Japan International Cooperation Agency (JICA)

Ministry Of Transport, Socialist Republic of Vietnam (MOT) Ho Chi Minh City People's Committee (HCMC-PC)

The Study on Urban Transport Master Plan and Feasibility Study in Ho Chi Minh Metropolitan Area (HOUTRANS)

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FINAL REPORT
Vol.3 Feasibility Studies

June 2004

ALMEC Corporation



SD JR 04-09 JAPAN INTERNATIONAL COOPERATION AGENCY (JICA) MINISTRY OF TRANSPORT, SOCIALIST REPUBLIC OF VIETNAM (MOT) HO CHI MINH CITY PEOPLE'S COMMITTEE (HCMC-PC)

THE STUDY ON URBAN TRANSPORT MASTER PLAN AND FEASIBILITY STUDY IN HO CHI MINH METROPOLITAN AREA (HOUTRANS)

FINAL REPORT

Volume 3: Feasibility Studies

June 2004

ALMEC CORPORATION



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PREFACE

In response to the request from the Government of the Socialist Republic of Vietnam, the Government of Japan decided to conduct the Study on Urban Transport Master Plan and Feasibility Study in Ho Chi Minh Metropolitan Area and entrusted the study to the Japan International Cooperation Agency (JICA).

JICA selected and dispatched a team to Vietnam between August 2002 and June 2004, which was headed by Mr. IWATA Shizuo of ALMEC Corporation.

The team conducted the study in collaboration with the Vietnamese counterpart team including field surveys, traffic demand forecast, formulation of a master plan and feasibility studies on the selected priority projects, and then held a series of discussions with the officials concerned of the Government of Vietnam. Upon returning to Japan, the team duly finalized the study and delivered this report.

I hope that this report will contribute to the development of urban transport in Ho Chi Minh Metropolitan Area and to the enhancement of friendly relationship between our two countries.

Finally, I wish to express my sincere appreciation to the officials concerned of the Government of Vietnam for their close cooperation extended to the team.

June 2004

MATSUOKA Kazuhisa Vice President Japan International Cooperation Agency

June 2004

MATSUOKA Kazuhisa

Vice President Japan International Cooperation Agency Tokyo

LETTER OF TRANSMITTAL

Dear Sir,

We are pleased to formally submit herewith the final report of the Study on Urban Transport Master Plan and Feasibility Study in Ho Chi Minh Metropolitan Area in the Socialist Republic of Vietnam.

This report compiles the result of the study which was undertaken both in Vietnam and Japan form August 2002 to June 2004 by the Team, organized by ALMEC Corporation.

We owe a lot to many people for the accomplishment of this report. First, we would like to express our sincere appreciation and deep gratitude to all those who extended their extensive assistance and cooperation to the Team, in particular the Ministry of Transport as well as the Ho Chi Minh City People's Committee both in Vietnam.

We also acknowledge the officials of your agency, the JICA Advisory Committee and the Embassy of Japan in Vietnam for their support and valuable advice in the course of the Study.

We wish the report would contribute to the promotion and sustainable development of urban transport in Ho Chi Minh Metropolitan Area.

Very truly yours,

IWATA Shizuo

Team Leader

The Team for the Study on Urban Transport Master Plan and Feasibility Study in Ho Chi Minh Metropolitan Area · · · -

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VOLUME 3: FEASIBILITY STUDIES A: RING ROAD NO.2

TABLE OF CONTENTS

1.	INTRODUCTION	
	1.1 Background and Objective	A-1-1
	1.2 Project Scope and Components	A-1-3
2.	CURRENT CONDITION OF PROJECT AREA	
	2.1 Overview	A-2-1
	2.2 Natural Condition of the Project Area	A-2-2
	2.3 Socio-economic Conditions	A-2-6
	2.4 Land Use and Environment	A-2-9
3.	PROJECT ROAD: CURRENT SITUATION AND FUTURE TRAFF	IC DEMAND
	3.1 Existing Condition of Ring Road No. 2	A-3-1
	3.2 On-going Initiatives for Ring Road No. 2 Development	A-3-5
	3.3 Existing and Future Traffic Demand of Ring Road No. 2	A-3-8
4.	ENGINEERING STUDY	
	4.1 General	A-4-1
	4.2 Design Standards	A-4-2
	4.3 Examination of Typical Cross-Section	A-4-7
	4.4 Alignment Study	A-4-12
	4.5 Interchange and Intersection Plan	A-4-21
	4.6 Examination of Alternative Plans for Phu My and Phu Dinh Bridges	A-4-25
	4.7 Other Major Structures	A-4-36
	4.8 Construction Method	
	4.9 Operation and Maintenance Plan	A-4-42
5.	COST ESTIMATION AND IMPLEMENTATION SCHEDULE	
	5.1 Composition of Project Cost and Preconditions	A-5-1
	5.2 Construction Cost	A-5-2
	5.3 Estimated Cost of Land Acquisition and Resettlement	A-5-3
	5.4 Operation and Maintenance Cost	A-5-4
	5.5 Implementation Schedule	A-5-6
6.	INITIAL ENVIRONMENT AND RESETTLEMENT EXAMINATIO	N
	6.1 Initial Environmental Examination	A-6-1
	6.2 General Concept of Land Acquisition and Resettlement	A-6-6
	6.3 Identification and Response of PAPs	A-6-9

7.	ECONOMIC EVALUATION AND IMPLEMENTATION STRATEGY		
	7.1 Economic Evaluation	. A-7-1	
	7.2 Implementation Strategy	. A-7 - 5	
	7.3 Financial Options for Ring Road No. 2 Development	. A - 7-13	
8.	CONCLUSION AND RECOMMENDATIONS		
	8.1 Conclusion	. A-8-1	
	8.2 Recommendations	. A-8-2	

APPENDICES

Appendix1	Examination of the Future widening for existing normal and
	section Ring Road No.2 A1-1
Appendix2	Design Loadings for Bridge and Road Structures A2-1

B: UMRT LINE 1 (EAST) - BEN THANH MARKET TO BIEN HOA STATIONS -

TABLE OF CONTENTS

1.	INTRODUCTION	
1. 1	Background and Objectives	. B-1-1
1.2	Project Scope	. B-1- 3
2.	PROJECT AREA	
2.1	Geographical Conditions	B-2-1
2.2	Socio-economic Conditions	В-2-3
2.3	Land Use and Environment	B-2-5
2.4	Transport and Traffic	B-2-9
2.5	Development Issues	B-2-18
3.	PROJECT PLANNING	
3.1	Project Objective	B-3-1
3.2	Traffic Demand Forecast	B-3-5
3.3	Integrated Development	B-3-10
4.	ENGINEERING	
4.1	Introduction	B-4-1
4.2	Alignment	B-4-2
4.3	Design Standards	B-4-6
4.4	Civil and Structural	B-4-7
4.5	Facilities Plan	B-4-24
4.6	Design and Construction	B-4-29
4.7	Project Budget Costs	B-4-34
5.	TRANSIT SYSTEM OPERATION	
5.1	Operating Concept	B-5-1
5.2	Rail Transit Operation	B-5-1
5.3	Busway Operation	B-5-5
6.	LAND ACQUISITION AND RESETTLEMENT	
6.1	General Concept	
6.2	Identification and Response of the PAP	B-6-4
6.3	Estimated Cost of Land Acquisition and Resettlement	B-6-4
6.4	Proposed Scheme	B - 6-5

6.5	Conclusion Summary	B-6-6
7.	IMPLEMENTATION PLAN	
7.1	Project Outline	B-7-1
7.2	Public Private Partnership (PPP)	B-7-4
7.3	Project Implementation Schedule	B-7-12
7.4	Construction Planning	B-7-14
7.5	Organizational Plan	B-7-16
8.	EVALUATION	
8. 8.1	EVALUATION Methodology	B-8- 1
8.1	Methodology	B-8-2
8.1 8.2	Methodology Capital and Operating Costs	B-8-2 B-8-3
8.1 8.2 8.3	Methodology Capital and Operating Costs Economic Evaluation	B-8-2 B-8-3 B-8-4
8.1 8.2 8.3 8.4	Methodology Capital and Operating Costs Economic Evaluation Financial Evaluation	B-8-2 B-8-3 B-8-4 B-8-6

9. CONCLUSION AND RECOMMENDATIONS

9.1	ConclusionsB-9-1
9.2	Recommendations B-9-2

APPENDICES

Appendix1	Comparison between Alternatiing Current (AC) and Direct Current (DC)	
	Traction Power	B - A1-1
Appendix2	Distribution of Traffic Volume	B-A2-1
Appendix3	Estimate of Land Costs	B-A3-1
Appendix4	Basic Value of Operation and Maintenance Costs	B-A4-1

A: RING ROAD NO.2

LIST OF TABLES

Table 2.2.1	Summary of Laboratory Tests	A-2-5
Table 2.2.2	Clasification of Inland Waterway in TCVN 5664-1992	A-2 - 6
Table 2.3.1	Population Growth and Density in Ring Road No.2 Corridor	
Table 2.3.2	Day Time and Night Time Population and Road Availability	
Table 2.4.1	Existing and Future Land Use	
Table 3.1.1	Current Situation of the Ring Road No. 2 Development	A-3-1
Table 3.2.1	Related Projects along Ring Road No. 2	
Table 3.2.2	Outline of Related Projects by HCMC	
Table 3.3.1	Traffic Volume on Present Ring Road No.2, 2002	
Table 4.1.1	List of Divided Sections	. A-4-1
Table 4.2.1	Geometric Design Criteria for Ring Road No.2	
Table 4.2.2	Geometric Design Criteria for Related Roads	
Table 4.2.3	Navigation Clearance	
Table 4.2.4	Flood Clearance for Bridges	
Table 4.2.5	Flood Clearance for Free-pressure Culvert	
Table 4.3.1	Design Issues for Typical Cross-section for Ring Road No.2	
Table 4.3.2	Traffic Volume in 2020 and Required Number of Lanes	
Table 4.3.3	Option of the Busway on Ring Road No.2	
Table 4.3.4	Comparison of the Investment	
Table 4.4.1	Comparison of Alternative Interchange Location	. A-4-14
Table 4.4.2	Comparison of Alternative Alignments for Phu My Bridge Section	
Table 4.4.3	List of Bridges in the East Section	
Table 4.4.4	List of Bridges in the Southwest Section	
Table 4.4.5	List of River Crossing Bridge in Provincial Road No.25	. A-4-20
Table 4.4.6	List of River Crossing Bridge in Secondary Road "A"	. A-4-20
Table 4.4.7	List of River Crossing Bridge in Secondary Road "B"	
Table 4.5.1	Types of Intersection	
Table 4.5.2	Volume of Turning Traffic	
Table 4.5.3	Proposed Interchanges and Intersections for Major Crossings	. A-4-24
Table 4.6.1	Concrete Bridge Types by Span	
Table 4.6.2	Bridge Type by Span from Previous Practices for Phu Dinh Bridge.	
Table 4.7.1	Existing and Recommended Structure Types by Opeing Width in Vietnam	. A-4-38
Table 4.9.1	Outline of the Existing Operation and Maintenance System	
Table 4.9.2	Proposed Operation and Maintenance System for Ring Road No.2 Project	. A-4-43
Table 4.9.3	Typical Maintenance Activities	. A-4-44
Table 5.2.1	Summary of construction cost	. A-5-2
Table 5.3.1	Assumed Unit Price for Compensation	. A-5-3
Table 5.3.2	Estimated Cost for Land Acquisition and Resettlement	. A-5-3
Table 5.4.1	Maintenance and Operation Cost	. A-5-5
Table 5.5.1	Construction Time Schedule for Phu My Bridge	. A-5-7
Table 5.5.2	Construction Time Schedule for Phu Dinh Bridge	
Table 5.5.3	Implementation Schedule for Ring Road No.2	. A-5-7
Table 6.2.1	Relevant Legal Documents on Land and Resettlement	. A-6-7
Table 6.3.1	Provisional Count of the PAPs	. A-6-9
Table 6.3.2	Project Components and Interviewees	
Table 6.3.3	Social Profile of Household Heads of PAPs	
Table 6.3.4	Opinions on Advantages and Disadvantages of Current Location	. A-6-10
Table 6.3.5	Economic Situation of PAPs	A-6-11

,

Table 6.3.6	Awareness of the Project A	∖-6-11
Table 6.3.7	Desired Resettlement Options A	۱−6-1 2
Table 7.1.1	Financial and Economic Cost by Project Component	4-7-2
Table 7.1.2	Unit VOC by Mode	₹-7-2
Table 7.1.3	Unit TTC by Mode A	۹-7-3
Table 7.1.4	Economic Benefit in Benchmark Year A	\-7-3
Table 7.1.5	Summary of Economic Evaluation of Ring Road No.2 Project A	۹-7-3
Table 7.1.6	Cash Flow of Economic Cost and Benefit A	<i>\</i> -7-4
Table 7.1.7	Sensitivity Analysis by Changing Cost and Benefit A	∖-7-4
Table 7.2.1	Country Risk Assessment of Vietnam A	
Table 7.2.2	Formulation of Implementation Options for RR2 East Section A	\-7-9
Table 7.2.3	Summary of Features of Alternative Options for RR2	
Table 7.2.4	Evaluation of Implementation Options for RR2	∖-7-10
Table 7.2.5	Features of the Phu My Bridge Project A	۹-7-10
Table 7.2.6	Result of the Assessment of Phu My Bridge BOT A	\-7-11
Table 7.3.1	Cash Flow of Financial Cost and Revenue - Do Nothing Case A	\-7-14
Table 7.3.2	Cash Flow of Financial Cost and Revenue - Toll Collection A	\-7-15
Table 7.3.3	Cash Flow of Financial Cost and Revenue - Toll Collection A	₹-7-16
Table 7.3.4	Assumption for Estimation of Taxation on Ring Road No.2 Project A	\-7-17
Table 7.3.5	Cash Flow of Financial Cost and Revenue - Taxation on Development A	
Table 7.3.6	Cash Flow of Financial Cost and Revenue - Development Corporation A	

