



Republic of the Philippines
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS
OFFICE OF THE SECRETARY
Manila

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DEPARTMENT ORDER)
No. **11**)
Series of 2015)

**SUBJECT: ROAD AND BRIDGE PROJECTS
POLICIES, RESPONSIBILITIES AND
ACCOUNTABILITIES**

In accordance with the Department's mandate to ensure quality and safety of roads and bridges, the following policies shall be adhered to:

1. Multi-year planning shall be conducted on a 3-year rolling basis and carried out by the Regional Office in coordination with Planning Service and its District Engineering Offices as well as its adjoining Regional Offices.
2. Projects must include all necessary design features/elements in accordance with the DPWH Design Guidelines Criteria and Specifications. All road projects must provide a homogeneous and smooth pavement surface, in accordance with established International Roughness Index (IRI) Specification, and must include all necessary drainage facilities, shoulders, slope protection works and essential safety features.
3. Essential design features should not be sacrificed to meet project output targets. Project targets should be reduced if sufficient funds are not available to ensure provision of all elements of the project.
4. Upon acceptance, new/rehabilitated Primary Roads shall have an International Roughness Index (IRI) of not more than 3.
5. Asphalt overlay on new concrete pavement shall not be allowed. However, in order to ensure homogeneity in pavement surface, asphalt overlay is allowed in case of reblocking and when the adjoining blocks are asphalt overlaid.
6. When widening an existing concrete road overlaid with asphalt mix, the additional lanes must be concreted and without asphalt overlay. The top surface of the additional lanes must be at the same level as the existing asphalt overlay and must be provided with the same crossfall gradient.
7. When overlaying an asphalt pavement, cold milling should be done first.
8. Road intersections in urban areas, turn-outs (loading and unloading bays) and bridge approaches shall be provided with portland cement concrete pavement.
9. When structurally feasible and cost-effective, priority should be given to bridge major maintenance and rehabilitation rather than outright bridge replacement, in accordance

with the Bridge Management System (BMS). Replacement shall be resorted to if the estimated cost of retrofitting/strengthening of the structure is 60% or more of the estimated cost of a new bridge.

10. Bridges that are proposed for new construction based on network development needs and for replacement based on BMS must be supported by appropriate studies (e.g., hydraulic and hydrologic analysis and structural investigation).

In terms of responsibilities and accountabilities, the planning, design and implementation of locally-funded road (including its drainage facilities) and bridge projects, in accordance with applicable policies and procedures, are hereby assigned as follows:

Regional Offices:

- a. Projects along Primary Roads regardless of cost
- b. Projects along Secondary and Tertiary Roads costing P50.0 Million and above

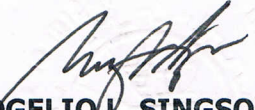
District Engineering Offices:

- a. Projects along Secondary and Tertiary Roads costing below P50.0 Million

The responsibilities and accountabilities in the maintenance of all national roads and bridges shall remain with the District Engineering Offices.

For foreign-assisted projects, the Unified Project Management Office shall coordinate with the Planning Service and the Regions concerned.

This Order supersedes Department Order No. 4 dated January 13, 2015 and shall take effect immediately.


ROGELIO L. SINGSON
Secretary

Department of Public Works and Highways
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