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United States Agency for International Development



PROJECT ASSISTANCE COMPLETION REPORT

CLARK ACCESS AND FEEDER ROADS PROJECT

AID Project No. 492-0348

**USAID/Philippines
December 1990**

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DESCRIPTION OF THE PROJECT

A. Background

To better understand the Clark Access and Feeder Roads Project, a brief background is presented below:

The 1979 Amendment to the 1947 Bases Agreement called for, among others, providing economic upliftment of the settlements and communities surrounding the military facilities through the provision of economic assistance. In response to such stipulations, the Government of the Philippines (GOP) channeled the proceeds of this economic assistance into the Economic Support Fund (ESF). Three programs were drawn up for the utilization of the ESF, namely:

1. The Municipal Development Fund (MDF), which was authorized in FY 1981 at \$70 million;
2. The Clark Area Development Fund (CADF), authorized at \$55 million in 1981, and;
3. The Livelihood Development Fund (LDF), with authorization of \$46 million;

Another \$29 million of ESF funds would be subdivided among the Elementary School Construction Project, the Clark Access Road Project, and the Project Design Project.

The Clark Access Road Project, which includes a soil/water conservation pilot sub-project, was implemented to provide essential infrastructure support to the CADF. The CADF was envisioned to assist a single institution that finances specific development activities as part of an overall development program for the approximately 41,000 hectares included in the Clark Military Reservation which has been identified as available for economic development. This will include the further development of an approximately 5,600-hectare area within the reverted lands for which the Sacobia Development Authority (SDA) has been responsible.

The initial funding for the Clark Access Road Project in 1981 was \$5 million, but this was reduced to \$4.5 million in 1985 due to a restructuring of the project elements and funding allocations. The final funding, upon completion of the project in 1987, was \$3.01 million.

B. Introduction

One major impediment to the development of the approximately 41,000 hectares around Clark Air Base is the absence of all-weather roads providing access to the area. An existing 7.5 kilometers gravel road built at low construction standards and with several structures in poor condition leads west from Bamban, Tarlac and cuts through level and rolling terrain into the Sacobia resettlement site as far as the community of San Vicente. Another several kilometers of rough-cut road extend further west to scattered Negrito Settlements of San Juan. Even in the dry season, however, travel beyond San Vicente is not possible without four-wheel drive vehicles.

To address this impediment, a Project Grant Agreement was entered into on August 8, 1981 by the GOP, through the Ministry of Human Settlements, and USAID to allocate funds for the construction of Clark Access and Feeder Roads Project.

The project consists of constructing nearly twelve kilometers of road. The 7.5 km. segment between Bamban on the Manila North Road and San Vicente at Sacobia which would be the most heavily travelled, was to be paved with asphaltic concrete. The remaining 4.5 kms. from San Vicente roughly to San Juan was to have gravel surfacing.

C. Project Goals and Purposes

The goal of the Project is to facilitate the economic development of the reverted baselands at Clark with an emphasis on promoting livelihood opportunities for existing and new residents. The purposes are as follows:

1. To afford access to a portion of the reverted baselands at Clark including the Sacobia resettlement area,

2. To establish a methodology for soil/water conservation along the route of the road, and
3. To provide ESF funds resulting from the amended Military Bases Agreement of 1947.

D. Implementation Plan

Implementation of the Project involves GOP agencies traditionally responsible for infrastructure development such as the Ministry of Public Works and Highways (MPWH), and the Ministry of Agriculture's Bureau of Soils (MA/BS). At the local government level, the Provincial Government of Tarlac is responsible for the administrative functions required in constructing, operating and maintenance. At the national level, the ESF Secretariat manages and implements the Project.

II. CURRENT STATUS OF THE PROJECT

The Project Assistance Completion Date (PACD) for the Project was originally set at December 31, 1984. This was extended twice, to December 31, 1986 by Project Implementation Letter (PIL) No. 17 dated January 2, 1985, and to December 31, 1987 by PIL No. 26 dated March 13, 1987. As a result of the PACD extension, the life of the project (LOP) was extended from three years and five months to six years and five months. The additional 36 months extension allowed for the completion of the access road component.

The soil/water conservation component was closed out on December 31, 1986.

The status of completion of the Project components is as follows:

1. The access road component was undertaken in three phases as follows:

<u>Phase</u>	<u>Stationing</u>	<u>Length (km.)</u>	<u>Amount</u>
Phase I	Sta. 293+200.00 - Sta. 296+856.59	(3.65)	\$ 862,000
Phase II	Sta. 296+856.59 - Sta. 300+056.59	(3.20)	804,000
Phase III	Sta. 300+056.59 - Sta. 304+526.70	<u>(4.47)</u>	<u>\$1,052,000</u>
Total		<u>11.32</u>	<u>\$2,718,000</u>

For the detailed summary of work accomplishments, see Annex A.

2. For the soil and water conservation component, the grant amount was \$88,800 of which \$63,000 was used to procure simple laboratory equipment. This component also completed a topographic survey, a hydrologic study and infrastructure design; established 1.6 km. of firebreaks composed of 10-meter wide cleared strips protecting 107 hectares; and built a small nursery for raising and hardening seedlings.

For the schedule of project costs, see Annex B.

3. The project encountered implementation setbacks at the very onset. The access road component was only the second project initiated under the ESF Program and the conditions precedent were not met until 15 months after the signing of the Project Agreement due to delays in establishing procedures for the transfer of ESF monies to the project, and completion and approval of detailed plans, cost estimates and the implementation schedule.

4. Actual construction of the access road did not commence until May 12, 1983, barely 19 months from the original PACD, and seven months after the bid opening. The Ministry of Public Works & Highways (MPWH) was the original implementing agency, and the contract work was awarded to Cuenca Construction Co. for ₡16,827,181.90 which was 29% below the government estimate. The contract for construction supervision services was awarded to Techniks Group Corporation.

The contract agreement for consultancy services between MPWH and Techniks Group Corp. was executed for ₡2,397,208.00. MPWH issued a partial Notice to Proceed (NTP) covering Techniks' Chief Engineer on May 23, 1983. A Notice to Proceed covering all Techniks staff was issued on July 26, 1983. From May 23, 1983 to October 15, 1983, a total of ₡848,324.60 was disbursed to Techniks. Cuenca's contract was terminated on May 31, 1984, but MPWH did not serve termination orders to Techniks until June 29, 1984, and effective July 15, 1984. For this period, MPWH paid Techniks ₡63,510.00, and which disbursement was disallowed by USAID and ESFS. The total allowed disbursement to Techniks was ₡1.9 million..

5. The civil works contractor, as well as the construction supervisor, both performed poorly, and on May 31, 1984, the MPWH terminated the contract of Cuenca Construction Co. At that time, after a construction period of one year, the accomplishment was 12% with a slippage of 27%. The ESFS had made a sub-allotment to the MPWH of P9,698,000.00 from the general fund of the GOP. Of this amount, the MPWH refunded an unexpended amount of P4,581,389.76. The MPWH also made several project disbursements which were later disallowed by USAID, amounting to P1,286,377.23. The ESFS has filed a claim with the MPWH for a refund of this amount which, at the time of this writing, was still uncollected.

6. In January 1985, the Memorandum of Agreement between the ESFS and the MPWH relative to the implementation of the project expired. The ESFS, in consultation with USAID, entered into an agreement with the Provincial Government of Tarlac for the province to assume responsibility for the implementation of the access road component. At that time, an extension of two years to the PACD was obtained, from December 31, 1984 to December 31, 1986 by PIL No. 17 dated January 2, 1985. The Project Agreement between USAID and ESFS was also amended to reflect the change in implementing agency. The contract with Techniks Group was also subsequently terminated.

