Photo 2. Checkpoint No.2 (before Flood)

Photo 3. Checkpoint No.2 (after Flood)

Photo 4. Checkpoint No.3 (before Flood)

Photo 5. Checkpoint No.3 (after Flood)

The existing culvert structure was completely buried due to sediment deposition caused by the lahar in July 2002 (sediment depth: 2 m)

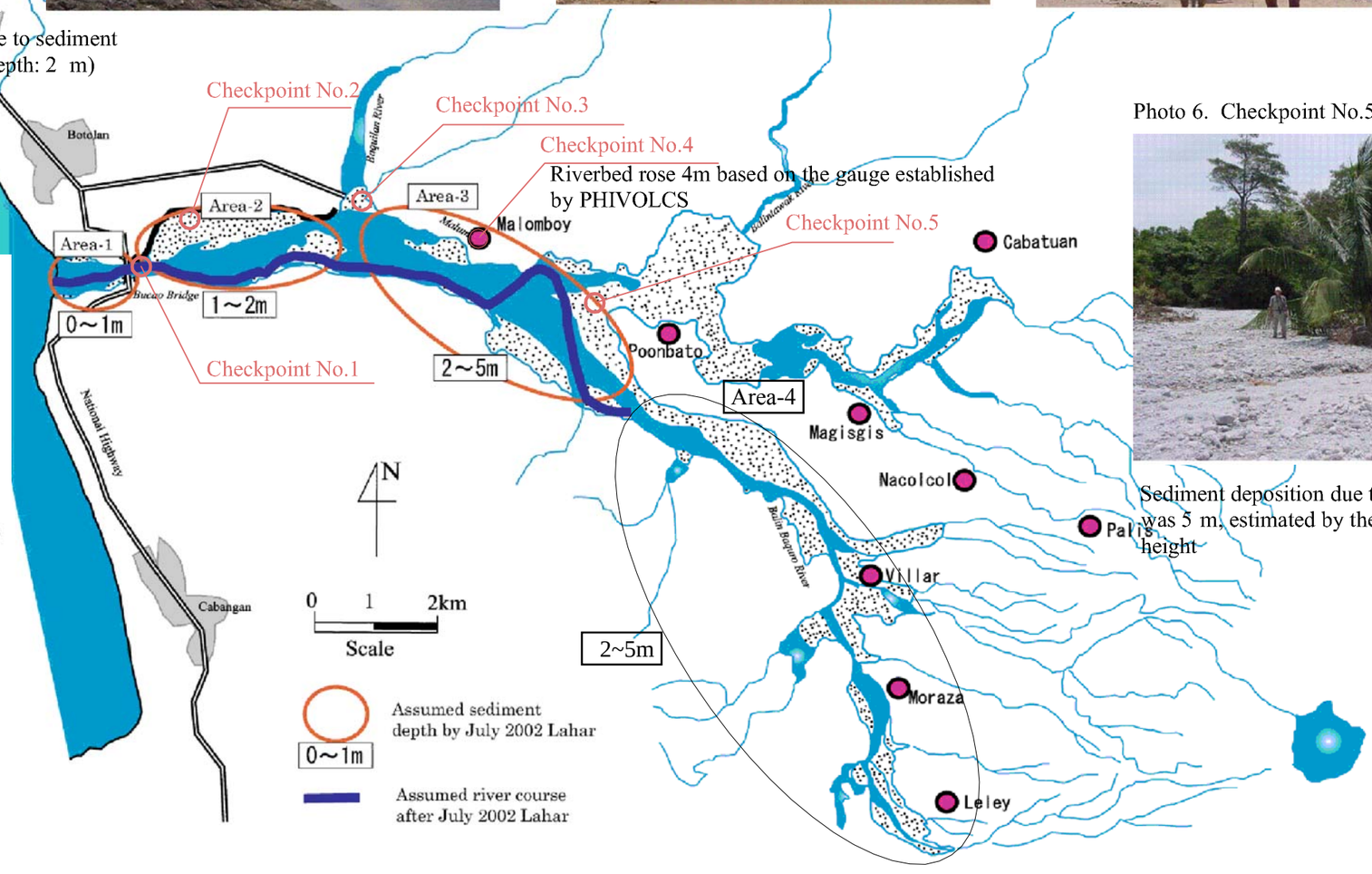


Photo 6. Checkpoint No.5 (after Flood)

