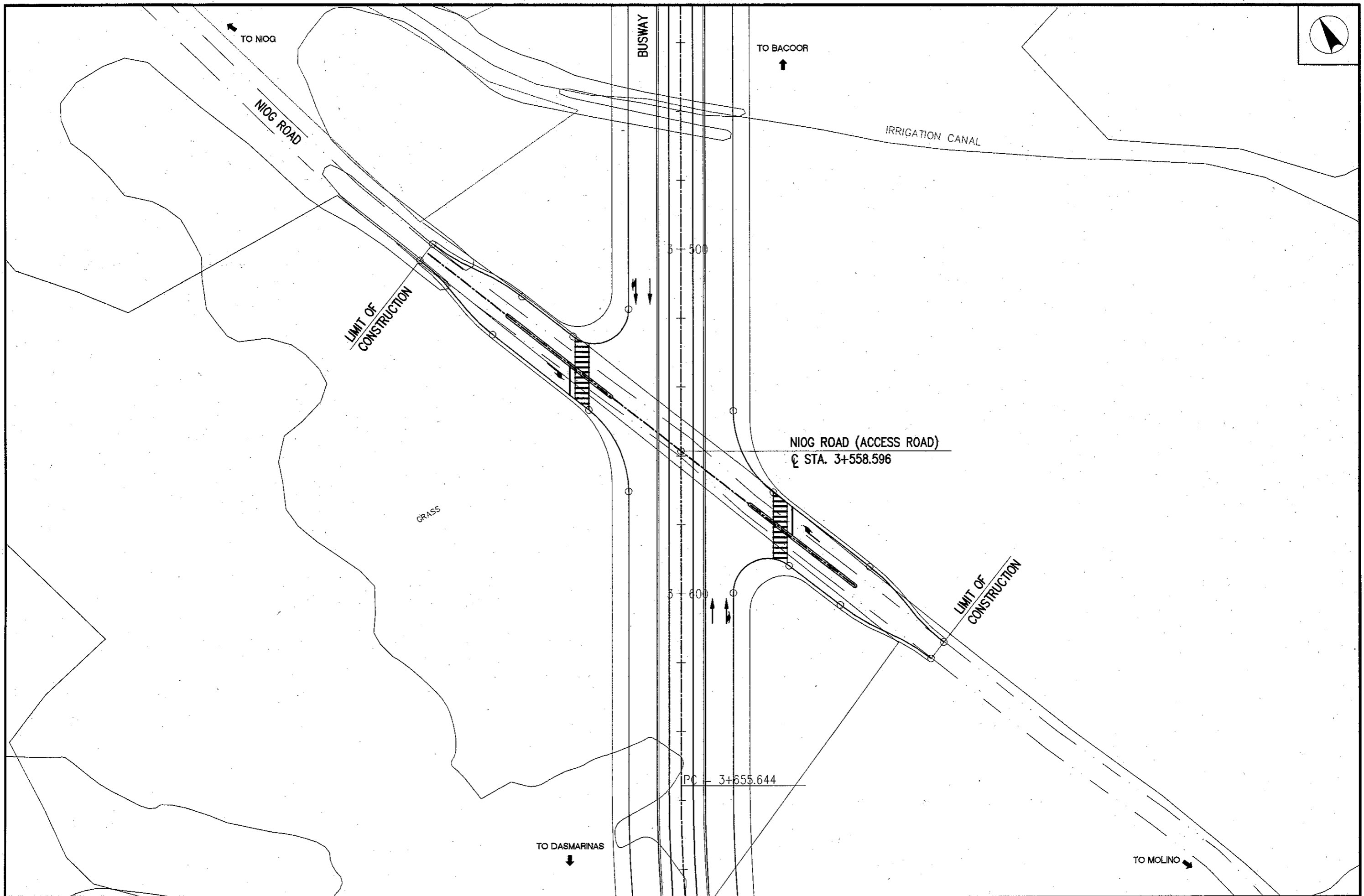



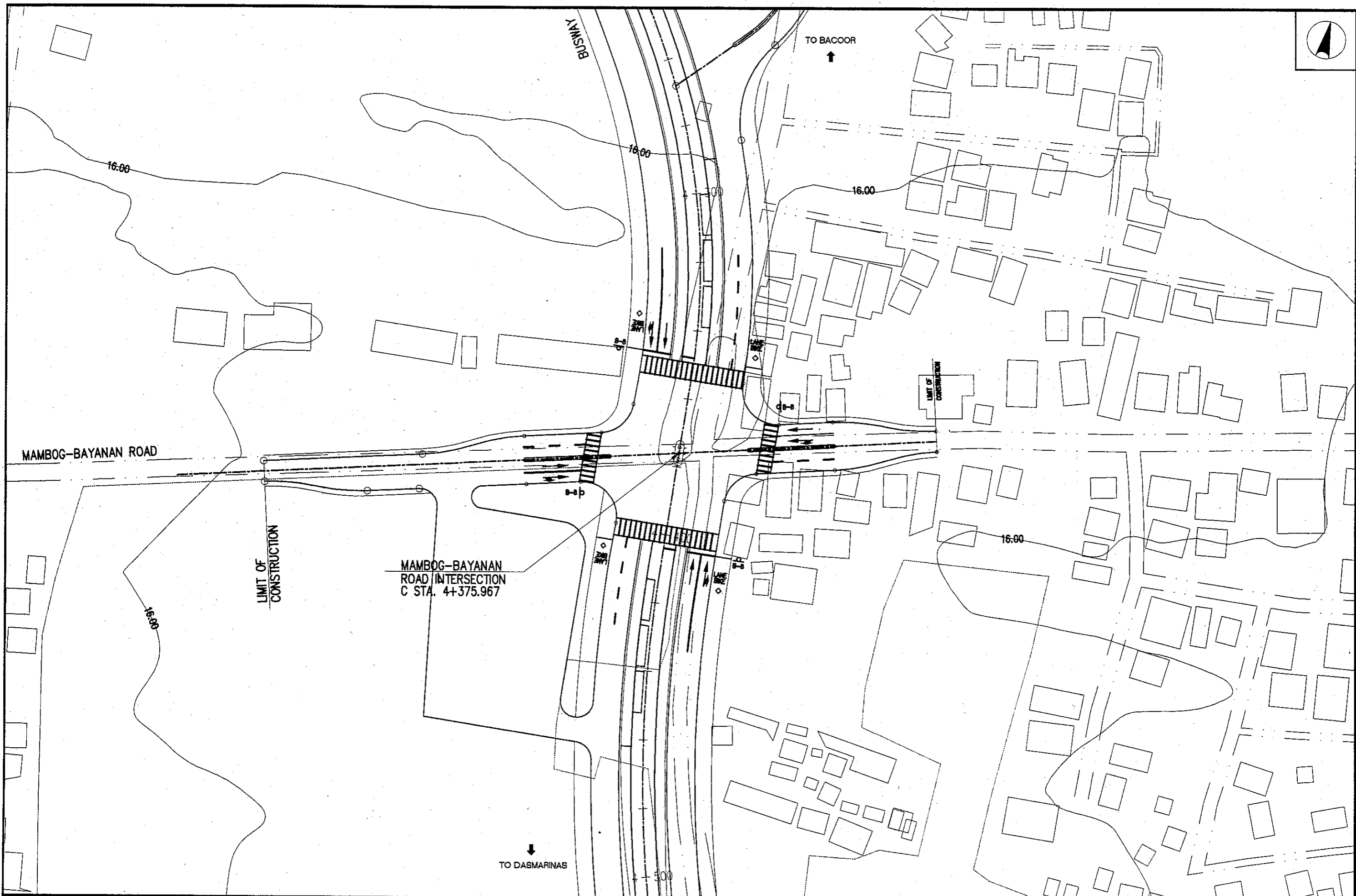





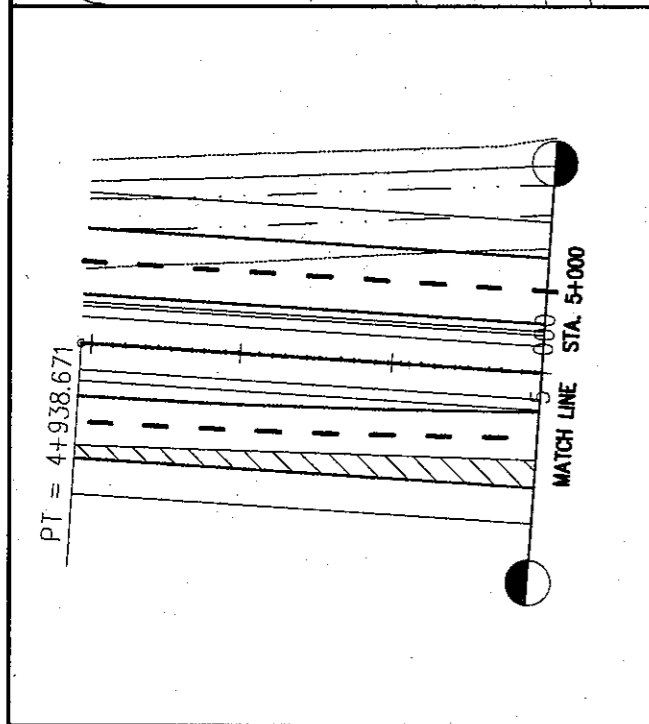
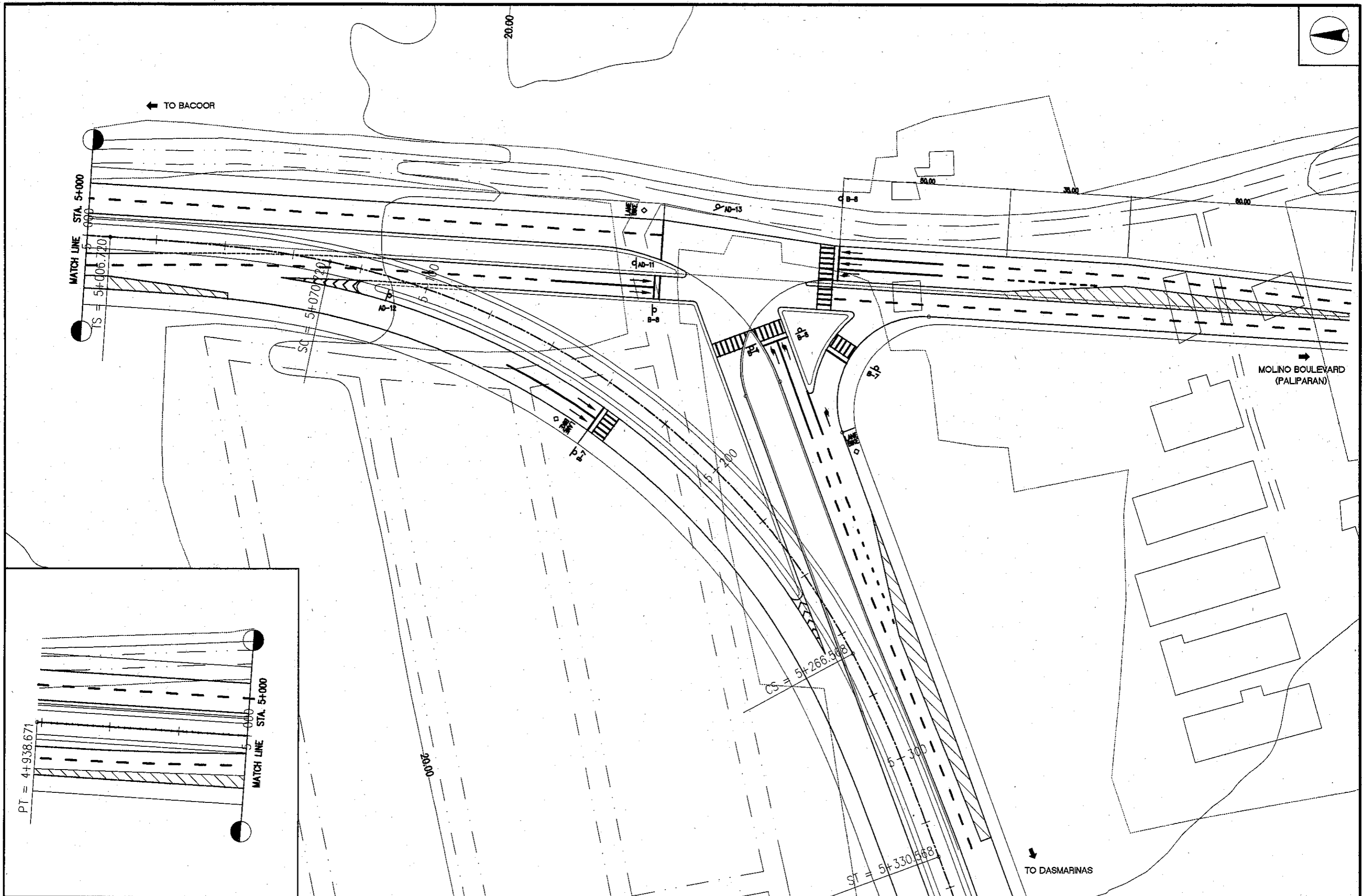
E. INTERSECTION DETAILS






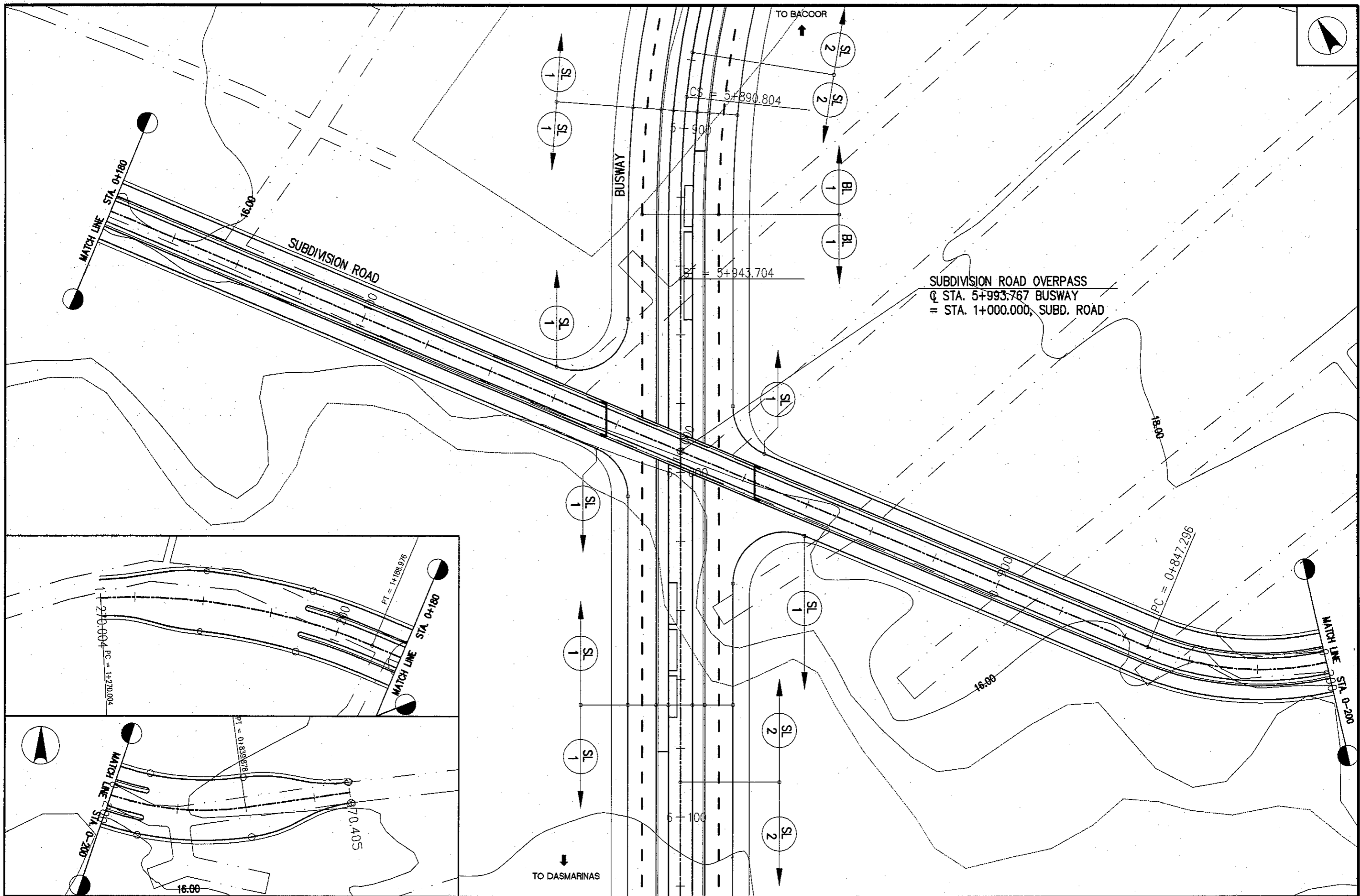
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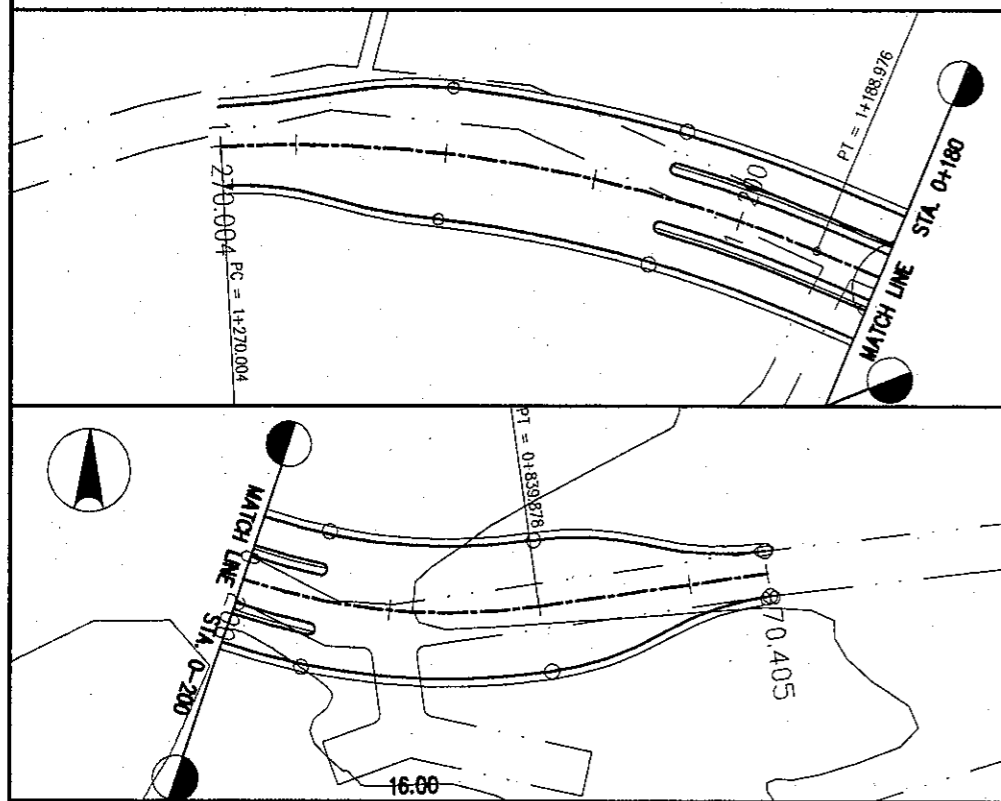
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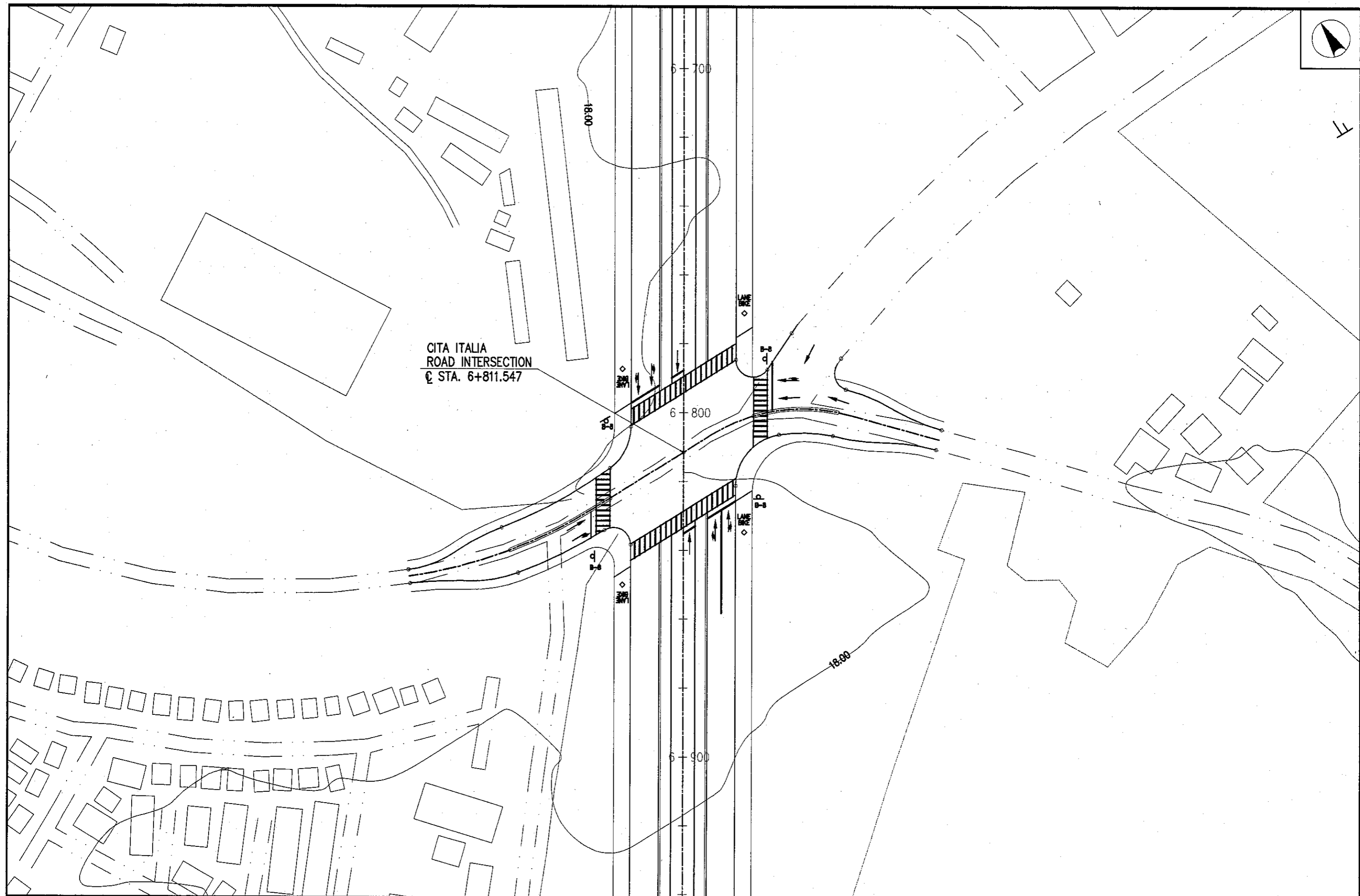
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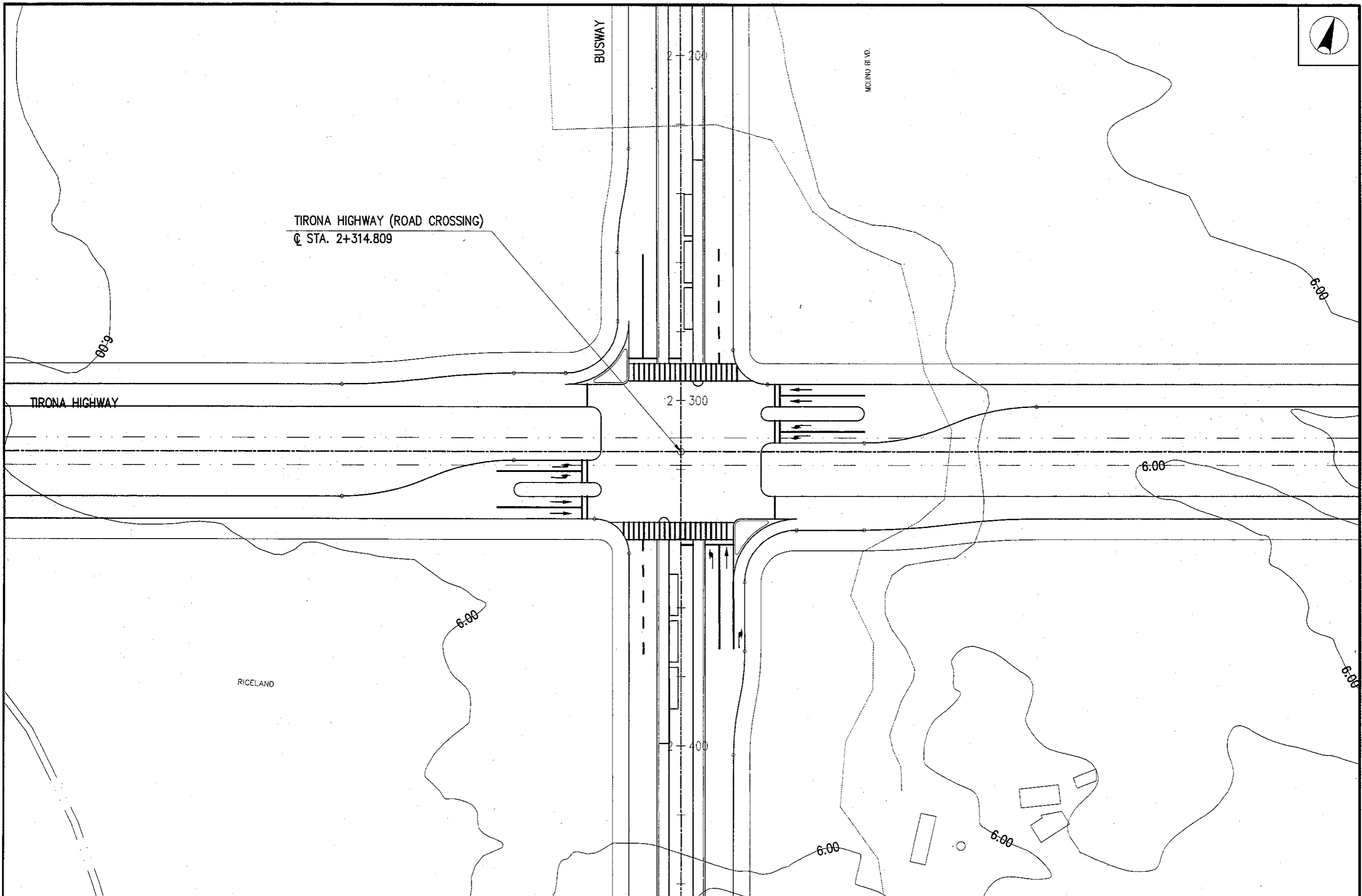
SUBDIVISION ROAD OVERPASS
 @ STA. 5+993.767 BUSWAY
 = STA. 1+000.000, SUBD. ROAD






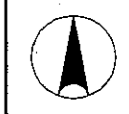
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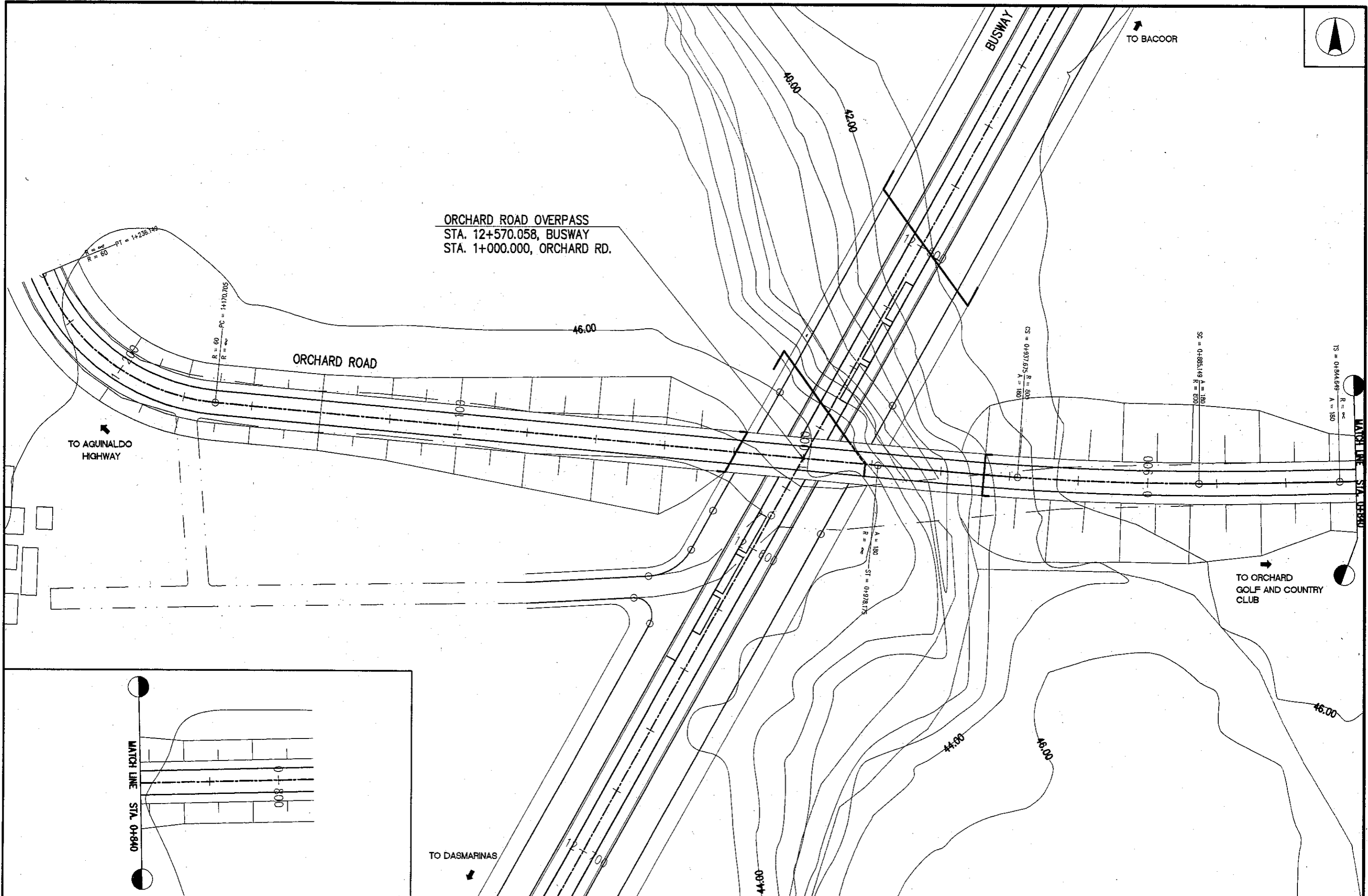


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TO BACCOOR

ORCHARD ROAD OVERPASS
STA. 12+570.058, BUSWAY
STA. 1+000.000, ORCHARD RD.



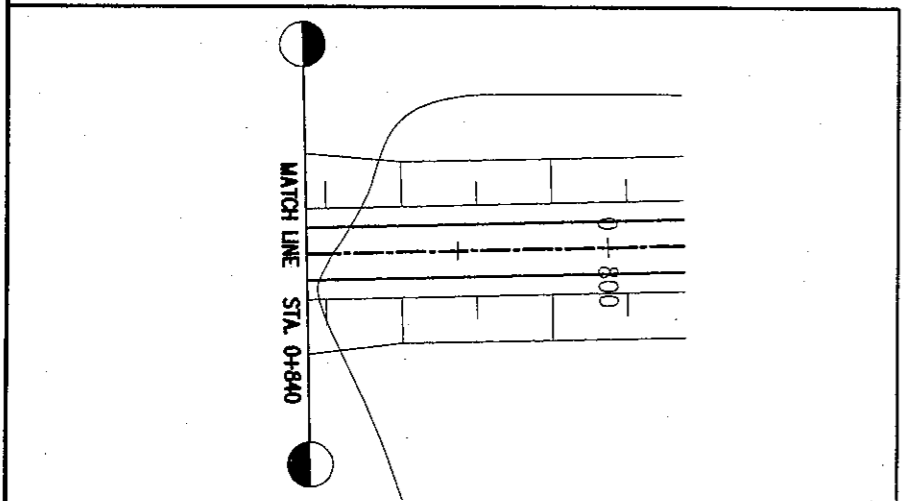
TO AGUINALDO
HIGHWAY

ORCHARD ROAD

BUSWAY

TO ORCHARD
GOLF AND COUNTRY
CLUB

TO DASMARINAS



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THE FEASIBILITY STUDY OF
THE PROPOSED CAVITE
BUSWAY SYSTEM

SHEET CONTENTS

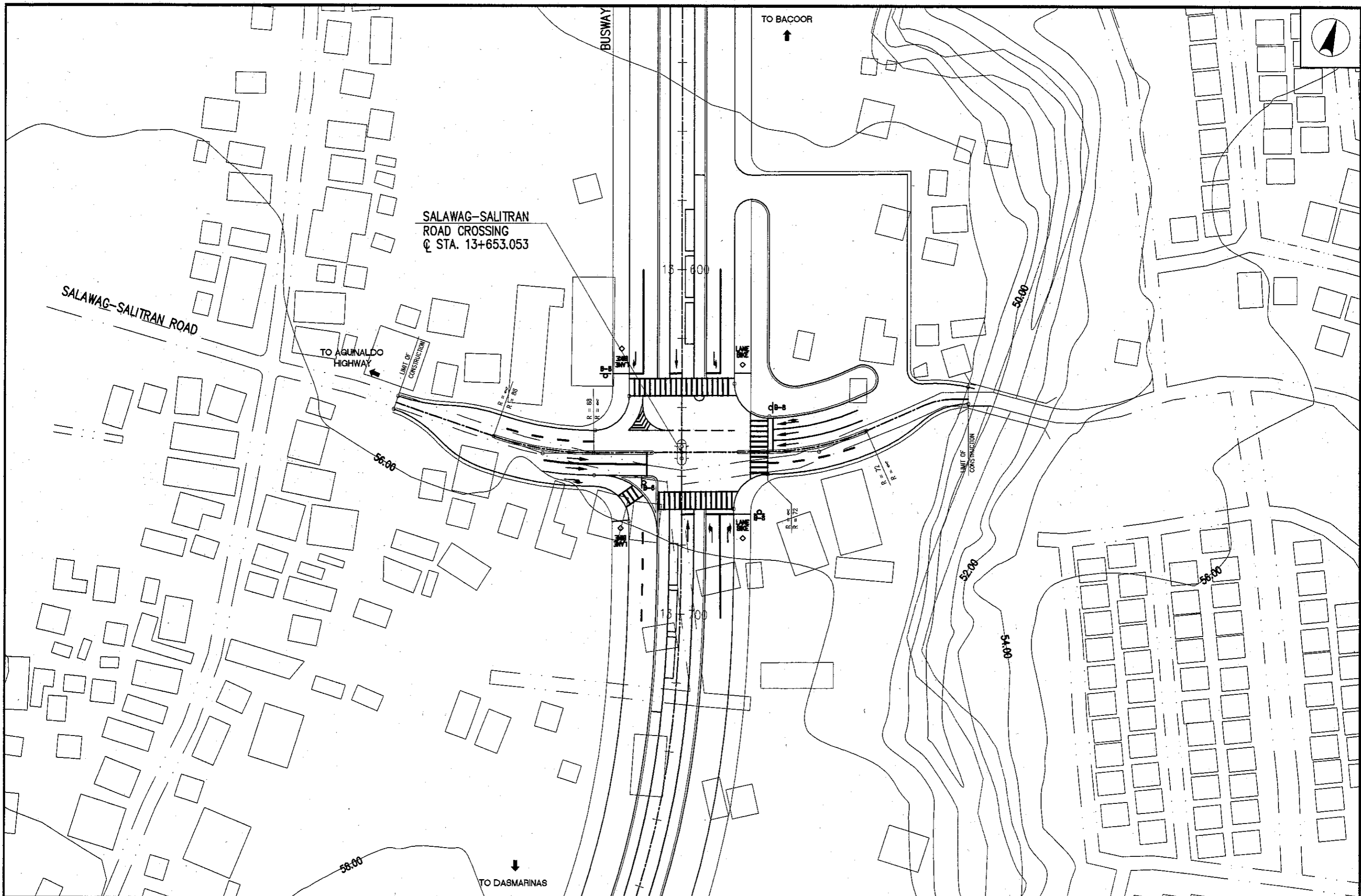
ORCHARD ROAD OVERPASS
INTERSECTION DETAILS




SCALE

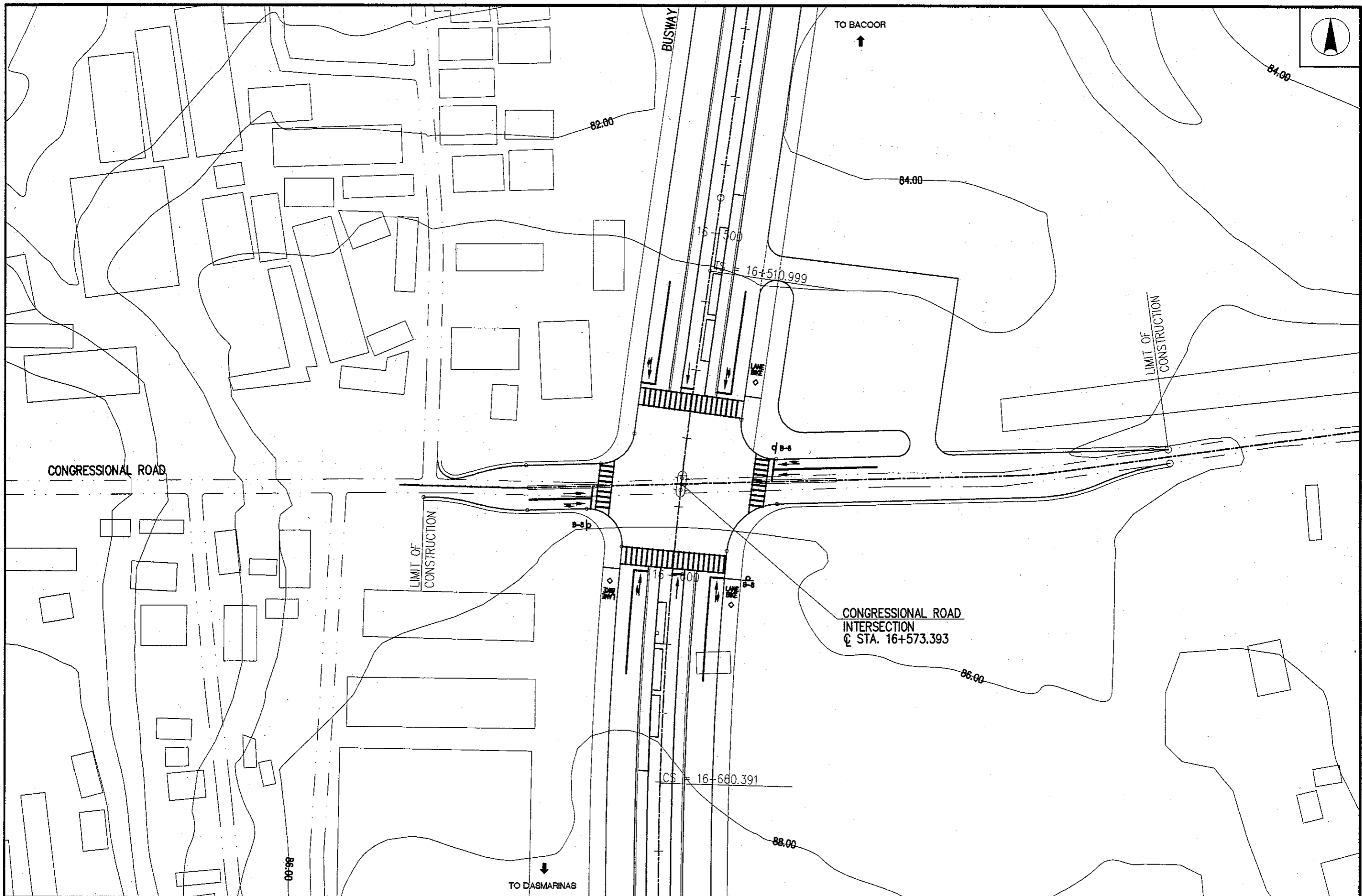
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Drawing Number

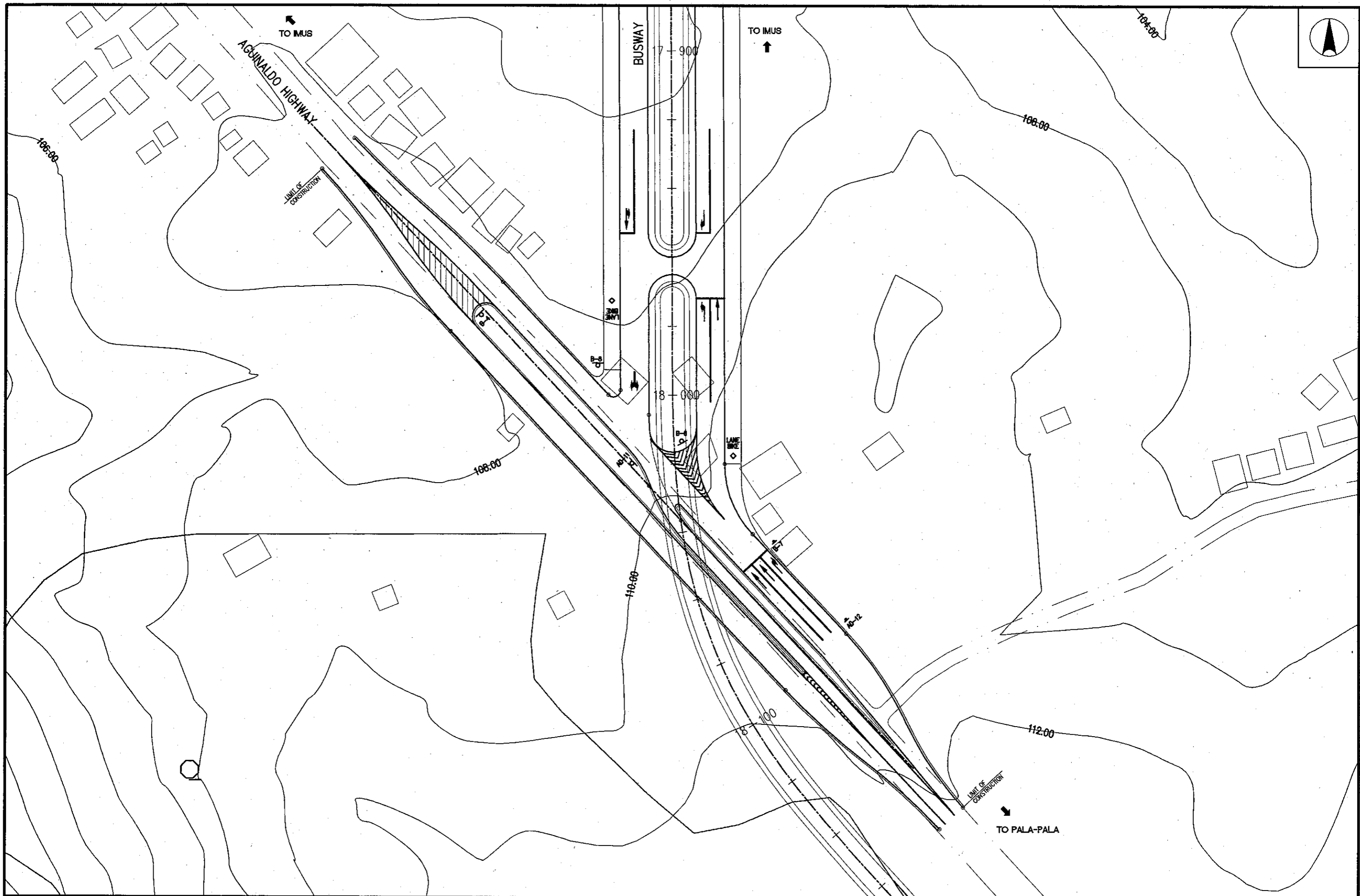
E-07






<p>ALMEC ALMEC Corporation</p>	 Pacific Consultants International	 NATIONAL ECONOMIC AND DEVELOPMENT AUTHORITY Republic of the Philippines	 JAPAN INTERNATIONAL COOPERATION AGENCY Japan	<p>THE FEASIBILITY STUDY OF THE PROPOSED CAVITE BUSWAY SYSTEM</p>	<p>SHEET CONTENTS</p> <p>SALAWAG-SALITRAN ROAD CROSSING DETAILS</p>	<p>SCALE</p> <p>1:1000</p>	<p>Drawing Number</p> <p>E-08</p>
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F. STRUCTURES

STRUCTURAL DESIGN CRITERIA

1. DESIGN CODES

CODES AND SPECIFICATIONS

AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES

16TH EDITION, 1996

NATIONAL STRUCTURAL CODE OF THE PHILIPPINES, VOLUME II, BRIDGES

2ND EDITION, 1997

DPWH DEPARTMENT ORDER NO. 75, SERIES OF 1992

RE: DPWH ADVISORY FOR SEISMIC DESIGN OF BRIDGES

2. LOADING

A. DEAD LOAD

CONCRETE	23.6 kN/cu.m.
STEEL	77.0 kN/cu.m.
COMPACTED EARTH	18.0 kN/cu.m.
BITUMINOUS WEARING COURSE	1.47 kN/sq.m.

