

***WATER QUALITY
SIMULATION***

TABLE 1 POLLUTION LOAD GENERATION (1)

unit : Kg/day

Outlet	River/canal	Pollution Load Generation			
		1997	2000	2005	2010
P15Q8-16	Tau Hu	46.1	47.6	51.1	50.7
P15Q8-5	Tau Hu	46.1	47.6	51.1	50.7
RN	Tau Hu	529.5	731.5	1161.7	1609.6
P15Q8-17	Tau Hu	46.1	47.6	51.1	50.7
P15Q8-18	Tau Hu	46.1	47.6	51.1	50.7
P15Q8-19	Tau Hu	46.1	47.6	51.1	50.7
P15Q8-20	Tau Hu	46.1	47.6	51.1	50.7
P15Q8-21	Tau Hu	46.1	47.6	51.1	50.7
P15Q8-22	Tau Hu	46.1	47.6	51.1	50.7
P15Q8-23	Tau Hu	46.1	47.6	51.1	50.7
P15Q8-24	Tau Hu	46.1	47.6	51.1	50.7
P16Q8-4	Tau Hu	12.8	14.5	18.4	21.6
P16Q8-5	Tau Hu	12.8	14.5	18.4	21.6
P16Q8-6	Tau Hu	12.8	14.5	18.4	21.6
P16Q8-7	Tau Hu	12.8	14.5	18.4	21.6
P16Q8-8	Tau Hu	12.8	14.5	18.4	21.6
P16Q8-9	Tau Hu	12.8	14.5	18.4	21.6
P16Q8-10	Tau Hu	12.8	14.5	18.4	21.6
P16Q8-11	Tau Hu	12.8	14.5	18.4	21.6
Sub-Total	Tau Hu	1,093	1,324	1,820	2,289
LG	Lo Gom	18132	19845.7	23515.6	26093.4
Sub-Total	Lo Gom	18132	19845.7	23515.6	26093.4
TH1	Tau Hu	5879.6	6344.5	7341.4	7954.7
TH2	Tau Hu	632.1	680	782.8	843.6
TH3	Tau Hu	455.7	487.4	555.5	592.5
TH4	Tau Hu	434.4	463.5	526.2	558.9
P8,9,10Q8-10	Tau Hu	239.6	255.6	290.2	308.1
Sub-Total	Tau Hu	7,641	8,231	9,496	10,258
TH5	Tau Hu	639.3	682	773.9	821.6
TH6	Tau Hu	4196.7	4491.3	5123.6	5470
TH7	Tau Hu	25.6	27.7	32.4	35.3
TH8	Tau Hu	46.4	45.1	42.5	35.3
TH9	Tau Hu	83.4	85.4	89.7	87.1
TH10	Tau Hu	4007	4328.5	5017.8	5447.3
TH11	Tau Hu	85.3	92.5	107.8	117.6
TH12	Tau Hu	384.9	437.9	551.1	646.4
TH13	Tau Hu	335.2	364	425.8	466.4
TH14	Tau Hu	4704.4	5123.7	6021.9	6628.8
TH15	Tau Hu	5516.1	5840.1	6537.3	6838.2
TH16	Tau Hu	398.8	436.4	516.7	572.9
TH17	Tau Hu	826.6	890.6	1027.9	1110.7
TH18	Tau Hu	22.6	25.6	32	37.2
TH19	Tau Hu	104.8	113.3	131.4	142.8
TH20	Tau Hu	179.1	193.5	224.5	243.9
TH21	Tau Hu	404.4	439	513.3	562.1
TH22	Tau Hu	164.3	178.4	208.5	228.3
TH23	Tau Hu	262.4	284.8	333	364.5
TH24	Tau Hu	86.8	93.3	107.3	115.5
P8,9,10Q8-7	Tau Hu	305.6	316.7	340.6	340.4
P11,12,13Q8-2	Tau Hu	89.7	87.3	82.5	68.8
P11,12,13Q8-3	Tau Hu	107.1	104.3	98.5	82.1
P8,9,10Q8-8	Tau Hu	494.6	520.4	576	595.1
P8,9,10Q8-9	Tau Hu	253.4	273	314.8	340
P11,12,13Q8-1	Tau Hu	106.5	103.7	98	81.6
P11,12,13Q8-9	Tau Hu	102.9	111.4	129.7	141.5
P11,12,13Q8-10	Tau Hu	210	227.4	264.7	288.7
P11,12,13Q8-11	Tau Hu	164.3	177.9	207.1	225.8
P11,12,13Q8-12	Tau Hu	126.3	123	116.2	96.8
P11,12,13Q8-13	Tau Hu	134.6	131.1	123.8	103.1
P14Q8-7	Tau Hu	85.7	91.7	104.8	111.9
P14Q8-8	Tau Hu	85.7	91.7	104.8	111.9
P14Q8-9	Tau Hu	85.7	91.7	104.8	111.9
P14Q8-10	Tau Hu	85.7	91.7	104.8	111.9
P15Q8-25	Tau Hu	46.1	47.6	51.1	50.7
P15Q8-26	Tau Hu	46.1	47.6	51.1	50.7
Sub-Total	Tau Hu	25,004	26,811	30,692	32,885

Outlet	River/canal	Pollution Load Generation			
		1997	2000	2005	2010
BN1-BN2-BN3	Ben Nghe	539.4	583.3	677.2	736.3
BN4	Ben Nghe	539.4	583.3	677.2	736.3
BN5	Ben Nghe	539.4	583.3	677.2	736.3
BN6	Ben Nghe	195.2	208.5	237.1	252.2
BN7	Ben Nghe	161.2	172.5	196.5	209.6
BN8	Ben Nghe	231.2	248.8	286.5	308.9
BN9	Ben Nghe	780.1	837.9	962.1	1034.2
BN10	Ben Nghe	565.8	609.3	702.6	758.7
BN11	Ben Nghe	1832.1	1975.2	2282.3	2469.2
BN12	Ben Nghe	409.9	439.8	504	540.6
BN13	Ben Nghe	489.9	525.9	603.1	647.4
BN14	Ben Nghe	1209	1298	1489	1599
Q4-1	Ben Nghe	217.2	233.8	269.5	290.8
Q4-19	Ben Nghe	20	21.4	24.7	26.6
Q4-20	Ben Nghe	69.1	74.3	85.5	92.1
Q4-21	Ben Nghe	239.4	259	301.1	327.8
Q4-22	Ben Nghe	604.6	653.6	758.5	824.4
Q4-23	Ben Nghe	592.9	640.8	743.5	807.9
Q4-24	Ben Nghe	1154.5	1253.2	1464.7	1603.3
Q4-25	Ben Nghe	1371.8	1491.8	1749	1920.5
Sub-Total	Ben Nghe	11,762	12,694	14,691	15,922
TN	Thi Nghe	128.2	139.3	163.1	178.9
SG1	Sai Gon	105.4	114.6	134.4	147.6
SG2	Sai Gon	193.3	210.8	248.3	273.9
SG3	Sai Gon	100.3	109	127.6	140
SG4	Sai Gon	28.3	30.8	36	39.4
SG5	Sai Gon	124	134.8	157.7	172.9
SG6	Sai Gon	98.3	106.8	125	137.2
SG7	Sai Gon	30.9	33.6	39.4	43.3
SG8	Sai Gon	34.5	36.4	40.3	41.6
SG9-SG10	Sai Gon	539.4	583.3	677.2	736.3
Sub-Total	Sai Gon	1,383	1,499	1,749	1,911
P15Q8-6	Kenh Doi	46.1	47.6	51.1	50.7
P15Q8-7	Kenh Doi	46.1	47.6	51.1	50.7
P15Q8-8	Kenh Doi	46.1	47.6	51.1	50.7
P15Q8-11	Kenh Doi	46.1	47.6	51.1	50.7
P15Q8-12	Kenh Doi	46.1	47.6	51.1	50.7
P15Q8-13	Kenh Doi	46.1	47.6	51.1	50.7
P15Q8-14	Kenh Doi	46.1	47.6	51.1	50.7
P15Q8-15	Kenh Doi	46.1	47.6	51.1	50.7
P7Q8-1	Kenh Doi	29	40.4	64.8	90.2
P7Q8-3	Kenh Doi	29	40.4	64.8	90.2
P7Q8-5	Kenh Doi	29	40.4	64.8	90.2
P7Q8-7	Kenh Doi	29	40.4	64.8	90.2
P15Q8-9	Ngang 3	46.1	47.6	51.1	50.7
P15Q8-10	Ngang 3	46.1	47.6	51.1	50.7
P16Q8-1	Tau Hu	12.8	14.5	18.4	21.6
P16Q8-2	Tau Hu	12.8	14.5	18.4	21.6
P16Q8-3	Tau Hu	12.8	14.5	18.4	21.6
Sub-Total	Kenh Doi	615	681	825	933
P6Q8-5	Ba Lon	201.8	223	268.3	302.1
P7Q8-2	Ba Lon	29	40.4	64.8	90.2
P7Q8-4	Ba Lon	29	40.4	64.8	90.2
P7Q8-6	Ba Lon	29	40.4	64.8	90.2
P7Q8-8	Ba Lon	29	40.4	64.8	90.2
Sub-Total	Ba Lon	318	385	528	663
Q4-2	Sai Gon	135.1	146.4	170.6	186.3
Q4-3	Sai Gon	130.1	141.5	165.9	182.2
Q4-4	Sai Gon	139.5	151.7	177.9	195.3
Q4-5	Sai Gon	148.8	160.8	186.6	202.8
Q4-6	Sai Gon	135.4	146.4	169.9	184.6
Q4-7	Sai Gon	40.3	43.1	49.1	52.3
Sub-Total	Sai Gon	729	790	920	1,004

 : Sewerage development area

TABLE 1 POLLUTION LOAD GENERATION (2)

unit : Kg/day

Outlet	River/canal	Pollution Load Generation			
		1997	2000	2005	2010
P8,9,10Q8-1	Kenh Doi	153.2	163.4	185.5	197
P8,9,10Q8-2	Kenh Doi	225.8	242.3	277.4	297.5
P8,9,10Q8-3	Kenh Doi	165.6	178.4	205.8	222.2
P8,9,10Q8-4	Kenh Doi	282.3	304	350.6	378.7
P8,9,10Q8-5	Kenh Doi	336.5	354.1	391.9	404.9
P8,9,10Q8-6	Kenh Doi	323.4	335.1	360.4	360.2
P11,12,13Q8-4	Kenh Doi	285.9	309.9	361.4	394.6
P11,12,13Q8-5	Kenh Doi	365.7	396.4	462.3	504.8
P11,12,13Q8-6	Kenh Doi	163.8	177.6	207.1	226.1
P11,12,13Q8-7	Kenh Doi	109.8	119.1	138.8	151.6
P14Q8-2	Kenh Doi	85.7	91.7	104.8	111.9
P14Q8-3	Kenh Doi	85.7	91.7	104.8	111.9
P14Q8-4	Kenh Doi	85.7	91.7	104.8	111.9
P14Q8-5	Kenh Doi	85.7	91.7	104.8	111.9
P15Q8-2	Kenh Doi	46.1	47.6	51.1	50.7
P15Q8-3	Kenh Doi	46.1	47.6	51.1	50.7
P1,2,3Q8-7	Kenh Doi	358	391.2	462.4	511.8
P1,2,3Q8-8	Kenh Doi	359.5	389	452.4	492.6
P4Q8-4	Kenh Doi	244.2	269.6	323.9	364.2
P4Q8-5	Kenh Doi	244.2	269.6	323.9	364.2
P5Q8-1	Kenh Doi	129.5	142.6	170.5	191
P5Q8-9	Kenh Doi	129.5	142.6	170.5	191
P6Q8-1	Kenh Doi	201.8	223	268.3	302.1
P6Q8-2	Kenh Doi	201.8	223	268.3	302.1
P6Q8-3	Kenh Doi	201.8	223	268.3	302.1
P6Q8-4	Kenh Doi	201.8	223	268.3	302.1
P1,2,3Q8-5	Kenh Doi	358	391.2	462.4	511.8
P1,2,3Q8-6	Kenh Doi	358	391.2	462.4	511.8
P4Q8-1	Kenh Doi	244.2	269.6	323.9	364.2
P4Q8-2	Kenh Doi	244.2	269.6	323.9	364.2
P4Q8-3	Kenh Doi	244.2	269.6	323.9	364.2
P11,12,13Q8-8	Ngang 1	116.3	126	146.8	160.3
P14Q8-1	Ngang 1	85.7	91.7	104.8	111.9
P14Q8-6	Ngang 2	85.7	91.7	104.8	111.9
P15Q8-1	Doi Ngang2	46.1	47.6	51.1	50.7
P15Q8-4	Tau Hu	46.1	47.6	51.1	50.7
Sub-Total	Kenh Doi	6,948	7,535	8,795	9,612
Q4-8	Kenh Te	42.5	45.5	51.8	55.2
Q4-9	Kenh Te	61.3	65.5	74.6	79.5
Q4-10	Kenh Te	394.2	427	497.3	542.4
Q4-11	Kenh Te	587.8	637.6	744.3	813.7
Q4-12	Kenh Te	989.4	1073.8	1254.4	1372.6
Q4-13	Kenh Te	1725.3	1876.8	2201.3	2418.1
Q4-14	Kenh Te	628.9	679.4	787.7	855.3
Q4-15	Kenh Te	291	316.5	371.1	407.5
Q4-16	Kenh Te	213.7	230.9	267.7	290.7
Q4-17	Kenh Te	58.9	63.4	72.9	78.5
Q4-18	Kenh Te	20	21.4	24.7	26.6
Q7-1	Kenh Te	46	62.4	93.3	125.6
Q7-2	Kenh Te	29.1	39.4	58.9	79.3
Q7-9	Kenh Te	40.1	54.3	81.2	109.4
Q7-10	Kenh Te	51.9	70.3	105.1	141.6
Q7-11	Kenh Te	54.6	74	110.7	149
Sub-Total	Kenh Te	5,235	5,738	6,797	7,545
NB-10	Dia	7	15	30	46
Sub-Total	Dia	7	14.5	29.5	46.1
Q7-8	Phu Xuan	44.5	60.3	90.2	121.5
NB-13	Phuo Cken	8	16.5	33.6	52.5
NB-29	Phuo Cken	3.9	8	16.3	25.5
Sub-Total	Phuo Cken	56	85	140	200
NB-2	CayKho	7.5	15.5	31.5	49.3
NB-5	CayKho	5.7	11.7	23.9	37.3
NB-7	CayKho	5.2	10.7	21.8	34.1
NB-9	CayKho	7	14.6	29.6	46.2
NB-30	CayKho	4.3	8.9	18.1	28.4
NB-32	CayKho	8.1	16.7	34	53.2
NB-34	CayKho	7.3	15.1	30.7	48
NB-35	CayKho	14.2	29.6	60.1	94
NB-3	CayKho	4	8.3	16.8	26.3
BC-34	CayKho	19.3	32.1	57.3	84.9
Sub-Total	CayKho	83	163	324	502

Outlet	River/canal	Pollution Load Generation			
		1997	2000	2005	2010
P1,2,3Q8-1	Ong Lon	359.5	389	452.4	492.6
P1,2,3Q8-2	Ong Lon	359.5	389	452.4	492.6
P1,2,3Q8-3	Ong Lon	359.5	389	452.4	492.6
P1,2,3Q8-4	Ong Lon	358	391.2	462.4	511.8
Q7-3	Ong Lon	19.3	26.1	39.1	52.6
Q7-4	Ong Lon	63.2	85.7	128.2	172.7
Q7-5	Ong Lon	59.7	80.9	121	163
Q7-6	Ong Lon	35.7	48.4	72.5	97.6
Q7-7	Ong Lon	45.6	61.8	92.4	124.4
NB-11	OngLon	8.8	18.2	37	57.8
NB-12	OngLon	9.6	20	40.7	63.6
BC-3	OngLon	6.9	11.5	20.5	30.4
BC-4	OngLon	6.9	11.4	20.4	30.2
BC-5	OngLon	4.3	7	12.6	18.7
BC-6	OngLon	14.1	23.4	41.8	61.9
BC-11	OngLon	13.8	22.9	40.9	60.6
BC-1	OngLon	8.5	14	25.1	37.2
BC-2	OngLon	8.9	14.8	26.4	39.2
BC-7	OngLon	9.7	16	28.7	42.5
Sub-Total	OngLon	1,752	2,020	2,567	3,042
P5Q8-2	Xom Cui	129.5	142.6	170.5	191
P5Q8-3	Xom Cui	129.5	142.6	170.5	191
P5Q8-4	Xom Cui	129.5	142.6	170.5	191
P5Q8-5	Xom Cui	129.5	142.6	170.5	191
P5Q8-6	Xom Cui	129.5	142.6	170.5	191
P5Q8-7	Xom Cui	129.5	142.6	170.5	191
P5Q8-8	Xom Cui	129.5	142.6	170.5	191
BC-10	XomCui	13	21.6	38.6	57.1
BC-12	XomCui	17.5	29.1	52	77
BC-15	XomCui	8.7	14.5	25.9	38.3
BC-16	XomCui	7	11.7	20.9	30.9
BC-17	XomCui	8.1	13.4	24.1	35.6
BC-19	XomCui	10.6	17.7	31.6	46.8
BC-20	XomCui	13	21.6	38.6	57.2
Sub-Total	XomCui	984	1,128	1,425	1,680
NB-1	TacBenRo	4.5	9	19	29
BC-8	TacBenRo	8.9	14.8	26.4	39.2
BC-9	TacBenRo	10.2	16.9	30.2	44.7
BC-13	TacBenRo	5.7	9.4	16.8	24.9
Sub-Total	TacBenRo	29	50	92	138
NB-4	XomCui	6.5	13.5	27.4	42.9
NB-6	XomCui	4.5	9.3	19	29.7
NB-8	XomCui	3.2	6.5	13.3	20.8
BC-14	XomCui	7.3	12.2	21.7	32.2
BC-21	XomCui	10	16.6	29.6	43.9
BC-22	XomCui	9	15	26.7	39.6
BC-23	XomCui	6.9	11.4	20.4	30.2
Sub-Total	XomCui	47	85	158	239
BC-18	BaLon	14.1	23.5	42	62.2
BC-24	BaLon	6.8	11.2	20.1	29.8
BC-25	BaLon	10.9	18	32.3	47.8
BC-26	BaLon	6.8	11.3	20.2	29.9
BC-27	BaLon	10.2	17	30.3	44.9
BC-28	BaLon	17.1	28.3	50.7	75
BC-29	BaLon	7.1	11.9	21.2	31.4
BC-30	BaLon	16.5	27.5	49.1	72.7
BC-31	BaLon	14	23.2	41.6	61.6
BC-32	BaLon	28	46.4	83	122.9
BC-46	BaLon	3.4	5.6	10	14.9
BC-47	BaLon	11.8	19.6	35	51.8
BC-48	BaLon	11.6	19.3	34.4	51
Sub-Total	BaLon	158	263	470	696
Total		81,977	89,341	105,034	115,657
Sewerage development area		-	-	20,250	81,855

 : Sewerage development area

**APPENDIX : TABLE 2 RESULT OF HYDRAULIC
AND WATER QUALITY SURVEY (WATER LEVEL-1)**

Unit : (m)

River/Canal	Site No.	Water Level		
		Maximum	Minimum	Average
Tau Hu	3	1.12	-1.42	0.23
	6	1.11	-1.48	0.21
	8	1.24	-1.68	0.20
Ben Nghe	11	1.28	-1.56	0.19
Doi	2	1.07	-1.11	0.22
	7	1.14	-1.43	0.20
	9	1.25	-1.85	0.19
Te	12	1.25	-1.77	0.18
Ong Lon	10	1.23	-1.91	0.17
	13	1.32	-2.10	0.14
	15	1.24	-2.16	0.12
Cay Kho	22	1.20	-1.97	0.10
Xom Cui	18	1.32	-2.10	0.16
	19	1.35	-1.99	0.15
	20	1.39	-2.15	0.13
Tac Ben Ro	17	1.25	-2.11	0.13
Ba Lao	21	1.37	-2.17	0.12
	23	1.29	-2.23	0.10
Ba Tang	5	1.07	-1.18	0.21
Dia	14	1.31	-2.03	0.13
Phuoc Kien	16	1.24	-2.20	0.10
Sai Gon	24	1.20	-1.59	0.19
	25	1.25	-1.60	0.18
	26	1.26	-1.64	0.18

APPENDIX : TABLE 3 RESULT OF HYDRAULIC

AND WATER QUALITY SURVEY (WATER FLOW-1)

Unit : (m3/sec.)

River/Canal	Site No.	Discharge		
		Maximum	Minimum	Average
Tau Hu	3	38.0	-16.1	2.5
	6	11.6	-23.9	-4.1
	8	32.3	-19.1	4.0
Ben Nghe	11	24.8	-34.9	-4.3
Doi	2	89.3	-84.2	6.4
	7	137.8	-130.8	-4.6
	9	231.5	-161.9	10.6
Te	12	207.7	-143.9	-0.8
Ong Lon	10	185.9	-190.3	-9.5
	13	210.1	-237.3	-12.8
	15	150.6	-206.7	-8.5
Cay Kho	22	334.7	-158.8	-0.2
Xom Cui	18	82.0	-88.2	-4.5
	19	50.5	-43.6	0.5
	20	177.6	-117.5	-3.4
Tac Ben Ro	17	293.2	-145.5	22.4
Ba Lao	21	247.6	-133.0	0.0
	23	499.7	-323.9	3.2
Ba Tang	5	83.3	-78.9	-6.4
Dia	14	211.6	-127.8	4.8
Phuoc Kien	16	318.4	-330.3	-4.8
Sai Gon	24	2125.1	-1987.0	-3.4
	25	2226.3	-2277.7	16.3
	26	2920.2	-3027.0	51.4

**APPENDIX : TABLE 4 RESULT OF HYDRAULIC
AND WATER QUALITY SURVEY (WATER QUALITY-1)**

Unit : (mg/l)

River/Canal	Site No.	BOD Concentration percentile		
		100%	75%	50%
Tau Hu	3	110.0	70.5	48.0
	6	102.0	89.0	69.2
	8	122.0	74.9	52.6
Ben Nghe	11	98.6	39.9	18.1
Doi	2	75.0	16.0	11.0
	7	134.0	70.4	61.6
	9	193.0	49.6	34.8
Te	12	56.3	20.0	12.4
Ong Lon	10	159.0	52.4	26.4
	13	58.2	30.1	18.0
	15	45.5	18.7	13.4
Cay Kho	22	45.6	16.1	11.1
Xom Cui	18	58.0	19.0	14.0
	19	50.0	16.5	10.0
	20	30.0	14.0	8.0
Tac Ben Ro	17	40.6	18.5	8.9
Ba Lao	21	23.5	16.6	10.5
	23	45.0	16.0	14.0
Ba Tang	5	61.0	22.2	17.8
Dia	14	50.1	15.9	8.5
Phuoc Kien	16	30.8	11.1	8.2
Sai Gon	24	16.0	14.0	13.0
	25	26.0	12.0	8.0
	26	12.0	6.4	6.0

APPENDIX : TABLE 6 (1) ESTIMATION OF WATER EXCHANGE RATIO IN RIVER/CANAL
(With Minimum Water Level Difference Percentile)

River/canal	Length (m)	HWL (m)	X Area (m2)	V1+V2 (1000m3)	LWL (m)	X Area (m2)	V2 (1000m3)	V1 (1000m3)	(V1)/(V1+V2)
TauHu	0	1.04	125	0	0.09	84	0	0	0
	450	1.05	115	54	0.09	75	36	18	34%
	1100	1.06	139	83	0.08	94	55	28	33%
	1470	1.07	158	55	0.07	106	37	18	33%
	2090	1.08	108	82	0.06	59	51	31	38%
	2500	1.08	105	44	0.06	54	23	21	47%
	3040	1.07	152	69	0.06	99	41	28	40%
	3510	1.06	121	64	0.05	80	42	22	34%
	4110	1.05	88	63	0.05	56	41	22	35%
	4510	1.04	140	46	0.03	93	30	16	35%
	5015	1.04	61	51	0.02	33	32	19	37%
	5465	1.04	67	29	0.02	32	15	14	49%
	6005	1.06	68	36	0.02	31	17	19	53%
	6475	1.08	92	38	0.03	45	18	20	53%
	7035	1.10	154	69	0.03	76	34	35	51%
	7420	1.12	122	53	0.04	61	26	27	50%
	8005	1.14	126	73	0.04	80	41	31	43%
	8600	1.16	150	82	0.05	91	51	31	38%
	8850	1.16	148	37	0.05	82	22	16	42%
	Total			1027			611	416	40%
BenNghe	0	1.16	282	0	0.05	182	0	0	0
	455	1.16	126	93	0.05	76	59	34	37%
	1035	1.15	116	70	0.06	62	40	30	43%
	1435	1.15	128	49	0.06	69	26	23	46%
	2020	1.14	88	63	0.07	50	35	28	45%
	2605	1.14	156	71	0.07	93	42	30	41%
	3000	1.14	264	83	0.08	152	48	35	42%
	Total			429			250	179	42%
DoiTe	231	1.04	173	0	0.09	121	0	0	0
	550	1.04	337	81	0.09	259	61	21	25%
	780	1.05	220	64	0.08	145	46	18	27%
	1300	1.06	338	145	0.08	254	104	41	28%
	2300	1.07	270	304	0.08	197	226	79	26%
	3300	1.08	299	285	0.07	204	201	84	30%
	4300	1.09	542	421	0.07	429	317	104	25%
	4469	1.09	376	78	0.07	282	60	17	23%
	5300	1.11	396	321	0.06	322	251	70	22%
	6300	1.13	431	414	0.06	351	337	77	19%
	7300	1.15	443	437	0.05	352	352	86	20%
	8300	1.17	450	447	0.05	355	354	93	21%
	8800	1.19	331	195	0.05	240	149	47	24%
	9300	1.20	484	204	0.05	383	156	48	24%
	10300	1.21	490	487	0.07	370	377	111	23%
	11300	1.22	567	529	0.09	439	405	124	23%
	12300	1.23	450	509	0.11	399	419	90	18%
	13200	1.24	428	395	0.11	282	306	89	22%
	13300	1.24	770	60	0.11	652	47	13	22%
	Total			5373			4164	1209	23%
OngLon	0	1.21	627	0	0.00	500	0	0	0
	200	1.23	393	102	0.00	270	77	25	25%
	1000	1.25	672	426	0.01	509	312	114	27%
	2000	1.27	544	608	0.01	404	457	152	25%
	3152	1.30	536	622	0.02	360	440	182	29%
	4000	1.27	514	445	0.00	373	311	134	30%
	4614	1.25	442	293	-0.03	306	208	85	29%
	4814	1.21	358	80	-0.06	247	55	25	31%
	Total			2577			1860	717	28%
CayKho	0	1.21	358	0	-0.06	247	0	0	0
	1186	1.20	304	393	-0.08	191	260	133	34%
	2136	1.19	318	311	0.10	195	193	118	38%
	2986	1.18	375	277	-0.12	299	198	80	29%
	3186	1.18	389	76	-0.15	258	56	21	27%
	Total			1057			706	351	33%
TacBenRo	0	1.32	325	0	0.01	152	0	0	0
	900	1.30	203	238	0.00	143	133	105	44%
	1750	1.25	342	232	-0.02	256	170	62	27%
	1900	1.21	548	67	-0.05	425	51	16	23%
	Total			536			353	183	34%
XomCui	0	1.09	213	0	0.07	144	0	0	0
	900	1.15	139	158	0.07	88	104	54	34%
	1900	1.20	303	221	0.05	211	150	72	32%
	2900	1.25	287	295	0.03	205	208	87	29%
	3380	1.32	200	117	0.01	114	77	40	34%
	3780	1.35	132	66	-0.11	55	34	33	49%
	3900	1.34	130	16	-0.11	33	5	10	66%
	4900	1.33	254	192	-0.12	131	82	110	57%
	5900	1.32	310	282	-0.13	190	161	122	43%
	6650	1.31	270	218	-0.13	162	132	86	39%
	6900	1.31	470	93	-0.13	316	60	33	35%
	Total			1657			1012	646	39%
BaLao	6631	1.29	950	0	-0.15	690	0	0	0
	7900	1.25	942	1,200	-0.14	741	908	293	24%
	8110	1.17	715	174	-0.12	522	133	41	24%
	Total			1374			1041	334	24%

APPENDIX : TABLE 6 (2) ESTIMATION OF WATER EXCHANGE RATIO IN RIVER/CANAL
(With Water Level Difference Percentile = 50%)

River/canal	Length (m)	HWL (m)	X Area (m2)	V1+V2 (1000m3)	LWL (m)	X Area (m2)	V2 (1000m3)	V1 (1000m3)	(V1)/(V1+V2)
TauHu	0	0.94	120	0	-0.92	48	0	0	0
	450	0.96	112	52	-0.90	38	19	33	63%
	1100	0.98	135	80	-0.88	55	30	50	62%
	1470	0.98	153	53	-0.86	64	22	31	59%
	2090	0.98	102	79	-0.84	21	26	53	67%
	2500	0.98	98	41	-0.84	17	8	33	81%
	3040	0.98	146	66	-0.86	55	19	46	70%
	3510	0.98	116	62	-0.88	45	24	38	62%
	4110	0.98	85	60	-0.90	31	23	38	62%
	4510	0.98	135	44	-0.94	52	17	27	62%
	5015	0.98	58	43	-0.96	10	16	33	68%
	5465	0.99	63	27	-0.97	6	4	24	87%
	6005	1.00	57	32	-0.98	3	2	30	93%
	6475	1.01	76	31	-0.99	5	2	29	94%
	7035	1.02	140	60	-1.00	18	6	54	89%
	7420	1.03	107	48	-1.02	14	6	41	87%
	8005	1.05	119	66	-1.04	37	15	51	77%
	8600	1.07	135	76	-1.06	39	23	53	70%
	8850	1.10	140	34	-1.06	30	9	26	75%
	Total			961			270	691	72%
BenNghe	0	1.10	270	0	-1.06	94	0	0	0
	455	1.10	118	88	-1.04	30	28	60	68%
	1035	1.10	109	66	-1.02	16	13	52	80%
	1435	1.10	112	44	-1.00	19	7	37	84%
	2020	1.08	84	57	-0.98	17	11	47	82%
	2605	1.08	148	68	-0.96	42	17	51	75%
	3000	1.08	250	79	-0.96	59	20	59	75%
	Total			402			96	306	76%
DoiTe	231	0.94	168	0	-0.92	74	0	0	0
	550	0.95	333	80	-0.93	178	40	40	50%
	780	0.96	212	63	-0.94	82	30	33	52%
	1300	0.97	330	141	-0.95	172	66	75	53%
	2300	0.98	262	296	-0.96	132	152	144	49%
	3300	0.99	290	276	-0.98	124	128	148	54%
	4300	0.99	530	410	-1.00	325	225	186	45%
	4469	0.99	365	76	-1.02	193	44	32	42%
	5300	1.00	386	312	-1.00	253	185	127	41%
	6300	1.01	425	406	-0.95	281	267	139	34%
	7300	1.03	430	428	-0.90	278	280	148	35%
	8300	1.05	442	436	-0.80	286	282	154	35%
	8800	1.07	618	265	-0.70	191	119	146	55%
	9300	1.07	475	273	-0.75	318	127	146	53%
	10300	1.07	475	475	-0.80	285	302	174	37%
	11300	1.08	550	513	-0.85	340	299	200	39%
	12300	1.08	437	494	-0.90	248	294	200	40%
	13200	1.08	415	383	-0.97	195	199	184	48%
	13300	1.08	755	59	-0.97	540	37	22	37%
	Total			5383			3089	2295	43%
OngLon	0	1.09	615	0	-1.08	396	0	0	0
	200	1.09	378	99	-1.08	174	57	42	43%
	1000	1.09	652	412	-1.15	370	218	194	47%
	2000	1.10	517	585	-1.20	292	331	254	43%
	3152	1.10	511	592	-1.21	230	301	291	49%
	4000	1.10	490	424	-1.22	261	208	216	51%
	4614	1.11	422	280	-1.21	202	142	138	49%
	4814	1.12	344	77	-1.20	172	37	39	51%
	Total			2469			1294	1175	48%
CayKho	0	1.12	344	0	-1.20	171	0	0	0
	1186	1.00	280	370	-1.22	114	169	201	54%
	2136	0.85	287	284	-1.22	126	120	154	58%
	2986	0.77	326	245	-1.24	120	98	147	60%
	3186	0.77	345	67	-1.24	161	28	39	58%
	Total			966			416	550	57%
TacBenRo	0	1.06	211	0	-1.42	86	0	0	0
	900	1.07	208	189	-1.30	80	75	114	60%
	1750	1.07	330	229	-1.20	189	114	114	50%
	1900	1.08	527	64	-1.15	337	39	25	39%
	Total			481			228	253	53%
XomCui	0	0.99	209	0	-1.02	75	0	0	0
	900	1.00	132	153	-1.12	43	53	100	65%
	1900	1.02	286	209	-1.22	121	82	127	61%
	2900	1.04	270	278	-1.32	136	129	150	54%
	3380	1.06	181	108	-1.42	50	45	64	59%
	3780	1.13	118	60	-1.08	18	14	46	77%
	3900	1.13	120	14	-1.18	9	2	13	89%
	4900	1.11	155	138	-1.28	61	35	103	75%
	5900	1.09	271	213	-1.37	108	85	129	60%
	6650	1.07	235	190	-1.37	92	75	115	60%
	6900	1.07	386	78	-1.37	210	38	40	51%
	Total			1441			556	885	61%
BaLao	6631	1.05	781	0	-1.39	505	0	0	0
	7900	0.95	890	1,060	-1.19	599	700	360	34%
	8110	0.86	666	163	-0.98	417	107	57	35%
	Total			1224			807	416	34%

APPENDIX : TABLE 6 (3) ESTIMATION OF WATER EXCHANGE RATIO IN RIVER/CANAL

(With Maximum Water Level Difference Percentile)

River/canal	Length (m)	HWL (m)	X Area (m2)	V1+V2 (1000m3)	LWL (m)	X Area (m2)	V2 (1000m3)	V1 (1000m3)	(V1)/(V1+V2)
TauHu	0	1.04	125	0	-0.97	46	0	0	0
	450	1.06	115	54	-1.00	35	18	36	66%
	1100	1.08	140	83	-1.10	50	28	55	67%
	1470	1.10	160	56	-1.20	54	19	36	65%
	2090	1.10	110	84	-1.30	8	19	64	77%
	2500	1.12	107	44	-1.38	5	3	42	94%
	3040	1.10	154	70	-1.37	36	11	59	84%
	3510	1.08	122	65	-1.36	32	16	49	75%
	4110	1.08	80	61	-1.35	21	16	45	74%
	4510	1.07	142	44	-1.35	37	12	33	74%
	5015	1.06	82	52	-1.34	4	10	41	80%
	5465	1.08	69	29	-1.35	2	1	28	95%
	6005	1.10	69	37	-1.40	1	1	36	98%
	6475	1.12	94	38	-1.45	1	0	38	99%
	7035	1.14	154	69	-1.50	3	1	68	98%
	7420	1.16	124	54	-1.55	3	1	52	98%
	8005	1.18	128	74	-1.60	17	6	68	92%
	8600	1.20	152	83	-1.65	18	10	73	88%
	8850	1.23	153	38	-1.65	14	4	34	90%
	Total			1036			177	858	83%
BenNghe	0	1.23	289	0	-1.68	56	0	0	0
	455	1.24	130	95	-1.65	10	15	80	84%
	1035	1.25	121	73	-1.60	1	3	70	96%
	1435	1.25	134	51	-1.55	5	1	50	98%
	2020	1.25	92	66	-1.50	7	4	63	95%
	2605	1.26	164	75	-1.45	22	8	66	89%
	3000	1.25	277	87	-1.42	30	10	77	88%
	Total			447			42	406	91%
DoiTe	231	1.04	173	0	-0.97	72	0	0	0
	550	1.05	338	82	-1.00	173	39	42	52%
	780	1.05	220	64	-1.15	72	28	36	56%
	1300	1.05	337	145	-1.20	153	59	86	60%
	2300	1.06	270	304	-1.25	117	135	169	56%
	3300	1.06	297	284	-1.30	102	110	174	61%
	4300	1.06	539	418	-1.35	292	197	221	53%
	4469	1.07	374	77	-1.38	169	39	38	50%
	5300	1.09	394	319	-1.48	223	163	156	49%
	6300	1.09	430	412	-1.58	238	231	182	44%
	7300	1.10	441	436	-1.68	222	230	206	47%
	8300	1.13	449	445	-1.78	211	217	229	51%
	8800	1.15	332	195	-1.85	135	87	109	56%
	9300	1.20	485	204	-1.84	239	94	111	54%
	10300	1.21	492	489	-1.83	197	218	271	55%
	11300	1.22	569	531	-1.81	255	220	305	57%
	12300	1.23	452	511	-1.79	178	217	294	58%
	13200	1.24	430	397	-1.77	147	146	251	63%
	13300	1.25	772	60	-1.77	461	30	30	49%
	Total			5370			2463	2907	54%
OngLon	0	1.20	626	0	-1.91	322	0	0	0
	200	1.21	390	102	-1.91	189	51	51	50%
	1000	1.22	668	423	-2.00	284	189	234	55%
	2000	1.24	541	605	-2.05	226	255	350	59%
	3152	1.26	530	617	-2.10	171	229	388	63%
	4000	1.25	511	441	-2.10	198	156	285	65%
	4614	1.24	440	292	-2.10	148	106	186	64%
	4814	1.22	359	80	-2.10	128	28	52	65%
	Total			2559			1014	1545	60%
CayKho	0	1.22	359	0	-2.10	128	0	0	0
	1186	1.21	305	394	-2.00	83	125	269	68%
	2136	1.21	320	313	-1.95	96	90	223	71%
	2986	1.20	377	279	-1.90	74	68	211	76%
	3186	1.20	391	77	-1.90	113	19	58	76%
	Total			1062			301	761	72%
TacBenRo	0	1.30	224	0	-2.10	61	0	0	0
	900	1.27	220	200	-2.07	52	51	149	75%
	1750	1.25	342	239	-2.05	143	83	156	65%
	1900	1.21	548	67	-2.02	280	32	35	52%
	Total			505			165	340	67%
XomCui	0	1.07	212	0	-1.38	54	0	0	0
	900	1.10	137	157	-1.50	31	38	119	76%
	1900	1.20	303	220	-1.70	91	61	159	72%
	2900	1.25	287	295	-1.90	113	102	193	65%
	3380	1.30	199	117	-2.10	32	35	82	70%
	3780	1.13	120	64	-1.99	4	7	57	89%
	3900	1.15	120	14	-2.00	2	0	14	98%
	4900	1.20	240	180	-2.05	28	15	165	92%
	5900	1.22	303	272	-2.07	71	50	222	82%
	6650	1.25	265	213	-2.10	62	50	163	77%
	6900	1.25	460	91	-2.10	155	27	64	70%
	Total			1622			385	1237	76%
BaLao	6631	1.23	935	0	-2.12	405	0	0	0
	7900	1.20	934	1,186	-2.15	476	559	627	53%
	8110	1.13	708	172	-2.20	319	83	89	52%
	Total			1358			642	716	53%

**APPENDIX : TABLE 7 SURFACE WATER QUALITY STANDARD
VIETNAM STANDARD (TCVN 5942-1995)**

No.	Parameter and substance	Unit	Limitation Value	
			Class A	Class B
1	PH value	-	6.0 to 8.5	5.5 to 9.0
2	BOD ₅ (20°C)	mg/l	<4	<25
3	COD	mg/l	<10	<35
4	Dissolved Oxygen (DO)	mg/l	>=6	>=2
5	Suspended solids	mg/l	20	80
19	Ammonia (as N)	mg/l	0.05	1.00
21	Nitrate (as N)	mg/l	10	15
22	Nitrite (as N)	mg/l	0.01	0.05
25	Oil and grease	mg/l	no	0.6
26	Detergent	mg/l	0.5	0.5
27	Coliform	MPN/100ml	5,000	10,000

- Note :
- * Value in A class are implied to the surface water using for source of domestic water supply with appreciate treatment.
 - * Value in B class are implied to the surface water using for the purpose other than domestic water supply. Quality criteria of water for aquatic life are specified in a separate standard
 - * Parameter and substance are 31 items.

