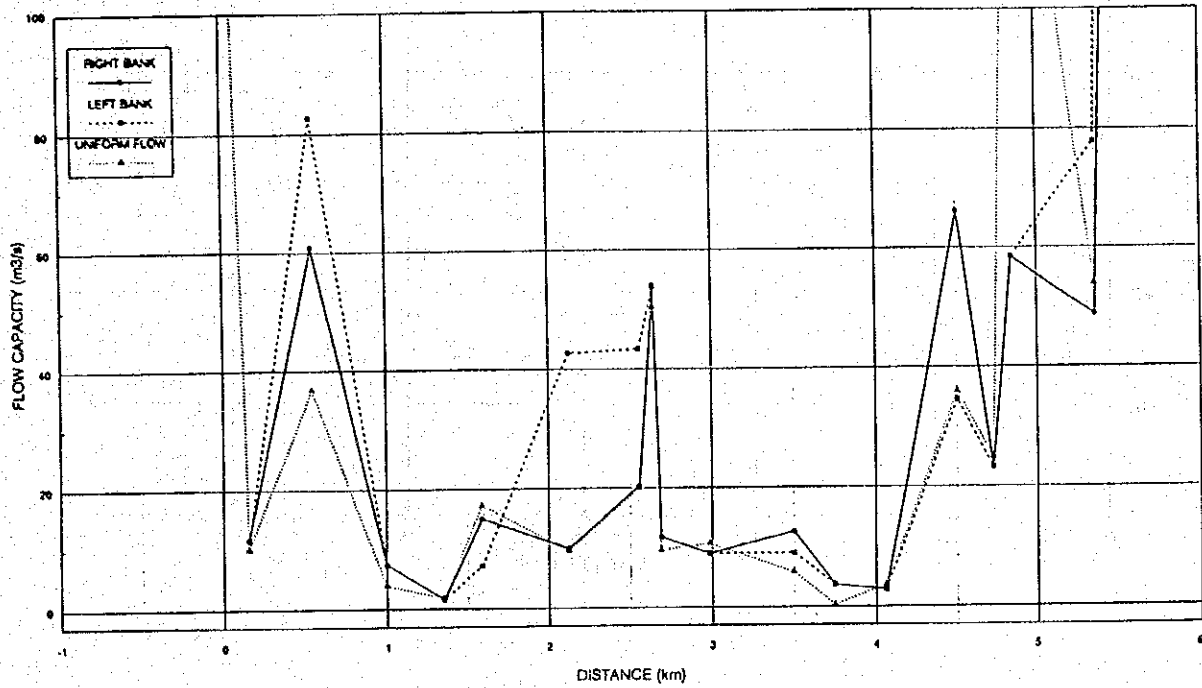


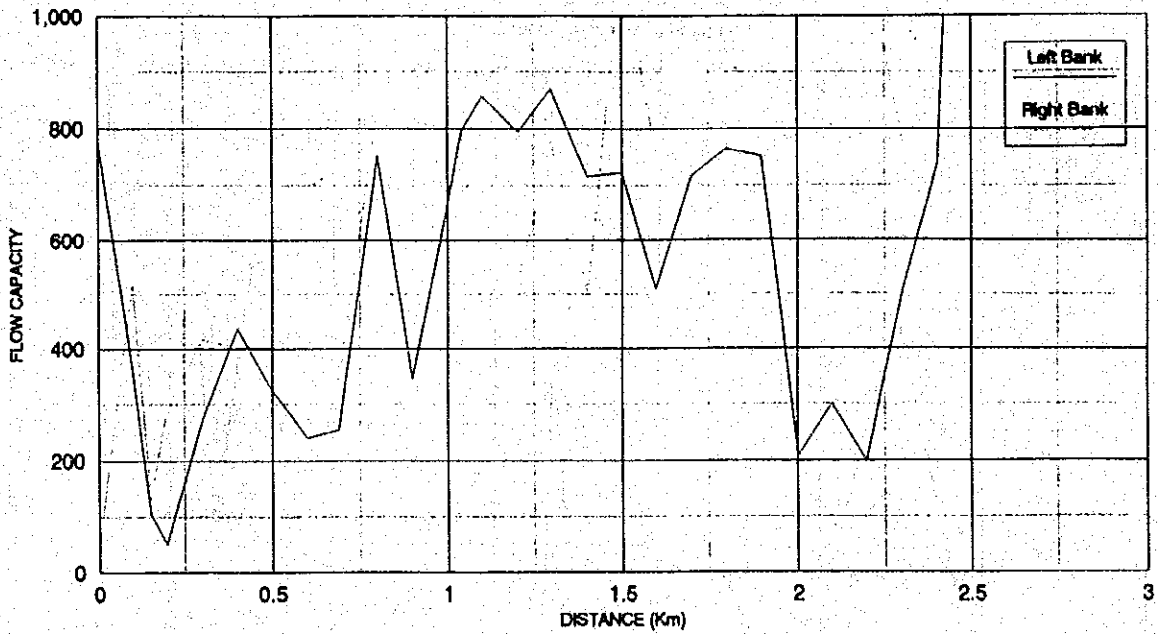
**FLOW CAPACITY**  
**SUBANG DAKU RIVER, CEBU CITY**



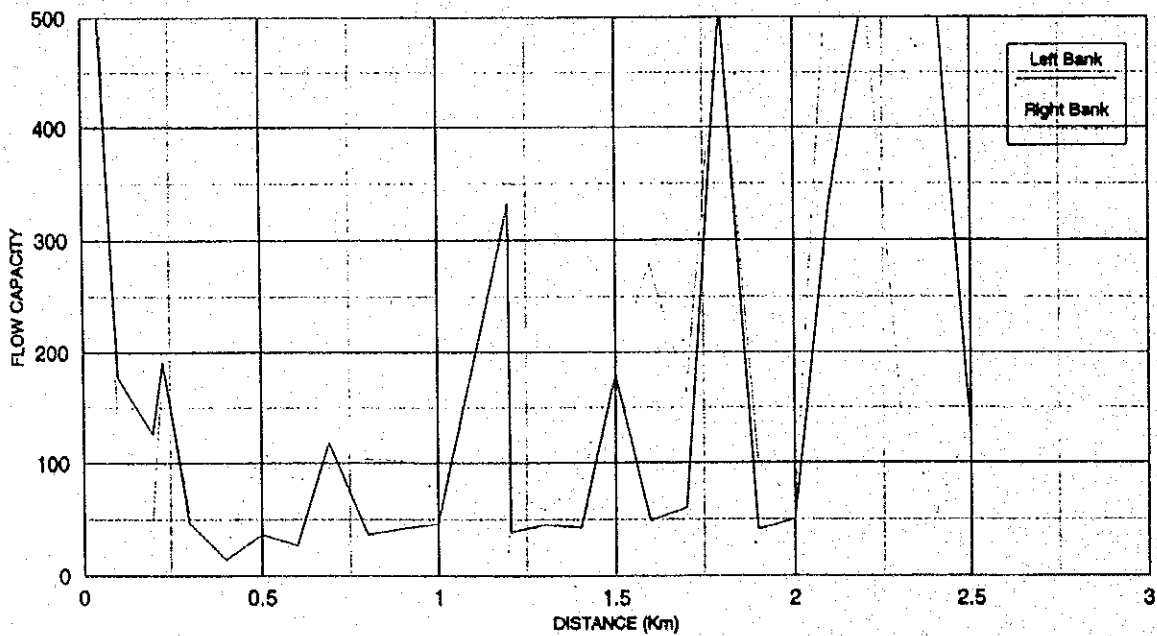
THE STUDY ON THE FLOOD CONTROL FOR RIVERS  
 IN THE SELECTED URBAN CENTERS  
 JAPAN INTERNATIONAL COOPERATION AGENCY

Fig. 2.12(5/6)  
 Flow Capacity (Subang Daku River)

**FLOW CAPACITY**  
**ANILAO RIVER, ORMOC CITY**



**FLOW CAPACITY**  
**MALBASAG RIVER, ORMOC CITY**



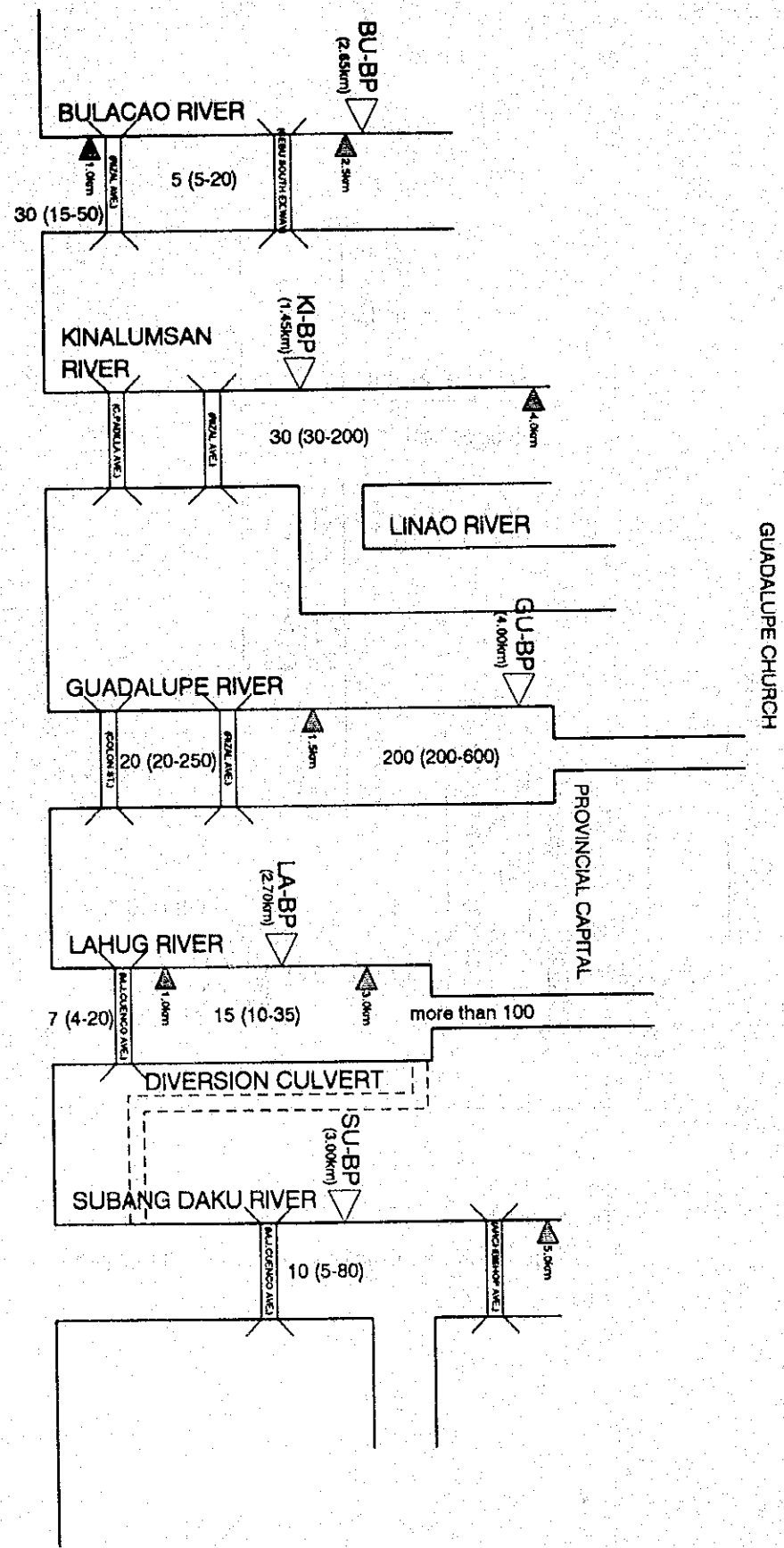
THE STUDY ON THE FLOOD CONTROL FOR RIVERS  
IN THE SELECTED URBAN CENTERS  
JAPAN INTERNATIONAL COOPERATION AGENCY

Fig. 2.12(6/6)  
Flow Capacity (Anilao River and Malbasag River)



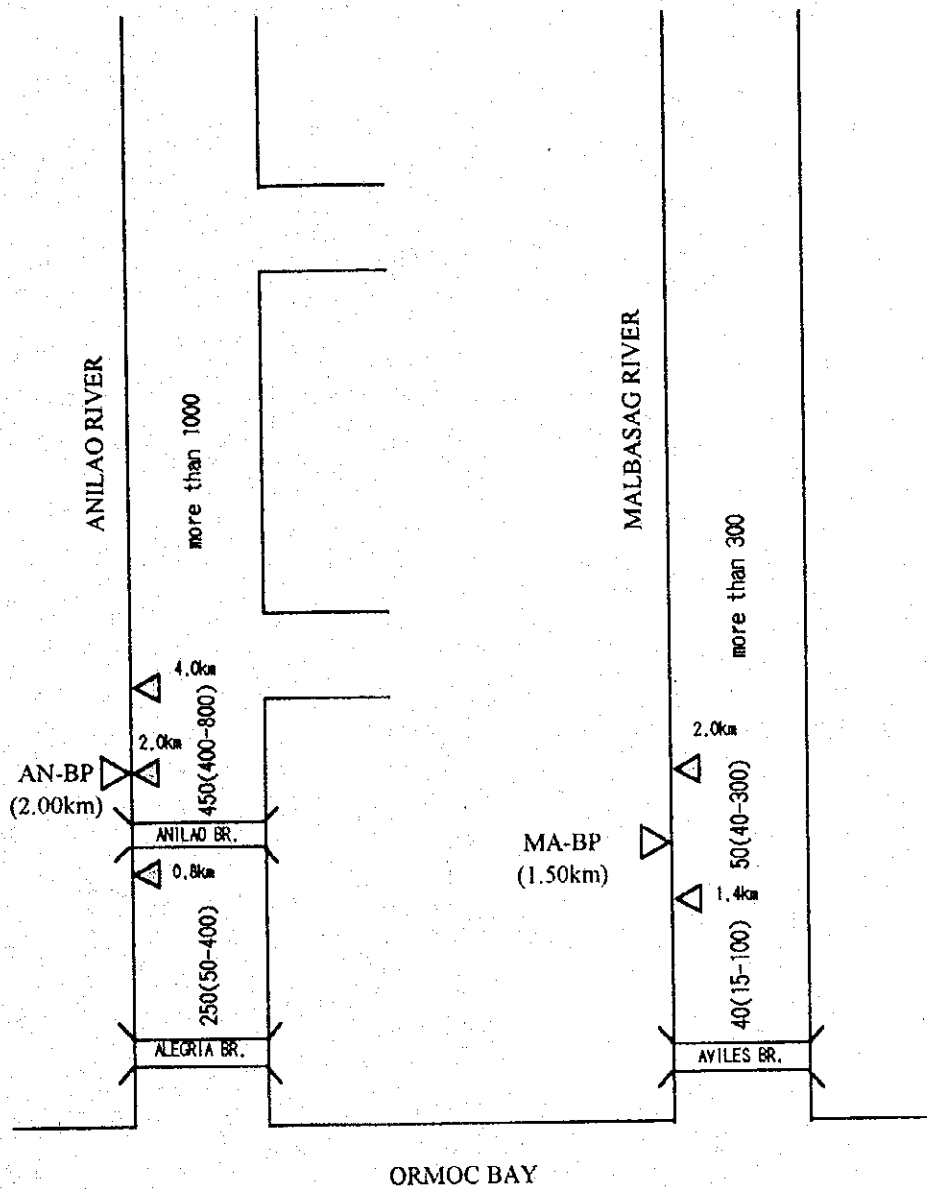
BOHOL STRAIT

NOTE : 1. Unit: m<sup>3</sup>/s  
 2. The figures in parentheses show range of flow capacity.

