

THE STUDY ON ROAD NETWORK IMPROVEMENT
FOR DEVELOPMENT OF REGIONAL GROWTH CENTERS

SCALE :
HOR. 1:2500
VER. 1:250

ILOILO-STA BARBARA ROAD
PLAN AND PROFILE
STA. 14+400 - STA. 15+200

DRAWING NO.
R-19



ELEVATION	STATION																
	14+400	14+500	14+600	14+700	14+800	14+900	15+000	15+100	15+200								
35.00																	
30.00																	
25.00																	
20.00																	
FINISHED GRADE	30.875	31.173	31.478	31.756	31.800	31.824	31.926	32.061	32.089	32.085	32.116	32.168	32.190	32.129	32.112	32.132	32.160
ORIGINAL GROUND	30.875	31.173	31.478	31.756	31.800	31.824	31.926	32.061	32.089	32.085	32.116	32.168	32.190	32.129	32.112	32.132	32.160
HORIZONTAL CURVATURE	TO FOLLOW EXISTING ALIGNMENT																
VERTICAL CURVATURE	TO FOLLOW EXISTING GRADE																

STA. 14+649.000
INSTALL 2-1220mmx18m RCPC
PROVIDE HEADWALLS

STA. 14+949.000
INSTALL 2-1220mmx17m RCPC
PROVIDE HEADWALLS

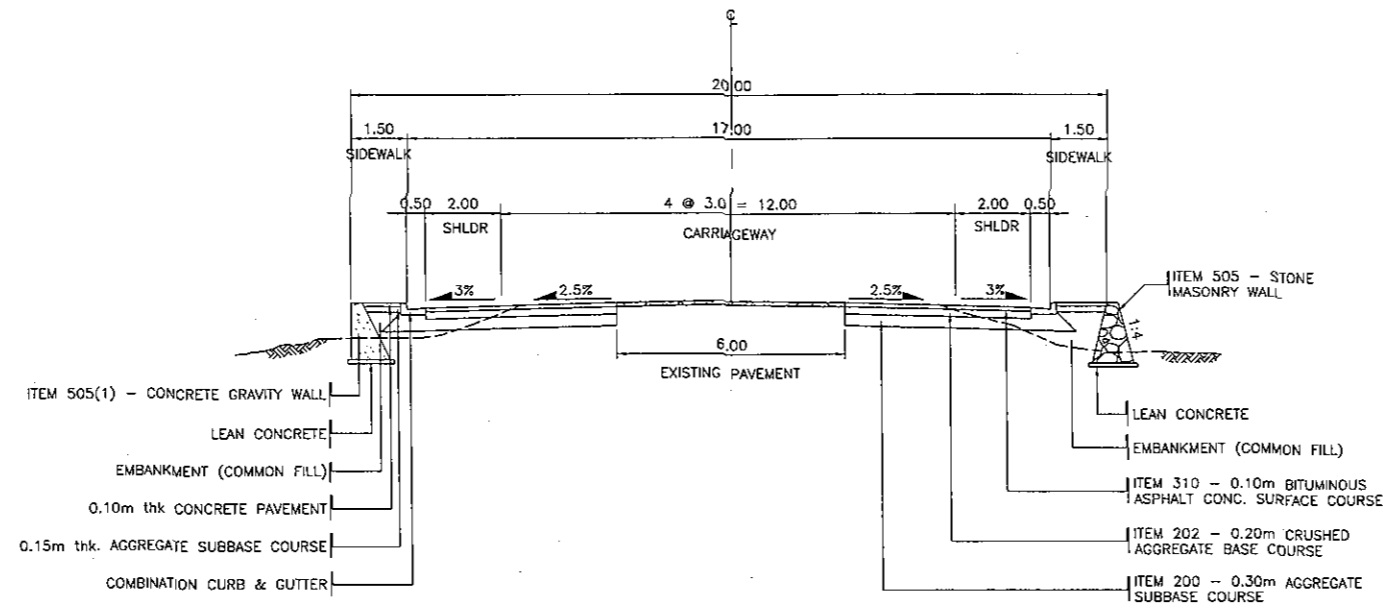
SCALE :
HOR. 1:2500
VER. 1:250

ILOILO-STA BARBARA ROAD
PLAN AND PROFILE
STA. 15+200 - STA. 15+900

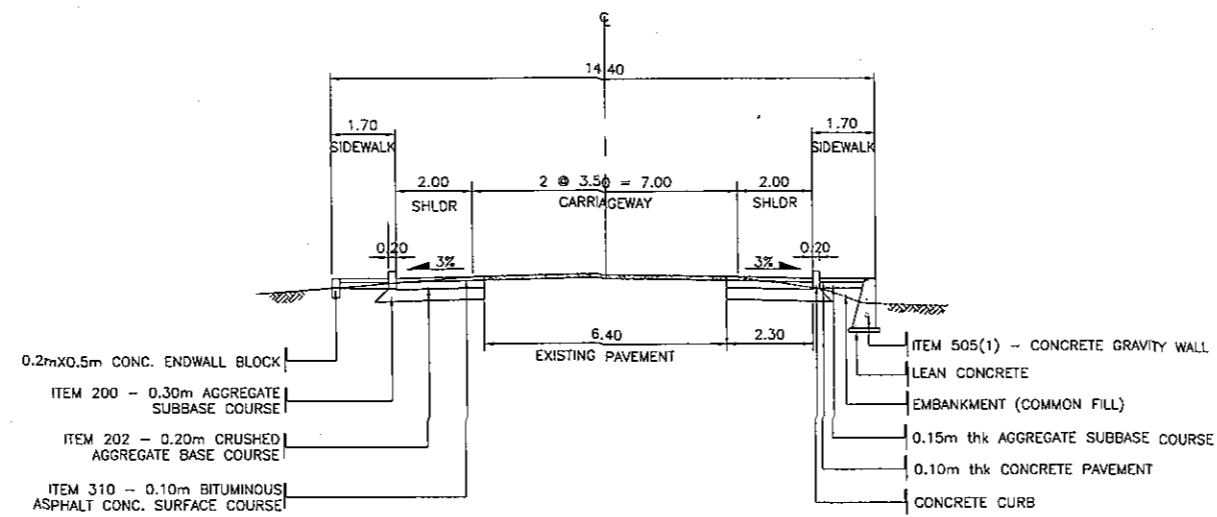
DRAWING NO.
R-20



ELEVATION	Grid																																											
	40.00	Grid																																										
35.00	Grid																																											
30.00	Grid																																											
25.00	Grid																																											
STATION	15+200			15+300	15+328			15+400			15+500			15+600			15+700			15+800			15+900																					
FINISHED GRADE	32.160			32.110	32.088			32.167			32.551			34.033			36.726			36.442			35.286			35.082			35.361			35.527			36.076			36.224			41.044			41.696
ORIGINAL GROUND	32.160			32.110	32.088			32.167			32.551			34.033			36.726			36.442			35.286			35.082			35.361			35.527			36.076			36.224			41.044			41.696
HORIZONTAL CURVATURE																		TO FOLLOW EXISTING ALIGNMENT																										
VERTICAL CURVATURE																		TO FOLLOW EXISTING GRADE																										

