

Bangladesh Water Development Board

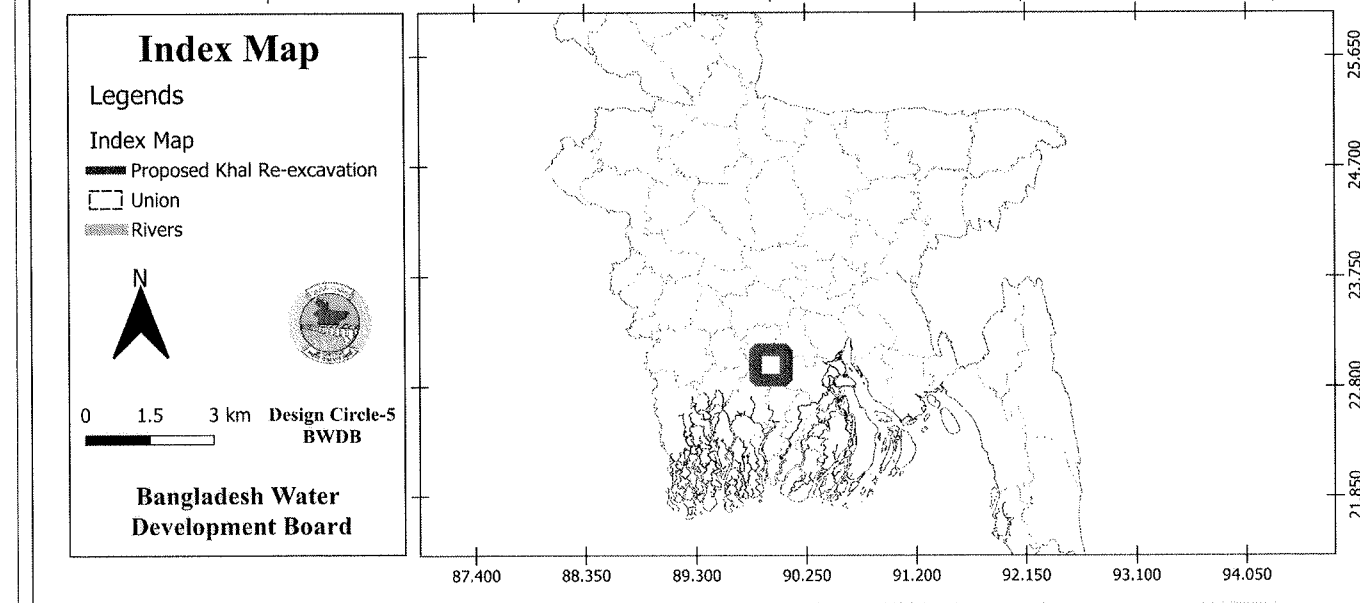