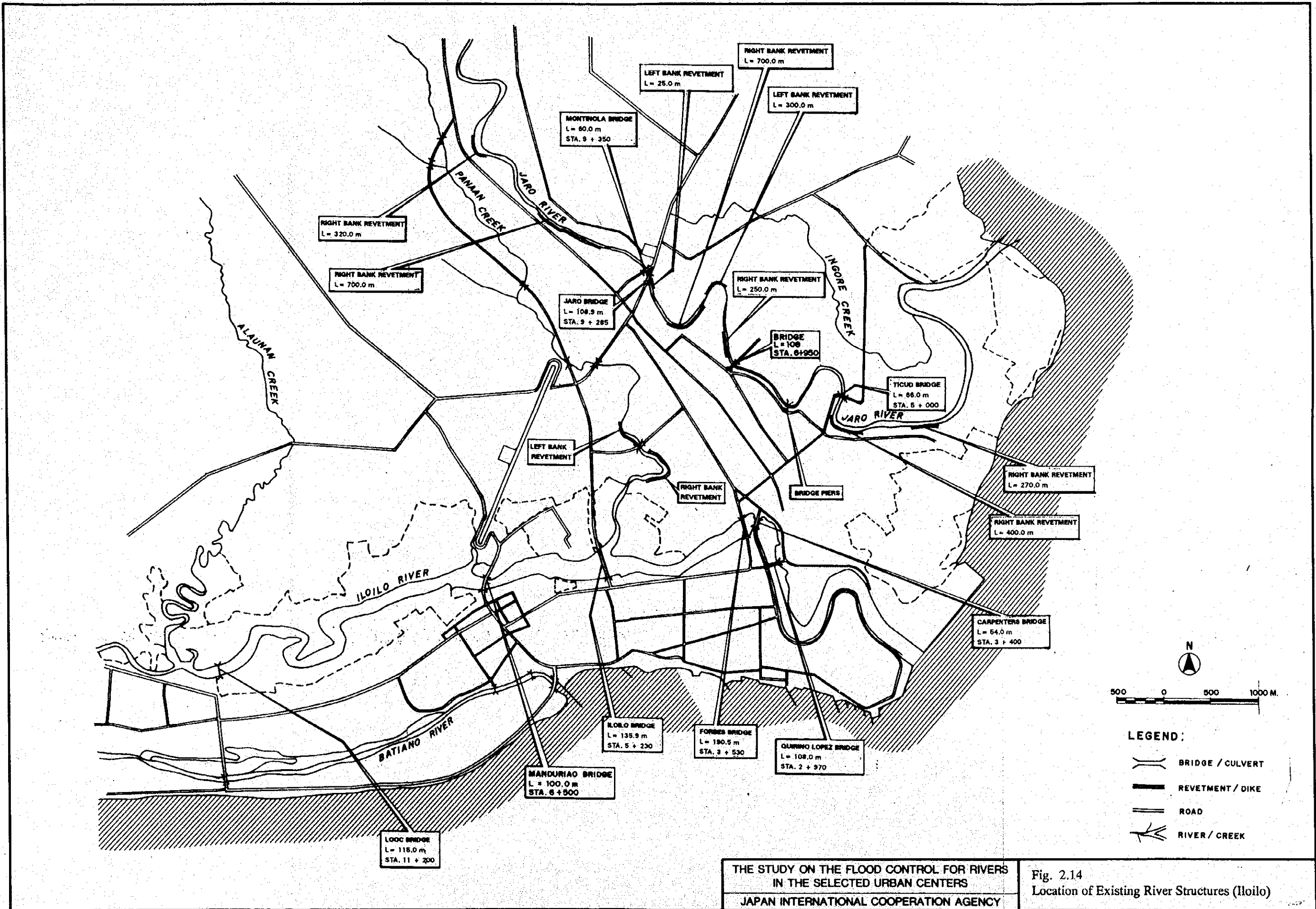


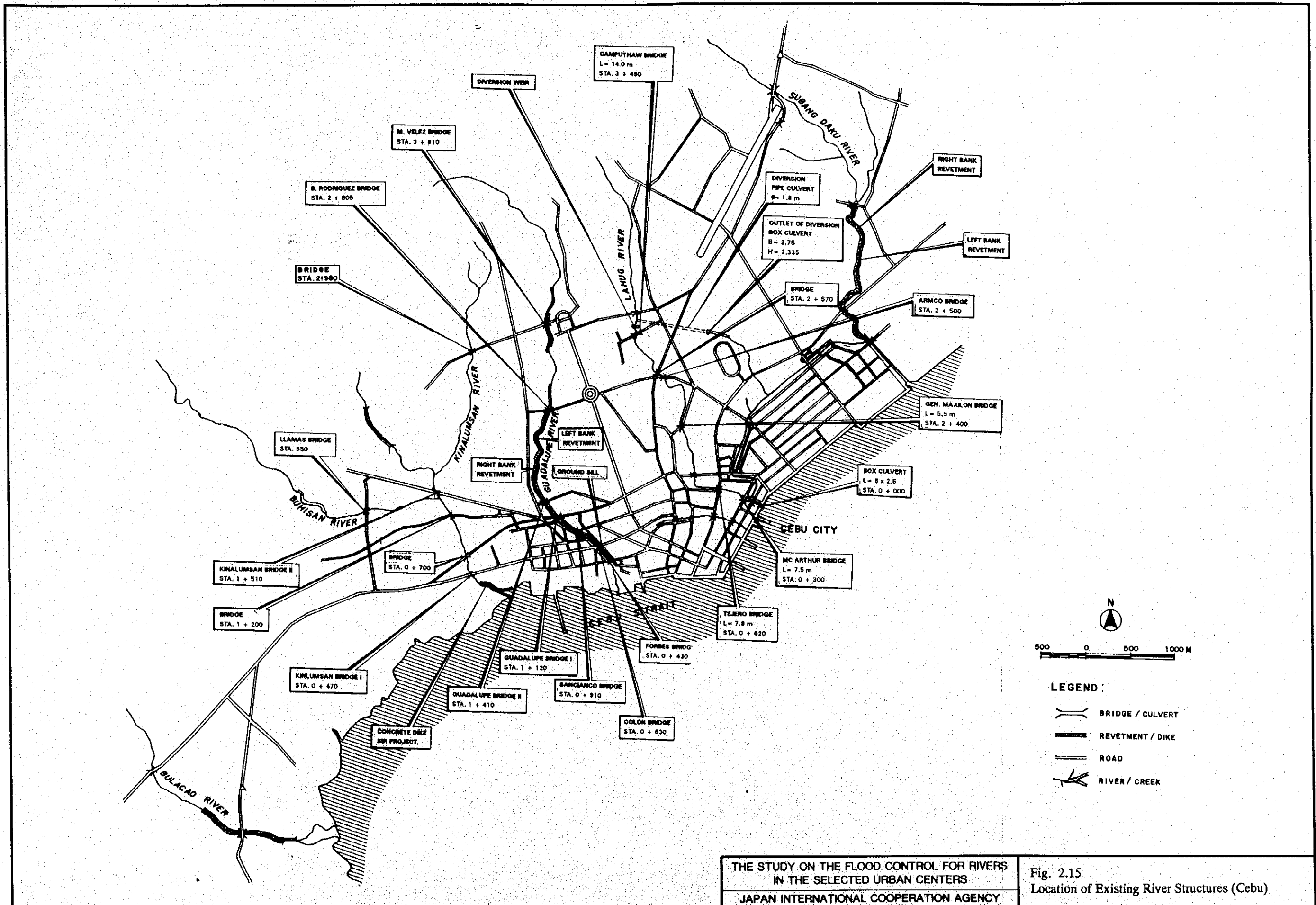
THE STUDY ON THE FLOOD CONTROL FOR RIVERS  
 IN THE SELECTED URBAN CENTERS  
 JAPAN INTERNATIONAL COOPERATION AGENCY

Fig. 2.13(2/3)  
 Summary of Flow Capacity (Cebu)



- NOTE : 1. Unit: m<sup>3</sup>/s  
 2. The figures in parentheses show range of flow capacity.





THE STUDY ON THE FLOOD CONTROL FOR RIVERS  
IN THE SELECTED URBAN CENTERS  
JAPAN INTERNATIONAL COOPERATION AGENCY

Fig. 2.15  
Location of Existing River Structures (Cebu)





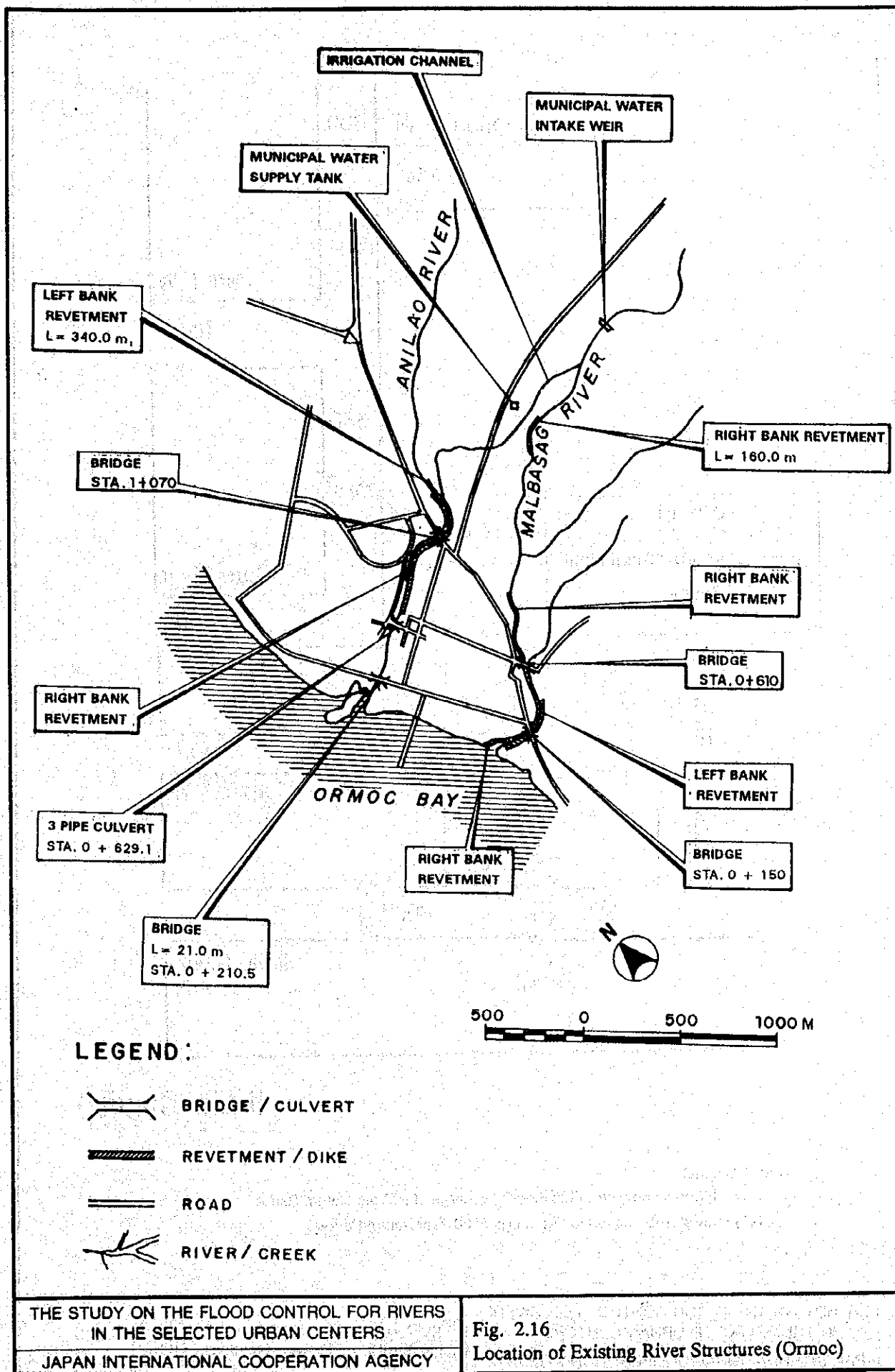
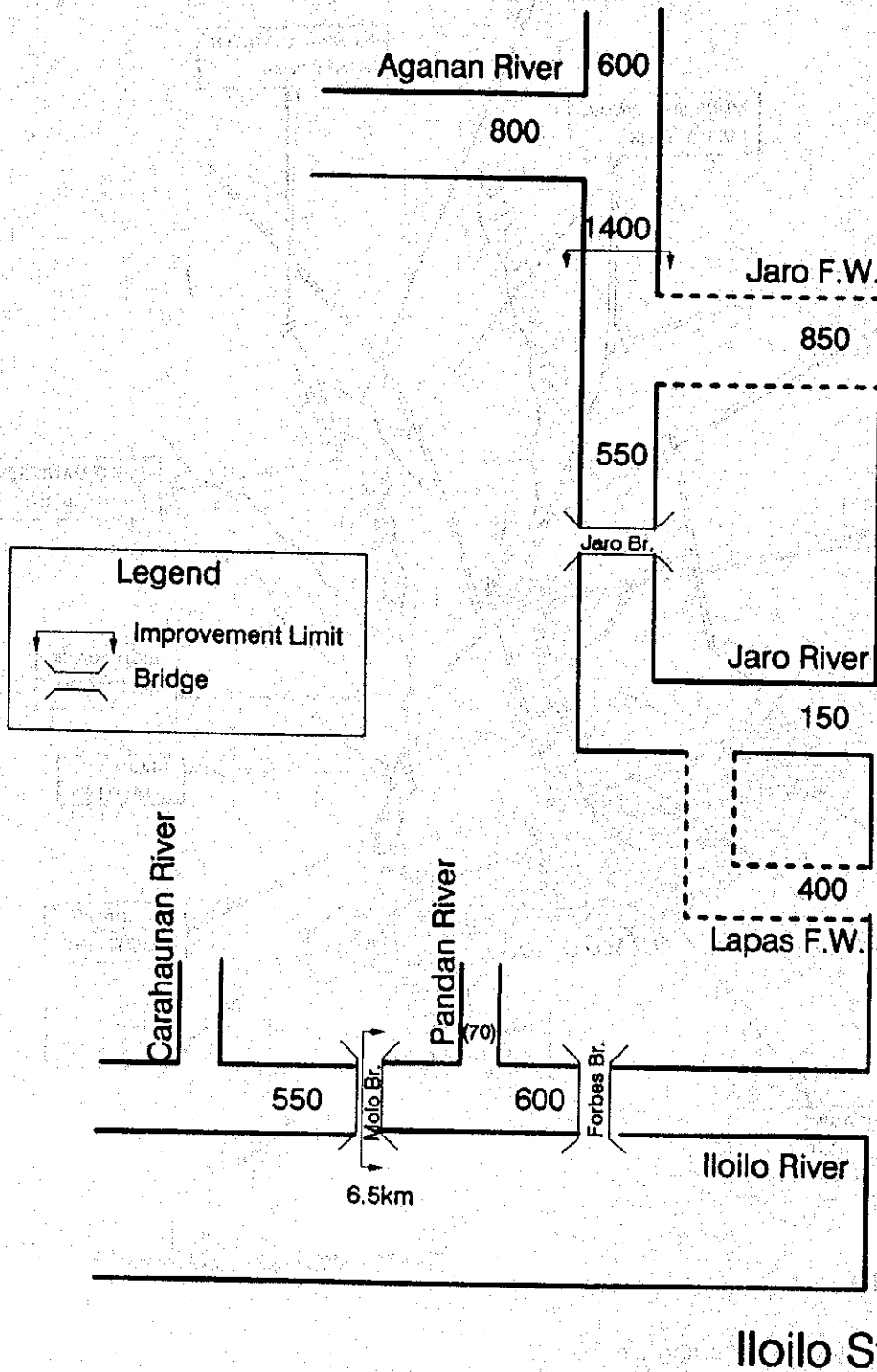
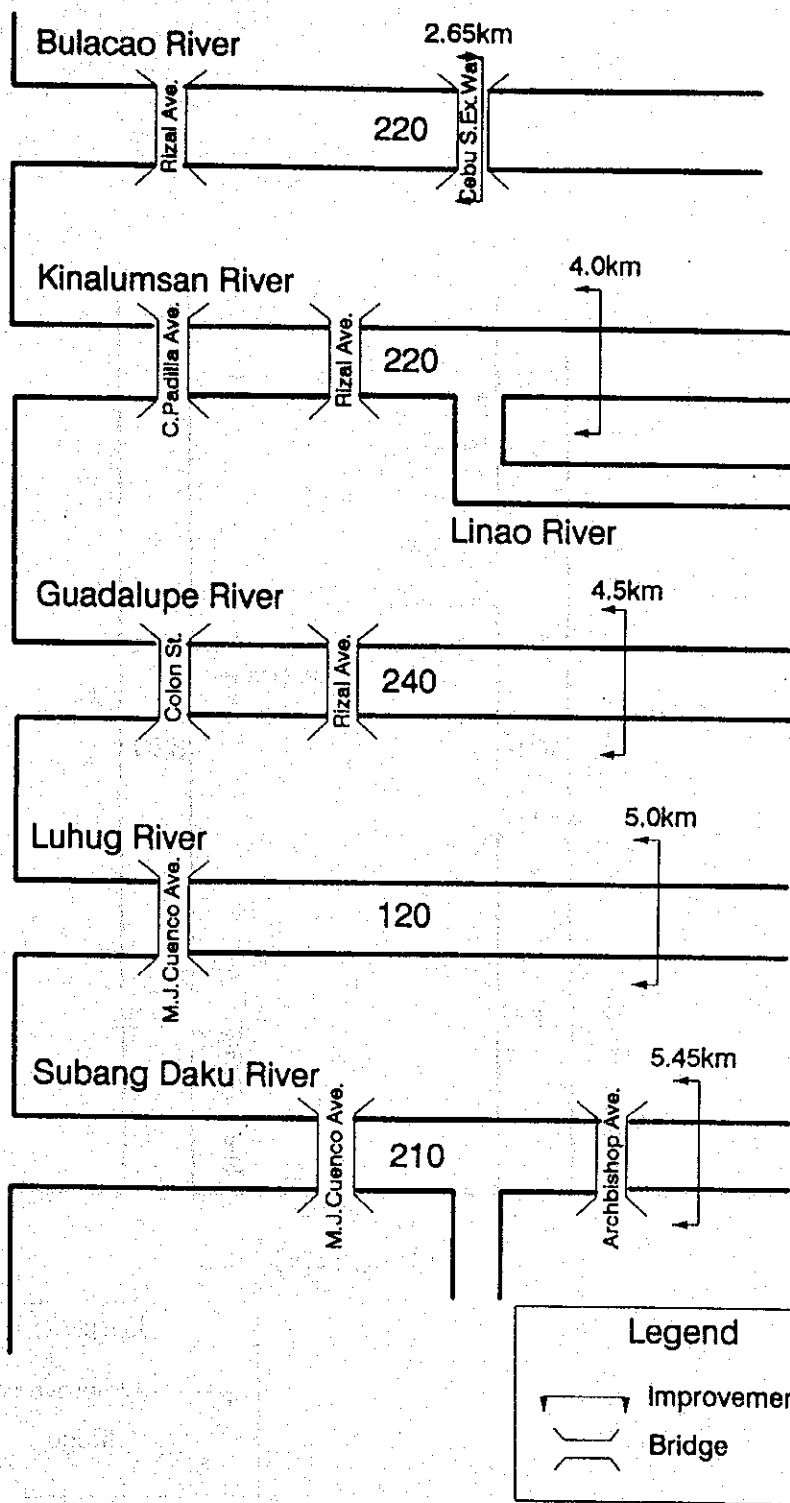


Fig. 2.16  
 Location of Existing River Structures (Ormoc)



- Note: 1. Unit: m<sup>3</sup>/s  
 2. The Figures show probable Flood Discharge of 50-Year Return Period  
 3. ( ) shows probable Flood Discharge of 20-Year Return Period

Bohol Strait



Note: 1. Unit: m<sup>3</sup>/s

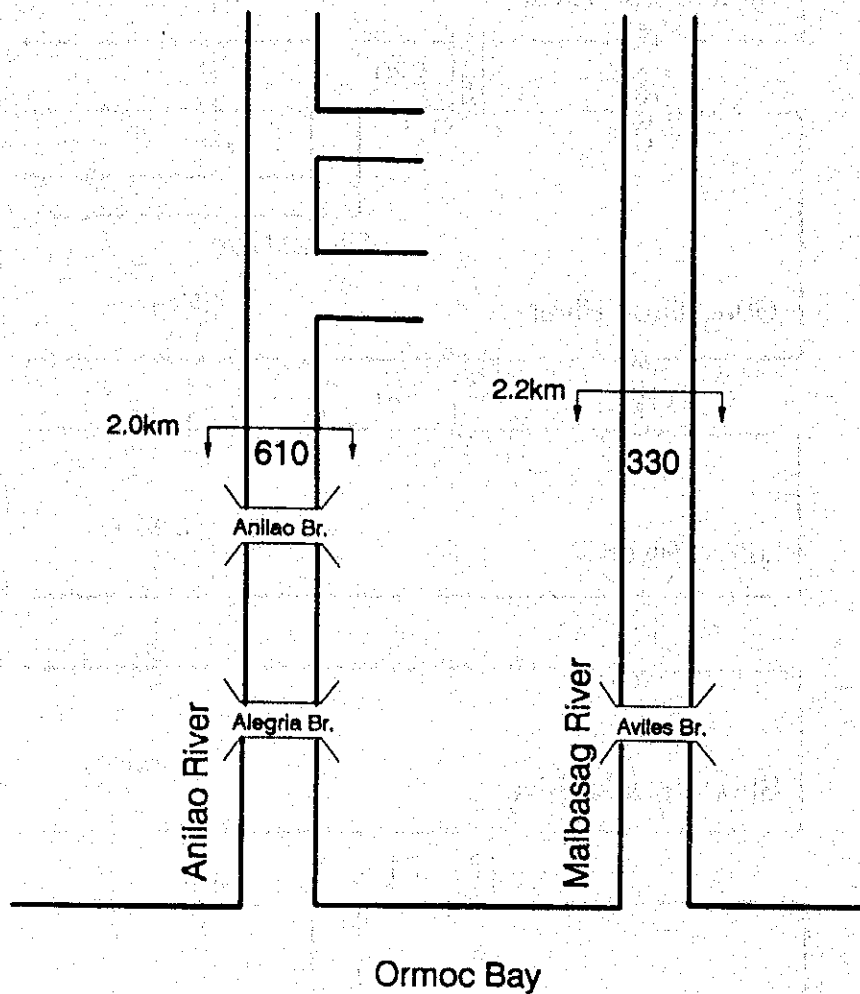
2. The Figures show probable Flood Discharge of 50-Year Return Period

