

SEP 08 2023  
MEMORANDUM

FOR : **MANUEL M. BONOAN**  
Secretary  
This Department

This refers to the memorandum dated 30 March 2023 of **DPWH Region VIII Regional Director EDGAR B. TABACON, CESO IV**, requesting for the approval of the **Modification** of the project under FY 2023 General Appropriations Act (GAA), to wit:

As per GAA/Original			As Modified		
Project Description					
UACS No. : 300217100172000 Project ID: P00733217VS					
Convergence and Special Support Program (CSSP)			Convergence and Special Support Program (CSSP)		
Sustainable Infrastructure Projects Alleviating Gaps (SIPAG) - Sustainable Infrastructure Projects Alleviating Gaps (SIPAG) - Interjurisdictional Roads and/or Bridges (or, roads that traverse multiple LGU jurisdictions)			Interjurisdictional Roads and/or Bridges (or, roads that traverse multiple LGU jurisdictions)		
Construction of Tacloban - Palo Diversion Road including Drainage System, Package B – Barangay Pawing, Palo, Leyte			Construction of Tacloban - Palo Diversion Road including Drainage System, Package B – Barangay Pawing, Palo, Leyte		
Physical Target	Unit Cost	Allocation	Physical Target	Unit Cost	Estimated Cost
CW1-Construction of Concrete Road: 0.72 Lane Km	P 93,819,444.44/ Lane Km	P 67,550,000	CW1-Construction of Concrete Road: 0.60 Lane Km	P 142,090,559.18/ Lane Km	P 85,254,335.51
CW2-Construction of Drainage Structure along Road: 180 Lineal Meters	P 428,888.89/ Lineal Meters	P 77,200,000	CW2-Construction of Drainage Structure along Road: 744 Lineal Meters	P 12,736.52/ Lineal Meter	P 9,475,969.23
			CW3-Construction of Flood Mitigation Structure: 300 Lineal Meters	P 166,732.32/ Lineal Meter	P 50,019,695.26
EAO		P 5,250,000	EAO		P 5,250,000
Total:		P 150,000,000	Total:		P 150,000,000

**Justifications:**

1. The decrease in physical target for CW1 - Construction of Concrete Road from 0.72 Lane Km (based on AIP) to 0.60 Lane Km resulting to the increase in unit cost is due to voluminous earthworks (unsuitable excavation; selected borrow for topping, case 1; boulder fill) and installation of geotextile materials, which mainly contributes in CW1. This is to stabilize the structure, withstand traffic loads and reduce the risk of settlement and structural failure, considering that the project will traverse a peatland.
2. The increase in physical target for CW2 - Construction of Drainage Structure along Road from 180 Lineal Meters (based on AIP) to 744 Lineal Meters is necessary to correspond with the actual length addressing the drainage needs within the project site. The arrived unit cost includes lined canal (0.82m x 1m) with a total length of 600 lineal meters (located on both sides of the road), structured wall pipe - high-density polyethylene pipe, 1,000 mm in diameter with a total length of 144 lineal meter and catch basin. This is to collect and channel rainwater away from the road surface. It will provide a pathway for the water to flow, preventing it from pooling on the road and causing hazards to motorists.
3. The inclusion of CW3 - Construction of Flood Mitigation Structure as additional component with a length of 300 Lineal Meters is due to the installation of steel sheet piles of type Z (76.2 kg/m) measuring 6 meters in length, with a pile cap resting on grouted riprap and structural concrete. This will provide effective soil retention and stabilization since the existing soil condition is unsuitable, and they can also transfer vertical loads from structures to more suitable load-bearing layers beneath unsuitable soils. The combination of steel sheet piles resting on grouted riprap and structural concrete offers an effective means of channelizing and managing floodwaters.
4. This is a multi-year road project, originally proposed under Network Development - Construction of Bypass and Diversion Road, which will connect National Roads from Sn Jose-Candahug Rd to Daang Maharlika (LT). This road is also funded under this PAP with project ID "P00706825VS" and under SIPAG with project ID "P00731604VS" of the same year (FY 2023 GAA) but with different packages/phases. Further, it will also serve as an alternate route from Eastern and Western part of the province. Likewise, this project will shorten travel time and will decongest traffic in the intersection of Daang Maharlika (LT), Tacloban-Baybay South Road and Gov't Center Road, which is the major problem of the travelers and commuters passing through this intersection.
5. Attached are the following supporting documents: Form for Evaluation of Modification Request (2023, V1.0); BP 202; CAF; Approved Program of Works; Plan; Geotagged Photos; Certificate of Reasonableness of Cost Estimate; and Location Map.

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

**ERIC A. AYAPANA**  
Assistant Secretary for Regional Operations  
In NCR, Region III, IV-A, IV-B, V, VI, VII and VIII

**RECOMMENDING APPROVAL:**

**MARIA CATALINA E. CABRAL, Ph.D., CESO I**  
Undersecretary for Planning and  
Public-Private Partnership Service

**ROBERTO R. BERNARDO, CESO I**  
Undersecretary for Regional Operations  
In NCR, Regions III, IV-A, IV-B, V, VI, VII and VIII

**APPROVED/DISAPPROVED:**

**MANUEL M. BONOAN**  
Secretary

2.6 ACC/BCL/EAA/RRB

Department of Public Works and Highways  
Office of the Secretary



WIN3F07628

NOTED!  
Subject to further cost verification. This is a local SIPAG project

Revised