Appendix Table 4.5.5 Volume and Capacity of Intersections in 1987 and 1992, Taiz

									_		1 - 3		10.	1 1100	ièn-
	Node			Leng.		Int.	67.1.4	Adj.		Link V		LV87/			/Сар. ТОТ
Link	From	To	Dir.	(1(m)	Lane	Lane	wid.	Factor	/nr.	1987	1992	LV/¢	TOT	LV/C	101
					:				1390	576	771	A 41	0 413	0.557	0 667
151	53	10	2	30	1	1	12.9	0.96	1400	476				0.456	
145	. 53	18	1	17	1	1	9.7	0.97						_	
343	57	25	1	16	1	1	10.3	0.97	1398	398				0.383	
201	60	42	1	39	2	2	16.9	0.95	2756	580					
131	15	44	2.	17	1	1	13.0	0.96	1390	1086				1.050	1.030
131	. 44	45	1	17	1	1	13.0	0.96	1390	704		0.506		0.681	_
.301	63	45	1	27	1	2	0.0	0.94	2714	300		0.111		0.147	1 001
121	65	45	2	76	1	1	11.4	0.97	1395	1011				0.973	
23	53	52	2	48	2	2	17.3	0.95	2753	998				0.487	0.481
151	1.0	53	1	30	. 1	1	12.9	0.96	1390	790		0.568		0.763	_
145	18	53	2	17	1	1	9.7	0.97	1400	427		0.305		0.410	=-
23	52	53	- 1	48	2	2	17.5	0.95	2753	1114		0.405		0.543	-
22	54	53	2	20	2	2	18.2	0.95	2750	840				0.410	2.127
22	53	54	1	20	. 2	2	18.2	0.95	2750	1075		0.391		0.525	-
21	55	54	2	13	2	2	18.0	0.95	2750	840		0.305	-	0.410	-
511	104	54	1	22	: 1	1	0.0	0.94	1357	150	200	0.111	-	0.147	-
505	105	54	1	22	1	1	0.0	0.94	1357	. 150				0.147	1.230
21	54	55	1	13	2 .	2	18.0	0.95	2750	1075	1444	0.391	-	0.525	-
20	56	55	2	10	2	2	18.0	0.95	2750	1502	2017	0.546	-	0.733	-
221	103	55	1	24	0	0	0.0	0	0	0	0	0.000	0.937	0.000	1.259
20	55	56	1	10	2	2	18.0	0.95	2750	1585	2129	0.576	-	0.774	-
19	57	56	2	10	2	2	18.0	0.95	2750	1502	2017	0.546	1.123	0.733	1.508
222	103	56	1	24	2	2	0.0	0.94	2714	300	400	0.111		0.147	-
343	25	57	2	16	1	2	10.3	0.97	2796	780	1048	0.279	~	0.375	-
19	56	57	. 1	10	2	2	18.0	0.95	2750	1585	2129	0.576	-	0.774	_
18	58	57	. 2	25	2	2	18.0	0.95	2750	995	1336	0.362	1.328	0.486	1.782
18	57	58	1	2.5	2	2	18.0	0.95	2750	2169	2913	0.789	-	1.059	-
17	59	58	2	2.4	2	2	17.4	0.95	2753	1448	1945	0.526	1.315	0.707	1.766
17	58	59	1	24	2	2	17.4	0.95	2753	1520	2042	0.552		0.742	-
16	60	59	. 2	46	. 2	2	17.4	0.95	2753	1356	1821	0.493	1.045	0.661	1.403
201	42	60	2	39	2	2	16.9	0.95	2756	467		0.169		0.228	_
16	59	60	1	46	2	2	17.4	0.95	2753	1892	2541	0.687	_	0.923	
15	61	60	2	10	2	2	23.4	0.94	2712	1537		0.567	-	0.761	
202	77	60	1	28	2	2	14.9	0.95	2768	800	1075	0.289	1.712	0.388	2.300
15	60	61	1	10	2	2	23.4	0.94	2712	2425	3257	0.894	•-	1.201	-
14	62	61	2	1.9	2	2	20.0	0.95	2738	1537				0.754	1.955
14	61	62	1	19	2	2	20.0	0.95	2738	2425		0.886		1.190	_
13	63	62	2	34	2	2	20.0	0.95	2738	1439				0.702	1.892
301	45	63	2	27	1	2	0.0	0.94	2714	300		0.111	_		
13	62	63	1	34	2	2	20.0	0.95	2738	1780		0.650		0.873	_
12	64	63	: 2	47	$\tilde{\tilde{2}}$	2	20.0	0.95	2738	1435		0.524		0.704	_
302	71	63	1	20	1	2	0.0	0.94	2714	300				0.147	1.872
12	63	64	i	47	$\hat{2}$	2	20.0	0.95	2738	1157		0.423		0.568	-
11	65	64	2	26	$\bar{2}$	2	16.1	0.96	2762	926				0.450	1.018
121	45	65	í	76	1	2	11.4	0.97	2790	681		0.244		0.328	
111	64	65	1	26	2	2	16.1	0.96	2762	884		0.320		0.320	-
31	66	65	2	26	2	2	16.1	0.98	2816	1729				0.430	1 592
31		66	1	26	2	2	16.1	0.98	2816	1387				0.563	
	65		. 2	20						300					
302	63	71 - 77	2		1 2	1 2	0.0	0.94	1357	188				0.295	
202	60		2	28			14.9	0.95	2768	300				0.091	0.091
221	55	103		24	2	2	0.0	0.94	2714			0.111		0.147	0.145
222	56	103	2	24	0	0	0.0	0	1257	1.50				0.000	
511	54	104	2	. 22	1	1	0.0	0.94	1357	150				0.147	
505	54	105	2	22	1	1	0.0	0.94	1357	150	200	0.111	0.111	0.147	0.147

Appendix Table 4.5.6 Volume and Capacity of Intersections in 1987 and 1992, Hodeidah

												LV87/Cap.	LV92/Cap
	Node			Leng.		lnt.		Adj.		Link V 1987	1992	LV/C TO	
Link	From	To	Dir.	(10m)	Lane	Lane	Wid.	Factor					
214	10	7	1	-50	2	2	0.0	0.94	2714	150	200	0.055 0.05	0.071 0.074
214 117	12	8	2	50	2	$\tilde{2}$	18.5	0.95	2747	505	683	0.184 0.18	0.249 0.249
47	10	9	ĩ	17	2	2	0.0	0.94	2714	70			0.037 0.037
214	7	10	2	50	2	2	0.0	0.94	2714	150		0.00	- 0.074 -
47	9	10	. 2	17	2	2	0.0	0.94	2714	- 70		0.00	0.037.
46	12	10	1	140	2	2	17.7	0.95	2751	309	418	0.112	- 0.152
213	61	10	1	100	2	2	0,0	0.94	2714	220			0.111 0.373
117	8	12	1	50	2	2	18.5	0.95	2747	502		· · · · · ·	0.134
46	10	12	2	140	2	2	17.7	0.95	2751	-273			- 0.190
45	15	12	1	270	2	2	17.7	0.95	2751	386	522		0.355 0.927
116	42	12	2	70	2	2	18.5	0.95	2747	721	470	0.202 0.000	0.171 0.171
21	1.4	13	2	80	1	2	11.4	0.97	2790	353			0.180 -
. 21	13	. 14	1	80	1	2	11.4	0.97	2790	371 341		0,400	- 0.168 -
44	15	-14	2	22	2	. 5	17.7	0.95	2751	569			0.215
43	30	1.4	1	50	3	. 3	25.3	0.94	4059 2750	446	956		0.348 0.910
232	34	14	2	70	2	2	18.0	0.95 0.95	2751	341			0.168 -
45	12	15	2	270	2	2 2	17.7	0.95	2751	386			- 0.190 -
44	14	15	1	22	2 2	2	18.0	0.95	2750	706	604		0.220 0.577
2 13	36	15	2	38 50	2	2	22.0		2726	750	1015	0.275 0.273	0.372 0.372
11	32	29	2 2	50	3	3	25.3	0.94	4059	644		0.159	- 0.190 -
43	14	30 30	2	50	3	. 3	25.3	0.94	4059	644	872	0.159 0.317	7 0.215 0.405
42 42	31 30	31	1	60	3	3	25.3		4059	569	7.70	0.140	- 0.190 -
41	32	31	2	60	3	3	25.3		4059	644	872	0.159 0.299	0.215 0.405
11	29	32	ī	50	2	2	22.0	0.94	2726	864			0.426 -
41	31	32	î	60	3	3	25.3		4059	569	770		- 0.190 -
121	33	32	2	21	2	2	22.0	0.94	2726	1559	2110		- 0.774 -
31	56	32	2	90	2	2	17.2	0.95	2754	732			- 0.360 -
131	58	32	1	50	2	2	11.0	0.97	2792	376			0.182 1.932
121	32	33	1	21	2	2	22.0		2726	1698			0.843 -
122	35	33	2	27	. 3	2	22.0	0.94	2726	1559			0.774
261	49	.33	2	115	1	1	8.0		1405	326			0.314 1.931
232	14	34	1	70	2	2	18.0	0.95	2750	742			0.365
231	35	34	2	60	2	2		0.95	2750	706			7 0.348 0.713
122	33	35	1	27	2	2	22.0	0.94	2726	1698		0.623	0.843 -
231	34	35	1	60.	. 2	2	18.0		2750	742			- 0.365 - 7 0.912 2.120
123	50	35	2	38	. 2	2	22.0	0.94	2726 2750	1837 550			0.271
243	15	36	1	38	2	2	18.0	0.95	2750	446			0.220 0.490
242	37	36	. 2	30 30	2 2	2 2	18.0	0.95	2750	550			0.271 -
242	36	37 37	1 2	68	2	2	18.0	0.95	2750	446			0.220 0.490
241	50	38	2	82	2	2	18.9	0.95	2744	400			0.197 0.197
311 322	44 43	39	2	20	1	i	0.0	0.94	1357	220			0.221 0.221
114	41	40	2	20	. 2	2	18.5	0.95	2747	1201			0.592 -
115	42	40	í	15	2	2	18.5	0.95	2747	1196			3 0.589 1.181
114	40	41	- 1	20	2	2	18.5	0.95	2747	1196			- 0.589 -
126	43	41	í	39	3	3	12.4	0.96	4175	1580			0.512 -
113	45	41	2	. 0	ő	ŏ	0.0	0	0	0		0.000 0.814	
116	12	$\frac{1}{2}$	1	70	2	2	18.5	0.95	2747	718			0.354
115	40	42	2	1.5	2	2	18.5	0.95	2747	1201			0.592 0.945
322	39	43	ī	20	1	1	0.0	0.94	1357	248	336	0.183	0.248 -
126	41	43	2	39	0	0	0.0	0	0	. 0	Ó	0.000	- , , , - , , , , , , , , , , , , , , ,
125	44	43	1	40	2	2	22.0	0.94	2726	1528	2068	0.561	0.759 -
211	45	43	2	30	2	. 2	8.8	0.97	2804	1206	1632	0.430 -	- 0.582 -
321	47	43	2	56	. 1	. 1	0.0	0.94	1357	308	417	0.227 1.400	0.307 1.896

