

Bangladesh Water Development Board

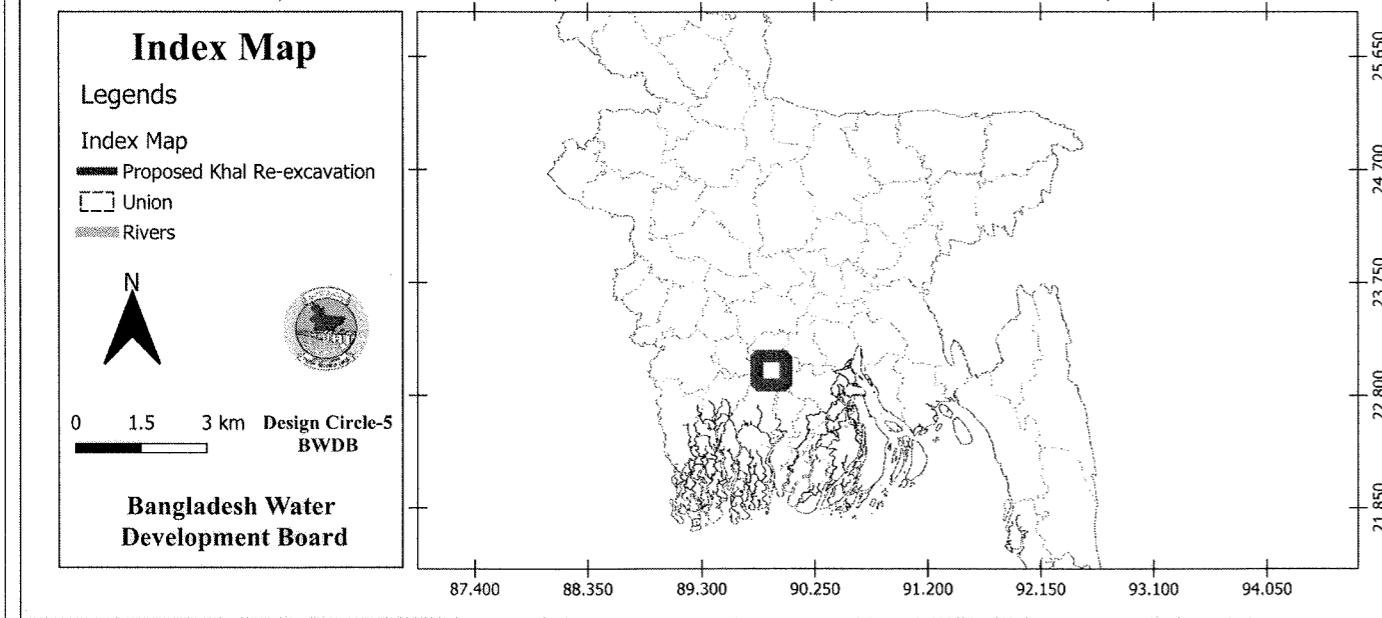
