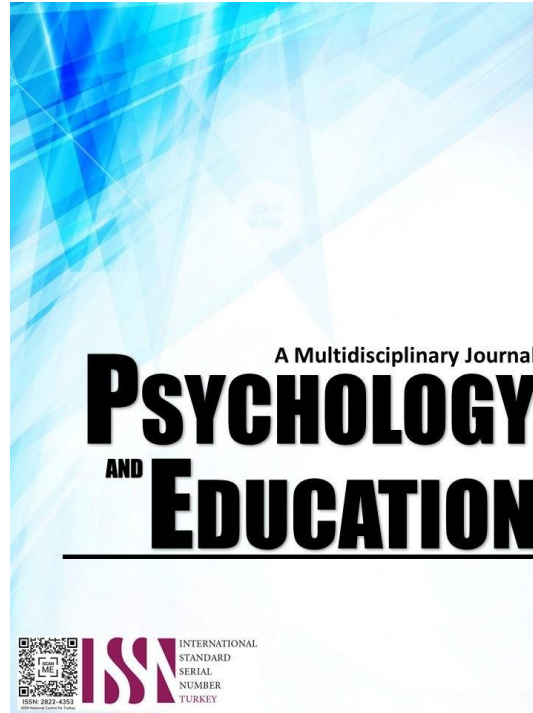


# PERCEIVED BENEFITS OF THE COMPLETION OF ROMA POINT BRIDGE TO THE SELECTED RESIDENTS OF ALABAT ISLAND



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## Perceived Benefits of the Completion of Roma Point Bridge to the Selected Residents of Alabat Island

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### Abstract

This study aimed to determine the perceived benefits of the completion of Roma point bridge to the selected residents of Alabat island. It determined the profile of the respondents in terms of age, sex, and address. The researcher used descriptive method of research. This study employed quota random sampling design. Under this procedure, the researcher considered using one hundred sixty (160) respondents from Alabat island and Lopez Quezon to get the 160% of the respondents. Majority of the respondents are male. This study found out that the average mean of 4.26 interpreted as Strongly agree indicated most of the respondents strongly agreed on the perceived benefits to the completion of Roma point bridge in terms of travel time. Likewise, the average mean of 4.55 interpreted as Strongly agree, indicated that most of the respondents strongly agreed on the perceived benefits to the completion of Roma point bridge in terms of economic activities. The average mean of 4.04 interpreted as Agree, indicated that most of respondents agreed on the perceived benefits to the completion of Roma point bridge in terms of lifestyle. The average mean of 3.43 interpreted as Agree, indicated that most of respondents agreed on the perceived benefits to the completion of Roma point bridge in terms of health. The average mean of 4.63 interpreted as Strongly agree, indicated that most of respondents strongly agreed on the perceived benefits to the completion of Roma point bridge in terms of tourism. Based from the results of Kruskal Wallis H-test the null hypothesis in terms of age and sex are accepted, which means that there is no significant difference on the perceived benefits of the completion of bridge to the selected residents of Alabat Island when respondents are grouped by age and sex. However the null hypothesis in terms of address is rejected which means that there is a significant difference on the perceived benefits of the completion of bridge to the residents of Alabat Island when respondents are grouped according to address. From the result of this study, the following were recommended; LGU Provincial may continue working on the monitoring and follow-up for the completion of the Roma point bridge for the benefits of the residents in Alabat Island and nearby towns, LGU Municipality may boost trade and investments, which in turn increase economic growth in local government units by improving access to transportation infrastructure, Community may help them to create job opportunities for local workers. Boosting the economy this will be able to travel and trade for transportation of goods and people over various obstacle, Travelers may travel and connect different towns can reduce travel time and for future researchers they may conduct parallel study using other variables not discussed in the present study using larger population for more viable results.