Appendix Table 4.5.6 Volume and Capacity of Intersections in 1987 and 1992, Hodeidah

	Node			Leng.	Sect.	Int.		Adj.	Cap.	Link V	olume	LV87/	Cap.	LV92/	Cap.
,	From							Factor	/hr.	1987	1992	LV/C	TOT	LV/C	TOT
311	38	44	. 1	82	2	2	18.9	0.95	2714	350		0.128		0.173	-
125	43	. 44 .	2	40	. 2	2	22.0	9.94	2726	1458	1973	0.535		0.724	-
301	17	44	2	50	. 1	2	8.0	0.97	2808	260		0.093		0.125	~
124	50	44	. 1	40	. 2	2	22.0	0.94	2726	1891	2559	0.694			1.961
113	41	45	1	42	2	2	14.2	0.96	2772	823	1114	0.297	-	0.402	
211	43	4.5	1	. 0	0	0	0 0	0	. 0	0	. 0	0.000	_		_
212	61	45	2	75	. 2	2	0.0	0.94	2714	220	300	0.081	0.378	0.111	0.512
321	43	47	1	56	1	1	0.0	0.94	1357	300	400	0.221	-	0.295	
301	4.4	47	1	50	0	0	0.0	- 0	0	. 0		0.000			0.295
252	49	48	1	25	. 5	2	18.5	9.95	2747	374	506	0.136	0.136	0.184	0.184
261	33	49	i	115	0	. 0	0.0	. 0	0	0	0	0.000	-	-	~
352	48	49	2	25	2	2	18.5	0.95	2747	681	922	0.248	~,	0.336	-
251	50	49	1	68	5	2	18.5	0.95	2747	374	506	0.136	0.384	0.184	0.520
123	35	50	1	38	2	2	22.0	0.94	2726	1738	2352	0.638	-	0.863	-
241	37	-50	1	68	2	2	18.0	0.95	2750	550	744	0.200	-	0.271	
124	4.4	50	2	40	2	2	22.0	0.94	2726	.1547	2094	0.567	~	0.768	-
251	49	50	2	68	2	2	18.5	0.95	2747	355		0.129			
31	32	56	1	90	. 2	. 2	17.2	0.95	2754	779	1054	0.283	0.283	0.383	0.383
131	32	58	. 2	50	2	2	11.0	0.97	2792	228	309	0.082	0.082	0.111	0.111
213	10	61	2	100	2	2	0.0	0.94	2714	220	300	0.081	-	0.111	~
212	45	61	1	75	2	. 2	0.0	0.94	2714	220	300	0.081	0.162	0.111	0.221

## APPENDIX TO CHAPTER 5

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	Dire- ction	Total	Large Veh. Trips	V-Rate		V-Rate	Peak Hour
1 Air Port Rd	. 1 2 Total	15369 16042 31411	325 522 847	3.25	1318 1597 2833	8.58 9.96 9.02	13 8 8
2 Al Giyada	1 2 Total	13709 12502 26211	420 376 796	3.01	1223 1245 2311	8.92 9.96 8.82	12 10 10
3 Sadah Road	1 1 2 Total	11047 9114 20161	367 240 607	3.32 2.63 3.01	993 812 1760	8.99 8.91 8.73	10 12 10
4 Marib Road	l 1 2 Total	8176 9573 17749	314 390 704	4.07	733 897 1547	8.97 9.37 8.72	9 1.1 1.2
5 Taiz Road	1 1 2 Total	10702 11385 22087	240 262 502	2.30	930 940 1812	8.69 8.26 8.20	12 17 12
6 Taiz Road	2 1 2 Total	13336 13756 27092	418 384 802	3.13 2.79 2.96	1070 1161 2177	8.02 8.44 8.04	10 11 11
7 Hadda Road	1 1 2 Total	11546 12001 23547	440 255 695	1	1005 1042 2047	8.70 8.68 8.69	11 11 11
8 Hadda Road	2 1 2 Total	9393 10480 19873	164 206 370	1.75 1.97 1.86	895 916 1802	9.53 8.74 9.07	12 10 10
9 Az Zubayri	l 1 2 Total	14144 13760 27904	369 535 904	3.89	1250 1202 2245	8.84 8.74 8.05	11 8 11
10 Az Zubayri	2 1 2 Total	17391 23170 40561	322 877 1199	3.79	1398 1964 3296	8.48	10 11 11
11 Wadi Dahr	1 2 Total	7926 8203 16129	473 549 1022	5.97 6.69 6.34	877 883 1681	11.06 10.76 10.42	11 12 11
12 Wadi Dahr	2 1 2 Total	2334 7983 10317	79 155 234	3.38 1.94 2.27	276 772 963	11.83 9.67 9.33	12 8 10
13 Ring Road	1 1 2 Total	8452 8107 16559	375 304 679	4.44 3.75 4.10	739 703 1384	8.74 8.67 8.36	9 12 12
14 Ring Road	2 1 2 Total	8022 8430 16452	424 318 742	5.29 3.77 4.51	695 751 1312	8.66 8.91 7.97	14 12 12
15 Ring Road	3 1 2 Total	8755 7913 16668	237 217 454	2.71 2.74 2.72	770 724 1440	8,79 9,15 8,64	15 13 15

							<del></del>
	n :		Large		Peak Veh	Peak V-Rate	Peak
Location NO. Name	Dire- ction	Total	Veh. Trips	(%)	Trips		Hour
16 Ring Road	4 1	7580	290		625	8.25	10 12
	Total	8360 15940	287 577	3.43	710 1313	8.24	
in nine Dood	5 1	14610	645	4.41	929	6.36	
17 Ring Road	2	13373	408	3.05	900	6.73	11 11
despression and the second	Total	27983	1053			8.56	11
18 Ziraah St.	1 2	7379 4752	146 110	1.98 $2.31$	632 454	9.55	13
	Total	12131	256	2.11	1052	8.67	12
20 Old Airpor		13277	271	2.04	1177	8.86	12
	2 Total	12147 25424	234 505	1.93 1.99	1064 2079		12
21 Ali Abdul	$\frac{1}{1}$	26368	410	1.55	1663	6.31	11
21 All Abdul	2	21510	367	1.71	1600	7.44	11 11
	Total	47878			3263		10
22 Ali Abdul	$\frac{1}{2}$	24349 21623	482 410	1.98 1.90	2261 1864		12
	Total	45972	892	1.94	4008	8.72	10
24 Bawniyah S	t. 1	4503	67	1.49	493		12
	Total	4503	0 6 7	$0.00 \\ 1.49$	0 493		12
25 26th Septer	nb 1	6477	144	2.22	619	9.56	11
	2 Total	0 6477	0 1 4 4	0.00	0 619		11
0.0 011 01	10 (41	<u> </u>			532		15
26 Shuub St.	2	5816 6416	202 166	3.47 $2.59$	569	8.87	12
	Total	12232	368	3.01	1019	8.33	15
27 Sadah Road	$\begin{bmatrix} 2 & 1 \\ 2 & 2 \end{bmatrix}$	9511 7552	317 146	3.33 1.93	858 632		12 9
	Total		463		1474		12
28 Marib Road	2 1	4120	41	1.00			15
	Total	3085 7205		1.36 1.15			12
29 Wadi Al Qas		6051	175	2.89	<del></del>	10.16	12
23 Maul Hi da	2	5346	118	2.21	443	8.29	12
	Total	11397	293	2.57		9.28	12
30 Qasr Gamda	$\begin{bmatrix} 1 \\ 2 \end{bmatrix}$	9511 6635	193 145	2.03 2.19	892 592	9.38 8.92	14 10
•	Total	16146	338	2.19		8.45	
31 Az Zubayri		23573	337	1.43	1964	8.33	11
	Total	22745 46318	340 677	$1.49 \\ 1.46$	1899 3705	8.35	9
32 Al Salam S		10717	180	1.40	999	9.32	9
oc Wr naram p	2	0	0	0.00	0	0.00	15
	Total	10717	180	1.68	999	9.32	15

Location NO. Name	Dire- ction	Total	Large Veh, Trips	V-Rate	Veh.	V-Rate	Peak Hour
33 St. NO.23	1 2 Total	0 10331 10331	0 235 235	0.00 2.27 2.27	0 853 853	0.00 8.26 8.26	1 2 1 2
34 Taiz Road	3 1 2 Total	9145 11204 20349	110 214 324	1.20 1.91 1.59	1424 912 2336	15.57 8.14 11.48	18 18 18
35 Talz Road	1 2 Total	8287 6898 15185	875 673 1548	10.56 9.76 10.19	632	1	

Note: Direction  $1 \longrightarrow N \longrightarrow S$  and  $E \longrightarrow W$   $2 \longrightarrow S \longrightarrow N$  and  $W \longrightarrow E$ 

