

**NATIONAL ROADS IMPROVEMENT AND MANAGEMENT
PROGRAM, PHASE II (NRIMP-2)
CP-RI-2.9: MARCOS HIGHWAY
(Evangelista-Masinag Section)**

**Report on the
Traffic Management Plan**

By:

**Hunan Road and Bridge Corporation
in coordination with
Department of Public Works and Highways,
National Roads Improvement and Management
Program – Project Management Office
(DPWH, NRIM-PMO)**

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INTRODUCTION

With the alarming condition brought about by the behavior of traffic along thoroughfares and of the many problems plaguing Metro Manila, the traffic problem is the worst. Unrepaired streets full of damaged pavements and potholes, undisciplined and selfish motorists, the yearly increase of motor vehicles – these are the major factors causing severe traffic congestion in the thoroughfares.

Streets in Metro Manila can no longer be widened in almost all cases due to the high cost of acquiring additional road right-of-way necessary for street widening. Undisciplined driving (common to but not limited to jeepney and taxi drivers) which is endemic to the volatile nature of Filipino motorists, further augments the traffic problem.

At best, traffic congestions can be minimized through repair and rehabilitation of, not only main thoroughfares, but secondary alternative routes as well, since road widening is no longer possible in almost all existing streets.

The improvement of Marcos Highway (Evangelist to Masinag Section) utilizing its full road right-of-way width of 50 meters will greatly improve the flow of traffic from the Marikina-Pasig area as well as Cainta and Antipolo City and from the eastern and southern Municipalities of Rizal. Enhancement of the accessibility of Metro Manila to the residents of these areas will increase economic productivity. As travel conditions improve, so will the quality of the surrounding environment.

With funding from the International Bank for Reconstruction and Development (IBRD/World Bank), the implementation of CP-RI-2.9: Improvement of Marcos Highway (Evangelista to Masinag Section) will be undertaken by NRIM-PMO, DPWH under the National Roads Improvement and Management Program, Phase II (NRIMP-2).

The contract for implementing the Improvement of Marcos Highway with Contract Identification No. CP-RI-2.9 has been awarded to Hunan Road and Bridge Corporation. The construction period is twenty-one (21) calendar months starting from the date of issuance of the Notice to Proceed. The project site is located at Marikina City, Pasig City and the Municipality of Cainta and Antipolo City, all in the province of Rizal.

OBJECTIVE

The primary objective of this scheme is to identify, make available, and use of secondary roads in the project area as alternate routes for motor vehicles during the implementation of the project to hasten traffic congestion.

PREPARATORY ACTIVITIES

Studies and several ocular inspections were also conducted on the streets proposed to be used in the plan. The meetings, survey works, vehicular behavior studies will be continuously coordinated with LGUs, Barangay Chairmen, private entities concerned, etc..

CONCEPT OF TRAFFIC MANAGEMENT PLAN

1. Reduction of traffic load along Marcos Highway by using several primary and secondary tributary streets as alternate routes (traffic rerouting),
2. Road improvement and repairs,
3. Information dissemination,
4. Designation of traffic enforcers on affected routes,
5. Using directional and informative signs on alternate routes.

DETAILS OF THE PLAN

The implementation of the traffic plan entails the clearing of obstructions along the alternate routes, patching of roads pavements, corresponding information drives, setting up directional and informative signs along the routes, coordination with traffic police and use of trained civilian traffic enforcers.

A. Reduction of traffic load along Marcos Highway

The main concept of the scheme is to reduce traffic load plying through Marcos Highway by providing alternative routes for vehicular traffic coming from Antipolo, Angono, Taytay and Cainta bound for Metro Manila and vice versa. The alternative route proposed is the use of Sumulong Highway, Gil Fernando Avenue, Felix Avenue, by using several primary and secondary tributary streets. The following alternative routes shall be set up:

1. Vehicles coming from Antipolo City and going to Quezon City may use Sumulong Highway and J.P. Rizal.
2. Vehicles coming from Cogeo and going to Quezon City may use Sumulong Highway and J.P. Rizal.
3. Vehicles coming from Antipolo City, Binangonan, Taytay and Cainta going to Quezon City may use Ortigas Avenue and right turn to C-5 or pass through Felix Avenue, Karangalan Village/Magsaysay Street from Pasig City then Manalo Bridge to C-5 Road.
4. Vehicles plying through Marcos Highway from Cainta and Antipolo City may turn right at Gil Fernando Avenue and use secondary roads, Barangay San Roque and Calumpang Streets en route to Quezon City and Makati City via Tayug Street, Marcos Bridge and Macapagal Bridge.

5. Vehicles coming from Filinvest Subdivision going to Quezon City and Makati City may use Sumulong Highway pass through J.P. Rizal, Marikina City.
6. Vehicles coming from Barangay Calumpang going to Makati City may use Amang Rodriguez Avenue.
7. Vehicles coming from Midtown Subdivision and Barangay San Roque going to Makati may use F. Mariano Avenue/Dela Paz.

B. Road Improvement and Repairs

The bad conditions of roads are contributing factors to problems pertaining traffic and has great effect to our economy. The impasse may be resolved by road repairs, patching of potholes of the identified alternative routes.

C. Information Dissemination

Consultations and proper coordination with community leaders through Barangay Chairmen in their respective areas informing of the plans is a necessity, while private subdivisions developers and owners through their respective homeowners association will be duly informed of the traffic plan.

Consultations with community leaders and Homeowners Association will be a continuing program to ensure that the traffic plan is effectively enforced and carried out on areas herein mentioned.

D. Designation of Traffic Enforcers

Properly trained traffic enforcers will be mobilized to ensure smooth flow of traffic on the designated locations.

E. Using Directional Signs or Informative Signs along Alternative Routes

Corresponding directional and informative signs shall be placed along the alternative routes to aid the motorists plying them. The map of the traffic routes shall be provided by the proponent to affected Local Government Units, Barangays, subdivisions, etc.

CONCLUSION

This Traffic Management Plan was conceived after careful planning, dialogues, consultations and meetings with community leaders and officials of various branches of government. It is not delimited to ensure the smooth implementation of the project, but is actually aimed at the permanent easing of vehicular traffic plying the Marcos Highway. Its implementation would enhance the use of otherwise idle secondary streets, to accommodate the rising volume of vehicular traffic in the area. Its adoption for use in the project is just a prelude to the subsequent improved utility of secondary streets in the project area.

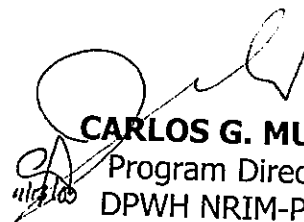
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