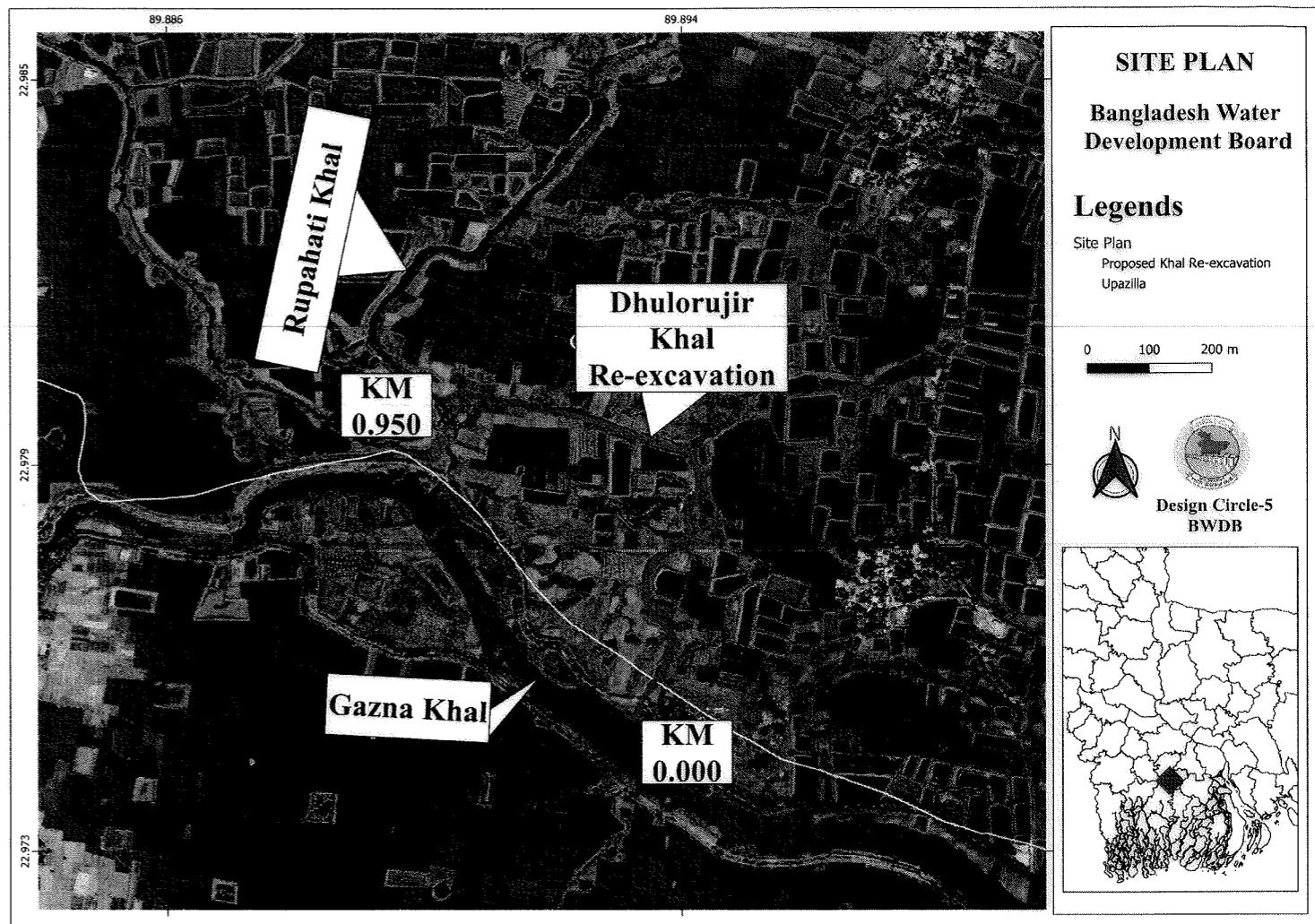
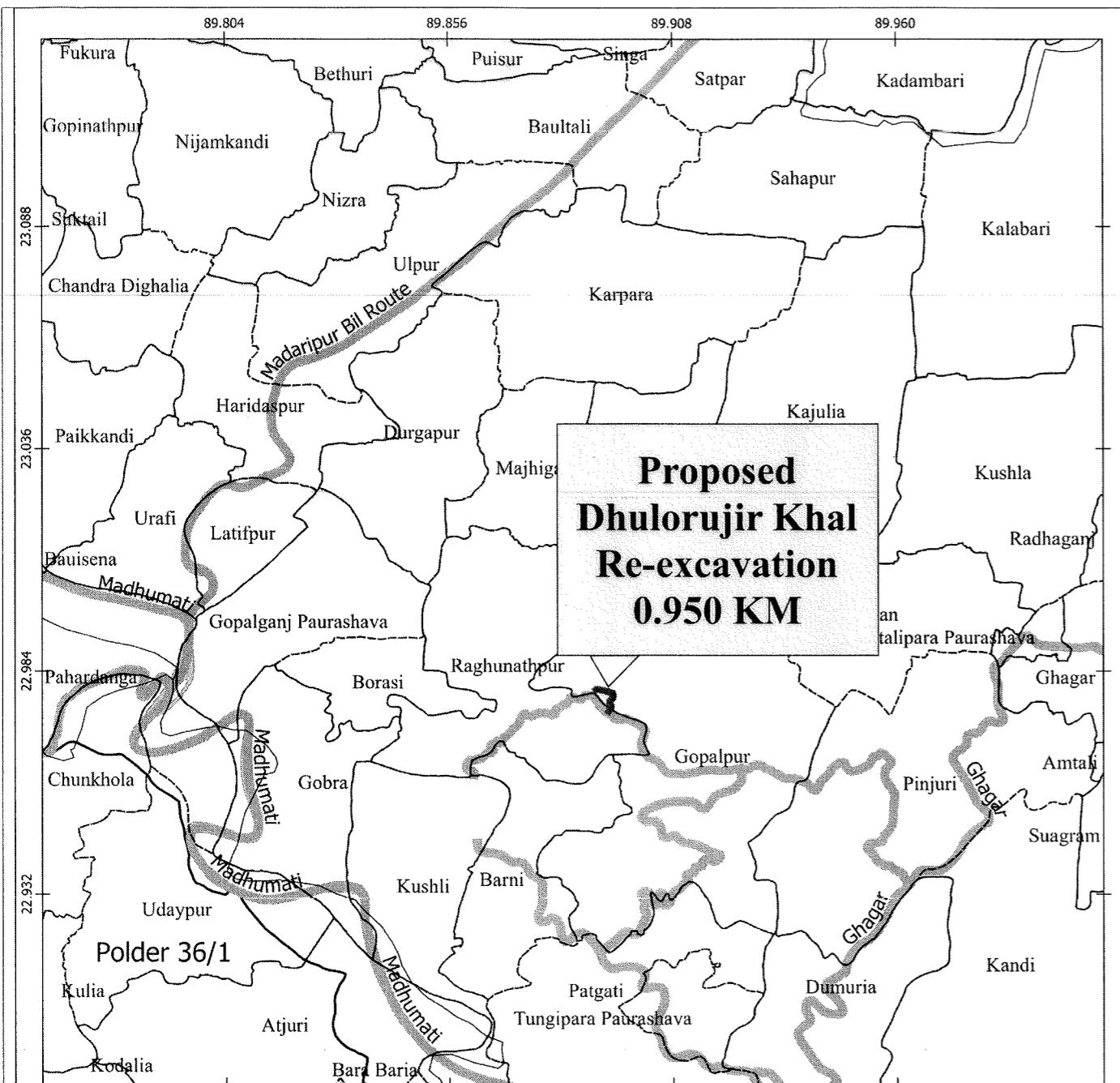
CRISP-WRM

