

July 13, 2020

MEMORANDUM

FOR : **MARK A. VILLAR**
Secretary
This Department

This refers to the memorandum dated **16 June 2020** of **DPWH Region XI Regional Director ALLAN S. BORROMEO**, for the **modification** of the project under FY 2020 GAA, to wit;

As per GAA/Original			As Modified		
Project Description					
UACS No. 300116202172000 Project ID: P00443249MN Local Program - Local Roads and Bridges -Local Roads - Construction/Repair / Rehabilitation / Improvement of Various Infrastructure Including Local Projects Construction of Concrete Road along Bypass Rd. at Maa Radio Station-Datu Loho St.-Riverside-Jct. Bacaca Rd, Davao			Local Program - Local Roads and Bridges -Local Roads - Construction/Repair / Rehabilitation / Improvement of Various Infrastructure including Local Projects Construction of Concrete Road along Bypass Rd. at Maa Radio Station-Datu Loho St.-Riverside-Jct. Bacaca Rd, Davao		
Type of Work/ Physical Target	Unit Cost (P'000)	Allocation	Type of Work/ Physical Target	Unit Cost (P'000)	Estimated Cost
CW1- Construction of Concrete Road: 2.808 lane-km	P37,802,707 / lane-km	P106,150,000	CW1-Construction of Concrete Road: 1.944 lane-km	P31,270,788.16/ lane-km P62.57 M/km	P60,790,412.19
CW2- Construction of Road Slope Protection Structure: 5,425 sq.m.	P7,115 / sq.m.	P38,600,000	CW2- Road Widening: 1.778 lane-km	P18,691,877/ lane-km P37.38 M/km	P33,234,158.06
-	-	-	CW3-Construction of Gravel Road: 0.746 lane-km	P67,996,555/ lane-km P135.942 M/km	P50,725,429.75
EAO	-	P5,250,000	EAO	-	P5,250,000
Total:		P150,000,000	Total:		P150,000,000

Justification:

- Decrease in physical target for CW-1: Construction of Concrete Road from 2.808 lane kilometer to 1.944 lane km and with decrease in unit cost due to the following:
 - The section of the road which forms part of the approaches of the bridge requires massive embankment to attain the design grade elevation of the proposed bridge, hence, requires considerable cost. This said section was not yet considered for concreting but only partial embankment (construction of gravel road). Also, it is more appropriate to prioritize Construction of Gravel Road in order to allow embankment to settle first considering the 5 meter high embankment (designed finished grade line elevation is up to 8m);
 - Part of the alignment of the road section for road concreting is in fair to good condition which only needs widening (sub-standard to standard) from 5m to the designed width of 10m; and
 - Decrease in unit cost since road section for road concreting have lesser embankment works (up to 1m) Inasmuch the section which was anticipated to have higher embankment works was only considered for partial embankment as stated above. However, still requires higher cost since width of road as per design is 10m to maximize road limits to increase road network capacity. Also, this includes improvement of junction, insertion lanes (width 3.35-3.6m), construction of retaining wall, construction of drainage, sidewalk, curb and gutter, warning and regulatory signs and application of reflectorized thermoplastic pavement markings.
- Change in type of Work for CW2 Construction of Road Slope Protection Structure to Road Widening due to the following:
 - Cost for construction for road slope protection structure was incorporated in the cost for concreting and gravelling since cost for said component is minimal (less than 5%) in as much as the section of the road (approach of the bridge) which needs considerable slope protection was only considered for partial

embankment. Hence, slope for this section was not yet considered for most portion since it has not yet attained its designated grade elevation;

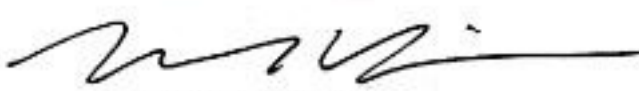
- Part of the alignment of the road has existing road in fair to good condition which only needs widening to complement the concreting of road. This project component involves widening (sub-standard to standard) from 5 meters to the designed width of 10 meters. This also includes construction of drainage, sidewalk, curb and gutter, warning and regulatory signs, and application of reflectorized thermoplastic pavement markings.
- With additional project component CW3: Construction of Gravel Road and with substantial cost due to the following:
 - Please take note that this section of the road forms part of the approaches of the bridge requires massive earthworks with a partial embankment of 5m. Hence, has higher cost than concreting in as much as section for concreting only needs up to 1m embankment only. Said section was not yet considered for concreting but only partial embankment (construction of gravel road). Also, it is more appropriate to prioritize construction of gravel road in order to allow embankment to settle first, considering the 5 meter high embankment (designed finished grade line elevation is up to 8 m); and
 - This project component involves massive embankment works (partial embankment of up to 5m with top width of up to 25m and base width of up to 43m) with portion of slope protection (grouted riprap). Also, embankment works is from borrow. Hence, requires higher cost.

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


DIMAS S. SOGVILON, CESO I

Undersecretary for Regional Operations in Mindanao


APPROVED/DISAPPROVED:


MARK A. VILLAR
Secretary

2.3 mksa/LCA/AVS/DSS

Department of Public Works and Highways
Office of the Secretary



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