

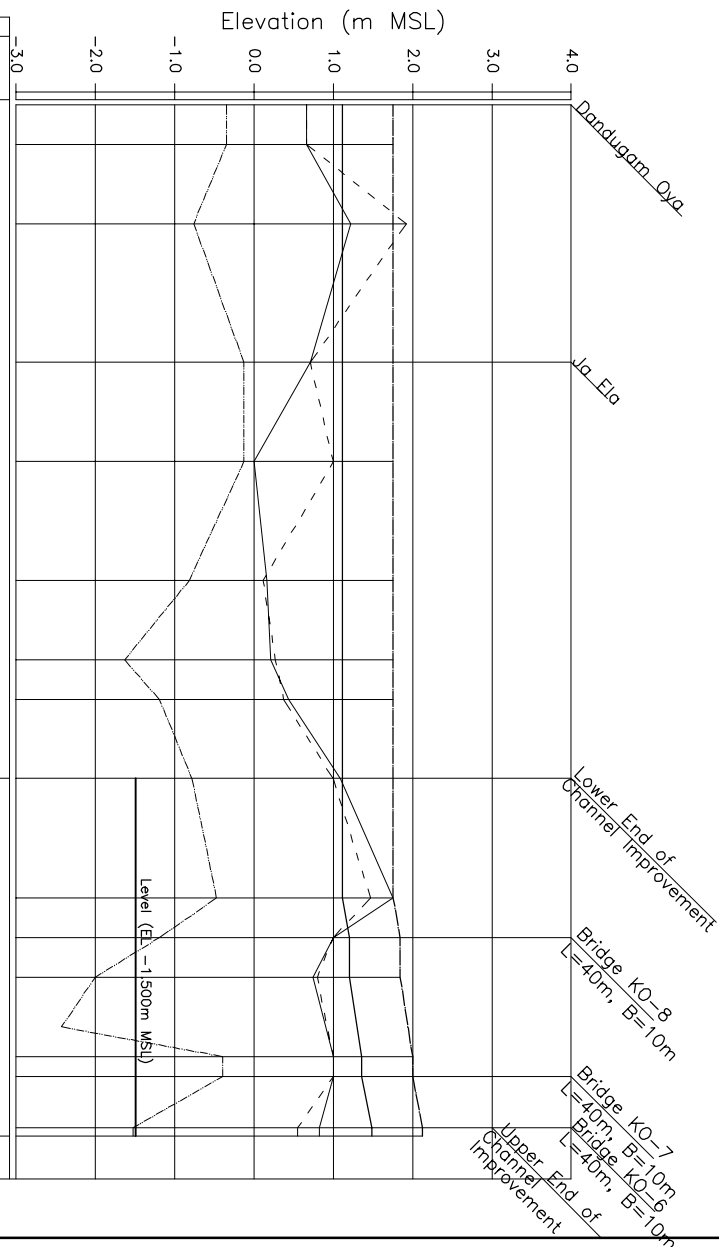
Station	Partial Distance (m)	Accum. Distance (m)	Right Bank (EL m)	Left Bank (EL m)	Original Riverbed (EL m)	Design			Remark
						Crest of Dike (EL m)	Riverbed (EL m)	HWL (50year) (EL m)	
ST 0+000	0	0	0.820	0.812	-1.540	2.076	-1.500	1.476	Channel Improvement: Q=50 m ³ /sec, L=5,050 m
ST 0+397	397	397	1.894	2.688	-1.368	2.076	-1.500	1.476	
ST 0+829	432	829	2.025	1.527	-1.318	2.076	-1.500	1.476	
ST 1+359	530	1,359	2.779	1.965	-1.312	2.076	-1.500	1.476	
ST 1+849	490	1,849	0.944	1.161	-1.513	2.076	-1.500	1.476	
ST 2+349	500	2,349	1.065	0.952	-1.412	2.076	-1.500	1.476	
ST 2+824	475	2,824	0.623	1.402	-1.524	2.120	-1.500	1.520	
ST 3+349	525	3,349	0.303	0.103	-1.812	2.146	-1.500	1.546	
ST 3+849	500	3,849	0.760	0.518	-1.549	2.169	-1.500	1.569	
ST 4+290	441	4,290	0.925	1.959	-2.605	2.201	-1.500	1.601	
ST 4+824	534	4,824	0.977	0.952	-1.876	2.248	-1.500	1.648	
ST 5+050	226	5,050	0.980	1.375	-1.890	2.297	-1.500	1.697	
ST 5+849	799	5,849	0.704	0.704	-1.240			1.793	
ST 6+349	500	6,349	0.577	0.829	-0.941			1.927	

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Figure 2.2.2
Longitudinal Profile of Proposed Kalu Oya Channel Improvement

