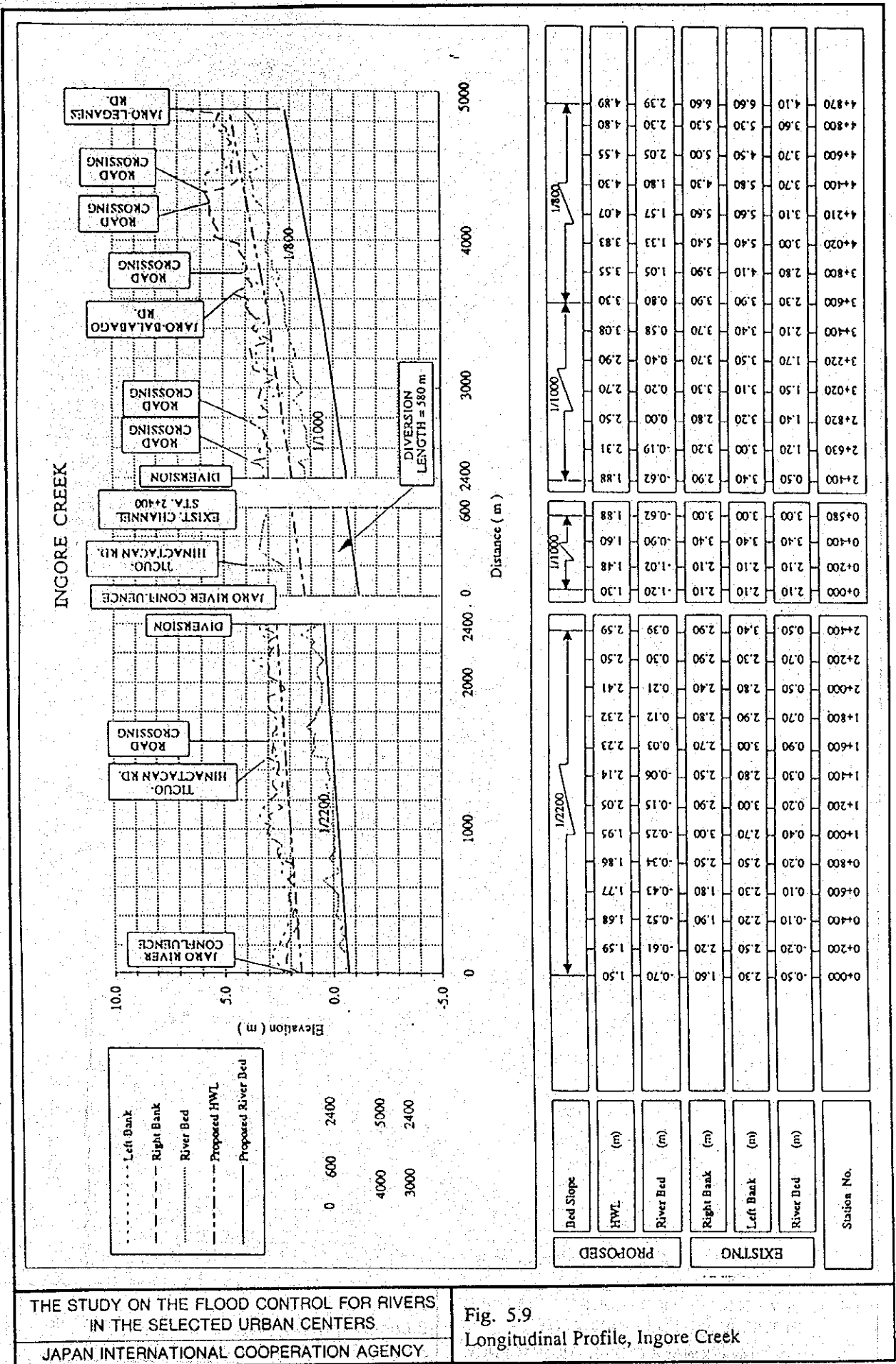


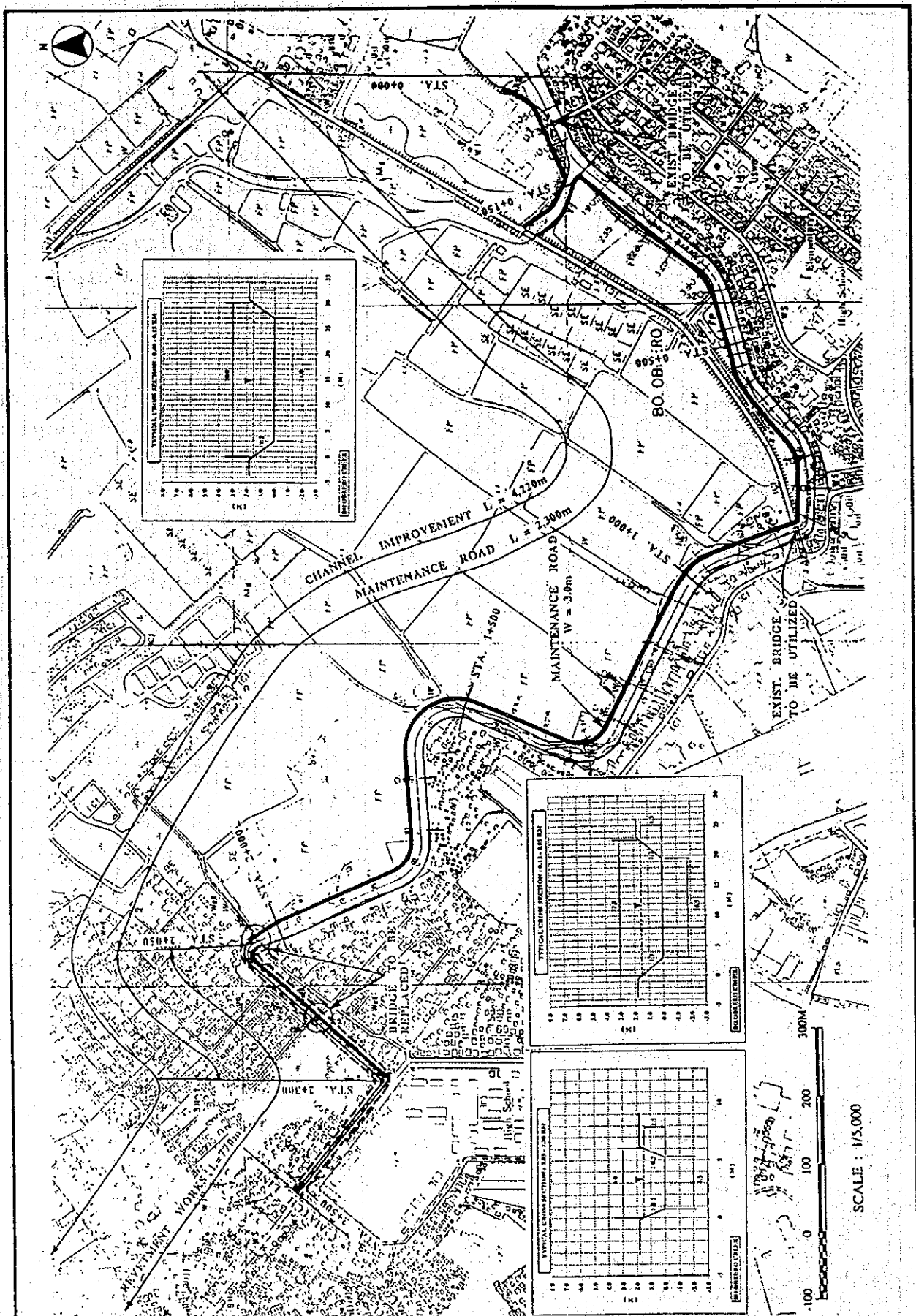
THE STUDY ON THE FLOOD CONTROL FOR RIVERS
 IN THE SELECTED URBAN CENTERS
 JAPAN INTERNATIONAL COOPERATION AGENCY

Fig. 5.8(2/2)