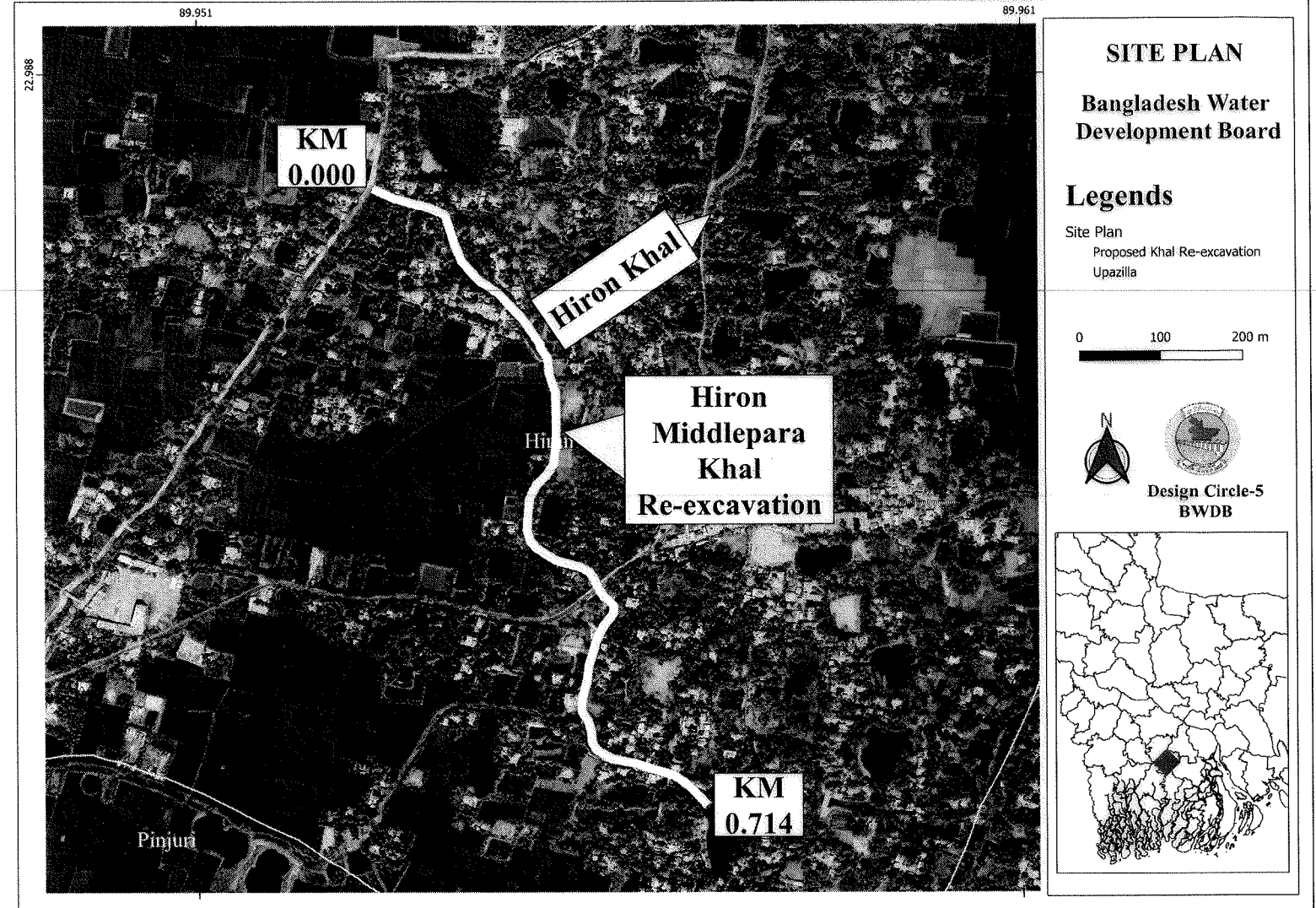
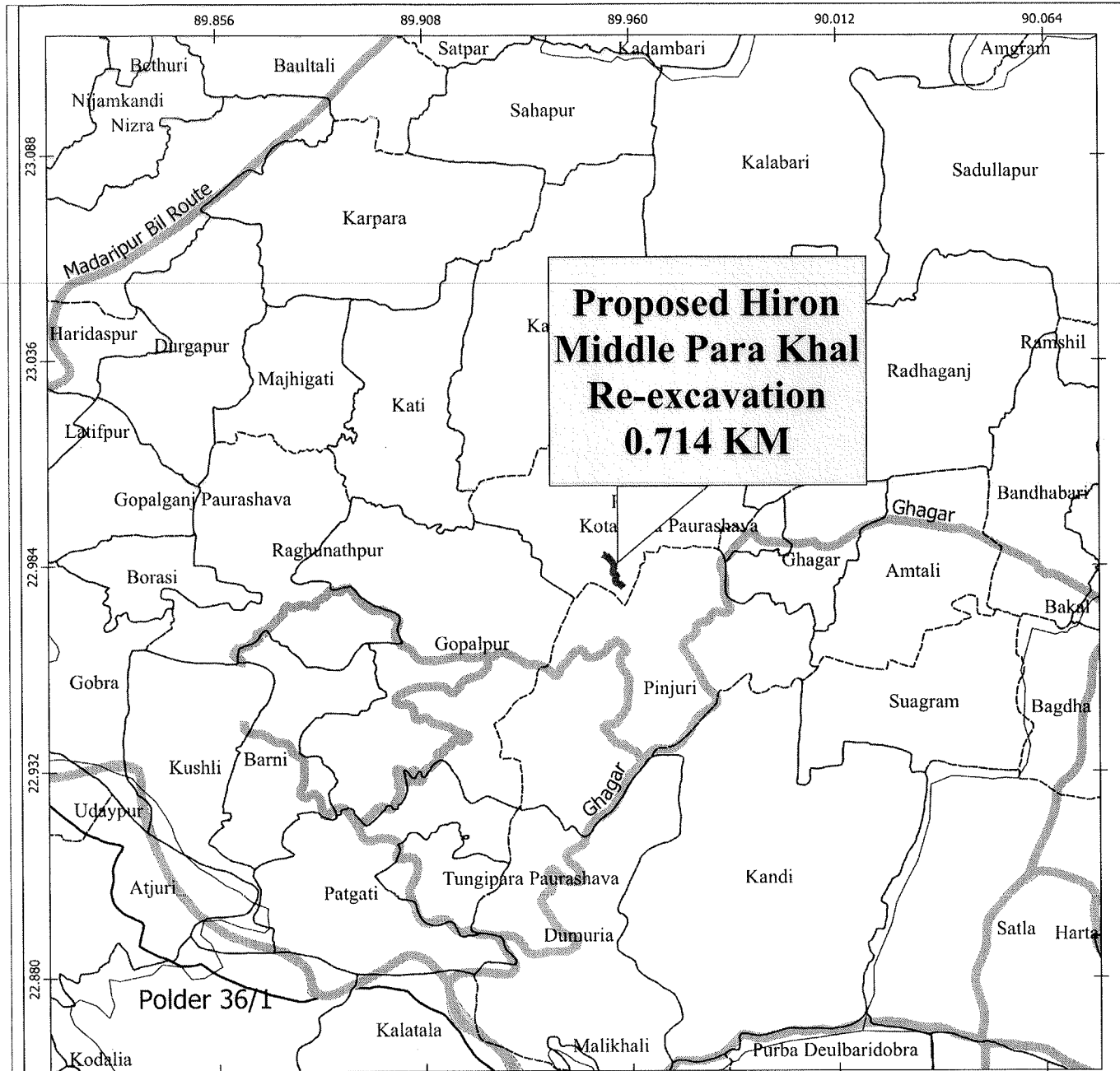
CRISP-WRM