Sediment deposition due to the lahar in July 2002 was 5 m, estimated by the change of coconuts tree height

Figure 1 Assumed Sediment Depth and River Course due to Flood/Lahar of July 2002

Cross Section at Downstream of Bucao Bridge

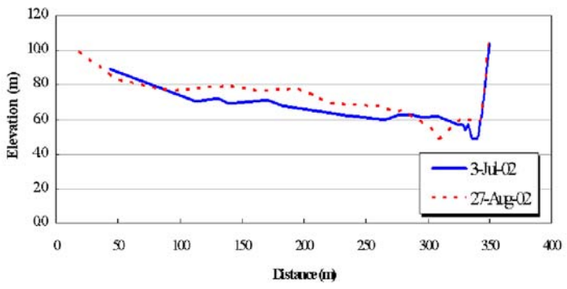
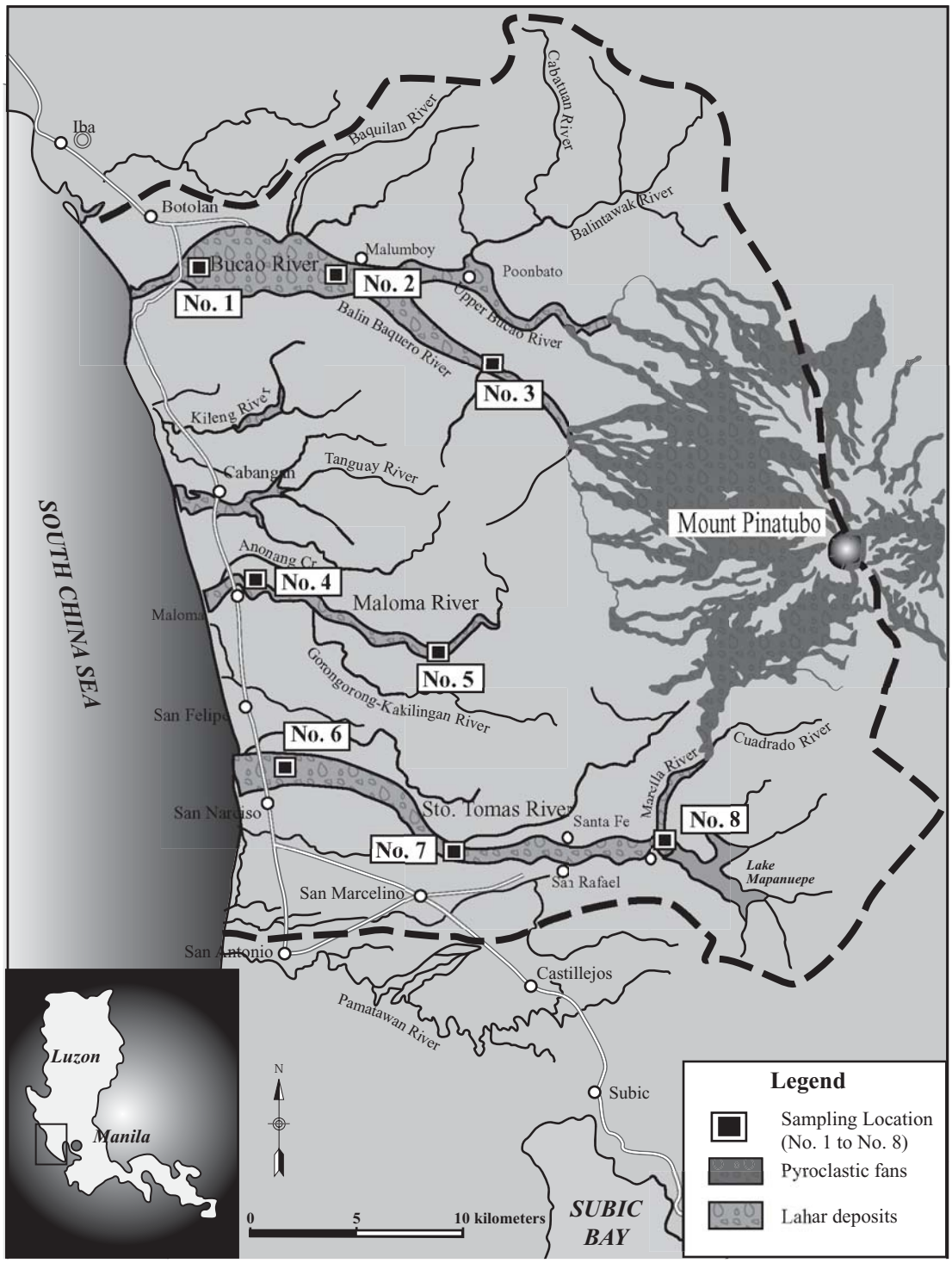


