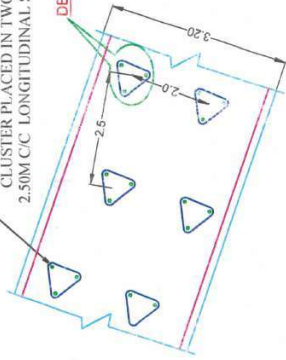
DETAIL-1
TYPICAL ARRANGEMENT OF
SDRS CLUSTER



SECTIONAL ELEVATION OF SDRS CLUSTER WITH
500X500X10 PLATE
DETAIL-1

ARRANGEMENT OF 8M, 10M & 12M DEEP
(AVG. 10M DEEP), 3 NOS SELF DRIVEN
HOLLOW ANCHORS (38/19) MM Ø, IN A
CLUSTER PLACED IN TWO ROWS @
2.50M C/C LONGITUDINAL STAGGERED

DETAIL-1



TYPICAL ARRANGEMENT OF CLUSTER OF SELF
DRIVEN HOLLOW ROCK ANCHORS PLACED @ 2.50M
C/C (STAGGERED) IN TWO ROWS

DETAIL B
TYPICAL DETAILS OF 20M HIGH CC CLADDING ON RCC RAFT OVER
CLUSTER OF 38/19 MM SDRS ANCHOR WITH 4.0M HIGH RCC WALL ON
TOP OF THE CLADDING

NOTES:

1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.
2. EXCAVATION FOR FOUNDATION SHALL BE DONE IN 8-10M LONG STRECHES ONLY & TREATMENT SHALL BE COMPLETED BEFORE START OF NEW PATCH.
3. ORDINARY PORTLAND CEMENT CONFORMING TO IS : 8112 CAPABLE OF ACHIEVING THE REQUIRED DESIGN CONCRETE STRENGTH SHALL ONLY BE USED.
4. CONCRETE USED SHALL BE OF GRADES AS SPECIFIED BELOW CONFORMING TO IS 456 (LATEST):
- M25.
- M25.
- M25.
- M10.
5. REINFORCEMENT SHALL COMPRISE OF FE 500D GRADE DEFORMED BARS, CONFORMING TO IS:1786.
6. PROPERLY BRACED STEEL PLATES SHALL BE USED AS SHUTTERING.
7. LAPS AND ANCHORAGE LENGTH SHALL BE AS PER IS 456(LATEST).
8. LAPS SHALL BE STAGGERED.
9. FOUNDATION SURFACE UPON WHICH RCC RAFT IS TO BE PLACED SHALL BE APPROVED BY GEOLOGIST/ ENGINEER-IN-CHARGE PRIOR TO START OF WORK

FOR TENDER PURPOSE ONLY

SHEET 4 OF 9



सड़क परिवहन और राजमार्ग मंत्रालय
Ministry of Road Transport and Highways

PROTECTION / TREATMENT WORKS ON CHRONIC LANDSLIDE
ZONE NEAR TINTOLA AT NH-125(09)

CONSULTANT:



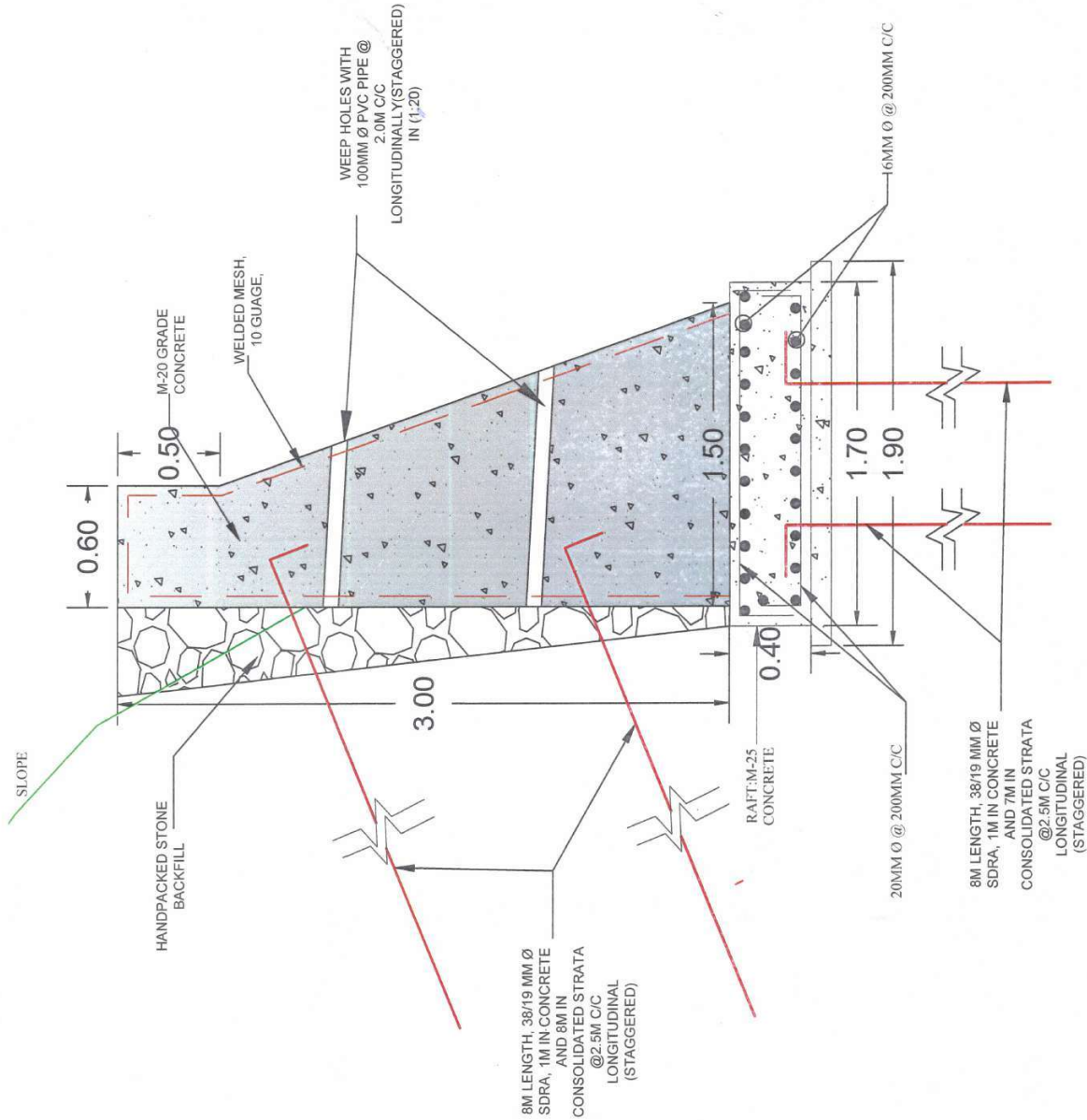
टीएचआई इंडिया लिमिटेड
THEK INDIA LIMITED

(DETAIL-B)

PROPOSED TREATMENT MEASURES
CH-4.680KM TO CH-4.880KM NEAR TINTOLA (LAND SLIDE-45) AT NH-125(09)

DESIGN TYPE	DESIGNER	CHECKED BY	APPROVED BY
DRAMA TYPE	AMANT KASAL (SENIOR CIVIL ENGINEER)	DR. J. K. KOTIYAR (SENIOR CIVIL ENGINEER)	DR. J. K. KOTIYAR (SENIOR CIVIL ENGINEER)
DRAMA TYPE	AMANT KASAL (SENIOR CIVIL ENGINEER)	DR. J. K. KOTIYAR (SENIOR CIVIL ENGINEER)	DR. J. K. KOTIYAR (SENIOR CIVIL ENGINEER)

PROJ. NO. THK/PS/CH-4.680KM TO CH-4.880KM/125(09) AT NH-125(09) DATE: FEB-2020



DETAIL-C

TYPICAL DETAILS OF 3.00M HIGH ANCHORED CC GRAVITY WALL IN VALLEY SIDE

NOTES:-

1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.
2. EXCAVATION FOR FOUNDATION SHALL BE DONE IN 6-8M LONG STRETCHES ONLY & TREATMENT SHALL BE COMPLETED BEFORE START OF NEW PATCH.
3. HIGH STRENGTH ORDINARY PORTLAND CEMENT CONFORMING TO IS : 8112 CAPABLE OF ACHIEVING THE REQUIRED DESIGN CONCRETE STRENGTH SHALL ONLY BE USED.
4. THE MINIMUM CEMENT CONTENT AND WATER CEMENT RATIO IN THE CONCRETE DESIGN MIX SHALL BE 310 KG PER CUM AND 0.45 RESPECTIVELY.
5. CONCRETE USED SHALL BE OF GRADES AS SPECIFIED BELOW CONFORMING TO IS 456 (LATEST).
6. FOUNDATION/RAFT - M25.
CC GRAVITY WALL - M20.
LEVELING COURSE - M10.
7. PROPERLY BRACED STEEL PLATES SHALL BE USED AS SHUTTERING.
8. LAPS SHALL BE STAGGERED.
9. CONCRETE SURFACE SHOULD BE ROUGHED AND CLEAN BEFORE POURING THE CONCRETE/FRESH CONCRETE. FOUNDATION SURFACE UPON WHICH CC WALL IS TO BE PLACED SHALL BE APPROVED BY GEOLOGIST/ENGINEER-IN - CHARGE PRIOR TO START OF WORK.