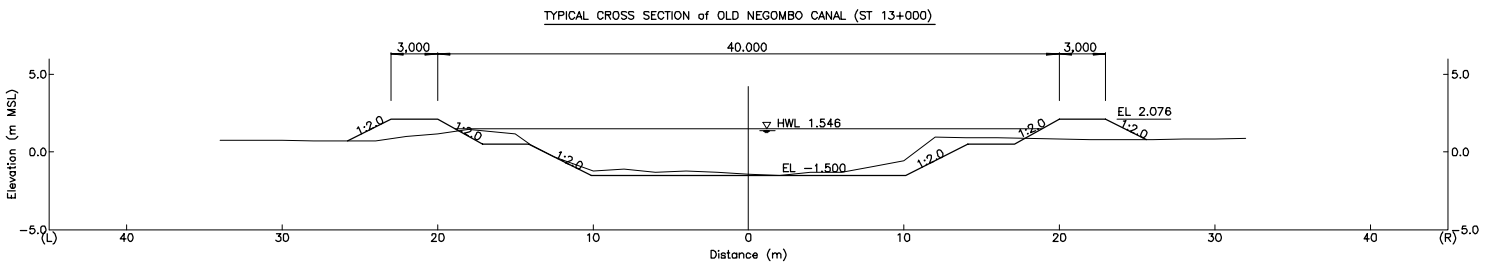
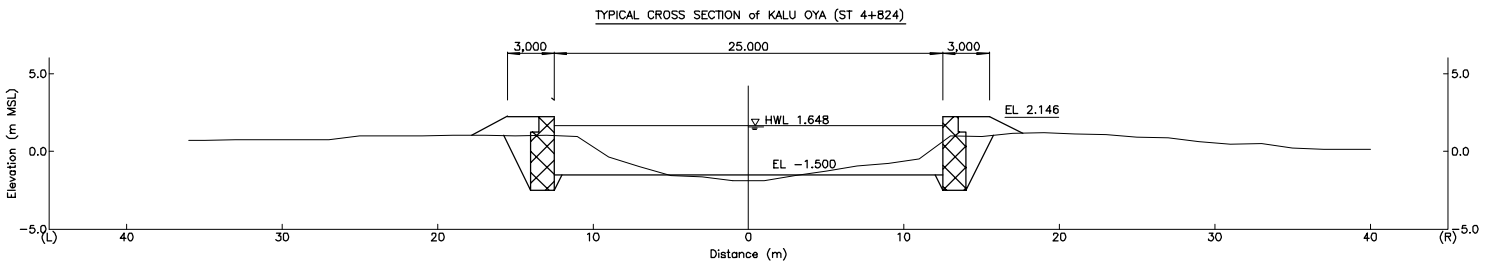
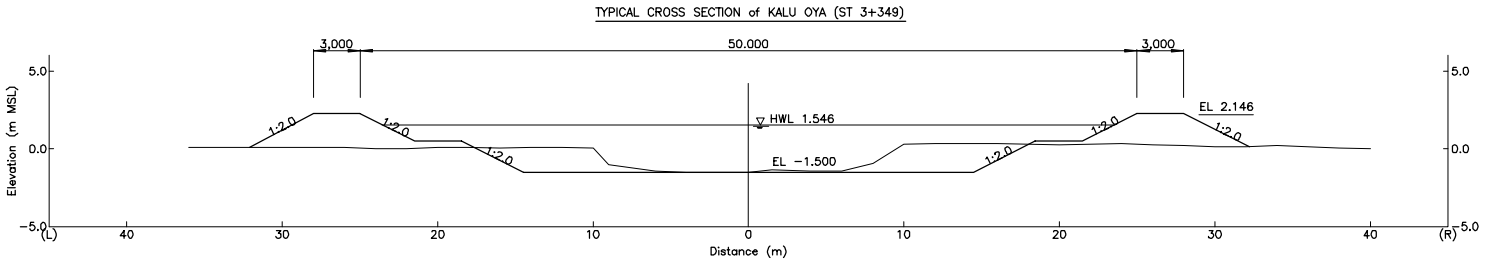
Station	Partial Distance (m)	Accum. Distance (m)	Right Bank (EL m)	Left Bank (EL m)	Original Riverbed (EL m)	Design			Remark
						Crest of Dike	Riverbed	HWL (50year)	
						(EL m)	(EL m)	(EL m)	
ST 0+000	0	0	0.593	0.579	-0.304	1.755	-0.304	1.153	
ST 0+500	500	500	0.593	0.579	-0.304	1.755	-0.304	1.153	
ST 1+500	1,000	1,500	1.199	1.933	-0.766	1.755	-0.766	1.153	
ST 3+250	1,750	3,250	0.700	0.732	-0.131	1.755	-0.131	1.153	
ST 4+500	1,250	4,500	0.000	1.000	-0.100	1.755	-0.100	1.153	
ST 6+000	1,500	6,000	0.170	0.130	-0.800	1.755	-0.800	1.153	
ST 7+000	1,000	7,000	0.212	0.340	-1.683	1.755	-1.683	1.153	
ST 7+500	500	7,500	0.400	0.400	-1.200	1.755	-1.200	1.153	
ST 8+500	1,000	8,500	1.100	1.000	-0.800	1.755	-1.500	1.153	
ST 10+000	1,500	10,000	1.700	1.400	-0.470	1.769	-1.500	1.169	Channel Improvement: Q = 35 m ³ /sec, L = 4,500 m
ST 10+500	500	10,500	1.000	1.000	-1.200	1.797	-1.500	1.197	
ST 11+000	500	11,000	0.650	0.700	-2.050	1.927	-1.500	1.227	
ST 12+000	1,000	12,000	1.000	1.000	-0.400	1.972	-1.500	1.372	
ST 12+250	250	12,250	1.000	1.000	-0.400	1.972	-1.500	1.372	
ST 12+900	650	12,900	0.760	0.518	-1.549	2.076	-1.500	1.476	
ST 13+000	100	13,000	0.760	0.518	-1.549	2.076	-1.500	1.476	



