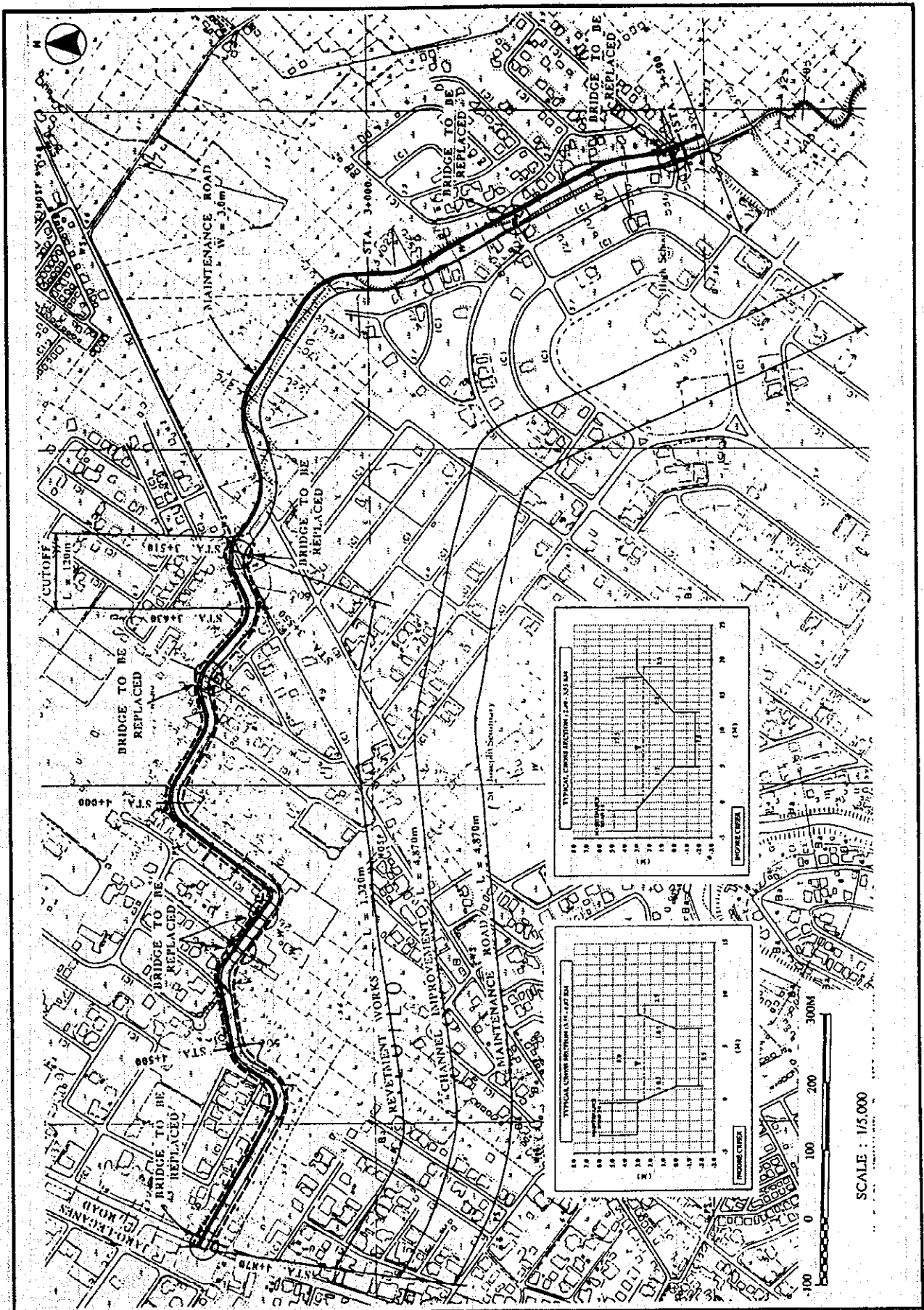


THE STUDY ON THE FLOOD CONTROL FOR RIVERS
 IN THE SELECTED URBAN CENTERS
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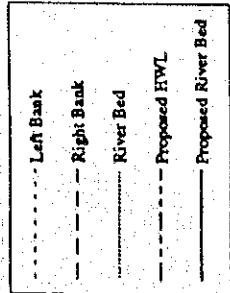
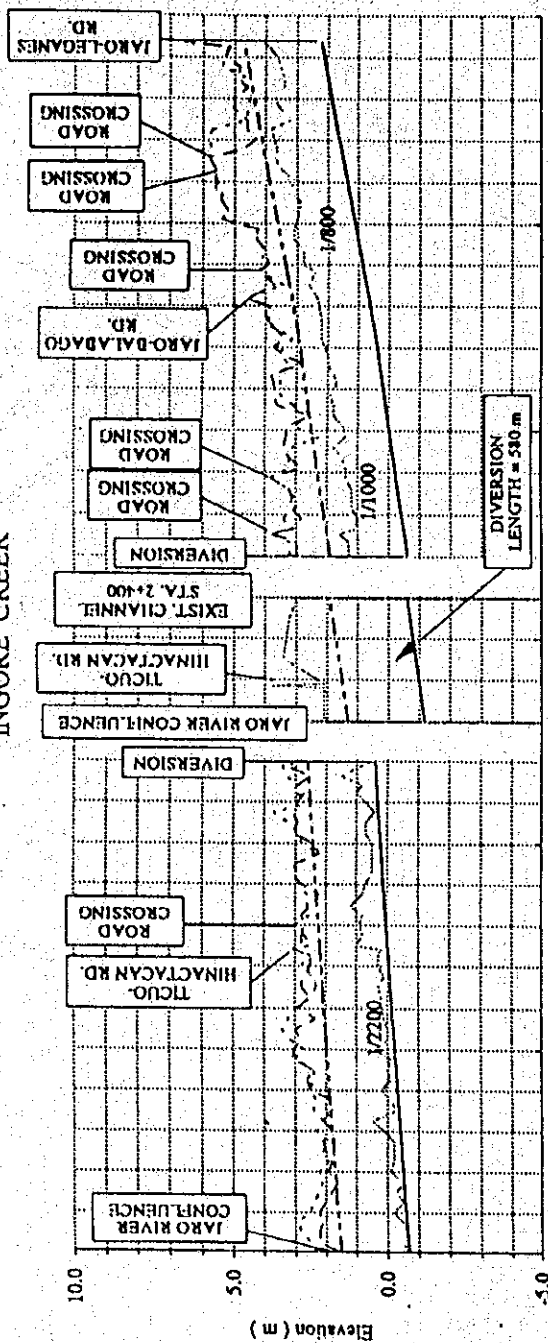
Fig. 5.9(1/2)
 Proposed Channel Alignment and Typical Cross
 Section, Incore Creek



