

# DESIGN REPORT

OF

PARALKOTE IRRIGATION CANAL SYSTEM SURVEY

PARALKOTE ZONE, DANDAKARANYA PROJECT

IN

INDIA

VOLUME IV (DRAWINGS)

1971

OVERSERS TECHNICAL COOPERATION AGENCY

JICA  
L107  
83.3  
AF  
LIBRARY

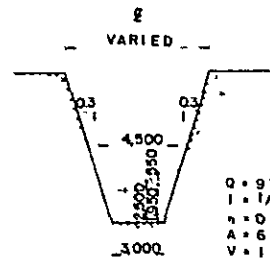
LIST OF DRAWINGS

DRAWING NO.	NAME OF DRAWING
Volume VI-I	
1 ~ 3	Location Map of Right Bank Main Canal,
4 ~ 46	L-section of Right Bank Main Canal
47 ~ 60	Crossed Section of Right Bank Main Canal
Volume VI-II	
61	Typical Section of Open Canal
62 ~ 65	No.1 Irrigation Aqueduct (1) ~ (4)
66 ~ 67	No.2. Irrigation Aqueduct (1) ~ (2)
68 ~ 70	No.3 Irrigation Aqueduct (1) ~ (3)
71 ~ 72	No.4 Irrigation Aqueduct (1) ~ (2)
73 ~ 76	Irrigation Syphon No.1 No.3 -
77 ~ 78	No.1, 3 Irrigation Culvert (1) ~ (2)
79 ~ 80	No.2 Irrigation Culvert (1) ~ (2)
81 ~ 82	No.4, 5, 6, 7, 9, 10 Irrigation Culvert (1) ~ (2)
83 ~ 84	No.8, 11 Irrigation Culvert (1) ~ (2)
85	No.1, 2 Transition Structure
86	No.3, 4 and Check Gate Structure (1)
87	Check Gate Structure (2)
88 ~ 90	Type 'A, B, C, D, E, F Outlet Structure (1) ~ (3)
91 ~ 92	No.14 Outlet Structure (1) ~ (2)
93 ~ 94	Inlet Structure (1) ~ (2)
95 ~ 96	Drainage Culvert (1) ~ (2)
97	No.1, 2, 3, 4, 5 Escape Structure
98	No.6, 7 Escape Structure
99	Spillway Structure
100 ~ 101	No.4 Bridge (1) ~ (2)
102 ~ 103	No.5, 6, 7, 8 Bridge (1) ~ (2)
104 ~ 105	no.9 Bridge (1) ~ (2)
106	Tail Escape
107	No.1 Irrigation Aqueduct (Arch Type)
108	No.4 Bridge

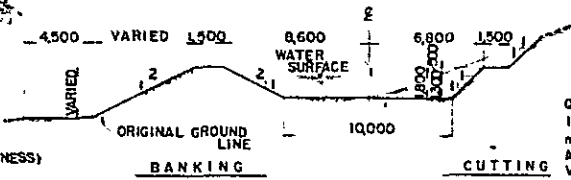
JICA LIBRARY



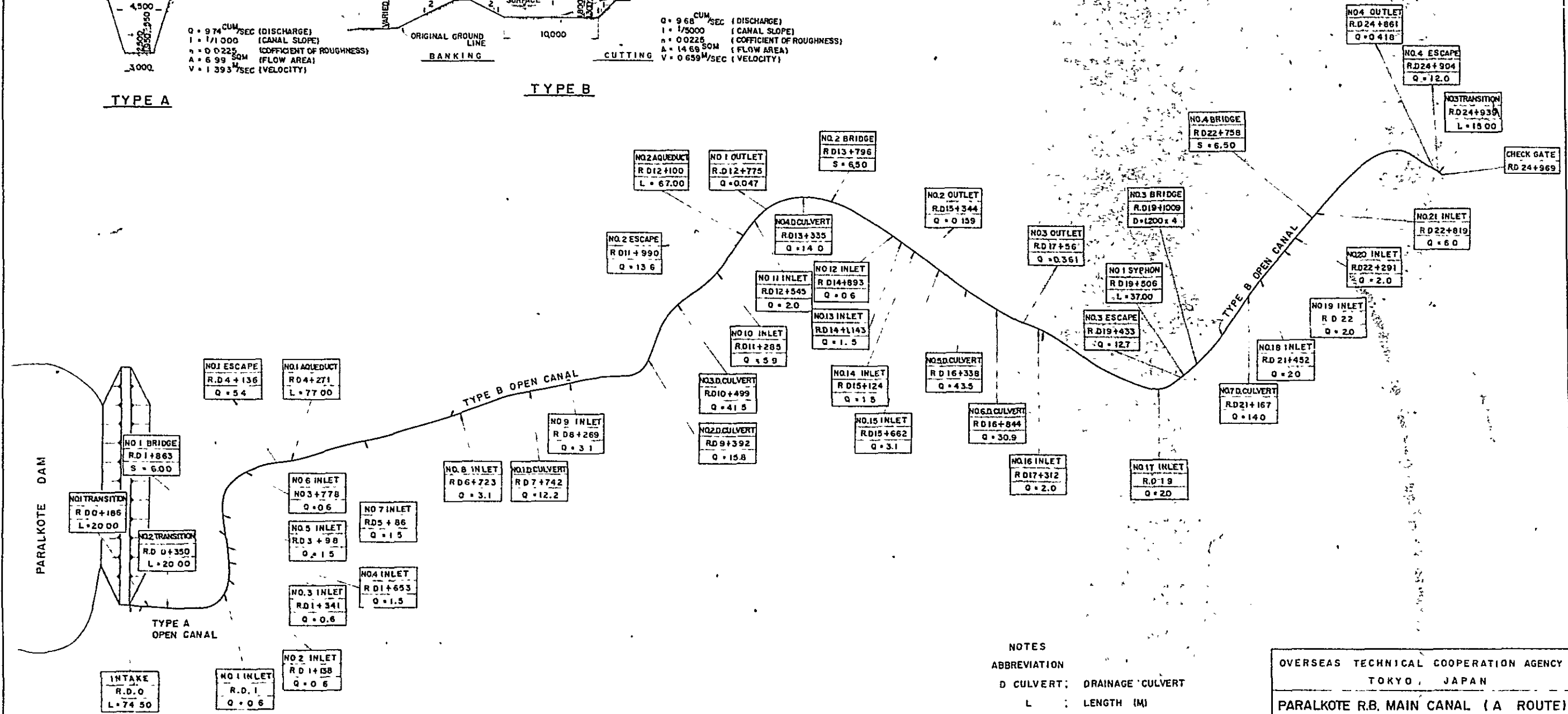
1014056[4]



TYPE A



TYPE B



NOTES  
 ABBREVIATION  
 D CULVERT : DRAINAGE CULVERT  
 L : LENGTH (M)  
 Q : DISCHARGE (CUM/SEC)  
 S : SPAN (M)  
 D : DIAMETER (M)

OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO, JAPAN  
 PARALKOTE R.B. MAIN CANAL (A ROUTE)  
 LOCATION MAP OF RIGHT BANK MAIN CANAL  
 (1)  
 SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN  
 SUBMITTED *J. J. J.* DATE AUGUST 30 1971  
 APPROVED *J. J. J.* DWG NO 1

NO5 OUTLET  
RD 25+725  
Q = 0.017

NO6 OUTLET  
RD 26+500  
Q = 0.034

NO7 OUTLET  
RD 27+850  
Q = 0.004

NO8 OUTLET  
RD 28  
Q = 0.237

NO5 BRIDGE  
RD 28+686  
S = 4.00

NO22 INLET  
RD 26+172  
Q = 3.1

NO8 CULVERT  
RD 27+225  
Q = 20.7

NO23 INLET  
RD 28+430  
Q = 5.5

NO24 INLET  
RD 32+572  
Q = 8.5

NO9 CULVERT  
RD 34+225  
Q = 7.1

NO9 OUTLET  
RD 32+150  
Q = 0.157

NO10 OUTLET  
RD 32+350  
Q = 0.012

NO11 OUTLET  
RD 34+150  
Q = 0.016

NO1 SPILLWAY  
RD 32+600  
Q = 8.45

NO6 BRIDGE  
RD 34+858  
S = 4.00

NO7 BRIDGE  
RD 35+858  
S = 4.00

NO31 CULVERT  
RD 47+958  
L = 46.00

NO21 SYPHON  
RD 49+139  
L = 60.00

NO9 BRIDGE  
RD 54+780  
S = 2.50

NO10 CULVERT  
RD 35+297  
Q = 30.0

NO11 CULVERT  
RD 36+507  
Q = 29.5

NO12 CULVERT  
RD 37+339  
Q = 24.0

NO12 OUTLET  
RD 36+400  
Q = 0.011

NO14 OUTLET  
RD 44+400  
Q = 7.585

NO11 CULVERT  
RD 45+651  
L = 50.00

NO21 CULVERT  
RD 47+529  
L = 100.00

NO 25 SPILLWAY  
RD 48+3  
Q = 6.65

NO5 ESCAPE  
RD 38+466  
Q = 8.65

NO13 OUTLET  
RD 43+300  
Q = 0.004

NO3 AQUEDUCT  
RD 38+584  
L = 67.00

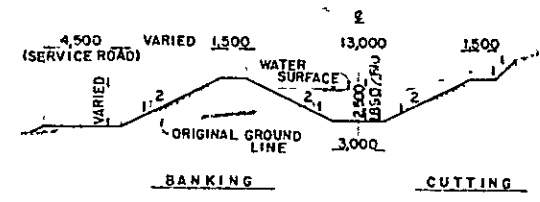
NO8 BRIDGE  
RD 40+608  
S = 4.00

NO13 CULVERT  
RD 40+540  
Q = 25.5

NO14 CULVERT  
RD 41+600  
Q = 26.2

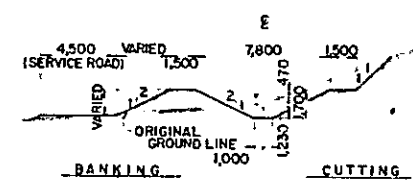
NO15 CULVERT  
RD 43+213  
Q = 30.1

NO16 CULVERT  
RD 44+250  
Q = 15.1



Q = 8.67 CUM/SEC (DISCHARGE)  
I = 1/5000 (CANAL SLOPE)  
n = 0.0225 (COEFFICIENT OF ROUGHNESS)  
A = 12.81 SQM/SEC (FLOW AREA)  
V = 0.677 M/SEC (VELOCITY)

TYPE C  
SCALE 1:100



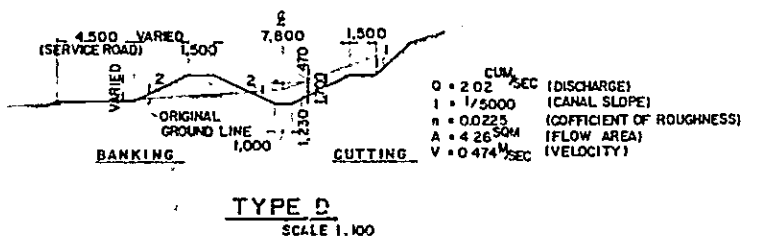
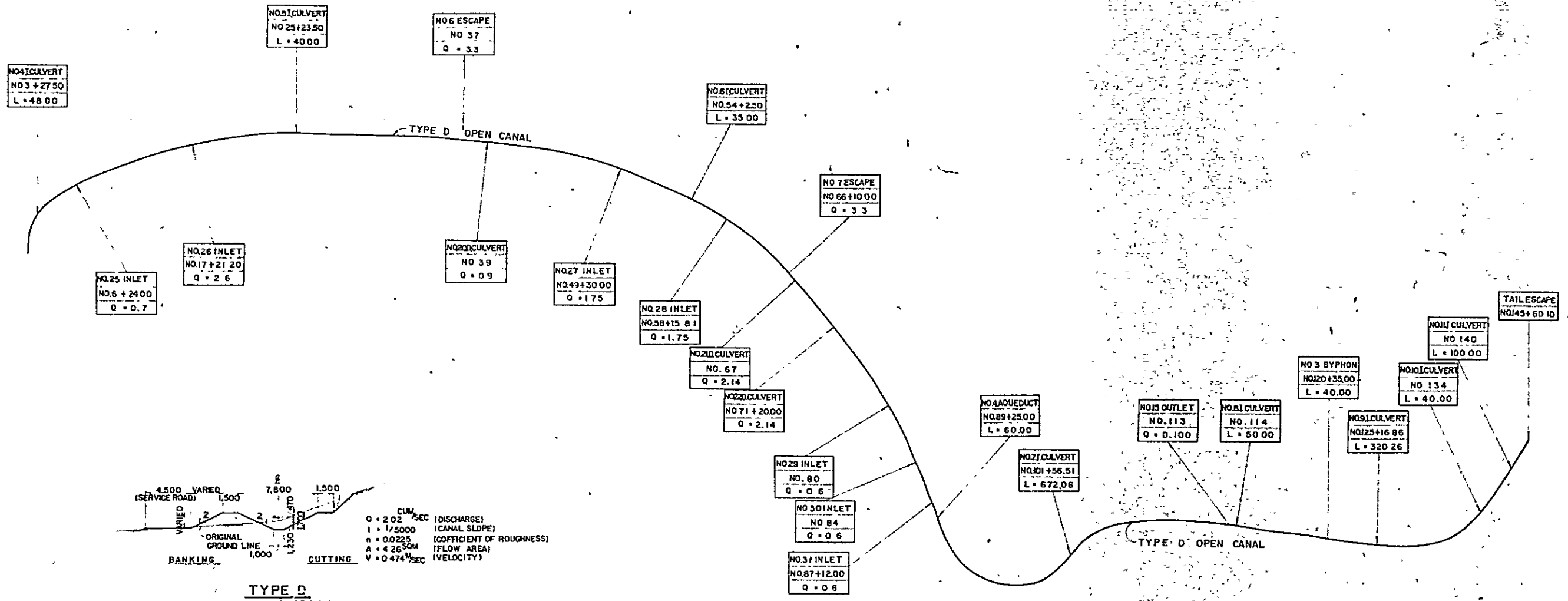
Q = 2.02 CUM/SEC (DISCHARGE)  
I = 1/5000 (CANAL SLOPE)  
n = 0.0225 (COEFFICIENT OF ROUGHNESS)  
A = 4.26 SQM (FLOW AREA)  
V = 0.474 M/SEC (VELOCITY)

TYPE D  
SCALE 1:100

NOTES.

- ABBREVIATION
- I CULVERT : IRRIGATION CULVERT
  - D CULVERT : DRAINAGE CULVERT
  - I SYPHON : IRRIGATION SYPHON
  - L : LENGTH (M)
  - Q : DISCHARGE (CUM/SEC)
  - S : SPAN (M)

OVERSEAS TECHNICAL COOPERATION AGENCY TOKYO JAPAN	
PARALKOTE R.B. MAIN CANAL ( B ROUTE)	
LOCATION MAP OF RIGHT BANK MAIN CANAL (2)	
SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN	
SUBMITTED	DATE AUGUST 30 1971
APPROVED	DWG NG 2



NOTES

ABBREVIATION

I. CULVERT IRRIGATION CULVERT  
D. CULVERT DRAINAGE CULVERT  
L LENGTH (M)  
Q DISCHARGE (CUM/SEC)

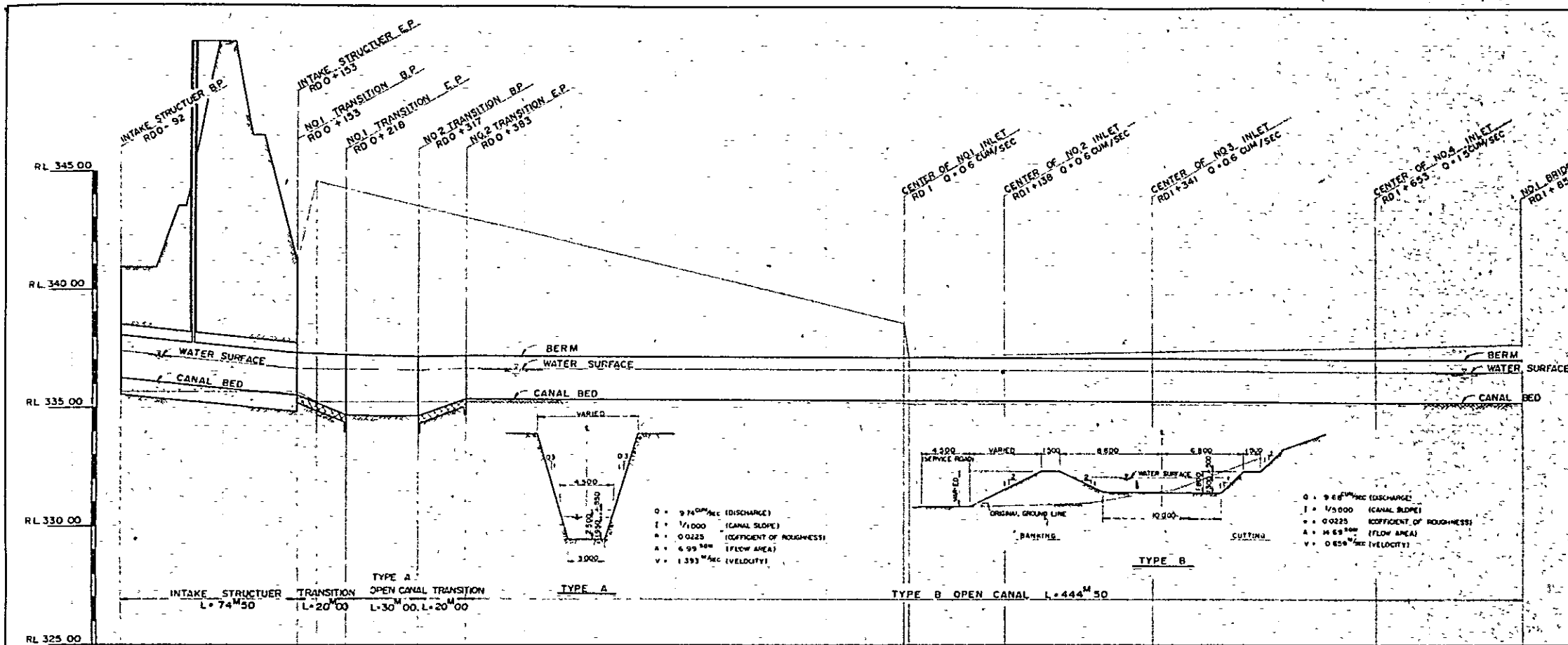
OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

PARALKOTE R.B. MAIN CANAL ( C ROUTE)

LOCATION MAP OF RIGHT BANK MAIN CANAL  
(3)

SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN

SUBMITTED: *T. J. ...* DATE AUGUST 30 1971  
APPROVED: *T. J. ...* DWG. NO. 3

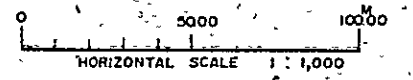


- NOTES
- ALL DIMENSIONS ARE SHOWN IN METERS
  - HORIZONTAL SCALE IS 1 : 1,000  
VERTICAL SCALE IS 1 : 100
  - ABBREVIATION  
B.P. : BEGINNING POINT  
E.P. : END POINT  
O : DISCHARGE  
C : CENTERLINE
  - THE HEIGHT OF DAMSIDE B.M IS 342.937 M
  - THE DESIGN IS BASED ON THE RESULT OF SURVEY PERFORMED BY THE JAPANESE SURVEY TEAM, IN WHICH THE ELEVATIONS OF BENCH MARKS ARE DIFFERENT FROM THE RECORDS PRESENTED BY THE INDIAN GOVERNMENT. DIFFERENCES ARE SUMMERIZED IN FOLLOWING TABLE

TABLE OF BENCH MARK

NO.	R.D.	INDIA SIDE	JAPANESE SIDE
1	BM ON C.C. PILLAR RIGHT SIDE OF HEAD REGULATOR	M 334.937	M 334.937
2	BM ON TOP OF SYPON INNER WALL AT RD.19370 OF RIGHT CANAL	336.569	336.453
3	BM ON C.C. PILLAR 100' RIGHT AT RD.32100 OF RIGHT CANAL	336.993	336.946
4	BM ON C.C. PILLAR 100' RIGHT AT RD.42100 OF RIGHT CANAL	331.915	331.928
5	BM ON C.C. PILLAR AT RD.58735 OF RIGHT CANAL	334.451	334.718

SLOPE	1/100		1/1000		1/5000	
	0	0.10	0.09	0.16	0.15	0.11
BANKING		0.10	0.09	0.16	0.15	0.11
CUTTING			0.57	0.59		
WATER ELEVATION			336.610	336.600	336.590	336.622
DESIGNED CANAL BED ELEVATION		335.512	334.660	334.650	334.630	335.322
ORIGINAL CANAL BED ELEVATION	335.69	335.66	335.22	335.22	335.22	335.22
GROUND ELEVATION	340.91	341.16	344.52	344.00	343.53	343.03
ACCUMULATED DISTANCE	-28.00	0	46.50	54.50	66.50	76.50
DISTANCE	-28.00	0	46.50	8.00	12.00	1.00
STATION	-92	RD 0	+153	+179	+218	+291
CANAL SINUOUS						



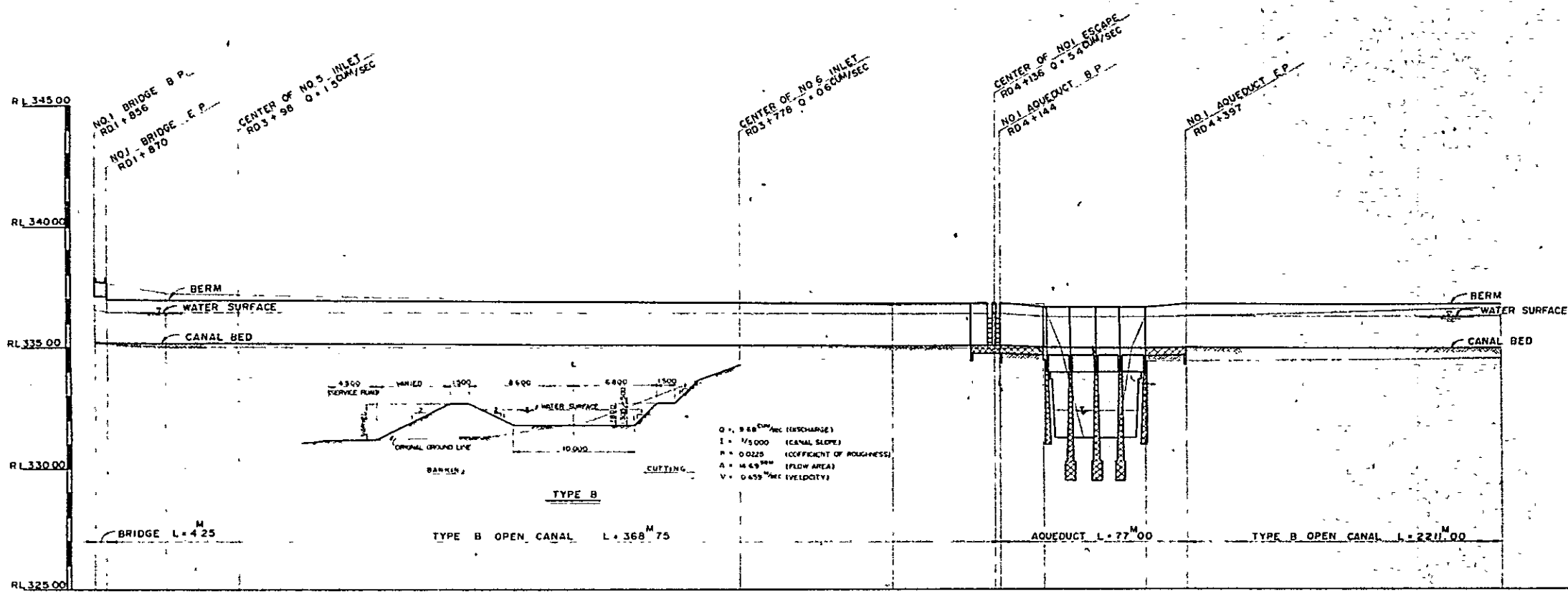
OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

PARALKOTE R.B MAIN CANAL (A ROUTE)

L-SECTION OF RIGHT BANK MAIN CANAL (RD.0-92 ~ RD.1+856) (1)

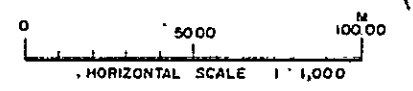
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED: *T. D. D. D.* DATE AUGUST 30 1971  
APPROVED: *T. D. D. D.* DWG NO 4



- NOTES
- 1 ALL DIMENSIONS ARE SHOWN IN METERS
  - 2 HORIZONTAL SCALE IS 1 : 1,000  
VERTICAL SCALE IS 1 : 100
  - 3 ABBREVIATION  
B.P. : BEGINNING POINT  
E.P. : END POINT  
Q : DISCHARGE  
C : CENTERLINE
  - 4 THE HIGHT OF RD 3 BM IS 337.618 M  
THE HIGHT OF RD 4 BM IS 336.838 M
  - 5 RD 2 IS NOTHING.

SLOPE	1/5000										
	BANKING	0 11 0 08	0 16	0 17		0 14	0 14	0 12 0 12	0 04	0 56	0 57
CUTTING											
WATER ELEVATION	336.533 336.486	336.491	336.475		336.434	336.421	336.413 336.412	336.286	336.239	336.320	336.294
DESIGNED CANAL BED ELEVATION	335.233 335.186	335.181	335.175		335.134	335.121	335.113 335.112	335.026	334.999	335.020	334.994
ORIGINAL CANAL BED ELEVATION	335.12 335.11	335.02	335.01		334.99	334.98	334.99 334.99	334.99	334.44	334.45	334.55
GROUND ELEVATION	337.72 337.62	337.21	337.30		336.67	336.77	336.79 336.79	336.80	336.26	336.30	336.69
ACCUMULATED DISTANCE	561.00 565.25	590.00	620.00		827.00	890.00	931.50 934.00	952.00	993.00	1011.00	1140.00
DISTANCE	62.00 4.25	24.75	30.00		207.00	63.00	41.50 2.50	18.00	41.00	18.00	129.00
STATION	RD 1 +856 +870	RD 3	+98		+778	RD 4	+136 +144	+203	+338	+397	+820
CANAL SINUOUS											



OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

PARALKOTE R.B. MAIN CANAL ( A ROUTE )

L-SECTION OF RIGHT BANK MAIN CANAL  
(RD.1+856 RD.4+820) (2)

SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

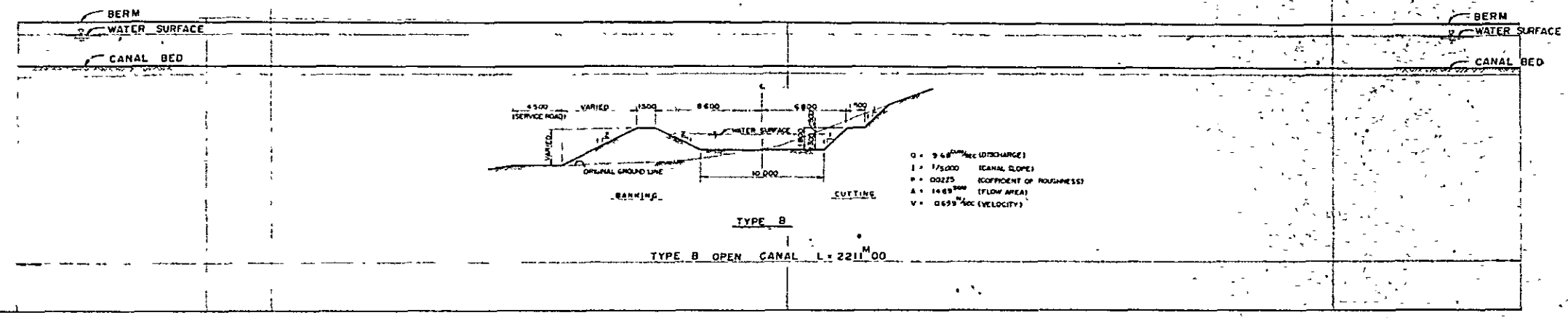
SUBMITTED *T. K.* DATE AUGUST 30 1971

APPROVED *T. K.* DWG. NO. 5

RL 345.00  
 RL 340.00  
 RL 335.00  
 RL 330.00  
 RL 325.00

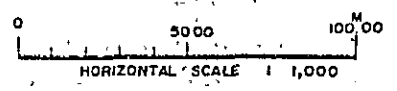
CENTER OF NO. 7 INLET  
 RD 5+86 Q = 1.5 CUM/SEC

CENTER OF NO. 8 INLET  
 RD 6+723 Q = 3.1 CUM/SEC



- NOTES
- ALL DIMENSIONS ARE SHOWN IN METERS
  - HORIZONTAL SCALE IS 1 : 1,000  
 VERTICAL SCALE IS 1 : 100
  - ABBREVIATION  
 BP : BEGINNING POINT  
 EP : END POINT  
 Q : DISCHARGE  
 C : CENTERLINE
  - THE HIGHT OF RD. 5 BM IS 337.323 M  
 THE HIGHT OF RD. 6 BM IS 336.999 M  
 THE HIGHT OF RD. 7 BM IS 337.022 M

SLOPE	1/5000						
BANKING	0.44	0.37	0.36	0.28	0.29	0.30	
CUTTING							
WATER ELEVATION	336.294	336.279	336.274	336.232	336.188	336.173	
DESIGNING CANAL BED ELEVATION	334.994	334.979	334.974	334.932	334.888	334.873	
ORIGINAL CANAL BED ELEVATION	334.95	334.61	334.61	334.65	334.60	334.57	
GROUND ELEVATION	336.69	336.93	336.90	336.73	336.68	336.54	
ACCUMULATED DISTANCE	140.00	216.90	243.00	452.50	673.00	749.70	
DISTANCE	129.00	76.90	26.10	209.90	220.90	75.70	
STATION	RD 4+820	RD 5	+86	RD 6	+723	RD 7	
CANAL SINUOUS							



OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN

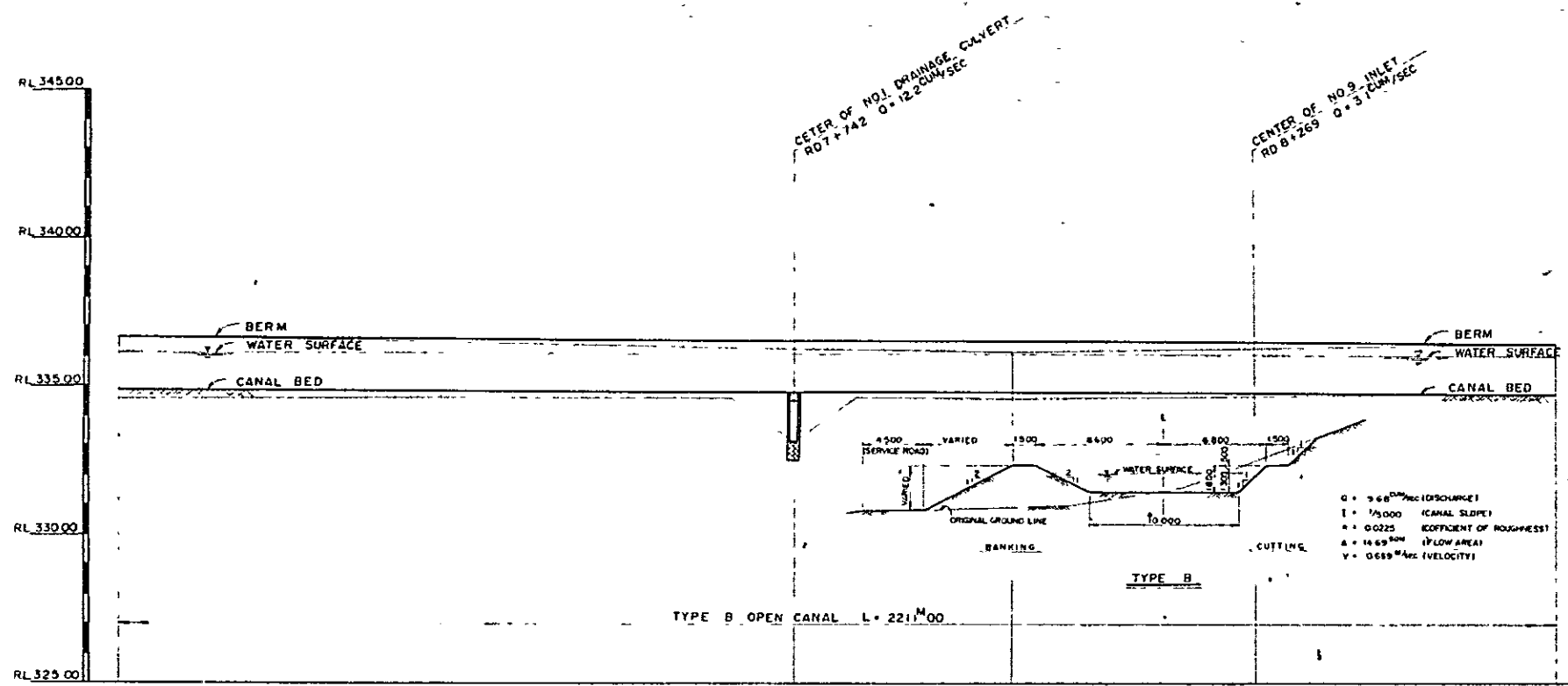
PARALKOTE R.B. MAIN CANAL ('A ROUTE')

L-SECTION OF RIGHT BANK MAIN CANAL  
 (RD.4+820~RD.7) (3)

SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

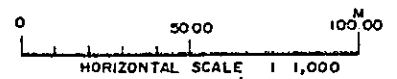
SUBMITTED *T. J. J.* DATE AUGUST 30 1971  
 APPROVED *T. J. J.* DWG. NO. 6





- NOTES
- 1 ALL DIMENSIONS ARE SHOWN IN METERS
  - 2 HORIZONTAL SCALE IS 1 : 1,000  
VERTICAL SCALE IS 1 : 100
  - 3 ABBREVIATION  
BP ; BEGINNING POINT  
EP ; END POINT  
Q ; DISCHARGE  
L ; CENTERLINE
  - 4 THE HIGHT OF RD 7 B.M IS 337.022  
THE HIGHT OF RD 8 B.M IS 336.503

SLOPE	1/5000				
BANKING	0.50	1.70	0.21	0.14	0.06
CUTTING					
WATER ELEVATION	336.173	336.127	336.112	336.096	336.076
DESIGNED CANAL BED ELEVATION	334.873	334.827	334.812	334.796	334.776
ORIGINAL CANAL BED ELEVATION	334.37	333.13	334.60	334.66	334.72
GROUND ELEVATION	336.64	336.30	336.19	336.30	336.49
ACCUMULATED DISTANCE	75.70	197.50	204.90	213.00	223.10
DISTANCE	75.70	226.30	72.90	82.10	101.00
STATION	RD 7	+742	RD 8	+826.9	+601
CANAL SINOUS					

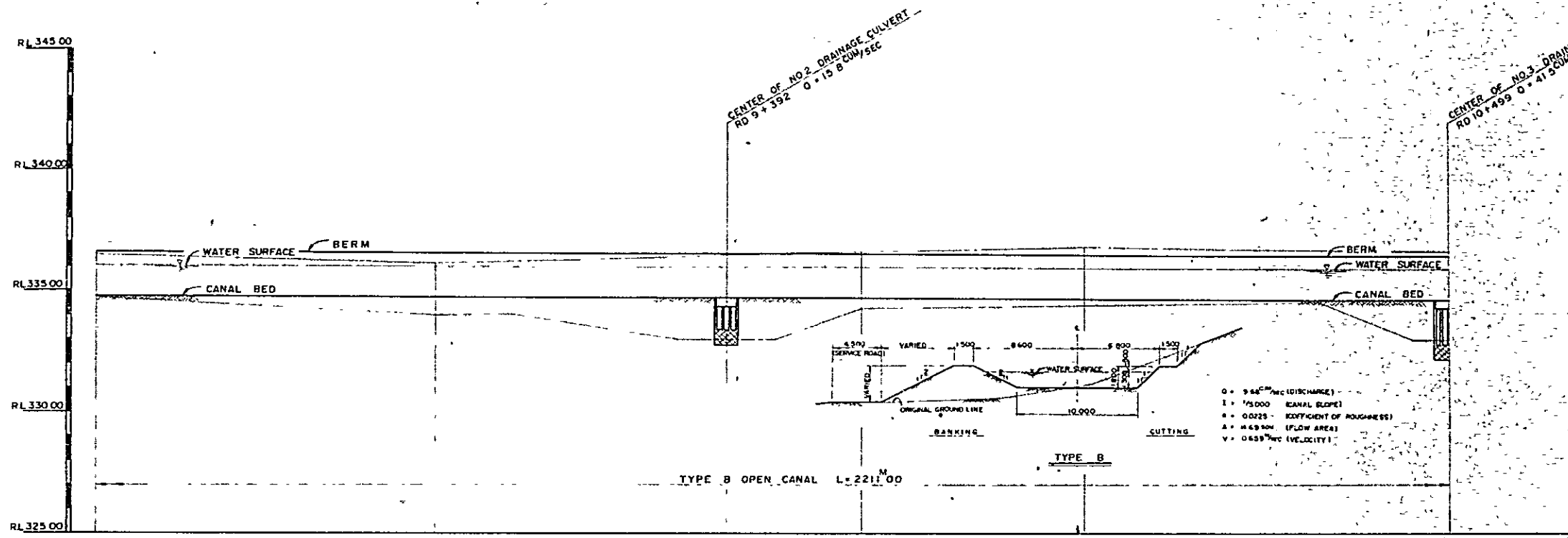


OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

PARALKOTE, R.B. MAIN CANAL ( A ROUTE )  
L-SECTION OF RIGHT BANK MAIN CANAL  
( RD.7~ RD.8+601 ) (4)

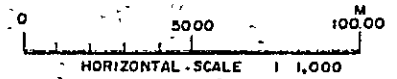
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED *T. J. ...* DATE AUGUST 30 1971  
APPROVED *T. J. ...* DWG NO 7



- NOTES
- 1 ALL DIMENSIONS ARE SHOWN IN METERS
  - 2 HORIZONTAL SCALE IS 1 : 1,000  
VERTICAL SCALE IS 1 : 100
  - 3 ABBREVIATION  
B.P. : BEGINNING POINT  
E.P. : END POINT  
Q : DISCHARGE  
C : CENTERLINE
  - 4 THE HIGHT OF RD 9 BM IS 336.588  
THE HIGHT OF RD 10. BM IS 337.232

SLOPE	1/5000					
BANKING	0.06	0.76	1.72	0.41	0.19	0.04
CUTTING						
WATER ELEVATION		336.076		336.024	336.013	335.934
DESIGNED CANAL BED ELEVATION		334.776	334.748	334.724	334.713	334.654
ORIGINAL CANAL BED ELEVATION	334.72	333.99	333.00	334.30	334.44	334.62
GROUND ELEVATION	336.49	336.15	336.46	336.88	336.84	336.66
ACCUMULATED DISTANCE	0	2231.00	2704.00	2790.00	2846.00	2900.00
DISTANCE	101.00	139.40	119.60	56.00	91.00	182.20
STATION	RD 8 + 601	RD 9	+ 392	+ 576	RD 10	+ 499
CANAL SINUOUS						



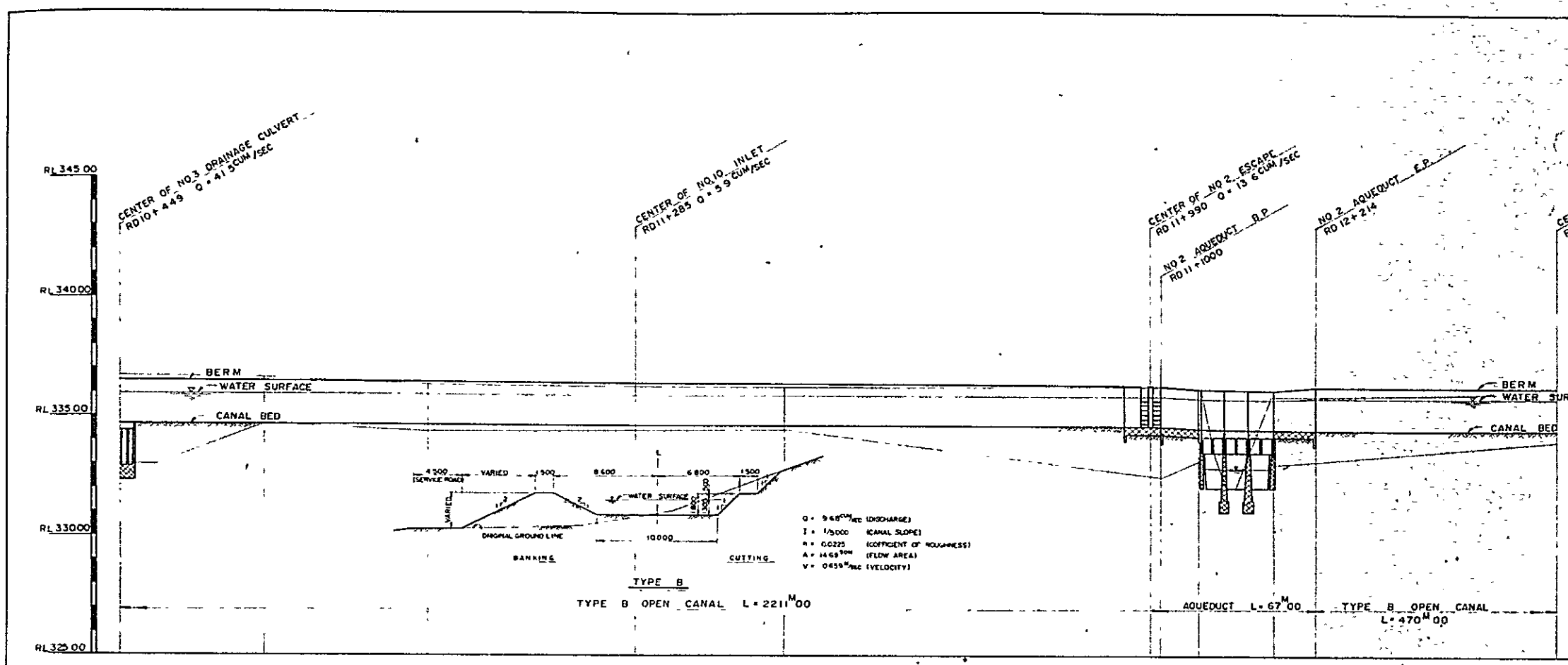
OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

PARALKOTE R.B. MAIN CANAL (A ROUTE)

L-SECTION OF RIGHT BANK MAIN CANAL  
(RD.8+601~RD.10+499) (5)

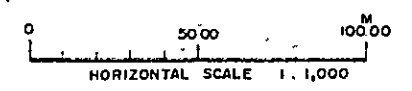
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED *T. Yamamoto* DATE AUGUST 30 1971  
APPROVED *T. Yamamoto* DWG. NO. B



- NOTES
- 1 ALL DIMENSIONS ARE SHOWN IN METERS
  - 2 HORIZONTAL SCALE IS 1:1,000  
VERTICAL SCALE IS 1:100
  - 3 ABBREVIATION  
BP ; BEGINNING POINT  
EP ; END POINT  
Q ; DISCHARGE  
C.L. ; CENTERLINE
  - 4 THE HIGHT OF RD 11 B.M. IS 336.304  
THE HIGHT OF RD. 12 B.M. IS 336.701

SLOPE	1/5000										1/1500		1/5000	
BANKING	0.04		0.26		0.20		0.16		2.09	2.09	1.37	1.46	1.34	0.47
CUTTING			0.03											
WATER ELEVATION	335.964		335.952		335.921		335.909		335.879	335.878	335.792	335.731	335.792	335.772
DESIGNED CANAL BED ELEVATION	334.664		334.622		334.621		334.609		334.579	334.578	334.492	334.471	334.492	334.472
ORIGINAL CANAL BED ELEVATION	334.62		334.68		334.42		334.45		332.49	332.49	333.12	333.01	333.15	334.00
GROUND ELEVATION	336.86		336.29		336.29		336.27		336.26	336.26	336.12	335.81	335.85	336.08
ACCUMULATED DISTANCE	0.00		0.00		0.00		0.00		0.00	0.00	0.00	0.00	0.00	0.00
DISTANCE	152.20		60.00		67.20		86.80		62.00	153.20	16.20	31.00	18.00	101.00
STATION	RD 10 +499		+696		RD 11		+285		+488	+992	+53	+155	+214	+545
CANAL SINUOUS														

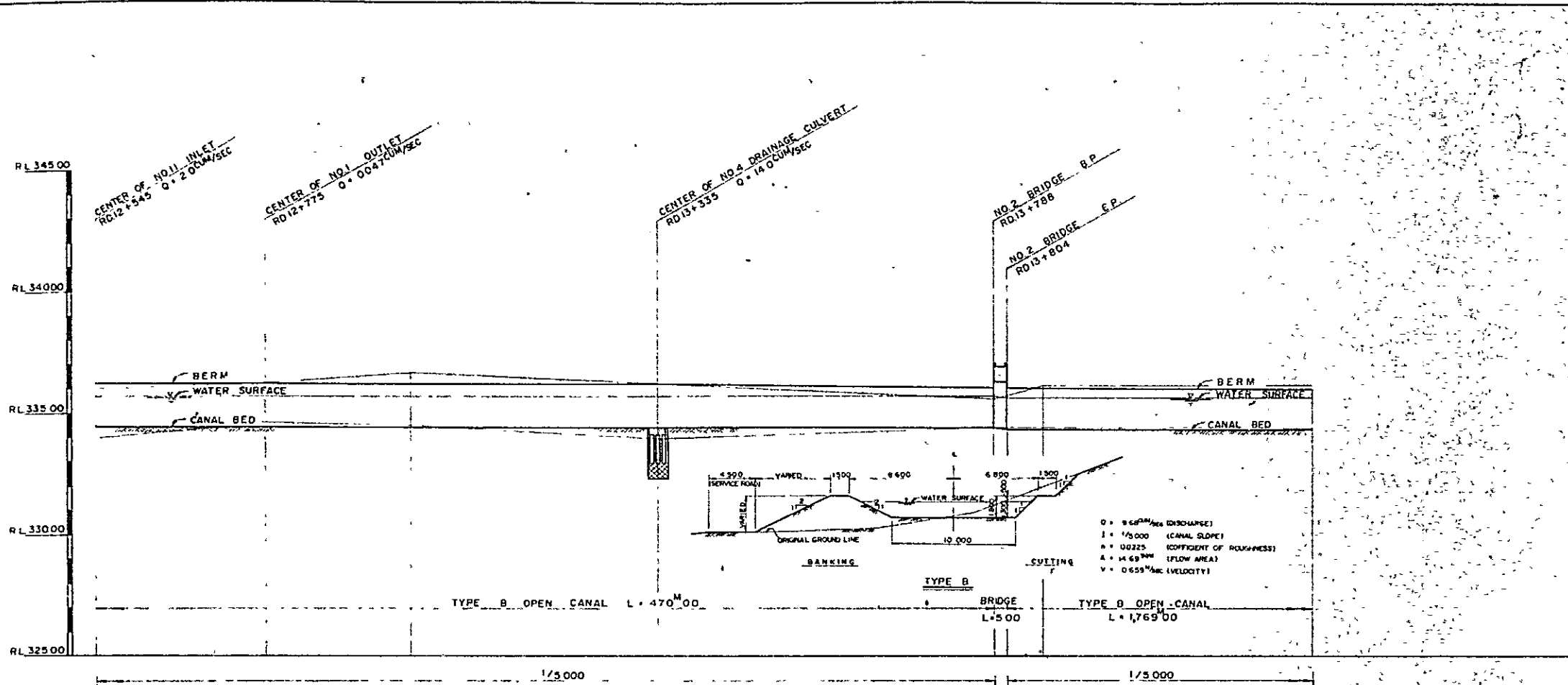


OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

PARALKOTE R.B. MAIN CANAL (A ROUTE)  
L-SECTION OF RIGHT BANK MAIN CANAL  
(RD.10+499~RD12+545) (6)

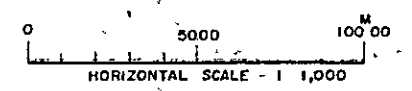
SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN

SUBMITTED *[Signature]* DATE AUGUST 30 1971  
APPROVED *[Signature]* DWG NO 9



- NOTES
- ALL DIMENSIONS ARE SHOWN IN METERS
  - HORIZONTAL SCALE IS 1 : 1,000  
VERTICAL SCALE IS 1 : 100
  - ABBREVIATION  
B.P. : BEGINNING POINT  
E.P. : END POINT  
Q : DISCHARGE  
C : CENTERLINE
  - THE HIGHT OF RD. 13 B.M IS 336<sup>M</sup> 936  
THE HIGHT OF RD. 14 B.M IS 336<sup>M</sup> 475

SLOPE												
BANKING	0.47					0.47						
CUTTING	0.14					0.09						
WATER ELEVATION	333.772		335.758		335.746		335.726		335.698	335.669	335.666	335.644
DESIGNED CANAL BED ELEVATION	334.472		334.458		334.446		334.426		334.398	334.369	334.366	334.344
ORIGINAL CANAL BED ELEVATION	334.00		334.60		334.84		333.96		334.42	334.42	334.44	334.40
GROUND ELEVATION	336.08		336.25		336.69		336.24		338.59	338.77	336.18	338.24
ACCUMULATED DISTANCE	3,900.00		3,460.00		3,018.90		2,621.00		2,179.00	1,764.00	1,778.70	1,890.00
DISTANCE	101.00		70.00		58.90		102.10		138.00	5.00	14.70	111.30
STATION	RD.12 + 545		+ 775		RD.13		+ 335		+ 788	+ 804	RD.14	+ 365
CANAL SINOUS												



OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN

PARALKOTE R.B. MAIN CANAL (A ROUTE)

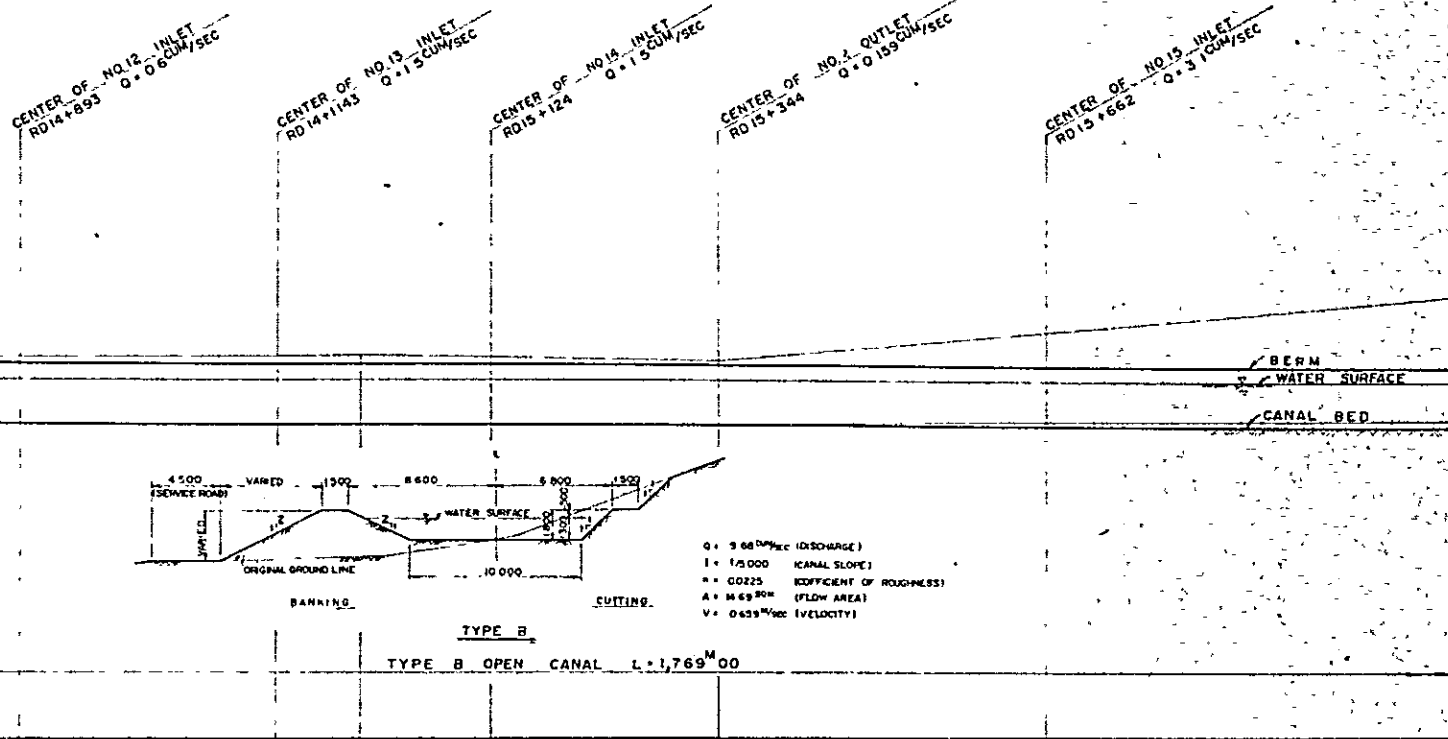
L-SECTION OF RIGHT BANK MAIN CANAL  
 (RD.12+545~RD.14+365) (7)

SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED *[Signature]* DATE AUGUST 30 1971

APPROVED *[Signature]* DWG. NO 10

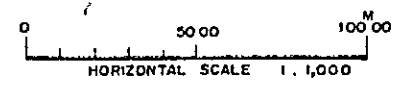
RL 345.00  
 RL 340.00  
 RL 335.00  
 RL 330.00  
 RL 325.00



NOTES

- 1 ALL DIMENSIONS ARE SHOWN IN METERS
- 2 HORIZONTAL SCALE IS 1 : 1,000  
 VERTICAL SCALE IS 1 : 100
- 3 ABBREVIATION  
 BP : BEGINNING POINT  
 EP : END POINT  
 O : DISCHARGE  
 C : CENTERLINE
- 4 THE HIGHT OF RD 15 B.M IS 336<sup>M</sup>634  
 THE HIGHT OF RD 16. B.M IS 338<sup>M</sup>465

SLOPE	1/5000											
BANKING												
CUTTING	0.06		0.04		0.04		0.03	0.03	0.04		0.14	0.23
WATER ELEVATION	335.644		335.618		335.596		335.591		335.584		335.575	335.527
DESIGNED CANAL BED ELEVATION	334.344		334.318		334.296		334.291		334.284		334.270	334.227
ORIGINAL CANAL BED ELEVATION	334.40		334.36		334.33		334.32		334.32		334.31	334.46
GROUND ELEVATION	336.24		336.30		336.37		336.38		336.30		336.20	338.17
ACCUMULATED DISTANCE	0.0000	0.0200	0.0600	0.1000	0.1700	0.2510	0.4000	0.5700	0.7200	0.8600	1.0300	1.2600
DISTANCE	11.30	31.00	76.00	25.10	37.90	67.00	97.00	119.90				
STATION	RD 14 + 365	+ 792	+ 893	+ 1143	RD 15	+ 124	+ 344	+ 662				RD 16
CANAL SINUOUS												

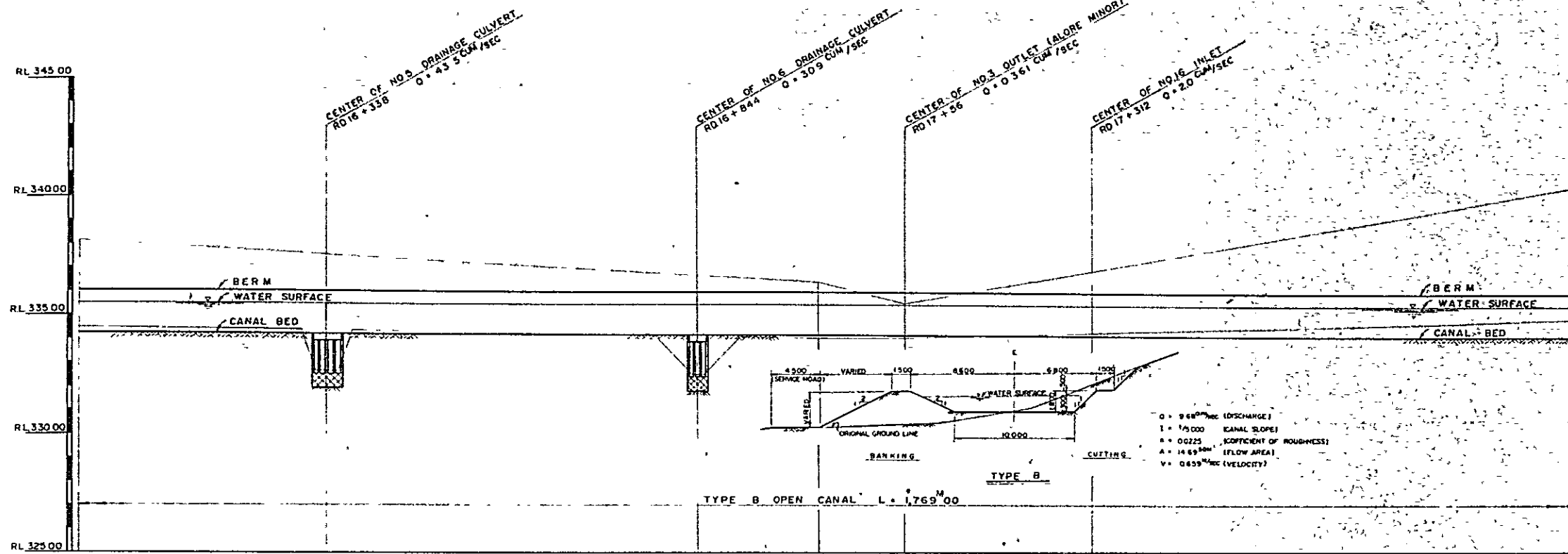


OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN

PARALKOTE R.B. MAIN CANAL ( A ROUTE )  
 L-SECTION OF RIGHT BANK MAIN CANAL  
 (RD.14+365~RD.16) (8)

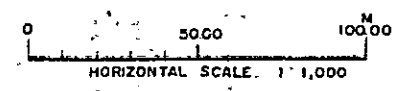
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED *T. J. ...* DATE AUGUST 30 1971  
 APPROVED *T. J. ...* DWG NO. 11



- NOTES
- 1 ALL DIMENSIONS ARE SHOWN IN METERS
  - 2 HORIZONTAL SCALE IS 1:1,000  
VERTICAL SCALE IS 1:100
  - 3 ABBREVIATION  
B.P. BEGINNING POINT  
E.P. END POINT  
Q DISCHARGE  
C. CENTERLINE
  - 4 THE HEIGHT OF RD. 16 B.M IS 338.465

SLOPE	1/5000									
BANKING		1.59		1.68		0.09		0.11		0.13
CUTTING	0.23									0.16
WATER ELEVATION	335.527	335.506		335.476		335.466		335.462		335.458
DESIGNED CANAL BED ELEVATION	334.227	334.206		334.176		334.166		334.162		334.158
ORIGINAL CANAL BED ELEVATION	334.46	332.62		332.50		334.08		334.05		334.03
GROUND ELEVATION	338.17	337.05		336.70		336.40		335.95		335.50
ACCUMLATED DISTANCE	4473.96	4577.00		4731.00		4781.00		4900.00		4817.00
DISTANCE	119.90	103.10		154.00		50.00		19.00		17.00
STATION	RD 16	+ 338		+ 844		+ 1011		RD 17		+ 56
CANAL SINUOUS										



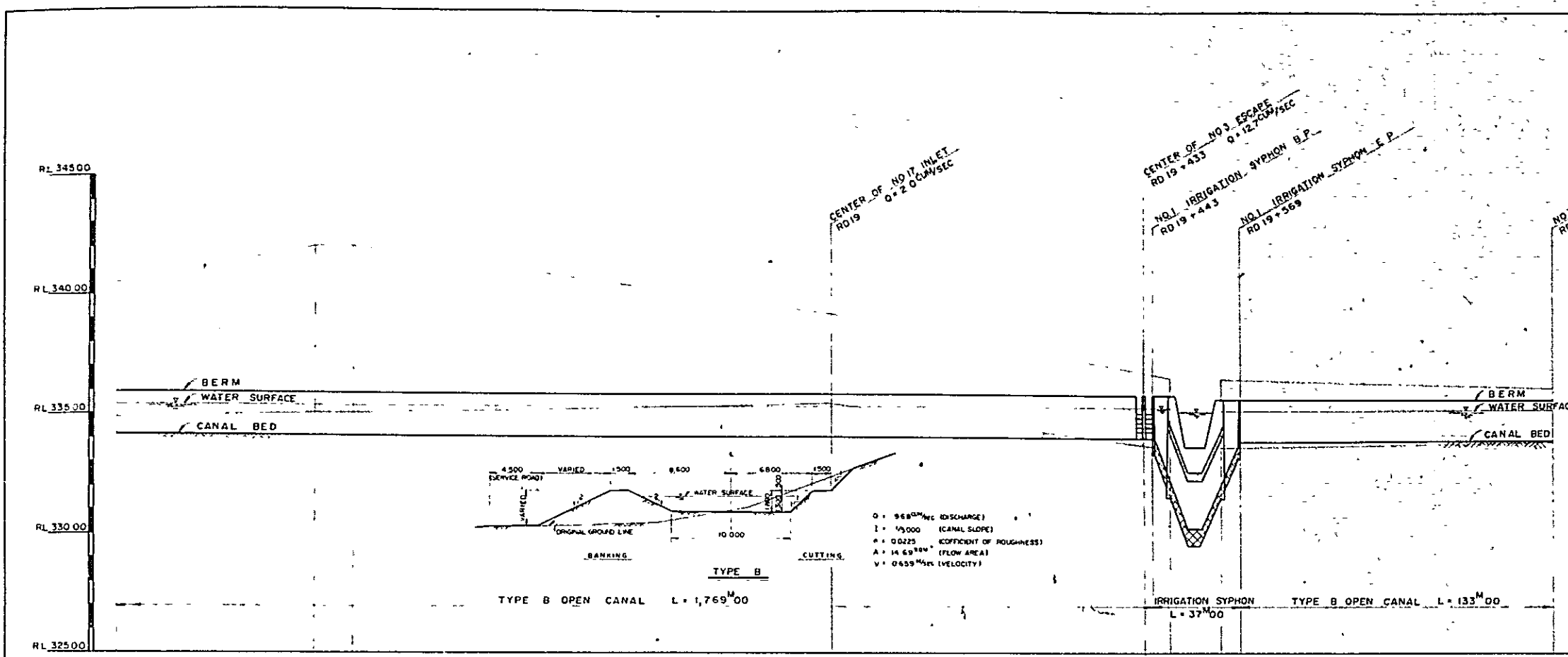
OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

PARALKOTE R.B. MAIN CANAL (A ROUTE)

L-SECTION OF RIGHT BANK MAIN CANAL  
(RD.16~RD.18) (9)

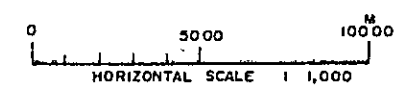
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED *T. Parkman* DATE AUGUST 30 1971  
APPROVED *T. Parkman* DWGNO 12



- NOTES
- 1 ALL DIMENSIONS ARE SHOWN IN METERS
  - 2 HORIZONTAL SCALE IS 1 : 1,000  
VERTICAL SCALE IS 1 : 100
  - 3 ABBREVIATION:  
BP : BEGINNING POINT  
EP : END POINT  
O : DISCHARGE  
C : CENTERLINE
  - 4 THE HEIGHT OF PARAPET WALL OF SYPHON IS 3.36 M

SLOPE		1/5,000										
BANKING										0.37	0.21	0.01
CUTTING	0.73			0.95						1.44		
WATER ELEVATION	335.403			335.385						335.315		335.184
DESIGNED CANAL BED ELEVATION	334.102			334.085						334.015		333.884
ORIGINAL CANAL BED ELEVATION	334.83			335.03						333.65		333.87
GROUND ELEVATION	340.48			342.06						336.70		336.15
ACCUMULATED DISTANCE	5,000.00		1,182.00							5,533.00		5,703.00
DISTANCE	205.00	82.00	16.00							135.00	8.00	21.00
STATION	RD 18	+ 269	+ 322					RD 19		+ 443	+ 469	+ 538
CANAL SINUOUS										+ 564		+ 1001

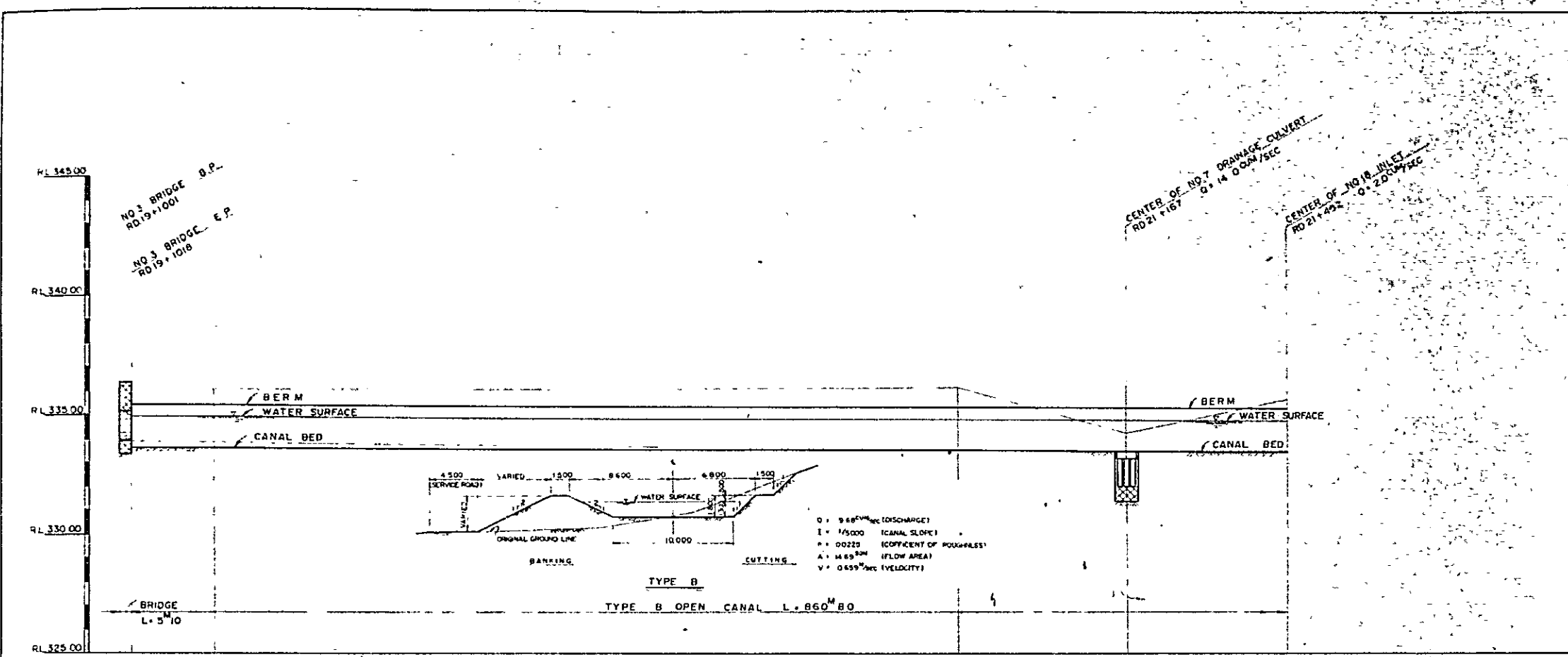


OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

PARALKOTE RB MAIN CANAL (A ROUTE)  
L-SECTION OF RIGHT BANK MAIN CANAL  
(RD.18~ RD 19+1001) (10)

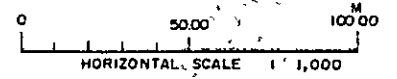
SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN

SUBMITTED: [Signature] DATE: AUGUST 30 1971  
APPROVED: [Signature] DWG. NO: 13



- NOTES
1. ALL DIMENSIONS ARE SHOWN IN METERS
  2. HORIZONTAL SCALE IS 1 : 1,000  
VERTICAL SCALE IS 1 : 100
  3. ABBREVIATION  
 BP : BEGINNING POINT  
 EP : END POINT  
 Q : DISCHARGE  
 C : CENTERLINE
  4. THE HIGHT OF RD 20 BM IS 336.621  
 THE HIGHT OF RD 21 BM IS 336.298

SLOPE	1/5,000				
BANKING	0 01			0 06	0 10
CUTTING	0 26	0 21		0 05	
WATER ELEVATION	335.84	334.90		334.82	334.80
DESIGNED CANAL BED ELEVATION	333.864	333.605	333.598	333.536	333.509
ORIGINAL CANAL BED ELEVATION	333.87	333.86	333.81	333.59	333.41
GROUND ELEVATION	336.15	336.14	336.03	336.20	334.28
ACCUMULATED DISTANCE	5,703.00	5,708.10	5,743.00	6,022.20	6,023.00
DISTANCE	13.00	5.10	34.90	309.20	70.80
STATION	RD 19 + 1001 + 1018	RD 20	RD 21	+ 167	+ 452
CANAL SINUOUS					



OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO, JAPAN

PARALKOTE R.B. MAIN CANAL ( A ROUTE )  
 L-SECTION OF RIGHT BANK MAIN CANAL  
 (RD.19+1001~ RD.21+452) (11)

SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN

SUBMITTED *T. J. [Signature]* DATE AUGUST 30 1971  
 APPROVED *[Signature]* DWG.NO 14



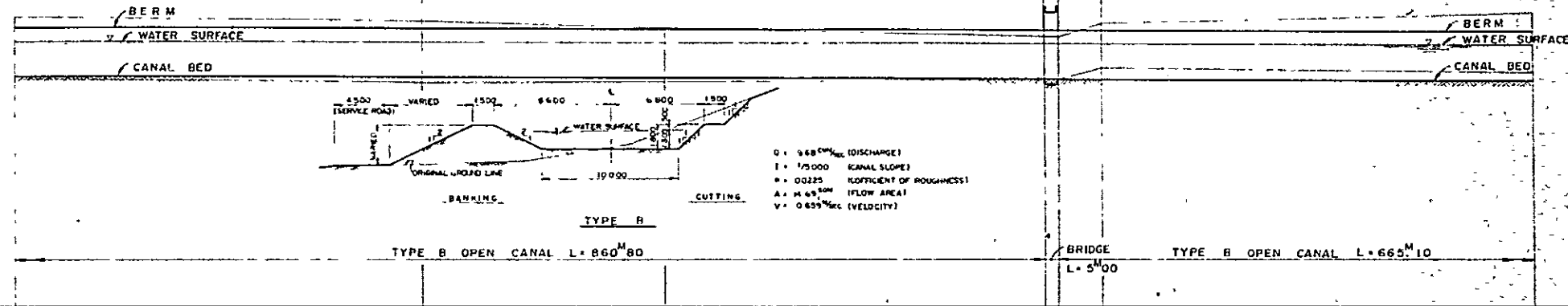
RL 345.00  
 RL 340.00  
 RL 335.00  
 RL 330.00  
 RL 325.00

CENTER OF NO.19 INLET  
 RD 22 Q = 2.0 CU/M/SEC

CENTER OF NO.20 INLET  
 RD 22+291 Q = 1.2 CU/M/SEC

NO.4 BRIDGE B.P.  
 RD 22+750

NO.4 BRIDGE E.P.  
 RD 22+766  
 CENTER OF NO.21 INLET  
 RD 22+819 Q = 6.0 CU/M/SEC

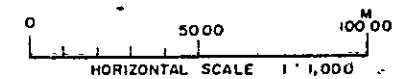


Q = 9.68 CU/M (DISCHARGE)  
 I = 1/5000 (CANAL SLOPE)  
 n = 0.0225 (COEFFICIENT OF ROUGHNESS)  
 A = 4.65 SQ M (FLOW AREA)  
 V = 0.655 M/SEC (VELOCITY)

NOTES

1. ALL DIMENSIONS ARE SHOWN IN METERS
2. HORIZONTAL SCALE IS 1 : 1,000  
 VERTICAL SCALE IS 1 : 100
3. ABBREVIATION  
 B.P. : BEGINNING POINT  
 E.P. : END POINT  
 Q : DISCHARGE  
 C.L. : CENTERLINE
4. THE HEIGHT OF RD. 22 B.M. IS 335.743 M

SLOPE	1/5000		1/5000	
BANKING	0.10	0.19	0.14	0.07 0.04
CUTTING				0.41
WATER ELEVATION	334.809	334.779	334.761	334.731 334.704
DESIGNED CANAL BED ELEVATION	333.509	333.479	333.461	333.433 333.404
ORIGINAL CANAL BED ELEVATION	333.41	333.29	333.32	333.36 333.36
GROUND ELEVATION	335.70	335.54	335.30	335.45 335.81
ACCUMULATED DISTANCE	6,190.00	6,340.30	6,429.00	6,569.00 6,723.90
DISTANCE	67.00	150.30	88.70	139.90 16.10
STATION	RD 21 +452	RD 22	+ 291	+ 750 766 + 819
CANAL SINOUS				RD 23 + 142

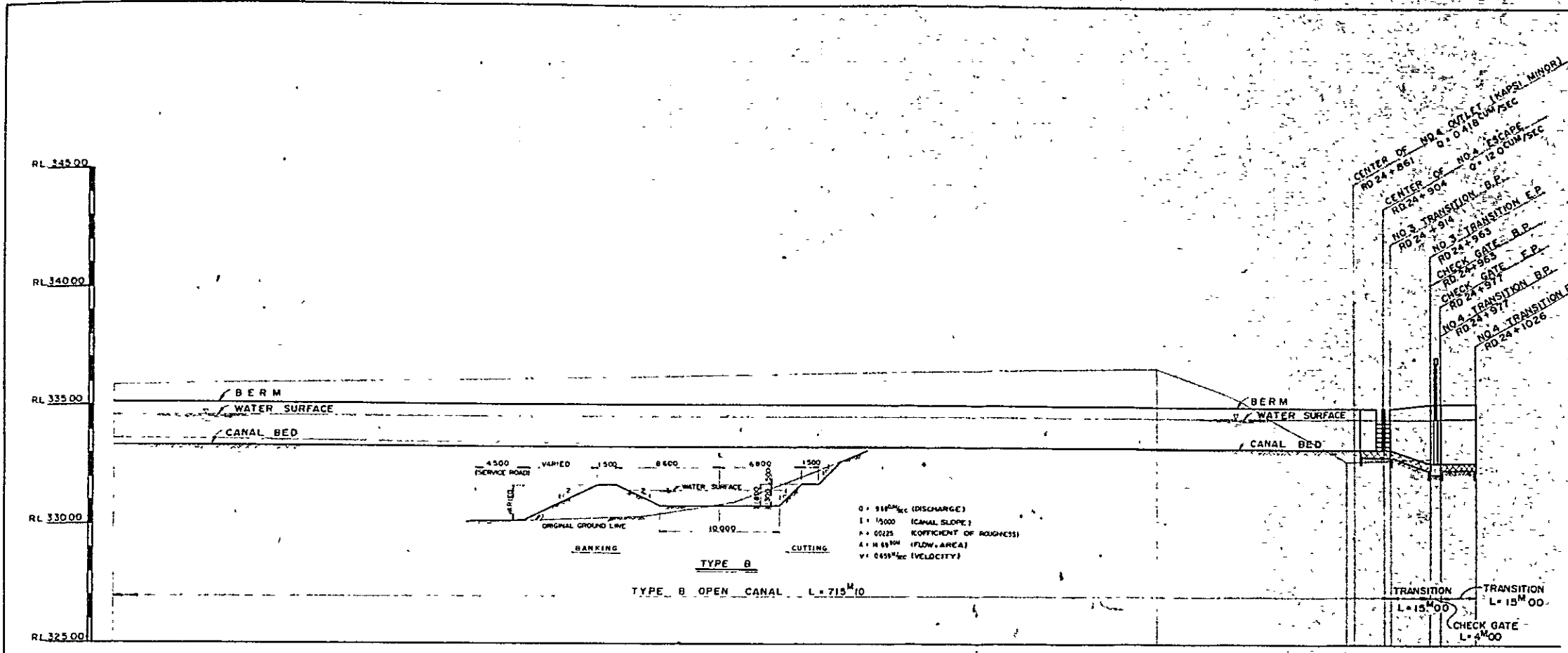


OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN

PARALKOTE R.B. MAIN CANAL (A ROUTE)  
 L-SECTION OF RIGHT BANK MAIN CANAL  
 (RD.21+452~RD.23+142) (12)

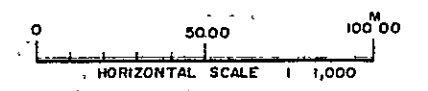
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED - *[Signature]* DATE AUGUST 30 1971  
 APPROVED - *[Signature]* DWG. NO 15



- NOTES
1. ALL DIMENSIONS ARE SHOWN IN METERS
  2. HORIZONTAL SCALE IS 1 : 1,000  
VERTICAL SCALE IS 1 : 100
  3. ABBREVIATION  
B.P. : BEGINNING POINT  
E.P. : END POINT  
Q : DISCHARGE  
E : CENTERLINE
  4. THE HEIGHT OF RD 25 SIDE BM IS 334.896
  5. STATION NUMBER RD 24 IN A ROUTE IS REROUTED INTO RD 23 IN B ROUTE

SLOPE	1/5000										
BANKING										0.06	0.48
CUTTING	0.25									0.08	
WATER ELEVATION	334.669									334.667	334.591
DESIGNED CANAL BED ELEVATION	333.369									333.317	333.281
ORIGINAL CANAL BED ELEVATION	333.62									333.40	333.22
GROUND ELEVATION	335.87									336.31	336.70
ACCUMULATED DISTANCE	0.000									7.000	7.990
DISTANCE	43.40									26.140	179.60
STATION	RD 23 + 142									RD 24	RD 24 + 859
CANAL SINUOUS											



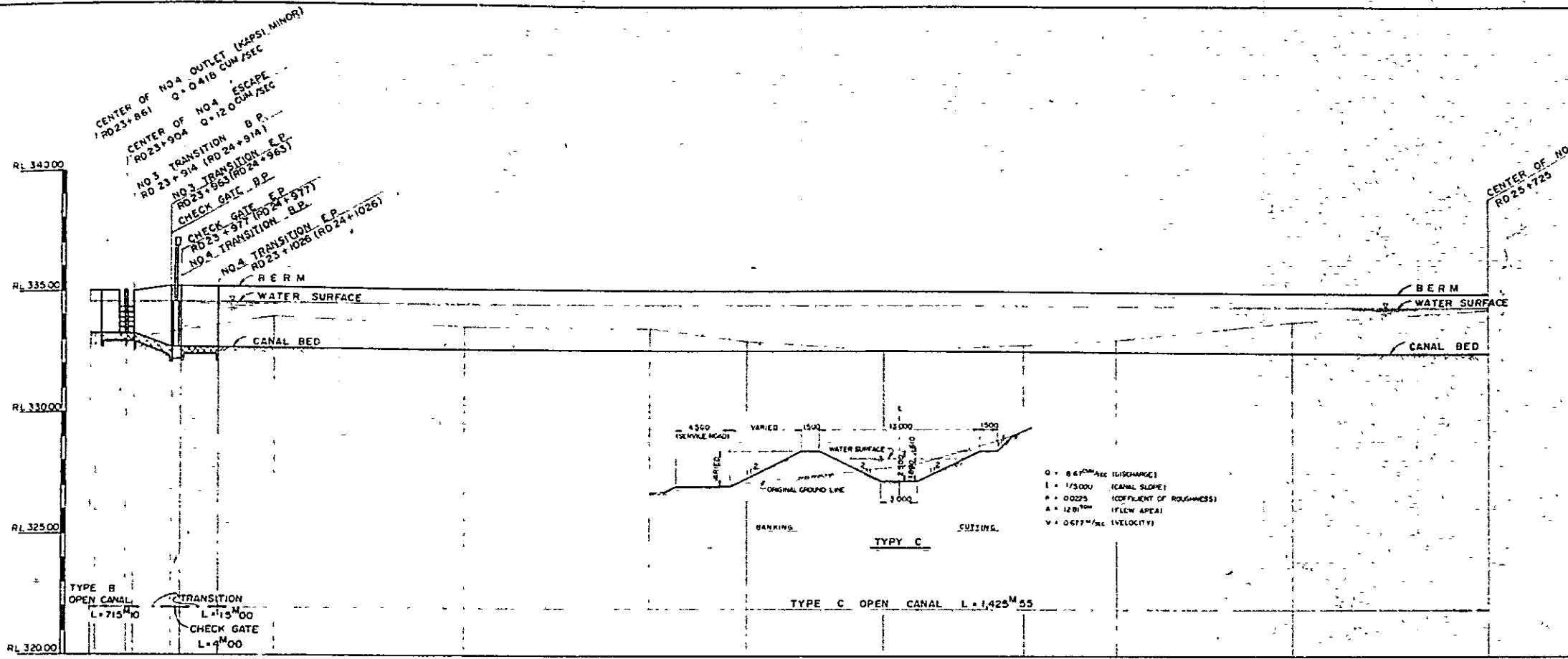
OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

PARALKOTE R.B. MAIN CANAL (A ROUTE)

L-SECTION OF RIGHT BANK MAIN CANAL  
(RD 23+142 ~ RD 24+1026) (13)

SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN

SUBMITTED. *J. Sanyu* DATE AUGUST 30 1971  
APPROVED. *J. Sanyu* DWG NO. 16

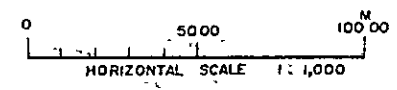


CENTER OF NO. 3. OUTLET  
RD 25 + 725 Q = 0.017 CUM/SEC

CENTER OF NO. 4. OUTLET (KAPSI MINOR)  
RD 23 + 861 Q = 0.418 CUM/SEC  
ESCAPE  
RD 23 + 904 Q = 12.0 CUM/SEC  
NO. 3 TRANSITION B.P.  
RD 23 + 914 (RD 24 + 914)  
NO. 3 TRANSITION E.P.  
RD 23 + 963 (RD 24 + 963)  
CHECK GATE B.P.  
RD 23 + 977 (RD 24 + 977)  
NO. 4 TRANSITION E.P.  
RD 23 + 1026 (RD 24 + 1026)

- NOTES
- 1 ALL DIMENSIONS ARE SHOWN IN METERS
  - 2 HORIZONTAL SCALE IS 1 : 1,000  
VERTICAL SCALE IS 1 : 100
  - 3 ABBREVIATION  
B.P. : BEGINNING POINT  
E.P. : END POINT  
Q : DISCHARGE  
C : CENTERLINE
  - 4 THE HIGHT OF RD 24 SIDE BM IS 334<sup>M</sup>896
  - 5 STATION NUMBER RD 24 IN A ROUTE IS REROUTED INTO RD. 23 IN B ROUTE

SLOPE	1/5000																			
BANKING	0 48	0 48	0 26	0 20																
CUTTING			0 66	0 66	1 31															
WATER ELEVATION	333 265	334 464	334 464	334 462	334 561	332 667	334 557	334 557	334 554	332 699	334 549	1 31	0 98	0 94	0 39	0 05	0 28	0 49	1 31	1 78
DESIGNED CANAL BED ELEVATION	333 265	333 264	333 264	333 262	333 261	332 667	332 667	332 664	332 664	332 699	332 699	334 549	0 98	0 94	0 39	0 05	0 28	0 49	1 31	1 78
ORIGINAL CANAL BED ELEVATION																				
GROUND ELEVATION	70 50	726 50	727 00	727 00	728 00	733 00	733 33	733 33	733 33	733 62	733 97	733 97	733 62	733 01	733 66	733 88	733 88	733 08	733 88	734 34
ACCUMULATED DISTANCE	70 50	726 50	727 00	727 00	728 00	733 00	733 33	733 33	733 33	733 62	733 97	733 97	733 62	733 01	733 66	733 88	733 88	733 08	733 88	734 34
DISTANCE	70 50	3 50	13 00	13 00	13 00	15 00	4 00	15 00	15 00	40 10	76 40	76 40	40 10	56 35	76 54 05	76 54 05	38 45	72 75	72 75	81 40
STATION	RD 23 + 861	+ 861	+ 904	+ 914	+ 914	+ 963	+ 927	+ 1026	+ 1026	RD 24 + 100	+ 350	+ 350	+ 600	+ 725	+ 840	RD 25 + 100	+ 225	+ 464	+ 464	+ 725
CANAL SINOUS																				



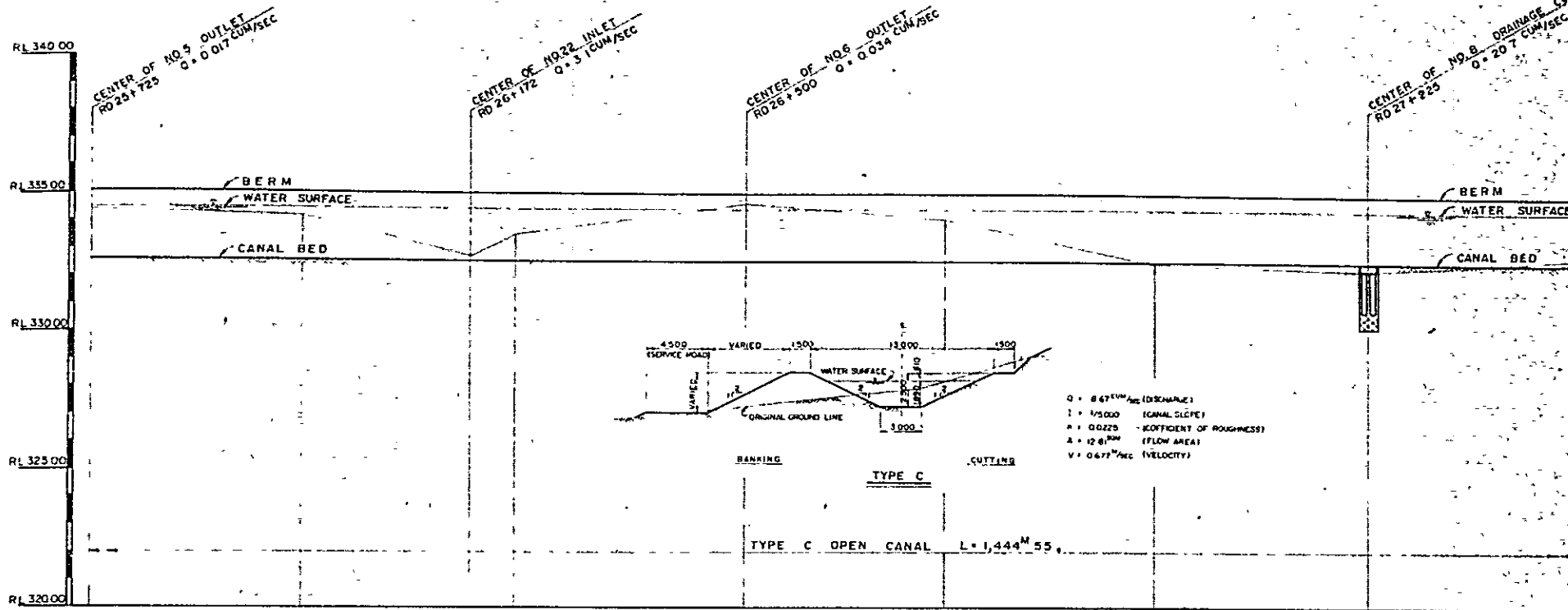
OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

PARALKOTE R.B. MAIN CANAL ( B ROUTE )

L-SECTION OF RIGHT BANK MAIN CANAL  
(RD 23 + 850 ~ RD.25 + 725) (14)

SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

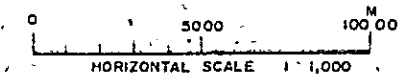
SUBMITTED *T. Yamamoto* DATE AUGUST 30 1971  
APPROVED *T. Yamamoto* DWG. NO 17



- NOTES
- 1 ALL DIMENSIONS ARE SHOWN IN METERS
  - 2 HORIZONTAL SCALE IS 1:1,000  
VERTICAL SCALE IS 1:100
  - 3 ABBREVIATION  
BP : BEGINNING POINT  
EP : END POINT  
Q : DISCHARGE  
C : CENTERLINE
  - 4 THE HEIGHT OF RD 28 SIDE BM IS 332.425 M

Q = 8.47<sup>100</sup> M<sup>3</sup>/SEC (DISCHARGE)  
 I = 1/5000 (CANAL SLOPE)  
 K = 0.0225 (COEFFICIENT OF ROUGHNESS)  
 A = 12.8<sup>100</sup> M<sup>2</sup> (FLOW AREA)  
 V = 0.677<sup>100</sup> M/SEC (VELOCITY)

SLOPE	1/5,000										
BANKING									0.02	0.26	
CUTTING	1.78		1.61	0.22	0.99		2.15		1.55	0.21	
WATER ELEVATION	334.448		334.433	334.421	334.418		334.402		334.387	334.342	
DESIGNED CANAL BED ELEVATION	332.558		332.543	332.531	332.528		332.512		332.497	332.452	
ORIGINAL CANAL BED ELEVATION											
GROUND ELEVATION	334.34		334.15	332.75	333.82		334.66		332.06	332.66	
ACCUMULATED DISTANCE	7948.65		7922.65	7922.65	7998.65		8060.95		8228.35	8381.25	
DISTANCE	81.40		76.00	60.00	16.00		82.30		75.30	75.50	
STATION	RD 25 + 725		+ 975	RD 26 + 172	+ 225		+ 300		+ 725	RD 27 + 225	+ 475
CANAL SINUOUS											



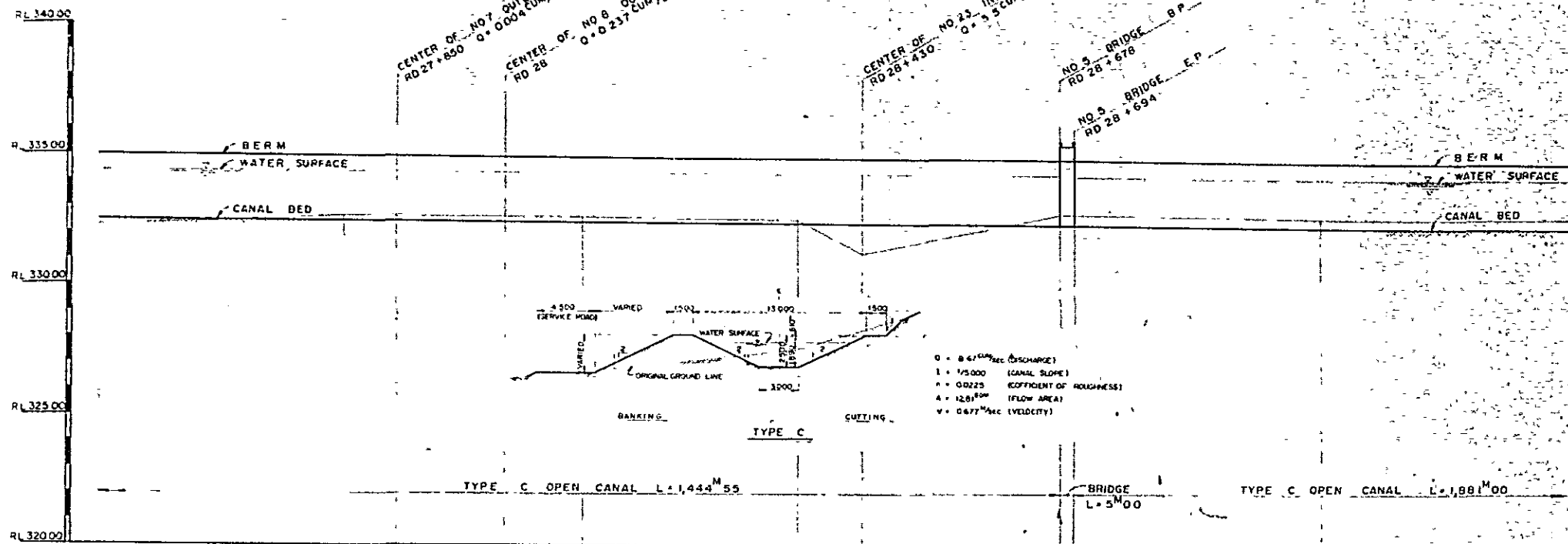
OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN