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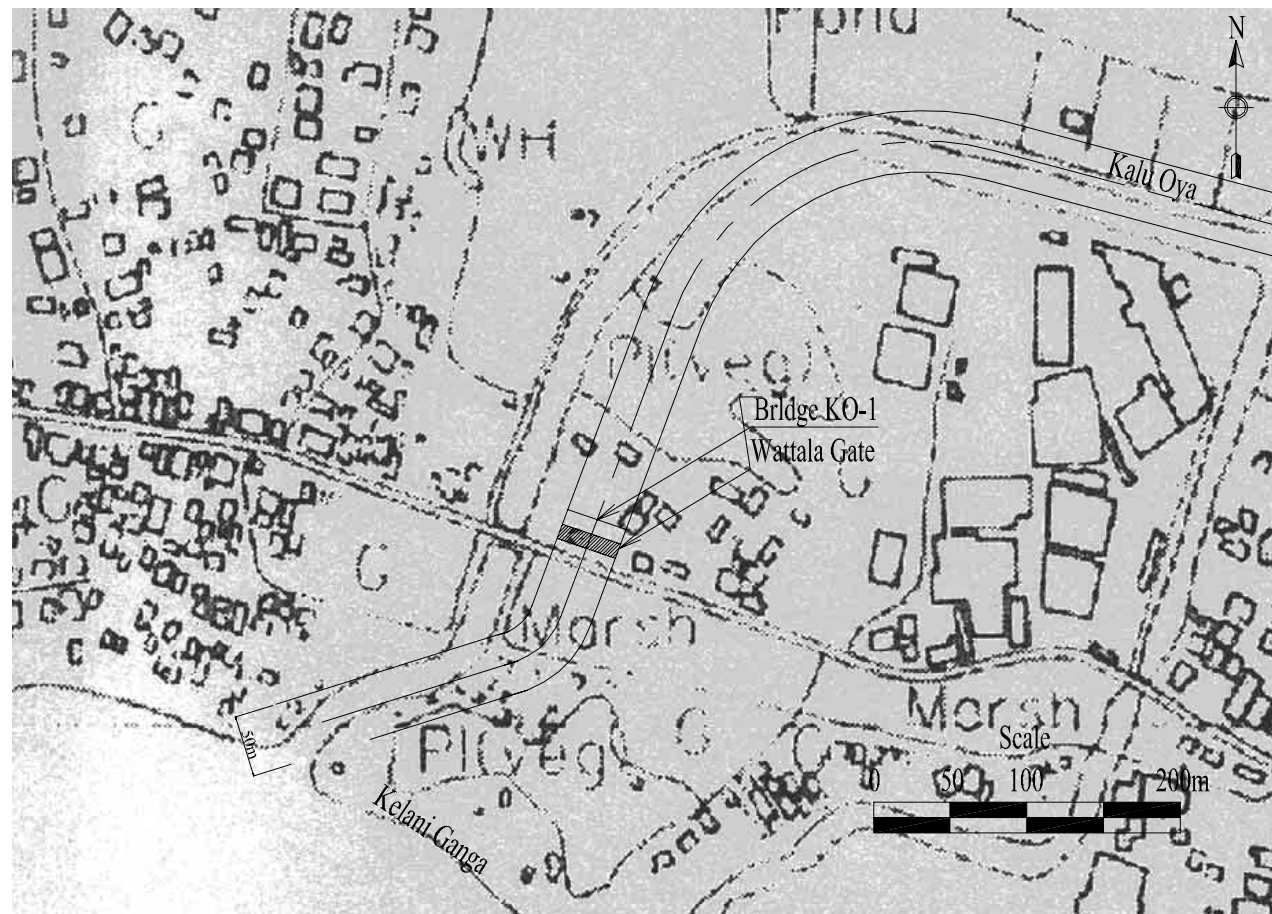
Figure 2.2.3
Longitudinal Profile of Proposed Old
Negombo Canal Improvement



