



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

14 JUN 2018

**MEMORANDUM**

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

This refers to the Memorandum dated 3 May 2018 of **DPWH Region XI Regional Director ALLAN S. BORROMEIO, CESO 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. 310205100180000 Project ID: P00201602MN					
OO1: Ensure Safe and Reliable National Road System			OO1: Ensure Safe and Reliable National Road System		
Network Development			Network Development		
Construction of Missing Links/ New Roads			Construction of Missing Links/ New Roads		
Bukidnon-Compostela Valley Road (Brgy. Namnam, San Fernando, Bukidnon-Laak Compostela Valley), Package 3, incl. ROW, Davao del Norte			Bukidnon-Compostela Valley Road (Brgy. Namnam, San Fernando, Bukidnon-Laak Compostela Valley), Package 3, incl. ROW, Davao del Norte		
Physical Target	Unit Cost (P'000)	Allocation (P'000)	Physical Target	Unit Cost (P'000)	Estimated Cost (P'000)
CW1 Construction of Concrete Road: 12.9120 Lane Km	P 21,712.50/ Lane Km	P 280,351.80	CW1 Construction of Concrete Road: 6.8063 Lane Km	P 41,190.04/ Lane Km	P 280,351.80
EAO	-	P 10,500	EAO	-	P 10,500
ROW: 96,840.00 sq.m.	P 0.09/ sq.m.	P 9,148.20	ROW: 96,840.00 sq.m.	P 0.09/ sq.m.	P 9,148.20
Total:		P 300,000	Total:		P 300,000
Justification:					
Decrease in physical target from 12.912 lane km to 6.8063 lane km for construction of concrete road (with considerable cost) due to the following:					
<ul style="list-style-type: none"><li>Actual terrain is very mountainous for the entire stretch instead of combination of rolling and mountainous;</li><li>This is a road opening. The proposed road runs mostly on cliff sections of which existing gradeline in the area is very steep reaching even up to 60%. Hence, the alignment of the road was shifted to the most economical alignment for this project, however, will still require huge volume of excavation since the lowest existing gradeline is about 36%. Massive excavation (mostly common with soft and hard rock) constitutes 62% of the project cost (attached are the cross sections and back-up computations);</li><li>Opening of the road requires substantial vertical correction having excavation/cut ranging from 5-17m to conform with the DPWH Design Guidelines and Standards (Horizontal and Vertical Alignment and Road Width);</li><li>The design also requires offsetting of the horizontal alignment (at the mountain side) of up to 19 m and high side cuts (average of 18 m, highest is 35 m); and</li><li>Inclusion of drainage structures including miscellaneous structures such as coco logs and vetiver grass system, provision of thermoplastic pavement markings, metal guardrails including post, hazard marker and trees furnishing and transplanting.</li></ul>					
Pleas see attached summary of cost per component for the project.					

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



WIN8C03243