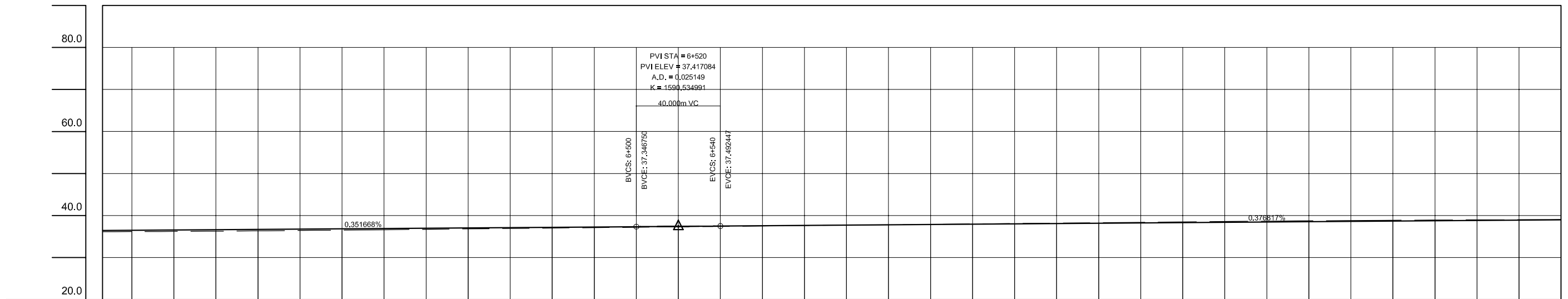




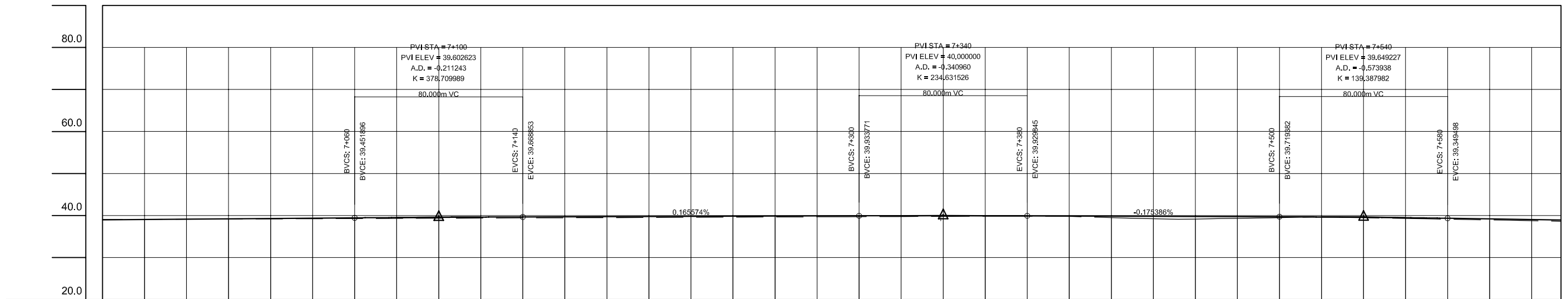
Remarks The section of DH-3 from STA. 0+000 to STA. 4+270 is already improved as a dual 2-lane highway, and no further construction is required.
The balance section of DH-3 from STA. 4+270 to STA. 9+205 is currently upgraded by DPWH, and, consequently, the design of DH-3 is not included in the Feasibility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