Re-excavation of Dhulorujir Khal from km. 0.000 to km. 0.950 in polder -2 in c/w Tarail-Pachuria
Sub-Project under CRISP-WRM under Specialized Division. BWDB, Gopalganj during the year 2024-2025

SMO, IDWRM-KT

Designed by:Design Circle-5,BWDB,Dhaka

February,2025



Bangladesh Water Development Board

Office of The Superintending Engineer, Design Circle-5

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INDEX MAP & SITE MAP FOR DHULORUJIR KHAL

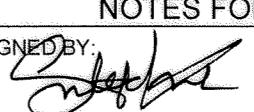
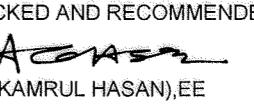
DESIGNED BY: 09.02.25 (MD. MOSTAFA KAMAL),AE	APPROVED BY: 09.02.25 (JAKARIA PERVEZ),SE
CHECKED AND RECOMMENDED BY: (MD. KAMRUL HASAN),EE	
Date: 04/02/2025	Drawing No: DC5-5773-01/09

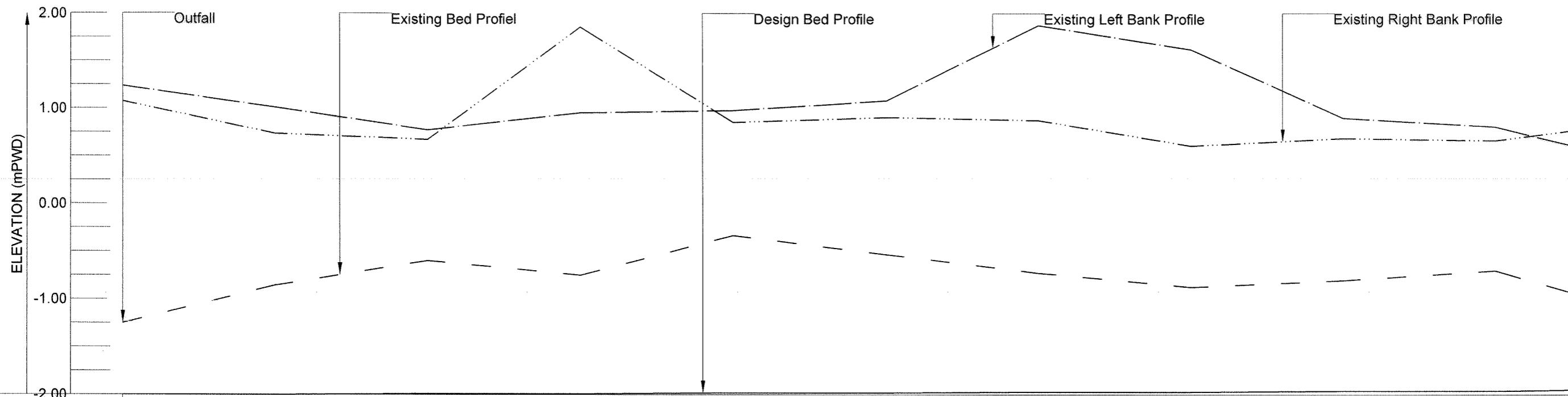
Administrative Notes :