Re-excavation of Hiron Middlepara khal from km. 0.000 to km. 0.714 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 HIRON MIDDLEPARA 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:DC5-5778-01/7

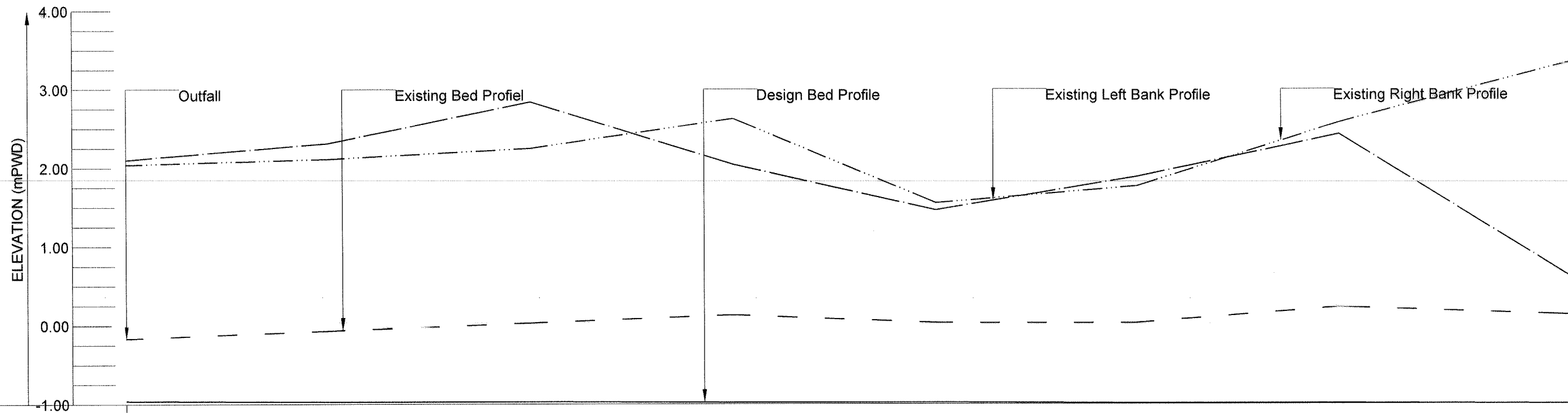
Adminstrative Notes. :