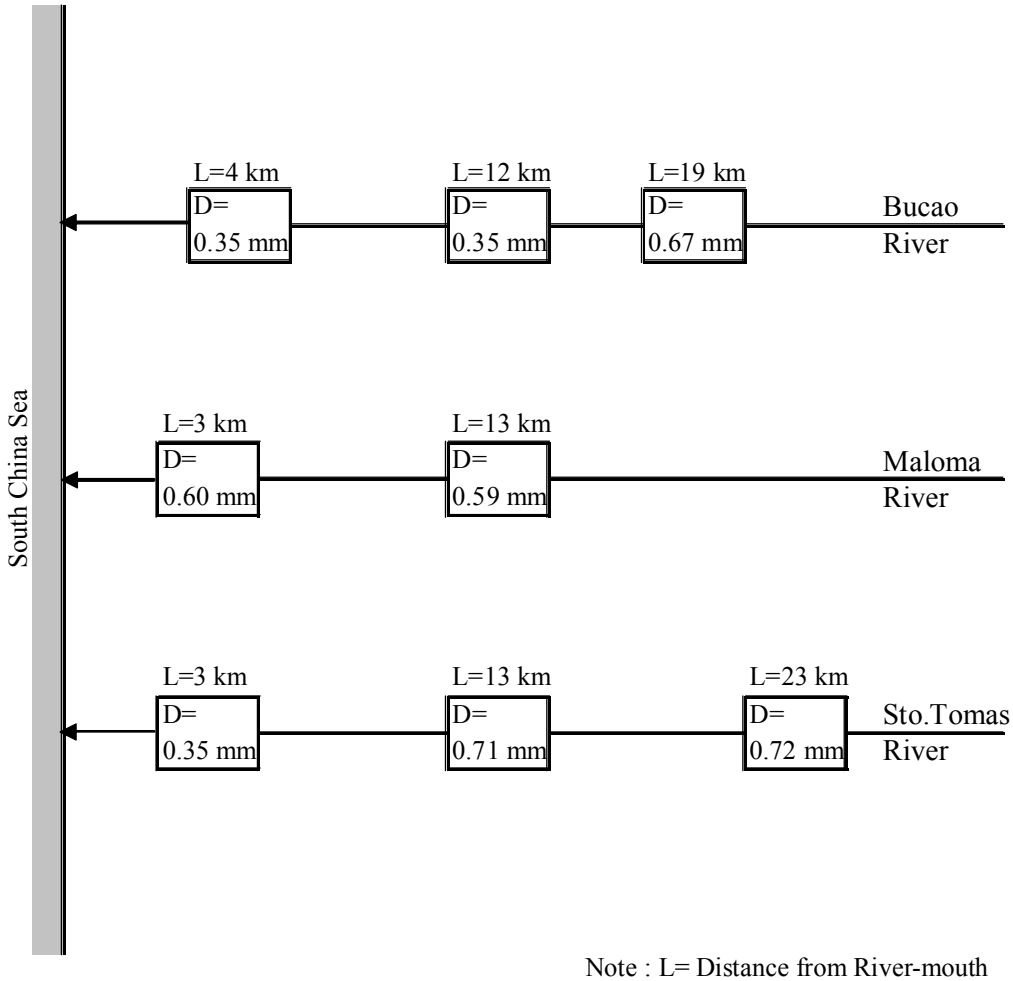
Figure-2. River Cross Sections at the Bucao Bridge before and after Flood July 2002 (Checkpoint No.1)