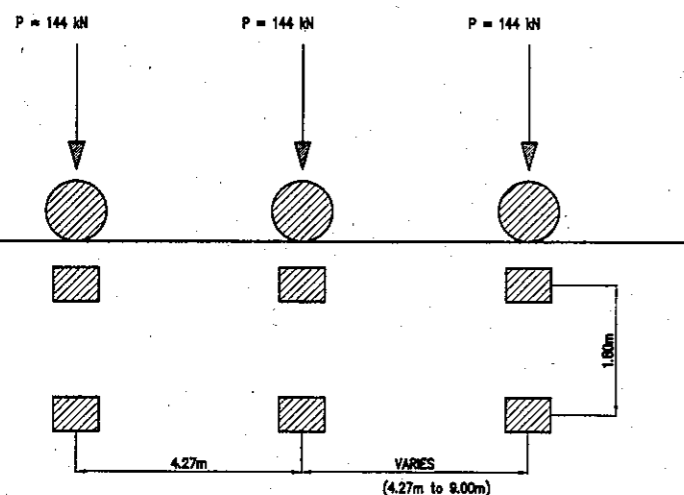
B. LIVE LOAD FOR SLAB DESIGN

SLAB SHALL BE DESIGNED USING 125% OF THE LOAD SPECIFIED

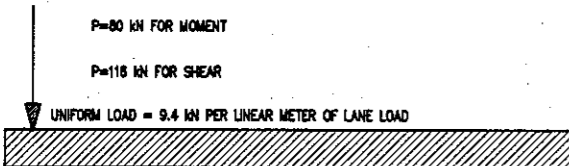
IN THE AASHTO HS 20 LOADING

LIVE LOAD FOR DESIGN OF OTHER MEMBERS

B1 AASHTO HS 20 -44 CLASS LOADING

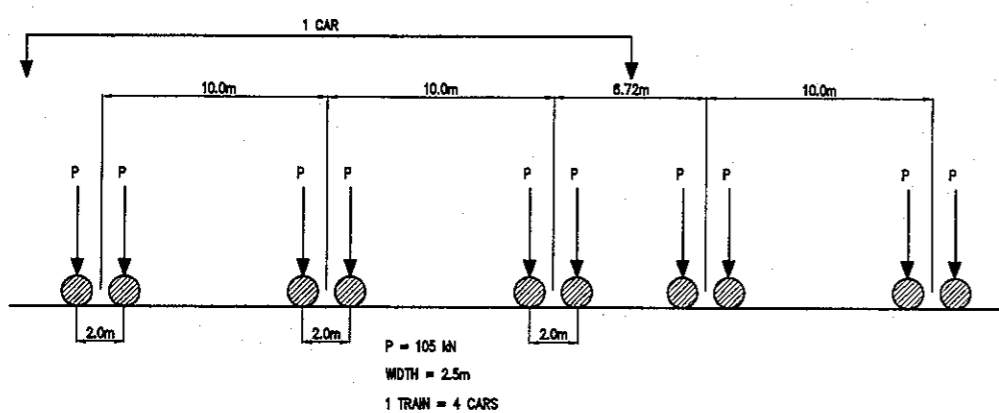


HS 20 TRUCK LOADING



HS 20 LANE LOADING

B2 LRT LOADING



B3 IMPACT

FOR AASHTO LOADING AMOUNT OF IMPACT EXPRESSED AS FRACTION

OF LIVE LOAD SHALL BE: $I = 15.243 / (L + 38.11)$

WHERE L: SPAN IN METERS

FOR LRT LOADING AMOUNT OF IMPACT EXPRESSED AS FRACTION

OF LIVE LOAD SHALL BE: $I = 100 / (L + D)$

WHERE L: TOTAL LIVE LOAD ON THE MEMBER FOR WHICH THE COMPUTATIONS ARE BEING MADE

D: DEAD LOAD APPLICABLE FOR THE MEMBER FOR WHICH

THE COMPUTATIONS ARE BEING MADE

IMPACT LOAD SHALL BE CONSIDERED IN THE DESIGN OF

THE SUPERSTRUCTURE (SLAB AND GIRDER)

B4 COMPARATIVE TABLE OF SHEAR AND MOMENT BETWEEN AASHTO AND LRT LOADING

SPAN (meters)	AASHTO LOADING					LRT LOADING				
	IMPACT (I)	SHEAR		MOMENT		IMPACT (I)	SHEAR		MOMENT	
		V Max (kN)	V (1+I) (kN)	M Max (kN-m)	M (1+I) (kN-m)		V Max (kN)	V (1+I) (kN)	M Max (kN-m)	M (1+I) (kN-m)
20.00	0.263	278.26	348.82	1234.44	1559.10	0.333	352.36	489.72	1409.52	1878.89
30.00	0.224	293.26	358.95	2044.44	2502.39	0.265	458.64	580.16	2879.10	3642.06
40.00	0.195	300.94	358.82	2854.44	3411.06	0.242	553.88	688.04	4888.80	6071.89

C. EARTH PRESSURE

STRUCTURES RETAINING FILLS SHALL BE DESIGNED TO WITHSTAND PRESSURE GIVEN BY

RANKINE'S FORMULA; BUT NO STRUCTURE SHALL BE DESIGNED FOR LESS THAN

AN EQUIVALENT FLUID WEIGHT (MASS) OF 4.72 kN/m³

D. SEISMIC LOAD

SEISMIC PERFORMANCE CATEGORY D

SOIL PROFILE TYPE II

ACCELERATION COEFFICIENT, A 0.4

SEISMIC LOAD SHALL BE IN ACCORDANCE WITH THE AASHTO SPECIFICATIONS

LOAD COMBINATION

LOAD COMBINATION SHALL BE BASED ON TABLE 3.22.1A OF AASHTO

SERVICE LOAD CONDITION

GROUP I : DL+LL (1+I)+SE+CF+B+EQ

GROUP VII : DL+E+B+EQ

FACTORED LOAD CONDITION

GROUP I : 1.3 [$\gamma_D D + 1.67LL(1+I) + \gamma_E E + CF + B + EQ$]

GROUP VII : 1.3 [$\gamma_D D + \gamma_E E + B + EQ$]

WHERE D = DEAD LOAD

L = LIVE LOAD

CF = CENTRIFUGAL FORCE

I = LIVE LOAD IMPACT

EQ = EARTHQUAKE

E = EARTH PRESSURE

$\gamma_D = 1.0$

B = BUOYANCY

$\gamma_E = 1.0$

ALLOWABLE STRESSES MAYBE INCREASED BY 33% FOR GROUP VII LOADING.

GROUP I 100

GROUP VII 133

3. MATERIALS

3A. CONCRETE

STRUCTURAL	F _c (MPa)	MAX SIZE OF AGGREGATES (mm)
ABUTMENTS AND RETAINING WALL	28	38
CURB PARAPET	21	20
COLUMNS, COPINGS	28	20
RC GIRDER	28	20
BOX GIRDER	28	20
PRESTRESSED GIRDER	35	20
LEAN CONCRETE (UNDER FOOTINGS)	17	

3B. REINFORCING STEEL

ALL REINFORCING STEEL SHALL BE DEFORMED BARS CONFORMING

TO THE ASTM DESIGNATION A615 WITH MINIMUM YIELD STRENGTH

f_y = 414 MPa (GRADE 60)

3C. PRESTRESSING STEEL

ALL PRESTRESSING STEEL SHALL CONFORM TO ASTM A416 FOR

HIGH TENSILE STRENGTH SEVEN WIRE STRANDS, GRADE 270 AND

LOW RELAXATION WITH AN ULTIMATE STRENGTH F_u = 1860 MPa

3D. STRUCTURAL STEEL

ALL STRUCTURAL STEEL SHALL CONFORM TO ASTM A36 WITH

A MINIMUM YIELD STRENGTH f_y = 248.4 MPa

3E. ELASTOMERIC BEARING PAD

ELASTOMERIC BEARING PADS (PLAIN OR LAMINATED) SHALL

CONFORM TO THE REQUIREMENTS AS SPECIFIED IN THE

AASHTO SPECIFICATIONS

3F. ALLOWABLE STRESSES AND YOUNG'S MODULUS

REINFORCED CONCRETE		21	28	35	
CONCRETE		FORMULA	MPa	MPa	MPa
COMP. STRESS, f _c	0.40 f _c '	8.40	11.20	13.60	
TENSILE STRESS, f _t	0.21 f _r	0.60	0.69	0.76	
RUPTURE MODULUS, f _r	0.6232 $\sqrt{f_c'}$	2.856	3.298	3.634	
SHEAR STRESS, V _c	0.07893 $\sqrt{f_c'}$	0.36	0.42	0.46	
MODULUS OF ELASTICITY, E _s	4736.4 $\sqrt{f_c'}$	2.17E+04	2.50E+04	2.78E+04	
REINFORCING BARS		GRADE 40	f _s	137.5 MPa	
		GRADE 60	f _s	185.7 MPa	
		MODULUS OF ELASTICITY, E _s	E _s	2.00E+05 MPa	

PRESTRESSED CONCRETE

CONCRETE STRENGTH	f _c ' (MPa)	35
	f _{ct} (MPa)	28
PRESTRESSING STEEL	f _s (MPa)	1864

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THE FEASIBILITY STUDY OF
THE PROPOSED CAVITE
BUSWAY SYSTEM

SHEET CONTENTS

STRUCTURAL DESIGN CRITERIA




SCALE

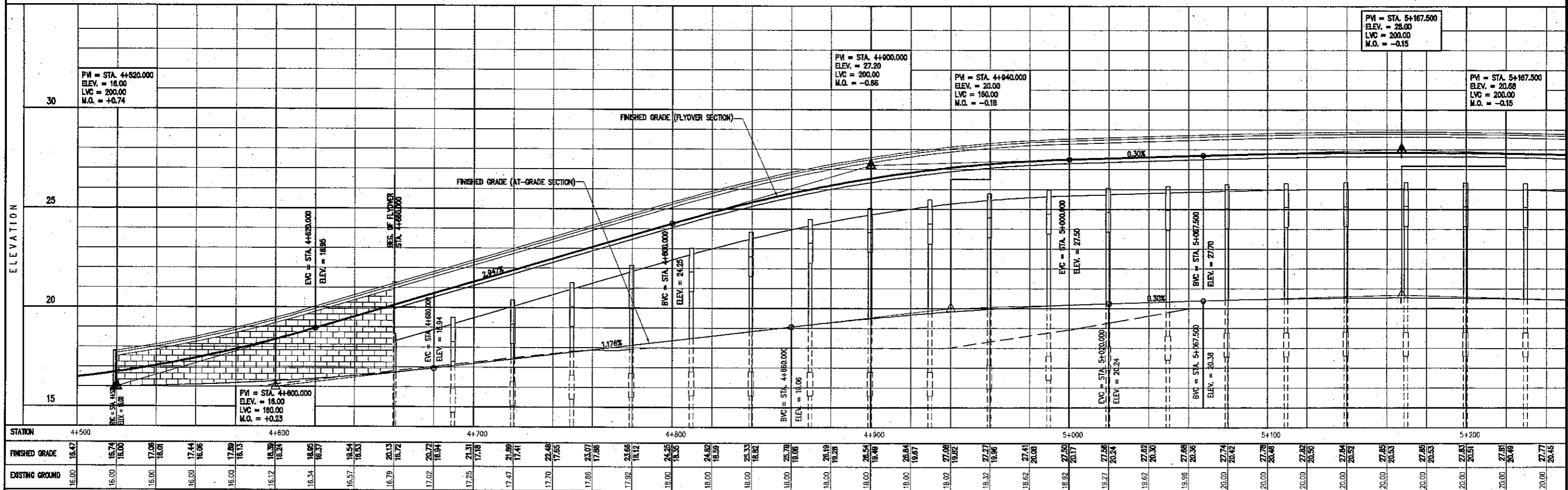
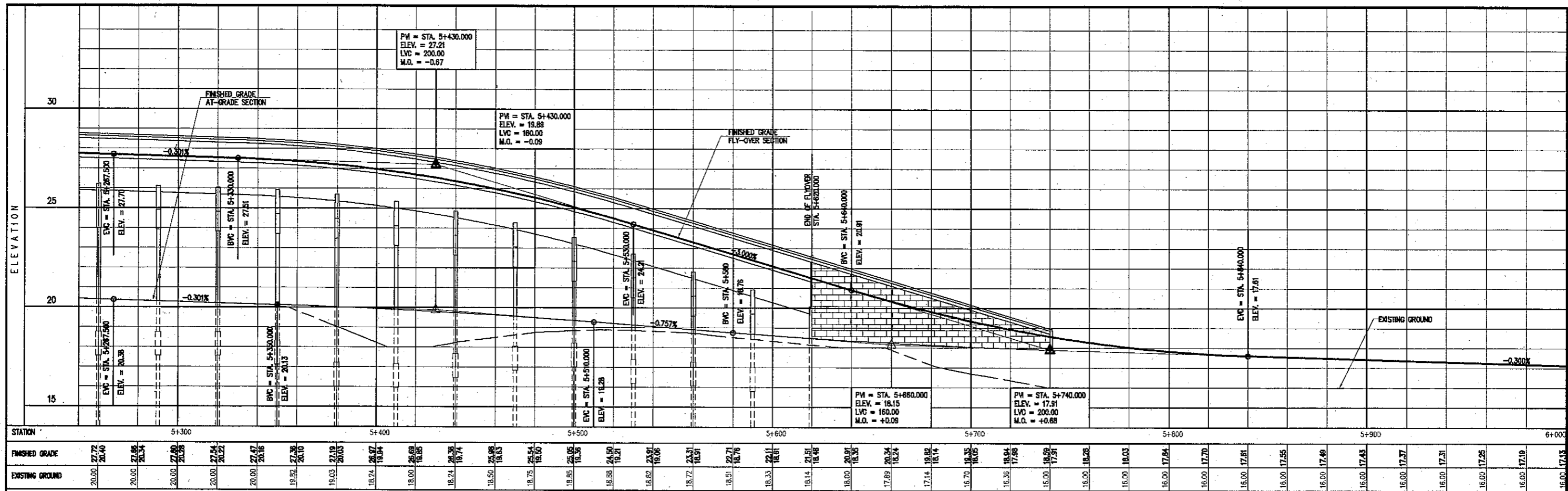
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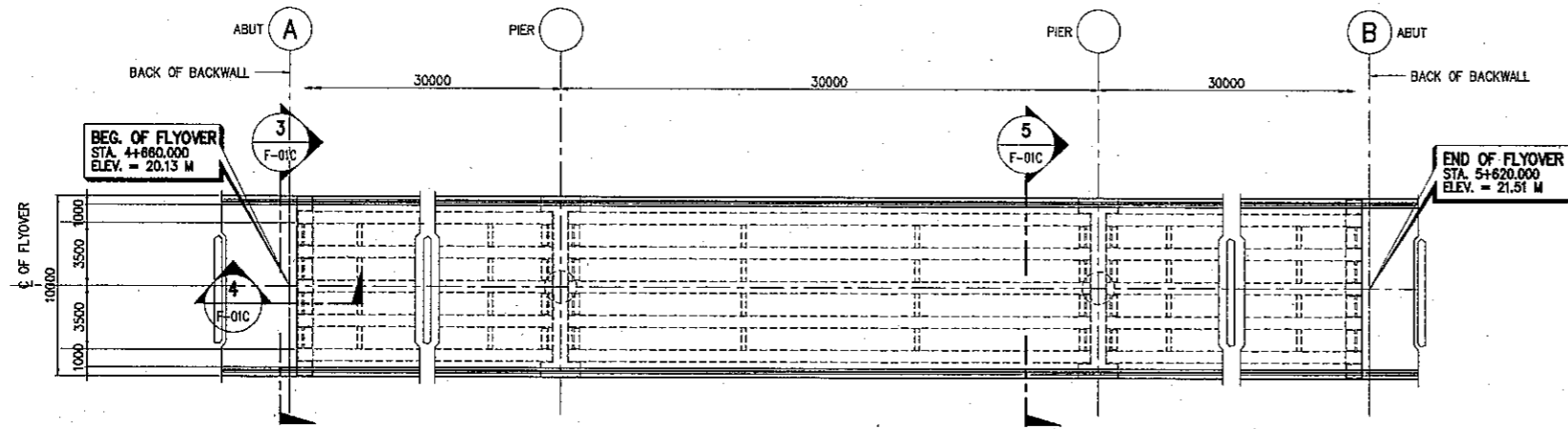
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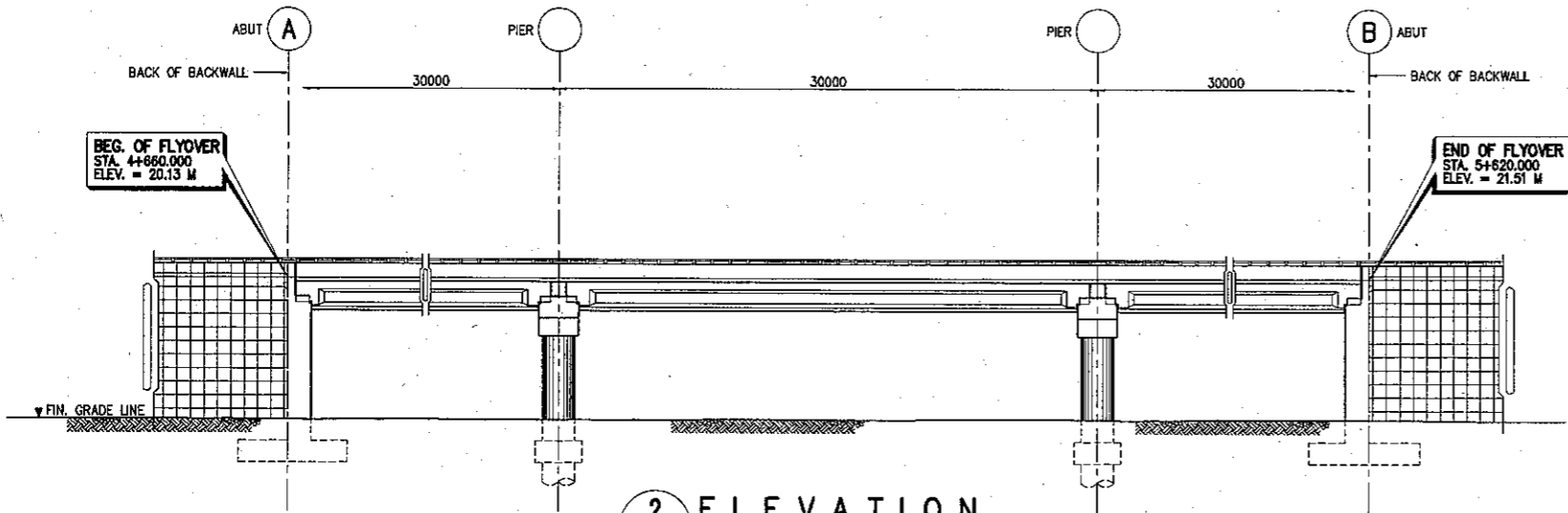
<p>ALMEC ALMEC Corporation</p>	 Pacific Consultants International	 NATIONAL ECONOMIC AND DEVELOPMENT AUTHORITY Republic of the Philippines	 JAPAN INTERNATIONAL COOPERATION AGENCY Japan	<p>THE FEASIBILITY STUDY OF THE PROPOSED CAVITE BUSWAY SYSTEM</p>	<p>SHEET CONTENTS</p> <p>PLAN - MOLINO FLYOVER</p>	<p>SCALE</p> <p>1:2000</p>	<p>Drawing Number</p> <p>F-01A</p>
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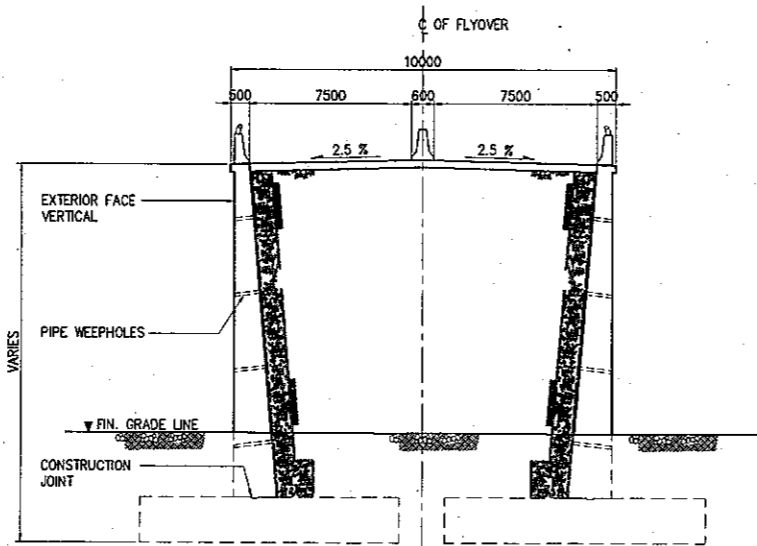
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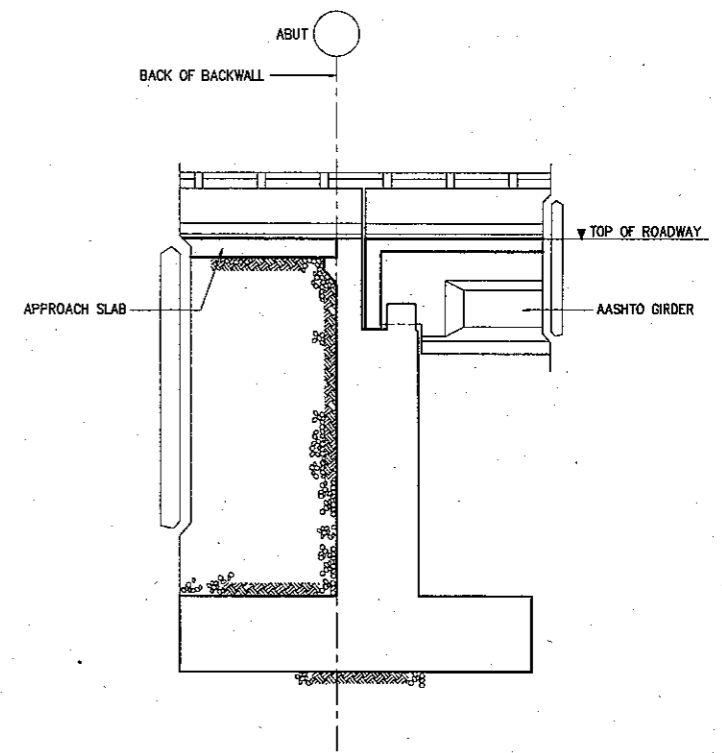
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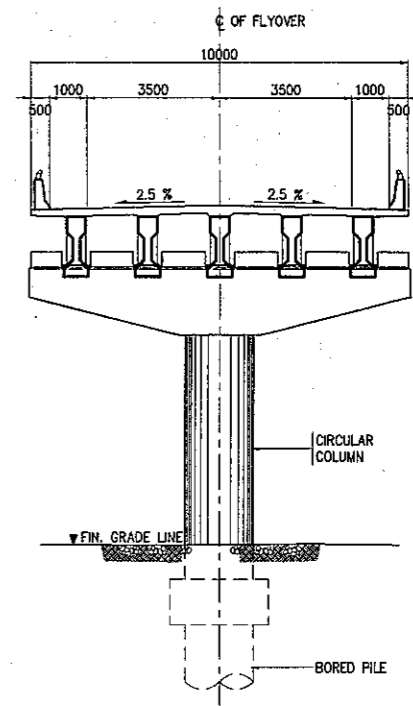
2 ELEVATION
F-01C SCALE 1:200



3 SECTION
F-01C SCALE 1:100

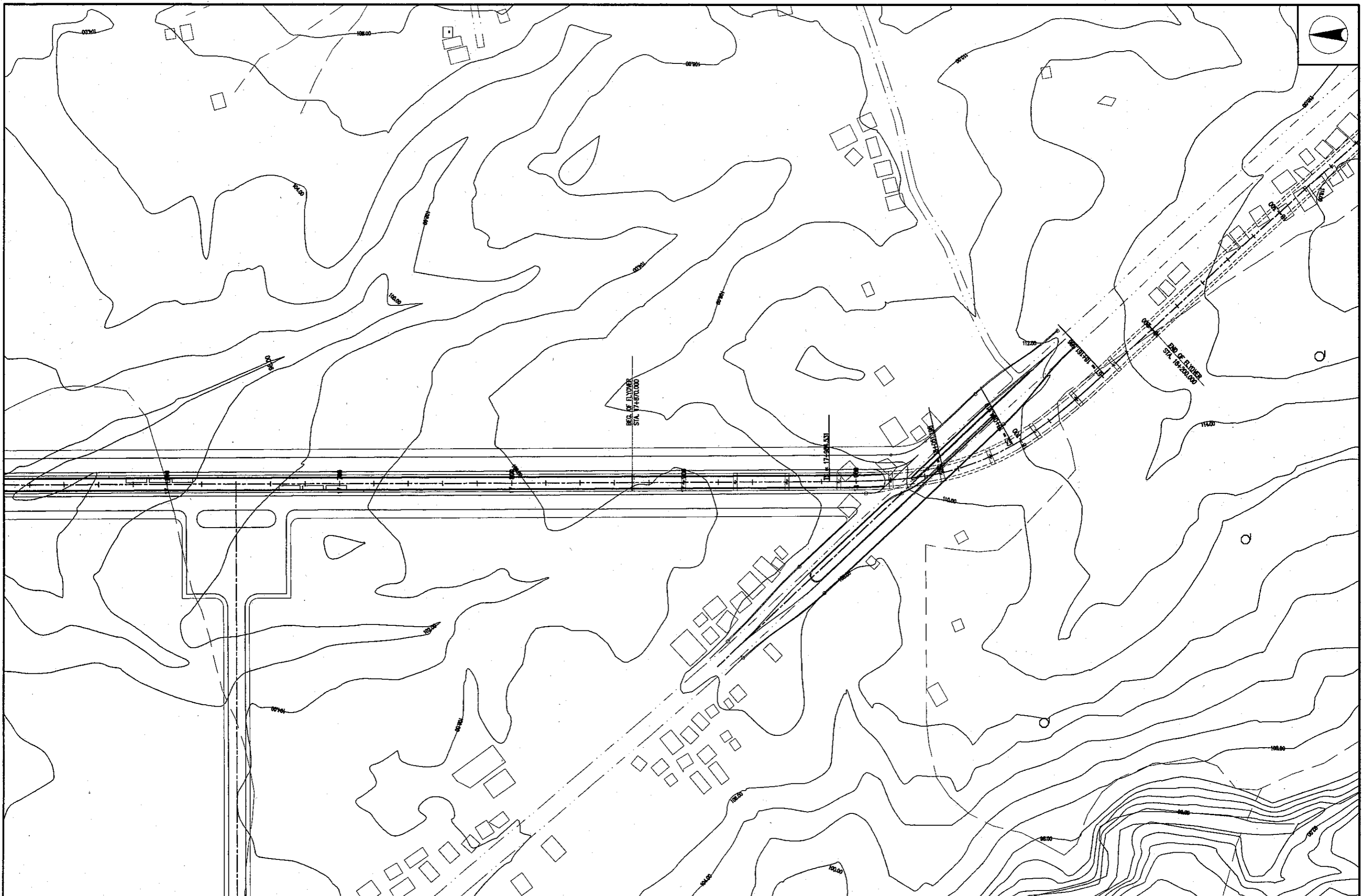





4 SECTION
F-01C SCALE 1:60

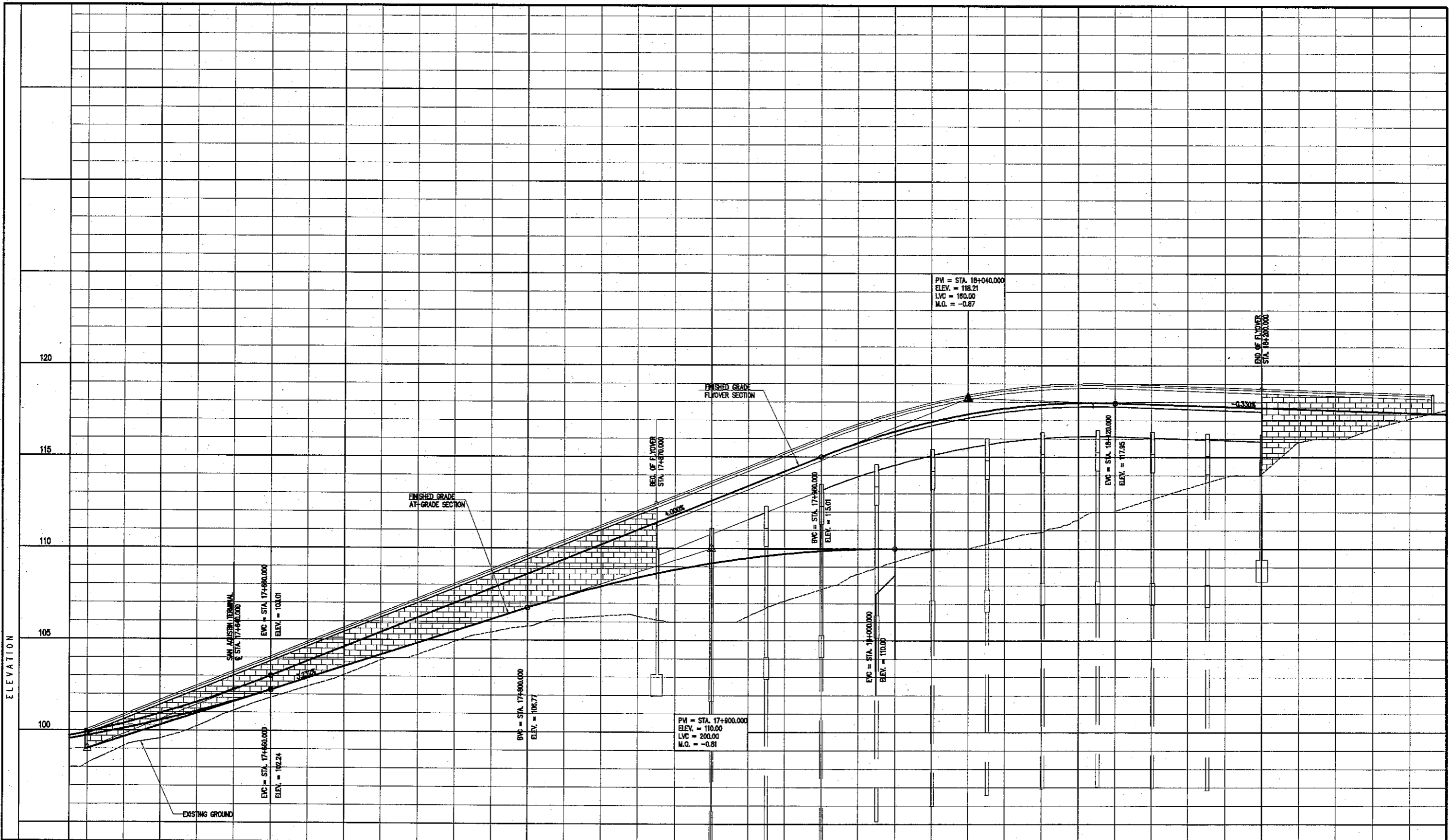


5 SECTION
F-01C SCALE 1:100

<p>ALMEC ALMEC Corporation</p>	<p>Pacific Consultants International</p>	<p>NATIONAL ECONOMIC AND DEVELOPMENT AUTHORITY Republic of the Philippines</p>	<p>JAPAN INTERNATIONAL COOPERATION AGENCY Japan</p>	<p>THE FEASIBILITY STUDY OF THE PROPOSED CAVITE BUSWAY SYSTEM</p>	<p>SHEET CONTENTS MOLINO FLYOVER PLAN, ELEVATION AND SECTIONS</p>	<p>SCALE AS SHOWN</p>	<p>Drawing Number F-01C</p>
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STATION	17+600	17+700	17+800	17+900	18+000	18+100	18+200																																		
FINISHED GRADE	98.92 99.72	100.30 100.11	102.25 101.62	103.07 103.54	103.87 104.41	104.19 104.83	104.88 107.71 106.47	106.42 111.01 108.42	108.60 111.61 108.84	108.00 112.61 108.19	108.31 113.41 108.46	107.14 114.21 108.71	107.78 115.01 108.67	108.61 115.78 108.97	109.29 116.39 110.00	109.90 116.92 110.00	110.00 117.34	110.52 117.68	110.90 117.98	111.60 117.99	112.05 117.95	112.21 117.98	113.32 117.81	113.91 117.75	114.09 117.68	115.81 117.62	116.00 117.55	116.56 117.49	117.11 117.46	117.68 117.38											
EXISTING GROUND	98.20	99.15	99.88	100.24	101.25	101.62	101.11	101.81	103.07	103.54	103.87	104.19	104.88	106.42	106.74	106.18	106.31	106.31	106.60	106.00	106.42	107.14	107.78	108.61	109.29	109.90	110.00	110.00	110.52	110.90	111.60	112.05	112.21	113.32	113.91	114.09	115.81	116.00	116.56	117.11	117.68

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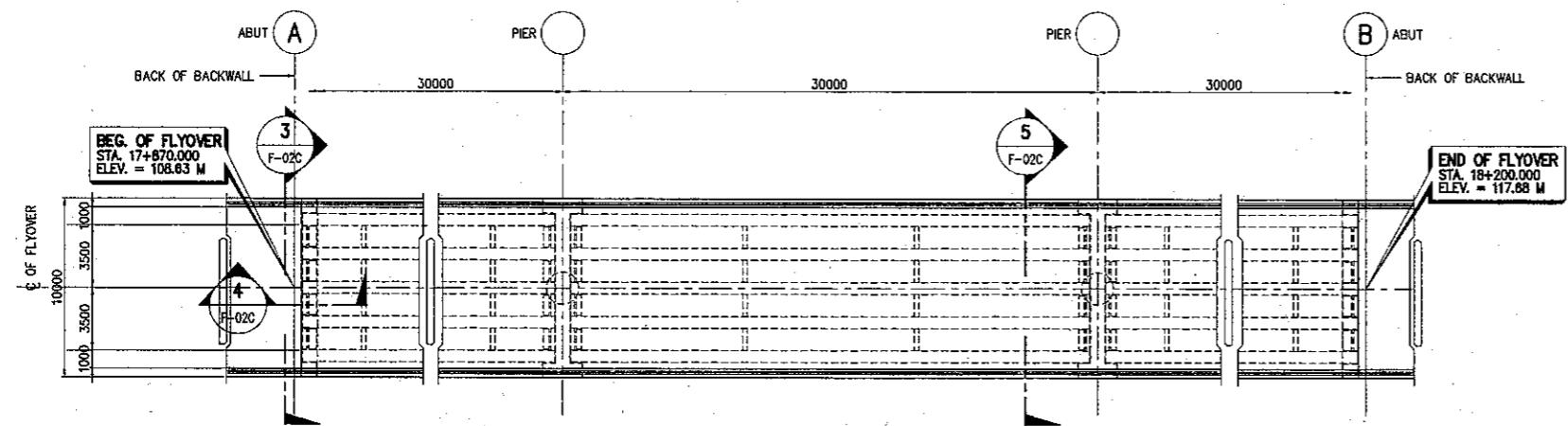

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**THE FEASIBILITY STUDY OF
THE PROPOSED CAVITE
BUSWAY SYSTEM**

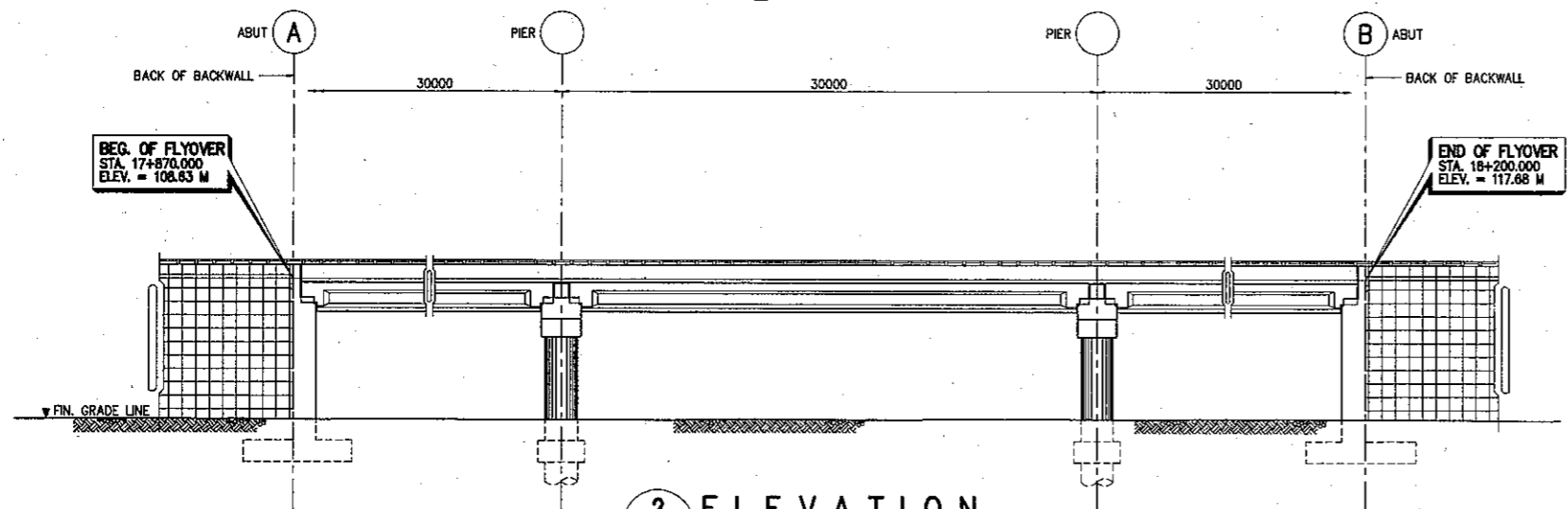
SHEET CONTENTS
PROFILE - AGUINALDO FLYOVER

SCALE
1:2000 HOR.
1:200 VERT.

