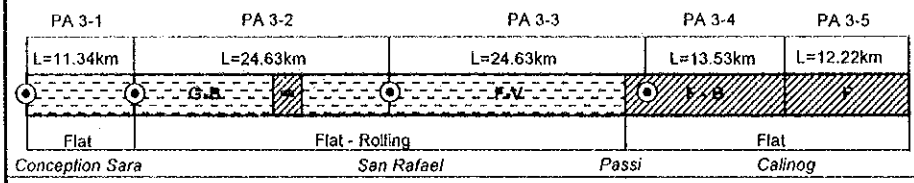
PROJECT PROFILE

Project Number: **PA 3(1)**

Classification : East - West Lateral

Road Name	Panay East-West Link Road -1	Province: Iloilo

Existing Road Condition

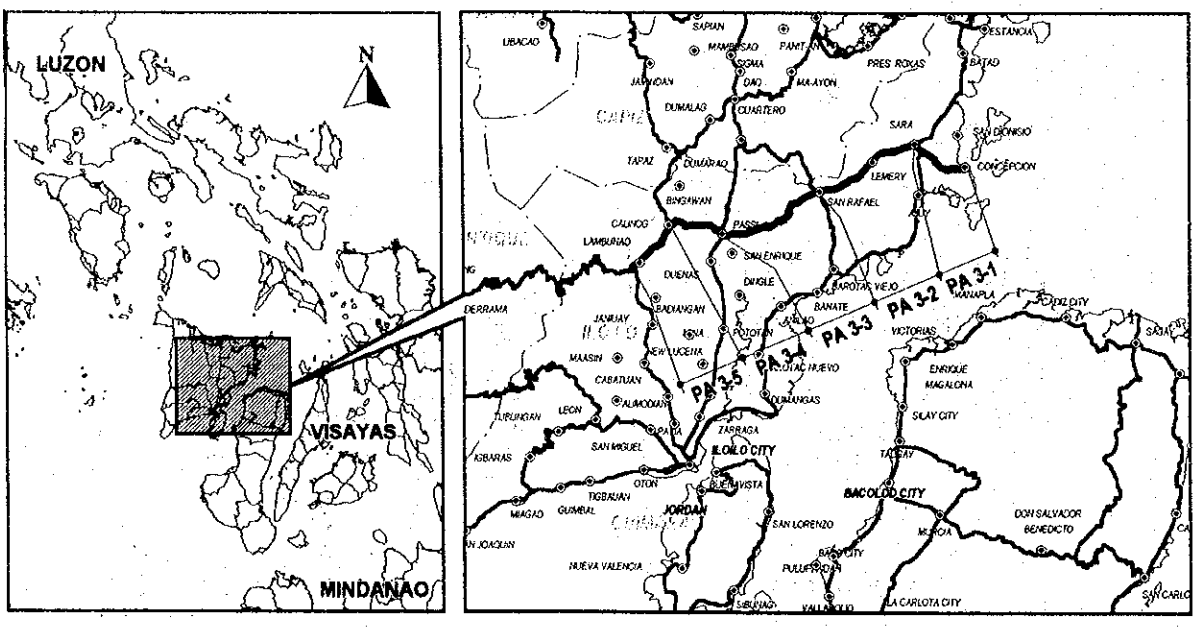


: PCC G: Good
: AC F: Fair
: Gravel B: Bad
: Earth V: V. Bad
: Impassable/not existing
: Underconstruction

Objective:
- Strengthen east-west link in central panay by upgrading road surface.
- Strengthen economic linkage between coastal area and central part of Panay Island.

Segment		PA 3-1		PA 3-2		PA 3-3		PA 3-4		PA 3-5	
Location	from	Concepcion		Sara		San Rafael		Passi		Calinog	
	to	Sara		San Rafael		Passi		Calinog		Jct. Badiangan	
Length	(km)	11.34		24.63		24.63		13.53		12.22	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016	1997	2016	1997	2016
	Car	82	411	216	1,612	115	1,566	235	1,244	414	2,321
	Jeepney	115	341	227	653	135	634	120	644	652	1,363
	Bus	62	95	37	266	25	257	45	162	82	236
	Truck	65	251	278	1,106	215	889	160	500	244	707
	Total	324	1,098	758	3,637	490	3,346	560	2,550	1,392	4,627
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		-	-	0.56	4.18	1.73	12.57	9.89	71.89	10.22	61.73
Improvement (km)		7.00	92.18	18.99	281.08	22.90	348.89	3.64	57.02	0.84	13.27
New Construction (km)		-	-	-	-	-	-	-	-	-	-
Widening (km)											
Bridge Construction (m)		12.00	4.20	-	-	32.10	9.63	16.00	2.40	123.60	37.08
Disaster Prevention (m)		500.00	12.25	800.00	19.60	200.00	4.90	-	-	-	-
Total			108.63		304.86		375.99		131.31		112.08
Project Cost: (MP)											
Right-of-Way			-		-		-		-		-
Construction			108.61		304.86		375.99		131.31		112.09
Engineering			15.21		42.68		52.64		18.38		15.69
Total			123.82		347.54		428.63		149.69		127.78
Implementation Schedule	from	Jan. 2006		Jan. 2004		Jan. 2004		Jan. 2004		Jan. 2006	
	to	Dec. 2006		Dec. 2005		Dec. 2005		Dec. 2004		Dec. 2006	
Economic Return (IRR %)		29.83		47.14		40.00		84.71		44.55	

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

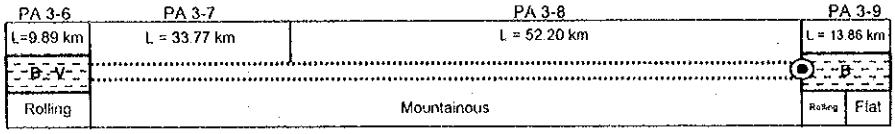


PROJECT PROFILE

Project Number : **PA 3(2)** Classification : East-West Lateral

Road Name	Panay East - West Link Road	Province: Iloilo, Aklan

Existing Road Condition



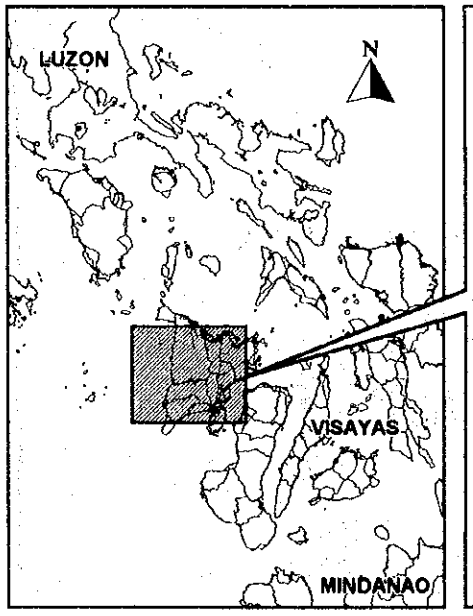
PCC G. Good; AC F. Fair; Gravel B. Bad; Earth V. V. Bad; Impassable/not existing; Underconstruction

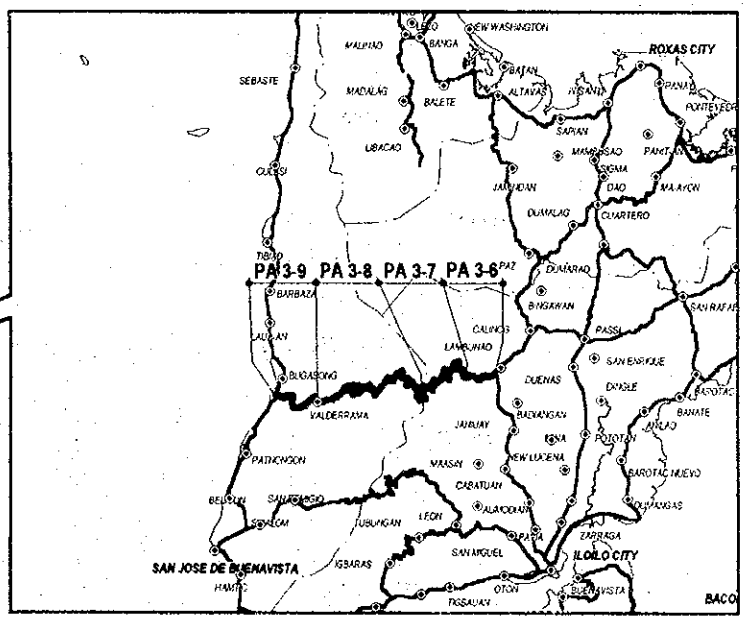
Objective:
- Provide new road link between province of Iloilo road Antique through Mt. Inaman
- Provide direct access to western coast of Panay Island from center of Iloilo province

Segment		PA 3-6		PA 3-7		PA 3-8		PA 3-9		Total	
Location	from	Jct. Badiangan		Panuran		Iloilo - Antique Boundary		Valderama			
	to	Panuran		Iloilo - Antique Boundary		Valderama		Ilaures			
Length	(km)	9.89		33.77		52.20		13.86		196.07	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016	1997	2016		
	Car	-	28	-	28	-	28	38	290		
	Jeepney	-	-	-	-	-	-	33	203		
	Bus	-	11	-	11	-	11	4	12		
	Truck	-	17	-	17	-	17	15	105		
	Total	0	56	0	56	0	56	90	610		

Work Item/Cost (MP)	Length	Cost	Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)	-	-	-	-	-	-	-	-	22.39	150.36
Improvement (km)	9.89	186.37	-	-	-	-	12.73	216.91	76.00	1195.73
New Construction (km)	-	-	33.77	860.80	52.20	1330.58	-	-	85.97	2191.38
Widening (km)	-	-	-	-	-	-	-	-	-	-
Bridge Construction (m)	-	-	39.97	13.99	124.95	43.73	763.00	267.05	1111.62	378.08
Disaster Prevention (m)	-	-	-	-	-	-	330.00	17.25	1830.00	54.00
Total		186.37		874.79		1374.31		501.21		3969.55
Project Cost: (MP)										
Right-of-Way		-		20.26		31.32		-		51.58
Construction		186.37		874.79		1,374.31		501.21		3,969.55
Engineering		26.09		122.47		192.40		70.17		555.74
Total		212.46		1,017.52		1,598.03		571.38		4,576.87
Implementation Schedule from	To be assessed in later years		To be assessed in later years		To be assessed in later years		Jan. 2014			
to							Dec. 2016			
Economic Return (IRR %)	-		-		-		10.61			

Environmental Impact: **(HIGH)** : The project is to construct new road between Iloilo and Antique passing along Mt. Inaman. The road passess ancestral domain claims area.





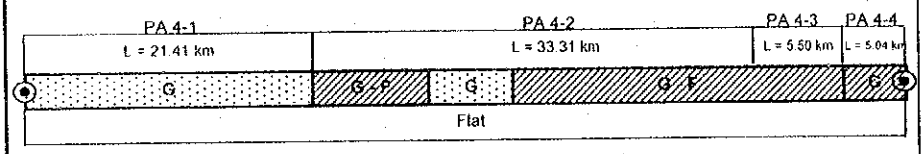
PROJECT PROFILE

Project Number : **PA 4**

Classification : East-West Lateral

Road Name	Roxas - Estancia Road	Province: Capiz, Iloilo

Existing Road Condition

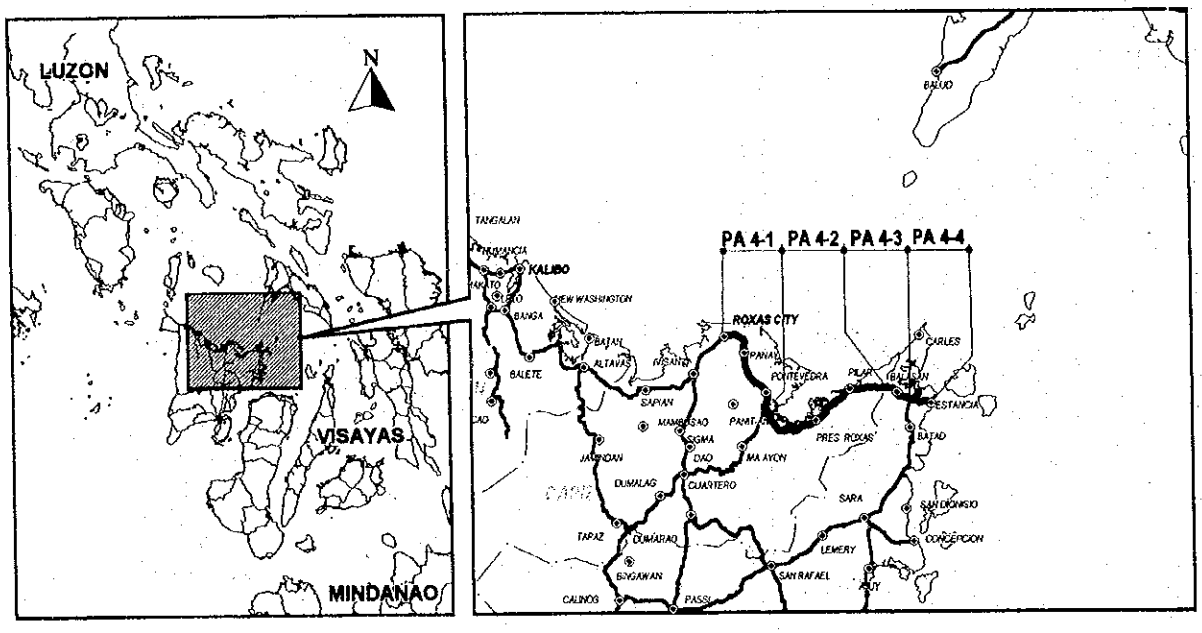


PCC G: Good
AC F: Fair
Gravel B: Bad
Earth V. V. Bad
Impassable/not existing
Underconstruction

Objective:
- Strengthen Roxas City-Estancia coastal link in northern Panay.
- Strengthen economic linkage between province of Aklan and Capiz
- Reduce travel time cost between industrial conters

Segment		PA 4-1		PA 4-2		PA 4-3		PA 4-4		Total	
Location	from	Roxas City		Brgy. Bailan		Boundary Capiz-Iloilo		Brgy. Pani-an			
	to	Brgy. Bailan		Boundary Capiz-Iloilo		Brgy. Pani-an		Estancia			
Length	(km)	21.41		33.31		5.50		5.04		65.26	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016	1997	2016		
	Car	660	2,070	417	1,840	297	933	237	761		
	Jeepney	595	1,487	656	1,304	301	716	199	496		
	Bus	10	41	63	127	48	84	98	130		
	Truck	420	1,190	234	651	195	497	125	367		
	Total	1,685	4,788	1,370	3,922	841	2,230	659	1,754		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		6.91	50.41	26.78	160.01	-	-	-	-	33.69	210.42
Improvement (km)		-	-	-	-	-	-	-	-	-	-
New Construction (km)		-	-	-	-	-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-	-	-	-	-
Bridge Construction (m)		173.30	51.99	30.50	9.15	-	-	-	-	203.80	61.14
Disaster Prevention (m)		100.00	2.45	-	-	-	-	-	-	100.00	2.45
Total			104.85		169.16		-		-		274.01
Project Cost: (MP)											
Right-of-Way			-		-		-		-		-
Construction			104.85		169.15		-		-		274.00
Engineering			14.68		23.68		-		-		38.36
Total			119.53		192.83		-		-		312.36
Implementation Schedule	from	July 2012		July 2013		No work		No work			
	to	June 2013		June 2014							
Economic Return (IRR %)		80.44		40.29		-		-			

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



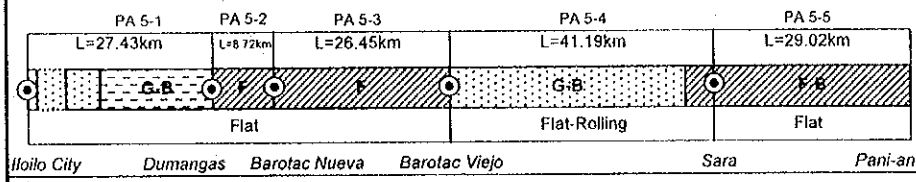
PROJECT PROFILE

Project Number: **PA 5**

Classification : Strategic Road (A)

Road Name	Panay East Coast Road	Province: Iloilo

Existing Road Condition

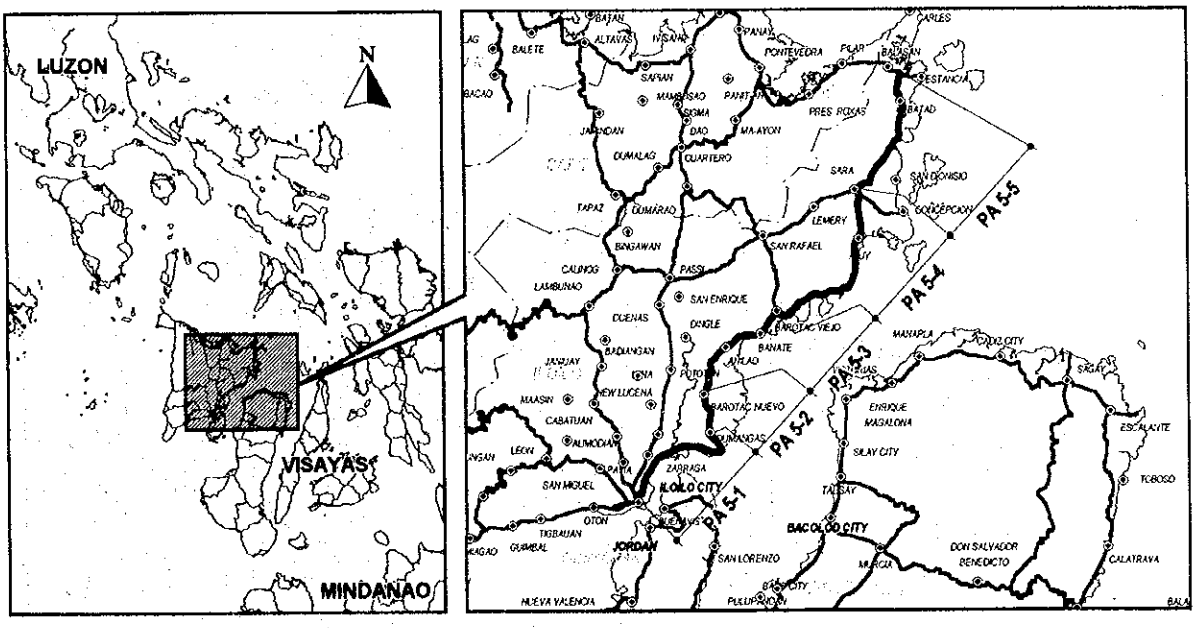


PCC G: Good
AC F: Fair
Gravel B: Bad
Earth V. V. Bad
Impassable/not existing
Underconstruction

Objective:
- Strengthen road link along east coast of Panay Island
- Strengthen economic linkage between Iloilo City and other industrial centers.

Segment		PA 5-1		PA 5-2		PA 5-3		PA 5-4		PA 5-5		Total	
Location	from	Iloilo City		Dumangas		Barotac Nueva		Barotac Viejo		Sara			
	to	Dumangas		Barotac Nueva		Barotac Viejo		Sara		Pani-an			
Length	(km)	27.43		8.72		26.45		41.19		29.02		132.81	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016	1997	2016	1997	2016		
	Car	-	1,018	116	583	947	1,690	552	777	417	1,167		
	Jeepney	-	1,324	360	609	792	1,170	86	82	252	607		
	Bus	-	0	28	49	287	217	224	159	134	181		
	Truck	-	273	65	137	266	331	283	303	231	580		
	Total	0	2,615	569	1,378	2,292	3,408	1,145	1,321	1,034	2,535		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		4.43	27.93	8.72	56.18	26.45	158.01	31.77	229.64	28.74	197.42	100.11	669.18
Improvement (km)		8.26	108.76	-	-	-	-	-	-	-	-	8.26	108.76
New Construction (km)		-	-	-	-	-	-	-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-	-	-	-	-	-	-
Bridge Construction (m)		-	-	-	-	186.00	33.30	291.00	52.80	36.20	5.43	513.20	91.53
Disaster Prevention (m)		-	-	-	-	-	-	-	-	-	-	-	-
Total			136.69		56.18		191.31		282.44		202.85		869.47
Project Cost: (MP)													
Right-of-Way			-		-		-		-		-		-
Construction			136.69		56.18		191.31		282.44		202.85		869.47
Engineering			19.14		7.86		26.78		39.54		28.40		121.72
Total			155.83		64.04		218.09		321.98		231.25		991.19
Implementation Schedule	from	Jan 2003		Jan 2012		Jan 2012		Jan 2013		Jan 2008			
	to	Dec 2004		Dec 2012		Dec 2013		Dec 2014		Dec 2009			
Economic Return (IRR%)		117.08		34.97		39.21		23.86		43.10			

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

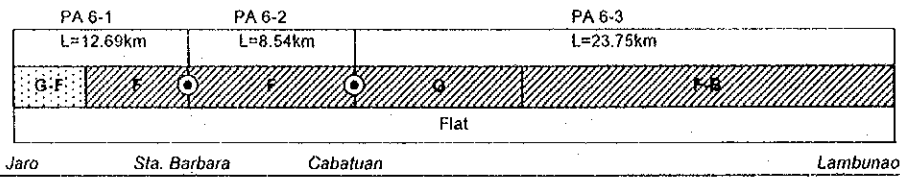


PROJECT PROFILE

Project Number: PA 6 Classification : Strategic Road (A)

Road Name	Iloilo-Cabatuan-Lumbunao Road	Province: Iloilo

Existing Road Condition



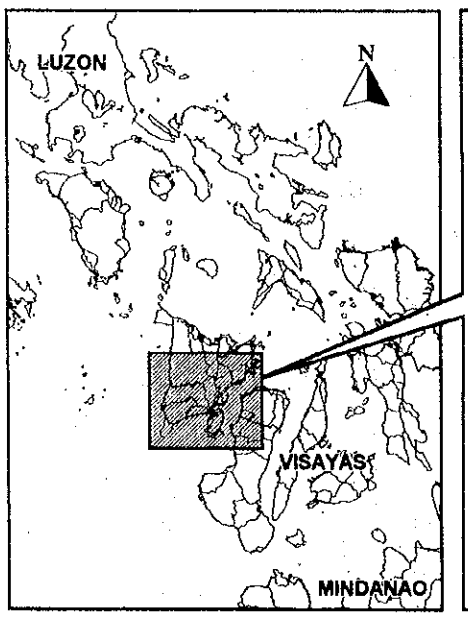
: PCC G: Good
: AC F: Fair
: Gravel B: Bad
: Earth V: V. Bad
: Impassable/not existing
: Underconstruction

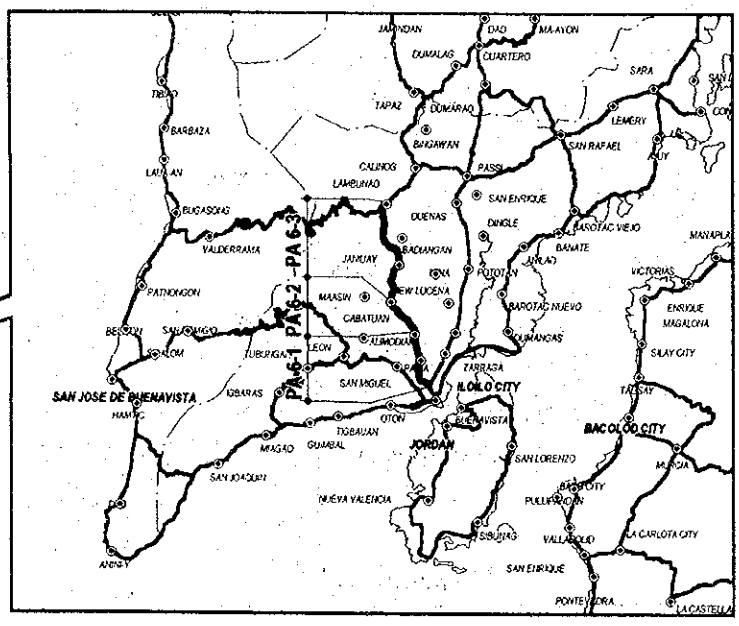
Objective:
- Augment traffic capacity of the road to answer growing traffic demand by widening the road to four lanes.
- Strengthen economic linkage between Iloilo City and municipalities in central part of Panay Island.

