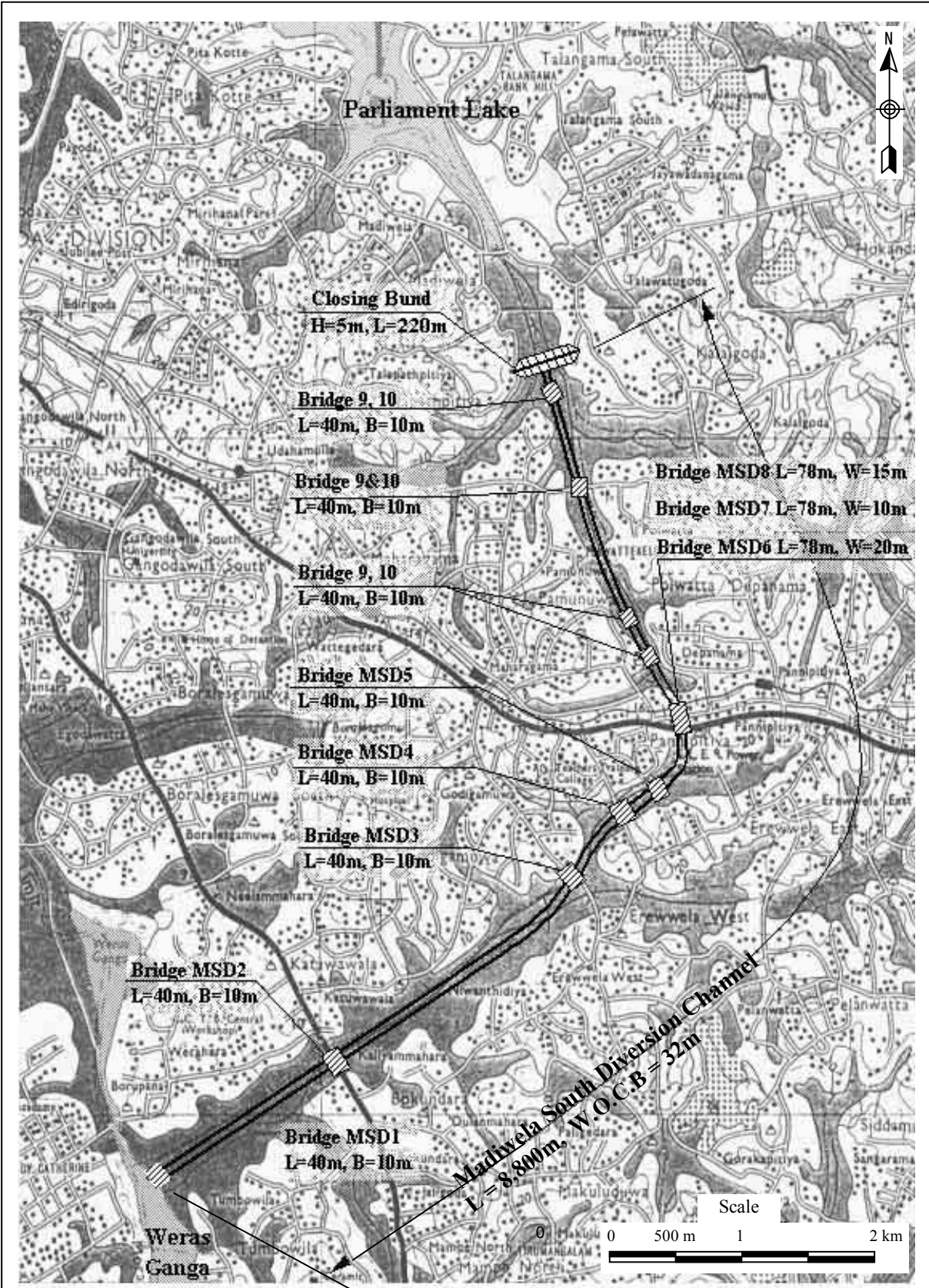


Station	Perfor. Distance (m)	Accum. Distance (m)	Ground Level (EL m)	Crest of Culvert (EL m)	Design		Remark
					Inlet Level (EL m)	HML (5/year) (EL m)	
ST 0+000	0	0	0.000	2.065	-1.200	0.534	Outlet Channel L=108 m
ST 0+010	10	10	0.375	2.065	-1.200	0.534	
ST 0+056	46	56	3.218	2.065	-1.545	0.586	New Mutwal Tunnel Q=20 m ³ /sec, Dia. 4,000 mm, L=740 m
ST 0+108	52	108	6.207	2.065	-1.833	0.642	
ST 0+174	66	174	10.000		-1.896	0.749	
ST 0+362	188	362	30.000		-1.786	1.053	Inlet Channel L=122 m
ST 0+400	38	400	30.000		-1.764	1.114	
ST 0+432	32	432	30.000		-1.745	1.166	
ST 0+496	64	496	25.000		-1.707	1.215	
ST 0+564	68	564	20.000		-1.667	1.267	
ST 0+666	102	666	15.000		-1.607	1.345	
ST 0+814	148	814	10.000		-1.520	1.458	
ST 0+848	34	848	6.526	2.500	-1.500	1.484	
ST 0+855	7	855	4.916	2.500	-1.463	1.489	
ST 0+907	52	907	3.602	2.500	-1.205	1.529	
ST 0+948	41	948	2.000	2.500	-1.000	1.560	
ST 0+970	22	970	2.000	2.500	-1.000	1.580	

The Study on Storm Water Drainage Plan
for the Colombo Metropolitan Region
in the Democratic Socialist Republic of Sri Lanka