FOR TENDER PURPOSE ONLY

SHEET 5 OF 9



सड़क परिवहन और राजमार्ग मंत्रालय
Ministry of Road Transport and Highways

PROTECTION / TREATMENT WORKS ON CHRONIC LANDSLIDE
ZONE NEAR TINTOLA AT NH-125(09)

CONSULTANT:



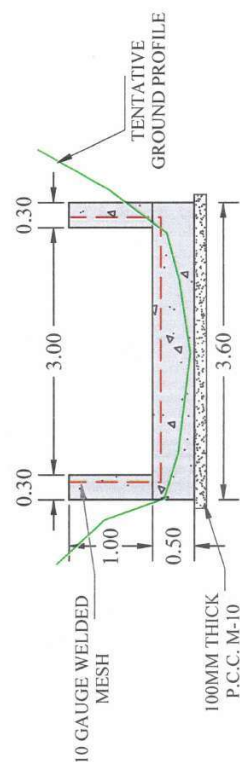
टीएचसी इंडिया लिमिटेड
THEC INDIA LIMITED

(DETAIL-C)

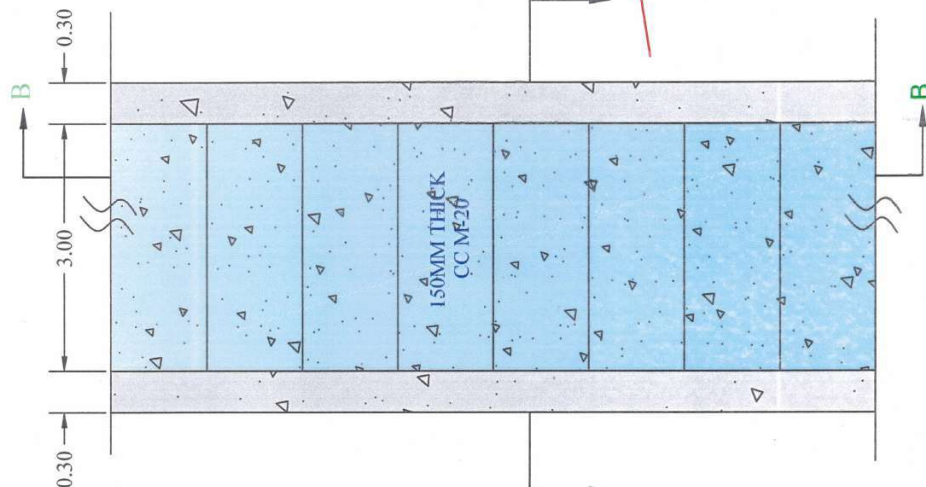
PROPOSED TREATMENT MEASURES

CH-4.680KM TO CH-4.880KM NEAR TINTOLA (LAND SLIDE-43) AT NH-125(09)

DESIGNED BY	PREPARED BY	CHECKED BY	REVIEWED BY	APPROVED BY
MOHIT KANUNJIA (JUNIOR CIVIL ENGINEER)	ANAND KANUNJIA (JUNIOR CIVIL ENGINEER)	ANAND KANUNJIA (JUNIOR CIVIL ENGINEER)	ANAND KANUNJIA (JUNIOR CIVIL ENGINEER)	ANAND KANUNJIA (JUNIOR CIVIL ENGINEER)
MOHIT KANUNJIA (JUNIOR CIVIL ENGINEER)	ANAND KANUNJIA (JUNIOR CIVIL ENGINEER)	ANAND KANUNJIA (JUNIOR CIVIL ENGINEER)	ANAND KANUNJIA (JUNIOR CIVIL ENGINEER)	ANAND KANUNJIA (JUNIOR CIVIL ENGINEER)



