

May 17, 2024

MEMORANDUM

FOR : **MANUEL M. BONOAN**
Secretary
This Department

This refers to the memorandum dated April 16, 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;

under FY 2024 GAA, to wit,

As per GAA/Original			As Modified		
Project Description					
UACS No. 310105101261000 Project ID: P00801214MN ORGANIZATIONAL OUTCOME 1 : Asset Preservation - Rehabilitation/ Reconstruction/ Upgrading of Damaged Paved Roads - Secondary Roads ✓ NJR Bah-Bah-Talacogon Rd - K1311+(-1003) - K1311+(-707), K1311+(-501) - K1311+776			ORGANIZATIONAL OUTCOME 1 : Asset Preservation - Rehabilitation/ Reconstruction/ Upgrading of Damaged Paved Roads - Secondary Roads NJR Bah-Bah-Talacogon Rd - K1311+(-1003) - K1311+(-607), K1311+(-574) - K1311+(-501), K1311+(-217) - K1311+(-067) ; K1311+000 - K1311+520.24		
Type of Work/ Physical Target	Unit Cost	Allocation	Type of Work/ Physical Target	Unit Cost	Estimated Cost
CW1- Rehabilitation of Paved Roads: 3.146 Lane Km	₱11,493,038.78/ Lane km	₱36,157,100.00	CW1- Rehabilitation of Paved Road: 2.241 Lane km	₱16,134,359.66/ Lane km ₱32.2 M/km	₱36,157,100.00
EAO	-	₱737,900.00	EAO	-	₱737,900.00
Total:		₱36,895,000.00	Total:		₱36,895,000.00

Website: <https://www.dpwh.gov.ph>

Tel. No(s): 5304-3000 / (02) 165-02

AG-CO-202405-D/751

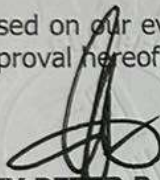


Justification:

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

- Increase in unit cost/decrease in physical target by 0.905 lane kilometers (from 3.146 Lane km to 2.241 Lane km) due to the substantial volume of surface courses which is 83.11% of the total 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 1,019 meters and 230mm slab thickness.
- 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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