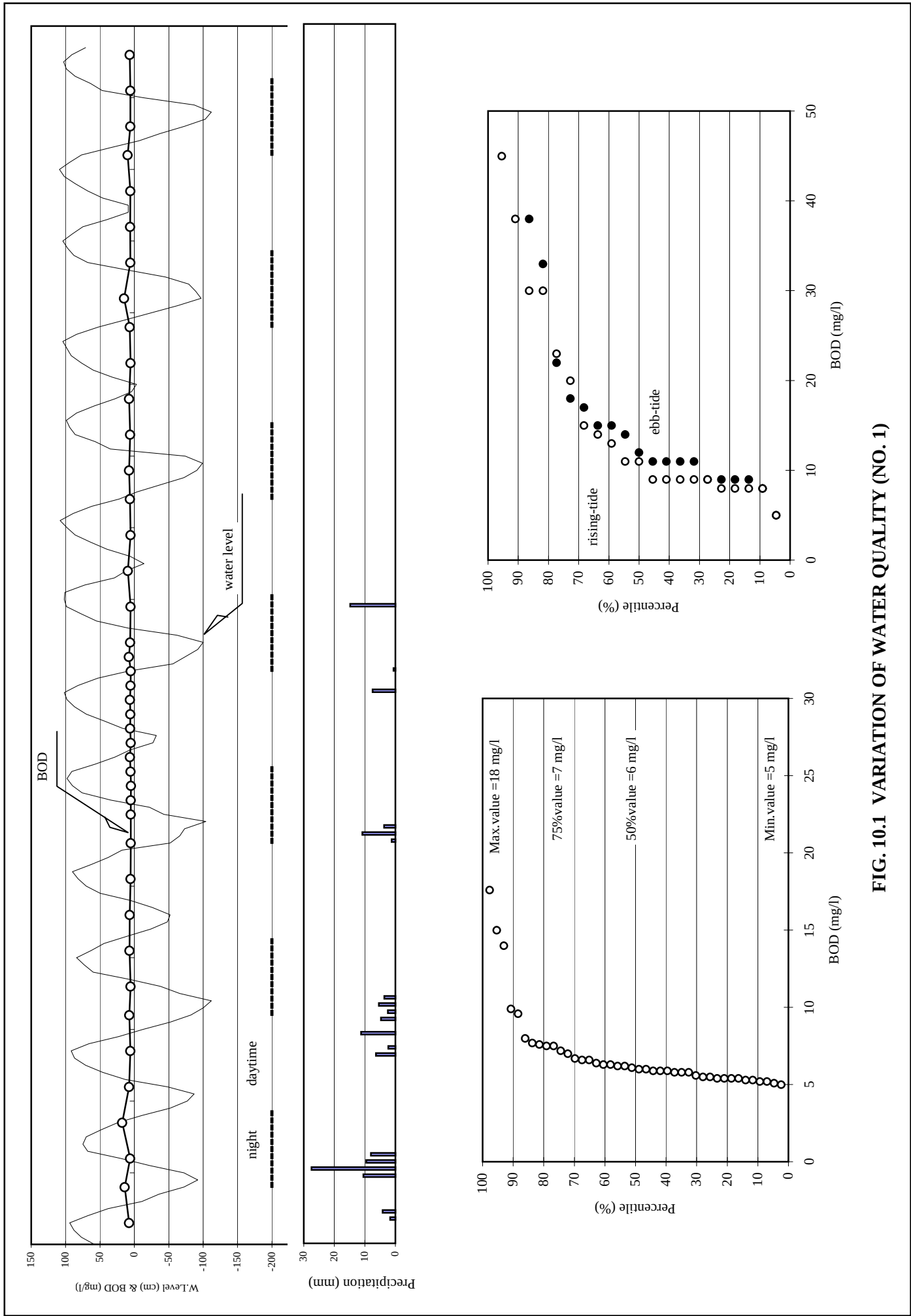


FIG. 10.1 VARIATION OF WATER QUALITY (NO. 1)

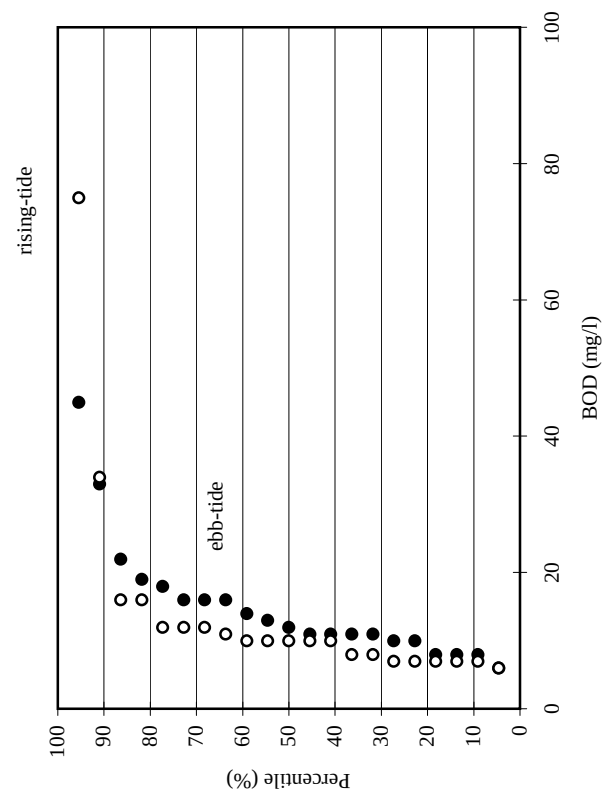
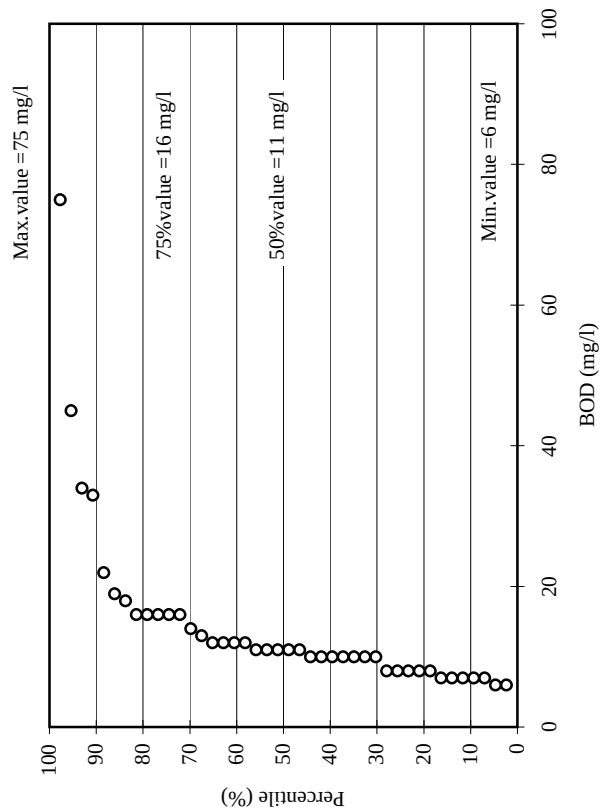
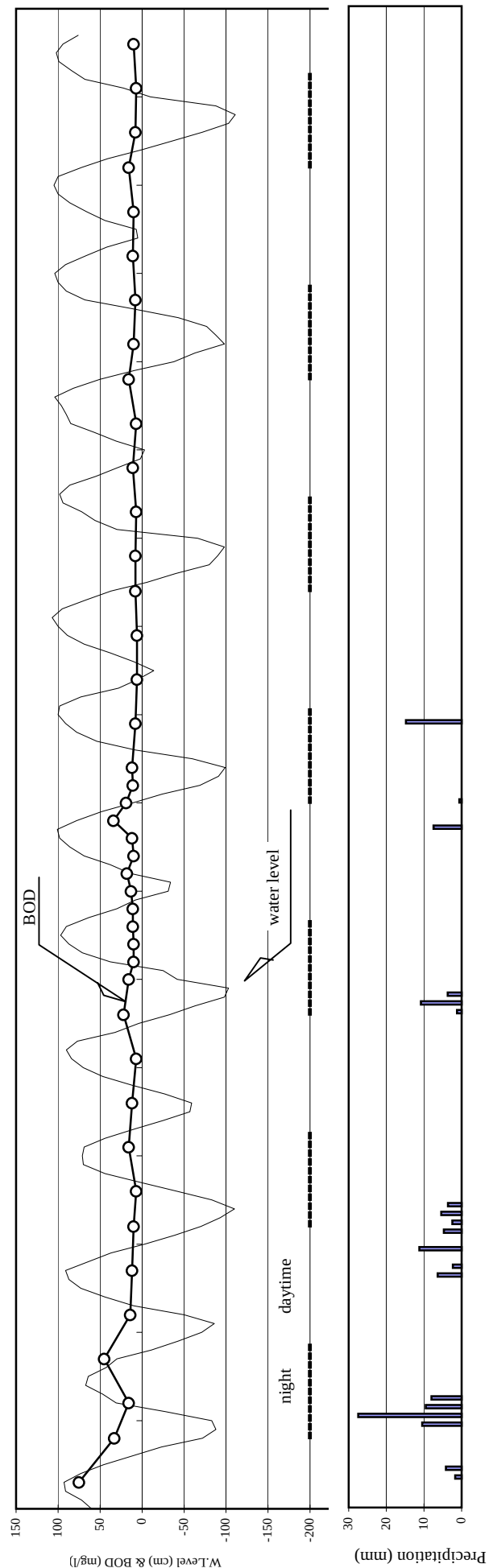


FIG. 10.1 VARIATION OF WATER QUALITY (NO. 2)

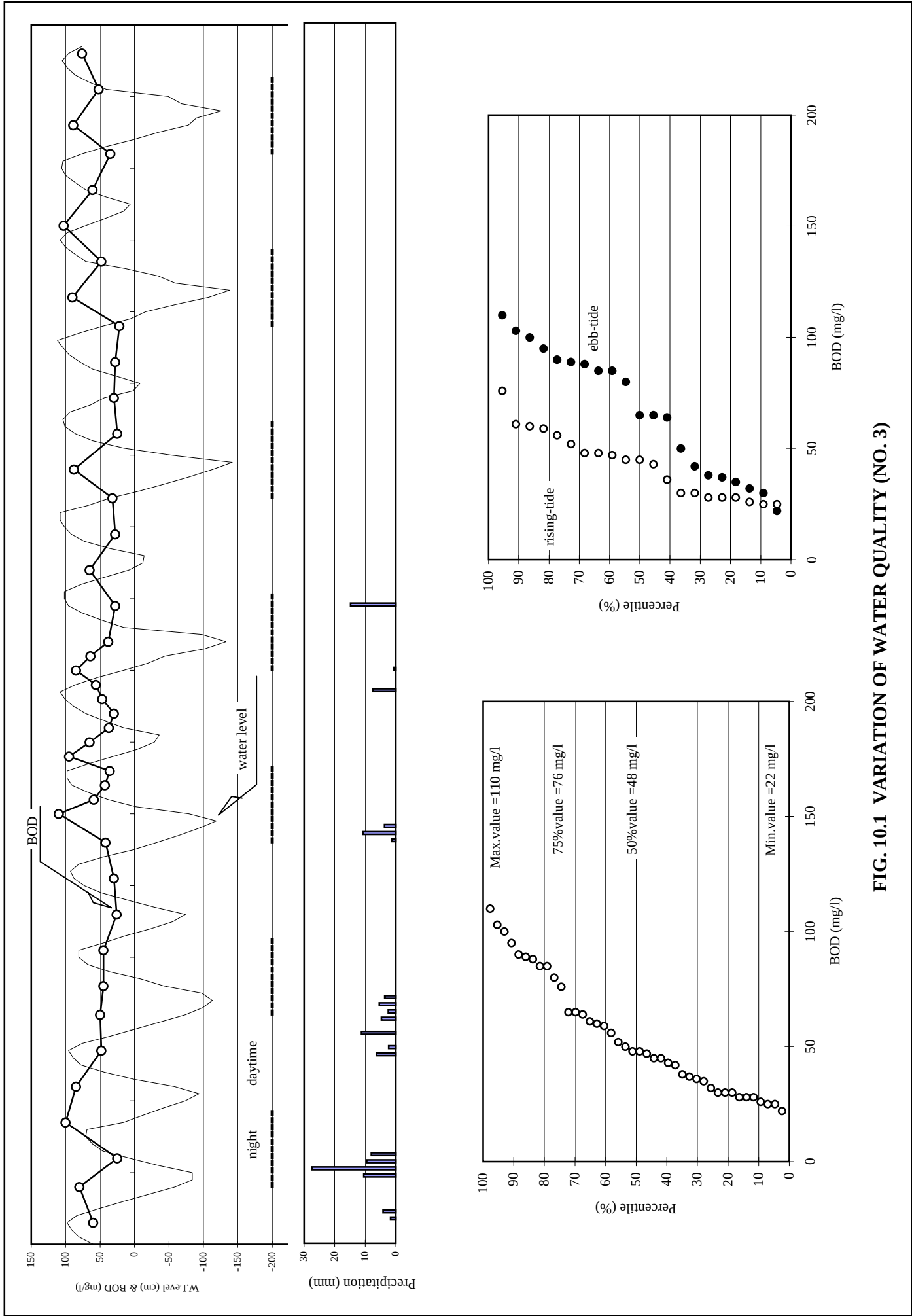


FIG. 10.1 VARIATION OF WATER QUALITY (NO. 3)

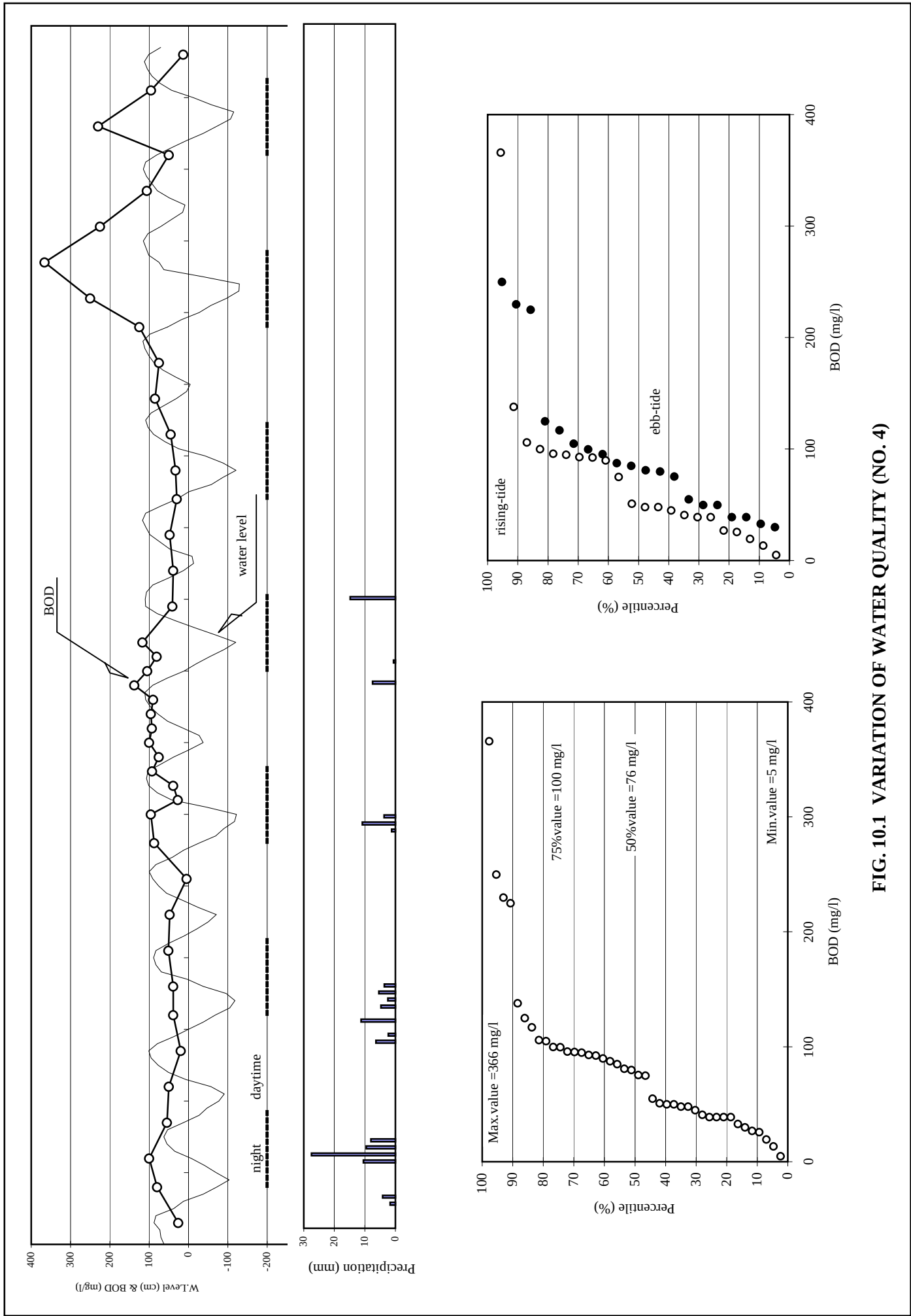


FIG. 10.1 VARIATION OF WATER QUALITY (NO. 4)

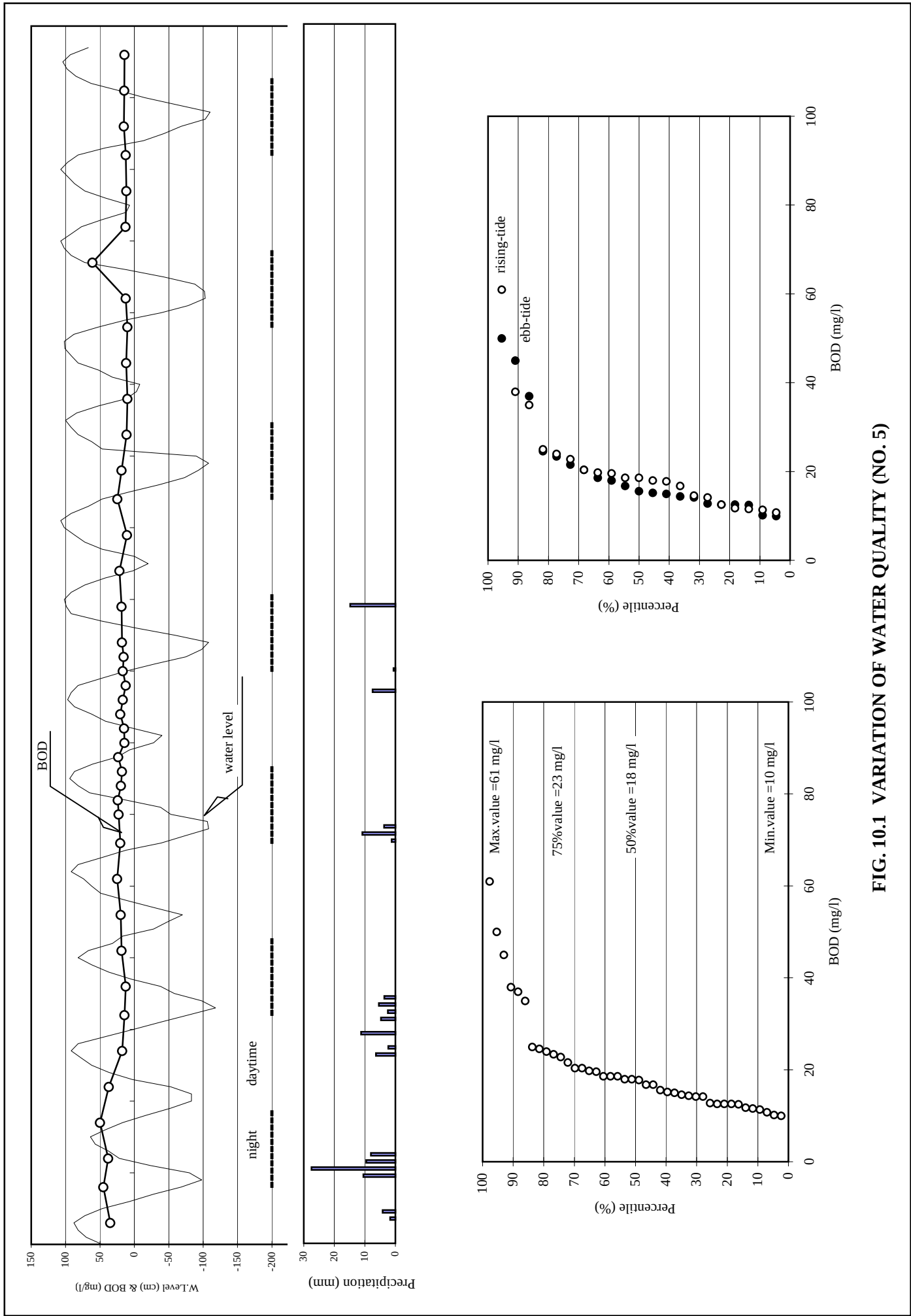


FIG. 10.1 VARIATION OF WATER QUALITY (NO. 5)

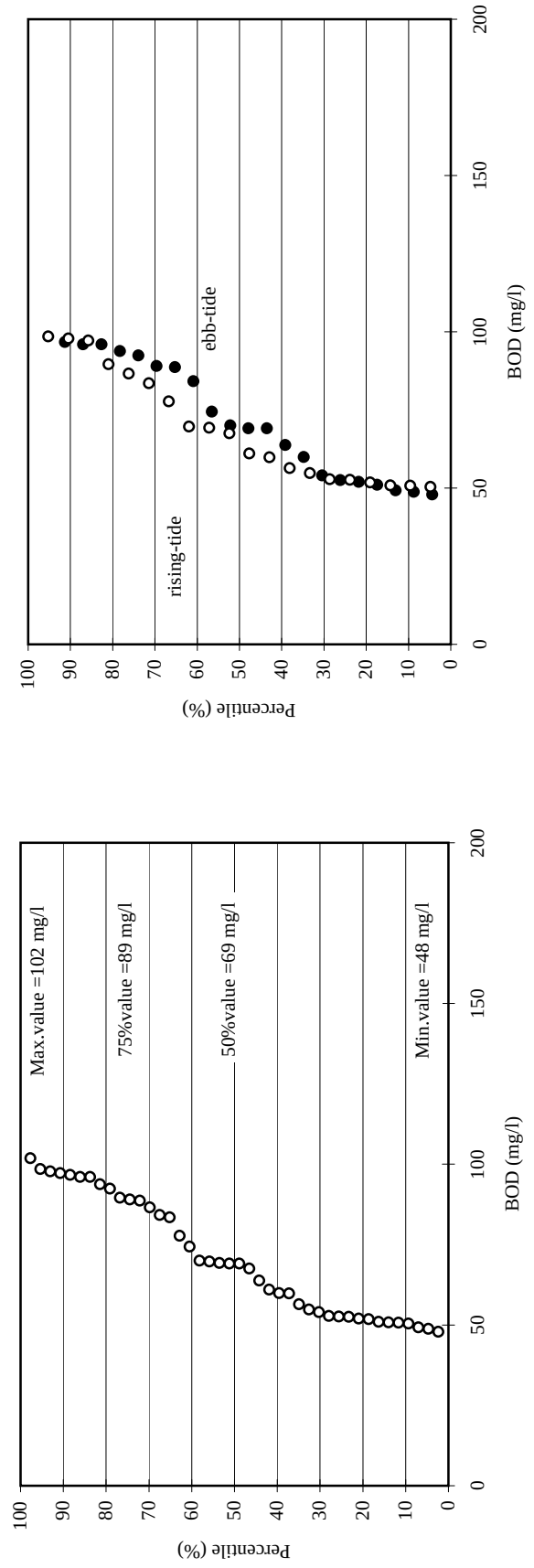
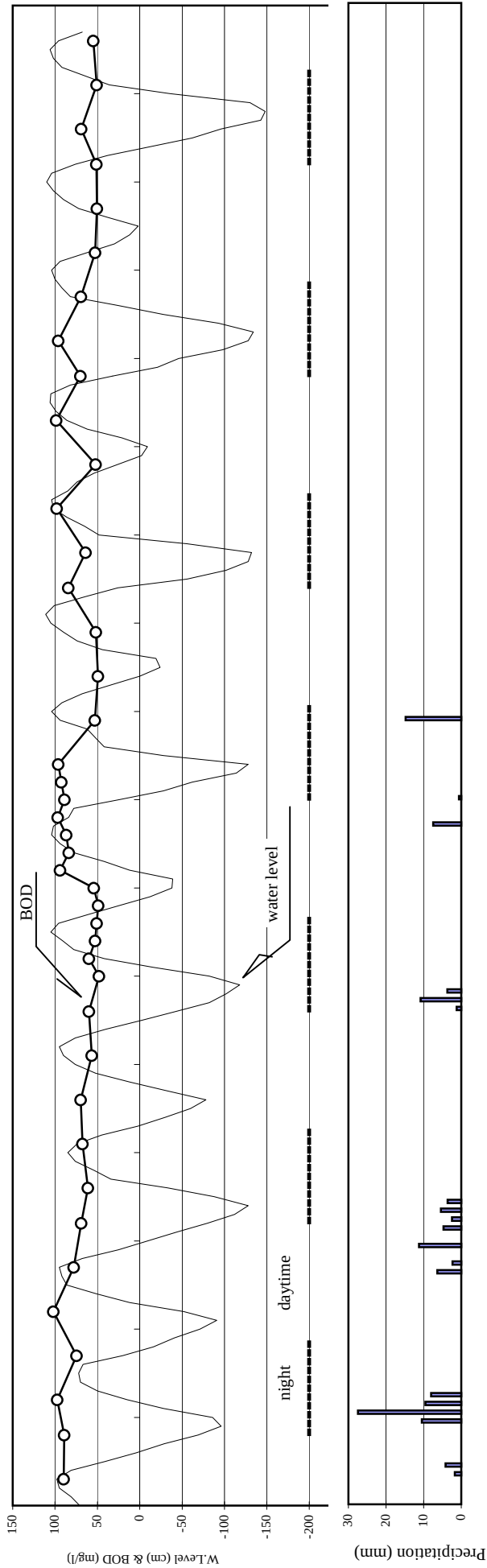


FIG. 10.1 VARIATION OF WATER QUALITY (NO. 6)

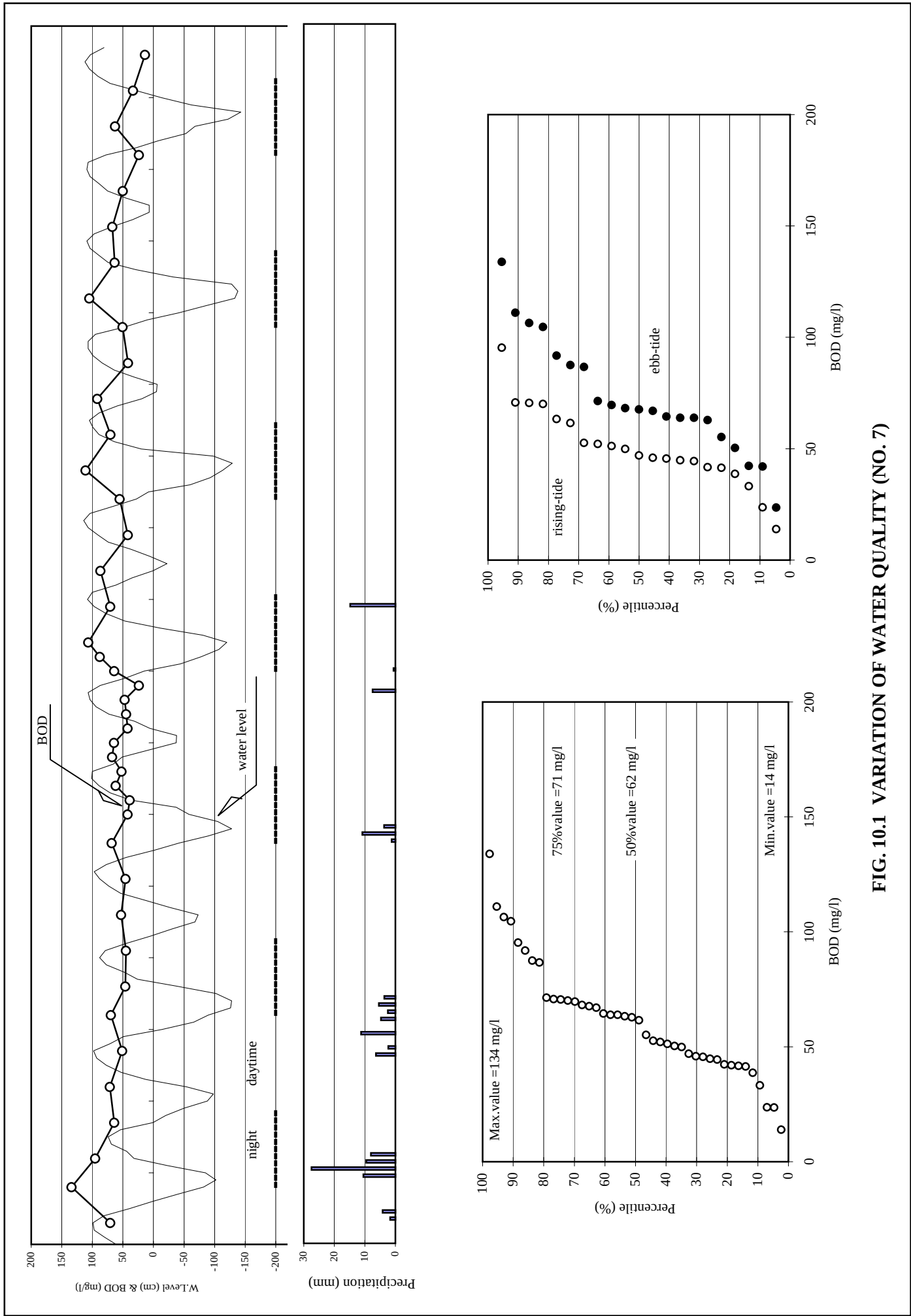


FIG. 10.1 VARIATION OF WATER QUALITY (NO. 7)

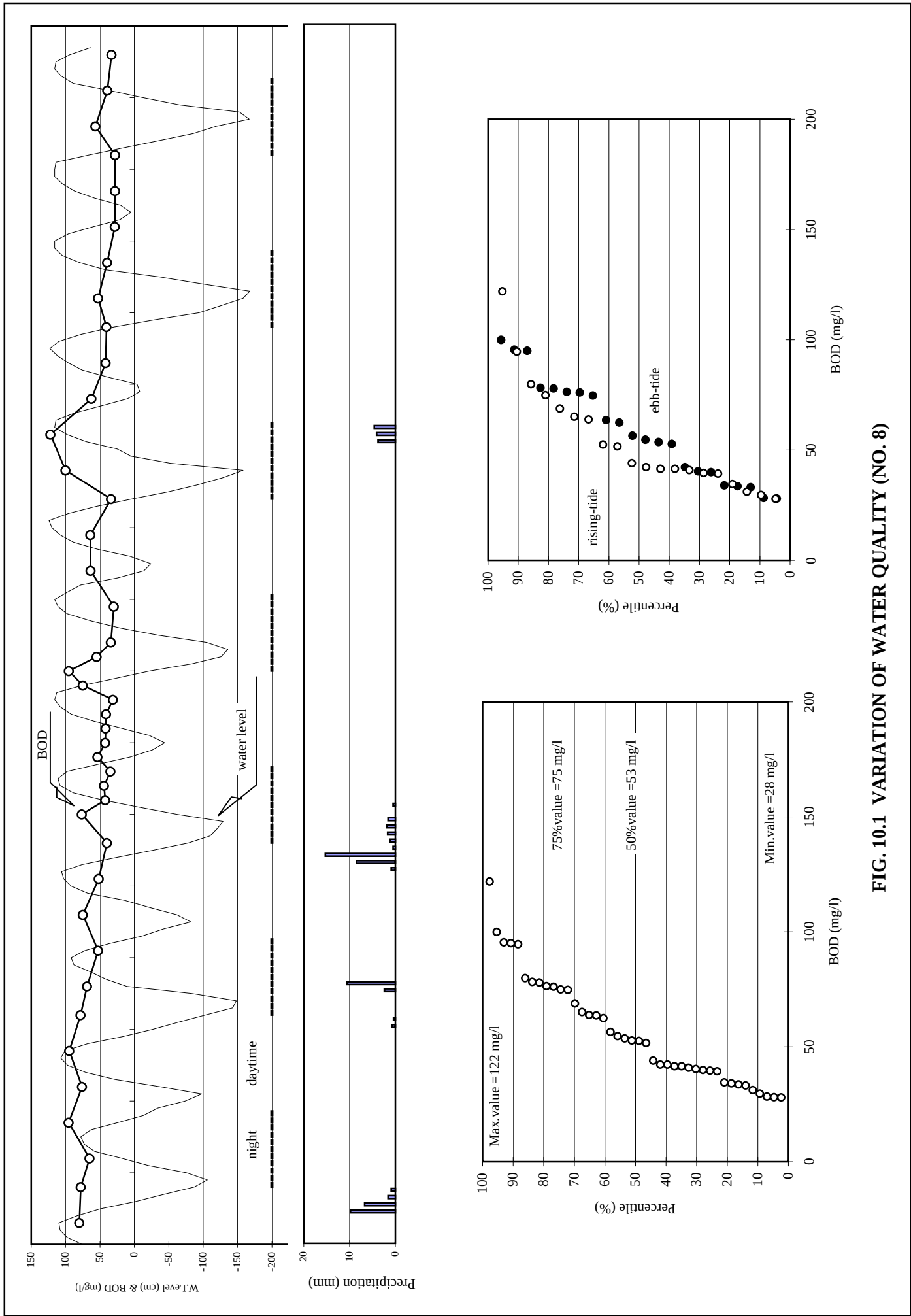


FIG. 10.1 VARIATION OF WATER QUALITY (NO. 8)

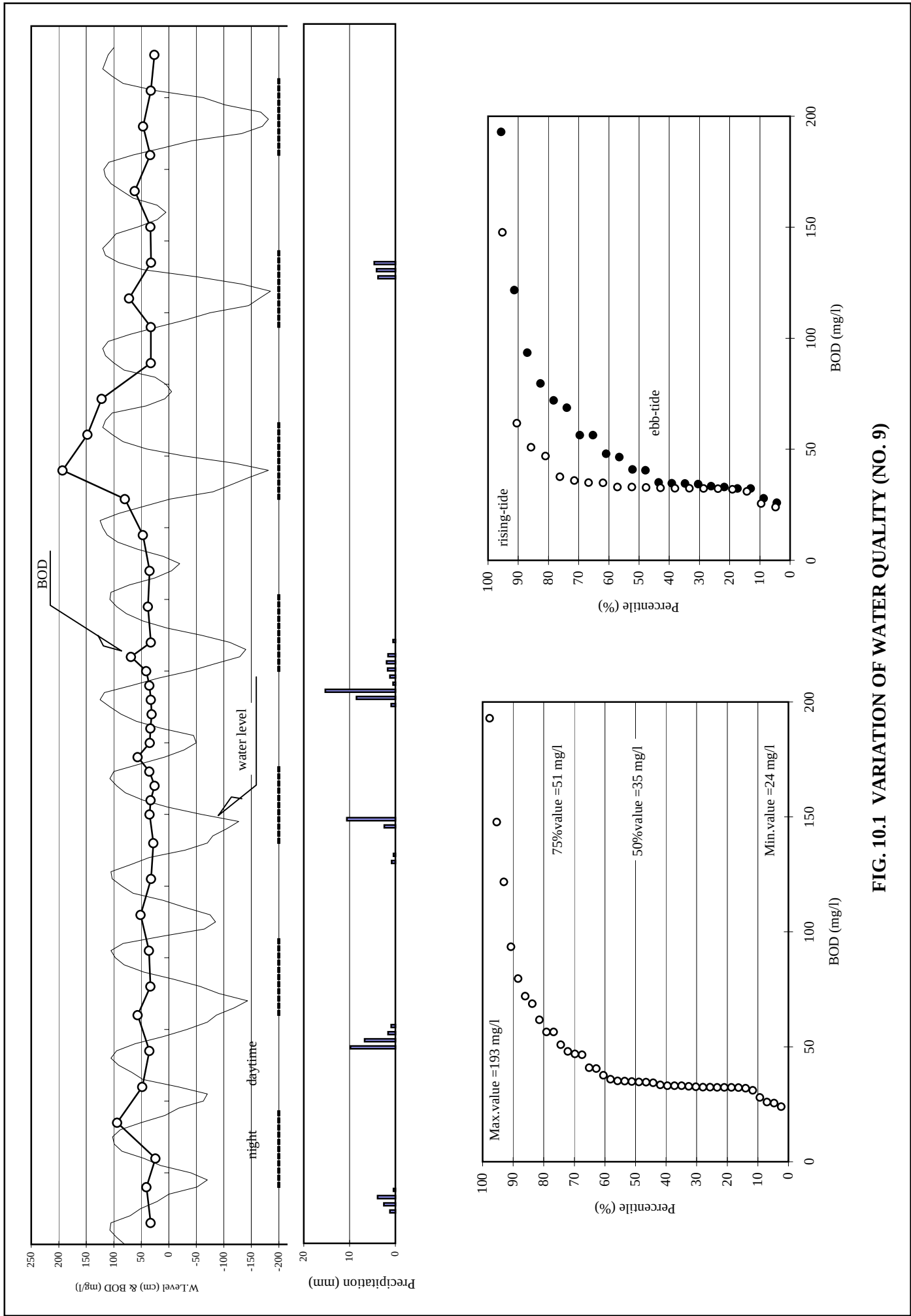
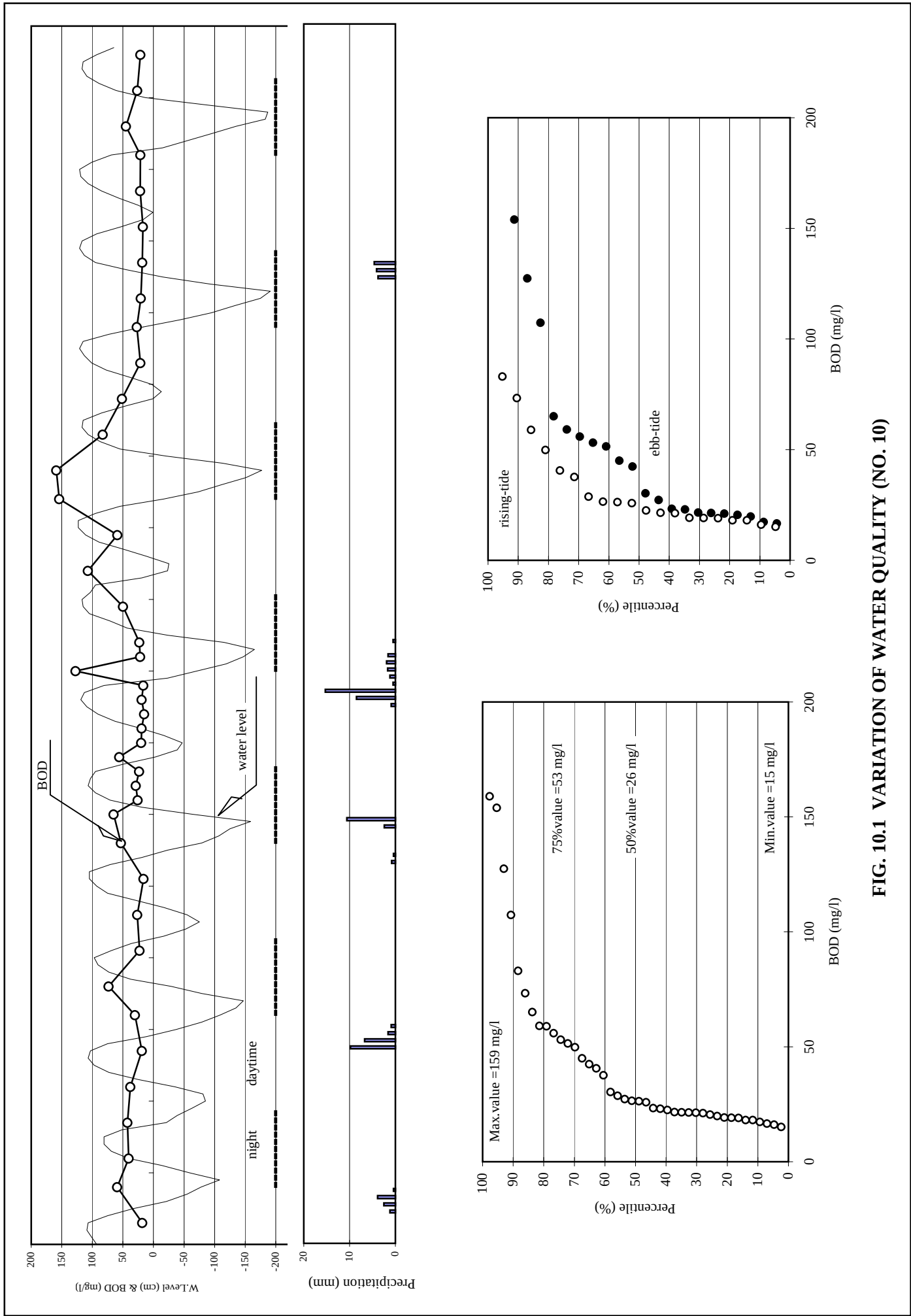
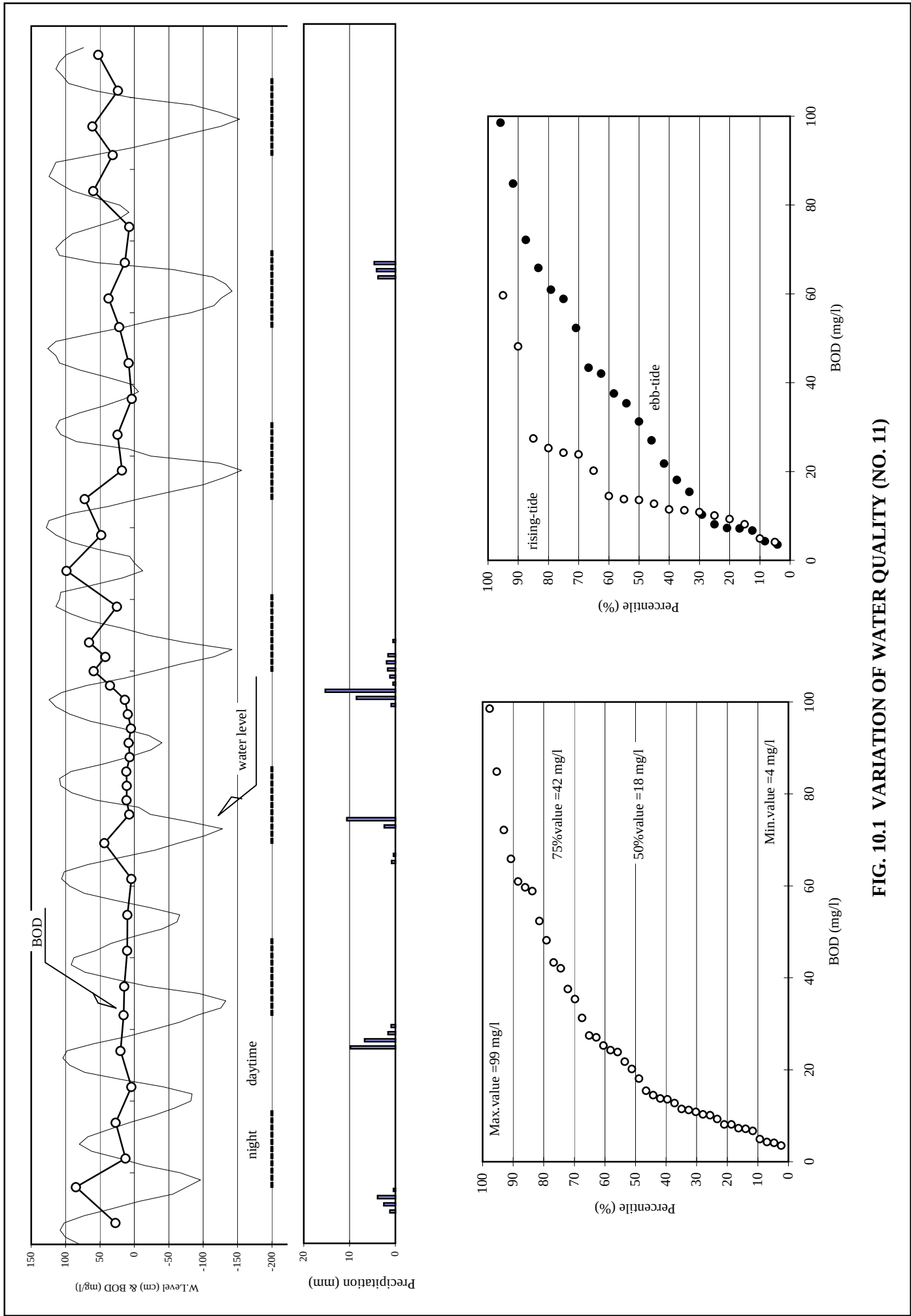


