

APPENDIX

- OD Table
- Project Profile
- Traffic Volume in Intersection

- OD Table

Table 10-1-1: OD Tables of 1998 (93 Zones, PCU, STRADA Format)

AOD		INSETOD		1.0 1/1/99		OD.DAT		93		0		PCU	
(1017)	(1017)	(1017)	(1017)	(1017)	(1017)	(1017)	(1017)	(1017)	(1017)	(1017)	(1017)	(1017)	(1017)
(24)	(35)	(37)	(39)	(40)	(41)	(42)	(43)	(44)	(45)	(46)	(47)	(48)	(49)
(1) 207	255	237	130	136	105	86	153	68	493	114	98	96	58
(2) 300	143	101	47	80	45	49	12	7	217	18	15	4	29
(3) 46	93	44	42	51	15	32	47	8	390	34	41	38	25
(4) 246	107	181	29	8	21	13	35	3	118	3	5	20	59
(5) 290	111	385	65	20	64	7	13	7	308	95	18	54	129
(6) 243	91	138	105	63	84	37	74	27	384	51	51	87	38
(7) 5	19	118	47	20	44	8	12	8	173	205	15	34	8
(8) 125	50	68	30	32	37	23	39	6	127	117	20	29	12
(9) 36	89	40	46	38	38	41	48	18	159	22	41	46	24
(10) 34	71	122	34	33	21	33	33	11	299	25	31	41	42
(11) 29	107	112	20	36	0	27	31	5	230	18	28	23	18
(12) 964	745	819	173	478	77	401	724	1112	2359	161	230	247	536
(13) 280	182	185	79	35	81	70	42	13	125	23	77	70	8
(14) 321	433	127	88	185	44	145	170	20	1007	75	125	114	91
(15) 316	219	672	127	160	135	136	123	191	167	176	149	92	104
(16) 92	9	53	10	6	8	8	7	4	71	6	7	11	1
(17) 253	70	322	94	39	84	79	49	23	80	31	69	77	14
(18) 11	37	162	13	13	5	13	11	1	160	58	11	14	7
(19) 5	53	231	23	7	22	7	12	111	60	4	4	25	45
(20) 36	37	247	48	12	46	16	22	14	101	10	12	27	17
(21) 208	211	855	116	66	122	32	42	189	36	171	137	98	113
(22) 303	362	174	100	137	33	131	205	31	1322	88	106	133	97
(23) 240	74	179	49	24	41	55	65	18	155	54	16	46	40
(24) 51	53	16	12	23	2	27	15	0	200	10	22	19	15
(25) 283	168	1041	178	169	193	56	50	21	212	67	67	190	175
(26) 518	152	353	52	105	57	110	8	188	135	15	16	50	77
(27) 601	276	112	55	96	45	185	249	62	376	32	61	35	45
(28) 573	334	388	82	153	40	180	192	6	690	65	99	184	59
(29) 532	133	192	34	102	30	17	156	7	109	14	12	23	35
(30) 259	103	118	38	32	28	32	41	7	303	20	24	40	19
(31) 482	145	30	28	9	24	84	24	5	33	10	11	25	5
(32) 294	71	47	34	56	24	42	44	10	249	22	22	40	14
(33) 144	44	77	34	57	14	39	29	5	377	30	32	38	30
(34) 0	289	424	44	12	45	171	113	233	174	15	11	49	92
(35) 287	0	181	86	57	70	74	83	88	246	73	82	103	15
(36) 428	180	0	54	224	51	171	167	19	359	42	117	42	49
(37) 44	86	51	0	34	19	43	47	10	255	19	37	32	25
(38) 12	59	222	33	0	27	23	68	12	103	69	62	35	47
(39) 45	71	55	20	27	0	39	26	3	216	11	33	23	24
(40) 171	75	167	45	23	38	0	20	9	181	70	13	37	4
(41) 115	87	164	46	67	36	19	0	60	183	17	19	45	50
(42) 235	68	20	9	12	3	8	60	0	165	9	5	21	12
(43) 173	245	356	252	103	215	179	183	165	0	116	87	189	88
(44) 12	74	41	18	69	12	69	19	10	114	0	80	20	8
(45) 11	62	117	36	60	33	13	18	10	87	80	0	32	58
(46) 48	104	42	37	33	37	23	33	0	20	72	53	30	24
(47) 93	15	48	25	47	23	5	52	4	89	10	60	20	0
(48) 122	92	175	78	60	75	45	19	20	211	162	62	73	63
(49) 359	164	475	68	134	65	9	27	12	84	20	192	51	121

Table 10-1-1 OD Tables of 1998 (93 Zones, PCU, STRADA Format)

AOD		INSETO		1.0 U/99		OD.DAT		0		PCU																	
(1017)		93		1		0		0		0																	
(88)	(69)	(70)	(71)	(72)	(73)	(74)	(75)	(76)	(77)	(78)	(79)	(80)	(81)	(82)	(83)	(84)	(85)	(86)	(87)	(88)	(89)	(90)	(91)	(92)	(93)		
(1)	141	82	90	113	129	503	396	110	195	64	448	178	184	85	34	40	24	87	54	66	181	4	203	65	56	102	
(2)	41	24	9	61	96	761	486	252	22	102	223	219	199	11	64	208	0	288	200	93	0	3	0	12	12	104	
(3)	38	31	36	66	97	293	233	19	4	119	880	41	211	50	11	26	212	204	47	24	9	16	0	14	10	24	
(4)	27	19	5	45	154	572	297	94	86	7	138	59	143	5	5	150	92	958	538	6	22	0	25	15	0	127	
(5)	222	31	12	119	371	374	570	333	516	285	352	76	369	93	88	109	570	213	633	3	229	69	96	29	9	49	
(6)	131	38	40	61	184	660	470	82	5	84	332	133	315	49	32	157	218	241	251	30	111	12	216	142	67	145	
(7)	43	28	18	9	151	79	343	75	0	7	175	67	147	9	7	43	2	139	144	9	60	0	20	0	0	19	
(8)	47	34	18	78	158	6	424	27	69	61	144	143	68	16	11	262	79	60	35	19	0	0	7	11	0	186	
(9)	86	41	27	45	91	235	313	31	9	25	356	1082	175	68	30	6	15	323	160	33	90	0	127	42	4	125	
(10)	51	41	41	60	292	285	274	60	2	33	1479	72	314	71	10	47	11	59	52	37	121	0	110	1	0	68	
(11)	110	17	23	25	376	198	20	122	4	112	67	21	26	38	4	0	5	24	4	7	12	0	0	0	0	0	
(12)	237	230	653	1018	1297	1532	206	1270	1803	897	177	249	1442	1252	436	823	1655	388	2164	1873	948	12	999	193	231	286	
(13)	71	32	21	41	35	656	497	184	0	104	371	78	191	188	9	25	246	221	74	7	22	36	23	23	0	185	
(14)	146	96	130	226	102	88	870	337	13	339	704	3140	212	298	47	1314	55	1530	1308	120	409	71	134	238	182	160	
(15)	184	89	409	13	517	717	1098	275	785	295	795	297	272	718	100	585	603	1160	1242	11	149	10	78	76	108	32	
(16)	10	10	3	4	1550	135	2142	51	2	2	154	728	75	13	7	202	1	304	110	3	98	0	123	55	15	28	
(17)	95	38	57	172	173	317	549	23	0	289	401	95	64	68	41	150	0	237	83	12	202	0	91	58	8	7	
(18)	14	13	14	16	61	37	1815	30	1	10	10	2001	204	80	3	628	3	11	320	11	0	0	0	38	0	0	
(19)	38	27	94	10	43	325	1137	6	284	136	467	64	60	8	7	725	233	646	452	6	41	42	208	35	0	44	
(20)	68	48	11	18	85	70	190	47	2	11	647	130	117	22	18	1281	5	30	7	14	54	0	93	0	8	62	
(21)	105	42	295	27	252	1254	1332	245	121	339	576	331	272	226	42	504	445	960	1064	71	131	21	332	228	34	143	
(22)	183	100	198	167	157	554	352	202	180	90	197	149	312	369	25	83	203	424	95	36	194	2	379	970	3175	1343	
(23)	55	33	14	8	47	320	246	54	192	9	200	73	127	13	7	21	63	133	56	46	0	0	0	18	0	0	
(24)	29	19	27	38	44	12	824	43	3	18	40	61	74	42	8	4	9	30	24	17	0	0	0	44	0	37	
(25)	339	195	212	102	399	1429	1924	49	785	90	1297	490	234	158	63	491	674	678	565	102	149	7	82	301	315	244	
(26)	55	20	17	113	391	179	525	0	140	372	271	214	366	142	6	133	322	210	82	10	85	17	91	160	24	167	
(27)	85	56	81	123	166	883	128	390	243	96	180	215	398	55	35	20	33	224	11	95	123	24	54	162	29	211	
(28)	115	68	297	134	89	155	149	884	894	353	1535	127	420	402	21	23	482	102	38	587	216	114	64	422	66	181	
(29)	34	32	14	7	37	385	430	0	188	217	191	36	167	282	427	63	141	388	24	10	84	0	38	127	0	67	
(30)	56	43	31	58	77	44	120	59	138	33	119	116	90	37	15	11	14	33	12	37	0	0	0	0	0	24	
(31)	27	18	7	7	50	46	325	4	5	6	82	61	43	10	9	3	195	25	9	10	0	0	0	0	0	0	
(32)	44	33	23	32	73	54	119	179	2	84	106	85	178	34	17	10	142	221	98	27	0	0	0	48	0	39	
(33)	32	30	35	38	46	284	408	138	3	54	1225	104	37	46	11	5	120	97	30	25	0	8	16	325	0	182	
(34)	64	34	238	156	92	1413	580	399	1041	180	311	219	348	888	8	19	0	258	1301	70	227	33	121	300	14	273	
(35)	140	70	38	35	154	653	1012	30	3	75	411	174	303	173	19	208	86	137	80	211	96	0	130	1344	7	26	
(36)	93	53	284	121	465	177	197	561	600	155	187	331	113	347	30	478	29	191	677	84	34	3	32	104	25	100	
(37)	66	43	47	77	88	68	130	59	6	34	102	103	82	69	17	19	18	59	25	43	70	0	12	93	7	34	
(38)	65	44	28	29	111	113	342	100	1	15	251	154	114	22	10	45	7	97	51	23	12	0	45	15	0	38	
(39)	52	36	45	70	63	57	68	59	4	34	1419	72	54	58	9	10	15	42	16	39	0	0	12	0	0	14	
(40)	51	31	15	11	44	117	220	6	76	9	200	72	197	138	418	19	77	120	101	9	39	15	14	0	5	34	
(41)	61	34	18	13	135	118	344	136	154	7	177	82	66	17	8	15	2	188	24	56	0	0	0	78	0	0	
(42)	11	8	10	9	26	247	345	6	0	90	6	21	12	14	1	0	2	102	31	8	0	0	0	0	0	0	
(43)	352	183	104	94	329	701	1044	203	104	216	1589	632	611	466	158	192	300	615	276	112	159	0	157	112	20	92	
(44)	33	22	16	26	60	46	112	23	2	17	94	75	51	26	12	11	8	120	131	20	0	0	0	0	0	0	
(45)	50	34	18	22	65	70	205	23	91	15	197	86	60	21	10	238	5	37	27	18	10	0	0	0	0	38	
(46)	65	41	38	85	88	45	104	62	8	32	102	120	102	64	25	7	16	68	204	40	16	0	25	45	0	53	
(47)	30	19	10	73	45	650	124	92	0	63	228	33	284	4	8	286	212	82	8	0	0	0	0	0	0	42	
(48)	128	45	21	15	137	302	304	81	11	11	234	113	308	27	20	154	189	197	150	14	45	0	0	0	0	10	96
(49)	157	33	20	86	91	1929	541	330	88	491	456	209	259	725	10	359	664	125	1362	5	109	7	57	25	12	73	