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Figure 2.3.4
Longitudinal Profile and Typical Section
of Proposed New Mutwal Tunnel

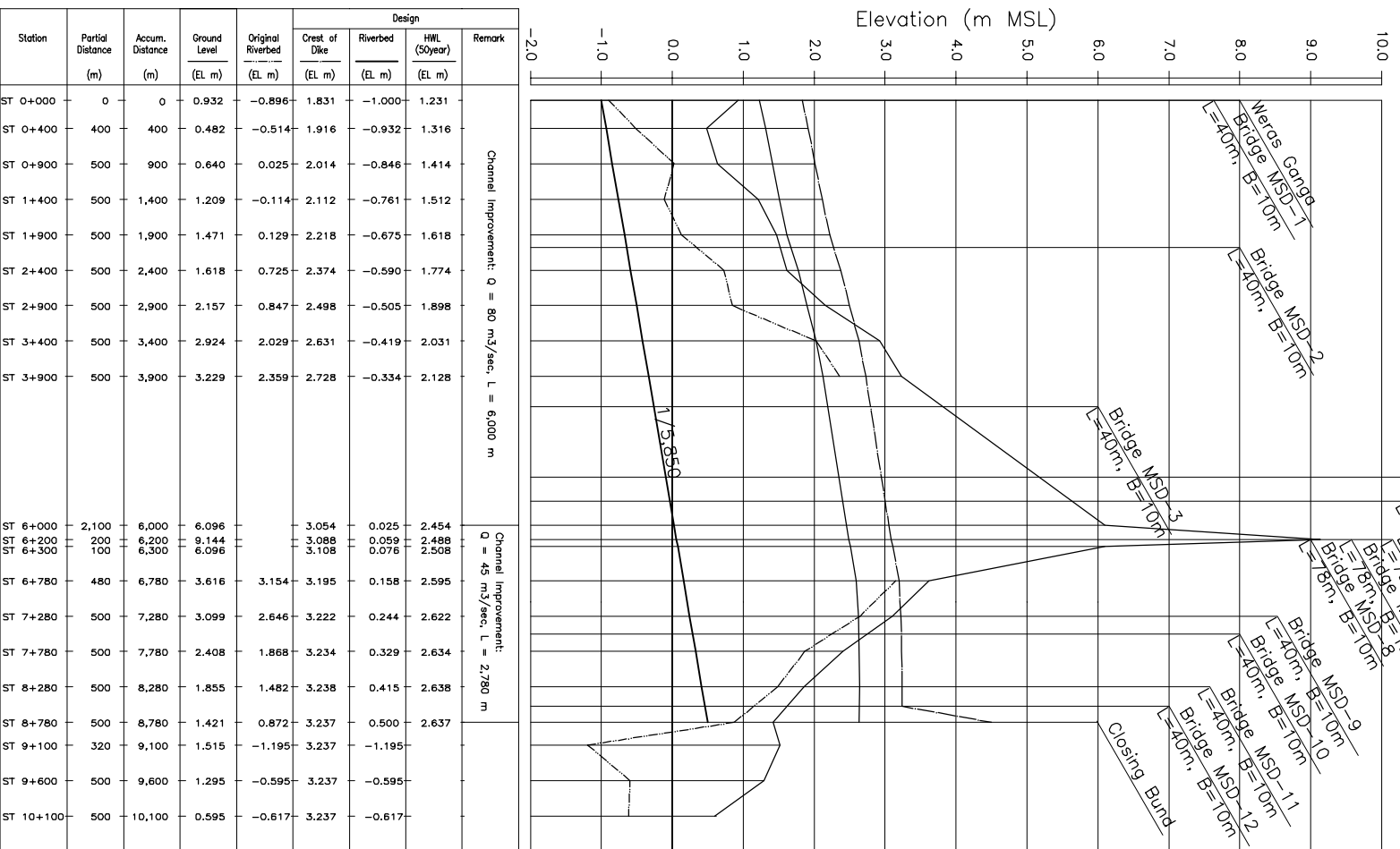


Note: W.O.C.B means width of channel bed

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in the Democratic Socialist Republic of Sri Lanka