Photo 1. Bucao Bridge during the Lahar on 10 July 2002 (Checkpoint No.1)

THE GOVERNMENT OF THE PHILIPPINES THE DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS	**Figure 1.2.5**
The Study on Sabo and Flood Control for Western River Basins of Mount Pinatubo in the Republic of the Philippines	**Investigation Results of Sediment Delivery in 2002 in the Bucao River**
JAPAN INTERNATIONAL COOPERATION AGENCY	



THE GOVERNMENT OF THE PHILIPPINES THE DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS **The Study on Sabo and Flood Control for Western River Basins of Mount Pinatubo in the Republic of the Philippines** *JAPAN INTERNATIONAL COOPERATION AGENCY*	**Figure 2.1.1** **Location Map for Riverbed Material Sampling**



Note : L= Distance from River-mouth
D = Mean Grain Size

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Figure 2.1.2

Grain Size of Riverbed Materials in the Study Area

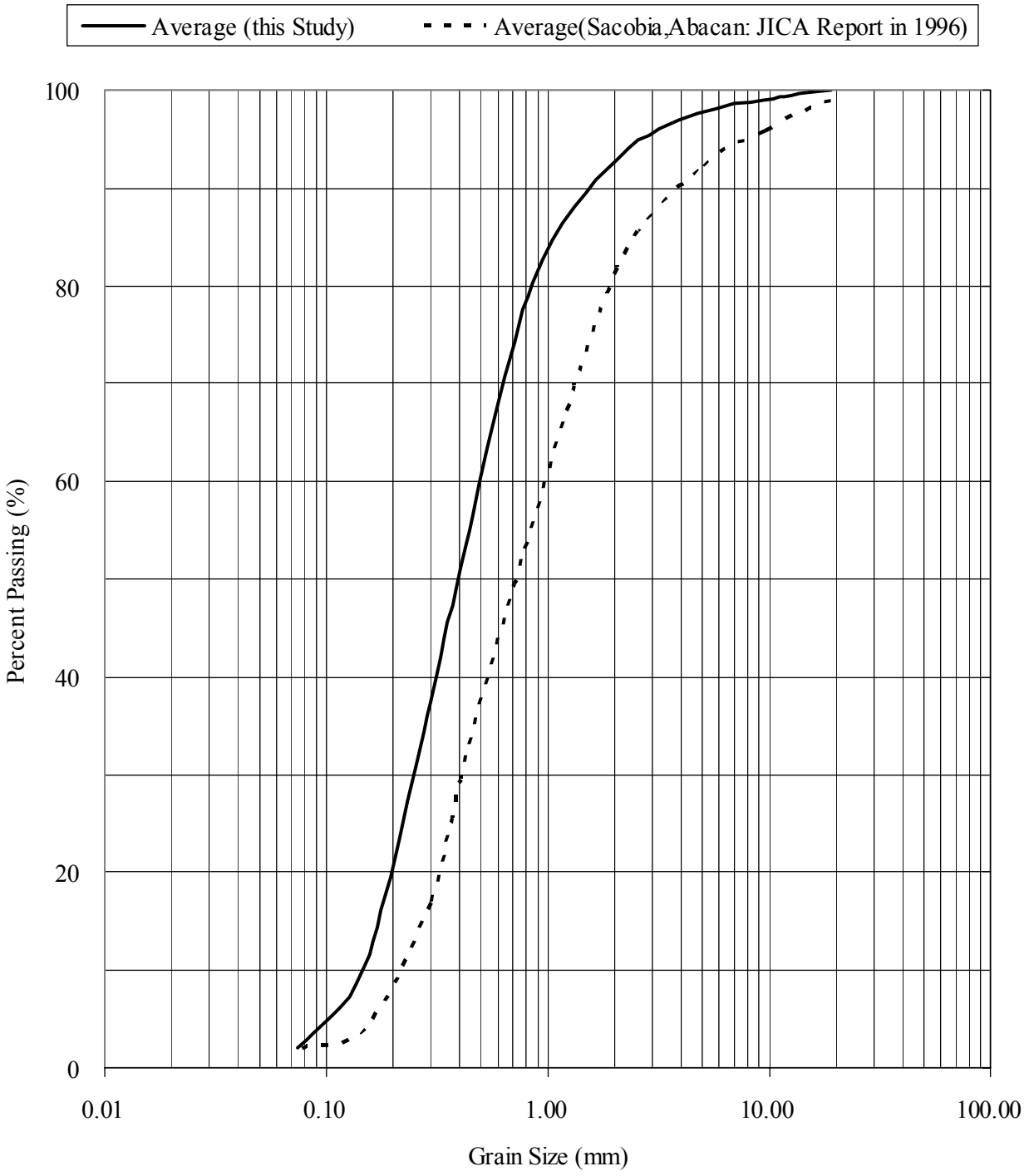

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Figure 2.1.3

Comparison of Grain Size Distribution of Riverbed Materials

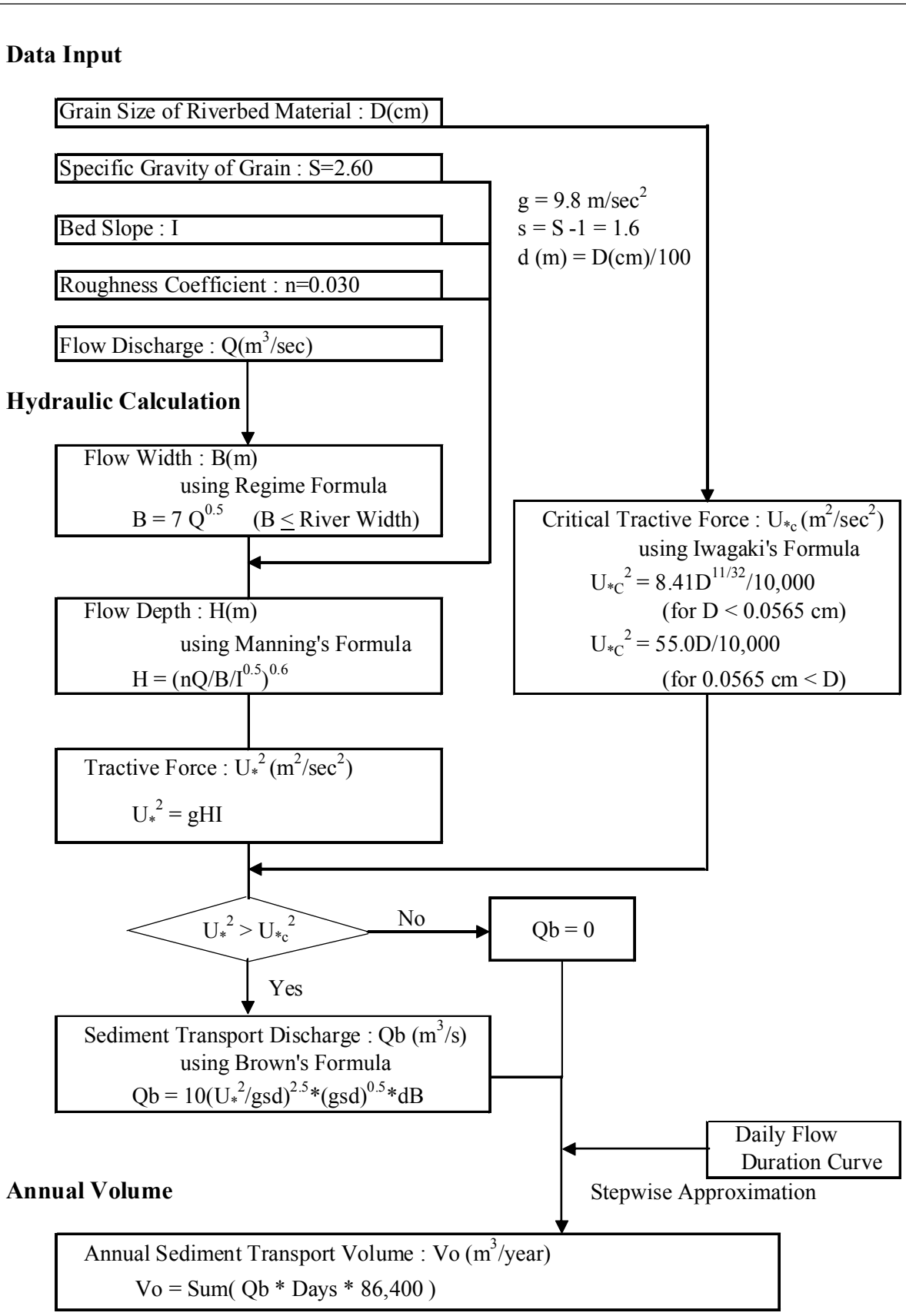

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Figure 2.2.1

Flow Chart of Calculation of Annual Sediment Transport

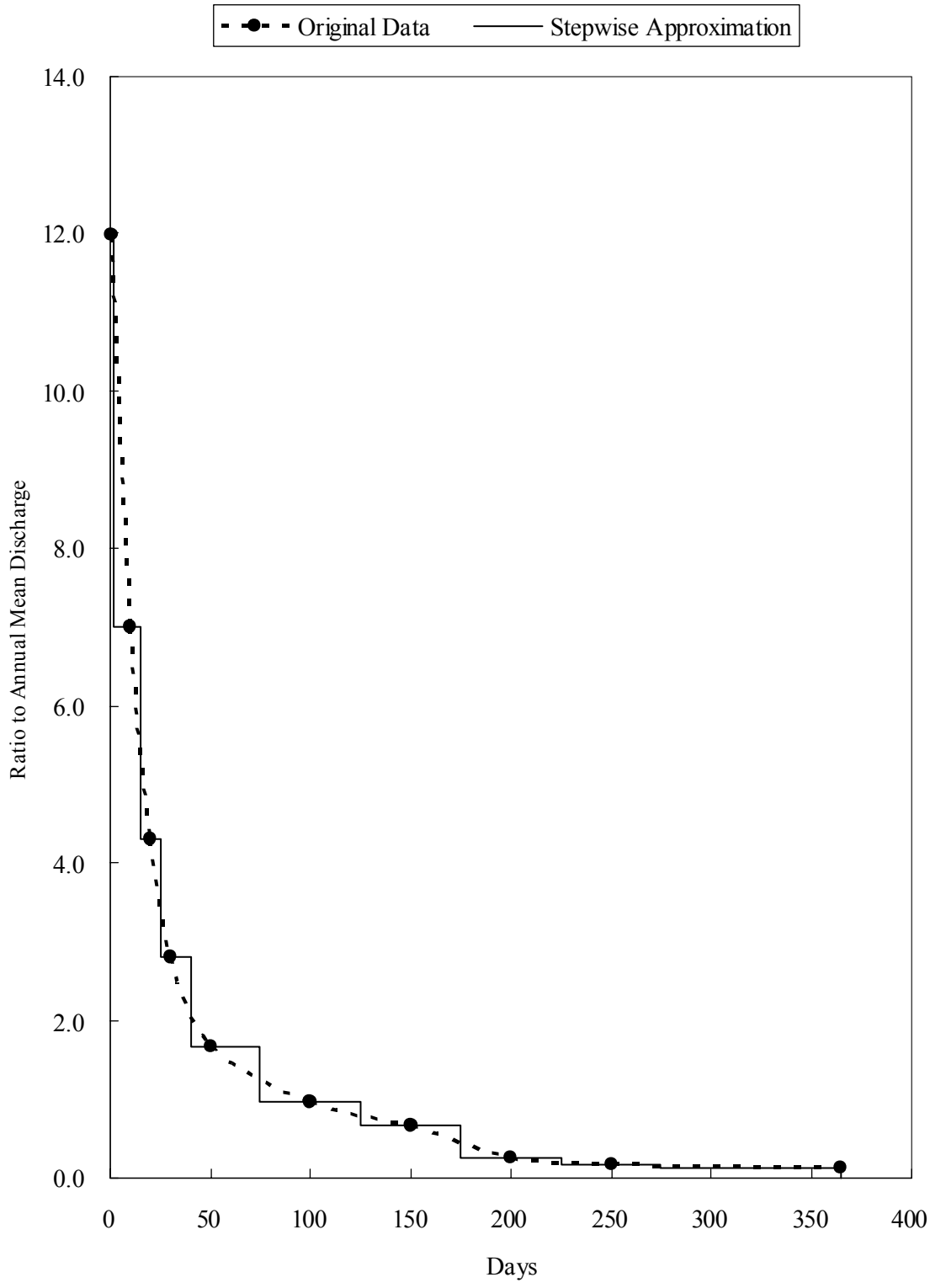

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Figure 2.2.2

Stepwise Approximation of Duration Curve

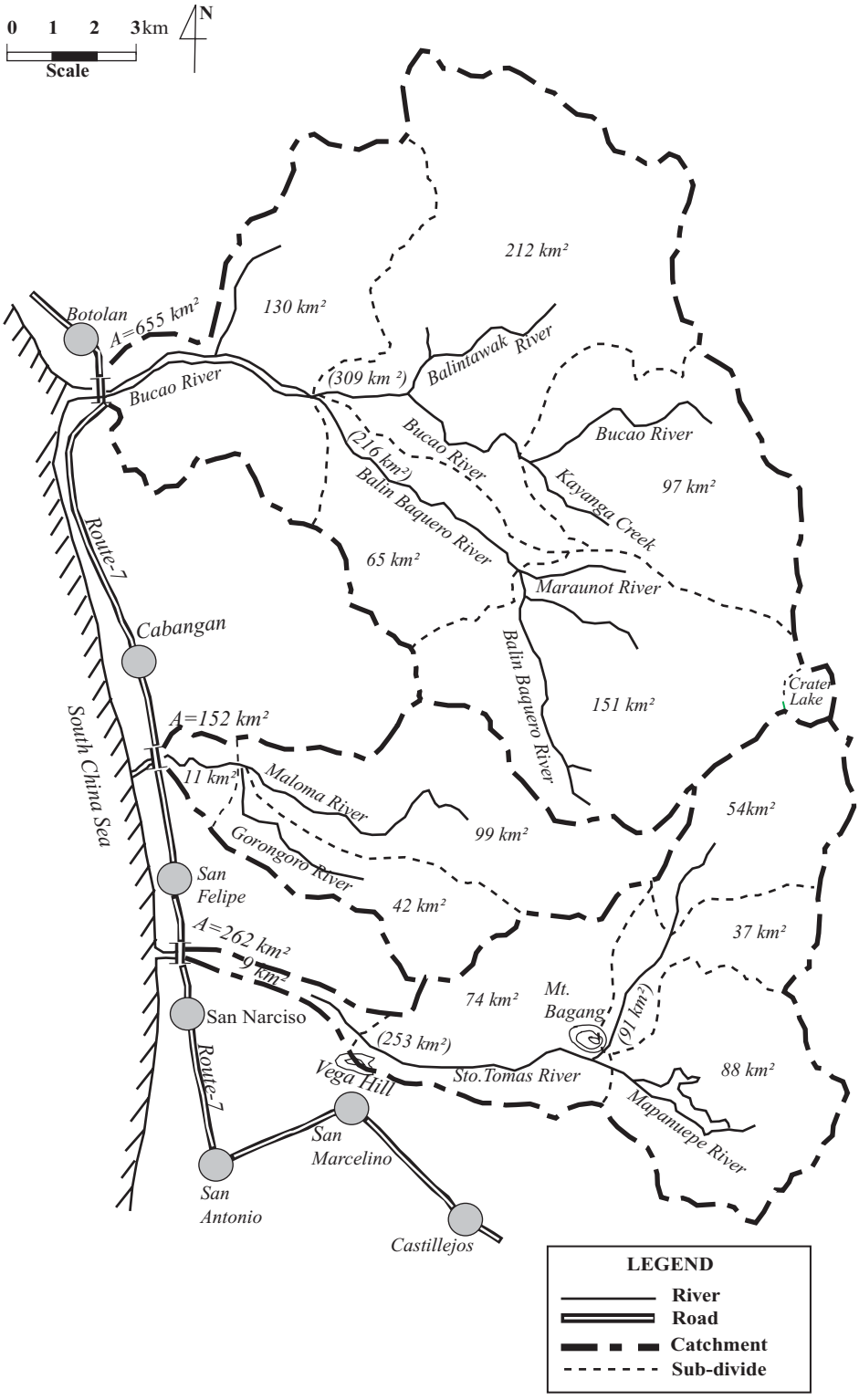

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Figure 2.2.3

