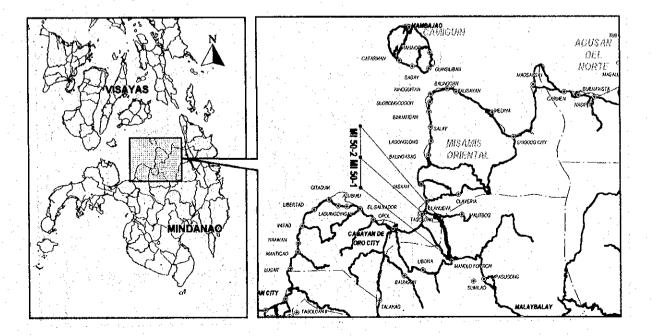
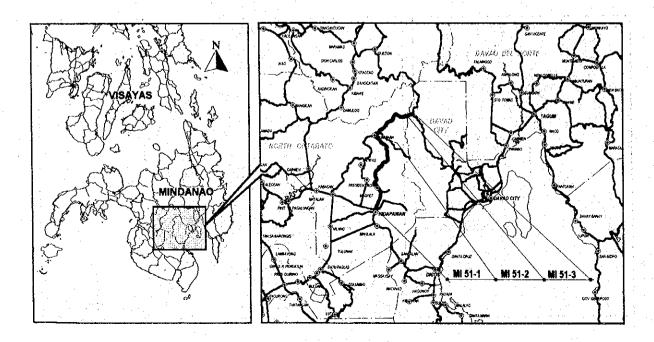
| PROJECT PROF | | | | oject Number: | | | |
|--|---------------------------------------|---|--------------------|----------------------|-------------------------|----------------------|--------------------|
| Road Name | | Man | iolo Fortich - Mis | samis Oriental Ro | oad | Province: Misamis | Oriental, Bukidnon |
| Existing Road Condition | | L | | <u></u> | | PCC | G: Good |
| | | | | | | ZZZZZ AC | F: Fair |
| | | MI 50-1 | | | MI 50-2 | 11111 | |
| | • | L=17.90km | | | L=3.90km | Grave | |
| • | | | | | ······ | Earth | V: V. Bad |
| | | Mountainous | | | Rolling Flat | Impas | sable/not existing |
| Manolo Fortich | · | | | | Jct. Sta. An | -J : Under | construction |
| | e new road | link from Bukidson | to Misamis Orien | tal to have direct a | ccess to outskirts of C | ,, L | v . |
| | | ngenstion at Cagaya | | al to nave sincer as | Juess to outskints of a | agayan ao ore en | , |
| - sauraRe | .e tranic cor | igension at ongay | an de oro area. | | | | |
| Segment | · · · · · · · · · · · · · · · · · · · | MI 50 | 0 - 1 | MIS | 50 -2 | Tota | al |
| Location | from | Manolo Fortich | | Boundary Bukidno | on - | | |
| | | 1. A. | | Misamis Oriental | | | |
| | to · | Boundary Bukidno | n- | Jct. Sta Ana | | | |
| | L | Misamis Oriental | | | | | |
| Length | (km) | -f | .90 | ····· | 2016 | 21.8 | 10 |
| | Year Car | 1997 | 2016 | 1997 | 2010 | | |
| | Jeepney | | ا م ا | | | | |
| Traffic Volume | Bus | | | | | | |
| Hallio Yolanio | Truck | | 43 | - | 43 | | |
| an a | Total | 0 | | | · | | |
| Work Item/Cost (MP) | L | Length | Cost | Length | Cost | Length | Cost |
| Rehabilitation (km) | | - | - | | | - | - |
| Improvement (km) | (n_{1},\ldots,n_{n}) | | - | • | | - | · • |
| New Construction (k | ،m) | 17.90 | 456.27 | 3.90 | 77.39 | 21.80 | 533.66 |
| Widening (km) | | | | 050.00 | 07.60 | 500.00 | 175.00 |
| Bridge Construction | | 250.00 | 87.50 | 250.00 | 87.50 | 500.00 | 175.00 |
| Disaster Prevention Total | (m) | | 543,77 | | 164.89 | | - 708.66 |
| Project Cost: (MP) | <u></u> | + | | - | 1 | | |
| Right-of-Way | 1.1 | | 10.74 | 1 - | 5.01 | | 15.75 |
| Construction | | 1 | 543.77 | · | 164.89 | | 708.66 |
| Engineering | | | 76.13 | , | 23.09 | 1 | 99.22 |
| Total | | 1 | 630.64 | | 192.99 | | 823.63 |
| Implementation | from | Tobea | issessed | To be a | assessed | | |
| Schedule | to | in later | r years | in late | r years | | <u> </u> |
| Economic Return (IR | D9/ 1 | | | | | 1 | |



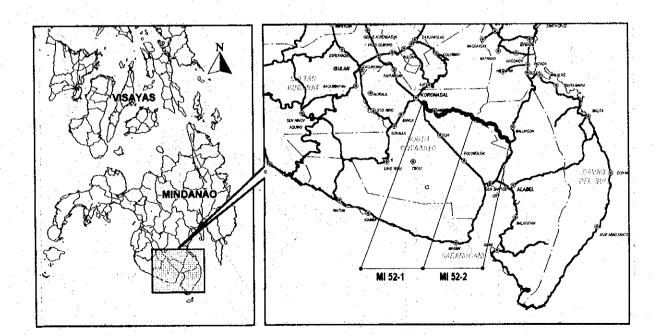
- 205 -

| ILE | | Pro | ject Number: | MI 51 | C | Classificati | on : Strategic Ro | ad (B) |
|--------------|--|--|---|---------------------------------------|----------------|------------------|------------------------------|---|
| | | Kida | pawan -Araka | in -Davao R | load | | Province: North Cotabato, | Davao City |
| n | L | | | | | [| PCC C | Good |
| M | 51-1 | | | MI 51- | -2 | мі 51-3 | AC F | Fair |
| | | | L≈24.20 km L≈3.36kr | | | 73.36km | Gravet B | Bad |
| | | | | , | | | Earth V | . V. Bad |
| | | | | | untainous | | _ | · . |
| | Mountainou | | | | | | - | |
| | | | Arakan | | | ao Jcl. | Underconst | ruction |
| e basic tran | sport means to | remote bara | bgays at inland | area of North | i Cotabato. | | | 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - |
| te agricultu | ral development | in the area | | • | . * | | · · · | |
| | A41.51 | 1 | MI 5 | 1.2 | ML 5 | 1-3 | Tota | <u>.</u> |
| from | ····· | - - | | 1-2 | | | - | |
| | | | | | Davao City | : | | |
| to | Arakan | | Bdry, North Co | stabato - | Davao Jct. Cal | iran Rd. | | |
| | | | Davao City | | | | _ | |
| (km) | 47.8 | | | | | | 75.4 | 0 . |
| Year | 1997 | | 1997 | | 1997 | | | |
| | - | | - | | | | | |
| 1 | - | | - | | · · | ` | | |
| 1 | - | | | | - | | | |
| | 0 | | 0 | | 0 | مستعقب فيستعاطهم | | |
| rotar | | | | | | | | Cost |
| | | | + | | | | | 40,71 |
| | 1 | | 1 ! | · - | - | | 11.61 | 152.85 |
| (m) | 35.07 | 893.96 | 21.00 | 535.29 | 3.36 | 85.6 | 59.43 | 1,514.90 |
| | . | | - | | | | | · · · · · |
| (m) | 200.00 | 70.00 | 35.00 | 12.25 | | | 235.00 | 82.25 |
| (m) | 3,150.00 | 94.80 | - | | - | | - 3,150.00 | 94.80 |
| | | 1,220.32 | | 579.54 | | . 85.6 | 55 | 1,885.5 |
| | | | | - - | Į | · · · · · · | | |
| | | | | | | | | 35.66 |
| | | • | 10 Mar 14 | | | | 1 | 1,885.51 |
| <u></u> | | | | | <u> </u> | | | 263.98 |
| 600 | · · · · · | | | · · · · · · · · · · · · · · · · · · · | 1. | | <u></u> | 2,185.1 |
| 1 · · | · · · | | | | 1 | | | |
| A | | | · • · · · · · · · · · · · · · · · · · · | | + | | | <u></u> |
| 11.70 | | | | .00 | 1 21 | | | |
| | DN L=4 e basic trar ote agricultu from to (km) | MI 51-1 L=47.84 km Mountainous le basic transport means to a ole agricultural development MI 51 from Kidapawan to Arakan (km) 47.8 Year 1997 Car - Jeepney - Bus - Truck - Total 00 Length 1.16 11.61 | MI 51-1 Kida L=47.84 km Mountainous Mountainous | | | | | |

 $(m+j) \in \{j,k\}$

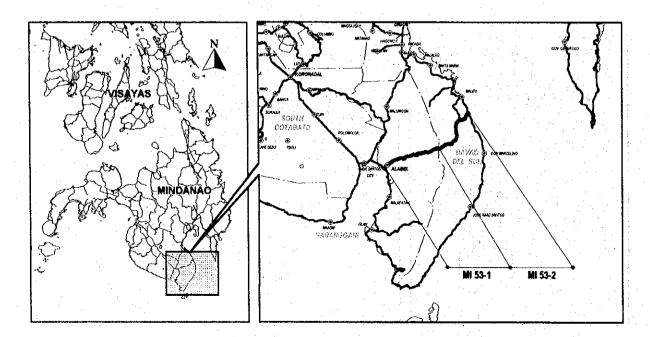


| Road Name | | | Tampakan - | Malungon Road | | Province: | Paulh Catabala |
|---------------------------------------|--------------|----------------------|---------------------------------------|---------------------|-----------------------------------|---|---------------------------------------|
| Existing Road Condition | on | | | | | Saranggani, | South Cotabate G: Good |
| | | | | | | AC | F: Fair |
| · · · · · · · · · · · · · · · · · · · | MI 52-1 | | | MI 5: | | | |
| | 1 = 37.92 | (m | | L = 28.39 | km | Gravel | B: Bad |
| | | | | V | | : Earth | V. V. Bad |
| Flat | Ro | lling-Mountainous | | Mountainous-Rolling | Flat | . Impassa | ible/not existing |
| cl. Marbel Road Tampaka | in | | kk | Jc | t. Digos Makal Road | Underco | Instruction |
| Objective: · Streng | then Saran | ggani - Cotabato lir | k by upgrading | existing road | | | |
| • Provid | le shorter a | nd faster access to | Koronadal from | Davao City | | | |
| | | 2 | | | 1 | | |
| Segment | | MIS | 2-1 | MI 5 | 2-2 | Total | |
| Location | from | Ict. Marbel Road | | Brgy. Miasong | | 1. A. | |
| | | | | | | | |
| | to | Brgy. Miasong | | Jct. Digos-Makar R | Road | | |
| Length | (km) | 37.92 28.39 | | 66.31 | | | |
| · · · · · | Year | 1997 | 2016 | 1997 | 2016 | | |
| | Car | - | 48 | 3 - | 483 | | |
| | Jeepney | - | | 6 - | 36 | | |
| Traffic Volume | Bus | - | 18 | | 182 | | |
| 1 | Truck | | 13 | | 134 | | |
| | Total | 0 | 83 | | 835 | | |
| Work Item/Cost (MP) | 1.1 | Length | Cost | Length | Cost | Length | Cost |
| Rehabilitation (km) | | 35,98 | 594.5 | 3 28.40 | 521.95 | 64.38 | 1,116.4 |
| New Construction (| (m) | 00,00 | 004.0 | | - | | |
| Widening (km) | uny | | | | · · . | - | |
| Bridge Construction | (m) | 85,00 | 29.7 | 5 185.00 | 64.75 | 270.00 | 94.5 |
| Disaster Prevention | | 1,116.56 | 74.3 | | 73.74 | 2,016.47 | 148.0 |
| Total | | | 698.6 | 3 | 660.44 | | 1,359.0 |
| Project Cost: (MP) | | 1 | · · · · · · · · · · · · · · · · · · · | - | · · · · · · · · · · · · · · · · · | | |
| Right-of-Way | | 1 | | - | - | | |
| Construction | | A A MAR | 698.6 | 1 | 660.45 | | 1,359.0 |
| Engineering | · | | 97.8 | | 92.46 | | 190.2 |
| Total | | | 796.4 | 4 | 752.91 | | 1,549.3 |
| Implementation | from | Jan. | 2010 | Jan. | 2013 | | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 |
| Schedule | to | Dec. | 2012 | Dec; | | | |
| Economic Return (IR | R%) | 24 | .51 | 39. | .67 | | 1 A |