7. The access road component of the project was repackaged and rebid, and on February 15, 1985 civil works contracts were awarded to Jecca Builders for Phase I, Prime Movers for Phase II, and Dyna Builders for Phase III. A construction supervision contract was also awarded to F.F. Cruz & Co., Inc. On June 26, 1985 construction started, and the new contractors registered satisfactory progress until February, 1986, with an accomplishment of about 45 percent. On February 22-26, 1986 the Philippine Revolution took place, and the contractors suspended operations until the status of their contracts was determined by the new government. The new government made no payments on existing contracts and did not provide any assurance to the contractors that their contracts were going to be honored by the new government, until July 1986. By this time, the rainy season had started and no work could be accomplished. When the rainy season ended and the contractors could resume work on October 1, 1986, the new government still had not paid the contractors for all their work.

completed prior to February 1986, as the ESFS had difficulty in revalidating their advice of allotments (AA) from the Office of Budget and Management (OBM) because of the on-going reorganization.

8. In view of the substantial accomplishment and optimism that the road component of the project could be completed in due time, the ESFS requested and was granted, an extension of the PACD for one year from December 31, 1986 to December 31, 1987 by PIL #26 dated March 13, 1987. In order to ensure the smooth and expeditious implementation of the project, arrangements were made by USAID with ESFS for timely payments to contractors, the contract of F.F. Cruz & Co. was allowed to elapse and no consulting firm was rehired, and ESFS and USAID took direct participation in the implementation of the contract work. The ESFS Project Officer and the USAID Project Engineer were directed by their respective offices to oversee the prosecution of the contract work in close and constant coordination with the Project Management Office (PMO) of Tarlac. The PMO had taken over the construction supervision responsibilities. The contractors resumed work on April 20, 1987, and the project was completed on December 31, 1987. The road is approximately 12 kms. long, of which 7 kms. is asphalt-paved with 6.35 m.-width roadway and 2.0 m.-width shoulders. The remaining 5 kms. is gravel surfaced, with an average roadway width of 15 m. including shoulders. Two reinforced concrete deck girder bridges were constructed, one 36 m. long and the other 72 m. long. Drainage structures were provided, along with a 30 m.-long reinforced concrete double barrel box culvert.

9. The Soil/Water Conservation Component was terminated on December 31, 1986 with a 10% accomplishment. This component experienced repeated delays in undertaking the construction and field development activities. First, it took several years to obtain a lease from the Philippine Department of Defense, which had jurisdiction over the Clark reverted baselands. Second, this component had to postpone the bidding process for feeder road construction due to an error in bid procedures (the advertised amount was greater than the amount approved by USAID). Third, because the Project Management Office (PMO) of the Bureau of Soils, Ministry of Agriculture, experienced difficulties in obtaining funds from the GOP, the component did not receive its first cash release until November, 1985 (only one year before the component terminated).

While the project life of the Soil/Water Conservation Pilot Project was for two years starting in January, 1985, the project only officially started on November 1, 1985 when the allotment of ₱4,184,865.00 was released by ESFS. In June, 1986, a joint circular numbered 5-86 from the Office of Budget and Management (OBM), Commission on Audit (COA), and Ministry of Finance (MF) was issued and which revised the funding scheme for pilot projects. The new scheme required the PMO to first secure a funding warrant from the OBM before funds could be released, and the initial release of funds under this scheme was only made in October, 1986.

10. In August, 1985 the implementing agency, ESFS and USAID agreed to a reduced budget and outputs. With a budget of \$627,000, the soils and water conservation component would continue as planned but would construct a deep well rather than an irrigation dam and build a simplified field station. However, implementation delays continued, and thus, in March 1986, USAID recommended that the component focus solely on field activities designed to demonstrate the viability of various soil and water conservation techniques.

Analysis of existing research stations questioned the feasibility of attempting to construct, equip and maintain a new research station. Hence, the implementing agency recommended installing the field research equipment in an operating research station in Bulacan.

11. During its one year of operation with funding, this component concentrated on field testing of soil and water conservation techniques on approximately 20 hectares. This component planted fruit and forest tree species along contour lines with mulching and stone retaining walls constructed halfway around each tree. These activities were designed to demonstrate high survival and good growth rates due to greater water availability. The project had established 1.6 km. of firebreaks composed of 10-meter wide cleared strips which protect 107 hectares. The project had also built a small nursery for raising and hardening seedlings.

III. SUMMARY OF CONTRIBUTIONS

A. Planned Inputs

1. The Project Agreement was signed on August 8, 1981, with initial funding in grant form amounting to \$5 million. The breakdown of allocation is as follows: \$3.281 million for the access road, \$320,000 for the feeder roads, \$1.022 million for engineering supervision and contingencies, and \$377,000 for soil and water conservation. The rebidding of the road component in 1985 and the revision of the work plan and budgetary requirements for the soil and water component necessitated a restructuring of the project elements and funding allocations, and on September 4, 1985 the total project funding was reduced to \$4.5 million. This was allocated as follows: \$3.33 million for the access road, \$543,000 for engineering supervision and contingencies, and \$627,000 for soil and water conservation.

Upon completion of the project on December 31, 1987, the funding requirement was assessed and the obligated amount was revised to \$3,010,197.29.

B. Actual Inputs

1. Funding Level

Following is the obligation and earmark levels as of December 10, 1990 (see Annex C for detailed earmark status):

	<u>Obligation</u>	<u>Earmark</u>
Access Road Component	\$2,975,217.80	\$2,960,066.69
Soil/Water Conserv.	<u>34,979.49</u>	<u>34,979.44</u>
<u>Total</u>	<u>\$3,010,197.29</u>	<u>\$2,995,046.13</u>

2. Fund Expenditures

As of December 10, 1990, the disbursement figures are as follows:

<u>Obligations</u>	<u>Disbursements</u>	<u>% Obligation</u>	<u>Excess Funds</u>
\$3,010,197.29	\$2,995,046.13	99.50	\$15,151.16

The excess fund of \$15,151.16 was left undisbursed by ESFS up to the terminal date of disbursement of September 30, 1989 and was subsequently decommitted and de-earmarked on October 19, 1990, and will be deobligated in March 1991.

IV. ASSESSMENT OF THE PROJECT

Achievement of the Project is assessed in light of the purposes listed in the PP's logframe, namely:

1. To afford access to a portion of the reverted baselands at Clark including the Sacobia resettlement area,
2. To establish a methodology for soil/water conservation along the route of the road, and
3. To provide ESF funds resulting from the amended Military Bases Agreement of 1947.

A. Purpose: Afford Access to the Area

This purpose has been achieved with the completion of approximately 7 kilometers of asphalt-paved road built to national highway standards, and approximately 5 kilometers of all-weather gravel road, complete with slope protection and drainage facilities.

B. Purpose: Establish a Methodology for Soil/Water Conservation

The soil and water conservation component made limited progress in achieving the initial objective of strengthening field research capability in soil and water conservation and in demonstrating viable soil and water conservation techniques suitable for use on surrounding areas. The initial plan to establish a field research station with an irrigation dam, was revised in August 1985 to the construction of a deep well rather than an irrigation dam and building of a simplified field station. This plan was again revised in March 1986 when a reassessment conducted led to the decision to focus solely on field activities designed to demonstrate the viability of various soil and water conservation techniques.

This component procured \$63,000 worth of simple laboratory equipment which was installed, with USAID agreement, at the Bureau of Soil's Buenavista Soil Conservation and Research Station in San Ildefonso, Bulacan in order to ensure that the equipment is used and maintained. This component also completed a topographic survey, hydrologic study and infrastructure design for the project site, and tested soil and water conservation techniques on more than twenty hectares.

C. Provide ESF Funds

This purpose has been partially achieved with the commitment and disbursement of \$2.99 million of the original \$5 million obligated under the Project.