Table 10-1-1 OD Tables of 1998 (93) Zones, PCU, SITRADA Format)

AOD INSETOD		1.0 1/1/99		OD.DAT		0		PCU																			
(1017)	(93)	(70)	(71)	(72)	(73)	(74)	(75)	(76)	(77)	(78)	(79)	(80)	(81)	(82)	(83)	(84)	(85)	(86)	(87)	(88)	(89)	(90)	(91)	(92)	(93)		
(50)	66	30	43	46	45	165	742	33	3	21	223	950	334	41	9	67	17	85	72	28	53	4	47	0	129		
(51)	100	20	27	65	57	422	308	105	0	117	162	195	373	325	12	273	626	379	320	20	224	107	30	39	21	92	
(52)	53	36	120	148	141	302	99	161	0	197	254	1407	175	28	15	185	98	500	570	41	120	0	248	22	0	150	
(53)	104	17	10	4	73	344	382	89	40	78	192	233	25	206	5	342	717	577	92	3	183	7	235	142	0	137	
(54)	110	351	18	44	88	823	216	170	0	158	255	255	335	115	668	448	305	621	607	75	590	38	42	76	17	174	
(55)	22	22	20	42	38	457	28	45	59	66	18	53	107	23	8	8	72	10	4	26	665	10	17	17	40	11	
(56)	72	141	38	108	122	519	398	139	0	111	266	100	236	20	14	39	254	632	161	28	161	8	28	23	28	31	
(57)	78	23	99	10	40	14	81	75	84	7	136	183	175	15	9	699	2	98	515	9	700	2	113	237	17	156	
(58)	294	600	471	74	566	817	576	518	124	515	255	20	613	981	177	563	1397	957	303	387	2143	24	133	43	37	220	
(59)	208	45	388	208	89	373	363	129	0	240	168	21	217	452	50	530	1064	516	277	156	191	69	31	114	12	137	
(60)	192	101	122	216	163	315	443	226	13	192	298	240	200	618	33	64	56	153	80	123	125	0	49	20	51	129	
(61)	114	30	174	10	85	490	467	159	206	81	206	82	189	205	10	107	180	282	72	12	240	0	96	55	41	33	
(62)	58	40	312	83	80	564	108	255	170	319	115	278	82	528	27	66	17	18	174	58	38	19	29	49	20	26	
(63)	32	21	12	203	100	401	386	277	162	108	189	215	441	11	11	344	246	156	540	10	9	8	26	128	33	28	
(64)	169	107	141	385	215	584	294	454	271	426	185	41	204	620	48	212	62	112	55	154	305	18	214	195	9	112	
(65)	131	44	0	128	28	298	327	122	0	167	177	405	280	290	5	257	168	228	156	67	33	37	0	32	13	60	
(66)	136	35	30	60	210	858	544	256	0	125	308	348	870	1068	83	602	794	333	79	20	210	7	51	170	30	117	
(67)	329	58	2	77	33	435	51	0	0	5	130	178	22	141	3	814	318	586	484	6	250	45	51	44	35	166	
(68)	0	167	47	64	81	116	168	56	4	178	141	100	89	400	15	17	15	427	23	33	33	14	108	1278	0	293	
(69)	184	0	24	23	44	84	120	13	5	12	97	53	55	41	11	8	5	48	207	13	0	7	0	14	0	10	
(70)	45	26	0	269	398	106	203	13	0	12	153	69	59	13	6	19	24	28	227	13	0	0	27	33	0	340	
(71)	80	23	266	0	139	950	322	2	139	5	235	62	43	133	47	28	2	48	44	5	55	12	0	31	0	15	
(72)	80	45	397	138	0	1168	1037	157	4	275	425	47	63	185	22	29	5	523	762	33	112	5	16	76	17	255	
(73)	117	83	107	946	1163	0	140	1605	254	150	219	310	908	93	51	33	59	39	721	840	88	0	137	130	376	1157	
(74)	188	121	204	325	1034	140	0	315	223	185	102	339	273	214	55	47	825	190	48	183	275	7	125	375	203	468	
(75)	55	13	14	3	157	1598	311	0	190	0	394	104	458	2	2	31	260	320	146	0	185	0	0	353	24	59	
(76)	4	5	0	139	4	255	229	189	0	0	69	115	135	1	1	0	0	119	1443	0	274	0	122	1081	73	171	
(77)	177	12	13	3	270	150	185	0	0	0	140	31	643	220	77	334	0	315	676	8	82	19	43	145	4	0	
(78)	145	97	152	238	425	220	102	395	70	141	0	349	372	346	33	25	86	127	31	138	408	1	1155	391	227	333	
(79)	100	53	68	62	47	309	337	105	114	33	348	0	427	84	20	33	365	93	62	34	238	11	264	32	134	93	
(80)	90	54	60	44	59	910	271	455	135	641	372	430	0	78	127	304	504	432	43	410	125	0	70	0	4	26	
(81)	387	42	12	133	187	93	214	2	1	222	345	83	77	0	979	10	1	680	558	287	0	1	16	22	0	55	
(82)	13	12	7	50	23	50	57	2	1	78	33	21	129	977	0	98	2	1072	29	5	0	0	0	36	0	0	
(83)	15	7	18	28	30	33	47	31	0	337	27	33	304	9	97	0	791	227	432	290	68	6	0	57	29	328	
(84)	15	7	24	2	6	59	831	261	0	0	86	366	508	1	2	793	0	912	208	281	177	0	12	35	9	22	
(85)	422	47	28	48	518	39	159	315	119	312	128	93	430	674	1083	229	907	0	1556	689	517	105	44	70	42	236	
(86)	24	207	222	44	764	717	48	144	1446	680	33	62	41	553	27	430	208	1556	0	1493	904	114	170	713	29	78	
(87)	32	15	14	8	32	944	182	0	0	8	137	26	412	285	5	292	282	692	1485	0	199	421	0	18	0	21	
(88)	51	10	60	46	159	93	331	108	119	38	257	31	75	63	10	11	134	386	981	45	0	148	363	390	14	289	
(89)	109	49	33	33	0	0	0	0	0	0	0	0	0	0	3	11	0	31	33	168	338	0	0	11	60	0	35
(90)	169	0	67	26	28	61	132	38	224	187	1686	204	84	0	2	22	43	91	107	75	192	20	0	80	0	153	
(91)	73	0	33	5	167	126	282	295	542	83	483	41	65	0	42	62	3	46	860	16	481	12	91	0	2	212	
(92)	0	0	0	0	0	14	477	269	61	49	0	158	170	65	0	0	33	25	32	0	11	0	0	0	0	7	
(93)	48	36	151	46	423	1703	282	247	105	23	411	187	106	13	13	215	35	125	627	253	208	60	56	153	6	0	

Table 10-1-2 OD Tables of 2005 (93 Zones, PCU, STRADA Format)

AOD INSETOD		1.0 I/J/99		OD.DAT	
(1)	(2)	(3)	(4)	(5)	(6)
0	184	1067	326	154	59
1	0	64	68	289	68
2	186	0	47	122	24
3	1083	62	0	348	132
4	327	88	46	0	146
5	181	290	121	348	0
6	153	68	22	135	149
7	58	56	36	106	224
8	139	44	22	30	100
9	185	37	81	17	77
10	132	32	22	17	46
11	183	28	13	24	39
12	522	937	1957	805	980
13	152	31	64	27	288
14	750	300	38	326	405
15	256	234	222	273	346
16	688	17	73	44	70
17	189	179	52	91	229
18	713	37	5	5	155
19	272	71	45	46	198
20	477	50	10	21	117
21	414	186	148	154	198
22	328	209	63	152	248
23	127	91	41	7	80
24	51	28	5	23	64
25	704	196	157	131	163
26	316	223	89	102	562
27	316	73	186	119	377
28	240	396	212	518	391
29	126	107	63	36	146
30	127	32	34	13	51
31	54	11	33	2	202
32	80	25	44	12	108
33	60	33	19	20	66
34	197	257	43	212	263
35	256	124	88	92	100
36	298	128	52	195	410
37	136	49	39	30	69
38	153	79	53	8	20
39	104	45	14	25	63
40	88	42	27	11	7
41	155	11	42	32	13
42	55	8	9	3	6
43	481	175	358	94	184
44	112	17	33	4	93
45	101	13	42	4	16
46	96	42	37	20	57
47	53	4	22	46	121
48	180	29	74	28	61
49	173	187	63	179	252
50	184	127	128	127	54
51	196	223	73	387	109
52	156	88	183	214	62
53	130	101	117	521	35
54	163	563	375	390	147
55	110	129	177	386	106
56	24	122	73	192	11
57	20	103	22	157	165
58	116	35	83	214	25
59	117	91	134	217	28
60	128	27	111	168	14
61	0	128	31	0	134
62	616	2805	2138	1230	351
63	48	160	421	554	466
64	17	2224	383	702	584
65	115	104	147	446	777
66	5	11	0	36	1073
67	33	278	498	356	29
68	41	34	98	157	212
69	1	34	98	157	212
70	28	190	9	285	282
71	22	54	22	12	87
72	57	197	604	1331	443
73	43	841	426	389	294
74	13	116	250	253	275
75	0	91	55	15	250
76	118	90	0	42	1484
77	118	90	0	42	1484
78	118	90	0	42	1484
79	118	90	0	42	1484
80	118	90	0	42	1484
81	118	90	0	42	1484
82	118	90	0	42	1484
83	118	90	0	42	1484
84	118	90	0	42	1484
85	118	90	0	42	1484
86	118	90	0	42	1484
87	118	90	0	42	1484
88	118	90	0	42	1484
89	118	90	0	42	1484
90	118	90	0	42	1484
91	118	90	0	42	1484
92	118	90	0	42	1484
93	118	90	0	42	1484
94	118	90	0	42	1484
95	118	90	0	42	1484
96	118	90	0	42	1484
97	118	90	0	42	1484
98	118	90	0	42	1484
99	118	90	0	42	1484
100	118	90	0	42	1484

Table 10-1-4 OD Tables of 2020 (93 Zones, PCU, STRADA Format)