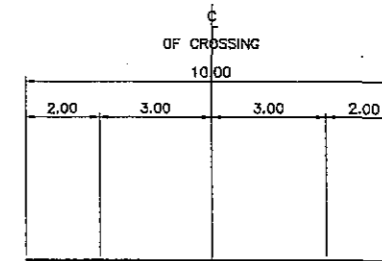
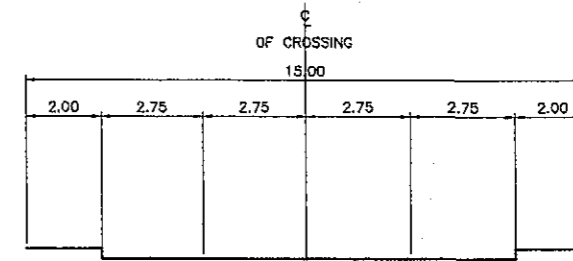
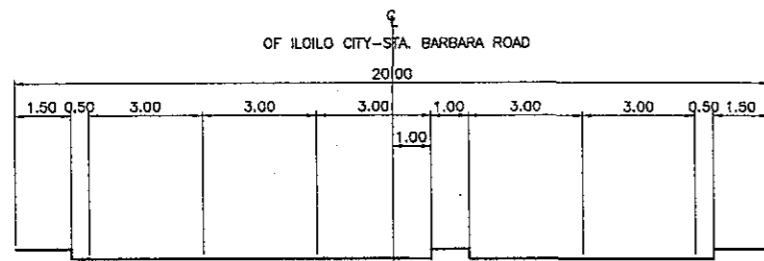
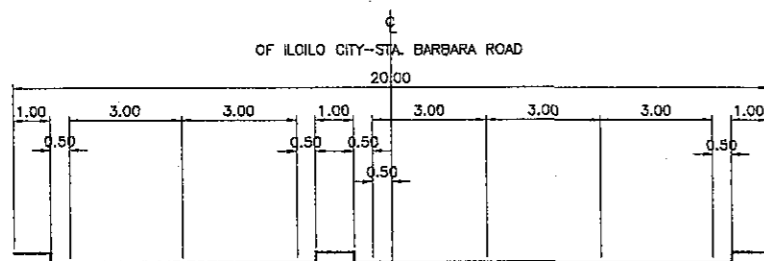
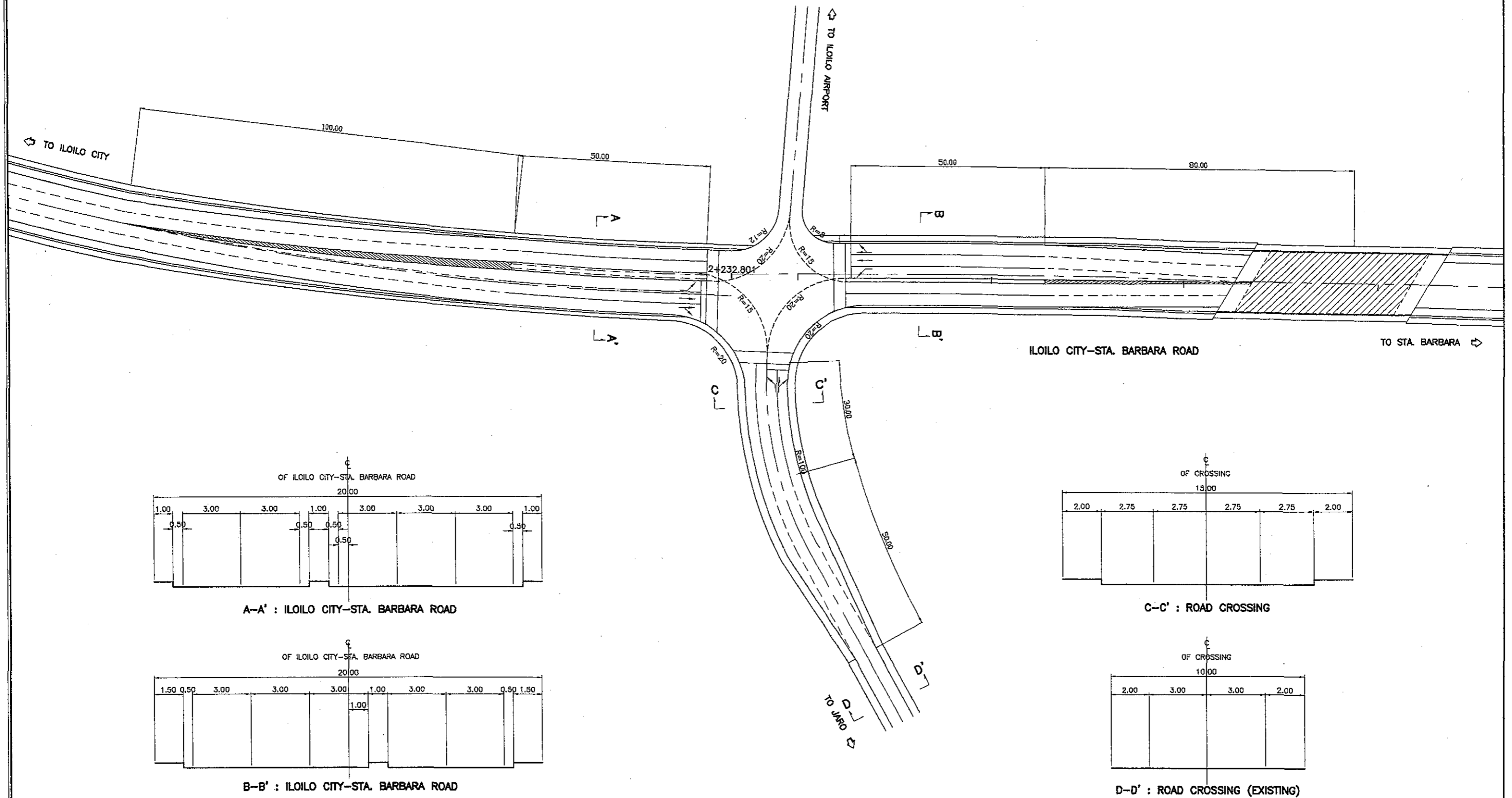


4 - LANE (WIDENING)
ILOILO - PAVIA SECTION (Sta. 2+232 - 8+400)



2 - LANE (WIDENING)
PAVIA - STA. BARBARA SECTION (8+400 - 15+328)

