JAPAN INTERNATIONAL COOPERATION AGENCY (JICA)

DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS

REPUBLIC OF THE PHILIPPINES

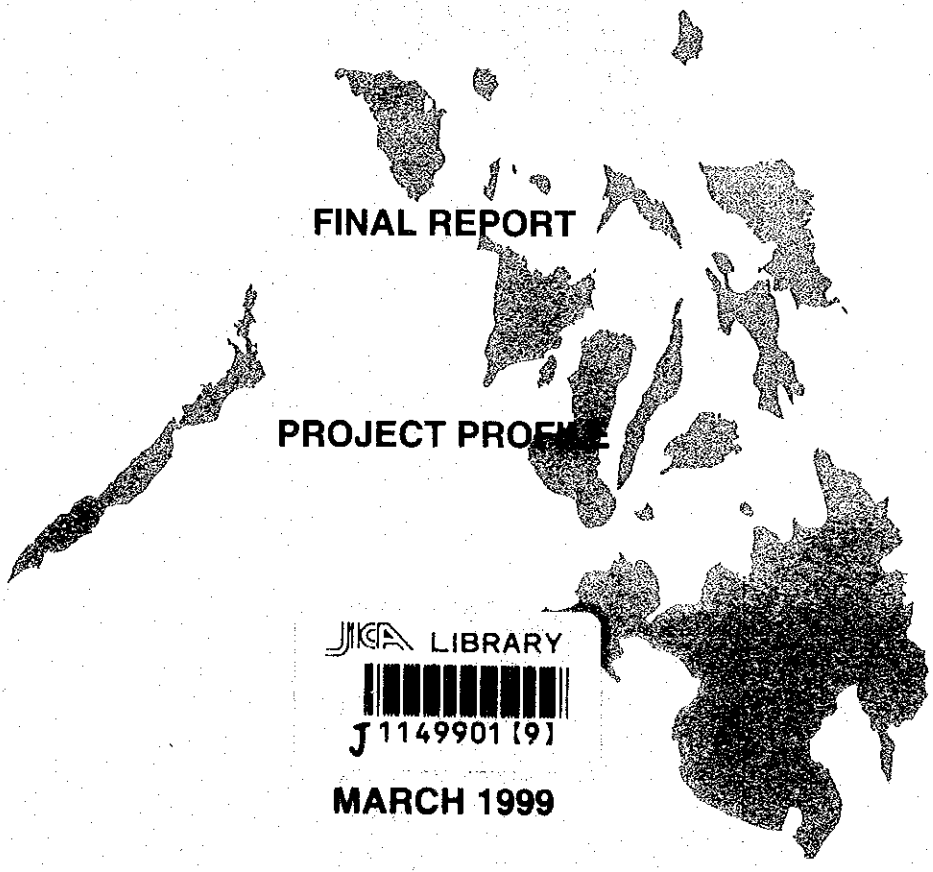
No. 2

社会開発調査部報告書

MASTER PLAN STUDY

ON

VISAYAS AND MINDANAO ISLANDS STRATEGIC ROAD NETWORK DEVELOPMENT PROJECT



FINAL REPORT

PROJECT PROFILE

MARCH 1999

KATAHIRA & ENGINEERS INTERNATIONAL

YACHIYO ENGINEERING CO., LTD.

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1. FORMATION OF MASTER PLAN NETWORK

Basic Network, a skeleton network connecting important activity centers and support balanced development, was firstly formulated. Roads to reinforce Basic Network, such as alternative roads in case of road closure due to disaster, expressways/bypasses to cope with traffic congestion due to insufficient capacity and inter island links to establish multi-modal transport linkage are incorporated into the network. The road network further strengthen from Basic Network is called- **Master Plan Network**.

1.1 PROCEDURE FOR ESTABLISHMENT OF MASTER PLAN NETWORK

Procedure for establishment of Master Plan Network is shows in the Figure 1. The Master Plan Network was formulated through the following two steps:

1) Establishment of Basic Network

The study team established functional road classification criteria to evaluate role and function of road links and examine weather road links to be included in Basic Network or not. The functional road classification criteria considers the following factors.

- Island Classification (large, small or remote)
- Activity Caster's Classification (primary, secondary or tertiary)
- Backbone Transport Axes
- Corridors to be covered (agriculture, natural or integration)

Separate classification criteria was adopted for large, small and remote islands since there is a great difference between islands in magnitude of traffic and demand on transport means between islands.

Major activity centers are classified into three categories i.e. primary, secondary and tertiary. A multi-modal transport linkage between islands which is defined as "Backbone Transport Axes" are identified to provide efficient transport means to the growths corridors. Corridors with no land transport access and agricultural development support corridors are also identified.

The road network satisfies the above criteria was then established and called "Basic Network".

2) Establishment of Master Plan Network

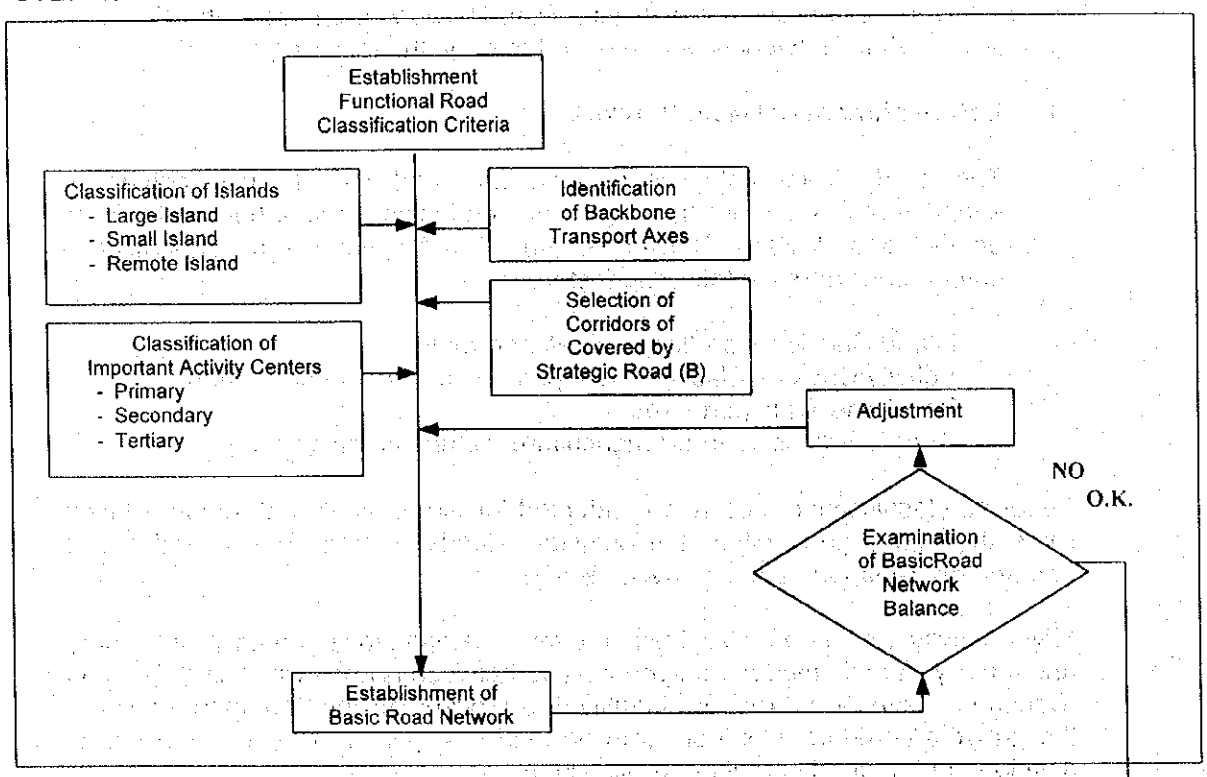
Future traffic demand is estimated assuming the completion of the Basic Network. Necessity to reinforce the Basic Network was then studied through disaster detour analysis and traffic congestion analysis to make the network more flexible and reliable against disasters and growing traffic demand.

Traffic Congestion Analysis: Traffic congestion analysis was undertaken to identify road sections with traffic capacity problem. Forecasted traffic volume was converted to passenger car unit and compared with traffic capacity of a road. Road sections expected to suffer with traffic congestion were identified and reinforced by widening, construction of bypasses and expressways.

Disaster-Detour Analysis: Although preventive measures are to be taken for all disaster-prone sections, it is still very difficult and too costly to completely eliminate the occurrence of road disasters in some critical areas. In this case, detour route with tolerable extra distance should be secured to avoid severe damage to the socio-economic activity in the influenced area. To examine the adequacy of the Basic Network in this view and to find the necessity of supplemental link, detour to be taken and extra distance thereof in the occurrence of disaster are analyzed.

Though the above analysis, the Master Plan Network was established.

STEP-1: Establishment of Basic Network



STEP-2: Establishment of Master Plan Network

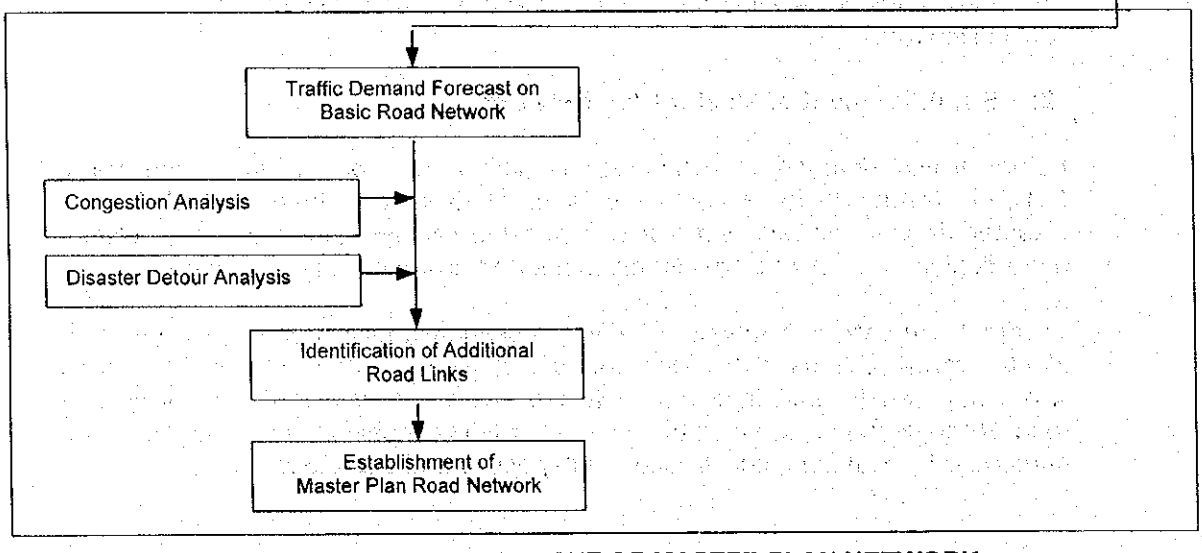


FIGURE 1 PROCEDURE FOR ESTABLISHMENT OF MASTER PLAN NETWORK

2. PROJECT IDENTIFICATION

Road improvement works necessary to complete Master Plan Network are identified based on the project identification criteria as shown in Table-1

TABLE 1 PROJECT IDENTIFICATION CRITERIA

	Existing Defects	Required Type of Improvement	Present Condition		Type of Work	Abbreviation	
ROAD	Pavement Condition Inferior	Rehabilitation	PC	Bad/Very Bad	Pavement rehabilitation/reconstruction	Reh. (1-1)	Reh. A
			AC	Bad/Very Bad	Pavement rehabilitation /reconstruction	Reh. (2-1)	
			PCC	Fair	Pavement rehabilitation (overlay)	Reh. (1-2)	Reh. B
			AC	Fair	Pavement rehabilitation (overlay)	Reh. (2-2)	
	Pavement Type Inferior	Improvement	Gravel/ Earth	2-lane Gravel/Earth	Construction of paved 2-lane road	Imp. (1)	Imp.
				1-lane Gravel/Earth	Construction of paved 2-lane road	Imp. (2)	
	Impassable/Missing Link/New Link	Improvement/ New Construction	Impassable		Construction of paved 2-lane road	New-1	New
			Missing Link/New Link		Construction of paved 2-lane road	New-2	
	Traffic Capacity Inferior	Widening	Roadside development allows widening		Widening to a 4-lane road	W-4	
		Bypass	Widening is difficult in urban sections		Construction of a 2-lane or 4-lane bypass	BY	
		Parallel Road to the Existing Road	Urban sections are located at short interval		Construction of a 2-lane or 4-lane parallel road	BY	
	Strategic measures required to drastically improve transport network.	Expressway	Major urban centers need to be connected by efficient road		Construction of a 2-lane or 4-lane expressway	EX-4	
		Inter-Island Link Bridge or Tunnel	No connection is made by land transport between islands		Construction of a 2-lane bridge or tunnel	SPE	
BRIDGE	Still temporary structure	Construction of permanent bridge	Bailey, timber, spillway, ford crossing		Construction of permanent bridge	Per. B	
	Major defects in permanent bridge	Reconstruction/ Rehabilitation	Major defects in structural stability and river conditions		Reconstruction	Rec. B	
	Minor defects in permanent bridge	Rehabilitation/Repair	Minor defects in structure and river conditions		Rehabilitation/repair	Reh. B	
ROAD DISASTER	Frequent traffic interruption/disturbance	Countermeasures against road disaster	Slope failures, land slides, debris flow, scouring and flooding		Construction of countermeasures	RD	

The identified projects are classified into the following three groups.

- Group 1 = Rehabilitation/improvement new construction of 2-lane road projects
- Group 2 = Capacity expansion projects from a 2-lane road to a 4-lane roads
- Group 3 = Special projects such as bypass, expressway and inter-island link project

Table 2 summaries identified projects by project group

TABLE 2 SUMMARY OF IDENTIFIED PROJECTS

Group	Type of Work	No. of Segment	Length (km)
Group 1	Reh. A	61	1,118
	Reh. B	122	2,452
	Imp.	231	6,125
	New	63	2,197
	On-going / committed	76	1,696
	No work (do nothing)	80	1,398
Group 2	W-4 (26 roads)	100	1,366
Group 3	BY (7 Bypasses	10	215
	EXP (2 Expressways)	6	145
	IL (5 Links)	5	5-links

3. IMPLEMENTATION SCHEDULE

The Master Plan Network is composed of 18,629 km of road sections and five (5) inter-island links, of which 15,350 km are identified as the project sections. The identified projects are prioritized based on the criteria established by the Study Team.

Overall implementation schedule is then drawn taking into account budgetary framework, regional balance of investment and engineering judgement particularly on construction sequence. Project prioritization and implementation timing are evaluated separately by each project group. The flow of implementation scheduling is shown in Figure 2.

3.1 PROJECT PRIORITY OF GROUP 1 PROJECTS

The identified projects are prioritized based on the prioritization criteria. The evaluation items to be considered in the criteria are;

- road class,
- degree of inconvenience,
- economic return,
- contribution to regional development,
- type of works,
- environmental aspects,
- inter-modal linkage and,
- consistency with on-going/committed projects.

The each evaluation item is given its specific score and weight factor. Road section with higher total score is given higher priority. The following four sets of weight factor are prepared and examined.

Scenario 1 = Economic Return Oriented
Scenario 2 = Regional Development Oriented
Scenario 3 = Highway Hierarchy Oriented
Scenario 4 = Average Weight Determined by Concerned Agencies

Priority grouping was made in due consideration of the possible investment amount for each 6-year period.

3.2 IMPLEMENTATION TIMING OR GROUP 2 PROJECTS

Implementation timing was set at the year when traffic volume-capacity ratio reaches 1.25. Traffic capacity of a two-lane road was estimated at about 9,500 pcu/day, hence, Group 2 projects should be completed before traffic volume reaches 12,000 pcu/day.

3.3 IMPLEMENTATION TIMING OR GROUP 3 PROJECTS

The Group 3 projects was proposed to be implemented in the year when project becomes economically viable. Projects which do not become economically viable within the master plan period are proposed to be implemented in later years, thus, excluded in the schedule.

3.4 OVERALL IMPLEMENTATION SCHEDULE

By integrating project priorities of Group 1 projects and implementation timing of Groups 2 and 3 projects, the overall project implementation schedule was developed taking into account the following:

- Budgetary framework for each 6-year period.
- Regional balance of investment
- Engineering judgement, particularly construction sequence

The master plan period was divided into the following three six year periods. Projects start within each period are not necessarily be completed within the same period.

Program I : First 6-year period (1999-2004)
Program II : Second 6-year period (2005-2010)
Program III : Third 6-year period (2011-2016)

Implementation schedule of each project is shown in Table 3.

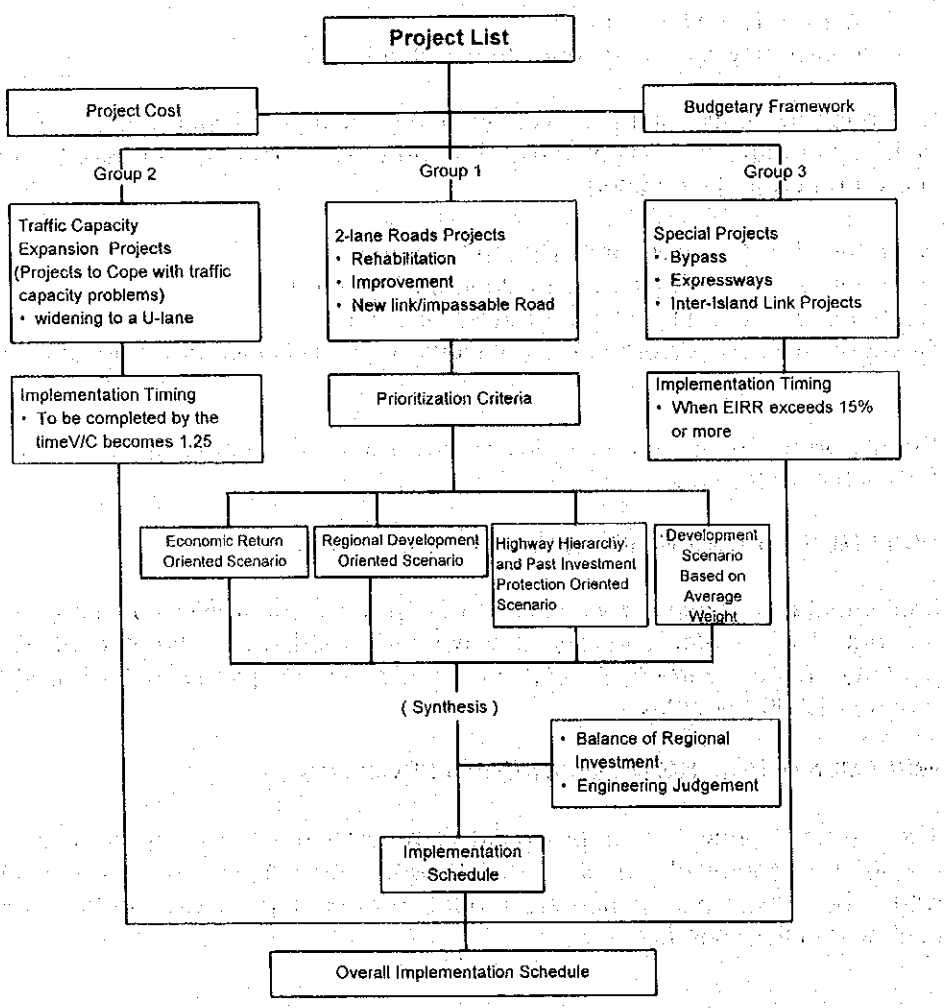
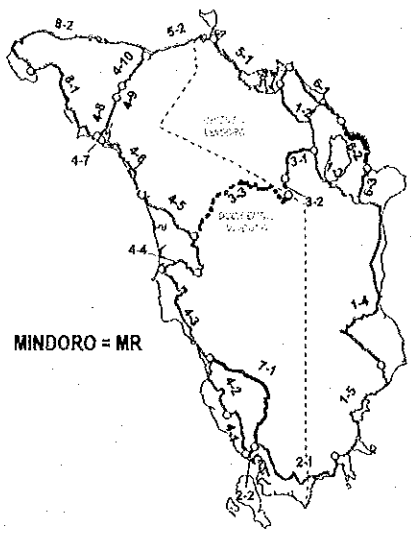


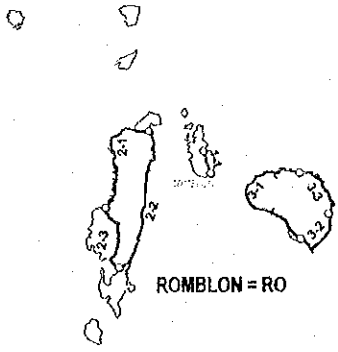
FIGURE 2 PROCEDURE FOR IMPLEMENTATION SCHEDULING



MINDORO = MR

MARINDUQUE = MA

CATANDUANES = CA



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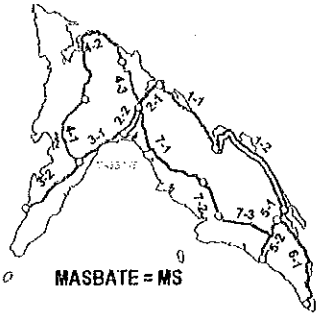

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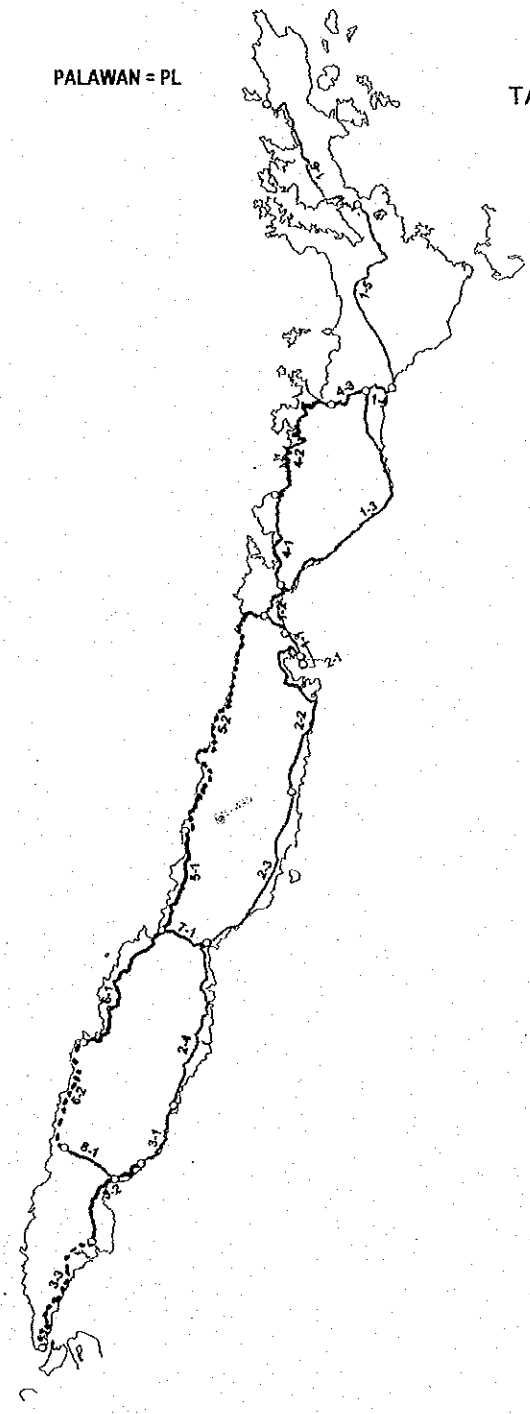


PALAWAN = PL

TABLE 3(1) IMPLEMENTATION SCHEDULE (REGION IV-B/V)

Project No.	Project Cost (Million Pesos)	First 6-year Program 1999 - 2004	Second 6-year Program 2005 - 2010	Third 6-year Program 2011 - 2016
MA 1-1	572.0			
MA 1-2	595.1			
MR 1-1	61.9			
MR 1-2	241.6			
MR 1-3	273.0			
MR 1-4	981.8			
MR 1-5	918.2			
MR 2-1	894.9			
MR 2-2	28.4			
MR 3-1	309.4		(Later Years)	
MR 3-2	195.8		(Later Years)	
MR 3-3	2124.0		(Later Years)	
MR 4-1,4,5,8-10	1645.7			
MR 4-2	418.4			
MR 4-3	1165.2			
MR 4-6	424.9			
MR 4-7	6.0			
MR 5-1	705.7			
MR 5-2	631.6			
MR 6-1	782.2			
MR 6-2	1095.4		(Later Years)	
MR 6-3	112.2			
MR 7-1	941.4		(Later Years)	
MR 8-1	999.6			
MR 8-2	2217.4			
PL 1-1,2,3,4	1721.9			
PL 1-5	1634.7			
PL 1-6	1486.7			
PL 2-1	22.9			
PL 2-2	611.1			
PL 2-3	608.2			
PL 2-4	482.8			
PL 3-1	510.4			
PL 3-2	789.4		(Later Years)	
PL 3-3	1485.5		(Later Years)	
PL 4-1	835.8			
PL 4-2	2718.1			
PL 4-3	511.8			
PL 5-1	760.7		(Later Years)	
PL 5-2	3447.8		(Later Years)	
PL 6-1	1279.3		(Later Years)	
PL 6-2	1176.9		(Later Years)	
PL 7-1	320.6			
PL 8-1	429.1			
RO 1-1	472.2			
RO 2-1	860.4			
RO 2-2	926.4			
RO 2-3	443.8			
RO 3-1	1206.1			
RO 3-2	460.7			
RO 3-3	537.6			
CA 1-1	103.9			
CA 1-2	909.3			
CA 1-3	1769.5			
CA 1-4	1014.0			
CA 1-5	91.2			
MS 1-1	61.5			
MS 1-2			(No Work)	
MS 2-1	90.5			
MS 2-2			(No Work)	
MS 3-1	322.4			
MS 3-2	517.8			
MS 4-1	596.9			
MS 4-2	1074.5			
MS 4-3	301.5			
MS 5-1,2	162.5			
MS 6-1	705.7			
MS 7-1	1049.5			
MS 7-2	373.6			
MS 7-3	562.1			

