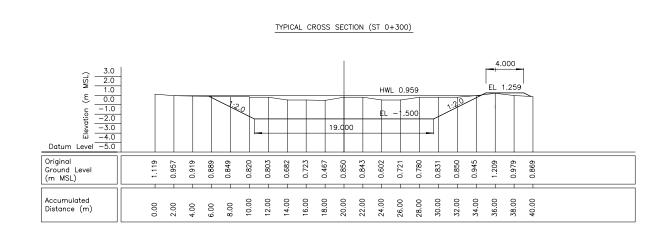
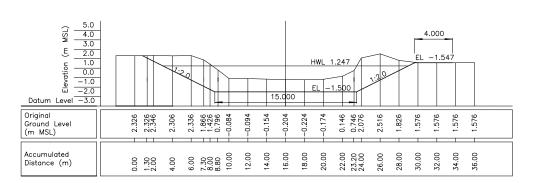


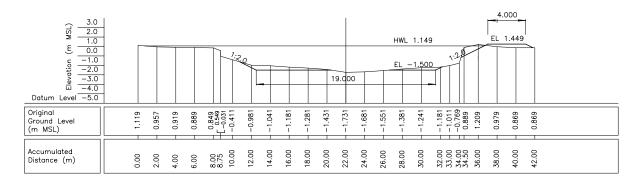
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Design HWL (m MSL)	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.149 -	1.149	1.210-	1.224-	1.231-	1.236-	1.243-	1.244-	1.245+	1.274-	1.276-	1.277-	1.277-	1.278-	1.282	1.282-	1.301 -	1.301-
Design RB (m MSL)	1.1259 -	1.449 -	1.449 -	1.510-	1.524 -	1.531 +	1.536 +	1.543 -	1.544 -	1.545 -	1.550 -	1.851 -	1.445 -	0.823 -	1.195 +	1.168 1.168	0.778 -	0.994 -	1.474 +
Design LB (m MSL)	0.325 + 0.889 - 0.325	0.549 -	0.549 - 0.274 -	0.314 -	0.281 -	0.003 -	0.254 -	-0.231 -	0.968 -	0.179 -	1.574 -	1.576 -	1.577 -	1.577 -	1.578 +	1.582 =	0.718 -	1.184 -	1.834
Design Riverbed (m MSL)	-1.5000 -	- 1.500	-1.500 -	-1.500 -	-1.500 -	-1.500	-1.500 -	-1.500 -	-1.500 -	-1.500 -	-1.500 -	-1.500 -	-1.500	-1.500 -	-1.500 +	-0.797 =	-0.462 -	-0.686 -	-0.676 -
Original RB (m MSL)	0.307 + 0.789 -	- 688.0	0.889 -	0.774 -	-0.599 -	0.253 -	-0.106 -	0.404 -	0.808 -	0.809 -	1.544 -	1.851 -	1.445 -	0.823 -	1.195 -	1.168 1.168	0.778 -	0.994 -	1.474 +
Original LB (m MSL)	0.325	0.549 -	0.549 -	0.314 +	0.281 -	0.003 -	0.254 -		0.968	0.179 +	1.044 -	-1.279 -	0.405	1.608 -	1.885 -	1.733 =	0.718 +	1.184 -	1.834
Original Riverbed (m MSL)	- 1.022 +	157.1	-1.731-	-2.566 -	-3.069 -	-2.727 -	-2.566 + -2.583 +	-1.931	-1.987 +	-1.971 -	-1.346 -	-1.279 -	-1.185 -	-1.017 -	-1.055 + -0.809 +	-0.797 +	-0.462 -	-0.686 -	-0.676 -
Accum. Distance (m)	+ +	670 -	910	1,010 +	1,210 +	1,310 +	1,410 + 1,510 +	1,610 +	1,710 +	1,810 +	2,010 -	2,110 +	2,210 +	2,310 +	2,400 + 2,500 +	2,610 ±	2,700 -	2,800 -	2,900 +
	+ + + 0 0000000000000000000000000000000	370 -	50 -	100 +	100 -	100 -	100 +	100 -	100 +	100 + 70 +	130 -	100 +	100 -	100 -	90 +	100 1	- 06	100 -	100 +
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Note) HWL: High Water RB : Right Bank	, , , , , , , , , , , , , , , , , , ,	in	रा रा	ର୍ଷ ରା	νi 	<u>л</u>	<u>st st</u>	ST	ი <u>;</u>	ર્ણ છે.	<i>ა</i> :	ST	N	Ś	<u>st St</u>		ST	ST	
LB : Left Bank									T	he Study of	n Storm V	Water D	rainage itan Regi	Plan	Drav	ving 10	)		

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1.244-	1.245-	1.250-	1.274-	1.276+	1.277+	1.277	1.278-	1.279-	1.282	1.282-	1.301-	1.301+		
1.544 -	1.545 -	1.550 -	1.550 -	1.851 +	1.445 +	0.823 -	1.195 -	1.651 -	1.168 ±	0.778 -	0.994 +	1.474 +		
- 896.0	0.179 +	0.004 -	1.574 -	1.576 +	1.577 +	1.577 +	1.578 +	1.579 -	1.582 ±	0.718 +	1.184	1.834 +		
-						1								
-1.500	-1.500 -	1.500 -	1.500	-1.500 -	- 1.500	- 1.500 -	-1.500 -	-0.809	+ -0.797	- 0.462 -	-0.686 -	-0.676		
0.808	0.809	0.124	1.544	1.851	1.445	0.823	1.195	1.651	1.168	0.778	0.994	1.474		
0.968 -	0.179 -	0.004 -	1.044 -	-1.279 -	0.405 -	1.608 -	1.885 -	1.911 -	1.733 =	0.718 +	1.184 +	1.834 -		
-1.987 -	-1.971 -	-1.641 -	-1.346 -	-1.279 -	-1.185 -	-1.017 -	-1.055 -	-0.809	-0.797 =	-0.462 -	-0.686 -	-0.676 -		
1,710 + -1	1,810 +		1	-			+		11	1				
+		1,880	- 2,010 -	- 2,110	- 2,210 -	- 2,310 -	2,400	- 2,500	2,610	2,700	2,800	- 2,900		
100	100	20	- 130	100	100	100	6	100	100	06	100	100		
1+710-	1+810+	- 1+880+	- 2+010-	- 2+110-	- 2+210+	- 2+310+	- 2+400-	. 2+500+	2+600	. 2+700+	. 2+800-	- 2+900-		
ST	ST	ST	ST	ST	ST	ST	S	ST	SI	ST	ST	ST		
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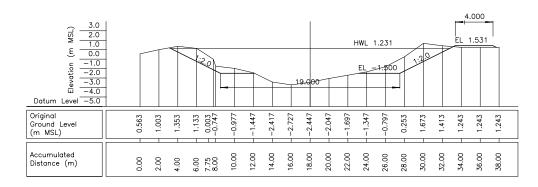




TYPICAL CROSS SECTION (ST 0+670)

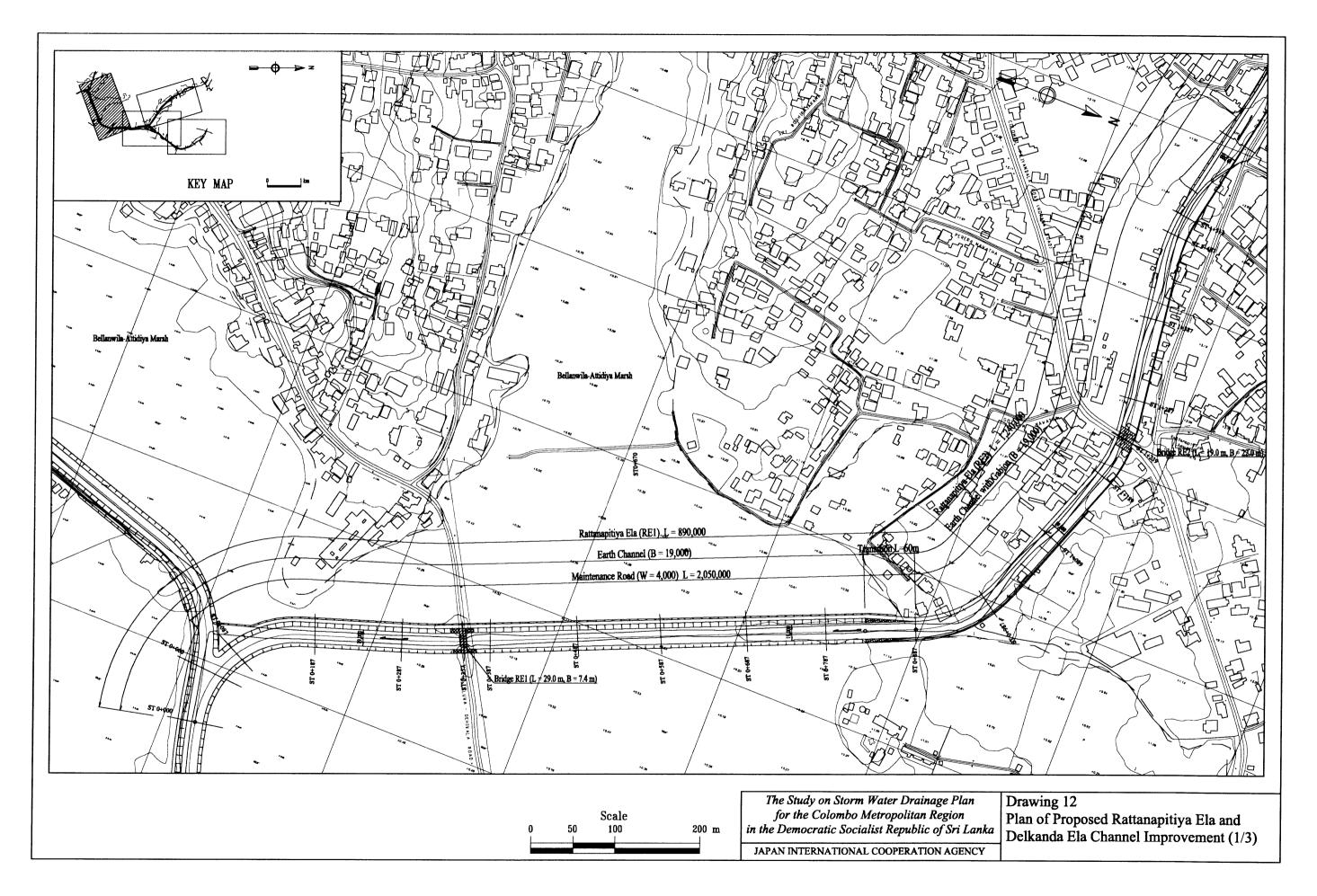


TYPICAL CROSS SECTION (ST 1+310)



Drawing 11 The Study on Storm Water Drainage Plan for the Colombo Metropolitan Region Typical Cross Section of Proposed Bolgoda in the Democratic Socialist Republic of Sri Lanka Canal Improvement JAPAN INTERNATIONAL COOPERATION AGENCY

TYPICAL CROSS SECTION (ST 1+910)



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