**Keywords:** *benefits of the completion of bridge, bridge, boost economic growth improved travel time*

### Introduction

The bridge construction is carefully planned process that consider a number of factors such as the need for transportation, cost-effectiveness, and material choices, as well as social and cultural aspect. Building a secure and a long lasting infrastructure that benefits people and foster growth and development. Every country needs bridge infrastructure to carry out wide range of tasks pertaining to social advancement and service. Since it connects two destinations, the transportation system became integral aspect of the infrastructure. Bridges serves as essential parts of facilitating the movement of people and this increased efficiency leads to increased trade and investment as it becomes easier for businesses to move their products and services across ocean. It is safer to travel by land than by sea transportation. Alabat island people rely on sea transportation to get to nearby towns. The only problem is that when bad weather and strong waves come then it became hard for them to cross the sea.

Bridges not only serve as a means of transportation but also have a significant economic impact on communities. Connecting people to job, goods, and services, bridges facilitate trade and commerce and enhance economic growth. Bridges also promote tourism, attracting visitors to local attraction and stimulating local economies. Fastercapital.com (2024).

The researcher always observes the possible benefits of the bridge that can be helpful for the people to solve the problem of the town. One of them is the boat transportation in the presence of bad weather condition that affected the work, students and travel of products to another place. And it is a way to further recognize or develop the economy of Alabat Island.

The researcher was prompted to conduct this study in order to determine the perceived benefits of the completion of Roma Point bridge to the residents of Alabat Island.

### Research Questions

This study aimed to explain the perceived benefits of the completion of Roma point bridge to the selected residents of Alabat Island. Specifically, it sought to answer the following questions;

1. What is the profile of the respondents in terms of;
  - 1.1 age;
  - 1.2 sex; and
  - 1.3 address?
2. What are the perceived benefits of the completion of Roma point bridge to the selected residents of Alabat Island in terms of;
  - 2.1 travel time;
  - 2.2 economic activities;
  - 2.3 lifestyle;
  - 2.4 health; and
  - 2.5 tourism?
3. Is there any significant difference on perceived benefits of the completion of Roma point bridge to the selected residents of Alabat Island when the respondents are grouped according to profile?

## Methodology

### Research Design

This study will use descriptive survey method to collect data for perceived benefits of the completion of Roma point bridge to the selected residents of Alabat island. The researcher will use a research made-questionnaire as an instrument. Based on the result the researcher will be able to determine the details of the study.

As cited by McCombes, S., (2023). The goal of descriptive research is to precisely and methodically characterise a population, circumstances or phenomena. It can respond to inquires about what, where, when, and how, but not why. Numerous research technique can be applied in descriptive research design to examine one or more variables. In contrast to experimental research, here the variables are merely observed and measured no controls or manipulations are made.

### Respondents

The researcher selected 160 residents through quota sampling who live in Quezon, Alabat, Perez and Lopez Quezon near the construction of bridge. S.Y 2024-2025. The quota sampling selection will be used in this study.

According to Julia Simkus (2023), Through quota sampling, a non-probability sampling technique, the researcher chooses participants according to predetermined criteria, guaranteeing that the traits are represented proportionately to their frequency in the community. Without random selection within each stratum, it functions similarly to stratified sampling. Because non-probability sampling does not use random selection but rather subjective sample selection, not every member of the population has an equal chance of being included. To establish subgroups of individuals that reflect traits of the target population overall, researchers will give quotas to a group of people.

### Instrument

The researcher will used a research-made questionnaire as a research instrument. The survey questionnaire have two parts. Part I covered the general information of the respondents including the age, sex, and address. Part II included the perceived benefits of the completion of Roma point bridge to the selected residents of Alabat island of the selected residents using travel time, economic activities, and lifestyle, health and tourism. The questionnaire is a likert scale of, 5 – Very Much Agree (VMA), 4 – Agree (A), 3 – Moderately Agree (MA), 2 – Disagree (D), 1 – Strongly Disagree (SD) for identifying the perceived benefits of the completion of Roma point bridge to the selected residents of Alabat island.

A pilot testing using Cronbach's Alpha was conducted to twelve (12) respondents of the study. At Brgy 5, Quezon, Quezon. This will determine the internal consistency of the research instrument. If the result is 0.70 and above it is acceptable.