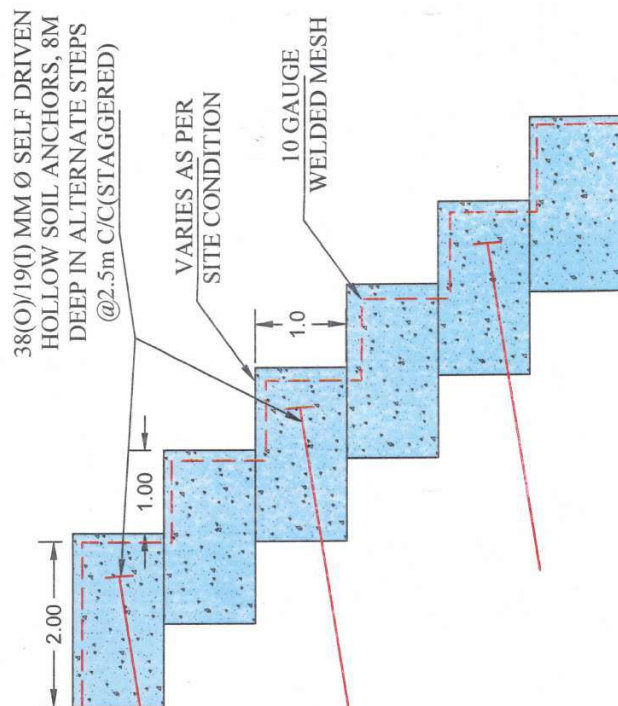
SECTION A-A OF CC CHANNEL



PLAN OF CC CHANNEL

DETAIL-D

TYPICAL DETAILS OF CC CHANNEL



SECTION B-B

1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.
2. HIGH STRENGTH ORDINARY PORTLAND CEMENT CONFORMING TO IS : 8112 CAPABLE OF ACHIEVING THE REQUIRED DESIGN CONCRETE STRENGTH SHALL ONLY BE USED.
3. THE MINIMUM CEMENT CONTENT AND WATER CEMENT RATIO IN THE CONCRETE DESIGN MIX SHALL BE 310 KG PER CUM AND 0.45 RESPECTIVELY.
4. CONCRETE USED SHALL BE OF GRADES AS SPECIFIED BELOW CONFORMING TO IS 456 (LATEST):
CC CHANNEL - M20.
LEVELLING COURSE - M10.
5. PROPERLY BRACED STEEL PLATES SHALL BE USED AS SHUTTERING.
6. CONCRETE SURFACE SHOULD BE ROUGHED AND CLEAN BEFORE POURING THE CONCRETE/FRESH CONCRETE

FOR TENDER PURPOSE ONLY

SHEET 6 OF 9



सड़क परिवहन और राजमार्ग मंत्रालय
Ministry of Road Transport and Highways

PROTECTION / TREATMENT WORKS ON CHRONIC LANDSLIDE
ZONE NEAR TINTOLA AT NH-125(09)

CONSULTANT:

 टीएचडीसी इंडिया लिमिटेड
THDC INDIA LIMITED

(DETAIL-D)

PROPOSED TREATMENT MEASURES (DETAIL-D)

PROPOSED TREATMENT MEASURES
CH 4.680KM TO CH 4.880KM NEAR TINTOLA (LAND SLIDE -03) AT NH-125(09)

CH.4.680KM TO CH.4.880KM NEAR JINTOLA (LAND SLIDE -05) AT NH-123(09)

DRAWN BY	PREPARED BY	CHECKED BY	SUBMITT

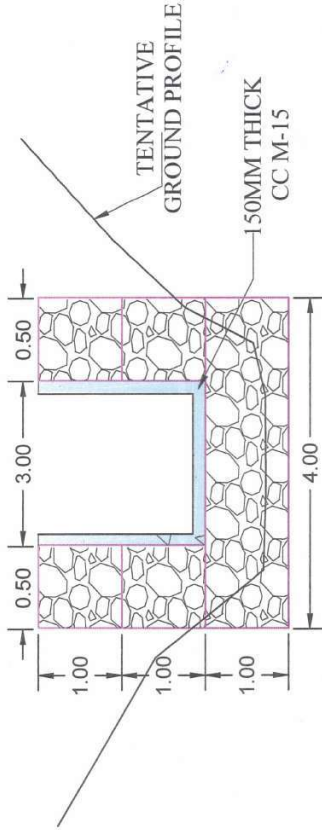
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SHIT SAKLANI
AMANKANSAL
VINAY PURJIT
JRKOTI

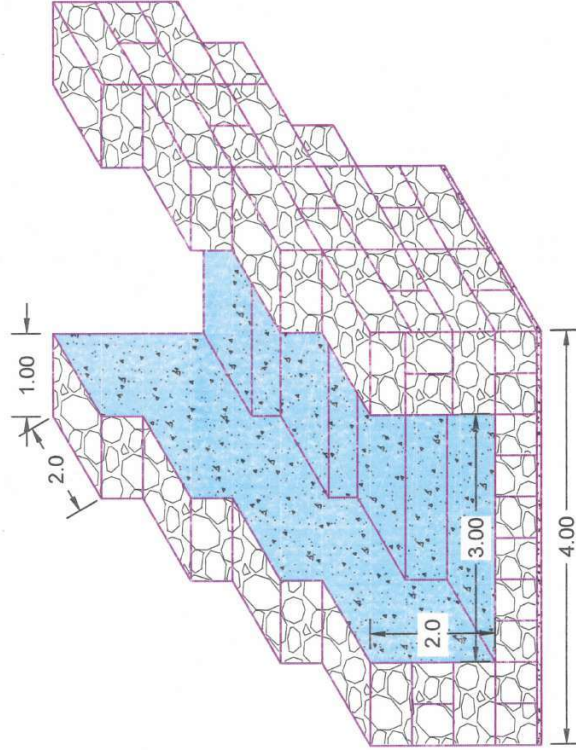
(D MAN)	(ENGINEER CIVIL)	(STRUCT/ENGINEER CIVIL)	(DATE)
GO THDC/RKSH/DAT/MORTUINH-125(9)CH.4 (68)KM-4	8803KM/TD/06		DATE: FEB -