V. PROJECT EVALUATION

No further evaluation was planned under the access road component, aside from the regular progress reporting during project implementation. The development impact of the road was intended to be assessed in connection with the overall implementation of the Clark Area Development Fund (CADF).

For the soils and water conservation component, no formal evaluations were conducted. However, the Bureau of Soils, ESFS and USAID conducted several informal evaluations which resulted in the management decision to scale down the component objectives. Analysis of the soil and water conservation work indicated that the project invested \$50,000 per hectare. USAID did not consider this economically viable as similar works cost approximately ₱15,000 per hectare under other USAID-financed projects.

VI. LESSONS LEARNED

The main drawback in the implementation of the access road component was the awarding of the contract work to contractors with inadequate resources. This flaw can be traced to the selection, bidding, and evaluation processes being followed by the implementing agencies.

Other issues that need to be addressed are the definition of the role of the CMES firm in the project, proper and intensive review of project plans before they are bid and implemented, overhaul of the payment procedures to ensure up-to-date payment of progress billings, active and continued monitoring of project activities by all concerned parties - the PMO/LGU, ESFS, and USAID.

For the soil and water conservation component, the lessons learned are that when a developing country is suffering from an economic crisis, the construction of new research facilities outside the context of the existing agricultural research structure and which require equipment, personnel and maintenance should be seriously questioned.

It may be more cost-effective and administratively sound to strengthen existing stations. In general, research should be conducted at operating research stations, while field demonstrations should be conducted by researchers on field sites and/or by farmers on farmers' fields.

VII. PROJECT CLOSE-OUT ACTIVITIES

A. AID Commitments and Disbursements

As of December 10, 1990, total amount earmarked and committed under the Project is \$2,995,046.13. This amount represents the reduced obligations incurred under the Project up to the PACD date of December 31, 1987.

B. GOP Disbursements

By the terminal date of disbursement of September 30, 1989, a balance of \$15,151.16 equivalent to P333,325.56 remained undisbursed from the access road component contract due to Commission on Audit (COA) disallowances. This amount represents the final payment on the civil works contracts and the CMES contract which was withheld per COA instructions. ESFS requested that this amount be held in reserve pending resolution of the COA disallowances. USAID granted the ESFS request, but since no further status update was received from ESFS, the amount of \$15,151.16 was decommitted and de-earmarked on October 19, 1990.

C. Deobligation of Unused Funds

Of the original obligation of \$5 million, \$2,995,046.13 was the total amount disbursed and \$1,989,803.00 was deobligated. The balance of \$15,151 is scheduled for deobligation in March 1991. For financial status summary, see Annex D.

CLARK ACCESS ROAD PROJECT PHASE I

ANNEX A (I)

Summary of Work Accomplishment

Item No.	Description	Bid Quantity/ Unit	Quantity Based on 'As-Built Plan	Difference in Quantity Unit	Unit Cost	Quantity	A M O U N T As-Built Plan	Difference
103	Removal of Existing Structure	3 each	3 each	0 each	1,699.30	5,097.90	5,097.90	0.00
105-2	Roadway & Drainage Excavation (Solid Rock)	3,000 cu.m.	109,386 cu.m.	106,386 cu.m.	56.57	169,710.00	6,187,966.00	6,018,256.00
105-3	Roadway & Drainage Excavation (Common Soil)	308,592 cu.m.	195,900 cu.m.	112,692 cu.m.	30.66	9,461,430.72	6,006,294.00	3,455,136.70
106-a	Excavation for Structures	200 cu.m.	200 cu.m.	0 cu.m.	36.89	7,378.00	7,378.00	0.00
108	Aggregate Subbase	9,948 cu.m.	9,948 cu.m.	0 cu.m.	62.91	625,828.68	625,828.68	0.00
200	Aggregate Base Course	10,194 cu.m.	10,194 cu.m.	0 cu.m.	156.87	1,599,132.78	1,599,132.78	0.00
405-a	Concrete Class "A"	30 cu.m.	30 cu.m.	0 cu.m.	2,066.99	62,009.70	62,009.70	0.00
406	Reinforcing Steelbars	1,200 kgs.	1,200 kgs.	0 kgs.	14.87	17,844.00	17,844.00	0.00
413-a	RCCP 0.60 m. diameter	34 each	34 each	0 each	1,002.72	34,092.48	34,092.48	0.00
413-b	RCCP 0.90 m. diameter	78 each	78 each	0 each	1,337.65	104,336.70	104,336.70	0.00
500	Grouted Riprap	1,396 cu.m.	1,396 cu.m.	0 cu.m.	408.45	570,196.20	570,196.20	0.00
500-a	Grouted Riprap for Spillway	300 cu.m.	300 cu.m.	0 cu.m.	406.97	122,091.00	122,091.00	0.00
516	Field Office, Laboratory & Bunkhouse	1 Lump	1 L.S.	0 L.S.	484,076.25	484,076.25	484,076.25	0.00
T O T A L						₹ 13,263,224.41	₹ 15,826,343.71	₹ 2,563,119.30

CLARK ACCESS ROAD PROJECT
 PHASE : I

STATION		AREA			PARTIAL DISTANCE (m)	VOLUME		REMARKS
Km.	m.	FILL (m ²)	CUT (m ²)	FILL (m ³)		EARTH CUT (m ³)		
			105-3105-2			105-3105-2		
293	+ 200.00	0.00	23.90	0.00	20	0.00	501	0.00
	+ 220.00	0.00	26.20	0.00	20	0.00	744	0.00
	+ 240.00	0.00	48.20	0.00	20	0.00	892	0.00
	+ 260.00	0.00	41.00	0.00	20	0.00	573	240.00
	+ 280.00	0.00	16.30	24.00	20	0.00	434	515.00
293	+ 300.00	0.00	27.10	27.50	20	0.00	731	275.00
	+ 320.00	0.00	46.00	0.00	20	0.00	706	0.00
	+ 340.00	0.00	24.60	0.00	20	22.00	505	690.00
	+ 360.00	2.20	25.90	59.00	20	22.00	472	1271
	+ 380.00	0.00	21.30	58.10	20	0.00	521	885
293	+ 400.00	0.00	30.80	30.40	20	0.00	729	304
	+ 420.00	0.00	42.10	0.00	20	0.00	1,021	0.00
	+ 440.00	0.00	60.00	0.00	20	0.00	1,113	0.00
	+ 460.00	0.00	51.30	0.00	20	0.00	949	335.00
	+ 480.00	0.00	43.60	33.50	20	0.00	787	622
293	+ 500.00	0.00	35.10	28.70	20	0.00	1,189	287
	+ 520.00	0.00	33.80	0.00	20	0.00	1,632.5	0.00
	+ 540.00	0.00	79.45	0.00	20	0.00	1,440.5	0.00
	+ 560.00	0.00	64.60	0.00	20	552.00	684	0.00
	+ 580.00	55.20	3.80	0.00	20	1583.00	38	0.00

Prepared by :

Concurred by :

Checked by :