AOD INSETOB		1.0 I/199		OD.DAT		93		0		PCU	
(1)	144	(35)	237	(36)	334	(37)	121	(38)	187	(39)	86
(2)	108	(6)	60	(12)	45	(18)	58	(24)	41	(30)	17
(3)	18	(3)	43	(9)	18	(15)	28	(21)	10	(27)	14
(4)	92	(4)	43	(11)	41	(17)	6	(23)	3	(29)	6
(5)	154	(6)	66	(13)	41	(19)	70	(25)	18	(31)	53
(6)	92	(3)	43	(15)	176	(21)	87	(27)	43	(33)	63
(7)	2	(1)	16	(17)	134	(23)	38	(29)	16	(35)	3
(8)	52	(3)	30	(19)	96	(25)	36	(31)	20	(37)	34
(9)	22	(7)	40	(21)	41	(23)	19	(29)	46	(35)	20
(10)	28	(4)	49	(15)	18	(21)	24	(27)	10	(33)	16
(11)	19	(9)	91	(13)	132	(19)	52	(25)	2	(31)	2
(12)	628	(1)	791	(2)	861	(3)	187	(4)	635	(5)	72
(13)	143	(1)	143	(2)	204	(3)	81	(4)	28	(5)	78
(14)	505	(1)	787	(2)	299	(3)	154	(4)	510	(5)	71
(15)	162	(1)	124	(2)	760	(3)	107	(4)	92	(5)	60
(16)	65	(7)	50	(13)	3	(19)	3	(25)	3	(31)	3
(17)	175	(5)	56	(11)	304	(17)	80	(23)	27	(29)	84
(18)	8	(2)	29	(17)	171	(23)	15	(29)	11	(35)	8
(19)	4	(1)	41	(21)	241	(27)	20	(33)	7	(39)	16
(20)	28	(2)	28	(26)	286	(32)	10	(38)	40	(44)	8
(21)	178	(1)	193	(2)	1297	(3)	97	(4)	40	(5)	80
(22)	109	(2)	275	(3)	334	(4)	105	(5)	201	(6)	34
(23)	117	(3)	38	(4)	247	(5)	42	(6)	17	(7)	34
(24)	32	(1)	32	(2)	10	(3)	8	(4)	28	(5)	8
(25)	133	(7)	78	(13)	979	(19)	92	(25)	96	(31)	77
(26)	510	(1)	180	(2)	838	(3)	86	(4)	240	(5)	76
(27)	684	(2)	425	(3)	290	(4)	215	(5)	78	(6)	198
(28)	529	(3)	340	(4)	593	(5)	103	(6)	269	(7)	44
(29)	250	(4)	84	(5)	185	(6)	108	(7)	107	(8)	24
(30)	127	(2)	72	(3)	110	(4)	34	(5)	32	(6)	23
(31)	407	(1)	168	(2)	38	(3)	24	(4)	9	(5)	21
(32)	172	(4)	49	(5)	48	(6)	29	(7)	67	(8)	20
(33)	68	(2)	22	(3)	60	(4)	17	(5)	38	(6)	8
(34)	0	(1)	151	(2)	371	(3)	41	(4)	11	(5)	29
(35)	190	(0)	205	(1)	285	(2)	74	(3)	46	(4)	48
(36)	370	(2)	245	(3)	0	(4)	70	(5)	371	(6)	61
(37)	42	(7)	75	(13)	371	(19)	38	(25)	0	(31)	27
(38)	12	(4)	47	(10)	153	(16)	20	(22)	11	(28)	14
(39)	31	(4)	48	(6)	13	(12)	27	(18)	0	(24)	14
(40)	62	(7)	59	(13)	202	(19)	40	(25)	87	(31)	27
(41)	58	(5)	59	(11)	202	(17)	11	(23)	11	(29)	11
(42)	121	(3)	38	(18)	7	(24)	1	(30)	2	(36)	47
(43)	56	(1)	182	(2)	389	(3)	198	(4)	71	(5)	138
(44)	6	(0)	40	(1)	129	(2)	34	(3)	53	(4)	6
(45)	35	(7)	78	(13)	43	(19)	26	(25)	44	(31)	17
(46)	49	(8)	59	(14)	49	(20)	44	(26)	17	(32)	19
(47)	49	(8)	59	(14)	49	(20)	44	(26)	17	(32)	19
(48)	53	(6)	60	(2)	203	(3)	75	(4)	62	(5)	69
(49)	156	(9)	95	(15)	541	(21)	64	(27)	3	(33)	47

Table 10-1-4 OD Tables of 2020 (93 Zones, PCU, STRADA Format)

AOD INSETOOD		1.0 I/199		OD.DAT		0		PCU	
(57)	(58)	(59)	(60)	(61)	(62)	(63)	(64)	(65)	(66)
211	150	191	291	380	1875	1658	259	185	178
225	82	83	152	245	5014	1701	225	1201	269
93	68	184	246	473	2485	245	178	34	432
145	37	15	6	232	2540	807	73	98	77
127	282	25	30	101	4343	452	104	288	204
30	31	27	57	100	1575	85	75	498	128
98	257	27	102	259	2715	741	72	219	117
144	73	96	9	191	60	214	52	468	13
631	591	602	98	700	3606	1346	1003	1122	1340
333	62	591	249	171	2188	1060	102	533	348
325	221	226	411	567	2556	1027	404	244	402
148	58	231	13	181	2163	977	164	1892	67
87	464	162	351	4625	440	291	1044	784	407
365	203	2180	1004	198	1896	92	882	1033	691
207	240	514	667	4953	810	498	1159	1116	575
173	82	10	144	131	1488	685	53	284	193
472	5983	1328	172	2	2059	39	2744	889	398
2882	1810	31	236	478	9184	725	2	2059	39
320	172	252	362	1730	564	163	163	617	851
97	114	230	1322	447	20	94	53	680	169
173	96	0	1180	2438	1317	699	33	18	37
251	113	1101	0	478	7431	1093	7	605	19
228	2434	475	0	14722	5846	119	181	581	3817
363	1324	1314	7429	14718	0	13460	23530	7704	2356
564	447	698	1098	5642	13463	0	1419	3341	710
163	20	34	8	120	23524	1418	0	6444	10
183	93	18	665	182	7712	3346	6434	0	7
617	52	36	21	561	2354	709	10	6	0
651	682	975	1528	3916	9887	1410	4001	2217	1510
302	167	191	209	276	5591	1466	1057	689	114
498	349	242	272	565	11493	1467	2566	1088	3487
3409	818	85	202	3080	5163	3185	13	2811	501
181	264	151	468	348	1515	373	26	152	805
78	52	99	127	295	723	568	187	53	942
125	35	38	6	62	2744	3283	355	3	4
1527	139	140	207	1500	873	487	1535	852	1029
182	2957	3638	278	7050	26435	652	4223	23920	2436
433	152	83	25	421	14366	2799	10	16	52
51	10	65	48	170	97	338	109	123	41
52	32	0	0	0	16	0	0	0	15
168	0	89	25	30	63	136	37	230	189
79	0	32	6	173	128	262	302	552	62
0	0	0	0	14	482	276	63	51	0
51	37	162	49	428	1753	281	263	110	24
138	0	0	0	50	0	0	0	0	0
99	20	0	0	32	40	0	0	0	0
161	0	259	22	0	161	0	0	0	0
144	0	247	147	0	144	0	0	0	0
183	18	48	79	18	183	0	0	0	0
12	17	41	12	17	12	0	0	0	0
33	28	25	28	33	33	0	0	0	0
181	18	246	18	181	181	0	0	0	0
239	45	36	239	239	239	0	0	0	0
147	12	118	12	147	147	0	0	0	0
139	21	54	139	139	139	0	0	0	0
38	44	57	44	38	38	0	0	0	0
27	20	31	27	27	27	0	0	0	0
32	34	34	32	32	32	0	0	0	0
119	227	209	119	119	119	0	0	0	0
60	0	34	14	60	60	0	0	0	0
125	35	54	181	125	125	0	0	0	0
175	48	53	175	175	175	0	0	0	0
313	116	1371	0	313	313	0	0	0	0
11	7	0	13	11	11	0	0	0	0
381	0	28	34	381	381	0	0	0	0
18	12	0	32	18	18	0	0	0	0
270	15	77	18	270	270	0	0	0	0
1238	0	148	141	1238	1238	0	0	0	0
404	7	132	400	404	404	0	0	0	0
62	0	381	25	62	62	0	0	0	0
182	130	1140	74	182	182	0	0	0	0
0	0	0	0	0	0	0	0	0	0
350	0	57	29	350	350	0	0	0	0
346	1	1209	409	346	346	0	0	0	0
100	12	279	33	100	100	0	0	0	0
4	0	76	0	4	4	0	0	0	0
57	18	24	0	57	57	0	0	0	0
29	0	0	0	29	29	0	0	0	0
350	0	0	0	350	350	0	0	0	0
21	13	38	10	21	21	0	0	0	0
252	42	46	72	252	252	0	0	0	0
85	122	182	755	85	85	0	0	0	0
22	0	18	0	22	22	0	0	0	0
311	158	384	413	311	311	0	0	0	0
37	0	11	66	37	37	0	0	0	0
162	20	0	82	162	162	0	0	0	0
226	12	477	12	226	226	0	0	0	0
7	0	10	0	7	7	0	0	0	0
6	61	59	160	6	6	0	0	0	0

- Project Profile

PROJECT PROFILE

Project No.: A02

Project File		Al Zablatani Street				
Existing Condition		- It passes through the industrial zone parallel to Barada River, beginning at Ibn Assaker where widening is required. After that it passes beside some industrial establishments, and then it directs towards Kafer Battna after intersecting with the extension of the southern bypass road				
Objective		<ul style="list-style-type: none"> - To connect the inner ring road around the Old City with the neighboring industrial zone and with the eastern side of the city to outer ring roads - To activate exiting industrial activities. 				
Segment						Total
Location	From To	Inner RR Medium RR				
Length	(meter)	1,700				1,700
Traffic Volume	Year	2020				
	P. Car	57,000				
	Taxi	51,750				
	M. Bus	16,578				
	Truck	5,322				
	Total	130,650				
Work Item						
Widening to 6 lanes (m)		1,700				
		<ul style="list-style-type: none"> - Demolition of eroded old buildings at the beginning of the street near Ibn Assaker Street (about 50 units) - Modifying and organizing the east area of Bab Sharqi Plan - Reviewing the control plan of intersections and squares. - Considering the construction of an overpass from the Al Sheikh Raslan with one-way and two passing lanes to the east (Project C19). 				
Cost (million SP)						
Economic Cost		23.7				
Financial Cost		39.1				
Engineering		4.7				
Right-of-Way		0.0				
Total (million SP)		43.8				
Implementation Year	From To	2010 2012				
Economic Return	B/C					
Remarks						



PROJECT PROFILE

Project No. : A03

Project File		Abdel Ghani An Nabolsi Street				
Existing Condition		<ul style="list-style-type: none"> - Old residential buildings are existing along narrow streets in the area with negative environmental and social conditions. A short section of the street requires widening to provide constant width for the street. 				
Objective		<ul style="list-style-type: none"> - To connect between Rukn Ad din and Muhajireen directly - To serve the residential zone - To remove the present negative environmental and social conditions 				
Segment						Total
Location	From To					
Length (meter)		350				
Traffic Volume	Year	2020				
	P. Car	17,964				
	Taxi	16,539				
	M. Bus	5,346				
	Truck	2,010				
	Total	41,859				
Work Item						
Widening to 3 lanes (m)		350				
		<ul style="list-style-type: none"> - Demolition of the existing old buildings (about 75 units). - Studying the riverbed passing near the area. - Constructing new buildings on the roadsides according to the new width - Planting the streets 				
Economic Cost		2.4				
Financial Cost		4.0				
Engineering		0.5				
Right-of-Way		83.3				
Total (million S.P)		87.8				
Implementation Year	From	2016				
	To	2018				
Economic Return	B/C					
Remarks						