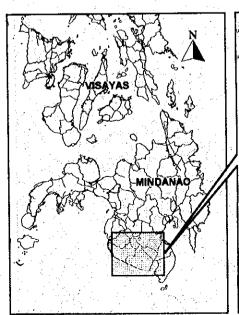
- 207 -

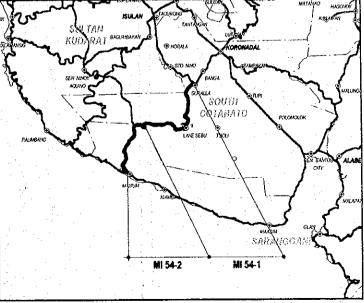
| Road Name | | | | Alabel | Lais Road | | | | Province Sarangan | | o del Sur |
|---|-------------------------|--|----------|-------------------|---------------------|-----------------|--------|----------|---------------------------------------|---------------------------------------|---|
| Existing Road Conditi | on . | I | | ···· | | | | | PCC | · | Good |
| | - | | | | MI CO | • | | | | F: | Fair |
| { | MI 53-1 L = 32.59 km | | | | MI 53 L = 28.5 | | · · · | | : Grav | an D | Bad |
| | L = 32.59 km | | ····· | | L = 28.5: | | | | | | |
| ¢Ф | | . V | Ç., | | | ۴B | | | Eart | h.V: | V. Bad |
| Flat-Rolling | | Rolling-Mour | it. | Mount. | Ro | ting-Fl | ai | | [] : Imp | assaole/i | not existing |
| Alabel | | ······································ | | H | | | Jct. N | lana | : Und | erconstr | uction |
| | le east-wesi | t link at Saran | oqani F | Peninsula by co | Instructing new roa | ıd . | | | | | •••••••••••••••••••••••••••••••••••••• |
| • | | | | - | coastal area of th | | insula | | | | |
| | - | | | riculture, fisher | | | | | | | |
| Segment | • | | MI 53 | | <u> </u> | 1 53-2 | | | To | otal | |
| Location | from | Jct. Alabel R | oad | · · · · · · · · · | Boundary Sara | igani- | | | | | · · · . |
| | | | | | Davao del Sur | | | 1 | | | |
| | to | Boundary Sa | rangar | ıi- | Jct. Mana | | | | | | |
| | | Davao del Si | ır | | | | | | • | | |
| Length | (km) | | 32.5 | 9 | T | 28.55 | - | | 61 | .14 | |
| | Year | 1997 | | 2016 | 1997 | | 2016 | | | | |
| | Car | | - | : | i0 . | - | 30 | 3 | | | |
| | Jeepney | · · | - | | 1 | | · 1 | ÷ . | | | |
| Traffic Volume | Bus | · | - | · · · | 2 | - | 2 | | | | |
| 1. A. | Truck | · . | | | 3 | • | 13 | | | | |
| | Total | | 0 | | 6 | 0 | 46 | · · · | e ta di | | • |
| Work Item/Cost (MP) | | Length | | Cost | Length | _ | Cost | : 1 | Length | · · | Cost |
| Rehabilitation (km) | | • | | | - | - | | | . • | | · · · · · · |
| Improvement (km) | | 1 | 7.06 | 528.2 | | | 413.50 | | 51.05 | | 941.71 |
| New Construction (k | im} | | 3.33 | 84.9 | 1 4.5 | 5 | 116.26 | | 7.89 | | 201.17 |
| Widening (km) | | | - | | | | - | | • | · · | : · · |
| Bridge Construction | | | 3.00 | 39.5 | | | 122.50 | | 463.00 | , · | 162.05 |
| Disaster Prevention Total | (ຄາ) | 4/1 | 0.00 | 41.9 | | - | - | | 470.00 | | 41.91 |
| Project Cost: (MP) | ~ | · · | | 694.5 | | | 652.26 | | | ļ | 1,346.8 |
| Right-of-Way | | | | 2.0 | 'n | | 2.74 | | | ·. · | |
| Construction | | | | 694.9 | | | 652.26 | | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | ÷ | 4.7 |
| Engineering | | | | 97.1 | | · 1 | 91.32 | | | | 1,346.8 |
| Total | | | | 793.8 | | | 746.32 | | | | 1,540.1 |
| Implementation | from | Tol | | essed in | To be | 300.00 | | | | · · · · · · · · · · · · · · · · · · · | 1,040.1 |
| Schedule | to | 1 | later y | | | asses er yea | · · · | | · · · · | | e strigt off Statistics |
| Economic Return (IRI | | 1 | 14101 91 | | | - 758 | 149 | <u> </u> | | | 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - |



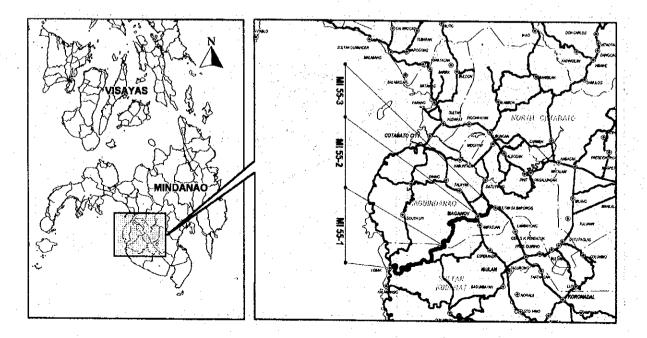
- 208 -

| LE | | Pr | roject Number: N | AI 54 | Classifica | ition : Strategic A |
|--------------|--|--|--|--|--|---|
| | Su | rallah - Lake Se | bu - Maitum Road | , <u>, , , , , , , , , , , , , , , , , , </u> | Province: | (.) |
| l | L.,,,, | | | | | tabato, Saranggani |
| ກ | | | | | PCC | G: Good |
| MI 54-1 | | | MI 54-2 | | AC : AC | F: Fair |
| L = 42.3 | i3 km | | L = 32.80 | : Grav | el B Bad | |
| | | | -F.B.C | | | N V V. Bad |
| ountainous | | M | ountainous | | | ssable/not existing |
| u | <u></u> | | | Ma | itun : Unde | erconstruction |
| a new link c | connecting South C | otabato and Sarai | nggani coastal area | ۰. | | 1. A. |
| then econo | mic linkage betwee | n two provinces | 1994 - C. 1997 - | . · · · · | | |
| te provincia | al development in a | griculture, fishery | and tourism | | | |
| | MI 5 | 4 - 1 | MI 54 | - 2 | Το | tal |
| from | South Cotabato | | Boundary South Co | otabato - | | |
| | 14 A. | | Saranggani | and the second second | | |
| to | Boundary South C | otabato - | Maltum | 2 B | | |
| | Saranggani | · . | · · · | | | |
| (km) | 42 | 33 | 32.8 | 30 | 75. | 13 |
| Year | 1997 | 2016 | 1997 | 2016 | | |
| Car | 60 | 1,019 | t | 261 | | |
| Jeepney | 30 | 352 | 1 · · · · · | 118 | 1. 19 1. 19 1. 19 1. 19 1. 19 1. 19 1. 19 1. 19 1. 19 1. 19 1. 19 1. 19 1. 19 1. 19 1. 19 1. 19 1. 19 1. 19 1. | |
| Bus | 5 | | 1 1 | 4 . | | • • |
| | | | | | | |
| Total | | | | | | |
| | Length | Cost | Length | Cost | Lengin | Cost |
| 1.1.1.1 | | 475.00 | | - | | 564.73 |
| | | 1 | 1 1 | | | 1,000,69 |
| m): | 11.27 | 287.40 | 21.96 | 113.28 | 39.20 | 1,000.09 |
| · | 102.20 | 64.14 | | - | 183 30 | 64.15 |
| | 1 1 1 | | 1 | | | 04.15 |
| (m) | 850.00 | | | 802 72 | 000,00 | 1629.57 |
| <u></u> | | <u>i 303.34</u> | <u>'</u> | 002,12 | | 1020.07 |
| 4 A. | | 6.7(| 8 | 16,79 | | 23.55 |
| | | 1 | | 802.72 | | 1,706.07 |
| | $(1,1,2,\dots,2) \in \mathbb{R}$ | 126.4 | 7 | 112.38 | | 238.85 |
| | | 1,036.5 | 3 | 931.89 | ÷ | 1,968.47 |
| from | Jan. | 2004 | Jan. 2 | 2007 | | a ta ta t |
| to | Dec. | 2006 | Dec. : | 2009 | . · · · | <u> </u> |
| ۲%) | | | 13 | 93 | 1 | |
| | m MI 54-1 L = 42.3 DF. B- tountainous u a new link C then econo te provincia from to (km) Year Car Jeepney Bus Truck Total m) (m) (m) (m) | Su MI 54-1 L = 42.33 km DE-D | Suraliah - Lake Se n MI 54-1 L = 42.33 km MI 54-1 MI 54 MI 54 MI 54 MI 54 MI 54 MI 54 54 MI 54 MI 54 51 712 28.23 712 28.23 712 28.23 712 28.24 712 | Surallah - Lake Sebu - Maltum Road MI 54-1 MI 54-2 L = 42.33 km L = 32.80 DE-D | Surallah - Lake Sebu - Maltum Road. n MI 54-1 MI 54-2 L = 42.33 km L = 32.80 km DE-D | Surallah - Lake Sebu - Mallum Road. Province: South Co MI 54-1 MI 54-2 |