| GRADE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------|------------------------|--------|-------------------|--------|------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------------------|--------|-----------------------|--------|-------------------|--------|------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------|
| PROPOSED HEIGHT | 36.503 | 36.573 | 36.643 | 36.714 | 36.784 | 36.854 | 36.925 | 36.995 | 37.065 | 37.136 | 37.206 | 37.276 | 37.347 | 37.418 | 37.492 | 37.568 | 37.643 | 37.719 | 37.794 | 37.869 | 37.945 | 38.020 | 38.095 | 38.171 | 38.246 | 38.321 | 38.397 | 38.472 | 38.548 | 38.623 | 38.698 | 38.774 | 38.849 | 38.924 | |
| GROUND HEIGHT | 36.15 | 36.18 | 36.22 | 36.28 | 36.35 | 36.44 | 36.53 | 36.63 | 36.72 | 36.82 | 36.92 | 37.02 | 37.12 | 37.21 | 37.31 | 37.41 | 37.51 | 37.61 | 37.70 | 37.80 | 37.90 | 38.00 | 38.10 | 38.20 | 38.29 | 38.39 | 38.49 | 38.58 | 38.67 | 38.75 | 38.82 | 38.88 | 38.93 | 38.97 | 39.01 |
| STATION | 6+246 | 6+260 | 6+280 | 6+300 | 6+320 | 6+340 | 6+360 | 6+380 | 6+400 | 6+420 | 6+440 | 6+460 | 6+480 | 6+500 | 6+520 | 6+540 | 6+560 | 6+580 | 6+600 | 6+620 | 6+640 | 6+660 | 6+680 | 6+700 | 6+720 | 6+740 | 6+760 | 6+780 | 6+800 | 6+820 | 6+840 | 6+860 | 6+880 | 6+900 | 6+920 |
| CURVE ELEMENT | R=400.000 L=160.478 | | A=150 L=66.260 | | R=0 L=351.771 | | | | | | | | | | | | A=200 L=80.000 | | R=500.000 L=41.982 | | A=200 L=80.000 | | R=0 L=351.771 | | | | | | | | | | | | |



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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------|-------------------|--------|--------|--------|--------|--------|--------|--------|-------------------|--------|--------|--------|--------|--------|--------|--------|------------------------|--------|--------|--------|--------|--------|--------|--------|-------------------|--------|-------------------|--------|--------|--------|--------|--------|--------|--------|--------|
| PROPOSED HEIGHT | 39.000 | 39.075 | 39.150 | 39.226 | 39.301 | 39.377 | 39.452 | 39.522 | 39.581 | 39.630 | 39.669 | 39.702 | 39.735 | 39.768 | 39.801 | 39.834 | 39.868 | 39.901 | 39.934 | 39.958 | 39.966 | 39.956 | 39.930 | 39.895 | 39.860 | 39.825 | 39.790 | 39.754 | 39.719 | 39.670 | 39.592 | 39.485 | 39.349 | 39.200 | 39.050 |
| GROUND HEIGHT | 39.05 | 39.09 | 39.13 | 39.16 | 39.20 | 39.24 | 39.28 | 39.31 | 39.35 | 39.39 | 39.43 | 39.46 | 39.50 | 39.54 | 39.57 | 39.61 | 39.65 | 39.69 | 39.72 | 39.76 | 39.79 | 39.82 | 39.84 | 39.80 | 39.51 | 39.24 | 39.16 | 39.32 | 39.48 | 39.60 | 39.46 | 39.29 | 39.13 | 38.96 | 38.77 |
| STATION | 6+940 | 6+960 | 6+980 | 7+000 | 7+020 | 7+040 | 7+060 | 7+080 | 7+100 | 7+120 | 7+140 | 7+160 | 7+180 | 7+200 | 7+220 | 7+240 | 7+260 | 7+280 | 7+300 | 7+320 | 7+340 | 7+360 | 7+380 | 7+400 | 7+420 | 7+440 | 7+460 | 7+480 | 7+500 | 7+520 | 7+540 | 7+560 | 7+580 | 7+600 | 7+620 |
| CURVE ELEMENT | R=00 L=359.547 | | | | | | | | A=200 L=80.000 | | | | | | | | R=500.000 L=114.914 | | | | | | | | A=200 L=80.000 | | R=00 L=635.308 | | | | | | | | |