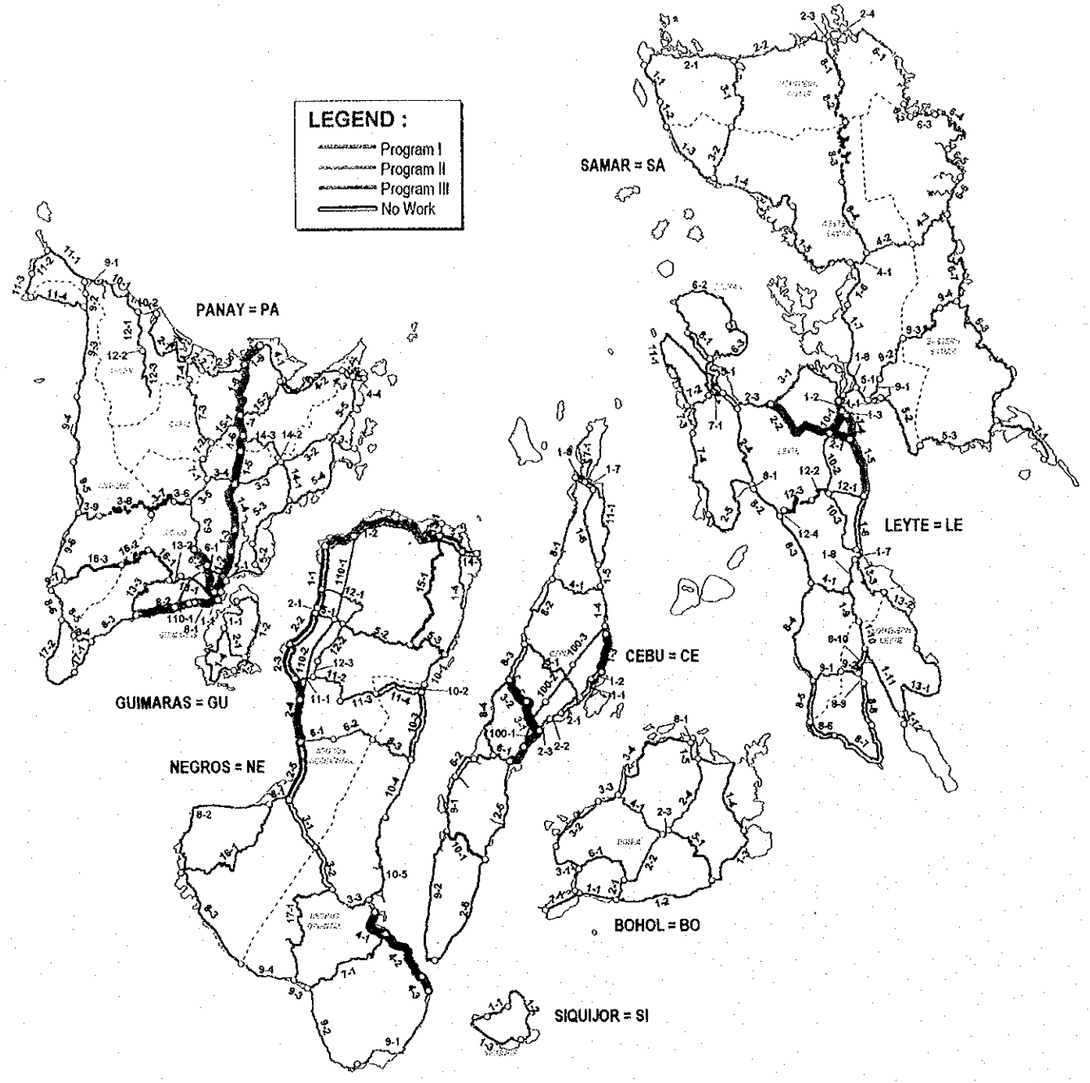


TABLE 3(2) IMPLEMENTATION SCHEDULE (VISAYAS)

Project No.	Project Cost (Million Pesos)	First 6-year Program 1999 - 2004	Second 6-year Program 2005 - 2010	Third 6-year Program 2011 - 2016
PA 1-1	19.8			
PA 1-2	174.6			
	274.0			
PA 1-3	54.1			
	158.0			
PA 1-4	260.6			
	524.2			
PA 1-5	138.4			
	326.5			
PA 1-6	59.2			
	160.5			
PA 1-7	67.9			
	217.5			
PA 1-8	254.3			
	621.2			
PA 1-9	17.5			
	235.9			
PA 2-1	415.4			
PA 2-2	89.6			
PA 2-3	219.4			
PA 3-1	123.8			
PA 3-2	347.5			
PA 3-3	428.6			
PA 3-4	149.7			
PA 3-5	127.8			
PA 3-6	212.5		(Later Years)	
PA 3-7	1017.5		(Later Years)	
PA 3-8	1598.0		(Later Years)	
PA 3-9	571.4			
PA 4-1	119.5			
PA 4-2	192.8			
PA 4-3,4			(No Work)	

Project No.	Project Cost (Million Pesos)	First 6-year Program 1999 - 2004	Second 6-year Program 2005 - 2010	Third 6-year Program 2011 - 2016
PA 5-1	155.8			
PA 5-2	84.1			
PA 5-3	218.1			
PA 5-4	322.0			
PA 5-5	231.3			
PA 6-1	74.0			
	231.9			
PA 6-2	57.9			
	196.8			
PA 6-3	228.9			
PA 7-1	212.4			
PA 7-2	116.3			
PA 7-3	565.0			
PA 7-4	150.6			
PA 8-1	70.1			
	201.6			
PA 8-2	189.9			
	586.3			
PA 8-3	307.5			
PA 8-4	205.9			
PA 8-5	119.9			
PA 8-6	175.5			
PA 9-1,2,5	1094.0			
PA 9-6	456.0			
PA 9-7	22.7			
PA 10-1	311.8			
PA 10-2	215.3			
PA 11-1	150.0			
PA 11-2	353.6			
PA 11-3	228.4			
PA 11-4	483.6			

Project No.	Project Cost (Million Pesos)	First 6-year Program 1999 - 2004	Second 6-year Program 2005 - 2010	Third 6-year Program 2011 - 2016
PA 12-1	300.8			
PA 12-2	389.0			
PA 12-3	519.0			
PA 13-1	149.5			
PA 13-2	59.1			
PA 13-3	864.7			
PA 14-1	186.3			
PA 14-2	39.1			
PA 14-3	524.7			
PA 15-1	378.0			
PA 15-2	410.2			
PA 16-1	459.5		(Later Years)	
PA 16-2	1148.9		(Later Years)	
PA 16-3	696.9		(Later Years)	
PA 17-1	306.0			
PA 17-2	856.4			
PA 110-1	1043.6			
IL 2-1	14173.0			
GU 1-1	206.3			
GU 1-2	550.0			
GU 1-3	191.4			
GU 1-4	633.6			
GU 2-1	332.1			
NE 1-1			(No Work)	
	291.1			
NE 1-2	32.6			
	1514.5			
NE 1-3			(No Work)	
	233.9			
NE 1-4	238.5			
NE 2-1			(No Work)	
NE 2-2			(No Work)	
	322.6			
NE 2-3			(No Work)	
	366.1			
NE 2-4	46.6			
	741.5			
NE 2-5			(No Work)	
	708.2			
NE 3-1			(No Work)	
NE 3-2			(No Work)	
NE 3-3	50.1			
NE 4-1	74.3			
	298.4			
NE 4-2	9.0			
	614.9			
NE 4-3	16.1			
	112.7			
NE 5-1	24.2			
NE 5-2	344.6			
NE 5-3	561.4			
NE 6-1	113.3			
NE 6-2	417.6			
NE 6-3	595.9			
NE 7-1	866.6			
NE 8-1,2	130.0			
NE 8-3	807.9			
NE 9-1	152.0			
NE 9-2	167.8			
NE 9-3	33.9			
NE 9-4	127.0			
NE 10-1	109.8			
NE 10-2,3			(No Work)	
NE 10-4	68.9			
NE 10-5	150.9			
NE 11-1	55.0			
NE 11-2	136.1			
NE 11-3	362.0			
NE 11-4			(No Work)	
NE 12-1	322.3			
NE 12-2	214.6			
NE 12-3	25.7			
NE 13-1	19.1			
NE 14-1			(No Work)	
NE 15-1	1026.2		(Later Years)	
NE 16-1	1450.4			
NE 17-1	1272.3			
NE 110-1	1458.6			
NE 110-2	1465.0			
CE 1-1			(No Work)	
CE 1-2			(No Work)	
CE 1-3	27.8			
	388.1			
CE 1-4	107.0			
CE 1-5	19.7			
CE 1-6	194.0			
CE 1-7			(No Work)	
CE 1-8			(No Work)	
CE 2-1			(No Work)	
CE 2-2,3	641.1			
CE 2-4				
	409.6			
CE 2-5	89.4			
CE 2-6	101.4			
CE 3-1	231.9			
	535.4			
CE 3-2	86.1			
	311.2			
CE 4-1	990.5			
CE 5-1	153.0			
CE 6-1	128.3			
CE 6-2			(No Work)	
CE 7-1	268.7			
CE 8-1	761.6			
CE 8-2	459.9			
CE 8-3			(No Work)	
CE 8-4	379.8			
CE 9-1	209.9			
CE 9-2	979.7			
CE 10-1	761.5		(Later Years)	
CE 11-1	379.1			
CE 100-1	1467.6			
CE 100-2	6896.9			
CE 100-3	3311.3			
CE 101,102,103	242.5			

Project No.	Project Cost (Million Pesos)	First 6-year Program 1999 - 2004	Second 6-year Program 2005 - 2010	Third 6-year Program 2011 - 2016
BO 1-1	125.8			
BO 1-2	293.1			
BO 1-3	227.7			
BO 1-4,5	215.8			
BO 2-1	101.4			
BO 2-2	164.2			
BO 2-3	33.0			
BO 2-4	413.1			
BO 3-1	122.3			
BO 3-2	164.2			
BO 3-3,4	407.0			
BO 4-1	429.8			
BO 5-1	892.8			
BO 6-1	462.7			
BO 7-1	51.0			
BO 8-1	11.0			
SI 1-1	32.8			
SI 1-2	141.5			
SI 1-3	197.8			
LE 1-1	337.7			
LE 1-2	49.4			
	113.1			
LE 1-3			(No Work)	
	33.6			
LE 1-4	49.6			
	218.3			
LE 1-5	118.9			
	656.6			
LE 1-6			(No Work)	
LE 1-7	76.1			
LE 1-8	169.8			
LE 1-9	241.5			
LE 1-10	126.8			
LE 1-11	401.4			
LE 1-12	108.2			
LE 2-1	64.7			
	208.8			
LE 2-2	261.3			
	825.0			
LE 2-3	206.0			
LE 2-4	265.3			
LE 2-5	163.3			
LE 3-1	825.9			
LE 4-1	237.2			
LE 5-1			(No Work)	
LE 6-1			(No Work)	
LE 6-2	1234.7			
LE 6-3	764.5			
LE 7-1	199.6			
LE 7-2	354.5			
LE 7-3	355.2			
LE 7-4	120.1			
LE 8-1			(No Work)	
LE 8-2	55.4			
LE 8-3	55.9			
LE 8-4	920.3			
LE 8-5,6,7,8			(No Work)	
LE 8-9	82.5			
LE 8-10			(No Work)	
LE 9-1,2	148.5			
LE 10-1	150.7			
	279.8			
LE 10-2	321.7			
LE 10-3	610.9			
LE 11-1	1732.3			
LE 12-1	140.3			
LE 12-2	268.3		(Later Years)	
LE 12-3	1136.1		(Later Years)	
LE 12-4	68.6		(Later Years)	
LE 13-1	1078.6			
LE 13-2	855.8			
LE 13-3	697.1			
SA 1-1	243.1			
SA 1-2	168.6			
SA 1-3	641.6			
SA 1-4	532.3			
SA 1-5	796.9			
SA 1-6	268.0			
SA 1-7,8	799.8			
SA 2-1	160.4			
SA 2-2	452.0			
SA 2-3	15.5			
SA 2-4	363.1			
SA 3-1	868.8			
SA 3-2	337.3			
SA 4-1	87.9			
SA 4-2	109.8			
SA 4-3	322.5			
SA 5-1,2,3	1536.5			
SA 6-1	1672.2			
SA 6-2	284.7			
SA 6-3	409.9			
SA 6-4	979.2			
SA 6-5	428.6			
SA 6-6	154.0			
SA 6-7	443.9			
SA 6-8	546.4			
SA 7-1	238.2			
SA 8-1	280.2			
SA 8-2	764.1		(Later Years)	
SA 8-3	1803.9		(Later Years)	
SA 8-4	994.2			
SA 9-1	259.7			
SA 9-2	868.0			
SA 9-3	1305.2			
SA 9-4	257.7			

Legend:

Project No.	*Proj. Cost*	*(Schedule other than Widening) (Widening Schedule)*

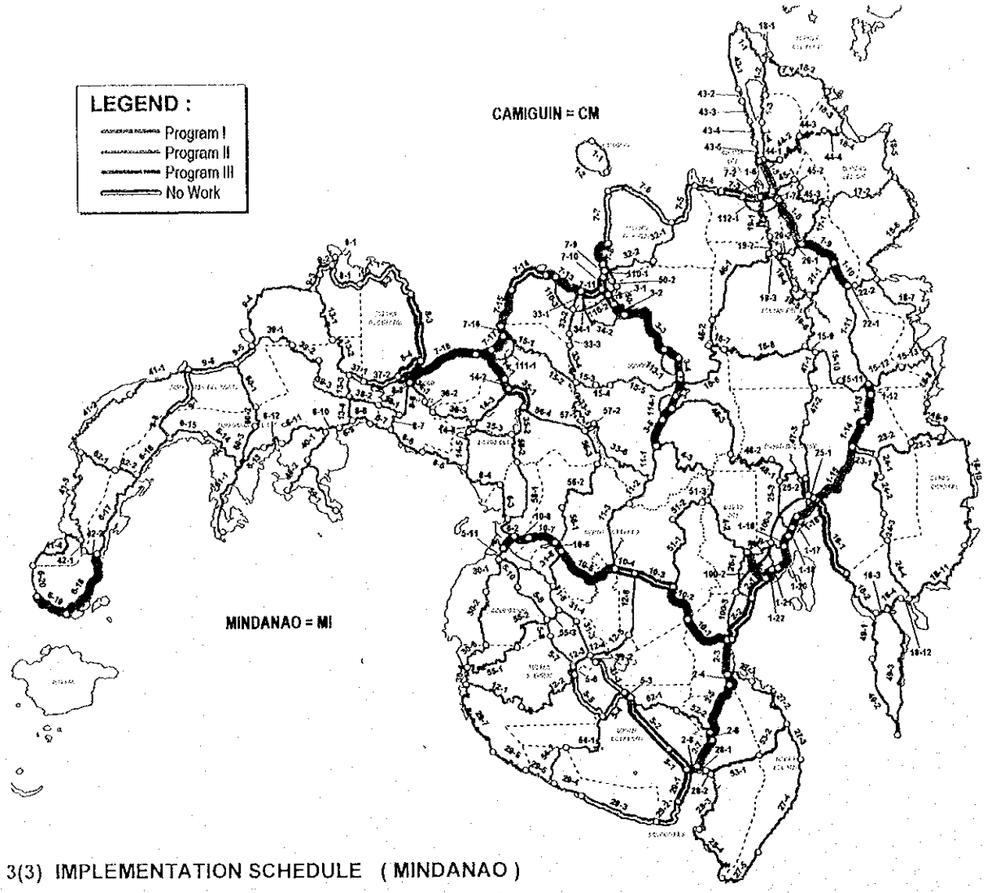


TABLE 3(3) IMPLEMENTATION SCHEDULE (MINDANAO)

Project No.	Project Cost (Million Pesos)	First 6-year Program 1999 - 2004	Second 6-year Program 2005 - 2010	Third 6-year Program 2011 - 2016
CM 1-1	170.0			
CM 1-2	370.6			
MI 1-1	219.4			
MI 1-2	205.1			
MI 1-3	76.2			
MI 1-4	173.7			
MI 1-5	262.4			
	617.2			
MI 1-6	18.9			
	46.4			
MI 1-7	25.6			
	57.0			
MI 1-8	561.0			
	953.4			
MI 1-9,10	704.0			
MI 1-11	696.0			
MI 1-12	99.1			
	229.7			
MI 1-13	280.5			
	557.6			
MI 1-14	341.0			
	411.2			
MI 1-15	836.0			
	956.2			
MI 1-16	500.5			
	416.9			
MI 1-17	116.2			
MI 1-18	41.0			
	87.9			
MI 1-19	141.1			
MI 1-20	293.8			
MI 1-21	133.4			
MI 1-22	221.3			
MI 2-1	311.3		(No Work)	
MI 2-2	681.3		(No Work)	
MI 2-3	396.4		(No Work)	
MI 2-4	216.2		(No Work)	
MI 2-5	803.7		(No Work)	
MI 2-6	92.8		(No Work)	
MI 2-7	340.4		(No Work)	

Project No.	Project Cost (Million Pesos)	First 6-year Program 1999 - 2004	Second 6-year Program 2005 - 2010	Third 6-year Program 2011 - 2016
MI 2-8	6.5		(No Work)	
MI 3-1	281.3		(No Work)	
MI 3-2	84.9			
	240.8			
MI 3-3	421.5			
	1305.6			
MI 3-4	81.7			
	220.5			
MI 3-5	127.6			
	411.4			
MI 3-6	229.5			
	585.7			
MI 4-1	452.6		(No Work)	
MI 4-2,3	807.8		(No Work)	
MI 5-1	324.2		(No Work)	
MI 5-2	681.7		(No Work)	
MI 5-3	56.9		(No Work)	
MI 5-4,5			(No Work)	
MI 5-6	40.7		(Later Years)	
MI 5-7	187.8			
MI 5-8	99.2			
MI 5-9	280.2			
MI 5-10	243.2			
MI 5-11	74.1			
MI 6-1	267.9			
	486.8			
MI 6-2	91.9			
MI 6-3	235.5			
MI 6-4	242.4			
MI 6-5,6	1424.5			
MI 6-7,8-12	784.6			
MI 6-13,14	633.9			
MI 6-15	284.9			
MI 6-16,17	1372.8			
MI 6-18	991.1			
	1064.4			
MI 6-19	146.1			
	519.6			
MI 6-20	335.6			
MI 7-1	40.0			
	243.7			
MI 7-2			(No Work)	
MI 7-3	60.6		(No Work)	
MI 7-4,5,6,7			(No Work)	
MI 7-8	66.8			
	206.1			

Project No.	Project Cost (Million Pesos)	First 6-year Program 1999 - 2004	Second 6-year Program 2005 - 2010	Third 6-year Program 2011 - 2016
MI 7-9	41.0			
	93.6			
MI 7-10	335.5		(No Work)	
MI 7-11	207.6		(No Work)	
MI 7-12			(No Work)	
MI 7-13	32.9			
	483.1			
MI 7-14	560.0		(No Work)	
MI 7-15	35.5			
	533.7			
MI 7-16	49.8			
	134.1			
MI 7-17	50.3			
	370.8			
MI 7-18	322.8			
	1465.9			
MI 8-1,2			(No Work)	
MI 8-3,4	1470.6		(No Work)	
MI 8-5	1091.6			
MI 8-6	133.1			
MI 8-7	131.8			
MI 9-1,2,3			(No Work)	
MI 9-4	191.0			
MI 9-5,6,7			(No Work)	
MI 9-8	139.9			
MI 10-1	294.6			
	747.9			
MI 10-2	110.5			
	549.3			
MI 10-3	414.3		(No Work)	
MI 10-4	194.2		(No Work)	
MI 10-5	294.2			
	916.8			
MI 10-6	31.7			
	135.9			
MI 10-7	100.5			
	328.8			
MI 10-8	89.7			
	237.3			
MI 11-1,2	517.0			
MI 11-3	641.8			
MI 12-1	1076.8			
MI 12-2	1529.4			
MI 12-3	100.2			
MI 12-4	75.6			
MI 12-5	96.8			
MI 12-6	363.2			
MI 13-1	924.4			
MI 13-2	559.4			
MI 13-3	63.8			
MI 13-4	133.3			
MI 14-1	72.0			
	465.2			
MI 14-2	200.9		(No Work)	
MI 14-3	233.4			
MI 14-4	75.8			
MI 14-5	216.0			
MI 15-1	998.8			
MI 15-2	613.5			
MI 15-3	340.2			
MI 15-4	430.6			
MI 15-5	945.6			
MI 15-6	962.4			
MI 15-7	411.2			
MI 15-8	2594.6			
MI 15-9	144.0			
MI 15-10	690.9			
MI 15-11	213.5			
MI 15-12	601.8			
MI 15-13	515.3			
MI 16-1	448.8		(No Work)	
MI 16-2	210.9			
MI 16-3	36.1			
MI 16-4	204.3			
MI 17-1	965.8			
MI 17-2	1240.1			
MI 18-1			(No Work)	
MI 18-2	926.3			
MI 18-3	894.5			
MI 18-4	312.2			
MI 18-5	1017.1			
MI 18-6	1741.5			
MI 18-7	1185.7			
MI 18-8	820.0			
MI 18-9	902.3			
MI 18-10	1816.6			
MI 18-11	1083.9			
MI 18-12	44.2			
MI 19-1	1180.1			
MI 19-2	59.1			
MI 19-3	143.7			
MI 19-4	734.1			
MI 19-5	399.5			
MI 19-6	921.6			
MI 20-1	62.6			
MI 20-2	215.7			
MI 21-1	221.2			
MI 22-1	35.4			
MI 22-2	147.2			
MI 23-1			(No Work)	
MI 23-2	844.0			
MI 23-3	623.0			
MI 24-1	205.7			
MI 24-2	707.5			
MI 24-3	469.6			
MI 24-4	990.2			
MI 25-1	280.9		(No Work)	
MI 25-2	304.3			
MI 25-3	145.4			
MI 26-1	680.7			

Project No.	Project Cost (Million Pesos)	First 6-year Program 1999 - 2004	Second 6-year Program 2005 - 2010	Third 6-year Program 2011 - 2016
MI 26-2	554.8			
MI 27-1	244.5			
MI 27-2	737.5			
MI 27-3	515.1			
MI 27-4	2100.5			
MI 27-5	1132.3			
MI 28-1			(No Work)	
MI 28-2			(No Work)	
MI 28-3	302.8			
MI 28-4	1347.4			
MI 29-1	321.0		(No Work)	
MI 29-2,3			(No Work)	
MI 29-4	8.5			
MI 29-5	384.2			
MI 29-6	618.4			
MI 29-7	1394.3			
MI 30-1	479.6			
MI 30-2	1099.2			
MI 30-3	462.9			
MI 30-4	247.2			
MI 31-1			(No Work)	
MI 31-2	60.1			
MI 31-3	324.3			
MI 31-4	253.7			
MI 31-5	291.2			
MI 31-6	353.8			
MI 32-1	799.3			
MI 32-2	802.0			
MI 33-1,2	456.2			
MI 33-3	112.6			
MI 33-4	459.6			
MI 33-5	863.8			
MI 33-6	1005.4			
MI 34-1	135.5			
MI 34-2	690.7			
MI 35-1	77.9		(No Work)	
MI 35-2	128.4			
MI 35-3	798.9			
MI 36-1	120.6			
MI 36-2	169.9			
MI 36-3	729.1			
MI 37-1,2			(No Work)	
MI 38-1	8.7			
MI 38-2	275.0			
MI 39-1	792.5			
MI 39-2	381.1			
MI 39-3	920.8			
MI 40-1	170.6			
MI 40-2	335.1			
MI 41-1	688.1			
MI 41-2	1642.5			
MI 41-3	2315.9			
MI 41-4	1387.2			
MI 42-1	240.4			
MI 42-2	300.3			
MI 43-1	837.7			
MI 43-2	264.4		(Later Years)	
MI 43-3	303.4		(Later Years)	
MI 43-4	455.7		(Later Years)	
MI 43-5	631.1		(Later Years)	
MI 44-1,2,3	2740.6		(Later Years)	
MI 44-4	246.7			
MI 45-1	299.5			
MI 45-2	260.4			
MI 45-3	1192.9			
MI 46-1	1532.3			
MI 46-2	544.7			
MI 47-1	515.9			
MI 47-2	700.7			
MI 47-3	697.5			
MI 48-1	396.7			
MI 48-2	1999.7			
MI 48-3	1159.4			
MI 49-1	504.5			
MI 49-2	1366.4			
MI 49-3	3061.2			
MI 50-1,2	823.6			
MI 51-1	1412.2			
MI 51-2	673.3			
MI 51-3	99.7			
MI 52-1	796.4			
MI 52-2	752.9			
MI 53-1,2	1540.1		(Later Years)	
MI 54-1	1036.6			
MI 54-2	931.9			
MI 55-1	1120.1			
MI 55-2	983.0			
MI 55-3	227.4			
MI 56-1	457.3			
MI 56-2	1109.7			
MI 56-3	555.1			
MI 56-4	933.6			
MI 57-1,2			(No Work)	
MI 58-1	804.3			
MI 58-2	489.6			
MI 59-1	637.6			
MI 60-1	885.6			
MI 60-2	423.5			
MI 60-3	445.1			
MI 61-1	1070.7			
MI 62-1	759.7			
MI 62-2	561.2			
MI 100-1	1833.8			
MI 100-2	4730.7			
MI 100-3	3293.0			
MI 101-1,102-106	334.8			
MI 110-1	677.0			
MI 110-2	2457.4			
MI 110-3	707.7			
MI 111-1	1335.2			
MI 112-1	681.8			
MI 113-1	774.2			
MI 114-1	215.8			

Legend:

Project No.	*Proj. Cost*	*(Schedule other than Widening) (Widening Schedule)*

PROJECT PROFILE

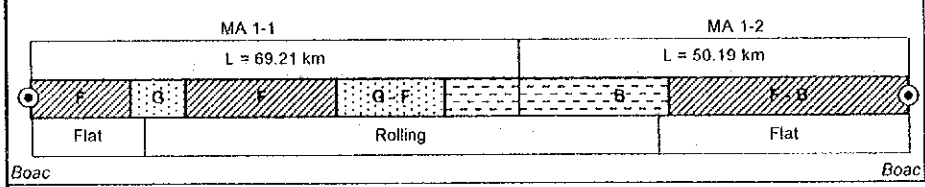
PROJECT PROFILE

Project Number: **MA 1**

Classification : Strategic Road (A)

Road Name	Marinduque Circumferential Road	Province: Marinduque

Existing Road Condition

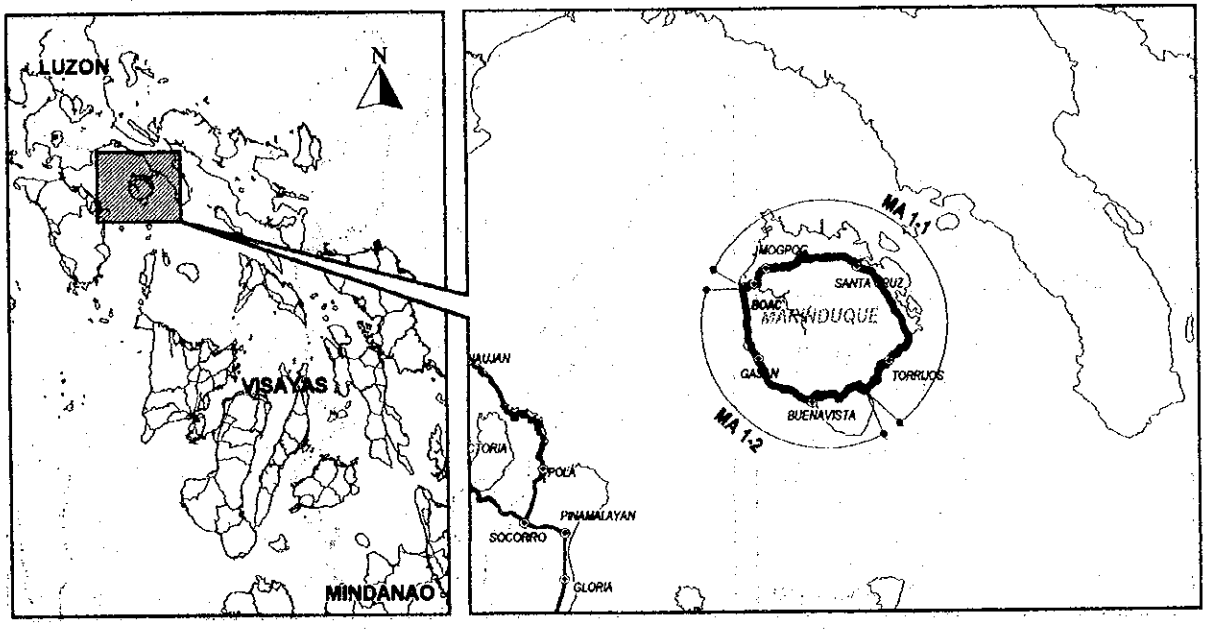


PCC G Good
AC F Fair
Gravel P Bad
Earth V. V. Bad
Impassable/not existing
Underconstruction

Objective:
- Strengthen existing circumferential road to provide faster and stable land transport.
- Strengthen economic linkage between municipalities along the road.