TYPICAL ROAD SECTIONS

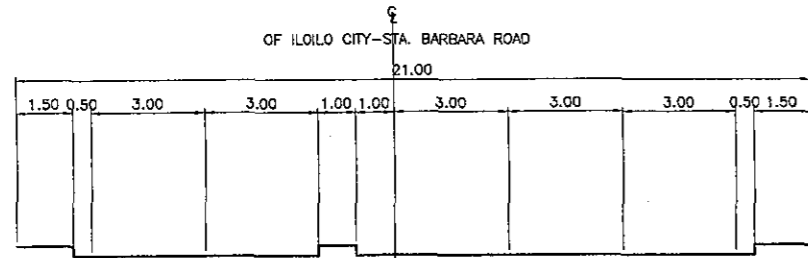


INTERSECTION DETAILS
STA. 2+250.00

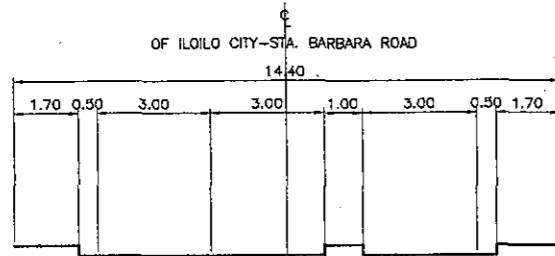
SCALE :
PLAN. 1:1000
SECTION.1:200

ILOILO CITY-STA. BARBARA ROAD
INTERSECTION DETAILS
STA. 8+400.00

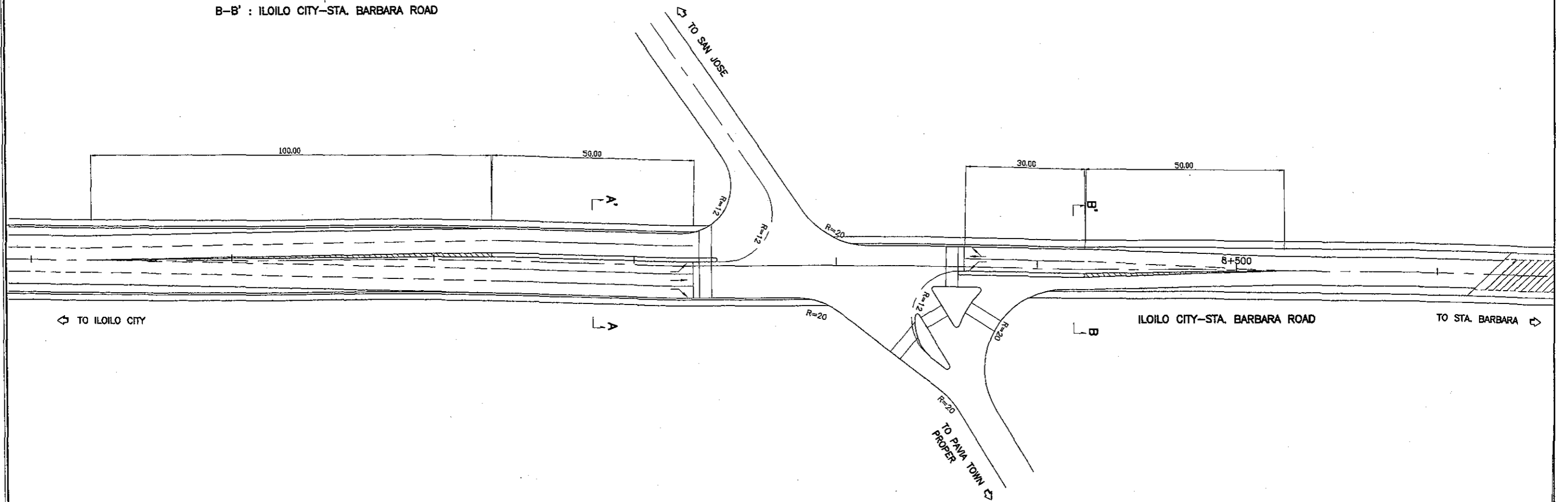
DRAWING NO.
R-23



A-A' : ILOILO CITY-STA. BARBARA ROAD



B-B' : ILOILO CITY-STA. BARBARA ROAD

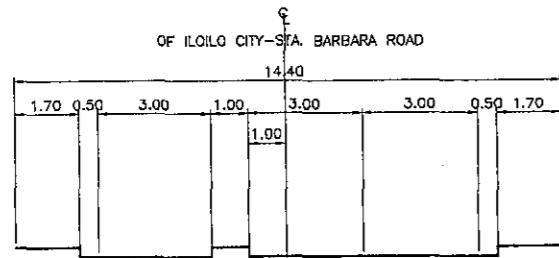


INTERSECTION DETAILS
STA. 8+400.00

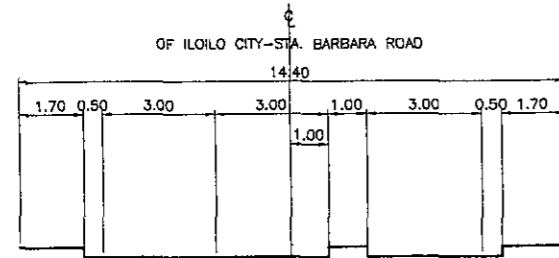
SCALE :
PLAN. 1:1000
SECTION. 1:200

ILOILO CITY-ST. BARBARA ROAD
INTERSECTION DETAILS
STA. 14+250.00

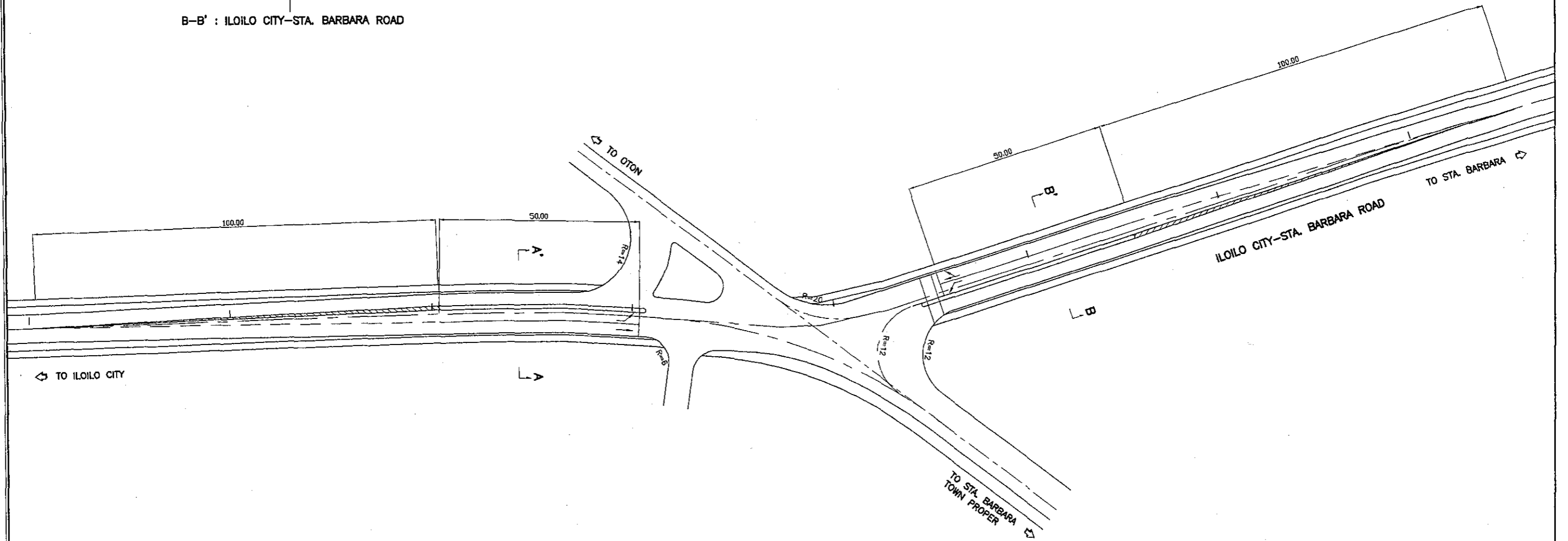
DRAWING NO.
R-24



A-A' : ILOILO CITY-ST. BARBARA ROAD



B-B' : ILOILO CITY-ST. BARBARA ROAD

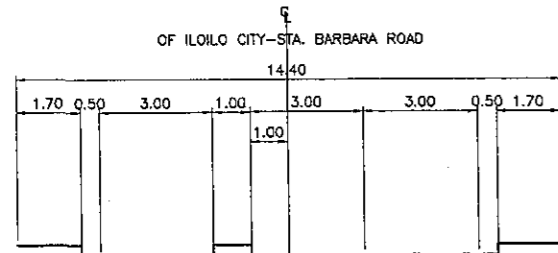


INTERSECTION DETAILS
STA. 14+250.00

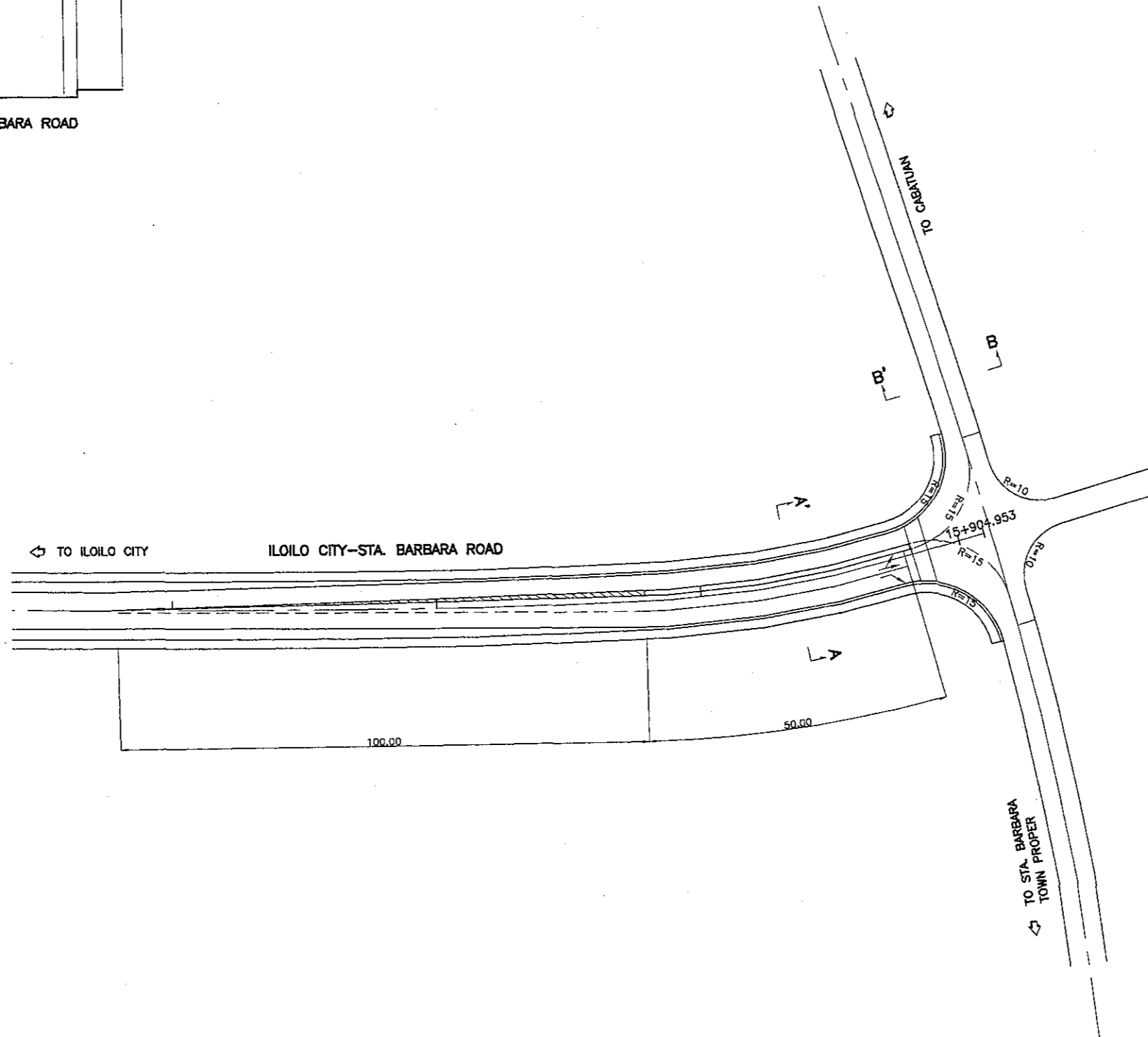
SCALE :
PLAN. 1:1000
SECTION. 1:200

ILOILO CITY-ST. BARBARA ROAD
INTERSECTION DETAILS
STA. 15+904.95

DRAWING NO.
R-25



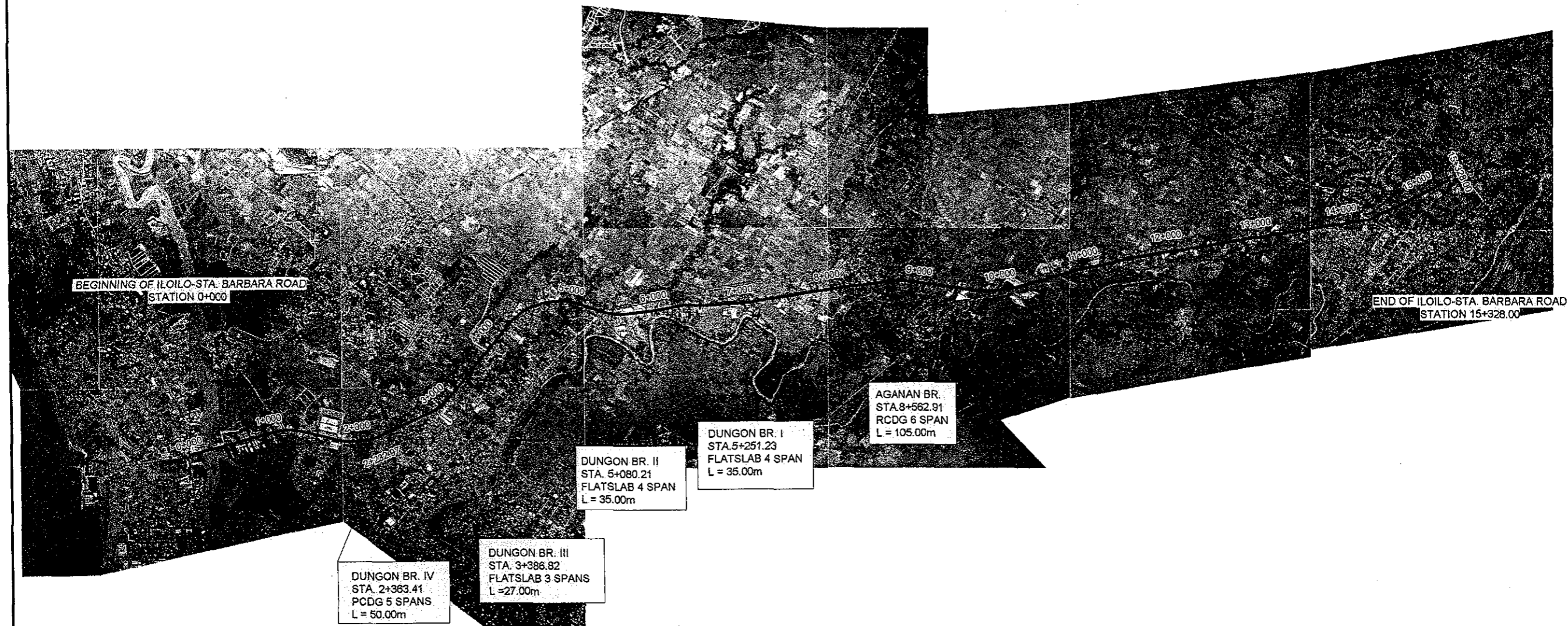
A-A' : ILOILO CITY-ST. BARBARA ROAD