The result was conducted at Brgy 5, Quezon, Quezon the pilot testing result in travel time is 1.11, interpreted as excellent, economic activities result was 1.15 interpreted as excellent, lifestyle was 1.07 interpreted as excellent, health was 0.98 interpreted as excellent and tourism was 1.18 interpreted as excellent.

### Procedure

After Pilot Testing. Prior to the conduct of the study, the researcher sent a letter to the mayors of Quezon, Alabat, Perez and Lopez. Upon approval, the researcher will administrated the instrument to the target respondents.

In administering the questionnaire, the residents response were given enough time to answer the questions. After data gathering, the researcher will collected them for tallying the scores and to applied the statistical treatment used in the study.

The descriptive research design method using likert scale was used in order to rate the perceived benefits of the completion of Roma point bridge to the selected residents of Alabat island. Data was gathered through "Quota Sampling" both male and female respondents in Alabat island was selected to fill the questionnaire. Data were gathered through face-to-face survey following safety health protocols to prevent the spread of the virus.

## Data Analysis

In this study, the researcher used statistical measures to treat the collected data. All the data will be carefully read and examined for analysis. They were tallied and entered into a master list of the data collection sheet. Percentage and Frequency were used to interpret the profile of the respondent.

To get the weighted mean to describe the items in the indicators, the researcher will be used the formula (Calmorin, 2007; 116-118). The computed mean were interpreted based on Likert Scale. To test the significant difference of three or more means, the researcher used the Kruskal-Wallis for non-parametric test.

## Results and Discussion

This chapter shows the presentation, analysis, and interpretation of the gathered data from the respondents. The data were presented in the tabular form followed by its descriptive analysis. The interpretation of the data were also provided to elaborate the data from the table.

Table 1. *Frequency and Percentage Distribution of the Respondents According Age*

Age	Frequency	Percentage (%)	Rank
11-15 years old	0	0	9
16-20 years old	21	21	3
21-25 years old	27	27	2
26-30 years old	17	17	5.5
31-35 years old	19	19	4
36-40 years old	15	15	8
41-45 years old	16	16	7
46-50 years old	17	17	5.5
51 years old and above	28	28	1
TOTAL	160	160	

Table 1 presents the age distribution of the respondents. Of the total, none (0%) were between 11-15 years old, 21 individuals (21%) were aged 16-20, 27 individuals (27%) were aged 21-25, 17 individuals (17%) were aged 26-30, 19 individuals (19%) were aged 31-35, 15 individuals (15%) were aged 36-40, 16 individuals (16%) were aged 41-45, 17 individuals (17%) were aged 46-50, and 28 individuals (28%) were 51 years old or above. This indicates that most respondents belong to the 51-year-old and above age group, as they represent the highest frequency and percentage.

Mahmud & Sawada (2018) offers insights on the impact of infrastructure projects across different age groups. In their study of the Jamuna multipurpose bridge in Bangladesh, they observed that the construction of the bridge led to varied effects on employment transitions based on age groups. They found that older individuals, closer to retirement age, were less likely to shift from agriculture to non-farming jobs compared to younger populations.

This indicates that infrastructure projects, like bridges, can have different socioeconomic impacts depending on the age of the residents in the surrounding areas. This supports the idea that the perceived benefits of infrastructure projects may vary with age, as different age groups often experience differing levels of mobility, employment opportunities, and economic priorities.

Table 2. *Frequency and Percentage Distribution of the Respondents According to Sex*

Sex	Frequency	Percentage (%)	Rank
Male	85	85	1
Female	75	75	2
TOTAL	160	160	

Table 2 displays the distribution of respondents by sex. Male respondents had a frequency of 85, representing 85%, while female respondents had a frequency of 75, accounting for 75%. This indicates that most of the respondents are male.

Fattah et al. (2021), which evaluated the socio-economic impacts of the Khan Jahan Ali Bridge in Bangladesh revealed that infrastructure projects often have gendered impacts, where men, particularly those involved in construction, transportation, and commerce, tend to benefit more directly from the job opportunities and economic activities that arise from bridge completion.

In contrast, women may benefit indirectly through improved household conditions, access to markets, and services, but they are often overlooked in sectors that see the immediate economic benefits.

