

METAL GUARDRAIL SCHEDULE

GUARDRAIL SCHEDULE

STATION	LENGTH	REMARKS	NO. OF COLUMNS	NO. OF END PIECE
0+000.00				
0+200.00	200.00	LEFT SIDE	101.00	2.00
TOTAL	200.00		101.00	2.00

STATION	LENGTH	REMARKS	NO. OF COLUMNS	NO. OF END PIECE
0+520.00				
0+760.00	240.00	RIGHT SIDE	121.00	2.00
TOTAL	240.00		121.00	2.00

STATION	LENGTH	REMARKS	NO. OF COLUMNS	NO. OF END PIECE
0+760.00				
0+860.00	100.00	RIGHT SIDE	51.00	2.00
TOTAL	100.00		51.00	2.00

STATION	LENGTH	REMARKS	NO. OF COLUMNS	NO. OF END PIECE
0+860.00				
0+880.00	20.00	BOTH SIDES	22.00	4.00
TOTAL	20.00		22.00	4.00

STATION	LENGTH	REMARKS	NO. OF COLUMNS	NO. OF END PIECE
0+923.00				
1+160.00	237.00	LEFT SIDE	120.00	2.00
TOTAL	237.00		120.00	2.00

STATION	LENGTH	REMARKS	NO. OF COLUMNS	NO. OF END PIECE
1+200.00				
1+380.00	180.00	RIGHT SIDE	91.00	2.00
TOTAL	180.00		91.00	2.00

STATION	LENGTH	REMARKS	NO. OF COLUMNS	NO. OF END PIECE
1+380.00				
1+840.00	460.00	LEFT SIDE	231.00	2.00
TOTAL	460.00		231.00	2.00

STATION	LENGTH	REMARKS	NO. OF COLUMNS	NO. OF END PIECE
1+840.00				
2+320.00	480.00	BOTH SIDES	482.00	4.00
TOTAL	480.00		482.00	4.00

STATION	LENGTH	REMARKS	NO. OF COLUMNS	NO. OF END PIECE
2+320.00				
2+500.00	180.00	RIGHT SIDE	91.00	2.00
TOTAL	180.00		91.00	2.00

STATION	LENGTH	REMARKS	NO. OF COLUMNS	NO. OF END PIECE
2+500.00				
2+540.00	40.00	BOTH SIDES	42.00	4.00
TOTAL	40.00		42.00	4.00

STATION	LENGTH	REMARKS	NO. OF COLUMNS	NO. OF END PIECE
2+540.00				
2+560.00	20.00	LEFT SIDE	12.00	2.00
TOTAL	20.00		12.00	2.00

STATION	LENGTH	REMARKS	NO. OF COLUMNS	NO. OF END PIECE
2+560.00				
2+840.00	280.00	BOTH SIDES	282.00	4.00
TOTAL	280.00		282.00	4.00

STATION	LENGTH	REMARKS	NO. OF COLUMNS	NO. OF END PIECE
2+860.00				
2+980.00	120.00	LEFT SIDE	61.00	2.00
TOTAL	120.00		61.00	2.00

STATION	LENGTH	REMARKS	NO. OF COLUMNS	NO. OF END PIECE
2+980.00				
3+160.00	180.00	BOTH SIDES	181.00	4.00
TOTAL	180.00		181.00	4.00

STATION	LENGTH	REMARKS	NO. OF COLUMNS	NO. OF END PIECE
3+160.00				
3+420.00	260.00	LEFT SIDE	131.00	2.00
TOTAL	260.00		131.00	2.00

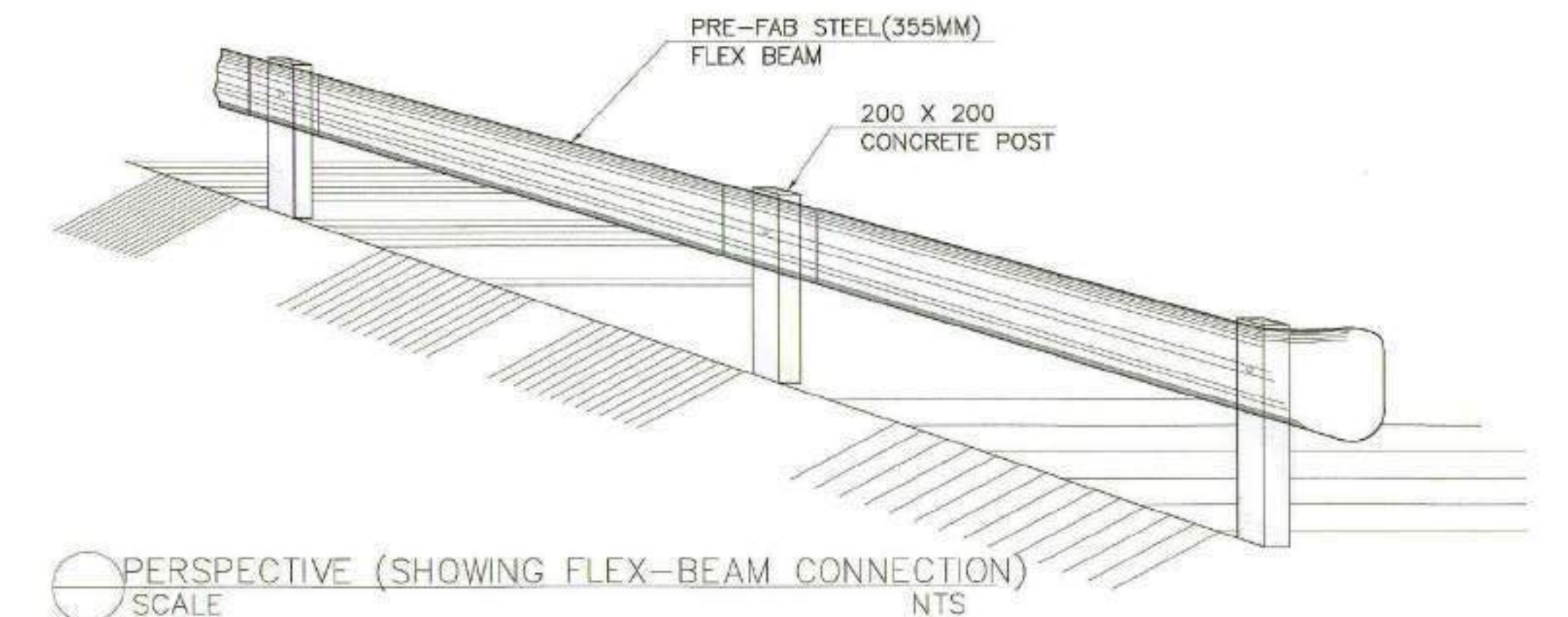
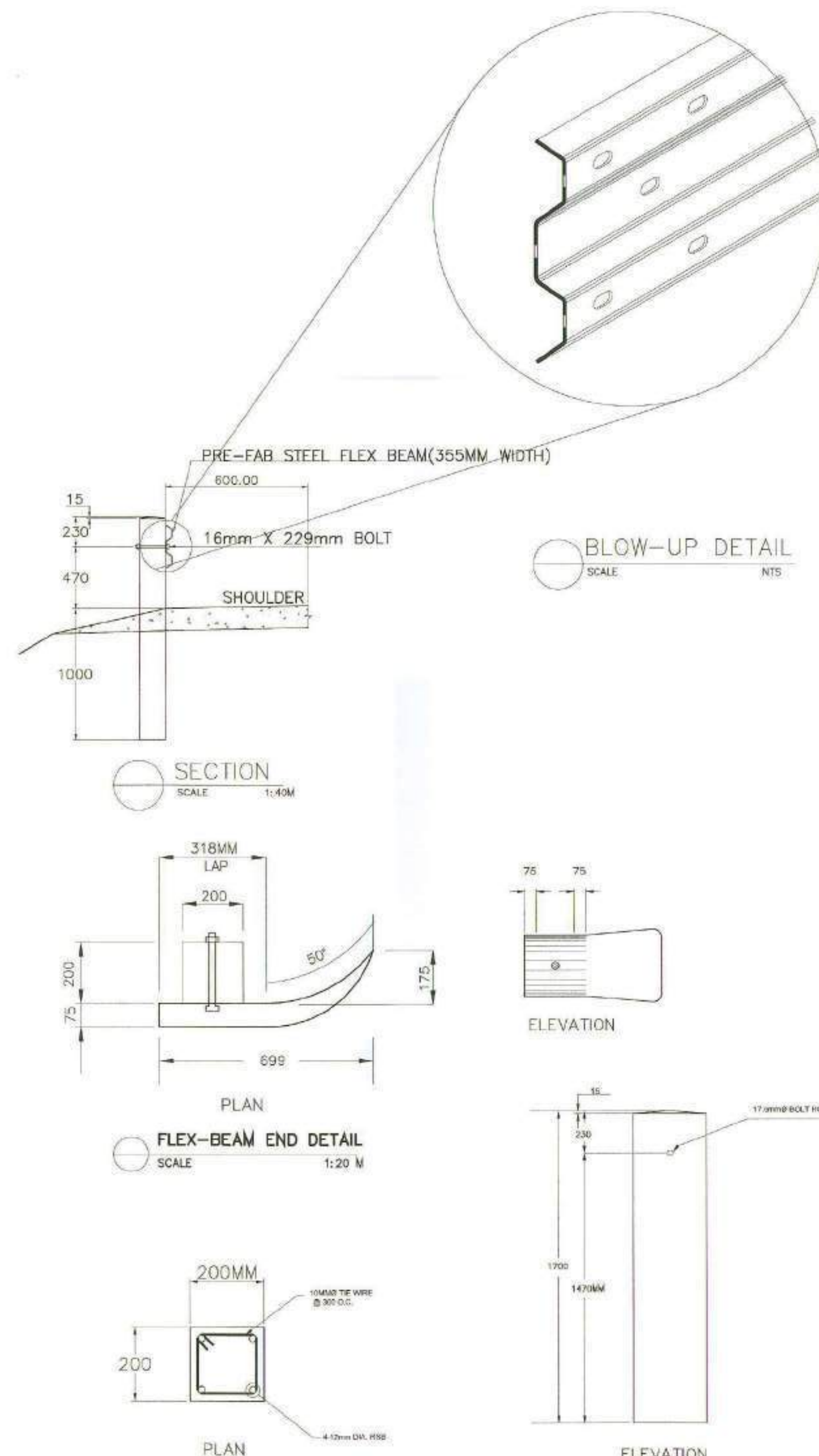
STATION	LENGTH	REMARKS	NO. OF COLUMNS	NO. OF END PIECE
4+540.00				
5+060.00	520.00	RIGHT SIDE	261.00	2.00
TOTAL	520.00		261.00	2.00