THE STUDY ON THE FLOOD CONTROL FOR RIVERS
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Fig. 5.9(2/2)
 Proposed Channel Alignment and Typical Cross
 Section, Incore Creek

INGORE CREEK

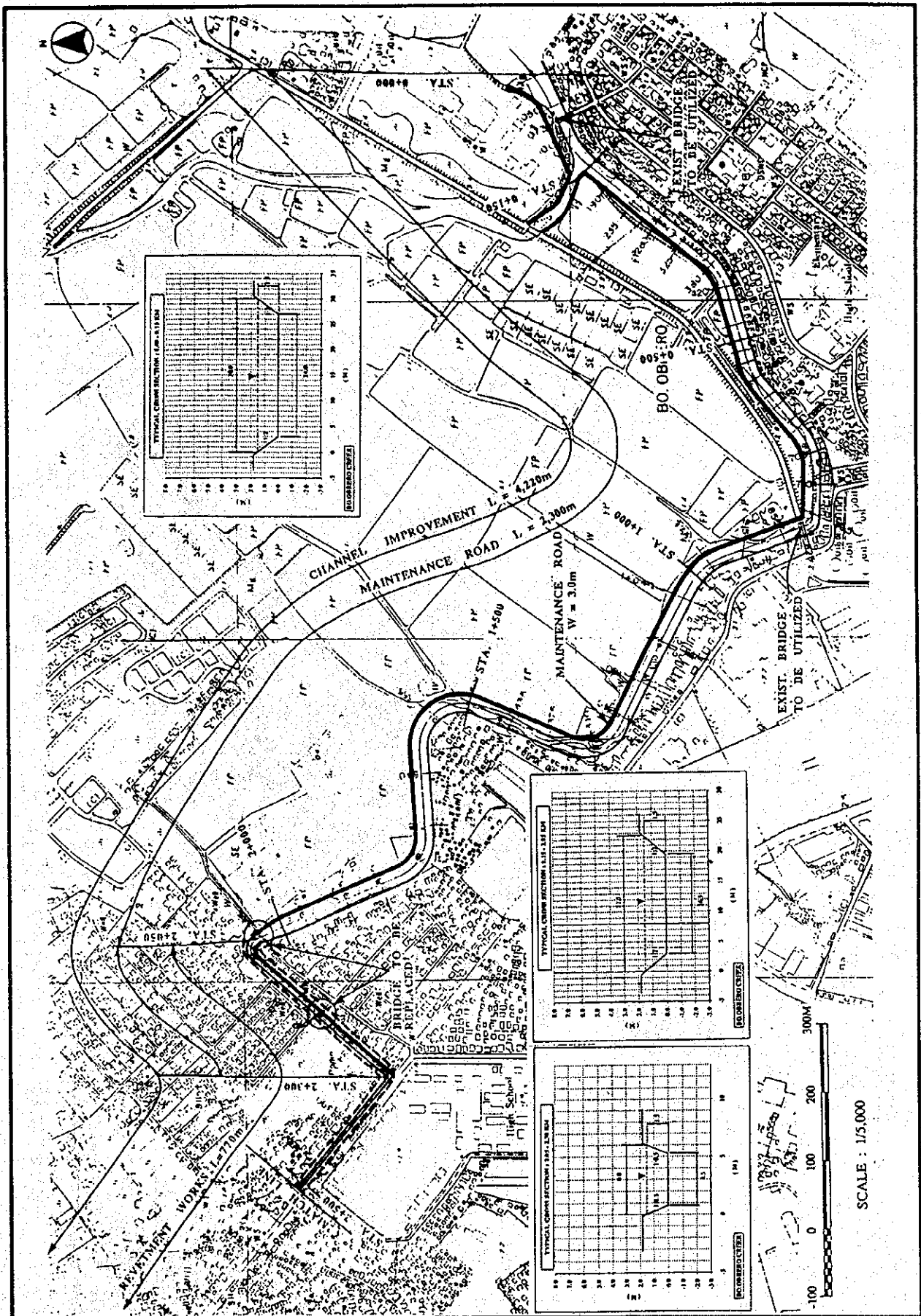


0 600 2400
4000 5000
3000 2400

Station No.	PROPOSED	EXISTING
4+870	4.89	4.10
4+800	4.80	3.60
4+600	4.55	3.70
4+400	4.30	3.70
4+210	4.07	3.10
4+020	3.83	3.00
3+800	3.55	2.80
3+600	3.30	2.30
3+400	3.08	2.10
3+220	2.90	1.70
3+020	2.70	1.50
2+820	2.50	1.40
2+630	2.31	1.20
2+400	1.88	0.50
0+580	1.88	3.00
0+400	1.60	3.40
0+200	1.48	2.10
0+000	1.30	2.10
2+400	2.59	0.50
2+200	2.50	0.70
2+000	2.41	0.50
1+800	2.32	0.70
1+600	2.23	0.90
1+400	2.14	0.30
1+200	2.05	0.20
1+000	1.95	0.40
0+800	1.86	0.20
0+600	1.77	0.10
0+400	1.68	-0.10
0+200	1.59	-0.20
0+000	1.50	-0.50

