

PART II

PRESENT CONDITION
OF
PROJECT AREA

CHAPTER 2

PRESENT CONDITION OF THE PROJECT AREA

2.1 Socio-Economic Condition

Three bypasses are located along the Sta. Rita-San Jose Section of Pan-Philippine Highway (hereinafter referred to as the Study Road). Sta. Rita is located at about 39km north of Metro Manila and San Jose at about 162km north of Metro Manila. Total length of the Study Road is about 123km.

The primary influence area of the Study Road is Provinces of Bulacan and Nueva Ecija in Region III, and the secondary influence area includes the rest of provinces of Region III, Metro Manila and Region II.

2.1.1 Demographic Trend

Demographic trend is shown in Table 2.1-1. Due to rapid urbanization outside Metro Manila, the population growth rate of the Province of Bulacan is quite high at 4.60% per annum during the period between 1995 and 2000. Major cities/municipalities along the Study Road also recorded high population growth rate.

TABLE 2.1-1 DEMOGRAPHIC TREND OF THE PROJECT INFLUENCE AREAS

Area		Population (x 1,000)			Average Annual Growth Rate (%)	
		1990	1995	2000	90-95	95-00
Primary Influence Area	Region III Province	6,199	6,933	8,031	2.26	2.98
	- Bulacan	1,505	1,784	2,234	3.46	4.60
	- Nueva Ecija	1,313	1,506	1,660	2.78	1.97
	Major City/Municipality					
	- Plaridel	53	66	81	4.62	4.18
	- Baliuag	90	103	120	2.81	3.10
	- Gapan	70	78	89	1.98	2.67
	- Cabanatuan City	173	201	223	3.04	2.10
- San Jose City	83	97	108	3.18	2.17	
Secondary Influence Area	Metro Manila	7,948	9,454	9,933	3.53	0.99
	Region II	2,340	2,536	2,813	1.62	2.09
Philippines		60,703	68,617	76,499	2.48	2.20

Source: NSO

2.1.2 Economic Trend

Region III produced about 9% of the country's economic outputs in 2000. Economic structure by sector in 2000 was as follows:

Agricultural Sector	:	22.8%
Industrial Sector	:	39.8%
Service Sector	:	37.4%

Industrial sector's share is much higher than the national average. Industrial sector recorded negative growth rate (-0.5%) for the period from 1995 to 2000, which affected overall economic growth of Region III. The average economic growth rate of the Region was low at 1.6% compared with the country's growth rate of 3.5%.

TABLE 2.1-2 ECONOMIC TREND

Unit: GRDP at Constant 1985 Prices

		GRDP By Sector (Billion ₱)		Average Growth Rate per Annum (%)
		1995	2000	
Region III	Agriculture	17.3 (22.0%)	19.3 (22.8%)	2.3
	Industry	34.6 (44.1%)	33.8 (39.8%)	-0.5
	Service	26.6 (33.9%)	31.8 (37.4%)	3.6
	Total	78.5 (100%) [9.8%]	84.9 (100%) [8.9%]	1.6
Metro Manila	Agriculture	0 (0%)	0 (0%)	0
	Industry	100.8 (41.6%)	115.3 (38.9%)	2.7
	Service	141.4 (58.4%)	181.5 (61.1%)	5.1
	Total	242.2 (100%) [30.2%]	296.8 (100%) [31.1%]	4.2
Region II	Agriculture	8.8 (54.4%)	11.7 (54.3%)	6.0
	Industry	1.8 (11.5%)	3.1 (14.2%)	10.5
	Service	5.5 (34.1%)	6.8 (31.5%)	4.4
	Total	16.1 (100%) [2.0%]	21.6 (100%) [2.3%]	6.0
Philippines	Agriculture	172.8 (21.5%)	190.6 (20.0%)	2.0
	Industry	283.9 (35.4%)	329.0 (34.5%)	3.0
	Service	345.5 (43.1%)	435.3 (45.5%)	4.7
	Total	802.2 (100%) [100%]	954.9 (100%) [100%]	3.5