STATION	LENGTH	REMARKS	NO. OF COLUMNS	NO. OF END PIECE
5+060.00				
5+620.00	560.00	LEFT SIDE	281.00	2.00
TOTAL	560.00		281.00	2.00

STATION	LENGTH	REMARKS	NO. OF COLUMNS	NO. OF END PIECE
6+540.00				
6+520.00	80.00	RIGHT SIDE	41.00	2.00
TOTAL	80.00		41.00	2.00

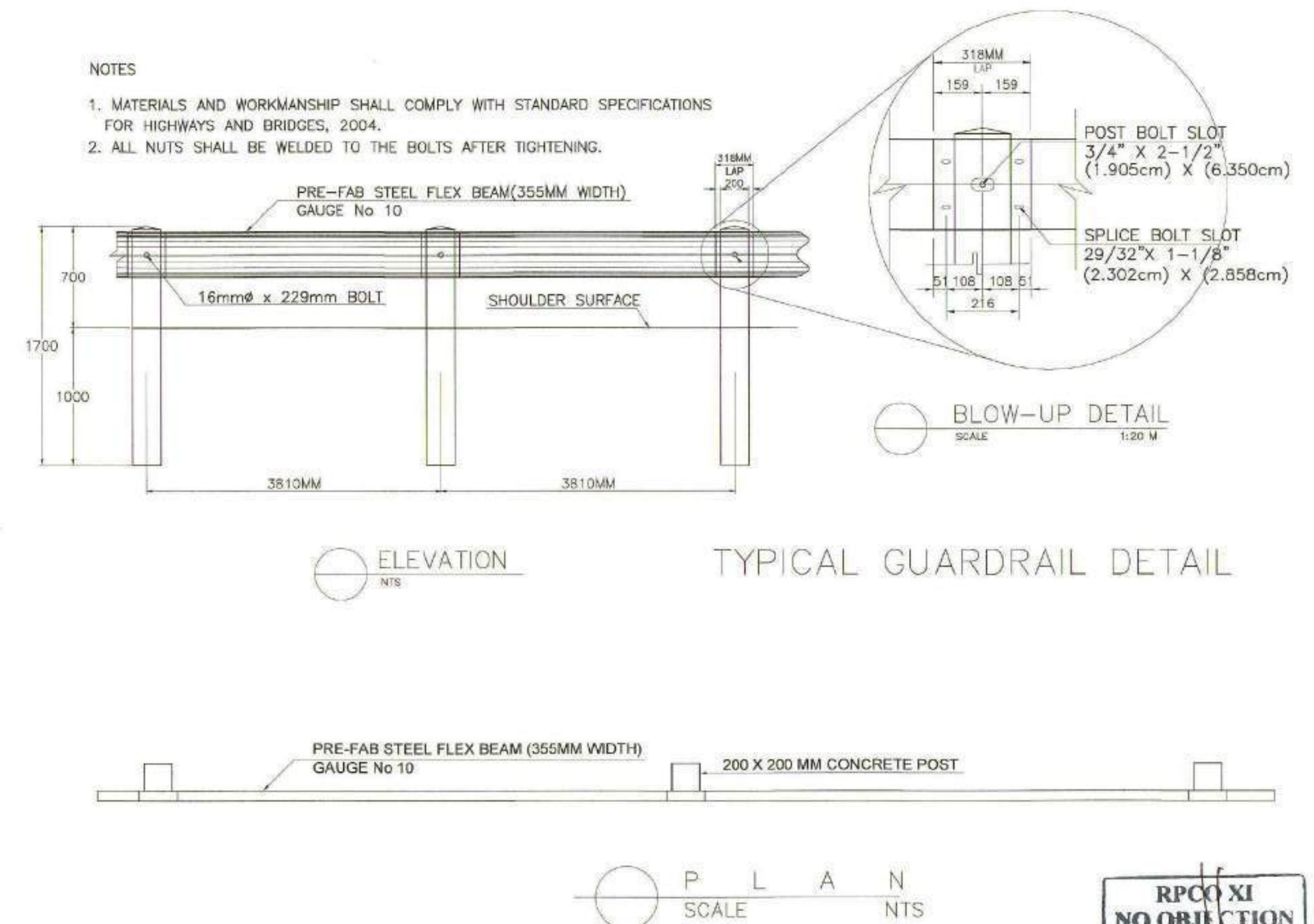
STATION	LENGTH	REMARKS	NO. OF COLUMNS	NO. OF END PIECE
6+720.00				
7+180.00	460.00	LEFT SIDE	231.00	2.00
TOTAL	460.00		231.00	2.00

STATION	LENGTH	REMARKS	NO. OF COLUMNS	NO. OF END PIECE
7+520.00				
7+976.25	456.25	BOTH SIDES	358.00	4.00
TOTAL	456.25		358.00	4.00



NOTES

1. MATERIALS AND WORKMANSHIP SHALL COMPLY WITH STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES, 2004.
2. ALL NUTS SHALL BE WELDED TO THE BOLTS AFTER TIGHTENING.