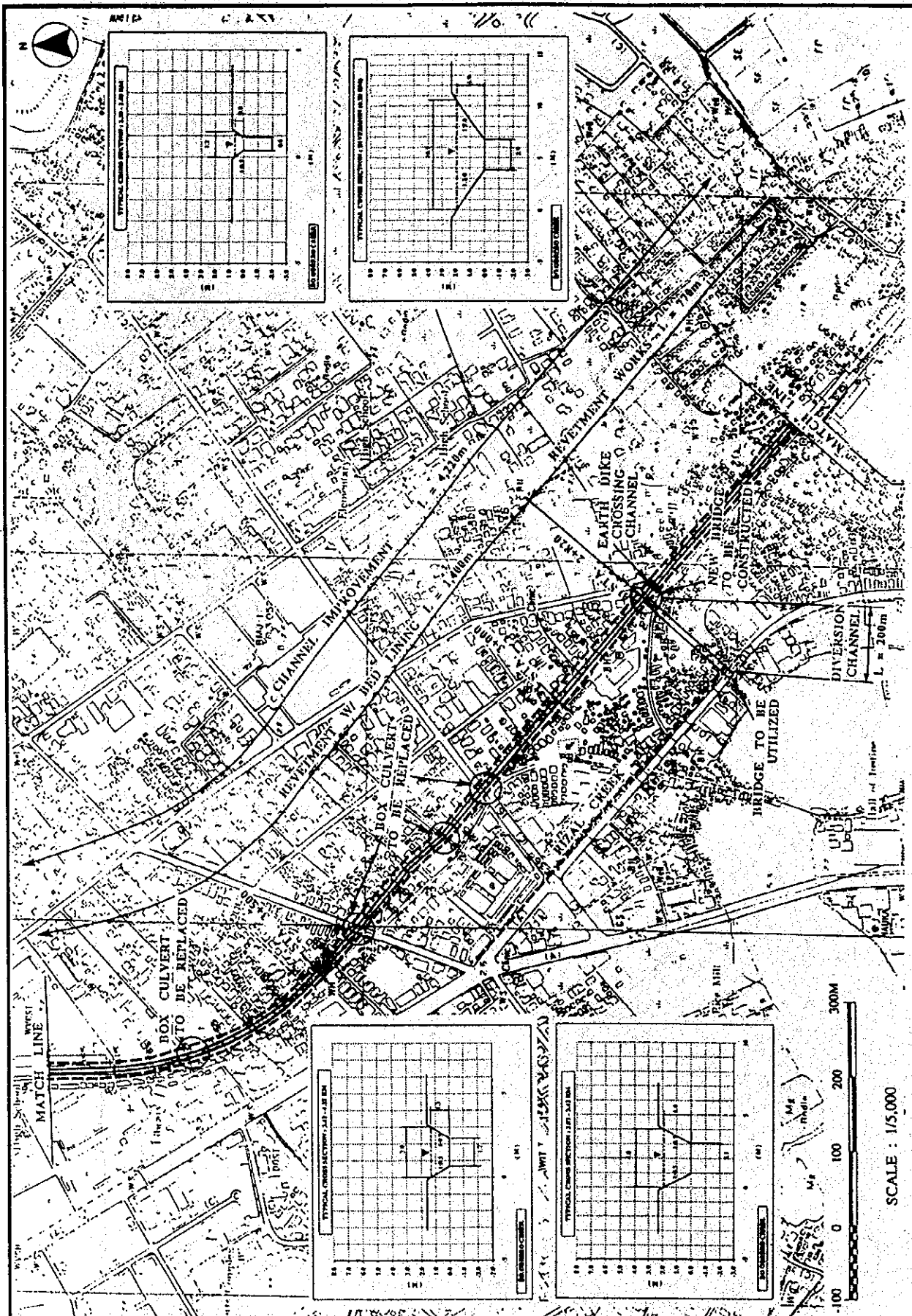
THE STUDY ON THE FLOOD CONTROL FOR RIVERS
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Fig. 5.10
Longitudinal Profile, Incore Creek



THE STUDY ON THE FLOOD CONTROL FOR RIVERS
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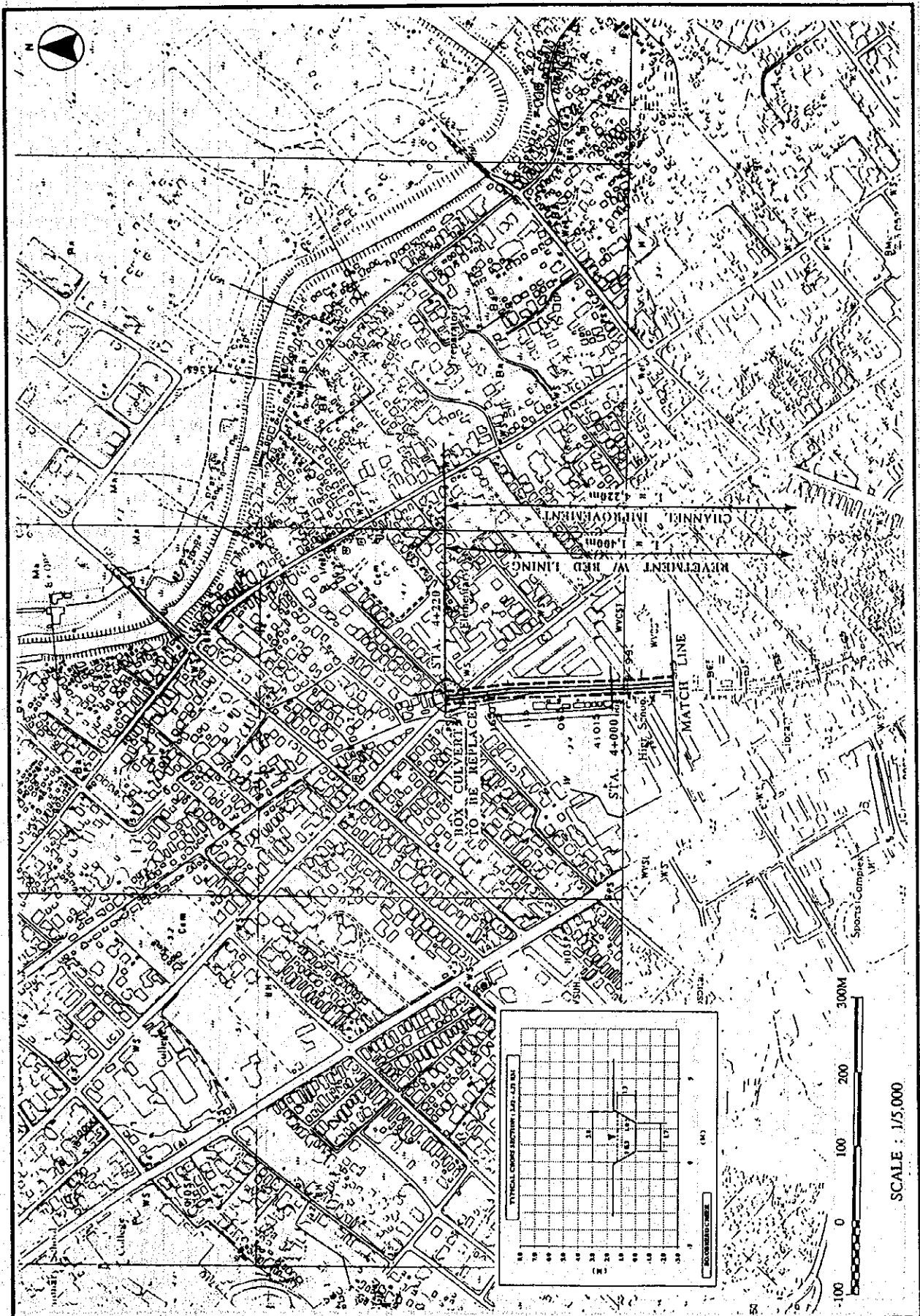
Fig. 5.11(1/3)
 Proposed Channel Alignment and Typical Cross
 Section, Bo. Obrero Creek