1. FOR ANY ERROR, OMISSION OR CONFUSION PLEASE REFER TO THIS OFFICE AS QUICK AS POSSIBLE FOR FURTHER NECESSARY ACTION
2. WORK SHALL BE EXECUTED AFTER ADMINISTRATIVE AND FINANCIAL APPROVAL AND TECHNICAL SANCTION FROM THE COMPETENT AUTHORITY AND WITHIN THE DPP / BUDGET PROVISION.
3. ALL DIMENSIONS AND ELEVATIONS ARE IN MILLIMETER AND METER(PWD) RESPECTIVELY UNLESS OTHERWISE MENTIONED IN THE DRAWING.
4. ALL MATERIALS AND WORK MUST CONFIRM WITH BWDB TECHNICAL SPECIFICATION.
5. NECESSARY LAND (IF REQUIRED) SHALL BE ARRANGED BY THE FIELD OFFICE FOR RE-EXCAVATION & CONSTRUCTION OF DYKE (IF REQUIRED).
6. THE RE-EXCAVATION OF THE KHAL SHALL START FROM DOWNSTREAM SIDE.
7. A SMOOTH TRANSITION SHALL BE PROVIDED BETWEEN THE EXCAVATED SECTION OF THE KHAL AND THE EXISTING SECTION.
8. A SMOOTH TRANSITION 1:100 SHALL BE PROVIDED AT THE POINT WHERE DESIGN BED WIDTH OR BED LEVEL CHANGES.
9. A SMOOTH TRANSITION AT A SLOPE OF 1:100 SHALL BE KEPT BETWEEN APRON LEVEL OF CONNECTING STRUCTURE (IF ANY) TO DESIGN BED LEVEL OF KHAL.
10. THE RE-EXCAVATION WORK SHALL BE DONE IN THE DRY SEASON WHEN WATER LEVEL IS AT OR NEAR LOW WATER LEVEL
11. NO FILLING SHALL BE DONE WHERE THE EXISTING BED LEVEL OF THE KHAL IS LOWER THAN THE DESIGN BED LEVEL AND EXISTING SIDE SLOPE IS FLATTER THAN DESIGN SECTION.
12. ANY OUTFALL/OFFTAKE RIVER/KHAL WHICH IS CONNECTED WITH THE PROPOSED KHAL SHALL BE KEPT OPEN.
13. TYPICAL DESIGN SECTIONS ARE PROVIDED IN THIS DESIGN FOR RE-EXCAVATION. CROSS SECTIONS AT AN INTERVAL NOT MORE THAN 150.00M TO BE TAKEN BY THE FIELD OFFICE FOR THE ESTIMATION OF ACTUAL VOLUME OF EARTH CUTTING.
14. EXCAVATED EARTH TO BE COLLECTED FROM RIVER CAREFULLY CONSIDERING NO ADVERSE EFFECT ON CHANNEL FLOW AND BANK EROSION.
15. ANY PROPOSED BOX CULVERT /BRIDGE OVER THIS KHAL WILL BE DESIGNED CONSIDERING DESIGN SECTIONS OF THIS KHAL

SPECIAL NOTES :

1. THIS REVISED DRAWING HAS BEEN PREPARED AS PER PROPOSAL AND DESIGN DATA SUBMITTED BY PD,CRISP-WRM HIS OFFICE MEMO NO-PMO/190; DATE: 11/11/2024
2. THIS RE-REEXCAVATION WORK HAS ALSO BEEN DESIGNED CONSIDERING THE WATER RESERVOIR AS WELL AS FOR IRRIGATION PURPOSE.
3. IF THE EXISTING BED LEVEL OF THE OUTFALL (RIVER / KHAL) IS HIGHER THAN DESIGN BED LEVEL OF THIS KHAL, RE-EXCAVATION OF THIS KHAL MUST BE DONE IN PARALLEL/ AFTER THE RE-EXCAVATION OF ITS OUTFALL RIVER / KHAL AS PER APPROVED DESIGN.
4. IF THERE EXISTS ANY STRUCTURE (REGULATOR, BOX CULVERT ETC.) OTHER THAN BRIDGE WITHIN THE PROPOSED LENGTH OF THE KHAL, RE-EXCAVATION WORK IS PROHIBITED THROGHOUT THE LENGTH OF THAT STRUCTURE.
5. DESIGN BED LEVEL OF THE KHAL SHALL NOT BE BELOW THE FOUNDATION TOP LEVEL OF THE EXISTING STRUCTURES (IF ANY) IN THE KHAL. IF THE DESIGN BED LEVEL IS BELOW THE FOUNDATION TOP LEVEL THEN THE DIFFERENCE BETWEEN THESE LEVELS SHALL BE MATCHED IN A SLOPE 1:100, OR A DISTANCE OF 100 M, WHICHEVER IS HEIGHER (U/S AND D/S OF THE STRUCTURE), (OR AS SHOWN IN THE DRAWING).
6. DESIGN BED LEVEL & BED WIDTH OF THIS KHAL HAVE BEEN FIXED CONSIDERING THE BED LEVEL & BED WIDTH OF EXISTING KHAL/ FLOOR LEVEL OF EXISTING HYDRAULIC STRUCTURE.
7. ALL SAFETY PRECAUTION MUST BE TAKEN DURING EXECUTION OF WORK.