TYPICAL GUARDRAIL DETAIL

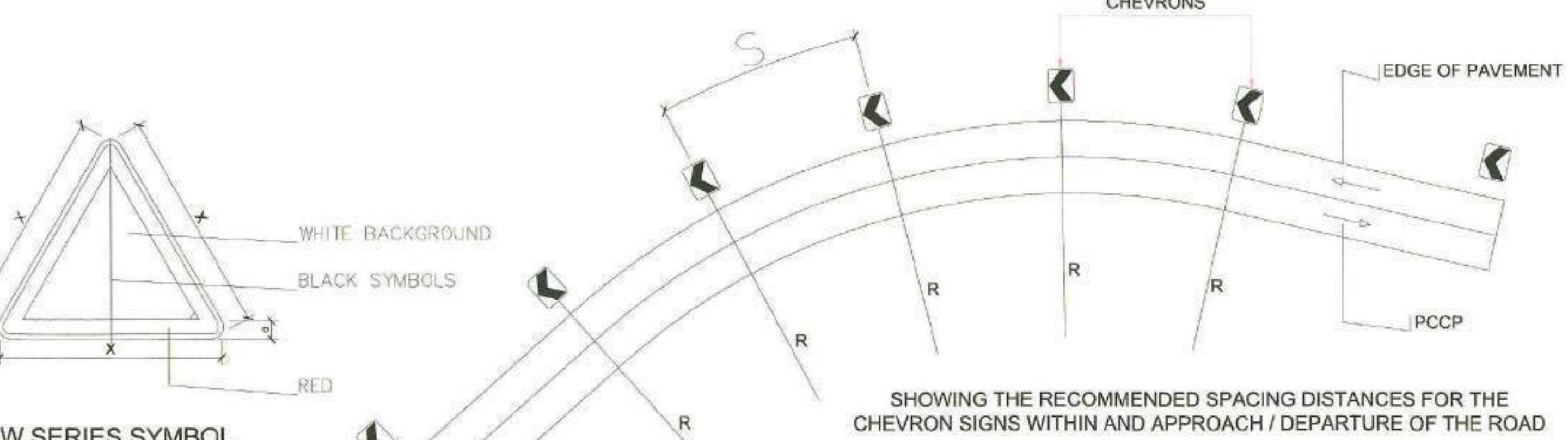
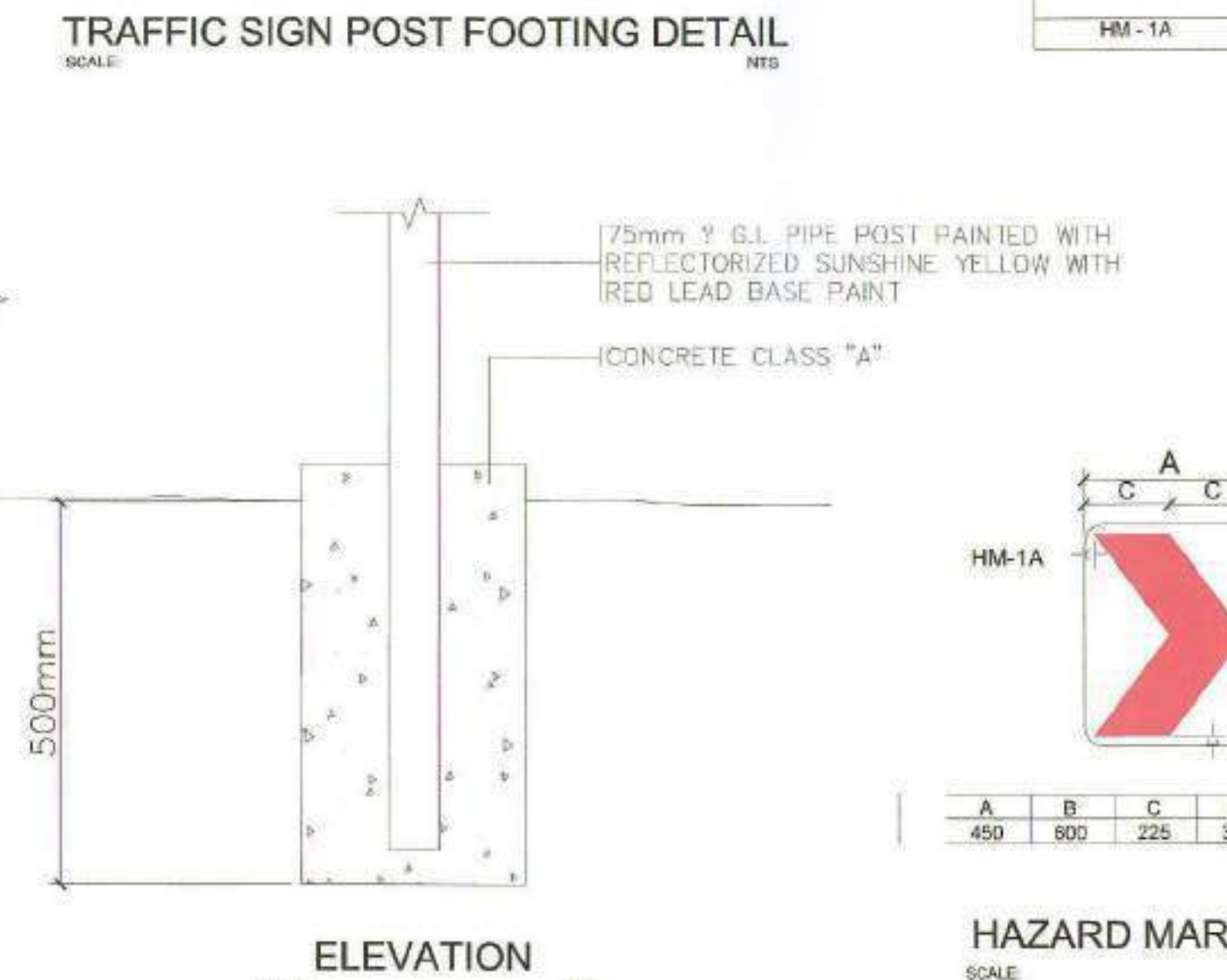
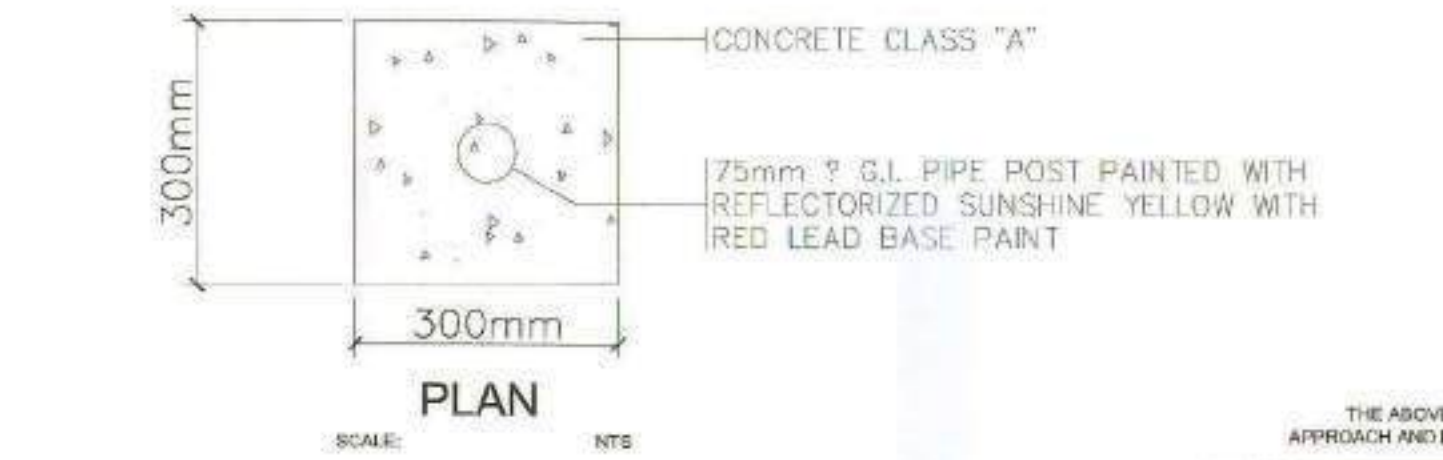
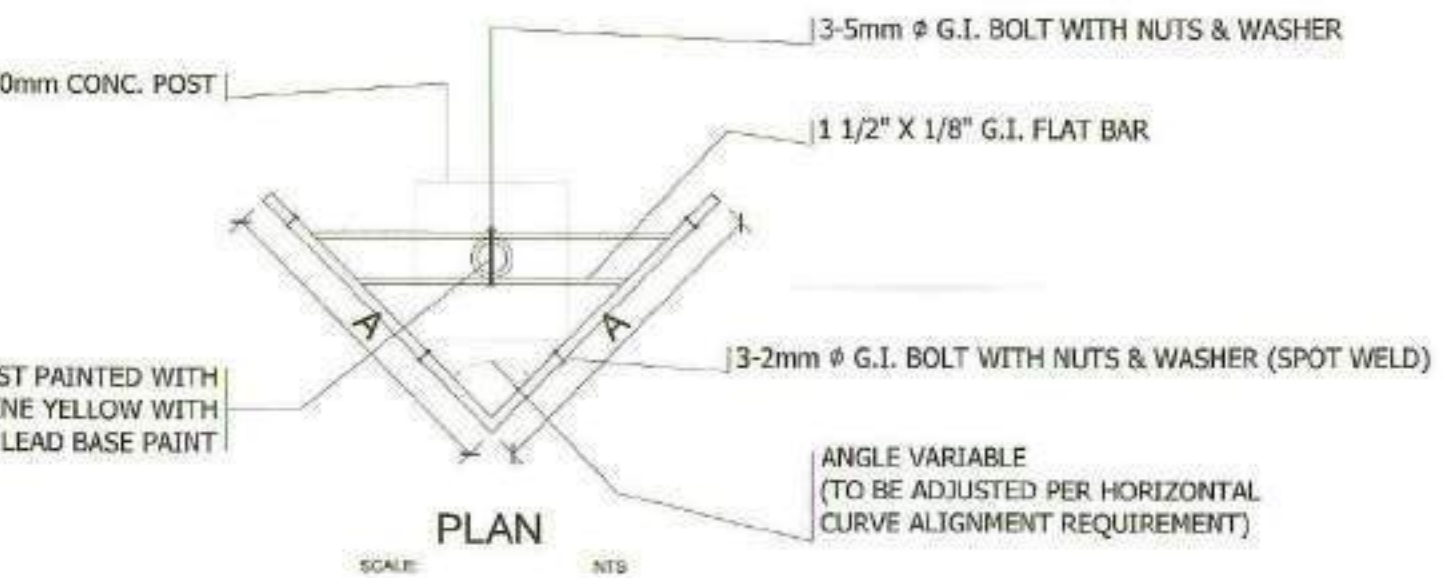
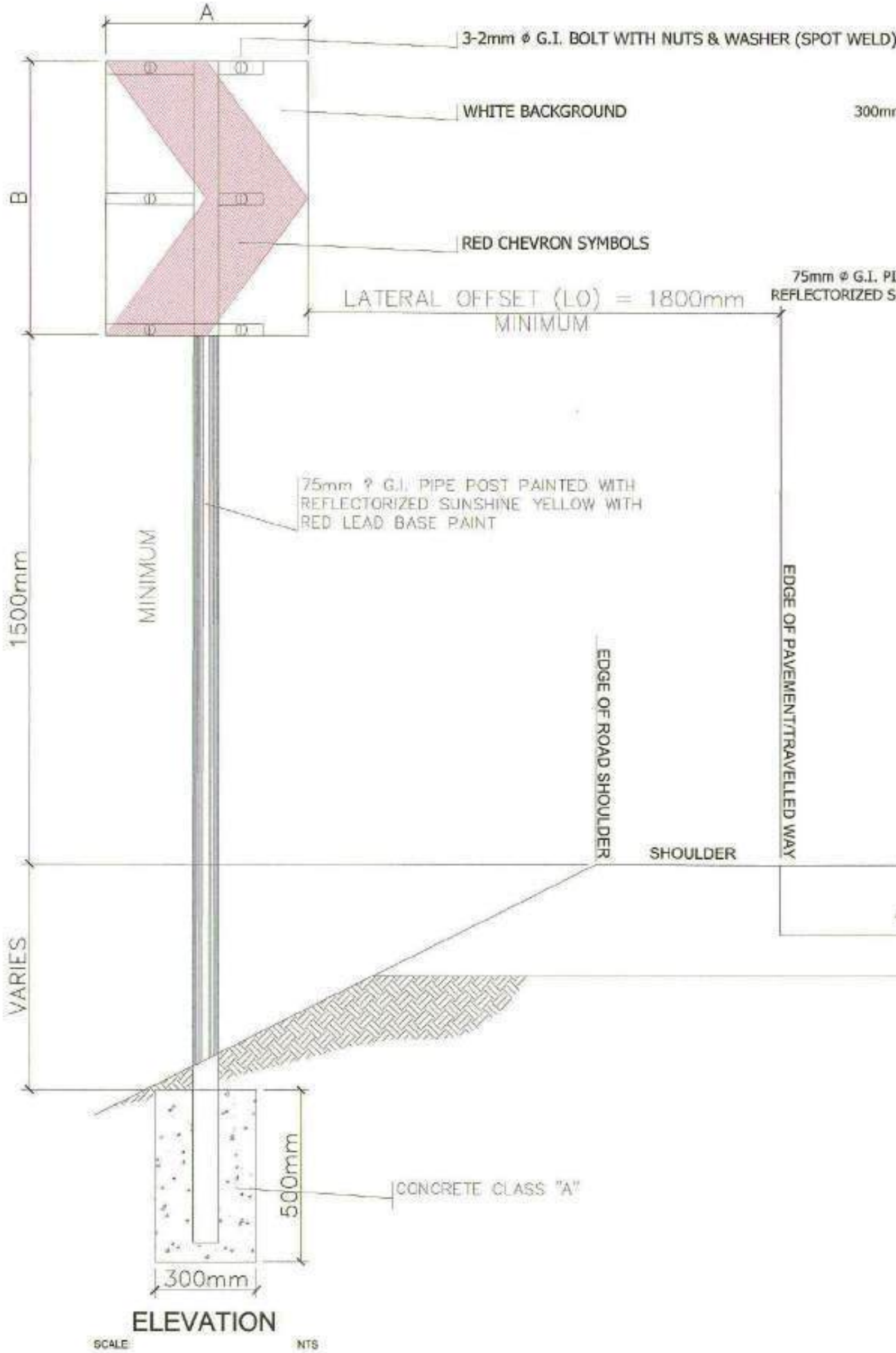
	REPUBLIC OF THE PHILIPPINES DEPARTMENT OF AGRICULTURE "PHILIPPINE RURAL DEVELOPMENT PROJECT SCALE UP" PROVINCE OF DAVAO DE ORO MUNICIPALITY OF LAAK	PROJECT NO.:	PRDP-SU-IB-R011-DDO-003-000-000-2023-FMB	PREPARED BY:	DESIGNED BY:	CHECKED & REVIEWED BY:	RECOMMENDING APPROVAL:	APPROVED:	SHEET CONTENTS:	SHEET NO.
		SUBPROJECT TITLE:	REHABILITATION OF FMR FROM KILAGDING RECENIA - KIBAGIQU ROAD, LAAK WITH BRIDGE COMPONENT	DOMINADOR R. ALMEDILLA OIC DIVISION HEAD - PDD	RONNIE S. APARRI ENGINEER II	RODERICK M. DIGAMON PROVINCIAL ENGINEER	ALICIA M. GRACIADAS GO - PPMU	DOROTHY P. MONTEJO-GONZAGA GOVERNOR	TYPICAL GUARDRAIL DETAIL AND SCHEDULE	12 102
		LOCATION:	LAAK, DAVAO DE ORO							