THE STUDY ON THE FLOOD CONTROL FOR RIVERS  
IN THE SELECTED URBAN CENTERS

JAPAN INTERNATIONAL COOPERATION AGENCY

Fig. 3.1(2/3)

Distribution of Design Discharge (Cebu)

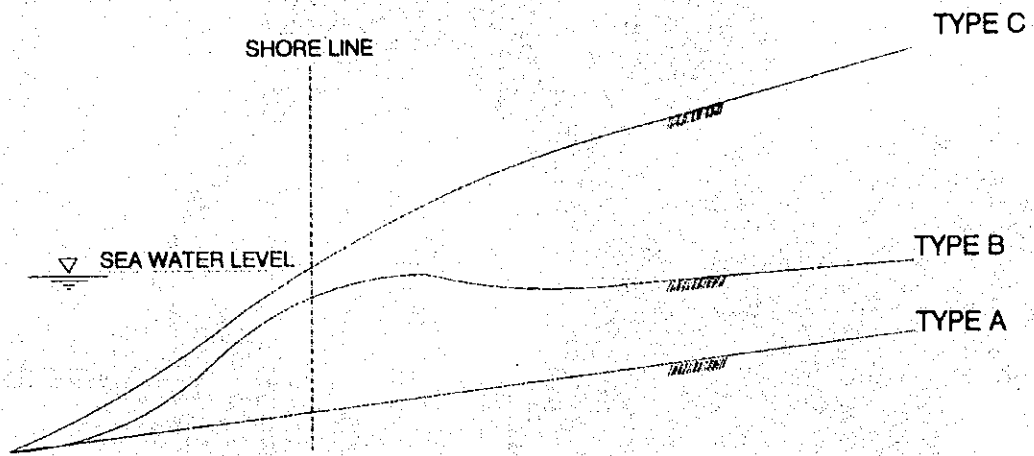


**Legend**

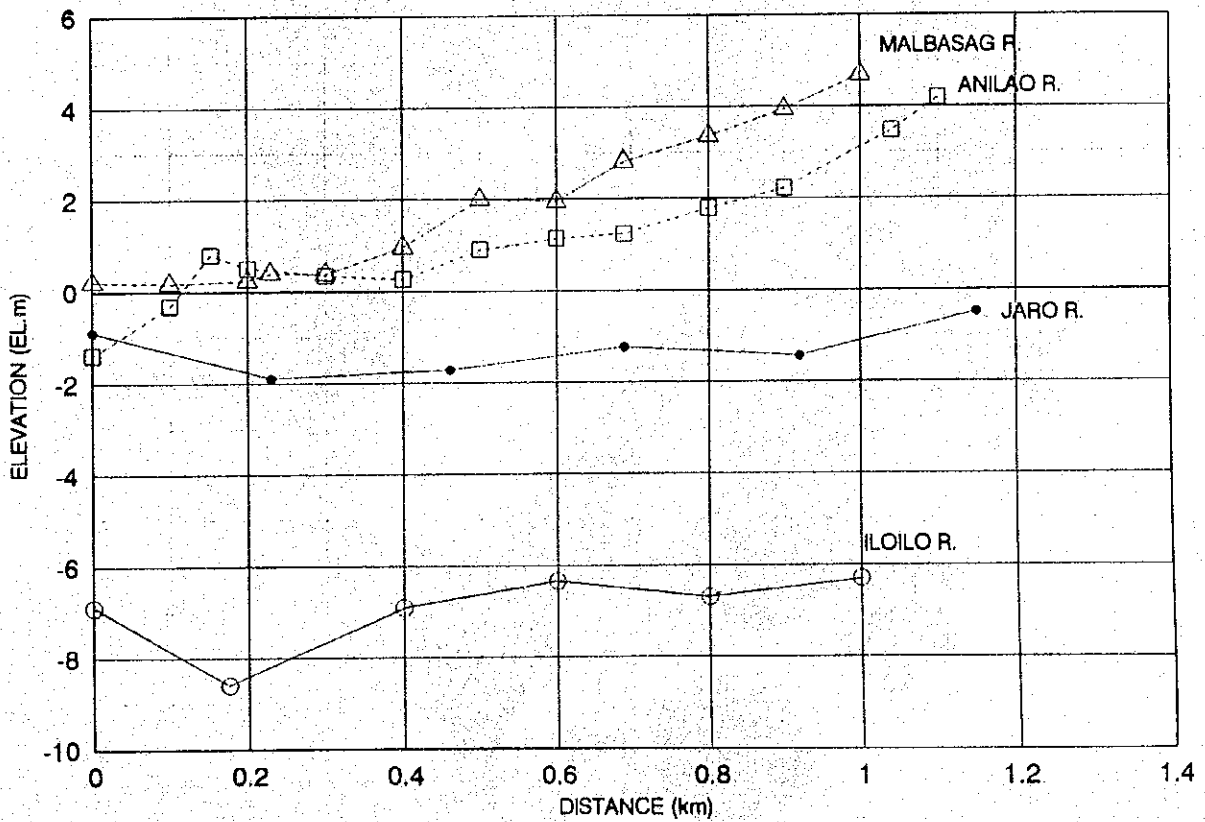
Improvement Limit  
 Bridge

Note: 1. Unit: m<sup>3</sup>/s  
 2. The Figures show probable Flood Discharge of 50-Year Return Period

### CLASSIFICATION OF RIVERBED PROFILE AT RIVER MOUTH

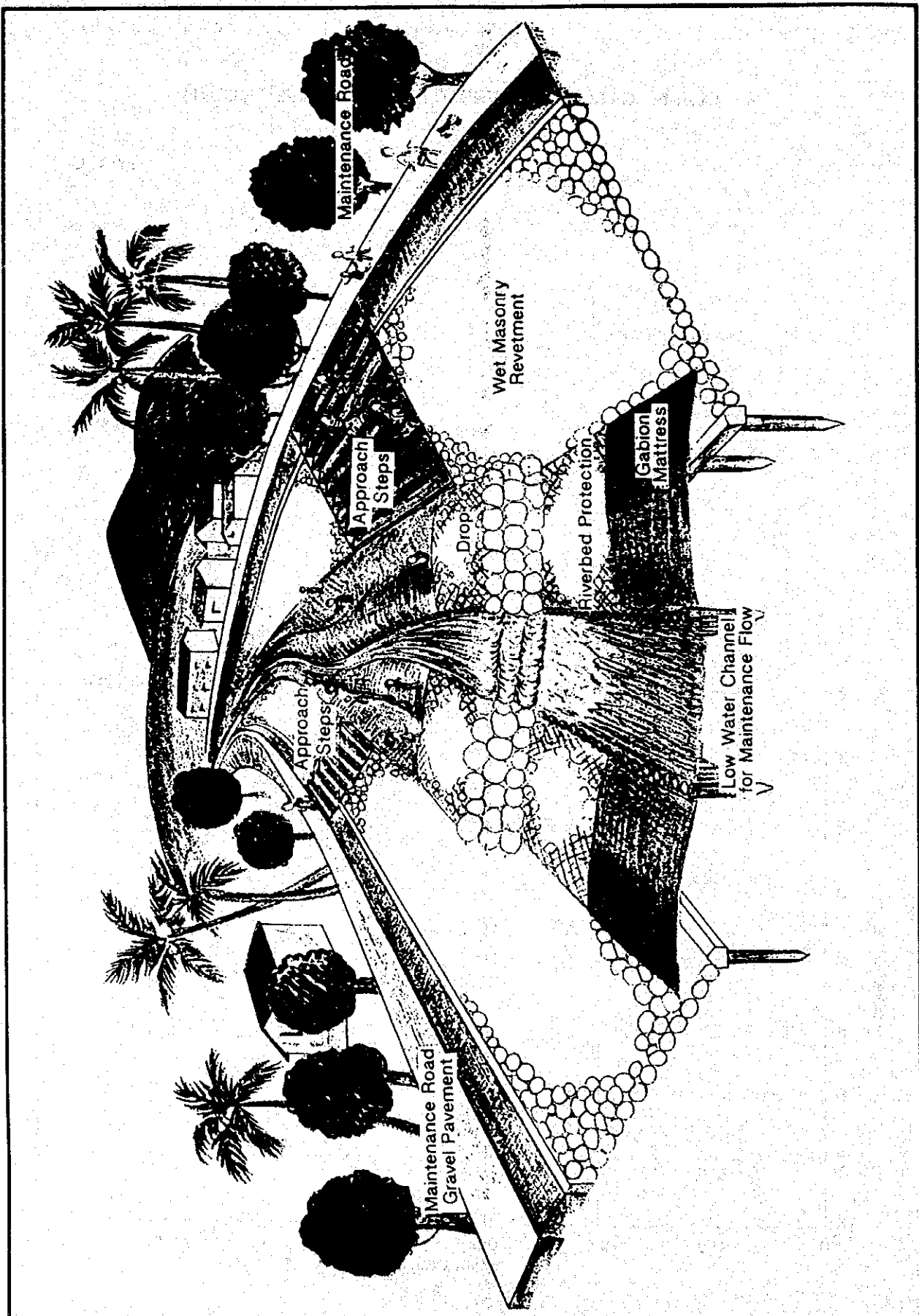


### EXISTING RIVERBED PROFILE AT RIVER MOUTH



THE STUDY ON THE FLOOD CONTROL FOR RIVERS  
 IN THE SELECTED URBAN CENTERS  
 JAPAN INTERNATIONAL COOPERATION AGENCY

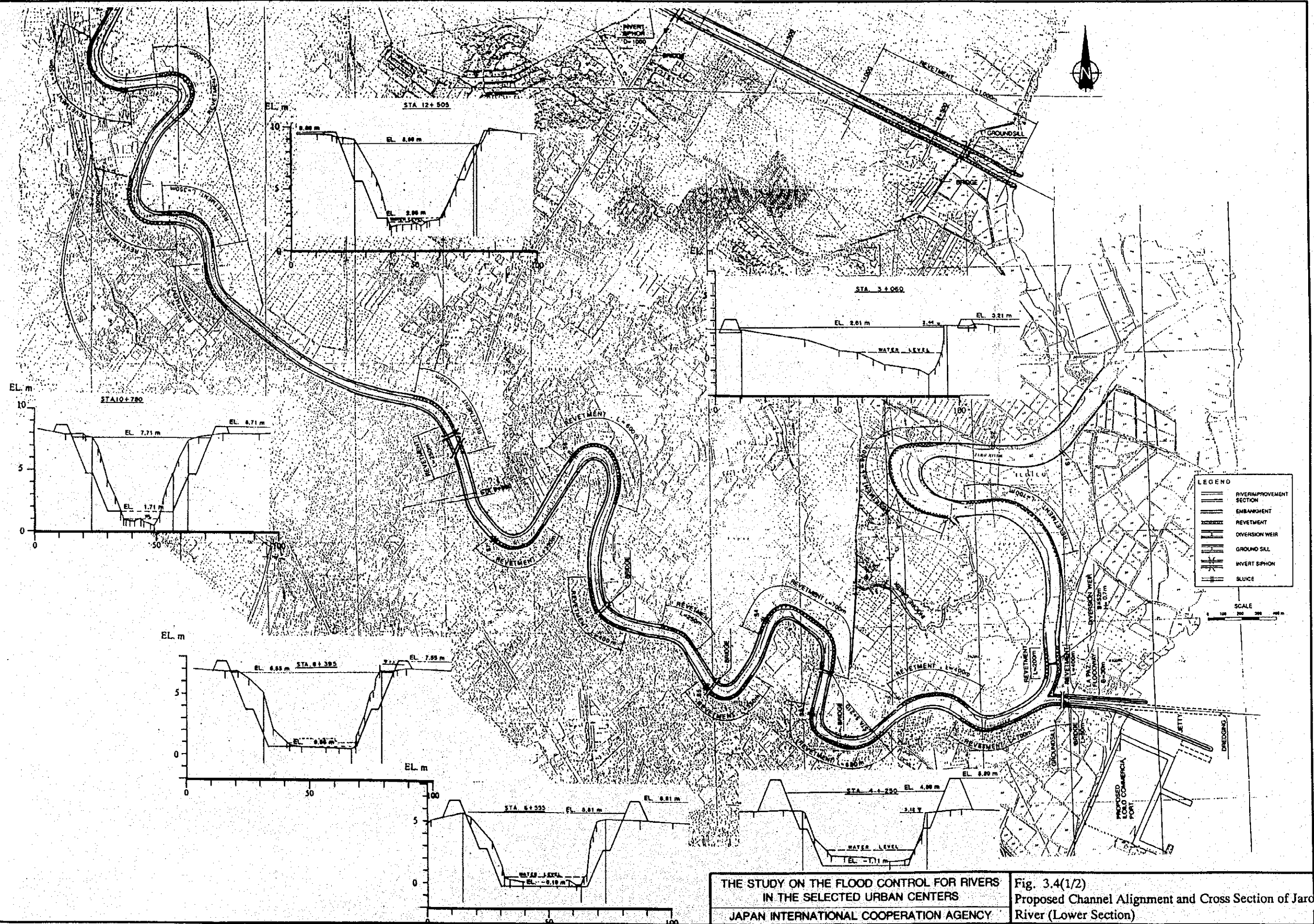
Fig. 3.2  
 Riverbed Profile at The River Mouth



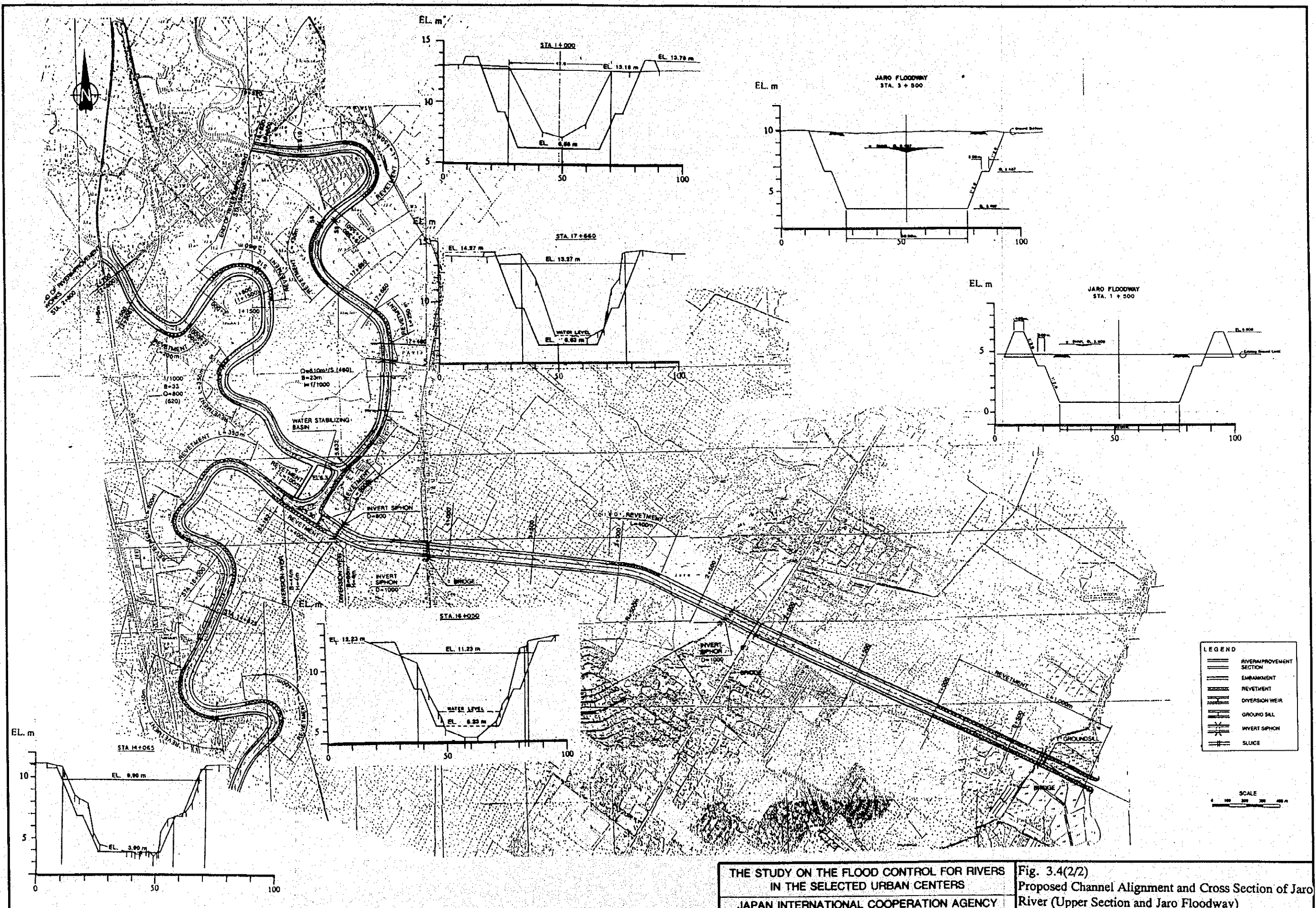
THE STUDY ON THE FLOOD CONTROL FOR RIVERS  
 IN THE SELECTED URBAN CENTERS  
 JAPAN INTERNATIONAL COOPERATION AGENCY