Segment		MA 1-1		MA 1-2		Total	
Location	from	Boac		Jct. Manawayan Dampulan National Road			
	to	Jct. Manawayan Dampulan National Road		Boac			
Length	(km)	69.21		50.19		119.40	
Traffic Volume	Year	1997	2016	1997	2016		
	Car	34	449	85	476		
	Jeepney	76	285	220	317		
	Bus	2	10	5	6		
	Truck	28	112	35	90		
	Total	140	856	345	889		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		33.56	252.58	27.13	179.56	60.69	432.14
Improvement (km)		13.32	211.92	16.63	312.22	29.95	524.14
New Construction (km)		-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-
Bridge Construction (m)		91.60	16.74	50.60	17.71	142.20	34.45
Disaster Prevention (m)		550.00	20.50	280.00	12.50	830.00	33.00
Total			501.74		521.99		1,023.73
Project Cost: (MP)							
Right-of-Way			-		-		-
Construction			501.74		521.99		1,023.73
Engineering			70.24		73.08		143.32
Total			571.98		595.07		1,167.05
Implementation Schedule	from	Jan. 2004		Jan. 2010			
	to	Dec. 2005		Dec. 2012			
Economic Return (IRR%)		23.72		15.37			

Environmental Impact: (LOW) : Project is to improve existing gravel road. No significant environmental impact is expected.

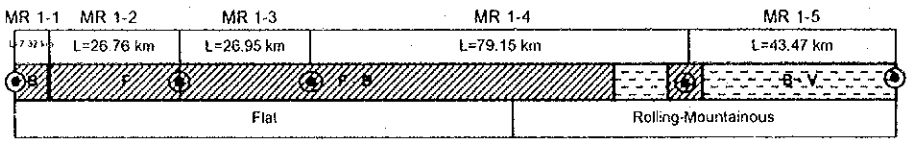


PROJECT PROFILE

Project Number : **MR 1** Classification : North-South Backbone

Road Name	Mindoro East Coast Road	Province: Oriental Mindoro

Existing Road Condition

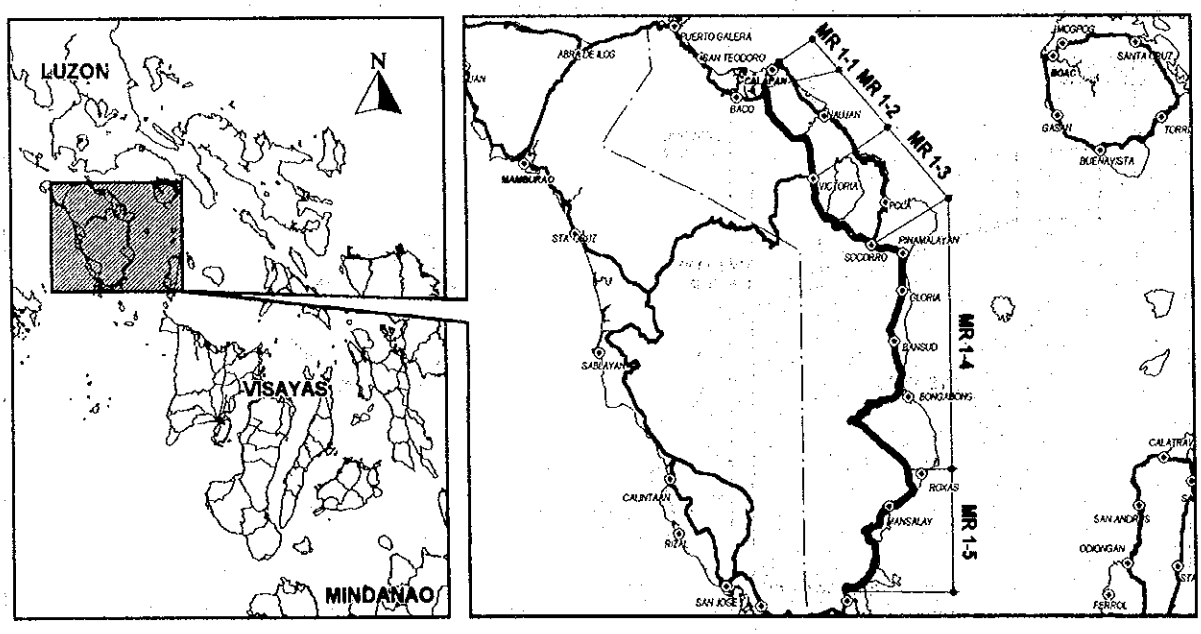


PCC G: Gravel
AC F: Fair
Gravel B: Bad
Earth V: V. Bad
: Impassable/not existing
: Underconstruction

Objective:
- Strengthen North-South link along Mindoro east coast
- Promote provincial/regional development (agriculture, rural industry and tourism)

Segment		MR 1-1		MR 1-2		MR 1-3		MR 1-4		MR 1-5		Total	
Location	from	Calapan		Sta Isabel		Victoria		Socorro		Jct. Roxas			
	to	Sta Isabel		Victoria		Socorro		Jct. Roxas		Bulalacao			
Length	(km)	7.32		26.76		26.95		79.15		43.47		183.65	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016	1997	2016	1997	2016		
	Car	688	3,248	790	2,852	320	3,781	650	3,874	105	1,033		
	Jeepney	1,086	1,460	1,220	1,167	480	1,312	530	1,310	270	575		
	Bus	165	306	190	313	190	518	200	530	15	58		
	Truck	171	495	195	461	190	693	180	661	70	278		
	Total	2,110	5,509	2,395	4,793	1,180	6,304	1,560	6,375	460	1,944		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		7.32	54.27	26.34	169.95	26.34	218.54	43.99	308.77	3.44	25.40	107.43	776.93
Improvement (km)		-	-	0.43	5.59	0.61	8.09	20.20	324.73	40.03	621.38	61.27	959.79
New Construction (km)		-	-	-	-	-	-	-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-	-	-	-	-	-	-
Bridge Construction (m)		-	-	27.00	4.05	52.90	9.81	652.65	191.41	226.50	79.28	959.05	284.55
Disaster Prevention (m)		-	-	1,315.0	32.22	50.00	3.00	590.00	36.30	2,917.0	79.36	4,872.00	150.88
Total			54.27		211.81		239.44		861.21		805.42		2,172.15
Project Cost: (MP)													
Right-of-Way			-		-		-		-		-		-
Construction			54.27		211.82		239.44		861.21		805.41		2,172.15
Engineering			7.60		29.65		33.52		120.57		112.76		304.10
Total			61.87		241.47		272.96		981.78		918.17		2,476.25
Implementation Schedule	from	Jan. 2008		Jan .2008		Jan. 2010		Jan. 2004		July 2006			
	to	Dec. 2008		Dec. 2009		Dec. 2011		Dec. 2006		June 2009			
Economic Return (IRR%)		103.23		66.25		77.95		34.80		20.02			

Environmental Impact: (LOW) : The project is to rehabilitate existing AC pavement and improve gravel road. No significant environmental impact is expected.

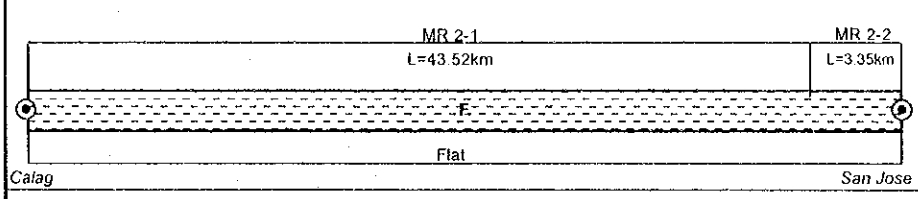


PROJECT PROFILE

Project Number : **MR 2** Classification : North-South Backbone

Road Name	Mindoro South Coast Road	**Province:** Oriental Mindoro,Occidental Mindoro

Existing Road Condition

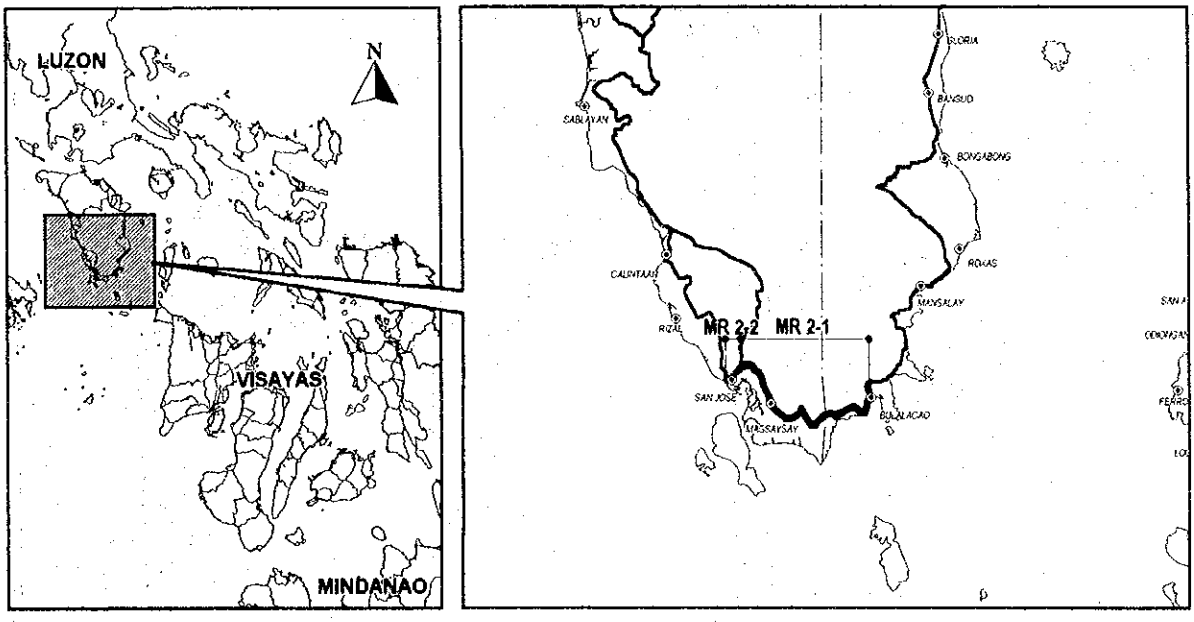


P PCC G Good
A AC F Fair
G Gravel B Bad
E Earth V V Bad
Impassable/not existing
Underconstruction

Objective:
- Provide East-West linkage at southern end of Mindoro Island
- Strengthen economic linkage between east and west Mindoro
- Promote Inter-provincial development between Oriental & Occidental Mindoro

Segment		MR 2-1		MR 2-2		Total	
Location	from	Calag		Jct. Magbay			
	to	Jct. Magbay		San Jose			
Length	(km)	43.52		3.35		46.87	
Traffic Volume	Year	1997	2016	1997	2016		
	Car	142	786	142	739		
	Jeepney	136	314	136	304		
	Bus	28	88	28	80		
	Truck	44	166	44	132		
	Total	350	1,354	350	1,255		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		3.73	31.24	3.26	23.71	6.99	54.95
Improvement (km)		34.13	562.35	0.09	1.24	34.22	563.59
New Construction (km)		5.66	144.38	-	-	5.66	144.38
Widening (km)							
Bridge Construction (m)		149.10	30.43	-	-	149.10	30.43
Disaster Prevention (m)		185.00	13.60	-	-	185.00	13.60
Total			782.00		24.95		806.95
Project Cost: (MP)							
Right-of-Way			3.40		-		3.40
Construction			782.00		24.95		806.95
Engineering			109.48		3.49		112.97
Total			894.88		28.44		923.32
Implementation Schedule	from	July 2009		July 2011			
	to	June 2012		June 2012			
Economic Return (IRR%)		20.33		18.92			

Environmental Impact: **(LOW)** : The project is to rehabilitate existing gravel road. No significant environmental impact is expected.



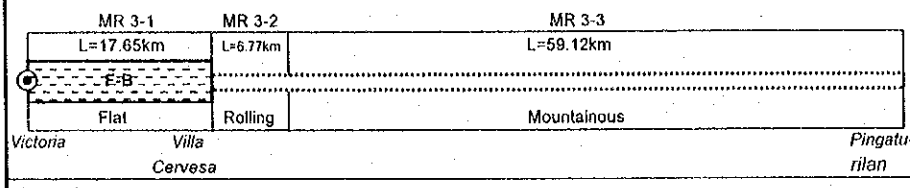
PROJECT PROFILE

Project Number : **MR 3**

Classification : East-West Lateral

Road Name	Mindoro Cross Island Road	Province: Oriental Mindoro, Occidental Mindoro

Existing Road Condition

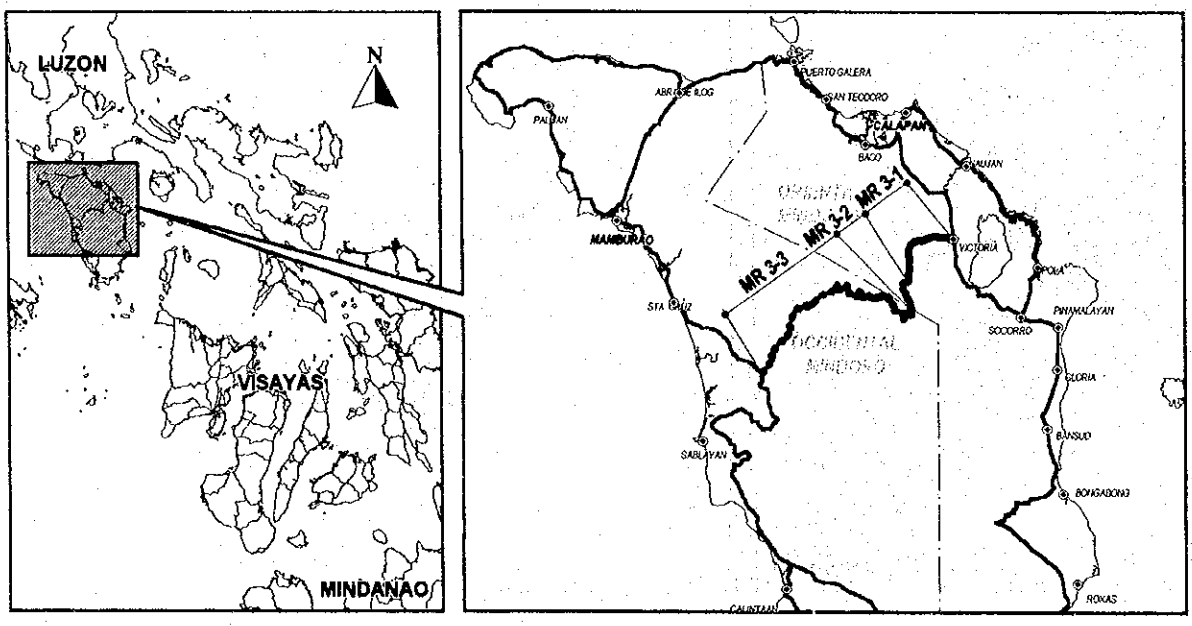


PCC G: Good
AC F: Fair
Gravel B: Bad
Earth V: V. Bad
Impassable/not existing
Underconstruction

Objective:
- Provide East-West linkage at central part of Mindoro Island
- Strengthen economic linkage between east and west Mindoro
- Promote inter/provincial development between Oriental and Occidental Mindoro

Segment		MR 3-1		MR 3-2		MR 3-3		Total	
Location	from	Victoria		Villa Cervesa		Boundary Oriental Mindoro-Occidental Mindoro			
	to	Villa Cervesa		Boundary Oriental Mindoro-Occidental Mindoro		Pingaturilan			
Length	(km)	17.65		6.77		59.12		83.54	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016		
	Car	-	48	-	48	-	48		
	Jeepney	-	-	-	-	-	-		
	Bus	-	13	-	13	-	13		
	Truck	-	1	-	1	-	1		
	Total	0	62	0	62	0	62		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		3.12	23.17	-	-	-	-	3.12	23.17
Improvement (km)		14.54	223.31	-	-	-	-	14.54	223.31
New Construction (km)		-	-	6.77	154.09	59.12	1,506.97	65.89	1,661.06
Widening (km)		-	-	-	-	-	-	-	-
Bridge Construction (m)		78.20	24.93	35.10	12.28	928.80	325.08	1,042.10	362.29
Disaster Prevention (m)		-	-	-	-	-	-	-	-
Total			271.41		166.37		1,832.05		2,269.83
Project Cost: (MP)									
Right-of-Way			-		6.09		35.47		41.56
Construction			271.40		166.37		1,832.05		2,269.82
Engineering			38.00		23.29		256.49		317.78
Total			309.40		195.75		2,124.01		2,629.16
Implementation Schedule	from	To be assessed in later years		To be assessed in later years		To be assessed in later years			
	to								
Economic Return (IRR%)		-		-		-			

Environmental Impact: (HIGH) : The project is to construct new road, which connects eastern and western Mindoro passing along foot of Mt. Patrick. The project road crosses game refuge and bird sanctuary.

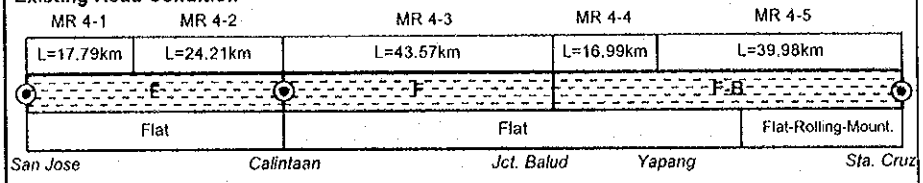


PROJECT PROFILE

Project Number : **MR 4(1)** Classification : Strategic Road (A)

Road Name	Mindoro West Coast Road - 1	Province: Occidental Mindoro

Existing Road Condition

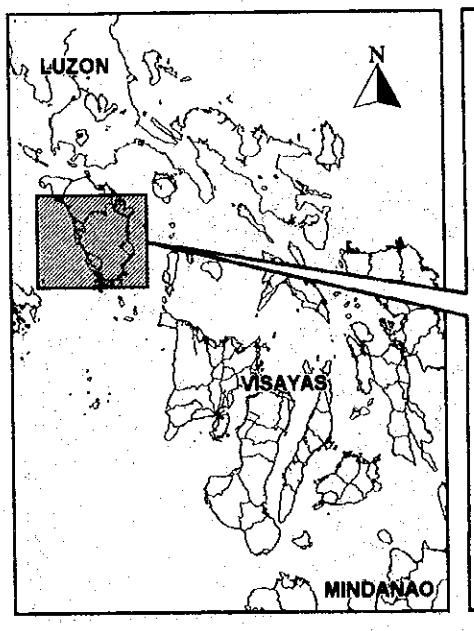


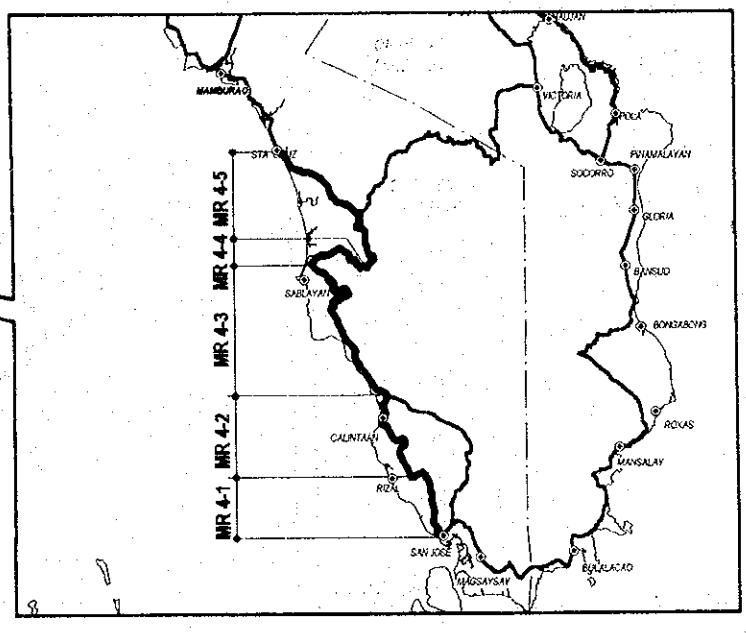
: PCC G: Good
: AC F: Fair
: Gravel B: Bad
: Earth V: V. Bad
: Impassable/not existing
: Underconstruction

Objective:
- Strengthen North-South link along Mindoro west coast.
- Promote provincial/regional development (agriculture, rural industry and tourism)

Segment		MR 4-1		MR 4-2		MR 4-3		MR 4-4		MR 4-5	
Location	from	San Jose		Jct. San Pedro		Calintaan		Jct. Balud		Yapang	
	to	Jct. San Pedro		Calintaan		Jct. Balud		Yapang		Sta Cruz	
Length	(km)	17.79		24.21		43.57		16.99		39.98	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016	1997	2016	1997	2016
	Car	200	1,024	169	943	138	908	74	541	74	507
	Jeepney	100	410	99	352	86	310	39	131	39	131
	Bus	30	107	35	109	36	118	30	93	30	83
	Truck	100	351	82	292	39	278	49	196	49	195
	Total	430	1,892	385	1,696	299	1,614	192	961	192	916
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		-	-	2.41	17.52	0.33	2.41	-	-	-	-
Improvement (km)		17.79	1,595.30	21.81	295.17	43.23	683.27	16.99	34.98	-	-
New Construction (km)		-	-	-	-	-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-	-	-	-	-
Bridge Construction (m)		-	-	150.00	52.50	1,057.10	351.87	-	-	-	-
Disaster Prevention (m)		-	-	80.00	1.83	105.00	2.10	-	-	-	-
Total			1,595.30		367.02		1,039.65		34.98		-
Project Cost: (MP)											
Right-of-Way			-		-		-				
Construction			1,595.30		367.02		1,039.64		Included		Included
Engineering			250.40		51.38		145.55		in MR 4-1		in MR 4-1
Total			1,845.70		418.40		1,185.19		-		-
Implementation Schedule	from	July 2000		Jan. 2005		Jan. 2005		July 2000		July 2000	
	to	Dec. 2002		Dec. 2006		Dec. 2008		Dec. 2002		June 2004	
Economic Return (IRR %)		22.90		23.76		14.77		11.40		8.74	

Environmental Impact: **(LOW)** : The project is to improve existing gravel road. No significant environmental impact is expected.