RPD XI
NO OBJECTION

WARNING SIGN SCHEDULE

Station	Curve	Sign Type	Size of Sign
Station - 1 + 900.00	Intersection Ahead	Intersection Ahead	1
Station - 1 + 900.00	Intersection Ahead	Intersection Ahead	1
Station - 2 + 900.00	Cross Road	Cross Road	1
Station - 3 + 900.00	Warning Road	Warning Road	1
Station - 4 + 900.00	Curve	Curve	1
Station - 5 + 900.00	Detour	Detour	1
Station - 6 + 900.00	Bridge Work Ahead	Bridge Work Ahead	1
Station - 7 + 900.00	Detour	Detour	1
Station - 8 + 900.00	Detour	Detour	1
Station - 9 + 900.00	Detour	Detour	1
Station - 10 + 900.00	Detour	Detour	1
Station - 11 + 900.00	Detour	Detour	1
Station - 12 + 900.00	Detour	Detour	1
Station - 13 + 900.00	Detour	Detour	1
Station - 14 + 900.00	Detour	Detour	1
Station - 15 + 900.00	Detour	Detour	1
Station - 16 + 900.00	Detour	Detour	1
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Station - 95 + 900.00	Detour	Detour	1
Station - 96 + 900.00	Detour	Detour	1
Station - 97 + 900.00	Detour	Detour	1
Station - 98 + 900.00	Detour	Detour	1
Station - 99 + 900.00	Detour	Detour	1
Station - 100 + 900.00	Detour	Detour	1

CHEVRON SIGN AND WARNING SIGN DETAIL



TYPE	ADVISORY SPEED LIMIT (kph)	RADIUS R (m)	CHEVRON SPACING, S (m)
	< 20	< 60	12
	30 - 50	60 - 120	24
	60 - 70	120 - 210	36
	80 - 90	210 - 300	48
	> 90	> 300	60

TYPICAL WARNING SIGN CONSTRUCTION NOTES:

- SIGN POST DIMENSION "A" AND "B" DEPENDS ON THE SIZE OF THE SIGN PLACED.
- THE MATERIALS, DIMENSIONS, SHAPES, COLOR, SIZE OF NUMERALS, LETTERS AND INSTALLATION SHALL CONFORM WITH THE PHILIPPINE ROAD SIGNS MANUAL OF 1987 AND ALL SPECIFICATIONS REGARDING ROAD SIGNS MUST BE IN ACCORDANCE TO DPWH HIGHWAY SAFETY DESIGN STANDARDS, PART 2: ROAD SIGNS AND PAVEMENT MARKINGS MANUAL OF 2004.
- WARNING SIGNS SHALL BE INSTALLED AT A DISTANCE NOT LESS THAN 0.6V² m APART, WHERE V IS THE 85TH PERCENTILE SPEED IN KPH.
- FINAL LOCATIONS OF ROAD SIGNS SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.
- "NO PASSING ZONES" IN OPPOSITE DIRECTIONS MAY OR MAY NOT OVERLAP DEPENDING ON ALIGNMENT. "NO PASSING ZONES" HAVE TO BE MARKED FOR ALL PROJECT ROAD. LOCATION OF BEGINNINGS AND ENDS OF "NO PASSING ZONE" WILL BE DEFINED BY THE ENGINEER.
- CONSTRUCTION AREA SIGNS SHALL BE INSTALLED AT THE LOCATION AS DIRECTED BY THE ENGINEER.
- USAGE OF THE STANDARD CONSTRUCTION SIGNS ARE:
 - BRIDGE WORK AHEAD: THE "BRIDGE WORK AHEAD" SIGN SHALL BE USED TO GIVE ADVANCE WARNING OF ANY BRIDGE CONSTRUCTION OR REPAIR WHICH CREATES A TEMPORARY HAZARD.
 - DETOUR AHEAD: THE "DETOUR AHEAD" SIGN SHALL BE USED TO GIVE ADVANCE WARNING OF DETOUR FROM THE NORMAL DIRECTION OF THE ROAD.

- BRIDGE UNDER REPAIR: THE "BRIDGE UNDER REPAIR" SIGN SHALL BE USED ON THE IMMEDIATE APPROACHES TO A BRIDGE UNDERGOING REPAIR. THE ADVANCE SIGN "BRIDGE WORK AHEAD" SHALL BE USED IN CONJUNCTION WITH THIS SIGN.
- BRIDGE CLOSED: THE "BRIDGE CLOSED" SIGN SHALL BE PLACED ON THE ROAD PAVEMENT WHERE THE BRIDGE IS CLOSED TO THE TRAFFIC FACING THE SIGN. USUALLY THIS SIGN WILL NEED TO BE SUPPLEMENTED BY A DETOUR SIGN.
- HALF LANE CLOSED: THE "HALF LANE CLOSED" SIGN SHALL BE USED WHERE AN OBSTRUCTION ENCLOSES ON TO A CARRIAGEWAY OF THE BRIDGE, BUT THE REMAINING WIDTH IS OPEN TO TWO-WAY TRAFFIC. IT SHALL BE ERECTED ACROSS THE CLOSED PORTION OF CARRIAGEWAY.
- DETOUR: THE "DETOUR" SIGN SHALL BE USED TO INDICATE THE DIRECTION AND POINT AT WHICH TRAFFIC SHOULD LEAVE THE THROUGH ROUTE TO DETOUR VIA EXISTING ROADS OR STREETS WHICH BY-PASS AN OBSTRUCTION IN THE MAIN ROUTE, ON ROADS CARRYING FAST OR HEAVY TRAFFIC, OR WHERE SIGN DISTANCE IS LIMITED. IT WILL USUALLY BE NECESSARY TO USE THE ADVANCE SIGN "DETOUR AHEAD" IN CONJUNCTION WITH THIS SIGN.
- THE CONFIRMATORY "DETOUR" SIGN SHALL BE USED, IF NECESSARY, AS REASSURANCE GUIDE ALONG THE ROUTE OF THE DETOUR.



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF AGRICULTURE
"PHILIPPINE RURAL DEVELOPMENT
PROJECT SCALE UP"
PROVINCE OF DAVAO DE ORO
MUNICIPALITY OF LAAK

PROJECT NO.: PRDP-SU-IB-R011-DDO-003-000-000-2023-FMB
SUBPROJECT TITLE: REHABILITATION OF FMR FROM KILAGDING RECENIA - KIBAGIOU ROAD, LAAK WITH BRIDGE COMPONENT
LOCATION: LAAK, DAVAO DE ORO

PREPARED BY: DOMINADOR R. ALMEDILLA
OIC DIVISION HEAD - PDD

DESIGNED BY: RONNIE S. APARRI
ENGINEER II

CHECKED & REVIEWED BY: RODERICK M. DIGAMON
PROVINCIAL ENGINEER

RECOMMENDING APPROVAL: ALICIA M. GRACIADAS
CD - PPMU

APPROVED: DOROTHY P. MONTEJO-GONZAGA
GOVERNOR

SHEET CONTENTS: CHEVRON & WARNING SIGNS

RPCO XI
NO OBJECTION
SIGNATURE: [Signature]
I-BUILD Component No. 13

SHEET NO. 13
102

****LINED CANAL***			
0+020.000	to	0+200.000	Concrete Lined Canal (B/S)
0+200.000	to	0+300.000	Concrete Lined Canal (B/S)
0+360.000	to	0+440.000	Concrete Lined Canal (L/S)
0+440.000	to	0+880.000	Concrete Lined Canal (L/S)
0+940.000	to	1+080.000	Concrete Lined Canal (R/S)
1+220.000	to	1+320.000	Concrete Lined Canal (L/S)
1+520.000	to	1+840.000	Concrete Lined Canal (R/S)
2+320.000	to	2+500.000	Concrete Lined Canal (L/S)
2+540.000	to	2+640.000	Concrete Lined Canal (R/S)
3+120.000	to	3+160.000	Concrete Lined Canal (R/S)
3+120.000	to	3+140.000	Concrete Lined Canal (L/S)
3+180.000	to	3+420.000	Concrete Lined Canal (R/S)
3+580.000	to	3+800.000	Concrete Lined Canal (R/S)
3+800.000	to	4+020.000	Concrete Lined Canal (B/S)
4+740.000	to	5+040.000	Concrete Lined Canal (L/S)
5+060.000	to	5+620.000	Concrete Lined Canal (R/S)
5+640.000	to	5+820.000	Concrete Lined Canal (L/S)
6+100.000	to	6+720.000	Concrete Lined Canal (B/S)
6+740.000	to	7+000.000	Concrete Lined Canal (R/S)
7+000.000	to	7+976.250	Concrete Lined Canal (B/S)

****GROUTED RIPRAP (FOR CUT SLOPE)***			
0+140.000	to	0+160.000	GROUTED RIPRAP (R/S)
0+480.000	to	0+620.000	GROUTED RIPRAP (L/S)
0+680.000	to	0+700.000	GROUTED RIPRAP (L/S)
0+820.000	to	0+860.000	GROUTED RIPRAP (L/S)
0+960.000	to	1+040.000	GROUTED RIPRAP (R/S)
1+220.000	to	1+320.000	GROUTED RIPRAP (L/S)
1+530.000	to	1+550.000	GROUTED RIPRAP (R/S)
1+600.000	to	1+660.000	GROUTED RIPRAP (R/S)
2+380.000	to	2+420.000	GROUTED RIPRAP (L/S)
4+760.000	to	4+800.000	GROUTED RIPRAP (L/S)
4+920.000	to	4+940.000	GROUTED RIPRAP (L/S)
5+020.000	to	5+040.000	GROUTED RIPRAP (L/S)
5+240.000	to	5+280.000	GROUTED RIPRAP (R/S)
5+310.000	to	5+460.000	GROUTED RIPRAP (R/S)
5+510.000	to	5+530.000	GROUTED RIPRAP (R/S)
5+630.000	to	5+650.000	GROUTED RIPRAP (L/S)
6+210.000	to	6+230.000	GROUTED RIPRAP (R/S)
6+280.000	to	6+300.000	GROUTED RIPRAP (R/S)
6+330.000	to	6+350.000	GROUTED RIPRAP (R/S)
6+760.000	to	6+820.000	GROUTED RIPRAP (R/S)
6+870.000	to	6+890.000	GROUTED RIPRAP (R/S)
6+960.000	to	7+000.000	GROUTED RIPRAP (R/S)
7+320.000	to	7+360.000	GROUTED RIPRAP (R/S)