SCALE : 1/5,000

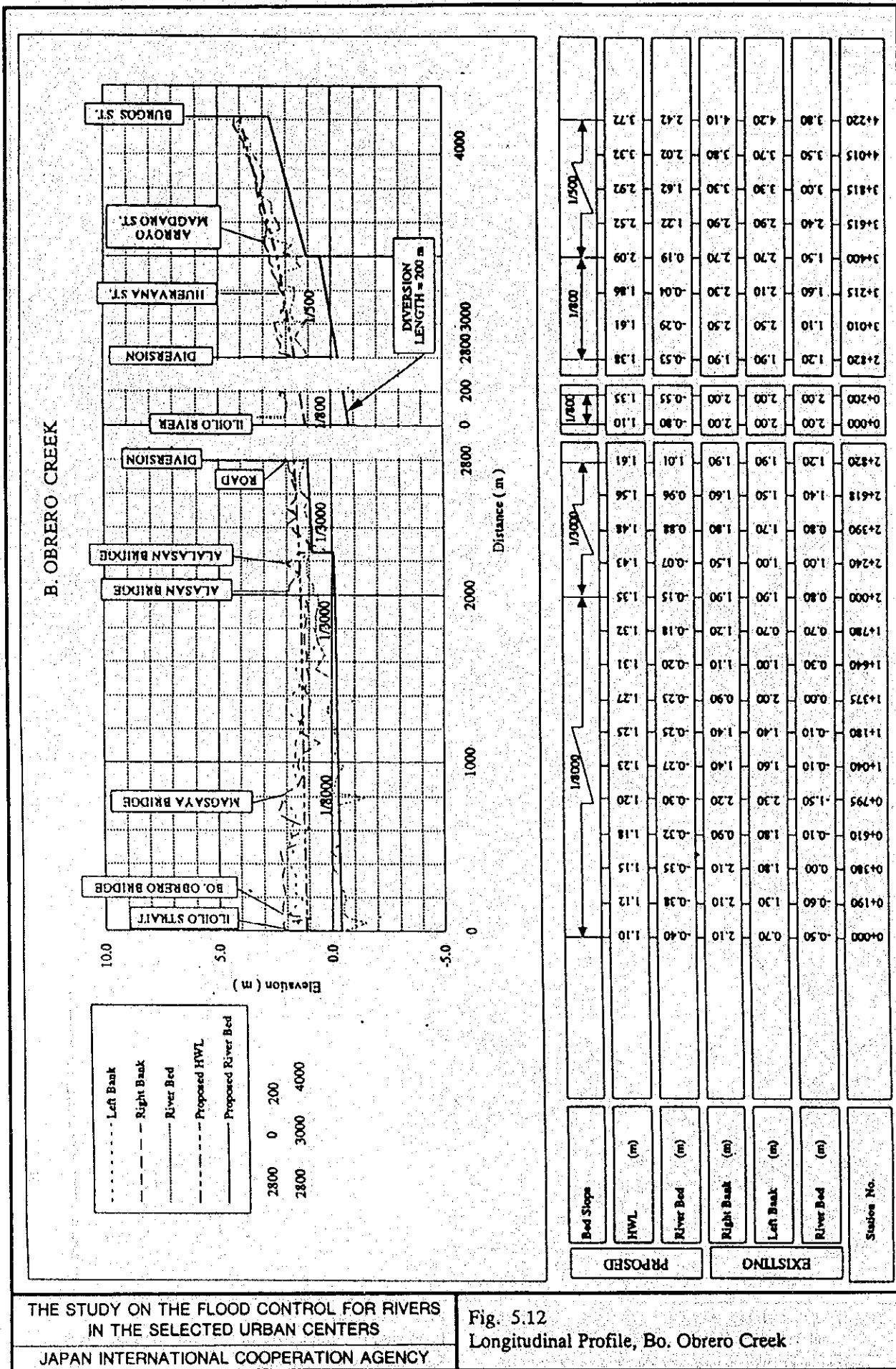
THE STUDY ON THE FLOOD CONTROL FOR RIVERS
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Fig. 5.11(2/3)
Proposed Channel Alignment and Typical Cross
Section, Bo. Obrero Creek