NOTES:

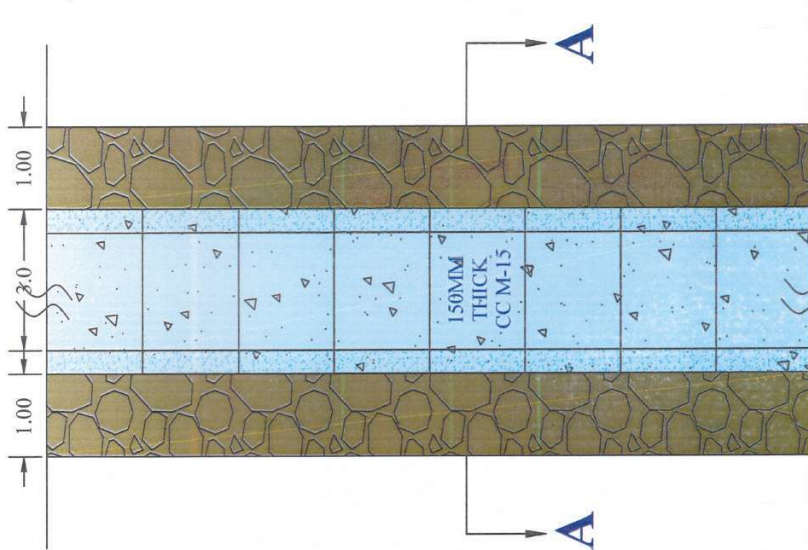
1. ALL DIMENSIONS & ELEVATIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
2. FOUNDATION SURFACE UPON WHICH GABION STRUCTURE BE PLACED BE TAKEN IN A TRENCH OF 8-10M AT ONCE. SHALL BE APPROVED BY ENGINEER-IN-CHARGE PRIOR TO START OF WORK.
3. ALL GABIONS SHALL BE CONFORMING TO IS:16014 (LATEST) ENGINEER IN CHARGE MAY DECIDE GABION SIZE AS PER BIS CODE.
4. FILL MATERIAL SHALL COMPRISE COBBLES OR ROCK FRAGMENTS THAT ARE DENSE, SOUND, RESISTANT TO ABRASION, COBBLES AND ROCKS SHALL BE FREE OF CRACKS, SEAMS AND OTHER DEFECTS THAT WOULD INCREASE THE SUSCEPTIBILITY TO DESTRUCTION BY EROSION. INDIVIDUAL COBBLES OR ROCK FRAGMENTS SHALL BE ROUNDED AND WELL GRADED IN SIZE BETWEEN 120MM AND 200MM. FLAT ROCK FRAGMENTS SHALL NOT BE USED.
5. **GABIONS:**
 - A. GABIONS SHALL BE ASSEMBLED, CONNECTED TOGETHER AND FILLED AS DESCRIBED HEREIN.
 - B. FOUNDATION SURFACES UPON WHICH GABIONS ARE TO BE PLACED SHALL BE REASONABLY SMOOTH AND EVEN, WITH EXCESSIVE HIGH SPOTS REMOVED AND Voids FILLED WITH SMALL ROCK FRAGMENTS. GABIONS TO BE PLACED AT TOE OF THE SLOPES SHALL BE LAID IN A TRENCH AT LEAST 250MM DEEP.
 - C. GABIONS SHALL BE SECURED IN POSITION BY TIEING TO ADJACENT GABIONS. INTERNAL GALVANIZED WIRE TENSION RODS SHALL BE PROVIDED TO REDUCE DISTORTION OF THE CAGES.
 - D. AFTER SEVERAL GABIONS HAVE BEEN PLACED IN POSITION ADJACENT TO ONE ANOTHER AND CHECKED FOR THE ALIGNMENT, THEY SHALL BE SECURELY TIED TOGETHER CONTINUOUSLY AT THEIR CORNERS OVER THEIR FULL HEIGHT, AND FILLED BY HAND WITH COBBLES AND ROCK FRAGMENTS AS SPECIFIED. PLACE THE COBBLES/STONE FRAGMENTS IN 300MM LIFTS, DISTRIBUTE EVENLY BY AND TO MINIMIZE VOIDS AND ENSURE A PLEASING APPEARANCE ALONG THE EXPOSED FACES. THE FILL IN ADJOINING CELLS SHOULD NOT VARY IN HEIGHT BY MORE THAN 300MM LEVEL. THE FINAL STONE LAYER ALLOWING THE DIAPHRAGMS TOPS TO BE VISIBLE. ONCE FULL, THE CAGE LID SHALL BE PLACED IN POSITION AND SECURELY TIED ALL ALONG THE PERIMETER OF EDGES OF GABIONS AND DIAPHRAGMS.