Appendix Table 5.1.1.2 Results of Turning Movement Count, Sana'a

Location	No.	!						 }						 				- <del></del>			<del></del> -			·	<u></u>
200	טוופרכוסו				Airport Rd.		<del>2</del> →	4 A Ring Rd.	63								Ring Rd.		4	4 Hadi Dahr	7	>			·
		8		ᆔ	ox	S.	-1	8	3	.1	OZ.	S		a:	S	د ا	œ	2	1	—— €:	S.		 ex	s.	
	00: 6	480	684	118	111	340	191	129ء	3 733	106	168	358	448	323	999	162	430	150	114	217	748	211	213	197	936
	00:01-00:6	(451)	(156)	3 (146)	(124)	(188)	1 (215)	9 (144)	3 (811)	6 (118)	8 (180)	(406)	8 (493)	3 (395)	8 (748)	(182)	0 (447)	0 (156)	4 (119)	7 (250)	8 (848)	1 (239)	3 (252)	7 (232)	(273)
		412	714	116	129	415	152	172	751	104	161	399	484	592	828	125	550	220	133	232	651	227	188	081	285
Time	10:00-11:00	(454)	(195)	(129)	(144)	(463)	(180)	(184)	(467)	(110)	(176)	(448)	(828)	(300)	(969)	(138)	(283)	(237)	(137)	(584)	(732)	(356)	(218)	(503)	(30E)
· ·	11:00-12	386 (	716 (	86	131 (	346	148 (	157	766	011	177	423	481	313	571	158	547	240	143	205	885	244	215	161	253
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	0-11:0	122 (136)	1, 079 (1, 206)	416 (465)	480 (525)	218 (238)	380 (427)	334 (373)	1. 148 (1, 280)	158 (173)	(-) -	757 (810).	39 (41)	501 (536)	( ± )  -	10 (11)	405 (451)	638 (712)	- )	294 (327)	316 (352)	124 (138)					
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	00:01-00:6	128 (145)	316(1,042)	384 (438)	391 (426)	194 (212)	331 (426)	276 (310)	989(1, 110)	150 (168)	(-)	811 (859)	26 (28)	590 (624)	` 	30 (3	332 (3)	580 (6	·) —	235 (2)	278 (3	1) 06					
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	- 13:00	(102)	(1, 248)	( 83)	(9)	(101)	(163)	(191)	(1, 265)	(78)	(48)	(25)	(46)	(122)	(886)	(50)	(84)	(264)	(138)	(147)	(848)	(141)	(131)	(125)	(81)		
	12:00	96	1.138(	53		2.6	147	175	1. 123 (1	53	43	15	41	111	808	45	77	240	124	131	843	126	116	110	182		
	11:00-12:00	(88)	1, 024 (1, 127)	3 (59)	7 (40)	4 (93)	9. (197)	0 (143)	1. 140 (1. 254)	58 (64)	44. (49)	62 (70)	46 (52)	7 (119)	9 (946)	40 (44)	75 (82)	4 (169)	(113)	97 (107)	9 (910)	99 (109)	81 (89)	95 (104)	49 (54)		
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			. <u>}</u> —.	(82)	(31)	(11)	(114)	(137)	 	(09)	(42)	(83)	(22)	(101)	(839)	(33)	(88)	(146)	(87)	(120)	(894)	(28)	(115)	(121)	( 87)		
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Appendix Table 5.1.2.1 Selected Results of Traffic Count, Taiz

Location NO. Name	Dire- ction	Total	Large Veh. Trips	Large V-Rate (%)		Peak V-Rate (%)	
1 Jamal St. 1	1 2 Total	10858 11775 22633	910 1024 1934	8.38 8.70 8.55	970 1223 2193	8.93 10.39 9.69	7   7   7
2 Jamal St. 2	1 2 Total	18730 12860 31592	1008 671 1679	5,22	1619 1175 2520	8.64 9.14 7.98	7 
3 Jamal St. 3	1 2 Total	16821 14574 31395	668 650 151.8	3 .97 4 .46 4 .20	1329 1277 2606	7.90 8.76 8.30	1 -
4 Jamal St. 4	1 2 Total	10948 9414 20362	585 689 1274	5,35 7,32 6,26	965 731 1696	8.81 7.77 8.33	10 10 10
5 Al Jaynai St	1 2 Total	6294 6068 12362	323 255 578	5.13 4.20 4.68	728 751 1419	11.57 12.38 11.48	18 19 18
6 26th Sept. St, 1	1 2 Total	10217 10217	298 298	2.91 2.91	871 871	8.52 8.52	18 18
7 26th Sept. St. 2	1 2 Total	6172 6172	171	2.78 2.78	5   4 5   4	8.33 8.33	99
8 Suq As Samit St.	1 2 Total	3449 4445 7894	258  30  388	7.49 2.92 4.91	376 398 704	10,90 8,95 8,91	19 11 19

Note: Direction  $1 \longrightarrow \mathbb{N} \to \mathbb{S}$  and  $\mathbb{E} \to \mathbb{W}$   $2 \longrightarrow \mathbb{N}$  and  $\mathbb{W} \to \mathbb{E}$ 