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DESIGNED BY:  (MD. MOSTAFA KAMAL),AE	APPROVED BY:  (JAKARIA PERVEZ),SE
CHECKED AND RECOMMENDED BY:  (MD. KAMRUL HASAN),EE	Date:04/02/2025 Drawing No:DC5-5773-02/09



	Design Bed Width(m)	Design Bed Level (mPWD)	Existing Bed Level (mPWD)	Existing Left Bank Level (mPWD)	Existing Right Bank Level (mPWD)	Distance(Km)
		(-1.252)	(-1.200)			
0.000	1.235	1.072	(-1.257)	(-1.200)		
0.100	1.009	0.735	(-0.857)			
0.200	0.773	0.672	(-0.598)	(-1.990)		
0.300	0.952	1.853	(-0.749)			
0.400	0.977	0.853	(-0.333)	(-1.980)		
0.500	1.080	0.905	(-0.534)			
0.600	1.874	0.874	(-0.726)	(-1.970)		
0.700	1.620	0.608	(-0.873)			
0.800	0.897	0.685	(-0.803)	(-1.960)		
0.900	0.805	0.660				
0.950	0.609	0.762	(-0.933)	(-1.950)		

LONG SECTION OF DHULORUJIR KHAL APPLICABLE FROM KM 0.000 TO KM 0.950

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LONG SECTION OF DHULORUJIR KHAL

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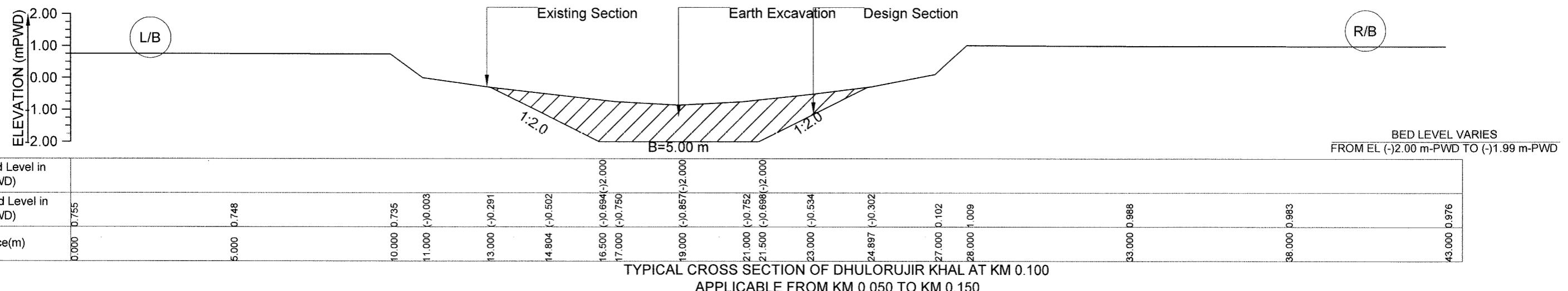
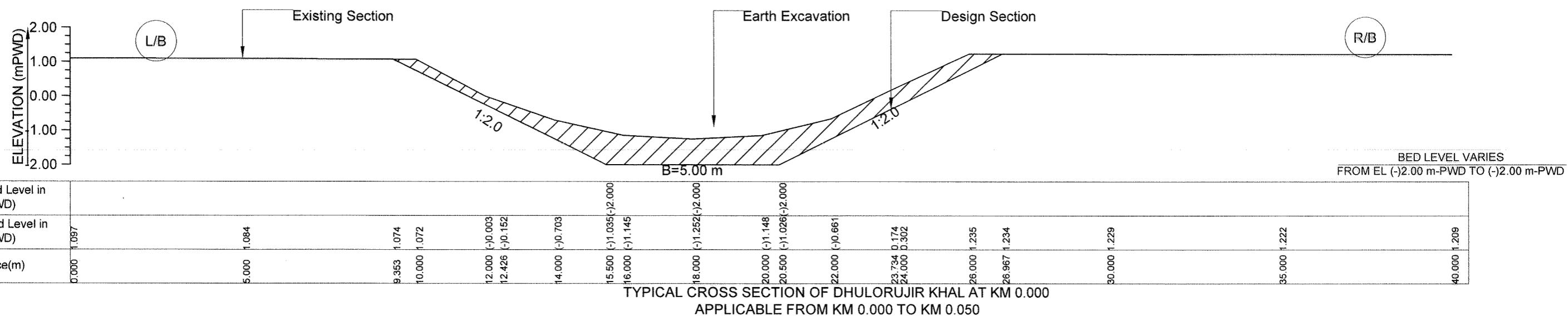
 (MD. MOSTAFA KAMAL), AE
 04.02.25

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TYPICAL CROSS SECTION OF DHULORUJIR KHAL

