

# 'Build, Build, Build':

## INFRASTRUCTURE WELL SPENT

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When Binibining Pilipinas contestant number 35 Sandra Lemonon was asked by a pageant judge "What are your insights on the government's "Build, Build, Build" program?," she stood tall and with all honesty answered, "Actually you know what, I studied so much for this Q&A, but sadly that's something that I don't know really much about. But at least I'm here trying to answer a good question. Thank you."



Sandra is definitely not the only one who is not aware of the government program. Three out of 10 people I addressed the same question to, said they never heard of government's "Build, Build, Build" program.

Maybe, it could be the lack of public dissemination on the government side? So this is what I gathered on the current administration's so-called "Build, Build, Build" master infrastructure program.

"Build, Build, Build" is the boldest, most ambitious, six-year infrastructure program by President Rodrigo Duterte's administration.

This P8.4-trillion project includes the building of new cities like the New Clark City; new airports and upgrading of old ones; the Manila-Clark railway system, railway systems in Mindanao and South Luzon; the mega Manila subway system; bridges and expressway systems.

### Luzon Spine Expressway Network

The Luzon Spine Expressway Network is composed of 22 interconnected expressways, eight of which already exist.

Twelve are ongoing, and two are almost done. When all are linked, travel time from La Union in the north, to Bicol in the south, would be greatly cut from 20 hours to only 8 hours.

Recently completed is the NAIA-X (NAIA Expressway), which is a 4-lane elevated expressway. It provides access to NAIA Terminal 1, 2 and 3 and interfaces with the Skyway and Cavite.

Aside from the main viaduct, there are 13 entry and exit ramps as well as three connecting ramps.

The NAIA Expressway alignment follows the existing road along Sales Avenue, Andrews Avenue, Electrical Road, above Paranaque River and NAIA Road.

Nearing completion is the NLEX Harbor Link. The project involves the 21.65-km extension of the NLEX from Mindanao Avenue, Quezon City to the C-3 (Circumferential Road 3) in Caloocan City and to Com-

monwealth Avenue in Quezon City. When completed, travel time from Manila to Quezon City will be reduced from 1 hour and 30 mins to only 20 minutes.

At the home stretch of its completion is the TPLEX (Tarlac-Pangasinan-La Union-Expressway). The completion date of the final section from Pozorrubio, Pangasinan to Rosario, La Union is set for the end of 2018.

Expressways completed by 2020 • Metro Manila Skyway Stage 3

The Metro Manila Skyway Stage 3 Project (MMSS3), also called the NLEX-SLEX Connector, is an elevated expressway stretched in its entirety over Metro Manila from Buendia, Makati City to Balintawak, Quezon City with a length of about 17.38 kms. with some improvement in the selected at-grade sections.

The MMSS3 Project will connect the South Luzon Expressway and the North Luzon Expressway (NLEX), and intends to decongest main thoroughfares in the central Metro Manila area, particularly Edsa.

The elevated expressway is designed to ease traffic through the eight access ramps/interchanges strategically located as follows: Buendia Avenue, (South Superhighway, Makati City), Pres. Quirino Avenue, (Malate, Manila), Plaza Dilao (Paco, Manila), Nagtahan/Aurora Boulevard (Manila), E. Rodriguez Avenue (Quezon City), Quezon Avenue (Quezon City), Sgt. Rivera St. (Quezon City) and NLEX.

Some sections of Skyway Stage 3 are estimated to open by the third quarter this year.

We should expect traffic to ease on Pres. Sergio Osmeña Highway (formerly known as South Super Highway) at the Sen. Gil Puyat junction as soon as the Quirino Avenue on and off ramps become accessible.

• The Southern Luzon Expressway-Toll Road 4

The Southern Luzon Expressway-Toll Road 4 (SLEXTR4) will extend the SLEX from Sto. Tomas, Batangas all the way to Lucena, Quezon.

The four-lane, 58-kilometer expressway project is seen to make travel to and from Southern Tagalog provinces such as Batangas, Laguna, Quezon, and Bicol, faster and safer.

The project is expected to cut travel time between Sto. Tomas and Lucena from the usual four hours to just one hour.

The project is divided into five sections: Section 1 covers Sto. Tomas, Batangas to Macban Laguna; Macban, Laguna to San Pablo, Laguna; San Pablo, Laguna to Tiaong, Quezon; Tiaong to Candelaria, Quezon, and Candelaria to Lucena City, Quezon.

• More Bridges

The Metro Manila Logistics Network is made up of 12 bridges that will be built across the Pasig River, Marikina River, and Manggahan Floodway to complement 26 existing bridges that cater to about 1.3 million automobiles daily.

Included in the network is the Bonifacio Global City (BGC)-Ortigas Center Link Road Project, a 4lane bridge across Pasig River connecting Lawton Avenue in Makati City and Sta. Monica Street in Pasig City and a viaduct structure traversing Lawton Avenue onwards to the entrance of Bonifacio Global City.

When completed, travel time between BGC and Ortigas Center will be shortened to 12 minutes.

If all this taxpayers money is spent on infrastructure of enormous proportions and the end result is to reduce economic losses due to traffic congestion, I'm all for it.

If it promotes economic development, business expansion and tourism in and outside Metro Manila, I'm for it.

If it increases safety and security during travel, I'm for it!

If it reduces Vehicle Operating Costs (gasoline expenses, etc.), I'm for it.  
Build! Build! Build! Let's all move forward. The future looks bright.