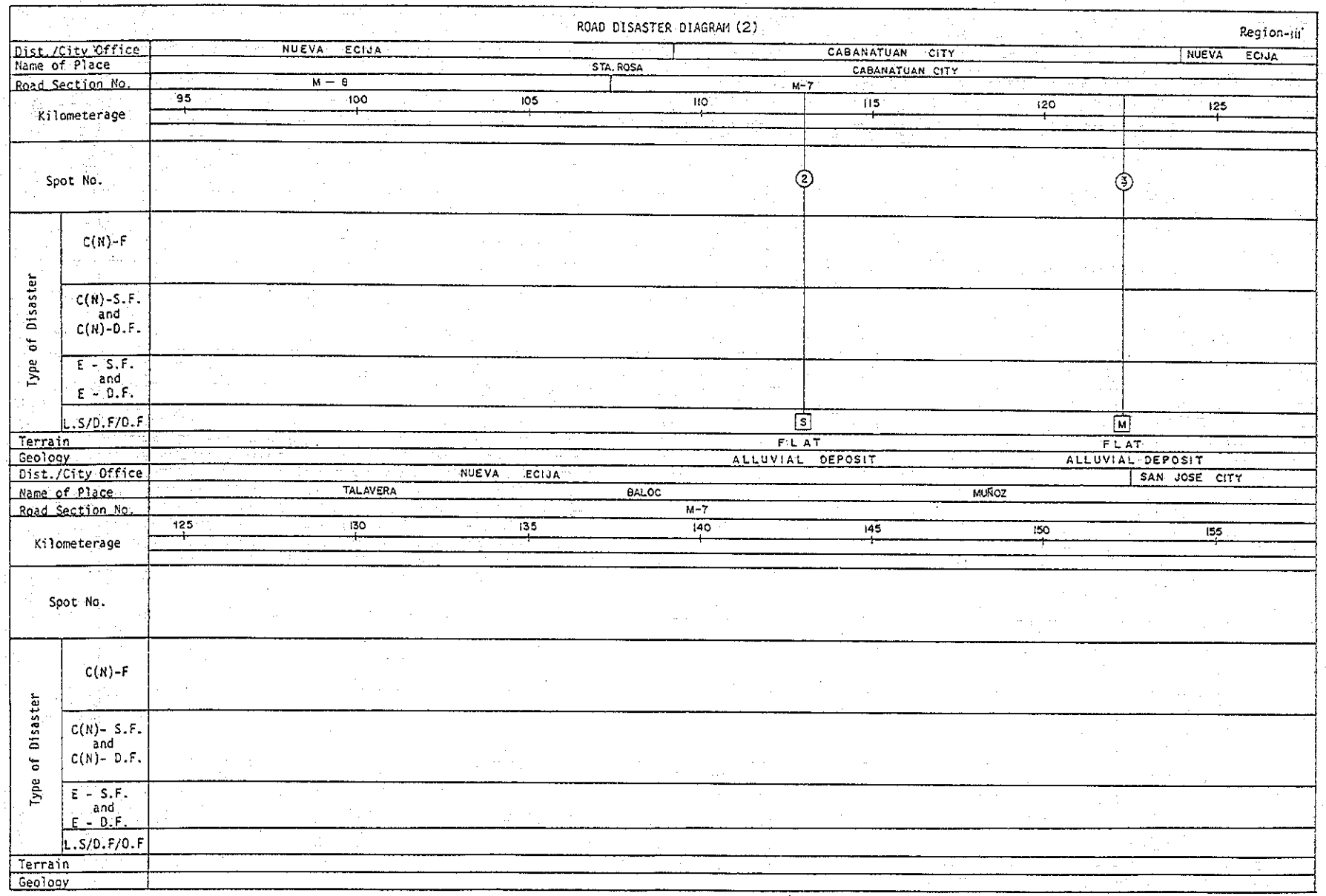
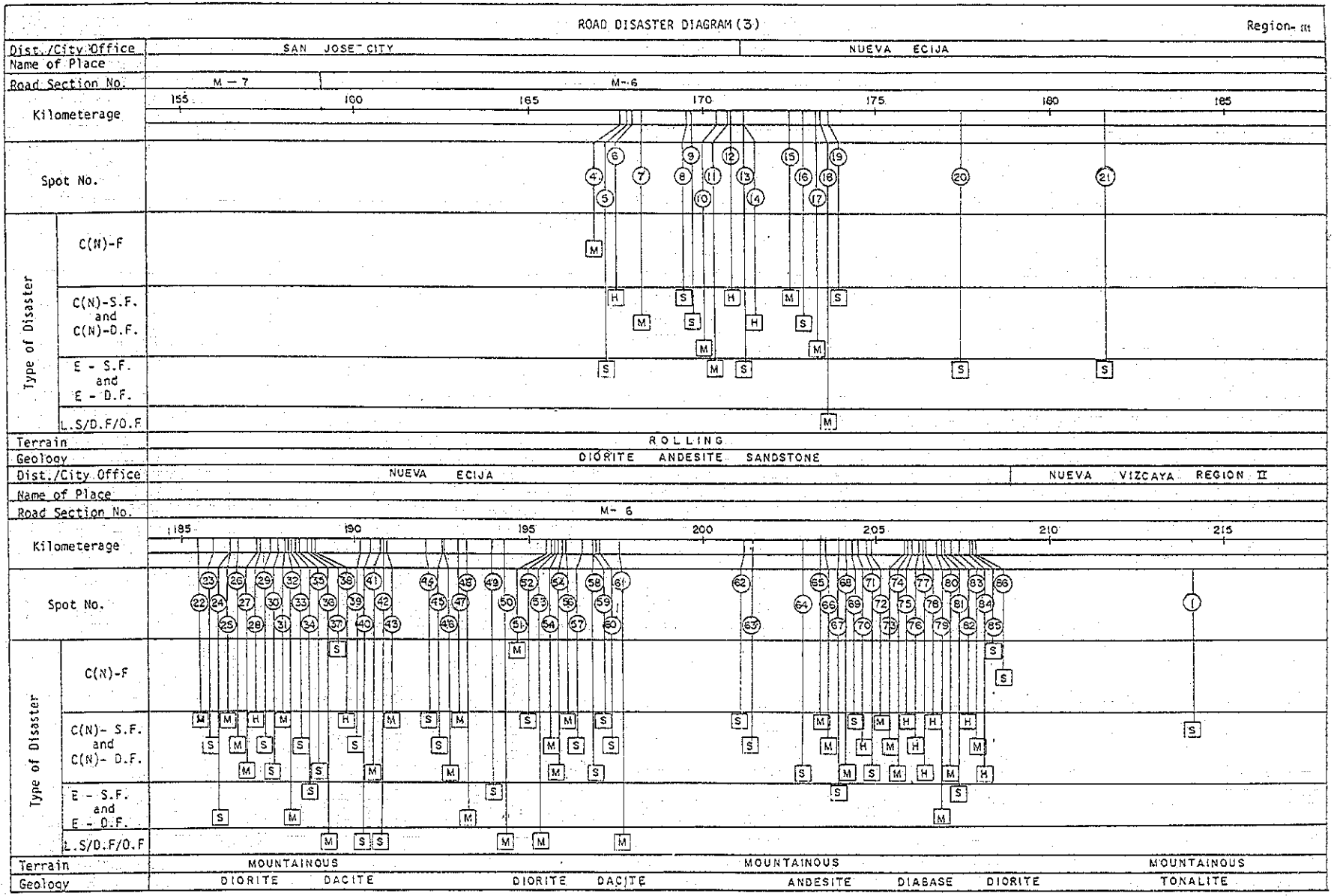
APPENDIX 5.3 ROAD DISASTER DIAGRAM (I)

Region-III

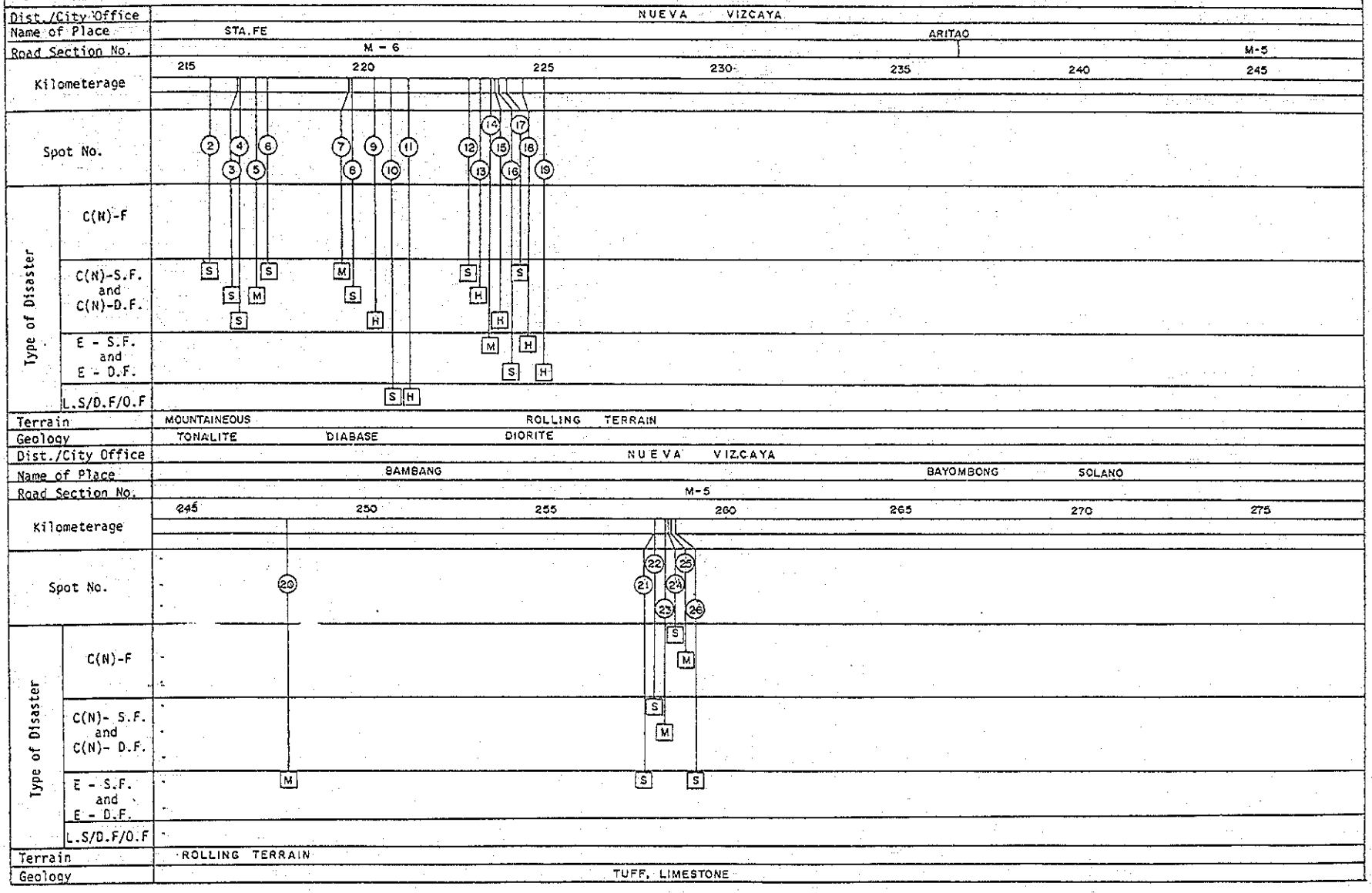
Dist./City Office		BULACAN												
Name of Place		STA. RITA PLARIDEL												SAN ILDEFONSO
Road Section No.		M-8												
Kilometerage		35	40		45		50		55		60		65	
Spot No.														
Type of Disaster	C(N)-F													
	C(N)-S.F. and C(N)-D.F.													
	E - S.F. and E - D.F.													
	L.S/D.F/O.F													
Terrain														
Geology														
Dist./City Office		BULACAN										NUEVA ECIJA		
Name of Place		SAN MIGUEL												GAPAN
Road Section No.		M - 8												
Kilometerage		65	70		75		80		85		90		95	
Spot No.					①									
Type of Disaster	C(N)-F													
	C(N)- S.F. and C(N)- D.F.													
	E - S.F. and E - D.F.													
	L.S/D.F/O.F				S									
Terrain					FLAT									
Geology					ALLUVIAL DEPOSIT									

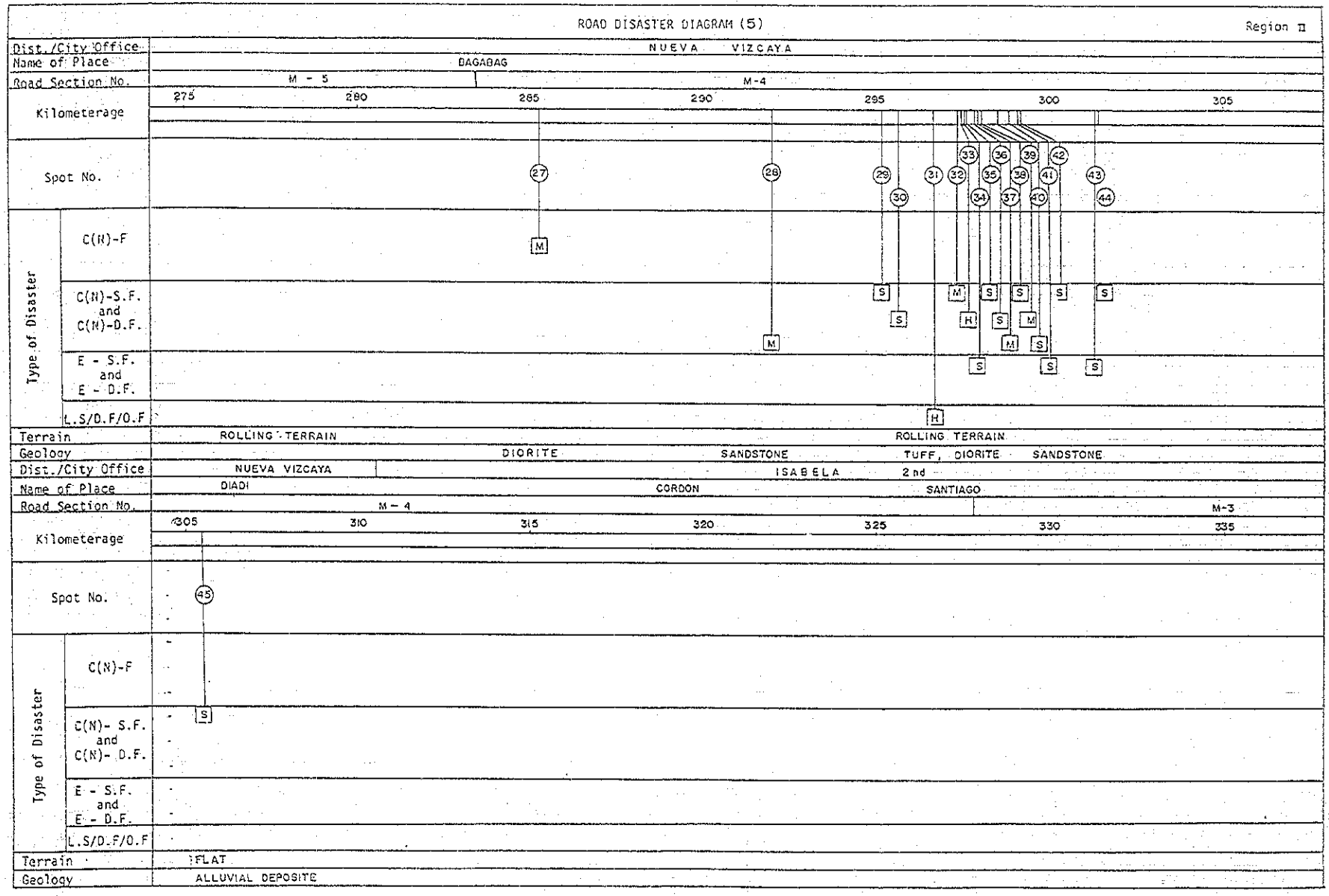

ROAD DISASTER DIAGRAM (2)
Region-III
Dist./City Office
NUEVA ECIJA
CABANATUAN CITY
NUEVA ECIJA
Name of Place
STA. ROSA
CABANATUAN CITY
Road Section No.
M – 6
M-7
Kilometerage
95
100
105
110
115
120
125
Spot No.
2
3
Type of Disaster
C(N)-F
C(N)-S.F. and C(N)-D.F.
E - S.F. and E - D.F.
L.S/D.F/D.F
S
M
Terrain
FLAT
FLAT
Geology
ALLUVIAL DEPOSIT
ALLUVIAL DEPOSIT
Dist./City Office
NUEVA ECIJA
SAN JOSE CITY
Name of Place
TALAVERA
BALOC
MUÑOZ
Road Section No.
M-7
Kilometerage
125
130
135
140
145
150
155
Spot No.
Type of Disaster
C(N)-F
C(N)- S.F. and C(N)- D.F.
E - S.F. and E - D.F.
L.S/D.F/O.F
Terrain
Geology


ROAD DISASTER DIAGRAM (3)
Region- III
Dist./City Office
SAN JOSE CITY
NUEVA ECIJA
Name of Place
Road Section No.
M – 7
M-6
Kilometerage
155
160
165
170
175
180
185
Spot No.
Type of Disaster
C(N)-F
C(N)-S.F. and C(N)-D.F.
E - S.F. and E - D.F.
L.S/D.F/O.F
Terrain
ROLLING
Geology
DIORITE ANDESITE SANDSTONE
Dist./City Office
NUEVA ECIJA
NUEVA VIZCAYA REGION II
Name of Place
Road Section No.
M- 6
Kilometerage
185
190
195
200
205
210
215
Spot No.
Type of Disaster
C(N)-F
C(N)- S.F. and C(N)- D.F.
E - S.F. and E - D.F.
L.S/D.F/O.F
Terrain
MOUNTAINOUS
MOUNTAINOUS
MOUNTAINOUS
Geology
DIORITE DACITE
DIORITE DACITE
ANDESITE DIABASE DIORITE
TONALITE

ROAD DISASTER DIAGRAM (4)

Region-II




ROAD DISASTER DIAGRAM (5)
Region II
Dist./City Office
NUEVA VIZCAYA
Name of Place
DAGABAG
Road Section No.
M - 5
M-4
Kilometerage
275
280
285
290
295
300
305
Spot No.
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
Type of Disaster
C(N)-F
C(N)-S.F. and C(N)-D.F.
E - S.F. and E - D.F.
L.S/D.F/O.F
Terrain
ROLLING TERRAIN
ROLLING TERRAIN
Geology
DIORITE
SANDSTONE
TUFF, DIORITE SANDSTONE
Dist./City Office
NUEVA VIZCAYA
ISABELA
2nd
Name of Place
DIADI
CORDON
SANTIAGO
Road Section No.
M - 4
M-3
Kilometerage
305
310
315
320
325
330
335
Spot No.
45
Type of Disaster
C(N)-F
C(N)- S.F. and C(N)- D.F.
E - S.F. and E - D.F.
L.S/D.F/O.F
Terrain
FLAT
Geology
ALLUVIAL DEPOSITE

ROAD DISASTER DIAGRAM (6)

Region-II

Dist./City Office	ISABELA 2nd						
Name of Place	ECHAGUE			ALICIA			
Road Section No.	M-3						
Kilometerage	335	340	345	350	355	360	365
Spot No.							
Type of Disaster: C(N)-F							
Type of Disaster: C(N)-S.F. and C(N)-D.F.							
Type of Disaster: E - S.F. and E - D.F.							
Type of Disaster: L.S/D.F/O.F							
Terrain							
Geology							

Dist./City Office	ISABELA 2nd				ISABELA 1st		
Name of Place	CAGAYAN				NAGUILIAN		
Road Section No.	M - 3				M-2		
Kilometerage	365	370	375	380	385	390	395
Spot No.						㊻	
Type of Disaster: C(N)-F							
Type of Disaster: C(N)- S.F. and C(N)- D.F.							
Type of Disaster: E - S.F. and E - D.F.							
Type of Disaster: L.S/D.F/O.F						Ⓢ	
Terrain							
Geology						ALLUVIAL DEPOSIT	

ROAD DISASTER DIAGRAM (7)

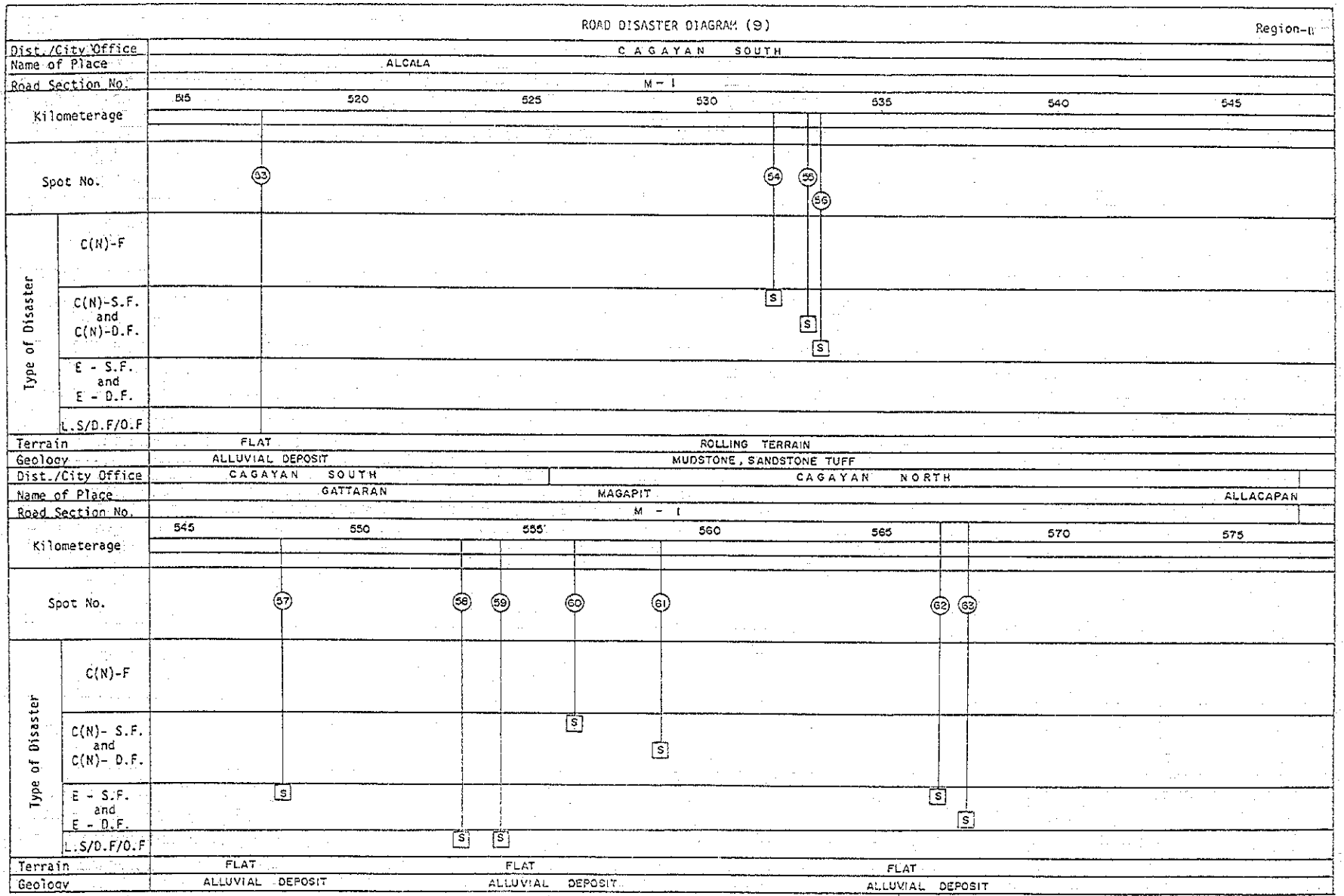
Region-II

Dist./City Office		ISABELA 1st
Name of Place		ALAGAN
Road Section No.		M-2
Kilometerage		395 400 405 410 415 420 425
Spot No.		(47)
Type of Disaster	C(N)-F	
	C(N)-S.F. and C(N)-D.F.	
	E - S.F. and E - D.F.	S
	L.S/D.F/O.F	
Terrain		FLAT
Geology		ALLUVIAL DEPOSIT
Dist./City Office		ISABELA 1st
Name of Place		TUMAUINI SAN PABLO
Road Section No.		M-2
Kilometerage		425 430 435 440 445 450 455
Spot No.		(48) (49)
Type of Disaster	C(N)-F	
	C(N)- S.F. and C(N)- D.F.	
	E - S.F. and E - D.F.	M S
	L.S/D.F/O.F	
Terrain		FLAT
Geology		ALLUVIAL DEPOSIT

ROAD DISASTER DIAGRAM (8)

Region II

Dist./City Office		ISABELA 1st				CAGAYAN SOUTH		
Name of Place		SAN ISIDRO						TUGUEGARAO
Road Section No.		M-2						
Kilometerage		455	460	465	470	475	480	485
Spot No.			(50)			(51)		
Type of Disaster	C(N)-F							
	C(N)-S.F. and C(N)-D.F.							
	E - S.F. and E - D.F.							
	L.S/D.F/O.F		S			S		
Terrain		FLAT						
Geology		ALLUVIAL DEPOSIT						
Dist./City Office		CAGAYAN SOUTH						
Name of Place		IGUIG					AMULONG	
Road Section No.		M-1						
Kilometerage		485	490	495	500	505	510	515
Spot No.		(52)						
Type of Disaster	C(N)-F							
	C(N)- S.F. and C(N)- D.F.							
	E - S.F. and E - D.F.							
	L.S/D.F/O.F							
Terrain		FLAT						
Geology		ALLUVIAL DEPOSIT						

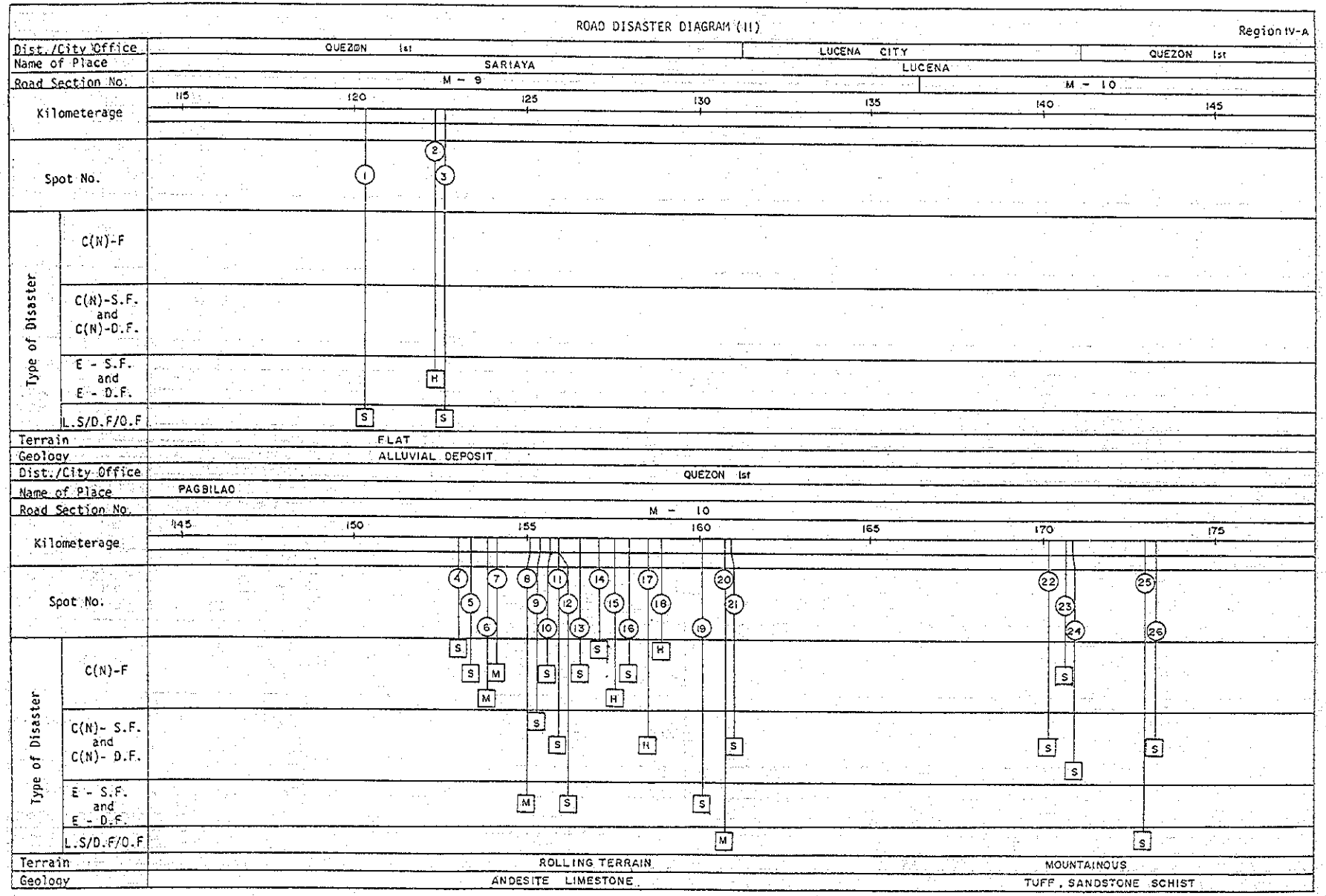

ROAD DISASTER DIAGRAM (9)
Region-II
Dist./City Office
Name of Place
Road Section No.
Kilometerage
Spot No.
Type of Disaster
C(N)-F
C(N)-S.F. and C(N)-D.F.
E - S.F. and E - D.F.
L.S/D.F/O.F
Terrain
Geology
CAGAYAN SOUTH
ALCALA
M - I
515
520
525
530
535
540
545
33
54
55
56
S
FLAT
ROLLING TERRAIN
ALLUVIAL DEPOSIT
MUDSTONE, SANDSTONE TUFF
CAGAYAN SOUTH
CAGAYAN NORTH
GATTARAN
MAGAPIT
ALLACAPAN
545
550
555
560
565
570
575
57
58
59
60
61
62
63
FLAT
FLAT
FLAT
ALLUVIAL DEPOSIT
ALLUVIAL DEPOSIT
ALLUVIAL DEPOSIT

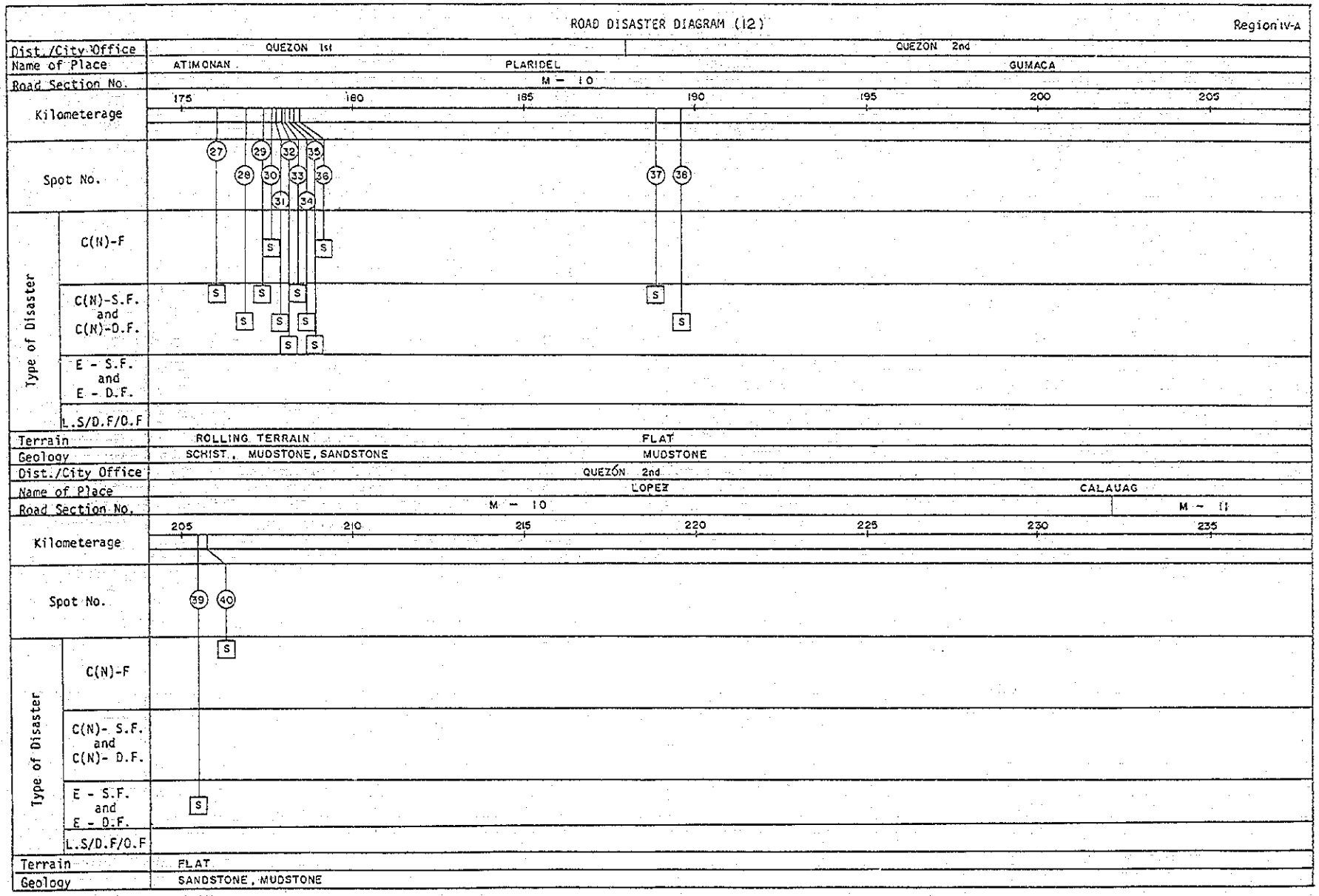
ROAD DISASTER DIAGRAM (IO)

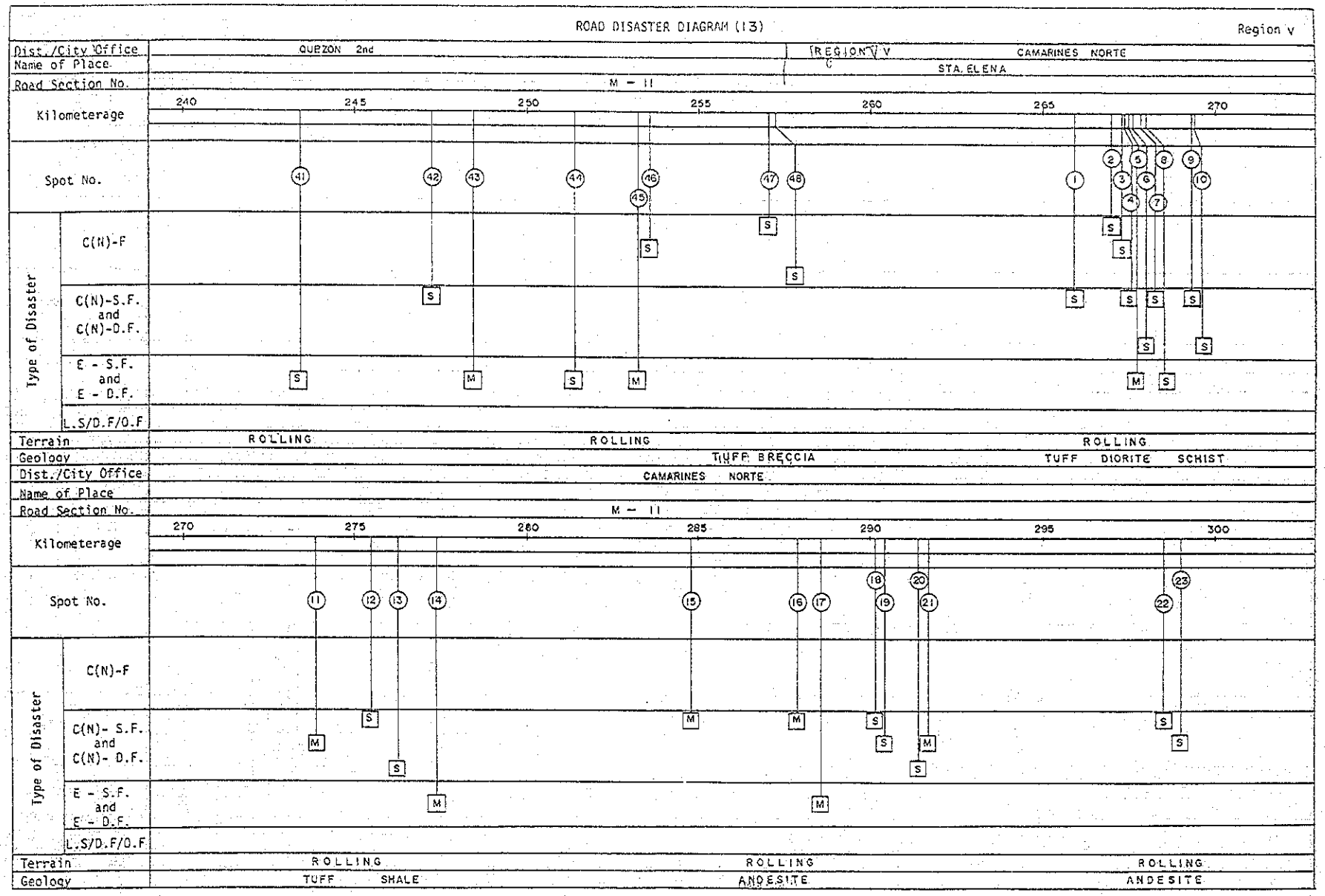
Region IV-A

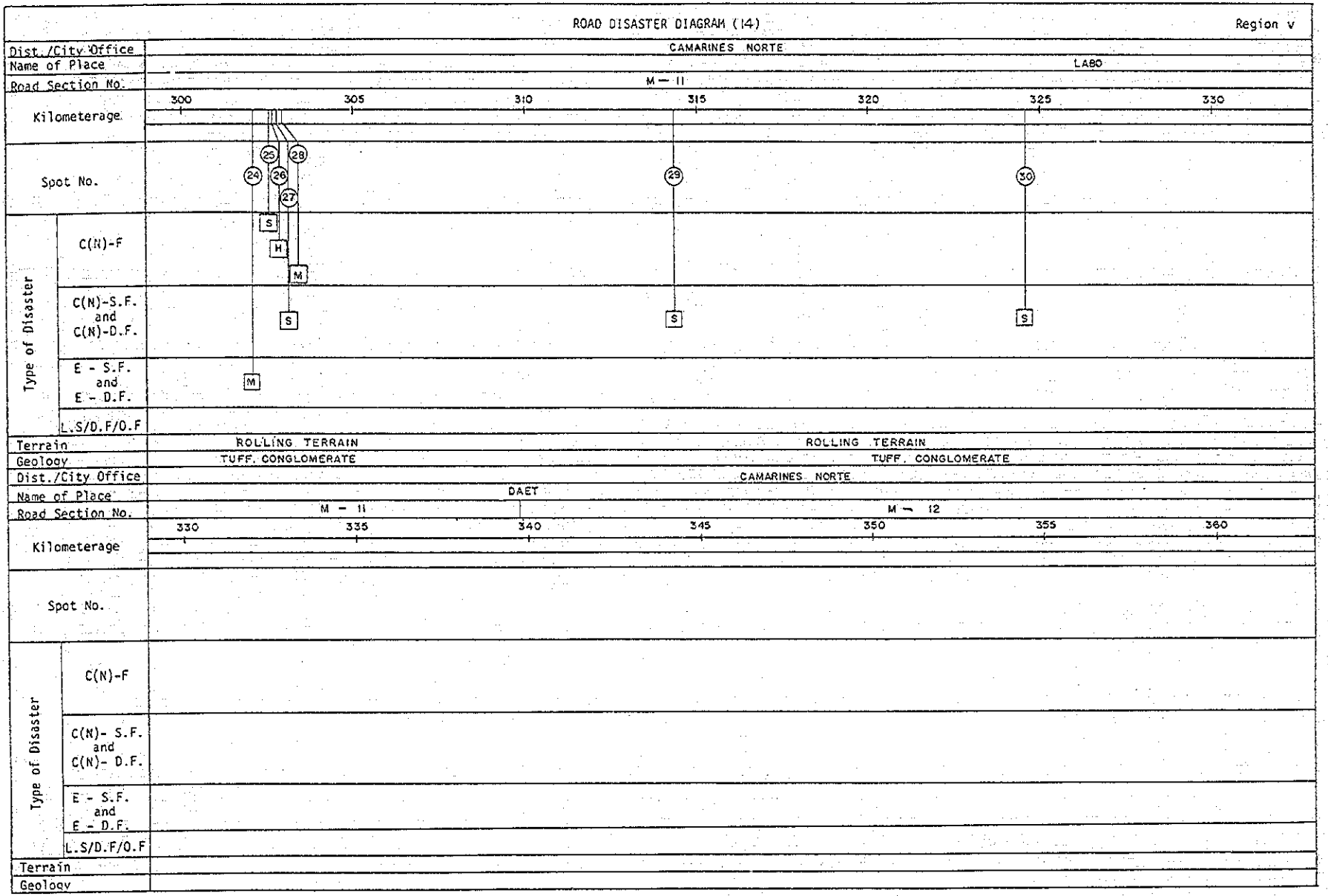
Dist./City Office		LAGUNA		BATANGAS		LAGUNA	SAN PABLO CITY
Name of Place		CALAMBA		STO. TOMAS		ALAMINOS	SAN PABLO
Road Section No.				M - 9			
Kilometerage		51.200	55	60	65	70	75	80
Spot No.							
Type of Disaster	C(N)-F						
	C(N)-S.F. and C(N)-D.F.						
	E - S.F. and E - O.F.						
	L.S/D.F/O.F						
Terrain							
Geology							