PROJECT PROFILE

Project No. : A04

Project Name		Anwar Kamel to South Bypass			
Existing Condition		- Workshops of building materials, cars maintenance, residential buildings with rural style and arable lands. The road connects the Abassiyeen sq. and Joubar suburb, and continues till intersecting with the extension of the southern bypass			
Objective		<ul style="list-style-type: none"> - To strengthen the connection between the southern bypass and inner ring road east of the city - To reorganize the zone on the roadsides. - To develop the area and the handicrafts activities. - To serve the local traffic inside the zone 			
Segment					Total
Location	From To				
Length	(meter)	1,900			1,900
Traffic Volume	Year	2020			
	P. Car	44,640			
	Taxi	36,600			
	M. Bus	13,686			
	Truck	5,502			
	Total	100,428			
Work Item		<ul style="list-style-type: none"> - Demolition of some old buildings (about 100 units) - Providing car parking along of the street - Planting the roadsides - Reviewing the movement on intersections and squares 			
Economic Cost		26.5			26.5
Financial Cost		43.7			43.7
Engineering		5.2			5.2
Right-of-Way		41.1			41.1
Total (million S.P)		90.1			90.1
Implementation Year	From	2019			
	To	2020			
Economic Return	B/C				
Remarks					



PROJECT PROFILE

Project No.: A05

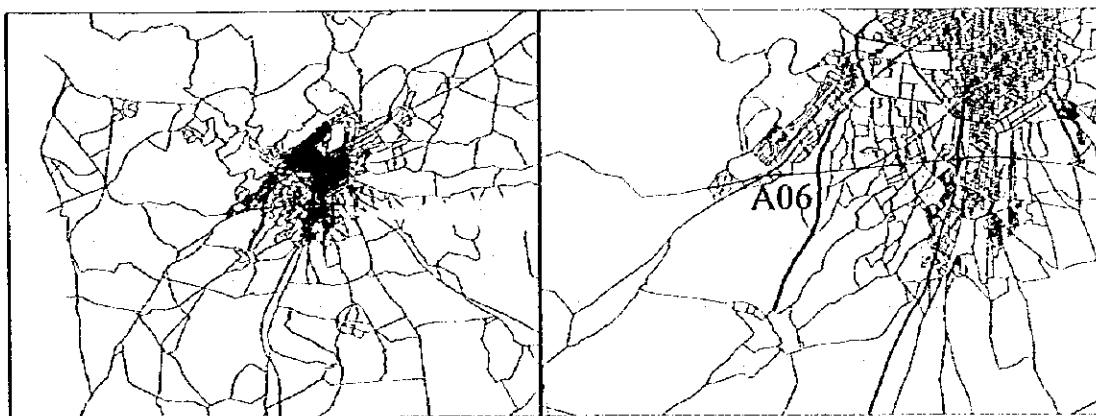
Project File		Tora River Street				
Existing Condition		<ul style="list-style-type: none"> -The street passes along the southern riverside of Tora River. - Industrial zone is situated on its northern side. - Rural residential style dominates the southern side. 				
Objective		<ul style="list-style-type: none"> - To decrease the traffic congestion on the parallel Factories street on the north - To serve the residential area - To promote higher social and recreational level for the zone. 				
Segment						Total
Location	From To					
Length	(meter)	1,800				1,800
Traffic Volume	Year	2020				
	P. Car	44,496				
	Taxi	37,472				
	M. Bus	13,532				
	Truck	6,000				
	Total	101,500				
Work Item		<ul style="list-style-type: none"> - Demolition some of old buildings (about 35 units) - Providing an on-street cars parking - Improving the riverbed and covering some parts - Constructing bridge to connect the road and Factories road 				
Economic Cost		16.7				
Financial Cost		27.6				
Engineering		3.3				
Right-of-Way		317.3				
Total (million S.P)		348.2				
Implementation Year	From	2010				
	To	2012				
Economic Return	B/C					
Remarks		- The widening scheme might be extended to reach Arbeen village.				



PROJECT PROFILE

Project No. : A06

Project File		Daria Road				
Existing Condition		<ul style="list-style-type: none"> - Arable road passes through zone contains few rural houses and farms mainly for orchards. - Connecting between southern bypass and outer ring bypass and leading to Daria in the south. 				
Objective		<ul style="list-style-type: none"> - To connect Mezzah, Daria and neighboring area - To serve the area which is expected to be residential in the future. - To promote the existing economic activities. 				
Segment						Total
Location	From To	Mezze street Outer RR				
Length	(meter)	3,000				3,000
Traffic Volume	Year	2020				
	P. Car	84,642				
	Taxi	62,796				
	M. Bus	26,958				
	Truck	7,800				
	Total	182,196				
Work Item		<ul style="list-style-type: none"> - Removing some of rural houses (about 25 units). - Acquiring some lands - Constructing a paved wide road - Improving Deiryani riversides and covering some parts of the river 				
Economic Cost		41.9				
Financial Cost		69.1				
Engineering		8.3				
Right-of-Way		265.0				
Total (million S.P)		342.3				
Implementation	From	2017				
	To	2019				
Economic Return	B/C					
Remarks						



PROJECT PROFILE

Project No.: A07

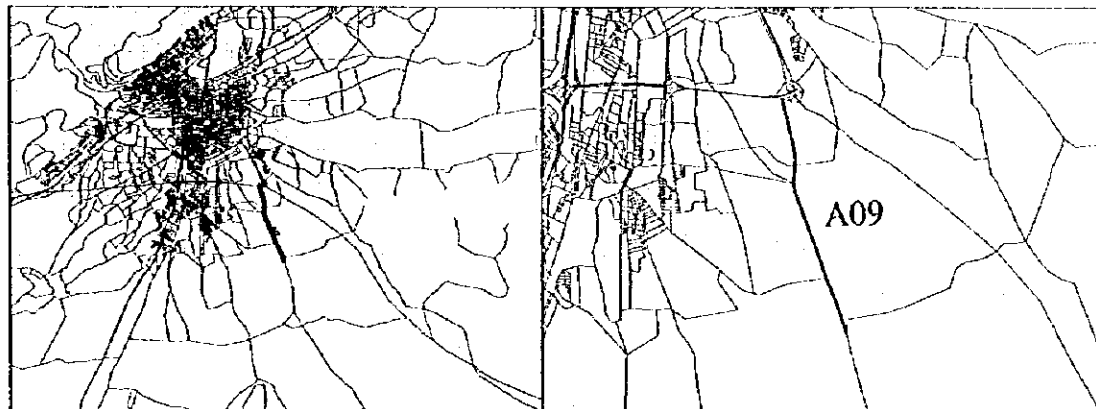
Project File		Al Quds Road				
Existing Condition		<ul style="list-style-type: none"> - This is a main road connecting the streets of Al Quds, Ubada bin Jarah and Palestine to the planned outer ring road - The road is surrounding with residential buildings and moderate-quality commercial shops - The traffic movement in the area has a high density 				
Objective		<ul style="list-style-type: none"> - To connect the city center with the south bypass and the planned outer ring road - To serve the neighboring area and promote socioeconomic activities - To decrease the traffic delay and air pollution. 				
Segment						Total
Location	From To					
Length	(meter)	4,000				4,000
Traffic Volume	Year	2020				
	P. Car	12,360				
	Taxi	10,560				
	M. Bus	4,086				
	Truck	1,098				
	Total	28,104				
Work Item		<ul style="list-style-type: none"> - Demolition the buildings some are new, concrete and good (about 85 units). - Reviewing the movement on intersections and squares. - Providing on-street parking space. - Providing wide carriageway with high capacity - Planting the roadsides. 				
Economic Cost		55.8				
Financial Cost		92.1				
Engineering		11.0				
Right-of-Way		353.3				
Total (million S P)		456.4				
Implementation Year	From	2014				
	To	2017				
Economic Return	B/C					
Remarks						



PROJECT PROFILE

Project No. : A09

Project File		Seywaida Road				
Existing Condition		<ul style="list-style-type: none"> - The roadsides of the road accommodate industrial establishments, arable lands, residential buildings and religious Sanctuary. - Active traffic movement, median island is in some of its part - It passes through many villages. - It directs southerly towards Seywaida. 				
Objective		<ul style="list-style-type: none"> - To strengthen the connection between city center and south of city. - To activate the sanctuary and religious activities tourist. - To develop the area and neighboring villages socially and economically. 				
Segment						Total
Location	From To	South Bypass Outer RR				
Length (meter)		2,000				2,000
Traffic Volume	Year	2020				
	P. Car	55,962				
	Taxi	40,458				
	M. Bus	17,334				
	Truck	3,570				
	Total	117,324				
Work Item						
	Widening to 6 lanes (m)	2,000				
Economic Cost		27.9				
Financial Cost		46.0				
Engineering		5.5				
Right-of-Way		213.0				
Total (million S.P)		264.5				
Implementation	From To	2015 2017				
Economic Return	B/C					
Remarks	- It is convenient in future to provide connecting for Sweida towards international airport road directly through suitable road interchange.					



PROJECT PROFILE

Project No.: A10

Project File		Saad Zaghloul Street				
Existing Condition		<ul style="list-style-type: none"> - Commercial street is crowded and neighboring directly to the old city. - Relatively new concrete buildings are neighboring the west direction - Controlled by the feasibility study through CO2 project - Traffic movement are two-way on one part and one-way on the other - Pedestrian's crossing is done currently with great difficult 				
Objective		<ul style="list-style-type: none"> - To decrease the delay and the current congestion near Hamaydiah - To facilitate the density of pedestrian's movement. - To bring out the ancient neighboring features - To form space and areas through constructing cars underpass (feasibility study) - To improve the traffic connection between the south and the city center 				
Segment						Total
Location	From To	Bab Sarijeh Jarran street				
Length	(meter)	350				350
Traffic Volume	Year	2020				
	P. Car	35,420				
	Taxi	33,072				
	M. Bus	9,764				
	Truck	3,168				
	Total	81,424				
Work Item		<ul style="list-style-type: none"> - Constructing underground with two passing lanes towards south-north (F.S) - Widening the narrow parts without touching the ancient. - Finding rental cars parking - Planting the necessary trees 				
Economic Cost		3.3				3.3
Financial Cost		5.4				5.4
Engineering		0.6				0.6
Right-of-Way		119.9				119.9
Total		125.9				125.9
Implementation	From To	2011 2013				
Economic Return	B/C					
Remarks						