PARALKOTE R.B. MAIN CANAL (B ROUTE)

L-SECTION OF RIGHT BANK MAIN CANAL  
 (RD. 25+725 ~ RD. 27+475) (15)

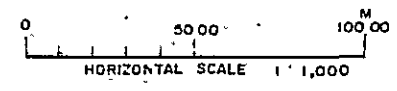
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED *F. [Signature]* DATE AUGUST 30 1971  
 APPROVED *J. [Signature]* DWG NO 18

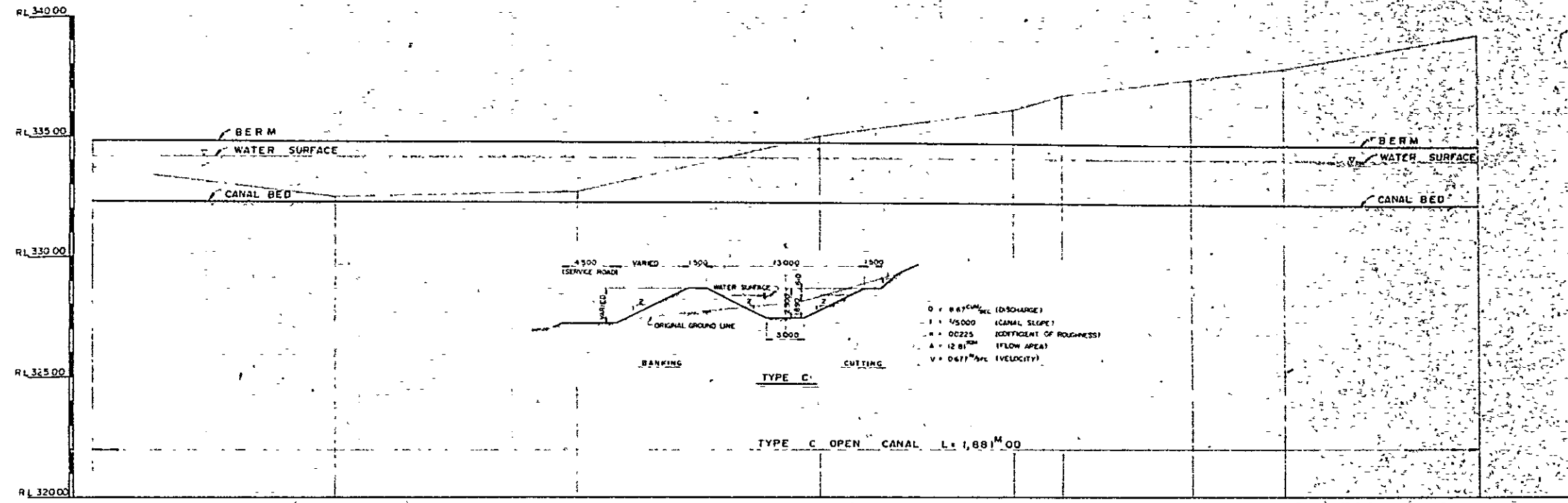


- NOTES
- ALL DIMENSIONS ARE SHOWN IN METERS.
  - HORIZONTAL SCALE IS 1 : 1,000  
VERTICAL SCALE IS 1 : 100
  - ABBREVIATION  
 BP : BEGINNING POINT  
 EP : END POINT  
 Q : DISCHARGE  
 C : CENTERLINE
  - THE HEIGHT OF RD 28 SIDE BM IS 332.425

SLOPE	1/5000																		
BANKING	1/17																		
CUTTING	0.21		0.23		0.23		0.24		0.13		0.37	0.40		0.34		0.37			
WATER ELEVATION	334.342		334.323		334.311		334.305		334.288		334.268	334.240		334.221		334.201			
DESIGNED CANAL BED ELEVATION	332.432		332.433		332.421		332.415		332.398		332.378	332.350		332.331		332.311			
ORIGINAL CANAL BED ELEVATION																			
GROUND ELEVATION	332.66		332.66		332.65		332.65		332.53		332.75	332.75		332.67		332.68			
ACCUMULATED DISTANCE	8.30/25		8.75/12		8.33/95		8.56/45		8.64/55		8.74/55	8.73/55		8.84/25		8.98/55			
DISTANCE	75.50		93.90		20.40		40.40		30.50		82.10	24.30		95.00		100.00			
STATION	RD 27 +475		+783		+850		RD 28 +100		+350		+430		+678		+694		RD 29 +6		+334
CANAL SINOUS																			

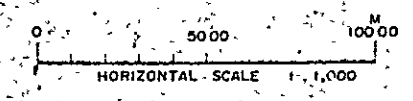


OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN  
 PARALKOTE RB MAIN CANAL (B ROUTE)  
 L-SECTION OF RIGHT BANK MAIN CANAL  
 (RD 27+475 RD.29+334) (16)  
 SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN  
 SUBMITTED *T. D. [Signature]* DATE AUGUST 30 1971  
 APPROVED *J. [Signature]* DWG NO. 19



- NOTES
1. ALL DIMENSIONS ARE SHOWN IN METERS.
  2. HORIZONTAL SCALE IS 1 : 1,000  
VERTICAL SCALE IS 1 : 100
  3. ABBREVIATION  
 BP : BEGINNING POINT  
 EP : END POINT  
 Q : DISCHARGE  
 C : CENTERLINE
  4. THE HEIGHT OF RD 32 SIDE BM IS 336.946 M

SLOPE	1/5 000									
BANKING										
CUTTING	1.37									
WATER ELEVATION	334.201		334.181		334.161		334.141		334.121	334.101
DESIGNED CANAL BED ELEVATION	332.311		332.291		332.271		332.251		332.231	332.211
ORIGINAL CANAL BED ELEVATION										
GROUND ELEVATION	333.68		332.46		332.72		335.01		336.73	337.90
ACCUMULATED DISTANCE	0+00	0+48.55	0+98.55	0+148.55	0+198.55	0+248.55	0+298.55	0+348.55	0+398.55	0+448.55
DISTANCE	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
STATION	RD 29 + 334	+ 662	+ 990		RD 30 + 318	+ 581	+ 647	+ 850	+ 975	RD 31 + 225
CANAL SINUOUS										



OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN

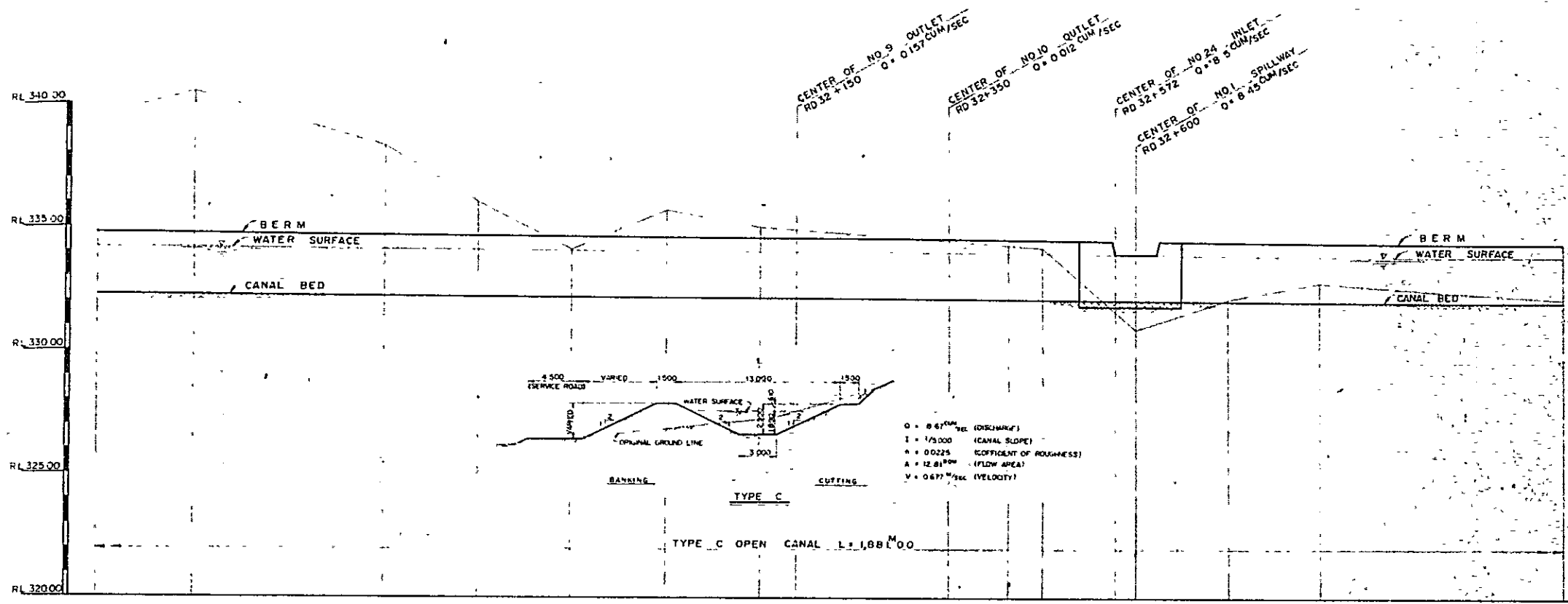
PARALKOTE RB. MAIN CANAL (B ROUTE)

L-SECTION OF RIGHT BANK MAIN CANAL  
 (RD.29+334 ~ RD.31+225) (17)

SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

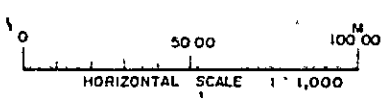
SUBMITTED *[Signature]* DATE AUGUST 30 1971

APPROVED *[Signature]* DWG. NO. 20



- NOTES
- ALL DIMENSIONS ARE SHOWN IN METERS
  - HORIZONTAL SCALE IS 1 : 1,000  
VERTICAL SCALE IS 1 : 100
  - ABBREVIATION  
 BP : BEGINNING POINT  
 EP : END POINT  
 Q : DISCHARGE  
 C : CENTERLINE
  - THE HEIGHT OF RD 32 SIDE B.M. IS 336.946 M

SLOPE		1/5000																				
BANKING																					0.47	1.18
CUTTING	7.21	8.30																				
WATER ELEVATION	334.086	334.079	334.063	334.056	334.048	334.041	334.033	334.030	334.013	334.013	334.010	334.005	334.003	333.995	333.988	333.988	333.988	333.988	333.988	333.988	333.988	333.968
DESIGNED CANAL BED ELEVATION	332.196	332.169	332.173	332.166	332.158	332.151	332.143	332.140	332.123	332.123	332.120	332.115	332.113	332.105	332.098	332.098	332.098	332.098	332.098	332.098	332.098	332.078
ORIGINAL CANAL BED ELEVATION																						
GROUND ELEVATION	339.41	340.49	338.37	336.08	334.14	335.76	335.08	334.95	334.50	334.35	334.26	331.65	330.93	332.23	333.988	333.988	333.988	333.988	333.988	333.988	333.988	332.21
ACCUMULATED DISTANCE	832.140	836.90	843.60	852.40	863.10	874.80	887.60	902.85	919.35	937.15	955.15	974.30	994.60	1016.10	1038.80	1062.70	1087.80	1114.10	1141.60	1170.30	1200.30	1231.60
DISTANCE	80.85	38.70	76.80	37.20	37.90	37.80	37.80	15.25	76.30	8.45	13.90	29.30	8.50	38.00	37.90	37.90	37.90	37.90	37.90	37.90	37.90	37.90
STATION	RD 31+225	+350	+600	+696	+850	+975	RD 32+100	+150	+350	+428	+475	+572	+600	+725	+850							RD 33+178
CANAL SINOUS																						

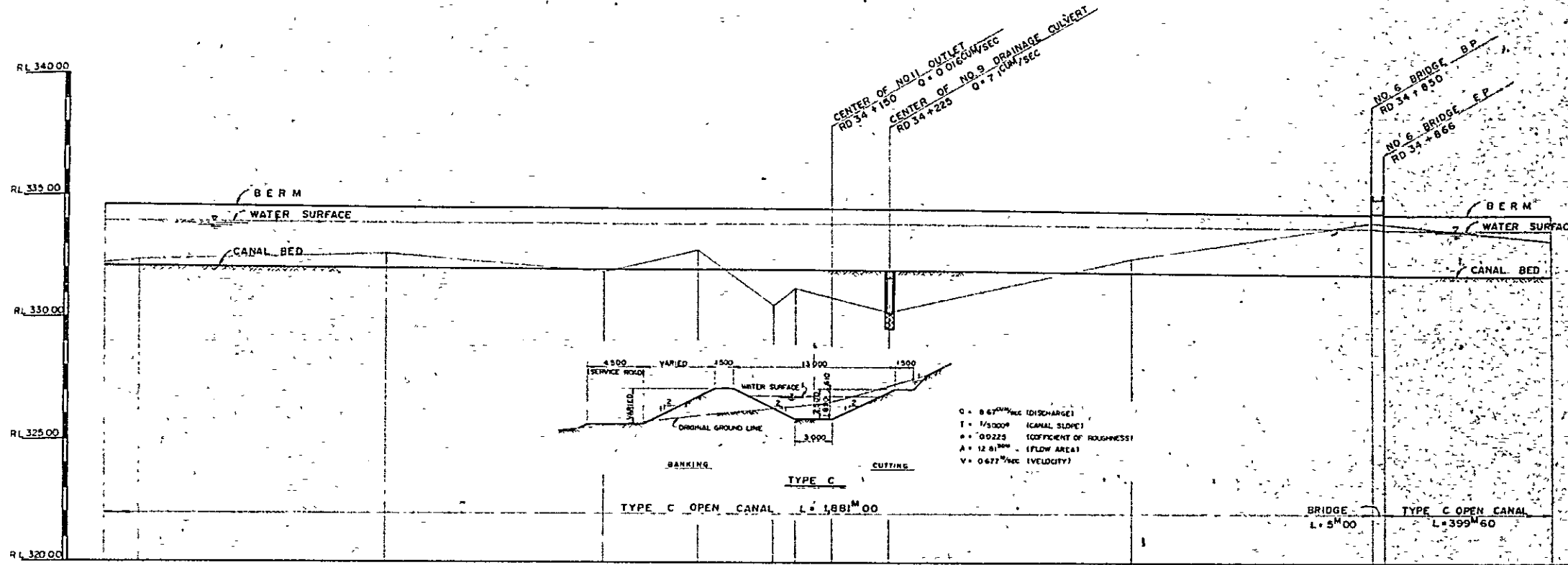


OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN

PARALKOTE R.B. MAIN CANAL (B ROUTE)  
 L-SECTION OF RIGHT BANK MAIN CANAL  
 (RD 31+225 ~ RD 33+178) (18)

SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN

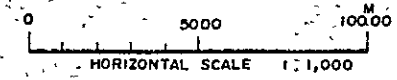
SUBMITTED *J. Paralkote* DATE AUGUST 30 1971  
 APPROVED *J. Paralkote* DWG. NO. 21



- NOTES
1. ALL DIMENSIONS ARE SHOWN IN METERS
  2. HORIZONTAL SCALE IS 1:1,000  
VERTICAL SCALE IS 1:100
  3. ABBREVIATION  
B.P. : BEGINNING POINT  
E.P. : END POINT  
Q : DISCHARGE  
C : CENTERLINE
  4. THE HEIGHT OF RD 32 SIDE BM IS 336.946

Q = 0.67<sup>M<sup>3</sup>/SEC</sup> (DISCHARGE)  
 T = 1/5000<sup>M</sup> (CANAL SLOPE)  
 K = 0.0225 (COEFFICIENT OF ROUGHNESS)  
 A = 12.81<sup>M<sup>2</sup></sup> (FLOW AREA)  
 V = 0.677<sup>M/SEC</sup> (VELOCITY)

SLOPE	1/5,000															1/5,000				
BANKING				0.06				1.45	0.78	1.12	1.63									
CUTTING	0.13	0.29			0.62			0.82								0.69				
WATER ELEVATION	333.966	333.965			333.945			333.913	333.911	333.908	333.904					333.884				
DESIGNED CANAL BED ELEVATION	332.076	332.075			332.055			332.023	332.021	332.018	332.014					331.894				
ORIGINAL CANAL BED ELEVATION	332.21	332.36			332.67			332.85	332.85	332.85	332.85					332.58				
GROUND ELEVATION																				
ACCUMULATED DISTANCE	0.00	0.15	0.29	0.35	0.97	1.62	2.44	3.31	4.09	5.21	6.84	8.47	10.10	11.73	13.36	14.99	16.62	18.25	19.88	
DISTANCE	100.00	14.15			89.60			38.40								100.00				
STATION	RD.33 +178	+225			+353			+475	RD.34 +81	+100	+150	+225				+553				
CANAL SINOUS																				



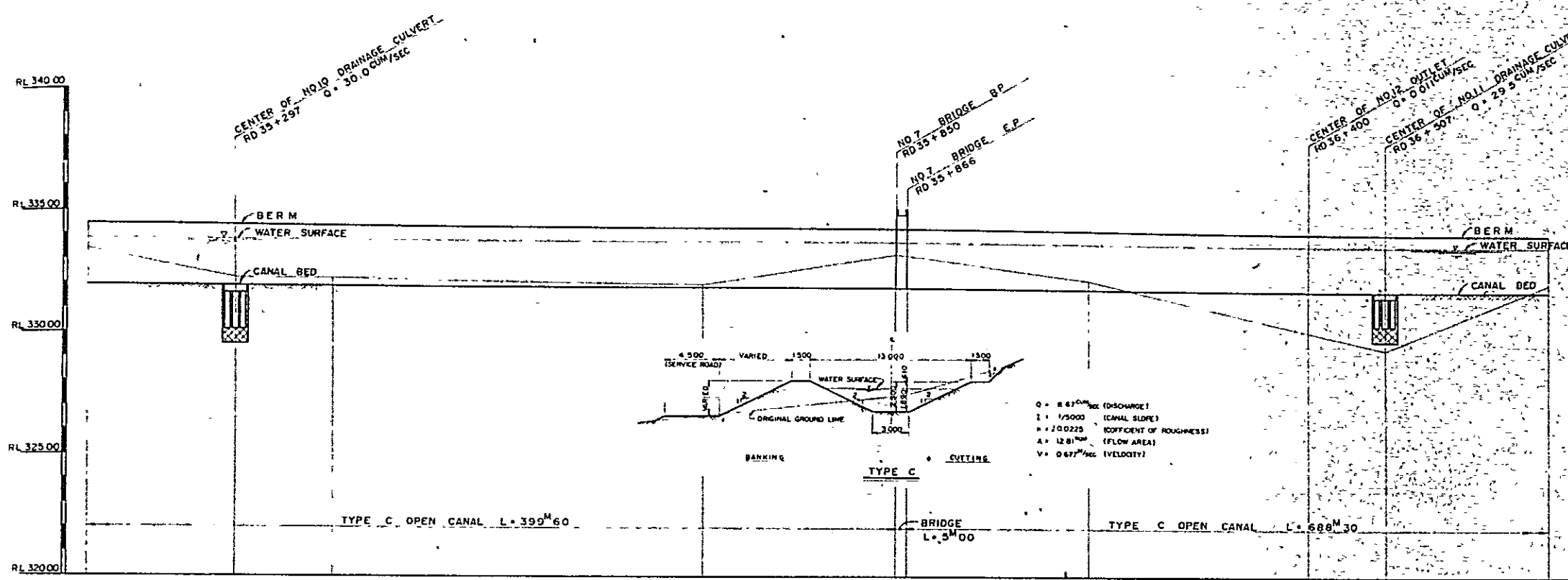
OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN

PARALKOTE RB. MAIN CANAL (B ROUTE)  
 L-SECTION OF RIGHT BANK MAIN CANAL  
 (RD.33+178 ~ RD.35+100) (19)

SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED *T. Okamura* DATE AUGUST 30 1971  
 APPROVED *T. Okamura* DWG NO 22

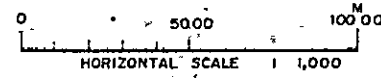




- NOTES
- 1 ALL DIMENSIONS ARE SHOWN IN METERS
  - 2 HORIZONTAL SCALE IS 1:1,000  
VERTICAL SCALE IS 1:100
  - 3 ABBREVIATION  
B.P. BEGINNING POINT  
E.P. END POINT  
Q DISCHARGE  
C CENTERLINE
  - 4 THE HEIGHT OF RD 32 SIDE BM. IS 336.946 M

Q = 8.87<sup>m</sup> (DISCHARGE)  
 i = 1/5000 (CANAL SLOPE)  
 n = 0.0225 (COEFFICIENT OF ROUGHNESS)  
 A = 12.8<sup>m</sup> (FLOW AREA)  
 v = 0.677<sup>m</sup> (VELOCITY)

SLOPE	1/5000		1/5000	
BANKING			1:69	2:39
CUTTING	1:48	0:31	0:13	0:35
WATER ELEVATION	333.822	333.810	333.772	333.756
DESIGNED CANAL BED ELEVATION	331.932	331.922	331.882	331.866
ORIGINAL CANAL BED ELEVATION	333.41	332.23	332.01	331.838
GROUND ELEVATION				333.29
ACCUMULATED DISTANCE	0.000	0.768	1.090	1.044
DISTANCE	69.30	60.00	40.00	5.00
STATION	RD 35 +100	+297	+428	+600
CANAL SINOUS				

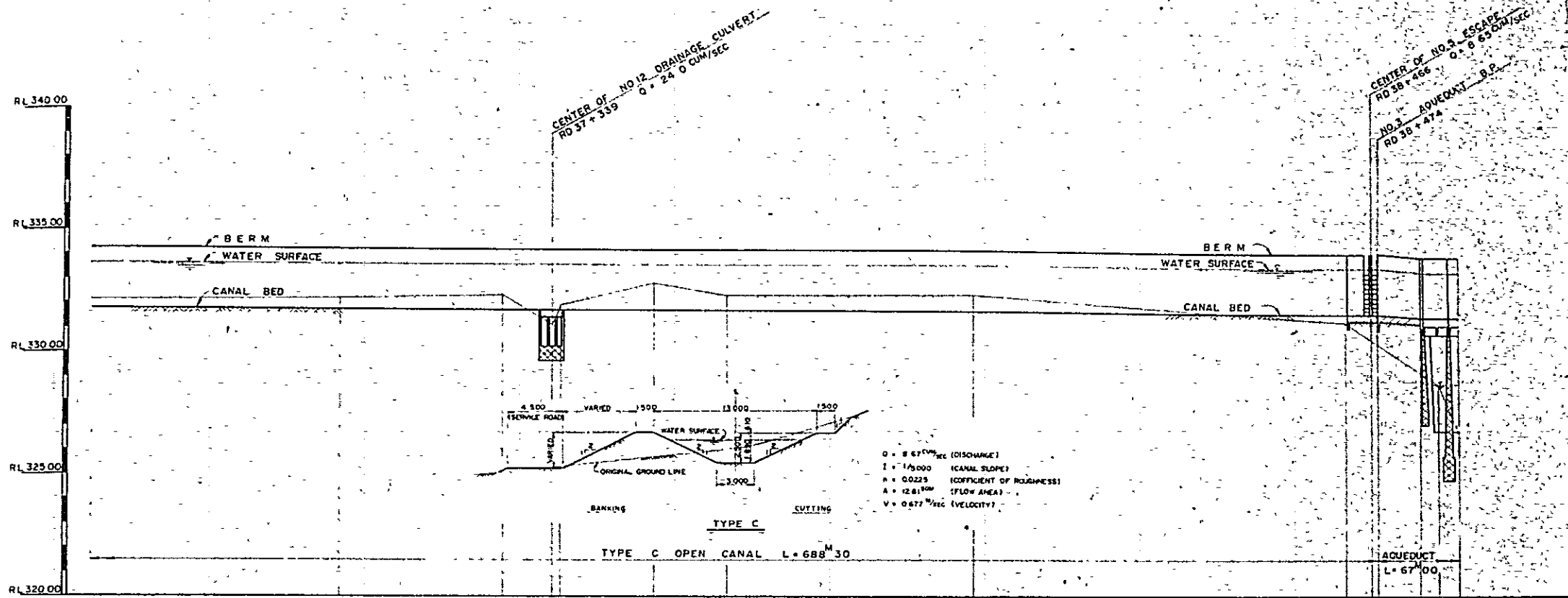


OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN

PARALKOTE R.B. MAIN CANAL (B ROUTE)  
 L-SECTION OF RIGHT BANK MAIN CANAL  
 (RD.35+100 ~ RD.36+725) (20)

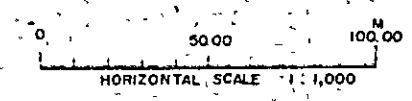
SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN

SUBMITTED *T. J. [Signature]* DATE AUGUST 30 1971  
 APPROVED *[Signature]* DWG. NO. 23



- NOTES
1. ALL DIMENSIONS ARE SHOWN IN METERS
  2. HORIZONTAL SCALE IS 1:1,000  
VERTICAL SCALE IS 1:100
  3. ABBREVIATION  
B.P. : BEGINNING POINT  
E.P. : END POINT  
Q : DISCHARGE  
C : CENTERLINE
  4. THE HEIGHT OF RD 32 SIDE B.M IS 336.946

SLOPE	1/5000									
BANKING				0.61						0.33
CUTTING	0.33		0.44	0.63	0.22	1.10	0.59			0.69
WATER ELEVATION	333.675		333.655	333.642	333.638	333.630	333.624		333.605	333.593
DESIGNED CANAL BED ELEVATION	331.785		331.765	331.752	331.748	331.740	331.734		331.715	331.703
ORIGINAL CANAL BED ELEVATION	332.15		332.20	332.38	331.97	332.84	332.32		332.40	331.37
GROUND ELEVATION					331.14					330.62
ACCUMULATED DISTANCE	0.00	66.90	100.00	114.700	119.950	133.050	145.950		156.950	171.950
DISTANCE	66.90		33.10	20.00	3.40	38.10	29.40		9.00	62.00
STATION	RD 36 + 725		RD 37 + 53	+ 300	+ 339	+ 350	+ 475	+ 600	+ 928	RD 38 + 430
CANAL SINUOUS										RD 38 + 466



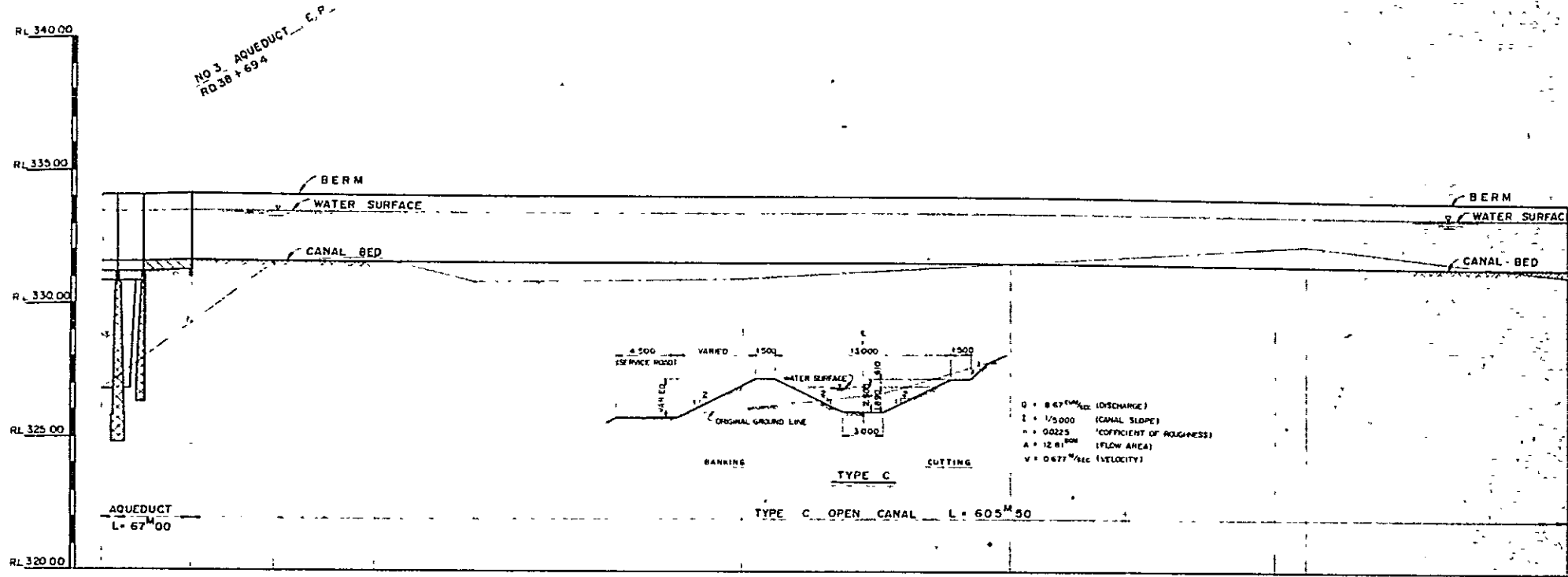
OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

PARALKOTE R.B. MAIN CANAL (B ROUTE)

L-SECTION OF RIGHT BANK MAIN CANAL  
(RD 36+725 ~ RD 38+584) (21)

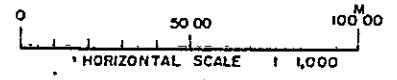
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED: [Signature] DATE: AUGUST 30 1977  
APPROVED: [Signature] DWG. NO. 24



- NOTES
1. ALL DIMENSIONS ARE SHOWN IN METERS
  2. HORIZONTAL SCALE IS 1 : 1,000  
VERTICAL SCALE IS 1 : 100
  3. ABBREVIATION  
 BP : BEGINNING POINT  
 EP : END POINT  
 O : DISCHARGE  
 C : CENTERLINE
  4. THE HIGHT OF RD. 43 SIDE BM IS 331.928

SLOPE	1/5000									
BANKING		0 01		0 75		0 56				0 24
CUTTING				0 17				0 03	0 69	0 90
WATER ELEVATION		333.446	333.505	333.499	333.492	333.484	333.464	333.444	333.424	333.402
DESIGNED CANAL BED ELEVATION		331.556	331.615	331.609	331.602	331.594	331.574	331.554	331.534	331.512
ORIGINAL CANAL BED ELEVATION				331.60	331.77	330.83	331.01	331.58	332.22	332.33
GROUND ELEVATION	326.79									
ACCUMULATED DISTANCE	1,763.95	1,781.45	1,794.95	1,829.95	1,865.95	1,903.25	1,943.25	1,983.25	2,033.25	2,093.95
DISTANCE	8.00	15.50	18.00	30.50	36.00	37.30	100.00	100.00	100.00	11.70
STATION	RD 38 + 584	+ 635	+ 694	+ 794	+ 914	+ 975	RD 39 + 303	+ 631	+ 959	+ 975
CANAL SINUOUS										RD 40 + 303



OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN

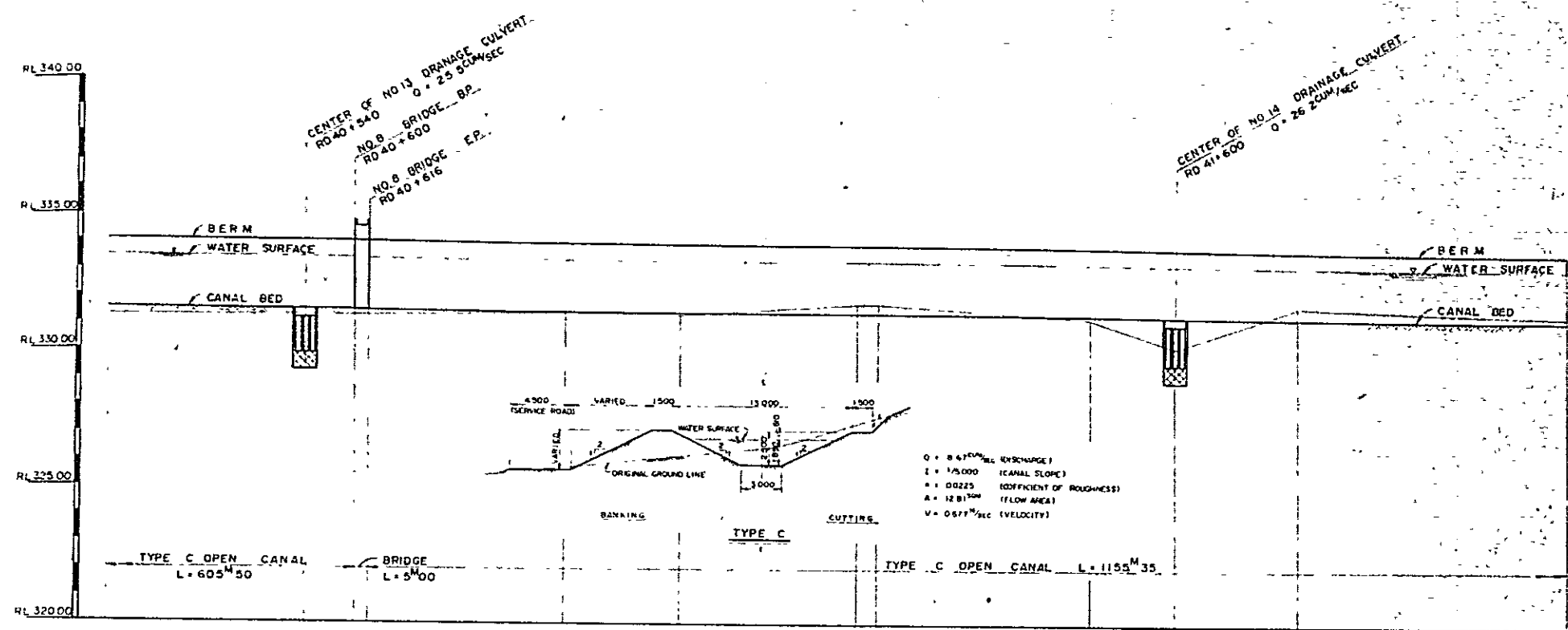
PARALKOTE R.B. MAIN CANAL (B ROUTE)

L-SECTION OF RIGHT BANK MAIN CANAL  
 (RD.38+584 ~ RD.40+303) (22)

SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

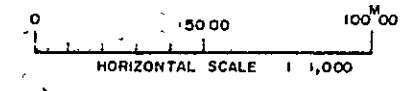
SUBMITTED *[Signature]* DATE AUGUST 30 1971

APPROVED *[Signature]* DWG NO. 25



- NOTES
- 1 ALL DIMENSIONS ARE SHOWN IN METERS
  - 2 HORIZONTAL SCALE IS 1:1,000  
VERTICAL SCALE IS 1:100
  - 3 ABBREVIATION  
BP : BEGINNING POINT.  
E.P. : END POINT  
Q : DISCHARGE  
C : CENTERLINE
  - 4 THE HIGHT OF RD.43 SIDE BM IS 331<sup>M</sup>928

WATER ELEVATION	333.402	333.387	333.364	333.356	333.342	333.333	333.320	333.319	333.303	333.297	333.286	333.268
DESIGNED CANAL BED ELEVATION	331.212	331.487	331.494	331.466	331.452	331.443	331.430	331.429	331.413	331.407	331.398	331.378
ORIGINAL CANAL BED ELEVATION	331.27	331.30	331.30	331.30	331.41	331.38	331.79	331.76	331.43	331.407	331.398	331.378
GROUND ELEVATION												
ACCUMULATED DISTANCE	0	72.20	17.80	5.00	71.50	42.20	65.00	7.70	77.50	31.40	45.80	100.00
DISTANCE	100.00											
STATION	RD 40 + 303	+ 540	+ 600	+ 616	+ 850	RD 41 + 220	+ 225	+ 250	+ 500	+ 600	+ 750	RD 42 + 78
CANAL SINUOUS												



OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

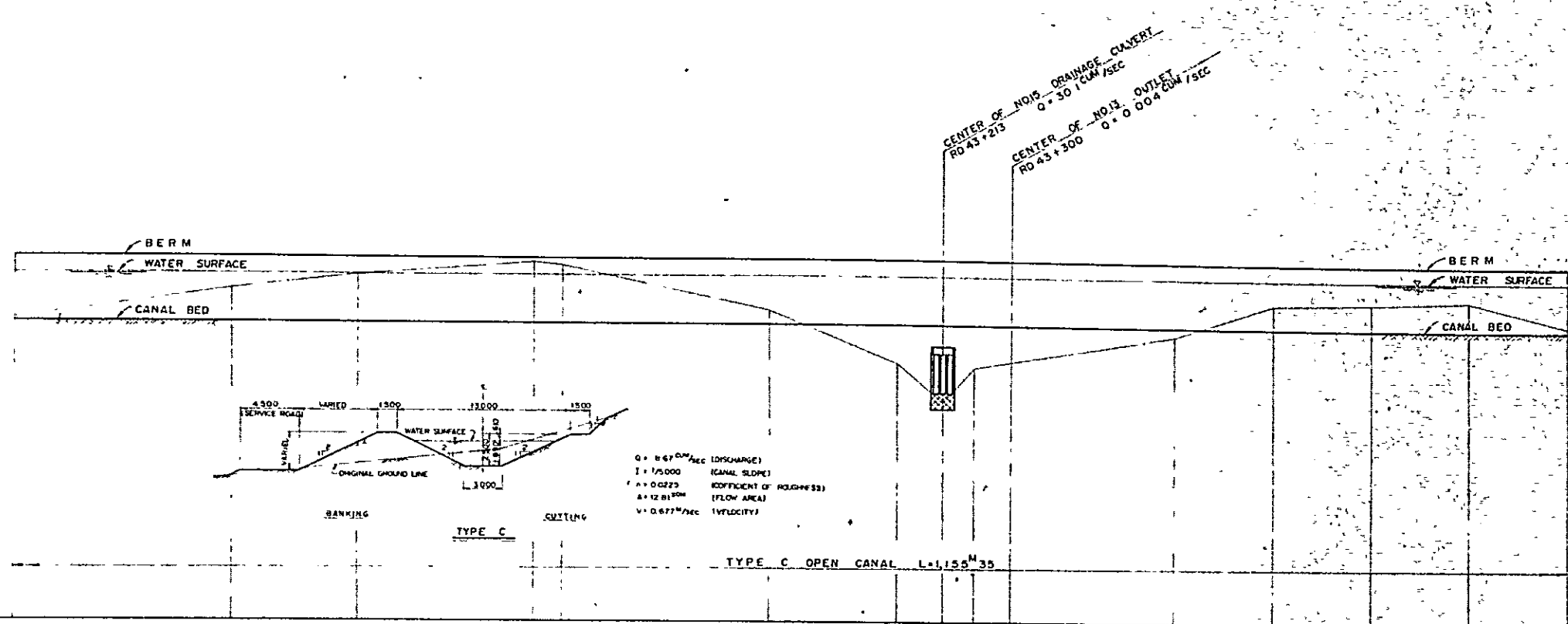
PARALKOTE R.B. MAIN CANAL (B ROUTE)

L-SECTION OF RIGHT BANK MAIN CANAL  
(RD.40+303 ~ RD.42+78) (23)

SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN

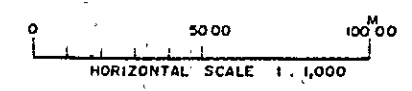
SUBMITTED *T. Shimizu* DATE AUGUST 30 1971  
APPROVED *T. Shimizu* DWG NO 26

RL 340.00  
 RL 335.00  
 RL 330.00  
 RL 325.00  
 RL 320.00



- NOTES
- 1 ALL DIMENSIONS ARE SHOWN IN METERS
  - 2 HORIZONTAL SCALE IS 1 : 1,000  
VERTICAL SCALE IS 1 : 100
  - 3 ABBREVIATION  
 B.P. : BEGINNING POINT  
 E.P. : END POINT  
 Q : DISCHARGE  
 C.L. : CENTERLINE
  - 4 THE HEIGHT OF RD 43 SIDE BM IS 331.928  
 THE HEIGHT OF RD 44 SIDE BM IS 332.268

SLOPE	1/5000														
BANKING															
CUTTING	0.12		1.26		1.82		2.31		2.23		0.53				0.31
WATER ELEVATION	333.268		333.251		333.241		333.228		333.226		333.210		333.201		333.180
DESIGNED CANAL BED ELEVATION	331.378		331.361		331.351		331.336		331.336		331.320		331.311		331.290
ORIGINAL CANAL BED ELEVATION															
GROUND ELEVATION	331.50		332.62		333.17		333.65		333.57		331.85		329.90		330.98
ACCUMULATED DISTANCE	200.00		209.85		229.275		249.925		270.00		290.53		311.63		333.15
DISTANCE	100.00		83.80		47.90		66.80		10.90		78.70		48.00		49.50
STATION	RD 42 + 78		+ 350		+ 500		+ 725		+ 750		RD 43		+ 127		+ 500
CANAL SINUOUS															

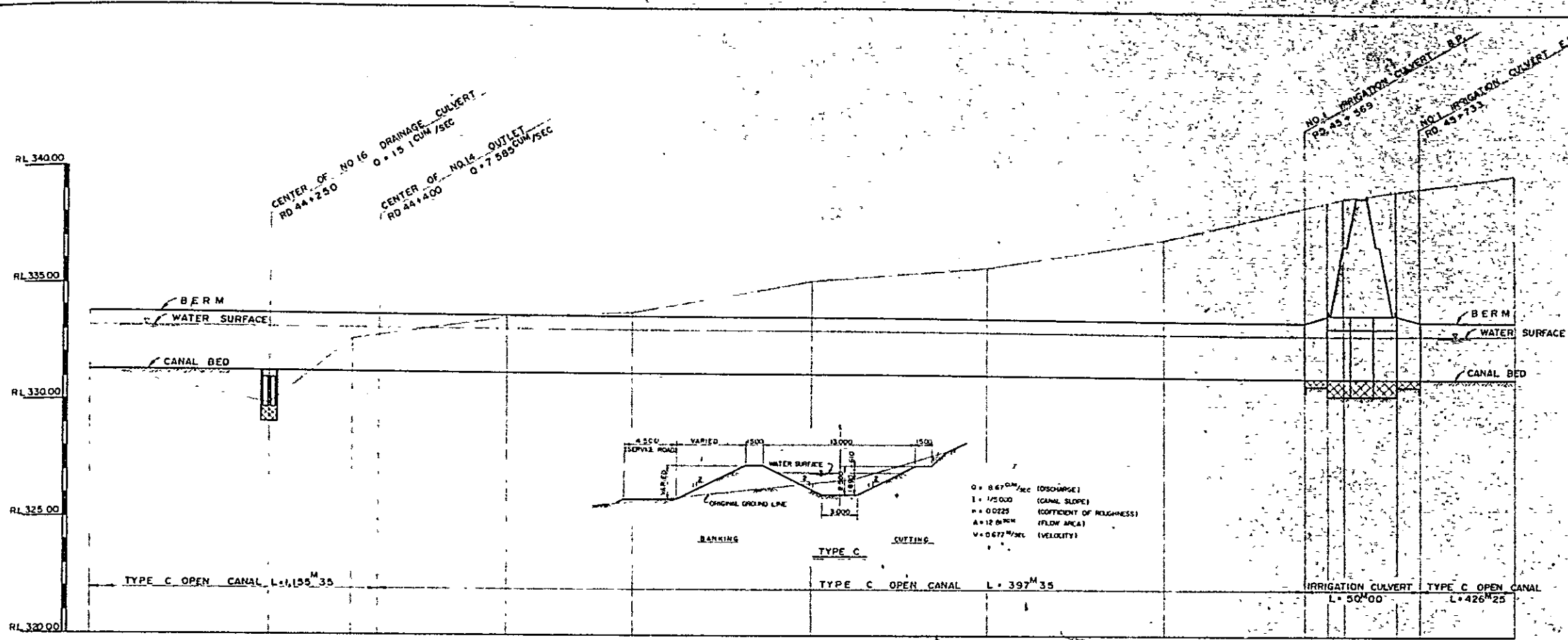


OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN

PARALKOTE R.B. MAIN CANAL ( B ROUTE )  
 L-SECTION OF RIGHT BANK MAIN CANAL  
 (RD.42+78 ~ RD.44) (24)

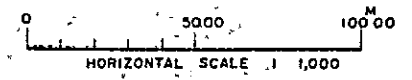
SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN

SUBMITTED *J. [Signature]* DATE AUGUST 30 1971  
 APPROVED *J. [Signature]* DWG NO 27

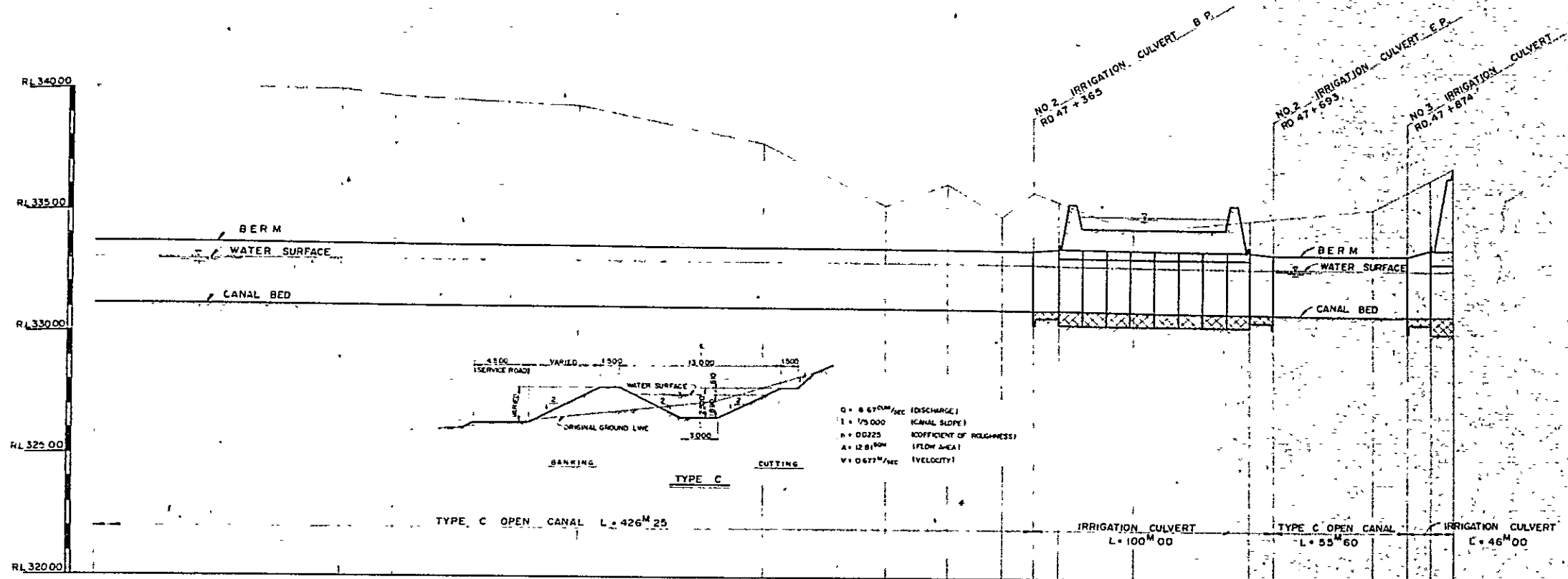


- NOTES:
- 1 ALL DIMENSIONS ARE SHOWN IN METERS
  - 2 HORIZONTAL SCALE IS 1 : 1,000  
VERTICAL SCALE IS 1 : 100
  - 3 ABBREVIATION  
 B.P. : BEGINNING POINT  
 E.P. : END POINT  
 Q : DISCHARGE  
 C.L. : CENTERLINE
  - 4 THE HEIGHT OF RD. 45 SIDE BM IS 333.458

SLOPE		1/5000										1/2000		1/5000																							
BANKING			1.36																																		
CUTTING	0.17			1.40		1.70		2.39		2.64		4.00		4.67		5.95																					
WATER ELEVATION	333.149		333.134		333.127		333.125		333.114		333.104		333.088		333.073		333.058		333.046		333.038		333.018		333.015		333.003		333.013		333.009		333.005		333.002		
DESIGNED CANAL BED ELEVATION	331.229		331.244		331.237		331.235		331.224		331.214		331.198		331.183		331.168		331.156		331.138		331.135		331.123		331.123		331.123		331.123		331.115		331.115		331.115
ORIGINAL CANAL BED ELEVATION																																					
GROUND ELEVATION	331.43		329.88		332.64		332.83		333.61		333.85		335.20		335.85		337.12		338.99		338.80		338.96		339.30		339.43		339.43		339.43		339.43		339.43		339.43
ACCUMULATED DISTANCE	341.85		359.55		355.05		356.30		369.55		372.35		378.75		382.95		390.65		396.65		397.65		398.65		402.65		402.65		402.65		402.65		402.65		402.65		402.65
DISTANCE	37.80		75.70		34.90		11.25		54.25		32.80		76.40		76.20		76.70		61.00		10.00		7.00		23.00		23.00		23.00		23.00		23.00		23.00		23.00
STATION	RD. 44		+250		+363		+400		+578		+750		RD. 45 +100		+250		+500		+569		+602		+625		+700		+733		+733		+733		+733		+733		+733
CANAL SINOUS																																					



OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN  
 PARALKOTE R.B. MAIN CANAL ( B ROUTE )  
 L-SECTION OF RIGHT BANK MAIN CANAL  
 (RD.44 ~ RD.46) (25)  
 SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN  
 SUBMITTED *T. Park* DATE AUGUST 30 1971  
 APPROVED *T. Park* DWG. NO 28



- NOTES
- 1 ALL DIMENSIONS ARE SHOWN IN METERS
  - 2 HORIZONTAL SCALE IS 1 : 1,000  
VERTICAL SCALE IS 1 : 100
  - 3 ABBREVIATION  
B.P. : BEGINNING POINT  
E.P. : END POINT  
O : DISCHARGE  
C : CENTERLINE
  - 4 THE HEIGHT OF RD.45 SIDE BM IS 333.458

SLOPE	1/5,000		1/2,000		1/5,000		1/2,000	
BANKING								
CUTTING	8.91		6.90		8.30		6.76	
WATER ELEVATION	333.005		332.985		332.965		332.950	
DESIGNED CANAL BED ELEVATION	331.115		331.095		331.075		331.060	
ORIGINAL CANAL BED ELEVATION								
GROUND ELEVATION	340.02		339.99		339.37		337.82	
ACCUMULATED DISTANCE	41.90		105.455		178.10		232.10	
DISTANCE	41.90		100.00		76.00		76.30	
STATION	RD 46		+328		+500		+750	
CANAL SINUOUS							RD 47	

OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN

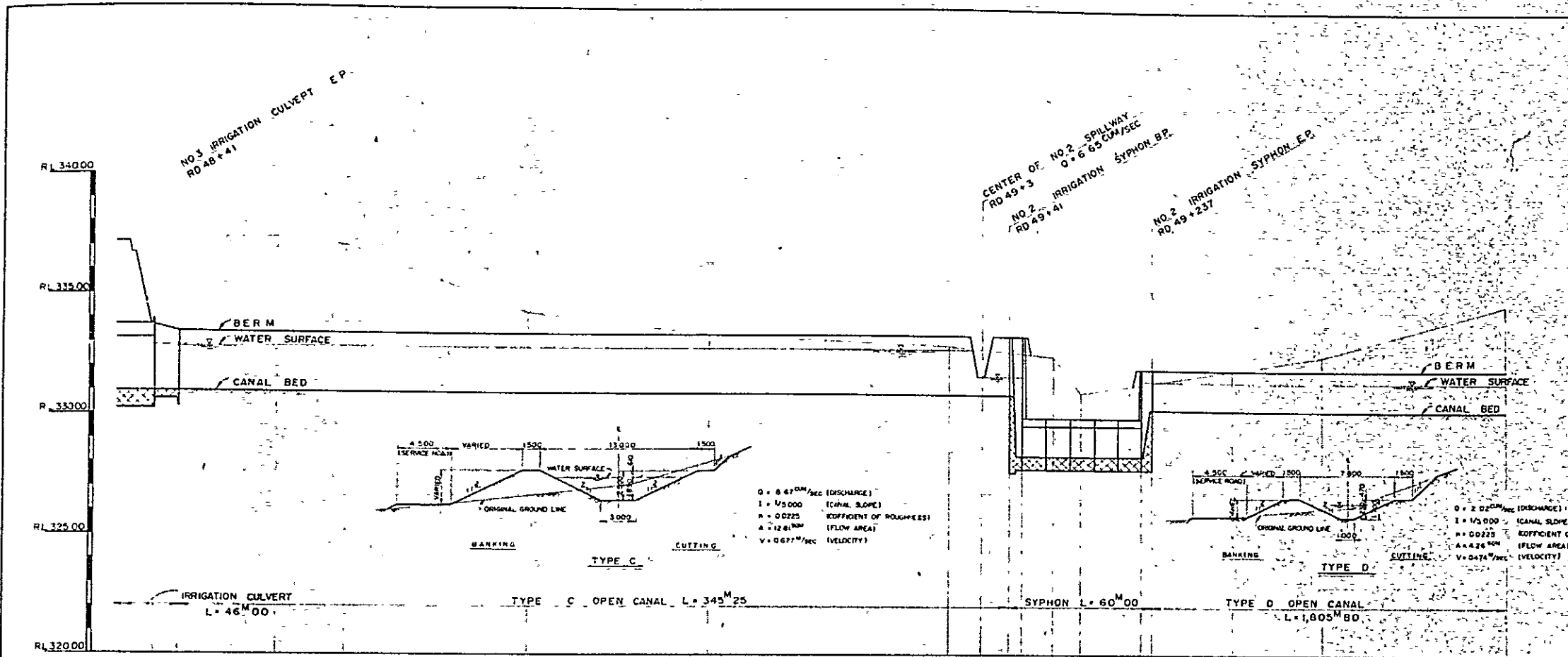
PARALKOTE RB. MAIN CANAL ( B ROUTE )

L-SECTION OF RIGHT BANK MAIN CANAL  
 (RD.46~RD.47+938) (26)

SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

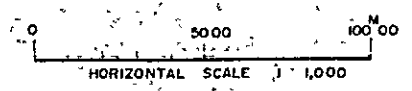
SUBMITTED *T. J. ...* DATE AUGUST 30 1971

APPROVED *T. J. ...* DWG. NO 29



- NOTES
- ALL DIMENSIONS ARE SHOWN IN METERS.
  - HORIZONTAL SCALE IS 1 : 1,000  
VERTICAL SCALE IS 1 : 100
  - ABBREVIATION  
 B.P. BEGINNING POINT  
 E.P. END POINT  
 Q DISCHARGE  
 C CENTERLINE
  - THE HEIGHT OF RD 45 SIDE BM IS 333.458<sup>M</sup>  
 THE HEIGHT OF RD 51 SIDE BM IS 332.632<sup>M</sup>

SLOPE	1/2000		1/5000										1/5000			
BANKING																
CUTTING		7.23	6.27	6.40	6.10	3.31		2.43		1.97	1.88	1.78	1.16	1.67	2.26	4.43
WATER ELEVATION	332.846	332.838	332.828	332.820	332.814	332.799		332.764	332.761	332.759	331.729		331.508	331.501	331.494	331.478
DESIGNED CANAL BED ELEVATION	330.966	330.958	330.938	330.930	330.924	330.909		330.874	330.871	330.869		330.270	330.271	330.264	330.248	
ORIGINAL CANAL BED ELEVATION																
GROUND ELEVATION	337.14	337.19	337.21	337.33	337.02	334.22		332.84	332.75	332.65	332.57		332.47	330.95	331.40	331.44
ACCUMULATED DISTANCE	4.6400	4.6300	4.6400	4.6800	4.7080	4.7800		4.9580	4.9725	4.9875	4.99075		5.00350	5.01575	5.04075	5.04575
DISTANCE	9.50	16.50	10.00	39.90	28.30	75.30		100.00	14.35	11.50	5.00		13.05	11.95	25.00	5.00
STATION	RD 47+938	+992	RD 48+41	RD 48+136	+250	+500		+750	RD 49+3	RD 49+57	+100	+139		+221	RD 49+237	+250
CANAL SINUOUS																



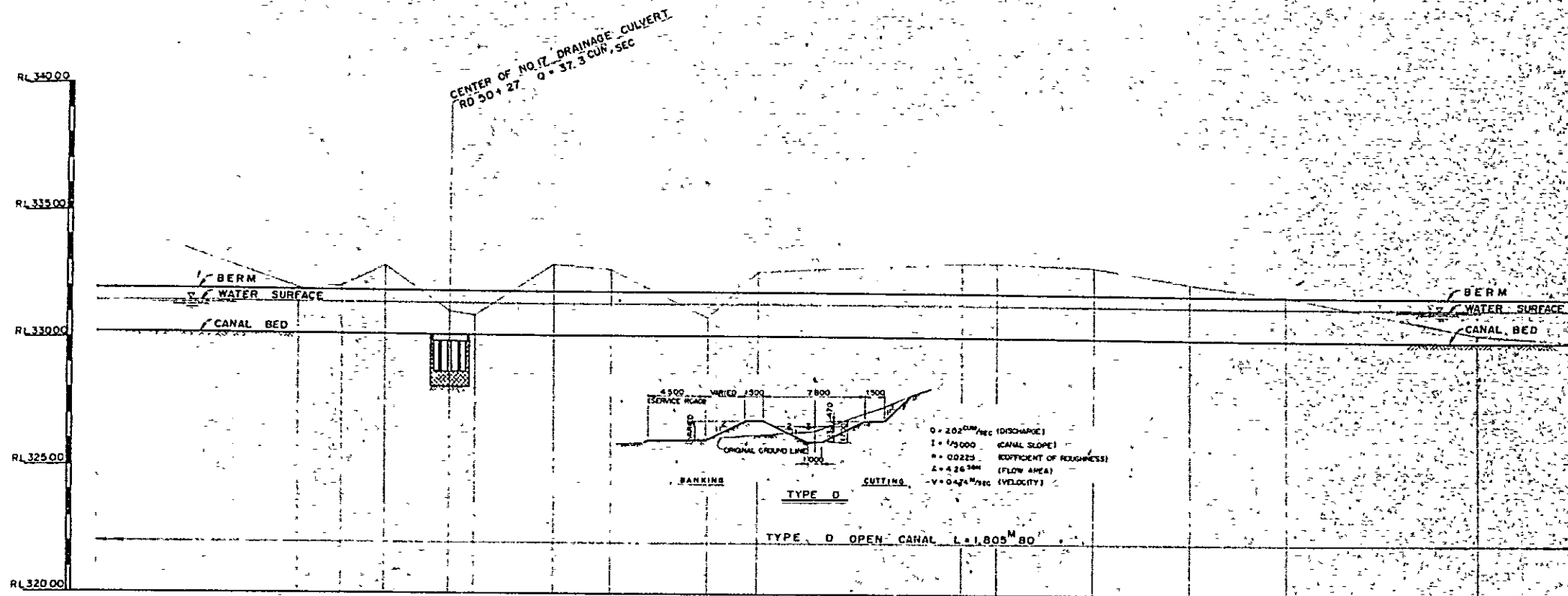
OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN

PARALKOTE R.B. MAIN CANAL (B ROUTE)  
 L-SECTION OF RIGHT BANK MAIN CANAL  
 (RD.47+938 ~ RD.49+625) (27)

SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN

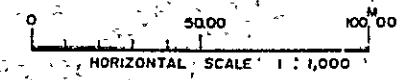
SUBMITTED *T. Yamamoto* DATE AUGUST 30 1971  
 APPROVED *T. Yamamoto* DWG NO 30





- NOTES
1. ALL DIMENSIONS ARE SHOWN IN METERS
  2. HORIZONTAL SCALE IS 1:1,000  
VERTICAL SCALE IS 1:100
  3. ABBREVIATION:  
B.P. BEGINNING POINT  
E.P. END POINT  
O. DISCHARGE  
C. CENTERLINE
  4. THE HEIGHT OF RD 51, SIDE BM IS 333.632

SLOPE		1/5000																	
BANKING		0.01																	
CUTTING	4.45	1.72	1.79	2.64	0.85	0.59	2.70	2.53	0.67	2.46	2.87	2.87	2.75	2.12	1.69	0.20			
WATER ELEVATION	331.478	331.462	331.459	331.456	331.451	331.449	331.442	331.438	331.430	331.426	331.410	331.408	331.400	331.392	331.385	331.369	331.362		
DESIGNED CANAL BED ELEVATION	330.248	330.232	330.229	330.226	330.221	330.219	330.212	330.208	330.200	330.196	330.180	330.178	330.170	330.162	330.155	330.139	330.132		
ORIGINAL CANAL BED ELEVATION																			
GROUND ELEVATION	334.70	331.95	332.02	332.87	331.07	330.91	332.91	332.74	330.87	332.66	333.05	333.05	332.92	332.28	331.84	330.34	330.12		
ACCUMULATED DISTANCE	0	1595.40	1571.90	1590.50	1507.90	1532.50	1542.90	1537.50	1534.60	1545.60	1534.60	1548.40	1546.40	1564.60	1562.60	1528.70	1576.70		
DISTANCE	77.40	78.50	17.00	17.00	25.00	10.00	31.00	22.40	38.50	20.00	60.00	13.60	38.00	38.20	38.00	76.10	38.00		
STATION	RD 49 +623	+833	+889	+945	RD 50 +727	+59	+161	+250	+375	+441	+703	+750	+875	RD 51 +820	+125	+375	+500		
CANAL SINUOUS																			



OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

PARALKOTE R.B. MAIN CANAL ( B ROUTE )

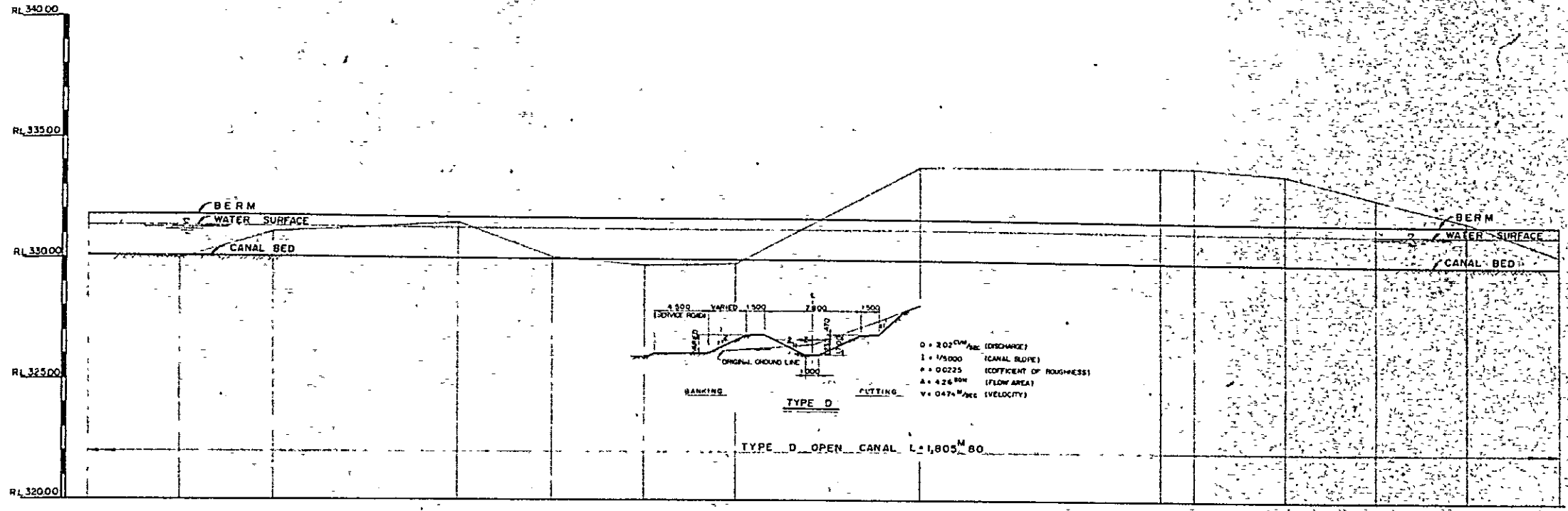
L-SECTION OF RIGHT BANK MAIN CANAL  
(RD 49+625~RD 51+500) (28)

SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

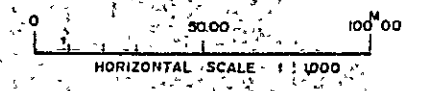
SUBMITTED: *J. J. J.* DATE AUGUST 30 1971  
APPROVED: *J. J. J.* DWG. NO 31

NOTES

1. ALL DIMENSIONS ARE SHOWN IN METERS
2. HORIZONTAL SCALE IS 1 : 1,000  
VERTICAL SCALE IS 1 : 100
3. ABBREVIATION  
 B.P. BEGINNING POINT  
 E.P. END POINT  
 O DISCHARGE  
 C CENTERLINE
4. THE HEIGHT OF RD-53 SIDE BM IS 334.095 M



SLOPE	1/5,000														
BANKING	0 01	0 17			0 00	0 31	0 27								
CUTTING					0 94	1 41						3 80			3 94
WATER ELEVATION	331.362	331.354			331.346	331.337	331.324	331.316	331.308			331.293			331.275
DESIGNED CANAL BED ELEVATION	330.132	330.124			330.116	330.101	330.094	330.086	330.078			330.063			330.043
ORIGINAL CANAL BED ELEVATION															
GROUND ELEVATION	330.12				331.06	331.51	330.09	329.78	329.81			333.86			333.98
ACCUMULATED DISTANCE	15,776.70	15,815.10			15,853.40	15,923.20	15,967.70	16,006.40	16,043.30			16,119.30			16,263.30
DISTANCE	38.00	38.40			38.30	75.80	38.50	37.70	37.90			76.00			100.00
STATION	RD 51 +500	+625			+750	RD 52 +750	+125	+250	+375			+625			RD 53 +925
CANAL SINUOUS															

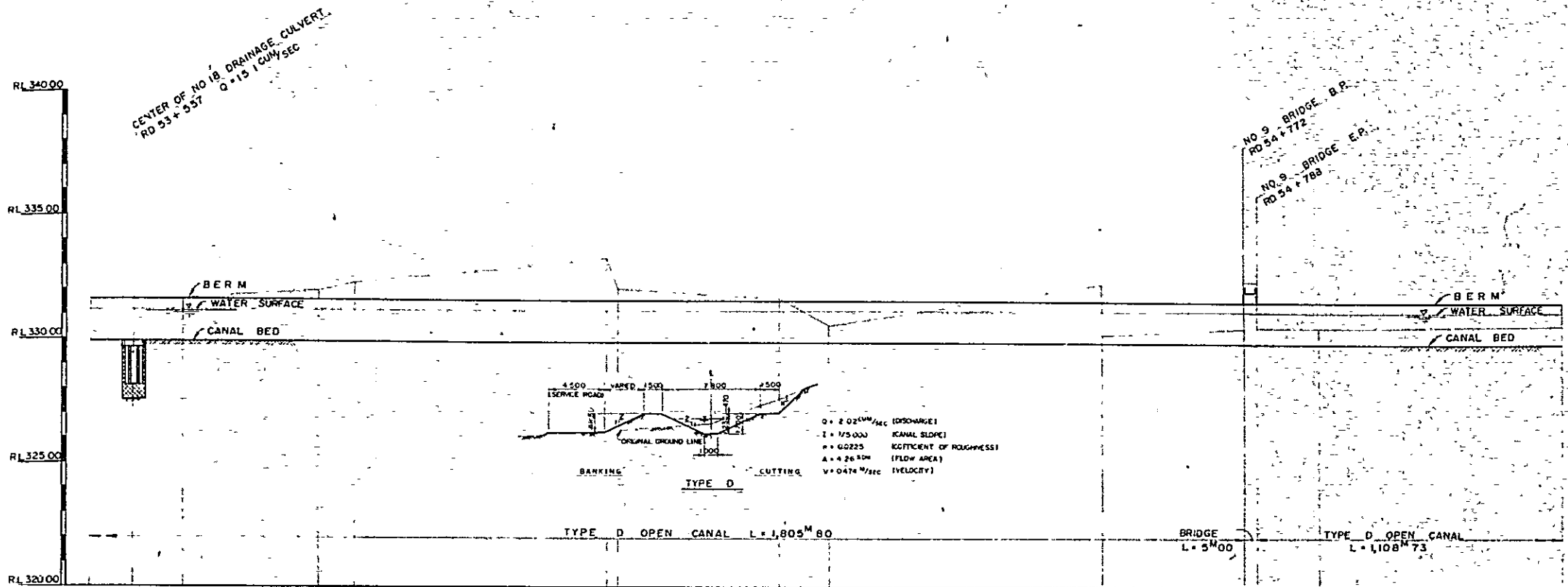


OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN

PARALKOTE R.B. MAIN CANAL ( B ROUTE )  
 L-SECTION OF RIGHT BANK MAIN CANAL  
 (RD.51+500 ~ RD.53+500) (29)

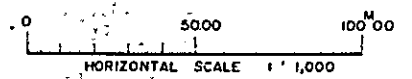
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED *J. J. J.* DATE: AUGUST 30 1971  
 APPROVED *J. J. J.* DWG. NO. 32

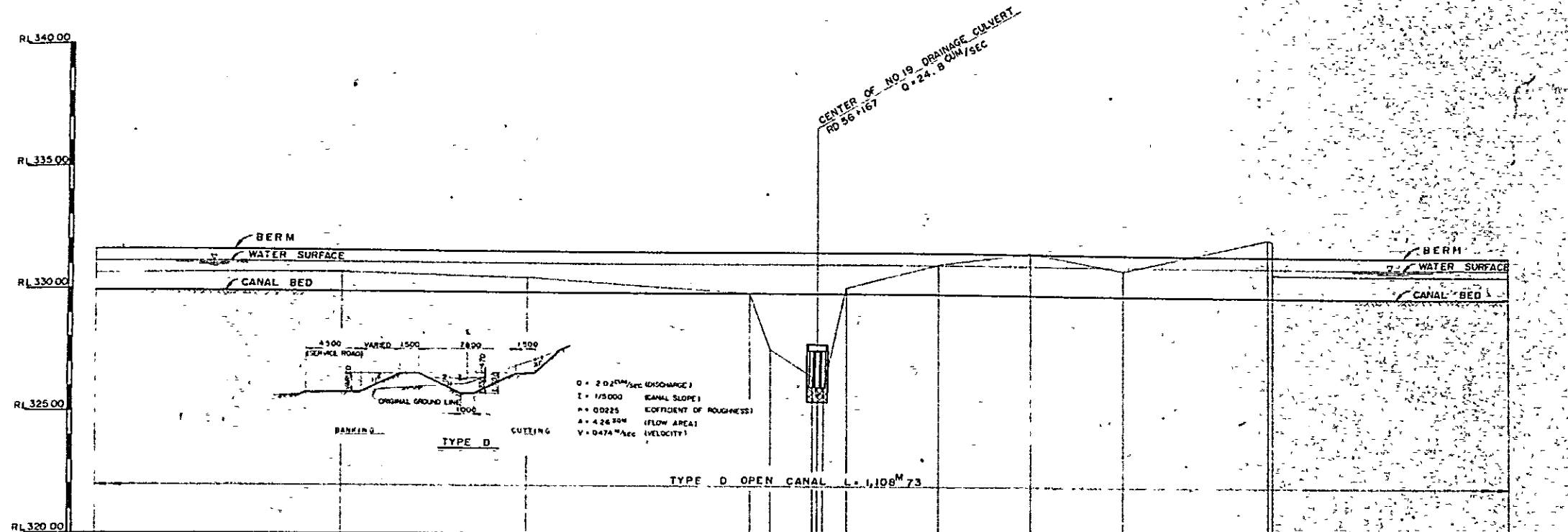


- NOTES
- ALL DIMENSIONS ARE SHOWN IN METERS
  - HORIZONTAL SCALE IS 1 : 1,000  
VERTICAL SCALE IS 1 : 100
  - ABBREVIATION  
B.P. : BEGINNING POINT  
E.P. : END POINT  
Q : DISCHARGE  
C : CENTERLINE
  - THE HEIGHT OF RD 53 SIDE BM IS 334.095 M

SLOPE	1/5000															
BANKING	0.77															
CUTTING	0.31		1.62		1.97		3.39		1.76		0.67		0.32		0.64	0.77
WATER ELEVATION	330.010	331.240	331.237	331.233	331.222	331.198	331.198	331.185	331.181	331.159	331.147	331.140	331.135	331.115	331.115	331.115
DESIGNED CANAL BED ELEVATION	330.010	330.007	330.003	330.003	329.992	329.989	329.986	329.955	329.951	329.929	329.917	329.910	329.905	329.885	329.885	329.885
ORIGINAL CANAL BED ELEVATION																
GROUND ELEVATION	330.32	330.34	331.62	331.96	333.36	332.08	331.71	330.62	332.35	332.47	332.47	330.54	330.54	330.65	330.65	330.65
ACCUMULATED DISTANCE	0.00	38.10	64.20	101.00	164.230	204.00	248.00	302.00	330.00	330.00	330.00	330.00	330.00	330.00	330.00	330.00
DISTANCE		38.10	17.30	20.40	54.75	14.30	64.60	20.20	110.80	58.40	5.00	26.40				
STATION	RD 53 + 500	+ 557	+ 623	+ 730	+ 756	RD 54 + 22	+ 36	+ 248	+ 375	+ 738	+ 772	+ 788	+ 875			RD 55 + 203
CANAL SINUOUS																

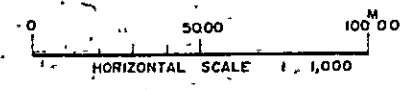


OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN  
PARALKOTE R.B. MAIN CANAL ( B ROUTE )  
L-SECTION OF RIGHT BANK MAIN CANAL  
(RD.53+500~RD.55+203) (30)  
SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN  
SUBMITTED *[Signature]* DATE AUGUST 30 1971  
APPROVED *[Signature]* DWG NO 33



- NOTES
1. ALL DIMENSIONS ARE SHOWN IN METERS
  2. HORIZONTAL SCALE IS 1 : 1,000  
VERTICAL SCALE IS 1 : 100
  3. ABBREVIATION  
B.P. BEGINNING POINT.  
E.P. END POINT.  
O DISCHARGE  
C CENTERLINE
  4. THE HEIGHT OF RD 53 SIDE BM IS 334.095  
THE HEIGHT OF RD 59 SIDE BM IS 334.718

SLOPE	1/5000									
BANKING										
CUTTING	0.77		0.80							
WATER ELEVATION	331.115		331.095							
DESIGNED CANAL BED ELEVATION	329.885		329.865		331.061	331.060				
ORIGINAL CANAL BED ELEVATION	330.65		330.66		330.49	329.850	331.080			
GROUND ELEVATION					329.831	331.061	329.830	331.060	329.826	331.056
ACCUMULATED DISTANCE	4,982.90		10,822.56							
DISTANCE	100.00		100.00		75.00	75.95				
STATION	RD 53 + 203		+ 531		+ 777					
CANAL SINUOUS										



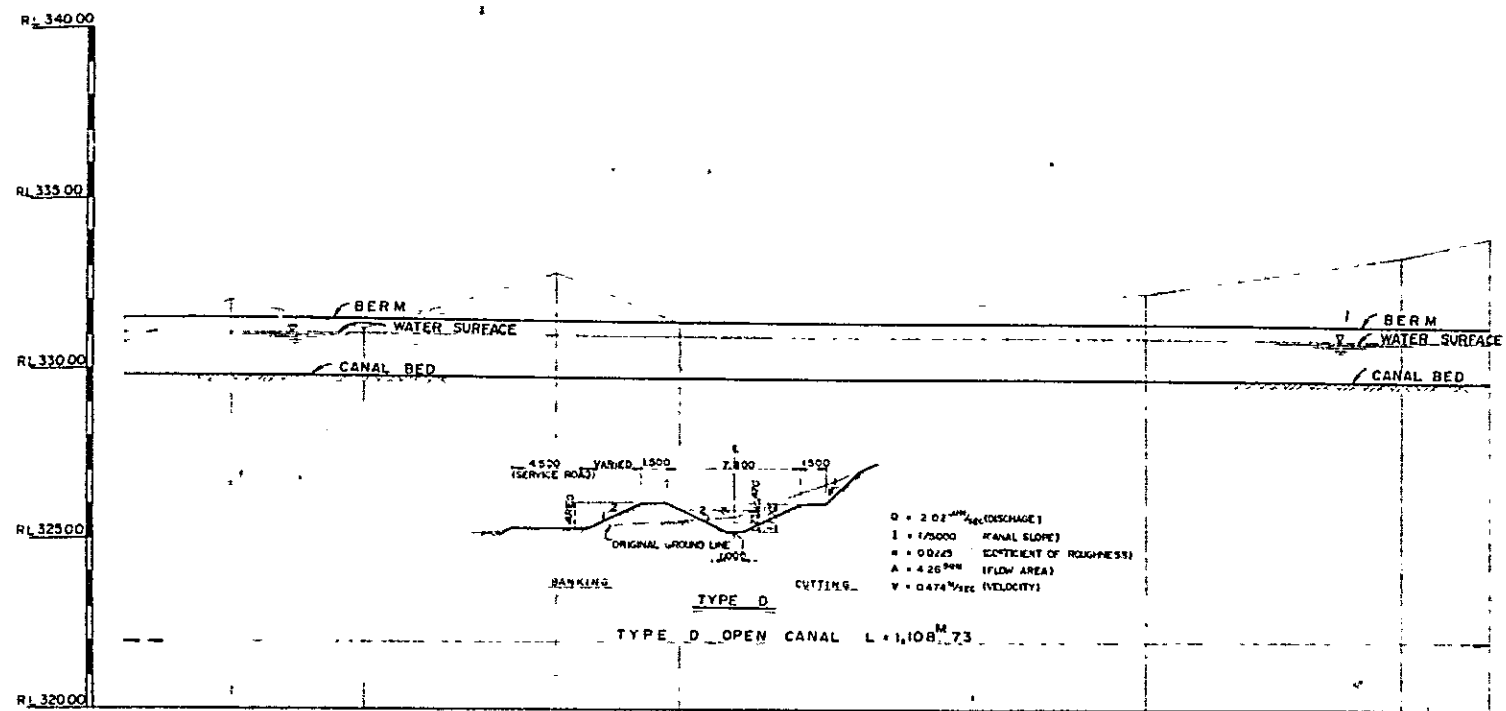
OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

PARALKOTE RB MAIN CANAL (B ROUTE)

L-SECTION OF RIGHT BANK MAIN CANAL  
(RD.55+203 ~ RD.57+265) (31)

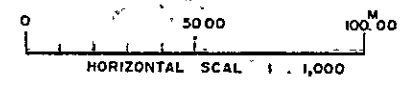
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED: *T. Yamamoto* DATE: AUGUST 30 1971  
APPROVED: *T. Yamamoto* DWG NO: 34

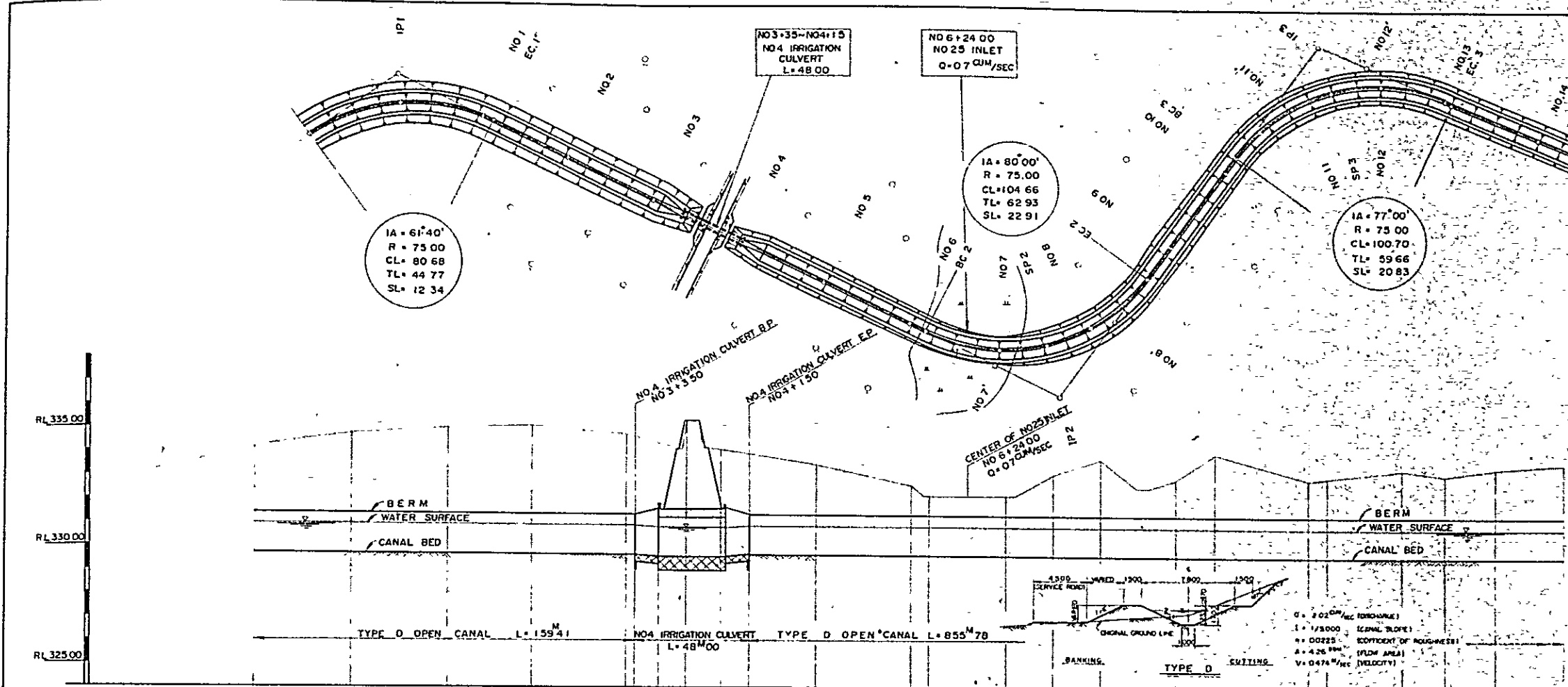


- NOTES:
1. ALL DIMENSIONS ARE SHOWN IN METERS
  2. HORIZONTAL SCALE IS 1 : 1,000  
VERTICAL SCALE IS 1 : 100
  3. ABBREVIATION  
B.P. BEGINNING POINT  
E.P. END POINT  
O DISCHARGE  
C CENTERLINE
  4. THE HEIGHT OF RD 53 SIDE BM IS 334.095  
THE HEIGHT OF RD 59 SIDE BM IS 384.718

SLOPE		1/5000									
BANKING											
CUTTING	0.94	2.23	1.41	3.11	1.64	2.56	3.72	4.31			
WATER ELEVATION	330.999	330.992	330.985	330.978	330.971	330.964	330.957	330.950			
DESIGNED CANAL BED ELEVATION	329.769	329.762	329.755	329.748	329.741	329.734	329.727	329.720			
ORIGINAL CANAL BED ELEVATION	330.71			332.85	331.38						
GROUND ELEVATION		331.99	331.16			332.27	333.41	334.00			
ACCUMULATED DISTANCE	7562.65	7591.35	7637.65	7648.50	7725.40	7862.95	7938.85	7965.28			
DISTANCE	98.00	317.0	36.30	56.25	36.50	137.55	75.90	26.43			
STATION	RD.57 +265	+375	+500	+685	+803	RD.58 +250	+500	+588			
CANAL SINOUS											

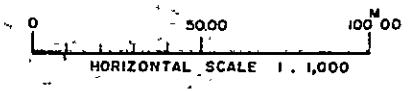


OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN  
 PARALKOTE R.B. MAIN CANAL ( B ROOTE )  
 L-SECTION OF RIGHT BANK MAIN CANAL  
 (RD.57+265~ RD.58+588) (32)  
 SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN  
 SUBMITTED *J.P.* DATE AUGUST 30 1971  
 APPROVED *J.P.* DWG.NO. 35



- NOTES
1. ALL DIMENSIONS ARE SHOWN IN METERS.
  2. HORIZONTAL SCALE IS 1:1,000  
VERTICAL SCALE IS 1:100
  3. ABBREVIATION  
B.P. : BEGINNING POINT  
E.P. : END POINT  
O : DISCHARGE  
C : CENTERLINE
  4. THE TOP OF IP 1 PILLAR IS 334<sup>M</sup>180  
THE TOP OF IP 2 PILLAR IS 333<sup>M</sup>478

SLOPE	1/5000		1/2000		1/5000	
BANKING						
CUTTING		4.44	5.04	5.33	5.41	5.05
WATER ELEVATION		330.918	330.910	330.902	330.895	330.887
DESIGNED CANAL BED ELEVATION		329.688	329.680	329.672	329.665	329.656
GROUND ELEVATION		334.13	334.72	335.00	335.08	334.71
ACCUMULATED DISTANCE		0.00	33.54	40.34	48.08	53.21
DISTANCE		0.00	7.00	3.50	8.00	5.30
STATION		BC.1	SP.1	EC.1	NO.2	NO.3
CANAL SINUOUS		IA = 61°40' R = 75.00 CL = 80.68	TL = 44.77 SL = 12.34			IA = 80°00' R = 75.00 CL = 104.66
						TL = 62.93 SL = 22.91
						IA = 77°00' R = 75.00 CL = 100.70
						TL = 59.66 SL = 20.83

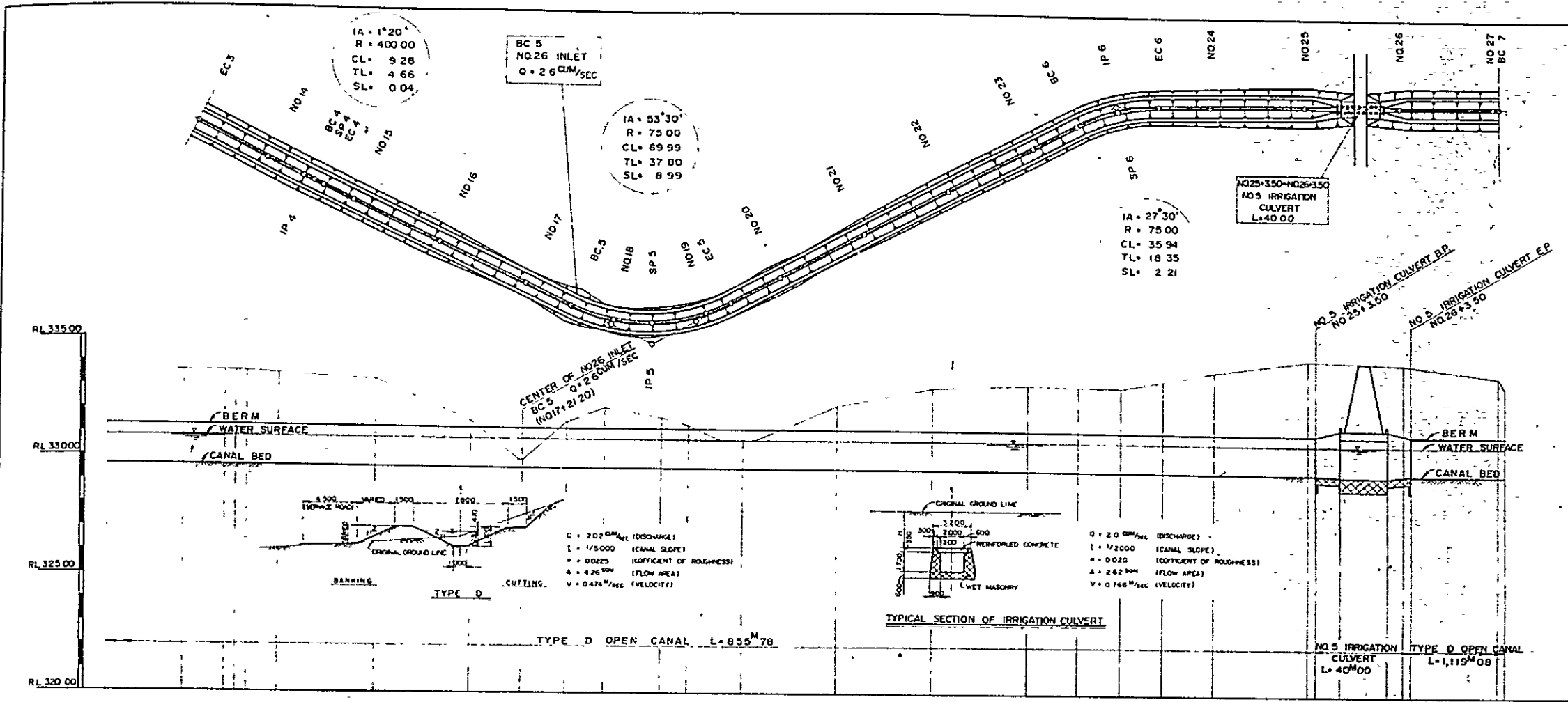


OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

PARALKOTE R.B. MAIN CANAL ( C ROUTE )  
L-SECTION OF RIGHT BANK MAIN CANAL  
( BC.1 ~ EC.3 ) (33)

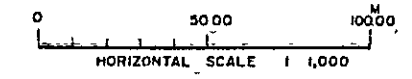
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED *T.P.* DATE AUGUST 30 1971  
APPROVED *T.P.* DWGNO. 36



- NOTES
- 1 ALL DIMENSIONS ARE SHOWN IN METERS,
  - 2 HORIZONTAL SCALE IS 1 : 1,000  
VERTICAL SCALE IS 1 : 100
  - 3 ABBREVIATION  
B.P. BEGINNING POINT  
E.P. END POINT  
Q. DISCHARGE  
C. CENTERLINE
  - 4 THE TOP OF LP 3 PILLAR IS 334<sup>M</sup> 295  
THE TOP OF LP 4 PILLAR IS 332<sup>M</sup> 626  
THE TOP OF LP 5 PILLAR IS 334<sup>M</sup> 018

SLOPE	1/5,000																				1/2,000		1/5,000					
BANKING																												
CUTTING	3.97	4.01	4.00	3.99	3.91	3.72	1.99	0.37	1.97	2.99	2.18	1.84	1.23	2.73	3.52	3.66	3.63	3.59	3.93	4.34	4.87	4.86	4.94	4.88	4.81	4.74	4.15	3.78
WATER ELEVATION	330.765	330.778	330.775	330.774	330.770	330.762	330.754	330.750	330.746	330.743	330.738	330.736	330.731	330.723	330.715	330.707	330.703	330.699	330.696	330.692	330.684	330.682	330.656	330.646	330.641	330.635	330.648	330.641
DESIGNED CANAL BED ELEVATION	329.535	329.548	329.545	329.544	329.540	329.532	329.524	329.520	329.516	329.513	329.508	329.506	329.501	329.493	329.485	329.477	329.473	329.469	329.466	329.462	329.454	329.452	329.426	329.416	329.411	329.405	329.418	329.411
GROUND ELEVATION	333.53	333.56	333.54	333.54	333.45	333.25	331.51	329.89	331.49	332.10	331.69	331.35	330.73	332.22	333.01	333.14	333.10	333.06	333.40	333.80	334.29	334.29	334.29	334.22	334.20	334.20	333.57	333.50
ACCUMULATED DISTANCE	0.51853	0.5537	0.56831	0.57294	0.57758	0.63133	0.657133	0.69251	0.71133	0.72733	0.74333	0.75933	0.77533	0.82573	0.86573	0.90573	0.92738	0.94335	0.96332	0.98497	1.00097	1.00097	1.00097	1.00097	1.00097	1.00097	1.00097	1.00097
DISTANCE	2.854	32.84	1.694	4.64	4.64	40.00	40.00	21.20	18.80	16.20	23.80	11.20	23.20	40.00	40.00	40.00	21.65	17.97	17.97	21.85	40.00	3.30	10.00	20.00	5.20	36.20	36.20	36.20
STATION	EC 3	NO 14	BC 4	SP 4	EC 4	NO 15	NO 16	NO 17	BC 5	NO 18	SP 5	NO 19	EC 5	NO 20	NO 21	NO 22	NO 23	BC 6	SP 6	EC 6	NO 24	NO 25	NO 26	NO 27	NO 28	NO 29	NO 30	NO 31
CANAL SINUOUS	IA = 1°20' R = 400.00 CL = 9.28 TL = 4.66 SL = 0.04					IA = 53°30' R = 75.00 CL = 37.80 TL = 3.78 SL = 8.99					IA = 27°30' R = 75.00 CL = 35.94 TL = 18.35 SL = 2.21																	