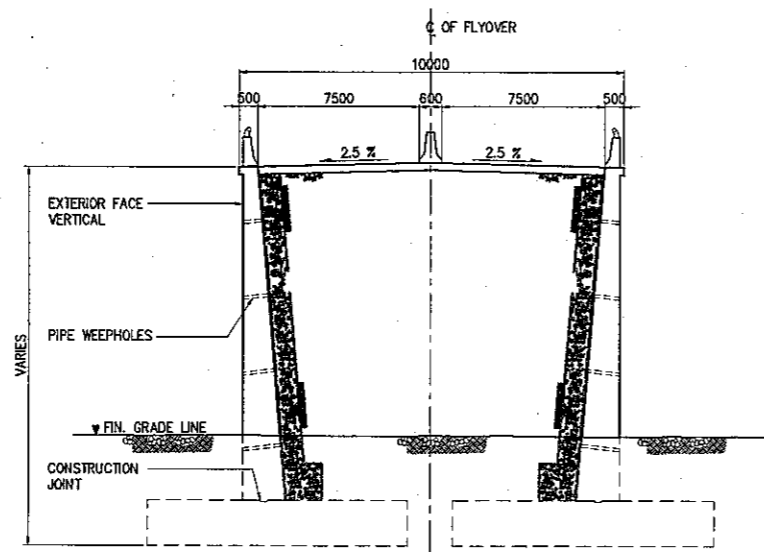
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F-02B



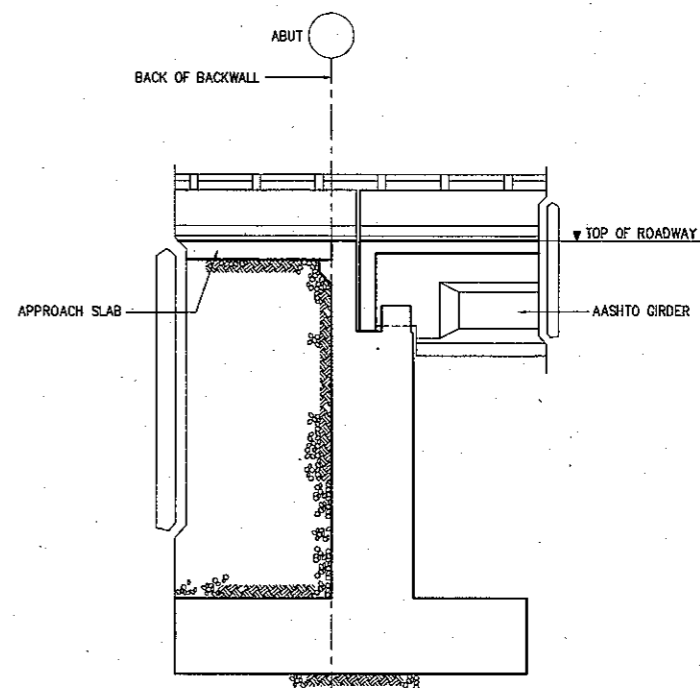
1 PLAN
F-02C SCALE 1:200



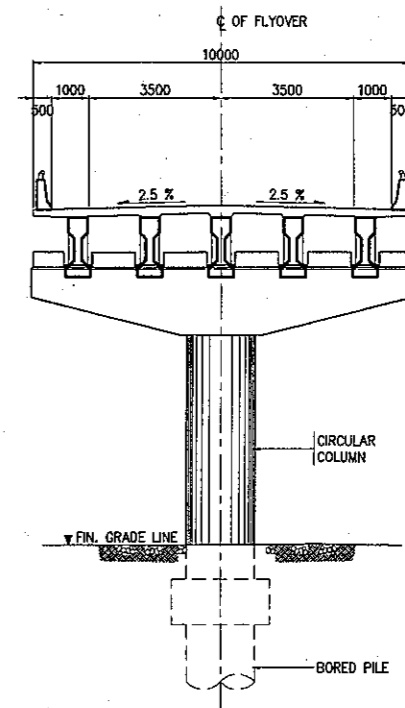
2 ELEVATION
F-02C SCALE 1:200



3 SECTION
F-02C SCALE 1:100



4 SECTION
F-02C SCALE 1:60



5 SECTION
F-02C SCALE 1:100

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**THE FEASIBILITY STUDY OF
THE PROPOSED CAVITE
BUSWAY SYSTEM**

SHEET CONTENTS

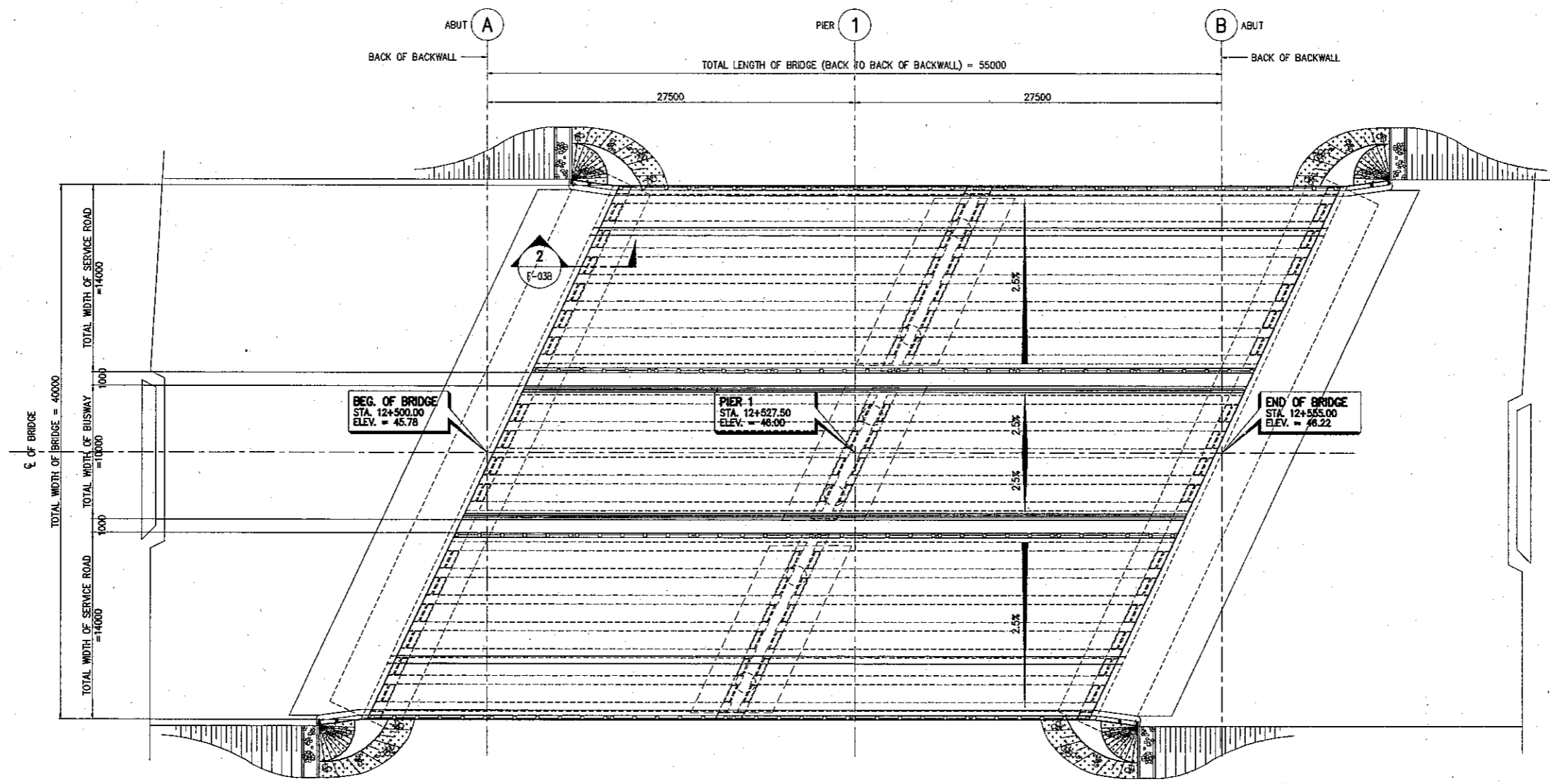
AGUINALDO FLYOVER
PLAN, ELEVATION AND SECTIONS

SCALE

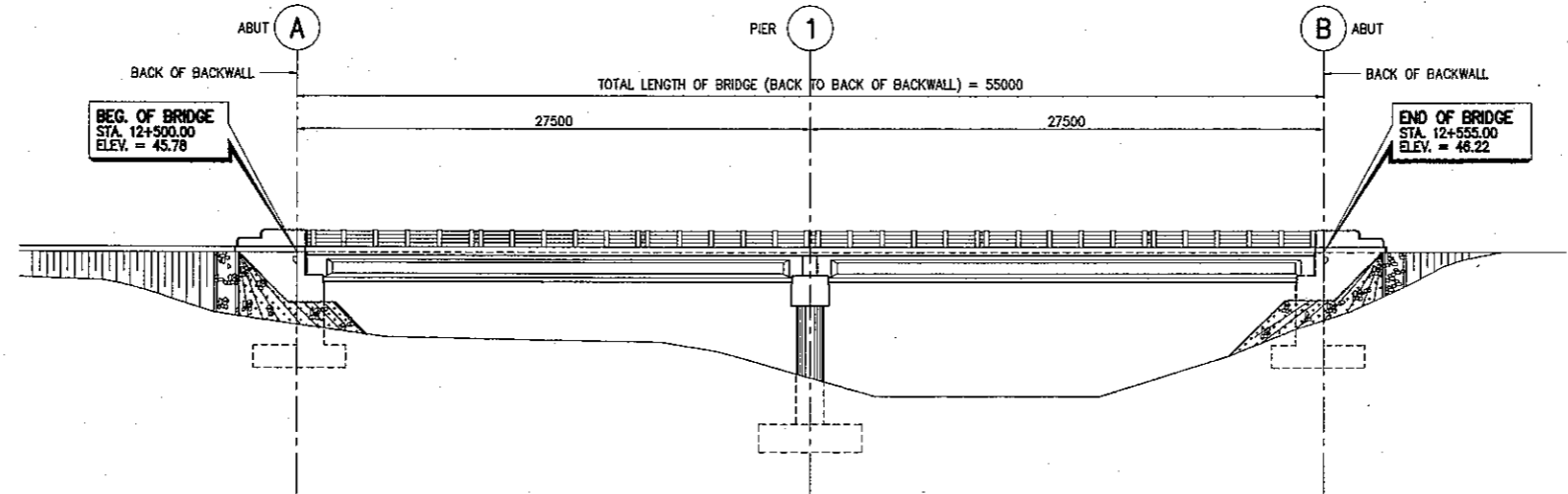
AS SHOWN

Drawing Number

F-02C

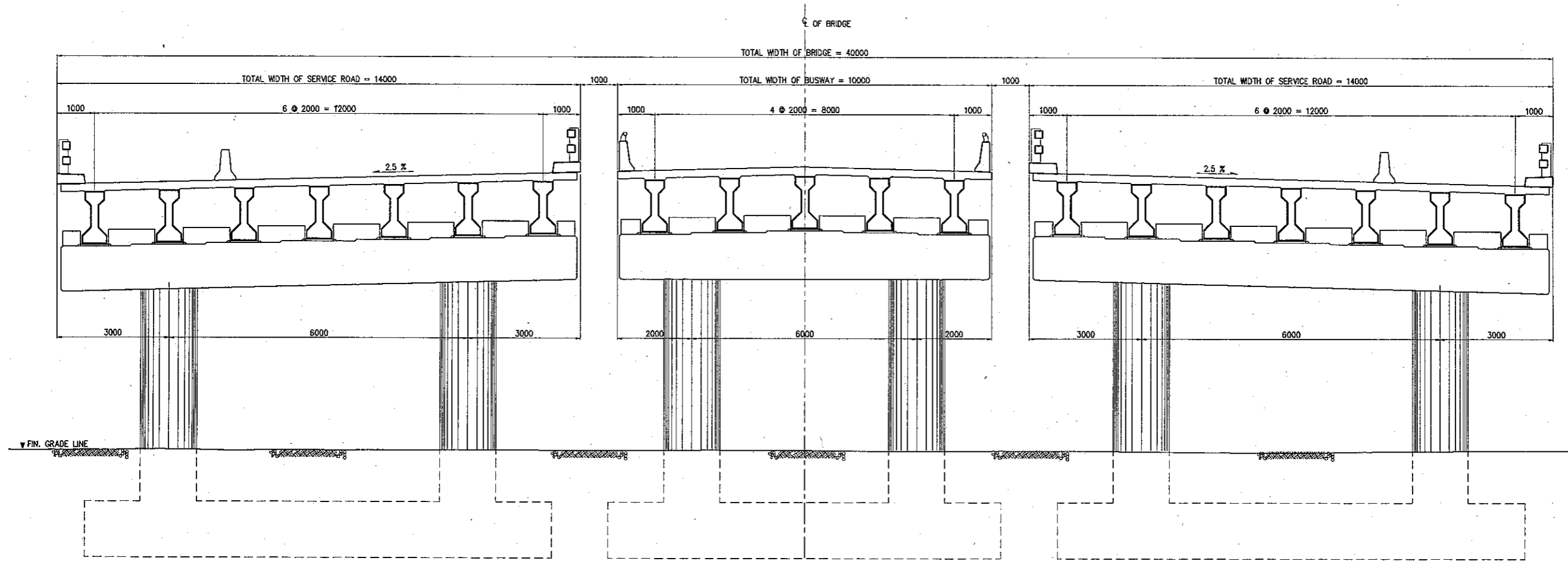


1 PLAN
 F-03A SCALE 1:200

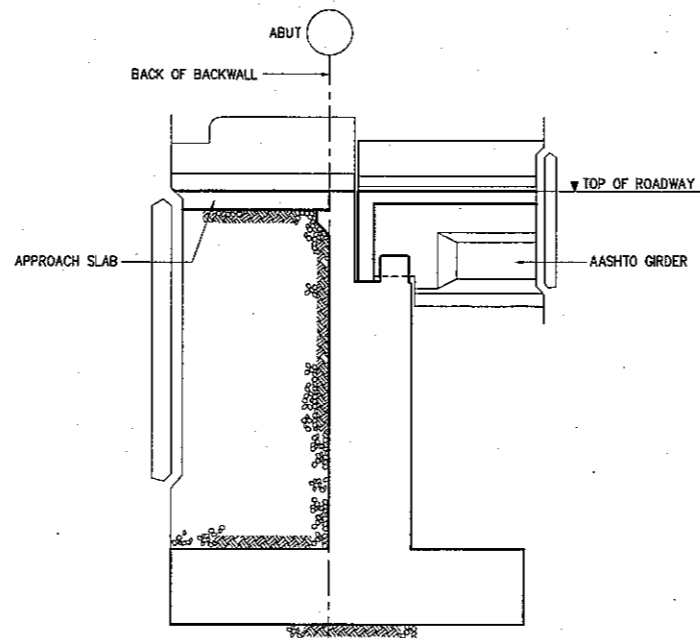


2 ELEVATION
 F-03A SCALE 1:200




<p>ALMEC ALMEC Corporation</p>	<p>Pacific Consultants International</p>	<p>NATIONAL ECONOMIC AND DEVELOPMENT AUTHORITY Republic of the Philippines</p>	<p>JAPAN INTERNATIONAL COOPERATION AGENCY Japan</p>	<p>THE FEASIBILITY STUDY OF THE PROPOSED CAVITE BUSWAY SYSTEM</p>	<p>SHEET CONTENTS IMUS BRIDGE PLAN AND ELEVATION</p>	<p>SCALE AS SHOWN</p>	<p>Drawing Number F-03A</p>
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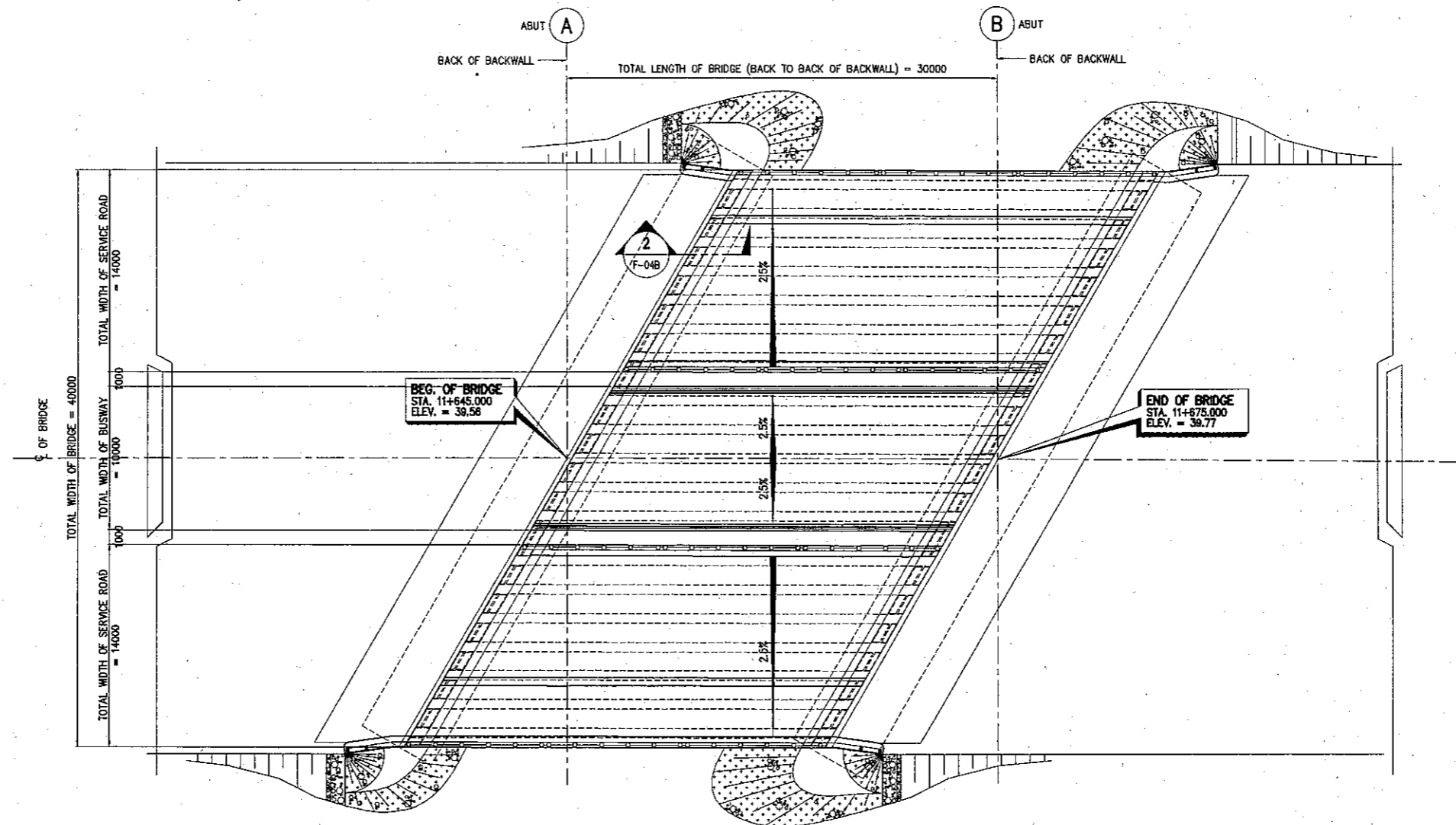


1 SECTION
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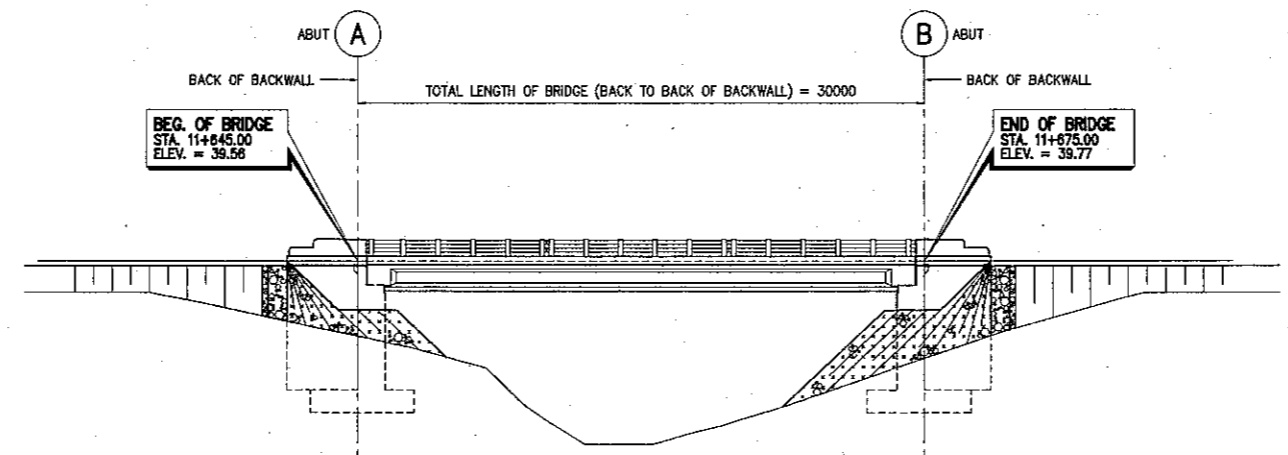


2 SECTION
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<p>ALMEC ALMEC Corporation</p>	 Pacific Consultants International	 NATIONAL ECONOMIC AND DEVELOPMENT AUTHORITY Republic of the Philippines	 JAPAN INTERNATIONAL COOPERATION AGENCY Japan	<p>THE FEASIBILITY STUDY OF THE PROPOSED CAVITE BUSWAY SYSTEM</p>	<p>SHEET CONTENTS IMUS BRIDGE SECTIONS</p>	<p>SCALE AS SHOWN</p>	<p>Drawing Number F-03B</p>
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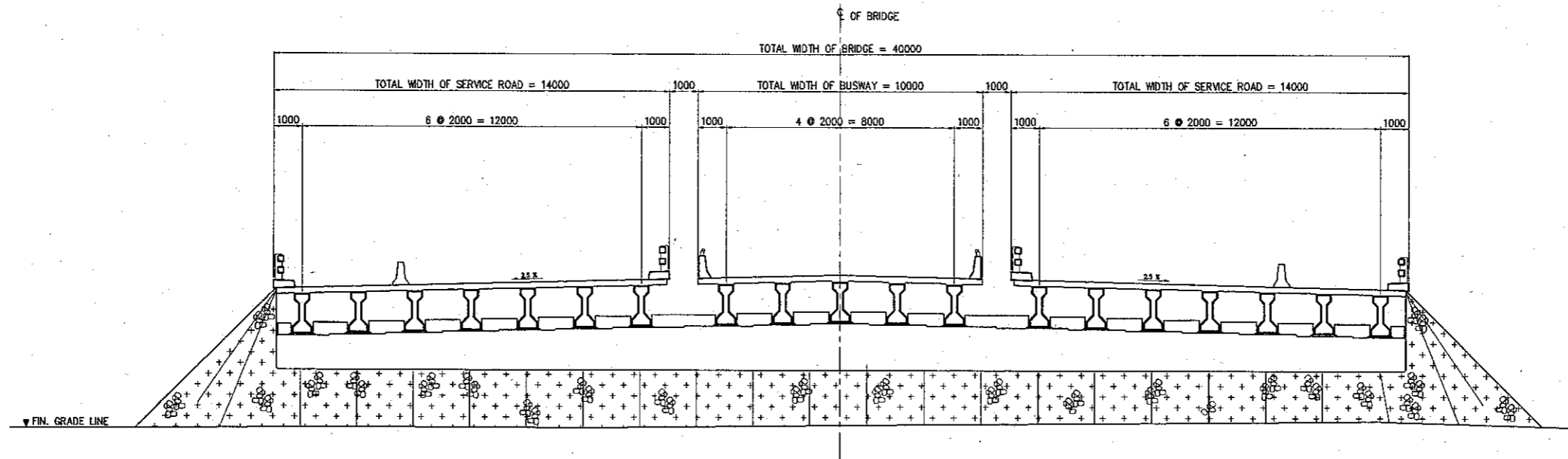


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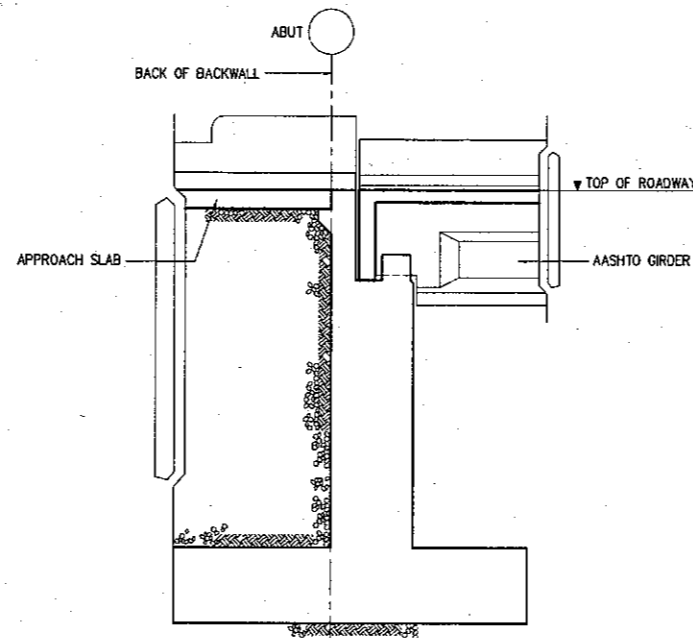


2 ELEVATION
F-04A SCALE 1:200




<p>ALMEC ALMEC Corporation</p>	 <p>Pacific Consultants International</p>	 <p>NATIONAL ECONOMIC AND DEVELOPMENT AUTHORITY Republic of the Philippines</p>	 <p>JAPAN INTERNATIONAL COOPERATION AGENCY Japan</p>	<p>THE FEASIBILITY STUDY OF THE PROPOSED CAVITE BUSWAY SYSTEM</p>	<p>SHEET CONTENTS</p> <p>ILANG-ILANG BRIDGE PLAN AND ELEVATION</p>	<p>SCALE</p> <p>AS SHOWN</p>	<p>Drawing Number</p> <p>F-04A</p>
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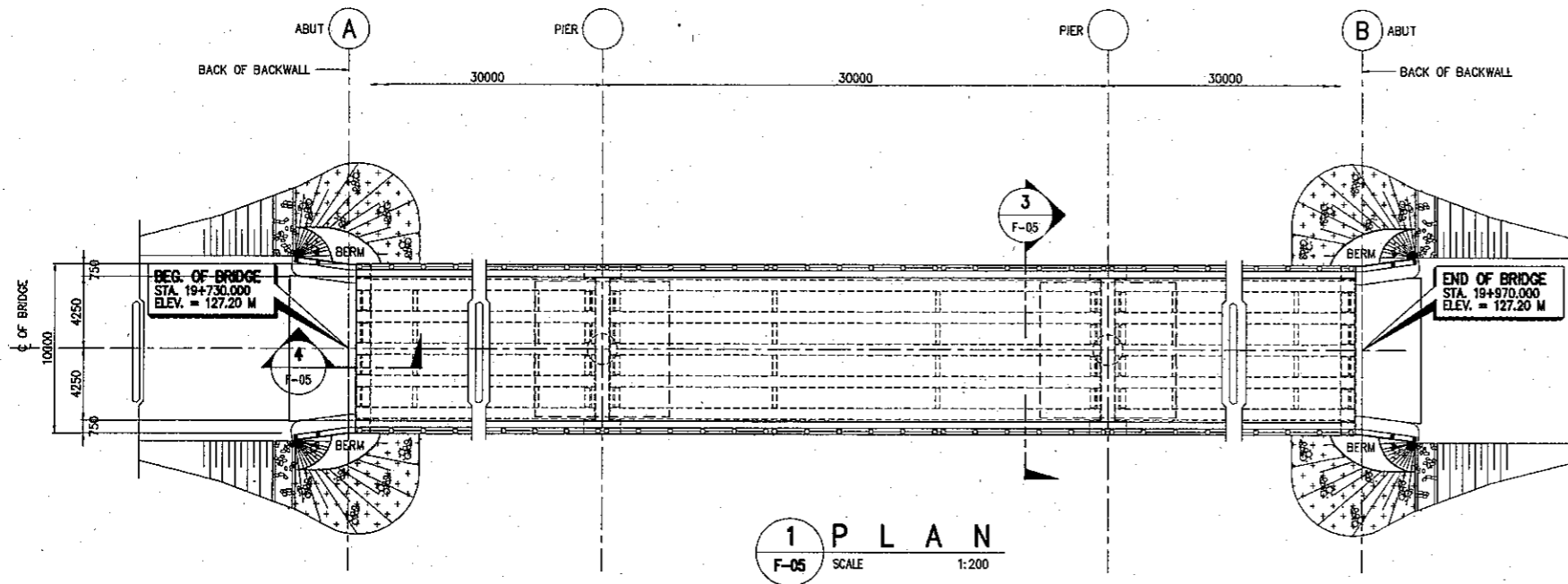


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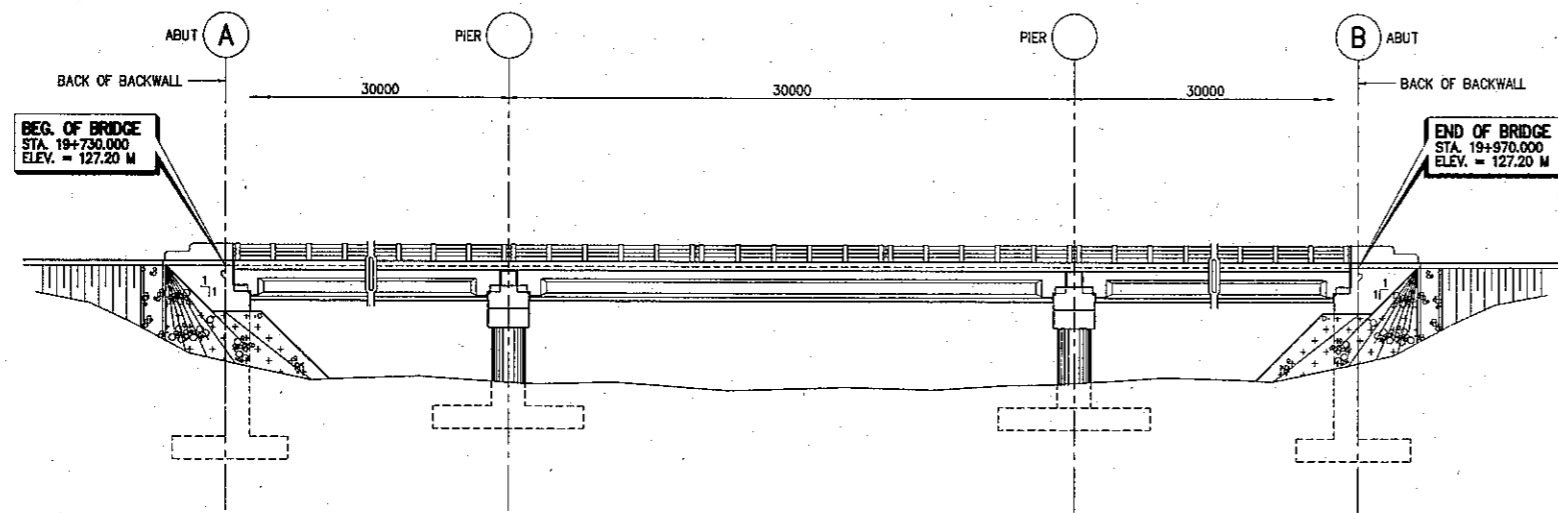


2 SECTION
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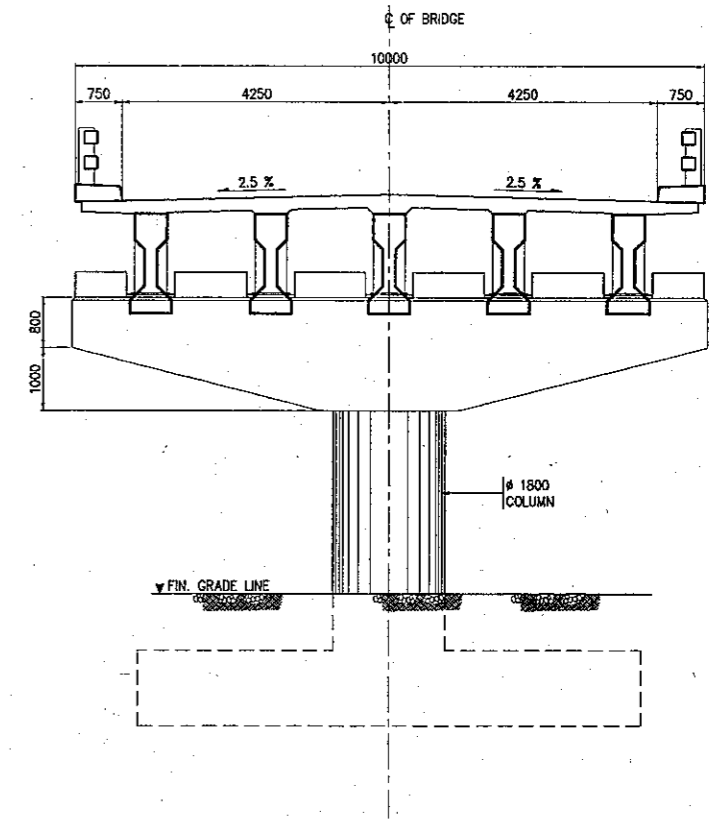
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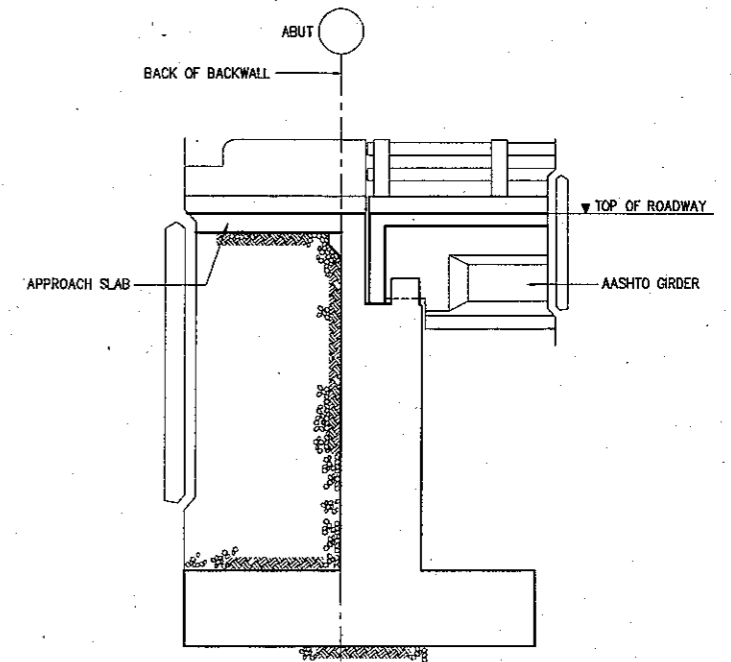
1 PLAN
F-05 SCALE 1:200



2 ELEVATION
F-05 SCALE 1:200



3 SECTION
F-05 SCALE 1:60



4 SECTION
F-05 SCALE 1:60

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Pacific Consultants
International



NATIONAL ECONOMIC AND
DEVELOPMENT AUTHORITY
Republic of the Philippines



JAPAN INTERNATIONAL
COOPERATION AGENCY
Japan

**THE FEASIBILITY STUDY OF
THE PROPOSED CAVITE
BUSWAY SYSTEM**

SHEET CONTENTS

GOVERNOR'S DRIVE BRIDGE
PLAN, ELEVATION AND SECTION

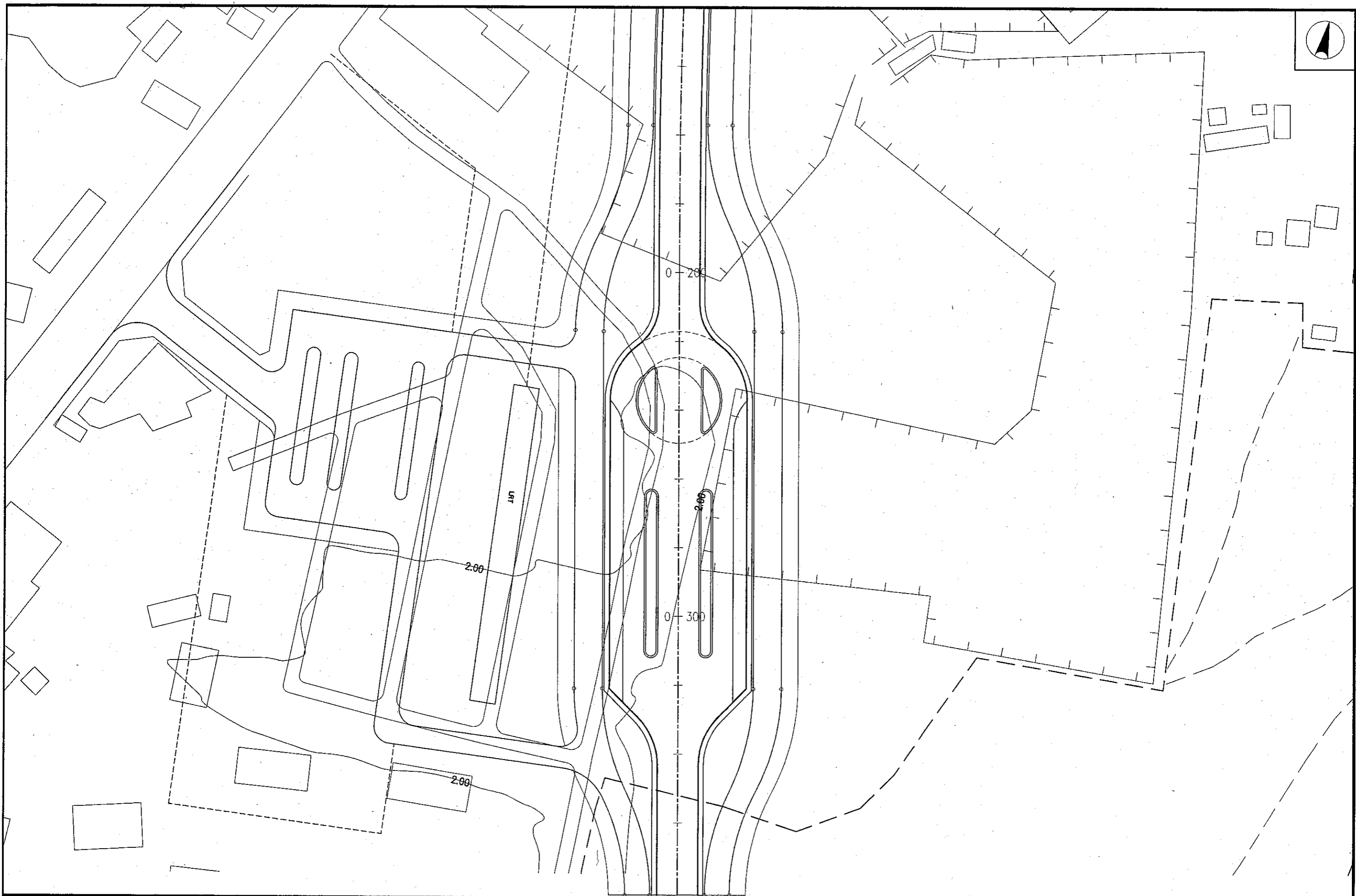
SCALE




AS SHOWN

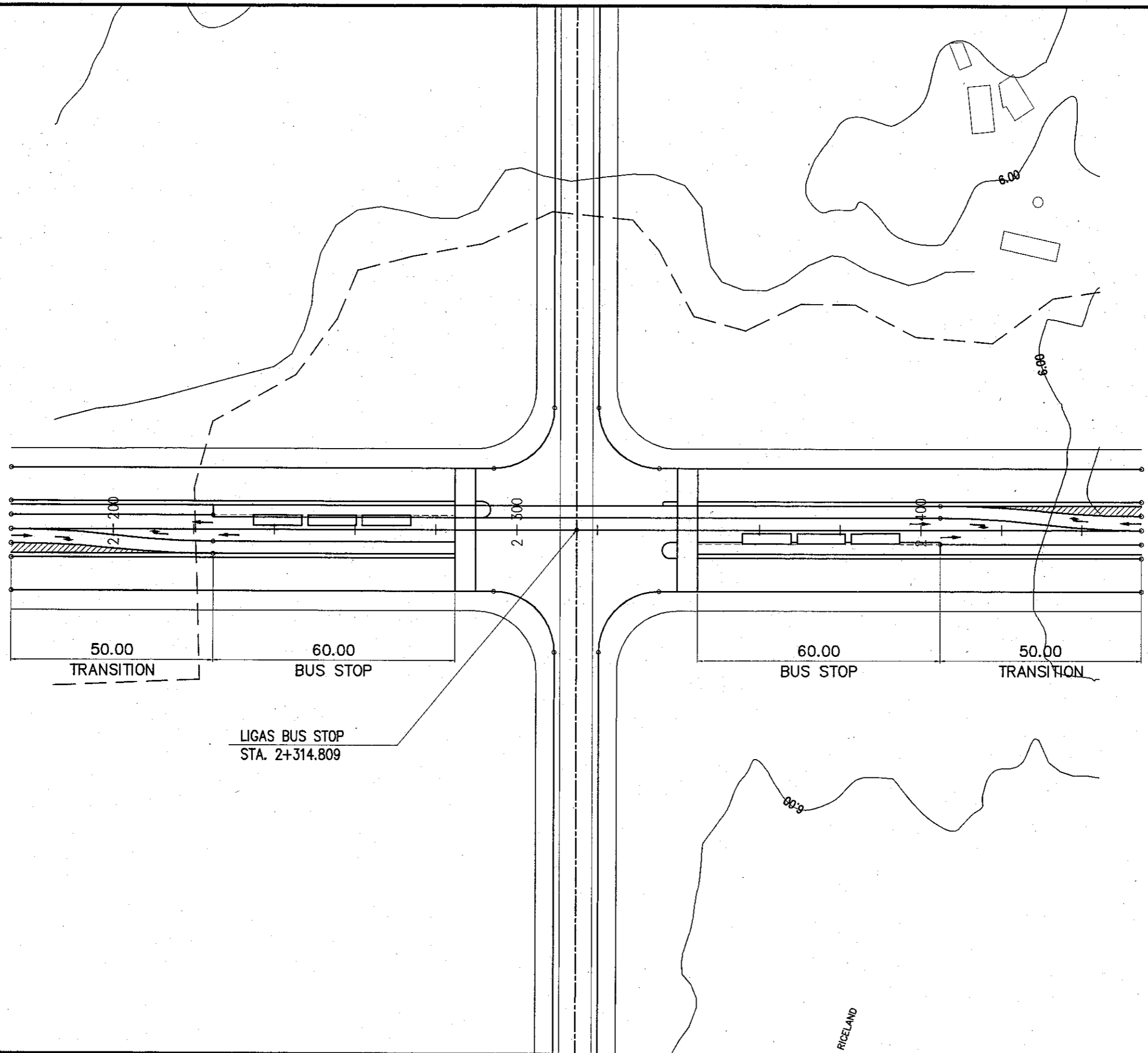
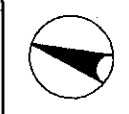
Drawing Number

