

Bangladesh Water Development Board

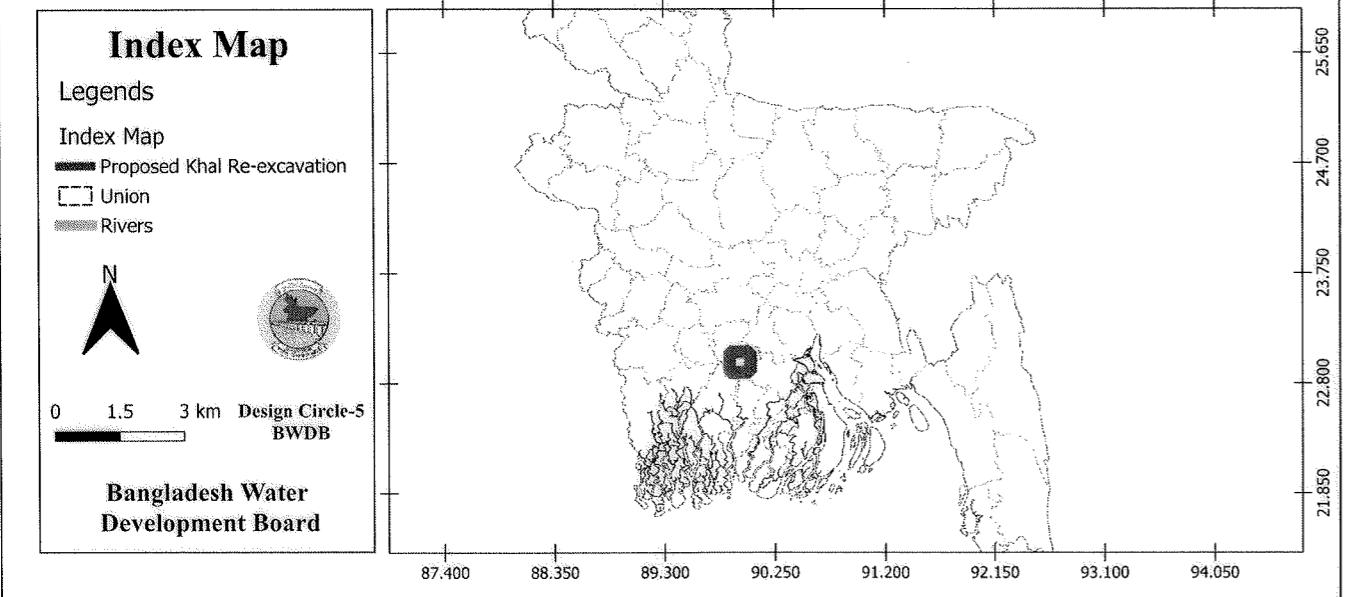
