



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



MAY 26 2025

MEMORANDUM

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

This refers to the memorandum dated April 30, 2025 of **DPWH Region III Assistant Regional Director MELQUIADES H. STO. DOMINGO**, endorsing the request of **District Engineer Neil C. Farala, Tarlac 1st District Engineering Office**, for the approval of **Modification** of the project under FY 2025 General Appropriations Act (GAA), to wit;

As per GAA/Original			As Modified		
Project Description					
UACS No. : 310103101771000 Project ID : P00900394LZ					
OO1: Ensure Safe and Reliable National Road System			OO1: Ensure Safe and Reliable National Road System		
Asset Preservation - Preventive Maintenance - Tertiary Roads			Asset Preservation - Preventive Maintenance - Tertiary Roads		
Tarlac City - San Jose via Tibag - Burgos Rd - K0132 + 773 - K0134 + 227			Tarlac City - San Jose via Tibag - Burgos Rd - K0139 + 736 - K0141 + 050		
Physical Target	Unit Cost (P '000)	Allocation (P '000)	Physical Target	Unit Cost (P '000)	Estimated Cost (P '000)
CW1- Preventive Maintenance of Road: Asphalt Overlay / 5.848 Lane Km	16,501.37/ Lane Km	96,500.00	CW1- Preventive Maintenance of Road: Asphalt Overlay / 5.304 Lane Km	18,193.82/ Lane Km	96,500.00
EAO	-	3,500.00	EAO	-	3,500.00
Total:		100,000.00	Total:		100,000.00

Justifications provided by the requesting Implementing Office:

- Change of station limits from K0132 + 773 - K0134 + 227 to K0139 + 736 - K0141 + 050 was due to the following reasons:
 - Actual needs of the proposed sections considering the latest approved Unit Costs in DUPA based on the revised costs of construction materials on the updated canvassed prices.
 - To extend the service life of the proposed sections and to prevent further damage/deterioration of the pavement structure.
 - Based on the RoCond 2024 Data, the modified station at K0139 + 736 - K0141 + 050 has exerted more wearing and crack defects resulting to fair condition and lower VCI compared to the original station at K0132 + 773 - K0134 + 227. These merits have been important factors in determining the new segment to be overlaid as to which are necessary and needed to be prioritized resulting to the modified station limits.

Attached are the following supporting documents: Annual Infrastructure Program (AIP 2025), Form for Evaluation of Modification Request (DPWH-QMSP-03-01 Rev 01), Certificate of Availability of Funds (CAF), Geotagged Photos, Location Map, Certificate of Reasonableness of Cost Estimate, Approved Program of Works (POW), Detailed Unit Price Analysis (DUPA), Detailed Engineering Design (DED) Plan, and Straight Line Diagram (SLD).