F-05

**G. BUS TERMINAL AND
BUS STOP FACILITIES**






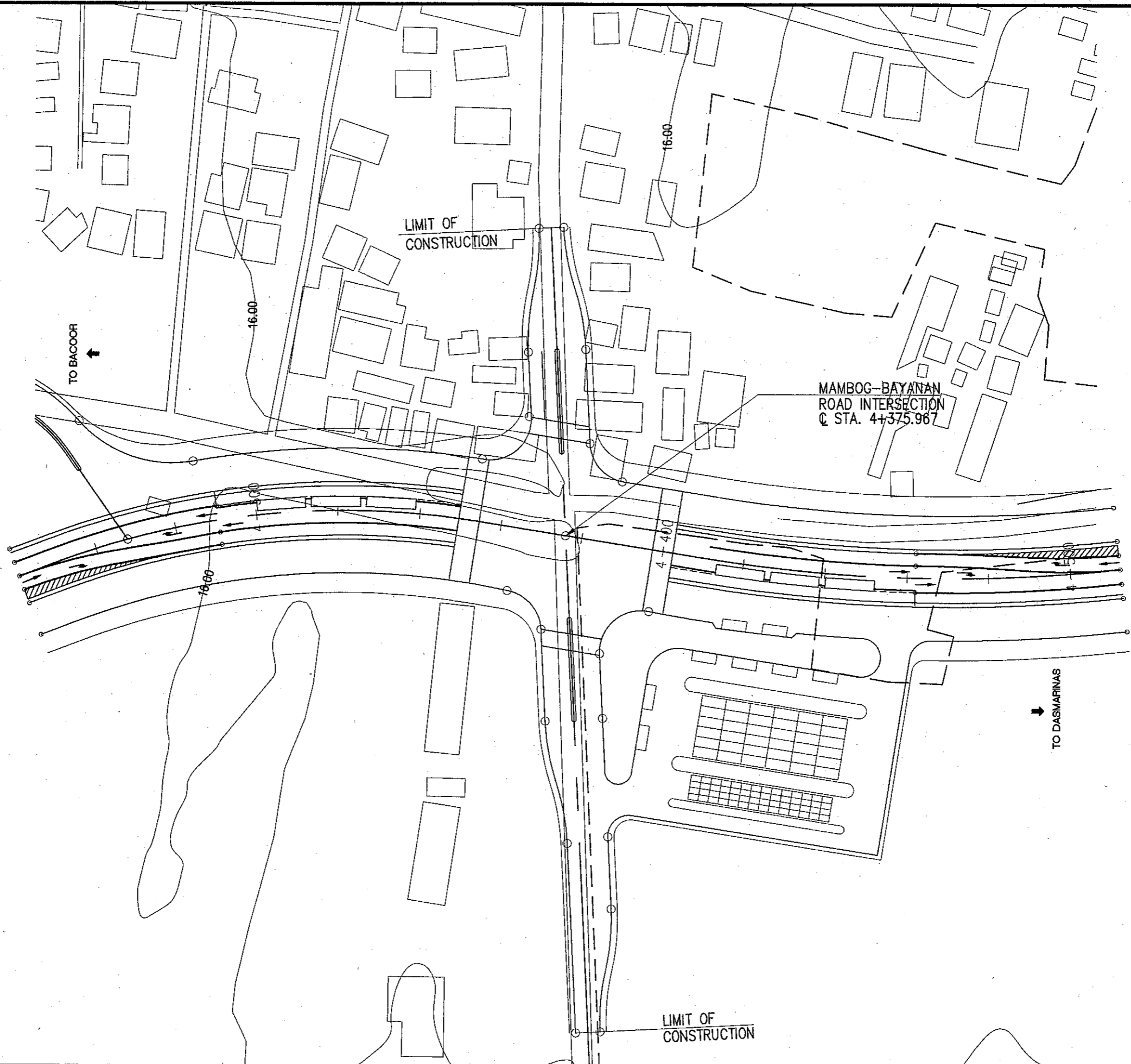
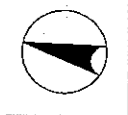
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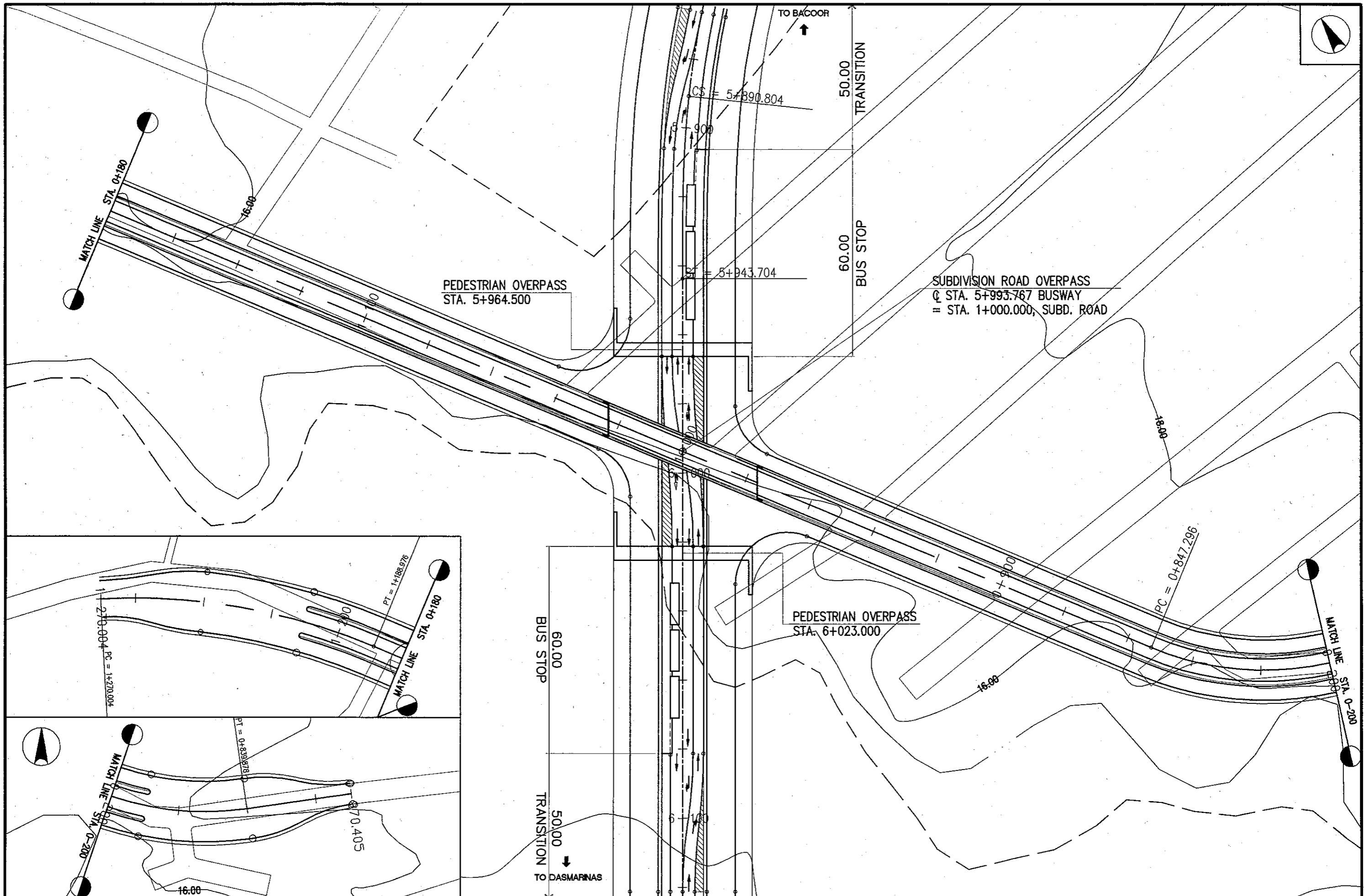
LIGAS BUS STOP
STA. 2+314.809




RICELAND

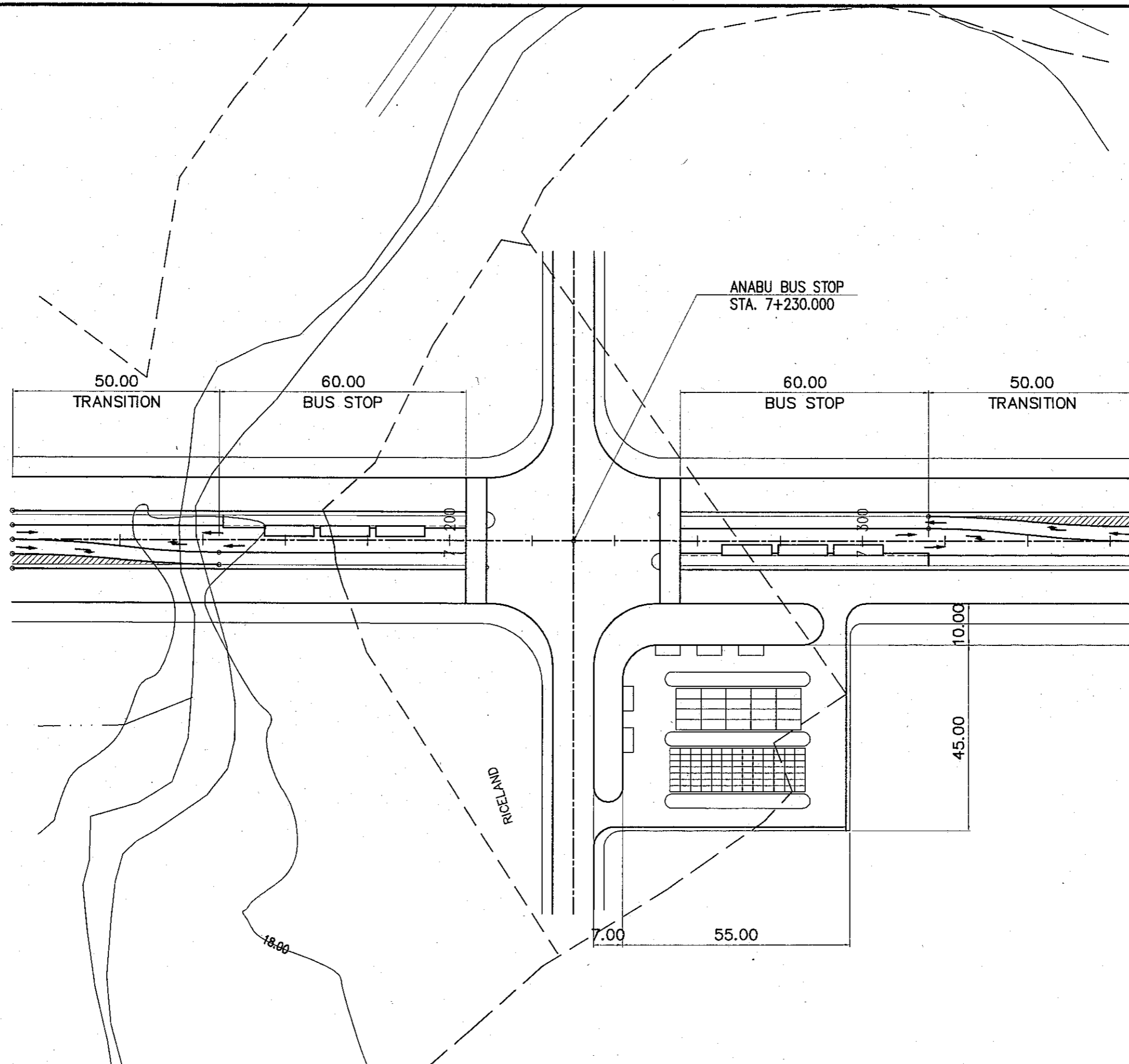
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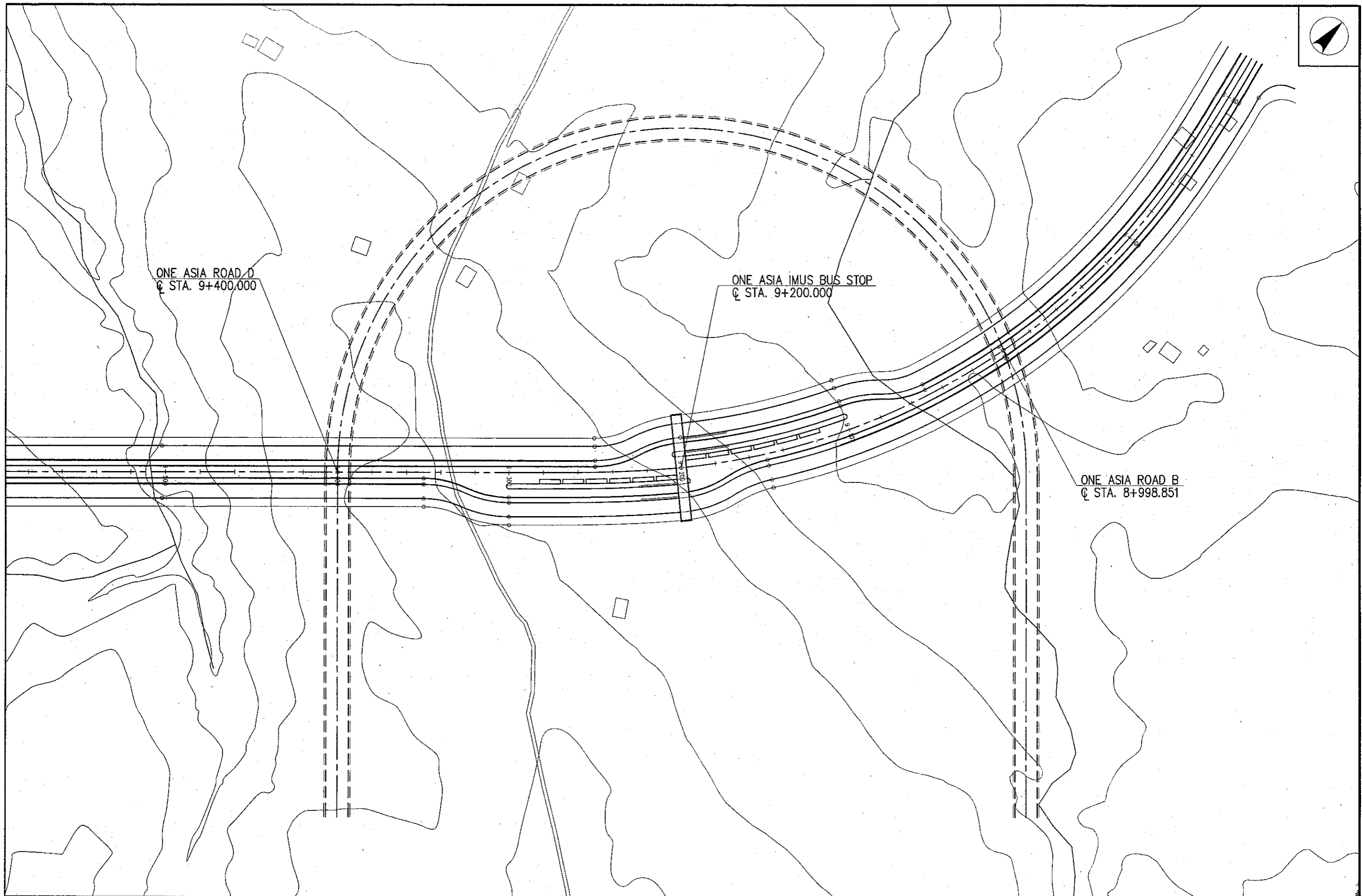
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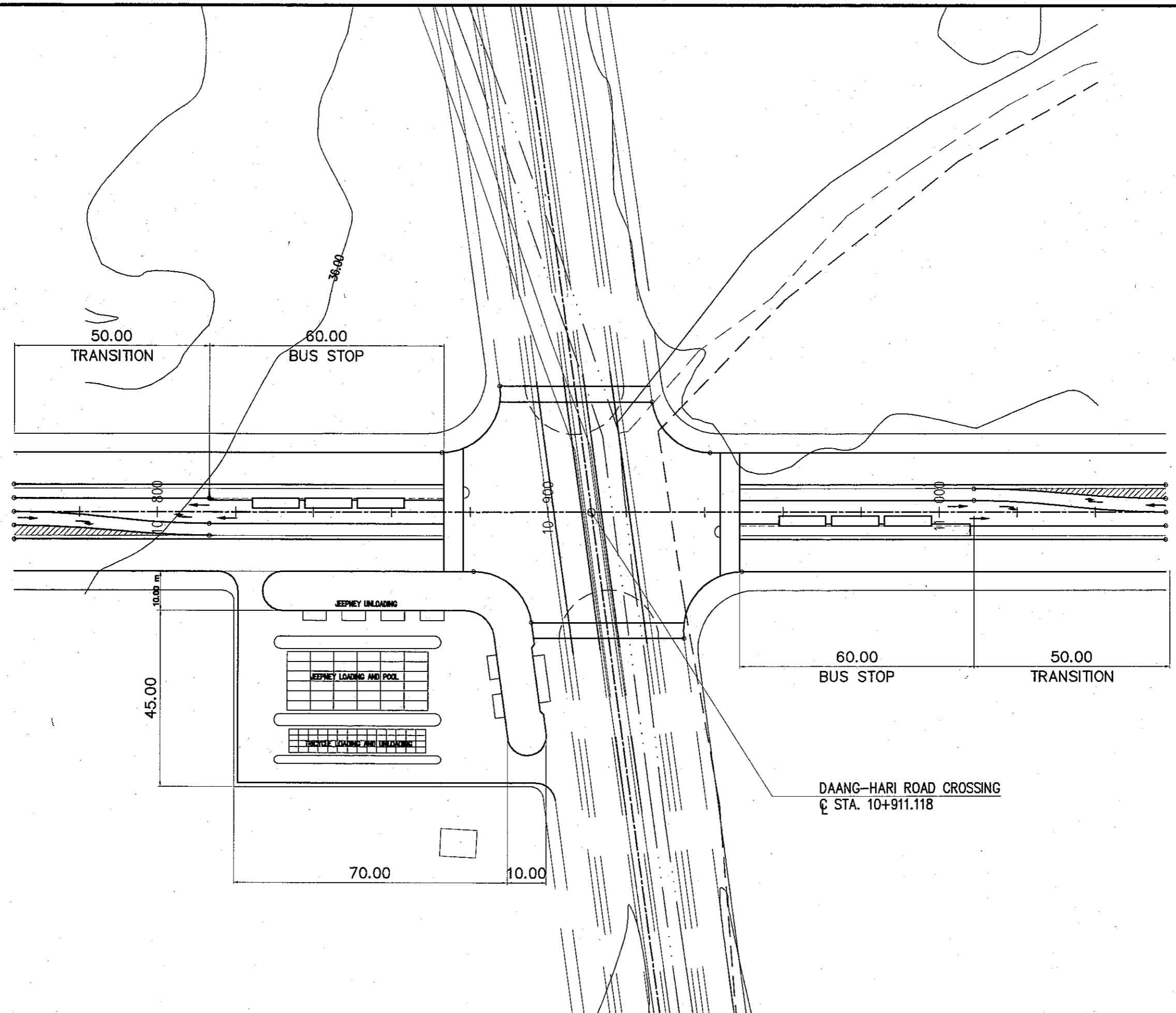
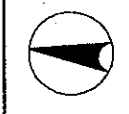
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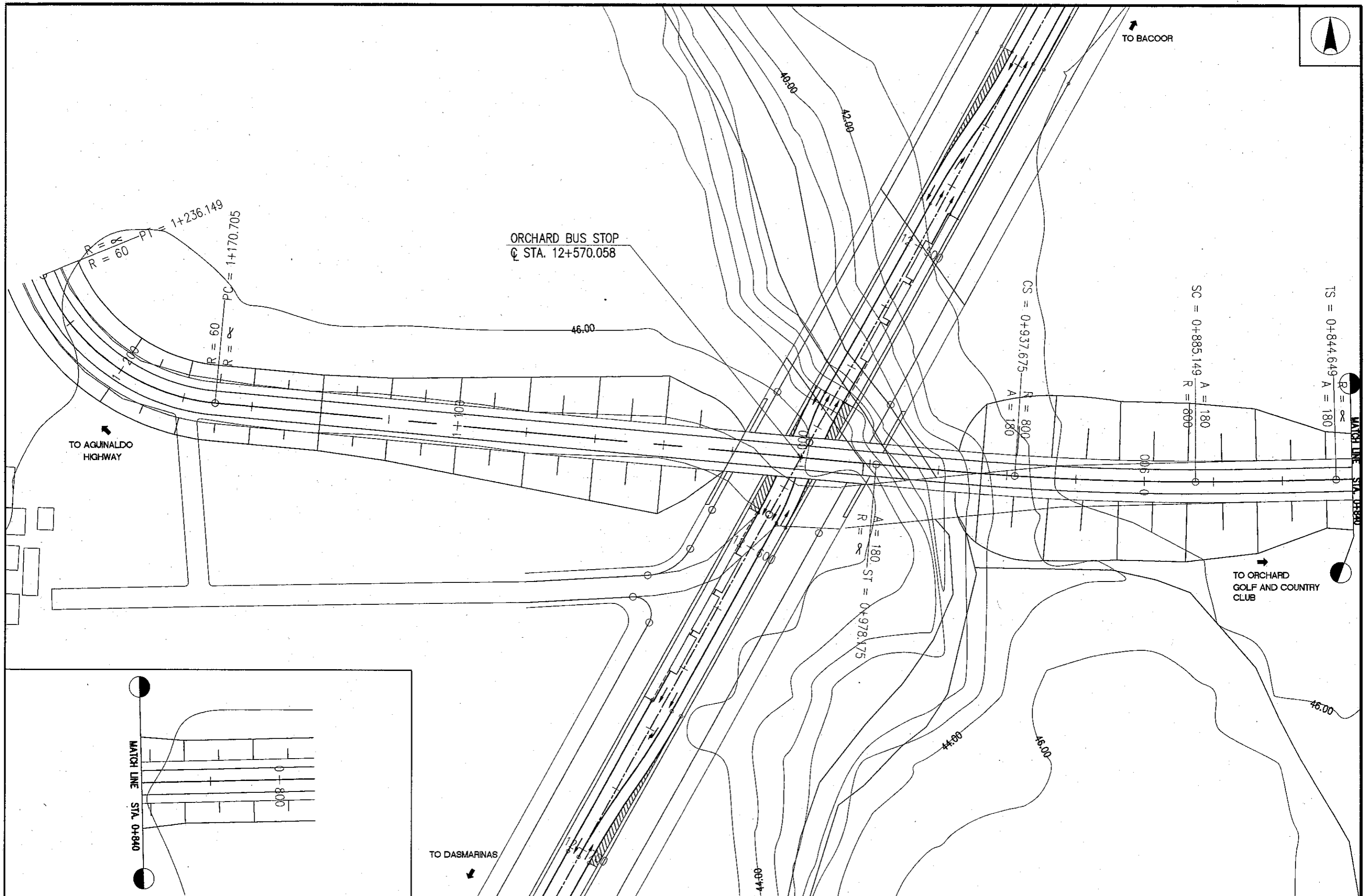
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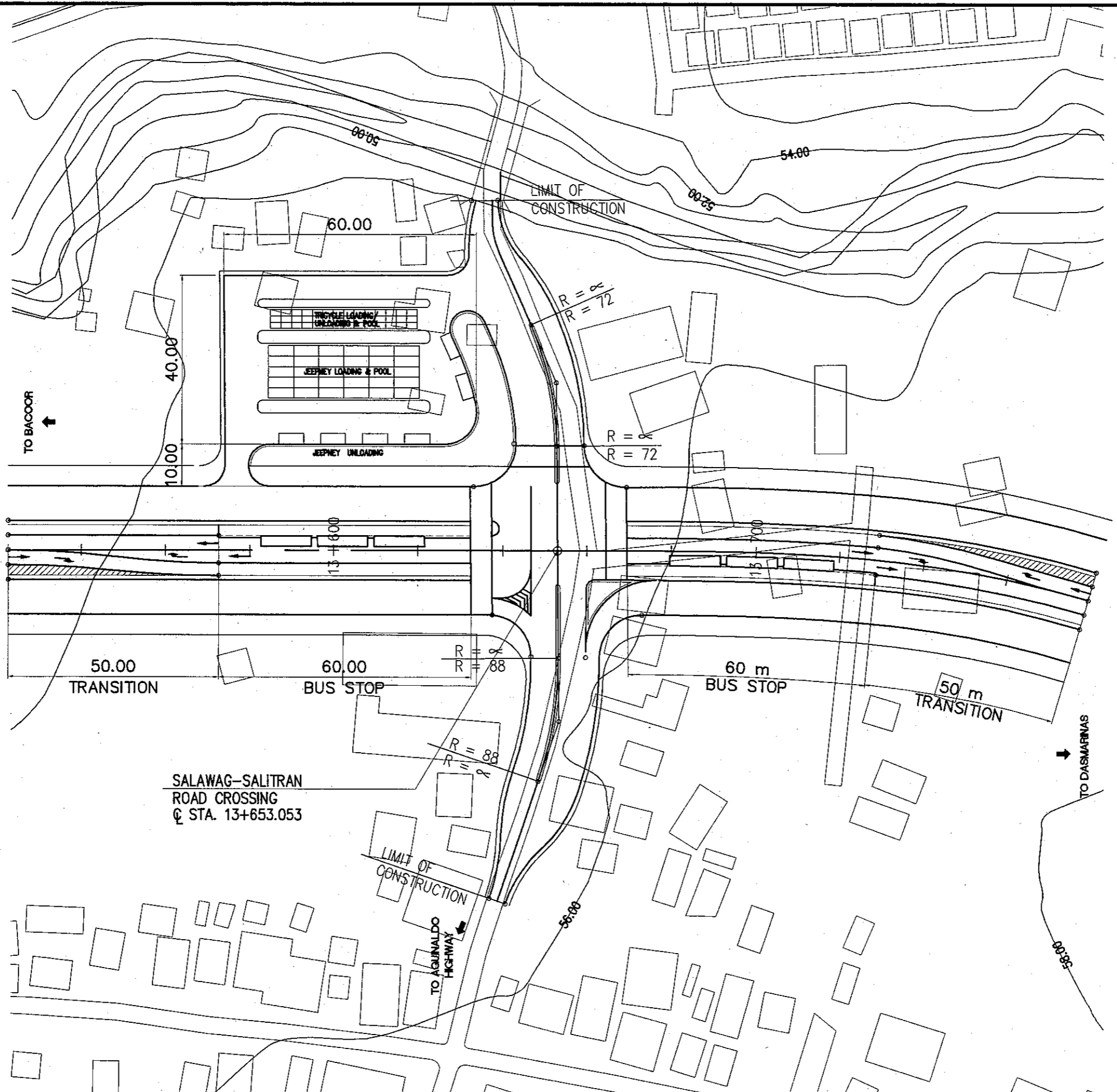
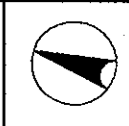
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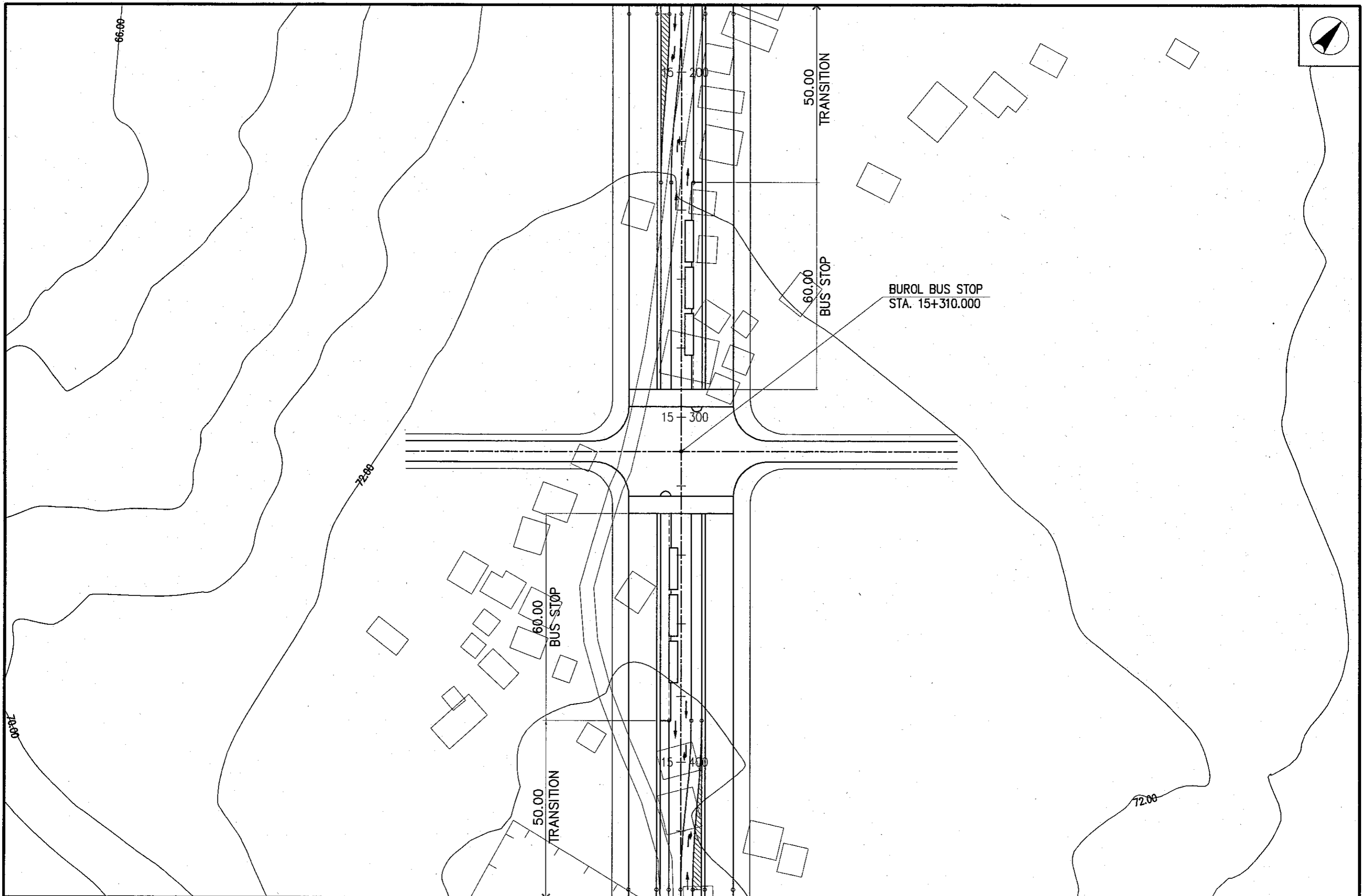
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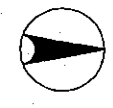
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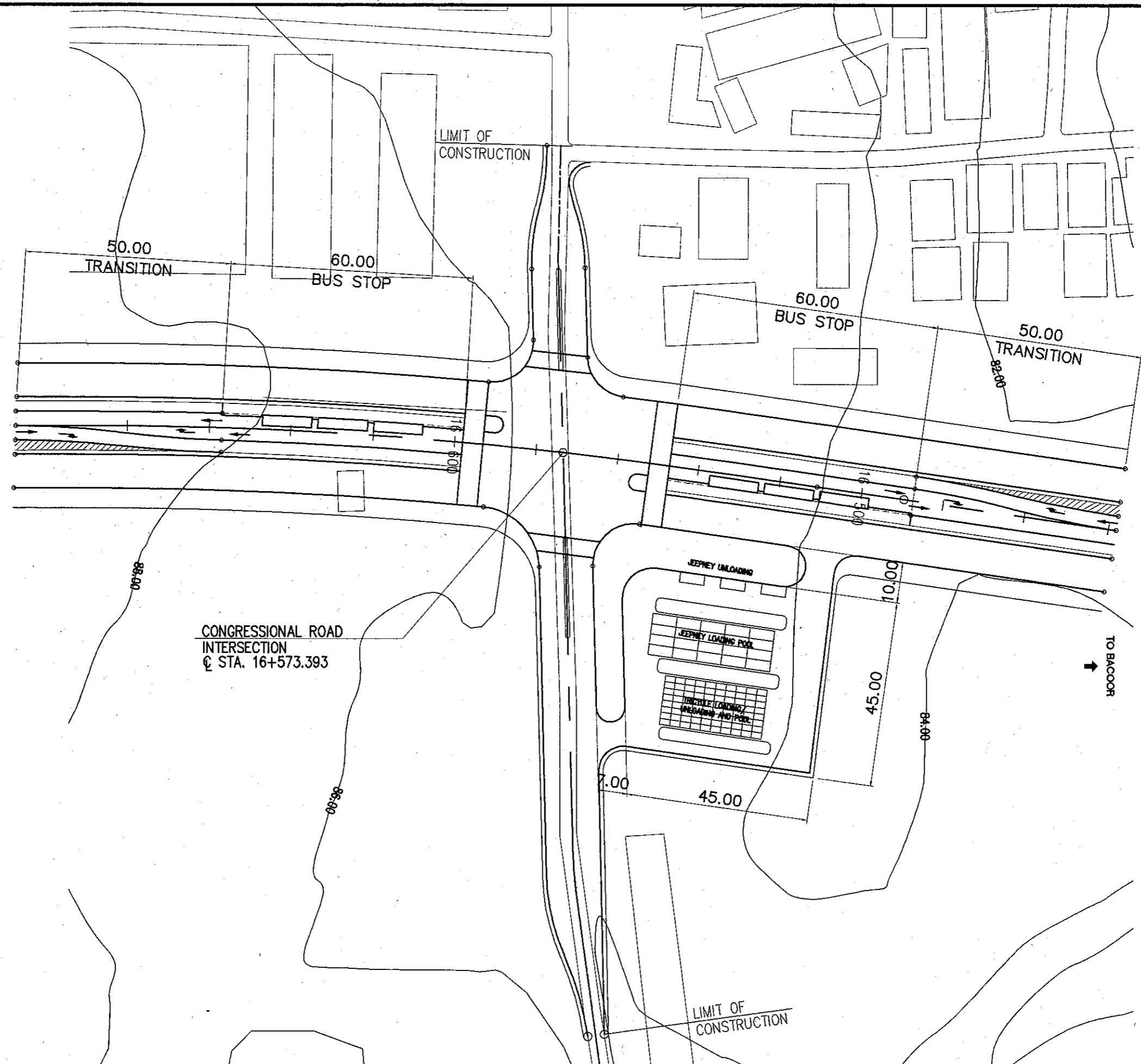
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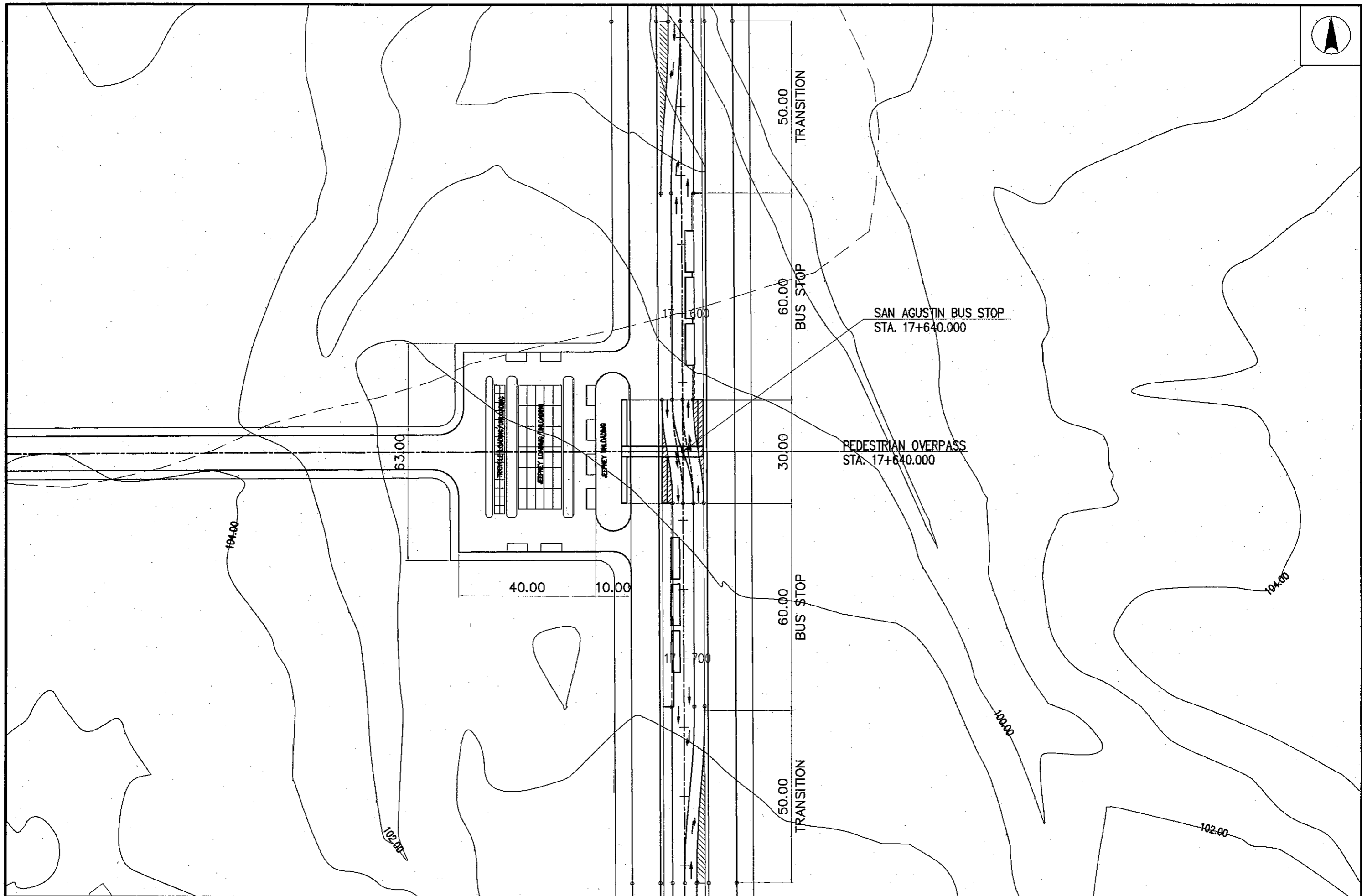
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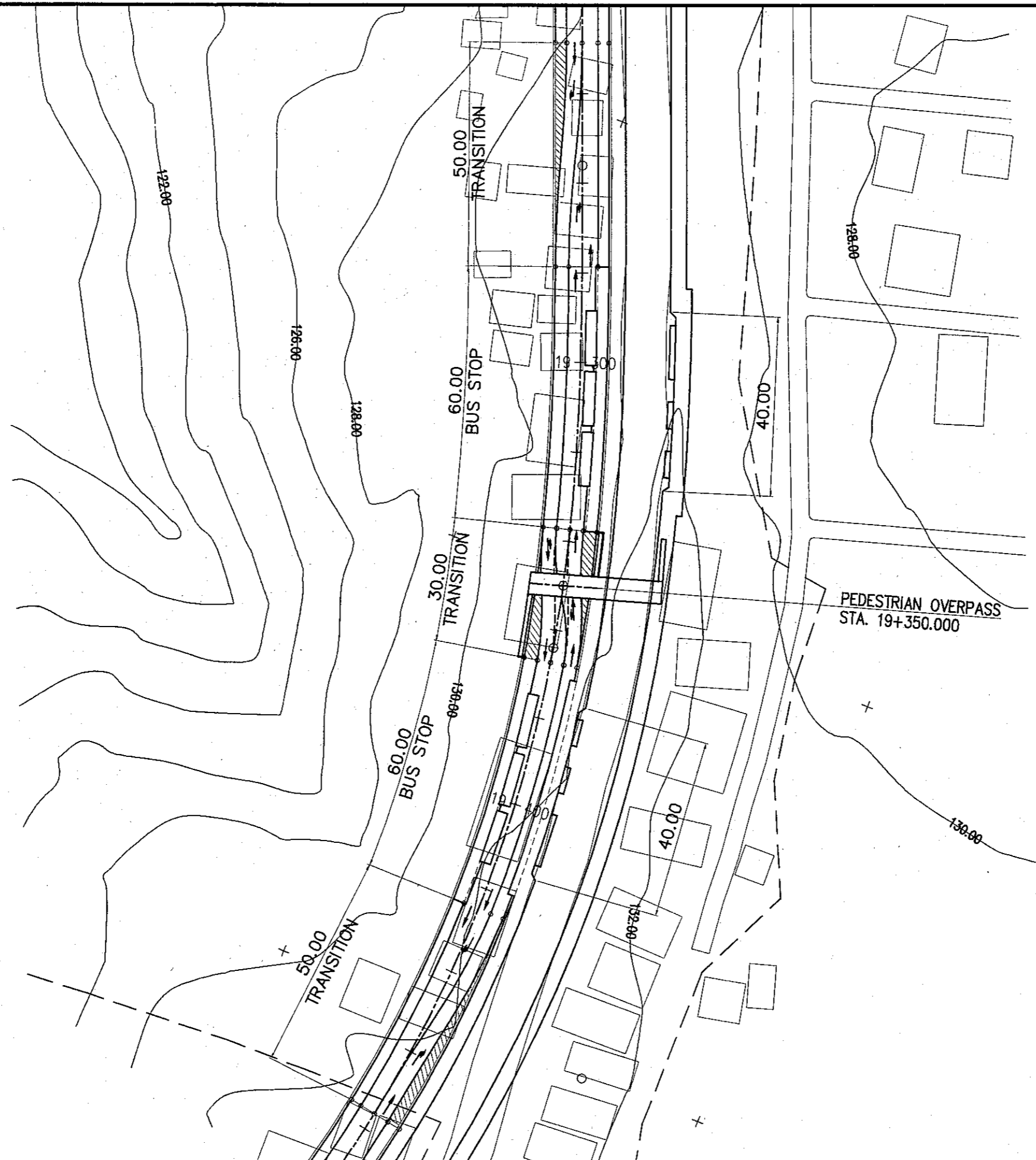
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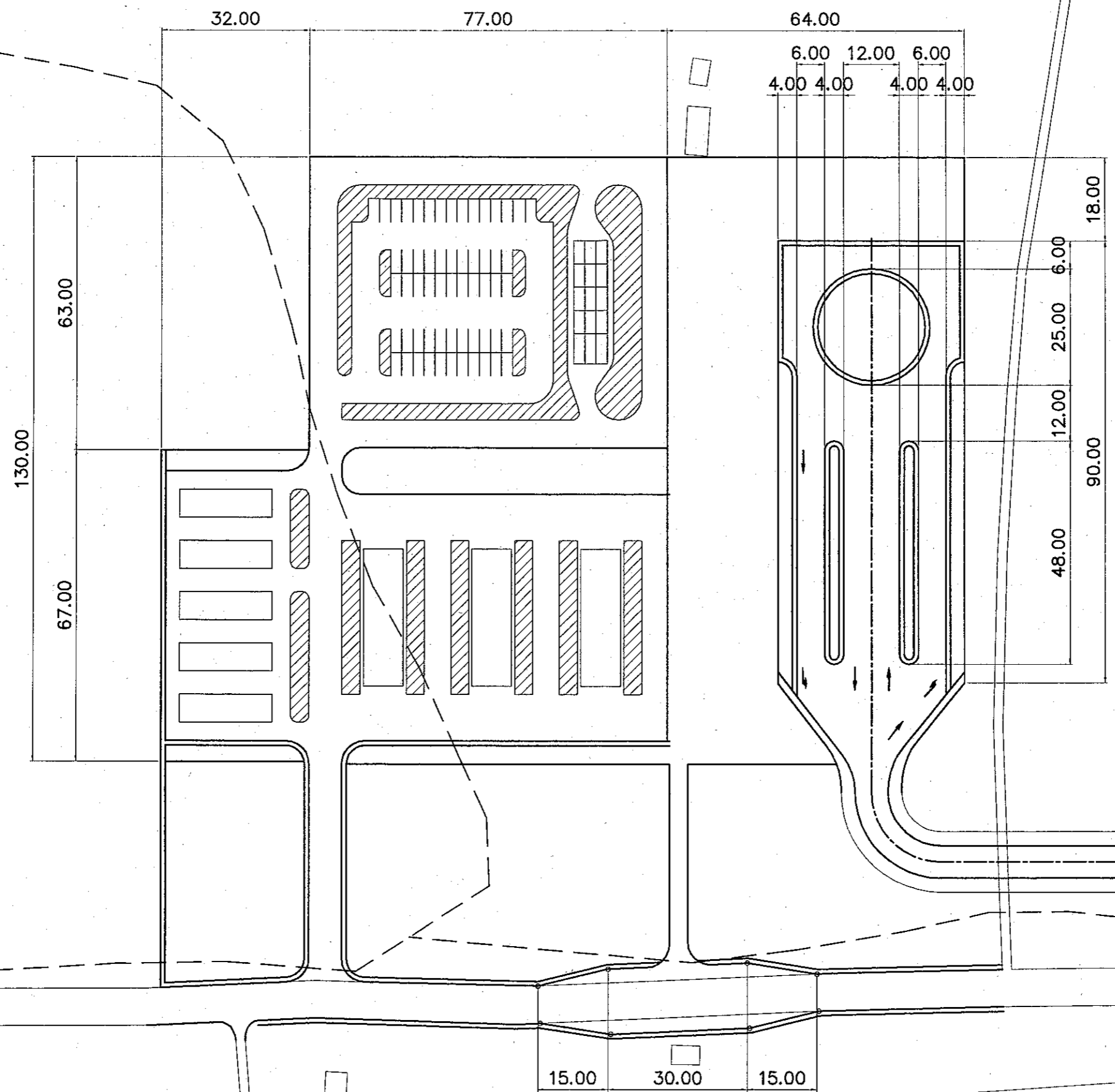
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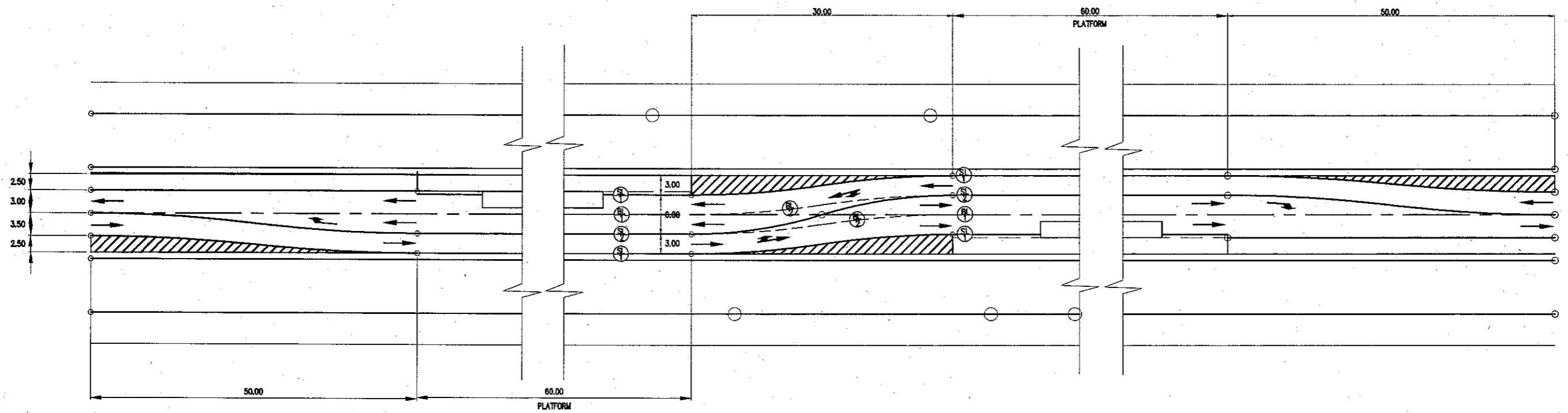
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<p>ALMEC ALMEC Corporation</p>	 Pacific Consultants International	 NATIONAL ECONOMIC AND DEVELOPMENT AUTHORITY Republic of the Philippines	 JAPAN INTERNATIONAL COOPERATION AGENCY Japan	<p>THE FEASIBILITY STUDY OF THE PROPOSED CAVITE BUSWAY SYSTEM</p>	<p>SHEET CONTENTS</p> <p>PALAPALA BUS STOP</p>	<p>SCALE</p> <p>1:1000</p>	<p>Drawing Number</p> <p>G-13</p>
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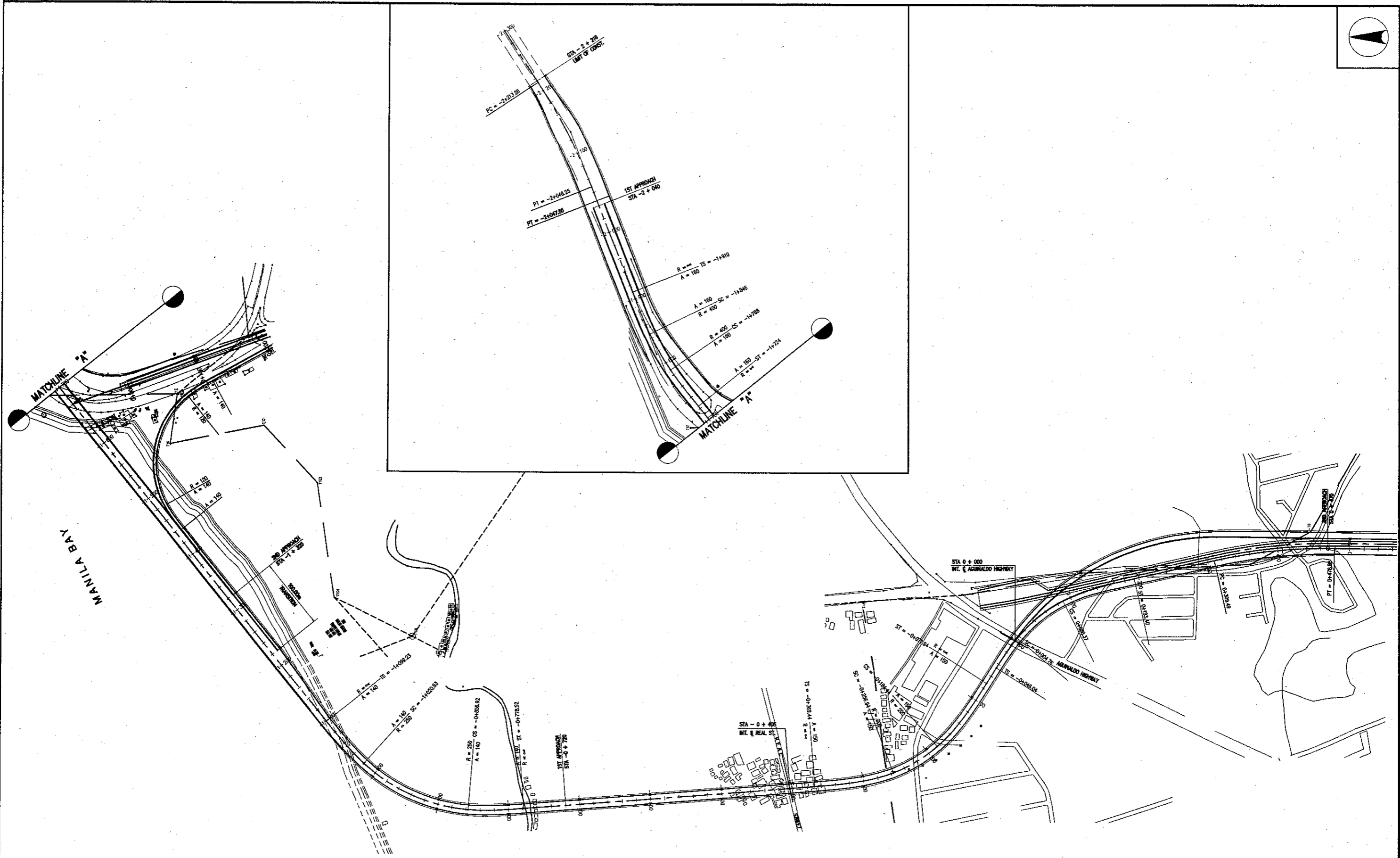
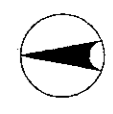
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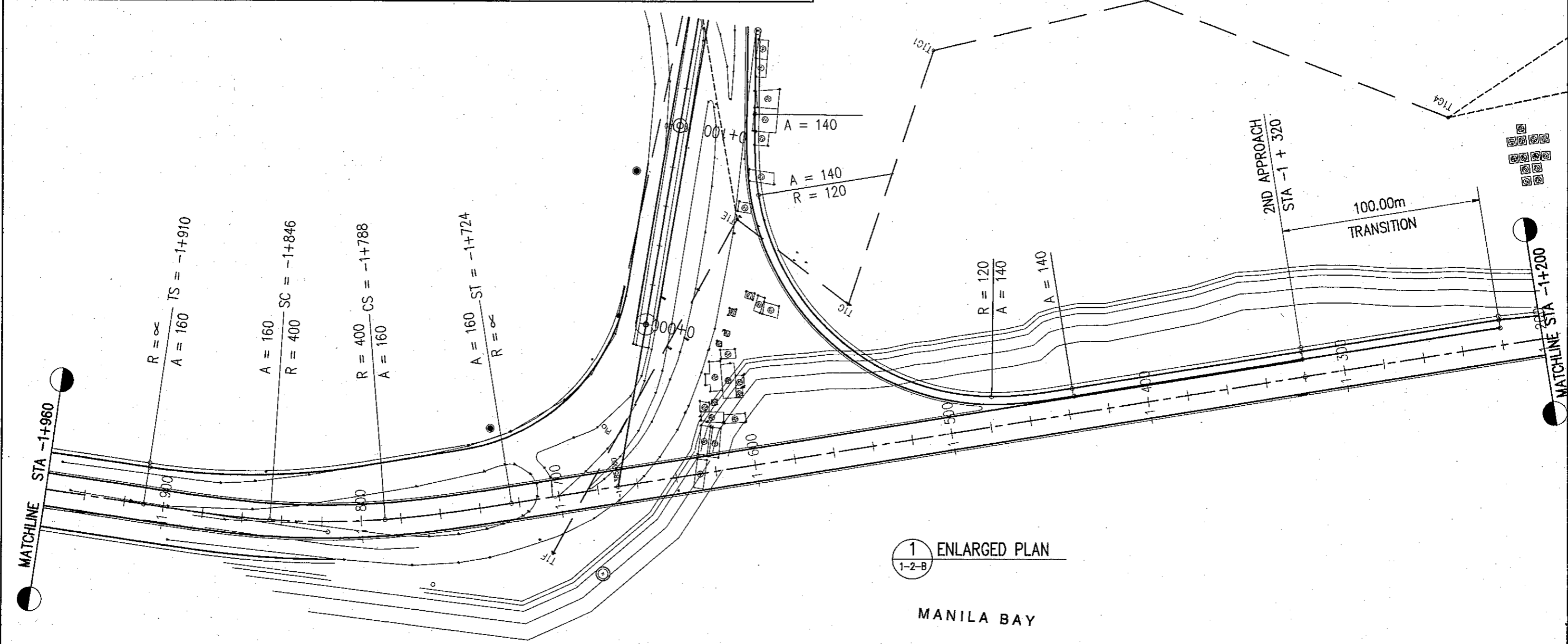
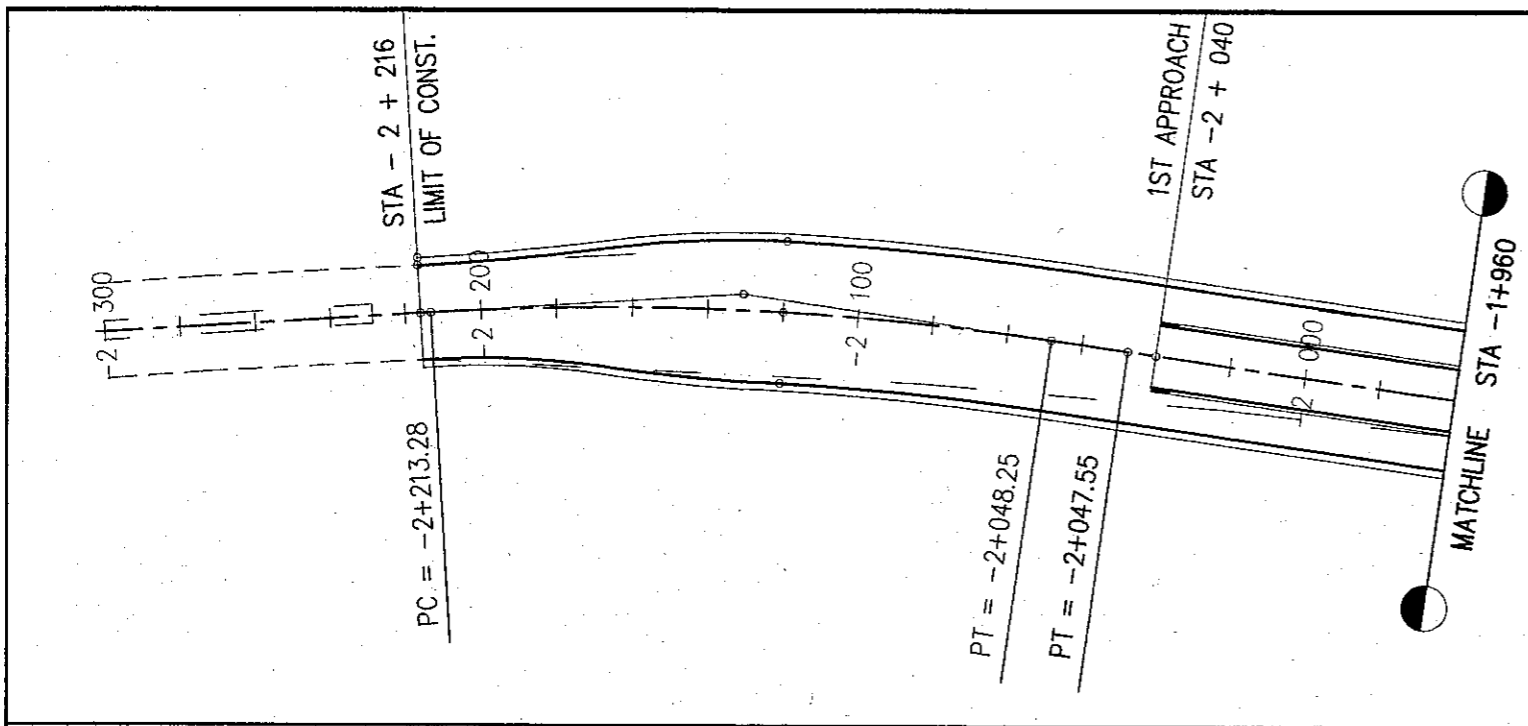
1 TRANSITION LANE DETAIL
G-15 N T S