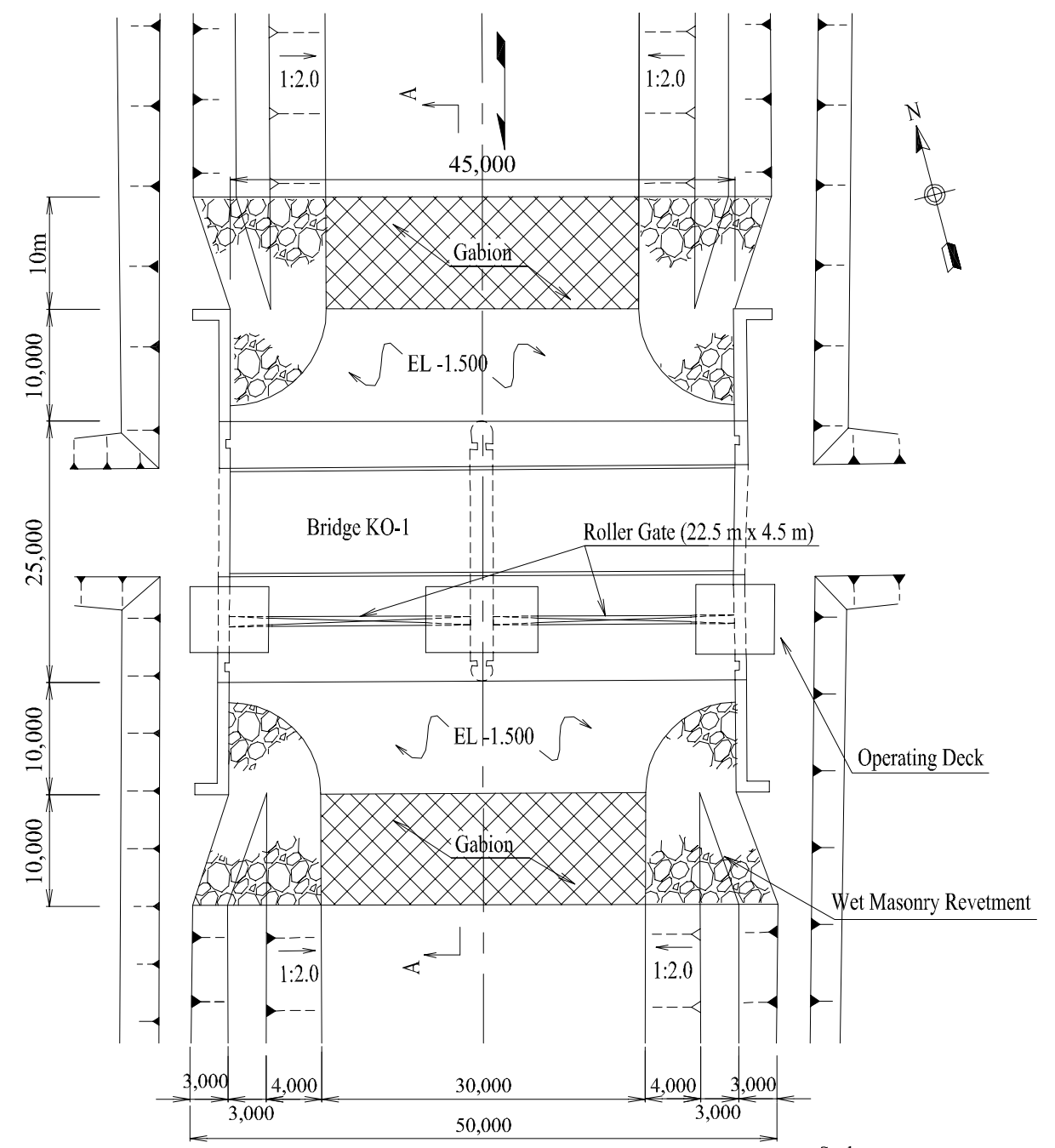
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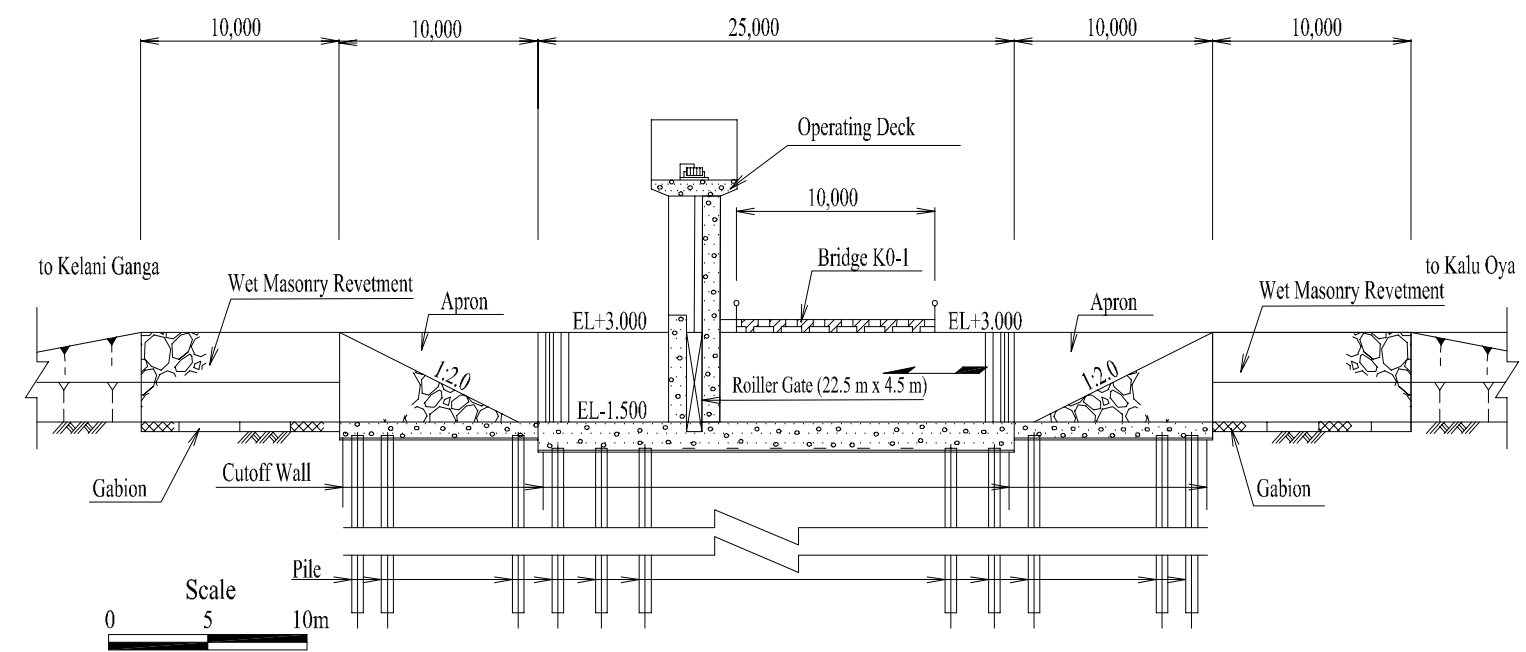
Figure 2.2.4
Typical Cross Section of Proposed Kalu Oya
and Old Negombo Canal Improvement