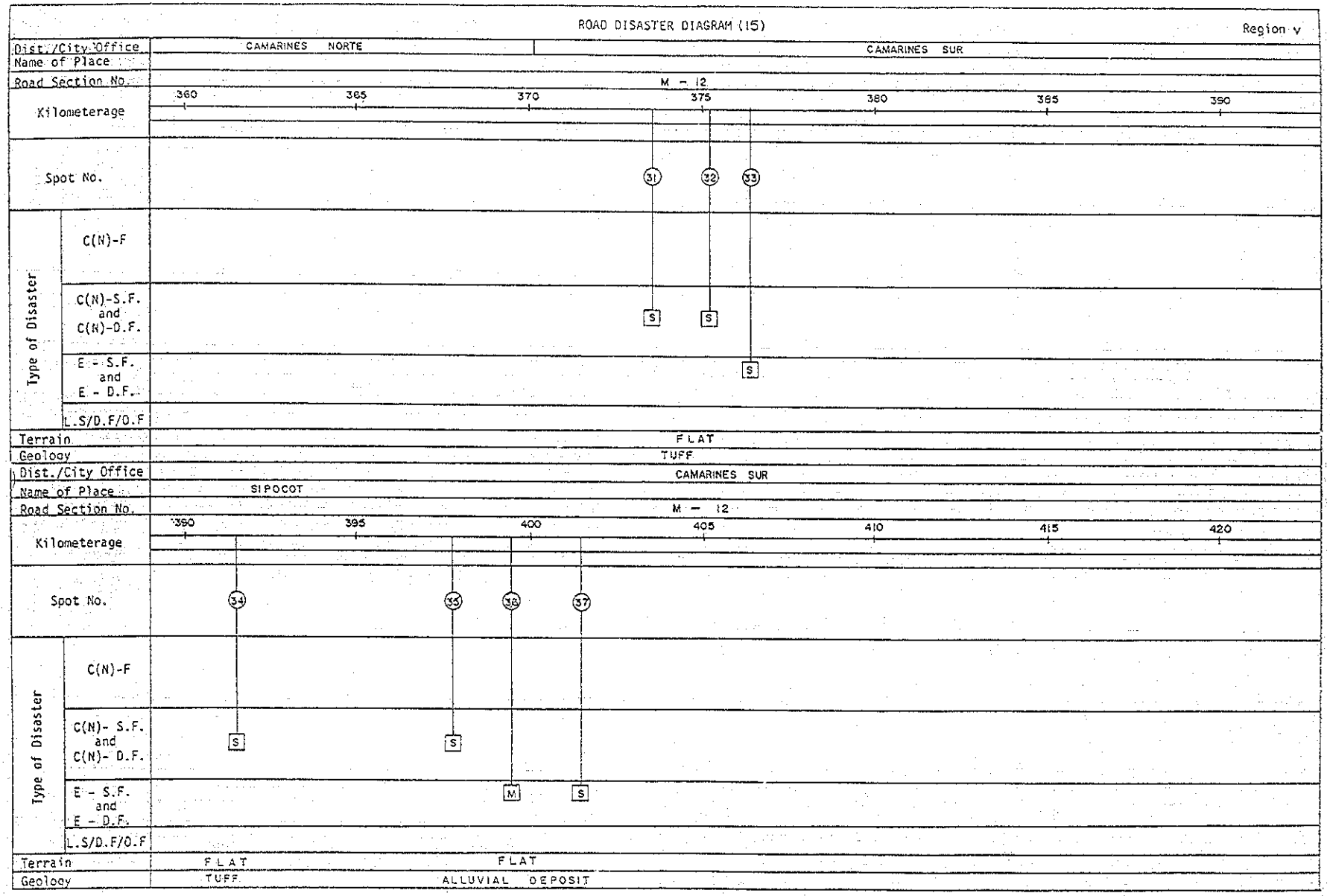
Dist./City Office		SAN PABLO CITY		QUEZON 1st			
Name of Place				TIAONG		CANDELARIA	
Road Section No.				M - 9			
Kilometerage		85	90	95	100	105	110	115
Spot No.							
Type of Disaster	C(N)-F						
	C(N)- S.F. and C(N)- D.F.						
	E - S.F. and E - D.F.						
	L.S/D.F/O.F						
Terrain							
Geology							

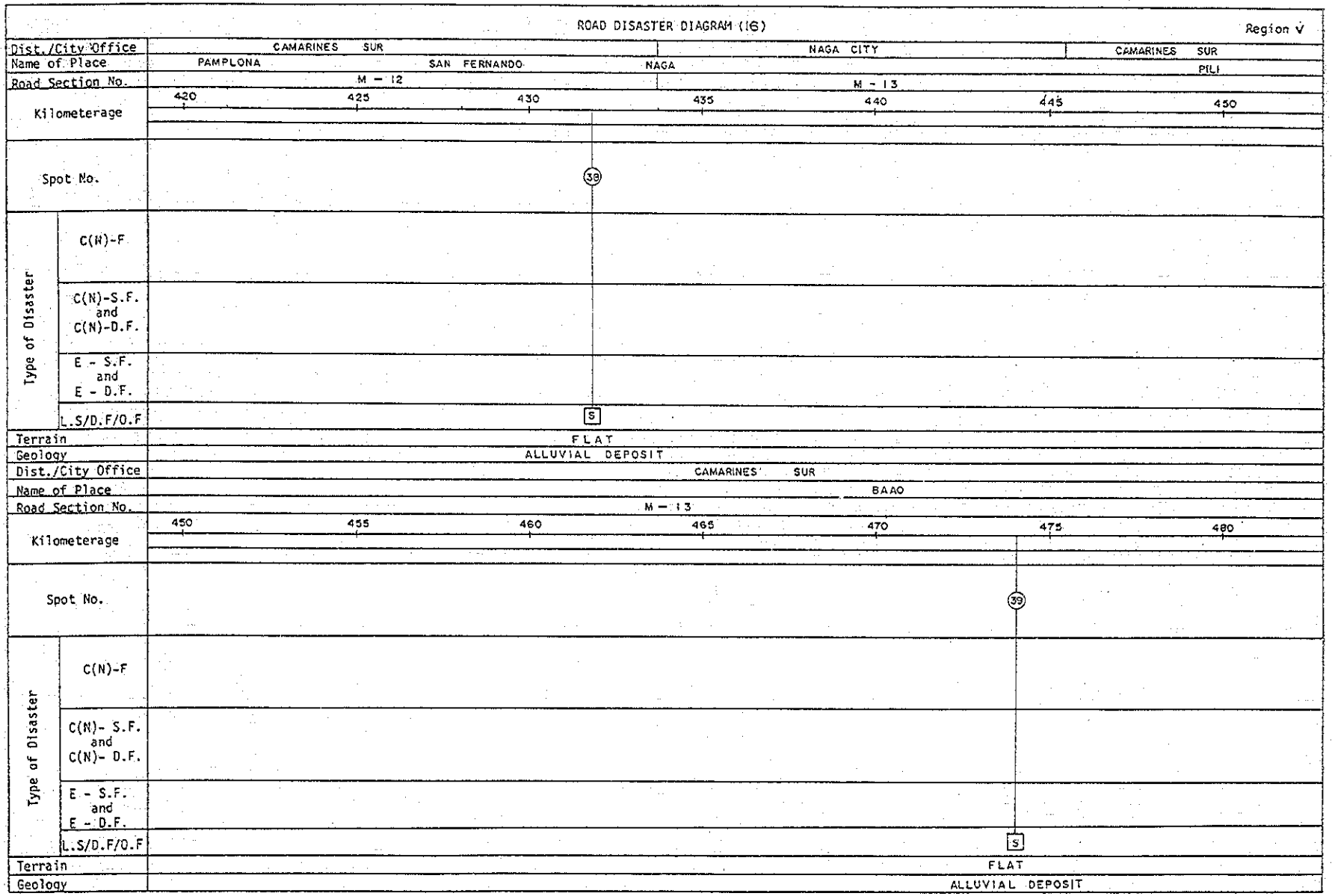

ROAD DISASTER DIAGRAM (II)
Region IV-A
Dist./City Office
QUEZON 1st
LUCENA CITY
QUEZON 1st
Name of Place
SARIAYA
LUCENA
Road Section No.
M - 9
M - 10
Kilometerage
115
120
125
130
135
140
145
Spot No.
Type of Disaster
C(N)-F
C(N)-S.F. and C(N)-D.F.
E - S.F. and E - D.F.
L.S/D.F/O.F
Terrain
FLAT
Geology
ALLUVIAL DEPOSIT
Dist./City Office
QUEZON 1st
Name of Place
PAGBILAO
Road Section No.
M - 10
Kilometerage
145
150
155
160
165
170
175
Spot No.
Type of Disaster
C(N)-F
C(N)- S.F. and C(N)- D.F.
E - S.F. and E - D.F.
L.S/D.F/O.F
Terrain
ROLLING TERRAIN
MOUNTAINOUS
Geology
ANDESITE LIMESTONE
TUFF, SANDSTONE SCHIST


ROAD DISASTER DIAGRAM (12)
Region IV-A
Dist./City Office
QUEZON 1st
QUEZON 2nd
Name of Place
ATIMONAN
PLARIDEL
GUMACA
Road Section No.
M – 10
Kilometerage
175
180
185
190
195
200
205
Spot No.
27
28
29
30
31
32
33
34
35
36
37
38
Type of Disaster
C(N)-F
C(N)-S.F. and C(N)-D.F.
E - S.F. and E - D.F.
L.S/D.F/D.F
Terrain
ROLLING TERRAIN
FLAT
Geology
SCHIST, MUDSTONE, SANDSTONE
MUDSTONE
Dist./City Office
QUEZON 2nd
Name of Place
LOPEZ
CALAUAG
Road Section No.
M – 10
M – 11
Kilometerage
205
210
215
220
225
230
235
Spot No.
39
40
Type of Disaster
C(N)-F
C(N)- S.F. and C(N)- D.F.
E - S.F. and E - D.F.
L.S/D.F/D.F
Terrain
FLAT
Geology
SANDSTONE, MUDSTONE


ROAD DISASTER DIAGRAM (13)
Region V
Dist./City Office
QUEZON 2nd
REGION V
CAMARINES NORTE
Name of Place
STA. ELENA
Road Section No.
M - 11
Kilometerage
240
245
250
255
260
265
270
Spot No.
41
42
43
44
45
46
47
48
1
2
3
4
5
6
7
8
9
10
Type of Disaster
C(N)-F
C(N)-S.F. and C(N)-D.F.
E - S.F. and E - D.F.
L.S/D.F/O.F
Terrain
ROLLING
ROLLING
ROLLING
Geology
TUFF BRECCIA
TUFF DIORITE SCHIST
Dist./City Office
CAMARINES NORTE
Name of Place
Road Section No.
M - 11
Kilometerage
270
275
280
285
290
295
300
Spot No.
11
12
13
14
15
16
17
18
19
20
21
22
23
Type of Disaster
C(N)-F
C(N)- S.F. and C(N)- D.F.
E - S.F. and E - D.F.
L.S/D.F/O.F
Terrain
ROLLING
ROLLING
ROLLING
Geology
TUFF SHALE
ANDESITE
ANDESITE


ROAD DISASTER DIAGRAM (14)
Region V
Dist./City Office
CAMARINES NORTE
Name of Place
LABO
Road Section No.
M — 11
Kilometerage
300
305
310
315
320
325
330
Spot No.
24
25
26
27
28
29
30
Type of Disaster
C(N)-F
C(N)-S.F. and C(N)-D.F.
E - S.F. and E - D.F.
L.S/D.F/O.F
S
H
M
Terrain
ROLLING TERRAIN
ROLLING TERRAIN
Geology
TUFF, CONGLOMERATE
TUFF, CONGLOMERATE
Dist./City Office
CAMARINES NORTE
Name of Place
DAET
Road Section No.
M — 11
M — 12
Kilometerage
330
335
340
345
350
355
360
Spot No.
Type of Disaster
C(N)-F
C(N)- S.F. and C(N)- D.F.
E - S.F. and E - D.F.
L.S/D.F/O.F
Terrain
Geology


ROAD DISASTER DIAGRAM (15)
Region V
Dist./City Office
CAMARINES NORTE
CAMARINES SUR
Name of Place
Road Section No.
M - 12
Kilometerage
360
365
370
375
380
385
390
Spot No.
31
32
33
Type of Disaster
C(N)-F
C(N)-S.F. and C(N)-D.F.
E - S.F. and E - D.F.
L.S/D.F/O.F
S
Terrain
FLAT
Geology
TUFF
Dist./City Office
CAMARINES SUR
Name of Place
SIPOCOT
Road Section No.
M - 12
Kilometerage
390
395
400
405
410
415
420
Spot No.
34
35
36
37
Type of Disaster
C(N)-F
C(N)- S.F. and C(N)- D.F.
E - S.F. and E - D.F.
L.S/D.F/O.F
S
M
Terrain
FLAT
FLAT
Geology
TUFF
ALLUVIAL DEPOSIT


ROAD DISASTER DIAGRAM (16)
Region V
Dist./City Office
CAMARINES SUR
NAGA CITY
CAMARINES SUR
Name of Place
PAMPLONA
SAN FERNANDO
NAGA
PILI
Road Section No.
M - 12
M - 13
Kilometerage
420
425
430
435
440
445
450
Spot No.
38
Type of Disaster
C(N)-F
C(N)-S.F. and C(N)-D.F.
E - S.F. and E - D.F.
L.S/D.F/O.F
S
Terrain
FLAT
Geology
ALLUVIAL DEPOSIT
Dist./City Office
CAMARINES SUR
Name of Place
BAAO
Road Section No.
M - 13
Kilometerage
450
455
460
465
470
475
480
Spot No.
39
Type of Disaster
C(N)-F
C(N)- S.F. and C(N)- D.F.
E - S.F. and E - D.F.
L.S/D.F/O.F
S
Terrain
FLAT
Geology
ALLUVIAL DEPOSIT

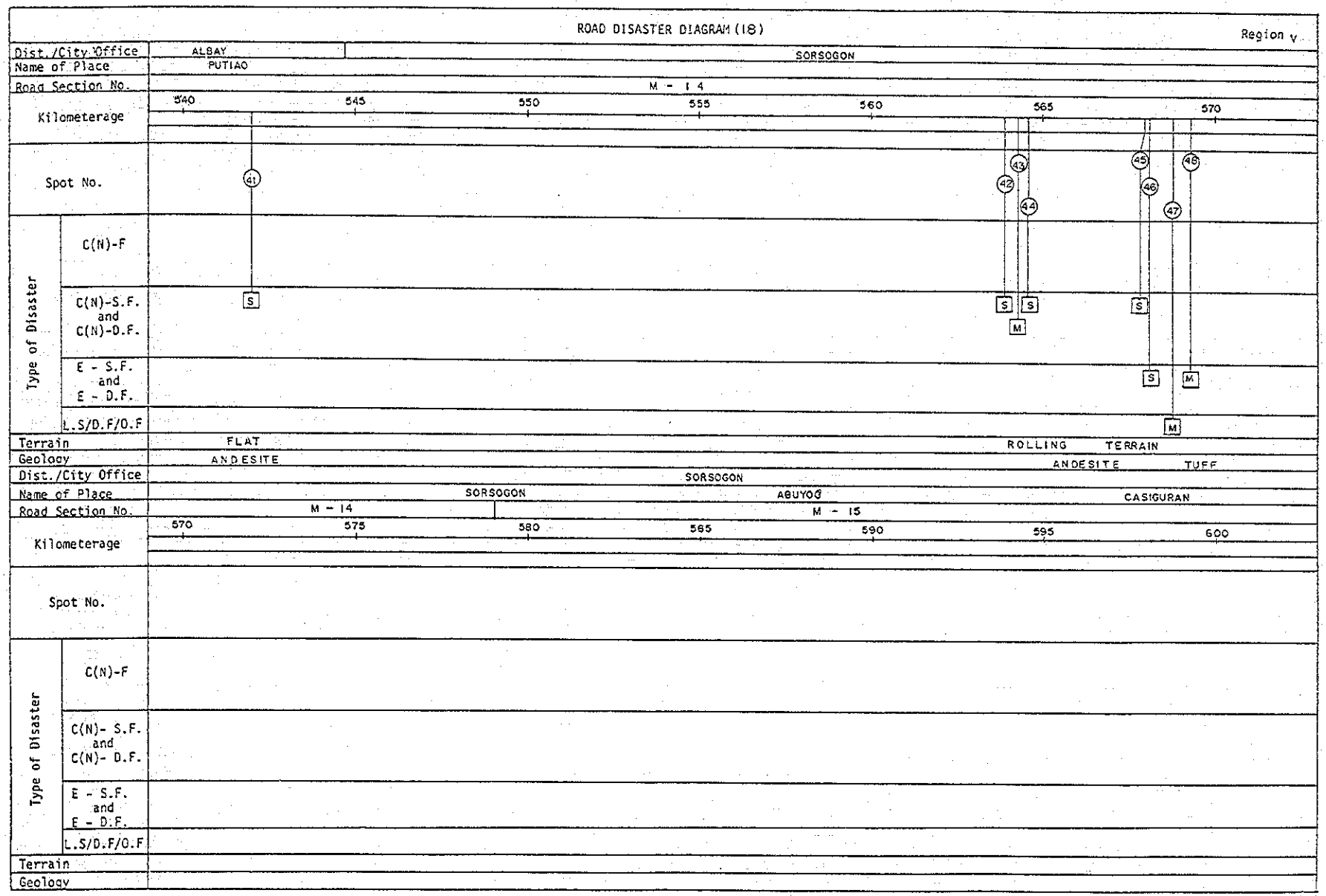
ROAD DISASTER DIAGRAM (17)

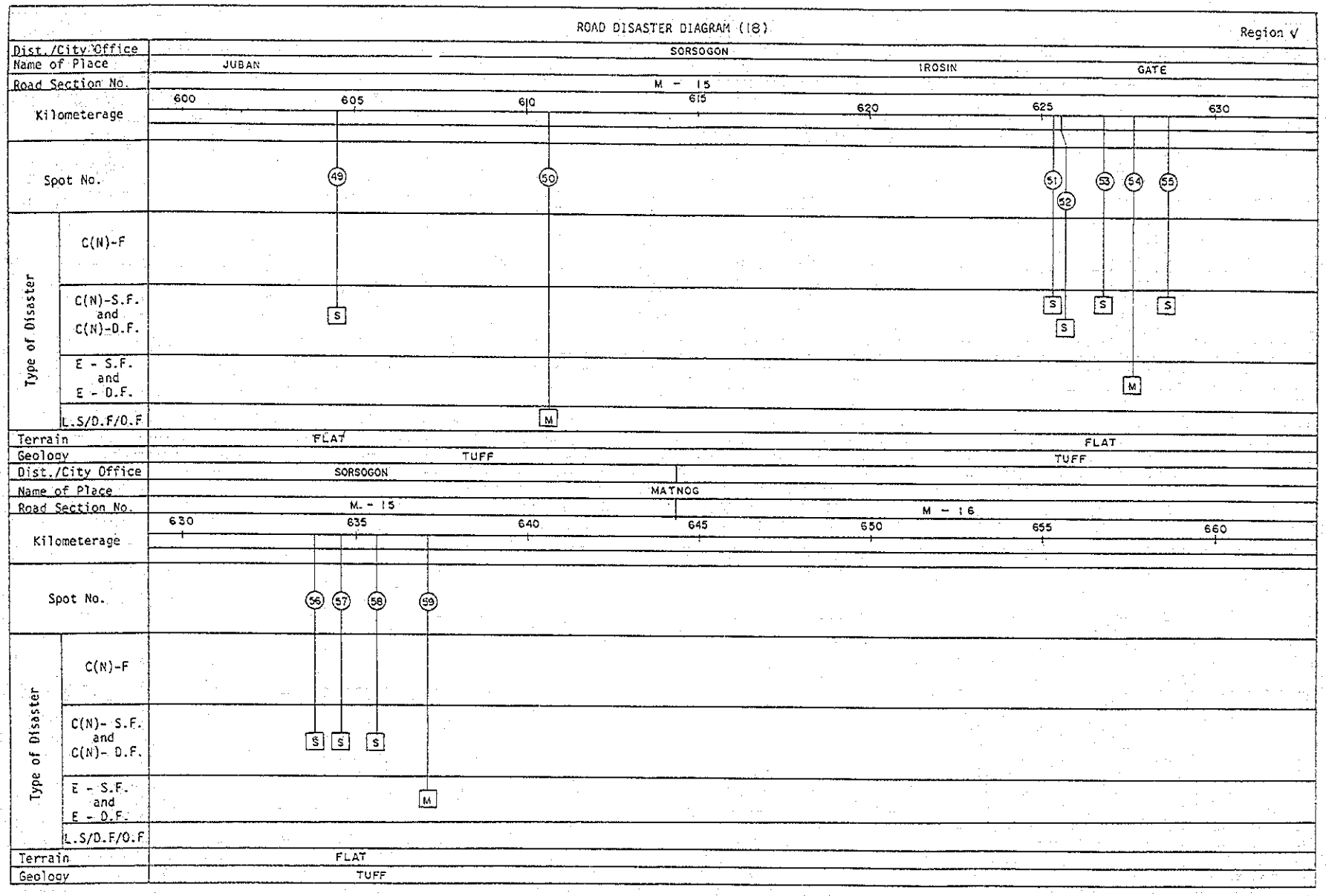
Region V

Dist./City Office		CAMARINES SUR / ALBAY
Name of Place		POLANGUI / OAS / LIGAO
Road Section No.		M - 13
Kilometerage		480, 485, 490, 495, 500, 505, 510
Spot No.		
Type of Disaster	C(N)-F	
	C(N)-S.F. and C(N)-D.F.	
	E - S.F. and E - D.F.	
	L.S/D.F/O.F	
Terrain		
Geology		
Dist./City Office		ALBAY
Name of Place		CAMALIG / DARAGA
Road Section No.		M - 13 / M - 14
Kilometerage		510, 515, 520, 525, 530, 535, 540
Spot No.		(40)
Type of Disaster	C(N)-F	
	C(N)- S.F. and C(N)- D.F.	
	E - S.F. and E - D.F.	S
	L.S/D.F/O.F	
Terrain		FLAT
Geology		ALLUVIAL DEPOSIT

ROAD DISASTER DIAGRAM (18)

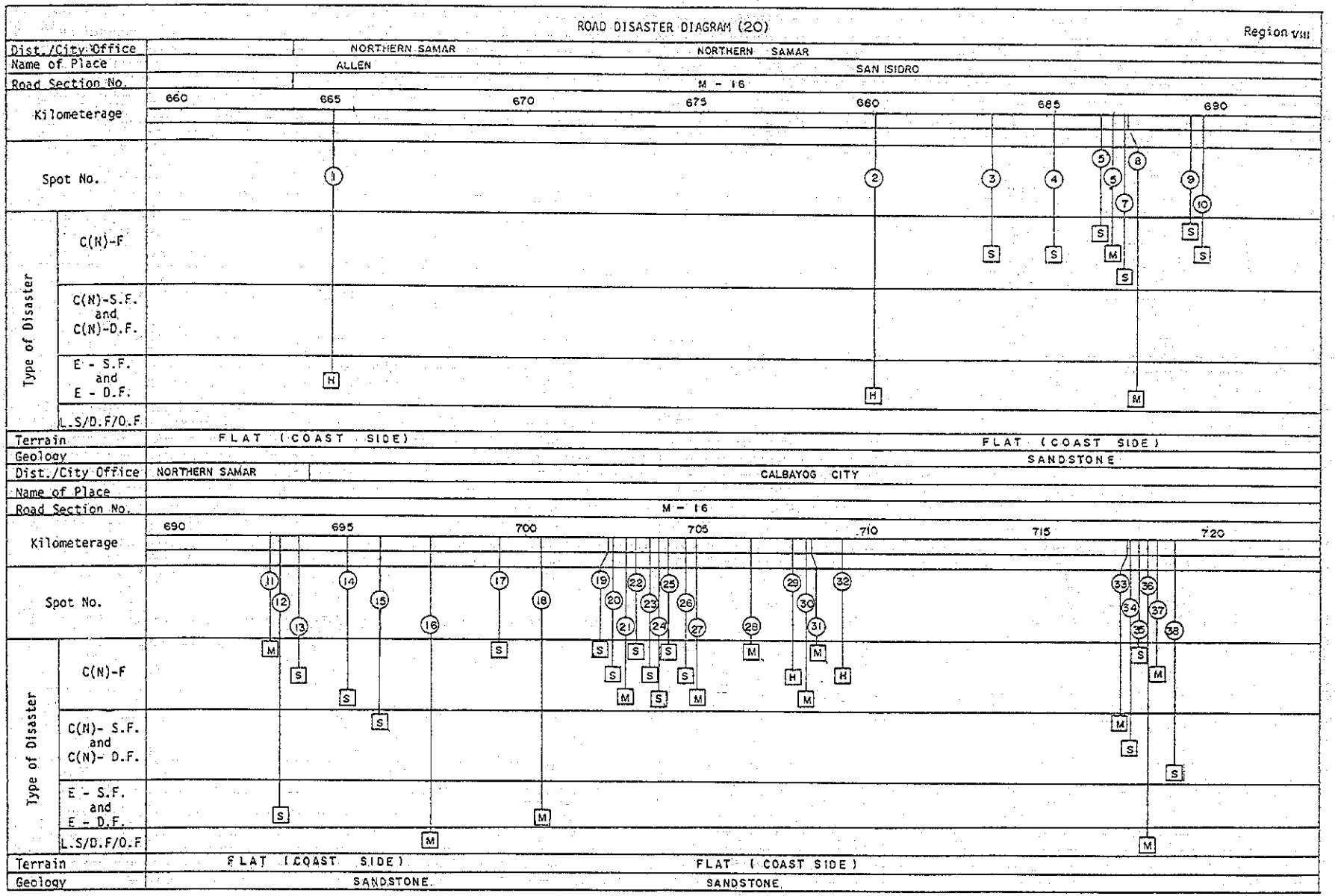
Region V

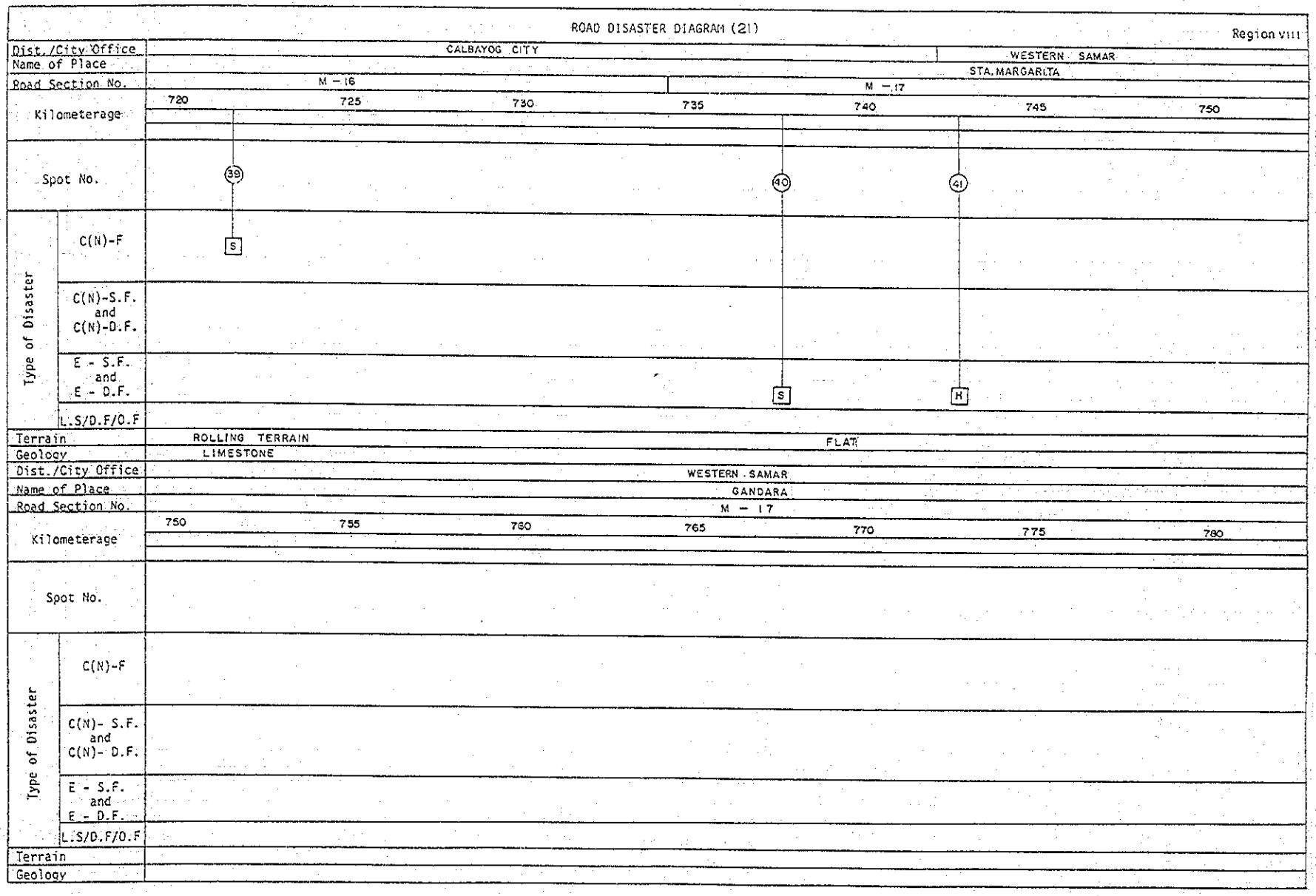


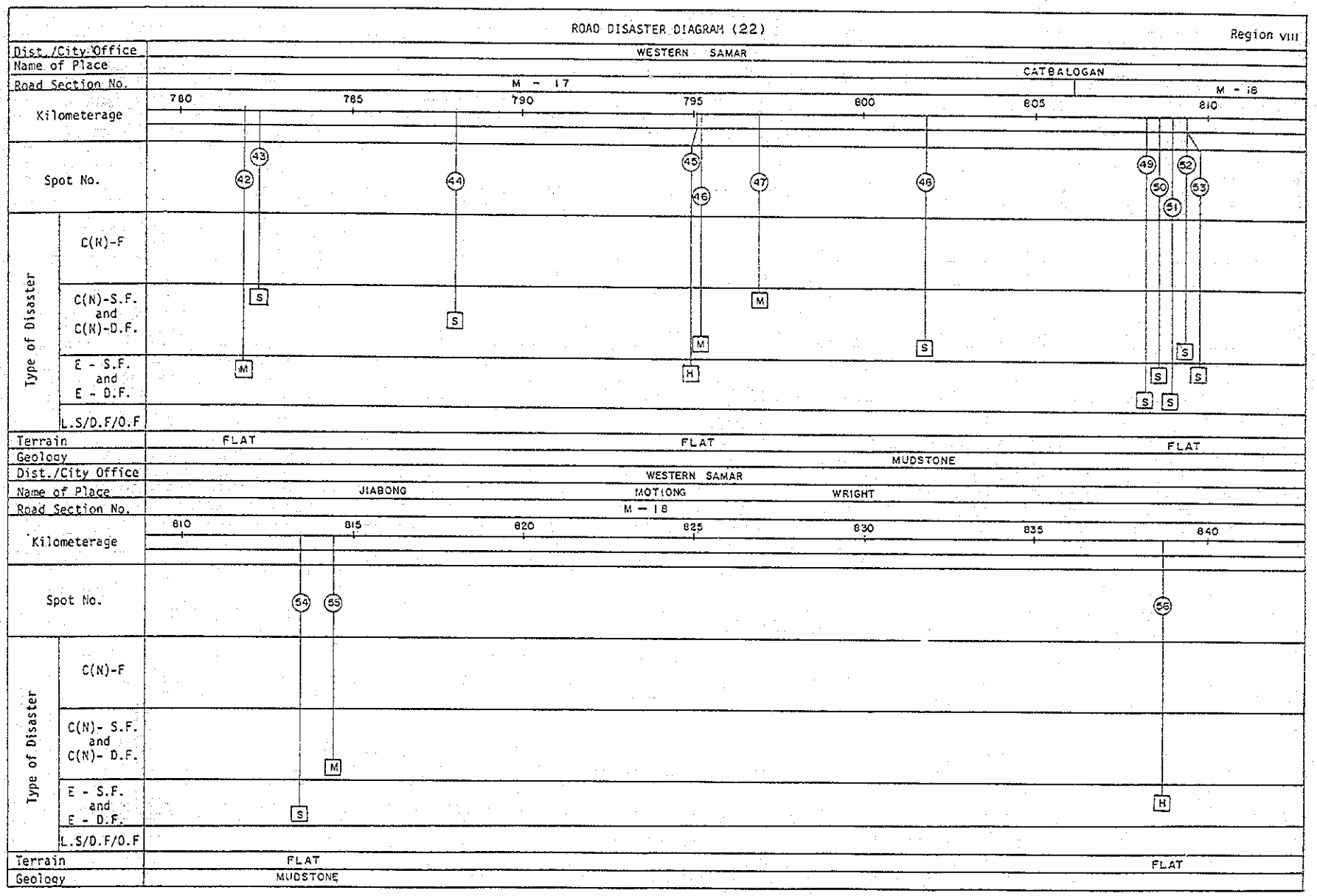

ROAD DISASTER DIAGRAM (18)
Region V
Dist./City Office
Name of Place
Road Section No.
Kilometerage
Spot No.
Type of Disaster
C(N)-F
C(N)-S.F. and C(N)-D.F.
E - S.F. and E - D.F.
L.S/D.F/O.F
Terrain
Geology
SORSOGON
JUBAN
IROSIN
GATE
M - 15
600
605
610
615
620
625
630
49
50
51
52
53
54
55
S
M
FLAT
TUFF
SORSOGON
MATNOG
M - 15
M - 16
630
635
640
645
650
655
660
56
57
58
59

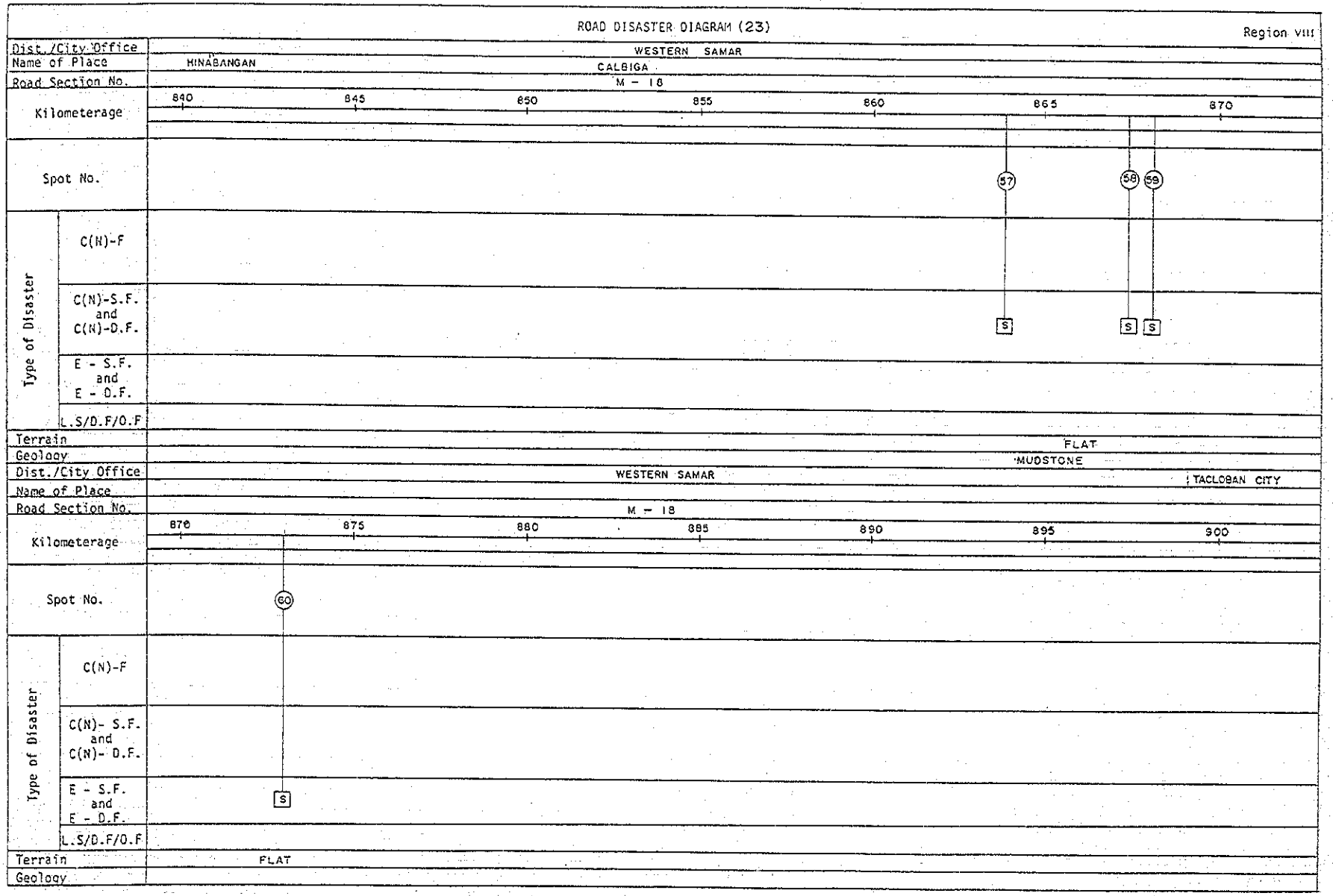
ROAD DISASTER DIAGRAM (20)

Region VIII




ROAD DISASTER DIAGRAM (21)
Region VIII
Dist./City Office
CALBAYOG CITY
WESTERN SAMAR
Name of Place
STA. MARGARITA
Road Section No.
M – 16
M – 17
Kilometerage
720
725
730
735
740
745
750
Spot No.
39
40
41
Type of Disaster
C(N)-F
S
C(N)-S.F. and C(N)-D.F.
E - S.F. and E - D.F.
S
H
L.S/D.F/O.F
Terrain
ROLLING TERRAIN
FLAT
Geology
LIMESTONE
Dist./City Office
WESTERN SAMAR
Name of Place
GANDARA
Road Section No.
M – 17
Kilometerage
750
755
760
765
770
775
780
Spot No.
Type of Disaster
C(N)-F
C(N)- S.F. and C(N)- D.F.
E - S.F. and E - D.F.
L.S/D.F/O.F
Terrain
Geology


ROAD DISASTER DIAGRAM (22)
Region VIII
Dist./City Office
WESTERN SAMAR
Name of Place
CATBALOGAN
Road Section No.
M - 17
M - 18
Kilometerage
760
765
790
795
800
805
810
Spot No.
42
43
44
45
46
47
48
49
50
51
52
53
Type of Disaster
C(N)-F
C(N)-S.F. and C(N)-D.F.
E - S.F. and E - D.F.
L.S/D.F/O.F
S
M
H
Terrain
FLAT
FLAT
FLAT
Geology
MUDSTONE
Dist./City Office
WESTERN SAMAR
Name of Place
JIABONG
MOTIONG
WRIGHT
Road Section No.
M - 18
Kilometerage
810
815
820
825
830
835
840
Spot No.
54
55
56
Type of Disaster
C(N)-F
C(N)- S.F. and C(N)- D.F.
E - S.F. and E - D.F.
L.S/D.F/O.F
S
M
H
Terrain
FLAT
FLAT
Geology
MUDSTONE

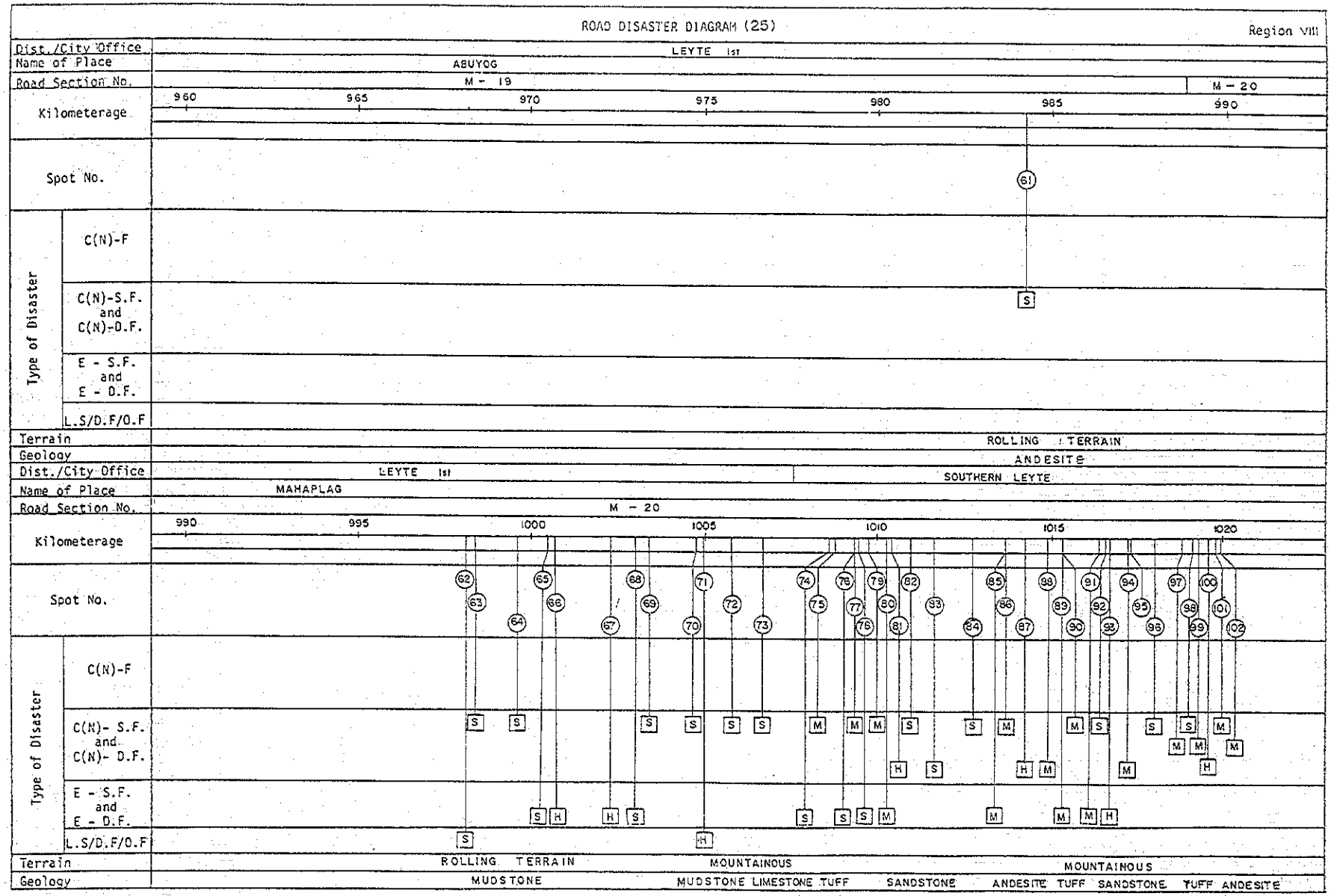

ROAD DISASTER DIAGRAM (23)
Region VIII
Dist./City Office
Name of Place
Road Section No.
Kilometerage
Spot No.
Type of Disaster
C(N)-F
C(N)-S.F. and C(N)-D.F.
E - S.F. and E - D.F.
L.S/D.F/O.F
Terrain
Geology
WESTERN SAMAR
HINABANGAN
CALBIGA
M - 18
840
845
850
855
860
865
870
57
58
59
S
FLAT
MUDSTONE
WESTERN SAMAR
TACLOBAN CITY
M - 18
870
875
880
885
890
895
900
60
S
FLAT