PROJECT PROFILE

Project No.: A11

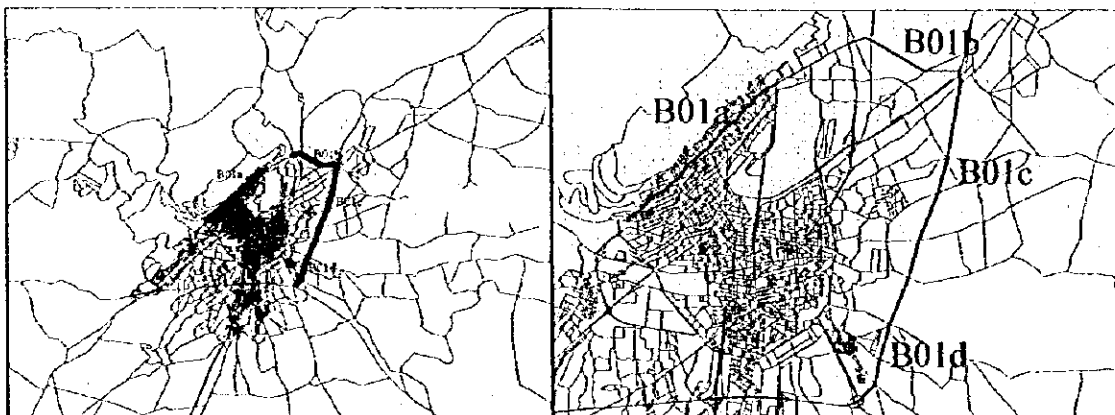
Project File		Tora Riverside Street				
Existing Condition		<ul style="list-style-type: none"> - The street passes a residential area - New residential buildings are situated on both sides. 				
Objective		<ul style="list-style-type: none"> - To provide crossing the passing movement from east to west on the north riverside - To provide crossing the local movement that serving from the west to east on the south riverside - To decrease the delay and congestion - To improve the conditions of pedestrian movement along the river 				
Segment						Total
Location	From To					
Length	(meter)	1,000				1,000
Traffic Volume	Year	2020				
	P. Car	55,854				
	Taxi	50,058				
	M. Bus	15,978				
	Truck	5,214				
	Total	127,104				
Work Item		<ul style="list-style-type: none"> - Constructing retaining walls for the river instead of the current sand slopes and to improve the path of riverbed. - Providing relatively wide pavement - Tree-planting works 				
Economic Cost		14.0				
Financial Cost		23.0				
Engineering		2.8				
Right-of-Way		0.0				
Total (million S.P)		25.8				
Implementation	From	2007				
	To	2009				
Economic Return	B/C					
Remarks						



PROJECT PROFILE

Project No.: B01

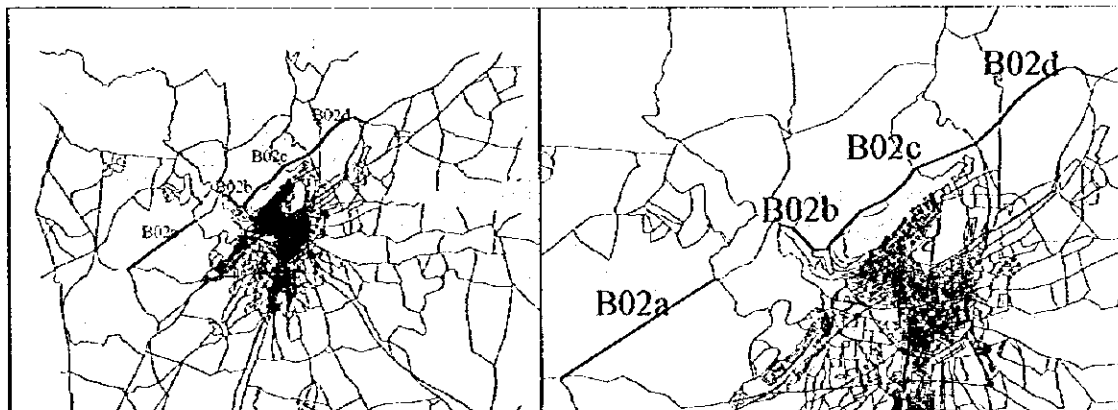
Project File		Medium Ring Road				
Existing Condition		- Road passes different areas, one area is new and old buildings and the other is not inhabited, or with declinations and different topographic relief, or in with random buildings.				
Objective		<ul style="list-style-type: none"> - To connect between east and west city through Kassioun mountain - To connect with the southern bypass road - To connect with Aleppo outer road - To provide continuity of movement around the city to decrease the congestion of the city middle 				
Segment		a	b	c	d	Total
Location	From To					
Length (meter)		3,800	4,200	4,000	3,000	15,000
Traffic Volume	Year	2020	2020	2020	2020	
	P. Car	52,542	59,778	46,926	36,210	
	Taxi	44,880	52,044	40,428	28,440	
	M. Bus	15,690	17,112	13,524	12,330	
	Truck	4,974	6,708	5,922	4,386	
	Total	118,086	135,642	106,800	81,366	
Work Item						
		- Demolition about 300 old building and about 25 good condition buildings situated	- Passing arable land and demolition walls.	- Demolition about 1000 unit and pulling out thousand trees	Demolition about 1000 unit and pulling out many trees.	
		- Reviewing the intersection with roads in (a,b,c,d) parts.				
Economic Cost		196.0	162.2	291.6	173.7	
Financial Cost		323.4	267.6	481.1	286.6	
Engineering		38.8	32.1	57.7	34.4	
Right-of-Way		726.3	741.2	127.7	574.3	
Total (million S.P)		1,088.6	1,040.9	666.5	895.3	
Implementation	From To	2011 2015	2007 2009	2001 2003	2002 2005	13 years
Economic Return B/C						
Remarks		- Reviewing the intersections with roads a,b,c,d.				



PROJECT PROFILE

Project No.: B02

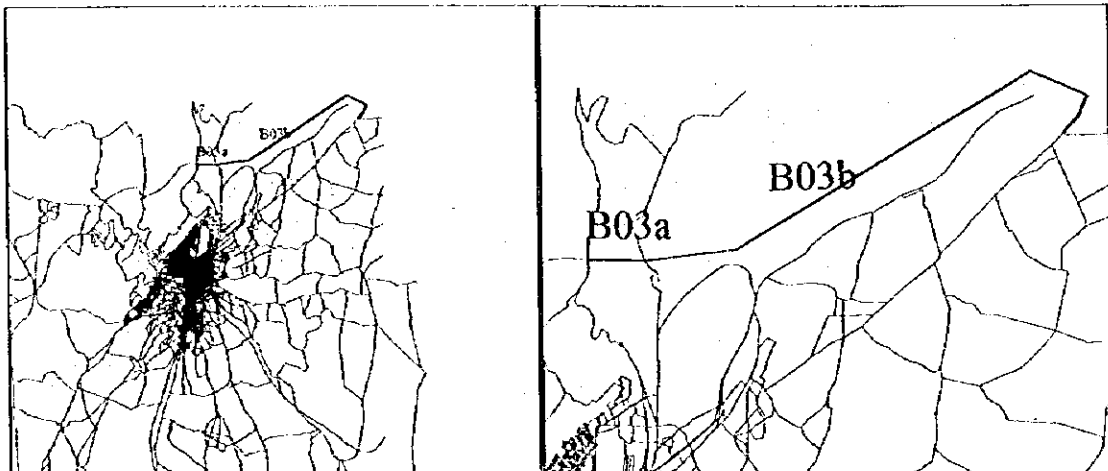
Project File		Barzeh/Dumar road				
Existing Condition		a	b	c	d	
		- Road passes a barren area.	- Road passes a rugged area	- Road passes a mountain area	- Road passes a flat lands and almost agricultural	
		In the part C. in area D.				
Objective		-To provide the good traffic connection between west city, west suburbs, Dumar suburb from one hand and east city, east suburbs and Barzeh suburb from other hand without passing areas of traffic and residential congestion.				
Segment		a	b	c	d	Total
Location	From	New Beirut Rd	Old Beirut Rd	Kassioun Rd	Seydnaya Rd	
	To	Old Beirut Rd	Kassioun Rd	Seydnaya Rd	Aleppo h'way	
Length (meter)		5,000	2,000	3,000	4,000	14,000
Traffic Volume	Year	2020	2020	2020	2020	
	P. Car	11,910	39,228	21,684	58,404	
	Taxi	8,298	33,942	17,988	47,502	
	M. Bus	3,492	10,518	6,558	18,078	
	Truck	912	3,468	2,268	7,428	
	Total	24,612	87,156	48,498	131,412	
Work Item		<ul style="list-style-type: none"> - Executing big sand works /digging and filling up. - Constructing bridge over Rabwa road connecting between Dumar and Kassioun directly through Dumar project bridge, its length may reach to 75m - There are no establishments or buildings 				
Economic Cost (m SP)		229.5	145.8	173.7	201.6	
Financial Cost		378.7	240.6	286.6	332.6	
Engineering		45.4	28.9	34.4	39.9	
Right-of-Way		0.0	0.0	0.0	0.0	
Total		424.1	269.4	321.0	372.6	
Implementation	From	2016	2011	2015	2019	
	To	2019	2013	2017	2021	
Economic Return	B/C					
Remarks		- It's preferred planning road through Dumar connecting between New Beirut highway and passing Dumar area besides passing over old Beirut road /Rabwah road/ through bridge connecting Kassioun directly as similar to bridge of Dumar project entrance.				



PROJECT PROFILE

Project No. : B03

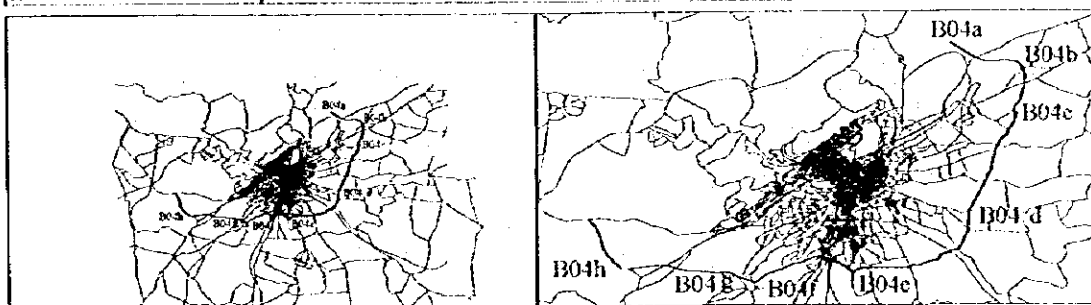
Project File		North Bypass				
Existing Condition		- Road passes in barren hill area is passed by arable land				
Objective		- To complete the northern bypass and connect it with southern bypass (Middle) with outer, and in the future with big Damascus MOC ring road mentioned in plan of Ministry of Communication. - To provide bypasses around the city to decrease the traffic congestion, pollution and delay inside the city.				
Segment		a	b			Total
Location	From To					
Length	(meter)	2000	7000			
Traffic Volume	Year	2020	2020			
	P. Car	26,250	84			
	Taxi	24,246	6			
	M. Bus	7,494	36			
	Truck	2,826	72			
	Total	60,816	198			
Work Item						
		- The excavation, filling up, some of industrial works, retaining walls or embankment.				
Economic Cost		201.6	139.5			
Financial Cost		332.6	230.2			
Engineering		39.9	27.6			
Right-of-Way		0.0	0.0			
Total (million S.P)		372.6	257.8			
Implementation	From To	2001 2003	2001 2003			2 Year
Economic Return		B/C				
Remarks		- This road is the extension part of the road being implemented currently by the Governorate.				