FIG. 10.1 VARIATION OF WATER QUALITY (NO. 9)





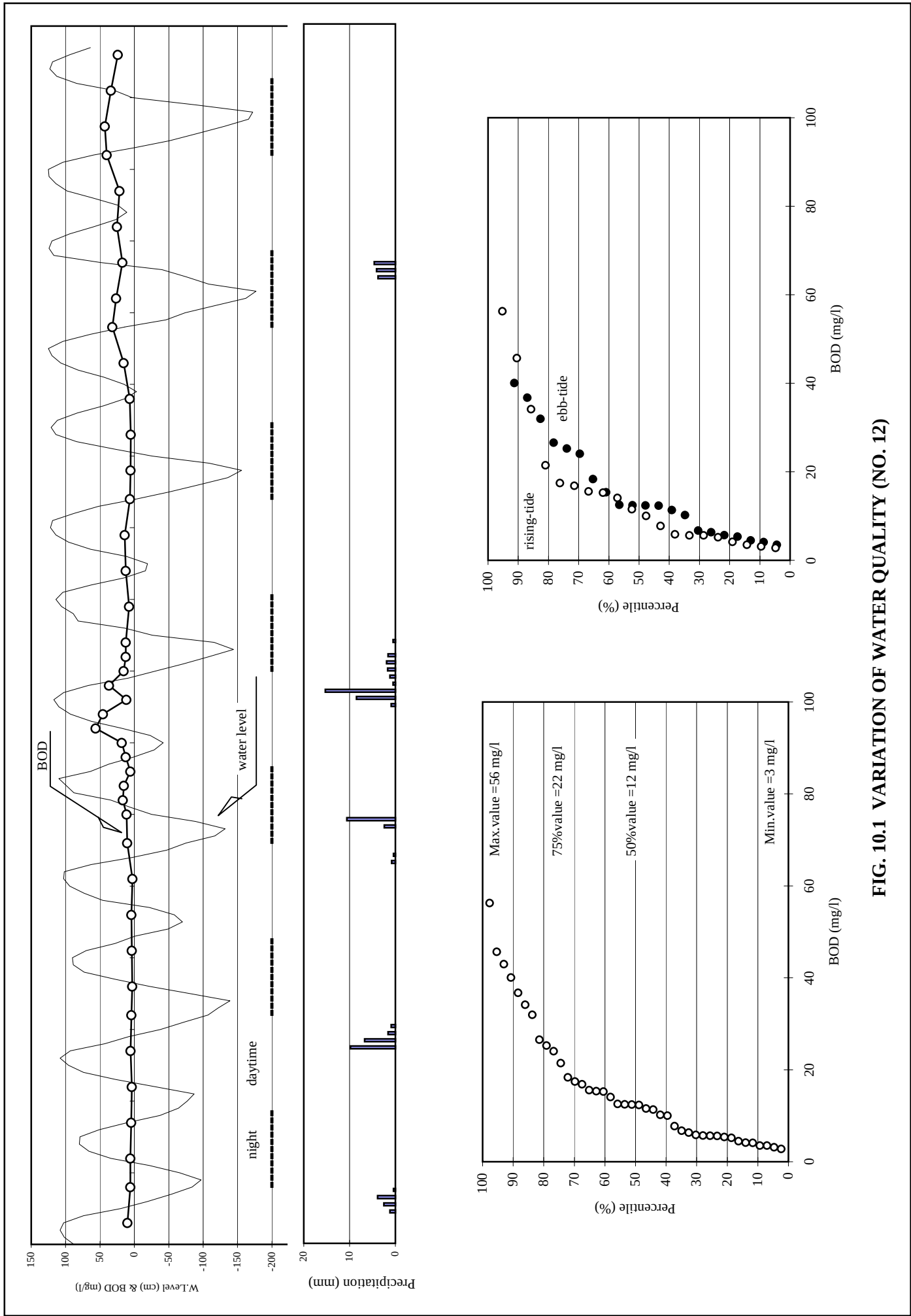


FIG. 10.1 VARIATION OF WATER QUALITY (NO. 12)

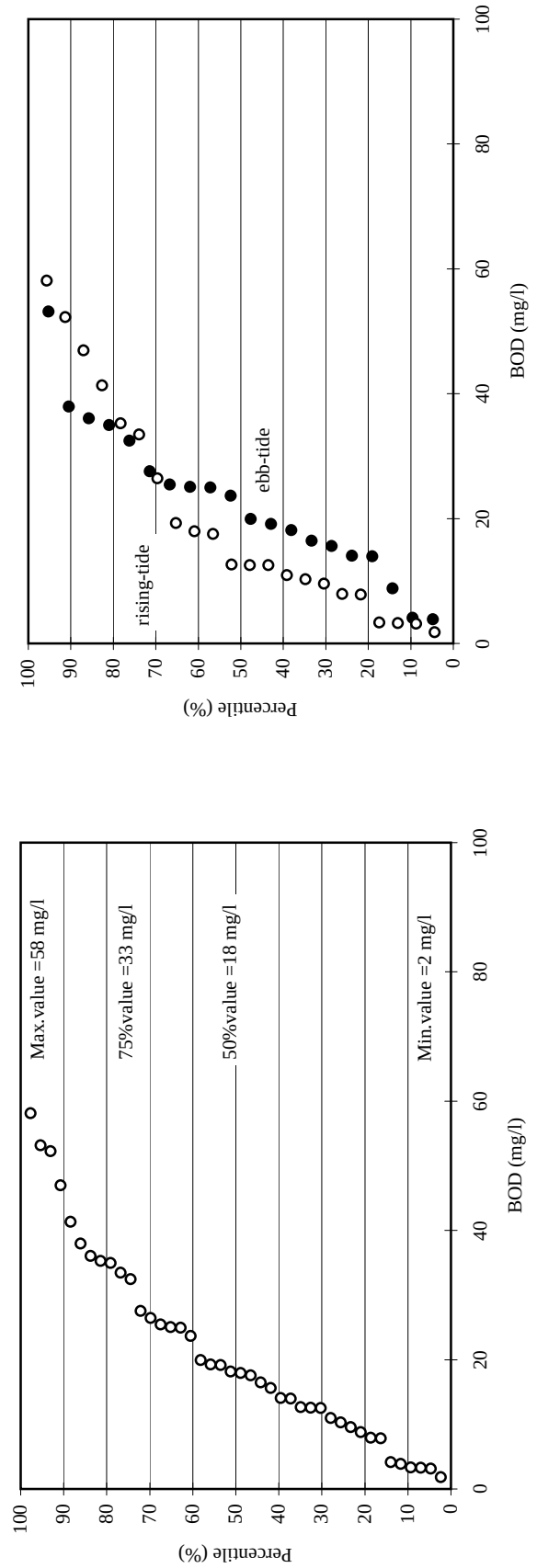
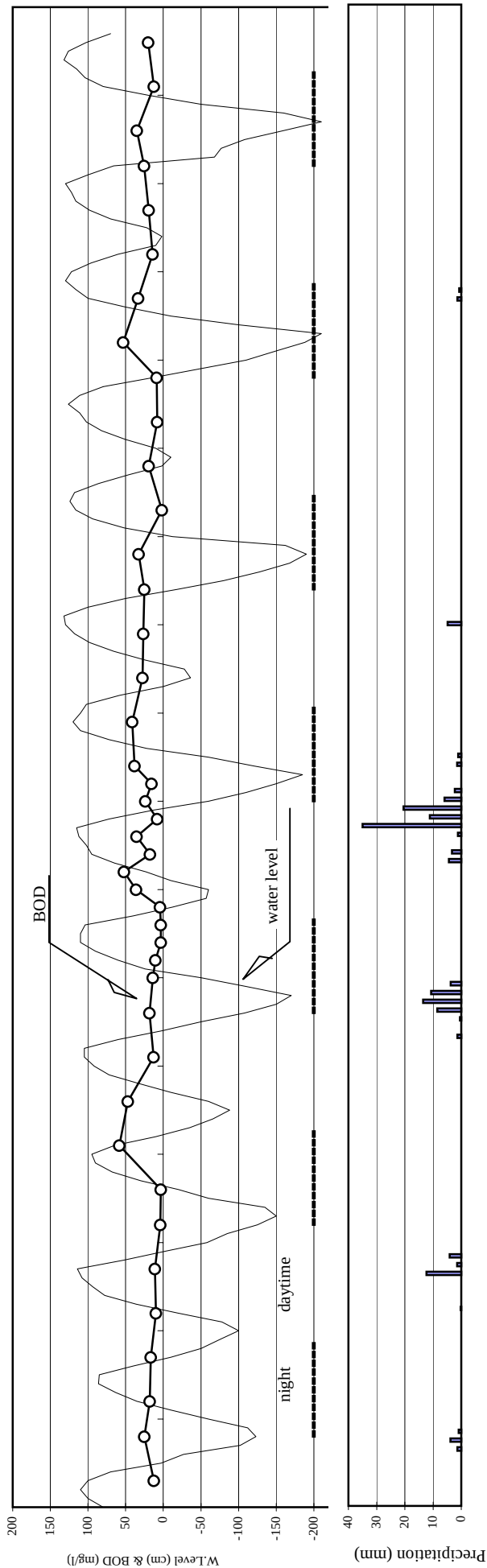


FIG. 10.1 VARIATION OF WATER QUALITY (NO. 13)

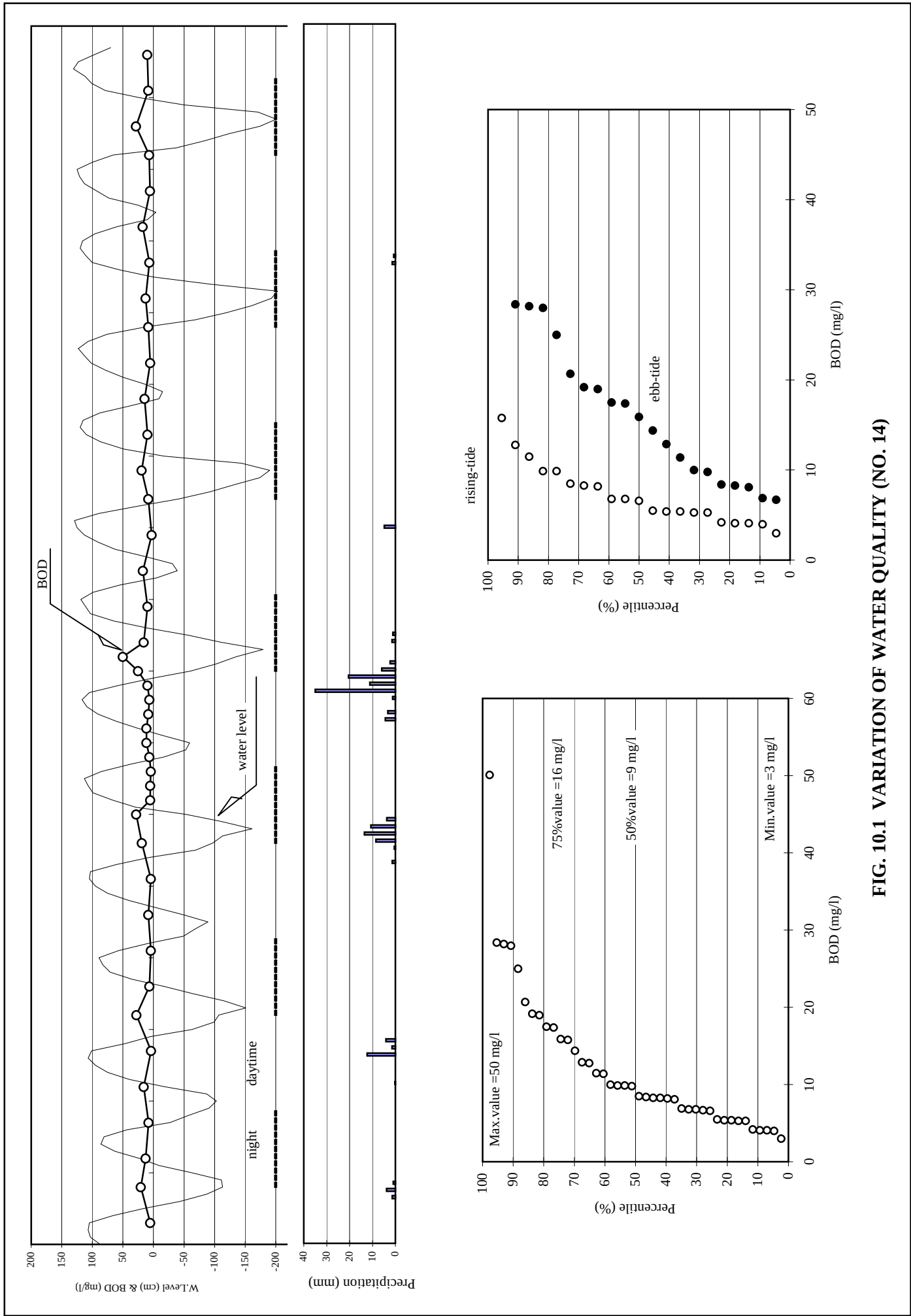


FIG. 10.1 VARIATION OF WATER QUALITY (NO. 14)

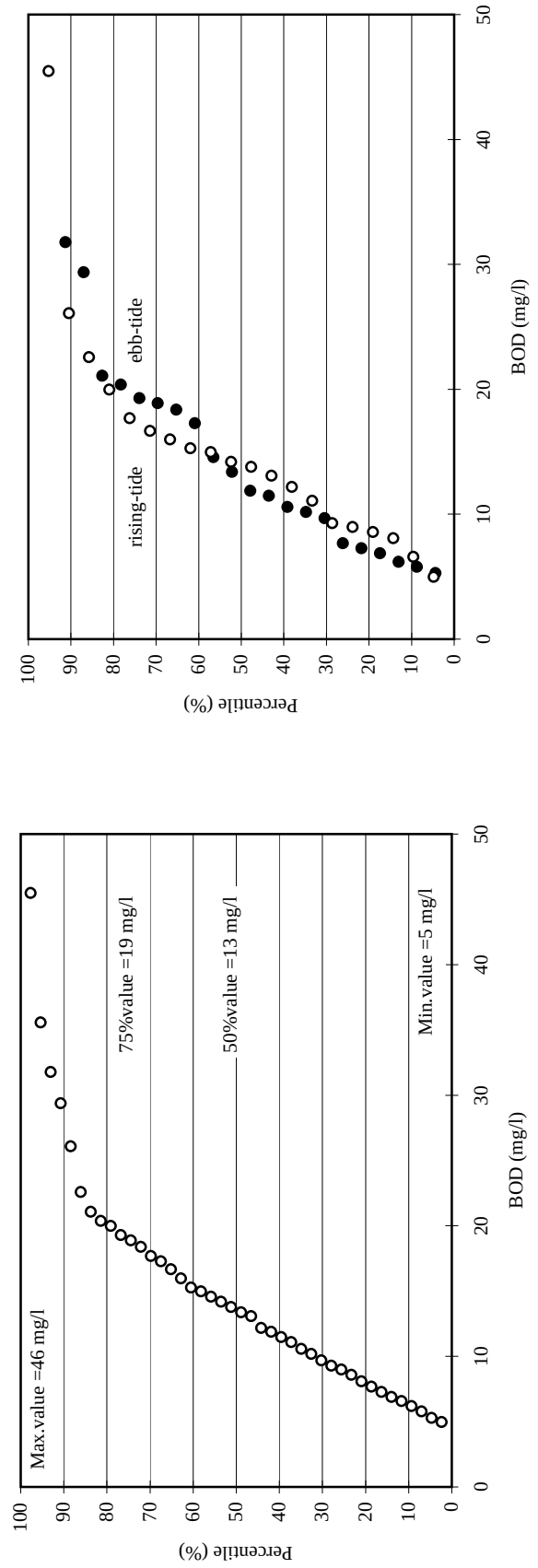
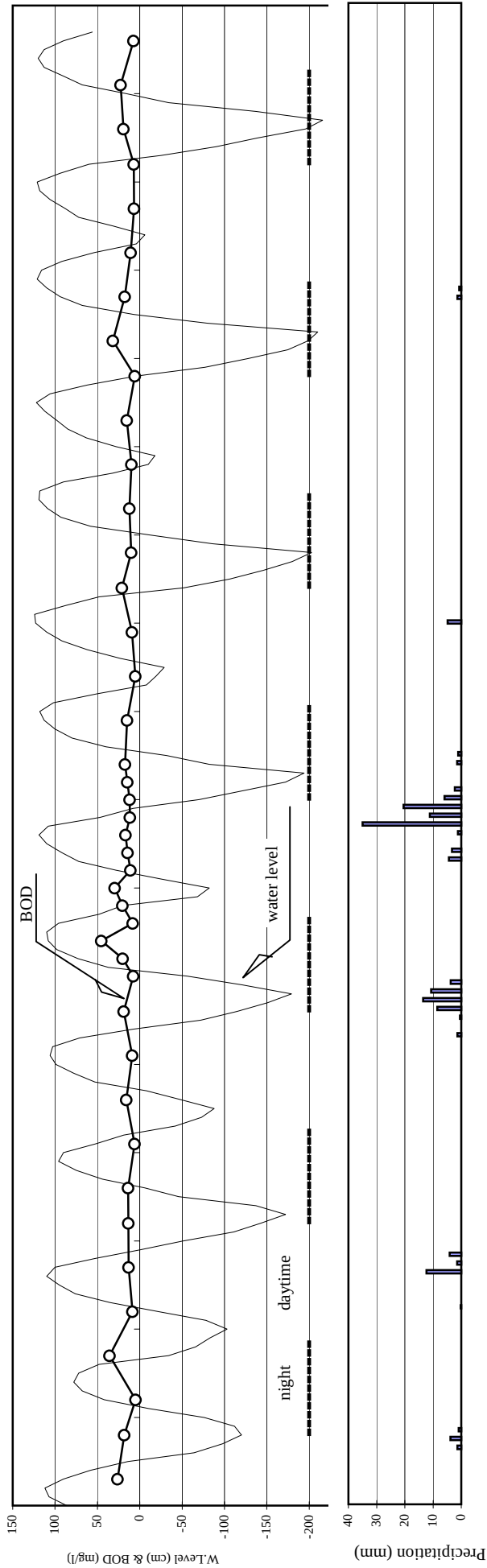


FIG. 10.1 VARIATION OF WATER QUALITY (NO. 15)

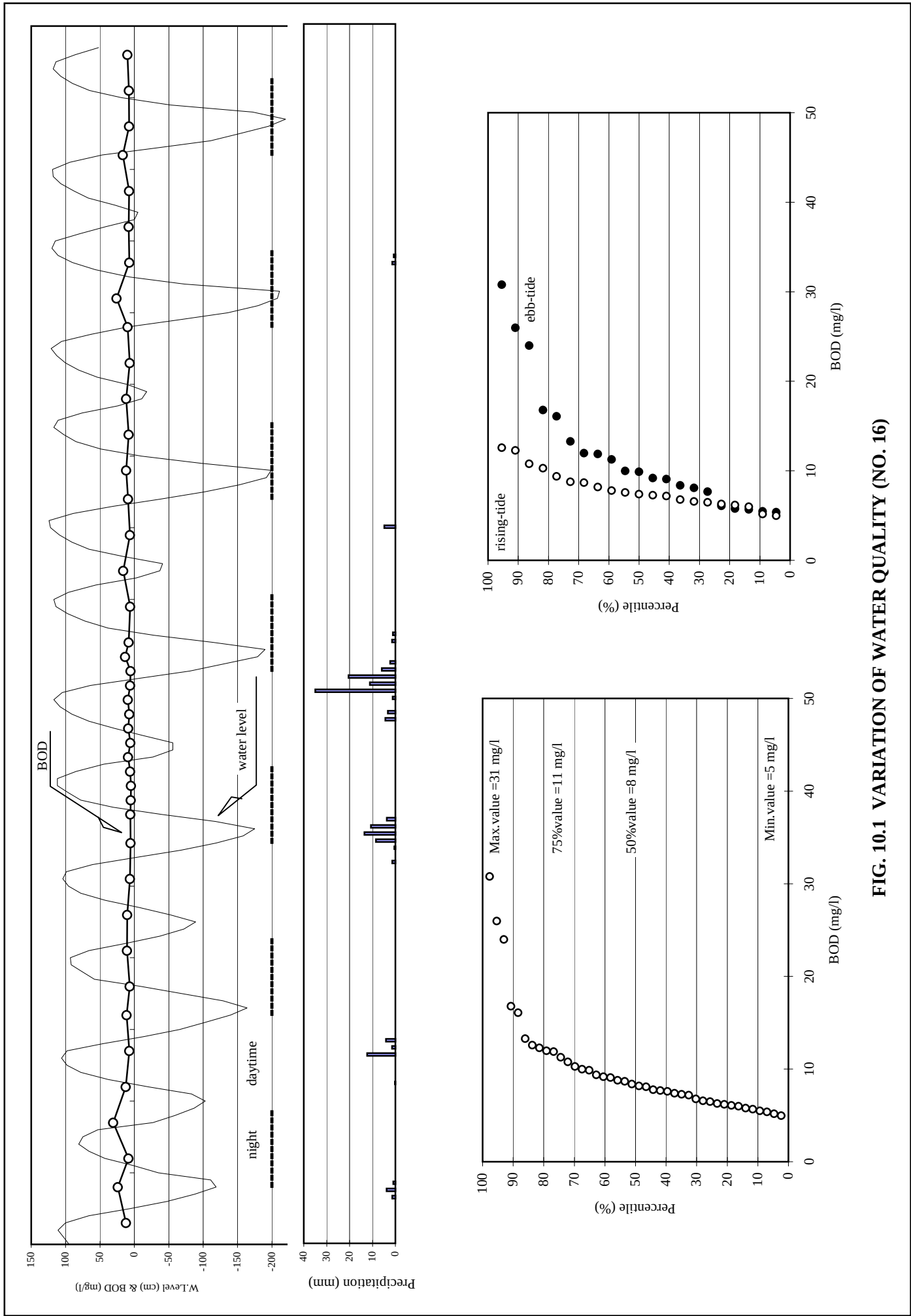


FIG. 10.1 VARIATION OF WATER QUALITY (NO. 16)

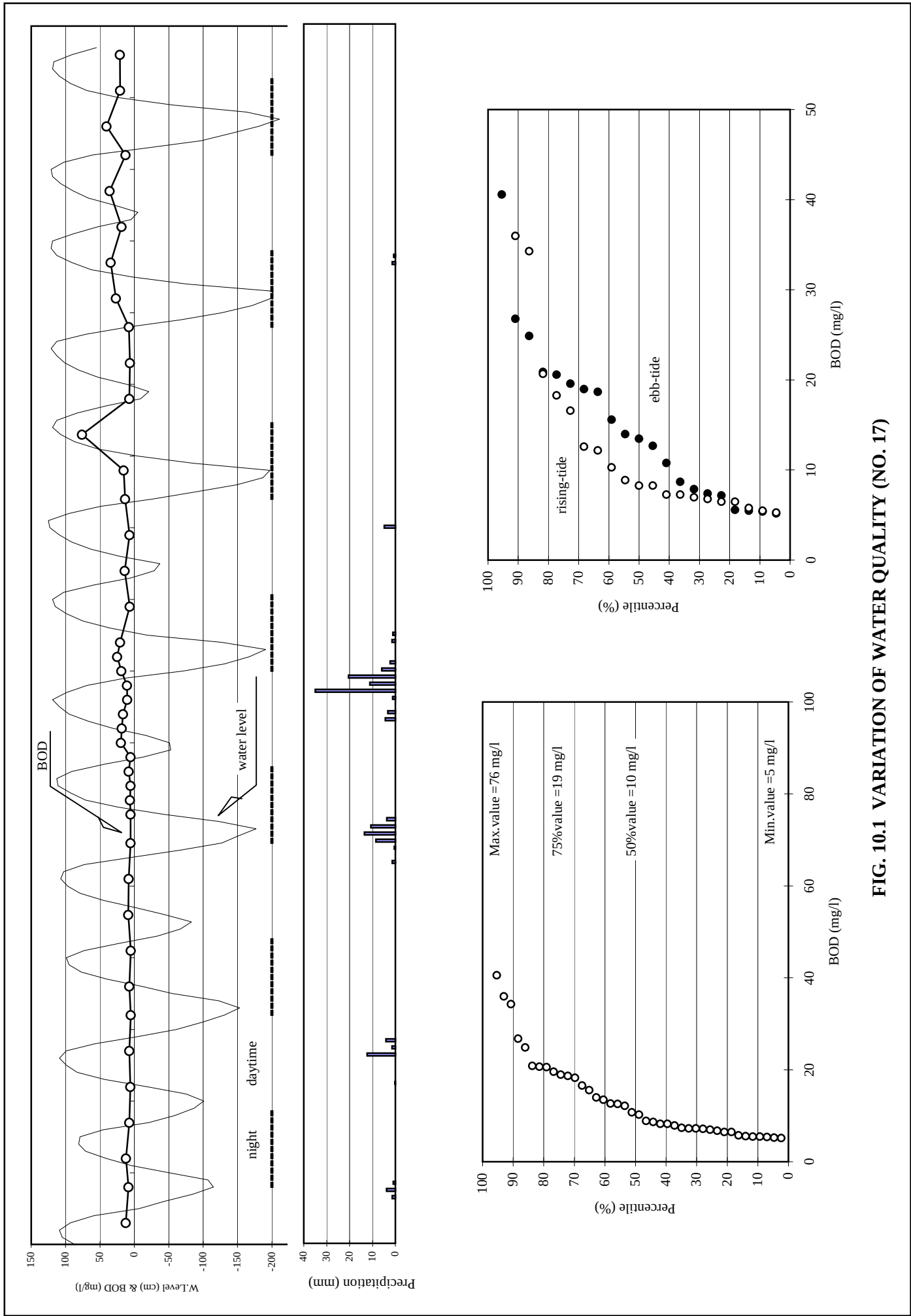


FIG. 10.1 VARIATION OF WATER QUALITY (NO. 17)

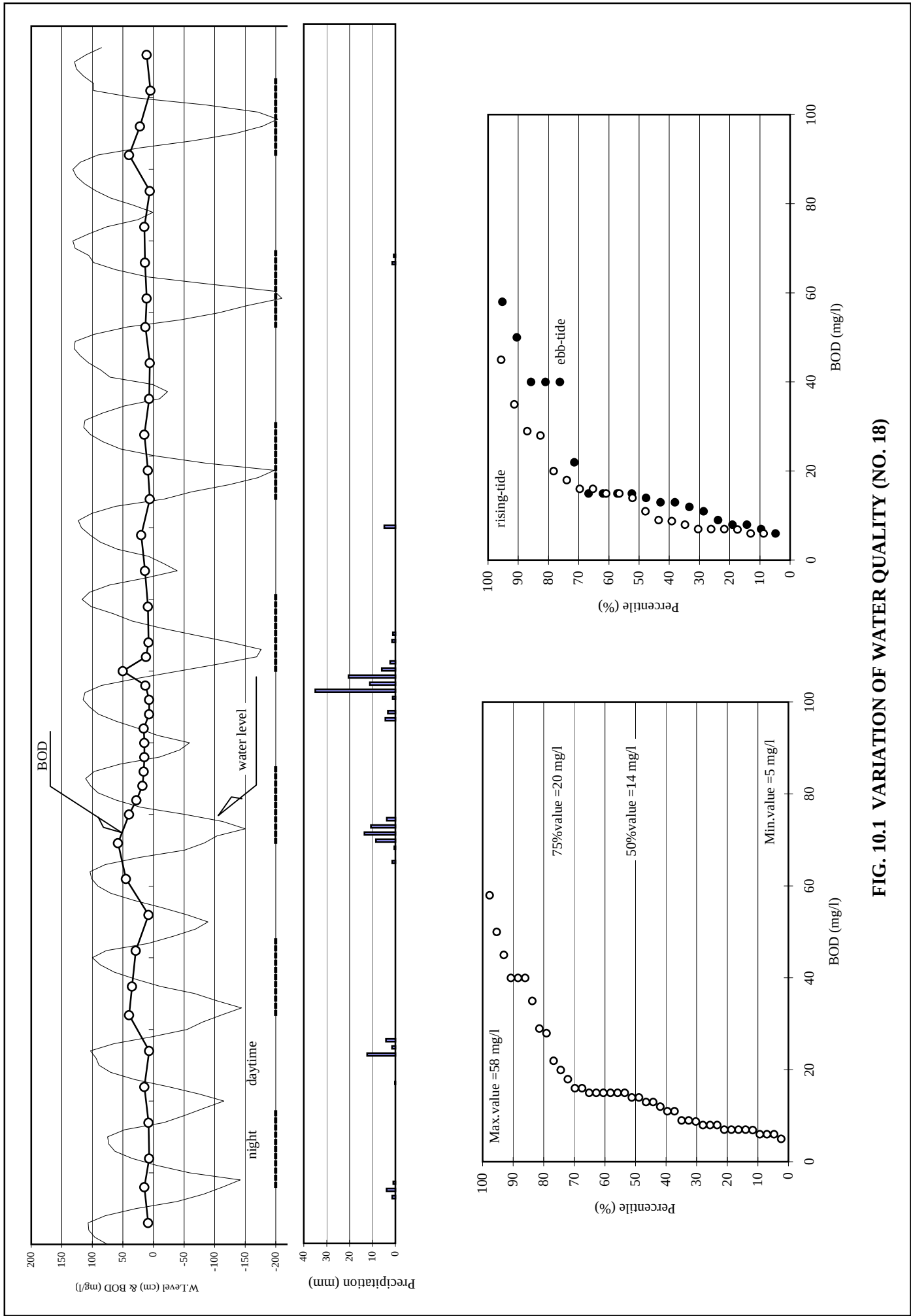


FIG. 10.1 VARIATION OF WATER QUALITY (NO. 18)

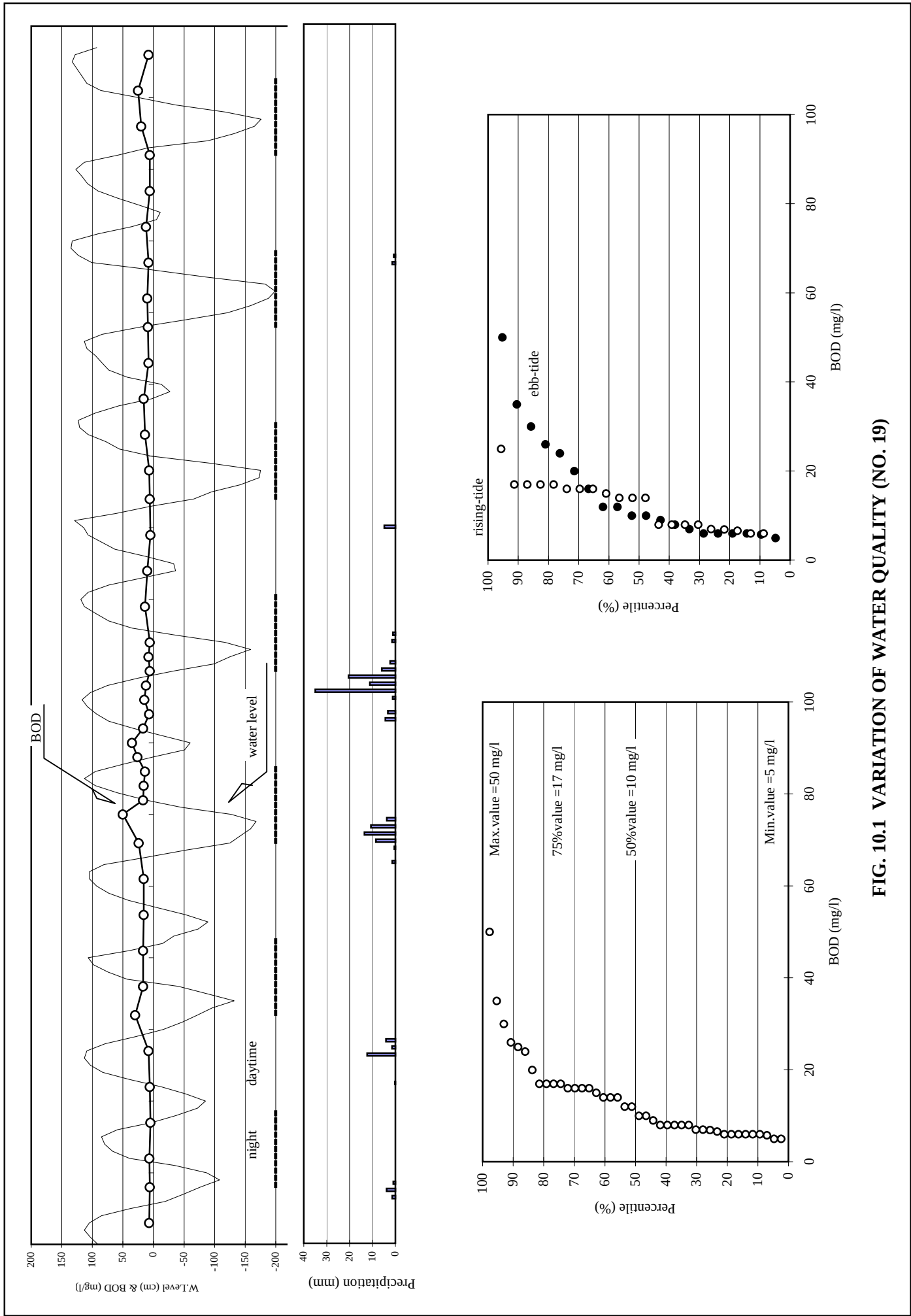


FIG. 10.1 VARIATION OF WATER QUALITY (NO. 19)

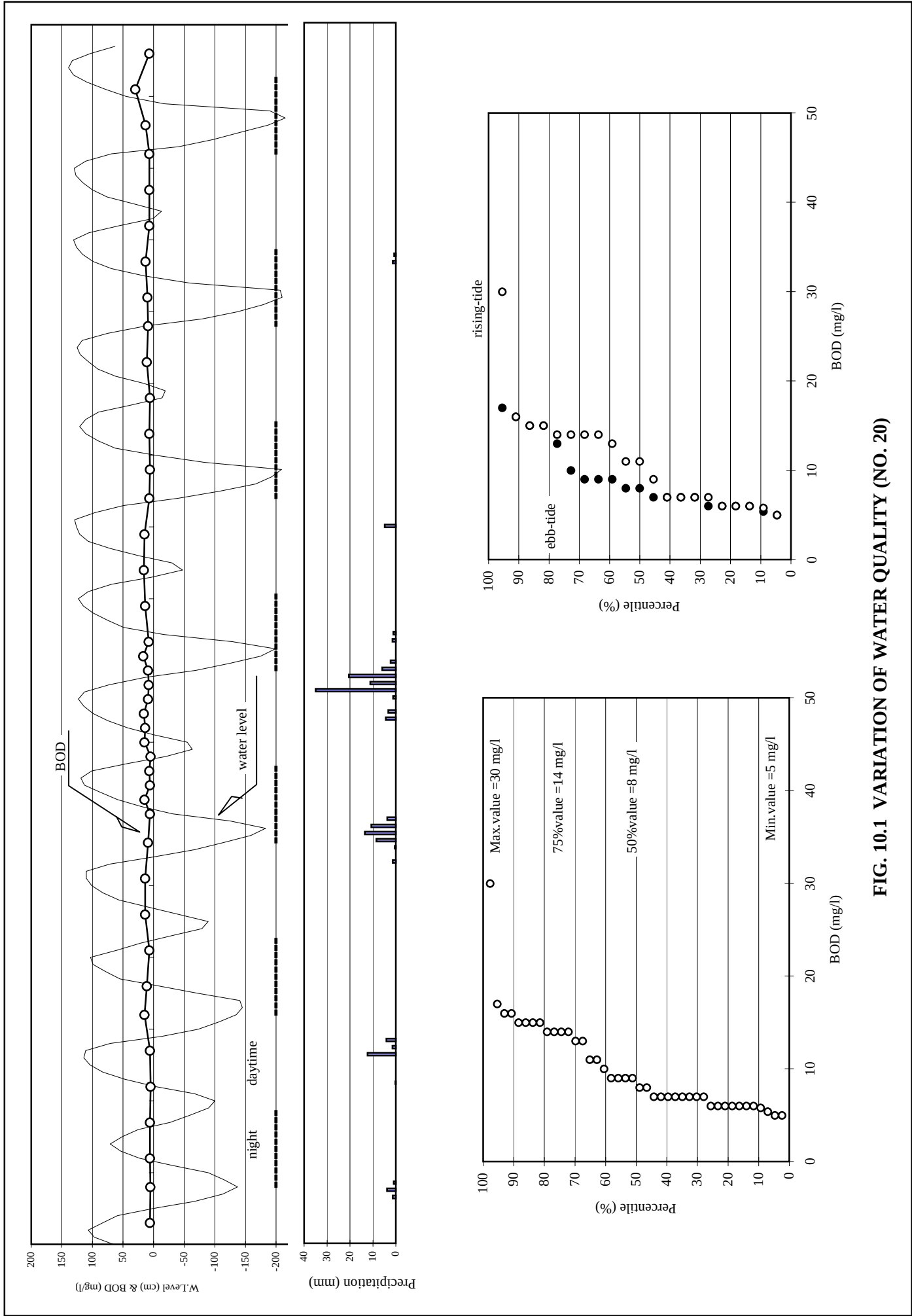


FIG. 10.1 VARIATION OF WATER QUALITY (NO. 20)