Segment		PA 6-1		PA 6-2		PA 6-3		Total	
Location	from	Jaro		Sta. Barbara		Cabatuan			
	to	Sta Barbara		Cabatuan		Lambunao			
Length	(km)	12.69		8.54		23.75		44.98	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016		
	Car	1,849	7,322	2,110	5,088	430	2,743		
	Jeepney	2,215	5,820	1,190	2,550	765	1,970		
	Bus	142	337	130	306	65	197		
	Truck	579	1,887	595	1,533	245	806		
	Total	4,785	15,366	4,025	9,477	1,505	5,716		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		10.17	64.92	8.54	50.80	18.19	125.59	36.90	241.31
Improvement (km)		-	-	-	-	0.65	9.10	0.65	9.10
New Construction (km)		-	-	-	-	-	-	-	-
Widening (km)		10.31	161.66	8.54	133.86	-	-	18.85	295.52
Bridge Construction (m)		105.00	37.10	100.00	35.00	272.70	66.11	478.70	138.21
Disaster Prevention (m)		-	-	-	-	-	-	-	-
Total			263.68		219.66		200.80		684.14
Project Cost: (MP)									
Right-of-Way			5.30		4.30		-		9.60
Construction			263.68		219.66		200.80		684.14
Engineering			36.92		30.75		28.11		95.78
Total			305.90		254.71		228.91		789.52
Implementation Schedule	from	Jan. 2005 (Jan. 2005)		Jan. 2005 (Jan. 2005)		Jan. 2007			
	to	Dec. 2006 (Dec. 2006)		Dec. 2006 (Dec. 2006)		Dec. 2008			
Economic Return (IRR%)		94.60 (59.55)		89.12 (15.94)		71.90			

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

( ) : Widening Project



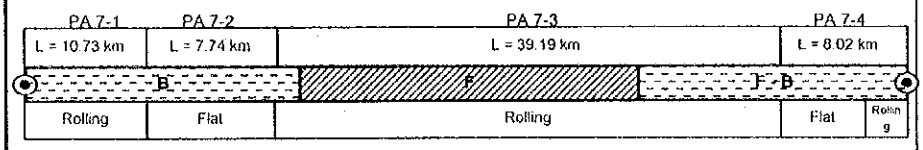


PROJECT PROFILE

Project Number : **PA 7** Classification : Strategic Road (A)

Road Name	Calinog - Jamindan - Altavas Road	Province: Iloilo, Capiz, Aklan

Existing Road Condition

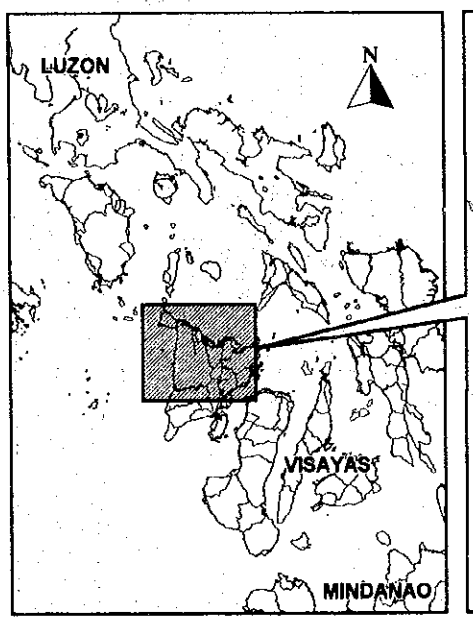


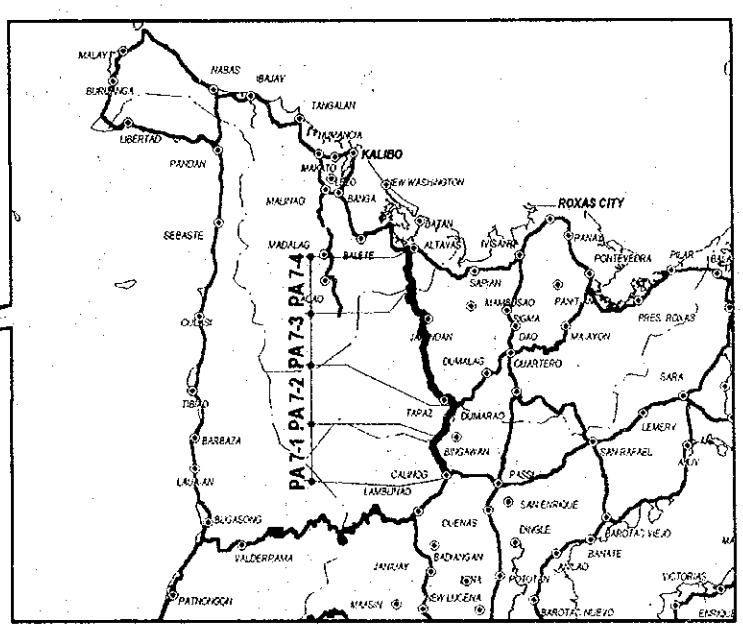
PCC G: Good
AC F: Fair
Gravel B: Bad
Earth V. V. Bad
Impassable/not existing
Underconstruction

Objective:
- Strengthen road link between central and northern part of Panay Island.
- Strengthen economic linkage between central and northern Panay
- Promote regional/provincial development in agriculture, mining, industry and tourism

Segment		PA 7-1		PA 7-2		PA 7-3		PA 7-4		Total	
Location	from	Calinog		Boundary Iloilo-Capiz		Jct. Tapaz		Boundary Capiz-Aklan			
	to	Boundary Iloilo-Capiz		Jct. Tapaz		Boundary Capiz-Aklan		Altavas			
Length	(km)	10.73		7.74		39.19		8.02		65.68	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016	1997	2016		
	Car	183	1,140	183	1,140	240	767	198	574		
	Jeepney	220	604	220	604	187	335	64	141		
	Bus	50	160	50	160	49	133	44	116		
	Truck	109	406	109	406	132	415	116	347		
	Total	562	2,310	562	2,310	608	1,650	422	1,178		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		0.37	2.22	-	-	19.83	128.71	-	-	20.20	130.93
Improvement (km)		10.36	163.62	7.74	101.99	18.15	321.61	7.65	132.12	43.90	719.34
New Construction (km)		-	-	-	-	-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-	-	-	-	-
Bridge Construction (m)		55.90	16.77	-	-	162.00	24.30	-	-	217.90	41.07
Disaster Prevention (m)		150.00	3.67	-	-	410.00	21.02	-	-	560.00	24.69
Total			186.28		101.99		495.64		132.12		916.03
Project Cost: (MP)											
Right-of-Way			-		-		-		-		-
Construction			186.29		101.99		495.64		132.12		916.04
Engineering			26.08		14.28		69.39		18.50		128.25
Total			212.37		116.27		565.03		150.62		1,044.29
Implementation Schedule	from	Jan. 2005		Jan. 2005		Jan. 2006		Jan. 2005			
	to	Dec. 2006		Dec. 2005		Dec. 2007		Dec. 2005			
Economic Return (IRR %)		41.10		48.25		23.75		27.06			

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



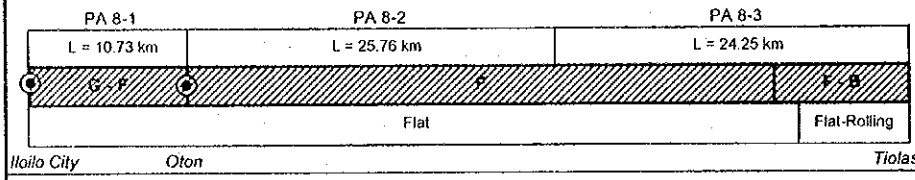


PROJECT PROFILE

Project Number: PA 8(1) Classification : Strategic Road (A)

Road Name	Iloilo- Antique Road - 1	Province: Iloilo

Existing Road Condition



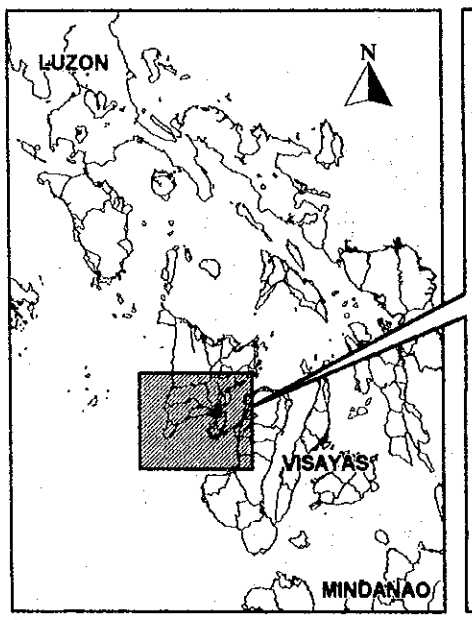
: PCC G: Good
: AC F: Fair
: Gravel B: Bad
: Earth V: V. Bad
: Impassable/not existing
: Underconstruction

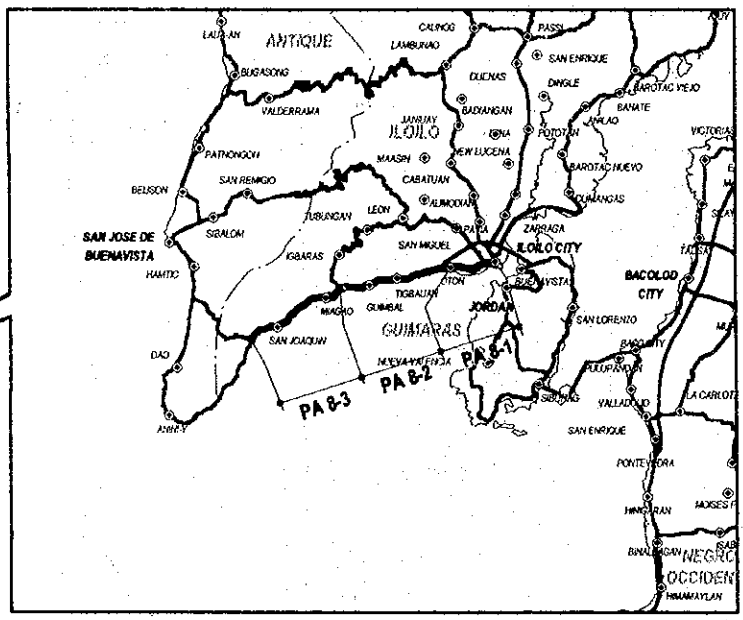
Objective:
- Augment traffic capacity of existing road link along southern coastal line of Panay Island by widening the road to four lane.
- Strengthen economic linkage between province of Iloilo and Antique.

Segment		PA 8-1		PA 8-2		PA 8-3	
Location	from	Iloilo City		Oton		Brgy. Naulid	
	to	Oton		Brgy. Naulid		Brgy. Tiolas	
Length	(km)	10.73		25.76		24.25	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016
	Car	2,396	8,159	1,608	4,619	934	2,823
	Jeepney	3,898	7,599	1,934	3,679	825	1,699
	Bus	291	474	222	354	201	343
	Truck	620	1,834	330	1,085	184	662
	Total	7,205	18,066	4,094	9,737	2,144	5,527
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		9.38	61.52	23.98	143.05	24.26	156.77
Improvement (km)		-	-	-	-	-	-
New Construction (km)		-	-	-	-	-	-
Widening (km)		10.73	168.28	25.75	403.79	-	-
Bridge Construction (m)		13.50	4.72	371.10	122.65	572.45	112.98
Disaster Prevention (m)		-	-	-	-	-	-
Total			234.52		669.49		269.75
Project Cost: (MP)							
Right-of-Way			4.40		13.00		-
Construction			234.52		669.49		269.75
Engineering			32.83		93.73		37.76
Total			271.75		776.22		307.51
Implementation Schedule	from	Jan. 2008 (Jan. 2008)		Jan. 2008 (Jan. 2008)		Jan. 2006	
	to	Dec. 2009 (Dec. 2009)		Dec. 2010 (Dec. 2010)		Dec. 2007	
Economic Return (IRR%)		143.27 (140.41)		64.05 (28.61)		44.50	

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

( ) : Widening Project





PROJECT PROFILE

Project Number : **PA 8(2)**

Classification : Strategic Road (A)

Road Name	Iloilo-Antique Road - 2	Province: Iloilo, Antique

Existing Road Condition

PA 8-4	PA 8-5	PA 8-6
L = 11.94 km	L = 11.10 km	L = 13.67 km
B	B	F
Rolling	Rolling-Mountainous	Flat

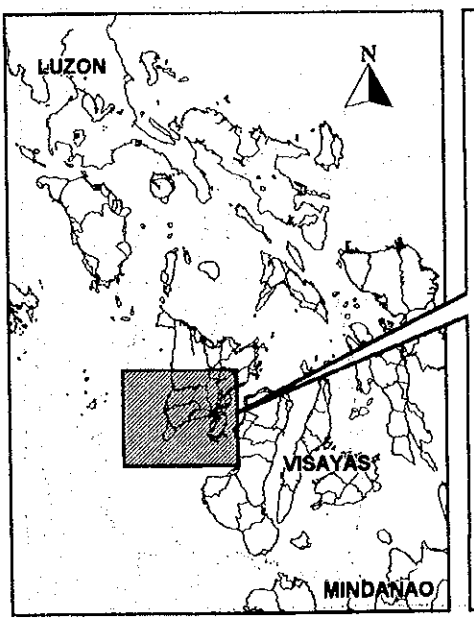
Tiolas — *Jct. San Jose de Buenavista*

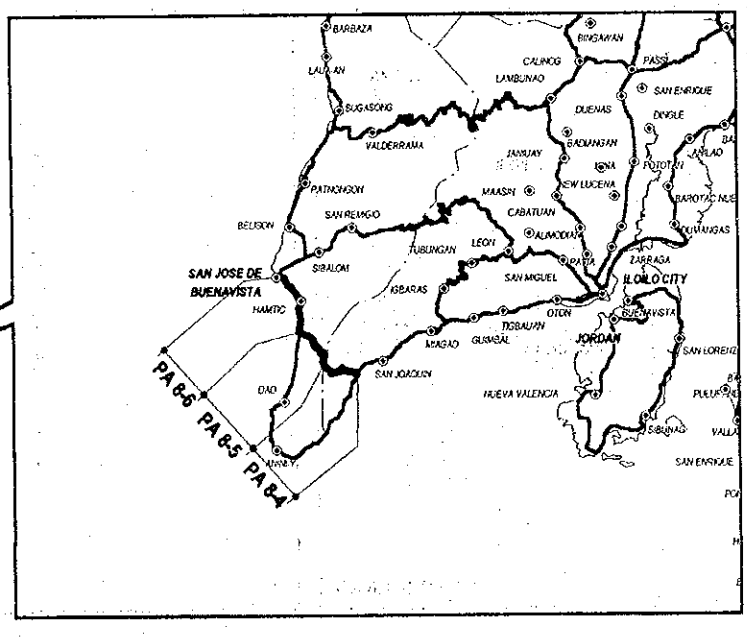
PCC G. Good; AC F: Fair; Gravel B: Bad; Earth V: V. Bad; Impassable/not existing; Underconstruction

Objective:
- Strengthen existing road link along southern coastal line of Panay Island
- Strengthen economic linkage between province of Iloilo and Antique.

Segment		PA 8-4		PA 8-5		PA 8-6		Total	
Location	from	Brgy. Tiolas		Boundary Iloilo-Antique		Villavert-Jimenez			
	to	Boundary Iloilo-Antique		Villavert-Jimenez		Jct. San Jose de Buenavista			
Length	(km)	11.94		11.10		13.67		97.44	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016		
	Car	478	1,272	478	1,272	680	2,213		
	Jeepney	100	246	100	246	470	1,038		
	Bus	185	316	185	316	260	437		
	Truck	145	578	145	578	195	784		
	Total	908	2,412	908	2,412	1,605	4,472		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		11.94	113.09	11.10	98.13	13.67	99.52	94.33	672.07
Improvement (km)		-	-	-	-	-	-	-	-
New Construction (km)		-	-	-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-	34.68	572.07
Bridge Construction (m)		89.00	13.35	47.10	7.07	181.40	54.42	1,274.55	315.19
Disaster Prevention (m)		625.00	54.13	-	-	-	-	625.00	54.13
Total			180.57		105.20		153.94		1,613.46
Project Cost: (MP)									
Right-of-Way			-		-		-		17.40
Construction			180.57		105.19		153.94		1,613.46
Engineering			25.28		14.73		21.55		225.89
Total			205.85		119.92		175.49		1,856.75
Implementation Schedule	from	Jan. 2007		Jan. 2006		Jan. 2006			
	to	Dec. 2008		Dec. 2006		Dec. 2007			
Economic Return (IRR%)		39.53		51.94		35.25			

Environmental Impact: **(LOW)** : Project is to rehabilitate existing AC/PCC pavement. No significant impact is expected.



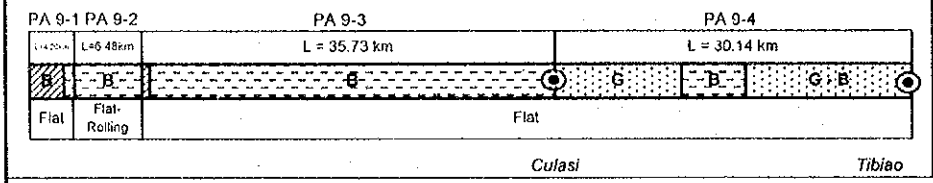


PROJECT PROFILE

Project Number : **PA 9(1)** Classification : Strategic Road (A)

Road Name	Antique Coastal Road - 1	Province: Aklan, Antique

Existing Road Condition

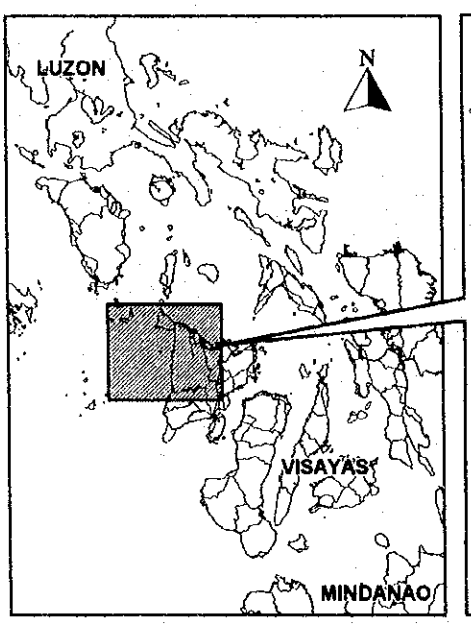


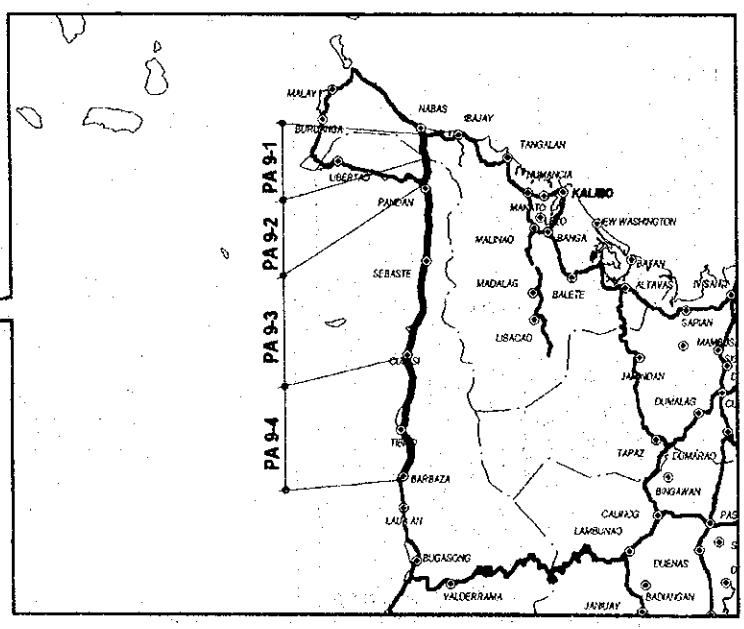
: PCC G: Good
: AC F: Fair
: Gravel B: Bad
: Earth V: V. Bad
: Impassable/not existing
: Underconstruction

Objective:

Segment		PA 9-1		PA 9-2		PA 9-3		PA 9-4	
Location	from	Salido		Boundary Aklan-Antique		Bunga		Culasi	
	to	Boundary Aklan-Antique		Bunga		Culasi		Barbaza	
Length	(km)	4.20		6.48		35.73		30.14	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016	1997	2016
	Car	170	593	170	593	105	725	141	692
	Jeepney	70	150	70	150	155	310	132	264
	Bus	50	131	50	131	82	145	93	166
	Truck	85	311	85	311	58	288	61	302
	Total	375	1,185	375	1,185	400	1,468	427	1,424
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		-	-	-	-	-	-	-	-
Improvement (km)		4.20	994.60	6.48	-	35.73	-	30.14	-
New Construction (km)		-	-	-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-	-	-
Bridge Construction (m)		-	-	-	-	-	-	-	-
Disaster Prevention (m)		-	-	-	-	-	-	-	-
Total			994.60		-		-		-
Project Cost: (MP)									
Right-of-Way			-						
Construction			994.60	Included in		Included in		Included in	
Engineering			99.40	PA 9-1		PA 9-1		PA 9-1	
Total			1,094.00	-		-		-	
Implementation Schedule	from	July 1999		July 1999		July 1999		July 1999	
	to	June 2002		June 2002		June 2002		June 2002	
Economic Return (IRR%)		26.07		24.21		27.76		20.91	

Environmental Impact:



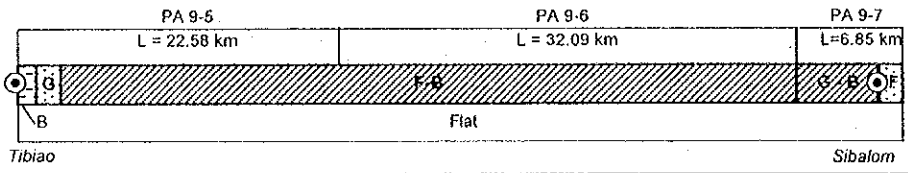


PROJECT PROFILE

Project Number: **PA 9(2)** Classification : Strategic Road (A)

Road Name	Antique Coastal Road - 2	Province: Aklan, Antique

Existing Road Condition

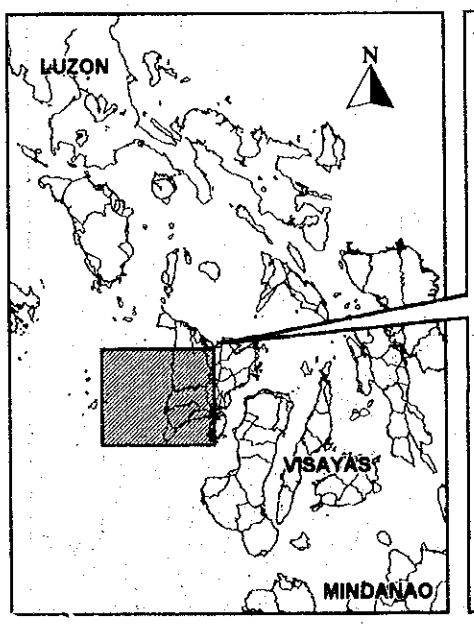


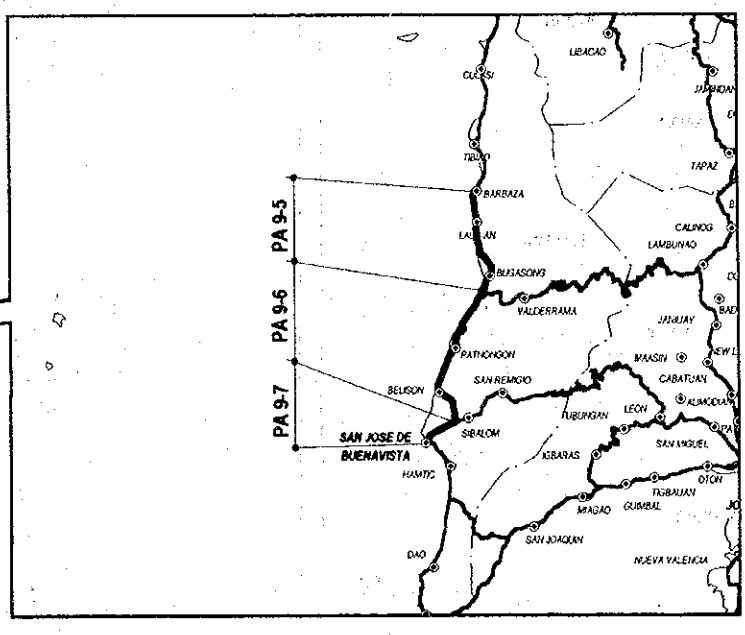
: PCC G: Good
: AC F: Fair
: Gravel B: Bad
: Earth V. V. Bad
: Impassable/not existing
: Underconstruction

Objective:
- Strengthen existing road link along western coastal line of Panay Island.
- Reduce traffic cost by rehabilitating surface of the road.
- Promote provincial development in coastal area of Aklan.

Segment		PA 9-5		PA 9-6		PA 9-7		Total	
Location	from	Barbaza		Ilaures		Sibalom			
	to	Ilaures		Sibalom		Jct. San Jose de Buenavista			
Length	(km)	22.58		32.09		6.85		138.07	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016		
	Car	182	908	257	1,288	685	2,253		
	Jeepney	167	334	263	688	755	1,711		
	Bus	93	166	99	171	98	162		
	Truck	47	218	87	410	240	914		
	Total	489	1,626	706	2,557	1,778	5,040		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		-	-	32.10	200.86	2.61	19.88	34.71	220.74
Improvement (km)		22.58	-	-	-	-	-	99.13	994.60
New Construction (km)		-	-	-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-	-	-
Bridge Construction (m)		-	-	513.00	179.55	-	-	513.00	179.55
Disaster Prevention (m)		-	-	800.00	19.60	-	-	800.00	19.60
Total			-		400.01		19.88		1,414.49
Project Cost: (MP)									
Right-of-Way		Included in			-		-		-
Construction		PA 9-1			400.01		19.88		1,414.49
Engineering					56.00		2.78		158.19
Total					456.01		22.66		1,572.68
Implementation Schedule	from	July 1999		Jan. 2005		Jan. 2005			
	to	June 2002		Dec. 2006		Dec. 2005			
Economic Return (IRR%)		21.36		30.75		114.29			

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



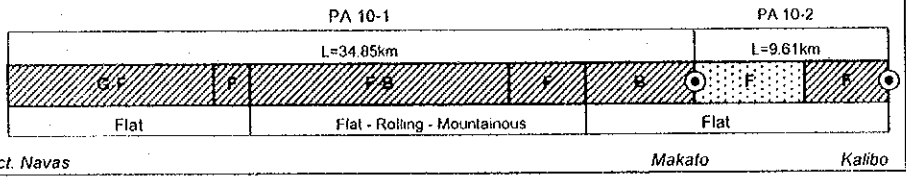


PROJECT PROFILE

Project Number: **PA 10** Classification :Strategic Road (A)

Road Name	Nabas-Kalibo Road	Province: Aklan

Existing Road Condition

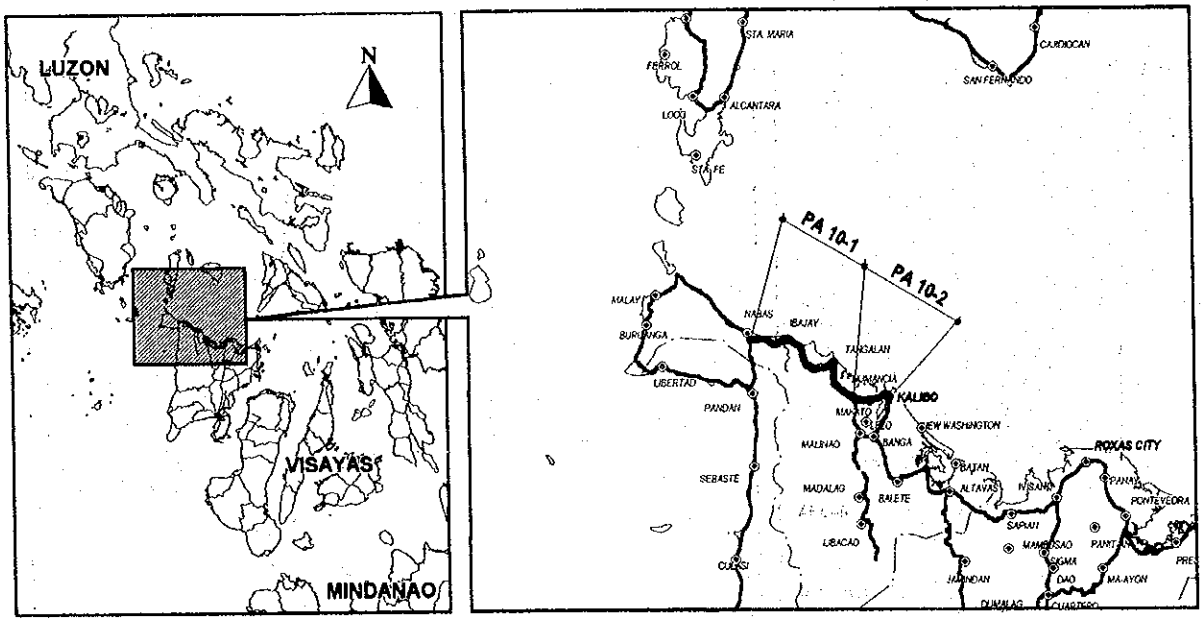


: PCC G: Good
: AC F: Fair
: Gravel B: Bad
: Earth V: V. Bad
: Impassable/not existing
: Underconstruction

Objective:
- Strengthen Aklan-Capiz coastal link in northern Panay.
- Strengthen economic linkage between two provinces
- Reduce travel cost between industrial centers in the area.

