



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

25 APR 2018

MEMORANDUM

FOR : Secretary MARK A. VILLAR
Secretary
This Department

This refers to the Memorandum dated 06 April 2018 of **DPWH Region XI Assistant Regional Director ZENAIDA T. TAN, Director 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. 300204100052000 Project ID: P00230176MN Convergence and Special Support Program Construction/Improvement of Access Roads leading to Trades, Industries and Economic Zones NRJ Sagayen-Sonlon Road, incl. bridge, connecting Asuncion Overland Transport Terminal in support of Coconut, Banana and Rice Industries, Tagum City, Davao del Norte			 Convergence and Special Support Program Construction/Improvement of Access Roads leading to Trades, Industries and Economic Zones NRJ Sagayen-Sonlon Road, incl. bridge, connecting Asuncion Overland Transport Terminal in support of Coconut, Banana and Rice Industries, Tagum City, Davao del Norte		
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: 1.142 lane km	P 16,900.18/ lane km	P 19,300	CW-1 Const. of concrete road: 0.763832lane km	P 31,637.46/ lane km	P 24,165.70422
CW-2 Const. of concrete bridge: 954 sq. m.	P 121.38/ sq. m.	P 115,800	CW-2 Const. of concrete bridge: 954 sq. m.	P 100.55/ sq. m.	P 95,920.42588
EAO	-	P 4,900	CW-3 Const. of gravel road: 1.850 lane km	P 8,115.61/ lane km	P 15,013.8699
			EAO	-	P 4,900
Total:		P 140,000	Total:		P 140,000

Justification:

Decrease in physical target from 1.142 lane km to 0.763832 lane km due to:

- Massive embankment works (3-5m) since priority for concreting is the approaches of the bridge including junction which is 0.76382 km (attached are the back-up computations and cross sections of the road). The road section is a flood prone area, hence, the design of the road is elevated to follow the gradeline design of the bridge which requires adequate free board distance; and
- With said considerable amount for embankment from borrow, the project cost could not cover the original target length for concreting. Also, there is a need to improve (preparation for PCCP, embankment works) the alignment of the road from the national road junction to the bridge in order to elevate/correct the gradeline since the road section is prone to inundation.

No change in physical target for the bridge but with adjustment in component cost (lesser unit cost) since as per design, the girder section type used was Type V instead of the anticipated Type VI.

Additional type of work (construction of gravel road) with considerable cost due to the following:

- The road is subjected to inundation, hence, the need to improve (preparation for PCCP) the gradeline of the road to at least 0.5 meter above the maximum experience flood level (attached are the cross sections) especially the adjacent section approaching the bridge; and
- The allocation could not cover the concreting of the road due to said considerable embankment (1-2 m) especially that the distance from the junction to the bridge is 928 m.

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



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