SECTION A-A OF GABION CHANNEL



ISOMETRIC VIEW OF GABION CHANNEL



PLAN OF GABION CHANNEL

DETAIL-E
TYPICAL DETAILS OF GABION CHANNEL

FOR TENDER PURPOSE ONLY

SHEET 7 OF 9



सड़क परिवहन और राजमार्ग मंत्रालय
Ministry of Road Transport and Highways

PROTECTION / TREATMENT WORKS ON CHRONIC LANDSLIDE
ZONE NEAR TINTOLA AT NH-125(09)

CONSULTANT:

टीएचडीसी इंडिया लिमिटेड
THDC INDIA LIMITED

(DETAIL-E)

PROPOSED TREATMENT MEASURES

CH 4.680KM TO CH 4.880KM NEAR TINTOLA (LAND SLIDE-03) AT NH-125(09)

DESIGNER	PREPARED BY	CHECKED BY	APPROVED BY
DR. S. K. SINGH SR. CIVIL ENGINEER	ANAND KANWAR SR. CIVIL ENGINEER	DR. S. K. SINGH SR. CIVIL ENGINEER	DR. S. K. SINGH SR. CIVIL ENGINEER
DR. S. K. SINGH SR. CIVIL ENGINEER	ANAND KANWAR SR. CIVIL ENGINEER	DR. S. K. SINGH SR. CIVIL ENGINEER	DR. S. K. SINGH SR. CIVIL ENGINEER

