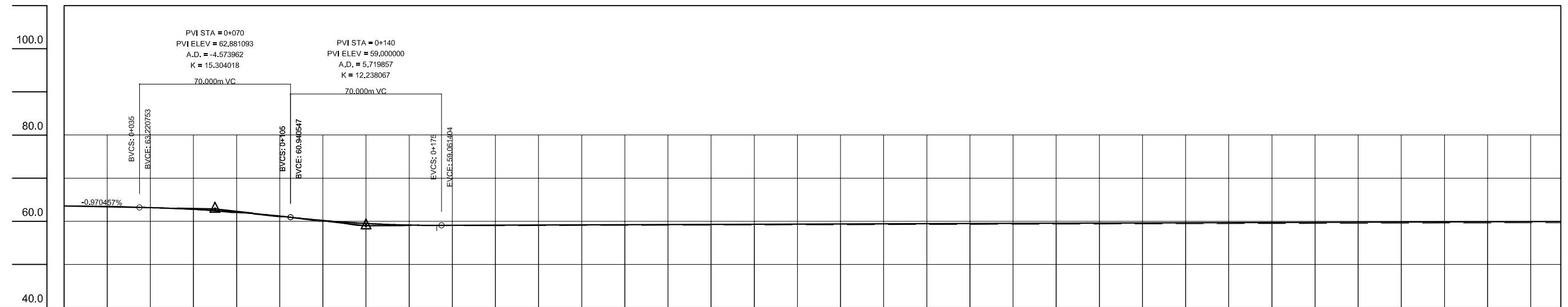


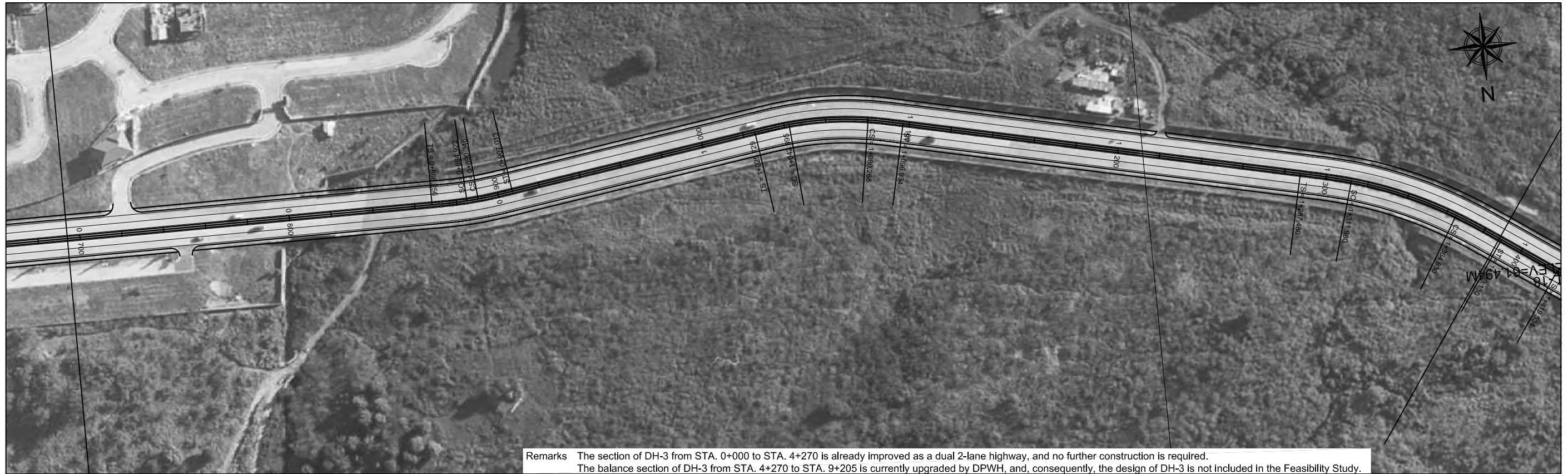
C. Plan and Profile of  
Daang Hari Road