 Proposed Channel Alignment and Typical Cross
 Section, Ingore Creek



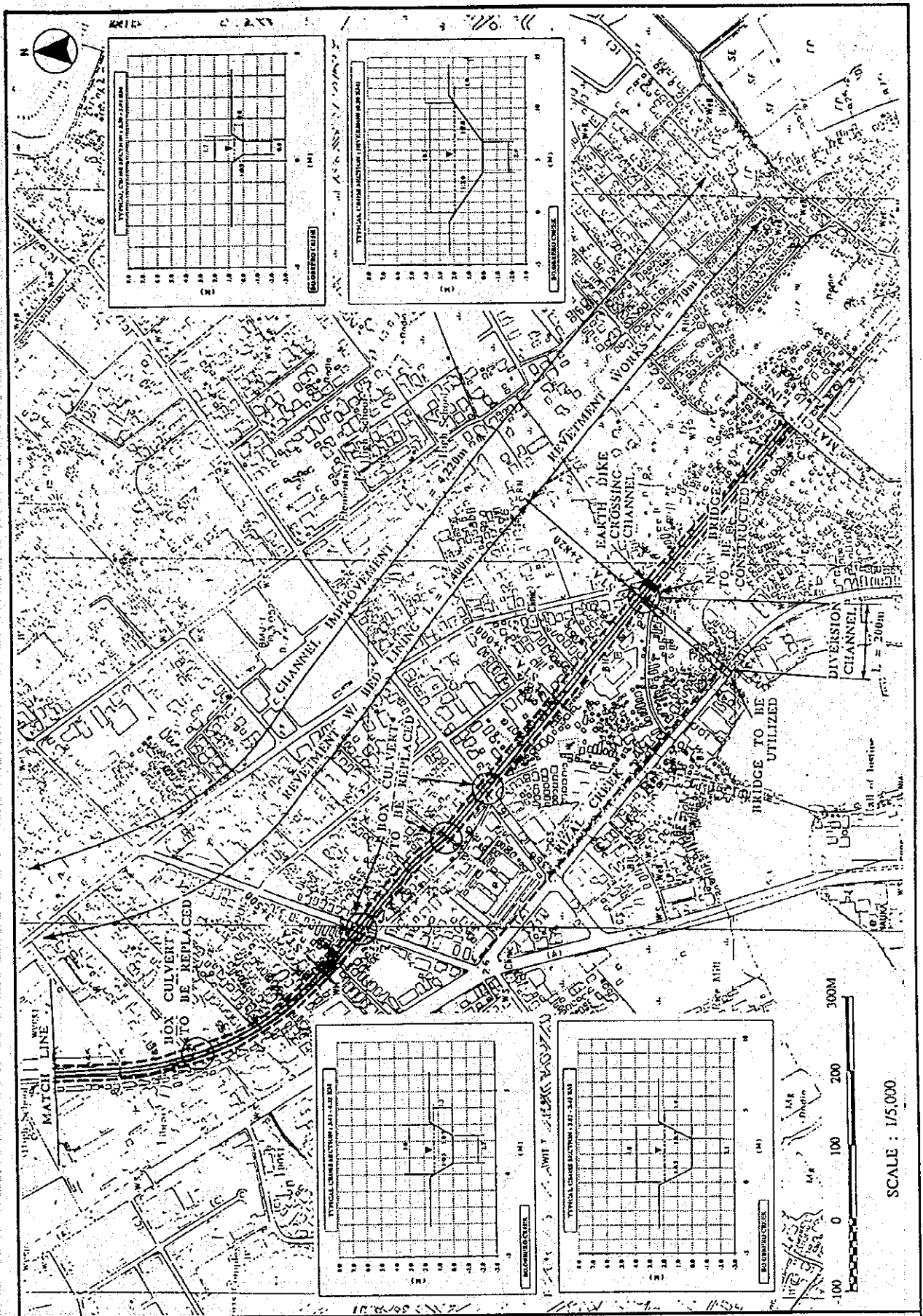
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Fig. 5.9
Longitudinal Profile, Incore Creek