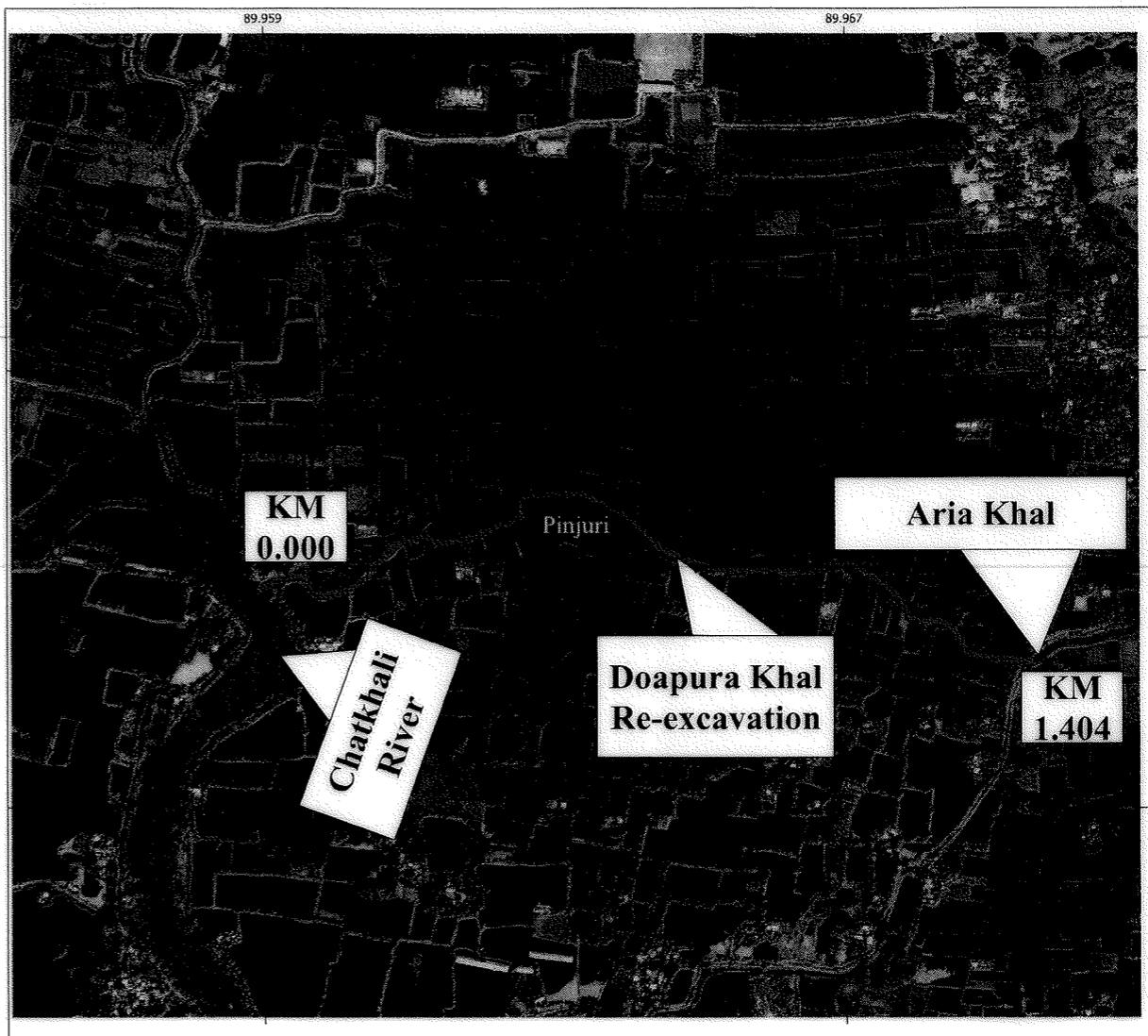
CRISP-WRM