****GROUTED RIPRAP (FOR EMBANKMENT SLOPE)***			
0+080.000	to	0+100.000	Stone Masonry (L/S)
1+080.000	to	1+100.000	GROUTED RIPRAP (L/S)
1+180.000	to	1+200.000	GROUTED RIPRAP (R/S)
2+480.000	to	2+500.000	GROUTED RIPRAP (L/S)
2+600.000	to	2+620.000	GROUTED RIPRAP (B/S)
3+880.000	to	3+900.000	GROUTED RIPRAP (B/S)
5+160.000	to	5+180.000	GROUTED RIPRAP (B/S)
5+780.000	to	5+800.000	GROUTED RIPRAP (L/S)
5+820.000	to	5+850.000	GROUTED RIPRAP (B/S)
6+270.000	to	6+290.000	GROUTED RIPRAP (L/S)
6+350.000	to	6+380.000	GROUTED RIPRAP (L/S)
7+420.000	to	7+470.000	GROUTED RIPRAP (L/S)
7+720.000	to	7+740.000	GROUTED RIPRAP (R/S)

*****STONE MASONRY (FOR EMBANKMENT)***			
0+440.000	to	0+460.000	Stone Masonry (L/S)
0+870.000	to	0+880.000	Stone Masonry (L/S)
1+360.000	to	1+380.000	Stone Masonry (R/S)
1+460.000	to	1+500.000	Stone Masonry (R/S)
1+480.000	to	1+500.000	Stone Masonry (L/S)
2+100.000	to	2+120.000	Stone Masonry (R/S)
2+140.000	to	2+160.000	Stone Masonry (B/S)
2+620.000	to	2+640.000	Stone Masonry (B/S)
2+640.000	to	2+660.000	Stone Masonry (R/S)
2+780.000	to	2+800.000	Stone Masonry (R/S)
3+520.000	to	3+560.000	Stone Masonry (R/S)
4+520.000	to	4+540.000	Stone Masonry (R/S)
4+640.000	to	4+680.000	Stone Masonry (R/S)
4+820.000	to	5+000.000	Stone Masonry (R/S)
5+590.000	to	5+610.000	Stone Masonry (L/S)
6+290.000	to	6+350.000	Stone Masonry (L/S)

PI #	PI STATION	LC	RADIUS	NO. OF POST
1	0+026.40m	27.257	38.221	5
2	0+065.75m	29.338	65.809	4
3	0+113.41m	31.879	94.153	4
4	0+184.85m	18.151	30.000	4
5	0+217.18m	37.972	30.000	6
6	0+255.06m	13.328	30.000	4
7	0+355.94m	23.085	120.316	3
8	0+413.50m	38.074	30.000	6
9	0+464.39m	44.714	172.748	4
10	0+508.61m	30.641	51.299	5
11	0+579.84m	51.506	49.361	7
12	0+638.21m	32.406	71.718	4
13	0+699.91m	84.219	673.964	4
14	0+782.07m	28.699	82.010	4
15	0+940.44m	17.033	39.810	4
16	1+009.53m	35.125	216.494	3
17	1+097.22m	18.248	104.867	3
18	1+143.30m	9.742	62.061	3
19	1+175.46m	24.749	281.652	3
20	1+250.61m	27.897	74.040	4
21	1+349.41m	40.740	30.000	6
22	1+417.55m	35.073	206.851	3
23	1+501.44m	22.284	80.531	3
24	1+542.55m	36.877	176.797	4
25	1+589.79m	10.739	64.723	3
26	1+721.93m	42.462	90.160	4
27	1+762.76m	29.116	116.584	4
28	1+849.25m	28.273	139.433	3
29	1+886.77m	39.512	336.101	3
30	1+966.58m	52.169	106.860	5
31	2+004.43m	19.201	30.000	4
32	2+045.90m	37.404	50.135	6
33	2+094.19m	36.492	77.627	4
34	2+144.71m	18.792	30.000	4
35	2+186.08m	14.374	30.000	4
36	2+229.07m	40.861	30.000	6
37	2+303.22m	15.833	42.991	4
38	2+359.77m	46.473	68.575	4
39	2+437.78m	23.051	30.000	4

CHEVRON SCHEDULE

PI #	PI STATION	LC	RADIUS	NO. OF POST
40	2+475.93m	32.560	30.000	5
41	2+528.34m	48.267	115.885	5
42	2+585.25m	21.355	519.075	3
43	2+629.05m	21.173	31.000	4
44	2+694.56m	35.840	30.000	5
45	2+748.74m	22.787	30.000	4
46	2+879.16m	15.500	50.000	4
47	2+910.27m	28.948	30.000	5
48	3+070.70m	46.455	536.584	3
49	3+163.67m	48.884	214.347	4
50	3+275.02m	23.885	94.131	3
51	3+351.71m	21.971	30.000	4
52	3+469.44m	33.863	56.883	5
53	3+534.43m	39.331	30.000	6
54	3+592.46m	46.571	69.312	4
55	3+663.23m	37.837	50.000	6
56	3+694.92m	22.899	30.000	4
57	3+736.46m	18.938	23.916	4
58	3+814.18m	30.688	208.421	3
59	4+034.49m	29.242	361.425	3
60	4+134.71m	38.426	57.645	6
61	4+260.26m	39.441	122.975	4
62	4+348.87m	32.023	300.695	3
63	4+447.94m	13.848	47.377	4
64	4+512.25m	25.790	65.198	4
65	4+604.22m	26.478	131.836	3
66	4+645.16m	16.070	52.918	4
67	4+704.12m	43.332	67.810	4
68	4+784.72m	35.276	30.000	5
69	4+834.87m	44.204	30.000	6
70	4+885.62m	45.766	30.000	6
71	4+919.61m	18.817	100.000	3
72	4+952.36m	41.000	200.000	4
73	5+028.37m	26.150	39.167	5
74	5+063.64m	33.543	117.388	4
75	5+095.90m	25.344	53.431	5
76	5+213.19m	31.985	30.000	5
77	5+304.31m	13.008	48.852	4
78	5+383.37m	33.258	30.000	5
79	5+414.69m	14.002	30.000	4

PI #	PI STATION	LC	RADIUS	NO. OF POST
80	5+444.40m	30.452	38.124	5
81	5+510.49m	37.085	23.629	6
82	5+537.97m	24.361	30.000	5
83	5+598.23m	30.506	30.000	5
84	5+647.31m	49.110	71.945	5
85	5+707.27m	42.564	45.320	6
86	5+776.39m	33.396	213.727	3
87	5+832.52m	34.195	36.819	5
88	5+907.32m	45.226	30.000	6
89	5+986.19m	37.970	61.887	4
90	6+076.78m	29.474	62.450	4
91	6+195.89m	30.725	91.310	4
92	6+236.41m	21.835	39.742	4
93	6+292.11m	47.756	30.000	6
94	6+329.63m	30.207	125.951	3
95	6+360.86m	23.722	61.494	3
96	6+425.92m	34.705	80.756	4
97	6+531.64m	44.249	60.983	4
98	6+577.37m	20.290	70.205	3
99	6+625.24m	29.245	100.912	4
100	6+704.29m	17.556	43.016	4
101	6+752.48m	34.269	67.297	4
102	6+799.91m	18.961	30.000	4
103	6+890.68m	26.766	30.000	5
104	6+932.09m	33.885	94.108	4
105	7+019.94m	35.747	39.140	5
106	7+133.86m	34.675	53.435	5
107	7+220.22m	59.860	97.833	5
108	7+290.87m	26.125	47.863	5
109	7+316.90m	21.627	30.000	4
110	7+367.68m	40.030	89.502	4
111	7+450.38m	35.133	145.579	3
112	7+546.59m	33.382	286.781	3
113	7+617.54m	17.134	59.744	3
114	7+765.49m	38.701	574.847	3
115	7+866.65m	22.702	159.011	3
116	7+946.97m	22.373	30.000	4
117				
118				

TOTAL NUMBER OF CHEVRON 491



REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF AGRICULTURE
"PHILIPPINE RURAL DEVELOPMENT
PROJECT SCALE UP"

PROVINCE OF DAVAO DE ORO
MUNICIPALITY OF LAAK

PROJECT NO.:

PRDP-SU-IB-R011-DDO-003-000-000-2023-FMB

PREPARED BY:

DOMINADOR R. ALMEDILLA
OIC DIVISION HEAD - PDD

DESIGNED BY:

RONNIE S. APARRI
ENGINEER II

CHECKED & REVIEWED BY:

RODERICK M. DIGAMON
PROVINCIAL ENGINEER

RECOMMENDING APPROVAL:

ALICIA M. GRACIADAS
CO - PPMU

APPROVED:

DOROTHY P. MONTEJO GONZAGA
GOVERNOR

SHEET CONTENTS:

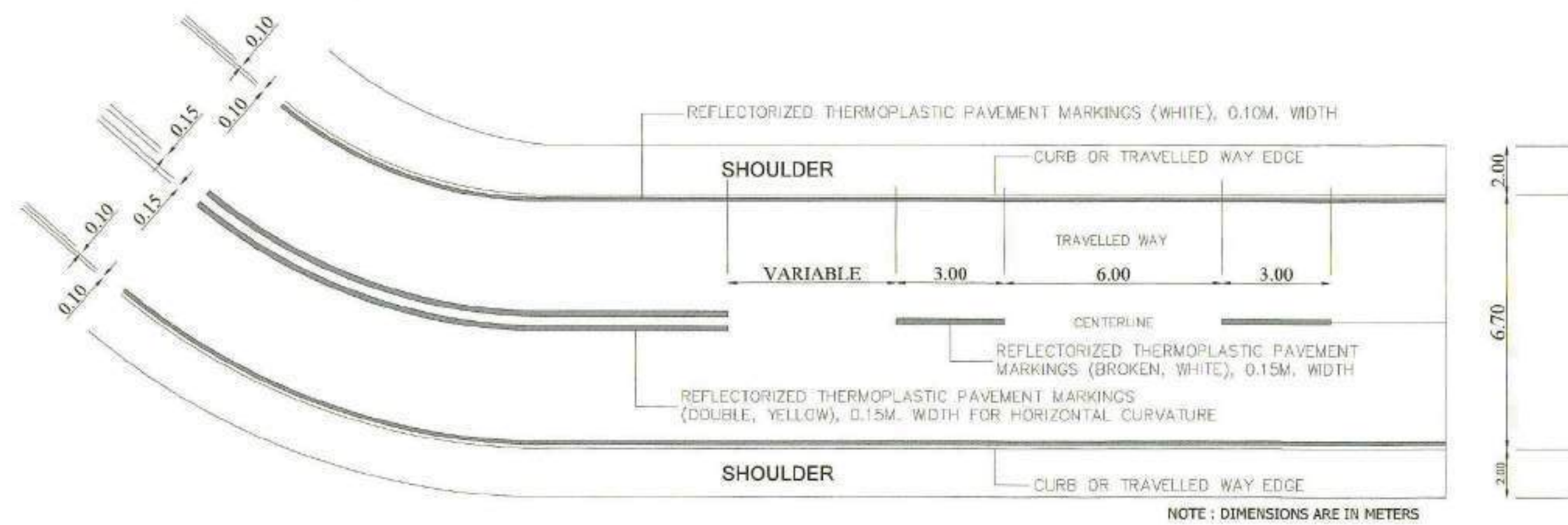
SCHEDULES OF
CANAL LINING,
STONE MASONRY
AND CHEVRON

SHEET NO.