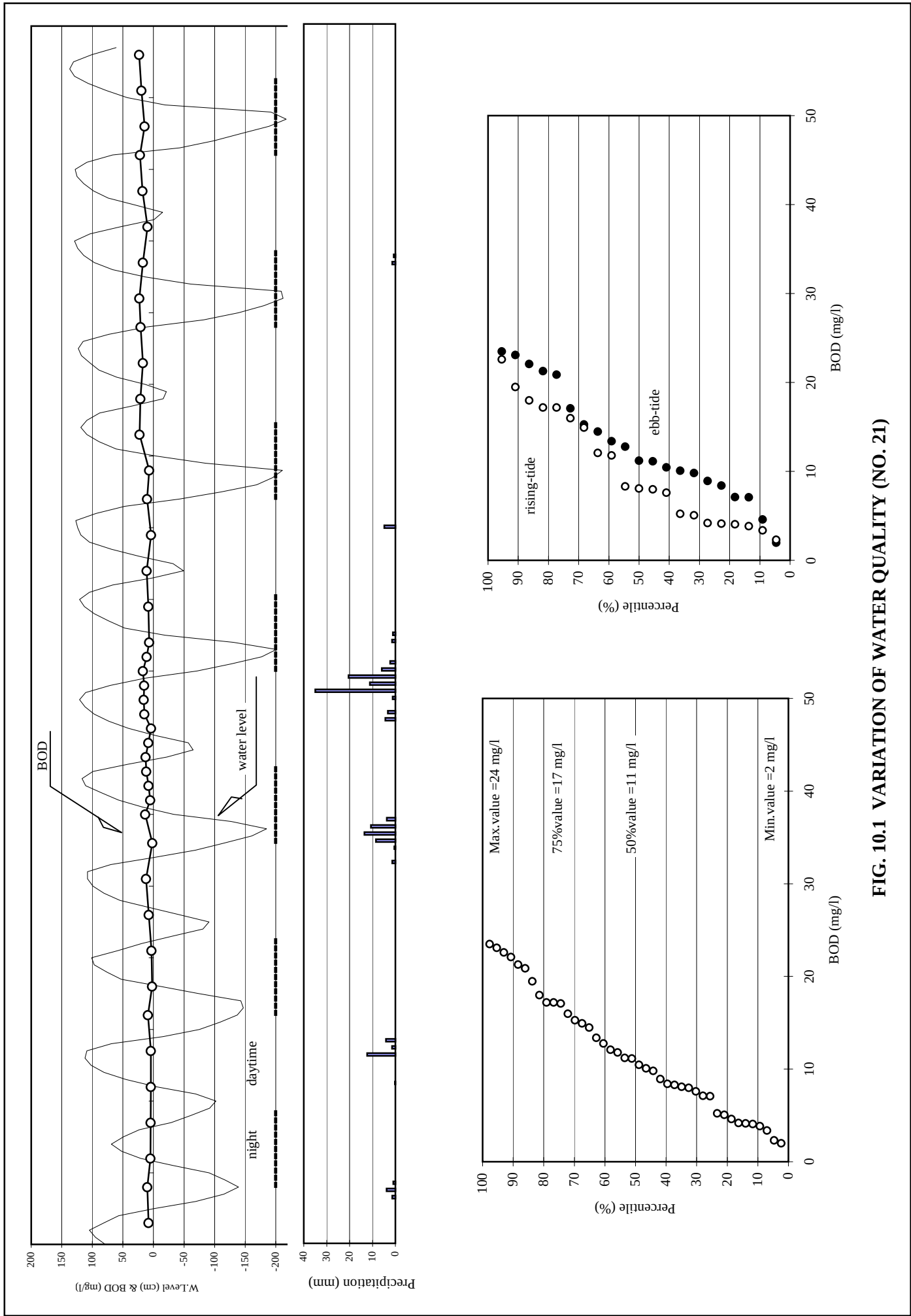


FIG. 10.1 VARIATION OF WATER QUALITY (NO. 21)

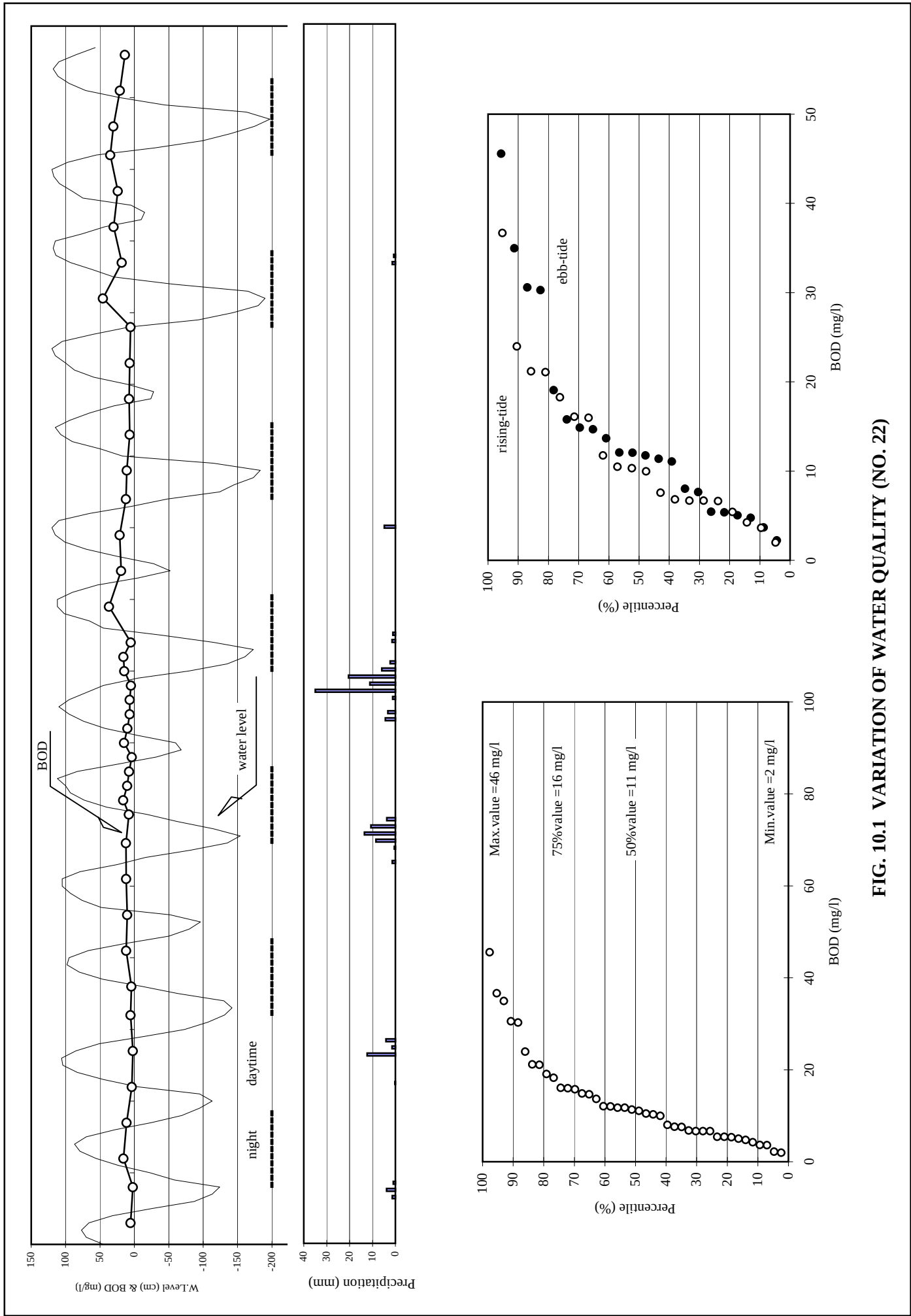


FIG. 10.1 VARIATION OF WATER QUALITY (NO. 22)

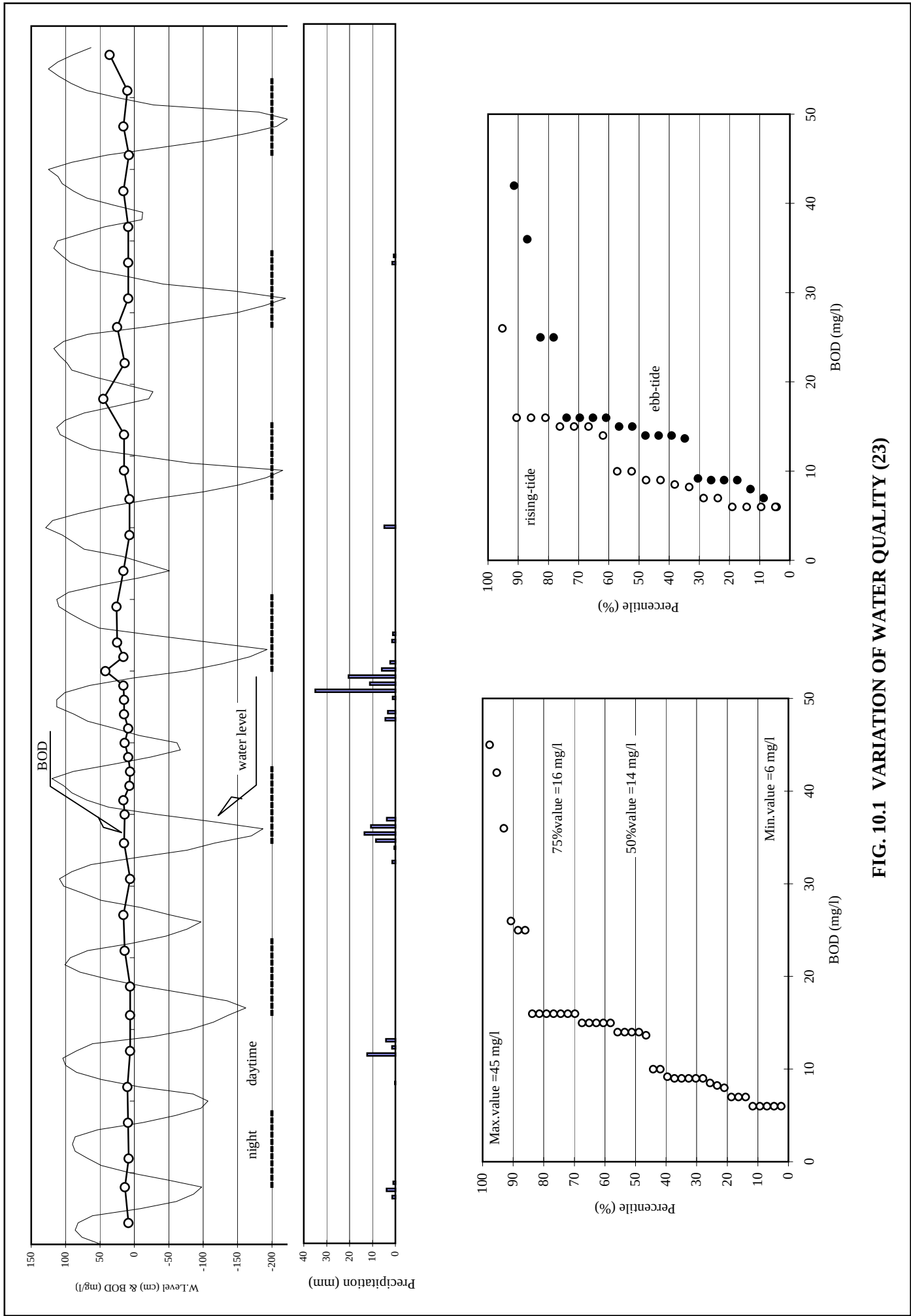


FIG. 10.1 VARIATION OF WATER QUALITY (23)

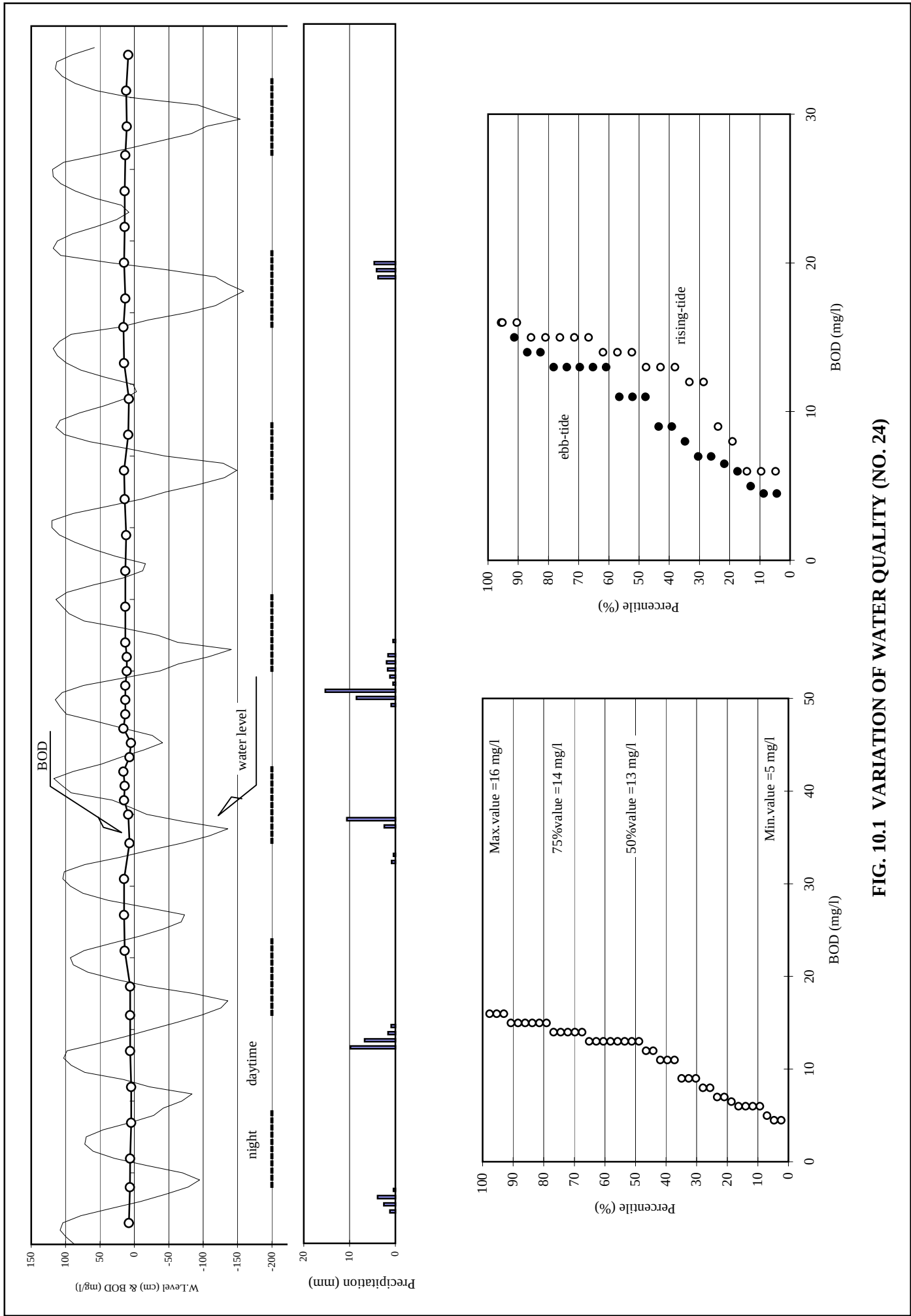


FIG. 10.1 VARIATION OF WATER QUALITY (NO. 24)

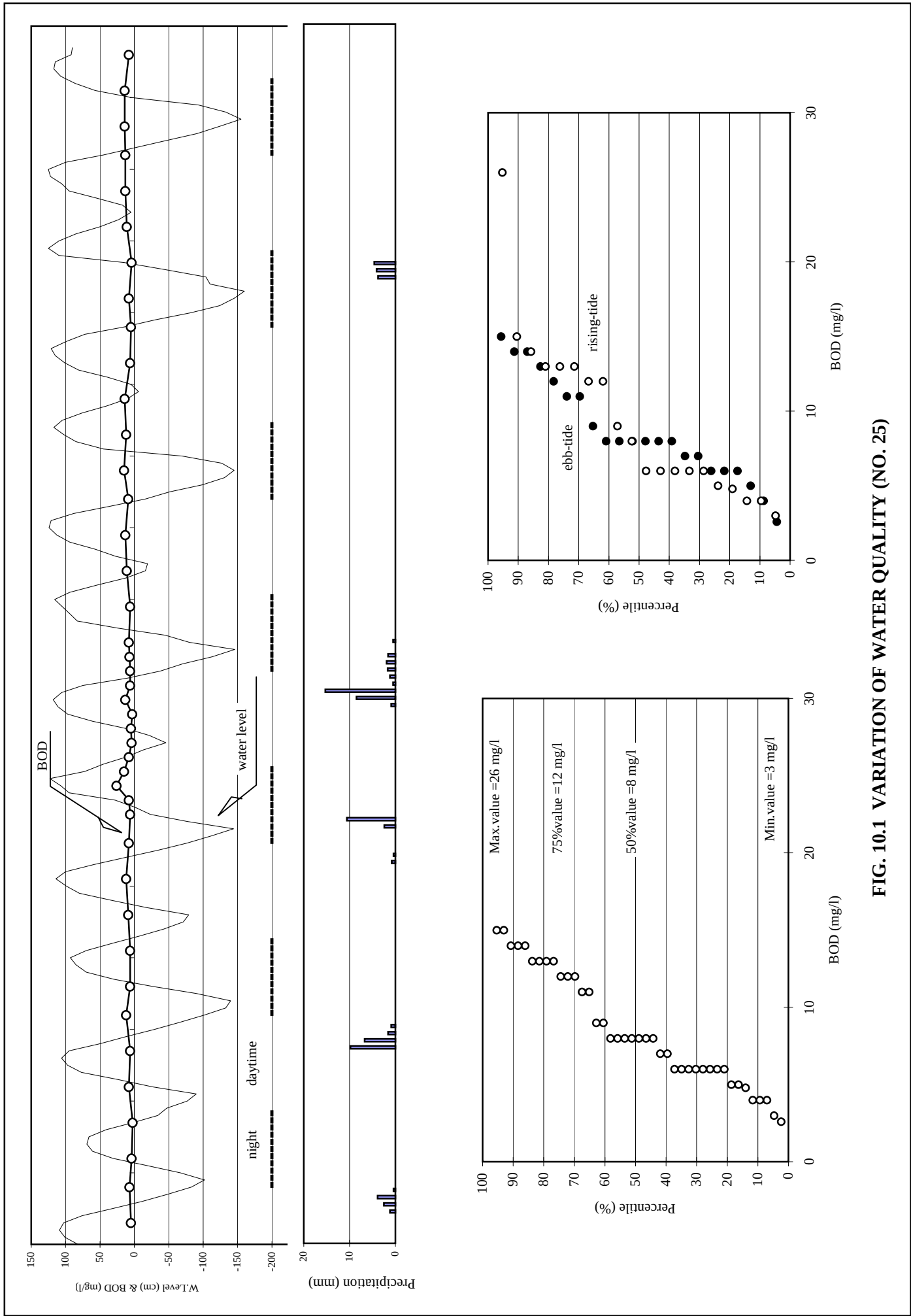


FIG. 10.1 VARIATION OF WATER QUALITY (NO. 25)

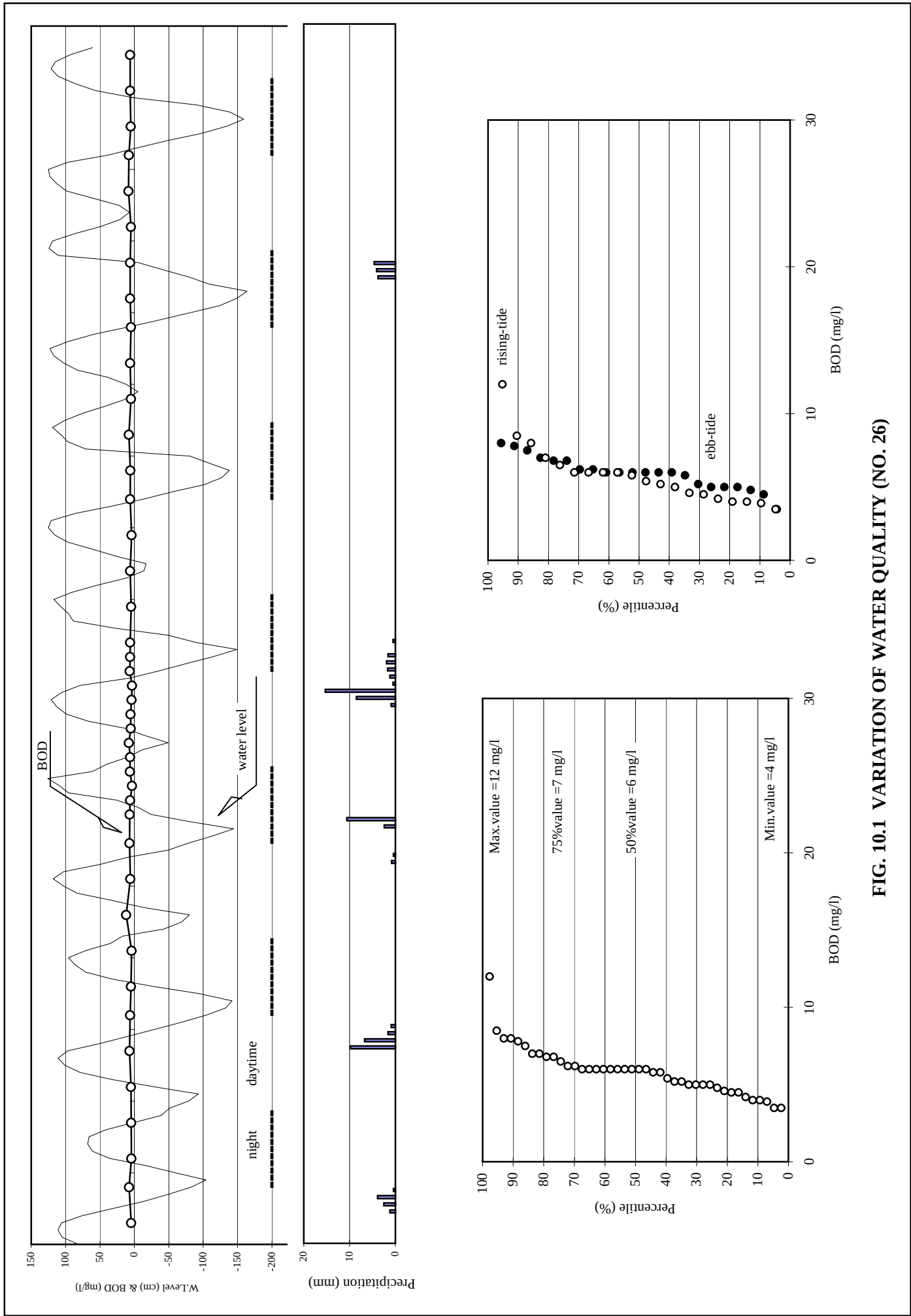


FIG. 10.1 VARIATION OF WATER QUALITY (NO. 26)

APPENDIX : FIG.3 - CROSS SECTIONAL DATA

INDEX

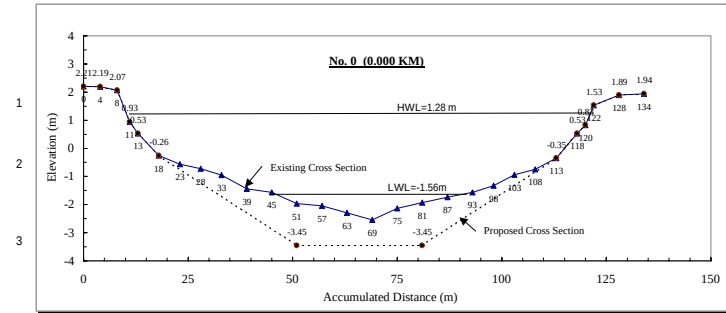
Name of Canal	Cross Section	Accumulated Length (km)	From Junction with
Ben Nghe	No.0	0.000	Sai Gon river
	No.4	0.613	
	No.7	1.075	
	No.9	1.603	
	No.12	2.114	
	No.14	2.501	
Tau Hu	No.16	2.979	Sai Gon river
	No.20	3.557	
	No.22	4.016	
	No.25	4.515	
	No.27	5.009	
	No.31	5.632	
	No.33	6.052	
	No.36	6.492	
	No.39	7.015	
	No.43	7.632	
	No.45	8.027	
	No.47	8.500	
	No.51	9.000	
	No.56	9.568	
Ngang No.1	No.58	10.051	Tau Hu canal
	No.61	10.699	
	No.65	11.439	
	No.68	12.062	
	No.1	0.000	
	No.2	0.140	
Ngang No.2	No.4	0.395	Tau Hu canal
	No.1	0.000	
	No.3	0.220	
Ngang No.3	No.5	0.405	Tau Hu canal
	No.1	0.000	
	No.2	0.140	
Doi - Te	No.4	0.400	Can Giuoc river
	No.1	0.231	
	No.2	0.550	
	No.3	0.680	
	No.4	0.780	
	No.5	1.300	
	No.6	2.300	
	No.7	3.300	
	No.8	4.300	
	No.9	4.469	
	No.10	5.300	
	No.11	6.300	
	No.12	7.300	
	No.13	8.300	
	No.14	8.800	
	No.15	8.990	
	No.16	9.080	
	No.17	9.300	
	No.18	10.300	
	No.19	11.300	
	No.20	12.300	
	No.21	13.200	
	No.22	13.300	
Ong Lon	No.1	0.000	Te canal
	No.2	0.200	
	No.3	1.000	
	No.4	2.000	
	No.5	3.152	
	No.6	3.180	
	No.7	4.000	
	No.8	4.614	
	No.9	4.814	
Cak Kho	No.10	0.000	Ong Lon canal
	No.11	0.186	
	No.12	1.186	
	No.13	2.186	
	No.14	2.986	
	No.15	3.186	

Name of Canal	Cross Section	Accumulated Length (km)	From Junction with
Xom Cui	No.1	0.000	Doi canal
	No.2	0.900	
	No.3	1.900	
	No.4	2.900	
	No.5	3.380	
	No.6	3.780	
	No.7	3.900	
	No.8	4.900	
	No.9	5.900	
	No.10	6.650	
	No.11	6.900	
Tac Ben Ro	No.1	0.000	Xom Cui canal
	No.2	0.900	
	No.3	1.900	
	No.4	2.900	
Ba Lao	No.1	0.000	Xom Cui canal
	No.2	0.900	
	No.3	2.220	
	No.4	2.900	
	No.5	3.900	
	No.6	4.900	
	No.7	5.900	
	No.8	6.381	
	No.9	6.680	
	No.10	7.900	
	No.11	8.110	
	No.12	8.854	
Dia - Phu Xuan	No.1	0.000	Ong Lon canal
	No.2	0.400	
	No.3	0.700	
	No.4	2.000	
	No.5	3.000	
	No.6	4.000	
	No.7	5.000	
	No.8	6.000	
	No.9	6.800	
	No.10	7.600	
	No.11	8.550	
	No.12	9.500	
Phuoc Kien	No.1	0.000	Ong Lon canal
	No.2	0.150	
	No.3	1.000	
	No.4	2.000	
	No.5	3.000	
	No.6	4.000	
	No.7	5.000	
	No.8	6.000	
	No.9	7.000	
	No.10	8.000	
	No.11	8.700	
Ba Tang	No.1	0.000	Doi canal
	No.2	0.150	
Can Giuoc	No.1	0.000	Ben Luc river
	No.2	1.000	
	No.3	1.610	
	No.4	3.000	
	No.5	4.000	
Ben Luc	No.6	5.000	Sai Gon river
	No.1	14.000	
	No.2	15.000	
	No.3	16.000	
	No.4	17.000	
	No.5	17.500	

EXISTING AND PROPOSED CROSS-SECTIONAL DATA AT SECTION No. 0 ON BEN NGHE CANAL

Canal : BEN NGHE
Cross-Section : No. 1
Chainage (Km): 0.000 km from junction with Saigon river

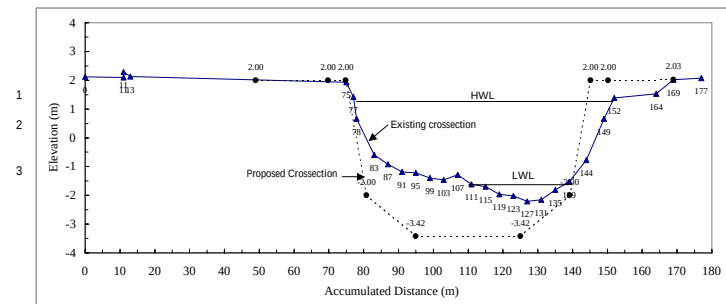
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	2.205	1	0.00	2.205
4	2.185		4.00	2.185
8	2.065		8.00	2.065
11	0.934		11.00	0.934
13	0.532		13.00	0.532
18	-0.255		18.00	-0.255
23	-0.565		51.00	-3.450
28	-0.725		81.00	-3.450
33	-0.945		113.00	-0.345
39	-1.435		118.00	0.532
45	-1.565	2	120.00	0.825
51	-1.965		122.00	1.525
57	-2.045		128.00	1.892
63	-2.295		134.00	1.935
69	-2.545			
75	-2.135			
81	-1.925			
87	-1.735			
93	-1.565			
98	-1.325	3		
103	-0.935			
108	-0.745			
113	-0.345			
118	0.532			
120	0.825			
122	1.525			
128	1.892			
134	1.935			



EXISTING AND PROPOSED CROSS-SECTIONAL DATA AT SECTION No. 4 ON BEN NGHE CANAL

Canal : BEN NGHE
Cross-Section : No. 4
Chainage (Km): 0.613 km from junction with Saigon river

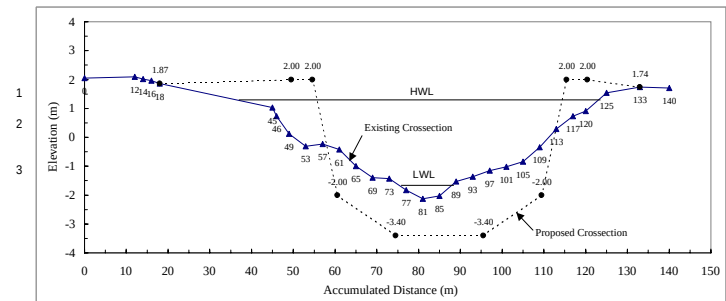
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	2.125	1	49.00	2.000
11	2.098		69.82	2.000
13	2.284		74.82	2.000
75	1.934		80.82	-2.000
77	1.423		125.00	-3.420
78	0.665		139.18	-2.000
83	-0.595		145.18	2.000
87	-0.923		150.18	2.000
91	-1.183		169.00	2.025
95	-1.223	2		
99	-1.393			
103	-1.463			
107	-1.283			
111	-1.623			
115	-1.693			
119	-1.963			
123	-2.023			
127	-2.213			
131	-2.153	3		
135	-1.813			
139	-1.533			
144	-0.773			
149	0.665			
152	1.38			
164	1.534			
169	2.025			
177	2.077			



EXISTING AND PROPOSED CROSS-SECTIONAL DATA AT SECTION No. 7 - 108.45 (BC 5) ON BEN NGHE CANAL

Canal : BEN NGHE
Cross-Section : No. 7
Chainage (Km): 1.075 km from junction with Saigon river

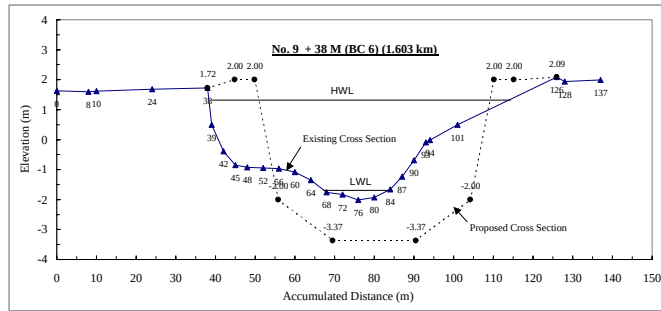
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	2.052	1	18.00	1.865
12	2.098		49.55	2.000
14	2.015		54.55	2.000
16	1.965		60.55	-2.000
18	1.865		74.50	-3.400
45	1.03		95.50	-3.400
46	0.735		109.45	-2.000
49	0.125		115.45	2.000
53	-0.313		120.45	2.000
57	-0.233		133.00	1.742
61	-0.423	2		
65	-0.993			
69	-1.393			
73	-1.433			
77	-1.823			
81	-2.123			
85	-2.023			
89	-1.533			
93	-1.363			
97	-1.153	3		
101	-1.023			
105	-0.843			
109	-0.343			
113	0.29			
117	0.735			
120	0.905			
125	1.535			
133	1.742			
140	1.703			



EXISTING AND PROPOSED CROSS-SECTIONAL DATA AT SECTION No. 9 +38 M (BC 6) ON BEN NGHE CANAL

Canal : BEN NGHE
Cross-Section : No. 9
Chainage (Km): 1.603 km from junction with Saigon river

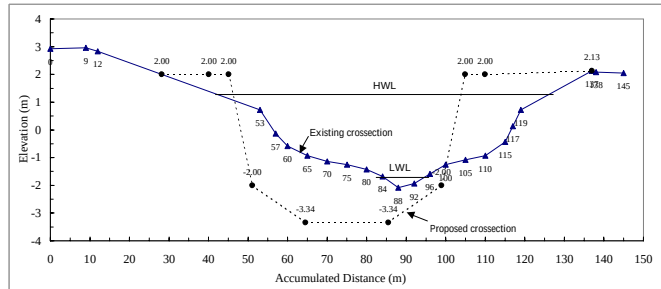
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance (m)	Bed Elevation (EL.m)
0	1.625	1	38.00	1.724
8	1.592		44.81	2.000
10	1.613		49.81	2.000
24	1.684		55.81	-2.000
38	1.724		69.50	-3.370
39	0.498		90.50	-2.000
42	-0.387		104.19	2.000
45	-0.847		110.19	2.000
48	-0.927		115.19	2.000
52	-0.947		126.00	2.090
56	-0.967	2		
60	-1.087			
64	-1.347			
68	-1.757			
72	-1.827			
76	-2.017			
80	-1.927			
84	-1.657			
87	-1.237			
90	-0.687			
93	-0.087	3		
94	-0.017			
101	0.498			
126	2.09			
137	1.992			



EXISTING AND PROPOSED CROSS-SECTIONAL DATA AT SECTION No. 12 - 61 M (BC 7) ON BEN NGHE CANAL

Canal : BEN NGHE
Cross-Section : No. 12
Chainage (Km): 2.114 km from junction with Saigon river

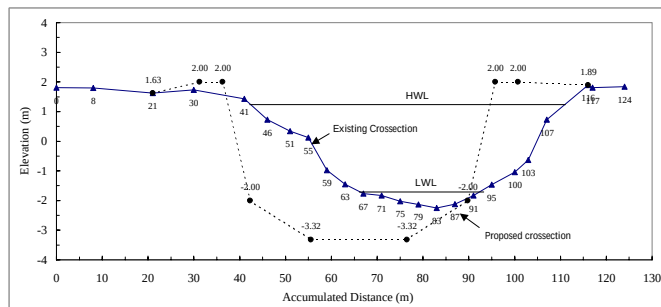
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance (m)	Bed Elevation (EL.m)
0	2.925	1	28.20	2.000
9	2.965		40.07	2.000
12	2.834		45.07	2.000
53	0.725		51.07	-2.000
57	-0.135		64.50	-3.340
60	-0.585		85.50	-3.340
65	-0.935		98.93	-2.000
70	-1.135		104.93	2.000
75	-1.255		109.93	2.000
80	-1.425		137.00	2.125
84	-1.675	2		
88	-2.085			
92	-1.935			
96	-1.585			
100	-1.255			
105	-1.085			
110	-0.925			
115	-0.435			
117	0.134			
119	0.725			
137	2.125	3		
138	2.083			
145	2.052			



EXISTING AND PROPOSED CROSS-SECTIONAL DATA AT SECTION No.14 -43.28 M (EC 8) ON BEN NGHE CANAL

Canal : BEN NGHE
Cross-Section : No. 14
Chainage (Km): 2.501 km from junction with Saigon river

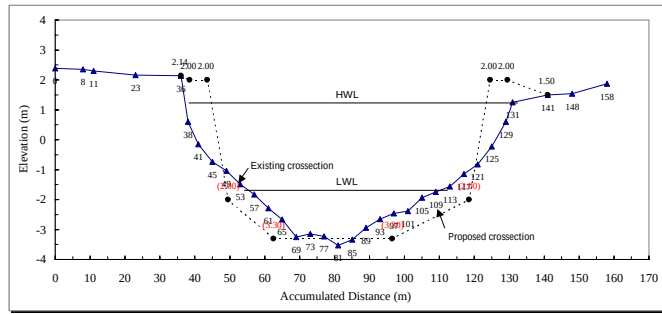
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance (m)	Bed Elevation (EL.m)
0	1.611	1	21.00	1.625
8	1.902		31.26	2.000
21	1.625		36.26	2.000
30	1.734		42.26	-2.000
41	1.435		55.50	-3.320
46	0.734		76.50	-3.320
51	0.34		89.74	-2.000
55	0.127		95.74	2.000
59	-0.975		100.74	2.000
63	-1.455		116.00	1.890
67	-1.765	2		
71	-1.835			
75	-2.025			
79	-2.135			
83	-2.255			
87	-2.125			
91	-1.835			
95	-1.465			
100	-1.045			
103	-0.634	3		
107	0.734			
116	1.89			
117	1.813			
124	1.845			



EXISTING AND PROPOSED CROSS-SECTIONAL DATA AT SECTION No. 16 + 13.86 M (BC 13) ON BEN NGHE CANAL

Canal : BEN NGHE
Cross-Section : No. 16
Chainage (Km): 2.979 km from junction with Saigon river
No.16 + 13.86 m (BC 13)

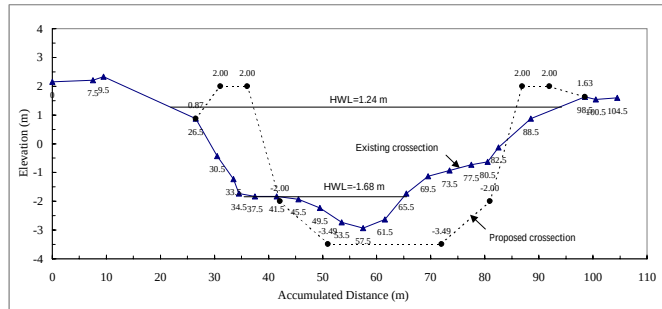
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	2.384		36.00	2.114
8	2.352		38.50	2.000
11	2.295		43.50	2.000
23	2.164		49.50	-2.000
36	2.135		62.50	-3.300
38	0.595		96.50	-3.300
41	-0.145		118.50	-2.000
45	-0.735		124.50	2.000
49	-1.035		129.50	2.000
53	-1.485		141.00	1.498
57	-1.825			
61	-2.285			
65	-2.665			
69	-3.255			
73	-3.145			
77	-3.235			
81	-3.525			
85	-3.335			
89	-2.945			
93	-2.655			
97	-2.465			
101	-2.385			
105	-1.935			
109	-1.745			
113	-1.565			
117	-1.145			
121	-0.825			
125	-0.225			
129	0.595			
131	1.252			
141	1.498			
148	1.536			
158	1.877			



EXISTING AND PROPOSED CROSS-SECTIONAL DATA AT SECTION No. 20 ON TAU HU CANAL

Canal : Tau Hu
Cross-Section : No. 20
Chainage (Km): 3.557 km from junction with Saigon river
No. 20

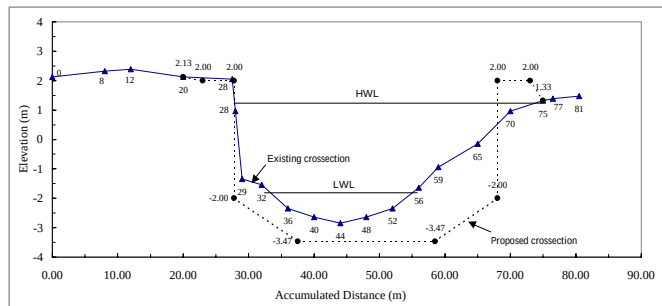
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	2.157		26.50	0.871
7.5	2.213		31.07	2.000
9.5	2.335		36.07	2.000
26.5	0.871		42.07	-2.000
30.5	-0.429		51.00	-3.490
33.5	-1.229		72.00	-3.490
34.5	-1.729		80.93	-2.000
37.5	-1.829		86.93	2.000
41.5	-1.829		91.93	2.000
45.5	-1.929		98.50	1.634
49.5	-2.229			
53.5	-2.729			
57.5	-2.929			
61.5	-2.629			
65.5	-1.729			
69.5	-1.129			
73.5	-0.929			
77.5	-0.729			
80.5	-0.629			
82.5	-0.129			
88.5	0.871			
98.5	1.634			
100.5	1.537			
104.5	1.596			



EXISTING AND PROPOSED CROSS-SECTIONAL DATA AT SECTION No. 22 + 37.58 M (BC 15) ON TAU HU

Canal : Tau Hu - Ben Nghe
Cross-Section : No. 22
Chainage (Km): 4.016 km from junction with Saigon river
No. 22 + 37.58 m (BC 15)

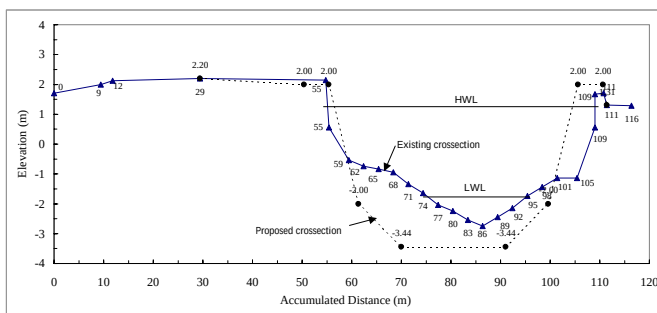
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0.00	2.123		20.00	2.126
8.00	2.323		22.97	2.000
12.00	2.388		27.77	2.000
20.00	2.126		27.77	-2.000
27.50	2.055		37.50	-3.470
28.00	0.958		58.50	-3.470
29.00	-1.342		68.03	-2.000
32.00	-1.542		68.03	2.000
36.00	-2.342		73.03	2.000
40.00	-2.642		75.00	1.325
44.00	-2.842			
48.00	-2.642			
52.00	-2.342			
56.00	-1.642			
59.00	-0.942			
65.00	-0.142			
70.00	0.958			
75.00	1.325			
76.50	1.392			
80.50	1.479			