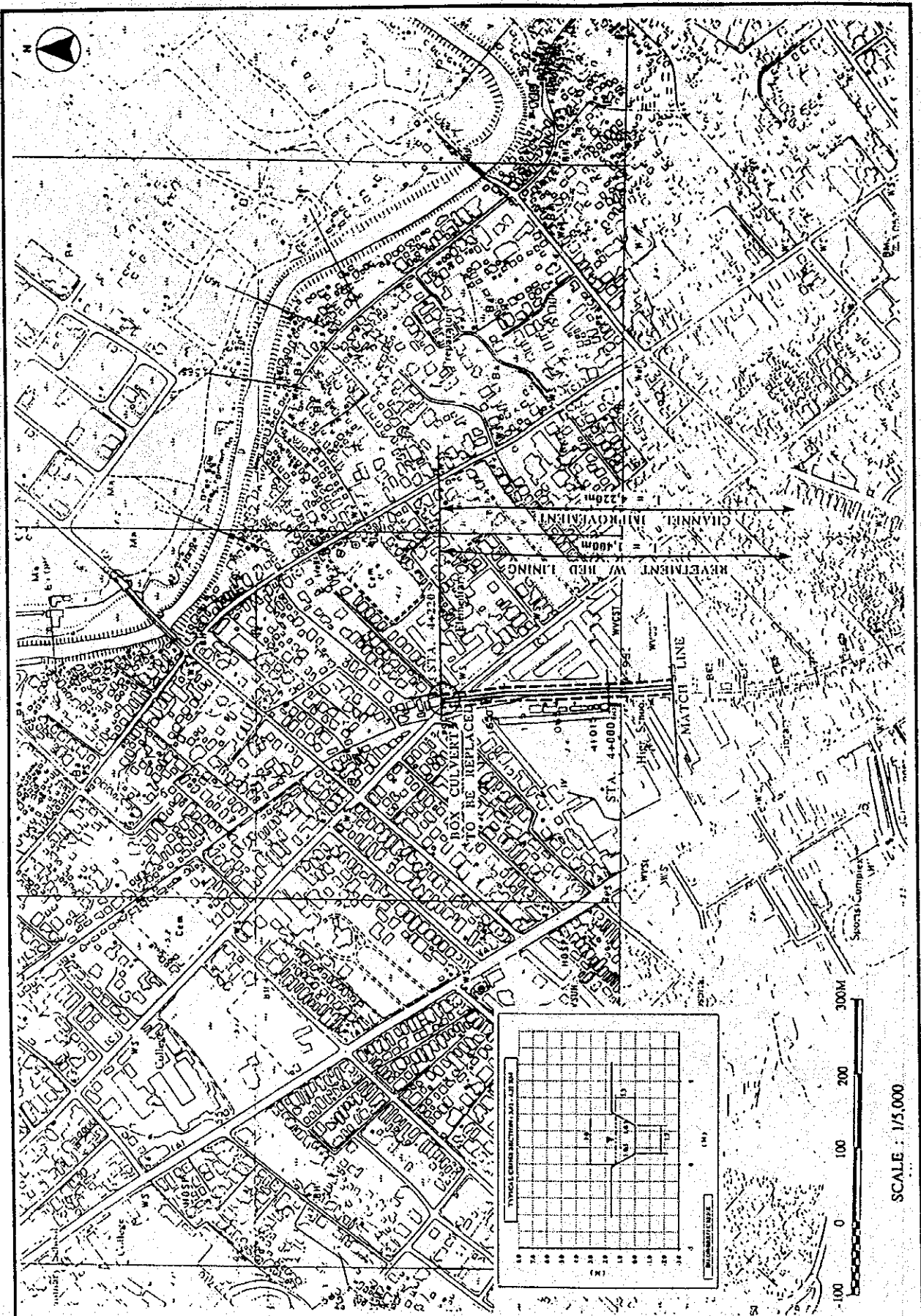


THE STUDY ON THE FLOOD CONTROL FOR RIVERS
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Fig. 5.10(1/3)
 Proposed Channel Alignment and Typical Cross
 Section, Bo. Obrero Creek

