

Project Modification Evaluation Form

Control No.: V-039

UACS:	300237100218000	Project ID:	P00941108LZ	Fund Source:	GAA 2025
Region:	Region V	Implementing Office:	Regional Office V	Appropriations (Php):	70,000,000.00
Programs/Activities / Projects (P/A/P):	CONVERGENCE AND SPECIAL SUPPORT PROGRAM (BIP)/ BIP - Flood Mitigation Structures protecting Major/ Strategic Public Buildings/ Facilities/ -				
Name of Project (as per GAA):	FROM	Construction of Road Dike Structure along Quirangay River, Package 1, Barangay Quirangay, Camaling, Albay			
Name of Project (as Modified):	TO	Construction of Road Dike Structure along Quirangay River, Package 1, Barangay Quirangay, Camaling, Albay			

A. Implementing Office
Justification for Modification:

The decrease in the physical target is primarily due to the revision of flood control structure from Reinforced Concrete Flood Mitigation Structure (Berm = 1; H = 10 meters; B = 30.75 meters) w/ Rubble Concrete Core and Steel Sheet Pile Foundation to Reinforced Concrete Flood Mitigation Structure (Berm = 1; H = 10 meters; B = 40.2 meters) w/ Rubble Concrete Core and Steel Sheet Pile Foundation. This change was based on updated hydraulic assessments, which indicated the need for improved structural stability and increased floodwater retention capacity. The increased height provides additional freeboard to accommodate higher flood levels and climate-related variability. Adding rubble concrete, enhances the overall stability of the structure by increasing its mass and lowering the center of gravity, which is especially beneficial in areas prone to high loads or water flow. This material also provides a higher bearing capacity, allowing it to distribute loads more effectively and reduce the risk of settlement. Widening the base further contributes to structural integrity by spreading loads over a larger area, reducing pressure on underlying soils and preventing differential settlement. Together, these features improve long-term performance, reduce maintenance needs, and enhance the embankment's resilience to environmental stresses.

B. PER PLANNING SERVICE EVALUATION

PROJECT MODIFICATION ON PROJECT DESCRIPTION

PROJECT MODIFICATION/ADJUSTMENTS ON PROJECT COMPONENTS

RELEASE OF FUNDS CLASSIFICATION

C. RELEASE OF FUNDS CLASSIFICATION

D. RESULTANT AFTER MODIFICATION

D.1. ☒ Additional Project Component/s

D.2. Component/s:

see attached Project Modification Component Detail Matrix (PMCDM)

COMP	Type Of Work (TOW)	Unit Cost	TARGET	Unit of Measure	Unit Cost (FROM/TO)	Unit Cost (BOC/TO)	Increase / Decrease (%)
CW1	Construction of Flood Mitigation Structure	640,599.00	108.180	Linear meters	114.92%	391.72%	-53%

E. AS EVALUATED

E.1. ☒ ALLOWED as per the GAA Provisions
E.2. ☐ NOT ALLOWED as per the GAA Provisions
E.3. Remarks (to be filled out by Planning Service):

As per BOC evaluation, it may be considered reasonable.

Evaluated By:

ALIX G. BOTE

Director, Planning Service

Noted By:

CONSTANTE A. LLANES, JR., CESO III

Assistant Secretary, Planning Service and the Legislative Liaison Office

F. Approving Authority as per latest Approved Guidelines on Modification of Allotment under the GAA

F.1. ☒ SecretaryF.2. ☐ Undersecretary for Operations

Recommended for Approval

Remarks:

MARIA CATALINA E. CABRAL, PhD, CESO I
Undersecretary for Planning and PPP Services

Project Modification Component Detail Matrix
(attachment to the Project Modification Evaluation Form)

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Appropriations (Php) :					
70,000,000.00					

Comp.	Component Amount (Php)	Type of Work		Detailed Scope of Work
		FROM	TO	
CW1	69,300,000.00	Construction of Flood Mitigation Structure	Construction of Flood Mitigation Structure	Reinforced Concrete Revetment with Steel Sheet Pile Foundation (3 Berms), (H = 9.50 m) Per Linear Meter
CW2	-		-	
CW3	-		-	

COMP	Unit Cost			TARGET		
	FROM	BOC	TO	FROM	BOC	TO
CW1	298,064.52	130,276.56	640,599.00	232.500	531.945	108.180
CW2	-	-	-	-	-	-
CW3	-	-	-	-	-	-
Unit of Measure						
Lineal meters						

COMP	Unit Cost (FROM/TO)		Unit Cost (BOC/TO)		Increase / Decrease (%)
	CW1	CW2	CW3	Target	
	114.92%	0.00%	0.00%	391.72%	-53.47%
	0.00%	0.00%	0.00%	0.00%	0.00%



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



MEMORANDUM

FOR : Secretary MANUEL M. BONOAN
This Department

This refers to the memorandum dated May 8, 2025 of DPWH Region V Regional Director VIRGILIO C. EDUARTE, CESO III, requesting for the approval of Modification of the project under FY 2025 General Appropriations Act (GAA), to wit;

As per GAA/Original		As Modified	
Project Description			
UACS No. : 300237100218000 Project ID : P009411081Z CONVERGENCE AND SPECIAL SUPPORT PROGRAM Basic Infrastructure Program (BIP) – BIP – Flood Mitigation Structures protecting Major/ Strategic Public Buildings/ Facilities Construction of Road Dike Structure along Quirangay River, Package 1, Barangay Quirangay, Camalig, Albay		CONVERGENCE AND SPECIAL SUPPORT PROGRAM Basic Infrastructure Program (BIP) – BIP – Flood Mitigation Structures protecting Major/ Strategic Public Buildings/ Facilities Construction of Road Dike Structure along Quirangay River, Package 1, Barangay Quirangay, Camalig, Albay	
Physical Target	Unit Cost (P'000)	Physical Target	Unit Cost (P'000)
CW1 – Construction of Flood Mitigation Structure – 232.50 Lineal meters	298.065/ Lineal meters	CW1- Construction of Flood Mitigation Structure – 108.18 Lineal meters	640.599/ Lineal meters
700,000	-	EAO	-
Total: 70,000,000		Total: 70,000,000	