Contractor

12

CLARK ACCESS ROAD PROJECT
 PHASE : 1

STATION		AREA		PARTIAL DISTANCE (m)	VOLUME		REMARKS
Km	.m	FILL (m ²)	CUT (m ²)		FILL (m ³)	EARTH CUT (m ³)	
			105-3 105-2			105-3 105-2	
294	+ 0.00	0.00	27.80	135.00			
	+ 20.00	0.00	20.50	98.50	20.00	475.00	2,340.00
	+ 40.00	0.00	20.10	66.60	20.00	406.00	1,651.00
	+ 60.00	8.00	120.90	0.00	20.00	1,410.00	666.00
	+ 80.00	0.00	28.10	0.00	20.00	1,490.00	0.00
	+ 100.00	0.00	0.00	0.00	20.00	281.00	0.00
294	+ 120.00	0.00	14.50	0.00	20.00	145.00	0.00
	+ 140.00	0.00	22.40	0.00	20.00	369.00	0.00
	+ 160.00	0.00	12.50	0.00	20.00	349.00	0.00
	+ 180.00	0.00	15.10	0.00	20.00	276.00	0.00
294	+ 200.00	0.00	90.90	0.00	20.00	1,060.00	0.00
	+ 220.00	0.00	85.90	0.00	20.00	1,768.00	0.00
	+ 240.00	0.00	68.70	0.00	20.00	1,546.00	0.00
	+ 260.00	0.00	73.20	0.00	20.00	1,419.00	0.00
	+ 280.00	0.00	86.70	0.00	20.00	1,599.00	0.00
294	+ 300.00	0.00	104.80	0.00	20.00	1,915.00	0.00
	+ 320.00	0.00	95.90	0.00	20.00	2,007.00	0.00
	+ 340.00	0.00	61.20	0.00	20.00	1,571.00	0.00
	+ 360.00	0.00	30.00	0.00	20.00	912.00	0.00
	+ 380.00	0.00	66.60	0.00	20.00	966.00	0.00
					20.00	1,054.00	0.00

Prepared by :

[Signature]
 (P.S.)
[Signature]
 (P.S.)

Concurred by :

[Signature]
 Contractor

Checked by :

CLARK ACCESS ROAD PROJECT
 PHASE : I

STATION		AREA		PARTIAL DISTANCE (m)	VOLUME		REMARKS
Km.	m.	FILL (m ²)	CUT (m ²)		FILL (m ³)	EARTH CUT (m ³)	
	+ 400.00	0.00	38.80	20.00	0.00	686.00	
	+ 420.00	0.00	29.80				
	+ 440.00	0.00	36.30	20.00	0.00	661.00	
	+ 460.00	0.00	53.40	20.00	0.00	897.00	
	+ 480.00	0.00	72.80	20.00	0.00	1,262.00	
294	+ 500.00	0.00	64.50	20.00	0.00	1,373.00	
	+ 520.00	0.00	97.60	20.00	0.00	1,621.00	
	+ 540.00	0.00	57.90	20.00	0.00	1,555.00	
	+ 560.00	0.00	39.10	20.00	0.00	970.00	
	+ 580.00	0.00	0.00	20.00	0.00	391.00	
294	+ 600.00	0.00	52.30	20.00	0.00	523.00	
	+ 620.00	0.00	67.30	20.00	0.00	1,196.00	
	+ 640.00	0.00	33.50	20.00	0.00	1,008.00	
	+ 660.00	0.00	53.10	20.00	0.00	866.00	
	+ 680.00	0.00	41.90	20.00	0.00	950.00	
294	+ 700.00	0.00	49.50	20.00	0.00	914.00	
	+ 720.00	0.00	68.10	20.00	0.00	1,176.00	
	+ 740.00	0.00	81.70	20.00	0.00	1,498.00	
	+ 760.00	0.00	0.00	20.00	0.00	817.00	
	+ 780.00	0.00	28.40	20.00	0.00	284.00	
				20.00	0.00	687.00	

Prepared by : [Signature] Consented by : [Signature]
 (C.E.S.) Contractor
 Checked by : [Signature]

CLARK ACCESS ROAD PROJECT
 PHASE : I

STATION		AREA		PARTIAL DISTANCE (m)	VOIUME		REMARKS
Km	m.	FILL (m ²)	CUT (m ²)		FILL (m ³)	EARTH CUT (m ³)	
			105-3105-2			105-3105-2	
294	+ 800.00	0.00	40.30 43.10	20.00	0.00	945.00	930.00
	+ 820.00	0.00	54.20 49.90	20.00	0.00	1,450.00	1,090.00
	+ 840.00	0.00	90.80 59.10	20.00	0.00	1,514.00	1,336.00
	+ 860.00	0.00	60.60 74.50	20.00	0.00	1,231.00	1,357.00
	+ 880.00	0.00	62.50 61.20	20.00	0.00	1,338.00	1,203.00
294	+ 900.00	0.00	71.30 59.10	20.00	0.00	1,473.00	1,382.00
	+ 920.00	0.00	76.00 79.20	20.00	0.00	1,503.00	1,616.00
	+ 940.00	0.00	74.00 82.40	20.00	0.00	1,248.00	1,605.00
	+ 960.00	0.00	50.50 78.10	20.00	0.00	1,321.00	1,815.00
	+ 980.00	0.00	81.60 103.40	20.00	0.00	1,072.00	1,890.00
295	+ 0.00	0.00	25.60 85.60	20.00	0.00	580.00	1,624.00
	+ 20.00	0.00	32.40 76.80	20.00	0.00	714.00	1,664.00
	+ 40.00	0.00	39.00 89.60	20.00	0.00	1,772.00	896.00
	+ 60.00	0.00	33.02 0.00	20.00	0.00	1,948.00	0.00
	+ 80.00	0.00	61.60 0.00	20.00	0.00	1,002.00	0.00
295	+ 100.00	0.00	38.60 0.00	20.00	0.00	746.00	0.00
	+ 120.00	0.00	36.00 0.00	20.00	0.00	493.00	0.00
	+ 140.00	0.00	13.30 0.00	20.00	0.00	183.00	0.00
	+ 160.00	0.00	5.00 0.00	20.00	0.00	50.00	0.00
	+ 180.00	0.00	0.00 0.00	20.00	0.00	0.00	0.00

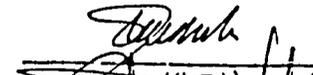
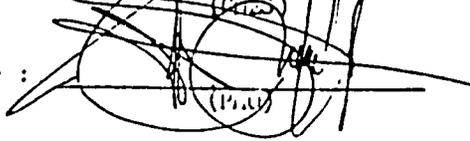
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 (P.E.)

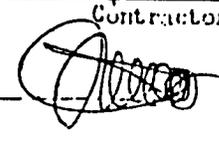
Checked by : [Signature]
 (P.E.)

Concurred by : _____
 Contractor [Signature]

CLARK ACCESS ROAD PROJECT
 PHASE : 1

STATION		AREA		PARTIAL DISTANCE (m)	VOLUME		REMARKS
Km	m.	FILL (m ²)	CUT (m ²)		FILL (m ³)	EARTH CUT (m ³)	
	+ 0.00	0.00	60.30	99.30			
	+ 20.00	0.00	64.10	77.20	20.00	0.00	1,244.00 1,745.00
	+ 40.00	0.00	49.30	81.30	20.00	0.00	1,134.00 1,585.00
	+ 60.00	0.00	44.80	61.40	20.00	0.00	941.00 1,427.00
	+ 80.00	0.00	39.60	55.50	20.00	0.00	844.00 1,169.00
296	+100.00	0.00	64.70	76.90	20.00	0.00	1,043.00 1,324.00
	+120.00	0.00	110.60	18.10	20.00	0.00	1,753.00 1,950.00
	+140.00	0.00	167.30	163.40	20.00	0.00	2,779.00 2,815.00
	+160.00	0.00	99.70	150.30	20.00	0.00	2,670.00 3,137.00
	+180.00	46.90	0.00	0.00	20.00	469.00	997.00 1,503.00
296	+200.00	0.00	60.20	28.60	20.00	469.00	602.00 286.00
	+220.00	0.00	110.90	0.00	20.00	0.00	1,711.00 286.00
	+240.00	0.00	106.40	0.00	20.00	0.00	2,173.00 0.00
	+260.00	0.00	111.10	0.00	20.00	0.00	2,175.00 0.00
	+280.00	0.00	68.80	0.00	20.00	0.00	1,799.00 0.00
296	+300.00	0.00	45.00	0.00	20.00	0.00	1,138.00 0.00
	+320.00	41.50	0.00	0.00	20.00	415.00	450.00 0.00
	+340.00	0.00	56.80	0.00	20.00	0.00	568.00 0.00
	+360.00	0.00	60.90	0.00	20.00	0.00	1,127.00 0.00
	+380.00	0.00	70.30	0.00	20.00	0.00	1,312.00 0.00
					20.00	0.00	1,556.00 0.00