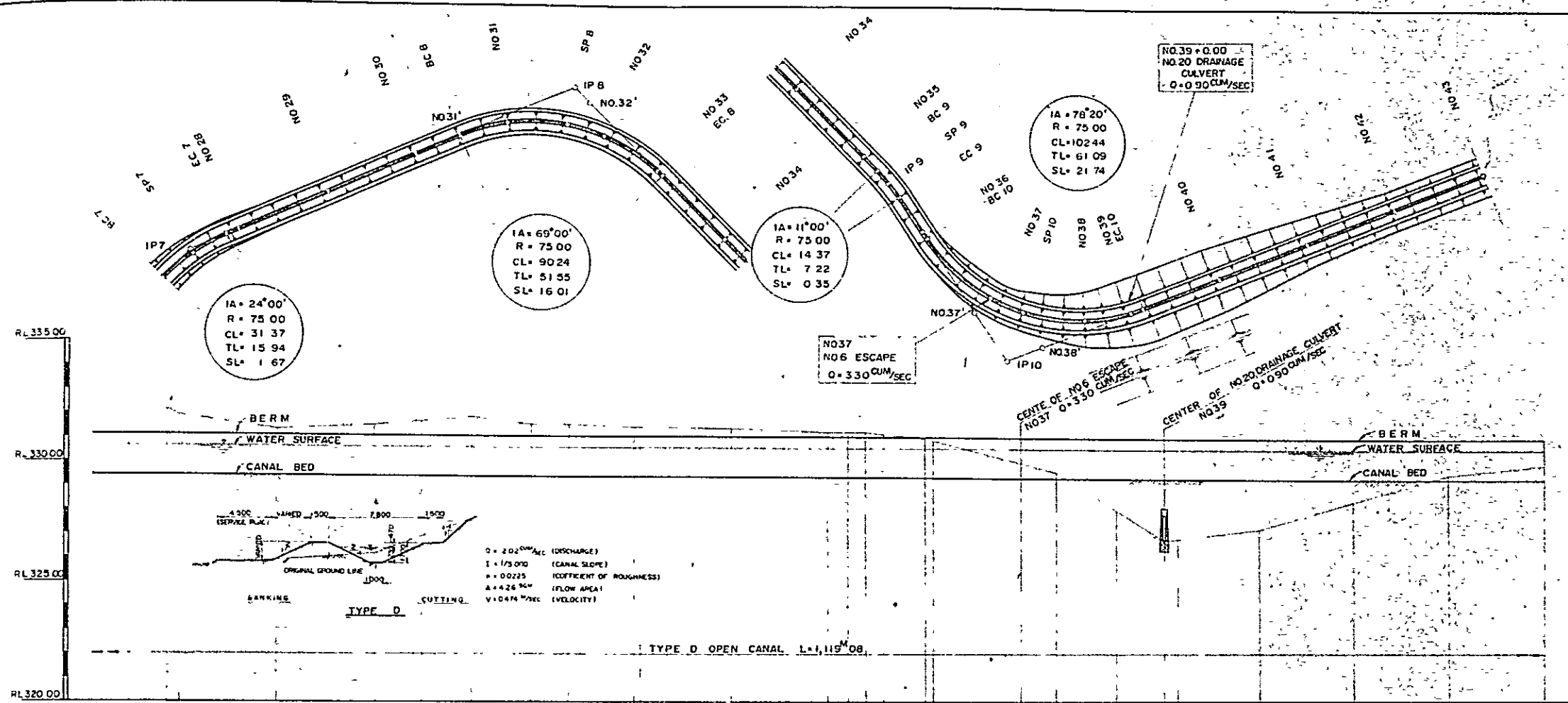
OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

PARALKOTE RB. MAIN CANAL ( C ROUTE )

L-SECTION OF RIGHT BANK MAIN CANAL  
( EC.3 ~ BC.7 ) ( 34 )

SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

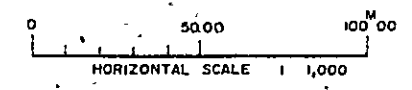
SUBMITTED *T. J. Dimman* DATE AUGUST 30 1971  
APPROVED *T. J. Dimman* DWG NO. 37



- NOTES
- 1 ALL DIMENSIONS ARE SHOWN IN METERS.
  - 2 HORIZONTAL SCALE IS 1:1,000  
VERTICAL SCALE IS 1:100
  - 3 ABBREVIATION:  
B.P. BEGINNING POINT  
E.P. END POINT  
Q DISCHARGE  
C. CENTERLINE
  - 4 THE TOP OF IP 6 PILLAR IS 333<sup>M</sup> 400  
THE TOP OF IP 7 PILLAR IS 332<sup>M</sup> 164  
THE TOP OF IP 8 PILLAR IS 331<sup>M</sup> 432  
THE TOP OF IP 9 PILLAR IS 331<sup>M</sup> 346

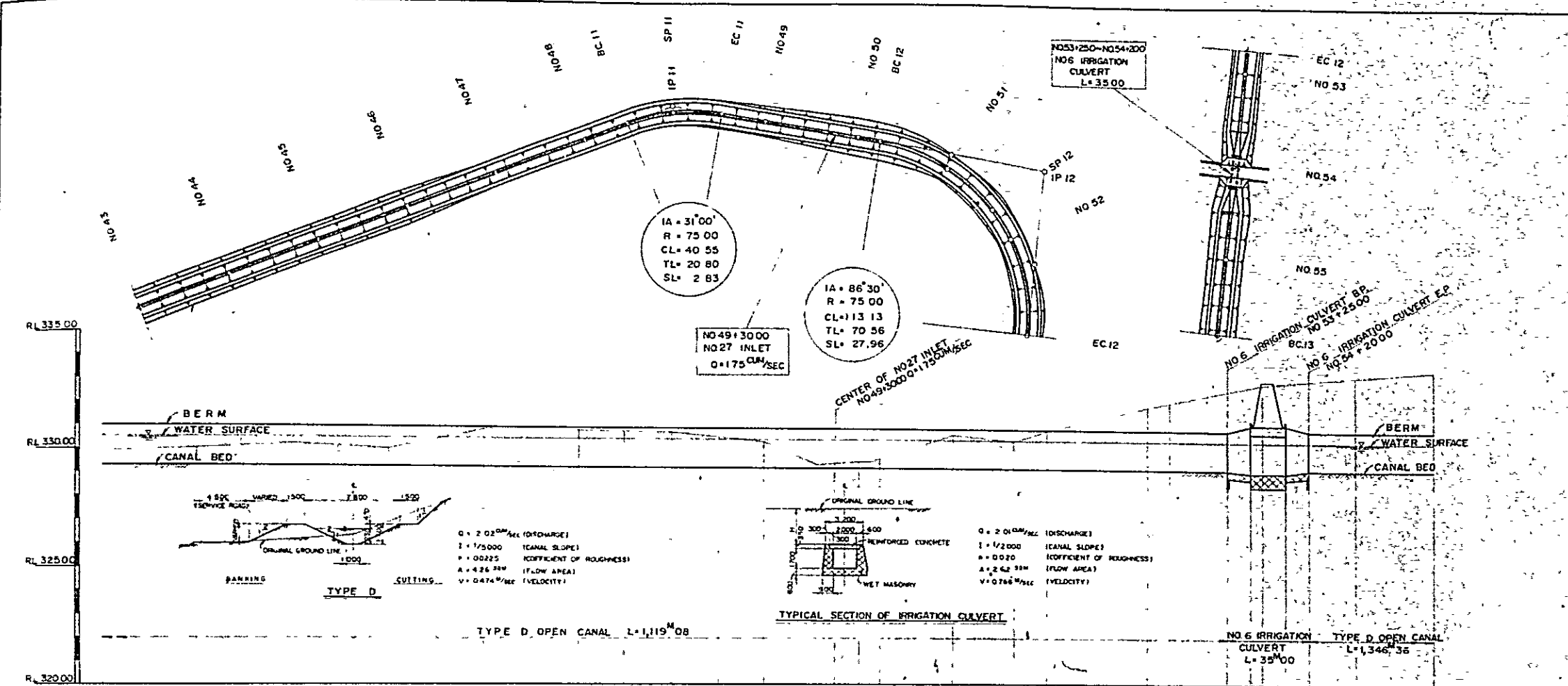
Q = 2.02 CUM/SEC (DISCHARGE)  
I = 1/5 000 (CANAL SLOPE)  
K = 0.0225 (COEFFICIENT OF ROUGHNESS)  
A = 4.24 M<sup>2</sup> (FLOW AREA)  
V = 0.44 M/SEC (VELOCITY)

STATION	NO 29	NO 30	BC B	NO 31	SP B	NO 32	NO 33 EC B	NO 34	NO 35 BC 9	SP 9 EC 9	NO 36 BC 10	NO 37	SP 10	NO 38	NO 39 EC 10	NO 40	NO 41	NO 42	NO 43
WATER ELEVATION																			
DESIGNED CANAL BED ELEVATION																			
GROUND ELEVATION																			
ACCUMULATED DISTANCE	2.66	15.66	15.66	5.46	40.00	40.00	19.65	20.35	24.77	15.23	27.14	27.14	2.75	37.25	40.00	8.23	7.18	7.18	17.13
DISTANCE																			
CUTTING	3.78	3.90			1.91	2.12	2.31	2.50	2.19	2.19	2.10	2.09	2.02	1.90	1.89	1.89	1.82	1.65	1.55
BANKING														1.33	2.45	2.50	2.09	0.91	0.59
CUTTING	3.78	3.90			1.91	2.12	2.31	2.50	2.19	2.19	2.10	2.09	2.02	1.90	1.89	1.89	1.82	1.65	1.55



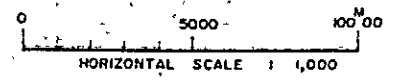
OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN  
 PARALKOTE R.B. MAIN CANAL (C ROUTE)  
 L-SECTION OF RIGHT BANK MAIN CANAL (BC.7 ~ NO.43) (35)  
 SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN  
 SUBMITTED *T. Dissanayake* DATE AUGUST 30 1971  
 APPROVED *T. Dissanayake* DWG NO. 38



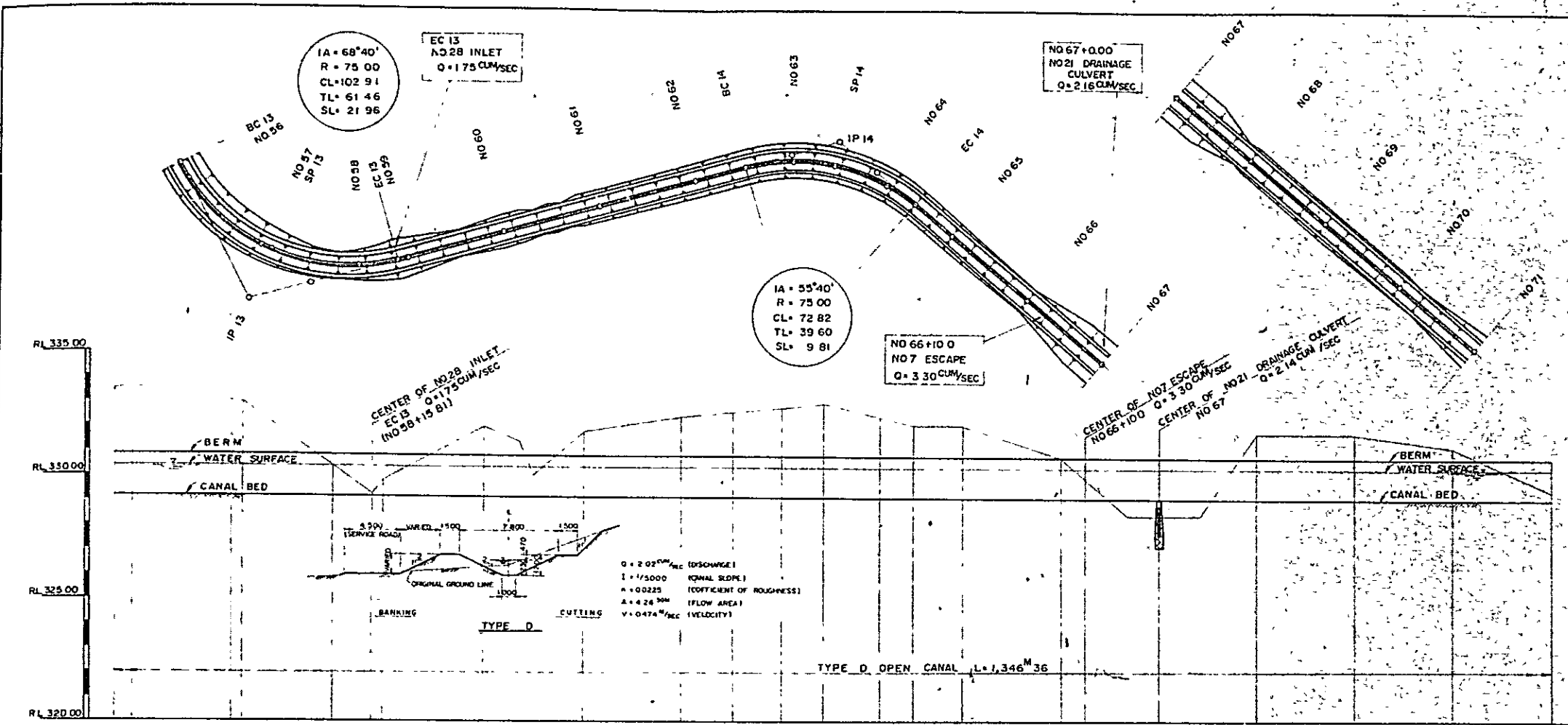


- NOTES
- 1 ALL DIMENSIONS ARE SHOWN IN METERS
  - 2 HORIZONTAL SCALE IS 1:1,000  
VERTICAL SCALE IS 1:100
  - 3 ABBREVIATION  
B.P. BEGINNING POINT  
E.P. END POINT  
O DISCHARGE  
C CENTERLINE
  - 4 THE TOP OF I.P. I0 PILLAR IS 331<sup>M</sup>168  
THE TOP OF I.P. II PILLAR IS 331<sup>M</sup>416

STATION	SLOPE		BANKING		CUTTING	WATER ELEVATION	DESIGNED CANAL BED ELEVATION	GROUND ELEVATION	ACCUMULATED DISTANCE	DISTANCE	CANAL SINUOUS
	1/5,000	1/2,000	1/5,000	1/5,000							
NO. 43					0.59	330.496	329.296	329.85	0.71157	40.00	IA = 31° 00' R = 75.00 CL = 40.00 TL = 20.80 SL = 2.83
NO. 44					0.71	330.488	329.288	330.00	0.75157	40.00	
NO. 45					0.93	330.480	329.280	330.21	0.79157	40.00	
NO. 46					0.72	330.472	329.272	329.99	0.83157	40.00	
NO. 47					1.61	330.464	329.264	330.87	0.87157	40.00	
NO. 48					1.56	330.456	329.256	330.82	0.91157	40.00	
BC. 11					1.53	330.452	329.252	330.78	0.93077	19.20	
SP. 11					1.49	330.448	329.248	330.74	0.95105	20.28	
EC. 11					1.30	330.444	329.244	330.54	0.97133	20.28	
NO. 49					1.10	330.440	329.240	330.34	0.99033	19.20	
+30.00					0.17	330.463	329.235	329.41	0.99203	30.00	IA = 31° 00' R = 75.00 CL = 40.00 TL = 20.80 SL = 2.83
NO. 50					0.27	330.463	329.233	329.50	0.99303	10.00	IA = 86° 30' R = 75.00 CL = 113.13 TL = 70.56 SL = 27.96
BC. 12					0.42	330.461	329.231	329.65	0.99397	9.44	
NO. 51					1.45	330.455	329.225	330.68	0.99533	30.86	
SP. 12					1.14	330.450	329.220	330.36	0.99654	26.01	
NO. 52					1.59	330.447	329.217	330.81	0.99833	13.99	
EC. 12					2.67	330.438	329.208	331.68	0.99933	42.58	
NO. 53					2.81	330.456	329.226	332.04	0.99954	9.44	
+25.00					3.36	330.431	329.201	332.56	0.99954	25.00	
+35.00					3.88	330.404	329.094	332.77	0.99954	10.00	
NO. 54					3.85	330.396	329.086	332.84	0.99954	5.00	
+10.00					3.86	330.405	329.075	333.04	0.99954	10.00	
NO. 55					4.03	330.366	329.166	333.20	0.99954	20.00	
BC. 13					4.29	330.394	329.164	333.45	0.99954	32.89	

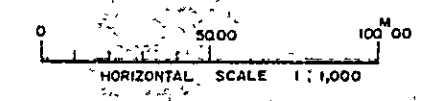


OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN  
 PARALKOTE R.B. MAIN CANAL (C ROUTE)  
 L-SECTION OF RIGHT BANK MAIN CANAL  
 (NO. 43 ~ BC. 13) (36)  
 SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN  
 SUBMITTED: [Signature] DATE: AUGUST 30 1971  
 APPROVED: [Signature] DWG. NO. 39

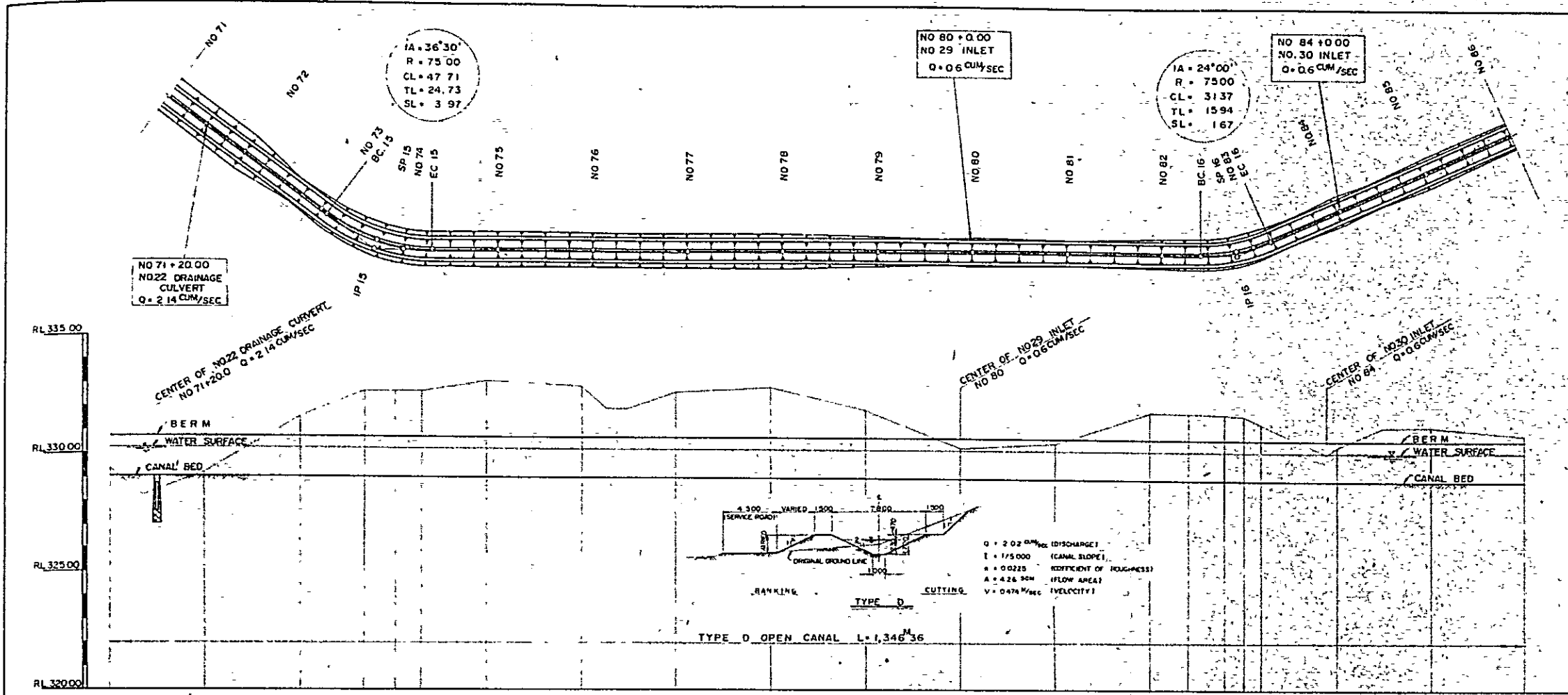


- NOTES
1. ALL DIMENSIONS ARE SHOWN IN METERS
  2. HORIZONTAL SCALE IS 1:1,000  
VERTICAL SCALE IS 1:100
  3. ABBREVIATION  
 BP : BEGINNING POINT  
 EP : END POINT  
 Q : DISCHARGE  
 CL : CENTERLINE
  4. THE TOP OF IP 12 PILLAR IS 334.116 M  
THE TOP OF IP 13 PILLAR IS 332.817 M

SLOPE	1/5000																													
BANKING																														
CUTTING	4.29	4.36			1.19				2.81	2.64			3.25	3.44	3.61	3.62	3.27	2.96	2.94			1.69	0.81			2.65	2.66		2.14	0.32
WATER ELEVATION	330.394	330.393	330.365	330.364	330.377	330.365	330.364	330.372	330.371	330.349	330.348	330.345	330.341	330.338	330.333	330.330	330.326	330.318	330.316	330.310	330.302	330.294	330.286	330.278	330.270	330.262	330.254	330.246	330.238	330.230
DESIGNED CANAL BED ELEVATION	329.164	329.163	329.155	329.154	329.147	329.135	329.127	329.119	329.115	329.111	329.108	329.103	329.100	329.096	329.088	329.086	329.080	329.072	329.064	329.056	329.046	329.036	329.026	329.016	329.006	329.000	328.990	328.980	328.970	328.960
GROUND ELEVATION	333.45	333.52	332.96	332.90	333.34	331.95	331.77	332.37	332.56	332.72	332.93	332.37	332.06	332.04	330.79	329.90	328.39	331.72	331.72	331.72	329.064	331.20	331.20	329.37	329.37	329.37	329.37	329.37	329.37	329.37
ACCUMULATED DISTANCE	20.754	20.822	20.822	20.822	20.962	20.962	20.962	20.962	20.962	20.962	20.962	20.962	20.962	20.962	20.962	20.962	20.962	20.962	20.962	20.962	20.962	20.962	20.962	20.962	20.962	20.962	20.962	20.962	20.962	20.962
DISTANCE	32.89	7.11	40.00	4.35	35.65	15.81	4.19	40.00	20.75	19.25	17.16	22.84	13.57	20.05	40.00	10.00	30.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00	
STATION	BC 13	NO 56	NO 57	SP 13	NO 58	EC 13	NO 59	NO 60	NO 61	NO 62	BC 14	NO 63	SP 14	NO 64	EC 14	NO 65	NO 66	+10.00	NO 67	NO 68	NO 69	NO 70	NO 71							
CANAL SINUOUS	IA = 68°40' R = 75.00 TL = 61.46 CL = 102.91 SL = 21.96										IA = 55°40' R = 75.00 TL = 39.60 CL = 72.82 SL = 9.81																			

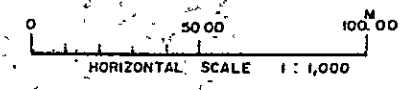


OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN  
 PARALKOTE RB MAIN CANAL (C ROUTE)  
 L-SECTION OF RIGHT BANK MAIN CANAL  
 (BC.13 - NO.71) (37)  
 SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN  
 SUBMITTED DATE AUGUST 30 1971  
 APPROVED DWG. NO: 40

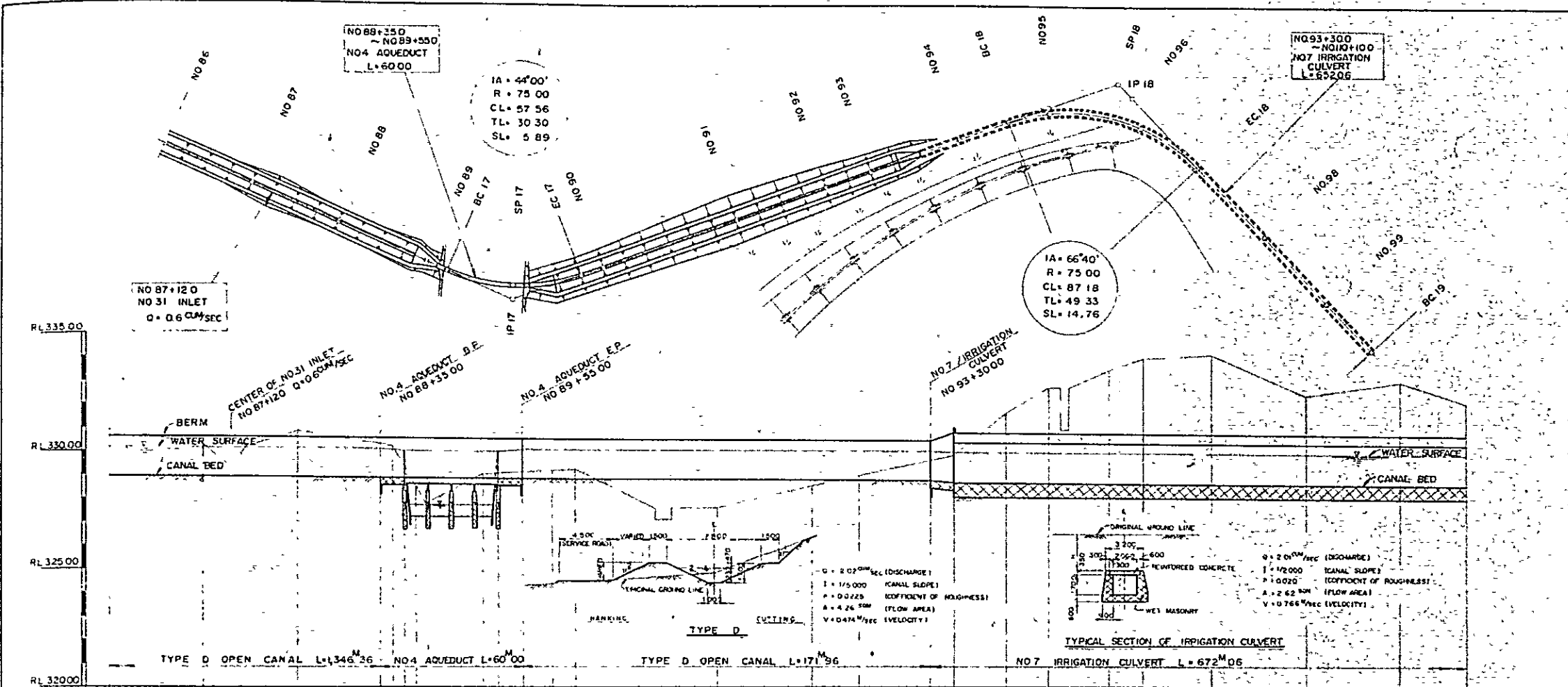


- NOTES
- 1 ALL DIMENSIONS ARE SHOWN IN METERS
  - 2 HORIZONTAL SCALE IS 1 : 1,000  
VERTICAL SCALE IS 1 : 100
  - 3 ABBREVIATION  
B.P. : BEGINNING POINT  
E.P. : END POINT  
O : DISCHARGE  
C : CENTERLINE
  - 4 THE TOP OF IP 14, PILLAR IS 333.018

STATION	NO 71	+20.00	NO 72	NO 73	NO 74	NO 75	NO 76	NO 77	NO 78	NO 79	NO 80	NO 81	NO 82	NO 83	NO 84	NO 85	NO 86						
CUTTING	0.32	0.36	0.14	2.55	2.65	3.61	3.61	3.62	4.08	3.86	3.85	3.85	2.91	1.32	1.54	2.91	2.84	2.83	2.77	2.44	1.46	2.33	1.97
WATER ELEVATION	330.278	330.274	330.270	330.262	330.261	330.256	330.254	330.252	330.247	330.239	330.231	330.223	330.215	330.207	330.199	330.191	330.188	330.185	330.183	330.182	330.175	330.167	330.159
DESIGNED CANAL BED ELEVATION	329.046	329.044	329.040	329.032	329.031	329.026	329.024	329.022	329.017	329.009	329.001	328.993	328.985	328.977	328.969	328.961	328.958	328.955	328.952	328.945	328.945	328.937	328.929
GROUND ELEVATION	329.37	329.42	329.18	331.59	331.68	332.64	332.64	332.64	333.10	332.87	332.85	332.84	331.90	330.30	330.51	331.87	331.80	331.79	331.72	331.59	330.41	331.27	330.50
ACCUMULATED DISTANCE	0.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00
DISTANCE	40.00	20.00	20.00	40.00	20.00	23.86	13.07	10.79	27.47	40.00	40.00	40.00	40.00	40.00	40.00	16.06	15.68	8.26	7.42	32.06	40.00	40.00	40.00
CANAL SINUOUS	IA = 36°30' R = 75.00 TL = 24.73 CL = 47.71 SL = 3.97										IA = 24°00' R = 75.00 TL = 15.94 CL = 31.37												

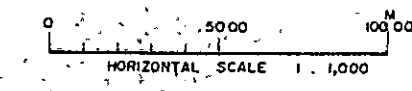


OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN  
 PARALKOTE R.B. MAIN CANAL ( C ROUTE )  
 L-SECTION OF RIGHT BANK MAIN CANAL  
 (NO.71-NO.86) (38)  
 SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN  
 SUBMITTED DATE AUGUST 30 1971  
 APPROVED DWG NO. 41



- NOTES
1. ALL DIMENSIONS ARE SHOWN IN METERS
  2. HORIZONTAL SCALE IS 1 : 1,000  
VERTICAL SCALE IS 1 : 100
  3. ABBREVIATION  
B.P. : BEGINNING POINT  
E.P. : END POINT  
O : DISCHARGE  
C.L. : CENTERLINE
  4. THE TOP OF I.P. 16. PILLAR IS 329.673 M  
THE TOP OF I.P. 17. PILLAR IS 333.866 M

SLOPE	1/5000				1/5000				1/5000				1/2000			
BANKING				0.53				1.22				0.29				
CUTTING	1.97	1.33	0.43	1.91	1.39	1.32	0.21	0.26	0.35	0.39			0.15	0.81	1.13	
WATER ELEVATION	330.159	330.151	330.148	330.143	330.136	330.078	330.072	330.078	330.076	330.074	330.066	330.062	330.050	330.044	330.017	330.012
DESIGNED CANAL BED ELEVATION	328.925	328.921	328.918	328.913	328.906	328.897	328.888	328.882	328.874	328.864	328.854	328.844	328.832	328.820	328.807	328.797
GROUND ELEVATION	330.90	330.23	329.35	330.82	330.30	330.22	328.96	328.50	329.03	329.07	328.84	328.82	328.61	328.53	328.27	328.18
ACCUMULATED DISTANCE	2,433.91	2,493.91	2,505.91	2,533.91	2,569.91	2,573.91	2,578.91	2,583.91	2,612.39	2,618.91	2,628.91	2,641.17	2,670.87	2,680.87	2,690.87	2,720.12
DISTANCE	40.00	40.00	12.00	28.00	35.00	3.00	3.00	4.70	28.78	6.52	10.00	12.26	9.70	60.00	20.00	30.00
STATION	NO 86	NO 87	+12.00	NO 88	+35.00	NO 89	+3.00	BC 17	SP 17	+45.00	+55.00	EC 17	NO 90	NO 91	NO 92	NO 93
CANAL SINUOUS					IA = 44°00' R = 75.00 CL = 57.56 SL = 5.89								IA = 66°40' R = 75.00 CL = 87.18 SL = 14.76			

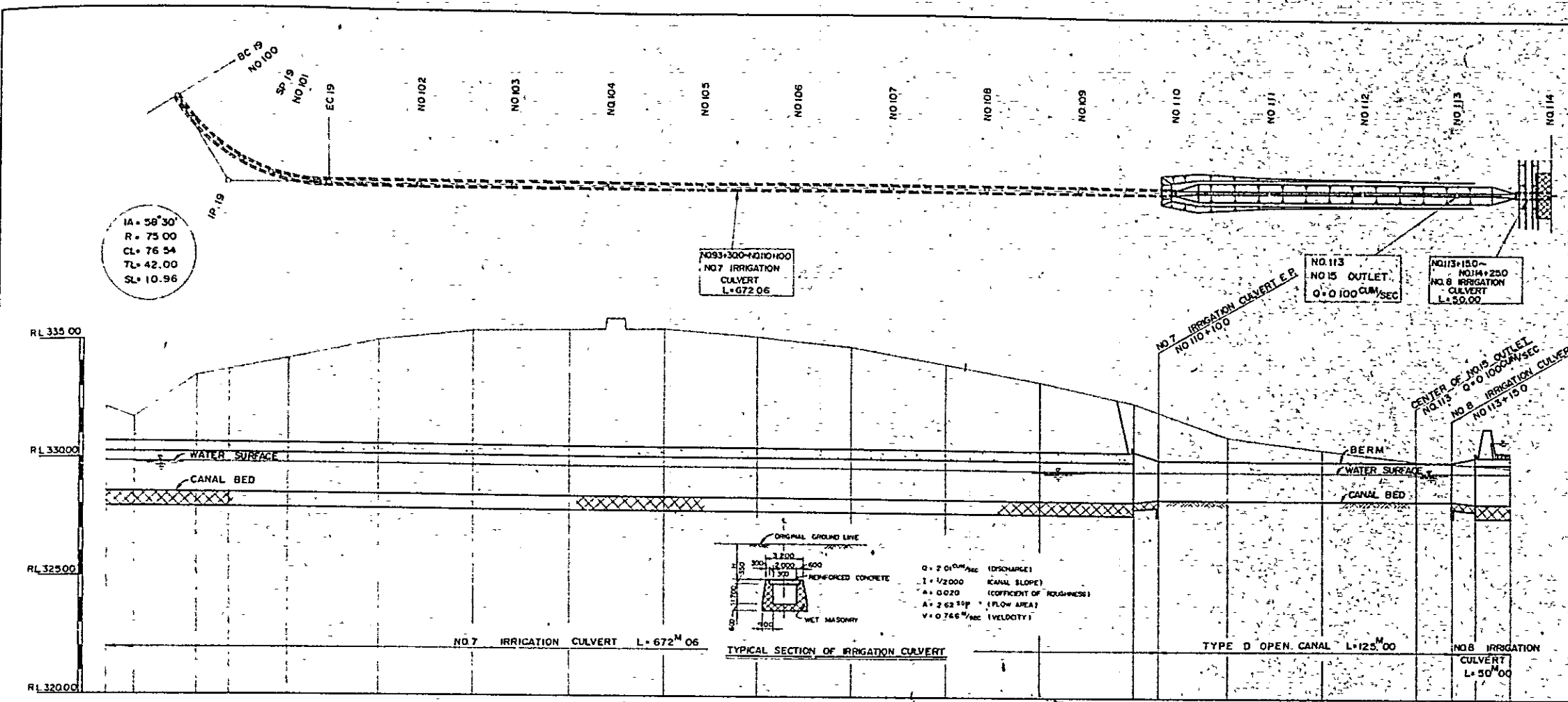


OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

PARALKOTE RB. MAIN CANAL ( C ROUTE )  
L-SECTION OF RIGHT BANK MAIN CANAL  
( NO.86 - BC.19 ) ( 39 )

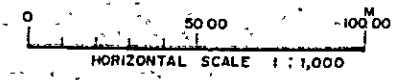
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED DATE AUGUST 30 1971  
APPROVED DWG NO. 42



- NOTES
- ALL DIMENSIONS ARE SHOWN IN METERS
  - HORIZONTAL SCALE IS 1 : 1,000  
VERTICAL SCALE IS 1 : 100
  - ABBREVIATION  
B.P. : BEGINNING POINT  
E.P. : END POINT  
Q : DISCHARGE  
C : CENTERLINE
  - THE TOP OF IP 18 PILLAR IS 333.982

SLOPE	1/2000														1/5000				1/2000			
BANKING																						
CUTTING																						
WATER ELEVATION	329.906	329.902	329.889	329.882	329.870	329.851	329.831	329.811	329.791	329.771	329.751	329.731	329.711	329.691	329.700	329.694	329.686	329.678	329.675	329.648	329.641	
DESIGNED CANAL BED ELEVATION	328.596	328.592	328.579	328.572	328.560	328.541	328.521	328.501	328.481	328.461	328.441	328.421	328.401	328.381	328.470	328.464	328.456	328.448	328.445	328.338	328.331	
GROUND ELEVATION	332.11	331.70	333.48	333.72	334.20	335.02	335.46	335.52	335.60	335.24	334.85	334.13	333.44	332.59	332.20	331.17	330.89	330.19	330.08	330.02	329.91	
ACCUMULATED DISTANCE	22,028.35	22,040.39	22,066.65	22,080.35	22,104.03	22,123.33	22,142.93	22,162.55	22,182.95	22,203.95	22,224.95	22,245.95	22,266.95	22,287.95	22,308.95	22,329.95	22,350.95	22,371.95	22,392.95	22,413.95	22,434.95	
DISTANCE	28.00	12.00	26.27	13.73	24.54	38.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00	40.00	10.00	30.00	40.00	40.00	15.00	10.00	15.00	
STATION	BC 19	NO 100	SP 19	NO 101	EC 19	NO 102	NO 103	NO 104	NO 105	NO 106	NO 107	NO 108	NO 109	NO 110	+10.00	NO 111	NO 112	NO 113	+15.00	+25.00	NO 114	
CANAL SINOUS	IA = 58°30', R = 75.00, CL = 76.54, TL = 42.00, SL = 10.96																					



OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

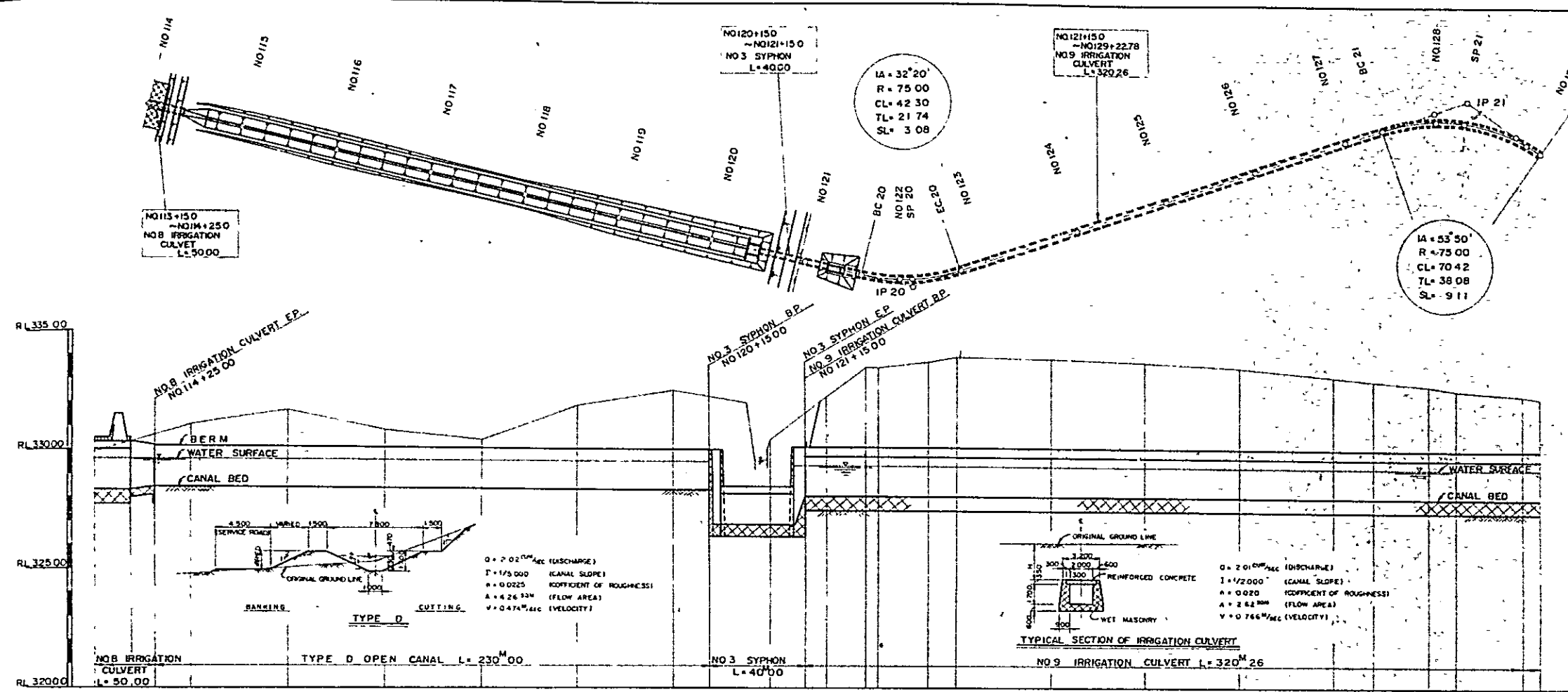
PARALKOTE RB. MAIN CANAL (C ROUTE)

L-SECTION OF RIGHT BANK MAIN CANAL (BC.19 ~ NO.114) (40)

SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED: [Signature] DATE: AUGUST 30 1971

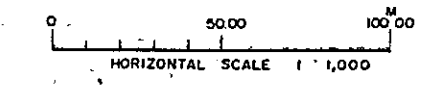
APPROVED: [Signature] DWG. NO. 43



NOTES

- 1 ALL DIMENSIONS ARE SHOWN IN METERS
- 2 HORIZONTAL SCALE IS 1 : 1,000  
VERTICAL SCALE IS 1 : 100
- 3 ABBREVIATION  
B.P. : BEGINNING POINT  
E.P. : END POINT  
D. : DISCHARGE  
C.L. : CENTERLINE
- 4 THE TOP OF IP 20 PILLAR IS 333.10 M

SLOPE	1/2,000	1/5,000											0.0025	1/2,000														
BANKING																												
CUTTING	2.16	2.21	2.68	3.30	2.49	2.07	3.85	4.23	3.93																	4.35		
WATER ELEVATION	329.841	329.833	329.642	329.639	329.631	329.623	329.615	329.607	329.599	329.596	329.596	329.596	329.596	329.596	329.596	329.596	329.596	329.596	329.596	329.596	329.596	329.596	329.596	329.596	329.596	329.596	329.596	
DESIGNED CANAL BED ELEVATION	328.331	328.323	328.412	328.409	328.401	328.393	328.385	328.377	328.369	328.366	328.366	328.366	328.366	328.366	328.366	328.366	328.366	328.366	328.366	328.366	328.366	328.366	328.366	328.366	328.366	328.366	328.366	
GROUND ELEVATION	329.91	330.48	330.62	331.09	331.70	330.88	330.46	331.93	332.60	332.30	332.22	330.50	331.25	331.63	332.32	333.54	333.55	333.80	334.01	333.94	333.81	333.60	333.23	333.05	332.86	332.66	332.31	
ACCUMULATED DISTANCE	22,622.93	22,637.93	22,647.93	22,662.93	22,702.93	22,742.93	22,782.93	22,822.93	22,862.93	22,877.93	22,882.93	22,902.93	22,917.93	22,927.93	22,942.93	22,948.12	22,963.27	22,981.25	23,002.25	23,021.25	23,041.25	23,061.25	23,081.25	23,101.25	23,121.25	23,141.25	23,161.25	
DISTANCE	15.00	15.00	10.00	15.00	40.00	40.00	40.00	40.00	40.00	15.00	5.00	20.00	10.00	5.00	9.04	15.96	5.19	21.15	11.98	40.00	40.00	40.00	16.62	23.38	11.83	28.17	7.04	
STATION	NO 114	+15.00	+25.00	NO 115	NO 116	NO 117	NO 118	NO 119	NO 120	+15.00	+20.00	NO 121	+10.00	+5.00	BC 20	NO 122	SP 20	EC 20	NO 123	NO 124	NO 125	NO 126	NO 127	BC 21	NO 128	SP 21	NO 129	EC 21
CANAL SINUOUS																IA=32.20 R=75.00 TL=21.74 CL=42.30 SL=3.08			IA=53.50 R=75.00 TL=38.08 CL=70.42 SL=9.11									



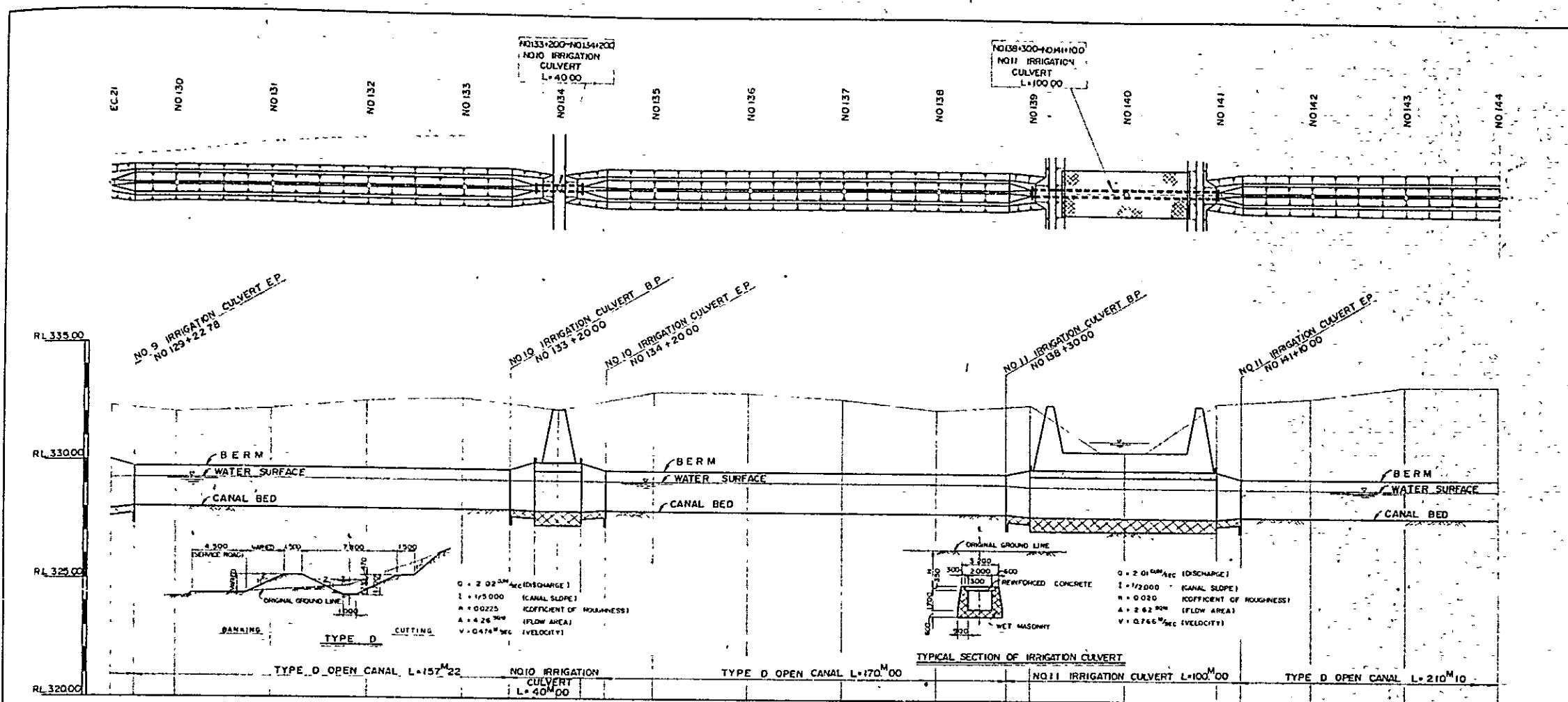
OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO, JAPAN

PARALKOTE R.B. MAIN CANAL (C ROUTE)

L-SECTION OF RIGHT BANK MAIN CANAL (NO.114~ EC.21) (41)

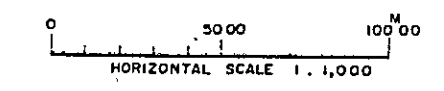
SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN

SUBMITTED *T. J. J.* DATE AUGUST 30 1971  
APPROVED *T. J. J.* DWG. NO. 44

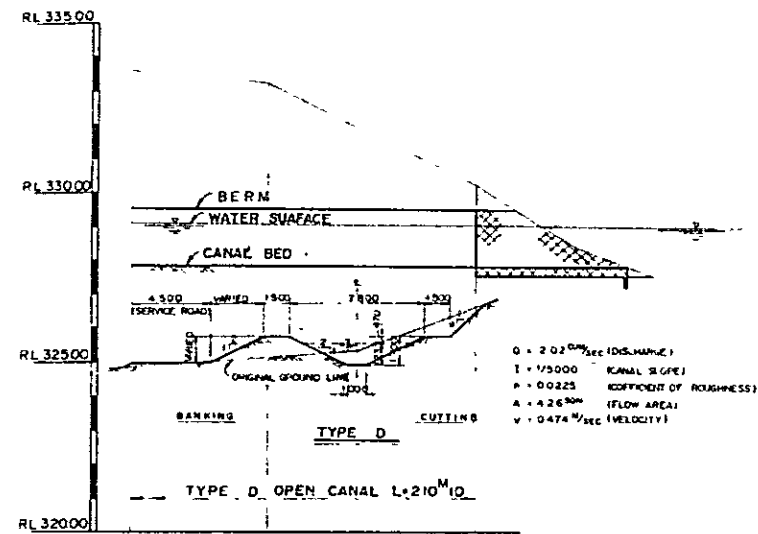
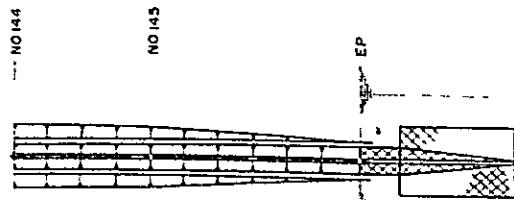


- NOTES
- 1 ALL DIMENSIONS ARE SHOWN IN METERS
  - 2 HORIZONTAL SCALE IS 1 : 1,000  
VERTICAL SCALE IS 1 : 100
  - 3 ABBREVIATION  
B.P. : BEGINNING POINT  
E.P. : END POINT  
Q : DISCHARGE  
E : CENTERLINE
  - 4 THE TOP OF 1P 20 PILLAR IS 333.160

SLOPE	1/5,000		1/2,000		1/5,000		1/2,000		1/5,000												
BANKING																					
CUTTING	4.30	4.17	4.18	4.57	4.69	4.48	4.47	4.57	4.68	3.08	3.06	4.84	4.42	4.60	4.78	4.97	4.94	5.12	5.66	5.70	
WATER ELEVATION	329.265	329.274	329.271	329.263	329.255	329.247	329.243	329.216	329.211	329.206	329.215	329.195	329.187	329.181	329.184	329.114	329.123	329.123	329.109	329.101	329.101
DESIGNED CANAL BED ELEVATION	327.955	328.044	328.041	328.033	328.025	328.017	328.013	327.906	327.901	327.896	327.985	327.965	327.957	327.951	327.944	327.804	327.893	327.893	327.879	327.871	327.871
GROUND ELEVATION	332.31	332.21	332.04	332.60	332.60	332.71	332.49	332.38	332.27	332.47	332.67	333.06	332.38	332.55	332.62	330.64	332.77	332.83	333.01	333.54	333.57
ACCUMULATED DISTANCE	21282.29	21286.29	21286.51	21335.51	21335.51	21375.51	21395.51	21405.51	21415.51	21425.51	21435.51	21455.51	21455.51	21605.51	21605.51	21655.51	21655.51	21655.51	21755.51	21755.51	21855.51
DISTANCE	7.04	10.00	17.22	40.00	40.00	40.00	20.00	10.00	10.00	10.00	10.00	20.00	40.00	40.00	40.00	40.00	10.00	10.00	30.00	40.00	40.00
STATION	EC 21 NO 129 +2278	NO 130	NO 131	NO 132	NO 133	NO 133 +2000	NO 134 +3000	NO 134 +1000	NO 134 +2000	NO 135	NO 135	NO 136	NO 137	NO 138	NO 139 +3000	NO 140	NO 141 +1000	NO 142	NO 143	NO 144	
CANAL SINUOUS																					



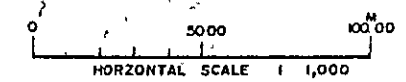
OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN  
 PARALKOTE R.B. MAIN CANAL ( C ROUTE )  
 L-SECTION OF RIGHT BANK MAIN CANAL  
 (EC.21 ~ NO.144) (42)  
 SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN  
 SUBMITTED: [Signature] DATE: AUGUST 30 1971  
 APPROVED: [Signature] DWG. NO. 45



NOTES

1. ALL DIMENSIONS ARE SHOWN IN METERS
2. HORIZONTAL SCALE IS 1 : 1,000  
VERTICAL SCALE IS 1 : 100
3. ABBREVIATION:  
B.P. BEGINNING POINT  
E.P. END POINT  
O DISCHARGE  
C CENTERLINE
4. THE TOP OF 1 P 20 PILLAR IS 333.160

SLOPE	1/5000		
BANKING			
CUTTING	5.70	5.35	2.42
WATER ELEVATION	329.101	329.053	329.081
DESIGNED CANAL BED ELEVATION	327.871	327.063	327.851
GROUND ELEVATION	333.97	333.21	330.27
ACCUMULATED DISTANCE	23,815.51	23,855.51	23,956.51
DISTANCE	40.00	40.00	60.10
STATION	NO 144	NO 145	EP
CANAL SINUOUS			



OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

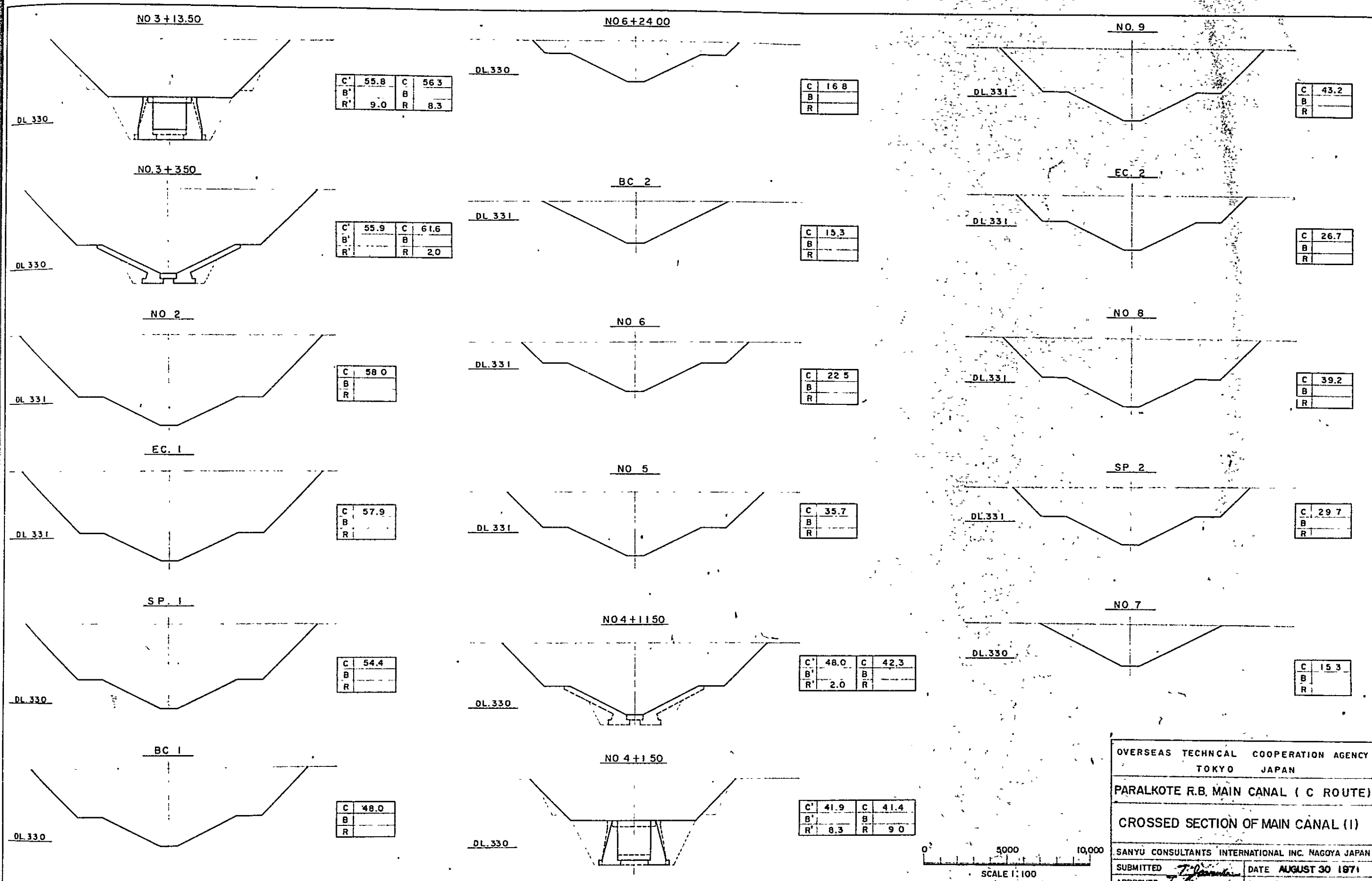
PARALKOTE R.B. MAIN CANAL (C ROUTE)

L-SECTION OF RIGHT BANK MAIN CANAL  
(NO.144 ~ E.P.) (43)

SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN

SUBMITTED *T. Yamamoto* DATE AUGUST 30 1971  
APPROVED *T. Yamamoto* DWG. NO. 46





C'	55.8	C	56.3
B'		B	
R'	9.0	R	8.3

C	16.8
B	
R	

C	43.2
B	
R	

C'	55.9	C	61.6
B'		B	
R'		R	2.0

C	15.3
B	
R	

C	26.7
B	
R	

C	58.0
B	
R	

C	22.5
B	
R	

C	39.2
B	
R	

C	57.9
B	
R	

C	35.7
B	
R	

C	29.7
B	
R	

C	54.4
B	
R	

C'	48.0	C	42.3
B'		B	
R'	2.0	R	

C	15.3
B	
R	

C	48.0
B	
R	

C'	41.9	C	41.4
B'		B	
R'	8.3	R	9.0

OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

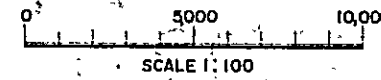
PARALKOTE R.B. MAIN CANAL ( C ROUTE )

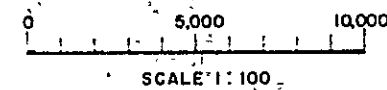
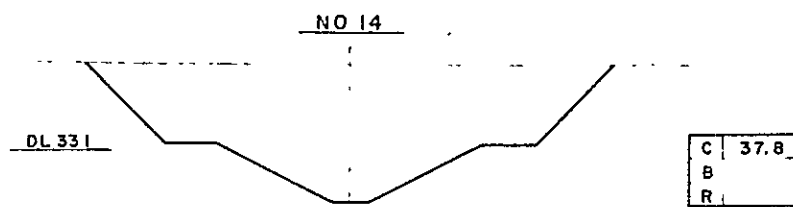
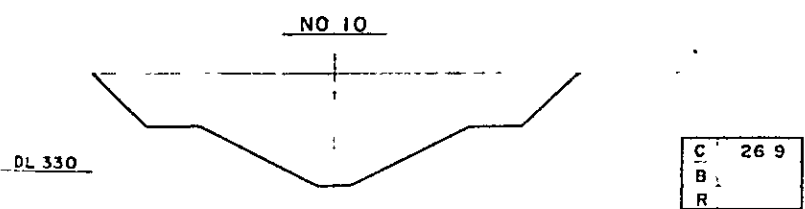
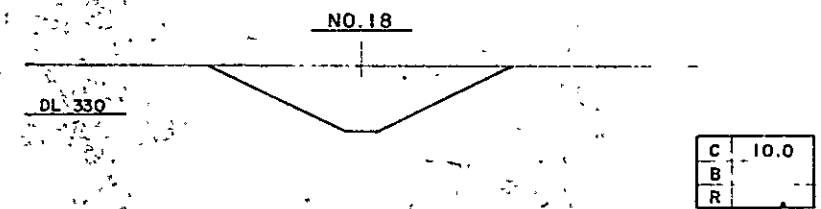
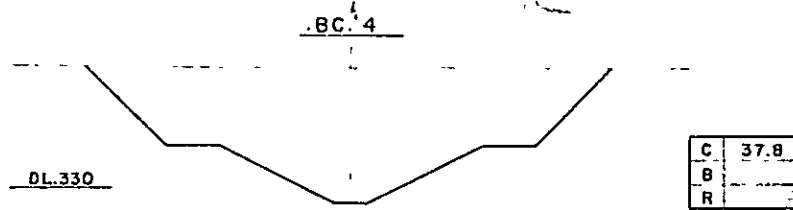
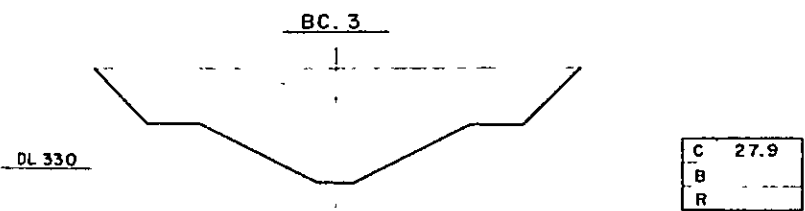
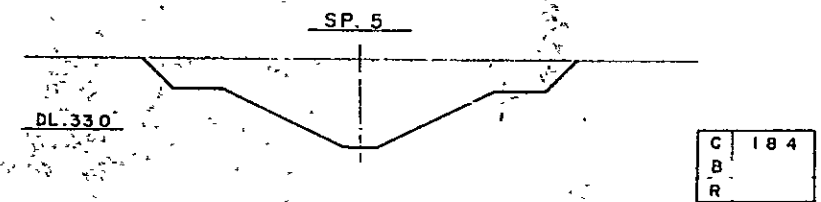
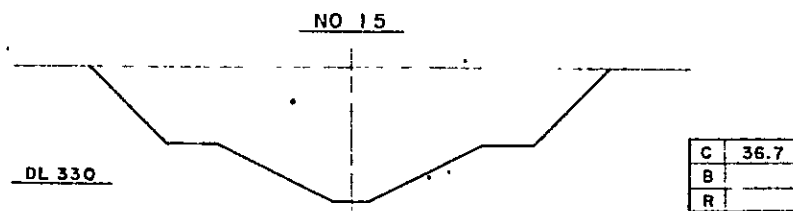
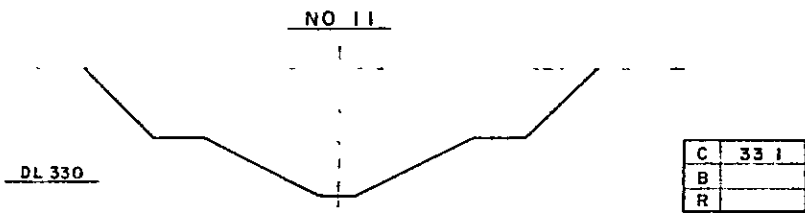
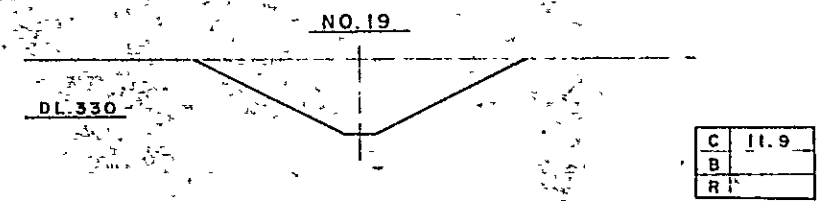
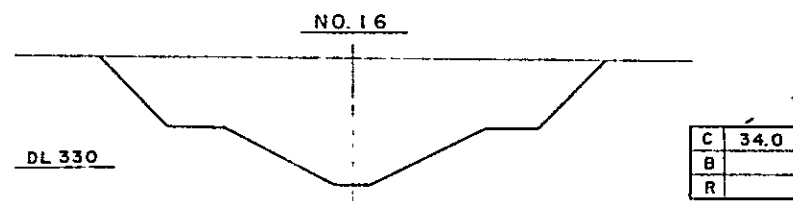
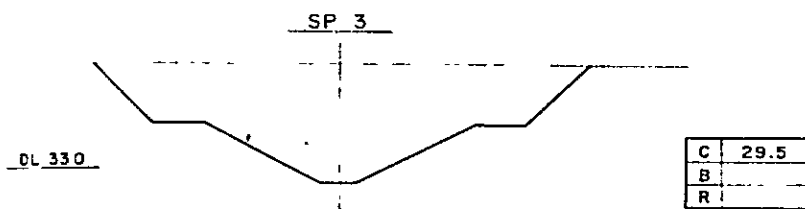
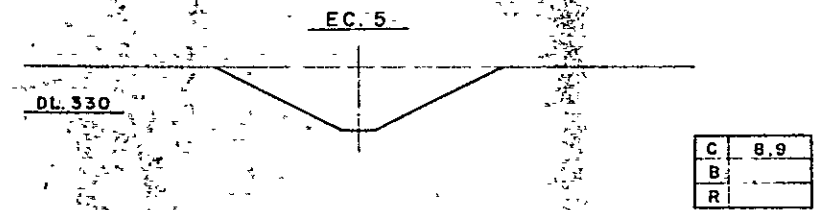
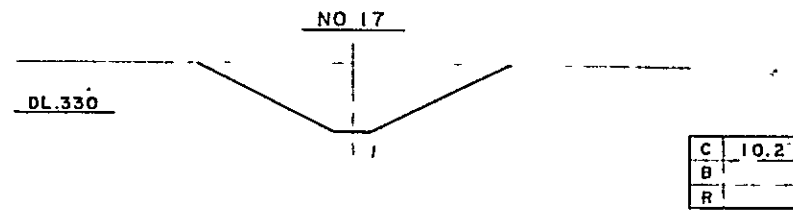
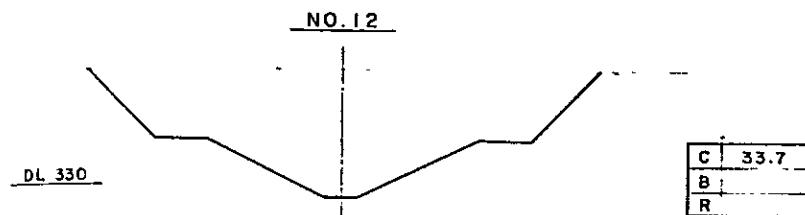
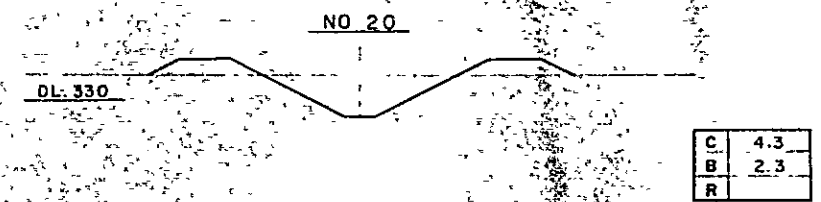
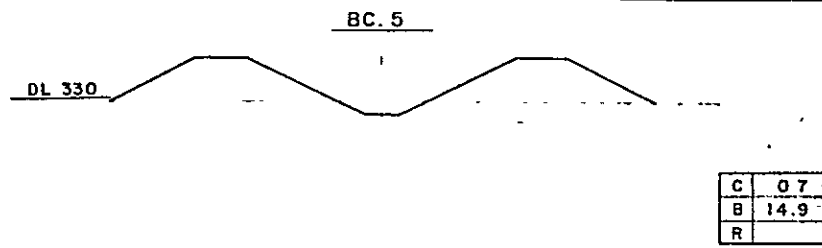
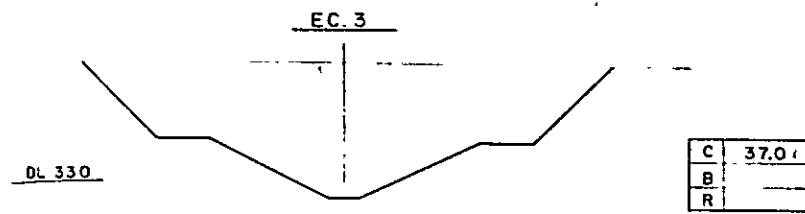
CROSSED SECTION OF MAIN CANAL ( I )

SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED *T. Yamada* DATE AUGUST 30 1971

APPROVED *T. Yamada* DWG NO. 47





OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

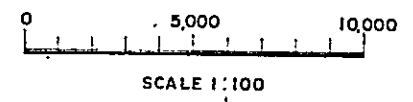
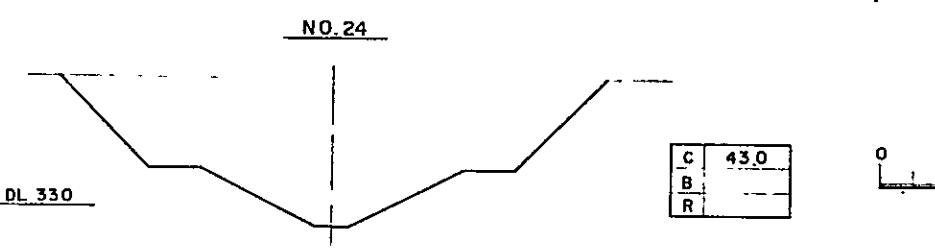
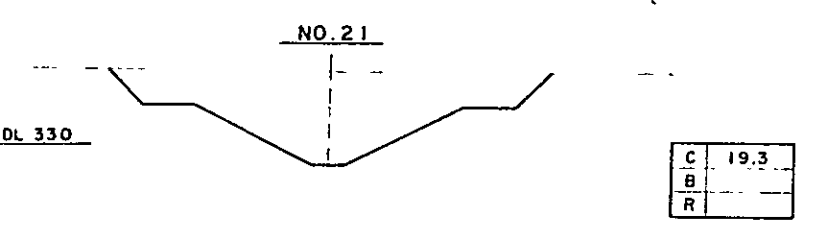
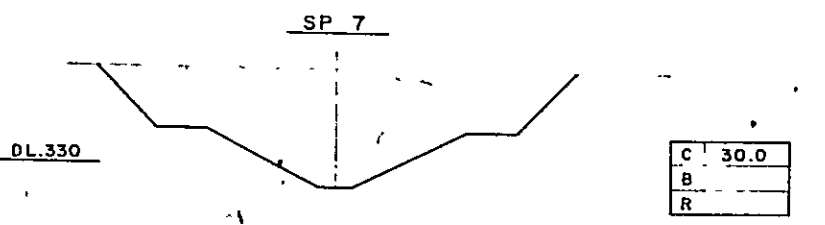
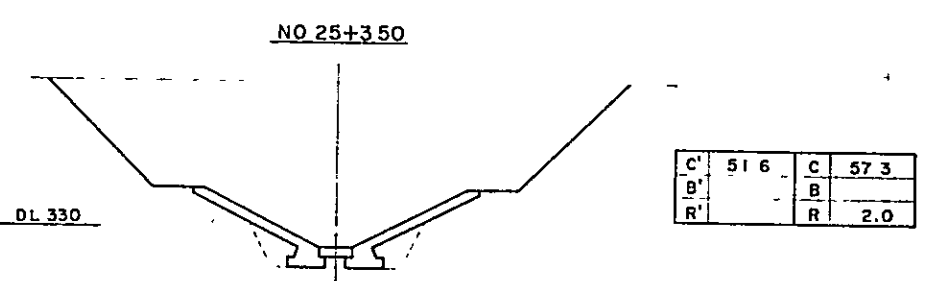
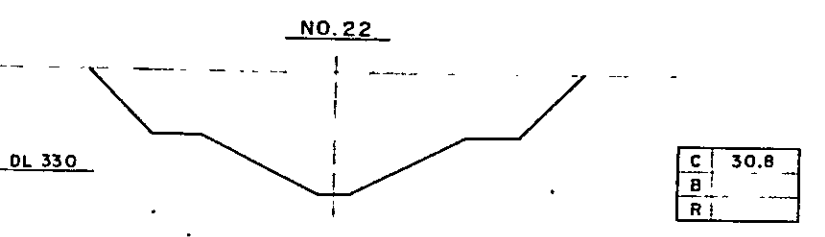
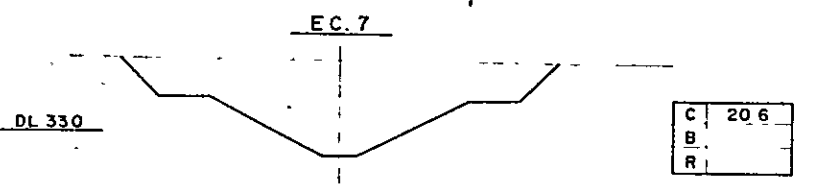
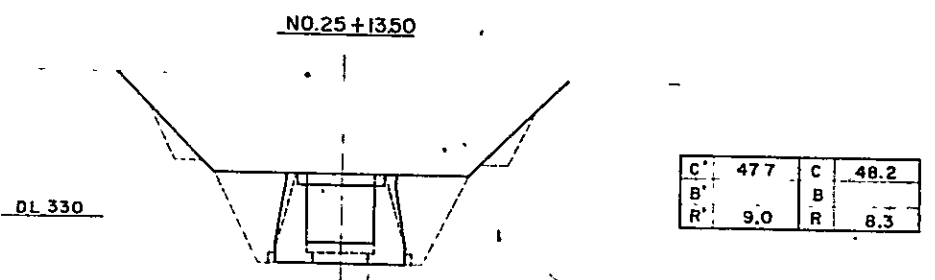
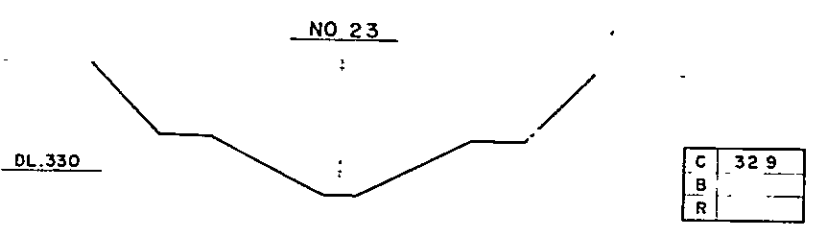
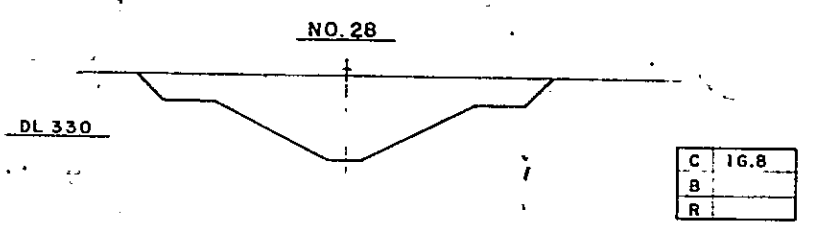
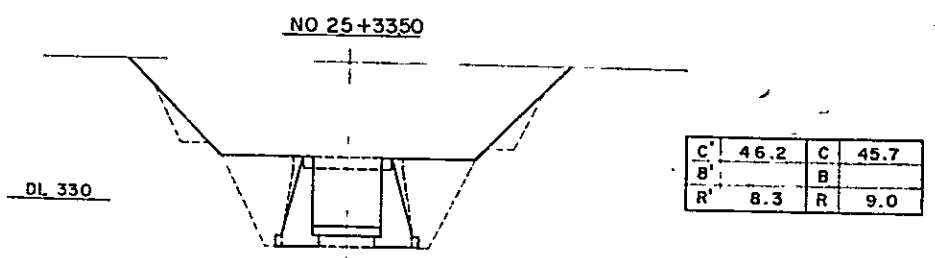
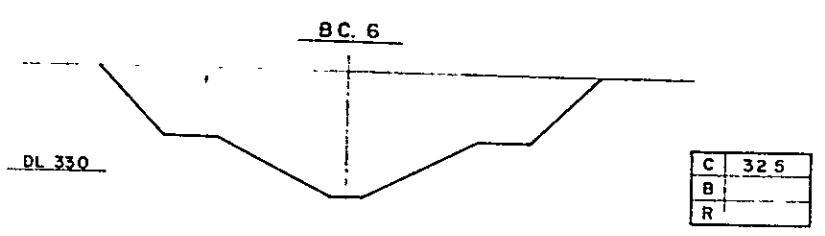
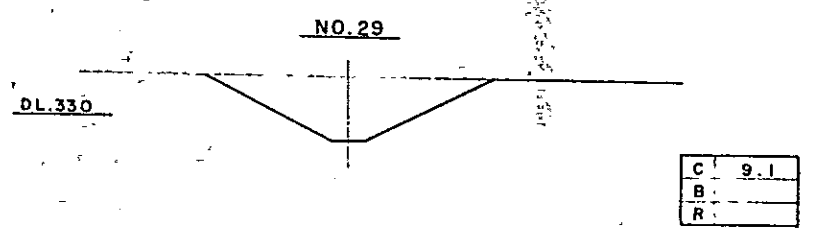
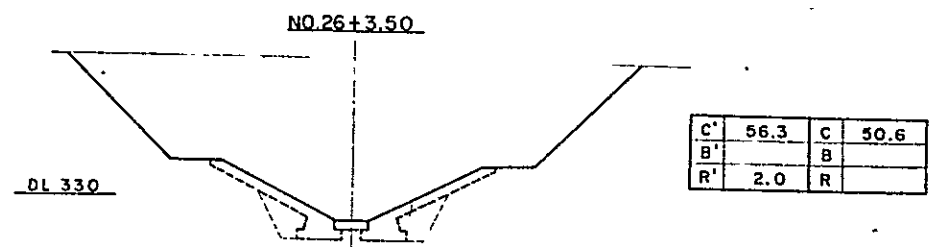
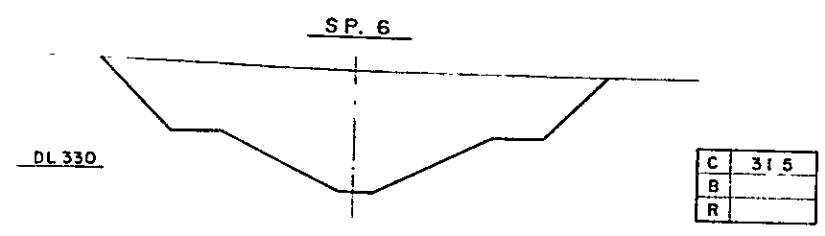
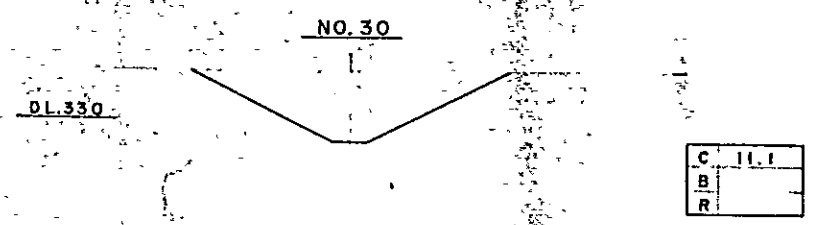
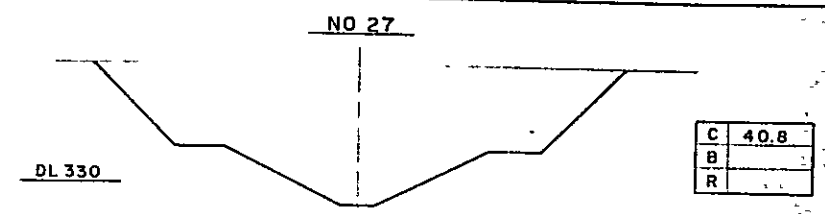
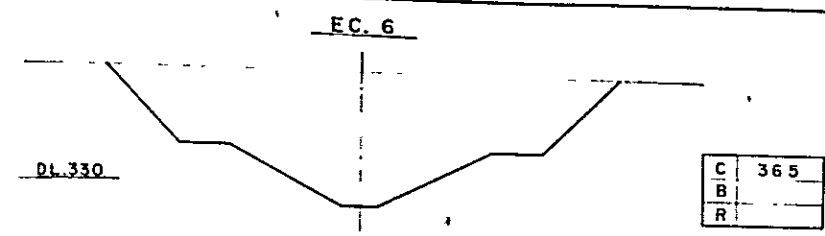
PARALKOTE R.B. MAIN CANAL ( C ROUTE )

CROSSED SECTION OF MAIN CANAL ( 2 )

SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED: *[Signature]* DATE AUGUST 30 1971

APPROVED: *[Signature]* DWG. NO. 48



OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

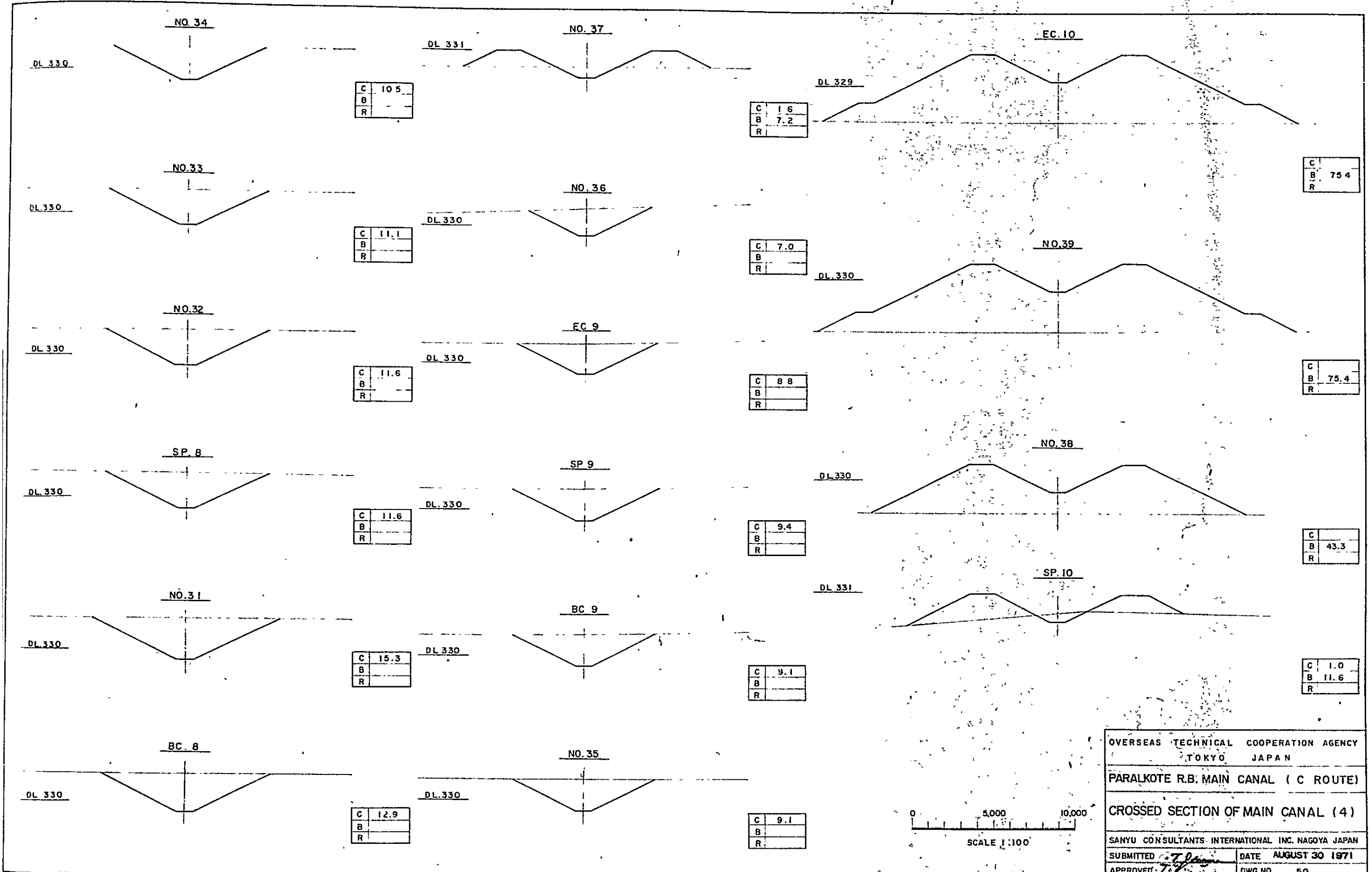
PARALKOTE R.B MAIN CANAL ( C ROUTE)

CROSSED SECTION OF MAIN CANAL (3)

SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED *T. Yamamoto* DATE AUGUST 30 1971

APPROVED *T. Yamamoto* DWG NO 49



C	10.5
B	
R	

C	16
B	7.2
R	

C	75.4
B	
R	

C	11.1
B	
R	

C	7.0
B	
R	

C	11.6
B	
R	

C	8.8
B	
R	

C	75.4
B	
R	

C	11.6
B	
R	

C	9.4
B	
R	

C	43.3
B	
R	

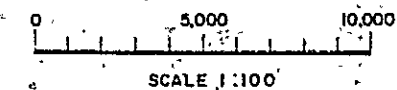
C	15.3
B	
R	

C	9.1
B	
R	

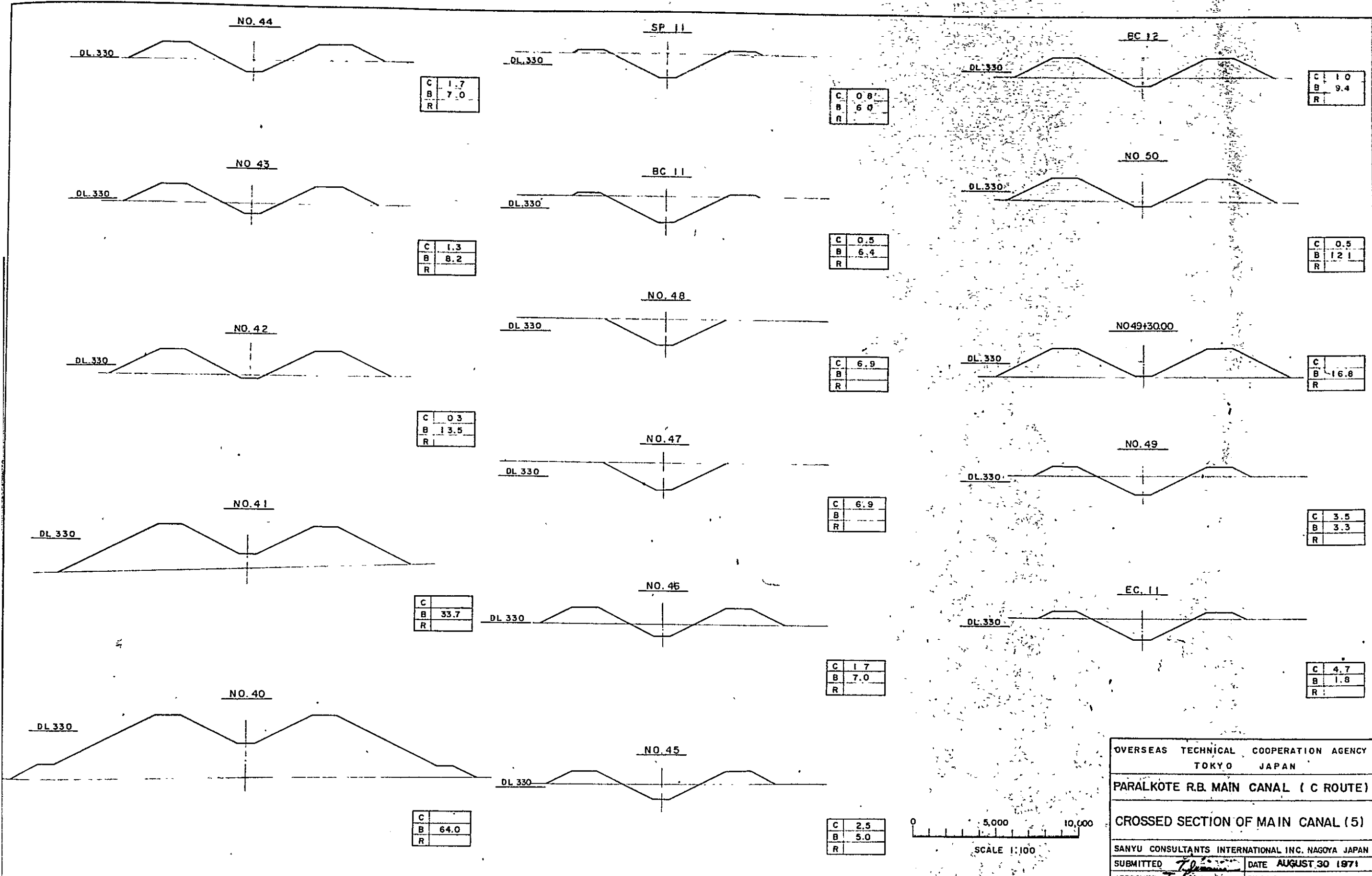
C	1.0
B	11.6
R	

C	12.9
B	
R	

C	9.1
B	
R	



OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN  
PARALKOTE R.B. MAIN CANAL ( C ROUTE)  
CROSSED SECTION OF MAIN CANAL ( 4 )  
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN  
SUBMITTED *[Signature]* DATE AUGUST 30 1971  
APPROVED *[Signature]* DWG. NO 50



C	1.7
B	7.0
R	

C	0.8
B	6.0
R	

C	1.0
B	9.4
R	

C	1.3
B	8.2
R	

C	0.5
B	6.4
R	

C	0.5
B	12.1
R	

C	0.3
B	13.5
R	

C	6.9
B	
R	

C	
B	16.8
R	

C	6.9
B	
R	

C	3.5
B	3.3
R	

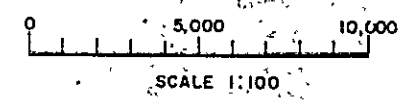
C	
B	33.7
R	

C	1.7
B	7.0
R	

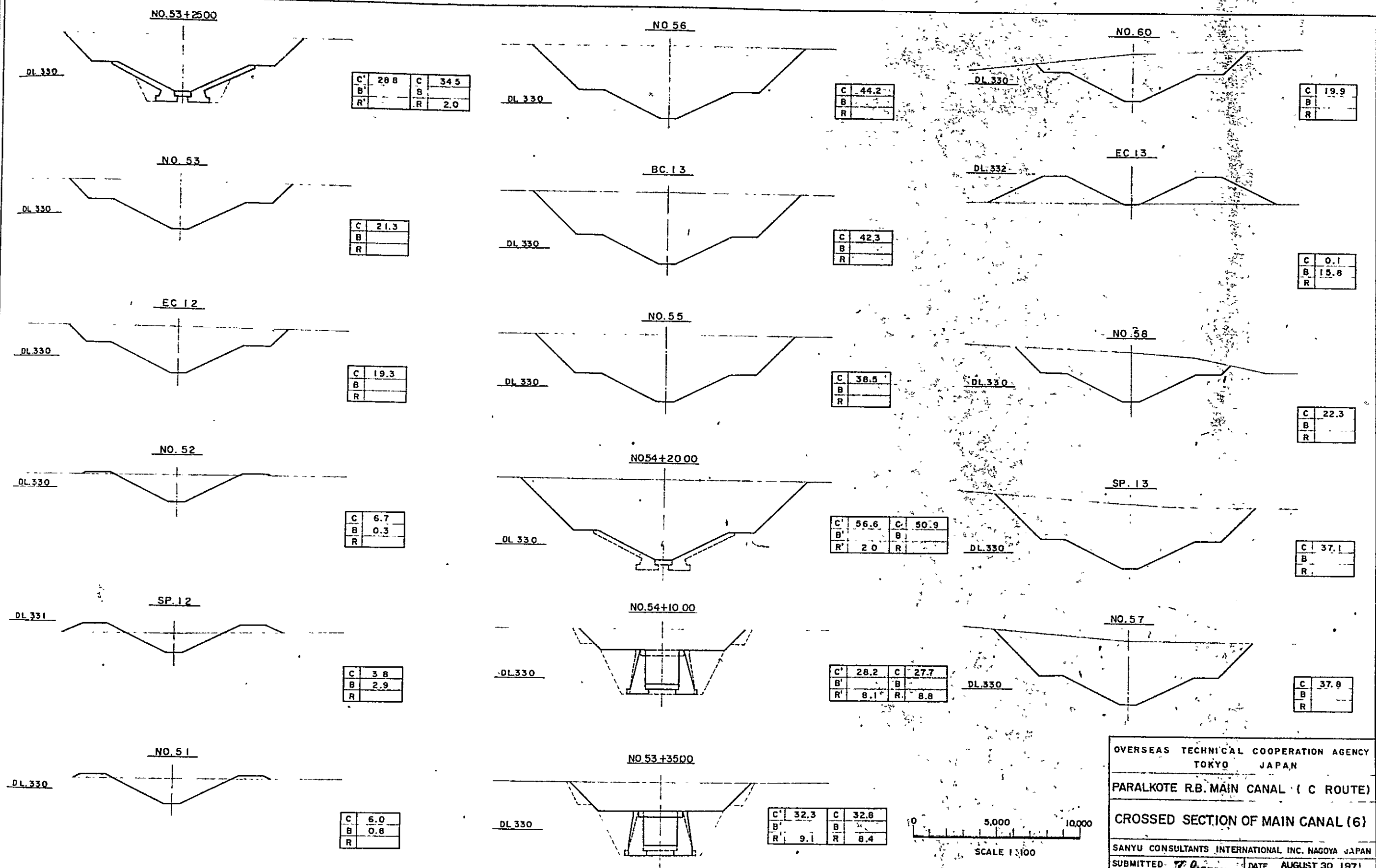
C	4.7
B	1.8
R	

C	
B	64.0
R	

C	2.5
B	5.0
R	



OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN  
 PARALKOTE R.B. MAIN CANAL ( C ROUTE )  
 CROSSED SECTION OF MAIN CANAL ( 5 )  
 SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN  
 SUBMITTED *T. [Signature]* DATE AUGUST 30 1971  
 APPROVED *T. [Signature]* DWG. NO. 51