Source: 2001 Philippine Statistical Yearbook

2.2 Urban Centers and Their Distribution in Region III

NEDA Region III classified urban centers into four (4) categories as follows:

- Regional Center
- Regional Sub-Center
- Major Urban Center
- Service Urban Center

Distribution of above urban centers in Region III is presented in Figure 2.2-1. Along the Study Road corridor, the following important urban centers are located:

Cabanatuan City	:	Regional Sub-center, Agro-Industrial Trading and Service Center
Gapan	:	Major Urban Center
San Jose City	:	Major Urban Center
Baliuag	:	Major Urban Center
San Miguel	:	Service Urban Center

Cabanatuan City is located at the center of Nueva Ecija Province where vast agricultural lands are dominant. The City is functioning as the center of agricultural industry. Agricultural products are gathered, processed and distributed to/from Metro Manila, Region IV and Region II.

Gapan is functioning as the major urban center in the area and linked with Cabanatuan City, San Fernando (Regional Center) and Metro Manila for its industrial, business and commercial activities.

San Jose City is the major urban center in the northern part of Nueva Ecija and is also playing the role of the key city as the gateway to Region II.

Baliuag is located close to Metro Manila and considered to be within the direct influence area of Metro Manila.

San Miguel is located between two major urban centers of Baliuag and Gapan and functioning as the service urban center.