Segment		PA 10-1		PA 10-2		Total	
Location	from	Jct. Navas		Makato			
	to	Makato		Kalibo			
Length	(km)	34.85		9.61		44.46	
Traffic Volume	Year	1997	2016	1997	2016		
	Car	302	1,106	502	1,671		
	Jeepney	229	493	639	1,164		
	Bus	67	173	48	132		
	Truck	125	411	124	1,647		
	Total	723	2,183	1313	4,614		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		34.47	249.42	9.60	62.85	44.07	312.27
Improvement (km)		-	-	-	-	-	-
New Construction (km)		-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-
Bridge Construction (m)		76.00	23.90	420.00	126.00	496.00	149.90
Disaster Prevention (m)		-	-	-	-	-	-
Total			273.32		188.85		462.17
Project Cost: (MP)							
Right-of-Way			-		-		-
Construction			273.32		188.85		462.17
Engineering			38.26		26.44		64.70
Total			311.58		215.29		526.87
Implementation Schedule	from	Jan. 2007		Jan. 2007			
	to	Dec. 2008		Dec. 2008			
Economic Return (IRR%)		39.64		53.40			

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

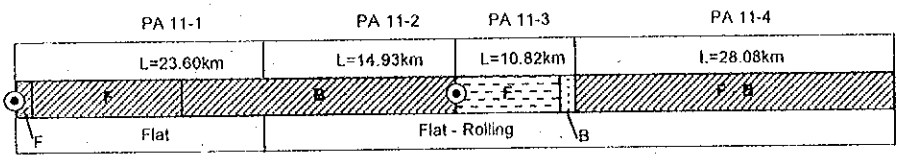


PROJECT PROFILE

Project Number: **PA 11** Classification : Strategic Road (A)

Road Name	Nabas - Caticlan - Pandal Road	Province: Aklan, Antique

Existing Road Condition

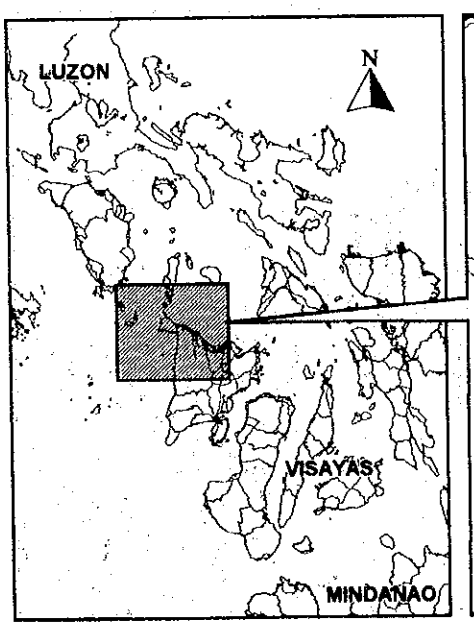


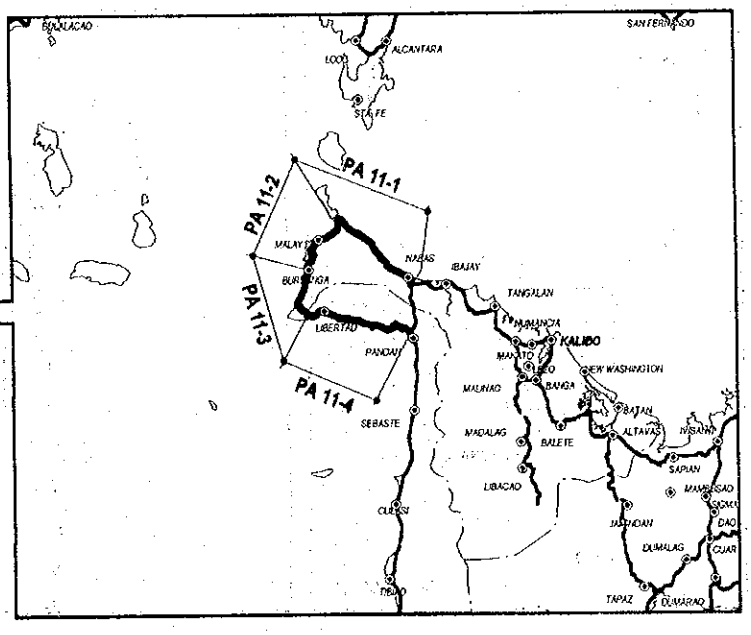
PCC G: Good
AC F: Fair
Gravel B: Bad
Earth V: V. Bad
: Impassable/not existing
: Underconstruction

Objective:
- Strengthen existing road link in the Peninsula in Aklan by upgrading road surface.
- Promote provincial development (tourism, fishery and agriculture).

Segment		PA 11-1		PA 11-2		PA 11-3		PA 11-4		Total	
Location	from	Navas		San Viray		Buruang		Boundary Aklan - Antique			
	to	San Viray		Buruang		Boundary Aklan - Antique		Bunga			
Length	(km)	23.60		14.93		10.82		28.08		77.43	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016	1997	2016		
	Car	120	503	120	503	2	30	28	251		
	Jeepney	180	348	180	348	4	22	34	96		
	Bus	50	95	50	95	0	7	21	53		
	Truck	70	201	70	201	1	15	12	72		
	Total	420	1,147	420	1,147	7	74	95	472		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		22.11	131.56	-	-	1.31	13.06	-	-	23.42	144.62
Improvement (km)		-	-	13.44	235.56	9.38	176.66	26.69	409.78	49.51	822.00
New Construction (km)		-	-	-	-	-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-	-	-	-	-
Bridge Construction (m)		-	-	202.00	50.40	20.00	3.00	48.00	14.40	270.00	67.80
Disaster Prevention (m)		-	-	70.00	6.65	80.00	7.60	-	-	150.00	14.25
Project Total			131.56		292.61		200.32		424.18		1,048.67
Project Cost: (MP)											
Right-of-Way			-		-		-		-		-
Construction			131.56		292.61		200.32		424.18		1,048.67
Engineering			18.42		40.97		28.04		59.38		146.81
Total			149.98		333.58		228.36		483.56		1,195.48
Implementation Schedule	from	Jan. 2014		July 2012		July 2012		July 2013			
	to	Dec. 2014		June 2014		June 2014		June 2015			
Economic Return (IRR %)		20.92		28.98		6.33		19.91			

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



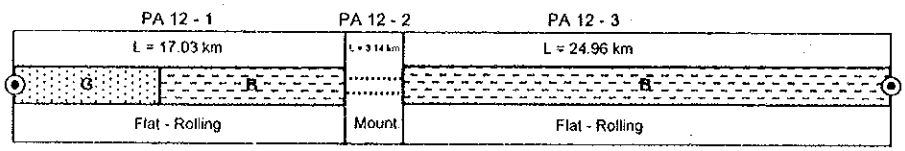


PROJECT PROFILE

Project Number: **PA 12** Classification : Strategic Road (A)

Road Name	Aklan Pentration Road	Province: Aklan

Existing Road Condition

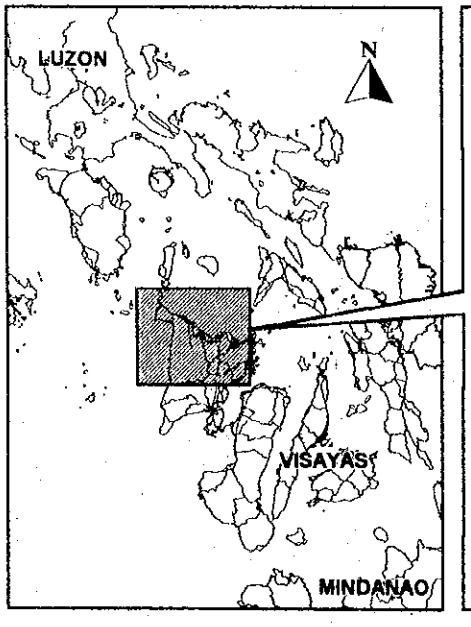


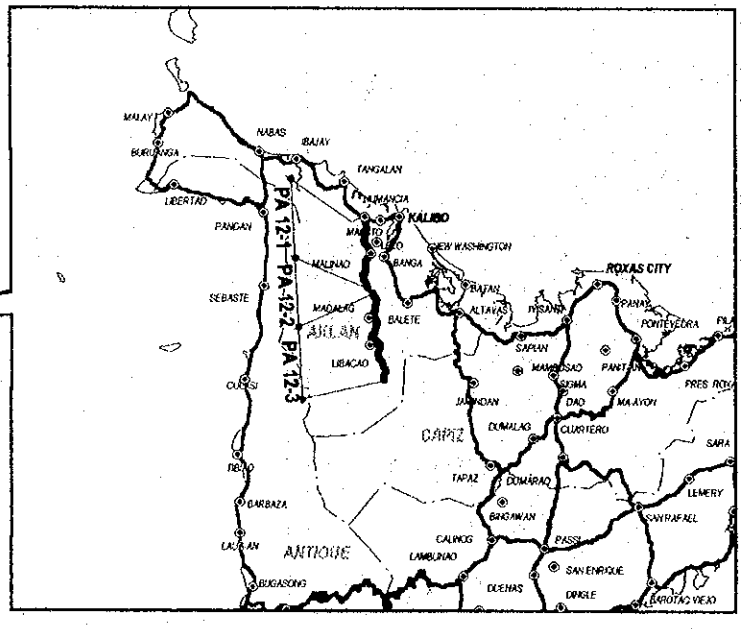
: PCC G: Good
: AC F: Fair
: Gravel B: Bad
: Earth V: V. Bad
: Impassable/not existing
: Underconstruction

Objective:
- Provide direct access to inner part of Panay Island by constructing new bridge over Aklan river.
- Promote provincial development in agriculture, forestry, tourism and minning.
- Strengthen economic linkage between innerland and northern coastal area of the island.

Segment		PA 12 -1		PA 12-2		PA 12-3		Total	
Location	from	Makat		Brgy. Rosario		Brgy. Badiangon			
	to	Brgy. Rosario		Brgy. Badiangon		Libacao			
Length	(km)	17.03		3.14		24.96		45.13	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016		
	Car	40	383	-	330	155	531		
	Jeepney	36	175	-	123	66	201		
	Bus	6	18	-	4	1	5		
	Truck	13	56	-	24	10	37		
	Total	95	632	0	481	232	774		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		-	-	-	-	-	-	-	-
Improvement (km)		15.30	263.84	-	-	23.79	445.97	39.09	709.81
New Construction (km)		-	-	3.13	57.09	-	-	3.13	57.09
Widening (km)		-	-	-	-	-	-	-	-
Bridge Construction (m)		-	-	800.00	280.00	42.00	6.30	842.00	286.30
Disaster Prevention (m)		-	-	-	-	50.00	3.00	50.00	3.00
Total			263.84		337.09		455.27		1,056.2
Project Cost: (MP)									
Right-of-Way			-		4.70		-		4.70
Construction			263.84		337.09		455.27		1,056.20
Engineering			36.94		47.19		63.74		147.87
Total			300.78		388.98		519.01		1,208.77
Implementation Schedule	from	July 2012		July 2013		Jan. 2015			
	to	June 2014		June 2015		Dec. 2016			
Economic Return (IRR%)		21.75		20.98		14.70			

Environmental Impact: **(MEDIUM)** : New bridge and its across road is proposed to be construction over Aklan river at segment 2. Right-of-way acquisition and resettlement of residents is required.



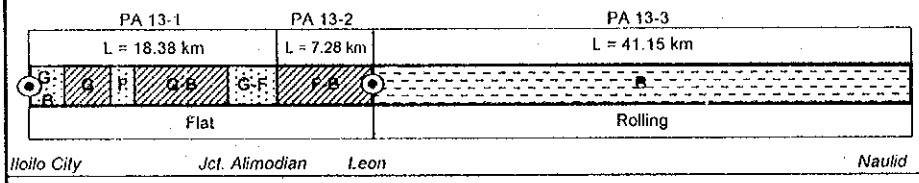


PROJECT PROFILE

Project Number: **PA 13** Classification : Strategic Road (A)

Road Name	Iloilo - Leon - Miagao Road	Province: Iloilo

Existing Road Condition

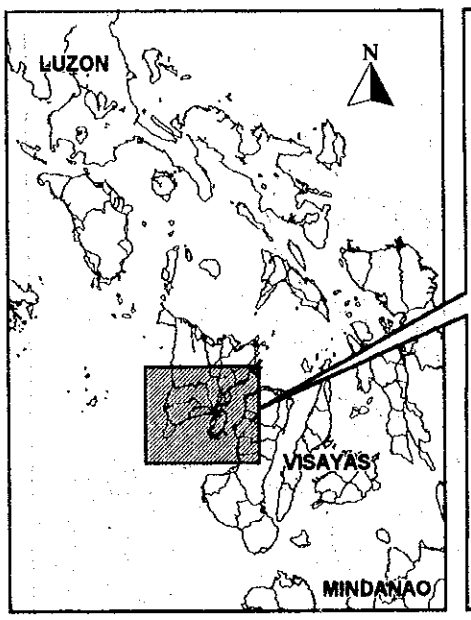


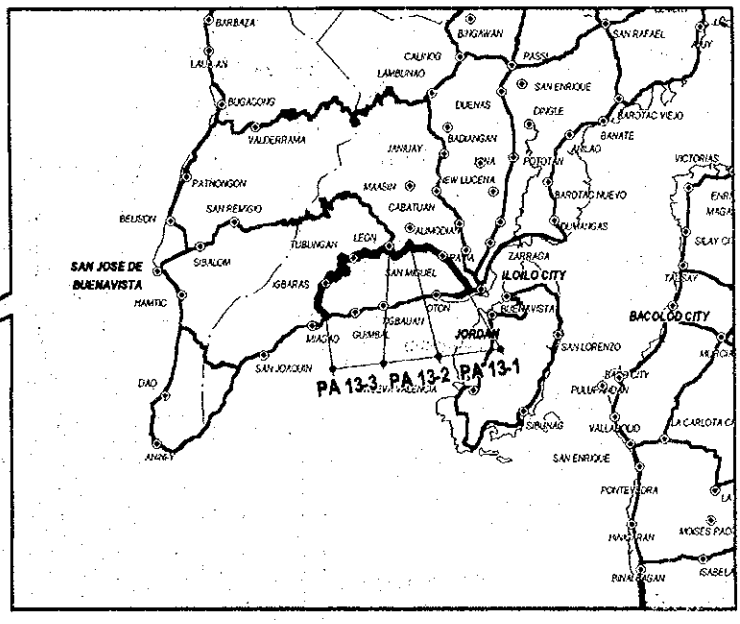
PCC G Good
AC F Fair
Gravel P Bad
Earth V V Bad
Impassable/not existing
Underconstruction

Objective:
- Strengthen existing Leon-Naulid road link to form circumferential road with coastal road at southern part of Iloilo City.
- Provide alternative route to access coastal area from inner towns.

Segment		PA 13 -1		PA 13-2		PA 13-3		Total	
Location	from	Iloilo City		Jct. Alimodian		Leon			
	to	Jct. Alimodian		Leon		Naulid			
Length	(km)	18.38		7.28		41.15		66.81	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016		
	Car	639	2,666	382	1,771	41	342		
	Jeepney	954	2,174	588	1,344	40	308		
	Bus	48	99	29	58	3	7		
	Truck	216	588	128	351	14	50		
	Total	1,857	5,527	1,127	3,524	98	707		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		14.70	104.23	7.28	49.42	0.56	4.08	22.54	157.73
Improvement (km)		-	-	-	-	37.32	680.03	37.32	680.03
New Construction (km)		-	-	-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-	-	-
Bridge Construction (m)		102.20	26.88	16.30	2.44	204.00	71.40	322.50	100.72
Disaster Prevention (m)		-	-	-	-	50.00	3.00	50.00	3.00
Total			131.11		51.86		758.51		941.48
Project Cost: (MP)									
Right-of-Way			-		-		-		-
Construction			131.11		51.87		758.51		941.49
Engineering			18.35		7.26		106.19		131.80
Total			149.46		59.13		864.70		1,073.29
Implementation Schedule	from	Jan. 2011		Jan. 2011		Jan. 2011			
	to	Dec. 2011		Dec. 2011		Dec. 2013			
Economic Return (IRR%)		66.06		71.64		11.28			

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



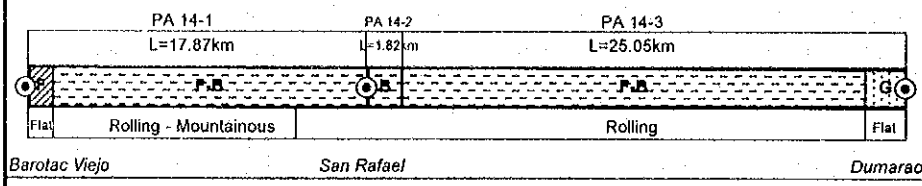


PROJECT PROFILE

Project Number: **PA 14** Classification : Strategic Road (B)

Road Name	Barotac - San Rafael - Dumarao Road	Province: Iloilo, Capiz

Existing Road Condition

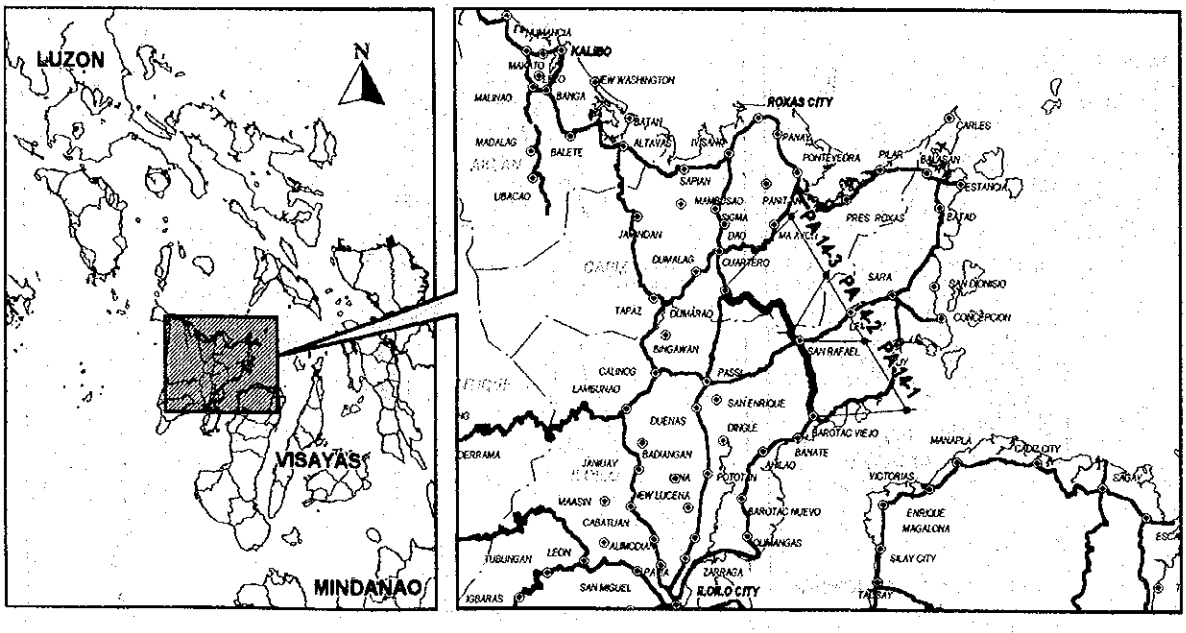


: PCC G: Good
: AC F: Fair
: Gravel B: Bad
: Earth V: V. Bad
: Impassable/not existing
: Underconstruction

Objective:
- Strengthen east-west link between coastal area and innerland of the island.
- Promote regional/provincial development (agriculture, tourism and industry)

Segment		PA 14-1		PA 14-2		PA 14-3		Total	
Location	from	Barotac Viejo		San Rafael		Boundary Iloilo -Capiz			
	to	San Rafael		Boundary Iloilo -Capiz		Dumarao			
Length	(km)	17.87		1.82		25.05		44.74	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016		
	Car	160	523	224	1,009	224	1,009		
	Jeepney	195	362	258	776	258	776		
	Bus	10	59	37	113	37	113		
	Truck	145	346	313	761	313	761		
	Total	510	1,290	832	2,659	832	2,659		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		-	-	-	-	0.42	3.21	0.42	3.21
Improvement (km)		17.87	169.40	1.82	34.27	22.63	426.26	42.32	629.93
New Construction (km)		-	-	-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-	-	-
Bridge Construction (m)		-	-	-	-	80.60	27.10	80.60	27.10
Disaster Prevention (m)		-	-	-	-	150.00	3.68	150.00	3.68
Total			169.40		34.27		460.25		663.92
Project Cost: (MP)									
Right-of-Way			-		-		-		-
Construction			169.40		34.27		460.26		663.93
Engineering			16.90		4.80		64.44		86.13
Total			186.30		39.07		524.70		750.06
Implementation Schedule	from	Jan. 2000		Jan. 2008		Jan. 2008			
	to	June 2001		Dec. 2008		Dec. 2009			
Economic Return (IRR%)		21.29		39.36		34.53			

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

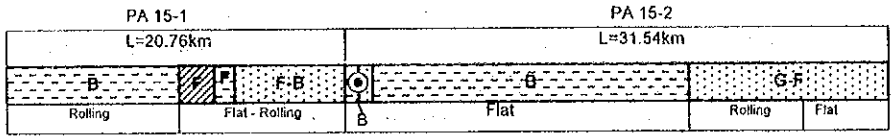


PROJECT PROFILE

Project Number: **PA 15** Classification : Strategic Road (B)

Road Name	Tapaz - Cuartero - Pontevedra Road	Province: Capiz

Existing Road Condition

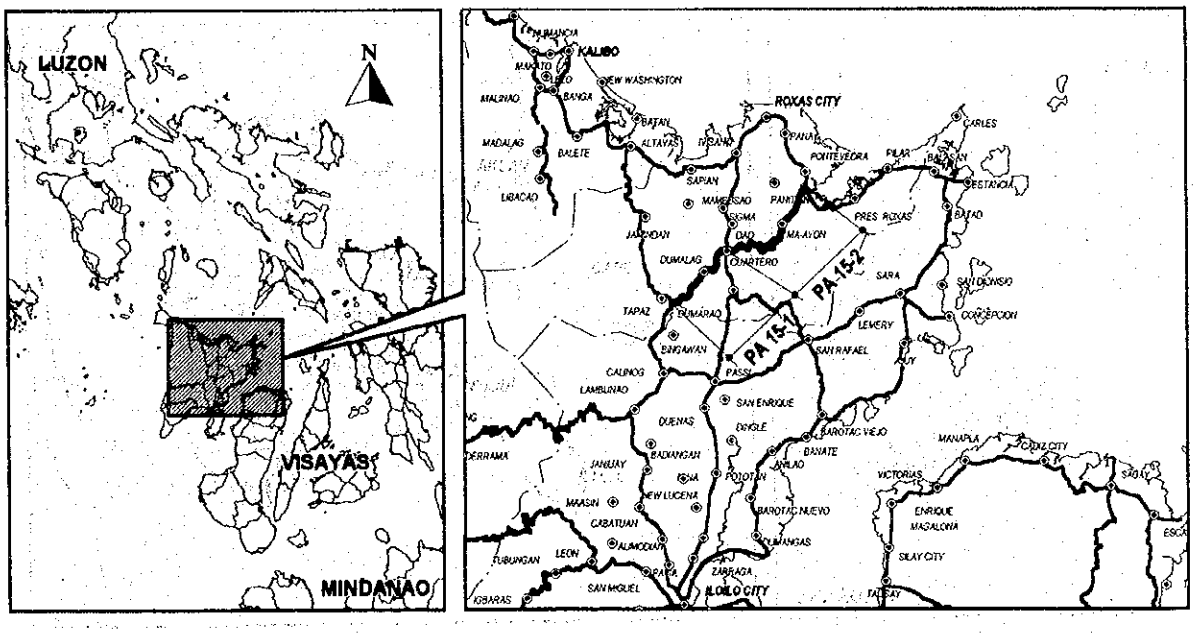


PCC G: Good
AC F: Fair
Gravel B: Bad
Earth V: V. Bad
Impassable/not existing
Underconstruction

Objective:
- Strengthen existing road link by upgrading the road surface.
- Reduce travel cost along the road.
- Interconnect with central axis road of the island.