<p>ALMEC ALMEC Corporation</p>	<p> Pacific Consultants International</p>	<p> NATIONAL ECONOMIC AND DEVELOPMENT AUTHORITY Republic of the Philippines</p>	<p> JAPAN INTERNATIONAL COOPERATION AGENCY Japan</p>	<p>THE FEASIBILITY STUDY OF THE PROPOSED CAVITE BUSWAY SYSTEM</p>	<p>SHEET CONTENTS TRANSITION LANE DETAIL</p>	<p>SCALE N T S</p>	<p>Drawing Number G-15</p>
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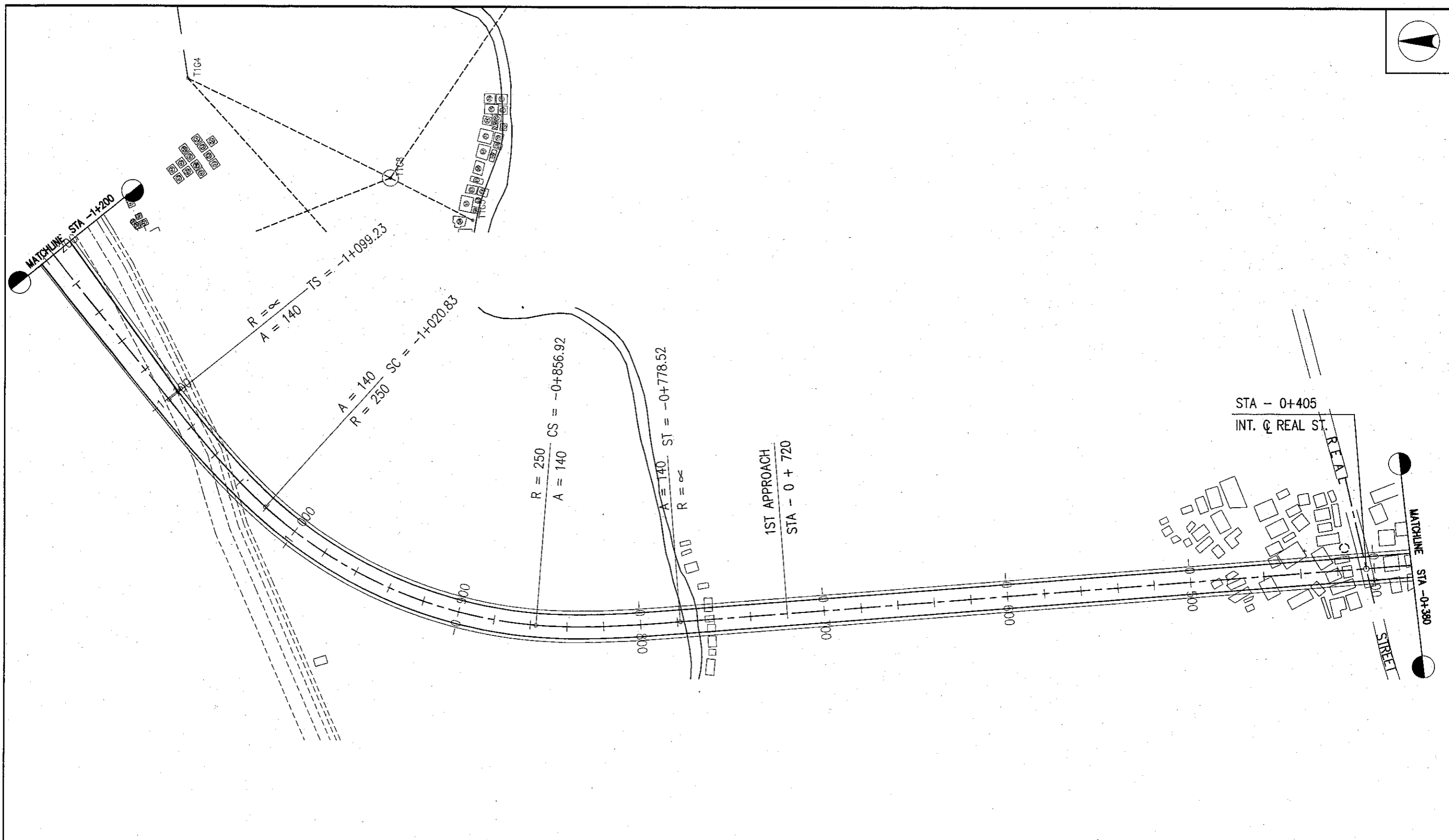
I. BACCOOR ALIGNMENT OPTIONS






<p>ALMEC ALMEC Corporation</p>	<p> Pacific Consultants International</p>	<p> NATIONAL ECONOMIC AND DEVELOPMENT AUTHORITY Republic of the Philippines</p>	<p> JAPAN INTERNATIONAL COOPERATION AGENCY Japan</p>	<p>THE FEASIBILITY STUDY OF THE PROPOSED CAVITE BUSWAY SYSTEM</p>	<p>SHEET CONTENTS GENERAL LAYOUT - OPTION B-3</p>	<p>SCALE 1:5000</p>	<p>Drawing Number 1-2-A</p>
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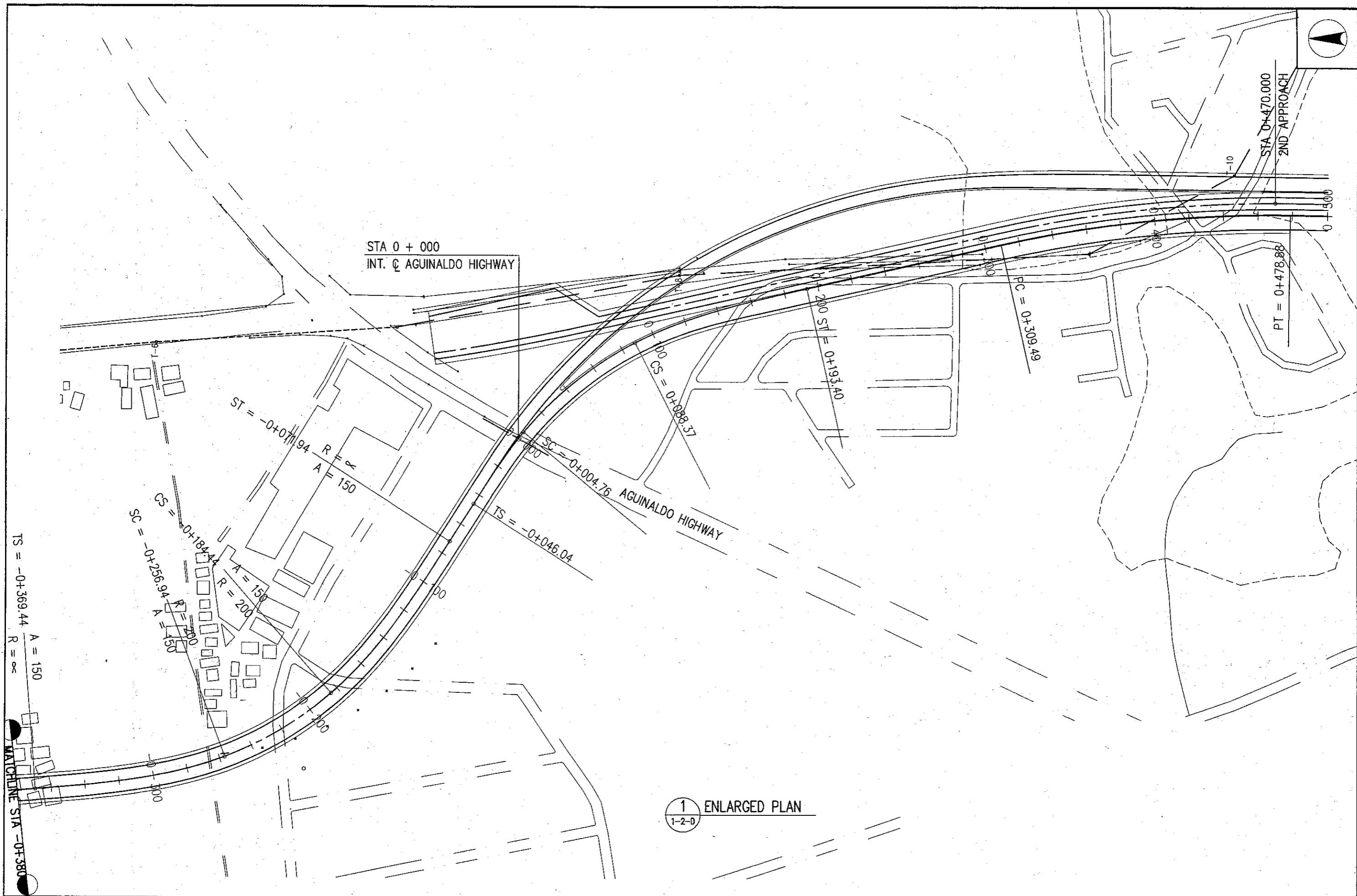


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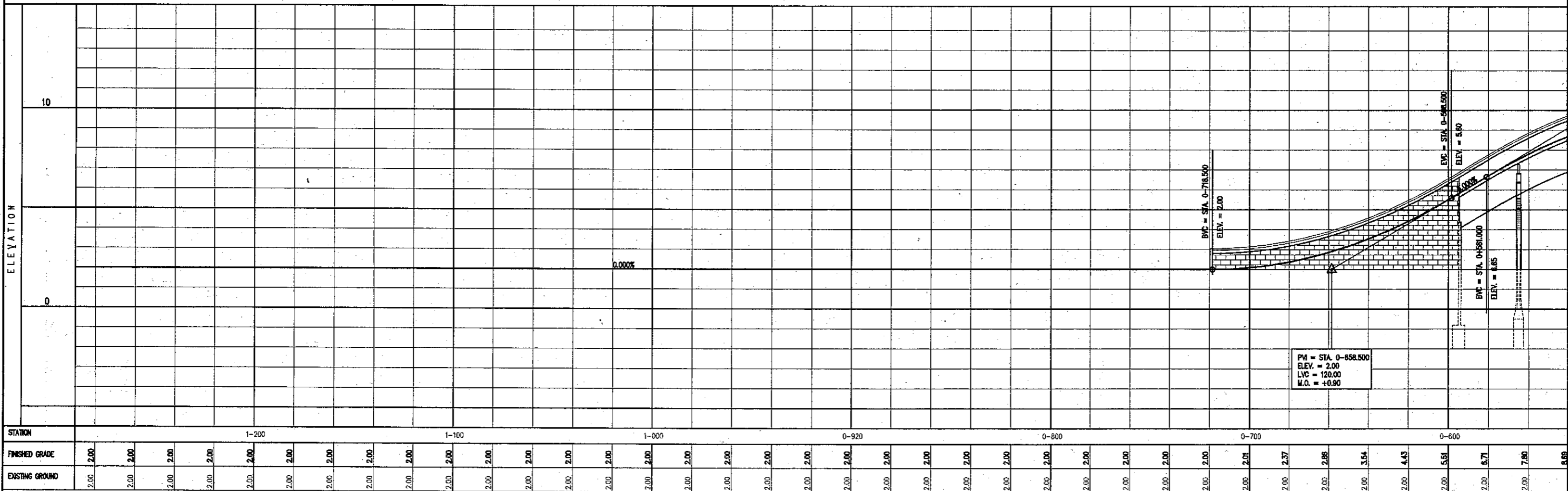
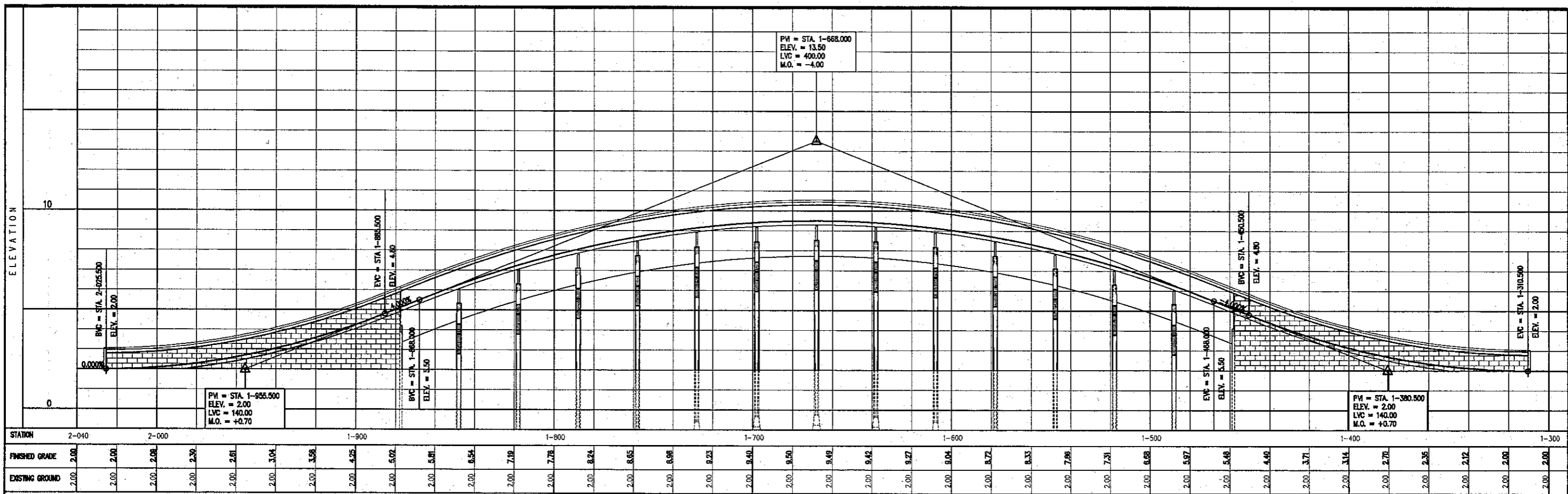
1 ENLARGED PLAN
1-2-C




<p>ALMEC ALMEC Corporation</p>	 Pacific Consultants International	 NATIONAL ECONOMIC AND DEVELOPMENT AUTHORITY Republic of the Philippines	 JAPAN INTERNATIONAL COOPERATION AGENCY Japan	<p>THE FEASIBILITY STUDY OF THE PROPOSED CAVITE BUSWAY SYSTEM</p>	<p>SHEET CONTENTS</p> <p>ENLARGED PLAN OPTION B-3</p>	<p>SCALE</p> <p>1:2000</p>	<p>Drawing Number</p> <p>1-2-C</p>
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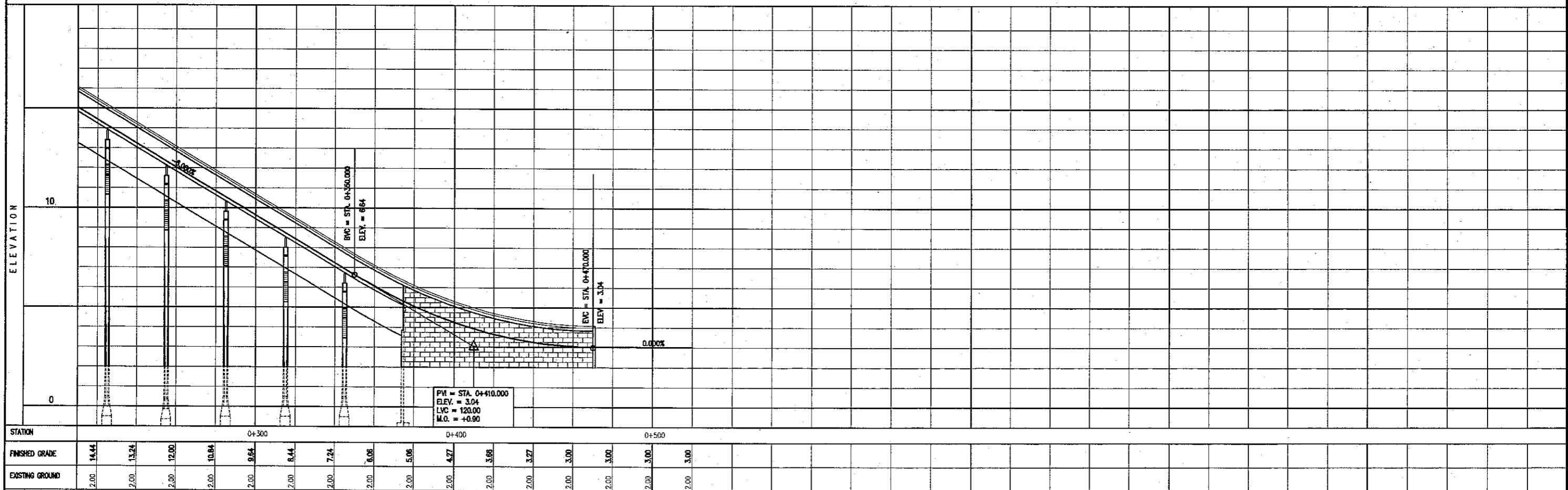
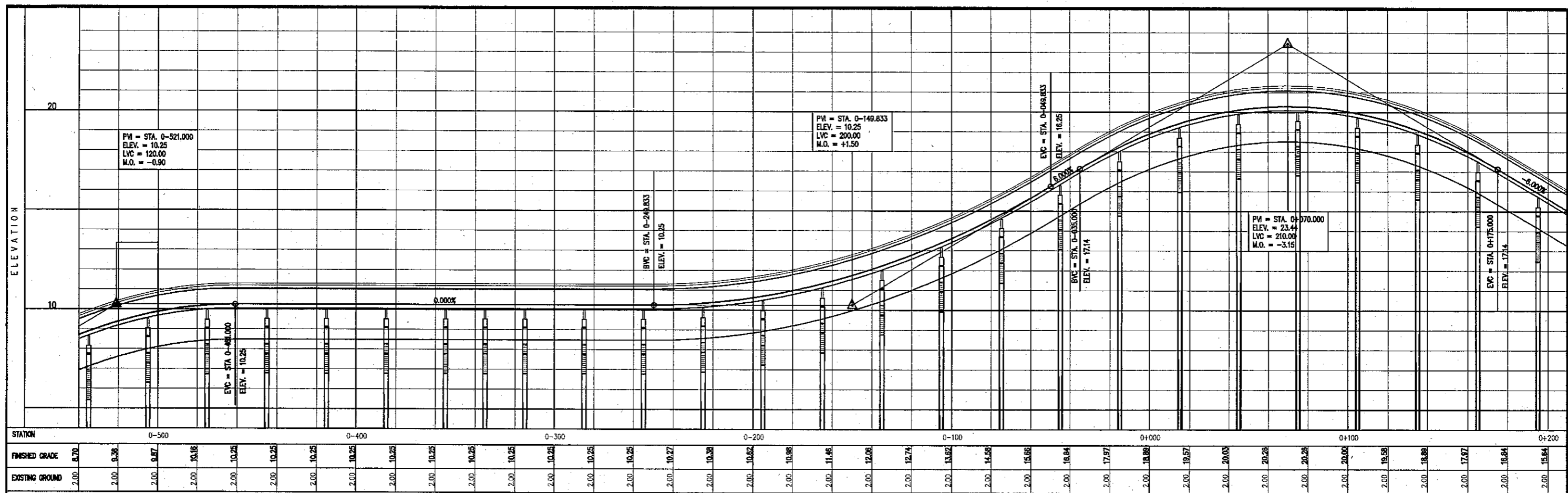