C'	28.8	C	34.5
B'		B	
R'		R	2.0

C	44.2
B	
R	

C	19.9
B	
R	

C	21.3
B	
R	

C	42.3
B	
R	

C	0.1
B	15.8
R	

C	19.3
B	
R	

C	38.5
B	
R	

C	22.3
B	
R	

C	6.7
B	0.3
R	

C'	56.6	C	50.9
B'		B	
R'	2.0	R	

C	37.1
B	
R	

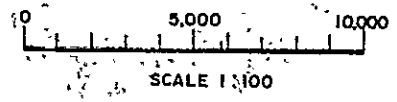
C	3.8
B	2.9
R	

C'	28.2	C	27.7
B'	8.1	B	
R'		R	8.8

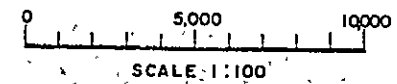
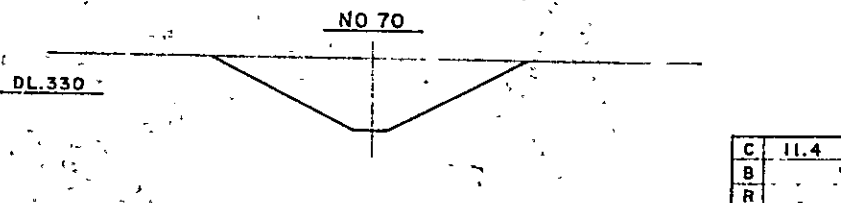
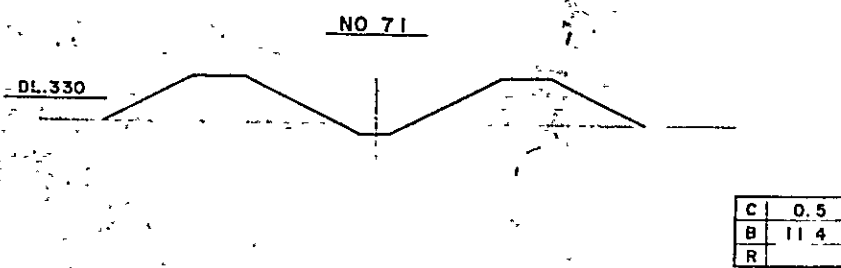
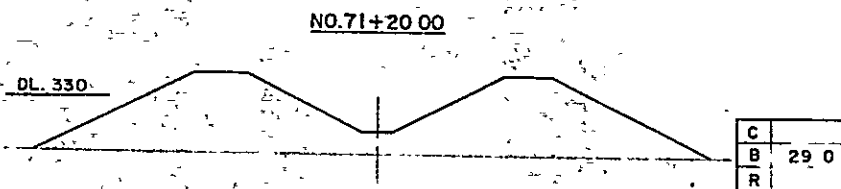
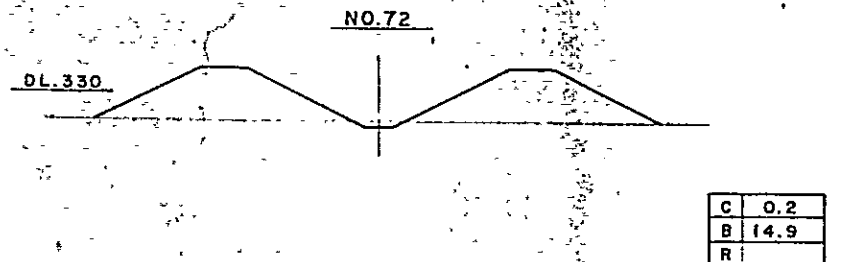
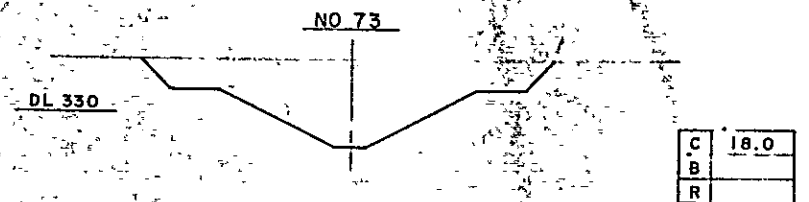
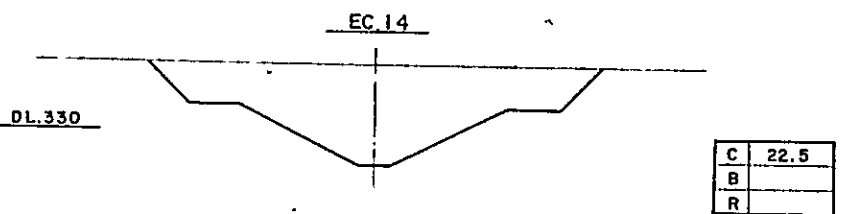
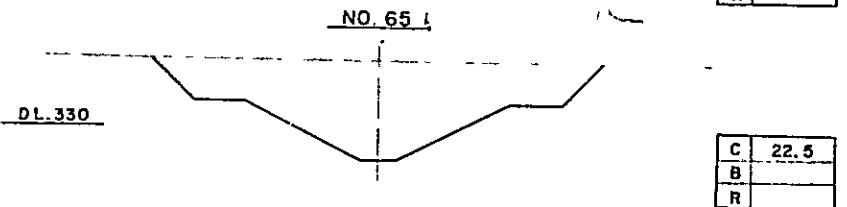
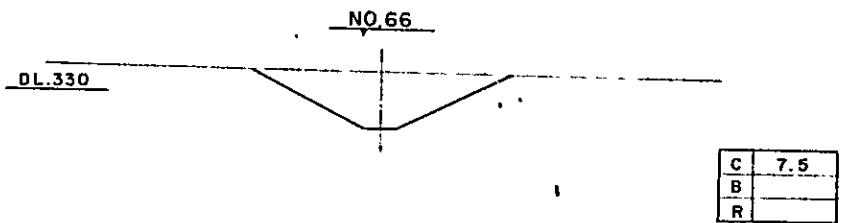
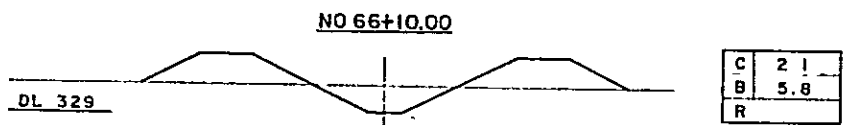
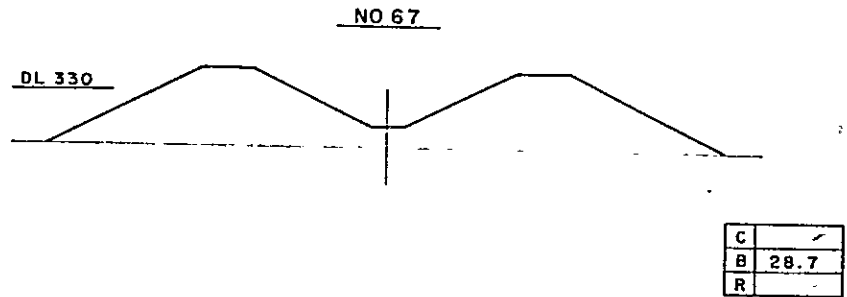
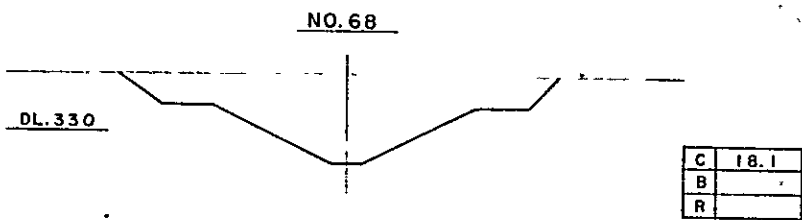
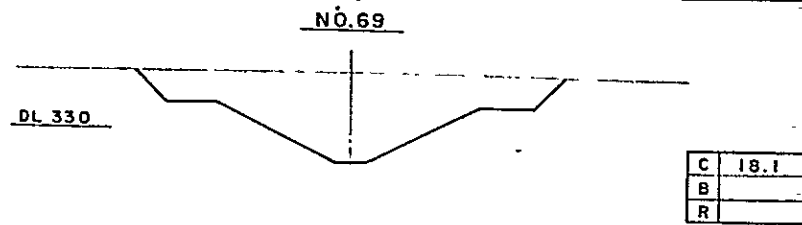
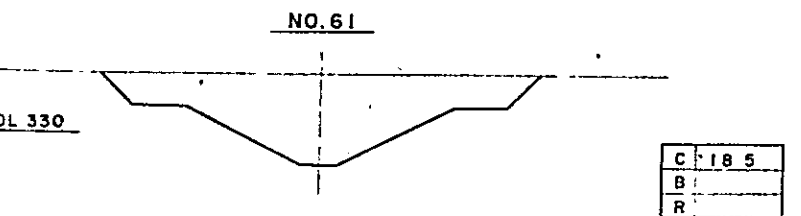
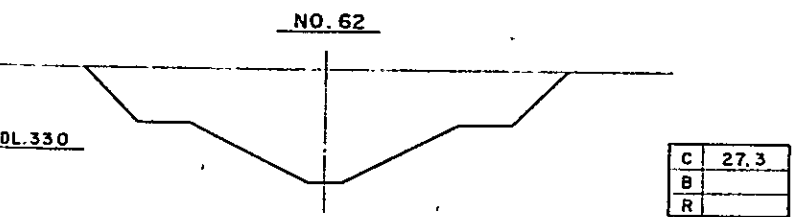
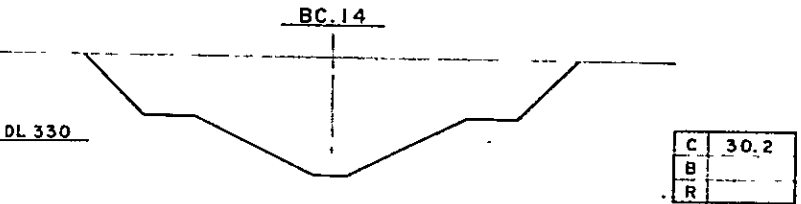
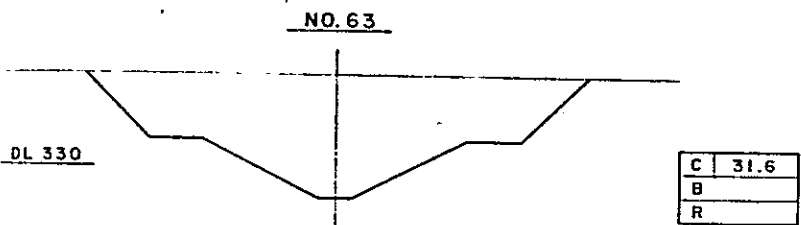
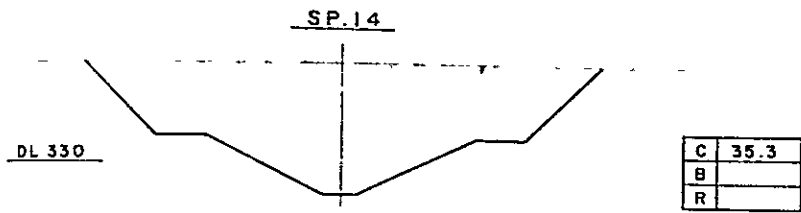
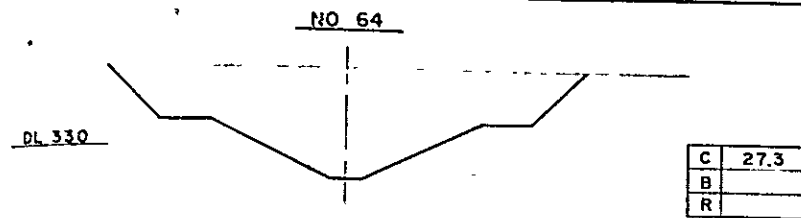
C	37.8
B	
R	

C	6.0
B	0.8
R	

C'	32.3	C	32.8
B'		B	
R'	9.1	R	8.4



OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN  
 PARALKOTE R.B. MAIN CANAL ( C ROUTE)  
 CROSSED SECTION OF MAIN CANAL (6)  
 SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN  
 SUBMITTED: *[Signature]* DATE AUGUST 30 1971  
 APPROVED: *[Signature]* DWG.NO 52



OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN

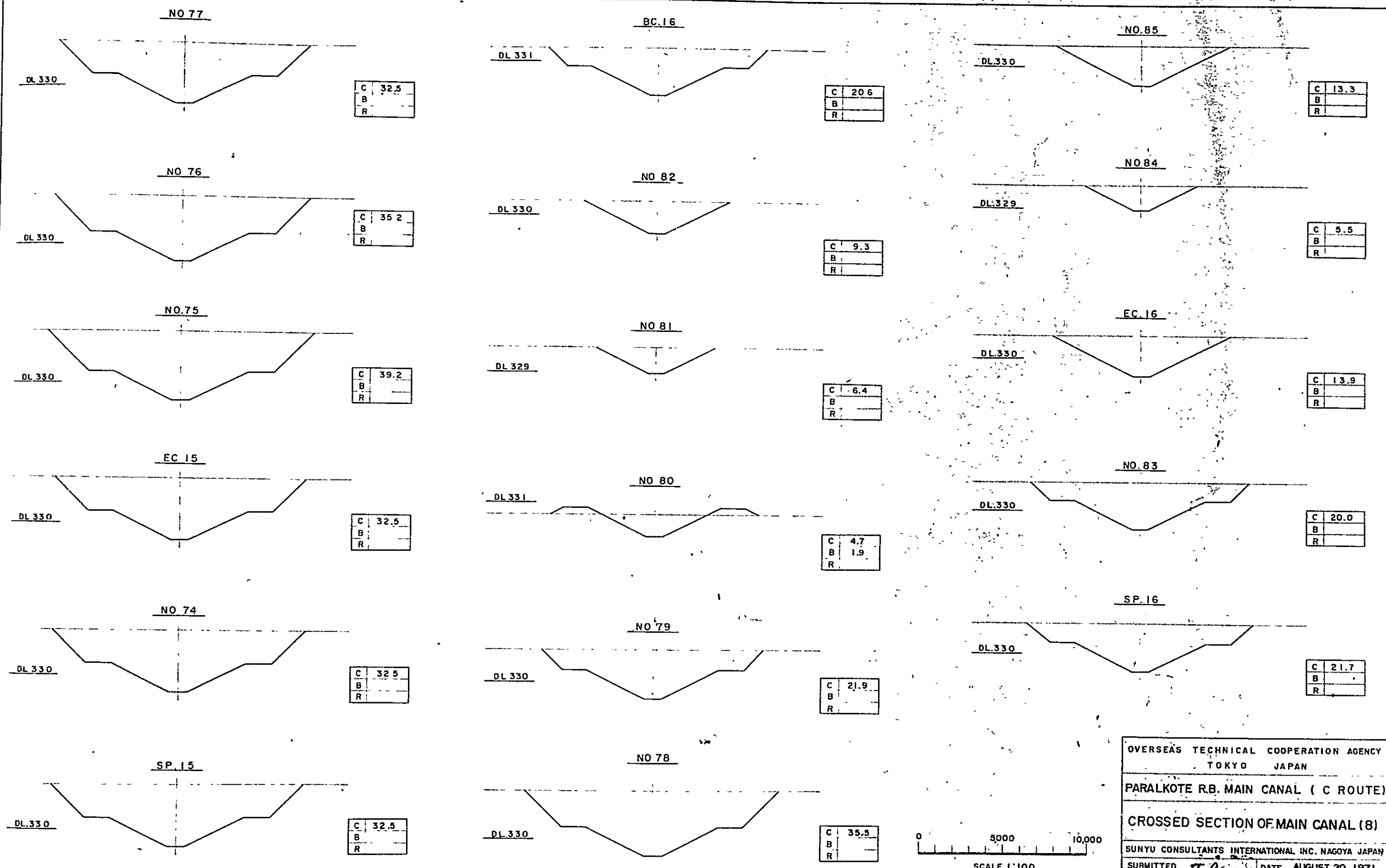
PARALKOTE R.B. MAIN CANAL ( C ROUTE)

CROSSED SECTION OF MAIN CANAL ( 7)

SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED *T. Yamada* DATE AUGUST 30 1971

APPROVED *T. Yamada* DWG.NO. 53



C	32.5
B	
R	

C	20.6
B	
R	

C	13.3
B	
R	

C	35.2
B	
R	

C	9.3
B	
R	

C	5.5
B	
R	

C	39.2
B	
R	

C	6.4
B	
R	

C	13.9
B	
R	

C	32.5
B	
R	

C	4.7
B	1.9
R	

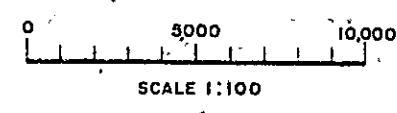
C	20.0
B	
R	

C	32.5
B	
R	

C	21.9
B	
R	

C	21.7
B	
R	

C	35.5
B	
R	



OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

PARALKOTE R.B. MAIN CANAL ( C ROUTE)

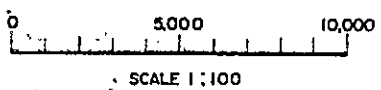
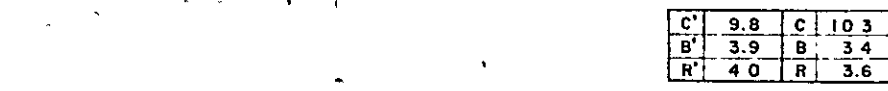
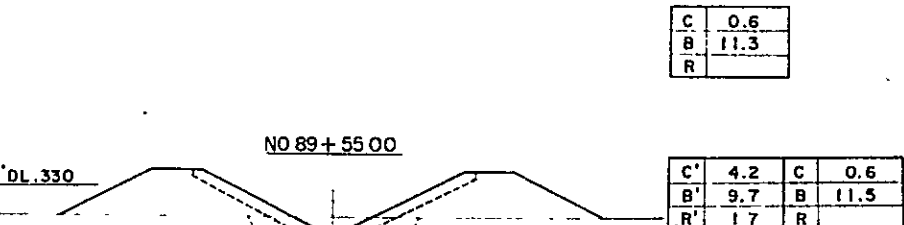
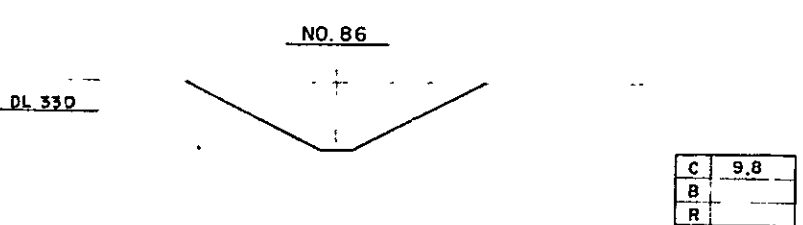
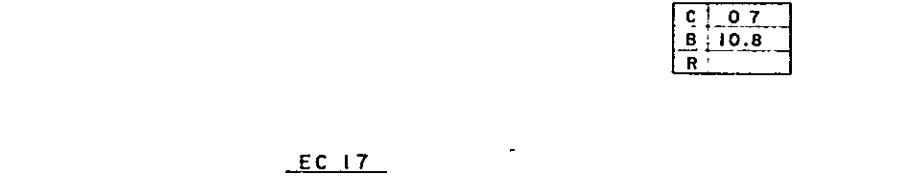
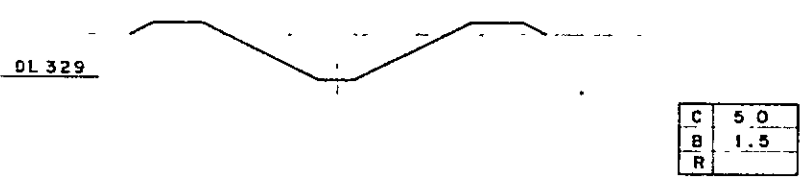
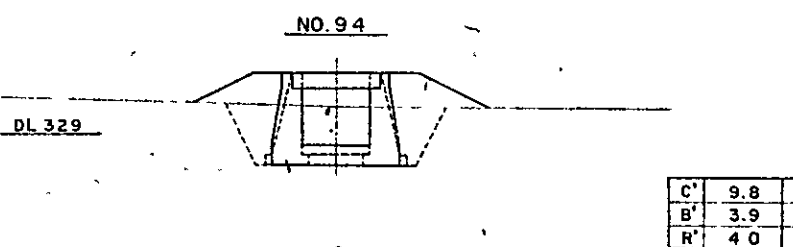
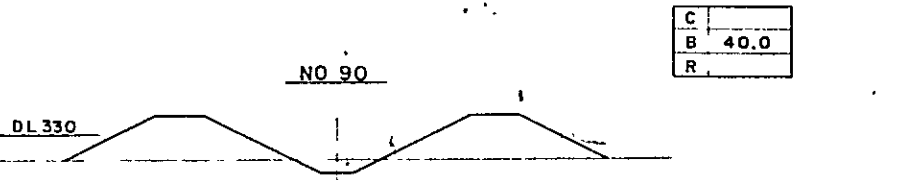
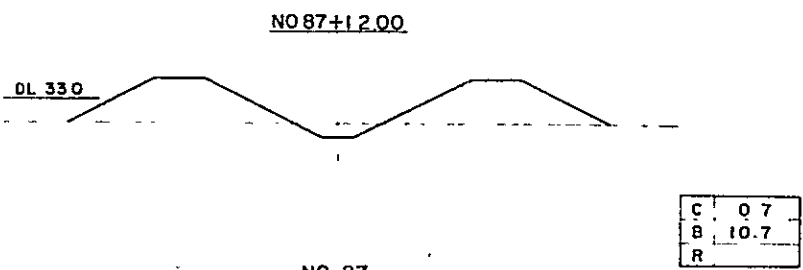
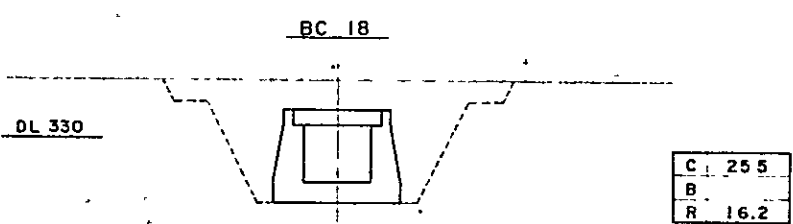
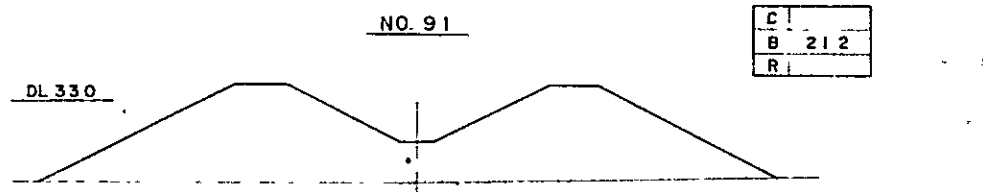
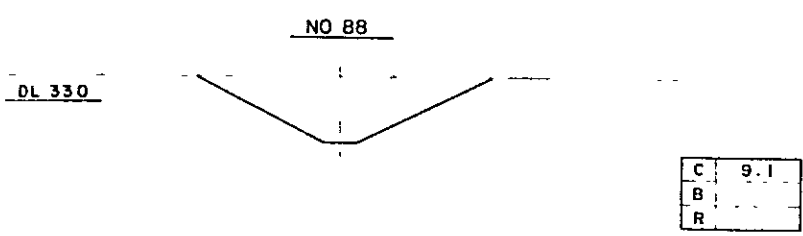
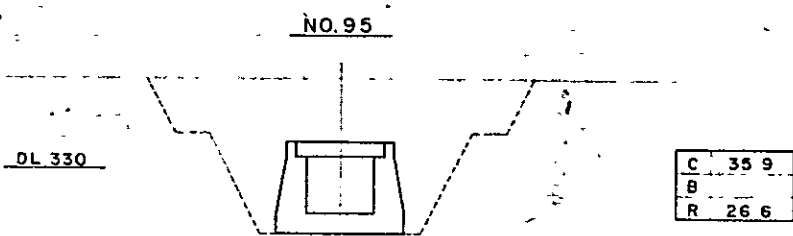
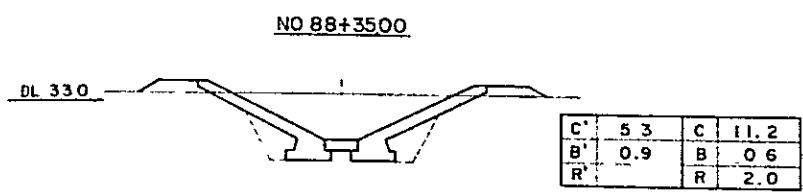
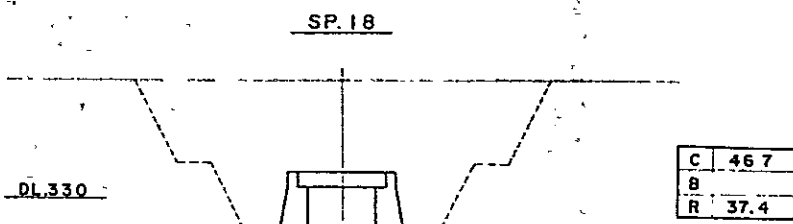
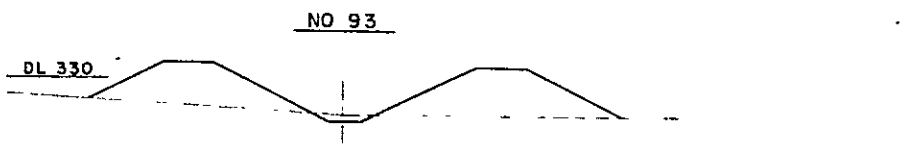
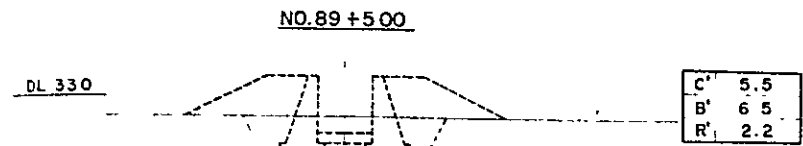
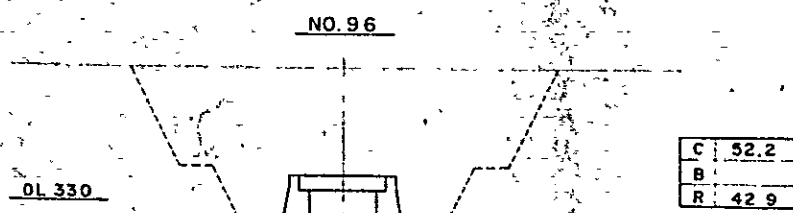
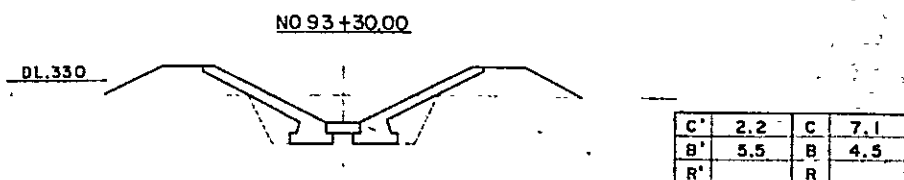
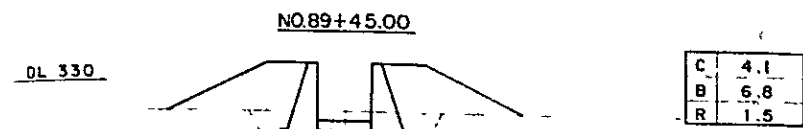
CROSSED SECTION OF MAIN CANAL (8)

SUNYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED *[Signature]* DATE AUGUST 30 1971

APPROVED *[Signature]* DWG. NO. 54





OVERSEAS TECHNICAL COOPERATION AGENCY.  
TOKYO JAPAN

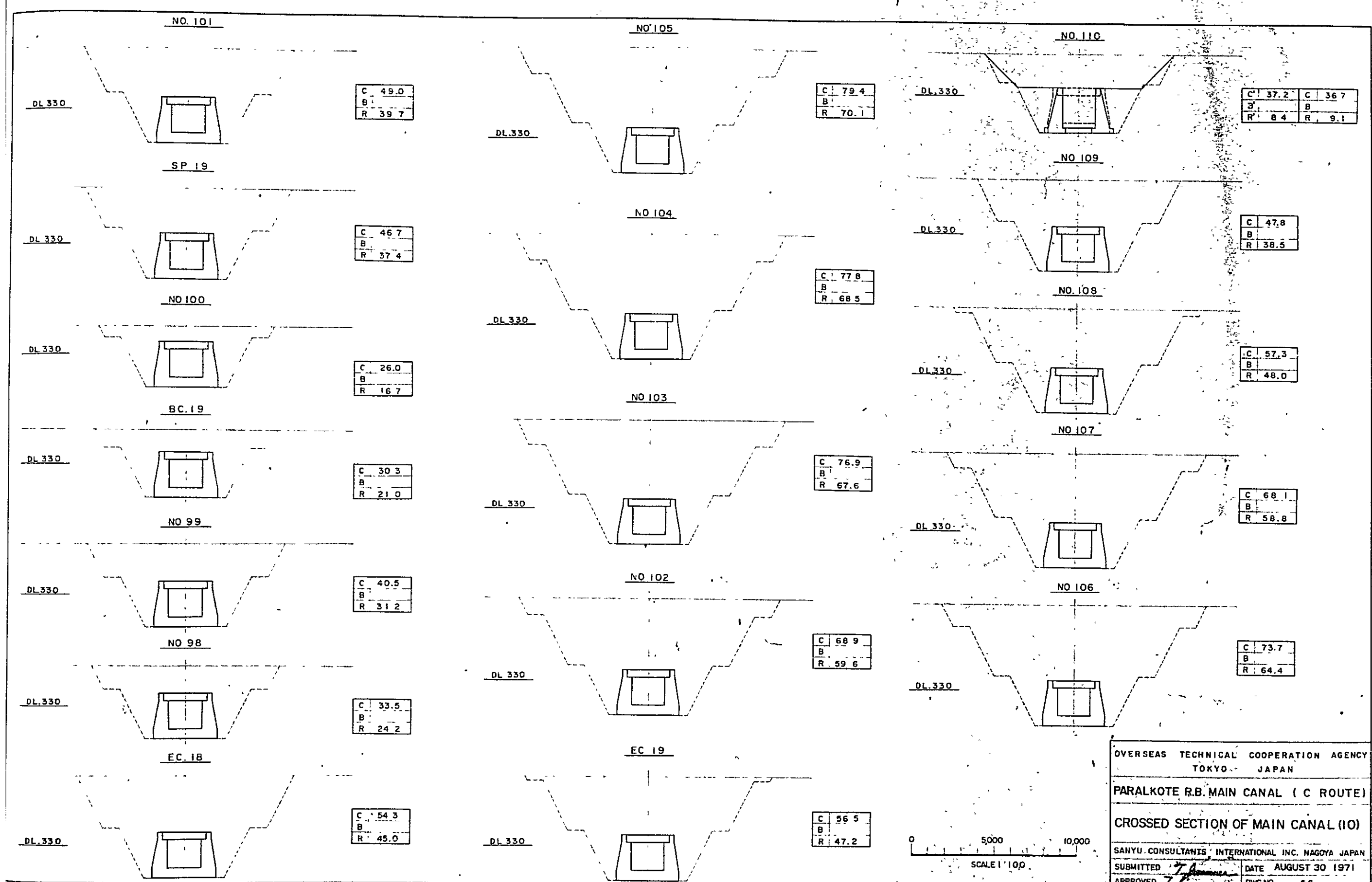
PARALKOTE RB. MAIN CANAL ( C ROUTE)

CROSSED SECTION OF MAIN CANAL (9)

SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED *[Signature]* DATE AUGUST 30 1971

APPROVED *[Signature]* DWG. NO. 55



OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO - JAPAN

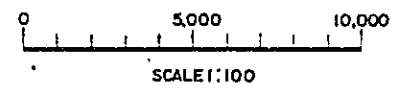
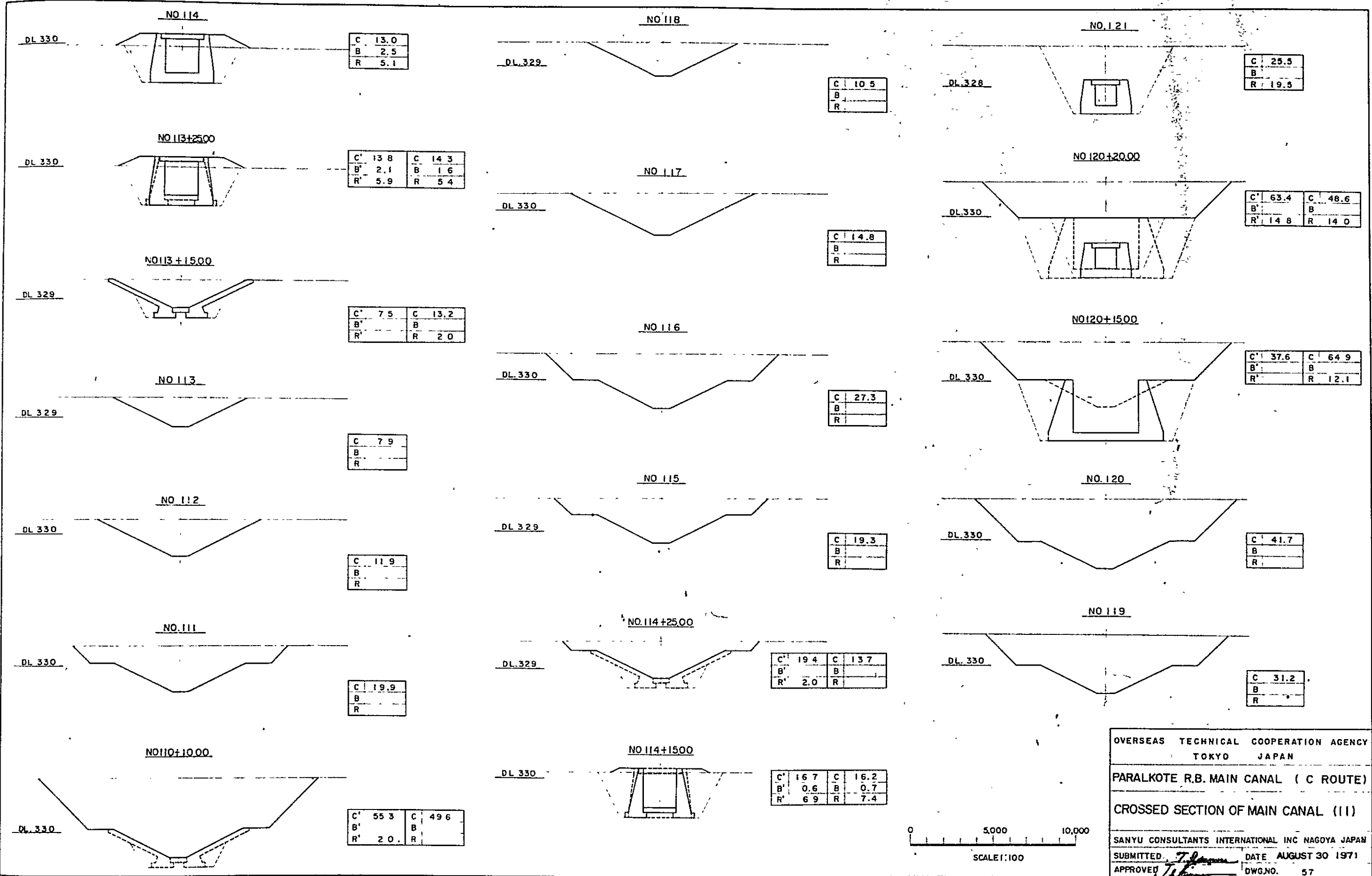
PARALKOTE R.B. MAIN CANAL ( C ROUTE)

CROSSED SECTION OF MAIN CANAL (10)

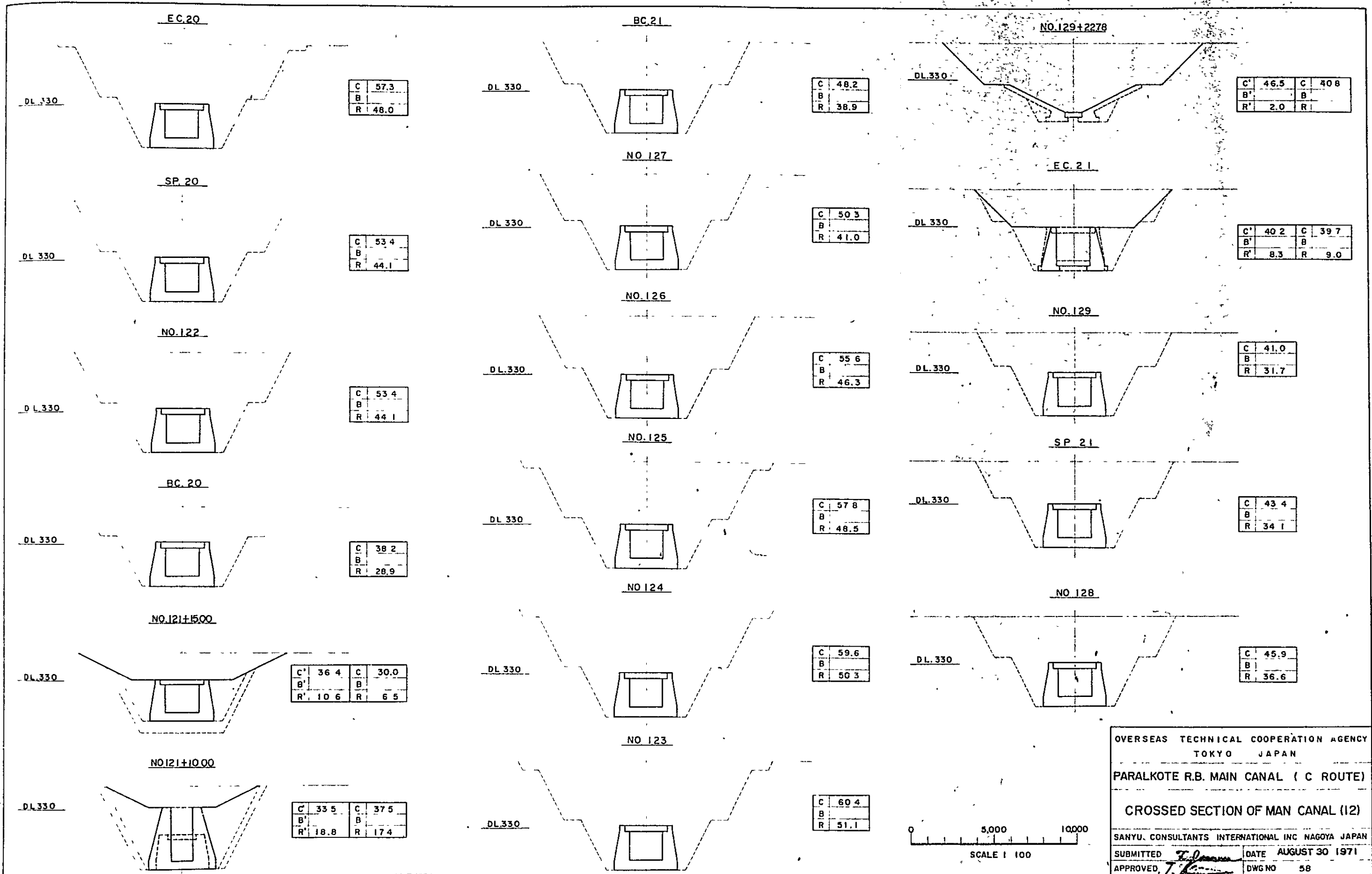
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED *T. Amura* DATE AUGUST 30 1971

APPROVED *T. Amura* DWG. NO. 56



OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN  
 PARALKOTE R.B. MAIN CANAL ( C ROUTE )  
 CROSSED SECTION OF MAIN CANAL ( I I )  
 SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN  
 SUBMITTED *T. Yamamoto* DATE AUGUST 30 1971  
 APPROVED *T. Yamamoto* DWG. NO. 57



C	57.3
B	
R	48.0

C	53.4
B	
R	44.1

C	53.4
B	
R	44.1

C	38.2
B	
R	28.9

C'	36.4	C	30.0
B'		B	
R'	10.6	R	6.5

C'	33.5	C	37.5
B'		B	
R'	18.8	R	17.4

C	48.2
B	
R	38.9

C	50.3
B	
R	41.0

C	55.6
B	
R	46.3

C	57.8
B	
R	48.5

C	59.6
B	
R	50.3

C	60.4
B	
R	51.1

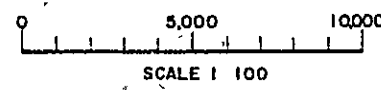
C'	46.5	C	40.8
B'		B	
R'	2.0	R	

C'	40.2	C	39.7
B'		B	
R'	8.3	R	9.0

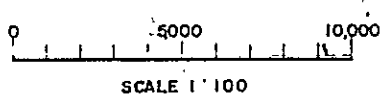
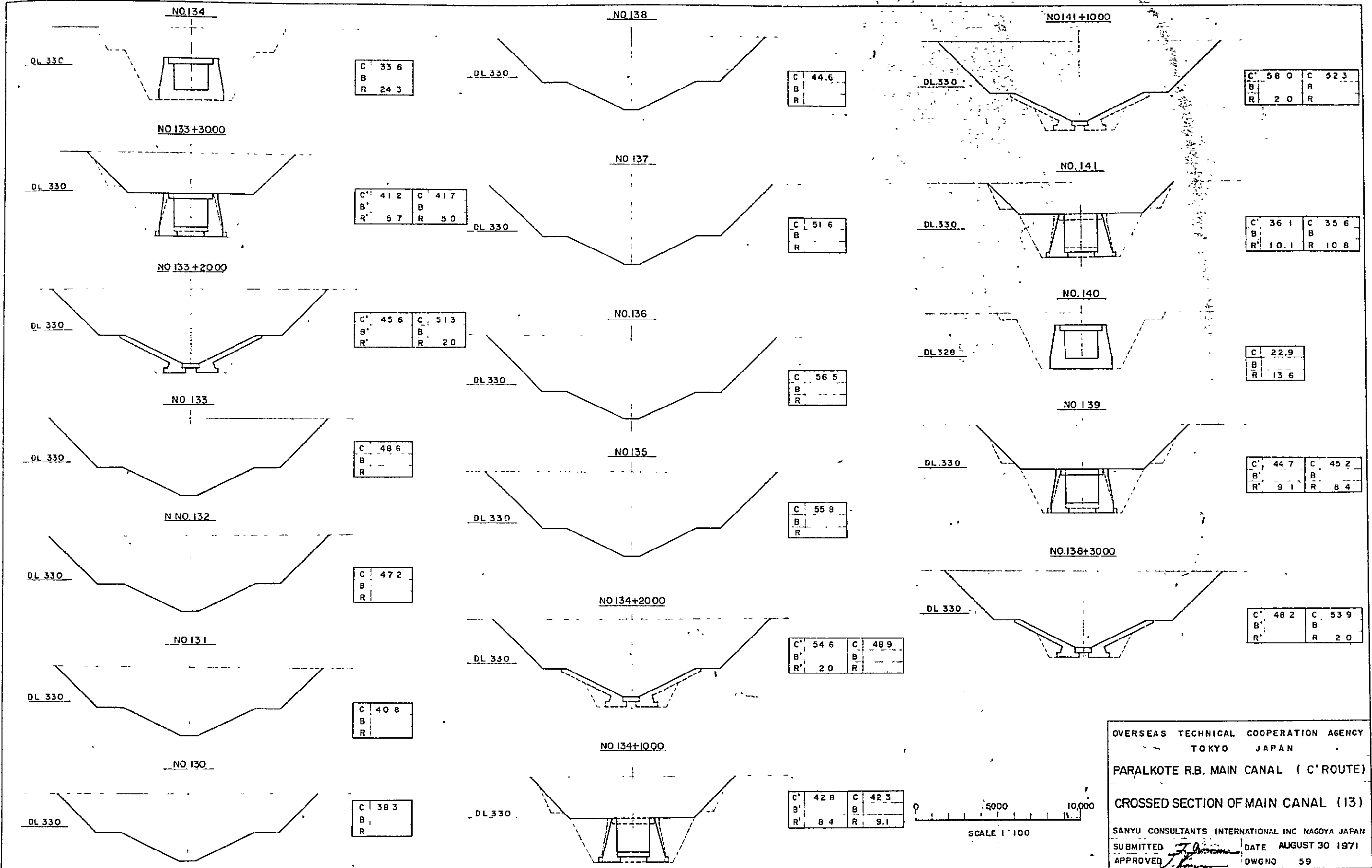
C	41.0
B	
R	31.7

C	43.4
B	
R	34.1

C	45.9
B	
R	36.6



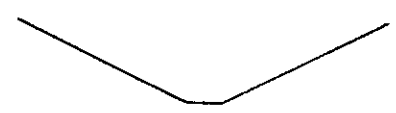
OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN  
 PARALKOTE R.B. MAIN CANAL ( C ROUTE )  
 CROSSED SECTION OF MAN CANAL (12)  
 SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN  
 SUBMITTED *[Signature]* DATE AUGUST 30 1971  
 APPROVED *[Signature]* DWG NO 58



OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN  
 PARALKOTE R.B. MAIN CANAL ( C'ROUTE)  
 CROSSED SECTION OF MAIN CANAL (13)  
 SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN  
 SUBMITTED *[Signature]* DATE AUGUST 30 1971  
 APPROVED *[Signature]* DWG NO 59

E.P.

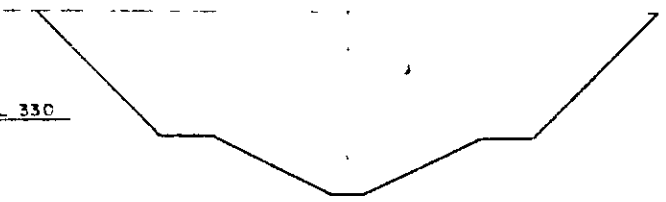
DL 326



C	145
B	
R	

NO 145

DL 330



C	57 B
B	
R	

NO 144

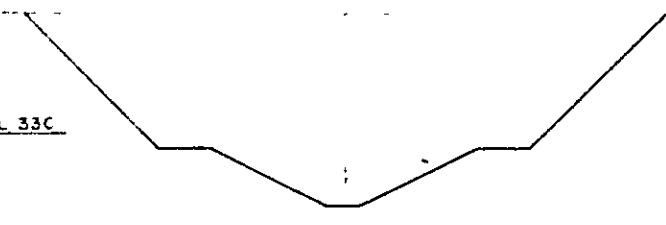
DL 330



C	67 B
B	
R	

NO 143

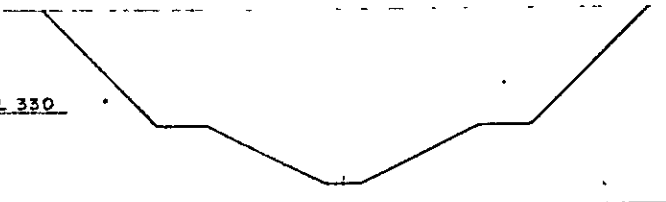
DL 330



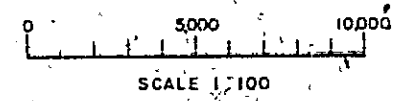
C	65 E
B	
R	

NO 142

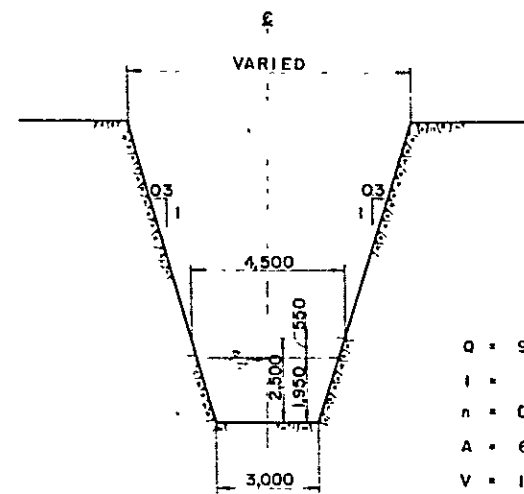
DL 330



C	55 B
B	
R	

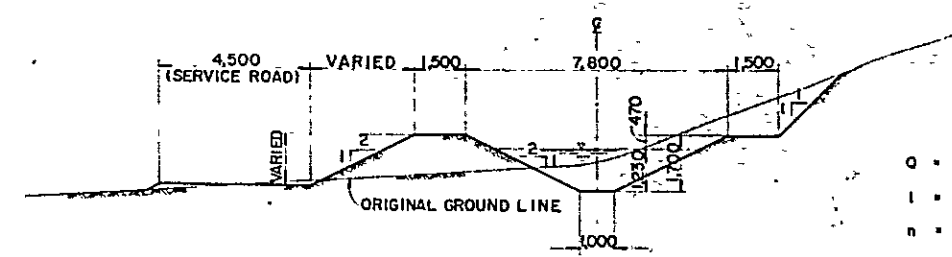


OVERSEAS TECHNICAL COOPERATION AGENCY TOKYO JAPAN	
PARALKOTE R.B. MAIN CANAL ( C ROUTE)	
CROSSED SECTION OF MAIN CANAL (14)	
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN	
SUBMITTED <i>T. Osumi</i>	DATE AUGUST 30 1971
APPROVED <i>T. Osumi</i>	DWG NO 60



$Q = 9.74 \text{ CUM/SEC}$  (DISCHARGE)  
 $I = 1/1,000$  (CANAL SLOPE)  
 $n = 0.0225$  (COEFFICIENT OF ROUGHNESS)  
 $A = 6.99 \text{ SQM}$  (FLOW AREA)  
 $V = 1.393 \text{ M/SEC}$  (VELOCITY)

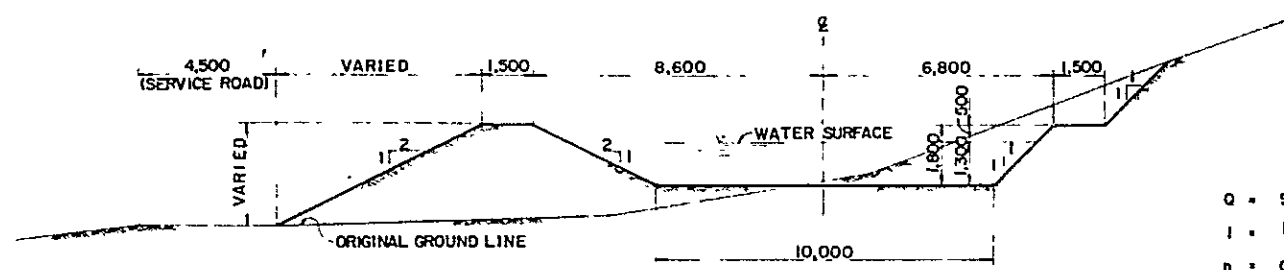
TYPE A  
SCALE 1:100



BANKING  
 TYPE D  
 SCALE 1:100  
 CUTTING

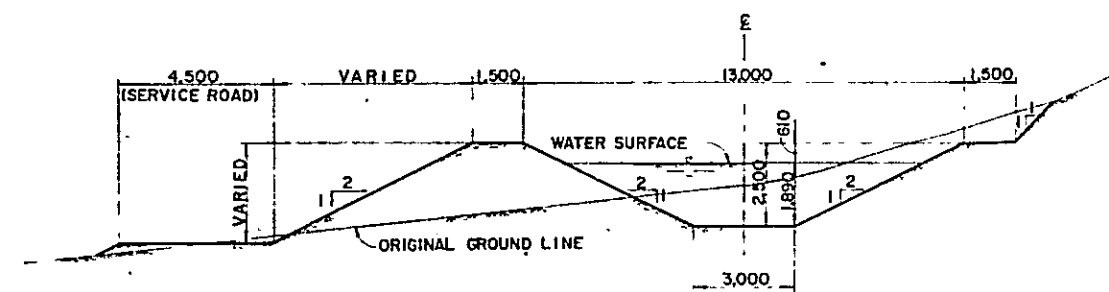
$Q = 2.02 \text{ CUM/SEC}$  (DISCHARGE)  
 $I = 1/5,000$  (CANAL SLOPE)  
 $n = 0.0225$  (COEFFICIENT OF ROUGHNESS)  
 $A = 4.26 \text{ SQM}$  (FLOW AREA)  
 $V = 0.474 \text{ M/SEC}$  (VELOCITY)

- NOTES
1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS.
  2. ABBREVIATION AND SYMBOL.  
 C : CENTERLINE.  
 E : EARTH.



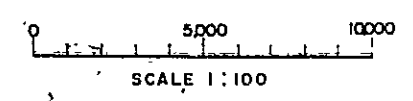
$Q = 9.68 \text{ CUM/SEC}$  (DISCHARGE)  
 $I = 1/5,000$  (CANAL SLOPE)  
 $n = 0.0225$  (COEFFICIENT OF ROUGHNESS)  
 $A = 14.69 \text{ SQM}$  (FLOW AREA)  
 $V = 0.659 \text{ M/SEC}$  (VELOCITY)

TYPE B  
SCALE 1:100

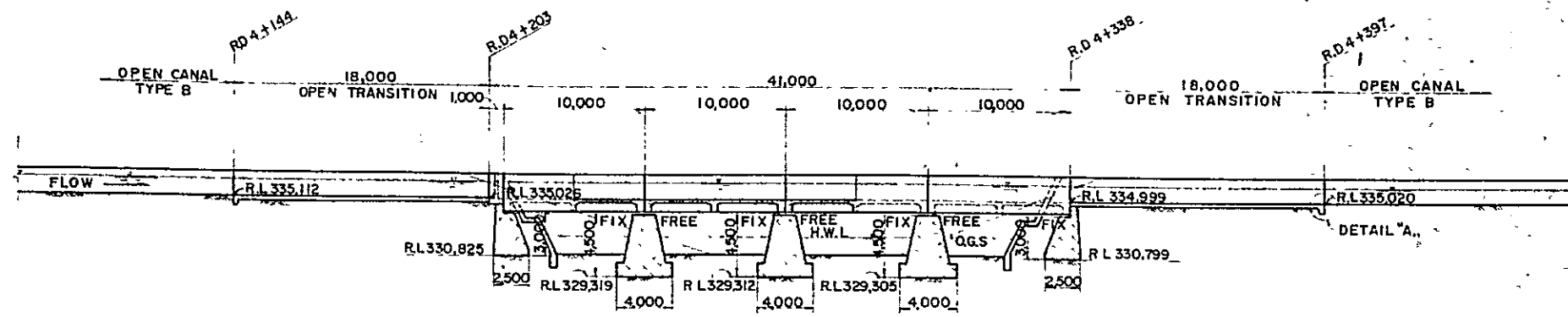


$Q = 8.67 \text{ CUM/SEC}$  (DISCHARGE)  
 $I = 1/5,000$  (CANAL SLOPE)  
 $n = 0.0225$  (COEFFICIENT OF ROUGHNESS)  
 $A = 12.81 \text{ SQM}$  (FLOW AREA)  
 $V = 0.677 \text{ M/SEC}$  (VELOCITY)




BANKING  
 TYPE C  
 SCALE 1:100  
 CUTTING

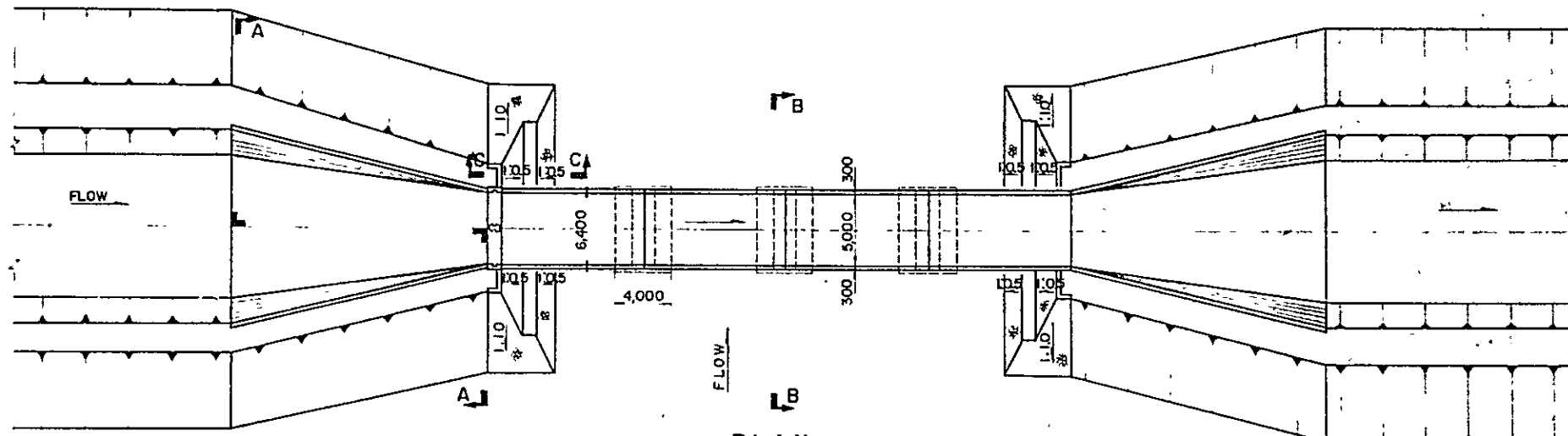


OVERSEAS TECHNICAL COOPERATION AGENCY	
TOKYO JAPAN	
PARALKOTE RB. MAIN CANAL (A,B,C. ROUTE)	
TYPICAL SECTION OF OPEN CANAL	
SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN	
SUBMITTED <i>T. H. ...</i>	DATE AUGUST 30 1971
APPROVED <i>T. H. ...</i>	DWG NO 61

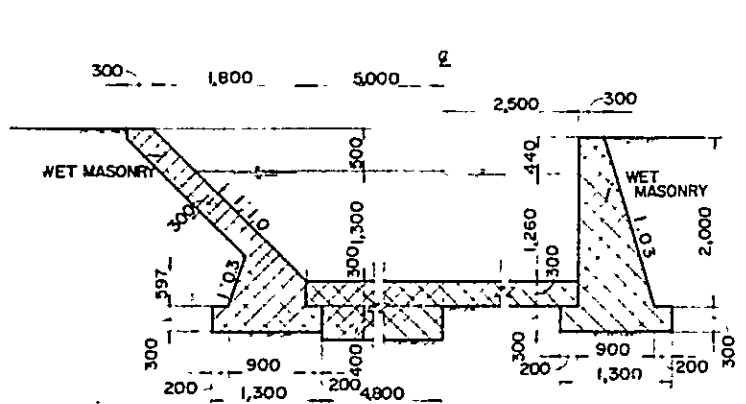


**PROFILE**  
SCALE 1:200

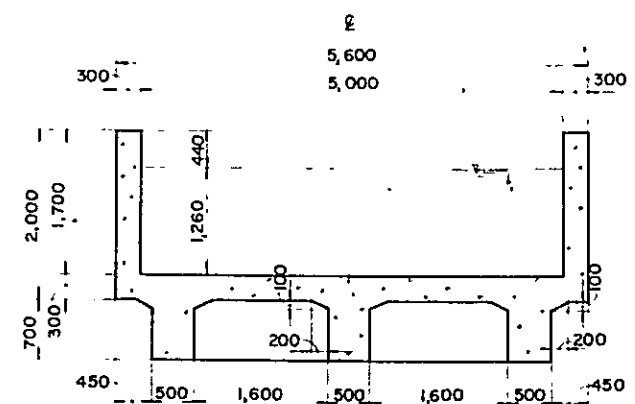
- NOTES**
- ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ELEVATIONS ARE SHOWN IN METERS.
  - REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 150<sup>kg/cm<sup>2</sup></sup>.
  - MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE 25mm.
  - FOUNDATION BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF LOWER QUALITY THAN THE MAIN CANAL EARTHWORK.
  - ABBREVIATION AND SYMBOL.  
 R L : ELEVATION  
 E : CENTERLINE.  
 CONCRETE.  
 WET MASONRY.  
 EARTH.



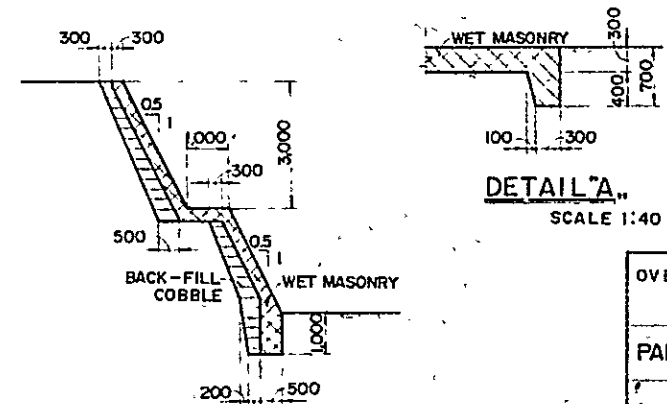
**PLAN**  
SCALE 1:200



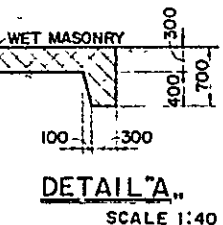
**SECTION A-A**  
SCALE 1:40



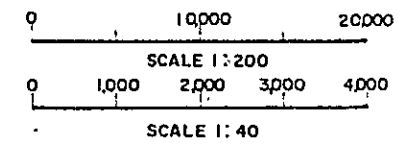
**SECTION B-B**  
SCALE 1:40



**SECTION C-C**  
SCALE 1:80

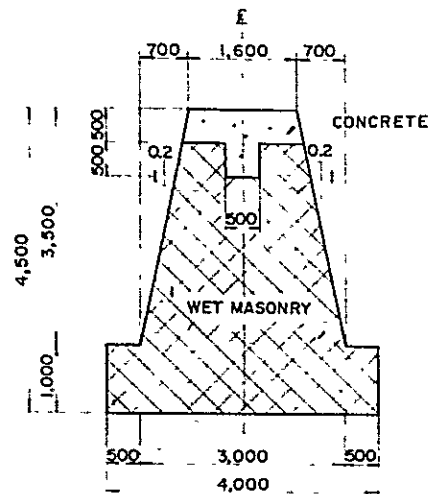


**DETAIL A**  
SCALE 1:40

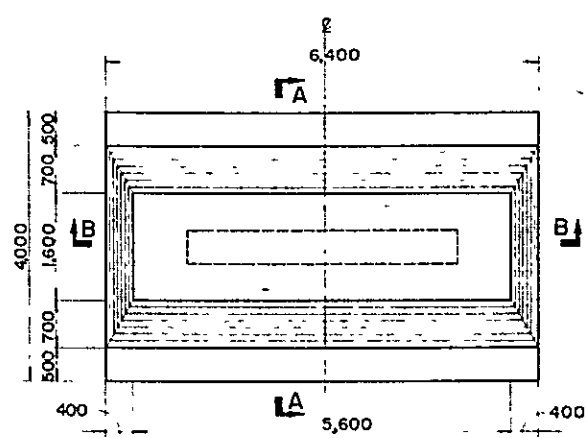


OVERSEAS TECHNICAL COOPERATION AGENCY TOKYO, JAPAN	
PARALKOTE R.B. MAIN CANAL (A ROUTE)	
NO.1 IRRIGATION AQUEDUCT (I)	
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN	
SUBMITTED <i>[Signature]</i>	DATE AUGUST 30 1971
APPROVED <i>[Signature]</i>	DWG NO 62

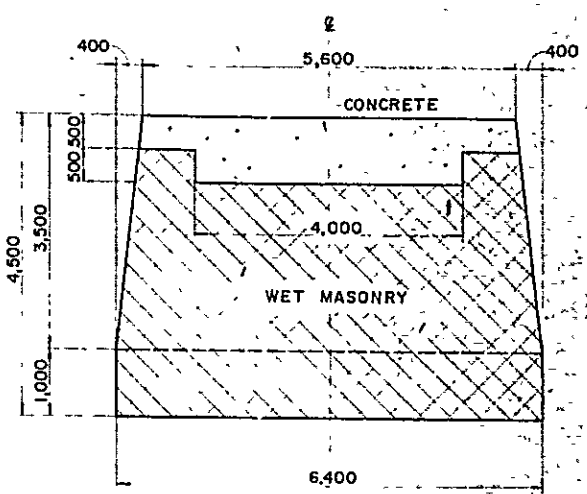




SECTION A-A  
SCALE 1:50

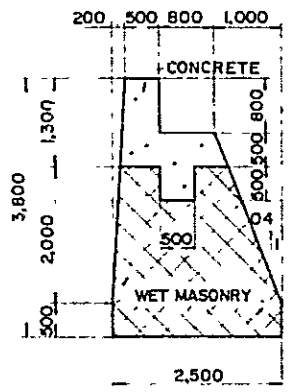


PIER PLAN  
SCALE 1:50

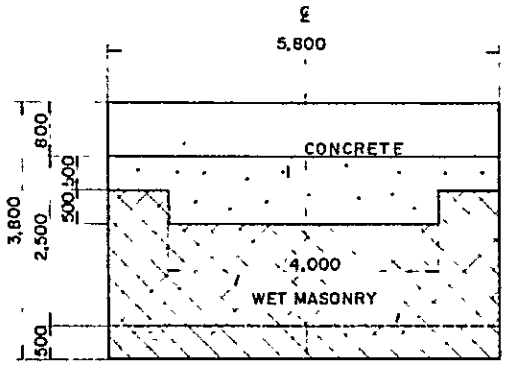


SECTION B-B  
SCALE 1:50

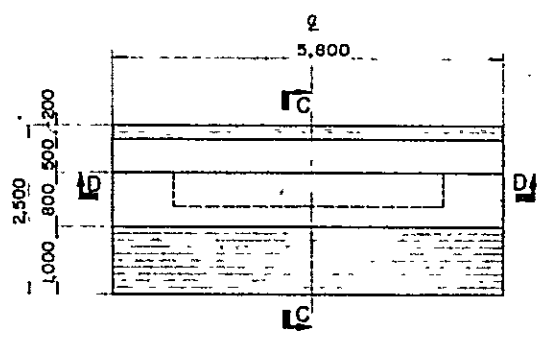
- NOTES**
1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS.
  2. REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 150<sup>kg/cm</sup>².
  3. MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE 25 mm.
  5. ABBREVIATION AND SYMBOL.  
 E . CENTELINE  
 [Hatched Box] . CONCRETE  
 [Cross-hatched Box] . WET MASONRY



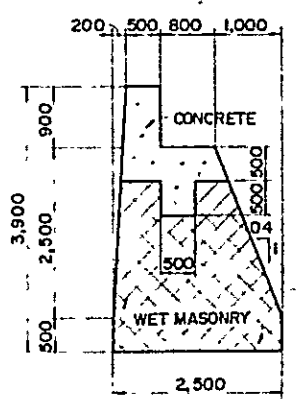
SECTION C-C  
SCALE 1:50



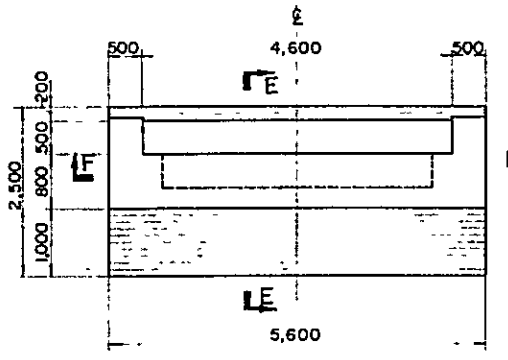
SECTION D-D  
SCALE 1:50



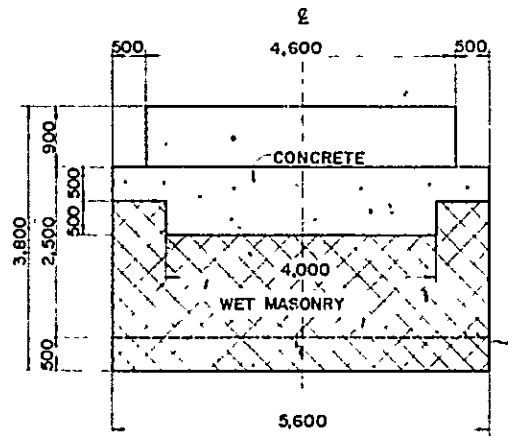
NO.1 ABUTMENT PLAN  
SCALE 1:50



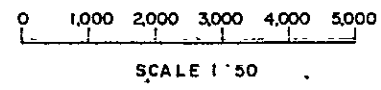
SECTION E-E  
SCALE 1:50



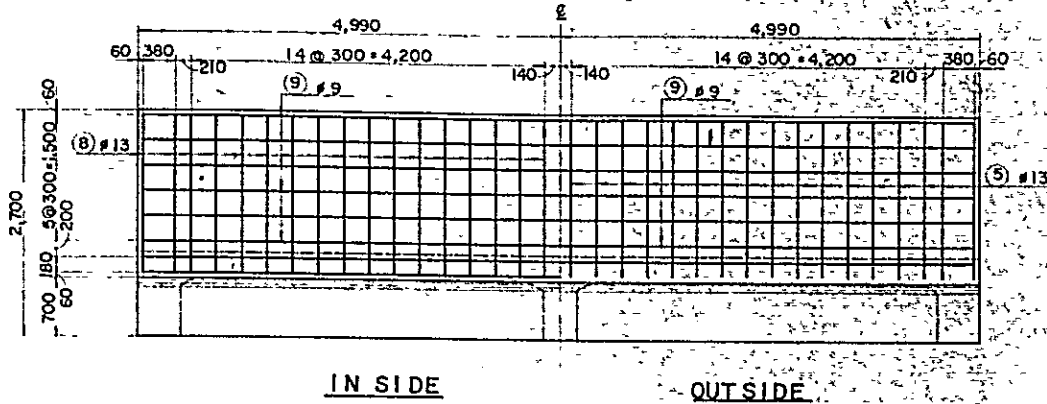
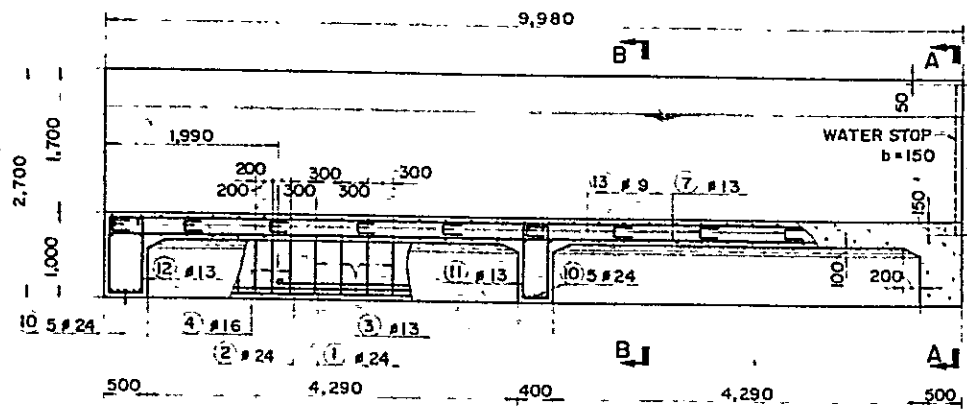
NO.2 ABUTMENT PLAN  
SCALE 1:50



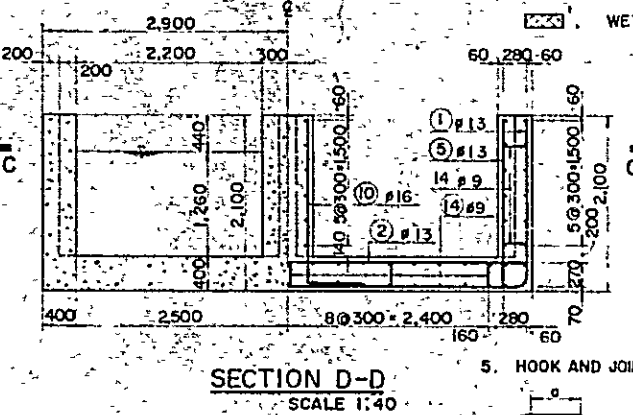
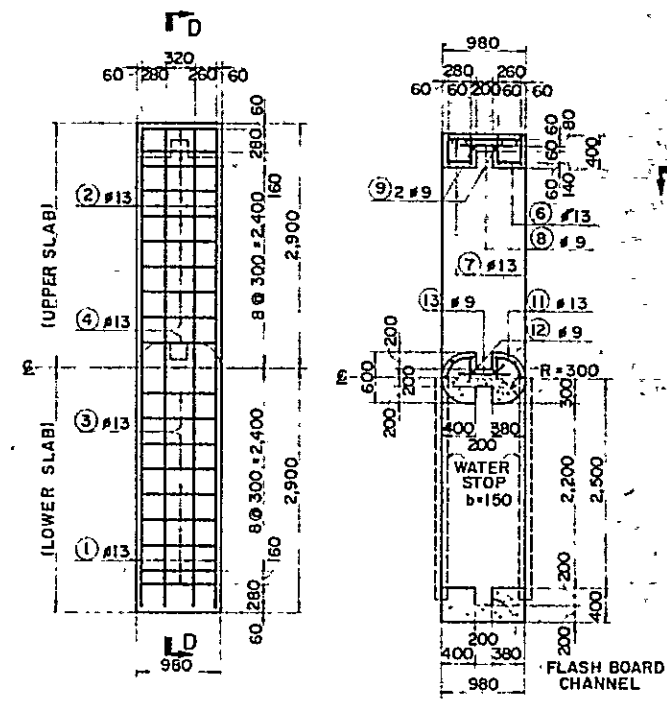
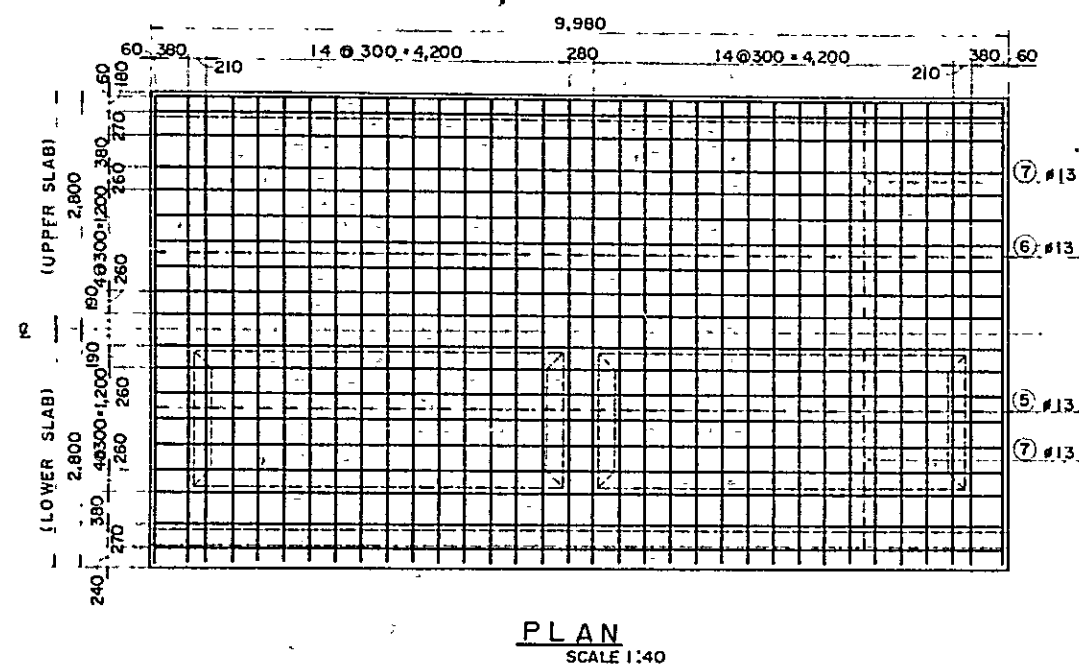
SECTION F-F  
SCALE 1:50



OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN  
 PARALKOTE R.B. MAIN CANAL ( A ROUTE )  
 NO.1 IRRIGATION AQUEDUCT (2)  
 SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN  
 SUBMITTED *[Signature]* DATE AUGUST 30 1977  
 APPROVED *[Signature]* DWG.NO. 63



- NOTES
- ALL DIMENSIONS ARE SHOWN IN MILLIMETERS.
  - REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF  $150 \text{ kg/cm}^2$ .
  - MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE 25 mm.
  - ABBREVIATION AND SYMBOL:
    - C CENTERLINE.
    - Ø DIAMETER (mm).
    - L ACTUAL LENGTH.
    - N NUMBER OF REINFORCEMENT.
    - CONCRETE
    - WET MASONRY.

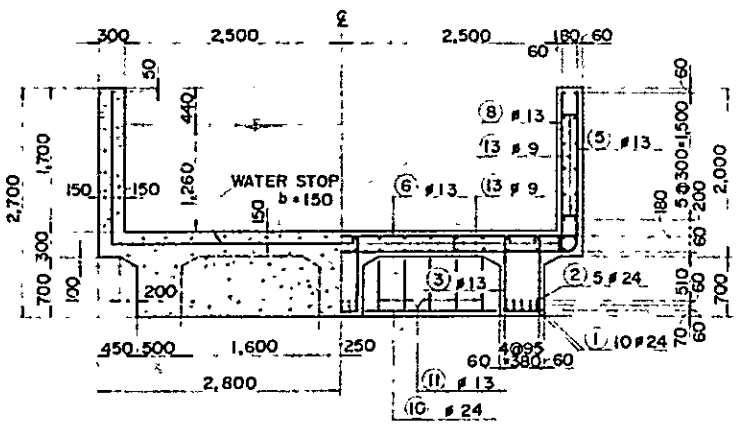
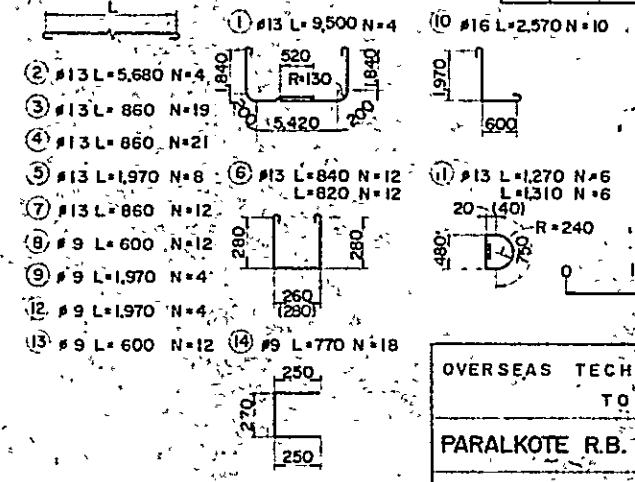


5. HOOK AND JOINT SHALL BE FORMED AS FOLLOWS.

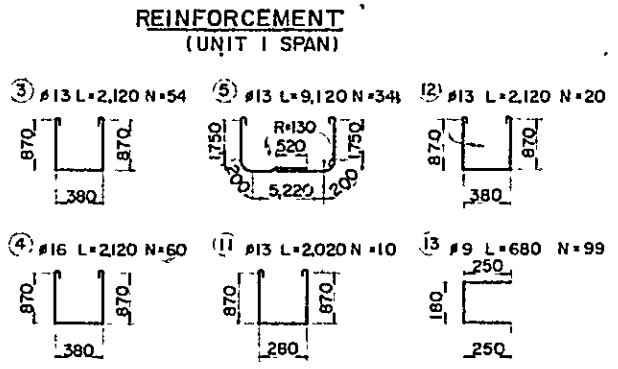


Ø	r	g	A	L
mm	mm	mm	mm	mm
9	18	23	80	360
13	26	38	120	520
16	32	50	150	640

REINFORCEMENT



- ① #24 L=9,860 N=30
- ② #24 L=6,000 N=15
- ③ #13 L=5,480 N=34
- ④ #13 L=9,860 N=38
- ⑤ #13 L=1,880 N=68
- ⑥ #9 L=9,860 N=24
- ⑦ #24 L=4,580 N=15



OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

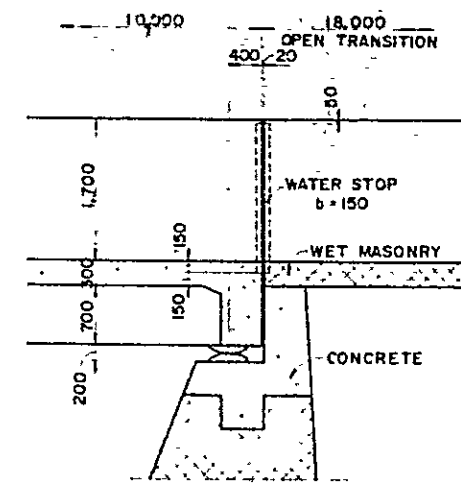
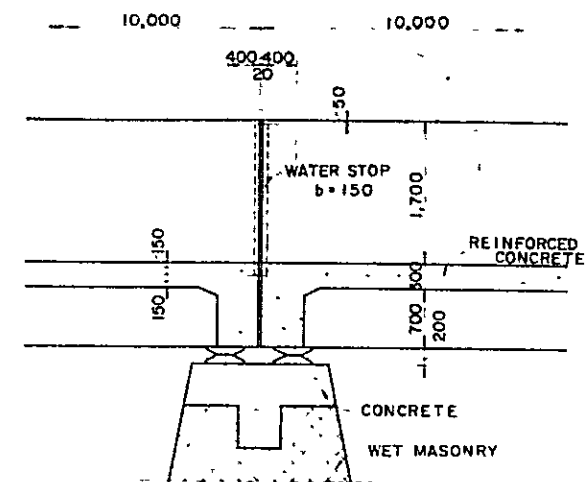
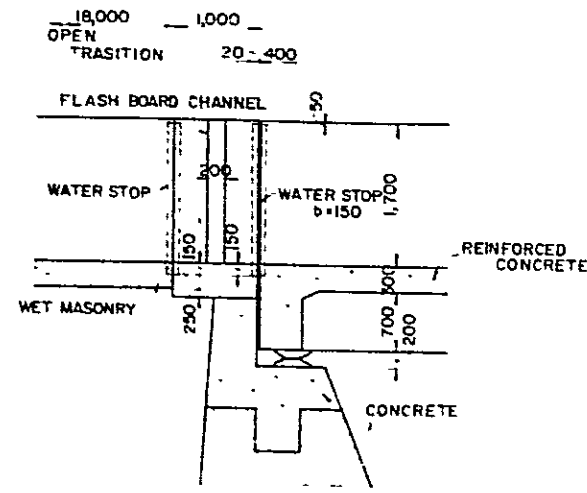
PARALKOTE R.B. MAIN CANAL (A ROUTE)

NO.1 IRRIGATION AQUEDUCT (3)

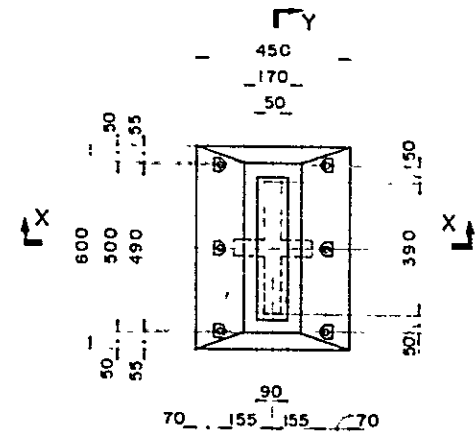
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED *[Signature]* DATE AUGUST 30 1971

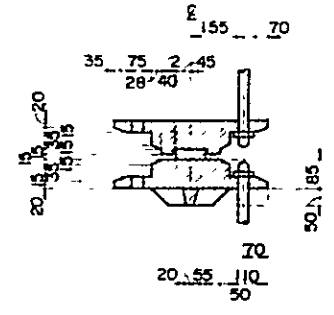
APPROVED *[Signature]* DWG. NO 64



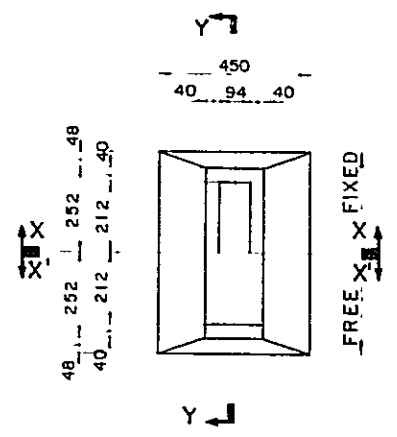
- NOTES**
1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ELEVATIONS ARE SHOWN IN METERS.
  2. REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 150 kg/cm<sup>2</sup>.
  3. MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE 25mm.
  4. ABBREVIATION AND SYMBOL.  
 C : CENTERLINE.  
 [Hatched] : CONCRETE.  
 [Dotted] : WET MASONRY.
  5. THIS FIGURE SHOWS NO.1, IRRIGATION AQUEDUCT. AND APPLI TO NO 2, NO 3, AND NO 4, IRRIGATION AQUEDUCT.