| Road Name | | | Lebak | Maganoy-Sul | lan Barongi | s Road | | | | | |
|--------------------------------------|----------------------------------|---|-----------------|--------------------------------|---------------------------------------|-------------------|------------|---|---------------------------------------|--|--|
| Existing Road Conditi | on | <u> </u> | | | | | r i | | | | |
| | | | | | | | . L | | Cole | | |
| processory | 55-1 | | | MI 5 | · · · · · · · · · · · · · · · · · · · | ML | | | , rai | | |
| L=4 | 9.30km | | | L=36.0 | 50km | L=1(|).20km | : Gravel 8 | , Bad | | |
| BP | | | F | | | BP | ••••• [| Earth V | V. Bad | | |
| Mountain | ious - Rolling | Fla | t | Mountainou | 15 | Rolling Flai | | : Impassable | not existing | | |
| | · . | | | | | | ·' í | Underconst | ruction | | |
| Objective: • Provid | le new link i | connecting Mag | uindanan an | t Sultan Kudara | | · · · · · · · · | | | | | |
| • | | omic linkage bet | | | | | | | | | |
| | | | | | | | | | | | |
| | Promote provincial develop gment | | | | | r | | | | | |
| Location | from | MI 5 Jct. Colabato - | · · · · · | MI 5 | | MI 5 | | Total | | | |
| Location | Kalamansig Roa | | | Boundary Sult Kudarat - Mag | | Jcl. Marbel Allah | -Cot. Road | AC F: Fair Gravel B: Bad Earth V: V. Bad Impassable/not existing Underconstruction Total Total AC F: Fair Underconstruction Underconstruction Cost 1.30 9.7 67.13 1.057.9 27.67 705.3 0 305.00 106.1 2,600.00 150.5 3 2,029.67 16.60 2,029.67 | | | |
| | to | Kelamansig Road Kudarat - Maguindanao Boundary Sultan Jct. Marbel Allah-Cot. Road Jct. Sapakan | | | | | | | | | |
| | | Kudarat - Mag | | JUL MAIDELANA | HOOL NOAU | JUL Dapakan | | | | | |
| Length | (km) | 47. | | 36.0 | 50 | 10.3 | 20 | 94.10 | | | |
| ······ | Year | 1997 | 2016 | 1997 | 2016 | 1997 | 2016 | | · · · · · · · · · · · · · · · · · · · | | |
| | Car | | 347 | - | 347 | 30 | 1,40 | 0 | | | |
| | Jeepney | - | 214 | | 214 | 22 | 86 | 3 | | | |
| Traffic Volume | Bus | - | 1 | - | 1 | 1 | 2 | 9 | 1 - E | | |
| 1 | Truck | - | 96 | - | . 96 | .12 | 41 | 3 | | | |
| | Total | 0 | 658 | 0 | 658 | 65 | 2,70 | 5 | | | |
| Work Item/Cost (MP) | | Length | Cost | Length | Cost | Length | Cost | Length | Cost | | |
| Rehabilitation (km) | | 0.50 | 3.64 | 0.80 | 6.11 | - | ÷ | N · · · · · · · · · · · · · · · · · · · | 9.7 | | |
| Improvement (km) | | 46.80 | 751.71 | 10.13 | 171.89 | 10.20 | 134.3 | ii - 1 | 1,057.9 | | |
| New Construction (k | um} | 2.00 | 50.98 | 25.67 | 654.33 | - | | - 27.67 | 705.3 | | |
| Widening (km) Bridge Construction | (m) | 72.00 | - | - | | | | - | | | |
| Disaster Prevention | | 26,000.00 | 24.60 150.52 | 47.00 | 16.45 | 186.00 | 65.1 | 1 . I | | | |
| Total | | 20,000.00 | 981.45 | | 848.78 | ┝ | 100 4 | | ····· | | |
| Project Cost: (MP) | | <u> !</u> | 501.45 | | 040.70 | l | 199.4 | ₰ | 2,029,6 | | |
| Right-of-Way | 4 | | 1.20 | | 15,40 | | | | 10.00 | | |
| Construction | · . | | 981.46 | | 848.78 | e = 1 | 199.43 | | | | |
| Engineering | | | 137.40 | | 118.83 | | 27.92 | 1 | 2,029.07 | | |
| Total | | | 1,120,06 | | 983.01 | | 227.3 | | 2,330.4; | | |
| Implementation | from | Jan. 2 | 2011 | Jan. 2 | | Jan. 2 | | | | | |
| Schedule | to | Dec. | 2013 | Dec. | 2013 | Dec. 2 | | | | | |
| Economic Return (IRI | R%) | 14. | 48 | 17. | 15 | 29.7 | | | | | |



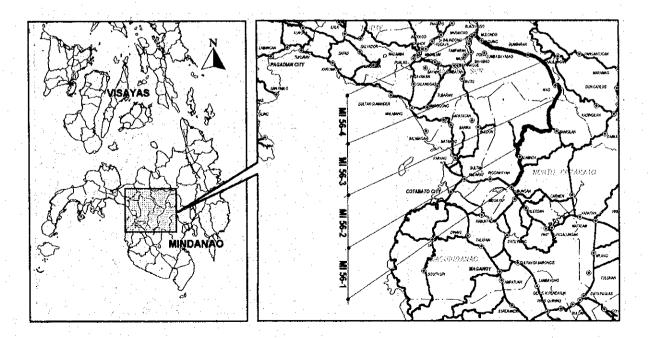
- 210 -

PROJECT PROFILE

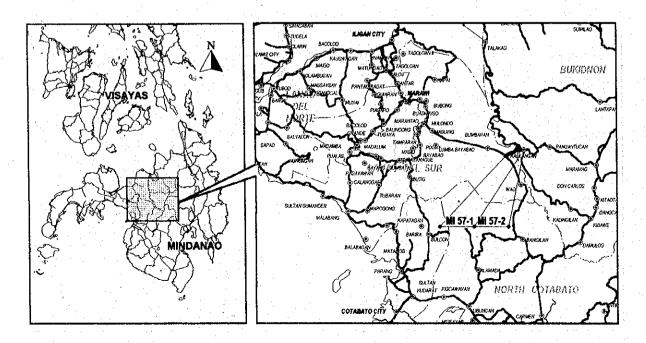
Project Number : MI 56

Classification : Strategic Road (B)

| PROJECT PROF | | | | Project N | umper : | MI 50 | | Glassificat | ion : Strat | egic Road | (D) |
|--|---------------|--------------|-----------------|--------------|-------------|------------------------------|-----------------|--------------|------------------|--------------|-----------|
| Road Name | | | Libuna | an - Banisi | lan - Wao | Malanod | Road | | Province | | |
| | | | | | | | | | | ibato, Lana | ** |
| Existing Road Condition | n | | | | | | | | PC | C G G | boo |
| ML 56 - 1 | MI 56- | 2 | . N | 11 56-3 | | MI | 6-4 | | AC | FFa | IF. |
| L = 25.30 km | L = 49.29 | 1 | | 27.45 km | | L = 37. | 50 km | | : Gra | avel B:Ba | d |
| | В | Ġ | | | | | 5 | | Ear Ear | th V:V | Rad |
| The second seco | · · · · · | | <u></u> | | - 19- 9- | | لتعتقد | | | | |
| Flat-Rolling Flat | Rolling-Mount | I | Rolling | | Rolling-Mou | ntainous | | | () : Imp | passable/not | existing |
| Libungan | | | | | Wao | Bum | baran M | tulondo | : Un | derconstruct | on . |
| | then existir | g link betwe | en Lanao d | el Sur and N | lorth Cotab | ato through | central Min | danao | | | |
| • | Ithen econo | mic linkage | between tw | o provinces | | - | | | | | |
| - | | | | | and toucie | 20 | | | | | |
| | ve hrownes | developme | | | | | | | | T - | tal |
| Segment Location | from | MI 5 | xo-1 | MI 5 | 0-2 | MI 5 | | MI : Wao | 56-4 | Το | tai |
| LOCAUON | aom | Libungan | | Barangiran | | Boundary No bato Lanao di | | YYOU | | - | |
| | to | Barangiran | | Boundary La | nào det | Wao | · · | Mulondo | | | |
| | | Junanghan | | Sur | | | 1.0 | | | | ÷ |
| Length | (km) | 25. | .30 | 49. | 29 | 22,4 | 45 | 37. | .50 | 134 | .54 |
| | Year | 1997 | 2016 | . 1997 | 2016 | 1997 | 2016 | 1997 | 2016 | | |
| | Car | 263 | 935 | • | 394 | - | 164 | 15 | 294 | | |
| | Jeepney | 138 | 365 | - | 144 | - | 30 | 23 | 88 | | |
| Traffic Volume | Bus | 29 | 99 | - | 63 | - | 46 | 6 | 22 | | |
| | Truck | 85 | 426 | | 279 | | 203 | - 22 | 293 | · · | |
| Work Item/Cost (MP) | Total | 515 | 1,825 Cost | | 880 Cost | | 443 Cost | 66 Length | - 697 Cost | Length | Cost |
| Rehabilitation (km) | | Length | COSt | Length | Ç031 | Length | | Lengur | 0031 | Lenga | ÇUSI |
| Improvement (km) | | 21.89 | 344.16 | 42.57 | 800.88 | 22.45 | 464.14 | 30,50 | 589,98 | 117.41 | 2199.1 |
| New Construction (k | (m) | - | - | | - | - | - | _ | 161.59 | - | 161.59 |
| Widening (km) | • | · _ | - | - | , | - | - | 6.50 | - | 6.50 | |
| Bridge Construction | (m) | 104.56 | 20.48 | 250.00 | 87.50 | 65.00 | 22.75 | 182.00 | 63.70 | 601.56 | 194.43 |
| Disaster Prevention | (m) | 1,200.00 | 36.50 | 1125.00 | 85.00 | · - | · · · _ | · _ | | 2,325.00 | 121.50 |
| Total | | | 401.14 | <u> </u> | 973.38 | ļ. | 486.89 | | 815.27 | ļ | 2676,6 |
| Project Cost: (MP) | | | | | | | | | | | |
| Right-of-Way | | | - | | | | * | | 4.35 | | 4.35 |
| Construction | | | 401.15 | | 973.38 | | 486.89 68.17 | | 815.27 | | 2,676.69 |
| Engineering Total | <u></u> | | 56.16 457.31 | | 136.27 | | 555.06 | | 114.14 933.76 | <u> </u> | 3,055.78 |
| Implementation | from | Jan | 2009 | Jan. | | July | | Jan | 2011 | <u></u> , | 0,000.70 |
| Schedule | to | | 2010 | Dec. | | - | 2009 | | 2013 | | |
| Economic Return (IR | | 4 | .12 | 21 | | 18. | | | .74 | | |
| Environmental Impact | | (LOW) | : The pr | oject is to | improve e | xisting grave | el/earth roa | ad. No sig | nificant env | rironmental | impact is |
| | | | expect | ed. | | | | | | | |
| | | | | | | | | | | | |

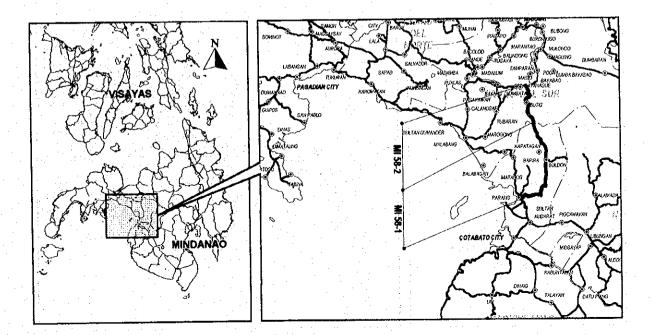


| Road Name | | | Wao - K | Kalilangan | | | Province: | |
|----------------------------|-------------|--------------------------|---------------|----------------|---------------------------------------|--------------|--|--|
| | | <u> </u> | | | · · · · · · · · · · · · · · · · · · · | | - Contraction of the local division of the l | ao del Sur, Bukidnor |
| Existing Road Condition | on | | | | | | PCC | G: Good |
| · · · | · | KAT / | 57 - 1 | | | MI 57-2 | AC : | F: Fair |
| ſ | | | 7.00 km | | | T | Gray | vel B: Bad |
| | | रूच्य प्रसारमां सरमार | OU KIII | <u></u> | ****** | L=0.10km | التعتما | |
| | | | | | | đ | : Earti | |
| | | R | tolling | | · · · · | | E Impa | assable/not existing |
| Jct. Wao | | | | | Kam | p. Kabaritan | : Und | erconstruction |
| Objective: | | | | | | p. runariuri | | · |
| Objective. | | | | | | | | |
| | | | | | | • | | |
| O | | | | 1 | | R | | <u>.</u> |
| Segment Location | from | Jct. Wao | 57 -1 | Boundary Lana | <u> 11 57 -2</u> | <u> </u> | 10 | otal |
| Luçation | | JCI. YVAU | | Bukidnon | | | | 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1 |
| • | to | Boundary Lanao | del Sur - | Kamp Kabaritar | n' | | | |
| | | Bukidnon | 101 02. | | | | · · · · | |
| Length | (km) | | .00 | 1 | 0.10 | | 7. | 10 |
| | Year | 1997 | 2016 | 1997 | 201 | 6 | · · · | · · · · · · · · · · · · · · · · · · · |
| | Car | 99 | 1 | | 99 | 841 | | |
| | Jeepney | 141 | | | 41 | 351 | | |
| Traffic Volume | Bus | 37 | | | 37 | 142 | | 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1 |
| | Truck | 135 | A | | 35 | 887 | | <u> </u> |
| Work Item/Cost (MP) | Total | 412 Length | 2,221 Cost | | 12 | 2,221 | | |
| Rehabilitation (km) | | Lengu | Cost | Length | Co | st | Length | Cost |
| Improvement (km) | | | | | |] | | |
| New Construction (k | (m) | | | | | | | |
| Widening (km) | | ļ | | | | | · . | |
| Bridge Construction | (m) | - | | - | | _ | _ | |
| Disaster Prevention | | | | - | - | | · · · · - | |
| Total | | | | • | | | | |
| Project Cost: (MP) | | | | 1 | | | | |
| Right-of-Way | | | | - | | - | | |
| Construction | | | | • | | | | |
| Engineering | | <u> </u> | | - | · · · · · · · · · · · · · · · · · · · | | · · | |
| Total | T | | | - | · · · · · · · · · · · · · · · · · · · | | | |
| Implementation Schedule | from to | NO | work | P | No work | | | |
| Economic Return (IR | | | ·· | | <u> </u> | | | |
| | | | | | | | | |