Table 3 presents the distribution of respondents based on their address. The data shows that 40 respondents (40%) reside in Alabat, 40 (40%) in Lopez, 40 (40%) in Perez, and 40 (40%) in Quezon. This indicates an equal distribution of respondents across these four localities.

Table 3 *Frequency and Percentage Distribution of the Respondents According Address*

Section	Frequency	Percentage (%)	Rank
Quezon	40	40	2.5
Alabat	40	40	2.5
Perez	40	40	2.5
Lopez	40	40	2.5
TOTAL	160	160	

Chu, Zou, et al. (2021), which investigated the socio-economic impacts of the Hangzhou Bay Bridge on surrounding urban areas using Interrupted Time Series Analysis (ITSA) found that infrastructure projects like bridges can affect various localities differently based on their geographical position and local economic activities. To ensure a balanced understanding of these impacts, Chu et al. also employed a sampling strategy that evenly represented communities from different regions around the bridge.

Table 4. *Respondents Assessment on the Perceived Benefits of the Completion of Roma Point Bridge in terms of Time Travel*

Indicators	Average Mean	Verbal Interpretation	Rank
1. The construction of the bridge would significantly reduce of my travel time.	3.39	Agree	5
2. I can travel using smaller vehicles even if there are big waves in the sea.	4.51	Very Much Agree	2
3. The construction of the bridge is safer than sea transportation.	4.16	Agree	4
4. There will be positive impact on my daily commute or travel experience.	4.80	Very Much Agree	1
5. The construction of the bridge can help the residents to travel anytime.	4.46	Ver Much Agree	3
Grand Mean	4.26	Very Much Agree	

Legend: Strongly Disagree (1.0-1.80), Disagree (1.81-2.60), Moderately Agree(2.61-3.40), Agree(3.41-4.20), Very Much Agree (4.21-5.0).

Table 4 presents the perceived benefits of the completion of Roma point bridge to the selected residents of Alabat Island in terms of travel time. The respondents strongly agree that there will be a positive impact on their daily commute or travel experience shown by the highest mean of 4.80. However, the respondents agree that the construction of the bridge would significantly reduce their travel time shown by the lowest mean of 3.39. The average mean is 4.26, interpreted as “strongly agree”.

The results show that most respondents strongly agree that the bridge will greatly improve their overall travel experience, with many expecting smoother and more convenient commutes due to better connectivity on Alabat Island and nearby areas. Although the respondents are enthusiastic about the bridge's benefits, the data also indicates that they have more cautious expectations about reducing travel time, possibly due to concerns about traffic or maintenance. Overall, it indicates that the respondents clearly support the bridge completion, recognizing the positive impact it will have on convenience and mobility in their daily lives.

Charles-Edwards, Bell, and Corcoran (2014) examined the effects of the Eleanor Schonell Bridge on the University of Queensland's St Lucia Campus and found that the bridge improved transportation and caused significant changes in travel patterns. This is comparable to the anticipated impact of the Roma Point Bridge on Alabat Island.

Table 5. *Respondents Assessment on the Perceived Benefits of the Completion of Roma Point Bridge to the Selected Residents of Alabat Island terms of Economic Activities*

Indicators	Average Mean	Verbal Interpretation	Rank
1. The presence of the bridge have impact on local business and tourism.	4.58	Very Much Agree	2
2. The construction of the bridge would encourage more people to visit tourist attractions.	4.53	Very Much Agree	3
3. The construction of the bridge have impact on tourism and other economic activities.	4.46	Very Much Agree	5
4. The construction of the bridge will be attracting more business and investments in the municipality.	4.48	Very Much Agree	4
5. The construction of the bridge will have job opportunity to the people.	4.68	Very Much Agree	1
Grand Mean	4.55	Very Much Agree	

Legend: Strongly Disagree (1.0-1.80), Disagree (1.81-2.60), Moderately Agree(2.61-3.40), Agree(3.41-4.20), Very Much Agree (4.21-5.0).