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/OFTAKE 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 ERROSION.
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 THROUGHTOUT 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 HIRON MIDDLEPARA KHAL	
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CHECKED AND RECOMMENDED BY:  (MD. KAMRUL HASAN),EE	(JAKARIA PERVEZ),SE
Date:04/02/2025	Drawing No:DC5-5778-02/7



Design Bed Width(m)								
Design Bed Level (mPWD)	(-)0.960	(-)0.970		(-)0.980		(-)0.990		(-)1.000
Existing Bed Level (mPWD)	(-)0.169	(-)0.071	0.029	0.129	0.030		0.229	0.127
Existing Left Bank Level (mPWD)	2.039	2.112	2.248	2.625	1.550	1.765	2.575	3.331
Existing Right Bank Level (mPWD)	2.100	2.312	2.838	2.042	1.460	1.885	2.425	0.626
Distance(Km)	0.000	0.100	0.200	0.300	0.400	0.500	0.600	0.714

LONG SECTION OF HIRON MIDDLEPARA KHAL APPLICABLE FROM KM 0.000 TO KM 0.714


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LONG SECTION OF HIRON MIDDLEPARA KHAL

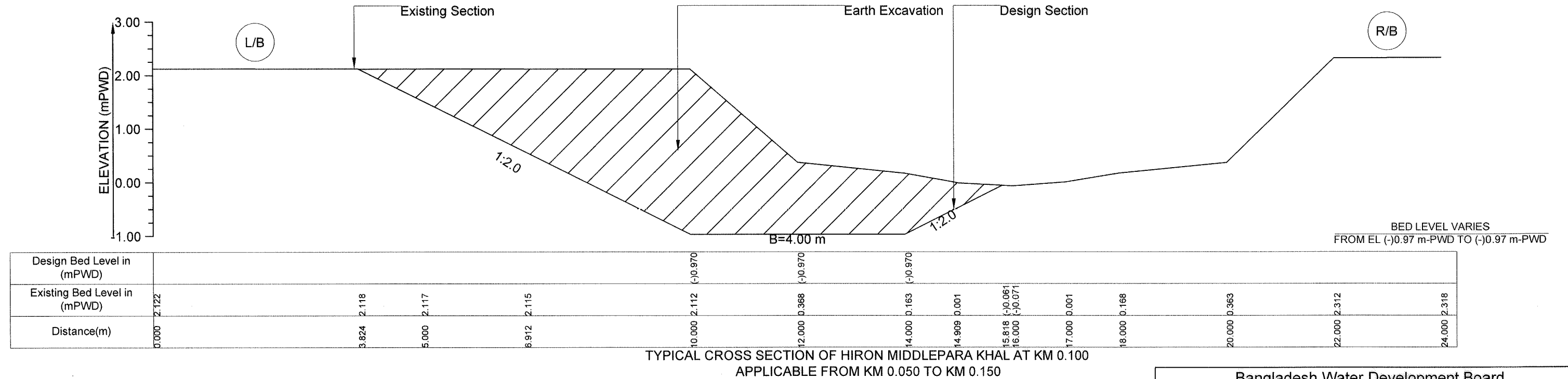
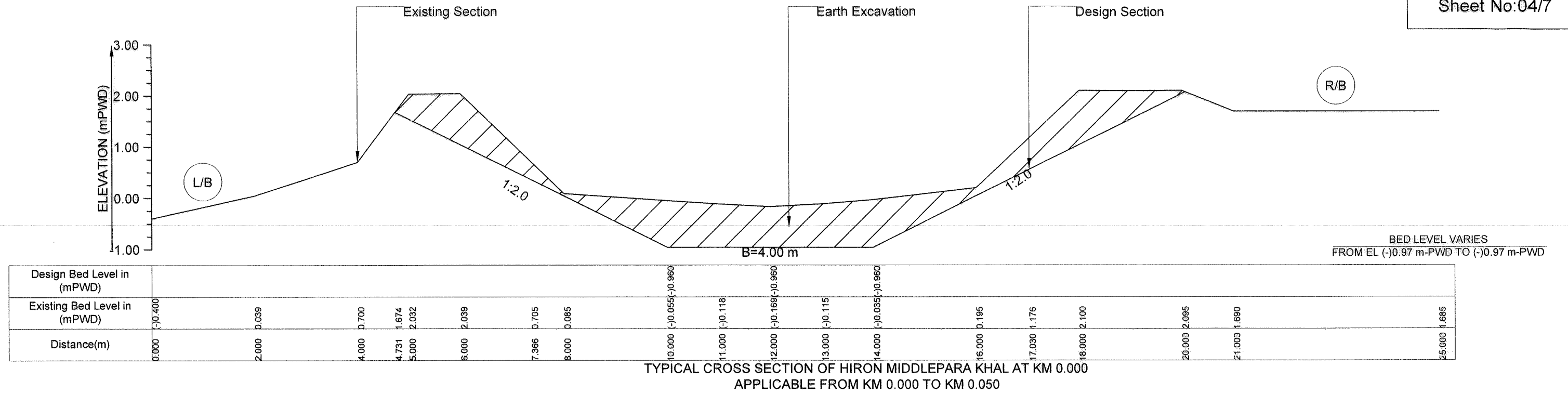
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TYPICAL CROSS SECTION OF HIRON MIDDLEPARA KHAL