APP.5-8

Appendix Table 5.1.2.2 Results of Turning Movement Count, Taiz

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	<del></del>	- 13:00	(216)	(184)	(189)	(373)	(554)	(38)	( 80)	(503)	( 63)	(19)	(355)	(356)	(192)	( )	(401)	(161)	(149)	( - )	(-)	(572)	( 78)									
		12:00-	466	185	170	341	501	33	13	200	20	90	318	319	180	1	372	148	138			531	74									
		- 12:00	(693)	(231)	(157)	(318)	(((1))	(38)	(114)	(278)	(16)	(26) 1	(316)	(407)	(148)	()	(365)	3 (204)	(194)	( - )	(-)-	(635)	(366)									
	1 : ne .	00:11:00	507	201	137	278	360	91 (	106	257	84	81	376	387	)   134		338	188	180		(	569	329									
	•	0-11:00	(109)	8 (221)	139 (155)	(262)	(423)	11 (13)	89 (97)	218 (237)	45 (46)	47 (54)	260 (295)	354 (403)	(152)	- \	283 (309)	175 (194)	203 (225)	-) -	- } _	480 (535)	209 (256)									
		-00:01 00	0) 635	3) 138		8) 235	5) 330		81)   8		~	58) 4			8) 137	- ) {				)	(											
		:00-10:00	637 (730)	175 (200)	115 (131)	182 (208)	297 (305)	17 (20)	73 (8	199 (216)	47 (52)	50 (5	273 (313)	362 (414)	144 (158)	·   	216 (238)	155 (168)	203 (222)	- )	-)	484 (539)	182 (203)						٠			
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						Lamal.		<b>→</b>	A		Suq As Samil St.					TACT CITAC			-   	ث												
								Jamal	 																							
	Location	Š						€	<b>)</b>										Θ													
		_															~~~			-												
		-13:00	( + )	(568)	(15)	(28)	(÷)	(388)	(466)	(537)	( - )	(880)	6	(251)	(175)	(1, 580)	(0 )	(263)	(9 )	(110)	(812)	(821)	60	( - )	(1,097)	(391)	(629)	( - )	(1, 271)	(11)	(1.045)	(7)
	į	12:00-	( - )	961		25 (28)	) —	360	399	460	( - )	765	(0 ) (	225	157	1, 406(1, 580)	) 0	496	5 (	86	541	840 (951)	) 0	( ) 	993 (1, 097)	354	561	(-) 1	1, 137 (1, 271)	13 (	932(1.045)	}
		12:00-	) [(-)	961 (918)	) 44 (	(.52) 25 (	) - (-)	(388) 360	(429) 399	(467) 460	) — (-)	(730) 765	) 0 (0 )	(157) 225	(210) 157	1. 40	) 0 (0 )	(216) 496	(3) 5 (	(11)	(460) 541	840	) 0 (0 )		66	(406) 354	(407) 561	) - (-)	(833) 1, 13	(10) 13 (	(684) . 93	(10) 6 (
	96.	11:00-12:00   12:00-	) ( )	701 (818) 496	27 (66) 44 (	47 (152) 25 (	) -  (-) -	362 (399) 360	363 (429) 399	396 (467) 460	(+)	632 (730) 765	) 0 (0) 0	136 (157) 225	182 (210) 157	1, 367 (1, 578) 1, 40	) 0 (0) 0	187 (216) 496	3 (3) 5 (	15 (17) 98	399 (460) 541	1, 271 (1, 467) 840	) 0 (0 ) 0	) l:	1, 043 (1, 195) 99	354 (406) 354	358 (407) 561	) ( ~- )	730 (833) 1, 13	8 (10) 13 (	602 (684) ' 93	9 (10) 6 (
	ν <u>ε</u> ⊢	-11:00 11:00-12:00 12:00-	) ( )	(200) 701 (815) 496	(60) 57 (66) 44 (	(46) 47 (152) 25 (	) - (-) - (-)	(391) 362 (399) 360	(651) 363 (429) 399	(653) 396 (467) 460	)   (;)   (;)	(566) 632 (730) 765	) 0 (0 )	(167) 136 (157) 225	(148) 182 (210) 157	1, 367 (1, 578) 1, 40	) 0 (0 )	(318) 187 (216) 496	(3) 5 (	(47) 15 (17) 98	(805) 399 (460) 541	1, 271 (1, 467) 840	) 0 (0 )	(+) - (-)	1, 043 (1, 195) 99	(305) 354 (406) 354	(319) 358 (407) 561	) ( ) ( )	(616) 730 (833) 1,13	(22) 8 (10) 13 (	(367) 602 (684) ' 93	(10) 6 (
	<b>25.</b> ⊢	10:00-11:00   11:00-12:00   12:00-	) - (-) - (-) - ((	172 (200) 701 (816) 496	51 (60) 57 (66) 44 (	41 (46) 47 (52) 25 (	) -  (-) -  (-) -	355 (391) 362 (399) 360	558 (651) 363 (429) 399	558 (653) 396 (467) 460	(+) + (+) +	502 (566) 632 (730) 765	) 6 (0) 0 (0) 0	149 (167) 136 (157) 225	131 (148) 182 (210) 157	1, 410(1, 593) 1, 367(1, 578) 1, 40	) 0 (0) 0 (0) 0	280 (318) 187 (216) 496	1 (1) 3 (3) 5 (	40 (47) 15 (17) 98	710 (805) 399 (460) 541	1, 164 (1, 361) 1, 271 (1, 467) 840	(0) 0 (0) 0 (	)   (+)   (+)	999 (1, 112) 1, 043 (1, 195) 99	273 (305) 354 (406) 354	296 (319) 358 (407) 561	) (-) (-) (	551 (616) 730 (833) 1,13	19 (22) 8 (10) 13 (	783 (867) 602 (684) 93	(7) 9 (10) 6 (7)
	ນຣ.: t-	10:00-11:00   11:00-12:00   12:00-	) ( )	(200) 701 (815) 496	(60) 57 (66) 44 (	(46) 47 (152) 25 (	) - (-) - (-)	(391) 362 (399) 360	(448) 556 (651) 363 (429) 399	(655) 558 (653) 398 (467) 460	)   (;)   (;)	(566) 632 (730) 765	) 0 (0) 0 (0)	(167) 136 (157) 225	(148) 182 (210) 157	1, 410(1, 593) 1, 367(1, 578) 1, 40	) 0 (0) 0 (0)	(318) 187 (216) 496	(1) 3 (3) 5 (	(47) 15 (17) 98	(805) 399 (460) 541	1, 164 (1, 361) 1, 271 (1, 467) 840	) 0 (0) 0 (0) 0	(+) - (-)	1, 043 (1, 195) 99	(305) 354 (406) 354	(319) 358 (407) 561	) ( ) ( )	(616) 730 (833) 1,13	(22) 8 (10) 13 (	(367) 602 (684) ' 93	) 9 ((01) 6 ((1) 9 (
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		9:00-10:00 10:00-11:00 11:00-12:00 12:00-	) - (-) - (-) - (-)	603 (712) 172 (200) 701 (816) 496	38 (46) 51 (60) 57 (66) 44 (	R 45 (50) 41 (46) 47 (52) 25 (	) -  (-) -  (-) -  s  3	343 (380) 355 (391) 362 (399) 360	R 393 (448) 556 (651) 363 (429) 399	575 (655) 558 (653) 396 (467) 460		324 (370) 502 (566) 632 (730) 765	0 (0) 0 (0) 0 (0) 0	107 (122) 149 (167) 136 (157) 225	138 (178) 131 (148) 182 (210) 157	1, 266(1, 449)   1, 410(1, 593)   1, 367(1, 578)   1, 40		R 222 (256) 280 (318) 187 (216) 496	3 (3) 1 (1) 3 (3) 5 (	13 (16) 40 (47) 15 (17) 98	540 (630) 710 (805) 399 (460) 541	1.086(1,254) 1.164(1,361) 1,271(1,467) 840	0 (0) 0 (0) 0 (0)		880(1,008) 999(1,112) 1,043(1,195) 99	285 (327) 273 (305) 354 (406) 354	427 (481) 296 (319) 358 (407) 561	2 S (-) (-) (-)	L 638 (726) 551 (616) 730 (833) 1.13	12 (14) 19 (22) 8 (10) 13 (	783 (907) 783 (867) 692 (684) 93	2 (2) 6 (7) 9 (19) 6 (
		9:00-10:00 10:00-11:00 11:00-12:00 12:00-	) - (-) - (-) - (-)	S 603 (712) 172 (200) 701 (815) 496	38 (46) 51 (60) 57 (66) 44 (	45 (50) 41 (46) 47 (52) 25 (	) -  (-) -  (-) -   (5)	343 (380) 355 (391) 362 (399) 360	R 393 (448) 556 (651) 363 (429) 399	S 575 (655) 558 (653) 396 (467) 460		324 (370) 502 (566) 632 (730) 765	) 6 (0) 0 (0) 0 (0) 0 S	107 (122) 149 (167) 136 (157) 225	R 138 (178) 131 (148) 182 (210) 157	S 1, 266 (1, 449) 1, 410 (1, 583) 1, 367 (1, 578) 1, 40		R 222 (256) 280 (318) 187 (216) 496	5 3 (3) 1 (1) 3 (3) 5 (	13 (16) 40 (47) 15 (17) 98	540 (630) 710 (805) 399 (460) 541	S 1. 086 (1. 254) 1. 164 (1. 361) 1. 271 (1. 467) 840	0 (0) 0 (0) 0 (0)		S 880(1.008) 999(1.112) 1.043(1.195) 99	285 (327) 273 (305) 354 (406) 354	427 (481) 296 (319) 358 (407) 561	2 S (-) (-) (-)	L 638 (726) 551 (616) 730 (833) 1.13	R 12 (14) 19 (22) 8 (10) 13 (	3 S 783 (907) 783 (867) 602 (684) 93	2 (2) 6 (7) 9 (19) 6 (
		10:00-11:00   11:00-12:00   12:00-	) - (-) - (-) - (-)	S 603 (712) 172 (200) 701 (815) 496	38 (46) 51 (60) 57 (66) 44 (	R 45 (50) 41 (46) 47 (52) 25 (	) -  (-) -  (-) -  s  3	343 (380) 355 (391) 362 (399) 360	393 (448) 556 (651) 363 (429) 399	S 575 (655) 558 (653) 396 (467) 460		324 (370) 502 (566) 632 (730) 765	) 6 (0) 0 (0) 0 (0) 0 S	107 (122) 149 (167) 136 (157) 225	138 (178) 131 (148) 182 (210) 157	S 1, 266 (1, 449) 1, 410 (1, 583) 1, 367 (1, 578) 1, 40		222 (256) 280 (318) 187 (216) 496	5 3 (3) 1 (1) 3 (3) 5 (	13 (16) 40 (47) 15 (17) 98	540 (630) 710 (805) 399 (460) 541	S 1. 086 (1. 254) 1. 164 (1. 361) 1. 271 (1. 467) 840	0 (0) 0 (0) 0 (0)		S 880(1.008) 999(1.112) 1.043(1.195) 99	285 (327) 273 (305) 354 (406) 354	427 (481) 296 (319) 358 (407) 561	2 S (-) (-) (-)	2 (833) (1, 13	R 12 (14) 19 (22) 8 (10) 13 (	3 S 783 (907) 783 (867) 602 (684) 93	2 (2) 6 (7) 9 (19) 6 (
		9:00-10:00 10:00-11:00 11:00-12:00 12:00-	) - (-) - (-) - (-)	S 603 (712) 172 (200) 701 (815) 496	38 (46) 51 (60) 57 (66) 44 (	R 45 (50) 41 (46) 47 (52) 25 (	→ / 2 St.   2   S   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)   (-)	343 (380) 355 (391) 362 (399) 360	R 393 (448) 556 (651) 363 (429) 399	S 575 (655) 558 (653) 396 (467) 460		324 (370) 502 (566) 632 (730) 765	) 6 (0) 0 (0) 0 (0) 0 S	107 (122) 149 (167) 136 (157) 225	R 138 (178) 131 (148) 182 (210) 157	S 1, 266 (1, 449) 1, 410 (1, 583) 1, 367 (1, 578) 1, 40		A Jamai St. R 222 (256) 280 (318) 187 (216) 496	5 3 (3) 1 (1) 3 (3) 5 (	13 (16) 40 (47) 15 (17) 98	540 (630) 710 (805) 399 (460) 541	S 1. 086 (1. 254) 1. 164 (1. 361) 1. 271 (1. 467) 840	0 (0) 0 (0) 0 (0)		S 880(1.008) 999(1.112) 1.043(1.195) 99	285 (327) 273 (305) 354 (406) 354	427 (481) 296 (319) 358 (407) 561	+ 1 1 2 S - (-) - (-) - (-) - (-) - (-)	2 (833) (1, 13	12 (14) 19 (22) 8 (10) 13 (	3 S 783 (907) 783 (867) 602 (684) 93	2 (2) 6 (7) 9 (19) 6 (

Appendix Table 5.1.3.1 Selected Results of Traffic Count, Hodeidah

1 20 4 41 1 4 4 1 1	Dire- ction	Total	Large Veh. Trips	V-Rate	Veh.	V-Rate	
1 Sanaa St. 1	1 2 Total	7918 7823 15741	1041 1132 2173		671	9,99 8.58 9.01	10 12 12
2 Sanaa St. 2	1 2 Total	13700 11369 25069	422		1451 1319 2770		12   12   12
3 Port Road	1 2 Total	11267 7064 18331	29 114 143	0.25 1.62 0.78	1	10.40 10.70 10.25	10 11 10

Note: Direction  $1 --- N \rightarrow S$  and  $E \rightarrow W$   $2 --- S \rightarrow N$  and  $W \rightarrow E$ 

Appendix Table 5.1.3.2 Results of Turning Movement Count, Hodeidah

	0-13:00	(771) 7	0 (155)	0 (148)	4 (399)	1 (863)	5 (8)	(66) 0	1 (211)	9 (351)	2 (500)	7 - (715)	(0 ) 0												
	00 12:00	(189) 167	(165) 150	35) 140	(8) 354	(743)   781	3)	(124) 30	(141) 191	(350) 319	(512) 452	(540) 547	6												
	11:00-12:00	167 (18	145 (16	145 (185)	314 (348)	567 (74	3	115 (12	129 (14	323 (35	473 (5)	591 (64	0												
7196	10:00-11:00	(136)	(151)	(1691)	(386)	(163)	(4)	( 84)	(144)	(360)	(576)	(757)	6												
		7 122	135	151	363	700		16 (	139	345	571	755	0												
	:90-10:00	162. (185)	139 (159)	(183)	303 (344)	534 (720)	(7)	162 (167)	168 (171)	387 (397)	448 (457)	559 (574)	(0 ) 0												
		æ	s	1	α	S	<u>'</u>	cz.	w	'1	<u>α</u> ς	w	دا												
	U 0				-	6)			· · ·			. —													
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# Appendix Table 5.2.1.1 Travel Speed Survey

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# Appendix Table 5.2.1.1 Travel Speed Survey