LIST OF FIGURES

Figure 1.1.1	Future Urban Development Scenario and Role of Ring Road No.2 Components of Ring Road No. 2 Project	
Figure 1.2.1	Components of Ring Road No. 2 Project	/\-1-4
Figure 2.1.1	Current Situation in Project Area	A-2-1
Figure 2.2.1	Ground Condition along Ring Road No.2	A-2 - 2
Figure 2.2.2	Result of Soil Survey	
Figure 2.2.3	Rivers and Canals in the Study Area	
Figure 2.4.1	Existing Land Use	
Figure 2.4.2	Future Land Use	
Figure 2.4.3	Zones in Project Area	A-2-12
Figure 2.4.4	Land Condition in Project Area	A-2-12
Figure 3.1.1	Current Situation in Each Setion of Ring Road No. 2	A-3 - 2
Figure 3.1.2	Current Situation of Road Infrastructure along the Ring Road No. 2	A-3-2
Figure 3.1.3	Existing Cross Section along Ring Road No. 2	
Figure 3.1.4	Current Situation of Major Crossroads	
Figure 3.2.1	Original and Proposed Ring Road No. 2	
Figure 3.2.2	Location of Related Projects by HCMC	A-3-13
Figure 3.3.1	Major Freight Traffic Generation Areas	A-3-10
Figure 3.3.2	Distribution of Freight Traffic from/to Saigon Port Area, 2002	A-3-11
Figure 3.3.3	Result of Traffic Assignment, 2020	A-3-11
Figure 3.3.4	Result of Traffic Assignment, 2010	
Figure 3.3.5	Estimated Traffic Volume on Ring Road No. 2	A - 3-12
Figure 3.3.6	Result of Traffic Assignment w/o RR2 East and Southwest Sections, 2020	A-3-13
Figure 4.1.1	Location of Sections of Ring Road No.2	A-4-3
Figure 4.2.1	Road Clearance	A-4-6
Figure 4.3.1	Width of Frontage Road and Environmental Space	. A-4-9
Figure 4.3.2	Typical Cross-section of Ring Road No.2	A-4-12
Figure 4.3.3	Typical Cross-section of Related Roads	A-4-13
Figure 4.4.1	Proposed Water Pipe Line Alignment and Cross-section	A-4-14
Figure 4.4.2	Alternative Interchange Location	A-4-15
Figure 4.4.3	Alternative Routes for Phu My Bridge	A-4-17
Figure 4.5.1	Illustration of One Quadrant-Type Interchange	A-4-24
Figure 4.5.2	Locations of Interchanges and Intersections for F/S	. A-4-26
Figure 4.6.1	Location Map of Phu My Bridge	. A-4-26
Figure 4.6.2	Location Map of Phu Dinh Bridge	A-4-27
Figure 4.6.3	Minimum Center Span for Phu My Bridge	. A-4-28
Figure 4.6.4	Setting of Pile Cap	A-4-29
Figure 4.6.5	Required Clearance for Construction Equipment for Phu My Bridge	
Figure 4.6.6	Types of Foundation	A-4-30
Figure 4.6.7	Comparison of Alternatives for Approach of Phu My Bridge	
Figure 4.6.8	Minimum Center Span for Phu Dinh Bridge	. A-4-33
Figure 4.6.9	Pier Arrangement Alternatives for Navigation Clearance (Phu Dinh Bridge)	. A-4-33
Figure 4.6.10	Required Clearance for Construction Equipment for Phu Dinh Bridge	
Figure 4.6.11	Relationship between Piers and Navigation Channel along River's Center Line	
Figure 4.6.12	Comparison of Alternatives for Phu Dinh Bridge	
Figure 4.7.1	Flyover Bridge Type 1 (Flyovers No.4 – No.11)	
Figure 4.7.2	Flyover Bridge Type 2 (Flyovers No.1 – No.3)	. A-4-37
Figure 4.7.3	Location Map of Flyover Bridges over Ring Road No.2	
Figure 4.7.4	Pier Installation of Flyover	. A-4-39
Figure 4.8.1	Construction Sequence for Phu My Bridge	
Figure 4.8.2	Construction Sequence for Phu Dinh Bridge	
Figure 4.8.3	Construction Sequence for Approach to Bridges	
Figure 4.9.1	General Flow Chart of Maintenance Works	. A-4-45

Figure 5.1.1	Project Cost Component	A-5-1
Figure 7.2.1	PPP Modality	A-7 - 5
Figure 7.2.2	Problem Areas in PSP Uncertainty in Demand Forecast	
Figure 7.2.3	Uncertainty in Demand Forecast	A-7-7
Figure 7.2.4	Limited Options for Private Financing	
Figure 7.2.5	Basic Options for PSP	
Figure 7.2.6	Preferred PSP Structure for RR2	A-7-11
Figure 7.2.7	Contractual Structure of RR2 East Section	A-7-12
Figure 7.3.1	Total Balance by Each Scenario	

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B: UMRT LINE 1 (EAST)

- BEN THANH MARKET TO BIEN HOA STATIONS -

LIST OF TABLES

Table 2.2.1 Table 2.3.1 Table 2.3.2 Table 2.4.1 Table 2.4.2 Table 2.4.3 Table 2.4.4	Demographic Distribution along HCMC-Bien Hoa Corridor Assessment of Urban Issues by Traffic Zone along HCMC-Bien Hoa Corridor Importance of Urban Services by Traffic Zone along HCMC-Bien Hoa Corridor Road Conditions in the Project Area Mobility and Accessibility of Residents in the Project Area Traffic Conditions in the Primary Roads in the Project Area Intra-district Trip Distribution	. B-2-7 . B-2-8 . B-2-10 . B-2-11 . B-2-12
Table 2.4.5	Assessment of Trips by Residents in the Project Area	
Table 2.5.1	Summary of Development Issues on Local Transport	
		DOF
Table 3.1.1	Proposed UMRT Lines	
Table 3.2.1	Estimated Ridership of UMRT Line 1	
Table 3.2.2	Comparison of Estimated Traffic Volume on UMRT Corridor	
Table 3.2.3	Sensitivity Analysis on Fare Level	
Table 3.2.4	2020 Ridership Forecast	. B-3-9
Table 4.2.1	Outline of the Rail Transit Segment	
Table 4.3.1	Key Features of Design Standards	. B-4-6
Table 4.4.1	Location Choices for Each Facilities	B-4-13
Table 4.4.2	Area of Rang Depot (ha)	B-4-13
Table 4.4.3	Proposed Locations of Bus Terminals (Initial Phase)	B-4-19
Table 4.4.4	Size of Bus Terminal	
Table 4.4.5	Design Criteria of Busway Access Ramps	
Table 4.7.1	Breakdown of Metro Rail Transit Cost (in US\$ million)	
Table 4.7.2	Breakdown of Busway Costs (in US\$ million)	
Table 5.2.1	Operation Plan	R-5-1
Table 5.2.1	Number of Rolling Stock (Ben Thanh to Cho Nho)	
	Distribution of Number of Operation by Time Band	
Table 5.2.3		
Table 5.2.4	Number of Train Trips between Ben Thanh and Cho Nho	
Table 5.2.5	Kilometers Run Per Day, by Section	
Table 5.3.1	Present Bus Operations in the North East Corridor	
Table 5.3.2	Selected Sectional Demand on Busway, in Pax/Hour	
Table 5.3.3	Number of Buses and Production (Stage 2)	
Table 5.3.4	Number of Buses and Production (Stage 3)	B-5-7
Table 6.1.1	Relevant Legal Documents on Land and Resettlement	B-6-2
Table 6.2.1	Provisional Count of the PAP	B-6-4
Table 6.3.1	Assumed Unit Price for Compensation	B-6-4
Table 6.3.2	Estimated Cost for Land Acquisition and Resettlement	B-6-5
Table 7.2.1	Country Risk Assessment of Vietnam	B-7-4
Table 7.2.2	Formulation of Implementation Options for UMRT Line 1 (East)	B-7-9
Table 7.2.3	Summary of Features of Alternative Options for UMRT Line 1 (East)	
Table 7.2.4	Evaluation of Risk for Implementation Options	
Table 7.5.1	SMTA Manpower Requirements by Position Category	
Table 7.5.2	Compensation Structure for SMTA	
Table 7.5.3	Type of Busway Operation	
Table 7.5.4	Manpower Number and Cost for Busway Segment	B-7-22
	maniputer reason and ever a soundy beginned manimum	

Tab	le 8.2.1 (Capital Cost, Financial and Economic	B-8 - 2
Tab		Key Operating and Maintenance Assumptions	
Tab		Economic Benefits of UMRT 1	
Tab	le 8.3.2	Sensitivity Analysis of EIRR	B-8-4
Tab	le 8.4.1	FIRRs with Selected Cost Items Excluded	B-8-5

.

.

.

List of Figures

Figure 1.2.1	Location of UMRT Line 1 (East)	B-1 - 4
Figure 2.1.1 Figure 2.1.2 Figure 2.3.1 Figure 2.4.1 Figure 2.4.2 Figure 2.4.3 Figure 2.4.4 Figure 2.4.5	Project Area of UMRT Line 1 (East) Land Condition along HCMC-Bien Hoa Corridor Existing Land Use along HCMC-Bien Hoa Corridor Existing Road Network Bus Route Network Trip Characteristics Intra-district Trip Distribution Transport Problems and Issues along HCMC-Bien Hoa Corridor	. B-2-3 . B-2-6 . B-2-9 . B-2-9 . B-2-13 . B-2-14
Figure 3.1.1 Figure 3.2.1 Figure 3.2.2 Figure 3.3.1 Figure 3.3.2	Proposed UMRT Network Estimated Traffic Volume on UMRT Corridor (w/o F/S Project) No. of Passengers on UMRT Line 1 by Section Conceptual Land Use for Recommended Scenario Concept of Integrated Urban Development along Transit Corridor	. B-3-7 . B-3-10
Figure 4.2.1 Figure 4.2.2 Figure 4.4.1 Figure 4.4.2 Figure 4.4.3 Figure 4.4.4 Figure 4.4.5 Figure 4.4.6 Figure 4.4.7 Figure 4.4.8 Figure 4.4.9	Track Layout of UMRT Line 1 (East) (Metro Rail Transit Section) Track Layout of UMRT Line 1 (East) (Busway Section) Underground Station and Track Elevated Station and Track At-grade Station and Track Schematic Layout of the Depot Bus Stop and Bus Terminal Multimodal Bus Terminal at Ben Thanh Market (Station 1) Feeder Bus Terminal at Saigon Bridge (Station 5) Multimodal Rail Transit/Bus Terminal at Cho Nho (Station 11) Multimodal Terminal at Bien Hoa (Station 20)	. B-4-5 . B-4-10 . B-4-11 . B-4-16 . B-4-18 . B-4-21 . B-4-22 . B-4-22
Figure 5.2.1 Figure 5.2.2	Train Diagram Conceptual Drawing of Rail Car	
Figure 6.4.1 Figure 6.4.2	Livelihood and Location of East-West Highway Project	
Figure 7.1.1 Figure 7.1.2 Figure 7.2.1 Figure 7.2.2 Figure 7.2.3 Figure 7.2.4 Figure 7.2.5 Figure 7.2.6 Figure 7.3.1 Figure 7.4.1 Figure 7.5.1	Future Rail Network for HCMC	B-7-3 B-7-4 B-7-5 B-7-6 B-7-6 B-7-8 B-7-11 B-7-13 B-7-15
Figure 8.4.1	Projected Revenue, Expense and Income of UMRT Line 1 (East)	B-8-5

ACRONYM

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AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
AC	Asphalt Concrete
ADB	Asian Development Bank
APD	Architecture and Planning Department
ASEAN	Association of Southeast Asian Nations
ATC	Area Traffic Control
BOT	Build-Operate-Transfer
BR-VT	Ba Ria-Vung Tau
CAO	Chief Architect Office
CBD	Central Business District
CP	Counterpart
CPRGS	Comprehensive Poverty Reduction and Growth Strategy
DBST	Double Surface Treatment
DCI	Department of Culture and Information
DFID	Department for International Development
DLH	Department of Land and Housing
DOC	Department of Construction
DONRE	Department of Natural Resource and Environment
DOSTE	Department of Science and Technology
DOT	Department of Transport
DPI	Department of Planning and Investment
EIA	Environment Impact Assessment
E&M	Electronics and Mechanics
EIRR	Economic Internal Rate of Return
EPZ	Export Processing Zone
FIRR	Financial Internal Rate of Return
F/S	Feasibility Study
GDP	Gross Domestic Product
GIS	Geographical Information System
GOJ	Government of Japan
GOV	Government of Vietnam
GPS	Global Positioning System
GRDP	Gross Regional Domestic Product
HCM	Ho Chi Minh
HCMC	Ho Chi Minh City
HDI	Human Development Index
HEPZA	HCMC Export Processing and Industrial Zones Authority
HIS	Household Interview Survey
HOUTRANS	The Study on the Urban Transport Master Plan and Feasibility Study in HCM Metropolitan Area
HPI	Human Poverty Index
ICD	Inland Clearance/Container Depot
IRR	Internal Rate of Return
IT	Information Technology

ITS	Intelligent Transportation Systems
IWT	Inland Waterway Transport
IZ	Industrial Zone
JICA	Japan International Corporation Agency
JBIC	Japan Bank of International Cooperation
J/V	Joint-venture
HCMC-PC	Ho Chi Minh City People's Committee
IER	Institute of Economic Research
LED	Light Emitting Diode
LS	Learning Session
MOC	Ministry of Construction
MOCPT	Management and Operation Center of Public Passenger Transport
MOF	Ministry of Finance
мот	Ministry of Transport
MPI	Ministry of Planning and Investment
M/C	Motorcycle
M/P	Master Plan
MRDR	Mekong River Delta Region
NESR	Northeastern South Region
NGO	Non Governmental Organization
NH	National Highway
NMV	Non-motorized vehicle
NPO	Non Profit Organization
NTSP	National Traffic Safety Program
OD	Origin-Destination
ODA	Official Development Assistance
O&M	Operation and Management
PC	People's Committee
PCU	Passenger Car Unit
PBSC	Public Benefit Service Companies
PLC	Public Lighting Company
PMU	Project Management Unit
PMU-IUT	Project Management Unit of Investment in Urban Transport
PPC	Provincial People's Committee
PPP	Public Private Partnership
PR	Provincial Road
PTP	Policy Test Project
RAO	Road Area Occupancy
RFID	Radio Frequency Identification
RND	Road Network Density
ROW	Right of Way
RR	Ring Road
SC	Steering Committee
SFEZ	Southern Focal Economic Zone
SOE	State-owned Enterprise
STRADA	System for Traffic Demand Analysis
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S/W	Scope of Work
SWM	Solid Waste Management
TDSI	Transport Development Strategy Institute
TDM	Traffic Demand Management
TMU	Transport Management Unit
TSSV	Transport Science Society of Vietnam
TUPWS	Transportation and Urban Public Works Services
TWG	Technical Working Group
UMRT	Urban Mass Rapid Transit
UNESCO	United Nation Educational, Scientific and Cultural Organization
UNDP	United Nations Development Program
UPI	Urban Planning Institute
VC	Volume-Capacity
VCR	Volume-Capacity Ratio
VITRANSS	The Study on the National Transport Development Strategy in the Socialist Republic of Vietnam
VMS	Variable Message Signboard
VND	Vietnam Dong
VOC	Vehicle Operating Cost
VUTIP	Vietnam Urban Transport Improvement Project
VR	Vietnam Railway

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VOLUME 3: FEASIBILITY STUDIES

A: Ring Road No.2

1 INTRODUCTION

1.1 Background and Objective

1) Background

On the basis of the Master Plan formulated for the metropolitan area, priority projects have been selected for further studies.

