



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

12 May 2017

MEMORANDUM

FOR: MARK A. VILLAR
Secretary
This Department

Respectfully submitted is the Memorandum dated 03 April 2017 of **Assistant Regional Director Zenaida T. Tan** of DPWH-XI, requesting the approval of the Modification of Project to be implemented by the said region under the FY 2017 GAA in the prescribed form (2017, version 2.1), to wit:

FROM	TO
MFO 1 – National Road Network Services Asset Preservation of National Roads - Rehabilitation/Reconstruction/Upgrading – Secondary Reconstruction from Asphalt to Concrete, Construction of Road Slope Protection Structure and Off-Carriageway Improvement: Shoulder Paving/ Construction – Davao-Sarangani Coastal Rd (Malalag-Malita-JAS-Glan) – K1624+000 – K1625+795 K1625+813 – K1626+780 K1626+780 – K1627+177 K1627+177 – K1628+000 K1630+100 – K1630+345 K1630+800 – K1631+600 K1632+630 – K1632+707 K1633+075 – K1633+165 Allocation : ₱ 168.241 Million Reconst. from Asphalt to Concrete = ₱ 94,620,000 Const. of Road Slope Protection Structure = ₱ 44,935,000 Shoulder Paving/Construction = ₱ 28,686,000 Physical Target : Reconst. from Asphalt to Concrete = 6.308 lane km Const. of Road Slope Protection Structure = 5,345 sq. m. Shoulder Paving/Construction = 12,126 sq. m. Unit Cost : Reconst. from Asphalt to Concrete = ₱ 15,000,000/lane km Const. of Road Slope Protection Structure = ₱ 8,406.92/sq. m. Shoulder Paving/Construction = ₱ 2,365.66/sq. m.	MFO 1 – National Road Network Services Asset Preservation of National Roads - Rehabilitation/Reconstruction/Upgrading – Secondary Rehabilitation/Reconstruction (Asphalt to Concrete) of Davao-Sarangani Coastal Road (Malalag-Malita-JAS-Glan Road) Including Slope Protection and Paving of Shoulders (Lacaron-Kidalapong Section), Davao Occidental K1624+000 – K1625+440 K1626+000 – K1626+780 K1626+780 – K1627+177 K1627+177 – K1628+000 K1630+100 – K1630+345 K1630+800 – K1631+600 K1632+630 – K1632+707 K1633+075 – K1633+165 Allocation : ₱ 168.241 Million Reconst. from Asphalt to Concrete = ₱ 85,121,934.92 Const. of Road Slope Protection Structure = ₱ 12,883,923.10 Shoulder Paving/Construction = ₱ 70,235,141.99 Physical Target : Reconst. from Asphalt to Concrete = 5.431 lane km Const. of Road Slope Protection Structure = 1,632.60 sq. m. Shoulder Paving/Construction = 26,029.68 sq. m. Unit Cost : Reconst. from Asphalt to Concrete = ₱ 15,673,344.67/lane km Const. of Road Slope Protection Structure = ₱ 7,891.66/sq. m. Shoulder Paving/Construction = ₱ 2,698.27/sq. m.

JUSTIFICATION:

Project limits modified for the end limits of the 1st section (from K1625+795 to K1625+440) and start limits of the 2nd section (from K1625+813 to K1626+000) to provide ample transition/approaches for future proposal to reconstruct the existing bridge (bridge limits: K1625+795 – K1625+813) along the road. The proposed reconstruction of bridge requires raising of elevation including its approaches, hence, it would be uneconomical, impractical and render useless to reconstruct the original end limits of the 1st section and start limits of 2nd section as these will be affected if said reconstruction of bridge will be materialized/be implemented.

The decrease in physical target by 0.877 lane km (from 6.308 lane km to 5.431 lane km) for reconstruction due to above-mentioned modification of limits/exemption of proposed approaches for bridge reconstruction. Considerable unit cost for reconstruction due to earthworks caused by horizontal and vertical corrections to conform with DPWH Standards and Guidelines.

The decrease in physical target by 3,712.40 sq. m. (from 5,345 sq. m. to 1,632.60 sq. m.) as per actual need and design (height of structure), for construction of slope protection however its original length (412 lm) is the same. Attached is a typical drawing of the slope protection structure (catchwall and retaining wall).

Increase in physical target for off-carriageway (paving of shoulders) from 12,126 sq. m. to 26, 029.68 sq. m. since the 1st, portion of the 2nd, 3rd, 5th, 7th and 8th sections of the original and new project limits were considered for paving of shoulders also which were originally for reconstruction (1st, 2nd and 3rd) and slope protection (5th, 7th and 8th sections) only to prioritize badly damaged/dilapidated pavement and road slips, respectively. Paving of shoulders is necessary for safety purposes especially on curved portions of the road. Considerable unit cost for paving of shoulders due to earthworks also caused by horizontal and vertical corrections to conform with DPWH Standards and Guidelines and due to considerable cost for removal of affected structures/obstructions.

Attached are the required documents, such as Evaluation Form (2017 version 2.1), BP 202, Certificate of Availability of Funds (CAF), Approved Program of Work, Straight Line Diagram and Geotagged photographs.

In view of the above, the request for Modification of the Project is respectfully recommended for consideration and approval.

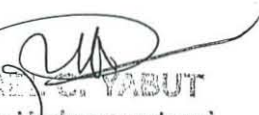

DIMAS S. SOGNILON, CESO II

Assistant Secretary for Mindanao Operations

APPROVED/DISAPPROVED:

MARK A. VILLAR
Secretary

3.5 IMM/LCA/DSS


RAFFAEL E. YABUT
Senior Undersecretary
Office-In-Charge

Department of Public Works and Highways
Office of the Secretary



WIN7G01497