Prepared by : 
 Checked by : 

Concurred by : _____
 Contractor 

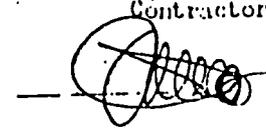
CLARK ACCESS ROAD PROJECT
 PHASE : 1

STATION		AREA		PARTIAL DISTANCE (m)	VOLUME		REMARKS
Km	m	FILL (m ²)	CUT (m ²)		FILL (m ³)	EARTH CUT (m ³)	
			105-3 105-2			105-3 105-2	
296	+ 400.00	0.00	85.30 0.00	20.00	0.00	1,413.00 0.00	
	+ 420.00	0.00	56.00 0.00	20.00	0.00	560.00 0.00	
	+ 440.00	0.00	0.00 0.00	20.00	0.00	735.00 0.00	
	+ 460.00	0.00	73.50 0.00	20.00	0.00	1,499.00 0.00	
	+ 480.00	0.00	76.40 0.00	20.00	0.00	1,497.00 0.00	
296	+ 500.00	0.00	73.30 0.00	20.00	0.00	1,782.00 0.00	
	+ 520.00	0.00	104.90 0.00	20.00	0.00	2,293.00 0.00	
	+ 540.00	0.00	124.40 0.00	20.00	0.00	2,978.00 0.00	
	+ 560.00	0.00	173.40 0.00	20.00	0.00	3,162.00 0.00	
	+ 580.00	0.00	142.80 0.00	20.00	0.00	2,958.00 0.00	
296	+ 600.00	0.00	153.00 0.00	20.00	0.00	2,128.00 0.00	
	+ 620.00	0.00	59.80 0.00	20.00	0.00	1,223.00 0.00	
	+ 640.00	0.00	62.50 0.00	20.00	0.00	1,299.00 0.00	
	+ 660.00	0.00	67.40 0.00	20.00	0.00	1,549.00 0.00	
	+ 680.00	0.00	87.50 0.00	20.00	0.00	1,202.00 0.00	
296	+ 700.00	0.00	32.70 0.00	20.00	0.00	1,297.00 0.00	
	+ 720.00	0.00	97.00 0.00	20.00	0.00	1,800.00 0.00	
	+ 740.00	0.00	83.00 0.00	20.00	0.00	830.00 0.00	
	+ 760.00	0.00	0.00 0.00	20.00	0.00	0.00 0.00	
	+ 780.00	0.00	0.00 0.00	20.00	0.00	0.00 0.00	

Prepared by : 

Concurred by :  Contractor

Checked by : 

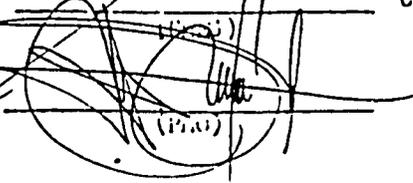


CLARK ACCESS ROAD PROJECT PHASE II
Summary of Work Accomplishment

Item No.	Description	Bid Quantity/ Unit	Quantity Based on As-Built Plan	Difference in Quantity	Unit Cost	A M O U N T		
						Quantity	As-Built Plan	Difference
103	Removal of Existing Structure	4 each	4 each	0 each	1,019.00	4,076.00	4,076.00	0.00
105-2	Roadway & Drainage Excavation (Solid Rock)	14,000 cu.m.	33,225.80 cu.m.	19,205.80 cu.m.	43.12	603,680.00	1,432,696.40	829,016.49
105-3	Roadway & Drainage Excavation (Common Soil)	110,228 cu.m.	119,874.50 cu.m.	8,646.50 cu.m.	15.25	1,680,997.00	1,812,836.10	131,859.10
106-a	Excavation for Structures	1,370 cu.m.	1,370 cu.m.	0 cu.m.	32.85	45,004.50	45,004.50	0.00
108	Aggregate Subbase	8,953 cu.m.	8,953 cu.m.	0 cu.m.	58.63	524,914.39	524,914.39	0.00
200	Aggregate Base Course	8,976 cu.m.	8,976 cu.m.	0 cu.m.	158.62	1,423,773.12	1,423,773.12	0.00
302	Bituminous Prime Coat	35 m. ton	35 m. ton	0 m. ton.	10,928.02	382,480.70	382,480.70	0.00
310	Bituminous Concrete Surface Course	4,247 m. ton	4,247 m. ton	0 m. ton	1,153.21	4,897,682.87	4,897,682.87	0.00
405-a	Concrete Class "A"	350 cu.m.	350 cu.m.	0 cu.m.	2,082.40	728,840.00	728,840.00	0.00
406	Reinforcing Steelbars	10,000 kgs.	10,000 kgs.	0 kgs.	15.01	150,100.00	150,000.00	0.00
413-a	RCCP 0.60 m. diameter	70 pcs.	70 pcs.	0 pcs.	1,001.90	70,133.00	70,133.00	0.00
413-b	RCCP 0.90 m. diameter	131 pcs.	131 pcs.	0 pcs.	1,306.66	171,172.46	171,172.46	0.00
413-c	RCCP 1.20 m. diameter	64 pcs.	64 pcs.	0 pcs.	2,264.97	144,958.08	144,958.08	0.00
413-2	Reinstall 0.60 m. diam.	17 pcs.	17 pcs.	0 pcs.	133.92	2,276.64	2,276.64	0.00
413-3	Reinstall 0.90 m. diam.	8 pcs.	8 pcs.	0 pcs.	274.50	2,196.00	2,196.00	0.00
413-4	Reinstall 1.20 m. diam.	10 pcs.	10 pcs.	0 pcs.	205.50	2,055.00	2,055.00	0.00
500	Grouted Riprap	3,059 cu.m.	3,059 cu.m.	0 cu.m.	410.73	1,256,423.07	1,256,423.07	0.00
500-2	Grouted Riprap for Spill-Way	450 cu.m.	450 cu.m.	0 cu.m.	422.85	190,282.50	190,282.50	0.00
505-a	Drop Inlet for 0.60 m. diameter RCP	2 each	2 each	0 each	1,881.00	3,762.00	3,762.00	0.00
505-b	Drop Inlet for 0.90 m. diameter RCP	1 each	1 each	0 each	3,294.71	3,294.71	3,294.71	0.00
SPL 1-a	Line Type I	186 li.m.	186 li. m.	0 li. m.	316.43	58,855.98	58,855.98	0.00
SPL 1-b	Line Canal Type II	1,216 li.m.	1,216 li. m.	0 li. m.	291.67	354,670.72	354,670.72	0.00
TOTAL						₱12,701,608.74	₱13,662,484.35	₱960,875.61