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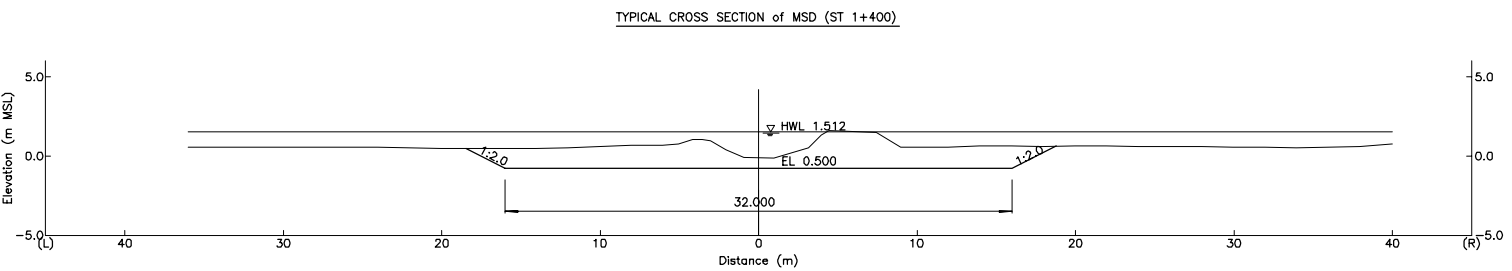
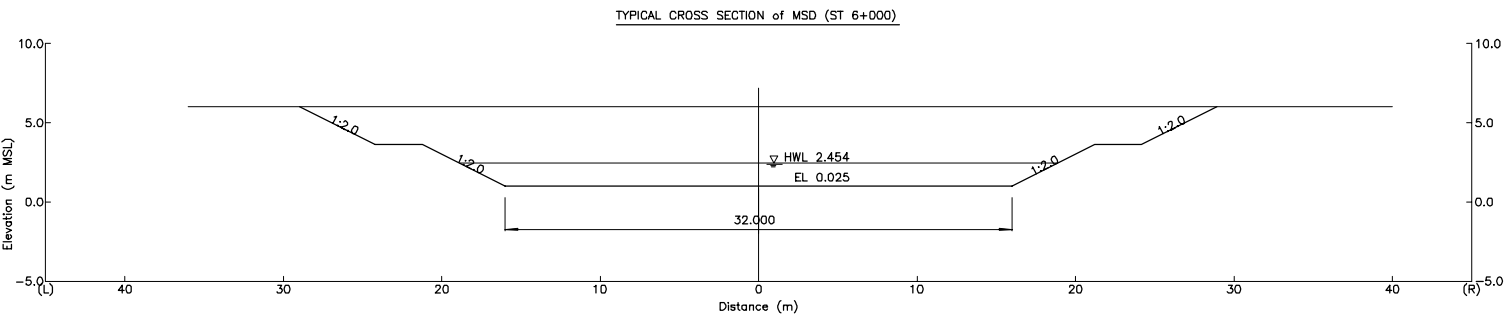
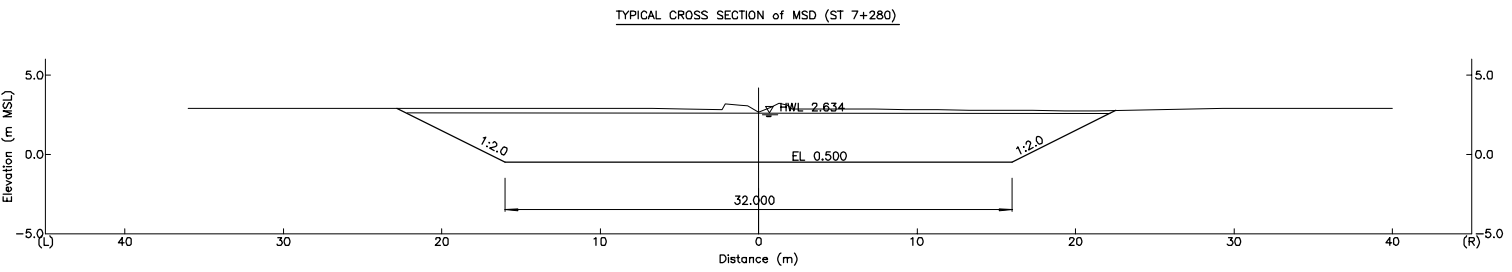
Figure 2.3.5
General Plan of Proposed Madiwela South
Diversion Channel



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for the Colombo Metropolitan Region
in the Democratic Socialist Republic of Sri Lanka

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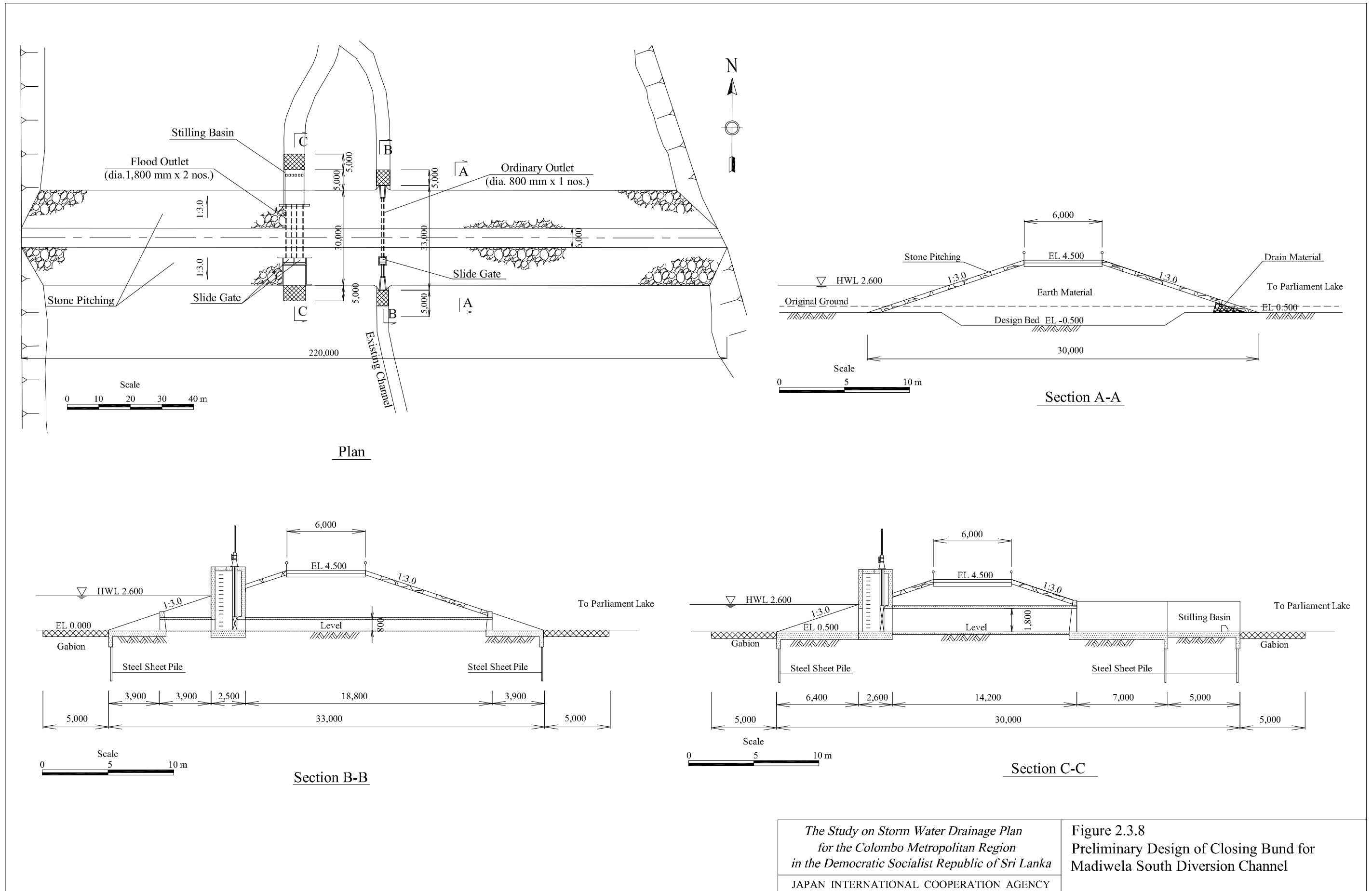
Figure 2.3.6
Longitudinal Profile of Proposed Madiwela
South Diversion Channel