Location Map



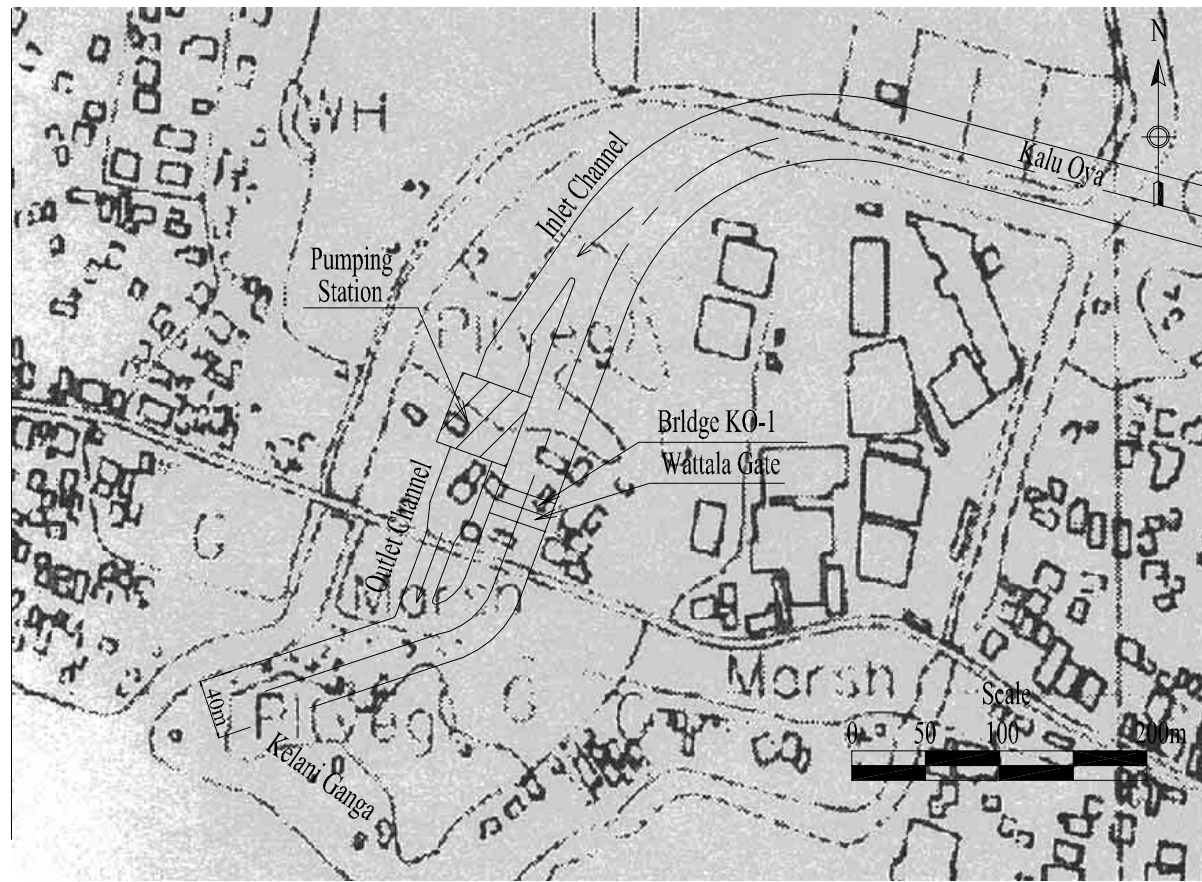
Plan



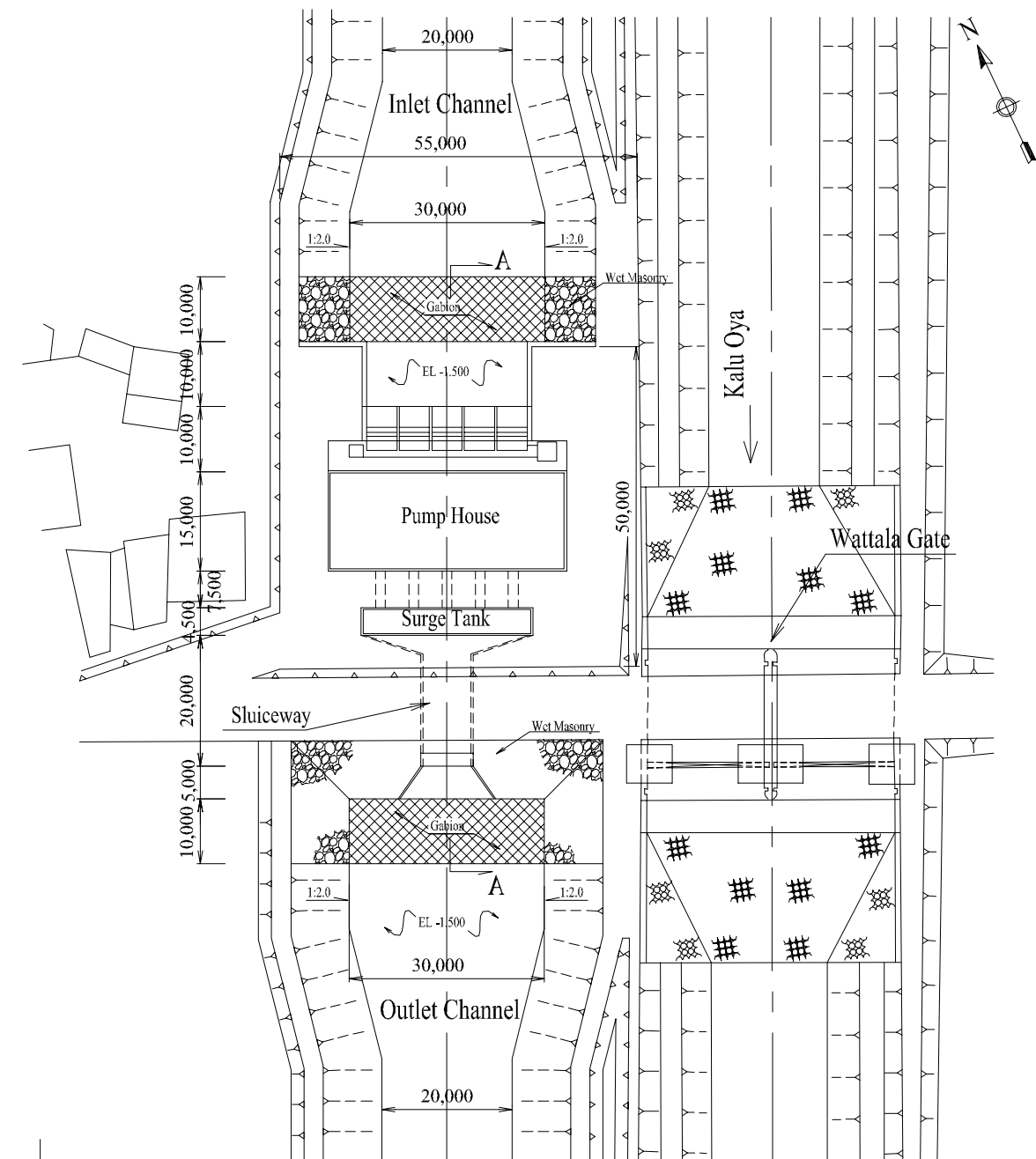
Section A-A

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