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Appendix Table 5.2.1.1 Travel Speed Survey

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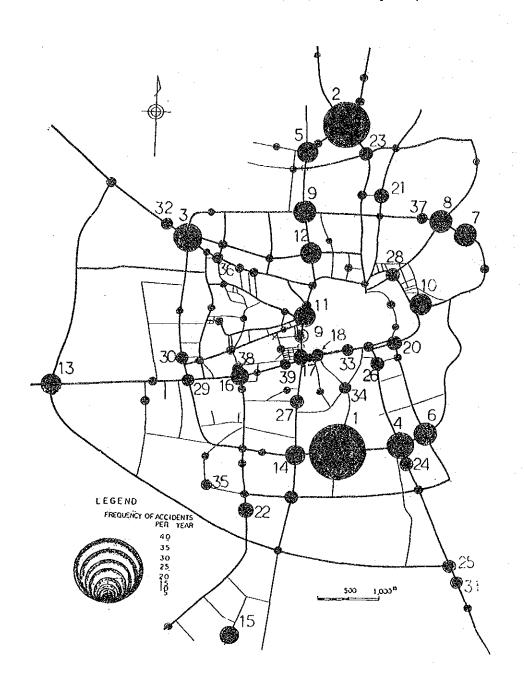
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### Appendix Table 5.2.1.1 Travel Speed Survey

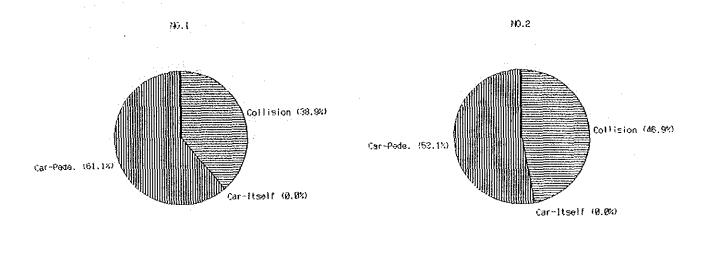
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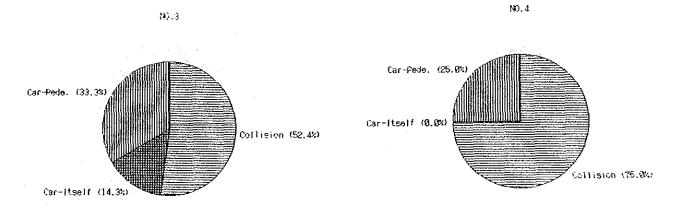
```
Notes: PassT. --- Passing times
Ave-Speed --- Average over-all travel speed
Stop-T --- Stopping times
(Reasons for stopping)
R-1 --- Waiting at intersections
R-2 --- Indiscrimate crossing of podestrians
R-3 --- Stopping caused by micro-buses & taxis
R-4 --- Traffic merging from minor racds
R-5 --- Traffic diverging to minor racds
R-6 --- Influence of cars turning to the left
R-7 --- Entering for park & leave on streets
R-8 --- Traffic accidents
R-9,10 --- Others
```

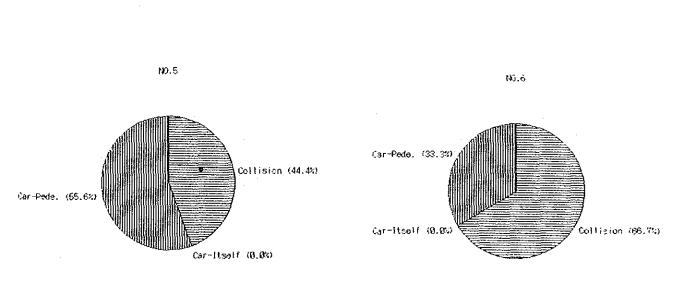
Appendix Fig. 5.4.1 Location Number and Frequency of Accidents



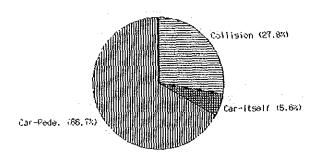
## Appendix Fig. 5.4.2 Composition by Type of Accidents



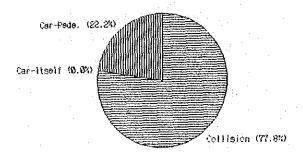




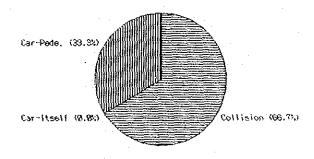




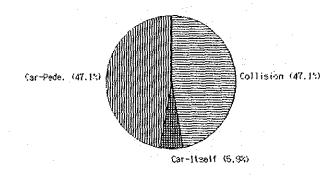
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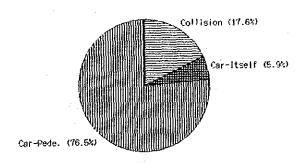
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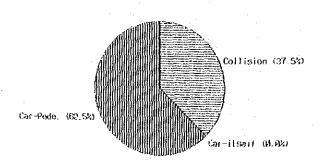
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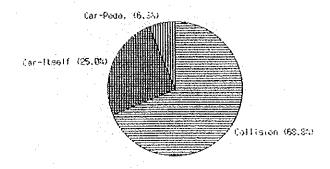


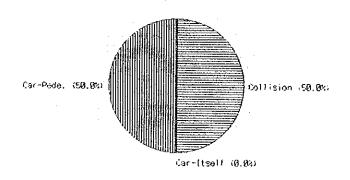
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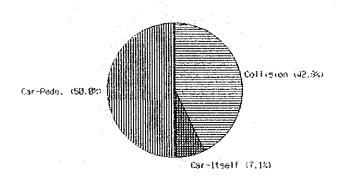
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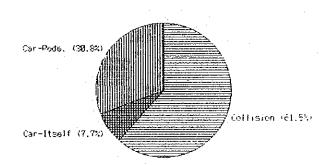






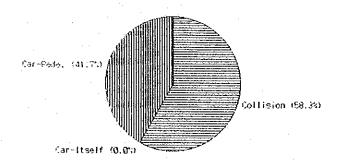
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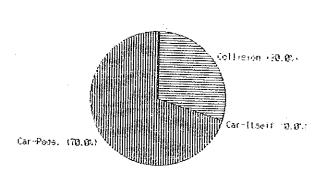




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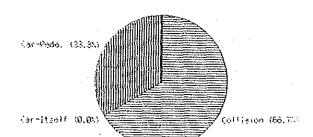
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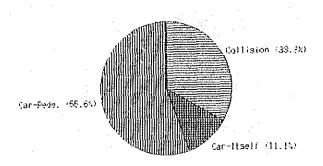


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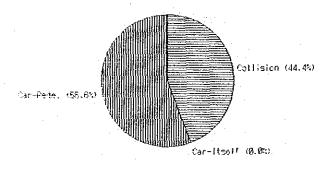




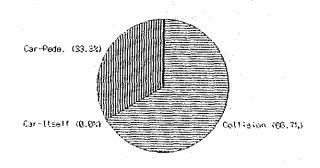
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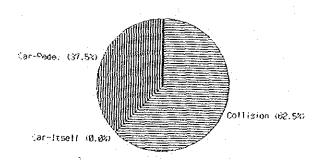
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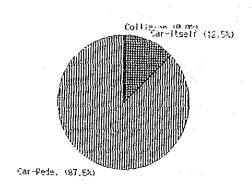
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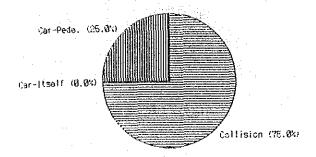


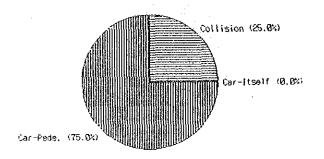
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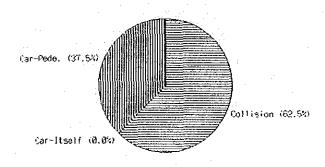
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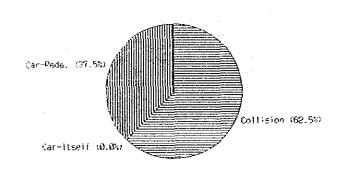




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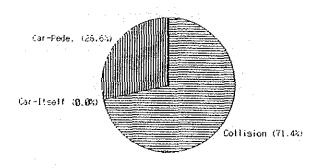
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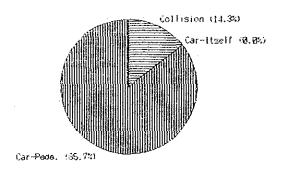




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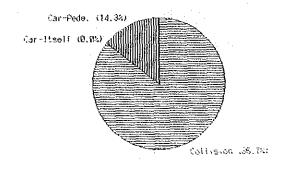
110,30

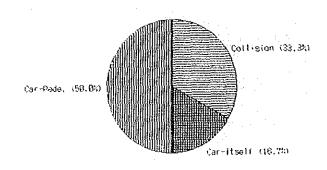






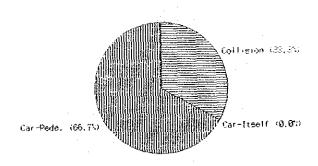
**70,38** 

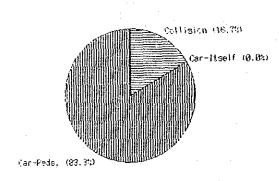




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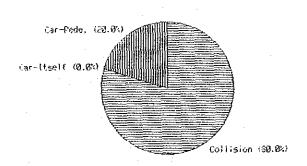
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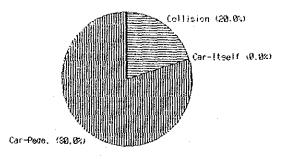


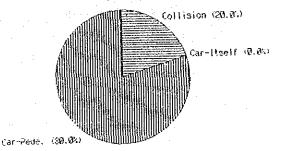


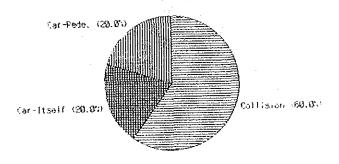
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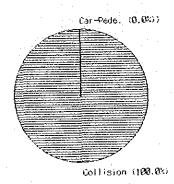