Table 5 presents the perceived benefits of the completion of Roma point bridge to the selected residents of Alabat island in terms of economic activities. The respondents strongly agree that construction of the bridge will have job opportunities for the people evidenced by the highest mean of 4.68. However, the respondents also agree that the presence of the bridge has impact on local business and tourism evidenced by the lowest mean of 4.46. The average mean is 4.55, interpreted as “strongly agree”.

The findings demonstrate that Alabat Island residents have high expectations for the Roma Point Bridge's economic benefits. The residents strongly believe that the bridge will create many jobs, particularly through construction, increased trade, and related industries. However, the data suggests that while residents anticipate the bridge to help local businesses and tourism, they are somewhat more cautious about how much it will benefit these areas. Overall, the data indicates strong community support for the bridge, with

expectations of positive economic impacts. Policymakers should focus on maximizing job creation and ensuring that local businesses and tourism are fully benefited from the new infrastructure.

Charles-Edwards, Bell, and Corcoran (2014) examined the effects of the Eleanor Schonell Bridge on the University of Queensland's St Lucia Campus and found that the bridge improved transportation and caused significant changes in travel patterns. This is comparable to the anticipated impact of the Roma Point Bridge on Alabat Island.

Table 6. *Respondents Assessment on the Perceived Benefits of the Completion of Roma Point Bridge to the Selected Residents of Alabat Island in terms of Lifestyle*

Indicators	Average Mean	Verbal Interpretation	Rank
1. The construction of bridge making it possible to ship raw material and finished goods to factories, suppliers, distributor and stores.	4.79	Very Much Agree	1
2. The safety of my family is secured when the bridge is built.	2.99	Moderately Agree	5
3. Having a personal vehicle for the transportation.	3.94	Agree	4
4. The presence of bridge would be useful for the tourists to adapt the culture and traditions of the places.	4.28	Very Much Agree	2
5. The presence of bridge will enhance the lifestyle of people, making it an attractive place to live.	4.20	Agree	3
Grand Mean	4.04	Agree	

Legend: Strongly Disagree (1.0-1.80), Disagree (1.81-2.60), Moderately Agree(2.61-3.40), Agree(3.41-4.20), Very Much Agree (4.21-5.0).

Table 6 presents the perceived benefits of the completion of Roma point bridge to the selected residents of Alabat island in terms of lifestyle. The respondents strongly agree that the construction of the bridge will make it possible to ship raw material and finished goods to factories, suppliers, distributors and stores as shown by the highest mean of 4.79. Though, the respondents moderately agree that the safety of their family is secured when the bridge is built as shown by the lowest mean of 2.99. The average mean is 4.04, interpreted as “agree”.

Residents of Alabat Island strongly believe that the Roma Point Bridge will improve the transportation of goods enabling trade and business to be easier and beneficial to the community. However, they have some concerns about family safety once the bridge is built such as increased traffic or crime. Overall, the community is positive about the bridge's benefits, but they feel that safety issues need to be addressed.

Gautam, S. (2020) explored how road bridges improve access to medical services and reduce transportation costs in rural Nepal. This finding aligns with the lifestyle benefits expected by residents of Alabat Island, who believe that the Roma Point Bridge will improve accessibility and convenience in daily life.

Table 7. *Respondents Assessment on the Perceived Benefits of the Completion of Roma Point Bridge to the Selected Residents of Alabat Island in terms of Health*

Indicators	Average Mean	Verbal Interpretation	Rank
1. The construction of the bridge can be designed to promote mental well-being and reduce stress.	4.14	Agree	2
2. The construction of the bridge will speed up the patient's arrival at the hospital during an emergency.	2.63	Moderately Agree	5
3. The construction of the bridge can be a place to do exercises.	3.19	Moderately Agree	3
4. The construction of the bridge have quick response of the emergency service at the time of the accident.	2.79	Moderately Agree	4
5. The construction of the bridge may lead to the speedy arrival of medical supplies.	4.40	Agree	1
Grand Mean	3.43	Agree	

Legend: Strongly Disagree (1.0-1.80), Disagree (1.81-2.60), Moderately Agree(2.61-3.40), Agree(3.41-4.20), Very Much Agree (4.21-5.0).