Re-excavation of Doapara Khal from km. 0.000 to km. 1.404in 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



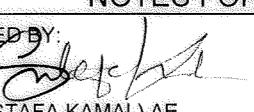
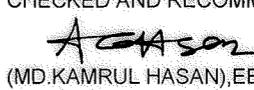
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CRISP-WRM	
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INDEX MAP & SITE MAP FOR DUAPARA KHAL	
DESIGNED BY: 04.02.25 (MD. MOSTAFA KAMAL), AE	APPROVED BY: 04.02.25 (JAKARIA PERVEZ), SE
CHECKED AND RECOMMENDED BY: (MD. KAMRUL HASAN), EE	
Date: 04/02/2025	
Drawing No: DC5-5774-01/11	

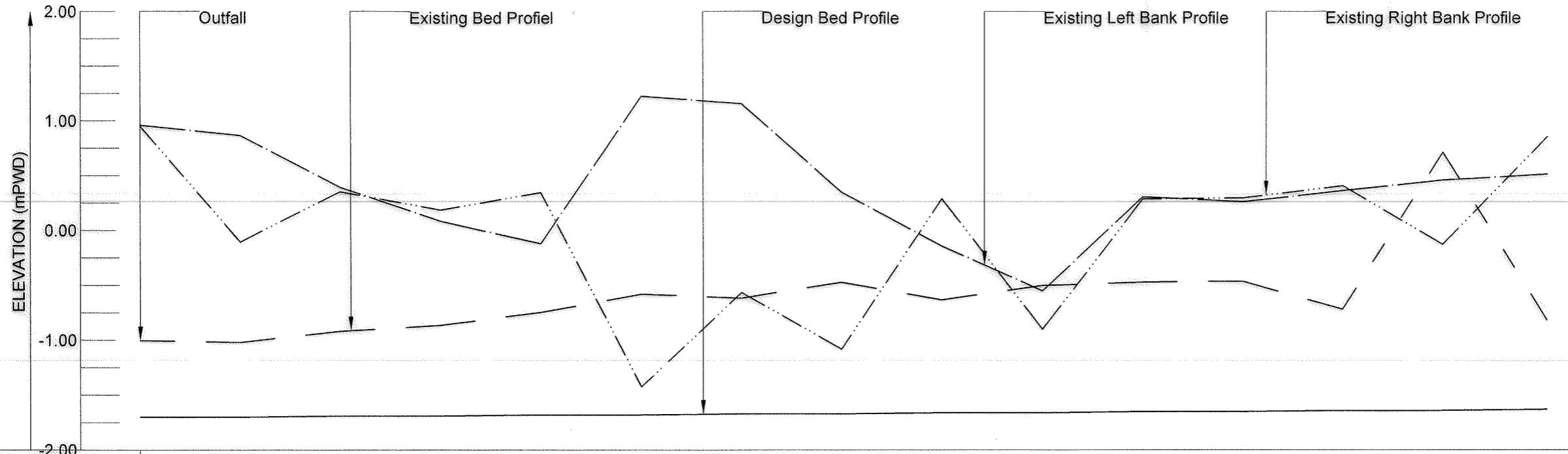
Administrative Notes :

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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NOTES FOR DUAPARA KHAL	
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:DC5-5774-02/11



	Design Bed Width(m)	Design Bed Level (mPWD)	Existing Bed Level (mPWD)	Existing Left Bank Level (mPWD)	Existing Right Bank Level (mPWD)	Distance(Km)
0.000	0.958	0.948 (-1.004 (-1.700				
0.100	0.864	(-)0.106 (-1.021				
0.200	0.392	0.352 (-0.920 (-1.690				
0.300	0.083	0.183 (-0.866				
0.400		0.344 (-0.747 (-1.680				
0.500	1.224	(-)1.426 (-0.581				
0.600	1.154	0.566 (-0.617 (-1.670				
0.700	0.348	(-)1.082 (-0.472				
0.800		0.288 (-0.633 (-1.660				
0.900		(-)0.551 (-0.901 (-0.501				
1.000		0.304 0.284 (-1.650				
1.100		0.259 0.294 (-0.466				
1.200		0.361 0.405 (-0.719 (-1.640				
1.300		0.456 0.129 0.710				
1.404		0.510 0.851 (-0.819 (-1.630				

LONG SECTION OF DUAPARA KHAL APPLICABLE FROM KM 0.000 TO KM 1.404

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LONG SECTION OF DUAPARA KHAL

DESIGNED BY:

(MD.MOSTAFA KAMAL),AE
04.02.25

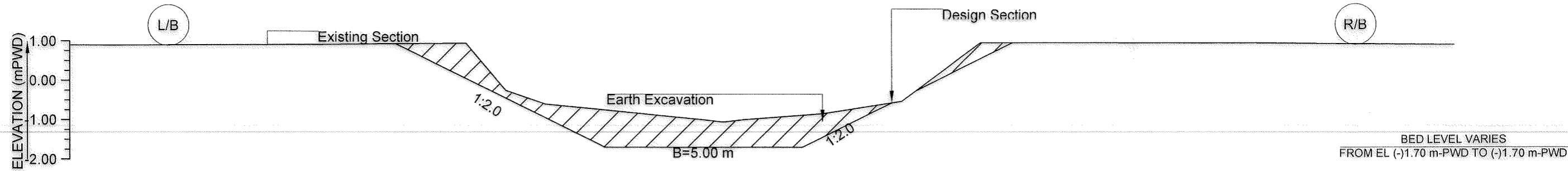
APPROVED BY:

(JAKARIA PERVEZ),SE
04.02.25

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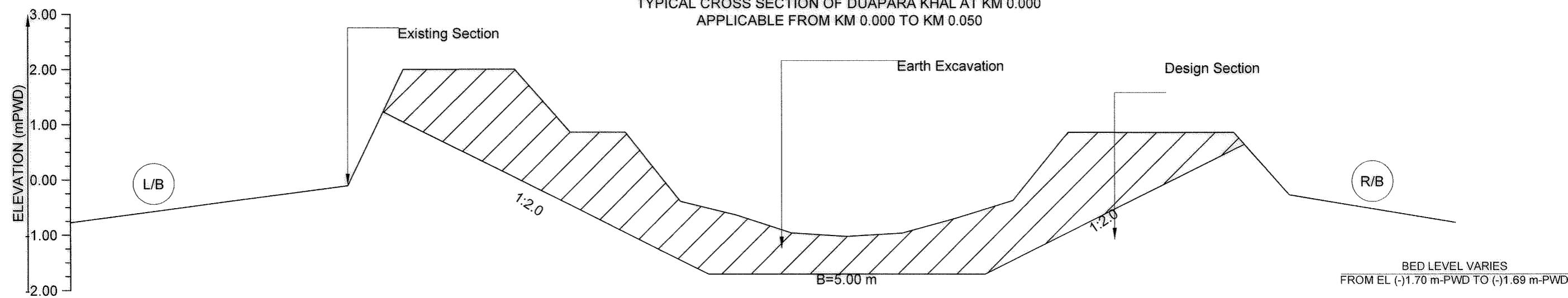
(MD.KAMRUL HASAN),EE

(JAKARIA PERVEZ),SE



Design Bed Level in (mPWD)	
Existing Bed Level in (mPWD)	0.893
Distance(m)	0.000 5.000 8.236 10.000 12.000 13.500 14.000 16.000 16.500 17.000 18.500 19.000 20.749 21.000 23.000 30.000

TYPICAL CROSS SECTION OF DUAPARA KHAL AT KM 0.000
APPLICABLE FROM KM 0.000 TO KM 0.050



Design Bed Level in (mPWD)	
Existing Bed Level in (mPWD)	(-0.776)
Distance(m)	0.000 3.000 5.568 8.000 10.000 11.000 12.000 13.000 14.000 15.000 16.000 16.500 17.000 18.000 18.845 21.000 22.000 25.000

TYPICAL CROSS SECTION OF DUAPARA KHAL AT KM 0.100
APPLICABLE FROM KM 0.050 TO KM 0.150

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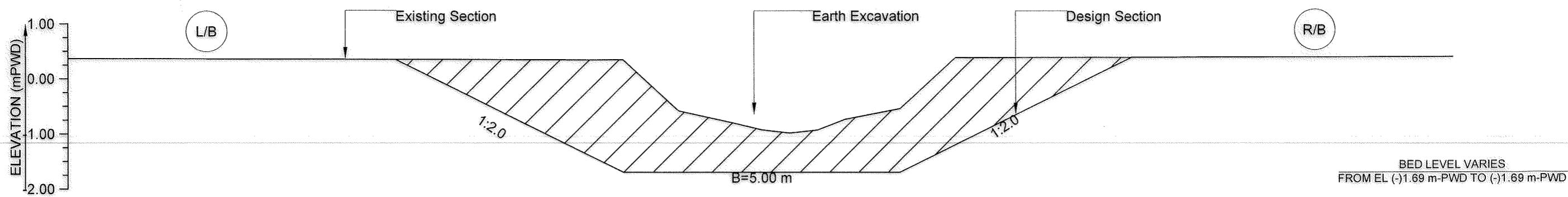
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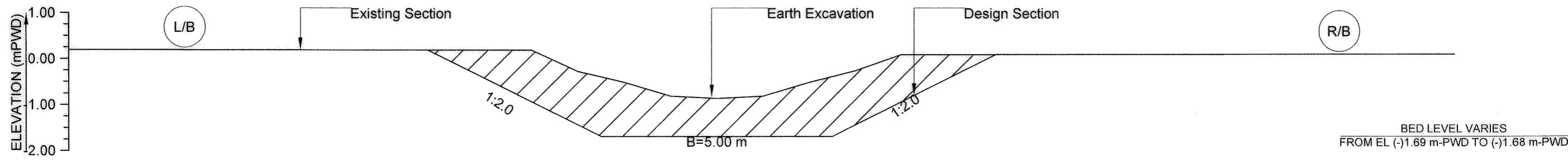
(MD.KAMRUL HASAN),EE