Fig. 3.3  
 Image Perspective of Environmental Design for Rivers



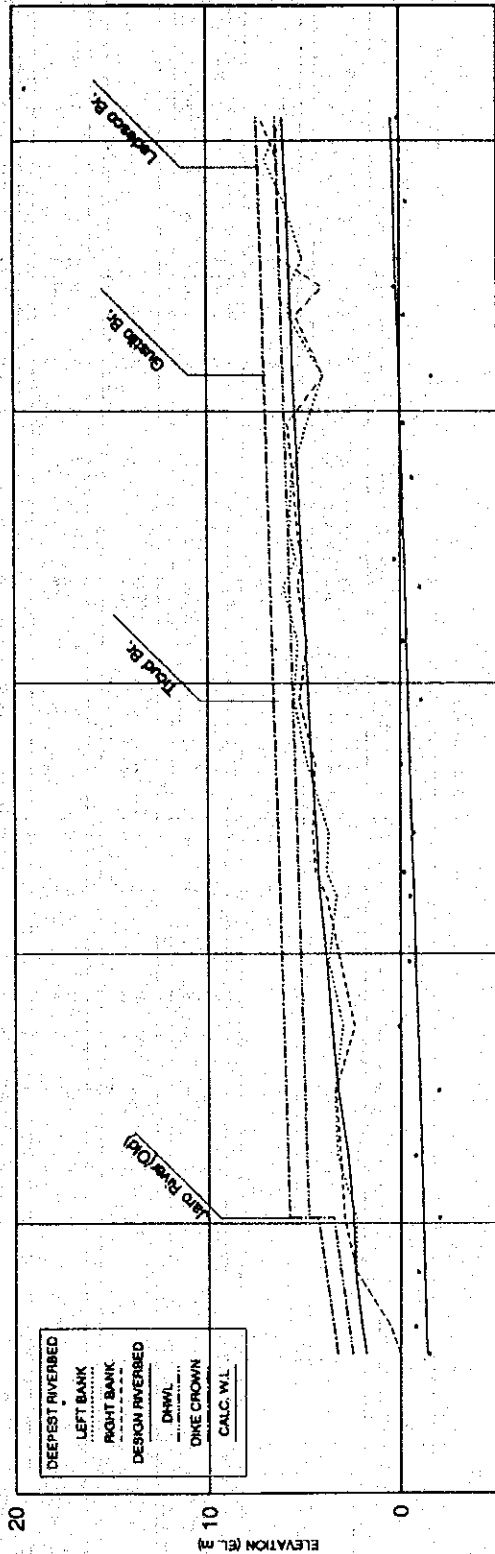








LONGITUDINAL PROFILE  
JARO RIVER (1/3), ILOILO CITY



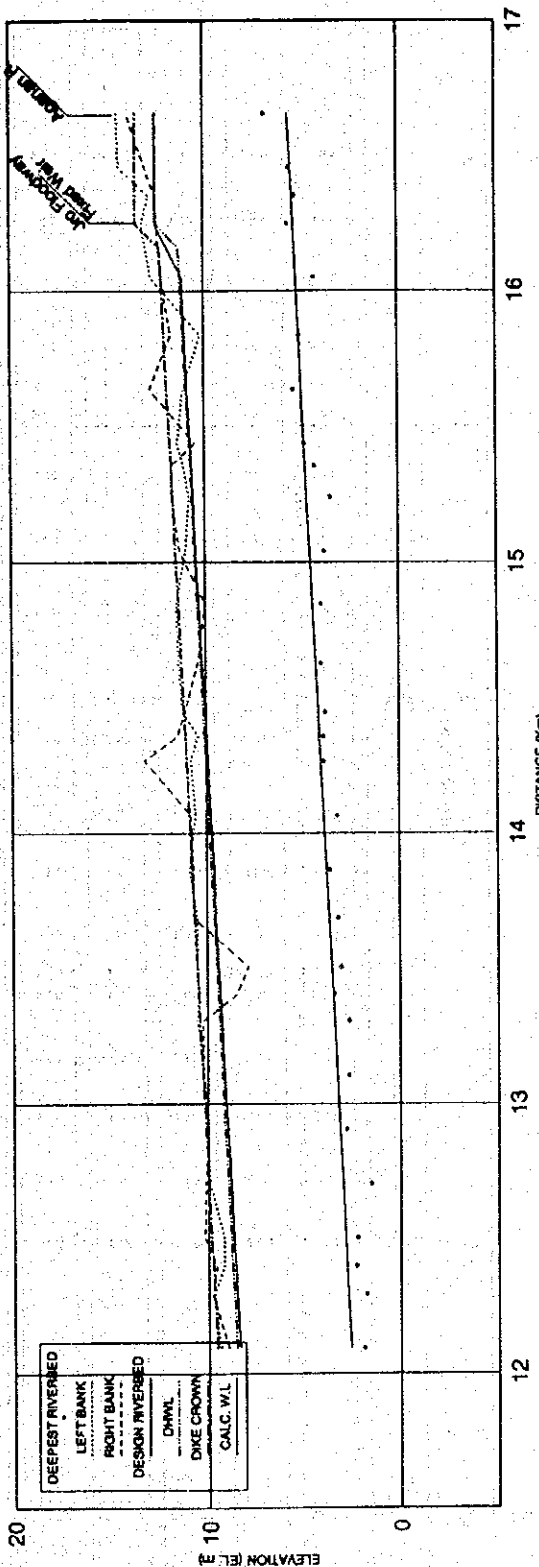
STATION No.	RIGHT BANK	LEFT BANK	DEEPEST RIVERBED	DESIGN RIVERBED	DESIGN HWL	DIKE CROWN	GRADIENT OF RIVERBED
3.520	0.00	0.00	-1.40	2.50	1.40	2.50	
3.620	0.50	0.50	-0.81	2.70	1.90	2.70	
3.820	2.30	2.30	-0.94	3.10	3.10	3.10	
4.020	2.30	2.30	-2.04	4.30	4.30	4.30	
4.250	3.26	3.26	-0.77	4.89	4.89	4.89	
4.400	3.42	3.42	-1.98	4.98	4.98	4.98	
4.730	3.00	3.00	0.10	5.08	5.08	5.08	
4.970	3.71	3.71	-0.46	5.18	5.18	5.18	
5.210	3.30	3.30	-0.81	5.28	5.28	5.28	
5.300	3.80	3.80	-0.30	5.31	5.31	5.31	
5.450	3.70	4.50	-0.72	5.37	5.37	5.37	
5.700	4.80	4.40	-0.06	5.47	5.47	5.47	
5.840	5.50	5.20	-1.10	5.57	5.57	5.57	
6.155	5.30	4.80	-0.15	5.65	5.65	5.65	
6.335	6.02	5.27	-1.05	5.73	5.73	5.73	
6.455	5.40	5.10	-0.30	5.77	5.77	5.77	
6.555	5.71	5.30	-0.33	5.81	5.81	5.81	
6.755	6.00	5.51	-0.82	5.89	5.89	5.89	
6.955	4.80	5.80	-0.20	5.97	5.97	5.97	
7.130	3.84	3.82	-1.87	6.04	6.04	6.04	
7.335	5.73	5.40	-0.23	6.13	6.13	6.13	
7.480	5.70	4.00	0.30	6.18	6.18	6.18	
7.565	5.00	6.20	0.00	6.22	6.22	6.22	
7.775	6.00	6.30	-0.55	6.30	6.30	6.30	
7.920	7.00	6.30	0.00	6.36	6.36	6.36	
8.085	6.00	7.20	0.10	6.43	6.43	6.43	

THE STUDY ON THE FLOOD CONTROL FOR RIVERS  
IN THE SELECTED URBAN CENTERS  
JAPAN INTERNATIONAL COOPERATION AGENCY

Fig. 3.5(1/7)  
Longitudinal Profile of Jaro River  
(La Paz Floodway - Jaro River STA. 8.085)



LONGITUDINAL PROFILE  
JARO RIVER (3/3), ILOILO CITY

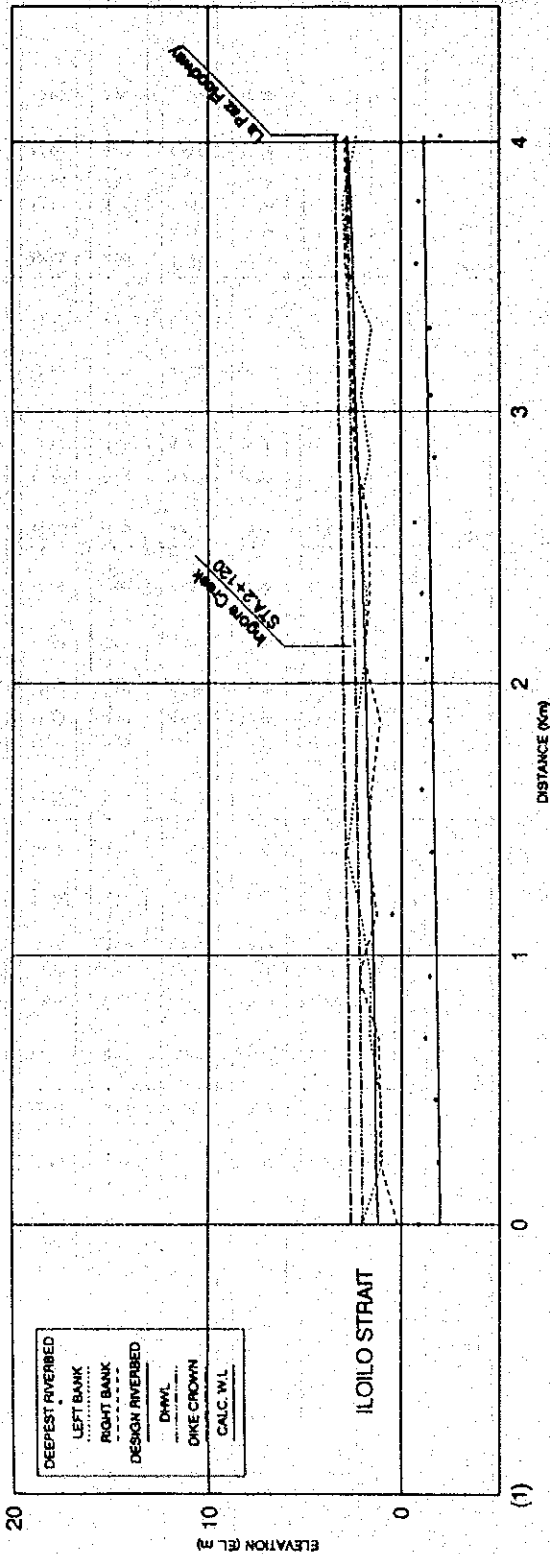


STATION No.	RIGHT BANK	LEFT BANK	DEEPEST RIVERBED	DESIGN RIVERBED	DESIGN HWL	DIKE CROWN	GRADIENT OF RIVERBED
12.085	9.40	9.00	1.81	2.58	8.58	9.58	13.50
12.295	9.70	9.60	1.79	2.72	8.72	9.72	13.50
12.400	9.20	9.60	2.50	2.79	8.79	9.79	13.50
12.505	9.21	10.20	2.23	2.82	8.86	9.86	13.50
12.705	9.90	10.10	1.54	2.95	9.00	10.00	13.50
12.905	10.00	10.00	2.80	3.129	9.13	10.13	13.50
13.105	10.20	10.21	2.66	3.262	9.26	10.26	13.50
13.305	10.51	10.21	2.64	3.395	9.40	10.40	13.50
13.405	10.40	7.90	3.40	3.42	9.46	10.46	13.50
13.505	10.80	7.90	3.04	3.528	9.53	10.53	13.50
13.685	10.50	10.70	3.19	3.648	9.65	10.65	13.50
13.865	10.90	10.70	3.60	3.780	9.77	10.77	13.50
14.065	10.55	10.80	3.23	3.902	9.90	10.90	13.50
14.265	10.80	13.20	3.88	4.035	10.04	11.04	13.50
14.355	10.40	11.50	3.90	4.095	10.10	11.10	13.50
14.446	11.20	11.10	3.80	4.155	10.16	11.16	13.50
14.623	11.40	10.40	4.00	4.275	10.28	11.28	13.50
14.845	11.50	10.00	4.00	4.422	10.42	11.42	13.50
15.000	11.00	11.30	3.80	4.552	10.53	11.53	13.50
15.040	11.00	11.30	3.80	4.552	10.53	11.53	13.50
15.240	10.80	11.70	3.50	4.685	10.66	11.66	13.50
15.355	11.10	11.70	4.80	4.762	10.76	11.76	13.50
15.435	11.40	10.50	4.80	4.815	10.82	11.82	13.50
15.635	11.10	12.80	5.40	4.940	10.95	11.95	13.50
15.835	10.20	11.70	5.10	5.082	11.08	12.08	13.50
16.050	12.70	12.20	4.30	5.225	11.23	12.23	13.50
16.182	12.80	12.40	5.70	5.300	11.30	12.30	13.50
16.250	13.20	12.50	5.358	5.429	11.50	12.50	13.50
16.355	12.80	12.50	5.429	5.489	11.50	12.50	13.50
16.480	14.30	13.00	5.00	5.532	11.50	12.50	13.50
16.660	14.40	13.80	6.90	5.832	12.50	13.50	13.50

THE STUDY ON THE FLOOD CONTROL FOR RIVERS  
IN THE SELECTED URBAN CENTERS  
JAPAN INTERNATIONAL COOPERATION AGENCY

Fig. 3.5(3/7)  
Longitudinal Profile of Jaro River  
(Jaro River : STA. 12.095 - STA. 16.660)

**LONGITUDINAL PROFILE  
JARO RIVER (RIVER MOUSE-LA PAZ FW), ILOILO CITY**

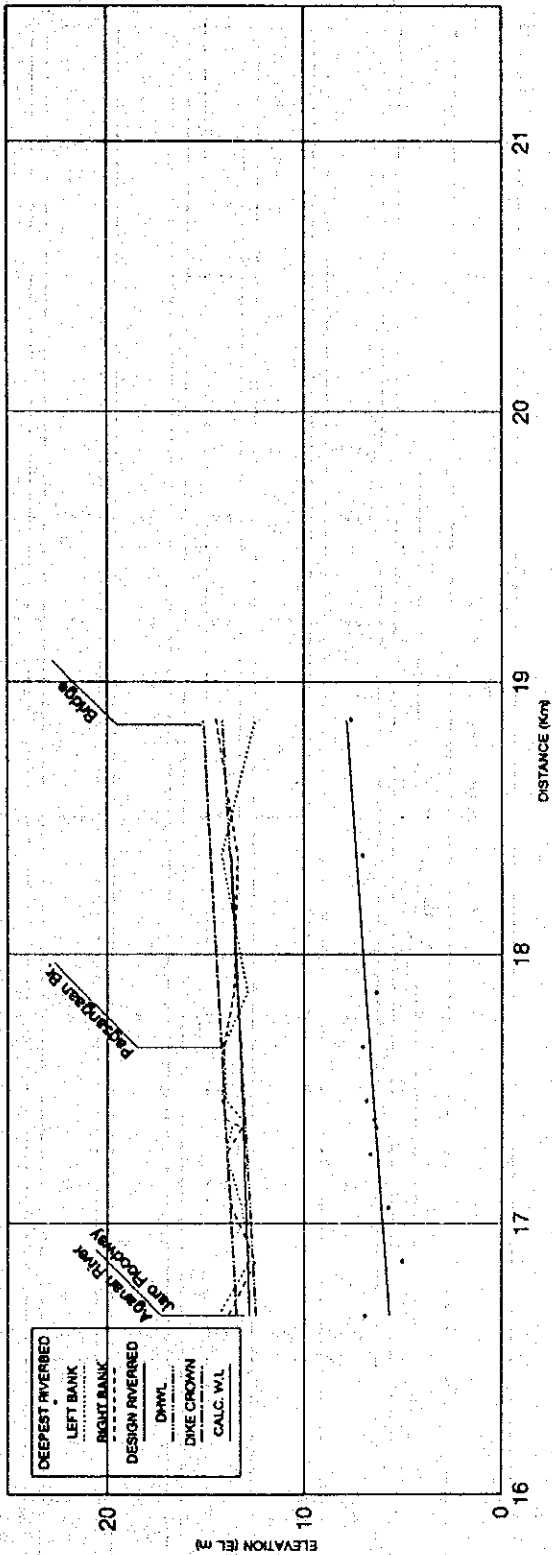


STATION No.	RIGHT BANK	LEFT BANK	DEEPEST RIVERBED	DESIGN RIVERBED	DESIGN HWL	DIKE CROWN	GRADIENT OF RIVERBED
0.00	2.00	0.20	-0.90	-2.00	2.00	2.00	2.00
0.23	1.00	1.10	-1.87	-1.94	2.05	2.05	2.05
0.46	1.07	1.10	-1.73	-1.80	2.08	2.08	2.08
0.68	1.65	1.20	-1.25	-1.82	2.14	2.14	2.14
0.92	1.60	2.20	-1.46	-1.816	2.18	2.18	2.18
1.15	2.10	1.30	0.90	-1.770	2.23	2.23	2.23
1.38	2.80	1.74	-1.58	-1.724	2.28	2.28	2.28
1.61	2.40	1.53	-1.08	-1.678	2.32	2.32	2.32
1.88	2.30	1.10	-1.52	-1.628	2.37	2.37	2.37
2.08	1.88	1.92	-1.34	-1.582	2.42	2.42	2.42
2.33	1.80	1.95	-1.08	-1.534	2.47	2.47	2.47
2.58	2.23	1.64	-0.73	-1.482	2.52	2.52	2.52
2.83	1.62	2.38	-1.72	-1.434	2.57	2.57	2.57
3.08	2.04	2.44	-1.53	-1.388	2.61	2.61	2.61
3.31	1.52	2.80	-1.49	-1.338	2.68	2.68	2.68
3.53	2.85	2.88	-0.81	-1.290	2.71	2.71	2.71
3.78	3.08	2.80	-0.84	-1.244	2.78	2.78	2.78
4.02	2.30	2.81	-2.04	-1.188	2.80	2.80	2.80

THE STUDY ON THE FLOOD CONTROL FOR RIVERS  
IN THE SELECTED URBAN CENTERS  
JAPAN INTERNATIONAL COOPERATION AGENCY

Fig. 3.5(4/7)  
Longitudinal Profile of Jaro River  
(Jaro River : STA. 0.000 - STA. 4.020)

LONGITUDINAL PROFILE  
JARO RIVER (TIGUM RIVER), ILOILO CITY

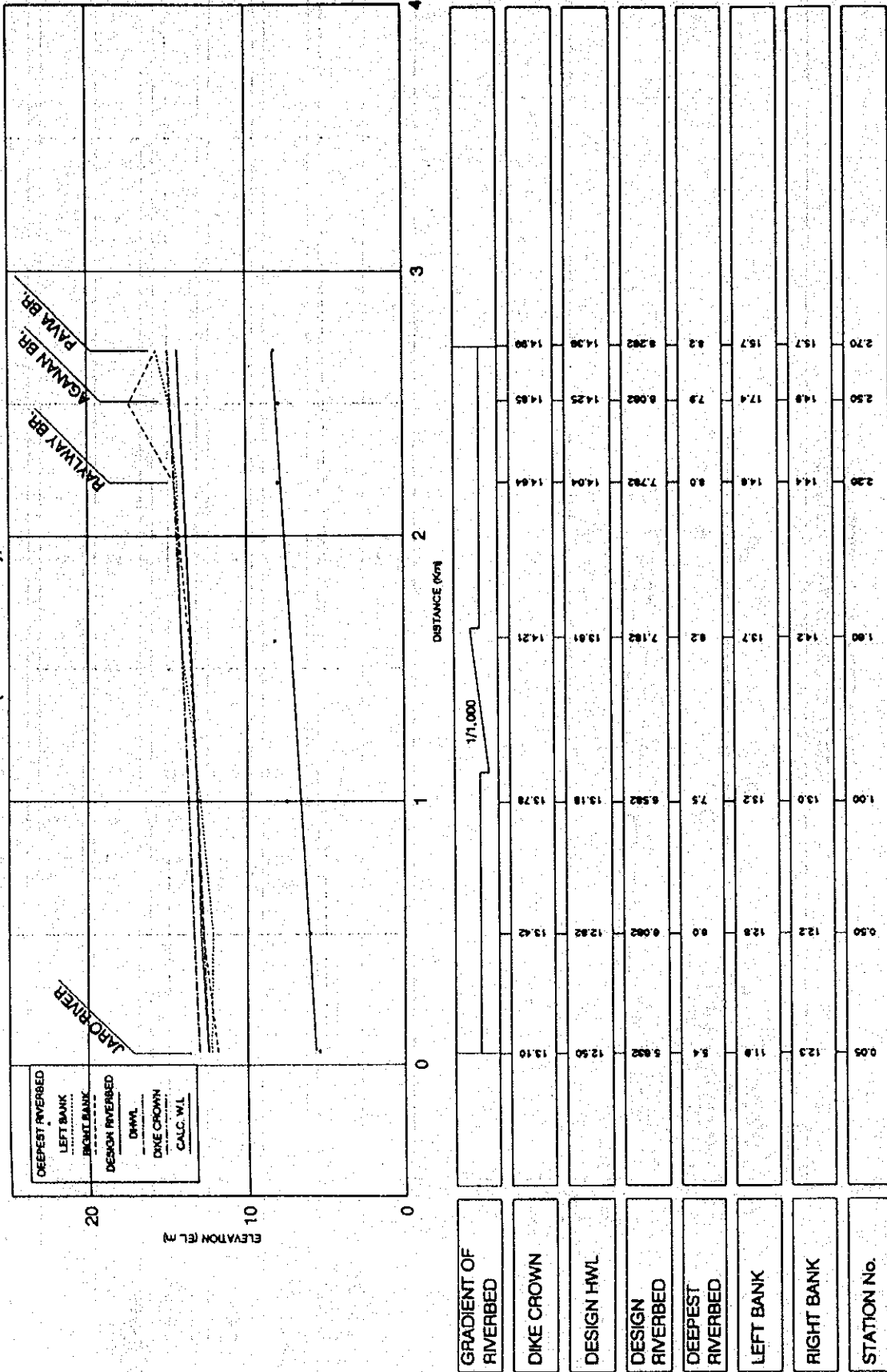


	16	17	18	19	20	21
GRADIENT OF RIVERBED	13.50	13.81	14.27	14.81	15.19	
DIKE CROWN	12.50	12.81	13.27	13.81	14.19	
DESIGN HWL	12.05	12.81	13.27	13.81	14.19	
DESIGN RIVERBED	5.032	6.032	6.032	7.032	7.032	7.032
DEEPEST RIVERBED	0.9	5.7	7.0	7.0	7.6	
LEFT BANK	13.9	13.7	14.1	13.4	14.5	
RIGHT BANK	14.4	13.2	14.0	14.2	12.5	
STATION No.	10.00	17.00	17.40	18.30	18.80	

