



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



May 23, 2024

**MEMORANDUM**

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

This refers to the memorandum dated 20 May 2024 of **DPWH Region XI Director JUBY B. CORDON**, endorsing the request of **District Engineer ARTURO P. LONGYAPON, Davao del Norte Sub-District Engineering Office**, for the approval of Modification of the hereunder project under FY 2024 General Appropriations Act (GAA), to wit;

As per GAA/Original			As Modified		
Project Description					
UACS No. 310102101646000 Project ID: P00803806MN					
OO1: Ensure Safe and Reliable National Road System – Asset Preservation Program – Preventive Maintenance – Secondary Roads			OO1: Ensure Safe and Reliable National Road System – Asset Preservation Program – Preventive Maintenance – Secondary Roads		
Preventive Maintenance of Road Asphalt Overlay with Road Safety Devices along Babak – Samal – Kaputian Road, K1519 + 000 – K1522 + 000, Davao del Norte			Preventive Maintenance of Road Asphalt Overlay with Road Safety Devices along Babak – Samal – Kaputian Road, <b>K1501 + 825 – K1504 + 140</b> , Davao del Norte		
Type of Work/ Physical Target	Unit Cost	Allocation	Type of Work/ Physical Target	Unit Cost	Estimated Cost
CW1- Preventive Maintenance of Road: Asphalt Overlay / 6.558 lane-km	P 14,714,852.09 / lane-km	P 96,500,000.00	CW1- Preventive Maintenance of Road: Asphalt Overlay / 6.852 lane-km	P 14,083,479.28 / lane-km <i>P 28 M/km</i>	P 96,500,000.00
EAO	-	P 3,500,000.00	EAO	-	P 3,500,000.00
Total:		P 100,000,000.00	Total:		P 100,000,000.00

*[Handwritten signature]*





**Justification:**

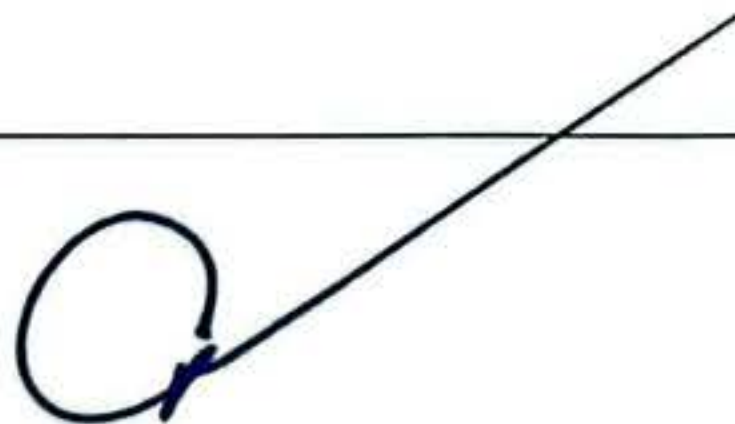
Modification in station limits from "K1519+000 - K1522+000" to "K1501+825 - K1504+140" due to the following:

- To avoid overlapping with the project under FY 2024 GAA [P00803802MN: K1518+000 – K1521+493 (original), K1518+935 – K1521+493, (as modified)], with the same scope of work and along the same road network;
- The inner two lanes within the modified limits are already in poor condition due to presence of shattered slabs, longitudinal, transverse cracks, major wearing surface (major scaling), while other sections of the outer lanes are in fair condition. We opted to overlay all four lanes for safety purposes, as side transitions can cause accidents, especially for motorcycles, due to uneven pavement. This area is densely populated, accident-prone, and within a poblacion area, with heavy roadside friction and heavy traffic;
- The gap between the original limits and the modified limits includes projects funded under GAA 2024 (K1515+000 - K1518+935, K1518+935 - K1521+493, K1522+000 - K1524+940) and GAA 2023 (K1501+300 - K1501+825, K1513+182 - K1515+000). The other gaps without projects are K1504+140 - K1513+182, K1521+493 - K1522+000, and K1524+940 - K1525+116 where road conditions range from fair to poor due to scaling only. Moreover, these road sections have light roadside friction and lesser traffic;
- Also, modified limits is contiguous with FY 2023 Asphalt Overlay project, which ends at K1501+825 (see attached Straight Line Diagram). This ensures a seamless and safe transition between the different sections of the road network.

Increase in physical target for CW1-Preventive Maintenance of Road: Asphalt Overlay from 6.558 lane km to 6.852 lane km due to the following:


- Design of asphalt overlay is 80mm only (based on design requirement) instead of the initial proposal of 100mm. Hence, decrease in unit cost;
- With the said decrease in unit cost, project could cover asphalt overlay for four (4) and two (2) lanes per actual need based on revised limits, with a length of 1,735 lineal meters and 40 lineal meters, respectively, instead of the two (2) lanes only per initial consideration. Hence, increase in physical target;
- Project involves reblocking prior to overlay at intermittent sections (3 blocks) due shattered slabs as per actual road condition, hence, with substantial cost;
- In addition, it includes transition ramp with a total length of 5m (asphalt overlay) at the end of project.
- Scope of work also involves removal and re-installation of 296 Internally Illuminated (Solar) Pavement Levelled Marker/Stud Flush Type (Mono-directional); and
- Inclusion of miscellaneous structure such as warning and regulatory signs, reflectorized thermoplastic pavement markings (white & yellow), Single Arm Solar LED Roadway lighting (9m-Pole, 80W-125W), and concrete joint sealant (hot-poured elastic type).

Attached are the following supporting documents: Approved Program of Works (POW) with Detailed Unit Price Analysis (DUPA), Approved Detailed Engineering Design (DED), Certificate of Reasonableness of Unit Cost, Certificate of Availability of Funds (CAF), Geotagged Photos, GIS Map, and Annual Infrastructure Program (AIP) based on GAA.






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

  
**REY PETER B. GILLE, D.M.**

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

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

  
**EUGENIO R. PIPO, JR.**

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

2.3 mksa/AVS/RPBG/ERP