In selecting candidate projects for which a feasibility study was conducted, the criteria were defined, as follows:

- (1) The project has to have strategic impact on the envisioned urban growth, i.e. it is a critical link in the proposed transport network master plan;
- (2) The project can contribute to the strengthening of institutional capacity in the urban transport sector; and,
- (3) The project can tap effective support from the experience and development cooperation schemes of Japan in urban transport sector development and management.

While many of the projects comprising the Master Plan fall in the criteria set forth, the following candidate projects were proposed at the second Steering Committee meeting held in July 2003:

- (1) Ring Road No.2 (RR2)
- (2) Development of at-grade primary and secondary roads in emerging areas
- (3) Urban expressways
- (4) Urban mass rapid transit (especially busway sections)
- (5) Modernized bus transport system
- (6) Institutional development and capacity building

The above six projects were further studied and modified as integral components of the proposed Master Plan. Three proposed projects were approved as priority projects and these are: (1) Ring Road No.2, (2) urban mass rapid transit and (3) modernized bus transport system. However, due to time and budget constraints, the first two projects were selected further studies.

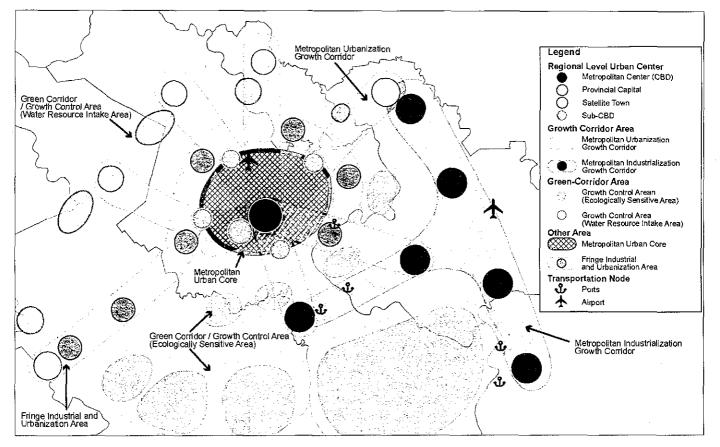
This report embodies the results of the study on Ring Road No.2

2) Objectives

Development of efficient and effective road network is the most important policy agenda for sustainable urban area development and growth in the study area. Urban area has been quickly expanding towards the outer areas along major roads. Dramatic population increase expected in the future requires a huge amount of urban areas for housing and other socio-economic activities. In order to support and guide these development demands properly, well articulated road network is the must. Without provision of adequate roads, it is difficult to achieve planned land-use, ensure accessibility to necessary urban services, realize good environment and avoid disasters such as fire and flood. While there are many roads which have to be developed in the study area, the importance of Ring Road No. 2 is highly significant in the following points:

- (1) Ring road No.2 which is presently functioning as a intercity/regional trunk road will become a critical major urban road in the future because of expansion of urban area. More commercial and residential developments will take place along the roads rather than industrial developments.
- (2) Ring road No.2 is expected to integrate all important radial roads along which developments area making rapid progress and congestions area getting worse. The Ring road No.2 can contribute to disperse the traffic and use the roads more efficiently.
- (3) Ring road No.2 with high design standards can provide excellent opportunities for development of new urban growth centers along the roads, especially in the areas where the Ring road No.2 and major radial roads intersect. For this, strategic integrated development between urban development and transport must be duly taken into account as illustrated in the following examples.
 - Cat Lai Port access (Provincial Road No.25) promoting industrialization and urbanization in fringe areas
 - Nam Saigon new town development and its extension
 - Suburban center developments

Figure 1.1.1 Future Urban Development Scenario and Role of Ring Road No.2

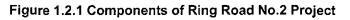


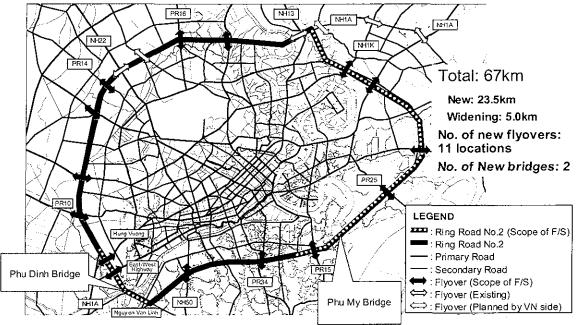
Source: Study Team

1.2 **Project Scope and Components**

The scope and component of the project have been defined as follows:

- (1) Formulate integrated urban/ landuse plan for the areas along the Ring road No.2: this will be further elaborated and incorporated in urban Master Plan, while in this study basic concepts and orientation are identified and developed.
- (2) Conduct traffic demand forecast: this has been done in the Master Plan and the result area further examined in some detail.
- (3) Determine the role and function of the Ring Road No.2: based on the discussion held in the Master Plan as well as (a) and (b) above. The role and function of the Ring Road No.2 will be discussed to provide a solid basis in determining the design standards to be adopted for Ring road No.2
- (4) Conduct preliminary engineering study of the following sections:
 - Eastern section (24km including, Phu My Bridge); new construction.
 - Southwestern section (6km, including Phu My Bridge; new construction)
 - Major intersections on An Suong-An Lac section
 - Flyovers along the Ring road No.2
- (5) Prepare an effective method for land acquisition and resettlement applicable for atgrade road development
- (6) Develop a solid mechanism for bothe build-operate-transfer (BOT) and public-private partnership (PPP) schemes
- (7) Evaluate the project from economic, financial, environmental and social perspective.
- (8) Develop a project implementation plan





Source: Study Team

2 CURRENT CONDITION OF PROJECT AREA

2.1 Overview

RR2 was planned to pass through the suburban area of HCM City. An aerial view of the present situation in the project area is shown in Figure 2.1.1.

In the suburban area, majority of land is being used for agriculture. Compared with the inner city, suburban residential areas are mostly scattered residential dwellings, except in the vicinity of the district centers. Along major arterial roads and some canals, ribbon settlements have also developed. There are three major industrial areas in the suburban districts. One is located along Provincial Road No.15 connecting to the southern area of the city through District 7 and Nha Be district. The second is located along National Road No.1, 9 and Thu Duc districts. The third is located along the outer ring road (National Road No.1) from Binh Chanh district to District 2 and Thu Duc district.

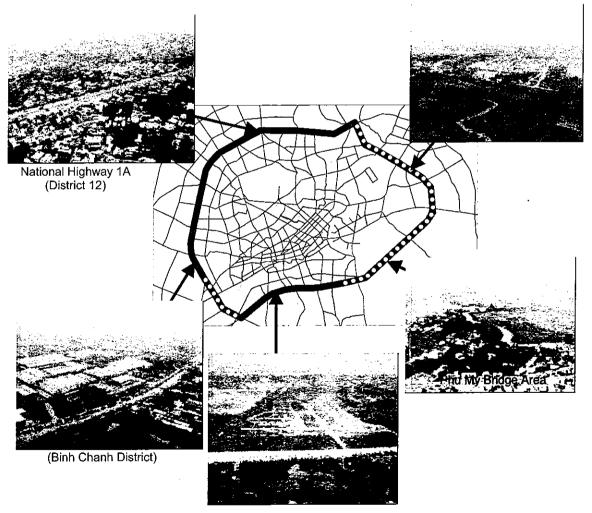


Figure 2.1.1 Current Situation in Project Area

Nguyen Van Linh (Saigon South)

Source: aerial photos taken by the Study Team

2.2 Natural Condition of the Project Area

1) Topography

The majority of HCMC is located in the sedimentary plains of the Mekong delta, and is a generally flat an elevation less than 5m above the sea level. On the other hand, the some tips of plateau which extend from the Cambodia border at are partially located at the northern part of Ho Chi Minh City, and The ends of these plateau reach to the vicinity of Tau Hu Ben Nghe canals and Tang Nhon Phu of District 9. The central Ho Chi Minh City is located in the end of this plateau, and surrounded by the sedimentary plains, and it likes to present the aspect of the island that floats on the sea.

Because the Ring Road No.2 is a circular road, the project area is located on the sedimentary plains and the elevation is less than 1m above sea level, excluding slightly the plateau of which the elevation is approximately 7m above sea level around Hanoi Highway. Moreover, the small and medium rivers innumerably run through the sedimentary plains. Therefore, it will require substantial filling and draining to be suitable for developing of the roads and the area. Figure 2.2.1 shows the ground condition around the Project Area.

Topographical Survey was carried out to update existing topographic map with 1:2,000 scale.

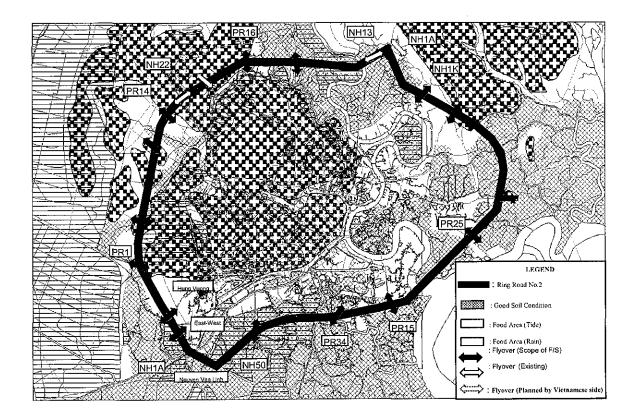


Figure 2.2.1 Ground Condition along Ring Road No.2

Source: Study Team

2) Geology

Ho Chi Minh City is located within the extensive flood plain formed by the Mekong, Saigon and Dong Nai Rivers. Deposition has taken place due to the progressive growth of continental deltas from the original river network interspersed by marine inundations arising from the fluctuation of sea level during the glacial period of the Pleistocene. The Holocene saw the final and major marine inundation with steadily rising sea level over the last 10,000 years or so.

As a result of this last inundation soft marine clays now cover a large part of the flood plain and may attain 30 metres in thickness. Formations of peat, accumulations of brackish water swamp deposits and assimilated sandy beach or sand bar deposits can also be contained in this clay and locally they can be quite homogeneous.

The base strata are a cyclic sequence of dense sands and clays of stiff to hard consistency. They have been the subject of sub-aerial section erosion and lateralization giving rise to their over-consolidation and improved soil characteristics.

Older deposits are expected to be present at shallow depth beneath central Ho Chi Minh City, extending northwest from the city center. Everywhere else, adjoining the Saigon River northwards, in Thu Thiem District and in District 4, the soft clays predominate at the surface. Deep channels of soft clays may also be occasionally found in central Ho Chi Minh City.

Groundwater levels are expected to be near to the natural ground surface, at or close to National Datum. A slight seasonal variation may arise between wet and dry seasons.

Exploitable groundwater resources are potentially available in the deeper sands of the older deposits.

However, exploitation has not been undertaken and associated difficulties arising from the resulting regional land subsidence, as has occurred in Bangkok and in Ha Noi, are not anticipated.

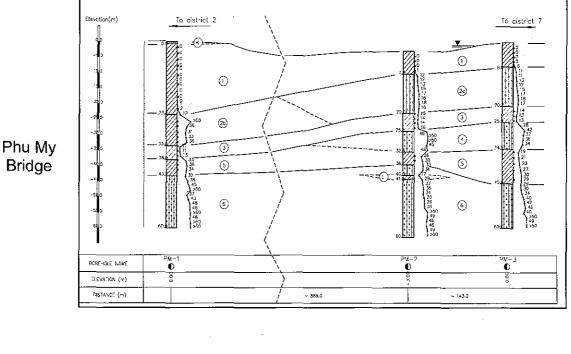
Field investigation showed alluvial deposits of the Holocene of soft clay from the flood plain formed by Mekong, Saigon and Dong Nai Rivers. These overlying diluvial deposits of the Pleistocene, which consist of stiff clay and silty sand strata.

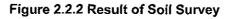
The alluvium deposit is of primary importance for this project since this comprises deep soft clay layers and requires high construction cost due to a large scale of foundation and soft ground treatment.