THE STUDY ON THE FLOOD CONTROL FOR RIVERS  
IN THE SELECTED URBAN CENTERS  
JAPAN INTERNATIONAL COOPERATION AGENCY

Fig. 3.5(5/7)  
Longitudinal Profile of Jaro River  
(Tigum River)

LONGITUDINAL PROFILE  
JARO RIVER (AGANAN RIVER), ILOILO CITY

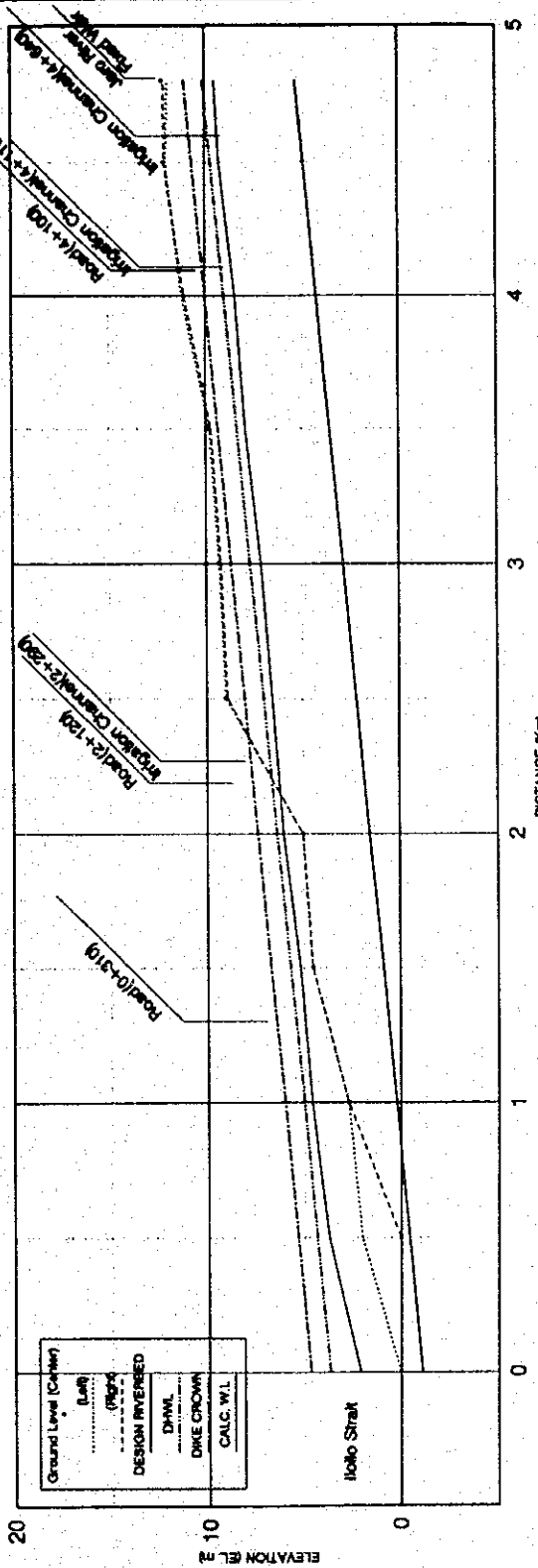


THE STUDY ON THE FLOOD CONTROL FOR RIVERS  
IN THE SELECTED URBAN CENTERS  
JAPAN INTERNATIONAL COOPERATION AGENCY

Fig. 3.5(6/7)  
Longitudinal Profile of Jaro River  
(Aganan River)



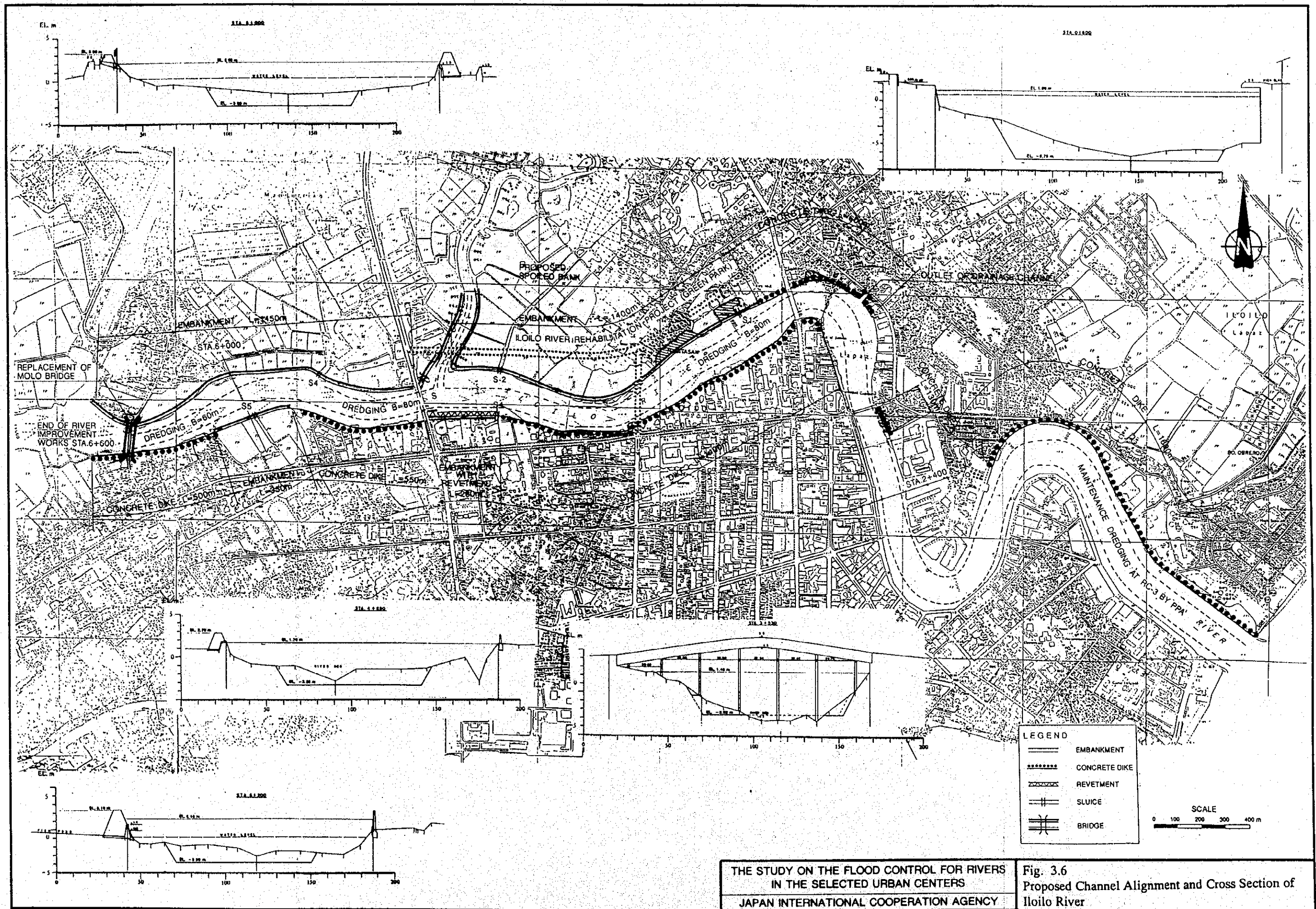
**LONGITUDINAL PROFILE  
JARO RIVER (JARO FLOODWAY), ILOILO CITY**



GRADIENT OF RIVERBED	DIKE CROWN	DESIGN HWL	DESIGN RIVERBED	GROUND LEVEL CENTER	GROUND LEVEL RIGHT	GROUND LEVEL Left	STATION No.
11.000	10.000	5.200	12.200	12.100	12.100	11.800	4.800
10.800	9.800	4.800	12.100	12.100	12.100	12.000	4.500
9.833	8.833	4.133	11.100	11.100	11.200	11.200	4.000
8.267	8.267	3.467	9.800	9.700	9.800	9.800	3.500
8.600	7.600	2.800	8.300	9.200	8.300	8.300	3.000
7.833	6.833	2.133	8.000	8.800	8.000	8.000	2.500
7.267	6.267	1.467	5.000	5.000	5.000	5.000	2.000
6.600	5.600	0.800	4.500	4.500	4.500	4.500	1.500
5.833	4.833	0.133	2.700	2.700	2.700	2.700	1.000
5.267	4.267	0.533	0.000	0.000	0.000	2.000	0.500
4.800	3.800	1.200	0.000	0.000	0.000	0.000	0.000

THE STUDY ON THE FLOOD CONTROL FOR RIVERS  
IN THE SELECTED URBAN CENTERS  
JAPAN INTERNATIONAL COOPERATION AGENCY

Fig. 3.5(77)  
Longitudinal Profile of Jaro River  
(Jaro Floodway)