THE STUDY ON THE FLOOD CONTROL FOR RIVERS
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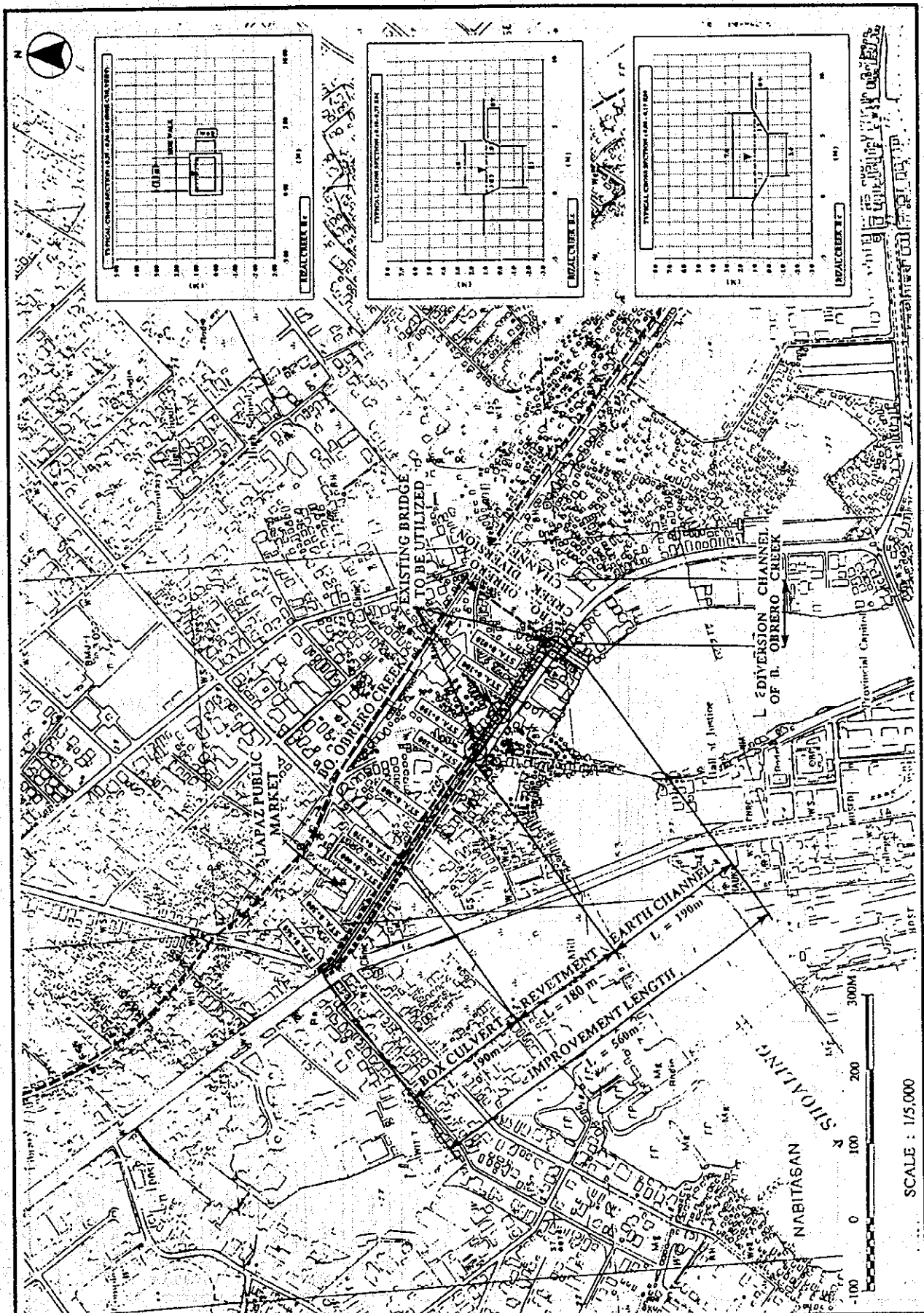
Fig. 5.11(3/3)
 Proposed Channel Alignment and Typical Cross
 Section, Bo. Obrero Creek



Station No.	River Bed (m)	Left Bank (m)	Right Bank (m)	River Bed (m)	HWL (m)	Bed Slope
0+000	0.70	2.10	2.10	0.40	1.10	1/800
0+190	-0.60	1.30	2.10	-0.38	1.12	
0+380	0.00	1.80	2.10	-0.35	1.15	
0+610	-0.10	1.80	0.90	-0.32	1.18	
0+795	-1.50	2.30	2.20	-0.30	1.20	1/800
1+040	-0.10	1.60	1.40	-0.27	1.23	
1+180	-0.10	1.40	1.40	-0.25	1.25	
1+375	0.00	2.00	0.90	-0.23	1.27	
1+640	0.30	1.00	1.10	-0.20	1.31	
1+780	0.70	0.70	1.20	-0.18	1.32	
2+000	0.80	1.90	1.90	-0.15	1.35	
2+240	1.00	1.00	1.50	-0.07	1.43	1/3000
2+390	0.80	1.70	1.80	0.88	1.48	
2+618	1.40	1.50	1.60	0.96	1.56	
2+820	1.20	1.90	1.90	1.01	1.61	1/800
0+000	2.00	2.00	2.00	-0.80	1.10	1/800
0+200	2.00	2.00	2.00	-0.55	1.35	
2+820	1.20	1.90	1.90	-0.53	1.38	
3+010	1.10	2.50	2.50	-0.29	1.61	
3+215	1.60	2.10	2.30	-0.04	1.86	
3+400	1.50	2.70	2.70	0.19	2.09	
3+615	2.40	2.90	2.90	1.22	2.32	
3+815	3.00	3.30	3.30	1.62	2.92	
4+015	3.50	3.70	3.80	2.02	3.22	
4+220	3.80	4.20	4.10	2.42	3.72	1/500

THE STUDY ON THE FLOOD CONTROL FOR RIVERS
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Fig. 5.12
Longitudinal Profile, Bo. Obrero Creek