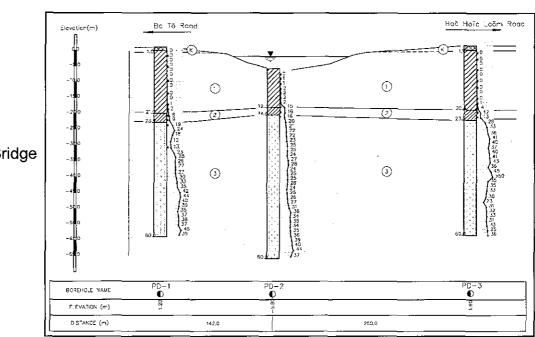
The soft clay is 8 to 23 m deep from the boring log survey results in Phu My and Phu Dinh Bridge locations and to a maximum of 40 m deep from the existing data for East West Highway Construction Project. The soft clay contains fines fraction silt (45.9%) and clay (54.1%) by weight. SPT blow count is 0 and its representative physical and mechanical properties from the surveys in this study are:

In this study, 3 boring log tests with laboratory tests for each Phu My and Phu Dinh Bridges, totaling 6 boring logs, have been carried out to recognize the ground conditions to plan and design these two bridges. The results are shown as geological profile in. Figure 2.2.2 For other roads and structures, the following documents were referred:

- Detailed Design Report on East West Highway Construction Project
- Geological Map







Phu Dinh Bridge

Source: Study Team

ltem			
Wn	85.9 %	73.1 – 110.5 %	
LL	87.3 %	63.0 - 106.9 %	
lp	54.0	36.7 - 67.2	
-	СН	-	
Gs	2.677	2.640 - 2.700	
13 t	14.92 kN/m ³	14.00 – 15.60 kN/m ³	
е	2.340	1.996 – 2.941	
qu	23.4 kN/mm ²	7.00 – 44.00 kN/mm ²	
Ру	66.3 kN/mm ²	32.0 – 117.0 kN/mm ²	
Cc	1.106	0.668 – 1.598	
	LL Ip - Gs Lat e qu Py	LL 87.3 % Ip 54.0 - CH Gs 2.677 I: t 14.92 kN/m ³ e 2.340 qu 23.4 kN/mm ² Py 66.3 kN/mm ²	

Table 2.2.1 Summary of Laboratory Tests

Source: Study Team

Diluvial deposits are bands of cohesive soil, which consist of light gray clay, and sandy soil, which consist of yellowish brown fine to medium sand.

The light gray clay is intercalated in the silty sand. It contains fine fraction 83.6 % and fine to medium sand 16.4 % by weight. Unified classification is CH and CL.

Yellowish blown fine to medium sand contains fine fraction 17.4 % and fine to medium sand 82.6 % by weight. Unified classification is SC.

The top of strata in the flood plain is located at a depth from 8 to 23m from ground surface. SPT blow count is 12 to 57 and an increase with depth was observed.

Bearing strata (Sandy soil: N>30, cohesive Soil: N>20) are located 25~50m from ground surface.

3) Navigation

The navigation clearance is stipulated in the Vietnamese Standard (TCVN 5664-1992, Technical classification of inland waterway), which is published by the MOSTE, and the Study conforms to this standard.

Rivers and canals are classified into six grades. Figure 2.2.3 shows these locations from Grade III to VI in the project area. And, the applied navigation clearance is shown in table Navigable Rivers and Canals in Project Area

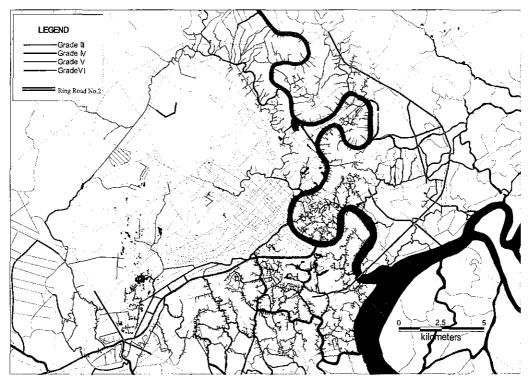


Figure 2.2.3 Rivers and Canals in the Study Area

Source: MOSTE, TCVN 5664-1992

Grade	Dimension of structure (m)										
		Bridge	Power line clearance								
	Ape	rture	Clearance	without electronic fiel							
	River	Canal	Clearance								
	80	50	10	12							
11	60	40	9	11							
111	50	30	7	9							
IV	40	25	6(5)	8							
V	25	20	3,5	8							
VI	15	10	2,5	8							

Table 2.2.2 Classification of Inland Waterway in TCVN 5664-1992

Source: MOSTE, TCVN 5664-1992

2.3 **Socio-economic Conditions**

1) Population

From 1997 to 2001, HCMC's population increased from more than 4.8 million to almost 5.3 million at an annual rate of 2.2% (an increase of about 100 thousand annually). Table 2.3.1 shows the population growth and density along the existing and proposed sections of RR2. The present population in the existing section is approximately 0.6 million with a density of 33 persons/ha, while that in the proposed section (eastern section) the population is 0.5 million with a density of 33 persons/ha.

Except for District 8, the population in the corridor is expected to increase rapidly. At present, District 2 has the highest growth rate at more than 10% annually, followed by

Binh Chanh district. The development impact of the eastern section of the ring road will be not be limited to the newly constructed sections, but will extend to the whole stretch of the ring road.

			<u>_</u>	SOCIO-ECONOMY										
			SOCIO-ECONOMY Persulation (000) Convetb Rate (% (sear) Popultaion											
	District Name	Zone	Po	pulation (000)	Growth Ra	ite (%/year)	Density (ps/ha)						
		No.	1996 ²⁾	2002	20201)	1996 ²⁾ -2002	2002-2020 ¹⁾	2002	20201)					
								Total ³⁾	Total ³⁾					
		201	17	20	55	2.7	6.8	52	145					
		202	18	21	48	2.7	5.6	47	107					
		203	39	46	75	2.7	3.7	113	185					
		204	19	23	72	2.7	7.6 2.5	31 81	99 130					
1	Thu Duc District	205 206	22 15	22	35	-0.4	4.3	63	125					
		200	26	34	79	5.1	6.5	44	101					
		207	15	19	43	3.3	5.9	27	62					
		200	20	28	84	5.8	8.3	44	133					
		Total	191	228	523	3.0	5.7	50	114					
		148	19	49	79	16.9	8.2	95	153					
		149	19	20	34	0.9	3.2	90	151					
		154	16	12	38	-4.5	4.9	10	31					
EAST-		155	22	13	29	-7.8	1.6	29	62					
Section	District 9	156	18	26	91	6.1	9.3	27	94					
		150	6	5	32	-1.8	9.9	4	27					
		151	13	12	49	-1.0	7.8	6	26					
		Total	113	138	352	3.4	6.5	21	54					
		137	13	16	102	3.0		13	85					
	District 2	139	26	22	130	-2.5	9.3	18	104					
		Total	39	38	232	-0.5	10.3	16	95					
		142	12	16	36	5.6	6.5	25	57					
		143	24	26	58	1.4	5.1	96	216					
_	D	144	28	31	50	1.4	3.1	163	261					
	District 7	145	19 10	21	61 55	1.4	6.7	31	91 01					
		146 147	16 8	18 9	55 19	1.4 1.4	7.0 5.1	29 37	91 82					
		Total	107	120	279	1.9	5.5	46	02 107					
		157	20	25	76	4.2	7.8	66	201					
Í .	[158	34	44	126	4.6	7.6	105	300					
	i i	159	30	22	68	-4.6	4.7	84	256					
		160	16	18	54	2.2	7.1	41	126					
ļ ,	District 12	161	27	46	139	9.2	9.5	35	105					
		162	24	29	88	3.2	7.5	20	61					
		163	11	13	40	2.5	7.2	17	53					
		Total	162	198	592	3.4	7.5	39	118					
1		102	33	54	122	8.6	7.5	254	572					
	Go Vap District	103	47	48	108	0.3	4.7	355	800					
		104	23	19	43	-2.9	3.6	72	162					
	ļ	Total	103	121	273	2.7	5.6	197	445					
	Hoc Mon District	200	28	29	62	0.9	4.5	43	91					
WEST-		Total	28	29	<u>62</u>	0.9	4.5		91 22					
Section		171	14	16 26	59 135	1.7 7.4	8.2	9 14	33 76					
]	181 182	17 25	26 45	135	10.4	12.3 11.2	37	140					
		182	25 23	45 53	198	15.1	12.7	32	121					
		175	23 15	22	73	6.6	9.1	18	59					
	Binh Chanh District	176	13	14	45	0.9	7.1	7	24					
		177	7	8	25	0.3	6.9	12	41					
		179	12	15	56	4.7	9.2	13	49					
		180	35	44	144	4.1	8.3	71	232					
		Total	160	242	902	7.1	10.1	20	76					
		64	11	14	30	3.1	5.6	46	103					
		65	2	3	24	3.1	14.4	11	101					
	District 8	71	8	9	9	2.1	0.5	173	166					
		72	6	9	33	6.9	10.1	27	104					
		Total	27	34	96	3.7	7.2	38	106					

Table 2.3.1 Population Growth and Density in Ring Road No.2 Corridor

Source: Study Team ¹⁾ Estimated by HOUTRANS study team ²⁾ HCM Transport Study (DflD-MVA) ³⁾ Area excluding river area

2) Road Availability

Table 2.3.2 shows the daytime and night-time population of the ring road corridor. Dominant daytime population in the future is expected in the corridor of the proposed new sections. Currently, the night-time population of the existing ring road corridor is larger than the daytime population. This means that the existing western section has been serving industries and educational facilities in the area.

This table also shows the road network in the ring road corridor. In order to ensure the mobility of the future population and economic activities, expansion of the road network will be indispensable.