PROJECT PROFILE

Project No. : B04

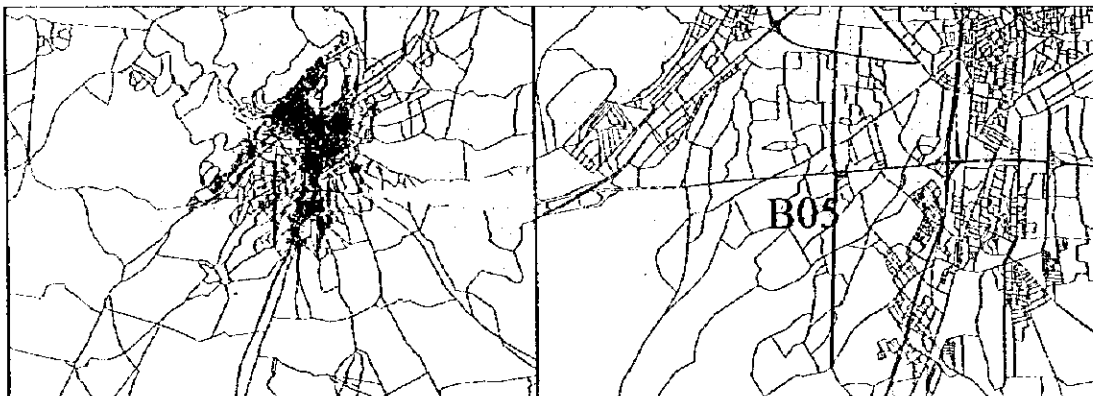
Project File		Outer Ring Road								
Existing Condition		- Road connects the northern bypass northerly and surrounds Damascus city and suburb. a - It passes through rugged area and intersects with Aleppo high way. b - Then passes arable area, passes Duma till Palmiary road. c - It passes through residential area and dense arable land till Zablatani road passing Masraba and Kafer Battina d - It passes arable lands and intersects with Barada river, passes southerly ready cloth industries company till airport highway where intersects with it in executed I C. e - The takes path parallel to southern bypass where passes Aqraba town and intersects with Seywaida road where passes through Yalda and Babela then passes random informal lands in the south of Mukhayam, and intersects with Old Darra' road then new Darra' road. f & g - It passes Arable lands and takes path the road of Ashrafiya Sahnaya- Sahnaya then Moa'damiya Al Sheikh till Qunaytra road. h - It passes in rugged hill area till intersecting with New Beirut road								
Objective		- To find bypass surrounding the city and connecting with Northern Bypass to form Out Ring Road leading to decrease the traffic congestion, pollution and delay through the city.								
Segment		a	b	c	d	e	f	g	h	Total
Location	From To									
Length (meter)		RDG 2,000	RDG 2,600	RDG 6,000	RDG 5,000	6,000	RDG 4,000	RDG 4,500	RDG 4,000	34,100
Traffic Volume	Year	2020	2020	2020	2020	2020	2020	2020	2020	
	P. Car	0	76,980	55,092	54,804	49,396	69,846	52,980	11,412	
	Taxi	0	69,882	49,692	45,876	38,178	52,098	42,888	7,920	
	M. Bus	0	22,110	15,846	18,054	16,998	23,250	16,302	3,600	
	Truck	0	9,564	7,026	5,790	4,986	7,326	4,344	1,098	
	Total	0	178,536	127,656	124,524	109,560	152,520	116,514	24,030	
Work Item		a - I C b - Passing farms, demolition walls around 100 residential units in Duma town and reviewing the intersection c - I C Passing farms, demolition around 250 residential units in Masraba, Hamoria and Kafer Bantina -constructing bridge for covering Barada River. d - Demolition around 75 rural residential unit and walls in Jisreen and Maliha and between them. e - I C. Seywaida demolition around 300 rural random residential units in Yalda and south of Mukhayam and Qadam, I C New Darra'. f - I C Sahnaya. demolition around 100 rural residential unit - I C Darayah. g - I C Qunaytra: demolition around 100 rural residential and in Moaa'damayh . H - I C New Beirut earth works and some industrial works.								
Economic Cost		a	b	c	d	e	f	g	h	Total
Financial Cost						437.4				
Engineering						721.7				
Right-of-Way						86.6				
Total						1,556.8				
Implementation		From				2003				
		To				2007				
Economic Return		B C								
Remarks		RDG: Rural Damascus Governorate								



PROJECT PROFILE

Project No.: B05

Project File		Kafer Soussch from 17 April to Outer Ring Road				
Existing Condition		<ul style="list-style-type: none"> - It consists of two part: first part between 17 April and Southern Bypass which being a street resulting from Kafer Soussch organizing. residential buildings are situated on its roadsides. It is under-construction - The second part between Southern Bypass and Outer Ring Road which being road passes through yielding arable lands 				
Objective		<ul style="list-style-type: none"> - To connect between Inner Ring Road and Outer Ring Road passing with Southern Bypass - To connect Kafer Soussch suburb with city center and out of the city - To promote the area in the south of Kafer Soussch suburb. 				
Segment						Total
Location	From To	17 April st. Outer RR				
Length (meter)		4,000				4,000
Traffic Volume	Year	2020				
	P. Car	50,442				
	Taxi	40,230				
	M. Bus	15,198				
	Truck	5,256				
	Total	111,126				
Work Item		<ul style="list-style-type: none"> - Constructing road interchange on the 17 April - Modifying the road interchange executed on the Southern Bypass - Constructing road interchange on the Outer Ring Road - Demolition around 10 rural houses and agricultural parapet 				
Economic Cost		291.6				
Financial Cost		481.1				
Engineering		57.7				
Right-of-Way		1,778.2				
Total (million S.P)		2,317.1				
Implementation	From	2013				
	To	2016				
Economic Return	B/C					
Remarks						



PROJECT PROFIL

Project No.: B06

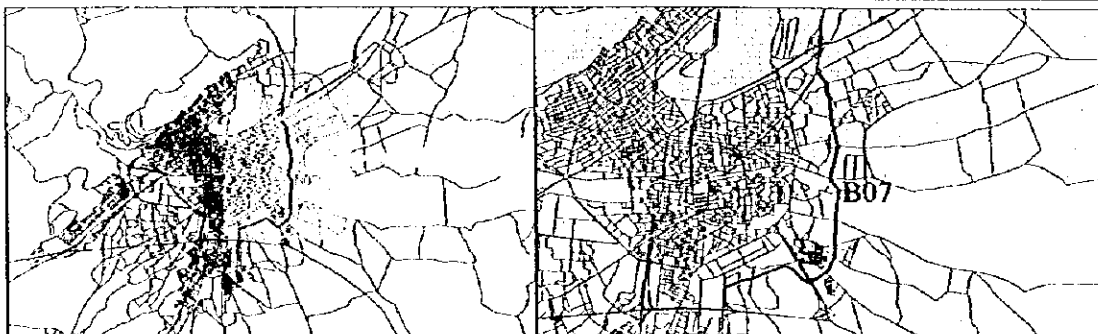
Project File		Ala Al Bait Street and Al Quds Street Connection				
Existing Condition		- Path passes currently through zone with park and street near from Police Office station and cemetery.				
Objective		- To connect Quds street and southern zone with Aal Al Bait and city center through Ibn Assaker street with one direction from south to north				
Segment						Total
Location	From To					
Length (meter)		700				
Traffic Volume	Year	2020				
	P. Car	37,612				
	Taxi	34,524				
	M. Bus	11,732				
	Truck	3,172				
	Total	87,040				
Work Item		<ul style="list-style-type: none"> - Demolition about five old commercial shops with form likes stall. - Removing part from exiting small parking. - Removing small parapets. - Reviewing connection the situated street. 				
Economic Cost		13.0				
Financial Cost		21.5				
Engineering		2.6				
Right-of-Way		316.1				
Total		340.1				
Implementation	From	2006				2 Years
	To	2008				
Economic Return	B/C					
Remarks		- This road may connect Quds street with Al Beit with two-way, but continuity of Al Beit Street, especially the northern part that near Bab Al Jabiah, it prefers to be one-way only: from south to north.				



PROJECT PROFILE

Project No.: B07

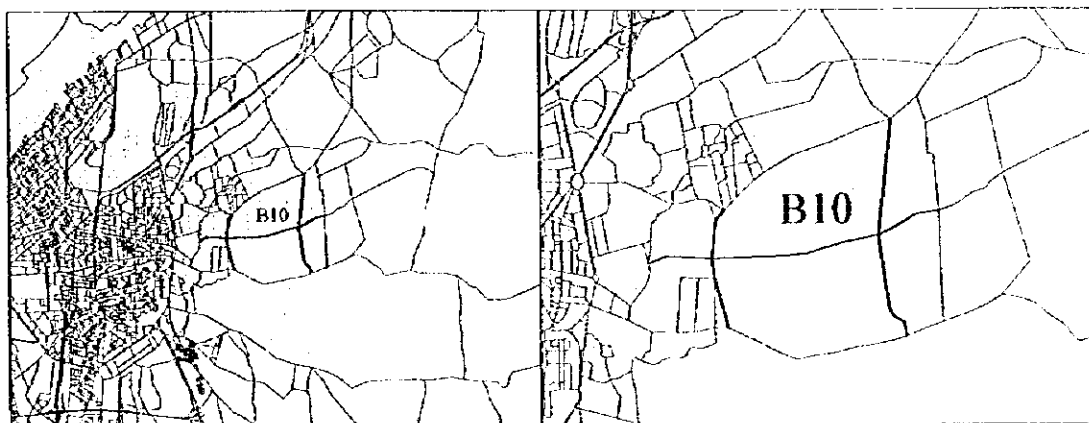
Project File		Al Kahira Parallel Street from Al Quds to Fares Al Khouri				
Existing Condition		<ul style="list-style-type: none"> Street begins from Quds Street parallel to Cairo street and intersects with airport street, then directs northerly till intersects with Zablatini road according to Eckoşar plan, then, it's suggested to extend it northerly through organizing East of Bab Sharqi till reach to the Garajat square on Fares Kuri . There is part neighboring Al Quds executed currently, but the rest parts passes old and new buildings situated in Jouber, Garamana, Dowalaah, and Tabalih. It intersects with Garaman, Al Kabas and branches of Barada River. 				
Objective		<ul style="list-style-type: none"> To form main arterial parallel to the eastern part of inner ring road to decrease the congestion. To activate the industrial and residential areas that passes through To improve the environmental conditions 				
Segment						Total
Location	From To					
Length	(meter)	6400				
Traffic Volume	Year	2020				
	P.Car	40,110				
	Taxi	35,049				
	M. Bus	12,168				
	Truck	4,386				
	Total	91,758				
Work Item		<ul style="list-style-type: none"> - Demolition around 350 residential units of random housing in areas passed by this road. - Reviewing the organizing the east of Bab Sharqi planning. - Reviewing the intersections with other existing roads. - Providing acceptable connecting with garajat square. - Studying the connections with Quds Street. 				
Economic Cost		358.6				
Financial Cost		591.6				
Engineering		71.0				
Right-of-Way		1,402.9				
Total (million S.P)		2,065.6				
Implementation	From	2017				3 Years
	To	2021				
Economic Return	B/C					
Remarks						



PROJECT PROFILE

Project No.: B10

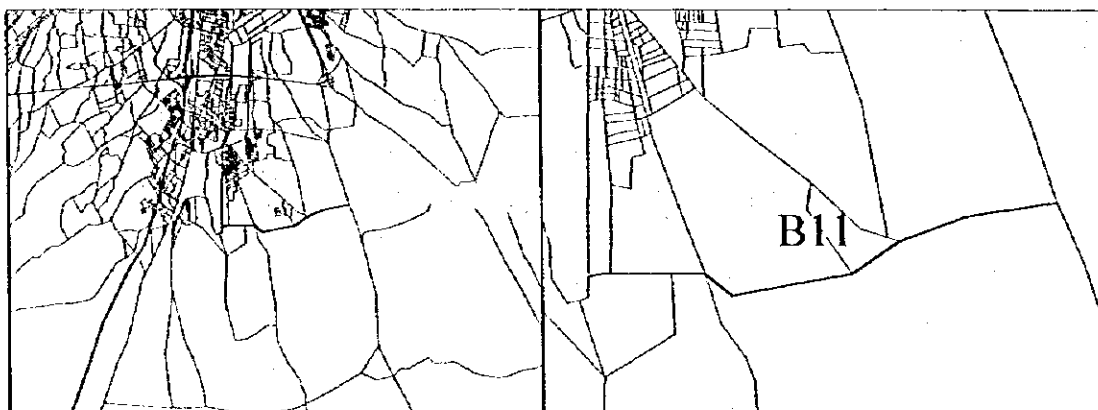
Project File		Al Zablatani Streets east south bypass				
Existing Condition		<ul style="list-style-type: none"> - Group of streets in east city between Anwar Kamel and Zablatani streets, two of them north-south, and the third west-east, these streets pass residential buildings and informal areas. - It might not obligate with suggested locations for these streets and leave that to the organizing will be suggested for the area. 				
Objective		<ul style="list-style-type: none"> - To connect and develop the area, streets are necessary because not arterial are there. 				
Segment						Total
Location	From To					
Length	(meter)	1200				
Traffic Volume	Year	2020				
	P. Car	44,460				
	Taxi	37,752				
	M. Bus	14,100				
	Truck	5,064				
	Total	101,376				
Work Item		<ul style="list-style-type: none"> - Demolition around 65 random or old residential units. - Organizing the area and studying the services. - Finding green areas and parks. 				
Economic Cost		33.5				
Financial Cost		55.2				
Engineering		6.6				
Right-of-Way		318.0				
Total (million S.P)		379.9				
Implementation	From To	2012 2014				2 Years
Economic Return	B/C					
Remarks		<ul style="list-style-type: none"> - Area needs organizing study connecting between the suggested street, existing buildings and necessary services of school, parks, parking and commercial shops... 				