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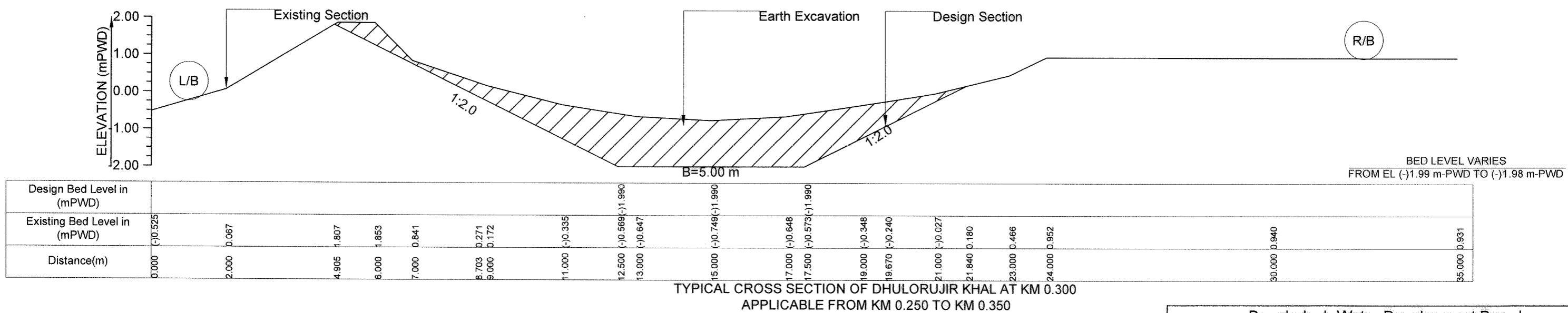
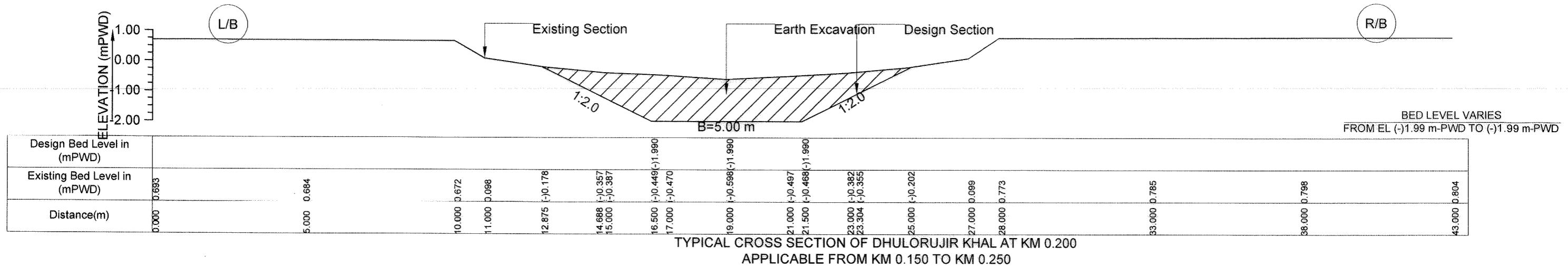
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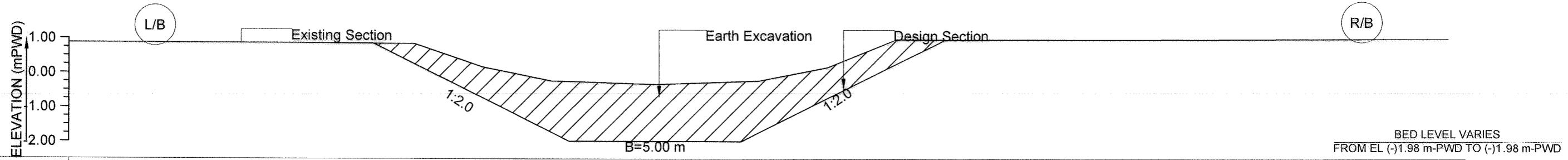
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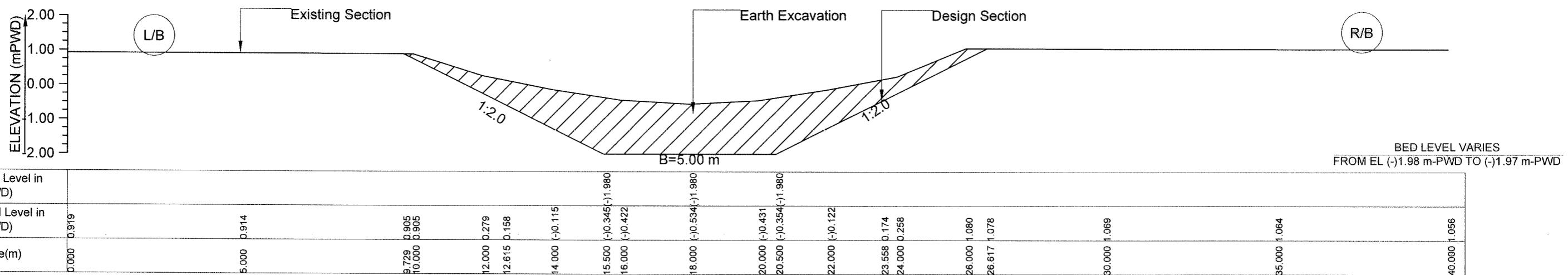
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TYPICAL CROSS SECTION OF DHULORUJIR KHAL AT KM 0.400
APPLICABLE FROM KM 0.350 TO KM 0.450