ROAD DISASTER DIAGRAM (24)

Region VIII

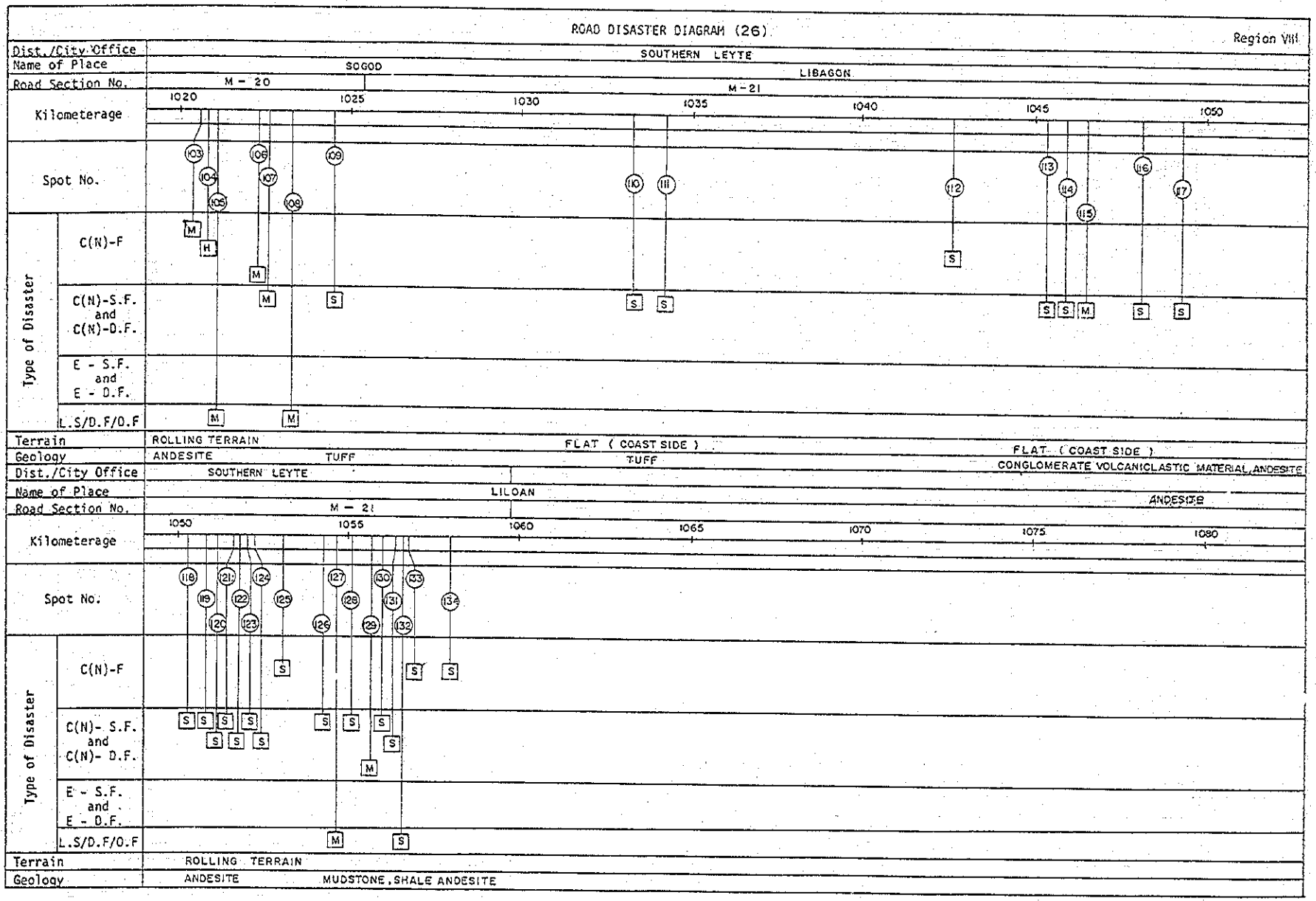
Dist./City Office		TACLOBAN CITY				LEYTE 1st		
Name of Place		TACLOBAN			PALO		TANAUAM	
Road Section No.		M – 19						
Kilometerage		900	905	910	915	920	925	930
Spot No.								
Type of Disaster	C(N)-F							
	C(N)-S.F. and C(N)-D.F.							
	E - S.F. and E - D.F.							
	L.S/D.F/O.F							
Terrain								
Geology								

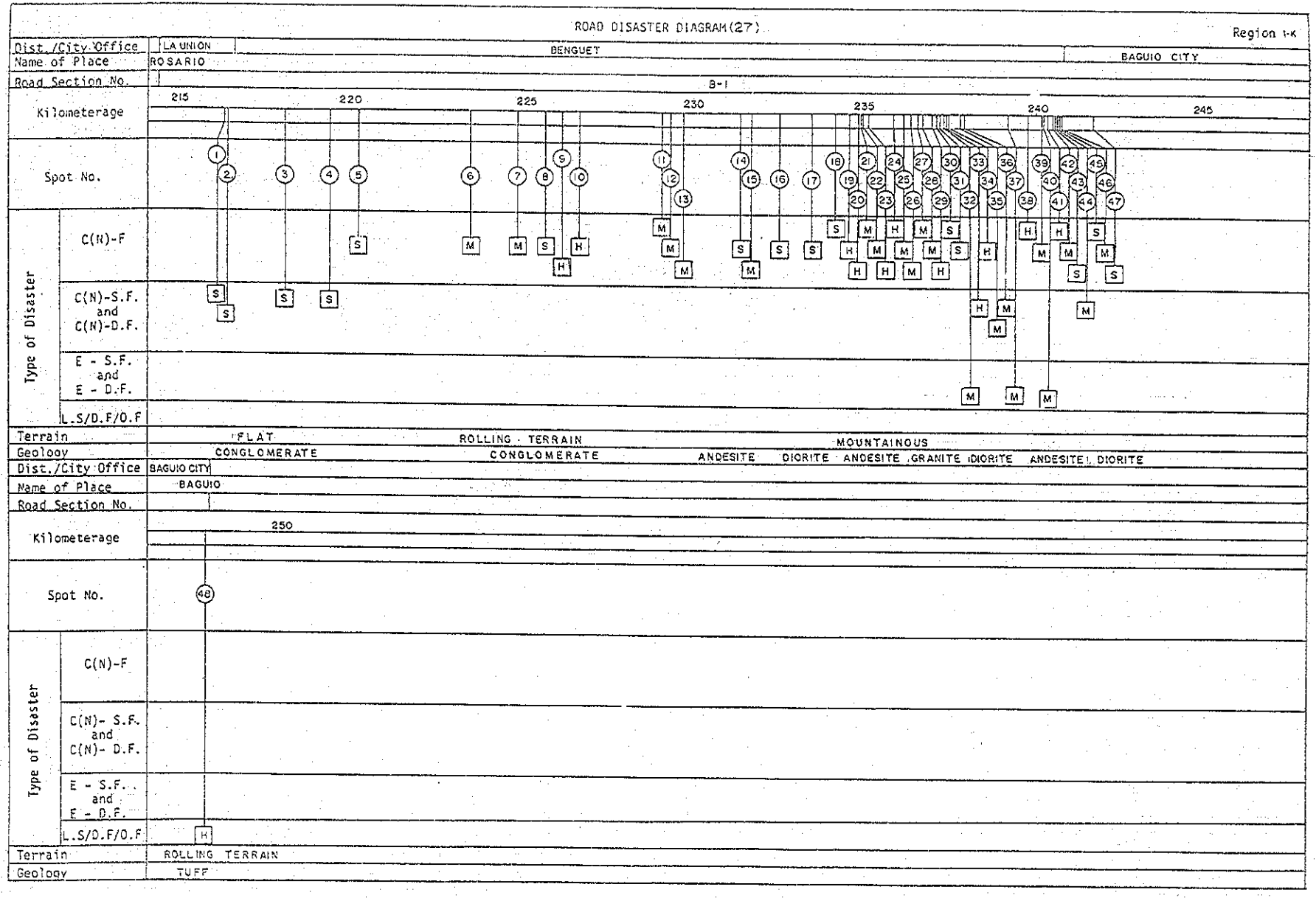
Dist./City Office		LEYTE 1st						
Name of Place		TOLOSA		DULAG		MAYORGA		MAC ARTHUR
Road Section No.		M – 19						
Kilometerage		930	935	940	945	950	955	960
Spot No.								
Type of Disaster	C(N)-F							
	C(N)- S.F. and C(N)- D.F.							
	E - S.F. and E - D.F.							
	L.S/D.F/O.F							
Terrain								
Geology								

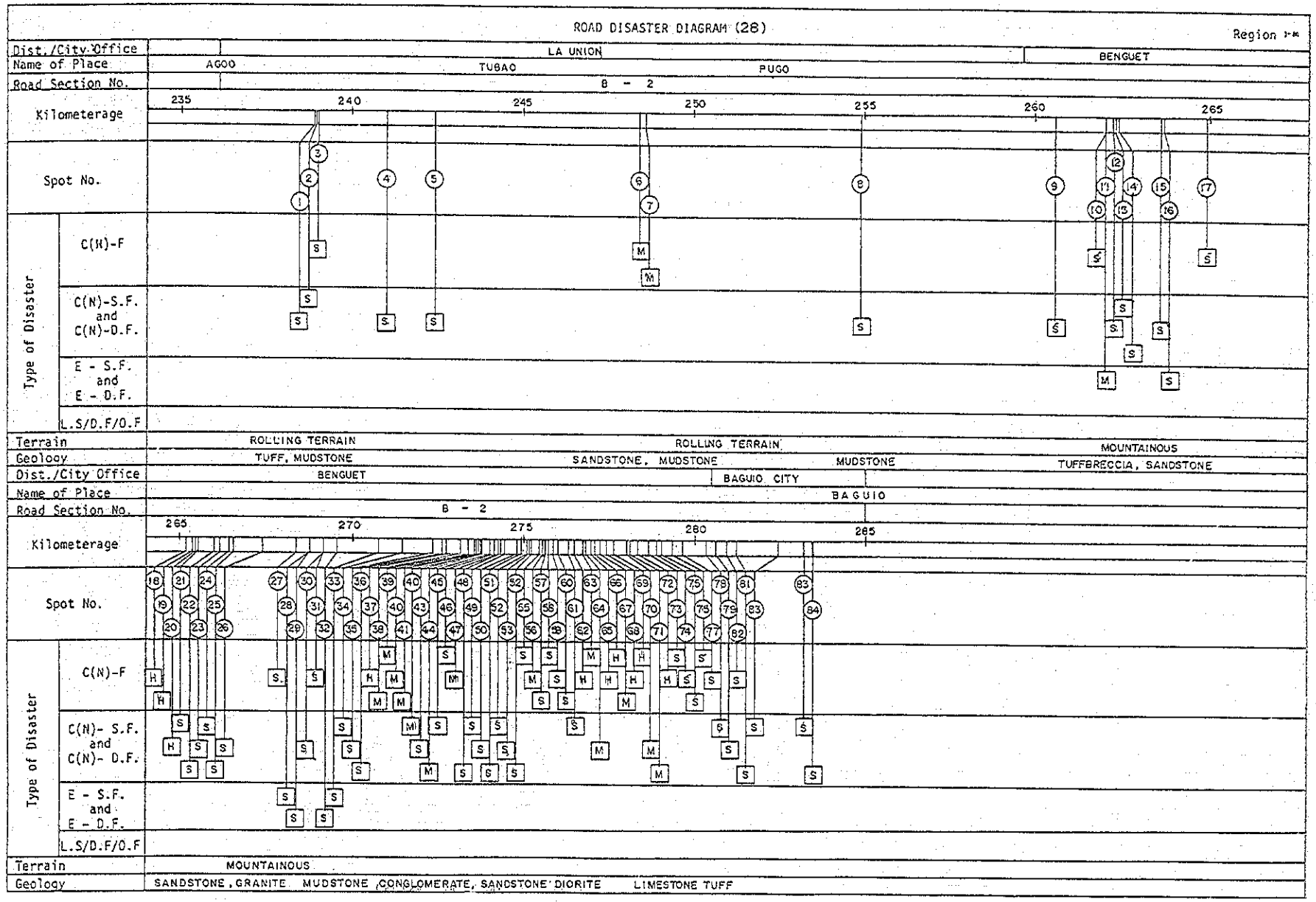

ROAD DISASTER DIAGRAM (25)
Region VIII
Dist./City Office
LEYTE 1st
Name of Place
ABUYOG
Road Section No.
M - 19
M - 20
Kilometerage
960
965
970
975
980
985
990
Spot No.
61
Type of Disaster
C(N)-F
C(N)-S.F. and C(N)-D.F.
E - S.F. and E - D.F.
L.S/D.F/O.F
Terrain
ROLLING TERRAIN
Geology
ANDESITE
Dist./City Office
LEYTE 1st
SOUTHERN LEYTE
Name of Place
MAHAPLAG
Road Section No.
M - 20
Kilometerage
990
995
1000
1005
1010
1015
1020
Spot No.
62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102
Type of Disaster
C(N)-F
C(N)- S.F. and C(N)- D.F.
E - S.F. and E - D.F.
L.S/D.F/O.F
Terrain
ROLLING TERRAIN
MOUNTAINOUS
MOUNTAINOUS
Geology
MUDSTONE
MUDSTONE LIMESTONE TUFF SANDSTONE
ANDESITE TUFF SANDSTONE TUFF ANDESITE

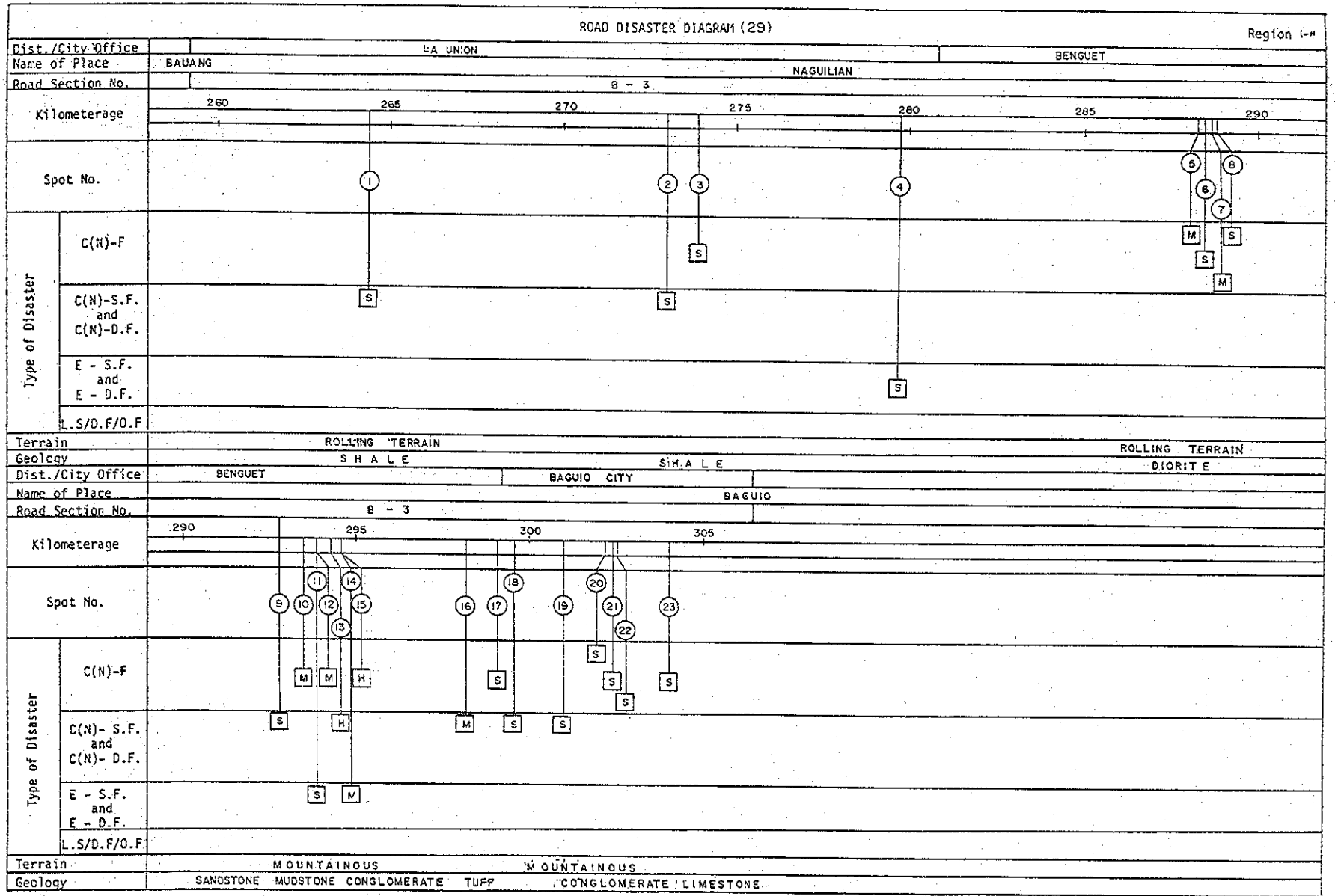
ROAD DISASTER DIAGRAM (26)

Region VIII




ROAD DISASTER DIAGRAM(27)
Region I-K
Dist./City Office
LA UNION
BENGUET
BAGUIO CITY
Name of Place
ROSARIO
Road Section No.
B-1
Kilometerage
215
220
225
230
235
240
245
Spot No.
Type of Disaster
C(N)-F
C(N)-S.F. and C(N)-D.F.
E - S.F. and E - D.F.
L.S/D.F/O.F
Terrain
FLAT
ROLLING TERRAIN
MOUNTAINOUS
Geology
CONGLOMERATE
CONGLOMERATE
ANDESITE DIORITE ANDESITE GRANITE DIORITE ANDESITE DIORITE
Dist./City Office
BAGUIO CITY
Name of Place
BAGUIO
Road Section No.
Kilometerage
250
Spot No.
48
Type of Disaster
C(N)-F
C(N)- S.F. and C(N)- D.F.
E - S.F. and E - D.F.
L.S/D.F/O.F
H
Terrain
ROLLING TERRAIN
Geology
TUFF


ROAD DISASTER DIAGRAM (28)
Region I-A
Dist./City Office
LA UNION
BENGUET
Name of Place
AGOO
TUBAO
PUGO
Road Section No.
B - 2
Kilometerage
235
240
245
250
255
260
265
Spot No.
Type of Disaster
C(N)-F
C(N)-S.F. and C(N)-D.F.
E - S.F. and E - D.F.
L.S/D.F/O.F
Terrain
ROLLING TERRAIN
ROLLING TERRAIN
MOUNTAINOUS
Geology
TUFF, MUDSTONE
SANDSTONE, MUDSTONE
MUDSTONE
TUFFBRECCIA, SANDSTONE
Dist./City Office
BENGUET
BAGUIO CITY
Name of Place
BAGUIO
Road Section No.
B - 2
Kilometerage
265
270
275
280
285
Spot No.
Type of Disaster
C(N)-F
C(N)- S.F. and C(N)- D.F.
E - S.F. and E - D.F.
L.S/D.F/O.F
Terrain
MOUNTAINOUS
Geology
SANDSTONE, GRANITE MUDSTONE, CONGLOMERATE, SANDSTONE DIORITE LIMESTONE TUFF


ROAD DISASTER DIAGRAM (29)
Region I-A
Dist./City Office
LA UNION
BENGUET
Name of Place
BAUANG
NAGUILIAN
Road Section No.
B - 3
Kilometerage
260
265
270
275
280
285
290
Spot No.
Type of Disaster
C(N)-F
C(N)-S.F. and C(N)-D.F.
E - S.F. and E - D.F.
L.S/D.F/O.F
Terrain
ROLLING TERRAIN
Geology
SHALE
SHALE
ROLLING TERRAIN
DIORITE
Dist./City Office
BENGUET
BAGUIO CITY
Name of Place
BAGUIO
Road Section No.
B - 3
Kilometerage
290
295
300
305
Spot No.
Type of Disaster
C(N)-F
C(N)- S.F. and C(N)- D.F.
E - S.F. and E - D.F.
L.S/D.F/O.F
Terrain
MOUNTAINOUS
MOUNTAINOUS
Geology
SANDSTONE MUDSTONE CONGLOMERATE TUFF
CONGLOMERATE LIMESTONE

APPENDICES FOR CHAPTER 6

6 - 1	Width of Spot with Disaster Potential - - - - -	113
6 - 2	Evaluation of Importance of Road Section - - -	122

APPENDIX 6-1 (1) WIDTH OF SPOT WITH DISASTER POTENTIAL

Section	Spot No.	Type of Disaster	Width of Spot (m) a	b	c	Total of a and b	Total
M - 1	II - 63	E-D.F			50		
	- 62	E-D.F			20		
	- 61	C-S.F			50		
	- 60	C-S.F			40		
	- 59	O.F			1,000		
	- 58	O.F			1,000		
	- 57	E-D.F			20		
	- 56	C-S.F			140		
	- 55	C-S.F			30		
	- 54	C-S.F			100		
	- 53	E-D.F	50				
			1 spot		10 spots	1 spot	11 spots
			50		2,450	50	2,500
M - 2	II - 52	O.F			2,000		
	- 51	O.F			1,000		
	- 50	O.F			600		
	- 49	E-D.F			80		
	- 48	E-D.F		30			
	- 47	Embankment Sinking			200		
	- 46	L.S			90		
				1 spot	6 spots	1 spot	7 spots
				30	3,970	30	4,000
M - 4	II - 45	C-S.F			20		
	- 44	C-S.F			80		
	- 43	E-D.F			10		
	- 42	C-S.F			70		
	- 41	E-D.F			30		
	- 40	C-S.F			40		
	- 39	C-S.F		80			
	- 38	C-S.F			30		
	- 37	C-S.F		140			
	- 36	C-S.F			70		
	- 35	C-S.F			60		

Section	Spot No.	Type of Disaster	Width of Spot (m) a	b	c	Total of a and b	Total
M - 4	II - 34	E(N)-D.F			30		
	- 33	C(N)-D.F	100				
	- 32	C(N)-S.F		50			
	- 31	L.S	150				
	- 30	C-D.F			240		
	- 29	C-D.F			40		
	- 28	C-D.F		30			
	- 27	C-F		150			
			2 spots	5 spots	12 spots	7 spots	19 spots
			250	450	720	700	1,420
M - 5	II - 26	E-D.F			600		
	- 25	C-F		80			
	- 24	C-F			20		
	- 23	C-S.F		60			
	- 22	C-S.F			80		
	- 21	E-D.F			200		
	- 20	E-D.F		100			
				3 spots	4 spots	3 spots	7 spots
				240	900	240	1,140
M - 6	II - 19	E-D.F	200				
	- 18	E-D.F	100				
	- 17	C-D.F			60		
	- 16	E-D.F			30		
	- 15	C(N)-D.F	100				
	- 14	E-D.F		100			
	- 13	C-S.F	70				
	- 12	C(N)-D.F			50		
	- 11	D.F	120				
	- 10	Rising up of River Bed					
	- 9	C-S.F	300				
	- 8	C-S.F			60		
	- 7	C-S.F		80			

(2) WIDTH OF SPOT WITH DISASTER POTENTIAL

Section	Spot No.	Type of Disaster	Width of Spot (m) a	b	c	Total of a and b	Total
M - 6	II - 6	C-S.F			90		
	- 5	C-D.F		90			
	- 4	E-D.F		20			
	- 3	C-S.F			30		
	- 2	C-S.F			100		
	- 1	C-S.F			40		
	III - 86	C-F			130		
	- 85	C-F			50		
	- 84	C-S.F	100				
	- 83	C-S.F		50			
	- 82	C-S.F	60				
	- 81	E-D.F			10		
	- 80	C-S.F		260			
	- 79	E-D.F		50			
	- 78	C-S.F		70			
	- 77	C-D.F	140				
	- 76	C-D.F	70				
	- 75	C-D.F	80				
	- 74	C-S.F		30			
	- 73	C-S.F		50			
	- 72	C-S.F		70			
	- 71	C-S.F			25		
	- 70	C-S.F	50				
	- 69	C-S.F			30		
	- 68	C-D.F		80			
	- 67	E-D.F			30		
	- 66	C-S.F		60			
	- 65	C-S.F		70			
	- 64	C-S.F			50		
	- 63	C-S.F			50		
	- 62	C-S.F			50		
	- 61	O.F		500			
	- 60	C-S.F			50		

Section	Spot No.	Type of Disaster	Width of Spot (m) a	b	c	Total of a and b	Total
M - 6	III - 59	C-S.F			30		
	- 58	C-S.F			60		
	- 57	C-F			70		
	- 56	C-D.F		50			
	- 55	C-S.F		60			
	- 54	C-S.F		60			
	- 53	D.F		20			
	- 52	C-S.F			30		
	- 51	C-F		50			
	- 50	D.F		100			
	- 49	E(N)-D.F			20		
	- 48	E(N)-D.F		20			
	- 47	C-S.F		60			
	- 46	C-S.F		120			
	- 45	C-S.F			100		
	- 44	C(N)-S.F			20		
	- 43	C-S.F		80			
	- 42	D.F			10		
	- 41	C-S.F		80			
	- 40	D.F			10		
	- 39	C-S.F			40		
	- 38	C-S.F	60				
	- 37	C-F			50		
	- 36	D.F		10			
	- 35	C-S.F			50		
	- 34	E-D.F			20		
	- 33	C-S.F			40		
	- 32	E-D.F		40			
	- 31	C-S.F		150			
	- 30	C-S.F			60		
	- 29	C-D.F			50		
	- 28	C-S.F	200				
	- 27	C-S.F		120			
	- 26	C-S.F		80			

(3) WIDTH OF SPOT WITH DISASTER POTENTIAL

Section	Spot No.	Type of Disaster	Width of Spot (m) a	b	c	Total of a and b	Total
M - 6	III - 25	C-S.F		130			
	- 24	E-D.F			30		
	- 23	C-S.F			100		
	- 22	C-S.F		100			
	- 21	D.F			20		
	- 20	E-D.F					
	- 19	C-S.F			40		
	- 18	D.F		10			
	- 17	C-S.F		60			
	- 16	C-S.F			80		
	- 15	C(N)-D.F		40			
	- 14	C-S.F	150				
	- 13	E.D.F			80		
	- 12	C-S.F	140				
	- 11	E-D.F		100			
	- 10	C(N)-D.F		20			
	- 9	C-S.F			20		
	- 8	C-S.F			20		
	- 7	C-S.F		50			
	- 6	C-S.F	80				
	- 5	E-D.F					
	- 4	C-F		500			
			17 spots	40 spots	45 spots	57 spots	102 spots
			2,020	3,630	1,985	5,650	7,635
M - 7	III - 3	D.F		100			
	- 2	D.F			6,000		
				1 spot	1 spot	1 spot	2 spots
				100	6,000	100	6,100
M - 8	III - 1	D.F			1,000		
					1 spot	0	spot
					1,000	0	1,000
M - 9	IVA - 1	D.F			300		
	- 2	E-D.F	10				

Section	Spot No.	Type of Disaster	Width of Spot (m) a	b	c	Total of a and b	Total
M - 9	IVA - 3	D.F			600		
			1		2 spots	1 spot	3 spots
			10		900	10	910
M - 10	IVA - 4	C-F			70		
	- 5	C-F			50		
	- 6	C-F		80			
	- 7	C-F		70			
	- 8	E-D.F		20			
	- 9	C-S.F			20		
	- 10	C-F			70		
	- 11	C-S.F			50		
	- 12	E-D.F			10		
	- 13	C(N)-F			50		
	- 14	C-F			40		
	- 15	C-F	200				
	- 16	C-F			40		
	- 17	C-D.F	40				
	- 18	C-F	200				
	- 19	E-D.F			100		
	- 20	L.S		50			
	- 21	C-S.F			20		
	- 22	C-S.F			40		
	- 23	C-F			40		
	- 24	C-S.F			50		
	- 25	E-D.F			50		
	- 26	C-S.F			30		
	- 27	C-S.F			150		
	- 28	C-S.F			60		
	- 29	C-S.F			70		
	- 30	C-F			50		
	- 31	C-S.F			40		
	- 32	C(N)-S.F			10		
	- 33	C(N)-S.F			10		
	- 34	C-S.F			70		

(4) WIDTH SPOT WITH DISASTER POTENTIAL

Section	Spot No.	Type of Disaster	Width of Spot (m) a	b	c	Total of a and b	Total
M - 10	IVA - 35	C-S.F			40		
	- 36	C-F			30		
	- 37	C-S.F			40		
	- 38	C-S.F			30		
	- 39	E-D.F			50		
	- 40	C-F			40		
			3 spots	4 spots	30 spots	7 spots	37 spots
			440	220	1,420	660	2,080
M - 11	IVA - 41	E-D.F			100		
	- 42	C-S.F			50		
	- 43	E-D.F		20			
	- 44	E-D.F			20		
	- 45	E-D.F		20			
	- 46	C-F			40		
	- 47	C-F			70		
	- 48	C-F			40		
	V - 1	C-S.F			150		
	- 2	C-F			120		
	- 3	C-F			30		
	- 4	C(N)-S.F			30		
	- 5	E-D.F		20			
	- 6	C-S.F			200		
	- 7	C(N)-S.F			30		
	- 8	E-D.F			15		
	- 9	C-S.F			15		
	- 10	C-S.F			50		
	- 11	C-S.F		60			
	- 12	C-S.F			20		
	- 13	C-S.F			40		
	- 14	E-D.F		30			
	- 15	C-S.F		70			
	- 16	C-D.F		60			
	- 17	E-D.F		15			

Section	Spot No.	Type of Disaster	Width of Spot (m) a	b	c	Total of a and b	Total
M - 11	V - 18	C-S.F			60		
	- 19	C-S.F			30		
	- 20	C-S.F			30		
	- 21	C-S.F		90			
	- 22	C-S.F			100		
	- 23	C-S.F			50		
	- 24	E-D.F		30			
	- 25	C(N)-F			60		
	- 26	C-F	100				
	- 27	C(N)-S.F			10		
	- 28	C-F		70			
	- 29	C-S.F			80		
	- 30	C-S.F			40		
			1 spot	11 spots	26 spots	12 spots	38 spots
			100	485	1,480	585	2,065
M - 12	V - 31	C-S.F			100		
	- 32	C-S.F			20		
	- 33	E-D.F			150		
	- 34	C-D.F			60		
	- 35	C(N)-S.F			30		
	- 36	E-D.F		20			
	- 37	E-D.F			30		
	- 38	D.F			1,000		
				1 spot	7 spots	1 spot	8 spots
				20	1,390	20	1,410
M - 13	V - 39	E-D.F			10		
	- 40	C-S.F			40		
					2 spots	0	2 spots
					50	0	50
M - 14	V - 41	C-S.F			40		
	- 42	C-S.F			20		
	- 43	C-S.F		50			
	- 44	C-S.F			100		
	- 45	C-S.F			40		

(5) WIDTH SPOT WITH DISASTER POTENTIAL

Section	Spot No.	Type of Disaster	Width of Spot (m) a	b	c	Total of a and b	Total
M - 14	V - 46	E-D.F			10		
	- 47	D-F		30			
	- 48	E-D.F		40			
				3 spots	5 spots	3 spots	8 spots
				120	210	120	330
M - 15	V - 49	C-S.F			5		
	- 50	D-F		40			
	- 51	C-S.F			40		
	- 52	C-S.F			30		
	- 53	C-S.F			30		
	- 54	E-D.F		10			
	- 55	C(N)-S.F			50		
	- 56	C-S.F			40		
	- 57	C-S.F			20		
	- 58	C-S.F			10		
	- 59	E-D.F		30			
				3 spots	8 spots	3 spots	11 spots
				80	235	80	315
M - 16	VIII- 1	E-D.F	300				
	- 2	E-D.F	600				
	- 3	C-F			100		
	- 4	C-F			10		
	- 5	C-F			300		
	- 6	C-F		100			
	- 7	C-F			40		
	- 8	E-D.F		30			
	- 9	C-F			30		
	- 10	C-F			50		
	- 11	C-F		100			
	- 12	E-D.F			20		
	- 13	C-F			30		
	- 14	C-F			30		
	- 15	C-S.F			20		
	- 16	D-F		60			

Section	Spot No.	Type of Disaster	Width of Spot (m) a	b	c	Total of a and b	Total
M - 16	VIII- 17	C-F			40		
	- 18	E(N)-D.F		30			
	- 19	C-F			150		
	- 20	C-F			40		
	- 21	C-F		50			
	- 22	C-F			70		
	- 23	C-F			30		
	- 24	C-F			100		
	- 25	C-F			40		
	- 26	C-F			240		
	- 27	C-F		240			
	- 28	C-F		150			
	- 29	C-F	100				
	- 30	C-F		100			
	- 31	C-F		50			
	- 32	C-F	90				
	- 33	C-S.F		150			
	- 34	C(N)-S.F			50		
	- 35	C-F			50		
	- 36	D.F		20			
	- 37	C-F		60			
	- 38	C-S.F			50		
	- 39	C-F			40		
			4 spots	13 spots	22 spots	17 spots	39 spots
			1,090	1,140	1,530	2,230	3,760
M - 17	VIII- 40	E-D.F			30		
	- 41	E(N)-D.F	200				
	- 42	E-D.F		40			
	- 43	C-S.F			50		
	- 44	C-S.F			20		
	- 45	E-D.F	50				
	- 46	C-D.F		80			
	- 47	C-S.F		200			

(6) WIDTH SPOT WITH DISASTER POTENTIAL

Section	Spot No.	Type of Disaster	Width of Spot (m) a	b	c	Total of a and b	Total
M - 17	VIII- 48	C-D.F			180		
			2 spots	3 spots	4 spots	5 spots	9 spots
			250	320	280	570	850
M - 18	VIII- 49	E-D.F			40		
	- 50	E-D.F			15		
	- 51	E-D.F			25		
	- 52	C(N)-D.F			70		
	- 53	E-D.F			50		
	- 54	E-D.F			70		
	- 55	C-D.F		90			
	- 56	E-D.F	40				
	- 57	C-S.F			190		
	- 58	C-S.F			30		
	- 59	C-S.F			100		
	- 60	E-D.F			50		
			1 spot	1 spot	10 spots	2 spots	12 spots
			40	90	640	130	770
M - 19	VIII- 61	C(N)-S.F			200		
					1 spot	0	1 spot
					200	0	200
M - 20	VIII- 62	L.S			50		
	- 63	C(N)-S.F			50		
	- 64	C-S.F			50		
	- 65	E-D.F			10		
	- 66	E-D.F	10				
	- 67	E-D.F	40				
	- 68	E(N)-D.F			30		
	- 69	C-S.F			60		
	- 70	C(N)-S.F			50		
	- 71	L.S	50				
	- 72	C-S.F			40		
	- 73	C-S.F			20		
	- 74	E(N)-D.F			20		
	- 75	C-S.F		50			

Section	Spot No.	Type of Disaster	Width of Spot (m) a	b	c	Total of a and b	Total
M - 20	VIII- 76	E(N)-D.F			30		
	- 77	C-S.F		40			
	- 78	E(N)-D.F			40		
	- 79	C-S.F		50			
	- 80	E(N)-D.F	60				
	- 81	C-D.F	300				
	- 82	C-S.F			70		
	- 83	C-D.F			30		
	- 84	C-S.F			40		
	- 85	E(N)-D.F		40			
	- 86	C-S.F		80			
	- 87	C-D.F	60				
	- 88	C-D.F		40			
	- 89	E(N)-D.F		20			
	- 90	C-S.F		100			
	- 91	E-D.F		20			
	- 92	C(N)-S.F			30		
	- 93	E-D.F	50				
	- 94	C-D.F		50			
	- 95	C-S.F			100		
	- 96	C-S.F			50		
	- 97	C-S.F		70			
	- 98	C-S.F			20		
	- 99	C-S.F		30			
	-100	C-D.F	40				
	-101	C-S.F		50			
	-102	C-S.F		30			
	-103	C-F		50			
	-104	C-F	50				
	-105	L.S		80			
	-106	C-F		40			
	-107	C(N)-S.F		300			
	-108	L.S		50			

(7) WIDTH SPOT WITH DISASTER POTENTIAL

Section	Spot No.	Type of Disaster	Width of Spot (m) a	b	c	Total of a and b	Total
M - 20	VIII-109	C-S.F			150		
			9 spots	19 spots	20 spots	28 spots	48 spots
			660	1,190	940	1,850	2,790
M - 21	VIII-110	C-S.F			80		
	-111	C-S.F			40		
	-112	C-F			40		
	-113	C(N)-S.F			50		
	-114	C(N)-S.F			50		
	-115	C(N)-S.F		100			
	-116	C-S.F			30		
	-117	C-S.F			70		
	-118	C-S.F			30		
	-119	C-S.F			50		
	-120	C(N)-S.F			50		
	-121	C-S.F			100		
	-122	C-S.F			50		
	-123	C-S.F			50		
	-124	C-S.F			50		
	-125	C-F			30		
	-126	C-S.F			50		
	-127	L.S	200				
	-128	C(N)-S.F			50		
	-129	C(N)-S.F		50			
	-130	C-S.F			70		
	-131	C-S.F			70		
	-132	L.S			40		
	-133	C-F			50		
	-134	C-F			100		
			1 spot	2 spots	22 spots	3 spots	25 spots
			200	150	1,200	350	1,550

Section	Spot No.	Type of Disaster	Width of Spot (m) a	b	c	Total of a and b	Total
B - 1	IK - 1	C-S.F			40		
	- 2	C-S.F			60		
	- 3	C-S.F			100		
	- 4	C(N)-S.F			220		
	- 5	C-F			30		
	- 6	C-F		100			
	- 7	C-F		100			
	- 8	C-F			20		
	- 9	C(N)-F	150				
	- 10	C-F	200				
	- 11	C-F		100			
	- 12	C-F		40			
	- 13	C-F		60			
	- 14	C-F			200		
	- 15	C-F		80			
	- 16	C-F			40		
	- 17	C-F			20		
	- 18	C-F			30		
	- 19	C-F	80				
	- 20	C-F	50				
	- 21	C-F		60			
	- 22	C-F		70			
	- 23	C-F	100				
	- 24	C-F	60				
	- 25	C-F		60			
	- 26	C-F		50			
	- 27	C-F		50			
	- 28	C-F		80			
	- 29	C-F	70				
	- 30	C-F			20		
	- 31	C-F			30		
	- 32	E-D.F		30			
	- 33	C-S.F	50				
	- 34	C-F	80				

(8) WIDTH SPOT WITH DISASTER POTENTIAL

Section	Spot No.	Type of Disaster	Width of Spot (m) a	b	c	Total of a and b	Total
B - 1	IK - 35	C-S.F		20			
	- 36	C-S.F		80			
	- 37	E-D.F		30			
	- 38	C-F	170				
	- 39	C-F		40			
	- 40	E-D.F		100			
	- 41	C(N)-F	100				
	- 42	C-F		40			
	- 43	C-F			20		
	- 44	C(N)-S.F		30			
	- 45	C-F			30		
	- 46	C-F		40			
	- 47	C-F			50		
	- 48	L.S	100				
			12 spots	21 spots	15 spots	33 spots	48 spots
			1,210	1,250	910	2,460	3,370
B - 2	IM - 1	C-S.F			50		
	- 2	C-S.F			30		
	- 3	C-F			40		
	- 4	C-S.F			60		
	- 5	C-S.F			30		
	- 6	C-F		60			
	- 7	C-F		60			
	- 8	C-S.F			100		
	- 9	C-S.F			20		
	- 10	C-F		70			
	- 11	E-D.F			40		
	- 12	C-S.F		90			
	- 13	C-S.F			5		
	- 14	C-S.F			15		
	- 15	C-S.F			70		
	- 16	E-D.F			15		
	- 17	C-F			10		
	- 18	C-F	70				

Section	Spot No.	Type of Disaster	Width of Spot (m) a	b	c	Total of a and b	Total
B - 2	IM - 19	C-F	120				
	- 20	C-D.F	70				
	- 21	C-S.F			200		
	- 22	C-S.F			50		
	- 23	C-S.F			100		
	- 24	C-S.F			30		
	- 25	C-S.F			90		
	- 26	C-S.F			20		
	- 27	C-F			100		
	- 28	E-D.F			30		
	- 29	C-S.F			100		
	- 30	E-D.F			30		
	- 31	C-F		70			
	- 32	E-D.F			40		
	- 33	E-D.F			20		
	- 34	C-S.F			70		
	- 35	C-S.F			60		
	- 36	C-S.F			30		
	- 37	C-F	120				
	- 38	C-F		300			
	- 39	C-F		50			
	- 40	C-F		50			
	- 41	C-F		50			
	- 42	C-S.F		100			
	- 43	C-S.F		50			
	- 44	C-S.F		40			
	- 45	C-S.F			40		
	- 46	C-F			40		
	- 47	C-F		30			
	- 48	C-S.F			50		
	- 49	C-S.F			50		
	- 50	C-S.F		100			
	- 51	C-S.F			30		
	- 52	C-S.F			70		

(9) WIDTH SPOT WITH DISASTER POTENTIAL

Section	Spot No.	Type of Disaster	Width of Spot (m) a	b	c	Total of a and b	Total
B - 2	IM - 53	C-S.F			70		
	- 54	C-S.F			50		
	- 55	C-F			80		
	- 56	C-F		60			
	- 57	C-F			30		
	- 58	C-F			40		
	- 59	C-F			40		
	- 60	C-F			60		
	- 61	C-S.F			20		
	- 62	C-F	100				
	- 63	C-F		60			
	- 64	C-S.F		40			
	- 65	C-F	60				
	- 66	C-F	70				
	- 67	C-F	100				
	- 68	C-F	200				
	- 69	C-F	50				
	- 70	C-D.F		100			
	- 71	C-D.F		100			
	- 72	C(N)-F	120				
	- 73	C-F			70		
	- 74	C-F			100		
	- 75	C-F			70		
	- 76	C-F			40		
	- 77	C-F			50		
	- 78	C-S.F			90		
	- 79	C-S.F			200		
	- 80	C-F			60		
	- 81	C-S.F			200		
	- 82	C-S.F			40		
	- 83	C-S.F			100		
	- 84	C-S.F			200		
			11 spots	19 spots	54 spots	30 spots	84 spots
			1,080	1,480	3,345	2,560	5,905

Section	Spot No.	Type of Disaster	Width of Spot (m) a	b	c	Total of a and b	Total
B - 3	IN - 1	C-S.F			40		
	- 2	C-S.F			60		
	- 3	C-F			200		
	- 4	E-D.F			10		
	- 5	C-F		20			
	- 6	C-F			20		
	- 7	C-F		70			
	- 8	C-F			20		
	- 9	C-S.F			30		
	- 10	C-F		30			
	- 11	E-D.F			30		
	- 12	C-F		60			
	- 13	C(N)-S.F	50				
	- 14	E-D.F		200			
	- 15	C(N)-F	200				
	- 16	C-S.F		20			
	- 17	C-F			50		
	- 18	C-S.F			70		
	- 19	C-S.F			70		
	- 20	C-F			30		
	- 21	C-F			30		
	- 22	C-F			80		
	- 23	C-F			500		
			2 spots	6 spots	15 spots	8 spots	23 spots
			250	400	1,240	650	1,890

APPENDIX 6.2 EVALUATION OF IMPORTANCE OF ROAD SECTION

The aim of this Appendix Chapter is to identify the road functions of the project roads through socio-economic analysis. Based on these functions, the importance of each road section will be evaluated in terms of quantitative and qualitative characteristics of traffic.