14
102

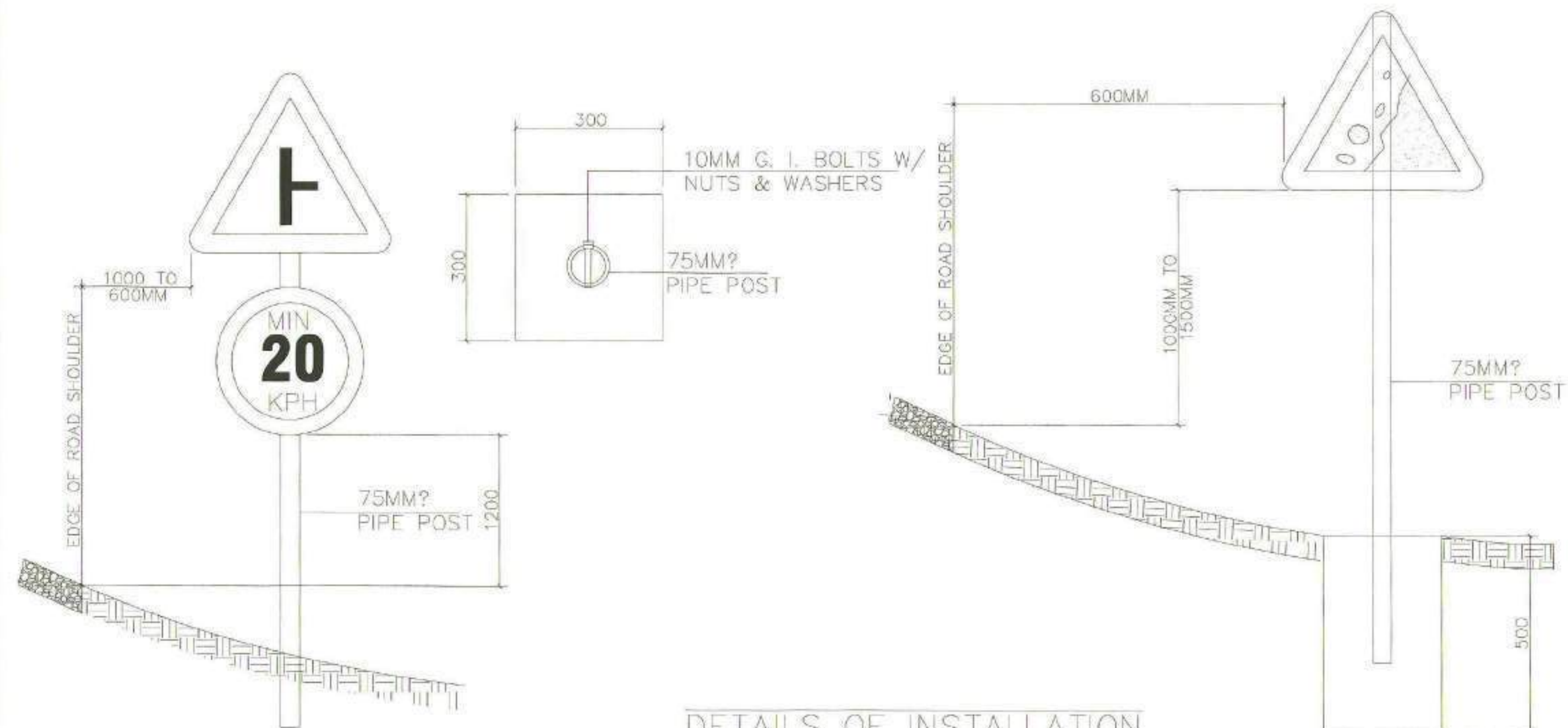
NO OBJECTION

SIGNATURE OF DIVISION ENGINEER



REFLECTORIZED CENTER AND EDGE LINE PAVEMENT MARKINGS DETAIL

LIMITS OF DOUBLE YELLOW PAVEMENT MARKINGS



DETAILS OF INSTALLATION

LEGEND:

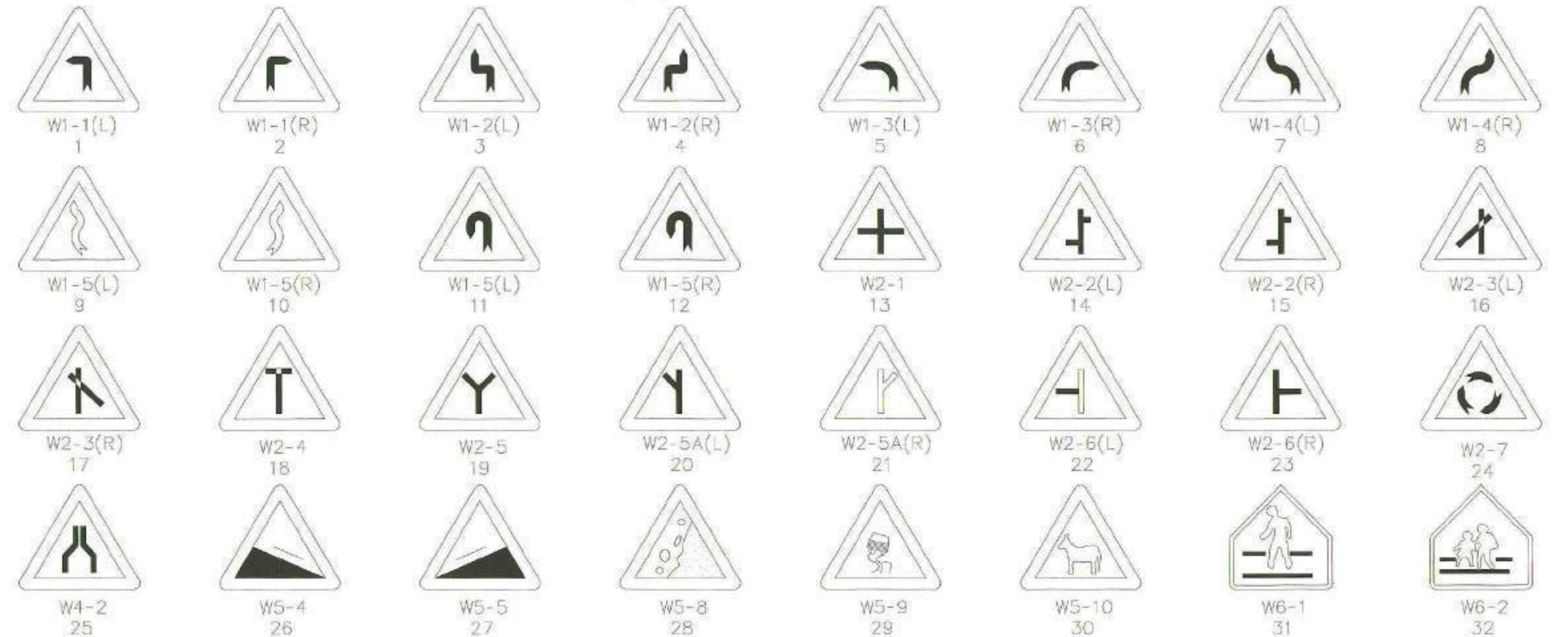
A. WARNING SIGNS

1. SHARP TURN (LEFT)
2. SHARP TURN (RIGHT)
3. REVERSE TURN (LEFT)
4. REVERSE TURN (RIGHT)
5. CURVE (LEFT)
6. CURVE (RIGHT)
7. REVERSE CURVE (LEFT)
8. REVERSE CURVE (RIGHT)
9. WINDING ROAD (LEFT)
10. WINDING ROAD (RIGHT)
11. HAIRPIN BEND (LEFT)
12. HAIRPIN BEND (RIGHT)
13. CROSS ROAD
14. OTHER CROSS ROAD (LEFT)
15. OTHER CROSS ROAD (RIGHT)
16. OTHER CROSS ROAD (LEFT)
17. OTHER CROSS ROAD (RIGHT)
18. T JUNCTION
19. Y JUNCTION
20. Y JUNCTION (LEFT)
21. Y JUNCTION (RIGHT)
22. SIDE ROAD JUNCTION (LEFT)
23. SIDE ROAD JUNCTION (RIGHT)
24. ROUNDABOUT (ROTONDA)
25. NARROW ROAD
26. STEP DESCENT
27. STEEP CLIMB
28. FALLING OR FALLEN ROCKS
LEFT AND RIGHT
29. SLIPPERY WHEN WET
30. CATTLE CROSSING
31. PEDESTRIANS
32. CHILDREN
33. SUPPLEMENTARY SIGN (SCH)
34. CHEVRON ALIGNMENT
SIGN (LEFT)
35. CHEVRON ALIGNMENT
SIGN (RIGHT)

- W1-1(L)
W1-1(R)
W1-2(L)
W1-2(R)
W1-3(L)
W1-3(R)
W1-4(L)
W1-4(R)
W1-5(L)
W1-5(R)
W1-6(L)
W1-6(R)
W2-1
W2-2(L)
W2-2(R)
W2-3(L)
W2-3(R)
W2-4
W2-5
W2-5A(L)
W2-5A(R)
W2-6(L)
W2-6(R)
W2-7
W4-2
W5-4
W5-5

W5-8
W5-9
W5-10
W6-1
W6-2
L) W8-9
HM-1A (L)