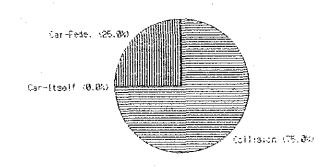




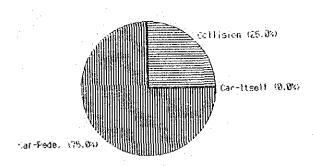
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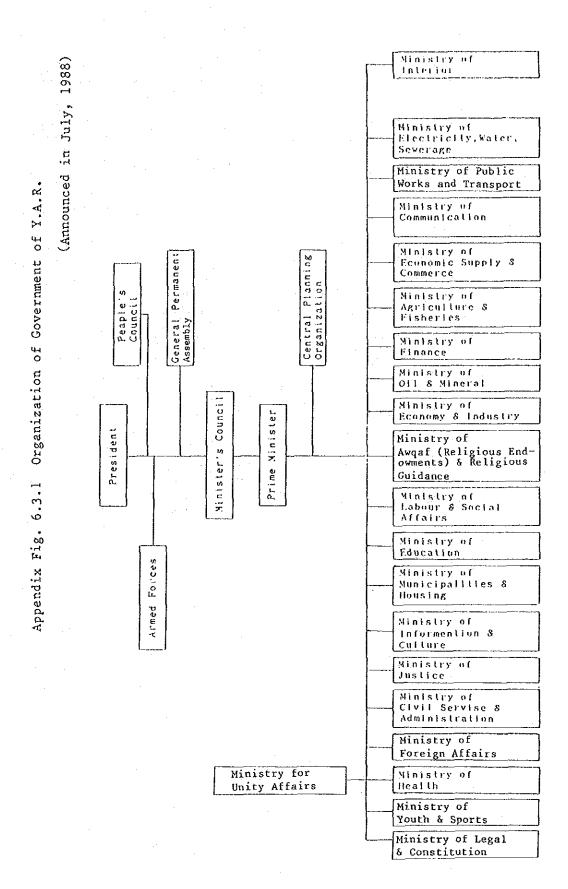
Appendix Table 5.4.1 Traffic Accidents Situation by Locations (in Sana'a City 1987)

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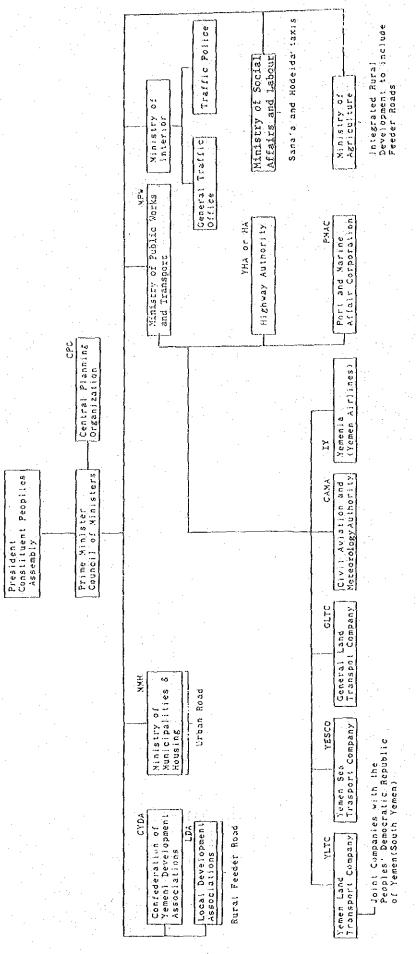
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Source: Sana'a Traffic Police, 1988

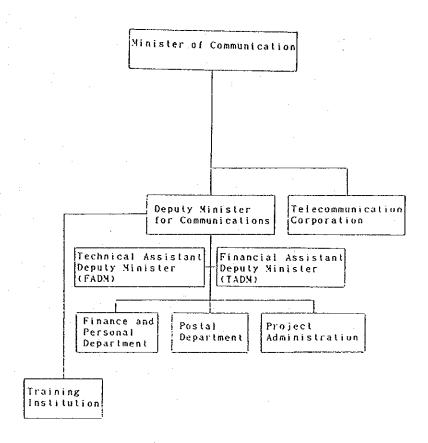
### APPENDIX TO CHAPTER 6



Appendix Fig. 6.3.2 Organization of Y.A.R.Transport Sector



Appendix Fig. 6.3.3 Structure of Ministry of Communication



່ອນກຳລຳຄຊ Technical Department Vocational Training |Technical |Studies Survey Department Minister's Office Rurel Water Depariment Execution Inspection Assistant Minister Minester Purchasing Highway Authority Inspection Mechanical Department O A X C Legal and Transration Office Mechanical Workshops Finance Department Yemen Sea Transport Corporation(GLTC) General Land Transport Corporation(G Company Yemen Land Transport Company(YLTC) Yemen Airways Corporation (Yemenia) and Metaorology Authoricy(CAMA) Civil Aviation

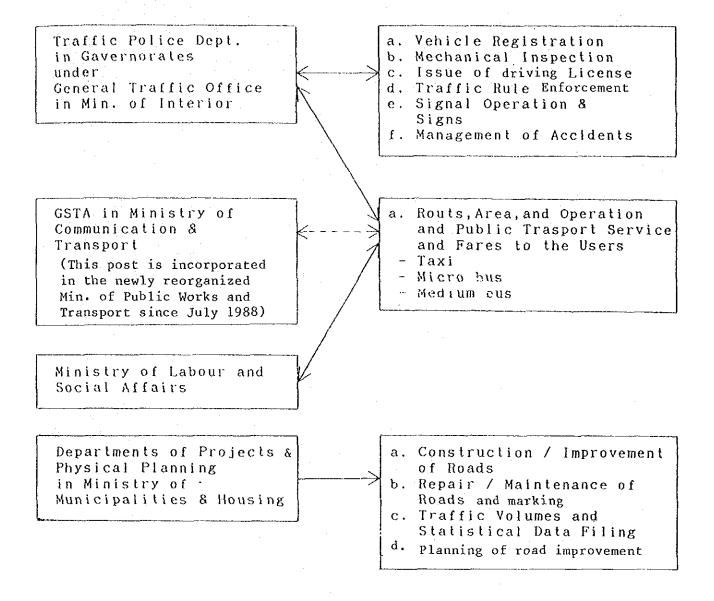
Fig. 6.3.4 Structure of Ministry of Public Works and Transport

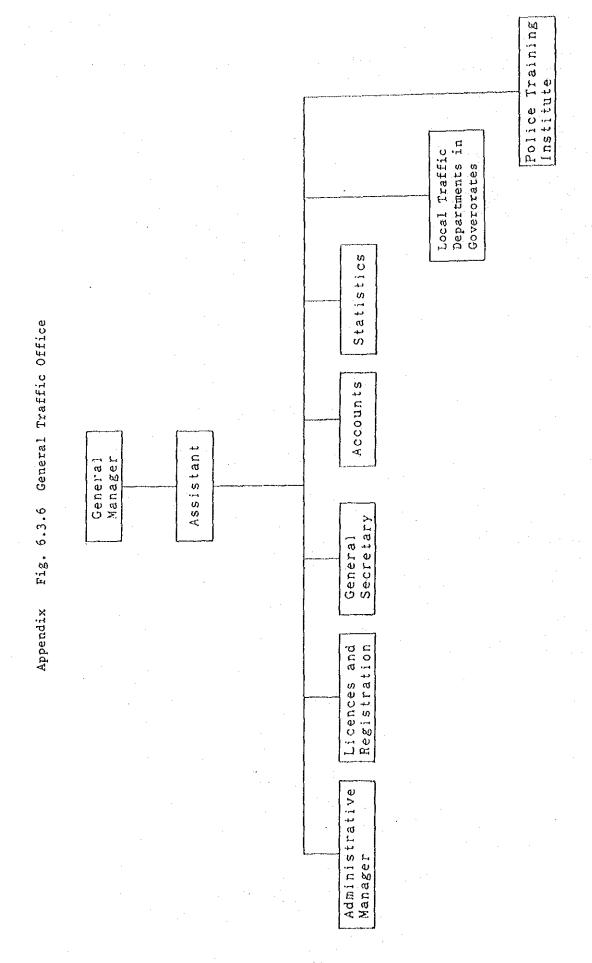
APP.6-4

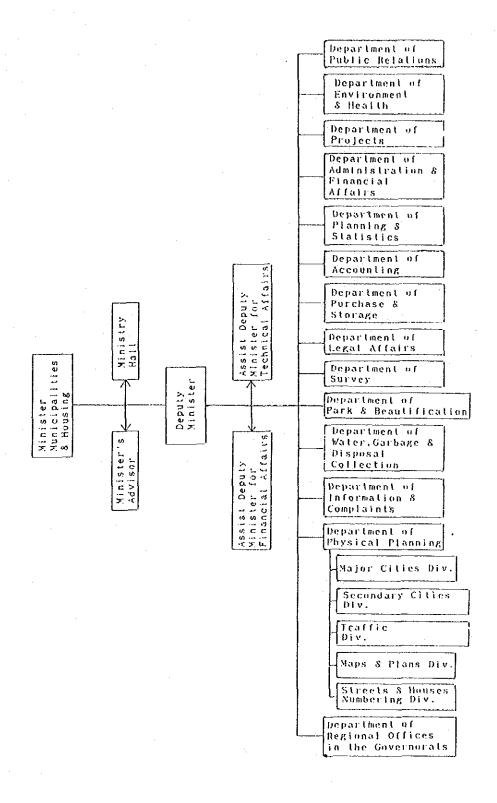
#### Appendix Fig. 6.3.5 Administrations Related to Urban Transportation Activities