EXISTING AND PROPOSED CROSS-SECTIONAL DATA AT SECTION No. 25 + 7 M (EC 16) ON TAU HU CANAL

Canal : Tau Hu
Cross-Section : No. 25
Chainage (Km): 4.515 km from junction with Saigon river

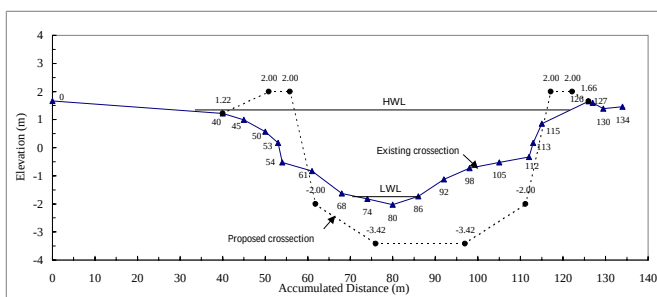
No. 25 + 7 m (EC 16)				
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.706		29.40	2.198
9.4			50.36	2.000
11.8	2.125		55.36	2.000
29.4	2.198		61.36	-2.000
54.8	2.15		70.00	-3.440
55.4	0.56		91.00	-2.000
59.4	-0.54		99.64	-2.000
62.4	-0.74		105.64	2.000
65.4	-0.84		110.64	2.000
68.4	-0.94		111.40	1.307
71.4	-1.34			
74.4	-1.64			
77.4	-2.04			
80.4	-2.24			
83.4	-2.54			
86.4	-2.74			
89.4	-2.44			
92.4	-2.14			
95.4	-1.74			
98.4	-1.44			
101.4	-1.14			
105.4	-1.14			
109	0.56			
109	1.668			
110.8	1.702			
111.4	1.307			
116.4	1.286			



EXISTING AND PROPOSED CROSS-SECTIONAL DATA AT SECTION No. 27 + 100 M (BC 19) ON TAU HU CANAL

Canal : Tau Hu
Cross-Section : No. 27
Chainage (Km): 5.009 km from junction with Saigon river

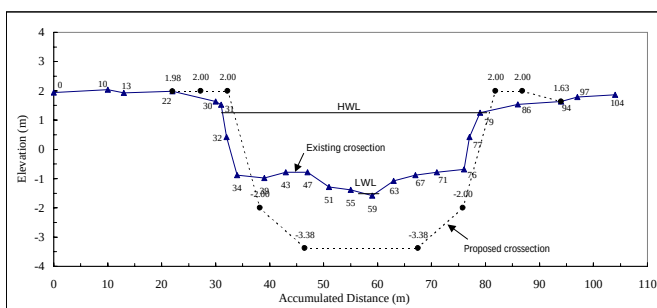
No. 27 + 100 m (BC 19)				
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.667		40.00	1.215
40	1.215		50.84	2.000
45	0.987		55.84	2.000
50	0.565		61.84	-2.000
53	0.172		76.00	-3.420
54	-0.528		97.00	-3.420
61	-0.828		111.16	-2.000
68	-1.628		117.16	2.000
74	-1.828		122.16	2.000
80	-2.028		126.00	1.657
86	-1.728			
92	-1.128			
98	-0.728			
105	-0.528			
112	-0.328			
113	0.172			
115	0.852			
126	1.657			
127	1.592			
129.5	1.385			
134	1.463			



EXISTING AND PROPOSED CROSS-SECTIONAL DATA AT SECTION No. 31 -32 M (EC 21) ON TAU HU CANAL

Canal : Tau Hu
Cross-Section : No. 31
Chainage (Km): 5.632 km from junction with Saigon river

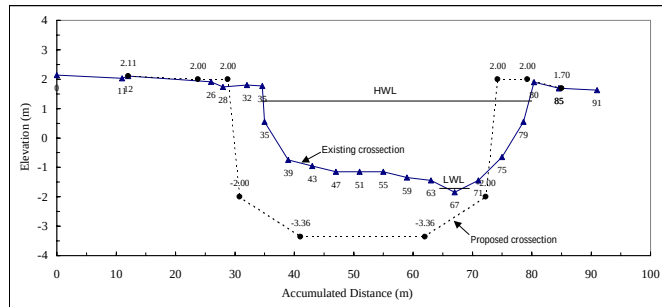
No. 31				
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.94		22.00	1.984
10	2.045		27.19	2.000
13	1.934		32.19	2.000
22	1.984		38.19	-2.000
30	1.634		46.50	-3.380
31	1.525		67.50	-3.380
32	0.418		75.81	-2.000
34	-0.882		81.81	2.000
39	-0.982		86.81	2.000
43	-0.782		94.00	1.634
47	-0.782			
51	-1.282			
55	-1.382			
59	-1.582			
63	-1.082			
67	-0.882			
71	-0.782			
76	-0.682			
77	0.418			
79	1.252			
86	1.535			
94	1.634			
97	1.787			
104	1.867			



EXISTING AND PROPOSED CROSS-SECTIONAL DATA AT SECTION No. 33 ON TAU HU CANAL

Canal : Tau Hu
Cross-Section : No. 33
Chainage (Km): 6.052 km from junction with Saigon river

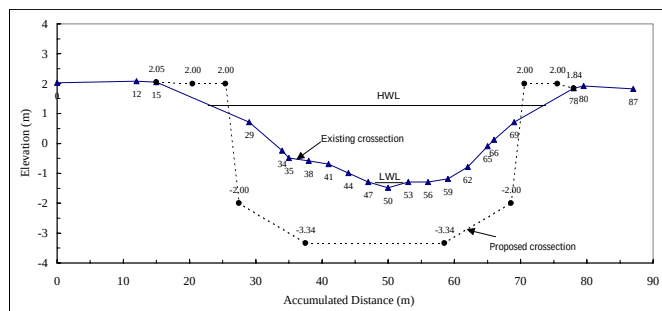
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance (m)	Bed Elevation (EL.m)
0	2.134		12.00	2.105
11	2.025		23.77	2.000
12	2.105		28.77	2.000
26	1.913		30.77	-2.000
28	1.733		41.00	-3.360
32	1.803		62.00	-3.360
34.6	1.766		72.23	-2.000
35	0.553		74.23	2.000
39	-0.747		79.23	2.000
43	-0.947		85.00	1.696
47	-1.147			
51	-1.147			
55	-1.147			
59	-1.347			
63	-1.447			
67	-1.847			
71	-1.447			
75	-0.647			
78.6	0.553			
80.4	1.894			
84.6	1.696			
84.6	1.696			
91	1.628			



EXISTING AND PROPOSED CROSS-SECTIONAL DATA AT SECTION No. 36 ON TAU HU CANAL

Canal : Tau Hu
Cross-Section : No. 36
Chainage (Km): 6.492 km from junction with Saigon river

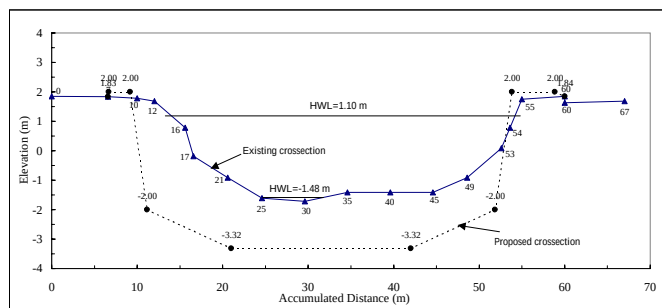
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance (m)	Bed Elevation (EL.m)
0	2.034		15.00	2.052
12	2.087		20.44	2.000
15	2.052		25.44	2.000
29	0.714		27.44	-2.000
34	-0.236		37.50	-3.340
35	-0.486		58.50	-3.340
38	-0.586		68.56	-2.000
41	-0.686		70.56	2.000
44	-0.986		75.56	2.000
47	-1.286		78.00	1.843
50	-1.486			
53	-1.286			
56	-1.286			
59	-1.186			
62	-0.786			
65	-0.086			
66	0.126			
69	0.714			
78	1.843			
79.5	1.925			
87	1.827			



EXISTING AND PROPOSED CROSS-SECTIONAL DATA AT SECTION No. 39 ON TAU HU CANAL

Canal : Tau Hu
Cross-Section : No. 39
Chainage (Km): 7.015 km from junction with Saigon river

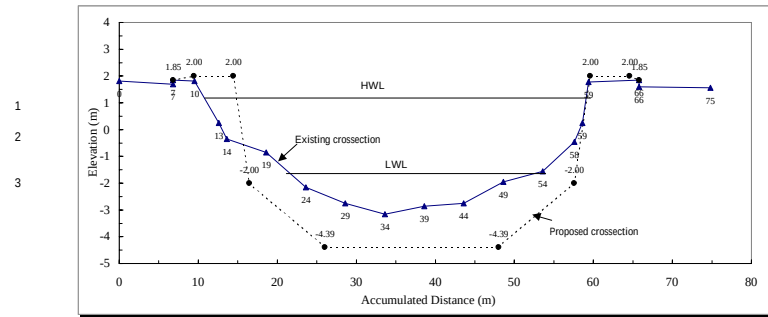
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance (m)	Bed Elevation (EL.m)
0	1.848		6.60	1.832
6.6	1.832		6.67	2.000
10	1.786		9.17	2.000
12	1.689		11.17	-2.000
15.6	0.788		21.00	-3.320
16.6	-0.188		42.00	-3.320
20.6	-0.912		51.83	-2.000
24.6	-1.612		53.83	2.000
29.6	-1.712		58.83	2.000
34.6	-1.412		60.00	1.843
39.6	-1.412			
44.6	-1.412			
48.6	-0.912			
52.6	0.088			
53.6	0.788			
55	1.751			
60	1.843			
60	1.632			
67	1.685			



EXISTING AND PROPOSED CROSS-SECTIONAL DATA AT SECTION No. 43 ON TAU HU CANAL

Canal : Tau Hu
Cross-Section : No. 43
Chainage (Km): 7.632 km from junction with Saigon river

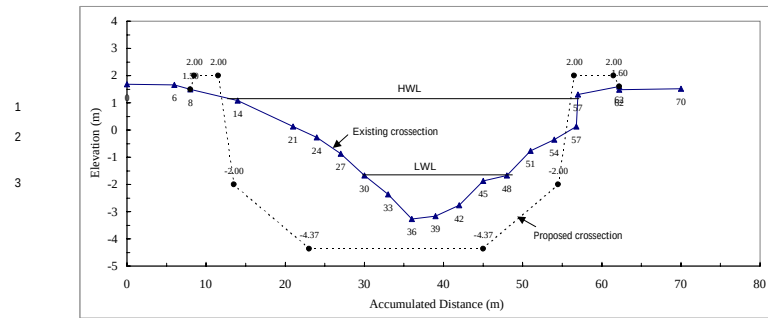
Existing		Bank and Bed Mark	Proposed	
Acc. Distanced (m)	Elevation (EL.m)		Acc. Distanced (m)	Elevation (EL.m)
0	1.811		6.80	1.848
6.8	1.688		9.43	2.000
6.8	1.848		14.43	2.000
9.5	1.811		16.43	-2.000
12.6	0.244		26.00	-4.390
13.6	-0.356		48.00	-4.390
18.6	-0.856		57.57	-2.000
23.6	-2.156		59.57	2.000
28.6	-2.756		64.57	2.000
33.6	-3.156		65.80	1.852
38.6	-2.856			
43.6	-2.756			
48.6	-1.956			
53.6	-1.556			
57.6	-0.456			
58.6	0.244			
59.4	1.781			
65.8	1.852			
65.8	1.595			
74.8	1.565			



EXISTING AND PROPOSED CROSS-SECTIONAL DATA AT SECTION No. 45 ON TAU HU CANAL

Canal : Tau Hu
Cross-Section : No. 45
Chainage (Km): 8.027 km from junction with Saigon river

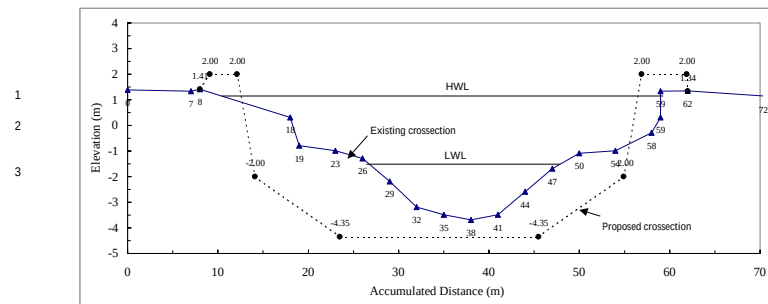
Existing		Bank and Bed Mark	Proposed	
Acc. Distanced (m)	Elevatic (EL.m)		Acc. Distanced (m)	Elevation (EL.m)
0	1.687	1	8.00	1.498
6	1.662		8.51	2.000
8	1.498		11.51	2.000
14	1.086		13.51	-2.000
21	0.134		23.00	-4.370
24	-0.266	2	45.00	-4.370
27	-0.866		54.49	-2.000
30	-1.666		56.49	2.000
33	-2.366		61.49	2.000
36	-3.266		62.20	1.598
39	-3.166			
42	-2.766			
45	-1.866			
48	-1.666			
51	-0.766			
54	-0.356	3		
56.8	0.134			
57	1.311			
62.2	1.598			
62.2	1.479			
70	1.521			



EXISTING AND PROPOSED CROSS-SECTIONAL DATA AT SECTION No. 47 + 40 M (IP28Do) ON TAU HU CANAL

Canal : Tau Hu
Cross-Section : No. 47
Chainage (Km): 8.500 km from junction with Saigon river
No.47 + 40 m (IP 28Do)

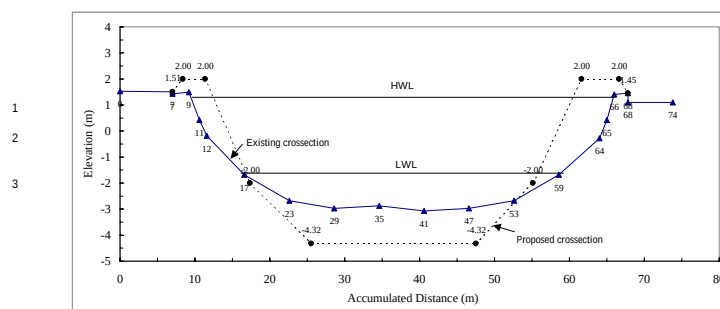
Existing		Bank and Bed Mark	Proposed	
Acc. Distanced Elevation (m) (EL.m)			cc. Distanced Elevation (m) (EL.m)	
0	1.385		8.00	1.410
7	1.342		9.10	2.000
8	1.41		12.10	2.000
18	0.307		14.10	-2.000
19	-0.793		23.50	-4.350
23	-0.993		45.50	-4.350
26	-1.293		54.90	-2.000
29	-2.193		56.90	2.000
32	-3.193		61.90	2.000
35	-3.493		62.00	1.335
38	-3.693			
41	-3.493			
44	-2.593			
47	-1.693			
50	-1.093			
54	-0.993			
58	-0.293			
59	0.307			
59	1.338			
62	1.355			
72	1.109			



EXISTING AND PROPOSED CROSS-SECTIONAL DATA AT SECTION No. 51 ON TAU HU CANAL

Canal : Tau Hu
Cross-Section : No. 51
Chainage (Km): 9.000 km from junction with Saigon river

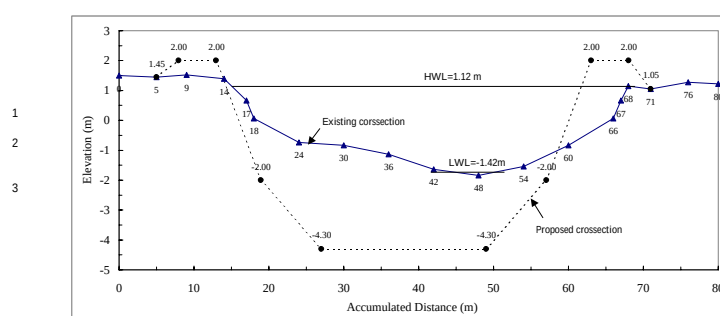
Existing		Bank and Bed Mark	Proposed	
Acc. Distanced Elevation (m)	(EL.m)		cc. Distanced Elevation (m)	(EL.m)
0	1.526	1	7.00	1.508
7	1.508		8.37	2.000
7	1.425		11.37	2.000
9.2	1.494		17.37	-2.000
10.6	0.425		25.50	-4.320
11.6	-0.175		47.50	-4.320
16.6	-1.675		55.13	-2.000
22.6	-2.675		61.63	2.000
28.6	-2.975		66.63	2.000
34.6	-2.875		67.80	1.450
40.6	-3.075	2		
46.6	-2.975			
52.6	-2.675			
58.6	-1.675			
64	-0.275			
65	0.425	3		
66	1.403			
67.8	1.451			
67.8	1.093			
73.8	1.102			



EXISTING AND PROPOSED CROSS-SECTIONAL DATA AT SECTION No. 56 - 55 M (IP 33) ON TAU HU CANAL

Canal : Tau Hu
Cross-Section : No. 56
Chainage (Km): 9.586 km from junction with Saigon river

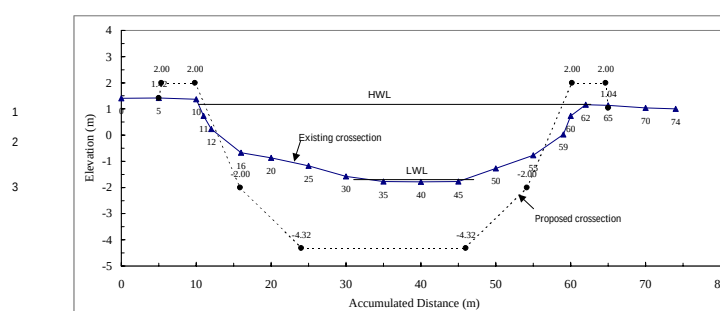
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance (m)	Bed Elevation (EL.m)
0	1.502	1	5.00	1.447
5	1.447		7.95	2.000
9	1.523		12.95	2.000
14	1.397		18.95	-2.000
17	0.662		27.00	-4.300
18	0.062		49.00	-4.300
24	-0.738		57.05	-2.000
30	-0.838		63.05	2.000
36	-1.138		68.05	2.000
42	-1.638		71.00	1.050
48	-1.838	2		
54	-1.538			
60	-0.838			
66	0.062			
67	0.662			
68	1.143	3		
71	1.05			
76	1.276			
80	1.223			



EXISTING AND PROPOSED CROSS-SECTIONAL DATA AT SECTION No. 58 ON TAU HU CANAL

Canal : Tau Hu
Cross-Section : No. 58
Chainage (Km): 10.051 km from junction with Saigon river

Existing		Bank and Bed Mark	Proposed	
Acc. Distanced Elevation (m)	(EL.m)		cc. Distanced Elevation (m)	(EL.m)
0	1.404	1	5.00	1.424
5	1.424		5.35	2.000
10	1.366		9.85	2.000
11	0.732		15.85	-2.000
12	0.23		24.00	-4.320
16	-0.67		46.00	-4.320
20	-0.87		54.15	-2.000
25	-1.17		60.15	2.000
30	-1.57		64.65	2.000
35	-1.77		65.00	1.035
40	-1.79	2		
45	-1.77			
50	-1.27			
55	-0.77			
59	0.03			
60	0.732	3		
62	1.167			
65	1.138			
70	1.035			
74	1.007			

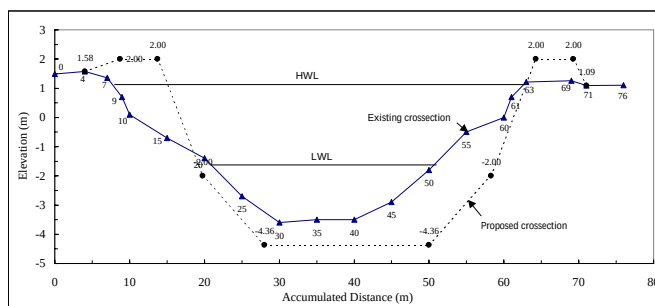


EXISTING AND PROPOSED CROSS-SECTIONAL DATA AT SECTION No. 61 ON TAU HU CANAL

Canal : Tau Hu
Cross-Section : No. 61
Chainage (Km): 10.699 km from junction with Saigon river
No. 61

Existing		Bed Mark	Proposed	
Acc. Distanced (m)	Elevation (EL.m)		cc. Distanced (m)	Elevation (EL.m)
0	1.485	1	4.00	1.580
4	1.58		8.74	2.000
7	1.354		13.74	2.000
9	0.701		19.74	-2.000
10	0.101		28.00	-4.360
15	-0.699	2	50.00	-4.360
20	-1.399		58.26	-2.000
25	-2.699		64.26	2.000
30	-3.599		69.26	2.000
35	-3.499		71.00	1.092
40	-3.499	3		
45	-2.899			
50	-1.799			
55	-0.499			
60	0.001			
61	0.701			
63	1.213			
69	1.258			
71	1.092			
76	1.107			

1
2
3

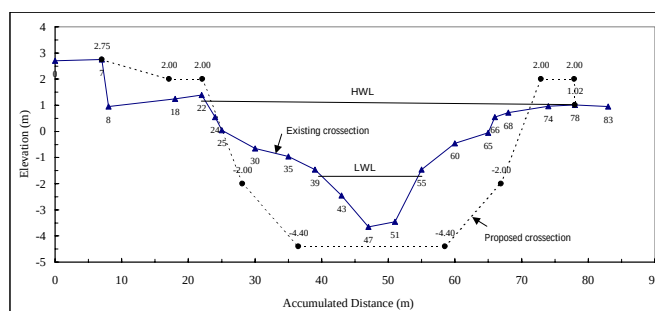


EXISTING AND PROPOSED CROSS-SECTIONAL DATA AT SECTION No. 65 ON TAU HU CANAL

Canal : Tau Hu
Cross-Section : No. 65
Chainage (Km): 11.439 km from junction with Saigon river
No. 65

Existing		Bed Mark	Proposed	
Acc. Distanced (m)	Elevation (EL.m)		cc. Distanced (m)	Elevation (EL.m)
0	2.705	1	7.00	2.748
7	2.748		17.11	2.000
8	0.951		22.11	2.000
18	1.248		28.11	-2.000
22	1.395		36.50	-4.400
24	0.541	2	58.50	-4.400
25	0.041		66.89	-2.000
30	-0.659		72.89	2.000
35	-0.959		77.89	2.000
39	-1.459		78.00	1.018
43	-2.459	3		
47	-3.659			
51	-3.459			
55	-1.459			
60	-0.459			
65	-0.059			
66	0.541			
68	0.723			
74	0.968			
78	1.018			
83	0.947			

1
2
3

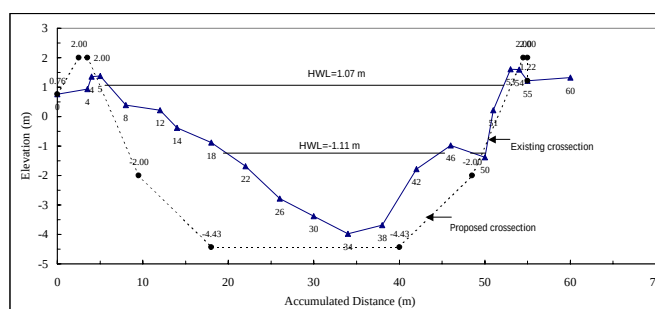


EXISTING AND PROPOSED CROSS-SECTIONAL DATA AT SECTION No. 68 ON TAU HU CANAL

Canal : Tau Hu
Cross-Section : No. 68
Chainage (Km): 12.062 km from junction with Saigon river
No. 68

Existing		Bed Mark	Proposed	
Acc. Distanced (m)	Elevation (EL.m)		cc. Distanced (m)	Elevation (EL.m)
0	0.758		0.00	0.758
3.5	0.933		2.50	2.000
4	1.356		3.50	2.000
5	1.383		9.50	-2.000
8	0.394		18.00	-4.430
12	0.219		40.00	-4.430
14	-0.381		48.50	-2.000
18	-0.881		54.50	2.000
22	-1.681		55.00	2.000
26	-2.781		55.00	1.215
30	-3.381			
34	-3.981			
38	-3.681			
42	-1.781			
46	-0.981			
50	-1.381			
51	0.219			
53	1.608			
54	1.599			
55	1.215			
60	1.33			

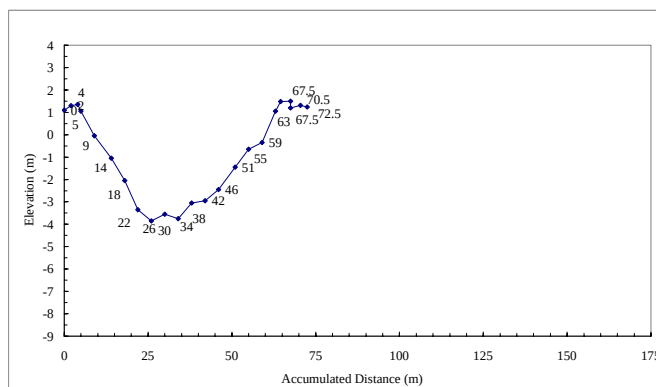
1
2
3



EXISTING CROSS-SECTIONAL DATA AT SECTION No.1 ON DOI - TE CANAL

Canal : Doi - Te
Cross-Section : No. 1
Chainage (Km): 0.231 km from junction with Can Giuoc canal

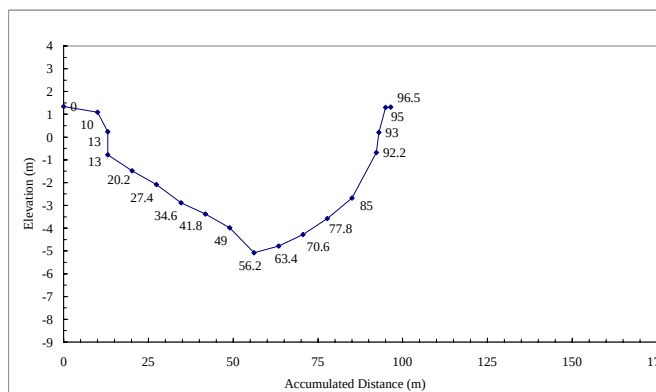
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.09			
2	1.29			
4	1.35			
5	1.05			
9	-0.05			
14	-1.05			
18	-2.05			
22	-3.35			
26	-3.85			
30	-3.55			
34	-3.75			
38	-3.05			
42	-2.95			
46	-2.45			
51	-1.45			
55	-0.65			
59	-0.35			
63	1.05			
65	1.49			
68	1.5			
68	1.2			
71	1.31			
73	1.24			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.2 ON DOI - TE CANAL

Canal : Doi - Te
Cross-Section : No. 2
Chainage (Km): 0.550 km from junction with Can Giuoc canal

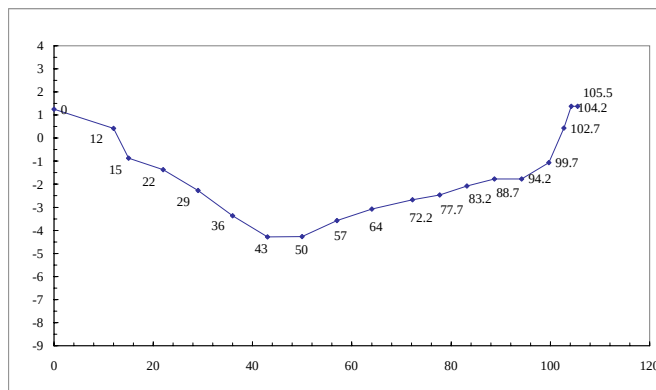
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.35			
10	1.09			
13	0.23			
13	-0.78			
20.2	-1.48			
27.4	-2.08			
34.6	-2.88			
41.8	-3.38			
49	-3.98			
56.2	-5.08			
63.4	-4.78			
70.6	-4.28			
77.8	-3.58			
85	-2.68			
92.2	-0.68			
93	0.21			
95	1.3			
96.5	1.32			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.3 ON DOI - TE CANAL

Canal : Doi - Te
Cross-Section : No. 3
Chainage (Km): 0.680 km from junction with Can Giuoc canal

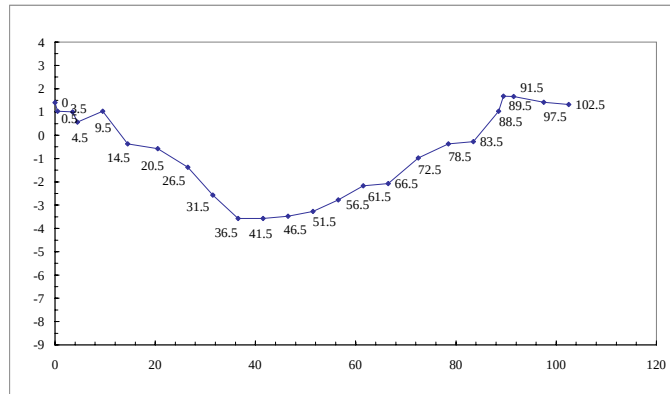
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.25			
12	0.42			
15	-0.87			
22	-1.37			
29	-2.27			
36	-3.37			
43	-4.28			
50	-4.27			
57	-3.57			
64	-3.07			
72.2	-2.67			
77.7	-2.47			
83.2	-2.07			
88.7	-1.77			
94.2	-1.77			
99.7	-1.07			
102.7	0.44			
104.2	1.38			
105.5	1.38			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.4 ON DOI - TE CANAL

Canal : Doi - Te
Cross-Section : No. 4
Chainage (Km): 0.780 km from junction with Can Giuoc canal

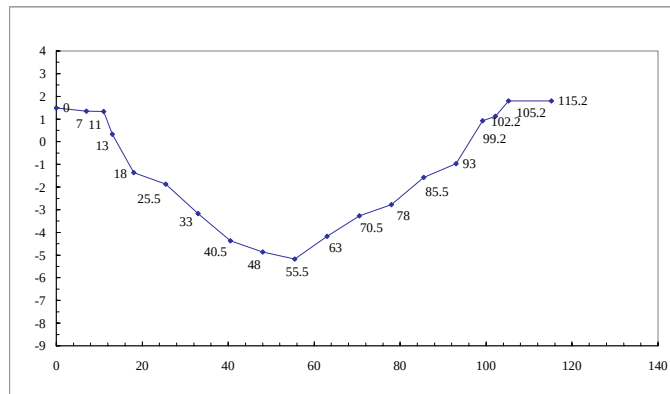
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.4			
0.5	1.03			
3.5	1			
4.5	0.57			
9.5	1.03			
14.5	-0.37			
20.5	-0.57			
26.5	-1.37			
31.5	-2.57			
36.5	-3.57			
41.5	-3.57			
46.5	-3.47			
51.5	-3.27			
56.5	-2.77			
61.5	-2.17			
66.5	-2.07			
72.5	-0.97			
78.5	-0.37			
83.5	-0.27			
88.5	1.03			
89.5	1.68			
91.5	1.67			
97.5	1.41			
102.5	1.32			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.5 ON DOI - TE CANAL

Canal : Doi - Te
Cross-Section : No. 5
Chainage (Km): 1.300 km from junction with Can Giuoc canal

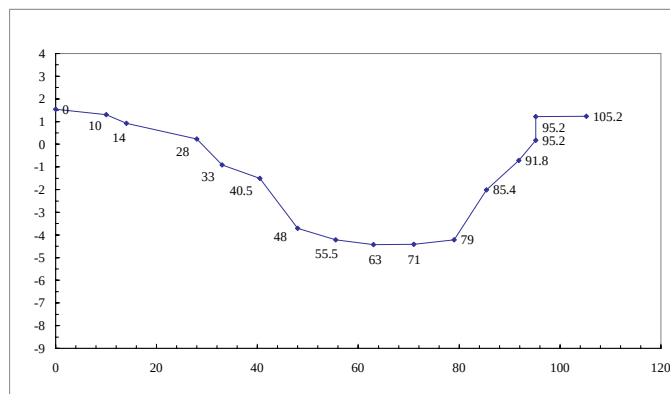
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.49			
7	1.35			
11	1.33			
13	0.33			
18	-1.37			
25.5	-1.87			
33	-3.17			
40.5	-4.37			
48	-4.87			
55.5	-5.17			
63	-4.17			
70.5	-3.27			
78	-2.77			
85.5	-1.57			
93	-0.97			
99.2	0.92			
102.2	1.12			
105.2	1.8			
115.2	1.8			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.6 ON DOI - TE CANAL

Canal : Doi - Te
Cross-Section : No. 6
Chainage (Km): 2.300 km from junction with Can Giuoc canal

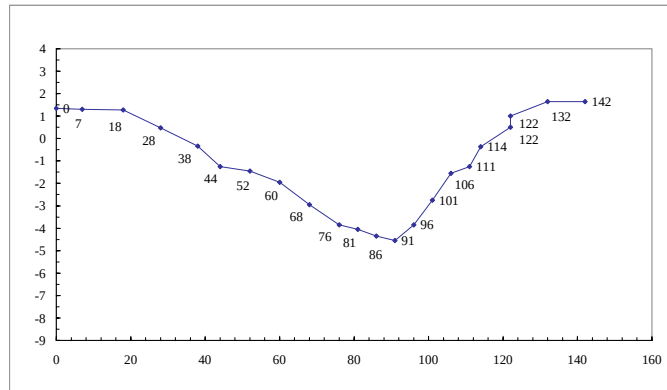
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.55			
10	1.31			
14	0.92			
28	0.23			
33	-0.91			
40.5	-1.51			
48	-3.71			
55.5	-4.21			
63	-4.42			
71	-4.41			
79	-4.21			
85.4	-2.01			
91.8	-0.71			
95.2	0.17			
95.2	1.22			
105.2	1.23			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.7 ON DOI - TE CANAL

Canal : Doi - Te
Cross-Section : No. 7
Chainage (Km): 3.300 km from junction with Can Giuoc canal

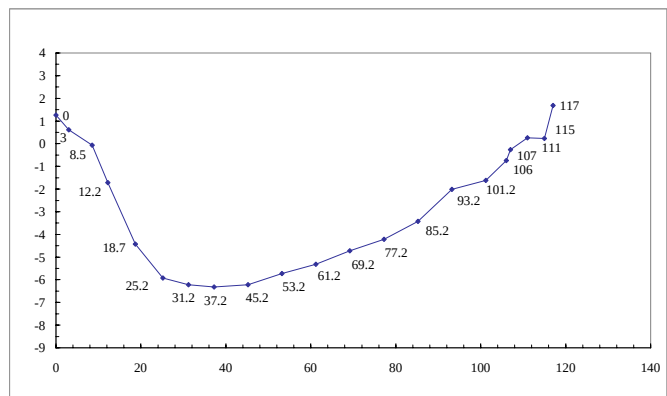
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.34			
7	1.31			
18	1.28			
28	0.47			
38	-0.34			
44	-1.25			
52	-1.45			
60	-1.95			
68	-2.95			
76	-3.85			
81	-4.05			
86	-4.35			
91	-4.55			
96	-3.85			
101	-2.75			
106	-1.55			
111	-1.25			
114	-0.37			
122	0.51			
122	1.01			
132	1.64			
142	1.65			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.8 ON DOI - TE CANAL

Canal : Doi - Te
Cross-Section : No. 8
Chainage (Km): 4.300 km from junction with Can Giuoc canal

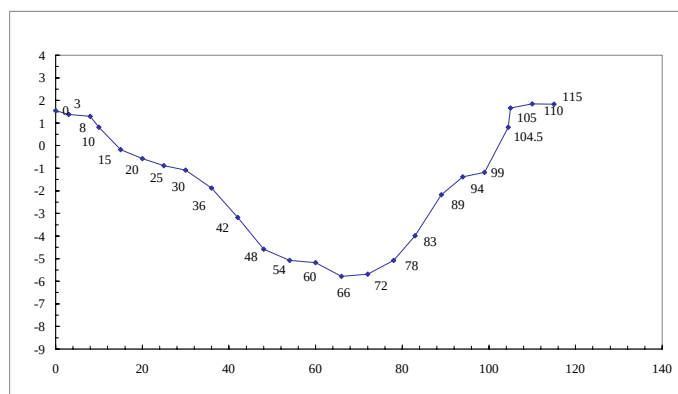
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.26			
3	0.61			
8.5	-0.07			
12.2	-1.72			
18.7	-4.42			
25.2	-5.92			
31.2	-6.22			
37.2	-6.32			
45.2	-6.22			
53.2	-5.72			
61.2	-5.32			
69.2	-4.72			
77.2	-4.22			
85.2	-3.42			
93.2	-2.02			
101.2	-1.62			
106	-0.74			
107	-0.26			
111	0.26			
115	0.23			
117	1.68			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.9 ON DOI - TE CANAL

Canal : Doi - Te
Cross-Section : No. 9
Chainage (Km): 4.469 km from junction with Can Giuoc canal

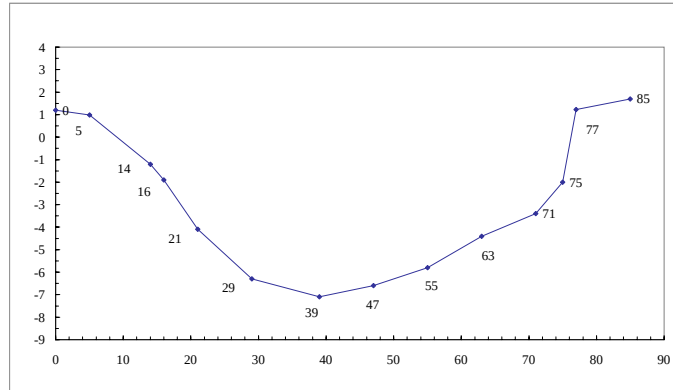
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.55			
3	1.38			
8	1.3			
10	0.82			
15	-0.18			
20	-0.58			
25	-0.88			
30	-1.08			
36	-1.88			
42	-3.18			
48	-4.58			
54	-5.08			
60	-5.18			
66	-5.78			
72	-5.68			
78	-5.08			
83	-3.98			
89	-2.18			
94	-1.38			
99	-1.18			
104.5	0.82			
105	1.66			
110	1.85			
115	1.84			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.10 ON DOI - TE CANAL

Canal : Doi - Te
Cross-Section : No. 10
Chainage (Km): 5.300 km from junction with Can Giuoc canal

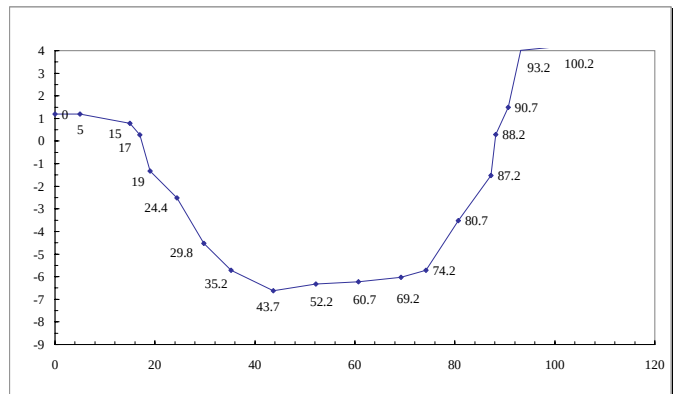
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.2			
5	0.99			
14	-1.2			
16	-1.9			
21	-4.1			
29	-6.3			
39	-7.1			
47	-6.6			
55	-5.8			
63	-4.4			
71	-3.4			
75	-2			
77	1.22			
85	1.69			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.11 ON DOI - TE CANAL

Canal : Doi - Te
Cross-Section : No. 11
Chainage (Km): 6.300 km from junction with Can Giuoc canal

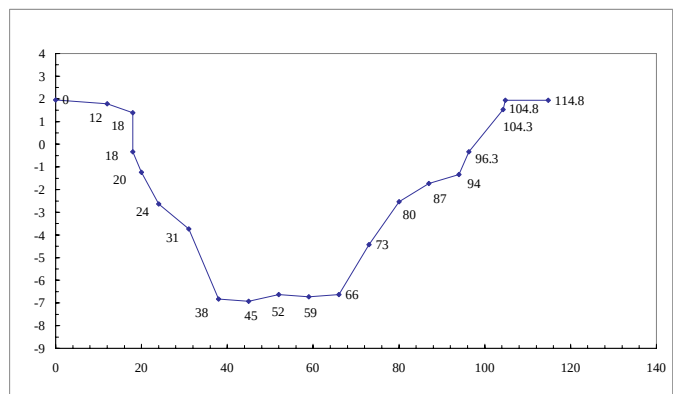
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.2			
5	1.2			
15	0.78			
17	0.28			
19	-1.32			
24.4	-2.52			
29.8	-4.52			
35.2	-5.72			
43.7	-6.62			
52.2	-6.32			
60.7	-6.22			
69.2	-6.02			
74.2	-5.72			
80.7	-3.52			
87.2	-1.52			
88.2	0.29			
90.7	1.5			
93.2	4.02			
100.2	4.17			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.12 ON DOI - TE CANAL

Canal : Doi - Te
Cross-Section : No. 12
Chainage (Km): 7.300 km from junction with Can Giuoc canal