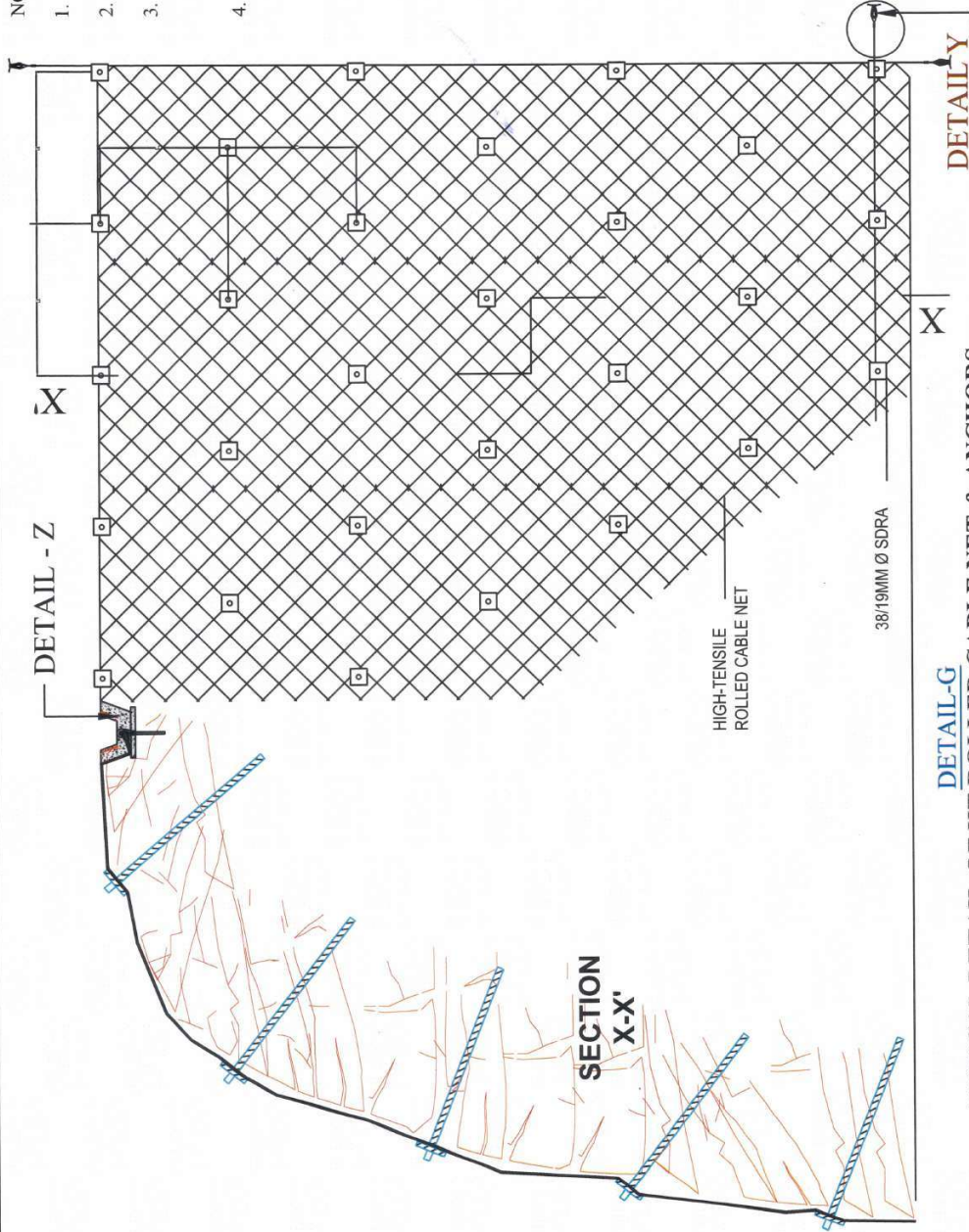
1. ALL DIMENSIONS ARE IN METERS, UNLESS OTHERWISE SPECIFIED.
2. ALL REINFORCEMENT (R/F) SHALL BE OF HIGH YIELD STRENGTH (COLT) TWISTED DEFORMED BARS (Fe-300) CONFORMING TO IS - 1786 (LATEST).
3. ORDINARY PORTLAND CEMENT CONFORMING TO IS - 8112 CAPABLE OF ACHIEVING THE REQUIRED DESIGN CONCRETE STRENGTH SHALL ONLY BE USED.
4. CONCRETE USED SHALL BE OF GRADES AS SPECIFIED BELOW CONFORMING TO IS 456 (LATEST).
BOX CURVEIT - M25
CATCHPIT - M20
LEVELING COURSE - M10.
5. MINIMUM CLEAR COVER TO ANY REINFORCEMENT INCLUDING STIRRUPS SHALL BE 50MM UNLESS OTHERWISE SHOWN IN THE DRAWINGS.
6. CONSTRUCTION JOINTS :
 - (i) THE LOCATION AND PROVISION OF CONSTRUCTION JOINTS SHALL BE APPROVED BY ENGINEER-IN-CHARGE. SUGGESTED LOCATION OF CONSTRUCTION JOINTS IN THE DIRECTION PARALLEL TO THE DIRECTION OF WATER FLOW SHOWN IN THE GENERAL ARRANGEMENT DRAWINGS OF BOX CULVERT THE CONCRETING OPERATION SHALL- BE CARRIED OUT CONTINUOUS UPTO THE CONSTRUCTION JOINTS.
 - (ii) THE CONCRETE SURFACE AT THE JOINT SHALL BE BRUSHED WITH A STIFF BRUSH AFTER CASING WHILE THE CONCRETE IS STILL FRESH AND IT HAS ONLY SLIGHTLY HARDENED.
 - (iii) BEFORE NEW CONCRETE IS POURED THE SURFACE OF OLD CONCRETE SHALL BE PREPARED AS UNDER :
 - a. FOR PARTIALLY HARDENED CONCRETE, THE SURFACE SHALL BE TREATED BY WIRE BRUSH FOLLOWED BY AN AIR JET.
 - b. THE OLD SURFACE SHALL BE SOAKED WITH WATER WITHOUT LEAVING ANY WATER ON THE SURFACE BEFORE STARTING CONCRETING TO PREVENT THE ABSORPTION OF WATER FROM THE NEW CONCRETE.
 - c. FOR HARDENED CONCRETE, THE SURFACE SHALL BE THOROUGHLY CLEANED TO REMOVE DEBRIS/LANTANCE AND MADE ROUGH SO THAT 1/4 OF THE SIZE OF THE AGGREGATE IS EXPOSED.
 - (iv) NEW CONCRETE SHALL BE THOROUGHLY COMPACTED IN THE REGION OF THE JOINT.
8. LAPS IN REINFORCEMENT :
 - (i) MINIMUM LAP LENGTH OF REINFORCEMENT SHALL BE DECIDED AS PER THE REINFORCEMENT ARRANGEMENT BASED ON THE CLAUSE - 304.6.6 OF IRC 21- 1987
 - (ii) NOT MORE THAN 50% OF REINFORCEMENT SHALL BE LAPPED AT ANY ONE LOCATION.
9. PROPERLY BRACED STEEL PLATES SHALL BE USED AS SHUTTERING.