1 ENLARGED PLAN
1-2-D

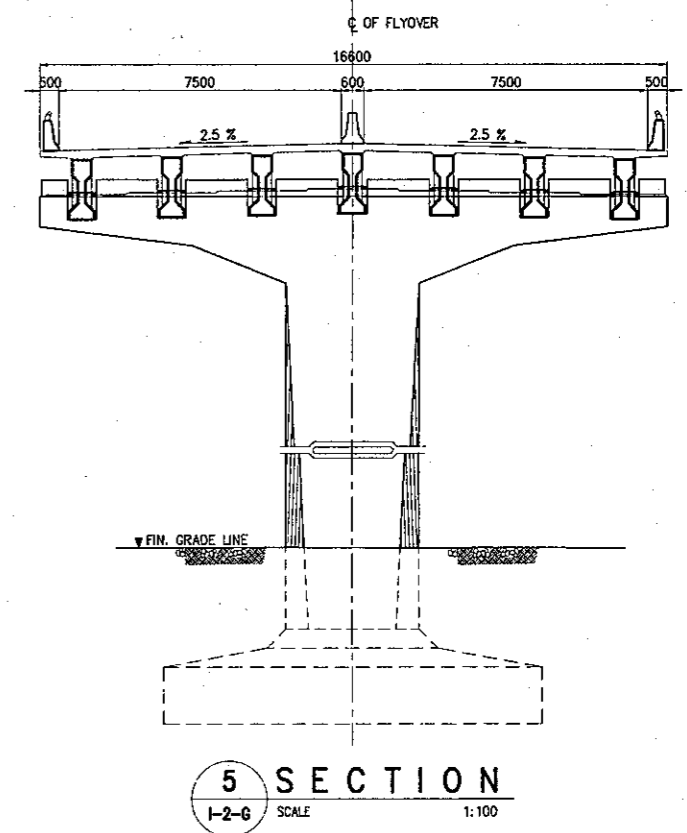
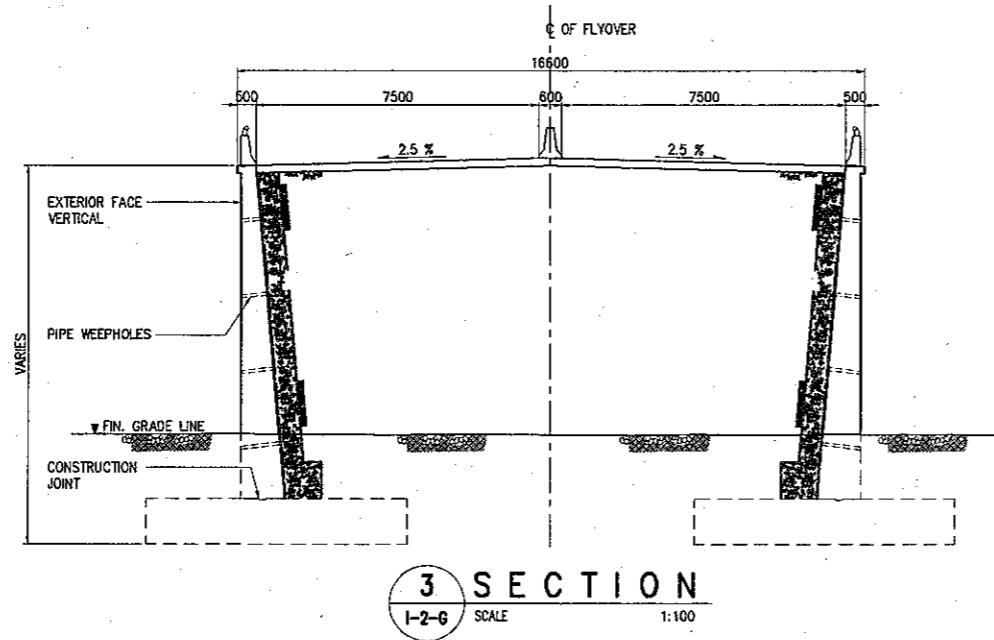
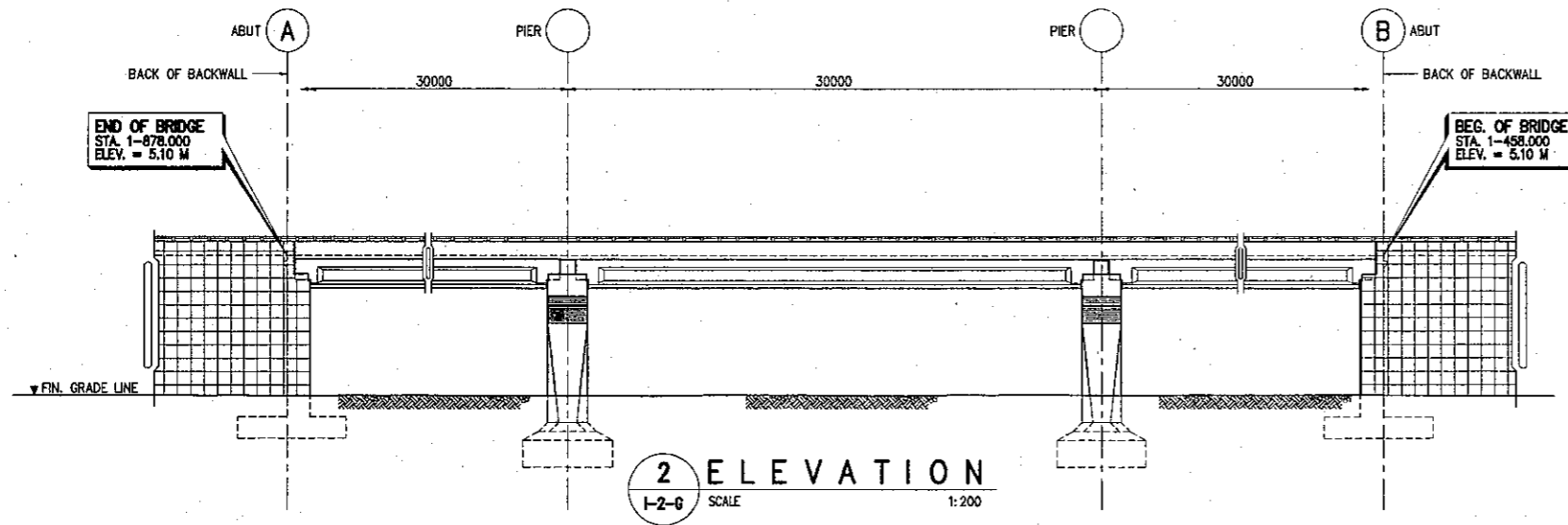
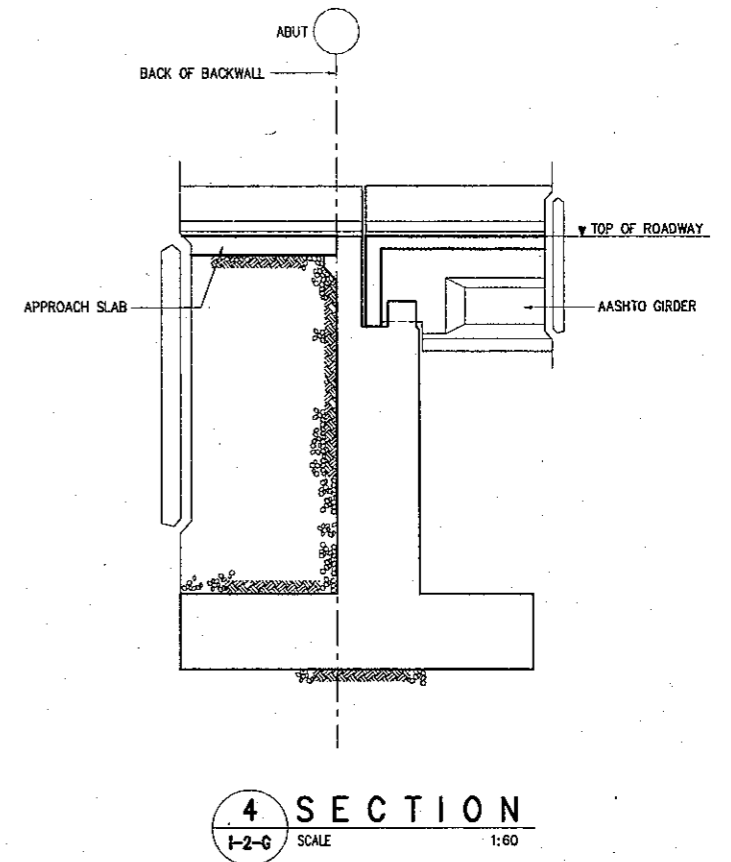
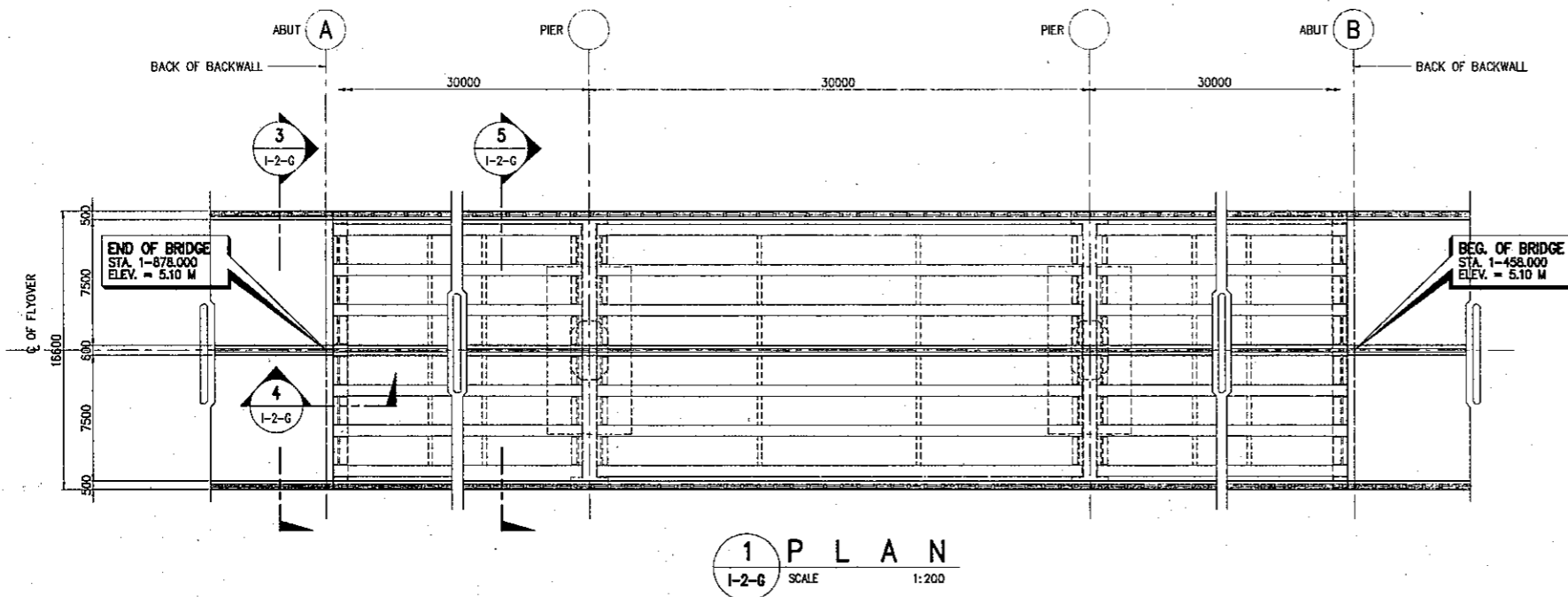
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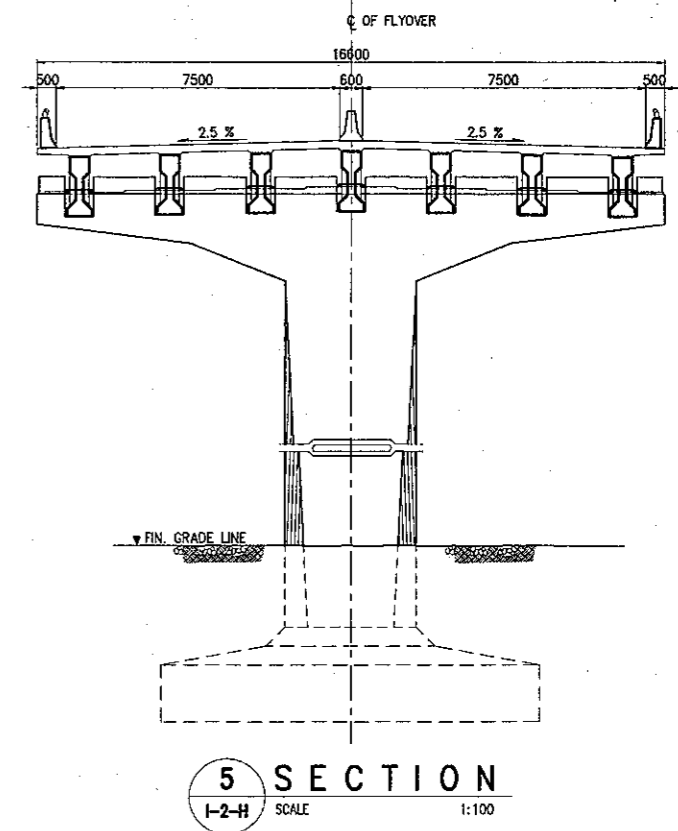
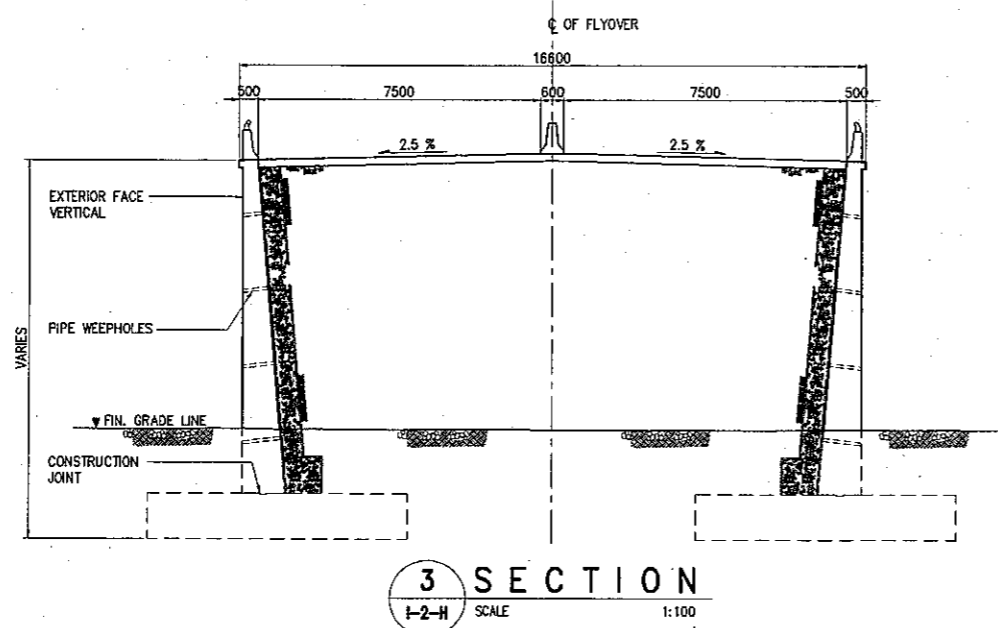
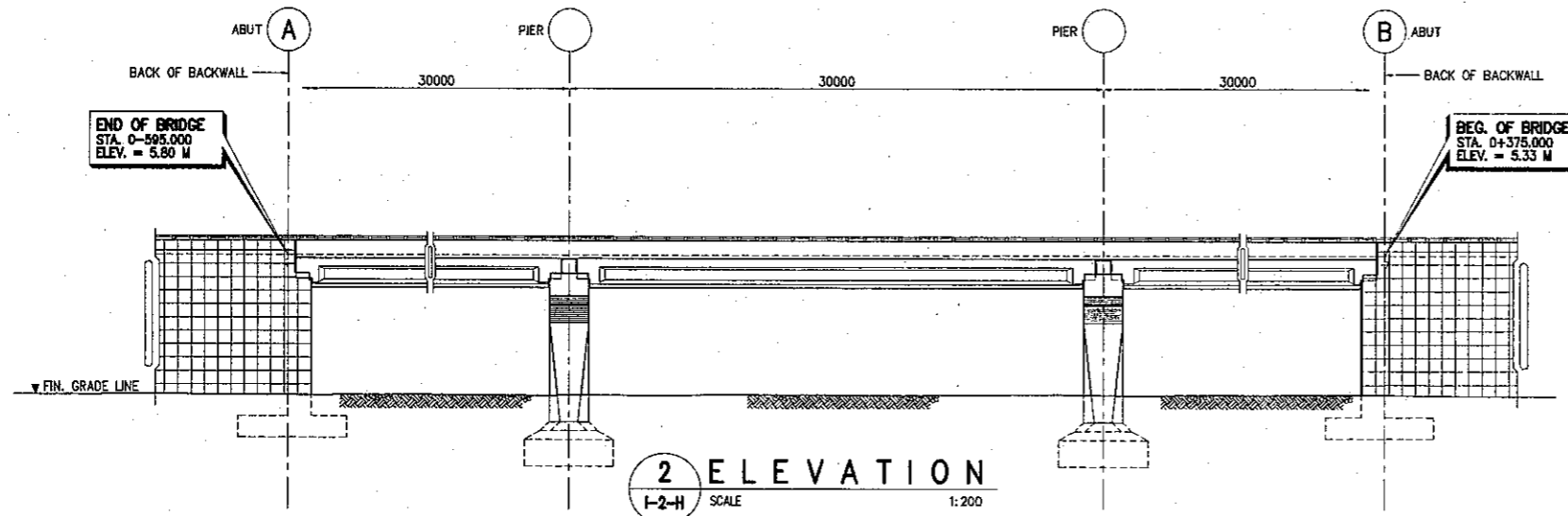
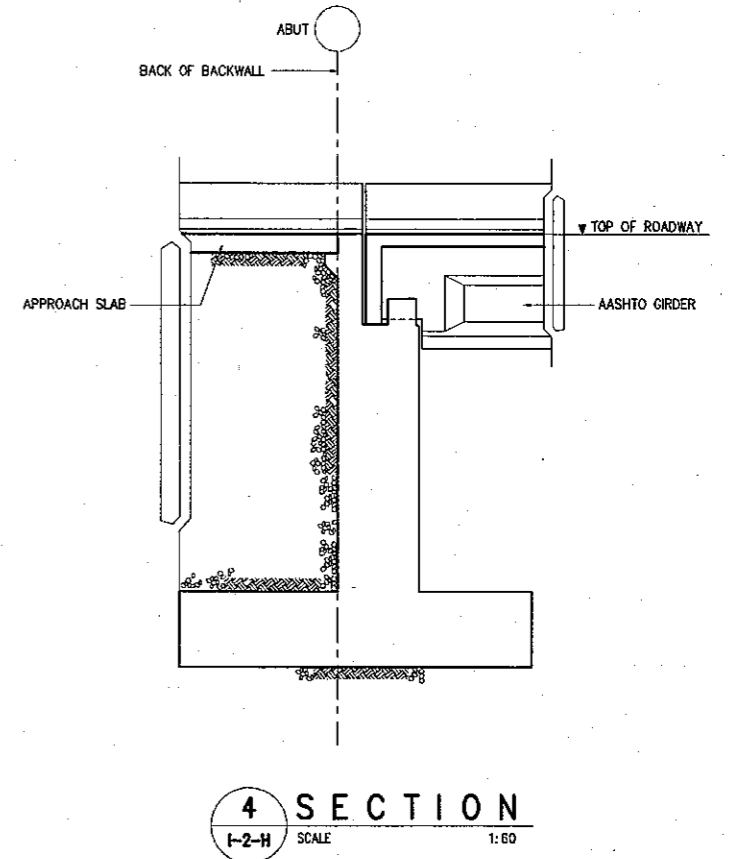
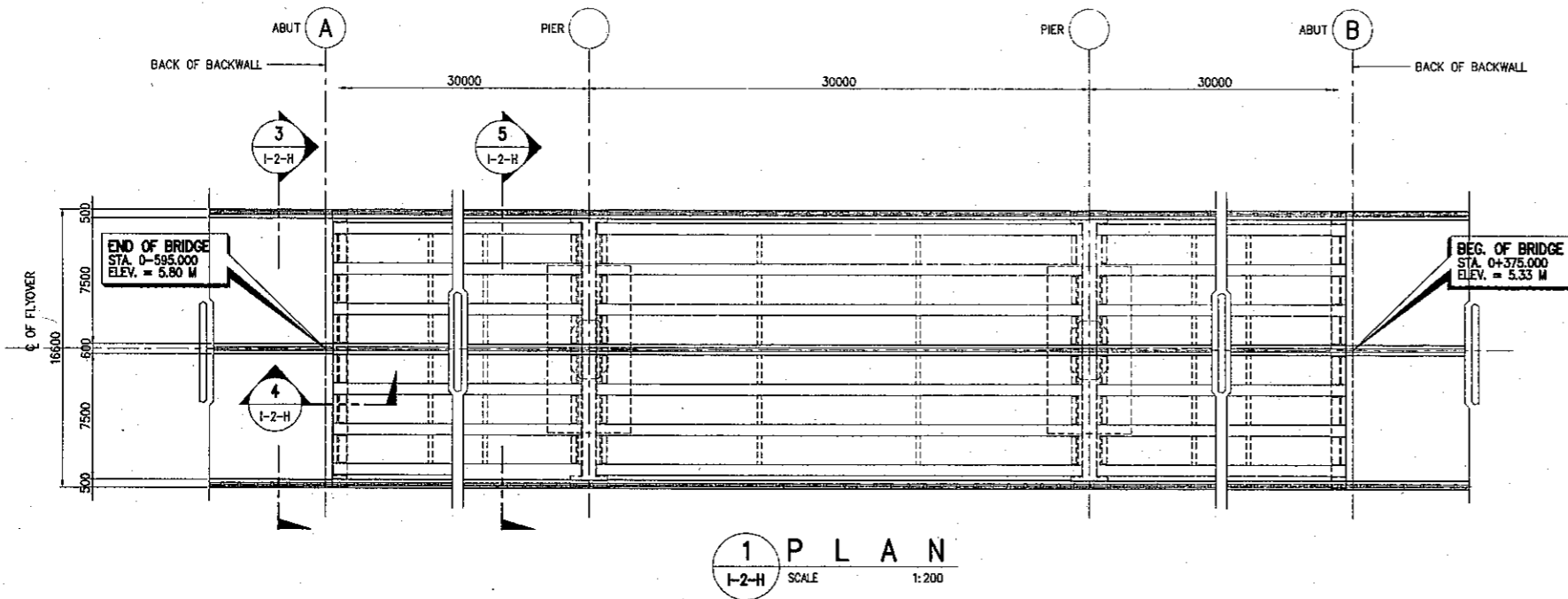
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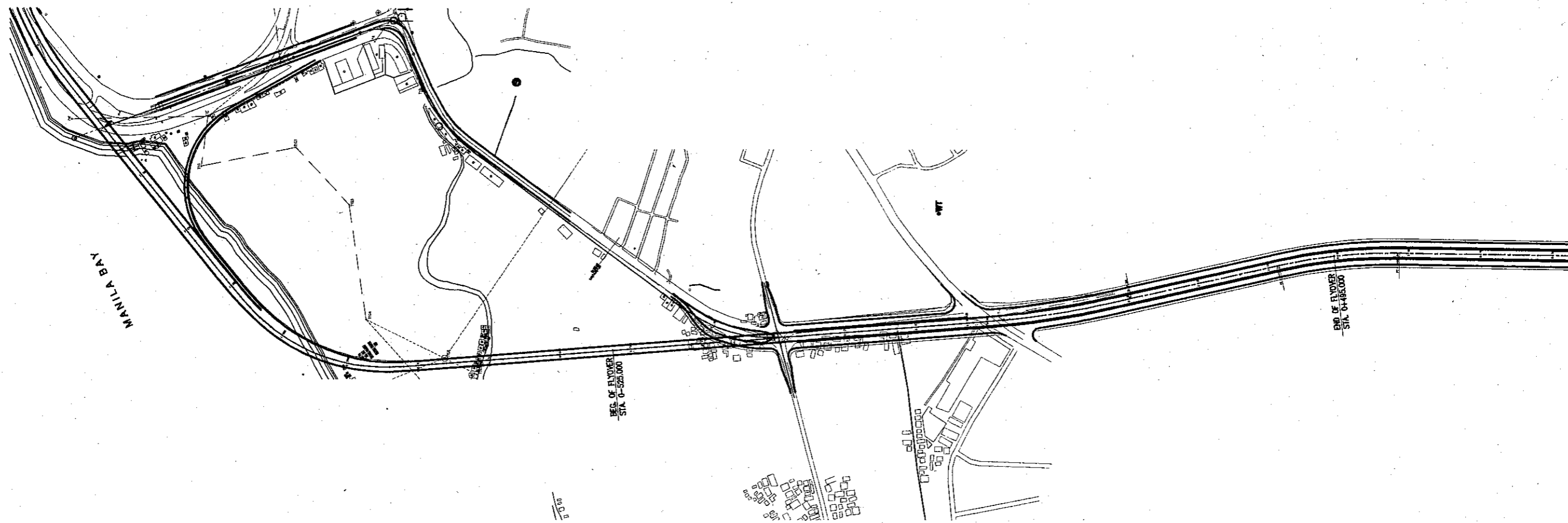
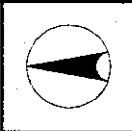
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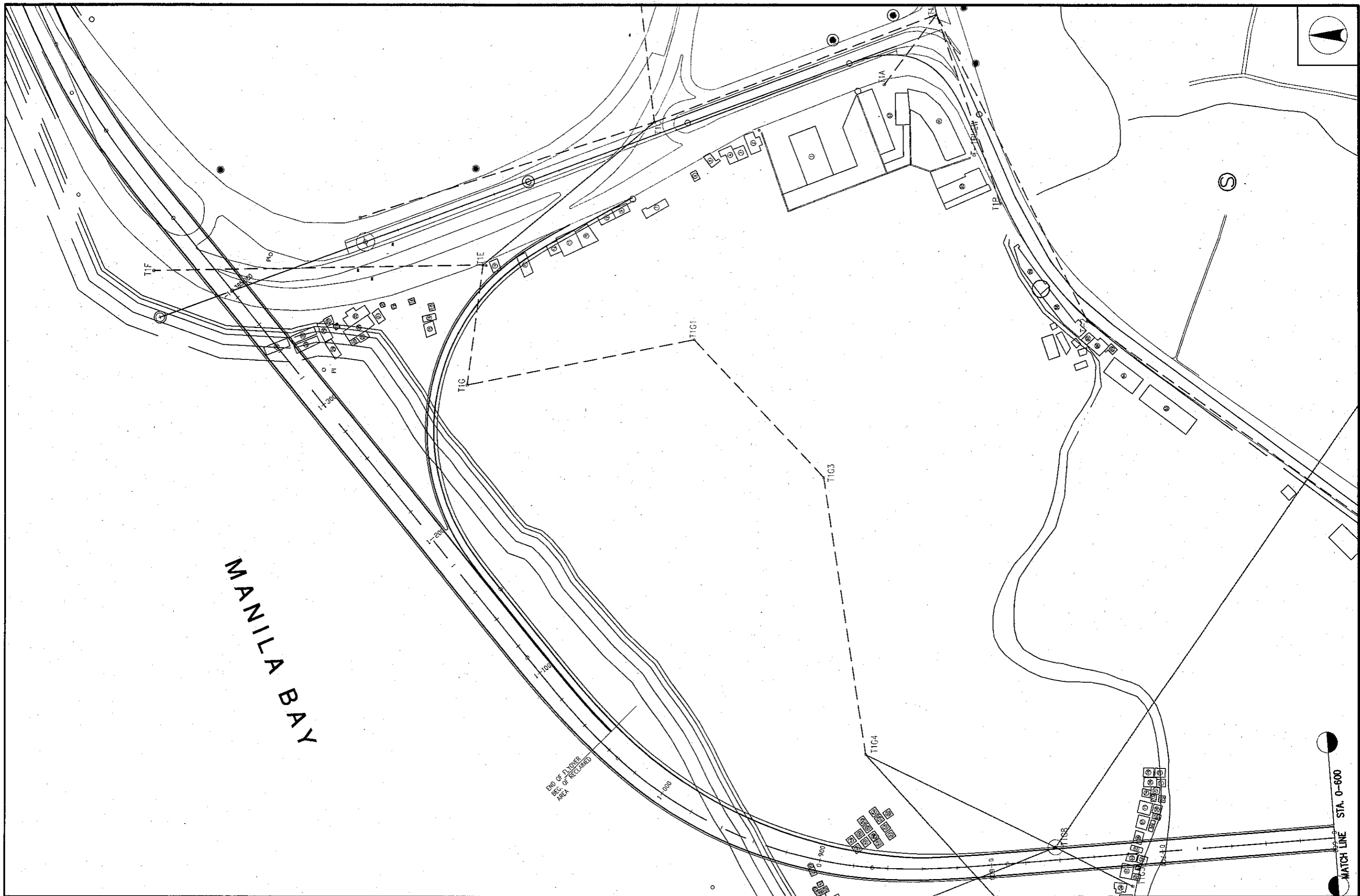
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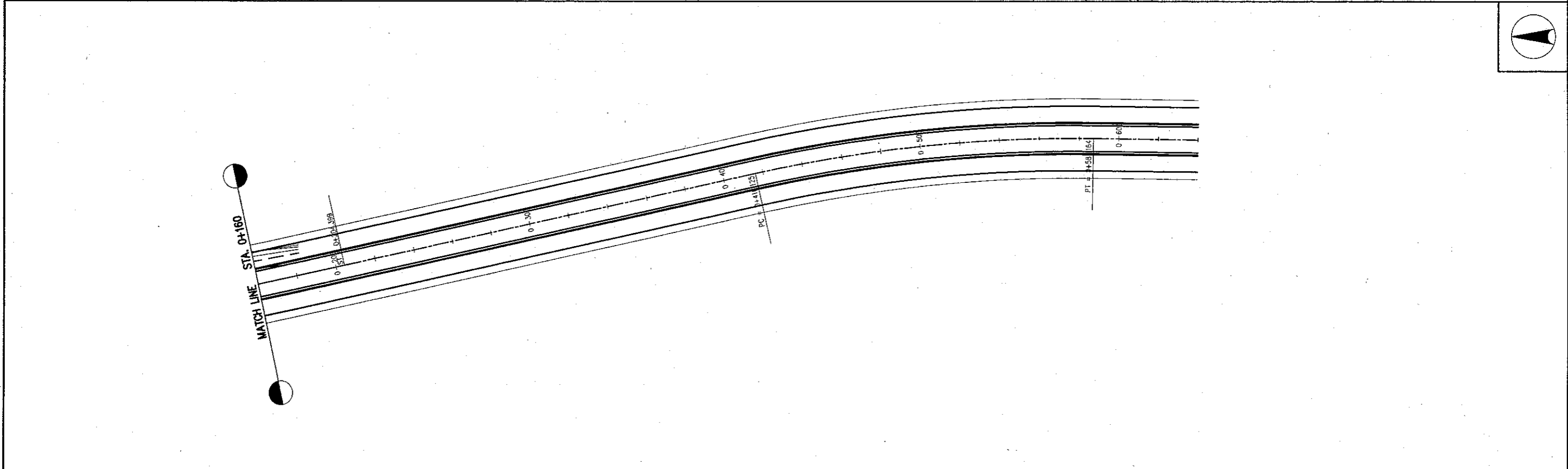
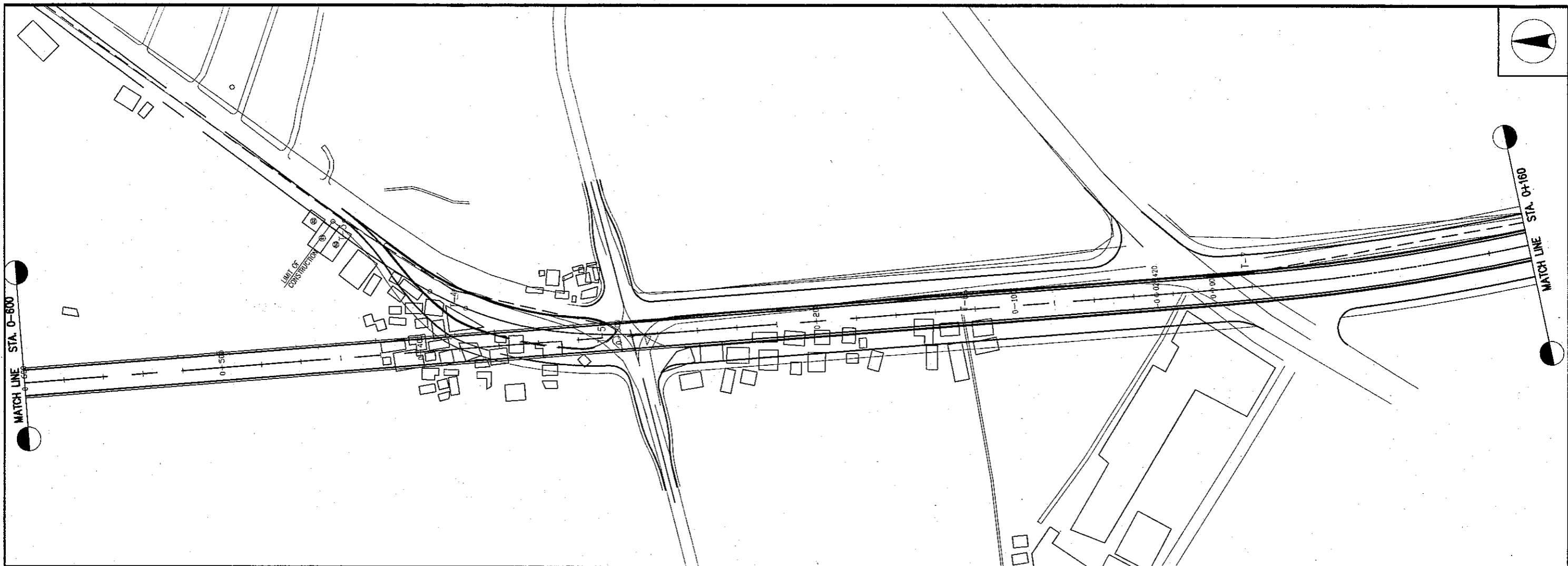
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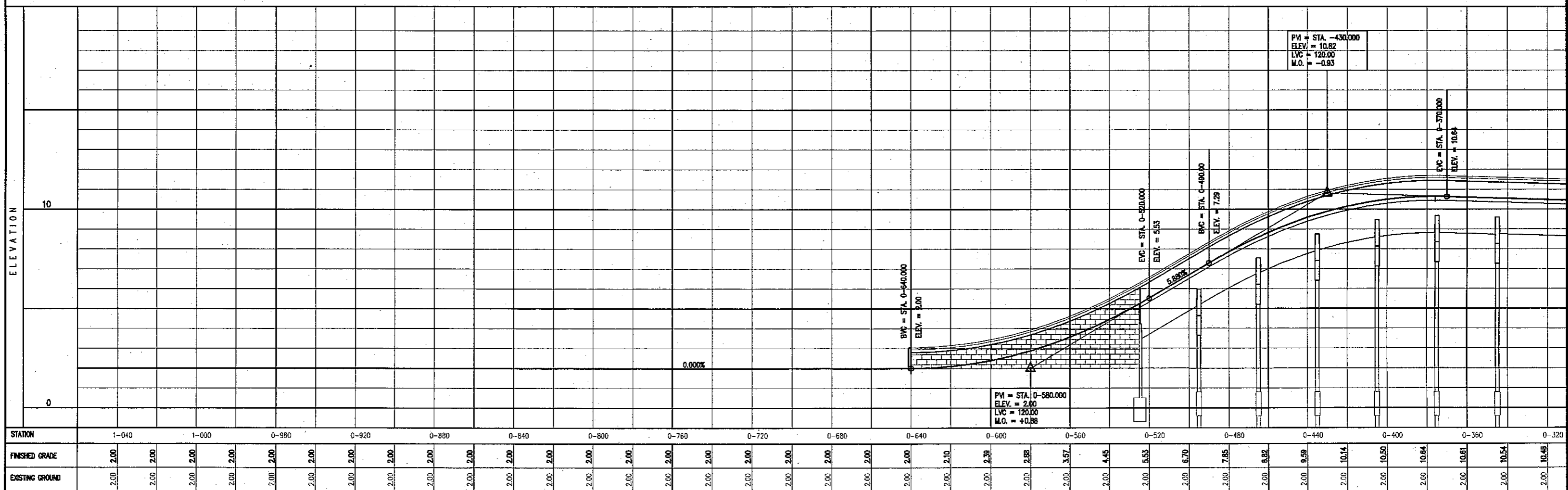
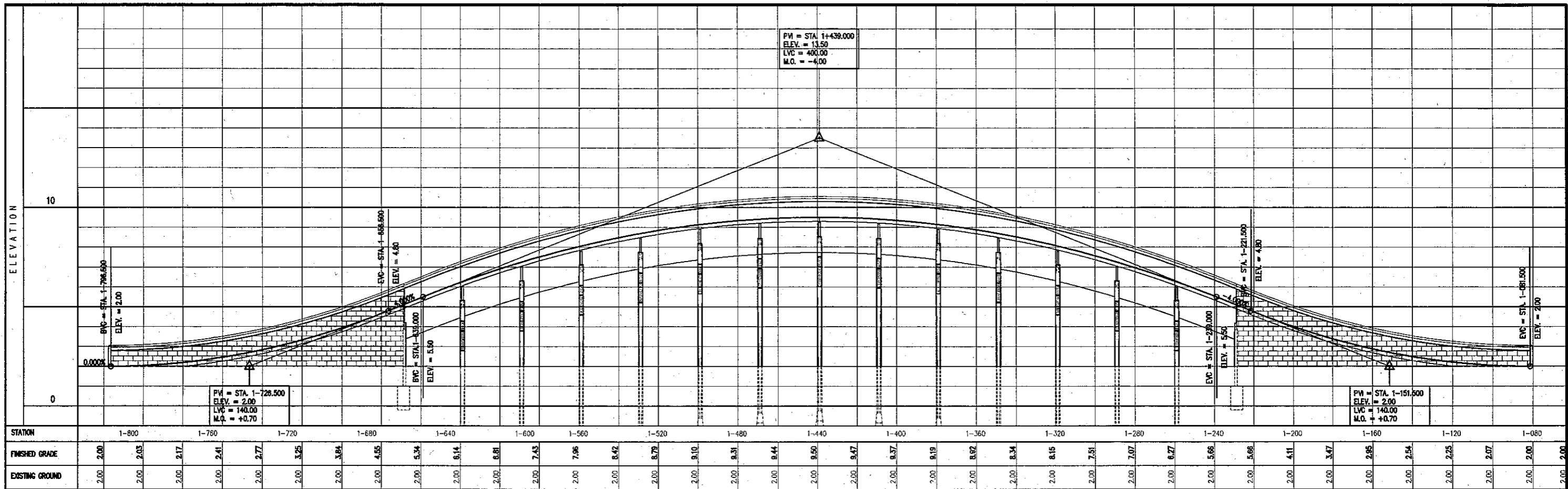
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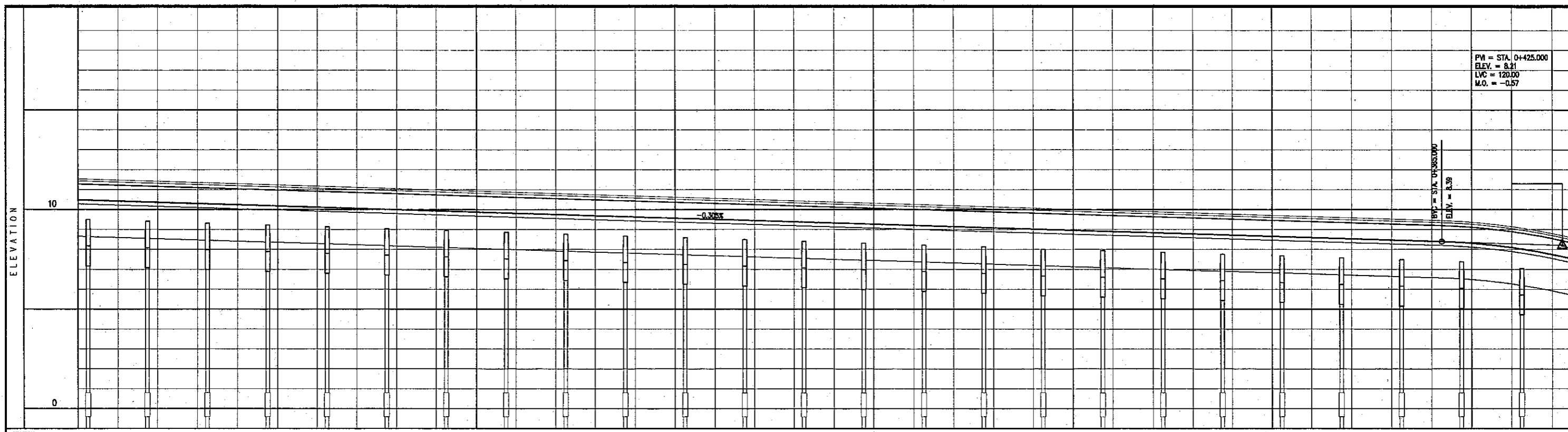
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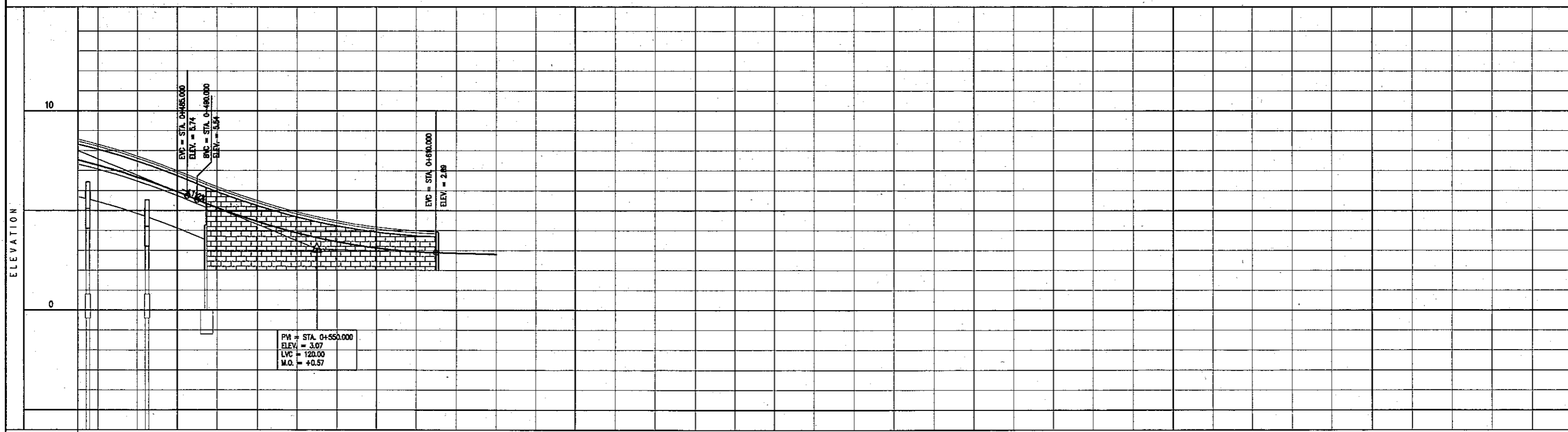
<p>ALMEC ALMEC Corporation</p>	 Pacific Consultants International	 NATIONAL ECONOMIC AND DEVELOPMENT AUTHORITY Republic of the Philippines	 JAPAN INTERNATIONAL COOPERATION AGENCY Japan	<p>THE FEASIBILITY STUDY OF THE PROPOSED CAVITE BUSWAY SYSTEM</p>	<p>SHEET CONTENTS PLAN - OPTION C</p>	<p>SCALE 1:2000</p>	<p>Drawing Number 1-3-C</p>
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<p>ALMEC ALMEC Corporation</p>	<p>Pacific Consultants International</p>	<p>NATIONAL ECONOMIC AND DEVELOPMENT AUTHORITY Republic of the Philippines</p>	<p>JAPAN INTERNATIONAL COOPERATION AGENCY Japan</p>	<p>THE FEASIBILITY STUDY OF THE PROPOSED CAVITE BUSWAY SYSTEM</p>	<p>SHEET CONTENTS</p> <p>PROFILE - OPTION C</p>	<p>SCALE</p> <p>1:2000 HOR. 1:200 VERT</p>	<p>Drawing Number</p> <p>1-3-D</p>
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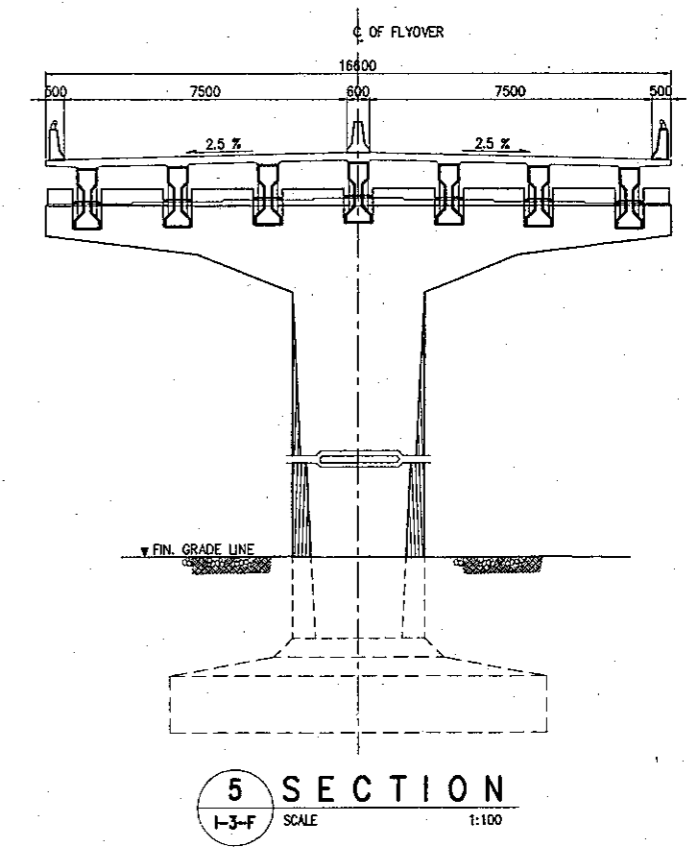
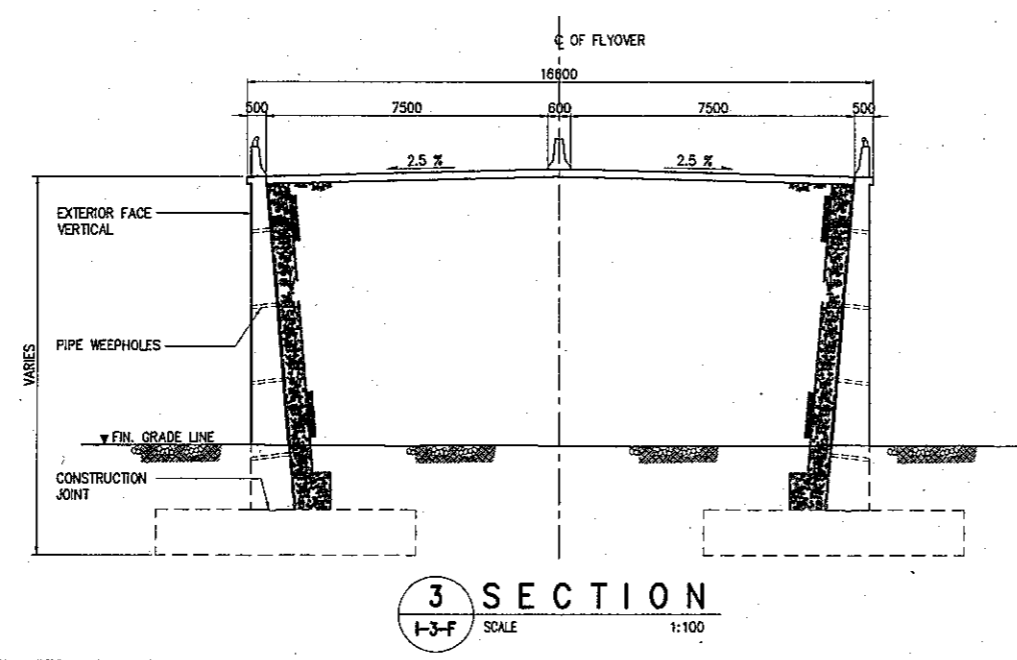
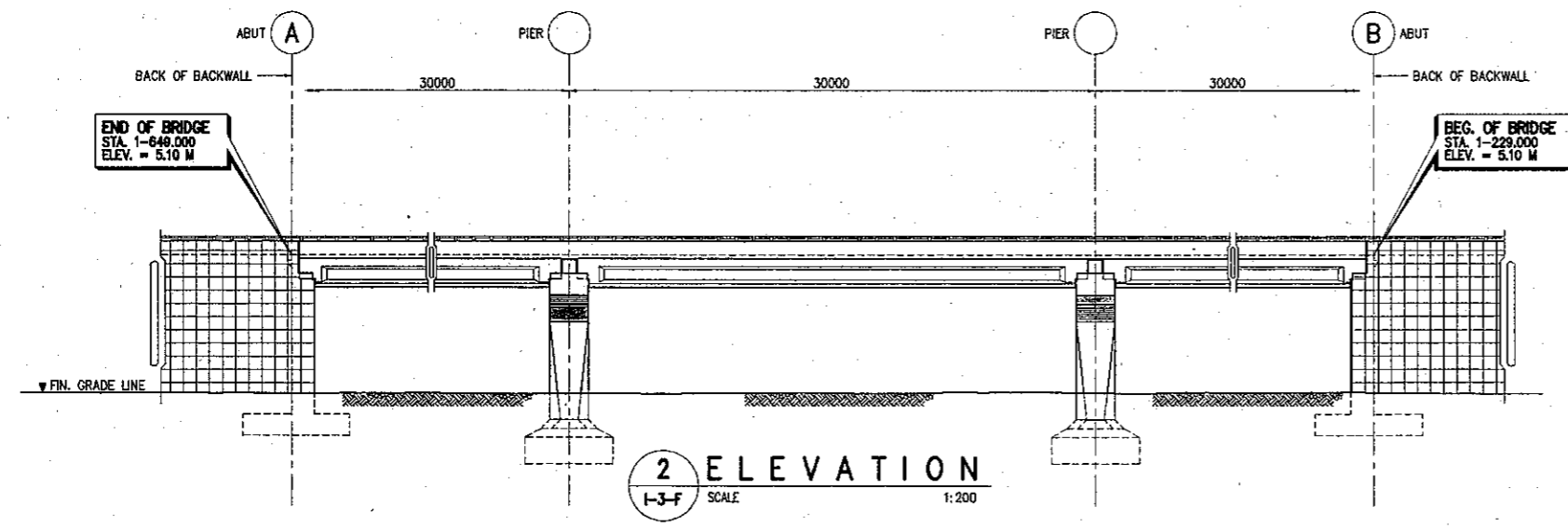
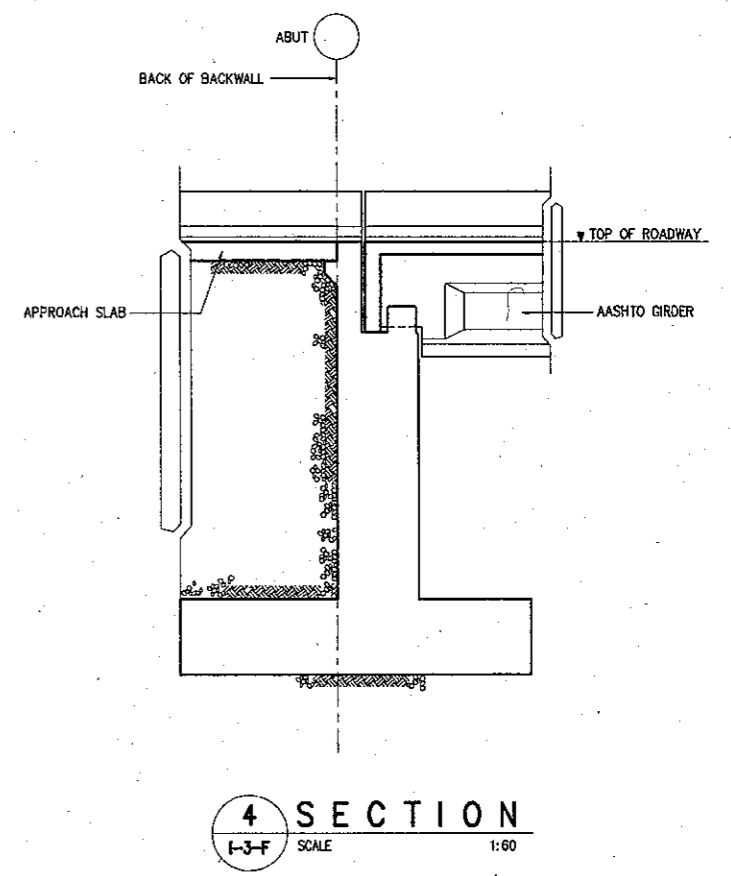
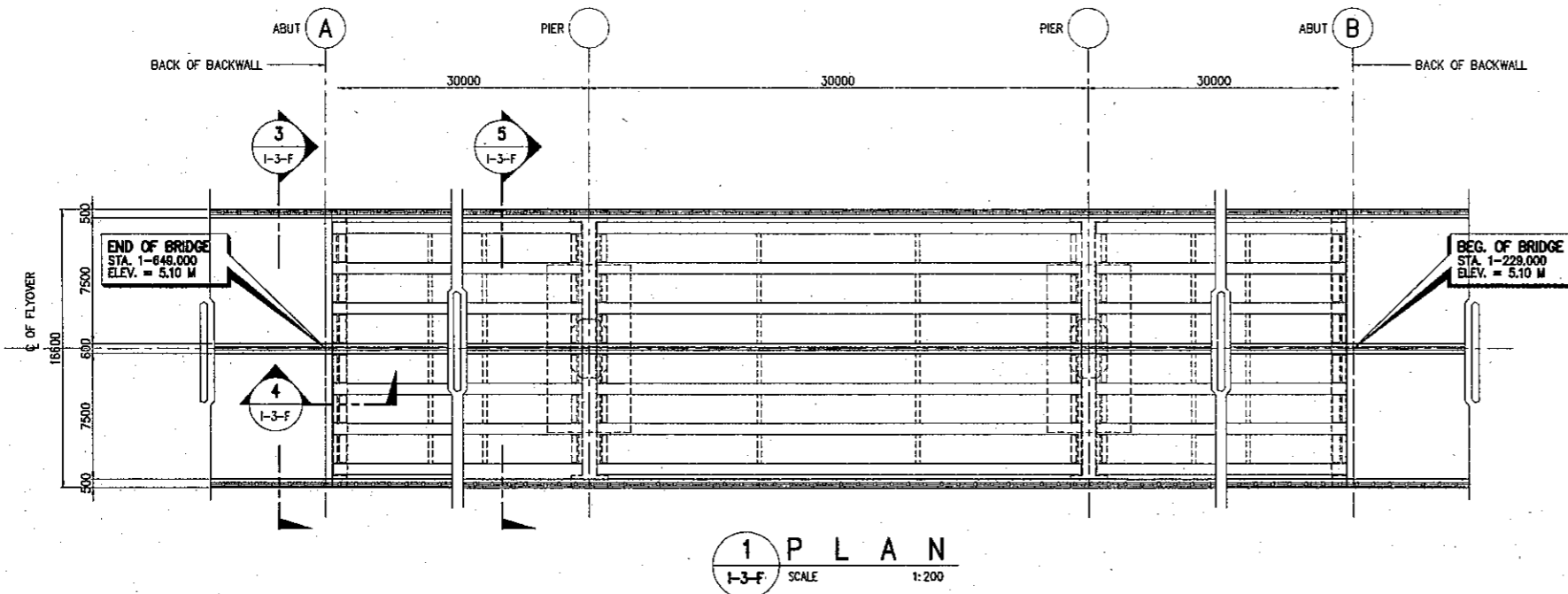