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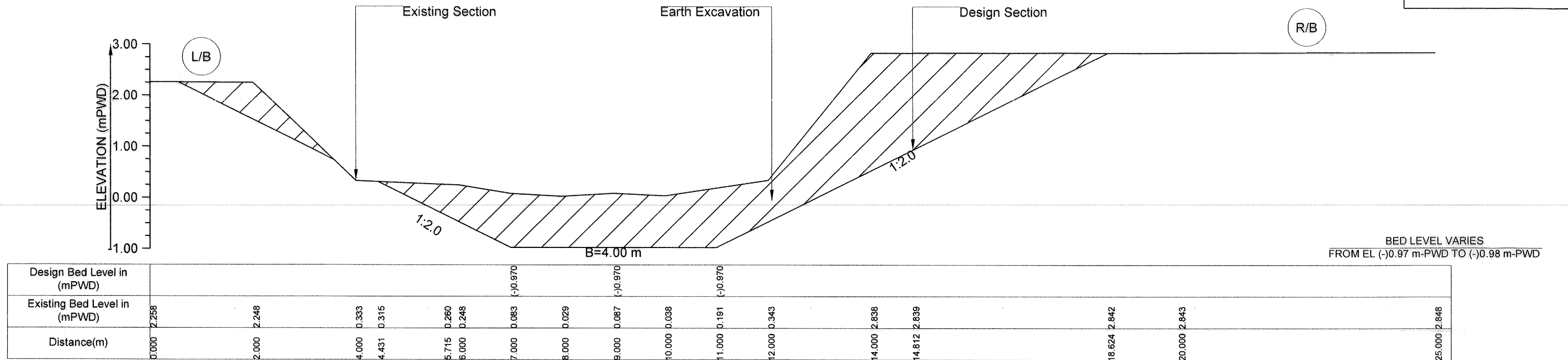
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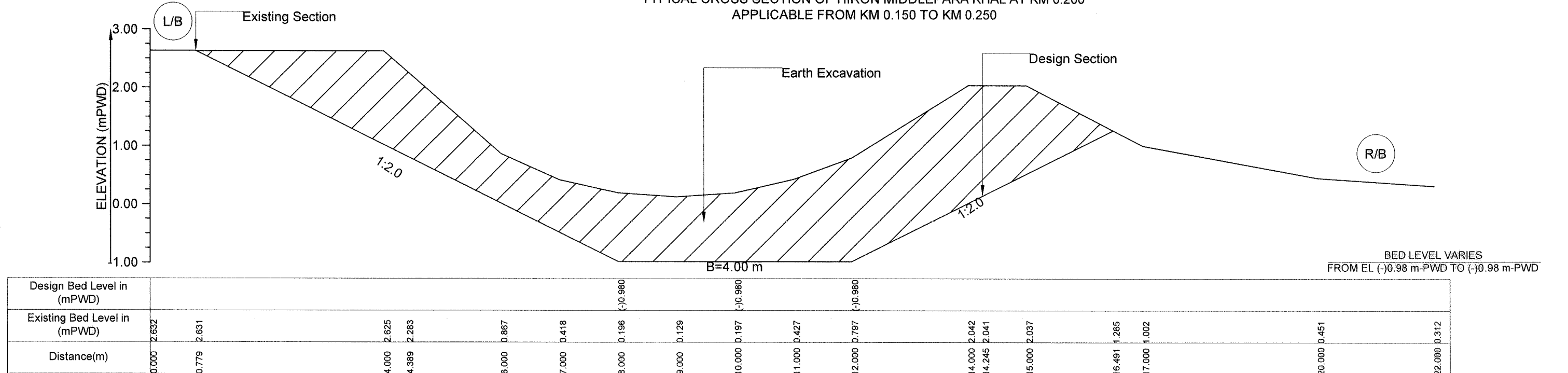
(JAKARIA PERVEZ), SE

