



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



June 10, 2025

MEMORANDUM

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


This refers to the memorandum dated 29 April 2025 of **DPWH Region XII Director BASIR M. IBRAHIM**, endorsing the request of **District Engineer Saidale M. Mitmug, MPA, ASEAN Eng. , Cotabato 3rd District Engineering Office**, for the **modification** of the project under FY 2025 GAA, to wit;

As per GAA/Original			As Modified		
Project Description					
UACS No. 310108102049000. Project ID: P00909121MN. OO1: Ensure Safe and Reliable National Road System – Asset Preservation - Rehabilitation/ Reconstruction of Roads with Slips, Slope Collapse, and Landslide - Secondary Roads. Bukidnon-Cotabato Rd - K1629 + 705 - K1629 + 905.			 OO1: Ensure Safe and Reliable National Road System – Asset Preservation - Rehabilitation/ Reconstruction of Roads with Slips, Slope Collapse, and Landslide - Secondary Roads. Bukidnon-Cotabato Rd - K1629 +625 – K1629 + 905.		
Type of Work/ Physical Target	Unit Cost	Allocation	Type of Work/ Physical Target	Unit Cost	Estimated Cost
CW-1- Construction of Road Slope Protection Structure : 3132.00 m ²	₱ 33,775.00/ m ²	₱ 105,783,300.00	CW-1- Construction of Road Slope Protection Structure : 5740.50 m ²	₱ 18,427.54/ m ²	₱ 105,783,300.00
EAO	–	₱ 3,836,700.00	EAO	–	₱ 3,836,700.00
Total:		₱ 109,620,000.00	Total:		₱ 109,620,000.00
Justification: <ul style="list-style-type: none">Originally, the structure proposed in the Annual Infrastructure Program (AIP) Geosynthetic Reinforced Mechanically Stabilized Earth (GRMSE) Road Slip protection is on left side. However, upon thorough inspection, the right side is found to also need a slope protection to mitigate risks of landslides and falling rocks. Thus stone masonry gravity wall to mitigate falling rocks and stone masonry slope protection to mitigate landslides and erosion are incorporated in the program of works. To maintain a safe slope ratio of 1:1 on right side, excavation became a requisite.					


AG-CO-2025-01300

- Decrease in unit cost was achieved mainly due to the reduction in earthworks. The original design required extensive excavation and backfilling for a high Geosynthetic Reinforced Mechanically Stabilized Earth (GRMSE) wall. By limiting the GRMSE structure to essential sections and reducing its height, the volume of excavation and fill materials was significantly minimized, resulting in cost savings.
- Use of sheet pile was incorporated due to poor soil conditions in the area, which is prone to erosion and seismic activity. The sheet pile provides soil retention and structural stability.
- The project includes 420.00 sqm, 0.15m thick PCCP for the shoulder, and 1876.00 sqm 0.28m thick PCCP for the carriageway.
- The project also includes 910mm RCPC, grouted riprap, and reflectorized thermoplastic pavement markings.
- Change in Station limit is needed for the smooth continuity of the structure since beginning is located in a sharp turn. Thus, station at the beginning is adjusted to rectify the degree of curve of existing alignment. See attached straight line diagram.
- See attached copy of validated and approved Detailed Unit Price Analysis and Program of Works.


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


LORETA M. MALALUAN, CESO IV
Assistant Secretary for Regional Operations
in CAR, Regions I, II, IX, X, XI, XII, XIII and NCR

RECOMMENDING APPROVAL:


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

APPROVED/~~DISAPPROVED~~:


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