INTERSECTION DETAILS
STA. 15+904.95

THE STUDY ON ROAD NETWORK IMPROVEMENT
FOR DEVELOPMENT OF REGIONAL GROWTH CENTERS

SCALE:	ILOILO STA. BARBARA ROAD LOCATION PLAN AND BRIDGE LIST	DRAWING NO.
1:30000		B-1

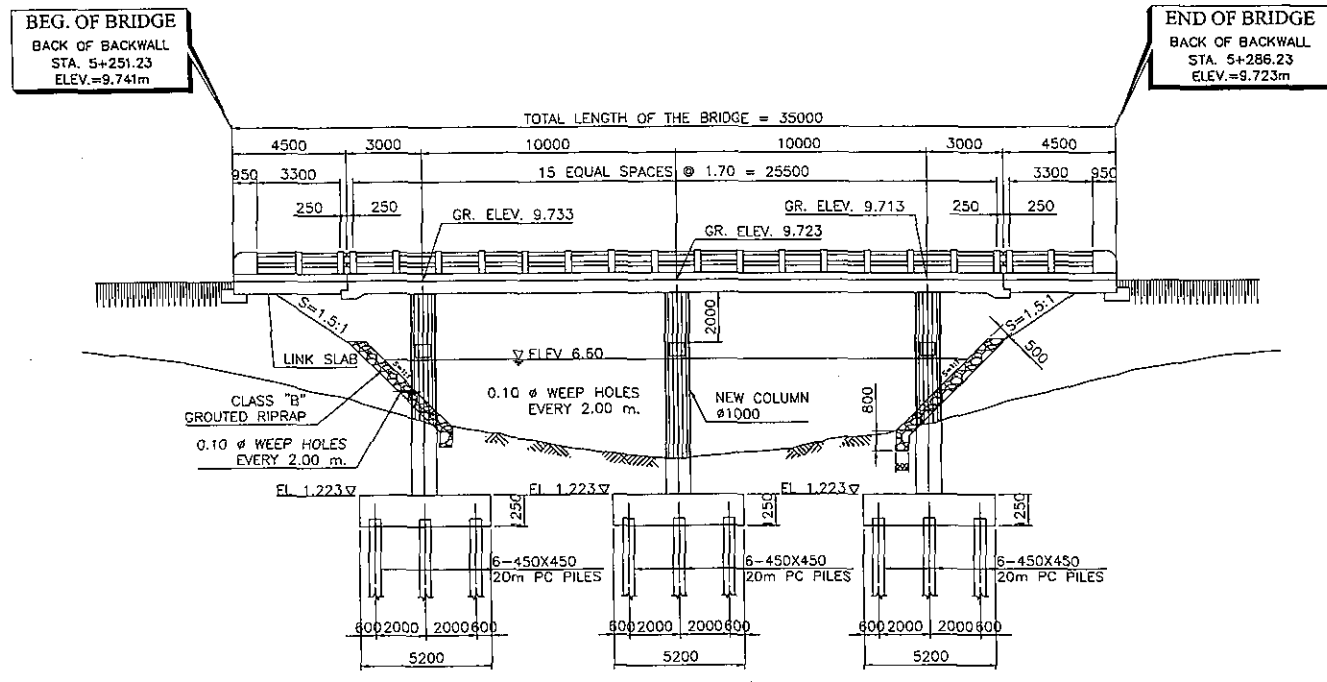


Bridge No.	Station		River Name	Elev. MFWL	EXISTING Bridge					Proposed Improvement
	Beg	End			No. of Span	Span Length(m)	Bridge Length(m)	Skew (deg)	Superstructure Type	
DUNGON IV BRIDGE	Sta. 2+363.41	Sta. 2+413.41	DUNGON RIVER	5.00	5	7.5+10.0+15.0+10.0+7.5	50.00	30	FLATSLAB D = 500mm	2@4.75m Widening
DUNGON III BRIDGE	Sta. 3+386.82	Sta. 3+413.82	DUNGON RIVER	5.80	3	7.5+12.0+7.5	27.00	90	FLATSLAB D = 500mm	2@4.75m Widening
DUNGON II BRIDGE	Sta. 5+080.21	Sta. 5+115.21	DUNGON RIVER	6.60	4	7.5+10.0+10.0+7.5	35.00	90	FLATSLAB D = 500mm	2@4.75m Widening
DUNGON I BRIDGE	Sta. 5+251.23	Sta. 5+286.23	DUNGON RIVER	6.60	4	7.5+2@10.0+7.5	35.00	30	FLATSLAB D = 500mm	2@4.75m Widening
AGANAN BRIDGE	Sta. 8+562.91	Sta. 8+667.91	AGANAN RIVER	16.00	6	12.5+4@20+12.5	105.00	45	RCDG D = 1600mm	Scour Protection