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in the Democratic Socialist Republic of Sri Lanka*

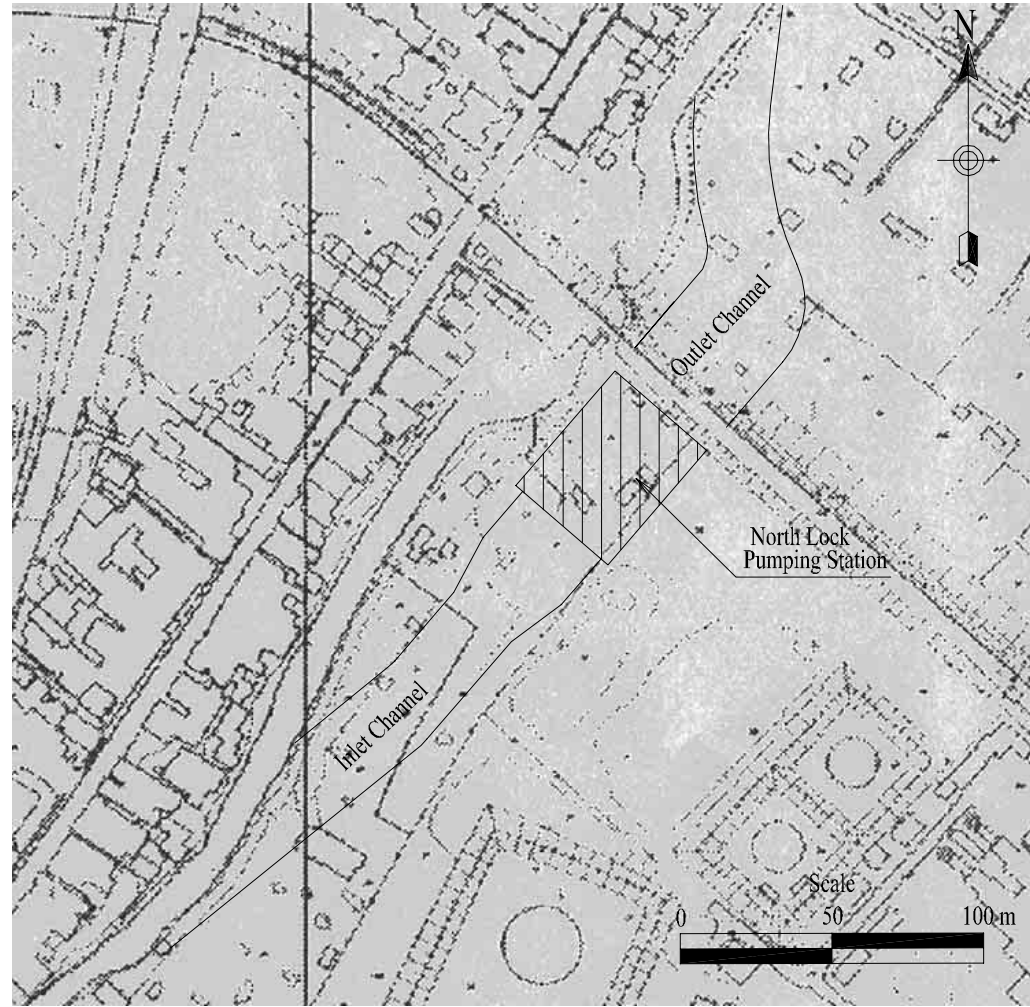
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Figure 2.3.7
**Typical Cross Section of Proposed Madiwela
South Diversion Channel**