Sub-Division of River Basins for Annual Sediment Balance Analysis

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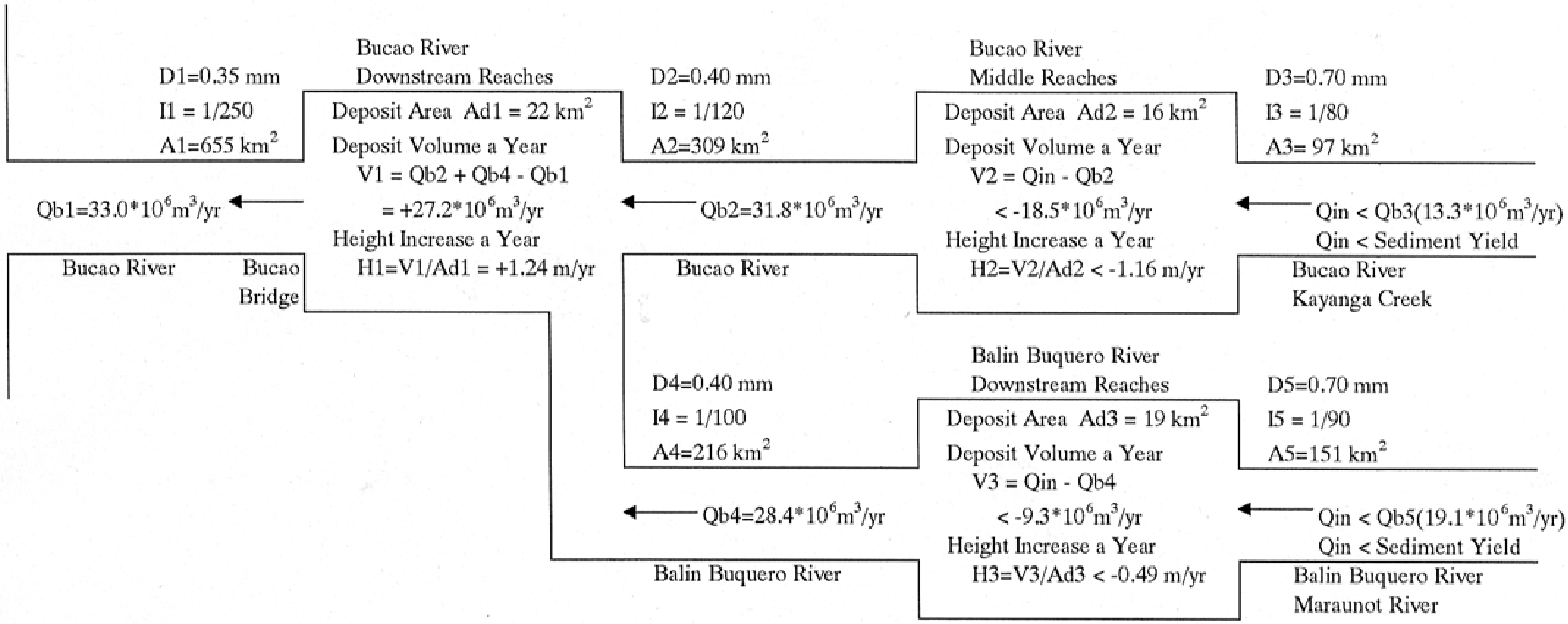
Figure 2.3.1

Annual Sediment Transport Capacity in the Bucao River



Note : D= Grain Size of Riverbed Material, I = Bed Slope, A= Catchment Area
Qb= Sediment Transpot Capacity by Water Flow (using Brown's Frmula)