

# Drawing

the plans for a  
strong republic



Department of Public Works and Highways

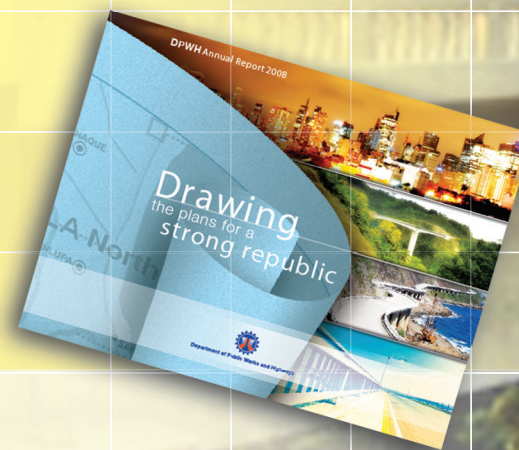


# Cover story

Properly-planned infrastructure paired with responsible supervision are the foundations of a strong republic. Through time, the Department of Public Works and Highway has been consistently playing its vital role in spurring the country's progress.

With the impending threats brought about by climate change and the continuous meltdown of the world's largest economies, the Philippines with its humble resources cannot escape totally unscathed. The theme- Drawing the plans for a Strong Republic gathers inspiration from DPWH's collective endeavors to uplift the country. By drawing better plans for public infrastructure and development, the department paves way towards building a strong republic.

The cover, in connection with the theme, presents a master plan blueprint of the country. On the background are various images of public roads, highways and infrastructure— concrete proofs that DPWH works its way to progress and development.





Department of Public Works and Highways

## Our vision

By 2030, DPWH is a model agency in government, improving the life of every Filipino through quality infrastructure.

## Our mission

To provide and manage quality infrastructure facilities and services responsive to the needs of the Filipino people in the pursuit of national development objectives.

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# President's Message



My sincere greetings and congratulations to the men and women of the Department of Public Works and Highways (DPWH) on the publication of your 2009 Annual Report.

This publication showcases the accomplishments of the Department for the year 2009 in line with the Ten-Point Agenda of my administration, particularly in infrastructure projects aimed at alleviating poverty in the country.

The completion of all these projects that include 6,997.596 kilometers of national roads and 65,049.11 linear meters of national bridges under the DPWH 2009 Regular Infrastructure Program with a total cost of

P66.610 billion resulted in the overall development of the country because of faster, safer and continuous transport of goods and merchandise.

Again, congratulations to all of you, for doing your share in the completion of the DPWH programs and projects for CY 2009. You have done a good job and I am proud of you. Keep up the good work.

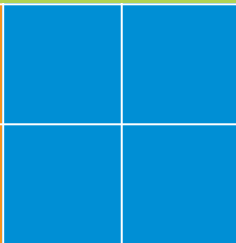
Mabuhay kayong lahat!





*GMArroyo*

GLORIA MACAPAGAL-ARROYO

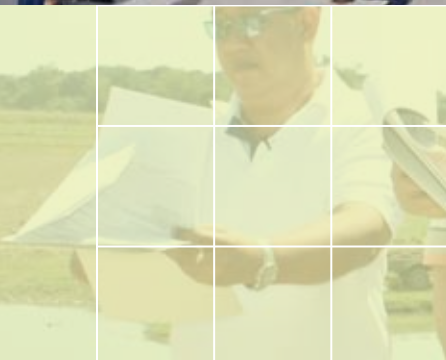


Department of Public Works and Highways





Department of Public Works and Highways



**Victor A. Domingo**  
Secretary,  
Department of Public Works and Highways

# Secretary's Message



We are proud to present the CY 2009 accomplishment report of the Department of Public Works and Highways under the term of President Gloria Macapagal-Arroyo.

The accomplishments are focused on the infrastructure projects of the four Super Regions, namely, the North Luzon AgriBusiness Quadrangle, Urban Luzon Beltway, Tourism Central Philippines and the AgriBusiness Mindanao as well as other infrastructure projects to realize the Ten-Point Agenda of President Arroyo as outlined in the Medium Term Philippine Development Plan.

The task of completing these vital infrastructure undertakings is a testament of what the Arroyo

Government and DPWH have commonly aspired for. As head of this agency therefore, I would like to thank the DPWH women and men for job well done. Through cohesive teamwork and unwavering determination, we were able to reach and accomplish our targets.

Again, let these concrete accomplishments prove that we are always ready to do our best, work 24/7 on the ground and constantly renew our commitment of dedicated service to our people.

Mabuhay tayong lahat!

**VICTOR A. DOMINGO**  
Acting Secretary





# CY 2009

## Accomplishments



For CY 2009, the Department of Public Works and Highways (DPWH) has continued implementing the Ten-Point Legacy Agenda of President Gloria Macapagal-Arroyo outlined in her six-year Medium Term Philippine Development Plan (2004 – 2010).

As envisaged, DPWH has concentrated on improving the country's transport system to provide easier access to markets at home and abroad to alleviate poverty in the countryside and isolated regions; to enhance peace and order in conflict-affected areas through efficient transport and trade; to strengthen national unity, family bonds and tourism by making the movement of people faster, cheaper and safer; to facilitate the decongestion of Metro Manila via a transport logistics system that would ensure efficient linkages between its business centers and nearby provinces; and to generate more

transport infrastructure with minimal budget cover or contingent liabilities with private sector infrastructure initiatives.

Under the DPWH 2009 Regular Infrastructure Program, the Department has constructed, improved, rehabilitated 6,997.596 kilometers of national roads and 65,049.11 lineal meters of national bridges with a total value of P66.610 Billion.

### PRESIDENT'S BRIDGE PROGRAM

The challenge of bringing the benefits of development to as many communities as possible has been a continuing effort for the DPWH. One of the foremost programs, the President's Bridge Program, has completed 19 bridges in CY 2009, 64 bridges with on-going construction and 62 undergoing pre-engineering works.







DPWH has concentrated on improving the country's transport system to provide easier access to markets at home and abroad to alleviate poverty in the countryside and isolated regions

## FLOOD CONTROL AND DRAINAGE PROGRAM

In addressing critical flood control problems in the country, the DPWH has also completed 1,450 flood control and drainage projects nationwide costing P5.591 Billion.

## FARM-TO-MARKET ROADS

DPWH is mandated, under Republic Act No. 6657 otherwise known as the Comprehensive Agrarian Reform Program (CARP), to provide the necessary infrastructure facilities and services to the CARP identified Farm to Market Road (FMR) projects funded under the Department of Agrarian Reform (DAR) and the Department of Agriculture (DA).

As the executing agency for infrastructure projects funded under the budgets of non-infrastructure agencies, DPWH facilitated countryside growth by widening the reach of opportunity and progress with the completion of 70 farm-to-market road projects. Full completion of the remaining on-going projects will enable the realization of the total target 76.694 kilometers improved/constructed farm to market road under the P90.911 Million funds of the Department of Agrarian Reform for this program.

For project funded under the Department of Agriculture development program which has a program amount of P3.630 Billion, about 692 kilometers of the target 1,313 kilometers farm to market road nationwide were completed. Although delayed release of fund hampers the progress of project implementation, more projects are expected to be completed with the release of sub-allotment advice for FMR projects.

## SCHOOL BUILDING PROGRAM

Every year, the government is allocating P2.0 Billion for the construction, repair/rehabilitation and refurbishment of the Regular School Building Program (RSBP) of the Department of Education (DepED). The Department of Public Works and Highways (DPWH) is implementing the RSBP, as mandated under R.A. 7880, also known as the "Roxas Law" which established a fair and equitable access to education.

For this year, the DPWH implemented the regular school building projects under the President's Pump-Priming Program consisting of 2,193 projects(4,329 cl) worth P1.8 Billion, summarized as follows:

Of the 2,193 schoolbuilding projects, 1,368 projects were completed, 562 schoolbuilding projects are on-going while 263 others are under various pre-construction activities garnering an over-all accomplishment of 74.25%. Funds for these projects were gradually released by DBM to the DPWH by batches commencing in April 2009 up to November 2009. The DPWH awaits approval of realignment requests from DBM to proceed works for most of its unstarted projects.

However, for this year also, the DPWH focused its construction and repair works for completion of carry-over and spill-over schoolbuilding projects in 2008 involving a total of 2,457 projects (4,274 cl) worth P1.78 Billion. Out of these projects, 2,415 projects (4,198 cl) were completed, 47 projects are on-going while 29 others are still under pre-construction stage rendering an over-all accomplishment of 98.87%

For schoolbuilding projects funded under the Congressional Initiatives for CY 2009, the DPWH undertook 281 schoolbuilding projects involving 341 classrooms with a total aggregate cost of P233.96 Million. Of these projects, 152 projects were completed, 41 projects are on-going and 88 others are under pre-construction stage. Over-all accomplishment is placed at 40.66%.