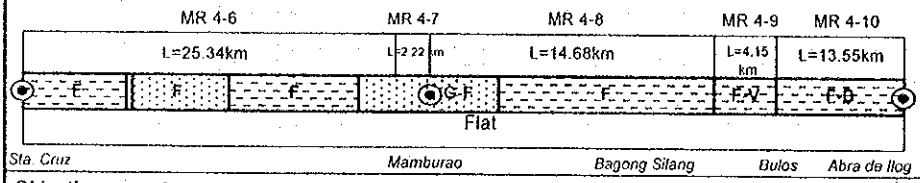


PROJECT PROFILE

Project Number : **MR 4(2)** Classification : Strategic Road (A)

Road Name	Mindoro West Coast Road - 2	Province: Occidental Mindoro

Existing Road Condition

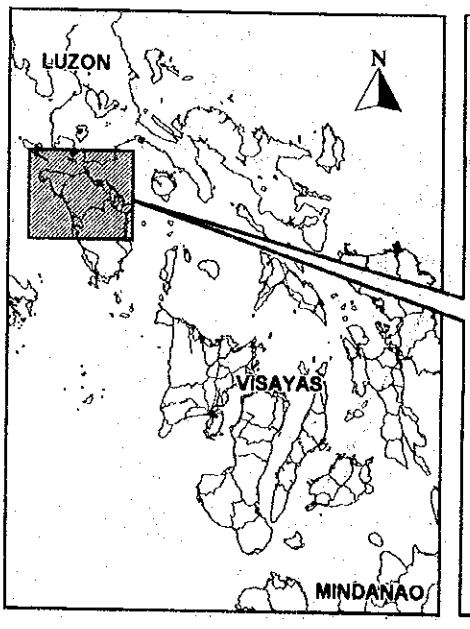


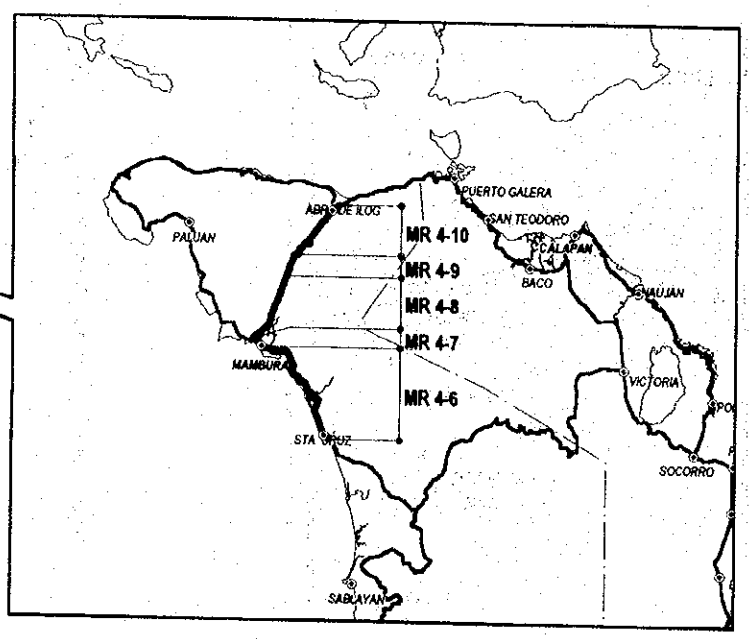
: PCC G: Gravel
: AC F: Fair
: Gravel B: Bad
: Earth V: V. Bad
: Impassable/not existing
: Underconstruction

Objective:
- Strengthen North-South link along Mindoro west coast.
- Promote provincial/regional development (agriculture, rural industry and tourism)

Segment		MR 4-6		MR 4-7		MR 4-8		MR 4-9		MR 4-10		Total	
Location	from	Sta Cruz		Jct. Mamburao Airport		Mamburao		Bagong Silang		Bulos			
	to	Jct. Mamburao Airport		Mamburao		Bagong Silang		Bulos		Abra de Ilog			
Length	(km)	25.34		2.22		14.68		4.15		13.55		202.47	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016	1997	2016	1997	2016		
	Car	140	532	170	552	160	471	160	471	160	471		
	Jeepney	85	234	76	194	60	136	60	136	60	136		
	Bus	15	47	24	65	25	66	25	66	25	66		
	Truck	60	216	77	250	75	239	75	239	75	239		
	Total	300	1,029	347	1,061	320	912	320	912	320	912		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		9.06	65.97	0.47	3.44	-	-	-	-	-	-	12.27	89.34
Improvement (km)		15.62	207.01	-	-	14.68	-	4.15	-	13.55	-	182.75	2,780.75
New Construction (km)		-	-	-	-	-	-	-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-	-	-	-	-	-	-
Bridge Construction (m)		390.00	94.50	-	-	-	-	-	-	-	-	1,597.10	498.87
Disaster Prevention (m)		215.00	5.20	30.00	1.80	-	-	-	-	-	-	430.00	10.93
Total			372.68		5.24		-		-		-		3,379.89
Project Cost: (MP)													
Right-of-Way			-		-								
Construction			372.68		5.24	Included in MR4-1		Included in MR4-1		Included in MR4-1			3,379.88
Engineering			52.18		0.73								500.24
Total			424.86		5.97	-		-		-			3,880.12
Implementation Schedule	from	July 2004		July 2004		July 2000		July 2000		July 2000			
	to	June 2006		June 2005		Dec. 2002		Dec. 2002		Dec. 2002			
Economic Return (IRR%)		22.62		9.01		12.79		11.05		10.69			

Environmental Impact: (LOW) : The project is to improve existing gravel road. No significant environmental impact is expected.



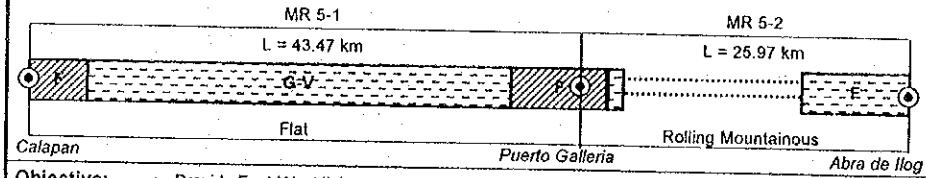


PROJECT PROFILE

Project Number: **MR 5** Classification : Strategic Road (A)

Road Name	Mindoro North Coast Road	Province: Mindoro

Existing Road Condition

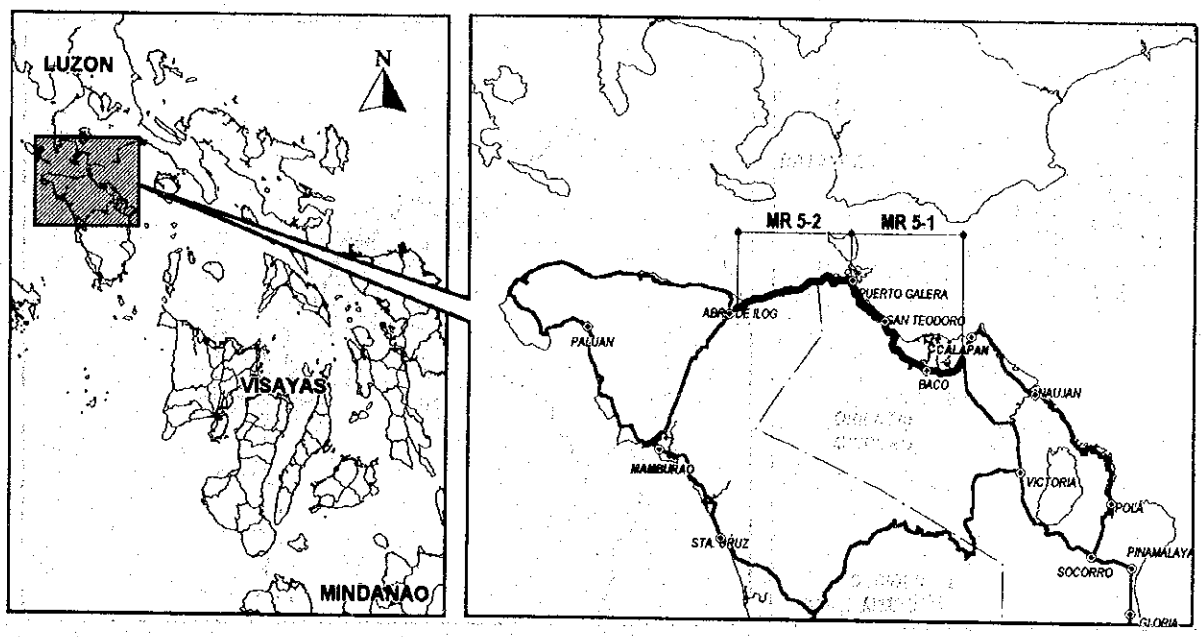


: PCC G: Good
: AC F: Fair
: Gravel B: Bad
: Earth V: V. Bad
: Impassable/not existing
: Underconstruction

Objective:
- Provide East-West linkage at northern part of Mindoro Island.
- Strengthen economic linkage between east and west Mindoro
- Promote inter provincial development between Oriental and Occidental Mindoro

Segment		MR 5 -1		MR 5 -2		Total	
Location	from	Calapan		Puerto Galera			
	to	Puerto Galera		Abra de Ilog			
Length	(km)	43.47		25.97		69.44	
Traffic Volume	Year	1997	2016	1997	2016		
	Car	317	2,071	2	58		
	Jeepney	542	1,134	0	0		
	Bus	53	116	2	13		
	Truck	96	369	1	21		
	Total	1,008	3,690	5	92		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		18.60	119.44	3.92	25.10	22.52	144.54
Improvement (km)		24.12	436.13	9.63	164.73	33.75	600.86
New Construction (km)		-	-	12.00	273.12	12.00	273.12
Widening (km)		-	-	-	-	-	-
Bridge Construction (m)		183.00	32.25	202.50	69.18	385.50	101.43
Disaster Prevention (m)		4,440.00	31.21	170.00	12.40	4,610.00	43.61
Total			619.03		544.53		1,163.56
Project Cost: (MP)							
Right-of-Way			-		10.80		10.80
Construction			619.03		544.52		1,163.55
Engineering			86.66		76.23		162.90
Total			705.69		631.55		1,337.25
Implementation Schedule	from	Jan. 2009		July 2012			
	to	Dec. 2011		June 2014			
Economic Return (IRR%)		26.98		19.54			

Environmental Impact: **(HIGH)** : The project is to improve existing gravel road and construct new road at missing section. Impact on flora and faura at new construction section is expected to be high.

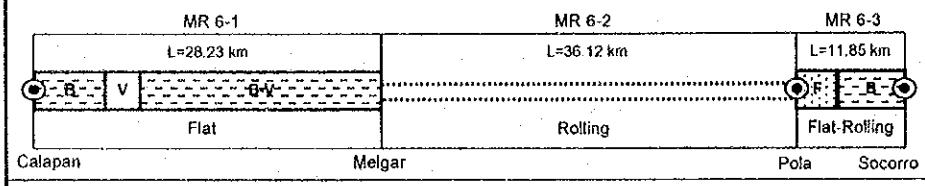


PROJECT PROFILE

Project Number : **MR 6** Classification : Strategic Road (B)

Road Name	Calapan - Socorro Coast Road	Province: Oriental Mindoro

Existing Road Condition

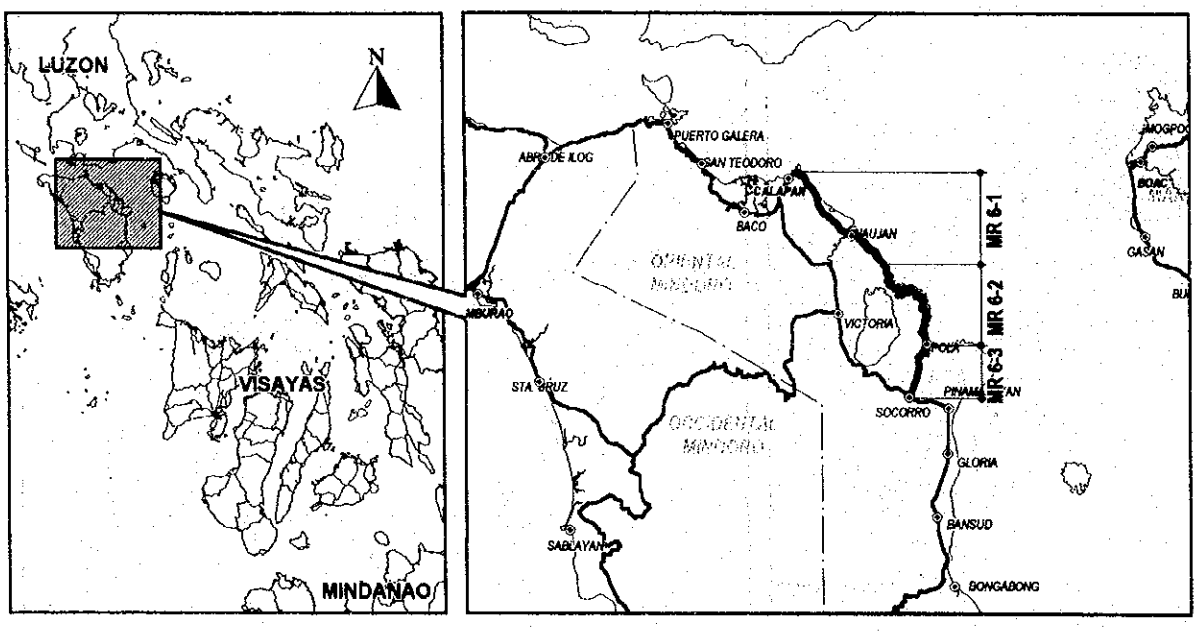


: PCC G: Good
: AC F: Fair
: Gravel B: Bad
: Earth V: V. Bad
: Impassable/not existing
: Underconstruction

Objective:
- Strengthen Naujan Lake coastal link.
- Promote provincial development (agriculture, tourism and fishery)

Segment		MR 6-1		MR 6-2		MR 6-3		Total	
Location	from	Calapan		Melgar		Pola			
	to	Melgar		Pola		Socorro			
Length	(km)	28.23		36.12		11.85		76.20	
	Year	1997	2016	1997	2016	1997	2016		
	Car	-	1,781	-	356	193	619		
	Jeepney	-	977	-	134	186	248		
Traffic Volume	Bus	-	103	-	46	51	68		
	Truck	-	267	-	75	62	135		
	Total	0	3,128	0	611	492	1,070		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		5.52	41.81	-	-	3.02	23.42	8.54	65.23
Improvement (km)		19.87	310.24	-	-	5.24	69.00	25.11	379.24
New Construction (km)		2.83	51.57	36.12	822.09	-	-	38.95	873.66
Widening (km)		-	-	-	-	-	-	-	-
Bridge Construction (m)		582.70	187.15	315.00	110.25	12.00	1.80	909.70	299.20
Disaster Prevention (m)		3,739.00	91.61	-	-	70.00	4.20	3,809.00	95.81
Total			682.38		932.34		98.42		1,713.14
Project Cost: (MP)									
Right-of-Way			4.25		32.51		-		36.76
Construction			682.38		932.34		98.42		1,713.14
Engineering			95.53		130.53		13.78		239.84
Total			782.16		1,095.38		112.20		1,989.74
Implementation Schedule	from	July 2012		To be assessed		July 2012			
	to	June 2015		in later years		June 2013			
Economic Return (IRR%)		34.43		-		45.83			

Environmental Impact: **(MEDIUM)** : Right-of-way acquisition and resettlement of limited number of residents is required at segment-2, impact on flora and fauna is minimal.



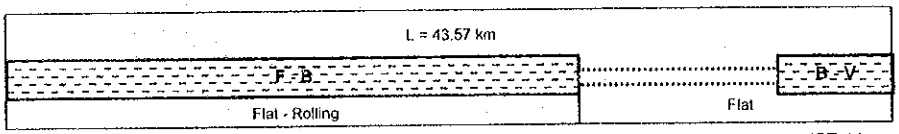
PROJECT PROFILE

Project Number : MR 7 Classification : Strategic Road (B)

Road Name	San Jose - Calintaan Inland Road	Province: Occidental Mindoro

Existing Road Condition

MR 7-1

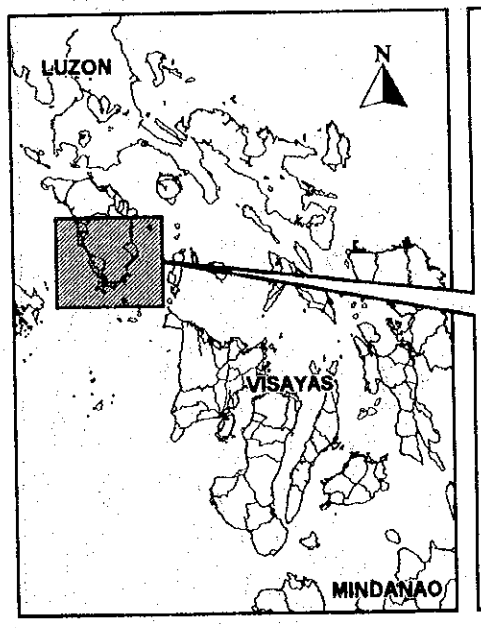


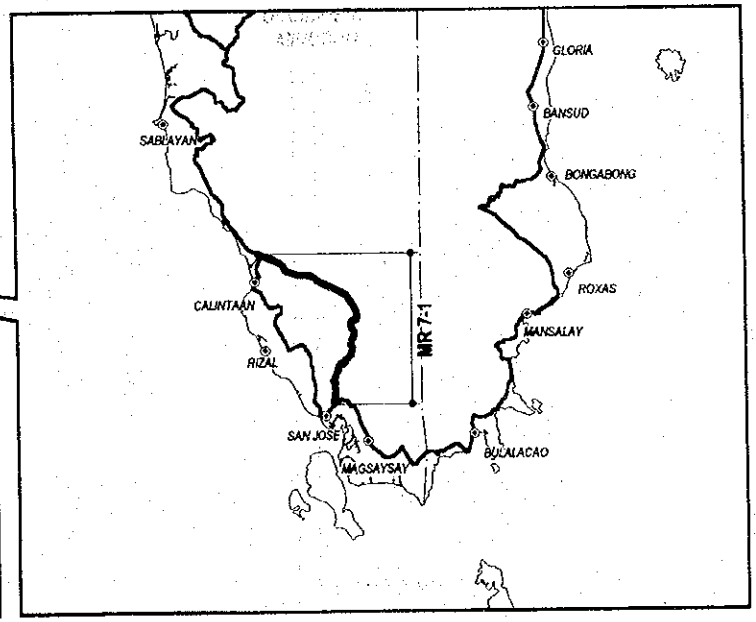
PCC G Good
AC F Fair
Gravel B Bad
Earth V V Bad
Impassable/not existing
Underconstruction

Objective:
- Provide alternative road at flood-prone area and strengthen north-south linkage in western Mindoro.
- Promote regional development (agriculture, and tourism)

Segment		MR 7-1	
Location	from	Jct. Magbay	
	to	Jct. Iriron	
Length	(km)	43.57	
Traffic Volume	Year	1997	2016
	Car	-	47
	Jeepney	-	10
	Bus	-	8
	Truck	-	34
	Total	0	99
Work Item/Cost MP		Length	Cost
	Rehabilitation (km)	-	-
	Improvement (km)	33.47	516.18
	New Construction (km)	10.10	183.94
	Widening (km)	-	-
	Bridge Construction (m)	233.70	81.79
	Disaster Prevention (m)	1,280.00	30.55
	Total		812.46
Project Cost : (MP)			
	Right-of-Way	15.15	
	Construction	812.46	
	Engineering	113.75	
	Total	941.36	
Implementation Schedule	from	To be assessed in later years	
	to		
Economic Return (IRR%)		-	

Environmental Impact: (LOW) : The project road follows existing road. No significant environmental impact is expected.



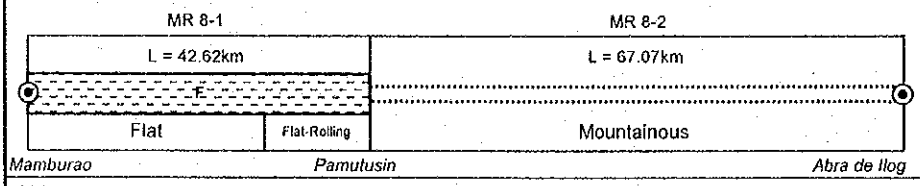


PROJECT PROFILE

Project Number : **MR 8** Classification : Strategic Raod (B)

Road Name	Mamburao - Abra de Ilog Coastal Road	Province: Occidental Mindoro

Existing Road Condition

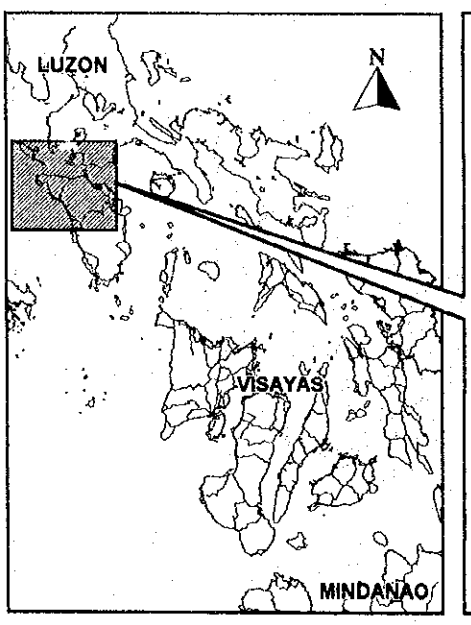


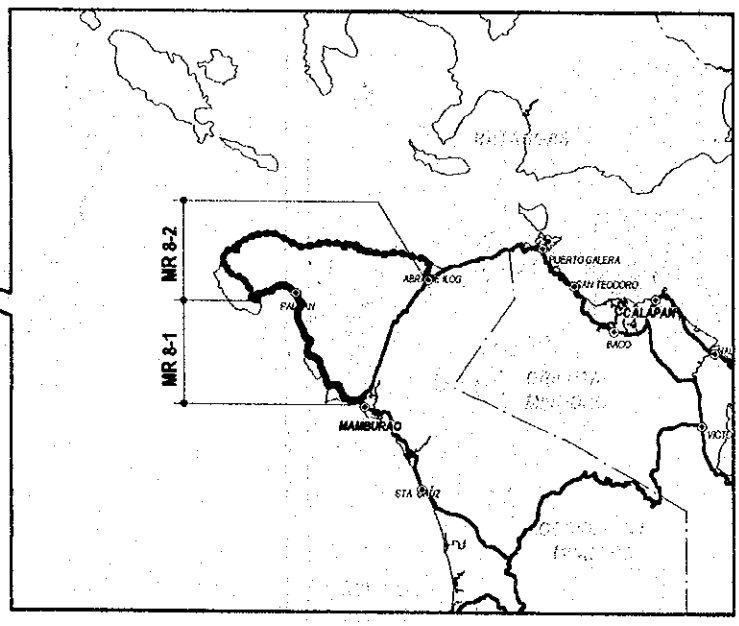
: PCC G: Good
: AC F: Fair
: Gravel B: Bad
: Earth V: V. Bad
: Impassable/not existing
: Underconstruction

Objective:
- Establish Paluan Peninsula road link.
- Strengthen economic linkage between Paluan Peninsula and Mamburao and Abra del Ilog.

Segment		MR 8-1		MR 8-2		Total	
Location	from	Mamburao		Pamutusin			
	to	Pamutusin		Abra de Ilog			
Length	(km)	42.62		67.07		109.69	
Traffic Volume	Year	1997	2016	1997	2016		
	Car	58	250	-	100		
	Jeepney	31	101	-	40		
	Bus	7	25	-	10		
	Truck	25	75	-	30		
	Total	121	451	0	180		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		3.44	25.87	-	-	3.44	25.87
Improvement (km)		38.94	647.28	-	-	38.94	647.28
New Construction (km)		-	-	67.07	1,709.61	67.07	1,709.61
Widening (km)		-	-	-	-	-	-
Bridge Construction (m)		559.30	179.59	572.00	200.20	1,131.30	379.79
Disaster Prevention (m)		1,050.00	24.06	-	-	1,050.00	24.06
Total			876.80		1,909.81		2,786.61
Project Cost: (MP)							
Right-of-Way			-		40.24		40.24
Construction			876.81		1,909.81		2,786.62
Engineering			122.75		267.37		390.12
Total			999.56		2,217.42		3,216.98
Implementation Schedule	from	Jan. 2013		Jan. 2013			
	to	Dec. 2015		Dec. 2016			
Economic Return (IRR%)		6.62		15.72			

Environmental Impact: **(HIGH)** : The project is to improve existing gravel road and construct new road at segment 2. The road passes through game refuge and bird sanctuary. Impact on natural environment is expected to be high.





PROJECT PROFILE

Project Number: **PL1(1)**

Classification: Strategic Road (A)

Road Name	Palawan North Road - 1	Province: Palawan

Existing Road Condition

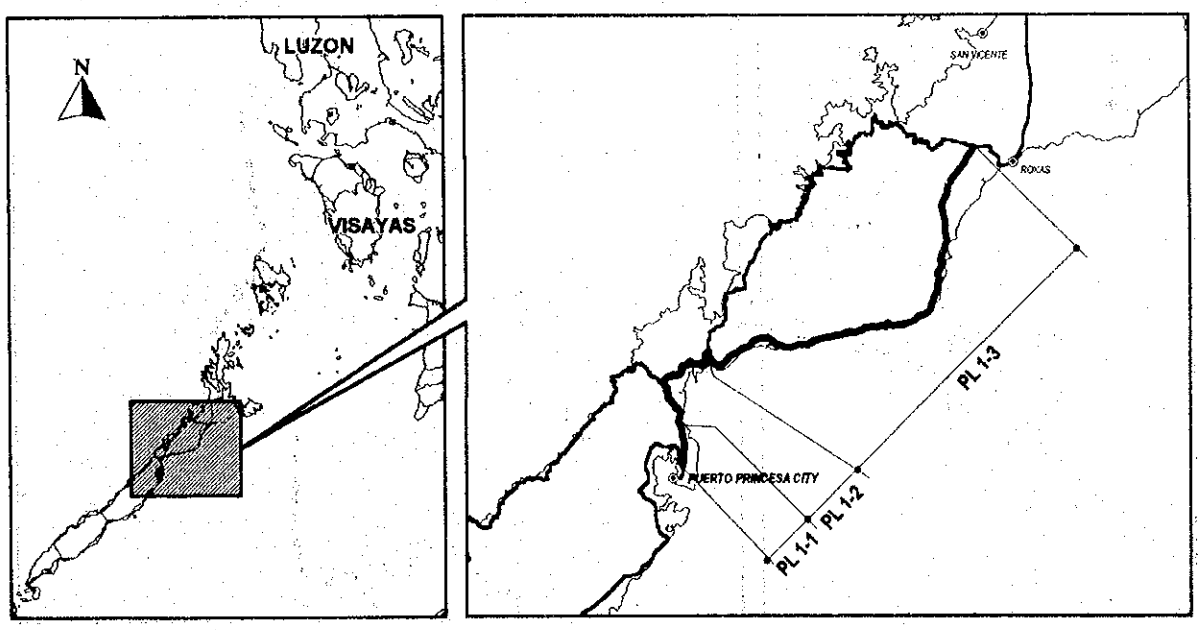
PL1-1	PL1-2	PL1-3
L=8.85 km	L=28.61km	L=88.96km
F-G	F-G	G
Flat	Mountainous - Rolling	
San	Jct. Tagburos — Tapul	San Jose

PCC G: Good; AC F: Fair; Gravel B: Bad; Earth V: V. Bad; Impassable/not existing; Underconstruction

Objective:
- Strengthen north Palawan road link by upgrading the existing road
- Strengthen economic linkage between Puerto Princesa City and Northern part of Palawan

Segment		PL 1-1		PL 1-2		PL 1-3	
Location	from	San Jose		Jct. Tagburos		Tapul	
	to	Jct. Tagburos		Tapul		Sn. Jose	
Length	(km)	8.85		28.61		88.96	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016
	Car	14	913	56	1,459	56	1,459
	Jeepney	3	46	19	119	19	119
	Bus	13	221	40	337	40	337
	Truck	1	17	21	127	21	127
	Total	31	1,197	136	2,042	136	2,042
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		-	-	-	-	-	-
Improvement (km)		8.85	1,565.40	28.61	-	88.96	-
New Construction (km)		-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-
Bridge Construction (m)		-	-	-	-	-	-
Disaster Prevention (m)		-	-	-	-	-	-
Total			1,565.40		-		-
Project Cost: (MP)							
Right-of-Way			-	Included in		Included in	
Construction			1,565.40	PL 1-1		PL 1-1	
Engineering			156.50				
Total			1,721.90				
Implementation Schedule	from	Jan. 1999		Jan. 1999		Jan. 1999	
	to	June 2002		June 2002		June 2002	
Economic Return (IRR%)		7.13		21.09		20.27	

Environmental Impact: **(LOW)** : The project is to improve existing gravel road. No significant environmental impact is expected.