CLARK ACCESS ROAD PROJECT
 PHASE : II

STATION		AREA			PARTIAL DISTANCE (m)	VOLUME		REMARKS
Km'	m	FILL (m ²)	CUT (m ²)	FILL (m ³)		EARTH CUT (m ³)		
			105-3	105-2		105-3	105-2	
296	+ 856.56	0.00	48.30	25.20	3.44	0.00	1,333.00	879.00
	+ 860.00	0.00	85.00	62.70	20.00	0.00	1,832.00	1,450.00
	+ 880.00	0.00	98.20	82.30	20.00	0.00	1,255.00	940.00
296	+ 900.00	0.00	27.30	11.70	20.00	0.00	438.00	117.00
	+ 920.00	0.00	16.50	0.00	20.00	0.00	2,283.00	0
	+ 940.00	0.00	211.80	0.00	20.00	0.00	4,373.00	-0-
	+ 960.00	0.00	225.50	0.00	20.00	0.00	2,811.00	426.00
	+ 980.00	0.00	55.60	42.60	20.00	0.00	949.00	920.00
297	+ 0.00	0.00	39.30	49.40	20.00	0.00	727.00	790.00
	+ 20.00	0.00	33.40	29.60	20.00	0.00	334.00	296.00
	+ 40.00	0.00	0.00	0.00	20.00	0.00	0.00	0.00
	+ 60.00	0.00	0.00	0.00	20.00	0.00	698.00	0.00
	+ 80.00	0.00	59.80	0.00	20.00	0.00	1,719.00	1,202.00
297	+ 100.00	0.00	102.10	120.00	20.00	0.00	1,021.00	1,202.00
	+ 120.00	0.00	0.00	0.00	20.00	0.00	877.00	300.00
	+ 140.00	0.00	87.70	30.00	20.00	0.00	1,299.00	432.00
	+ 160.00	0.00	42.20	13.20	20.00	0.00	1,276.00	132.00
	+ 180.00	0.00	85.40	0.00	20.00	0.00	1,266.00	0.00
297	+ 200.00	0.00	41.20	0.00	20.00	0.00	412.00	0.00
	+ 220.00	0.00	0.00	0.00	20.00	0.00	0.00	0.00
	+ 240.00	0.00	0.00	0.00	20.00	0.00	0.00	0.00

Prepared by : 
 Checked by : 

Concurred by : 
 Contractor

CLARK ACCESS ROAD PROJECT
 PHASE : II

STATION		AREA			PARTIAL DISTANCE (m)	VOLUME			REMARKS
Km	m	FILL (m ²)	CUT (m ²)			FILL (m ³)	EARTH CUT (m ³)		
			105-3	105-2			105-3	105-2	
297	+ 260.00	0.00	0.00	0.00	20.00	0.00	0.00	0.00	
	+ 280.00	0.00	0.00	0.00	20.00	0.00	801.00	708.00	
297	+ 300.00	0.00	80.10	70.80	20.00	0.00	1,297.00	1,143.00	
	+ 320.00	0.00	49.60	43.50	20.00	0.00	946.00	846.00	
	+ 340.00	0.00	45.00	41.10	20.00	0.00	670.00	534.00	
	+ 360.00	2.50	22.00	12.30	20.00	0.00	550.00	401.00	
	+ 380.00	0.00	43.00	27.80	20.00	0.00	1,222.00	609.00	
297	+ 400.00	0.00	79.20	33.10	20.00	0.00	1,058.00	597.00	
	+ 420.00	0.00	26.60	26.60	20.00	0.00	877.00	266.00	
	+ 440.00	0.00	61.10	0.00	20.00	0.00	1,213.00	216.00	
	+ 460.00	0.00	60.20	21.60	20.00	0.00	653.00	216.00	
	+ 480.00	0.00	5.10	0.00	20.00	0.00	291.00	0.00	
297	+ 500.00	0.00	25.80	0.00	20.00	0.00	489.00	0.00	
	+ 520.00	0.00	23.10	0.00	20.00	0.00	559.00	0.00	
	+ 540.00	0.00	32.80	0.00	20.00	0.00	480.00	0.00	
	+ 560.00	0.00	15.20	0.00	20.00	0.00	307.00	0.00	
	+ 580.00	0.00	15.50	0.00	20.00	0.00	327.00	0.00	
297	+ 600.00	0.00	17.20	0.00	20.00	0.00	172.00	0.00	
	+ 620.00	0.00	0.00	0.00	20.00	0.00	0.00	0.00	
	+ 640.00	0.00	0.00	0.00	20.00	0.00	0.00	0.00	
	+ 660.00	0.00	0.00	0.00	20.00	0.00	0.00	0.00	
						0.00	0.00	0.00	

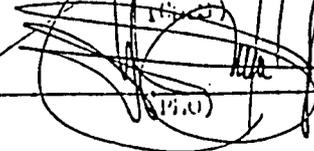
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 (P.S.)

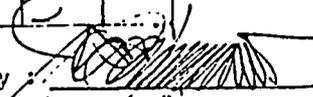
Concurred by : [Signature]
 Contractor

Checked by : [Signature]
 (P.M.)

CLARK ACCESS ROAD PROJECT
 PHASE : II

STATION		AREA			PARTIAL DISTANCE (m)	VOLUME		REMARKS
Km	m	FILL (m ²)	CUT (m ²)	FILL (m ³)		EARTH CUT (m ³)		
298	+ 100.00	0.00	50.20	0.00	20.00	0.00	875.00	-0-
	+ 120.00	0.00	37.30	0.00				
	+ 140.00	0.00	35.20	0.00	20.00	0.00	725.00	-0-
	+ 160.00	0.00	52.20	0.00	20.00	0.00	874.00	0.00
	+ 180.00	0.00	31.70	0.00	20.00	0.00	839.00	0.00
298	+ 200.00	0.00	56.00	0.00	20.00	0.00	877.00	0.00
	+ 220.00	0.00	30.00	0.00	20.00	0.00	860.00	0.00
	+ 240.00	0.00	26.20	0.00	20.00	0.00	562.00	0.00
	+ 260.00	0.00	0.00	0.00	20.00	0.00	262.00	0.00
	+ 280.00	0.00	19.90	0.00	20.00	0.00	199.00	0.00
298	+ 300.00	0.00	16.35	0.00	20.00	0.00	362.50	0.00
	+ 320.00	0.00	34.55	0.00	20.00	0.00	509.00	0.00
	+ 340.00	0.00	14.80	0.00	20.00	0.00	493.50	0.00
	+ 360.00	0.00	17.50	0.00	20.00	0.00	323.00	0.00
	+ 380.00	0.00	12.70	0.00	20.00	0.00	302.00	0.00
298	+ 400.00	0.00	14.95	0.00	20.00	0.00	276.50	0.00
	+ 420.00	0.00	18.55	0.00	20.00	0.00	335.00	0.00
	+ 440.00	0.00	13.63	0.00	20.00	0.00	321.80	0.00
	+ 460.00	0.00	0.00	0.00	20.00	0.00	136.30	0.00
	+ 480.00	0.00	0.00	0.00	20.00	0.00	0.00	0.00
					20.00	0.00	0.00	0.00

Prepared by : 
 Checked by : 

Concurred by : 
 Contractor

CLARK ACCESS ROAD PROJECT
 PHASE : —II—

STATION		AREA			PARTIAL DISTANCE (m)	VOLUME		REMARKS
Km	m.	FILL (m ²)	CUT (m ²)			FILL (m ³)	EARTH CUT (m ³)	
			105-3	105-2			105-3, 105-2	
298	+ 500.00	0.00	0.00	0.00				
	+ 520.00	0.00	0.00	0.00	20.00	0.00	0.00	0.00
	+ 540.00	0.00	0.00	0.00	20.00	0.00	0.00	0.00
	+ 560.00	0.00	0.00	0.00	20.00	0.00	0.00	0.00
	+ 580.00	0.00	0.00	0.00	20.00	0.00	0.00	0.00
298	+ 600.00	0.00	22.35	0.00	20.00	0.00	223.50	0.00
	+ 620.00	0.00	37.23	0.00	20.00	0.00	595.80	0.00
	+ 640.00	0.00	66.10	0.00	20.00	0.00	1,033.30	-0-
	+ 660.00	0.00	75.10	0.00	20.00	0.00	1,412.00	-0-
	+ 680.00	0.00	69.60	0.00	20.00	0.00	1,447.00	-0-
	+ 700.00	0.00	52.30	39.60	20.00	0.00	1,319.00	396.00
	+ 720.00	0.00	81.00	55.60	20.00	0.00	1,433.00	952.00
	+ 740.00	0.00	68.50	82.40	20.00	0.00	1,495.00	880.00
298	+ 760.00	0.00	42.30	0.00	20.00	0.00	1,108.00	324.00
	+ 780.00	0.00	54.30	0.00	20.00	0.00	966.00	-0-
	+ 800.00	0.00	23.10	0.00	20.00	0.00	774.00	0.00
	+ 820.00	0.00	0.00	0.00	20.00	0.00	231.00	0.00
	+ 840.00	0.00	0.00	0.00	20.00	0.00	0.00	0.00
	+ 860.00	0.00	0.00	0.00	20.00	0.00	0.00	0.00
	+ 880.00	0.00	0.00	0.00	20.00	0.00	0.00	0.00
				20.00	0.00	294.00	0.00	