TYPICAL CROSS SECTION OF DHULORUJIR KHAL AT KM 0.500
APPLICABLE FROM KM 0.450 TO KM 0.550

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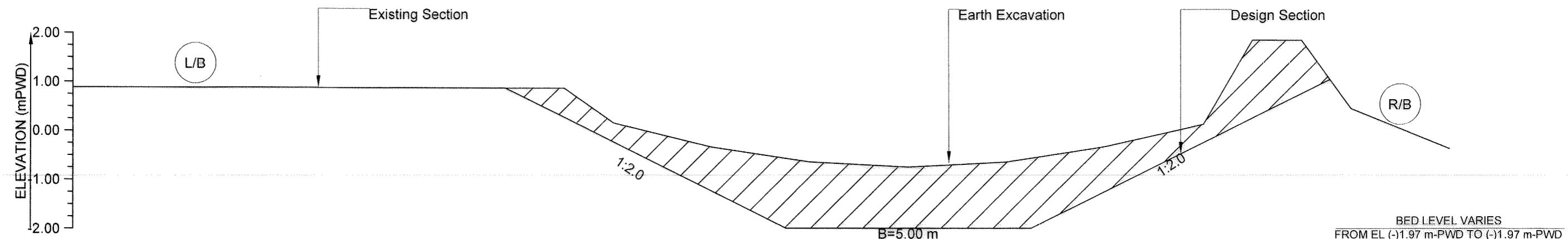
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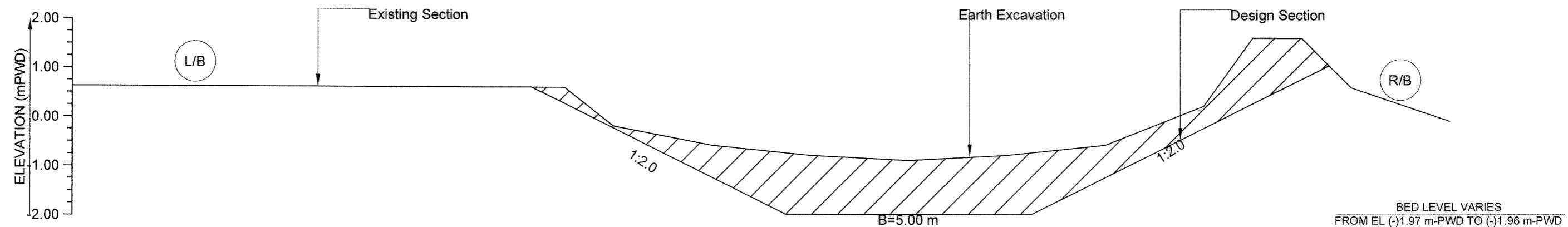
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Design Bed Level in (mPWD)	
Existing Bed Level in (mPWD)	
Distance(m)	

**TYPICAL CROSS SECTION OF DHULORUJIR KHAL AT KM 0.600
APPLICABLE FROM KM 0.550 TO KM 0.650**



Design Bed Level in (mPWD)	
Existing Bed Level in (mPWD)	
Distance(m)	
0.621	0.627
5.000	
0.341	0.610
11.000	0.608 0.000
11.180	(-)0.180
11.359	(-)0.359
11.920	(-)0.568
14.500	(-)0.720 (-)1.970
15.000	(-)0.771
17.000	(-)0.873 (-)1.970
21.000	(-)0.562
22.526	0.044
23.000	0.232
24.000	1.620
25.000	1.611
25.553	1.056
26.000	0.607
28.000	(-)0.071

**TYPICAL CROSS SECTION OF DHULORUJIR KHAL AT KM 0.700
APPLICABLE FROM KM 0.650 TO KM 0.750**

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TYPICAL CROSS SECTION OF DHULORUJIR KHAL

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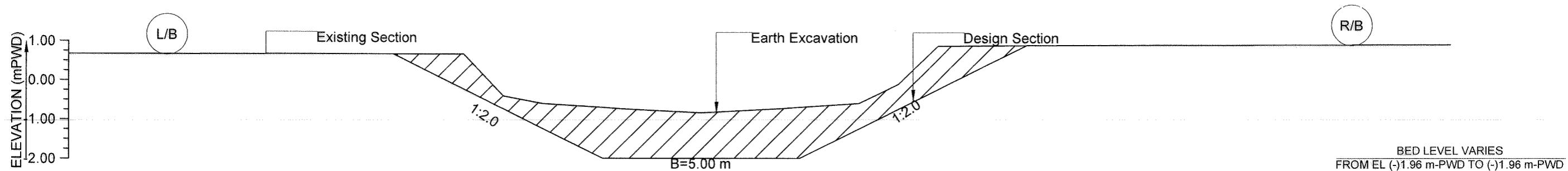