Table 7 presents the perceived benefits of the completion of Roma point bridge to the selected residents of Alabat island in terms of health. The respondents agree that the construction of the bridge may lead to the speedy arrival of medical supplies, evidenced by the highest mean of 4.40. Meanwhile, the respondents moderately agree that construction of the bridge will speed up the patient's arrival at the hospital during an emergency evidenced by the lowest mean of 2.63. The average mean is 3.43 interpreted as “agree”.

Residents strongly agree that the bridge will help speed up the arrival of medical supplies, improving healthcare services and community well-being. Furthermore, residents moderately agree that the bridge will speed up patient transport in emergencies, reflecting concerns about possible delays or challenges in urgent healthcare situations. The average mean suggests that the residents are generally positive but cautious, particularly about emergency transport. While the bridge is expected to improve healthcare access, more focus is needed on emergency services.



Charles-Edwards, E., Bell, M., & Corcoran, J. (2014) explored the impact of bridge construction on access and connectivity in Queensland. The opening of the Eleanor Schonell Bridge improved travel times, which could be related to the expectation that Roma Point Bridge would speed up medical supply deliveries. This improvement in transportation and logistics can significantly enhance access to essential healthcare services, which aligns with the respondents' perceived benefits regarding the speedy arrival of medical supplies.

Table 8. *Respondents Assessment on the Perceived Benefits of the Completion of Roma Point Bridgen to the Selected Residents of Alabat Island in terms of Tourism*

Indicators	Average Mean	Verbal Interpretation	Rank
1. The construction of the bridge may discover the beauty of the island.	4.56	Very Much Agree	4
2. The construction of the bridge will attract more people who will participate in festivals and fiesta.	4.46	Very Much Agree	5
3. The construction of the bridge will affect the income of business will grow even more.	4.61	Very Much Agree	2.5
4. The construction of the bridge may bring more vloggers that will promote the beauty of the places.	4.90	Agree	4
5. The construction of the bridge will attract tourist to buy the products of the places.	4.61	Very Much Agree	2.5
Grand Mean	4.63	Very Much Agree	

Legend: Strongly Disagree (1.0-1.80), Disagree (1.81-2.60), Moderately Agree(2.61-3.40), Agree(3.41-4.20), Very Much Agree (4.21-5.0).

Table 8 presents the perceived benefits of the completion of Roma point bridge to the selected residents of Alabat island in terms of tourism. The respondents strongly agree that construction of the bridge may bring more vloggers that will promote the beauty of the places by the highest mean of 4.90. However, the respondents strongly agree that the construction of the bridge will attract more people who will participate in festivals and fiesta evidenced by the lowest mean of 4.46. The average mean is 4.63, interpreted as “strongly agree”.

Residents strongly agree that the bridge will may bring more vloggers that will promote the beauty of the places making the island more popular for tourists. Residents also believe that the bridge will attract more visitors to local festivals and events, boosting cultural tourism and the local economy. Overall, residents are very positive about the bridge’s impact on tourism, expecting more visitors, economic benefits, and job opportunities.

Jeong et al. (2019) explored the impact of sea-crossing bridges on tourism in South Korea and found that bridge infrastructure can lead to increased tourist inflow and development of tourism facilities. This supports Alabat residents' view that the bridge will stimulate tourism by attracting more participants to festivals and fiestas.

Table 9. *Summary Table on the Perceived Benefits of the Completion of Roma Point Bridge to the Selected Residents of Alabat Island*

Perceived Benefits of the Completion of Roma Point Bridge to the Selected Residents of Alabat Island	Average Mean	Verbal Interpretation	Rank
Travel Time	4.26	Very Much Agree	3
Economic Activities	4.55	Very Much Agree	2
Lifestyle	4.04	Agree	4
Health	3.43	Agree	5
Tourism	4.63	Very Much Agree	1
Average Mean	4.18	Agree	

Legend: Least Agree (1.0-1.80), Less Agree (1.81-2.60), Moderately Agree(2.61-3.40), Agree(3.41-4.20), Very Much Agree(4.21-5.0).