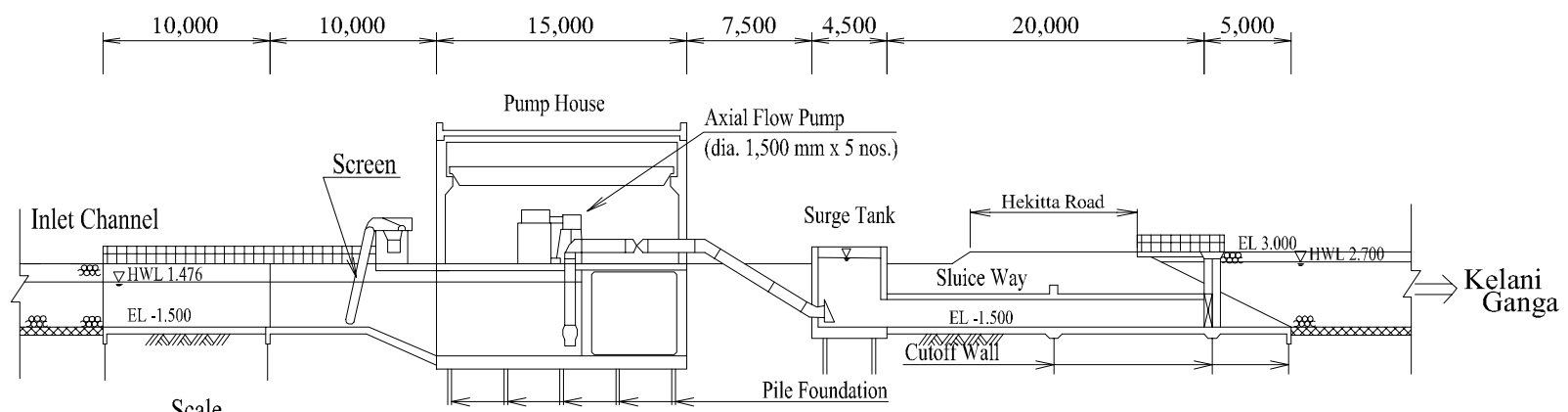
Figure 2.2.5
Preliminary Design of Proposed Wattala
Gate of Kalu Oya Channel Improvement