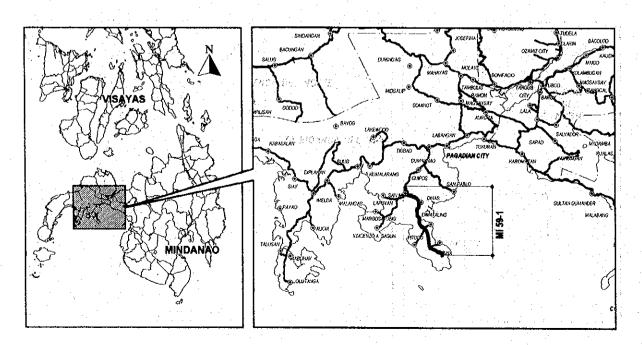


- 212 -

| Road Name | | | Parang - Lami | bayanag Road | | Province: Lanao del S | Sur, Maguindanao |
|--|--|----------------------|--|---------------------|----------------|--------------------------|---|
| Existing Road Condition | in | | | | | PCC | G Good |
| · · | | MI 58-1 | | | MI 58-2 | : AC | Р: Рак |
| | | L≃43.2km | , <u>, , , , , , , , , , , , , , , ,</u> | I | = 18.50 km | - Gravel | B [.] Bad |
| | | | | | | Earth | V: V. Bad |
| G | | | | <u></u> | ····· | | able/not existing |
| | F | lat-Rolling | | Rollin | ig-Mountainous | Under | construction |
| Parang | | Buldon | · · · · · · · · · · · · · · · · · · · | | Lambayana | que Li | |
| • | | | | area and Cotabato C | Sity | | ti ta se |
| Provid | e basic land | d transport means to | o remote Baranga | iys in Inland area. | | | |
| Segment | | MI 5 | | MI 58 | | Tota | |
| ocation from | | Parang | 0-1 | Boundary Lanao de | | | |
| | | · | · · · · | Maguindanao | | | |
| | to ' | Boundary Lanao d | el Sur- | Lambayanaque | | 1. A. 1. | |
| | | Maguindanao | | | | | |
| Length | (km) | 43. | | 18.5 | | 61.7 | 0 |
| | Year | 1997 | 2016 | 1997 | 2016 | | |
| | Car | 123 | 1,953 | i i | 1,499 828 | | |
| Traffic Volume | Jeepney Bus | 54 | 33 | 1 1 | 4 | | |
| Tratic volume | Truck | 24 | 636 | | 557 | | |
| | Total | 210 | 3.619 | | 2,888 | | |
| Work Item/Cost (MP) | 1 | Length | Cost | Length | Cost | Length | Cost |
| Rehabilitation (km) | | - | • | - | | - | - |
| Improvement (km) | | 40.70 | 677,52 | 8,30 | 157.08 | 49.00 | 834.60 |
| New Construction (F | an) . | | • | -10.20 | 260.00 | 10.20 | 260.00 |
| Widening (km) | | ~ | - | - | - | - | |
| Bridge Construction | (m) | 80.00 | 28.00 | 20.00 | 7.00 | 100.00 | 35.00 |
| Disaster Prevention | (m) | | · | - | - | | - |
| Total | <u>. </u> | <u> </u> | 705,52 | 2 | 424.08 | | 1,129.60 |
| Project Cost: (MP) | | | | | 6.12 | | 6,1; |
| Right-of-Way | | | 705.52 | - | 424,08 | | 1,129.60 |
| Construction | · · | | 98.7 | | 59.37 | | 158.14 |
| Engineering | | | 804.2 | | 489.57 | | 1,293,80 |
| Total Implementation | from | | 2010 | Jan, 2 | | ····· | |
| | to | 1 · · · | | Dec. 2 | | · . | ala de State de La de La composition |
| Schedule to Dec. 2012 Economic Return (IRR%) 22.16 | | 33. | | | | | |

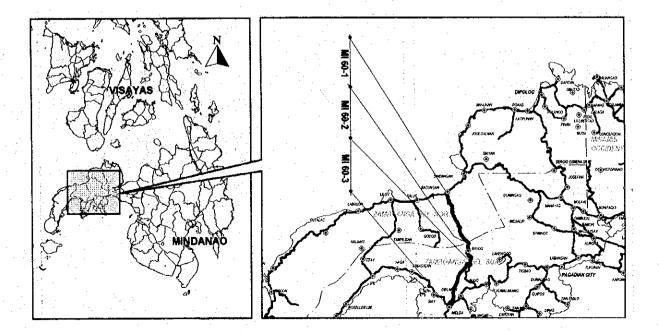


| PROJECT PROF | ILE | Project Number: MI 59 | Classifica | ation : Strategic Road (B) |
|-------------------------|---|--|-----------------|--------------------------------|
| Road Name | | San Miguel - Tabina | | Province: Zamboanga Del Sur |
| Existing Road Condition | on | | | PCC G: Good |
| | 1 | | | AC F: Fair |
| | | MI 59-1 | ····· | |
| | | L = 36.20 km | | Gravel B: Bad |
| Ø | | | | Earth V. V. Bad |
| Rab | | | ¥ | Impassable/not existing |
| 100 | | Rolling - Mountainous | Flat | ······ |
| Jct. Bilinan | : | B | agonion | : Underconstruction |
| ····· | ilhen Flench | a Peninsula coastal link | | I |
| • | | al, fishery and tourism development | | |
| 1 tonic | AG EGHCUIC | | | |
| Segment | | MI 59-1 | | |
| Location | from | Jct. Bitinan | | |
| | | | | |
| | to · | Bagonion | | |
| | | | | : |
| Length | (km) | 36.20 | | |
| | Year | 1997 | | 2016 |
| | Car | 107 | · . | 763 |
| | Jeepney | 88 | 1.1.1.1.1.1.1.1 | 245 |
| Traffic Volume | Bus | 53 | | 146 |
| | Truck | 45 | 1.1 | 176 |
| | Total | 293 | | 1,330 |
| Work Item/Cost (MP) | 19 - 19 - 19 - 19 - 19 - 19 - 19 - 19 - | Length | | Cost |
| Rehabilitation (km) | | 1.00 | | 8.75 |
| Improvement (km) | | 35.20 | | 550.52 |
| New Construction (k | .m} | | | |
| Widening (km) | | - | | |
| Bridge Construction | (m) | | | |
| Disaster Prevention | (m) | and the second | | |
| Total | | | | 559.27 |
| Project Cost: (MP) | | | | |
| Right-of-Way | | | • | |
| Construction | | 559.27 | | |
| Engineering | | 78.30 | · | e e e e e e e e e e e e |
| Total | | 637.57 | | |
| Implementation | from | Jan. 2007 | · . | |
| Schedule | to | Dec. 2009 | | |
| Economic Return (IR | R%) | 22.33 | | |
| Environmental Impact | | (LOW) The project is to improve existing gravel road. expected. | No signific | cant environmental is |

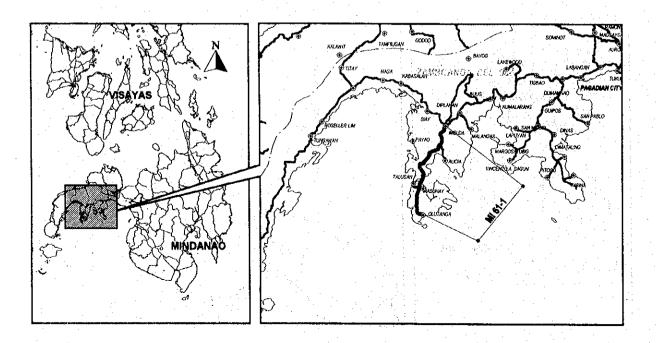


- 214 -

| Road Name | | | | Bacunga <mark>n -</mark> E | Bayog Road | | | Province: Zamboangad | el Norte/Sur |
|--|-----------------|-------------------|----------------------------|----------------------------|----------------|---|------------|--|----------------|
| Existing Road Condition | on | | ····· | | | | Ĩ | PCC | G. Good |
| | | | | 0.0 | · MI 6 | 20.2 | P | | F: Fair |
| · · · · · · · · · · · · · · · · · · · | 60-1 0.00 km | | MI 6 | | L=23. | ··········· | | Gravel I | B: Bad |
| | | | | LT- | | | ╶╴╴╴┥╞ | | • |
| | | | | | | | <u>9</u> | : Earth | V: V, Bad |
| Rothing | Mountainous | | Mountainous Rolling - Flat | | | | | : Impassable | e/not existing |
| Leon Postigo | | | | Imetda | | | Bayog ; | : Undercons | truction |
| | le north-sou | th link at centra | part of Zam | <u> </u> | ula by constru | cting new road | | | |
| • | | ess from north | • | ÷. | | | | | |
| | | nsport means to | | | | | 1. · · · | | |
| Segment | | MIG | | MI 6 | · | MI 6 | D-3 | То | lal |
| Location | from | Leon Postigo | | Boundary Zamb | | Bayog | | 1 | |
| | | | | Norte-Zamboan | ga del Sur | | | | |
| | to | Boundary Zamb | - | Bayog | | Imelda | | | |
| | | Norte-Zamboan | - | | | | | | |
| Length | (km) | 30.0 | | 13 | | 23. 1997 | 32 2016 | 67. | 76 |
| | Year Car | 1997 | 2016 | 1997 | 2016 | 1997 | 2016 | | |
| | Jeepney | | 95 | | 202 | 7 | 12 | 1 . | |
| Traffic Volume | Bus | | 37 | | 37 | 5 | 5 | • B | |
| | Truck | | 55 | _ | 55 | 10 | 9 | | |
| | Total | 0 | 469 | 0 | 469 | 36 | 66 | 0 | |
| Work Item/Cost (MP) | | Length | Cost | Length | Cost | Length - | Cost | Length | Ċost |
| Rehabilitation (km) | | 0.80 | 8.00 | - | | 1.21 | 12.0 | 5 | 20,0 |
| Improvement (km) | a a a | 2.70 | 57.24 | | • | 22.62 | 378.3 | -81 | 435.5 |
| New Construction (| (m) | 26.50 | 675.48 | 13.94 | 318.18 | - | | 40.44 | 993.6 |
| Widening (km) | | - | - | - | - | - | · . | - 0.00 | 0.0 |
| Bridge Construction Disaster Prevention | | 60.00 | 21.00 | 120.00 | 42.00 | | · · . | - 180.00 | 63.0 1.2 |
| Total | (11) | 20.00 | 762.92 | | 360.18 | | 390.4 | | 1513.5 |
| Project Cost: (MP) | | | | ' | 000.10 | <u> </u> | ~~~~ | ······································ | 1010.0 |
| Right-of-Way | | 1 | 15,90 | | 12,85 | | | - | 28.75 |
| Construction | | 1 . | 762,92 | | 360,18 | | 390,4 | 1 | 1,513.51 |
| Engineering | | | 106,81 | | 50,43 | | 54,6 | 6 | 211.90 |
| Total | | | 885.63 | | 423.46 | | 445.0 | 17 | 1,754.1 |
| implementation | from | Jan. | | Jan. | 2013 | Jan. : | | | |
| Schedule | to | Dec. | | Dec. | | Dec | | _ _ ` | |
| Economic Return (IR | R%) | 11. | 33 | 12. | 50 | 16 | 40 | a∦t tan | |

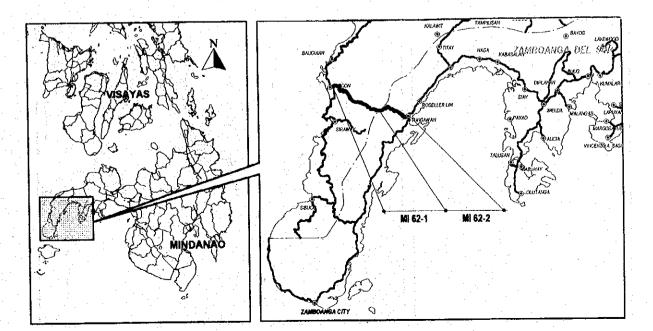


| | <u> </u> | | | | Province | |
|----------------------|---|--|------------------------|---|-------------|---------------------------|
| Road Nam | 19 | Imelda - Olu | itanga Road | | | anga del Sur |
| Existing Road Cond | ition | | | | PCC | G: Good |
| | | | | | AC | F: Fair |
| ſ | , | MI 61-1 L = 47.86 km | · · | · | Gravel | B: Bad |
| | | | | | E Earth | V; V. Bad |
| фВУ- | <u>↓</u> | B | | 8 -0 | | |
| Rolling-Mount. Flat | Flat-Rolling | Flat | Rotting | Flat | : Impass | able/not existing |
| melda | ↓ | | | Olulanga | : Underco | onstruction |
| | vide direct acc | ess to Olutanga Island from main island by | constructing bridge ov | | <u></u> | |
| | | c linkage between two island | | | | |
| | | I development in agriculture, fishery and to | urism | | | |
| Segment | T | | MI 61-1 | | | |
| Location | from | | Imelda | · | ` | |
| | | | | 2 | | |
| | to | | Olutanga | | | |
| | | | | | | |
| Length | (km) | 1007 | 47.86 | | | |
| . ' | Year Car | 1997 | | | 2016 | |
| | Jeepney | 1 | | | . 167 | |
| Traffic Volume | Bus | , 13 | | 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - | 64 | |
| | Truck | 1 | | | 47 | |
| | Total | 16 | · . · · · | | 302 | |
| Work Item/Cost (MP | } | Length | | 1.44 | Cost | The factor |
| Rehabilitation (kr | n) 🤤 | - | | | • | 1 |
| Improvement (kr | | 47.65 | | | 690,11 | |
| New Construction | n (km) | | | 1997) 1997) | | |
| Widening (km) | e de la companya de l | | | 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - | - | |
| Bridge Construct | | 727.60 | | | 249.14 | |
| Disaster Prevent | ion (m) | | | | <u> </u> | |
| Total | | | | · | 939.25 | |
| Project Cost: (MP) | | | | | | 1.00 |
| Right-of-Way | | | | ÷ | 1. A. A. A. | |
| Construction | | | 939.25 | 1.5 | | t set store |
| Engineering Total | | | 131.49 | | <u> </u> | ana sa 19 Zanasa na 19 |
| Implementation | | | 1,070.74 | | | |
| Schedule | from to | | July 2011 | | | s a a go ch |
| Economic Return (| | | June 2014 18,20 | | <u></u> | |
| | | | 10.20 | · · · · · · · · · · · · · · · · · · · | <u></u> | e a strandere andere |

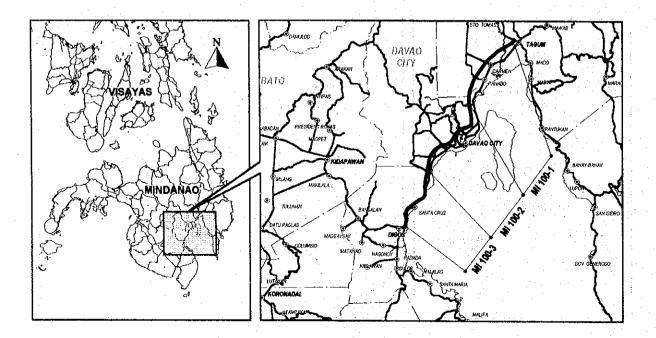


- 216 **-**

| PROJECT PROF | PROJECT PROFILE | | Pro | ject Nu | umber : MI 62 | Cl | assification : | | | |
|----------------------------------|--|---|-------------|---------------|--------------------|---|---------------------------------------|------------|-----------------------------|--|
| Road Name | | | Slocon | i - Tunç | gawan Road | | | | ooanga del oanga del Sur | |
| Existing Road Condition | n | · · · · · · · · · · · · · · · · · · · | <u></u> | | · | | | | G [.] Good | |
| - | : | | | | Literation | | | ₩C F | - Fair | |
| | MI 62-1 | <u> </u> | | | MI 62 | | | Gravel B | Bad | |
| L = 26,55 km | | | | | L = 19,10 | 6 km | ليتعتدا ا | | | |
| • | | | t | | ***** | *************************************** | ::::: 🗔 : E | Earth V | /: V. 8ad | |
| Rolling | | | Mou | intainous | š | | - () : h | mpassable | not existing | |
| | | | | | | Tungaw | : | Inderconst | ruction | |
| Siocon | | | -t af Zamhr | | Antipeula bu const | | <u>an</u> | | | |
| | | uth link at central par | | | | | -locula | | | |
| | | cess from northern c | | | | i of Zampoanga re | กเกรนเล | | | |
| | e with basic | c transport means to | | arangay | | | · · · · · · · · · · · · · · · · · · · | | | |
| Segment | · · · · · · · | MI 6 | 52-1 | | | 62-2 | | Total | <u> </u> | |
| Location | from | Siocon | ÷ | . l | Canatuan | | | | | |
| 1 | | | | | | | | | | |
| | to | Canatuan | | | Tungawan | | | | | |
| Length | (km) | 26 | .55 | † | 19 |).16 | | 45.71 | · · · · · · | |
| Lengui | Year | 1997 | 2016 | 3 | 1997 | 2016 | | | | |
| | Car | | | 88 | | 88 | | | | |
| | Jeepney | | | 45 | 1 | 45 | | | | |
| Traffic Volume | Bus | | | 14 | | . 14 | | | | |
| | Truck | ! | | 34 | | . 34 | | | ÷ | |
| | Total | 0 | | 181 | 0 |) 181 | | | | |
| Work Item/Cost (MP) | | Length | Cos | t | Length | Cost | Length | - | Cost | |
| Rehabilitation (km) | | - | | - | .: - | • | | - | | |
| Improvement (km) | | 9.00 | 1 | 169.56 | · · · · · | - | • | 0.00 | 169,56 | |
| New Construction (| .m) | 17.55 | | 447.35 | 19.16 | 481.56 | 36 | 5.71 | 928.9 | |
| Widening (km) | | | | 40.05 | • | 1 | 115 | 5.00 | 40.2 | |
| Bridge Construction | | 115.00 | | 40.25 | - |] | 113 | .00 | 40.24 | |
| Disaster Prevention Total | (m) | | <u> </u> | 657.16 | | 481.56 | | | 1,138.72 | |
| Project Cost: (MP) | | | <u>i</u> | 001.10 | | 1 | | | | |
| Right-of-Way | e de la composición de la comp | | | 10.53 | | 12.25 | | | 22.70 | |
| Construction | | | | 657.16 | | 481.56 | | | 1,138.7 | |
| Engineering | | | | 92.00 | | 67.42 | | | 159.4 | |
| Total | <u> </u> | 1 | | 759.69 | | 561.23 | | | 1,320.9 | |
| Implementation | from | July | 2012 | | July | y 2012 | | | | |
| land in a s | to | | e 2016 | I | June 2016 | | | | | |
| Schedule Economic Return (IR | 1 | Jun | 2010 | | 0411 | | | | | |

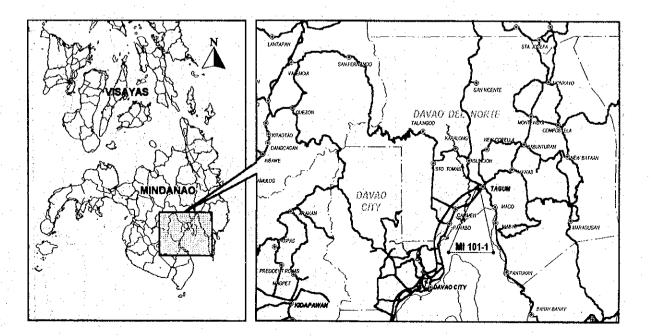


| Road Name | | , , | . • | Davao City I | Expressway | | | Province: Davao del Norte Davao City, Davao del Sur | | |
|-----------------------------|---|------------------|----------------|---|--------------------|---|-------------|--|------------------|--|
| Existing Road Condition | | ····· | | | | The second | G: Good | | | |
| MI 400 | | | 141.400 | • | | 141.400.0 | | | Fair | |
| MI 100- L = 32.13 I | | | MI 100- | | | MI 100-3 | | |): Bad | |
| 1 1 2.13 | | | L = 38,41 | Km - | | L ≈ 27.57 km | | اج ه ح | | |
| Ф | | ***** | | | | | O | Earth \ | /: V. Bad | |
| Flat | | Rolling | | Mountair | ious | Rotting | Flat | : Impassable | not existing | |
| Tagum | | | | | ł | | Digos | : Underconsl | ruction | |
| | de new urba | n expressway ii | Davao City | area | | | | <u></u> | | |
| • | | pacity of road n | • | | · · · | · · · · | | | | |
| | | d transport mea | | | • | · · · | | · | | |
| Segment | | MI 10 | | MI 1 | | MI 1 | 10-3 | Tot | | |
| Location | from | Tagum | | Mahayag | | Bdry, Davao Cily- | | | | |
| | | | | | | | | | | |
| | to | Mahayag | | Bdry. Davaò City- | Davao del Sur | Digos | | | • | |
| Length | (km) | 32. | 3 | 38. | 41 | 27. | 58 | 98, | 12 | |
| | Year | 1997 | 2016 | 1997 | 2016 | 1997 | 2016 | | | |
| | Car | - | 8,957 | • | 7,594 | - | 6,17 | 4 | | |
| | Jeepney | · - | 314 | • | 662 | - | 37 | '9 | · . | |
| Traffic Volume | Bus | · | 1,586 | - | 860 | - | 68 | | | |
| | Truck | | 2,404 | | 1,880 | | 2,02 | | · · · · · | |
| Work Item/Cost (MP) | Total | Length | 13,261 Cost | - Length | 10,996 Cost | - | 9,2 Cost | ╧━┫╊╍╼┉╍╍╍╺┉╍╼╼╼╼┷╼┯ | 0 | |
| Rehabilitation (km) | ÷ | Lengur | | сенден | | Length | Cost | Length | Cost | |
| Improvement (km) | | _ | - | | _ | | | | | |
| New Construction (| km) | 34.17 | 1,278.74 | 36.82 | 3,424,79 | 27.57 | 1,138.6 | 98.56 | 5,842.1 | |
| Widening (km) | • | • | | - | - | - | | - | | |
| Bridge Construction | | 252.00 | 113.40 | 955.00 | 429.75 | 3,410.00 | 1,534.5 | 617.00 | 2,077.6 | |
| Disaster Prevention | (m) | | | | | | <u> </u> | - | | |
| Total Project Cost: (MP) | • | <u> </u> | 1,392.14 | l | 3,854.54 | İ | 2,673. | 10 | 7,919.7 | |
| Right-of-Way | | | | | | · · · | • • • | | | |
| Construction | | | 205.02 | | 220.92 | | 165. | | 591. | |
| Engineering | | | 236.66 | 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - | 3,854.54 655.27 | 1997 - P | 2,673. | | 7,919. 1,346. | |
| Total | | † | 1,833.82 | | 4,730,73 | | 3,292. | | 9,857. | |
| Implementation | from | Jan | | Jan, | 2011 | Jan. | 2011 | | 0,001.0 | |
| Schedule | to | Dec. | 2014 | Dec. | 2014 | Dec. | : | | e svitit to a | |
| Economic Return (IR | R%) | 43. | 28 | 23 | .74 | 22 | | | · · · · · | |