								SOC	IO-ECOI	NOMY							
		7	ſ	Day/Night Population Ratio Road Length								Road Availability ³⁾					
	District Name	Zone	ļ	2002						n) ⁴⁾		Area		igth/por 02	o. (km/r 202		
		No.	Employ-			Employ-	2020 ¹)		· · ·	ŕ—		20204)	20 Day	Night	202 Day	20 Nigi	
			ment	Student	Total	ment	Student	Total	2002	20204)	Total ²⁾	Total ²⁾	Time	Time	Time	Tim	
		201	1.1	0.8	1.0	0.6	0.5	0.7	4	3	2.0	3.1	181	184	85	60	
		202	1.2	0.8	1.0	0.4	0.6	0.6	0	3	0.0	2.5	0	0	107	63	
		203	1.3	2.6	1.5	0.6	5.0	1.5	5	10	2.7	6.7	70	106	94	14	
	T I. D	204	4.0	1.5	2.4	1.4	6.0	2.1	Đ	6	0.0	1.5	0	0	37	78	
	Thu Duc	205	0.7	0.9	0.8	0.3	1.1	0.7	0	2	0.0	4.0	0	0	103	68	
	District	206	0.7	1.1	0.9	0.3	1.4	0.7	0	5	0.0	4.8	0	0	212	14	
		207	0.9	0.7	0.9	0.8	0.8	0.9	1	6	0.4	2.7 3.5	29	26 168	91 327	79 20	
		208	1.1	0.7	1.0	0.4	0.7	0.6	3 4	10	1.1	3.5 4.7	169 146	168	327 185	20	
		209	1.1	1.0	1.1 1.2	0.5	0.5	0.6	4 17	10 54	0.8	4.7	140 61	74	105	10	
		Total	1.3 0.7	1.3 0.7	0.8	0.8	2.1	1.0	5	21	2.3	13.8	117	93	254	27	
		148 149	0.7	0.7	0.8	3.8	2.0	2.8	0	3	0.0	5.6	0	0	30	85	
		154	0.8	1.4	0.9	0.8	1.1	0.9	0	9	0.0	2.0	ő	ő	267	24	
EAST-		154	0.5	0.9	0.9	0.8	1.0	0.9	2	5	1.1	3.9	185	146	210	15	
Section	District 9	155	0.8	0.9	0.6	0.5	2.3	1.0	0	10	0.0	2.9	0	0	115	11	
Section		150	0.5	0.8	0.7	2.2	3.0	2.0	0	4	0.0	1.5	0	0	66	13	
		151	0.8	0.7	0.8	1.0	0.9	1.0	õ	11	0.0	1.6	õ	õ	238	22	
		Total	0.6	0.8	0.8	1.2	1.9	1.2	6	64	0.3	3.1	59	47	146	18	
		137	1.1	0.8	1.0	2.5	0.7	1.7	0	9	0.0		0	0	51	88	
	District 2	139	0.7	1.2	0,9	0.5	0.8	0.7	5	10	0.4	2.5	247	230	111	80	
		Total	0.9	1.0	1.0	1.4	0.8	1.2	5	19	0.2	2.7	140	135	71	83	
		142	5.1	0.6	2.7	5.6	0.4	3.4	3	3	0.9	0.9	63	169	22	76	
		143	1.1	0.8	1.0	0.3	0.6	0.5	3	3	2.7	2.8	106	106	94	50	
		144	0.6	1,0	0.8	0.2	1.0	0.5	1	3	0.9	2.1	47	39	99	54	
	District 7	145	0.9	0.8	0.9	0.7	0.4	0.7	7	14	1.3	4.3	390	350	325	236	
		146	0.7	0.3	0.7	2.9	0.2	1.9	6	10	2.3	4.9	468	346	101	19(
		147	1.1	2.0	1.3	0.4	1.4	0.7	0	2	0.1	0.9	24	30	118	87	
		Total	1.4	0.8	1.1	1.6	0.6	1.2	20	35	1.5	3.0	148	170	102	12	
		157	0.8	0.6	0.8	0.2	0.5	0.5	1	4	1.0	2.2	61	51	96	47	
		158	0.9	0.8	0.9	0.3	0.6	0.6	3	6	1.8	5.2	84	76	85	47	
		159	0.9	1.0	0.9	0.3	0.7	0.5	6	7	4.9	7.0	283	262	191	104	
	District 12	160	1.0	0.8	1.0	1.5	0.5	1.2	3	4	0.7	2.3	156	150	70	82	
	District 12	161	1.1	0.7	1.0	0.9	0.5	0.9	7	17	1.1	3.2	143	143	141	12	
		162	0.7	0.8	0.9	0.3	0.6	0.5	11	15	1.9	2.9	463	394	334	17	
		163	1.2	0.6	1.0	0.5	0,4	0.6	2	8	0.8	2.7	149	150	300	189	
	. <u> </u>	Total	0.9	0.8	0.9	0.6	0.5	0.7	33	61	1.5	3.3	182	168	153	10	
	0-1/	102	0.6	0.7	0.8	0.2	0.8	0.6	0	5	0.5	5.7	11	8	74	41	
	Go Vap	103	. 0.7	1.1	0,9	0.1 0.7	0.3	0.4 0.8	3	8	2.7 0.0	14.6 0.0	77 0	69 0	196 0	78 0	
	District	104	0.7	0.9 0.9	0.9	0.7	1.0 0.6	0.8	0 4	13	0.0	0.0 5.2	37	0 31	0 91	49	
	Hoc Mon	Total 200	0.7	0.9	0.8 1.0	0.3	0.6	0.5	<u>4</u>	<u>13</u>	0.8	5.2	37	31 0	91 81	49	
		Total	0.8	1.3	1.0	0.6	0.5	0.7	0	3	0.0	0.9	0	0	81	55	
WEST-	District	10tal 171	0.8	0.3	0.8	0.8	0.3	0.7	6	20	0.0	2.5	443	356	696	33	
Section		181	3.1	0.3	2.0	0.3	0.3	0.5	9	17	0.5	2.3	172	348	338	124	
OCCUDIT					0.8	0.0	0.1	0.3	1	11	0.2	2.3	31	26	204	64	
Section		182	1 0.9	0.4				0.3	7	19	1.0	3.1	187	135	292	96	
Georion		182 183	0.9	0.4		0.0	1 0.1										
Cection	Binh Chanh	183	0.6	0.5	0.7	0.0 3.6	0.1	2.3	11	16	0.9	2.9	777	512	94	1 21	
Cection	Binh Chanh District		0.6 0.5			0.0 3.6 2.1			1		0.9	2.9 0.9	777 76	512 56	94 99		
Cection	Binh Chanh District	183 175	0.6	0.5 0.4	0.7 0.7 0.7	3.6	0.5	2.3	11	16				1		16	
Cecilon		183 175 176	0.6 0.5 0.7	0.5 0.4 0.3	0.7 0.7	3.6 2.1	0.5 1.3	2.3 1.7	11 1	16 7	0.0	0.9	76	56	99	16 16	
Cecilon		183 175 176 177 179	0.6 0.5 0.7 1.0 1,3	0.5 0.4 0.3 0.5 0.7	0.7 0.7 0.7 0.9	3.6 2.1 0.5	0.5 1.3 1.7	2.3 1.7 0.8	11 1 3	16 7 4	0.0 1.3	0.9 1.4	76 496	56 446	99 203	16 16 10	
Ceculon		183 175 176 177	0.6 0.5 0.7 1.0 1.3 1.2	0.5 0.4 0.3 0.5	0.7 0.7 0.7 0.9 1.1	3.6 2.1 0.5 0.1	0.5 1.3 1.7 0.2	2.3 1.7 0.8 0.3	11 1 3 1	16 7 4 6	0.0 1.3 0.3	0.9 1.4 1.5	76 496 74	56 446 83	99 203 291	16 16 10 70	
Ceculon		183 175 176 177 179 180	0.6 0.5 0.7 1.0 1,3	0.5 0.4 0.3 0.5 0.7 1.1	0.7 0.7 0.7 0.9 1.1 1.1	3.6 2.1 0.5 0.1 0.2	0.5 1.3 1.7 0.2 0.1	2.3 1.7 0.8 0.3 0.4	11 1 3 1 6	16 7 4 6 10	0.0 1.3 0.3 2.4	0.9 1.4 1.5 5.3	76 496 74 129	56 446 83 140	99 203 291 174	16 16 10 70 1 2	
		183 175 176 177 179 180 Total 64	0.6 0.5 0.7 1.0 1.3 1.2 1.1	0.5 0.4 0.3 0.5 0.7 1.1 0.6 0.3	0.7 0.7 0.9 1.1 1.1	3.6 2.1 0.5 0.1 0.2 0.5	0.5 1.3 1.7 0.2 0.1 0.3	2.3 1.7 0.8 0.3 0.4 0.6	11 1 3 1 6 46	16 7 4 6 10 109	0.0 1.3 0.3 2.4 0.7	0.9 1.4 1.5 5.3 2.4	76 496 74 129 19 4	56 446 83 140 189	99 203 291 174 204	21 16 10 70 12 41 11	
		183 175 176 177 179 180 Tota l	0.6 0.5 0.7 1.0 1.3 1.2 1.1 0.4	0.5 0.4 0.3 0.5 0.7 1.1 0.6	0.7 0.7 0.9 1.1 1.1 1.0 0.6	3.6 2.1 0.5 0.1 <u>0.2</u> 0.5 1.7	0.5 1.3 1.7 0.2 0.1 0.3 2.0	2.3 1.7 0.8 0.3 0.4 0.6 1.6	11 1 3 1 <u>6</u> 46 4	16 7 4 6 10 109 12	0.0 1.3 0.3 2.4 0.7 1.4	0.9 1.4 1.5 5.3 2.4 9.9	76 496 74 129 194 461	56 446 83 140 189 270	99 203 291 174 204 263	16 16 10 70 12 41 11 0	
	District	183 175 176 177 179 180 Total 64 65	0.6 0.5 0.7 1.0 1.3 1.2 1.1 0.4 0.9	0.5 0.4 0.3 0.5 0.7 1.1 0.6 0.3 0.4	0.7 0.7 0.9 1.1 1.1 1.0 0.6 0.8	3.6 2.1 0.5 0.1 0.2 0.5 1.7 0.6	0.5 1.3 1.7 0.2 0.1 0.3 2.0 0.4	2.3 1.7 0.8 0.3 0.4 0.6 1.6 0.7	11 1 3 1 6 46 4 0	16 7 4 6 10 109 12 3	0.0 1.3 0.3 2.4 0.7 1.4 0.0	0.9 1.4 1.5 5.3 2.4 9.9 2.1	76 496 74 129 194 461 0	56 446 83 140 189 270 0	99 203 291 174 204 263 173	16 16 10 7(12 41 11	

Table 2.3.2 Day Time and Night Time Population and Road Availability

Source: Study Team

¹⁾ Estimated by HOUTRANS study team

²⁾ Area excluding river area

³⁾ Primary/secondary roads only, from HOUTRANS GIS

4) HOUTRANS Master Plan

2.4 Land Use and Environment

1) Land Use

The existing land use features in the RR2 corridor are listed in Table 2.4.1 and illustrated in Figure 2.4.1. These features are as follows:

- (1) 80% of the corridor is agricultural land. Urbanized areas are limited to the area where the ring road crosses major radial roads, such as National Highway No.1, 22 and 13.
- (2) Urbanized area of the proposed eastern section is bigger than that of the existing ring road corridor (western section). A comparatively higher development pressure can be observed in the eastern section because of the rapid economic growth in this area including the HCM ~ Bien Hoa growth corridor.
- (3) Once completed, the proposed RR2 (east) will improve the accessibility in the whole corridor so that urbanization in this area will rapidly spread. Table 2.4.1 also shows the land use pattern in 2020. Urbanized areas will cover 65% of the corridor, while less than 30% will be devoted to agriculture.
- (4) Dominant land use in the future urbanized areas in the corridor will be residential, sharing 50% of the corridor.
- (5) Figure 2.4.2 shows the future land use for the proposed new ring road corridor. Industrialization in the corridor will be further enhanced.
- (6) In order to avoid expansion of urban sprawl, a planned development based on RR2 and its supplementary road network (secondary road) will be indispensable. Existing and proposed ring road sections will cover an area of approximately 19,000ha and 16,000ha in size, respectively. The corridor boundary is referred to in the planning zone system (Figure 2.4.3).

2) Environment

The southwestern section of RR2 is located in the suburbs where there are still many trees and plants especially in the residential areas as shown in Figure 2.4.4

The eastern section of the RR2 is characterized by two distinct features. The northern part, mostly in Thu Duc and District 9, has a suburban setting with a stable natural environment. The southern part, which is in District 2, is located in the lowland where there are agricultural fields and uncultivated land. And although it has many waterways and a rich natural environment, no unique fauna and flora can be found here. Nonetheless, the environment in the southern part is more sensitive than that in other areas of the project.

Table 2.4.1 Existing and Future Land Use

Existing Land Use Composition

District Name	Planning Zone No.	Resid An 200	ea	Business & Commercial / Industrial Area Public Area 2002 2002		An	Developed Area 2002		ulture	Green Area		Others (incl. Military) 2002		Total			
		(ha)	(%)	(ha)	(%)	(ha)	(%)	(ha)	(%)	(ha)	(%)	(ha)	(%)	(ha)	(%)	(ha)	(%)
Thu Duc District	412	266	25.8	11	1.1	8	0.8	285	27.6	642	62.2	0	0.0	105	10.1	1.032	100.0
Thu Duc District	411	305	23.2	13	1.0	28	2.1	346	26.3	970	73.7		0.0		0.0	1,316	100.0
Thu Duc District	401	195	27.2	18	2.5	151	21.0	364	50.7	345	48.0		0.0	9	1.3	718	100.0
Thu Duc District	402	373	24.6	90	5.9	222	14.6	685	45.2	671	44.3	0	0.0	160	10.5	1,516	180.0
District 9	161	169	32.6	21	4.1	68	13.1	258	49.8	245	47.3	0	0.0	15	2.9	518	100.0
District 9	162	665	23.2	128	4.5	78	2.7	871	30.3	1 755	61.1	133	4.6	113	3.9	2,872	100.0
District 9	171	208	6.8	8	0.3	1	0.0	217	7.1	2,647	86.1	0	0.0	211	6.8	3,075	100.0
District 2	3	153	6.2	7	0.3	51	2.1	212	8.7	1,678	68.6	0	0.0	557	22.8	2,446	100.0
District 7	12	260	23.9	7	0.6	426	39.1	694	63.6	149	13.7	21	1.9	226	20.8,	1,090	100.0
District 7	13	221	14.6	18	1.2	76	5.0	314	20.8	1,196	79.2	0	0.0	0	0.0	1,510	100.0
Sub-total		2,816	17.5	321	2.0	1,109	6.9	4,246	26.4	10,298	64.0	154	1,0	1,395	8.7	16,093	100.0
District 12	221	123	16.2	2	0.3	2	0.3	127	16.7	631	83.2	0	0.0	0	0.1	758	100.0
District 12	222	219	15.1	6	0.4	9	0.6	234	16.1	1,133	78.1	0	0.0	84	5.8	1,451	100.0
District 12	21	739	26.2	98	3.5	71	2.5	907	32.2	1,732	61.4	0	0.0	180	6.4	2,819	100.0
Go Vap District	242	457	74.4	11	1.8	19	3.1	486	79.2	128	20.8	0	0.0	0	0.0	614	100.0
Hoc Mon District	zone 200	167	24.5	3	0.4	3	0.4	173	25.4	_ 508	74.6	0	0.0	0	0.0	681	100.0
Binh Chanh District	362 excl.z	709	11. 1	12	0.2	36	0.6	757	11.8	5,654	88.2	0	0.0	0	0.0	6,411	100.0
Binh Chanh District	371	198	15.8	0	0.0	0	0.0	198	15.8	1,052	84.2	0	0.0	0	0.0	1,250	100.0
Binh Chanh District	zone 176	195	10.6	2	0.1	0	0.0	197	10.7	1,645	<u> 89.3</u>	0	0.0	. 0	0.0	1,842	100.0
Binh Chanh District	382	380	16.0	8	0.3	36	1.5	424	17.8	1,957	82.2	0	0.0	0	0.0	2,381	100.0
District 8	62	73	13.2	2	0.3	211	38.1	285	51.6	266	48.0	0	0.0	2	0.4	553	100.0
District 8	151	92	26.4	103	29.6	87	25.0	282	81.0	59	17.0	0	0.0	7	1.9	348	100.0
Sub-total	-	3,351	17.5	246	1.3	473	2.5	4,071	21.3	14 765	77.3	0	0.0	273		19,108	100.0
Total		6,166	17.5	568	1.6	1,583	4.5	8,317	23.6	25,063	71.2	154	0.4	1,668	4.7	35,201	100.0

Future Land Use Composition

District Name	Planning Zone No.	Reside Are	a	Busin Comm Public	ercial / : Area	Industri		Devel Ari	ea 🛛	Agricu	lture	Green		Others Milit	ary)	Sub '	Total
	Zone Nu.	202	20	20		20		202		202		2020		20			
		(ha)	(%)	(ha)	(%)	(ha)	(%)	(ha)	(%)	(ha)	(%)	(ha)	(%)	(ha)	_(%)	(ha)	(%)
Thu Duc District	412	682	_ 66.1	22	2,1	48	4.7	752	72.9	270	26.2	10	1.0	0	0.0	1,032	100.0
Thu Duc District	411	566	43.0	33	2.5	72	5.5	671	51.0	630	47.9	15	1.1	0	0.0	1,316	100.0
Thu Duc District	401	283	39.4	75	10.4	210	29.2	568	79.1	150	20.9	0	0.0	0	0.0	718	100.0
Thu Duc District	402	582	38.4	95	6.3	320	21.1	997	65.8	350	23.1	5	0.3	164	10.8	1,516	100.0
District 9	161	364	70.3	87	16.8	30	5.8	481	92.9	0	0.0	22	4.2	15	2.9	518	100.0
District 9	162	1,562	54.4	185	6.4	470	16.4	2.217	77.2	550	19.2	105	3.7	0	0.0	2,872	100.0
District 9	171	930	30.2	30	1.0	20	0.7	980	31.9	2,050	66.7	45	1.5	0	0.0	3,075	100.0
District 2	3	560	22.9	40	1.6	70	2.9	670	27.4	1,200	49.1	20	0.8	556	22.7	2,446	100.0
District 7	12	274	25.1	80	2.8	500	45.9	804	73.8	30	2.8	30	2.8	226	20.7	1,090	100.0
District 7	13	611	40.5	170	11.3	200	13.2	981	65.0	499	33.0	30	2.0	0	0.0	1,510	100.0
Sub-total		6,414	39.9	767	4.8	1,940	12.1	9,121 :	56.7	5,729	35.6	282	1.8	961	6.0	16,093	100,8
District 12	221	342	45.1	12	1.6	40	5.3	394	52.0	283	37.3	10	1.3	71	9.4	758	100.0
District 12	222	734	50.6	18	1.2	60	4.1	812	56.0	617	42.5	15	1.0	7	0.5	1,451	100.0
District 12	21	1,504	53.4	170	6.0	260	9.2	1,934	68.6	700	24.8	5	0.2	180	6.4	2,819	100.0
Go Vap District	242	528	86.0	50	8.1	8	1.3	586	95.4	0	0.0	28	4.6	0	0.0	614	100.0
Hoc Mon District	zone 200	340	49.9	12	1.8	115	16.9	467	68.6	209	30.7	5	0.7	0	0.0	681	108.0
Binh Chanh District	362 excl.z	3,870	60.4	195	3.0	1,000	15.6	5,065	79.0	888	13.8	460	7.2	Û	0.0	6,411	108.0
Binh Chanh District	371	870	69.6	10	0.8	120	9.6	1,000	80.0	243	19.4	7	Q.6	0	0.0	1,250	100.0
Binh Chanh District	zone 176	630	34.2	25	1.4	45	2.4	700	38.0	1,093	59.3	49	2.7	0	0.0	1,842	100.0
Binh Chanh District	382	1,729	72.6	65	2.7	340	14.3	2,134	89.6	221	9.3	26	1.1	0	0.0	2,381	100.0
District 8	62	392	70.9	30	5.4	124	22.4	546	98.7	0	0.0	5	0.9	2	0.4	553	100.0
District 8	151	180	51.7	112	32.2	52	14.9	344	98.9	0	0.0	4	1.1	0	0.0	348	160.0
Sub-total		11,119	58.2	699	3.7	2,164	[^] 11.3	13,982	73.2	4,252	22.3	614	3.2	260	1.4	19,108	100.0
Total		17,533	49.8	1,466	4.2	4,104	11.7	23,103	65.6	9,981	28.4	896	2.5	1,221	3.5	35,201	100.0