Location Map



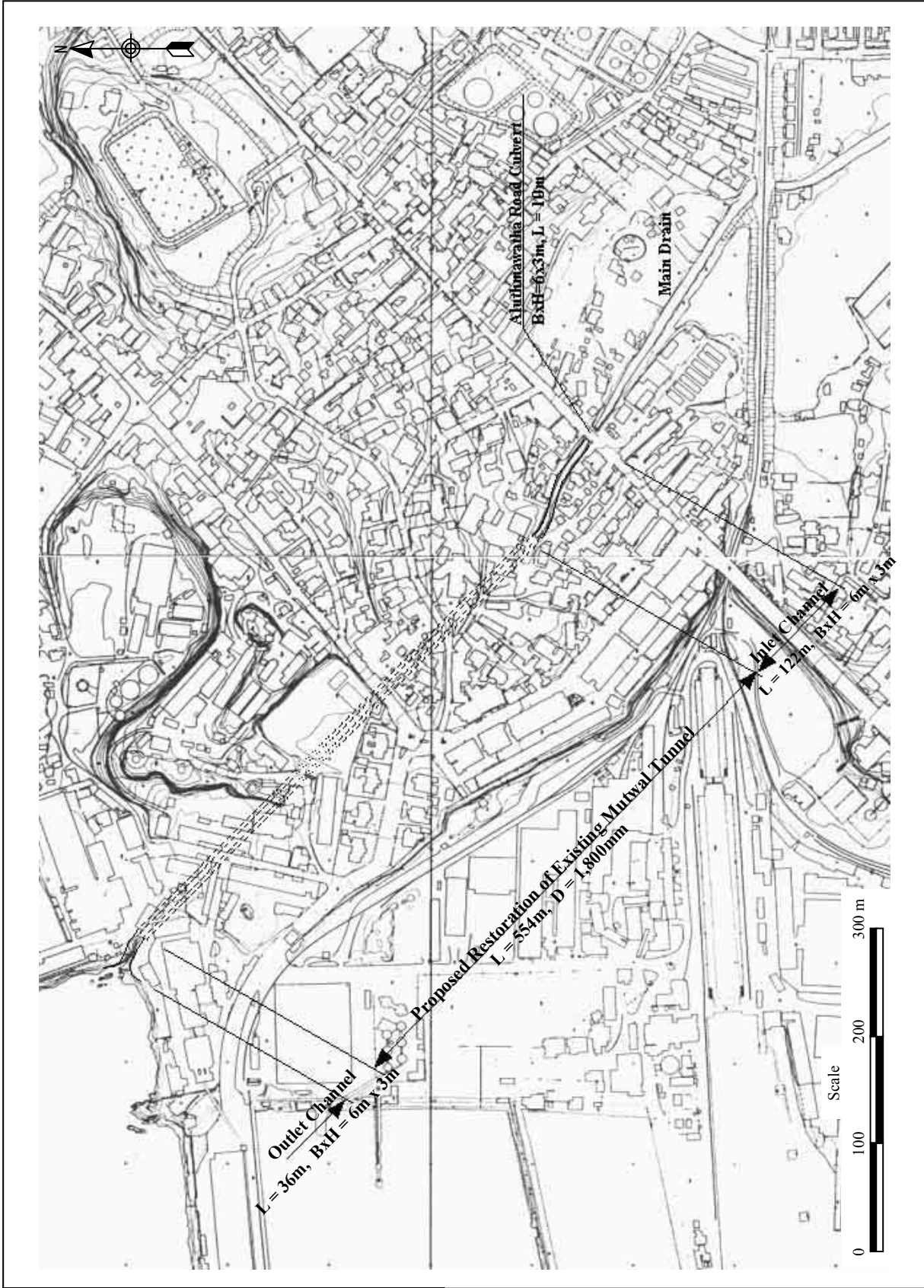
Plan



Section A-A

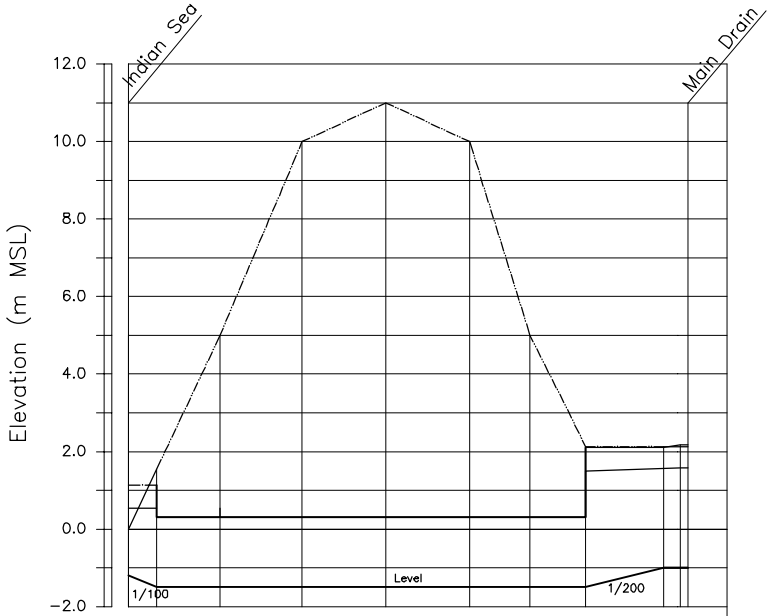
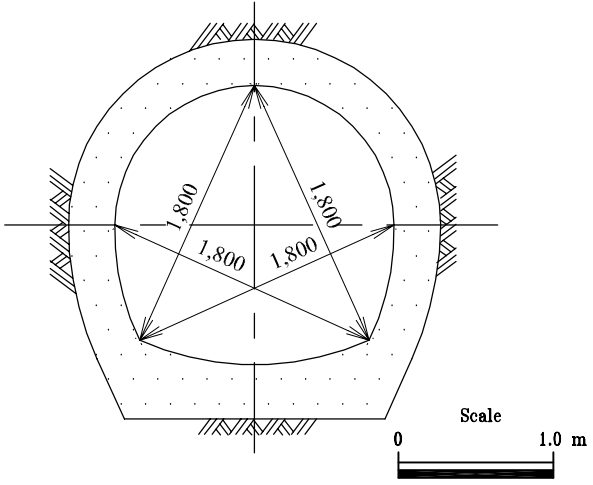
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Figure 2.2.6
General Plan of Wattala Pumping Station