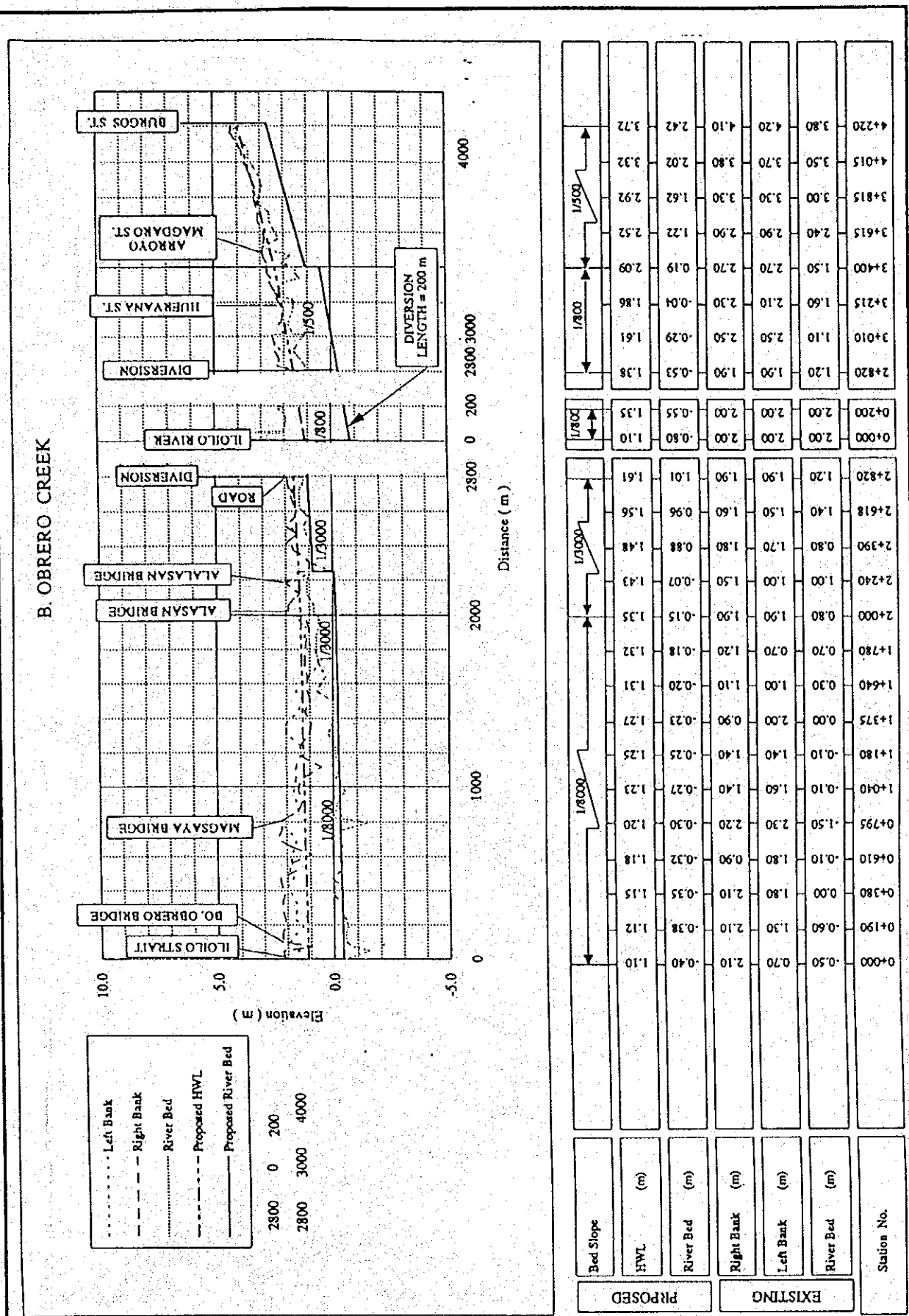


<p>THE STUDY ON THE FLOOD CONTROL FOR RIVERS IN THE SELECTED URBAN CENTERS</p>	<p>Fig. 5.10(2/3) Proposed Channel Alignment and Typical Cross Section, Bo. Obrero Creek</p>
<p>JAPAN INTERNATIONAL COOPERATION AGENCY</p>	



