



25 APR 2018

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

MEMORANDUM

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

This refers to the memorandum dated 06 April 2018 of **DPWH Region VII Director ADOR G. CANLAS, CESO IV**, requesting for the approval of the **Modification** of the project under FY 2018 General Appropriation Act (GAA), to wit;

As per GAA/Original			As Modified		
Project Description					
UACS No. 310108100017000 Project ID: P00201169VS					
OO1: Ensure Safe and Reliable National Road System			OO1: Ensure Safe and Reliable National Road System		
Asset Preservation - Rehabilitation/ Reconstruction of National Roads with Slips, Slope Collapse, and Landslide - Secondary Roads			Asset Preservation - Rehabilitation/ Reconstruction of National Roads with Slips, Slope Collapse, and Landslide - Secondary Roads		
Cebu-Toledo Wharf Rd (Jct Naga-Uling)- K0012+590 - K0013+000, K0019+325 - K0019+912, K0021+120 - K0021+553, K0021+897 - K0022+090			Cebu-Toledo Wharf Rd (Jct Naga-Uling)- K0024+240 - K0024+380, K0026+497.5 - K0026+900, K0026+900 - K0027+000, K0028+500 - K0028+550		
Physical Target	Unit Cost P ('000)	Allocation P ('000)	Physical Target	Unit Cost P ('000)	Estimated Cost P ('000)
CW1- Construction of Slope Protection Structure 12,047 sq.m.	P 8.325/ sq.m.	P 100,297.275	CW1- Construction of Slope Protection Structure 8,601 sq.m.	P 13.992/ sq.m.	P 120,346.60
CW2- Construction of Concrete Road: 3.046 lane km.	P 12,062.50/ lane km	P 36,742.375	CW2- Construction of Concrete Road: 1.385 lane km.	P 12,052.74/ lane km	P 16,693.05
EAO	-	P 4,970.35	EAO	-	P 4,970.35
Total:		P 142,010	Total:		P 142,010
Justification:					
1. The limits of this project have been totally changed because of <u>new sections</u> along the same road of this project that recently have <u>suffered severe road slips</u> and were evaluated to be more urgent compared to the previously identified areas indicated in the FY 2018 GAA, hence, the said new sections were prioritized for inclusion in this project.					
2. <u>The physical target for this project, has been reduced</u> owing to the following technical measures whose scope is different and whose corresponding cost is bigger compared to what has been outlined for the original sections which were already replaced (as emphasized in Item 1 above), to wit: (a) <u>Adoption of a Reinforced PCCP</u> at the sections where critical slips occurred in order to have a pavement that can react firmly to possible future incremental settlement. It is worth to inform that other less-critical sections of the project still adopted the conventional PCCP. Generally, the adoption of PCCP for the project is in consonance to the intent of having a uniform type of pavement that is already inherent in the adjacent sections beyond the project limits. (b) <u>Adoption of a massive RC Retaining Wall</u> resting on RC Sheet Piles in order to effectively prevent the recurrence of the road slips recently encountered. It may be informed that the Retaining Wall structure is almost parallel to the roadway located proximate to the banks of a winding river whose hydraulic effects during certain flood occurrences is assessed as the culprit of the recurring road slips at the road sections concerned.					

Based on our evaluation, the submitted request for modification of the said project is in order. Hence, the said request is hereby recommended for Secretary's consideration and approval.

ROBERTO R. BERNARDO
Undersecretary for Operations
In Visayas, NCR, and Region IV-B

APPROVED/DISAPPROVED:

MARK A. VILLAR
Secretary

Department of Public Works and Highways
Office of the Secretary



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