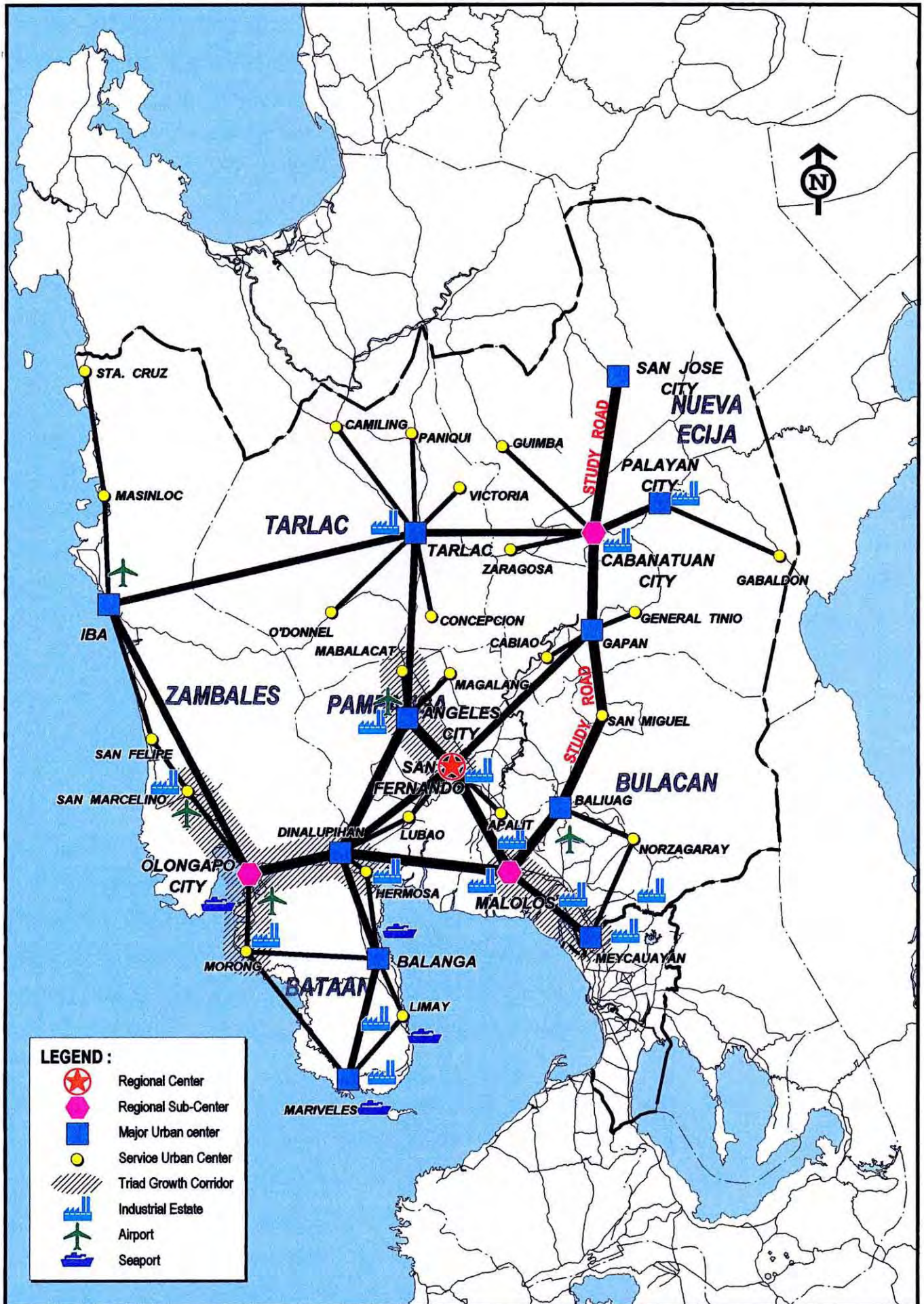


FIGURE 2.2-1 HIERARCHY OF URBAN CENTERS

2.3 Overall Transport Network and the Study Road in Region III

Major transport network in Region III is presented in Figure 2.3-1.

Two (2) north south transport axis are formed in the Region. One is North Luzon Expressway and its extension: Manila North Road, serving the Western half area of the Region. The other is Pan-Philippine Highway (the Study Road) serving the eastern half area of the Region. Two north-south axis are connected with two major east-west laterals, which are Olongapo-San Fernando-Gapan Road and Sta. Rosa-Tarlac Road.

North Luzon Expressway provides the fast, comfortable and reliable connection between Region Iii and Metro Manila. Other major roads are branching-off from this expressway, such as Pan-Philippine Highway (the Study Road), Olongapo-San Fernando-Gapan Road, etc. At present, the Expressway ends at north of Angeles City and connected with Manila North Road.

The Study Road is important not only within the Region III, but also as the principal access to Region II and Region IV (Aurora Province).