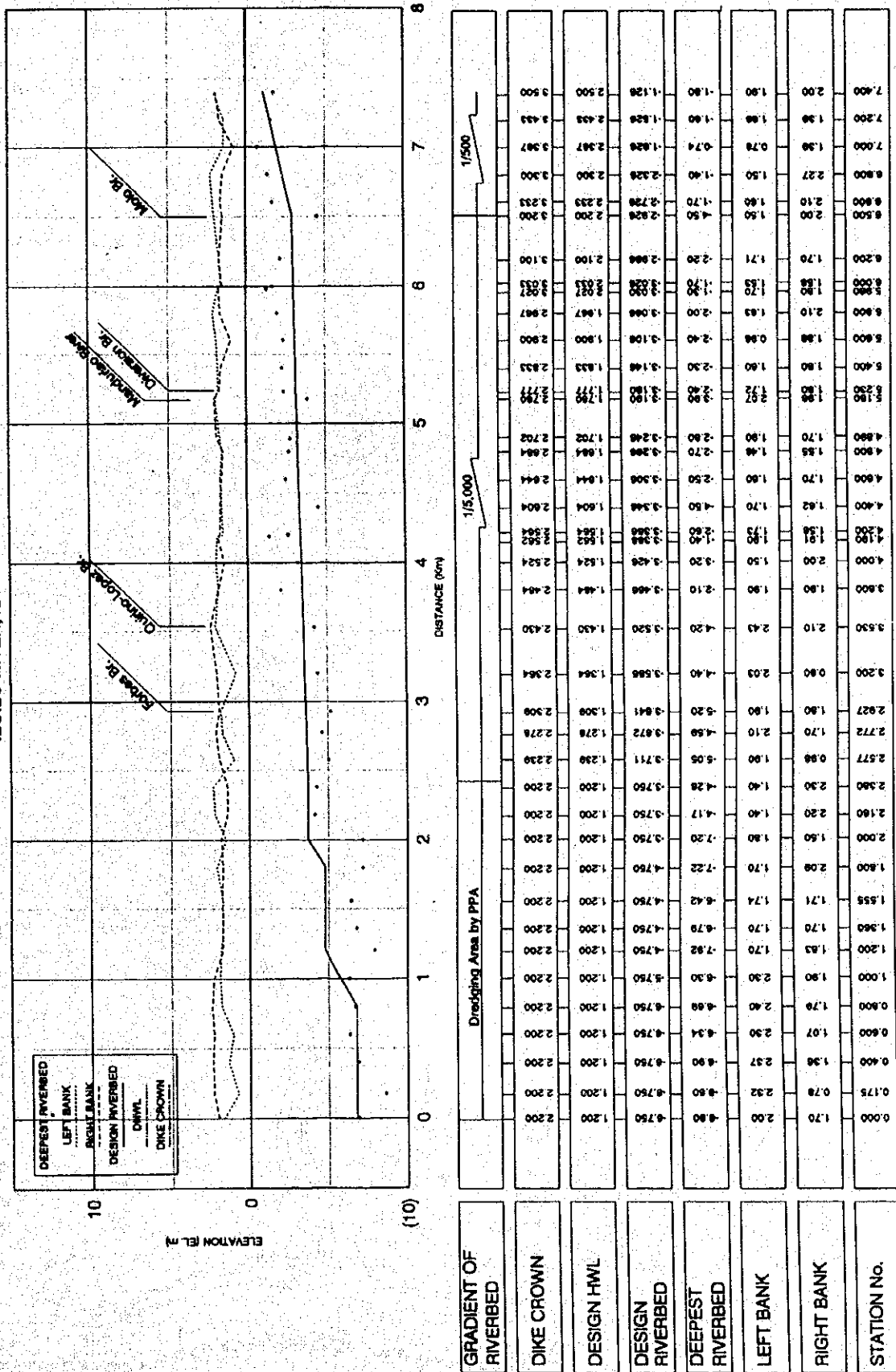


THE STUDY ON THE FLOOD CONTROL FOR RIVERS  
 IN THE SELECTED URBAN CENTERS  
 JAPAN INTERNATIONAL COOPERATION AGENCY

Fig. 3.6  
 Proposed Channel Alignment and Cross Section of  
 Iloilo River

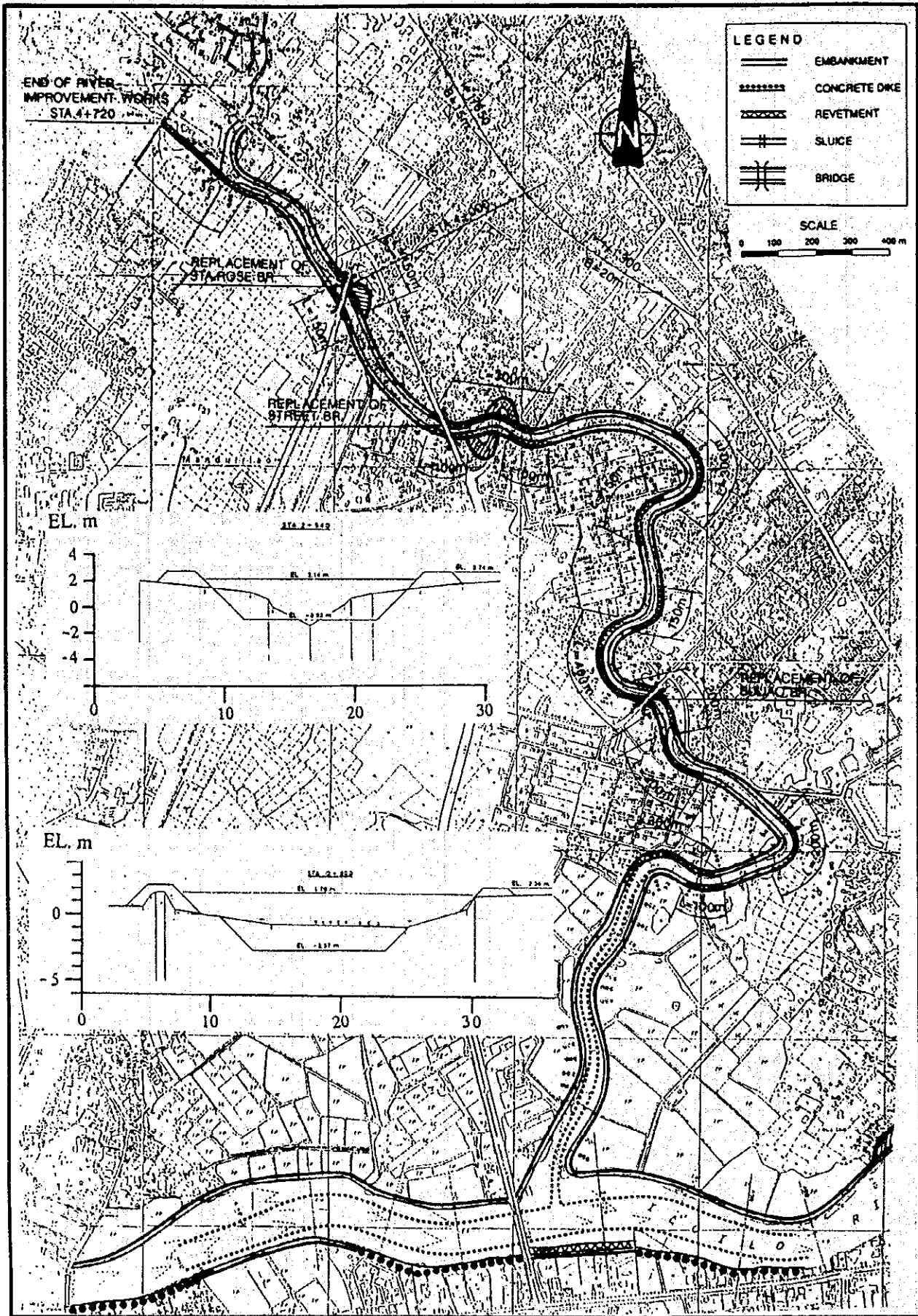


LONGITUDINAL PROFILE  
ILOILO RIVER, ILOILO CITY



THE STUDY ON THE FLOOD CONTROL FOR RIVERS  
IN THE SELECTED URBAN CENTERS  
JAPAN INTERNATIONAL COOPERATION AGENCY

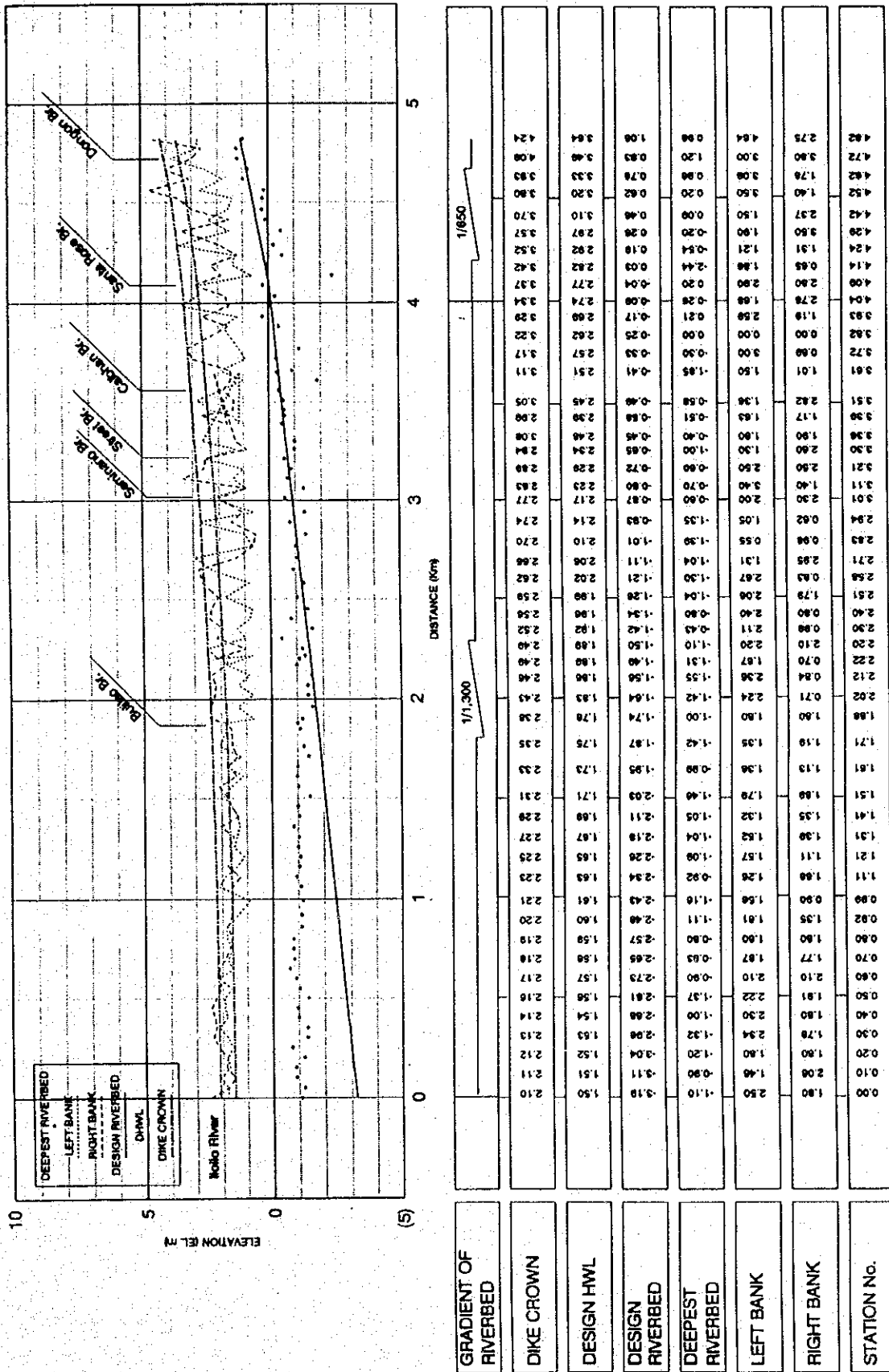
Fig. 3.7  
Longitudinal Profile of Iloilo River



THE STUDY ON THE FLOOD CONTROL FOR RIVERS  
 IN THE SELECTED URBAN CENTERS  
 JAPAN INTERNATIONAL COOPERATION AGENCY

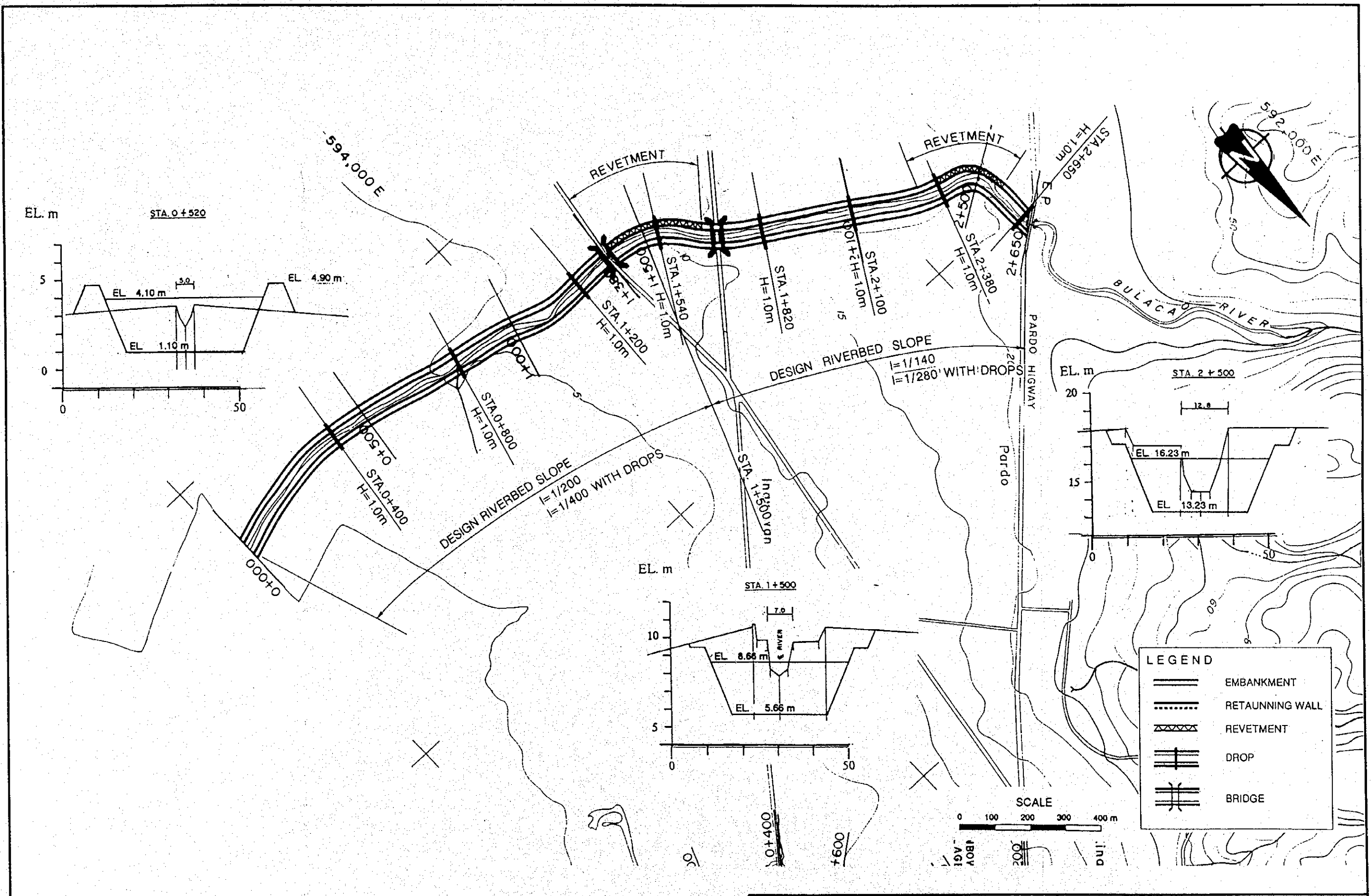
Fig. 3.8  
 Proposed Channel Alignment and Cross Section of  
 Mandurriao River

**LONGITUDINAL PROFILE**  
MANDURRIAO RIVER, ILOILO CITY



THE STUDY ON THE FLOOD CONTROL FOR RIVERS  
IN THE SELECTED URBAN CENTERS  
JAPAN INTERNATIONAL COOPERATION AGENCY

Fig. 3.9  
Longitudinal Profile of Mandurriao River

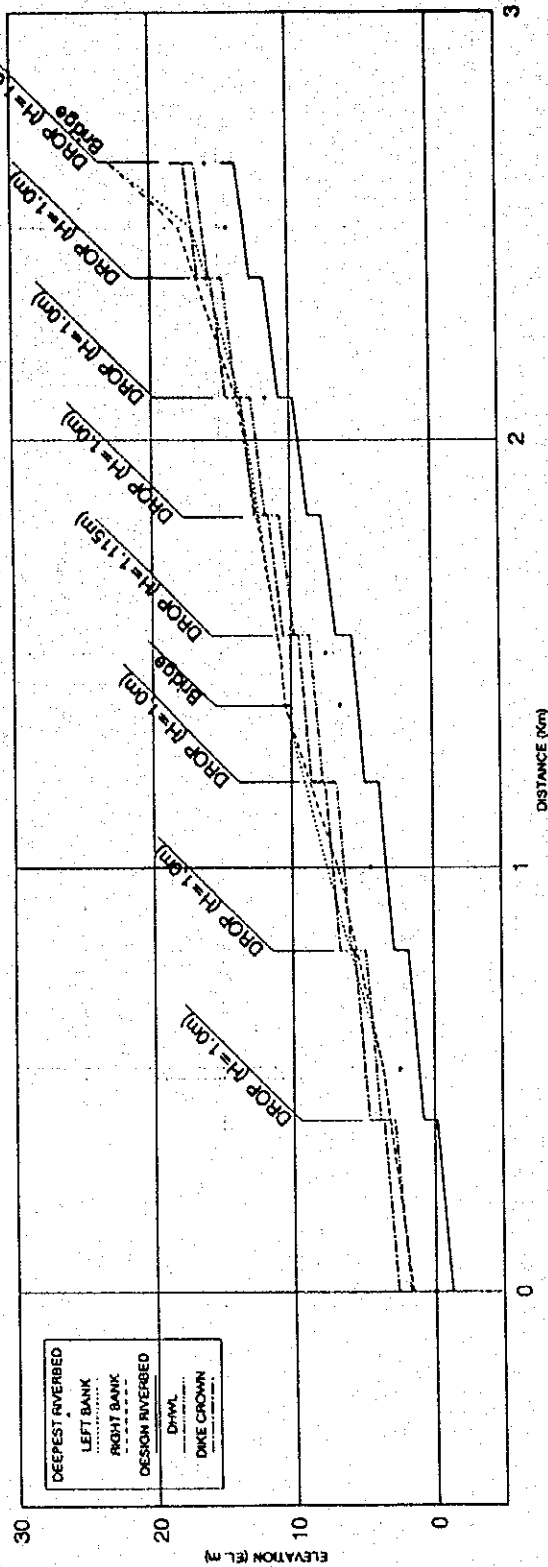


THE STUDY ON THE FLOOD CONTROL FOR RIVERS  
 IN THE SELECTED URBAN CENTERS  
 JAPAN INTERNATIONAL COOPERATION AGENCY

Fig. 3.10  
 Proposed Channel Alignment and Cross Section of  
 Bulacao River



LONGITUDINAL PROFILE  
BULACAO RIVER, CEBU CITY



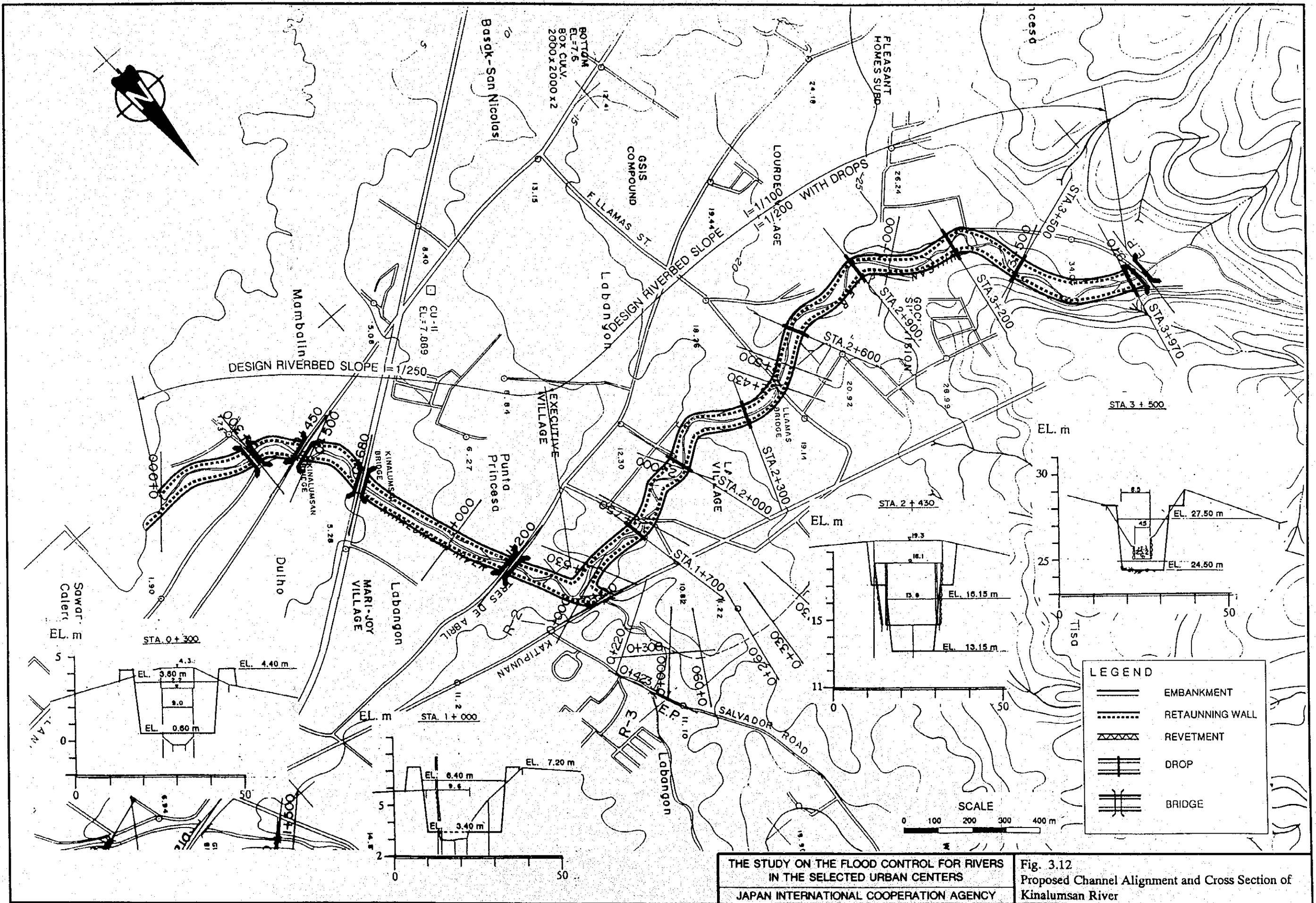
STATION No.	RIGHT BANK	LEFT BANK	DEEPEST RIVERBED	DESIGN RIVERBED	DESIGN HWL	DIKE CROWN	GRADIENT OF RIVERBED
0.000	1.800	1.500	0.000	1.200	1.800	2.800	1/200
0.400	3.800	3.600	0.200	3.800	4.800	4.800	1/400, with Drops
0.520	3.800	3.600	2.400	1.100	4.100	4.900	1/140
0.800	7.500	6.700	4.400	3.300	6.300	6.800	1/200
1.000	10.400	10.400	6.500	5.250	8.250	8.800	1/140
1.200	13.800	13.800	8.600	7.800	8.800	9.500	1/200
1.300	10.700	10.700	7.500	8.550	9.550	10.365	1/140
1.500	10.700	10.700	8.650	8.785	9.450	10.365	1/200
1.820	13.500	13.500	10.785	11.785	11.565	12.585	1/140
2.100	13.800	13.800	12.785	12.785	13.585	14.585	1/200
2.200	16.800	16.800	14.785	15.785	15.585	16.585	1/140
2.300	17.800	17.800	15.785	16.785	16.585	17.585	1/200
2.500	18.800	18.800	16.785	17.785	17.585	18.585	1/140
2.850	22.800	22.800	19.785	20.785	20.585	21.585	1/200

THE STUDY ON THE FLOOD CONTROL FOR RIVERS  
IN THE SELECTED URBAN CENTERS  
JAPAN INTERNATIONAL COOPERATION AGENCY

Fig. 3.11  
Longitudinal Profile of Bulacao River



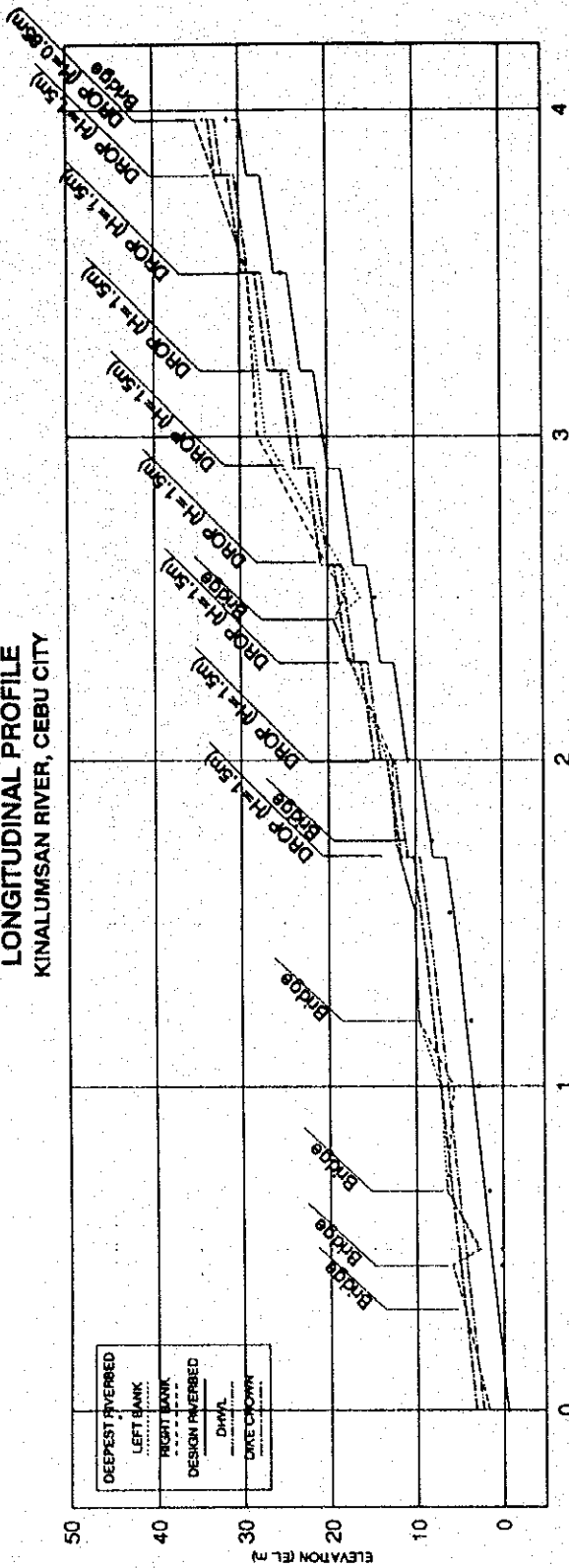




THE STUDY ON THE FLOOD CONTROL FOR RIVERS  
IN THE SELECTED URBAN CENTERS  
JAPAN INTERNATIONAL COOPERATION AGENCY

Fig. 3.12  
Proposed Channel Alignment and Cross Section of  
Kinalumsan River

LONGITUDINAL PROFILE  
KINALUMSAN RIVER, CEBU CITY



STATION No.	RIGHT BANK	LEFT BANK	DEEPEST RIVERBED	DESIGN RIVERBED	DESIGN HWL	DIKE CROWN	GRADIENT OF RIVERBED
0.000	1.700	1.700	-0.900	0.900	2.400	3.200	
0.300	4.300	4.300	-0.100	0.900	4.400	4.400	
0.450	5.800	5.800	0.150	1.200	4.200	5.000	
0.500	2.800	2.800	0.100	1.400	5.200	5.200	
0.680	6.520	6.520	1.550	2.120	5.120	5.920	1/250
1.000	7.200	5.700	2.800	3.400	8.400	7.200	
1.200	8.880	9.880	3.600	4.200	7.200	8.000	
1.400	10.100	10.100	6.100	5.000	8.000	8.800	
1.530	10.100	10.100	8.100	5.850	8.650	9.450	
1.700	12.340	12.340	8.150	6.500	11.250	10.300	
1.750	18.300	18.300	11.000	8.650	11.800	12.050	
2.000	13.200	12.700	10.800	9.500	12.500	13.300	
2.200	18.300	18.300	14.500	12.500	15.500	16.300	
2.430	19.300	19.300	14.500	14.650	17.850	18.450	
2.500	18.300	18.100	14.800	15.000	18.000	18.800	
2.800	27.100	28.000	20.800	20.500	23.000	22.300	1/100
2.800	18.300	18.300	15.500	17.900	20.000	19.800	
2.800	29.100	29.100	24.500	24.500	28.000	28.800	
3.200	26.800	26.800	21.500	25.000	26.000	25.300	
3.500	29.100	29.100	25.200	27.500	29.000	28.300	
3.800	32.850	32.850	27.500	30.500	32.000	31.300	
3.870	36.100	36.100	31.300	33.800	35.700	35.000	

