



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



June 25, 2024

MEMORANDUM

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

This refers to the memorandum dated 11 June 2024 of **DPWH Region IX Director CAYAMOMBAO D. DIA, CESO III**, requesting for the **modification** of the project under FY 2024 GAA, to wit;

As per GAA/Original			As Modified		
Project Description					
UACS No. 310204102632000 Project ID: P00800807MN			OO1: Ensure Safe and Reliable National Road System- Network Development - Construction of Bypass and Diversion Roads		
Labangan - Pagadian City -Dumaliniao By- Pass Road, Package 1, Zamboanga del Sur			Labangan - Pagadian City -Dumaliniao By- Pass Road, Package 1, Zamboanga del Sur		
Type of Work/ Physical Target	Unit Cost	Allocation	Type of Work/ Physical Target	Unit Cost	Estimated Cost
CW1- Construction of Concrete Road/ 9.331 Lane Km	₱ 14,478,619.65 /Lane Km	₱ 135,100,000.00	CW1- Construction of Concrete Road/ 2.00 Lane Km	₱ 19,718,331.75 /Lane Km ₱ 39.4 M/Km	₱ 39,436,663.50
			CW2- Construction of Concrete Bridge/ 294.786 Square Meters	₱ 160,419.10 /Square Meters	₱ 47,289,306.09
			CW3- Construction of Concrete Bridge/ 294.786 Square Meters	₱ 195,647.11 /Square Meters	₱ 57,674,030.41
ROW Acquisition/ 169,000,000 Sq.m.	₱ 114.20 /Sq.m.	₱ 19,300,000.00	ROW Acquisition/ 665.60 Sq.m.	₱ 15,024.04 /Sq.m.	₱ 10,000,000.00
EAO	-	₱ 5,600,000.00	EAO	-	₱ 5,600,000.00
Total:		₱ 160,000,000.00	Total:		₱ 160,000,000.00

per Memo of Rec on PRON add June 5, 2024

Website: <https://www.dpwh.gov.ph>
Tel. No(s).: 5304-3000 / (02) 165-0222

ISO 9001
SOCOTEC

AL-10-202407-0257

Justification:

- The increase in the unit cost of CW1 - *Construction of Concrete Road* was due to;
 - ✓ Construction of 301.33-lineal meters of Gravel Surface Roadway shoulders.
 - ✓ Installation of 448.0-lineal meters of Metal Guardrails (including Post).
 - ✓ The removal of 1,829.0 cu.m of unsuitable materials, comprises of muck and mud materials.
 - ✓ In addition, the project includes 2,266.67 sq.m of Slope protection structure, the use of Grouted Riprap, to protect the road embankment from collapse/ erosion.
 - ✓ Lastly, the project includes Miscellaneous structures; such as Warning signs, Hazard Markers and Reflectorized thermoplastic pavement markings (White and Yellow) for centerline, edge line, and barrier lines.
- The decrease in the physical target was necessary to incorporate CW2 and CW3 – Construction of Concrete Bridge. These additions ensure continuous connectivity and accessibility for transporting heavy equipment and materials during the implementation and execution of projects.
- Inclusion of CW2 and CW3 - *Construction of Concrete Bridges*, it is necessary to replace the old and existing Steel bridges with Concrete Bridges, due to passage of time, the old steel bridges are prone to collapse, increasing the risk of the motorists/ heavy vehicles passing the said road.
- For CW2 - *Construction of Concrete Bridge* the project includes;
 - ✓ The provision of Craneway, constitutes ₱ 2,604,959.03 of the total project cost.
 - ✓ The use of 1,920- lineal meters of structural Steel sheetpile, furnished and driven, each measuring 6 meters in length per pile and 0.4 meters in width for cofferdam and scour protection.
 - ✓ The project includes 436.5 sq.m of Grouted Riprap, for slope protection, to protect the approaches and abutment from collapse.
- For CW3 - *Construction of a Concrete Bridge* the project includes;
 - ✓ The provision of Craneway, constitutes ₱ 2,604,959.03 of the total project cost.
 - ✓ The use of 1,812- lineal meters of structural Steel sheetpile, furnished and driven, each measuring 6 meters in length per pile and 0.4 meters in width for cofferdam and scour protection.
 - ✓ Construction of 293.87- lineal meters of Road approaches.
 - ✓ The project includes 1,555.87 sq.m of Grouted Riprap, for slope protection, to protect the approaches and abutment from collapse.
 - ✓ Lastly, inclusion of Miscellaneous structures, such as; 314-lineal meters of Metal Guardrails (including posts), Reflectorized thermoplastic pavement markings (White and Yellow) for centerline, edgeline and centerline curve.
- The decrease in ROW Acquisition is due to the decrease of the actual coverage of the project, based on the result of the conducted parcellary, thus, the need to compensate affected owners of structures/ improvement within the width and limit of the project. The derived unit cost for ROW Acquisition is based on the prevailing market values in the locality.
- The derived unit cost is based on the approved Detailed Unit Price Analysis (DUPA) and Program of Works (POW).