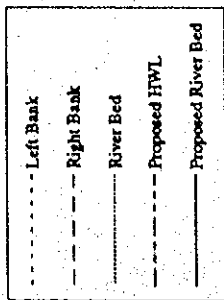
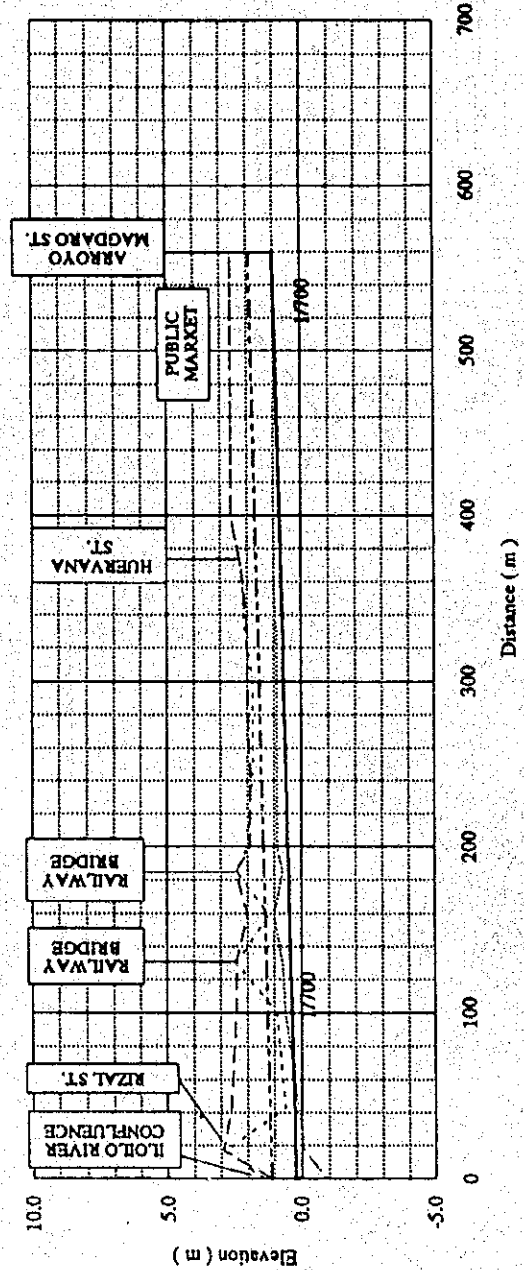


SCALE : 1/5,000

THE STUDY ON THE FLOOD CONTROL FOR RIVERS
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 JAPAN INTERNATIONAL COOPERATION AGENCY

Fig. 5.13
 Proposed Channel Alignment and Typical Cross
 Section, Rizal Creek

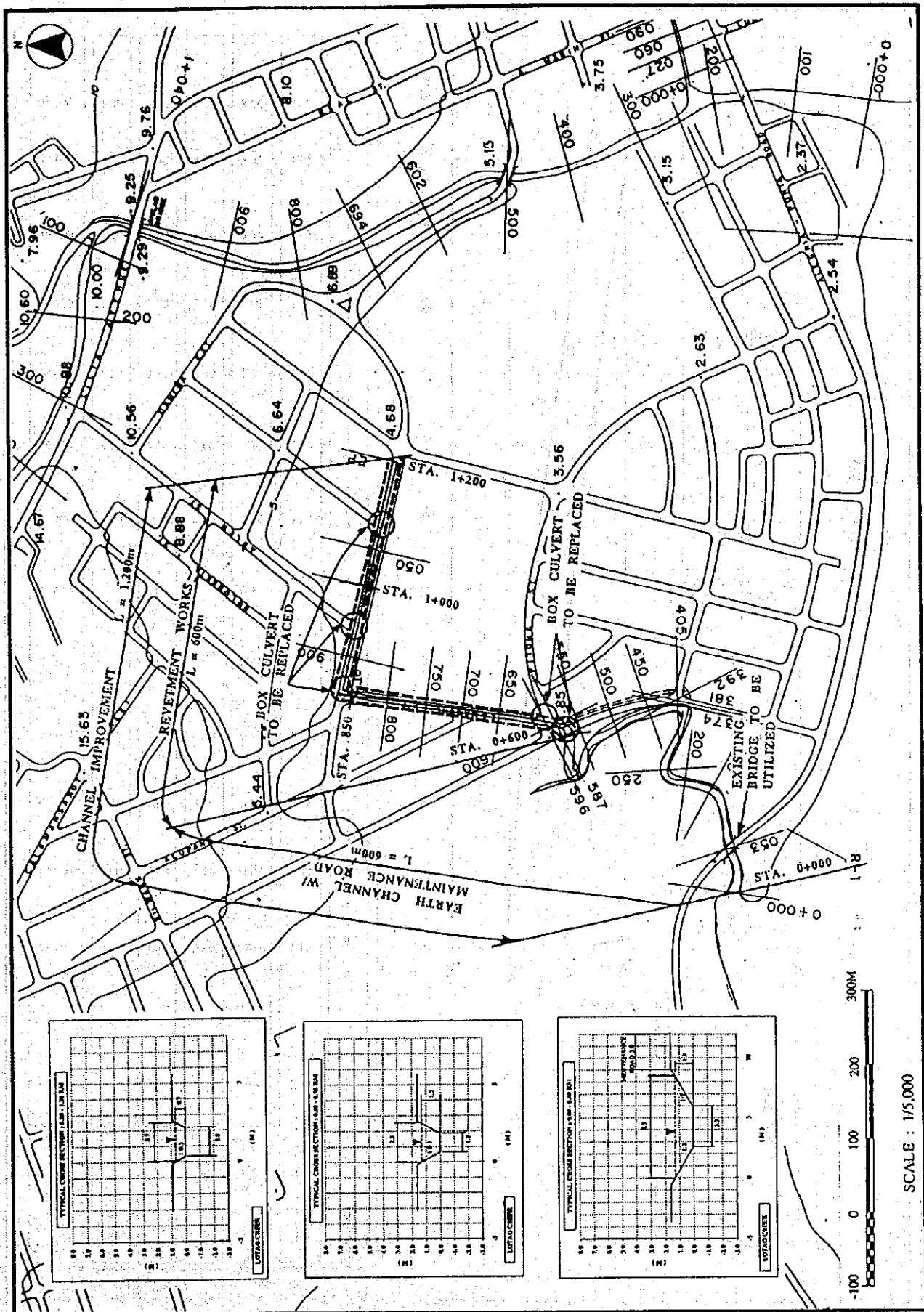
RIZAL CREEK



Station No.	River Bed (m)	Left Bank (m)	Right Bank (m)	River Bed (m)	HWL (m)	Bed Slope
0+000	-0.90	1.40	1.10	0.20	1.10	PROSED
0+100	0.60	0.90	2.40	0.34	0.24	
0+200	0.90	2.00	1.90	0.49	1.39	EXISTING
0+302	0.90	1.80	2.00	0.63	1.53	
0+400	-	2.60	2.60	0.77	1.67	PROSED
0+500	-	2.60	2.60	0.91	1.81	
0+560	-	2.60	2.60	1.00	1.90	