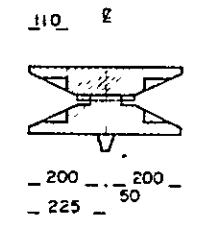
**LOWER SHOE**  
SCALE 1/10



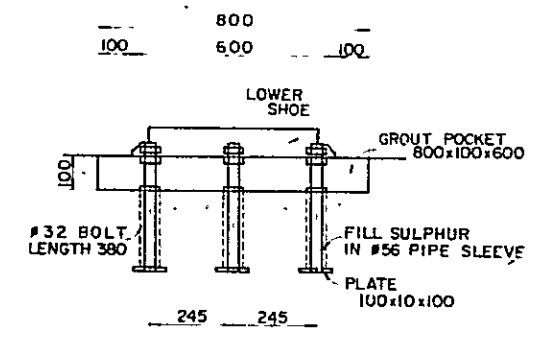
**SECTION X-X**  
(FIXED BEARING)  
SCALE 1/10



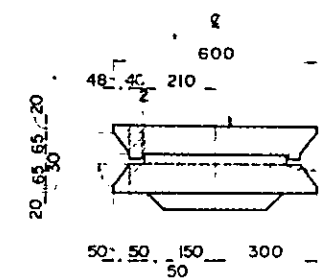
**UPPER SHOE**  
SCALE 1/10



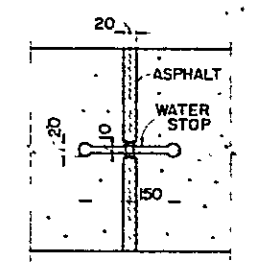
**SECTION X'-X'**  
(FREE BEARING)  
SCALE 1/10



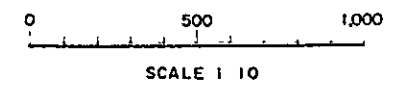
**DETAIL OF BEARING**



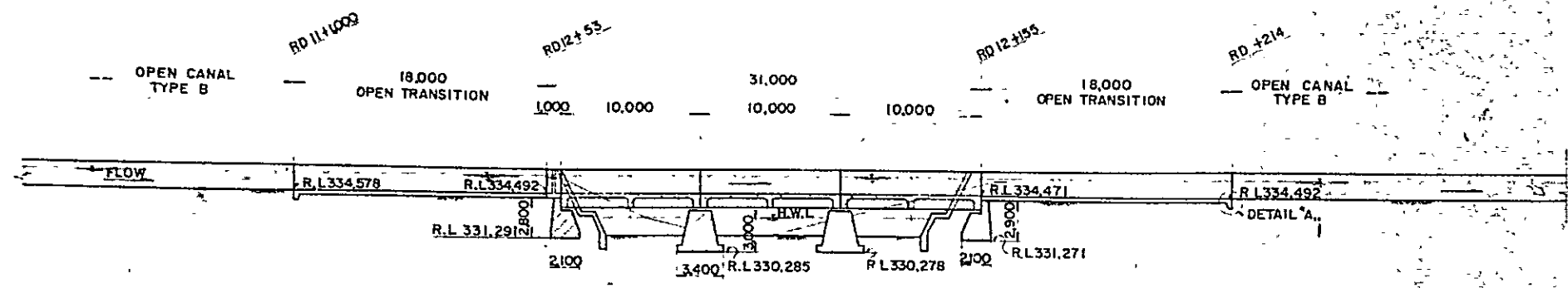
**SECTION Y-Y**  
(FIXED & FREE BEARING)  
SCALE 1/10



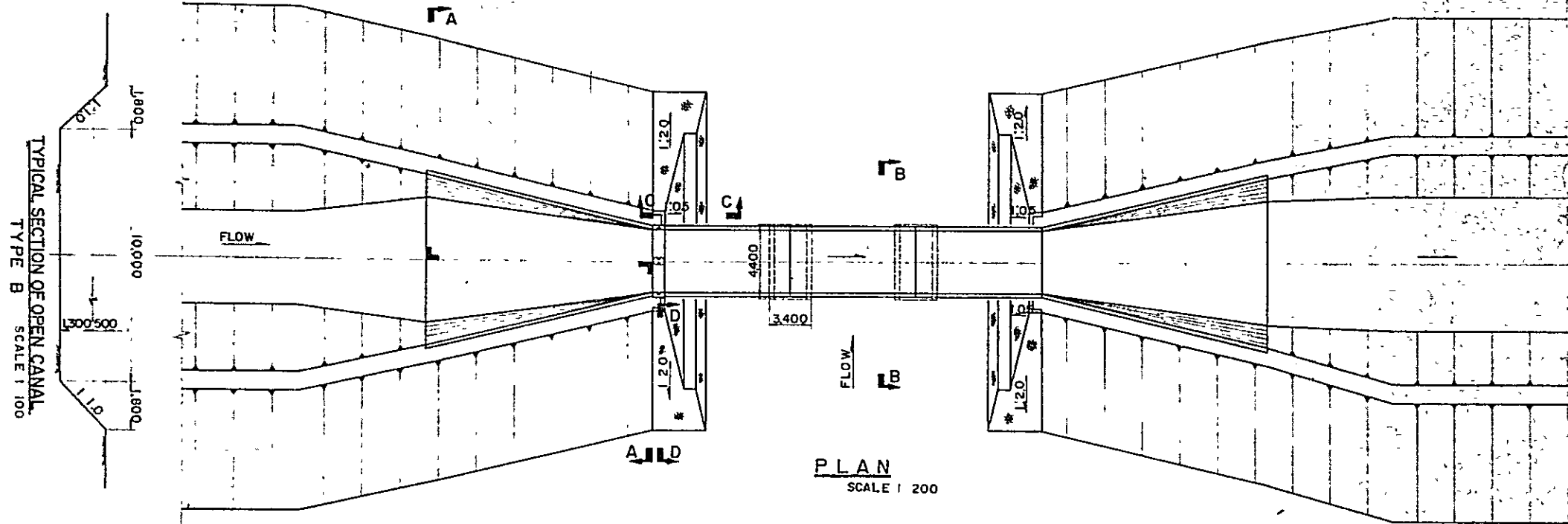
**DETAIL OF EXPANSION JOINT**  
SCALE 1.5



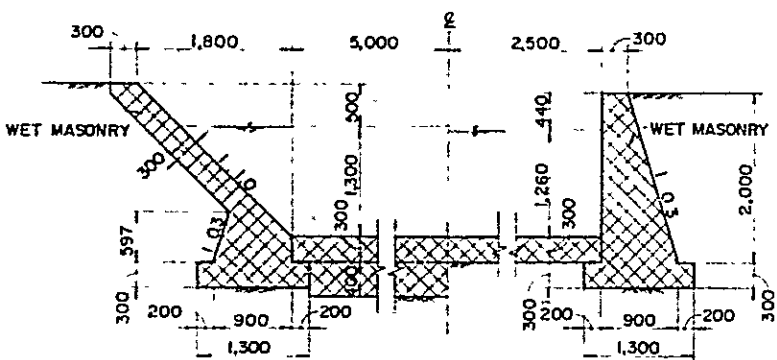
OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN  
 PARALKOTE RB. MAIN CANAL (A ROUTE)  
 NO.1, IRRIGATION AQUEDUCT (4)  
 SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN  
 SUBMITTED [Signature] DATE AUGUST 30 1971  
 APPROVED [Signature] DWGNO 65



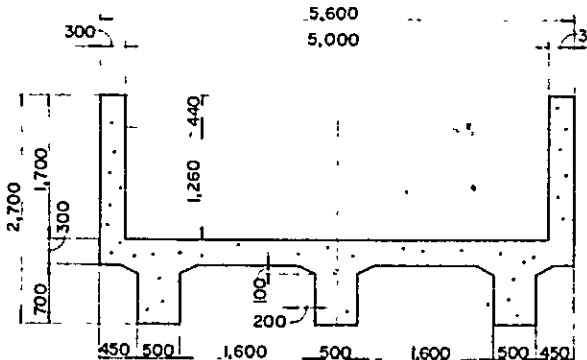
PROFILE  
SCALE 1:200



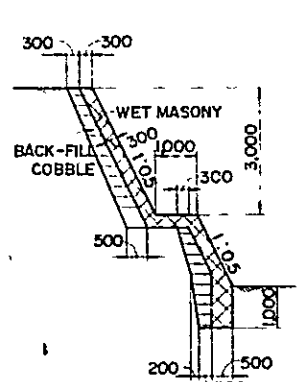
PLAN  
SCALE 1:200



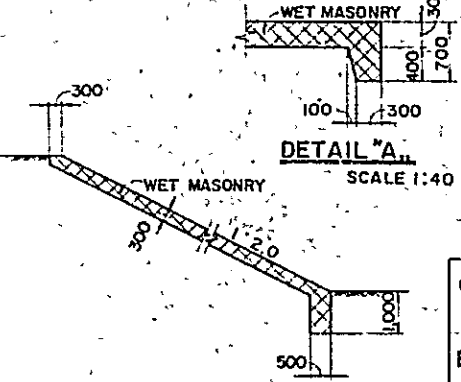
SECTION A-A  
SCALE 1:40



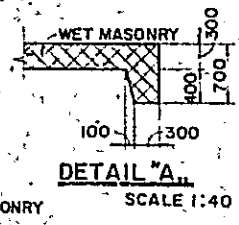
SECTION B-B  
SCALE 1:40



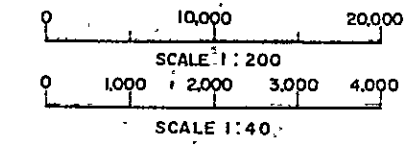
SECTION C-C  
SCALE 1:80



SECTION D-D  
SCALE 1:80

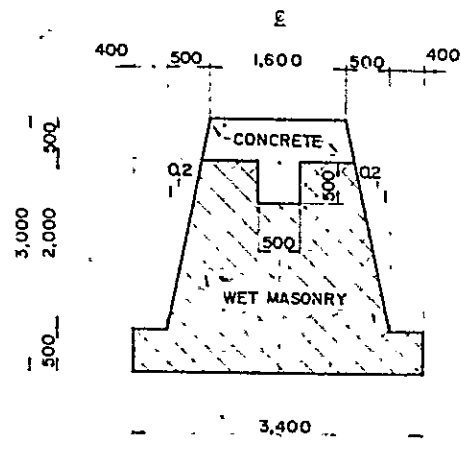


DETAIL A  
SCALE 1:40

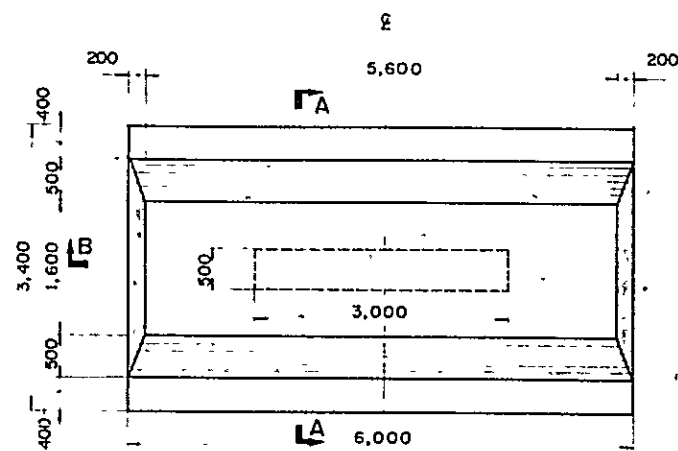


- NOTES
1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ELEVATIONS ARE SHOWN IN METERS.
  2. REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 150<sup>kg</sup>/sqcm.
  3. MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE 25<sup>mm</sup>.
  4. FOUNDATION BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF LOWER QUALITY THAN THE MAIN CANAL EARTHWORK.
  5. ABBREVIATION AND SYMBOL,  
 R.L : ELEVATION.  
 E : CENTERLINE  
 [Symbol] : CONCRETE.  
 [Symbol] : WET MASONRY.  
 [Symbol] : EARTH.
  6. REINFORCEMENT OF NO.2, IRRIGATION AQUEDUCT IS SAME AS NO.1, IRRIGATION AQUEDUCT.

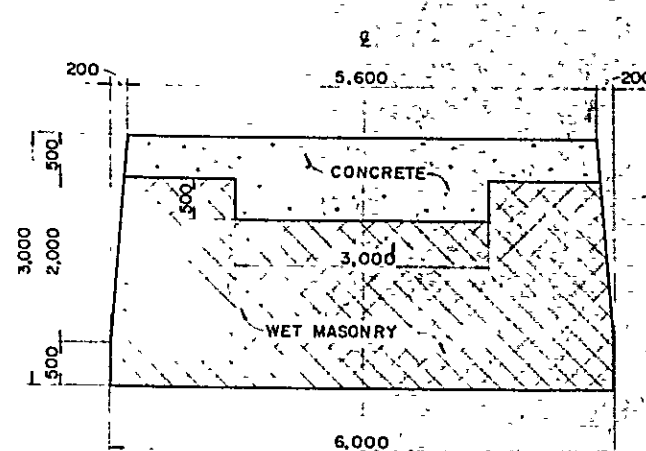
OVERSEAS TECHNICAL COOPERATION AGENCY TOKYO JAPAN	
PARALKOTE RB. MAIN CANAL ( A ROUTE )	
NO.2 IRRIGATION AQUEDUCT ( I )	
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN	
SUBMITTED <i>T. Okamoto</i>	DATE AUGUST 30 1971
APPROVED <i>T. Okamoto</i>	DWG NO. 66



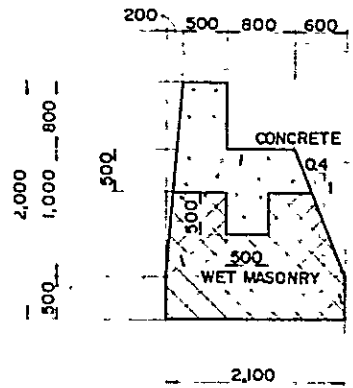
**SECTION A-A**  
SCALE 1:40



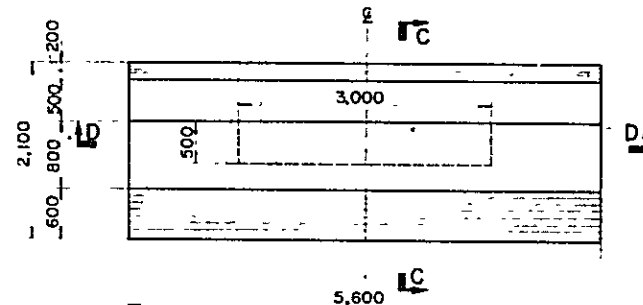
**PIER PLAN**  
SCALE 1:40



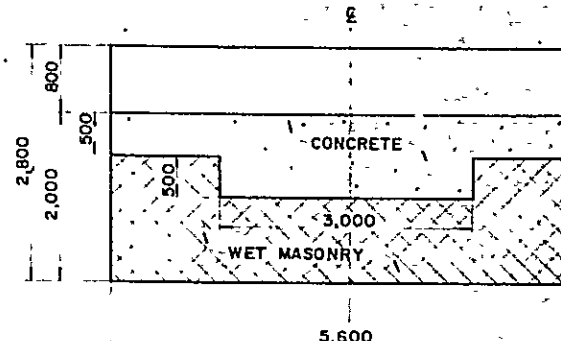
**SECTION B-B**  
SCALE 1:40



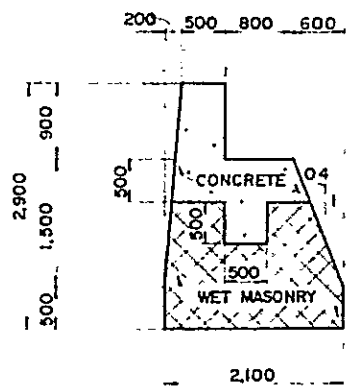
**SECTION C-C**  
SCALE 1:40



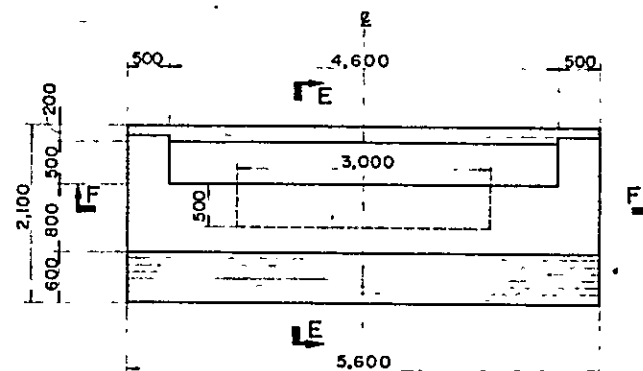
**NO.1 ABUTMENT PLAN**  
SCALE 1:40



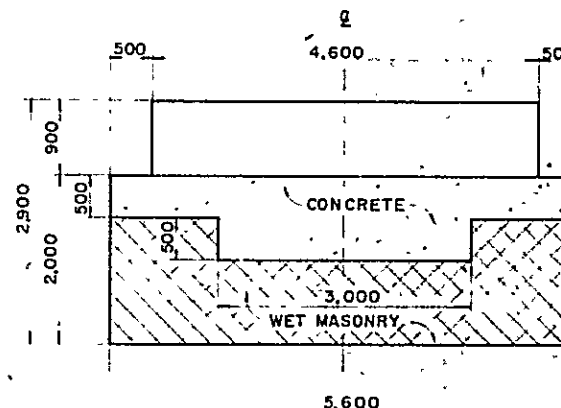
**SECTION D-D**  
SCALE 1:40



**SECTION E-E**  
SCALE 1:40



**NO.2 ABUTMENT PLAN**  
SCALE 1:40

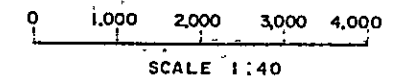


**SECTION F-F**  
SCALE 1:40

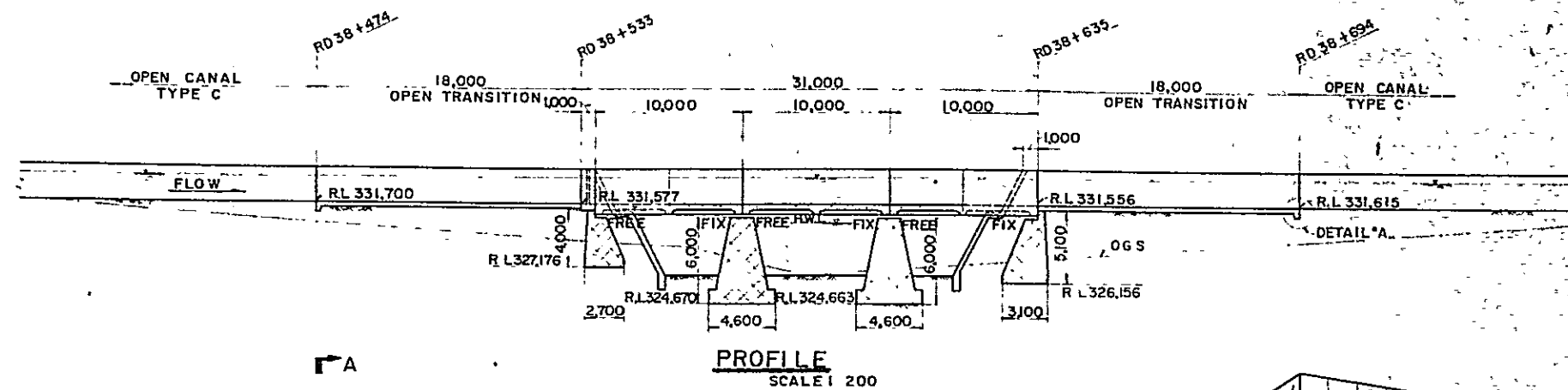
**NOTES**

1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS.
2. REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 150<sup>KG</sup>/sq.cm.
3. MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE 25<sup>mm</sup>.
4. ABBREVIATION AND SYMBOL.

- ℄ : CENTERLINE.
- : CONCRETE
- ▨ : WET MASONRY

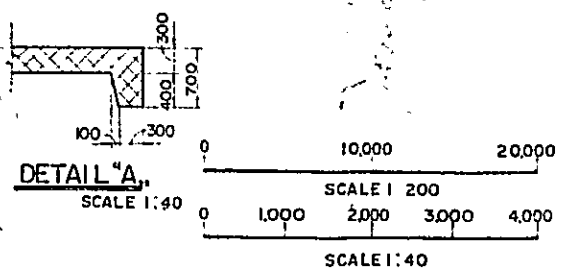
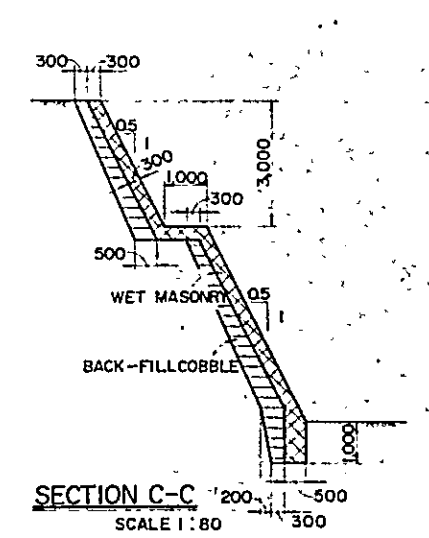
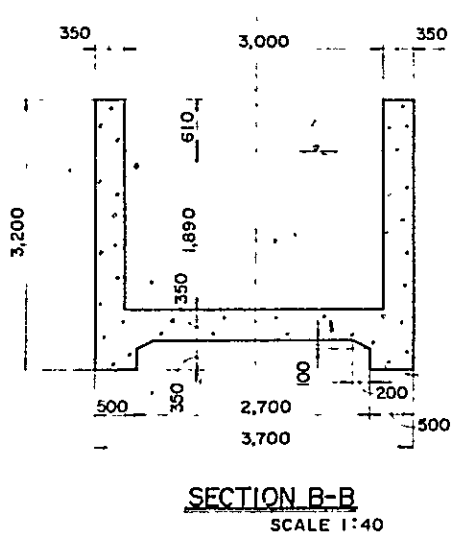
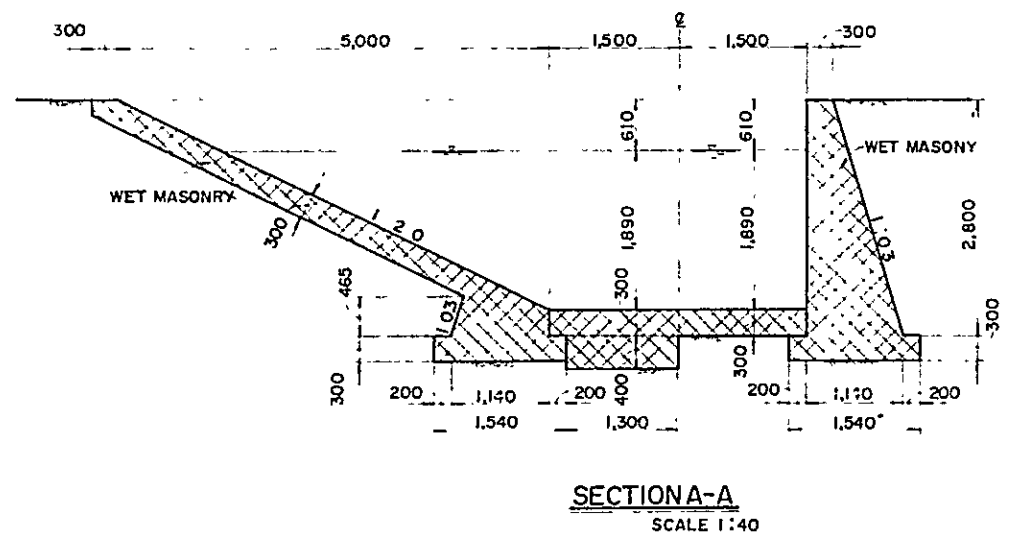
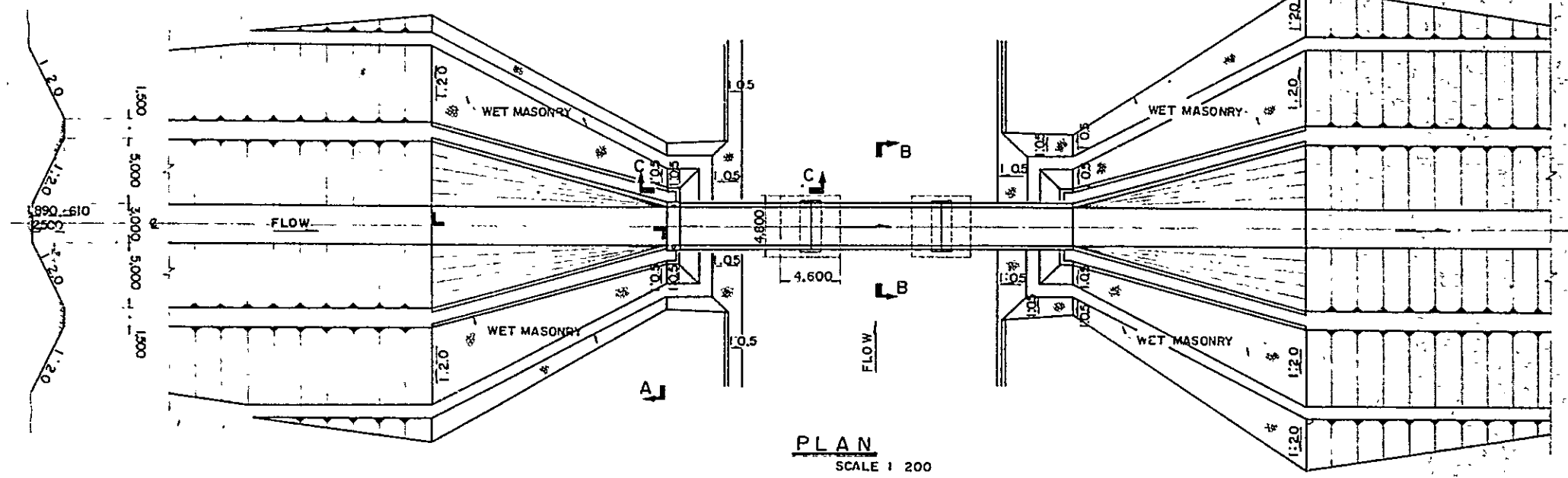


OVERSEAS TECHNICAL COOPERATION AGENCY TOKYO, JAPAN	
PARALKOTE R.B. MAIN CANAL (A ROUTE)	
NO.2 IRRIGATION AQUEDUCT (2)	
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN	
SUBMITTED <i>T. Panuru</i>	DATE AUGUST 30 1971
APPROVED <i>T. Panuru</i>	DWG. NO 67

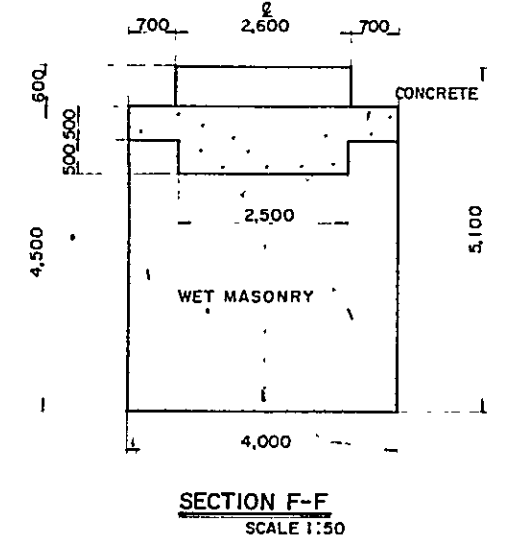
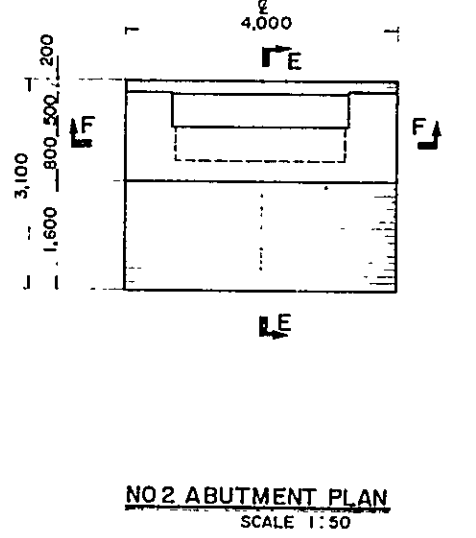
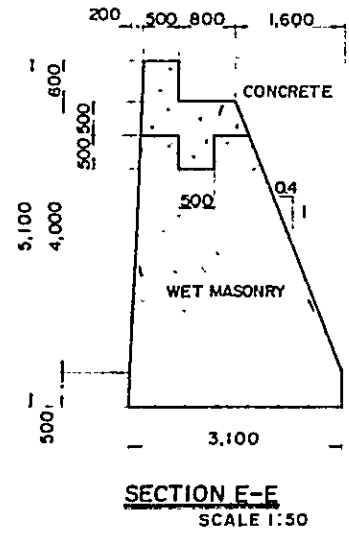
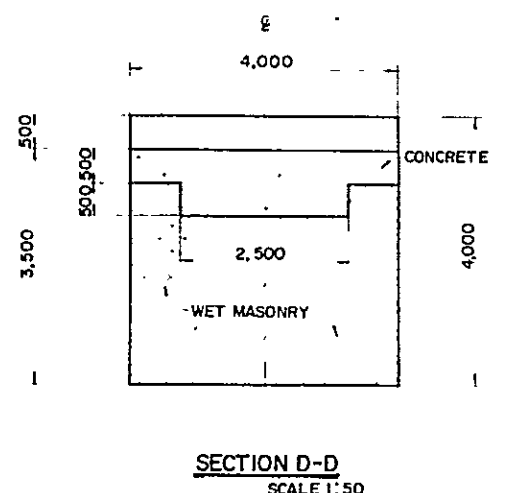
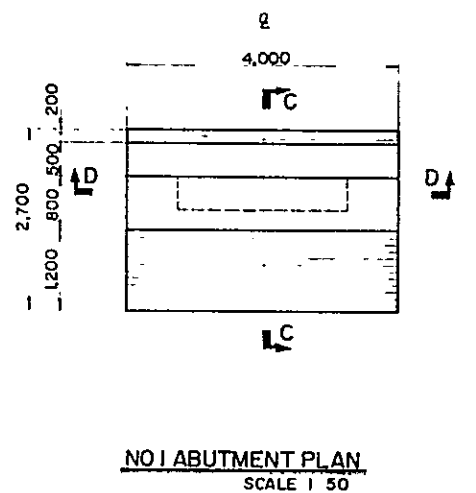
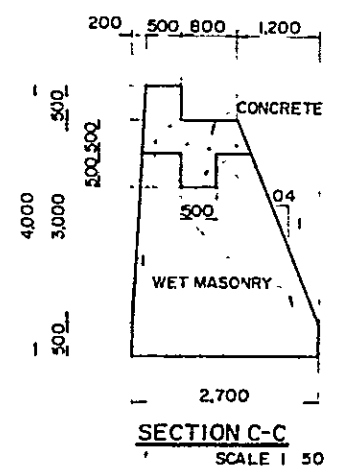
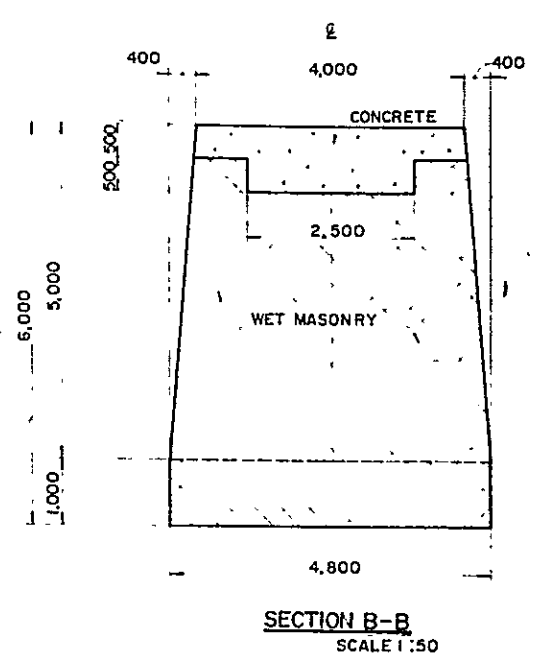
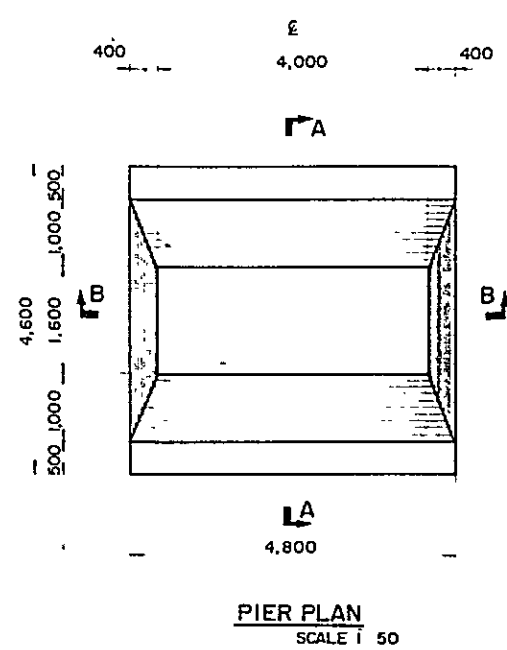
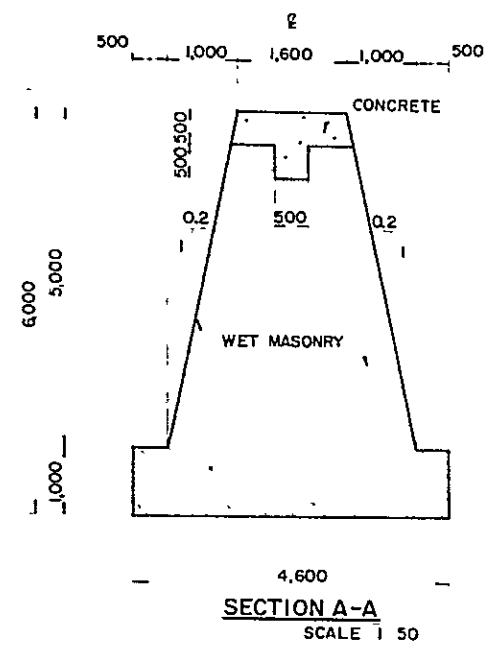


- NOTES**
1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ELEVATIONS ARE SHOWN IN METERS.
  2. REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 150<sup>kg/cm</sup>².
  3. MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE 25mm.
  4. FOUNDATION BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF LOWER QUALITY THAN THE MAIN CANAL EARTHWORK.
  5. ABBREVIATION AND SYMBOL,
    - R.L. : ELEVATION.
    - ⊥ : CENTERLINE.
    - ▨ : CONCRETE.
    - ▩ : WET MASONRY
    - : EARTH.

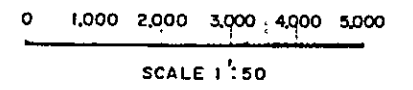
TYPICAL SECTION OF OPEN CANAL  
TYPE C  
SCALE 1:100



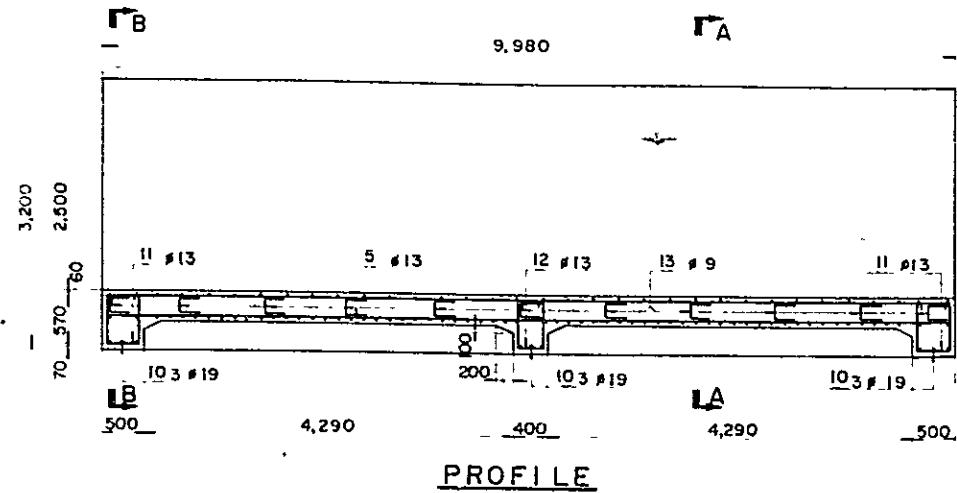
OVERSEAS TECHNICAL COOPERATION AGENCY TOKYO JAPAN	
PARALKOTE R.B MAIN CANAL ( B ROUTE )	
NO.3 IRRIGATION AQUEDUCT (I)	
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN	
SUBMITTED <i>T. J. ...</i>	DATE AUGUST 30 1971
APPROVED <i>T. J. ...</i>	DWG NO. 68



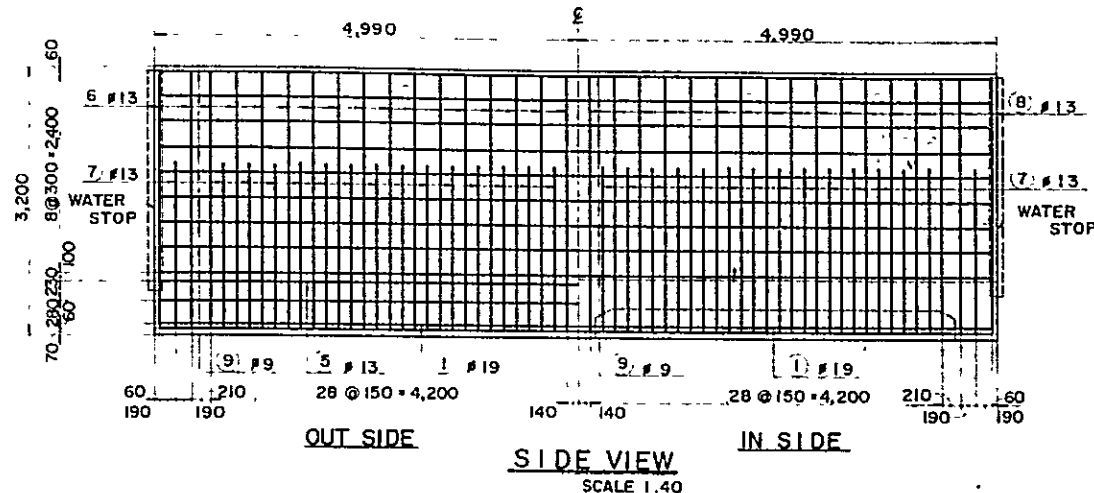
- NOTES**
- ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ELEVATIONS ARE SHOWN IN METERS.
  - REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 150 kg/cm<sup>2</sup>.
  - MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE 25mm
  - ABBREVIATION AND SYMBOL,  
 R.L. : ELEVATION  
 CL : CENTERLINE  
 [Hatched Box] : CONCRETE.  
 [Dotted Box] : WET MASONRY.



OVERSEAS TECHNICAL COOPERATION AGENCY TOKYO JAPAN	
PARALKOTE R.B. MAIN CANAL ( B ROUTE)	
NO.3 IRRIGATION AQUEDUCT (2)	
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN	
SUBMITTED <i>T.P.</i>	DATE AUGUST 30 1971
APPROVED <i>T.P.</i>	DWG. NO. 69



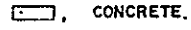
PROFILE

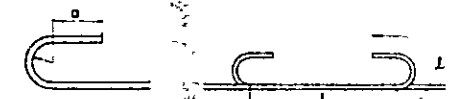


SIDE VIEW

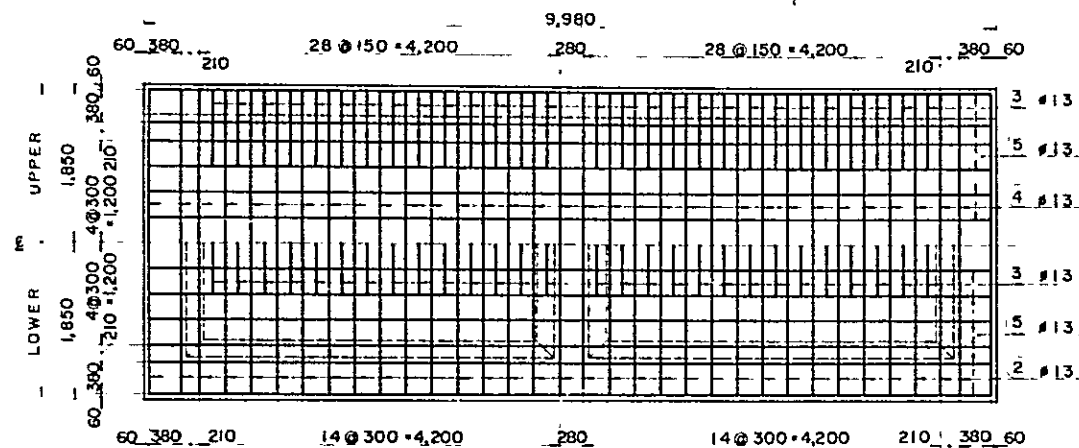
SCALE 1:40

NOTES

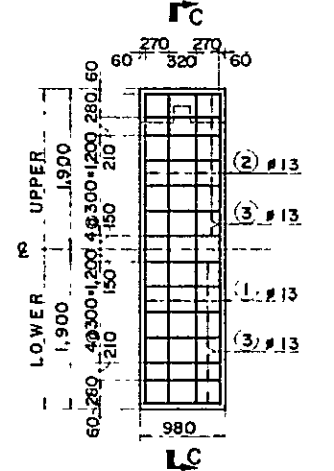
1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS,
2. REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF  $150 \text{ kg/cm}^2$ ,
3. MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE  $25 \text{ mm}$ ,
4. ABBREVIATION AND SYMBOL,  
 $\text{C}$  . CENTERLINE,  
 CONCRETE.
5. HOOK AND JOINT SHALL BE FORMED AS FOLLOWS,



#	r	s	L	L
9	18	25	80	360
13	26	38	120	520
16	32	50	150	640
19	38	61	180	760
22	44	62	200	880
24	48	73	230	960

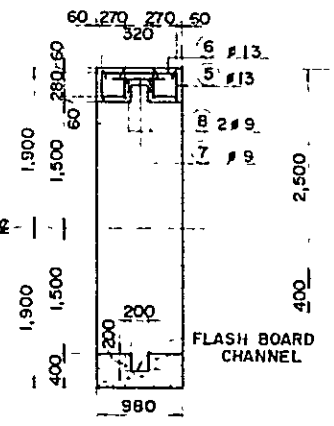


PLAN



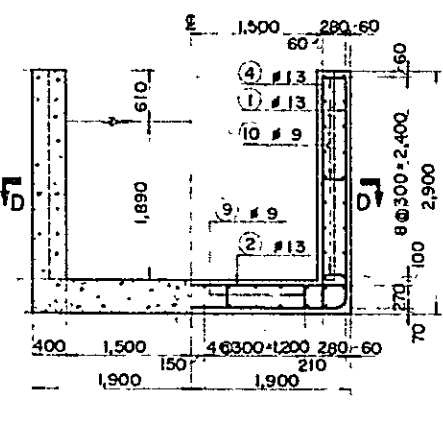
FLASH BOARD PORTION PLAN

SCALE 1:40



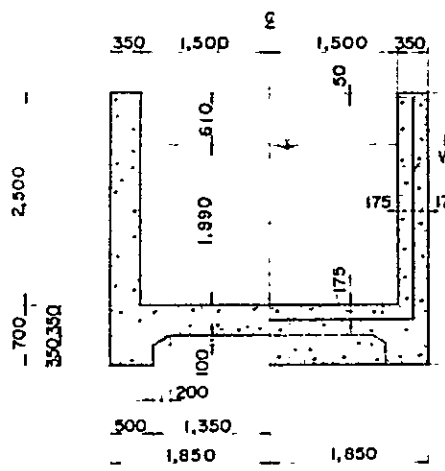
SECTION D-D

SCALE 1:40



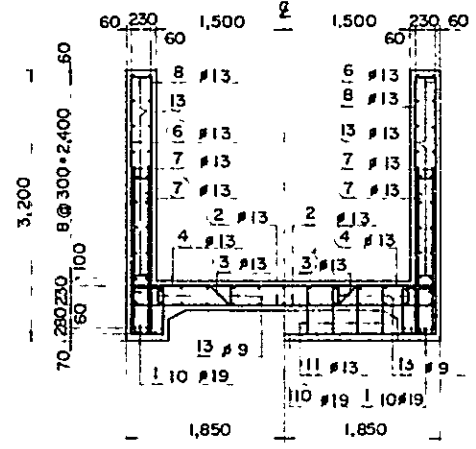
SECTION C-C

SCALE 1:40



SECTION A-A SECTION B-B

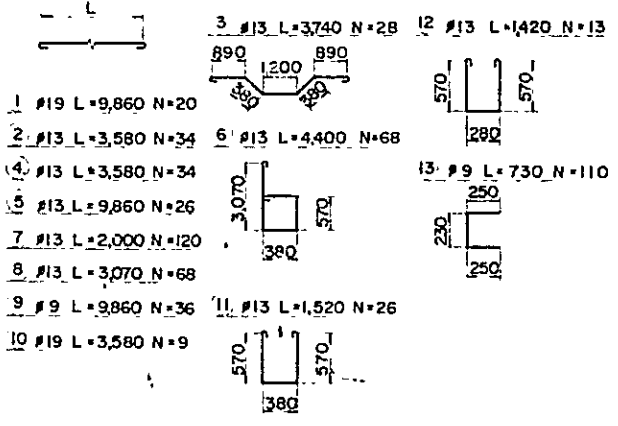
SCALE 1:40 SCALE 1:40



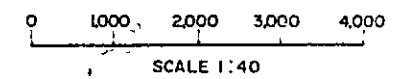
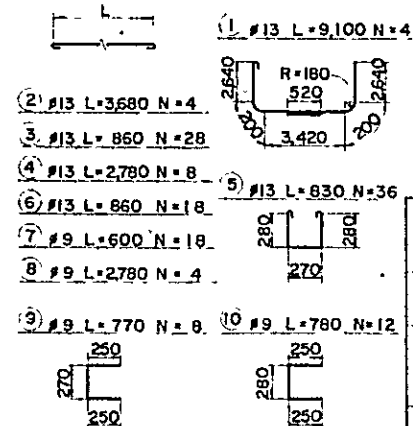
SECTION A-A SECTION B-B

SCALE 1:40 SCALE 1:40

REINFORCEMENT (UNIT 1 SPAN)

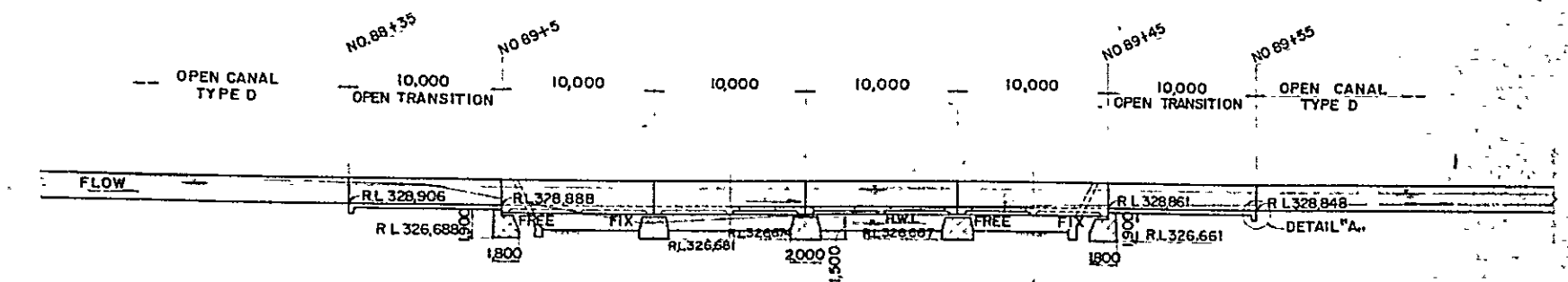


REINFORCEMENT

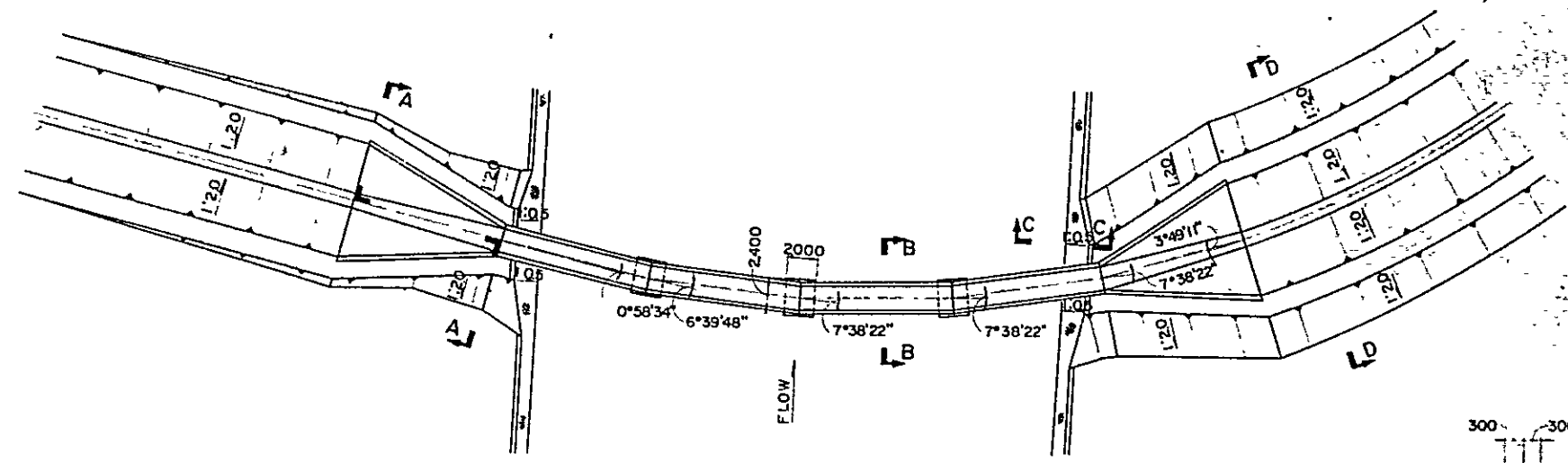


OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN  
 PARALKOTE R.B. MAIN CANAL ( B ROUTE )  
 NO.3 IRRIGATION AQUEDUCT (3)  
 SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN  
 SUBMITTED *T. Johnson* DATE AUGUST 30 1971  
 APPROVED *J. Johnson* DWGNO 70



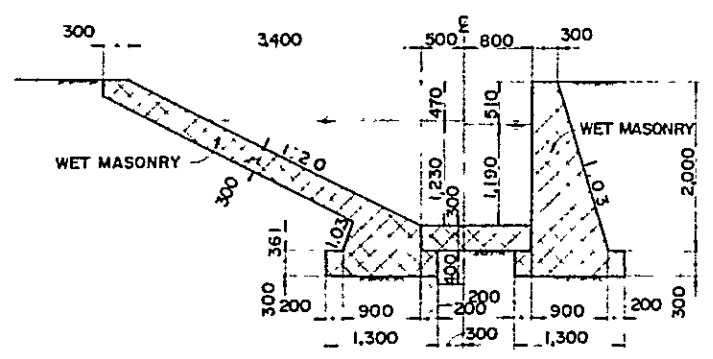


**PROFILE**  
SCALE 1:200

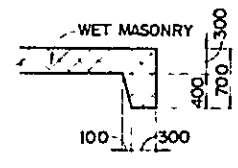


**PLAN**  
SCALE 1:200

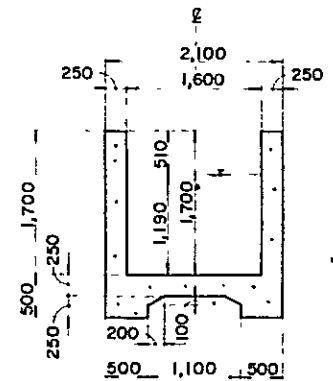
- NOTES**
1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ALL STATIONS AND ELEVATIONS ARE SHOWN IN METERS.
  2. REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 150<sup>kg</sup>/sq.cm.
  3. MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE 25<sup>mm</sup>.
  4. FOUNDATION BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF LOWER QUALITY THAN THE MAIN CANAL EARTHWORK.
  5. ABBREVIATION AND SYMBOL:
    - R.L. : ELEVATION.
    - CL : CENTERLINE.
    - CONCRETE.
    - WET MASONRY.
    - EARTH.



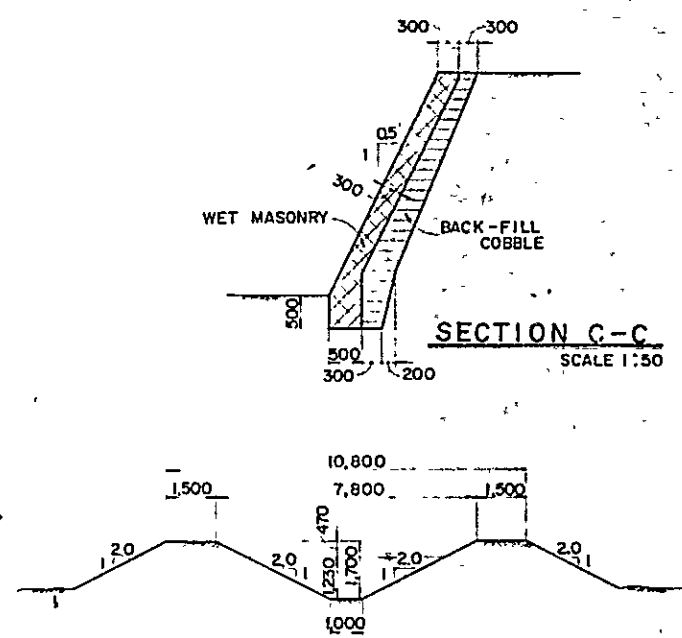
**SECTION A-A**  
SCALE 1:40



**DETAIL "A"**  
SCALE 1:40

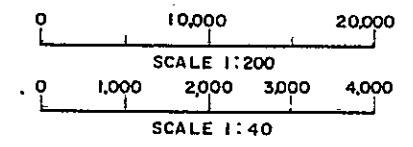


**SECTION B-B**  
SCALE 1:40

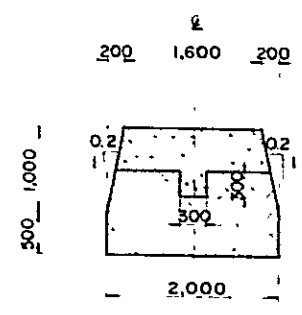


**SECTION C-C**  
SCALE 1:50

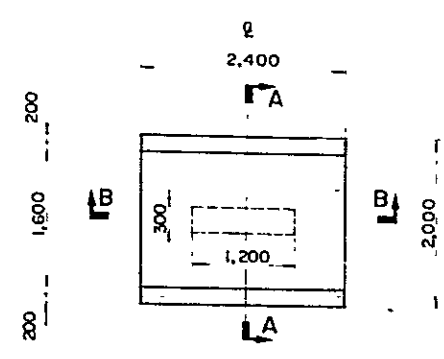
**SECTION D-D**  
SCALE 1:100



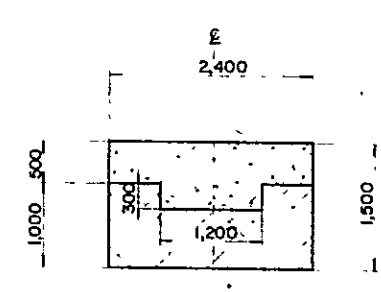
OVERSEAS TECHNICAL COOPERATION AGENCY TOKYO JAPAN	
PARALKOTE R.B. MAIN CANAL ( C ROUTE)	
NO. 4 IRRIGATION AQUEDUCT (I)	
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN	
SUBMITTED <i>T. Imanishi</i>	DATE AUGUST 30 1971
APPROVED <i>J. Imanishi</i>	DWG. NO 71



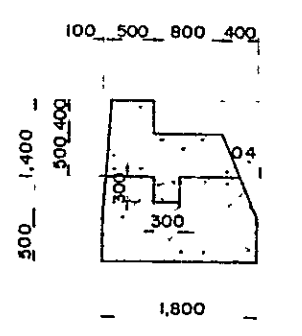
SECTION A-A  
SCALE 1:40



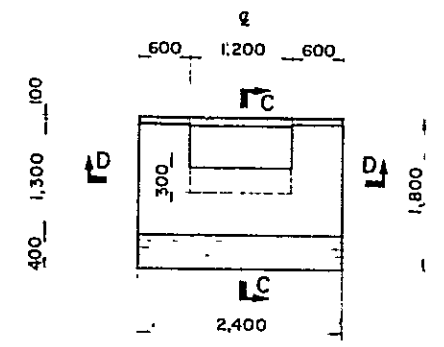
PIER PLAN  
SCALE 1:40



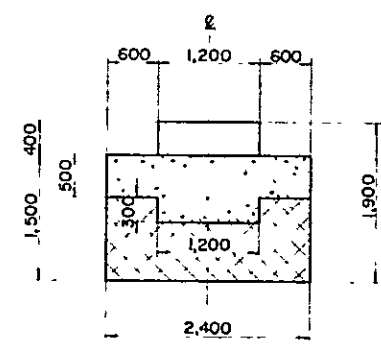
SECTION B-B  
SCALE 1:40



SECTION C-C  
SCALE 1:40



ABUTMENT PLAN  
SCALE 1:40

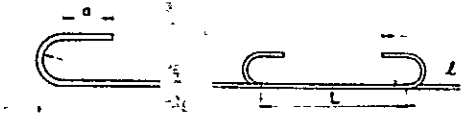


SECTION D-D  
SCALE 1:40

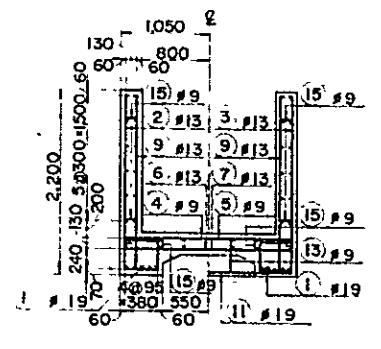
**REINFORCEMENT (UNIT 1 SPAN)**

1 #19 L=9,960 N=10	(9,990-9,730)	13 #9 L=1,120 N=14
4 #19 L=1,980 N=30		14 #9 L=1,120 N=7
5 #9 L=1,980 N=4		15 #9 L=630 N=66
6 #13 L=1,980 N=4		
7 #13 L=1,980 N=4		
8 #9 L=9,840 N=14		
9 #13 L=2,070 N=68		
10 #9 L=9,860 N=24		
11 #19 L=1,980 N=6		
12 #19 L=1,980 N=3		

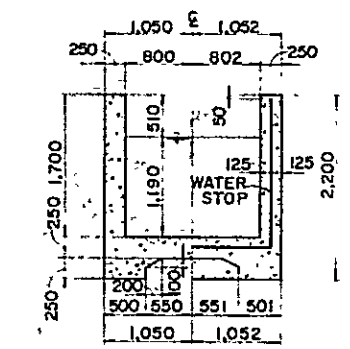
- NOTES**
- ALL DIMENSIONS ARE SHOWN IN MILLIMETERS.
  - REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 150<sup>kg</sup>/sq.cm.
  - MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE 25mm.
  - ABBREVIATION AND SYMBOL:
    - ⊕: CENTERLINE.
    - : CONCRETE.
    - ▨: WET MASONRY.
  - HOOK AND JOINT SHALL BE FORMED AS FOLLOWS.



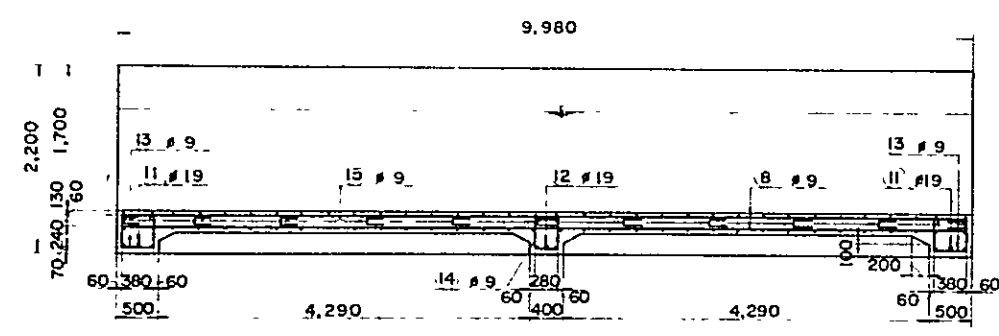
#	r	a	L	L
9	18	23	80	360
13	26	38	120	520
16	32	50	150	640
19	38	61	180	760
22	44	62	200	880
24	48	73	230	960



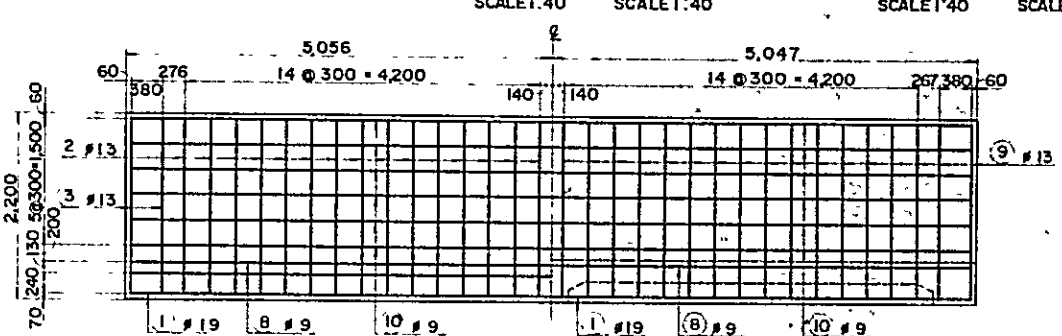
SECTION E-E SECTION F-F  
SCALE 1:40



SECTION E-E SECTION F-F  
SCALE 1:40

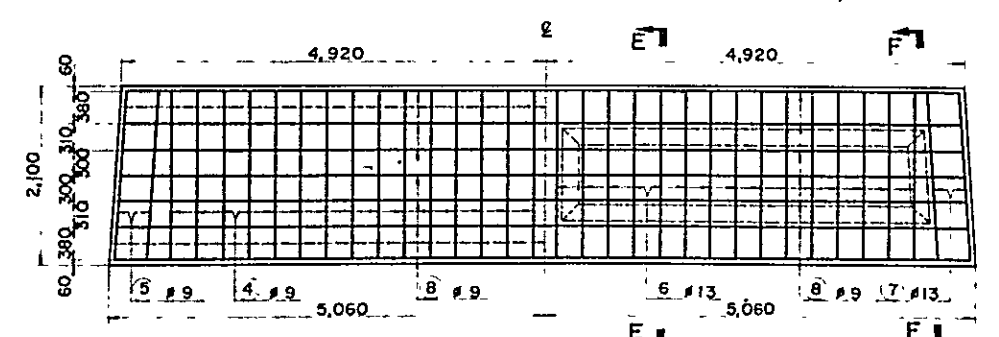


PROFILE  
SCALE 1:40

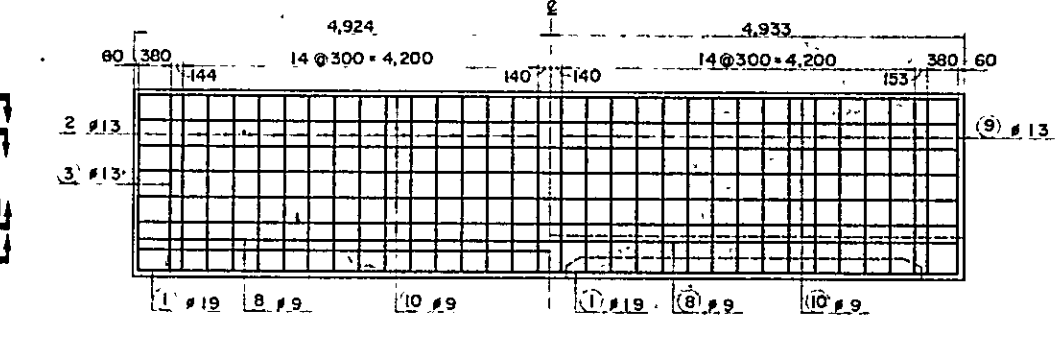


SECTION G-G  
SCALE 1:40

SECTION H-H  
SCALE 1:40

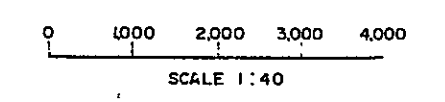


UPPER PLAN  
SCALE 1:40



SECTION J-J  
SCALE 1:40

SECTION I-I  
SCALE 1:40



OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

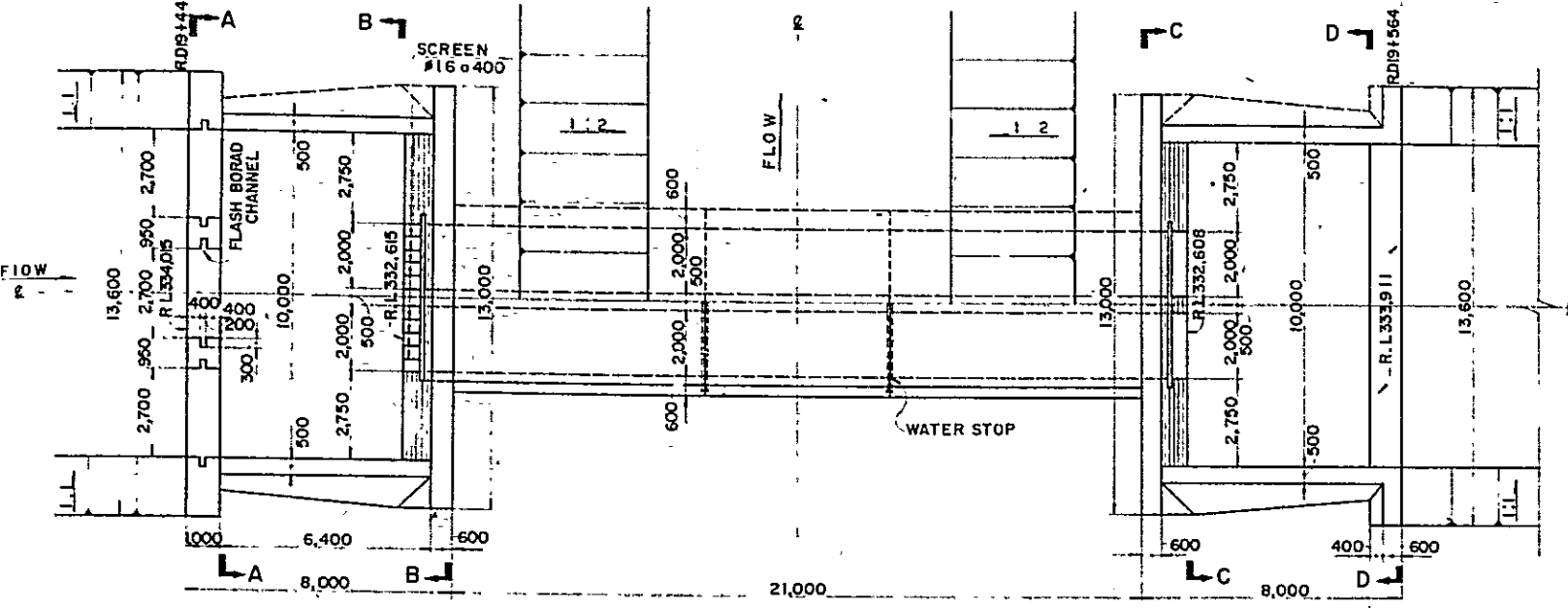
PARALKOTE R.B MAIN CANAL ( C ROUTE)

NO. 4 IRRIGATION AQUEDUCT (2)

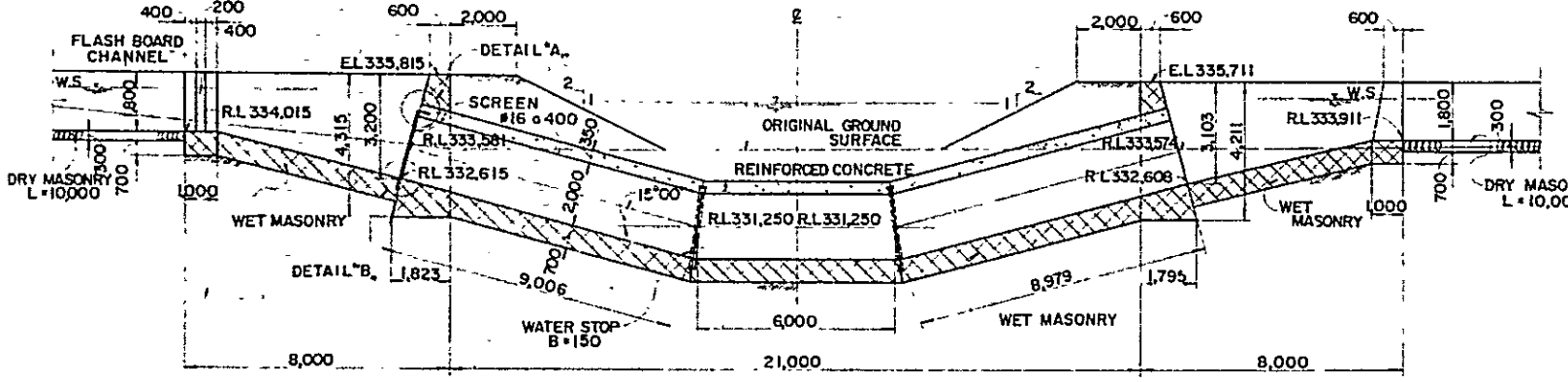
SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN

SUBMITTED *[Signature]* DATE AUGUST 30 1971  
APPROVED *[Signature]* DWGNO 72

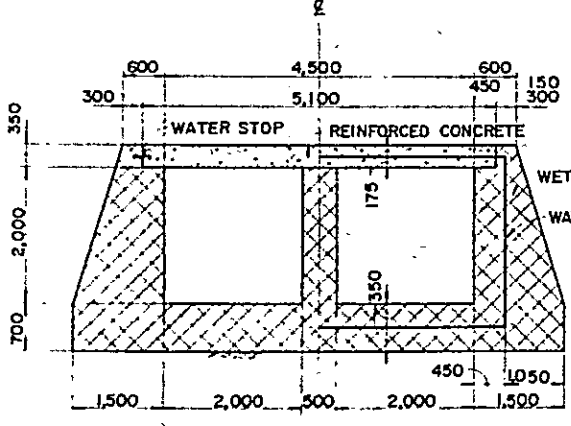
TYPE B OPEN CANAL NO. 1 SYPHON L = 37,000 TYPE B OPEN CANAL



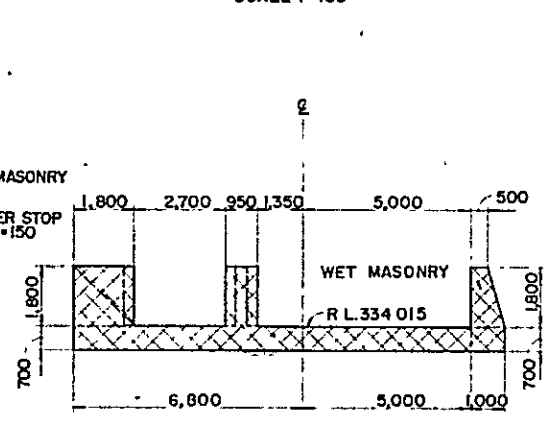
PLAN SCALE 1:100



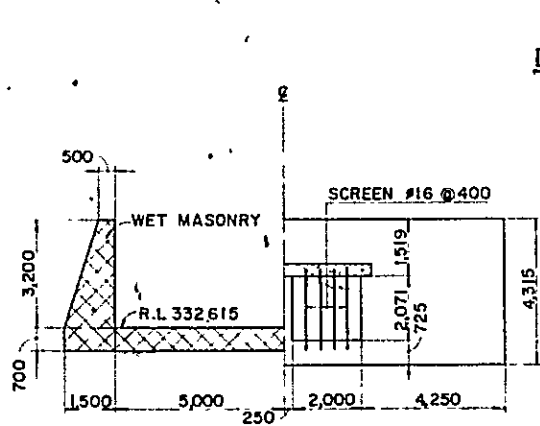
PROFILE SCALE 1:100



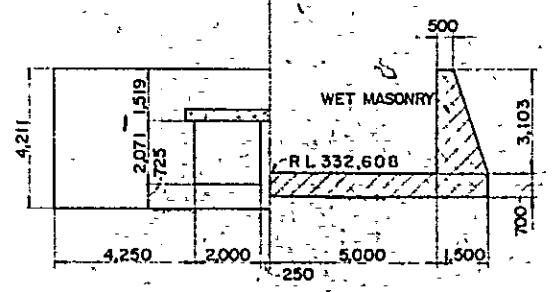
TYPICAL SECTION SCALE 1:50



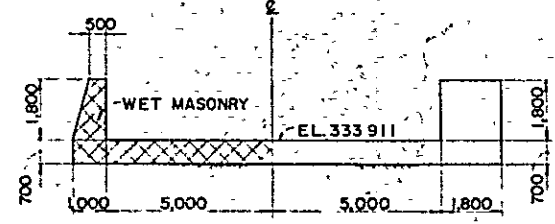
SECTION A-A SCALE 1:100



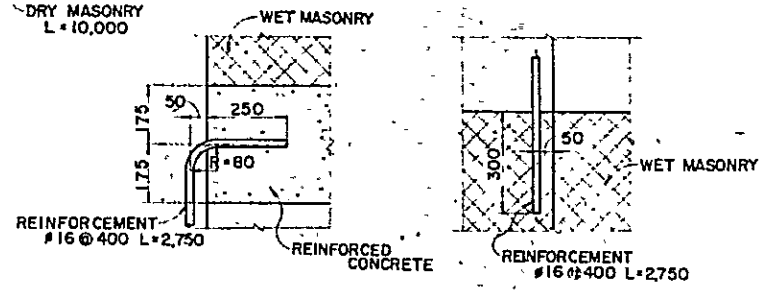
SECTION B-B SCALE 1:100



SECTION C-C SCALE 1:100

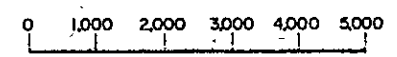


SECTION D-D SCALE 1:100

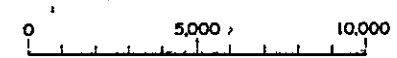


DETAIL "A" SCALE 1:10

DETAIL "B" SCALE 1:10






SCALE 1:50



SCALE 1:100

NOTES

1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ELEVATIONS ARE SHOWN IN METERS.
2. REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 150 kg/cm<sup>2</sup>.
3. MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE 25 mm.
4. FOUNDATION, BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF LOWER QUALITY THAN THE MAIN CANAL EARTHWORK.
5. ABBREVIATION AND SYMBOL:  
 R.L. : ELEVATION.  
 C.L. : CENTERLINE.  
 B.P. : BEGINNING POINT.  
 E.P. : END POINT.  
 CONCRETE  
 WET MASONRY.  
 EARTH.

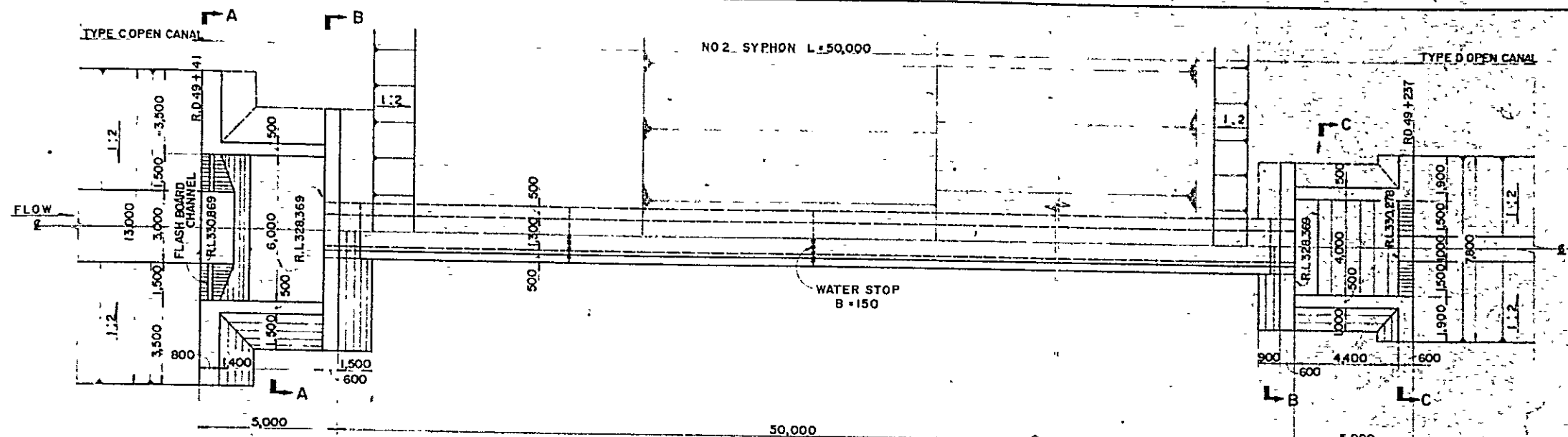
OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN

PARALKOTE R.B. MAIN CANAL (A ROUTE)

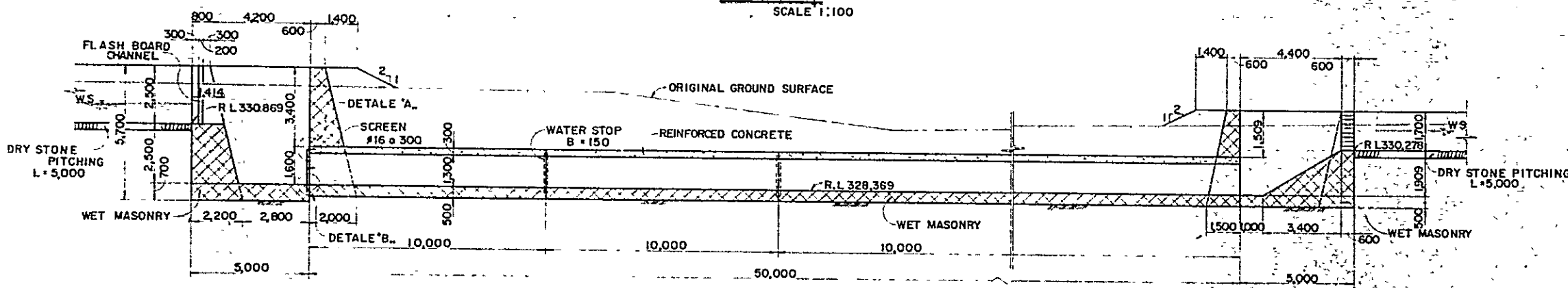
NO. 1 IRRIGATION SYPHON

SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED *T. Yamada* DATE AUGUST 30 1971  
 APPROVED *T. Yamada* DWG. NO. 73

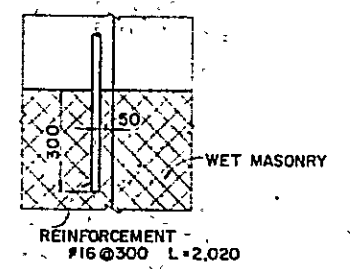


PLAN  
SCALE 1:100

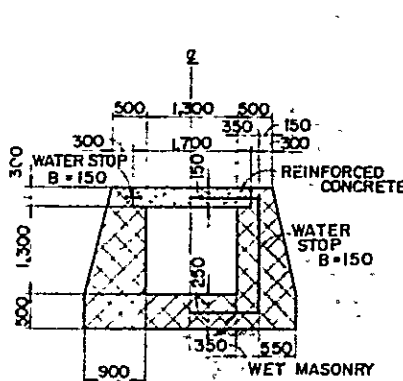


PROFILE  
SCALE 1:100

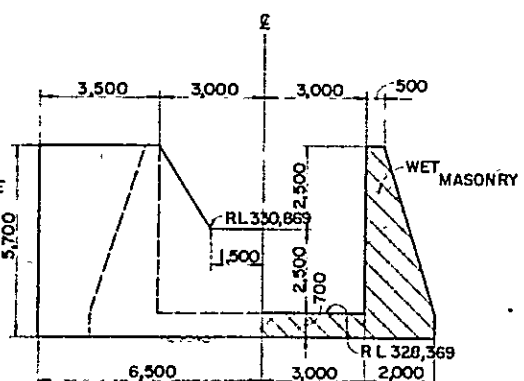
- NOTES:
1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ELEVATIONS ARE SHOWN IN METERS.
  2. REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 150<sup>kg</sup>/sqcm.
  3. MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE 25 mm.
  4. FOUNDATION BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF LOWER QUALITY THAN THE MAIN CANAL EARTHWORK.
  5. ABBREVIATION AND SYMBOL.  
 R.L. : ELEVATION  
 C.L. : CENTERLINE  
 B.P. : BEGINNING POINT  
 E.P. : END POINT  
 [Symbol] : CONCRETE  
 [Symbol] : WET MASONRY  
 [Symbol] : EARTH



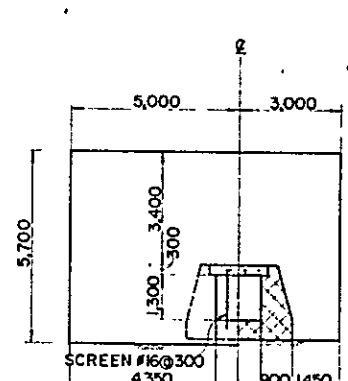
DETAIL "B"  
SCALE 1:10



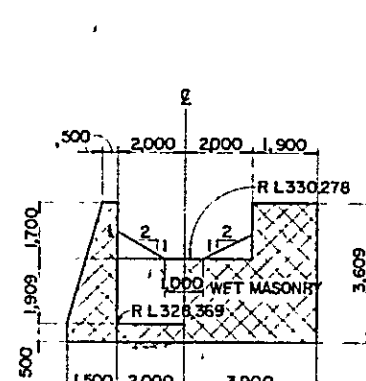
TYPICAL SECTION  
SCALE 1:50



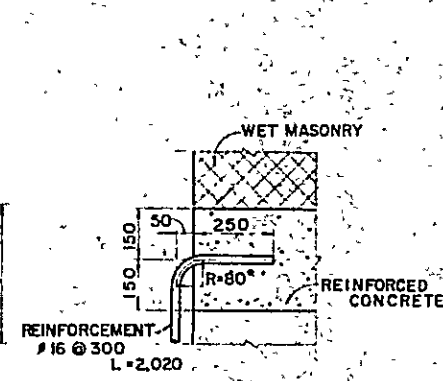
SECTION A-A  
SCALE 1:100



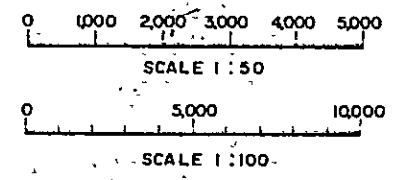
SECTION B-B  
SCALE 1:100



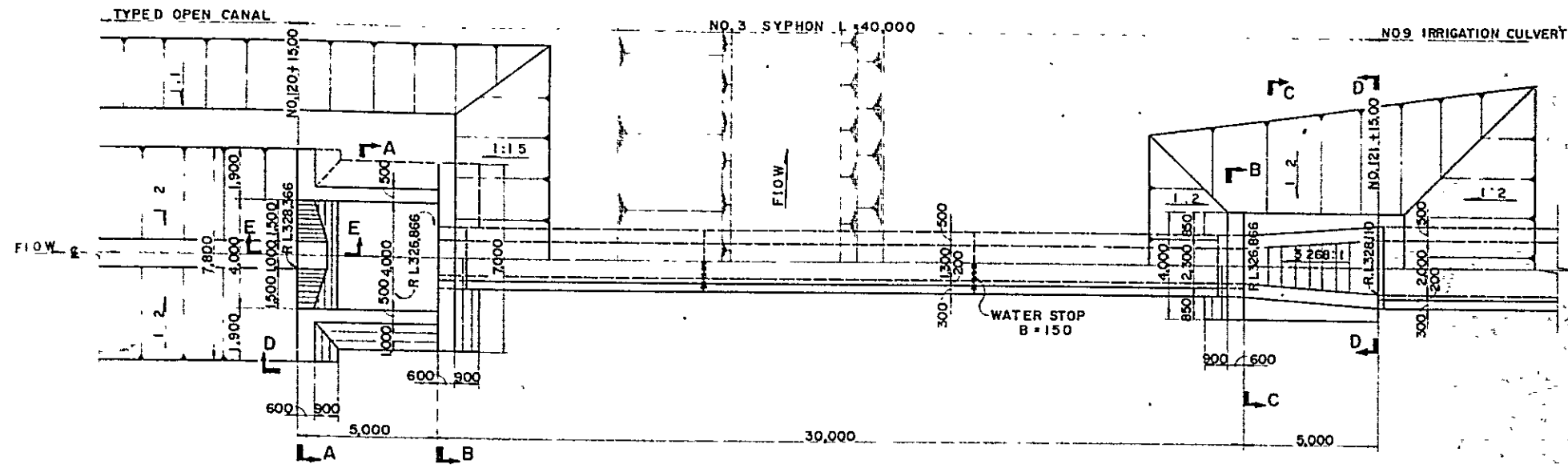
SECTION C-C  
SCALE 1:100



DETAIL "A"  
SCALE 1:10

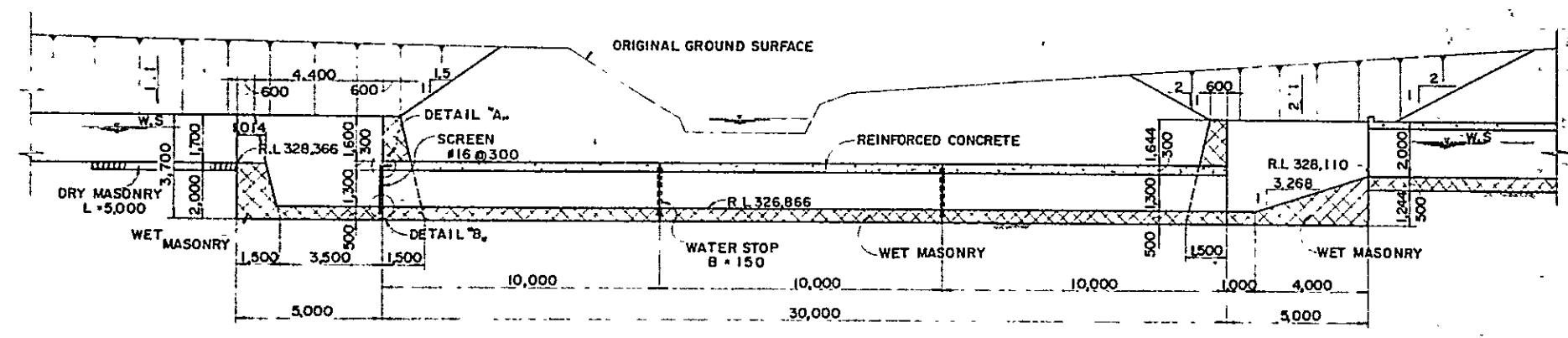


OVERSEAS TECHNICAL COOPERATION AGENCY TOKYO JAPAN	
PARALKOTE R.B. MAIN CANAL ( B ROUTE )	
NO. 2 IRRIGATION SYPHON	
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN	
SUBMITTED	DATE AUGUST 30 1971
APPROVED	DWG. NO. 74

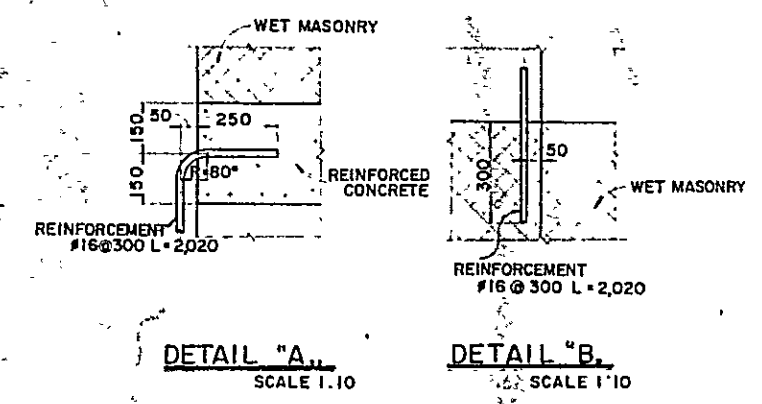


**PLAN**  
SCALE 1:100

- NOTES**
1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ALL STATIONS AND ELEVATIONS ARE SHOWN IN METERS.
  2. REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF  $150 \text{ kg/cm}^2$ .
  3. MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE 25 mm.
  4. FOUNDATION BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF LOWER QUALITY THAN THE MAIN CANAL EARTHWORK.
  5. ABBREVIATION AND SYMBOL,  
 R.L : ELEVATION.  
 C.L : CENTERLINE.  
 B.P : BEGINNING POINT.  
 E.P : END POINT.  
 [Symbol] : CONCRETE.  
 [Symbol] : WET MASONRY.  
 [Symbol] : EARTH.

