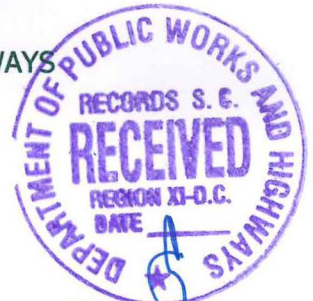




Republic of the Philippines  
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS  
**OFFICE OF THE SECRETARY**  
Manila



MAR 27 2018

**MEMORANDUM**

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

APR 10 2018  
R-11-G MEMO C.O. 348/630

This refers to the Memorandum dated 20 March 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					
<b>UACS No. 310204100043000</b> <b>Project ID: P00200387MN</b>					
OO1: Ensure Safe and Reliable National Road System Network Development Program Construction of Bypass and Diversion Roads Bolila-Kibalatong-Bito-Mana Diversion Road, Package 2, incl. ROW, Davao Occidental			OO1: Ensure Safe and Reliable National Road System Network Development Program Construction of Bypass and Diversion Roads Bolila-Kibalatong-Bito-Mana Diversion Road, Package 2, incl. ROW, Davao Occidental		
Physical Target	Unit Cost (P'000)	Allocation (P'000)	Physical Target	Unit Cost (P'000)	Estimated Cost (P'000)
CW-1 Const. of Concrete Road: 7.350 lane km	P 19,300/lane km	P 141,855	CW-1 Const. of Concrete Road: 8.850 lane km	P 16,028.813559/ lane km	P 141,855
ROW: 36,750 sq.m.	P 0.078776/ sq.m.	P 2,895	ROW: 36,750 sq.m.	P 0.078776/ sq.m.	P 2,895
EAO	-	P 5,250	EAO	-	P 5,250
Total:		P 150,000	Total:		P 150,000
<b>Justification:</b> Increase in physical target from 7.350 lane km to 8.850 lane km due to the following:					
<ul style="list-style-type: none"><li>The road runs mostly on a rolling terrain with portions of flat and mountainous terrains as per actual site condition instead of the anticipated mountainous terrain for the entire stretch; and</li><li>The road design based on the actual terrain requires earthworks with an average of 4 m for excavation and average of 1 m only for fill on most portions of the road; only a portion of the road (mountainous section) has considerable average cut and fill height of 13 m and 4 m, respectively, instead of the anticipated excavation height of at least 15 m and fill height of 7 m, hence, lower unit cost.</li></ul>					

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



WIN8C02368