Category	Target	Completed	On-going	NYS
a) Academic Classrooms	<b>2,149 proj</b> (4,329 cl)	<b>1,348 proj</b> (2,355 cl)	<b>554 proj</b> (1,093 cl)	<b>247 proj</b> (898 cl)
a.1 New Classroom	3,118 cl	1,568 cl	781 cl	769 cl
a.2 Repair/Rehabilitation	1,211 cl	790 cl	292 cl	129 cl
b) Multi-Purpose Workshops/ Science Laboratory Buildings	4 proj	4 proj		
c) Toilets	20 proj	11 proj	7 proj	2 proj
d) Other School Facilities	20 proj	5 proj	1 proj	14 proj
<b>TOTAL</b>	<b>2,193 proj</b> <b>(4,329 cl)</b>	<b>1,368 proj</b> <b>(2,358 cl)</b>	<b>562 proj</b> <b>(1,093 cl)</b>	<b>263 proj</b> <b>(898 cl)</b>







## WATER SUPPLY PROGRAM

While multi-million peso roads pave the way for economic growth, the DPWH has also maintained its historical mandate in the area of rural water supply systems, the most essential government services to the community. More potable sources of water became available to waterless communities with the construction/rehabilitation of 127 Level I, 414 Level II, 9 Level III water supply facilities and 636 water system projects. The DPWH Project Management Office Rural Water Supply supervised the overall implementation of Presidents Priority Program on Water (P3W) nationwide in coordination with the National Anti-Poverty Commission (NAPC), which identifies and prioritizes project sites. The DPWH Regional Offices and District Offices as well as the Local Government Units (LGUs) implemented the said projects. There were also 82 water related facilities completed consisting of artesian wells, reservoir, pumping station and conduits.

## HEALTH AND SANITATION

In support to the health development program of the government, 91 hospital and health facilities were completed costing P88.196 Million while 5,924 other public building projects were constructed at a cost of P4.194 Billion. Also, about P138.465 Million was allocated for the completion of 72 market and slaughterhouses projects.

## DISASTER RESPONSE PROGRAM

The resources and manpower of the DPWH are harnessed also in times of disaster, before, during and after. During the occurrence of typhoons and calamities, the DPWH was at the forefront providing road maintenance works, assistance to stricken areas, and working with other government agencies in conducting relief and rescue operations using every available manpower and equipment of the DPWH District Engineering Offices in the affected areas.

While the impact of natural disasters have been substantial, the DPWH has made it a mission to minimize the damage and fast-track post-typhoon road rehabilitation to ensure that relief work is unhampered by blocked roads. The District Engineering Offices in the area were directed to concentrate operations in the removal of road blocks to allow traffic to pass through and permit the distribution of relief goods in the heavily affected barangays.

Calamity related activities being undertaken by the DPWH, which are immediate in nature, (i.e., repair/restoration of road blocks, road cuts, road slides, road slips, collapsed bridges, just to allow traffic to pass through as well as the restoration of breached flood structures that endanger lives and properties)



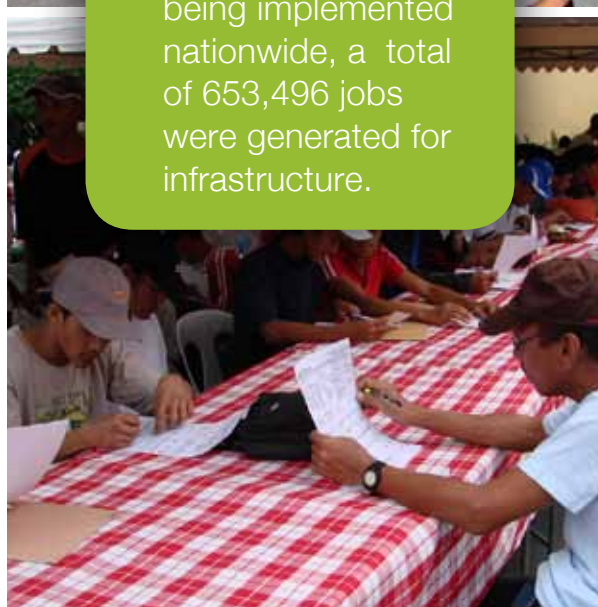
are financed from the DPWH Quick Response Fund (QRF) which has an allocation of P170 Million this CY-2009, P80 Million of which were utilized as of June while the balance of P90 Million has been requested to the Department of Budget and Management.



As an aftermath of typhoon "Milenyo," President Arroyo, in her Administrative Order No. 160 and 160-A authorized and directed the DPWH to dismantle billboards and signages posing imminent danger or threat to life, health, safety and property of the public. As of end of November 2009, about 5,707 illegal billboard structures were dismantled within road right of way and 28 others were removed outside road right of way.



With thousands of government infrastructure projects being implemented nationwide, a total of 653,496 jobs were generated for infrastructure.



## COMPREHENSIVE LIVELIHOOD EMERGENCY EMPLOYMENT PROGRAM

With thousands of government infrastructure projects being implemented nationwide, a total of 653,496 jobs were generated for infrastructure.

Also in line with the thrust of President Gloria Macapagal-Arroyo to create jobs for Filipinos in order to cushion the impact of the global economic crisis, the DPWH in partnership with the Department of Labor and Employment (DOLE), the National Constructors Association of the Philippines (NACAP) and the Philippines Construction Association (PCA) held its jobs' fair on 23 February 2009 at the Central Office in Bonifacio Drive, Port Area, Manila. Job seekers particularly those in the construction field filed their application at the more than 30 booths of constructors at DPWH grounds. A Memorandum of Understanding (MOU) was signed by DPWH Secretary Hermogenes E. Ebdane, Jr., DOLE Secretary Marianito D. Roque, NACAP President Willy Castor and PCA President Anthony Fernandez for this nationwide jobs' fair which aims to provide gainful employment to workers displaced or affected by the global recession. The jobs fair also provides fiscal stimulus to spur economic growth in the locality as employment shall increase spending power and probable



opportunity to save, among others. The jobs' fair also reduces the percentage of unemployment nationwide. DPWH's 16 Regional and District Engineering Offices also conducted their jobs' fair to cater to the local residents. To date, about 57,713 applicants were hired by the participating 827 contractors nationwide.

## SUPER REGIONS

The infrastructure development efforts are also centered in the four super regions – North Luzon AgriBusiness Quadrangle, Urban Luzon Beltway, Central Philippines, and AgriBusiness Mindanao.

Create opportunities across the country and serve as catalyst for development the following are the DPWH development projects under President Gloria Macapagal Arroyo administration's SONA:

### North Luzon AgriBusiness Quadrangle: Key to Poverty Alleviation

Agriculture is the strength of North Luzon AgriBusiness Quadrangle, the development blue print for the Northern Philippines, and this strength, if fully harnessed, is the best weapon in fighting poverty.

In promoting agribusiness, the administration of President Gloria Macapagal-Arroyo aggressively pursued more infrastructure projects that would further improve the economic condition.



The President stressed the need to improve infrastructure facilities to meet the vision for North Luzon to “feed the whole of Luzon” and take advantage of the region's proximity to North Asia by exporting its produce to these neighboring Asian countries.

The widening/concreting of the Halsema Highway will facilitate the easy transport of farm products to market centers as well as hasten travel time to the scenic and one (1) of the listed UNESCO World Heritage Banaue Rice Terraces.

Phase I of the project covering the improvement of 84.84 kilometers La Trinidad-Mt. Data Section was completed at a cost of P1.038 Billion.

Phase II covers the 50.49 kilometers Mount Data-Bontoc-Banaue Section being improved at a cost of P1.095 Billion. The project, which was started in September 2006, is 64.11% complete.

Completion of the Mount Data-Bontoc-Banaue Section will decrease the travel time from Baguio to Bontoc from 5 to 3 hours.

Phase III covers the improvement of 44.80 kilometers Bontoc-Banaue Section at a cost of P864 Million. The project is 71.27% complete.

Another SONA Project, the upgrading and concreting of Bontoc-Tabuk-Tuguegarao Road, will reduce travel time from Bontoc to Tuguegarao from 5 hours and 30 minutes to 3 hours.





Costing P3.289 Billion, the 108.03 kilometers road project has an accomplishment of 59.13%.

To facilitate prompt completion, implementation of the Bontoc-Tabuk-Tuguegarao Road was divided into two (2) sections, 29.51 kilometers Bontoc-Tinglayan Boundary and 78.52 kilometers Tinglayan Boundary-Lubuagan-Tabuk Section.

DPWH has also steadfastly pursued the improvement of 120 kilometers Baler-Aurora-Casiguran Road in Aurora Province knowing that infrastructure development is an indispensable requirement for progress.

With an estimated cost of P2.337 Billion for the gravelling and construction of 27.275 kilometers road including rehabilitation, the Baler-Aurora-Casiguran Road Project is 78.84% complete. The completion of the road development will have impact to better accessibility to the province and its promotion as tropical adventure travel destination where pristine white beaches, abundant waterfalls are located.

## Urban Luzon Beltway: Industry and Investment Hub of the Philippines

The government aims to promote the Urban Luzon Beltway (ULB) as a globally competitive logistics and services center by improving and integrating the transport infrastructure system in the Super Region to better serve industries and travelers; ensuring the sufficient supply of power and reducing its costs; providing clean water; and addressing the flooding situation in its urban areas.

To achieve this, the government is implementing various infrastructure projects aimed at speeding up and lowering the transport cost to make the super region more competitive.

A high impact project under the implementation of the Department of Public Works and Highways-Region 3 is the improvement of Tarlac-Nueva Ecija-Aurora Dingalan Port Road Project with approximate length of 73.704 kilometers.

The P1.575 Billion worth road project strategically connects the three (3) major provinces of Central Luzon (Tarlac, Nueva Ecija and Aurora) producing an enormous agricultural products supplying Metro Manila. The three provinces are included among the most rice producing provinces of Central Luzon, if not the whole country.





It will also facilitate access to major transport modes by land, air and sea because it will directly link Subic-Clark-Tarlac Expressway Project with Dingalan Port, the later envisioned to promote trans-Asia shipment with neighboring countries in the Pacific Coast.

The project, which is 96.47% complete, is also envisioned to propel agricultural, industrial and tourism growth and development by generating more income and job opportunities to the serviced provinces. It also complements the Roll On-Roll Off Transport System in the country. The project will not only assure mobility of transport and services, but it would likewise ensure road user's savings in the form of transport cost gained thru the reduction of vehicle operating costs.

The project road is a combination of several roads sections namely: 1) the Tarlac-Sta. Rosa Road, 2) part of the Daang Maharlika Road, 3) part of the Nueva Ecija-Aurora Road, 4) the Jct. Tablang-Gabaldon Road, and 5) the Gabaldon-Dingalan Port Road.

The implementation of the project would definitely augment agricultural development as well as crop production in the area. Moreover, it will also elevate the economic growth in the areas as well as in the nearby regions.

The road project provides a big sigh of relief for the people of Laur, Gabaldon and Dingalan. It is also anticipated that the completion of the Fort Magsaysay section will not only speed up travel time but also provides scenic view to travelers.

The road project will improve access going to Dingalan Port, where RoRo will be established aside from establishment of fish port. The road will also complement the DPWH proposed road project which will traverse Bulacan, Rizal towards Quezon City.

In Southern Tagalog, the completion of the Marikina-Infanta Road from Masinag Junction/ Antipolo, Rizal up to Infanta, Quezon involves a total length of 109.125 kilometers.



The P2.323 Billion worth Marikina-Infanta Road Project that is 88.52% complete is one of the most important links between the towns of Quezon and Rizal to the National Capital Region (NCR). It is a scenic mountain highway that connects Metro Manila with the municipality of Infanta in Quezon Province.

The highway, constructed on the Sierra Madre mountain range in the province of Rizal, starts at Marikina City near Katipunan Avenue in Quezon City. It traverses the Marikina Valley and passes through Antipolo City, where it intersects the Sumulong Highway (at Masinag). After Masinag the road starts its ascent towards the Sierra Madre, where a series of winding roads meet the



motorists until finally entering Municipality of Tanay in Rizal province. The easternmost end of the road is at Infanta, Quezon.

It is also considered a crucial infrastructure project that would bolster development of the northeastern towns along the Pacific Coast.

On the otherhand, construction of Southern Tagalog Arterial Road (STAR) under Build-Operate-Transfer (BOT) concessionaire Star Infrastructure Development Company from Lipa to Batangas City and operation and maintenance of the entire STAR from Sto. Tomas to Batangas City will support the CALABARZON (Cavite, Laguna, Batangas, Rizal and Quezon) Development Area and connect

other Regions in Luzon, Visayas and Mindanao through the strong Republic Nautical Highway.

The construction of the P2.511 Billion Lipa City to Batangas City Section of the Southern Tagalog Arterial Road (STAR) Project, which involves the construction of a 4-lane 20-kilometers road, will cut travel time from Sto. Tomas, Batangas to Batangas City by 40 minutes.

The completed Lipa City to Batangas City section improves transport of agricultural products, construction materials, electrical and industrial equipment and automotive products to and from the Port of Batangas, and reduces travel time between Lipa City and Batangas City.



Urban Luzon Beltway is the site of various industrial, commercial, institutional and service establishments, making it the most productive and populous region in the country. This enhances the viability of toll road projects and proves attractive to private sector participation.

Toll road projects implemented through public-private partnership made possible through the BOT Law or through existing franchises granted by government to private sector or government owned corporation.

The North Luzon East Expressway (NLEE) Project is a proposed parallel expressway to the east of the Pan Philippine Highway from Plaridel, Bulacan to San Jose, Nueva Ecija with connections to existing roads.

The Tarlac-Pangasinan-La Union Toll Expressway which involves the construction in two phases of a 88-kilometer, 2-lane expressway from La Paz, Tarlac to Rosario, La Union will improve travel time to northern part of Luzon. The project runs parallel to McArthur Highway, passing through the Municipalities of Victoria, Gerona, Paniqui, Moncada and San Manuel in Tarlac and Carmen, Urdaneta, Binalonan, Pozzorubio and Sison in Pangasinan and Rosario in La Union. Plans for the project has been reviewed



by the independent consultant and submitted to the DPWH Bureau of Design for review and approval. Right-of-way acquisition for the project is presently on-going.

One of the main functions of C-5 is to decongest traffic at the inner core of Metro Manila by providing a continuous route connecting the South Luzon Expressway and North Luzon Expressway. The North Luzon Expressway, Phase 2 & 3 project will provide a 22.26 kilometer expressway that will link NLEX and SLEX.

The 6-lane expressway project will be undertaken by Manila North Tollways Corporation, (MNTC), a private consortium, and its partner, Philippine National Construction Corporation (PNCC), at a cost of P2.104 Billion

Aimed at providing a higher type of facility towards Cavite and alleviate traffic congestion along Aguinaldo Highway and Tirona Highway is the Manila-Cavite Expressway Project (R-1 Expressway Extension). The project will also provide a direct link between Metro Manila and the Export Processing Zone in Cavite, thereby reducing travel time and cost to and from the industrial and tourist centers in Cavite. Costing P4.3 Billion, the 7 kilometers road project is 54.441% complete.

To increase the traffic capacity of the entire existing South Luzon Expressway, the South Luzon Expressway Extension (SLEX) project is being pursued consisting of three segments: Alabang viaduct; Alabang to Calamba; and Calamba to Santo Tomas

The project will also extend the SLEX towards Sto. Tomas, Batangas to connect with the STAR. It would also support the economic activities in the CALABARZON area and the Strong Nautical Highway, as it would form part

of the seamless expressway connecting Metro Manila and the International Port in Batangas.

The 37.23 kilometers South Luzon Expressway (SLEX) Extension Project involves the rehabilitation, upgrading, expansion of the Alabang Viaduct and the toll road from Alabang to Calamba, and the construction of a toll road connecting SLEX to the Southern Tagalog Arterial Road. The rehabilitation and upgrading of the 1.20-kilometer viaduct was already completed while upgrading and

expansion of Alabang Viaduct to Calamba is 97.58% complete. On the otherhand, construction of the 4-lane 7.50 kilometer toll road to connect SLEX and Southern Tagalog Arterial Road (STAR) from Calamba to Sto. Tomas is 63.63% complete with the 52.56 hectares of project right-of-way already fully acquired.

On the otherhand, the Metro Manila Skyway Stage 2 will be pursued covering the 6.88 kilometer stretch of Bicutan to Alabang. The complete Skyway project including the 16.20





kilometers Buendia to Balintawak (North Luzon Expressway) segment which is under feasibility studies will link the NLEX to SLEX. The entire project is to be completed by 2015.

The NAIA Expressway Project will connect the new International Terminal 3 and the Centennial Terminal 2 to the Metro Manila Skyway, the South Luzon Expressway and Fort Bonifacio to the east and Roxas Boulevard via MIA Road to the west through a high speed, elevated toll road.

The NAIA Expressway-Metro Skyway link means speedier access to the Makati and Alabang business centers, while the Roxas Boulevard link would benefit airport users coming from Pasay and Cavite. Furthermore, it will connect NAIA Terminals 1 and 3 to provide comfort to transiting airline passengers.

Under Phase 1 of the NAIA Expressway and its related roads project are the upgrading and widening of the existing Villamor (formerly Nichols) Interchange, which includes the construction of three (3) access bridges and road widening along Pasong Tamo Extension and the East and West Service Roads of SLEX. Two elevated ramps known as Ramps 1 and 4 will connect the Skyway to the proposed main NAIA expressway viaduct along Sales Street and Andrews Avenue.



With the operation of the NAIA International Passenger Terminal 3 on the 63.5-hectare site of the Villamor Air Base, the completion of the NAIA expressway project is timely to cater the growing vehicular traffic.

### **Central Philippines Super Region: Developing Country's Premier Tourist Destination**

DPWH road projects under the Central Philippines Super Regions will help increase tourism arrivals, tap the development potentials of even the smaller islands, and spur micro, medium, and small enterprises, agribusiness, and other job-generating activities.

The improvement of El Nido-Bataraza-Rio Tuba Road with a total length of 358.38 kilometers would address the growing demand for better transport of goods and services towards world-renowned tourism spots of the province of Palawan.

The El Nido-Taytay-Roxas Section of the project, which is 73.92% complete, will provide a more reliable, efficient, and safer transport infrastructure. It will also enhance the broad-based development of Palawan and further contribute to the unimpeded flow of goods and services.

Improved road section in Palawan has hasten land travel to Puerto Princesa Subterranean River popularly known as Underground River of Palawan, among the Philippines top entry in the search for 7 new wonders of the world.

The other two (2) sections, Puerto Princesa-Narra-Abo-Abo is 76.88% complete, while the Abo-Abo-Espanola-Bataraza-Rio Tuba Section is 65.63% complete.

The development of El Nido-Bataraza-Rio Tuba Road will redound to economic development in terms of tourism, trade, commerce and industry and will hasten the deliveries and access to social services.

In Western Visayas, the Iloilo City-Sta. Barbara Road functions as the main access leading to the new Iloilo International Airport located in the municipalities of Sta. Barbara and Cabatuan. The 13.096 kilometers road widening project addresses traffic congestion in the area.

The improvement of the Iloilo-Sta. Barbara Road is deemed necessary following the transfer and opening of airport at the municipality of Sta. Barbara and Cabatuan.

Also expected to reduce traffic congestion at the Iloilo-Roxas Road particularly the sections of Iloilo City and Legares/Zarraga town proper is the 11.865 kilometers Metro Iloilo Radial Road.



Metro Iloilo Radial Road will contribute to the economic development of Panay Island as it will help reduce vehicular traffic along Iloilo-Roxas Road particularly the sections of Iloilo City and Leganes and Zarraga town proper.

The by-pass road starts from the proposed Iloilo Circumferential Road No. 1 and ends at about 1.50 kilometers north of Zarraga town proper where it merges with the existing Iloilo-Roxas Road.







The Iloilo-Sta. Barbara Road and Metro Iloilo Radial Road has a combined accomplishment of 35.94%.

Another SONA Project in Western Visayas is the Pandan-Libertad-Antique/Aklan Boundary Road project with a total length of 13.873 kilometers which is the first segment of the Pandan-Malay-Nabas Road project.

The road improvement project, which is 31.05% complete, will provide increased

mobility and accessibility of goods and services considering that it will also serve as an access road leading to Caticlan in Malay, the take-off point to Boracay Island, a famous tourist destination in the Philippines.

In Negros Island, the New Bacolod (Silay) Airport Access Road Project is an airport access road that runs parallel to and about 3 to 4 kilometer east of Bacolod City Coastal Road and traverses mostly sugarcane fields at the back skirt of Talisay City and Silay City in the Province of Negros Occidental.

The 10.3 kilometers road project will provide smooth access to new Bacolod Silay Airport from Bacolod City, reduce traffic congestion at the north section of Bacolod Coastal Road and will form a flexible road network.

It branches off the north tip of the existing Bacolod Circumferential Road and ends at Silay-Guimbalaon Road at about 500 meter west of the New Bacolod (Silay) Airport.

An initial amount of P200 Million was released for the project, P120 Million of which for the 2.37 kilometers road section covering sub-base course with a design width of 7.0 meter all weather road that is 100% complete while the P80 Million fund is intended for right-of-way acquisition to jump-start the project

Aside from development prospect for Western Visayas, these infrastructure projects translate to employment opportunities for the local populace.

An alternate transport route which will reduce travel time and transport cost between Mindanao and Luzon via Visayas and also further promote shipping services is the 161.971 kilometers Aroroy-Esperanza Road in Masbate.



The Aroroy-Esperanza Road Project, which is 87.48% complete, support the Central and Eastern Nautical Highways and physically integrate with and link Bicol to other regions with lesser transport costs.

There are four (4) road improvement projects that interlink Aroroy Port and Cawayan Port along the nautical highway in Bicol.

These are the concreting of Aroroy-Baleno-Lagta-Jct. Malinta Road, Jct. Uson (Buenavista)-Cawayan Road, Cataingan-Esperanza Road, and San Pascual-Claveria Road.

Aroroy Port links through Ro-Ro vessels mainland Masbate with Pilar Port and Dalahican Port in Lucena City.

On the otherhand, Cawayan Port serves as the nautical highway link between Bicol through Pilar via Aroroy or Masbate City to the province of Cebu or other points of destinations in the Visayas and Mindanao Islands.





The Central Nautical Highway which connects Bicol Region to Visayas and Mindanao (Masbate, Bohol, Camiguin and Misamis Oriental) was launched by President Gloria Macapagal-Arroyo in April 2008.

The nautical highway project has shortened travel time between islands thus, reducing transport cost that would likely encourage investors and tourists alike to invest/travel in Bicol Region and other parts of the country.

In Central Visayas, the construction of 640.30 lineal meter Cansaga Bay Bridge with 854 lineal meter approaches which is part of the Cebu North Coastal Road Project will provide a shorter northern route to the Mactan International Airport through the Second Mandaue-Mactan (Fernan) Bridge.

The project, which is 91.46% complete, will improve economic activity of central and northern Cebu through efficient transport of goods and services between northern and central Cebu.

Access to world famous Chocolate Hills has improved with the completion of the 260.60 kilometers Bohol Circumferential Road in Central Visayas.

In Eastern Visayas, DPWH is undertaking the improvement of some 240.574 kilometers portion of the Maharlika Highway in Samar. The P4.339 Billion worth project has attained more than 65.90% completion to date.

Two on-going sections, the 52.70 kilometers Calbayog-Gatanguit Section and 59.53 kilometers Gatanguit-Calbiga Section, has an accomplishment of more than 97.79% and 98.99%, respectively.

The project consists of rehabilitation works on deteriorated portland concrete cement pavement, improvement and widening of



shoulder, and patching/resealing of cracks on existing pavement prior to asphalt overlay. Other work includes rehabilitation of bridges, construction and/or upgrading road shoulders, provision for drainage facilities, and slope protection works.

On the otherhand, civil works has just commence for the 35.70 kilometers Allen-Malaga Section while implementation of works will soon start following the bidding activities for the 36.76 kilometers Malaga-Calbayog Section. The initial released fund of P50 Million for the 55.725 kilometers Calbiga-Tacloban Section was already completed while award to bid winning contractor for the P100 Million fund is currently being processed.

Another project, the San Isidro-Lope De Vega Road in Northern Samar, will provide access to three (3) tourism destinations namely Busay Falls of Barangay Seven Hills, San Isidro and Ugsad and Pangasilan Falls, both of Barangay Mabini in Catarman. Out of the 44.25 kilometers road project, 2.5 kilometers is on-going, 7.90 kilometers was bid-out, while the remaining 26.21 kilometers road opening/construction of bridges is not yet funded.

Also, the 130.452 kilometers Laoang-Lapinig-Arteche-San Policarpio Road or Samar Pacific Coastal Road with estimated cost of P2.452 Billion is proposed for financing under the Korean Economic Development Cooperation.

These road improvement projects of the DPWH will facilitate inter-island transportation and commerce, and further enhance tourism in the Central Philippines' Super Region.



## Agribusiness Mindanao: Competing in East Asia Growth Area

Boosting its competitive edge with the countries in East Asia Growth Area (EAGA), Mindanao holds to its promise to fast becoming an agribusiness economy through massive infrastructure development. Mindanao, located at the southern part of the Philippines is part of BIMP (Brunei Darussalam, Indonesia, Malaysia and the Philippines') – EAGA, Asia's largest regional grouping.

Productive sectors of these territories of ASEAN nations include agriculture, fisheries, forestry, industrial development and tourism.

For Mindanao, potentials on fresh fruits, fish, marine products, plantation crops, construction materials and textiles are very encouraging. Thus, it aims at improving its export values in marine and agricultural products, canned pineapple products and textile manufacturing. Lately, tourism industry potential of Mindanao has also benefited from this development.

In support of harnessing Mindanao to become a key player in agribusiness, the administration of President Gloria Macapagal-Arroyo has poured a total of P19.772 Billion worth of





infrastructure projects allotted purposely for Super Region projects. To date, these projects have an aggregate accomplishment of 81.09%.

In creating the Agribusiness Mindanao Super Region, the DPWH has outlined the necessary infrastructure road transport support to further hasten the inter-regional connectivity through an efficient road network within the island.

Among the first SONA projects completed is the Diosdado Macapagal Bridge and the Butuan by-pass road which have been completed in early 2007 at a cost of P2.159 Billion. This engineering and visual marvel is located at the highly commercial Butuan City at the heart of Northeastern Mindanao's CARAGA region. The 907.6-meter long, 11.4-meter wide bridge links to important highways that cross into the city. It is a product of earthquake-proof Japanese technology, adopting a steel-cable stayed suspension system and boring its main pile foundation to the bedrock of the Agusan River.

The Super Region infrastructure plan boasts of its ambition to connect Lanao del Norte and Misamis Occidental crossing the Panguil Bay. It requires the construction of 2,360 lineal meters bridge and approach roads



of 1,240 meters. The Panguil Bay bridge project is proposed to be undertaken through BOT framework. Geophysical survey and geotechnical investigation conducted by AM Geoconsult & Associates for DPWH Region 10 was completed on October 2009. The survey and investigation reports were submitted to the DPWH Bureau of Design for use/reference as basis in determining the most appropriate alignment and the specimen design.

Another significant projects included under the Agribusiness Mindanao SONA Program is the Dinagat Island road network project which provides accessibility to the remote towns of the island thereby harnessing their functional roles and maximize productivity to areas where there are development opportunities.

The 12.33 kilometers road project has posted an accomplishment of 78.60% with 12 sections completed and 2 on-going. This road network, classified as national roads, functions as the main trunkline of the Island connecting the adjoining municipalities of Dinagat, Cagdiano, San Jose, Basilisa, Libjo, Tubajon and Loreto.

Aimed at decongesting traffic along the main national highway of Iligan City is the Iligan City Circumferential Road project.



The project begins at Mandulog Bridge 1, Barangay Hinaplanon and traverses Barangays Luinab, Del Carmen, Pala-o, Pugaan, Ubaldo Laya, Tubod and Tomas Cabili and ends at the Macapagal Avenue (National Highway) fronting the NSC Compound.

This road interconnects the city streets for easy mobility of motorists and smooth delivery of goods and services and will provide direct access to the integrated bus/jeepney terminal and farmer's complex in support to the development plans of the city government.

The released amount of P363 Million was intended for the construction of three (3) bridges and some road sections which are workable up to subgrade level while the DPWH-Region 10 is coordinating closely with the City Government of Iligan in the negotiation process with the affected lot owners for the right-of-way.

The improvement of Dapitan-Dakak Road with a length of 9.302 kilometers passing through barangays Talibay, Santo Niño and Taguilon which is the main access road to the world renowned Dakak Beach Resort will provide safety, convenience and satisfaction of all road



users, increase accessibility, boost tourism, improve economic activities and way of life of the people living in the area.

The project costing P303 Million has posted an accomplishment of 87.41% with five (5) sections completed and two (2) on-going.

The Zamboanga West Coast Road project, costing P3.801 Billion, traversing the municipalities of Baliguian, Siocon, Sirawai, and Sibuco in Zamboanga del Norte, identified as the most remote and depressed municipalities in the Zamboanga Peninsula and in the country. Due to the absence of an efficient road network, economic activities were not so encouraging. No investors would come in, no job opportunities, no trade and commerce which made the lives of the local people very difficult.

However the construction of Zamboanga West Coast Road Project which is 68.46% complete will ensure provision and delivery of much needed basic service, enhancement of agricultural production, protection of wildlife and natural resources, will spur economic and social activities thus improving the quality of life of people. The completion of the road project will also improve peace and order condition in these very remote areas known to be lairs of bandits and insurgents.



The project road involves a total length of 175.724 kilometers starting at the boundary of the municipalities of Gutalac and Baliguian and traverses southwest along the western coast of the Zamboanga Peninsula.

Construction/improvement of the 30.18 kilometers Junction Awang-North Upi Road (56.61% complete), 37.88 kilometers North



Upi-Maguindanao/Sultan Kudarat Road (1.60% complete), and 36.94 kilometers Maguindanao/Sultan Kudarat-Lebak-Kalamansig Road (22.72% complete) is part of an inter-regional link between Central Mindanao or Region XII and ARMM through its coastal municipalities. The road also forms part of the north-south backbone that links different major roads via Marbel Allah or Koronadal.

Completion of these projects will reduce poverty and promote economic growth in Central Mindanao area by facilitating movement of goods and services between the rural communities and the alternative markets in the neighboring urban centers including Cotabato City, by providing access to the centers of agricultural, industrial, fishing, commercial and tourism activities in the areas, and to function as a part of north-south national road from Cagayan de Oro to General Santos.

The 128.164 kilometers Kapalong-Talaingod-Valencia, Bukidnon Road Project is envisaged to serve as an alternate route to the Davao-Calinan-Bukidnon Road and Agusan-Davao Road as distance savings particularly for those vehicles going to or coming from Bukidnon, to and from Davao Del Norte, Davao Oriental, and southern area of Agusan Del Sur and their environs.

The project, costing P3.615 Billion, starts at the municipality of Kapalong, Davao del Norte, about 20 kilometers from the Pan-Philippine Highway in Tagum City, and passess through the municipalities of Talaingod, Davao del Norte and San Fernando, Bukidnon until the junctions of Sayre Highway in the City of Valencia, Bukidnon. Of the 57.63 kilometers Region 11 side of the project, three (3)



sections were completed and five (5) sections are on-going with an overall status of 97.38% while of the 70.534 kilometers Region 10 side of the project, three (3) sections were completed and five (5) sections on-going with overall status of 89.34%.

The Surigao-Davao Coastal Road in the provinces of Surigao del Norte and Surigao del Sur in Region XIII or CARAGA Region and Davao Oriental in Region XI forms part of the arterial road network and is classified as one of the Mindanao's strategic roads.





The 40.141 kilometers Bacuag-Claver Section and 66.650 kilometers Manay-Mati Section were completed. Status of the other road sections of the Surigao-Davao Coastal Road Project are as follows: 87.898 kilometers Marihatag-Hinatuan-Bislig Section 97.98% complete; 27.69 kilometers Cortes-Tandag-Marihatag Section 90.62% complete; 9.097 kilometers Adlay-Bon-ot Section 38.91% complete; 45.72 kilometers Bislig-Boston Section 95.66% complete; and 69.40 kilometers Boston-Manay Section 97.11% complete.

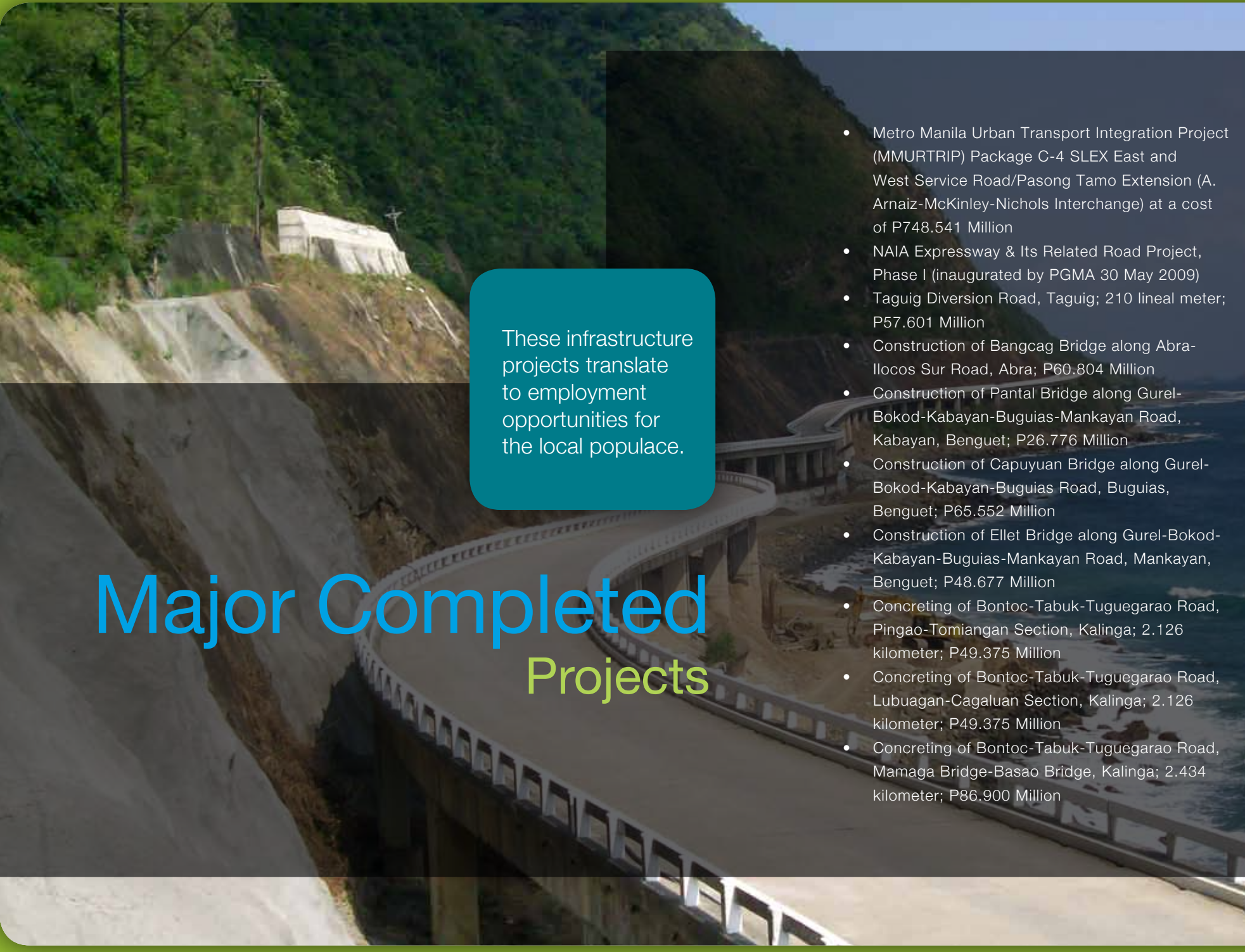
The road project will promote and sustain regional industries such as mining and agricultural activities for the improvement of the economic condition or status of the inhabitants in the area.

Another development project also in CARAGA Region, the P90 million worth improvement thru gravelling of 10.02 kilometers Hawilian-Salug-Sinakungan Road was completed while the remaining 78 kilometer road opening and construction of bridges have not yet been funded.

The project supports the sustainable economic growth of Northeastern Mindanao and whole of Mindanao in general and generates savings in terms of vehicle operating costs/maintenance cost for the road users.







These infrastructure projects translate to employment opportunities for the local populace.

# Major Completed Projects

- Metro Manila Urban Transport Integration Project (MMURTRIP) Package C-4 SLEX East and West Service Road/Pasong Tamo Extension (A. Arnaiz-McKinley-Nichols Interchange) at a cost of P748.541 Million
- NAIA Expressway & Its Related Road Project, Phase I (inaugurated by PGMA 30 May 2009)
- Taguig Diversion Road, Taguig; 210 lineal meter; P57.601 Million
- Construction of Bangcag Bridge along Abra-Ilocos Sur Road, Abra; P60.804 Million
- Construction of Pantal Bridge along Gurel-Bokod-Kabayan-Buguias-Mankayan Road, Kabayan, Benguet; P26.776 Million
- Construction of Capuyuan Bridge along Gurel-Bokod-Kabayan-Buguias Road, Buguias, Benguet; P65.552 Million
- Construction of Ellet Bridge along Gurel-Bokod-Kabayan-Buguias-Mankayan Road, Mankayan, Benguet; P48.677 Million
- Concreting of Bontoc-Tabuk-Tuguegarao Road, Pingao-Tomiangan Section, Kalinga; 2.126 kilometer; P49.375 Million
- Concreting of Bontoc-Tabuk-Tuguegarao Road, Lubuagan-Cagaluan Section, Kalinga; 2.126 kilometer; P49.375 Million
- Concreting of Bontoc-Tabuk-Tuguegarao Road, Mamaga Bridge-Basao Bridge, Kalinga; 2.434 kilometer; P86.900 Million



- Concreting of Mt. Polis-Brgy Viewpoint Section, Banaue, Ifugao; 1.8 kilometer; P48.195 Million
- Concreting of Bontoc-Tabuk-Tuguegarao Road, Suyo-Tangadan Section, Kalinga; 1.633 kilometer; P49.375 Million
- Concreting of Bontoc-Tabuk-Tuguegarao Road, Cobaet Bridge-Gonogon Section, Kalinga; 2.126 kilometer; P49.375 Million
- Widening/concreting of Bontoc-Banaue-Mayoyao-Aguinaldo-Mt. Province Boundary, Mt. Province; 4.3 kilometer; P70.125 Million
- Construction of Amburayan Bridge along Manila North Road, Tagudin, Ilocos Sur; P557.295 Million
- Construction of Quirino Bridge along Manila North Road, Bantay, Ilocos Sur; P625.614 Million
- Construction of Suyo-Cervantes Road, Suyo, Ilocos Sur; P1.164 Billion
- Restoration of 1.128 kilometers Patapat Viaduct along Laoag-Allacapan Road, Ilocos Norte; P219.101 Million
- Construction/road opening of Abra-Ilocos Norte Road, Ilocos Norte; 2.5 kilometer; P50 Million
- Concreting of Mangaldan-Manaoag-Binalonan Road, Pangasinan; 4.5 kilometer; P49.375 Million
- Construction of Taliawan Bridge along Manila North Road, Tagudin, Ilocos Sur; P25.815 Million
- Construction of Tablac Bridge along Manila North Road, Candon City, Ilocos Sur; P25.588 Million
- Construction of Don Clemente Bridge along Alaminos-Bolinao Road, Bani, Pangasinan; P37.801 Million



- San Nicolas-Natividad-San Quintin-Umingan-Guimba Road, Pangasinan; 4.5 kilometer; P49.375 Million
- Concrete paving/improvement of Junction National Bitnong-Belance-Nueva Viscaya Boundary Road, Dupax del Norte; 5.220 kilometer; P127.972 Million
- Construction of 438 lineal meter Delfin Albano Bridge along Delfin Albano-Tumauini Road, Isabela; P124.485 Million
- Jct. Layac-Balanga-Mariveles Port Road, Bataan; 2.740 kilometer; P49.375 Million
- General Alejo Santos Highway, Bulacan; 14.958 kilometer; P150.985 Million
- Rehabilitation/Improvement of Sta. Rita-Biak na Bato Road, San Miguel, Bulacan; 3.454 kilometer; P40 Million





- Construction of Dinadiawan Bridge along Baler-Casiguran Road, Aurora; 105 lineal meter; P56.90 Million
- Construction of Dibunog Bridge, Dipaculao, Aurora; P24.825 Million
- NCR-Bulacan Boundary-Bigte-Ipo Dam Road including replacement of Kay Tialo Bridge, San Jose Del Monte City, Bulacan; 564 lineal meter; P47.640 Million
- Rehabilitation/improvement of Sibul-Biak na Bato Road, San Miguel, Bulacan; 2.3 kilometer; P47.623 Million
- Upgrading of Pantabangan-Canili-Baler Road, Cadaclan Section; 3.536 kilometer; P47.285 Million
- Concreting of Tulauc-Sto. Domingo Road, Mexico Section, Pampanga; 4.200 kilometer; P98.479 Million
- Concreting of Jct. Layac-Balanga-Mariveles Port Road, Bataan; 2.700 kilometer; P107.887 Million
- Construction of Palilihan Bridge I including approaches & road right-of-way along Roman Expressway, Hermosa, Bataan; 151 lineal meter; P90.181 Million

- Concreting of Daang Maharlika, Bulacan; 5.940 kilometer; P95.472 Million
- Asphalt overlay at Gen. Alejo Santos Highway, Bulacan; 5.627 kilometer; P82.001 Million
- Widening of McArthur Highway (MNR), Package V- City of San Fernando and Mabalacat Section, Pampanga; 2.610 kilometer, P93.527.90 Million
- Widening of McArthur Highway (MNR), Package IV - Apalit-San Simon-Minalin-Sto. Tomas Section, Pampanga; 3.968 kilometer; P64.120 Million
- Widening of McArthur Highway (MNR), Package III - Malolos-Calumpit Section, Bulacan; 620 lineal meter; P53.990 Million
- Widening of McArthur Highway (MNR) Package II - Balagtas-Guiguinto Section, Bulacan; 7.340 kilometer; P70.394 Million
- Widening of McArthur Highway (MNR) Package I - Meycauyan-Marilao-Bocause Section, Bulacan; 5.996 kilometer;

P188.051 Million

- Rehabilitation/Improvement/Widening of Tarlac-Nueva Ecija-Aurora-Dingalan Port, Sta. Rosa-Jct. Fort Magsaysay Road, Phase II; 4.460 kilometer; P87.045 Million
- Concreting of Tulauc-Sto. Domingo Road, San Simon Section, Pampanga; 4,057 kilometer; P88.918 Million
- Widening of McArthur Highway (MNR), Package VII - Replacement of Tinajero Bridge and Approaches, San Fernando, Pampanga; 31 lineal meter; P45.804 Million
- Widening of McArthur Highway (MNR), Package VI - Replacement of Dalaguitan Bridge and Approaches, Sto. Tomas, Pampanga; 57 lineal meter; P82.045 Million
- Widening of McArthur Highway (MNR), Tarlac Province (Intermittent Sections) including Bamban and Capas, Package III - San Manuel Section, Tarlac; 2.5 kilometer; P94.029 Million





- Widening of McArthur Highway (MNR), Tarlac Province (Intermittent Sections) including Bamban and Capas, Package II-Tarlac City Section; 2.080 kilometer; P116.786 Million
- Widening of McArthur Highway (MNR), Tarlac Province (Intermittent Sections) including Bamban and Capas, Package I - Bamban-Capas Section; 3.937 kilometer; P58.045 Million
- Improvement of Baler-Casiguran Road, Aurora; 5 kilometer; P50 Million
- Rehabilitation/Improvement/Widening of Tarlac-Nueva Ecija-Aurora-Dingalan Port, Gabaldon-Dingalan Road, Phase III; 2.433 kilometer; P151.939 Million
- Rehabilitation/Improvement/Widening of Tarlac-Nueva Ecija-Aurora-Dingalan Port Tarlac City-Sta. Rosa-Nueva Ecija-Laur-Gabaldon-Dingalan Port, Phase I; 9 kilometer; P223.075 Million
- McArthur Highway (MNR) Meycauayan (Bulacan) to Mabalacat (Pampanga), Bulacan Section, Bocaue-Balagtas-Guguinto Section; 3.680 kilometer; P88.723 Million
- McArthur Highway (MNR) Meycauayan (Bulacan) to Mabalacat (Pampanga), Pampanga Section, City of San Fernando Section, Pampanga; 500 lineal meter; P48.065 Million
- McArthur Highway (MNR), Tarlac Province, Moncada-San Manuel Section; 2 kilometer; P59.949 Million



- McArthur Highway (MNR), Tarlac Province, Tarlac City-Gerona Section; 4 kilometer; P59.971 Million
- Asphalt overlay of Gapan-San Fernando-Olongapo Road, Nueva Ecija; 8.670 kilometer; P42.154 Million
- Concreting of Daang Maharlika, Nueva Ecija; 2.5 kilometer; P41.224 Million
- Concreting of Norzagaray-Bigte Road, Bulacan; 3.510 kilometer; P57.822 Million
- Asphalt overlay of Daang Maharlika, Bulacan; 3.510 kilometer; P77.094 Million
- Asphalt overlay of Roman Expressway, Bataan; 2.7 kilometer; P100.263 Million

- Concreting of Porac Access Road (Hacienda Dolores) leading to Porac Interchange of SCTEX, Pampanga; 4.180 kilometer; P80.007 Million
- Construction of Access Road (West Lateral Dike) connecting to Porac Interchange of Hacienda Dolores, Porac, Pampanga; 12.5 kilometer; P94.550 Million
- Improvement of Laurel-Alfonso Road (Niugan Section) Laurel, Batangas; 4 kilometer; P50 Million
- Rehabilitation/reconstruction of San Juan-Laiya Road, San Juan, Batangas; 3.441 kilometers; P49.375 Million
- Rehabilitation/reconstruction/upgrading of Batangas-Lobo Road; 1.155 kilometer; P49.375 Million
- Construction of Ilijan 1 Bridge along Batangas-Lobo Coastal Road, Batangas City; P15.438 Million
- Construction of Ilijan 2 Bridge along Batangas-Lobo Coastal Road, Batangas City; P20.125 Million
- Construction of Dela Paz Bridge along Batangas-Lobo Coastal Road; Batangas City; P12.955 Million
- Construction of Bacao Bridge along Batangas-Bacao-Lobo Road, Taysa, Batangas; P23.103 Million
- Construction of Panamitan Bridge along Zapote-Cavite Road, Kawit, Cavite; P39.294 Million
- Construction of Malamok Bridge along Zapote-Cavite Road, Kawit, Cavite at a cost of P33.294 Million

- Rehabilitation/reconstruction/upgrading of Dasmariñas-Carmona Road, Cavite; 3.750 kilometers; P50 million
- Construction of Tagaytay-Talisay-Taal Lake Road, Tagaytay City, Cavite; 2.5 kilometers; P48.215 Million
- Concreting of Tayabas-Mauban-Sampaloc-Lucban Road (Sampaloc-Lucban Section), Quezon; 1.298 kilometer; P48.218 Million
- Concreting of Calapan North Road, Calapan-Puerto Galera Section), Mindoro Oriental; 1.510 kilometer; P48.155 Million
- Concreting of Puerto Princesa-Sabang Road (Underground River), Palawan; 3.237 kilometer; P48.139 Million
- Marinduque Circumferential Road, Marinduque; 4.300 kilometer; P83.329 Million
- Tablas Circumferential Road, San Agustin-Sta. Maria Section, Romblon; 2.05 kilometer; P50 Million
- Sibuyan Circumferential Road, Sibuyan Island, Magdiwang-Cajidiocan-San Fernando Section, Romblon; 2.10 kilometer; P50 Million
- Fraternidad-Biak Na Bato-E. Angeles Road, Camarines Sur; 2.287 kilometer; P48.250 Million
- Construction of Naboonan Bridge along Manila South Road, Labo, Camarines Norte; P19.299 Million
- Construction/opening of Estanza-Tabon-tabon Road, Albay; 3.360 kilometer; P50 Million

- Construction of 16.45 kilometers Libon-Morocmoc-Pantao Road, Albay; P223.129 Million
- Asphalt overlay of Quirino-Andaya Highway, Camarines Norte Section; 1.711 kilometer; P48.063 Million
- Concreting of Danao-Pasacao Road, Pasacao, Camarines Sur; 1.239 kilometer; P48.242 Million
- Asphalt overlay of Quirino-Andaya Highway, Del Gallego-Ragay Section, Camarines Sur; 6.125 kilometer; P145.095 Million
- Concreting of Jct. Bato-Baras Road, Catanduanes; 3.1 kilometer; P57.530 Million
- Concreting of Cataingan-Esperanza Port Road, Masbate; 5.171 kilometer; P96.015 Million
- Concrete reblocking of Sipocot-Cabusao Road, Camarines Sur; 3.035 kilometer; P54.720 Million



- Concreting of Quirino-Andaya Highway, Del Gallego Section, Camarines Sur; 9.090 kilometer; P96.499 Million
- Naga City Boundary-Calabanga-Balongay Road, Camarines Sur; 2.690 kilometer; P48.250 Million
- Concreting of Ariman-Jct. Bulusan Lake Road, Sorsogon; 2.798 kilometer; P59.530 Million
- Construction of Puro Seawall, Phase 1, Albay; P47.502 Million





# Visayas

- Construction of San Enrique-Vallehermoso Road, La Castellana-Canlaon Section, Negros Occidental; 5.46 kilometers; P114.233 Million
- Construction of Alicante Bridge along Jct. Bagonawa-La Carlota-La Castellana Road, La Castellana, Negros Occidental; P41.588 Million
- Concreting of Odiong-Sibalom-San Remigio-Leon Road, Antique; 4.420 kilometer; P49.375 Million

## Projects

- Concreting of Mandurriao-San Miguel-Alimodian-Maasin-Cabatuan Road, Iloilo; 3.497 kilometer; P49.375 Million
- Rehabilitation of Bacolod South Road, Pontevedra Section, Negros Occidental; 2.685 kilometer; P59.250 Million
- Construction of Lambusan 1 Bridge along Antonio de Pio Highway, Lambusan, San Remigio, Cebu; P24.989 Million

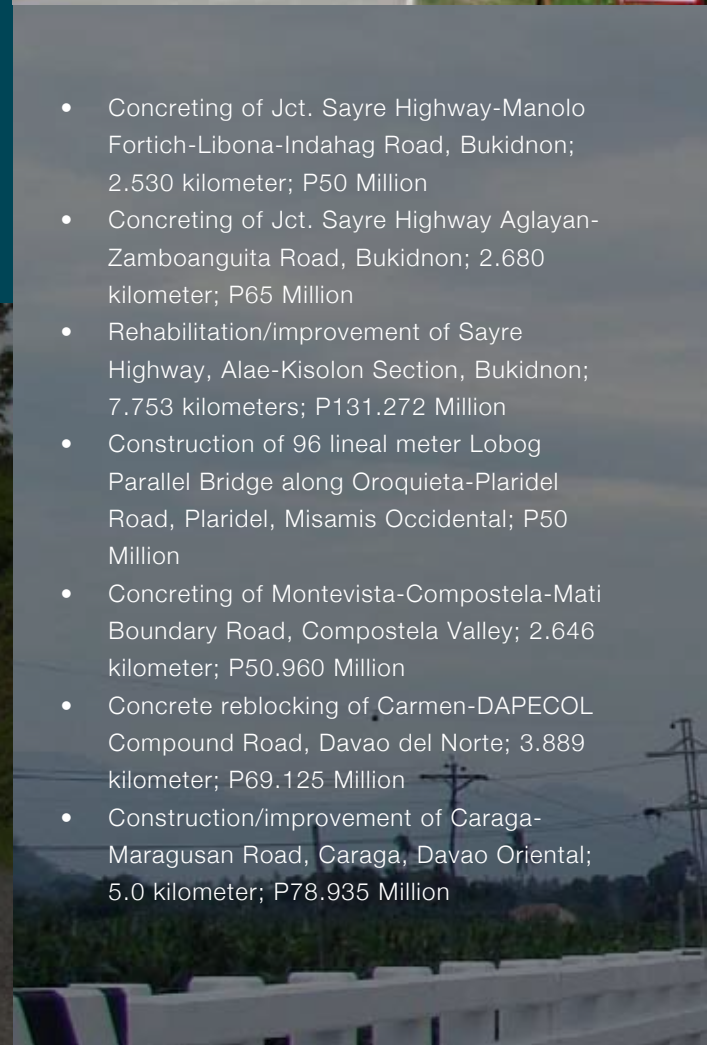
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- Construction of Agas-Agas Bridge, Souther Leyte; 350 lineal meter; P1.024 Billion
  - Construction of Gatanguit-Calbiga Section, Western Samar; 59.53 kilometers; P1.683 Billion
  - Construction of Calbayog-Gatanguit Section, Western Samar; 52.7 kilometers; P1.764 Billion
  - Construction of Albueria-Burauen Road including bridges, Burauen Section, Leyte; 2.2 kilometer; P49.375 Million
  - Construction/rehabilitation/improvement of Cagpanit-an Silvino Lobos Road, Northern Samar; 3.440 kilometer; P48.188 Million
  - Construction of Albueria-Burauen Road, Albueria Section, Leyte; 3.120 kilometer; P42 Million
  - Construction of Palo East By-Pass Road, Palo, Leyte; 3.190 kilometer; P57.882 Million
  - Concreting of Pangpang-Palapag-Mapanas-Gamay-Lapinig Road, Northern Samar; 2.965 kilometer; P77.044 Million
  - Rehabilitation of Calbiga-Tacloban Road, Samar; 2.5 kilometer; P49.375 Million

# Mindanao Projects

- Limpapa Bridge along Zamboanga City-Zamboanga del Norte Boundary, Zamboanga City; 120 lineal meter; P60.10 Million
- Concrete reblocking of Butuan City-Cagayan de Oro City-Iligan City Road, Cagayan de Oro City; 2.660 kilometer; P50.083 Million
- Construction of Valencia Bridge and approaches along Junction Sayre Highway, Bagontas-San Fernando Road, Bukidnon; P54.235 Million
- Construction of Tagoloan Parallel Bridge and approaches along Iligan-Cagayan de Oro City-Butuan Road, Tagoloan, Misamis Oriental; 82 lineal meter; P63.021 Million
- Construction of Cagayan de Oro City Third Bridge and Access Road, Cagayan de Oro City; 352 lineal meter; P100 Million
- Concreting of Misamis Oriental-Bukidnon Road, Bukidnon; 3.902 kilometer; P100 Million
- Concreting of Kibawe-Kadingilan-Kalilangan Road, Bukidnon; 1.590 kilometer; P78 Million
- Concreting of Jct. Sayre Highway-Aglayan-Ticalaan Road (Ticalaan-Paganan Section), Bukidnon; 4.570 kilometer; P100 Million



- Concreting of Jct. Sayre Highway-Manolo Fortich-Libona-Indahag Road, Bukidnon; 2.530 kilometer; P50 Million
- Concreting of Jct. Sayre Highway Aglayan-Zamboanguita Road, Bukidnon; 2.680 kilometer; P65 Million
- Rehabilitation/improvement of Sayre Highway, Alae-Kisolon Section, Bukidnon; 7.753 kilometers; P131.272 Million
- Construction of 96 lineal meter Lobog Parallel Bridge along Oroquieta-Plaridel Road, Plaridel, Misamis Occidental; P50 Million
- Concreting of Montevista-Compostela-Mati Boundary Road, Compostela Valley; 2.646 kilometer; P50.960 Million
- Concrete reblocking of Carmen-DAPECOL Compound Road, Davao del Norte; 3.889 kilometer; P69.125 Million
- Construction/improvement of Caraga-Maragusan Road, Caraga, Davao Oriental; 5.0 kilometer; P78.935 Million





- Concreting of Compostela-Cateel Road, Davao Oriental; 3.020 kilometer; P71.1 Million
- Rehabilitation/improvement along Surigao-Davao Coastal Road, Badas-Baso Section, Davao Oriental; 2.010 kilometer; P48.132 Million
- Rehabilitation/improvement along Surigao-Davao Coastal Road, Dawan-Tagamot Section, Davao Oriental; 4.250 kilometer; P71.995 Million
- Replacement of Padada Bridge along Digos City-Makar Road, Davao del Sur; 92.5 lineal meter; P225.827 Million
- Improvement/regravelling of Monkayo-Diwalwal Road, Compostela Valley; 21.696 kilometer; P92.878 Million
- Asphalt overlay of Davao-Agusan Road, Davao del Sur; 8 kilometer; P48.048 Million
- Construction of Upper Makar Bridge 1, Barangay Sinawal/Fatima, Phase 1, South Cotabato; 210 lineal meter; P47.476 Million
- Construction of Kitagas Bridge along Sarangani-Sultan Kudarat Coastal Road, Sarangani at a cost of P19.118 Million
- Rehabilitation/asphalt overlay along Daang Maharlika (Surigao-Agusan Road), Poblacion Cabadbaran-Comagascas Section, Agusan del Norte; 1.918 kilometer; P50 Million
- Rehabilitation/asphalt overlay of Butuan City-Masao Port Road, Lower Doongan-Barangay Ambago Section, Agusan del Norte; 1.918 kilometer; P48.179 Million



## FY 2010 DPWH BUDGET BY EXPENDITURE TYPE

	GENERAL APPROPRIATIONS ACT	
1.0 CAPITAL OUTLAYS		
1.1 INFRASTRUCTURE		
1.1.1 Foreign Assisted Projects	P	13.432 B
1.1.2 Locally Funded Projects		103.313 B
1.2 NON-INFRASTRUCTURE		0.015 B
TOTAL CO	P	116.760 B
2.0 CURRENT OPERATING EXPENDITURES		
2.1 PERSONAL SERVICES	P	3.540 B
2.2 MAINTENANCE AND OTHER OPERATING EXPENSES	P	6.631 B
2.2.1 INFRASTRUCTURE		6.211 B
2.2.2 OTHER OPERATING EXPENSES		0.420 B
TOTAL COE		10.171 B
<b>TOTAL BUDGET, FY 2010</b>	<b>P</b>	<b>126.931 B</b>

## SUMMARY OF FY 2009 BUDGET BY EXPENDITURE TYPE

1.0 CAPITAL OUTLAYS		
1.1 INFRASTRUCTURE		
1.1.1 Foreign Assisted Projects	P	14.439 B
1.1.2 Locally Funded Projects		102.790 B
1.2 NON-INFRASTRUCTURE		0.070 B
TOTAL CAPITAL OUTLAYS	P	117.299 B
2.0 CURRENT OPERATING EXPENDITURES		
2.1 PERSONAL SERVICES (PS)	P	3.609 B
2.2 MAINTENANCE AND OTHER OPERATING EXPENSES (MOOE)	P	8.983 B
2.2.1 INFRASTRUCTURE		8.058 B
2.2.2 OTHERS		0.925 B
TOTAL CURRENT OPERATING EXPENSES		12.592 B
<b>TOTAL BUDGET, FY 2009</b>	<b>P</b>	<b>129.891 B</b>

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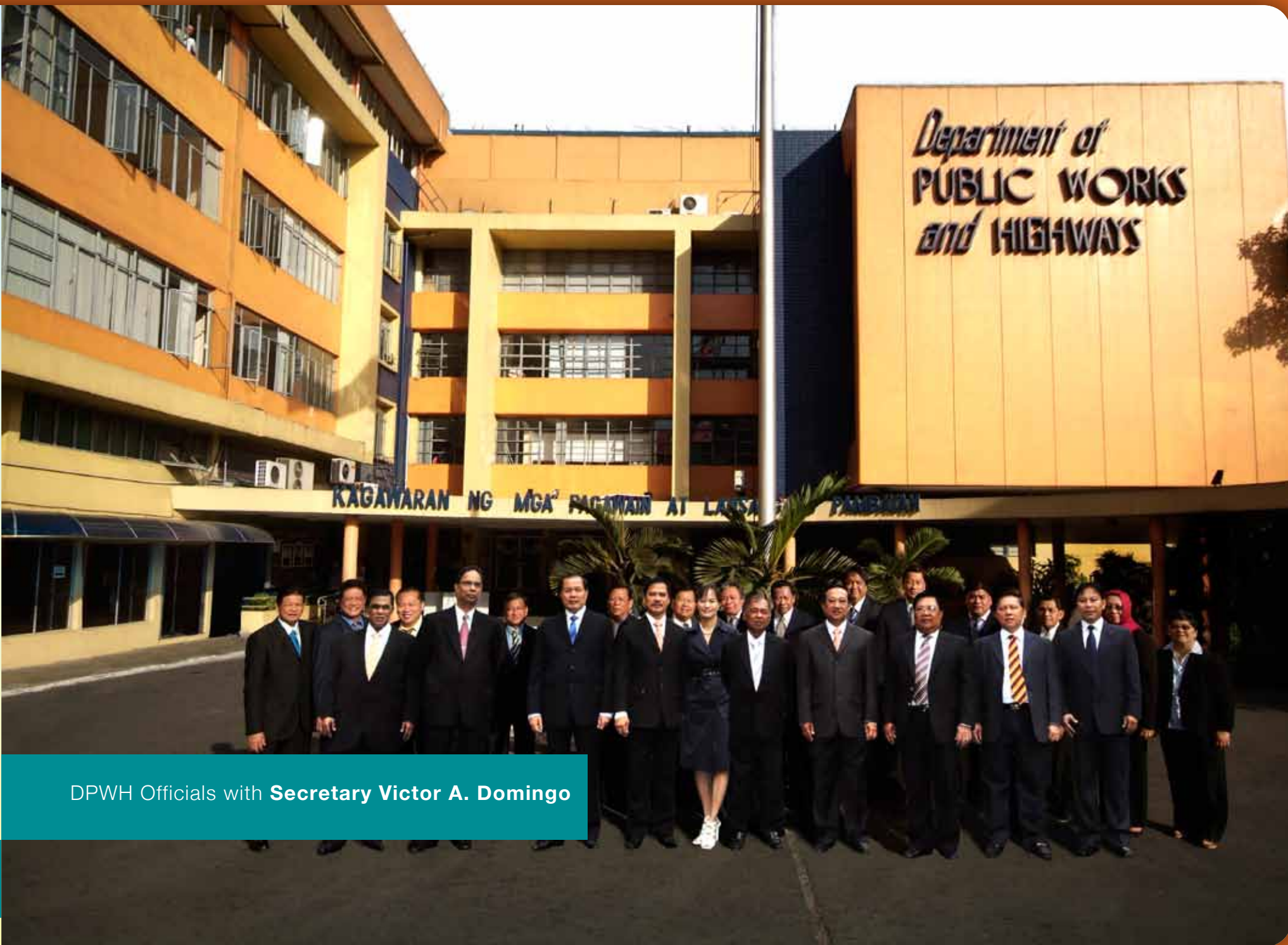


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