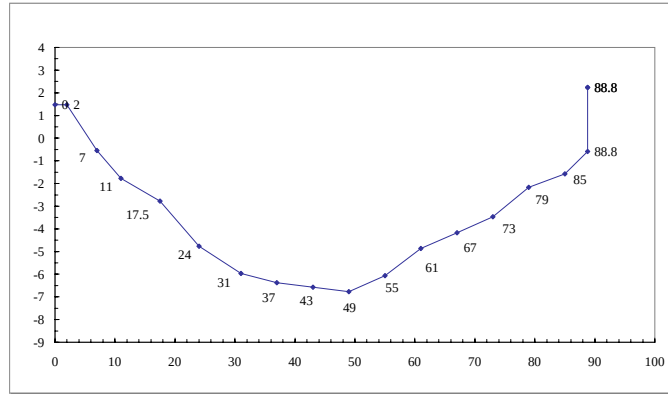
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.96			
12	1.79			
18	1.39			
18	-0.33			
20	-1.23			
24	-2.63			
31	-3.73			
38	-6.83			
45	-6.93			
52	-6.63			
59	-6.73			
66	-6.63			
73	-4.43			
80	-2.53			
87	-1.73			
94	-1.33			
96.3	-0.33			
104.3	1.53			
104.8	1.94			
114.8	1.94			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.13 ON DOI - TE CANAL

Canal : Doi - Te
Cross-Section : No. 13
Chainage (Km): 8.300 km from junction with Can Giuoc canal

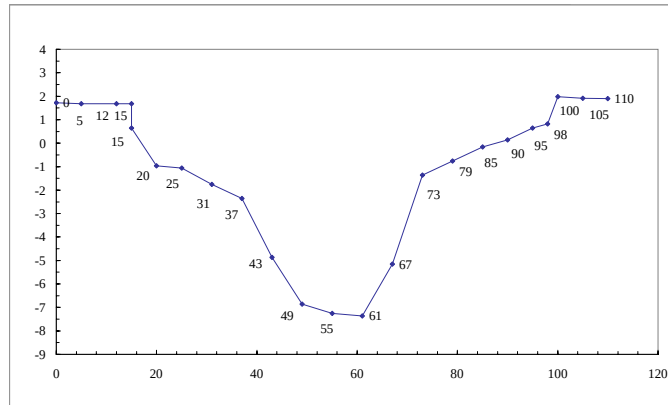
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.47			
2	1.47			
7	-0.54			
11	-1.77			
17.5	-2.77			
24	-4.77			
31	-5.97			
37	-6.37			
43	-6.57			
49	-6.77			
55	-6.07			
61	-4.87			
67	-4.17			
73	-3.47			
79	-2.17			
85	-1.57			
88.8	-0.59			
88.8	2.23			
88.8	2.23			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.14 ON DOI - TE CANAL

Canal : Doi - Te
Cross-Section : No. 14
Chainage (Km): 8.800 km from junction with Can Giuoc canal

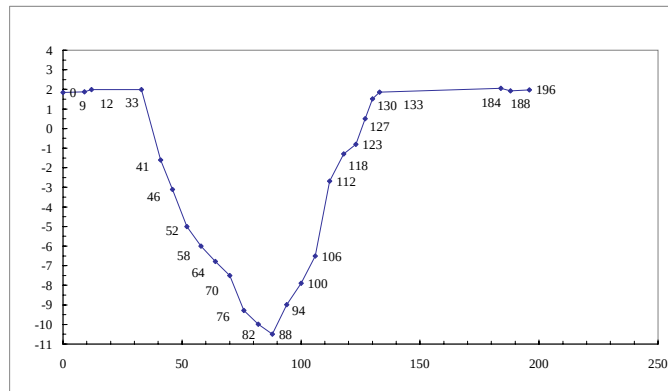
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.72			
5	1.68			
12	1.68			
15	1.68			
15	0.64			
20	-0.96			
25	-1.06			
31	-1.76			
37	-2.36			
43	-4.86			
49	-6.86			
55	-7.26			
61	-7.36			
67	-5.16			
73	-1.36			
79	-0.76			
85	-0.16			
90	0.14			
95	0.64			
98	0.82			
100	1.98			
105	1.91			
110	1.9			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.15 ON DOI - TE CANAL

Canal : Doi - Te
Cross-Section : No. 15
Chainage (Km): 8.990 km from junction with Can Giuoc canal

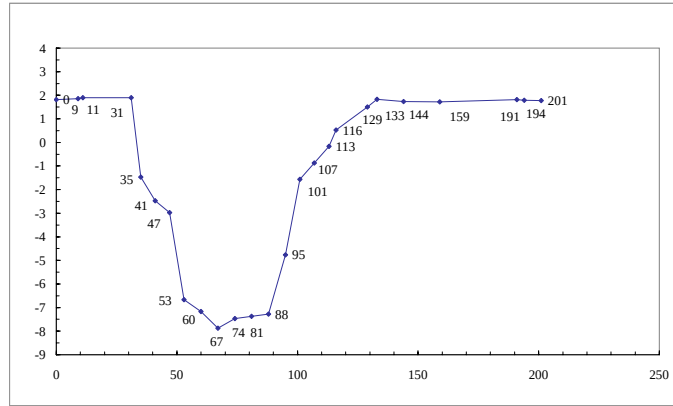
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.85			
9	1.88			
12	1.99			
33	1.99			
41	-1.6			
46	-3.1			
52	-5			
58	-6			
64	-6.79			
70	-7.5			
76	-9.29			
82	-9.99			
88	-10.49			
94	-8.99			
100	-7.89			
106	-6.5			
112	-2.69			
118	-1.29			
123	-0.8			
127	0.51			
130	1.51			
133	1.86			
184	2.05			
188	1.93			
196	1.97			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.16 ON DOI - TE CANAL

Canal : Doi - Te
Cross-Section : No. 16
Chainage (Km): 9.080 km from junction with Can Giuoc canal

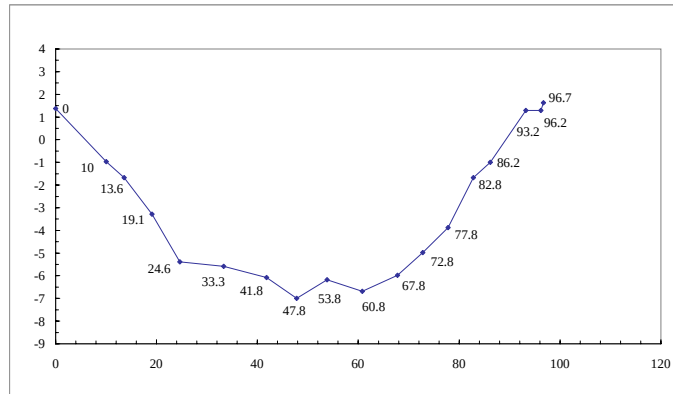
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.81			
9	1.85			
11	1.9			
31	1.9			
35	-1.47			
41	-2.47			
47	-2.97			
53	-6.67			
60	-7.17			
67	-7.87			
74	-7.47			
81	-7.37			
88	-7.27			
95	-4.77			
101	-1.57			
107	-0.87			
113	-0.17			
116	0.53			
129	1.5			
133	1.83			
144	1.73			
159	1.72			
191	1.81			
194	1.79			
201	1.77			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.17 ON DOI - TE CANAL

Canal : Doi - Te
Cross-Section : No. 17
Chainage (Km): 9.300 km from junction with Can Giuoc canal

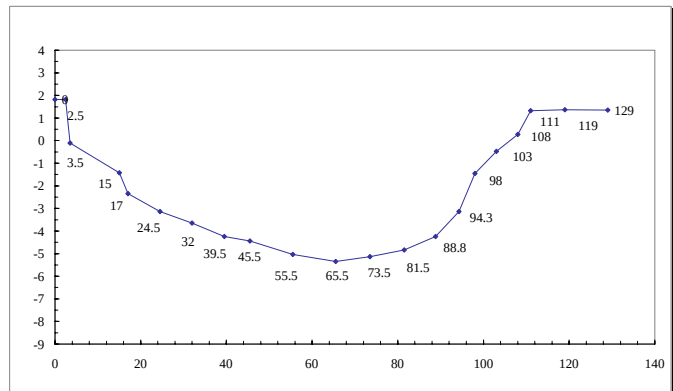
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.38			
10	-0.97			
13.6	-1.68			
19.1	-3.28			
24.6	-5.38			
33.3	-5.58			
41.8	-6.08			
47.8	-6.99			
53.8	-6.18			
60.8	-6.68			
67.8	-5.98			
72.8	-4.98			
77.8	-3.88			
82.8	-1.68			
86.2	-1			
93.2	1.29			
96.2	1.29			
96.7	1.63			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.18 ON DOI - TE CANAL

Canal : Doi - Te
Cross-Section : No.18
Chainage (Km): 10.300 km from junction with Can Giuoc canal

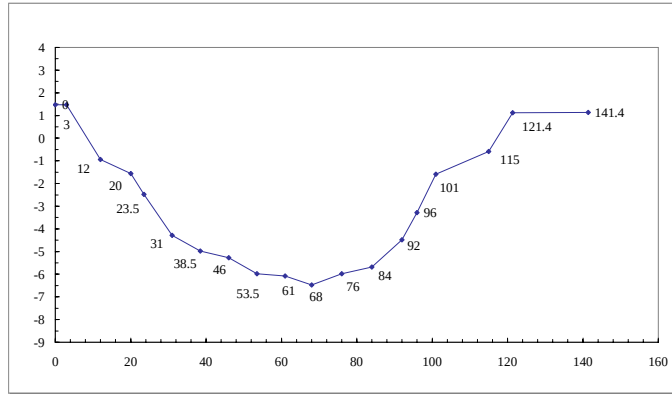
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.82			
2.5	1.82			
3.5	-0.1			
15	-1.43			
17	-2.34			
24.5	-3.14			
32	-3.64			
39.5	-4.24			
45.5	-4.44			
55.5	-5.04			
65.5	-5.34			
73.5	-5.14			
81.5	-4.84			
88.8	-4.24			
94.3	-3.14			
98	-1.45			
103	-0.47			
108	0.28			
111	1.33			
119	1.37			
129	1.35			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.19 ON DOI - TE CANAL

Canal : Doi - Te
Cross-Section : No. 19
Chainage (Km): km from junction with Can Giuoc canal

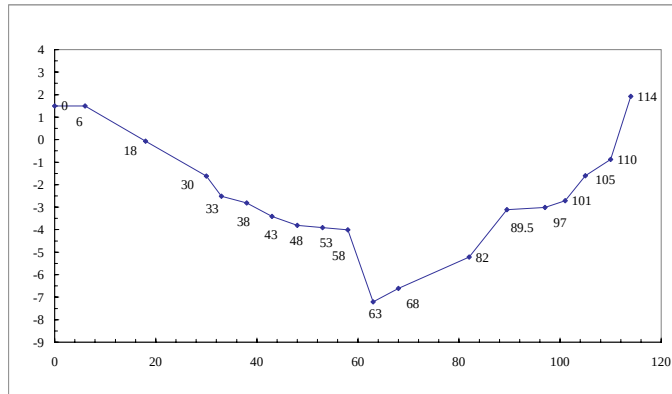
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.48			
3	1.48			
12	-0.94			
20	-1.56			
23.5	-2.48			
31	-4.28			
38.5	-4.98			
46	-5.28			
53.5	-5.98			
61	-6.08			
68	-6.48			
76	-5.98			
84	-5.68			
92	-4.48			
96	-3.28			
101	-1.59			
115	-0.59			
121.4	1.12			
141.4	1.13			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.20 ON DOI - TE CANAL

Canal : Doi - Te
Cross-Section : No.20
Chainage (Km): 12.300 km from junction with Can Giuoc canal

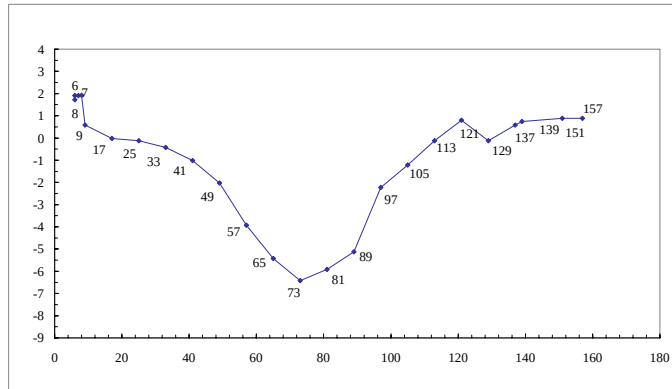
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.49			
6	1.49			
18	-0.07			
30	-1.62			
33	-2.51			
38	-2.81			
43	-3.41			
48	-3.81			
53	-3.91			
58	-4.01			
63	-7.21			
68	-6.61			
82	-5.21			
89.5	-3.11			
97	-3.01			
101	-2.71			
105	-1.6			
110	-0.88			
114	1.92			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.21 ON DOI - TE CANAL

Canal : Doi - Te
Cross-Section : No.21
Chainage (Km): 13.200 km from junction with Can Giuoc canal

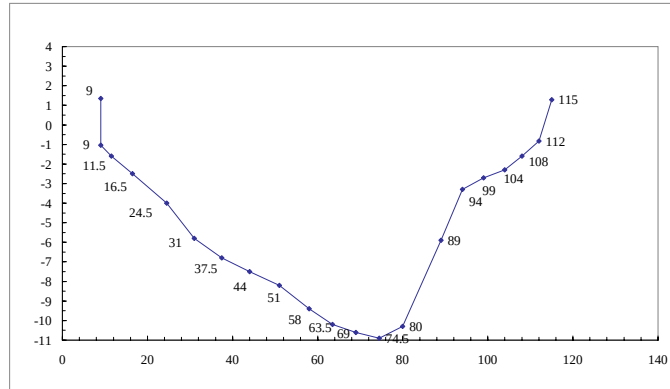
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.72			
6	1.72			
6	1.91			
7	1.91			
8	1.92			
9	0.58			
17	-0.02			
25	-0.12			
33	-0.42			
41	-1.02			
49	-2.02			
57	-3.92			
65	-5.42			
73	-6.42			
81	-5.92			
89	-5.12			
97	-2.22			
105	-1.22			
113	-0.12			
121	0.8			
129	-0.12			
137	0.58			
139	0.75			
151	0.88			
157	0.89			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.22 ON DOI - TE CANAL

Canal : Doi - Te
 Cross-Section : No.22
 Chainage (Km): 13.300 km from junction with Can Giuoc canal
 No.22

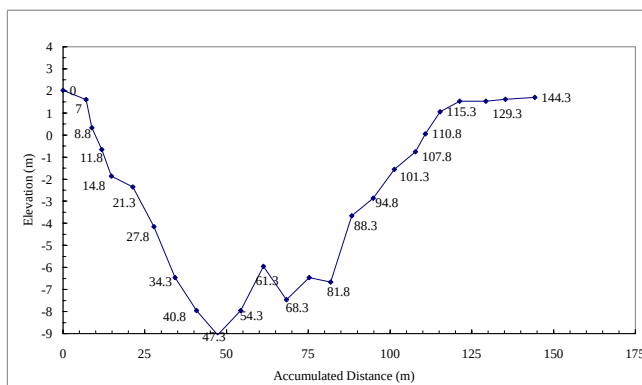
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.58			
9	1.35			
9	-1.04			
11.5	-1.6			
16.5	-2.5			
24.5	-4			
31	-5.8			
37.5	-6.8			
44	-7.5			
51	-8.2			
58	-9.4			
63.5	-10.2			
69	-10.6			
74.5	-10.9			
80	-10.3			
89	-5.9			
94	-3.3			
99	-2.7			
104	-2.3			
108	-1.6			
112	-0.83			
115	1.29			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.1 ON ONGLON-CAYKHO CANAL

Canal : Ong Lon
Cross-Section : No. 1
Chainage (Km): 0.000 km from junction with Te canal

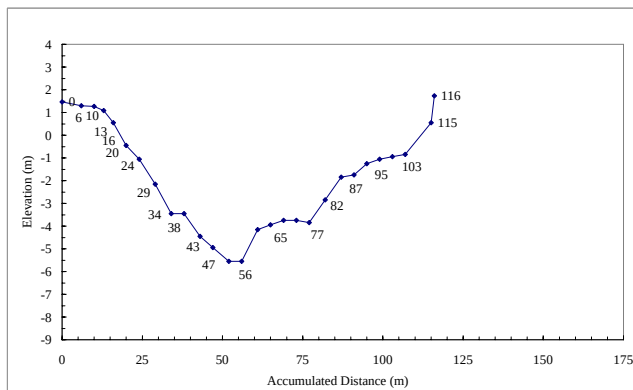
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	2.03			
7	1.61			
8.8	0.33			
11.8	-0.66			
14.8	-1.86			
21.3	-2.36			
27.8	-4.16			
34.3	-6.46			
40.8	-7.96			
47.3	-9.06			
54.3	-7.96			
61.3	-5.96			
68.3	-7.46			
75.3	-6.46			
81.8	-6.66			
88.3	-3.66			
94.8	-2.86			
101.3	-1.56			
107.8	-0.76			
110.8	0.05			
115.3	1.05			
121.3	1.54			
129.3	1.53			
135.3	1.62			
144.3	1.71			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.2 ON ONGLON-CAYKHO CANAL

Canal : Ong Lon
Cross-Section : No. 2
Chainage (Km): 0.200 km from junction with Te canal

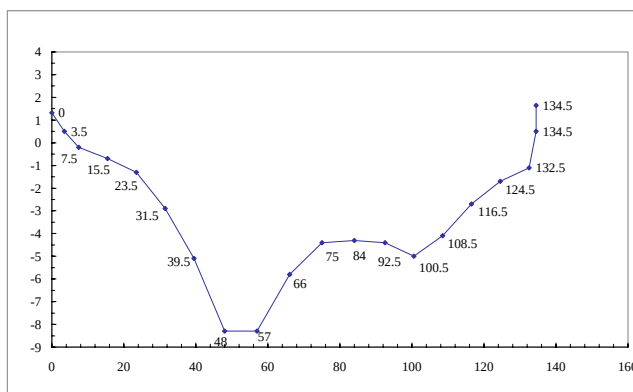
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.47			
6	1.29			
10	1.27			
13	1.08			
16	0.55			
20	-0.45			
24	-1.05			
29	-2.15			
34	-3.45			
38	-3.45			
43	-4.45			
47	-4.95			
52	-5.55			
56	-5.55			
61	-4.15			
65	-3.95			
69	-3.75			
73	-3.75			
77	-3.85			
82	-2.85			
87	-1.85			
91	-1.75			
95	-1.25			
99	-1.05			
103	-0.95			
107	-0.85			
115	0.55			
116	1.73			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.3 ON ONGLON-CAYKHO CANAL

Canal : Ong Lon
Cross-Section : No. 3
Chainage (Km): 1.000 km from junction with Te canal

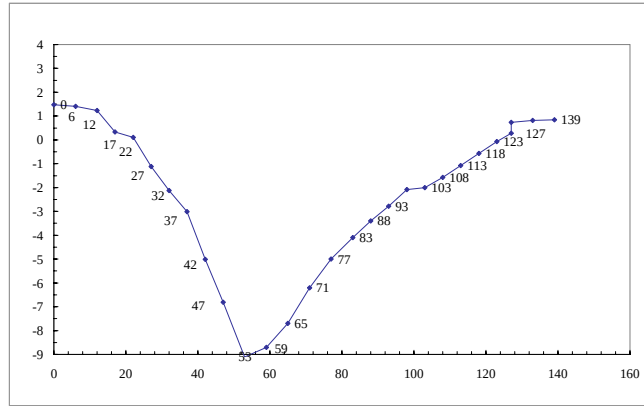
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.32			
3.5	0.5			
7.5	-0.2			
15.5	-0.7			
23.5	-1.3			
31.5	-2.9			
39.5	-5.1			
48	-8.3			
57	-8.3			
66	-5.8			
75	-4.4			
84	-4.3			
92.5	-4.4			
100.5	-5			
108.5	-4.1			
116.5	-2.7			
124.5	-1.7			
132.5	-1.1			
134.5	0.5			
134.5	1.64			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.4 ON ONGLON-CAYKHO CANAL

Canal : Ong Lon
Cross-Section : No. 4
Chainage (Km): 2.000 km from junction with Te canal

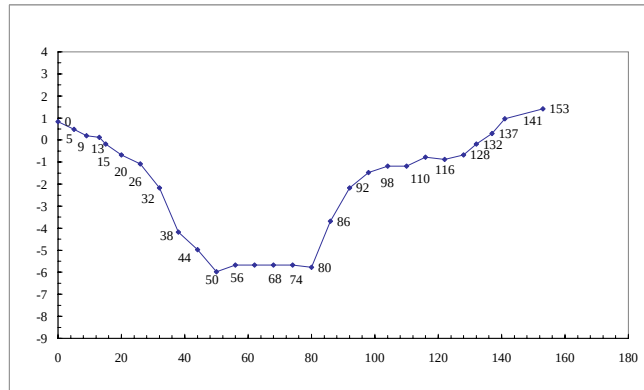
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.47			
6	1.41			
12	1.24			
17	0.34			
22	0.1			
27	-1.12			
32	-2.12			
37	-3.01			
42	-5.01			
47	-6.81			
53	-9.11			
59	-8.71			
65	-7.7			
71	-6.2			
77	-5			
83	-4.1			
88	-3.4			
93	-2.78			
98	-2.08			
103	-2			
108	-1.57			
113	-1.07			
118	-0.57			
123	-0.07			
127	0.28			
127	0.74			
133	0.82			
139	0.84			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.5 ON ONGLON-CAYKHO CANAL

Canal : Ong Lon
Cross-Section : No. 5
Chainage (Km): 3.152 km from junction with Te canal

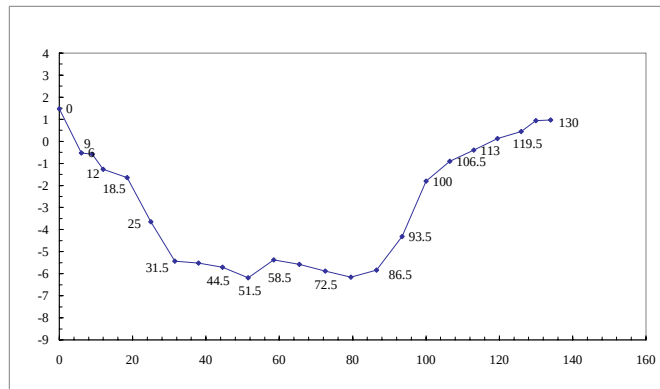
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	0.84			
5	0.48			
9	0.2			
13	0.12			
15	-0.18			
20	-0.68			
26	-1.08			
32	-2.18			
38	-4.18			
44	-4.98			
50	-5.98			
56	-5.68			
62	-5.68			
68	-5.68			
74	-5.68			
80	-5.78			
86	-3.68			
92	-2.18			
98	-1.48			
104	-1.18			
110	-1.18			
116	-0.78			
122	-0.88			
128	-0.68			
132	-0.18			
137	0.3			
141	0.97			
153	1.42			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.6 ON ONGLON-CAYKHO CANAL

Canal : Ong Lon
Cross-Section : No. 6
Chainage (Km): 3.180 km from junction with Te canal

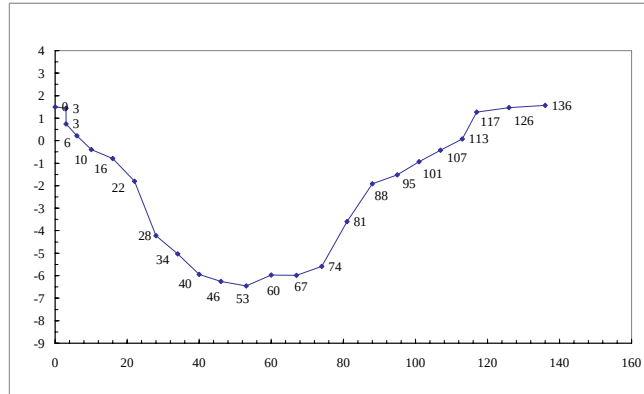
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.47			
6	-0.53			
9	-0.58			
12	-1.27			
18.5	-1.65			
25	-3.64			
31.5	-5.43			
38	-5.52			
44.5	-5.71			
51.5	-6.19			
58.5	-5.38			
65.5	-5.57			
72.5	-5.88			
79.5	-6.15			
86.5	-5.84			
93.5	-4.32			
100	-1.81			
106.5	-0.9			
113	-0.39			
119.5	0.13			
126	0.44			
130	0.94			
134	0.97			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.7 ON ONGLON-CAYKHO CANAL

Canal : Ong Lon
Cross-Section : No. 7
Chainage (Km): 4.000 km from junction with Te canal

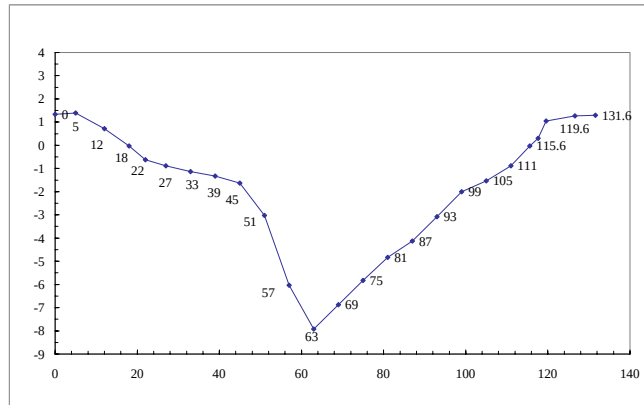
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.5			
3	1.44			
3	0.74			
6	0.22			
10	-0.39			
16	-0.8			
22	-1.81			
28	-4.22			
34	-5.03			
40	-5.94			
46	-6.25			
53	-6.46			
60	-5.97			
67	-5.98			
74	-5.59			
81	-3.6			
88	-1.91			
95	-1.52			
101	-0.93			
107	-0.43			
113	0.07			
117	1.27			
126	1.47			
136	1.57			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.8 ON ONGLON-CAYKHO CANAL

Canal : Ong Lon
Cross-Section : No. 8
Chainage (Km): 4.614 km from junction with Te canal

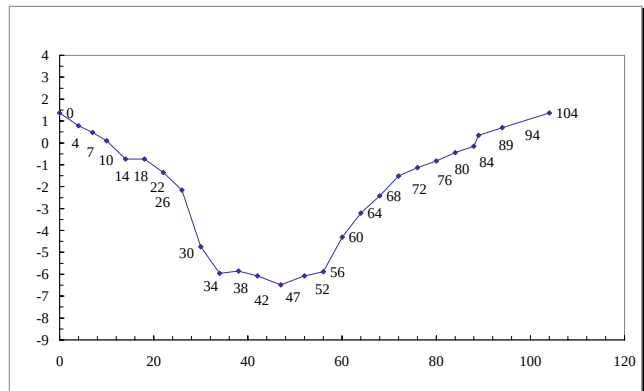
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.34			
5	1.39			
12	0.71			
18	-0.03			
22	-0.63			
27	-0.88			
33	-1.13			
39	-1.33			
45	-1.63			
51	-3.03			
57	-6.03			
63	-7.93			
69	-6.88			
75	-5.83			
81	-4.83			
87	-4.13			
93	-3.08			
99	-2.01			
105	-1.53			
111	-0.88			
115.6	-0.03			
117.6	0.3			
119.6	1.05			
126.6	1.27			
131.6	1.3			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.9 ON ONGLON-CAYKHO CANAL

Canal : Ong Lon
Cross-Section : No. 9
Chainage (Km): 4.814 km from junction with Te canal

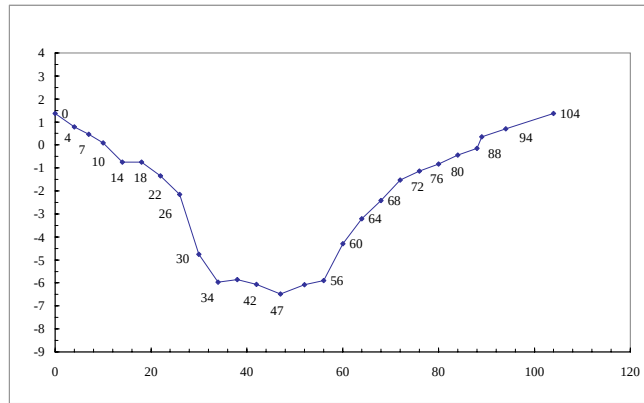
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.37			
4	0.79			
7	0.47			
10	0.09			
14	-0.74			
18	-0.74			
22	-1.35			
26	-2.15			
30	-4.75			
34	-5.96			
38	-5.86			
42	-6.07			
47	-6.48			
52	-6.08			
56	-5.89			
60	-4.3			
64	-3.21			
68	-2.42			
72	-1.52			
76	-1.13			
80	-0.83			
84	-0.44			
88	-0.15			
89	0.35			
94	0.7			
104	1.37			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.10 ON ONGLON-CAYKHO CANAL

Canal : Cay kho
Cross-Section : No. 10
Chainage (Km): 0.000 km from junction with Ong Lon canal

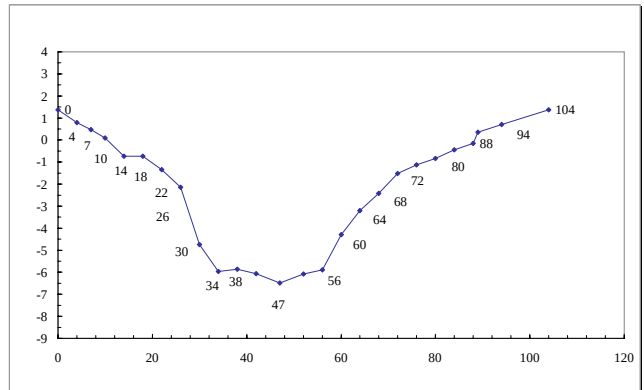
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.37			
4	0.79			
7	0.47			
10	0.09			
14	-0.74			
18	-0.74			
22	-1.35			
26	-2.15			
30	-4.75			
34	-5.96			
38	-5.86			
42	-6.07			
47	-6.48			
52	-6.08			
56	-5.89			
60	-4.3			
64	-3.21			
68	-2.42			
72	-1.52			
76	-1.13			
80	-0.83			
84	-0.44			
88	-0.15			
89	0.35			
94	0.7			
104	1.37			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.11 ON ONGLON-CAYKHO CANAL

Canal : Cay kho
Cross-Section : No. 11
Chainage (Km): 0.186 km from junction with Ong Lon canal

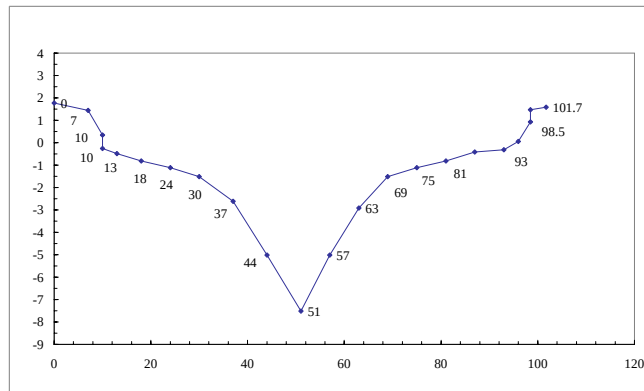
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.37			
4	0.79			
7	0.47			
10	0.09			
14	-0.74			
18	-0.74			
22	-1.35			
26	-2.15			
30	-4.75			
34	-5.96			
38	-5.86			
42	-6.07			
47	-6.48			
52	-6.08			
56	-5.89			
60	-4.3			
64	-3.21			
68	-2.42			
72	-1.52			
76	-1.13			
80	-0.83			
84	-0.44			
88	-0.15			
89	0.35			
94	0.7			
104	1.37			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.12 ON ONGLON-CAYKHO CANAL

Canal : Cay Kho
Cross-Section : No. 12
Chainage (Km): 1.186 km from junction with Ong Lon canal

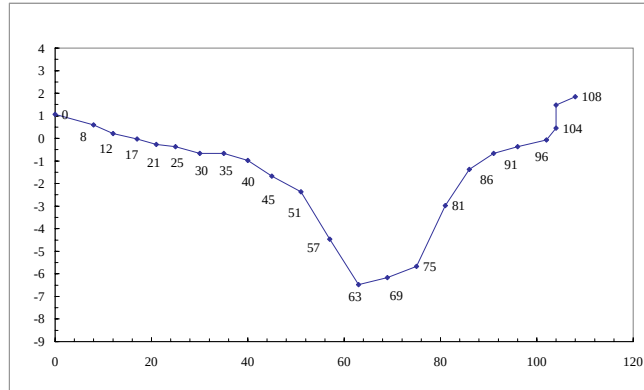
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.77			
7	1.45			
10	0.34			
10	-0.26			
13	-0.48			
18	-0.82			
24	-1.12			
30	-1.52			
37	-2.62			
44	-5.02			
51	-7.52			
57	-5.02			
63	-2.92			
69	-1.52			
75	-1.12			
81	-0.82			
87	-0.42			
93	-0.32			
96	0.06			
98.5	0.93			
98.5	1.47			
101.7	1.59			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.13 ON ONGLON-CAYKHO CANAL

Canal : Cay Kho
Cross-Section : No. 13
Chainage (Km): 2.186 km from junction with Ong Lon canal

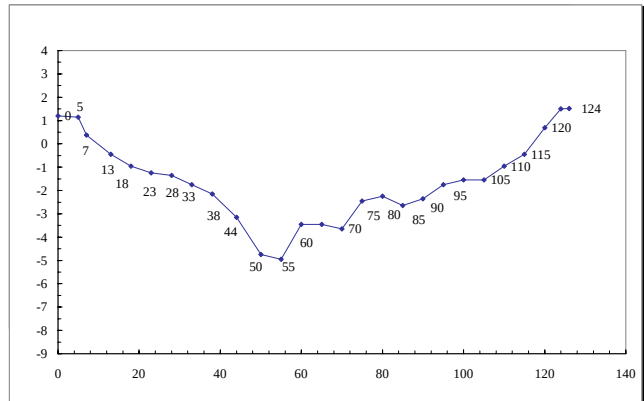
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.06			
8	0.6			
12	0.22			
17	-0.02			
21	-0.27			
25	-0.37			
30	-0.67			
35	-0.67			
40	-0.97			
45	-1.67			
51	-2.37			
57	-4.47			
63	-6.47			
69	-6.17			
75	-5.67			
81	-2.97			
86	-1.37			
91	-0.67			
96	-0.37			
102	-0.07			
104	0.45			
104	1.47			
108	1.85			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.14 ON ONGLON-CAYKHO CANAL

Canal : Cay Kho
Cross-Section : No. 14
Chainage (Km): 2.986 km from junction with Ong Lon canal

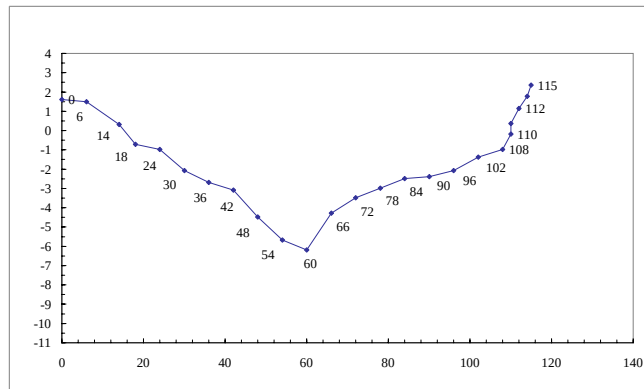
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.2			
5	1.15			
7	0.38			
13	-0.45			
18	-0.95			
23	-1.25			
28	-1.35			
33	-1.75			
38	-2.15			
44	-3.15			
50	-4.75			
55	-4.95			
60	-3.45			
65	-3.45			
70	-3.65			
75	-2.45			
80	-2.25			
85	-2.65			
90	-2.35			
95	-1.75			
100	-1.55			
105	-1.55			
110	-0.95			
115	-0.45			
120	0.69			
124	1.5			
126	1.52			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.15 ON ONGLON-CAYKHO CANAL

Canal : Cay Kho
Cross-Section : No. 15
Chainage (Km): 3.186 km from junction with Ong Lon canal

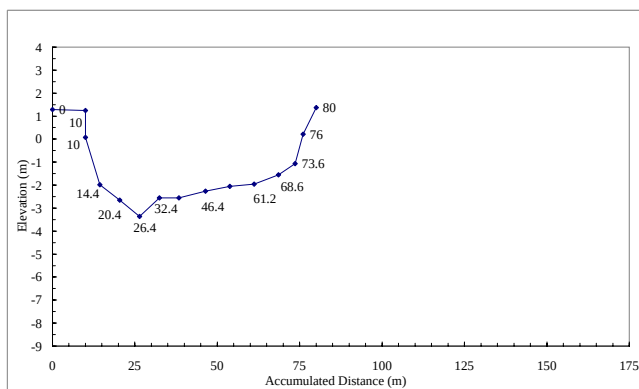
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.61			
6	1.5			
14	0.32			
18	-0.71			
24	-0.98			
30	-2.08			
36	-2.68			
42	-3.08			
48	-4.48			
54	-5.68			
60	-6.18			
66	-4.28			
72	-3.48			
78	-2.98			
84	-2.48			
90	-2.38			
96	-2.08			
102	-1.38			
108	-0.98			
110	-0.18			
110	0.36			
112	1.14			
114	1.78			
115	2.36			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.1 ON XOM CUI CANAL

Canal : Xom Cui
Cross-Section : No. 1
Chainage (Km): 0.000 km from junction with Doi canal

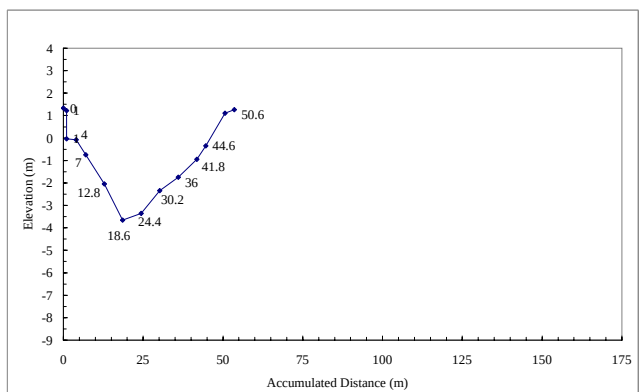
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.29			
10	1.25			
10	0.07			
14.4	-1.98			
20.4	-2.66			
26.4	-3.36			
32.4	-2.56			
38.4	-2.56			
46.4	-2.26			
53.8	-2.06			
61.2	-1.96			
68.6	-1.56			
73.6	-1.06			
76	0.22			
80	1.37			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.2 ON XOM CUI CANAL

Canal : Xom Cui
Cross-Section : No. 2
Chainage (Km): 0.900 km from junction with Doi canal

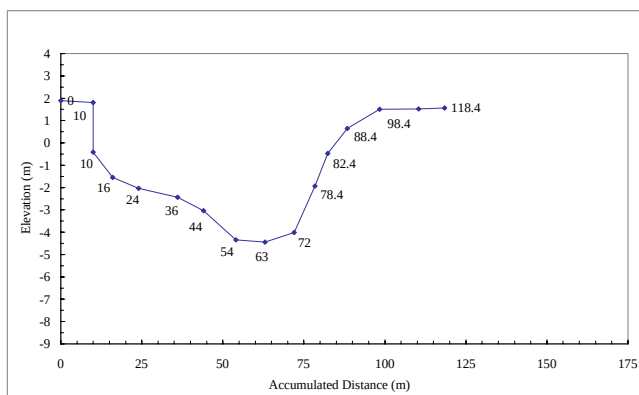
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.34			
1	1.22			
1	-0.04			
4	-0.07			
7	-0.75			
12.8	-2.05			
18.6	-3.65			
24.4	-3.35			
30.2	-2.35			
36	-1.75			
41.8	-0.95			
44.6	-0.35			
50.6	1.1			
53.6	1.27			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.3 ON XOM CUI CANAL

Canal : Xom Cui
Cross-Section : No. 3
Chainage (Km): 1.900 km from junction with Doi canal

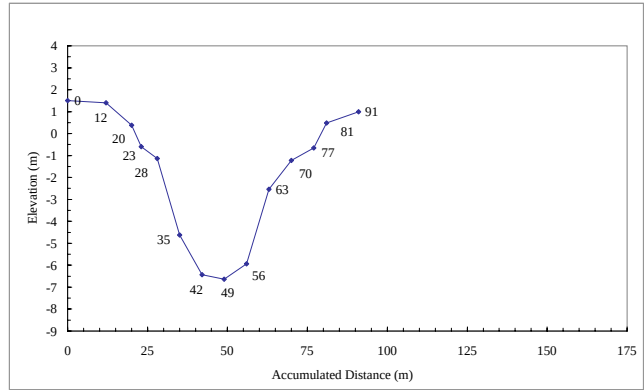
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.89			
10	1.8			
10	-0.41			
16	-1.54			
24	-2.04			
36	-2.44			
44	-3.04			
54	-4.34			
63	-4.44			
72	-4.01			
78.4	-1.94			
82.4	-0.47			
88.4	0.64			
98.4	1.51			
110.4	1.52			
118.4	1.56			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.4 ON XOM CUI CANAL

Canal : Xom Cui
Cross-Section : No. 4
Chainage (Km): 2.900 km from junction with Doi canal