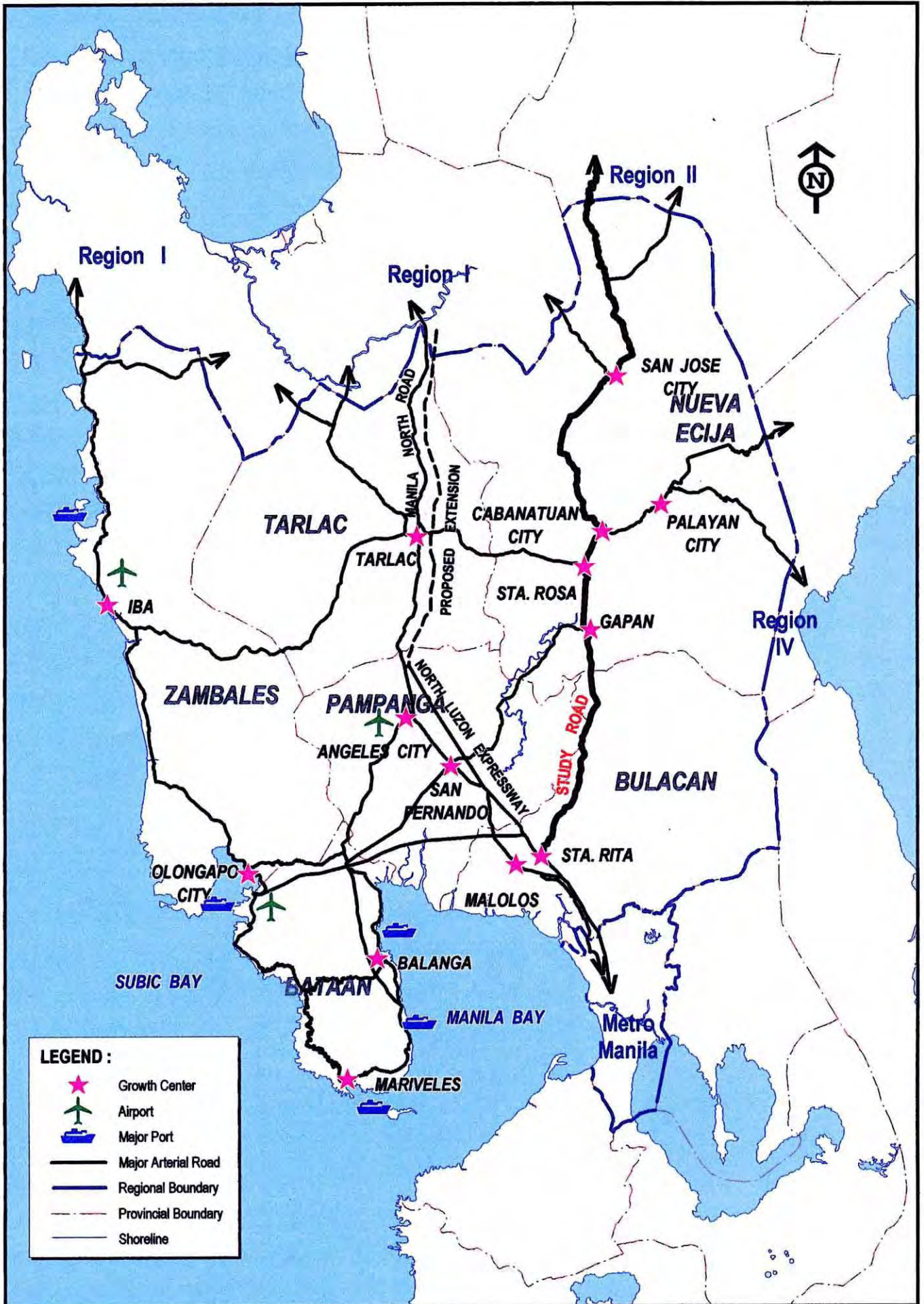


FIGURE 2.3-1 MAJOR TRANSPORTATION FACILITIES IN REGION III

2.4 Traffic Condition of the Study Road

2.4.1 Traffic Volume and Travel Speed

Urban centers are located at about 10km interval along the Study Road. Traffic congestion is the daily experience at the most urban centers. Figure 2.4-1 shows the traffic volume and travel speed. Traffic volume sharply increases at urban centers, accordingly travel speed becomes very slow.

Comparison of travel speed between inter-urban section and urban section is summarized as follows:

Inter-urban Sections

- Sections near Metro Manila - - - - - 38~56 km/hr.
(up to Gapan)
- Sections From Gapan to San Jose - - - - - 47~55 km/hr.
- Sections beyond San Jose - - - - - 60 km/hr.

Urban Sections

- Urban Sections up to Cabanatuan - - - - - 11~28 km/hr.
- Urban Sections beyond Cabanatuan
up to San Jose - - - - - 28~33 km/hr.

Above shows that vehicles traveling an inter-urban section still enjoy acceptable (but not ideal) travel speed, but once they enter into an urban section, travel speed is drastically reduced to very substandard level, thus overall transport efficiency is greatly affected. The most serious section is Sta. Rosa-Cabanatuan Urban Section, which extends for only 15 km, however, it takes about one (1) hour to pass through this section.

2.4.2 Factors Affecting Traffic Flow at Urban Sections

Factors affecting traffic flow at urban sections are summarized as follows:

- Sharp increase in local traffic of slow moving vehicles such as jeepneys and tricycles.
- Slow moving vehicles stop anywhere along the Study Road to pick-up or unload passengers.
- Shoulders are utilized for various purposes such as parking zone, loading/unloading zone, some illegal commercial/business activities and pedestrian walk ways.
- Traffic bottlenecks are created at intersections which are located very short interval.
- Intersections has no signal light.
- Heavy side frictions due to narrow shoulders, irregular parkings, vendors, no sidewalk, etc.

