



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

Reference Number:	XI-010
Project ID:	P00604321MN

March 22, 2022

MEMORANDUM

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

This refers to the Memorandum dated 21 March 2022 of **DPWH Region XI, Regional Director REY PETER B. GILLE, D.M.**, requesting the approval of the Modification of the hereunder project covered by FY 2022 General Appropriations Act (GAA), to wit:

As per GAA/Original			As Modified		
Project Description					
UACS No. 310204101694000 Project ID: P00604321MN OO1: Ensure Safe and Reliable National Road System Network Development - Construction of By-Pass and Diversion Roads Matina Crossing Road (Jct. Davao - Cotabato Road - Jct. Davao City Diversion Road), Davao City			OO1: Ensure Safe and Reliable National Road System Network Development - Construction of By-Pass and Diversion Roads Matina Crossing Road (Jct. Davao - Cotabato Road - Jct. Davao City Diversion Road), Davao City		
Type of Work/ Physical Target	Unit Cost	Allocation	Type of Work/ Physical Target	Unit Cost	Estimated Cost
CW-1 Construction of Concrete Road: 0.674 lane km	P 26,444,436.20 / Lane km	P 17,823,550.00	CW-1 Reconstruction to Concrete Pavement: 0.916 lane km	P 38,340,046.76 / Lane km	P 35,119,482.83
CW-2 Construction of Concrete Road: 1.051 lane km	P 56,144,452.90 / Lane km	P 59,007,820.00	CW-2 Construction of Drainage Structure along Road: 139.000 In.m.	P 160,417.39 / In.m.	P 22,298,017.17
CW-3 Construction of Concrete Bridge: 2,899.038 Sq.m.	P 26,502.03 / Sq.m.	P 76,830,405.00			
			ROW Acquisition: 2,899.038 sq.m.	P 19,805.71 / Sq.m.	P 57,417,500.00
			EAO	-	P 4,165,000.00
EAO	-	P 5,573,225.00	EXCESS	-	P 40,235,000.00
Total: P 159,235,000.00			Total: P 159,235,000.00		

Justification:

Type of work for CW-1 (construction of concrete road) was replaced with reconstruction to concrete pavement (including change in physical target with substantial unit cost) due to the following:

- As per actual survey on the alignment of the road, there is already an existing paved road in bad condition / dilapidated with presence of shattered slabs and cracks. Hence, the need for reconstruction;
- Project involves reconstruction of existing concrete pavement (width of 6m) with a designed carriageway width of 10.00m, 280mm thk. of which Portland Cement Concrete Pavement (PCCP) used in design was of 14-day concrete instead of the usual 28-day since the project located along highly urbanized area;
- Design of road involves construction of drainage structures with pipe culvert (Class IV, RCPC) – 610 mm dia. (36 In.m.), 910 mm dia. (140 In.m.) & 1220 mm dia. (419 In.m.), manholes of different sizes (910mm, 1220mm, 1520mm dia.) and Inlets (610 mm dia.). The drainage structures also include stone masonry for headwall;
- Inclusion of miscellaneous structures such as sidewalk, curb and gutter, installation of road signs, application of reflectorized pavement markings, and roadway lighting (2,451.448 In.m.).

Type of work for CW-2 (construction of concrete road) was replaced with construction of drainage outfall due to the following:

- Original type of work was inadvertently encoded since same with original CW-1;
- As per actual survey on the alignment of the road, there is already an existing paved road but is along flood prone area, hence, change in type of work to address flooding problem in the area; and
- The appropriate design for drainage outfall involves High Density Polyethylene Pipe (1600 mm dia.) with a length of 139 In.m., hence, with substantial unit cost.

Deleted type of work (construction of concrete bridge) of 2,899.038 sq.m. since as per actual survey, there is no required bridge along the alignment of the section.

Additional ROW component inasmuch as there are structures and land that will be affected by the project. Hence, the need for ROW amount as payment for said affected structures / Improvement / acquisition.

Component costs for Civil Works, ROW and EAO were adjusted based on the implementable length and work for the bypass road. There is still a need to reconstruct adjacent section/gaps along the road. However, said adjacent/gap sections require substantial amount for RROW (more than the amount for remaining civil works). The ROW amount cannot exceed more than 50% of Civil Works if bypass road has no Feasibility Study. As said, with excess funds of P 40.235 Million.

Please see attached Certificate of Reasonableness of Unit Cost.

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


EUGENIO R. PIPO, JR.

Undersecretary for Regional Operations in Mindanao

APPROVED/DISAPPROVED:



ROGER G. MERCADO
Acting Secretary

2.3 pcm/AVS/AGC/ERPJR.

Department of Public Works and Highways
Office of the Secretary



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