Segment		PA 15-1		PA 15-2		Total	
Location	from	Jct. Tapaz		Cuartero			
	to	Cuartero		Bailan			
Length	(km)	20.76		31.54		52.30	
Traffic Volume	Year	1997	2016	1997	2016		
	Car	216	1,066	116	700		
	Jeepney	156	566	86	320		
	Bus	39	108	15	57		
	Truck	197	410	98	284		
	Total	608	2,150	315	1,361		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		5.51	38.73	0.37	2.72	5.88	41.45
Improvement (km)		14.42	251.29	18.99	346.58	33.41	597.87
New Construction (km)		-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-
Bridge Construction (m)		60.50	21.17	30.00	10.50	90.50	31.67
Disaster Prevention (m)		660.00	20.40	-	-	660.00	20.40
Total			331.59		359.80		691.39
Project Cost: (MP)							
Right-of-Way			-		-		-
Construction			331.59		359.80		691.39
Engineering			46.42		50.37		96.79
Total			378.01		410.17		788.18
Implementation Schedule	from	Jan. 2010		Jan. 2010			
	to	Dec. 2012		Dec. 2012			
Economic Return (IRR%)		31.06		29.62			

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

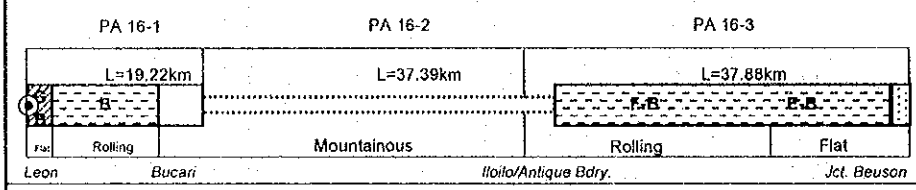


PROJECT PROFILE

Project Number: **PA 16** Classification : Strategic Road (B)

Road Name	Leon - Sibalom Cross Mountain Road	Province: Iloilo, Antique

Existing Road Condition

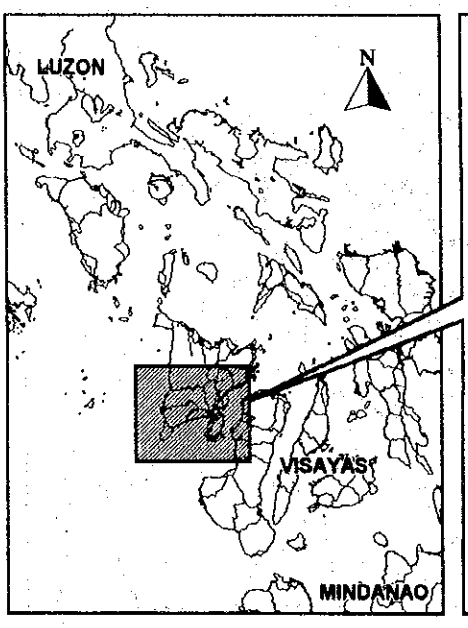


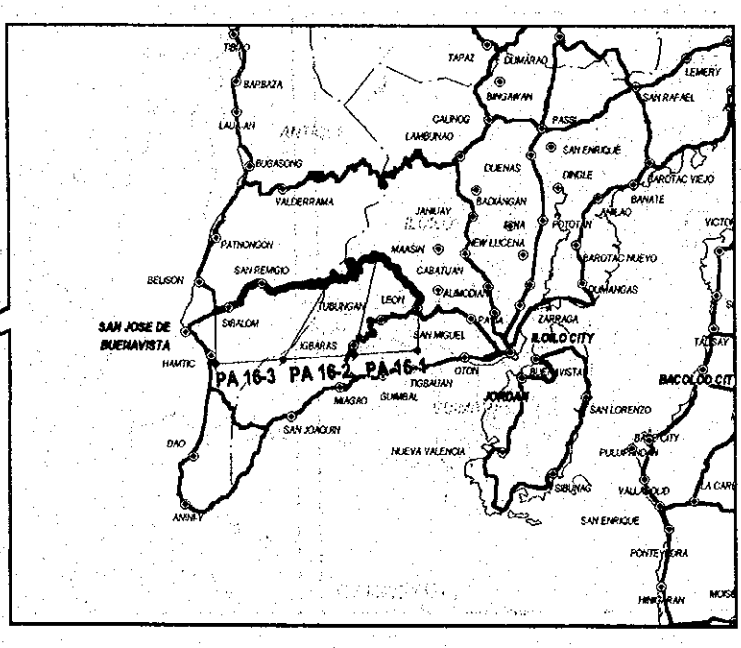
: PCC G: Good
: AC F: Fair
: Gravel B: Bad
Earth V: V. Bad
: Impassable/not existing
: Underconstruction

Objective:
- Provide new link connecting province of Iloilo and Antique through Mt. Inaman.
- Strengthen east-west economic linkage between two provinces.
- Provide direct access to San Jose de Buenavista in Antique from Iloilo City.

Segment		PA 16-1		PA 16-2		PA 16-3		Total	
Location	from	Leon		Bucari		Boundary Iloilo-Antique			
	to	Bucari		Boundary Iloilo-Antique		Jct. Beuson			
Length	(km)	19.22		37.39		37.88		94.49	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016		
	Car	-	281	-	281	86	324		
	Jeepney	-	3	-	3	113	265		
	Bus	-	-	-	-	3	6		
	Truck	-	24	-	24	34	116		
	Total	0	308	0	308	236	711		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		1.40	10.45	-	-	1.68	12.97	3.08	23.42
Improvement (km)		16.42	271.02	-	-	30.14	512.23	46.56	783.25
New Construction (km)		-	-	37.39	953.07	-	-	37.39	953.07
Widening (km)		-	-	-	-	2.33	53.10	2.33	53.10
Bridge Construction (m)		141.00	28.35	100.04	35.01	89.00	31.15	330.04	94.51
Disaster Prevention (m)		2,000.00	93.25	-	-	-	-	2,000.00	93.25
Total			403.07		988.08		609.45		2,000.60
Project Cost: (MP)									
Right-of-Way			-		22.43		2.10		24.53
Construction			403.07		988.09		609.45		2,000.61
Engineering			56.43		138.33		85.32		280.08
Total			459.50		1,148.85		696.87		2,305.22
Implementation Schedule	from	To be assessed in later year		To be assessed in later year		To be assessed in later year			
	to								
Economic Return (IRR%)		-		-		-			

Environmental Impact: **(MEDIUM)** : Segment 2 of the project road is now construction section. Negative impact on natural and social environment is expected.





PROJECT PROFILE

Project Number : PA 17 | Classification : Strategic Road (B)

Road Name	Tiolas - Dao - Asulóman Road	Province: Iloilo, Antique

Existing Road Condition

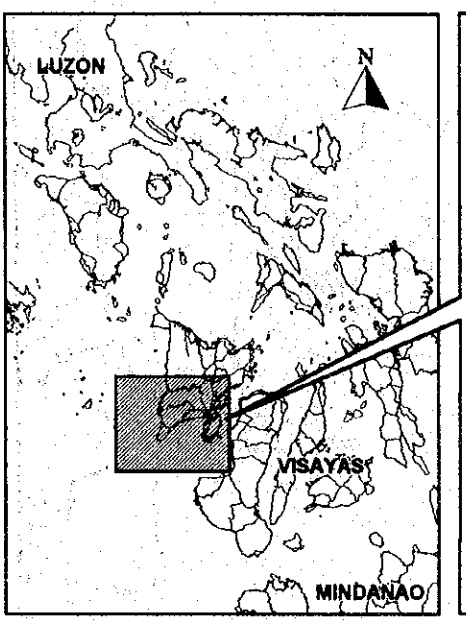
PA 17-1	PA 17-2	
L=14.74 km	L = 41.89 km	
G R G	G R G	G
Rolling	Flat-Rolling	Flat
Tiolas	*Inogbohan*	*Villavert-Jimenez*

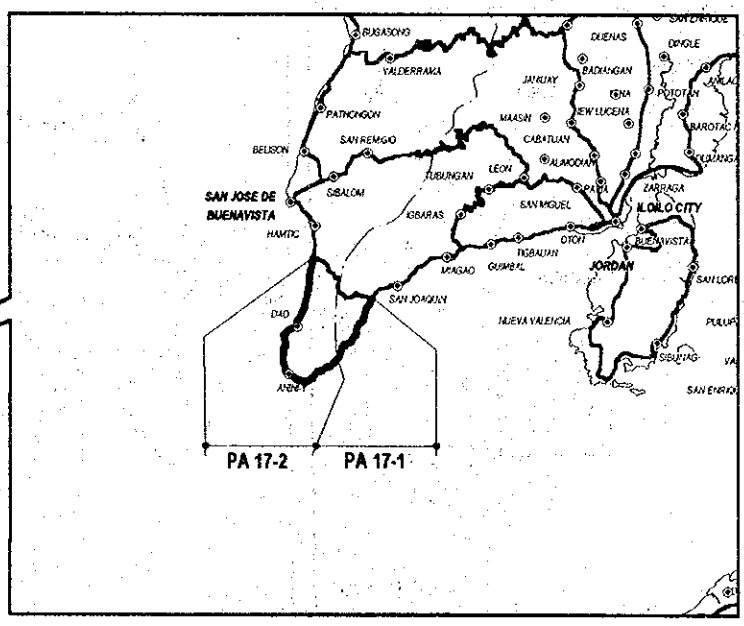
PCC G: Good; AC F: Fair; Gravel B: Bad; Earth V.V: Bad; Impassable/not existing; Underconstruction

Objective:
- Strengthen Umalantin Peninsula road link
- Strengthen economic linkage among Unalantin Peninsula
- Promote provincial development in agriculture and tourism

Segment		PA 17-1		PA 17-2		Total	
Location	from	Tiolas		Inogbohan			
	to	Inogbohan		Villavert - Jimenez			
Length	(km)	14.74		41.89		56.63	
Traffic Volume	Year	1997	2016	1997	2016		
	Car	6	34	125	617		
	Jeepney	4	14	210	471		
	Bus	0	15	35	60		
	Truck	4	10	90	327		
	Total	14	73	460	1,475		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		-	-	1.68	12.74	1.68	12.74
Improvement (km)		11.85	208.22	34.01	541.73	45.86	749.95
New Construction (km)		-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-
Bridge Construction (m)		180.00	57.75	575.80	187.24	755.80	244.99
Disaster Prevention (m)		100.00	2.45	100.00	9.50	200.00	11.95
Total			268.42		751.21		1,019.63
Project Cost: (MP)							
Right-of-Way			-		-		-
Construction			268.42		751.21		1,019.63
Engineering			37.58		105.17		142.75
Total			306.00		856.38		1,162.38
Implementation Schedule	from	Jan. 2015		Jan. 2014			
	to	Dec. 2016		Dec. 2016			
Economic Return (IRR%)		3.89		15.91			

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



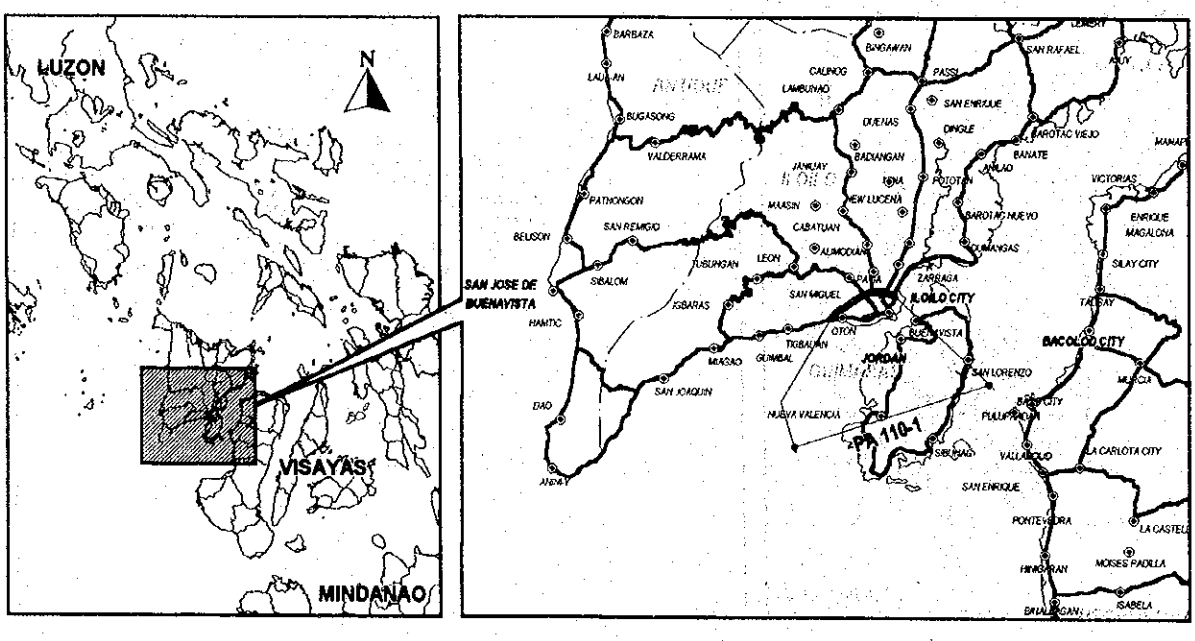


PROJECT PROFILE

Project Number : **PA 110**

Classification : Bypass

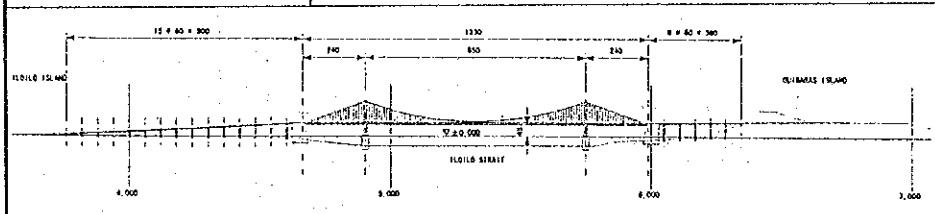
Road Name		Ilo - Ilo Circumferential Road		Province: Iloilo
Existing Road Condition				PCC G. Good AC F. Fair Gravel B. Bad Earth V. V. Bad Impassable/not existing Underconstruction
PA 110-1 L = 15.16 km Flat *Jct. Panay East Coast Road* — *Jct. Tigbauan*				
Objective:	• Provide new circumferential road link around Iloilo City to reinforce city road network • Provide faster access to outskirts of Iloilo City • Decongest roads in Iloilo City			
Segment		PA 110-1		
Location	from	Jct. Panay East Coast Road		
	to	Jct. Tigbauan		
Length	(km)	15.16		
Traffic Volume	Year	1997	2016	
	Car	-	3,212	
	Jeepney	-	3,019	
	Bus	-	59	
	Truck	-	688	
	Total	0	6,978	
Work Item/Cost (MP)		Length	Cost	
Rehabilitation (km)		-	-	
Improvement (km)		-	-	
New Construction (km)		15.16	658.70	
Widening (km)		-	-	
Bridge Construction (m)		162.00	129.60	
Disaster Prevention (m)		-	-	
Total			788.30	
Project Cost: (MP)				
Right-of-Way		121.28		
Construction		788.30		
Engineering		134.01		
Total		1,043.59		
Implementation Schedule	from	Jan. 2010		
	to	Dec. 2012		
Economic Return (IRR%)		41.20		
Environmental Impact:		**(HIGH)** : The project is to construct new circumferential road around Iloilo City. Right-of-Way acquisition and relocation of residents are needed. Detailed alignment study is needed to evaluate precise environmental impact.		



PROJECT PROFILE

Project Number : **IL 2-1** Classification : North-South Backbone

Road Name	Guimaras Bridge	Province: Panay, Guimaras

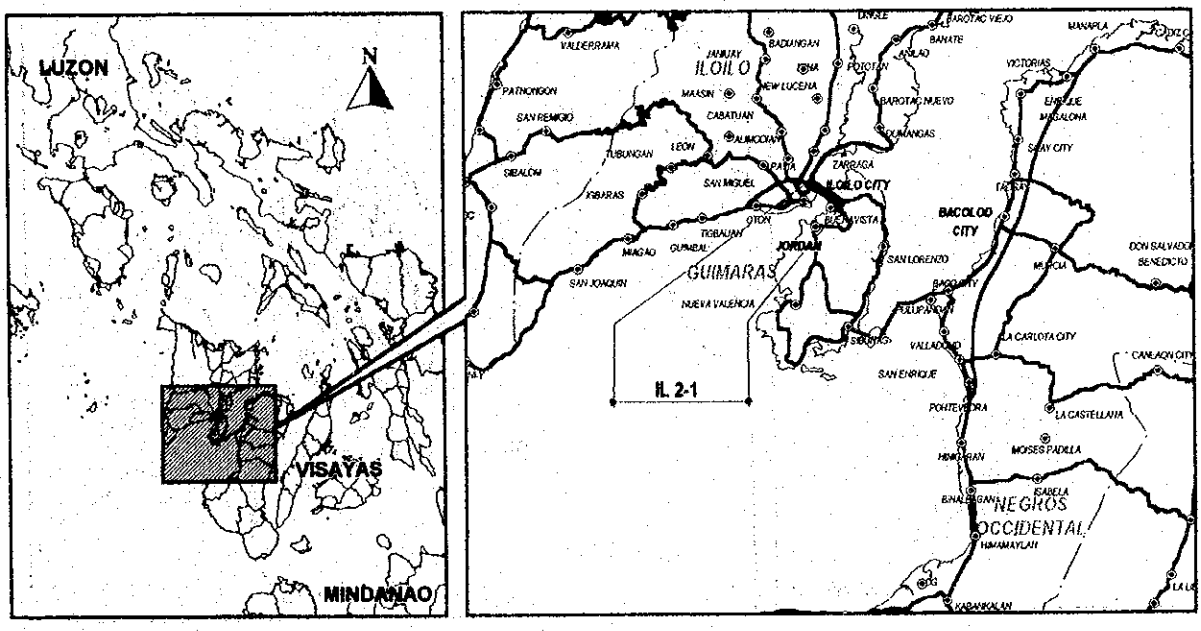


PCC G Good
AC F Fair
Gravel B Bad
Earth V. V. Bad
Impassable/not existing
Underconstruction

Objective:
- Establish new land transport link between Panay and Guimaras Islands
- Strengthen economic linkage between two islands
- Reduce travel time and cost between two islands

Segment		IL 2-1	
Location	from	Jct. Panay East Coast Road	
	to	Jct. Buenavista	
Length	(km)	7.20	
Traffic Volume	Year	1997	2016
	Car	-	6,072
	Jeepney	-	206
	Bus	-	429
	Truck	-	3,417
	Total	-	10,124
Work Item/Cost (MP)		Length	Cost
Rehabilitation (km)		-	-
Improvement (km)		-	-
New Construction (km)		-	-
Widening (km)		-	-
Bridge Construction (m)		Approach Viaduct 1,260 m Suspension Bridge 1,330 m	11,953.00
Total			11,953.00
Project Cost: (MP)			
Right-of-Way			-
Construction			11,953.00
Engineering			2,220.00
Total			14,173.00
Implementation Schedule	from	Jan. 2006	
	to	Dec. 2013	
Economic Return (IRR%)			

Environmental Impact: **(MEDIUM)** : The project is to construct new trans-island bridge over Iloilo stait. Negative impact on sea ecology may be expected. In-depth environmental impact study is needed.

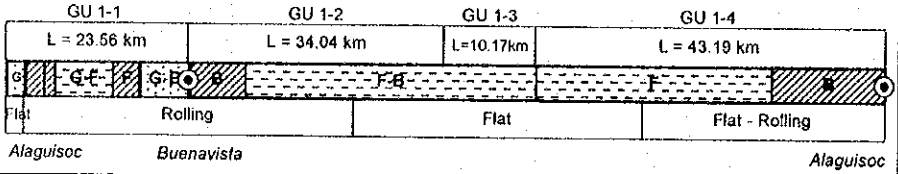


PROJECT PROFILE

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

Road Name	Guimaras Circumferential Road	Province: Guimaras

Existing Road Condition

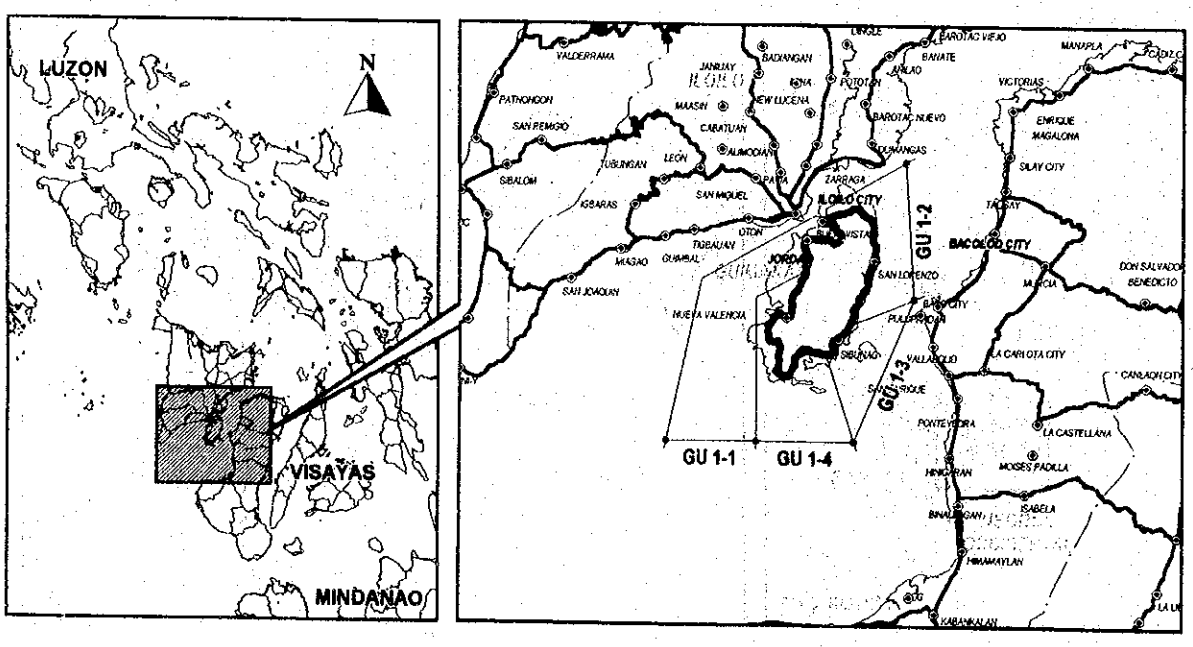


: PCC G: Good
: AC F: Fair
: Gravel B: Bad
: Earth V: V. Bad
: Impassable/not existing
: Underconstruction

Objective:
- Strengthen existing circumferential road by upgrading road surface.
- Strengthen economic linkage among municipalities in the Guimaras Island.
- Promote provincial development in overall.