Date:04/02/2025

Drawing No:DC5-5778-04/7



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



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

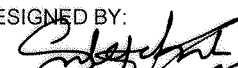
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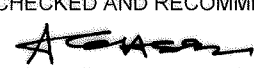
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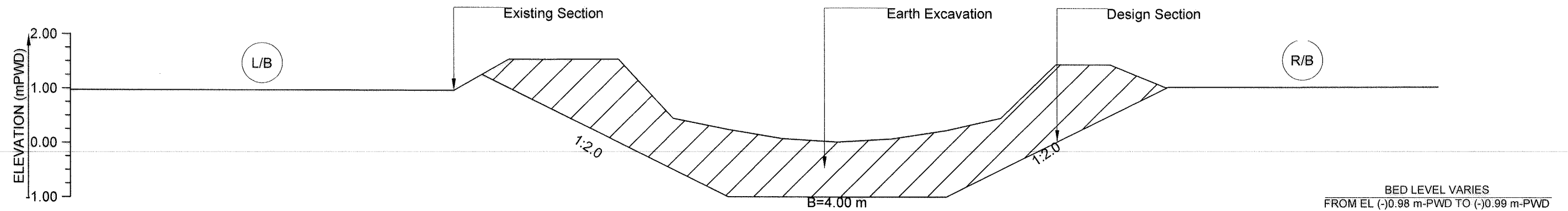
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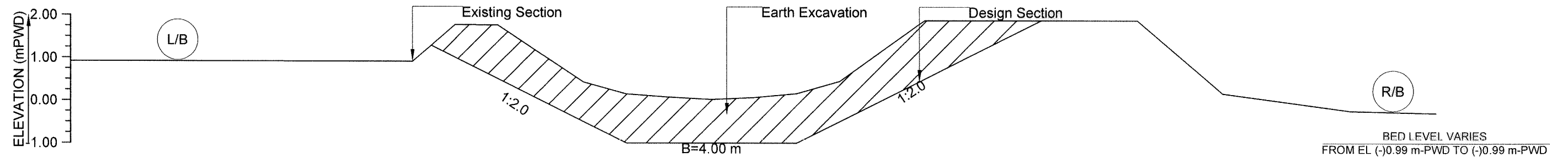
(JAKARIA PERVEZ), SE

