



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

Reference Number: X-002  
Project ID: P00909510M

BAGONG PILIPINAS

March 24, 2025

**MEMORANDUM**

**FOR :** Secretary **MANUEL M. BONOAN**  
This Department

This refers to the memorandum dated 24 February 2025 of **DPWH Region X Director LILIBETH N. APARECIO, DM**, endorsing the request of **District Engineer ALBERTO L. CAINGHOG**, Camiguin District Engineering Office, for the **Modification** of the project under FY 2025 General Appropriations Act (GAA), to wit;

As per GAA/Original			As Modified		
Project Description					
UACS No. 31020210203000 Project ID: P00909510MN  001: Ensure Safe and Reliable National Road System Network Development – Road Widening – Secondary Road  Camiguin Circumferential Rd – K0006+918.53 – K0007+585, K0007+600 – K0007+972			001: Ensure Safe and Reliable National Road System Network Development – Road Widening – Secondary Road  Camiguin Circumferential Rd – K0011+402 – K0011+857, K0011+857 – K0011+883.50, K0027+320 – K0027+473, K0027+473 – K0027+852		
Type of Work/ Physical Target	Unit Cost	Allocation	Type of Work/ Physical Target	Unit Cost	Estimated Cost
CW1- Road Widening/ 2.077 Lane Km	₱12,830,020.00/ Lane Km	₱ 26,647,960.00	CW1- Road Widening/ 1.193 Lane Km	₱11,607,263.04/ Lane Km	₱ 13,842,464.81
			CW2- Construction of Drainage Structure along Road/ 929.50 Lineal Meters	₱ 23.2 ₱12,636.08/ Lineal Meter	₱ 11,745,235.19
EAO	–	₱ 522,300.00	EAO	–	₱ 522,300.00
Total:		₱ 26,115,000.00	Total:		₱ 26,115,000.00

**Justification:**

- The adjustment to the station limits and the decrease in physical target was made to focus the project on sections with road widening gaps, as identified in the official Road Inventory Data uploaded in the Road and Bridge Inventory Application (RBIA). See attached Straight Line Diagram (SLD).
- The original station limits could not be implemented, and the increase in unit cost/decrease in physical target is attributed to the hazardous conditions caused by a steep rock slope and the substantial volume of rock excavation required. Disturbance in this area may result in slope collapse. Additionally, the left side (seaside) would necessitate further rock embankment and structural support, rendering the implementation unsafe and impractical.
- The addition of CW2 – Construction of Drainage Structure along Road is necessary to address the remaining drainage gaps and ensure continuity of the drainage system along the road. This includes the provision of 959.50 lineal meters of 1.2m x 1.3m concrete U-type drainage canal with cover, comprising 164.50 lineal meters on the right side and 765.00 lineal meters on the left side (See attached Straight Line Diagram).
- The derived unit cost is based on the approved Plans, Detailed Unit Price Analysis (DUPA) and Program of Works (POW).

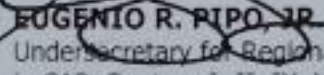
Based on our evaluation, the submitted request for modification of the said project is in order; hence, approval hereof is recommended.

**POL M. DELOS SANTOS**

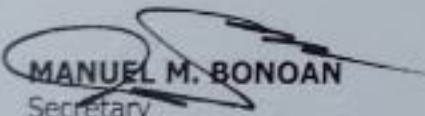
Assistant Secretary for Regional Operations  
in CAR, Regions I, II, IX, X, XI, XII, and XIII

**RECOMMENDING APPROVAL:**

  
**MARIA CATALINA E. CABRAL, Ph.D., CESO I**  
Undersecretary for Planning  
and Public-Private Partnership Services

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

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

  
**MANUEL M. BONOAN**  
Secretary

Department of Public Works and Highways  
Office of the Secretary



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