



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

21 MAR 2018

MEMORANDUM

FOR : **Secretary MARK A. VILLAR**
Secretary
This Department

This refers to the Memorandum dated 26 February 2018 of **DPWH Region XI Regional Director ALLAN S. BORROMEO, CESO IV**, requesting for the approval of the Modification of the hereunder project for FY 2018 General Appropriation Act (GAA), to wit:

As per GAA/Original			As Modified		
Project Description					
UACS No. 310204100145000 Project ID: P00200395MN OO1: Ensure Safe and Reliable National Road System- Network Development Program Construction of Bypass and Diversion Roads Jct Matti (along Davao-Cot. Road) - Jct Aurora (along Digos-Makar Road) Bypass Road, incl. ROW, Davao del Sur			OO1: Ensure Safe and Reliable National Road System- Network Development Program Construction of Bypass and Diversion Roads Jct Matti (along Davao-Cot. Road) - Jct Aurora (along Digos-Makar Road) Bypass Road, incl. ROW, Davao del Sur		
Physical Target	Unit Cost (P'000)	Allocation (P'000)	Physical Target	Unit Cost (P'000)	Estimated Cost (P'000)
CW-1 Additional Lane Width: 3,186.40 sq.m.	P 7.949/sq.m.	P 25,331.250	CW-1 Additional Lane Width: 1,803.290 sq.m.	P 7.035/sq.m.	P 12,685.3465
CW-2 Construction of Concrete Road: 2.100 lane km	P 14,642.267/ lane km	P 30,748.760	CW-2 Construction of Concrete Road: 2.122 lane km	P 10,658.535/ lane km	P 22,617.41194
CW-3 Road Widening: 1.336 lane km	P 22,672.444/ lane km	P 30,290.385	CW-3 Road Widening: 3.363 lane km	P 13,131.276/ lane km	P 44,160.48115
ROW : 57,921.478 sq.m.	P 0.417845/ sq.m.	P 24,202.200	CW-4- Rehabilitation of Paved Road: 0.675 lane km	P 10,232.823/ lane km	P 6,907.15541
EAO	-	P 4,010.405	ROW : 57,921.478 sq.m.	P 0.417845/sq.m.	P 24,202.200
			EAO	-	P 4,010.405
Total:		P 114,583	Total:		P 114,583

Justification:

Generally, the unit costs for all components as per actual survey and design is lesser than the original unit costs due to the following:

- The road runs on a very flat terrain as per actual site condition;
- The existing gravel carriageway width for most portion of the road is already wide (width of 8-10 m), hence, only requires minimal corrections on the vertical and horizontal design alignment; and
- The road design based on the actual terrain requires very minimal earthworks.

There are changes in component costs:

- Based on the revised length as per actual survey/as per design for the different types of work; and
- Based on the lesser unit cost generated as per programmed.

Inclusion of Aggregate/Gravel Surface Course or Item 300 (1) in the design of road:

- The standard typical roadway design based on the design guidelines, criteria and standards should include Item 300 (1).

The design involves embankment/fill of considerable height along the road:

- The cross section of the existing gravel carriageway has lower elevation than the adjacent land, hence, the need to embank in order that the run off waters would not create ponding along the road and in order to have adequate drainage gradeline.

Decrease in physical target for additional lane width from 3,186.40 sq.m. to 1,803.29 lane km:

- The length of road which needs additional lane width as per actual survey and design is only 2.576 km instead of the original proposed length of 4.552 km; and
- Part of the existing concrete road which was originally proposed for additional lane width needs to be reconstructed since said portion of the road is already dilapidated.

Minimal increase in physical target for concreting from 2.100 lane km to 2.122 lane km due to:

- The length of road which needs concreting as per actual survey and design is 1.061 km instead of the original proposed length of 1.050 km.

Increase in physical target for widening from 1.336 lane km to 3.363 lane km:

- All sections that need concreting (2 lanes) and additional lane width have already been covered by the project, hence, the need to widen the road as this road project is part of the committed bypass road (should be 4 lanes) under PGS;
- The generated unit costs for all the included types of work for this project is lesser than the original unit cost; and
- Excess funds could still cover 1.6815 km road section for widening instead of the original 0.668 km.

Additional type of work/project component (rehabilitation/reconstruction) due to the following:

- Part of the existing concrete road which was originally proposed for additional lane width needs to be rehabilitated/reconstructed since said portion of the road is already dilapidated or in bad condition and the slab thickness needs to be upgraded; and
- The generated unit costs for all the included types of work for this project is lesser than the original unit cost.

Based on our evaluation, the herein request is found in order, hence approval is hereby recommended.


RAFAEL C. YABUT

Senior Undersecretary

Undersecretary for Regional Mindanao Operations

APPROVED/DISAPPROVED:


MARK A. VILLAR

Secretary

2.1 MSQ/ACF/RCY

Department of Public Works and Highways
Office of the Secretary



WIN8C02219