THE STUDY ON THE FLOOD CONTROL FOR RIVERS
IN THE SELECTED URBAN CENTERS
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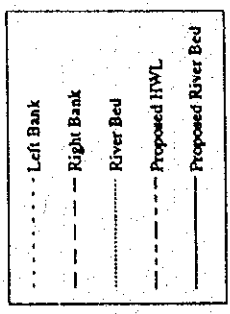
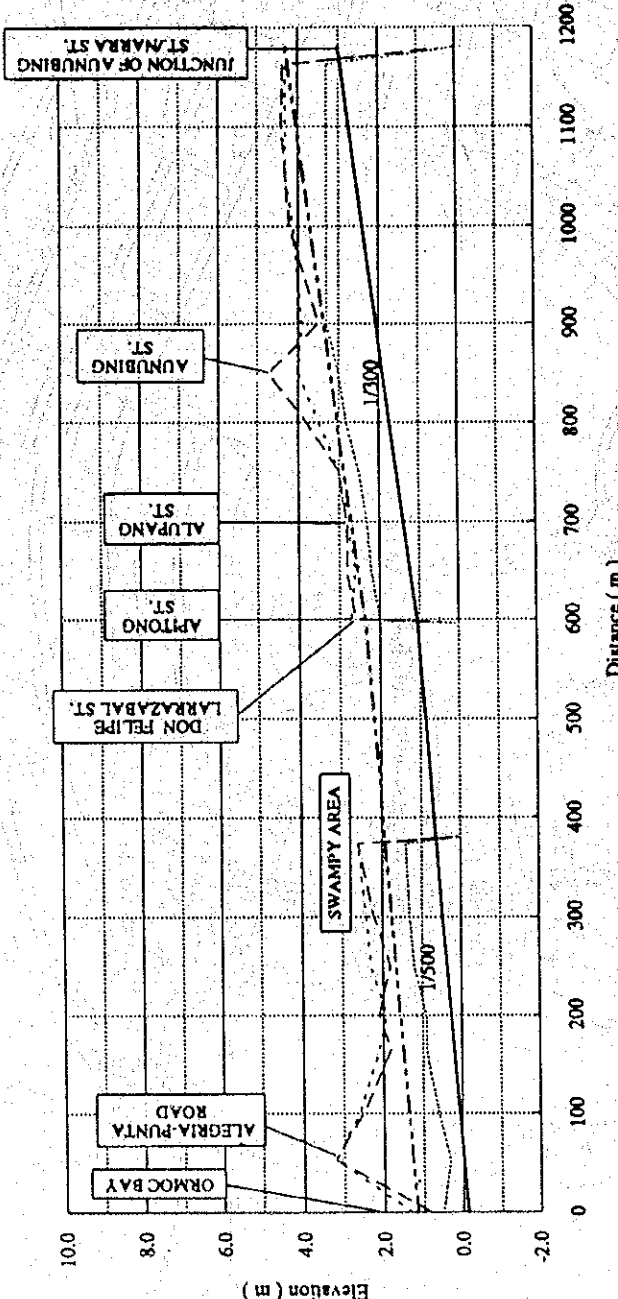
Fig. 5.14
Longitudinal Profile, Rizal Creek