Segment		GU 1-1		GU 1-2		GU 1-3		GU 1-4		Total	
Location	from	Alaguisoc		Buenavista		Bubog		Alegrio			
	to	Buenavista		Bubog		Alegrio		Alaguisoc			
Length	(km)	23.56		34.04		10.17		43.19		110.96	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016	1997	2016		
	Car	240	958	27	146	38	222	230	853		
	Jeepney	338	650	41	97	53	148	335	572		
	Bus	0	0	0	0	0	0	0	0		
	Truck	115	320	12	44	17	75	105	272		
	Total	693	1,928	80	287	108	445	670	1,697		
Work Item/Cost MP		Length	Cost	Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		14.09	114.64	5.78	50.62	-	-	12.50	109.39	32.37	274.65
Improvement (km)		4.20	66.33	24.96	371.54	9.42	147.94	26.83	434.15	65.41	1,019.96
New Construction (km)		-	-	-	-	-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-	-	-	-	-
Bridge Construction (m)		-	-	126.80	44.38	57.00	19.95	-	-	183.80	64.33
Disaster Prevention (m)		-	-	650.00	15.92	-	-	500.00	12.25	1,150.00	28.17
Total			180.97		482.46		167.89		555.79		1,387.11
Project Cost: (MP)											
Right-of-Way			-		-		-		-		-
Construction			180.97		482.46		167.89		555.79		1,387.11
Engineering			25.34		67.54		23.50		77.81		194.19
Total			206.31		550.00		191.39		633.60		1,581.30
Implementation Schedule	from	Jan. 2007		Jan. 2011		Jan. 2011		Jan. 2011			
	to	Dec. 2008		Dec. 2012		Dec. 2011		Dec. 2013			
Economic Return (IRR %)		30.74		3.94		5.44		13.58			

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



PROJECT PROFILE

Project Number : GU 2 Classification : North-South Backbone

Road Name	Guimaras Cross Island Road	Province: Guimaras

Existing Road Condition

GU 2-1

L = 15.59 km

V | D | V | D

Rolling

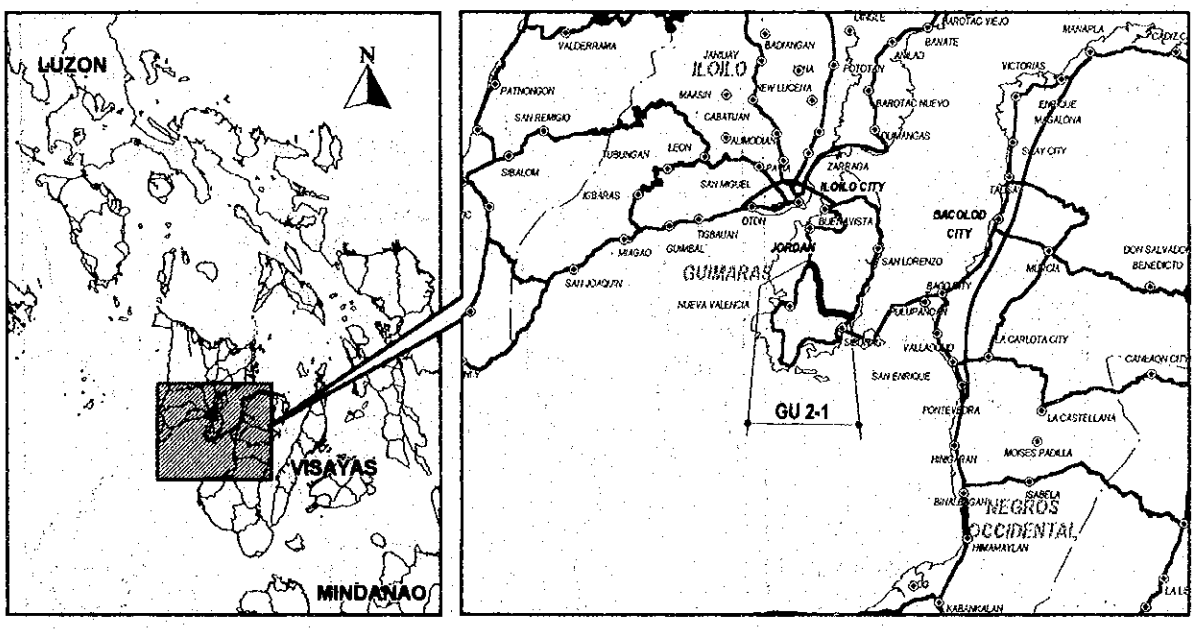
San Miguel — Brgy. Sebaste

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

Objective:
- Provide east-west linkage of the island
- Consist part of Iloilo-Guimaras-Negros interisland link

Segment		GU 2-1	
Location	from	San Miguel	
	to	Brgy. Sebaste	
Length	(km)	15.59	
Traffic Volume	Year	1997	2016
	Car	39	320
	Jeepney	51	214
	Bus	-	-
	Truck	18	106
	Total	108	640
Work Item/Cost (MP)		Length	Cost
	Rehabilitation (km)	-	-
	Improvement (km)	15.58	291.28
	New Construction (km)	-	-
	Widening (km)	-	-
	Bridge Construction (m)	-	-
	Disaster Prevention (m)	-	-
	Total		291.28
Project Cost: (MP)			
	Right-of-Way		-
	Construction		291.28
	Engineering		40.78
	Total		332.06
Implementation Schedule	from		July 2001
	to		June 2003
Economic Return (IRR%)			14.20

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

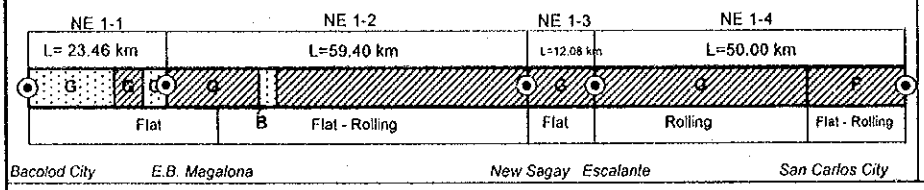


PROJECT PROFILE

Project Number: NE 1 Classification : North- South Backbone

Road Name	Bacolod - San Carlos Coastal Road	Province: Negros Occidental

Existing Road Condition

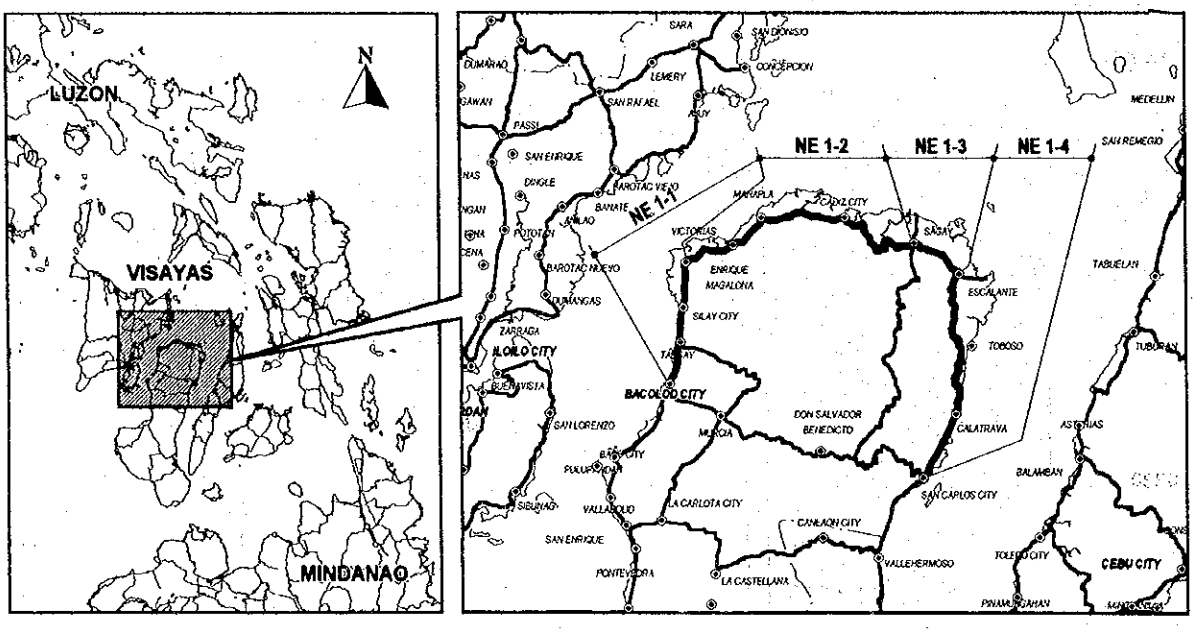


Objective:
- Augment traffic capacity by widening the road.
- Provide faster transport facility to from/Bacolod City along coastal area of western Negros

Segment		NE 1-1		NE 1-2		NE 1-3		NE 1-4		Total	
Location	from	Bacolod City		E.B. Magalona		New Sagay		Escalante			
	to	E.B Magalona		New Sagay		Escalante		San Carlos City			
Length	(km)	23.46		59.40		12.08		50.00		144.94	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016	1997	2016		
	Car	5,150	10,130	890	2,698	1,790	4,779	870	3,125		
	Jeepney	2,240	4,020	560	759	725	1,598	365	772		
	Bus	261	349	255	351	250	384	275	507		
	Truck	551	1,194	915	2,021	1,085	3,065	695	1,760		
	Total	8,202	15,693	2,620	5,829	3,850	9,826	2,205	6,164		
Work Item/Cost MP		Length	Cost	Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		-	-	1.58	9.90	-	-	30.39	185.00	31.97	194.90
Improvement (km)		-	-	-	-	-	-	-	-	-	-
New Construction (km)		-	-	-	-	-	-	-	-	-	-
Widening (km)		6.93	108.66	58.01	1,043.16	12.08	189.38	-	-	77.02	1,341.20
Bridge Construction (m)		395.70	138.49	925.40	299.01	30.00	10.50	97.60	14.64	1,448.70	462.64
Disaster Prevention (m)		-	-	-	-	-	-	390.00	9.55	390.00	9.55
Project Total			247.15		1,352.07		199.88		209.19		2,008.29
Project Cost: (MP)											
Right-of-Way			9.30		5.70		6.00		-		21.00
Construction			247.16		1,352.07		199.88		209.20		2,008.31
Engineering			34.60		189.29		27.98		29.29		281.16
Total			291.06		1,547.06		233.86		238.49		2,310.47
Implementation Schedule	from	Jan. 2004		Jan.2004(Jan.2008)		Jan. 2008		Jan. 2006			
	to	Dec. 2005		Dec.2004(Dec.2011)		Dec. 2009		Dec. 2007			
Economic Return (IRR %)		162.89		69.82 (19.77)		(50.05)		44.69			

Environmental Impact: **(MEDIUM)** : The project is to widen existing road to four lanes. Right-of-way acquisition and relocation of residents are required.

( ) : Widening Project.

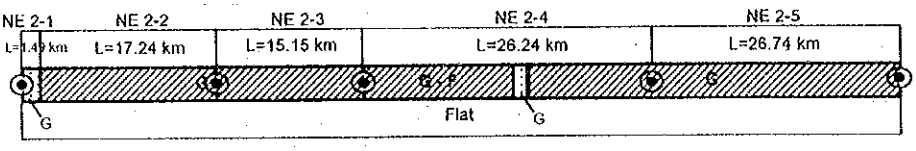


PROJECT PROFILE

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

Road Name	Bacolod - Kabankalan Road	Province: Negros Occidental

Existing Road Condition



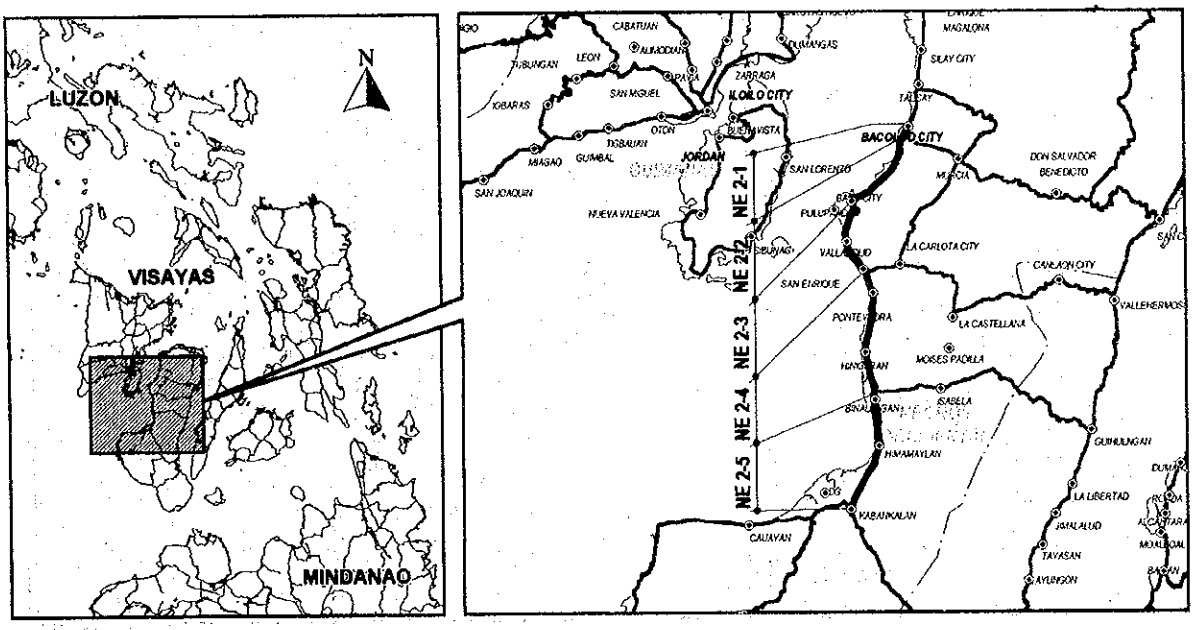
: PCC G: Gravel
: AC F: Fair
: Gravel B: Bad
: Earth V: V. Bad
: Impassable/not existing
: Underconstruction

Objective:
- Augment traffic capacity by widening the road
- Provide faster transport facility to/from Bacolod City along coastal area of western Negros

Segment		NE 2-1		NE 2-2		NE 2-3		NE 2-4		NE 2-5		Total	
Location	from	Bacolod City		Sanga		Bago City		San Enrique		Binalbagan			
	to	Sanga		Bago City		San Enrique		Binalbagan		Kabankalan			
Length	(km)	1.49		17.42		15.15		26.24		26.74		87.04	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016	1997	2016	1997	2016		
	Car	3,599	10,313	3,321	8,876	2,295	7,244	1,433	4,855	1,051	3,574		
	Jeepney	2,154	3,637	1,985	2,961	1,430	2,121	793	1,250	632	1,110		
	Bus	744	1,248	721	1,127	690	1,121	425	870	318	642		
	Truck	2,442	6,102	2,217	5,150	2,050	5,361	1,122	2,922	757	1,977		
	Total	8,939	21,300	8,244	18,114	6,465	15,847	3,773	9,897	2,758	7,303		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		-	-	-	-	-	-	6.73	40.88	-	-	6.73	40.88
Improvement (km)		-	-	-	-	-	-	-	-	-	-	-	-
New Construction (km)		-	-	-	-	-	-	-	-	-	-	-	-
Widening (km)		-	-	13.96	218.88	15.15	237.52	26.24	415.63	26.73	419.13	82.08	1,291.16
Bridge Construction (m)		-	-	162.40	56.84	220.00	77.00	638.40	223.44	619.80	190.68	1,640.60	547.96
Disaster Prevention (m)		-	-	-	-	-	-	-	-	-	-	-	-
Total			-		275.72		314.52		679.95		609.81		1,880.00
Project Cost: (MP)													
Right-of-Way			-		8.50		7.50		13.00		13.00		42.00
Construction			-		275.72		314.52		679.95		609.81		1,880.00
Engineering			-		38.60		44.03		95.19		85.37		263.19
Total			-		322.82		366.05		788.14		708.18		2,185.19
Implementation Schedule	from	No work		July 2008		Jan. 2003		Jan. 2003 (Dec. 2003)		Jan. 2013 (Jan. 2013)			
	to			Dec. 2004		Dec. 2004		Jan. 2003 (Dec. 2006)		Dec. 2013 (Dec. 2015)			
Economic Return (IRR%)		-		(129.12)		(86.05)		157.86 (21.95)		100.58 (15.74)			

Environmental Impact: **(MEDIUM)** : The project is to widen the road to four lanes. Right-of-way acquisition and relocation of residents are required.

( ) : Widening Project



PROJECT PROFILE

Project Number : **NE 3** Classification : North-South Backbone

Road Name	Kabankalan - Bais Road	Province: Negros Occidental/Oriental

Existing Road Condition

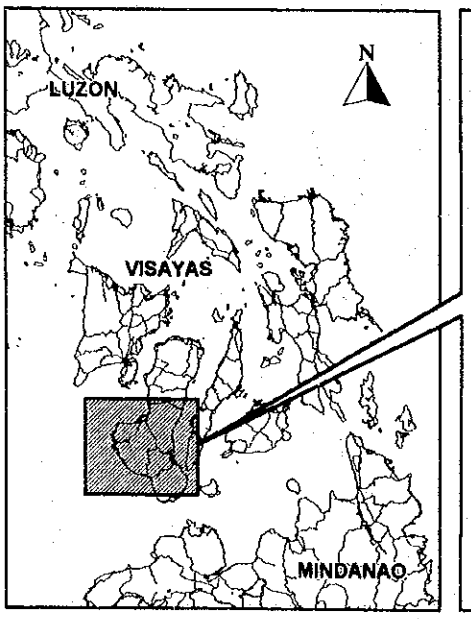
NE 3-1	NE 3-2	NE 3-3
L = 25.34 km	L = 22.97 km	L = 33.36 km
G	G	F B
Flat-Rolling	Rolling / Flat	Rolling-Mountainous / Flat
Kabankalan	*Negros Occ./Orl. Bdry.* / *Jct. Mabinay*	*Bais City*

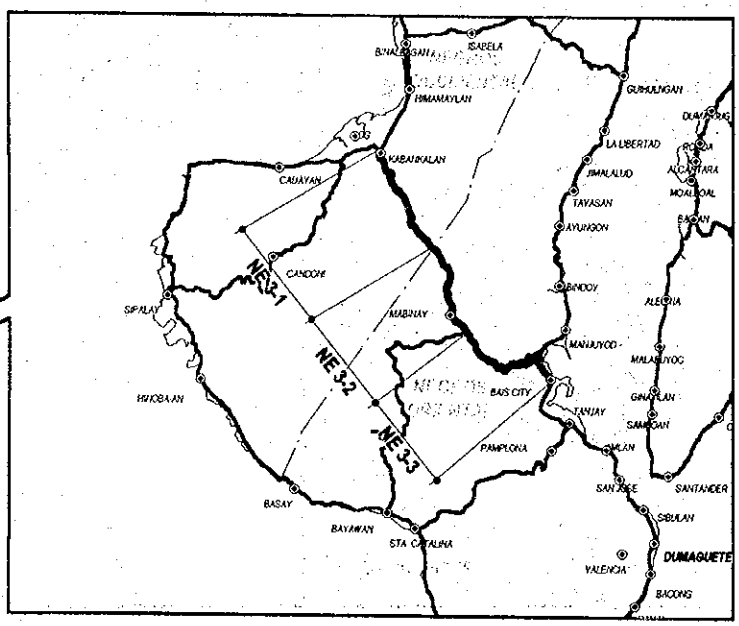
PCC G: Good; AC F: Fair; Gravel B: Bad; Earth V: V. Bad; Impassable/not existing; Underconstruction

Objective:
- Provide direct linkage between east and west Negros crossing central part of the island
- Strengthen economic linkage between provinces of Negros Oriental and Occidental

Segment		NE 3-1		NE 3-2		NE 3-3		Total	
Location	from	Kabankalan		Boundary Negros Occidental-Oriental		Jct. Mabinay			
	to	Boundary Negros Occidental-Oriental		Jct. Mabinay		Bais City			
Length	(km)	25.34		22.97		33.36		81.67	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016		
	Car	158	588	158	588	276	1,017		
	Jeepney	70	193	70	193	90	247		
	Bus	41	69	41	69	67	139		
	Truck	150	320	150	320	391	922		
	Total	419	1,170	419	1,170	824	2,325		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		-	-	-	-	6.04	43.90	6.04	43.90
Improvement (km)		-	-	-	-	-	-	-	-
New Construction (km)		-	-	-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-	-	-
Bridge Construction (m)		-	-	-	-	-	-	-	-
Disaster Prevention (m)		-	-	-	-	-	-	-	-
Total			-		-		43.90		43.90
Project Cost: (MP)									
Right-of-Way			-		-		-		-
Construction			-		-		43.90		43.90
Engineering			-		-		6.15		6.15
Total			-		-		50.05		50.05
Implementation Schedule	from	No work		No work		Jan. 2005			
	to					Dec. 2005			
Economic Return (IRR%)		-		-		106.62			

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



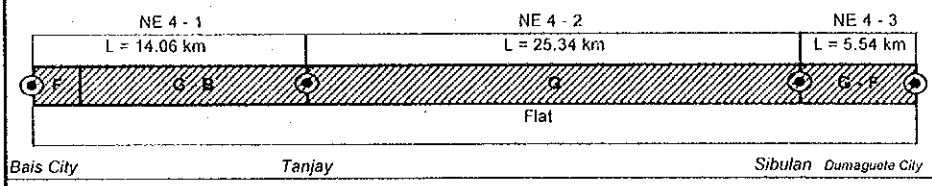


PROJECT PROFILE

Project Number : **NE 4** Classification : North-South Backbone

Road Name	Bais - Dumaguete Road	Province: Negros Oriental

Existing Road Condition



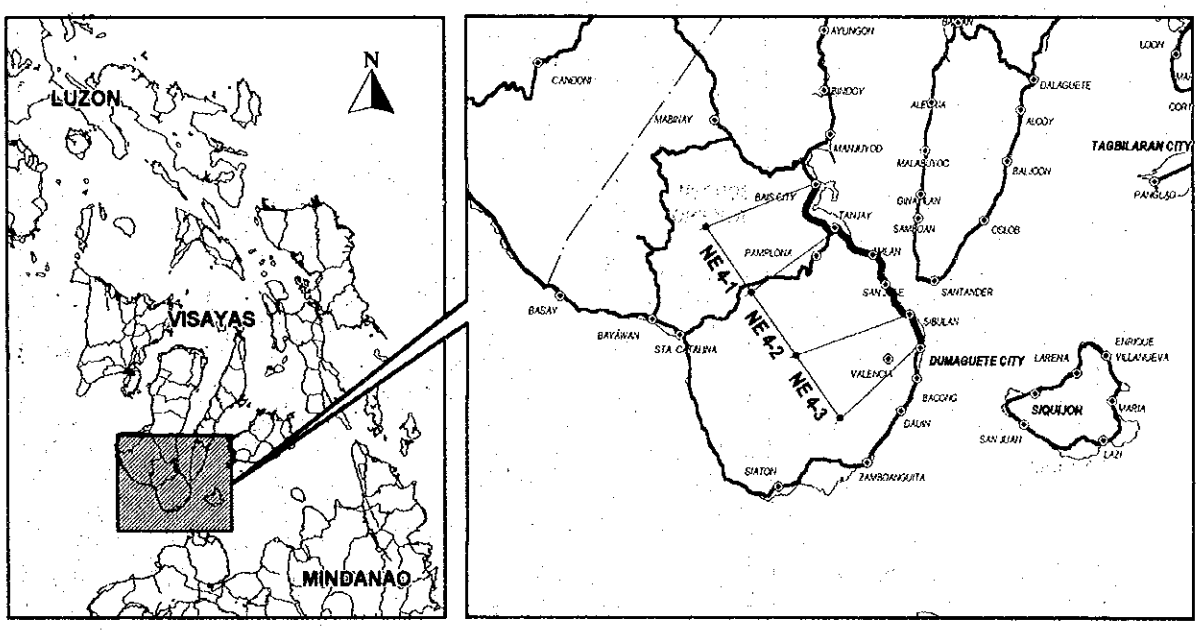
PCC G Good
AC F Fair
Gravel B Bad
Earth V V Bad
Impassable/not existing
Underconstruction

Objective:
- Augment traffic capacity by widening the road
- Provide faster transport facility between Bais City and Dumaguete City

Segment		NE 4 - 1		NE 4 - 2		NE 4 - 3		Total	
Location	from	Bais City		Tanjay		Sibulan			
	to	Tanjay		Sibulan		Dumaguete City			
Length	(km)	14.06		25.34		5.54		44.94	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016		
	Car	1,170	3,757	946	4,358	1,198	5,229		
	Jeepney	235	556	303	592	588	1,126		
	Bus	325	656	360	871	366	861		
	Truck	367	585	309	818	674	1,743		
	Total	2,097	5,554	1,918	6,639	2,826	8,959		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		9.70	65.15	1.04	7.91	2.38	14.14	13.12	87.20
Improvement (km)		-	-	-	-	-	-	-	-
New Construction (km)		-	-	-	-	-	-	-	-
Widening (km)		14.06	223.92	25.35	397.46	5.55	86.95	44.96	708.33
Bridge Construction (m)		91.70	32.09	373.00	130.55	21.50	7.53	486.20	170.17
Disaster Prevention (m)		-	-	-	-	-	-	-	-
Total			321.16		535.92		108.62		965.70
Project Cost: (MP)									
Right-of-Way			6.50		13.00		5.00		24.50
Construction			321.17		535.92		108.61		965.70
Engineering			44.96		75.03		15.20		135.19
Total			372.63		623.95		128.81		1,125.39
Implementation Schedule	from	Jan. 2008 (Jan. 2013)		Jan. 2008 (Jan. 2013)		Jan. 2008 (Jan. 2013)			
	to	Dec. 2008 (Dec. 2014)		Dec. 2008 (Dec. 2015)		Dec. 2008 (Dec. 2013)			
Economic Return (IRR%)		145.02 (20.02)		235.20 (28.09)		190.86 (69.68)			

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

( ) : Widening Project

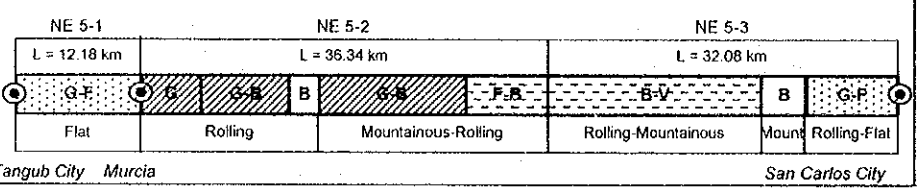


PROJECT PROFILE

Project Number : **NE 5** Classification : East-West Lateral

Road Name	Bacolod - D.S. Benedicto - San Carlos Road	Province: Negros Occidental

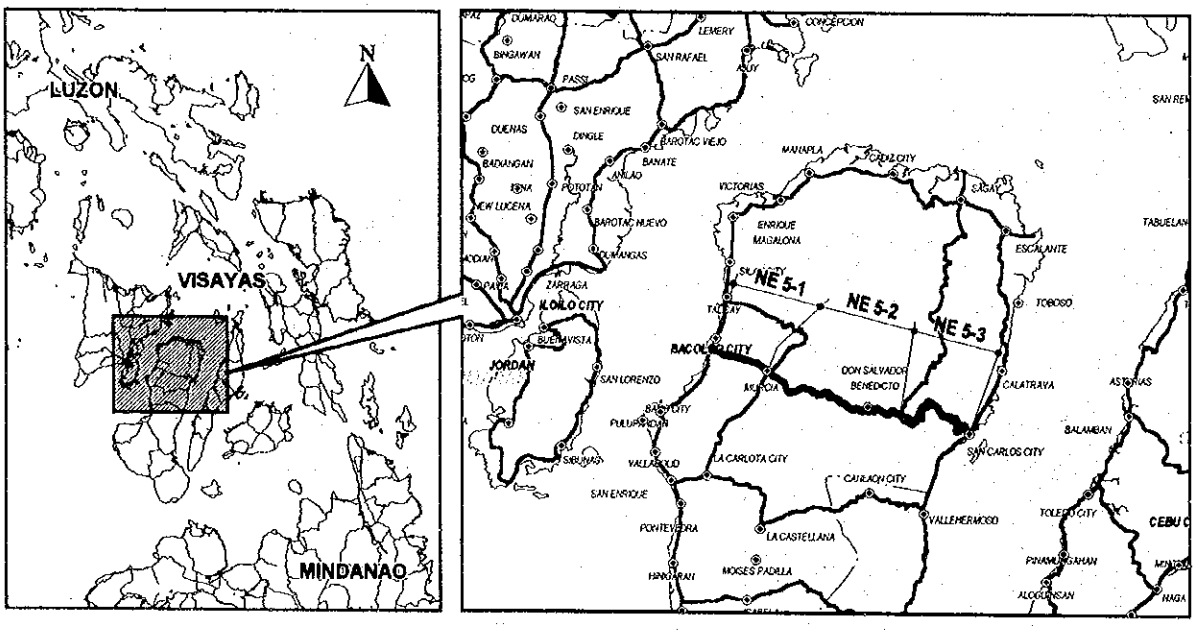
Existing Road Condition



Objective:
- Provide direct linkage between east and west Negros crossing central part of the island
- Strengthen economic linkage between provinces of Negros Oriental and Occidental

Segment		NE 5-1		NE 5-2		NE 5-3		Total	
Location	from	Tangub City		Murcia		Jct. San Carlos City			
	to	Murcia		Jct. San Carlos City		San Carlos City			
Length	(km)	12.18		36.34		32.08		80.60	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016		
	Car	75	3,954	55	473	240	1,103		
	Jeepney	95	1,116	80	217	75	227		
	Bus	-	167	-	11	-	12		
	Truck	210	840	260	600	280	587		
	Total	380	6,077	395	1,301	595	1,929		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		2.67	19.46	0.30	2.82	0.40	2.36	3.37	24.64
Improvement (km)		-	-	16.78	269.08	27.92	462.80	44.70	731.88
New Construction (km)		-	-	-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-	-	-
Bridge Construction (m)		6.00	1.80	133.40	30.33	40.00	14.00	179.40	46.13
Disaster Prevention (m)		-	-	-	-	140.00	13.30	140.00	13.30
Total			21.26		302.23		492.46		815.95
Project Cost: (MP)									
Right-of-Way			-		-		-		-
Construction			21.26		302.23		492.45		815.94
Engineering			2.98		42.31		68.94		114.23
Total			24.24		344.54		561.39		930.17
Implementation Schedule	from	Jan. 2013		Jan. 2003		Jan. 2004			
	to	Dec. 2013		Dec. 2004		Dec. 2005			
Economic Return (IRR%)		106.42		33.51		34.79			

Environmental Impact: **(MEDIUM)** : The project is to rehabilitate existing AC/PCC pavement and improve existing gravel road. The road passes through Mt. Canlaon National Park.