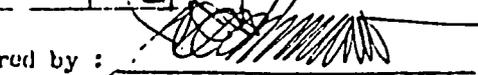
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 Checked by : [Signature]
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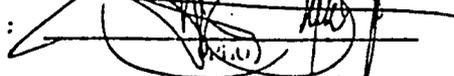
Concurred by : [Signature]
 Contractor

CLARK ACCESS ROAD PROJECT
 PHASE : II

STATION		AREA		PARTIAL DISTANCE (m)	VOLUME		REMARKS
Km	m	FILL (m ²)	CUT (m ²)		FILL (m ³)	EARTH CUT (m ³)	
-299	+ 0.00	0.00	89.90	38.70			
	+ 20.00	0.00	62.30	38.80	20.00	0.00	1,522.00
	+ 40.00	0.00	58.50	37.80	20.00	0.00	1,208.00
	+ 60.00	0.00	81.90	15.60	20.00	0.00	1,404.00
	+ 80.00	0.00	36.00	0.00	20.00	0.00	1,179.00
299	+ 100.00	0.00	20.50	0.00	20.00	0.00	565.00
	+ 120.00	0.00	24.40	0.00	20.00	0.00	449.00
	+ 140.00	0.00	18.60	0.00	20.00	0.00	430.00
	+ 160.00	0.00	0.00	0.00	20.00	0.00	186.00
	+ 180.00	0.00	0.00	0.00	20.00	0.00	0.00
299	+ 200.00	0.00	24.10	11.60	20.00	0.00	241.00
	+ 220.00	0.00	49.90	26.20	20.00	0.00	740.00
	+ 240.00	0.00	40.40	33.80	20.00	0.00	903.00
	+ 260.00	0.00	41.00	24.20	20.00	0.00	814.00
	+ 280.00	0.00	0.00	0.00	20.00	0.00	410.00
	+ 300.00	0.00	0.00	0.00	20.00	0.00	0.00
	+ 320.00	0.00	0.00	0.00	20.00	0.00	0.00
	+ 340.00	0.00	0.00	0.00	20.00	0.00	0.00
	+ 360.00	0.00	0.00	0.00	20.00	0.00	0.00
	+ 380.00	0.00	0.00	0.00	20.00	0.00	0.00
					20.00	0.00	453.00

Prepared by : 

Concurred by : 

Checked by : 

Contractor

CLARK ACCESS ROAD PROJECT
 PHASE : II

STATION		AREA			PARTIAL DISTANCE (m)	VOLUME		REMARKS
Km	m	FILL (m ²)	CUT (m ²)	FILL (m ³)		EARTH CUT (m ³)		
	+ 400.00	0.00	45.30	0.00				
	+ 420.00	0.00	12.90	0.00	20.00	0.00	582.00	0.00
	+ 440.00	0.00	21.80	25.50	20.00	0.00	347.00	255.00
	+ 460.00	0.00	36.10	20.10	20.00	0.00	579.00	456.00
	+ 480.00	0.00	98.70	33.40	20.00	0.00	1,348.00	535.00
299	+ 500.00	0.00	81.20	49.30	20.00	0.00	1,799.00	827.00
	+ 520.00	0.00	59.80	55.60	20.00	0.00	1,410.00	1,049.00
	+ 540.00	0.00	119.30	18.30	20.00	0.00	1,789.10	739.00
	+ 560.00	0.00	120.00	26.20	20.00	0.00	2,391.00	445.00
	+ 580.00	0.00	69.30	0.00	20.00	0.00	1,823.00	262.00
299	+ 600.00	0.00	0.00	0.00	20.00	0.00	693.00	0.00
	+ 620.00	0.00	0.00	0.00	20.00	0.00	0.00	0.00
	+ 640.00	0.00	29.64	13.90	20.00	0.00	996.40	139.00
	+ 660	0.00	70.50	25.40	20.00	0.00	1,001.40	393.00
	+ 680.00	0.00	61.40	0.00	20.00	0.00	1,319.00	254.00
	+ 700.00	0.00	43.10	0.00	20.00	0.00	1,045.00	0.00
299	+ 720.00	0.00	28.70	0.00	20.00	0.00	718.00	0.00
	+ 740.00	0.00	22.80	0.00	20.00	0.00	515.00	0.00
	+ 760.00	0.00	17.50	0.00	20.00	0.00	403.00	0.00
	+ 780.00	0.00	16.50	0.00	20.00	0.00	340.00	0.00
					20.00	0.00	596.00	421.70

Prepared by :

[Handwritten Signature]

Concurred by :

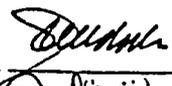
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 Contractor

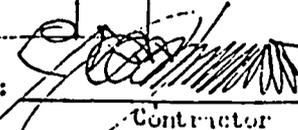
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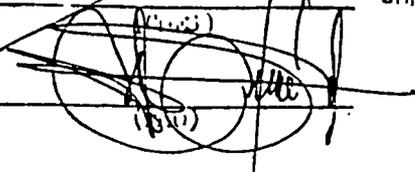
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CLARK ACCESS ROAD PROJECT
 PHASE II

STATION		AREA		PARTIAL DISTANCE (m)	VOLUME		REMARKS	
Km	m	FILL (m ²)	CUT (m ²)		FILL (m ³)	EARTH CUT (m ³)		
	+ 800.00	0.00	53.10	42.17				
	+ 820.00	0.00	80.40	40.70	20.00	0.00	1,335.00	
	+ 840.00	0.00	53.78	25.72	20.00	0.00	1,341.80	
	+ 860.00	0.00	43.00	0.00	20.00	0.00	967.80	
	+ 880.00	0.00	27.80	0.00	20.00	0.00	708.00	
					20.00	0.00	497.00	
299	+ 900.00	0.00	21.90	0.00	20.00	0.00	482.00	
	+ 920.00	0.00	26.30	0.00	20.00	0.00	450.00	
	+ 940.00	0.00	18.70	40.30	20.00	0.00	467.00	
	+ 960.00	0.00	28.00	34.60	20.00	0.00	487.00	
	+ 980.00	0.00	20.70	0.00	20.00	0.00	352.00	
300	+ 0.00	0.00	14.50	0.00	20.00	0.00	262.00	
	+ 20.00	0.00	11.70	0.00	20.00	0.00	244.00	
	+ 40.00	0.00	12.70	0.00	20.00	0.00	180.00	
	+ 56.00	0.00	9.90	0.00	20.00			
						0.00	118,874.50	33,225.80

Prepared by : 
 (Engr)

Concurred by : 
 Contractor

Checked by : 
 (Engr)

SCHEDULE III
CLARK ACCESS & FEEDER ROAD PROJECT (492-0348)
Schedule of Project Cost, Disbursement & Unpaid
As of May 31, 1989
(in ₱=)