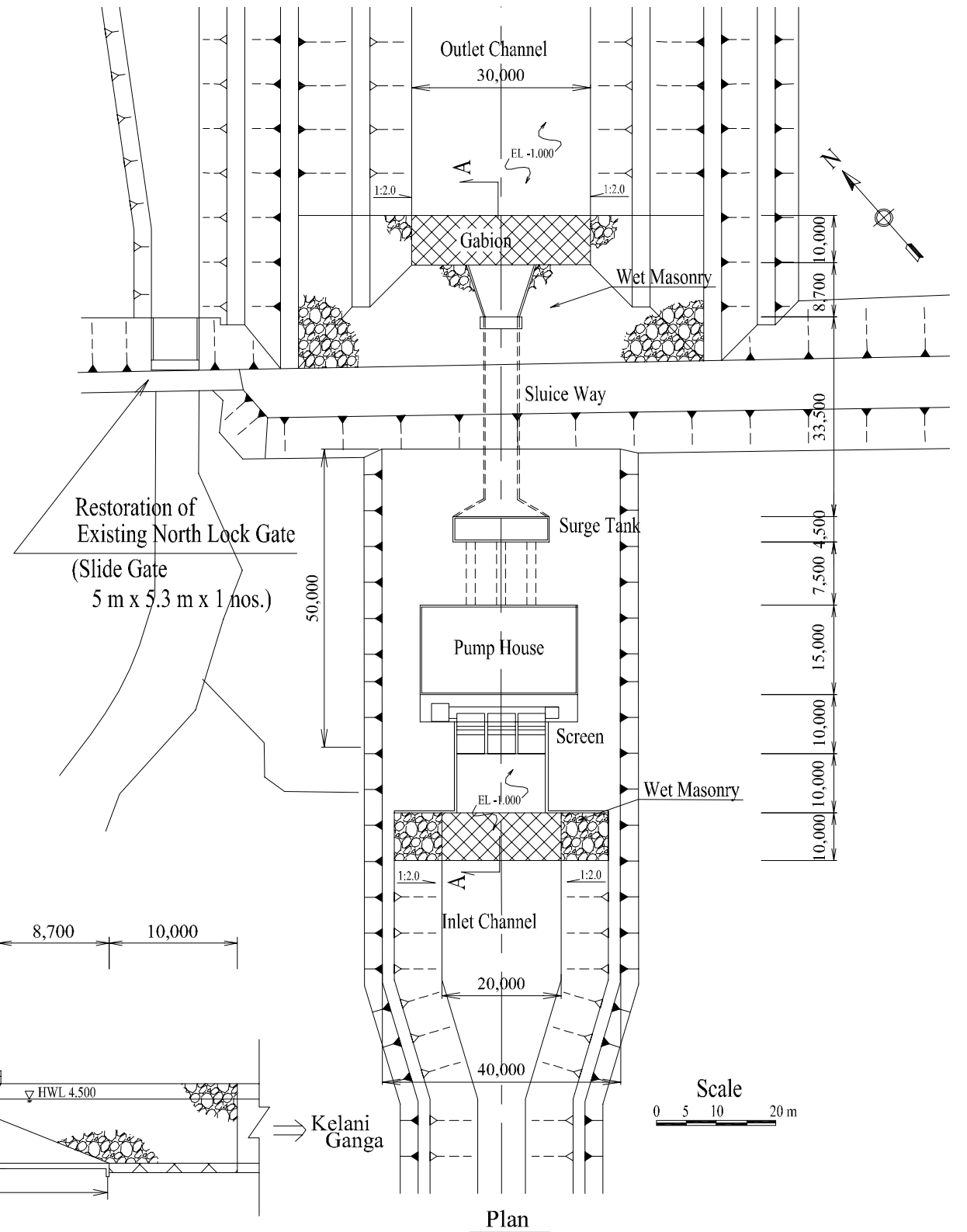


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in the Democratic Socialist Republic of Sri Lanka
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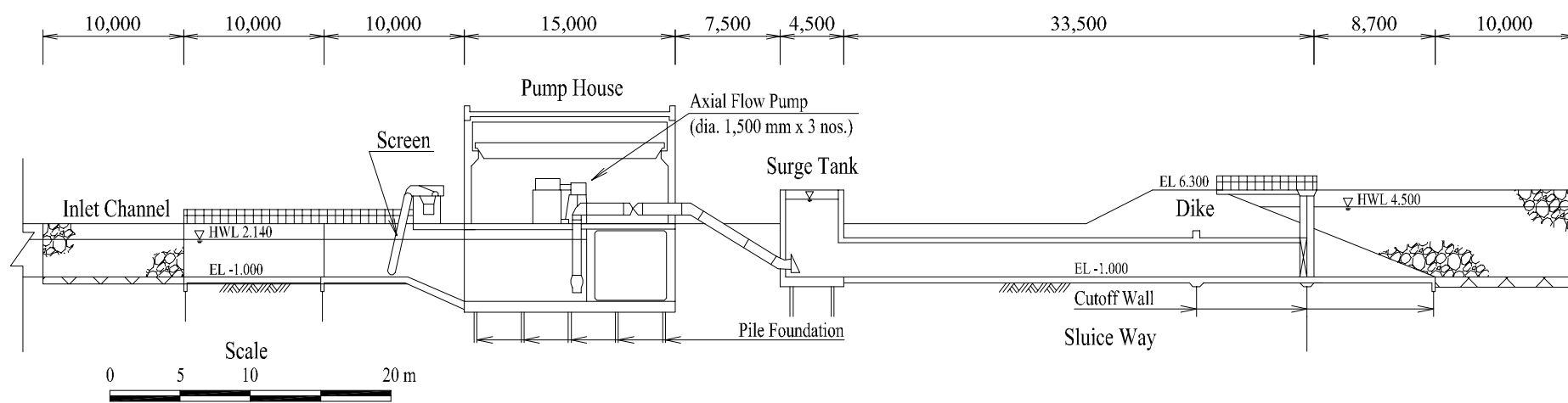
Figure 2.3.8
Preliminary Design of Closing Bund for
Madiwela South Diversion Channel