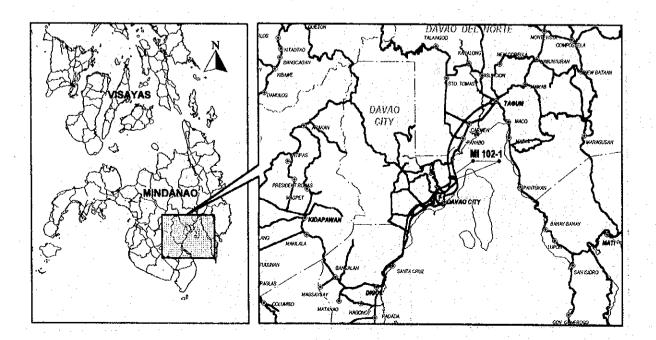
- 218 -

| PROJECT PROFILE | | Project N | | ssification : Access R | | | |
|---|---------------------------|--|------------------------|------------------------|---------------------------------------|--|--|
| Road Name | | Davao City Expressway Access Road 1 | | | Province: Davao del Norte | | |
| Existing Road Condit | lon | ······································ | | E PCC | G: Good | | |
| | | | | | | | |
| | | ME101-1 | | ZZZ : AC | F: Fair | | |
| [| ····· | | | Gravel | B. Bad | | |
| | | L = 1.85 km | | Earth | V V Bad | | |
| | | | | | | | |
| | | Flat | | | ible/not existi | | |
| Davao City Expressway | | | Pan Philippine High | | instruction | | |
| | ide direct acc | ess to proposed Davao City Expressway | | way | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| Segment | 1600 | | MI 101-1 | | · · · · · · · · · · · · · · · · · · · | | |
| Location | from | | Davao City Expressway | | | | |
| | to Pan Philippine Highway | | | | | | |
| | 10 | | Pan Philippine Highway | | | | |
| Length | (km) | | 1.85 | | · · · · · · · · · · · · · · · · · · · | | |
| Longin | Year | 1997 | | 2016 | ····· | | |
| | Car | | | 7,126 | | | |
| | Jeepney | | | 189 | | | |
| Traffic Volume | Bus | · · · · | | 1,388 | | | |
| 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - | Truck | | | 1,934 | | | |
| 1 | Total | 0 | | 10,637 | | | |
| Work Item/Cost (MP) | | Length | | Cost | | | |
| Rehabilitation (km) | | - | | - | , | | |
| Improvement (km) | | | | | | | |
| New Construction | (km) | 1.85 | | 47.17 | | | |
| Widening (km) | | | | - | | | |
| Bridge Constructio | n (m) | - | | · · · · | | | |
| Disaster Preventio | n (m) | | | | | | |
| Total | 99 (A) | | | . 47.17 | and the | | |
| Project Cost: (MP) | | | | | | | |
| Right-of-Way | + | | 3.70 | | ÷ . | | |
| Construction | | | 47.17 | | · · | | |
| Engineering | | | 8.02 | | | | |
| Total | 1 | · · · · · · · · · · · · · · · · · · · | 58.89 | | | | |
| Implementation | from | | Jan. 2014 | | | | |
| Schedule | to | | Dec. 2014 | · | | | |
| Economic Return (IF | (R/0 J | | _ | · - | | | |



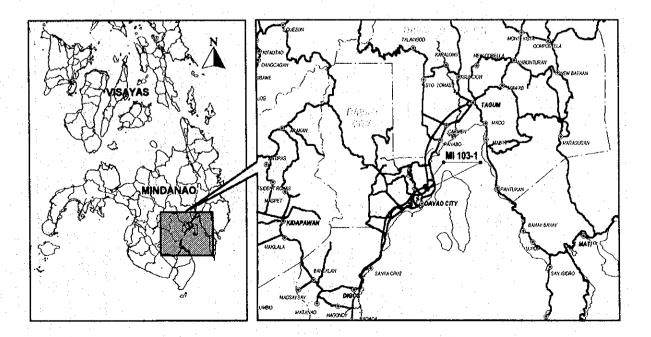
- 219 -

| PROJECT PROFILE | | Project Nun | ssification : Access Roa | | | |
|---|---------------|--|--------------------------|--------------|---------------------|-------------------|
| Road Name | | Davao City Express | Province: Davao City | | | |
| Existing Road Conditi | on | L | | | | G: Good |
| : | | | | | | |
| | | MI 102-1 | | | CAC . | F: Fair |
| | | L = 2.60 km | | | : Grave! | B: Bad |
| | ********** | | ****** | | : Earth | V: V. Bad |
| | | Fiat | | | : Impass | able/not existing |
| | | | · | | | onstruction |
| Davao City Expressway | | | Pan Philip | oine Highway | Underc | onstruction |
| Objective: • Provid | te direct acc | ess to proposed Davao City Expressway | | | | |
| | | | · | | | |
| | | | · . | . ** | | |
| Segment | | | MI 102-1 | 21 (A) | | · · · · |
| Location | from | | Davao City Expressw | ay | | |
| | | · · · · | | | | |
| | to | · · · · | Pan Philippine Highw | ay | | |
| Length | (km) | · · · · · · · · · · · · · · · · · · · | 0.00 | | | |
| Lengar | Year | 1997 | 2.60 | | 0046 | , |
| 1. A. | Car | 1997 | | | 2016 | |
| | Jeepney | | | | 2,303 193 | |
| Traffic Volume | Bus | | | | - | · ·. |
| | Truck | | | 11 A. A. A. | · · - | |
| | Total | . 0 | | | 2,496 | |
| Work Item/Cost (MP) | | Length | | | Cost | en ple a ple en |
| Rehabilitation (km) | | - | | · . | - | · |
| improvement (km) | | - | | | _ · · · · | |
| New Construction (# | km) | 2.60 | | | 66.30 | 1 |
| Widening (km) | | - - | | | | |
| Bridge Construction | ı (m) | | | | 194 4 - 1975 | |
| Disaster Prevention | (m) | _ | | - T | | 1.1 |
| Total | | | | | 66,30 | |
| Project Cost: (MP) | 1. A. A. | | | | · · · | the state of the |
| Right-of-Way | | · · · | 5.20 | • | | 1.1.1 |
| Construction | | | 66.30 | | | 1. A. 1. |
| Engineering | | the second s | 11.27 | | <u> </u> | |
| Total | | | 82.70 | | | |
| Implementation | from | | Jan. 2014 | | | |
| Schedule | to | | Dec. 2014 | | | f i statu |
| Economic Return (IR | R%) | | 14.37 | | 1. Sec. 19 | a prime detail |



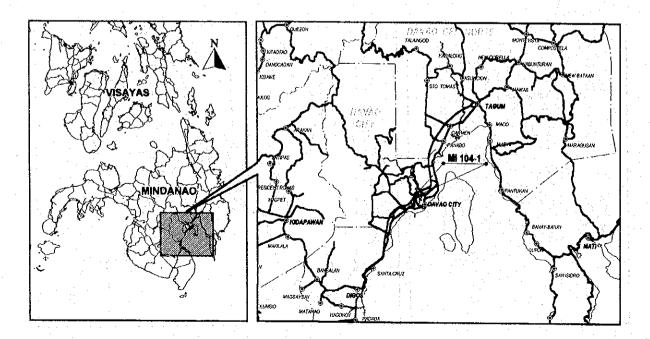
- 220 -

| | | | Province: |
|-------------------------|---------------|---------------------------------------|---------------------------------------|
| Road Name | | Davao City Expressway Access Roa | ad 3 Province: Davao City |
| Existing Road Condition | on · | | PCC G Good |
| · · · · | | 14 <i>1 2 2 1</i> | 22222 AC F Fair |
| · | | Mi 103-1 | |
| | | L = 1.48 km | : Gravel B: Bad |
| } | | Dellas | Impassable/not existing |
| | | Rolling | i i |
| Davao City Expressway | | Pan | Philippine Highway |
| | le direct acc | ess to proposed Davao City Expressway | |
| | | | |
| Segment | | MI 103- | 1 |
| Location | from | Davao City Exp | |
| | | | • |
| | to | Pan Philippine | Highway |
| | | · · · · · · · · · · · · · · · · · · · | · · · · · · · · · · · · · · · · · · · |
| Length | (km) | 1.48 | |
| | Year | 1997 | 2016 |
| | Car | · · · · · · · · · · · · · · · · · · · | 2,303 |
| · · · | Jeepney | - | 157 |
| Traffic Volume | 8us | * | 713 |
| · · · · | Truck | | 1,067 |
| | Total | 0 | 4,240 |
| Work Item/Cost (MP) | 1. I | Length | Cost |
| Rehabilitation (km) | I | • | |
| Improvement (km) | | • | |
| New Construction () | km) | 1.48 | 45.29 |
| , Widening (km) | | - | - |
| Bridge Construction | | • | <u>-</u> |
| Disaster Prevention | <u>(m)</u> | | |
| Total | <u> </u> | i | 45.29 |
| Project Cost: (MP) | | | |
| Right-of-Way | | 2.96 | |
| Construction | ÷ | 45.29 | |
| Engineering | | 7.70 | |
| Total | 1 | 55.95 | |
| Implementation | from | Jan. 20 | |
| Schedule | to Dev) | Dec. 20 | |
| Economic Return (IR | <u>K%)</u> | 50.13 | |