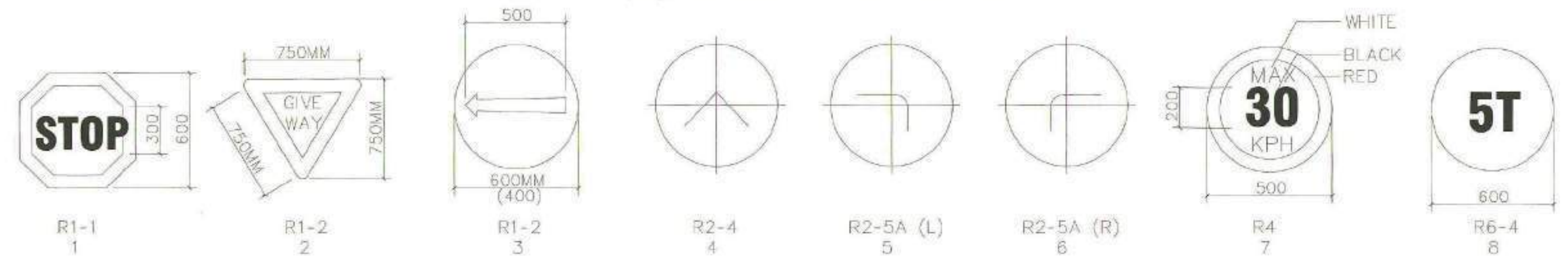
HM-1A (L)



B. REGULATORY SIGN

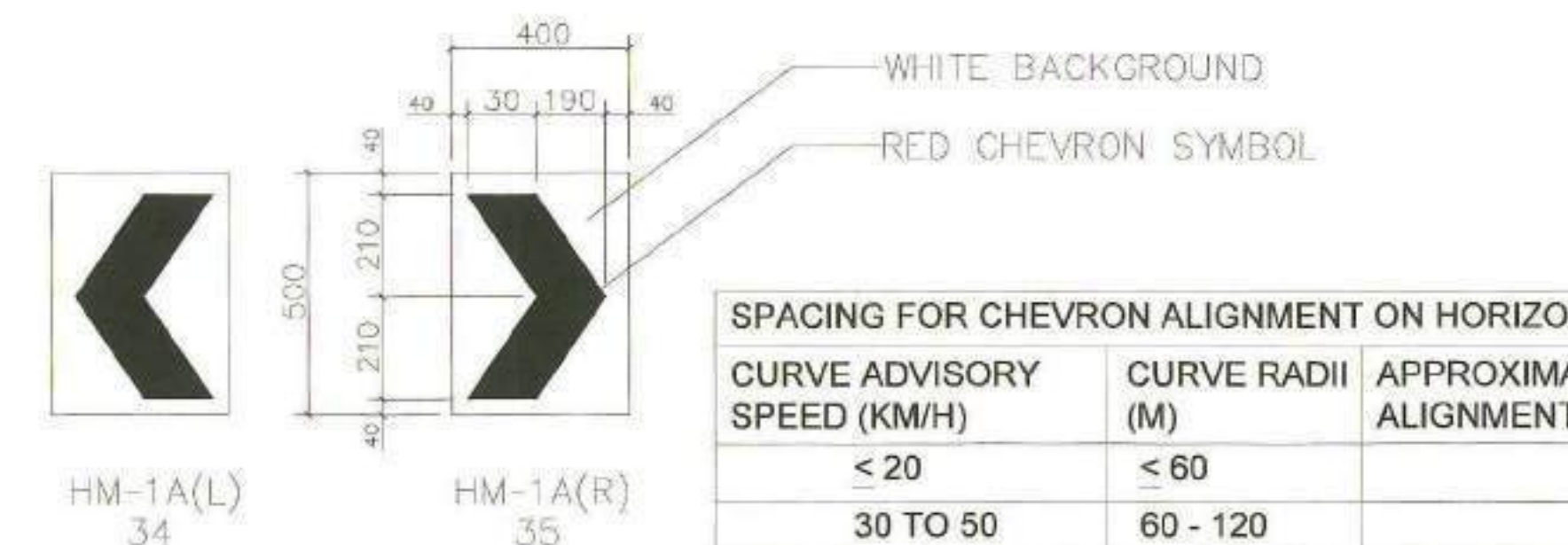
1. STOP AT INTERSECTION
2. PRIORITY ROAD AHEAD
3. DIRECTION TO BE FOLLOWED
4. DIRECTION TO BE FOLLOWED
5. DIRECTION TO BE FOLLOWED
6. DIRECTION TO BE FOLLOWED
7. SPEED LIMIT
8. LOAD RESTRICTION SIGN

- R1-1
R1-2
R2-2
R2-4
R2-5 (L)
R2-5 (R)
R4
R6-4



GENERAL NOTES:

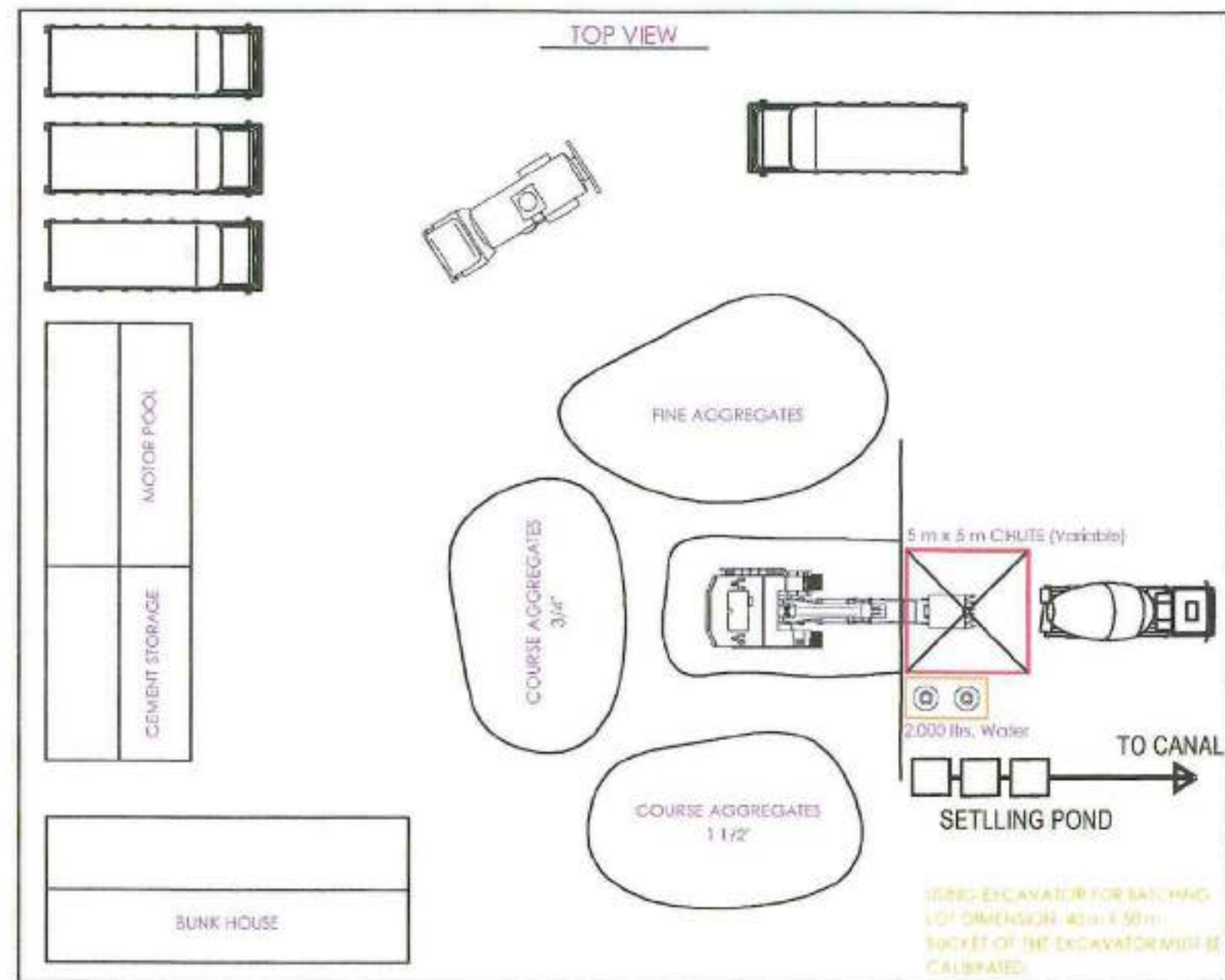
1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE INDICATED.
2. EACH SIDE OF THE EQUILATERAL TRIANGLE SHALL BE 750MM FOR NO'S. 1 TO 12 AND 600MM FOR NO'S. 13 TO 30 EXCEPT FOR NO'S. 16 TO 17 WHICH IS 750MM.
3. THE SYMBOLS SHALL BE BLACK ON WHITE BACKGROUND AND RED BORDER (60MM WIDE) EXCEPT FOR NO'S. 31 TO 32 WHICH SHALL HAVE A FLUORESCENT YELLOW GREEN BACKGROUND.
4. NO'S 13 TO 24. THE DIAMETER SHALL BE 600MM OUTSIDE BUILT UP AREAS AND 450MM WITHIN BUILT UP AREAS, THE COLOR CODING OF SYMBOLS, BACKGROUND AND BORDER ARE AS SHOWN EXACT LOCATION OF ROAD SIGNS SHALL HAVE DETERMINED BY THE ENGINEER IN THE FIELD.
5. THE DIMENSIONS, SIZES OF LETTERS AND NUMERALS, SHAPE, COLOR AND INSTALLATION SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS OF D.P.W.H. PHILIPPINES ROAD SIGNS MANUAL 2004.
6. ROAD SIGNS SHALL BE PLAIN CEMENT FINISH, SMOOTHENED AND TREATED WITH CONCRETE NEUTRALIZER AND PRIMER PRIOR TO APPLICATION OF RETRO REFLECTIVE MATERIALS/STICKERS ON LEGENDS, LETTERS, BORDERS AND BACKGROUND OF THE SIGN SLAB AS DIRECTED BY THE ENGINEER.