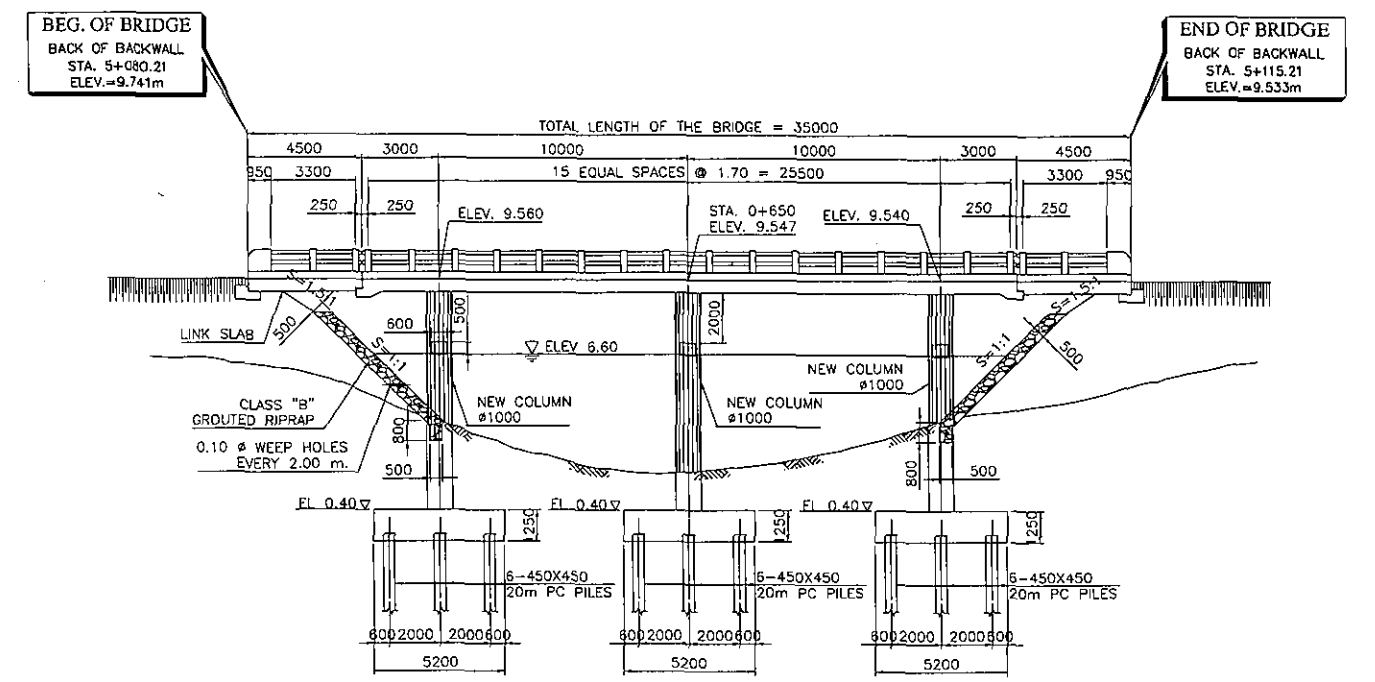
SCALE :
AS SHOWN

ILOILO STA. BARBARA ROAD
BRIDGE ELEVATIONS, DUNGON I TO IV

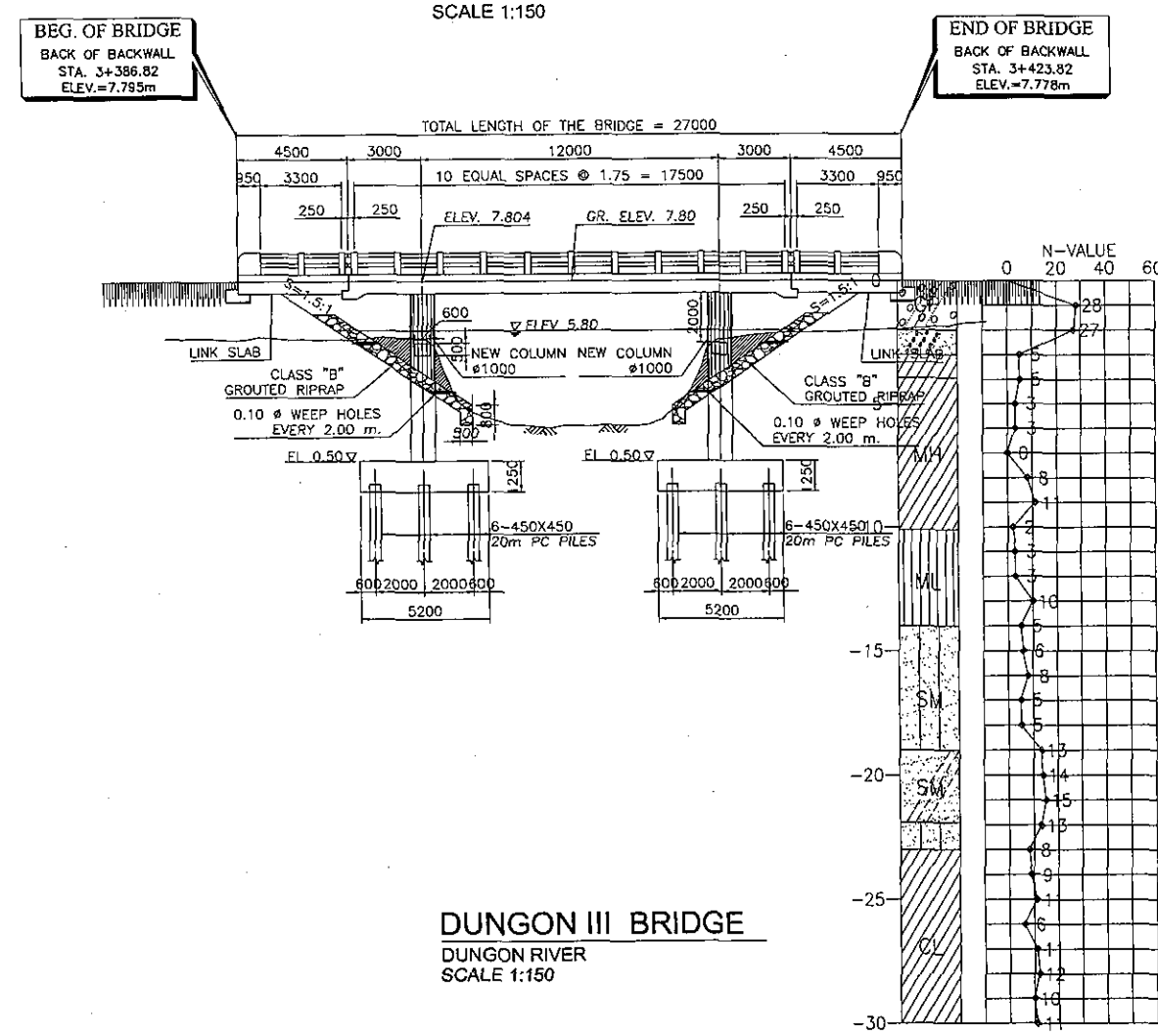
DRAWING NO.
B-2



DUNGON I BRIDGE
DUNGON RIVER
SCALE 1:150

