



Republic of the Philippines
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS
OFFICE OF THE SECRETARY
Bonifacio Drive, Port Area Manila



April 25, 2024

MEMORANDUM

FOR : MANUEL M. BONOAN
Secretary
This Department

This refers to the memorandum dated April 23, 2024, of **DPWH Region XIII Director POL M. DELOS SANTOS, CESO IV**, endorsing the request of **District Engineer WEALTHO M. MERILLANA**, Agusan del Sur 1st District Engineering Office, for the **modification** of the project under FY 2024 GAA, to wit;


As per GAA/Original			As Modified		
Project Description					
UACS No. 310105101260000 Project ID: P00801211MN ORGANIZATIONAL OUTCOME 1 : Asset Preservation - Rehabilitation/ Reconstruction/ Upgrading of Damaged Paved Roads - Secondary Roads NJR Bah-Bah-Talacogon Rd – K1295+633 – K1296+000, K1297+493 – K1297+791			 ORGANIZATIONAL OUTCOME 1 : Asset Preservation - Rehabilitation/ Reconstruction/ Upgrading of Damaged Paved Roads - Secondary Roads NJR Bah-Bah-Talacogon Rd - K1295+633 – K1296+000, K1296+225 – K1296+320 , K1297+493 – K1297+791		
Type of Work/ Physical Target	Unit Cost	Allocation	Type of Work/ Physical Target	Unit Cost	Estimated Cost
CW1- Rehabilitation of Paved Roads: 1.914 Lane Km	₱11,493,239.29/ Lane km	₱21,998,060.00	CW1- Rehabilitation of Paved Road: 1.432 Lane km	₱15,361,773.74/ Lane km <i>₱30.6 m/km</i>	₱21,998,060.00
EAO	-	₱448,940.00	EAO	-	₱448,940.00
Total:		₱22,447,000.00	Total:		₱22,447,000.00

Justification:

Decrease in the physical target/increase in the unit cost due to following:

- Increase in unit cost/decrease in physical target by 0.482 lane kilometers (from 1.914 Lane km to 1.432 Lane km) due to the substantial volume of Earthworks and Surface Courses which is 5.62% and 83.24% respectively of the total direct cost.
- Inclusion of Macro Synthetic Fiber used as additive to PCCP as per D.O 29 series of 2019 which involves Item 311(7) a4 – Portland Cement Concrete Pavement with Elasto Barchip-Synthetic Fibers with 280mm thickness and width of 6.70 meters to provide improved flexural ductility and toughness, abrasion, impact resistance, impedes crack development, slows crack growth and increased load capacity in pavements. It create concrete composites that are more durable than plain concrete and reduce spalling at contraction joints.
- Removal of existing PCCP (BAD SECTION) with a carriageway width of 6.10 meters, a length of 716 meters and slab thickness of 230mm.
- Change in the project limits to prioritize the road sections which are dilapidated, as per actual validation. And also, to address the accident prone areas, and reduced travel time. (See attached Final Road Condition Data and Straight Line Diagram)
- The derived unit cost is based from the approved Program of Works (POW) and the Detailed Unit Price Analysis (DUPA).

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


REY PETER B. GILLE, D.M.

Assistant Secretary for Regional Operations
in CAR, Regions I, II, IX, X, XI, XII and XIII

RECOMMENDING APPROVAL:


EUGENIO R. PIPO, JR.

Undersecretary for Regional Operations in
CAR, Regions I, II, IX, X, XI, XII and XIII


MARIA CATALINA E. CABRAL, Ph.D., CESO I

Undersecretary for Planning and
Public-Private Partnership Services

APPROVED/~~DISAPPROVED~~:


MANUEL M. BONOAN

Secretary

2.3 LDAM/OAL/AVS/RPBG/ERP

Department of Public Works and Highways
Office of the Secretary



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