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

Fig. 5.15
 Proposed Channel Alignment and Typical Cross
 Section, Lotao Creek

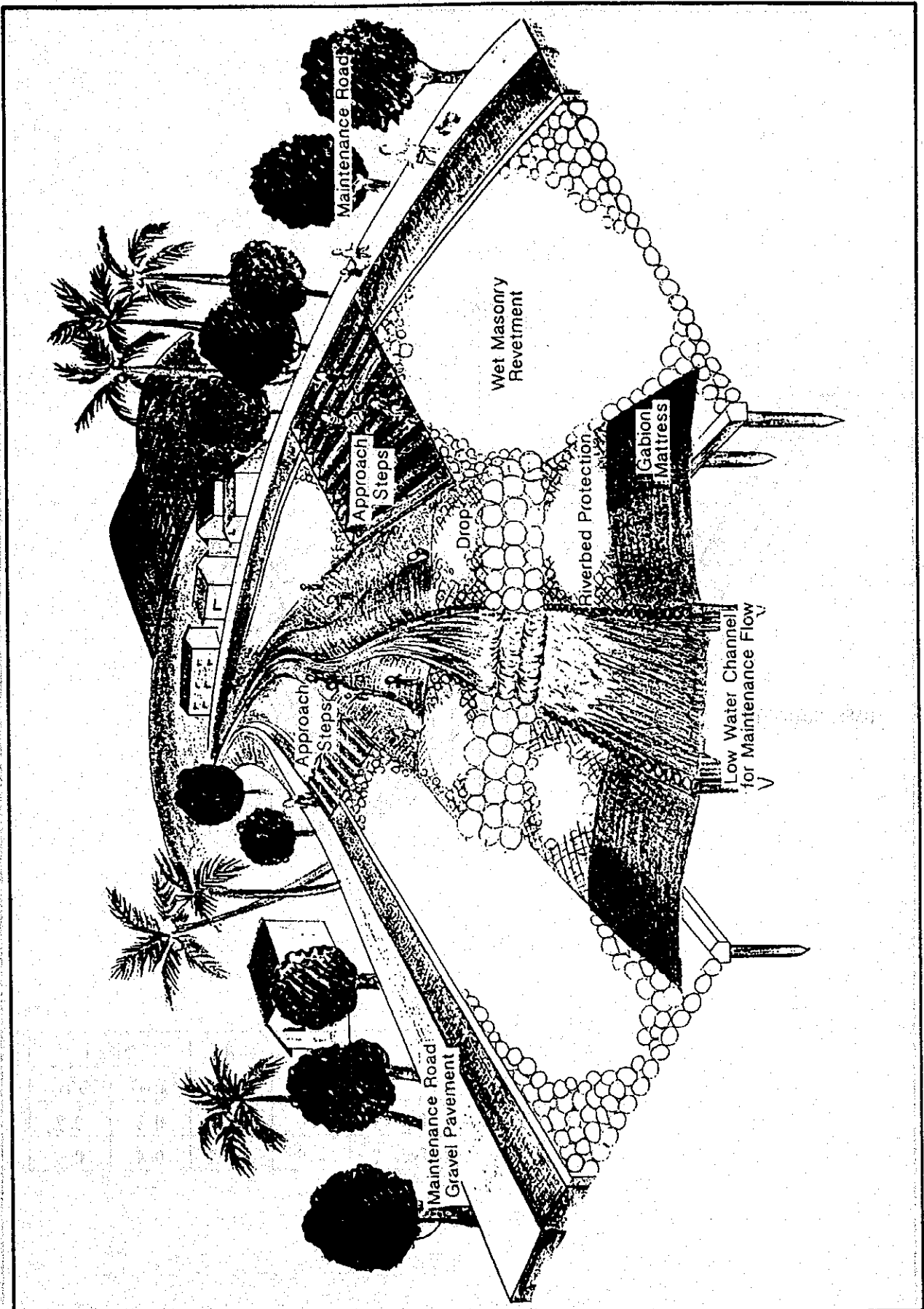
LOTAO CREEK



Station No.	0+000	0+100	0+200	0+300	0+405	0+500	0+600	0+700	0+800	0+900	1+000	1+100	1+200
Bed Slope				1/500		1/500					1/200		
PROPOSED													
HWL (m)	1.15	1.35	1.55	1.75	1.96	2.15	2.36	2.69	3.02	3.36	3.69	4.02	4.36
River Bed (m)	-0.15	0.05	0.25	0.45	0.66	0.85	1.06	1.39	1.72	2.06	2.39	2.72	3.06
EXISTING													
Right Bank (m)	0.80	2.50	2.10	2.20	-	-	2.60	2.80	3.30	3.90	4.10	4.30	4.40
Left Bank (m)	1.90	2.60	1.90	2.80	-	-	2.70	2.80	3.30	3.90	4.10	4.30	4.40
River Bed (m)	0.50	0.60	0.90	1.40	-	-	2.00	2.30	2.70	3.30	3.90	4.30	4.30

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

Fig. 5.16
 Longitudinal Profile, Bo. Lotao Creek

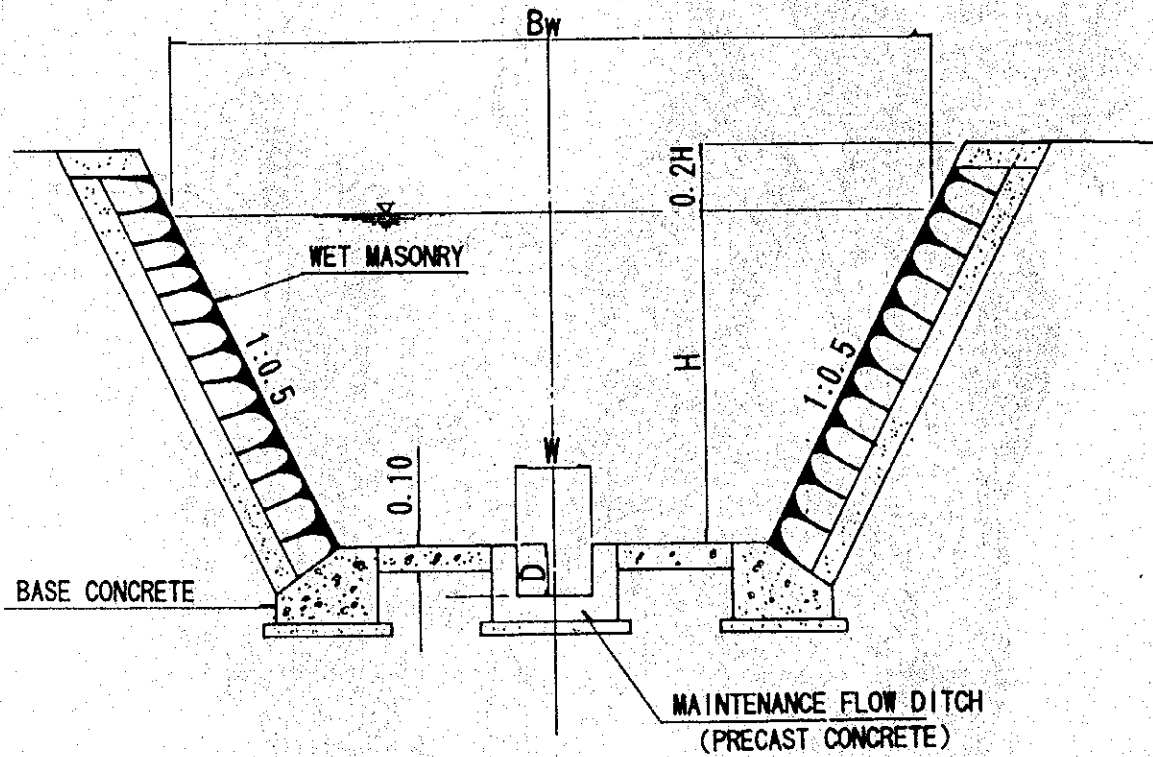


THE STUDY ON THE FLOOD CONTROL FOR RIVERS
IN THE SELECTED URBAN CENTERS

JAPAN INTERNATIONAL COOPERATION AGENCY

Fig. 5.17

Image Perspective of Environmental Design for Rivers



	Bw (m)	H (m)	Ditch	
			W(m)	D(m)
Type 1	3.0	1.3	0.3	0.2
Type 2	4.0	1.9	0.4	0.3

Implementation Schedule for Urgent Plan

	Quantity (km)	Construction Cost (million Pesos)	1994	1995	1996	1997	1998	1999	2000	2001	Construction Period
Iloilo City											
Jaro	14.00	1,175.6									2.00
Floodway	4.80	614.1									2.00
Iloilo	6.50	241.4									2.00
Mandurriao	4.20	180.7									1.75
Drainage	10.51	139.5									1.75
Ormoc City											
Anilao	2.00	321.3									1.75
Malbasag	2.20	182.2									1.50
Drainage	1.20	9.3									0.50
			F/S		D/D	Compensation			Construction		

- 1) Construction period is including mobilization, demobilization and other preparation works.
- 2) Implementation schedule is based on the loan agreement contracts.

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

JAPAN INTERNATIONAL COOPERATION AGENCY

Fig. 5.19

Implementation Schedule of the Urgent Plan

JICA