



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

06 JUN 2018

MEMORANDUM

FOR : **MARK A. VILLAR**
Secretary
This Department

This refers to the memorandum dated 25 May 2018 of **DPWH Region VII Director ADOR G. CANLAS, CESO IV**, requesting for the approval of the **Modification** of the project under FY 2018 General Appropriation Act (GAA), to wit:

Modification of the project under FY 2016 General Appropriation Act (GAA), to wit:

As per GAA/Original			As Modified		
Project Description					
UACS No. 310206100009000 Project ID: P00200440VS Organizational Outcome 1: Ensure Safe and Reliable National Road System – Network Development - Construction of Flyovers/ Interchanges/ Underpasses/ Long Span Bridges – Panglao-Tagbilaran City Offshore Bridge Connector, Bohol			Organizational Outcome 1: Ensure Safe and Reliable National Road System – Network Development - Construction of Flyovers/ Interchanges/ Underpasses/ Long Span Bridges – Panglao-Tagbilaran City Offshore Bridge Connector, Bohol		
Physical Target	Unit Cost P ('000)	Allocation P ('000)	Physical Target	Unit Cost P ('000)	Estimated Cost P ('000)
CW1- Construction of Concrete Bridge: 781.250 sq.m.	₱ 308.80/ sq.m.	₱ 241,250.00	CW1- Construction of Concrete Bridge: 3,748.80 sq.m.	₱ 54.361/ sq.m.	₱ 203,789.077
CW2 - Construction of Concrete Road: 4.00 lane km.	₱ 12,062.50/ lane km	₱ 48,250.00	CW2 - Construction of Concrete Road: 3.633 lane km.	₱ 23,178.84/ lane km	₱ 84,208.743
			CW3 - Construction of Slope Protection Structures: 11,390 sq. m.	₱ 8.297/ sq. m.	₱ 94,502.180
ROW- ROW Acquisition: 21,459.00 sq. m.	₱ 8.994/ sq. m.	₱ 193,000.00	ROW- ROW Acquisition: 35,000 sq. m.	₱ 2.857/ sq. m.	₱ 100,000.00
EAO	-	₱ 17,500.00	EAO	-	₱ 17,500.00
Total:		₱ 500,000	Total:		₱ 500,000

Justification:

- In view of the recently completed Feasibility Study (FS) which already covered the actual initial cost of private properties that will be affected throughout the full stretch of the project, the previously established amount for the Right-of-Way (ROW) acquisition had to be decreased from P193,000,000 (MYPS data) to P100,000,000 in order to set aside only the appropriate budget needed for such activity to optimize the utilization of fund.
- Based on the actual field assessment, the whole road network at the Panglao Island side will represent as the road component of the project. Following this contention, from the Construction Plans, the physical target for the whole road network at the Panglao Island side is computed to be 3.633 lane km. while its corresponding cost is P84,208,743 as determined from the Program of Work (POW).
- It may be noted that the unit cost for the road component may be higher than the established range which are brought about by the following factors:
 - Majority of the portion of the road component will be made-up of extremely high embankment sections due to the adoption of overpass type of structures at the two (2) junctions of Panglao Island Circumferential Road (PICR) where the approach alignment of the Panglao-Tagbilaran City Offshore Bridge Connector (PTCOBC) will intersect. Actually, the adoption of the overpass structures have been indicated in the FS which is aimed to produce a seamless traffic flow for both along PICR and the PTCOBC thoroughfares.
 - In conformity with the FS outputs, bike lanes at both sides of PTCOBC highway will have to be provided which thereby increased the roadway width and correspondingly will also increase the road component unit cost.
- Given the circumstance that a significant length of the roadway will comprise of high embankment as pointed-out in Item 3 above, it is hereby proposed that a Slope Protection component will be added to segregate the scope of work that will be covered in the said component especially considering that the aggregate cost involved for the items that will made-up such component will already exceed the 10% of the total civil works figure of the project.
- It is emphasized that the actual construction activities of the project based on actual field assessment will be focused at the Panglao Island side. In this instance, the whole road network therefore at the Panglao Island side together with the road slope protection measures will fully be included in the project coverage while the remaining budget thereof, reckoned from the resulting difference from the total P500M allocation, will be for the bridge structures, representing a number of bridge spans depending on what the remaining fund can accommodate. Given this premise, based on what has been determined in the POW, the cost for the Bridge component will have to be reduced from P241,250,000 (MYPS data) to 203,789,077. It must be noted however that the Physical Target for this case will increase from 781.24 sq.m. (MYPS data) to 3,478.80 sq.m., the latter data of which, based on what has been accommodated in the POW for the amount herein cited for the bridge component, will comprise of the following structures: 1-12.00m Flat Slab Bridge (located over the junction on PICR-leading to Sitio Riverside), 1-30.00m PSC Girder Bridge (located over the junction of PICR via Songculan Section) and 4-30.00m PSC Girder Bridges (located offshore along the designed alignment of the PTCOBC project).

Based on our evaluation, the submitted request for modification of the said project is in order. Hence, the said request is hereby recommended for Secretary's consideration and approval.

ROBERTO R. BERNARDO
Undersecretary for Operations
In Visayas, NCR, and Region IV-B

APPROVED/DISAPPROVED:

MARK A. VILLAR
Secretary

3.4 APJ/RRB

RAFAEL YABUT
Senior Undersecretary
Officer-In-Charge

Department of Public Works and Highways
Office of the Secretary



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