Date:04/02/2025 Drawing No:DC5-5774-04/11



Design Bed Level in (mPWD)																								
Existing Bed Level in (mPWD)	0.367																							
Distance(m)	0.000	5.000	5.900	7.950	10.000	11.000	12.000	12.500	13.000	13.500	14.000	15.000	16.000	17.090	19.180	20.000	25.000							

TYPICAL CROSS SECTION OF DUAPARA KHAL AT KM 0.200
APPLICABLE FROM KM 0.150 TO KM 0.250



Design Bed Level in (mPWD)																								
Existing Bed Level in (mPWD)	0.193																							
Distance(m)	0.000	5.000	7.751	9.626	11.000	11.500	12.000	13.000	14.000	15.000	16.000	16.500	17.000	18.000	20.050	25.000								

TYPICAL CROSS SECTION OF DUAPARA KHAL AT KM 0.300
APPLICABLE FROM KM 0.250 TO KM 0.350

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TYPICAL CROSS SECTION OF DUAPARA KHAL

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 (MD. MOSTAFA KAMAL), AE
 04.02.25

APPROVED BY:

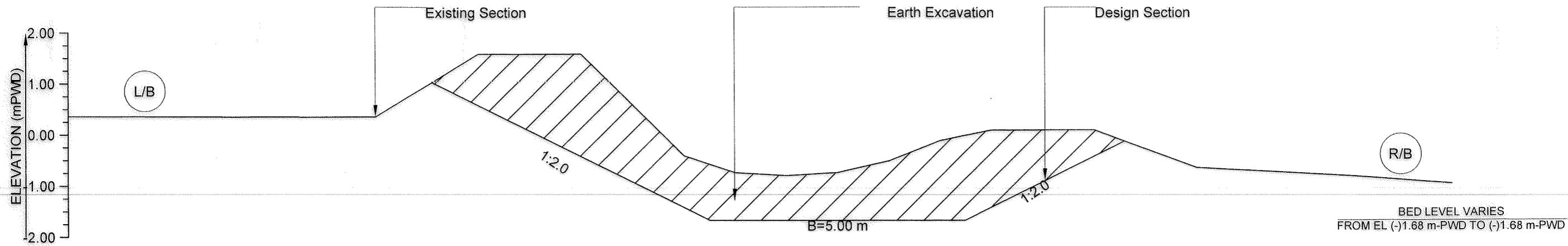
 (JAKARIA PERVEZ), SE
 04.02.25

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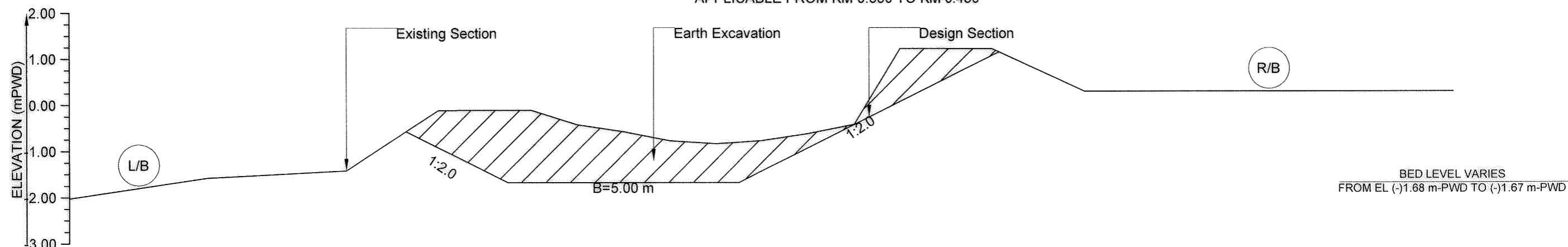
 (MD. KAMRUL HASAN), EE