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Figure 2.3.1
 General Plan of Proposed Restoration of
 Existing Mutwal Tunnel

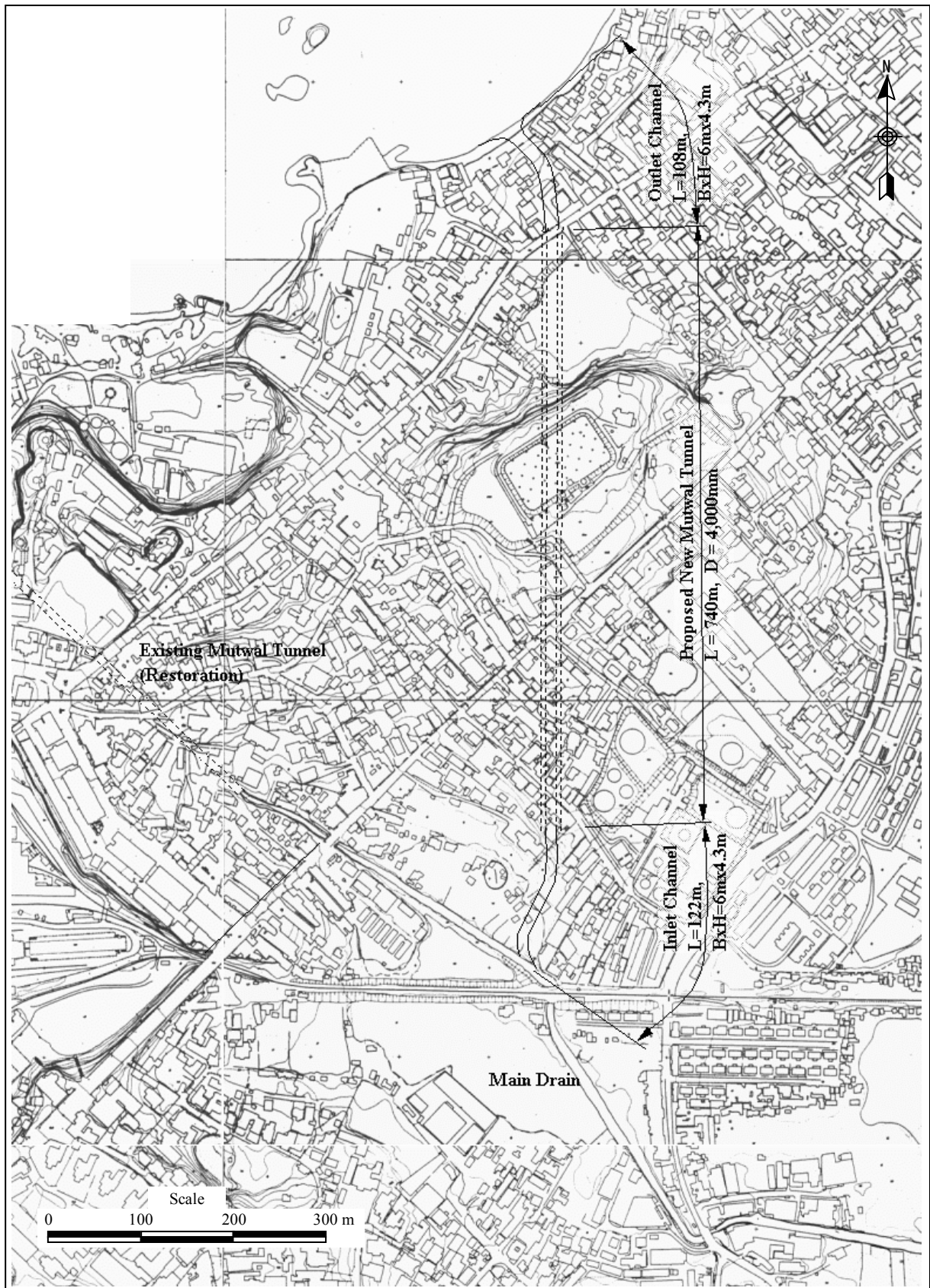


Station	Partial Distance (m)	Accum. Distance (m)	Ground Level (EL m)	Crest of Culvert (EL m)	Design		Remark
					Invert Level (EL m)	H/WL (50year) (EL m)	
ST 0+000	0	0	0.000	1.134	-1.200	0.934	Outlet Channel L=36 m
ST 0+036	36	36	1.525	1.137	-1.500	0.637	
ST 0+118	82	118	5.000		-1.500	0.300	Reconstruction of Existing Mutwal Tunnel Dia. 1,800 mm, L=554 m
ST 0+224	106	224	10.000		-1.500	0.300	
ST 0+332	108	332	11.000		-1.500	0.300	
ST 0+440	108	440	10.000		-1.500	0.300	
ST 0+516	78	516	5.000		-1.500	0.300	Inlet Channel L=122 m
IS	72	590	2.000		-1.500	0.300	
ST 0+690	100	690	2.000	2.102	-1.000	1.502	
ST 0+712	22	712	2.000	2.176	-1.000	1.576	
ST 0+722	10	722	2.000	2.176	-1.000	1.576	

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Figure 2.3.2
Longitudinal Profile and Typical Section
of Restoration of Existing Mutwal Tunnel



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Figure 2.3.3
General Plan of Proposed New Mutwal
Tunnel