Date:04/02/2025



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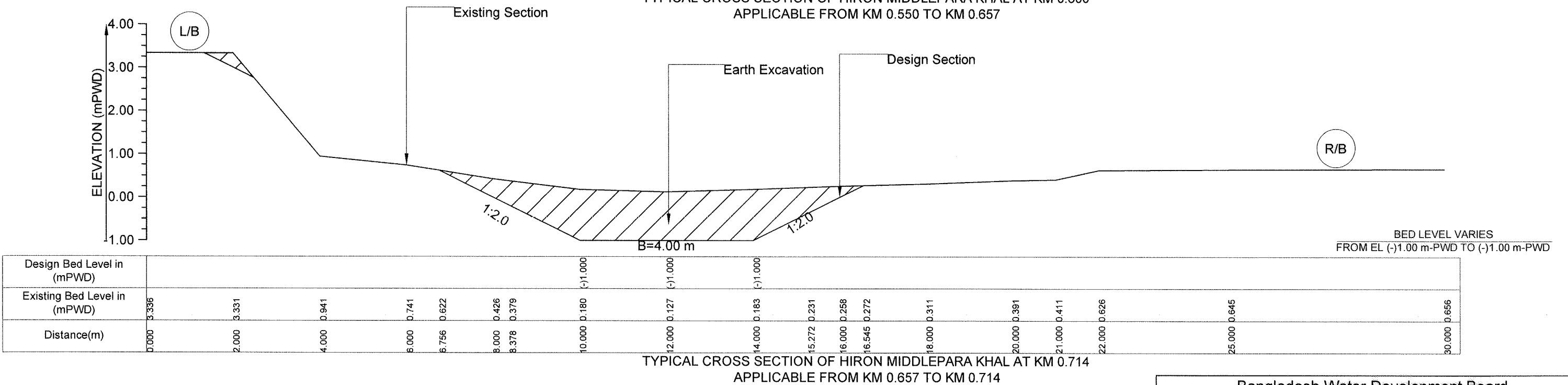
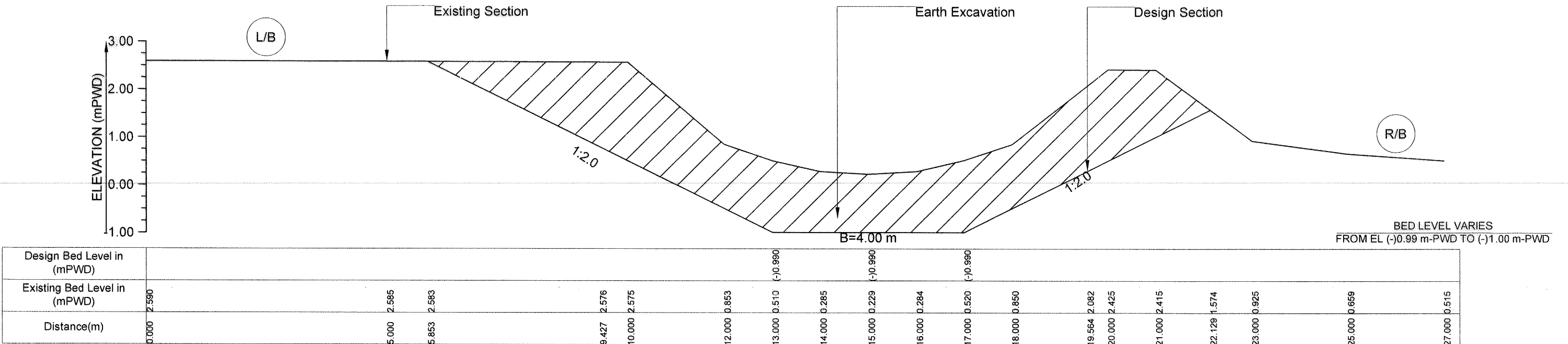
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TYPICAL CROSS SECTION OF HIRON MIDDLEPARA KHAL AT KM 0.400
APPLICABLE FROM KM 0.350 TO KM 0.450

[illegible]

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

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04.02.25

(JAKARIA PERVEZ), SE

Date:04/02/2025	Dr
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Drawing No:DC5-5778-07/7