Table 9 presents the summary table on the perceived benefits of the completion of Roma Point Bridge to the selected residents of Alabat Island. It revealed that the respondents strongly agree, that the construction of the bridge will help the tourism with the highest average mean of 4.63. Meanwhile, the respondents agree that Roma point bridge has the least impacts in health evidenced by the lowest average mean of 3.43.

The data implies that residents strongly agree that the completion of Roma point bridge will greatly boost tourism, bringing more visitors and helping local businesses. While there are some health benefits, residents do not anticipate that the bridge will make a significant difference in healthcare, such as access to hospitals or emergencies. Overall, the residents agree that the bridge will have positive effects, particularly for tourism.

Jeong et al. (2019) examined the impact of sea-crossing bridges in South Korea, finding that improved street networks and traffic flow after bridge construction led to increased tourism. Similarly, Kunst and Klarić (2021) observed that the Pelješac Bridge in Croatia opened new areas to tourism, emphasizing the significant economic boost bridges can provide to local tourism economies. These findings align with the Roma Point Bridge study, where respondents strongly agreed that the bridge would positively impact tourism.

Supporting this, Borger et al. (2019) on Denmark's Great Belt Bridge, and Chu et al. (2021) on the Hangzhou Bay Bridge, found that bridge construction often stimulates economic activities, including tourism, real estate, and business productivity. These studies emphasize how bridges enhance accessibility and drive economic growth, further supporting the Roma Point Bridge's perceived benefits for tourism.

However, Guatam's (2020) study of road bridges in Nepal showed that while bridges can improve access to medical services, health benefits are often limited without adequate healthcare infrastructure. This aligns with the Roma Point Bridge findings, where residents perceive a lower impact on healthcare compared to tourism. Consequently, while the bridge will likely boost tourism and economic activities, its health benefits may be strained without further healthcare improvements.

Table 10. *Significant Difference on the Perceived Benefits of the Completion of Roma Point Bridge when Respondents are Grouped According to Age*

Groups	N	Median	df	$\chi^2(H\text{ value})$	$\chi^2_c(\text{Critical Value})$	Significant Level	P-value	Decision
16-20 y/old	21	4.32	7	8.649	14.067	0.05	0.279	Accept Ho
21-25 y/old	27	4.16						
26-30 y/old	17	4.08						
31-35 y/old	19	4.00						
36-40 y/old	15	4.00						
41-45 y/old	16	4.10						
46-50 y/old	17	3.84						
51 y/old & above	28	4.04						

Table 10 determines the significant differences on the perceived benefits of the completion of Roma point bridge to the selected residents of Alabat Island when respondents are grouped according to age. Since the H value of 8.649 is lower than the critical value of 14.067 and the p-value of 0.279 is greater than 0.05 level of significance, it failed to reject the null hypothesis. This suggests that there is no significant difference in the responses of different age groups toward the perceived benefits of the completion of Roma point bridge.

The lack of significant differences suggests that age is not a crucial factor in shaping public opinion about the bridge benefits. Therefore, planners and decision-makers may not need to create age-specific campaigns or communications. The fact that individuals across all age groups share similar views can be a sign that the community has uniform perception. Planners can focus on a more general communication strategy, addressing the community rather than coordinating messages to different age groups. This reduces the complexity of the project's outreach and could save time and resources.

A study by Mahmud & Sawada (2018) on Bangladesh's Jamuna Multipurpose Bridge found similar results. Although different age groups had varying experiences, overall, the bridge was positively accepted across all demographics. This suggests that large infrastructure projects, like bridges, often generate positive opinions regardless of age, which aligns with the case of the Roma Point Bridge.

Table 11 reveals the significant differences on the perceived benefits of the completion of Roma point bridge when respondents are grouped according to sex. Since the H value of 0.003 is lower than the critical value of 3.841 and the p-value of 0.956 is greater than 0.05 level of significance, it failed to reject the null hypothesis. This suggests that there is no significant difference in the responses of male and female residents toward the perceived benefits of the completion of Roma point bridge. This means that both male and female respondents have similar views on the bridge's benefits.