Location Map



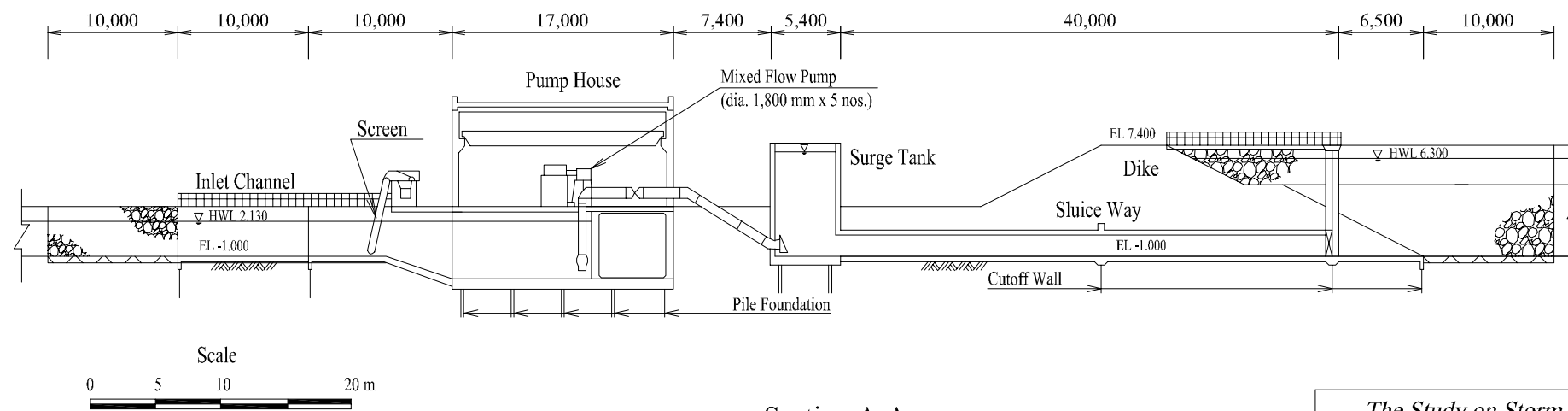
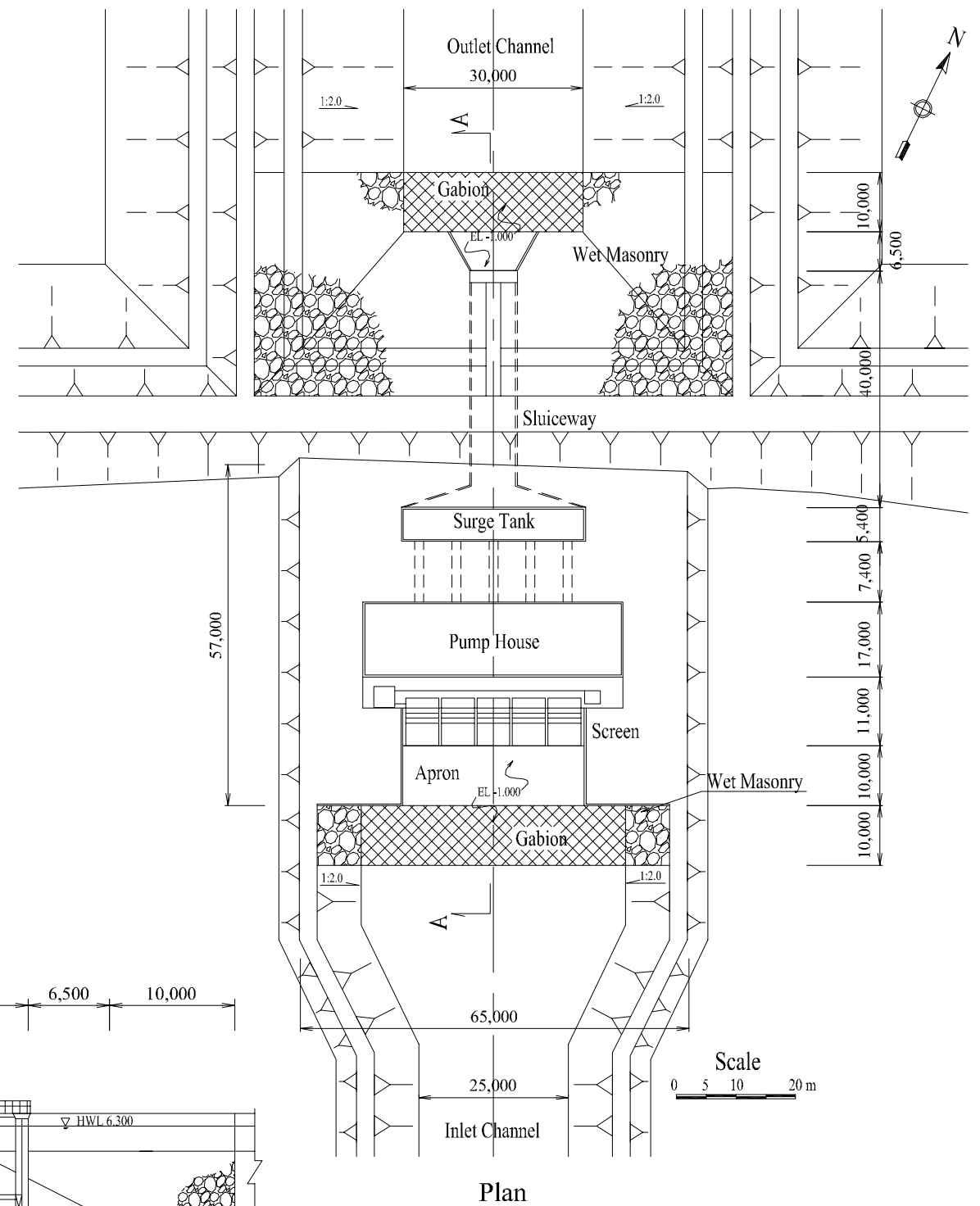
Plan