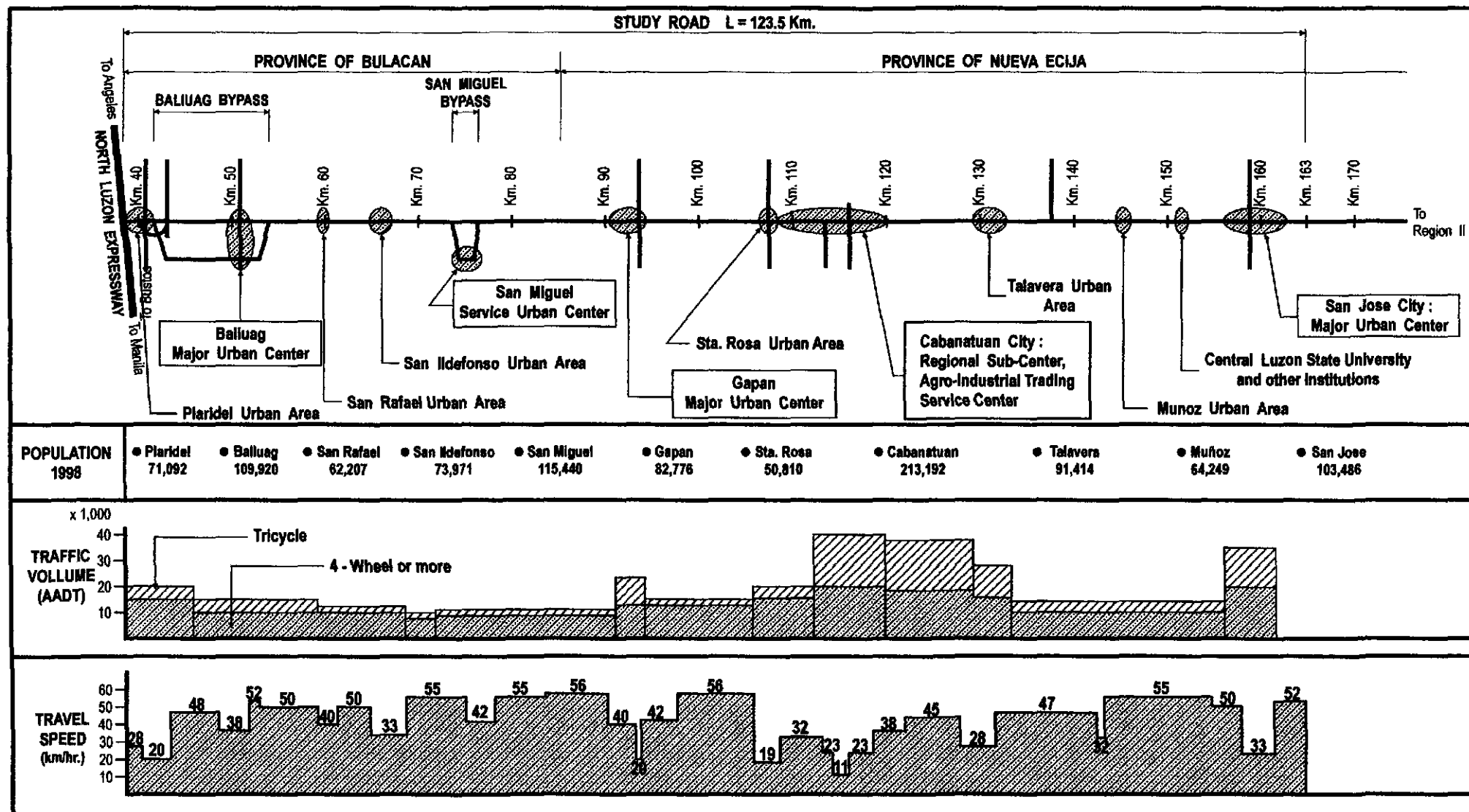


FIGURE 2.4-1 SUMMARY OF EXISTING ROAD CONDITIONS AND TRAFFIC ANALYSIS

2.5 Future Land Use Plan

For planning a bypass alignment, future land use plan is one of the determinant factors to be considered. Future land use plan for Plaridel Bypass, Cabanatuan Bypass and San Jose Bypass areas were updated based on the latest plan of respective LGUs, and shown in Figure 2.5-1, 2 and 3, respectively.