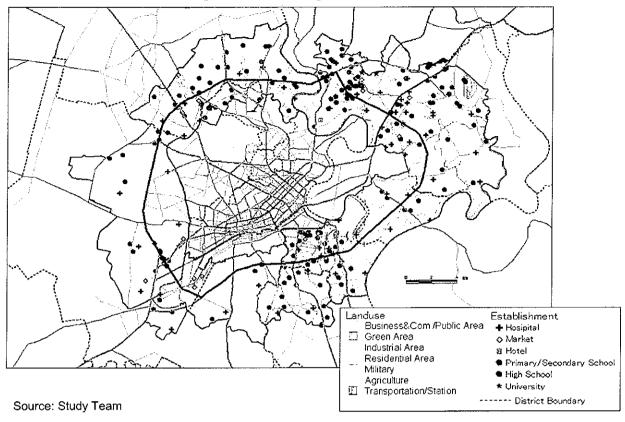
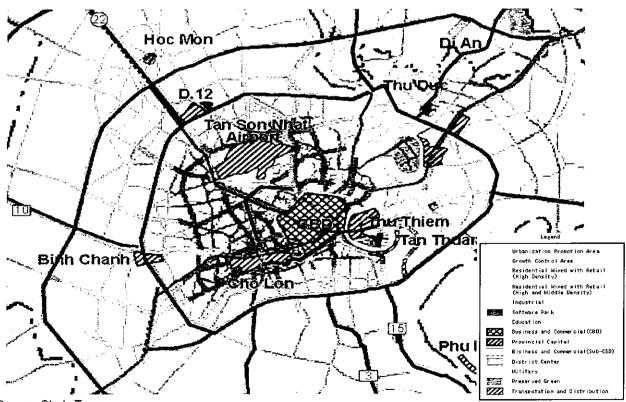


Figure 2.4.1 Existing Land Use





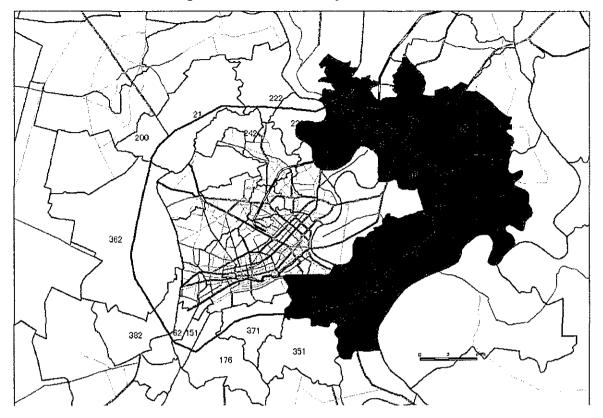
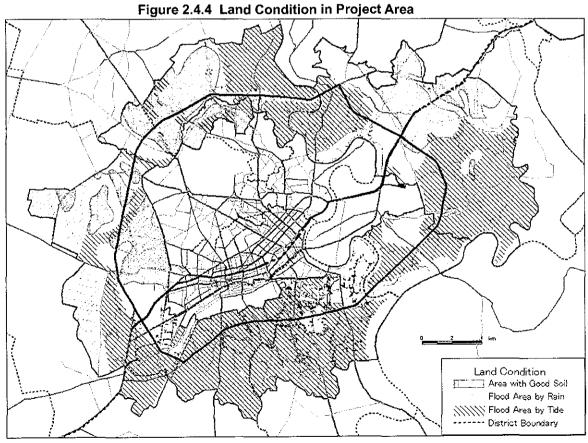


Figure 2.4.3 Zones in Project Area

Source: Study Team



3 PROJECT ROAD: CURRENT SITUATION AND FUTURE TRAFFIC DEMAND

3.1 Existing Condition of Ring Road No.2

Base on the existing development level, the proposed Ring road No.2 can be divided into 4 sections. Figure 3.1.1 is showing the current situation of the 4 sections including present development such as section length, paved width and road width.

Section A is the missing link, which will be a main project in this feasibility study. Some other sections area newly constructed with 4 lanes dual carriageway, while some sections are just rural road grade with 2 lanes – single carriageway. The existing road conditions area shown in Figure 3.1.2

	Section	Length (Km)	ROW (m)	Project Period
Asian Highway	An Suong - Tram II	22.5	33	1999-2003
BOT Project	An Suong - An Lac	17.7	33	2001-2008
Saigon South Development	An Lac NguyenTat Thanh	17.6	26-30	1990-n.a.

Table 3.1.1 Current Situation of the Ring Road No.2 Development

Source: Study Team

Figure 3.1.3 shows the cross section of these roads. As for A section, the divided 4-lane + motorcycle lane is developed by ADB as previously mentioned. The divided 4-lane began to construct though the section B has 2-lane now. The divided 4-lane have already constructed in sections G and H. The section F that is a next of the section G on Nguyen Van Linh Road is still 2-lane. However, It is under construction to the divided 4-lane. The section from C to E is 2-lane road, and its pavement condition is bad.

Figure 3.1.4 shows the situation of the major crossroads. These roads have already developed or are developing or have the development plan. However, the crossings, which have already constructed or have the plan for installation of interchange is slightly three locations including National Highway No.22 and National Highway No.13. It is difficult to realize an efficient and smooth transport.

		3.1.1 Current Situatio			•	
	Code	Section	Length (km)	Paved width (m)	Road width (m)	Main along the road
	A-1	NH1-NH1K	4.4	-	-	Factory, paddy field
	A-2	NH1K - Ha Noi Highway	5.1	-		Factory, residence
East Section	A-3	Ha Noi Highway - Phu My Bridge (Partially)	9.5	-		Paddy field
Section	A-4	Phu My Bridge	2.4	·-	_	Port(westside), paddy field (eastside)
	A-5	Nam Sai Gon - Phu My Bridge	2.1			Shop, residence
	B-1	Nam Sai Gon	1.8	16.75	25.25	Residence developed
Nguyen Van Linh	B-2	Nam Sai Gon- Ong Lon Bridge	1.5	18.75	24.75	Wasteland (residence development plan)
	B-3	Ong Lon River - Huong Lo 7	7.2	6.0		Wasteland (partially residence development plan)
	st ion C-2 Huong Lo 2 (Phu Dien Bridge - Hung Vuong)		1.7	6.0	9.0	Low-strey residence
South- west			0.2	-		Stock-yard (northside), low- strey residence (southside)
Section			1.8	8.2	13.0	Factory,shop
	C-1	Huong Lo 2 (Hung Vuong - NH1)	0.9	6.5	13.0	Low-strey residence
NUM	D-1	Huong Lo 2 - NH22	12.8	11.0	17.0	Factory,shop
NH1	D-2	NH22-Ring Road No.2	11.1	27.0	38.6	Factory,shop
K X X X X X X X X X X X X X X X X X X X	L L E A A					
Source: St	1		UAS	BA	11	Card Section 20 N

Figure 3.1.1 C	urrent Situation in Each Section of Ring Road No.2	2
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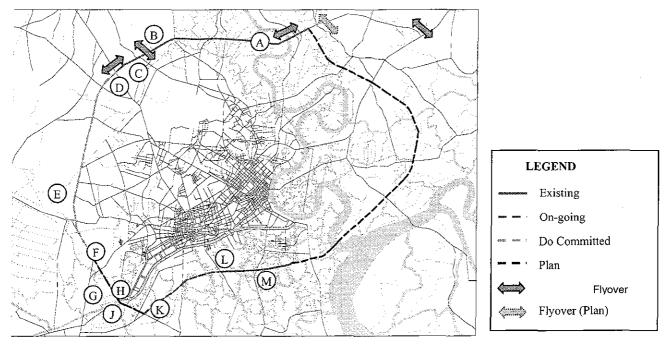


Figure 3.1.2 Current Situation of Road Infrastructure along the Ring Road No.2

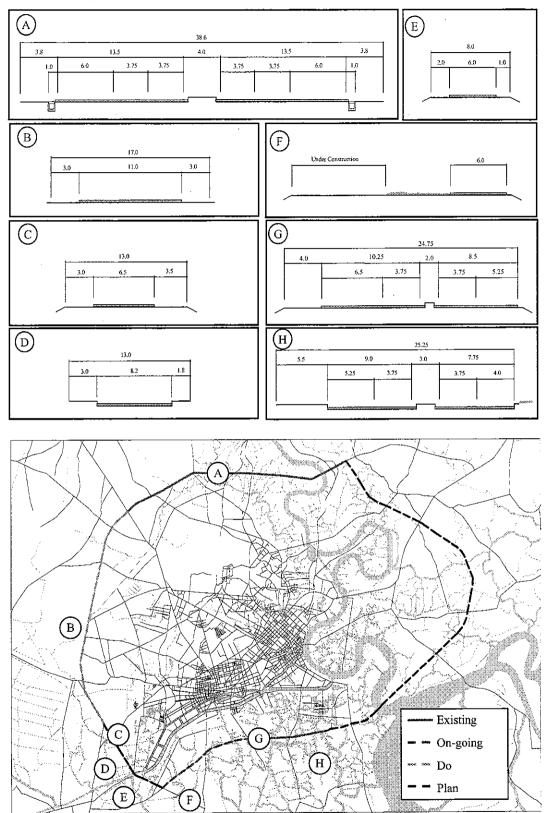
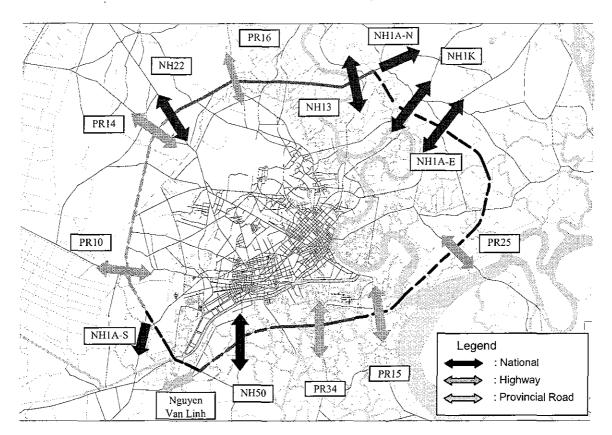
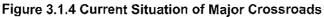


Figure 3.1.3 Existing Cross Section along Ring Road No.2





3.2 On-going Initiatives for Ring Road No.2 Development

1) Current Status of Ring Road No.2 Development Initiatives

The development concept of the proposed Ring road No.2 is to utilize the existing facilities and to provide any missing linkages, so that the ring road connections will be provided early in the project development stages. On the existing sections, there are different implementing agencies as well as funding. Figure 3.2.1 is showing on-going initiatives for Ring road No.2 development. Section D2 is upgraded as the Asia Highway Project loaned by the Asian Development Bank (ADB).

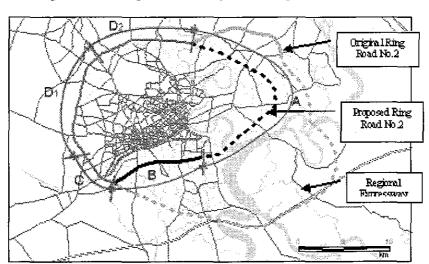
The section D is now under development as the BOT project under MOT, and the section between B is also under development as the private project. There is an existing road in section from C. however, the road width is narrow and the bridge over a river is not provided.