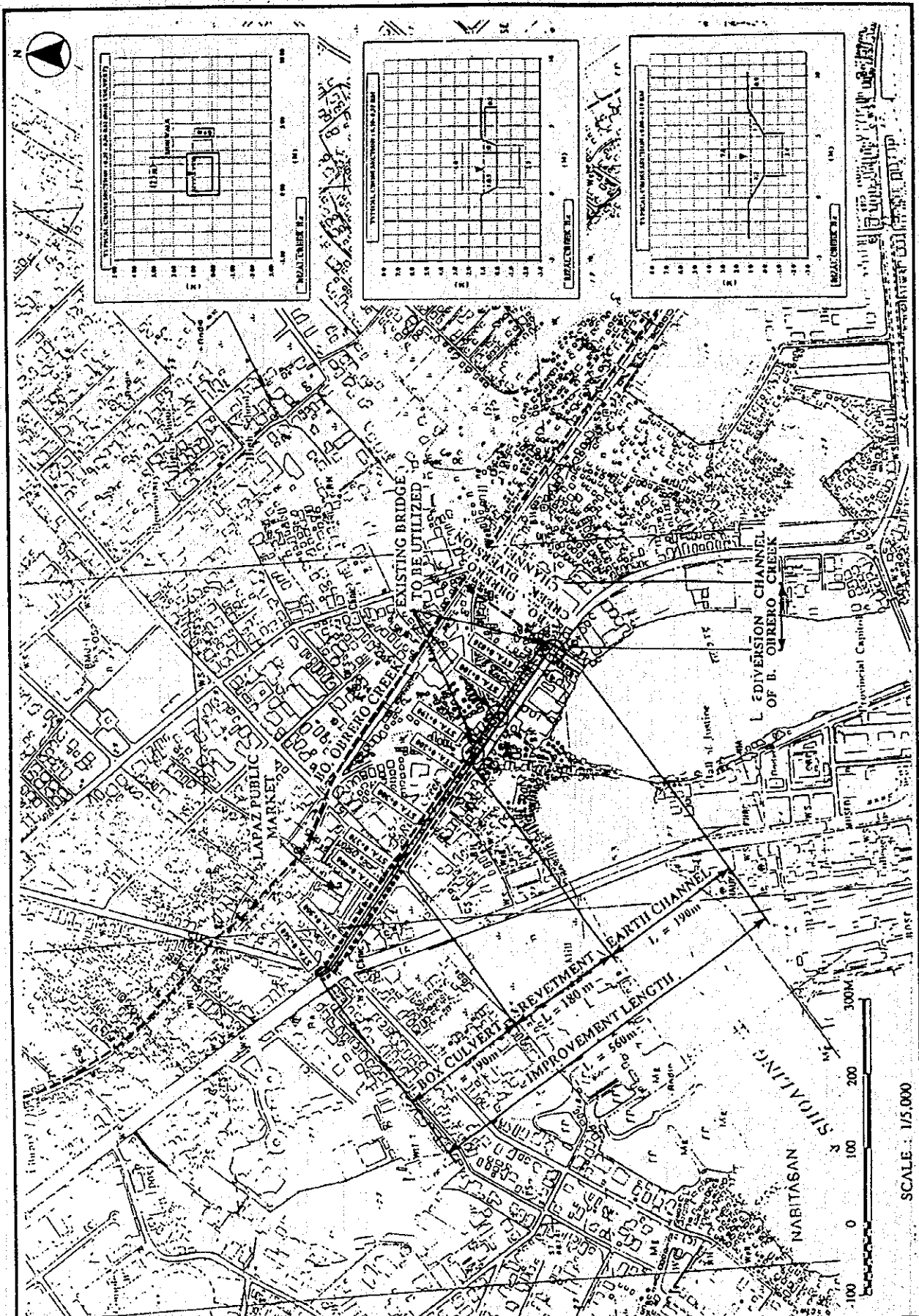
THE STUDY ON THE FLOOD CONTROL FOR RIVERS
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Fig. 5.10(3/3)
 Proposed Channel Alignment and Typical Cross
 Section, Bo. Obrero Creek



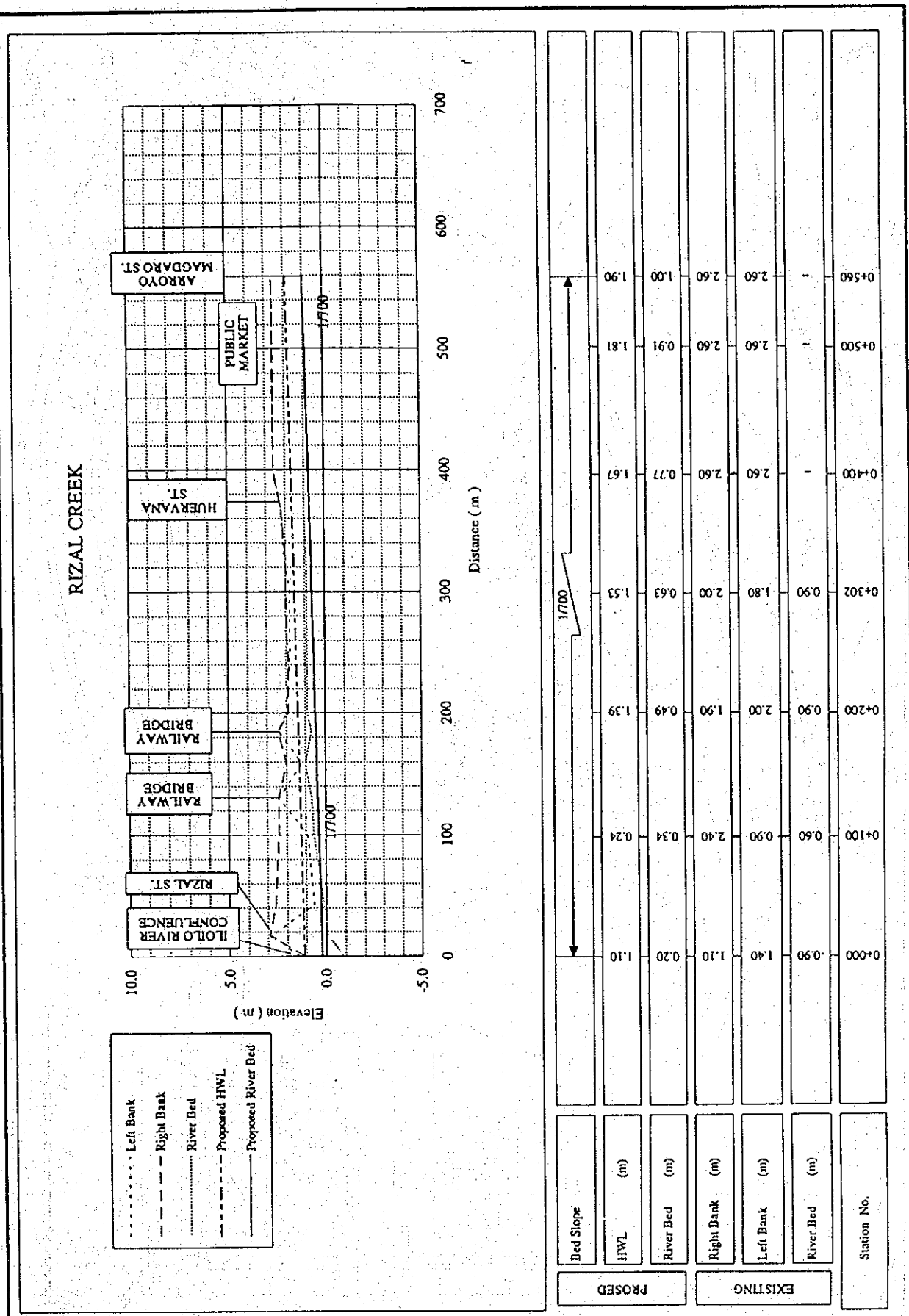
THE STUDY ON THE FLOOD CONTROL FOR RIVERS
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Fig. 5.11
 Longitudinal Profile, Bo. Obrero Creek