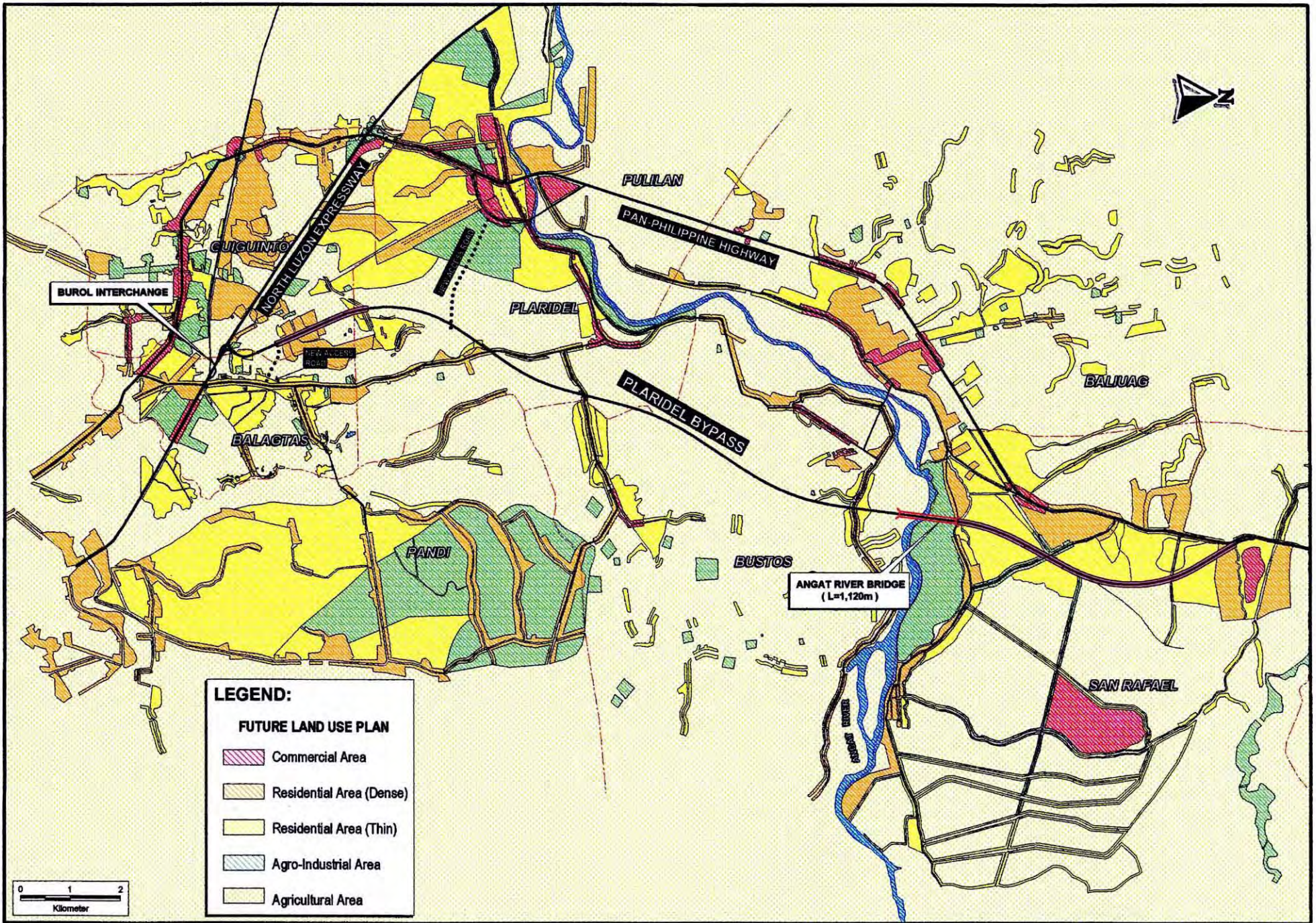


FIGURE 2.5-1 FUTURE LAND USE PLAN : PLARIDEL BYPASS

