



Republic of the Philippines
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS
CENTRAL OFFICE

Reference Number: **IX-155**
Project ID: **P00633756MN**

July 1, 2022

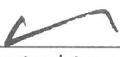
MEMORANDUM

FOR : MANUEL M. BONOAN
Secretary
This Department

SUBJECT : Request for Modification of CY 2022 Infrastructure Program based on General Appropriations Act (GAA)

Respectfully forwarded is the 6 June 2022 Memorandum of Regional Director CAYAMOMBAO D. DIA, DPWH Region IX, submitting the request for modification of the project funded under FY 2022 General Appropriations Act (GAA), to wit:

As per GAA/Original			As Modified		
Project Description					
UACS No. 300215100441000 P00633756MN					
Convergence and Special Support Program - Sustainable Infrastructure Projects Alleviating Gaps (SIPAG) - Access Roads and/or Bridges from the National Road/s leading to Major/Strategic Public Buildings/Facilities			Convergence and Special Support Program - Sustainable Infrastructure Projects Alleviating Gaps (SIPAG) - Access Roads and/or Bridges from the National Road/s leading to Major/Strategic Public Buildings/Facilities		
Construction of Road, Camp Andres Tandu Bato Romandier National, Km. 38 + 000 - Km. 46 + 000, Luuk, Sulu			Construction of Road, Camp Andres Tandu Bato Romandier National, Km. 40 + 200 - Km. 41 + 520, Luuk, Sulu		
Physical Target	Unit Cost	Allocation	Physical Target	Unit Cost	Allocation
CW-1- Construction of Concrete Road: 5.25 Lane Km	₱ 11,028,571.43/ lane km	₱ 57,900,000.00	CW-1- Construction of Concrete Road: 2.64 Lane Km	₱ 21,931,818.18/ lane km	₱ 57,900,000.00
EAO		₱ 2,100,000.00	EAO		₱ 2,100,000.00
	Total:	₱ 60,000,000.00		Total:	₱ 60,000,000.00
Justification:					
<ul style="list-style-type: none">• The physical target decreased from 5.25 lane km to 2.64 lane km.• The scope of work includes Item 200(1) Aggregates Subbase Course which constitutes 34.95% (₱ 20,236,187.42) and Surface Courses of 49.22% (₱ 28,496,747.89) of the total project cost.• The road design also includes miscellaneous structures such as reflectorized thermoplastic pavement markings and metal guardrail which contributed to the increase in cost per kilometer of the road project.					

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- The station limits were adjusted to reflect the correct stationing based on the result of actual survey and Detailed Engineering Design (DED).
 - The derived unit cost is based on the approved Program of Works (POW) and Detailed Unit Price Analysis (DUPA).

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



EMIL K. SADAIN, CESO I

Undersecretary for UPMO Operations
and Focal Person for BARMM Infrastructure

APPROVED/~~DISAPPROVED~~:



MANUEL M. BONOAN
Secretary

Department of Public Works and Highways
Office of the Secretary



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06/27/22