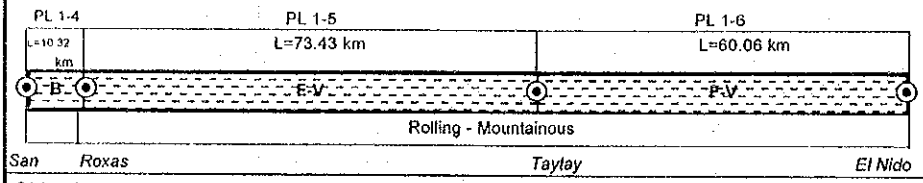
PROJECT PROFILE

Project Number: **PL 1(2)**

Classification : Strategic Road (A)

Road Name	Palawan North Road - 2	Province: Palawan

Existing Road Condition

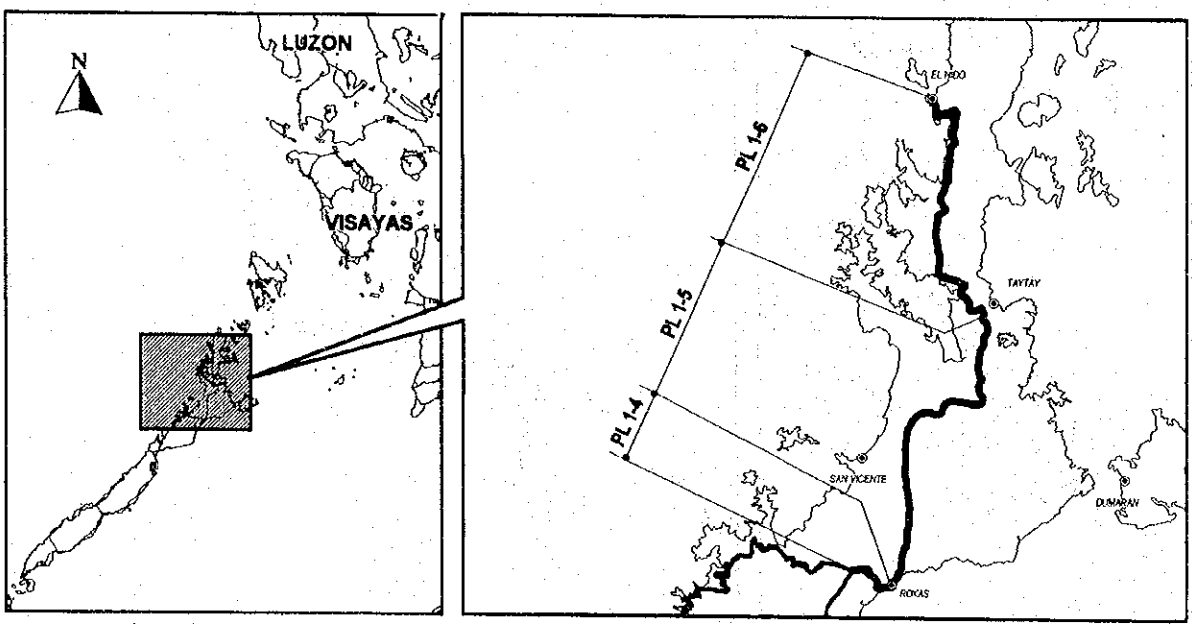


: PCC G: Good
: AC F: Fair
: Gravel B: Bad
: Earth V: V. Bad
: Impassable/not existing
: Underconstruction

Objective:
- Strengthen north Palawan road link by upgrading the road.
- Strengthen economic linkage between Puerto Princesa City and Northern part of Palawan

Segment		PL 1-4		PL 1-5		PL 1-6		Total	
Location	from	San Jose		Roxaz		Taytay			
	to	Roxas		Taytay		El Nido			
Length	(km)	10.32		73.43		60.06		270.23	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016		
	Car	56	1,459	57	1,131	1	179		
	Jeepney	19	119	30	158	0	2		
	Bus	40	337	31	238	4	47		
	Truck	21	127	33	174	1	21		
	Total	136	2,042	151	1,701	6	249		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		-	-	-	-	-	-	-	-
Improvement (km)		10.32	-	72.56	1,304.93	60.06	1,118.80	269.36	3,989.13
New Construction (km)		-	-	-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-	-	-
Bridge Construction (m)		-	-	380.00	126.60	482.00	168.70	862.00	295.30
Disaster Prevention (m)		-	-	25.00	2.38	175.00	16.63	200.00	19.01
Total			-		1,433.91		1,304.13		4,303.44
Project Cost: (MP)									
Right-of-Way		Included in PL 1-1			-		-		-
Construction					1,433.90		1,304.12		4,303.44
Engineering					200.75		182.58		539.82
Total					1,634.65		1,486.70		4,843.26
Implementation Schedule	from	Jan. 1999		Jan. 2007		Jan. 2010			
	to	June 2002		Dec. 2010		Dec. 2013			
Economic Return (IRR%)		24.51		20.49		11.68			

Environmental Impact: **(LOW)** : The project is to improve existing gravel road. No significant environmental impact is expected.



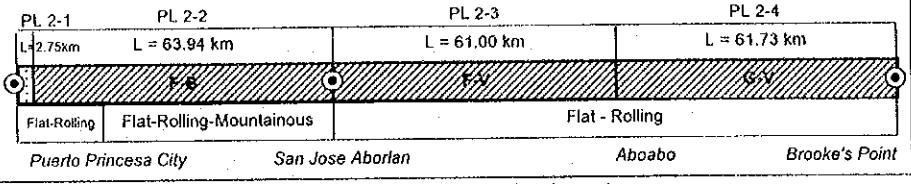
PROJECT PROFILE

Project Number: **PL 2**

Classification : Strategic Road (A)

Road Name	Palawan South Road	Province: Palawan

Existing Road Condition

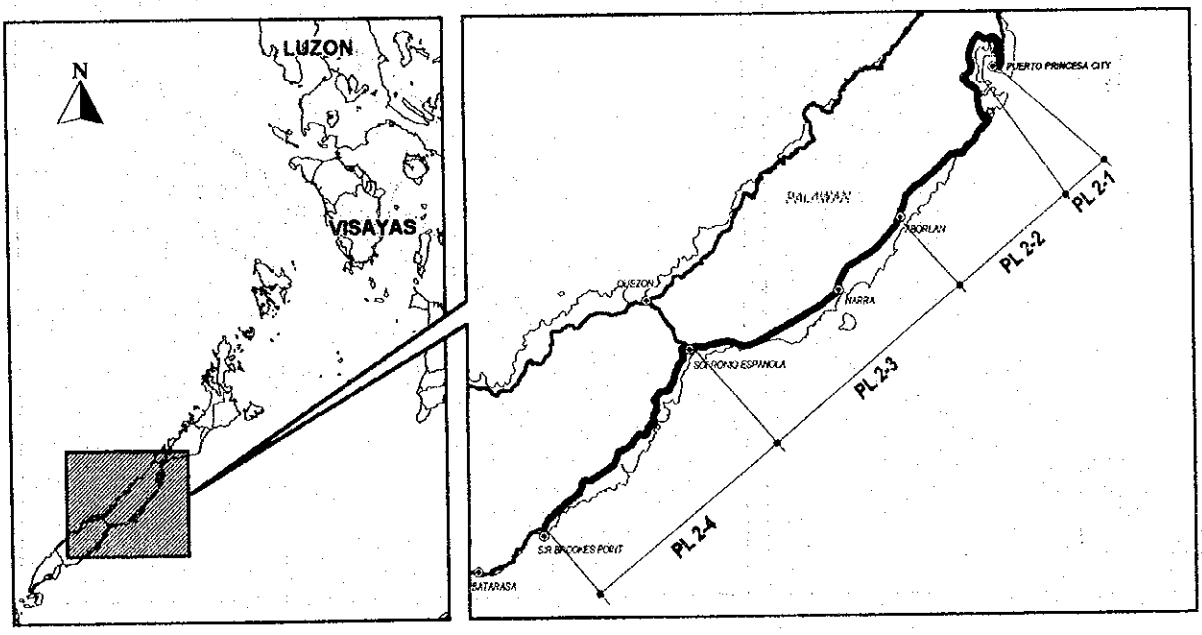


PCC G: Good
AC F: Fair
Gravel B: Bad
Earth V: V. Bad
Impassable/not existing
Underconstruction

Objective:
- Strengthen south Palawan road link by upgrading the road.
- Strengthen economic linkage between Puerto Princesa City and Southern part of Palawan.

Segment		PL 2 -1		PL 2 - 2		PL 2 - 3		PL 2 - 4		Total	
Location	from	Puerto Princesa City		San Jose		Aborlan		Aboabo			
	to	San Jose		Aborlan		Aboabo		Brookes Point			
Length	(km)	2.75		63.94		61.00		61.73		189.42	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016	1997	2016		
	Car	231	3,732	260	3,216	155	2,798	80	996		
	Jeepney	129	938	142	944	130	860	58	277		
	Bus	73	605	87	469	55	394	27	153		
	Truck	222	967	241	1,039	85	535	61	259		
	Total	655	6,242	730	5,668	425	4,587	226	1,685		
Work Item/Cost MP		Length	Cost	Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		2.75	20.11	61.94	457.66	58.65	413.93	40.90	299.68	164.24	1191 38
Improvement (km)		-	-	0.15	1.94	-	-	0.29	4.66	31.15	6.60
New Construction (km)		-	-	-	-	-	-	-	-	-	-
Widening (km)											
Widening (km)		-	-	-	-	-	-	-	-	-	-
Bridge Construction (m)		-	-	317.80	76.43	738.55	119.57	544.51	98.03	1600.86	294.03
Disaster Prevention (m)		-	-	-	-	-	-	900.00	21.15	900.00	21.15
Project Total			20.11		536.03		533.50		423.52		1513.16
Project Cost: (MP)											
Right-of-Way			-		-		-		-		-
Construction			20.11		536.03		533.50		423.52		1,513.16
Engineering			2.82		75.04		74.69		59.29		211.84
Total			22.93		611.07		608.19		482.81		1,725.00
Implementation Schedule	from	July 2001		July 2001		Jan. 2005		Jan. 2005			
	to	June 2002		June 2003		Dec. 2006		Dec. 2006			
Economic Return (IRR%)		36.45		43.06		37.86		20.32			

Environmental Impact: **(LOW)** : The project is rehabilitation of existing road. No significant environmental impact is expected.



PROJECT PROFILE

Project Number: **PL 3** Classification : Strategic Road (B)

Road Name	Palawan South Road Extension	Province: Palawan

Existing Road Condition

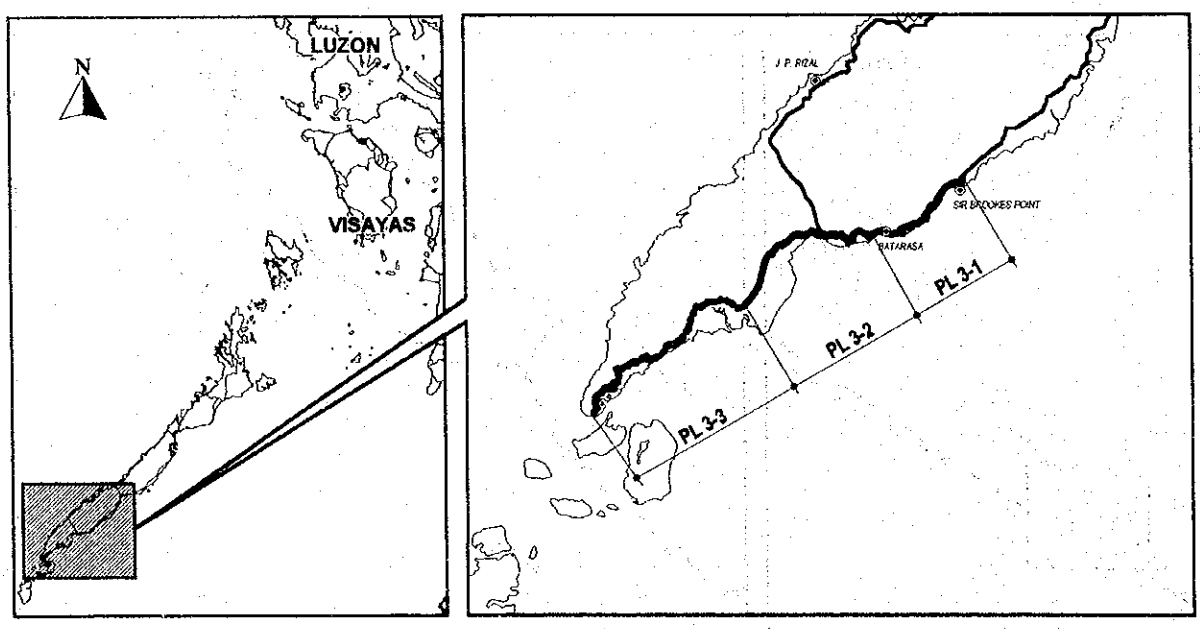
PL 3-1	PL 3-2	PL 3 -3	
L = 27.43 km	L = 39.91 km	L = 54.23 km	
G	G-F		
Flat - Rolling		Flat	Rolling
Brooke's Point	*Batarasa*	*Rio Tuba*	*Bulliluvan*

PCC G Good
AC F. Fair
Gravel B. Bad
Earth V. V. Bad
Impassable/not existing
Underconstruction

Objective:
- Establish southern Palawan coastal road link
- Strengthen economic linkage between Brooke's point and southern end of Palawan

Segment		PL 3 -1		PL 3 -2		PL 3 -3		Total	
Location	from	Brooke's Point		Batarasa		Rio Tuba			
	to	Batarasa		Rio Tuba		Buliluvan			
Length	(km)	27.43		39.91		54.23		121.57	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016		
	Car	58	600	-	55	-	28		
	Jeepney	58	206	-	16	-	8		
	Bus	14	78	-	9	-	4		
	Truck	48	178	-	17	-	8		
	Total	178	1,062	0	97	0	48		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		0.59	4.29	-	-	-	-	0.59	4.29
Improvement (km)		26.84	354.01	39.91	610.87	-	-	66.75	964.88
New Construction (km)		-	-	-	-	54.23	1,178.63	54.23	1,178.63
Widening (km)		-	-	-	-	-	-	-	-
Bridge Construction (m)		71.00	16.65	90.00	31.50	214.83	75.19	375.83	123.34
Disaster Prevention (m)		2,970.00	72.76	4,090.00	50.10	-	-	7,060.00	122.86
Total			447.71		692.47		1,253.82		2,394.00
Project Cost: (MP)									
Right-of-Way			-		-		56.15		56.15
Construction			447.72		692.47		1,253.82		2,394.01
Engineering			62.68		96.95		175.54		335.16
Total			510.40		789.42		1,485.51		2,785.31
Implementation Schedule	from	July 2011		To be assessed		To be assessed			
	to	June 2013		in later years		in later years			
Economic Return (IRR%)		19.23		-		-			

Environmental Impact: **(MEDIUM)** : The project is to improve existing gravel road and construct new road at missing section. Right-of-way acquisition may be required. Minor negative impact on natural environment is expected.



PROJECT PROFILE

Project Number: **PL 4** Classification : Strategic Road (B)

Road Name	Salvacion - Roxas West Coast Road	Province: Palawan

Existing Road Condition

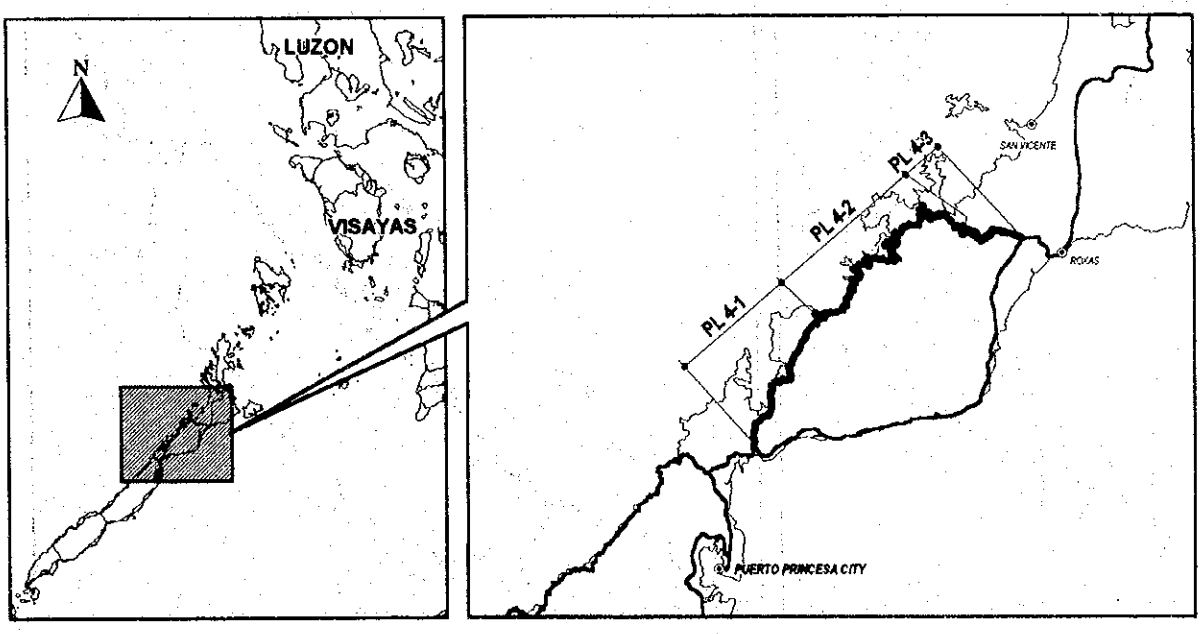
PL 4-1	PL 4-2			PL 4-3
L=36.47km	L=90.84km			L=22.02km
F-B				F-B F-B B
Rolling - Mountainous	Flat	Rolling	Mountainous	Flat-Rolling
Tapul	*Sitio Sabang*			*Barton* *Sn. Jose*

PCC G Good; AC F Fair; Gravel B Bad; Earth V V Bad; Impassable/not existing; Underconstruction

Objective:
- Establish new road link along western coast of northern Palawan
- Promote provincial development (agriculture, fishery and tourism)

Segment		PL 4 -1		PL 4 -2		PL 4 -3		Total	
Location	from	Tapul		Sitio Sabang		Barton			
	to	Sitio Sabang		Barton		Sn. Jose			
Length	(km)	36.47		90.84		22.02		149.33	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016		
	Car	6	292	-	146	11	292		
	Jeepney	2	24	-	12	4	24		
	Bus	4	67	-	34	8	67		
	Truck	2	25	-	13	4	25		
	Total	14	408	0	205	27	408		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		-	-	-	-	-	-	-	-
Improvement (km)		36.47	677.98	-	-	22.02	413.29	58.49	1,091.27
New Construction (km)		-	-	90.84	2,237.34	-	-	90.84	2,237.34
Widening (km)		-	-	-	-	-	-	-	-
Bridge Construction (m)		79.00	27.65	259.98	90.99	34.00	11.90	372.98	130.54
Disaster Prevention (m)		290.00	27.55	-	-	250.00	23.75	540.00	51.30
Total			733.18		2,328.33		448.94		3,510.45
Project Cost: (MP)									
Right-of-Way			-		63.77		-		63.77
Construction			733.18		2,328.33		448.94		3,510.45
Engineering			102.65		325.97		62.85		491.47
Total			835.83		2,718.07		511.79		4,065.69
Implementation Schedule	from	Jan. 2011		Jan. 2013		July 2012			
	to	Dec. 2013		Dec. 2016		June 2015			
Economic Return (IRR%)		6.27		11.19		11.31			

Environmental Impact: **(HIGH)** : Almost 2/3 of the project road is new construction section passing trough densety forested area. High negative impact on flora and fauna is expected.



PROJECT PROFILE

Project Number: PL 5 Classification : Strategic Road (B)

Road Name	Quezon - Bacungan West Coast Road	Province: Palawan

Existing Road Condition

PL 5-1	PL 5-2	
L=35.98km	L=117.65km	
G-B		
Flat, Rolling	Rolling	Mountainous

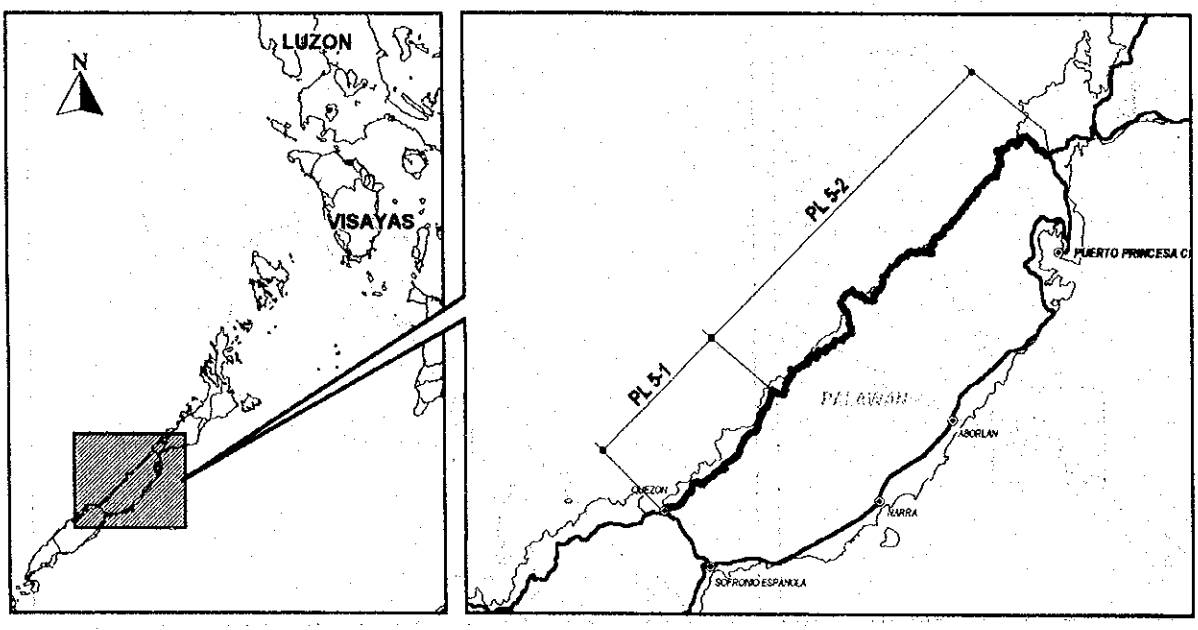
Quezon *Aramaywan* *Bacungan*

: PCC G: Good
: AC F: Fair
: Gravel B: Bad
: Earth V: V. Bad
: Impassable/not existing
: Underconstruction

Objective:
- Establish new road link along western coast of central Palawan.
- Promote provincial development (agricultute, fishery and tourism)

Segment		PL 5 -1		PL 5 -2		Total	
Location	from	Quezon		Aramaywan			
	to	Aramaywan		Bacungan			
Length	(km)	35.98		117.65		153.63	
Traffic Volume	Year	1997	2016	1997	2016		
	Car	-	149	-	149		
	Jeepney	-	20	-	20		
	Bus	-	32	-	32		
	Truck	-	20	-	20		
	Total	0	221	0	221		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		-	-	-	-	-	-
Improvement (km)		35.99	603.85	-	-	35.99	603.85
New Construction (km)		-	-	117.65	2,803.98	117.65	2,803.98
Widening (km)		-	-	-	-	-	-
Bridge Construction (m)		242.60	63.47	399.06	139.67	641.66	203.14
Disaster Prevention (m)		-	-	-	-	-	-
Total			667.32		2,943.65		3,610.97
Project Cost: (MP)							
Right-of-Way			-		92.01		92.01
Construction			667.32		2,943.65		3,610.97
Engineering			93.43		412.11		505.54
Total			760.75		3,447.77		4,208.52
Implementation Schedule	from	To be assessed in later years		To be assessed in later years			
	to						
Economic Return (IRR%)		-		-			

Environmental Impact: (HIGH) : Entire stretch of segment 2 is new constructions section clossing rugged coastal area. High negative impact on flora and fauna is expected.