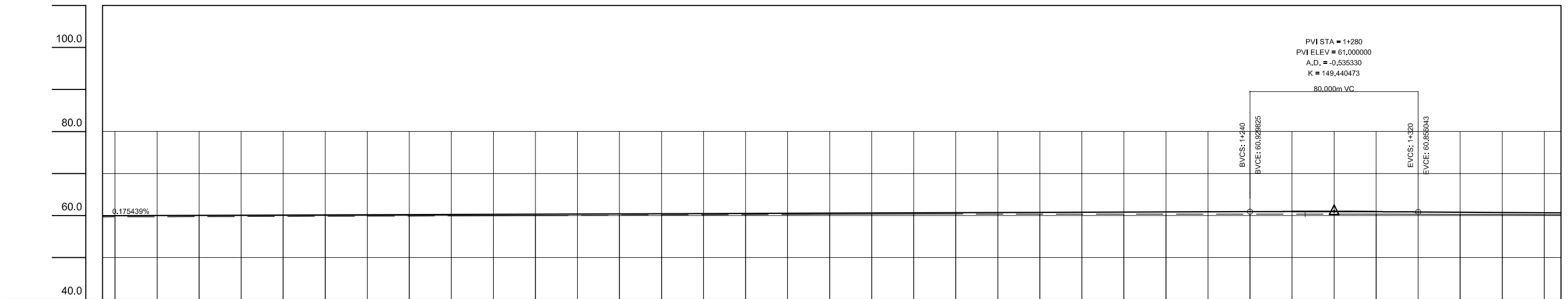
Remarks The roundabout type interchange between DH-2 section and DH-3 section was designed by NDC.  
 The section of DH-3 from STA. 0+000 to STA. 4+270 is already improved as a dual 2-lane highway, and no further construction is required.  
 The balance section of DH-3 from STA. 4+270 to STA. 9+205 is currently upgraded by DPWH, and, consequently, the design of DH-3 is not included in the Feasibility Study.



GRADE	-0.970%		62.881	-5.544%		59.000	0.175%																															
PROPOSED HEIGHT	63.560	63.366	63.221	63.164	62.774	62.122	61.210	60.941	60.201	59.500	59.127	59.061	59.070	59.105	59.140	59.175	59.211	59.246	59.281	59.316	59.351	59.386	59.421	59.456	59.491	59.526	59.561	59.596	59.632	59.667	59.702	59.737	59.772	59.807	59.842	59.877	59.912	59.947
GROUND HEIGHT	63.61	63.51	63.15	62.80	62.00	61.00	60.00	59.00	58.99	58.98	58.99	59.01	59.04	59.07	59.10	59.13	59.15	59.18	59.21	59.24	59.27	59.29	59.32	59.35	59.38	59.40	59.43	59.46	59.49	59.52	59.54	59.57	59.60	59.63	59.66			
STATION	0+000	0+020	0+035	0+040	0+060	0+080	0+100	0+105	0+120	0+140	0+160	0+175	0+180	0+200	0+220	0+240	0+260	0+280	0+300	0+320	0+340	0+360	0+380	0+400	0+420	0+440	0+460	0+480	0+500	0+520	0+540	0+560	0+580	0+600	0+620	0+640	0+660	0+680
CURVE ELEMENT	R=00 L=42.114		R=100 L=50.000		R=200.000 L=8.750		R=100 L=50.000		R=00 L=717.392																													



Remarks The section of DH-3 from STA. 0+000 to STA. 4+270 is already improved as a dual 2-lane highway, and no further construction is required.  
The balance section of DH-3 from STA. 4+270 to STA. 9+205 is currently upgraded by DPWH, and, consequently, the design of DH-3 is not included in the Feasibility Study.



GRADE	0.175%																												61.000		-0.360%					
PROPOSED HEIGHT	59.982	60.018	60.053	60.088	60.123	60.158	60.193	60.228	60.263	60.298	60.333	60.368	60.404	60.439	60.474	60.509	60.544	60.579	60.614	60.649	60.684	60.719	60.754	60.789	60.825	60.860	60.895	60.930	60.952	60.946	60.915	60.856	60.784	60.712	60.640	
GROUND HEIGHT	59.67	59.68	59.71	59.74	59.77	59.79	59.82	59.85	59.88	59.91	59.93	59.97	60.02	60.07	60.12	60.17	60.22	60.26	60.31	60.34	60.36	60.36	60.35	60.35	60.35	60.34	60.34	60.34	60.34	60.33	60.33	60.33	60.32	60.29	60.25	60.20
STATION	0+684	0+700	0+720	0+740	0+760	0+780	0+800	0+820	0+840	0+860	0+880	0+900	0+920	0+940	0+960	0+980	1+000	1+020	1+040	1+060	1+080	1+100	1+120	1+140	1+160	1+180	1+200	1+220	1+240	1+260	1+280	1+300	1+320	1+340	1+360	1+380
CURVE ELEMENT	R=00 L=717.392						A=50 R=50,000 A=50 L=16.667+5.424L=16.667						R=00 L=118.716						A=50 R=150,000 A=50 L=16.667 L=37.872 L=16.667						R=00 L=190.546						A=70 L=24.500		R=200,000 L=52.650		A=70 L=24.500	

**JICA** JAPAN INTERNATIONAL COOPERATION AGENCY  
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS

**ALMEC** ALMEC CORPORATION  
**NK** NIPPON KOEI CO., LTD.

REMARKS:

THE FEASIBILITY STUDY AND IMPLEMENTATION SUPPORT  
ON THE CALA EAST-WEST NATIONAL ROAD PROJECT

DRAWING TITLE: Daang Hari Road Plan & Profile ( 2 / 31)

SCALE: 1:2,000  
DRAWING NO.: DH-2  
SHEET NO.: