		Republic of the	Philinnines	097.13 DPWH
	DEPARTMENT	OF PUBLIC W	ORKS AND HIGHWAYS	08.30.2022
	OFF	ICE OF THE Månila	SECKETARY	
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AUG 2 6 2022				
DEPARTMENT OR 189 NO. Series of 2022	DER)))) 8\30 2022	SUBJECT:	Comprehensive Policy the Maintenance of M and Bridges	Guidelines on National Roads

In line with the Department's commitment to continuously improve the maintenance service delivery to the public by preserving the national government infrastructure assets, as much as possible, to its as-constructed condition as well as to establish standard guidelines to carry out the same, all concerned offices/officials are hereby directed to comply with the herein Comprehensive Policy Guidelines on the Maintenance of National Roads and Bridges.

This Department **Order** also includes the point system and assessment mechanism on the performance of the **conce**rned offices/officials as to their compliance with the herein guidelines and the corresponding administrative sanctions or citations for their erring or exemplary actions, respectively. Likewise, the requisite forms for the implementation of this Department Order shall automatically form part or be updated in the Department's Quality Management System Forms Database.

Furthermore, all issuances inconsistent with or contrary to the provisions of the herein guidelines are hereby repealed or modified accordingly. This Department Order shall take effect immediately and shall supersede:

Department Order No. 41, s. 2016: "Amended Policy Guidelines on the Maintenance of National Roads and Bridges."

Secretar

Department of Public Works and Highways Office of the Secretary

7.1.1 MBN/EAA/MLC



Republic of Philippines **Department of Public Works and Highways** Central Office Manila

COMPREHENSIVE POLICY GUIDELINES ON THE MAINTENANCE OF NATIONAL ROADS AND BRIDGES

Bureau of Maintenance CY 2022

DEFINITION OF TERMS

- BOM Assessment This is divided into three (3) phases, i.e., Inspection, Validation, and Justification, which is being conducted by BOM Assessor together with the concerned District Maintenance Engineers, Regional Maintenance Point Persons, and District Maintenance Point Persons to assess the road and bridge maintenance performance of the Implementing Offices based on the point system detailed hereof.
- Beyond Routine Maintenance (BRM) - Road condition wherein the road section contains severe failure that routine maintenance activities are insufficient to restore the said road portion to its good serviceable condition at the most cost-effective solutions.
- Documentary
 These comprise memorandum/directive from the Regional Office regarding the conduct of BOM Assessment, District Maintenance Point Persons List, and past records of DPWH-QMSP-17-01-REV00 (District Road and Bridge Inspection Report) and DPWH-QMSP-17-02-REV00 (District Road and Bridge Validation Report) within the 2-week period before the conduct of BOM Assessment.
- Defects Liability-One (1) year from project completion up to final acceptance.Period (DLP)(62.2.2 2016 IRR of RA 9184)
- Equivalent A calculated length, based on actual physical length multiplied by Maintenance Kilometrage (EMK) - A calculated length, based on actual physical length multiplied by adjusted factors, used to estimate the required budget for Routine Maintenance of National Roads and Bridges (DPWH Data Glossary).
- Maintenance-This is composed of BOM Assessor, Regional Maintenance PointAssessment TeamPerson (RMPP), District Maintenance Engineer (DME), and(MAT)District Maintenance Point Persons (DMPP).
- Non Compliance The status given to a District Engineering Office (DEO) that did not completely rectify all noted defects/deficiencies during the Validation Phase of the BOM Assessment.
- Outright Compliant The status given to a DEO that was able to rectify all noted defects/deficiencies during the Validation Phase as well as obtain an overall grade of 100% in the BOM Assessment.
- Rating Period It starts from the first day of Inspection Phase and ends on the last day of Justification Phase of BOM Assessment.
- Reblocking The process of removing a damaged/defective concrete pavement and replacing with a new one.
- Response Time The maximum duration (excluding holidays) for which a defect, present on a road or bridge, should be rectified.

Example: If a defect was noted on October 1 and the response time thereof is 3 days, it should already be rectified on/before October 4.

The policies and procedures in this Guidelines shall be applied uniformly to all concerned offices, officials, and personnel of DPWH.

1. SPECIFIC ROLES AND RESPONSIBILITIES

1.1 Regional Directors

- a. Shall institute all measures to ensure that DEOs are performing their assigned tasks and responsibilities under this Guidelines; and
- b. Shall closely monitor the physical condition of all national roads and bridges within his/her jurisdictions and shall support all DEOs to successfully achieve the DPWH objective for better and safer roads. The Assistant Regional Director is enjoined to faithfully assist in these tasks.

1.2 Regional Maintenance Engineers (RMEs)

- a. Shall ensure the effective and efficient implementation of DEO's road and bridge maintenance activities in accordance to this Guidelines; and
- b. Shall schedule monthly inspection and validation of technical personnel from the Maintenance Division for the on-field monitoring of physical condition and maintenance application on all national roads and bridges in his/her area of concern. The schedule should be promptly relayed to the concerned DEOs.

1.3 Regional Maintenance Point Persons (RMPPs)

- a. Shall conduct monthly inspection and validation pursuant to the schedule authorized by the Regional Maintenance Engineer;
- b. Shall prepare all necessary documents, including but not limited to, the contracts of all ongoing and under defects liability projects implemented by Regional Office under his/her assigned DEOs prior to the assessment of the BOM Assessor.

1.4 District Engineers

- a. Shall be directly responsible for the efficient and timely maintenance of all national roads and bridges within his/her jurisdictions;
- b. Shall be held accountable for the proper expenditure of maintenance funds and for the management of all other resources intended for the repair and maintenance of each road section (including bridges) within his/her jurisdictions; and
- c. Shall submit to the Regional Office, which shall be forwarded to the Director of Bureau of Maintenance, the names and latest photographs of the District Maintenance Point Persons (DMPPs) and their respective assigned road section,

with electronic copies, before the 15th day of January, annually (See Appendix "A-2" for the format). Any changes in the assignment shall be likewise submitted and forwarded to the Regional Office and the Bureau of Maintenance, respectively.

1.5 Assistant District Engineers

- a. Shall designate District Maintenance Point Persons (DMPPs) who are technical personnel or Maintenance Foremen/Capataz holding permanent positions and successfully completed maintenance-related trainings. For urban areas, each DMPP shall have assigned road sections (including bridges) with a total length not exceeding 25 kms and for semi-urban to rural areas, not exceeding 50 kms; and
- b. Shall closely monitor the activities of the District Maintenance Engineer (DME) to ensure that the scheduled works (repair of defects/maintenance activities) are prioritized and implemented.

1.6 District Maintenance Engineers (DMEs)

- a. Shall assign technical personnel in the Maintenance Section to verify if the DMPPs correctly logged and reported the noted defects/deficiencies and location thereof;
- b. Shall immediately schedule repair and maintenance activities on the defects/deficiencies noted by the DMPPs and other maintenance needs using Form DPWH-QMSP-17-04-REV00 (Daily Maintenance Activity Schedule), mindful of the response time allowed for each defect, as cited under Item 4.1 of this Guidelines (See Appendix "A-6" for the format);
- c. Shall ensure the proper management and assignment of resources (manpower, equipment, materials, etc.) prior to commencement of repair of defects/ maintenance activities;
- d. Shall ensure the Form TAD 1.1 (Activity Card), accomplished by the Maintenance Foreman/Capataz, is properly reported; and
- e. As the DME and/or his/her assigned technical personnel conduct actual field verifications to regularly monitor the rectification/repair works and ensure the quality and economic practicality of the completed works, the DME shall, among others, order such works to be redone if found not to be in standard.

1.7 District Maintenance Point Persons (DMPPs)

a. Shall conduct inspection once a week covering entirely his/her assigned road sections and log the results using Form DPWH-QMSP-17-01-REV00 (District Road and Bridge Inspection Report), which contains location of noted defects/deficiencies, estimated quantity, etc.; and shall be submitted to the District

Maintenance Engineer for scheduling, copy furnished the District Engineer (See Appendix "A-3" for the format);

- b. Shall prepare Form DPWH-QMSP-17-02-REV00 (District Road and Bridge Validation Report) based on the results of Section 1.5a of this Guidelines, which shall be submitted after every validation to the DME, copy furnished the District Engineer. (See Appendix "A-4" for the format); and
- c. Shall prepare electronic copies of the geo-tagged photographs/photologs showing actual field conditions Before, During, and After rectification works only for the Justification Phase of the BOM Assessment. (See Appendixes "A-7" and "A-8" for the format of the whiteboard/blackboard and geo-tagged photographs, respectively.)

1.8 BOM Assessors

- a. Civil Engineers, holding permanent positions in the Bureau of Maintenance, who shall conduct inspection and validation of all roads and bridges subject to his/her assignment following the BOM Assessment Procedures;
- Shall provide technical recommendations to Regional Offices and District Engineering Offices Maintenance Personnel concerning the implementation of this Guidelines;
- c. Shall prepare minutes of the meeting for the exit conference with the DEOs and RO; and
- d. Shall submit the assessment report to the Director of Bureau of Maintenance not more than five (5) working days upon arrival.

2. PROCEDURAL FLOWCHART

2.1 For District Engineering Offices

The hereunder flowchart shall be considered as standard procedure for the process involving DEOs' (Maintenance Section) routine maintenance activities along national roads and bridges.





2.2 For Regional Offices

The hereunder flowchart shall be considered as the latest revision of standard procedure for DPWH-SPM-MD-01, titled: "Process in the Inspection/Validation on the Routine Maintenance Activities Along National Roads and Bridges Undertaken by the District Engineering Offices."







3. BOM ASSESSMENT PROCEDURE

3.1 Frequency

The BOM Assessment shall be conducted at least four (4) times a year within the National Capital Region (NCR) and at least twice a year for the rest of the Regional Offices. Moreover, the BOM may conduct additional inspection/validation, as necessary, especially during emergencies and rainy seasons.

3.2 Assessment Phase

The BOM Assessment is composed of three phases, namely: a) Inspection, b) Validation, and c) Justification.

3.3 Process Flow

The standard procedure of BOM-QMSP-22, titled: "Monitoring of the Implementation of Policy Guidelines on the Maintenance of National Roads and Bridges," one of the BOM's core processes, shall be in consonance with the hereunder flowchart.







Maintenance Assessment Team: Bureau of Maintenance Assessor/s, **Regional Maintenance Point Persons** (RMPPs), District Maintenance Engineer (DME), and District Maintenance Point Persons (DMPPs)

District Engineer (DE) and/or Assistant District Engineer (ADE), and Maintenance Assessment Team (MAT)

(RME),

and

(RMPPs)

The BOM Assessor, together with his/her co-members of the MAT, shall validate the rectification works carried out by the concerned DEO at least 5 calendar days after the inspection phase to determine the quantity rectified and assess the quality of completed works as per the recommended measures in Appendix "A-16."

validation, After the an exit conference shall be held preferably with the presence of DE and/or ADE, and the MAT to discuss the result of validation including other related concerns like quantity of unrectified/remaining defects that need to be justified. All personnel present in the meeting shall attest and affix their signatures on the BOM-QMSP-22-F02-REV02 Forms and BOM-OMSP-22-F03-REV02 (See Appendixes "A-14" and "A-15" for the format) prepared by the BOM Assessor to certify the correctness of the same and ensure that all parties are amenable to the result.

Likewise, after the inspection and validation, an exit conference shall be held preferably with the presence of RD and/or ARD, and Maintenance Division personnel to discuss the results of inspection/validation including other related concerns.



END

4. ROAD AND BRIDGE DEFECTS AND RESPONSE TIME

4.1 The prescribed response time for rectifying each defect/deficiency is shown below:

Code	Defects/Deficiencies	Response Time
01	Potholes	3 days
02	Alligator Cracks	3 days
03	Major Scaling	30 days
04	Shoving and Corrugation	10 days
05	Pumping and Depression	30 days
06	No/Faded Road Markings	15 days
07	Defects on Shoulders	7 days
08	Lush Vegetation	3 days
09	Clogged Drains	3 days
10	Open Manhole	10 days
11	No/Inadequate Sealant in Joints	3 days
12	Cracks	3 days
13	Raveling	7 days
14	Unmaintained Signages and Road Markers	15 days
15	Unmaintained Bridges	15 days
16	Unmaintained Guardrails	15 days

4.2 The description, recommended corrective measure/treatment, and activity standard for each defect/deficiency are detailed in Appendix "A-16", hereof.

5. SPECIAL CONSIDERATIONS DURING BOM ASSESSMENT

5.1 *Road sections or segments classified either Under Contract, within Defects Liability Period (DLP), or Newly-Converted without EMK* are "EXEMPTED" from the BOM Assessment provided that pertinent documents are presented. Nonetheless, the following conditions must still be observed:

- a. Palliative measures shall be applied on defects posing imminent danger.
- b. Defects posing imminent danger, especially potholes, without palliative measure shall be addressed in the exit conference. The implementing office shall present their action taken on the said defects (e.g., Site Instruction from Project Engineer / Project Inspector) to the BOM Assessor.
- c. Defects noted outside the project scope shall be corrected except pavement markings.

5.2 *Road segments with substantial extent of distresses* shall be considered **Beyond Routine Maintenance** based on the hereunder parameters and be excluded from the BOM Assessment, viz:

Table 5.1 Beyond Routine Maintenance Parameters							
Defects	Parameters						
Code 02 – Alligator Cracks	More than 167.5 sq.m.						
Code 03 – Major Scaling	More than 10 continuous blocks						
Code 04 – Shoving and Corrugation	More than 167.5 sq.m.						
Code 05 – Pumping and Depression	More than 10 continuous blocks						
Code 13 – Raveling	More than 502.5 sq.m.						

 Table 5.1 Beyond Routine Maintenance Parameters

However, the same shall also satisfy the following to be considered BRM:

- a. With Poor/Bad rating in the latest Road Condition Data
- b. With palliative measure prior to validation, and
- c. Programmed for Regular Infrastructure Projects

5.3 *BRM caused by fortuitous/force majeure events, diastrophic movements, sub-base failure, and unstable slope (without slope protection)* shall **also be excluded** on a condition that safety and/or palliative measures are provided.

5.4 The declared BRM shall be automatically endorsed to Planning Service by the Office of the Undersecretary for Technical Services to be prioritized for Regular Infrastructure Projects in the subsequent fiscal year.

5.5 Only the BOM Assessor shall declare exceptions within the bounds of the foregoing considerations and sound engineering judgment. All noted defects/deficiencies that do not qualify under the provisions of this Section shall be subjected to the Point System (Section 6).

6. RATING SYSTEM

6.1 Based on the outcome of the actual field assessment by the Bureau of Maintenance the following percentage points shall be determined:

Degree / Level of Maintenance of National Roads (Inspection)	60.00%
Quantity and Quality of Completed Rectification Works Adhering to Prescribed Response Time (Validation)	25.00%
Submitted Justification on the Remaining Rectification Works (Justification)	<u>15.00 %</u>
TOTAL	100.00%

6.2 Applicable sanctions shall be imposed when the total percentage points, as determined above, is lower than seventy-five percent (75%) following the provisions of Section 7: Administrative Sanctions of this Guidelines.

6.3 For Code 03 and Code 05, the grade of the DEO under the **Validation Phase** shall be based on the following conditions:

- 100%, if all defects under Code 03 and Code 05 are rectified during the Validation Phase;
- **75%**, if there are reblocking activities conducted during the Validation Phase but there are still defects under Code 03 and Code 05 remaining; and
- **0%**, if there are no reblocking activities conducted during the Validation Phase.

6.4 For Code 03 and Code 05, the grade of the DEO under the **Justification Phase** shall be based on the following conditions:

- a. The DEO shall automatically receive **0%** grade for **Code 03** and **Code 05** if they did not conduct any reblocking activities during the Validation Phase.
- b. If the DEO conduct reblocking activities during the Validation Phase, the hereunder formula shall be used to compute for their grades for **Code 03** and **Code 05** under the **Justification Phase**:

where:

$$J = \frac{P}{T - R} \times 100$$

J - the Justification Grade in %;

P - the quantity of defects that are applied with palliative measures;

T- the quantity of remaining defects at the end of Validation Phase;

R - the quantity of re-blocked slabs after Validation Phase

6.5 In case that the BOM Assessor conducts validation before the response times of Code 03 and Code 05 lapses, ongoing rectification works by the DEO shall merit the same grade as a completed one.

6.6 The DEO that rectified all the defects noted by the BOM Assessor shall **not be guaranteed** an overall rating (Road and Bridge Maintenance Rating) of 100%. Only Table 6.2 shall be the basis for the computation of the DEOs' grade under the Inspection Phase.

6.7 For the Validation and Justification Phase, the DEO shall receive 100% on codes where there are no remaining defects to be rectified.

6.8 The effective length of Asphalt and Concrete roads in the Point System shall be as follows:

- a. Effective Asphalt Length = Total Asphalt Length Length of Asphalt Road Segments declared as BRM
- b. Effective Concrete Length = Total Concrete Length Length of Concrete Road Segments declared as BRM

6.9 An illustrative sample on how the mechanism of the point system shall be applied is show on Appendix "A-1".

Coded Defect	Defect/ Deficiency	Weight (%)
01	Potholes	10.00%
02	Alligator Cracks	8.00%
03	Major Scaling	9.00%
04	Shoving and Corrugation	8.00%
05	Pumping and Depression	9.00%
06	No / Faded Pavement Markings	7.00%
07	Defects on Shoulders	5.00%
08	Lush Vegetation	3.00%
09	Clogged Drains	5.00%
10	Open Manhole	5.00%
11	No / Inadequate Sealant in Joints	3.00%
12	Cracks	5.00%
13	Raveling	5.00%
14	Unmaintained Signages and Road Markers	5.00%
15	Unmaintained Bridges	10.00%
	15-D Bridge Deck	5.00%
	15-S Bridge Side	3.00%
	15-P Bridge Paint	2.00%
16	Unmaintained Guardrails	3.00%

 Table 6.1 Road and Bridge Defects and the corresponding Weight Percentage

Note: The corresponding rating of Code 06 is the **average** of 06-E, 06-Y, 06-C, and 06-P.

Comprehensive Policy Guidelines on the Maintenance of National Roads and Bridges Page 18 of 46

Co	de	Unit	1	L OO		7	5			5	0			2	5			0
0	1	SQM/KM	١٧	0.07	^	0.07	-	0.14	^	0.14	-	0.21	^	0.21	-	0.28	>	0.28
02	2	SQM/KM	١٧	0.9	^	0.9	-	1.8	^	1.8	-	2.7	^	2.7	-	3.6	>	3.6
0	3	SQM/KM	۷I	5	^	5	-	10	^	10	-	15	^	15	-	20	>	20
04	1	SQM/KM	<	0.3	>	0.3	-	0.6	>	0.6	-	0.9	>	0.9	-	1.2	>	1.2
0	5	SQM/KM	<	3	>	3	-	6	>	6	-	9	>	9	-	12	>	12
	Е	LM/KM	<	150	>	150	-	300	>	300	-	450	>	450	-	600	>	600
06	С	LM/KM	>	30	>	30	-	60	>	60	-	90	>	90	-	120	>	120
00	Υ	LM/KM	≤	6	>	6	-	12	>	12	-	18	>	18	-	24	>	24
	Ρ	LM/KM	≤	3	>	3	-	6	>	6	-	9	>	9	-	12	>	12
07	7	LM/KM	<	20	>	20	-	40	>	40	-	60	>	60	-	80	>	80
08	3	LM/KM	١٧	20	^	20	-	40	^	40	-	60	^	60	-	80	>	80
09	9	LM/KM	۷I	3	^	3	-	6	^	6	-	9	^	9	-	12	>	12
10)	NO/KM	<	0.1	>	0.1	-	0.2	>	0.2	-	0.3	>	0.3	-	0.4	>	0.4
1	1	LM/KM	<	300	>	300	-	600	>	600	-	900	>	900	-	1200	>	1200
12	2	LM/KM	\leq	225	>	225	-	450	>	450	-	675	>	675	-	900	>	900
13	3	SQM/KM	<	20	>	20	-	40	>	40	-	60	>	60	-	80	>	80
14	1	NO	\leq	70		71	-	140		141	-	210		211	-	280	>	280
15	-D	% OF TOTAL	<	15	>	15	-	30	>	30	-	45	>	45	-	60	>	60
15	-S	% OF TOTAL	\leq	15	>	15	-	30	>	30	-	45	>	45	-	60	>	60
15	-P	% OF TOTAL	≤	15	>	15	-	30	>	30	-	45	>	45	-	60	>	60
10	5	PANELS/KM	≤	3	>	3	-	5	>	5	-	7	>	7	-	9	>	9

Table 6.2 Point System for Inspection

Table 6.3 Point System for Validation and Justification

Co	de	Unit		100		7	5			5	0			2	5			0
0	1	SQM/DAY	>	10	^	7.5	-	10	^	5	-	7.5	^	2.5	-	5	≤	2.5
02	2	SQM/DAY	>	10	^	7.5	-	10	٧	5	-	7.5	^	2.5	-	5	<	2.5
0	3							See Se	ectio	ns 6.3 ·	- 6.	5						
04	4	SQM/DAY	>	10	>	7.5	-	10	>	5	-	7.5	>	2.5	-	5	≤	2.5
0	5							See Se	ectio	ns 6.3 ·	- 6.	5						
	Е	LM/DAY	٨	125	>	93	-	125	>	63	-	93	٨	31	-	63	۷I	31
06	С	LM/DAY	^	125	>	93	-	125	>	63	-	93	٨	31	-	63	۷I	31
00	Υ	LM/DAY	٨	225	>	168	-	225	>	110	-	168	٨	53	-	110	۷I	53
	Ρ	LM/DAY	<	88	>	66	-	88	>	44	-	66	٨	22	-	44	٧I	22
0	7	LM/DAY	>	4000	^	3000	-	4000	^	2000	-	3000	^	1000	-	2000	≤	1000
08	3	LM/DAY	>	3000	^	2250	-	3000	^	1500	-	2250	>	750	-	1500	≤	750
09	9	LM/DAY	>	50	^	37	-	50	^	23	-	37	^	9	-	23	≤	9
10)	NO/DAY	>	4	^	3	-	4	^	2	-	3	>	1	-	2	≤	1
1	1	LM/DAY	>	200	^	150	-	200	^	100	-	150	^	50	-	100	≤	50
12	2	LM/DAY	>	200	^	150	-	200	^	100	-	150	^	50	-	100	≤	50
13	3	SQM/DAY	>	300	٧	225	-	300	^	150	-	225	>	75	-	150	<	75
14	4	NO/DAY	>	4	^	3	-	4	^	2	-	3	^	1	-	2	۷I	1
15	-D	NO/DAY	^	4	>	3	-	4	>	2	-	3	٨	1	-	2	۷I	1
15	-S	NO/DAY	٨	4	>	3	-	4	>	2	-	3	٨	1	-	2	۷I	1
15	-P	NO/DAY	>	4	>	3	-	4	>	2	-	3	>	1	-	2	≤	1
10	5	PANELS/DAY	>	9	>	7	-	9	>	5	-	7	>	3	-	5	≤	3

Note: The computation of rating in the Point System considers the utilization of maintenance fund and proper execution of routine maintenance activities by the Implementation Offices.

7. ADMINISTRATIVE SANCTIONS AND CITATION

The Calibrated Sanctions/Penalties shall be imposed only to the appointed or designated officials/personnel from the Regional Office and District Engineering Offices (i.e., Maintenance Point Persons, District Maintenance Engineers, Assistant District Engineers, District Engineers, and Regional Maintenance Engineers), whether in a permanent or officer-in-charge or care taker status, based on the schedules detailed hereunder. If the subjected officials/personnel are transferred during the pendency of their sanction, the same shall still be in effect, notwithstanding, and shall form part of Department's records (i.e., File 201).

The appropriate charges shall be determined and filed by the Legal Service based on the stipulations in the Revised Rules on Administrative Cases in the Civil Service (RRACCS), July 2017. Aside from the foregoing, the issuance of WARNINGS, in the form of written reprimand, was included in this Department Order to provide the subjected officials/personnel the opportunity to improve their service delivery vis-à-vis road and bridge maintenance.

7.1 Schedule of Calibrated Sanctions/Penalties

Official / Personnel	First Offense	Second Offense	Third Offense
District Engineer (DE), Assistant District Engineer (ADE), District Maintenance Engineer (DME), and District Maintenance Point Person (DMPP)	WARNING shall be issued if the Road and Bridge Maintenance Rating obtained by the District Engineering Office is lower than seventy-five percent (75%) for one (1) rating period.	SECOND WARNING shall be issued if the Road and Bridge Maintenance Rating obtained by the District Engineering Office is lower than seventy-five percent (75%) for two (2) consecutive rating periods.	APPROPRIATE CHARGES shall be coordinated with the Legal Service if the Road and Bridge Maintenance Rating obtained by the District Engineering Office is lower than seventy-five percent (75%) for three (3) consecutive rating periods.
Regional Maintenance Engineer (RME)	WARNING shall be issued to the RME if fifty percent (50%), or more, of the District Engineering Offices under the Regional Office's jurisdictions obtained Road and Bridge Maintenance Ratings lower than seventy-five percent (75%) for one (1) rating period.	SECOND WARNING shall be issued to the RME if fifty percent (50%), or more, of the District Engineering Offices under the Regional Office's jurisdictions obtained Road and Bridge Maintenance Ratings lower than seventy-five percent (75%) for two (2) consecutive rating periods.	APPROPRIATE CHARGES shall be coordinated with the Legal Service if fifty percent (50%), or more, of the District Engineering Offices under the Regional Office's jurisdictions obtained Road and Bridge Maintenance Ratings lower than seventy- five percent (75%) for three (3) consecutive rating periods.

Table 7.1 Schedule of Calibrated Sanctions/Penalties

7.2 Citations

The concerned officials and maintenance personnel responsible in the implementation of this Department Order shall be given a reward in the form of a Citation signed by the Secretary for timely and efficient maintenance works following the appropriate criteria:

7.2.1 For District Engineering Offices

- a. DEOs in NCR four (4) consecutive "Outright Compliant" status within the year
- b. All other DEOs two (2) consecutive "Outright Compliant" status within the year

7.2.2 For Regional Offices

- a. DPWH-NCR all DEOs under its jurisdictions rendered "Outright Compliant" for four (4) consecutive assessment periods within the year
- All other ROs all DEOs under its jurisdiction rendered "Outright Compliant" for two (2) consecutive assessment periods within the year

APPENDIX "A-1"

ILLUSTRATIVE SAMPLE OF THE MECHANISM OF THE POINT SYSTEM

Length of Asphalt Inspected (km): Length of Concrete Inspected (km):	29.85 217.09
Total Length of Paved Road Inspected (km):	246.94
Length of Asphalt declared as BRM (km):	1.00
Length of Concrete declared as BRM (km):	2.70
Total Length declared as BRM (km):	3.70
Effective Length of Asphalt (km):	28.85
Effective Length of Concrete (km):	214.39
Effective Length of Paved Roads (km):	243.24
Total No. of Bridges	22
Date of Inspection:	August 22 to 25, 2021
Date of Validation:	September 05 to 06, 2021
Date of Justification Letter (by the DEO):	November 05, 2021

Criterion 1: Degree/Level of Maintenance of National Roads

Inspection (Ins): Quantity of Inspected Defects based from BOM-QMSP-22-F01-REV02

Coded Defect	Quantity of Defect	Unit
01	13.50	sq.m.
02	16.70	sq.m.
03	3,020.60	sq.m.
04	200.24	sq.m.
05	137.25	sq.m.
06-E	32,500	l.m.
06-C	666	l.m.
06-Y	1,500	l.m.
06-P	88	l.m.
07	17,800	l.m.
08	5,500	l.m.

Coded Defect	Quantity of Defect	Unit
09	1,200	l.m.
10	5	no.
11	13,500	l.m.
12	1,600	l.m.
13	24.35	sq.m.
14	77	no.
15-D	5	no.
15-S	5	no.
15-P	6	no.
16	500	panel

Step 1: From the total quantity of the noted defects indicated in BOM-QMSP-22-F01-REV02 and the effective length of paved roads inspected, the *Summary of Defects per Kilometer will* be derived as follows:

For Code 01, Code 06-E, 06-C 06-Y, 06-P, Code 07, Code 08, Code 09, Code 10, Code 12 and Code 16

Ins/Km, Inspected Defects per Kilometer = $\frac{Ins. Quantity of Defects}{Effective Length of Paved Roads}$

For Code 01	=	13.50 sq.m 243.24 km	For Code 07	=	17,800 l.m. 243.24 km
	=	0.056 sq.m / km		=	73.179 l.m / km

Comprehensive Policy Guidelines on the Maintenance of National Roads and Bridges Page 22 of 46

For Code 06 - E	=	32,500 l.m. 243.24 km	For Code 08	=	5, 500 l.m. 243.24 km
	=	133.613 l.m / km		=	22.611 l.m / km
For Code 06 - C	=	666 l.m. 243.24 km	For Code 09	=	1,200 l.m. 243.24 km
	=	2.738 l.m / km		=	4.933 l.m / km
For Code 06 - Y	=	1,500 l.m. 243.24 km	For Code 10	=	5 no. 243.24 km
	=	6.167 l.m / km		=	0.021 no. / km
For Code 06 - P	=	88 l.m. 243.24 km	For Code 12	=	1,600 l.m 243.24 km
	=	0.362 l.m / km		=	6.578 l.m / km
For Code 16	=	500 panels 243.24 km			
	=	2.056 panels / km			

For Code 02, Code 04 and Code 13

$Ins/Km = \frac{Ins. \ Quantity \ of \ Defects}{Effective \ Length \ of \ Asphalt \ Roads}$							
For Code 02	=	16.7 sq.m. 28.85 km	For Code 13	=	24.35 sq.m. 28.85 km		
	=	0.579 sq.m / km		=	0.844 sq.m / km		
For Code 04	=	200.24 sq.m. 28.85 km					
	=	6.941 sq.m / km					

For Code 03, Code 05 and Code 11

		Ins. Quantity	y of Defects							
$\mathbf{IIIS/RIII} = \frac{1}{Effective \ Length \ of \ Concrete \ Roads}$										
For Code 03	=	3,022.88 sq.m. 214.39 km	For Code 11	=	13,500 <i>l.m.</i> 214.39 <i>km</i>					
	=	14.100 sq.m / km		=	62.970 l.m / km					
For Code 05	=	<u>137.25 sq.m.</u> 214.39 km								
	=	0.640 sq.m / km								

For Code 14

Ins = *No. of unmaintained signages and kilometer posts*

For Code 14 = 77

For Code 15

		$\mathbf{Ins} = \frac{\text{Total no. of defec}}{\text{Total no. of bridge}}$	$\frac{tive \ bridges}{s \ of \ the \ DEO} \ x \ 100$		
For Code 15-D	=	$\frac{5}{22} x 100$	For Code 15-P	=	$\frac{6}{22} x 100$
	=	22.73%		=	27.27 %
For Code 15-S	=	$\frac{5}{22} x 100$			
	=	22.73%			

Note: The Inspected Defects per Kilometer will not be computed for codes with no noted defects / deficiencies. A score of **100%** will be automatically given for those codes.

Step 2: The Inspection GRADE (%) shall be calculated using Table 6.2.

Criterion 2: Quantity and Quality of Completed Rectification Works Adhering to Prescribed Response Time

Validation (Val): Quantity of Rectified Defects based from BOM-QMSP-22-F02-REV02

Step 3: Rectification period for Validation Phase is the number of days between last day of inspection and first day of validation

RECTIFICATION PERIOD (1) = August 25 to September 05 RECTIFICATION PERIOD (1) = 10 days

Step 4: The basis for the *Summary of Actual Output per day* is the total quantity of each rectified defect indicated in the BOM-QMSP-22-F02-REV02 prepared by the BOM technical personnel during the assessment period.

Coded Defect	Quantity of Rectified Defect	Unit
01	12.50	sq.m.
02	1.40	sq.m.
03	13.73	sq.m.
04	200.24	sq.m.
05	0	sq.m.
06-E	20,000	l.m.
06-C	666	l.m.
06-Y	500	l.m.
06-P	88	l.m.
07	14,200	l.m.
08	4,900	l.m.

Coded Defect	Quantity of Rectified Defect	Unit
09	1,000	l.m.
10	3	no.
11	10,500	l.m.
12	1,100	l.m.
13	22.25	sq.m.
14	35	no.
15-D	2	no.
15-S	5	no.
15-P	4	no.
16	500	panel

Computation:

Act	ual Ou	tput per day (Output/Day) =	$= \frac{Val. Quantity of Defect}{Rectification Period (1)}$	<u>s</u>)	
For Code 01	=	<u>12.5 sq.m.</u> 10 days	For Code 02	=	1.4 sq.m. 10 days
	=	1.25 sq.m / day		=	0.14 sq.m / day

Same formula will apply for other Codes except Code 03 and Code 05. The DEO re-blocked one slab (13.73 sq. m.) but there are still remaining defects for Code 03 and Code 05. The DEO shall receive 75% for Code 03 and Code 05.

Note: The Output / Day will not be computed for codes with no noted defects / deficiencies. A score of **100%** *will be given automatically for those codes.*

Criterion 3: Submitted Justification on the Remaining Rectification Works (Justification)

Step 5: Rectification Period for Justification Phase is the number of days between the last day of validation and date of justification letter by the DEO minus 5 days minus holidays, Saturdays, Sundays, and unproductive days with supporting documents

RECTIFICATION PERIOD (2) = September 06 to November 05 (59 Regular Days, 8 Saturdays, 8 Sundays, 1 Holiday) RECTIFICATION PERIOD (2) = 59 - 8 - 8 - 1 - 5 = 37 days

Step 6: The *Summary of Additional Rectified Defects per day* will be computed based on the DEO's submitted justification report evaluated by a BOM technical personnel.

Coded Defect	Additional Rectified Defect	Unit
01	1.00	sq.m.
02	15.30	sq.m.
03	27.45	sq.m.
04	-	sq.m.
05	27.45	sq.m.
06-E	10,000	l.m.
06-C	-	l.m.
06-Y	800	l.m.
06-P	-	l.m.
07	3,600	l.m.
08	600	l.m.

Coded Defect	Additional Rectified Defect	Unit
09	200	l.m.
10	2	no.
11	3,000	l.m.
12	500	l.m.
13	2.10	sq.m.
14	42	no.
15-D	3	no.
15-S	-	no.
15-P	1	no.
16	-	panel

Computation:

Additional Rectified Defects per Day (Output/ Day) = $\frac{Jus. Quantity of Defects}{Rectification Period (2)}$ For Code 01 = $\frac{1.00 \text{ sq. m.}}{37 \text{ days}}$ For Code 02 = $\frac{10.30 \text{ sq. m.}}{37 \text{ days}}$ = 0.027 sq.m / day= 0.278 sq.m / day

Same formula will apply for other Codes except Code 03 and Code 05.

From the DEO's justification, 1,373 sq.m. of the remaining 3,006.87 sq.m. (100 out of 219 slabs) of defects for Code 03 were applied with palliative measure and 27.45 sq.m. (2 slabs) were re-blocked after Validation Phase. The DEO's Justification Grade for Code 03 is:

$$J = \frac{1,373}{3,006.87 - 27.45} \times 100 = 46.83\%$$

From the DEO's justification, 68.65 sq.m. of the remaining 137.25 sq.m. (5 out of 10 slabs) of defects for Code 05 were applied with palliative measure and 27.45 sq.m. (2 slabs) were re-blocked after Validation Phase. The DEO's Justification Grade for Code 05 is:

$$J = \frac{68.65}{137.25 - 27.45} \times 100 = 62.52\%$$

Note: Additional Rectified Defects per Day will not be computed for codes with no noted defect(s) during Inspection Phase and no remaining defects after Validation Phase. A score of **100%** will be given automatically for those codes.

Step 7: Compute for the **Val GRADE and Jus GRADE** of Codes 01 - 16 except Code 03 and Code 05. Obtain the corresponding grades of the computed actual output per day and additional rectified defects per day using Table 6.3.

Step 8: Compute for the weighted rating of each criterion based on Table 6.1.

Coded	Ins	Weight	Weighted
Defect	Grade	%	Grade
01	100	10.00%	10.00
02	100	8.00%	8.00
03	50	9.00%	4.50
04	0	8.00%	0.00
05	100	9.00%	9.00
06	93.75	7.00%	6.56
07	25	5.00%	1.25
08	75	3.00%	2.25
09	75	5.00%	3.75
10	50	5.00%	2.50

Rating for Criterion 1:

Coded Defect	Ins Grade	Weight %	Weighted Grade
11	100	3.00%	3.00
12	100	5.00%	5.00
13	100	5.00%	5.00
14	75	5.00%	3.75
15-D	75	5.00%	3.75
15-S	75	3.00%	2.25
15-P	75	2.00%	1.50
16	100	3.00%	3.00
			75.06

Note: The corresponding rating of Code 06 is the average of 06-E, 06-Y, 06-C, and 06-P

				-				
Coded	Val	Weight	Weighted		Coded	Val	Weight	Weighted
Defect	Grade	%	Grade		Defect	Grade	%	Grade
01	0	10.00%	0.00		11	100	3.00%	3.00
02	0	8.00%	0.00		12	50	5.00%	2.50
03	75	9.00%	6.75		13	0	5.00%	0.00
04	100	8.00%	8.00		14	75	5.00%	3.75
05	75	9.00%	6.75		15-D	0	5.00%	0.00
06	75	7.00%	5.25		15-S	100	3.00%	3.00
07	25	5.00%	1.25		15-P	0	2.00%	0.00
08	0	3.00%	0.00		16	100	3.00%	3.00
09	100	5.00%	5.00					48.25
10	0	5.00%	0.00					

Rating for Criterion 2:

Note: The corresponding rating of Code 06 is the average of 06-E, 06-Y, 06-C, and 06-P

Rating for Criterion 3:

Coded	Jus	Weight	Weighted
Defect	Grade	%	Grade
01	100	10.00%	10.00
02	100	8.00%	8.00
03	46.83	9.00%	4.21
04	100	8.00%	8.00
05	62.52	9.00%	5.63
06	75	7.00%	5.25
07	100	5.00%	5.00
08	100	3.00%	3.00
09	100	5.00%	5.00
10	100	5.00%	5.00

Coded	Jus	Weight	Weighted
Defect	Grade	%	Grade
11	100	3.00%	3.00
12	100	5.00%	5.00
13	100	5.00%	5.00
14	100	5.00%	5.00
15-D	100	5.00%	5.00
15-S	100	3.00%	3.00
15-P	100	2.00%	2.00
16	100	3.00%	3.00
			90.09

Note: The corresponding rating of Code 06 is the average of 06-E, 06-Y, 06-C, and 06-P

Step 9: Compute the percentage weight for each criterion. The passing rating is 75%.

CRITERIA	RA	TING	PERCENTAGE WEIGHT
C-1	75.06	60.00%	45.04
C-2	48.25	25.00%	12.06
C-3	90.09	15.00%	13.51
F	INAL RATI	NG	70.61

70.61 < 75.00, therefore the concerned D.E.O. will be issued appropriate sanction.

APPENDIX "A-2"



Format of District Maintenance Point Persons List

DPWH-QMSP-17-01-REV00 Remarks District Maintenance Engineer 14 Unmaintained Signages and Road Markers NAME 16 Unmaintained Guardrails Estimated Quantity and Unit of Measure 15-D Bridge Deck 15-P Bridge Paint 15-S Bridge Side 13 Raveling 12 Cracks Noted by: DISTRICT ROAD AND BRIDGE INSPECTION REPORT **Department of Public Works and Highways** 11 No/Inadequate Sealant in Joints 06-P No/Faded Pedestrian Lane 06-Y No/Faded Yellow Line Date of Inspection: 07 Defects on Shoulders 08 Lush Vegetation 09 Clogged Drains 10 Open Manhole Deficiencies* Defect(s)/ Date Inspected 04 Shoving and Corrugation 05 Pumping and Depression **D6-C No/Faded Center Line** 06-E No/Faded Edge Line Ę 02 Alligator Cracks 03 Major Scaling District Office: = 0.000 01 Potholes Stationing/Station Limit/Landmark _ Designation (District Maintenance Point Person) 1. ROAD SECTION (SECTION ID) BRM - Beyond Routine Maintenance BL / BS - Both Lanes / Both Sides RL / RS - Right Lane / Right Side NAME LL / LS - Left Lane / Left Side STATION LIMIT Inspected by: CL - Center Line Legend: Region:

DPWH-QMSP-17-01-REV00 (District Road and Bridge Inspection Report)

APPENDIX "A-3"

DPWH-QMSP-17-02-REV00 Remarks District Maintenance Engineer 14 Unmaintained Signages and Road Markers NAME 16 Unmaintained Guardrails Estimated Quantity and Unit of Measure 15-D Bridge Deck 15-P Bridge Paint 15-S Bridge Side 13 Raveling Noted by: 12 Cracks DISTRICT ROAD AND BRIDGE VALIDATION REPORT **Department of Public Works and Highways** 11 No/Inadequate Sealant in Joints 06-P No/Faded Pedestrian Lane 06-Y No/Faded Yellow Line 07 Defects on Shoulders 08 Lush Vegetation Date of Inspection: Date of Validation: 09 Clogged Drains 10 Open Manhole Deficiencies* Defect(s)/ Validated Date Inspected Date 04 Shoving and Corrugation 05 Pumping and Depression **D6-C No/Faded Center Line** 06-E No/Faded Edge Line Ę 02 Alligator Cracks 03 Major Scaling District Office: L = 0.00001 Potholes Stationing/Station Limit/Landmark Designation (District Maintenance Point Person) 1. ROAD SECTION (SECTION ID) Technical Personnel/DME BRM - Beyond Routine Maintenance BL / BS - Both Lanes / Both Sides RL / RS - Right Lane / Right Side NAME NAME LL / LS - Left Lane / Left Side STATION LIMIT Inspected by: Validated by: CL - Center Line Legend: Region:

DPWH-QMSP-17-02-REV00 (District Road and Bridge Validation Report)

APPENDIX "A-4"

APPENDIX "A-5"

						THE IMPLI	ON RO/	D I S I AD AND BF TION OF D	RICTSL UDGEINSP NEPARTMEN Date of Inspect Date of Validati	J M M A R ECTION/ IT ORDER tion:	VALIDATI	ON SERIES O	F 20									
Region: District Office:																				DPW	H-QMSP-17-	-03-REV00
										Code	/Defects/Det	ficiencies & L	stimated (uantity								
	Length (km)	a. As	10	02	03	4 05		Maferda	06 H Part Multin		01	80	60	10	3	12	13	14	Inne	15 Internal Buildane		16
Name of Road Sections/Station Limit	a. Concrete	Inspected	Dothola /	Alligator	Major Shovi	ng & Pumping	& 06-	E 06-C	V-90	d-90	Defects on	Lush	Clogged	Open	No / Inadequate	Cruche Du	Un Cin	maintained	15-0	15-5	13-P	nmaintained
	b. Asphak	b. As Validated		Cracks S	scaling Corrus	ation Depress	on Edge I	Line Center I	ine Yellow Lin	Pedestriat	n Shoulders	Vegetation	Drains	Manhole	Sealant in Joints	CI BCUD	Ro	ad Markers B	ridge Deck	Bridge Side Bri	dge Paint	Guardrails
	c. Gravel		(:m.ps)	('u-bs)	sq.m.) (sq.	m.) (sq.m.	(Irm	r.) (l.m.	(l.m.)	(i.m.)	(l.m.)	(l.m.)	(l.m.)	(no.)	(l.m.)	(l.m.) (l	(m.p	(no.)	(no.)	(no.)	(no.)	(panel)
1. ROAD SECTION (SECTION ID)	e	đ	×				9			•	•	*	×	×				•	•	•		
STATION LIMIT	ف	à.		53	20	•0		6				x 0	e.	1 0	•	ę	e	-	÷	**		
L = 0.000 km	ت				_	_	_	_	_							_	-					
2. ROAD SECTION (SECTION ID)		ė	104	87	82			19			8.	20	10	- 29	3 7	1	2	23	29	179	0	8
STATION LIMIT	ف	فر	3	8				24	3		12	196		×	5. e	ġ.	1.5	::*	•	2.	20	
L = 0.000 km	J															_						
									2 22	_					s - 35							
	ri	ė	4			•					×	×	3	a	×			•		4	×	3
Total	غ	à	τ.			•		-	•		8	×		×	÷			×.		·	×.	•
Accomplishment (%)	5			•		•	Ľ	•	•	•	•		•	•								
Prepared by:		iubmitted by:					Revier	ibew							Noted:							
NANE Designation (District: Maintenance Point Person)		District	NAME Maintenanc	ce Engineer	2			Assistan	NAME t District Enginee	×						NAME District Engle	leer					
NAME Designation (District Maintenance Point Person)																						
NAME Designation (District Maintenance Point Person)																						

DPWH-QMSP-17-03-REV00 (District Summary on Road and Bridge Inspection/Validation)

DPWH-QMSP-17-04-REV00 REMARKS District Engineer MA TE RIAL S Approved: EQUIPMENT & TOOLS DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS DAILY MAINTENANCE ACTIVITY SCHEDULE SUPERVISING FOREMAN & CREW SIZE Assistant District Engineer NOTED DATE OF DEFECT (based on Inspection Report) Date: _ Checked by: ROAD SECTION & STATIONING/STATION LIMIT/ LANDMARK District Maintenance Engineer Prepared and Submitted by: MAINTENANCE ACTIVITY Region : District :

DPWH-QMSP-17-04-REV00 (Daily Maintenance Activity Schedule)

APPENDIX "A-6"

APPENDIX "A-7"

WHITEBOARD OR BLACKBOARD FORMAT

- 1. The size of the board should be 2 ft. by 1.5 ft or 60 cm by 45 cm.
- 2. The board should be oriented landscape.
- 3. Write the CODE of the defect only.
- 4. An example of a board with complete details and proper dimensions is shown below.



APPENDIX "A-8"

Format for Photographs in Justification Phase

	Address	
load Se	ection: Station:	
Action T	Taken: Date Rectified: Quantity:	
	(PICTURE)	
	BEFORE	
	(PICTURE)	
	DURING	
	(PICTURE)	
	· · · · · · · · · · · · · · · · · · ·	
	AFTER	
lote:	Photographs shall have the same angle of shooting with an identifi	ed
	landmark/background/reference point.	
		_
	(SIGNATURE OVER PRINTED NAME)	
	Assigned District Maintenance Point Person	

	REGION	epartmer AL REPOI	it of Public V XT ON ROAD Date of Insp	Vorks and Highwa AND BRIDGE INSI ection:	ys PECTION		
egion:	District Office:	2			8	DPWH-QMSP-17-05-RE	
Stationing/Station L	imit/Landmark	Date Inspected	Defect(s)/ Deficiencies*	Estimated Quantity ar	nd Unit of Measure	Remarks	_
1. ROAD SECTION (SECTION ID)							
STATION LIMIT	$L = 0.000 \ \text{km}$						8 S
							-
					8		
							1
Inspected by:							8
NAME							
Designation (Regional Maintenance Poir	nt Person)						_
igend:	01 Potholes		06-Y No/Faded Ye	llow Line	12 Cracks		
./ LS - Left Lane / Left Side	02 Alligator Cracks		06-P No/Faded Pe	destrian Lane	13 Raveling		
./ RS - Right Lane / Right Side	03 Major Scaling		07 Defects on Sho	ulders	14 Unmaintained Sig	nages and Road Markers	
Center Line	04 Shoving and Corruga	tion	08 Lush Vegetatio	-	15-D Bridge Deck		
./ BS - Both Lanes / Both Sides	05 Pumping and Depres	sion	09 Clogged Drains		15-S Bridge Side		
tM - Beyond Routine Maintenance	06-E No/Faded Edge Lin	e	10 Open Manhole		15-P Bridge Paint		
	06-C No/Faded Center L	ine	11 No/Inadequate	Sealant in Joints	16 Unmaintained Gu	ardrails	

DPWH-QMSP-17-05-REV00 Regional Report on Road and Bridge Inspection

APPENDIX "A-9"

	EE EE	Departmen GIONAL REPOR	tt of Public Work T ON ROAD AND Date of Inspection Date of Validation	s and Highways) BRIDGE VALIDAT	NOI	
Region:	District Office:					DPWH-QMSP-17-06-REV
Stationing/Station Li	imit/Landmark	Date Date Inspected Validat	<pre>befect(s)/ beficiencies*</pre>	Estimated Quantity an	d Unit of Measure	Remarks
1. ROAD SECTION (SECTION ID)						
STATION LIMIT	$L = 0.000 \ \text{km}$				<u></u>	
	<u> </u>				<u>.</u>	
Prepared by:						
NAME						
Designation (Regional Maintenance Poin	it Person)					
Legend:	01 Potholes		06-Y No/Faded Ye	flow Line	12 Cracks	
LL / LS - Left Lane / Left Side	02 Alligator Cracks		06-P No/Faded Pe	destrian Lane	13 Raveling	
RL / RS - Right Lane / Right Side	03 Major Scaling		07 Defects on Sho	ulders	14 Unmaintained Sigi	ages and Road Markers
CL - Center Line	04 Shoving and Corrugat	ion	08 Lush Vegetatio	c	15-D Bridge Deck	
BL / BS - Both Lanes / Both Sides	05 Pumping and Depress	tion	09 Clogged Drains		15-S Bridge Side	
BRM - Beyond Routine Maintenance	06-E No/Faded Edge Lin	01	10 Open Manhole		15-P Bridge Paint	
	06-C No/Faded Center Li	ne	11 No/Inadequate	Sealant in Joints	16 Unmaintained Gua	Irdrails

DPWH-QMSP-17-06-REV00 (Regional Report on Road and Bridge Validation)

APPENDIX "A-10"

APPENDIX "A-11"

						IN THE	IMPLEMI	INTATIO	N OF DEP	ARTMENT e of Inspection e of Validation	ORDER NO	0 	ERIES OF	20								
Region: District Office:									ŝ												-dSMQ-HW40	17-07-REV00
	12										Code/De	fects/Defic	encies & Es	imated Qu	antity	-			-			
	Length (km	a. As	10	02	03	8	8	ź	06 o/Faded Road	Markings		01	88	60	10	= 7	2	5		15 Unmaintained Br	idges	16
Name of Road Sections/Station Limit	a. Concrete	Inspected	Pothole	Alligator Cracks S	Major Sh caling Cor	noving 8. P.	umping &	3-90	06-C	λ-90	06-P Det	fects on oulders Vec	Lush Cl.	ains Ma	pen Inad thole Sea	nduate Cra	cks Raw	eling Signage	and 15-D	15-5	15-P	Unmaintained Guardrails
	b. Asphalt c. Gravel	b. As Validated	('u'bs)	(sq.m.) () ('w'bi	('m')	(sq.m.) E	dge Line C (I.m.)	(l.m.)	(ellow Line (I.m.)	edestrian Lane (I.m.) (('m')	('m')	(ř.	('o'	ints m.) (L	u,) (sq	.m) (no.	rkers Bridge D	ck Bridge Side (no.)	Bridge Paint (no.)	(panel)
1. ROAD SECTION (SECTION ID)		đ		•			×					~	•			*					•	
STATION LIMIT	ف	ġ.	80	8		*		22	52	*	22			x <				×	20	•		×
L = 0.000 km 2. ROAD SECTION (SECTION ID)	 J ri	4															1.4	2.4				
STATION LIMIT	ف	ف	200			24		-	a.	×	×			*				~		•		~
L = 0.000 km	J														-		-	_	_			
Total	 خر نه	é é	× -×											w								2.12
Accomplishment (%)	J		3		-	2				19							7.5		~		8	
Prepared by:					C.		C.							č.			č	e.	s:	8		
NANE Designation (Regional Maintenance Point Person)																						

DPWH-QMSP-17-07-REV00 (Summary on Road and Bridge Inspection/Validation)

APPENDIX "A-12"

Institution																						-dSMO-HMd	17-08-REV00
Internet formering official 5.0000 Internet formering official 6.0000 Model Model <th< th=""><th>Lei</th><th>ngth (km)</th><th>, u</th><th>01</th><th>02</th><th>03</th><th>54</th><th>02</th><th></th><th>90</th><th></th><th>Code/Defect 07</th><th>s/Deficienci 08</th><th>es & Estima 09</th><th>ted Quant 10</th><th>11</th><th>12</th><th>13</th><th>14</th><th>-</th><th>15</th><th></th><th>16</th></th<>	Lei	ngth (km)	, u	01	02	03	54	02		90		Code/Defect 07	s/Deficienci 08	es & Estima 09	ted Quant 10	11	12	13	14	-	15		16
I. Beine Laboration Description (mail beine	strict Engineering Office	Concrete	pected k	othole	Alligator M Cracks Sc	tajor Sho aling Corr	wing & Pun ugation Dep	ression	19 19	he-C C C	Me-Y 06	-p Defects mian Should	on Lush ers Vegetati	dogge. on Drains	Manhol	No / Inadequate Sealant in	Cracks	Raveling	Unmaintained Signages and Brood Madvare	15-0	15-5	15-P	Unmaintainec Guardrails
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DPWH-QMSP-17-08-REV00 (Regional Summary on Road and Bridge Inspection/Validation)

Region: Stationing/Station Limit						
Stationing/Station Limit	District:					BOM-QMSP-22-F01-REV
	t/Landmark	Date Inspected	Defect(s)/ Deficiencies*	Estimated Quantity an	id Unit of Measure	Remarks
1. ROAD SECTION (SECTION ID)						
STATION LIMIT	L = 0.000 km					
2. ROAD SECTION (SECTION ID)						
STATION LIMIT	L = 0.000 km					
Jrepared by:						
NAME						
Designation						
Legend:	01 Potholes	0	06-Y No/Faded N	ellow Line	12 Cracks	
.L / LS - Left Lane / Left Side	02 Alligator Cracks	0	06-P No/Faded F	edestrian Lane	13 Raveling	
R / RS - Right Lane / Right Side	03 Major Scaling	0	07 Defects on Sh	oulders	14 Unmaintained Sign	ages and Road Markers
CL - Center Line	04 Shoving and Corrugat	ion (08 Lush Vegetati	on	15-D Bridge Deck	
3L / BS - Both Lanes / Both Sides	05 Pumping and Depress	ion (09 Clogged Drair	IS	15-S Bridge Side	
3RM - Beyond Routine Maintenance	06-E No/Faded Edge Line		10 Open Manhol	8	15-P Bridge Paint	
	06-C No/Faded Center Li	ne	11 No/Inadequat	e Sealant in Joints	16 Unmaintained Gua	rdrails

BOM-QMSP-22-F01-REV02 (Report on Inspection of Defects/Deficiencies)

	REP	Depar ORT ON F	tment of I RECTIFICA	Public Work ATION OF DI late of Inspection late of Validation	efects/Deficient	CIES		
Region:	District:						BOM-QMSP-22-F02-REV	02
Stationing/Station Lin	mit/Landmark	Date Inspected	Date Validated	Defect(s)/ Deficiencies*	Estimated Quantity an	d Unit of Measure	Remarks	
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STATION LIMIT	L = 0.000 km							
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2. ROAD SECTION (SECTION ID)								
STATION LIMIT	L = 0.000 km							
Prepared by:								
NAME								
Designation								
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RL / RS - Right Lane / Right Side	03 Major Scaling			07 Defects on Sh	noulders	14 Unmaintained Sign	lages and Road Markers	
CL - Center Line	04 Shoving and Corruga	tion		08 Lush Vegetati	ion	15-D Bridge Deck		
BL / BS - Both Lanes / Both Sides	05 Pumping and Depress	sion		09 Clogged Drair	JIS	15-S Bridge Side		
BRM - Beyond Routine Maintenance	06-E No/Faded Edge Lin	Ð		10 Open Manholk	e	15-P Bridge Paint		
	06-C No/Faded Center L	ine		11 No/Inadequat	te Sealant in Joints	16 Unmaintained Gua	rdrails	

BOM-QMSP-22-FO2-REV02 (Report on Rectification of Defects/Deficiencies)

APPENDIX "A-14"

APPENDIX "A-15"

BOM-QMSP-22-FO3-REV02

(District Summary of Inspection/Validation Report in the Implementation of Department Order No. _ series of 20_ _)

						IN THE I	MPLEMEN	D I INSPE	(STRIC CTION/V/ DE DEPAR Date of Date of	T S U M N ALIDATIOI TIMENT OF finspection: f Validation:	A A R Y V REPORI VDER NO.	_]	ES OF 20	E.								
Region: District Office:																				BON	I-QMSP-22-F	03-REV02
24											Code/Defe	cts/Deficienc	ies & Estima	ted Quantit								
	Length (km)	a. As	01	02	8	8	8	2	06 N/Faded Road	Markinne		6	8	9 10	11	12	13	14	Inmai	15 ntained Bridne		16
Name of Road Sections/Station Limit	a. Concrete	Inspected	Pothole	Alligator	Major S	hoving & P	Imping &	3-90	06-C	٨-90	06-P	fects on Lu	Ish Clos	iged Ope	n Inadequate	Cracks	Raveling	Unmaintained Signages and	15-0	15-5	15-P	nmaintained
	b. Asphalt	b. As Validated		246	5			dge Line O	Inter Line Ye	ellow Line Pe	destrian ""			2	Joints			Road Markers	Bridge Deck B	hidge Side Br	idge Paint	
	c. Gravel		(sq.m.)	(sq.m.)	sq.m.)	(sq.m.)	(sq.m.)	(l.m.)	(l.m.)	(l.m.)	(l.m.)	(I.m.) (I.	m.) (l.	n.) (no.	(I.m.)	(l.m.)	(a.m)	(no.)	(no.)	(no.)	(no.)	(panel)
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APPENDIX "A-16"

Description/Associated Defects, Recommended Corrective Measure/Treatment, Response Times and Activity Standard of each defect/deficiency

Code	Description/ Associated Defects	Unit	Recommended Corrective Measure/Treatment	Response Time	Activity Standard
01	 POTHOLES Any of the following defects can be recorded under Code 01: Bowl-Shaped Depression in the pavement surface resulting from the loss of wearing course or base materials; Delamination - loss of a discrete area of the wearing course layer ≥25mm in depth, due to poor bonding between the surface and lower layer. Edge Break - edge of the bituminous surface is fretted, broken or irregular. Spalling – breakdown, chip or disintegration of slab surface at edges, joints, corners or cracks (spalls ≥50mm wide, measured from the face of the joint or crack, with loss of material, or broken into two or more pieces). Chuck-hole or Punch out, a depressed or broken part of a slab resulting from pavement cracking and disintegration of concrete. 	sq.m.	On bituminous pavement, bituminous premix (hot) or penetration patching of the affected area; adding base materials is included if no subgrade repair is required. On concrete pavement, bituminous premix (hot) or penetration patching.	3 Days	Act. 111 – Premix Patching on Bituminous Pavements Act. 112 – Penetration Patching Act. 121 – Patching on Concrete Pavements (If continuous Length<30 meters; otherwise use 71x) Act. 501- Production of Bituminous Premix
02	ALLIGATOR CRACKS Interconnected or interlaced cracks forming a series of small polygons resembling an alligator hide.	sq.m.	Bituminous premix (hot) or penetration patching; adding base materials is included if no subgrade repair is required.	3 Days	Act. 111 – Premix Patching on Bituminous Pavements Act. 112 – Penetration Patching Act. 114 – Replacement of Bituminous Pavement (if continuous Length < 100meters; otherwise use 71x) Act. 501- Production of

					Bituminous Premix
03	MAJOR SCALING Deterioration of the upper concrete slab surface of more than 10mm thickness affecting the whole slab.	sq.m.	Re-blocking of Slabs	30 Days	Act. 123 – Replacement of Concrete Pavement (If one slab or less, use 66x for 1 – 3 slabs; use 71x for more than 3 slabs
					Act. 199 – Other Maintenance to Roadway and Related Features (Repair of base, sub-base or subgrade)
04	 SHOVING AND CORRUGATION Shoving is the bulging of the road surface generally parallel to the direction of traffic and/or horizontal displacement of surfacing materials, mainly in the direction of traffic where braking or acceleration movement occurs. Corrugations refers to transverse undulations, closely and regularly spaced, with wavelengths of less than 2 meters. Rutting is a longitudinal deformation in a wheel path; may occur in one or both wheel paths of a lane. Depressions, localized area within the pavement with elevations lower than surrounding area. May not be confined to wheel paths and could extend across several wheel paths. 	sq.m.	Half or full width replacement of defective pavement; frequent recurrence of the defect in a section must be investigated to determine a more appropriate intervention such as: (a) Based on engineering judgment, consider removal and replacement of the affected area; (b) Program road section for reconstruction.	10 Days	Act. 111 – Premix Patching on Bituminous Pavements Act. 112 – Penetration Patching Act. 114 – Replacement of Bituminous Pavement (if continuous Length < 100meters; otherwise use 71x) Act. 501- Production of Bituminous Premix
05	 PUMPING AND DEPRESSION Pumping, seeping or ejection of water from beneath the pavement through cracks causing rocking, faulting and slab cracking. Rocking is the vertical movement at a joint or crack under traffic. 	sq.m.	Re-blocking / replacement of concrete pavement, including base correction	30 Days	Act. 123 – Replacement of Concrete Pavement (If one slab or less, use 66x for 1 – 3 slabs; use 71x for more than 3 slabs

	 Faulting is the difference in elevation across a joint or crack creating a "step" deformation Slab cracking under this code refers to shattered slab. Depression, a dip in the pavement surface almost invariably across a crack or joint. 				Act. 199 – Other Maintenance to Roadway and Related Features (Repair of base, sub-base or subgrade)
06	 NO/FADED ROAD MARKINGS Absence of pavement markings or less than 50% visibility, as visually assessed; lane markings are classified into: 06-E- Edge line 06-C- Center line including transition line and lane lines 06-Y- Yellow line including Yellow Box lines in major intersections with traffic light 06-P - Pedestrian Lane, crosswalks including stop bar 	I.m.	Application or re- application of pavement markings using Thermoplastic Paint Carriageway width (≥6.10m) must be provided with Edge and Center line markings Repainting of Faded Strips.	15 Days	Act. 302 – Centerline and Lane line repainting (centerline and lane lines) Act. 309 – Other Traffic services (edge line, pedestrian crosswalk, stop lines, pavement messages; repainting of centerline and lane line by machine)
07	 DEFECTS ON SHOULDERS Low shoulder refers to the loss of shouldering materials resulting in shoulder level being lower than the pavement level. High shoulder refers to the excess of shouldering materials resulting in shoulder level being higher than the pavement level. Vegetated Shoulder - growth of grass on shoulders that prevents the flow of water to the drainage. 	I.m.	Resurfacing or reshaping of unpaved shoulder; Provided that the shoulder is stable, grasses are trimmed to a height that would allow water to drain from the pavement surface.	7 Days	Act. 131 – Manual Repair of unpaved shoulders Act. 132 – Manual Patching unpaved shoulders Act. 133 – Machine Grading Unpaved shoulders Act. 201 – Vegetation Control
08	LUSH VEGETATION Growth of grass, weeds, and shrubs or any kind of vegetation from the side of the canal to the RROW limits reaching an average height of 0.60 meters. This also includes tree branches and brushes that obstruct sight distance.	l.m.	Vegetation control This will include trimming/pruning of trees in compliance with DO 93 s. 2014	3 Days	For Roadside Features, Act. 201 – Vegetation Control For Traffic Services, Act. 304 – Sight Distance

					Mowing and
09	 CLOGGED DRAINS Obstructed flow of surface run-offs in the drains due to accumulated materials such as construction spoils, soil, garbage, leaves, rocks, and etc. The following defects are covered under this code: Silted/clogged line/barrel culverts, gutter, lined or unlined canals; Damaged gutter, lined canal/culvert; Obstructed ditches (lined or unlined) and inadequate flow lines 	I.m.	Manual cleaning/de- clogging of canals/drainage culverts. Repair damaged lined canal and replace damaged individual culvert pieces. Repair damaged gutter. Manual ditch cleaning and reshaping of unlined ditch.	3 Days	Act. 141 – Manual Ditch Cleaning Act. 142 – Manual Inlet/ Outlet Cleaning Act. 143 – Culvert Line/Barrel Cleaning Act. 199 – Other Maintenance to Roadway and Related Features
10	OPEN MANHOLE Not limited to uncovered drainage manhole but also includes the following Defects/deficiencies on these structures: Damaged curb inlets and missing gratings Damaged drainage/manhole edges and covers Unlevelled drainage/manhole covers Missing drainage steel gratings	No.	Repair damaged drainage manhole covers & opening edges, curb inlets, and drainage gratings. Replace missing drainage manhole covers, curb inlets/drainage gratings	10 Days	Act. 144 – Repair and/or Replacement of Minor Structure Act. 199 – Other Maintenance to Roadway and Related Features
11	NO/INADEQUATE SEALANT IN JOINTS	l.m.	Apply sealant on open joints and joints with insufficient sealant.	3 Days	Act. 122 – Crack and Joints Sealing of Concrete Pavements
12	 CRACKS Breaks on pavement occurring in variety of patterns ranging from isolated single crack to an interconnected pattern. This defect includes the following crack types: Transverse Crack - unconnected crack running transversely across the pavement/slab. Longitudinal Crack - unconnected crack running longitudinally along the 	l.m.	Seal cracks with asphalt sealant preferably using pressurized applicator	3 Days	For Concrete Pavement, Act. 122 – Crack and Joints Sealing of Concrete Pavements For Asphalt Pavement, Act. 113 – Sealing of

	 pavement; can occur singly or as a series of nearly parallel cracks. Block Crack - interconnected cracks forming a series of blocks approximately rectangular in shape, commonly distributed over the full pavement Cell sizes are usually greater than 1m. Corner Crack - a crack extending diagonally from longitudinal edge to transverse joint Diagonal Crack - unconnected crack diagonally across a pavement/slab Meandering Crack - unconnected irregular winding crack usually singular Reflection Cracks - cracks on asphalt mirrored from the unsealed concrete joints 				Bituminous Pavement
13	RAVELING Progressive disintegration of the pavement surface by loss of both binder and aggregates	sq.m.	Removal/replacement or resealing of the affected area; If a large area is affected, monitoring up to the period of reconstruction.	7 Days	Act. 111 – Premix Patching on Bituminous Pavements Act. 112 – Penetration Patching Act. 113 – Sealing of Bituminous Pavement Act. 114 – Replacement of Bituminous Pavement (if continuous Length < 100meters; otherwise use 71x) Act. 501 – Production of Bituminous Premix
14	UNMAINTAINED SIGNAGES AND ROAD MARKERS Broken, damaged, vandalized, dirty traffic signage, including unpainted and/or leaning post comprising of Regulatory Signs (Type R) including Load Limit of Bridges, Warning Signs	No.	Repair/replacement of broken /damaged or vandalized signages; cleaning of dirty signages; repainting of sign posts	15 Days	Act. 301 – Sign Maintenance (traffic signs, delineator, hazard markers, RROW markers,

	(Type W), and Guide Signs or Information Signs (Type G) Unpainted, vandalized, damaged, and leaning road markers (kilometer posts, RROW markers, drainage markers) and missing kilometer posts		Repair/replacement of broken /damaged or vandalized road markers; Cleaning of dirty road markers.		culvert markers Km post) Act. 309 – Other Traffic Services
15	 UNMAINTAINED BRIDGES 15-D - Bridge deck, refers to any of the following commonly noted defects: Clogged bridge deck water drains Accumulated sand, gravel, dirt, grass/weed and foreign materials on bridge deck and expansion dam/joint Scaling, spalling, hole, shoving, alligator cracks and cracking on bridge deck 15-S - Bridge Side refers to Damaged and vandalized curbs, sidewalk, wingwall, railings and rail post 15-P - Bridge Paint, refers to faded/ unpainted concrete members (railings and wingwall) and steel members (truss and web) and bridge name and/or label 	NO.	Cleaning of bridge deck and water drain; Repair of damaged curbs, sidewalk, wingwall and railing; Bridge painting or repainting of name/label Repair moderate to severe spalling, scaling and cracking by full or partial depth replacement (Includes concrete decks with bituminous wearing surfaces)	15 Days	Act. 151 – Cleaning Bridges Act. 152- Patching Concrete Decks Act. 153 – Repairs to Concrete Bridge Act. 154 – Repairs to Steel Bridges Act. 199 – Other Maintenance to Roadway and Related Features (painting concrete bridge railings) Act. 209 – Other Roadside Maintenance Act. 65x – Bridge Repainting
16	UNMAINTAINED GUARDRAILS Damaged, dirty, vandalized, wrong lapping, missing, unpainted guardrail panels and end piece, and leaning guardrail posts	Panel	Repair/replacement of broken /damaged or vandalized guardrails; correction of lapping of guardrails; cleaning of dirty guardrails; painting of quardrails.	15 Days	Act. 303 – Guardrail Maintenance