STATION	0-320	0-280	0-240	0-200	0-160	0-120	0-080	0-400	0+000	0+040	0+080	0+120	0+160	0+200	0+240	0+280	0+320	0+360	0+400																				
FINISHED GRADE	10.48	10.42	10.36	10.30	10.24	10.18	10.12	10.06	9.99	9.93	9.87	9.81	9.75	9.69	9.63	9.57	9.51	9.45	9.39	9.32	9.26	9.20	9.14	9.08	9.02	8.96	8.90	8.84	8.77	8.71	8.65	8.59	8.53	8.47	8.41	8.35	8.29	8.09	7.75
EXISTING GROUND	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00

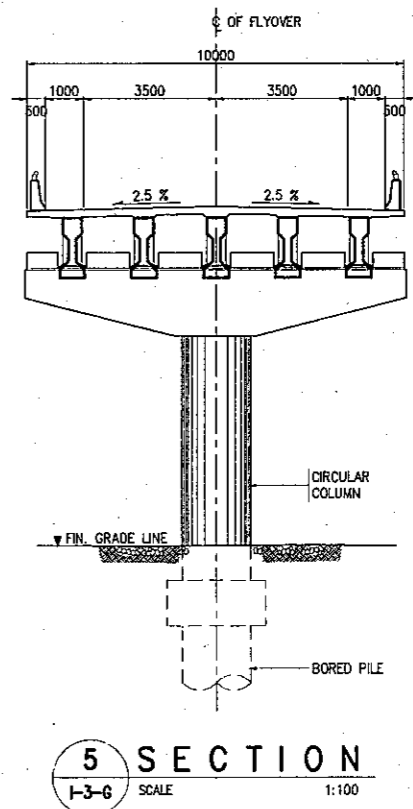
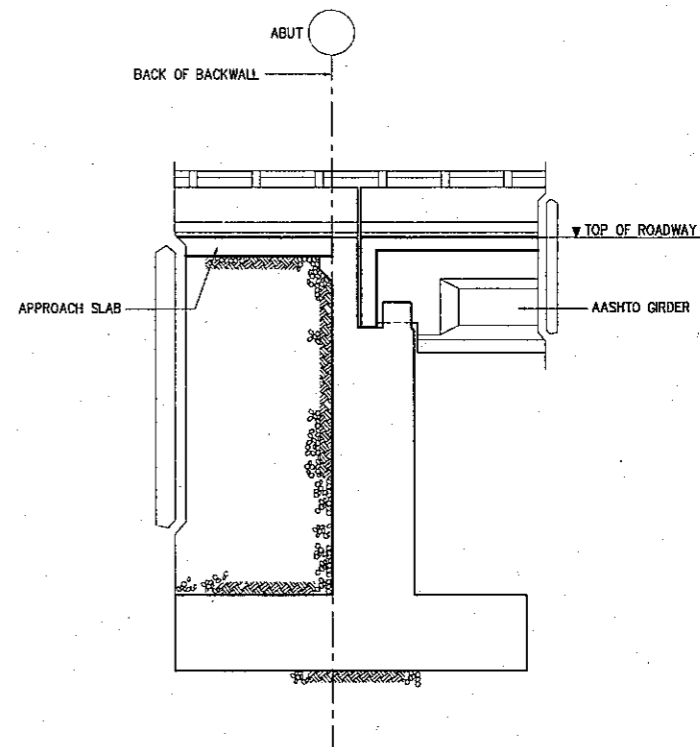
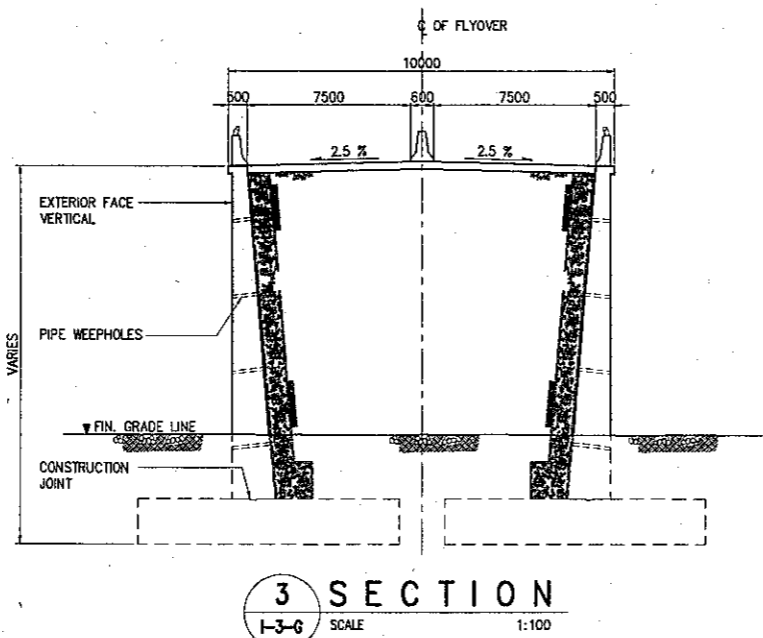
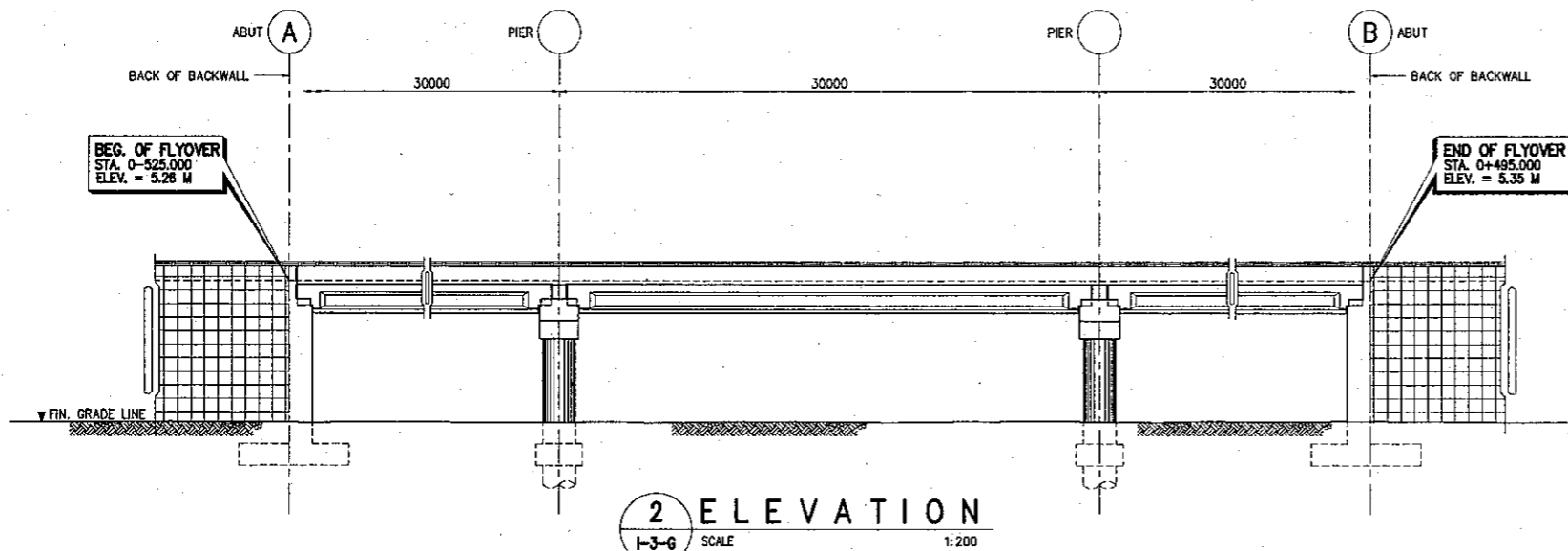
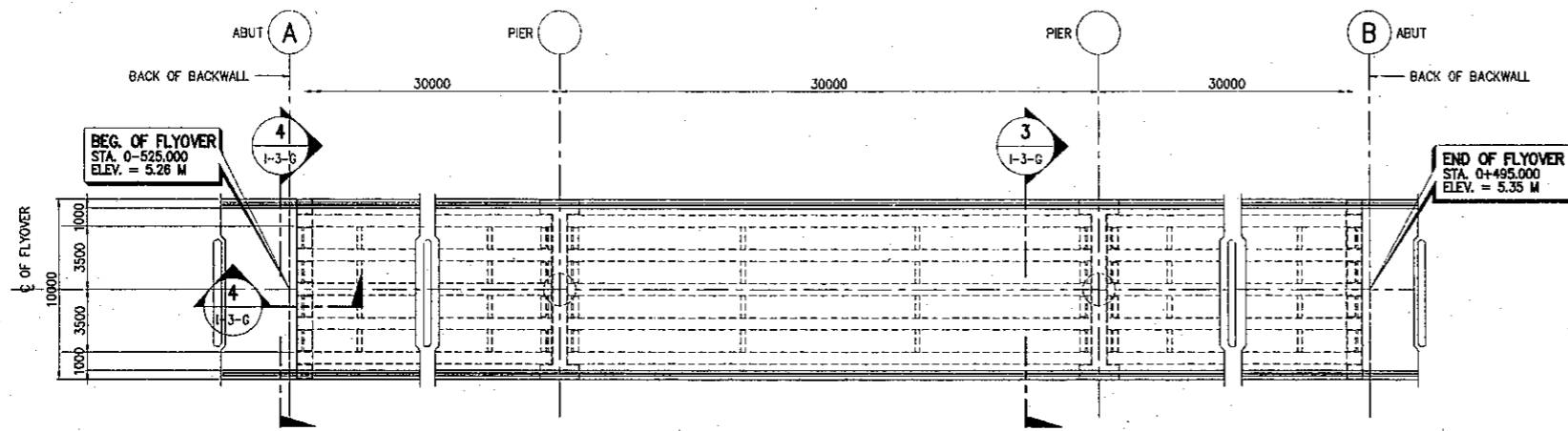


STATION	0+440	0+480	0+520	0+560	0+600	0+640					
FINISHED GRADE	7.27	6.87	5.94	5.14	4.45	3.88	3.44	3.12	2.94	2.00	2.00
EXISTING GROUND	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00

ALMEC ALMEC Corporation	 Pacific Consultants International	 NATIONAL ECONOMIC AND DEVELOPMENT AUTHORITY Republic of the Philippines	 JAPAN INTERNATIONAL COOPERATION AGENCY Japan	THE FEASIBILITY STUDY OF THE PROPOSED CAVITE BUSWAY SYSTEM	SHEET CONTENTS PROFILE - OPTION C	SCALE 1:2000 HOR. 1:200 VERT	Drawing Number I-3-E
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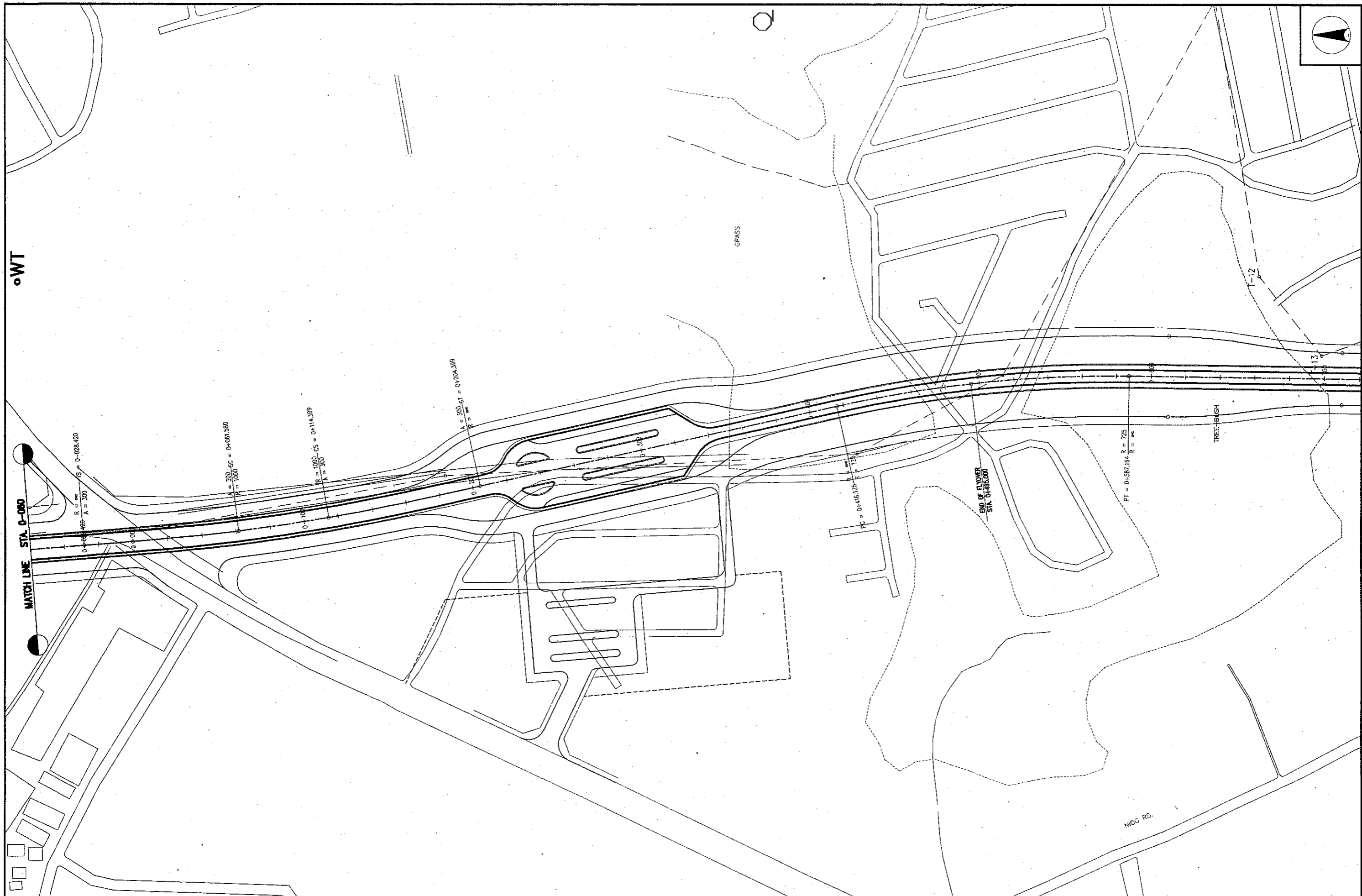
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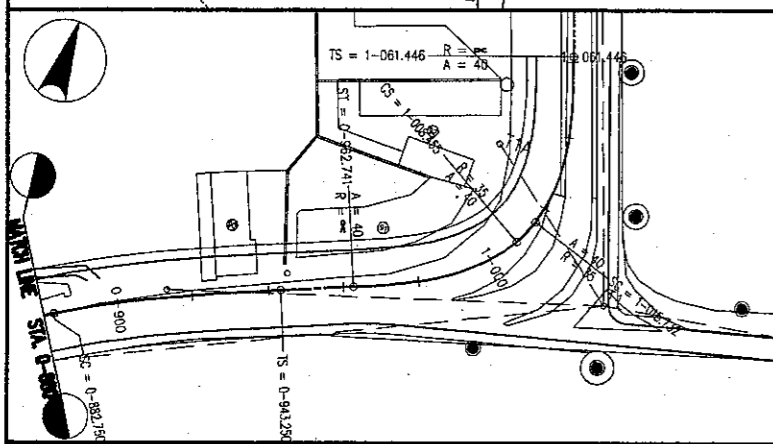
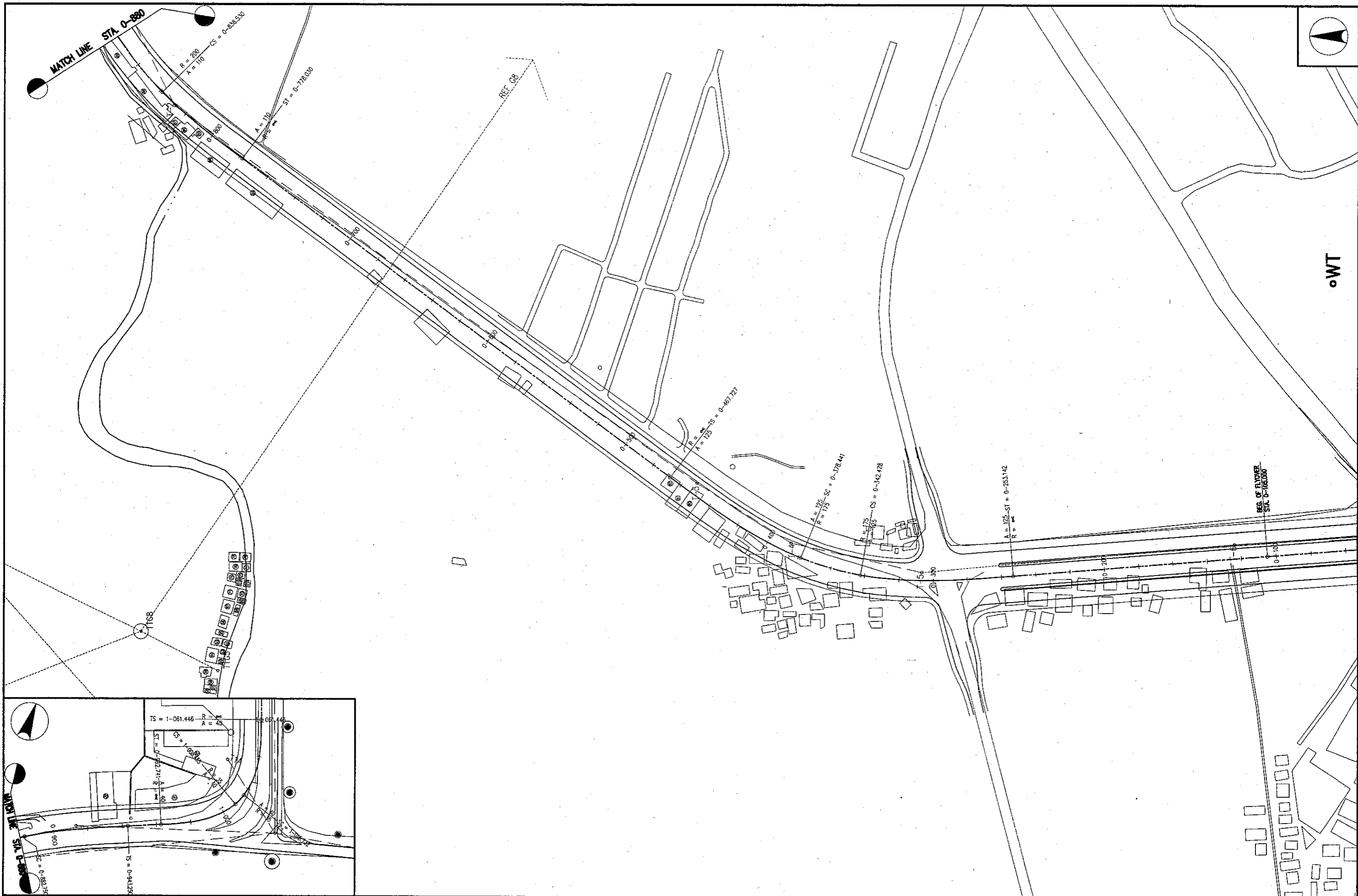
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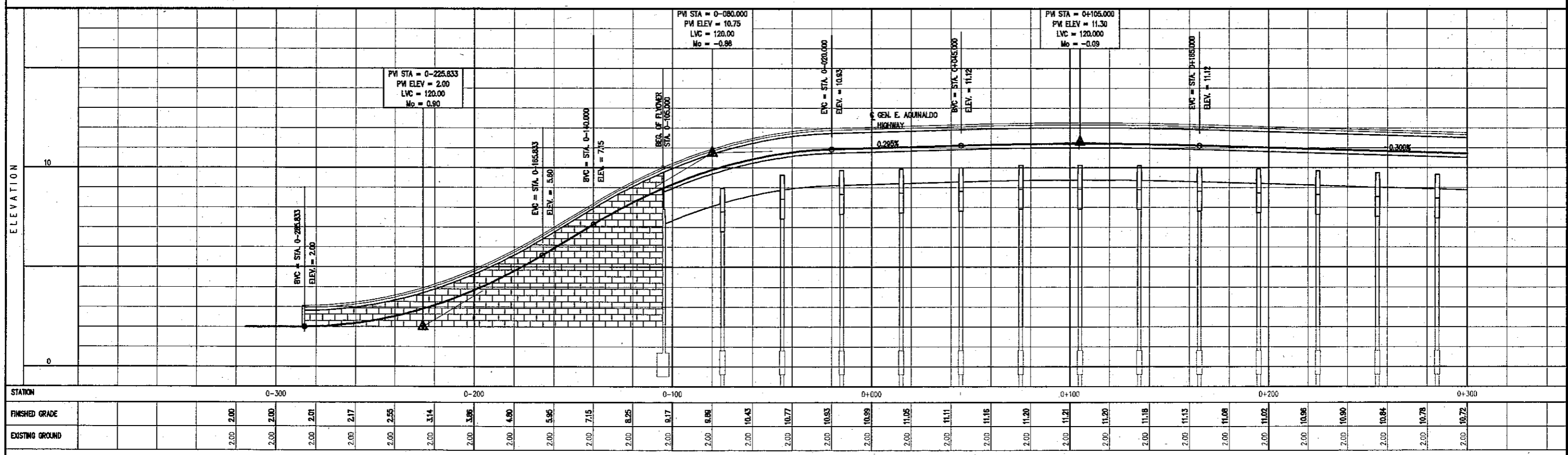
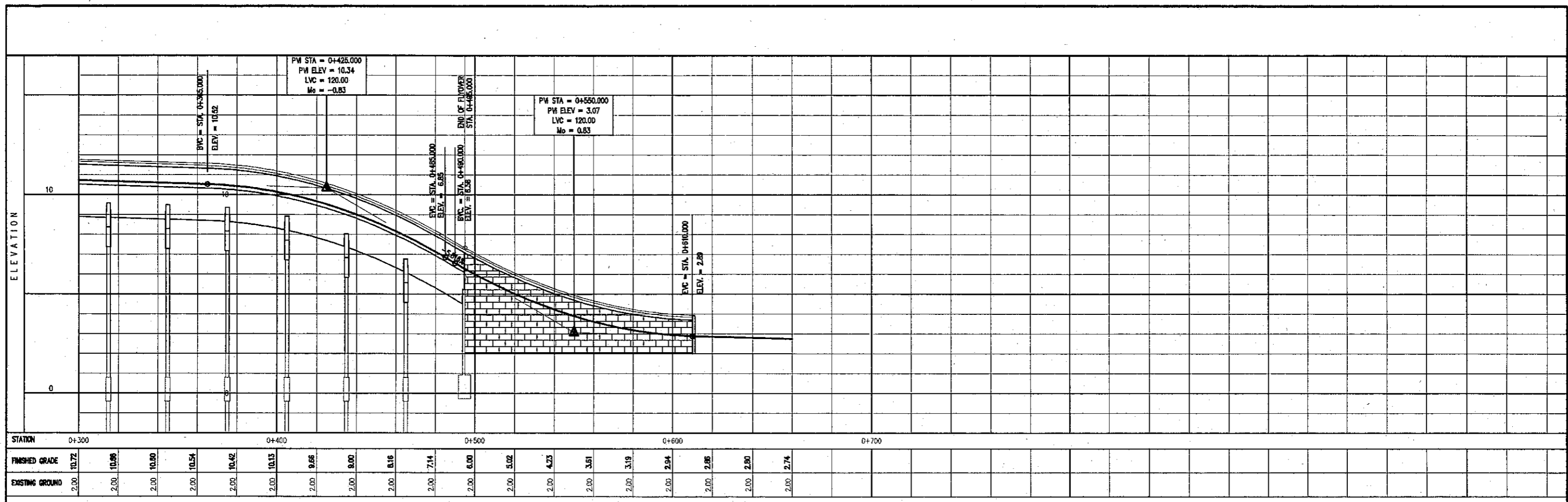
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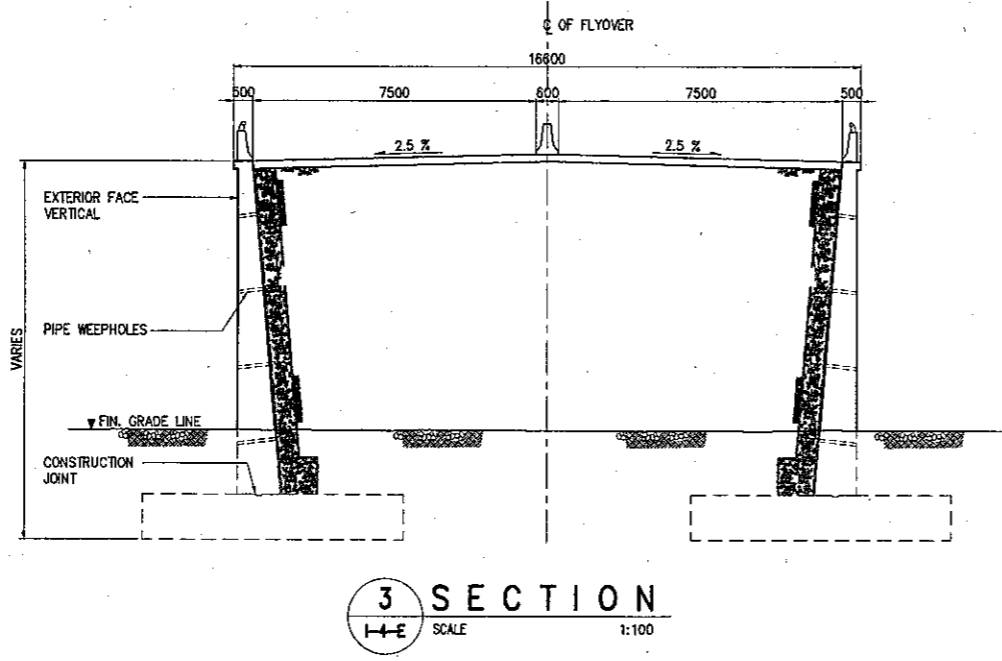
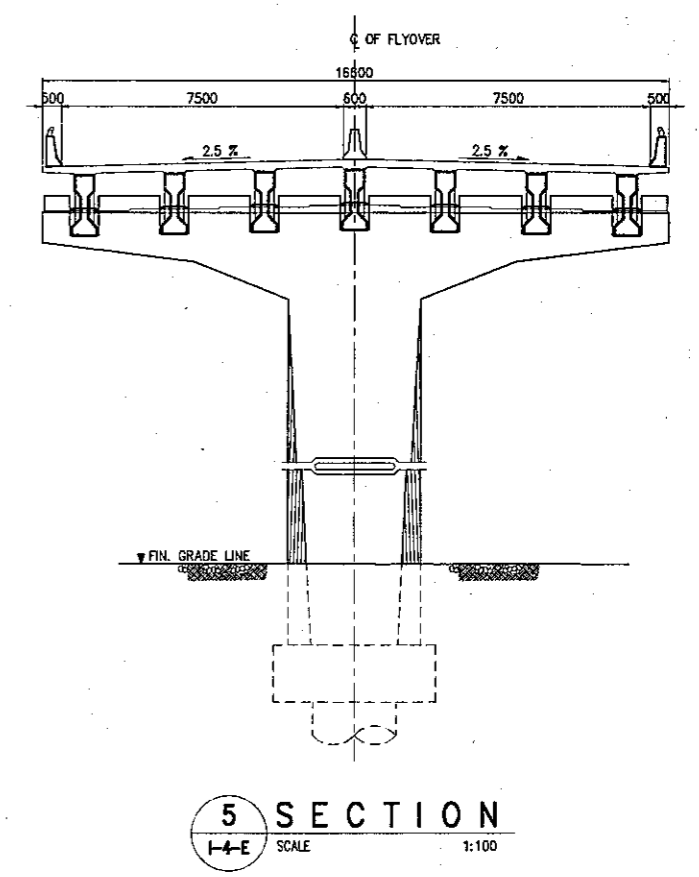
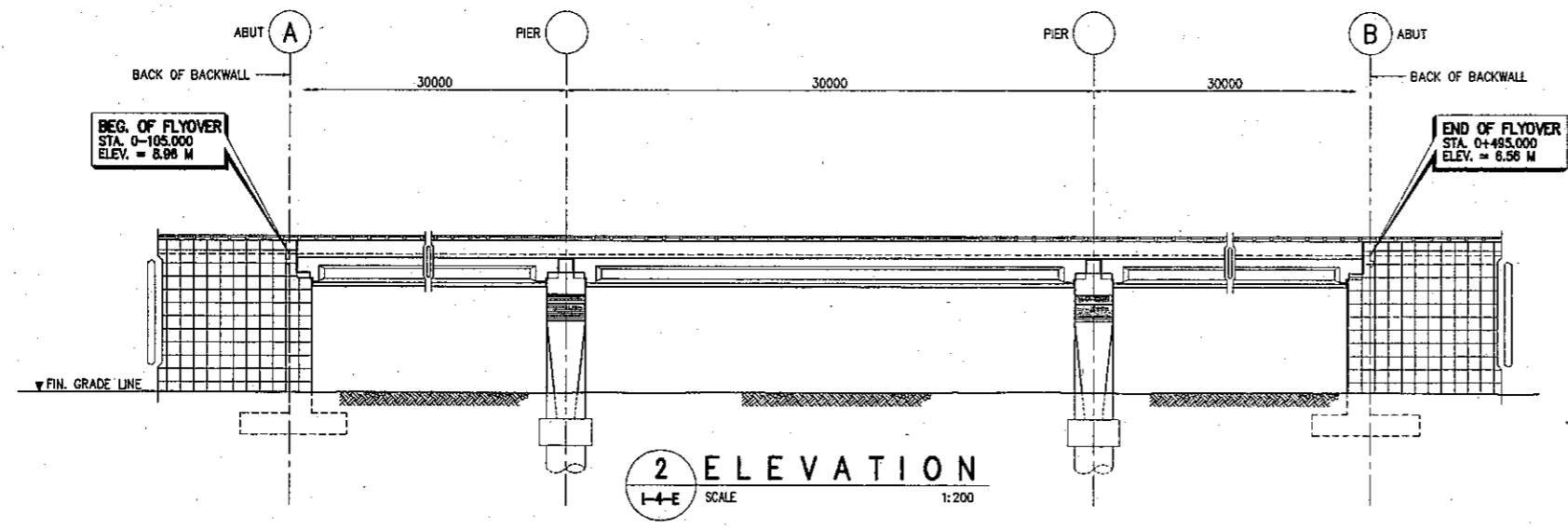
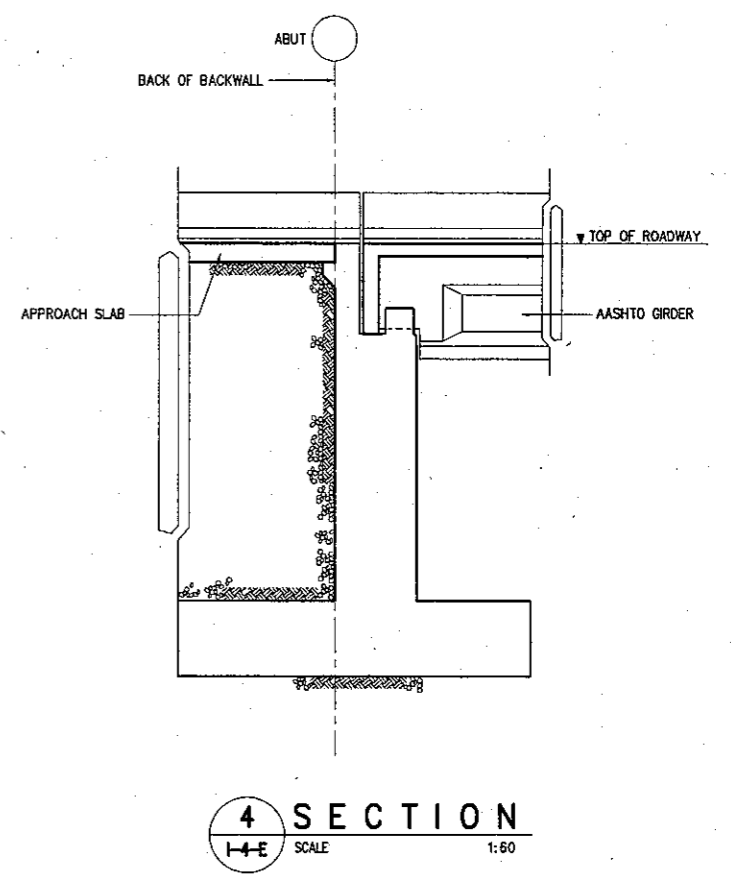
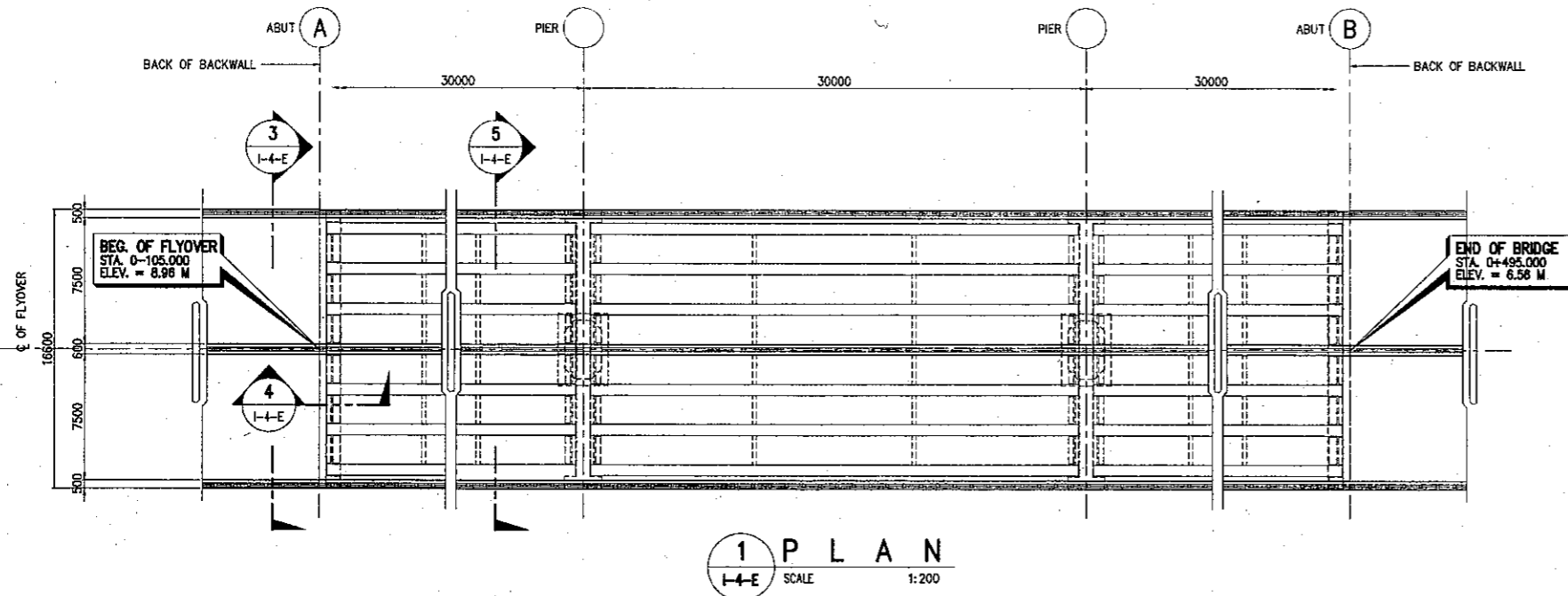
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<p>ALMEC ALMEC Corporation</p>	 Pacific Consultants International	 NATIONAL ECONOMIC AND DEVELOPMENT AUTHORITY Republic of the Philippines	 JAPAN INTERNATIONAL COOPERATION AGENCY Japan	<p>THE FEASIBILITY STUDY OF THE PROPOSED CAVITE BUSWAY SYSTEM</p>	<p>SHEET CONTENTS PLAN - OPTION D</p>	<p>SCALE 1:2000</p>	<p>Drawing Number I-4-C</p>
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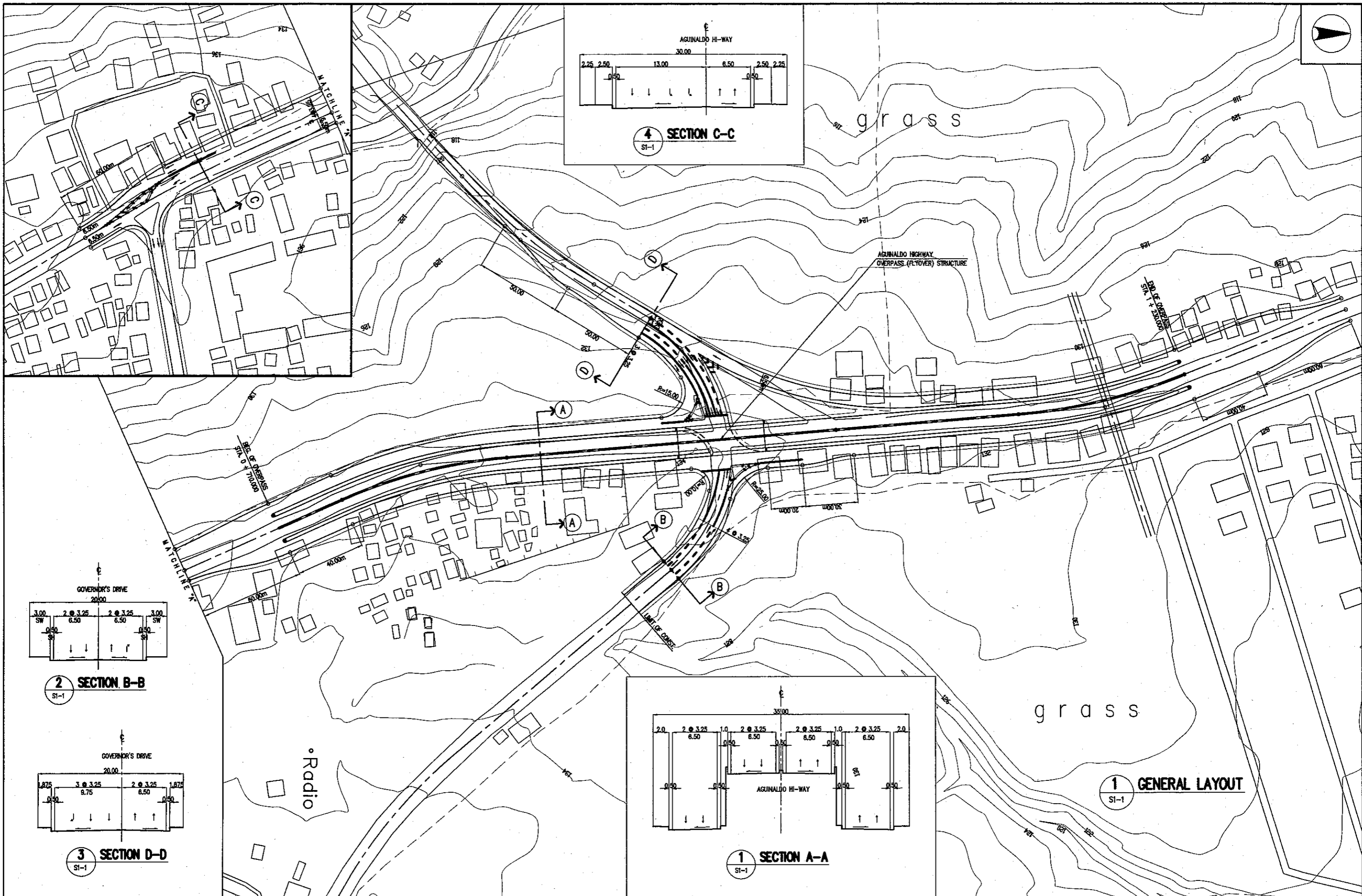