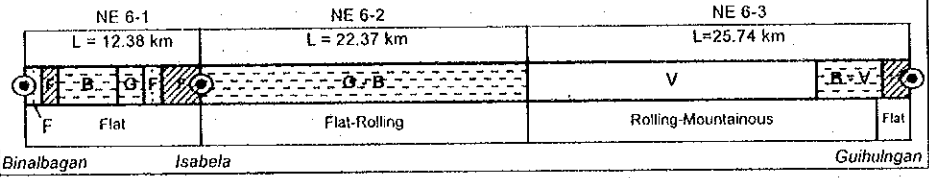


PROJECT PROFILE

Project Number : **NE 6** Classification : East-West Lateral

Road Name	Hinlgaran - Guihulngan Road	Province: Negros Occidental/Oriental

Existing Road Condition

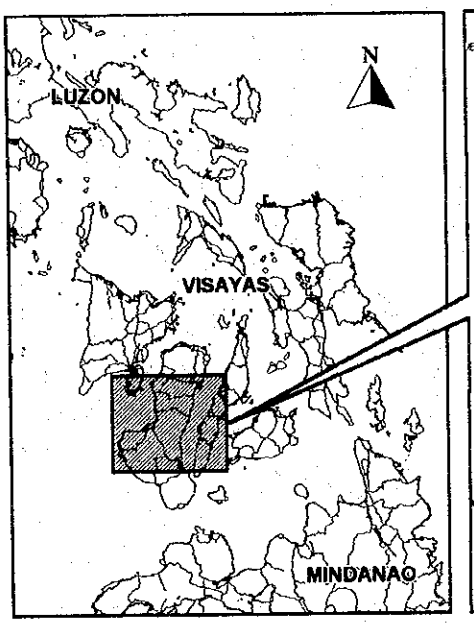


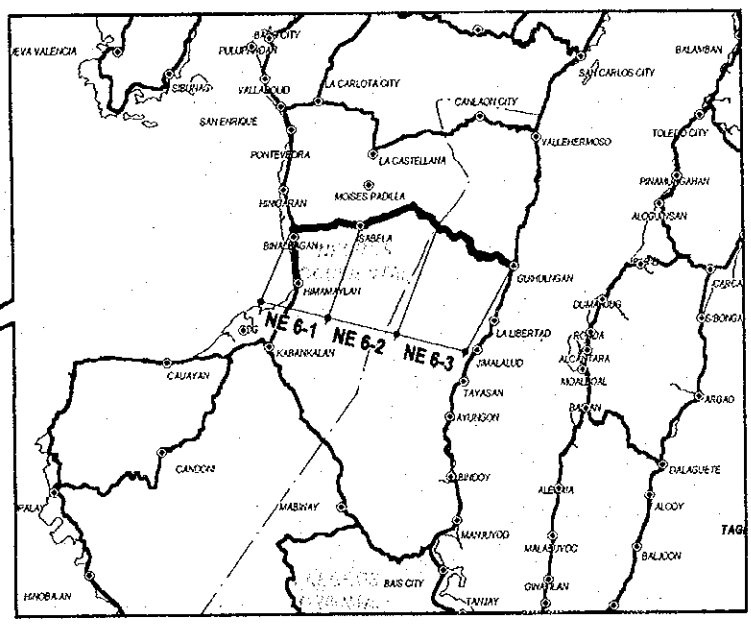
PCC G Good
AC F Fair
Gravel B Bad
Earth V. V. Bad
Impassable/not existing
Underconstruction

Objective:
- Provide direct linkage between east and west Negros crossing central part of the island
- Strengthen economic linkage between provinces of Negros Oriental and Occidental

Segment		NE 6-1		NE 6-2		NE 6-3		Total	
Location	from	Binalbagan		Isabela		Boundary Negros Occidental-Oriental			
	to	Isabela		Boundary Negros Occidental-Oriental		Guihulngan			
Length	(km)	12.38		22.37		25.74		60.49	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016		
	Car	171	920	-	366	-	366		
	Jeepney	134	438	-	88	-	88		
	Bus	20	58	-	68	-	68		
	Truck	225	726	-	289	-	289		
	Total	550	2,142	0	811	0	811		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		6.39	45.23	-	-	1.29	7.99	7.68	53.22
Improvement (km)		4.11	54.12	21.78	317.31	24.26	450.13	50.15	821.56
New Construction (km)		-	-	-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-	-	-
Bridge Construction (m)		-	-	140.00	49.00	-	-	140.00	49.00
Disaster Prevention (m)		-	-	-	-	680.00	64.60	680.00	64.60
Total			99.35		366.31		522.72		988.38
Project Cost: (MP)									
Right-of-Way			-		-		-		-
Construction			99.34		366.31		522.72		988.37
Engineering			13.91		51.28		73.18		138.37
Total			113.25		417.59		595.90		1126.74
Implementation Schedule	from	July 2006		July 2006		July 2006			
	to	June 2007		June 2008		June 2009			
Economic Return (IRR%)		58.89		14.61		27.90			

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



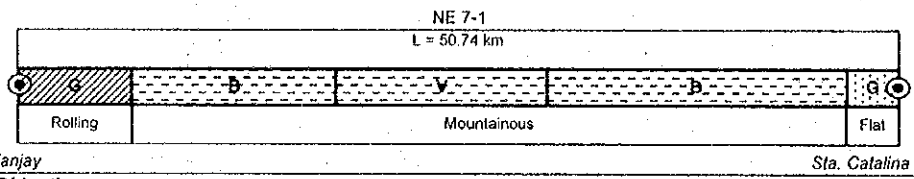


PROJECT PROFILE

Project Number : **NE 7** Classification : East-West Lateral

Road Name	Tanjay - Sta. Catalina Road	Province: Negros Oriental

Existing Road Condition

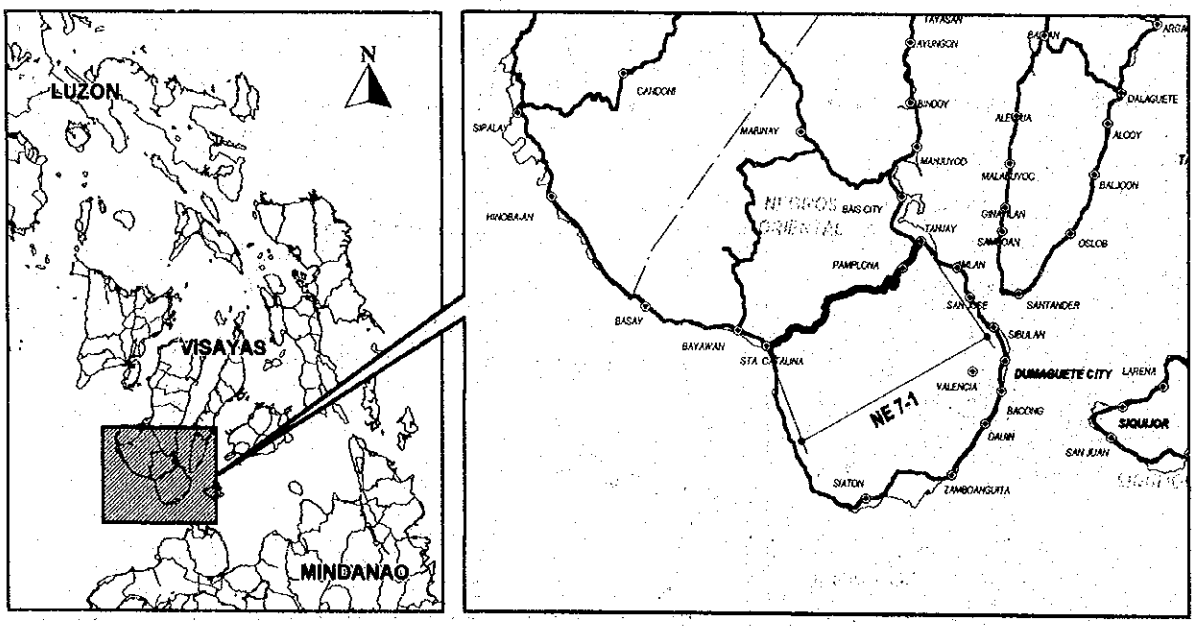


: PCC G: Good
: AC F: Fair
: Gravel B: Bad
: Earth V: V. Bad
: Impassable/not existing
: Underconstruction

Objective:
- Provide shorter and faster access between Negros Occidental and Negros Oriental passing through foot of Mt. Cuernos.
- Reduce travel time between two provinces
- Strengthen economic linkage between two provinces

Segment		NE 7-1	
Location	from	Tanjay	
	to	Sta Catalina	
Length	(km)	50.74	
Traffic Volume	Year	1997	2016
	Car	92	1,657
	Jeepney	36	113
	Bus	52	289
	Truck	29	469
	Total	209	2,528
Work Item/Cost (MP)		Length	Cost
Rehabilitation (km)		-	-
Improvement (km)		40.69	744.45
New Construction (km)		-	-
Widening (km)		-	-
Bridge Construction (m)		45.00	15.75
Disaster Prevention (m)		-	-
Total			760.20
Project Cost: (MP)			
Right-of-Way			-
Construction			760.20
Engineering			106.43
Total			866.63
Implementation Schedule	from	Jan. 2002	
	to	Dec. 2004	
Economic Return (IRR%)		26.31	

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



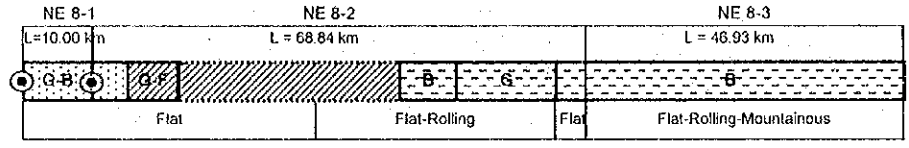
PROJECT PROFILE

Project Number : **NE 8**

Classification : Strategic Road (A)

Road Name	Kabankalan - Basay Road	Province: Negros Occidental

Existing Road Condition



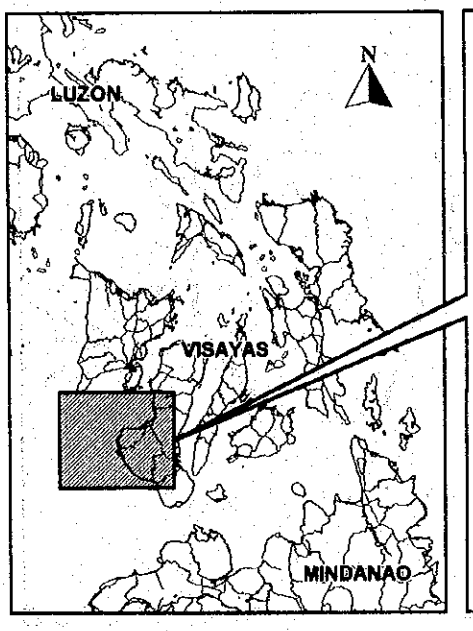
: PCC G: Good
: AC F: Fair
: Gravel B: Bad
: Earth V. V. Bad
: Impassable/not existing
: Underconstruction

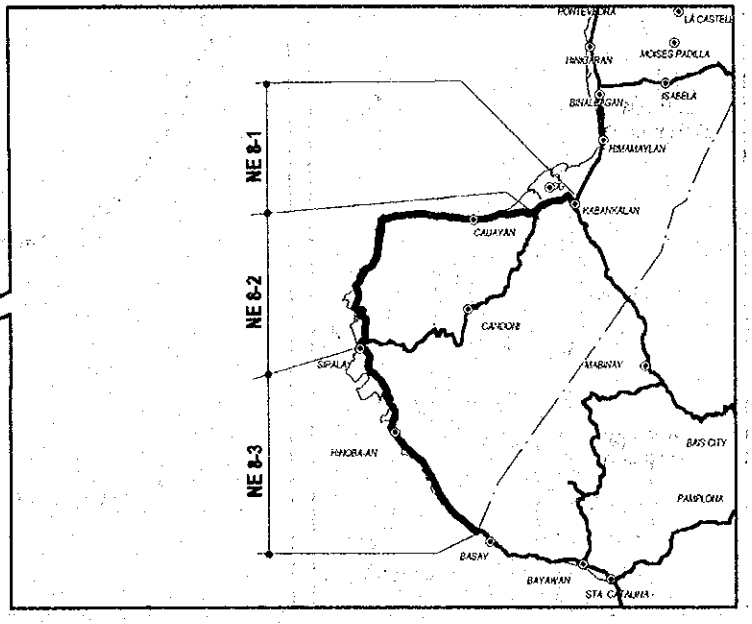
Kabankalan Ilog — *Negros Occ./Oriental Bdry.*

Objective:
- Strengthen existing road link along south western coastal line of Negros Island.
- Reduce traffic cost by upgrading surface of the road
- Promote provincial development in coastal area of Negros Occidental

Segment		NE 8-1		NE 8-2		NE 8-3		Total	
Location	from	Kabankalan		Ilog		Sipalay			
	to	Ilog		Sipalay		Boundary Negros Occi-dental-Oriental			
Length	(km)	10.00		68.84		46.93		125.77	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016		
	Car	310	1,784	280	1,061	106	1,237		
	Jeepney	271	854	90	156	56	340		
	Bus	54	150	25	12	24	87		
	Truck	268	706	25	19	37	204		
	Total	903	3,494	420	1,248	223	1,868		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		-	-	-	-	2.67	20.08	2.67	20.08
Improvement (km)		10.00	118.20	68.84	-	44.25	663.37	123.09	781.57
New Construction (km)		-	-	-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-	-	-
Bridge Construction (m)		-	-	-	-	72.00	25.20	72.00	25.20
Disaster Prevention (m)		-	-	-	-	-	-	-	-
Total			118.20		-		708.65		826.85
Project Cost: (MP)									
Right-of-Way			-				-		-
Construction			118.20		Included in		708.65		826.86
Engineering			11.80		NE 8-1		99.21		111.01
Total			130.00		-		807.86		937.86
Implementation Schedule	from	Jan. 1999		Jan. 1999		July 2001			
	to	Dec. 1999		Dec. 1999		June 2004			
Economic Return (IRR%)		126.95		30.39		22.82			

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





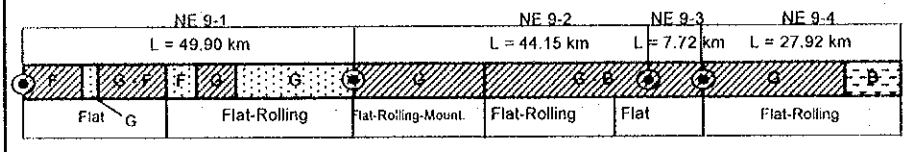
PROJECT PROFILE

Project Number : **NE 9**

Classification : Strategic Road (A)

Road Name	Basay - Dumaguete Road	Province: Negros Oriental

Existing Road Condition



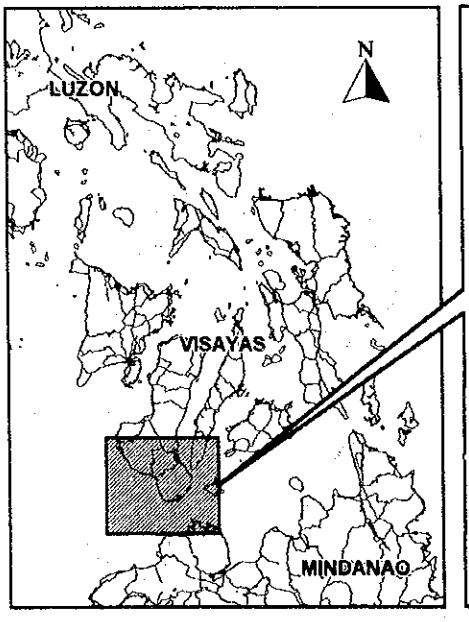
PCC G: Good
AC F: Fair
Gravel B: Bad
Earth V: V. Bad
Impassable/not existing
Underconstruction

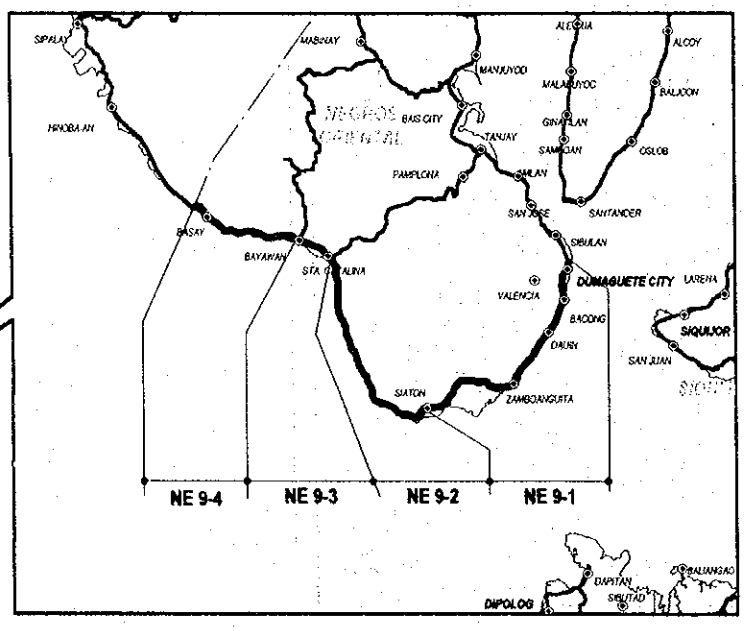
Objective:

- Strengthen existing road link along southern coastal line of Negros Island.
- Reduce traffic cost by rehabilitating surface of the road
- Promote provincial development in coastal area of southern Negros

Segment		NE 9-1		NE 9-2		NE 9-3		NE 9-4		Total	
Location	from	Dumaguete City		Siaton		Sta. Catalina		Bayawan			
	to	Siaton		Sta. Catalina		Bayawan		Boundary Negros Oriental-Occidental			
Length	(km)	49.90		44.15		7.72		27.92		129.69	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016	1997	2016		
	Car	441	1,703	220	933	498	3,595	140	1,505		
	Jeepney	242	516	120	418	316	973	150	540		
	Bus	163	116	108	6	168	334	35	96		
	Truck	255	228	195	263	390	1,215	120	567		
	Total	1,101	2,563	643	1,620	1,372	6,117	445	2,708		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		20.40	128.40	14.26	94.42	4.26	29.77	1.98	12.98	40.90	265.57
Improvement (km)		-	-	1.09	16.05	-	-	5.74	83.43	6.83	99.48
New Construction (km)		-	-	-	-	-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-	-	-	-	-
Bridge Construction (m)		-	-	105.00	36.75	-	-	63.44	15.00	168.44	51.75
Disaster Prevention (m)		200.00	4.90	-	-	-	-	-	-	200.00	4.90
Total			133.30		147.22		29.77		111.41		421.70
Project Cost: (MP)											
Right-of-Way			-		-		-		-		-
Construction			133.31		147.21		29.77		111.42		421.71
Engineering			18.66		20.61		4.17		15.60		59.04
Total			151.97		167.82		33.94		127.02		480.75
Implementation Schedule	from	Jan. 2010		Jan. 2010		Jan. 2005		Jan. 2005			
	to	Dec. 2011		Dec. 2011		Dec. 2005		Dec. 2005			
Economic Return (IRR %)		37.74		20.00		104.31		27.12			

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



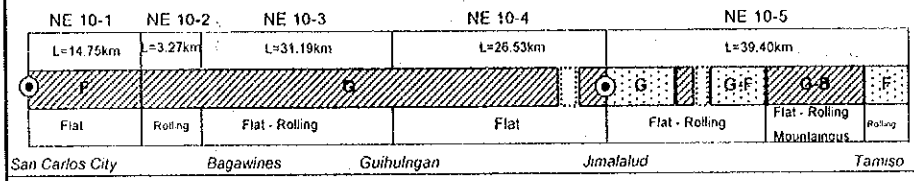


PROJECT PROFILE

Project Number: **NE 10** Classification : Strategic Road (A)

Road Name	San Carlos Bais Road	Province: Negros Occidental/Oriental

Existing Road Condition

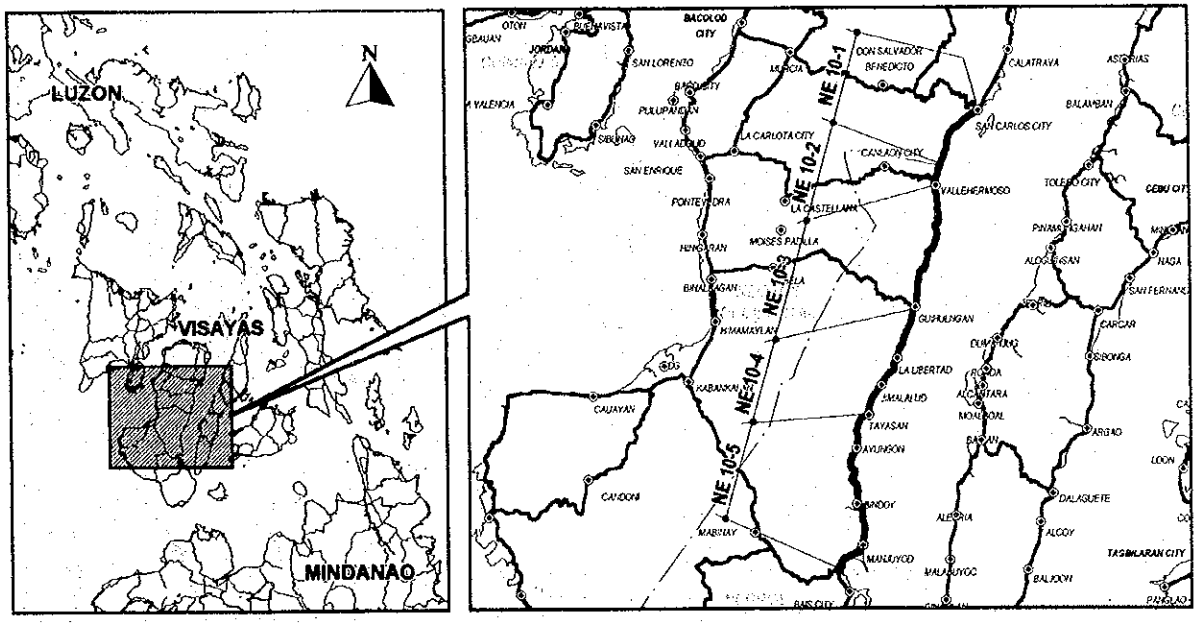


PCC G Good
AC F Fair
Gravel B Bad
Earth V. V. Bad
Impassable/not existing
Underconstruction

Objective:
- Strengthen existing road link along eastern coastal line of Negros Island.
- Reduce traffic cost by rehabilitating surface of the road.
- Promote provincial development in coastal area of Negros Oriental

Segment		NE 10-1		NE 10-2		NE 10-3		NE 10-4		NE 10-5		Total	
Location	from	San Carlos City		Boundary Negros Occidental-Oriental		Bagawines		Guihulngan		Jimalalud			
	to	Boundary Negros Occidental-Oriental		Bagawines		Guihulngan		Jimalalud		Tamiso			
Length	(km)	14.75		3.27		31.19		26.53		39.40		115.14	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016	1997	2016	1997	2016		
	Car	214	1,247	214	1,247	210	1,339	386	1,972	354	1,349		
	Jeepney	97	290	97	290	114	331	192	577	93	249		
	Bus	57	166	57	166	86	185	104	284	108	265		
	Truck	319	454	319	454	226	307	360	797	366	763		
	Total	687	2,157	687	2,157	636	2,162	1,042	3,630	921	2,626		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		14.75	87.77	-	-	-	-	0.64	4.16	17.62	122.90	33.01	214.83
Improvement (km)		-	-	-	-	-	-	0.74	9.78	-	-	0.74	9.78
New Construction (km)		-	-	-	-	-	-	-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-	-	-	-	-	-	-
Bridge Construction (m)		57.00	8.55	-	-	-	-	310.00	46.50	-	-	367.00	55.05
Disaster Prevention (m)		-	-	-	-	-	-	-	-	100.00	9.50	100.00	9.50
Total			96.32		-		-		60.44		132.40		289.16
Project Cost: (MP)													
Right-of-Way			-		-		-		-				-
Construction			96.32		-		-		60.45		132.40		289.17
Engineering			13.48		-		-		8.46		18.54		40.48
Total			109.80		-		-		68.91		150.94		329.65
Implementation Schedule	from	Jan. 2011		No work		No work		July 2007		Jan. 2012			
	to	Dec. 2011						June 2008		Dec. 2012			
Economic Return (IRR%)		33.17		-		-		57.23		70.40			

