



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


**MEMORANDUM**

**FOR : ROGER G. MERCADO**  
Acting Secretary

This refers to the memorandum dated March 18, 2022 of **DPWH Region III Director ROSELLER A. TOLENTINO**, endorsing their request for approval of **Modification** of the project under FY 2022 General Appropriations Act (GAA), to wit;

As per GAA/Original			As Modified		
Project Description					
<b>UACS No. 310204101840000</b> <b>Project ID: P00608671LZ</b>					
ORGANIZATIONAL OUTCOME 1: Ensure Safe and Reliable National Road System - Network Development Program - Construction of By-Pass and Diversion Roads			ORGANIZATIONAL OUTCOME 1: Ensure Safe and Reliable National Road System - Network Development Program - Construction of By-Pass and Diversion Roads		
Lubao-Guagua-Minalin-Sto Tomas Road (Sto. Tomas-Minalin Section) Package 1, Pampanga			Lubao-Guagua-Minalin-Sto Tomas Road (Sto. Tomas-Minalin Section) Package 1, Pampanga		
Type of Work / Physical Target	Unit Cost ('000)	Allocation ('000)	Type of Work / Physical Target	Unit Cost ('000)	Estimated Cost ('000)
CW-1- Construction of <b>Concrete</b> Road / <b>1.481</b> Lane Km	<b>₱50,823.768/</b> Lane Km	₱75,270.00	CW-1- Construction of <b>Asphalt</b> Road / <b>2.7076</b> Lane Km	<b>₱27,799.527/</b> Lane Km	₱75,270.00
EAO	-	₱2,730.00	EAO	-	₱2,730.00
<b>Total</b>		<b>₱78,000.00</b>	<b>Total</b>		<b>₱78,000.00</b>
<b>Justification:</b>					
<ul style="list-style-type: none"><li>• Increase in physical target from 1.481 lane km to 2.7076 lane km. This was due to the change type of work from construction of concrete road to construction of asphalt road. Said change in the type of work generates the decrease in the unit cost of the project.</li><li>• Since the bypass road is a new road that passes through the low-lying areas of Sto. Tomas and Minalin, Pampanga which has an existing unstable soil classification, proposed asphalt road will provide flexibility on the pavement rather than concrete considering that the utilized embankment for the section is still prone from further settlement.</li><li>• The flexibility of the asphalt pavement will prevent the defects on the carriageway that further settlement of the embankment may cause.</li></ul>					

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

  
**ROBERTO R. BERNARDO**  
Undersecretary for Regional Operations  
Regions I, II, III, IV-A, V & CAR

**APPROVED/DISAPPROVED:**

  
**ROGER G. MERCADO**  
Acting Secretary

Department of Public Works and Highways  
Office of the Secretary



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