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



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

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TYPICAL CROSS SECTION OF DUAPARA KHAL

DESIGNED BY:

(MD. MOSTAFA KAMAL), AE
09.02.25

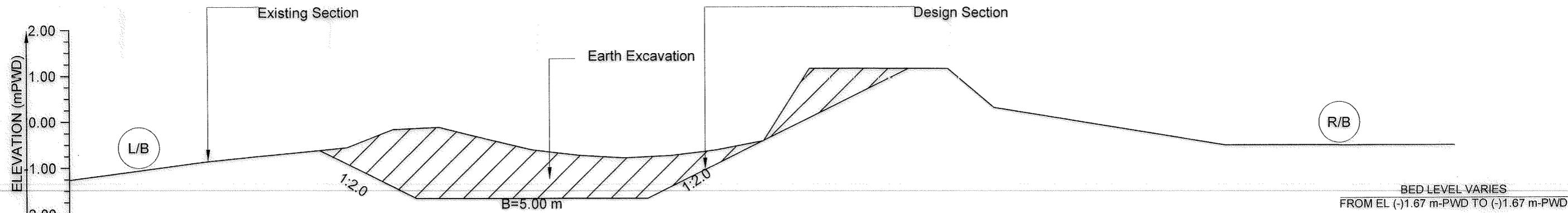
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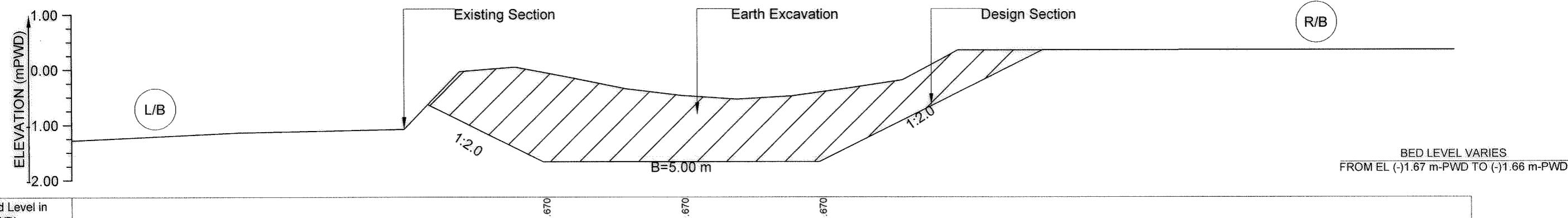
CHECKED AND RECOMMENDED BY:

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Date: 04/02/2025 Drawing No: DC5-5774-06/11