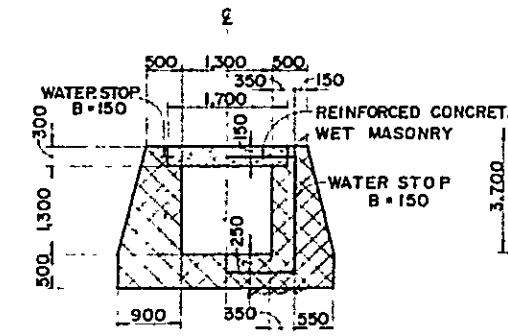
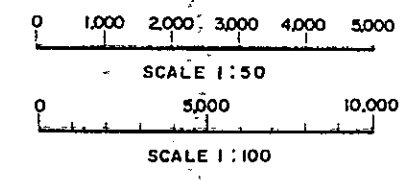


**PROFILE**  
SCALE 1:100

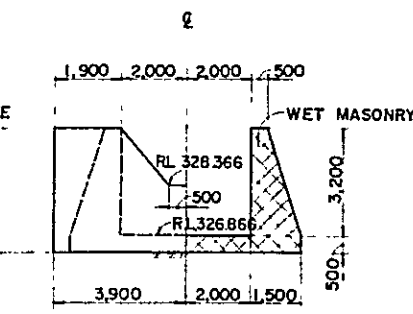


**DETAIL "A"**  
SCALE 1:10

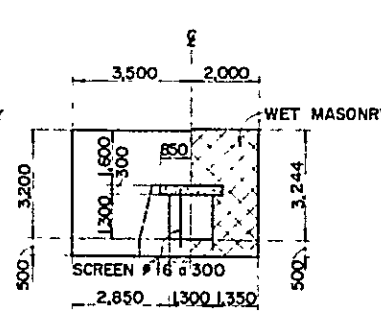
**DETAIL "B"**  
SCALE 1:10



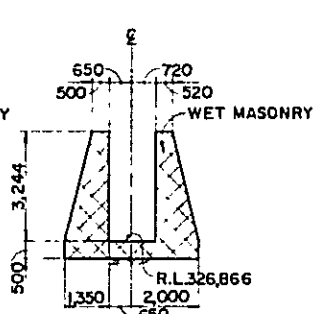
**TYPICAL SECTION**  
SCALE 1:50



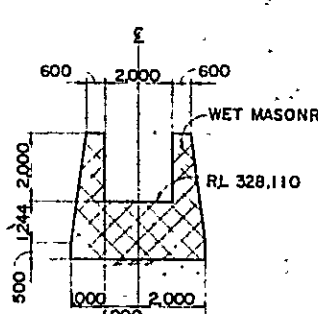
**SECTION A-A**  
SCALE 1:100



**SECTION B-B**  
SCALE 1:100

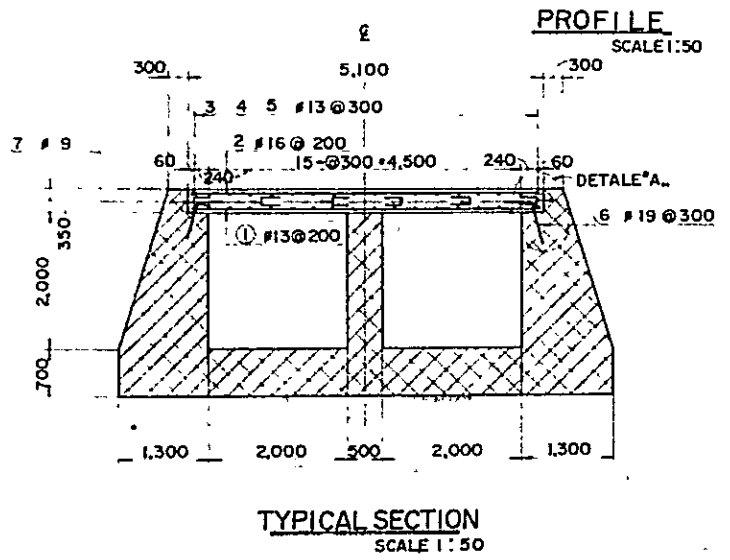
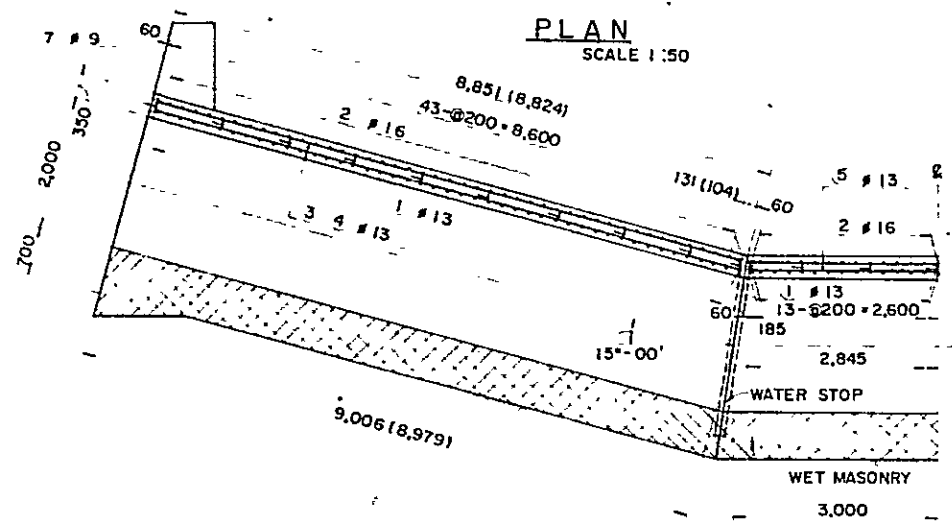
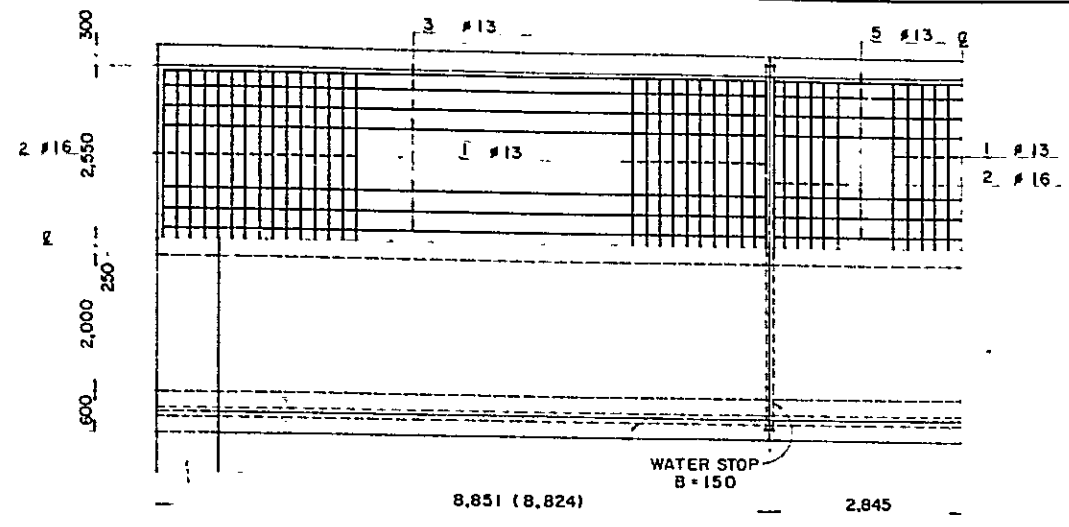


**SECTION C-C**  
SCALE 1:100



**SECTION D-D**  
SCALE 1:100

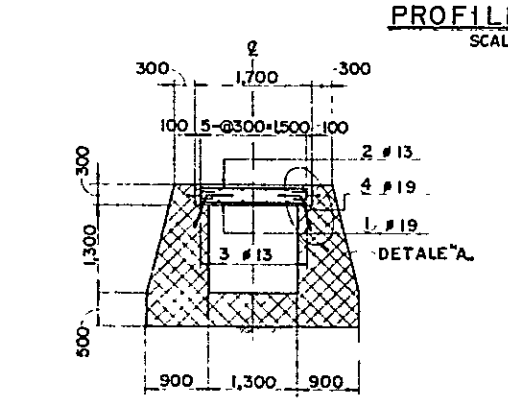
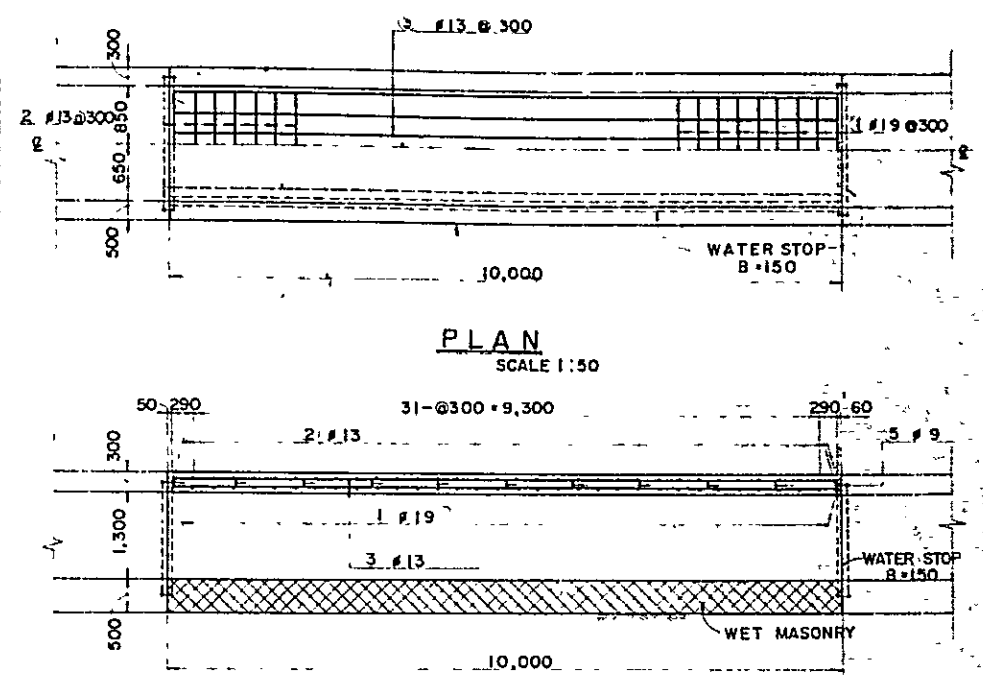
OVERSEAS TECHNICAL COOPERATION AGENCY TOKYO JAPAN	
PARALKOTE RB. MAIN CANAL ( C ROUTE )	
NO.3 IRRIGATION SYPHON	
SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN	
SUBMITTED	DATE AUGUST 50
APPROVED	DWGNO. 75



NO. 1 IRRIGATION SYPHON

REINFORCEMENT  
NO. 1 IRRIGATION SYPHON

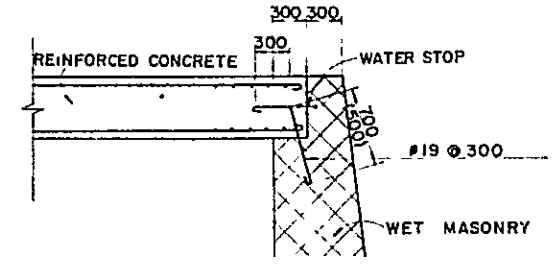
- 1 #13 L=4,980 N=11.9
- 2 #16 L=4,980 N=11.9
- 3 #13 L=6,731 N=18 x 2
- 4 #13 L=6,704 N=18 x 2
- 5 #13 L=5,570 N=18 x 2
- 6 #19 L=1,000 N=79 x 2
- 7 #9 L=730 N=6 x 27



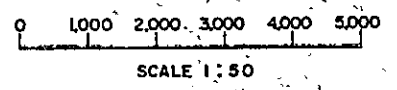
TYPICAL SECTION  
SCALE 1:50

NO. 2, NO. 3 IRRIGATION SYPHON

- 1 #19 L=1,580 N=34
- 2 #13 L=1,580 N=34
- 3 #13 L=9,780 N=12
- 4 #19 L=1,000 N=34 x 2
- 5 #9 L=380 N=2 x 11



DETALE "A"  
SCALE NOTHING



- NOTES
1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS,
  2. REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 150<sup>kg</sup>/sq.cm,
  3. MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE 25<sup>mm</sup>,
  4. ABBREVIATION AND SYMBOL,  
 C ; CENTERLINE  
 [ ] ; CONCRETE  
 [ ] ; WET MASONRY.  
 [ ] ; EARTH.
  5. FIGURES IN PARENTHESIS SHOW DIMENSION FOR SYPHON OUTLET,
  6. HOOK AND JOINT SHALL BE FORMED AS FOLLOWS,



#	r	a	L	L
9	18	23	80	360
13	26	38	120	520
16	32	50	150	640
19	38	61	180	760
22	44	62	200	880
24	48	73	230	960

OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN

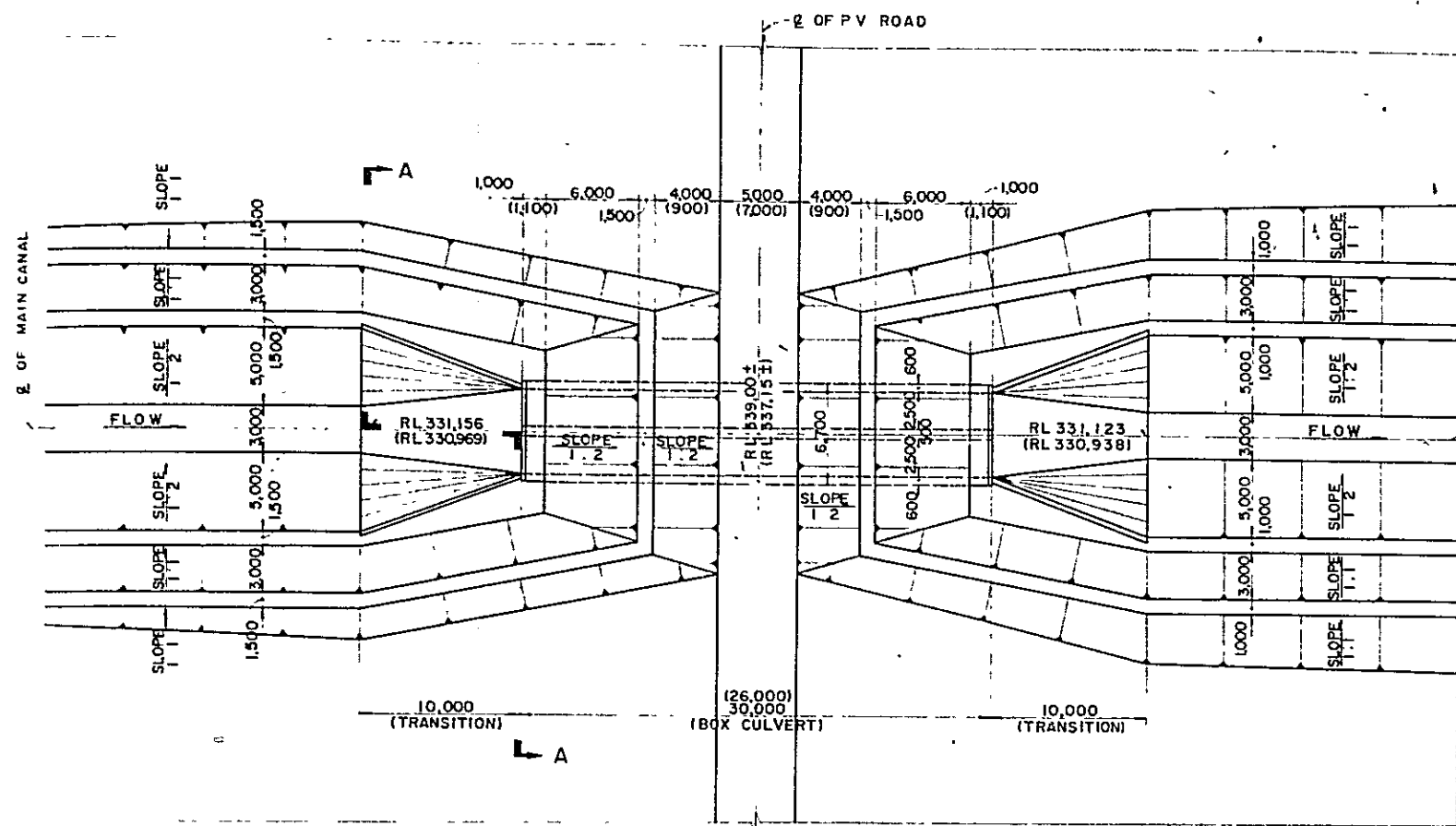
PARALKOTE R.B. MAIN CANAL (A~C ROUTE)

NO. 1 ~ NO. 3 IRRIGATION SYPHON

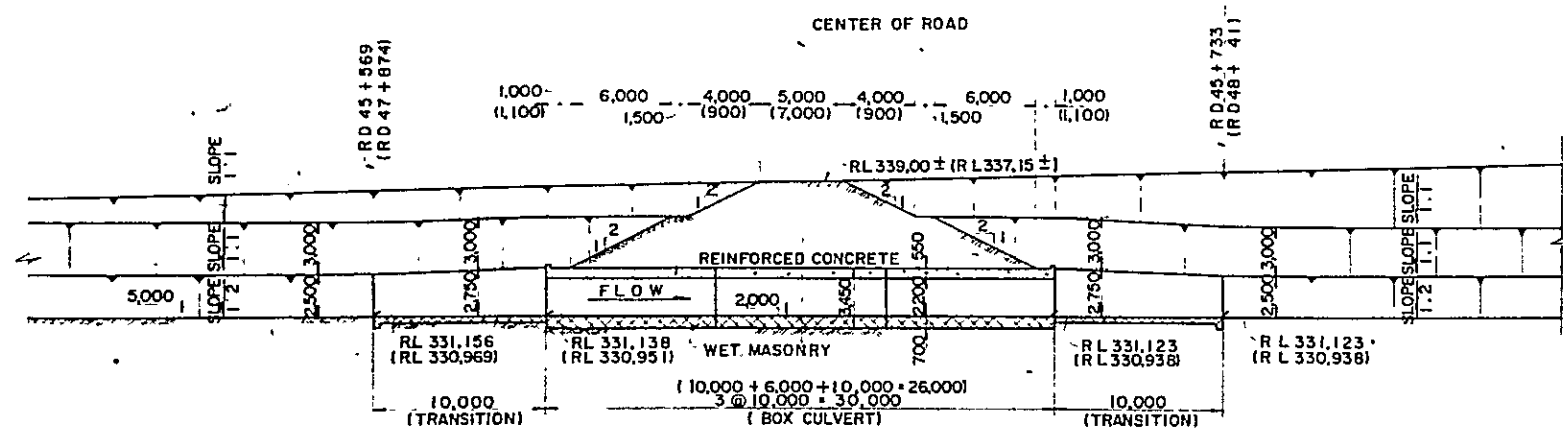
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED *T. Danuma* DATE AUGUST 30 1971

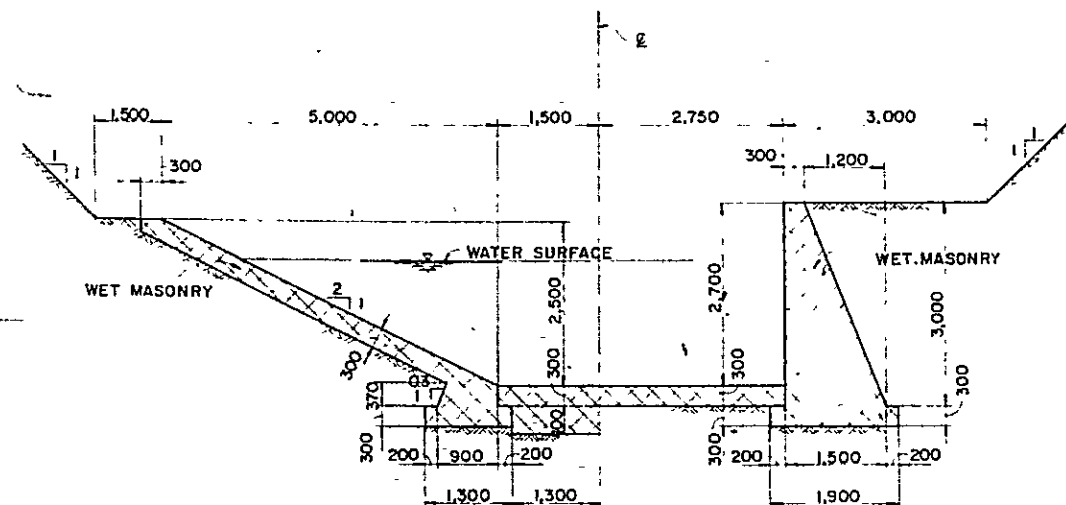
APPROVED *T. Danuma* DWG. NO. 76



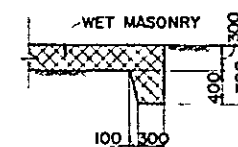
PLAN  
SCALE 1:200



PROFILE  
SCALE 1:200



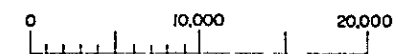
SECTION A-A



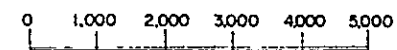
DETAIL "A"  
SCALE 1:40

NOTES

1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ELEVATIONS ARE SHOWN IN METERS.
2. REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 150<sup>kg</sup>/sqcm.
3. MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE 25<sup>mm</sup>.
4. FOUNDATION BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF LOWER QUALITY THAN THE MAIN CANAL EARTHWORK.
5. ABBREVIATION AND SYMBOL  
 R.L. : ELEVATION.  
 C : CENTERLINE  
 [---] : CONCRETE.  
 [---] : WET MASONRY.  
 [---] : EARTH.
6. FIGURES IN THE PARETHESIS SHOW IN NO 3 IRRIGATION CULVERT.



SCALE 1:200



SCALE 1:50

OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

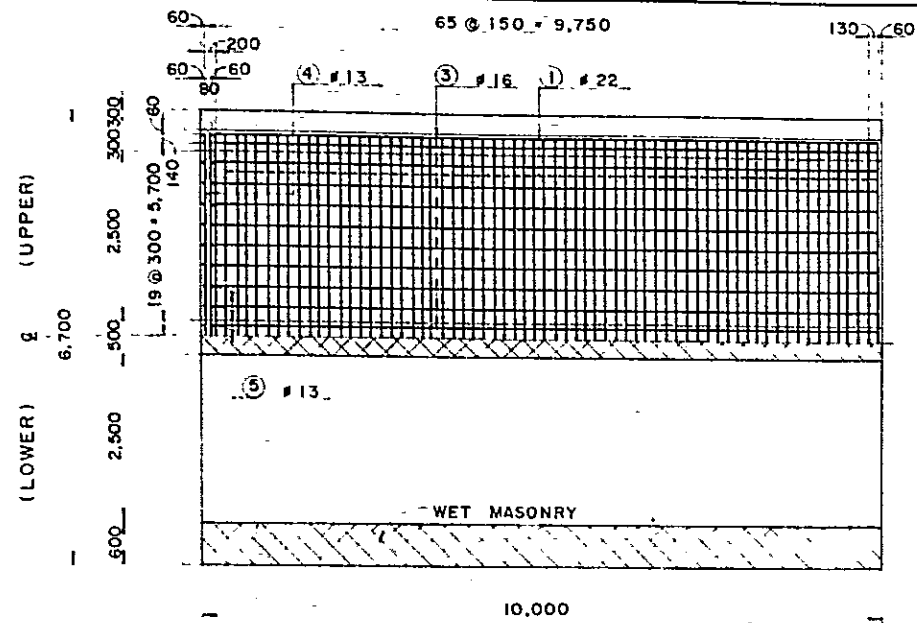
PARALKOTE R.B. MAIN CANAL ( B ROUTE )

NO.1, NO.3, IRRIGATION CULVERT ( I )

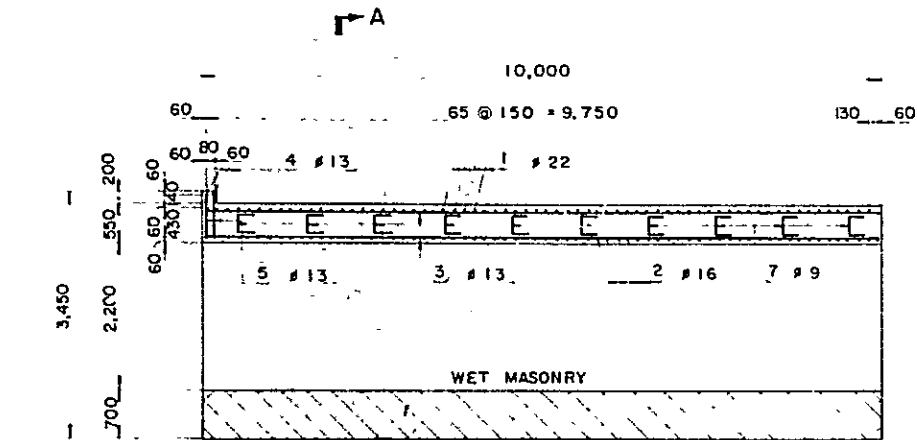
SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN

SUBMITTED [Signature] DATE AUGUST 30 1971

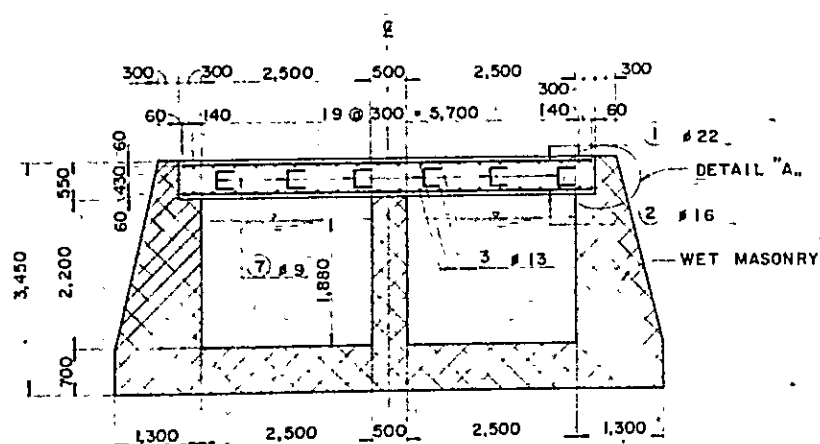
APPROVED [Signature] DWG NO 77



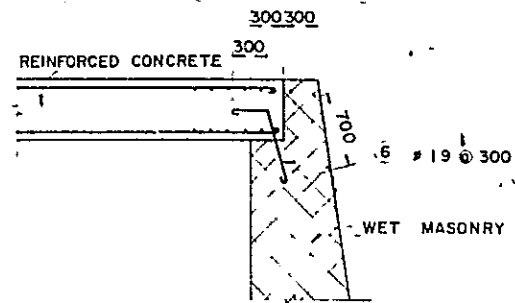
PLAN  
SCALE 1:50



PROFILE  
SCALE 1:50



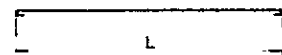
SECTION A-A  
SCALE 1:50



DETAIL "A"  
SCALE 1:30

REINFORCEMENT

NO.1 IRRIGATION CULVERT



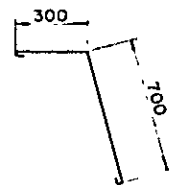
① #22 L=5,980 N=67x3

② #16 L=5,980 N=67x3

③ #13 L=9,880 N=22x2x3

④ #13 L=5,980 N=2x2

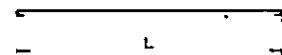
⑤ #13 L=630 N=22x2x2



⑥ #19 L=1,000 N=68x3

⑦ #9 L=930 N=6x10x3

NO.3 IRRIGATION CULVERT



① #22 L=5,980 N=67x2+40

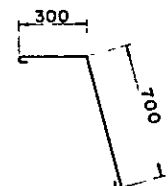
② #16 L=5,980 N=67x2+40

③ #13 L=9,880 N=22x2

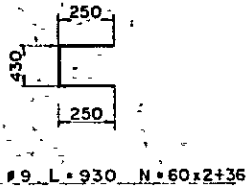
④ #13 L=5,980 N=22

⑤ #13 L=630 N=22x2x2

⑥ #13 L=630 N=22x2x2



⑦ #19 L=1,000 N=68x2+42



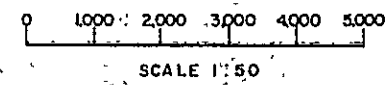
⑧ #9 L=930 N=60x2+36

NOTES

1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS.
2. REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF  $150 \text{ kg/cm}^2$ .
3. MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE -  $25 \text{ mm}$ .
4. ABBREVIATION AND SYMBOL.  
 □ CENTERLINE.  
 ■ CONCRETE.  
 ▨ WET MASONRY.
5. HOOK AND JOINT SHALL BE FORMED AS FOLLOWS.

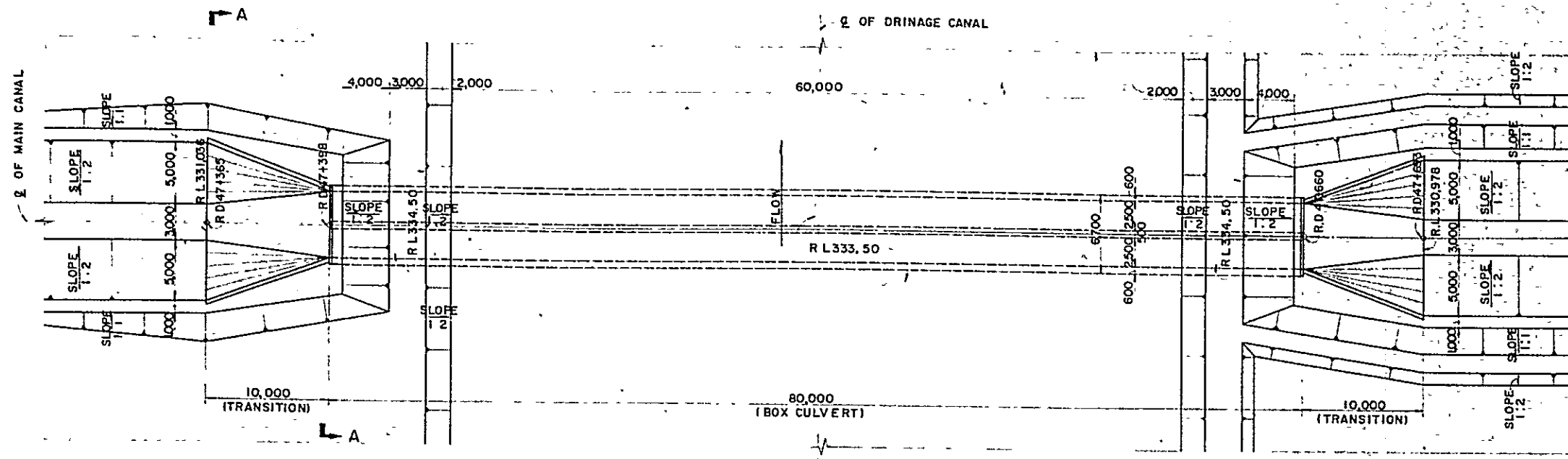


#	r	σ	σ <sub>2</sub>	L
9	18	23	80	360
13	26	38	120	520
16	32	50	150	640
19	38	61	180	760
22	44	62	200	880
24	48	73	230	960

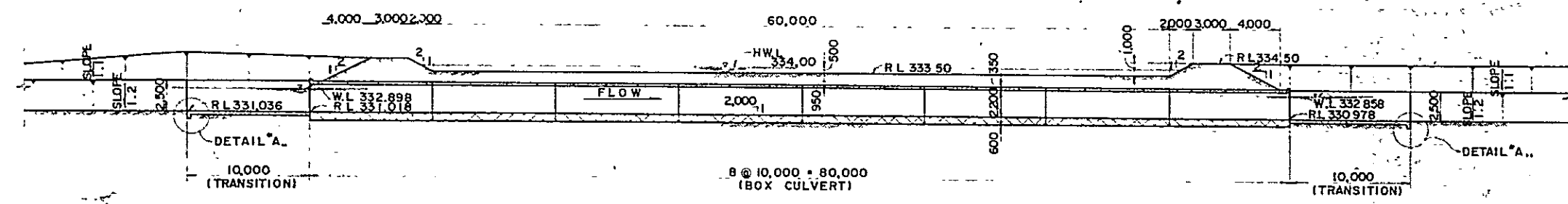


OVERSEAS TECHNICAL COOPERATION AGENCY TOKYO JAPAN	
PARALKOTE R.B. MAIN CANAL ( B ROUTE)	
NO.1, NO.3, IRRIGATION CULVERT (2)	
SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN	
SUBMITTED <i>T. Yamamoto</i>	DATE AUGUST 30 1971
APPROVED <i>T. Yamamoto</i>	DWG. NO. 78

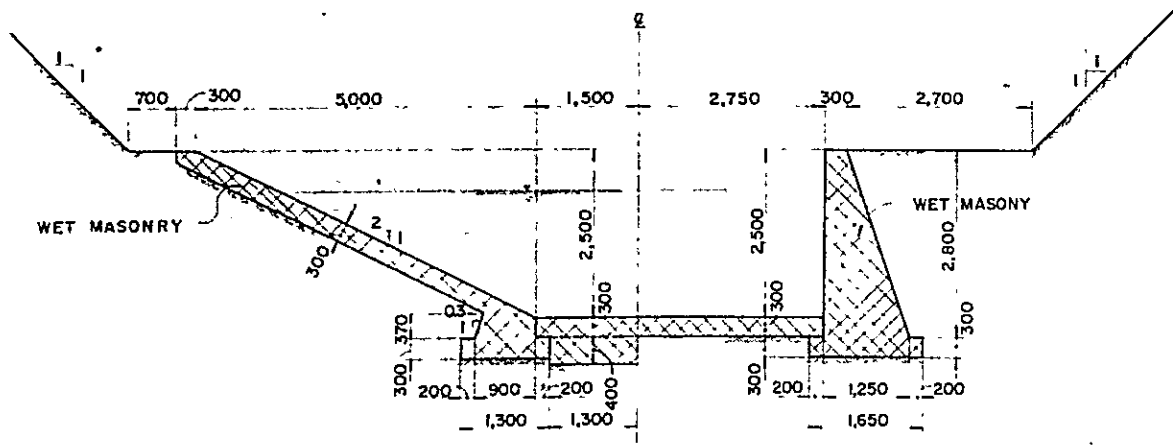




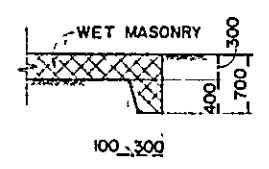
PLAN  
SCALE 1:200



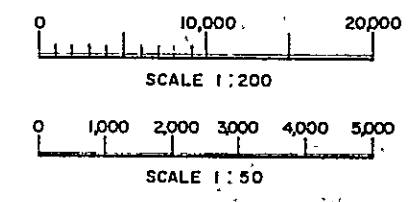
PROFILE  
SCALE 1:200



SECTION A-A  
SCALE 1:50

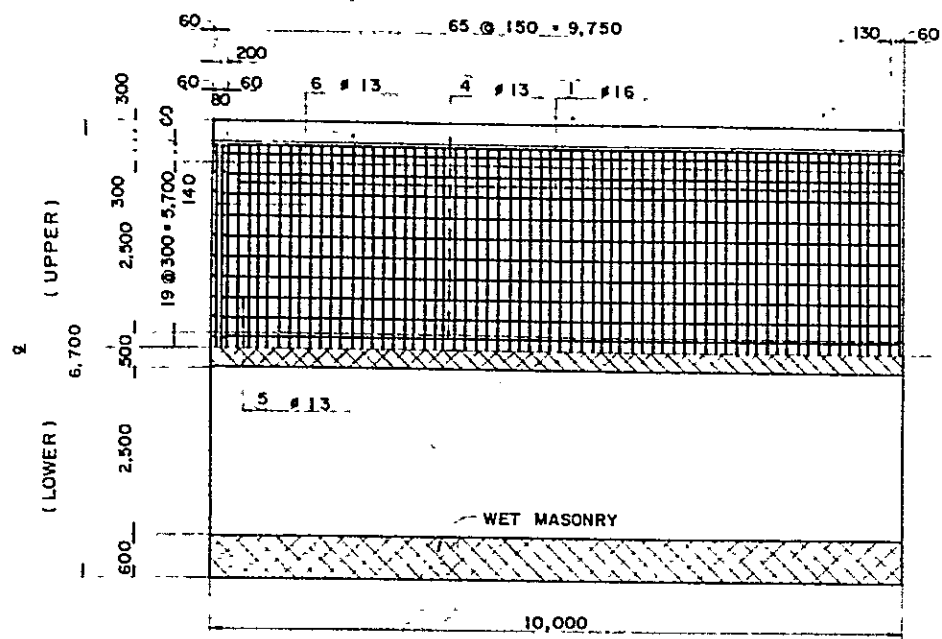


DETAIL "A"  
SCALE 1:40

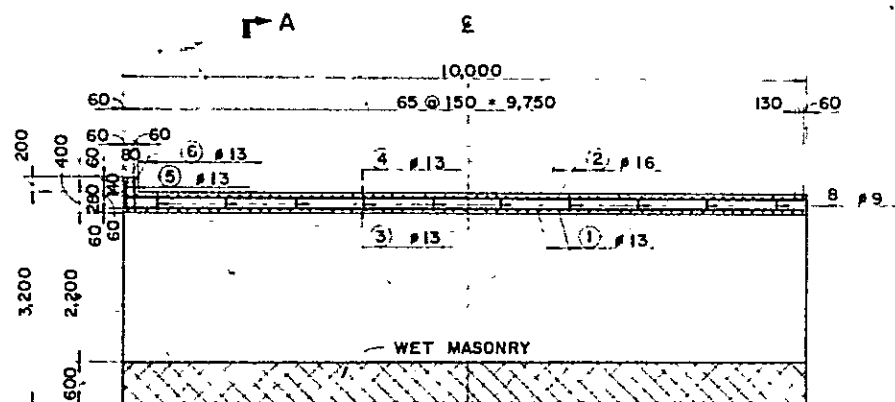


- NOTES
1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ELEVATIONS ARE SHOWN IN METERS.
  2. REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 150 kg/cm<sup>2</sup>.
  3. MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE 25mm.
  4. FOUNDATION BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF LOWER QUALITY THAN THE MAIN CANAL EARTHWORK.
  5. ABBREVIATION AND SYMBOL.
    - R.L. : ELEVATION.
    - C : CENTERLINE.
    - B.P. : BEGINNING POINT.
    - E.P. : END POINT.
    - CONCRETE
    - WET MASONRY.
    - EARTH

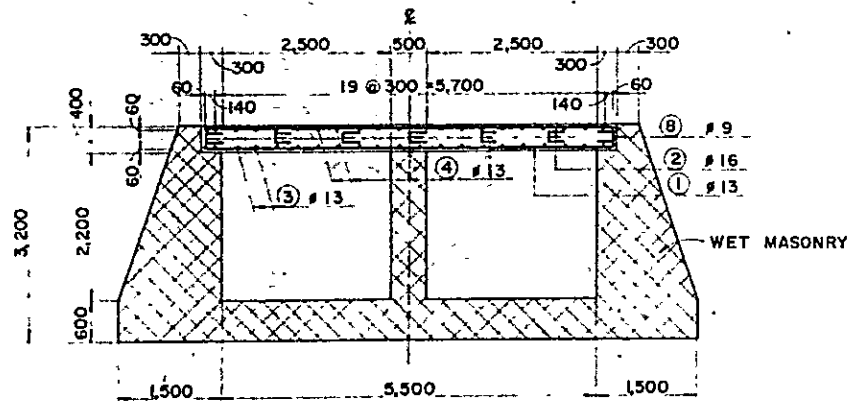
OVERSEAS TECHNICAL COOPERATION AGENCY TOKYO JAPAN	
PARALKOTE R.B. MAIN CANAL ( B ROUTE)	
NO.2, IRRIGATION CULVERT (I)	
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN	
SUBMITTED <i>T. Daman</i>	DATE AUGUST 30 1971
APPROVED <i>T. Daman</i>	DWG. NO. 79



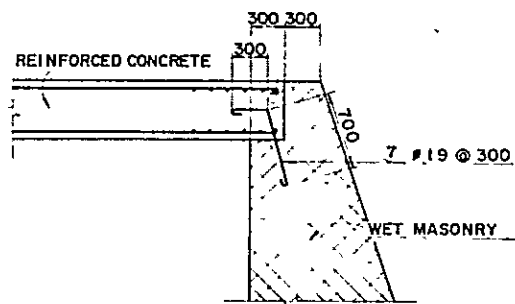
PLAN  
SCALE 1:50



PROFILE  
SCALE 1:50

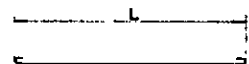


SECTION A-A  
SCALE 1:50

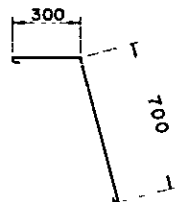


DETAIL "A"  
SCALE 1:30

REINFORCEMENT



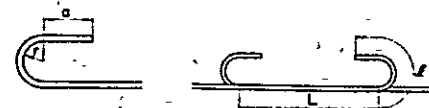
- ① #16 L=5,980 N=67x8
- ② #13 L=5,980 N=67x8
- ③ #13 L=9,880 N=22x8
- ④ #13 L=9,880 N=22x8
- ⑤ #13 L=430 N=22x4
- ⑥ #13 L=5,980 N=2x2



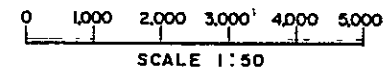
- ⑦ #19 L=1,000 N=34x8
- ⑧ #9 L=780 N=7x10

NOTES

1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS.
2. REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 150<sup>kg</sup>/sqcm.
3. MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE 25<sup>mm</sup>.
4. ABBREVIATION AND SYMBOL:  
 □ : CENTERLINE  
 □ : CONCRETE.  
 ▨ : WET MASONRY.
5. HOOK AND JOINT SHALL BE FORMED AS FOLLOWS.



#	φ	L	N	φ	L	N
9	18	23	80	360		
13	26	38	120	520		
16	32	50	150	640		
19	38	61	180	760		
22	44	62	200	880		
24	48	73	230	960		



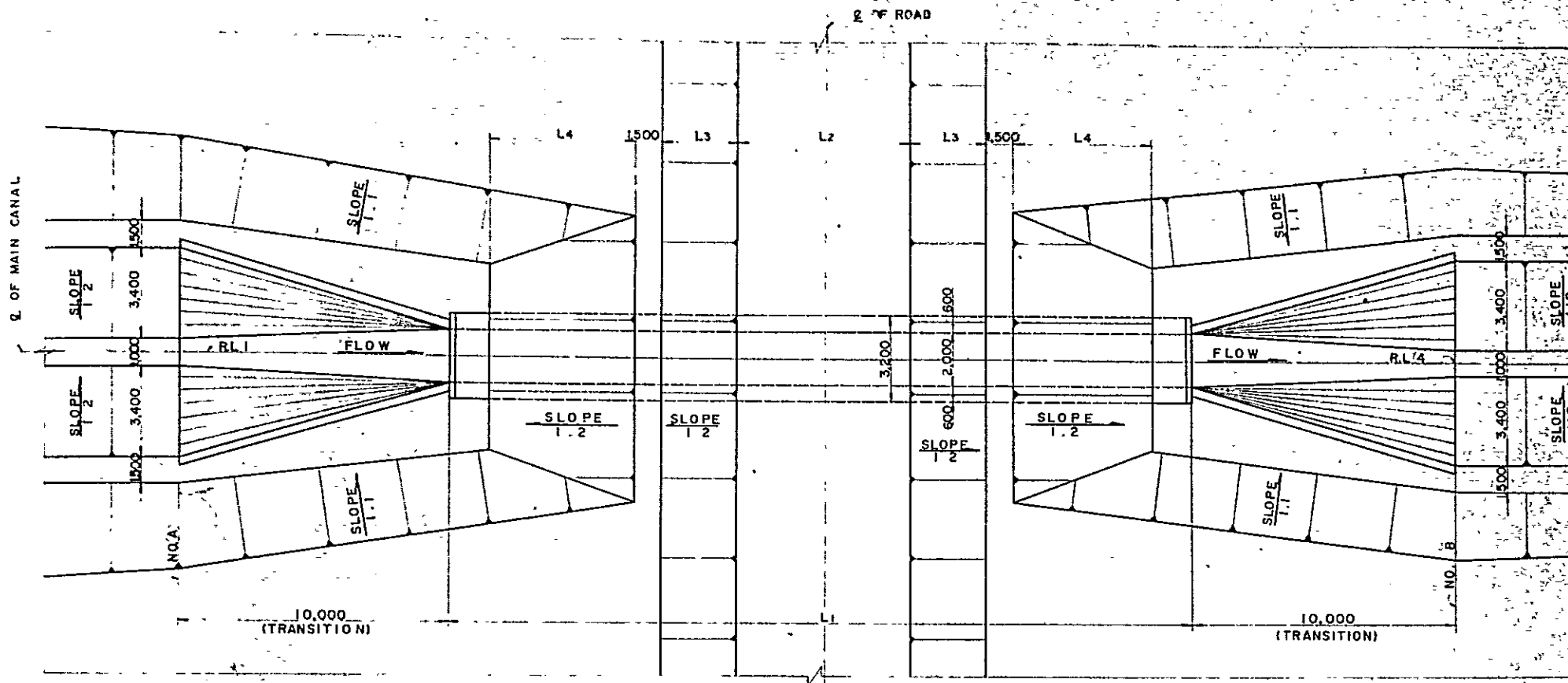
OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

PARALKOTE R.B. MAIN CANAL ( B ROUTE)

NO.2 IRRIGATION CULVERT (2)

SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED *T. Yamane* DATE AUGUST 30 1971  
APPROVED *T. Yamane* DWG NO 80



PLAN  
SCALE 1:100




TABLE OF DIMENSION

NO.	LOCATION OF B.P.	LOCATION OF E.P.	L1	L2	L3
4	NO.3+3.50	NO.4+11.50	28.00	6.50	3.00
5	NO.25+3.50	NO.26+3.50	20.00	5.00	5.80
6	NO.53+23.00	NO.54+20.00	15.00	5.00	3.70
7	NO.93+30.00	NO.10+10.00	652.06	627.46	4.30
9	NO.21+15.00	NO.29+22.78	310.26	290.66	1.80
10	NO.33+20.00	NO.34+20.00	20.00	5.00	4.70

NO.	L	R.L. (1)	R.L. (2)	R.L. (3)	R.L. (4)	R.L. (5)
4	4.40	329.656	329.549	329.535	329.624	335.30
5		329.453	329.346	329.336	329.425	334.30
6		329.201	329.094	329.086	329.175	333.00
7	6.00	328.814	328.707	328.381	328.470	336.00
9	6.00		328.110	327.955	328.044	334.00
10		328.013	327.906	327.896	327.985	332.30

NO.	H1	H2	I	REMARKS
4	2.050	2.650	0.35	
5	2.050	2.650	0.35	
6	2.050	2.650	0.35	
7	2.150	2.750	0.45	
9	2.050	2.650	0.35	
10	2.050	2.650	0.35	

NOTES

- ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ALL STATIONS AND ELEVATIONS ARE SHOWN IN METERS.
- REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 150 kg/cm<sup>2</sup>.
- MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE 25mm.
- FOUNDATION BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF LOWER QUALITY THAN THE MAIN CANAL EARTHWORK.
- ABBREVIATION AND SYMBOL.  
 R.L. : ELEVATION.  
 C : CENTERLINE.  
 B.P. : BEGINNING POINT.  
 E.P. : END POINT.  
 : CONCRETE  
 : WET MASONRY  
 : EARTH

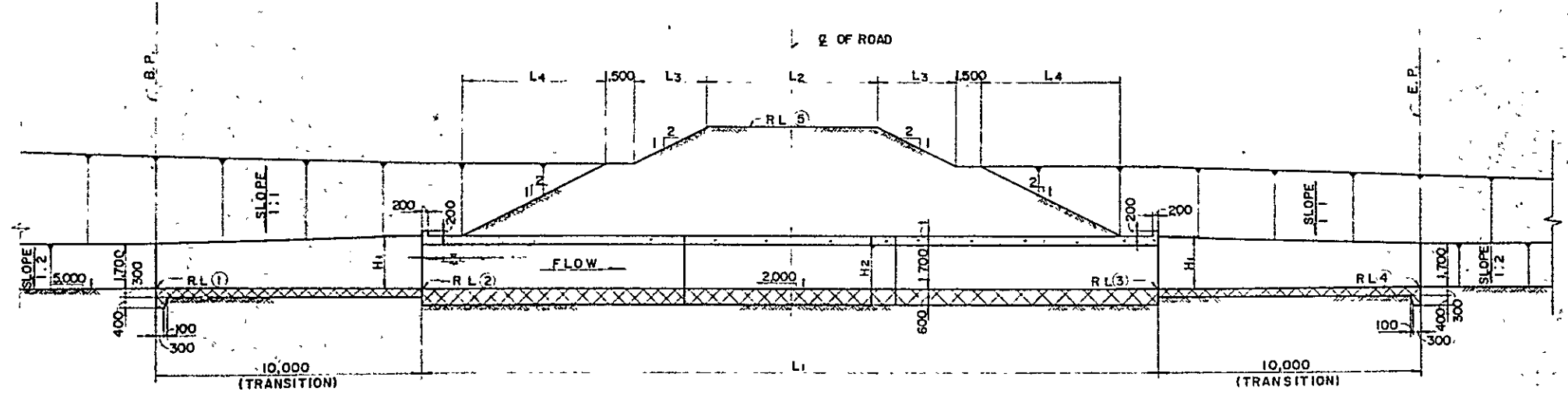
OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

PARALKOTE R.B. MAIN CANAL ( C ROUTE )

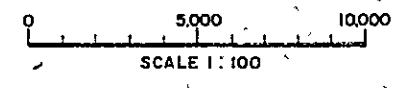
NO.4,5,6,7,9,10. IRRIGATION CULVERT (I)

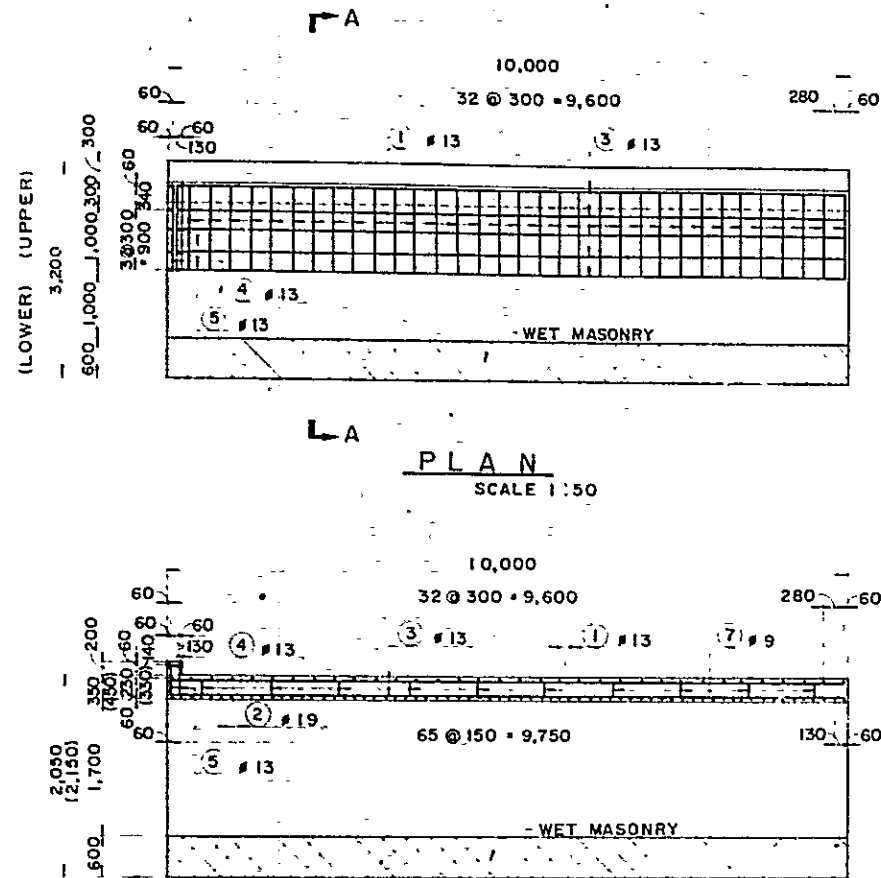
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED *T. H. ...* DATE AUGUST 30 1971  
 APPROVED *T. H. ...* DWG NO. 81

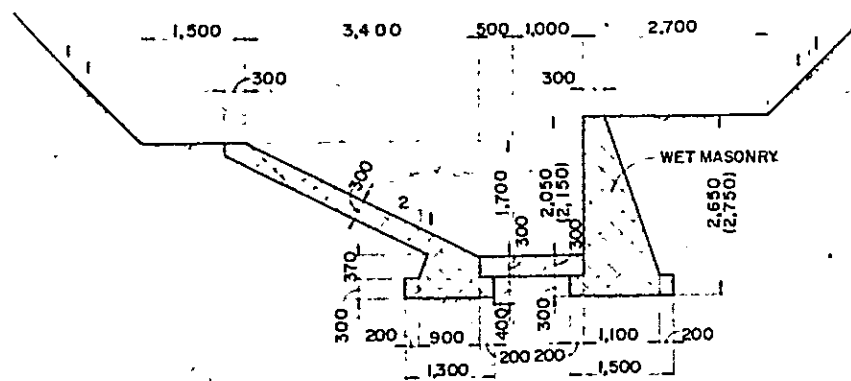


PROFILE  
SCALE 1:100





PROFILE SCALE 1:50

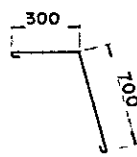


SECTION OF TRANSITION SCALE 1:50

REINFORCEMENT

NO.4 IRRIGATION CULVERT

- ① #13 L=2,480 N=34x2+28
- ② #19 L=2,480 N=67x2+54
- ③ #13 L=9,880 N=18x2
- ④ #13 L=7,880 N=18
- ⑤ #13 L=2,480 N=2x2
- ⑥ #13 L=430 N=9x4



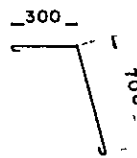
- ⑦ #9 L=1,000 N=34x2+28



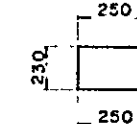
- ⑧ #9 L=730 N=20x2+16

NO.7 IRRIGATION CULVERT

- ① #13 L=2,480 N=34x64+41
- ② #19 L=2,480 N=67x64+81
- ③ #13 L=9,880 N=18x64
- ④ #13 L=11,940 N=18
- ⑤ #13 L=2,480 N=2x2
- ⑥ #13 L=530 N=9x4



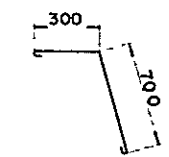
- ⑦ #19 L=1,000 N=34x64+41



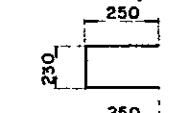
- ⑧ #9 L=830 N=20x64+24

NO.5 IRRIGATION CULVERT

- ① #13 L=2,480 N=34x2
- ② #19 L=2,480 N=67x2
- ③ #13 L=9,880 N=18x2
- ④ NOTHING
- ⑤ #13 L=2,480 N=2x2
- ⑥ #13 L=430 N=9x4



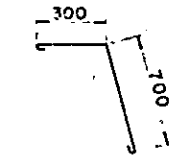
- ⑦ #19 L=1,000 N=34x2



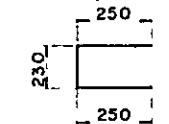
- ⑧ #9 L=730 N=20x2

NO.9 IRRIGATION CULVERT

- ① #13 L=2,480 N=34x30+35
- ② #19 L=2,480 N=67x30+70
- ③ #13 L=9,880 N=18x30
- ④ #13 L=10,140 N=18
- ⑤ #13 L=2,480 N=2x2
- ⑥ #13 L=430 N=9x4



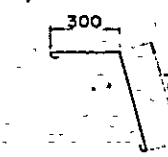
- ⑦ #19 L=1,000 N=34x30+35



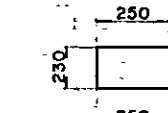
- ⑧ #9 L=730 N=20x31

NO.6 IRRIGATION CULVERT

- ① #13 L=2,480 N=34+17
- ② #19 L=2,480 N=67+34
- ③ #13 L=9,880 N=18
- ④ #13 L=4,880 N=18
- ⑤ #13 L=2,480 N=2x2
- ⑥ #13 L=430 N=9x2



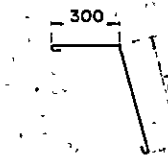
- ⑦ #19 L=1,000 N=34+17



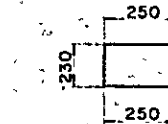
- ⑧ #9 L=730 N=20+10

NO.10 IRRIGATION CULVERT

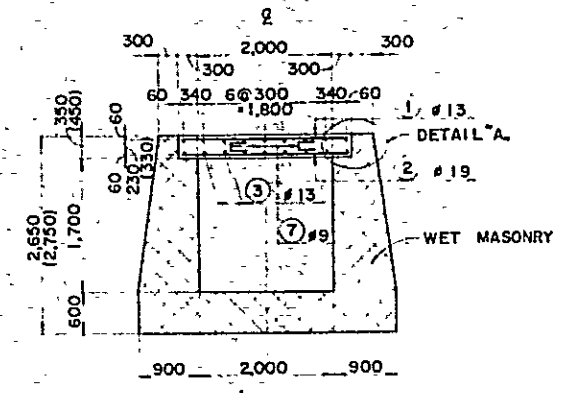
- ① #13 L=2,480 N=34x2
- ② #19 L=2,480 N=67x2
- ③ #13 L=9,880 N=18x2
- ④ NOTHING
- ⑤ #13 L=2,480 N=2x2
- ⑥ #13 L=430 N=9x4



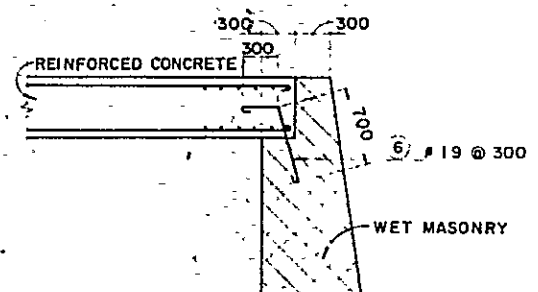
- ⑦ #19 L=1,000 N=34x2



- ⑧ #9 L=730 N=20x2



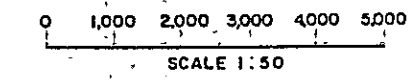
SECTION A-A SCALE 1:50



DETAIL 'A' SCALE 1:30

- NOTES
- ALL DIMENSIONS ARE SHOWN IN MILLIMETERS.
  - HOK AND JOINT SHALL BE FORMED AS FOLLOWS
- 

#	r	a	d	L
9	18	23	80	360
13	26	38	120	520
16	32	50	150	640
19	38	61	180	760
22	44	62	200	880
24	48	73	230	960



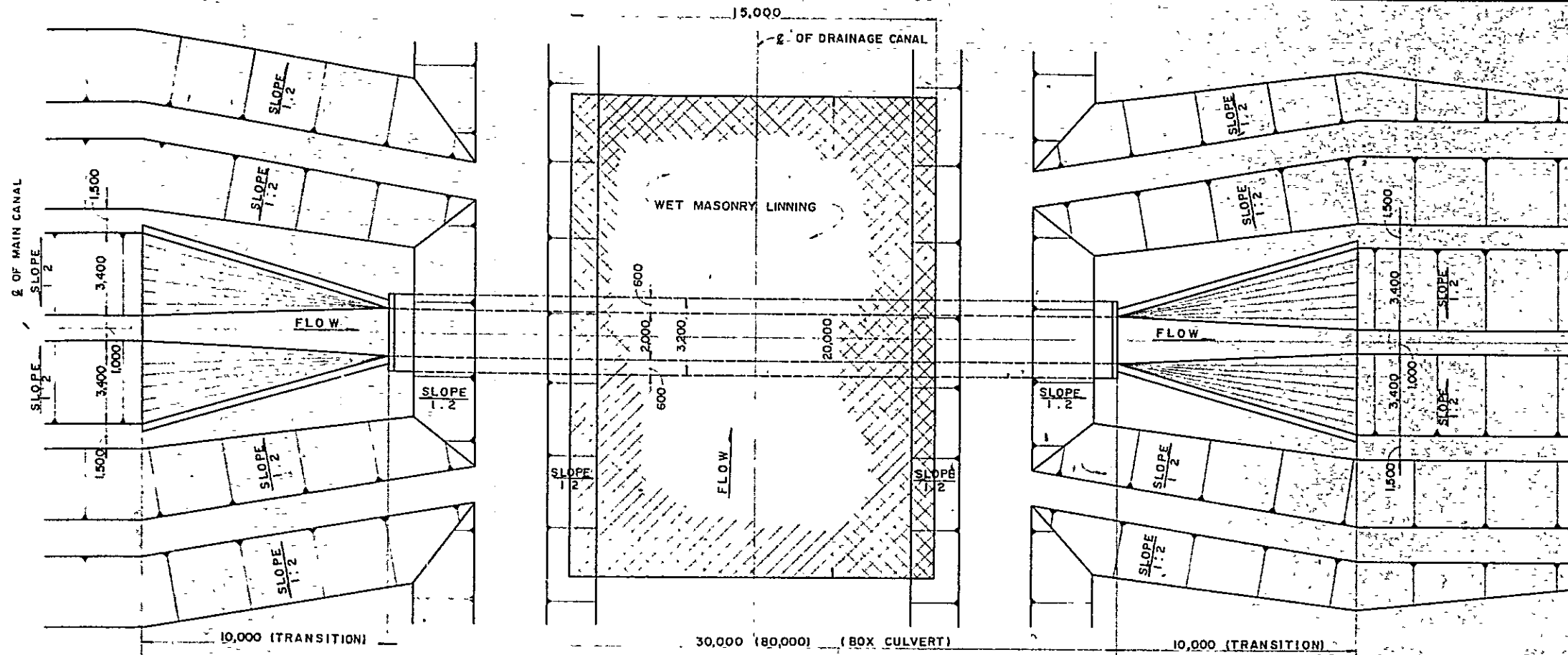
OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

PARALKOTE R.B. MAIN CANAL (B,C,ROUTE)

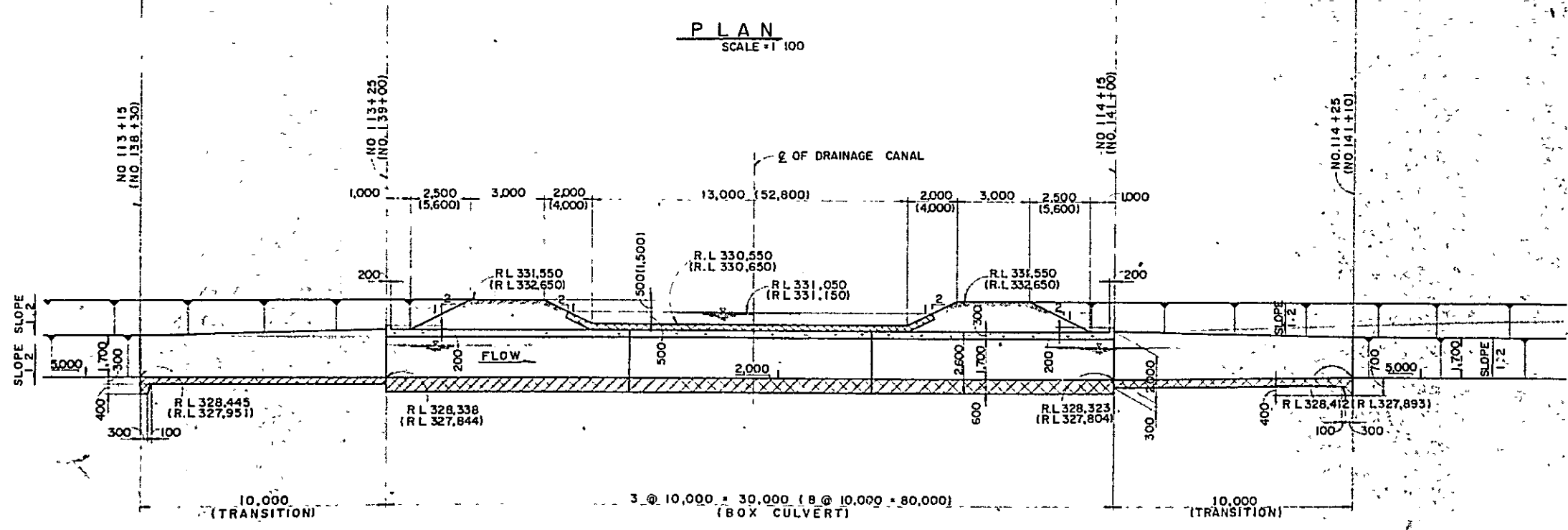
NO.4,5,6,7,9,10. IRRIGATION CULVERT (2)

SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED: *T. J. ...* DATE AUGUST 30 1971  
APPROVED: *T. J. ...* DWG NO. 82

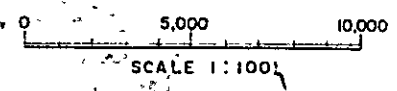


**PLAN**  
SCALE = 1:100

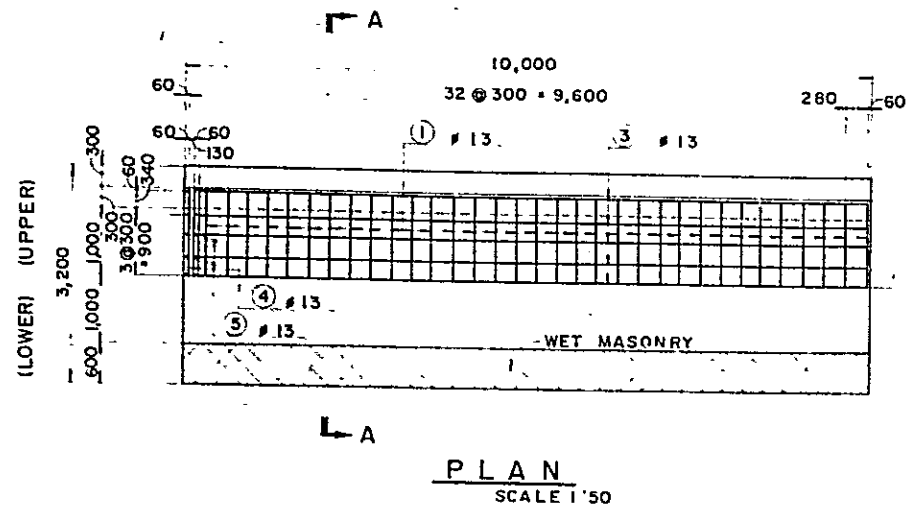


**PROFILE**  
SCALE = 1:100

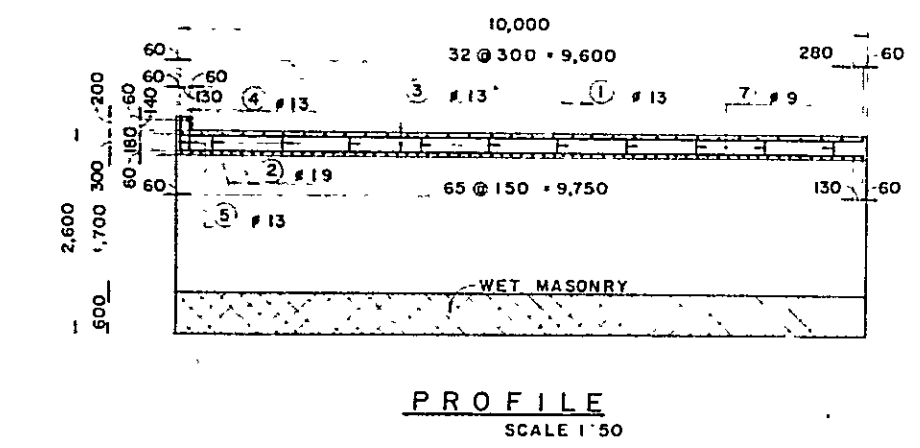
- NOTES**
1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ALL STATIONS AND ELEVATIONS ARE SHOWN IN METERS.
  2. REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 150<sup>kg</sup>/sq.cm.
  3. MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE - 25mm.
  4. FOUNDATION, BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF LOWER QUALITY THAN THE MAIN CANAL EARTHWORK.
  5. ABBREVIATION AND SYMBOL.  
 R.L. : ELEVATION.  
 & : CENTERLINE.  
 [---] : CONCRETE.  
 [---] : WET MASONRY.  
 [---] : EARTH.
  6. FIGURES IN THE PARENTHESIS SHOW IN NO. 11 IRRIGATION CULVERT.



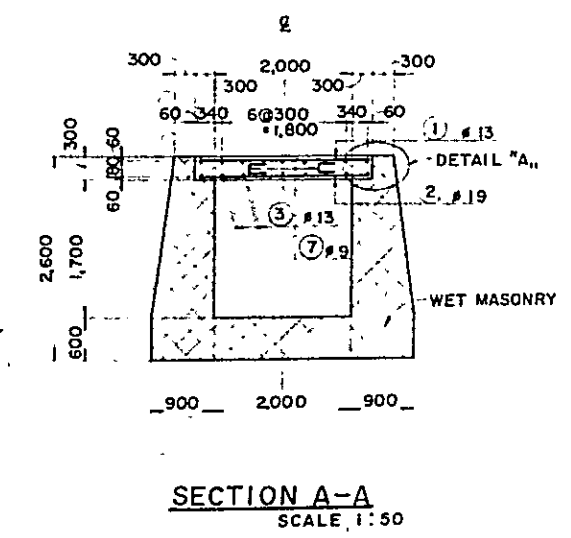
OVERSEAS TECHNICAL COOPERATION AGENCY TOKYO JAPAN	
PARALKOTE R.B. MAIN CANAL (C ROUTE)	
NO. 8, 11, IRRIGATION CULVERT (1)	
SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN	
SUBMITTED: <i>T. J. Sanyu</i>	DATE AUGUST 30 1971
APPROVED: <i>T. J. Sanyu</i>	DWG NO. 83



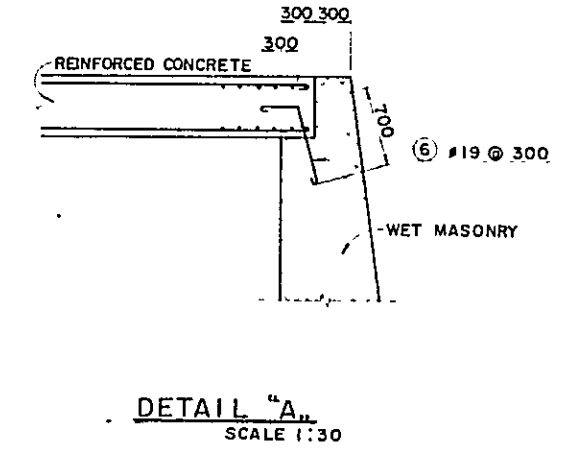
PLAN  
SCALE 1:50



PROFILE  
SCALE 1:50



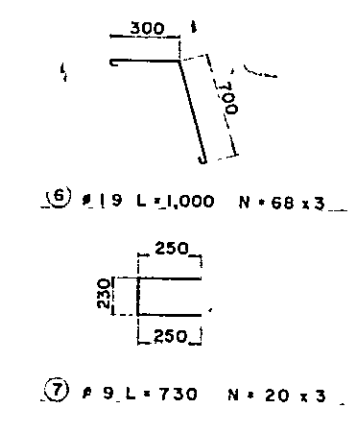
SECTION A-A  
SCALE 1:50



DETAIL "A"  
SCALE 1:30

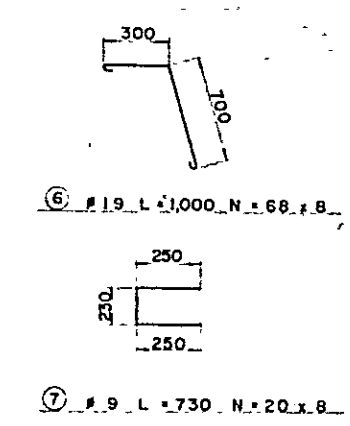
REINFORCEMENT  
NO.4 IRRIGATION CULVERT

- ① #13 L=2,480 N=34x3
- ② #19 L=2,480 N=67x3
- ③ #13 L=9,880 N=18x3
- ④ #13 L=2,480 N=2x2
- ⑤ #13 L=380 N=9x4

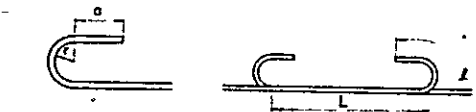


NO.5 IRRIGATION CULVERT

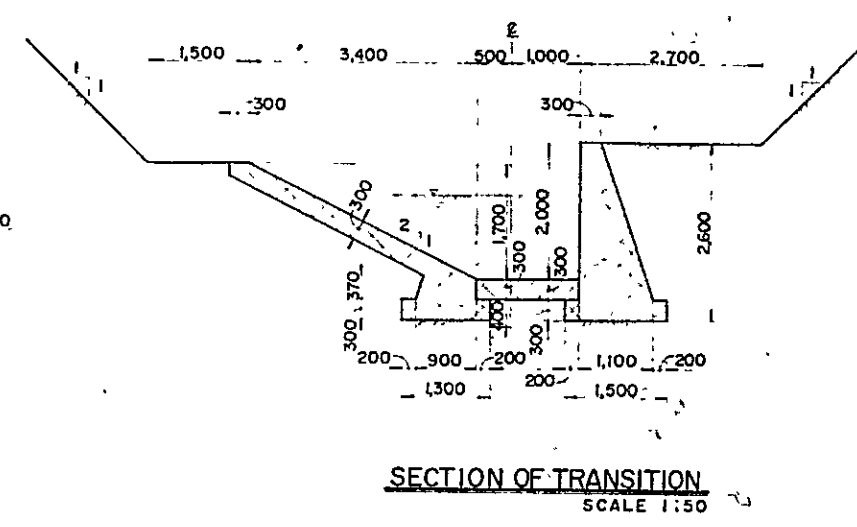
- ① #13 L=2,480 N=34x8
- ② #19 L=2,480 N=67x8
- ③ #13 L=9,880 N=18x8
- ④ #13 L=2,480 N=2x2
- ⑤ #13 L=430 N=9x4



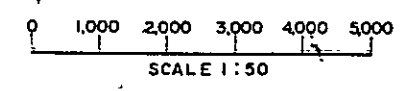
- NOTES
1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS.
  2. REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 150 kg/cm<sup>2</sup>.
  3. MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE 25 mm.
  4. FOUNDATION BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF LOWER QUALITY THAN THE MAIN CANAL EARTHWORK.
  5. ABBREVIATION AND SYMBOL.  
 Ⓢ : CENTERLINE.  
 [ ] : CONCRETE.  
 [ ] : WET MASONRY.  
 [ ] : EARTH.
  6. HOOK AND JOINT SHALL BE FORMED AS FOLLOWS



#	r	a	g	L
mm	mm	mm	mm	mm
9	18	23	80	360
13	26	38	120	520
16	32	50	150	640
19	38	61	180	760
22	44	62	200	880
24	48	73	230	960



SECTION OF TRANSITION  
SCALE 1:50



OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

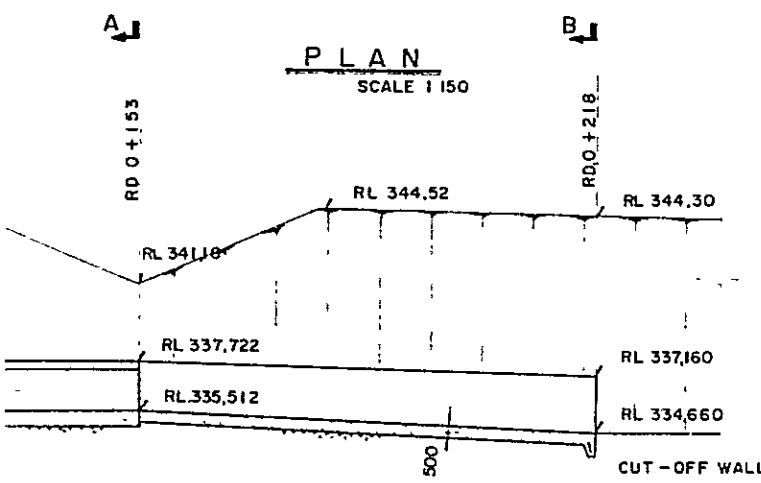
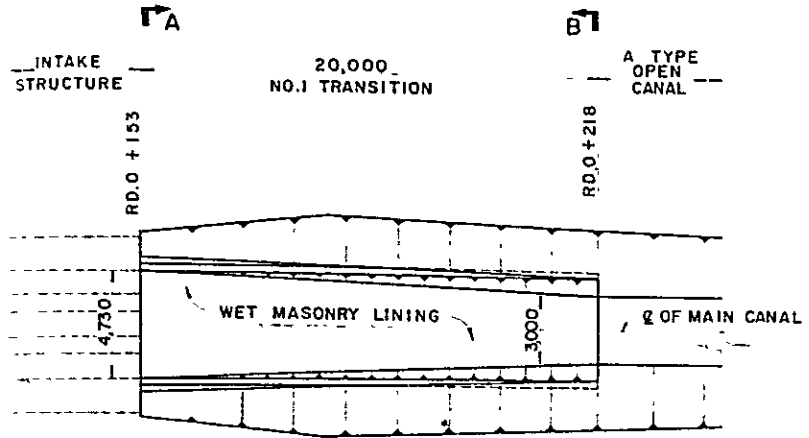
PARALKOTE R.B. MAIN CANAL ( C ROUTE )

NO.8.II. IRRIGATION CULVERT (2)

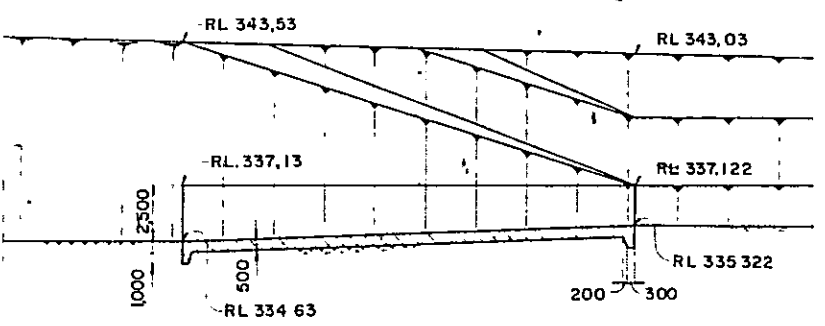
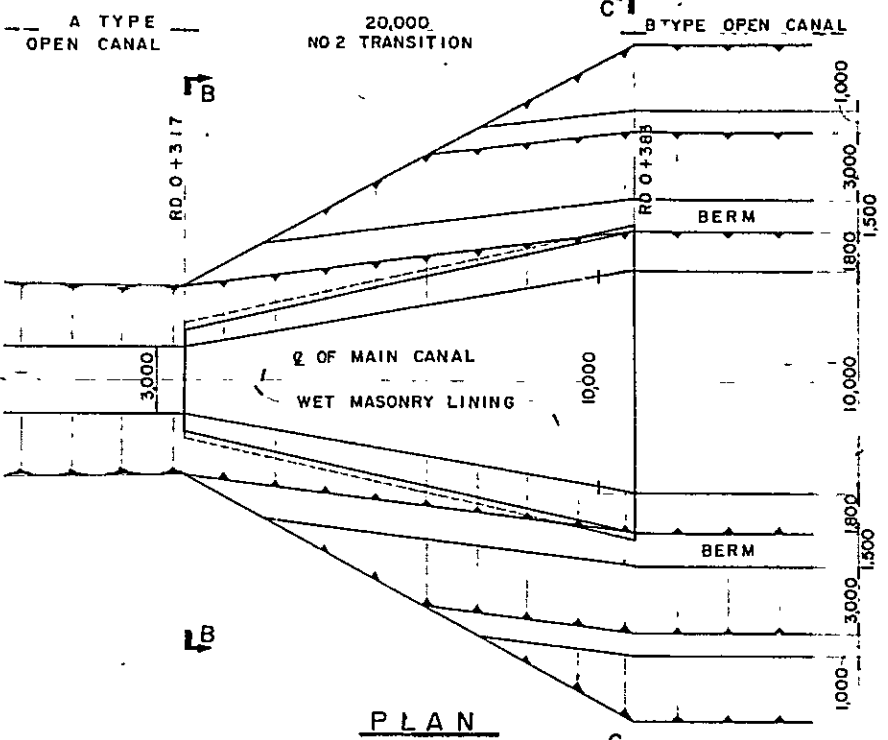
SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN

SUBMITTED *T. Iwano* DATE AUGUST 30 1971

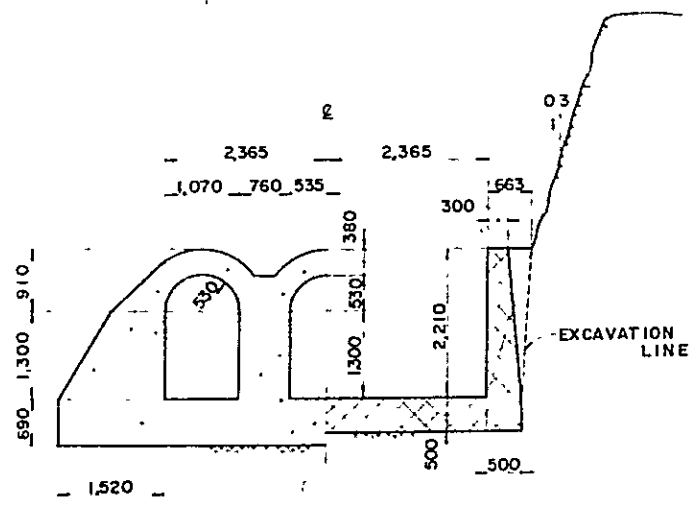
APPROVED *T. Iwano* DWG NO. 84



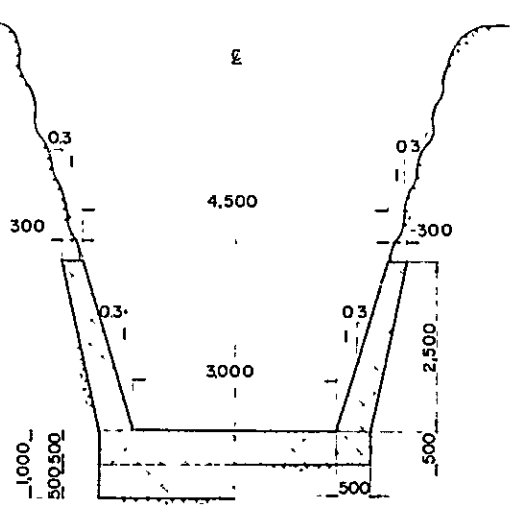
PROFILE  
SCALE 1:150



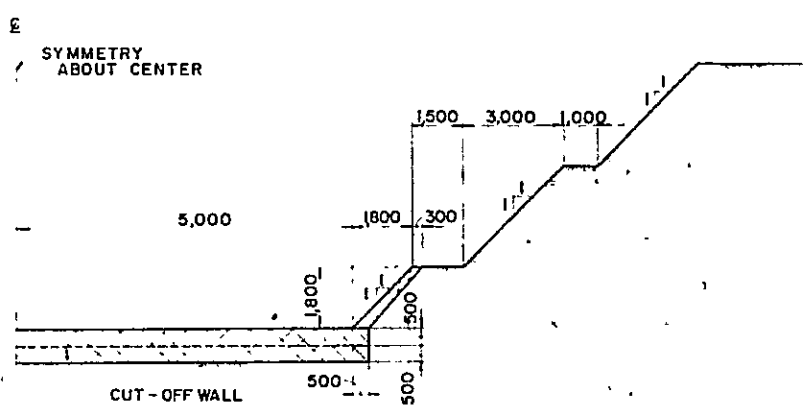
PROFILE  
SCALE 1:150



SECTION A-A  
SCALE 1:50

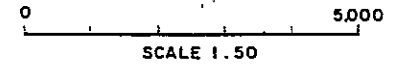
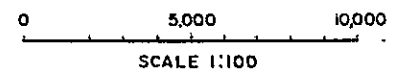
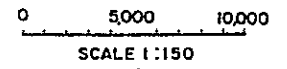


SECTION B-B  
SCALE 1:50



SECTION C-C  
SCALE 1:100

- NOTES
1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ALL STATIONS AND ELEVATIONS ARE SHOWN IN METERS.
  2. FOUNDATION BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF A LOWER QUALITY THAN THE MAIN CANAL EARTHWORK.
  3. ABBREVIATION AND SYMBOL
    - RL : ELEVATION.
    - Q : CENTERLINE
    - CONCRETE.
    - WET MASONRY
    - EARTH.
    - ROCK.



OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

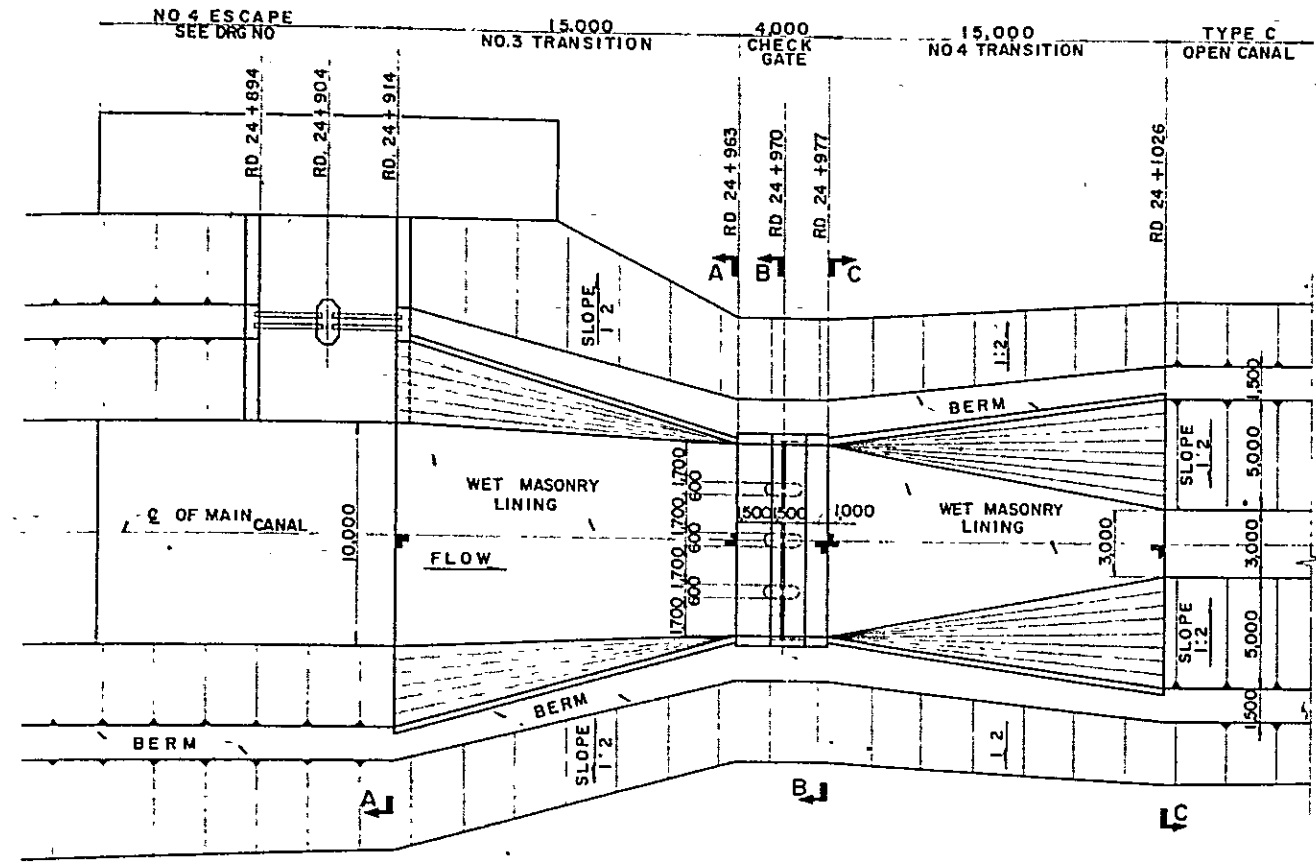
PARALKOTE R.B. MAIN CANAL (A ROUTE)

NO.1, NO.2, TRANSITION STRUCTURE

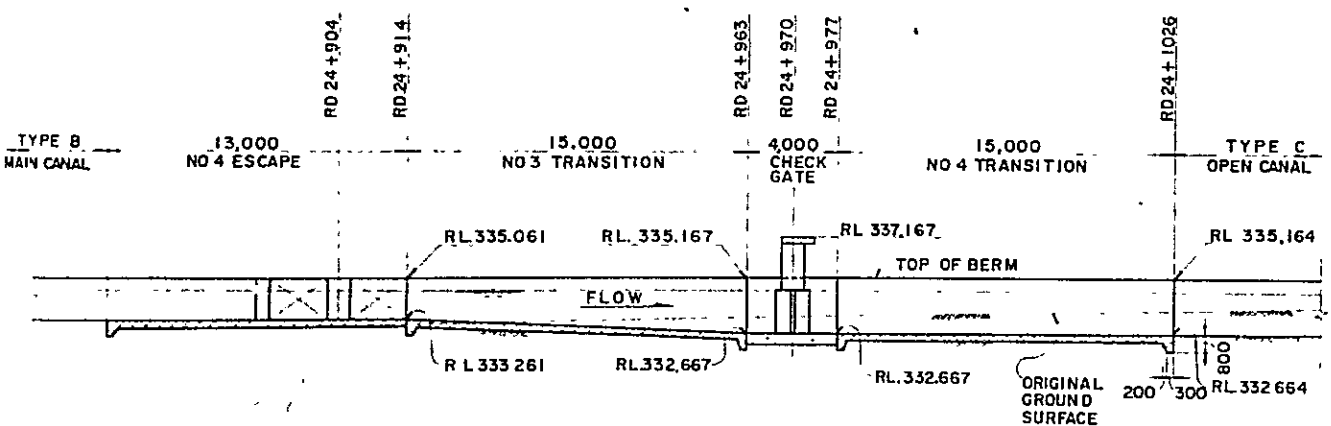
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED *T. Yamamoto* DATE AUGUST 30 1971

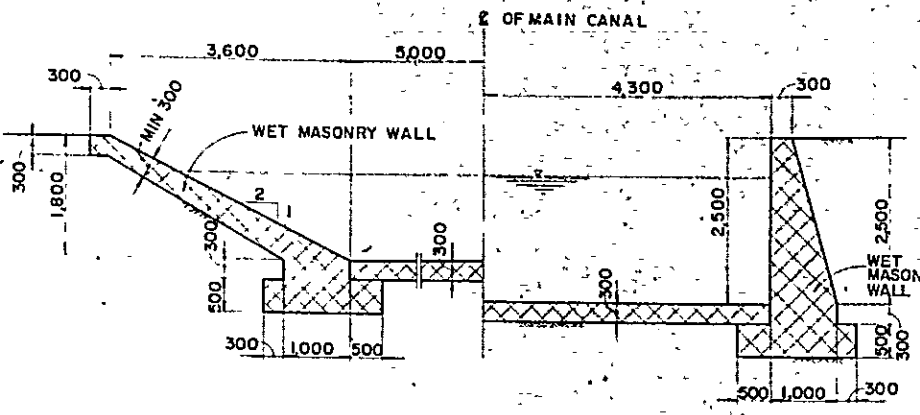
APPROVED *T. Yamamoto* DWG. NO. 85



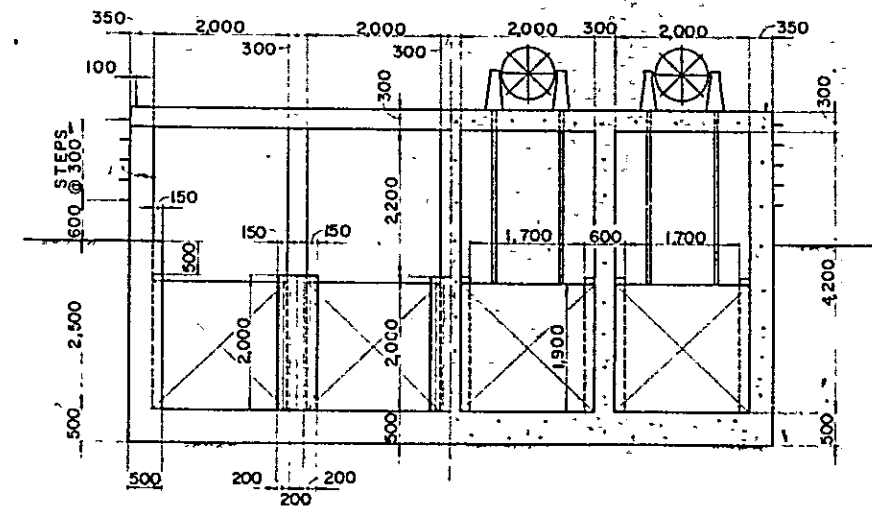
**PLAN**  
SCALE 1:150



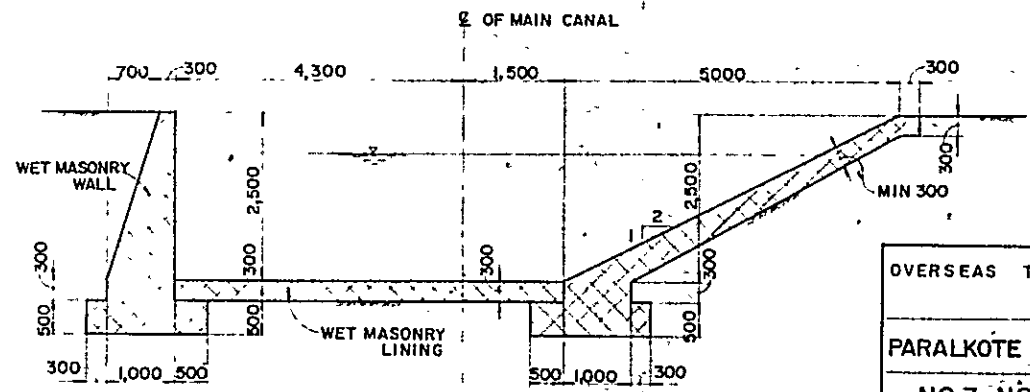
**PROFILE**  
SCALE 1:150



**SECTION A-A**  
SCALE 1:50

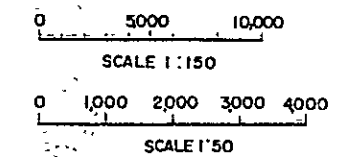


**SECTION B-B**  
SCALE 1:50



**SECTION C-C**  
SCALE 1:50

- NOTES**
1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ALL STATIONS AND ELEVATIONS ARE SHOWN IN METERS.
  2. REINFORCED CONCRETE SHALL HAVE 28 DAY COMPRESSIVE STRENGTH OF 150<sup>kg</sup>/sq.cm.
  3. MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE IS TO BE 25<sup>mm</sup>.
  4. FOUNDATION BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF A LOWER QUALITY THAN THE MAIN CANAL EARTHWORK.
  5. DESIGN OF NO.4 ESCAPE STRUCTURE IS GIVEN IN DRAWING NO.
  6. ABBREVIATION AND SYMBOL.
    - RL : ELEVATION.
    - ± : CENTERLINE.
    - : CONCRETE.
    - ▨ : WET MASONRY.
    - : EARTH



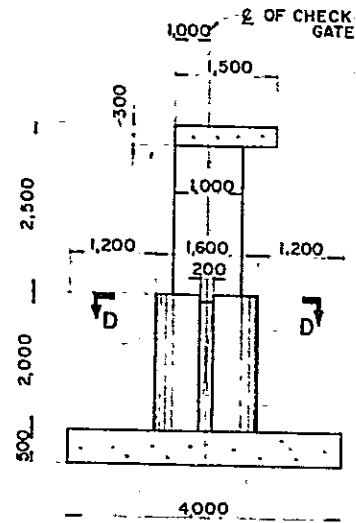
OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

PARALKOTE R.B. MAIN CANAL ( A ROUTE )  
NO.3, NO.4, TRANSITION AND  
CHECK GATE STRUCTURE ( I )

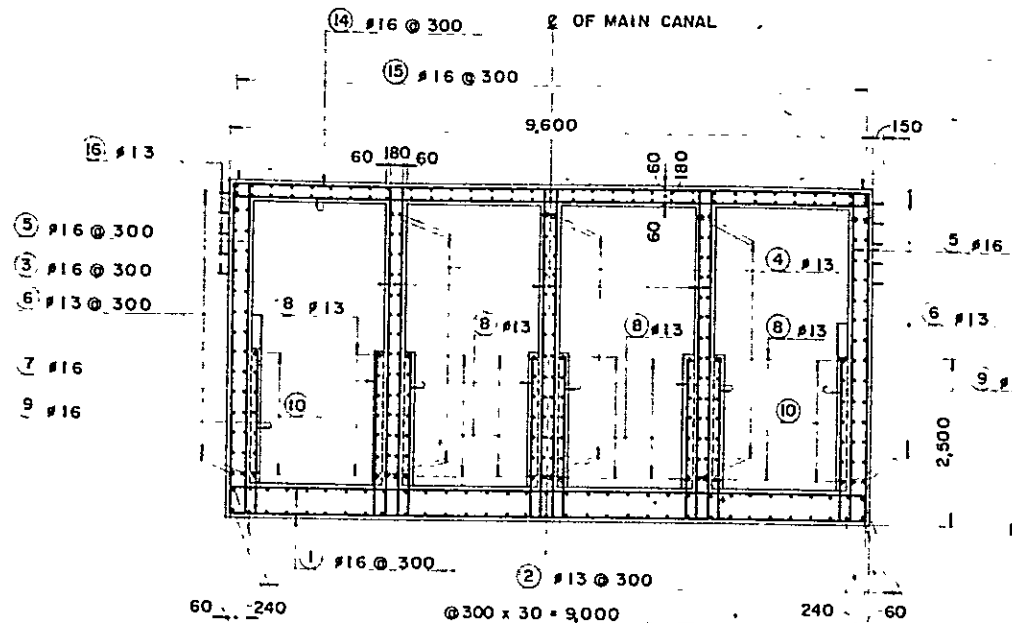
SANYU CONSULTANTS, INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED *[Signature]* DATE AUGUST 30 1971  
APPROVED *[Signature]* DWGNO 86

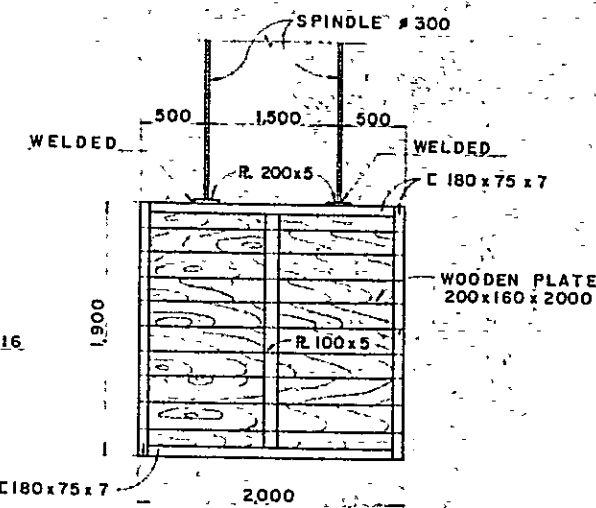




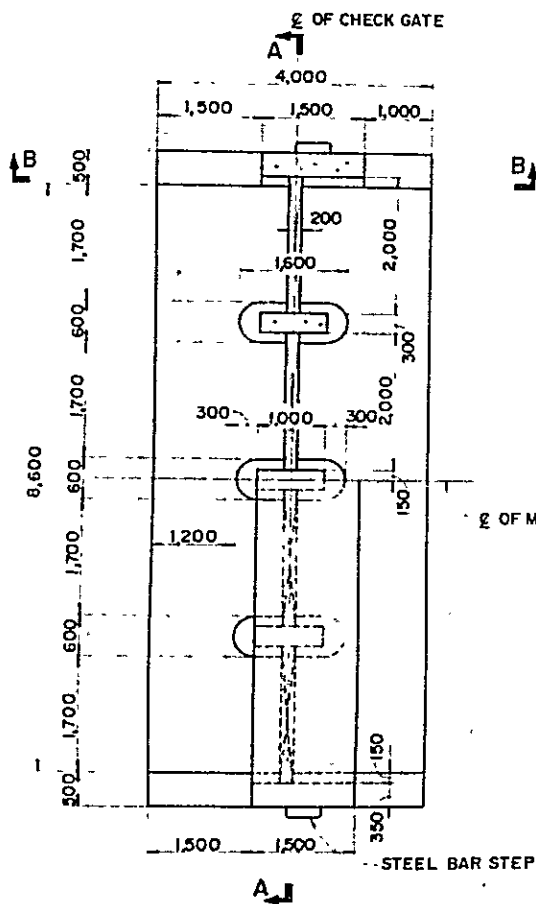
**PROFILE**  
SCALE 1:50



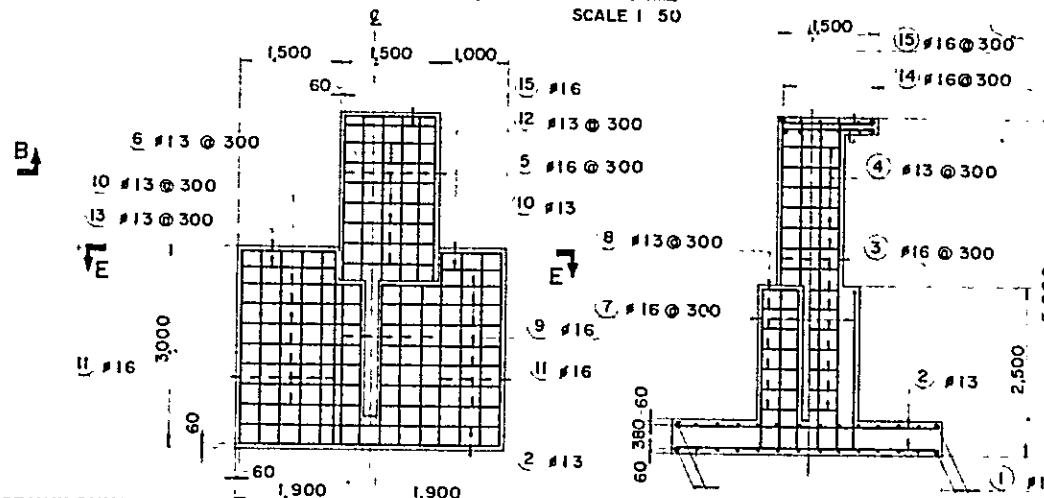
**SECTION A-A**  
SCALE 1:50



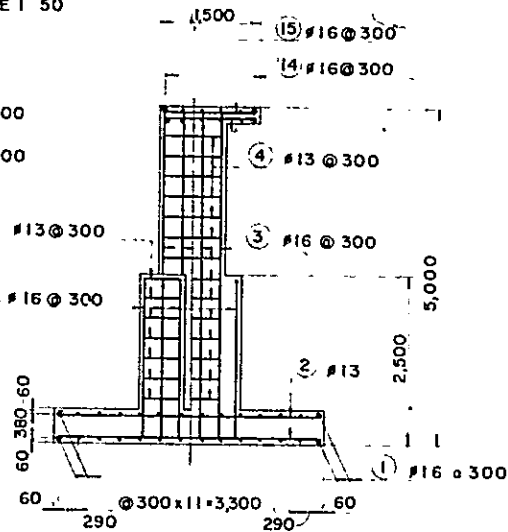
**GATE DETAIL**  
SCALE 1:25



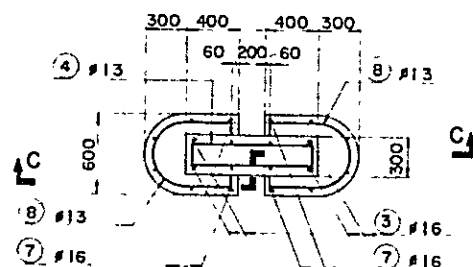
**PLAN**  
SCALE 1:50



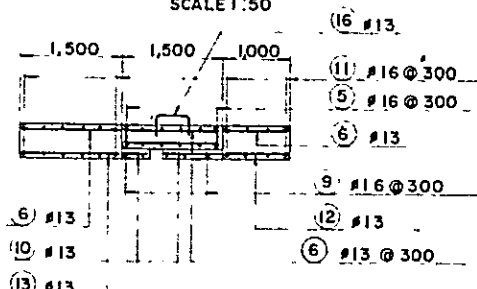
**SECTION B-B**  
SCALE 1:50



**SECTION C-C**  
SCALE 1:50



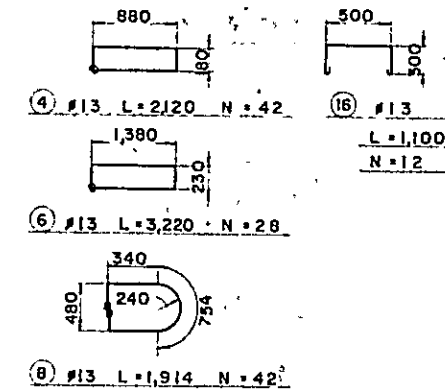
**SECTION D-D**  
SCALE 1:25



**SECTION E-E**  
SCALE 1:50

**REINFORCEMENT**

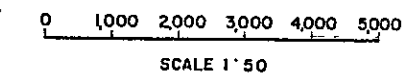
- ① #16 L=9,480 N=28
- ② #13 L=3,880 N=66
- ③ #16 L=4,880 N=24
- ④ #16 L=4,880 N=24
- ⑤ #16 L=4,880 N=24
- ⑥ #16 L=2,380 N=36
- ⑦ #16 L=2,380 N=10
- ⑧ #16 L=2,380 N=10
- ⑨ #16 L=2,380 N=10
- ⑩ #13 L=1,780 N=28
- ⑪ #16 L=2,880 N=40
- ⑫ #13 L=880 N=4
- ⑬ #13 L=1,380 N=4
- ⑭ #16 L=9,480 N=12
- ⑮ #16 L=1,380 N=66



- NOTES**
1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS.
  2. REINFORCED CONCRETE SHALL HAVE 28 DAY COMPRESSIVE STRENGTH OF  $150^{kg/cm^2}$ .
  3. MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE IS TO BE 25<sup>mm</sup>.
  4. FOUNDATION BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF A LOWER QUALITY THAN THE MAIN CANAL EARTHWORK
  5. ABBREVIATION AND SYMBOL.
    - ± : CENTERLINE.
    - R : STEEL PLATE
    - C : STEEL CHANNEL.
    - φ : DIAMETER.
    - N : NUMBER OF STEEL RODS.
    - L : EFFECTIVE LENGTH OF STEEL RODS.
    - ⊕ : SPACE OF STEEL ROD CENTER TO CENTER
    - : CONCRETE.
  6. HOOK AND JOINT SHALL BE FORMED AS FOLLOWS.



