



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. 310109101782000. Project ID: P00909123MN. OO1: Ensure Safe and Reliable National Road System – Asset Preservation - Rehabilitation/ Reconstruction of Roads with Slips, Slope Collapse, and Landslide - Tertiary Roads. Kidapawan-Calunasan-Mlang Rd - K1634 + 775 - K1634 + 812 .			OO1: Ensure Safe and Reliable National Road System – Asset Preservation - Rehabilitation/ Reconstruction of Roads with Slips, Slope Collapse, and Landslide - Tertiary Roads. Kidapawan-Calunasan-Mlang Rd - K1634 + 775 - K1634 + 900 .		
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 : 1256.00 m ²	₱ 24,500.00/ m ²	₱ 30,772,000.00	CW-1- Construction of Road Slope Protection Structure : 1375.00 m ²	₱ 22,379.64/ m ²	₱ 30,772,000.00
EAO	–	₱ 628,000.00	EAO	–	₱ 628,000.00
Total:		₱ 31,400,000.00	Total:		₱ 31,400,000.00
Justification: <ul style="list-style-type: none">Upon inspection, it was initially considered that both sides of the road would require slope slip protection. However, after further assessment, it was found out that applying slope protection on both sides is not feasible. As a result, the design was focused solely on the left side. Initially, <u>Geosynthetic Reinforced Mechanically Stabilized Earth (GRMSE)</u> was considered for the structure, but it wasn't suitable for the site condition. Thus, Reinforced Concrete with a sheet pile was used instead because it was more appropriate and reliable based on actual ground conditions.					

Alk-w-202506-D/303

- The unit cost decreased due to the revised design limiting construction to one side of the road. Additionally, earthworks were significantly reduced, and the use of stone masonry and concrete structures over GRMSE led to simpler construction requirements.
- The use of steel sheet piles was necessary due to the presence of loose and erosion-prone soil in the area. The site is also located within a seismically active zone, increasing the need for a more secure and stable retaining system.
- The project includes 125.00 sqm 0.15m thick PCCP for the shoulder, and 837.50 sqm 0.28m thick PCCP for the carriageway.
- The project also includes metal guardrails, reflectorized thermoplastic pavement markings, and single arm solar LED street lights.
- Change in station limits: The original plan specified a 37-meter length of slope protection; however, upon detailed site inspection and assessment, it became evident that the area prone to erosion and structural instability extended far beyond the initially identified section. To ensure the safety and continuity of the road structure especially during heavy rainfall it was necessary to extend the slope protection to 125 meters. 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. PIHO, JR.
Undersecretary for Regional Operations
in CAR, Regions I, II, IX, X, XI, XII, and XIII