Justifications provided by the requesting Implementing Office:

1. The decrease in the physical target is primarily due to the revision of flood control structure from Reinforced Concrete Flood Mitigation Structure (Berm = 1; H = 10 meters; B = 30.75 meters) w/ Rubble Concrete Core and Steel Sheet Pile Foundation to Reinforced Concrete Flood Mitigation Structure (Berm = 1; H = 12 meters; B = 40.2 meters) w/ Rubble Concrete Core and Steel Sheet Pile Foundation. This change was based on updated hydraulic assessments, which indicated the need for improved structural stability and increased floodwater retention capacity. The increased height provides additional freeboard to accommodate higher flood levels and climate-related variability. Adding rubble concrete, enhances the overall stability of the structure by increasing its mass and lowering the center of gravity, which is especially beneficial in areas prone to high loads or water flow. This material also provides a higher bearing capacity, allowing it to distribute loads more effectively and reduce the risk of settlement. Widening the base further contributes to structural integrity by spreading loads over a larger area, reducing pressure on underlying soils and preventing differential settlement. Together, these features improve long-term performance, reduce maintenance needs, and enhance the embankment's resilience to environmental stresses.



JUL 08 2025
MEMORANDUM

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Physical Target	Unit Cost (P'000)	Allocation (P'000)	Physical Target
CW1 – Construction of Flood Mitigation Structure – 232.50 Lineal meters	298.065/ Lineal meters	69,300.000	CW1- Construction of Flood Mitigation Structure – 108.18 Lineal meters
EA0	-	700.000	EA0
Total: 70,000.000		Total: 70,000.000	
Estimated Cost (P'000)		Unit Cost (P'000)	
69,300.000	640.599/ Lineal meters	-	700.000
Justifications provided by the requesting Implementing Office: 1. The decrease in the physical target is primarily due to the revision of flood control structure from Reinforced Concrete Flood Mitigation Structure (Berm = 1; H = 10 meters; B = 30.75 meters) w/ Rubble Concrete Core and Steel Sheet Pile Foundation to Reinforced Concrete Flood Mitigation Structure (Berm = 1; H = 12 meters; B = 40.2 meters) w/ Rubble Concrete Core and Steel Sheet Pile Foundation. This change was based on updated hydraulic assessments, which indicated the need for improved structural stability and increased floodwater retention capacity. The increased height provides additional freeboard to accommodate higher flood levels and climate-related variability. Adding rubble concrete enhances the overall stability of the structure by increasing its mass and lowering the center of gravity, which is especially beneficial in areas prone to high loads or water flow. This material also provides a higher bearing capacity, allowing it to distribute loads more effectively and reduce the risk of settlement. Widening the base further contributes to structural integrity by spreading loads over a larger area, reducing pressure on underlying soils and preventing differential settlement. Together, these features improve long-term performance, reduce maintenance needs, and enhance the embankment's resilience to environmental stresses.			

2. The structure will feature a 0.20m thick PCCP supported by a boulder fill embankment. Rubble settlement of the road surface, and erosion of the road embankment. The structure which is 40.2 meters wide at its base and 13.2-meter high, will use a reinforced structural facing with a boulder fill and 6-meter steel sheet piles to enhance stability and integrity.
- Attached are the following supporting documents: Annual Infrastructure Program (AIP 2025), Form for Evaluation of Modification Request (DPWH-QMSP-03-01 Rev 01), Certificate of Availability of Funds (CAF), Geotagged Photos, Location Map, Certificate of Reasonableness of Cost Estimate, Approved Program of Works (POW), Detailed Unit Price Analysis (DUPA), and Detailed Engineering Design (DED) Plan.

Having complied with all the documentary requirements under Department Order No. 23, Series of 2023 and other supplemental guidelines and with the unit cost evaluated/reviewed by the Bureau of Construction (BOC) through a memorandum dated June 3, 2025 (copy attached), we are respectfully requesting that the abovementioned project under FY 2025 GAA be modified.

For the Secretary's favorable consideration

NERIE D. BUENO, CESO III

Assistant Secretary for Regional Operations in NIR,
Regions III, IV-A, IV-B, V, VI, VII and VIII

RECOMMENDING APPROVAL:

MARIA CATALINA E. CABRAL, Ph.D., CESO I

Undersecretary for Planning and
Public-Private Partnership Service

ROBERTO R. BERNARDO, CESO I

Undersecretary for Regional Operations in NCR, NIR,
Regions III, IV-A, IV-B, V, VI, VII and VIII

APPROVED / DISAPPROVED:

MANUEL M. BONOAN
Secretary

Department of Public Works and Highways
Office of the Secretary
WIN5XY00561

2. The structure will feature a 0.20m thick PCCP supported by a boulder fill embankment. Rubble settlement of the road surface, and erosion of the road embankment. The structure which is 40.2 meters wide at its base and 13.2-meter high, will use a reinforced structural facing with a boulder fill and 6-meter steel sheet piles to enhance stability and integrity.

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

ROBERTO R. BERNARDO, CESO I
Undersecretary for Regional Operations in NCR, NIR,
Regions III, IV-A, IV-B, V, VI, VII and VIII

APPROVED / DISAPPROVED:

MANUEL M. BONOAN
Secretary

3.8 JSM/CMM/NDB
Project ID: P00941108LZ

02/19/25