Traffic volume on road sections is used to assess the quantity of traffic. A road section with heavier traffic is assessed more important.

Quality of traffic is expressed by varieties of traffic flow which are estimated based on nationwide commodity and passenger movements. The quality of road traffic is assessed by the following concept:

a) A section with more varieties of traffic is more important.

b) A section with larger volume of traffic of a respective variety is more important.

Commodity volume and number of passenger passing through a certain road section are estimated to determine the degree of qualitative importance of traffic by each factor.

The above factors are individually ranked based on their degree of importance regarding quality of traffic for each road section.

After determining the rank of each factor by road section, these ranks will be integrated into one as the overall rank of the three categories. This will be finally integrated with the rank of traffic volume to determine the overall importance of each road section. The primary evaluation of importance of each road section is shown in Appendix 6.2-1.

APPENDIX 6.2-1 IMPORTANCE OF ROAD SECTION

No. of Section	Traffic Volume (1)	QUALITY OF TRAFFIC: Rank Commercial Commodity (2)	Rank of Consumption Commodity (3)	Rank of Passenger Flow (4)	Integrated Importance Regarding Quality of Traffic (5)	Overall Importance of Road Section (6)
M - 1	C	c	c	c	C	C
2	C	c	c	c	C	C
3	B	c	c	c	C	C
4	A	c	c	c	C	B
5	B	b	b	c	B	B
6	B	b	b	c	B	B
7	A	a	b	c	B	A
8	A	a	a	c	A	A
9	A	a	a	b	A	A
10	B	a	a	b	A	A
11	B	a	b	b	B	B
12	B	b	c	a	B	B
13	A	b	c	b	B	A
14	B	c	c	c	C	C
15	C	c	c	c	C	C
16	C	c	c	c	C	C
17	C	c	c	c	C	C
18	C	b	c	c	C	C
19	C	c	c	c	C	C
20	C	c	c	c	C	C
21	C	c	c	c	C	C
B - 1	A	c	c	B	C	B
2	C	c	c	c	C	C
3	B	b	c	b	B	B

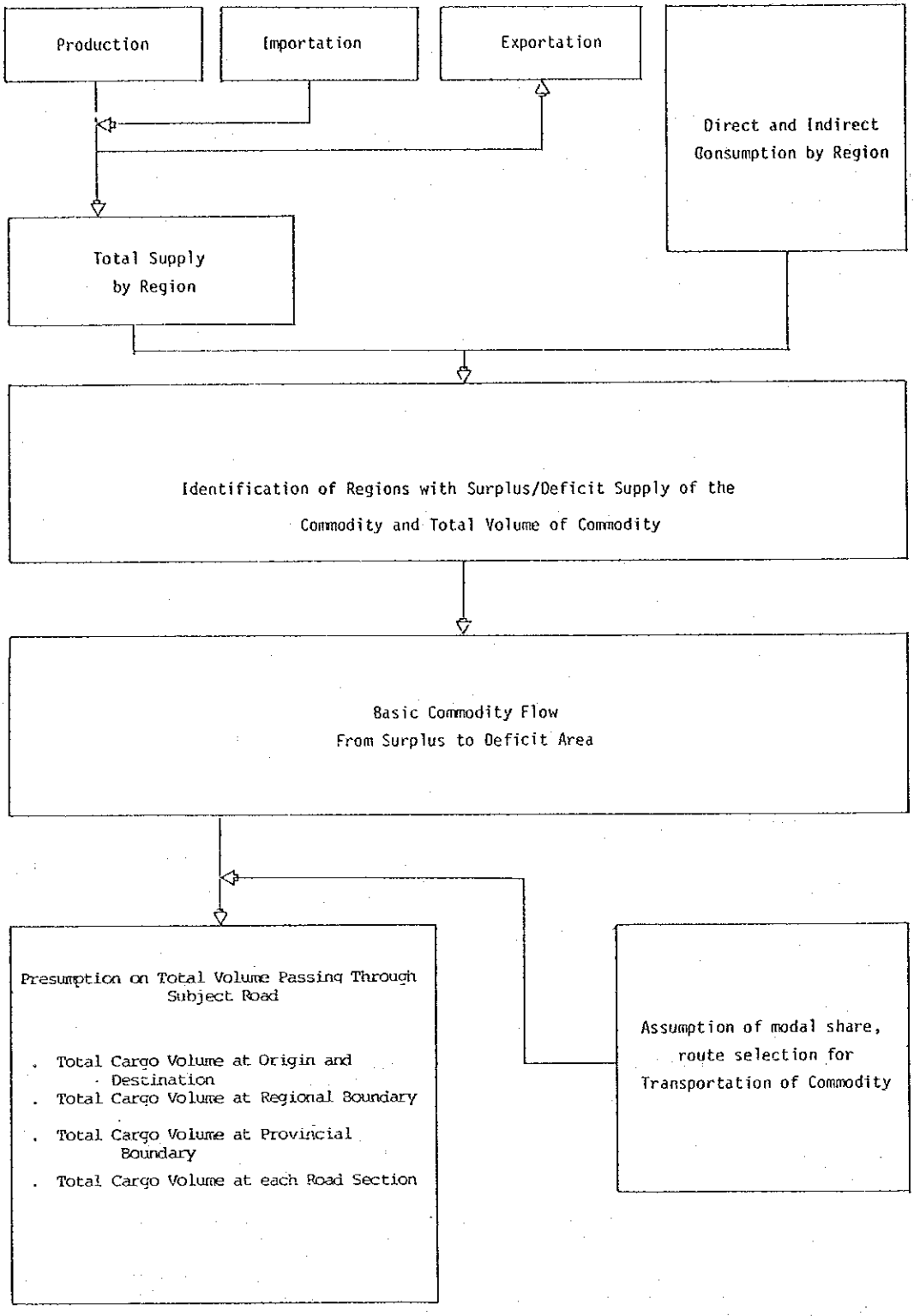
Note: Criteria for Ranking:

° Factors for "Overall Importance of Road Section (6)" are: "Traffic Volume (1)" and "Integrated Importance Regarding Quality of Traffic (5)".

If the ranking combination of "Traffic Volume (1)" and "Traffic Quality (5)" are A + A and A + B, the "Overall ranking (6)" is A. If they are A + C and B + B, the overall ranking is B. In other cases such as B + C and C + C, the overall ranking is C.

° Factors for "Integrated Importance Regarding Quality of Traffic (5)" are: rank of Commerical Commodity (2)", rank of "Consumption Commodity (3)" and rank of "Passenger Flow (4)".

If the combinations of ranking of "Commercial Commodity (2)", "Consumption Commodity (3)" and "Passenger Flow (4)" are: a + a + a, a + a + b and a + a + c the "Integrated Importance for Quality of Traffic" is ranked A. If the combination are a + b + b, a + b + c, and a + c +c, b + b + b and b + b + c, the "Integrated Importance is ranked B. In other cases such as combinations of b + c + c and c + c + c, the "Integrated Importance is ranked C.



APPENDIX 6.2-2 PRESUMPTION ON COMMODITY FLOW BASED ON SURPLUS/DEFICIT ANALYSIS

APPENDIX 6.2-3 PRIMARY EVALUATION ON IMPORTANCE OF EACH ROAD SECTION

NO. OF SECTION	TRAFFIC VOLUME	TRAFFIC RANK	COMMERCIAL COMMODITY (Volume in Thousand) COPRA VOLUME (M.T.)	COPRA % SHARE	COPRA RANK	SUGAR VOLUME (M.T.)	SUGAR % SHARE	SUGAR RANK	COPPER VOLUME (M.T.)	COPPER % SHARE	COPPER RANK	LOG & LUM VOLUME (M.T.)	LOG & LUM % SHARE	LOG & LUM RANK	RANK
M - 1	780	C	-	-	C	2.4	1.2	C	-	-	C	77.8	7.3	C	C
2	890	C	-	-	C	4.8	2.4	C	-	-	C	155.7	14.6	C	C
3	1520	B	-	-	C	6.6	3.3	C	-	-	C	239.9	22.5	B	C
4	2200	A	-	-	C	8.4	4.2	C	-	-	C	324.1	30.4	B	C
5	1999	B	-	-	C	10.2	5.1	B	-	-	C	287.2	26.9	B	B
6	1670	B	-	-	C	12.0	5.9	B	-	-	C	510.4	47.8	A	B
7	4590	A	-	-	C	32.5	16.1	A	-	-	C	529.4	49.6	A	A
8	5360	A	-	-	C	32.5	16.1	A	-	-	C	548.5	51.4	A	A
M - 9	4550	A	986	62.3	A	36.0	17.8	A	-	-	C	80.1	7.5	C	A
10	1830	B	775	46.7	A	33.5	16.6	A	-	-	C	70.0	6.6	C	A
11	1410	B	735	45.5	A	31.0	15.4	A	-	-	C	9.6	.89	C	A
12	1390	B	554	35.0	B	27.3	13.5	A	-	-	C	19.2	1.8	C	B
13	2530	A	554	35.0	B	14.8	7.3	B	-	-	C	60.8	5.7	C	B
14	1420	B	554	35.0	B	5.6	2.8	C	-	-	C	20.4	1.9	C	C
15	670	C	554	35.0	B	2.8	1.4	C	-	-	C	10.2	.95	C	C
16	170	C	364	23.0	B	0.8	0.4	C	-	-	C	65.2	6.1	C	C
17	350	C	364	23.0	B	1.6	0.8	C	-	-	C	130.6	12.2	C	C
18	360	C	364	23.0	B	5.3	2.6	C	0.9	2.5	C	195.9	18.4	B	B
19	790	C	158	10.0	C	6.7	3.3	C	-	-	C	25.7	2.4	C	C
20	140	C	158	10.0	C	1.2	0.6	C	-	-	C	.9	.08	C	C
21	170	C	158	10.0	C	0.6	0.3	C	-	-	C	.4	.04	C	C
S T N	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S T S	-	-	1583	100.0	-	-	-	-	-	-	-	-	-	-	-
T M	-	-	1583	100.0	-	202.0	100.0	-	-	-	-	-	-	-	-
B - 1	2050	B	-	-	C	-	-	C	10.6	2.9	C	82.6	7.7	C	C
B - 2	230	C	-	-	C	-	-	C	-	-	C	-	-	C	C
B - 3	1830	B	-	-	C	-	-	C	217.9	59.7	A	-	-	C	B
ST-B	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
G T	-	-	-	-	-	-	-	-	365.1	100.00	-	1067.0	100.0	-	-
CRITERIA - A	2000 and above		40% - +			10% - +			40% - +			40% - +			2A
CRITERIA - B	1000-2000		20% - 40%			5% - 10%			20% - 40%			15% - 40%			1A/2 to 4S
CRITERIA - C	0 1000		0 - 20%			0 - 5%			0 - 20%			0 - 15%			3C/4C

NOTE:

1) Volume indicated in this Table are the estimated volume of each commodities considered, passing through each road sections of the subject roads. Total volume is not actually the sum of volumes in each road section since volumes in each road sections are usually duplicated. It is the actual estimated volume of cargo that passed through the entire subject road. The purpose of getting this is to estimate the weight of each road section as to their importance.

2) Percent share columns indicate the percentage share of each road sections through the entire subject road. In the case of copra, sugar rice and cement it is estimated that 100% passed through Maharlika Highway only, which means no cargo traffic occured in Baguio related roads.

(Continued)

NO. OF SECTION	FOOD COMMODITY (Volume in Thousand)												RANK	OTHER CONSUMPTION COMMODITY (Volume in Thousand)						RANK
	RICE			MEAT			VEGETABLES			FISH				FUEL			CEMENT			
	VOLUME (M. T.)	% SHARE	RANK	VOLUME (M. T.)	% SHARE	RANK	VOLUME (M. T.)	% SHARE	RANK	VOLUME (M. T.)	% SHARE	RANK		VOLUME (Barrel)	% SHARE	RANK	VOLUME (M. T.)	% SHARE	RANK	
M - 1	20.0	3.2	C	6	9.3	C	7	2.4	C	11	4.4	C	C	1676.3	0.6	A	140.0	9.3	B	B
2	64.5	10.2	B	12	18.6	B	14	4.7	C	22	8.7	C	B	1117.7	0.4	B	105.0	6.97	B	C
3	132.6	21.3	B	15	23.3	B	22	7.4	C	39	15.5	B	B	838.2	0.3	B	70.0	4.65	C	C
4	200.6	32.2	A	18	27.9	B	31	10.5	C	56	22.2	B	B	838.2	0.1	C	35.0	2.32	C	C
5	201.2	32.3	A	28	43.5	A	34	11.5	C	63	25.0	B	A	838.2	0.1	C	17.5	1.16	C	C
6	201.8	32.4	A	38	59.0	A	37	12.5	C	70	27.8	B	A	0	0.0	C	0	0	C	C
7	219.9	35.3	A	40	62.1	A	62	20.9	B	44	17.5	B	A	810.3	2.9	A	0	0	C	B
8	238.1	38.2	A	41	63.7	A	87	29.3	B	118	46.8	A	A	1620.6	5.8	A	757.1	50.28	A	A
M - 9	88.9	14.3	B	3.4	5.3	C	123	41.5	A	88	34.9	A	A	586.8	2.1	A	257.4	17.1	A	A
10	55.9	9.0	C	2.0	3.1	C	136	45.9	A	89	35.5	A	A	307.4	1.1.	A	257.4	17.1	A	A
11	23.0	3.7	C	0.4	.62	C	150	50.6	A	90	35.7	A	A	0	0.0.	C	257.4	17.1	A	B
12	20.5	3.3	C	0.3	.47	C	110	37.1	B	66	26.2	B	B	558.8	0.2	C	243.9	16.2	A	B
13	11.0	1.8	C	0.2	.31	C	74	24.9	B	44	17.5	B	B	307.4	1.1.	A	194.9	12.94	B	B
14	4.1	0.7	C	0.1	.16	C	37	12.5	C	22	8.7	C	C	1117.55	0.4	B	158.1	10.5	B	C
15	4.1	0.7	C	0.05	.08	C	18	6.1	C	11	4.4	C	C	1676.5	0.6	A	134.8	8.95	B	B
16	11.9	1.9	C	2	3.1	C	9	3.0	C	3	1.2	C	C	2235.3	0.8	A	117.3	7.8	B	B
17	11.9	1.9	C	4	6.2	C	20	6.7	C	6	2.4	C	C	475.0	1.7	A	96.4	6.4	C	B
18	40.2	6.5	C	6	9.3	C	31	10.5	C	16	6.4	C	C	698.5	2.5	A	75.5	5.01	C	B
19	51.2	8.2	C	6	9.3	C	31	10.5	C	15	5.9	C	C	810.3	2.9	A	35.5	2.36	C	B
20	9.1	1.5	C	4	6.2	C	3	1.0	C	3	1.2	C	C	1675.5	0.6	A	13.5	0.89	C	B
21	9.1	1.5	C	1	1.6	C	1	.34	C	1	.39	C	C	838.2	0.3	B	6.7	0.44	C	C
S T-N	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S T-S	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T M	622.5	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1505.7	100.0	-	-
B - 1	-	-	C	4	6.2	C	11	3.7	C	12	4.8	C	C	-	-	C	-	-	C	C
B - 2	-	-	C	-	-	C	-	-	C	-	-	C	C	-	-	C	-	-	C	C
B - 3	-	-	C	-	-	C	-	-	C	-	-	C	C	2514.7	0.9	A	-	-	C	B
ST - B	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GT	-	-	-	64.4	100.0	-	296.6	100.0	-	252.0	100.0	-	-	27941.4	100.0	-	-	-	-	-
CRITERIA - A	30 - +			40% - +			40% - +			30% - +				0.5 - +			15% - +			2A
CRITERIA - B	10% - 30%			15% - 40%			15% - 40%			15% - 30%				0.3% - 0.5%			7% - 15%			A + B A + C
CRITERIA - C	0 - 10%			0 - 15%			0 - 15%			0 - 15%				0 - 0.3%			0 - 7%			Others

NOTES:

1) Volumes indicated in this Table are the total estimated volume of each commodities considered, passing through each road sections of the subject roads. Total volume is not actually the sum of volumes in each road section since volumes in each road sections are usually duplicated. It is the actual estimated volume of cargo that passed through the entire subject road. The purpose of getting this is to estimate the weight of each road section as to their importance.

2) Percent Share columns indicate the percentage share of each road sections to the total volume of cargo passing through the entire subject road. In the case of copra, sugar, rice and cement, it is estimated that 100% passed through Maharlika Highway only, which means no cargo traffic occured in Baguio related roads.

(Continued)

NO. OF SECTION	LONG DISTANCE PASSENGER FLOW										COMMUNITY COHESIVENESS				
	LONG DISTANCE BUS			LOCAL BUS			TOURIST				PUJ		Hospital		
	No.a/	% Share	Rank	No.b/	% Share	Rank	No.d/	% Share	Rank	RANK	Service e/	Rank	Service f/	Rank	RANK
M - 1	39	1.1	C	2	2.8	B	3.0	2.3	C	C	H	A	1	C	B
2	52	1.6	C	3	4.2	B	3.0	2.3	C	C	L	B	3	A	B
3	57	1.7	C	2	2.8	B	3.8	3.0	C	C	H	A	2	B	B
4	66	2.0	C	5	7.0	A	4.5	3.5	C	B	H	A	2	B	B
5	66	2.0	C	3	4.2	B	6.8	5.3	B	B	H	A	2	B	B
6	70	2.1	C	0	0	C	9.0	7.0	B	C	S	C	2	B	C
7	2275	69.0	A	2	2.8	B	7.6	5.9	B	B	H	A	2	B	B
8	3295c/	100.0	A	0	0	C	6.1	4.8	C	B	H	A	2	B	B
M - 9	286	35.1	A	-	-	C	15.3	11.9	A	A	-	-	3	A	B
10	144	17.7	A	No Data			14.9	11.6	A	A	*L	B	2	B	C
11	129	15.8	A	4	5.6	A	14.5	11.6	A	A	H	A	2	B	B
12	112	13.7	B	4	5.6	A	14.5	11.6	A	A	H	A	3	A	A
13	100	12.3	B	4	5.6	A	14.5	11.6	A	A	*L	B	2	B	C
14	70	8.6	B	5	7.0	A	2.5	2.0	C	B	*L	B	2	B	C
15	49	6.0	C	5	7.0	A	2.5	2.0	C	B	*L	B	1	C	C
16	22	2.7	C	1	1.4	C	2.5	2.0	C	C	*L	B	2	B	C
17	20	2.5	C	4	5.6	A	2.5	2.0	C	B	S	C	2	B	C
18	17	2.1	C	4	5.6	A	2.5	2.0	C	B	L	B	2	B	C
19	7	0.0	C	4	5.6	A	1.4	1.1	C	B	H	A	2	B	B
20	4	0.0	C	1	1.4	C	0.3	0.2	C	C	NO.	C	2	B	C
21	2	0.0	C	2	2.8	B	0.1	0.1	C	C	S	C	1	C	C
S T N	3295	100	-	-	-	-	-	-	-	-	-	-	-	-	-
S T S	815 c/	100	-	-	-	-	-	-	-	-	-	-	-	-	-
T M	4110	-	-	59	83.1	-	-	-	-	-	-	-	-	-	-
B - 1	152	8.4	B	12	16.9	A	49.7	38.8	A	A	*L	B	2	B	C
B - 2	-	-	C	0	-	-	4.6	3.6	C	C	H	A	2	B	B
B - 3	-	-	C	4	5.6	A	8.0	6.2	B	B	H	A	3	A	A
ST- B	1818c/	100	-	16	22.5	-	-	-	-	-	-	-	-	-	-
GT	-	-	-	71	100	-	128.1	100	-	-	-	-	-	-	-
CRITERIA A	15% +			5% +			10% +			2A/3A	H		3		2A
CRITERIA B	7%-15%			2.5% - 5%			5%-10%			1A/2B/3B	L		2		1A
CRITERIA C	0-7%			0-2.5%			0-5%			OTHERS	S & NO		1		OTHERS

NOTE: a/ No. of service frequency of inter-regional Manila oriented buses plying the subject road.

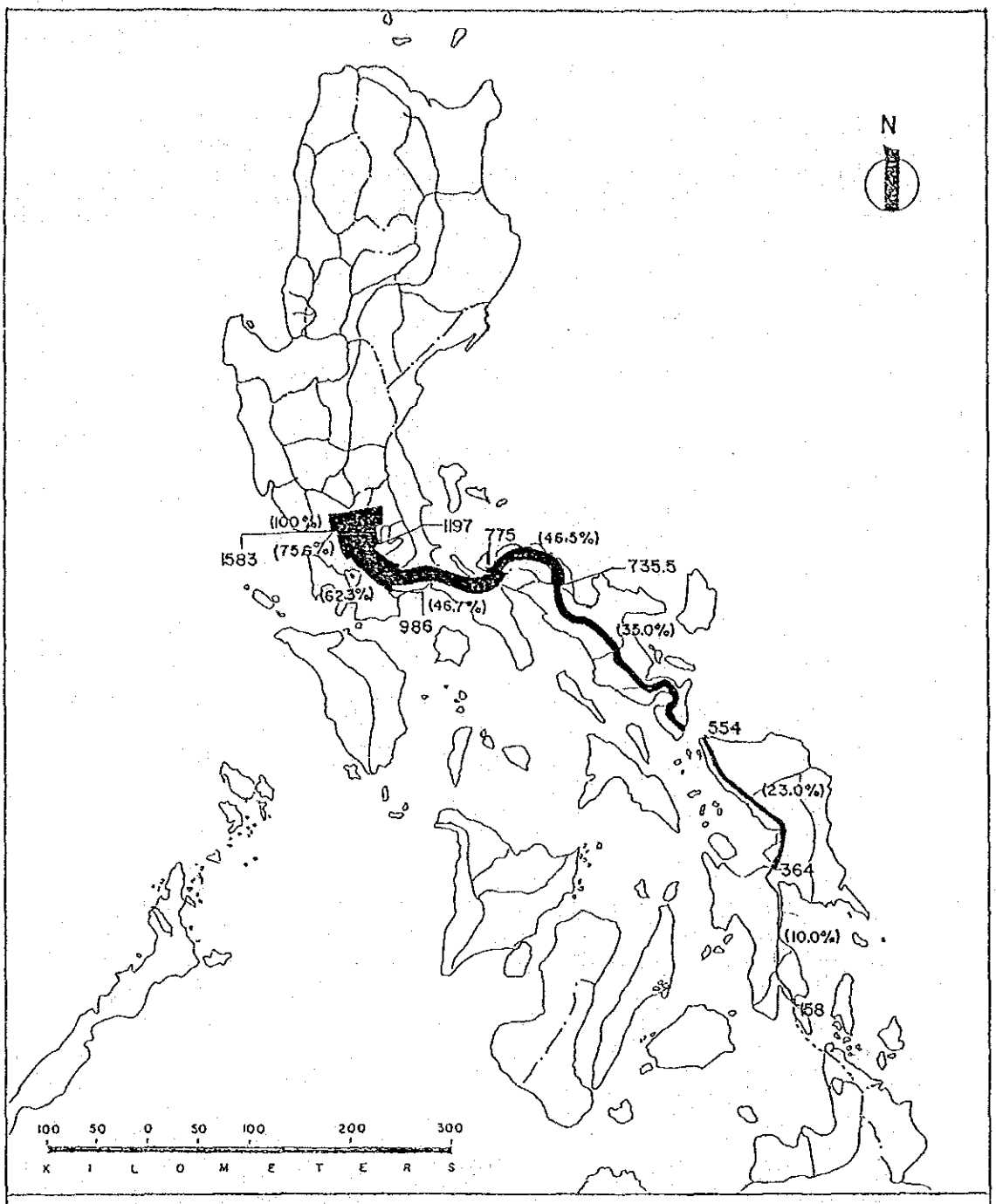
b/ Bus routes in Luzon, Samar and Leyte islands related to the subject road.

c/ Routes are sub-divided into 3 group: (1) M-1 to 8 Manila to Northern Luzon excluding Baguio related roads, (2) M-9 to 21 Manila to Southern Luzon including Samar and Leyte and (3) Baguio related roads.

d/ Total estimated number of tourist (in thousand) going to their respective place of distribution passing through each road sections.

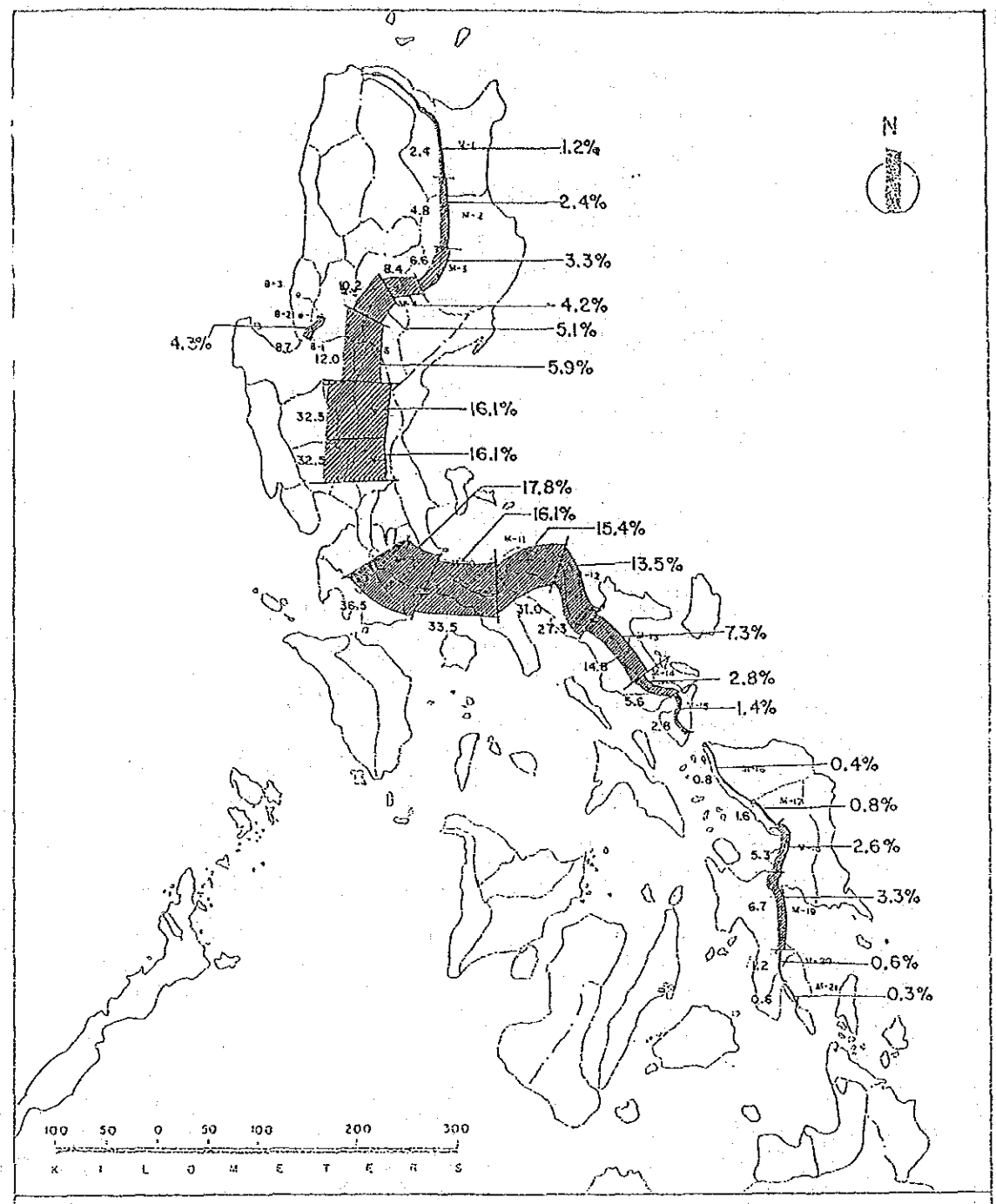
e/ Number of Service frequency of PUJ's are grouped as follows: H = for heavy service frequency, from 20 and more PUJ's plying L = for light service frequency from 10 to 20 PUJ's plying, S = for small service frequency, less than 10 PUJ's plying.

f/ No.of functions of each road sections regarding hospital services. First function is for patients going to Provincial hospitals, second for patients going to Regional Hospitals and third is for patients going to Medical Centers and Gen. Hospitals.



APPENDIX 6.2-4 FLOW OF COPRA ALONG MAHARLIKA HIGHWAY

NOTE: TOTAL FLOW TOWARDS MANILA : 1583' THOUSAND METRIC TONS PASSING THROUGH SUBJECT. ROADS
% : PERCENTAGE SHARE OF EACH ROAD SECTION FROM THE TOTAL FLOW

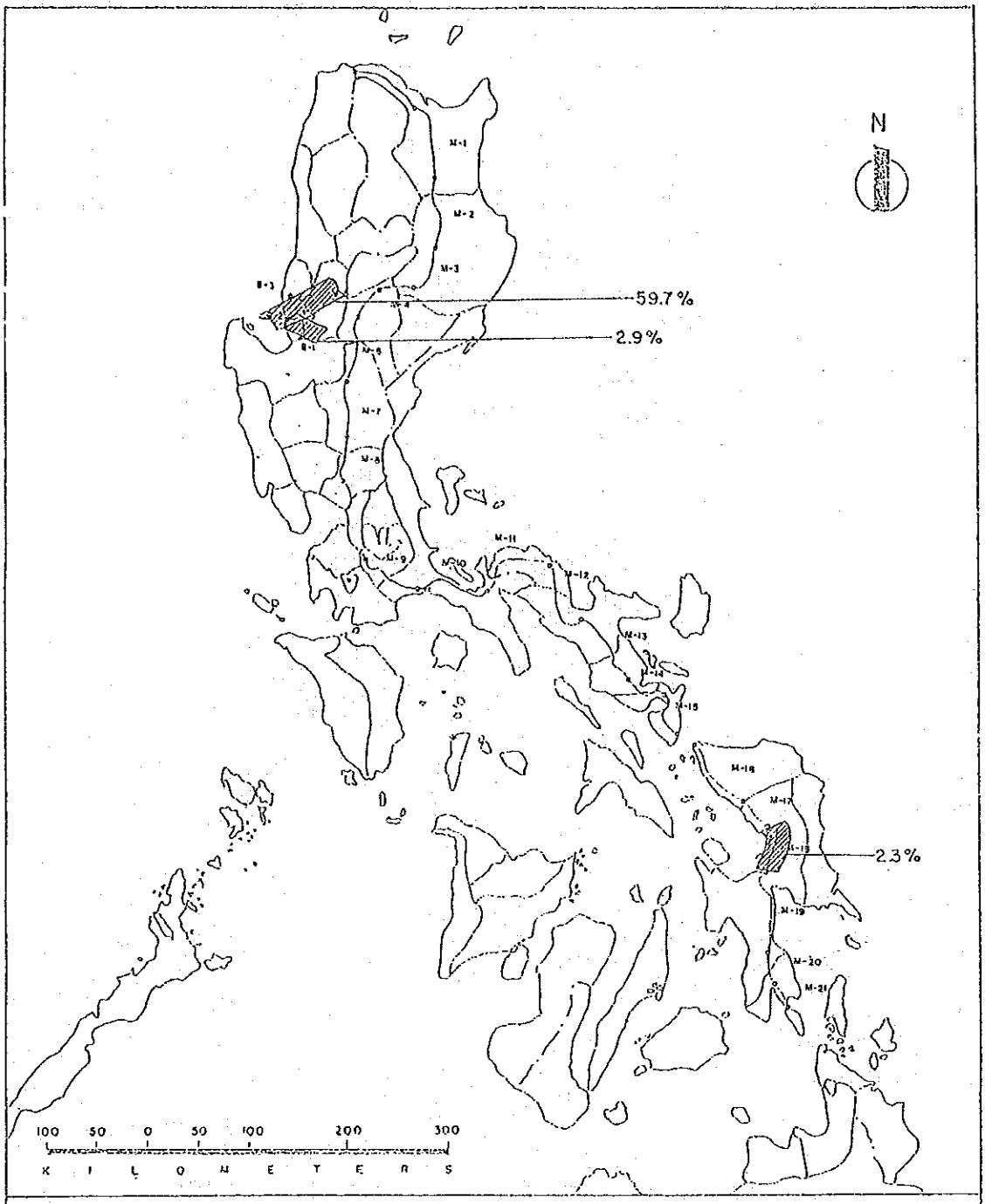


APPENDIX 6.2-5 COMMODITY FLOW ALONG SUBJECT ROADS : SUGAR

NOTE:

TOTAL FLOW : 202.0 THOUSAND METRIC TONS PASSING THROUGH THE SUBJECT ROADS

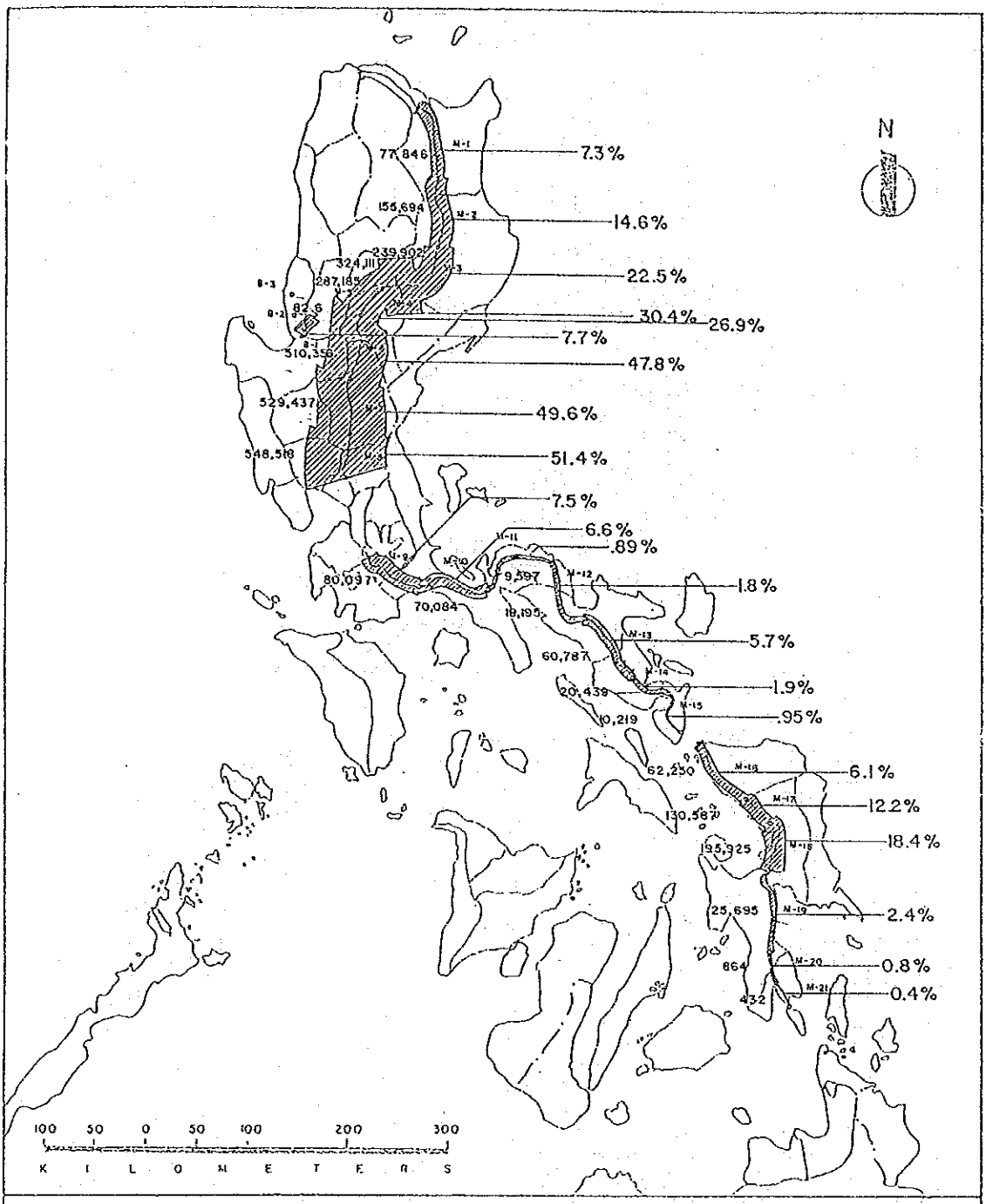
% : PERCENTAGE SHARE OF EACH ROAD SECTION FROM THE TOTAL FLOW



APPENDIX 6.2 - 6 COMMODITY FLOW ALONG SUBJECT ROADS : COPPER

NOTE :

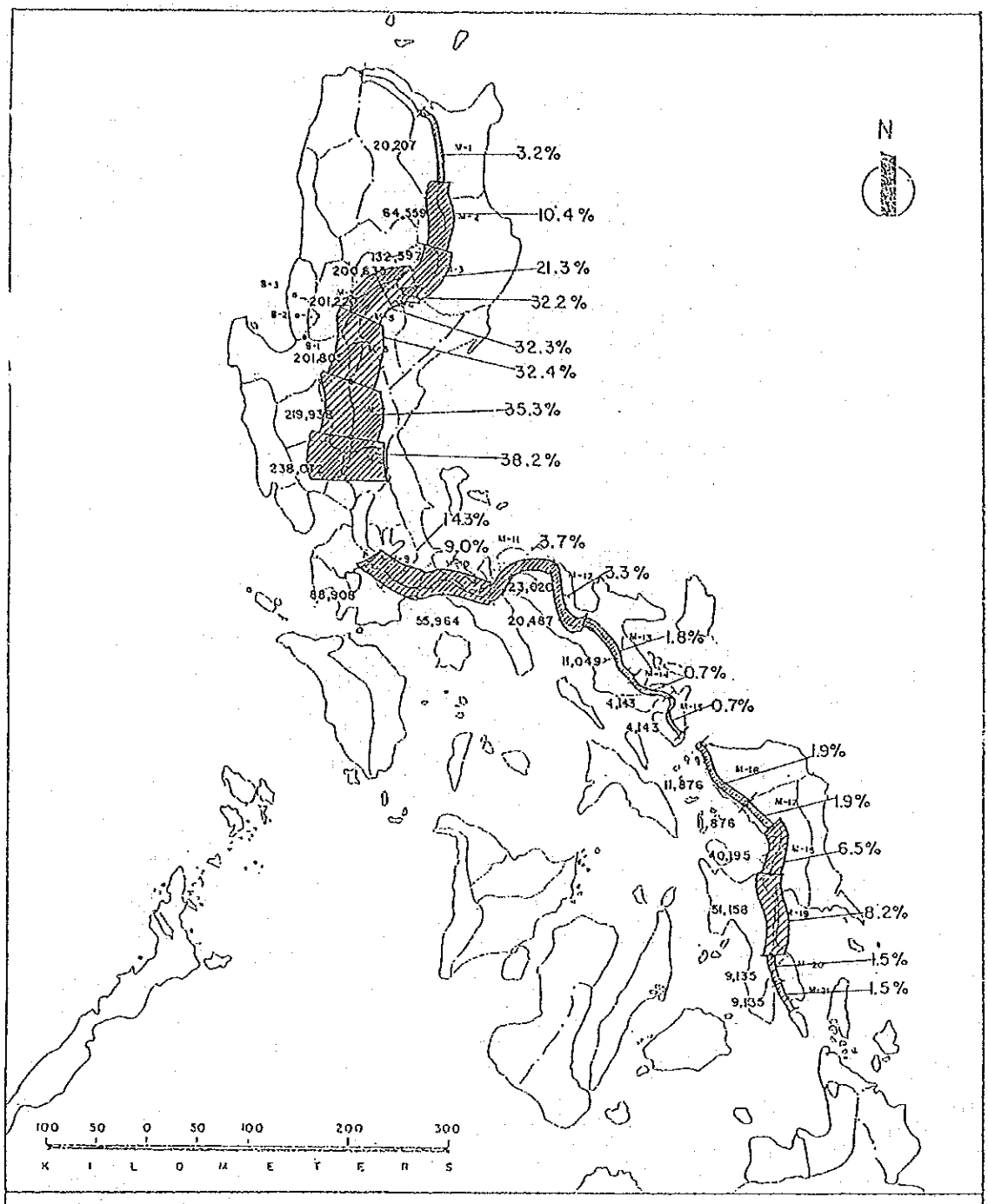
TOTAL FLOW : 365.1 OMT PASSING THROUGH THE ROADS TOWARD PORT OF EXPORTATION



APPENDIX 6.2-7 COMMODITY FLOW ALONG SUBJECT ROADS : LOG and LUMBER

NOTE : TOTAL FLOW : — 1,066,980 cu.m. PASSING THROUGH THE SUBJECT ROADS.