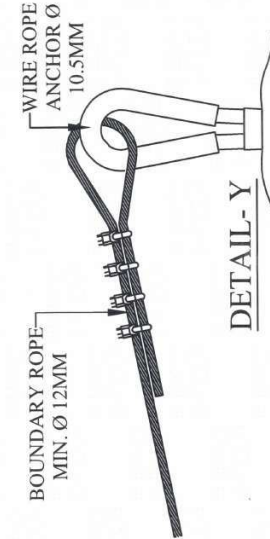
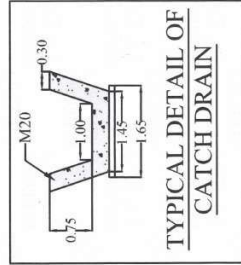
		सड़क परिवहन और राजमार्ग मंत्रालय Ministry of Road Transport and Highways		SHEET 8 OF 9	
PROTECTION / TREATMENT WORKS ON CHRONIC LANDSLIDE ZONE NEAR TINTOLA AT NH-125(09)		टीएचडीसी इंडिया लिमिटेड THDC INDIA LIMITED		CH4 480KM TO CH. 4 898KM NEAR TINTOLA (LAND SLIDE -03) AT NH-125(09)	
CONSULTANT:		(DETAIL-F)		PROPOSED TREATMENT MEASURES	
REVISION  MOHIT SAGI, IAS (D-305)	APPROVED  ANAND KANNAI JUDICIAL OFFICER (D-305)	CHECKED BY  ASHOK KUMAR JUDICIAL OFFICER (D-305)	SUBMITTED BY  FERDINAND (D-305)	APPROVED BY  NIRMAL AGARWAL (GM)	DATE 13.10.2026 TINTA CIVIL ENGINEERING

NOTES:-

- THE GENERAL SPECIFICATIONS OF THE SYSTEM SHALL BE AS BELOW. HOWEVER, MENTIONED BELOW ARE THE MINIMUM VALUES.
- THE HIGH-TENSILE ROLLED CABLE NETS SHOULD INCLUDE THE SECONDARY MESH.
- FOR THE INSTALLATION OF HIGH-TENSILE ROLLED CABLE NETS STANDARD SUPPORT ROPES, SEAMING ROPES AND SHACKLES SHOULD BE USED. FOR THE HORIZONTAL CONNECTION STANDARD SHACKLES OR LACES SHALL BE USED.
- DESIGN SPECIFICATION OF SYSTEM
 - TENSILE STRENGTH OF HT ROLLED CABLE NET - 220 KN /M
 - PUNCTURING RESISTANCE OF HT ROLLED CABLE NET - 350 KN
 - APERTURE NOT MORE THAN 300MM IN ONE DIRECTION
 - DIA OF CABLE OF HT ROLLED CABLE NET - 10MM
 - BREAKING LOAD OF CABLE OF HT ROLLED CABLE NET - 63 KN
 - TENSILE STRENGTH OF WIRE OF THE CABLE - 1770 N/SQMM
 - COMPOUND FOR CORROSION PROTECTION - 95% ZN AND 5% AL CLASS B OR ZINC COATING CLASS A AS PER IS/ISO-17746-2016.
 - AVERAGE LENGTH OF THE 38/19MM DIA. 40 CR SDRA - 8.0 M (7.7M GROUTED+0.3M ABOVE SLOPE SURFACE)/DRILL BIT SIZE - 76MM
 - GRID PATTERN - STAGGERED
 - SPACING OF ANCHORS, i.e. (a=b) - 2.15M (AVG.) (DEPENDING ON THE SLOPE ANGLE/PROFILE; STRATA AT SITE)
 - SIZE OF BASE PLATE - 200MM X 200MM X 10MM (MINIMUM)
 - GROUTING MATERIAL - CEMENT GROUT
 - SIZE OF DOUBLE TWISTED MESH - 60MMX80MM, COMPRISING OF MESH WIRE DIA. 2.2/3.2MM DIA GI WIRE AND CORROSION PROTECTION Zn COATING+PVC



DETAIL-G
TYPICAL DETAIL OF HT ROLLED CABLE NET & ANCHORS



DETAIL Z - TYPICAL SECTION OF CONTOUR DRAIN

FOR TENDER PURPOSE ONLY

सड़क परिवहन और राजमार्ग मंत्रालय
Ministry of Road Transport and Highways

PROTECTION / TREATMENT WORKS ON CHRONIC LANDSLIDE
ZONE NEAR TINTOLA AT NH-125(09)

CONSULTANT: टीएचडीसी इंडिया लिमिटेड
(DETAIL-G)
THDC INDIA LIMITED

PROPOSED TREATMENT MEASURES
CH 4.680KM TO CH 4.880KM NEAR TINTOLA (LAND SLIDE -03) AT NH-125(09)

DESIGNED BY	CHECKED BY	APPROVED BY
MOHIT SAKSANI (DESIGNER CIVIL)	ASHOK KUMAR (ENGINEER CIVIL)	DR. R. K. AGARWAL (DESIGNER CIVIL)

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