



Republic of the Philippines  
 DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS  
**CENTRAL OFFICE**  
 Bonifacio Drive, Port Area Manila

Reference Number:	XI-079
Project ID:	P00803832MN

May 08, 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 26 April 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. 310104100694000</b> <b>Project ID: P00803832MN</b>  OO1: Ensure Safe and Reliable National Road System – Asset Preservation - Rehabilitation/ Reconstruction/ Upgrading of Damaged Paved Roads - Primary Roads  Rehabilitation of Davao-Cotabato Rd (Davao City-Jct Digos Sect) - K1545 + 000 - K1546 + 400			OO1: Ensure Safe and Reliable National Road System – Asset Preservation - Rehabilitation/ Reconstruction/ Upgrading of Damaged Paved Roads - Primary Roads  Rehabilitation of Davao-Cotabato Rd (Davao City-Jct Digos Sect) – <b>K1538 + 660 - K1538 + 985, K1541 + 175 - K1541 + 767, K1545 + 076 - K1545 + 265, K1546 + 478 - K1546 + 887</b>		
Type of Work/ Physical Target	Unit Cost	Allocation	Type of Work/ Physical Target	Unit Cost	Estimated Cost
CW1- Reconstruction to Concrete Pavement / 2.794 lane-km	P 17,269,148.17 / lane-km	<b>P 48,250,000.00</b>	CW1- Reconstruction to Concrete Pavement / 2.241 lane-km	P 11,192,107.99 / lane-km <b>P 22.2 m/km</b>	P 25,081,514.00
			CW2- Preventive Maintenance of Road: Asphalt Overlay / 1.636 lane-km	P 14,161,666.26 / lane-km <b>P 28.2 m/km</b>	P 23,168,486.00
EAO	-	<b>P 1,750,000.00</b>	EAO	-	<b>P 1,750,000.00</b>
		<b>Total: P 50,000,000.00</b>			<b>Total: P 50,000,000.00</b>

*[Handwritten signature]*



**Justification:**

Modification in station limits for CW-1 - Reconstruction to Concrete Pavement due to the following:

- Additional sections (1<sup>st</sup> and 2<sup>nd</sup> sections) for reconstruction since both sections are in bad condition as per actual site condition, and are prioritized for rehabilitation/reconstruction to address dilapidated road surface along the alignment:
  - 1<sup>st</sup> section: start limit at K1538+660 is contiguous/adjacent to the end limit of P00803831MN (with the same scope of work and along the same road network), and end limit at K1538+985 will tap to existing, good condition concrete pavement; and
  - 2<sup>nd</sup> section: start limit at K1541+175 is the start of bad condition asphalt pavement which ends at K1541+767 (revised end limit);
- Modification of start and end limit for the revised 3<sup>rd</sup> section from K1545+000 to K1545+076 in order to prioritize limits up to K1545+265 (reconstruction in varying number of lanes, see Annex A), inasmuch as these are the only remaining sections with urgent need for reconstruction to concrete pavement in close proximity to the original limits; and
- Furthermore, project excludes original station limits "K1545+265 - K1546+400" which are still in fair to poor road condition as per actual site validation. Hence, prioritized adjacent section in bad road condition with urgent need for reconstruction to concrete pavement for homogeneity and road safety purposes.

Decrease in component cost and physical target for CW-1 - Reconstruction to Concrete Pavement from 2.794 lane km to 2.241 lane km due to the following:

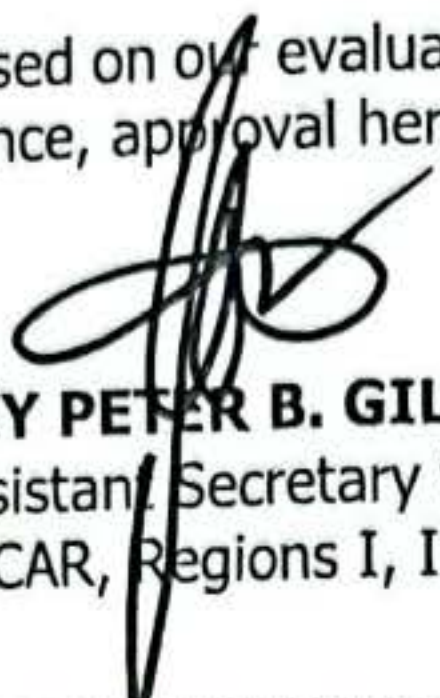
- There are no more remaining sections requiring reconstruction as of the present since those are already covered by other reconstruction projects, hence, remaining funds utilized/allocated for the additional scope of work (asphalt overlay), correspondingly, decrease in physical target;
- The road design requires lesser earthworks (cut/fill) than initially proposed to conform with the DPWH Design Guidelines and Standards (Horizontal and Vertical Alignment and Road Width), as such, decrease in unit cost; and
- Project requires reconstruction of (of varying number of lanes) with 330mm thk PCCP on a 14-day concrete with application of reflectorized thermoplastic pavement markings (white) for center line, lane separator, and pedestrian lane.

Additional type of work CW-2 - Preventive Maintenance of Road: Asphalt Overlay with substantial cost due to the following:

- Additional 4<sup>th</sup> section (K1546 + 478 - K1546 + 887) which is in close proximity within the revised limits for reconstruction that also needs to be addressed due to presence of distresses only requires asphalt overlay with corrections (100mm), inasmuch as section is only fair to poor in condition, hence, additional scope of work;
- Component still has substantial cost since design of asphalt pavement involves 2-layers Bituminous Concrete Surface Course (50mm thk) with a total area of 11,017.28 sq. m. including ramps and transitions; and
- Project also involves reblocking (124.26 sq. m.) including sealing of joints and cracks, removal and reapplication of thermoplastic pavement markings and installation of warning and regulatory signs.

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

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. PIRO, JR.**

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

2.3 mksa/AVS/RPBG/ERP