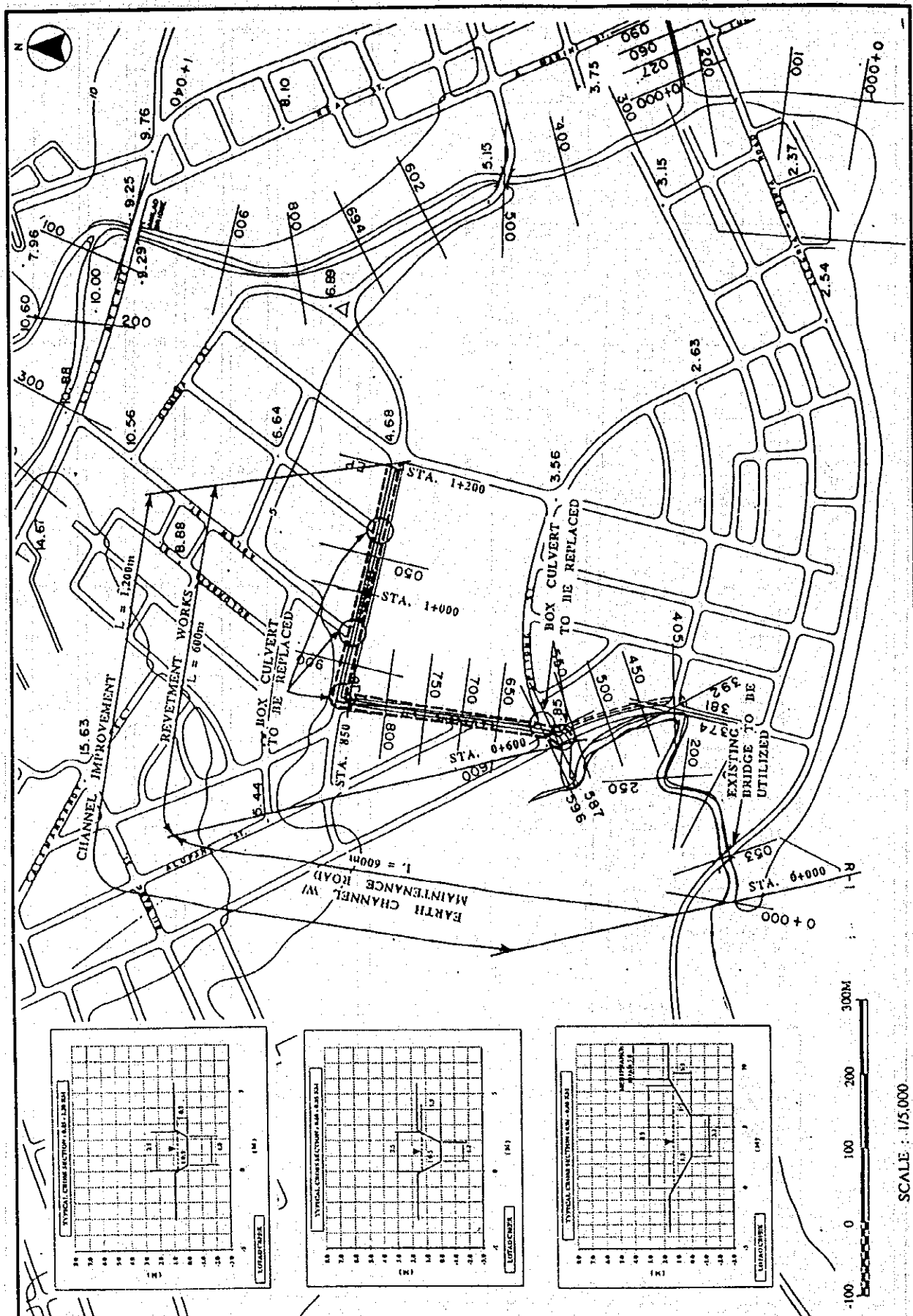
THE STUDY ON THE FLOOD CONTROL FOR RIVERS
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Fig. 5.12
 Proposed Channel Alignment and Typical Cross
 Section, Rizal Creek