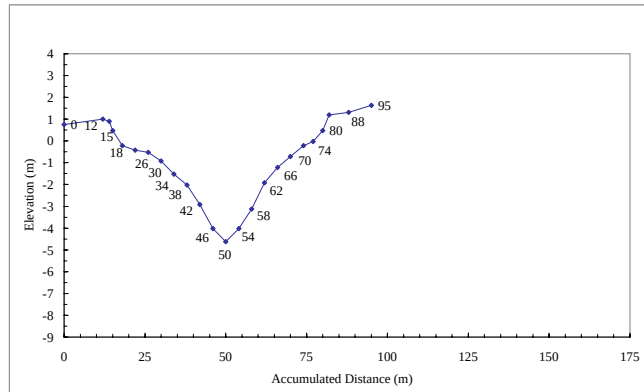
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.5			
12	1.41			
20	0.38			
23	-0.6			
28	-1.13			
35	-4.63			
42	-6.43			
49	-6.63			
56	-5.93			
63	-2.53			
70	-1.23			
77	-0.65			
81	0.49			
91	1			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.5 ON XOM CUI CANAL

Canal : Xom Cui
Cross-Section : No. 5
Chainage (Km): 3.380 km from junction with Doi canal

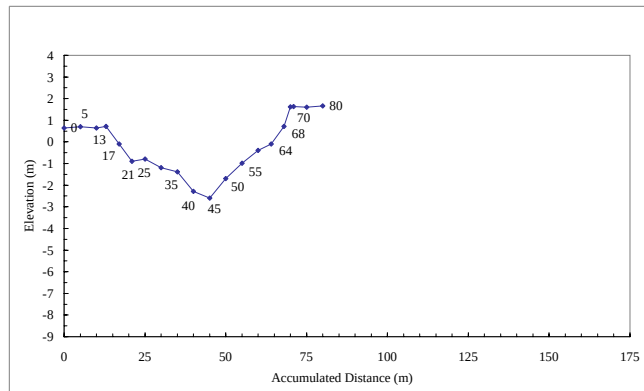
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	0.76			
12	1			
14	0.9			
15	0.48			
18	-0.22			
22	-0.42			
26	-0.52			
30	-0.92			
34	-1.52			
38	-2.02			
42	-2.92			
46	-4.02			
50	-4.62			
54	-4.02			
58	-3.12			
62	-1.92			
66	-1.22			
70	-0.72			
74	-0.22			
77	-0.02			
80	0.48			
82	1.2			
88	1.31			
95	1.63			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.6 ON XOM CUI CANAL

Canal : Xom Cui
Cross-Section : No. 6
Chainage (Km): 3.780 km from junction with Doi canal

Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	0.65			
5	0.7			
10	0.64			
13	0.72			
17	-0.09			
21	-0.89			
25	-0.79			
30	-1.19			
35	-1.39			
40	-2.29			
45	-2.59			
50	-1.69			
55	-0.99			
60	-0.39			
64	-0.09			
68	0.72			
70	1.62			
71	1.63			
75	1.6			
80	1.67			

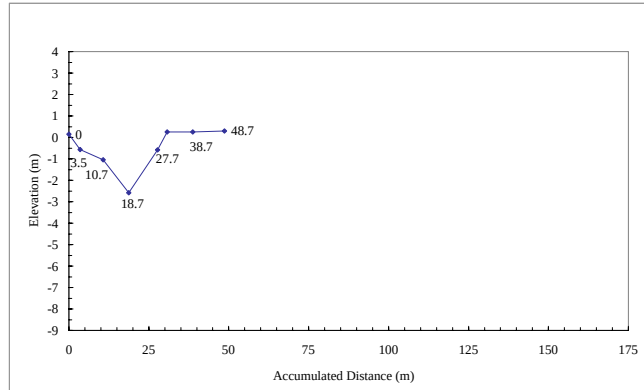


EXISTING CROSS-SECTIONAL DATA AT SECTION No.7 ON XOM CUI CANAL

Canal : Xom Cui
Cross-Section : No. 7
Chainage (Km): 3.900 km from junction with Doi canal

No. 7

Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	0.15			
3.5	-0.56			
10.7	-1.05			
18.7	-2.58			
27.7	-0.58			
30.7	0.25			
38.7	0.26			
48.7	0.3			

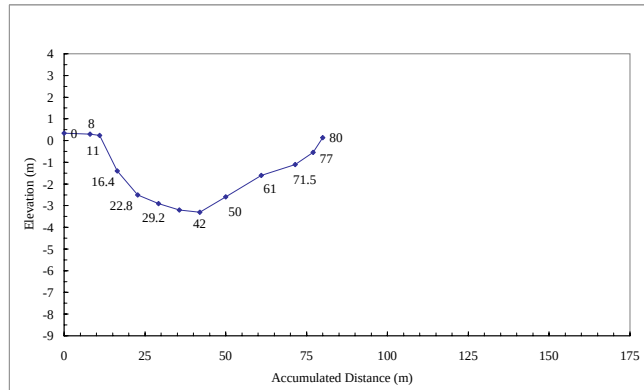


EXISTING CROSS-SECTIONAL DATA AT SECTION No.8 ON XOM CUI CANAL

Canal : Xom Cui
Cross-Section : No. 8
Chainage (Km): 4.900 km from junction with Doi canal

No. 8

Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	0.34			
8	0.29			
11	0.23			
16.4	-1.4			
22.8	-2.5			
29.2	-2.9			
35.6	-3.2			
42	-3.3			
50	-2.6			
61	-1.6			
71.5	-1.1			
77	-0.55			
80	0.14			

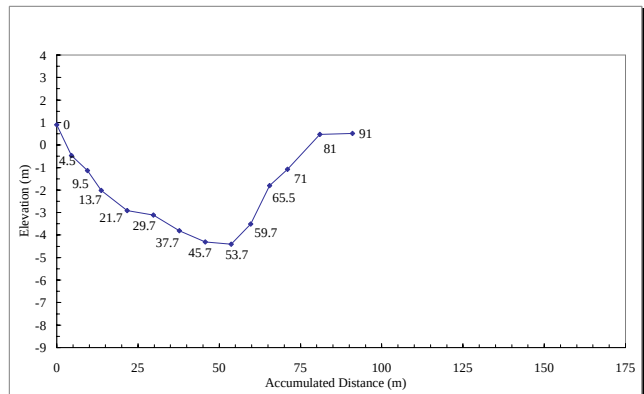


EXISTING CROSS-SECTIONAL DATA AT SECTION No.9 ON XOM CUI CANAL

Canal : Xom Cui
Cross-Section : No. 9
Chainage (Km): 5.900 km from junction with Doi canal

No. 9

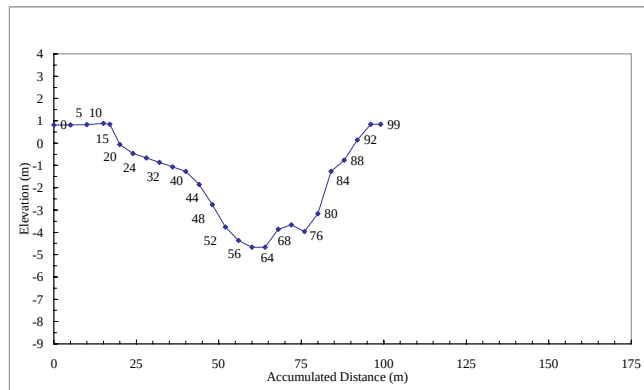
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	0.9			
4.5	-0.46			
9.5	-1.14			
13.7	-2.01			
21.7	-2.91			
29.7	-3.11			
37.7	-3.81			
45.7	-4.31			
53.7	-4.41			
59.7	-3.51			
65.5	-1.81			
71	-1.08			
81	0.47			
91	0.52			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.10 ON XOM CUI CANAL

Canal : Xom Cui
Cross-Section : No. 10
Chainage (Km): 6.650 km from junction with Doi canal

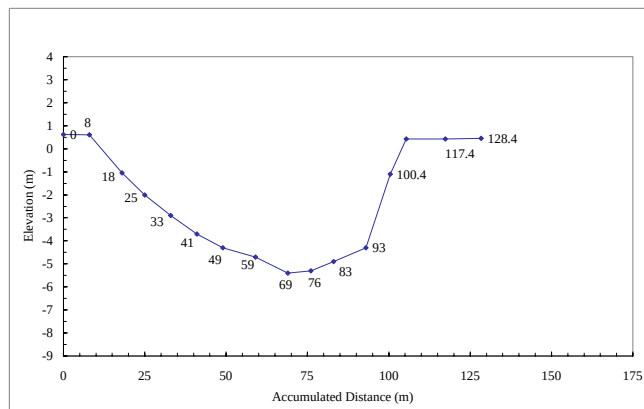
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	0.82			
5	0.82			
10	0.83			
15	0.88			
17	0.84			
20	-0.06			
24	-0.46			
28	-0.66			
32	-0.86			
36	-1.06			
40	-1.26			
44	-1.86			
48	-2.76			
52	-3.76			
56	-4.36			
60	-4.66			
64	-4.66			
68	-3.86			
72	-3.66			
76	-3.96			
80	-3.16			
84	-1.26			
88	-0.76			
92	0.14			
96	0.84			
99	0.84			
103	0.88			
108	0.84			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.11 ON XOM CUI CANAL

Canal : Xom Cui
Cross-Section : No. 11
Chainage (Km): 6.900 km from junction with Doi canal

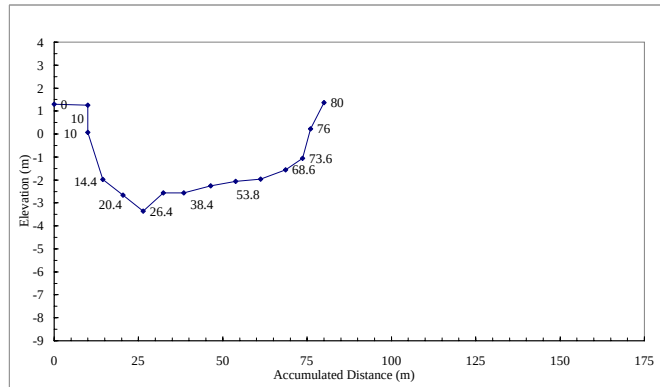
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	0.62			
8	0.61			
18	-1.05			
25	-2			
33	-2.9			
41	-3.7			
49	-4.3			
59	-4.7			
69	-5.4			
76	-5.3			
83	-4.9			
93	-4.3			
100.4	-1.1			
105.4	0.42			
117.4	0.43			
128.4	0.46			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.1 ON TAC BEN RO CANAL

Canal : Tac Ben Ro
Cross-Section : No. 1
Chainage (Km): 0.000 km from junction with Xom Cui canal

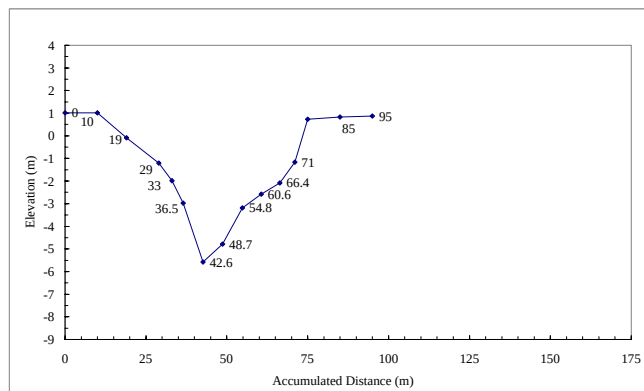
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.29			
10	1.25			
10	0.07			
14.4	-1.98			
20.4	-2.66			
26.4	-3.36			
32.4	-2.56			
38.4	-2.56			
46.4	-2.26			
53.8	-2.06			
61.2	-1.96			
68.6	-1.56			
73.6	-1.06			
76	0.22			
80	1.37			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.2 ON TAC BEN RO CANAL

Canal : Tac Ben Ro
Cross-Section : No. 2
Chainage (Km): 0.900 km from junction with Xom Cui canal

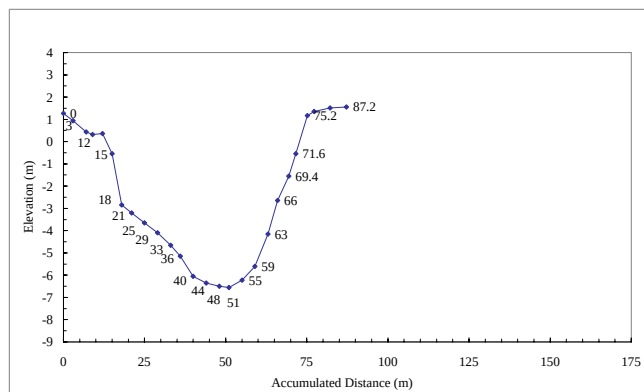
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.02			
10	1.01			
19	-0.09			
29	-1.2			
33	-1.98			
36.5	-2.98			
42.6	-5.58			
48.7	-4.78			
54.8	-3.18			
60.6	-2.58			
66.4	-2.08			
71	-1.17			
75	0.73			
85	0.83			
95	0.88			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.3 ON TAC BEN RO CANAL

Canal : Tac Ben Ro
Cross-Section : No. 3
Chainage (Km): 1.900 km from junction with Xom Cui canal

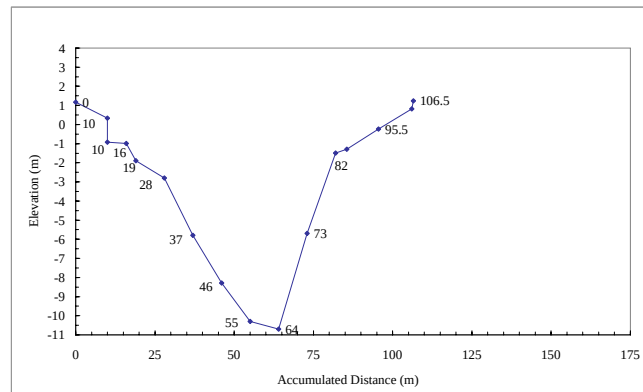
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.27			
3	0.93			
7	0.43			
9	0.32			
12	0.36			
15	-0.55			
18	-2.85			
21	-3.2			
25	-3.65			
29	-4.1			
33	-4.65			
36	-5.15			
40	-6.05			
44	-6.35			
48	-6.5			
51	-6.55			
55	-6.22			
59	-5.6			
63	-4.15			
66	-2.65			
69.4	-1.55			
71.6	-0.55			
75.2	1.16			
77.2	1.35			
82.2	1.51			
87.2	1.56			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.4 ON TAC BEN RO CANAL

Canal : Tac Ben Ro
 Cross-Section : No. 4
 Chainage (Km): 2.900 km from junction with Xom Cui canal

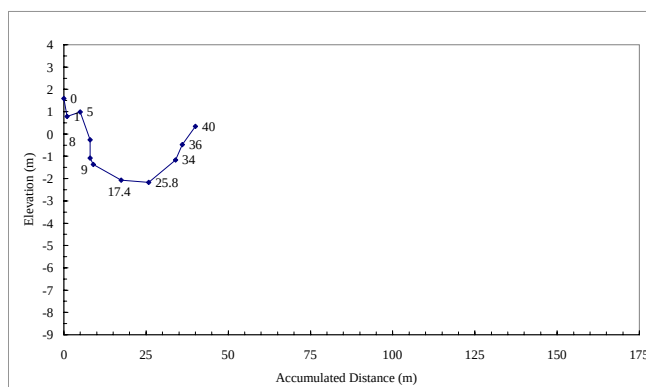
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.17			
10	0.34			
10	-0.93			
16	-0.99			
19	-1.89			
28	-2.79			
37	-5.79			
46	-8.29			
55	-10.3			
64	-10.7			
73	-5.69			
82	-1.49			
85.5	-1.29			
95.5	-0.24			
106	0.82			
106.5	1.24			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.1 ON BA LAO CANAL

Canal : BA LAO
Cross-Section : No. 1
Chainage (Km): 0.00 km from junction with Xom Cui canal
No. 1

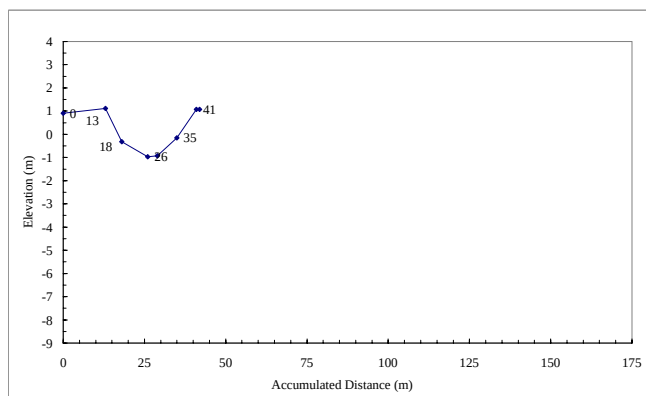
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.59			
1	0.78			
5	0.98			
8	-0.26			
8	-1.08			
9	-1.37			
17	-2.07			
26	-2.17			
34	-1.17			
36	-0.47			
40	0.34			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.2 ON BA LAO CANAL

Canal : BA LAO
Cross-Section : No. 2
Chainage (Km): 0.900 km from junction with Xom Cui canal
No.2

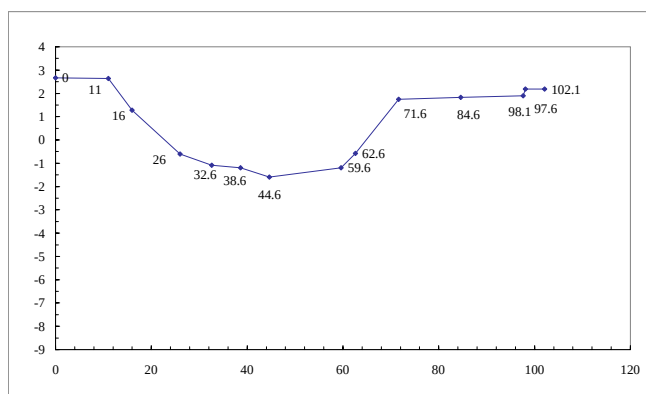
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	0.91			
13	1.11			
18	-0.32			
26	-0.97			
29	-0.92			
35	-0.15			
41	1.07			
42	1.07			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.3 ON BA LAO CANAL

Canal : BA LAO
Cross-Section : No. 3
Chainage (Km): 2.220 km from junction with Xom Cui canal
No.3

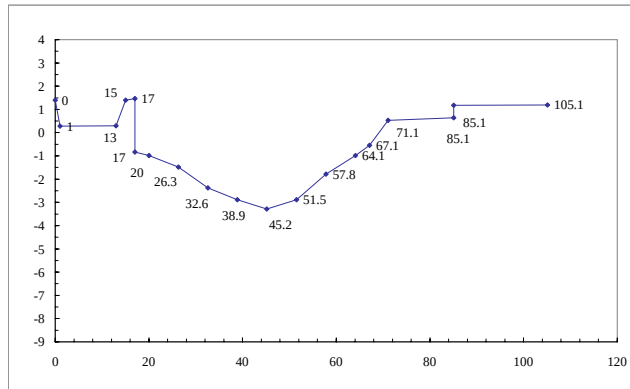
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	2.67			
11	2.64			
16	1.28			
26	-0.61			
33	-1.09			
39	-1.19			
45	-1.59			
60	-1.19			
63	-0.57			
72	1.74			
85	1.83			
98	1.9			
98	2.18			
102	2.19			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.4 ON BA LAO CANAL

Canal : BA LAO
Cross-Section : No. 4
Chainage (Km): 2.900 km from junction with Xom Cui canal

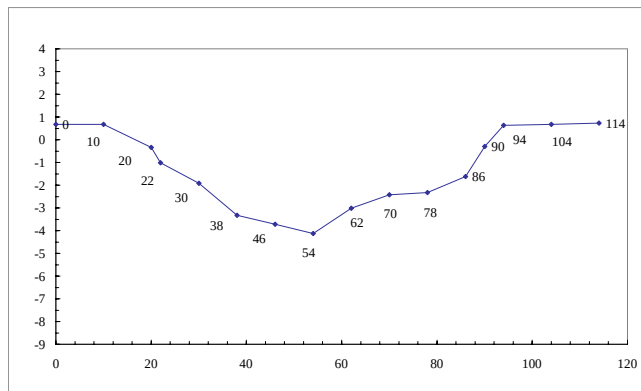
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.4			
1	0.28			
13	0.3			
15	1.4			
17	1.46			
17	-0.84			
20	-0.98			
26	-1.48			
33	-2.38			
39	-2.88			
45	-3.28			
52	-2.88			
58	-1.78			
64	-0.98			
67	-0.55			
71	0.53			
85	0.64			
85	1.18			
105	1.19			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.5 ON BA LAO CANAL

Canal : BA LAO
Cross-Section : No. 5
Chainage (Km): 3.900 km from junction with Xom Cui canal

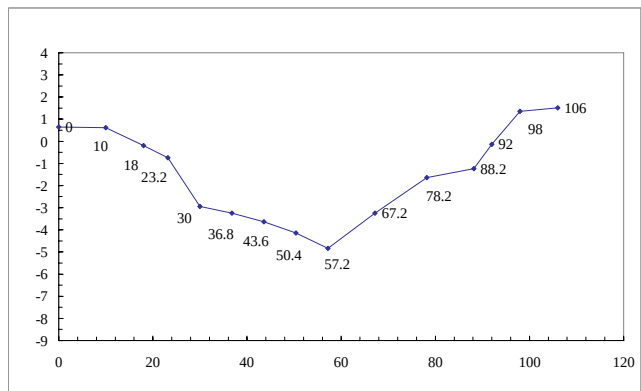
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	0.68			
10	0.68			
20	-0.34			
22	-1.02			
30	-1.92			
38	-3.32			
46	-3.72			
54	-4.12			
62	-3.02			
70	-2.42			
78	-2.32			
86	-1.62			
90	-0.3			
94	0.63			
104	0.68			
114	0.73			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.6 ON BA LAO CANAL

Canal : BA LAO
Cross-Section : No. 6
Chainage (Km): 4.900 km from junction with Xom Cui canal

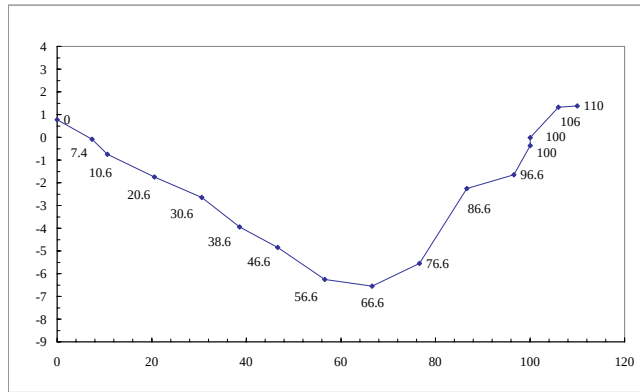
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	0.65			
10	0.62			
18	-0.19			
23.2	-0.74			
30	-2.94			
36.8	-3.24			
43.6	-3.64			
50.4	-4.14			
57.2	-4.84			
67.2	-3.24			
78.2	-1.64			
88.2	-1.24			
92	-0.14			
98	1.36			
106	1.51			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.7 ON BA LAO CANAL

Canal : BA LAO
Cross-Section : No. 7
Chainage (Km): 5.900 km from junction with Xom Cui canal

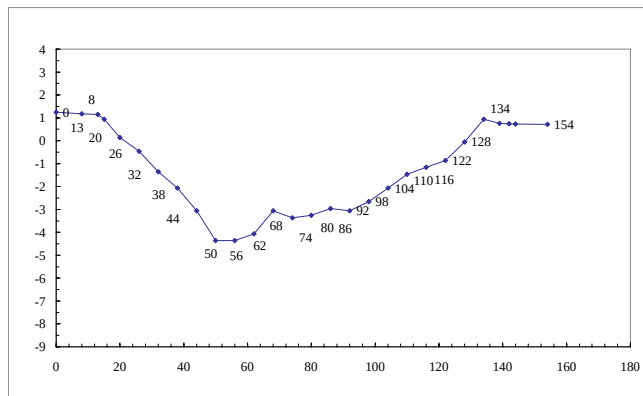
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	0.78			
7.4	-0.08			
10.6	-0.75			
20.6	-1.75			
30.6	-2.65			
38.6	-3.95			
46.6	-4.85			
56.6	-6.25			
66.6	-6.55			
76.6	-5.55			
86.6	-2.25			
96.6	-1.65			
100	-0.37			
100	-0.01			
106	1.32			
110	1.38			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.8 ON BA LAO CANAL

Canal : BA LAO
Cross-Section : No. 8
Chainage (Km): 6.381 km from junction with Xom Cui canal

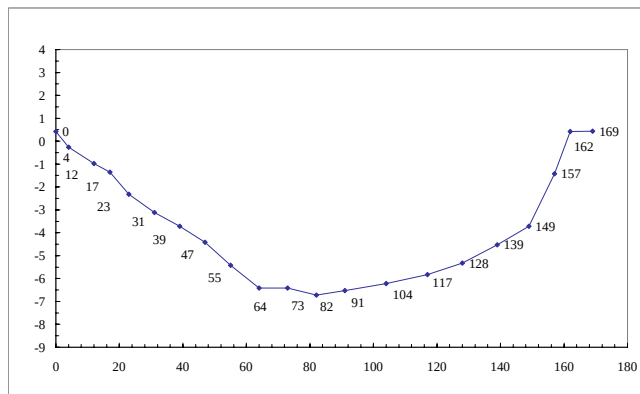
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.25			
8	1.18			
13	1.15			
15	0.94			
20	0.14			
26	-0.46			
32	-1.36			
38	-2.06			
44	-3.06			
50	-4.36			
56	-4.36			
62	-4.06			
68	-3.06			
74	-3.36			
80	-3.26			
86	-2.96			
92	-3.06			
98	-2.66			
104	-2.06			
110	-1.46			
116	-1.16			
122	-0.86			
128	-0.06			
134	0.94			
139	0.76			
142	0.75			
144	0.73			
154	0.72			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.9 ON BA LAO CANAL

Canal : BA LAO
Cross-Section : No. 9
Chainage (Km): 6.680 km from junction with Xom Cui canal

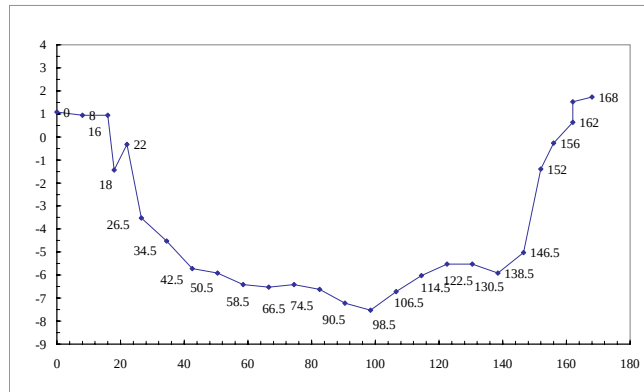
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	0.42			
4	-0.26			
12	-0.97			
17	-1.36			
23	-2.32			
31	-3.12			
39	-3.72			
47	-4.42			
55	-5.42			
64	-6.42			
73	-6.42			
82	-6.72			
91	-6.52			
104	-6.22			
117	-5.82			
128	-5.32			
139	-4.52			
149	-3.72			
157	-1.42			
162	0.42			
169	0.43			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.10 ON BA LAO CANAL

Canal : BA LAO
Cross-Section : No. 10
Chainage (Km): 7.900 km from junction with Xom Cui canal
No. 10

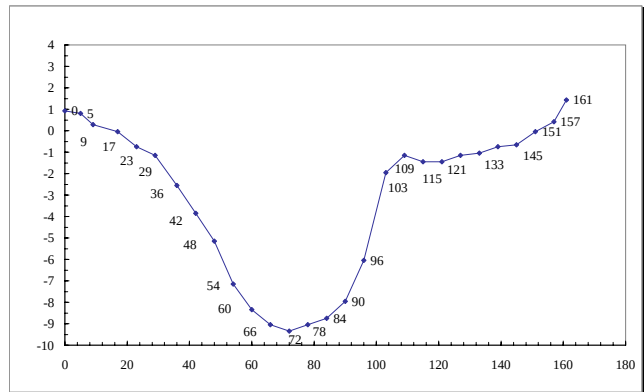
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.08			
8	0.94			
16	0.84			
18	-1.44			
22	-0.32			
26.5	-3.52			
34.5	-4.52			
42.5	-5.72			
50.5	-5.92			
58.5	-6.42			
66.5	-6.52			
74.5	-6.42			
82.5	-6.62			
90.5	-7.22			
98.5	-7.52			
106.5	-6.72			
114.5	-6.02			
122.5	-5.52			
130.5	-5.52			
138.5	-5.92			
146.5	-5.02			
152	-1.4			
156	-0.27			
162	0.63			
162	1.53			
168	1.73			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.11 ON BA LAO CANAL

Canal : BA LAO
Cross-Section : No. 11
Chainage (Km): 8.110 km from junction with Xom Cui canal
No. 11

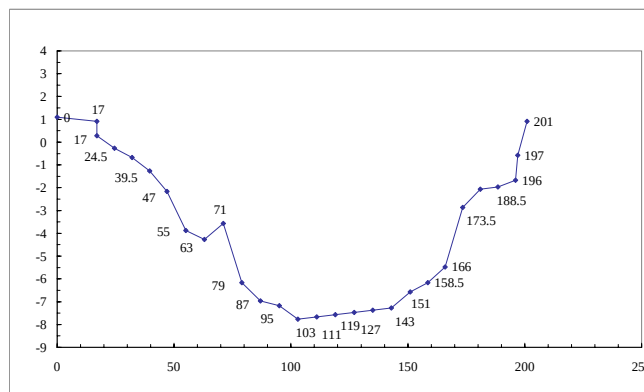
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	0.92			
5	0.8			
9	0.29			
17	-0.05			
23	-0.75			
29	-1.15			
36	-2.55			
42	-3.85			
48	-5.15			
54	-7.15			
60	-8.35			
66	-9.05			
72	-9.35			
78	-9.05			
84	-8.75			
90	-7.95			
96	-6.05			
103	-1.95			
109	-1.15			
115	-1.45			
121	-1.45			
127	-1.15			
133	-1.05			
139	-0.75			
145	-0.65			
151	-0.05			
157	0.42			
161	1.43			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.12 ON BA LAO CANAL

Canal : BA LAO
Cross-Section : No. 12
Chainage (Km): 8.854 km from junction with Xom Cui canal
No. 12

Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.1			
17	0.91			
17	0.28			
24.5	-0.27			
32	-0.67			
39.5	-1.27			
47	-2.17			
55	-3.87			
63	-4.27			
71	-3.57			
79	-6.17			
87	-6.97			
95	-7.17			
103	-7.77			
111	-7.67			
119	-7.57			
127	-7.47			
135	-7.37			
143	-7.27			
151	-6.57			
158.5	-6.17			
166	-5.47			
173.5	-2.87			
181	-2.07			
188.5	-1.97			
196	-1.67			
197	-0.57			
201	0.91			



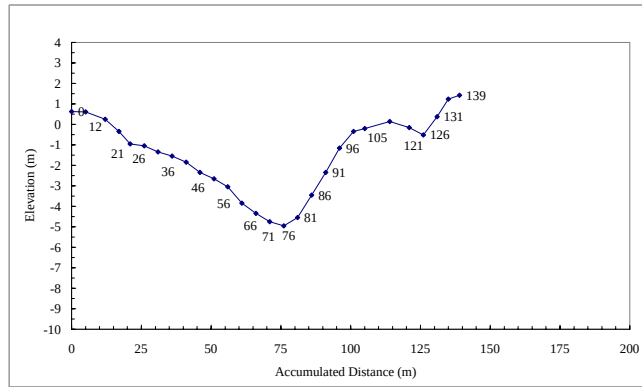
EXISTING CROSS-SECTIONAL DATA AT SECTION No.1 ON DIA - PHU XUAN CANAL

Canal : DIA - PHU XUAN

Cross-Section : No. 1

Chainage (Km): 0.00 km from junction with Ong Lon canal

Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	0.63			
5	0.61			
12	0.25			
17	-0.35			
21	-0.95			
26	-1.05			
31	-1.35			
36	-1.55			
41	-1.85			
46	-2.35			
51	-2.65			
56	-3.05			
61	-3.85			
66	-4.35			
71	-4.75			
76	-4.95			
81	-4.55			
86	-3.45			
91	-2.35			
96	-1.15			
101	-0.35			
105	-0.2			
114	0.14			
121	-0.16			
126	-0.52			
131	0.37			
135	1.23			
139	1.42			



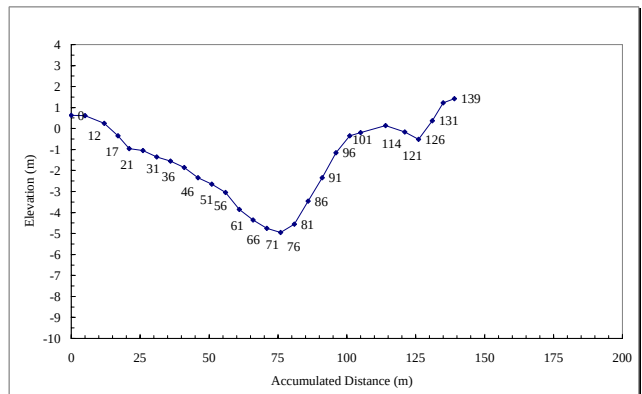
EXISTING CROSS-SECTIONAL DATA AT SECTION No.2 ON DIA - PHU XUAN CANAL

Canal : DIA - PHU XUAN

Cross-Section : No. 2

Chainage (Km): 0.400 km from junction with Ong Lon canal

Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	0.63			
5	0.61			
12	0.25			
17	-0.35			
21	-0.95			
26	-1.05			
31	-1.35			
36	-1.55			
41	-1.85			
46	-2.35			
51	-2.65			
56	-3.05			
61	-3.85			
66	-4.35			
71	-4.75			
76	-4.95			
81	-4.55			
86	-3.45			
91	-2.35			
96	-1.15			
101	-0.35			
105	-0.2			
114	0.14			
121	-0.16			
126	-0.52			
131	0.37			
135	1.23			
139	1.42			



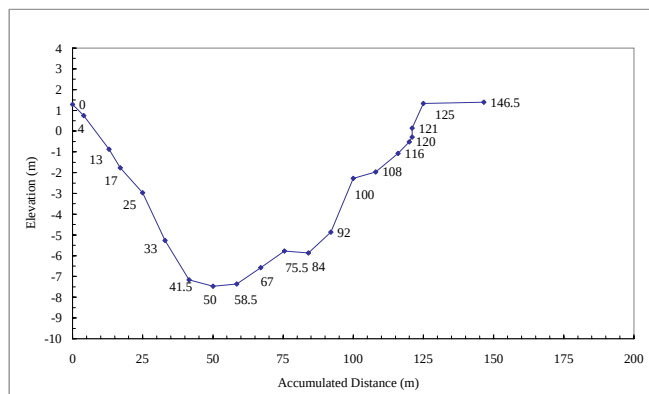
EXISTING CROSS-SECTIONAL DATA AT SECTION No.3 ON DIA - PHU XUAN CANAL

Canal : DIA - PHU XUAN

Cross-Section : No. 3

Chainage (Km): 0.700 km from junction with Ong Lon canal

Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.3			
4	0.7			
13	-0.9			
17	-1.8			
25	-3.0			
33	-5.3			
42	-7.2			
50	-7.5			
59	-7.4			
67	-6.6			
76	-5.8			
84	-5.9			
92	-4.9			
100	-2.3			
108	-2.0			
116	-1.1			
120	-0.5			
121	-0.3			
121	0.2			
125	1.3			
147	1.4			



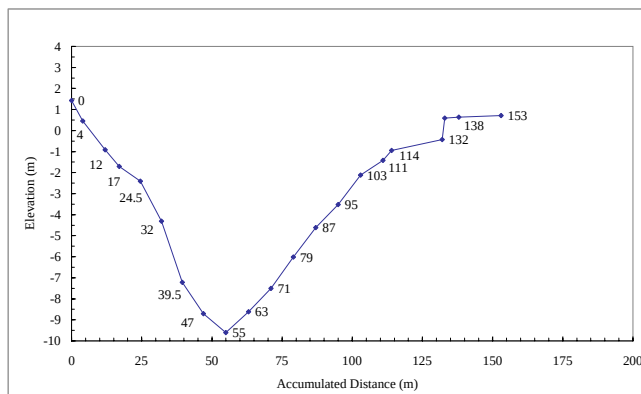
EXISTING CROSS-SECTIONAL DATA AT SECTION No.4 ON DIA - PHU XUAN CANAL

Canal : DIA - PHU XUAN

Cross-Section : No. 4

Chainage (Km): 2.000 km from junction with Ong Lon canal

Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.4			
4	0.5			
12	-0.9			
17	-1.7			
25	-2.4			
32	-4.3			
40	-7.2			
47	-8.7			
55	-9.6			
63	-8.6			
71	-7.5			
79	-6.0			
87	-4.6			
95	-3.5			
103	-2.1			
111	-1.4			
114	-0.9			
132	-0.4			
133	0.6			
138	0.6			
153	0.7			



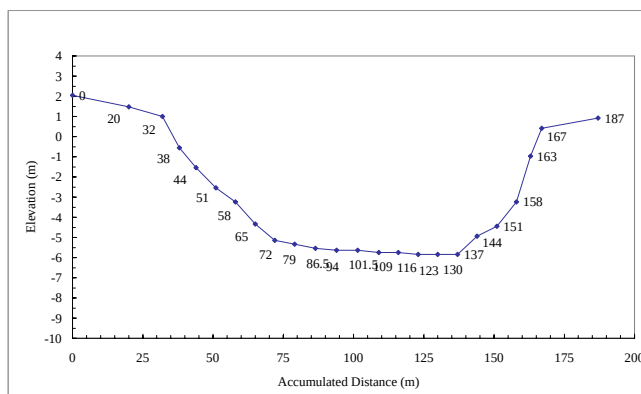
EXISTING CROSS-SECTIONAL DATA AT SECTION No.5 ON DIA - PHU XUAN CANAL

Canal : DIA - PHU XUAN

Cross-Section : No. 5

Chainage (Km): 3.000 km from junction with Ong Lon canal

Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	2.0			
20	1.5			
32	1.0			
38	-0.6			
44	-1.5			
51	-2.5			
58	-3.2			
65	-4.3			
72	-5.1			
79	-5.3			
87	-5.5			
94	-5.6			
102	-5.6			
109	-5.7			
116	-5.7			
123	-5.8			
130	-5.8			
137	-5.8			
144	-4.9			
151	-4.4			
158	-3.2			
163	-1.0			
167	0.4			
187	0.9			



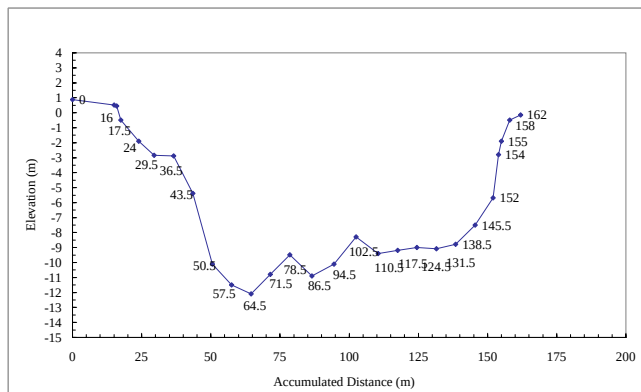
EXISTING CROSS-SECTIONAL DATA AT SECTION No.6 ON DIA - PHU XUAN CANAL

Canal : DIA - PHU XUAN

Cross-Section : No. 6

Chainage (Km): 4.000 km from junction with Ong Lon canal

Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	0.9			
15	0.5			
16	0.5			
18	-0.5			
24	-1.9			
30	-2.8			
37	-2.9			
44	-5.4			
51	-10.1			
58	-11.5			
65	-12.1			
72	-10.8			
79	-9.5			
87	-10.9			
95	-10.1			
103	-8.3			
111	-9.4			
118	-9.2			
125	-9.0			
132	-9.1			
139	-8.8			
146	-7.5			
152	-5.7			
154	-2.8			
155	-1.9			
158	-0.5			
162	-0.2			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.7 ON DIA - PHU XUAN CANAL

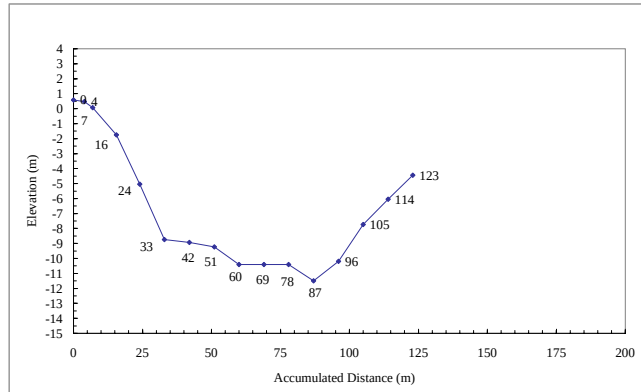
Canal : DIA - PHU XUAN

Cross-Section : No. 7

Chainage (Km): 5.000 km from junction with Ong Lon canal

No. 7

Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	0.6			
4	0.5			
7	0.1			
16	-1.7			
24	-5.0			
33	-8.7			
42	-8.9			
51	-9.2			
60	-10.4			
69	-10.4			
78	-10.4			
87	-11.5			
96	-10.2			
105	-7.7			
114	-6.0			
123	-4.4			
132	-3.0			
141	-1.7			
150	-1.1			
158	-0.9			
160	-0.1			
169	0.1			
170	0.9			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.8 ON DIA - PHU XUAN CANAL