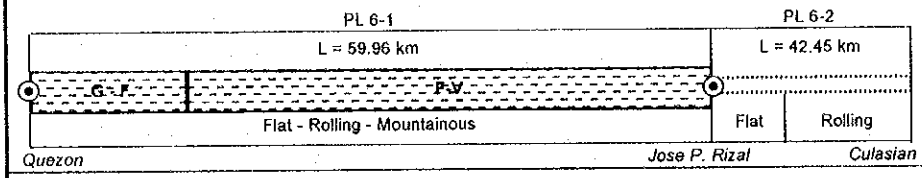
PROJECT PROFILE

Project Number: PL 6

Classification : Strategic Road (B)

Road Name	Quezon - J.P. Rizal - West Coast Road	Province: Palawan

Existing Road Condition

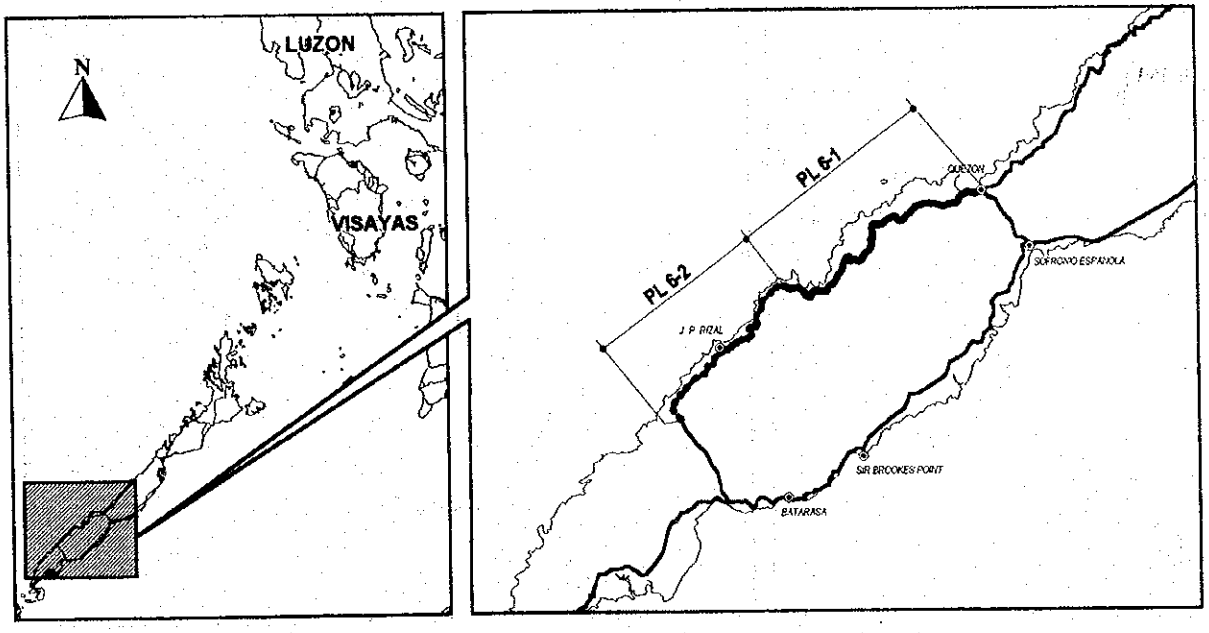


: PCC G: Good
: AC F: Fair
: Gravel B: Bad
: Earth V: V. Bad
: Impassable/not existing
: Underconstruction

Objective:
- Establish new road link along western coast of southern Palawan.
- Promote provincial development (agriculture, fishery and tourism)

Segment		PL 6 -1		PL 6 -2		Total	
Location	from	Quezon		Jose P. Rizal			
	to	Jose P. Rizal		Culasian			
Length	(km)	59.96		42.45		102.41	
Traffic Volume	Year	1997	2016	1997	2016		
	Car	28	388	-	55		
	Jeepney	20	107	-	16		
	Bus	9	60	-	9		
	Truck	22	85	-	17		
	Total	79	640	-	97		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		-	-	-	-	-	-
Improvement (km)		58.55	951.50	-	-	58.55	951.50
New Construction (km)		-	-	42.45	882.44	42.45	882.44
Widening (km)		-	-	-	-	-	-
Bridge Construction (m)		327.00	114.45	304.92	106.72	631.92	221.17
Disaster Prevention (m)		4,235.00	56.26	-	-	4,235.00	56.26
Total			1,122.21		989.16		2,111.4
Project Cost: (MP)							
Right-of-Way			-		49.24		49.24
Construction			1,122.21		989.16		2,111.37
Engineering			157.11		138.48		295.59
Total			1,279.32		1,176.88		2,456.20
Implementation Schedule	from	To be assessed in later years		To be assessed in later years			
	to						
Economic Return (IRR%)		-		-			

Environmental Impact: **(MEDIUM)** : Segment 2 is new construction section not passing through environmentally critical area. Right-of-way acquisition and resettlement of limited number of residents may be required.



PROJECT PROFILE

Project Number : PL 7 Classification : Strategic Road (B)

Road Name	Aboabo - Quezon Road	Province: Palawan

Existing Road Condition

PL 7-1
L = 18.38 km

Flat	Rolling - Mountainous

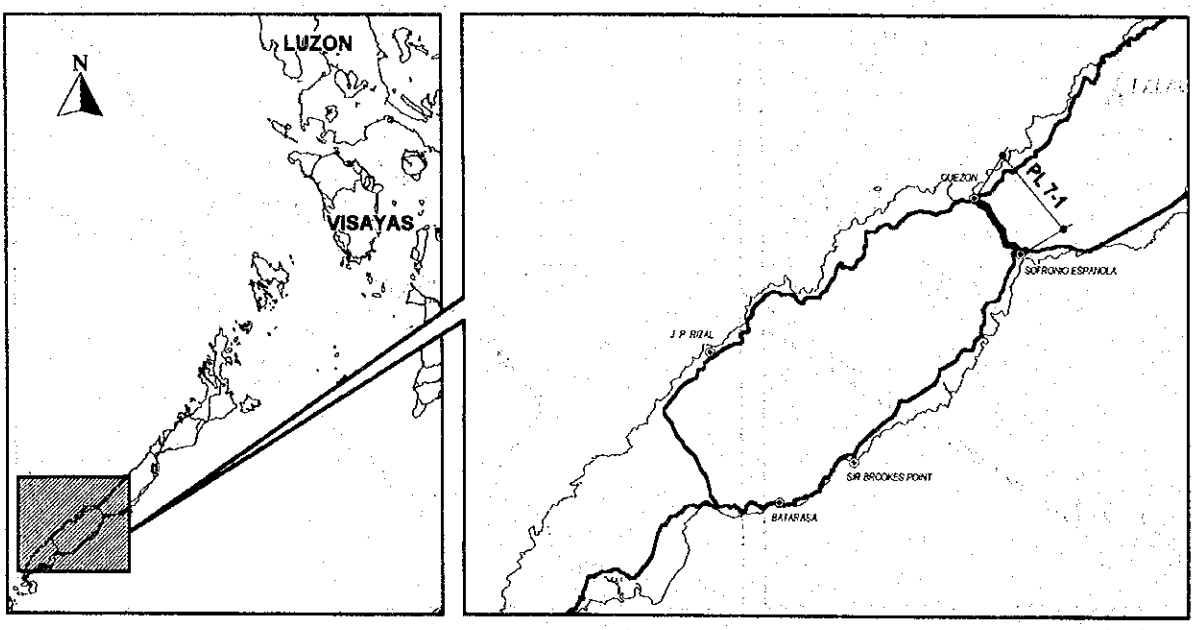
Aboabo *Quezon*

PCC G: Good
AC F: Fair
Gravel B: Bad
Earth V: V. Bad
Impassable/not existing
Underconstruction

Objective:
- Strengthen east-west road link at central Palawan
- Strengthen economic linkage between Quezon and east coast of Palawan

Segment		PL 7-1	
Location	from	Aboabo	
	to	Quezon	
Length	(km)	18.38	
Traffic Volume	Year	1997	2016
	Car	91	898
	Jeepney	89	323
	Bus	24	109
	Truck	73	259
	Total	277	1,589
Work Item/Cost (MP)		Length	Cost
	Rehabilitation (km)	-	-
	Improvement (km)	18.39	281.19
	New Construction (km)	-	-
	Widening (km)	-	-
	Bridge Construction (m)	-	-
	Disaster Prevention (m)	-	-
	Total		281.19
Project Cost: (MP)			
	Right-of-Way		-
	Construction		281.19
	Engineering		39.37
	Total		320.56
Implementation Schedule	from		Jan. 2011
	to		Dec. 2012
Economic Return (IRR%)			29.69

Environmental Impact: (LOW) : The project is improvement of existing gravel road. No significant environmental impact is expected.

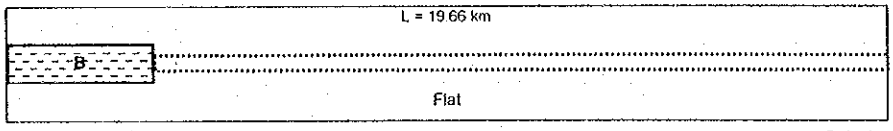


PROJECT PROFILE

Project Number : PL 8 Classification : Strategic Road (B)

Road Name	Batarasa Cross Island Road	Province: Palawan

Existing Road Condition



PCC G: Good
AC F: Fair
Gravel B: Bad
Earth V. V. Bad
Impassable/not existing
Underconstruction

Objective:
- Strengthen east-west road link at southern Palawan
- Strengthen economic linkage in southern Palawan
- Promote regional/provincial development.

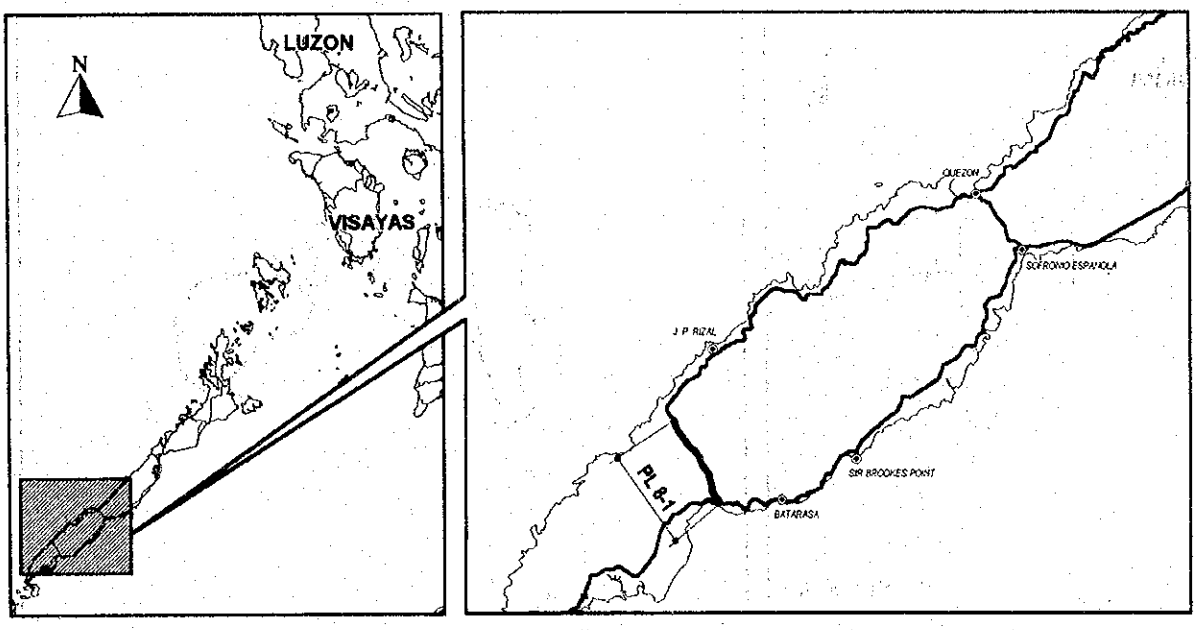
Segment		PL 8-1	
Location	from	Bonobono	
	to	Culasian	
Length	(km)	19.66	
Traffic Volume	Year	1997	2016
	Car	-	55
	Jeepney	-	16
	Bus	-	9
	Truck	-	17
	Total	0	97

Work Item/Cost (MP)	Length	Cost
Rehabilitation (km)	-	-
Improvement (km)	1.97	30.87
New Construction (km)	17.69	322.21
Widening (km)	-	-
Bridge Construction (m)	-	-
Disaster Prevention (m)	-	-
Total		353.08

Project Cost: (MP)	
Right-of-Way	26.54
Construction	353.07
Engineering	49.43
Total	429.04

Implementation Schedule		
	from	Jan. 2013
	to	Dec. 2014
Economic Return (IRR%)		0.54

Environmental Impact: **(MEDIUM)** : Alignment of the project road follows existing trail. Right-of-way acquisition is required.

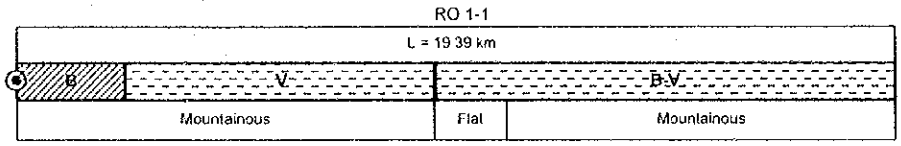


PROJECT PROFILE

Project Number : RO 1 Classification : Strategic Road (A)

Road Name	Romblon Island Road	Province: Romblon

Existing Road Condition

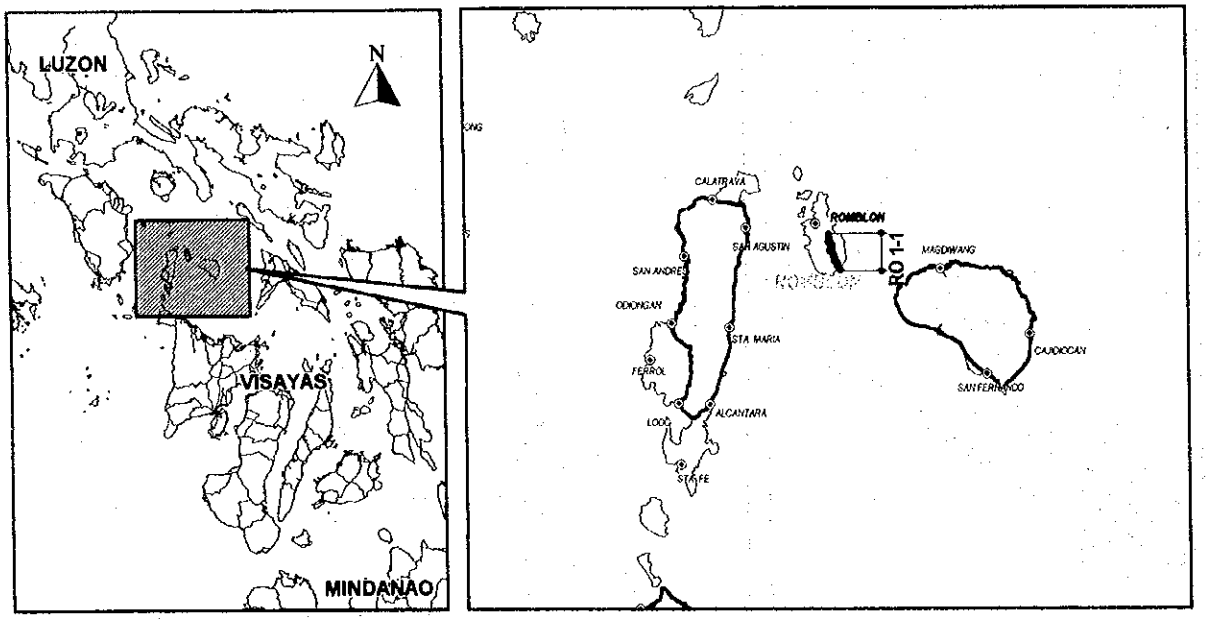


PCC G. Good
AC F. Fair
Gravel B. Bad
Earth V. V. Bad
Impassable/not existing
Underconstruction

Objective:
- Strengthen existing north-south road link in Romblon Island
- Promote intra-island development (agriculture, fishery and tourism)

Segment		RO 1-1	
Location	from	Romblon	
	to	Sablayan	
Length	(km)	19.39	
Traffic Volume	Year	1997	2016
	Car	25	152
	Jeepney	55	104
	Bus	0	0
	Truck	80	222
	Total	160	478
Work Item/Cost (MP)		Length	Cost
Rehabilitation (km)		2.22	18.19
Improvement (km)		17.17	348.68
New Construction (km)		-	-
Widening (km)		-	-
Bridge Construction (m)		79.60	27.86
Disaster Prevention (m)		435.00	19.50
Total			414.23
Project Cost: (MP)			
Right-of-Way			-
Construction			414.23
Engineering			57.99
Total			472.22
Implementation Schedule	from		July 2006
	to		June 2008
Economic Return (IRR%)			20.67

Environmental Impact: **(LOW)** : The project is to improve existing gravel road. No significant impact is expected.

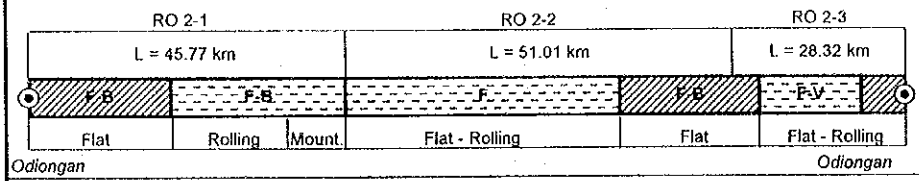


PROJECT PROFILE

Project Number: **RO 2** Classification : Strategic Road (A)

Road Name	Tablas Circumferential Road	Province: Romblon

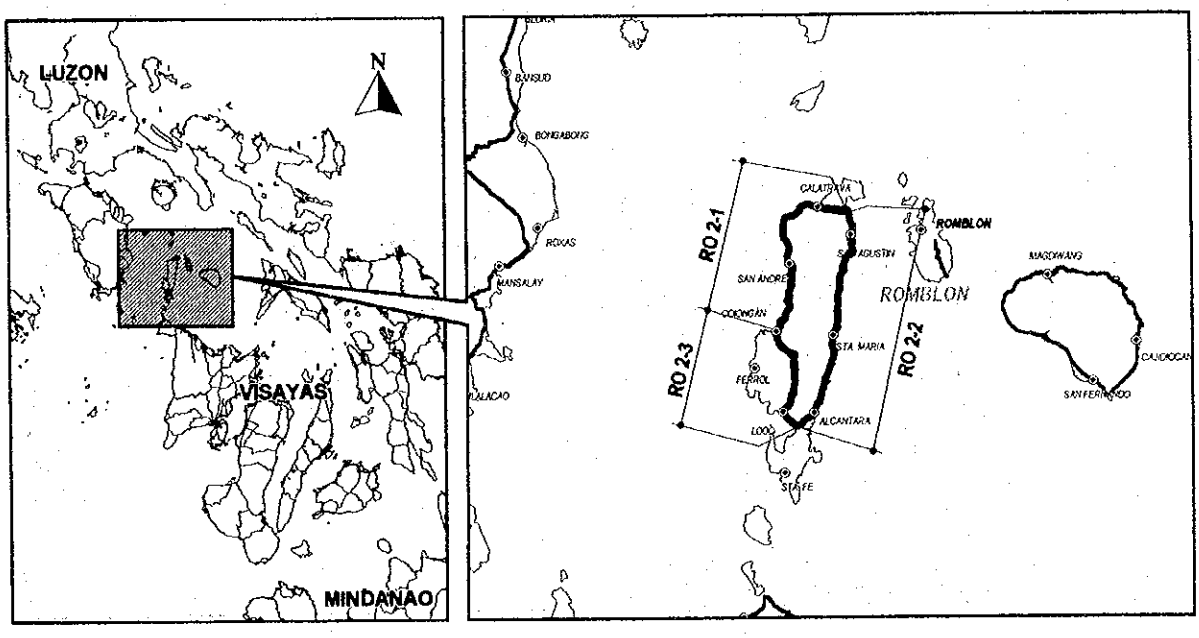
Existing Road Condition



Objective:
- Strengthen existing circumferential road in Tablas Island.
- Strengthen economic linkage between municipalities in the Island.
- Promote intra-island development (agriculture, fishery and tourism)

Segment		RO 2 -1		RO 2 -2		RO 2-3		Total	
Location	from	Odiongan		Carmen		Ginhayaan			
	to	Carmen		Ginhayaan		Odiongan			
Length	(km)	45.77		51.01		28.32		125.10	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016		
	Car	54	302	47	324	45	294		
	Jeepney	90	190	114	219	65	170		
	Bus	3	7	2	4	5	13		
	Truck	53	150	38	114	20	86		
	Total	200	649	201	661	135	563		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		15.24	115.52	21.76	163.12	15.73	123.66	52.73	402.30
Improvement (km)		27.83	496.65	29.11	514.85	12.59	204.00	69.53	1215.50
New Construction (km)		-	-	-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-	-	-
Bridge Construction (m)		229.85	55.10	249.70	81.72	141.80	26.99	621.35	163.81
Disaster Prevention (m)		3315.00	87.47	1305.00	52.93	1400.00	34.65	6020.00	175.05
Total			754.74		812.62		389.30		1956.66
Project Cost: (MP)									
Right-of-Way			-		-		-		-
Construction			754.73		812.63		389.30		1,956.66
Engineering			105.66		113.77		54.50		273.93
Total			860.39		926.40		443.80		2,230.59
Implementation Schedule	from	Jan. 2011		Jan. 2011		Jan. 2003			
	to	Dec. 2013		Dec. 2013		Dec. 2004			
Economic Return (IRR%)		12.86		8.94		17.32			

Environmental Impact: **(LOW)** : The project is to improve existing gravel road, no significant impact is expected.



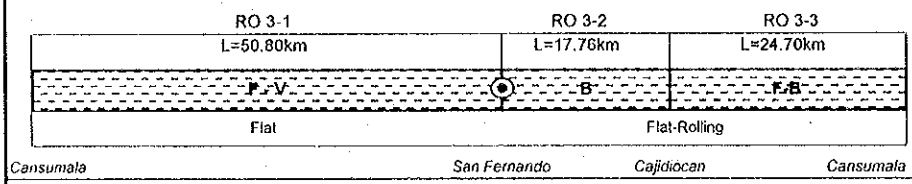
PROJECT PROFILE

Project Number: **RO 3**

Classification : Strategic Road (A)

Road Name	Sibuyan Circumferential Road	Province: Romblon

Existing Road Condition

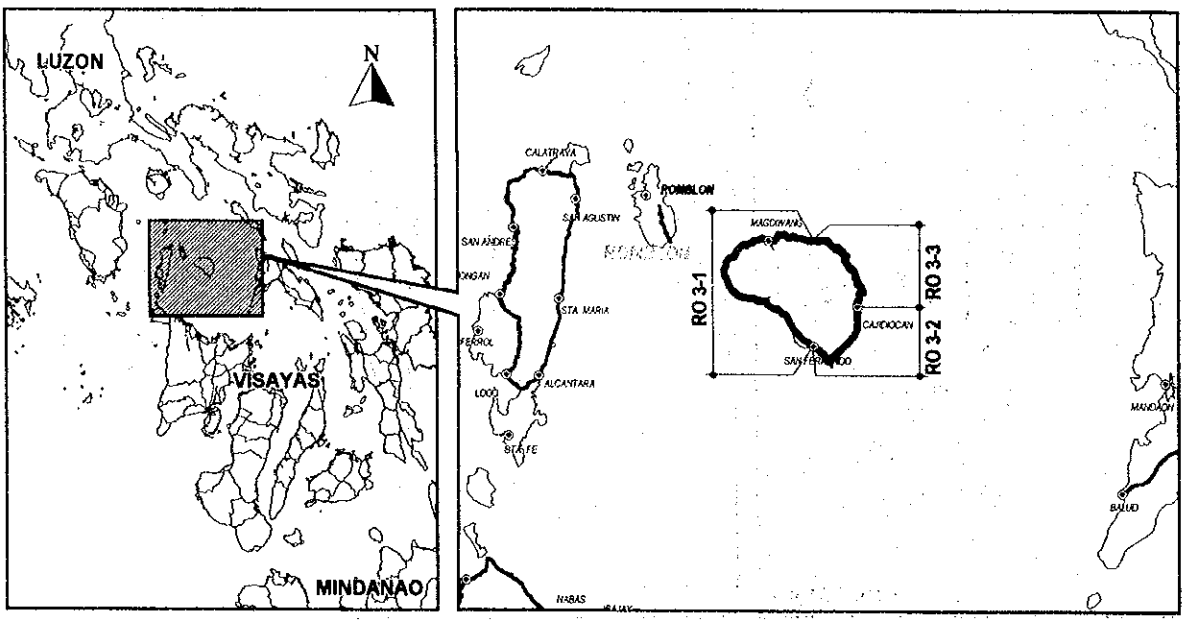


: PCC G: Good
: AC F: Fair
: Gravel B: Bad
: Earth V: V. Bad
: Impassable/not existing
: Underconstruction

Objective:
- Strengthen existing circumferential road in Sibuyan Island.
- Strengthen economic linkage between municipalities in the Island.
- Promote intra-island development (agriculture, fishery and tourism)

Segment		RO 3-1		RO 3-2		RO 3-3		Total	
Location	from	Cansumala		San Fernando		Cajidiocan			
	to	San Fernando		Cajidiocan		Cansumala			
Length	(km)	50.80		17.76		24.70		93.26	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016		
	Car	22	172	-	19	22	172		
	Jeepney	12	92	-	2	12	92		
	Bus	-	-	-	4	-	-		
	Truck	14	55	-	4	14	55		
	Total	48	319	0	29	48	319		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		4.14	29.63	2.58	16.83	1.64	12.13	8.36	58.59
Improvement (km)		46.65	759.91	15.18	257.01	23.06	349.20	84.89	1,366.12
New Construction (km)		-	-	-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-	-	-
Bridge Construction (m)		637.69	207.63	272.50	70.18	214.08	70.13	1,124.27	347.94
Disaster Prevention (m)		3,045.00	60.80	1,150.00	60.13	1,640.00	40.09	5,835.00	161.02
Total			1,057.97		404.15		471.55		1,933.67
Project Cost: (MP)									
Right-of-Way			-		-		-		-
Construction			1,057.98		404.14		471.54		1,933.66
Engineering			148.12		56.58		66.02		270.72
Total			1,206.10		460.72		537.56		2,204.38
Implementation Schedule	from	July 2012		Jan. 2015		Jan. 2015			
	to	June 2015		Dec. 2016		Dec. 2016			
Economic Return (IRR%)		1.36		8.70		4.21			

Environmental Impact: **(MEDIUM)** : The project to improve existing gravel road. Change of the road alignment to innerland may intrude into environmentally protected area.