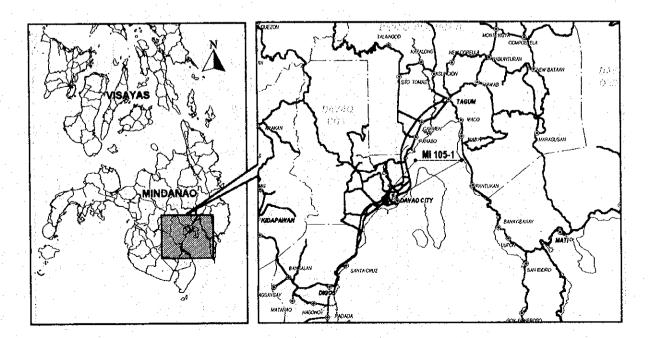
- 221 -

| Deed Name | | Developite Evenenum Access Devel 4 | Province: |
|-------------------------|---|---------------------------------------|--|
| Road Name | 1 | Davao City Expressway Access Road 4 | Davao City |
| Existing Road Condition | on | | PCC G Good |
| | ÷ | ₩I 104-1 | AC F: Fair |
| | | L = 0.92 km | : Gravel B: Bad |
| | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | Earth V V Bad |
| | | Mountainous | : Impassable/not existing |
| Davao City Expressway | | Pan Philippine | Highway |
| | le direct acc | ess to proposed Davao City Expressway | |
| | | | |
| | | | · |
| Segment | | MI 104-1 | |
| Location | from | Davao City Expressway | |
| | to | Pan Philippine Highway | |
| Length | (km) | 0,92 | and the second |
| · · | Year | 1997 | 2016 |
| | Car | - | 4,393 |
| | Jeepney | - | 421 |
| Traffic Volume | Bus | | 256 |
| | Truck | | 643 |
| · · · · · · · | Total | 0 | 5,713 |
| Work Item/Cost (MP) | | Length | Cost |
| Rehabilitation (km) | | - | |
| Improvement (km) | | | - |
| New Construction (k | ന്ന) | 0.92 | 33.76 |
| Widening (km) | | - | and the second |
| Bridge Construction | | - · · · · · | • |
| Disaster Prevention | (m) | | and the second |
| Total | | | 33.76 |
| Project Cost: (MP) | | | |
| Right-of-Way | | 1.84 | and the second product of the |
| Construction | | 33.76 | |
| Engineering | | 5.74 | |
| Total | · | 41.34 | |
| Implementation | from | Jan. 2014 | |
| Schedule | to | Dec, 2014 | |
| Economic Return (IR | 8%) | 41.11 | |



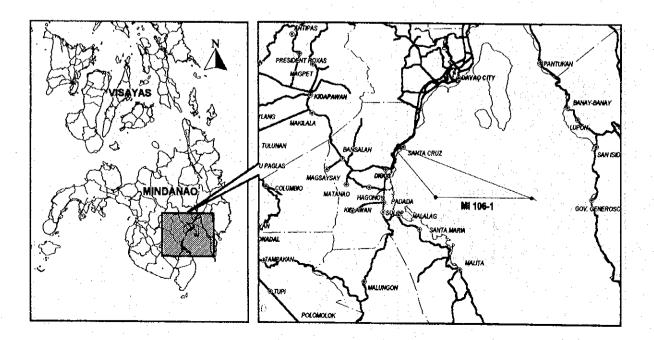
- 222 -

| PROJECT PROFILE | | Project Number ; MI 105 | Classification : Access Road |
|--------------------------------------|---------------|---|--|
| Road Name | | Davao City Expressway Access Road 5 | Province: Davao City |
| Existing Road Condition | on | MI 105-1 | PCC G Good |
| | | L = 2.33 km | Gravel B: Bad |
| | | Fiel | Contraction of the second seco |
| Davao City Expressway | · · · | Pan Philippine High | way Underconstruction |
| Objective: • Provid | te direct acc | ess to proposed Davao Cily Expressway | · · · · · · · · · · · · · · · · · · · |
| Segment | | MI 105-1 | 1 |
| Location | from | Davao City Expressway | |
| | to | Pan Philippine Highway | · · · · · · |
| Length | (km) | 2.33 | · · · · · · · · · · · · · · · · · · · |
| | Year | 1997 | 2016 |
| | Car | - | - |
| | Jeepney | | |
| Traffic Volume | Bus | | · _ · |
| | Truck | - | <u> </u> |
| | Total | 0 | 0 |
| Work Item/Cost (MP) | | Length | Cost |
| Rehabilitation (km) | | | |
| Improvement (km) | | | |
| New Construction (| km) | 2.33 | 59.41 |
| Widening (km) | · | | - |
| Bridge Construction | | - | |
| Disaster Prevention | (m) | | |
| Total | | | 59.41 |
| Project Cost: (MP) | | | |
| Right-of-Way | | 4.66 | |
| Construction | | 59.41 | |
| Engineering | ····· | 10.10 | ······································ |
| Total | | 74.17 | |
| Implementation | from | Jan. 2014 | |
| Schedule | to . | Dec. 2014 | |
| Economic Return (IR | | L | |
| Environmental Impac | t | (MEDIUM) The project is to construct new access road to proposed and relocation of residents are required. | expressway. Right-of-way acquisition |



- 223-

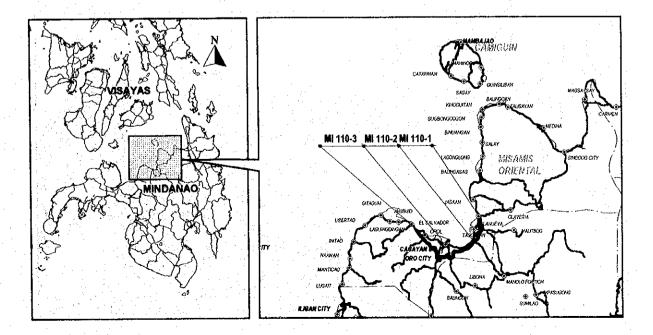
| PROJECT PROFILE | | Project Number : MI 106 | Classification : Access Ro |
|--|---------------|---------------------------------------|--|
| Road Name | 1 | Davao City Expressway Access Road 6 | Province; Davao del Sur |
| Existing Road Condit | ion | | PCC G: Good |
| | | | |
| | | MI 106-1 | AC F Fair |
| | | L ≈ 0.68 km | Gravel 8: Bad |
| ****** | | | |
| | | Flat | Impassable/not existing |
| · · · | | | |
| Davao City Expressway | · . | Davao Digos Road | : Underconstruction |
| Objective: Provi | de direct acc | ess to proposed Davao City Expressway | |
| | | | |
| | | | |
| Segment | _ | MI 106-1 | |
| Location | from | Davao City Expressway | · · · · · · · · · · · · · · · · · · · |
| | | | |
| | to | Davao Digos Road | |
| | | | |
| ength | (km) | 0.68 | |
| | Year | 1997 | 2016 |
| · · · · | Çar | - | 1,321 |
| Fraffic Volume | Jeepney | • | 90 |
| Hame volume | Bus Truck | | 10 |
| · · · · · · · · · · · · · · · · · · · | Total | | 278 |
| Work Item/Cost (MP) | | 0 | 1,699 |
| Rehabilitation (km) | | Length | Cost |
| Improvement (km) | | | |
| New Construction (| (m) | 0.68 | 17.24 |
| Widening (km) | | | 17.34 |
| Bridge Construction | (m) . | | |
| Disaster Prevention | (ḿ) | | and the second |
| Total | | | 17.34 |
| Project Cost: (MP) | | | |
| Right-of-Way | | 1.36 | |
| Construction | | 17.34 | |
| Engineering | | 2.95 | |
| Total | | 21.65 | |
| Implementation | from | Jan. 2014 | |
| Schedule | to | Dec. 2014 | |
| Economic Return (IR Environmental Impac | | 16.48 | pare de la construction de |

a sa an


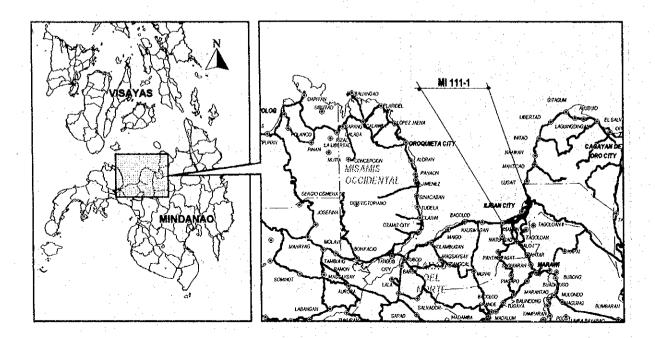
- 224 -

| PROJECT PROF | ILE | | Project | Number: N | 11 110 | · | С | lassification : | Bypass |
|------------------------------|---------------------------|------------------|----------------|-----------------|-------------|-------------------|------------|---------------------------------------|----------------|
| Road Name | | | | Cagayan de C | Dro Bypass | | | Province: Misamis O | riental |
| Existing Road Condition | on | L | | | | | | PCC G | Good |
| | | | 1 440 0 | | | MI 110-3 | | | Fair |
| MI 110-1 | | | MI 110-2 | ····· | | | | Gravel B: | Bad |
| L = 12.29 km | L = 12.29 km L = 21.80 km | | | E. | = 15.39 km | | عم | | |
| • | , | | | | | | •• | : Earth V: | V. Bad |
| Flat Roting | | Moun | lainous | · | R | elling Flat | | : Impassable/r | not existing |
| Villanueva | | | | | | | lalugar | : Underconstru | liction |
| | le new road | link to hypass I | viohly urbaniz | red area in Cao | avan de Oro | City and its adja | | | |
| | | ngenstion at Ca | | | , | | | | |
| Segment | | MI 11 | 0-1 | MI 11 | 0-2 | MI 11 | 0-3 | Total | |
| Location | from | Villanueva | | Jct. Tagoloan | | Jct. Cagayan d | e Oro City | | |
| | to | Jct. Tagoloan | | Jct. Cagayan d | e Oro Citu | Molugan | | | |
| | | Juli Tagoloan | | Jul Cagayan o | e ore ony | inologun | | | |
| Length | (km) | 12.3 | 29 | 21.8 | 80 | 15.3 | 9 | 49.48 | 3 |
| | Year | 1997 | 2016 | 1997 | 2016 | 1997 | 2016 | | |
| | Car | - | 1,765 | - | 3,521 | - | 1,451 | | |
| | Jeepney | - | 1,023 | | 1,426 | - | 874 | | |
| Traffic Volume | Bus | | 73 | - | 80 | - | . 103 | | |
| | Truck | - | 411 | - | 461 | - | 461 | | |
| | Total | 0 | 3,272 | 0 | 5,488 | 0 | 2,889 | · · · · · · · · · · · · · · · · · · · | |
| Work Item/Cost (MP) | 1 | Length | Cost | Length | - Cost | Length | Cost | Length | Cost |
| Rehabilitation (km) | | - | - | | - | - | - | | - |
| Improvement (km) | | · - | • | - | | - | | | |
| New Construction (I | km) | 12.29 | 402.69 | 21.80 | 800.06 | 15.39 | 460.70 | 49.48 | 1,663,45 |
| Widening (km) | | - | - 110.05 | 2,641.00 | 1,188.45 | 145.00 | 65.25 | 3,037.00 | 1,366.65 |
| Bridge Construction | | 251.00 | 112.95 | 2,041.00 | 1,100.45 | 145.00 | 00.20 | 3,037.00 | 1,000.00 |
| Disaster Prevention Total | (112) | <u> ···</u> | 515.64 | | 1.988.51 | | 525.95 | <u> </u> | 3,030.10 |
| Project Cost: (MP) | | | 515.04 | | 1,000.01 | · · · · · | 020.00 | [| |
| Right-of-Way | | | 73,74 | | 130.80 | + | 92.34 | | 296.88 |
| Construction | | 1 | 515.64 | 1 | 1,988.51 | | 525.95 | 11 | 3,030.10 |
| Engineering | | | 87.66 | 1 | 338.05 | | 89.41 | | 515.12 |
| Total | | 1 | 677.04 | | 2,457.36 | | 707.70 | | 3,842,10 |
| Implementation | from | Jan. | 2009 | Jan. 1 | 2007 | Jan. 2 | 2009 | | and the second |
| Schedule | to | Dec. | 2010 | Dec. : | 2010 | Dec. 2 | 2010 | | |
| Economic Return (IR | R%) | 15. | 59 | 8.9 | 15 | 17. | 37 | | |
| Environmental Impac | t: | | | | | | | Right-of-way acq | |