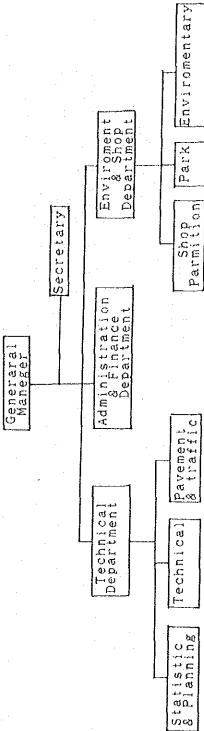
Administration

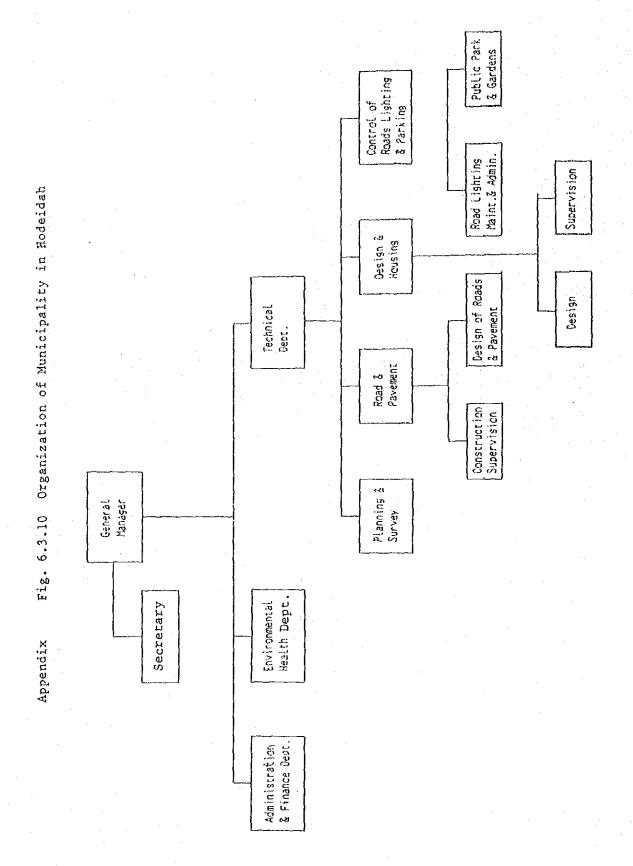
Activities











## APPENDIX TO CHAPTER 7

Appendix Table 7.3.1 Locations of Interview on Passengers of Public Service

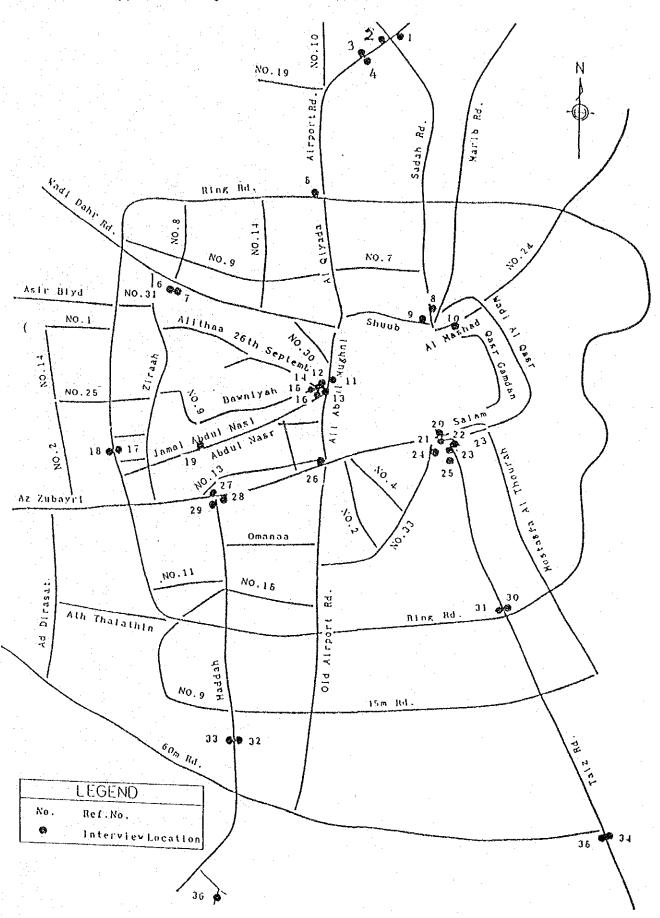
Ref. No.	Locations o to south • to north	No. of Samples
1	• Hasaba Intersection (to Airport)	59
	Hasaba Intersection (to Tahrir)	41
	o Hasaba Qat Market (to Tahrir)	20
	Hasaba Qat Market (to Hasaba Intersection)	38
5	Ring Road-Airport Road Intersection	54
6	Kuwait Hospital (to south)	23
	Kuwait Hospital (to north)	26
8	Bab Shuub (Sadah Road)	44
9	Bab Shuub (Shuub Street)	43
10	Bab Shuub (Medium Bus Terminal)	47
11	Tahrir Square (to north on Ali Abdul Mughni St.)	41
12	Tahrir Square (in front of National Museum)	40
	Tahrir Square (to south on Ali Abdul Mughni St.)	37
14	Tahrir Square (east of the arch)	45
15	Tahrir Square (west of the arch)	43
16	Tahrir Square (in front of Min. of Health)	38
	Old Sanaa University (to north)	37
	o Old Sanaa University (to south)	40
19	A1 Qa	42
20	Bab Al Yemen (in front of Old City)	56
21	Bab Al Yemen (opposite to Old City)	34
	Bab Al Yemen (east side on Taiz Road)	43
	bab Al Yemen (west side of Taiz Road)	53
24	Bab Al Yemen (Medium Bus Terminal to Tahrir/Al Qa)	37
	Bab Al Yemen (Medium Bus Terminal to Ber Obeid)	42
		46
26	Zubayri St Ali Abdul Mughni St. Intersection	40
27	Zubayri St Haddah St. Intersection	<i>i</i> .1
20	(north side on Zubayri St.)	41
28.	Zubayri St Haddah St. Intersection	2.6
0.0	(south side on Zubayri St.)	34
29	Zubayri St Haddah St. Intersection	
	(west side on Haddah St.)	41
30	Ring Road - Taiz Road Intersection	
	(east side on Taiz Road)	33
31	Ring Road - Taiz Road Intersection	
	(west side on Taiz Road)	36
	Haddah Cinema (east side on Haddah St.)	30
	o Haddah Cinema (west side on Haddah St.)	31
	Sanaa Traffic Police (east side on Taiz Road)	45
	o Sanaa Traffic Police (west side on Taiz Road)	53
36	New Residential Town of Haddah	30
Total		1443

Appendix Table 7.3.2 Origin-Destination Table of Public Transport Person Trips

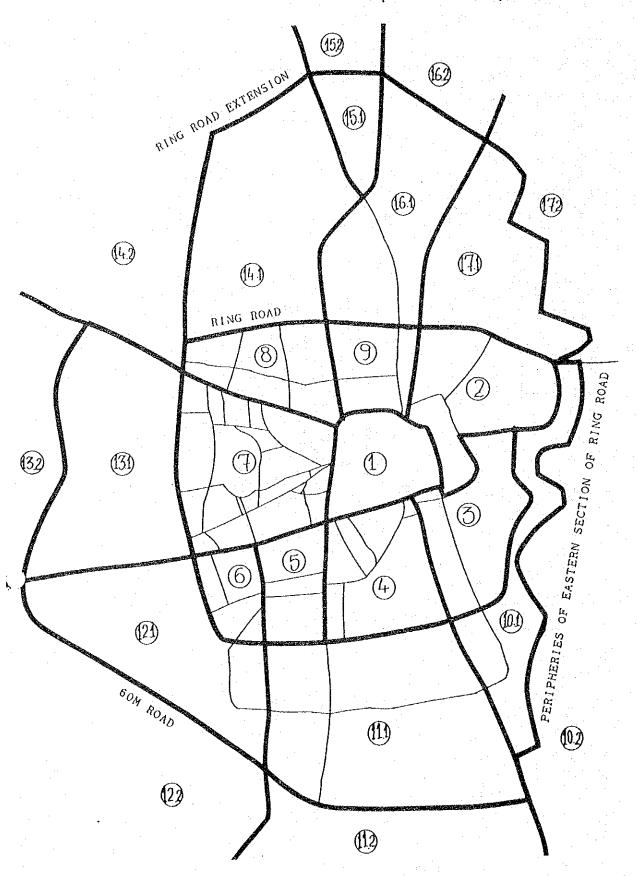
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10.1	616	400	0	57	0	62	100					•				
10.2	200	57	0	0	0	Q.	. 0	0	0	62	15341					
11.1	519	100	187	0	0	. 0	. 0	57	0	100	8286		1.			
11.2	100	501	0	Q	0	0	158	0	0	0	3684					
. 12.1	0	0	0	0	0	57	86	0	0	0	1843				5.0	
12.2	0	. 0	0	. 0	. 0	. 0	. 0	. 0	. 0	. 0	75					
13.1	277	114	0	0	. 0	120	263	. 0	0	200	5 166					
13.2	0	100	ų.	0	0	0	. 0	. 0	0	0	904					
14.1	216	Q	0	0	0	~: 0	460	0	. 0	. 0	1859					
14.2	0	57	0	. 0	. 0	. 0	120	. 0	0	0	467	•				
15.1	. 0	0	0	ó	. 0	. 0	. 0	0	.0	0	249					
15.2	216	ō	182	Ō	86	.0	297	57	. 0	0	2073					
16 1	434	286	177	130	0	588	518	240	0	100	7840					
16.2			0		ō	. 0	. 57	57	ō	. 0	1318					
	101	- 0		11												
	101 176	0		0				Ö	. 0	ŏ						
17.1	176	. 0	0	0	0	57	164	. 0			777					
17.1 17.2	176 0	. 0	0	0	0	57 0	164 182	. O	0	0	777 463		•			
17.1	176	. 0	0	0	0	57	164	. 0	0	0	777					

Source: Weighted and expanded results of the public transport passenger survey by the study team

Appendix Fig. 7.3.1 Locations of Interview on Passengers



Appendix Fig. 7.3.2 Zones for Origin-Destination Table of Public Transport Person Trips



