Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

SEVENTEENTH CONGRESS First Regular Session

1935

HOUSE BILL No. _

PLECEIVE

26 JUL 2013

DATE:

TIME: S:YNW

BY:

REGISTPATION UNIT

BILLS AND INDEX SERVICE

Introduced by REP. JULIETTE T. UY

EXPLANATORY NOTE

This measure is a re-filed version of House Bill 5741 that was approved by the Committee on Public Works and Highways on January 27, 2016 in the 16th Congress.

This bill seeks to declare the provincial road in Barangay Igpit, Municipality of Opol, Province of Misamis Oriental as a national road.

The conversion of the said road is needed to further boost the development of the town's infrastructure that shall result in smoother and reduced transportation time of investors and residents.

The conversion and the resulting future improvements of this road will engender faster and more economic activities in the continuing development of Opol and Misamis Oriental.

In view of the foregoing, the immediate passage of this bill is earnestly sought.

Approved,

REP. JULIETTE T. UY

2nd District, Misamis Oriental

Republic of the Philippines HOUSE OF REPRESENTATIVES Quezon City

SEVENTEENTH CONGRESS First Regular Session

HOUSE BILL No.	ISE BILL No	
Introduced by REI	P. JULIETTE T. UY	

AN ACT CONVERTING THE ROAD IN BARANGAY IGPIT, MUNICIPALITY OF OPOL, PROVINCE OF MISAMIS ORIENTAL INTO A NATIONAL ROAD AND APPROPRIATING FUNDS THEREFOR

Be it enacted by the Senate and House of Representatives of the Philippines in Congress assembled:

Section 1. The road in Barangay Igpit, Municipality of Opol, Province of Misamis Oriental as described in the technical description under the succeeding section of this Act is hereby converted into a national road.

Section 2. The technical description of the road is as follows:

The tie line from Bureau of Lands Land Monument No. 60 (BLLM 60) CAD 237 of the Municipality of Opol, Province of Misamis Oriental thence to point marked one (1) of the road with a distance of 1,624.90 meters, bearing N 27° 17' E, with the following lines, bearings and distances to wit:

LINE	BEARING	DISTANCE (m)	
1-2	N 66° 37′ W	2.77	
2-3	S 85° 28′ W	1.32	
3-4	S 62° 54′ W	1.85	
4-5	S 32° 01′ W	1.59	
5-6	S 24° 53′ W	314.53	
6-7	S 23° 26′ W	267.83	
7-8	S 20° 32′ W	60.05	
8-9	S 23° 09′ W	92.55	
9-10	S 38° 41′ W	36.64	
10-11	S 49° 13′ W	19.21	
11-12	S 31° 36′ W	148.60	
12-13	S 23° 19′ W	83.45	
13-14	S 27° 56′ W	85.98	
14-15	S 36° 20′ W	88.04	
15-16	S 48° 01' W	68.43	

LINE	BEARING	DISTANCE (m)	
16-17	S 38° 14′ W	110.21	
17-18	S 31° 07′ W	291.30	
18-19	S 49° 01' W	129.02	
19-20	S 34° 04′ W	190.48	
20-21	S 36° 19′ W	88.48	
21-22	S 11° 03′ W	108.22	
22-23	S 23° 34′ W	75.56	
23-24	S 38° 30′ W	83.32	
24-25	S 41° 21′ W	156.40	
25-26	S 42° 47′ W	116.93	
26-27	S 18° 08′ W	10.64	
27-28	S 18° 07' W	14.02	
28-29	S 17° 05′ W	25.39	
29-30	S 17° 05′ W	8.61	
30-31	S 10° 33′ W	15.50	

LINE	BEARING	DISTANCE (m)	
31-32	S 03° 25′ W	11.42	
32-33	S 03° 27′ W	12.63	
33-34	S 06° 28′ E	10.82	
34-35	S 06° 32′ E	10.54	
35-36	S 08° 26′ E	139.35	
36-37	S 36° 21′ E	59.04	
37-38	S 39° 12′ W	57.83	
38-39	S 66° 13′ W	224.33	
39-40	S 07° 36′ W	49.20	
40-41	S 09° 12′ W	79.28	
41-42	S 17° 27′ E	70.19	
42-43	S 04° 07′ E	117.30	
43-44	S 02° 17′ W	8.99	
44-45	S 02° 22′ W	11.43	
45-46	S 02° 18′ W	91.23	
46-47	S 02° 18′ W	10.68	
47-48	S 02° 17′ W	10.04	
48-49	S 04° 08′ E	52.95	
49-50	S 22° 31′ E	102.55	
50-51	S 67° 29′ W	8.00	
51-52	N 22° 31′ W	103.85	
52-53	N 04° 08′ W	54.68	
53-54	N 02° 18′ E	10.00	
54-55	N 02° 17′ E	10.52	
55-56	N 02° 19′ E	91.31	
56-57	N 02° 17′ E	10.53	
57-58	N 02° 17′ E	10.03	
58-59	N 04° 07′ W	107.25	
59-60	N 17° 27′ W	80.01	
60-61	N 08° 35′ E	136.28	
61-62	N 66° 13′ E	227.42	
62-63	N 39° 12′ E	47.68	
63-64	N 36° 21′ W	53.75	
64-65	N 08° 38′ W	129.24	
65-66	N 13° 44′ W	11.04	
66-67	N 00° 11′ E	12.33	

LINE	BEARI	NG D	ISTANCE (m)		
67-68	N 06° 31′ V				
68-69	N 03° 28′ E	25	25.19		
69-70	N 10° 19′ E	17	17.09		
70-71	N 17° 15′ E	35	35.97		
71-72	N 18° 01′ E	14	4.00		
72-73	N 17° 57′ E	1:	1.66		
73-74	N 42° 47′ E	A District Control of the Control of			
74-75	N 41° 21′ E	15	56.03		
75-76	N 38° 30′ E	83	1.76		
76-77	N 23° 34′ E	73	3.15		
77-78	N 11° 03′ E				
78-79	N 36° 19′ E	90	90.53		
79-80	N 34° 04′ E	19	191.59		
80-81	N 49° 01' E	12	128.75		
81-82	N 31° 07′ E	29	290.35		
82-83	N 38° 14′ E	11	111.69		
83-84	N 48° 01′ E	68.27			
84-85	N 36° 20′ E	102000000000			
85-86	N 27° 56′ E	84	1.84		
86-87	N 23° 19′ E	83.77			
87-88	N 31° 36′ E	150.87			
88-89	N 49° 13′ E	19	0.84		
89-90	N 38° 41′ E	34	.35		
90-91	N 23° 09′ E	90	0.96		
91-92	N 20° 32′ E	protection confers			
92-93	N 23° 31′ E				
93-94	N 24° 02′ E	21	.6.50		
94-95	N 25° 35′ E	14	8.83		
95-96	N 08° 53′ E	2.	50		
96-97	N 30° 00′ V		52		
97-1	S 46° 55′ E	E 18.87			
TIE LINE from BLLM NO. 60,					
CAD 237 to corner "1"					
BEARING		DISTANCE (m)			
N 27° 17′ E		1,624.90			

Section 3. The Secretary of Public Works and Highways shall include in the Department's program the improvement, repair and maintenance of the said road, the funding of which shall be included in the annual General Appropriations Act.

Section 4. This Act shall take effect fifteen (15) days after its publication in the *Official Gazette* or in at least two (2) newspapers of general circulation.

Approved,