Section A-A

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for the Colombo Metropolitan Region
in the Democratic Socialist Republic of Sri Lanka
JAPAN INTERNATIONAL COOPERATION AGENCY

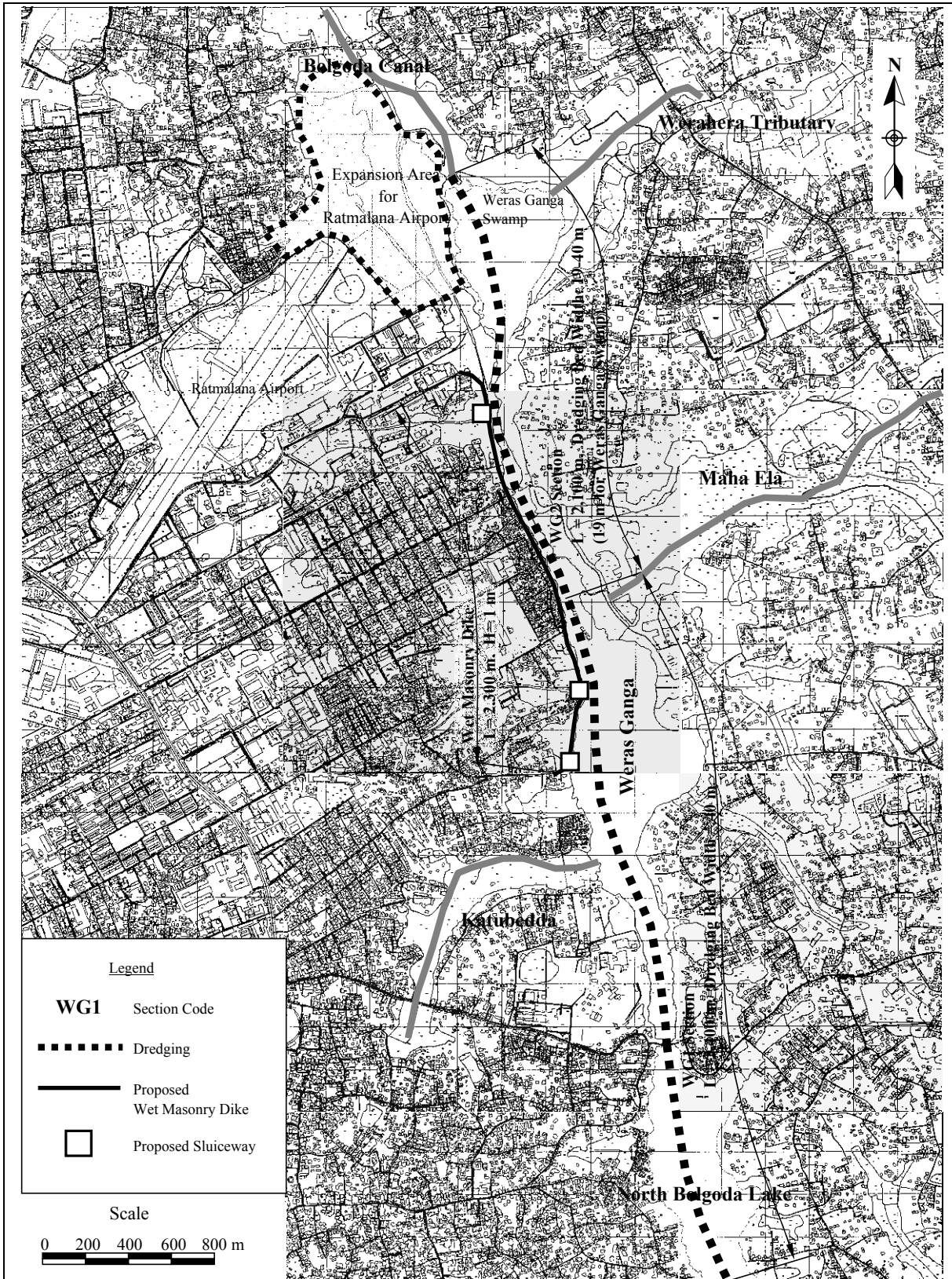
Figure 2.3.9
General Plan of North Lock Pumping Station



