

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

2 1. 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/Origin	al 🛛		As Modified	Service and the service of the servi	
	Project Description						
	UACS No. 310 Project ID: P0	202100103000 0200731MN					
	OO1: Ensure Safe and Reliable National Road System			OO1: Ensure Safe and Reliable National Road System			
1	Network Development Program			Network Development Program			
1	Road Widening - Secondary Roads			Read Widening - Secondary Roads			
	Nabunturan-Maragusan Rd incl. ROW – K1456 + 060 - K1458 + 400			Nabunturan-Maragusan Rd incl. ROW – K1450 + 567 - K1450 + 810 K1453 + 061 - K1453 + 312 K1456 + 315 - K1457 + 581			
Ī	Physical Target	Unit Cost (P'000)	Allocation (P'000)	Physical Target	Unit Cost (P'000)	Estimated Cost (P'000)	
	CW-1 Road Widening: 4.680 lane km	₱ 33,775.00/ lane km	P 158,067.000	CW-1 Road Widening: 1.277 lane km	P 68,324.97/ lane km	₱ 87,250.98232	
	ROW: 35,100 sq.m.	₽ 0.15/ sq.m.	P 5,183.015	CW-2 Paving of Unpaved Roads: -0.486 lane km	P 71,349.11/ lane km	₽ 34,675.66596	
	EAO	-	₱ 5,920.985 ~	CW-3 Reconst. To Concrete Pavement: 1.749 lane km	₽ 20,663.44/ lane km	₽ 36,140.35172	
		47	-	ROW: 35,100 sq.m.	₱ 0.15/ sq.m.	₽ 5,183.015	
ľ				EAO	-	₱ 5,920.985	
ŀ		Total:	P 169,171		Total:	P 169,171	

Nabunturan-Maragusan Rd incl. ROW Funded Under FY 2018 DPWH Infrastructure Program to be Implemented by the Regional Office XI Page 2 of 2

E C							
	Justification:						
1	Decrease in physical target from 4.680 lane km to 1.277 lane km for widening of road due to the						
	following:						
T	 Massive excavation (soft and hard rock excavation). Attached are back-up computations; 						
		The road runs on a very mountainous terrain with cliff sections having sharp curves and accident prone					
		area/blackspot. There are also presence of road slip sections along the area which left some sections fore					
		lane) impassable during heavy downpour due to erosion. Hence, the need not only widen the road (at the					
		mountainside) but at the same time reconstruct (geometric realignment) the road to improve the vertical					
		and horizontal alignment. This also requires offsetting of the horizontal alignment of up to 16 m and high					
		side cuts (average of 28 m, highest is 44 m). The design will not only conform with the DPWH Design					
	Guidelines and Standards but also enhance safety						
	 Inclusion of catch wall in anticipation of any untoward landslides/erosion and other miscellaneous structure 						
	such as coco log and vegetation, provision of reflectorized thermoplastic navement markings, installation of						
	metal quardrails including post and provision of warning signs and hazard markers: and						
	 Inclusion of priority gap sections. 						
	-	a second se					
1	Additional type of work with substantial unit cost due to the following:						
	a For paving of uppaved road.						
- 1	a.	1. There is a need to have the remaining existing gravel section $(K1453 + 0.61 - K1453 + 312)$ which					
		in the second during the second grave second (in the second					
		2. The road section traverses mountainers,					
		2. The fold social matching social matching social matching with hard fock for the entire social and and an					
		3. The road decian requires high side cuts (average of 25 m highest is 40 m) hence with massive					
		bard rock averation (attached are back-up comutations)					
	naru rock excavation (attached are back-up computations).						
	h For reconstruction from payed to concrete:						
	D.	1 Three is a product reconstruct the road (K1450 + 557 - K1450 + 810) with road dip sections					
		1. There is a field to reconstruct the rule (K1450 + 507 - K1450 + 610) with road silp sections because the existing read is one lane only. The other lane is not being utilized for safety of the					
		travelling public due to coouring and					
		2. The said section with read slip traverses mountainous terrain with combination of hard and seft					
		2. The salu section with rodu sip udverses mountainous terrain with combination of hard and solt					
	0	rock having can secure and meandering river at the bottom of the call. Said river causes scouring					
		along the road. Hence, the need to onset the horizontal alignment of the road (up to 11 m) to the					
		mountainside which is more economical (equipment intensive) rather than constructing slope					
		protection using costly materials. This requires massive excavation/high side cuts (average of 15,					
		nignest is 32 m). Attached are back-up computations.					
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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

Department of Public Works and Highways Office of the Secretary

WIN8C03035

APPROVED/DISAPPROVED:

MARK A. VILLAR

Secretary

2.1 MSQ/ACF/RCY