



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

MEMORANDUM

FOR : Secretary MARK A. VILLAR
Secretary
This Department

This refers to the Memorandum dated 2 February 2018 of **DPWH Region XI Assistant Regional Director ZENAIDA T. TAN, Director IV**, requesting for the approval of the Modification of the hereunder project for FY 2018 General Appropriation Act (GAA), to wit:

As per GAA/Original			As Modified		
Project Description					
UACS No. 300204100048000 Project ID: P00230169MN Convergence and Special Support Program Construction/Improvement of Access Roads leading to Trades, Industries and Economic Zones New Corella-Guadalupe-Del Monte Connecting New Corella Overland Transport Terminal In Support of Cacao, Coconut, Banana and Rubber Industry, New Corella, Davao Del Norte			Convergence and Special Support Program Construction/Improvement of Access Roads leading to Trades, Industries and Economic Zones New Corella-Guadalupe-Del Monte Connecting New Corella Overland Transport Terminal In Support of Cacao, Coconut, Banana and Rubber Industries, New Corella, Davao Del Norte		
Physical Target	Unit Cost (P'000)	Allocation (P'000)	Physical Target	Unit Cost (P'000)	Estimated Cost (P'000)
CW-1 Const. of Concrete Road: 9.142 lane km	P 21,111.354/ lane km	P 193,000	CW1 Const. of Concrete Road: 12.1206 lane km	P 15,923.304/ lane km	P 193,000
EAO	-	P 7,000	EAO	-	P 7,000
Total:		P 200,000	Total:		P 200,000
Justification: Increase in physical target from 9.142 lane km to 12.1206 lane km due to:					
<ul style="list-style-type: none">• The road runs on a combination of flat to rolling terrain as per actual site condition instead of the anticipated rolling to mountainous terrain;• The excavation materials are mostly common excavation only instead of the anticipated rippable to solid excavation; there are portions of the road only (along rolling terrain) which have solid (rock) excavation;• There are portions of the road which existing gravel carriageway is already 5 m, hence, do not require voluminous earthworks (for side cuts) especially along the flat portions; and• The road design based on the actual terrain requires lesser earthworks for cut (max height of 9.0 m) and fill (average of 1.2 m) for the road instead of the anticipated excavation height of at least 10 m and fill height of 5 m, hence, lower unit cost.					

Based on our evaluation, the herein request is found in order, hence approval is hereby recommended.


RAFAEL C. YABUT

Senior Undersecretary
Undersecretary for Regional Mindanao Operations

APPROVED/DISAPPROVED:


MARK A. VILLAR

Secretary

2.1 MSQ/ACF/RCY

Department of Public Works and Highways
Office of the Secretary



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