

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



March 22, 2022

MEMORANDUM

FOR : ROGER G. MERCADO
Acting Secretary
This Department

This refers to the Memorandum dated 18 March 2022 of **DPWH Region XI, Regional Director REY PETER B. GILLE, D.M.**, requesting the approval of the Modification of the hereunder project covered by FY 2022 General Appropriations Act (GAA), to wit:

As per GAA/Original			As Modified		
Project Description					
UACS No. 310204101667000 Project ID: P00604331MN OO1: Ensure Safe and Reliable National Road System			OO1: Ensure Safe and Reliable National Road System		
Network Development - Construction of By-Pass and Diversion Roads			Network Development - Construction of By-Pass and Diversion Roads		
By-Pass Road at Jct. Davao City Diversion Road-Communal-Cabantian-Tigatto Road, Davao City			By-Pass Road at Jct. Davao City Diversion Road-Communal-Cabantian-Tigatto Road, Davao City		
Type of Work/ Physical Target	Unit Cost	Allocation	Type of Work/ Physical Target	Unit Cost	Estimated Cost
CW-1: Construction of Concrete Bridge: 374.940 sq.m.	P 221,715.27/ Sq.m.	P 83,129,925.00	CW-1: Road Widening: 0.340 Lane km	P 29,664,673.88/ Lane km	P 10,085,989.120
CW-2: Construction of Concrete Road: 0.068 Lane km	P 7,620,661.76/ Lane km	P 518,205.00	CW-2: Construction of Concrete Road: 0.398 Lane km	P 18,360,021.46/ Lane km	P 7,307,288.540
CW-3: Construction of Concrete Road: 0.291 lane km	P 7,627,147.77/ Lane km	P 2,219,500.00	CW-3: Off-Carriageway Impv't.: 550.100 sq. m.	P 5,220.36/ sq. m.	P 2,871,722.340
ROW Acquisition: 1,475.406 sq. m.	P 5,075.48/ sq. m.	P 7,488,400.00	ROW Acquisition: 4,550.00 sq. m.	P 4,453.85/ sq. m.	P 20,265,000.00
EAO	-	P 3,385,970.00	EAO	-	P 1,470,000.00
			EXCESS	-	P 54,742,000.00
Total:		P 96,742,000.00	Total:		P 96,742,000.00
Justification:					
Change in type of work from Construction of Concrete Bridge to Road Widening (with substantial unit cost) due to the following: <ul style="list-style-type: none"> As per final design based on actual site condition, there is no need for bridge construction since the road alignment traverses no rivercrossing; There is a need to prioritize widening of the road (particularly gap sections) to address bottleneck and to maximize the road limits inorder to increase the road network capacity and to connect existing 4-lane road, hence, change in type of work; This project component involves widening of 0.256 km road having variable widths from 3.05 m to 6.10 m (1-lane to 2-lanes) of which the Portland Cement Concrete Pavement (PCCP) used is 14-day concrete (280mm thick); Some portions of the alignment also require reconstruction of badly damaged paved road section (55.50 meter) with variable widths from 3.05 m to 6.10 m which is along the section for widening; Project also involves construction of drainage structures with pipe culverts of different sizes (910mm and 1220mm dia.), manholes (CHB) of 910mm dia., manholes (concrete) of 1220mm dia., including inlets of 610mm dia., installation of metal frames; and Inclusion of other miscellaneous structures such as sidewalk, curb and gutter and application of reflectorized thermoplastic pavement markings. Increase in physical target for concreting from 0.068 lane km to 0.398 lane km for construction of concrete road due to the following: <ul style="list-style-type: none"> As per final design based on actual site condition, there is longer length of unpaved road in the alignment, hence, extended the length to cover adjacent sections which needs concreting; The project component requires concreting of 199-meter road (2-lanes) with 6.7 m width (280mm thk) using Portland Cement Concrete Pavement (PCCP) of 14-day concrete instead of the usual 28-day concrete; Project also involves construction of drainage structures using grouted riprap for lined canal and stone masonry for headwall; and Inclusion of other miscellaneous structures like application of reflectorized thermoplastic pavement markings. 					

Change in type of work from concreting to off-carriageway improvement due to the following:

- Construction of concrete road (CW-3) is inadvertently encoded since there is already construction of concrete road in the CW-2 component of this project;
- There are sections along the alignment with existing good pavement but needs sidewalk, curb and gutter to complement the adjacent sections, hence, change in type of work; and
- Design off-carriageway involves sidewalk (100mm thk), curb and gutter (precast). The width of the off-carriageway varies from 1m to 1.5 m.

Adjustment of RROW area and amount since there are more structures/improvements (location is poblacion area) that will be affected by the project due to the additional/extension of limits.

Component costs for Civil Works, ROW and EAO were adjusted based on the remaining length, work for the bypass road and total required amount, hence, with excess funds of P 54.472 Million.

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


EUGENIO R. PIPO, JR.
Undersecretary for Regional Operations in Mindanao

APPROVED/~~DISAPPROVED~~:


ROGER G. MERCADO
Acting Secretary

Department of Public Works and Highways
Office of the Secretary


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2.3 pcm/AVS/AGC/ERP Jr.