PROJECT PROFILE

Project No.: B11

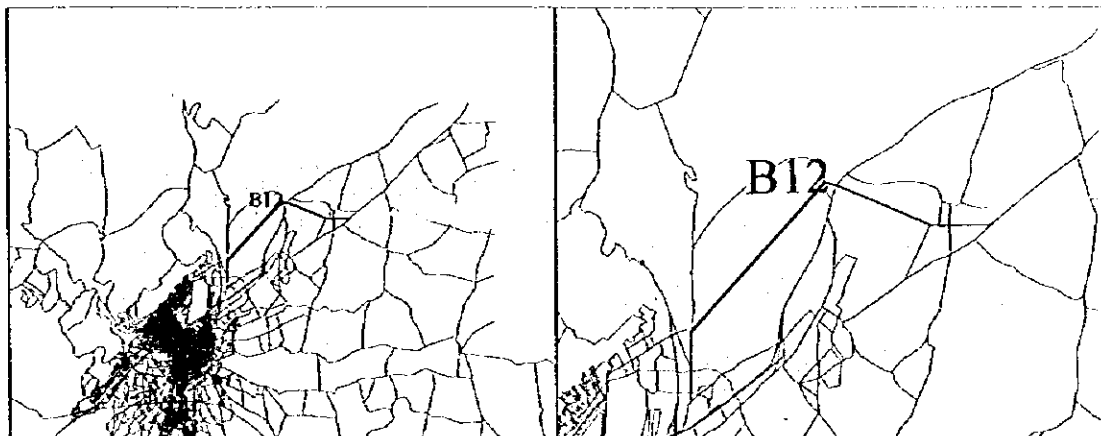
Project File		Extension of Thalatheen Road				
Existing Condition		<ul style="list-style-type: none"> - Commercial, residential and crowded street - The west part is executed with median island but needs to improvements. - The rest of the path passes some of the simple buildings in the middle part of it, then passes some of buildings are moderate quality in the east part. 				
Objective		<ul style="list-style-type: none"> - To connect this street towards to the east-west between streets north-south - To reach to the main road that is Seywaida road. - To decrease the congestion on the internal streets. - To develop the area. 				
Segment						Total
Location	From To					
Length	(meter)	3400				
Traffic Volume	Year	2020				
	P. Car	26,316				
	Taxi	20,916				
	M. Bus	8,940				
	Truck	2,130				
	Total	58,302				
Work Item		<ul style="list-style-type: none"> - Demolition about 20 buildings are moderate quality.10 house and simple stalls. - Reviewing the intersections - Forming square at intersections with extension Al Quds Street. 				
Economic Cost		94.9				
Financial Cost		156.5				
Engineering		18.8				
Right-of-Way		474.2				
Total (million S.P)		649.5				
Implementation	From	2008				2 Years
	To	2011				
Economic Return	B/C					
Remarks						



PROJECT PROFILE

Project No.: B12

Project File		South Barzeh Road			
Existing Condition		- It passes hill area, some farms in the west part and middle. intersects with New Aleppo road. - East part: It passes buildings in Duma town to Old Aleppo Road (Palmary Road.)			
Objective		- To connect directly between Barzeh, Rukn Ad Din and Kassioum mountain in west with Duma, Adrah and Old Aleppo road in east. besides to connect Aleppo highway itself.			
Segment					Total
Location	From To				
Length	(meter)	5000			
Traffic Volume	Year	2020			
	P. Car	73,122			
	Taxi	60,678			
	M. Bus	23,046			
	Truck	9,312			
	Total	166,158			
Work Item		- Demolition some walls and passing through arable lands. - Demolition about 50 residential units in Duma and its suburbs.			
Economic Cost		139.5			
Financial Cost		230.2			
Engineering		27.6			
Right-of-Way		525.4			
Total (million S.P)		783.2			
Implementation	From	2014			3 Years
	To	2017			
Economic Return	B/C				
Remarks		- It's preferred studying this road with coordinating with B04b			



PROJECT PROFILE

Project No.: B13

Project File		Old City North Wall street				
Existing Condition		<ul style="list-style-type: none"> - This street passes north of Old Damascus Wall and over extension of one of branches of Barada river. - It passes through many of very old buildings. - The east part is executed but require to improvements. - The west part passes through scattered old buildings or moderate quality 				
Objective		<ul style="list-style-type: none"> - To connect east of the city with west through old city. - To develop the old city touristically - To discover the ancient wall. - To develop Barada river. - To remove the huts and bad social focus. - To improve the economical, social and environmental situation. 				
Segment						Total
Location	From To					
Length	(meter)	1500				
Traffic Volume	Year	2020				
	P. Car	62,976				
	Taxi	60,192				
	M. Bus	17,976				
	Truck	5,292				
	Total	146,436				
Work Item		<ul style="list-style-type: none"> - Demolition around 30 bad old buildings or moderate quality - Treating the riverbed and its walls. - Covering some parts of river in case of need - Studying the intersections - Architectural and ancient treatments. 				
Economic Cost		86.9				
Financial		143.3				
Engineering		17.2				
Right-of-Way		793.1				
Total (million S.P)		953.6				
Implementation	From	2007				3 Years
	To	2010				
Economic Return	B/C					
Remarks						



PROJECT PROFILE

Project No.: B14

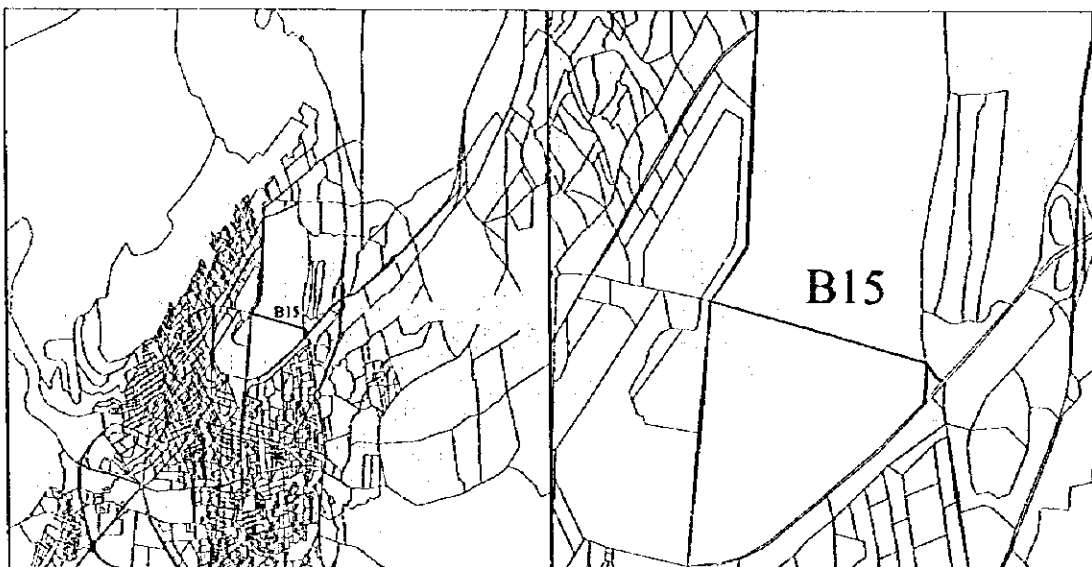
Project Name		Abu Jarash Garden North			
Existing Condition		<ul style="list-style-type: none"> - It passes parallel to the south of Berzeh housing. - It has the same alignment of an existing local road. 			
Objective		<ul style="list-style-type: none"> - To form a ring contributing in decreasing the congestion on Kasioun road east-west. 			
Segment					Total
Location	From To				
Length (meter)		2000			
Traffic Volume	Year	2020			
	P. Car	27,672			
	Taxi	23,668			
	M. Bus	8,728			
	Truck	3,104			
	Total	63,172			
Work Item		<ul style="list-style-type: none"> - Reviewing the path of local road. - Connecting the suggested road and local road. - Reviewing the intersections. 			
Economic Cost		37.2			37.2
Financial Cost		61.4			61.4
Engineering		7.4			7.4
Right-of-Way		480.8			480.8
Total (million S.P)		549.5			549.5
Implementation	From	2017			
	To	2021			
Economic Return	B/C				
Remarks					



PROJECT PROFILE

Project No.: B15

Project Name		Abu Jarash Garden - south				
Existing Condition		- It passes through green area, arable lands and nursery.				
Objective		- To complete the inner ring road and makes it near to the city center. - To support the connection around city center.				
Segment						Total
Location	From To					
Length	(meter)	1,100				1,100
Traffic Volume	Year	2020				
	P. Car	20,604				
	Taxi	17,996				
	M. Bus	5,816				
	Truck	2,056				
	Total	46,472				
Work Item		- Demolition some walls. - Passing through some arable lands and small nurseries - Reviewing intersections with others roads.				
Economic Cost		20.5				20.5
Financial Cost		33.8				33.8
Engineering		4.1				4.1
Right-of-Way		264.4				264.4
Total (million S.P)		302.2				302.2
Implementation	From	2009				
	To	2011				
Economic Return	B/C					
Remarks						