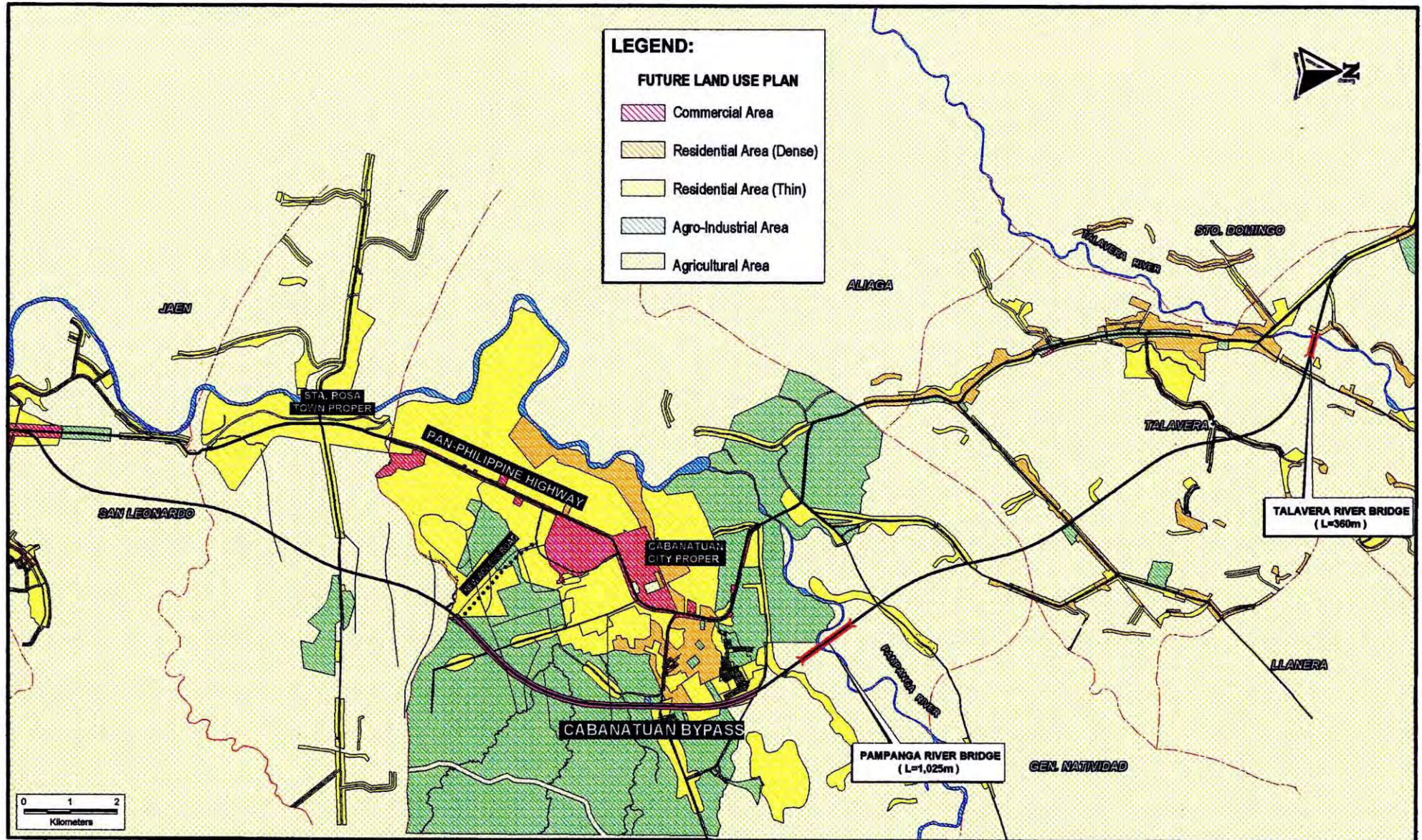


FIGURE 2.5-2 FUTURE LAND USE PLAN : CABANATUAN BYPASS