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:



MARIA CATALINA E. CABRAL, Ph.D., CESO I
Undersecretary for Planning
and Public-Private Partnership Services



EUGENIO R. PIIPO, JR.
Undersecretary for Regional Operations
in CAR, Regions I, II, IX, X, XI, XII, and XIII

APPROVED / ~~DIS~~APPROVED:

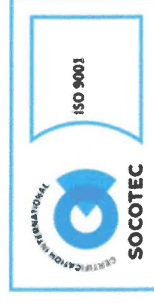


MANUEL M. BONOAN
Secretary

Department of Public Works and Highways
Office of the Secretary



WIN4XW00129





Manila

MEMORANDUM

This refers to the memorandum dated 11 June 2024 of **DPWH Region IX Director CAYAMOMBAO D. DIA, CESO III**, requesting for the **modification** of the project under FY 2024 GAA, to wit;



SOCOTEC
CERTIFICATION INTERNATIONAL

website: <https://www.dpwn.gov.sg>
Tel. No(s): 5304-3000 / (02) 655-02

Justification:

- The increase in the unit cost of CW1 - *Construction of Concrete Road* was due to;
 - ✓ Construction of 301.33-lineal meters of Gravel Surface Roadway shoulders.
 - ✓ Installation of 448.0-lineal meters of Metal Guardrails (including Post).
 - ✓ The removal of 1,829.0 cu.m of unsuitable materials, comprises of muck and mud materials.
 - ✓ In addition, the project includes 2,266.67 sq.m of Slope protection structure, the use of Grouted Riprap, to protect the road embankment from collapse/ erosion.
 - ✓ Lastly, the project includes Miscellaneous structures; such as Warning signs, Hazard Markers and Reflectorized thermoplastic pavement markings (White and Yellow) for centerline, edge line, and barrier lines.
- The decrease in the physical target was necessary to incorporate CW2 and CW3 – Construction of Concrete Bridge. These additions ensure continuous connectivity and accessibility for transporting heavy equipment and materials during the implementation and execution of projects.
- Inclusion of CW2 and CW3 - *Construction of Concrete Bridges*, it is necessary to replace the old and existing Steel bridges with Concrete Bridges, due to passage of time, the old steel bridges are prone to collapse, increasing the risk of the motorists/ heavy vehicles passing the said road.
- For CW2 - *Construction of Concrete Bridge* the project includes;
 - ✓ The provision of Craneway, constitutes ₱ 2,604,959.03 of the total project cost.
 - ✓ The use of 1,920- lineal meters of structural Steel sheetpile, furnished and driven, each measuring 6 meters in length per pile and 0.4 meters in width for cofferdam and scour protection.
 - ✓ The project includes 436.5 sq.m of Grouted Riprap, for slope protection, to protect the approaches and abutment from collapse.
- For CW3 - *Construction of a Concrete Bridge* the project includes;
 - ✓ The provision of Craneway, constitutes ₱ 2,604,959.03 of the total project cost.
 - ✓ The use of 1,812- lineal meters of structural Steel sheetpile, furnished and driven, each measuring 6 meters in length per pile and 0.4 meters in width for cofferdam and scour protection.
 - ✓ Construction of 293.87- lineal meters of Road approaches.
 - ✓ The project includes 1,555.87 sq.m of Grouted Riprap, for slope protection, to protect the approaches and abutment from collapse.
 - ✓ Lastly, inclusion of Miscellaneous structures, such as; 314-lineal meters of Metal Guardrails (including posts), Reflectorized thermoplastic pavement markings (White and Yellow) for centerline, edgeline ad centerline curve.
- The decrease in ROW Acquisition is due to the decrease of the actual coverage of the project, based on the result of the conducted parcellary, thus, the need to compensate affected owners of structures/ improvement within the width and limit of the project. The derived unit cost for ROW Acquisition is based on the prevailing market values in the locality.
- The derived unit cost is based on the approved Detailed Unit Price Analysis (DUPA) and Program of Works (POW).



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

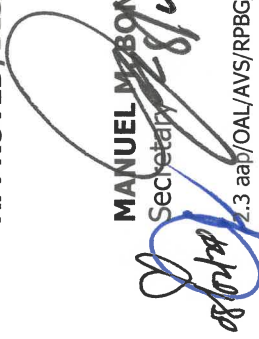

REY PETER B. GILLE, D.M.
Assistant Secretary for Regional Operations
in CAR, Regions I, II, IX, X, XI, XII, and XIII

RECOMMENDING APPROVAL:


MARIA CATALINA E. CABRAL, Ph.D., CESO I
Undersecretary for Planning
and Public-Private Partnership Services


EUGENIO R. PIPO, JR.
Undersecretary for Regional Operations
in CAR, Regions I, II, IX, X, XI, XII, and XIII

APPROVED / DISAPPROVED:


MANUEL MABONAO
Secretary

2.3 aap/OAL/AVS/RPBG/ERP