THE STUDY ON THE FLOOD CONTROL FOR RIVERS
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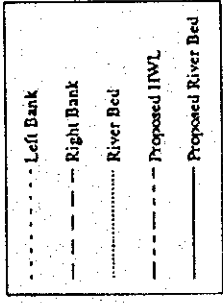
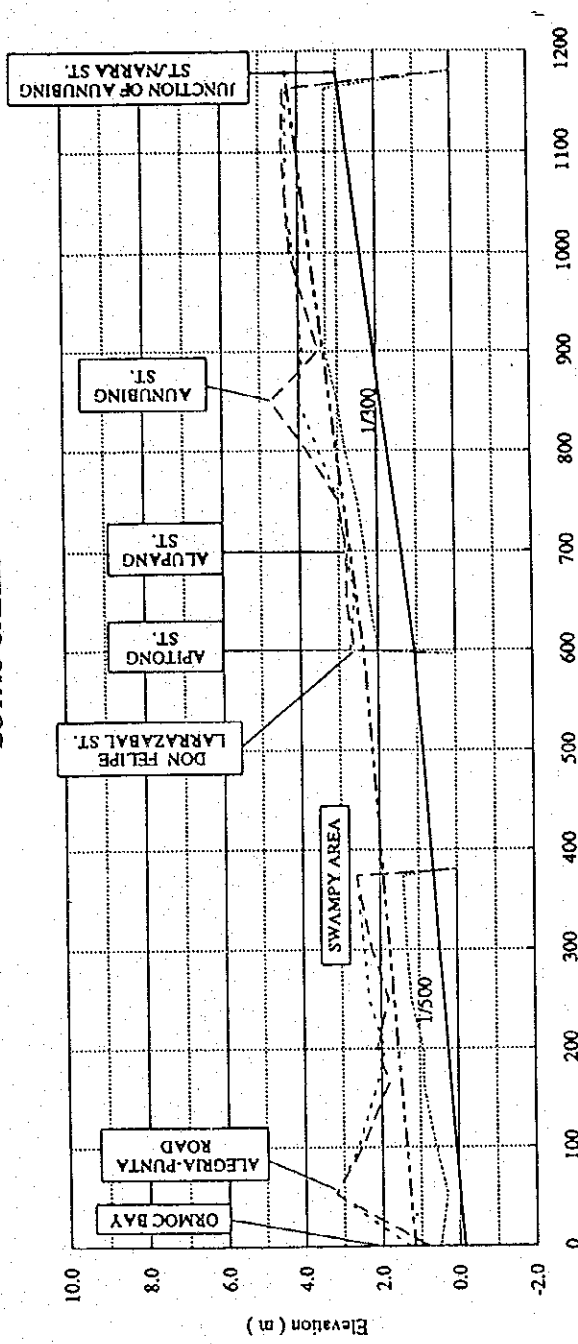
Fig. 5.13
Longitudinal Profile, Rizal Creek



THE STUDY ON THE FLOOD CONTROL FOR RIVERS
 IN THE SELECTED URBAN CENTERS
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Fig. 5.14
 Proposed Channel Alignment and Typical Cross
 Section, Lotao Creek