Source: Study Team

	Sub		Plan by Vietnar	nese side		Response of
Section	Section	Status	Implementing Agency	Funding	Contents of plan	HOUTRANS
			-	-		Scope
East	A-1*	Conceptual Plan	PC-HCMC	City Budget	New construction	Scope
Section (A)	A-2	Waiting for approval	PC-HCMC	City Budget	New construction	Scope
(~)	A-3	On-going	PC-HCMC	BOT	New construction	Scope
	A-4	Pre-F/S	PC-HCMC	City Budget	New construction	Scope
Nguyen Van Linh	B-1	Completed (1 st stage)	Private Company	вот		Out of scope
	B-2	Under construction	Private Company	BOT		Out of scope
(B)	B-3	Under construction	Private Company	вот		Scope (grade separation)
· · · · · · · · · · · · · · · · · · ·	C-4	Pre-F/S	PC-HCMC	City Budget	Planned widening	Scope
South-west	C-3	Pre-F/S	PC-HCMC	City Budget	New construction	Scope
Section (C)	C-2	Conceptual Plan	PC-HCMC	City Budget	Planned widening	Scope
	C-1	Conceptual Plan	PC-HCMC	City Budget	Planned widening	Scope
NH1	D-1	Under construction	PMU My Thuan	Local BOT		Scope (grade separation)
(D)	D-2	Almost complete	PMU My Thuan	ADB Loan		Scope(grade separation)

Table 3.2.1 Related Projects along Ring Road No.2

* Sub section: referred to Figure 3.1.1





2) Related Projects

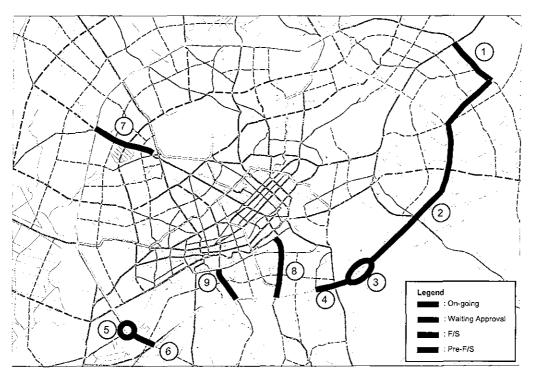
Figure 3.2.2 and Table 3.2.2 show the location and the outline of the projects by HCMC that relates to the Ring Road No.2. Besides this, the An Suong - An Lac section on National Highway No.1A are upgrading by Local BOT under MOT. And, Nguyen Van Linh Road is developing by the private company.

Related	Project			Location		D	imension			
Section	No, 11	Project Name	Dist.	From	To	Length	Cross Section Width	No. of Lane	Investment Capital	Status
	1	Road to High-Tech IP	Dist.9	Ha Noi Highway	Le Van Viet Street	2200m road+cross section:107m	63.0m		83,669 Construction/Installation:14,051 Land clearance.68,091 Other expenses+standby expense:1,527	Revision of F/S
Ring Road No.2 East Section	2	East Ring Road (connecting Phu My Bridge)	Dist. 2,9	The fool of Phu My Bridge	Vo Van Ngan Str Road to High-Tech	15.268m (752m bridge + 14.516m road)	67.0m (road), 10.5m (bridge)	4 lane (road), 2 lanes (bridge)	<u>397.177</u> Construction/Installation : 293,683 Land clearance : 79,953 Other expenses+stanby <u>expenses</u> :23,541	Waiting for approval
1	3	Phu My Bridge	Dist. 2,7							F/S by BOT
	4	Intersection Project A Zone	Dist. 7						779.760	Pre-F/S
Ring Road	5	Rach Cat Bridge (Ben Phu Dinh)	Dist. 8	Provincial Ro Provincial Ro		444,72m bridge	23.5m	6 lanes	477 864	Pre-F/S
No.2 Southwest Section 6		Constructing road section connecting Rach Cat Bridge (Phu Dinh to BT St.)	Binh Chanh Dist., Disl. 8			Designing project			Designing project	Pre-F/S
		Upgrading and widening Provincial No. 13 (National Road No.1 - Ba Queo)	Tan Binh Dist., Binh Chanh Dist.	National Road No.1	Tan Ky Tan Quy Street	3,796m road	30.0m		74,940 Construction/Installation : 74,940 Land clearance :2,900 Other expenses+stanby expenses : 6,120	Revision of F/S
Fiyover	8	Prolonged Chanh Hung	Dist.8	Nguyen Van Linh Ave.	T30 zone of Police Ministry	3000m road + 123.6m bridge	12.5m	2 lanes	27,500 Construction/Installation:17,500 Land clearance:7,400 Basic architecture+standby expense:2,600	On-going
		Prolonged Nguyen Tri Phuong road Bridge	Dist.5,8 BC Dist.	Nguyen Tri Phuong Str Tran Hung Dao Str. Intersoction	Chanh Hung Str Binh Thuan Str. Intersection	3072m road+666m bridge	18.5m (road), 13.0m (bridge)	3 lanes	213,000 Construction/Installation:117,000 Land clearance/69,000 Other expenses+standby expense:11,000 Interest:16,000	On-going

Table 3.2.2 Outline of Related Projects by HCMC

Source: Study Team

¹⁾ Location is shown in the map below





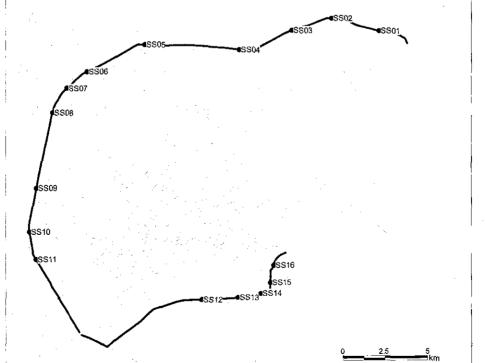
3.3 Existing and Future Traffic Demand of Ring Road No.2

1) Traffic Volume on Existing Sections

Present traffic volumes at related points were studied and are shown in Table 3.3.1 Results show that the traffic volume on the present section of RR2 in 2002 was not that heavy yet because of the present status of several projects. The traffic volumes on the western section showed a comparatively high volume capacity ratio (VCR). This, however, can be improved by the ongoing widening project.

	No	of Vehicles	(24 hours, l	both directio	n)	- PCU	V/C Rate
	Bicycle	M/C	Car	Bus	Truck	PCU	
SS01	1,847	41,991	1,196	1,690	4,826	25,409	0.30
SS02	2,216	45,404	1,399	1,678	4,874	26,464	0.32
SS03	2,095	33,251	1,667	1,497	5,543	25,588	0.31
SS04	2,290	34,828	1,463	1,202	5,079	23,988	0.29
SS05	2,434	38,357	1,976	1,603	6,041	28,443	0.34
SS06	2,605	40,018	2,246	1,551	5,908	28,643	0.34
SS07	2,751	42,322	2,410	1,636	6,162	30,102	0.36
SS08	3,852	44,317	2,359	1,663	6,188	30,789	0.71
SS09	4,407	43,686	2,220	1,503	6,028	29,915	0.69
SS10	10,231	61,205	1,708	1,661	6,814	36,352	0.84
SS11	9,634	56,546	1,479	1,753	8,182	38,676	0.90
SS12	2,775	7,582	164	94	144	2,783	0.14
SS13	2,751	7,143	186	88	67	2,508	0.13
SS14	3,571	6,374	205	81	86	2,571	0.05
SS15	4,585	8,403	212	117	114	3,329	0.06
SS16	3,998	7,490	233	140	163	3,218	0.05

Table 3.3.1	Traffic Volumes on	Present Rina	Road No.2. 2002
	manne verannee en		



Source: HCMC-PC TUPWS Traffic Count Data (2002), HOUTRANS traffic survey

2) Major Traffic Generation Areas

Major traffic generation areas, especially for freight traffic, are concentrated along RR2 at present and this tendency is likely accelerate in the future. Figure 3.3.1 shows major freight traffic areas related to the Ring road. The Saigon Port, the related ports such as Tan Can Port and ICDs are located at the city center along Saigon River. Since HCMC plays a role as a hub in the southern Vietnam transport network, there is high through freight traffic generated and attracted in this area (see Figure 3.3.2). As it is seen in this figure, the northeast has the largest freight movement from Saigon Port area but there is no direct route from this area at present and they have to pass the city center where such heavy traffic is restricted. Many industrial parks and ICDs are also located northeast of the study area. Sufficient connectivity between ports and such industrial areas will be very beneficial to the economy in this area.

In addition, there are two ongoing port development projects, Cat Lai and Hiep Phuoc (see Figure 3.3.1). Cat Lai Port will be developed in a 400ha land and Hiep Phuoc Port in a 800ha area by 2010¹. The connectivity between the south and the northeast of the HCM metropolitan area is getting more crucial and the completion of RR2 can serve as the main corridor that will connect the ports and the industrial areas.

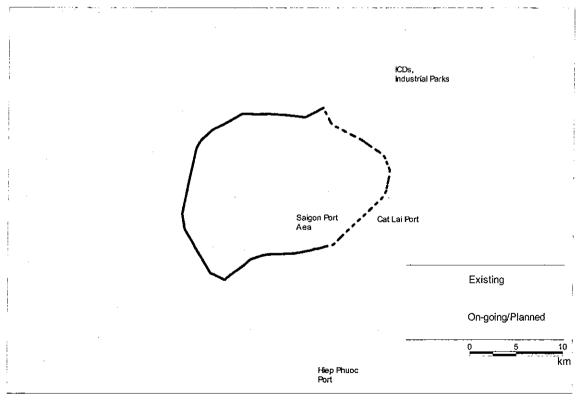


Figure 3.3.1 Major Freight Traffic Generation Areas

¹ The planned development of Hiep Phuoc Port will eventually cover 2,000ha.

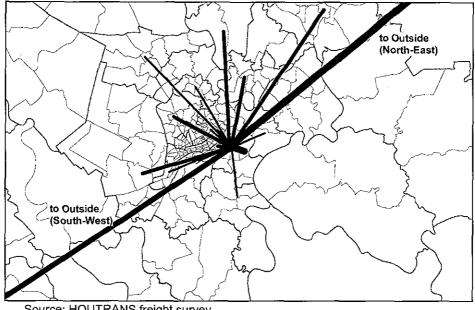


Figure 3.3.2 Distribution of Freight Traffic from/to Saigon Port Area, 2002

Source: HOUTRANS freight survey

3) Future Traffic Demand

Traffic demand forecast was conducted to obtain the estimated traffic volume on the ring road using the master plan network proposed by the Study Team. Figure 3.3.3 and Figure 3.3.4 show the assigned traffic volume and VCR in all the links near RR2 in 2020 and 2010, respectively. According to this, a newly constructed section on RR2 will have a high traffic volume and play a strong role as a circular road transport corridor in this area.

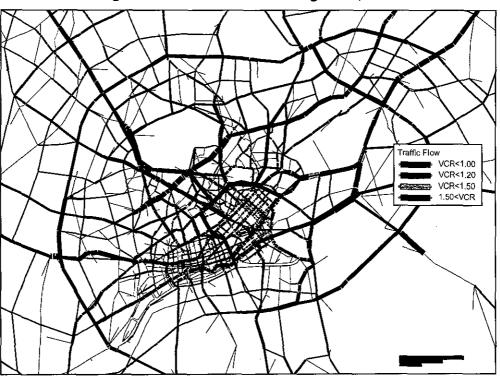
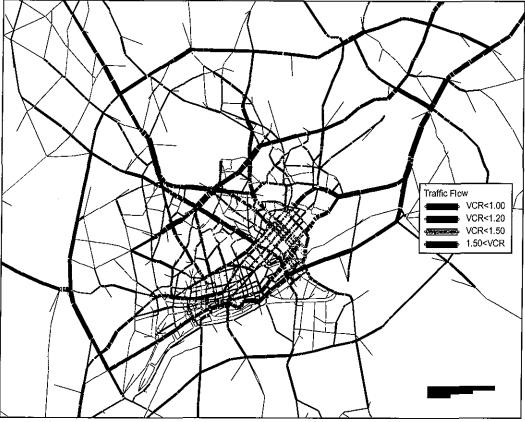
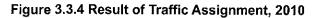
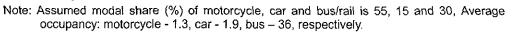


Figure 3.3.3 Result of Traffic Assignment, 2020

Note: Assumed modal share (%) of motorcycle, car and bus/rail is 30, 20 and 50, Average occupancy: motorcycle - 1.3, car - 1.9, bus - 50, respectively.







Specific traffic volumes are shown in Figure 3.3.5. In 2020, the estimated traffic volume on the newly constructed road will be around 60,000PCUs/day by section. Considering the incompleteness of future policies promoting public transport, when public transport accommodates only 30% of travel demand in 2020, the traffic volume on RR2 is estimated to be 80,000-100,000PCUs/day by section.

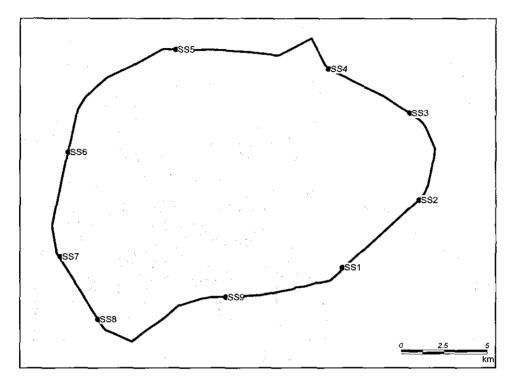
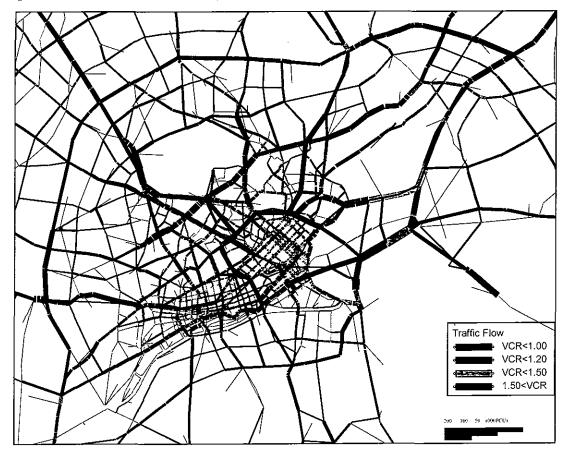


Figure 3.3.5 Estimated Traffic Volume on Ring Road No.2

			2002			2	2010			2	020	
		fic Volu 000/day)		PCU (000/day)	Traffic	Traffic Volume (000/day) PCU Traffic Volume (0		Traffic Volume (000		PCU (000/day)		
	M/C	Car	Bus	(000,003)	M/C	Car	Bus	(000,000)	M/C	Car	Bus	
SS1	-	-			49.6	13.4	0.6	30	91.0	30.0	1.3	60
SS2					36.6	10.7	0.5	23	79.5	31.9	1.4	59
SS3			-	-	46.2	12.8	0.6	28	74.3	26.1	1.9	53
SS4	_	-		-	71.5	18.7	0.5	41	83.5	34.8	1.0	62
SS5	37.1	6.5	1.2	28	87.9	20.0	1.4	49	78.7	33.0	2.5	63
SS6	48.2	8.5	1.7	31	106.2	18.2	1.3	54	_74.4	22.1	1.7	48
SS7	66.2	9.7	1.8	39	163.0	29.0	2.8	85	107.5	27.6	3.9	70
SS8	n.a.	n.a.	n.a.	n.a.	63.4	13.6	1 <u>.0</u>	35	87.9	31.7	1.5	61
SS9	10.4	0.3	0.1	3	88.8	20.8	1.4	51	49.8	21.3	2.3	42

Source: Study Team and HCMC-PC TUPWS Traffic Count Data (2002)

Figure 3.3.6 illustrates the result of traffic assignment without RR2's east and southwest sections. The result shows high congestion in District 2 and central areas along Saigon River compared to the condition shown on Figure 3.3.3. Based on the traffic assignment, an economic evaluation was conducted to determine the feasibility (see more detail in Chapter 7).