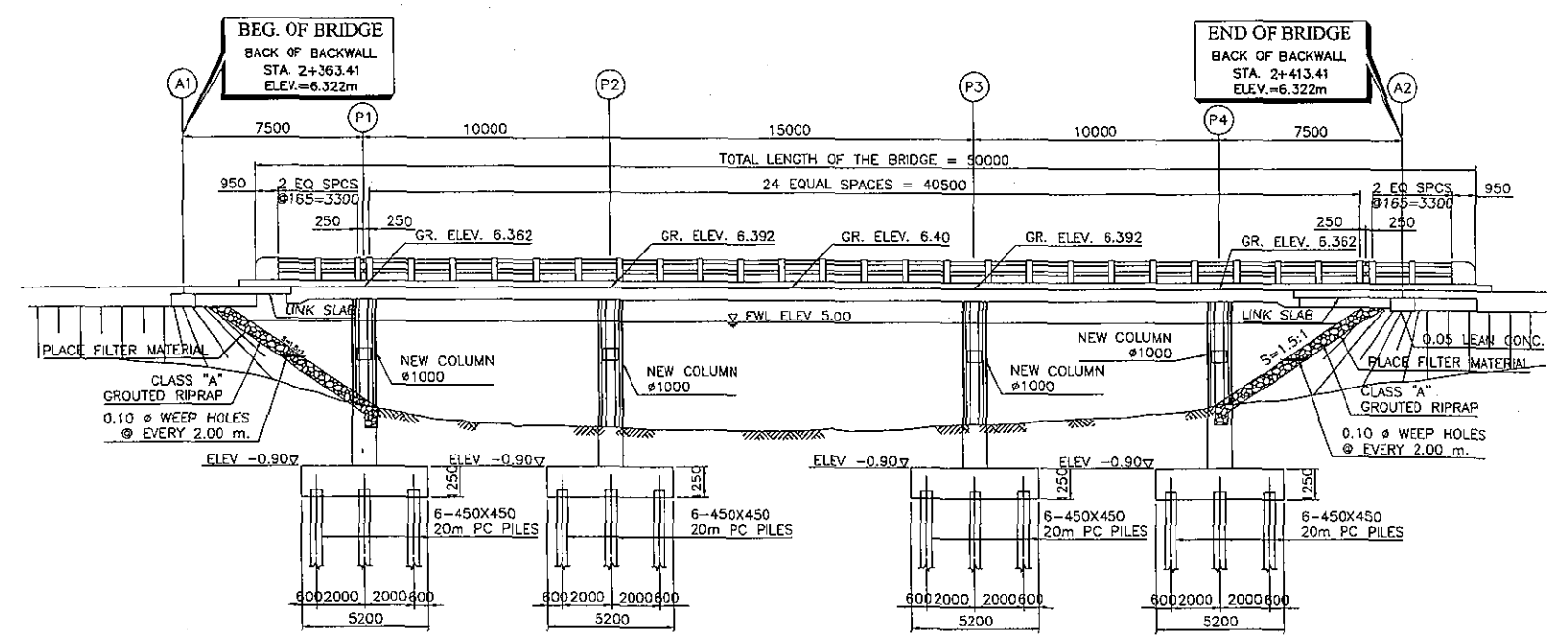


DUNGON II BRIDGE
DUNGON RIVER
SCALE 1:150



DUNGON III BRIDGE
DUNGON RIVER
SCALE 1:150

BH-9

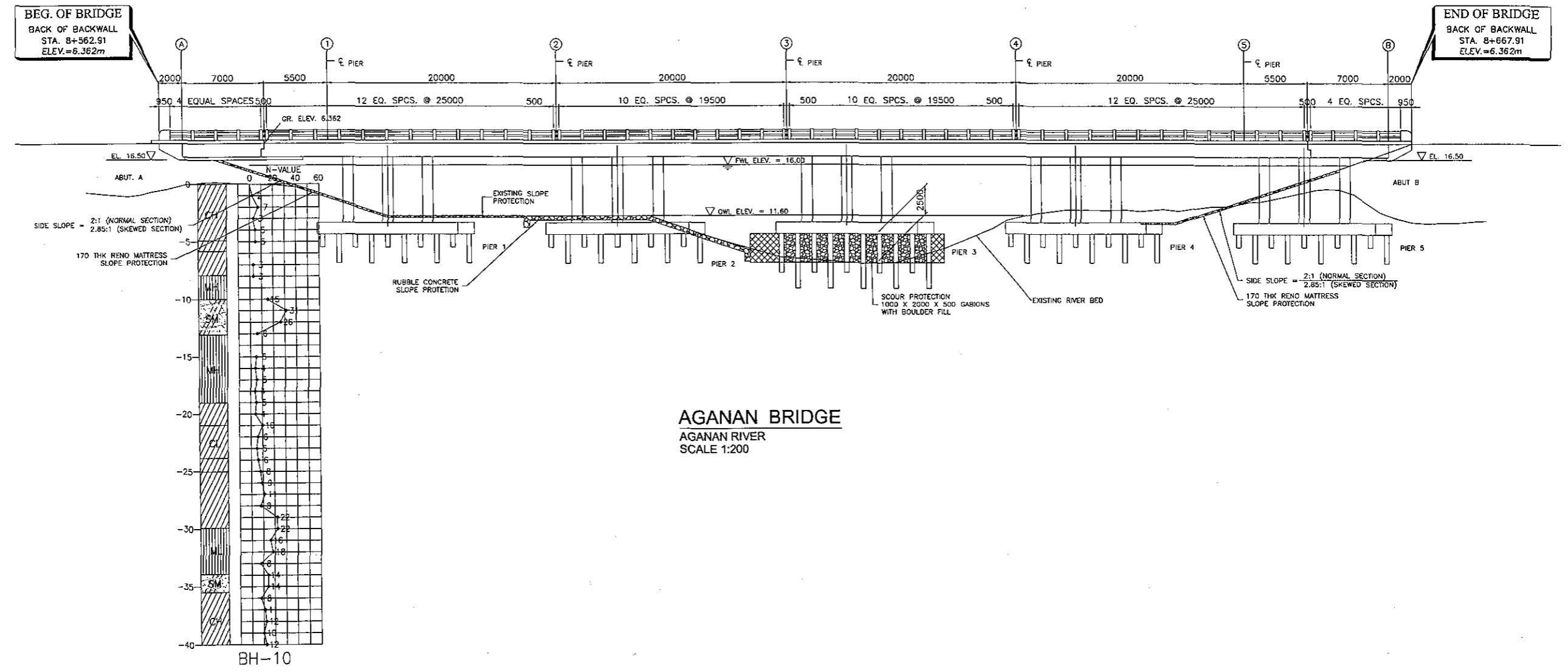


DUNGON IV BRIDGE
DUNGON RIVER
SCALE 1:150

SCALE :
AS SHOWN

ILOILO STA. BARBARA ROAD
BRIDGE ELEVATION, AGANAN

DRAWING NO.
B-3



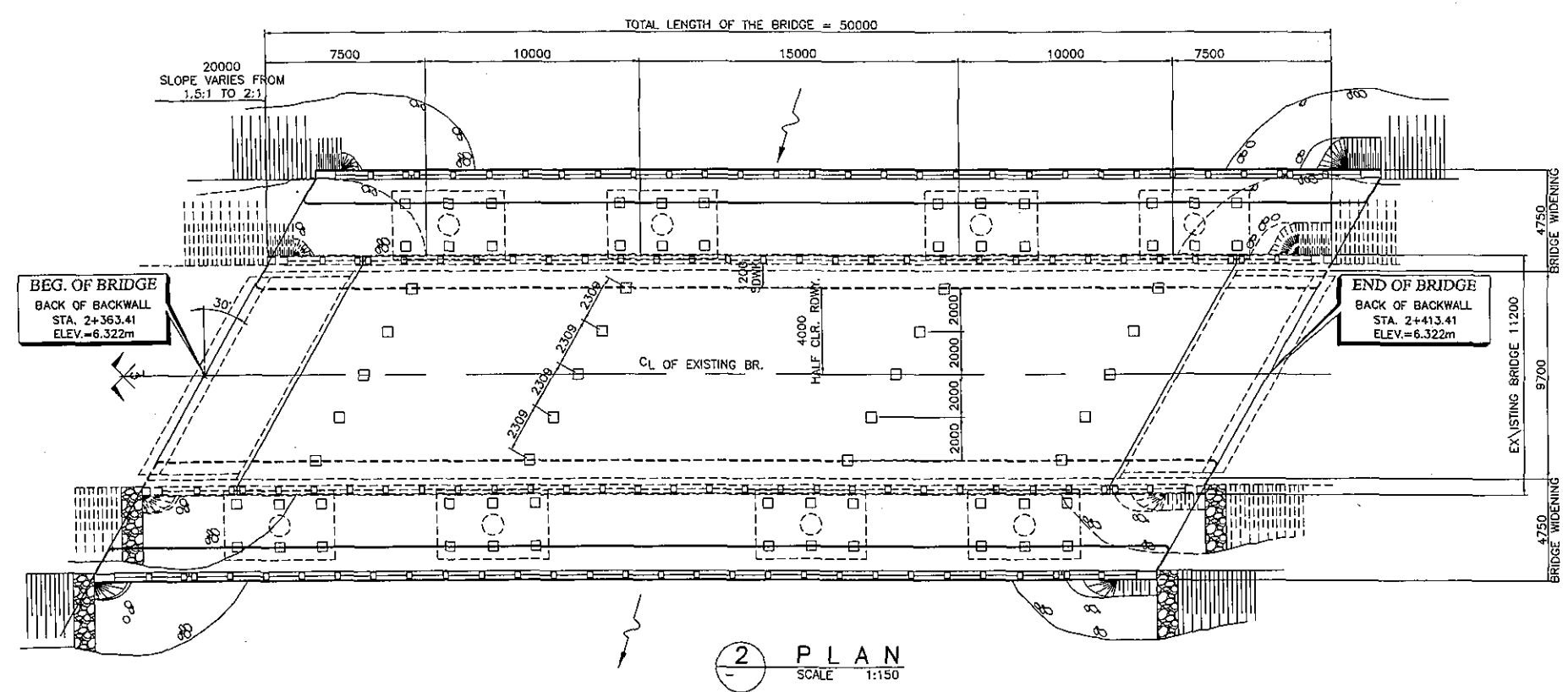
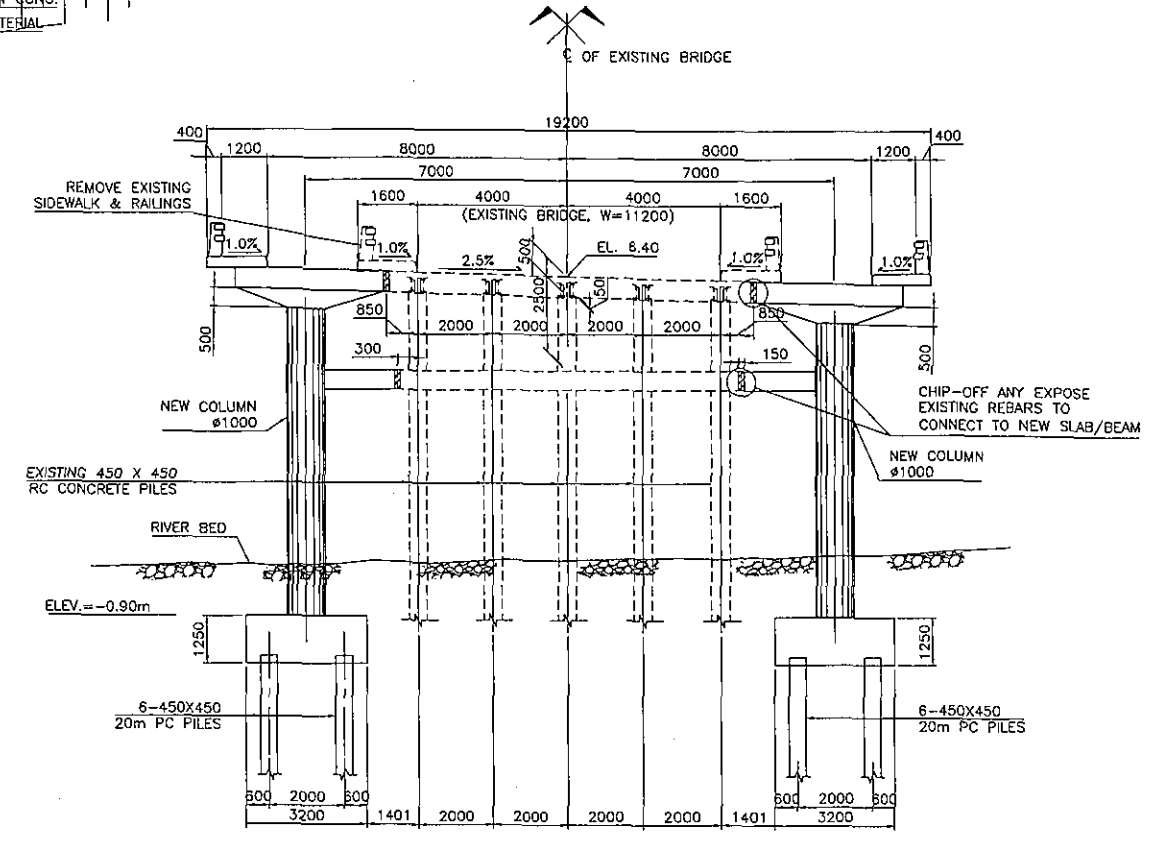
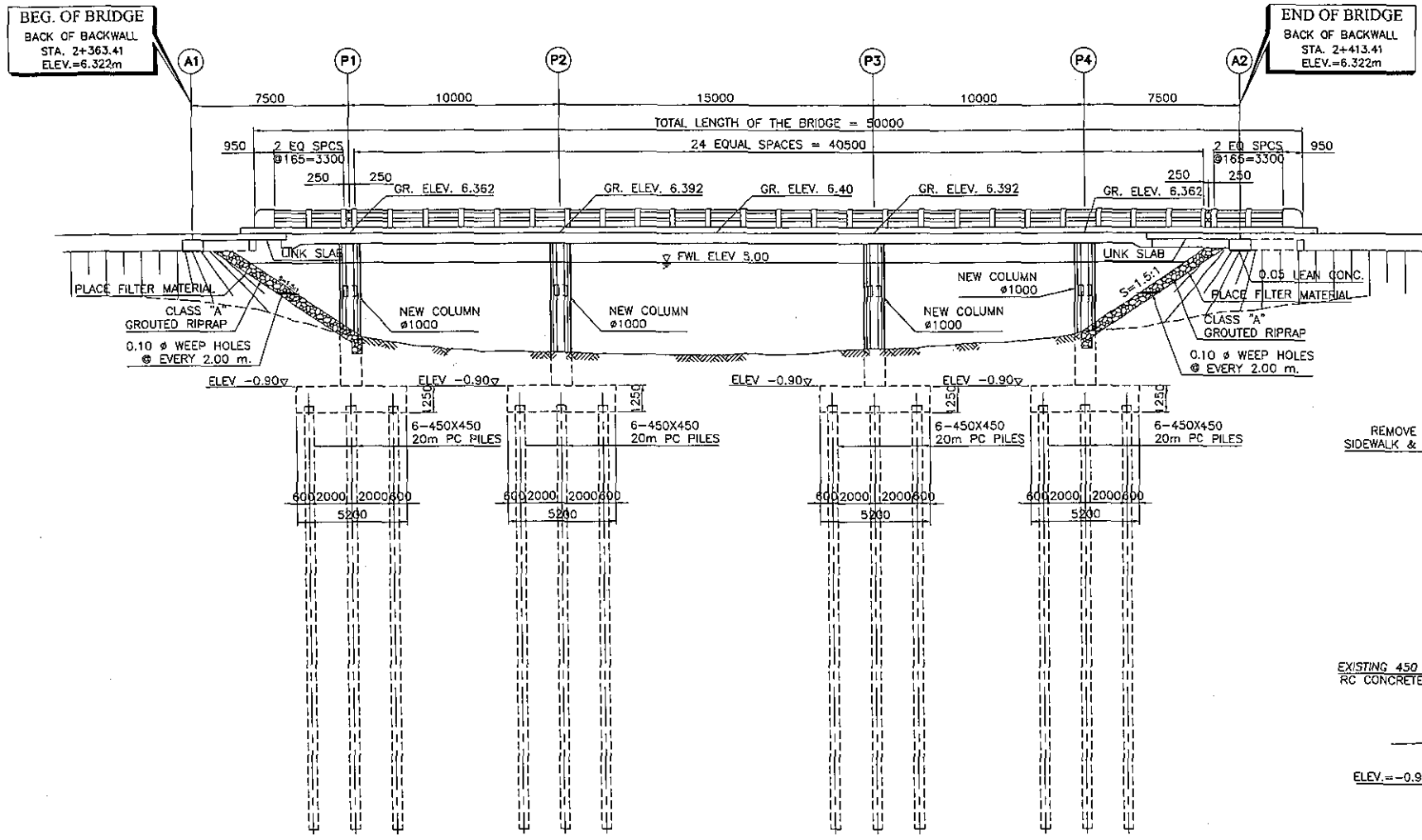
AGANAN BRIDGE
AGANAN RIVER
SCALE 1:200