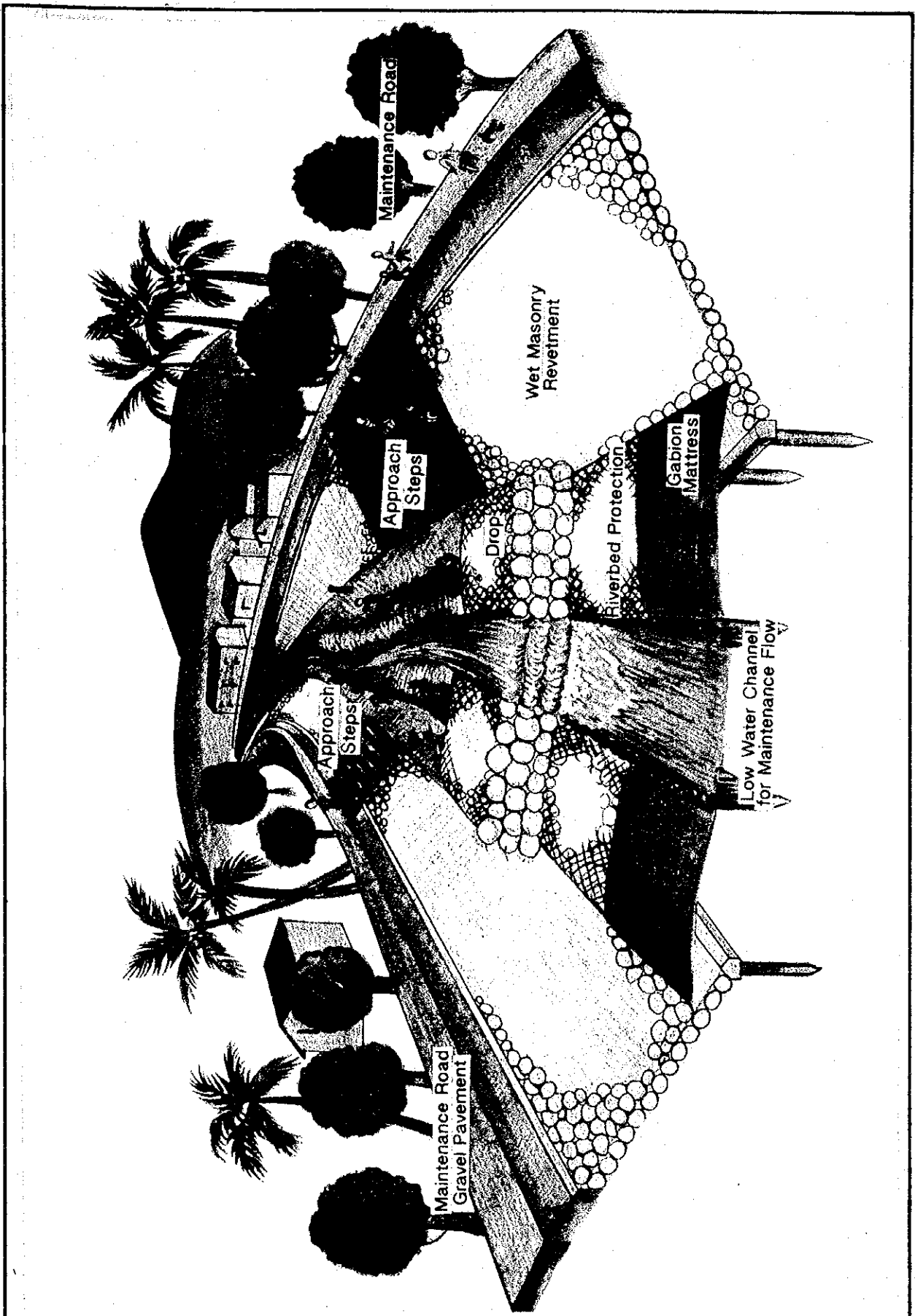
LOTAO CREEK



Station No.	EXISTING					PROPOSED				
	River Bed (m)	Left Bank (m)	Right Bank (m)	River Bed (m)	HWL (m)	Bed Slope	River Bed (m)	Left Bank (m)	Right Bank (m)	HWL (m)
0+000	0.50	1.30	0.80	-0.15	1.15		0.05	2.50	2.60	1.35
0+100	0.60	2.60	2.50	0.05	1.35		0.25	2.10	1.90	1.55
0+200	0.90	1.90	2.10	0.75	1.55		0.45	2.20	2.80	1.75
0+300	1.40	2.80	2.20	0.45	1.75		0.66	1.96	1.40	1.96
0+405	-	-	-	0.85	2.15		1.06	2.70	2.60	2.36
0+500	-	-	-	1.39	2.69		1.72	3.02	3.36	3.02
0+600	2.00	2.70	2.60	1.06	2.36		2.06	3.30	3.30	3.36
0+700	2.30	2.80	2.80	1.39	2.69		2.39	3.30	3.30	3.69
0+800	2.70	3.30	3.30	1.72	3.02		2.72	3.30	3.30	4.02
0+900	3.30	3.30	3.90	2.06	3.36		2.39	3.30	3.30	4.20
1+000	3.30	4.10	4.20	2.39	3.69		2.72	4.30	4.30	4.36
1+100	3.30	4.30	4.30	3.06	4.02		3.06	4.30	4.30	4.36
1+200	4.30	4.40	4.40	4.36	4.36		4.36	4.30	4.30	4.36

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

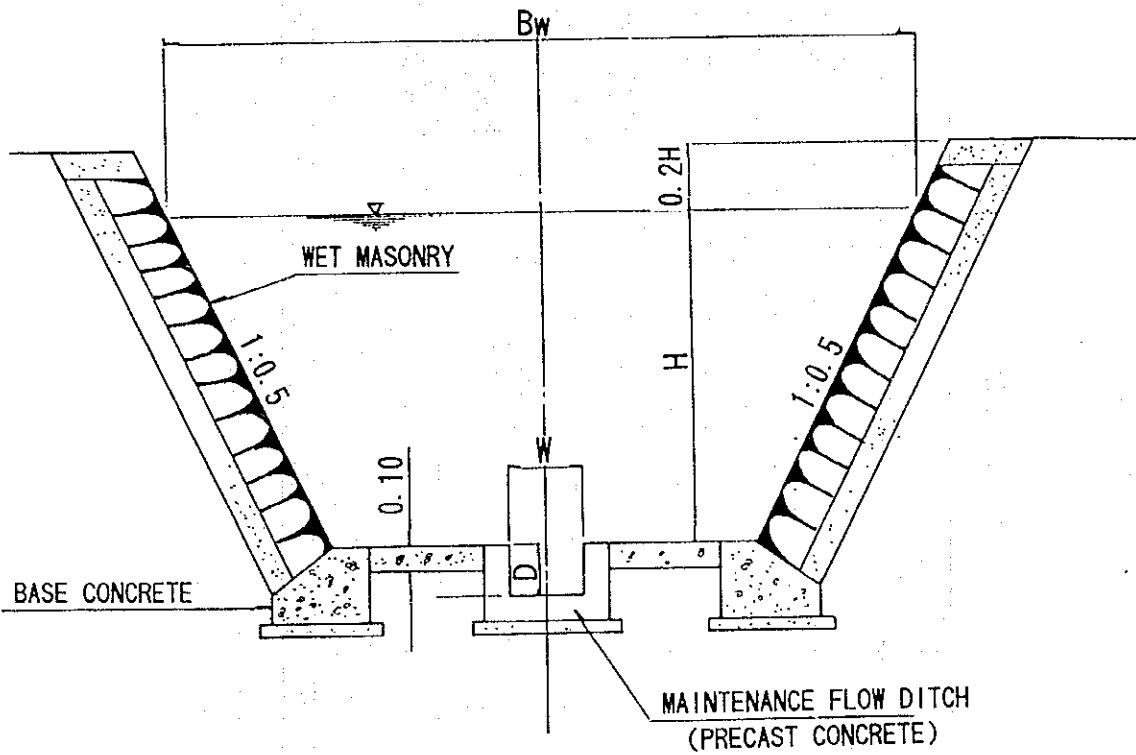
Fig. 5.15
Longitudinal Profile, Bo. Lotao Creek



THE STUDY ON THE FLOOD CONTROL FOR RIVERS
 IN THE SELECTED URBAN CENTERS
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Fig. 5:16
 Image Perspective of Environmental Design for Rivers

Fig 5.16



	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

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

Fig. 5.17
 Maintenance Ditch for Drainage Channel

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
Ormoc City											
Drainage	10.51	139.5									1.75
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.

JICA