



May 20, 2024

**MEMORANDUM**

**FOR :** **EUGENIO R. PIPO, JR.**  
Undersecretary for Regional Operations  
in CAR, Regions I, II, IX, X, XI, XII, and XIII  
This Department

This refers to the memorandum dated 02 May 2024 of **DPWH Region XI Assistant Director JOSELITO B. CABALLERO**, requesting for the **modification** of the project under FY 2024 GAA, to wit;

As per GAA/Original			As Modified		
Project Description					
<b>UACS No. 310101101381000.</b> <b>Project ID: P00803779MN.</b>  OO1: Ensure Safe and Reliable National Road System – Asset Preservation - Preventive Maintenance - Primary Roads.  Digos-Makar Rd – K1588 + 462 - K1591 + 160			OO1: Ensure Safe and Reliable National Road System – Asset Preservation - Preventive Maintenance - Primary Roads.  Digos-Makar Rd – <del>K1568 + 687 - K1569 + 240, K1570 + 263 - K1570 + 893,</del> <del>K1587 + 920 - K1587 + 960</del>		
Type of Work/ Physical Target	Unit Cost	Allocation	Type of Work/ Physical Target	Unit Cost	Estimated Cost
CW1- Preventive Maintenance of Road: Asphalt Overlay / 5.858 lane-km .	P 16,473,199.04 / Lane-km .	P 96,500,000.00	CW1- Preventive Maintenance of Road: Asphalt Overlay / 5.063 lane km .	P 15,142,047.60 / Lane-km . <i>P 30.2 M / km</i>	P 76,664,187.00
			CW2- Construction of Road Slope Protection Structure / 300.000 sq.m. .	P 66,119.38 / Sq.m. .	P 19,835,813.00
EAO	-	P 3,500,000.00	EAO	-	P 3,500,000.00
Total:		P 100,000,000.00	Total:		P 100,000,000.00



### Justification:

Decrease in component cost and physical target for CW-1 - Preventive Maintenance of Road: Asphalt Overlay from 5.858 lane km to 5.063 lane km with modifications in limits due to the following:

- Modification in station limits from K1588 + 462 to K1591 + 160 since said original limits overlap with an FY 2024 road widening project (P00800100MN, K1589 + 1172 - K1590 + 132, K1590 + 194 - K1590 + 282, K1590 + 342 - K1590 + 393, K1590 + 432 - K1590 + 666\_P26.300M, as modified), hence, transferred to revised limits in order to address and prioritize sections which need immediate interventions for asphalt overlay with corrections, to wit:
  - 1<sup>st</sup> revised section (6-lanes transition: K1568 + 687 - K1568 + 727, outer 2 lanes: K1568 + 727 - K1569 + 240 - to prioritize accident-prone area for asphalt overlay in order to attain homogeneity of the road surface and also to provide safety to the motorists and the travelling public inasmuch as the inner 4 lanes is newly overlaid (FY 2021 project); and
  - 2<sup>nd</sup> revised section (6-lanes): K1570 + 263 - K1570 + 893 - to tap/be contiguous with end limit (K1570 + 263) of FY 2024 asphalt overlay project (P00802413MN, K1569 + 240 - K1570 + 263\_P100M, also with modification).
- There is decrease in physical target due to prioritization of new component (CW-2 - Construction of Road Slope Protection Structure) to protect road section affected by Shear Line and Low-Pressure Areas (LPAs). Preventive Maintenance and any improvement projects will be rendered useless if said road section will not be protected first;
- Although decrease in unit cost, project still has substantial cost since it also involves removal of damaged concrete pavement (105.53 sq. m.) and reblocking into 330mm thick PCCP (105.53 sq. m.), removal of existing damaged asphalt pavement (312.00 sq. m.), removal and reapplication of thermoplastic pavement markings, including sealing of joints and cracks; and
- Project also involves gravelling of shoulder, 1.50m wide, for the entire project length.

Additional type of work CW-2 - Construction of Road Slope Protection Structure with substantial cost due to the following:

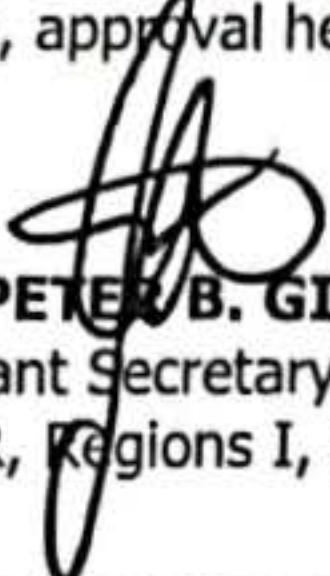
- There is an urgent need to prioritize the reconstruction of the damaged slope protection structure at K1587 + 920 - K1587 + 960, since said section was badly affected by the Shear Line and Low-Pressure Areas (LPAs) in the early months of 2024, which brought about incessant and heavy rainfall in Davao Region. This additional scope of work constitutes to more than 20.00% of the project cost, hence, additional component; and
- The slope protection design requires removal and replacement of Mechanically-Stabilized Earth (MSE) retaining wall using gabion-faced components on steel sheet piles (Z-Type Hot-Rolled, Grade 50) with embedded depth of up to 15.0m, in order to securely retain earth and resist horizontal pressure and also to support more weight of steeper slopes.

Attached also are the following supporting documents: Approved Program of Works (POW) with Detailed Unit Price Analysis (DUPA), Certificate of Reasonableness of Unit Cost, Approved Detailed Engineering Design (DED), Certificate of Availability of Funds (CAF), Geotagged Photos, GIS Map, and Annual Infrastructure Program (AIP) based on GAA.

*(Handwritten signature)*



Based on our evaluation, the submitted request for modification of the said project is in order; hence, approval hereof is recommended.

  
**REY PETER B. GILLE, D.M.**

Assistant Secretary for Regional Operations  
in CAR, Regions I, II, IX, X, XI, XII, and XIII

**RECOMMENDING APPROVAL:**

  
**MARIA CATALINA E. CABRAL, Ph.D., CESO I**

Undersecretary for Planning and Public-Private Partnership Services

**APPROVED/~~DISAPPROVED~~:**

  
**EUGENIO R. RIPO, JR.**

Undersecretary for Regional Operations  
in CAR, Regions I, II, IX, X, XI, XII, and XIII

2.3 mksa/AVS/RPBG/ERP