THE STUDY ON THE FLOOD CONTROL FOR RIVERS  
IN THE SELECTED URBAN CENTERS  
JAPAN INTERNATIONAL COOPERATION AGENCY

Fig. 3.13  
Longitudinal Profile of Kinalumsan River



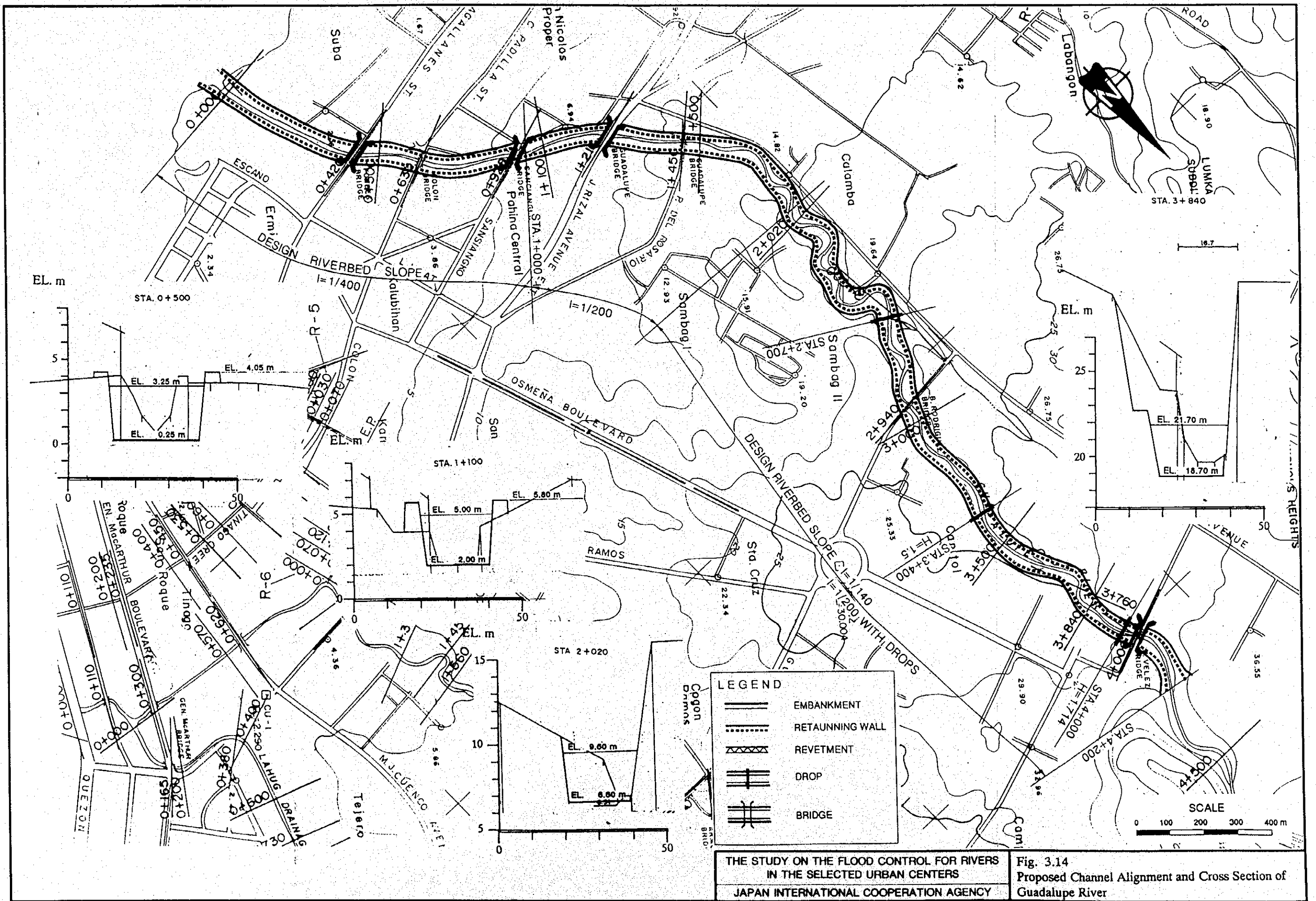
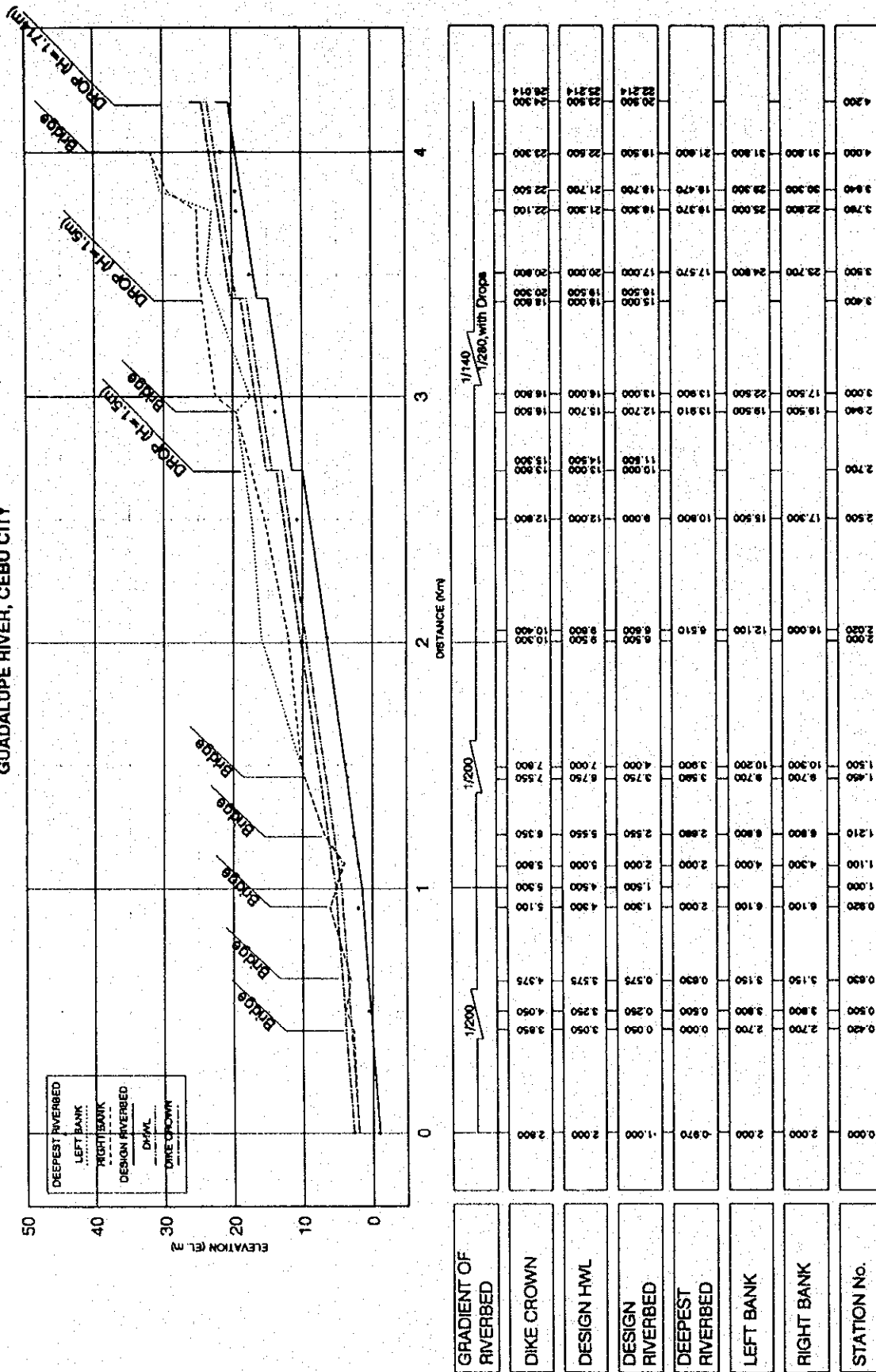


Fig. 3.14  
 Proposed Channel Alignment and Cross Section of  
 Guadalupe River

LONGITUDINAL PROFILE  
GUADALUPE RIVER, CEBU CITY



THE STUDY ON THE FLOOD CONTROL FOR RIVERS  
IN THE SELECTED URBAN CENTERS  
JAPAN INTERNATIONAL COOPERATION AGENCY

Fig. 3.15  
Longitudinal Profile of Guadalupe River



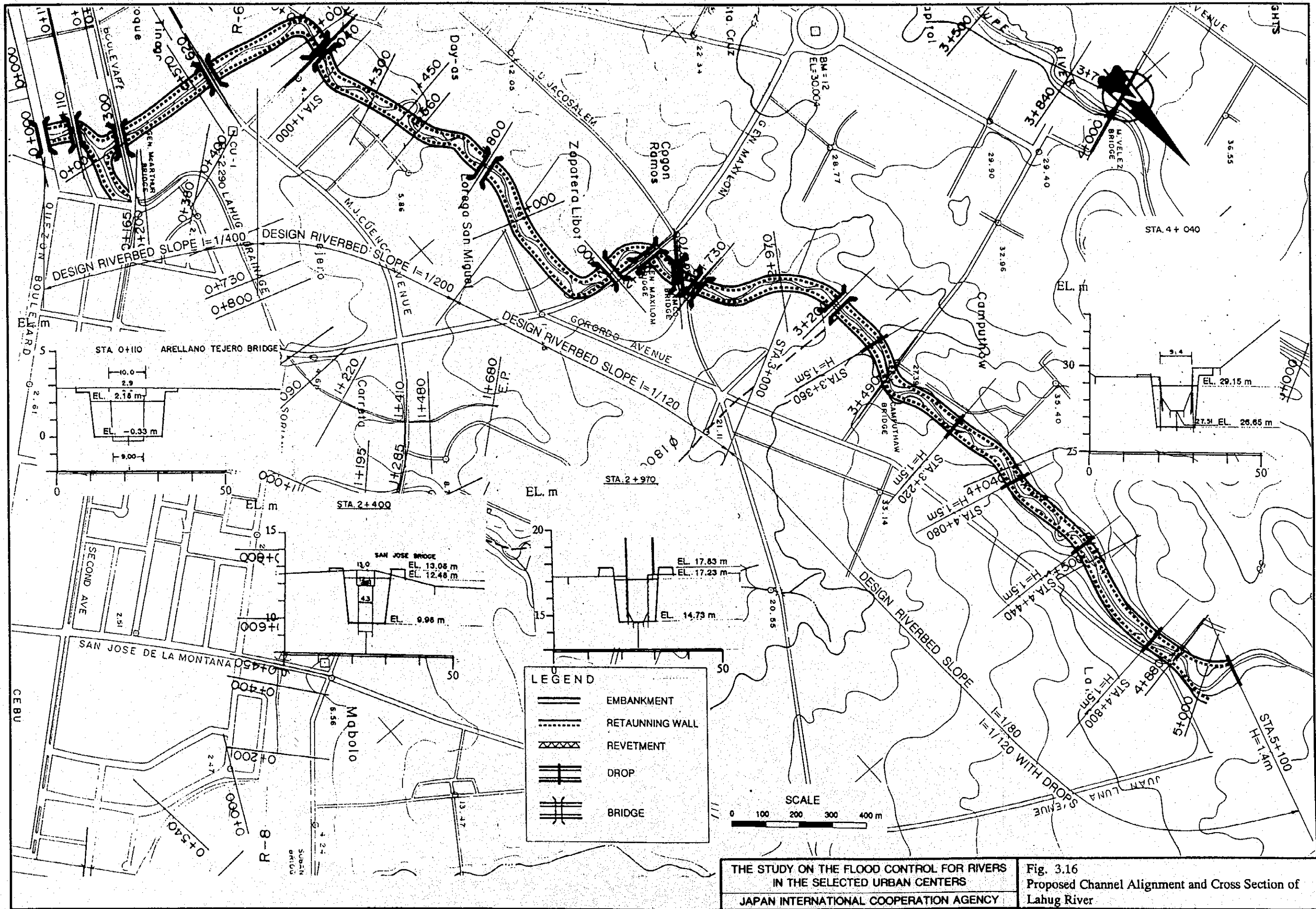
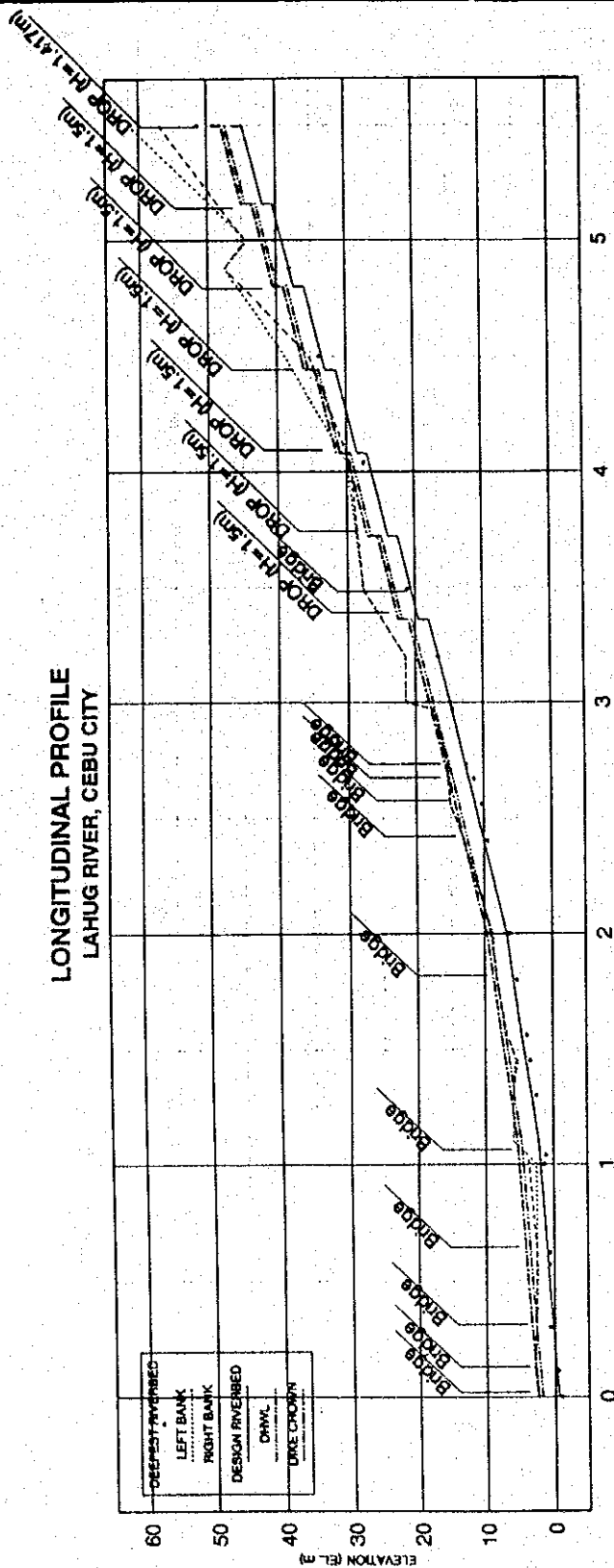