% : PERCENTAGE SHARE OF EACH ROAD SECTION FROM THE TOTAL FLOW

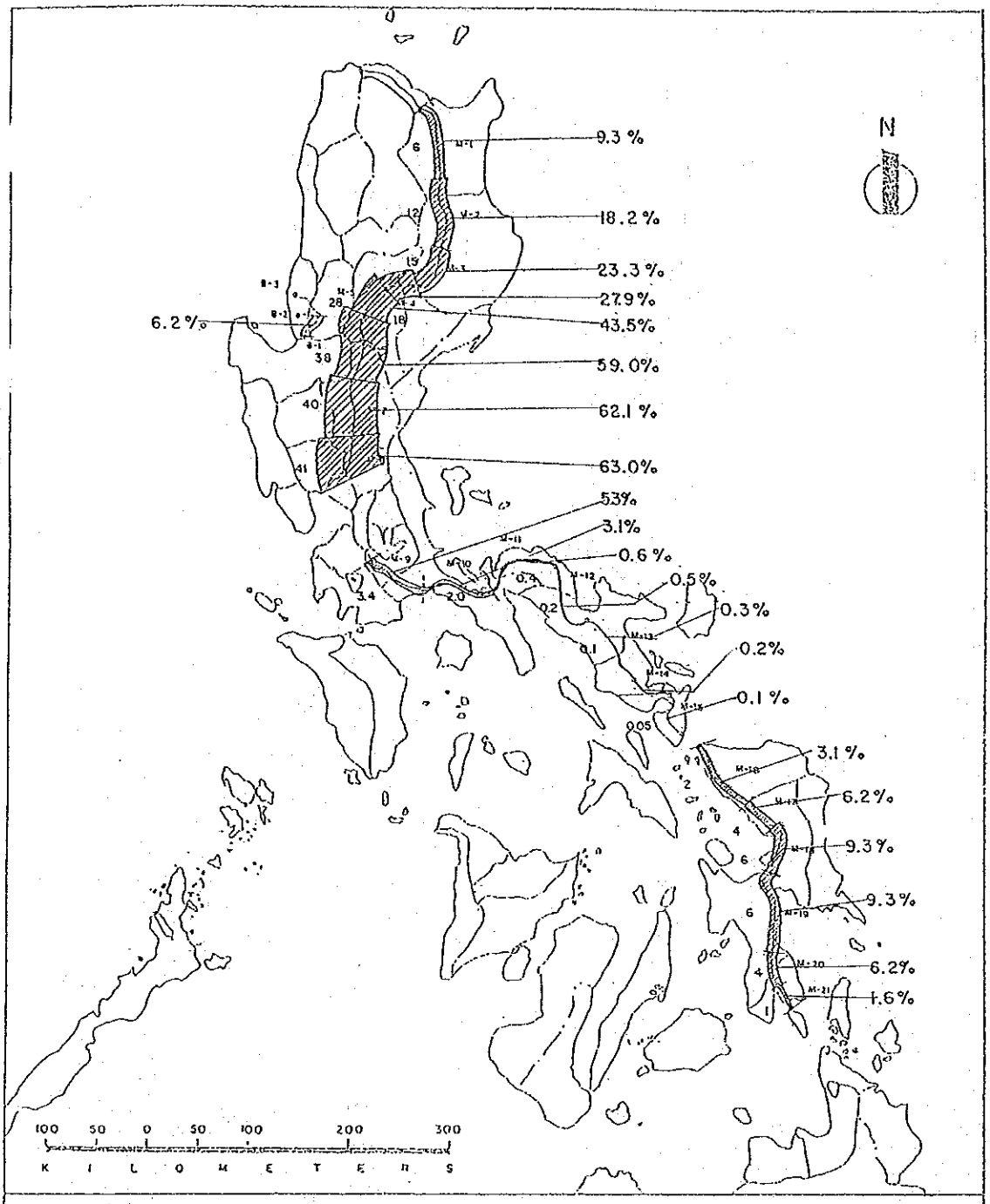


APPENDIX 6.2-8 COMMODITY FLOW ALONG SUBJECT ROADS : RICE

NOTE :

TOTAL COMMODITY : 622,479 METRIC TONS PASSING TONS PASSING THROUGH THE SUBJECT ROADS

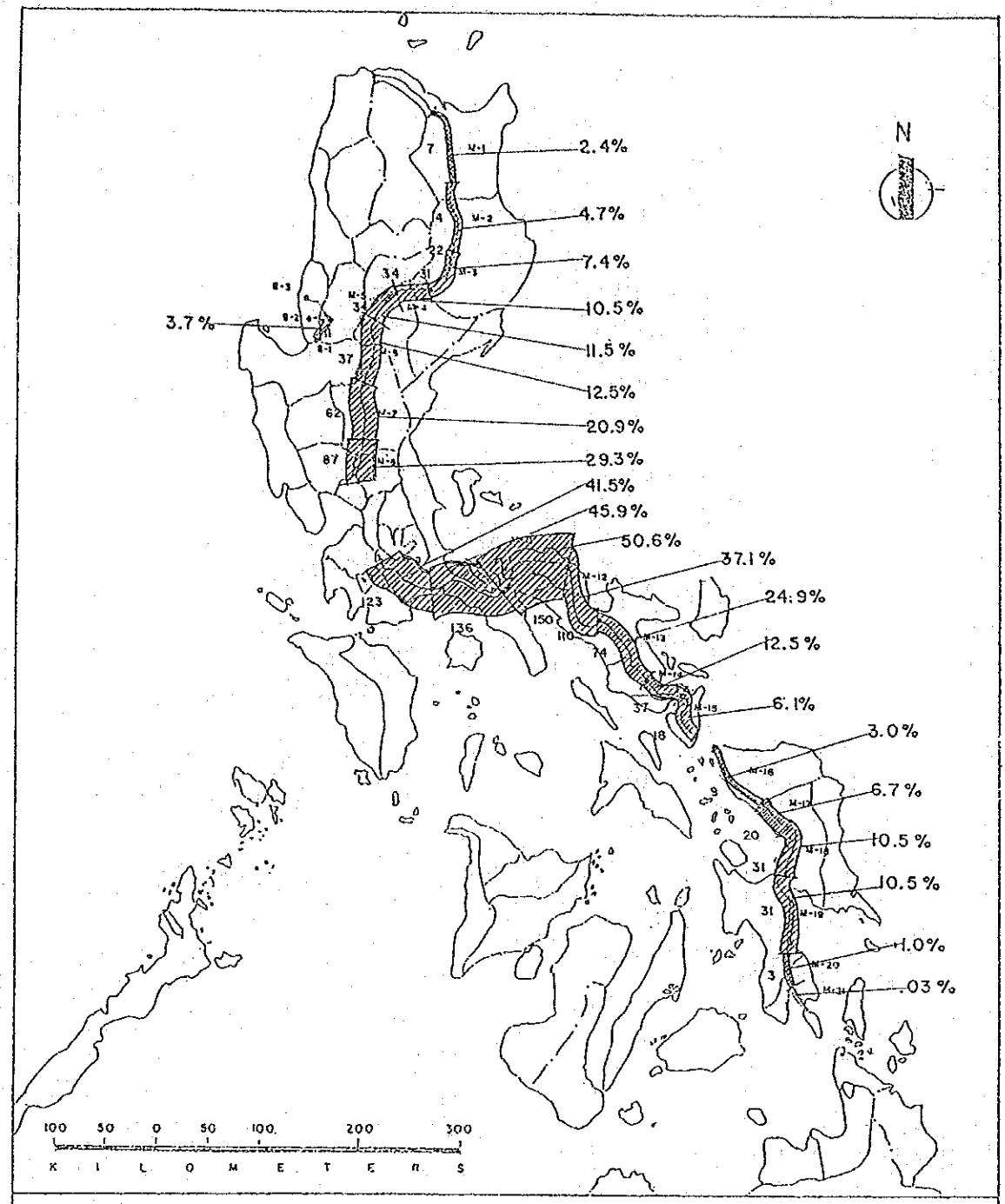
% : PERCENTAGE SHARE OF EACH ROAD SECTION FROM TOTAL FLOW



APPENDIX 6.2-9 COMMODITY FLOW ALONG SUBJECT ROADS : MEAT

NOTE: TOTAL COMMODITY: 64.4 THOUSAND METRIC TONS PASSING THROUGH THE SUBJECT ROADS

% PERCENTAGE SHARE OF EACH ROAD SECTION FROM THE TOTAL FLOW

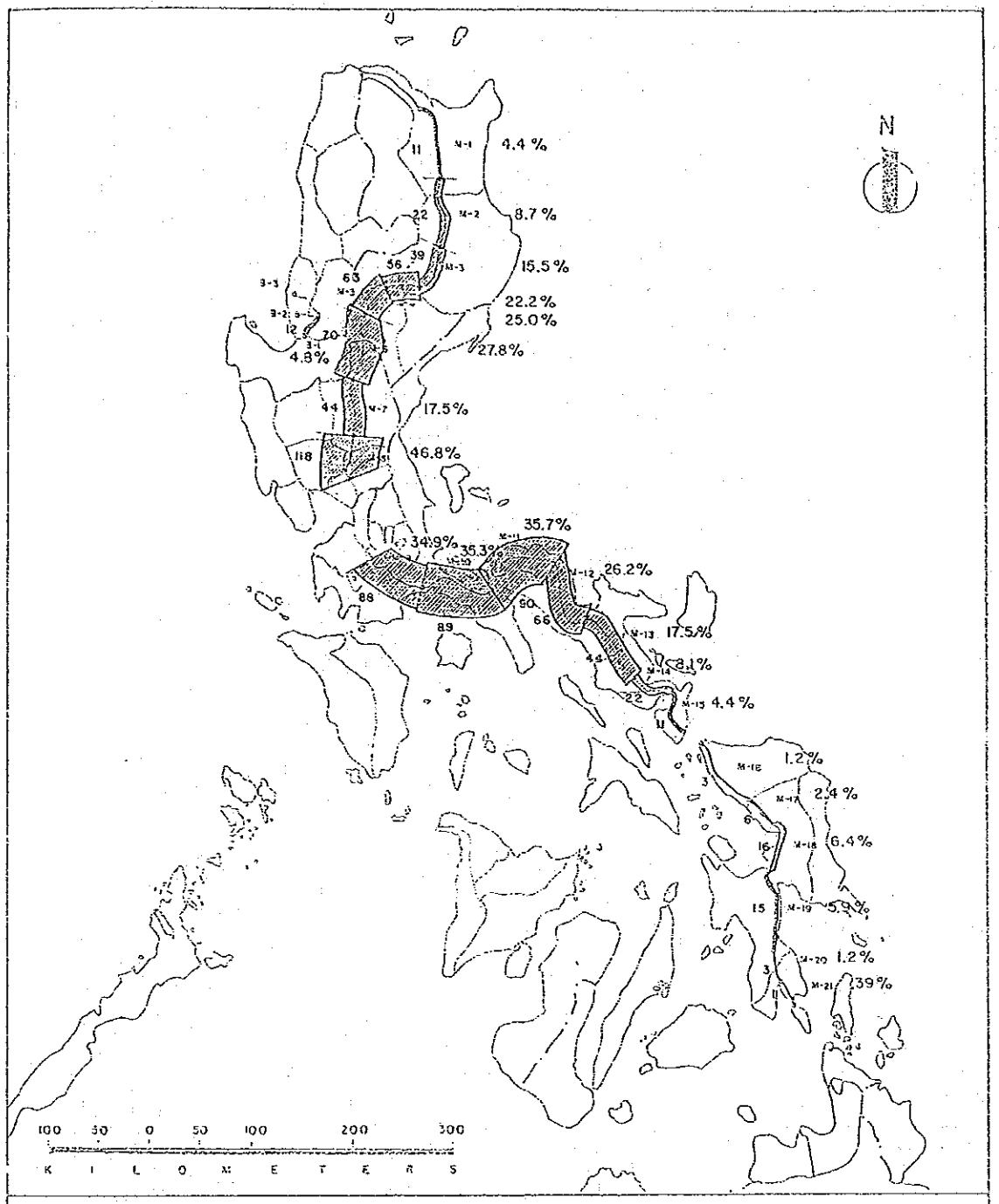


APPENDIX 6.2-10 COMMODITY FLOW ALONG SUBJECT ROADS : VEGETABLE

NOTE:

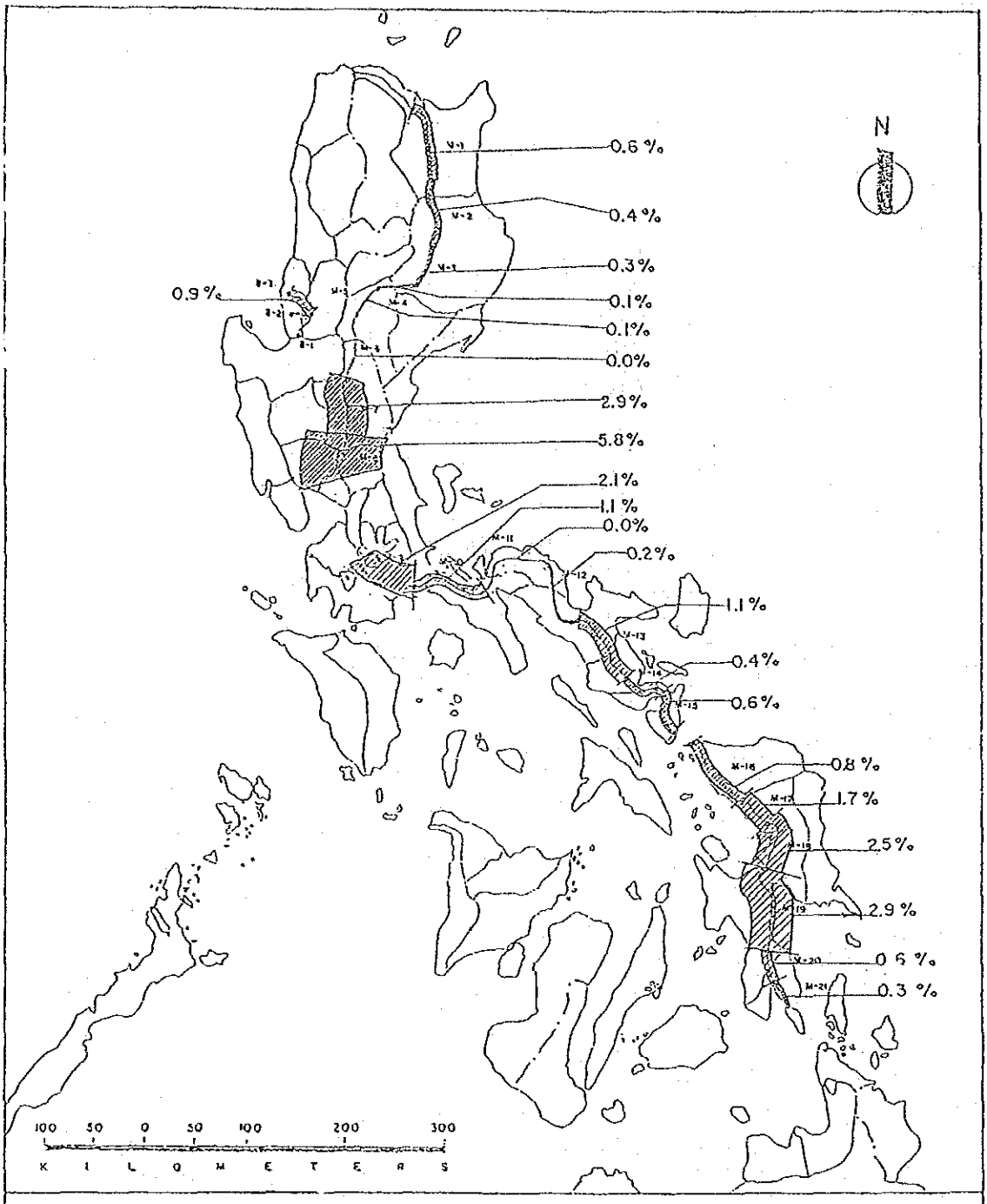
TOTAL FLOW: 296.6 THOUSAND METRIC TONS PASSING THROUGH THE SUBJECT ROADS

% : PERCENTAGE SHARE OF EACH ROAD SECTIONS FROM THE TOTAL FLOW



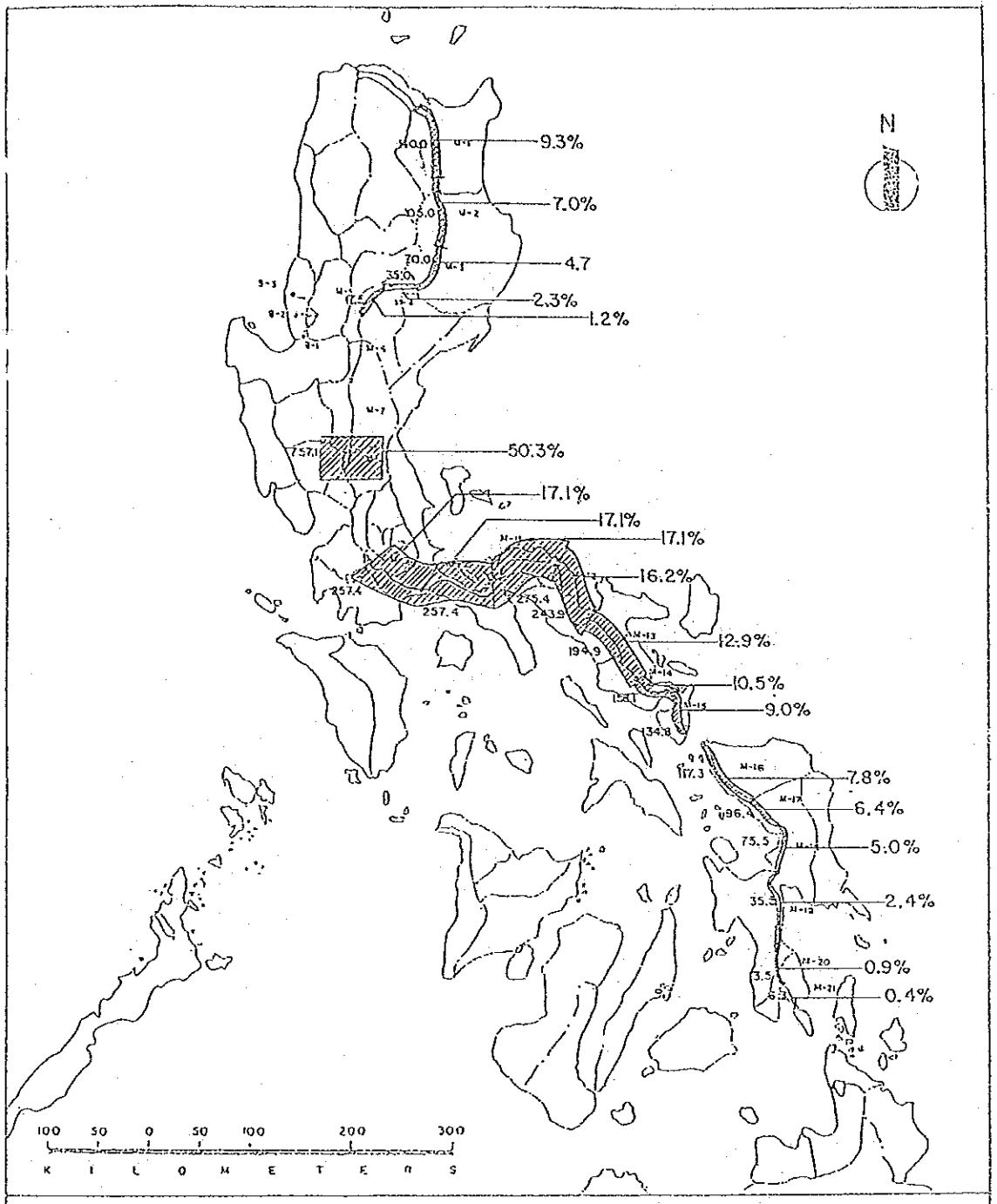
APPENDIX 6.2-II COMMODITY FLOW ALONG SUBJECT ROADS : FISH

NOTE: TOTAL FLOW : 252.0 THOUSAND METRIC TONS PASSING THROUGH SUBJECT ROADS
% : PERCENTAGE SHARE OF EACH ROAD SECTION FROM TOTAL FLOW



APPENDIX 6.2-12 COMMODITY FLOW ALONG SUBJECT ROADS : FUEL

NOTE: THE ESTIMATION OF FUEL FLOW ALONG THE SUBJECT ROADS ARE BASED ON ASSUMED PERCENTAGE DISTRIBUTION OF FUEL BULK PLANTS WITH SOME ADJUSTMENTS BASED ON SERVICE TERRITORIES AND POPULATION

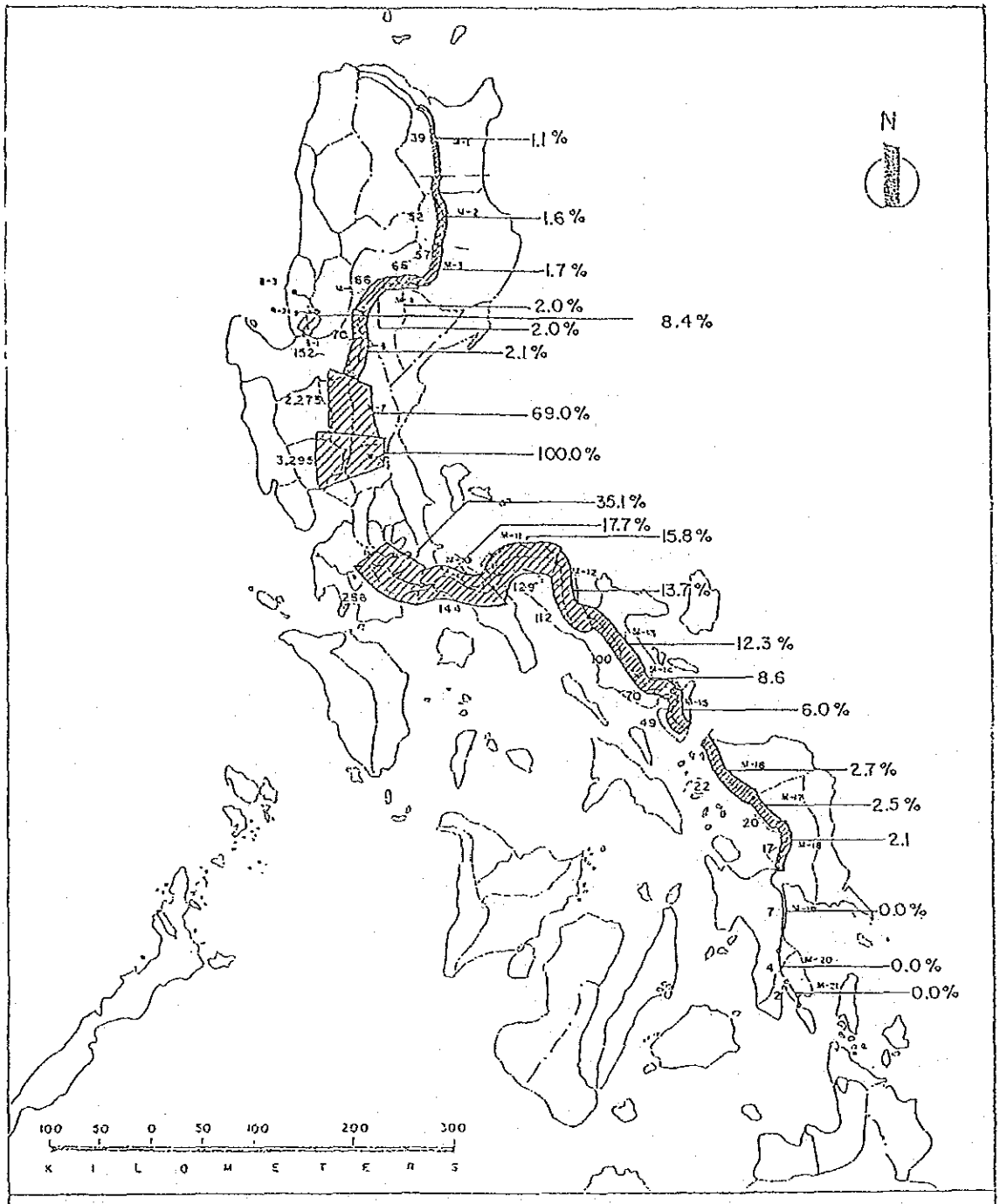


APPENDIX 6.2-13 COMMODITY FLOW ALONG SUBJECT ROADS : CEMENT

NOTE:

TOTAL FLOW : 1,505.7 THOUSAND METRIC TONS PASSING THROUGH THE SUBJECT ROADS

% PERCENTAGE SHARE OF EACH ROAD SECTIONS FROM THE TOTAL FLOW



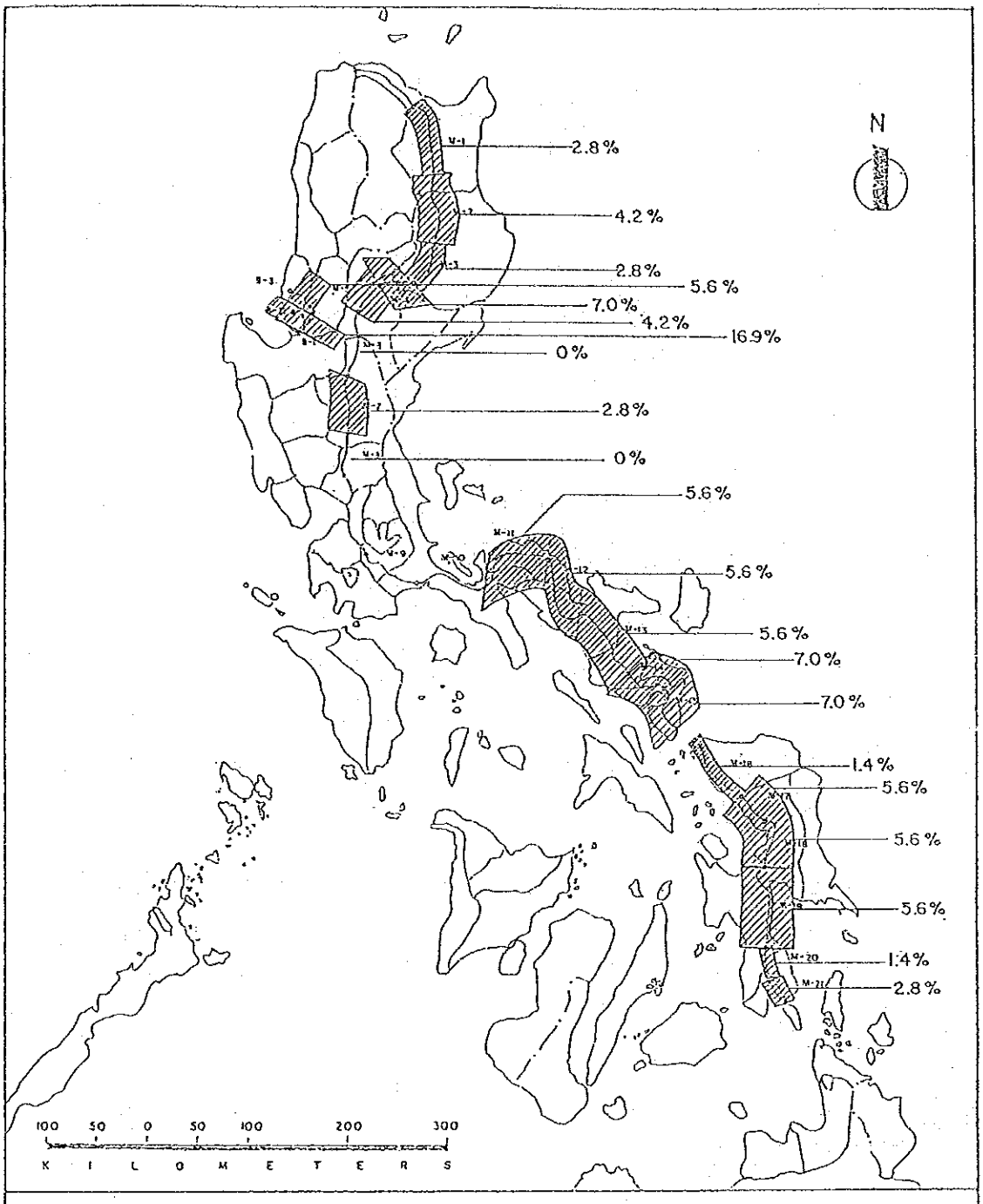
APPENDIX 6.2-14 INTERREGIONAL MANILA ORIENTED BUS SERVICE FREQUENCY PASSING THROUGH THE SUBJECT ROADS

NOTE: TOTAL SERVICE FREQUENCY

NORTHBOUND FROM MANILA = 3295 (100%)

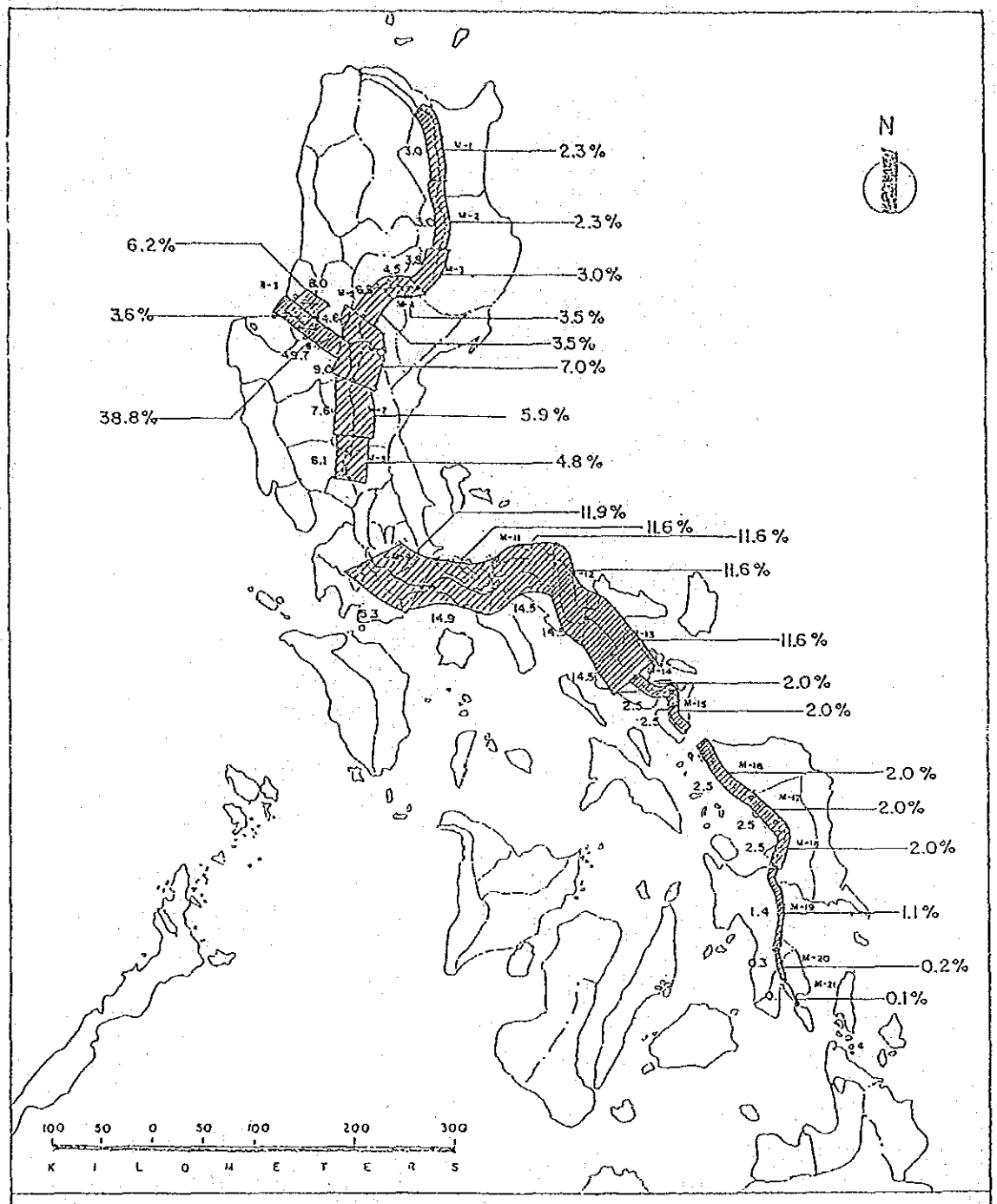
SOUTHBOUND FROM MANILA = 815 (100%)

BAGUIO RELATED ROUTES = 1818 (100%)



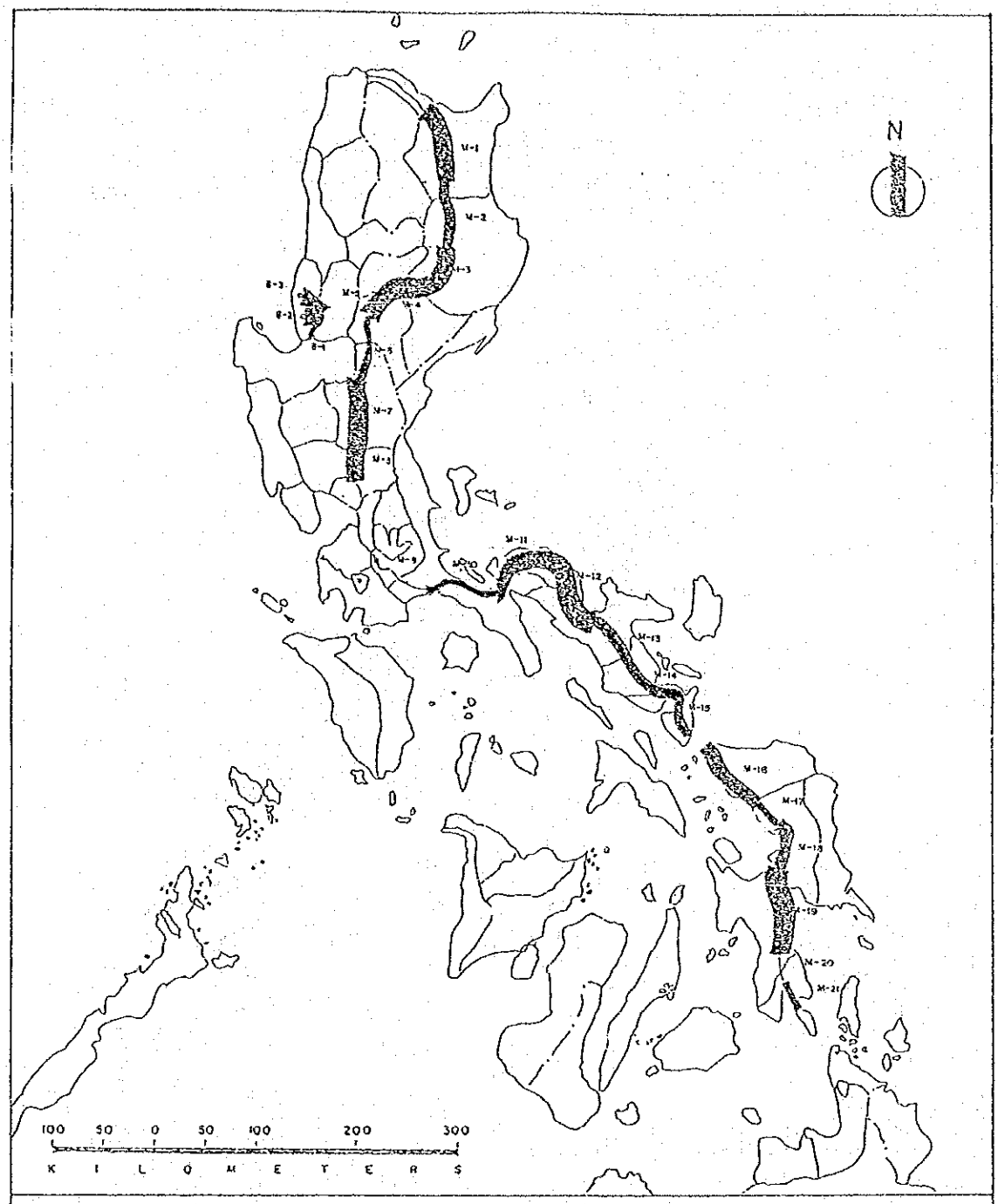
APPENDIX 6.2-15 LOCAL BUS ROUTES PASSING THROUGH THE SUBJECT ROADS

NOTE: THERE ARE 71 TOTAL BUS ROUTES WHICH APPEARED ALONG THE SUBJECT ROAD



APPENDIX 6.2-16 TOURIST FLOW ALONG SUBJECT ROADS

NOTE: THERE WERE AN ESTIMATED TOTAL OF 207815 TOURIST USING LAND TRANSPORTATION ALONG THE SUBJECT ROADS BASED ON MINISTRY OF TOURISM SURVEY RESULT



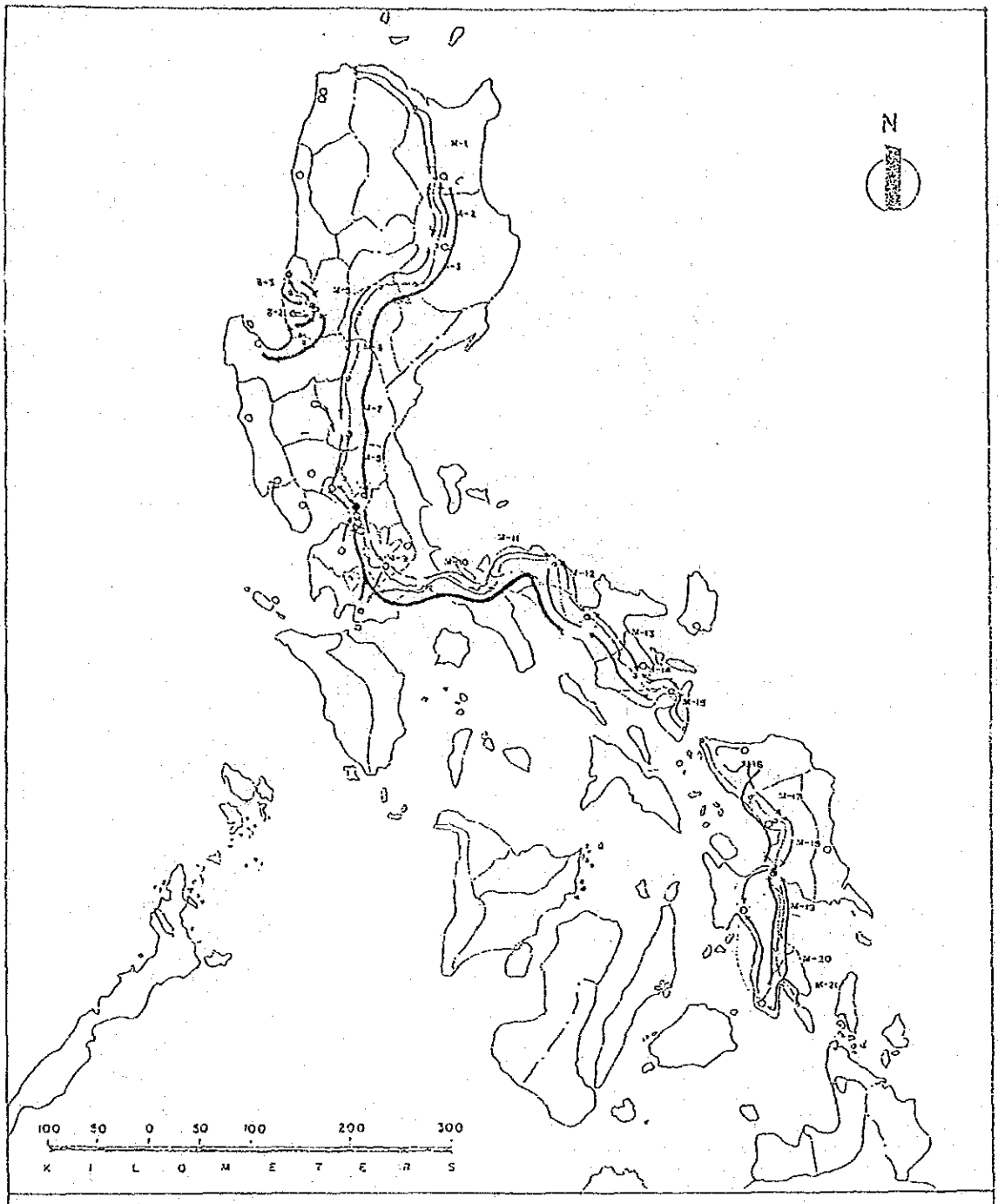
APPENDIX 6.2-17 PUJ SERVICE FREQUENCY RELATED TO SUBJECT ROADS

LEGEND:

HEAVY SERVICE PREQUENCY : MORE THAN 20 PUJ'S PLYING

LIGHT SERVICE PREQUENCY : BETWEEN 10-20 PUJ'S PLYING

SELDOM SERVICE FREQUENCY : LESS 10 PUJ'S PLYING



APPENDIX 6.2-18 FUNCTION OF THE SUBJECT ROADS REGARDING HOSPITAL SERVICE

NOTE

——→	To SECONDARY HOSPITAL	O	Provincial Hospital
——→	To REGIONAL HOSPITAL	◎	Regional Hospital
——→	To MEDICAL CENTERS AND OTHERS	●	Medical Center

APPENDICES FOR CHAPTER 7

7 - 1	Main Products by Region - - - - - - - - - - - -	143
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7 - 3	Traffic/Commodity Flow Through Dalton Pass Section -- - - - - - - - - - - - - - - - - - - -	151
7 - 4	Traffic/Commodity Flow Through Mahaplag-Sogod Section, Leyte - - - - - - - - - - - - - - - - -	164
7 - 5	Traffic/Commodity Flow Through Kennon Road - -	170

APPENDIX 7.1-1 RICE SURPLUS/DEFICT ANALYSIS, REGION II

(In Thousand M.T.)

