



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

22 MAY 2018

MEMORANDUM

FOR : Secretary MARK A. VILLAR
Secretary
This Department

This refers to the Memorandum dated 26 April 2018 of **DPWH Region XI Regional Director ALLAN S. BORRAMEO, 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. 310205100123000 / Project ID: P00200529MN OO1: Ensure Safe and Reliable National Road System Network Development Program Construction of Missing Links/ New Roads Mawab-Maragusan-Caraga Road (Section 1), Package D, incl. Bridge and ROW, Compostela Valley			OO1: Ensure Safe and Reliable National Road System Network Development Program Construction of Missing Links/ New Roads Mawab-Maragusan-Caraga Road (Section 1), Package D, incl. ROW, Compostela Valley		
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: 8.682 lane km	P 19,784.61/ lane km	P 171,770	CW-1 Const. of Concrete Road: 9.58216 lane km	P 29,306.02/ lane km	P 280,815
CW-2 Const. of Concrete Bridge: 763.20 sq.m.	P 142.88 / sq.m.	P 109,045	ROW: 40,816.327 sq.m.	P 0.09/ sq.m.	P 3,860
ROW: 40,816.327 sq.m.	P 0.09/ sq.m.	P 3,860	EAO	-	P 10,325
EAO	-	P 10,325			
Total:		P 295,000	Total:		P 295,000
Justification: <u>Typographical error</u> in the project name including deletion of type of work (construction of concrete bridge) since there is no bridge along the alignment of the project.					
Increase in physical target from 8.682 lane km to 9.58216 lane km but with considerable cost due to the following:					
<ul style="list-style-type: none">Massive excavation which constitutes 46.62 % of the project cost especially that almost all excavation involves hard rock (attached are the back-up computations) instead of the anticipated of mostly soft rock;Actual terrain is very mountainous with mostly cliff sections having width of up to 5 m. Hence, the need to improve the horizontal alignment of the road to accommodate the standard road width to conform with the DPWH Design Guidelines and Standards. As such, the design requires high side cuts (average of 20 m, highest is 27 m); andInclusion of the miscellaneous structures like coco log and vegetation, provision of reflectorized thermoplastic pavement markings, installation of metal guardrails including post and metal beam and provision of hazard markers.					

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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