



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

03 MAY 2018

MEMORANDUM

FOR : Secretary MARK A. VILLAR
Secretary
This Department

This refers to the Memorandum dated 18 April 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. 310204100299000 Project ID: P00200430MN OO1: Ensure Safe and Reliable National Road System Network Development Program Construction of Bypass and Diversion Roads Upper Tibanban-Oregon-Magdug Road, incl. ROW and Bridge, Davao Oriental			OO1: Ensure Safe and Reliable National Road System Network Development Program Construction of Bypass and Diversion Roads Upper Tibanban-Oregon-Magdug Road, incl. ROW and Bridge, Davao Oriental		
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: 4.570 lane km	P 15,715.99/ lane km	P 71,822.055	CW-1 Const. of Concrete Road: 1.694 lane km	P 31,513.62/ lane km	P 53,384.06899
CW-2 Const. of Concrete Bridge: 334 sq.m.	P 85.95/ sq.m.	P 28,708.750	CW-2 Const. of Concrete Bridge: 429.30 sq.m.	P 94.24/ sq.m.	P 40,458.52249
ROW: 22,842.105 sq.m.	P 0.18/ sq.m.	P 4,188.100	CW-3 Const. of Gravel Road: 1.08 lane km	P 6,192.79/ lane km	P 6,688.21352
EAO	-	P 3,798.095	ROW: 22,842.105 sq.m.	P 0.18/ sq.m.	P 4,188.100
			EAO	-	P 3,798.095
Total:		P 108,517	Total:		P 108,517

JUSTIFICATION

Decrease in physical target from 4.570 lane km to 1.694 lane km with additional type of work (construction of gravel road) due to the following:

- Priority for concreting is the approaches of the bridge which needs massive embankment works (3-6 m) since the road section is a flood prone area. The design of the road should complement with the desired elevation of the bridge which requires adequate free board distance (attached are the back-up computations);
- Construction of bridge requires bigger allocation than proposed, hence, allocation for road is reduced; and
- Another road section (Jct. along the approach of the bridge going to a barangay proper) which is also a priority for concreting has steep gradeline and narrow width (3-4 m). This requires opening/excavation of the road (about a cut ranging from 2-11 meters) with side cuts ranging from 2-21 m to conform with the DPWH Design Guidelines and Standards. However, due to considerable amount needed for the said excavation, construction of gravel road is deemed appropriate instead of concreting to enhance accessibility. Hence, allocation for concrete road could not cover the original target length for concreting.

Increase in physical target for construction of bridge from 334 sq. m. to 429.30 sq.m. with considerable cost due to the following:

- As per actual design/need to suit actual site condition, the length of bridge is 45 m instead of the anticipated 35 lm; and
- The appropriate foundation is bored piles (length=35 m) instead of RC piles.

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


RAFAEL CAYABUT

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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