	Sched III-A PROJECT COST	Sched III-B DISBURSEMENTS	Sched III-C UNPAID BALANCE
CLARK ACCESS ROAD I			
Civil Works:			
Original Contract	13,263,224.41	13,263,224.41	0.00
CO#1	601,060.55	405,715.67	195,344.88
CO#2	59,773.17	0.00	59,773.17
CMES			
Original Contract	430,000.00	430,000.00	0.00
1st ext	245,714.24	227,285.67	18,428.57
PMO	96,600.00	96,600.00	0.00
Additional Accomplishment	2,290,047.02	0.00	2,290,047.02
Price Escalation	1,306,000.00	0.00	1,306,000.00
Sub Total	18,292,419.45	14,422,625.95	3,869,793.50
CLARK ACCESS ROAD II			
Civil Works:			
Original Contract	12,701,408.58	12,701,408.58	200.00
CO#1	22,722.00	0.00	22,722.00
CMES			
Original Contract	430,000.00	430,000.00	0.00
1st ext	245,714.24	227,285.67	18,428.57
PMO	96,600.00	96,600.00	0.00
Additional Accomplishment	769,948.01	0.00	769,948.01
Sub Total	14,266,592.83	13,455,294.25	811,298.58
CLARK ACCESS ROAD, III			
Civil Works:			
Original Contract	13,200,000.00	13,200,000.00	0.00
CO#1	225,253.70	225,253.70	0.00
CO#2&3	2,715,543.23	2,715,543.23	0.00
CO#4	160,401.50	160,401.50	0.00
CO#5	495,200.00	495,200.00	0.00
CMES			
Original Contract	430,000.00	430,000.00	0.00
1st ext	245,714.24	227,285.67	18,428.57
PMO	96,600.00	96,600.00	0.00
DE			
Material Testing	10,524.80	10,524.80	0.00
Redesign of Bridge	29,687.50	29,687.50	0.00
Additional Accomplishment	158,500.00	0.00	158,500.00
Sub Total	17,767,432.97	17,590,504.40	176,928.57
SOIL & WATER CONSERVATION			
	4,134,865.00	1,485,435.27	2,649,429.73
CUENCA/DPWH			
	5,116,610.24	2,560,687.53	2,555,922.71
GRAND TOTAL- in ₱=			
	59,627,920.49	49,514,747.40	10,113,173.09
GRAND TOTAL- in ₱			
	3,441,646.36	2,960,066.69	481,579.67

Project-Earmark-Documents

Project-Number: 492-0348.00 CLARK ACCESS & FEEDER RCADS

Earmark-Document/Description	Planned-Commit-Date	Earmarks/Unliq	Commitments	Expenditures	Disbursements
150422JPIL 5 JPIL 5/CONST SUPERVISION N	00/00/0000	117,647	117,647	117,647	117,647
150423JPIL 5 JPIL-5/GLARK-ACCESS N	08/05/1987	279,396	279,396	279,396	279,396
150401JPIL 5 JPIL 5/CLARK ACCESS N	00/00/0000	0	0	0	0
150735 PIL#17 SOIL&WATER CONSERVATION ACT. N	00/00/0000	0	0	0	0
150736-PIL#17 SOIL&WATER CONSERVATION ACT. N	00/00/0000	427,000	427,000	427,000	427,000
150737 PIL#17 SOIL&WATER CONSERVATION ACT. N	00/00/0000	0	0	0	0
150738-PIL#17 SOIL&WATER CONSERVATION ACT. N	00/00/0000	128,000	128,000	128,000	128,000
150772EJV85-0228 CY 85 CASH REQUIREMENTS-ESF N	03/16/1988	859,002	859,002	859,002	859,002
150774EJV85-0229 CY 85 CASH REQUIREMENTS-ESF N	07/11/1989	33,333	33,333	33,333	33,333
150776EJV85-0221 LOCAL HMULNG COM.ALLOCATION N	00/00/0000	7,000	7,000	7,000	7,000
150777EJV85-0222 PSA FEES-COMMODITY PROCUREMENT	00/00/0000	3,000	3,000	3,000	3,000
150785 PIO/C-10184 PROCUREMENT-VAR.COM. N	02/21/1990	31,979	31,979	31,979	31,979
350393 PIO/C-10184 VARIOUS EQUIP-PROCUREMENT	00/00/0000	0	0	0	0
350396EJV85-0248 EARMARK BUDGET ALLOCATION N	07/11/1989	0	0	0	0
350397EJV85-0248 EARMARK BUDGET ALLOCATION N	07/11/1989	0	0	0	0
EJV88-0024 ADJUST EE PER EJV88-0024 N	04/04/1988	0	0	0	0
EJV88-0075 ESFS/ADJUST 2ND QTR 89 REMIT.N	10/19/1988	60,333	60,333	60,333	60,333

Project Number: 492-0348.00

CLARK ACCESS & FEEDER ROADS

Earmark Document/Description	Planned Commit Date	Earmarks/Unlia	Commitments	Expenditures	Disbursements
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EJV880U57	07/19/1988	363,431	363,441	363,431	363,421
ESF REMIT/ADJUST BOOK BALANCEN		0			

HC-PIL#29	09/28/1987	47,000	47,000	47,000	47,000
ESFS/REMIT-CASH REQUIREMENTS N		0			

PIL#30	06/15/1987	637,924	637,924	637,924	637,923
BUHI WATER SYSTEM/FARA	N	0			

TOTALS ----->		637,924	637,924	637,924	637,923
		0			

Project: 492-0348.00 CLARK ACCESS & FEEDER ROADS

Pro-Ag 08/08/1981

PACD 12/31/1987

100.0

Section 1: Financial Performance Grant + Loan

	Plans to Date	Actual Status	% LOP	% OBL	Level	%Plan
Life of Project	5,000,000.00	5,000,000.00				100.0
Allowances		3,010,197.29	60.3			
Obligations	0.00	3,010,197.29	60.3			N/A
Earmarks		2,995,046.13	59.9	99.5	99.5	
Commitments		2,995,046.13	59.9	99.5	100.0	
Expenditures	0.00	2,995,046.13	59.9	99.5	100.0	N/A
Disbursements		2,995,046.13	59.9	99.5	100.0	
Amt Actual > Plan						
Mortgage Pipeline	5,000,000	1,989,803		0		39.8
	0	15,151		15,151		N/A

Section 2: Financial Performance Grant only

	Plans to Date	Actual Status	% LOP	% OBL	Level	%Plan
Life of Project	5,000,000.00	5,000,000.00				100.0
Allowances		3,010,197.29	60.3			
Obligations	0.00	3,010,197.29	60.3			N/A
Earmarks		2,995,046.13	59.9	99.5	99.5	
Commitments		2,995,046.13	59.9	99.5	100.0	
Expenditures	0.00	2,995,046.13	59.9	99.5	100.0	N/A
Disbursements		2,995,046.13	59.9	99.5	100.0	
Amt Actual > Plan						
Mortgage Pipeline	5,000,000	1,989,803		0		39.8
	0	15,151		15,151		N/A

Section 3: Financial Performance Loan only

	Plans to Date	Actual Status	% LOP	% OBL	Level	%Plan
Life of Project	0.00	0.00				0
Allowances		0.00	N/A			
Obligations	0.00	0.00	N/A			N/A
Earmarks		0.00	N/A	N/A	N/A	
Commitments		0.00	N/A	N/A	N/A	
Expenditures	0.00	0.00	N/A	N/A	N/A	N/A
Disbursements		0.00	N/A	N/A	N/A	
Amt Actual > Plan						
Mortgage Pipeline	0	0		0		N/A
	0	0		0		N/A