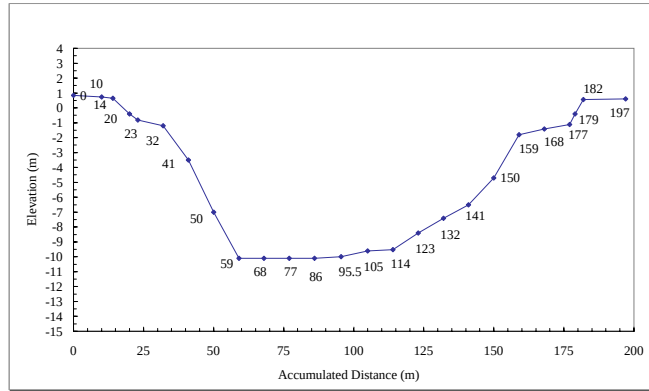
Canal : DIA - PHU XUAN

Cross-Section : No. 8

Chainage (Km): 6.000 km from junction with Ong Lon canal

No. 8

Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	0.9			
10	0.7			
14	0.6			
20	-0.4			
23	-0.8			
32	-1.2			
41	-3.5			
50	-7.0			
59	-10.1			
68	-10.1			
77	-10.1			
86	-10.1			
96	-10.0			
105	-9.6			
114	-9.5			
123	-8.4			
132	-7.4			
141	-6.5			
150	-4.7			
159	-1.8			
168	-1.4			
177	-1.1			
179	-0.4			
182	0.6			
197	0.6			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.9 ON DIA - PHU XUAN CANAL

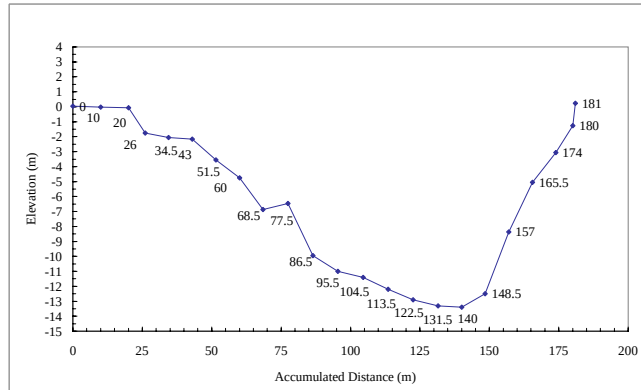
Canal : DIA - PHU XUAN

Cross-Section : No. 9

Chainage (Km): 6.800 km from junction with Ong Lon canal

No. 9

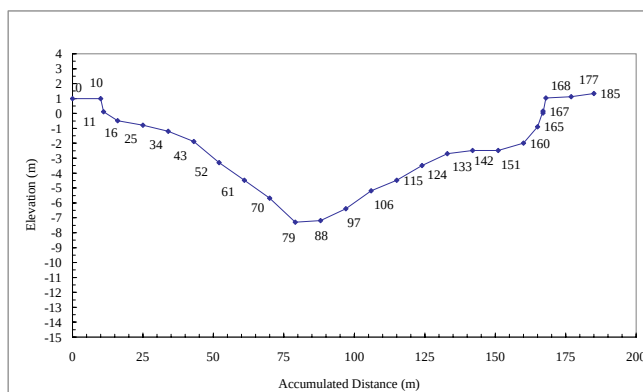
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	0.1			
10	0.0			
20	-0.1			
26	-1.8			
35	-2.1			
43	-2.2			
52	-3.6			
60	-4.8			
69	-6.9			
78	-6.5			
87	-10.0			
96	-11.0			
105	-11.4			
114	-12.2			
123	-12.9			
132	-13.3			
140	-13.4			
149	-12.5			
157	-8.4			
166	-5.1			
174	-3.1			
180	-1.3			
181	0.2			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.10 ON DIA - PHU XUAN CANAL

Canal : DIA - PHU XUAN
Cross-Section : No. 10
Chainage (Km): 7.600 km from junction with Ong Lon canal

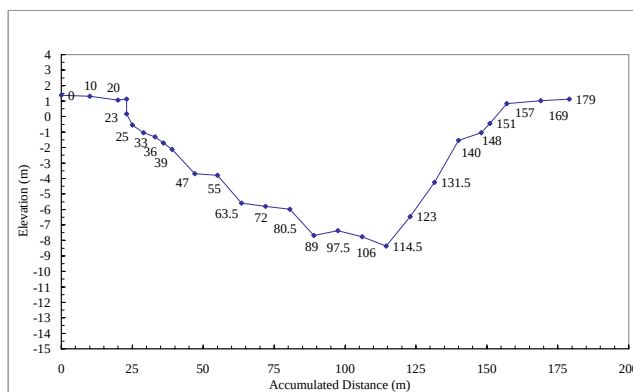
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (El.m)		Acc. Distance	Bed Elevation (El.m)
0	1.0			
10	1.0			
11	0.1			
16	-0.5			
25	-0.8			
34	-1.2			
43	-1.9			
52	-3.3			
61	-4.5			
70	-5.7			
79	-7.3			
88	-7.2			
97	-6.4			
106	-5.2			
115	-4.5			
124	-3.5			
133	-2.7			
142	-2.5			
151	-2.5			
160	-2.0			
165	-0.9			
167	0.2			
167	0.0			
168	1.0			
177	1.1			
185	1.3			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.11 ON DIA - PHU XUAN CANAL

Canal : DIA - PHU XUAN
Cross-Section : No. 11
Chainage (Km): 8.550 km from junction with Ong Lon canal

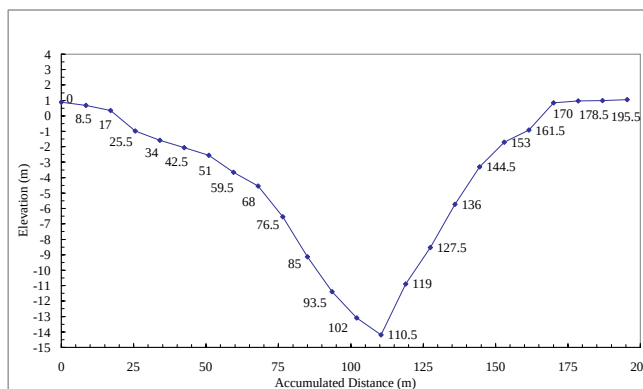
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (El.m)
0	1.4			
10	1.3			
20	1.1			
23	1.1			
23	0.2			
25	-0.5			
29	-1.1			
33	-1.3			
36	-1.7			
39	-2.1			
47	-3.7			
55	-3.8			
64	-5.6			
72	-5.8			
81	-6.0			
89	-7.7			
98	-7.4			
106	-7.8			
115	-8.4			
123	-6.5			
132	-4.3			
140	-1.6			
148	-1.1			
151	-0.5			
157	0.8			
169	1.0			
179	1.1			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.12 ON DIA - PHU XUAN CANAL

Canal : DIA - PHU XUAN
Cross-Section : No. 12
Chainage (Km): 9.500 km from junction with Ong Lon canal

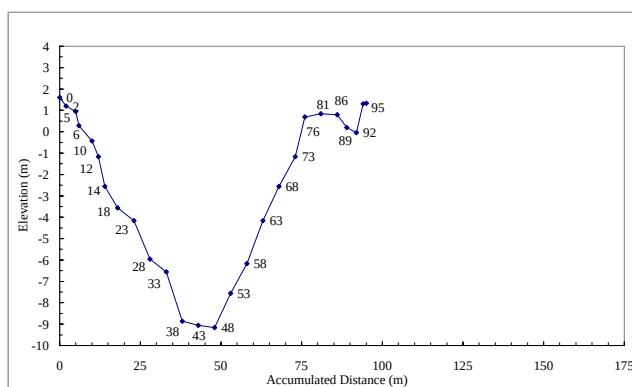
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (El.m)
0	0.9			
9	0.7			
17	0.3			
26	-1.0			
34	-1.6			
43	-2.1			
51	-2.6			
60	-3.7			
68	-4.6			
77	-6.5			
85	-9.1			
94	-11.4			
102	-13.1			
111	-14.2			
119	-10.9			
128	-8.5			
136	-5.7			
145	-3.3			
153	-1.7			
162	-0.9			
170	0.8			
179	1.0			
187	1.0			
196	1.1			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.1 ON PHUOC KIEN CANAL

Canal : Phuoc Kien
Cross-Section : No. 1
Chainage (Km): 0.00 km from junction with Ong Lon canal

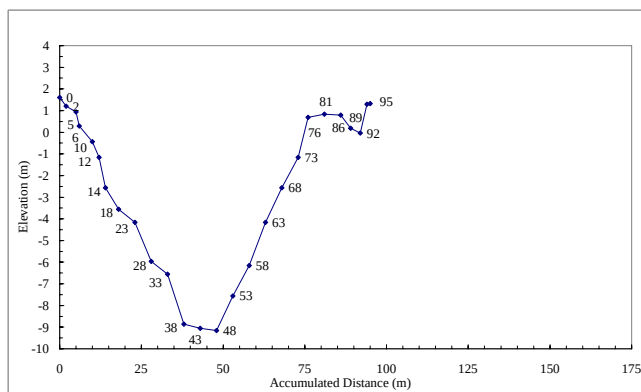
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.6			
2	1.2			
5	0.94			
6	0.29			
10	-0.43			
12	-1.16			
14	-2.56			
18	-3.56			
23	-4.16			
28	-5.96			
33	-6.56			
38	-8.86			
43	-9.06			
48	-9.16			
53	-7.56			
58	-6.16			
63	-4.16			
68	-2.56			
73	-1.16			
76	0.69			
81	0.84			
86	0.79			
89	0.19			
92	-0.04			
94	1.3			
95	1.33			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.2 ON PHUOC KIEN CANAL

Canal : Phuoc Kien
Cross-Section : No. 2
Chainage (Km): 0.150 km from junction with Ong Lon canal

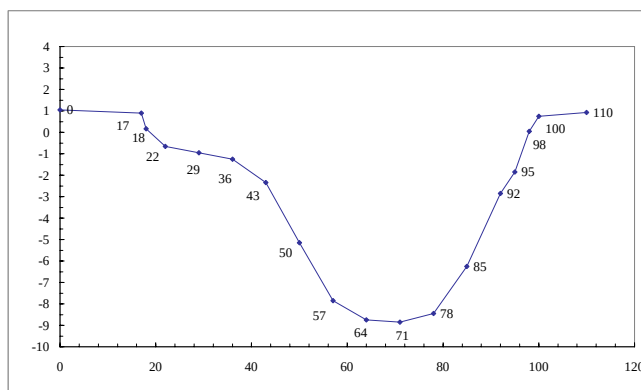
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.6			
2	1.2			
5	0.94			
6	0.29			
10	-0.43			
12	-1.16			
14	-2.56			
18	-3.56			
23	-4.16			
28	-5.96			
33	-6.56			
38	-8.86			
43	-9.06			
48	-9.16			
53	-7.56			
58	-6.16			
63	-4.16			
68	-2.56			
73	-1.16			
76	0.69			
81	0.84			
86	0.79			
89	0.19			
92	-0.04			
94	1.3			
95	1.33			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.3 ON PHUOC KIEN CANAL

Canal : Phuoc Kien
Cross-Section : No. 3
Chainage (Km): 1.000 km from junction with Ong Lon canal

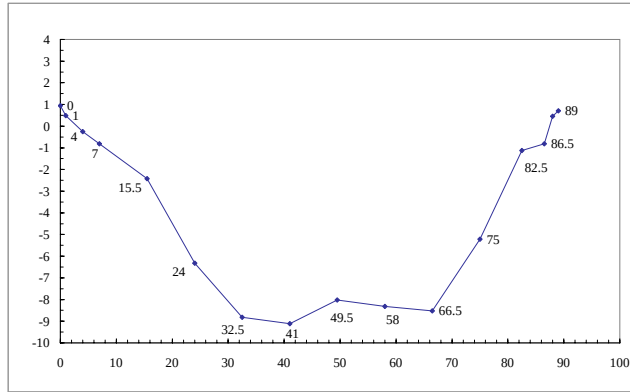
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.0			
17	0.9			
18	0.2			
22	-0.7			
29	-1.0			
36	-1.3			
43	-2.4			
50	-5.2			
57	-7.9			
64	-8.8			
71	-8.9			
78	-8.5			
85	-6.3			
92	-2.9			
95	-1.9			
98	0.1			
100	0.7			
110	0.9			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.4 ON PHUOC KIEN CANAL

Canal : Phuoc Kien
Cross-Section : No. 4
Chainage (Km): 2.000 km from junction with Ong Lon canal

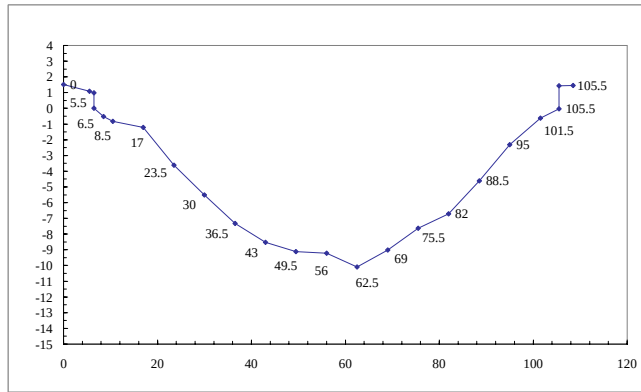
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.0		0.00	0.950
1	0.5		1.00	0.480
4	-0.3		3.00	-0.260
7	-0.8		3.00	-0.820
16	-2.4		8.50	-2.420
24	-6.3		8.50	-6.320
33	-8.8		8.50	-8.820
41	-9.1		8.50	-9.120
50	-8.0		8.50	-8.020
58	-8.3		8.50	-8.320
67	-8.5		8.50	-8.520
75	-5.2		8.50	-5.220
83	-1.1		7.50	-1.120
87	-0.8		4.00	-0.820
88	0.5		1.50	0.45
89	0.7		1.00	0.71



EXISTING CROSS-SECTIONAL DATA AT SECTION No.5 ON PHUOC KIEN CANAL

Canal : Phuoc Kien
Cross-Section : No. 5
Chainage (Km): 3.000 km from junction with Ong Lon canal

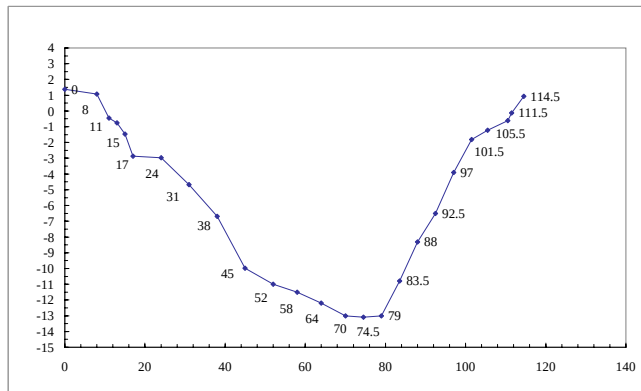
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.5			
6	1.1			
7	1.0			
7	0.0			
9	-0.5			
11	-0.8			
17	-1.2			
24	-3.6			
30	-5.5			
37	-7.3			
43	-8.5			
50	-9.1			
56	-9.2			
63	-10.1			
69	-9.0			
76	-7.6			
82	-6.7			
89	-4.6			
95	-2.3			
102	-0.6			
106	0.0			
106	1.4			
109	1.5			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.6 ON PHUOC KIEN CANAL

Canal : Phuoc Kien
Cross-Section : No. 6
Chainage (Km): 4.000 km from junction with Ong Lon canal

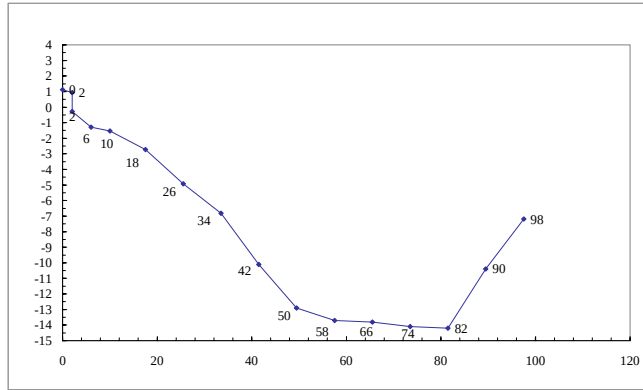
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.4			
8	1.1			
11	-0.5			
13	-0.8			
15	-1.5			
17	-2.9			
24	-3.0			
31	-4.7			
38	-6.7			
45	-10.0			
52	-11.0			
58	-11.5			
64	-12.2			
70	-13.0			
75	-13.1			
79	-13.0			
84	-10.8			
88	-8.3			
93	-6.5			
97	-3.9			
102	-1.8			
106	-1.2			
111	-0.6			
112	-0.1			
115	0.9			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.7 ON PHUOC KIEN CANAL

Canal : Phuoc Kien
Cross-Section : No. 7
Chainage (Km): 5.000 km from junction with Ong Lon canal

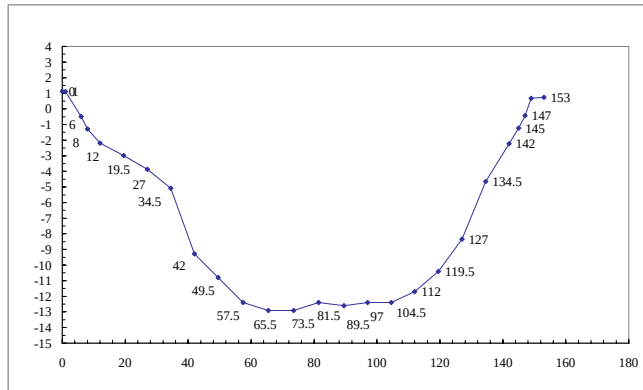
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.1			
2	0.9			
2	-0.3			
6	-1.3			
10	-1.5			
18	-2.7			
26	-4.9			
34	-6.8			
42	-10.1			
50	-12.9			
58	-13.7			
66	-13.8			
74	-14.1			
82	-14.2			
90	-10.4			
98	-7.2			
106	-5.0			
114	-3.4			
122	-1.5			
124	-0.1			
125	0.6			
129	0.7			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.8 ON PHUOC KIEN CANAL

Canal : Phuoc Kien
Cross-Section : No. 8
Chainage (Km): 6.000 km from junction with Ong Lon canal

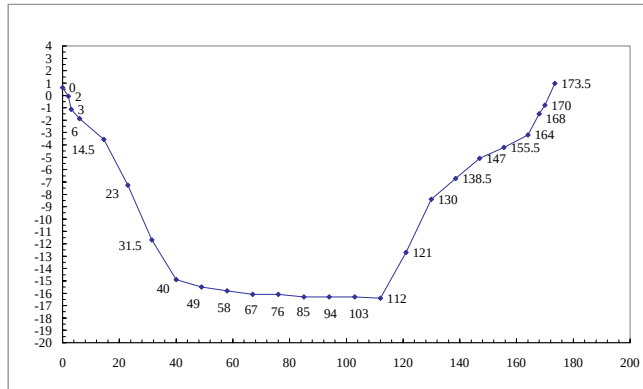
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.1			
1	1.1			
6	-0.5			
8	-1.3			
12	-2.2			
20	-3.0			
27	-3.9			
35	-5.1			
42	-9.3			
50	-10.8			
58	-12.4			
66	-12.9			
74	-12.9			
82	-12.4			
90	-12.6			
97	-12.4			
105	-12.4			
112	-11.7			
120	-10.4			
127	-8.3			
135	-4.6			
142	-2.2			
145	-1.2			
147	-0.4			
149	0.7			
153	0.7			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.9 ON PHUOC KIEN CANAL

Canal : Phuoc Kien
Cross-Section : No. 9
Chainage (Km): 7.000 km from junction with Ong Lon canal

Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	0.6			
2	-0.1			
3	-1.1			
6	-1.9			
15	-3.6			
23	-7.3			
32	-11.7			
40	-14.9			
49	-15.5			
58	-15.8			
67	-16.1			
76	-16.1			
85	-16.3			
94	-16.3			
103	-16.3			
112	-16.4			
121	-12.7			
130	-8.4			
139	-6.7			
147	-5.1			
156	-4.2			
164	-3.2			
168	-1.5			
170	-0.8			
174	1.0			

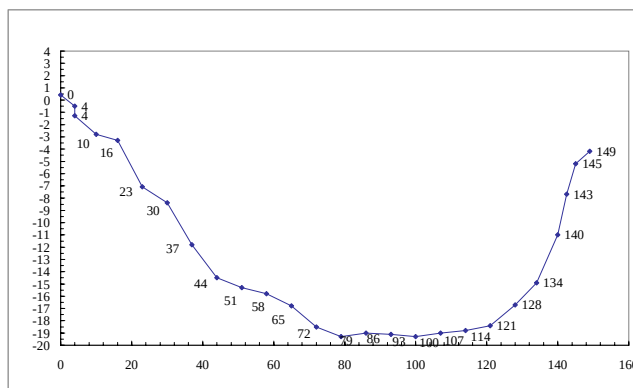


EXISTING CROSS-SECTIONAL DATA AT SECTION No.10 ON PHUOC KIEN CANAL

Canal : Phuoc Kien
Cross-Section : No. 10
Chainage (Km): 8.000 km from junction with Ong Lon canal

No. 10

Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance (m)	Bed Elevation (m)
0	0.4			
4	-0.5			
4	-1.3			
10	-2.8			
16	-3.3			
23	-7.1			
30	-8.4			
37	-11.8			
44	-14.5			
51	-15.3			
58	-15.8			
65	-16.8			
72	-18.5			
79	-19.3			
86	-19.0			
93	-19.1			
100	-19.3			
107	-19.0			
114	-18.8			
121	-18.4			
128	-16.7			
134	-14.9			
140	-11.0			
143	-7.7			
145	-5.2			
149	-4.2			
151	-1.3			
159	0.7			

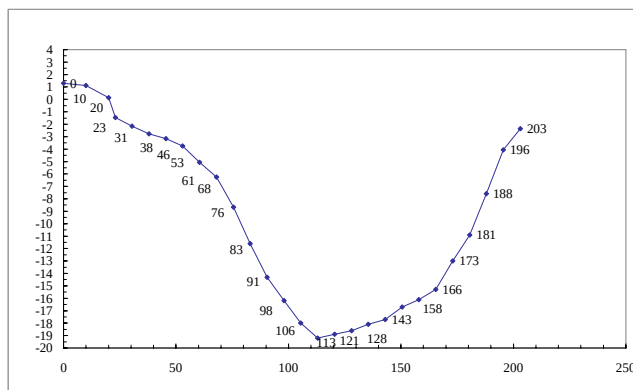


EXISTING CROSS-SECTIONAL DATA AT SECTION No.11 ON PHUOC KIEN CANAL

Canal : Phuoc Kien
Cross-Section : No. 11
Chainage (Km): 8.700 km from junction with Ong Lon canal

No. 11

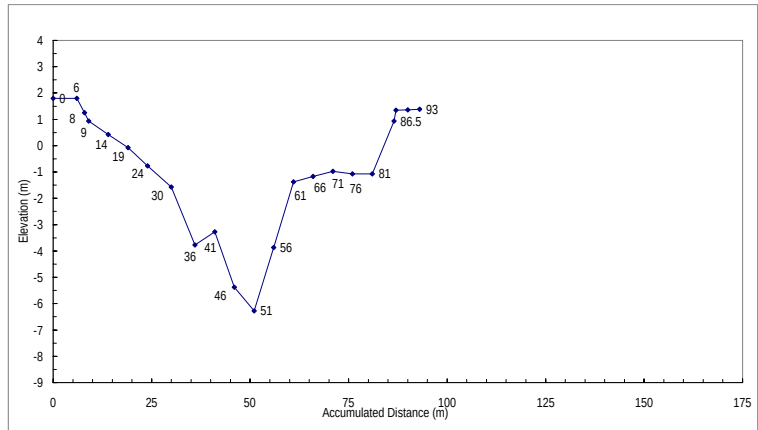
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance (m)	Bed Elevation (EL.m)
0	1.3			
10	1.1			
20	0.1			
23	-1.5			
31	-2.2			
38	-2.8			
46	-3.2			
53	-3.8			
61	-5.1			
68	-6.3			
76	-8.7			
83	-11.6			
91	-14.3			
98	-16.2			
106	-18.0			
113	-19.2			
121	-18.9			
128	-18.6			
136	-18.1			
143	-17.7			
151	-16.7			
158	-16.1			
166	-15.3			
173	-13.0			
181	-10.9			
188	-7.6			
196	-4.1			
203	-2.4			
207	-0.6			
209	1.2			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.1 ON BA TANG CANAL

Canal : Ba Tang
Cross-Section : No. 1
Chainage (Km): 0.00 km from junction with Doi canal

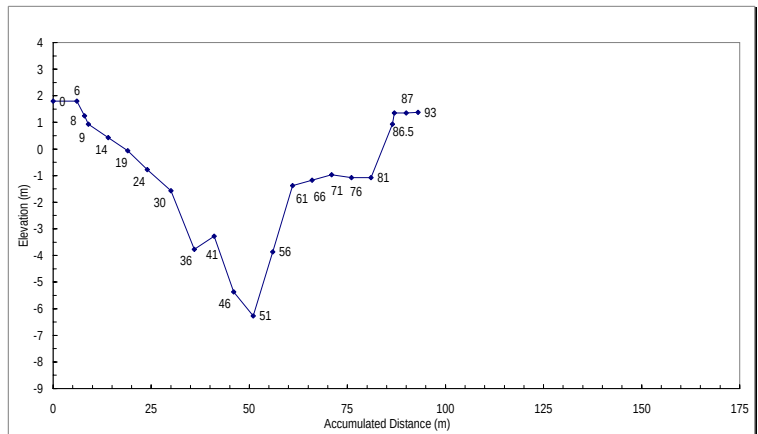
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.8			
6	1.8			
8	1.25			
9	0.93			
14	0.43			
19	-0.07			
24	-0.77			
30	-1.57			
36	-3.77			
41	-3.27			
46	-5.37			
51	-6.27			
56	-3.87			
61	-1.37			
66	-1.17			
71	-0.97			
76	-1.07			
81	-1.07			
86.5	0.93			
87	1.35			
90	1.36			
93	1.38			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.2 ON BA TANG CANAL

Canal : Ba Tang
Cross-Section : No. 2
Chainage (Km): 0.150 km from junction with Doi canal

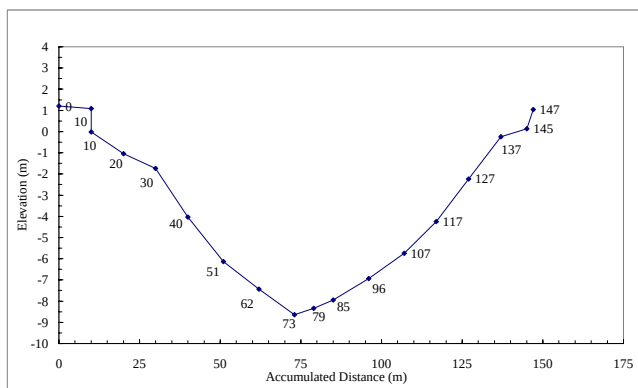
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.8			
6	1.8			
8	1.25			
9	0.93			
14	0.43			
19	-0.07			
24	-0.77			
30	-1.57			
36	-3.77			
41	-3.27			
46	-5.37			
51	-6.27			
56	-3.87			
61	-1.37			
66	-1.17			
71	-0.97			
76	-1.07			
81	-1.07			
86.5	0.93			
87	1.35			
90	1.36			
93	1.38			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.1 ON CAN GIUOC RIVER

Canal : Can Giuoc
Cross-Section : No. 1
Chainage (Km): 0.00 km from junction with Ben Luc river

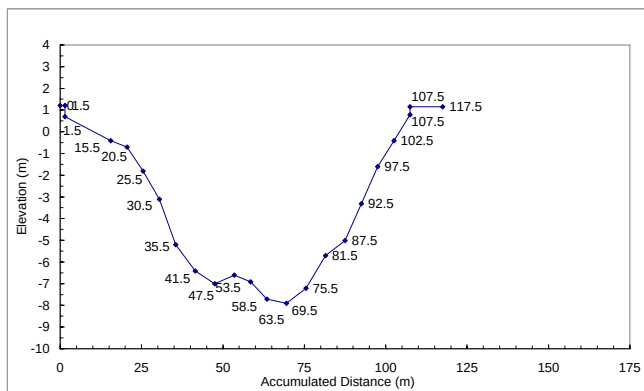
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.2			
10	1.1			
10	0.0			
20	-1.0			
30	-1.7			
40	-4.0			
51	-6.1			
62	-7.4			
73	-8.6			
79	-8.3			
85	-7.9			
96	-6.9			
107	-5.7			
117	-4.2			
127	-2.2			
137	-0.2			
145	0.1			
147	1.0			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.2 ON CAN GIUOC RIVER

Canal : Can Giuoc
Cross-Section : No. 2
Chainage (Km): 1.000 km from junction with Ben Luc river

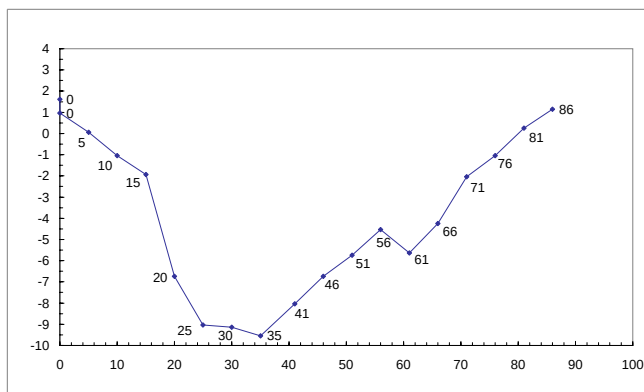
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.21			
1.5	1.21			
1.5	0.69			
15.5	-0.41			
20.5	-0.71			
25.5	-1.81			
30.5	-3.11			
35.5	-5.21			
41.5	-6.41			
47.5	-7.01			
53.5	-6.61			
58.5	-6.91			
63.5	-7.71			
69.5	-7.91			
75.5	-7.21			
81.5	-5.71			
87.5	-5.01			
92.5	-3.31			
97.5	-1.61			
102.5	-0.41			
107.5	0.79			
107.5	1.15			
117.5	1.15			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.3 ON CAN GIUOC RIVER

Canal : Can Giuoc
Cross-Section : No. 3
Chainage (Km): 1.610 km from junction with Ben Luc river

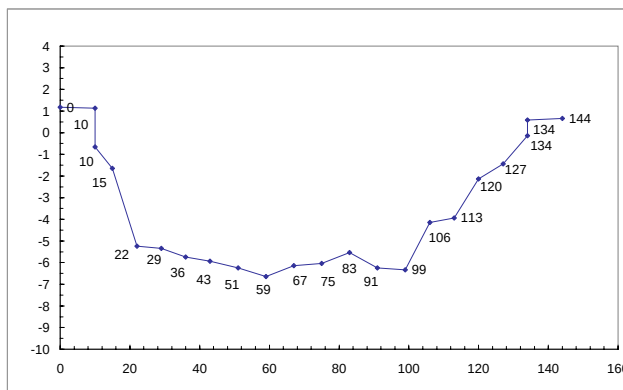
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.6			
0	1.0			
5	0.1			
10	-1.0			
15	-1.9			
20	-6.7			
25	-9.0			
30	-9.1			
35	-9.5			
41	-8.0			
46	-6.7			
51	-5.7			
56	-4.5			
61	-5.6			
66	-4.2			
71	-2.0			
76	-1.0			
81	0.3			
86	1.14			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.4 ON CAN GIUOC RIVER

Canal : Can Giuoc
Cross-Section : No. 4
Chainage (Km): 3.000 km from junction with Ben Luc river

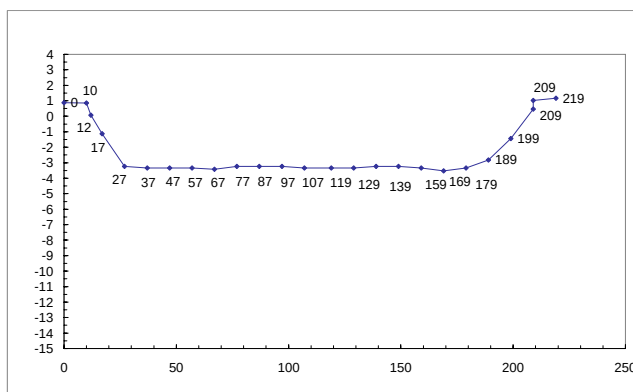
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.2			
10	1.1			
10	-0.7			
15	-1.6			
22	-5.2			
29	-5.3			
36	-5.7			
43	-5.9			
51	-6.2			
59	-6.6			
67	-6.1			
75	-6.0			
83	-5.5			
91	-6.2			
99	-6.3			
106	-4.1			
113	-3.94			
120	-2.14			
127	-1.44			
134	-0.14			
134	0.58			
144	0.66			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.5 ON CAN GIUOC RIVER

Canal : Can Giuoc
Cross-Section : No. 5
Chainage (Km): 4.000 km from junction with Ben Luc river

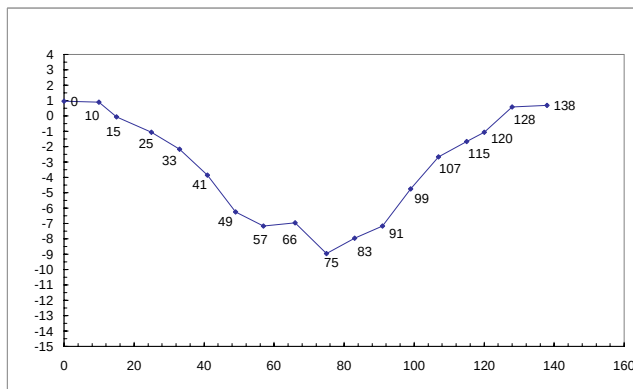
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	0.9			
10	0.9			
12	0.1			
17	-1.1			
27	-3.2			
37	-3.3			
47	-3.3			
57	-3.3			
67	-3.4			
77	-3.2			
87	-3.2			
97	-3.2			
107	-3.3			
119	-3.3			
129	-3.3			
139	-3.2			
149	-3.2			
159	-3.3			
169	-3.5			
179	-3.3			
189	-2.8			
199	-1.4			
209	0.5			
209	1.03			
219	1.16			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.6 ON CAN GIUOC RIVER

Canal : Can Giuoc
Cross-Section : No. 6
Chainage (Km): 5.000 km from junction with Ben Luc river

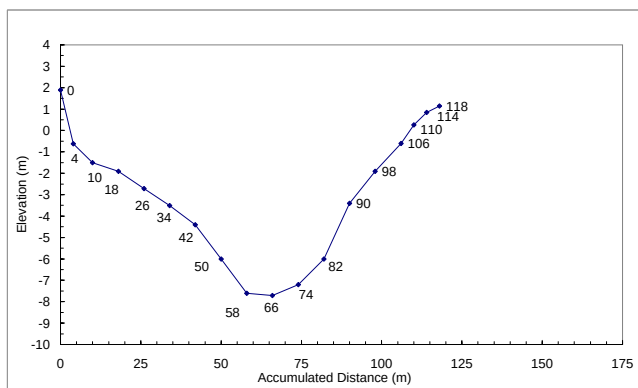
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.0			
10	0.9			
15	-0.1			
25	-1.1			
33	-2.2			
41	-3.9			
49	-6.3			
57	-7.2			
66	-7.0			
75	-9.0			
83	-6.0			
91	-7.2			
99	-4.8			
107	-2.7			
115	-1.7			
120	-1.1			
128	0.6			
138	0.7			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.1 ON BEN LUC RIVER

Canal : BEN LUC
Cross-Section : No. 1
Chainage (Km): 14.000 km from junction with Sai Gon river

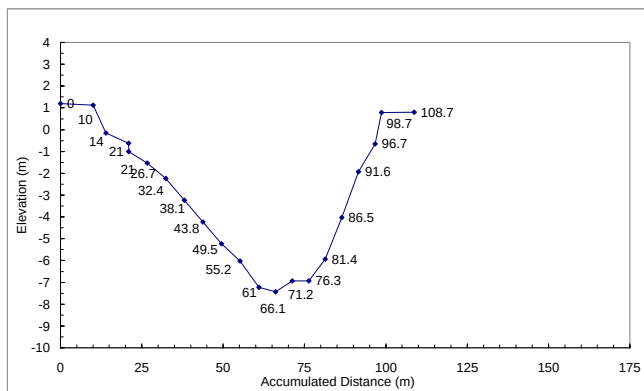
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.9			
4	-0.6			
10	-1.5			
18	-1.9			
26	-2.7			
34	-3.5			
42	-4.4			
50	-6.0			
58	-7.6			
66	-7.7			
74	-7.2			
82	-6.0			
90	-3.4			
98	-1.9			
106	-0.6			
110	0.3			
114	0.9			
118	1.2			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.2 ON BEN LUC RIVER

Canal : BEN LUC
Cross-Section : No. 2
Chainage (Km): 15.000 km from junction with Sai Gon river

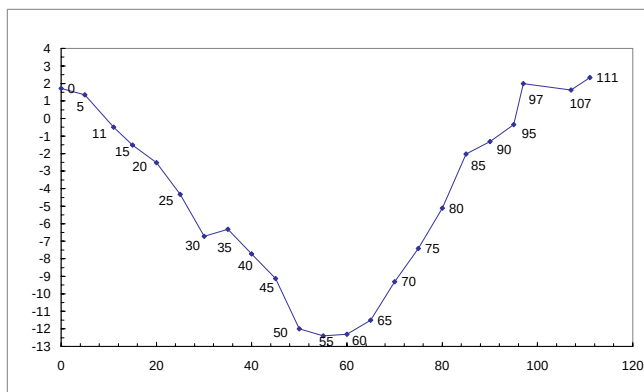
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.2			
10	1.13			
14	-0.15			
21	-0.62			
21	-1.01			
26.7	-1.53			
32.4	-2.23			
38.1	-3.23			
43.8	-4.23			
49.5	-5.23			
55.2	-6.03			
61	-7.23			
66.1	-7.43			
71.2	-6.93			
76.3	-6.93			
81.4	-5.93			
86.5	-4.03			
91.6	-1.93			
96.7	-0.65			
98.7	0.78			
108.7	0.8			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.3 ON BEN LUC RIVER

Canal : BEN LUC
Cross-Section : No. 3
Chainage (Km): 16.000 km from junction with Sai Gon river

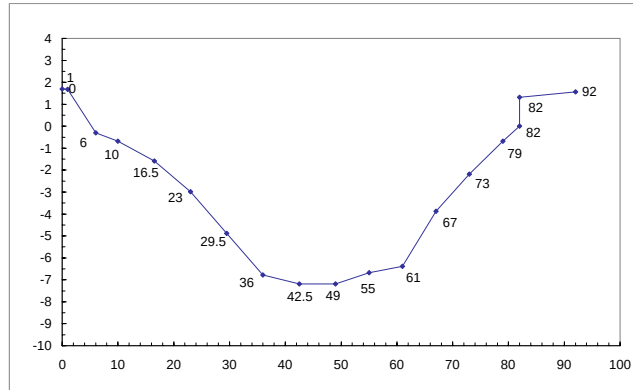
Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.7			
5	1.4			
11	-0.5			
15	-1.5			
20	-2.5			
25	-4.3			
30	-6.7			
35	-6.3			
40	-7.7			
45	-9.1			
50	-12.0			
55	-12.4			
60	-12.3			
65	-11.5			
70	-9.3			
75	-7.4			
80	-5.1			
85	-2.0			
90	-1.32			
95	-0.35			
97	1.99			
107	1.63			
111	2.34			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.4 ON BEN LUC RIVER

Canal : BEN LUC
Cross-Section : No. 4
Chainage (Km): 17.000 km from junction with Sai Gon river

Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	1.7			
1	1.7			
6	-0.3			
10	-0.7			
17	-1.6			
23	-3.0			
30	-4.9			
36	-6.8			
43	-7.2			
49	-7.2			
55	-6.7			
61	-6.4			
67	-3.9			
73	-2.2			
79	-0.7			
82	0.0			
82	1.32			
92	1.57			



EXISTING CROSS-SECTIONAL DATA AT SECTION No.5 ON BEN LUC RIVER

Canal : BEN LUC
Cross-Section : No. 5
Chainage (Km): 17.500 km from junction with Sai Gon river

Existing		Bank and Bed Mark	Proposed	
Acc. Distance (m)	Bed Elevation (EL.m)		Acc. Distance	Bed Elevation (EL.m)
0	0.8			
2	-0.2			
5	-3.2			
7	-3.8			
12	-5.1			
17	-5.4			
22	-6.0			
27	-6.6			
32	-6.5			
37	-6.3			
42	-5.6			
47	-5.4			
52	-4.9			
57	-4.7			
62	-4.5			
67	-1.7			
72	-1.3			
77	-0.6			
78	-0.2			
78	0.5			
81	0.7			
89	0.9			