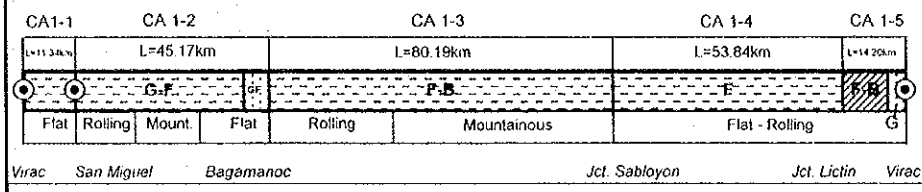
PROJECT PROFILE

Project Number: CA 1

Classification : Strategic Road (A)

Road Name	Catanduanes Circumferential Road	Province: Catanduanes

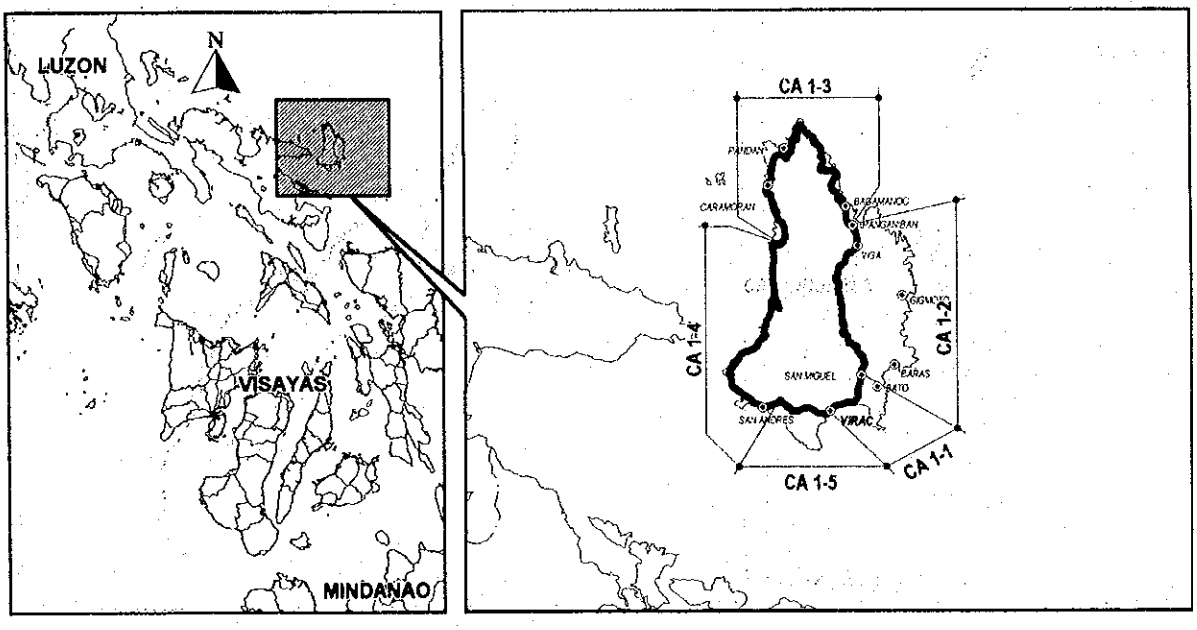
Existing Road Condition



Objective:
- Strengthen existing circumferential road in Catanduanes.
- Strengthen economic linkage between municipalities in the island.
- Promote intra-island development (agriculture, fishery and tourism)

Segment		CA 1-1		CA 1-2		CA 1-3		CA 1-4		CA 1-5		Total	
Location	from	Virac		San Miguel		Bagamanoc		Jct. Sabloyon		Jct. Lintin			
	to	San Miguel		Bagamanoc		Jct. Sabloyon		Jct. Lictin		Virac			
Length	(km)	11.34		45.17		80.19		53.84		14.20		204.74	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016	1997	2016	1997	2016		
	Car	211	632	29	380	-	70	25	258	115	600		
	Jeepney	153	365	21	64	-	21	13	28	117	267		
	Bus	7	19	39	74	-	10	24	55	20	51		
	Truck	96	293	20	78	-	53	13	36	113	372		
	Total	467	1,309	109	596	0	154	75	377	365	1,290		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		4.80	36.14	2.93	22.13	4.71	34.29	1.04	6.32	6.50	48.40	19.98	147.28
Improvement (km)		2.31	34.43	39.02	702.89	73.51	1353.28	46.49	797.51	2.00	27.13	163.33	2,915.24
New Construction (km)		-	-	-	-	-	-	-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-	-	-	-	-	-	-
Bridge Construction (m)		80.50	20.56	283.40	67.52	241.20	73.96	160.00	56.00	15.00	4.50	780.10	222.54
Disaster Prevention (m)		-	-	115.00	5.13	11,640.00	90.66	330.00	29.60	-	-	12,085.00	125.39
Total			91.13		797.67		1552.19		889.43		80.03		3,410.45
Project Cost: (MP)													
Right-of-Way			-		-		-		-		-		-
Construction			91.12		797.66		1,552.19		889.42		80.03		3,410.42
Engineering			12.76		111.67		217.31		124.52		11.20		477.46
Total			103.88		909.33		1,769.50		1,013.94		91.23		3,887.88
Implementation Schedule	from	Jan. 2002		Jan. 2003		July, 2012		Jan. 2013		Jan. 2002			
	to	Dec. 2002		Dec. 2005		June, 2015		Dec. 2016		Dec. 2002			
Economic Return (IRR%)		57.71		10.59		6.07		7.15		51.77			

Environmental Impact: **(LOW)** : The project is to improve existing gravel road. No significant impact is expected.

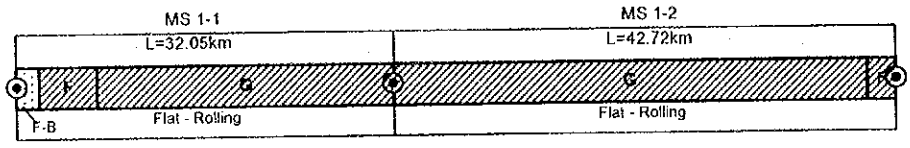


PROJECT PROFILE

Project Number : **MS 1** Classification : North-South Backbone

Road Name	Masbate - Catingan Road	Province: Masbate

Existing Road Condition

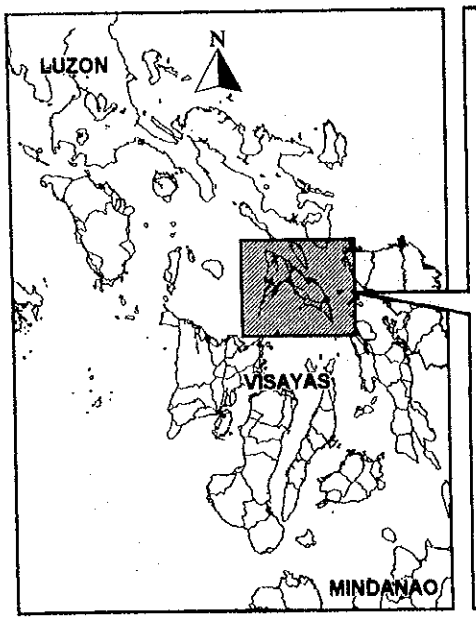


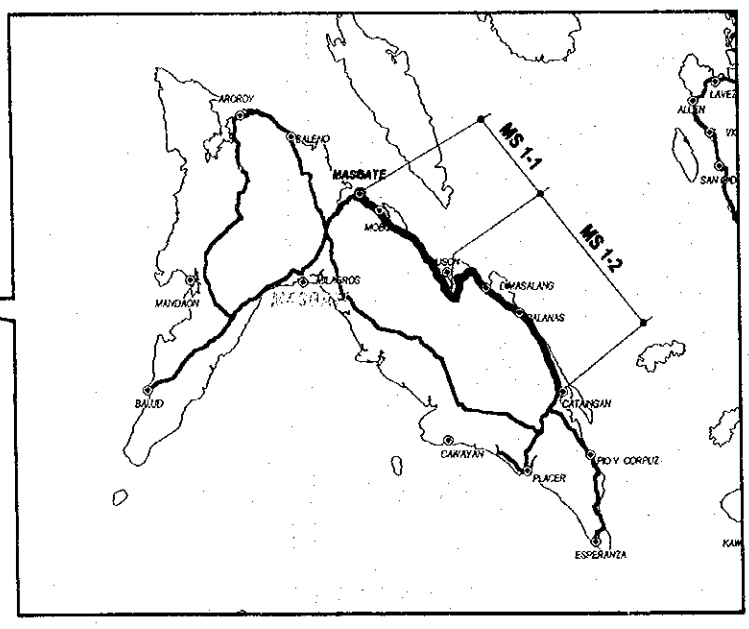
PCC G: Good
AC F: Fair
Gravel B: Bad
Earth V. V. Bad
Impassable/not existing
Underconstruction

Objective:
- Strengthen existing Masbate-Cataingan road link in Masbate Island
- Promote intra-island development (agriculture and fishery)

Segment		MS 1-1		MS 1-2		Total	
Location	from	Masbate		Dimasalang			
	to	Dimasalang		Cataingan			
Length	(km)	32.05		42.72		74.77	
Traffic Volume	Year	1997	2016	1997	2016		
	Car	270	1,504	189	899		
	Jeepney	331	869	260	494		
	Bus	12	38	21	41		
	Truck	104	298	83	238		
	Total	717	2,709	553	1,672		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		6.89	47.62	-	-	6.89	47.62
Improvement (km)		-	-	-	-	-	-
New Construction (km)		-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-
Bridge Construction (m)		42.30	6.35	-	-	42.30	6.35
Disaster Prevention (m)		-	-	-	-	-	-
Total			53.97		0.00		53.97
Project Cost: (MP)							
Right-of-Way			-		-		-
Construction			53.97		-		53.97
Engineering			7.56		-		7.56
Total			61.53		-		61.53
Implementation Schedule	from		Jan. 2006		No work		
	to		Dec. 2006				
Economic Return (IRR%)			44.78		-		

Environmental Impact: **(LOW)** : The project is to rehabilitate existing AC pavement. No significant impact is expected



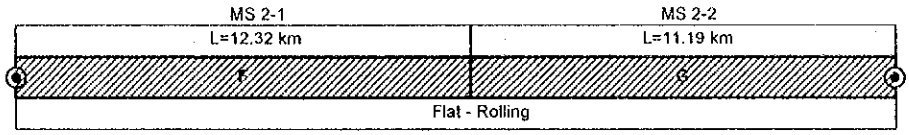


PROJECT PROFILE

Project Number : **MS 2** Classification : East-West Lateral

Road Name	Masbate - Milagros Road	Province: Masbate

Existing Road Condition

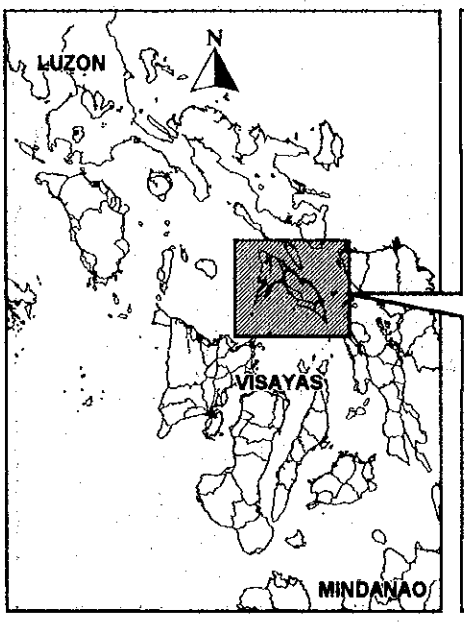


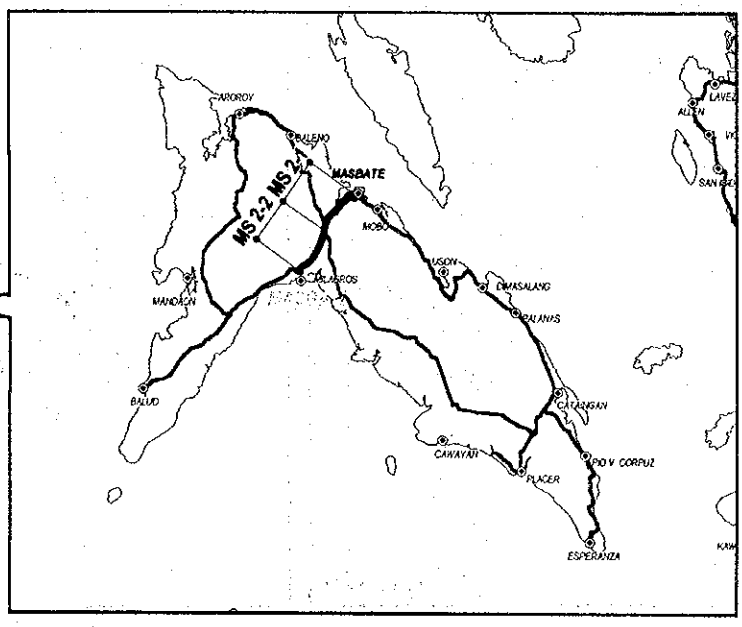
PCC G: Good
AC F: Fair
Gravel B: Bad
Earth V: V. Bad
Impassable/not existing
Underconstruction

Objective:
- Strengthen existing road link to provide faster and safer transport facility.
- Promote intra-island development (agriculture, fishery and tourism)

Segment		MS 2-1		MS 2-2		Total	
Location	from	Masbate		Malinta			
	to	Malinta		Milagros			
Length	(km)	12.32		11.19		23.51	
Traffic Volume	Year	1997	2016	1997	2016		
	Car	292	1,046	292	973		
	Jeepney	223	590	223	533		
	Bus	12	24	12	28		
	Truck	116	391	116	354		
	Total	643	2,051	643	1,888		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		12.32	75.31	-	-	12.32	75.31
Improvement (km)		-	-	-	-	-	-
New Construction (km)		-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-
Bridge Construction (m)		14.90	2.24	-	-	14.90	2.24
Disaster Prevention (m)		30.00	1.80	-	-	30.00	1.80
Total			79.35		-		79.35
Project Cost: (MP)							
Right-of-Way			-		-		-
Construction			79.34		-		79.34
Engineering			11.11		-		11.11
Total			90.45		-		90.45
Implementation Schedule	from	Jan. 2013		No work			
	to	Dec. 2013					
Economic Return (IRR%)		24.40		-			

Environmental Impact: (LOW) : The project is to rehabilitate existing AC pavement. No significant impact is expected.



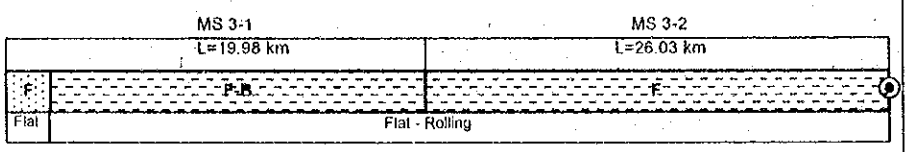


PROJECT PROFILE

Project Number : **MS 3** Classification : Strategic Road (A)

Road Name	Milagros - Balud Road	Province: Masbate

Existing Road Condition

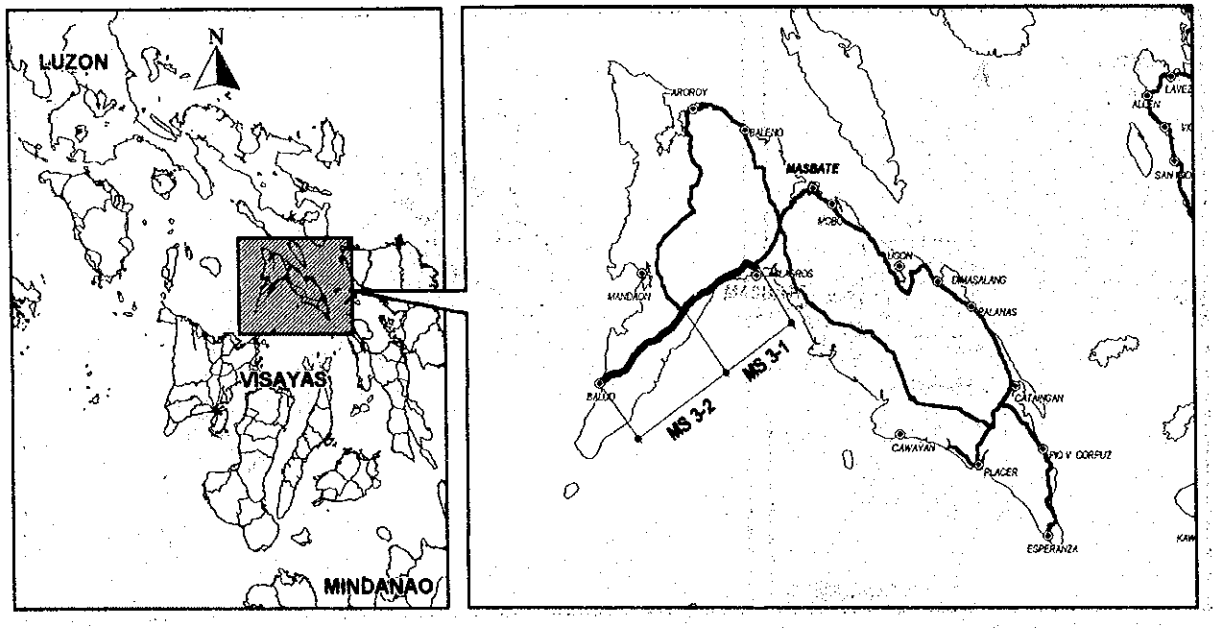


PCC G. Good
AC F. Fair
Gravel B. Bad
Earth V. V. Bad
Impassable/not existing
Underconstruction

Objective:
- Strengthen existing road link to provide faster and safer transport facility.
- Promote provincial development (agriculture, fishery and tourism)

Segment		MS 3-1		MS 3-2		Total	
Location	from	Jct. Milagros		Tolda			
	to	Tolda		Balud			
Length	(km)	19.98		26.03		46.01	
Traffic Volume	Year	1997	2016	1997	2016		
	Car	126	379	55	283		
	Jeepney	133	186	40	132		
	Bus	11	17	3	11		
	Truck	77	156	24	107		
	Total	347	738	122	533		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		3.43	25.33	0.32	2.34	3.75	27.67
Improvement (km)		15.96	246.30	23.94	427.24	39.90	673.54
New Construction (km)		-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-
Bridge Construction (m)		48.10	10.82	69.30	24.26	117.40	35.08
Disaster Prevention (m)		20.00	0.40	20.00	0.40	40.00	0.80
Total			282.85		454.24		737.09
Project Cost: (MP)							
Right-of-Way			-		-		-
Construction			282.84		454.23		737.07
Engineering			39.60		63.59		103.19
Total			322.44		517.82		840.26
Implementation Schedule	from	July 2011		Jan. 2014			
	to	June 2013		Dec. 2015			
Economic Return (IRR%)		12.85		7.23			

Environmental Impact: **(LOW)** : The project is to improve existing gravel road. No significant impact is expected.

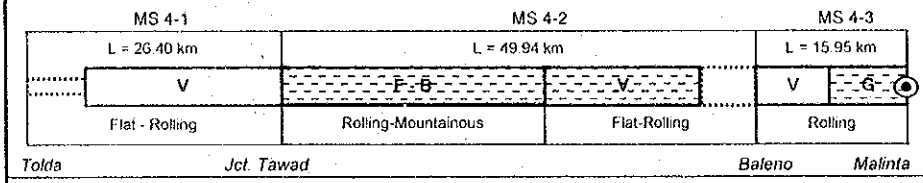


PROJECT PROFILE

Project Number : **MS 4** Classification : Strategic Road (A)

Road Name	Tolda - Aroroy - Lagta Road	Province: Masbate

Existing Road Condition

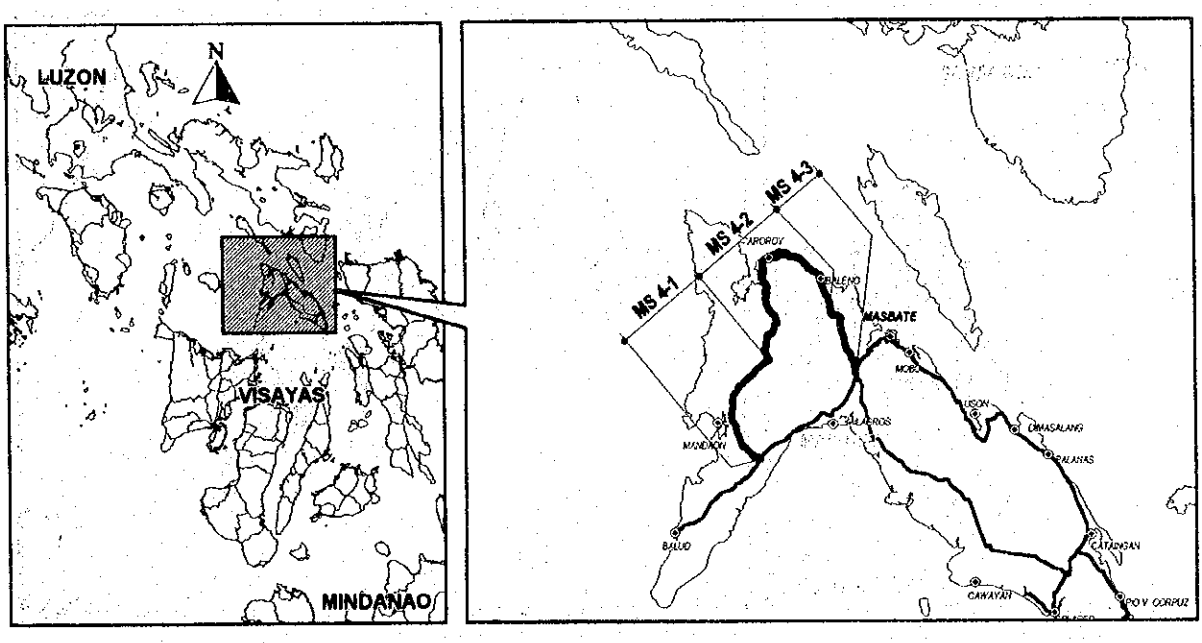


PCC G Good
AC F Fair
Gravel B Bad
Earth V V Bad
Impassable/not existing
Underconstruction

Objective:
- Strengthen existing road link to provide faster and safer access to municipality of Aroroy, Baleno and Mandaon.
- Promote provincial development in agriculture.

Segment		MS 4-1		MS 4-2		MS 4-3		Total	
Location	from	Tolda		Jct. Tawad		Baleno			
	to	Jct. Tawad		Baleno		Malinta			
Length	(km)	26.40		49.94		15.95		92.29	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016		
	Car	28	76	22	448	-	475		
	Jeepney	35	42	28	245	-	249		
	Bus	3	4	2	20	-	26		
	Truck	22	41	15	189	-	201		
	Total	88	163	67	902	0	951		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		1.77	14.52	1.51	11.06	-	-	3.28	25.58
Improvement (km)		17.51	276.32	48.05	843.05	15.62	246.85	81.18	1,366.22
New Construction (km)		6.32	141.14	-	-	-	-	6.32	141.14
Widening (km)		-	-	-	-	-	-	-	-
Bridge Construction (m)		173.90	60.86	194.40	65.02	50.00	17.50	418.30	143.38
Disaster Prevention (m)		1,040.00	25.48	685.00	23.45	5.00	0.10	1,730.00	49.03
Total			518.32		942.58		264.45		1725.35
Project Cost: (MP)									
Right-of-Way			6.04		-		-		6.04
Construction			518.33		942.58		264.45		1,725.36
Engineering			72.57		131.96		37.02		241.55
Total			596.94		1,074.54		301.47		1,972.95
Implementation Schedule	from	Jan. 2009		July 2012		Jan. 2007			
	to	Dec. 2011		June 2015		Dec. 2008			
Economic Return (IRR%)		10.36		15.43		12.46			

Environmental Impact: **(LOW)** : The project is to improve existing gravel/earth road. No significant environmental impact is expected.

