



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



JUL 26 2024

MEMORANDUM

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

This refers to the Memorandum dated May 30, 2024 of **ROSELLER A. TOLENTINO**, Regional Director – **DPWH Regional Office III**, endorsing the request of District Engineer **GEORGE DC. SANTOS** – **DPWH Bulacan 2nd DEO**, for the approval of **Modification** of the project under the FY 2024 General Appropriations Act (GAA), to wit;

As per GAA/Original			As Modified		
Project Description					
UACS No. 310101101207000 Project ID: P00802229LZ					
ORGANIZATIONAL OUTCOME 1 : Ensure Safe and Reliable National Road System - Asset Preservation Program - Preventive Maintenance - Primary Roads			ORGANIZATIONAL OUTCOME 1 : Ensure Safe and Reliable National Road System - Asset Preservation Program - Preventive Maintenance - Primary Roads		
Manila North Rd - K0019 + 153 - K0020 + 566			Manila North Rd – K0018 + 541 – K0018 + 1059, K0019 + 000 – K0019 + 329		
Type of Work / Physical Target	Unit Cost (P'000)	Allocation (P'000)	Type of Work / Physical Target	Unit Cost (P'000)	Estimated Cost (P'000)
CW-1- Preventive Maintenance of Road: Asphalt Overlay/ 5.668 Lane Km	P17,025.4 0579/ Lane Km	P 96,500.00	CW-1- Preventive Maintenance of Road: Asphalt Overlay/ 3.39 Lane Km	P28,466.07 67/ Lane Km <i>P 56.8 M/Km</i>	P 96,500.00
EAO		P 3,500.00	EAO		P 3,500.00
Total		P100,000.00	Total		P100,000.00
Justifications based on the attachments submitted by the Implementing Office					
The modification is hereby sought due to the following reasons;					
<ul style="list-style-type: none">Decreased in physical target to 3.39 (i.e., 40.19%) per approved POW/DUPA and DED consolidated on 4th quarter Construction Materials Price Data (CMPD).Corresponding Increase in unit cost was due to usage of Bituminous Concrete Wearing Course, Stone Mastic with 50mm thickness with corrections. This type of wearing course is more expensive than the typical dense-graded hot mix asphalt but more durable and has better resistance when it comes to road defects (i.e., rutting). Also, it is more suitable for heavily traffic roads.Change of stations to prioritized the stations which were identified to be in fair to poor condition and to acquire continuity of road sections in good condition.					
Attached are the following supporting documents.					
<ul style="list-style-type: none">Bureau of Construction (BOC) Evaluation dated July 3, 2024, Certificate of Availability of Funds, Program of Works, Detailed Unit Price Analysis, Geotagged Photos, GIS Map, and Detailed Engineering Design.					

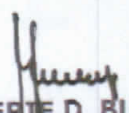
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[Signature]



Having complied with all the documentary requirements under Department Order No. 23, series of 2023 and other supplemental guidelines, we are respectfully requesting that the abovementioned project under FY 2024 GAA be modified.

For the Secretary's favorable consideration


NERIE D. BUENO, CESO III

Assistant Secretary for Regional Operations in NCR,
Regions III, IV-A, IV-B, V, VI, VII and VIII

RECOMMENDING APPROVAL:


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

Undersecretary for Planning and
Public-Private Partnership Services


ROBERTO R. BERNARDO, CESO I

Undersecretary for Regional Operations in NCR,
Regions III, IV-A, IV-B, V, VI, VII and VIII

APPROVED/~~DISAPPROVED~~:


MANUEL M. BONOAN

Secretary

3.3 GJAN/NDB

Project ID: P00802229LZ

Department of Public Works and Highways
Office of the Secretary



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