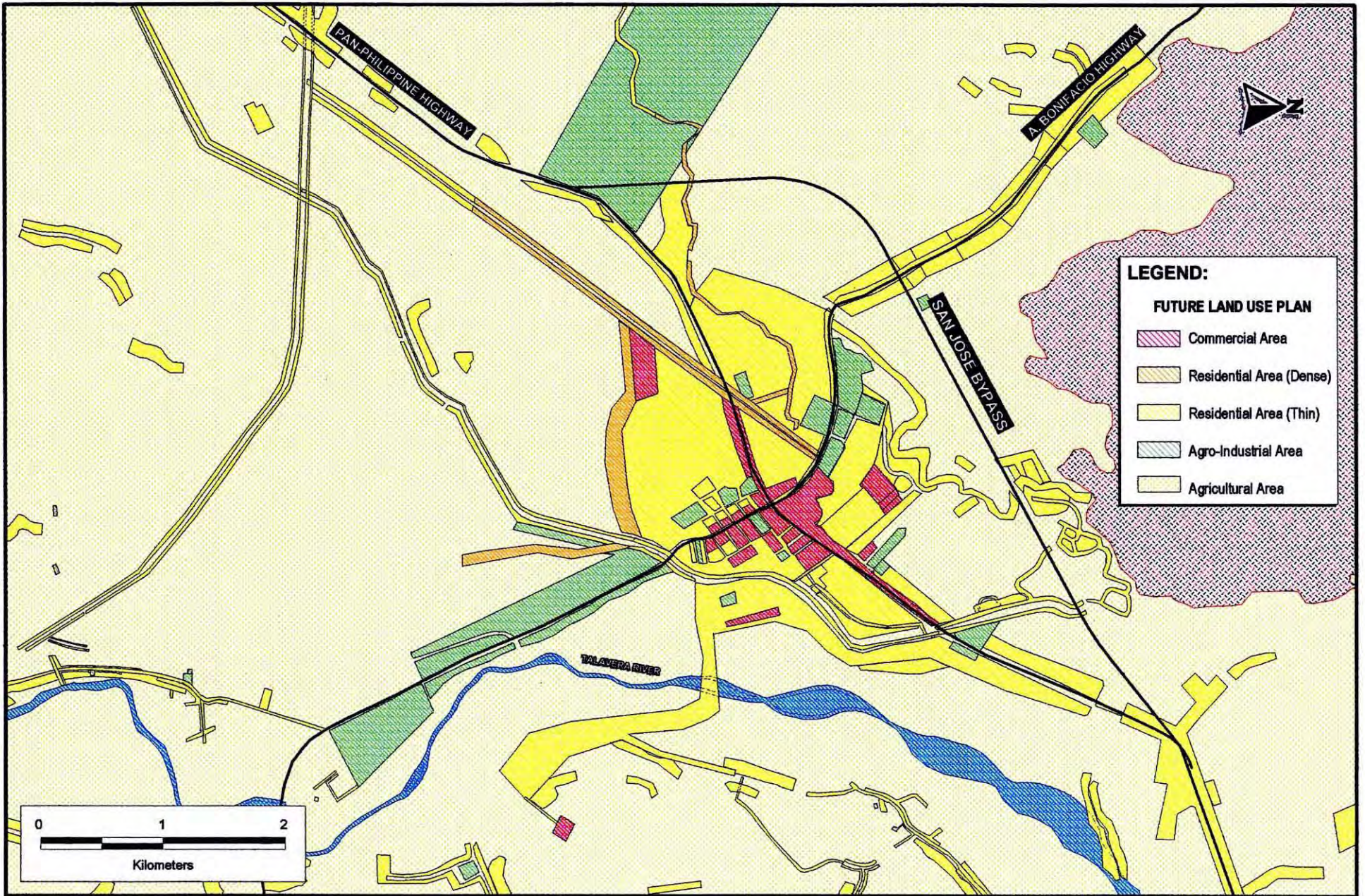


FIGURE 2.5-3 FUTURE LAND USE PLAN : SAN JOSE BYPASS