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

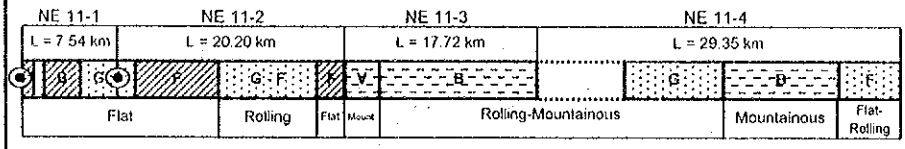


PROJECT PROFILE

Project Number : **NE 11** Classification : Strategic Road (A)

Road Name	San Enrique - La Casterillana - Vallehermoso Road	Province: Negros Occidental/Oriental

Existing Road Condition

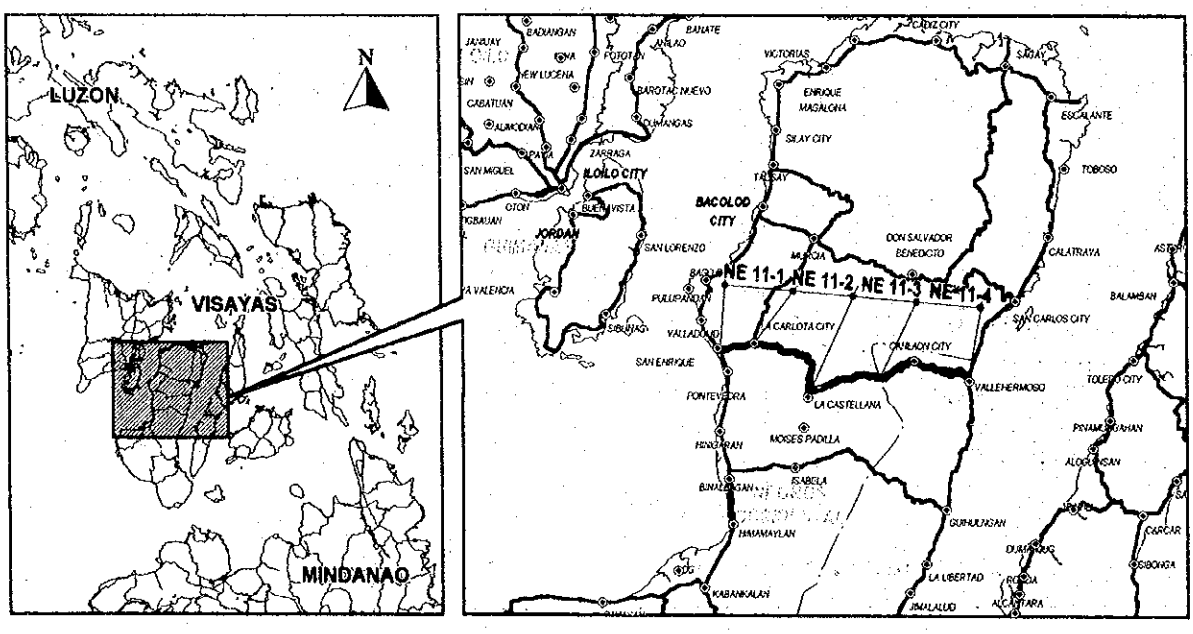


San Enrique La Carlota City *Bagawines*

Objective:
- Provide direct linkage between east and west Negros crossing central part of the island
- Strengthen economic linkage between provinces of Negros Oriental and Occidental

Segment		NE 11-1		NE 11-2		NE 11-3		NE 11-4		Total	
Location	from	San Enrique		La Carlota City		Jct. La Castellana		Boundary Negros Occidental-Oriental			
	to	La Carlota City		Jct. La Castellana		Boundary Negros Occidental-Oriental		Bagawines			
Length	(km)	7.54		20.20		17.72		29.35		74.81	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016	1997	2016		
	Car	167	1,134	85	955	50	265	150	1,593		
	Jeepney	106	526	50	448	40	48	135	453		
	Bus	15	93	14	117	40	21	80	158		
	Truck	185	653	88	737	295	580	170	189		
	Total	473	2,406	237	2,257	425	914	535	2,393		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		6.44	48.23	11.98	78.53	-	-	-	-	18.42	126.76
Improvement (km)		-	-	0.84	11.61	17.72	277.56	-	-	18.56	289.17
New Construction (km)		-	-	-	-	-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-	-	-		
Bridge Construction (m)		-	-	97.60	29.28	125.80	39.99	-	-	223.40	69.27
Disaster Prevention (m)		-	-	-	-	-	-	-	-	-	-
Total			48.23		119.42		317.55		-		485.20
Project Cost: (MP)											
Right-of-Way			-		-		-		-		-
Construction			48.23		119.42		317.55		-		485.20
Engineering			6.75		16.72		44.46		-		67.93
Total			54.98		136.14		362.01		-		553.13
Implementation Schedule	from	Jan. 2003		Jan. 2003		Jan. 2003		No work			
	to	Dec. 2003		Dec. 2003		Dec. 2004					
Economic Return (IRR %)		114.32		201.18		30.63		-			

Environmental Impact: **(HIGH)** : The road passes along foot of Canlaon Volcano where national park and IPAS prioritized protected area are located. Impact on natural environmental is expected to be high.



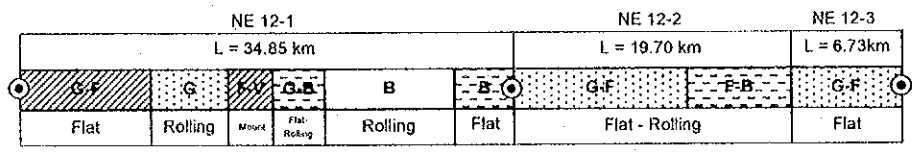
PROJECT PROFILE

Project Number: **NE 12**

Classification : Strategic Road (B)

Road Name	Talisay - Conception - La Carlota Road	Province: Negros Occidental

Existing Road Condition

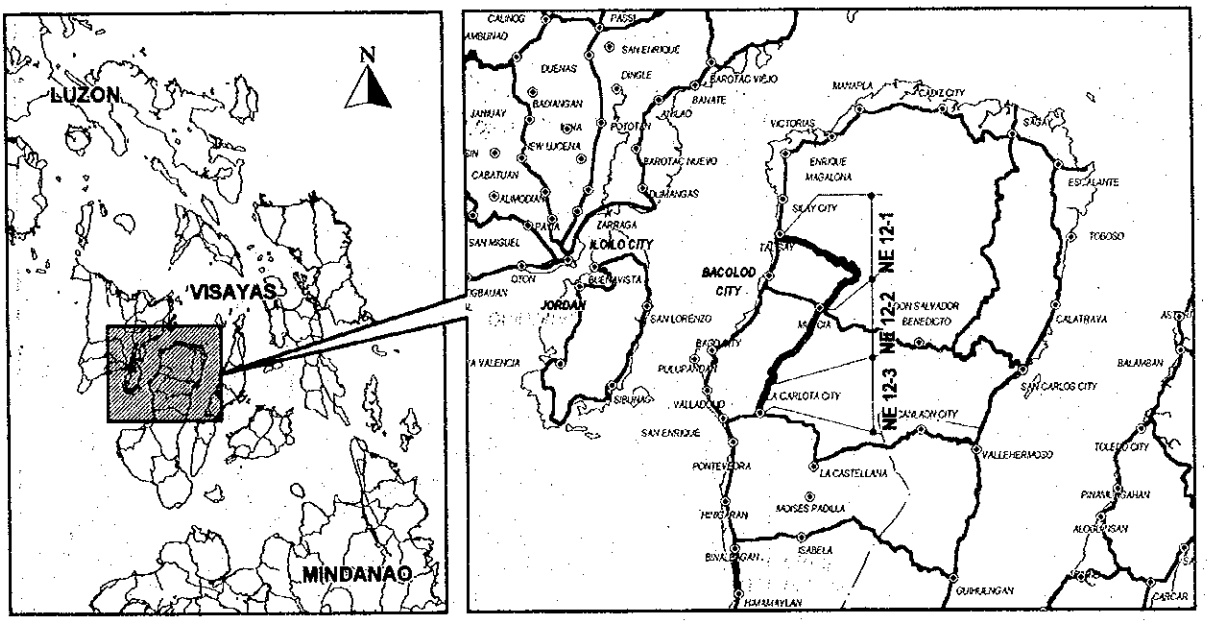


PCC G: Good
AC F: Fair
Gravel B: Bad
Earth V: V. Bad
Impassable/not existing
Underconstruction

Objective:
- Strengthen inland road linkage around Bacolod City
- Provide alternative access route to coastal area from inland municipalities

Segment		NE 12-1		NE 12-2		NE 12-3		Total	
Location	from	Talisay		Murcia		Jct. La Carlota City			
	to	Murcia		Jct. La Carlota City		La Carlota City			
Length	(km)	34.85		19.70		6.73		61.28	
	Year	1997	2016	1997	2016	1997	2016		
	Car	28	200	251	1,325	353	1,325		
	Jeepney	18	97	128	604	189	604		
Traffic Volume	Bus	5	17	28	132	42	132		
	Truck	37	120	125	714	195	714		
	Total	88	434	532	2,775	779	2,775		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		12.82	84.68	2.87	22.00	2.23	16.22	17.92	122.90
Improvement (km)		12.82	197.99	9.50	126.73	-	-	22.32	324.72
New Construction (km)		-	-	-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-	-	-
Bridge Construction (m)		-	-	147.10	39.54	19.00	6.30	166.10	45.84
Disaster Prevention (m)		-	-	-	-	-	-	-	-
Total		25.64	282.67	159.47	188.27	21.23	22.52	206.34	493.46
Project Cost: (MP)									
Right-of-Way			-		-		-		-
Construction			282.68		188.27		22.52		493.47
Engineering			39.58		26.36		3.15		69.09
Total			322.26		214.63		25.67		562.56
Implementation Schedule	from	July 2006		July 2006		July 2006			
	to	June 2008		June 2008		June 2007			
Economic Return (IRR%)		13.35		56.15		106.48			

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



PROJECT PROFILE

Project Number : **NE 13**

Classification : Strategic Road (A)

Road Name	Cadiz Access Road	Province: Negros Occidental

Existing Road Condition

NE 13-1

L = 5.94 km

G - F	G - F
Flat - Rolling	Flat

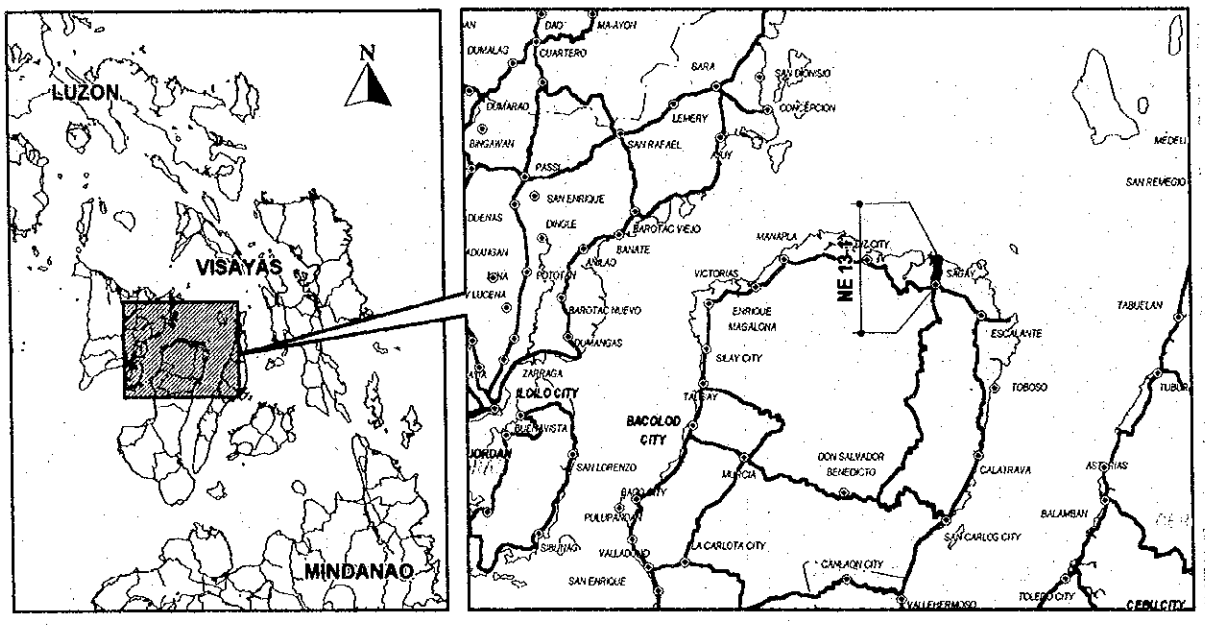
New Sagay — *Old Sagay*

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

Objective:
- Improve access road to Cadiz City from national highway
- Strengthen economic linkage between Cadiz City and other area of northern Negros

Segment		NE 13-1	
Location	from	New Sagay	
	to	Old Sagay	
Length	(km)	5.94	
Traffic Volume	Year	1997	2016
	Car	1,253	3345
	Jeepney	507	1119
	Bus	175	269
	Truck	760	2145
	Total	2,695	6,878
Work Item/Cost (MP)		Length	Cost
Rehabilitation (km)		2.57	16.76
Improvement (km)		-	-
New Construction (km)		-	-
Widening (km)		-	-
Bridge Construction (m)		-	-
Disaster Prevention (m)		-	-
Total			16.76
Project Cost: (MP)			
Right-of-Way		-	
Construction		16.76	
Engineering		2.35	
Total		19.11	
Implementation Schedule	from	July 2012	
	to	June 2013	
Economic Return (IRR%)		55.72	

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

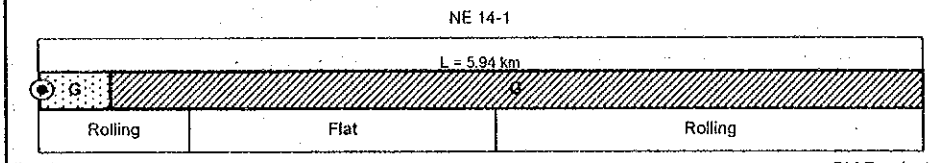


PROJECT PROFILE

Project Number : **NE 14** Classification : North-South Backbone

Road Name	Escalante Access Road	Province: Negros Occidental

Existing Road Condition

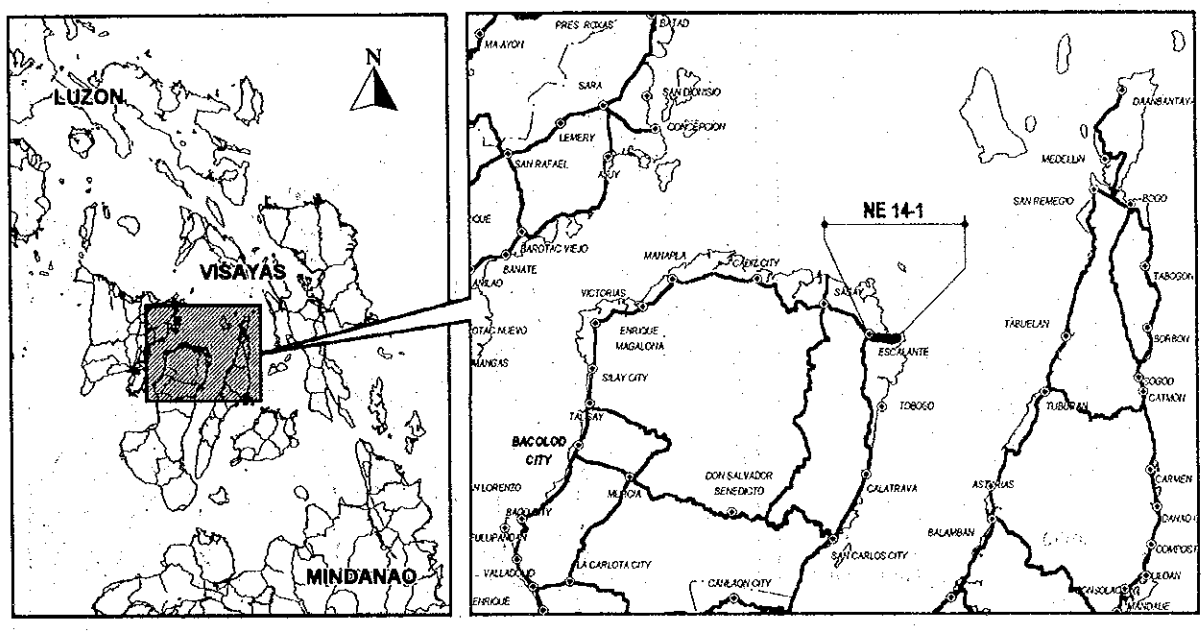


PCC G: Good
AC F: Fair
Gravel B: Bad
Earth V: V. Bad
Impassable/not existing
Underconstruction

Objective:

Segment		NE 14-1	
Location	from	Escalante	
	to	Old Escalante	
Length	(km)	5.94	
Traffic Volume	Year	1997	2016
	Car	1,355	3,659
	Jeepney	523	1107
	Bus	268	370
	Truck	825	2526
	Total	2,971	7,662
Work Item/Cost (MP)		Length	Cost
Rehabilitation (km)		-	-
Improvement (km)		-	-
New Construction (km)		-	-
Widening (km)		-	-
Bridge Construction (m)		-	-
Disaster Prevention (m)		-	-
Total			-
Project Cost: (MP)			
Right-of-Way		-	
Construction		-	
Engineering		-	
Total		-	
Implementation Schedule	from	No work	
	to		
Economic Return (IRR%)		-	

Environmental Impact:

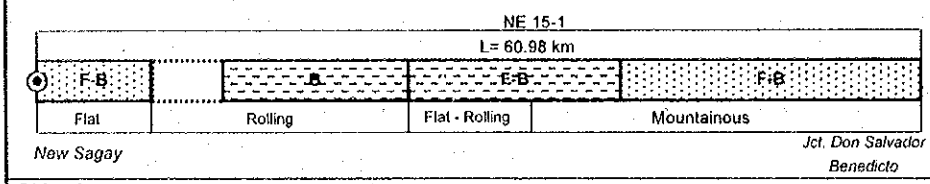


PROJECT PROFILE

Project Number : **NE 15** Classification : Strategic Road (B)

Road Name	Sagay - Balea Road	Province: Negros Occidental

Existing Road Condition

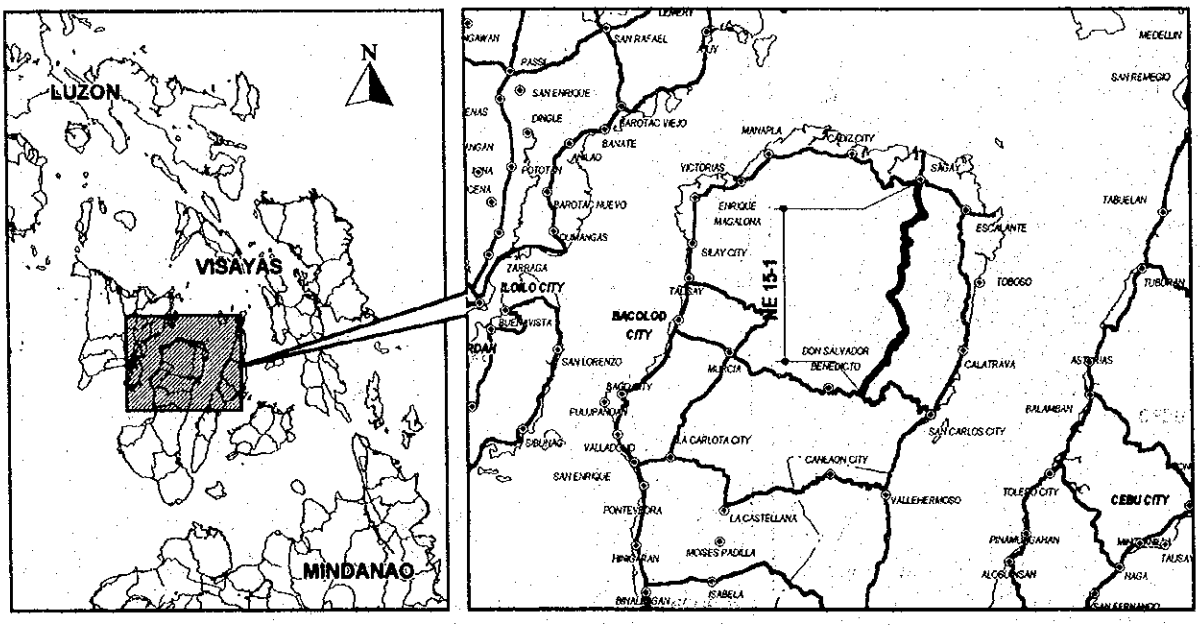


: PCC G: Good
: AC F: Fair
: Gravel B: Bad
: Earth V. V. Bad
: Impassable/not existing
: Underconstruction

Objective:
- Provide new road link for inland Barangay to have faster access to coastal area
- Promote provincial development in agriculture and tourism

Segment		NE 15-1	
Location	from	New Sagay	
	to	Jct. Don Salvador Benedicto	
Length	(km)	60.98	
Traffic Volume	Year	1997	2016
	Car	3	14
	Jeepney	1	3
	Bus	1	2
	Truck	6	6
	Total	11	25
Work Item/Cost (MP)		Length	Cost
Rehabilitation (km)		21.19	220.47
Improvement (km)		36.73	614.57
New Construction (km)		-	-
Widening (km)		-	-
Bridge Construction (m)		179.00	62.65
Disaster Prevention (m)		100.00	2.45
Total			900.14
Project Cost: (MP)			
Right-of-Way		-	
Construction		900.13	
Engineering		126.02	
Total		1,026.15	
Implementation Schedule	from	To be assessed in later years	
	to		
Economic Return (IRR%)		-	

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

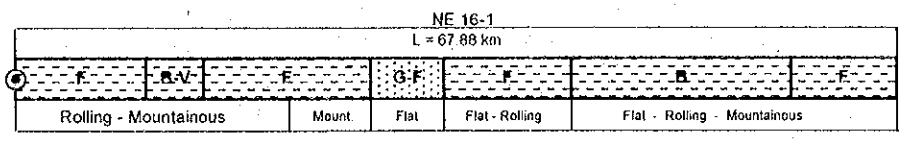


PROJECT PROFILE

Project Number : **NE 16** Classification : Strategic Road (B)

Road Name	Dancalan - Sipalay Road	Province: Negros Occidental

Existing Road Condition

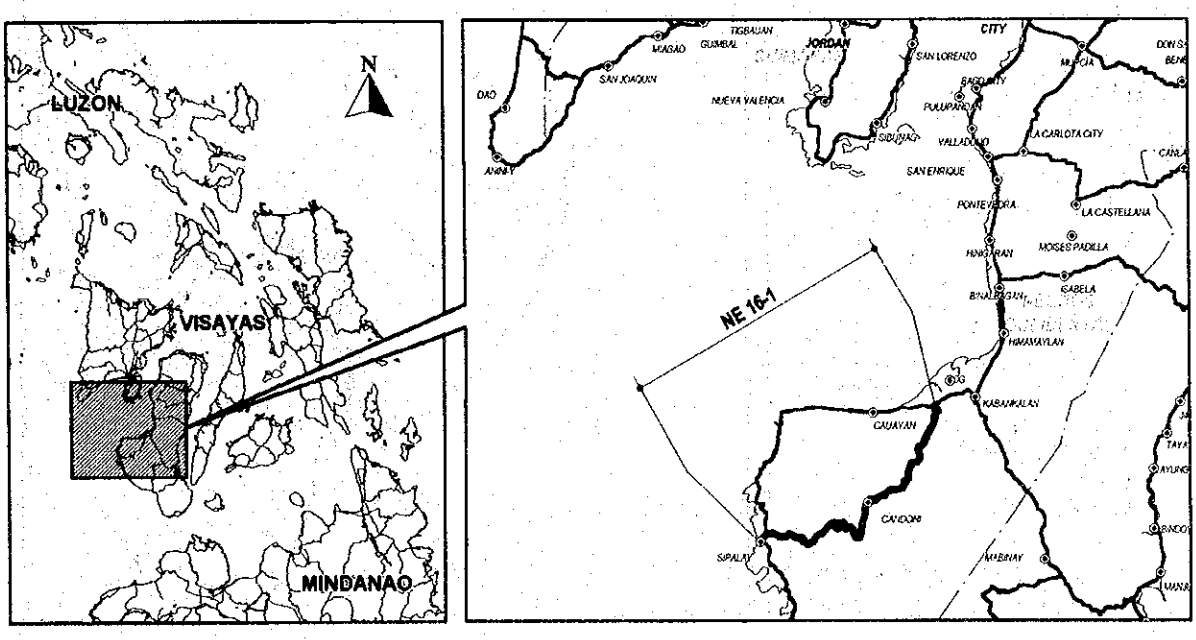


PCC G Good
AC F Fair
Gravel B Bad
Earth V V Bad
Impassable/not existing
Underconstruction

Objective:
- Strengthen existing road link which connects inland municipality and coastal towns
- Promote provincial development in agriculture and tourism

Segment		NE 16-1	
Location	from	Ilog	
	to	Mantocahok	
Length	(km)	67.88	
Traffic Volume	Year	1997	2016
	Car	17	822
	Jeepney	13	338
	Bus	11	99
	Truck	19	142
	Total	60	1401
Work Item/Cost (MP)		Length	Cost
Rehabilitation (km)		2.52	18.48
Improvement (km)		63.61	1,169.22
New Construction (km)		-	-
Widening (km)		-	-
Bridge Construction (m)		172.00	60.20
Disaster Prevention (m).		260.00	24.35
Total			1,272.25
Project Cost: (MP)			
Right-of-Way			-
Construction			1,272.25
Engineering			178.11
Total			1,450.36
Implementation Schedule	from		Jan. 2013
	to		Dec. 2016
Economic Return (IRR%)			13.26

Environmental Impact: **(MEDIUM)** : The project is to improve existing gravel road. A limited number of residents within right-of-way may be resettled.