#	r	g	L	N
9	18	23	80	360
13	26	38	120	520
16	32	50	150	640
19	38	61	180	760
22	44	62	200	880
24	48	73	230	960



OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

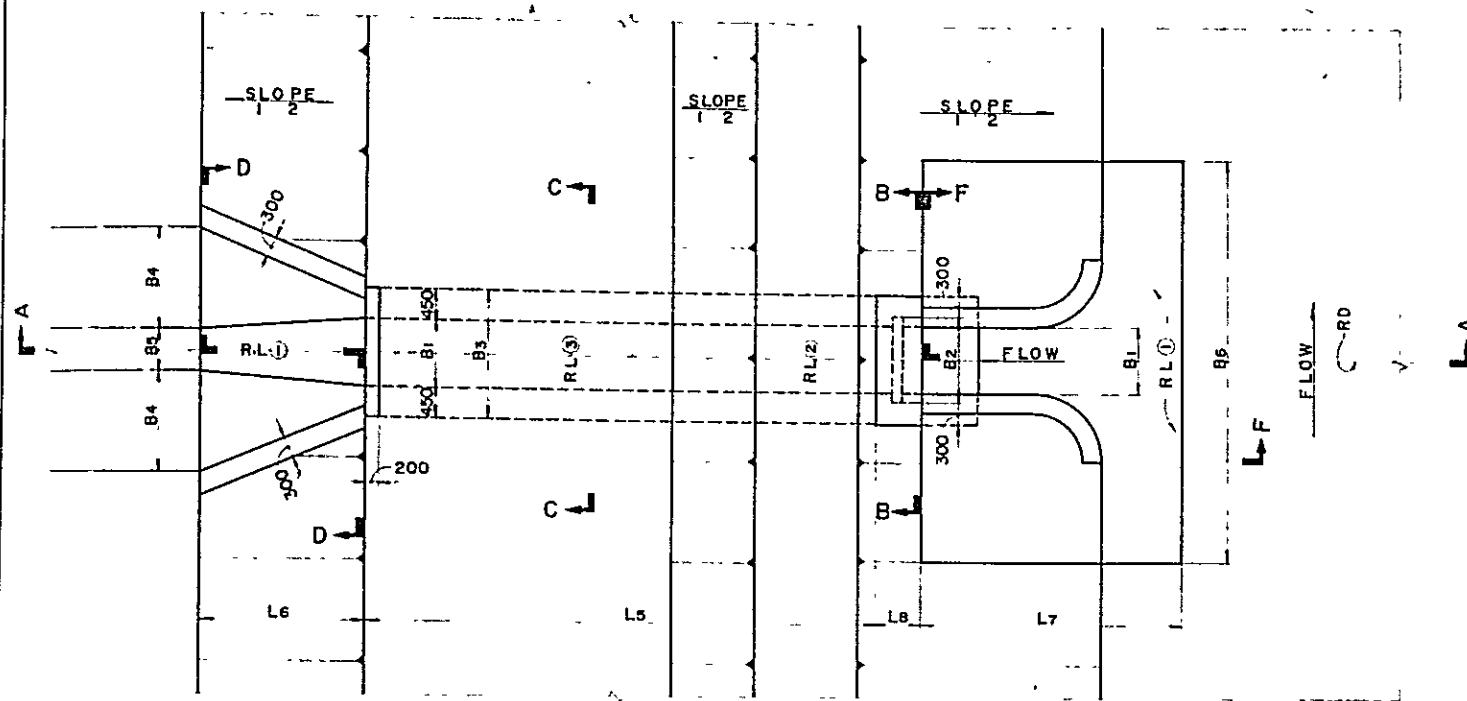
PARALKOTE R.B. MAIN CANAL ( A ROUTE )

**CHECK GATE STRUCTURE (2)**

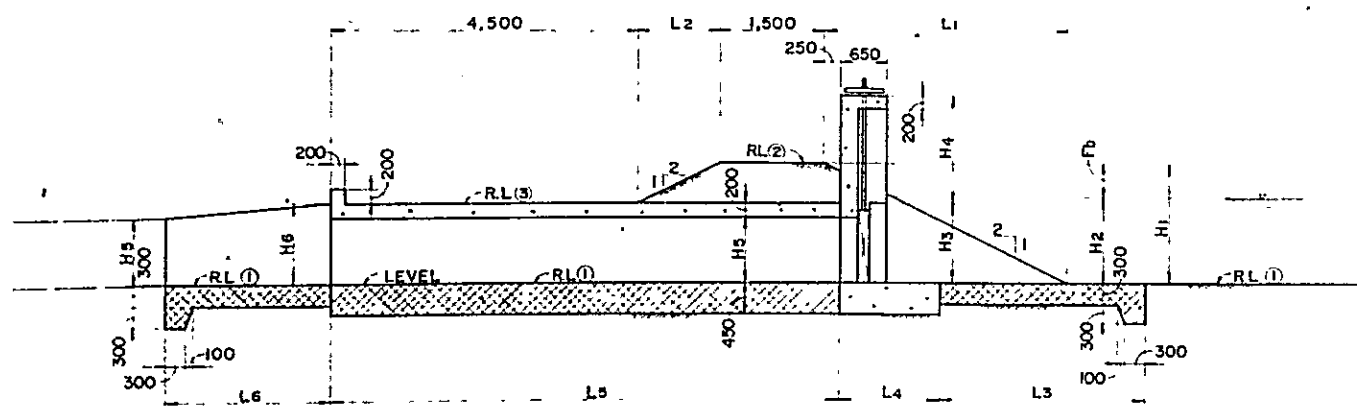
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED *T. Iwano* DATE AUGUST 30 1971

APPROVED *T. Iwano* DWGNO 87



PLAN  
SCALE 1:50



SECTION A-A

NO	CENTER OF OUTLET	R.L. ①	R.L. ②	R.L. ③	DISCHARGE CUM/SEC	OUTLET TYPE	ROUTE
1	RD 12 + 775	334.458	336.258	335.158	0.047	A	A
2	RD 15 + 344	334.270	336.070	335.270	0.159	B	A
3	RD 17 + 56	334.158	335.958	335.158	0.361	B	A
4	RD 24 + 750	333.271	335.071	334.471	0.418	C	A
5	RD 25 + 725	332.558	335.058	333.258	0.017	D	B
6	RD 26 + 500	332.512	335.012	333.218	0.034	D	B
7	RD 27 + 850	332.429	334.929	333.129	0.004	D	B
8	RD 28	332.421	334.921	333.421	0.237	E	B
9	RD 32 + 150	332.140	334.640	333.140	0.157	E	B
10	RD 32 + 350	332.123	334.623	332.813	0.012	D	B
11	RD 34 + 150	332.018	334.518	332.718	0.016	D	B
12	RD 36 + 400	331.805	334.305	332.505	0.011	D	B
13	RD 43 + 300	331.299	333.799	331.999	0.004	D	B
15	NO 113	328.448	330.148	329.148	0.100	F	C

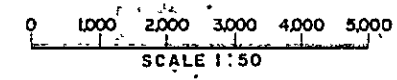
NOTES

- ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ELEVATIONS ARE SHOWN
- REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 150<sup>kg/cm</sup>
- MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE 25mm
- FOUNDATION BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF LOWER QUALITY THAN THE MAIN CANAL EARTHWORK
- ABBREVIATION AND SYMBOL.  
 R L ; ELEVATION  
 ε ; CENTERLINE  
 ; CONCRETE  
 ; WET MASONRY  
 ; EARTH

TYPE	H1	H2	H3	H4	H5	H6	Fb
A	1.800	1.300	0.700	1.100	0.500	0.700	0.500
B	1.800	1.300	1.000	1.400	0.800	1.000	0.500
C	1.800	1.300	1.200	1.600	1.000	1.200	0.500
D	2.500	1.890	0.700	1.800	0.500	0.700	0.610
E	2.500	1.890	1.000	1.500	0.800	1.000	0.610
F	1.700	1.230	0.700	1.000	0.500	0.700	0.470

TYPE	L1	L2	L3	L4	L5	L6	L7	L8
A	3.600	2.200	3.000	1.500	8.450	3.000	3.850	0.650
B	3.600	1.600	3.000	1.500	7.850	3.000	3.850	0.650
C	3.600	1.200	3.000	1.500	7.450	3.000	3.850	0.650
D	5.000	3.600	4.000	1.500	9.850	3.000	4.850	0.650
E	5.000	3.000	4.000	1.500	9.250	3.000	4.850	0.650
F	3.400	2.000	3.000	1.500	8.250	3.000	3.850	0.650

TYPE	B1	B2	B3	B4	B5	B6
A	0.500	0.800	1.400	1.000	0.300	6.000
B	0.800	1.100	1.700	1.600	0.400	6.000
C	1.000	1.300	1.900	2.000	0.600	6.000
D	0.500	0.800	1.400	1.000	0.300	10.000
E	0.800	1.100	1.700	1.600	0.400	10.000
F	0.500	0.800	1.400	1.000	0.300	6.000



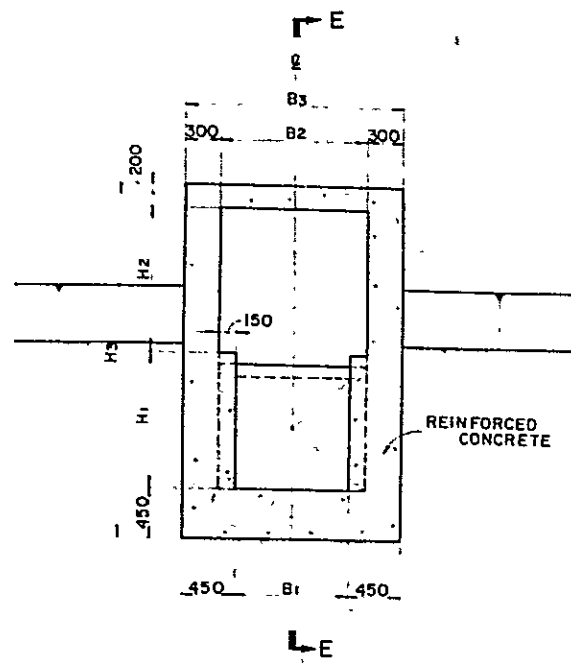
OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN

PARALKOTE R.B. MAIN CANAL (A,B,C. ROUTE)

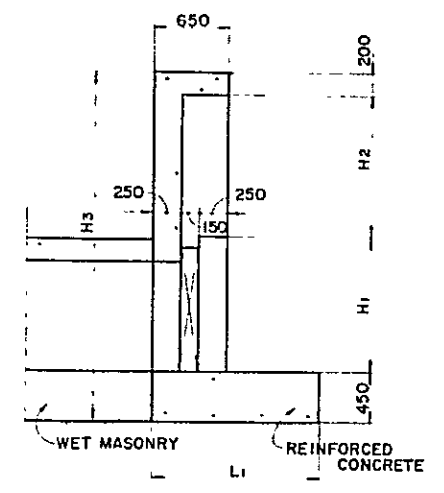
TYPE A,B,C,D,E,F, OUTLET STRUCTUER (I)

SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

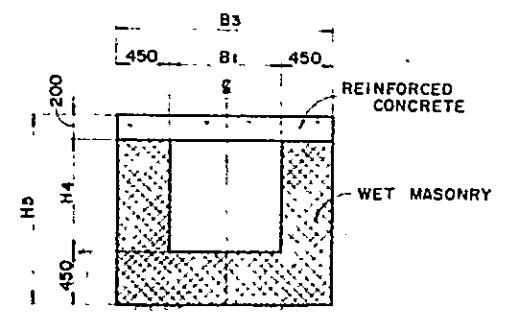
SUBMITTED: *[Signature]* DATE: AUGUST 30 1971  
 APPROVED: *[Signature]* DWG NO: 88



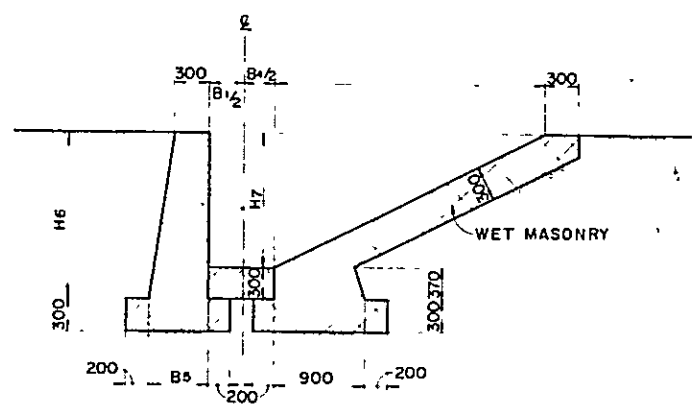
SECTION B-B  
SCALE 1/30



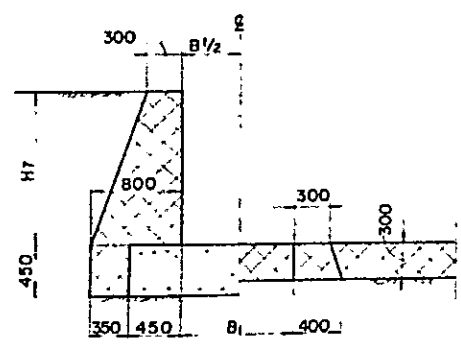
SECTION E-E  
SCALE 1/30



SECTION C-C  
SCALE 1/30



SECTION D-D  
SCALE 1/30



SECTION F-F  
SCALE 1/30

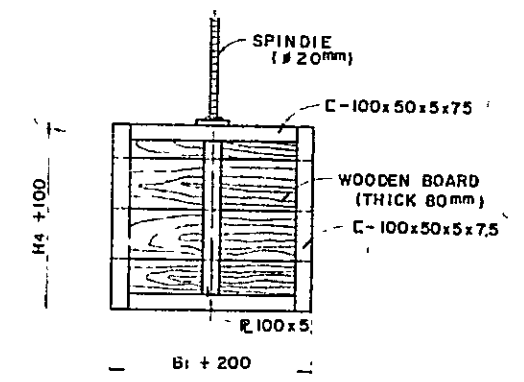
TABLE OF DIMENSION

TYPE	L1	H1	H2	H3	H4	H5	H6	H7
A	1.500	0.700	0.900	2.250	0.500	1.150	1.000	1.350
B	1.500	1.000	1.200	2.850	0.800	1.450	1.300	1.350
C	1.500	1.200	1.400	3.250	1.000	1.650	1.500	1.350
D	1.500	0.700	1.600	2.950	0.500	1.150	1.000	2.050
E	1.500	1.000	1.300	2.950	0.800	1.450	1.300	2.050
F	1.500	0.700	0.800	2.150	0.500	1.150	1.000	1.250

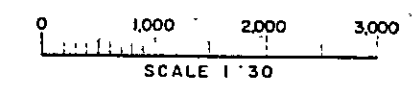
TYPE	H7	B1	B2	B3	B4	B5
A	0.500	0.500	0.800	1.400	0.300	0.600
B	0.800	0.800	1.100	1.700	0.400	0.600
C	1.000	1.000	1.300	1.900	0.600	0.700
D	0.500	0.500	0.800	1.400	0.300	0.600
E	0.800	0.800	1.100	1.700	0.400	0.600
F	0.500	0.500	0.800	1.400	0.300	0.600

NOTES

- ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ELEVATIONS ARE SHOWN IN METERS.
- REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 150<sup>kg</sup>/sq.cm.
- MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE 25<sup>mm</sup>.
- FOUNDATION BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF LOWER QUALITY THAN THE MAIN CANAL EARTHWORK.
- ABBREVIATION AND SYMBOL.  
 RL : ELEVATION  
 g : CENTERLINE  
 [ ] : CONCRETE  
 [ ] : WET MASONRY  
 [ ] : EARTH



DETAIL OF GATE  
SCALE 1/20



OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN

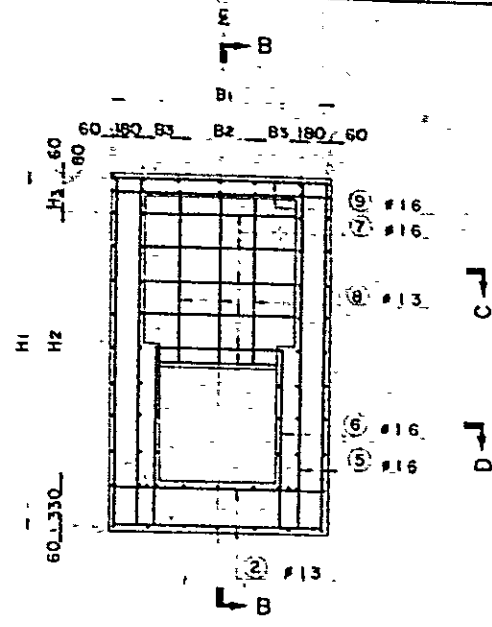
PARALKOTE R.B. MAIN CANAL (A,B,C, ROUTE)

TYPE A,B,C,D,E,F, OUTLET STRUCTUER (2)

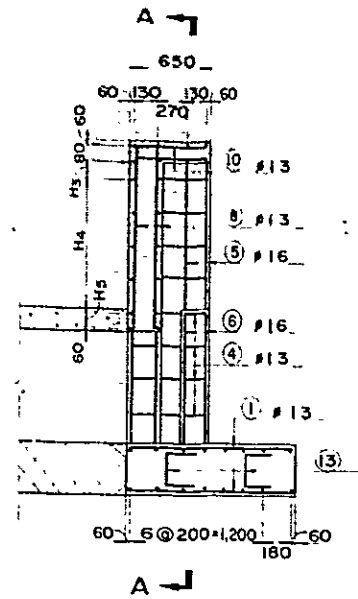
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED: [Signature] DATE: AUGUST 30 1971

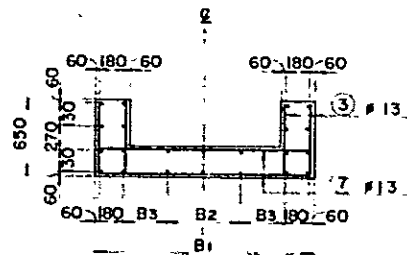
APPROVED: [Signature] DWG. NO. 89



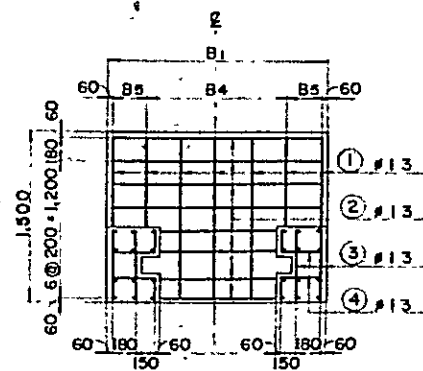
SECTION A-A  
SCALE 1:30



SECTION B-B  
SCALE 1:30



SECTION C-C  
SCALE 1:30



SECTION D-D  
SCALE 1:30

TABLE OF DIMENSION

TYPE	B1	B2	B3	B4	B5
A	1,400	300	310	2@300 +600	340
B	1,700	2@300 +600	310	3@300 +900	340
C	1,900	3@300 +900	260	4@300 +1,200	290
D	1,400	300	310	2@300 +600	340
E	1,700	2@300 +600	310	3@300 +900	340
F	1,400	300	310	2@300 +600	340

TYPE	H1	H2	H3	H4	H5
A	2,250	5@300 +1,500	220	2@300 +600	280
B	2,850	7@300 +2,100	220	3@300 +900	280
C	3,250	8@300 +2,400	320	4@300 +1,200	80
D	2,950	7@300 +2,100	320	4@300 +1,200	280
E	2,950	7@300 +2,100	320	3@300 +900	280
F	2,150	5@300 +1,500	120	2@300 +600	280

REINFORCEMENT

- ① #13 L=L1 N=N1
- ② #13 L=L2 N=N2
- ③ #13 L=L3 N=N3
- ④ #13 L=L4 N=N4
- ⑤ #16 L=L5 N=N5
- ⑥ #16 L=L6 N=N6
- ⑦ #16 L=L7 N=N7
- ⑧ #13 L=L8 N=N8
- ⑨ #16 L=L9 N=N9
- ⑩ #13 L=L10 N=N10
- ⑪ #16 L=L11 N=N11
- ⑫ #13 L=L12 N=N12
- ⑬ #9 L=L13 N=N13
- ⑭ #9 L=L14 N=N14

TABLE OF DIMENSION

TYPE	L1	L2	L3	L4	L5	L6	L7	L8	L9	L10	L11	L12	L13	L14
A	1,380	1,280	530	360	2,130	1,030	1,280	1,180	1,280	530	1,280	8,330	830	580
B	1,380	1,580	530	360	2,730	1,330	1,580	1,480	1,580	530	1,580	7,730	830	580
C	1,380	1,780	530	360	3,130	1,530	1,780	1,680	1,780	530	1,780	7,330	830	580
D	1,380	1,280	530	360	2,830	1,030	1,280	1,880	1,280	530	1,280	9,730	830	580
E	1,380	1,580	530	360	2,830	1,330	1,580	1,580	1,580	530	1,580	9,130	830	580
F	1,380	1,280	530	360	2,030	1,030	1,280	1,080	1,280	530	1,280	8,130	830	580

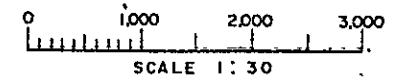
TYPE	N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	N14
A	5x2	8x2	5x4	2x4	4x4	4x2	4x2	2x2	4x2	6x2	29x2	5x2	4	2x8
B	6x2	8x2	7x4	3x4	4x4	4x2	5x2	3x2	4x2	7x2	27x2	6x2	4	2x8
C	7x2	8x2	8x4	4x4	4x4	4x2	6x2	4x2	4x2	8x2	26x2	7x2	4	2x7
D	5x2	8x2	7x4	2x4	4x4	4x2	6x2	2x2	4x2	6x2	37x2	5x2	4	2x9
E	6x2	8x2	7x4	3x4	4x4	4x2	5x2	3x2	4x2	7x2	32x2	6x2	4	2x9
F	5x2	8x2	5x4	2x4	4x4	4x2	6x2	2x2	4x2	6x2	28x2	5x2	4	2x8

NOTES

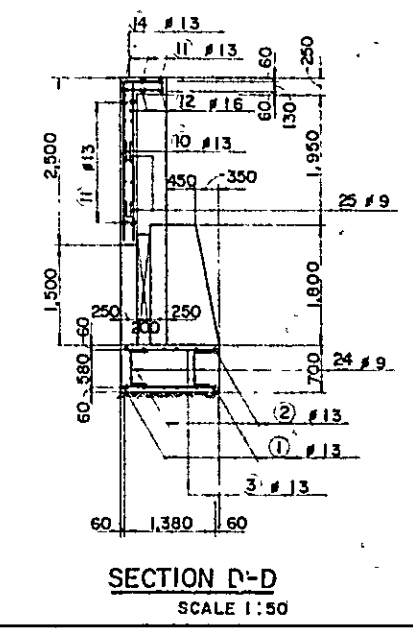
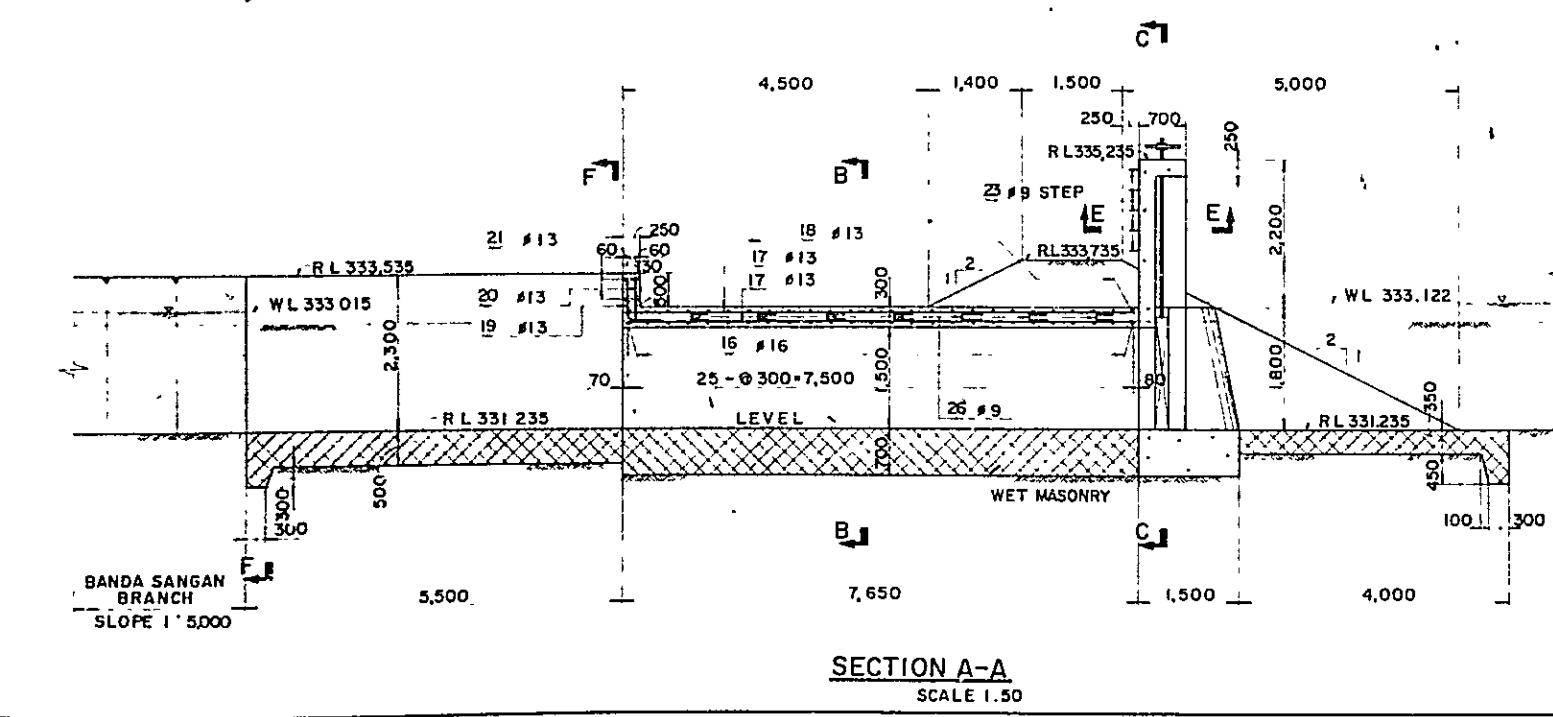
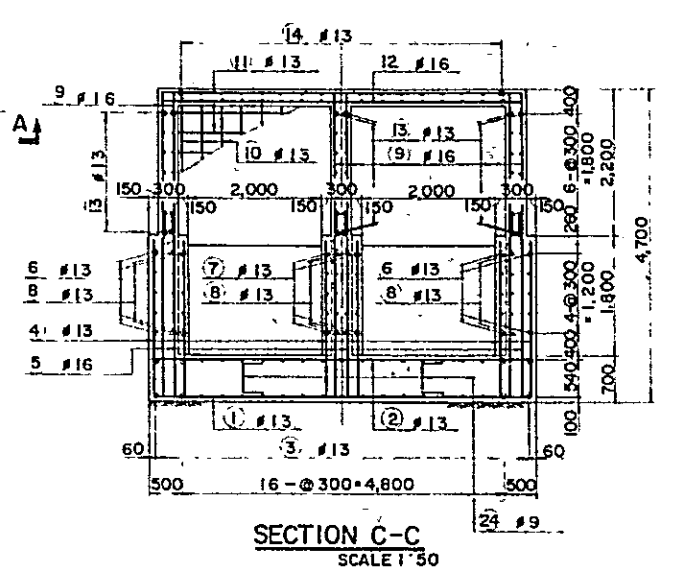
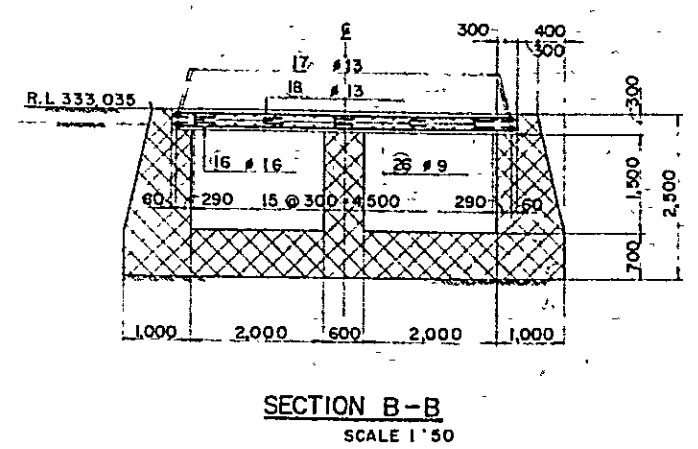
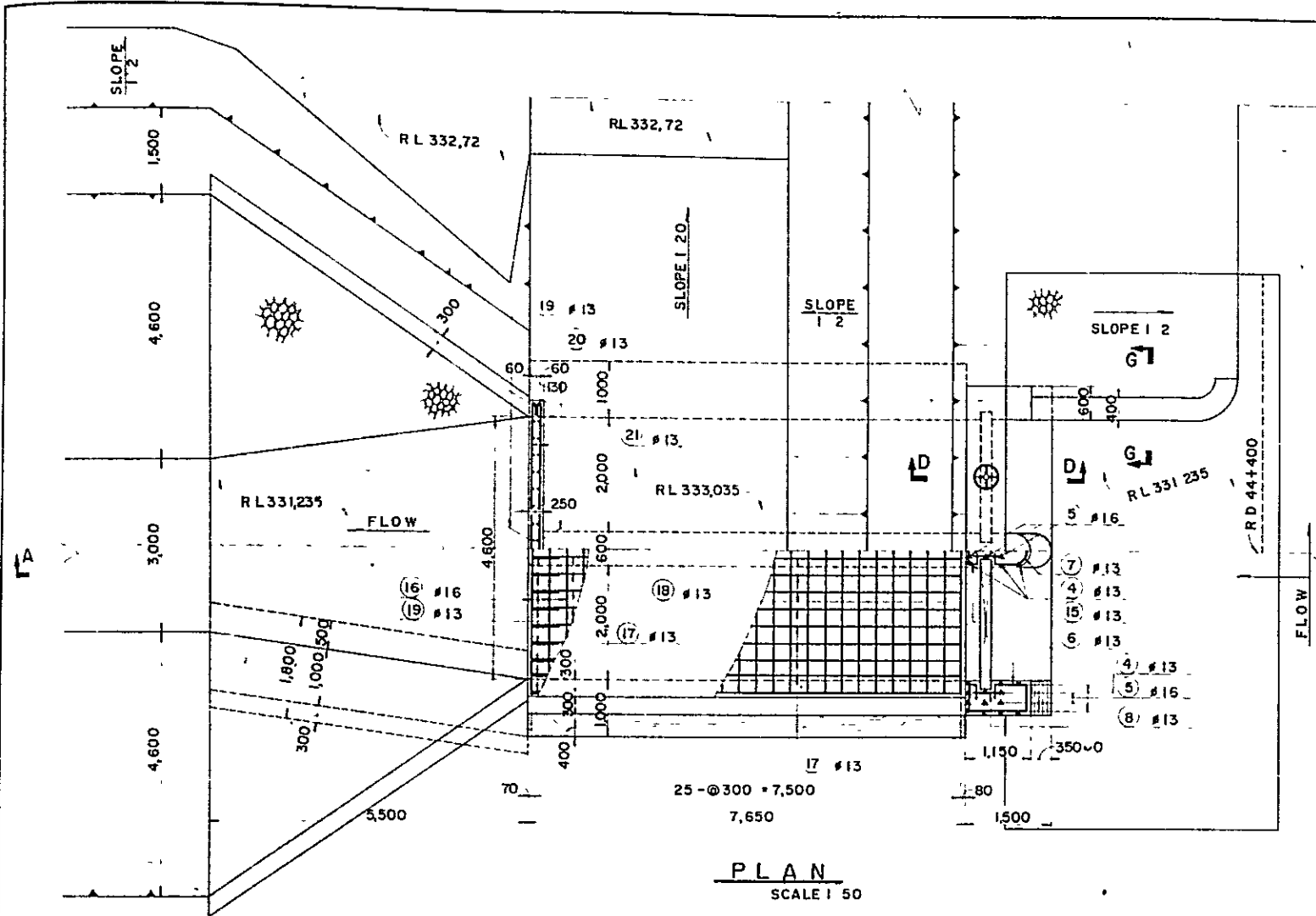
- ALL DIMENSIONS ARE SHOWN IN MILLIMETERS.
- REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 150 kg/cm<sup>2</sup>.
- MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE 25mm.
- ABBREVIATION AND SYMBOL.  
 □ : CENTERLINE.  
 [---] : CONCRETE.  
 [---] : WET MASONRY.
- HOOK AND JOINT SHALL BE FORMED AS FOLLOWS.



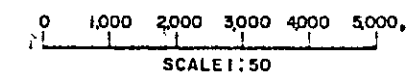
#	r	a	L
9	18	23	90
13	26	38	120
16	32	50	150
19	38	61	180
22	44	62	200
24	48	73	230



OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN  
 PARALKOTE R.B. MAIN CANAL (A,B,C,ROUTE)  
 TYPE A,B,C,D,E,F, OUTLET STRUCTUER (3)  
 SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN  
 SUBMITTED: [Signature] DATE AUGUST,30 1971  
 APPROVED: [Signature] DWG NO 90



- NOTES**
1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ALL STATIONS AND ELEVATIONS ARE SHOWN IN METERS.
  2. REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 150<sup>kg</sup>/cm<sup>2</sup>.
  3. MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE 25<sup>mm</sup>.
  4. FOUNDATION BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF A LOWER QUALITY THAN THE MAIN CANAL EARTHWORK.
  5. ABBREVIATION AND SYMBOL.  
 R L : ELEVATION  
 CL : CENTERLINE  
 CONCRETE  
 WET MASONRY  
 EARTH



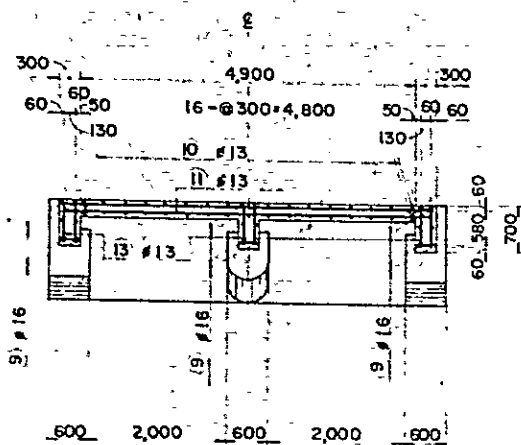
OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN

PARAKOTE R.B. MAIN CANAL ( B ROUTE )

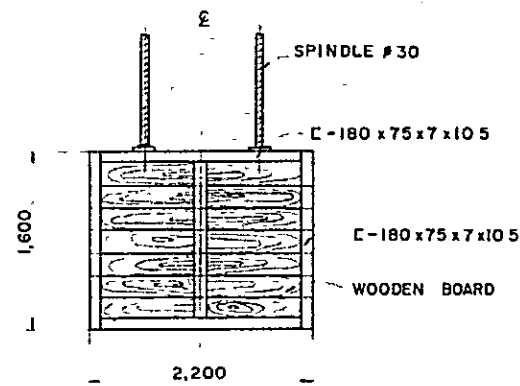
NO 14 OUTLET STRUCTUER ( I )

SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

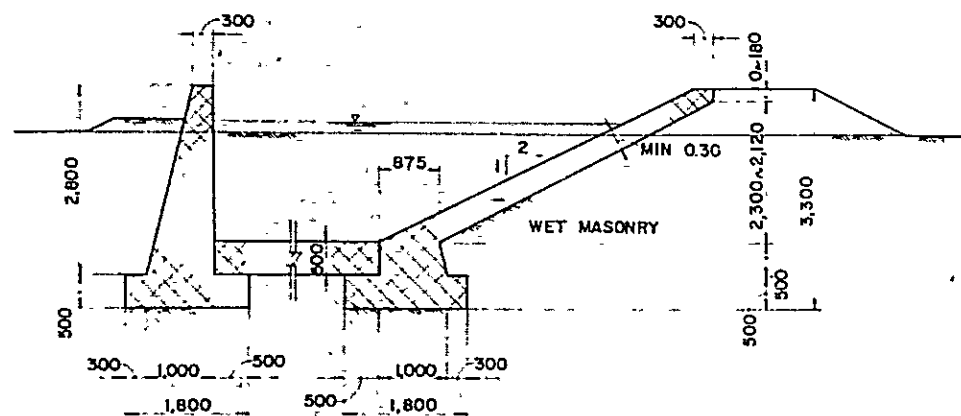
SUBMITTED 5/20 DATE AUGUST 30 1971  
 APPROVED [Signature] DWG. NO. 91



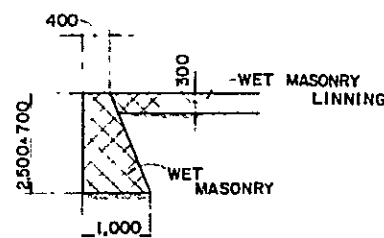
SECTION E-E  
SCALE 1:50



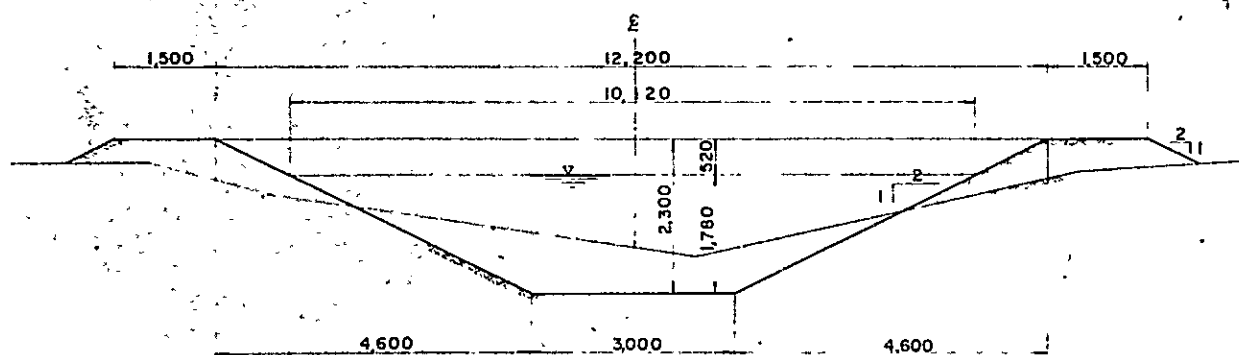
DETAIL OF GATE  
SCALE 1:30



SECTION F-F  
SCALE 1:50

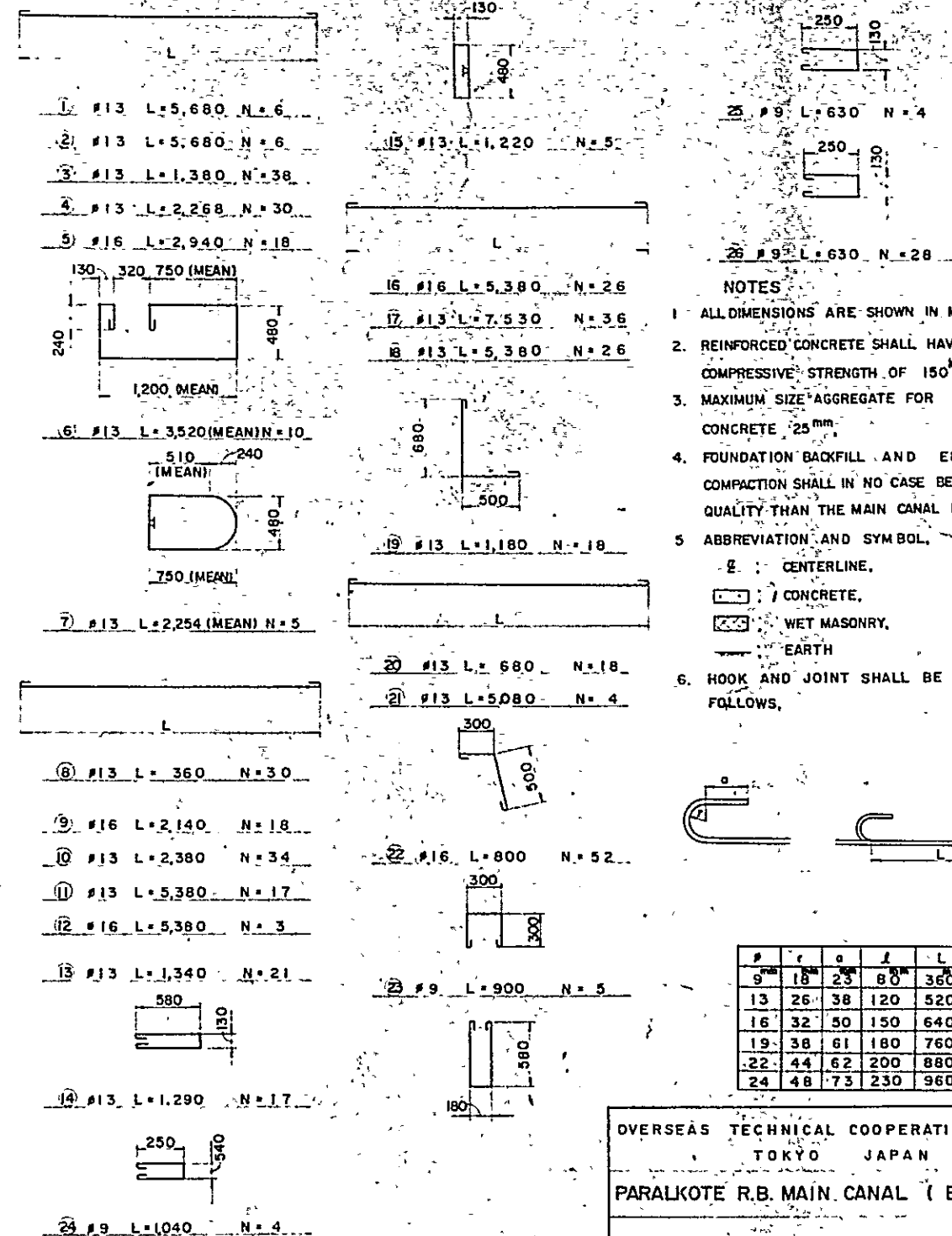


SECTION G-G  
SCALE 1:50

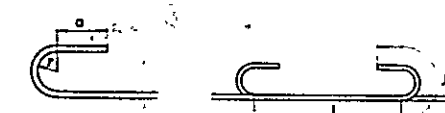


TYPICAL CROSS SECTION OF BANDA-SANGAM BRANCH  
SCALE 1:50

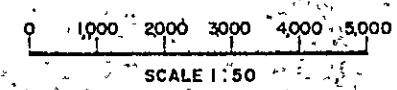
REINFORCEMENT



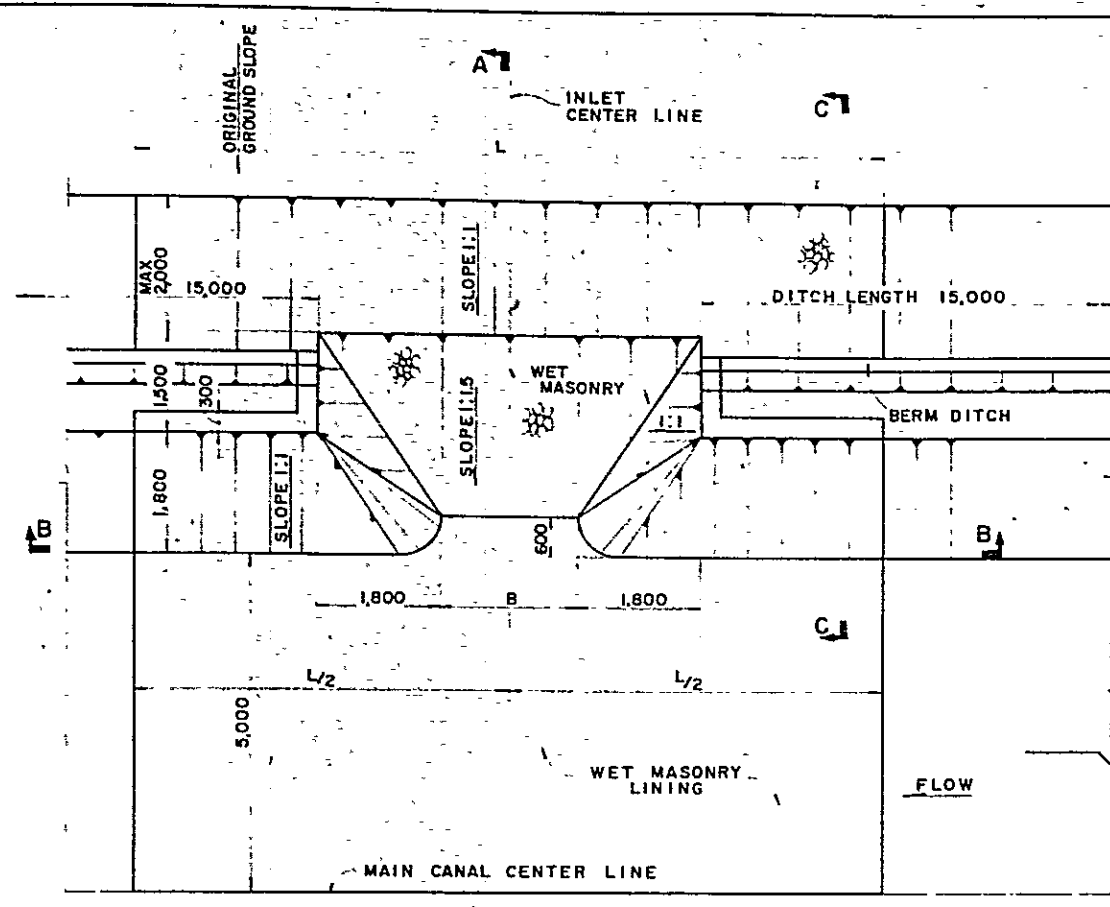
- NOTES
- ALL DIMENSIONS ARE SHOWN IN MILLIMETERS.
  - REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 150<sup>kg</sup>/cm<sup>2</sup>.
  - MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE 25<sup>mm</sup>.
  - FOUNDATION BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF A LOWER QUALITY THAN THE MAIN CANAL EARTHWORK.
  - ABBREVIATION AND SYMBOL,
    - E — CENTERLINE.
    - CONCRETE.
    - ▨ WET MASONRY.
    - EARTH
  - HOOK AND JOINT SHALL BE FORMED AS FOLLOWS,



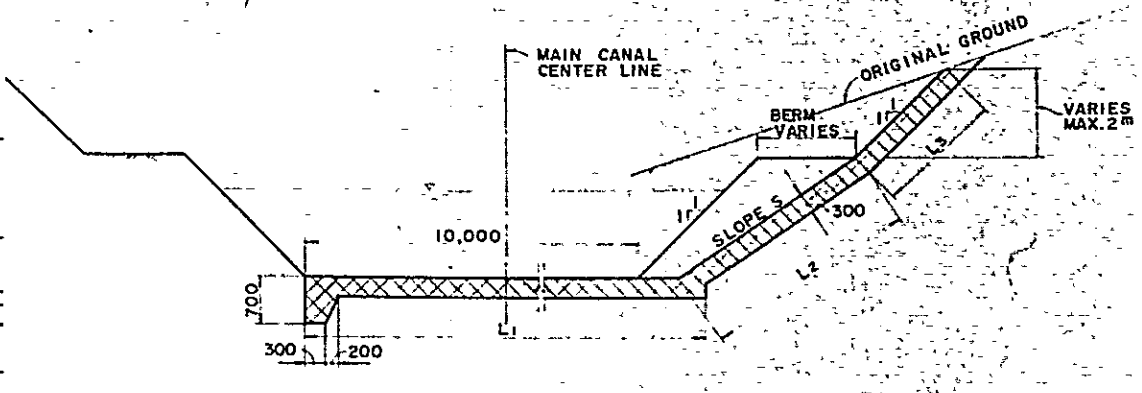
#	r	o	l	L
9	18	23	80	360
13	26	38	120	520
16	32	50	150	640
19	38	61	180	760
22	44	62	200	880
24	48	73	230	960



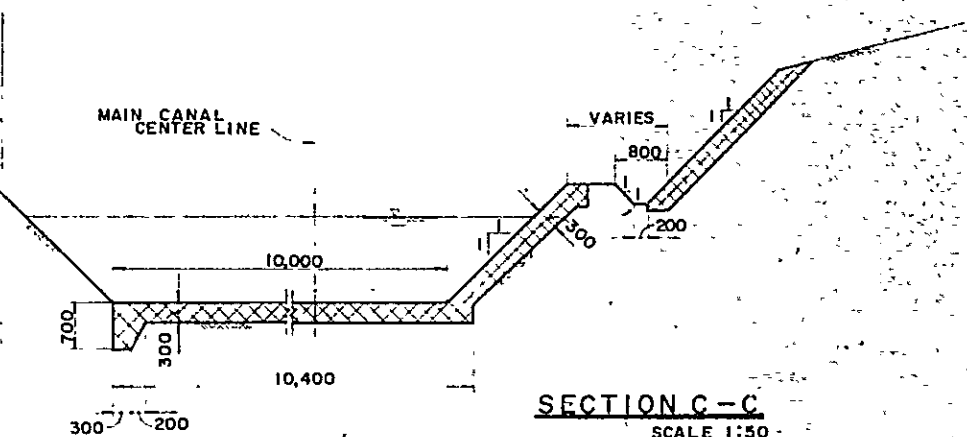
OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN  
 PARALKOTE R.B. MAIN CANAL ( B ROUTE)  
 NO.14 OUTLET STRUCTUER ( 2 )  
 SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN  
 SUBMITTED [Signature] DATE AUGUST 30 1971  
 APPROVED [Signature] DWG.NO 92



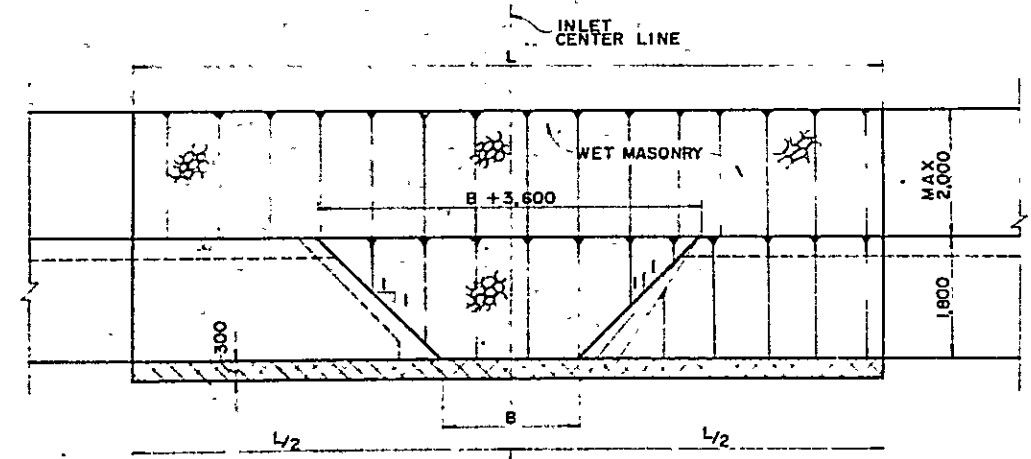
**PLAN**  
SCALE 1:50



**SECTION A-A**  
SCALE 1:50


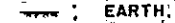


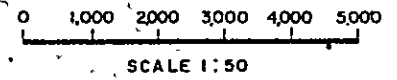
**SECTION C-C**  
SCALE 1:50



**SECTION B-B**  
SCALE 1:50

NO	LOCATION OF CENTER LINE	STRUCTURAL DIMENSION					DESIGNED DISCHARGE (CU.M/S)	MAIN CANAL TYPE	MAIN CANAL ROUTE	
		B	L	L1	L2	L3				S
1	R.D 1	2.0	20.0	11.5	5.8	1.0	1:1.5	0.6	B	A
2	R.D 1+138	2.0	20.0	11.5	5.9	1.0	1:1.5	0.6	B	A
3	R.D 1+341	2.0	20.0	11.5	4.0	2.0	1:2	0.6	B	A
4	R.D 1+653	3.0	20.0	11.0	3.2	0.3	1:1.5	1.5	B	A
7	R.D 5+86	3.0	20.0	11.5	6.7	2.0	1:4	1.5	B	A
8	R.D 6+723	6.0	25.0	11.1	5.5	0.5	1:2	3.1	B	A
9	R.D 8+269	6.0	25.0	11.0	3.2	0.8	1:1.5	3.1	B	A
11	R.D 12+545	4.0	25.0	11.0	4.8	1.0	1:2	2.0	B	A
12	R.D 14+893	2.0	20.0	11.0	3.2	2.8+1.5	1:1.5	0.6	B	A
13	R.D 14+1143	3.0	20.0	11.0	3.2	2.8	1:1.5	1.5	B	A
14	R.D 15+124	3.0	20.0	11.0	3.2	0.8	1:1.5	1.5	B	A
15	R.D 15+662	6.0	25.0	11.2	3.2	2.8+2.0	1:1.5	3.1	B	A
16	R.D 17+312	4.0	25.0	11.0	3.2	1.4	1:1.5	2.0	B	A
17	R.D 19	4.0	25.0	11.0	5.0	0	1:1.5	2.0	B	A
18	R.D 21+452	4.0	25.0	11.4	5.1	0	1:2	2.0	B	A
19	R.D 22	4.0	25.0	11.2	5.4	0	1:2	2.0	B	A
20	R.D 22+291	4.0	25.0	11.5	3.4	1.7	1:1.5	2.0	B	A
25	NO 6 + 24	2.0	16.0	7.1	4.3	1.8	1:2	0.6	D	C
30	NO.84	2.0	16.0	2.0	4.6	0.6	1:3	0.6	D	C

- NOTES**
1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS.
  2. FOUNDATION, BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF A LOWER QUALITY THAN THE MAIN CANAL EARTHWORK.
  3. SLOPE OF WET MASONRY LINING ABOVE CANAL BERM MAY BE CHANGED AS SUITED TO SITE CONDITIONS.
  4. ABBREVIATION AND SYMBOL.  
 WET MASONRY.  
 EARTH.



OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

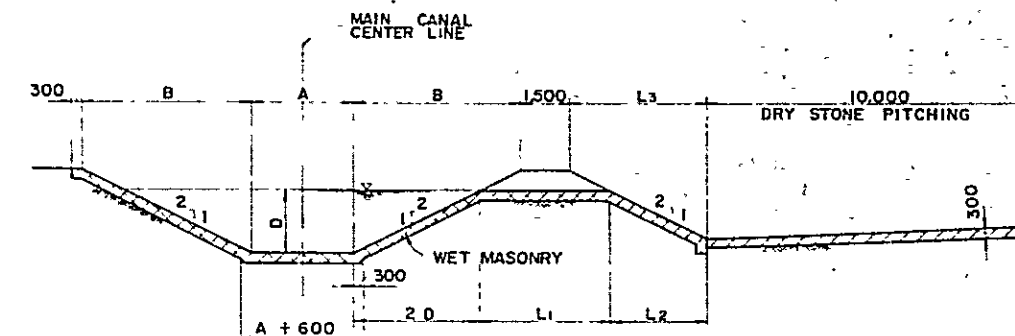
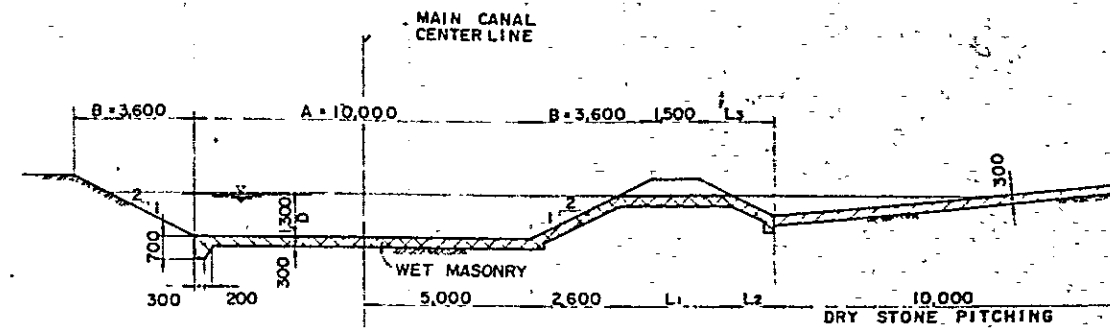
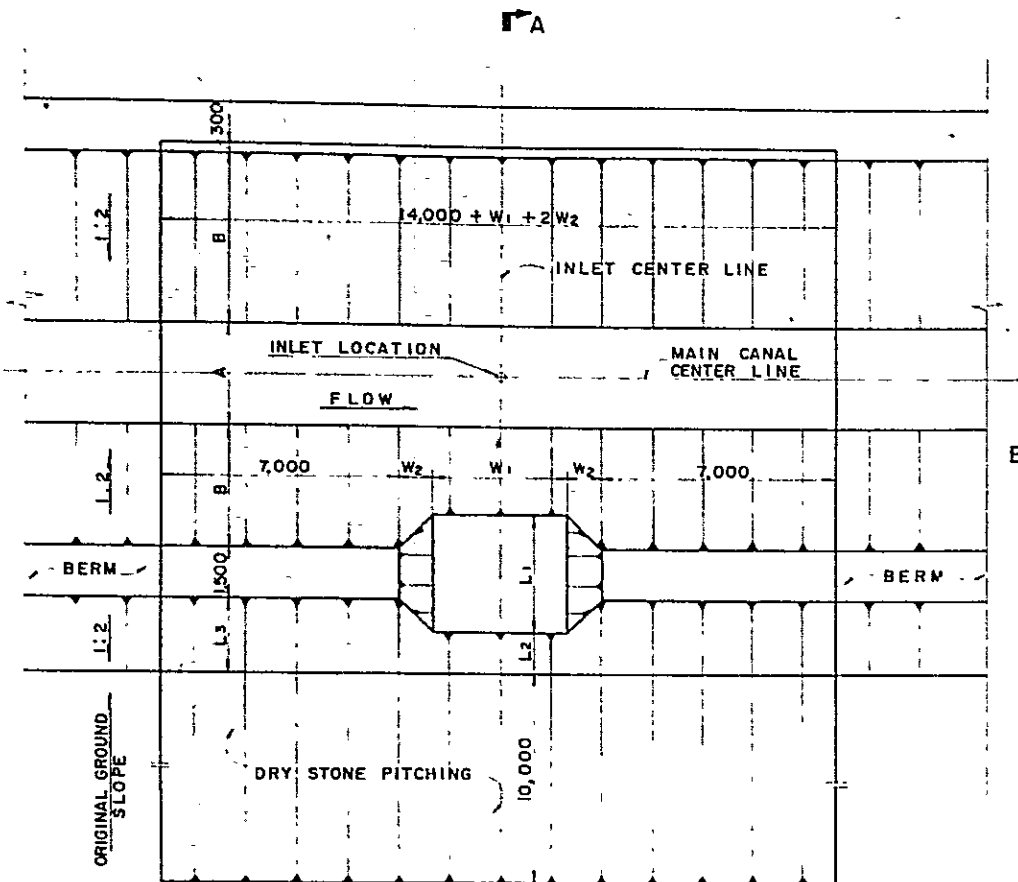
PARALKOTE R.B. MAIN CANAL(A,B,C,ROUTE)

**INLET STRUCTURE (I)**

SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED: *[Signature]* DATE AUGUST 30 1971

APPROVED: *[Signature]* DWG.NO 93



- NOTES
1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ELEVATIONS ARE SHOWN IN METERS.
  2. FOUNDATION BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF A LOWER QUALITY THAN THE MAIN CANAL EARTHWORK.
  3. SLOPE OF DRY STONE PITCHING SHALL BE SUITED TO SITE CONDITIONS.
  4. ABBREVIATION AND SYMBOL,  
 : WET MASONRY,  
 : DRY STONE PITCHING,  
 : EARTH.

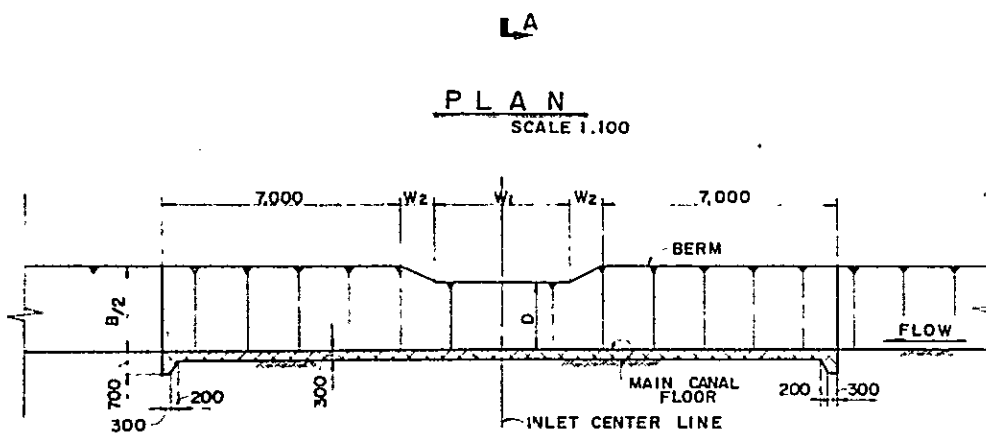
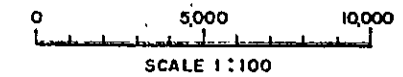


TABLE OF DIMENSION

NO	LOCATION	CREST ELEVATION	W <sub>1</sub>	W <sub>2</sub>	L <sub>1</sub>	L <sub>2</sub>	L <sub>3</sub>	DIS-CHARGE	CANAL TYPE	CANAL ROUTE
5	RD 3 + 98	336.475	3.0	1.0	5.8	1.8	2.8	1.5	B	A
6	RD 3 + 778	336.434	3.0	1.0	5.8	1.8	2.8	0.6	B	A
10	R.D11 + 285	335.921	15.0	1.0	5.3	0.4	0.9	5.9	B	A
21	RD22 + 819	334.701	15.0	1.0	3.0	1.9	2.9	6.0	B	A

TABLE OF DIMENSION

NO	LOCATION	CREST ELEVATION	W <sub>1</sub>	W <sub>2</sub>	L <sub>1</sub>	L <sub>2</sub>	L <sub>3</sub>	A	B	D	DIS-CHARGE	CANAL TYPE	CANAL ROUTE
22	RD26 + 172	334.421	7.0	1.22				3.00	5.00	1.89	3.1	C	B
23	RD28 + 430	334.283	15.0	1.22	3.94	6.0	7.22	3.00	5.00	1.89	5.5	C	B
24	RD32 + 572	COMBINED WITH NO.1 SPILLWAY. SEE DRAWING NO.										C	B
26	BC 5	330.520	7.0	1.40	4.3	1.2	2.6	1.00	3.40	1.00	2.6	D	C
27	NO.49 + 30	330.235	5.0	1.40	4.3	1.8	3.2	1.00	3.40	1.00	1.75	D	C
28	EC 13	330.144	5.0	1.40	4.3	1.85	3.25	1.00	3.40	1.00	1.75	D	C
29	NO.80	339.977	3.0	1.40	3.0	0	0.8	1.00	3.40	1.30	0.6	D	C
31	NO 87 + 12	329.918	3.0	1.40	4.3	1.4	2.8	1.00	3.40	1.00	0.6	D	C



OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

PARALKOTE R.B. MAIN CANAL (A,B,C,ROUTE)

INLET STRUCTURE (2)

SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED: *F. J. ...* DATE AUGUST 30 1971  
APPROVED: *J. ...* DWG NO. 94



**TABLE OF DIMENSION**

**1. CANAL TYPE "B,"**

MAIN CANAL DIMENSION A=25.0 <sup>M</sup> B=100 <sup>M</sup> C=3.6 <sup>M</sup> D=2.4 <sup>M</sup>															
NO	LOCATION OF CENTER	CULVERT BOX DIMENSION				NUMBER OF BOX	FLOOR EL	LINING						MAX DIS-CHARGE CUM/S	MAIN CANAL ROUTE
		S	W	H	T			E	F	L1	L2	L3			
1	RD7+742	1/100	2.50	1.40	900	1	333.127	4.5	5.2	3.10	8.00	9.75	12.2	A	
2	RD9+392	1/150	2.20	1.00	800	3	333.424	4.4	4.1	8.20	8.00	12.30	15.8	A	
3	RD10+499	1/100	2.00	1.50	900	4	332.864	4.8	5.3	10.10	10.00	15.25	41.5	A	
4	RD13+335	1/250	2.00	1.20	800	3	332.926	4.4	4.4	7.60	8.00	12.00	14.0	A	
5	RD16+338	1/100	2.30	1.40	900	4	332.506	4.5	5.0	11.30	10.00	15.85	43.5	A	
6	RD16+844	1/100	2.00	1.50	900	3	332.376	4.7	5.2	7.60	8.00	12.00	30.9	A	
7	RD21+167	1/250	2.00	1.20	800	3	332.022	3.2	4.1	7.60	8.00	12.00	14.0	A	

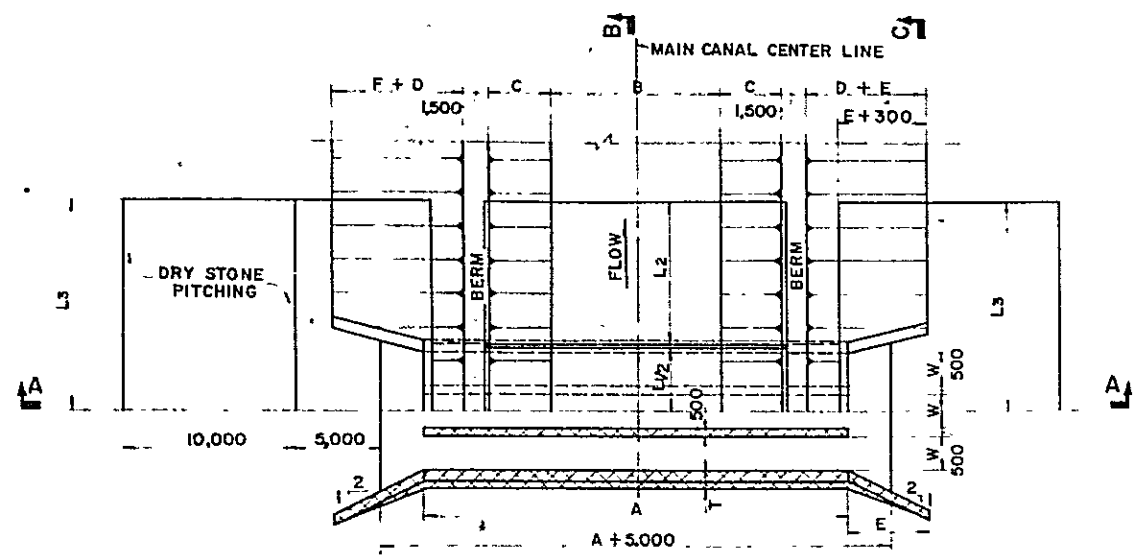
**2. CANAL TYPE "C,"**

MAIN CANAL DIMENSION A=24.0 <sup>M</sup> B=3.0 <sup>M</sup> C=5.0 <sup>M</sup> D=4.0 <sup>M</sup>															
NO	LOCATION OF CENTER	CULVERT BOX DIMENSION				NUMBER OF BOX	FLOOR EL	LINING						MAX DIS-CHARGE CUM/S	MAIN CANAL ROUTE
		S	W	H	T			E	F	L1	L2	L3			
8	RD27+225	1/100	2.00	1.50	900	2	330.667	4.6	5.1	5.10	8.00	10.75	20.7	B	
9	RD35+297	1/150	2.50	1.50	900	3	330.120	4.6	4.9	9.10	9.00	13.75	30.0	B	
10	RD34+225	1/200	2.00	1.50	900	1	330.214	4.6	4.8	2.60	8.00	9.50	7.1	B	
11	RD36+507	1/100	2.40	1.20	800	3	330.298	4.0	4.5	8.80	9.00	13.60	29.5	B	
12	RD37+339	1/150	2.40	1.20	800	3	330.248	4.0	4.3	8.80	9.00	13.60	24.0	B	
13	RD40+540	1/100	2.00	1.30	800	3	329.897	4.2	4.7	7.60	8.00	12.00	25.5	B	
14	RD41+600	1/100	1.80	1.50	900	3	329.607	4.6	5.1	7.00	8.00	11.70	26.2	B	
15	RD43+213	SEE DRAWING NO													
16	RD44+250	1/100	2.00	1.30	800	2	329.644	4.2	4.4	5.10	8.00	10.75	15.1	B	

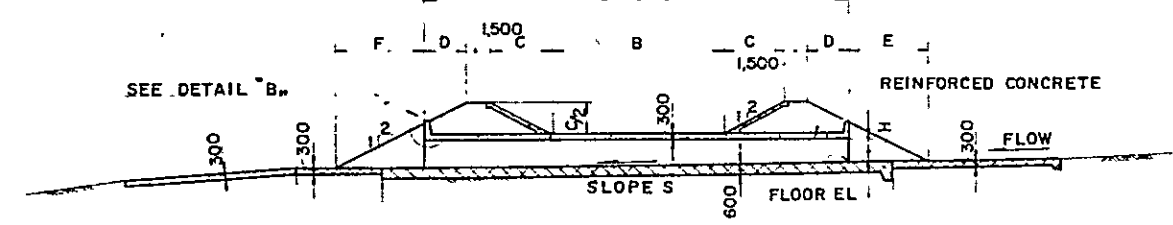
**3. CANAL TYPE "D,"**

MAIN CANAL DIMENSION A=16.0 <sup>M</sup> B=1.0 <sup>M</sup> C=3.4 <sup>M</sup> D=2.6 <sup>M</sup>															
NO	LOCATION OF CENTER	CULVERT BOX DIMENSION				NUMBER OF BOX	FLOOR EL	LINING						MAX DIS-CHARGE CUM/S	MAIN CANAL ROUTE
		S	W	H	T			E	F	L1	L2	L3			
17	RD50+27	1/100	2.40	1.20	800	4	328.721	3.8	4.0	11.70	8.00	14.05	37.3	B	
18	RD53+557	1/150	1.50	1.50	900	3	328.207	4.4	4.5	6.10	8.00	11.25	15.1	B	
19	RD56+167	SEE DRAWING NO													
20	NO 39														
21	NO 67	1/200	1.20	1.20	700	1	327.580	3.8	4.0	1.80	8.00	9.10	2.14	C	
22	NO.71+2000	1/200	1.20	1.20	700	1	327.544	3.8	4.0	1.80	8.00	9.10	2.14	C	

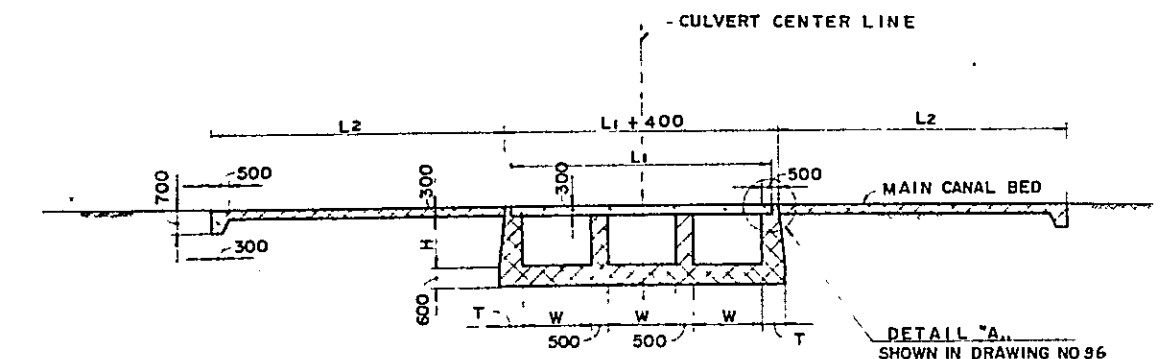
- NOTES**
1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS.
  2. REINFORCED CONCRETE SHALL HAVE 28 DAY COMPRESSIVE STRENGTH OF 150<sup>kg/cm</sup>
  3. MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE IS TO BE 25<sup>mm</sup>.
  4. FOUNDATION BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF LOWER QUALITY THAN THE MAIN CANAL EARTHWORK.
  5. DETAIL "A," "B" AND REINFORCED CONCRETE SLAB ARE SHOWN IN DRAWING NO.
  6. SLOP OF INLET AND/OR OUTLET APRON IS ADJUSTED AS SUITED TO SITE CONDITIONS.
  7. ABBREVIATION AND SYMBOL.
    - CONCRETE.
    - ▨ WET MASONRY.
    - ▩ DRY STONE PITCHING.
    - EARTH.



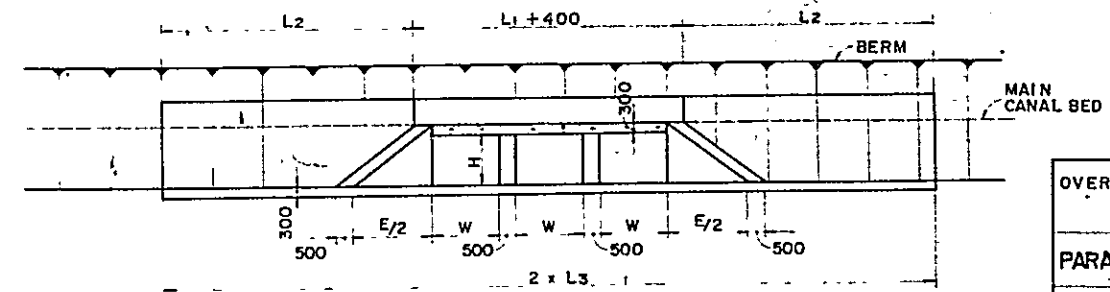
**PLAN**  
SCALE 1:200



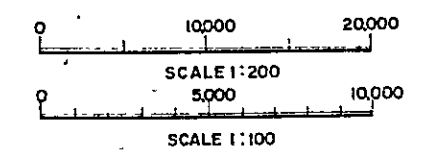
**SECTION A-A**  
SCALE 1:200



**SECTION B-B**  
SCALE 1:100



**SECTION C-C**  
SCALE 1:100



OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

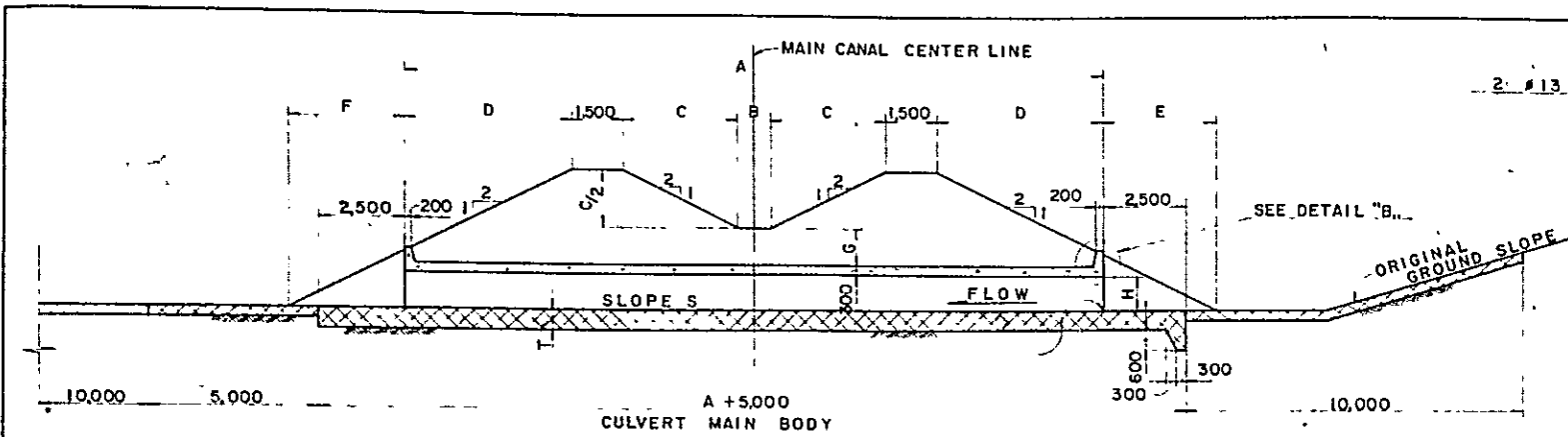
PARALKOTE R.B. MAIN CANAL (A,B,C,ROUTE)

DRAINAGE CULVERT (I)

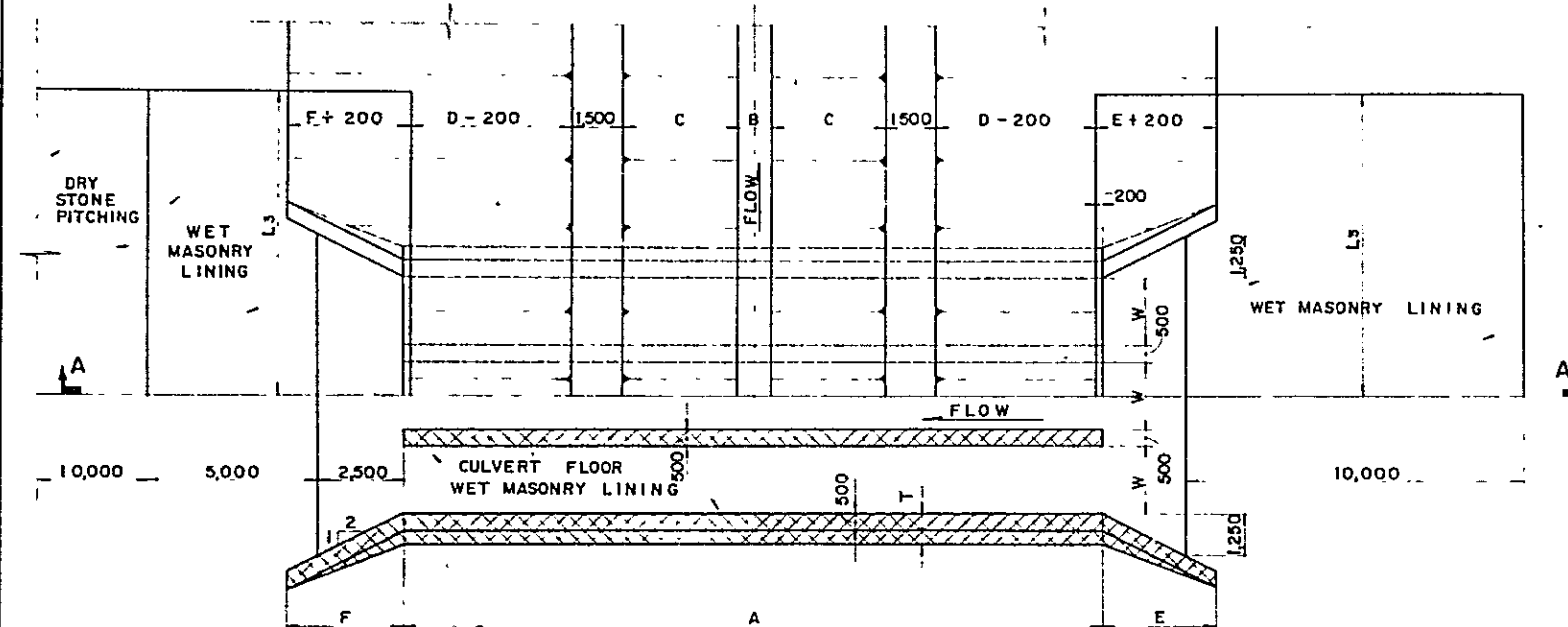
SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN

SUBMITTED *T. Hanan* DATE AUGUST 30 1971

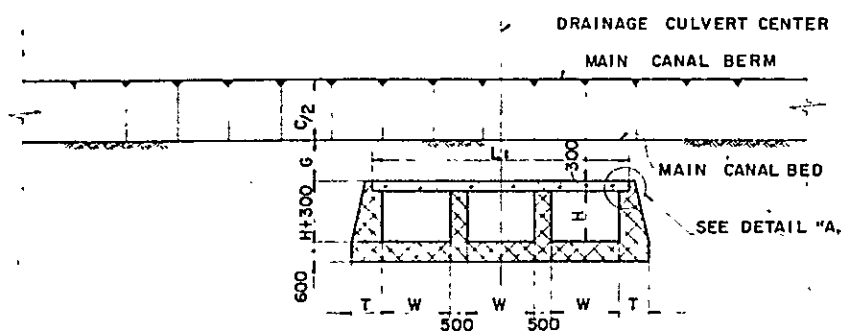
APPROVED *T. Hanan* DWG. NO. 95



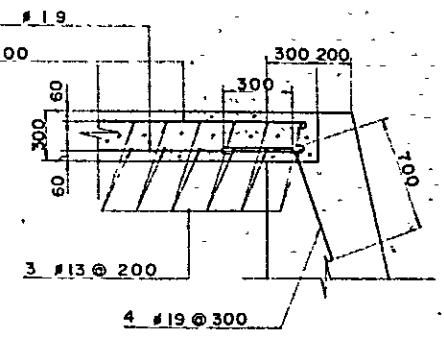
SECTION A-A  
SCALE 1:100



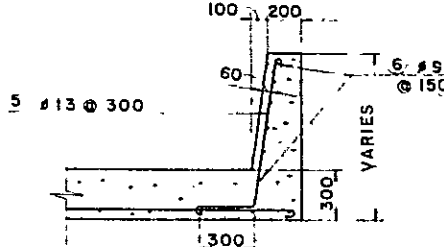
PLAN  
SCALE 1:100



SECTION B-B  
SCALE 1:100



DETAIL "A"  
SCALE 1:50



DETAIL "B"  
SCALE 1:50

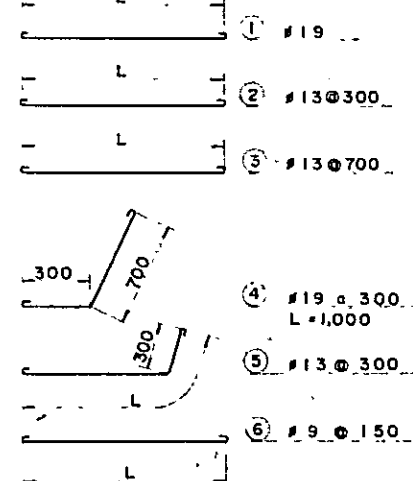
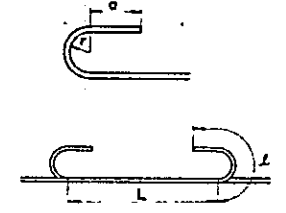


TABLE OF DIMENSION (2)

NO	(1)		(2)		(3)		(4)		(5)		(6)	
	CTC	L	N	L	N	L	N	L	N	L	N	
1	150	2980	168	2980	168	24880	22	84x2	1247	7x2	3380	6x2
2	200	8080	126	8080	126	24880	48	84x2	1247	16x2	9480	6x2
3	200	9980	126	9980	126	24880	82	84x2	1247	21x2	10380	6x2
4	200	7480	126	7480	126	24880	54	84x2	1247	18x2	7880	6x2
5	150	1180	168	1180	168	24880	78	84x2	1247	26x2	11580	6x2
6	200	7480	126	7480	126	24880	54	84x2	1247	18x2	7880	6x2
7	200	7480	126	7480	126	24880	54	84x2	1247	18x2	7880	6x2
8	200	4980	121	4980	121	23880	42	81x2	1148	14x2	5380	5x2
9	150	8980	161	8980	161	23880	62	81x2	1148	21x2	9380	5x2
10	200	2480	121	2480	121	23880	22	81x2	1148	8x2	2880	5x2
11	150	8680	161	8680	161	23880	54	81x2	1148	19x2	9080	5x2
12	150	8680	161	8680	161	23880	54	81x2	1148	19x2	9080	5x2
13	200	7480	121	7480	121	23880	58	81x2	1148	19x2	7880	5x2
14	200	6880	121	6880	121	23880	62	81x2	1148	21x2	7280	5x2
15	150	7480	188	7480	188	27880	62	94x2	1348	21x2	7880	6x2
16	200	4980	121	4980	121	23880	38	81x2	1148	13x2	5380	5x2
17	150	11580	107	11580	107	15880	118	54x2	1050	7x2	11980	4x2
18	200	9980	81	9980	81	15880	62	54x2	1050	7x2	6380	4x2
19	150	7480	175	7480	175	25880	54	87x2	1050	18x2	7880	4x2
20	400	1480	51	1480	51	19880	18	67x2	1148	6x2	1880	5x2
21	400	1680	41	1680	41	15880	20	54x2	1050	7x2	2080	4x2
22	400	1680	41	1680	41	15880	20	54x2	1050	7x2	2080	4x2

- NOTE
- ALL DIMENSIONS ARE SHOWN IN MILLIMETERS
  - REINFORCED CONCRETE SHALL HAVE 28 DAYS COMPRESSIVE STRENGTH OF 150 kg/cm<sup>2</sup>.
  - MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE IS TO BE 25mm.
  - ABBREVIATION AND SYMBOL
    - CONCRETE.
    - DRY STONE PITCHING
    - WET MASONRY.
    - EARTH
  - HOOK AND JOINT SHALL BE FORMED AS FOLLOWS.