	Production		Total Consumption	
	Palay	Rice	Rice	Surplus
1 9 7 5	712.6	453.2	195.6	257.6
1 9 7 6	741.1	471.3	201.0	270.3
1 9 7 7	812.9	517.0	206.6	310.4
1 9 7 8	802.1	510.1	212.3	297.8
1 9 7 9	847.7	539.2	218.2	321.0
1 9 8 0	-	513.7	224.2	289.5

Note: Assuming a constant per capita consumption of 101.2 kilos and 3.6% allowance for waste and seed requirements and a milling recovery of 60%.

Source of Basic Data: Bureau of Agricultural Economics
Ministry of Agriculture

APPENDIX 7.1-2 LOG PRODUCTION AND ESTIMATED DOMESTIC REQUIREMENT, 1980

	Log Production (cu. m.)	Log Requirements (cu. m.)[1/]						Surplus/ Deficit on Logs (cu. m.)
		Log Export	Total Log Supply	Plywood	Veneer	Wood Treating Plants	Lumber	Total Log Requirements (cu. m.)	
N C R		153	(153)	137209	-	8240	12509	157958	(158111)
I	141806	-	141806	-	-	-	50791	50791	91015
II	1062009	110158	951851	262413	45990	2199	312651	623253	238598
III	9200	-	9200	-	-	1123	53874	54997	(45797)
IV	255483	102644	152839	-	10220	-	22619	32839	120000
V	80196	-	80196	-	-	-	11237	11237	68959
VI	256782	196	256586	-	-	294	65045	65339	191247
VII	-	-	-	-	-	-	982	982	(982)
VIII	288071	41100	246971	-	-	-	33212	33212	213759
IX	629596	80881	548715	296371	22265	170	54782	373594	175121
X	1303476	97775	1205701	897454	185055	15197	352224	1449930	(244229)
XI	1769631	219216	1550415	1134196	184690	10233	471793	1800912	(250497)
XII	556050	62762	493288	665254	156220	-	87381	908855	(415567)
Philippines	6352300	714885	5637415	3392897	604440	37462	1529100	5563899	73516

Source: Philippine Forestry Statistics, 1980

Note: [1/] Log requirements includes logs for processing such as plywood, veneer, lumber and wood treating.

APPENDIX 7.1-3 LUMBER PRODUCTION AND ESTIMATED DOMESTIC REQUIREMENT, 1980

	Lumber Production (cu. m.)	Lumber Export (cu. m.)	Total Lumber Supply	Total Lumber Requirements[1/]	Deficit/ Surplus Analysis
N C R	12509	145758	(133249)	234011	(367260)
I	50791	-	50791	34420	16371
II	312651	97260	215391	33633	181758
III	53874	22067	31807	63878	(32071)
IV	22619	4594	18025	101764	(83739)
V	11237	3500	7737	25520	(17783)
VI	65045	43005	22040	48677	(26637)
VII	982	10048	(9066)	39776	(48842)
VIII	33212	11685	21527	30167	(8640)
IX	54782	25562	29220	28670	550
X	352224	141842	210382	46314	164068
XI	471793	181552	290241	65533	224708
XII	87381	54576	32805	35287	(2482)
P h i l i p p i n e s	1529100	741449	787651		

Source: Philippine Forestry Statistics, 1980 and estimates.

Note: [1/] Total lumber requirements is actually the total lumber supply broken down by Region based on data on "Local Government and Private Building Construction shown in Table 5.1.

APPENDIX 7.1-4 VOLUME OF PRODUCTION OF SELECTED AGRICULTURAL COMMODITIES EASTERN VISAYAS REGION AND SOUTHERN LEYTE 1979-1980

Commodity	Volume of Production (In Metric Tons)				Rice Surplus (Deficit)			
	1979	1980	1981	1982	1979	1980	1981	1982
Region VIII								
Palay	337493	353754	371320	315495	(87154)	(81728)	(76464)	(115065)
Coconut (Copra)	345293	375362	310284					
southern Leyte								
Palay	23625	25181	25232	204 73	(16452)	(15941)	(16329)	(20221)
Coconut (Copra)	11695	12941	11402	-				

Source: Eastern Visayas (Region VIII) Five-Year Development Plan 1983-87 (Preliminary Report)
National Food Authority, Tacloban City

Note: 62% average milling recovery and 3.6% for seed and waste allowance
104.7 kls./capita/year consumption Reg. 8.

APPENDIX 7.1-5 COCONUT PRODUCTION, REGION VIII AND SOUTHERN LEYTE
PERCENTAGE INCREASE (DECREASE)

	1979	1980	1981	1979-1980	1980-1981
Coconut Bearing Trees ('000)					
Region VIII	44288	43510	40821	(1.76)	(6.18)
Southern Leyte[1/]	1500	1500	1500	-	-
Volume of Production (In Metric Tons)					
Copra:					
Region VIII	345293	375362	310284	8.71	(17.34)
Southern Leyte[2/]	11695	12941	11402	10.65	(11.89)

1/ There were 1,001-3000 population of coconut bearing trees in Southern Leyte. It had been conservatively assumed that 1500 trees would be producing copra in Southern Leyte.

2/ Provincial production based on the ratio of coconut bearing trees in relation to regional total.

Source: 1) Coconut Statistics 1981, Vol. VI No. 15
UCAP, June 1982

2) Eastern Visayas (Region VIII) Five-Year Development Plan 1983-87 including 10-Year Development 1983-1992 (Preliminary Report)

Appendix 7.2 Tourism

Tourism industry in the Philippines has grown so fast as to become one of the country's top foreign exchange earners during 1970 to 1980. Consequently, the movement of tourists would be considered as one factor of transportation demand along subject roads.

Foreign visitors coming to the Philippines, increased from 144,000 persons in 1970 to 1,000,000 persons in 1980. While the foreign exchange earnings generated by tourism increased from $32,000,000 in 1970 to $320,000,000 in 1980.[1/]

Based on the preliminary survey result on regional travelers movement about 773,000 visitors stayed in tourist-oriented facilities out of which 20% are foreign visitors and the rest are domestic travelers.[2/]

Considered as the country's most attractive region in terms of total stay is Region I having 20% of total travelers stay (Refer to Appendix Table 7.2-1.). The presence of several popular tourist spots located in Baguio City in Benguet, La Union and Pangasinan made the region as the country's major tourist destination area. The rest of the regions related to Maharlika Highway seems not so attractive with only minor percentage share of total national travellers stay.

About 40% of travelers staying in Baguio City in Region I come from National Capital Region (NCR). About 40% of foreign travelers use air transport

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1/ 1982 Statistical Yearbook, NEDA

2/ The survey from July 1982 to June 1983 was joint project of the Ministry of Tourism and Asian Institute of Tourism. The survey covered the total number of visitors staying in the tourist oriented facilities. The data presented herein is the preliminary result of three quarter survey.

while 60% of Philippine residents use land transportation to go to Baguio. Almost all travelers going to Region II and 63 - 72% travelers who go to Region III, IV and V use land transportation. In case of Region VIII 54% of travelers use land transportation.

Regional travelers movement by land transportation is estimated based on the above mentioned facts and major tourist flow by land are estimated as follows:

Origin	Destination	Number of Traveler Stay
NCR	RI	47,000
RIII	RI	14,000

The National Capital Region is the biggest travelers' generating region as shown on the above estimated land transportation movement. Majority of the regional travelers in Region I (Baguio City)come from NCR and Region III in which Kennon Road is the most popular route. NCR generated the biggest number of inter-regional travelers in Region VIII (Tacloban City) using the Maharlika Highway.

APPENDIX 7.2-1 NUMBER OF TRAVELERS' STAY BY REGION

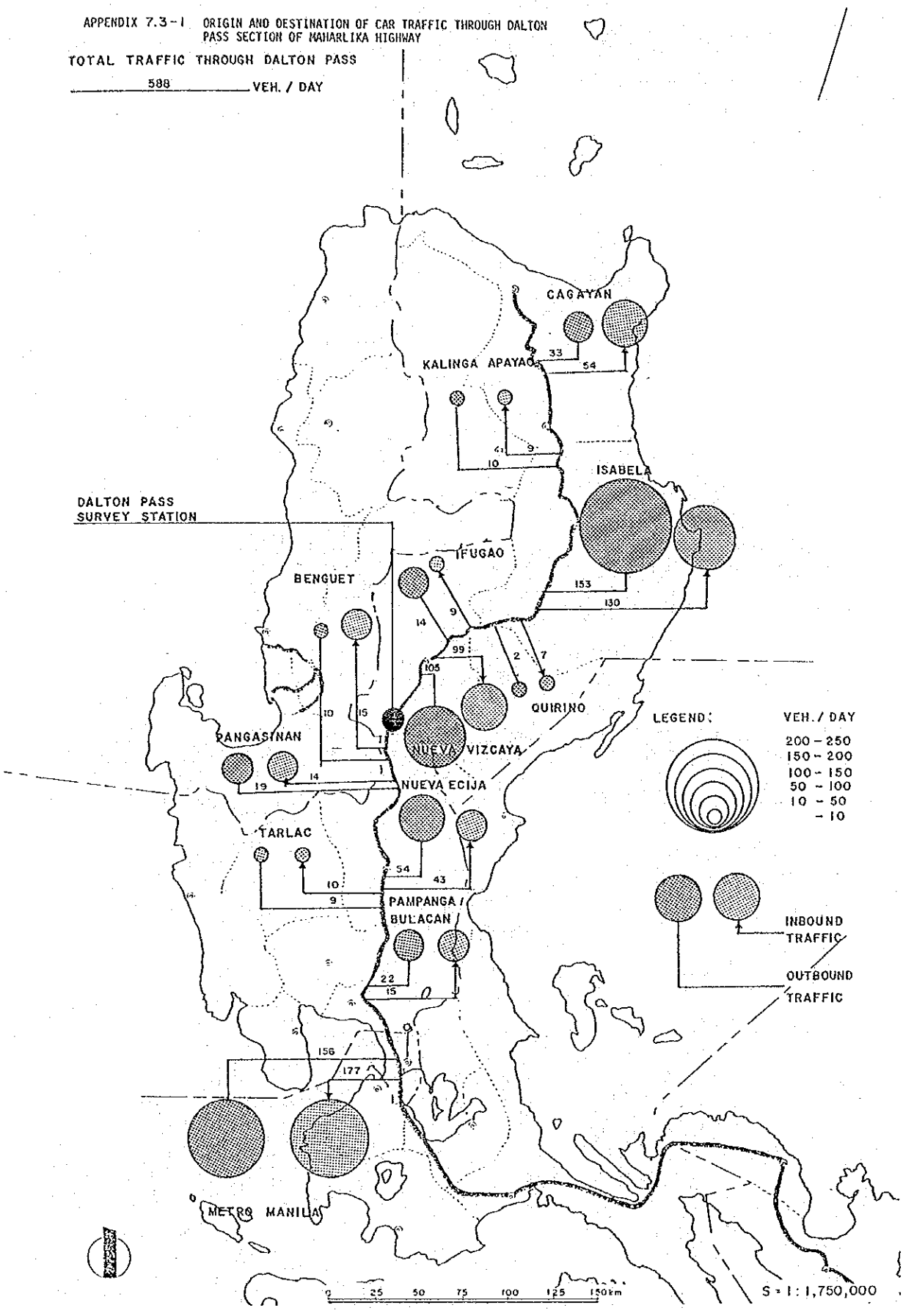
	Total Travelers' Stay		Phil. Resident	Foreigner	Note
R-1	145,915	(19.)	68.9%	31.1%	Baguio La Union
2	26,020	(3.)	53.3%	46.7%	Ifugao
3	62,204	(8.)	47.0%	53.0%	Bataan Olongapo
4	30,580	(4.)	70.0&	30.0%	
5	42,439	(5.)	91.7%	8.3%	Legaspi
6	58,467	(8.)	90.6%	9.4%	
7	67,609	(11.)	68.4%	31.6%	Cebu
8	24,829	(3.)	84.5%	15.5%	Tacloban
9	43,712	(6.)	86.8%	13.2%	Zamboanga
10	117,994	(15.)	96.4%	3.6%	Cagayan de Oro
11	131,714	(17.)	95.0%	5.0%	Davao
(12)	6,380	(1.)	99.0%	1.0%	
Total	772,863	(100%)	79.7%	20.3%	

SOURCE: Asian Institute of Tourism

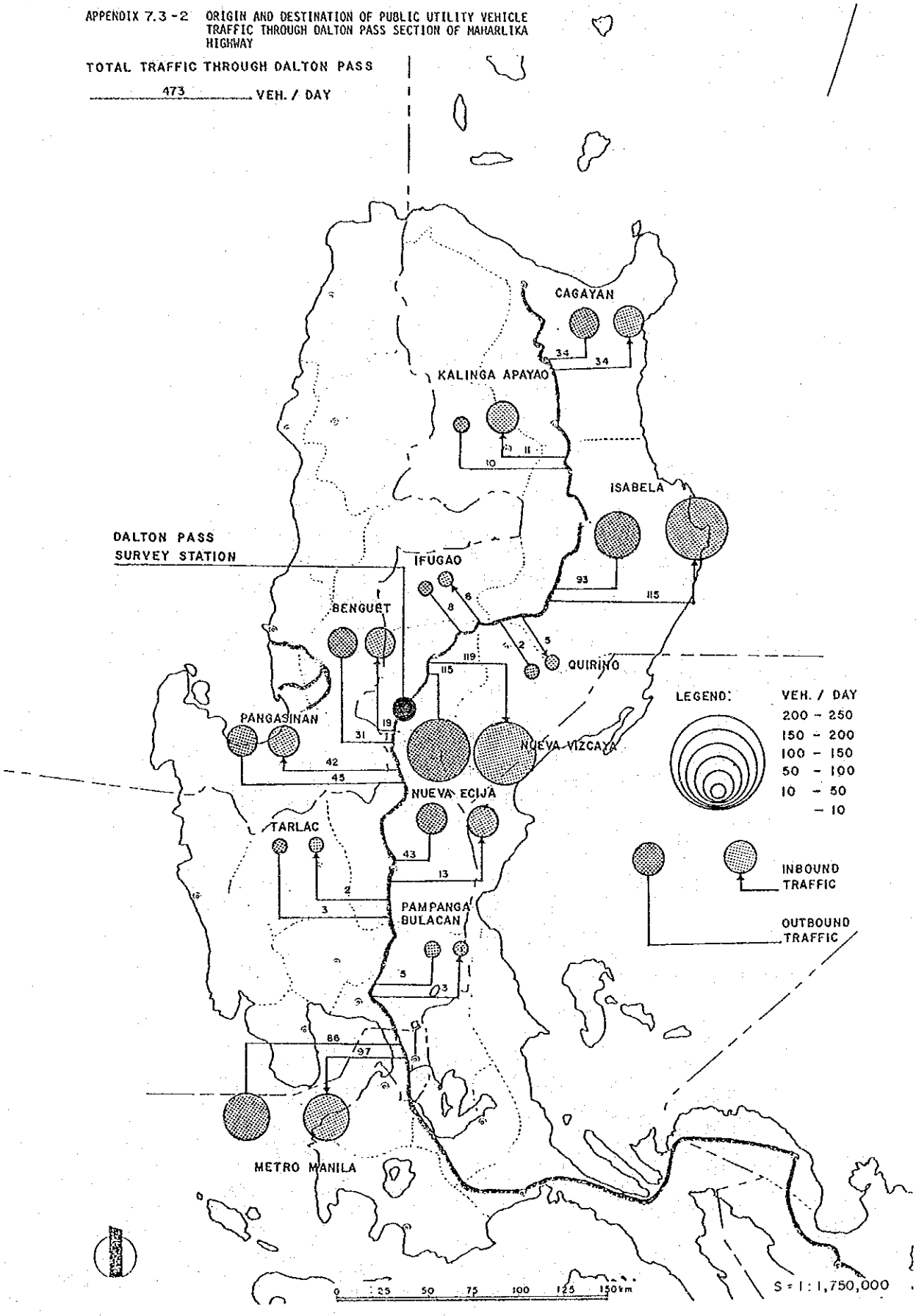
NOTE: ° Metro-Manila and Region XII is outside of Survey area.

° Result on from July 1982 to May 1983.

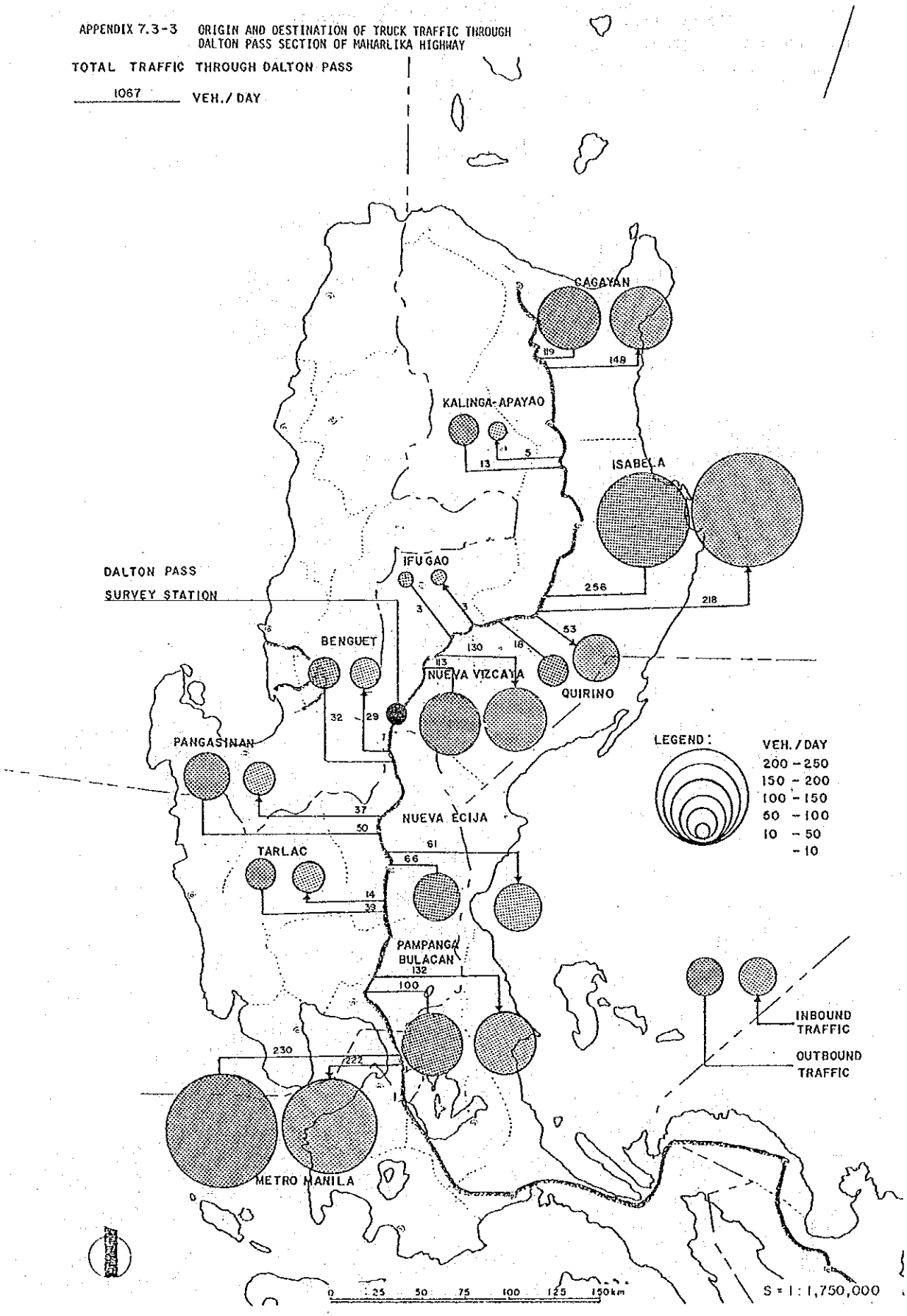
APPENDIX 7-3 Traffic/Commodity Flow Through Dalton Pass Section



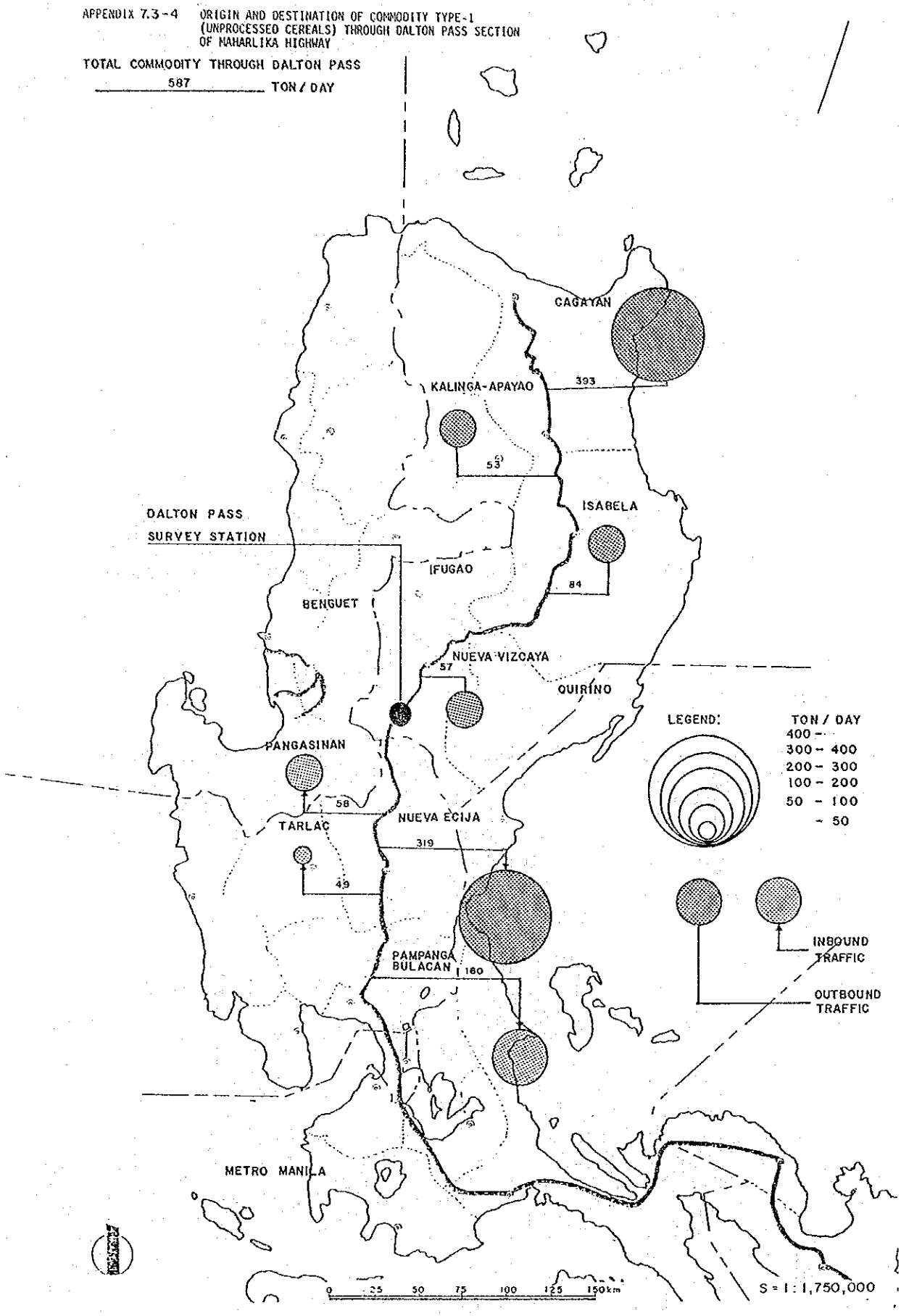
APPENDIX 7.3-2 ORIGIN AND DESTINATION OF PUBLIC UTILITY VEHICLE TRAFFIC THROUGH DALTON PASS SECTION OF MAHARLIKA HIGHWAY



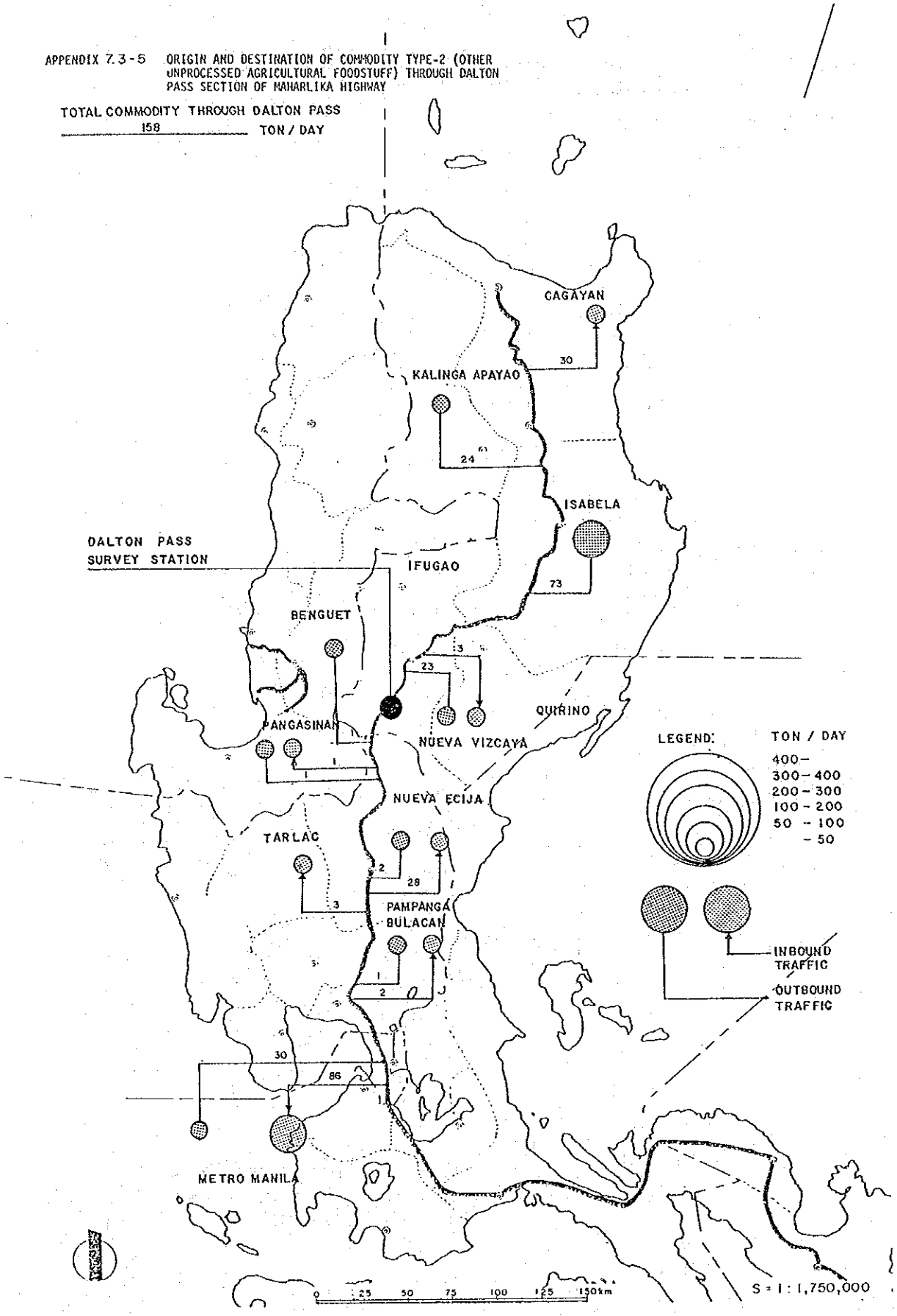
APPENDIX 7.3-3 ORIGIN AND DESTINATION OF TRUCK TRAFFIC THROUGH DALTON PASS SECTION OF MAHARLIKA HIGHWAY



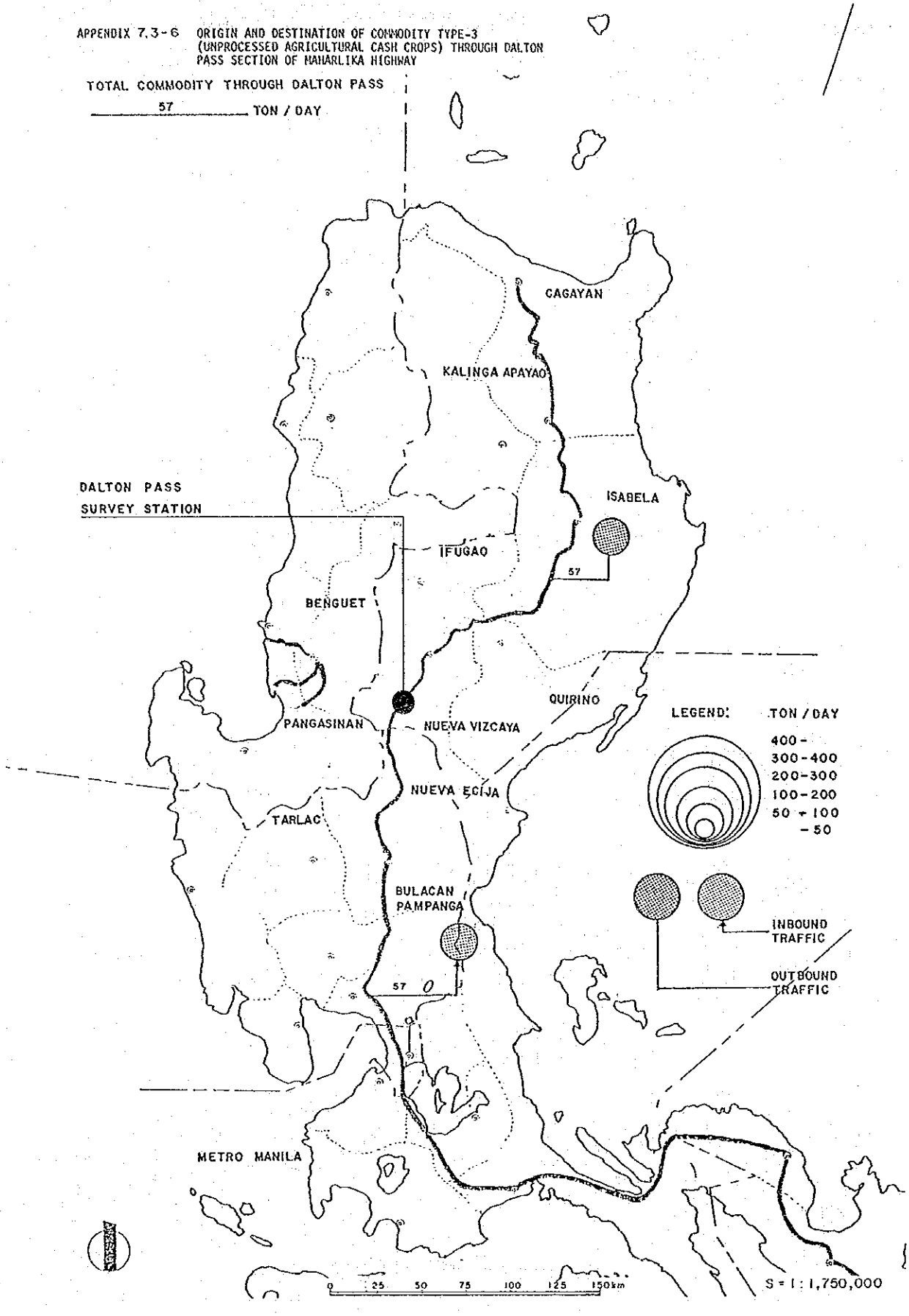
APPENDIX 7.3-4 ORIGIN AND DESTINATION OF COMMODITY TYPE-1 (UNPROCESSED CEREALS) THROUGH DALTON PASS SECTION OF NAHARLIKA HIGHWAY



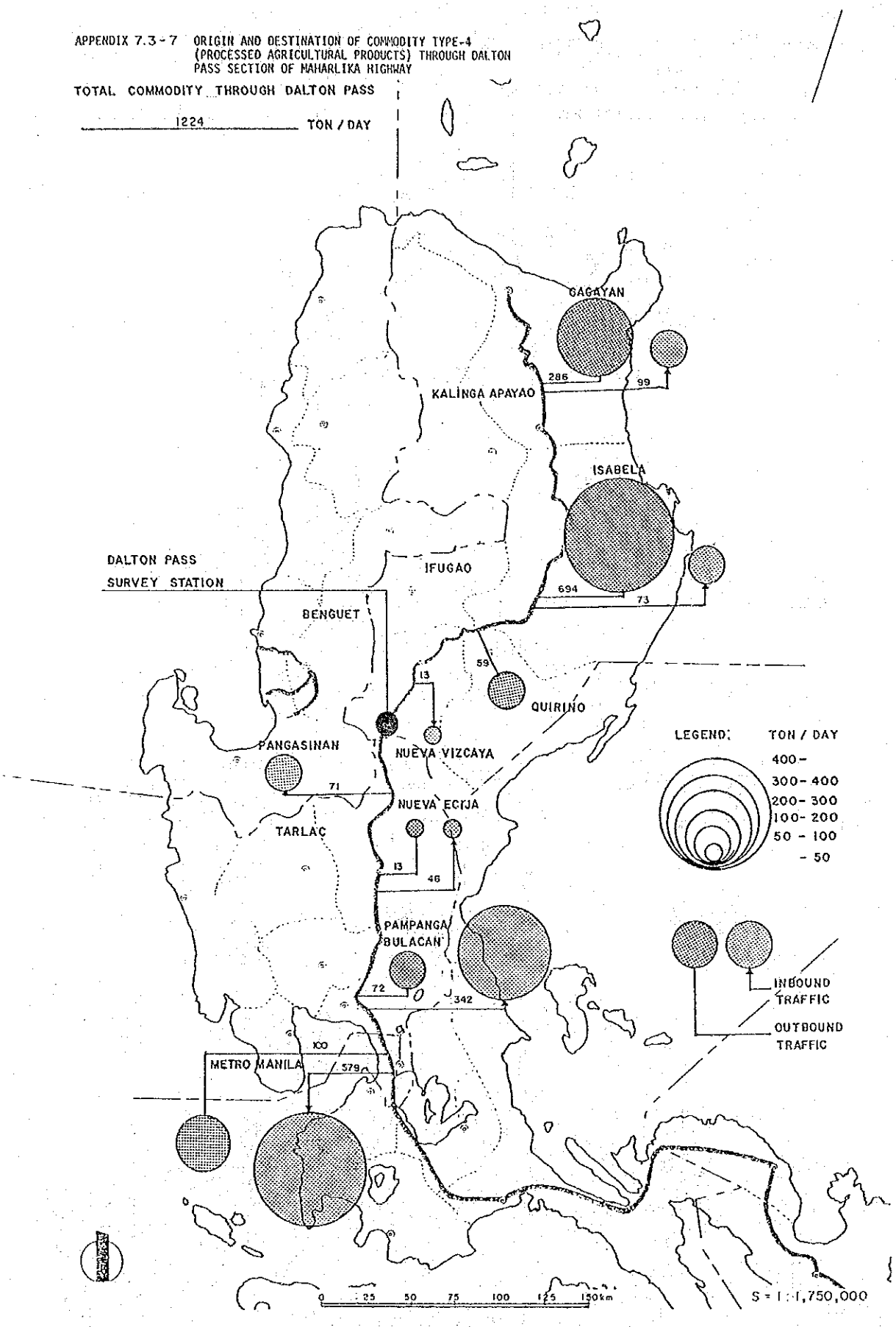
APPENDIX 7.3-5 ORIGIN AND DESTINATION OF COMMODITY TYPE-2 (OTHER UNPROCESSED AGRICULTURAL FOODSTUFF) THROUGH DALTON PASS SECTION OF MANARLIKA HIGHWAY



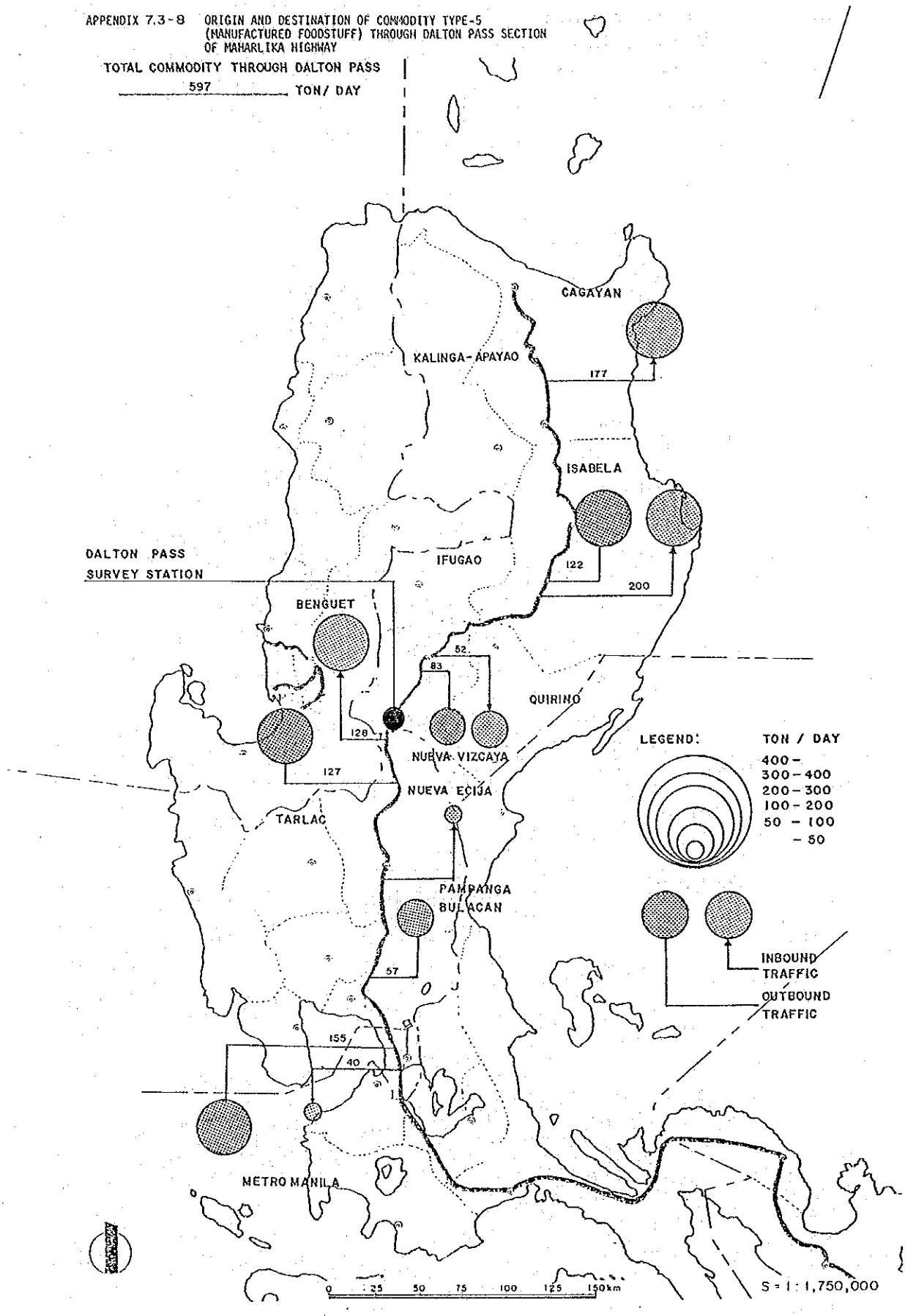
APPENDIX 7.3-6 ORIGIN AND DESTINATION OF COMMODITY TYPE-3 (UNPROCESSED AGRICULTURAL CASH CROPS) THROUGH DALTON PASS SECTION OF MAHARLIKA HIGHWAY



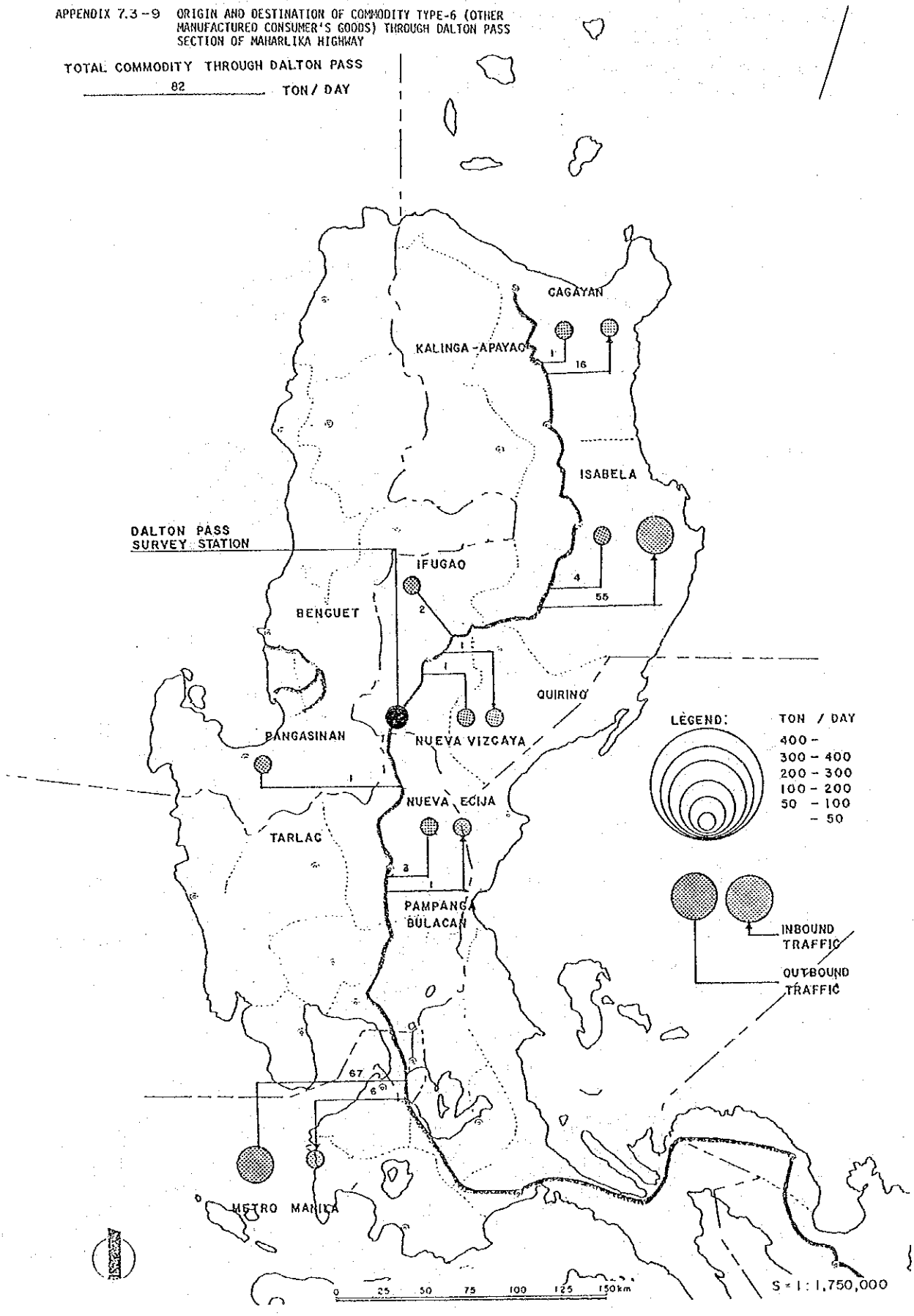
APPENDIX 7.3-7 ORIGIN AND DESTINATION OF COMMODITY TYPE-4 (PROCESSED AGRICULTURAL PRODUCTS) THROUGH DALTON PASS SECTION OF MAHARLIKA HIGHWAY



