



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

March 16, 2018


MEMORANDUM

FOR : **MARK A. VILLAR**  
Secretary  
This Department


This refers to the memorandum dated 8 February 2018 of **DPWH Region I OIC-Director RONNEL M. TAN**, requesting for the approval of the **Modification** of the project under FY 2018 General Appropriation Act (GAA), to wit;

As per GAA/Original			As Modified		
Project Description					
<b>UACS No. 300203100025000</b> <b>Project ID: P00230018LZ</b>  Convergence and Special Support Program – Construction/Improvement of Access Roads leading to Declared Tourism Destinations –  Access Road leading to Mapita Tribal Community and View Deck to Nayong Aguilar (Ylang-Ylang Plantation and Agri-Tourism Destination), Phase IV, Brgy. Laoag, Aguilar, Pangasinan			Convergence and Special Support Program – Construction/Improvement of Access Roads leading to Declared Tourism Destinations –  Access Road leading to Mapita Tribal Community and View Deck to Nayong Aguilar (Ylang-Ylang Plantation and Agri-Tourism Destination), Phase IV, Brgy. Laoag, Aguilar, Pangasinan		
Physical Target	Unit Cost	Allocation	Physical Target	Unit Cost	Estimated Cost
CW1- Reconstruction from Paved to Concrete: 11.73 lane-km	₱ 14.479M/ lane-km	₱ 169.840M	CW1- Reconstruction from Paved to Concrete: <b>2.896 lane-km</b>	₱ 5.596M/ lane km	₱ 16.206M
-	-	-	CW2- Construction of Gravel Road: <b>1.72 lane-km</b>	₱ 76.095M/ lane km	₱ 130.883M
-	-	-	CW3- Construction of Drainage Structure, along Road: <b>2,248 lm</b>	₱ 10.121T/lm	₱ 22.751M
EAO	-	₱ 6.160M	EAO	-	₱ 6.160M
Total:		₱ 176M	Total:		₱ 176M
<b>Justification:</b> The modification/decrease in physical target and unit cost of the reconstruction from paved to concrete is requested due to the following reasons; 1. The inclusion of construction of gravel road in some sections considering that there is a need to correct the grade and to provide slope protection to protect the area from possible erosion prior to concrete paving; 2. The unit cost value of the construction of gravel road is high since there is a need to provide large amount of embankment as foundation fill in order to level the elevation of the road from a rolling/mountainous terrain and; 3. The inclusion of the construction of drainage structures along the road to provide run off to prevent scouring.					

Based on our evaluation, the submitted request for modification of the said project is in order; hence, approval hereof is recommended.

  
**DIMAS S. SOGUILON**  
Undersecretary for Regional Operations  
Regions I, II, III, IV-A, V & CAR

**APPROVED/DISAPPROVED:**

  
**MARK A. VILLAR**  
Secretary

2.4 mksa/AVS/ERP/DSS

Department of Public Works and Highways  
Office of the Secretary



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