



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

January 27, 2017

MEMORANDUM

FOR : MARK A. VILLAR
Secretary
This Department

This refers to the herein letter dated 23 January 2017 of Regional Director **Nerie D. Bueno** of Cordillera Administrative Region endorsing the request of District Engineer **Elehimicon M. Lorenzana**, Ifugao 1st District Engineering Office for the Modification of hereunder stated project under FY 2017 General Appropriation Act (GAA).

Project Description		Physical Target / Cost	
As per GAA	As Modified	Original	Modified
UACS # 165003014300270			
MFO 1 – National Road Network Services - Asset Preservation of National Roads - Rehabilitation/ Reconstruction/ Upgrading of Damaged Paved National Roads including drainage based on Pavement Management System/ Highway Development Management-4 (HDM-4) – Tertiary : Reconstruction from Concrete to Concrete – Kiangnan-Tinoc-Buguias Rd.	MFO 1 – National Road Network Services - Asset Preservation of National Roads - Rehabilitation/ Reconstruction/ Upgrading of Damaged Paved National Roads including drainage based on Pavement Management System/ Highway Development Management-4 (HDM-4) – Tertiary : Kiangnan-Tinoc-Buguias Rd.	5.46 lane-km	3.692 lane-km
Chainage 3417 - Chainage 3967, Chainage 3967 - Chainage 4147, Chainage 4147 - Chainage 6147 (Reconstruction from Concrete to Concrete)	Chainage 3417 - Chainage 3967, Chainage 3967 - Chainage 4147, Chainage 4147 - Chainage 5607 (Rehabilitation of Concrete Road)	Unit Cost (P'000) ₱6,742/ lane-km	Unit Cost (P'000) ₱9,970/ lane-km
Reason/s for Modification		Allocation Cost (P'000) ₱36,810	Estimated Cost (P'000) ₱36,810
- The physical target was reduced from 5.46 lane-km to 3.692 lane-km. The new project limits is from Chainage 3417 to Chainage 5607. - Almost the whole stretch from Chainage 3417 to Chainage 5607 needs to be rehabilitated except for only about 15% that is still serviceable. The road is a newly converted national road. It lacks the necessary drainage facilities, slope protection, shoulders and road safety features. As such, aside from concrete rehabilitation, there is a need to include the other important road elements. - Equally important to make the road smooth thru paving is making it safe for motorists and public in general. Drainage facilities (reinforced concrete canal) and slope protection work are very important to prevent the road from damage and to preserve the road. - Paving of shoulder is necessary so that surface run-off can flow smoothly and directly into drainage thereby preserving the road. It also serves as refuge areas, loading and unloading area and pedestrian lane in populated sections. Essential road safety features (chevron, pavement markings) are very much needed considering that it is a busy road. - Due to the reduction in target, the unit cost of the project increased to Php9,970,205.85/lane-km but still within the allowable prescribed cost range.			

Finding the herein request for modification in order, it is respectfully recommended to the Secretary for his consideration and approval.

EUGENIO R. PIPO JR.
Assistant Secretary for Regional Operations in Luzon

APPROVED / DISAPPROVED:

ROMFO S. MOMO
Undersecretary
Officer-In-Charge