# APPENDIX TO CHAPTER 8

Appendix Table 8.4.1 Current Traffic Problems by Section in Sana'a

		į.							. • : O :	Serio	
Rand & Section No.	Acci- dents	2 Conges- Lion roads	3 Pede. Cross- ing	4 Hicro Bus	5 Traffic Merging	6 Traffic Diverg- ing	) Turn Left	8 Park In & Out	<u> </u>	10 Demand	ll Road Condi- tion
OLD AIR PORT RD	٠			-							
eak hour(S-N)	1,1										
1-2	•										
2 ~ 3	•										
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4-5	•									_	•
5-6	<b>₽</b>	^							^	0	
6-7 7-8	9	C							CC		
£-9	š								U		
9-10		0								<b>a</b>	
10-11	O										
13-12	•	00									•
12-13		0									
13-14	9										
14-15 15-16	<del>3</del> 8										
reak hour (\harma-5)	•									•	
16-15:	•										
15-14	6										
14-13	6										
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(f peak hour(S-K) 1-2	^										
2-3	○ ⊕ •										
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10-11	-										

		ppen	dix	Tabl	e 8.4.1	(Cont	'd)	<b>9</b> ;	Serí Tole	ous rable
Road & Section No.	Acci- dents	2 Conges- tion roads	3 Pede Cross- ing	4 Micro Bus	5 6 Traffic Traffi Merging Diverg ing	7 ic Turn g- Left	8 Park In & Out	9 Park & Traffic		ll Rosd Condi- tion
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11-12										
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feak hour (E-K)										
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10-9 9-8	-									
9-8 8-7	1				^					
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Appendix	Tabla	9 / 1	$-(Cont^{1}d)$
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•: Serious O: Tolerable

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Road & Section No.	l Acci- dents	2 Conges- tion roads	) Pede. Cross- ing	4 Micro Bus	\$ Traffic Merging	6 Traffic Diverg- ing	7 Turn Left	8 Park In \$ Out	9 Park & Traffic	10 Demand /Cap Int.	11 Road Condi- tion
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5 - 4	000	-									
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3-2	õ										
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ak hour(S-N)											
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1-5	0. 0. 0. 0. 0.										
5-6	8										
6-7	ě										
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8-9	ŏ		C e						₩		_
ak hour (N-5)	~		٠.						평 -		9
9-8	C										
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Appendix	Table	8.4.1	(Cont 'd)

9: Serious

Read & Section No. 8-7 7-6	l Acci- dents	7 Conges- tion	Pede.	4.	5	5	1		9	10	11
		rosds	Cross-	Bus	Traffic Herging	Traffic Diverg- ing		Park In & Out	Park & Traffic		Road
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6-5 5-4	9										
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ff peak hour(S-N)	•										
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7-8	<b>.</b>		0								
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eak hour(k-E)											
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(f peak hour(W-E)	Ü										•
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Road &	Section No.	Acci- dents	2 Conges- tion roads	} Pede. Cross- ing	4 Hicro Bus	5 Traffic Herging	6 Traffic Diverg- ing	Turn Left	8 Park (n & Out	9 Park & Traffic	10 Demand /Cap. Int.	li Road Condi- tion
	ô - û											•
	6 - 7											•
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2.8.	2-1	0										•
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Peak h	our (N-S)											
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rtan II	7+6	0		0								
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	5-4		-									•
	4-3	0										
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off pe	ak hour (N-S)											
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	2-3	•										
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	4-5											4
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	7-6	0										
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1	5-4	^										•
	4-3	<u>ှ</u>										
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	our(S-N)											
reak n	1-2	4										
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	3-4 4-5					90						
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Appendix Table 8.4.1 (Cont'd) •: Serious O: Tolerable .11 Road Condi-7 8 9 10
Turn Park In Park 5 Demand
Left 5 Out Traffic /Cap.
Int. 4 5 6
Hicro Traffic Traffic
Bus Herging Diverging Acci- Conges- Pede. dents tion Cross-roads ing Road & Section No. Bus 6-7
Feak hour (N-S)
7-6
6-5
5-1
4-3
3-2
2-1
Off yeak hour (S-N)
1-2
2-3
3-4
4-5
5-6
6-7
Off yeak hour (N-S)
7-6
6-5
5-4
4-3
3-2
2-1
7. WADI AL QASR ST.
Peak hour (S-N)
1-2
2-3
3-4
4-5
5-6
6-7
7-8
Peak hour (N-S)
8-7
7-6 O æ ၀ • 0 O 8-7 7-6 6-5 5-1 1-3 3-2 2-1 000000 00000  $\circ$ 2-1 Off peak hour (S-N) 1-2 2-3 3-4 4-5 5-6

Appendix	Table	8.4.1	(Cont	'd)	<b>Ø</b> ;	Serious Tolerab	le
					-		:
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Road & Section No.	Acci- dents	2 Conges- tion roads	) Pede. Cross- ing	4 Hiero Bus	5 Traffic Harging	6 Traffic Diverg- ing	7 Turn Loft	8 Park In & Out	9 Park & Traffic	10 Demand /Cap. Int.	ll Road Condi- Lion
6-7	0		_		•						
7-8 Off peak hour(N-S)			С								
6-7											
7-6	0	0									
6~5	0000	-			O .						
5 - 4	•				,						
4-3	•										
3 - 2	•					-					*
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8.26TH SEP.ST.											
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Off peak hour (E-W)	Ο,										
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3-4	ŏ										
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9.RING RD.											
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4-3 5-6		^								_	0
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14-15	C,										-
15-16											
}							0				
17-18	0	0									
18-19											6
19-26	Q										
20-21	6										
91-22 22-23	6										

Appendix	Tabla	O	1.	1	(Comp. La)

									o:	Tolei	cable
Road & Section No.	Acci- dents	2 Conges- tion roads	3 Pede. Cross- ing	4 Micro Bus	5 Traffic Merging	6 Traffic Diverg- ing	7 Turn Left	8 Park In & Out	9 Fark & Traffic	10 Demand /Cap. Int.	11 Road Condi tion
23-24	•	0									
24-25	9	₹									•
25-26											•
26-27	•										
27-1	4										
eak hour(S-E-N-K)											
1-27	8										
27-26	0										
26-25	_										
25-24	0										
24-23	0										•
23-22	90800										
22-23	9										
21-20											
20-19	Q										
19-18	10		4.0								
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17-16											
16-15	_										
15-14	0										
14-13 13-12											2
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12-11 11-10	•									0	•
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ff peak hour(S-Y-N-1	٠,										
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10-11	~										Ð
11-12	8										

Appendix	Table 8.4.1 (Cont d)	•:	Serious
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Road &	Section	No.	l Acci- denta	2 Conges- tion roads	) Pede, Cross- ing	4 Hicro Bus	5 6 Traffic Traffic Herging Diverg- ing	8 Park In 5 Out	9 Park & Traffic	10 Demand /Cap. Int.	ll Road Condi- tion
	12-13		•								•
	13-14		_								
	14-15		. 0		·						
	15-16										
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	17~18		•								•
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	19-20		Ċ								
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	21-22		6								
	22-23		•								_
	23-24		•								•
	24-52		•				*				
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ff pea	k hour (	5-E-N	- k.)								
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	13-12										
	12-11		ä								ä
	11-10		-								
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	0-5										9
	5-4		*								•
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Appendix Table 8.4.1 (Cont'd)

•	:	Serious
Ω	:	Tolerable

Road & Section No.	l Acci- dents	2 Conges- tion roads	3 Pede. Cross- ing	4 Micro Bus	5 6 Traffic Traffic Merging Diverg- ing	7 8 Turn Park II Left & Out	Traffic	10 Demand /Cap. Int.	ll Road Condi- tion
Peak linur (S-N)									
1 - 2	O		4				0		•
2 - 3					•		•		0
3-1	0	C							9
1-5	ø								
5 - 6	•								
Peak hour(N-S)									
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5-1	•	0							
4 - 3	0								6
3-2					0		0		•
. 2-1	40	. •					9		•
Off peak hour(S~N)				4.					
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4-5									
5-6	49								
Off peak bour (N-S)									
6-5	. 👲								
5-4	€								
4-3	C								<b>8</b> <b>⇒</b>
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11.ZIRAMU 5T.									
Peak Bour (N-S) 1-2	.0								
1 - 2 2 - 3	U				•				
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5-6	Ω								
5-6 Off peak hout (5-N)	0								

Appendix Table 8.4.1 (Cont'd) \*: Serious O: Tolerable

Road & Section No.	Acci- dents	Conges- tion roads	3 Pede. Cross- ing	4 Hicro Bus	5 Traffic Herging	6 Traffic Diverg- ing		8 Park In & Out			ll Road Condi- tion
5-1 4-3 3-2	0										
2-1 2-AL BAHWNIA ST.	0								٠.		
eak hour(E-W)	•									٠	
2-3 3-4 [[ peak hour(E-W)	, <b>O</b> :	0			÷						
1-2 2-3											
3-4 3.GAMDAN ST.	0										
eak hour(S-N) 9-5 eak hour(N-S)	0							7			•
5-9 ff peak hour(S-N)	0						٠				Φ.
9-5 (1 peak hour(N-S)	0									•	0
5-9	0										8

### Appendix Table 8.4.2 Current Traffic Problems by Section in Taiz

										Seriou Colera	
Road & Section No.	Acci- dents	2 Conges- tion roads	Pede. Cross- ing	4 Hicto Bus	Herging	6 Traflic Diverg- ing	7 Turn Left	8 Park In 8 Cut	9 Park & Traffic		II Road Condi- tion
F. JAMAR, 51264H SEPT. SI.											
Peak hout (S-k) 1-2											
2-3											•
3-1									C		9
4-5											Θ.
5-6 6-7											
7 - 8	Unknown	1	9					•	•		_
8-9			Ó					Č	Ô		· 66
Peak hour(K-S) 8-7											_
7-6			•					*	9		•
6-5											
1-3 5-4		Ç			0	0					
3-2		O			O	O				•	<b>#</b>
2 - 1		00								ě	•
•										~	₩