PROJECT PROFILE

Project No.: B16

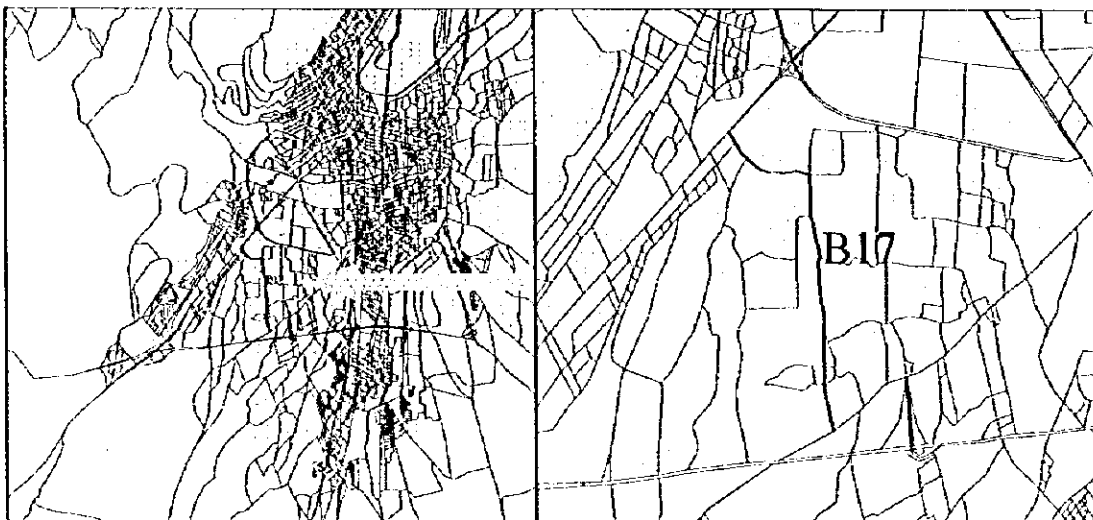
Project Name		Mezzeh South - 1				
Existing Condition		<ul style="list-style-type: none"> - It reaches between Fayez Mansour Highway and southern bypass. - It passes behind of current existing Villas. 				
Objective		<ul style="list-style-type: none"> - To support the connection between the main arterial. - To develop the area is passed by this road. 				
Segment						Total
Location	From To					
Length (meter)		2,000				2,000
Traffic Volume	Year	2020				
	P. Car	29,456				
	Taxi	23,312				
	M. Bus	9,260				
	Truck	2,564				
	Total	64,592				
Work Item		<ul style="list-style-type: none"> - Demolition some walls - Passing through parts of arable lands. - Demolition small and simple nurseries. - Reviewing the intersections. 				
Economic Cost		37.2				37.2
Financial Cost		61.4				61.4
Engineering		7.4				7.4
Right-of-Way		470.6				470.6
Total (million S.P)		539.3				539.3
Implementation	From	2019				
	To	2021				
Economic Return	B/C					
Remarks						



PROJECT PROFILE

Project No. : B17

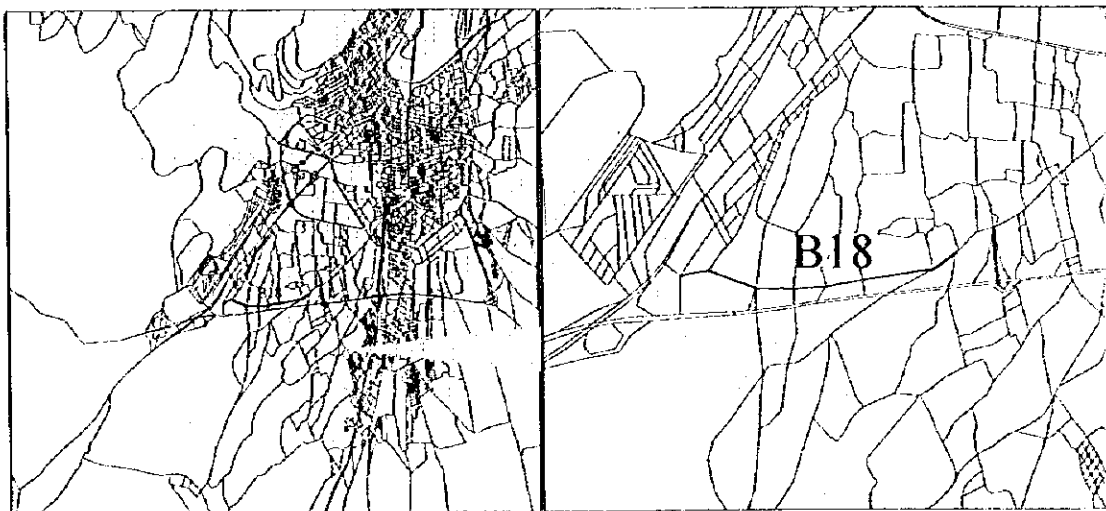
Project File		Mezzeh South - 2				
Existing Condition		- Road passes through arable lands and rural houses.				
Objective		- To connect between the main arterial. - To develop the area is passed by road.				
Segment						Total
Location	From To					
Length	(meter)	1100				
Traffic Volume	Year	2020				
	P. Car	29,160				
	Taxi	23,060				
	M. Bus	8,864				
	Truck	2,924				
	Total	64,008				
Work Item		- Demolition some walls - Demolition some of small nurseries.				
Economic Cost		20.5				
Financial Cost		33.8				
Engineering		4.1				
Right-of-Way		258.8				
Total (million S.P)		296.6				
Implementation	From	2017				2 Years
	To	2019				
Economic Return	B/C					
Remarks						



PROJECT PROFILE

Project No.: B18

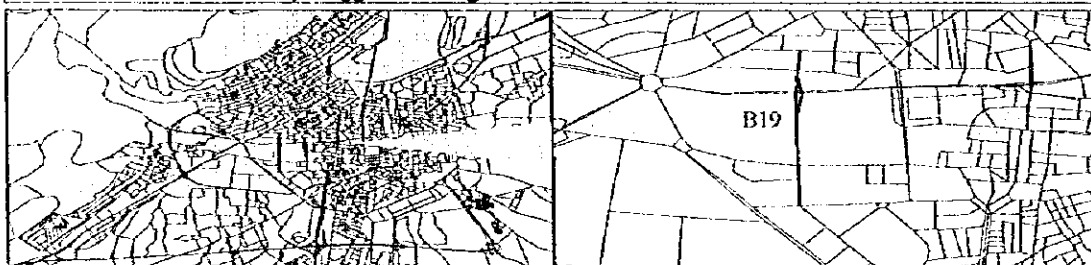
Project Name		Mezzeh South - 3				
Existing Condition		- Road passes through arable lands and rural houses				
Objective		- To support the connection between road-network. - To connect with Fayeze Mansor Highway.				
Segment						Total
Location	From To					
Length (meter)		1,500				1,500
Traffic Volume	Year	2020				
	P. Car	18,664				
	Taxi	14,592				
	M. Bus	6,408				
	Truck	2,144				
	Total	41,808				
Work Item		- Demolition some of rural houses (around 50 houses). - Demolition some walls.				
Economic Cost		27.9				27.9
Financial Cost		46.0				46.0
Engineering		5.5				5.5
Right-of-Way		352.9				352.9
Total (million S.P)		404.5				404.5
Implementation	From	2019				
	To	2021				
Economic Return	B/C					
Remarks						



PROJECT PROFILE

Project No.: B19

Project File		University Street and Bridge			
Existing Condition		<ul style="list-style-type: none"> - Road passes in its southern part through residential area with two lanes & partial pavement. - Then passes in front of Economics Faculty taking a form of road with median island, then it is supposed to continue taking a form of bridge above Shukri Al Quwatli road and Barada river to the north part of the city near Meridian Hotel, then passes wall that behind it a deserted space for army 			
Objective		<ul style="list-style-type: none"> - To increase the arterial of connection between north and south. - To serve the Baramakah and Abu Ramanah areas. - To decrease the congestion on the other movement arterial. 			
Segment					Total
Location	From To				
Length (meter)					
Traffic Volume	Year	2020			
	P. Car	4,656			
	Taxi	4,276			
	M. Bus	1,284			
	Truck	360			
	Total	10,576			
Work Item		<ul style="list-style-type: none"> - Removing one building in the future. - Removing electrical transforming center on the pavement. - Reorganizing the current road in the light of suggested design. - Constructing bridge with ramps from and to Shukri Al Quwatli street. - Organizing the movement, directions and intersections - Insuring the pedestrian movement through Shukri Al Quwatli street by the suggested bridge 			
Economic Cost		116.0			
Financial Cost		191.5			
Engineering		23.0			
Right-of-Way		84.1			
Total (million S.P)		298.6			
Implementation	From To	2018 2021			3 Years
Economic Return B/C					
Remarks		<ul style="list-style-type: none"> - This bridge requiring re-open the street existing through the management of Military survey which connecting between Meridian and Al Mahdi Bin Barakah Street. - Besides requiring passing the deserted land situated in the north of suggested bridge. 			



PROJECT PROFILE

Project No.: C01

Project File		Hijaz Station /South Entrance Tunnel			
Existing Condition		<ul style="list-style-type: none"> - Intersection with two neighboring underpasses for the Hijaz station connecting the Al Nadir street from the north and with southern entrance from the south - The both underpasses are possible to be opened from side of the station for lighting and airing. 			
Objective		<ul style="list-style-type: none"> - To connect the Southern Bypass for Damascus and Al Thawara street through Al Nasir street - To facilitate the traffic movement between north of city and its south. - To insure the pedestrian movement on the ground level. - To separate the through traffic from the local movement. - To decrease the pollution in the city center. 			
Segment					Total
Location	From To				
Length (meter)		1100			
Traffic Volume	Year	2020			
	P. Car	38,132			
	Taxi	32,082			
	M. Bus	11344			
	Truck	5,052			
	Total	86,600			
Work Item		<ul style="list-style-type: none"> - Restudying the station and its communications and levels and possibility of its development. - Constructing retaining walls along the underground. - Excavating for the underground and covering from concrete. - Insuring ramps for ascending-descending and from-to underground. - Studying intersections with railway. 			
Economic Cost		296.0			
Financial Cost		488.4			
Engineering		58.6			
Right-of-Way		0.0			
Total (million S.P)		547.0			
Implementation	From	2007			5 Years
	To	2012			
Economic Return	B/C				
Remarks					



PROJECT PROFILE

Project No.: C02

Project File		An Naser and Thawra Intersection				
Existing Condition		<ul style="list-style-type: none"> - Intersections with three underground's: Nasir-Ath Thawra, At Thawra-Nasir Zaghoul-Ath Thawra with two lanes for each underground. - They extend along the frontage of Castle and Hamaydiah till Hariqah and along the Justice Place frontage. - Consequently the intersection area changing to pedestrian square connected Hamaydiah Market. - With considering to keep the path of ceremony go to Umawiyeen Mosque in occasions. 				
Objective		<ul style="list-style-type: none"> - To separate the dense pedestrian movement from dense cars movement. - To provide streamline of main traffic flows. - To show the beauty of Castle, Wall and ancient Old City Entrance. - To enable the pedestrian seeing the ancient. - To find square for pedestrian can be used in popular festivals 				
Segment						Total
Location	From To					
Length	(meter)	300				
Traffic Volume	Year	2020				
	P. Car	47,004				
	Taxi	43,500				
	M. Bus	12,612				
	Truck	4,644				
	Total	107,760				
Work Item		<ul style="list-style-type: none"> - Excavating the underground, change the networks and rising the possible ancient to Justice Palace after changing it to museum. - Changing the Justice Palace to museum of Old Damascus History. - Making architectural studies for resulted pedestrian square for providing its with monument and fountain and changing square to pedestrian paradise - Making study for Barada riverbed which passing in the area according to path, paving (slabbing) and environmental-water treatment. 				
Economic Cost		200.0				
Financial Cost		330.0				
Engineering		39.6				
Right-of-Way		0.0				
Total (million S.P)		369.6				
Implementation	From	2004				3 Years
	To	2007				
Economic Return		B/C				
Remarks						