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(JAKARIA PERVEZ),SE

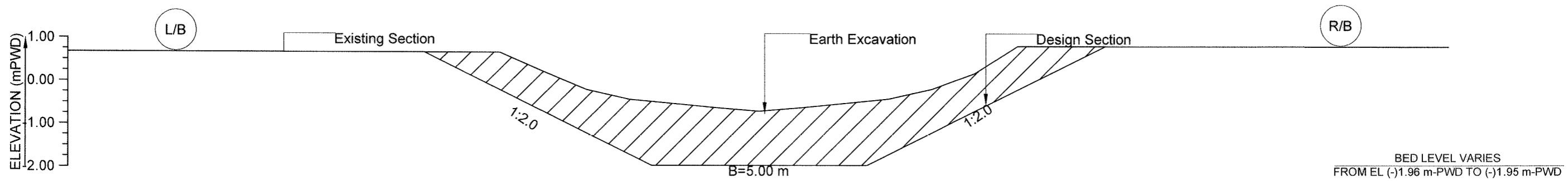
Date:04/02/2025

Drawing No:DC5-5773-07/09



Design Bed Level in (mPWD)	
Existing Bed Level in (mPWD)	0.668
Distance(m)	0.000
5.000	0.680
8.214	0.683
10.000	0.685
10.857	(-)0.227
12.000	(+)0.570
13.500	(-)0.668 (-)1.960
14.000	(-)0.702
16.000	(-)0.803 (-)1.960
18.000	(-)0.697
18.500	(-)0.684 (-)1.960
20.000	(-)0.563
21.000	(+)0.075
21.375	0.290
22.000	0.897
24.250	0.915
25.000	0.921
30.000	0.925
35.000	0.937

TYPICAL CROSS SECTION OF DHULORUJIR KHAL AT KM 0.800
APPLICABLE FROM KM 0.750 TO KM 0.850



Design Bed Level in (mPWD)	
Existing Bed Level in (mPWD)	0.671
Distance(m)	0.000
5.000	0.666
8.256	0.662
10.000	0.660
10.878	0.271
12.000	(-)0.199
13.000	(-)0.428
13.500	(-)0.476 (-)1.960
15.000	(-)0.619
16.000	(-)0.702 (-)1.960
17.000	(-)0.620
18.500	(-)0.471 (-)1.960
19.000	(-)0.421
20.000	(-)0.195
21.000	0.169
21.263	0.336
22.000	0.805
24.026	0.803
27.000	0.800
32.000	0.787

TYPICAL CROSS SECTION OF DHULORUJIR KHAL AT KM 0.900
APPLICABLE FROM KM 0.850 TO KM 0.925

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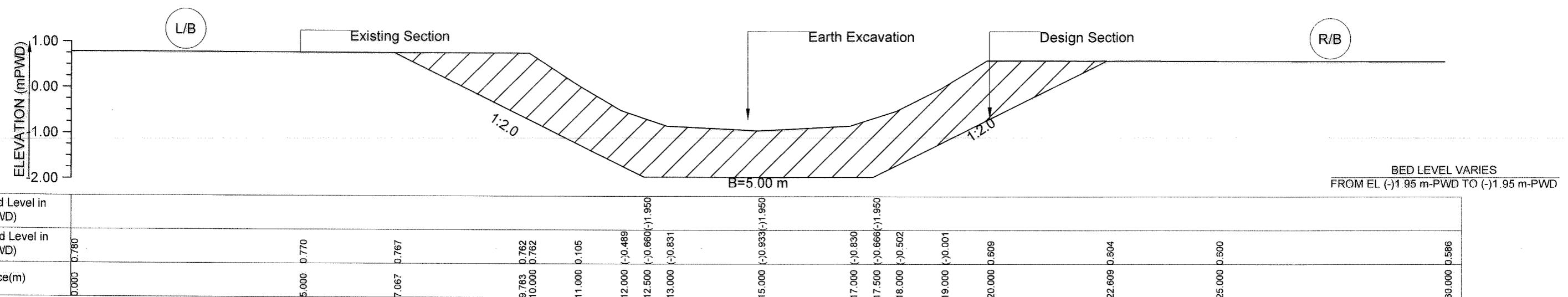
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TYPICAL CROSS SECTION OF DHULORUJIR KHAL AT KM 0.950
APPLICABLE FROM KM 0.925 TO KM 0.950

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