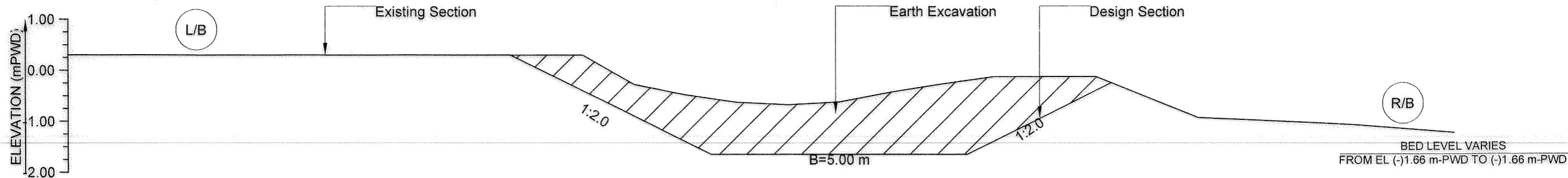


TYPICAL CROSS SECTION OF DUAPARA KHAL AT KM 0.600
APPLICABLE FROM KM 0.550 TO KM 0.650

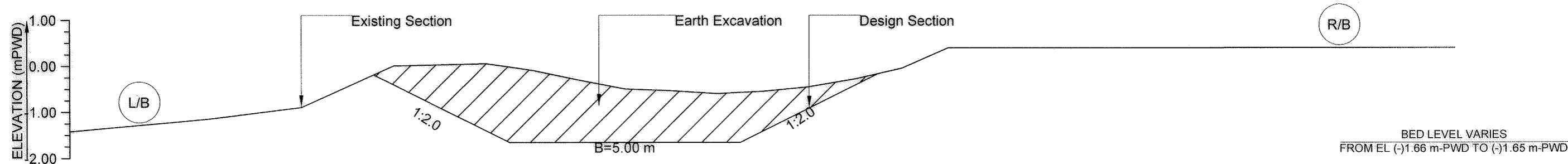


TYPICAL CROSS SECTION OF DUAPARA KHAL AT KM 0.700
APPLICABLE FROM KM 0.650 TO KM 0.750

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DESIGNED BY: (MD.MOSTAFA KAMAL),AE 09.02.25	APPROVED BY: (JAKARIA PERVEZ),SE 09.02.25
CHECKED AND RECOMMENDED BY: (MD.KAMRUL HASAN),EE	
Date:04/02/2025	Drawing No:DC5-5774-07/11



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



TYPICAL CROSS SECTION OF DUAPARA KHAL AT KM 0.900
APPLICABLE FROM KM 0.850 TO KM 0.950

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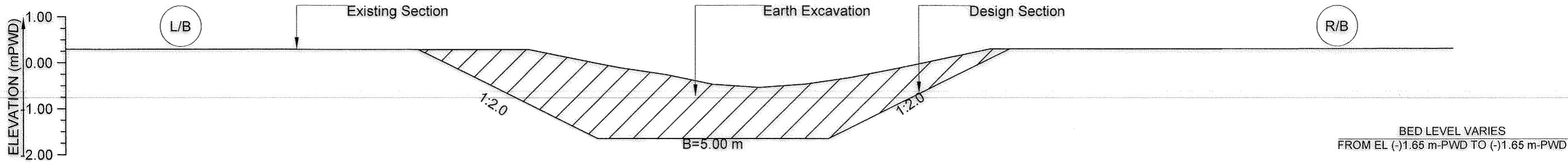
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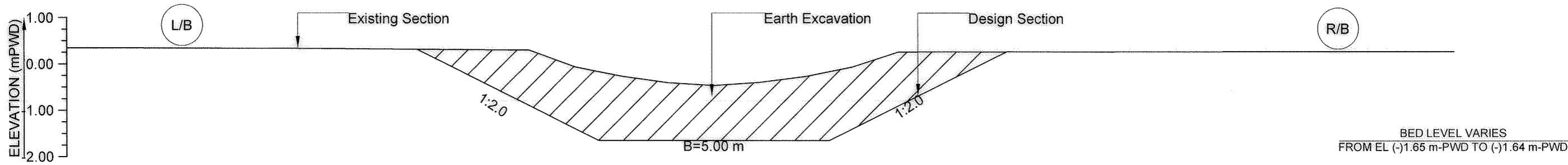
CHECKED AND RECOMMENDED BY:

 (MD. KAMRUL HASAN), EE

Date: 04/02/2025 Drawing No: DC5-5774-08/11



TYPICAL CROSS SECTION OF DUAPARA KHAL AT KM 1.000
APPLICABLE FROM KM 0.950 TO KM 1.050



TYPICAL CROSS SECTION OF DUAPARA KHAL AT KM 1.100
APPLICABLE FROM KM 1.050 TO KM 1.150

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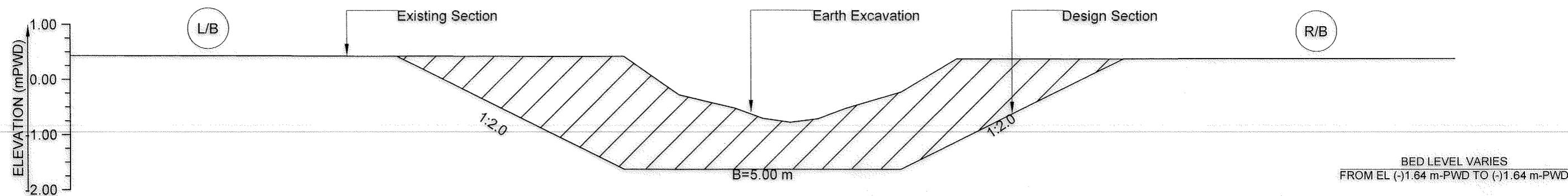
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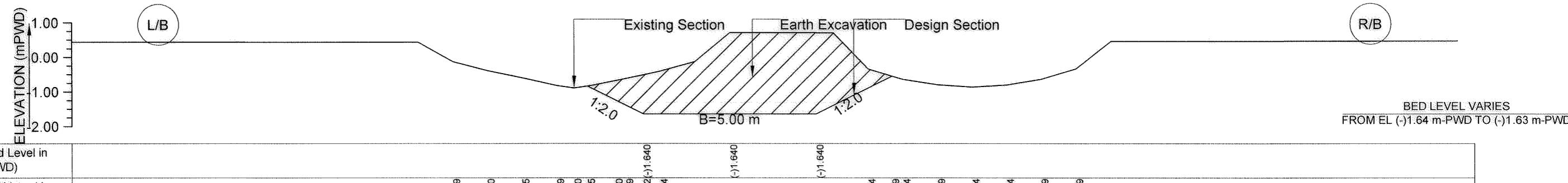
(MD.KAMRUL HASAN),EE

Date:04/02/2025

Drawing No:DC5-5774-09/11



TYPICAL CROSS SECTION OF DUAPARA KHAL AT KM 1.200
APPLICABLE FROM KM 1.150 TO KM 1.250



TYPICAL CROSS SECTION OF DUAPARA KHAL AT KM 1.300
APPLICABLE FROM KM 1.250 TO KM 1.352

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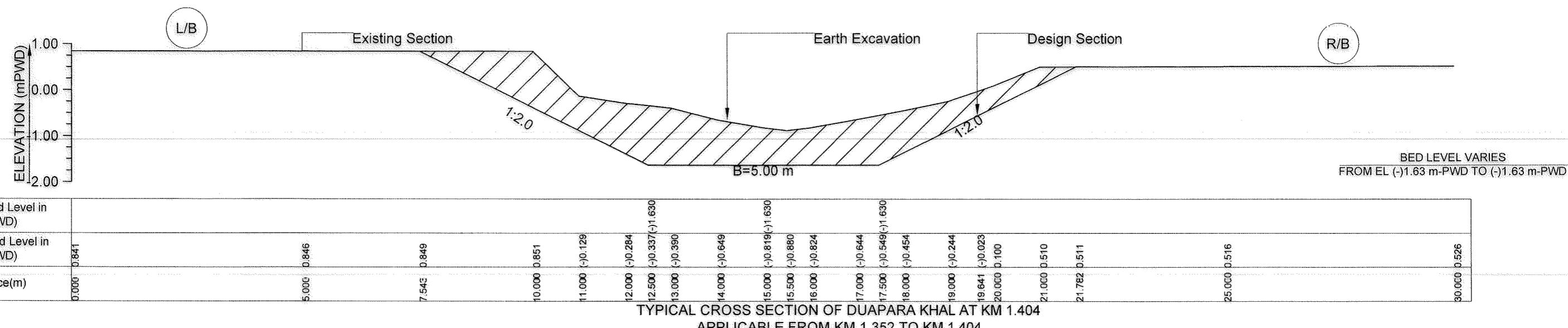
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TYPICAL CROSS SECTION OF DUAPARA KHAL

DESIGNED BY:

(MD MOSTAFA KAMAL) A
04.

APPROVED BY:

24.02.25

CHECKED AND RECOMMENDED BY:


(MD KAMRUL HASAN) F.E

(JAKARIA PERVEZ),SE

Date: 04/02/2025

Drawing No:DC5-5774-11/11