Note: Assumed modal share (%) of motorcycle, car and bus/rail is 30, 20 and 50, Average occupancy: motorcycle - 1.3, car - 1.9, bus - 50, respectively.

4 ENGINEERING STUDY

4.1 General

This section of the study covers key issues including design standards to be applied for roads and bridges, alignment studies in the section between NH No.1A and Hanoi Highway, and in intersection of Saigon River crossing (Phu My bridge). in addition the type of bridges which will be decided through a comparative examination.

Since the project scope covers the complete length of Ring Road No.2, the project road was divided into the twenty eight (28) sections for the preliminary design excluding the implementation plan. In dividing into these sections, it was considered the ultimate requirements for the future road network. The divided sections and its location were shown as in Figure 4.1.1 and Table 4.1.1.

	Section/subsection	R	load	Length		
Road's flyover		From	То	(km)		
	E-1	STA.0+991.721	STA.4+500.000	3.508		
	E-2	STA.4+500.000	STA.7+140.000	2.64		
	E-3	STA.7+140.000	STA.12+600.000	5.46		
	E-4	STA.12+600.000	STA.15+600.000	3		
Ring Road No.2	E-5	STA.15+600.000	STA.22+550.000	6.95		
East Section	E-5-1	STA.15+600.000	STA.19+255.000	3.655		
-	E-5-2	STA.19+255.000	STA.21+845.000	2.59		
	E-5-3	STA.21+845.000	STA.22+550.000	0.705		
	E-6	STA.22+550.000	STA.23+730.386	1.18		
	Sub-Total			22.739		
Ring Road No.2	SW-1	STA.1+000.000	STA.3+261.000	2.261		
Southwest	SW-2	STA.3+261.000	STA.6+977.000	3.716		
Section	Sub-Total			5.977		
Provincial Road	PR-1	STA.1+000.000	STA.4+785.000	3.785		
No.25	PR-2	STA.4+785.000	STA.6+610.156	1.825		
	Sub-Total			5.61		
	SA-1	STA.0+991.004	STA.3+300.000	2.309		
Secondary Road		STA.3+300.000	STA.5+250.000	1.95		
"A"	SA-3	STA.5+250.000	STA.6+000.983	0.751		
	Sub-Total			5.01		
Secondary Road	SB-1	STA.0+975.580	STA.3+050.000	2.074		
"B"	SB-2	STA.3+050.000	STA.4+851.921	1.802		
_	Sub-Total			3.876		
	FO-1	STA.1+209.000	STA.1+866.000	0.657		
	FO-2	STA.1+034.000	STA.1+866.000	0.832		
	FO-3	STA.0+999.000	STA 1+826.000	0.827		
	FO-4	STA.1+023.000	STA.1+796.000	0.773		
	FO-5	STA.1+268.000	STA 1+878.000	0.61		
Flyover	FO-6	STA.1+095.000	STA.1+773.000	0.678		
i iyovei	FO-7	STA.1+086.000	STA.1+885.000	0.799		
	FO-8	STA.0+957.000	STA.1+831.000	0.874		
	FO-9	STA.1+047.000	STA.1+687.000	0.64		
	FO-10	STA.1+074.000	STA.1+642.000	0.568		
	FO-11	STA.1+342.000	STA.2+080.000	0.738		
	Sub-Total			7.996		

Table 4.1.1 List of Divided Sections

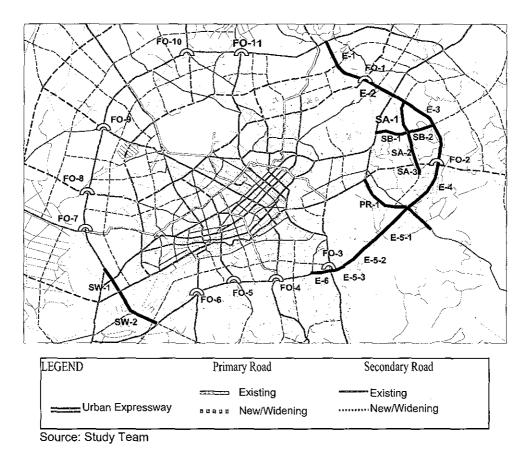


Figure 4.1.1 Location of Sections of Ring Road No.2

4.2 Design Standards

1) General

"A Policy on Geometric Design of Highways and Streets" published by AASHTO has been widely referred to in the preparation of the geometric design standards in many other countries. in Vietnam the Highway Design Standards (22TCN-273-01) were prepared in 2001. However, these standards are not universally followed by local engineers and there is no generally accepted definition for outer separators.

In determining the geometric design criteria applicable to the feasibility study on RR2, the Study Team recommended the design criteria based on the geometric design criteria established in the Master Plan.

The road, bridge and other road structures will be planned and designed based on Vietnamese standards together with AASHTO specifications. The major standards and references are:

- Specifications for Bridge Design (22 TCN-272-01) published in 2001
- AASHTO LRFD Bridge Design Specifications, Second Edition 1998 published by the American Association of State Highway and Transportation Officials
- Vietnamese Bridge Design Codes published in 1979
- Highway Design Standards of Vietnam (TCVN 4054-98)

The Specifications for Bridge Design (22 TCN-272-01) were newly established based on AASHTO LRFD and the contents are basically the same as the those of AASHTO except for some items based on local conditions such as earthquake and wind conditions.

2) Design Standards for Ring Road No.2

- (1) Design Type: RR2 is planned as a primary road in the Master Plan Stage and comprises National Highway No.1A and Nguyen Van Ling Road. It is expected that the road will be located in the urbanized area. The road was designed as a primary urban road that is expected to increase the people's mobility. Moreover, accessibility to frontage road was given careful consideration.
- (2) Design Speed: Presently National Highway No.1A and Nguyen Van Link Road have a design speed of 60 km/h and MOT study for future improvement will apply 100 km/h design speed. However, a design speed of 80 km/h was applied to RR2 upon consideration of the following:
 - RR2 will serve as a primary road
 - Future land use along RR2 will be urban.
 - No access control is planned; and,
 - A toll plaza of barrier-gate type on the through carriageway is planned in the vicinity of Phu My Bridge where all vehicles stop to pay toll.

For the frontage road, the following may warrant a design speed of 40 km/h to:

- · Facilitate access to the roadside; and,
- Accommodate slow-moving vehicles such as bicycles, xe om and so forth.

Based on AASHTO, design elements were established, adopting wherever appropriate and applicable Vietnamese highway standards. However, the grade of 4.0% is common in Vietnam on the bridges' approach section, because of traffic characteristics such as high proportion of overloaded trucks, trucks and buses of old vintage and other slowmoving vehicles. If the Phu My Bridge, which is long, has a steep gradient, these vehicles will get stuck. Therefore, 4.0% was applied for RR2 to enhance road safety. Table 4.2.1 summarizes the geometric design criteria for RR2.

	Item	Unit	Design	Criteria
A. G	eneral			
<u>A1</u>	Section	-	East	Southwest
A2	Design Speed	km/h	80	
B. Cı	ross-sectional Elements			
B1	Number of Lanes	-	8 + Frontage Road in Both Sides	6 + Frontage Road in Both Sides
B2	Traveled Lane Width	m	3.5 1)	
B 3	Shoulder Width	m	1.0	— — — ·
B4	Median	m	3.0	
B5	Outer Separator		2.0	
B 6	Frontage Road 27	m	6.0	
B7	Sidewalk	m	5.0	
B8	Cross fall	%	2.0	
B 9	Type of Pavement		Flexible Type Pavem	ent ³⁾
C. De	esign Elements			
C1	Stopping Sight Distance	m	110	
C2	Maximum Super elevation	%	6.0	
C3	Minimum Horizontal Curve Radius	m	280 (400) 4)	
C4	Sharpest Curve without Transition Curve	m	900 (2,000) 4)	
C 5	Maximum Grade	%	4.0	
C6	Minimum Vertical Curve Length	m	70	
C7	Minimum Vertical Curve Radius (Crest)	m	3,000 (4,500) 4)	
C8	Minimum Vertical Curve Radius (Sag)		2,000 (3,000) 4)	
C9	Vertical Clearance	m	4.9	

Table 4.2.1 Geometric Design Criteria for Ring Road No.2

Source: Study Team
 ¹⁾ To be lain between traveled lanes
 ²⁾ Design speed of frontage road is assumed as 40 km/h.
 ³⁾ Cement concrete pavement will be applied at Toll Plaza.
 ⁴⁾ Figures () indicates desirable value.

3) Design Standards for Related Roads

Design Criteria for Related Roads: Based on AASHTO, the design elements were established, adopting wherever appropriate and applicable Vietnamese highway standards.

	Item	Unit	Design Criteria	
A. G	eneral			
A1	Classification	-	Primary Road (Provincial Road No.25)	Secondary Road
A2	Design Speed	km/h	60	50
B. Cr	ross-sectional Elements	<u> </u>		
B1	Number of Lanes	-	Depend on Traffic Volume	
B2	Traveled Lane Width	m	3.5	3.5
B3	Shoulder Width	m	2.0	2.5
B4	Median	m	3.0	2.0
B5	Sidewalk	m	5.0	3.0
B6	Cross fall	%	6.0	
B7	Type of Pavement	-	Flexible Type Pavement	
C. De	esign Elements			
C1	Stopping Sight Distance	m	75	50
C2	Maximum Super elevation	%	6.0	
C3	Minimum Horizontal Curve Radius	m	150 (200)	100 (150)
C4	Sharpest Curve without Transition Curve	m	500 (1,000)	350 (700)
C5	Maximum Grade	%	5.0	6.0
C6	Minimum Vertical Curve Length	m	50	40
C7	Minimum Vertical Curve Radius (Crest)	m	1,400 (2,000)	800 (1,200)
C8	Minimum Vertical Curve Radius (Sag)	m	1,000 (1,500)	700 (1,000)
C9	Vertical Clearance	m	4.9	

Table 4.2.2 Geometric Design Criteria for Related Roads

Source: Study Team

Notes: () shows desirable value.

4) Bridge Design Criteria

In this section, highway and navigation clearances are discussed. Detail design loadings for the road bridge and structures are indicated in Appendix. The clearance of bridges crossing over any classes of roads was determined in accordance with the "Design Specifications for Highway TCVN 4054: 1998".

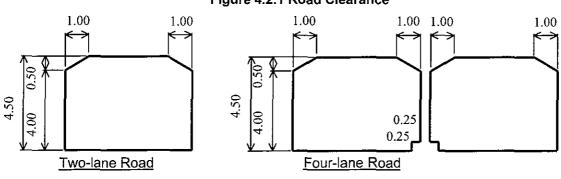


Figure 4.2.1 Road Clearance

Source: Study Team

The project bridges cross over roads classified as Class II, which requires the clearances as shown below.

For navigation clearances over Saigon River (Phu My Bridge) and Cho Dem River (Phu Dinh Bridge), the following values, adopted from the existing feasibility studies conducted by the Vietnamese side for Phu My Bridge in 2001 and for Phu Dinh Bridge in 2003, were used for this study.

	Sai Gon River	Cho Dem River
Bridge Name	Phu My Bridge	Phu Ding Bridge
Water Level ¹⁾	1.44 ²⁾	1.48
Navigation Clearance	Width = $220m^{3}$	Width = 40m
	Height = 45m	Height = 7m

Table	4.2.3	Navigation	Clearance
Tuble	v	Havigation	orearanoc

Design water level for navigation clearance is 5% frequency high water level based on National Datum Level.

This value is from the East-West Highway Construction Project (Thu Thiem Tunnel Section) as no appropriate data close to the project site exists and no hydrological analysis was made.

Minimum navigation clearance for Phu My Bridge is 120m wide and 40m high. These values were used in the existing feasibility study report with MOT approval.

Flood clearances must be provided for structures in waterways or structures prone to flooding. According to Article 1.27 of the Vietnamese Bridge Codes 22 TCN 018-79, the minimum clearances for bridges and culverts are shown in Table 4.2.3, Table 4.2.4 and Table 4.2.5

.	Bridge Member	Over the Design Water Level		Over the Maximum Water Level
No		Railway Bridge	Roadway Bridge	Railway Bridge
1	Soffit of Superstructure			
	a) Water level increase in flood time is not greater than 1.0m	0.50	0.50	0.25
	b) Water level increase in flood time is equal to or greater than 1.0m	0.75	0.50	0.25
	c) Subject to Log Impact	1.50	1.00	1.00
	d) Subject to Stone Collision	-	1.00	1.00
2	Bearing Bedding Plate	0.25	0.25	
3	Bottom of Arch Impost	0.25	-	-
0	o: Study Toom			

Table 4.2.4 Flood Clearance for Bridges

Source: Study Team

Table 4.2.5 Flood Clearance for Free-pressure Culvert

Shape of Culvert	Circular & Arch	Rectangular
a) Height not greater than 3.0 m	1/4 of the height	1/6 of the height
b) Height equal to or greater than 3.0m	0.75 m	0.50 m

Source: Study Team

5) Aviation Traffic

Since the project's location is far from Tan Son Nhat Airport, it was deemed not necessary to consider aviation traffic. However, the height restrictions shall be discussed and confirmed with the relevant authorities in the next stage.