<p>ALMEC ALMEC Corporation</p>	 Pacific Consultants International	 NATIONAL ECONOMIC AND DEVELOPMENT AUTHORITY Republic of the Philippines	 JAPAN INTERNATIONAL COOPERATION AGENCY Japan	<p>THE FEASIBILITY STUDY OF THE PROPOSED CAVITE BUSWAY SYSTEM</p>	<p>SHEET CONTENTS PROFILE- OPTION D</p>	<p>SCALE 1 : 2000 HOR 1 : 200 VER</p>	<p>Drawing Number I-4-D</p>
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<p>ALMEC ALMEC Corporation</p>	<p> Pacific Consultants International</p>	<p> NATIONAL ECONOMIC AND DEVELOPMENT AUTHORITY Republic of the Philippines</p>	<p> JICA JAPAN INTERNATIONAL COOPERATION AGENCY Japan</p>	<p>THE FEASIBILITY STUDY OF THE PROPOSED CAVITE BUSWAY SYSTEM</p>	<p>SHEET CONTENTS PLAN, ELEVATION AND SECTIONS OPTION "D"</p>	<p>SCALE AS SHOWN</p>	<p>Drawing Number I-4-E</p>
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**S. GOVERNOR'S DRIVE
SCHEMES**



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Republic of the Philippines

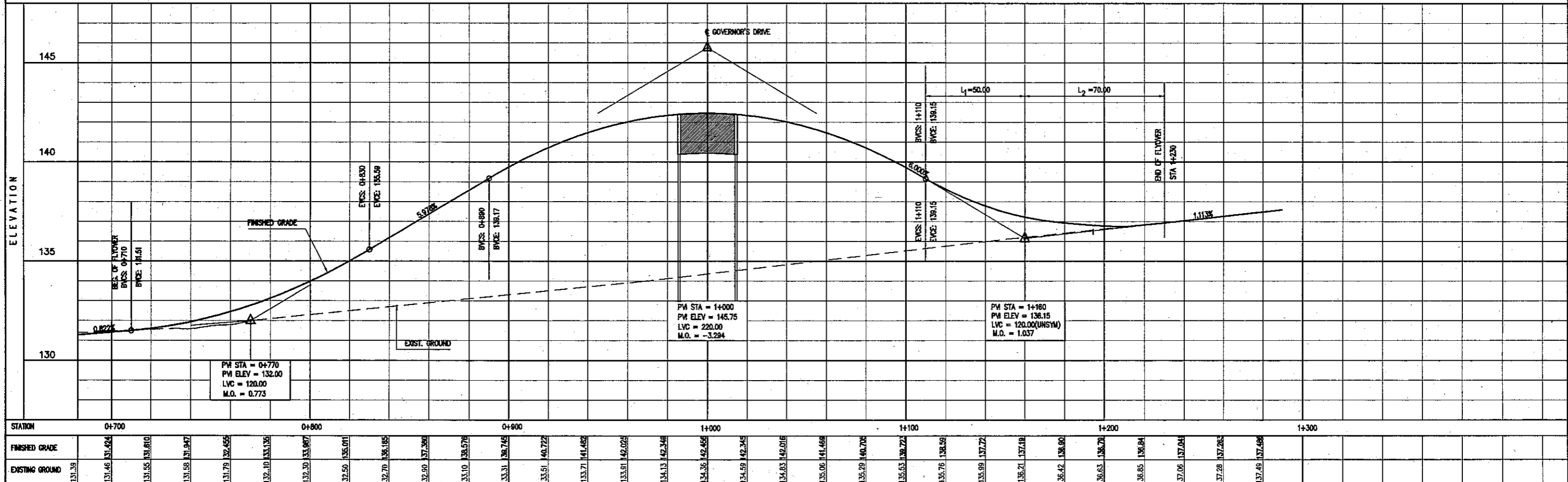

JAPAN INTERNATIONAL
COOPERATION AGENCY
Japan

**THE FEASIBILITY STUDY OF
THE PROPOSED CAVITE
BUSWAY SYSTEM**

SHEET CONTENTS
AGINALDO HIGHWAY - GOVERNOR'S DRIVE
INTERSECTION LAYOUT
Aginaldo Highway Flyover

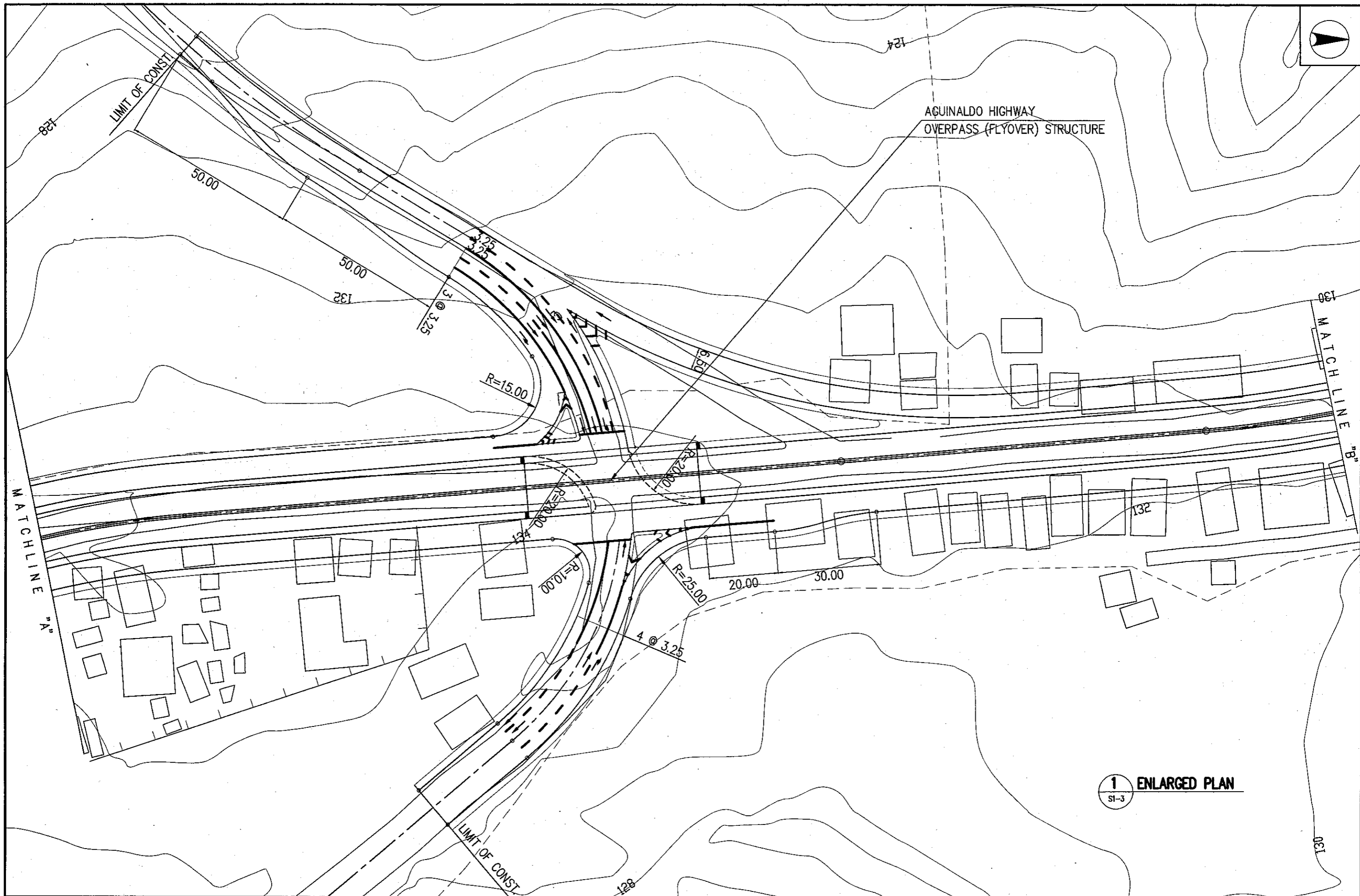
SCALE
1 : 2000

Drawing Number
SI-1






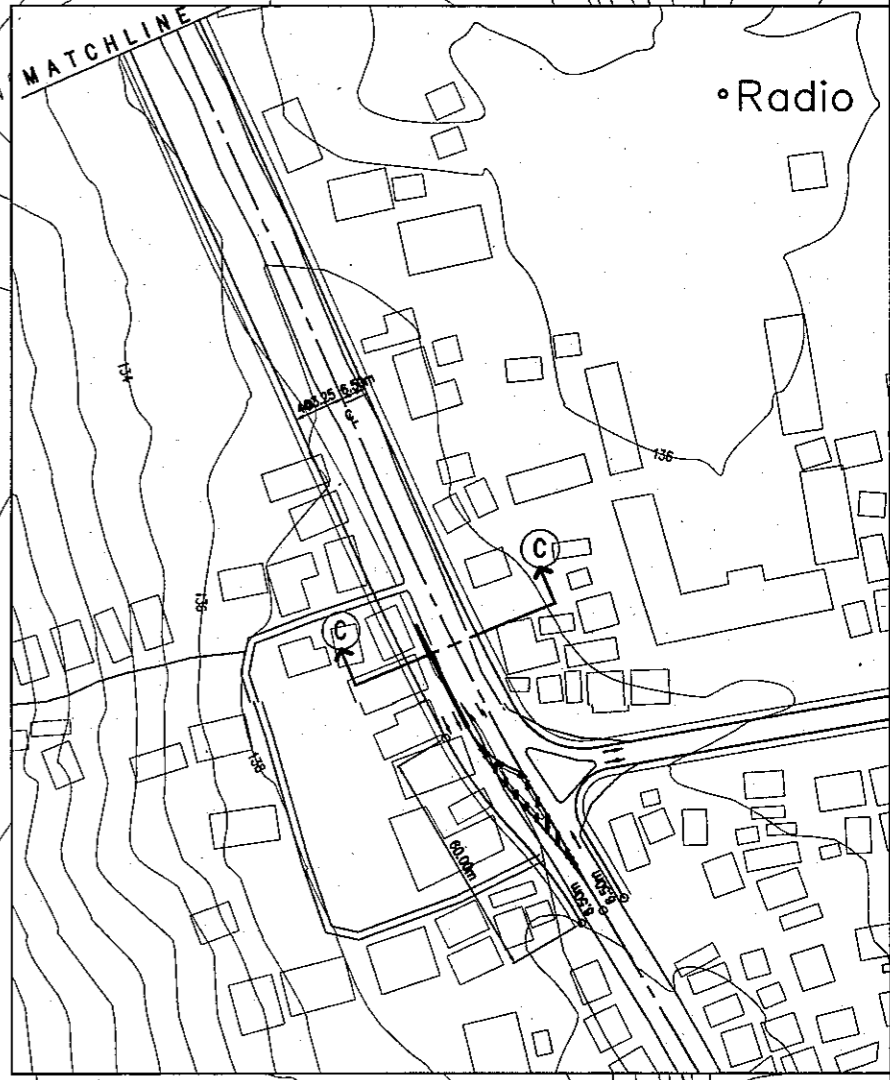
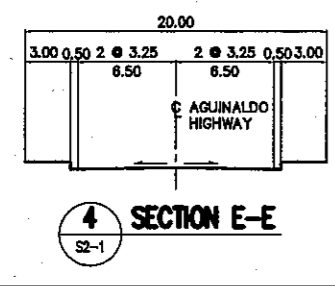
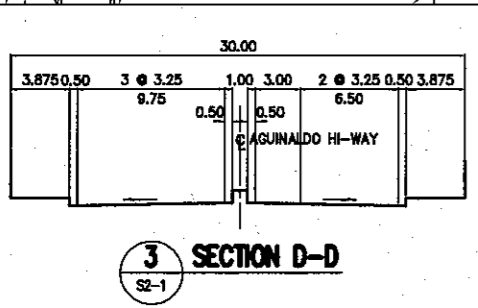
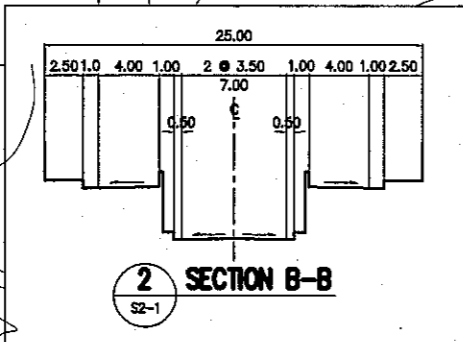
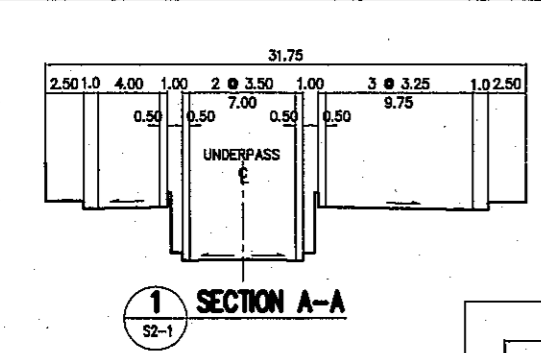
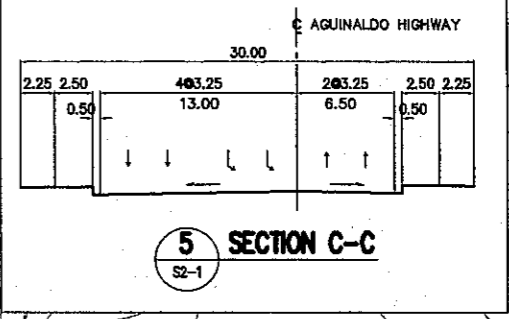
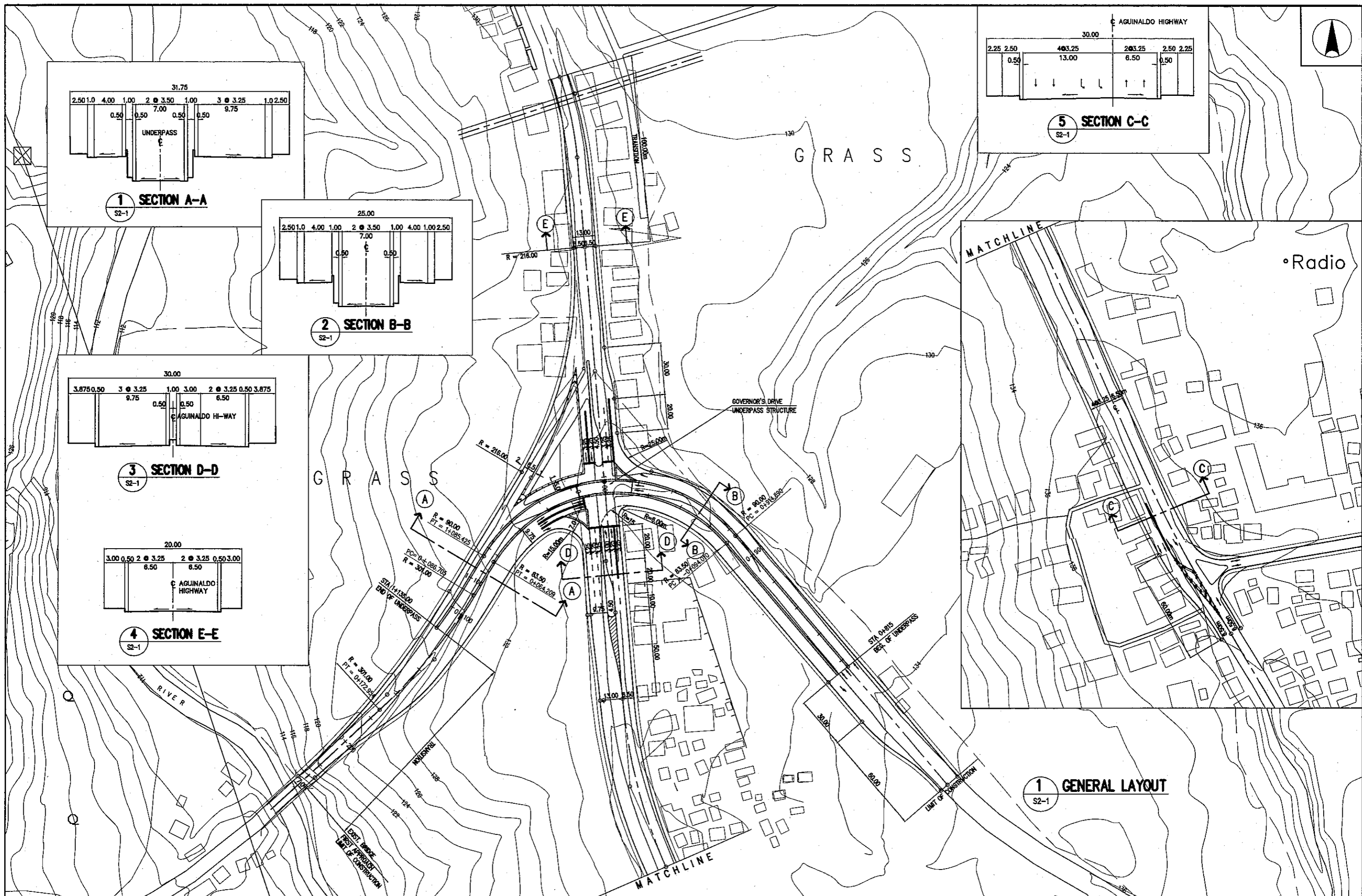
1 PROFILE - AGUINALDO HIGHWAY FLYOVER
S1-2

<p>ALMEC ALMEC Corporation</p>	<p> Pacific Consultants International</p>	<p> NATIONAL ECONOMIC AND DEVELOPMENT AUTHORITY Republic of the Philippines</p>	<p> JAPAN INTERNATIONAL COOPERATION AGENCY Japan</p>	<p>THE FEASIBILITY STUDY OF THE PROPOSED CAVITE BUSWAY SYSTEM</p>	<p>SHEET CONTENTS PROFILE - AGUINALDO HIGHWAY FLYOVER</p>	<p>SCALE 1:2000 HOR. 1:200 VERT.</p>	<p>Drawing Number S1-2</p>
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1 ENLARGED PLAN
SI-3




<p>ALMEC ALMEC Corporation</p>	<p> Pacific Consultants International</p>	<p> NATIONAL ECONOMIC AND DEVELOPMENT AUTHORITY Republic of the Philippines</p>	<p> JAPAN INTERNATIONAL COOPERATION AGENCY Japan</p>	<p>THE FEASIBILITY STUDY OF THE PROPOSED CAVITE BUSWAY SYSTEM</p>	<p>SHEET CONTENTS AGUINALDO HIGHWAY – GOVERNOR'S DRIVE INTERSECTION LAYOUT Aguinaldo Highway Flyover</p>	<p>SCALE 1 : 1000</p>	<p>Drawing Number SI-3</p>
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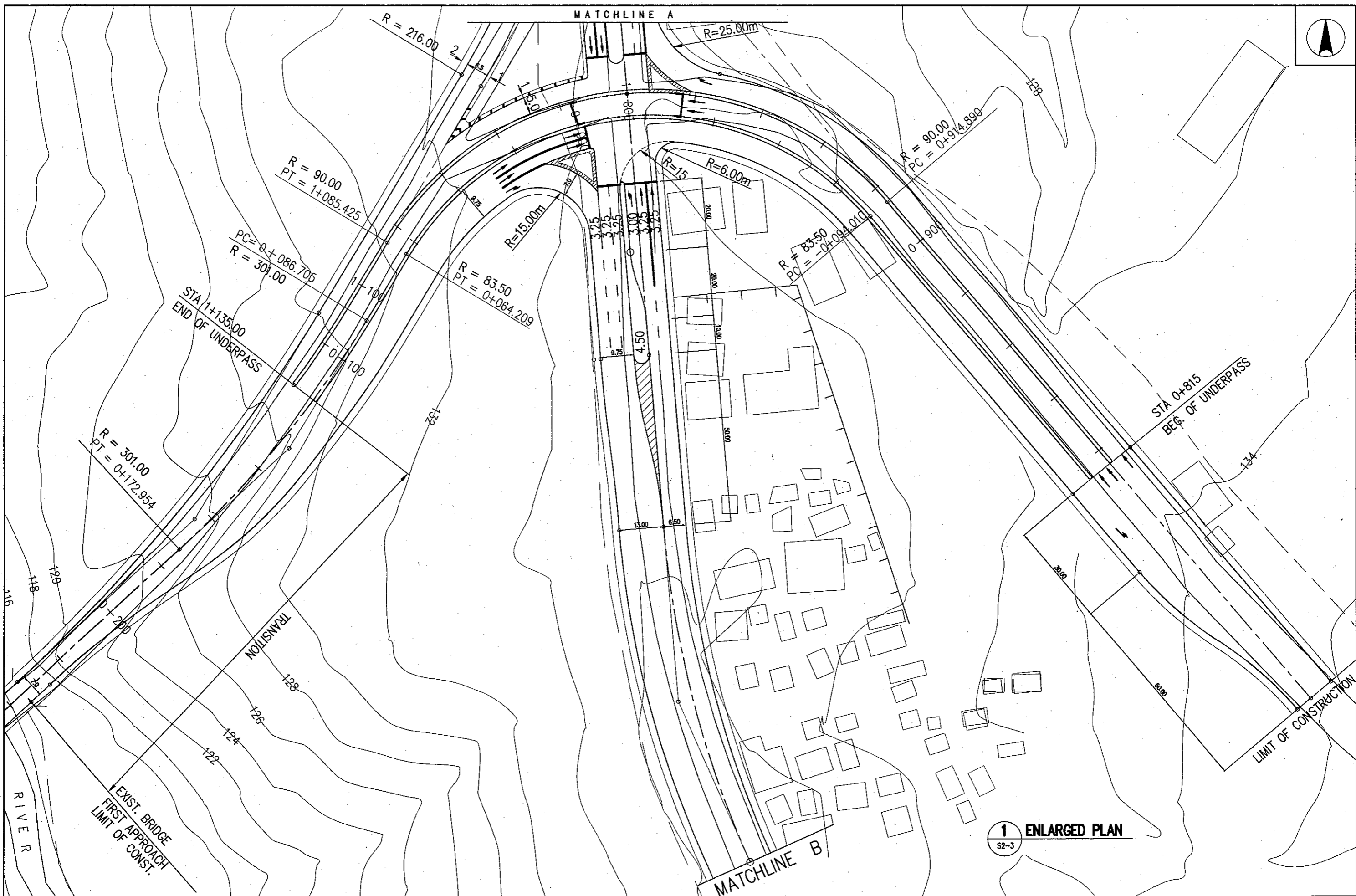


1 GENERAL LAYOUT
S2-1

<p>ALMEC ALMEC Corporation</p>	<p> Pacific Consultants International</p>	<p> NATIONAL ECONOMIC AND DEVELOPMENT AUTHORITY Republic of the Philippines</p>	<p> JICA JAPAN INTERNATIONAL COOPERATION AGENCY Japan</p>	<p>THE FEASIBILITY STUDY OF THE PROPOSED CAVITE BUSWAY SYSTEM</p>	<p>SHEET CONTENTS AGINALDO HIGHWAY – GOVERNOR’S DRIVE INTERSECTION LAYOUT GOVERNOR’S UNDERPASS</p>	<p>SCALE 1:2000</p>	<p>Drawing Number S2-1</p>
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<p>ALMEC ALMEC Corporation</p>	<p> Pacific Consultants International</p>	<p> NATIONAL ECONOMIC AND DEVELOPMENT AUTHORITY Republic of the Philippines</p>	<p> JAPAN INTERNATIONAL COOPERATION AGENCY Japan</p>	<p>THE FEASIBILITY STUDY OF THE PROPOSED CAVITE BUSWAY SYSTEM</p>	<p>SHEET CONTENTS AGUINALDO HIGHWAY – GOVERNOR'S DRIVE INTERSECTION LAYOUT GOVERNOR'S UNDERPASS</p>	<p>SCALE 1:1000</p>	<p>Drawing Number S2-2</p>
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Republic of the Philippines

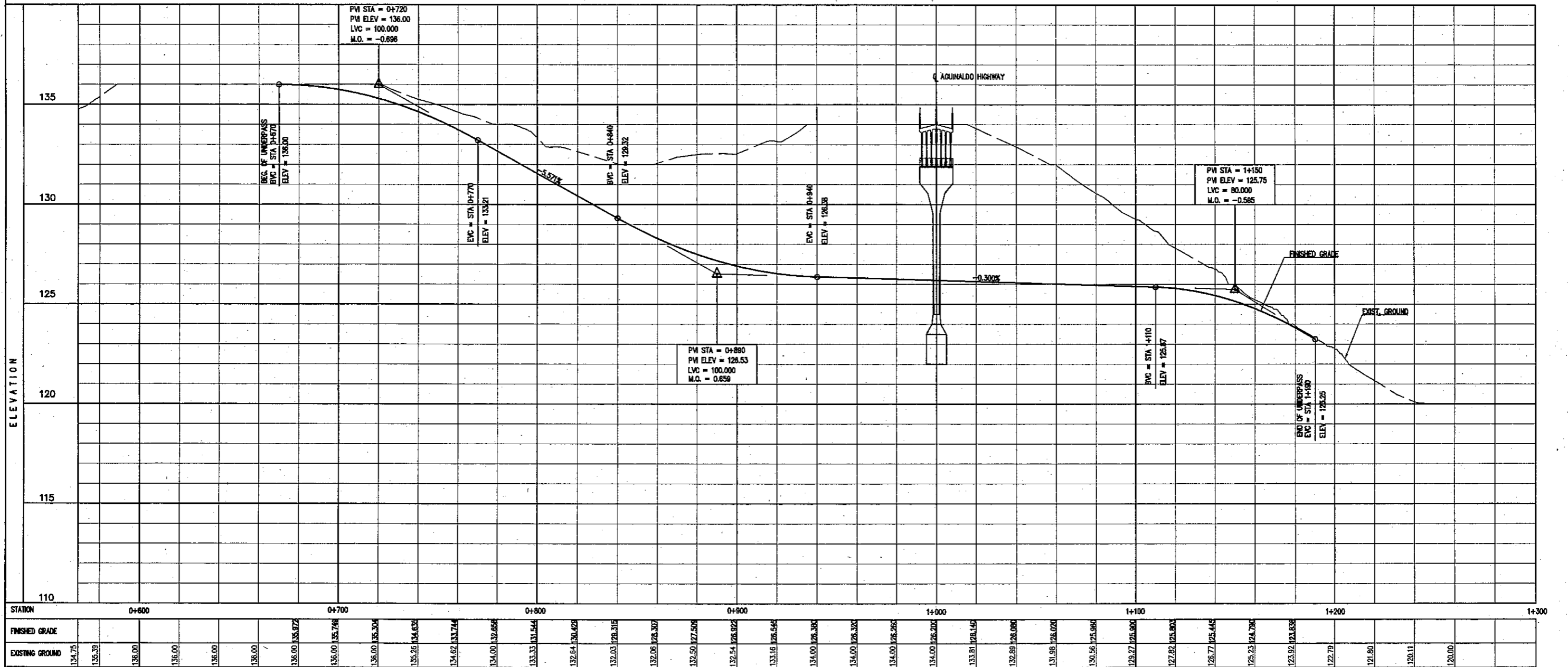
JICA
JAPAN INTERNATIONAL
COOPERATION AGENCY
Japan

**THE FEASIBILITY STUDY OF
THE PROPOSED CAVITE
BUSWAY SYSTEM**




SHEET CONTENTS
AGINALDO HIGHWAY – GOVERNOR'S DRIVE
INTERSECTION LAYOUT
GOVERNOR'S UNDERPASS

SCALE
1:1000

Drawing Number
S2-3



1 PROFILE - GOVERNOR'S DRIVE UNDERPASS
S2-4

<p>ALMEC ALMEC Corporation</p>	 Pacific Consultants International	 NATIONAL ECONOMIC AND DEVELOPMENT AUTHORITY Republic of the Philippines	 JAPAN INTERNATIONAL COOPERATION AGENCY Japan	<p>THE FEASIBILITY STUDY OF THE PROPOSED CAVITE BUSWAY SYSTEM</p>	<p>SHEET CONTENTS</p> <p>PROFILE - GOVERNOR'S DRIVE UNDERPASS</p>	<p>SCALE</p> <p>1:2000 HOR. 1:200 VERT.</p>	<p>Drawing Number</p> <p>S2-4</p>
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