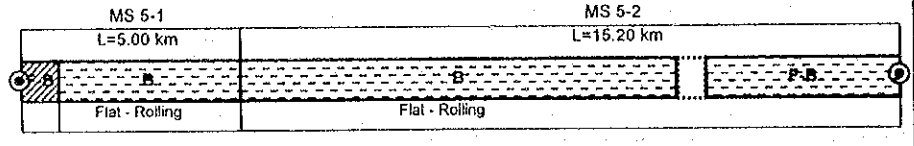


PROJECT PROFILE

Project Number : **MS 5** Classification : Strategic Road (A)

Road Name	Catalngan - Placer Road	Province: Masbate

Existing Road Condition

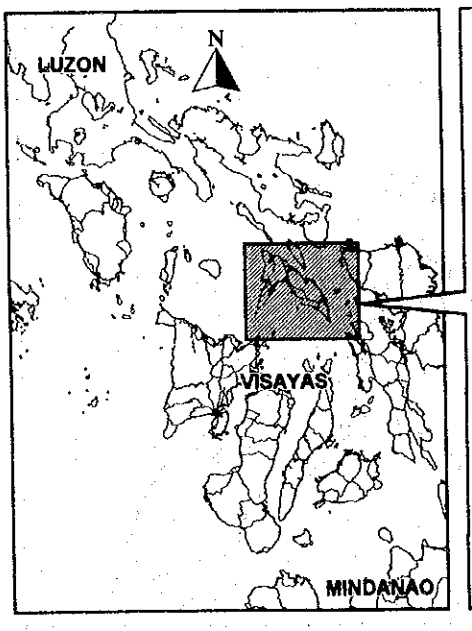


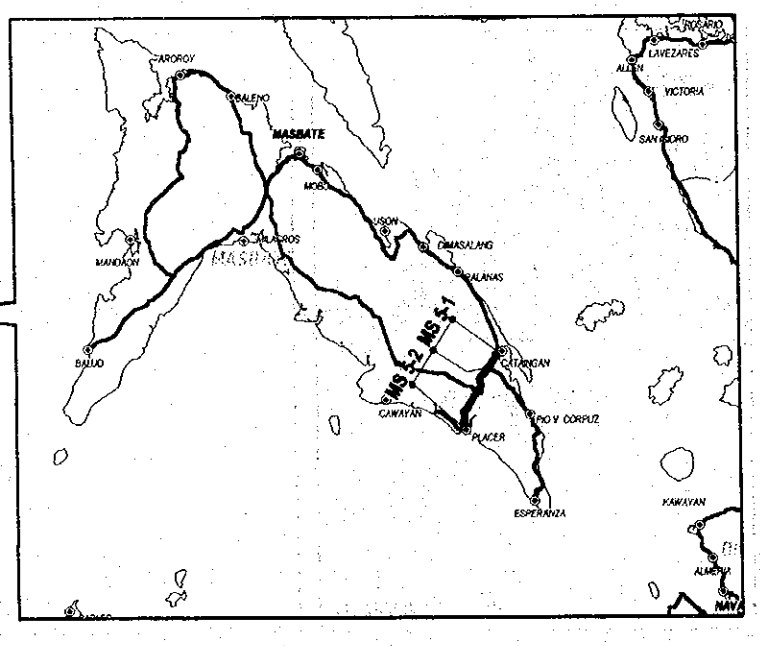
: PCC G: Good
: AC F: Fair
: Gravel B: Bad
: Earth V. V. Bad
: Impassable/not existing
: Underconstruction

Objective:
- Strengthen existing road link to provide faster and safer access between municipality of place and catalngus
- Promote provincial development in agriculture, tourism and fishery.

Segment		MS 5-1		MS 5-2		Total	
Location	from	Catalngan		Jct. Pio V. Corpus			
	to	Jct. Pio V. Corpus		Placer			
Length	(km)	5.00		15.20		20.20	
Traffic Volume	Year	1997	2016	1997	2016		
	Car	76	480	65	429		
	Jeepney	88	237	65	214		
	Bus	9	31	5	27		
	Truck	52	210	50	228		
	Total	225	958	185	898		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		-	-	-	-	-	-
Improvement (km)		5.00	147.70	15.20	-	20.20	147.70
New Construction (km)		-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-
Bridge Construction (m)		-	-	-	-	-	-
Disaster Prevention (m)		-	-	-	-	-	-
Total			147.70		-		147.70
Project Cost: (MP)							
Right-of-Way			-				-
Construction			147.70	Included in			147.70
Engineering			14.80	MS 5-1			14.80
Total			162.50	-			162.50
Implementation Schedule	from	July 1999		July 1999			
	to	June 2001		June 2001			
Economic Return (IRR%)		21.25		13.97			

Environmental Impact: (LOW) : The project is to improve existing gravel road. No significant impact is expected.





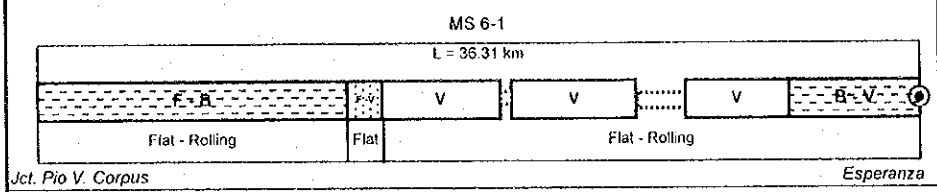
PROJECT PROFILE

Project Number : **MS 6**

Classification : Strategic Road (B)

Road Name	Cataingan - Esperanza Road	Province: Masbate

Existing Road Condition

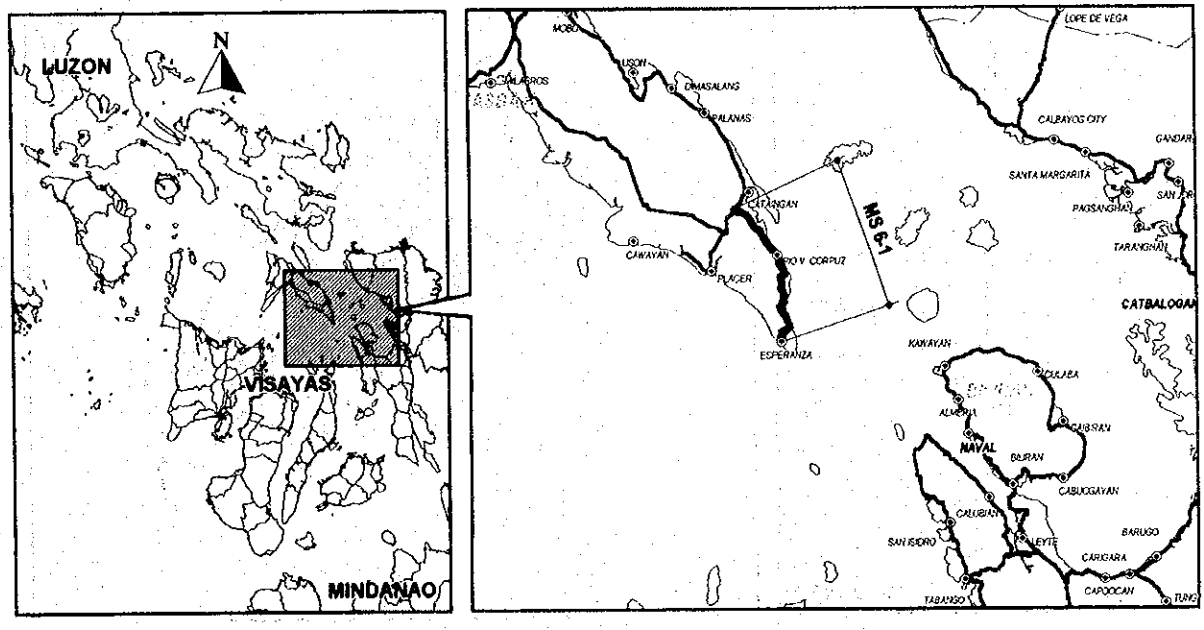


PCC G: Good
AC F: Fair
Gravel B: Bad
Earth V V Bad
Impassable/not existing
Underconstruction

Objective:
- Provide all-weather road link between Esperanza and Cataingan.
- Strengthen economic linkage between two municipalities.
- Promote provincial development in agriculture, tourism and fishery

Segment		MS 6-1	
Location	from	Jct. Pio V. Corpus	
	to	Esperanza	
Length	(km)	36.31	
Traffic Volume	Year	1997	2016
	Car	27	309
	Jeepney	34	117
	Bus	4	33
	Truck	17	79
	Total	82	538
Work Item/Cost (MP)		Length	Cost
Rehabilitation (km)		1.61	13.39
Improvement (km)		31.92	533.83
New Construction (km)		2.79	50.71
Widening (km)		-	-
Bridge Construction (m)		18.00	6.30
Disaster Prevention (m)		557.00	11.14
Total			615.37
Project Cost: (MP)			
Right-of-Way		4.18	
Construction		615.38	
Engineering		86.15	
Total		705.71	
Implementation Schedule	from	Jan. 2013	
	to	Dec. 2015	
Economic Return (IRR%)		15.19	

Environmental Impact: **(LOW)** : The project is to improve existing gravel and earth road, including construction of some missing road sections. No significant impact is expected.



PROJECT PROFILE

Project Number: **MS 7** Classification: Strategic Road (B)

Road Name	Masbate South Coast Road	Province: Masbate

Existing Road Condition

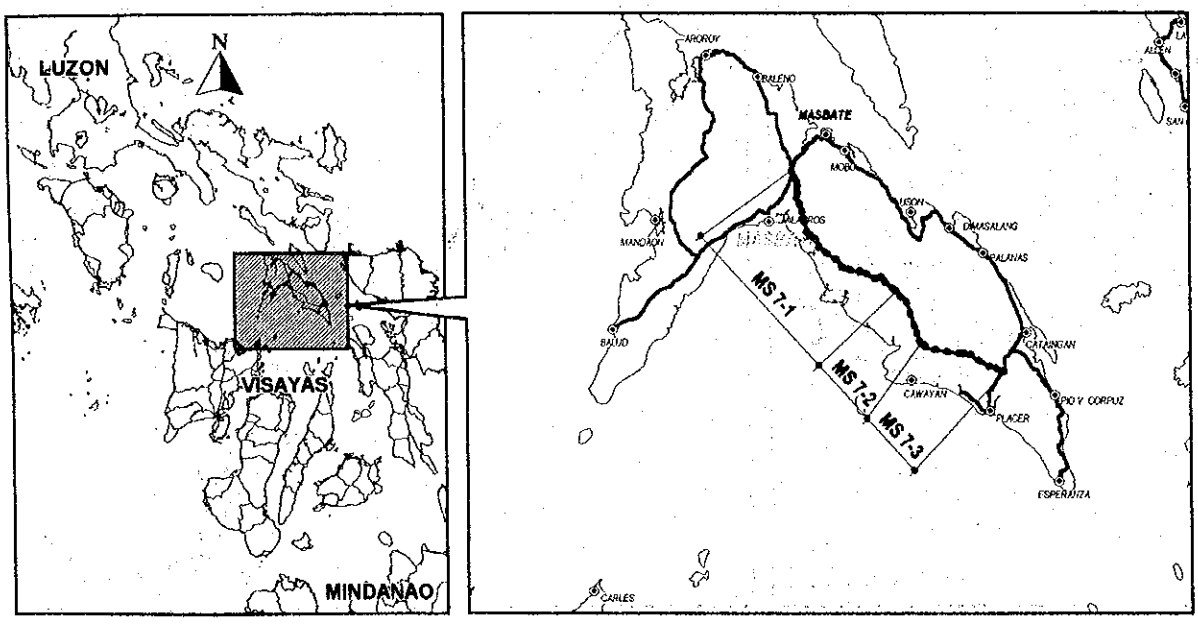
MS 7-1		MS 7-2		MS 7-3	
L=35.61 km		L=11.87 km		L= 18.90 km	
Flat	Rolling	Flat	Rolling	Flat	Rolling
Malinta		*Taberno*		*Matagantang*	

PCC G Good
AC F Fair
Gravel B Bad
Earth V V Bad
Impassable/not existing
Underconstruction

Objective:
- Provide new road link along southern coastal area of Masbate Island.
- Promote provincial development in agriculture, fishery and tourism.

Segment		MS 7-1		MS 7-2		MS 7-3		Total	
Location	from	Malinta		Taberno		Tagaytay			
	to	Taberno		Tagaytay		Matagantang			
Length	(km)	35.61		11.87		18.90		66.38	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016		
	Car	-	328	-	328	-	328		
	Jeepney	-	143	-	143	-	143		
	Bus	-	29	-	29	-	29		
	Truck	-	86	-	86	-	86		
	Total	0	586	0	586	0	586		
Work Item / Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		-	-	-	-	-	-	-	-
Improvement (km)		-	-	-	-	-	-	-	-
New Construction (km)		35.61	802.29	11.87	263.34	18.90	415.15	66.38	1,480.78
Widening (km)		-	-	-	-	-	-	-	-
Bridge Construction (m)		254.94	89.23	154.98	54.24	175.00	61.25	584.92	204.72
Disaster Prevention (m)		-	-	-	-	-	-	-	-
Total		-	891.52	-	317.58	-	476.40	651.30	1,685.50
Project Cost: (MP)									
Right-of-Way			33.13		11.58		18.99		63.70
Construction			891.52		317.58		476.40		1,685.50
Engineering			124.81		44.46		66.70		235.97
Total			1,049.46		373.62		562.09		1,985.17
Implementation Schedule	from	July 2012		Jan. 2015		Jan. 2013			
	to	June 2015		Dec. 2016		Dec. 2014			
Economic Return (IRR%)		8.27		11.35		10.00			

Environmental Impact: **(MEDIUM)** : The project is to construct new road along southern coastal area of Masbate Island. Right of Way acquisition and resettlement of residents may be required.



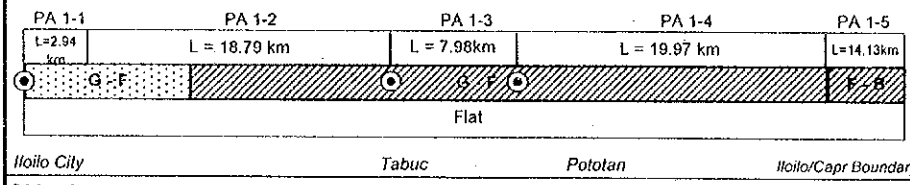
PROJECT PROFILE

Project Number: **PA 1(1)**

Classification : North - South Backbone

Road Name	Iloilo - Roxas Road - 1	Province: Iloilo

Existing Road Condition



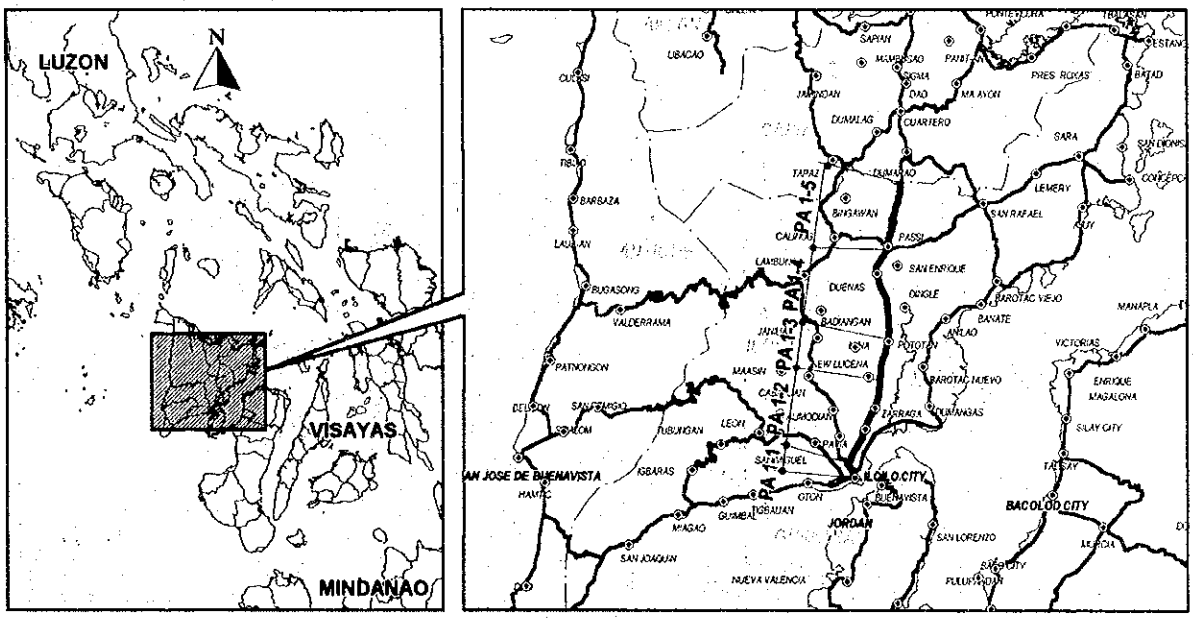
Objective:

- Augment traffic capacity to answer growing traffic demand by widening the road.
- Strengthen economic linkage between Iloilo city and northern part of panay Island.

Segment		PA 1-1		PA 1-2		PA 1-3		PA 1-4		PA 1-5	
Location	from	Iloilo City		Dansol		Tabuc		Pototan		Passi	
	to	Dansol		Tabuc		Pototan		Passi		Boundary Iloilo- Capiz	
Length	(km)	2.94		18.79		7.98		19.97		14.13	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016	1997	2016	1997	2016
	Car	5,449	15,235	3,827	9,848	1,350	6,417	1,355	5,245	596	2,060
	Jeepney	6,265	10,505	4,384	6,597	1,545	2,731	384	1,031	25	101
	Bus	678	1,340	541	1,019	315	958	336	1,058	188	595
	Truck	1,696	4,422	1,173	3,013	581	2,196	756	2,470	334	1,203
	Total	14,088	31,502	9,925	20,477	3,791	12,302	2,831	9,804	1,143	3,959
Work Item/Cost MP		Length	Cost	Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		2.38	17.33	18.80	120.68	7.98	47.47	19.97	145.59	13.48	111.08
Improvement (km)		-	-	-	-	-	-	-	-	0.65	10.32
New Construction (km)		-	-	-	-	-	-	-	-	-	-
Widening (km)		-	-	11.15	174.82	7.98	125.10	19.97	313.10	14.14	275.23
Bridge Construction (m)		-	-	272.40	89.93	28.50	9.97	648.40	214.23	31.80	11.13
Disaster Prevention (m)		-	-	-	-	-	-	70.00	6.65	-	-
Total			17.33		385.43		182.54		679.57		407.76
Project Cost: (MP)											
Right-of-Way			-		9.20		4.00		10.00		-
Construction			17.33		385.42		182.54		679.58		407.75
Engineering			2.43		53.96		25.56		95.14		57.09
Total			19.76		448.58		212.10		784.72		464.84
Implementation Schedule	from	July 2001		July 2001(July 2001)		Jan. 2006 (Jan. 2006)		Jan. 2006 (Jan. 2006)		Jan. 2004(Jan. 2014)	
	to	June 2002		June 2003(June 2003)		Dec. 2007 (Dec. 2007)		Dec. 2007 (Dec. 2007)		Dec. 2004(Dec. 2015)	
Economic Return (IRR %)		207.08		116.77 (134.28)		110.24 (35.70)		119.80 (19.81)		91.29 (3.10)	

Environmental Impact: **(LOW)** The project is to rehabilitate exisitng PCC/AC pavement and widen to four lanes. Right - of - Way acquition is minimal.

( ) : Widening Project

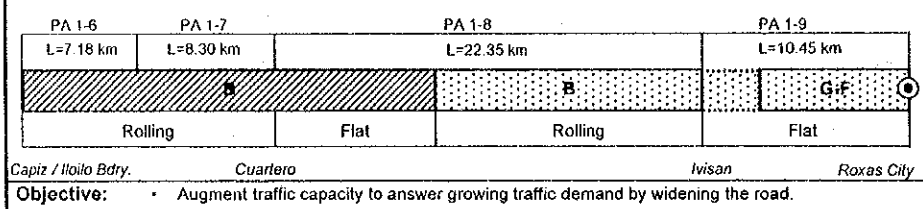


PROJECT PROFILE

Project Number: **PA 1(2)** Classification : North - South Backbone

Road Name	Iloilo - Roxas Road - 2	Province: Iloilo

Existing Road Condition

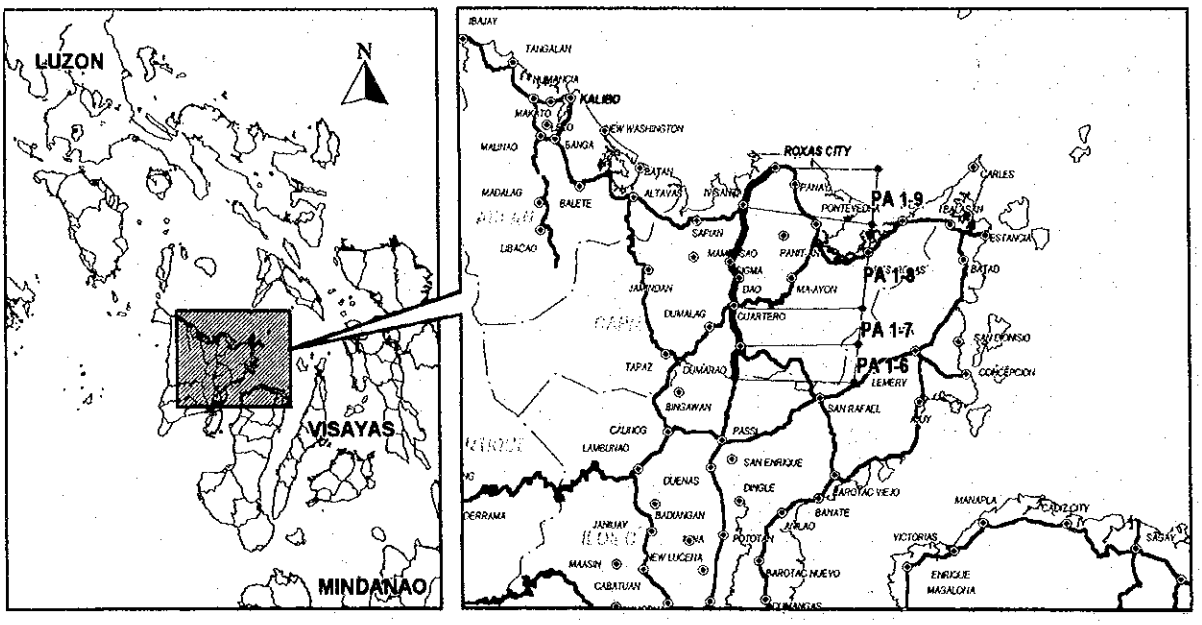


Objective:
- Augment traffic capacity to answer growing traffic demand by widening the road.
- Strengthen economic linkage between Iloilo City and northern part of Panay Island.

Segment		PA 1-6		PA 1-7		PA 1-8		PA 1-9		Total	
Location	from	Boundary Capiz- Iloilo		Jct. Dumalag		Cuartero		Ivisan			
	to	Jct. Dumalag		Cuartero		Ivisan		Roxas City			
Length	(km)	7.18		8.30		22.35		10.45		112.09	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016	1997	2016		
	Car	596	2,060	758	3,227	670	4,540	875	5,178		
	Jeepney	25	101	394	1,013	1,375	2,733	1,627	3,067		
	Bus	188	595	245	736	285	737	304	821		
	Truck	334	1,203	715	2,086	310	1,197	467	1,528		
	Total	1,143	3,959	2,112	7,062	2,640	9,207	3,273	10,594		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		7.19	51.90	8.30	59.60	22.35	189.91	0.75	5.43	101.19	748.99
Improvement (km)		-	-	-	-	-	-	-	-	0.65	10.32
New Construction (km)		-	-	-	-	-	-	-	-	-	-
Widening (km)		7.18	140.83	8.30	162.76	22.35	401.41	10.45	163.86	101.52	1,757.10
Bridge Construction (m)		-	-	80.00	28.00	506.30	166.96	106.00	35.45	1673.40	555.67
Disaster Prevention (m)		-	-	-	-	-	-	-	-	70.00	6.65
Project Total			192.73		250.36		758.28		204.74		3078.73
Project Cost: (MP)											
Right-of-Way			-		-		11.00		20.00		54.20
Construction			192.73		250.35		758.28		204.74		3,078.73
Engineering			26.98		35.05		106.16		28.66		431.02
Total			219.71		285.40		875.44		253.40		3,563.95
Implementation Schedule	from	Jan. 2004 (Jan. 2014)		Jan. 2008 (Jan. 2008)		Jan. 2008 (Jan. 2008)		Jan. 2008 (Jan. 2008)			
	to	Dec. 2004 (Dec. 2015)		Dec. 2009 (Dec. 2009)		Dec. 2010 (Dec. 2010)		Dec. 2009 (Dec. 2009)			
Economic Return (IRR%)		74.46 (3.27)		85.53 (8.95)		104.35 (23.68)		82.80 (49.28)			

Environmental Impact: **(MEDIUM)** : The project is to rehabilitate existing AC/PCC pavement including widening the road. Right - of - Way acquition and relocation of residents are minimal.

( ) : Widening Project

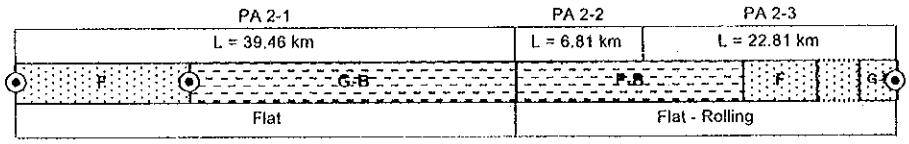


PROJECT PROFILE

Project Number: **PA 2** Classification : North - South Backbon

Road Name	Kalibo - Roxas Road	Province: Aklan, Capiz

Existing Road Condition



PCC G Good
AC F Fair
Gravel B Bad
Earth V V Bad
Impassable/not existing
Underconstruction

Objective:
- Strengthen Kalibo - Roxas coastal link in northern pasay.
- Strengthen economic linkage between province of Aklan and Capiz.
- Reduce travel cost between industrial centers.

Segment		PA 2-1		PA 2-2		PA 2-3		Total	
Location	from	Kalibo		Altavas		Boundary Akalan - Capiz			
	to	Altavas		Boundary Aklan-Capiz		Ivisan			
Length	(km)	39.46		6.81		22.81		69.08	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016		
	Car	325	1,325	215	1,008	200	1,223		
	Jeepney	125	309	120	304	435	992		
	Bus	90	284	75	230	45	160		
	Truck	327	988	150	451	126	480		
	Total	867	2,906	560	1,993	806	2,855		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		9.42	68.61	4.20	31.28	7.09	56.82	20.71	156.71
Improvement (km)		22.02	295.74	2.61	40.29	8.07	120.04	32.70	456.07
New Construction (km)		-	-	-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-	-	-
Bridge Construction (m)		-	-	47.00	7.05	52.00	15.60	99.00	22.65
Disaster Prevention (m).		-	-		-	-	-	-	-
Total			364.35		78.62		192.46		635.43
Project Cost: (MP)									
Right-of-Way			-		-		-		-
Construction			364.35		78.62		192.45		635.42
Engineering			51.01		11.01		26.94		88.96
Total			415.36		89.63		219.39		724.38
Implementation Schedule	from	Jan. 2002		Jan. 2002		Jan. 2003			
	to	Dec. 2003		Dec. 2002		Dec. 2004			
Economic Return (IRR%)		57.90		41.21		46.39			

Environmental Impact: (LOW) : The project is to improve existing gravel road. No significant environmental impact is expected..