#	r	g	l	L
9	18	23	80	360
13	26	38	120	520
16	32	50	150	640
19	38	61	180	760
22	44	62	200	880
24	48	73	230	960

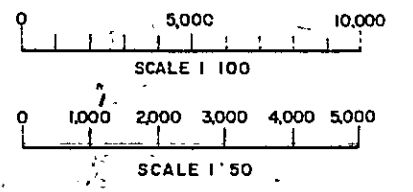
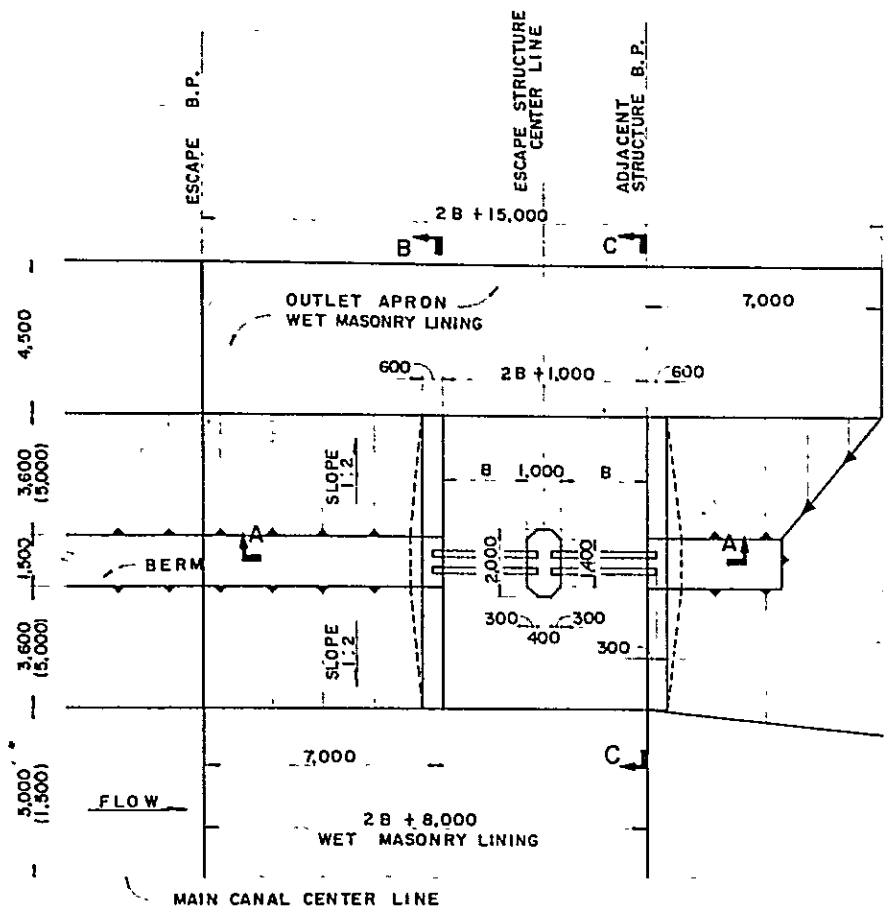


TABLE OF DIMENSION (1)

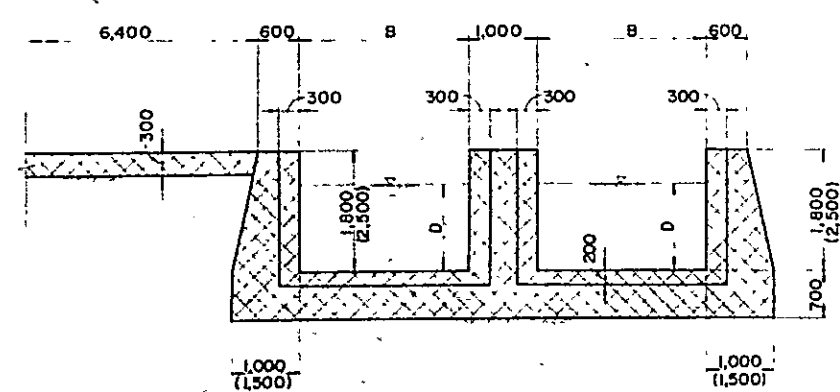
NO	LOCATION OF CENTER	CULVERT BOX DIMENSION					NUMBER OF BOX	FLOOR EL	LINING				MAX. DIS-CHARGE	MAIN CANAL TYPE	MAIN CANAL ROUTE
		S	W	H	T	G			E	F	Li	Ls			
15	RD43+213	1/100	2.0	1.5	900	116	3	329.507	5.0	6.0	7.6	100	30.1	C	B
19	RD56+167	1/100	2.0	1.2	900	2.50	3	328.326	2.9	4.2	7.6	100	24.8	D	B
20	NO 39	1/200	1.0	1.0	800	1.13	1	328.028	4.7	4.7	1.6	50	0.9	D	C

FOR NO 15 CULVERT : A=28.0M , B=3.0M , C=5.0M , D=6.0M  
 NO 19 CULVERT : A=26.0M , B=1.0M , C=3.4M , D=7.6M  
 NO 20 CULVERT : A=20.0M , B=1.0M , C=3.4M , D=4.6M

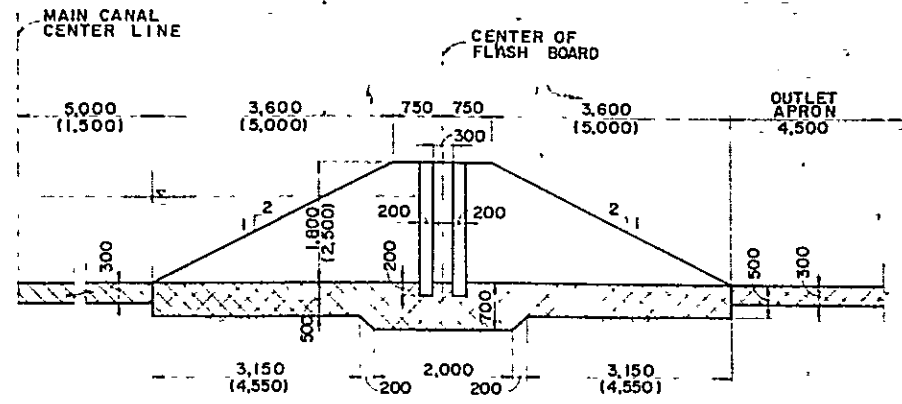
OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN  
 PARALKOTE, R.B. MAIN CANAL (A,B,CROUTE)  
**DRAINAGE CULVERT (2)**  
 SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN  
 SUBMITTED: *T. A. ...* DATE AUGUST 30 1971  
 APPROVED: *T. A. ...* DWG NO. 96



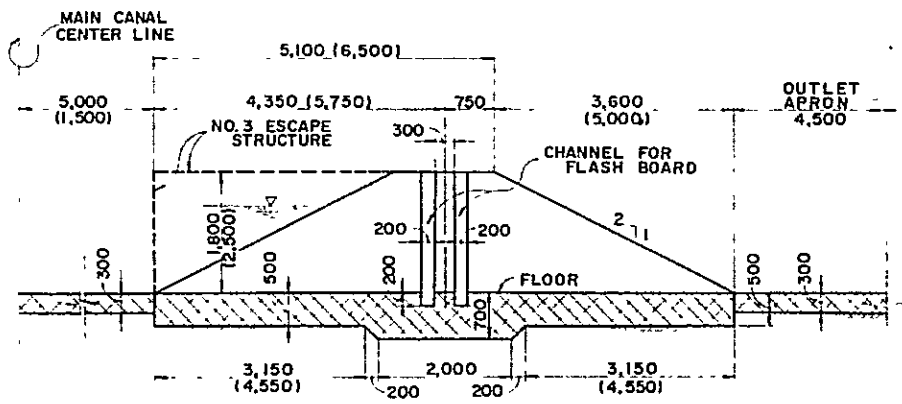
PLAN  
SCALE 1:100



SECTION A-A  
SCALE 1:50



SECTION B-B  
SCALE 1:50





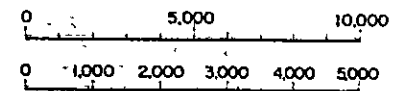
SECTION C-C  
SCALE 1:50

DIMENSION

NO	ESCAPE B. P	ESCAPE CENTER	B	D	DISCHARGE	ADJACENT STRUCTURE	ADJACENT STRUCTURE B. P.	FLOOR ELEVATION
			m	m	m <sup>3</sup> /sec			m
1	RD.4+105	RD.4+136	2.00	0.92	5.40	NO. 1 AQUEDUCT	RD. 4 +144	335.113
2	RD.11+957	RD.11+990	2.50	1.59	13.60	NO. 2 AQUEDUCT	RD.11 +1000	334.579
3	RD.19+400	RD.19+433	2.50	1.53	12.70	NO. 3 SYPHON	RD.19+443	334.015
4	RD.24+871	RD.24+904	2.50	1.48	12.00	MAIN CANAL TRANSITION	RD 24+914	333.262
5	RD.38+435	RD.38+466	2.00	1.89	8.65	NO. 3 AQUEDUCT	RD 38+474	331.700

B ESCAPE STRUCTURE OPENING WIDTH  
D WATER DEPTH WHEN FLASHED

- NOTES
1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ELEVATION ARE SHOWN IN METERS,
  2. FOUNDATION BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF A LOWER QUALITY THAN THE MAIN CANAL EARTHWORK,
  3. WOODEN BOARDS ARE TO BE INSERTED TO THE FLASH BOARD CHANNEL, AND THE SPACE BETWEEN THE BOARDS IS FILLED BY SAND,
  4. FIGURES IN PARENTHESIS GIVE DIMENSIONS FOR NO.5 ESCAPE STRUCTURE,
  5. ABBREVIATION AND SYMBOL,  
 WET MASONRY.  
 EARTH.



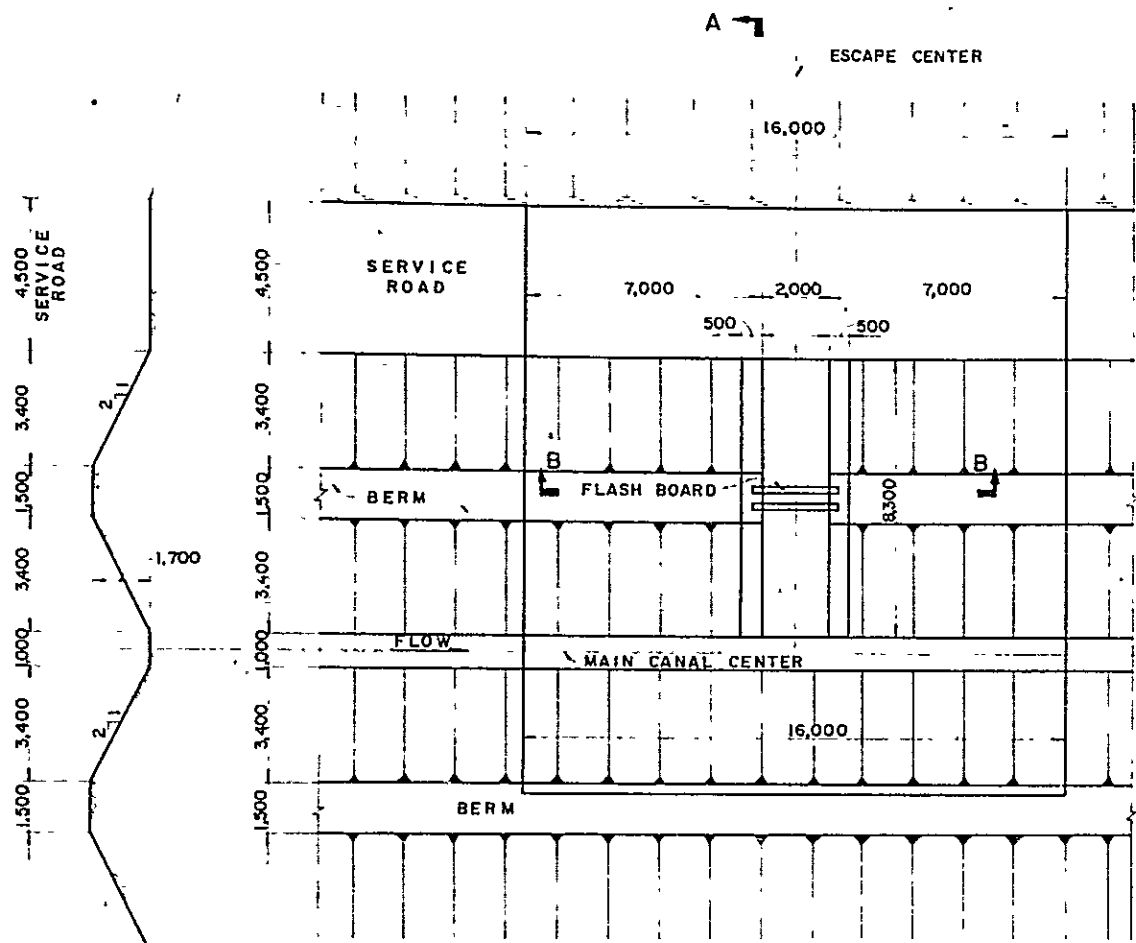
OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

PARALKOTE R.B. MAIN CANAL (A,B ROUTE)

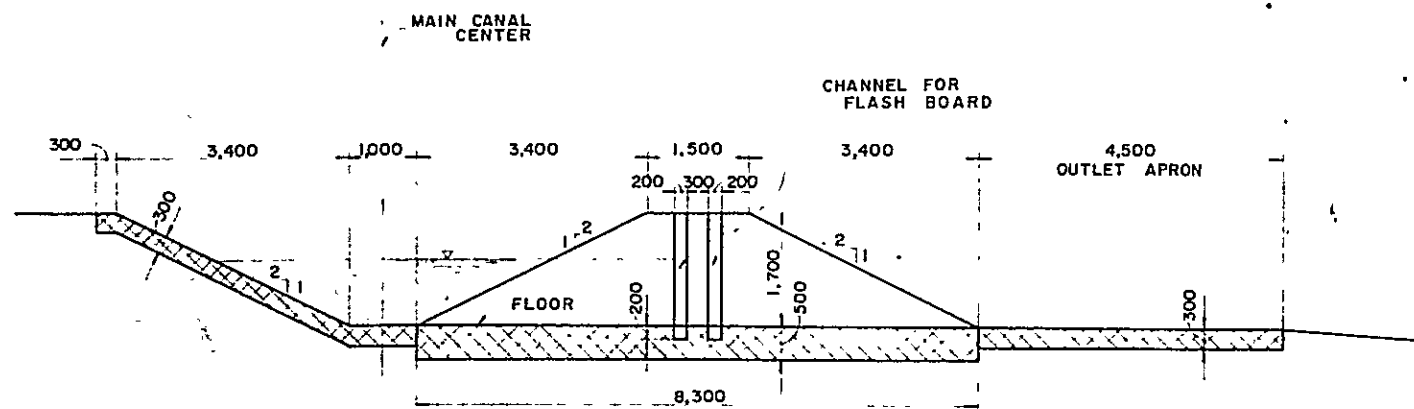
NO.1,2,3,4,5, ESCAPE STRUCTURE

SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

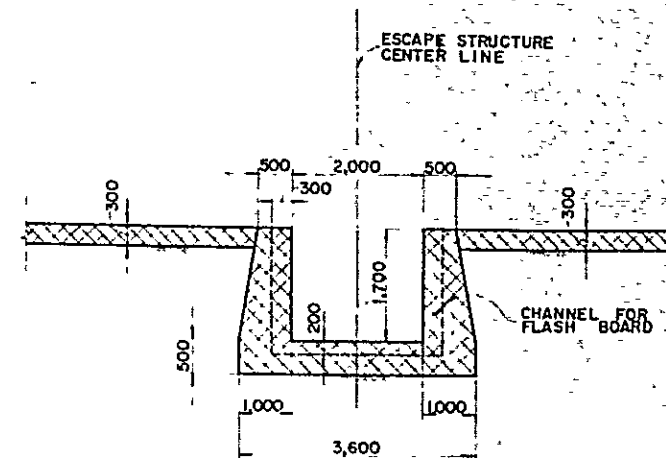
SUBMITTED *T. Yamamoto* DATE AUGUST 30 1971  
APPROVED *T. Yamamoto* DWG NO. 97



PLAN  
SCALE 1:100



SECTION A-A  
SCALE 1:50





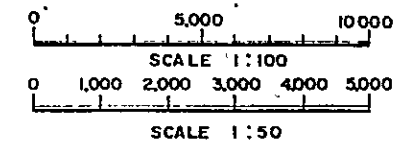
SECTION B-B  
SCALE 1:50

DIMENSION

NO	CENTER OF ESCAPE STRUCTURE	DESIGNED DISCHARGE	WATER DEPTH	ELEVATION OF FLOOR
6	NO. 37	3.30 m <sup>3</sup> /s	1.52 m	RL. 329,340
7	NO. 66 + 10	3.30	1.52	RL. 329,086

NOTES

- ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ELEVATIONS ARE SHOWN IN METERS.
- FOUNDATION BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF A LOWER QUALITY THAN THE MAIN CANAL EARTHWORK.
- WOODEN BOARDS ARE TO BE INSERTED TO THE FLASH BOARD CHANNEL, AND THE SPACE BETWEEN THE BOARDS IS FILLED BY SAND.
- ABBREVIATION AND SYMBOL:  
 RL ; ELEVATION.  
 ; WET MASONRY.  
 ; EARTH.



OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

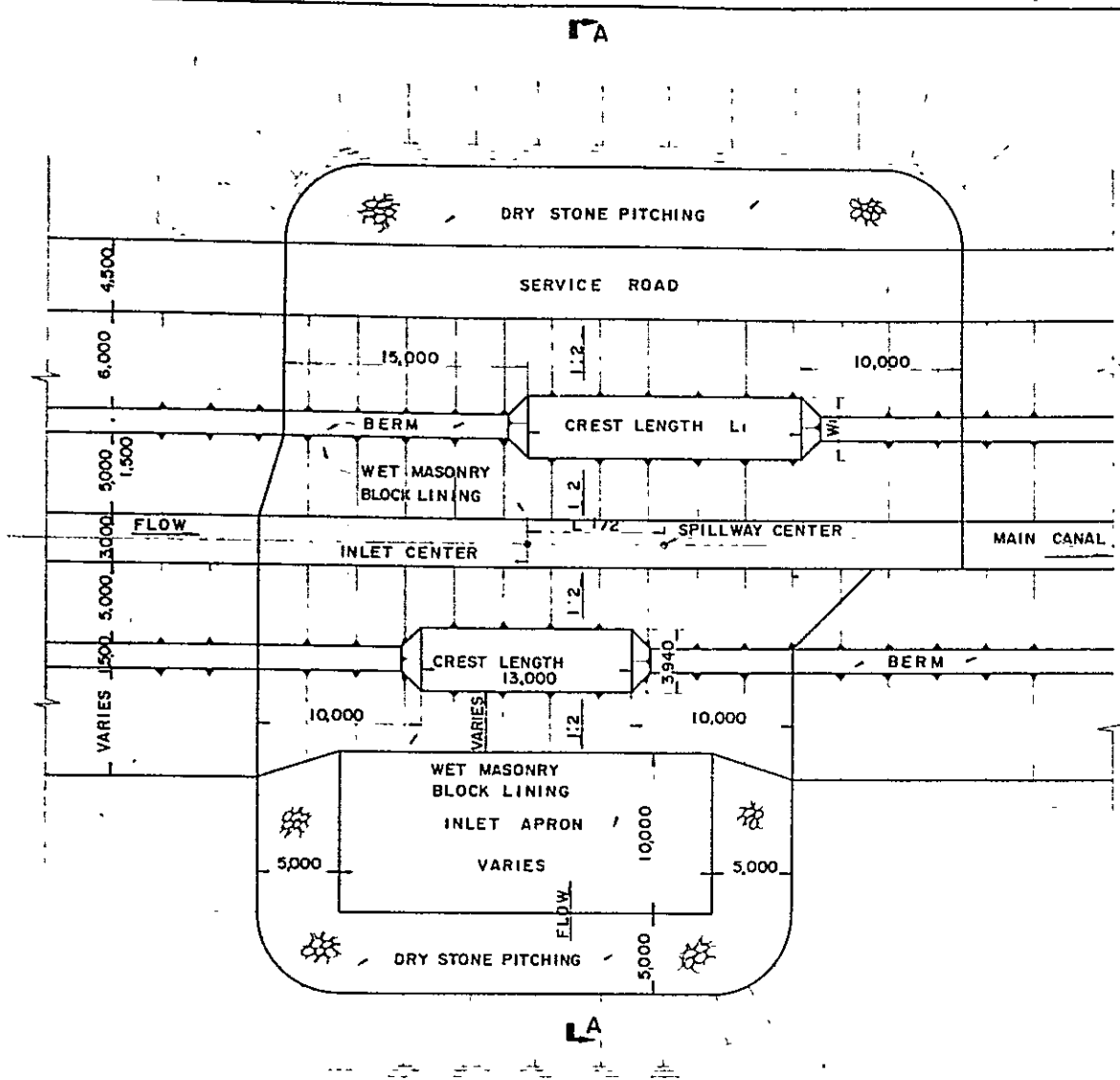
PARALKOTE R.B. MAIN CANAL ( C ROUTE )

NO. 6 AND NO. 7 ESCAPE STRUCTURE

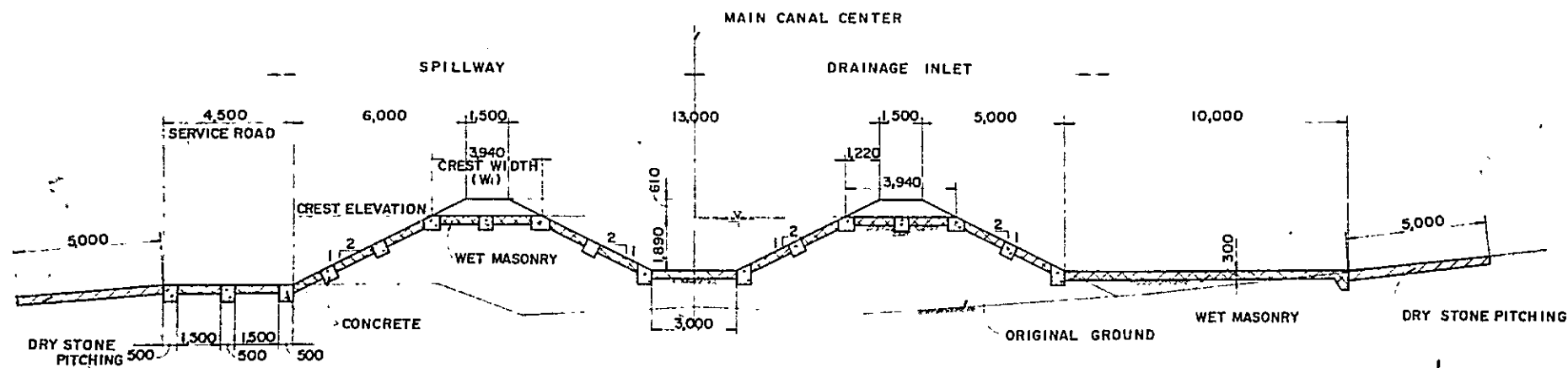
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

SUBMITTED *T. P.* DATE AUGUST 30 1971

APPROVED *J. E.* DWG. NO. 98



**PLAN**  
SCALE 1:200



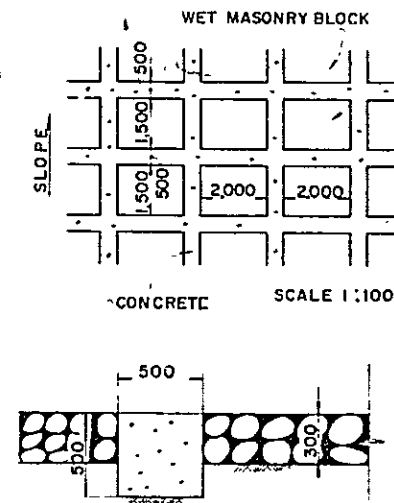
**SECTION A-A**  
SCALE 1:100

**SPILLWAY DIMENSION**

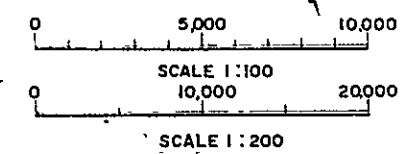
NO	SPILLWAY CENTER	CREST LENGTH L <sub>i</sub> (M)	CREST WIDTH W <sub>i</sub> (M)	CREST ELEVATION (M)	DESIGNED CANAL BED ELEVATION (M)	DISCHARGE (CUM/S)	MAIN CANAL ROUTE	REMARK
1	RD32 + 600	17.0	3.94	R.L.334.003	R.L.332.113	8.45	B	COMBINED WITH INLET STRUCTURE
2	R.D49 + 3	3.0	7.38	R.L.331.731	R.L.330.871	6.65	B	WITHOUT INLET

**NOTES**

- ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ELEVATIONS ARE SHOWN IN METERS.
- CONCRETE SHALL HAVE 28 DAYS COMPRESSIVE STRENGTH OF 150 kg/cm<sup>2</sup>.
- MAXIMUM SIZE OF AGGREGATE FOR CONCRETE IS 25 mm.
- SLOPE OF DRY STONE PITCHING SHALL BE AS SUITED TO SITE CONDITIONS.
- ABBREVIATION AND SYMBOL,  
R.L. : ELEVATION.  
[Symbol] : CONCRETE;  
[Symbol] : WET MASONRY.  
[Symbol] : DRY STONE PITCHING.  
[Symbol] : EARTH



**MASONRY BLOCK LINING**  
SCALE 1:20



OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN

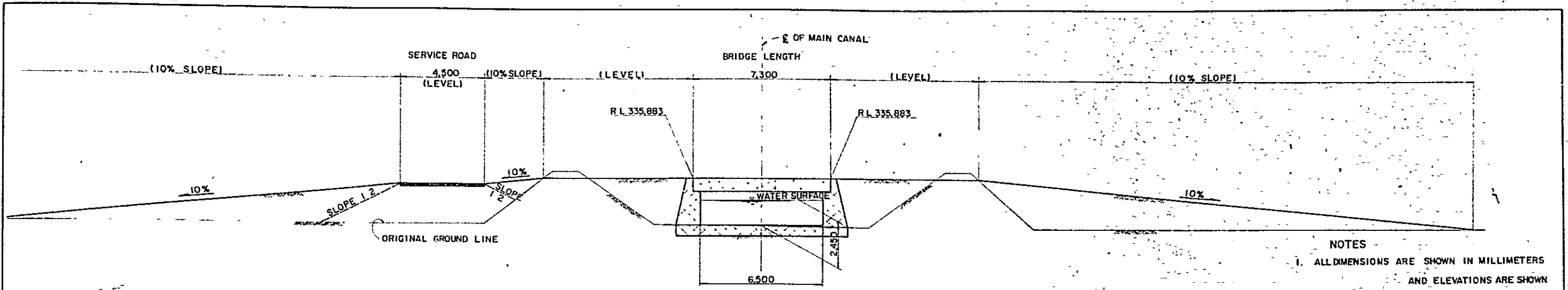
PARALKOTE R.B. MAIN CANAL ( B ROUTE)

**SPILLWAY STRUCTURE**

SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

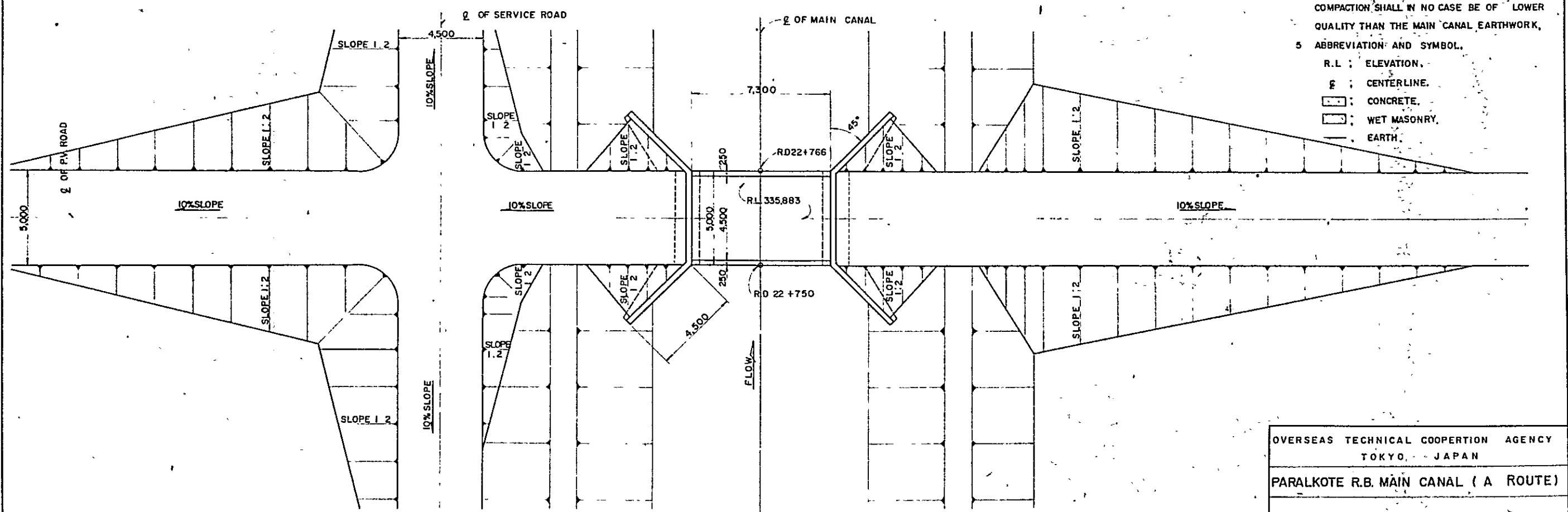
SUBMITTED *T. [Signature]* DATE AUGUST 30 1971

APPROVED *T. [Signature]* DWG.NO. 99

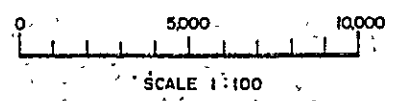


**GENERAL PROFILE**  
SCALE 1:100

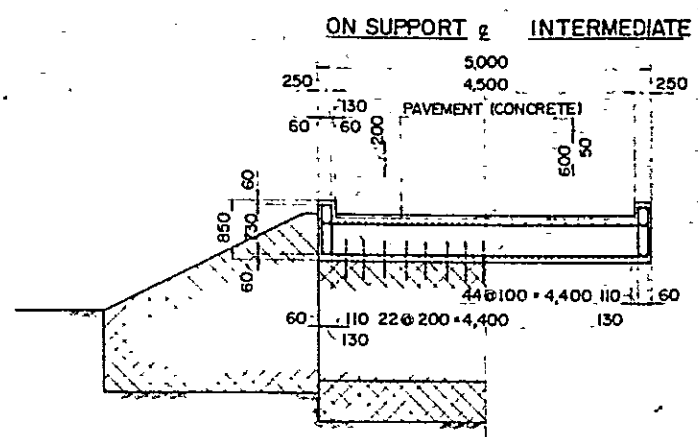
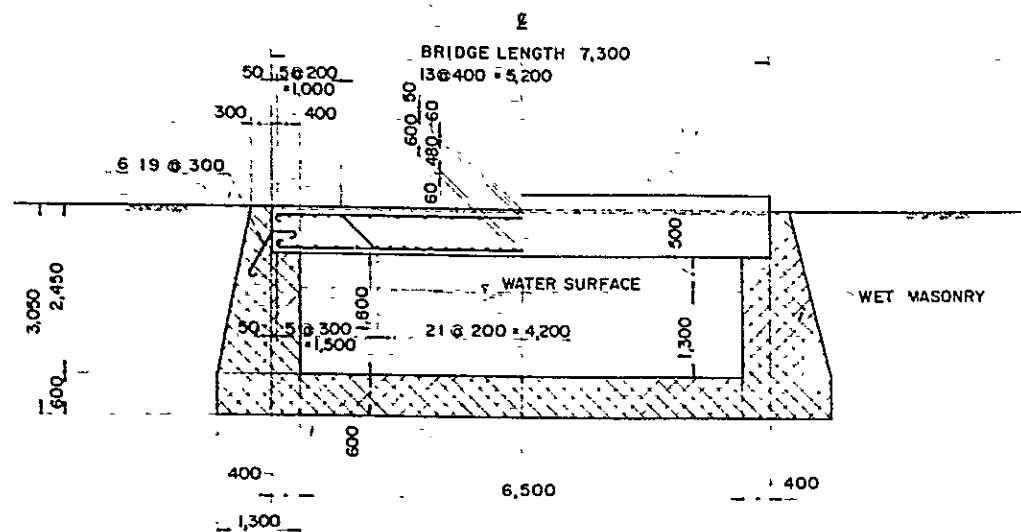
- NOTES**
1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ELEVATIONS ARE SHOWN IN METERS.
  2. REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 150<sup>kg</sup>/sq.cm.
  3. MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE 25mm.
  4. FOUNDATION, BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF LOWER QUALITY THAN THE MAIN CANAL EARTHWORK.
  5. ABBREVIATION AND SYMBOL.  
 R.L. : ELEVATION.  
 £ : CENTERLINE.  
 [Hatched Box] : CONCRETE.  
 [Dotted Box] : WET MASONRY.  
 [Solid Line] : EARTH.



**GENERAL PLAN**  
SCALE 1:100

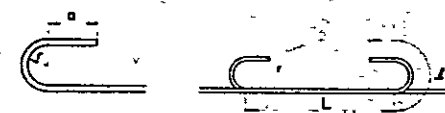


OVERSEAS TECHNICAL COOPERATION AGENCY TOKYO, JAPAN	
PARALKOTE R.B. MAIN CANAL ( A ROUTE)	
NO. 4 BRIDGE (I)	
SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN	
SUBMITTED <i>J.P.</i>	DATE AUGUST 30 1971
APPROVED <i>J.P.</i>	DWG NO. 100



SECTION  
SCALE 1:50

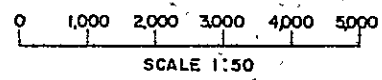
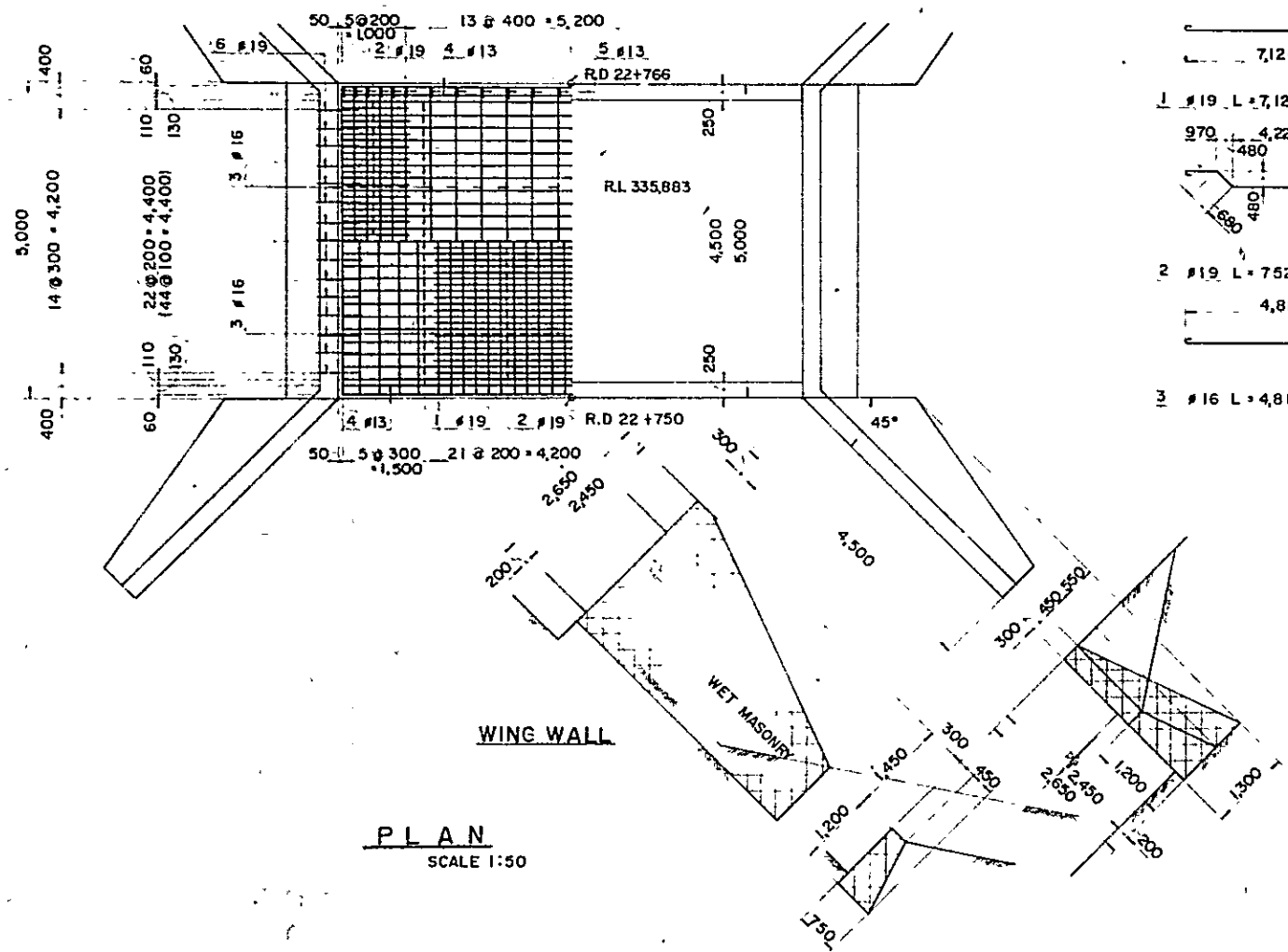
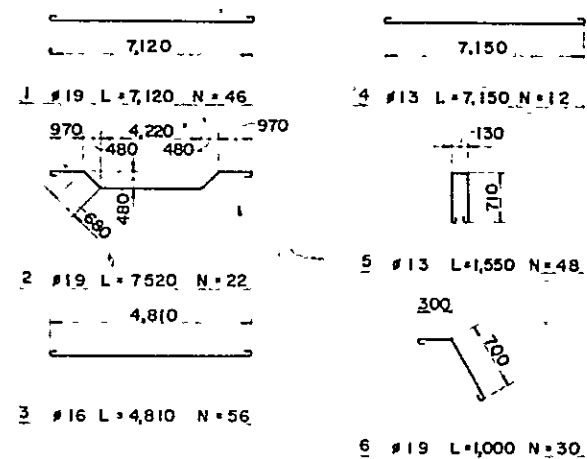
- NOTES
1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS.
  2. REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 150<sup>kg/cm</sup><sup>2</sup>.
  3. MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE 25<sup>mm</sup>.
  4. FOUNDATION, BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF LOWER QUALITY THAN THE MAIN CANAL EARTHWORK.
  5. ABBREVIATION AND SYMBOL.  
 CL : CENTERLINE.  
 [Symbol] : CONCRETE.  
 [Symbol] : WET MASONRY.  
 [Symbol] : EARTH.
  6. HOOK AND JOINT SHALL BE FORMED AS FOLLOWS.



#	r	a	L	N
9	18	25	80	360
13	26	38	120	520
16	32	50	150	640
19	38	61	180	760
22	44	62	200	880
24	48	73	230	960

PROFILE  
SCALE 1:50

REINFORCEMENT



OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO, JAPAN

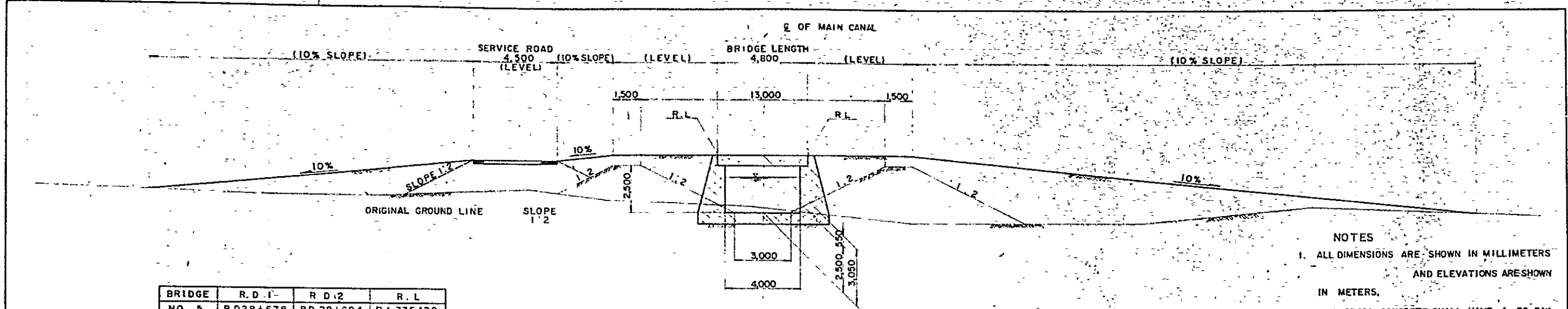
PARALKOTE R.B. MAIN CANAL (A ROUTE)

NO.4 BRIDGE (2)

SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN




SUBMITTED *T. J.* DATE AUGUST 30 1971

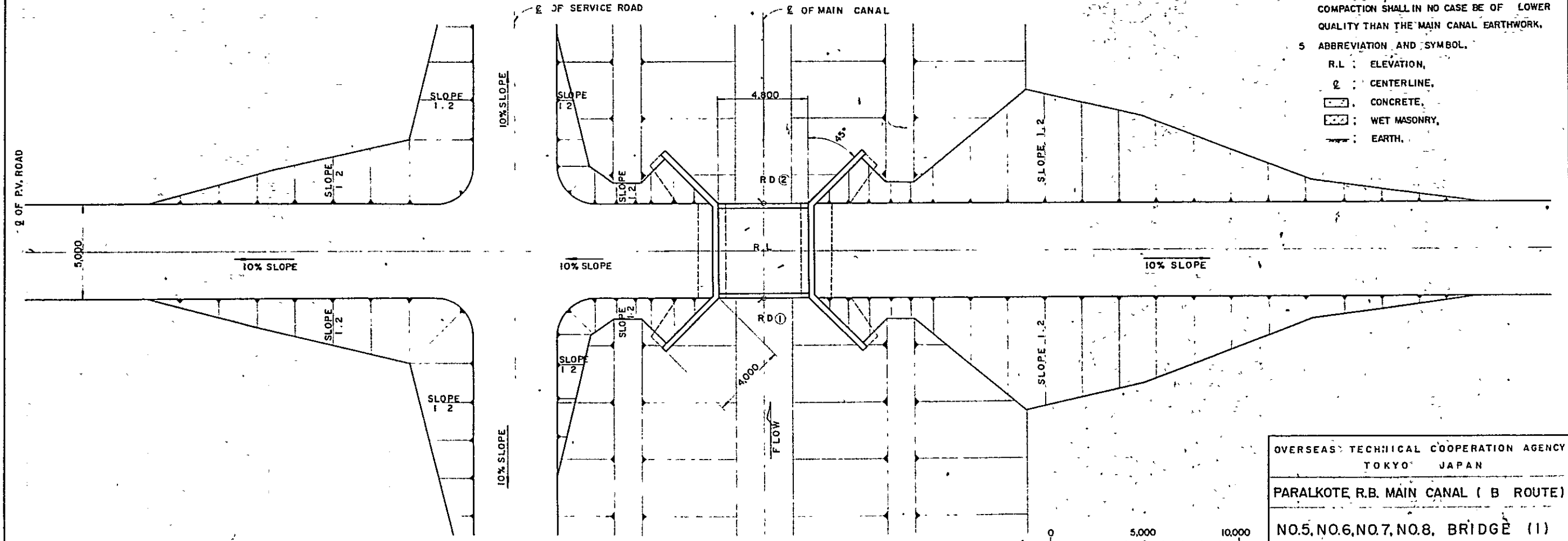
APPROVED *T. J.* DWG. NO. 101



BRIDGE	R.D. 1	R.D. 2	R.L.
NO. 5	R.D 28+678	R.D 28+694	R.L 335.428
NO. 6	R.D 34+850	R.D 34+866	R.L 335.024
NO. 7	R.D 35+850	R.D 35+866	R.L 334.916
NO. 8	R.D 40+600	R.D 40+616	R.L 334.544

**GENERAL PROFILE**  
SCALE 1:100

- NOTES**
1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ELEVATIONS ARE SHOWN IN METERS.
  2. REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 150<sup>kg</sup>/sqcm.
  3. MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE 25<sup>mm</sup>.
  4. FOUNDATION BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF LOWER QUALITY THAN THE MAIN CANAL EARTHWORK.
  5. ABBREVIATION AND SYMBOL.  
 R.L : ELEVATION,  
 Q : CENTERLINE,  
 : CONCRETE,  
 : WET MASONRY,  
 : EARTH.



**GENERAL PLAN**  
SCALE 1:100

OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN

PARALKOTE R.B. MAIN CANAL ( B ROUTE )

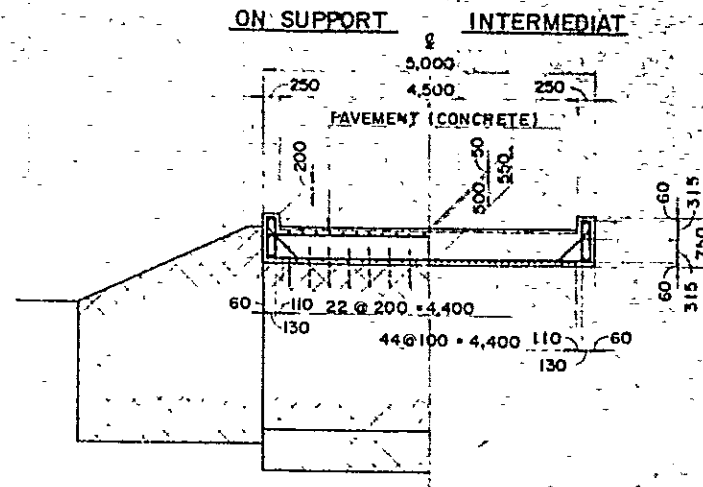
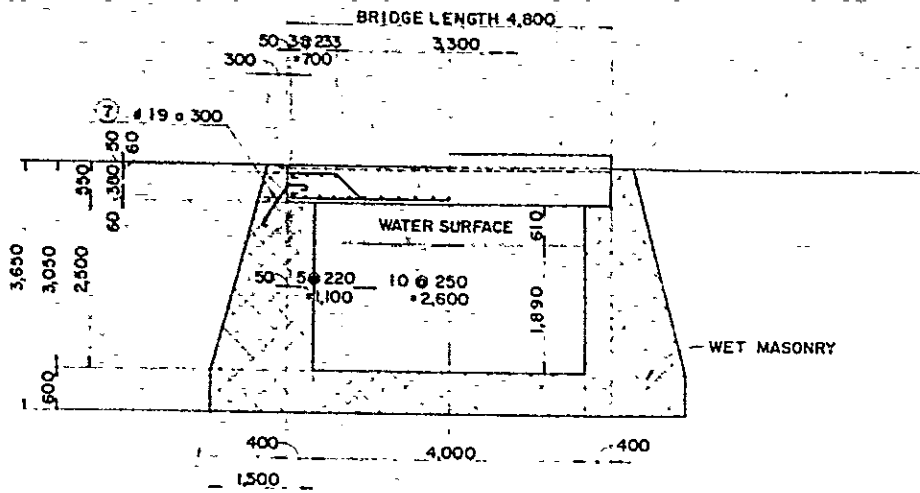
NO.5, NO.6, NO.7, NO.8, BRIDGE ( I )

SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN

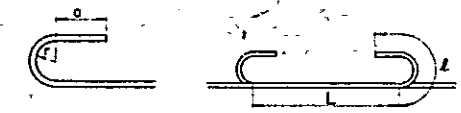
SUBMITTED *T. O.* DATE AUGUST 30 1971

APPROVED *T. O.* DWG. NO. 102





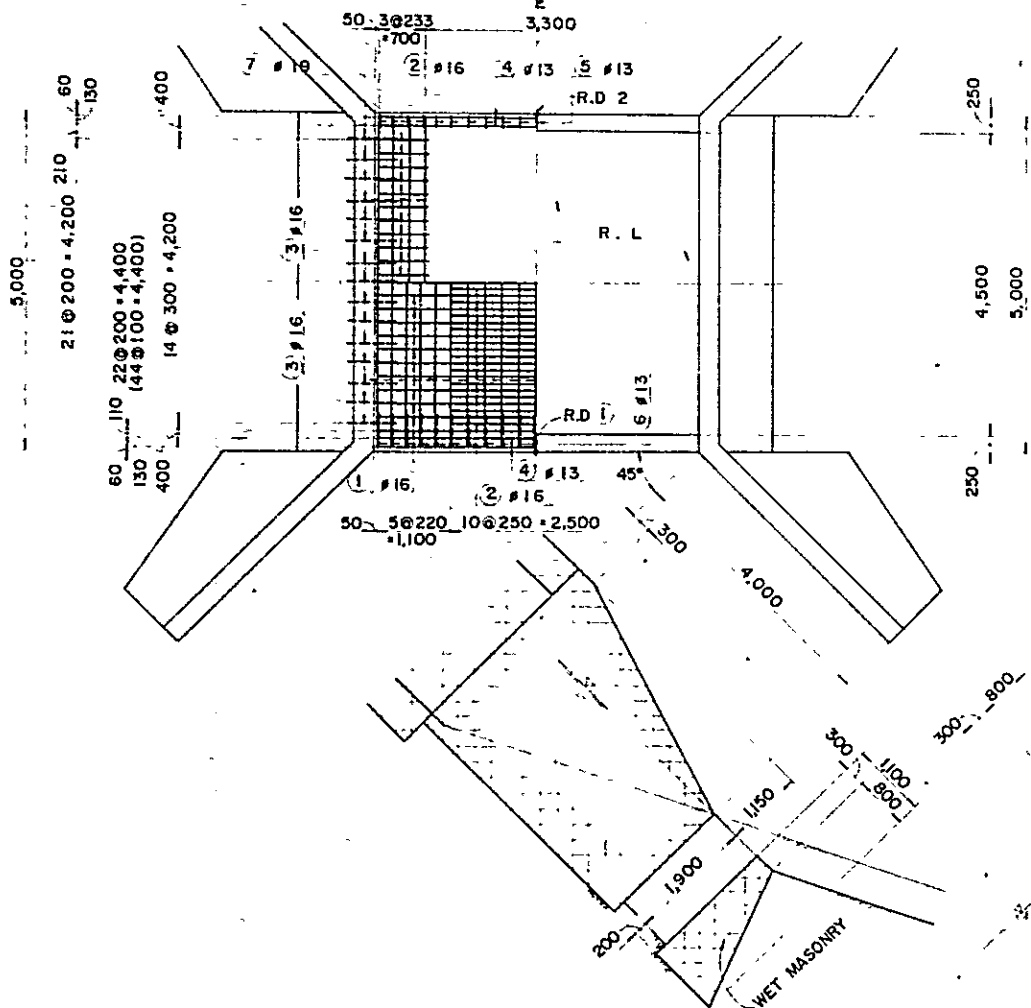
- NOTES**
1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ELEVATIONS ARE SHOWN IN METERS.
  2. REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF  $150^{kg/cm^2}$ .
  3. MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE 25<sup>mm</sup>.
  4. FOUNDATION BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF LOWER QUALITY THAN THE MAIN CANAL EARTHWORK.
  5. ABBREVIATION AND SYMBOL,  
 R.L : ELEVATION  
 C : CENTERLINE.  
 [Symbol] : CONCRETE,  
 [Symbol] : WET MASONRY,  
 [Symbol] : EARTH
  6. HOOK AND JOINT SHALL BE FORMED AS FOLLOWS,



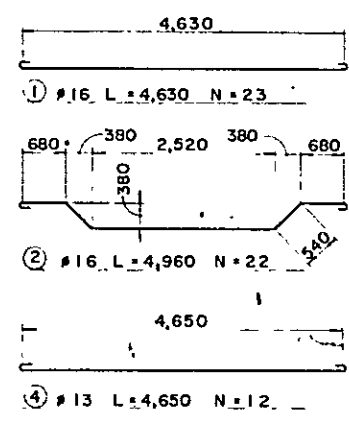
#	r	o	d	L
9	18	23	80	360
13	26	38	120	520
16	32	50	150	640
19	38	61	180	760
22	44	62	200	880
24	48	73	230	960

**PROFILE**

SCALE 1:50

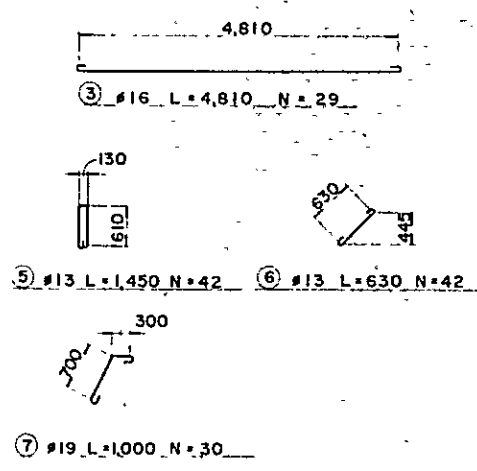


**REINFORCEMENT**



**SECTION**

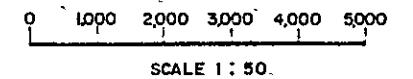
SCALE 1:50



BRIDGE	R.D (1)	R.D (2)	R.L
NO. 5	R.D 28+678	R.D 28+694	R.L 335.428
NO. 6	R.D 34+850	R.D 34+866	R.L 335.024
NO. 7	R.D 35+850	R.D 35+866	R.L 334.916
NO. 8	R.D 40+600	R.D 40+616	R.L 334.544

**PLAN**

SCALE 1:50



OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN.

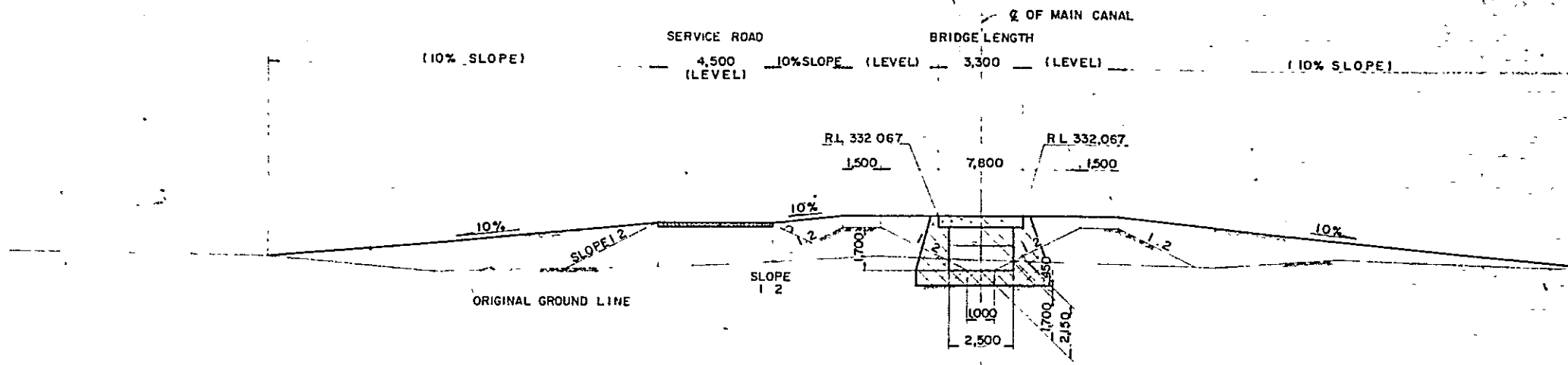
PARALKOTE R.B. MAIN CANAL ( B ROUTE)

NO.5, NO.6, NO.7, NO.8. BRIDGE (2)

SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN

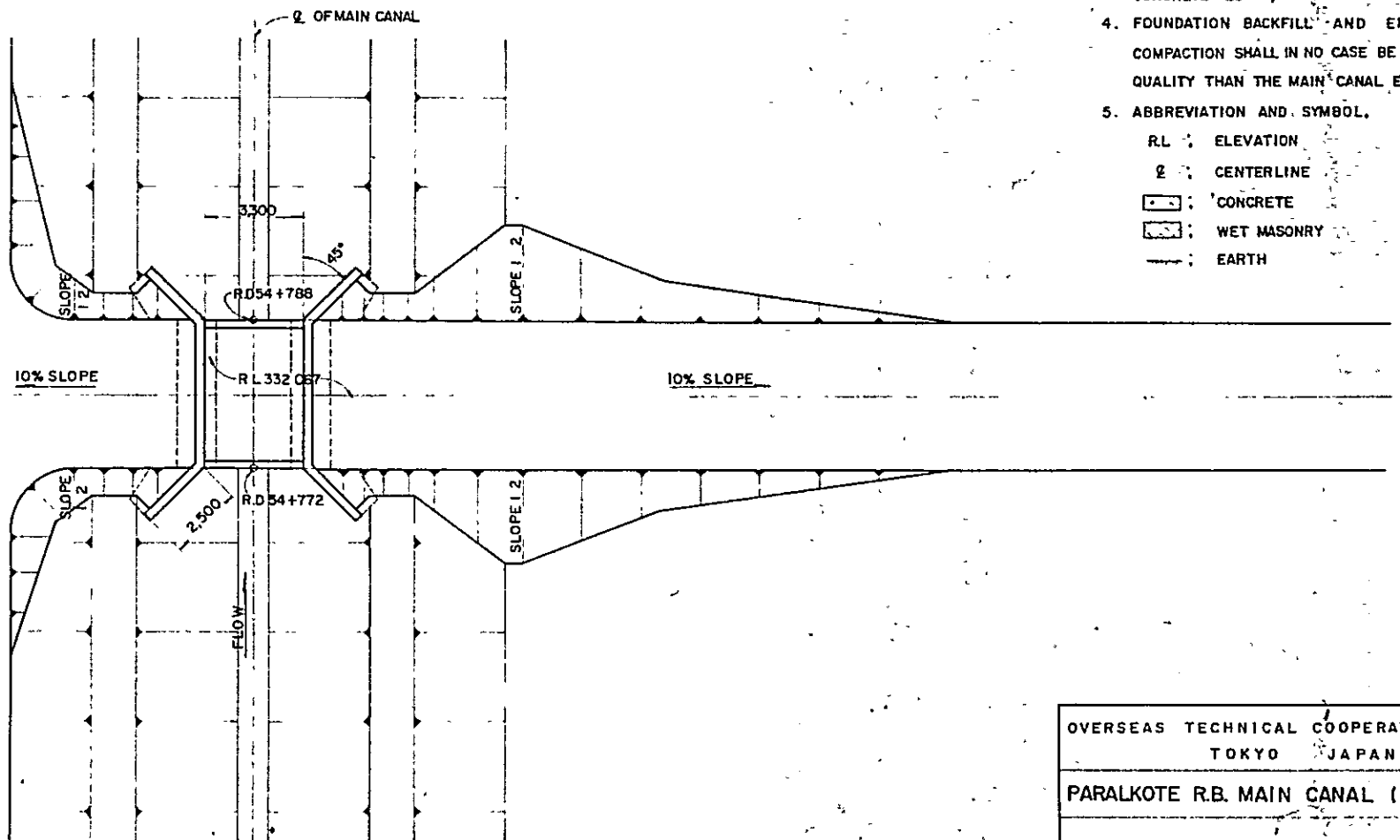
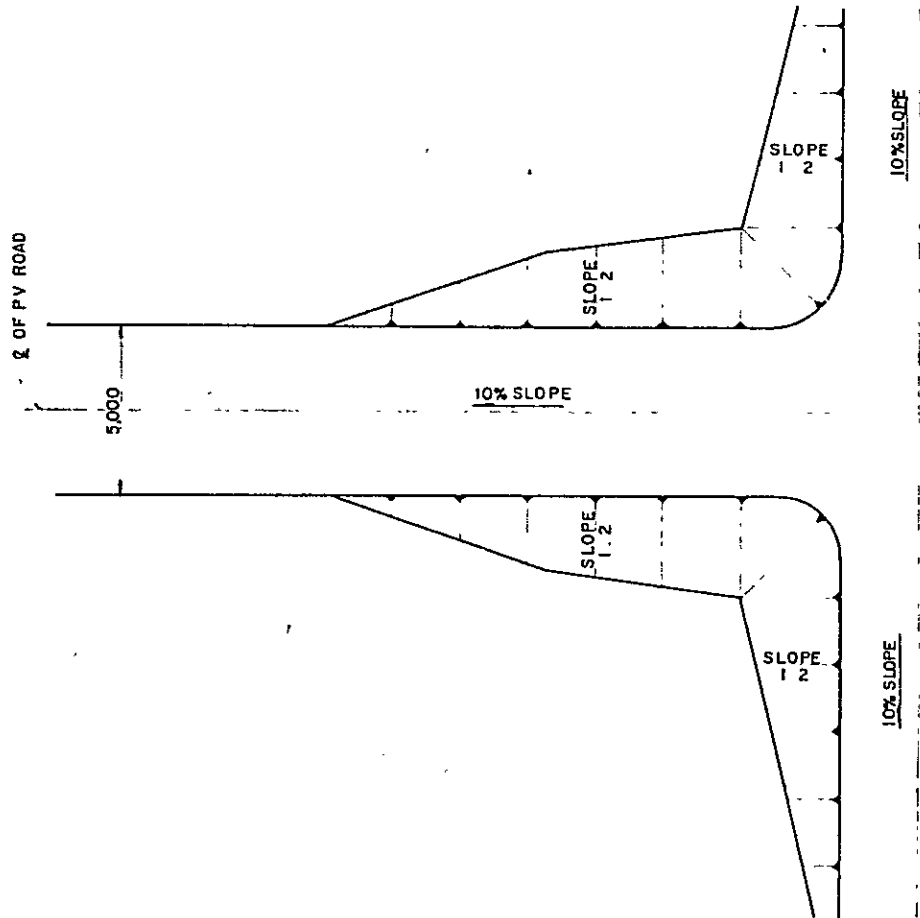
SUBMITTED *T. Yamamoto* DATE AUGUST 30 1971

APPROVED *T. Yamamoto* DWG. NO. 103

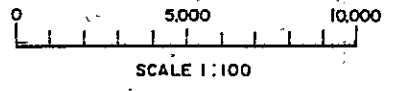


**GENERAL PROFILE**  
SCALE 1"=100

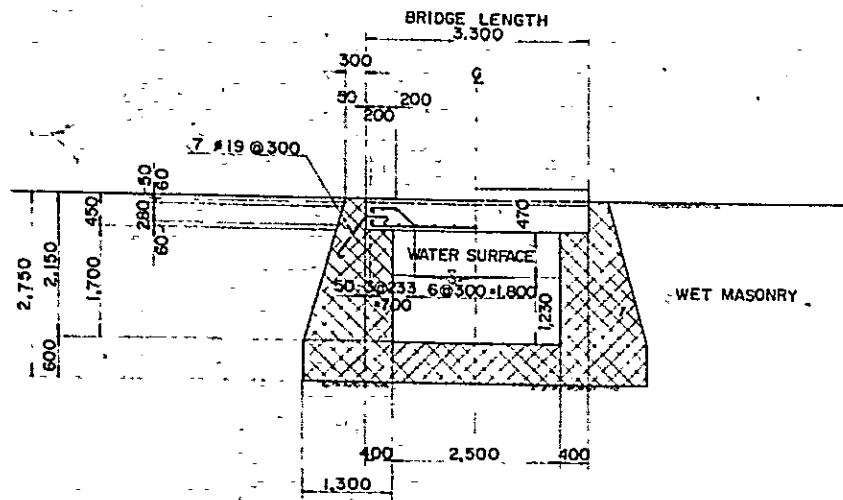
- NOTES**
1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ELEVATIONS ARE SHOWN IN METERS.
  2. REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 150<sup>kg</sup>/sqcm.
  3. MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE 25<sup>mm</sup>.
  4. FOUNDATION BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF LOWER QUALITY THAN THE MAIN CANAL EARTHWORK.
  5. ABBREVIATION AND SYMBOL.  
 R.L. : ELEVATION  
 C.L. : CENTERLINE  
 [Symbol] : CONCRETE  
 [Symbol] : WET MASONRY  
 [Symbol] : EARTH



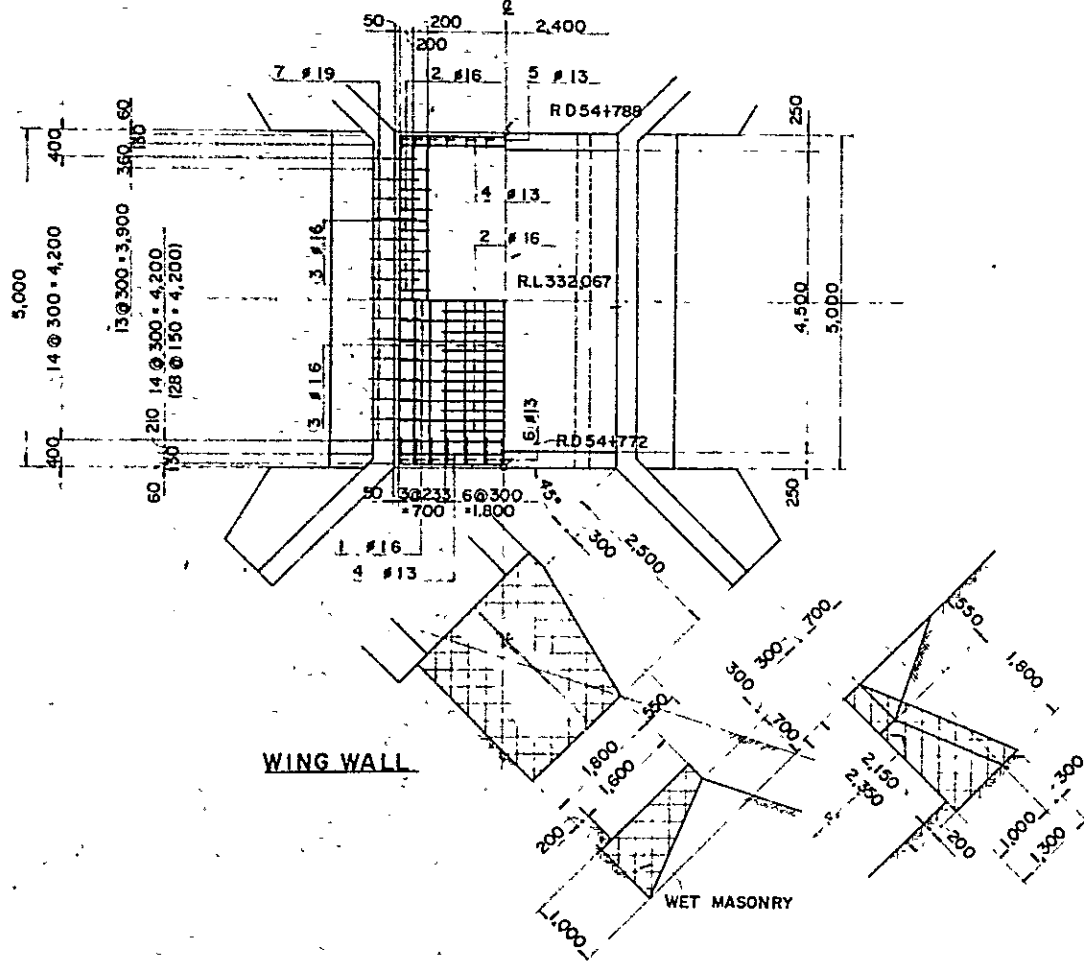
**GENERAL PLAN**  
SCALE 1"=100



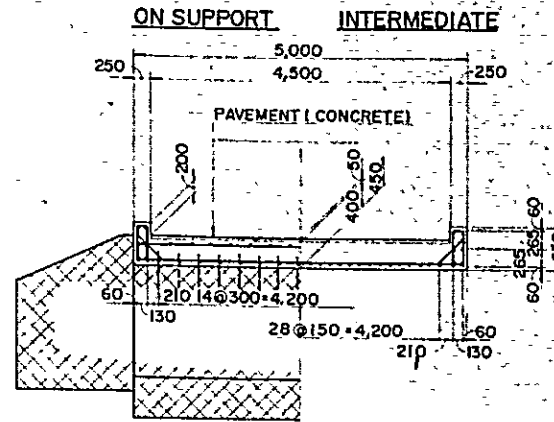
OVERSEAS TECHNICAL COOPERATION AGENCY TOKYO JAPAN	
PARALKOTE R.B. MAIN CANAL ( B ROUTE)	
NO. 9 BRIDGE - ( I )	
SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN	
SUBMITTED	DATE AUGUST 30 1971
APPROVED	DWG. NO. 104



**PROFILE**  
SCALE 1:50

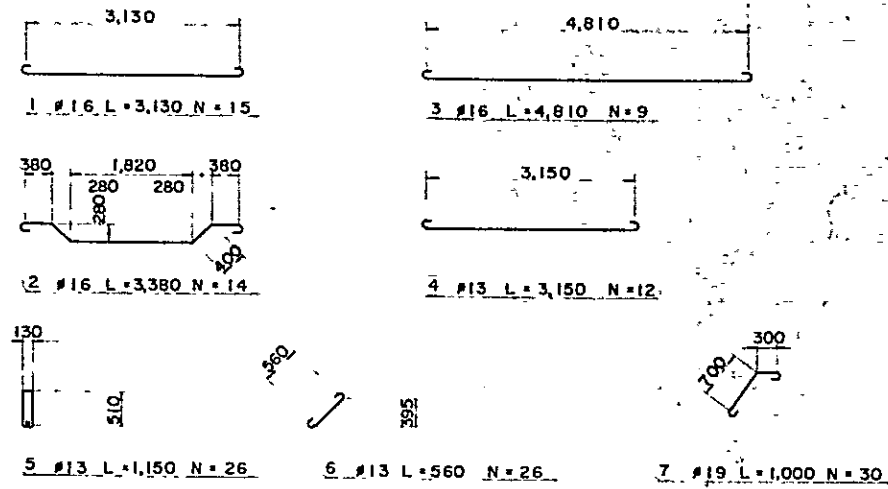


**PLAN**  
SCALE 1:50



**SECTION**

**REINFORCEMENT**



**NOTES**

1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS.
2. REINFORCED CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 150<sup>kg</sup>/sq.cm.
3. MAXIMUM SIZE AGGREGATE FOR REINFORCED CONCRETE 25<sup>mm</sup>.
4. FOUNDATION BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF LOWER QUALITY THAN THE MAIN CANAL EARTHWORK.
5. ABBREVIATION AND SYMBOL.

Q CENTERLINE

CONCRETE

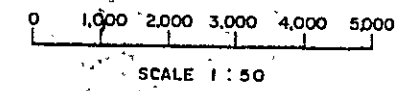
WET MASONRY

EARTH

6. HOOK AND JOINT SHALL BE FORMED AS FOLLOWS.



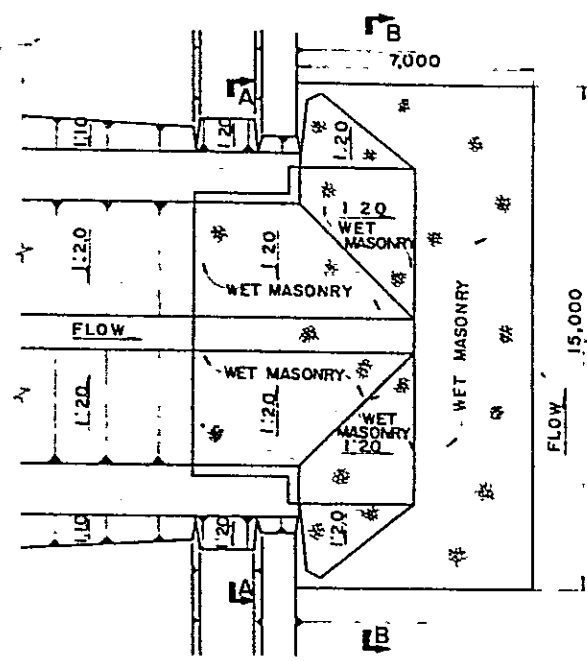
#	r	a	L
MM	MM	MM	MM
9	18	25	80
13	26	38	120
16	32	50	150
19	38	61	180
22	44	62	200
24	48	73	230



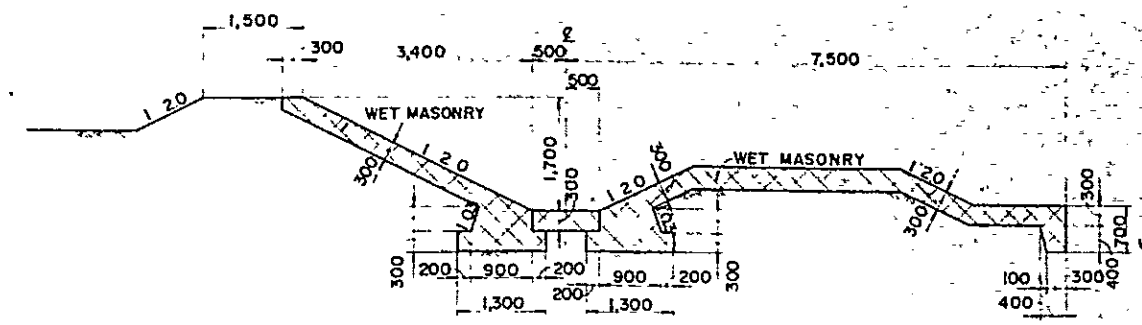
OVERSEAS TECHNICAL COOPERATION AGENCY  
TOKYO JAPAN  
PARALKOTE R.B. MAIN CANAL (B ROUTE)

**NO.9 BRIDGE (2)**

SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN  
SUBMITTED *T. Iijima* DATE AUGUST 30 1971  
APPROVED *T. Iijima* DWG NO 105

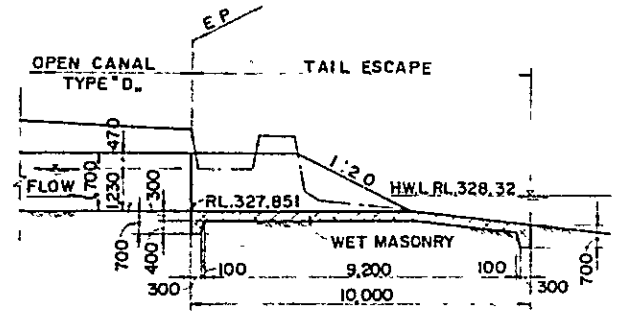


**PLAN**  
SCALE 1:100



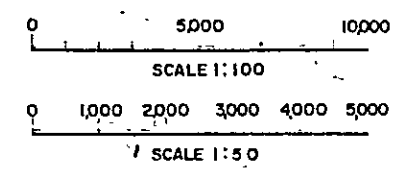
**SECTION A-A**  
SCALE 1:50

**SECTION B-B**  
SCALE 1:50

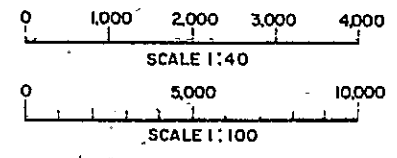
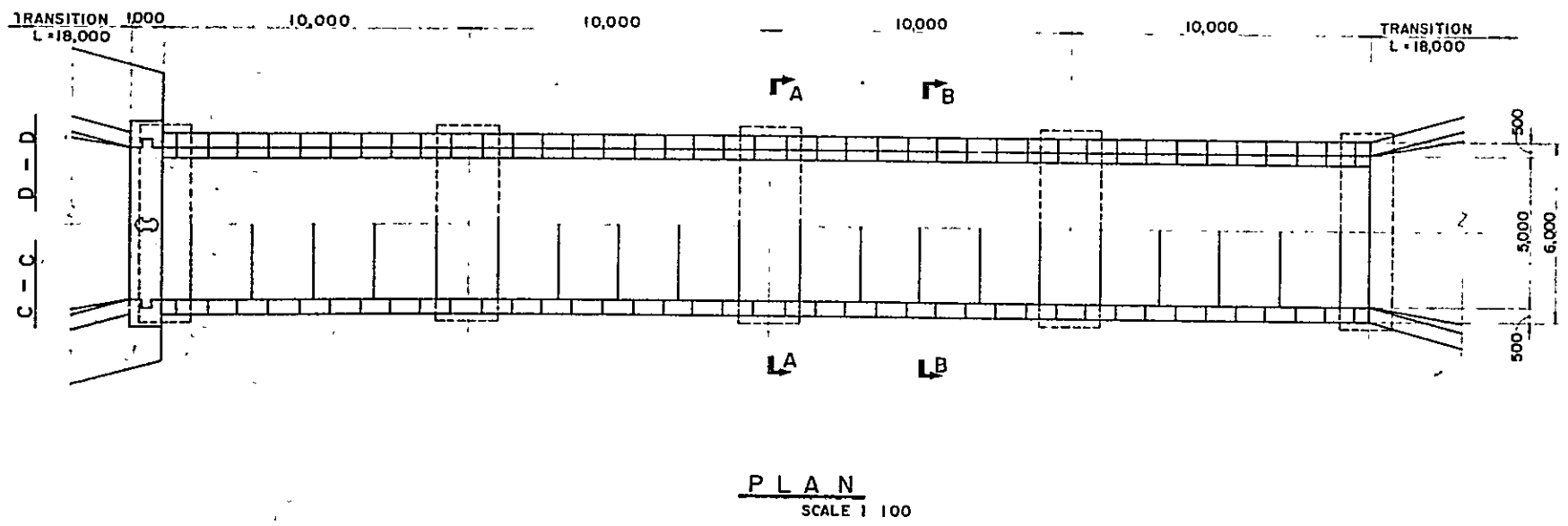
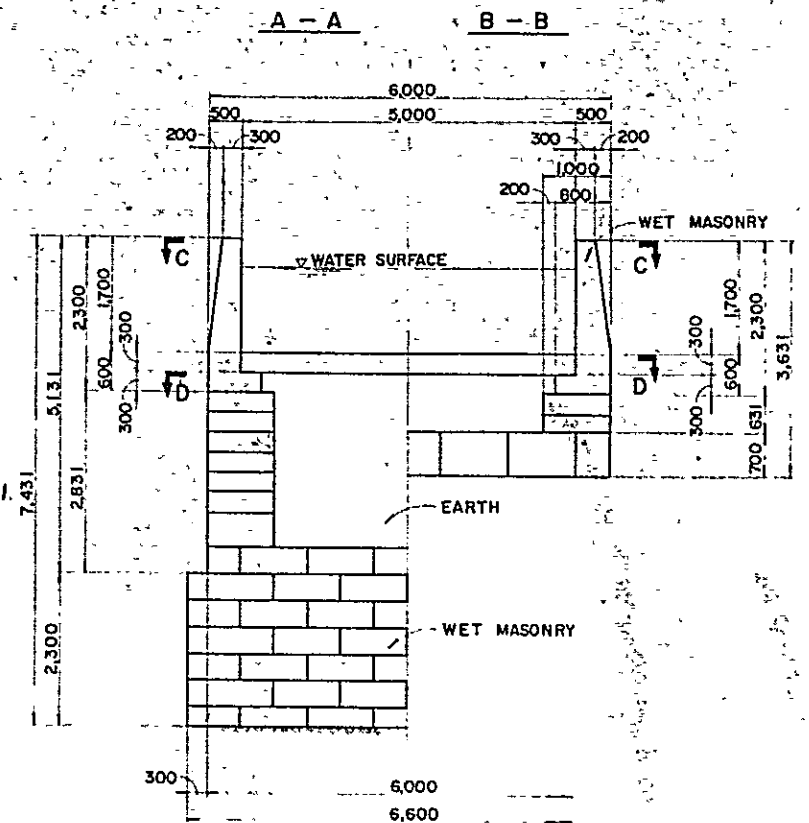
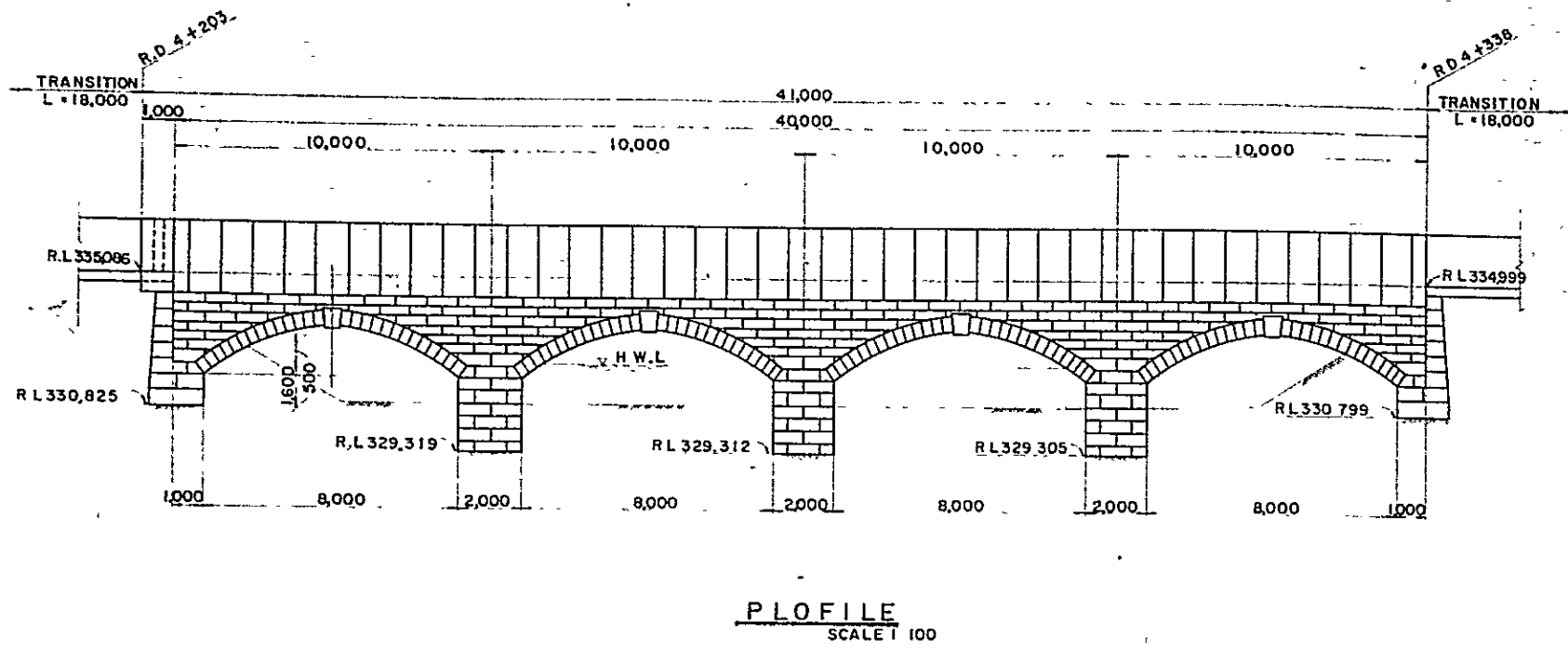


**PROFILE**  
SCALE 1:100

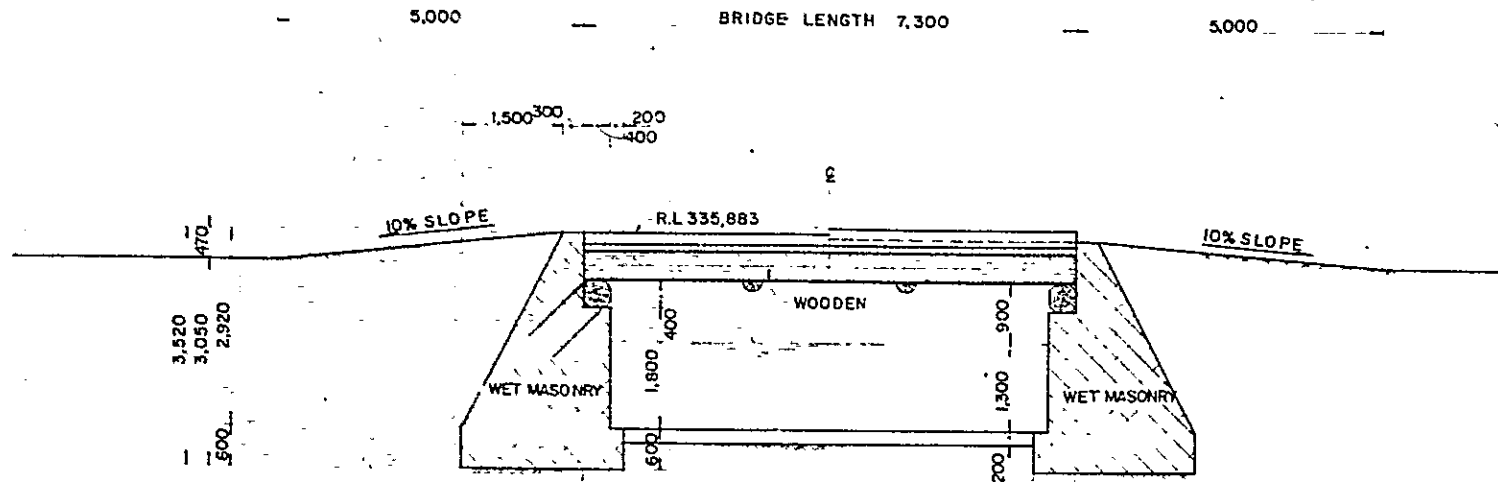
- NOTES**
1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ELEVATIONS ARE SHOWN IN METERS.
  2. FOUNDATION BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF LOWER QUALITY THAN THE MAIN CANAL EARTHWORK
  3. ABBREVIATION AND SYMBOL.  
 R.L. ELEVATION  
 CL CENTERLINE  
 WET MASONRY  
 EARTH



OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN  
 PARALKOTE R.B. MAIN CANAL ( C ROUTE)  
**TAIL ESCAPE STRUCTUER**  
 SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN  
 SUBMITTED *T. Fujimori* DATE AUGUST 30 1971  
 APPROVED *T. Fujimori* DWGNO 106

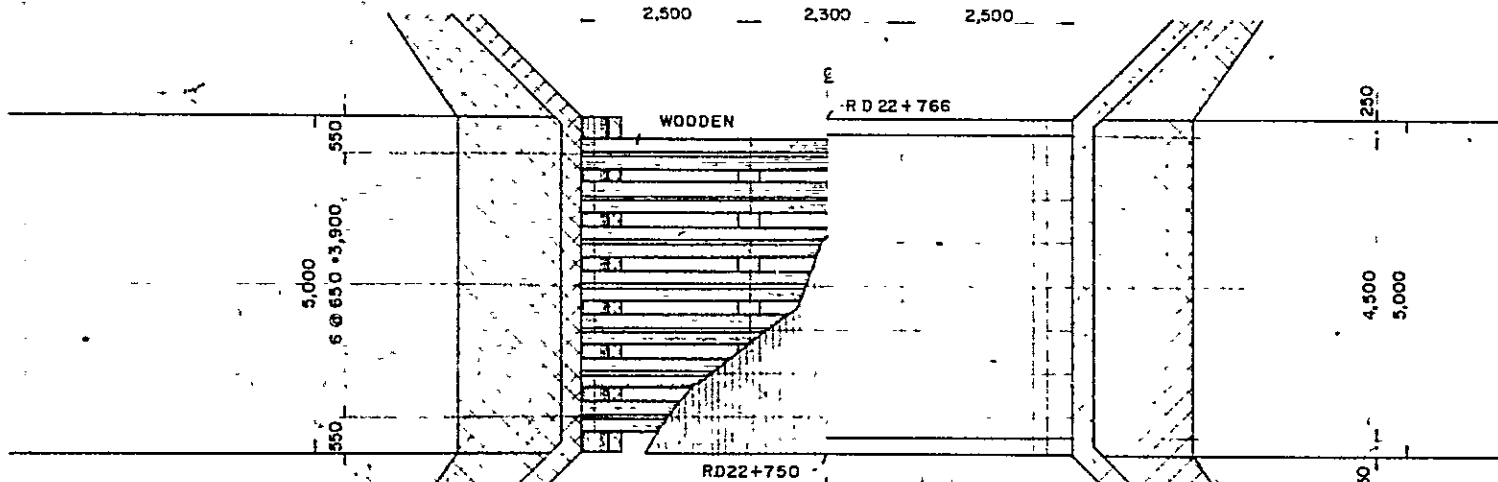


OVERSEAS TECHNICAL COOPERATION AGENCY TOKYO JAPAN	
PARALKOTE R.B. MAIN CANAL (A ROUTE)	
NO.1 IRRIGATION AQUEDUCT (ARCH TYPE)	
SANYU CONSULTANTS INTERNATIONAL INC NAGOYA JAPAN	
SUBMITTED <i>T. Danmar</i>	DATE AUGUST 30 1971
APPROVED: <i>T. Danmar</i>	DWGNO. 107



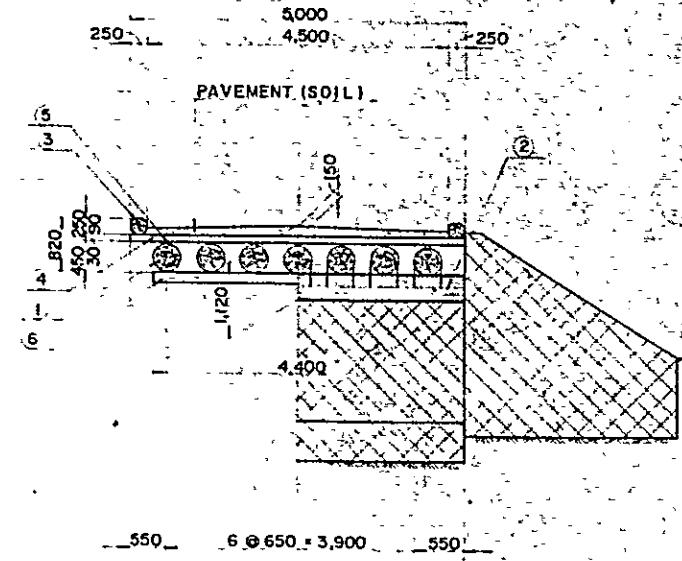
**PROFILE**

SCALE 1:50



**PLAN**

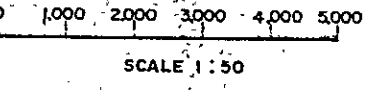
SCALE 1:50



**INTERMEDIATE SECTION**

SCALE 1:150

SECTION	LENGTH	QUANTITY
1 # 450	L = 7,300	N = 7
2 # 400 (or 400 x 400)	L = 5,000	N = 2
3 250 x 250	L = 7,300	N = 2
4 90 x 90	L = 5,000	N = 78
5 30 x 60	L = 7,300	N = 7
6 # 300/2	L = 4,400	N = 2



**NOTES**

1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ELEVATIONS ARE SHOWN IN METERS.
2. FOUNDATION BACKFILL AND EMBANKMENT COMPACTION SHALL IN NO CASE BE OF A LOWER QUALITY THAN THE MAIN CANAL EARTHWORK.
3. ABBREVIATION AND SYMBOL:
  - R.L. : ELEVATION.
  - ⊕ : CENTERLINE.
  - ▨ : WET MASONRY.
  - : EARTH.

OVERSEAS TECHNICAL COOPERATION AGENCY  
 TOKYO JAPAN  
 PARALKOTE R.B. MAIN CANAL ( A ROUTE )  
 NO.4 BRIDGE (WOODEN BRIDGE)  
 SANYU CONSULTANTS INTERNATIONAL INC. NAGOYA JAPAN  
 SUBMITTED *J. J. J.* DATE AUGUST 30 1971  
 APPROVED *J. J. J.* DWG. NO 108