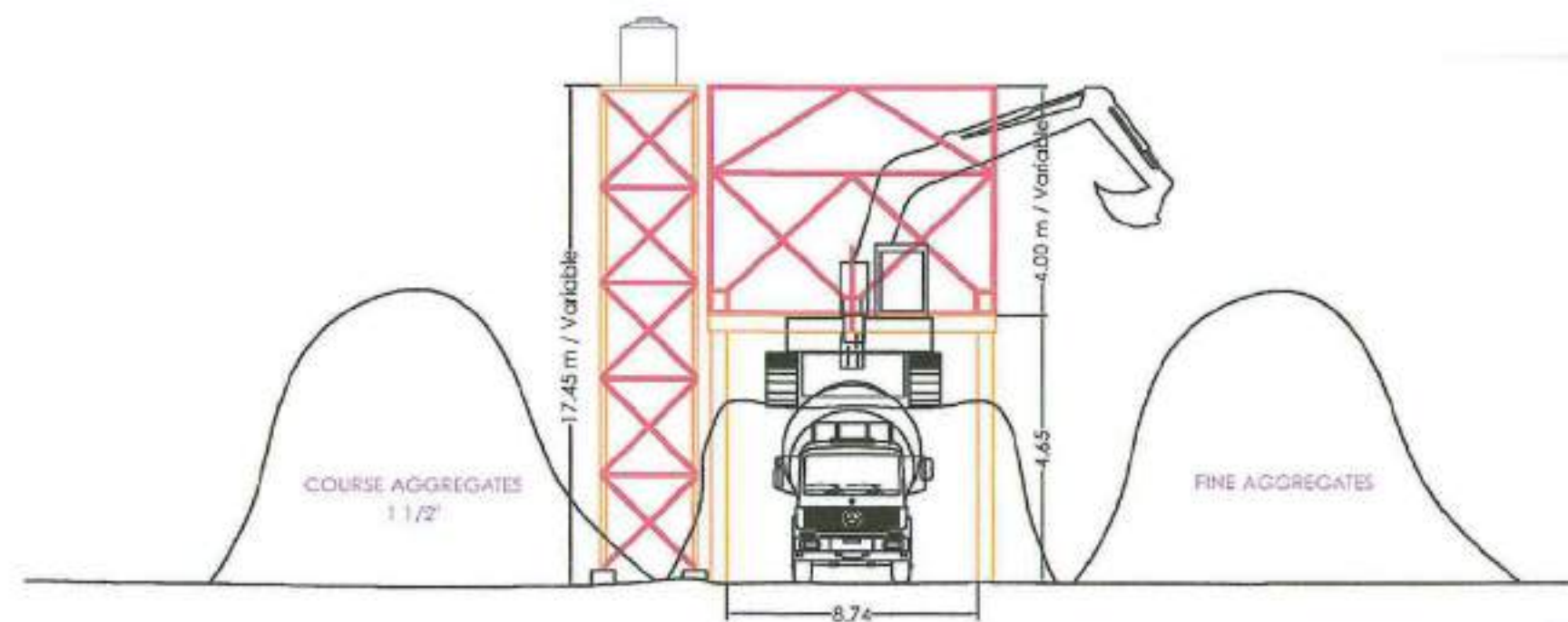
SPACING FOR CHEVRON ALIGNMENT ON HORIZONTAL CURVES

CURVE ADVISORY SPEED (KM/H)	CURVE RADII (M)	APPROXIMATE CHEVRON ALIGNMENT SIGN SPACING (M)
≤ 20	≤ 60	12
30 TO 50	60 - 120	24
60 TO 70	120 - 210	36

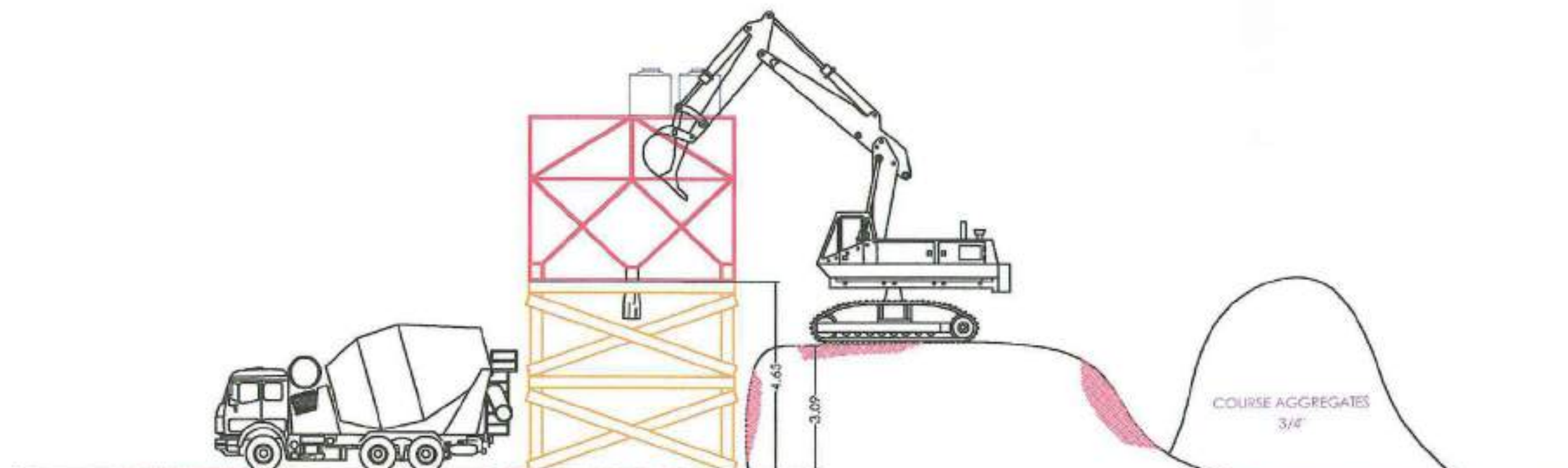
* EACH LOCATION HAS 2 PCS. OF CHEVRON ALIGNMENT SIGN.



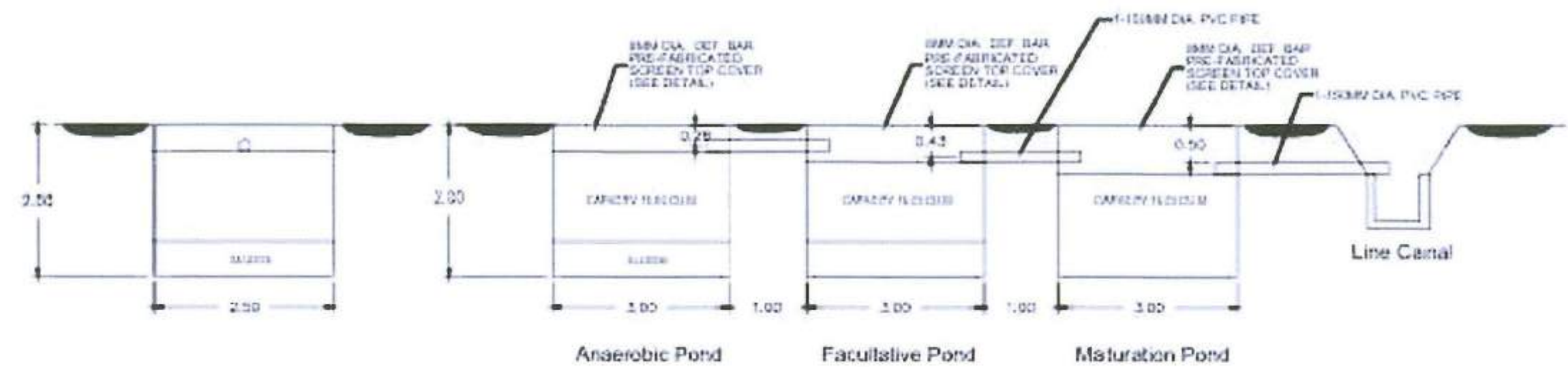
USING EXCAVATOR FOR BATCHING
LOT DIMENSION: 40 m X 50 m
BUCKET OF THE EXC AVATOR MUST BE
CALIBRATED.



FRONT ELEVATION

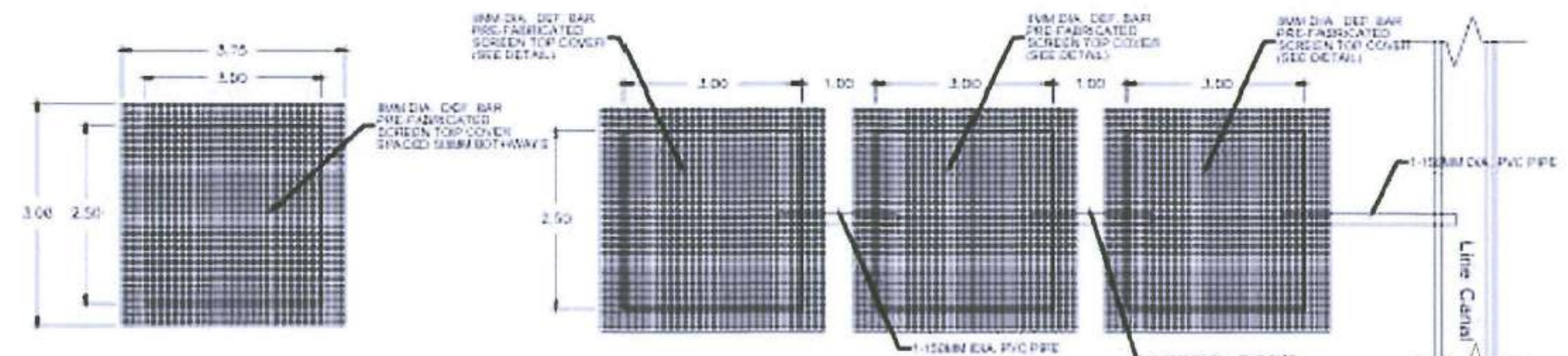


RIGHT SIDE ELEVATION



ELEVATION OF SETTLING POND

SECTION OF SETTLING POND



FREE-FABRICATED TOP COVER DETAIL

NOTE: CAPACITY 15.0 cu.m. EACH POND PLAN OF SETTLING POND

SETTLING PONDS
SCALE NTS

RPC XI
NO OBJECTION
SIGNATURE:
ENGR. MARC RICHIE L. GONZAGA
L-BUILD Component Head

	REPUBLIC OF THE PHILIPPINES DEPARTMENT OF AGRICULTURE "PHILIPPINE RURAL DEVELOPMENT PROJECT SCALE UP" PROVINCE OF DAVAO DE ORO MUNICIPALITY OF LAAK	PROJECT NO.:	PRDP-SU-IB-R011-DDO-003-000-000-2023-FMB	PREPARED BY:	DESIGNED BY:	CHECKED & REVIEWED BY:	RECOMMENDING APPROVAL:	APPROVED:	SHEET CONTENTS:	SHEET NO.
		SUBPROJECT TITLE:	REHABILITATION OF FMR FROM KILAGDING RECENIA - KIBAGIQU ROAD, LAAK WITH BRIDGE COMPONENT	DOMINADOR R. ALMEDILLA OIC DIVISION HEAD - PDD	RONNIE S. APARRI ENGINEER II	RODERICK M. DIGAMON PROVINCIAL ENGINEER	ALICIA M. GRACIADAS CO - PPMIU	DOROTHY P. MONTEJO-GONZAGA GOVERNOR	BATCHING PLANT SETTLING PONDS	17
		LOCATION:	LAAK, DAVAO DE ORO							102