



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

JUN 30 2021  
MEMORANDUM

FOR : **MARK A. VILLAR**  
Secretary

Respectfully forwarded is the memorandum dated May 14, 2021 of Regional Director **VIRGILIO C. EDUARTE, DPWH-REGION V**, endorsing the request of District Engineer **EDY FERDINAND R. JOVEN, Camarines Sur 1<sup>st</sup> DEO**, for the **modification** of project under the FY 2021 GAA, RA 11518, to wit:

As per GAA/Original			As Modified		
<b>Project Description</b>					
UACS No. 310104100272000 Project ID: P00505455LZ					
OO1: Ensure Safe and Reliable National Road System			OO1: Ensure Safe and Reliable National Road System		
Asset Preservation - Rehabilitation/ Reconstruction/ Upgrading of Damaged Paved Roads - Primary Roads			Asset Preservation - Rehabilitation/ Reconstruction/ Upgrading of Damaged Paved Roads - Primary Roads		
Daang Maharlika (LZ) - K0373 + 300 - K0374 + 721			Daang Maharlika (LZ) - K0387 + 000 - K0387 + 400, K0395 + 000 - K0396 + 461		
Physical Target	Unit Cost	Allocation (P)	Physical Target	Unit Cost	Estimated Cost
CW-1 Reconstruction to Concrete Pavement - 2.844 Lane Km	₱ 18,662,096 / Lane Km	₱ 53,075,000	CW-1 Reconstruction to Concrete Pavement - 1.4286 Lane Km	₱ 26,578,190 / Lane Km <i>₱ 53.4M/km</i>	₱ 37,969,600
			CW-2 Construction of Drainage Structure along Road - 1,360.7 Lineal Meter	₱ 11,101,200 / Lineal Meter	₱ 15,105,400
EAO	-	₱ 1,925,000	EAO	-	₱ 1,925,000
<b>Total:</b>		<b>₱ 55,000,000</b>	<b>Total:</b>		<b>₱ 55,000,000</b>
<b>Justification:</b>					
<ul style="list-style-type: none"> <li>Change in station limits since the original station limit is within the Bicol Natural Park (BNP) which is a protected area as certified by Department of Environment and Natural Resources (DENR). The road condition of the original station limit is still good condition since it is included in the Performance Based Maintenance (PBM) Program of UPMO from 2015 to 2020 and to prioritize sections in need of immediate repair/reconstruction.</li> <li>Decrease in physical target in CW1 is due to additional civil works component necessary for the project, while the increase in unit cost is due to the provision of road features such as curb and gutter, solar LED street lights and pavement markings.</li> <li>Addition of CW2: Construction of Drainage Structure along Road to drain surface water away from the roadway especially during heavy rains.</li> <li>The derived physical target and unit cost were based on the approved plans, POW, DUPA, CMPD and Certificate of Reasonableness of Cost.</li> </ul> <p><i>Use of stone masonry for CW-2</i> <i>RD is attached</i></p>					

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

**RAFAEL C. YABUT**  
Senior Undersecretary  
Undersecretary for Operations  
Regions I, II, III, IV-A, V and CAR

APPROVED/DISAPPROVED:

**MARK A. VILLAR**  
Secretary

Department of Public Works and Highways  
Office of the Secretary



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