PROJECT PROFILE

Project Number : **NE 17**

Classification : Strategic Road (B)

Road Name	Mabinay - Bayawan Road	Province: Negros Oriental

Existing Road Condition

NE 17-1

L = 61.58 km

V	F	R	
Mountainous	Rolling	Rolling-Mountainous	Flat

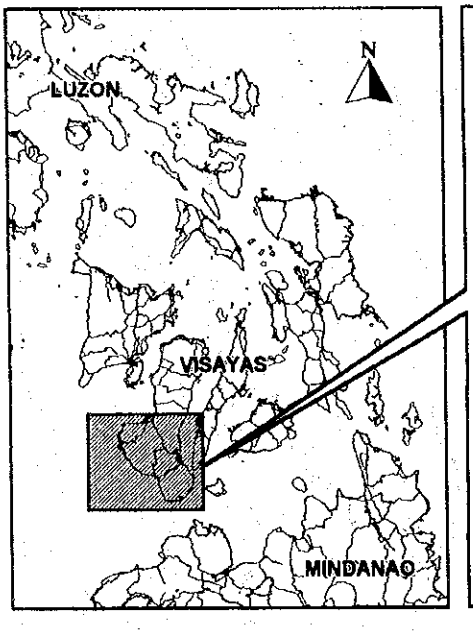
Sta. Cruz — *Bayawan*

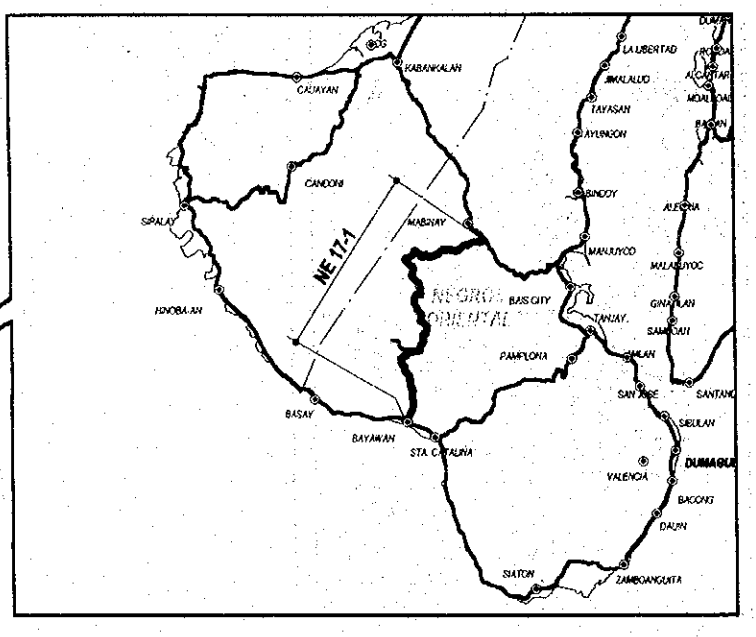
: PCC G: Good
: AC F: Fair
: Gravel B: Bad
: Earth V: V. Bad
: Impassable/not existing
: Underconstruction

Objective:
- Strengthen inland road link by improving existing gravel road
- Promote provincial development in agriculture and tourism

Segment		NE 17-1	
Location	from	Sta. Cruz	
	to	Bayawan	
Length	(km)	61.58	
Traffic Volume	Year	1997	2016
	Car	-	71
	Jeepney	-	24
	Bus	-	4
	Truck	-	23
	Total	0	122
Work Item/Cost (MP)		Length	Cost
	Rehabilitation (km)	-	-
	Improvement (km)	58.90	1,063.93
	New Construction (km)	-	-
	Widening (km)	-	-
	Bridge Construction (m)	149.00	52.15
	Disaster Prevention (m)	-	-
	Total		1,116.08
Project Cost: (MP)			
	Right-of-Way		-
	Construction		1,116.08
	Engineering		156.25
	Total		1,272.33
Implementation Schedule	from		Jan. 2013
	to		Dec. 2016
Economic Return (IRR%)			10.23

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





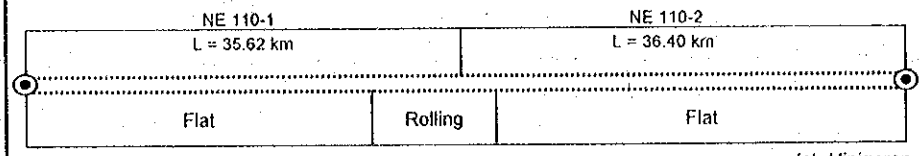
PROJECT PROFILE

Project Number : **NE 110**

Classification : Bypass

Road Name	Bacolod City Bypass Road	Province: Negros Occidental

Existing Road Condition

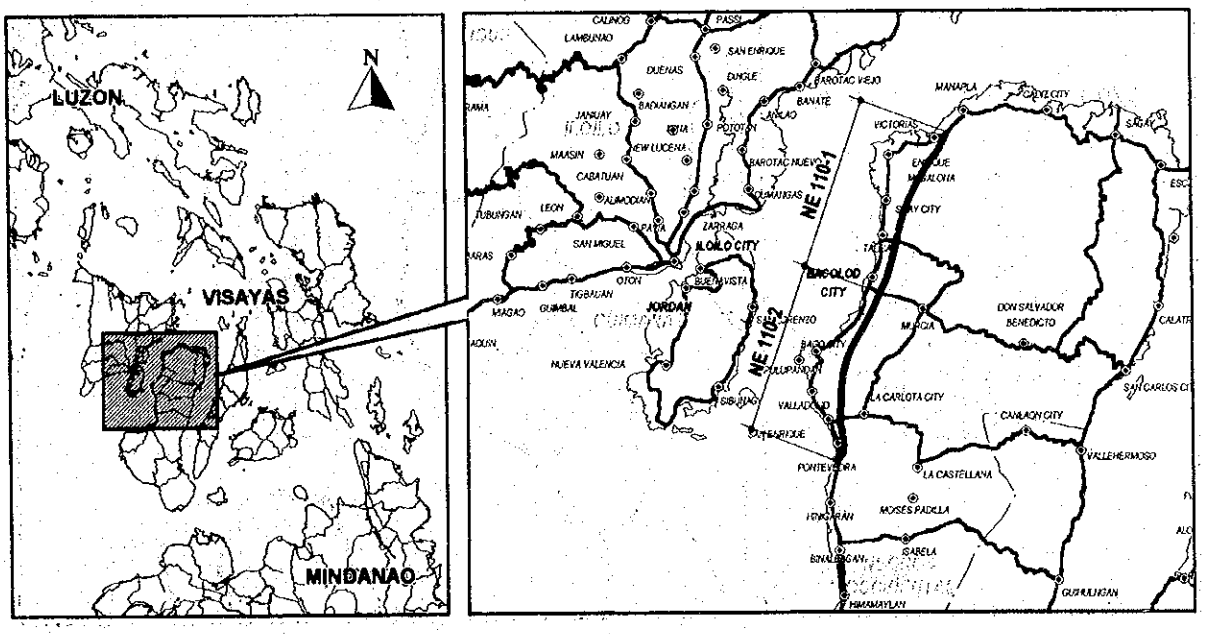


PCC G: Good
AC F: Fair
Gravel B: Bad
Earth V: V. Bad
Impassable/not existing
Underconstruction

Objective:
- Provide new bypass road to augment traffic capacity around Bacolod City area
- Provide faster and safer access to/from Bacolod City
- Decongest urban roads around Bacolod City

Segment		NE 110-1		NE 110-2		Total	
Location	from	Jct. Manapla		Jct. Murcia			
	to	Jct. Murcia		Jct. Hinigaran			
Length	(km)	35.62		36.40		72.02	
Traffic Volume	Year	1997	2016	1997	2016		
	Car	-	2,866	-	3,638		
	Jeepney	-	1,029	-	1,031		
	Bus	-	347	-	777		
	Truck	-	1,169	-	2,085		
	Total	0	5,411	0	7,531		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		-	-	-	-	-	-
Improvement (km)		-	-	-	-	-	-
New Construction (km)		35.62	946.82	36.40	941.46	72.02	1,888.28
Widening (km)		-	-	-	-	-	-
Bridge Construction (m)		293.00	117.20	310.00	124.00	603.00	241.20
Disaster Prevention (m)		-	-	-	-	-	-
Total			1,064.02		1,065.46		2,129.48
Project Cost: (MP)							
Right-of-Way			213.72		218.40		432.12
Construction			1,064.02		1,065.46		2,129.48
Engineering			180.88		181.13		362.01
Total			1,458.62		1,464.99		2,923.61
Implementation Schedule	from	Jan. 2008		Jan. 2011			
	to	Dec. 2011		Dec. 2014			
Economic Return (IRR%)		33.19		40.66			

Environmental Impact: **(MEDIUM)** : The project is to construct new bypass extending North and South from Bacolod City. Right-of-way acquisition and relocation of residents are required.

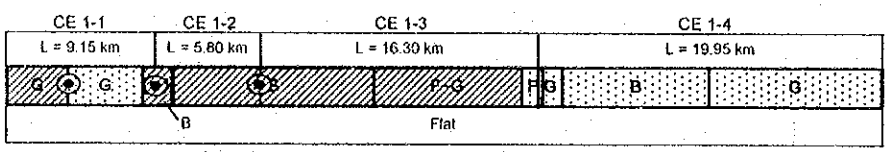


PROJECT PROFILE

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

Road Name	Cebu North Road - 1	Province: Cebu

Existing Road Condition



Jct. Juan Luna *Mandaue City* *Consolacion* *Liloan* *Jct. Asturias* *Jct. Tuburan*

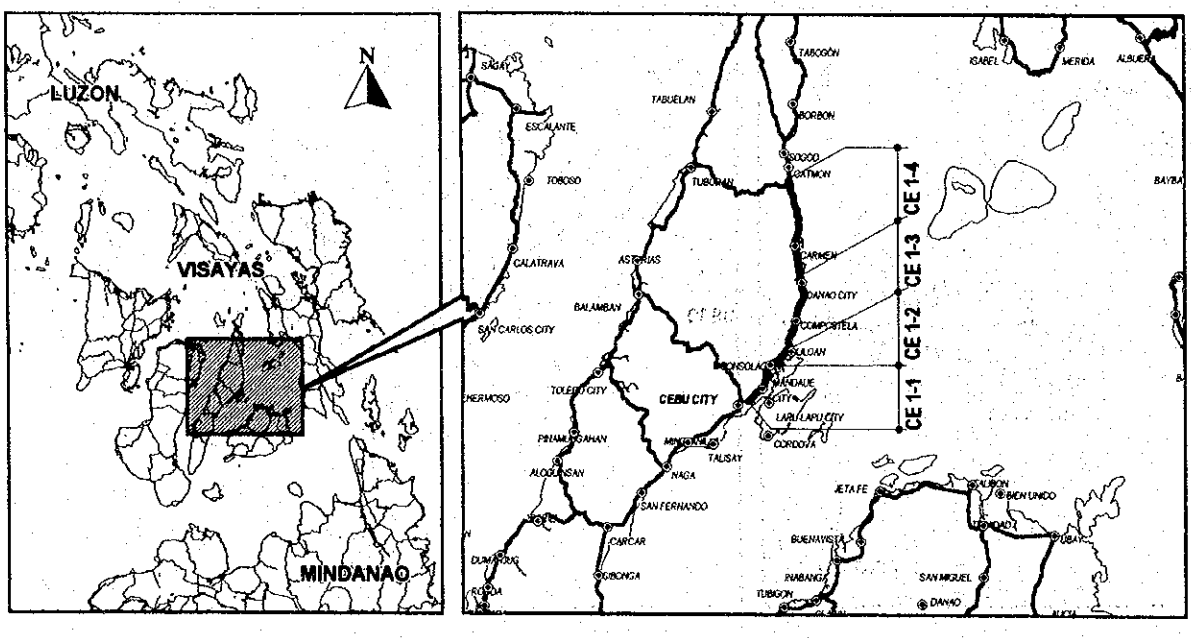
: PCC G: Good
: AC F: Fair
: Gravel B: Bad
: Earth V: V. Bad
: Impassable/not existing
: Underconstruction

Objective:
- Augment traffic capacity of the link by widening the road
- Mitigate traffic congestion in Cebu City area
- Reduce travel cost to industrial centers in Cebu City area

Segment		CE 1-1		CE 1-2		CE 1-3		CE 1-4	
Location	from	Jct. Juan Luna St.		Consolacion		Liloan		Jct. Asturias (Brgy. Taboc)	
	to	Consolacion		Liloan		Jct. Asturias (Brgy. Taboc)		Jct. Tuburan (Brgy. Macaas)	
Length	(km)	9.15		5.80		16.30		19.95	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016	1997	2016
	Car	31,149	65,522	8,168	20,763	2,800	10,622	967	3,572
	Jeepney	12,145	23,344	2,870	5,674	2,050	3,771	553	1,116
	Bus	1,028	1,857	379	642	310	507	242	347
	Truck	8,776	31,171	2,946	10,021	1,700	5,779	430	1,272
	Total	53,098	121,894	14,363	37,100	6,860	20,679	2,192	6,307
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		1.30	10.27	0.75	5.71	3.90	24.40	8.50	72.81
Improvement (km)		-	-	-	-	-	-	-	-
New Construction (km)		-	-	-	-	-	-	-	-
Widening (km)		1.45	22.74	5.80	90.94	15.30	239.90	-	-
Bridge Construction (m)		20.95	7.33	15.15	5.30	-	-	-	-
Disaster Prevention (m)		-	-	-	-	205.55	71.94	350.00	21.00
Total			40.34		101.95		336.24		93.81
Project Cost: (MP)									
Right-of-Way			-		-		32.60		-
Construction			30.07		96.25		336.25		93.81
Engineering			4.21		13.48		47.08		13.13
Total			34.28		109.73		415.93		106.94
Implementation Schedule	from	To be assessed in later years		To be assessed in later years		Jan. 2004 (Jan. 2004)		Jan. 2007	
	to					Dec. 2005 (Dec. 2005)		Dec. 2007	
Economic Return (IRR%)		-		-		63.80 (59.23)		90.84	

Environmental Impact: **(MEDIUM)** : The project is to rehabilitate existing AC/PCC pavement and widen the road to four lanes. Right-of-way acquisition and relocation of residents are required.

( ) : Widening Project

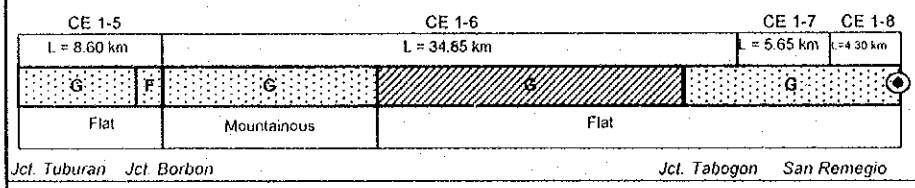


PROJECT PROFILE

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

Road Name	Cebu North Road - 2	Province: Cebu

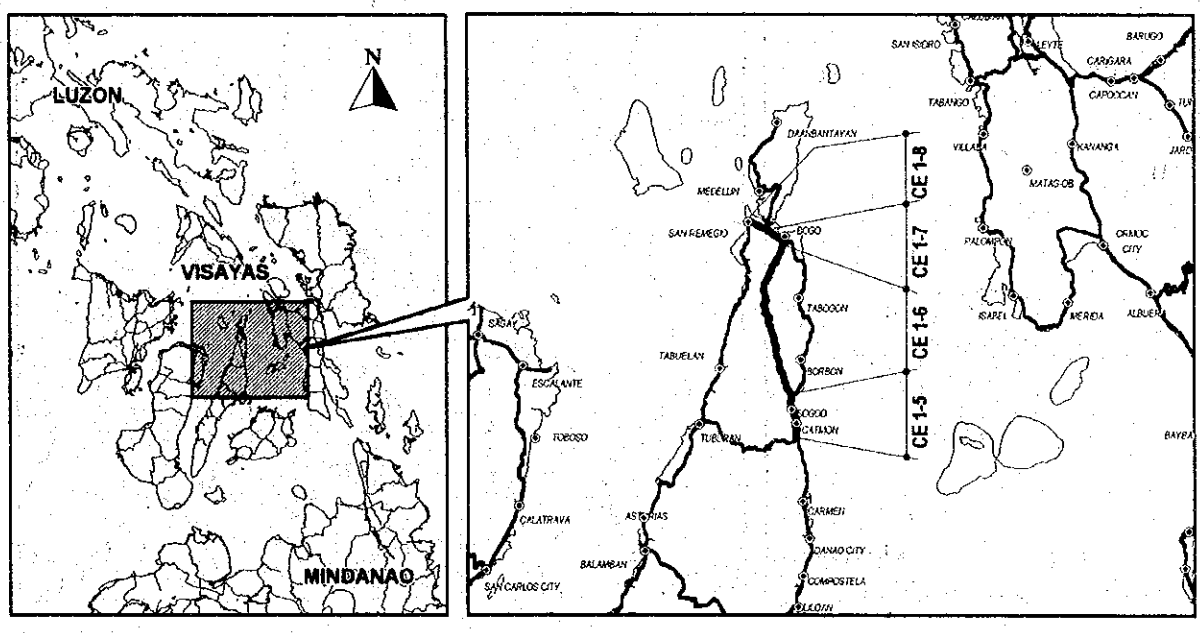
Existing Road Condition



Objective:
- Strengthen existing road link along eastern coastal area of northern Cebu
- Reduce maintenance cost of the road by rehabilitating the pavement

Segment		CE 1-5		CE 1-6		CE 1-7		CE 1-8		Total	
Location	from	Jct. Tuburan		Jct. Borbon		Jct. Tabogon		Jct. Daan Bantayan			
	to	Jct. Borbon		Jct. Tabogon		Jct. Daan Bantayan		San Remegio			
Length	(km)	8.60		34.85		5.65		4.30		104.60	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016	1997	2016		
	Car	866	3,162	265	1,850	353	1,686	267	1,004		
	Jeepney	456	817	70	150	141	339	112	273		
	Bus	277	407	205	380	123	232	42	99		
	Truck	434	1,148	260	800	209	623	106	365		
	Total	2,033	5,534	800	3,180	826	2,880	527	1,741		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost	Length	Cost
Renabilitation (km)		1.55	11.28	18.80	142.40	-	-	-	-	34.80	266.89
Improvement (km)		-	-	-	-	-	-	-	-	-	-
New Construction (km)		-	-	-	-	-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-	-	-	22.55	353.58
Bridge Construction (m)		-	-	-	-	-	-	-	-	241.65	84.58
Disaster Prevention (m)		100.00	6.00	375.00	27.75	-	-	-	-	825.00	54.75
Total			17.28		170.15		-		-		759.80
Project Cost: (MP)											
Right-of-Way			-		-		-		-		32.60
Construction			17.28		170.15		-		-		743.81
Engineering			2.42		23.82		-		-		104.13
Total			19.70		193.97		-		-		880.54
Implementation Schedule	from	Jan. 2007		Jan. 2007		No work		No work			
	to	Dec. 2007		Dec. 2008							
Economic Return (IRR %)		61.11		51.52		-		-			

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

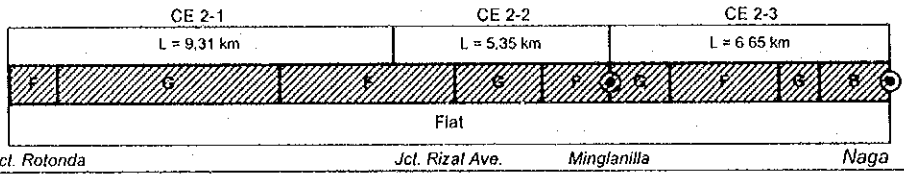


PROJECT PROFILE

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

Road Name	Cebu South Road - 1	Province: Cebu

Existing Road Condition

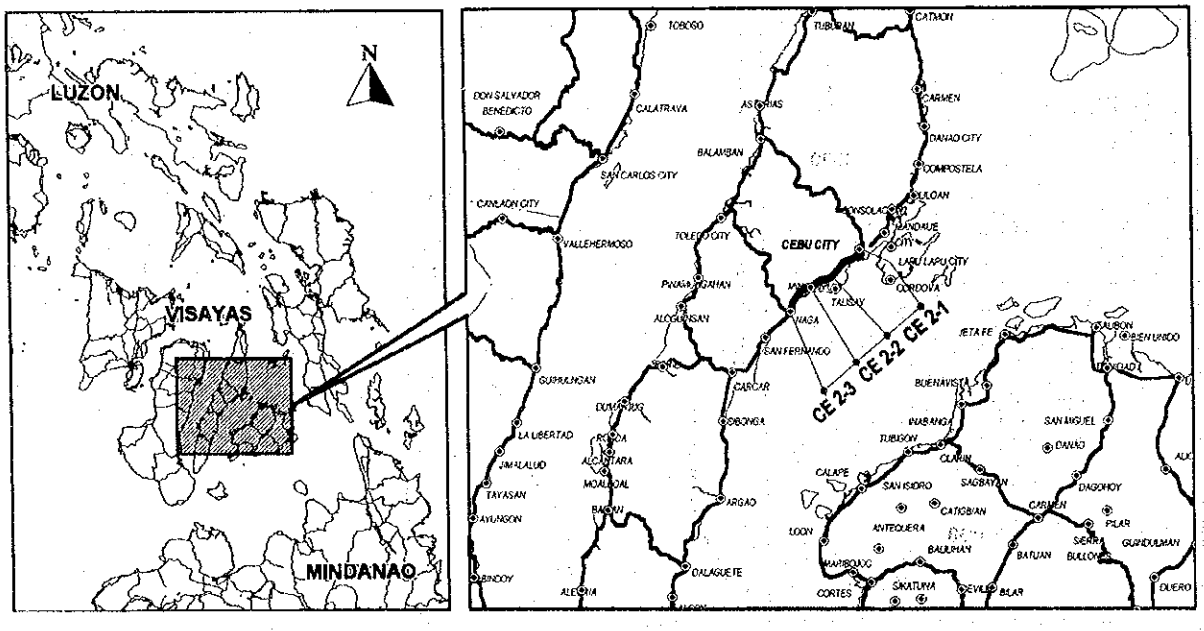


: PCC G: Good
: AC F: Fair
: Gravel B. Bad
: Earth V. V. Bad
: Impassable/not existing
: Underconstruction

Objective:
- Augment traffic capacity of the link by widening the road
- Mitigate traffic congestion in Cebu City area
- Reduce travel cost to industrial centers in Cebu City area

Segment		CE 2-1		CE 2-2		CE 2-3	
Location	from	Jct. Rotonda		Jct. Rizal Ave.		Minglanilla	
	to	Jct. Rizal Ave.		Minglanilla		Naga	
Length	(km)	9.31		5.35		6.65	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016
	Car	13,350	45,601	8,350	27,977	4,170	18,404
	Jeepney	8,310	18,603	4,390	9,359	2,370	5,144
	Bus	1,040	1,766	1,050	1,857	980	1,722
	Truck	2,790	10,404	2,420	8,202	1,690	6,102
	Total	25,490	76,374	16,210	47,395	9,210	31,372
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		-	-	-	-	-	-
Improvement (km)		-	-	5.35	569.20	6.65	-
New Construction (km)		-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-
Bridge Construction (m)		-	-	-	-	-	-
Disaster Prevention (m)		-	-	-	-	-	-
Total			-		569.20		-
Project Cost: (MP)							
Right-of-Way			-		-		
Construction			-		569.20		Included in
Engineering			-		71.90		CE 2-2
Total			-		641.10		-
Implementation Schedule	from	No work		July 2000		July 2000	
	to			June 2003		June 2003	
Economic Return (IRR%)		-		148.66		158.66	

Environmental Impact: **(MEDIUM)** : The project is to rehabilitate existing AC pavement and widen the road to four lanes. Right-of-way acquisition and relocation of residents are required.



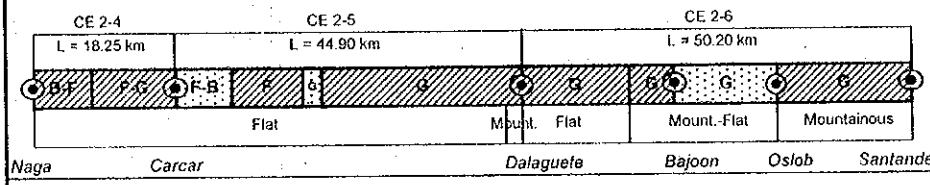
PROJECT PROFILE

Project Number : CE 2(2)

Classification : North-South Backbone

Road Name	Cebu South Road - 2	Province: Cebu

Existing Road Condition



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

Objective:
- Augment traffic capacity of the link by widening the road
- Mitigate traffic congestion in Cebu City area
- Reduce travel cost to industrial centers in Cebu City area

Segment		CE 2-4		CE 2-5		CE 2-6		Total	
Location	from	Naga		Carcar		Dalaguete			
	to	Carcar		Dalaguete		Santander			
Length	(km)	18.25		44.90		50.20		134.66	
Traffic Volume	Year	1997	2016	1997	2016	1997	2016		
	Car	1,762	8,082	640	3,542	309	1,209		
	Jeepney	702	1,260	210	451	49	155		
	Bus	533	1,064	331	571	181	190		
	Truck	498	1,656	375	1,168	111	371		
	Total	3,495	12,062	1,556	5,732	650	1,925		
Work Item/Cost (MP)		Length	Cost	Length	Cost	Length	Cost	Length	Cost
Rehabilitation (km)		-	-	-	-	-	-	-	-
Improvement (km)		18.25	343.24	44.90	81.30	50.20	92.20	125.35	1,085.94
New Construction (km)		-	-	-	-	-	-	-	-
Widening (km)		-	-	-	-	-	-	-	-
Bridge Construction (m)		-	-	-	-	-	-	-	-
Disaster Prevention (m)		-	-	-	-	-	-	-	-
Total			343.24		81.30		92.20		1,085.94
Project Cost: (MP)									
Right-of-Way			18.30		-		-		18.30
Construction			343.24		81.30		92.20		1,085.94
Engineering			48.06		8.10		9.20		137.26
Total			409.60		89.40		101.40		1,241.50
Implementation Schedule	from	July 2000 (Jan. 2005)		Jan. 2000		Jan. 2000			
	to	June 2003 (Dec. 2006)		Dec. 2001		Dec. 2001			
Economic Return (IRR%)		100.65 (74.14)		40.37		10.61			

Environmental Impact: **(MEDIUM)** : The project is to rehabilitate existing AC/PCC pavement and widen the road to four lanes. Right-of-way acquisition and relocation of residents are required.

( ) : Widening Project