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for the Colombo Metropolitan Region
in the Democratic Socialist Republic of Sri Lanka
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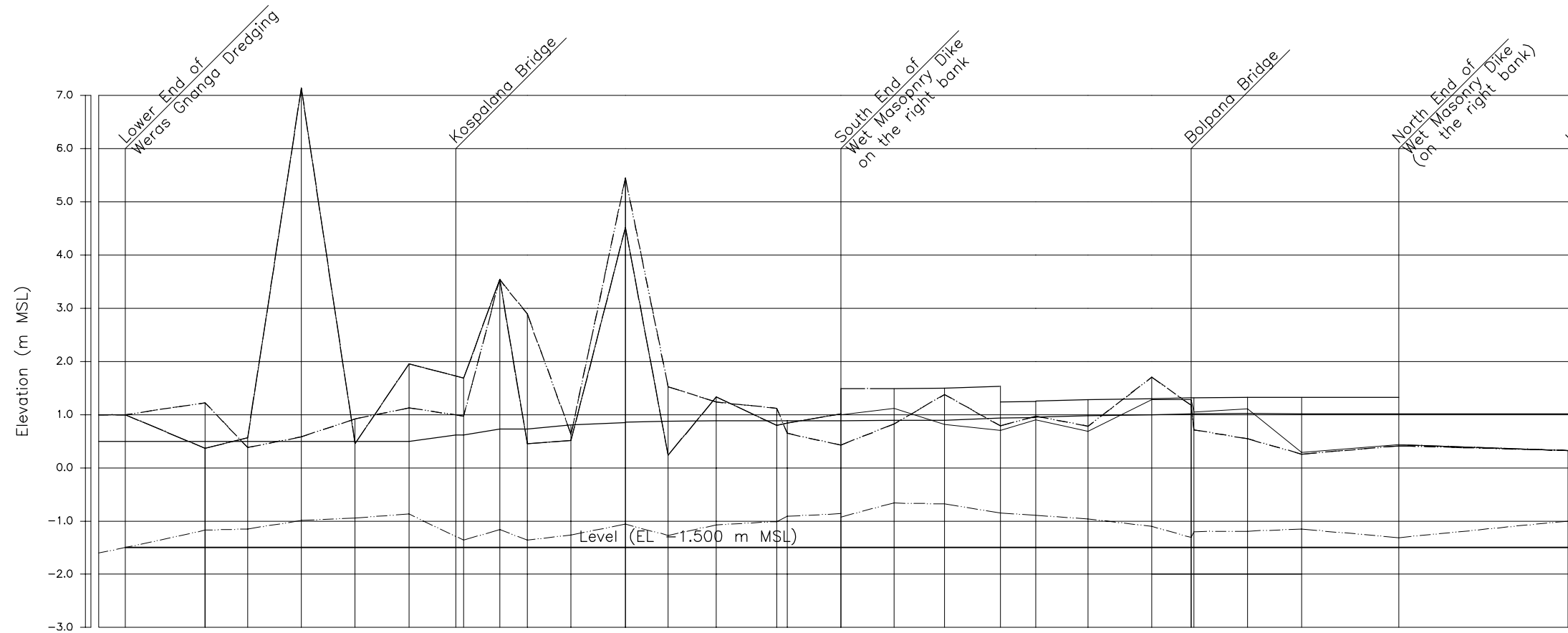
Figure 2.3.10
General Plan of Gotatuwa Pumping Station



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Figure 2.4.1
General Plan of Proposed Weras Ganga
Improvement



Station	Partial Distance (m)	Accum. Distance (m)	Right Bank (EL m)	Left Bank (EL m)	Original Riverbed (EL m)	Crest of Dike (EL m)	Riverbed (EL m)	HWL (50year) (EL m)	Remark
ST 0+000	0	0	1.000	1.000	-1.600	1.000	-1.600	0.500	
ST 0+270	270	270	0.372	1.230	-1.170	0.372	-1.500	0.500	
ST 0+430	160	430	0.569	0.382	-1.150	0.569	-1.500	0.500	
ST 0+632	202	632	7.134	0.584	-0.990	7.134	-1.500	0.500	
ST 0+834	202	834	0.457	0.920	-0.940	0.457	-1.500	0.500	
ST 1+037	203	1,037	1.955	1.128	-0.870	1.955	-1.500	0.500	
ST 1+243	206	1,243	1.686	0.972	-1.360	1.686	-1.500	0.594	
ST 1+275	32	1,275	1.686	0.972	-1.360	1.686	-1.500	0.594	
ST 1+378	103	1,378	3.538	3.538	-1.160	3.538	-1.500	0.638	
ST 1+402	104	1,402	0.456	2.893	-1.497	0.456	-1.500	0.638	
ST 1+747	165	1,747	0.510	0.631	-1.280	0.510	-1.500	0.888	
ST 1+952	205	1,952	4.517	5.447	-1.060	4.517	-1.500	0.752	
ST 2+112	160	2,112	0.237	1.528	-1.270	0.237	-1.500	0.772	
ST 2+393	181	2,393	1.332	1.235	-1.070	1.332	-1.500	0.792	
ST 2+521	228	2,521	0.796	1.120	-1.010	0.796	-1.500	0.816	
ST 2+560	39	2,560	0.843	0.648	-0.910	0.843	-1.500	0.816	
ST 2+763	203	2,763	1.018	0.428	-0.860	1.018	-1.500	0.819	
ST 2+962	199	2,962	1.115	0.826	-0.660	1.115	-1.500	0.821	
ST 3+153	191	3,153	0.817	1.379	-0.680	0.817	-1.500	0.824	
ST 3+262	209	3,262	0.701	0.790	-0.850	0.701	-1.500	0.829	
ST 3+396	134	3,396	0.698	0.970	-0.890	0.698	-1.500	0.844	
ST 3+593	197	3,593	0.684	0.785	-0.960	0.684	-1.500	0.851	
ST 3+832	239	3,832	1.281	1.705	-1.100	1.281	-1.500	0.884	
ST 3+981	148	3,981	1.283	1.175	-1.310	1.200	-1.500	0.900	
ST 3+992	11	3,992	1.046	0.715	-1.200	1.200	-1.500	0.900	
ST 4+294	202	4,194	1.113	0.546	-1.190	1.225	-1.500	0.925	
ST 4+497	203	4,397	0.288	0.257	-1.150	1.258	-1.500	0.958	
ST 4+762	365	4,762	0.432	0.413	-1.312	1.304	-1.500	1.004	
ST 5+541	674	5,436	0.307	0.325	-1.022	0.307	-1.500	1.004	
ST 5+454	15	5,451	0.307	0.325	-1.022	0.307	-1.500	1.004	

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for the Colombo Metropolitan Region
in the Democratic Socialist Republic of Sri Lanka
JAPAN INTERNATIONAL COOPERATION AGENCY

Figure 2.4.2
Longitudinal Profile of Proposed Weras
Ganga Dredging