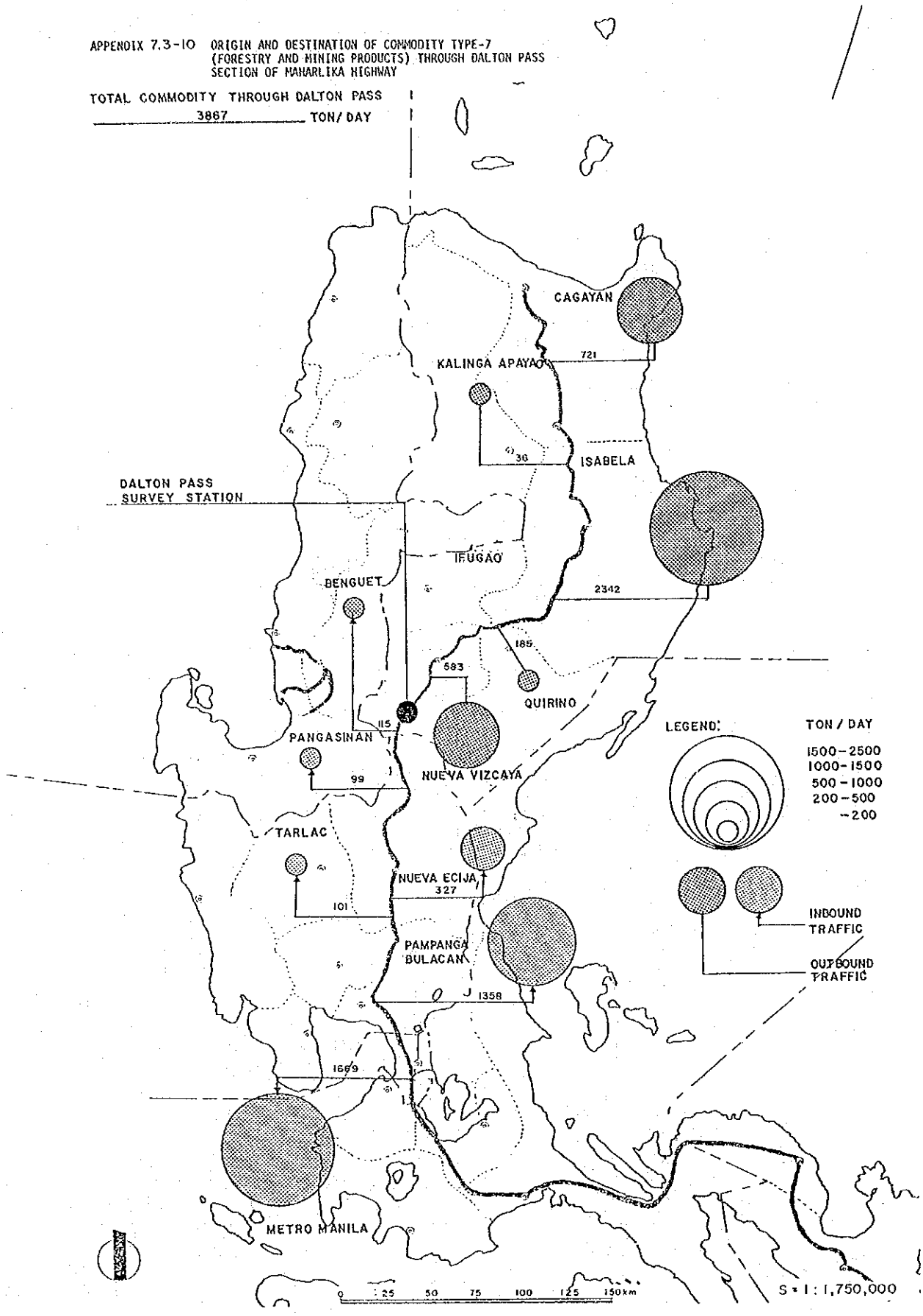
APPENDIX 7.3-8 ORIGIN AND DESTINATION OF COMMODITY TYPE-5 (MANUFACTURED FOODSTUFF) THROUGH DALTON PASS SECTION OF MAHARLIKA HIGHWAY



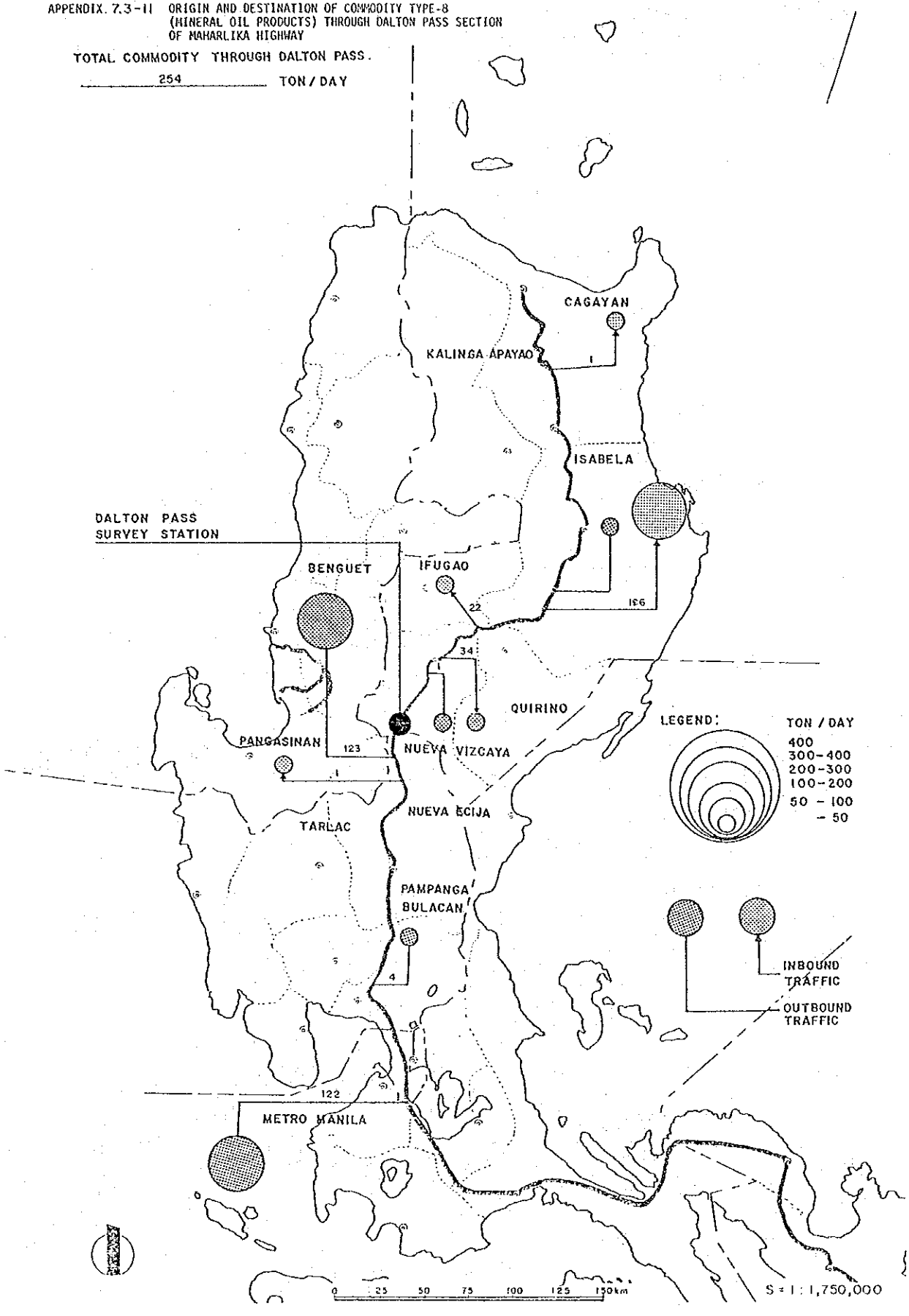
APPENDIX 7.3-9 ORIGIN AND DESTINATION OF COMMODITY TYPE-6 (OTHER MANUFACTURED CONSUMER'S GOODS) THROUGH DALTON PASS SECTION OF MAHARLIKA HIGHWAY



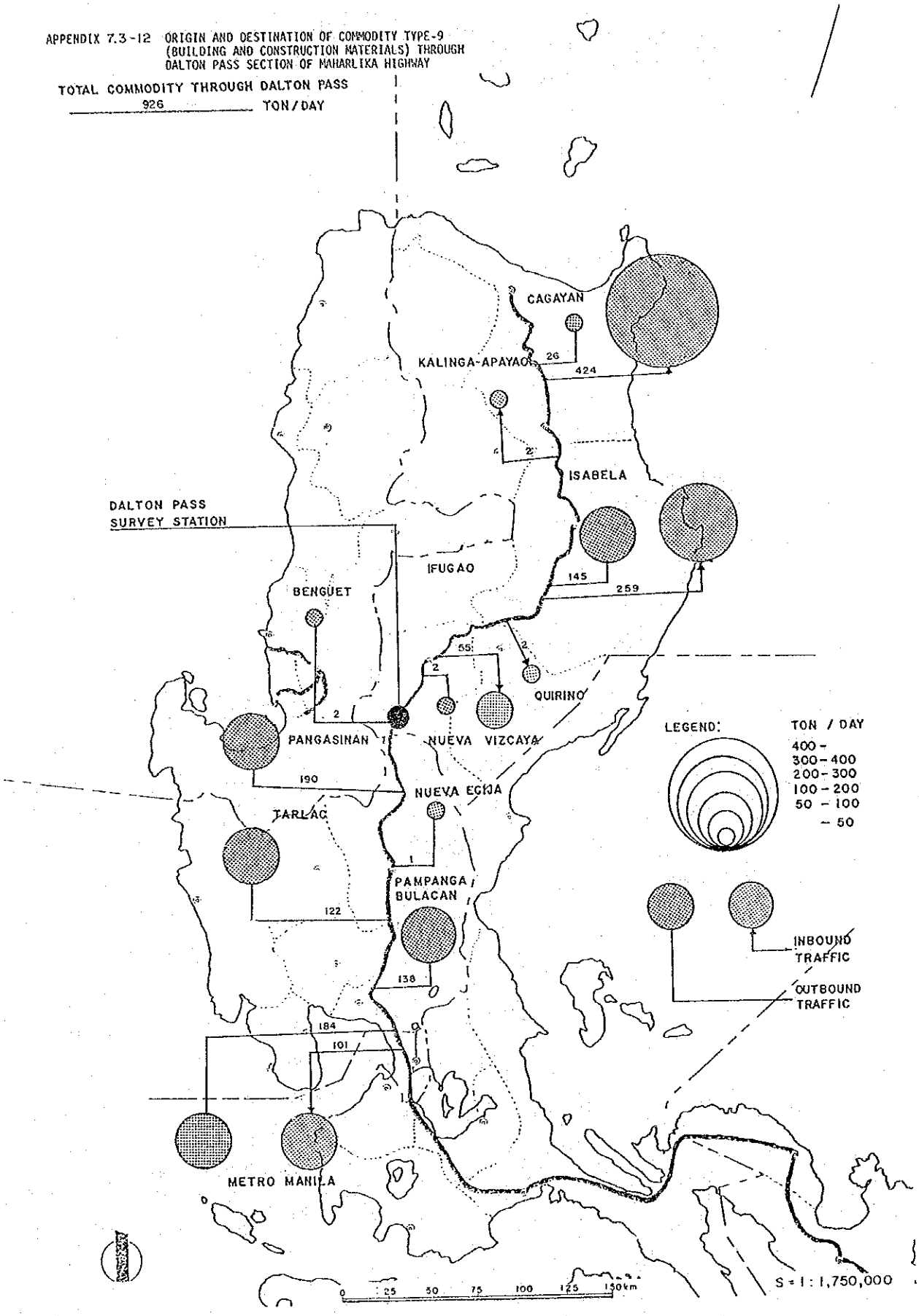
APPENDIX 7.3-10 ORIGIN AND DESTINATION OF COMMODITY TYPE-7 (FORESTRY AND MINING PRODUCTS) THROUGH DALTON PASS SECTION OF MANARLIKA HIGHWAY



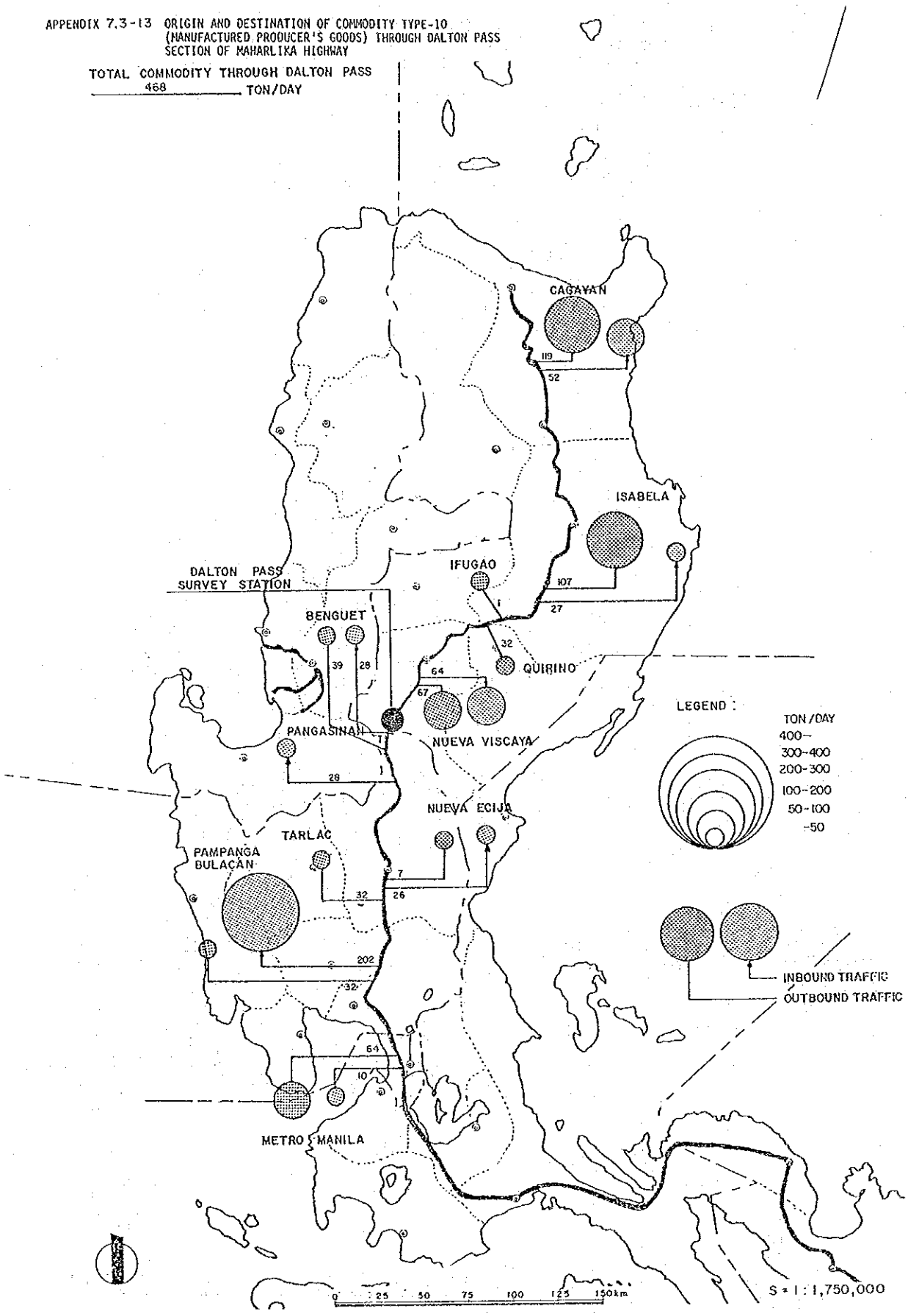
APPENDIX. 7.3-11 ORIGIN AND DESTINATION OF COMMODITY TYPE-8 (MINERAL OIL PRODUCTS) THROUGH DALTON PASS SECTION OF MAHARLIKA HIGHWAY



APPENDIX 7.3-12 ORIGIN AND DESTINATION OF COMMODITY TYPE-9 (BUILDING AND CONSTRUCTION MATERIALS) THROUGH DALTON PASS SECTION OF MAHARLIKA HIGHWAY

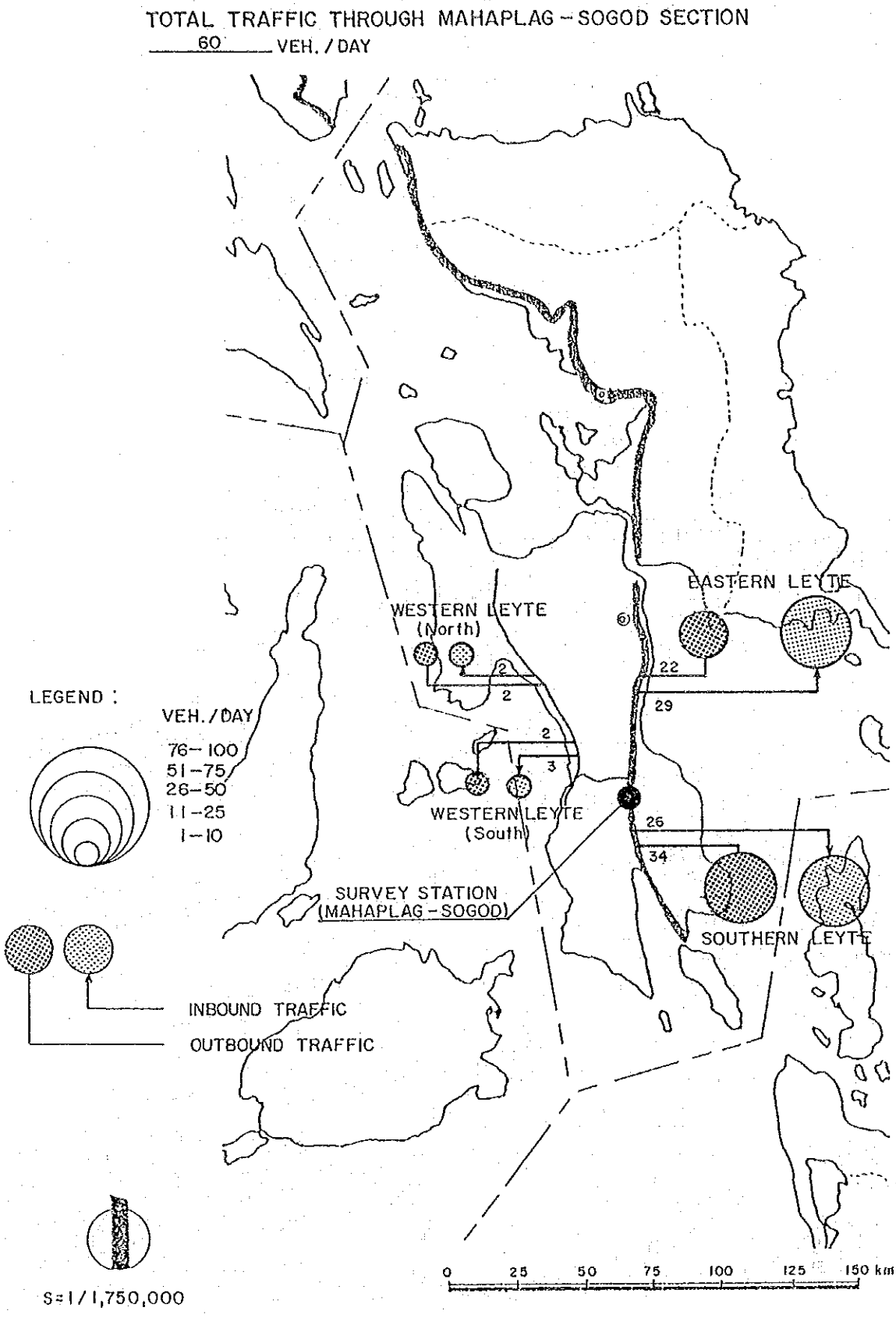


APPENDIX 7.3-13 ORIGIN AND DESTINATION OF COMMODITY TYPE-10 (MANUFACTURED PRODUCER'S GOODS) THROUGH DALTON PASS SECTION OF MAHARLIKA HIGHWAY

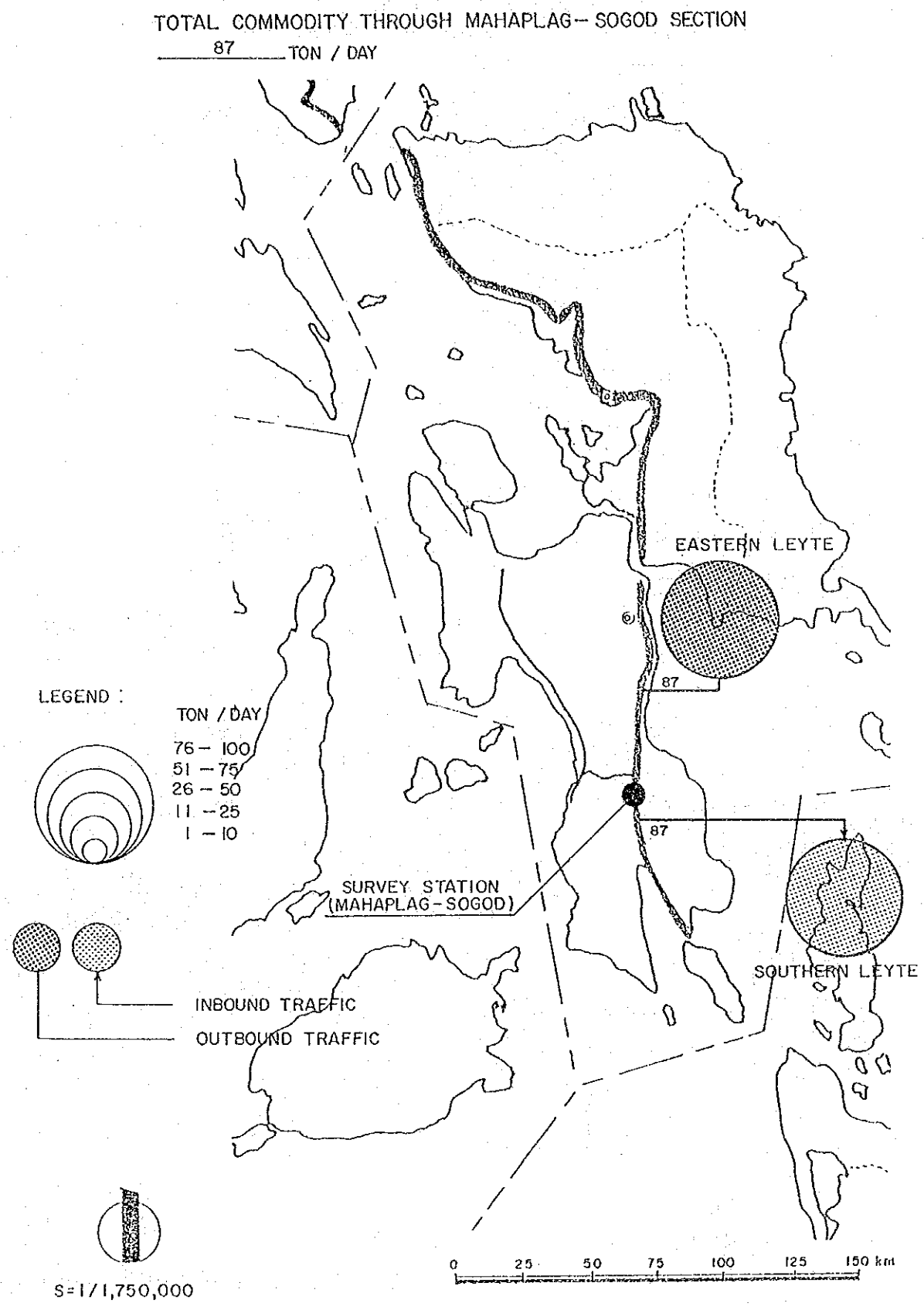


APPENDIX 7-4 Traffic/Commodity Flow Through Mahaplag-Sogod Section, Leyte

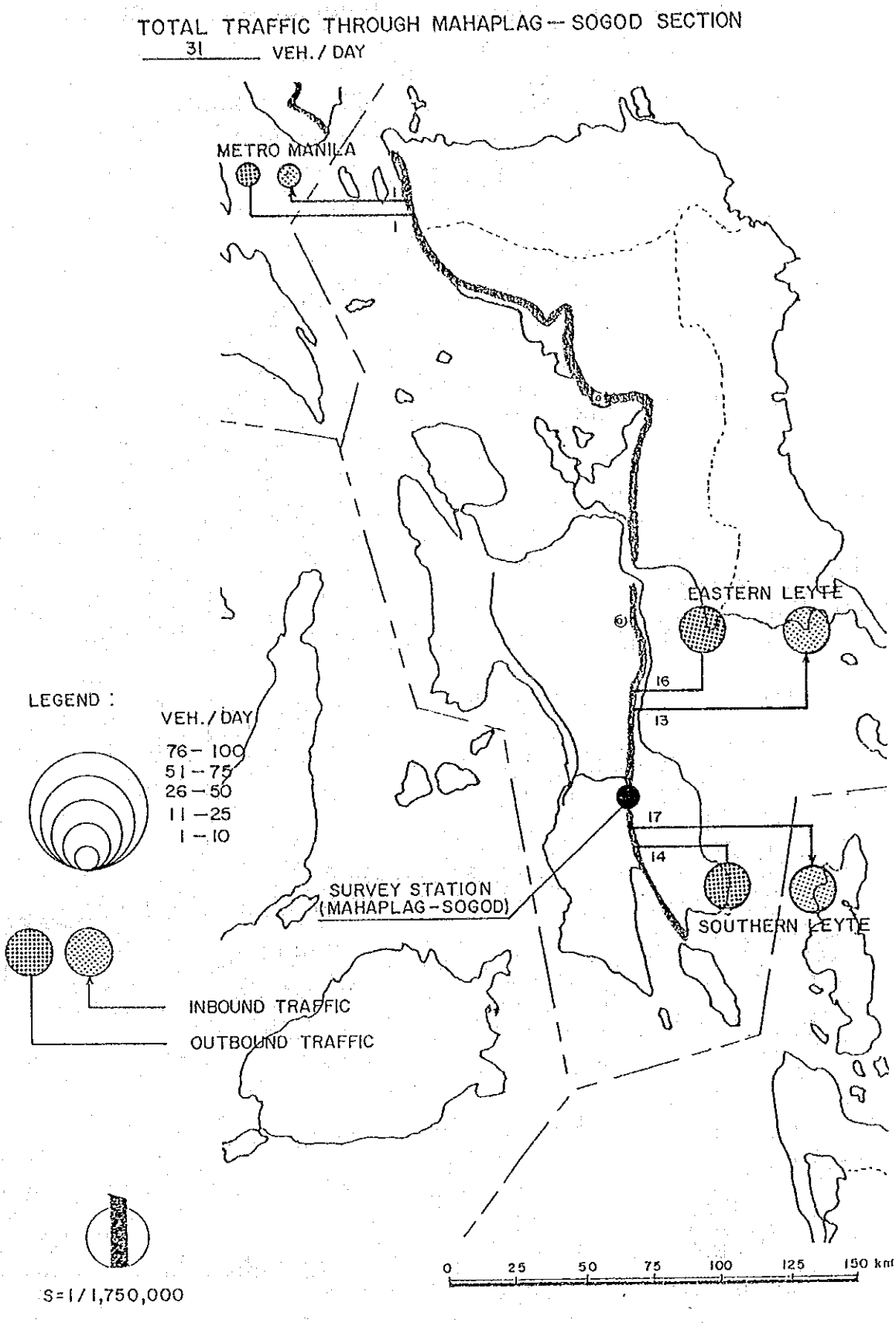
APPENDIX 7.4-1 ORIGIN AND DESTINATION OF CAR TRAFFIC THROUGH MAHAPLAG-SOGOD SECTION OF MAHARLIKA HIGHWAY IN LEYTE



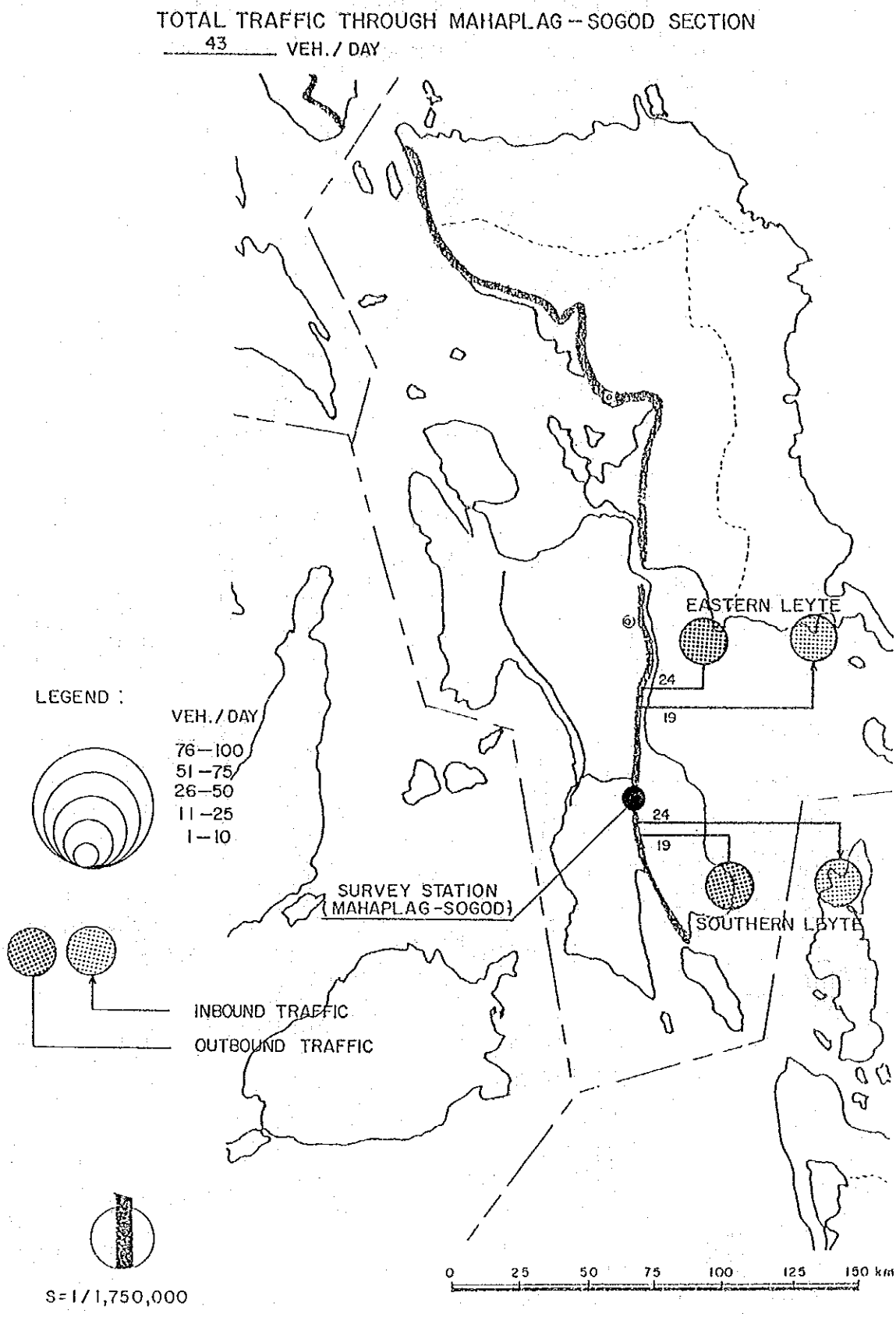
APPENDIX 7.4-5 ORIGIN AND DESTINATION OF COMMODITY TYPE-5 (MANUFACTURED FOODSTUFF) THROUGH MAHAPLAG-SOGOD SECTION OF MAHARLIKA HIGHWAY IN LEYTE



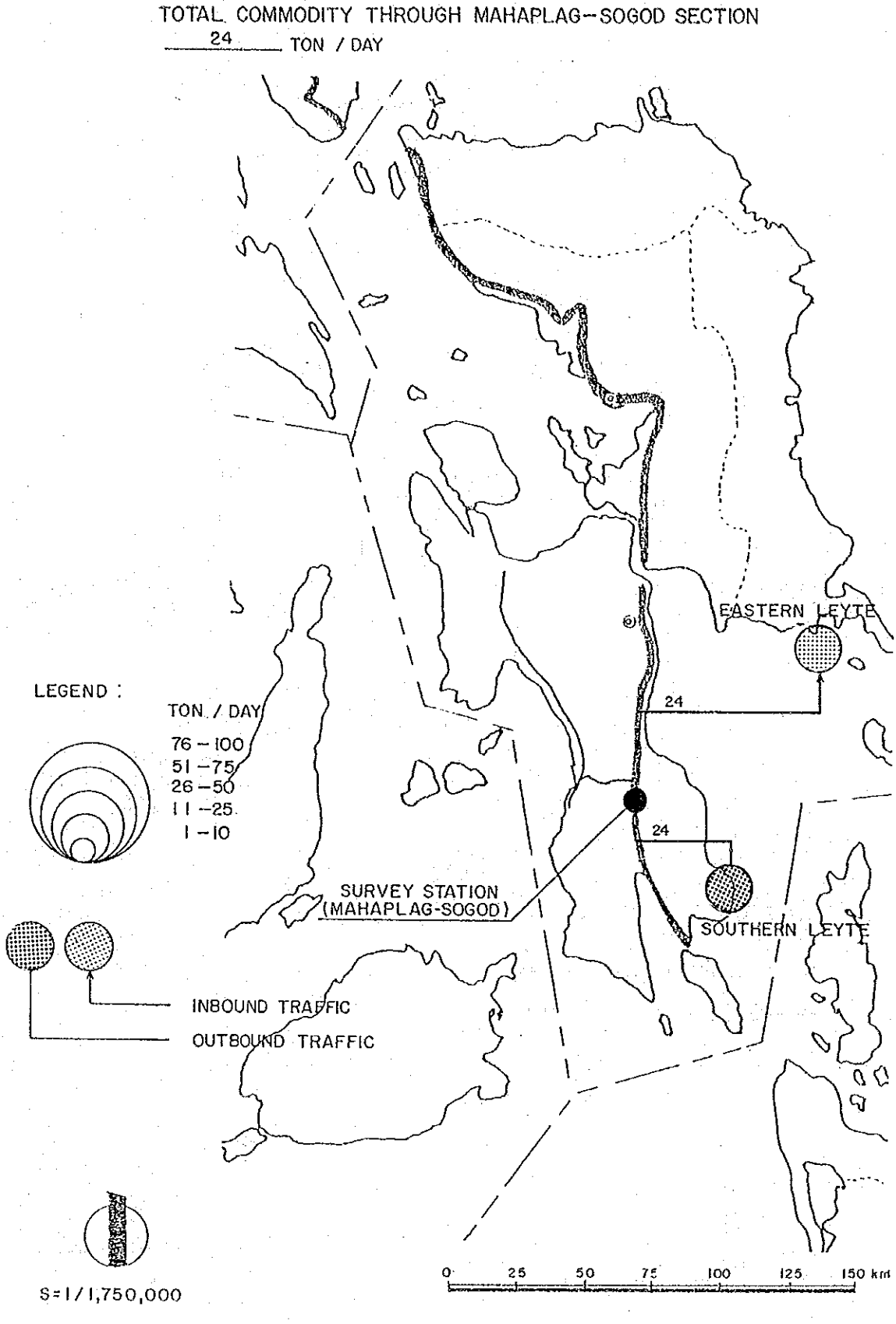
APPENDIX 7.4-2 ORIGIN AND DESTINATION OF PUBLIC UTILITY VEHICLE TRAFFIC THROUGH MAHAPLAG-SOGOD SECTION OF MAHARLIKA HIGHWAY IN LEYTE



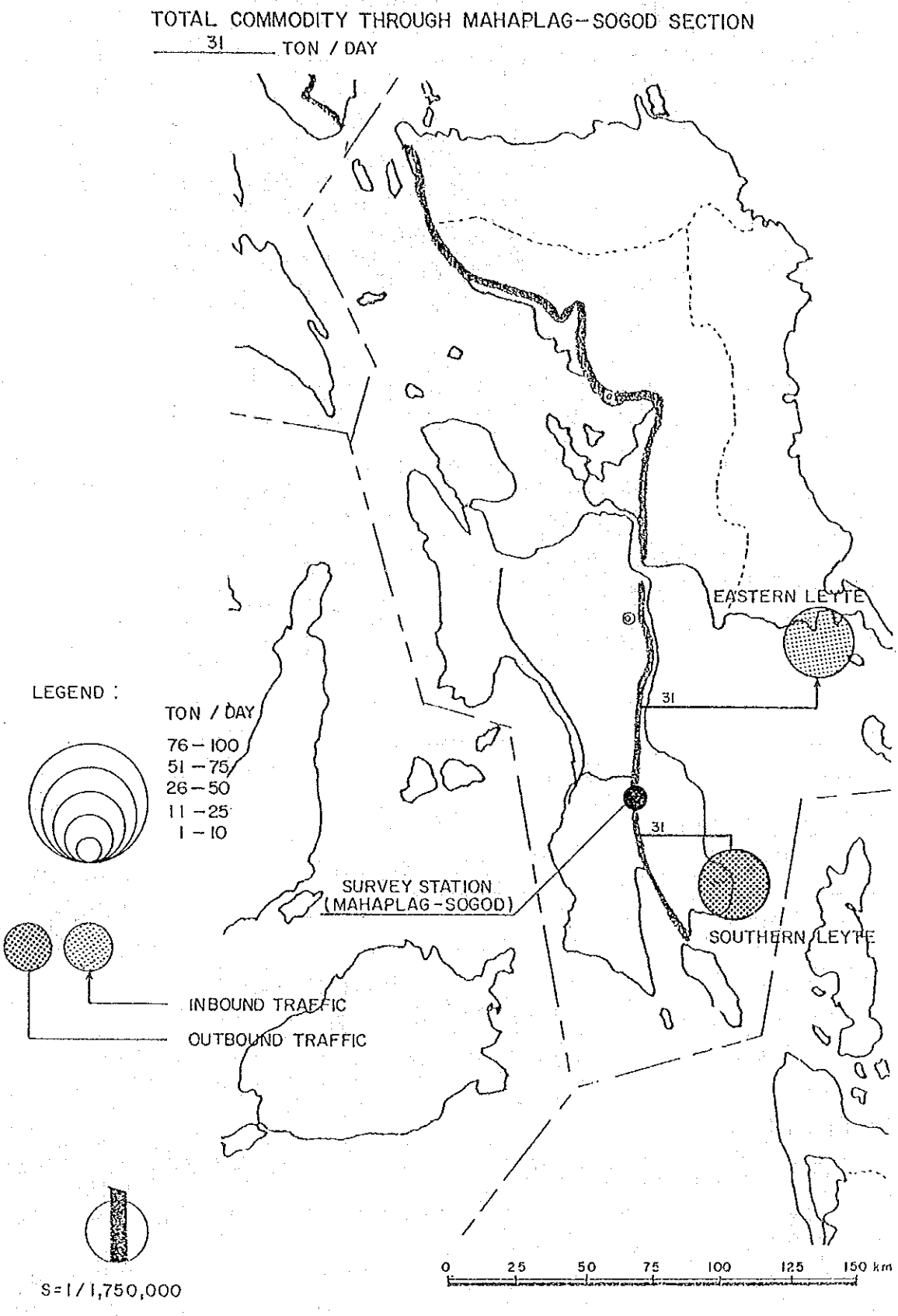
APPENDIX 7.4-3 ORIGIN AND DESTINATION OF TRUCK TRAFFIC THROUGH MAHAPLAG-SOGOD SECTION OF MAHARLIKA HIGHWAY IN LEYTE