Fig. 3.16  
Proposed Channel Alignment and Cross Section of  
Lahug River



LONGITUDINAL PROFILE  
LAHUG RIVER, CEBU CITY

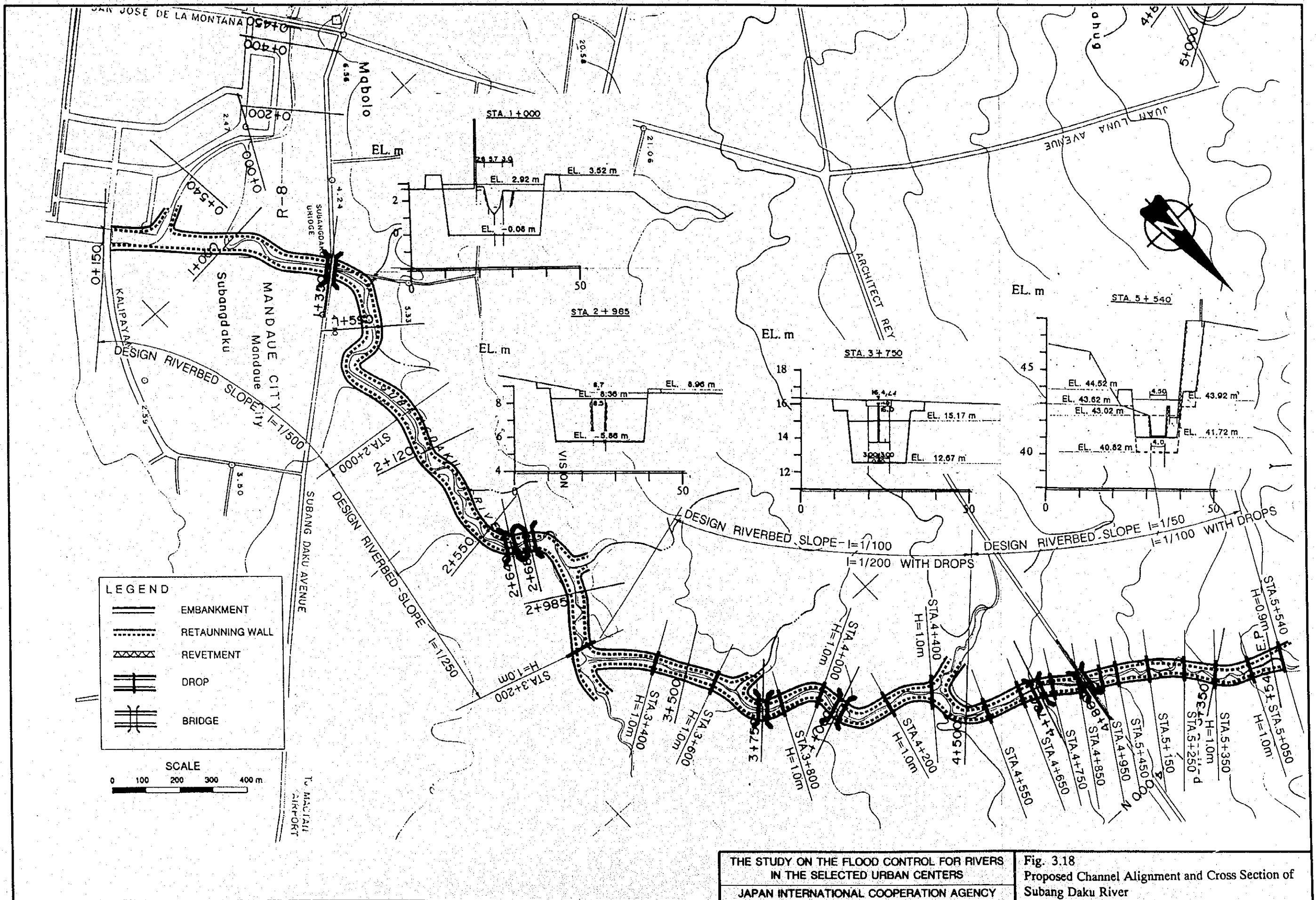


STATION No.	RIGHT BANK	LEFT BANK	DEEPEST RIVERBED	DESIGN RIVERBED	DESIGN HWL	DIKE CROWN	GRADIENT OF RIVERBED
0.000	2.400	2.400	-1.000	0.500	1.900	2.175	1.900
0.110	2.900	2.900	-0.500	0.810	2.175	2.275	1.900
0.300	2.600	2.600	2.000	0.810	2.050	3.250	3.250
0.570	2.500	2.500	2.500	0.880	3.450	3.925	3.925
0.820	2.400	2.400	2.900	0.880	3.450	4.050	4.050
1.000	3.700	3.700	3.000	1.900	4.400	5.000	5.000
1.040	3.700	3.700	3.000	2.000	4.500	5.100	5.100
1.100	5.900	5.900	5.900	2.150	4.650	5.250	5.250
1.300	5.800	5.800	5.800	3.150	5.650	6.250	6.250
1.450	5.400	5.400	5.200	3.900	6.400	7.000	7.000
1.580	6.800	6.800	6.800	4.450	6.950	7.550	7.550
1.800	6.200	6.200	5.200	5.650	8.150	8.750	8.750
2.000	6.700	6.700	6.200	6.450	9.150	9.750	9.750
2.400	13.000	13.000	8.500	9.883	12.483	13.083	13.083
2.500	15.100	15.100	10.330	11.317	13.817	14.417	14.417
2.570	15.400	15.400	12.733	14.733	15.233	15.333	15.333
2.670	15.400	15.400	12.733	14.733	15.233	15.333	15.333
2.870	17.400	17.400	14.700	14.733	17.233	17.833	17.833
3.000	21.500	21.500	16.700	16.650	19.150	19.750	19.750
3.200	21.500	21.500	16.700	16.650	19.150	19.750	19.750
3.300	21.063	21.063	17.863	20.463	21.063	21.063	21.063
3.400	27.700	27.700	21.200	20.567	23.067	23.067	23.067
3.720	25.563	25.563	22.463	24.963	26.463	27.083	27.083
4.000	30.000	30.000	27.500	28.650	32.150	32.750	32.750
4.080	30.000	30.000	27.500	28.650	32.150	32.750	32.750
4.400	36.800	36.800	33.840	35.963	39.963	40.083	40.083
4.500	36.800	36.800	33.840	35.963	39.963	40.083	40.083
4.800	38.150	38.150	36.150	38.463	42.463	43.583	43.583
4.880	47.500	47.500	40.170	40.860	46.860	47.250	47.250
5.000	44.200	44.200	44.500	47.500	48.200	48.200	48.200
5.190	47.500	47.500	46.170	46.150	48.150	48.250	48.250
5.300	47.500	47.500	46.170	46.150	48.150	48.250	48.250

THE STUDY ON THE FLOOD CONTROL FOR RIVERS  
IN THE SELECTED URBAN CENTERS  
JAPAN INTERNATIONAL COOPERATION AGENCY

Fig. 3.17  
Longitudinal Profile of Lahug River

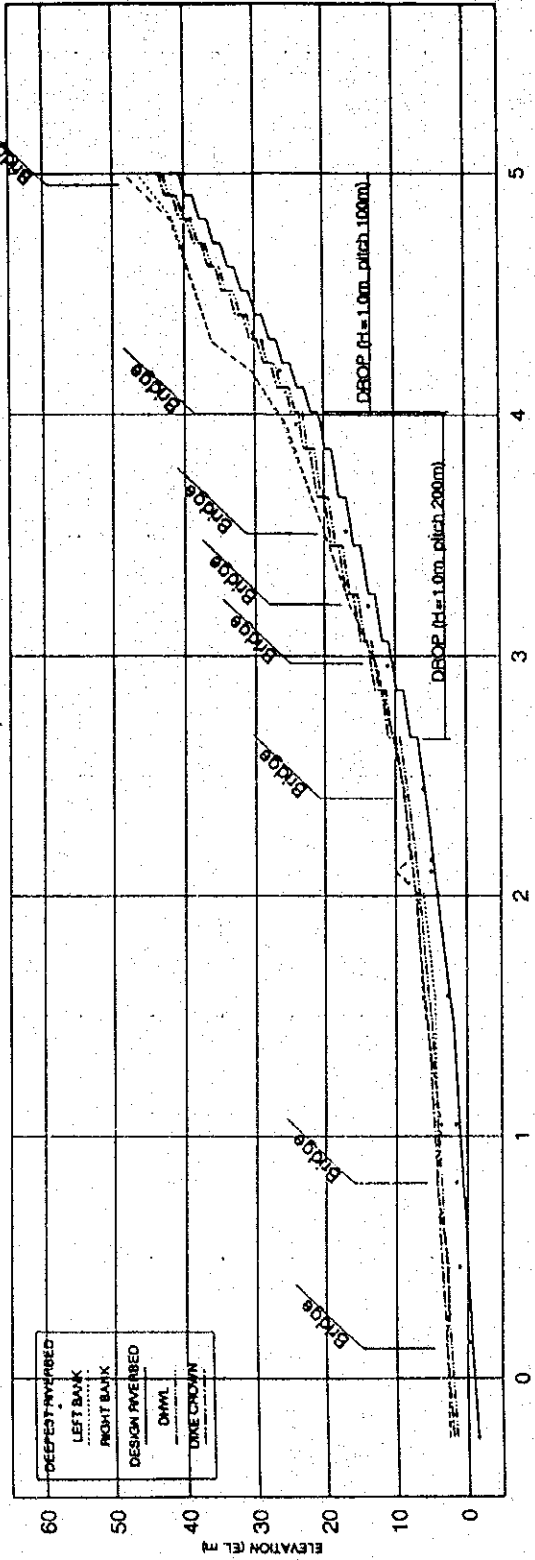




THE STUDY ON THE FLOOD CONTROL FOR RIVERS  
 IN THE SELECTED URBAN CENTERS  
 JAPAN INTERNATIONAL COOPERATION AGENCY

Fig. 3.18  
 Proposed Channel Alignment and Cross Section of  
 Subang Daku River

LONGITUDINAL PROFILE  
SUBANG DAKU RIVER, CEBU CITY

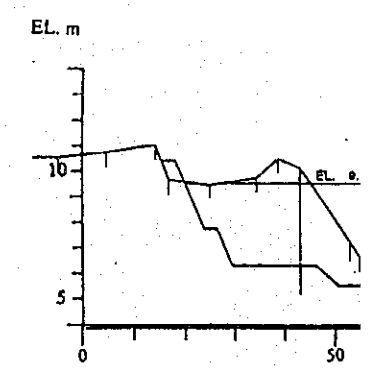
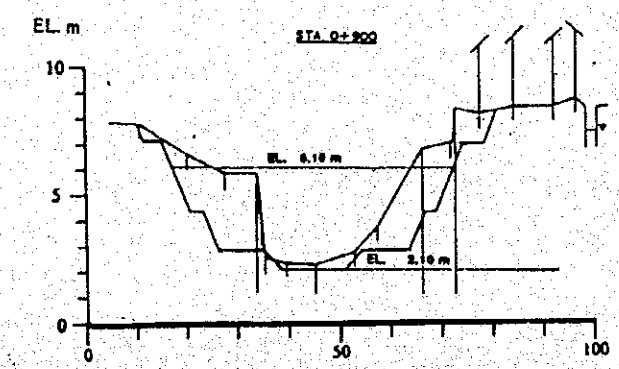
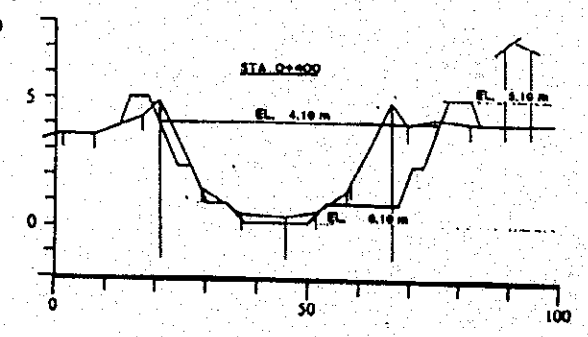
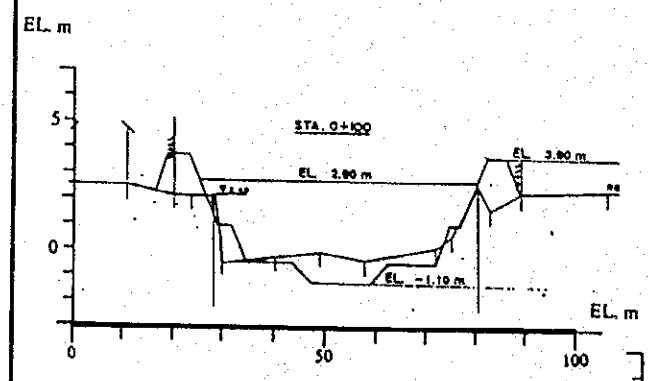
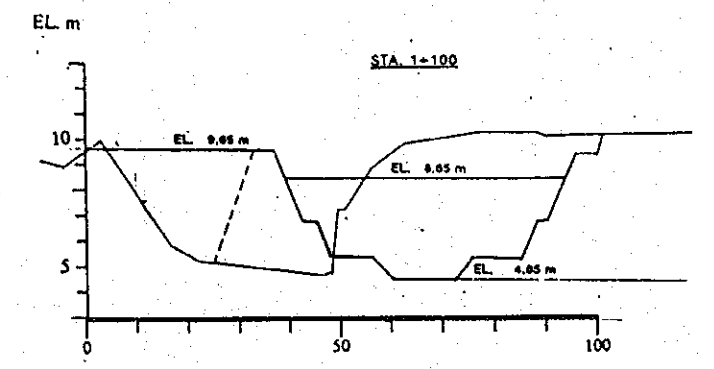
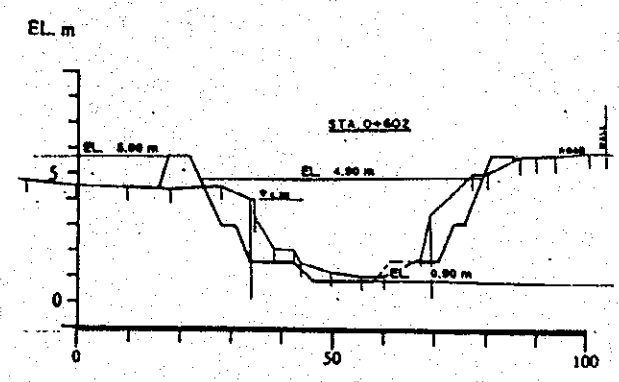
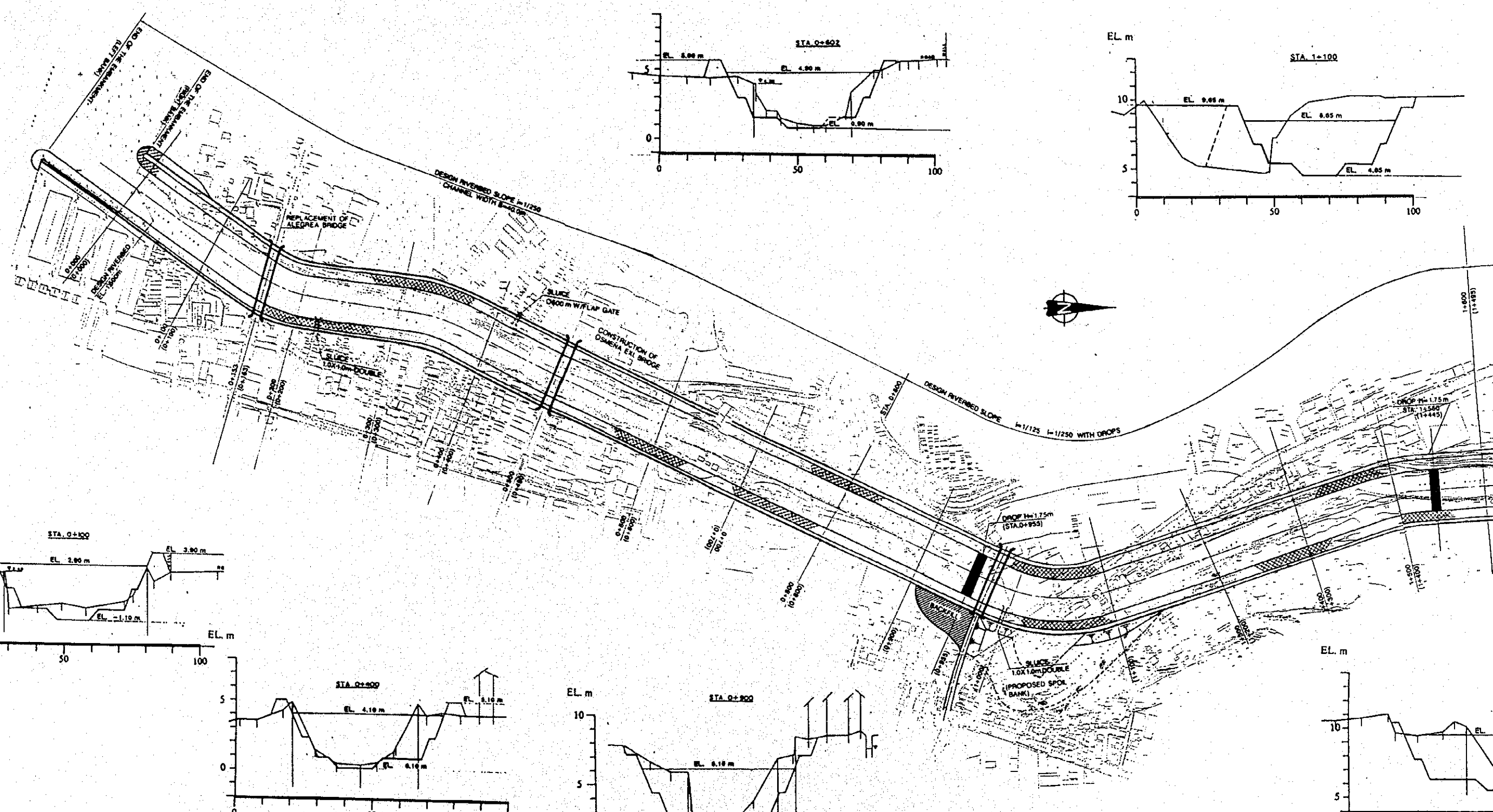


STATION No.	RIGHT BANK	LEFT BANK	DEEPEST RIVERBED	DESIGN RIVERBED	DESIGN HWL	DIKE CROWN	GRADIENT OF RIVERBED
0.250	2.700	2.800	2.800	2.800	2.800	2.900	1.500
0.300	2.500	2.700	2.700	2.700	2.700	2.800	1.500
0.400	2.500	2.700	2.700	2.700	2.700	2.800	1.500
0.810	4.210	4.210	1.500	0.620	0.620	4.220	1.500
1.050	4.100	3.800	1.800	1.100	1.100	4.100	1.500
1.400	4.500	6.300	2.700	1.820	2.400	4.820	1.500
1.580	4.500	8.000	4.000	4.120	4.672	7.220	1.500
2.010	6.000	10.000	5.000	4.460	6.960	7.560	1.500
2.100	6.000	10.000	5.000	4.120	6.620	7.220	1.500
2.148	8.000	8.000	8.000	4.672	7.172	7.172	1.500
2.445	5.700	8.700	8.100	5.660	8.420	8.960	1.500
2.460	5.700	8.700	8.100	5.660	8.420	8.960	1.500
2.660			6.920	7.820	9.420	10.020	1.500
2.690			8.820	11.460	12.460	13.020	1.500
2.900	12.800	12.800	11.100	10.420	12.820	13.320	1.500
3.080	12.800	12.800	11.100	10.420	12.820	13.320	1.500
3.280	16.400	16.400	13.800	12.670	15.170	15.770	1.500
3.460	20.000	20.000	16.800	14.820	16.520	17.120	1.500
3.460	20.000	20.000	16.800	14.820	16.520	17.120	1.500
3.520	20.000	20.000	16.800	14.820	16.520	17.120	1.500
3.680	20.000	20.000	16.800	14.820	16.520	17.120	1.500
3.880	25.900	25.900	24.100	16.820	18.720	19.320	1.500
3.880	25.900	25.900	24.100	16.820	18.720	19.320	1.500
4.110	30.400	30.400	28.300	18.820	20.720	21.320	1.500
4.110	30.400	30.400	28.300	18.820	20.720	21.320	1.500
4.270	30.400	30.400	28.300	18.820	20.720	21.320	1.500
4.310	30.200	30.200	28.100	18.620	20.520	21.120	1.500
4.410	30.200	30.200	28.100	18.620	20.520	21.120	1.500
4.510	30.200	30.200	28.100	18.620	20.520	21.120	1.500
4.710	30.200	30.200	28.100	18.620	20.520	21.120	1.500
4.810	30.200	30.200	28.100	18.620	20.520	21.120	1.500
4.810	30.200	30.200	28.100	18.620	20.520	21.120	1.500
4.910	30.200	30.200	28.100	18.620	20.520	21.120	1.500
5.000	30.200	30.200	28.100	18.620	20.520	21.120	1.500

THE STUDY ON THE FLOOD CONTROL FOR RIVERS  
IN THE SELECTED URBAN CENTERS  
JAPAN INTERNATIONAL COOPERATION AGENCY

Fig. 3.19  
Longitudinal Profile of Subang Daku River





THE STUDY ON  
 IN THE  
 JAPAN INTER