Table 11. *Significant Difference on the Perceived Benefits of the Completion of Roma Point Bridge when Respondents are Grouped According to Sex*

Groups	N	Median	df	$\chi^2(H\text{ value})$	$\chi^2_c(\text{Critical Value})$	Significant Level	P-value	Decision
Male	85	4.08	1	0.003	3.841	0.05	0.956	Accept Ho
Female	75	4.04						

Since both men and women have similar perspectives toward the benefits of completion of the bridge, planners don't need to create separate messages for each gender. This indicates that both groups are generally supportive in the completion of the bridge, which may help in advancing the project smoothly.

This finding aligns with a study by Charles-Edwards, Bell, & Corcoran (2014) on the Eleanor Schonell Bridge on the community at the University of Queensland and found out that the bridge's benefits were evenly shared among different demographic groups, regardless of gender. This further confirms that gender is not a key factor in shaping public opinion on the Roma Point Bridge.

Table 12 shows the significant differences on the perceived benefits of the completion of Roma point bridge when respondents are grouped according to their address. Since the H value of 25.066 is greater than the critical value of 7.815 and the p-value of 0.001 is less than 0.05 level of significance, the null hypothesis is rejected. This suggests that there is a significant difference in the responses of residents from different localities toward the perceived benefits of the completion of Roma point bridge. This suggests that people



from different areas have different opinions about the bridge's benefits.

Table 12. *Significant Difference on the Perceived Benefits of the Completion of Roma Point Bridge when Respondents are Grouped According to their Address*

Groups	N	Median	df	$\chi^2$ (H value)	$\chi^2_c$ (Critical Value)	Significant Level	P- value	Decision
Alabat	40	4.10	3	25.066	7.815	0.05	0.001	Reject Ho
Lopez	40	3.84						
Perez	40	4.24						
Quezon	40	4.30						

Since residents' opinions vary depending on where they live, planners must develop communication strategies that address the specific concerns or priorities of each locality. A single, broad approach may not be effective, as some areas may support the bridge completion more than others. Certain places may need extra attention to understand their concerns or emphasize the benefits the bridge can bring, such as better transportation or economic growth. It is important to understand why these views differ and may be related to factors such as proximity to the bridge or its perceived benefits or disruptions.

Borger, Mulalic, & Rouwendal (2019) examined the Great Belt Bridge in Denmark and found that businesses near the bridge, particularly in construction and retail, benefited more than those farther away. This supports the idea that residents living closer to the Roma Point Bridge might perceive more direct economic benefits, while those farther away might not see as much benefit. Similarly, Fattah et al. (2021) stressed the Khan Jahan Ali Bridge's positive impact on local businesses and job opportunities, especially in nearby communities. The bridge created significant economic changes for those in proximity, aligning with the findings in Table 12 that perceptions of the bridge's benefits differ based on locality.

## Conclusion

Based on the findings discussed in this research, the following conclusion were drawn:

Most of the respondents are fifty-one years old and above. Most of the respondents are males.

Residents of Alabat Island and, Lopez, Quezon agreed that there are benefits in the completion of the Roma Point bridge as to travel time, economic activities, lifestyle, health and tourism.

Respondents perception does not vary as to age and sex but varies according their address.

Based on the findings and conclusion in this study, the recommendation of the researcher made help the following,

To the LGU Provincial, they may continue working on the monitoring and follow-up for the completion of the Roma point bridge for the benefits of the residents in Alabat Island and nearby towns.

To the LGU Municipality, they may help to boost trade and investment, which in turn increase economic growth in local government units by improving access to transportation infrastructure. They may also provide a standby ambulance for ready for emergency proposes to reduce health problems.

To the Community, they may help them create job opportunities for local workers boosting the economy. This will be able to travel and trade for transportation goods and people over various obstacles.

To the Travelers, they may travel and connect different towns, this can reduce travel time making it easier for the travelers to travel anytime.

To the Future Researcher, they may conduct a parallel study using other variables not discussed in the present study using larger population for more viable result.

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