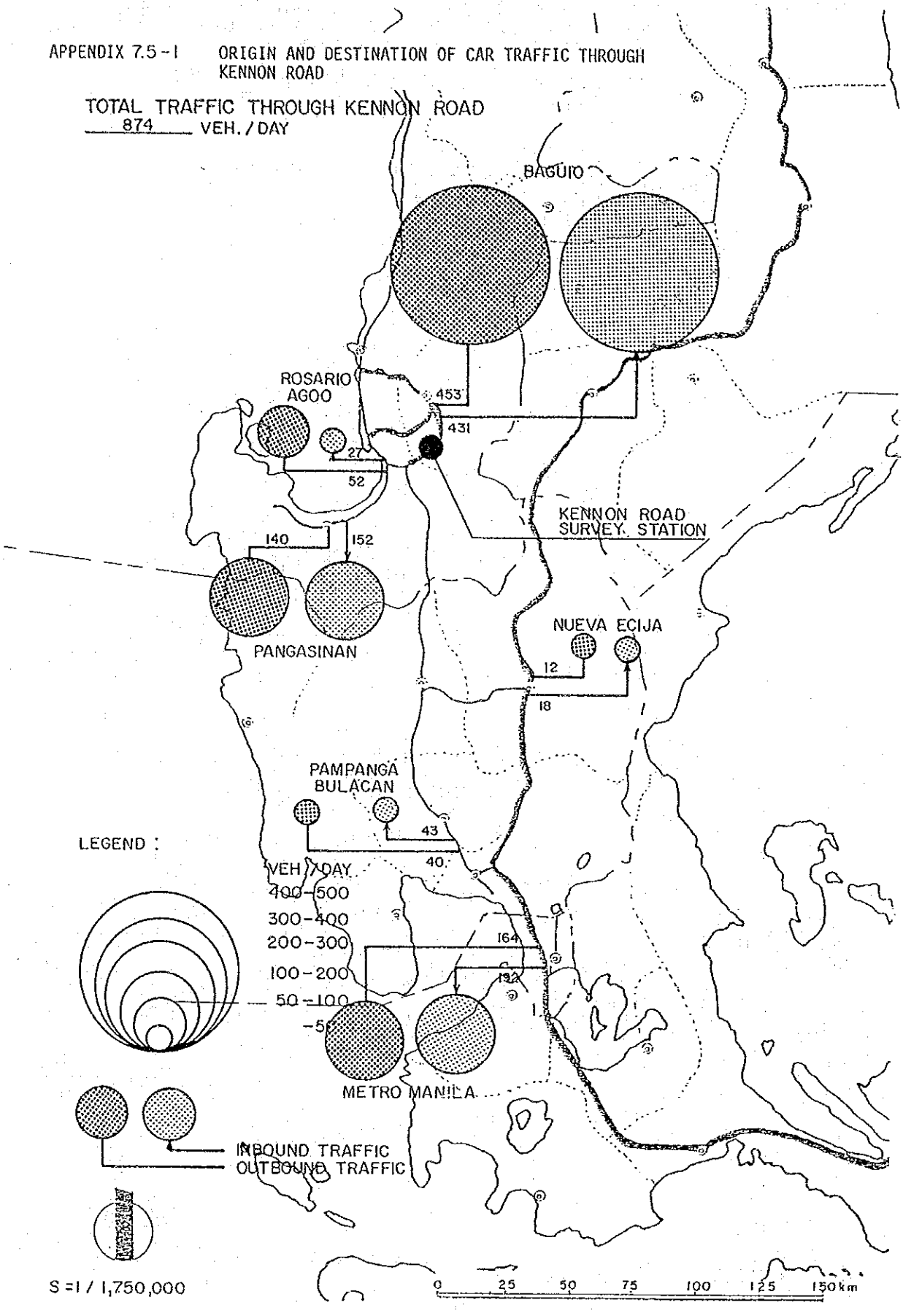
APPENDIX 7.4-4 ORIGIN AND DESTINATION OF COMMODITY TYPE-3 (UNPROCESSED AGRICULTURAL CASH CROPS) THROUGH MAHAPLAG-SOGOD SECTION OF MAHARLIKA HIGHWAY IN LEYTE



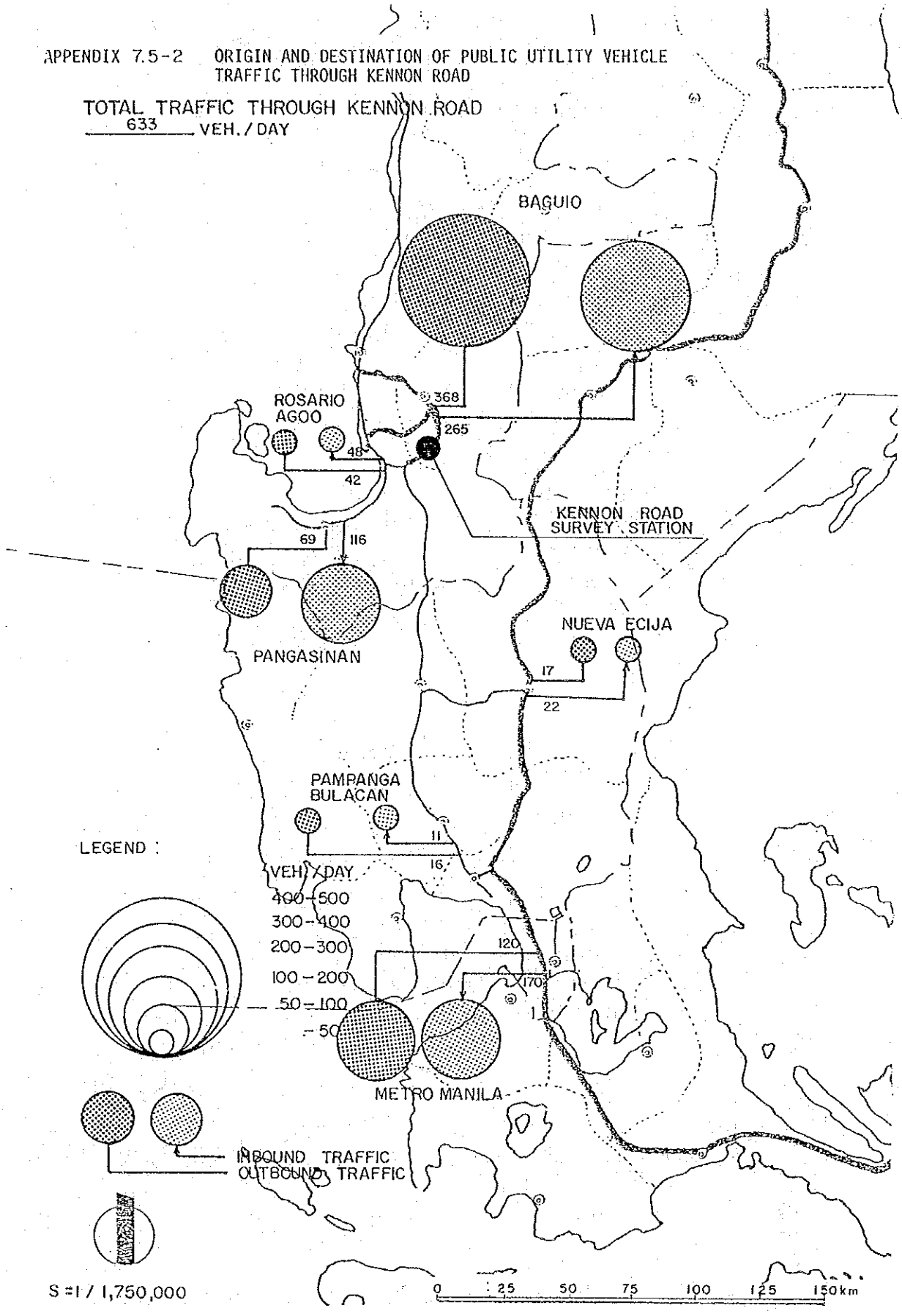
APPENDIX 7.4-6 ORIGIN AND DESTINATION OF COMMODITY TYPE-10 (MANUFACTURED PRODUCER'S GOODS) THROUGH MAHAPLAG-SOGOD SECTION OF MAHARLIKA HIGHWAY IN LEYTE



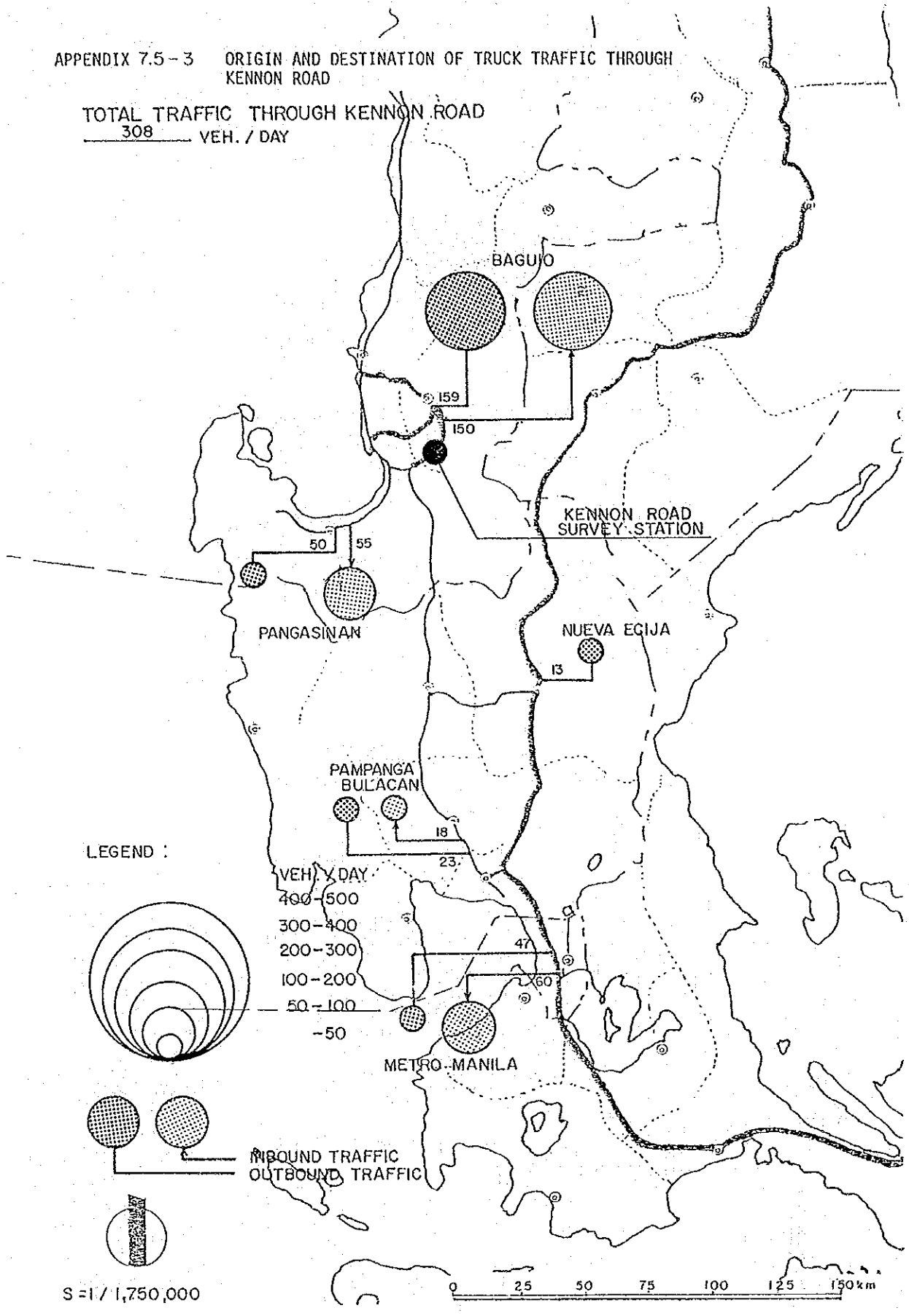
APPENDIX 7-5 Traffic/Commodity Flow Kennon Road



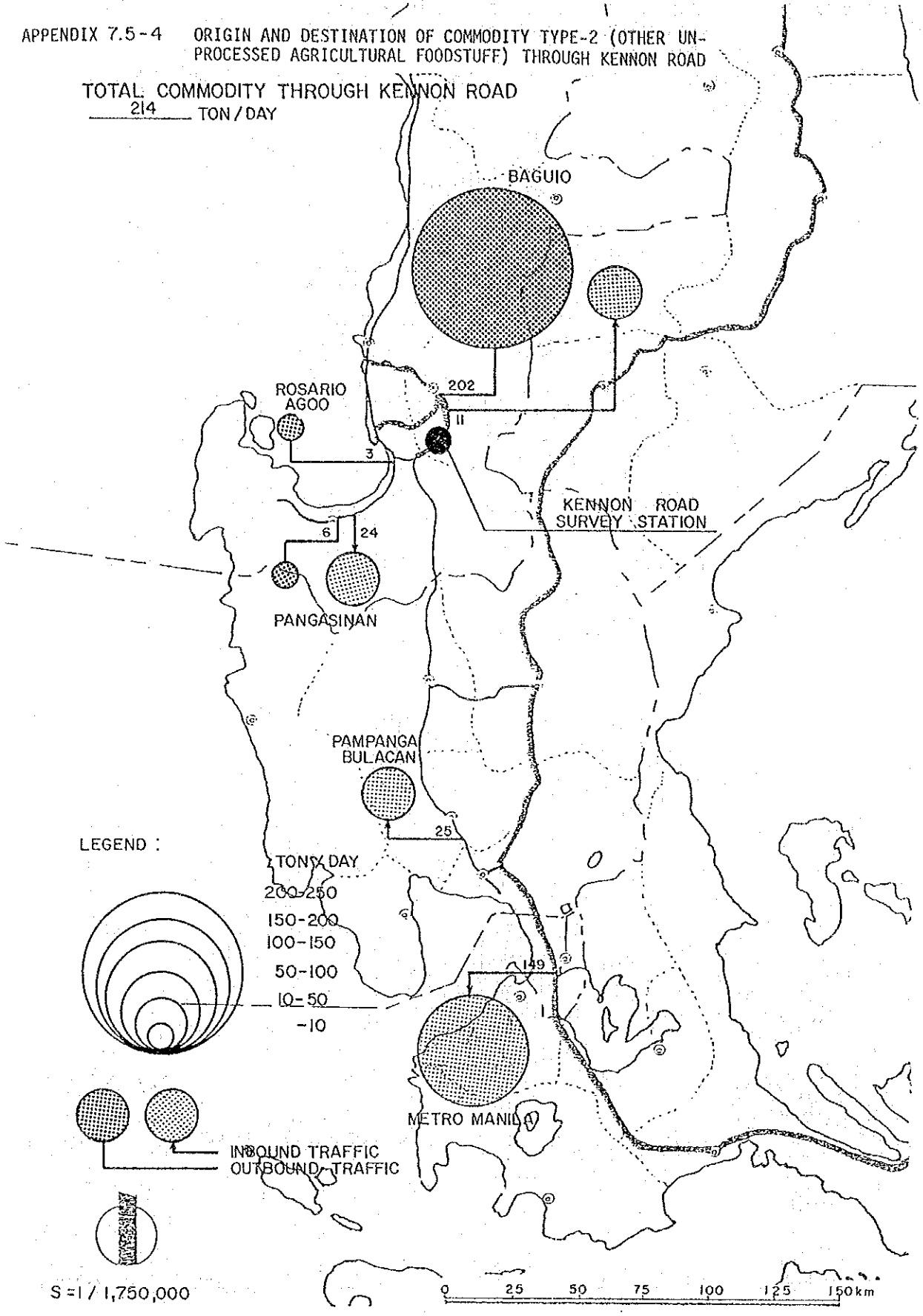
APPENDIX 7.5-2 ORIGIN AND DESTINATION OF PUBLIC UTILITY VEHICLE TRAFFIC THROUGH KENNON ROAD



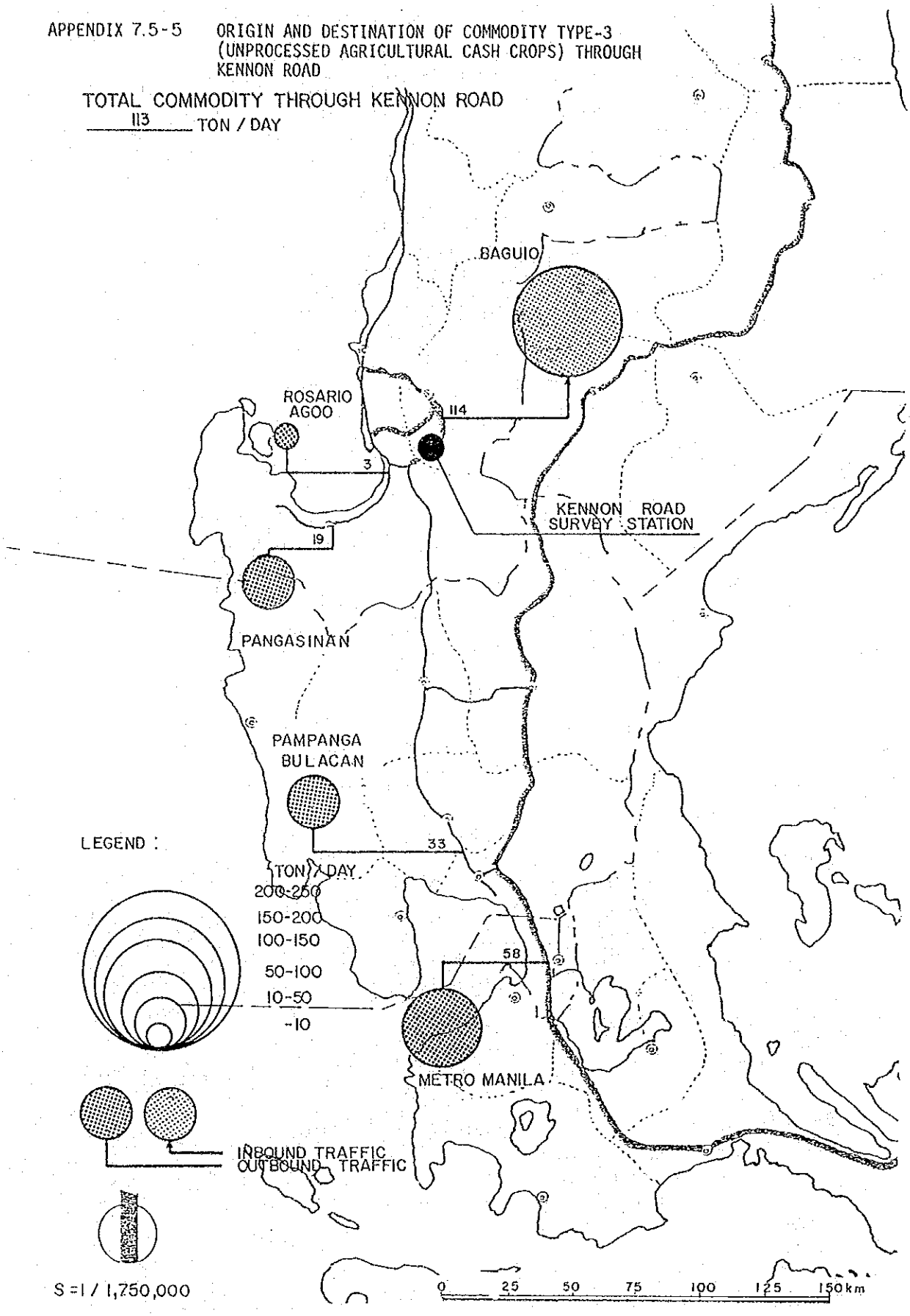
APPENDIX 7.5-3 ORIGIN AND DESTINATION OF TRUCK TRAFFIC THROUGH KENNON ROAD



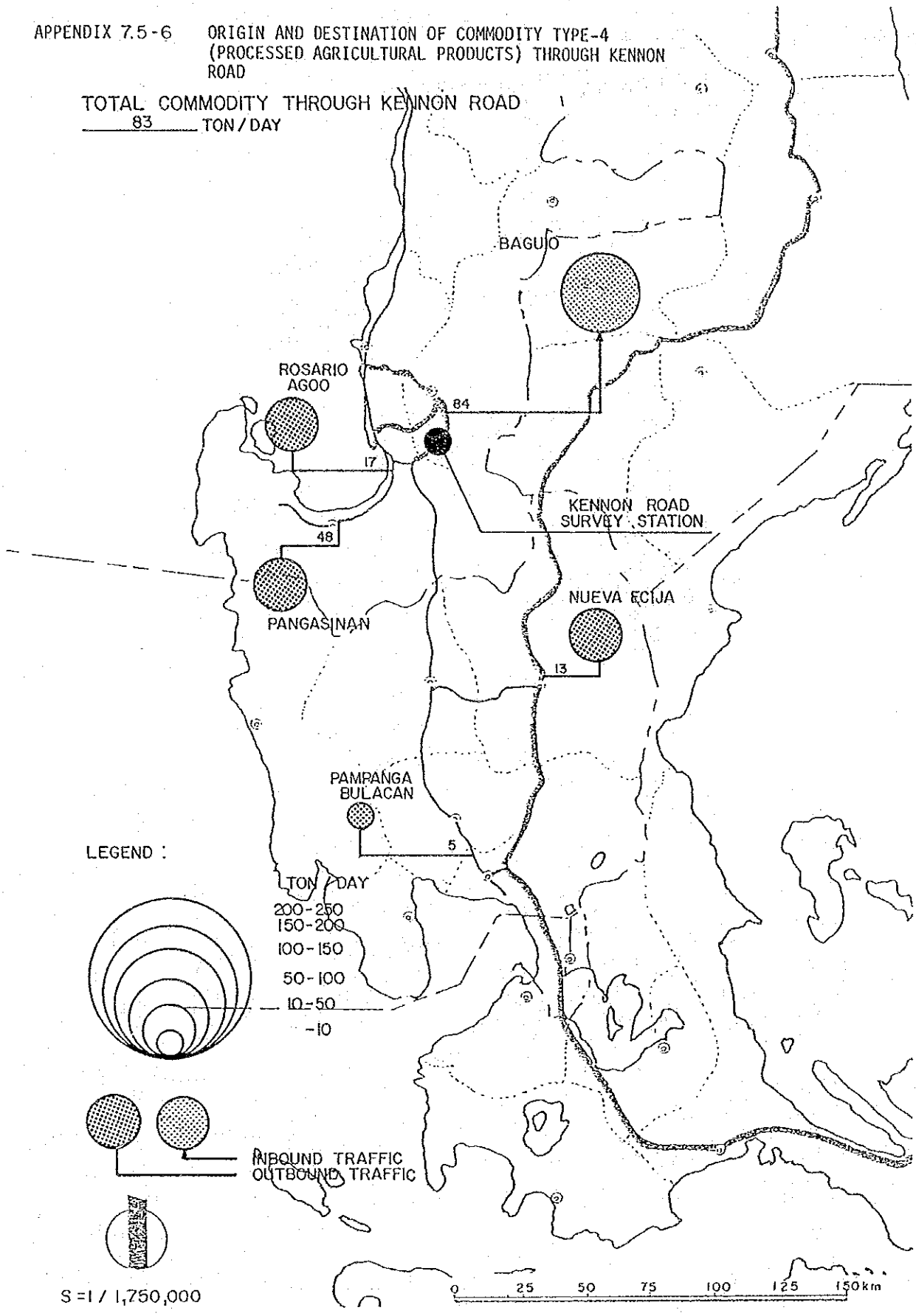
APPENDIX 7.5-4 ORIGIN AND DESTINATION OF COMMODITY TYPE-2 (OTHER UN-PROCESSED AGRICULTURAL FOODSTUFF) THROUGH KENNON ROAD



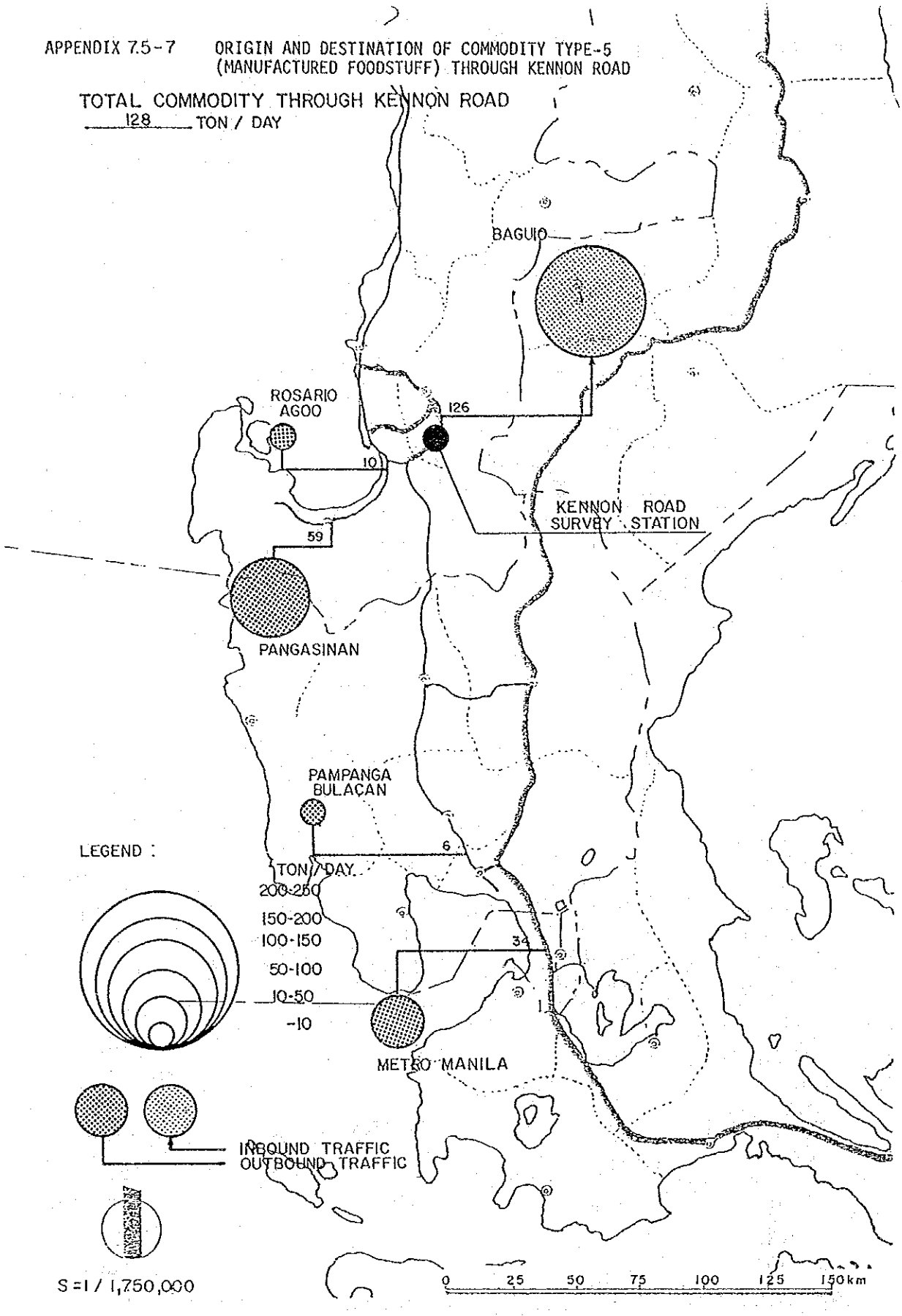
APPENDIX 7.5-5 ORIGIN AND DESTINATION OF COMMODITY TYPE-3 (UNPROCESSED AGRICULTURAL CASH CROPS) THROUGH KENNON ROAD



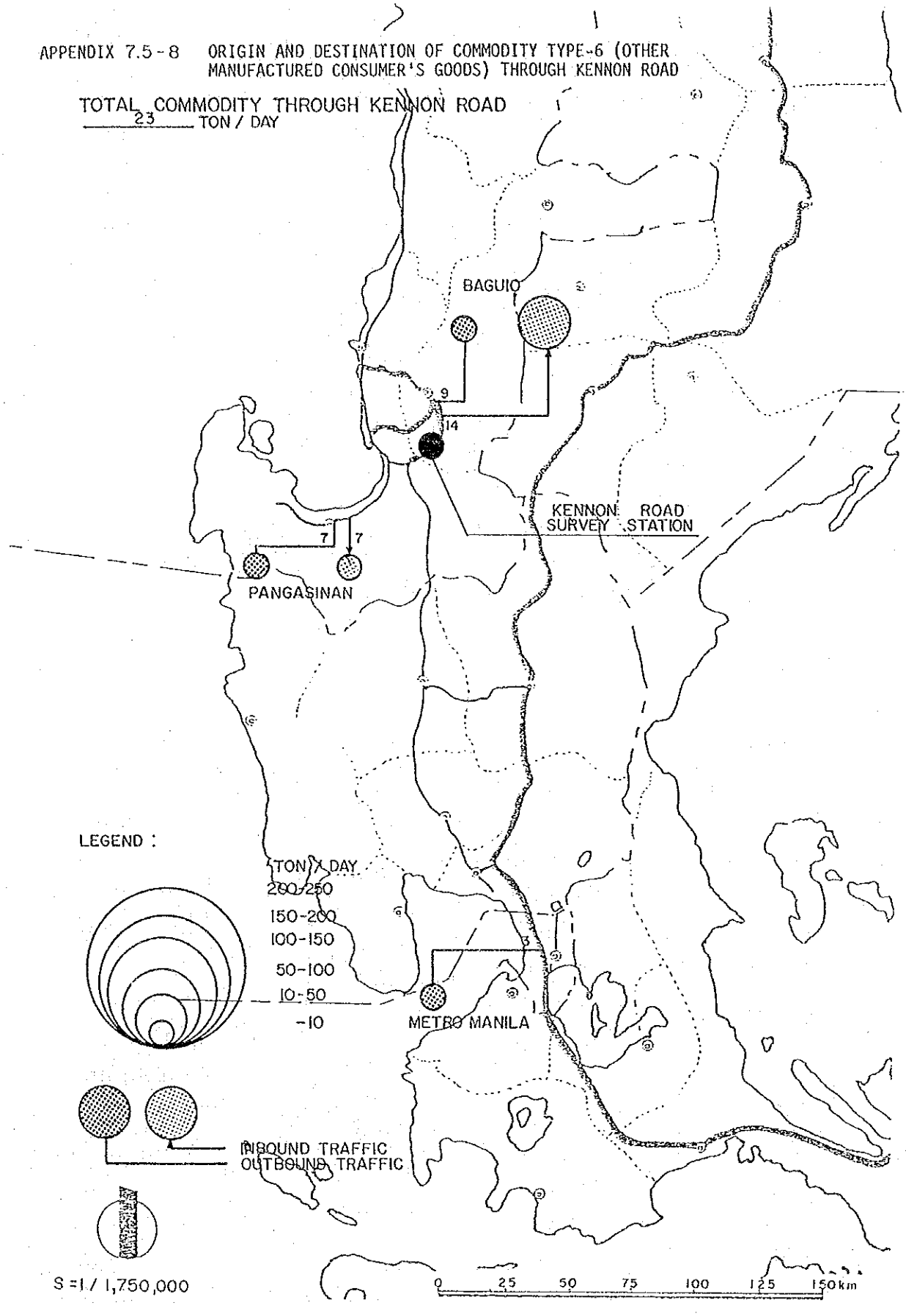
APPENDIX 7.5-6 ORIGIN AND DESTINATION OF COMMODITY TYPE-4 (PROCESSED AGRICULTURAL PRODUCTS) THROUGH KENNON ROAD



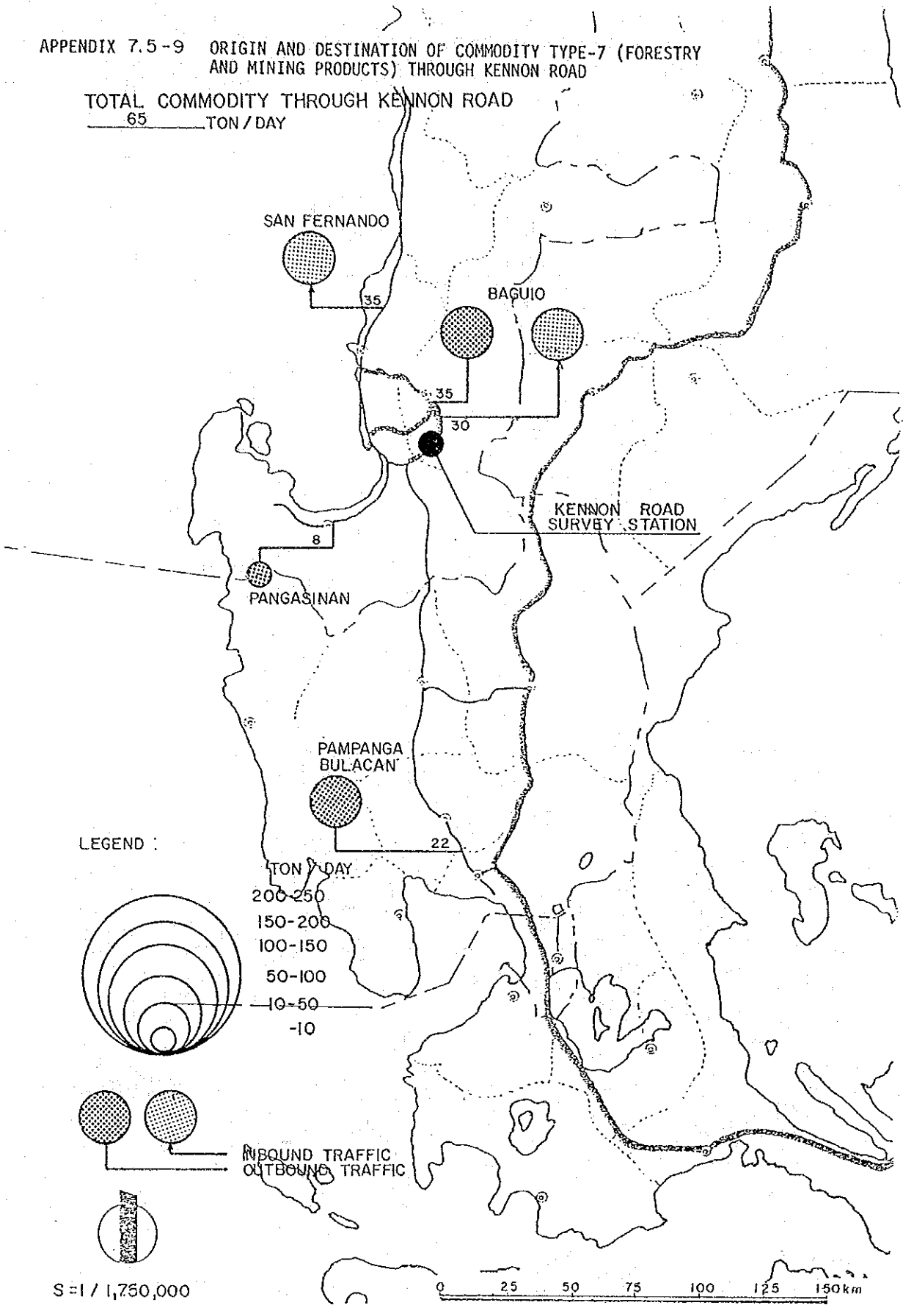
APPENDIX 7.5-7 ORIGIN AND DESTINATION OF COMMODITY TYPE-5 (MANUFACTURED FOODSTUFF) THROUGH KENNON ROAD



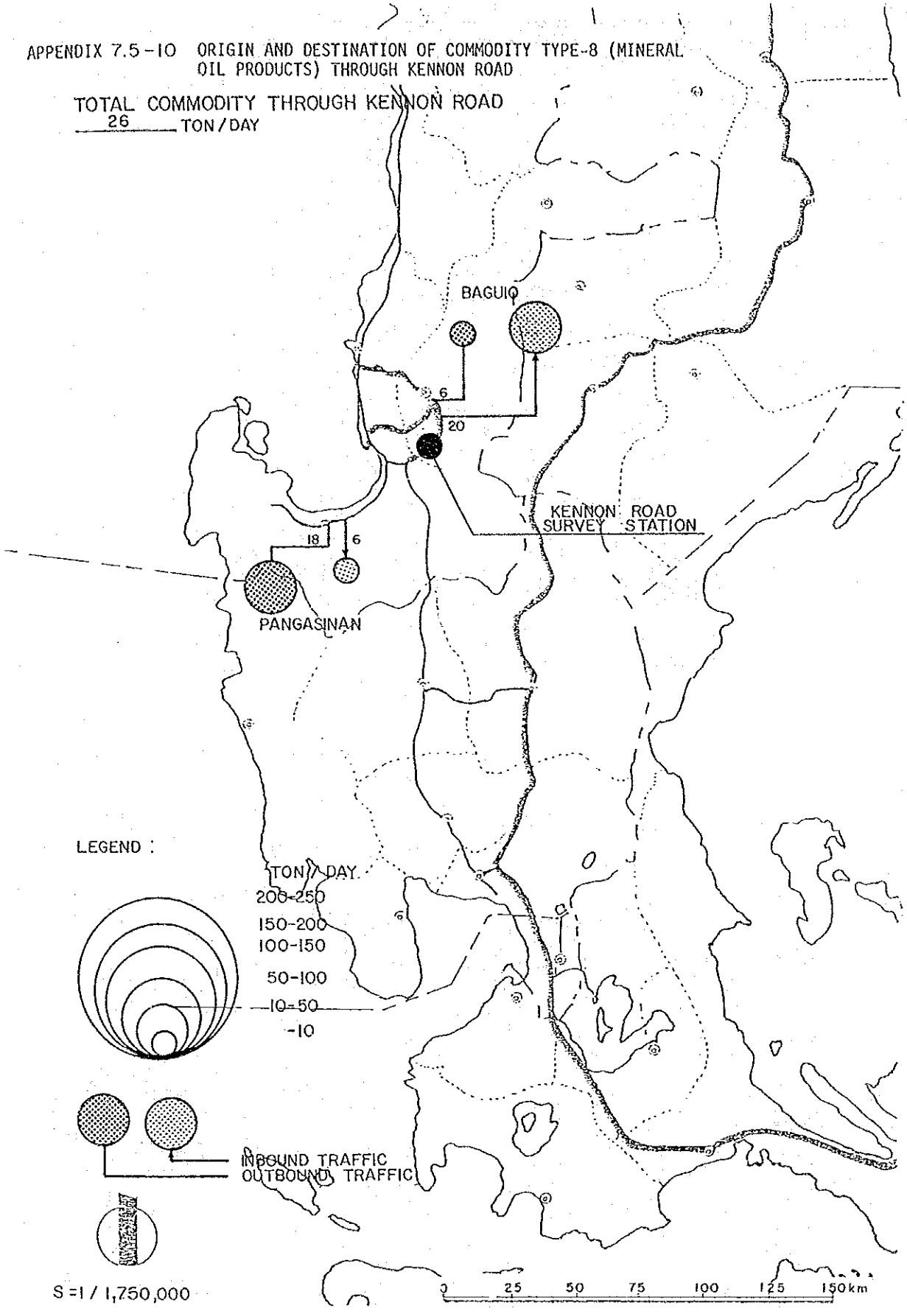
APPENDIX 7.5-8 ORIGIN AND DESTINATION OF COMMODITY TYPE-6 (OTHER MANUFACTURED CONSUMER'S GOODS) THROUGH KENNON ROAD



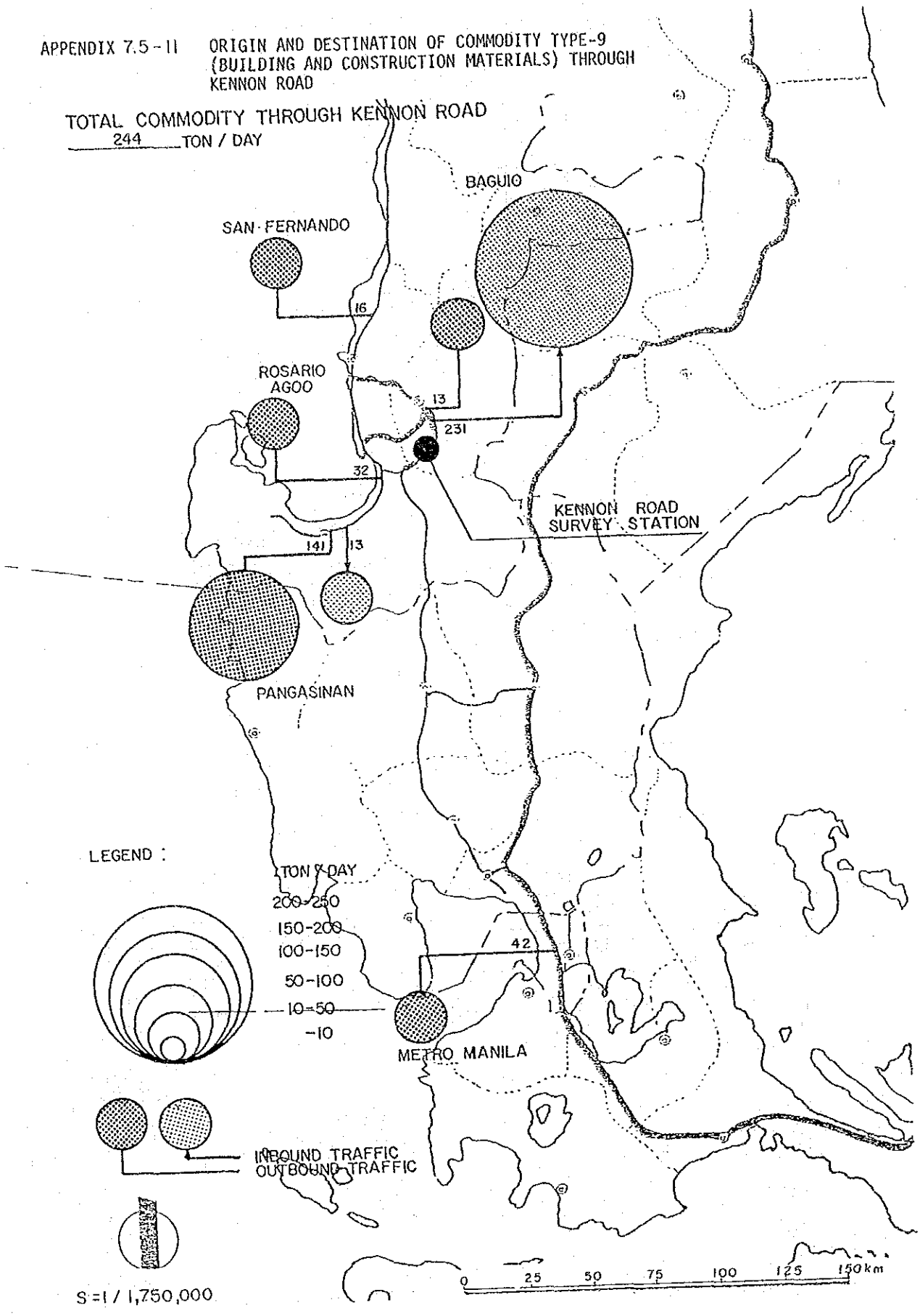
APPENDIX 7.5-9 ORIGIN AND DESTINATION OF COMMODITY TYPE-7 (FORESTRY AND MINING PRODUCTS) THROUGH KENNON ROAD



APPENDIX 7.5-10 ORIGIN AND DESTINATION OF COMMODITY TYPE-8 (MINERAL OIL PRODUCTS) THROUGH KENNON ROAD



APPENDIX 7.5 - 11 ORIGIN AND DESTINATION OF COMMODITY TYPE-9 (BUILDING AND CONSTRUCTION MATERIALS) THROUGH KENNON ROAD



APPENDIX 7.5-12 ORIGIN AND DESTINATION OF COMMODITY TYPE-10 (MANUFACTURED PRODUCER'S GOODS) THROUGH KENNON ROAD