BEG. OF BRIDGE
BACK OF BACKWALL
STA. 8+562.91
ELEV.=6.362m

END OF BRIDGE
BACK OF BACKWALL
STA. 8+667.91
ELEV.=6.362m

THE STUDY ON ROAD NETWORK IMPROVEMENT
FOR DEVELOPMENT OF REGIONAL GROWTH CENTERS

SCALE :	ILOILO STA. BARBARA ROAD ALIGNMENT DUNGON IV BRIDGE STA. 2+363.41 GENERAL PLAN, ELEVATION AND SECTION	DRAWING NO.
AS SHOWN		B-4



SUMMARY OF ESTIMATED QUANTITIES

ITEM No.	DESCRIPTION	UNIT	QUANTITY
101(1)a	REMOVAL OF EXISTING CONCRETE RAILINGS (Includes Side Walk, Post and Railings)	m	100.00
101(1)b	REMOVAL OF EXISTING GROUTED RIPRAP	m ³	110.00
103(2)b	BRIDGE EXCAVATION, COMMON, BELOW OWL	m ³	717.00
104(1)c	SELECTED BORROW FOR BACKFILLING	m ³	215.00
311(2)	PCC PAVEMENT (REINFORCED) FOR APPROACH SLAB, t = 300mm	m ²	80.00
400(4)	PRECAST CONCRETE PILES (450x450), FURNISHED and DRIVEN	m ²	880.00
400(13)	TEST PILES (450x450) FURNISHED and DRIVEN	m	88.00
400(19)	PILE SHOES for 450x450 PILES	ea	48.00
401	CONCRETE RAILINGS	m	100.00
404(2)	REINFORCING STEEL, GRADE 60 (fy = 415MPa)	kg	102,503.00
405(1)	STRUCTURAL CONCRETE CLASS "A1" FOR SUBSTRUCTURE (fc' = 24MPa)	m ³	266.00
405(2)	STRUCTURAL CONCRETE CLASS "A2" FOR SUPERSTRUCTURE (fc' = 24MPa)	m ³	215.00
405(6)	STRUCTURAL CONCRETE "LEAN CONCRETE" (fc' = 17MPa)	m ³	23.20
407(2)a	EXPANSION JOINT, MULTIMPLEX M80 (±30mm MOVEMENT) 50mm GAP	m	40.00
407(4)	METAL DRAIN (φ150mm G.I. DRAIN PIPE)	m	12.00
SPL	CARBON FIBER (2 LAYERS)	m ²	54.00
510	RUBBLE CONCRETE SLOPE PROTECTION, t = 350mm	m ²	110.00