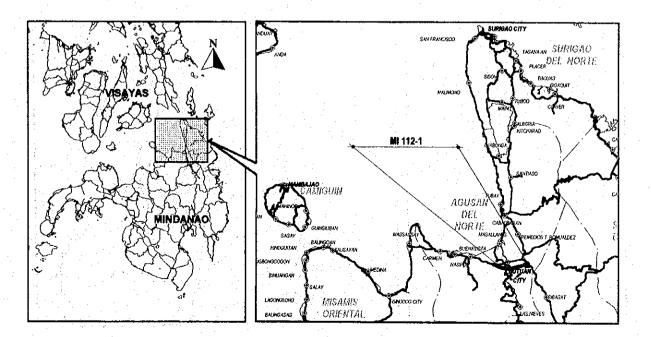
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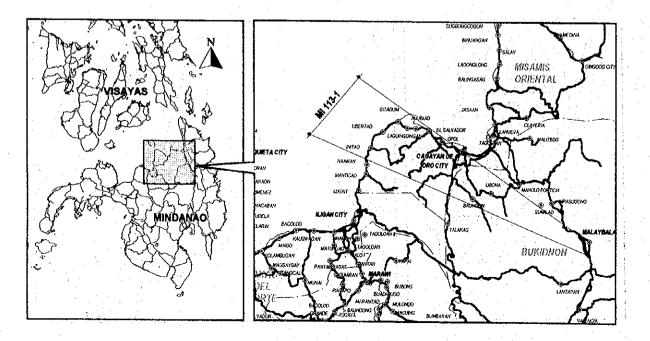
| PROJECT PROFILE | | | Project | Number : MI 111 | Classification : By | /pass | |
|-------------------------|-------------|---|--|--|--|--|-------|
| Road Name | | | lliga | in City Bypass | | Province: Lanao del Norte | |
| Existing Road Condition | on | | | ······································ | | PCC G: Good | |
| - | | | | | | AC F Fair | |
| · · · · | | | MI 111-1 | | | | |
| | | | L = 19.02 km | | | : Gravel 8: Bad : Earth V: V. Bad | |
| Rollin | g | | | Mountainous | 3 | : Impassable/not exist | |
| Jct. Cagayan de Oro - L | Digos Road | | | Jct | . Iligan - Tubod Road | : Underconstruction | |
| | | link to bypass | highly urbanized area ir | | and the second | | |
| - | | genstion at Ilig | | • "'5" | ····· | · · · · · · · · · · · · · · · · · · · | |
| Segment | | · · · | | MI 1 | 11-1 | | |
| Location | from | ······································ | | Jct. Cagayan de | Oro - Iligan Road | | |
| | to | | | Jct. Iligan - | Tubod Road | | |
| Length | (km) | · · · · · | · · · · · · · · · · · · · · · · · · · | 19 | .02 | | |
| Longu | Year | | 1997 | 15 | .02 | 2016 | |
| | Car | | | · · · | | 4,090 | |
| | Jeepney | | - | | | 653 | |
| Traffic Volume | Bus | | - | | | 599 | |
| | Truck | | | | | 501 | |
| | Total | | 0 | | | 5,843 | |
| Work Item/Cost (MP) | <u> </u> | | Length | | · · · | Cost | |
| Rehabilitation (km) | · · · [| | · - | | | | |
| Improvement (km) | : | · · | - | · • | | | ÷., |
| New Construction (k | um) | ł . | 19.02 | 1. J | | 651.67 | |
| Widening (km) | | | - | | | | |
| Bridge Construction | | 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - | 980.00 | | | 392.00 | |
| Disaster Prevention | (m) | ļ | · · · · | | | | |
| Total | | · · · · · | | · . | | 1,043.67 | |
| Project Cost: (MP) | | | | · | | | • • . |
| Right-of-Way | · · · · · · | l | and the second sec | 114 | | | |
| Construction | 1 1 1 1 | i | | 1,04 | 3,67 | | |
| Engineering |] | l | | | 1.42 | | |
| Totel |] | L | 1 | 1.33 | 15.21 | | |
| Implementation | from | l | | Jan. | 2005 | | ; |
| Schedule | to | | | Dec. | 2008 | and the second | · . |
| Economic Return (IRI | <u>R%)</u> | (| | 21 | .98 | en al contra de la contra e | |



| PROJECT PROF | ILE | Project Number : MI 112 | Classification : Bypass |
|-------------------------|---|--|---------------------------------------|
| Road Name | T | Butuan Cily Bypass | Province: Agusan del Norte |
| Existing Road Condition | L วท | ····· | PCC G: Good |
| | | | 77772 : AC F. Fair |
| | | MI 112-1 | |
| | | L = 15.08 km | : Cravel 8: Bad |
| **** | | Flat | () Impassable/not existing |
| | | | |
| | t. Pan Philippine Highway Jct. Agusan River West Side Roa | | |
| - | | link to bypass highly urbanized area in Butuan City and its adji genstion at Butuan City area | acent area |
| Segment | | MI 112-1 | |
| Location | from | Jct. Pan Philippine | Highway |
| · · | to | Jct. Agusan River We | ist Side Road |
| Length | (km) | 15.08 | |
| | Year | 1997 | 2016 |
| | Car | | 4,902 |
| | Jeepney | | 1,157 |
| Traffic Volume | . Bus | • | 179 |
| | Truck | | 621 |
| | Total | 0 | 6,859 |
| Work item/Cost (MP) | | Length | Cost |
| Rehabilitation (km) | | - | - |
| Improvement (km) | 4 | - 1 | - |
| New Construction (k | .m) | 15.08 | 384.54 |
| Widening (km) | | - | |
| Bridge Construction | · · | 338.00 | 135.20 |
| Disaster Prevention | (m) | | |
| Total | | <u></u> | 519.74 |
| Project Cost: (MP) | · | | |
| Right-of-Way | | 73.74 | |
| Construction | | 519.74 | |
| Engineering Total | | 88.36 | ······ |
| Implementation | from | 681.84 Jan. 200 | <u> </u> |
| Schedule | to | | · · · · · · · · · · · · · · · · · · · |
| Economic Return (IRI | | Dec. 200 | · |
| Economic vergui / ivi | × /0 | 19.10 | |

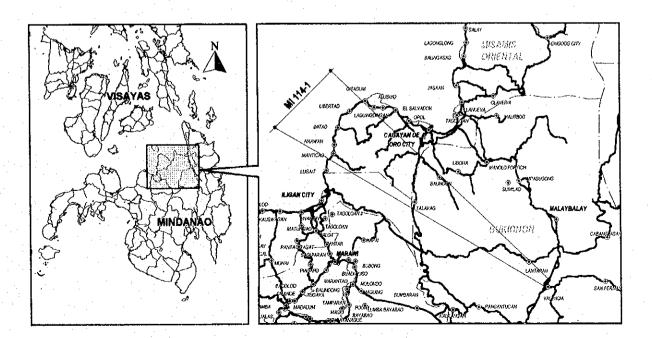


| ····· | | Project Num | | | | | |
|--------------------------------------|--|--|---------------------------------------|--|--|--|--|
| Road Name | | Malaybala | Malaybalay Bypass | | | | |
| Existing Road Conditi | on | ······································ | · · · · · · · · · · · · · · · · · · · | PCC G: Good | | | |
| | | | | ZZZZZI : AC F: Fair | | | |
| | | MI 113-1 | | | | | |
| | | L = 9.63 km | | : Gravet B: Bad : Earth V: V. Bad | | | |
| Rol | ling | Mou | nlainous | Impassable/not existing | | | |
| Jci. Malaybalay | | | Brgy, Casis | ang : Underconstruction | | | |
| Objective: • Provid | le new road | link to bypass highly urbanized area in Mala | ybalay and its adjacent area | · · · · · · · · · · · · · · · · · · · | | | |
| Miliga | te traffic cor | gestion at Malaybalay area | | | | | |
| Segment | ····· | | MI 113-1 | | | | |
| Location | from | | Jct. Malaybalay | ······································ | | | |
| | | | | | | | |
| | to - | | Brgy, Casisang | and the second sec | | | |
| Length | (km) | | 9.63 | | | | |
| | Year | 1997 | | 2016 | | | |
| · · · · · | Car | - | | 2,323 | | | |
| | Jeepney | · - | | 488 | | | |
| Traffic Volume | Bus | · · · · · | | 636 | | | |
| | Truck | | | 1,914 | | | |
| Marte Hamilton at (1970) | Total | 0 | | 5,361 | | | |
| Work Item/Cost (MP) | ` | Length | · · · · · · · · · · · · · · · · · · · | Cost 10 stresses for same | | | |
| Rehabilitation (km) | | • | | | | | |
| Improvement (km) | | • | | - 1 | | | |
| New Construction (k Widening (km) | (m) | 9.63 | | 329.02 | | | |
| Bridge Construction | (m) | 770.00 | | - | | | |
| Disaster Prevention | | 770.00 | | 308.00 | | | |
| Total | (0) | • • | | 637.02 | | | |
| Project Cost: (MP) | · | | | 637.02 | | | |
| Right-of-Way | | | 28,89 | | | | |
| Construction | | | 637.02 | | | | |
| Engineering | | · · · · · · · · · · · · · · · · · · · | 108.29 | | | | |
| Total | <u>. </u> | | 774.20 | | | | |
| Implementation | from | ······ | Jan. 2007 | | | | |
| Schedule | to | | Dec. 2009 | | | | |
| Economic Return (IR | | | 28.52 | | | | |
| Environmental Impact | | (MEDIUM) : The project is to co | | ybalay. Right-of-way acquisition ar | | | |



- 228 -

| PROJECT PROFILE Road Name | | Project Number : MI 114 Valencia Bypass | | Classification : Bypass |
|---------------------------|---------|---|--|---------------------------------------|
| | | | | Province: Bukidnon |
| Existing Road Condition | | ······································ | ······································ | [::::] : PCC G: Good |
| | | | | ZZZZZZZZZZZZ AC F Fair |
| | | MI 114-1 | | |
| | | L = 4.88 km | | : Gravel B. Bad : Earth V. V. Bad |
| | | | | |
| Flat | | Rolling | Mountainous | · Underconstruction |
| | | link to bypass highly urbanized area in Ma igestion at Malaybalay area | alaybalay and its adjacent are | na |
| Segment | | · · · · · · · · · · · · · · · · · · · | MI 114-1 | |
| Location from | | | Jct. Mailag | · · · · · · · · · · · · · · · · · · · |
| Location | 1011 | | Jot. Manag | |
| | to | | Jct. Valencia | |
| Length (km) | | 4,88 | | |
| | Year | 1997 | | 2016 |
| | Car | | | 2,475 |
| | Jeepney | - | | 1 154 |
| Traffic Volume | Bus | · · · · | | 260 |
| | Truck | | | 1,337 |
| | Total | 0 | | 5,226 |
| Work Item/Cost (MP) | | Length | | Cost |
| Rehabilitation (km) | | - | | - |
| Improvement (km) | | - | | - |
| New Construction (km) | | 4,88 | | 152.54 |
| Widening (km) | | • | | • · |
| Bridge Construction (m) | | 18.00 | | 7.20 |
| Disaster Prevention (m) | | • | | • |
| Total | | | | 159.74 |
| Project Cost: (MP) | | | | |
| Right-of-Way | | | 28,89 | |
| Construction | | | 159.74 | |
| Engineering | | 27.15 | | |
| Total | | | 215.78 | |
| Implementation | from | | Jan. 2008 | |
| Schedule | to | | Dec. 2009 | |
| Economic Return (IR | R% } | | 45.29 | |



- 229 -

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