DATA COLLECTION

FOR 900HP TYPE OF LOCOMOTIVES

No	GENRAL INFORMATION	900 HP D.E.L 175V12 ASHR				
1	Class	Bo.Bo.Bo.	Mono Cab			
2	Nos . On Book	16	13			
3	Locomotive No.	DD.914 to 929	DD.930 to 942			
4	Manufacturer's Name & Adress	GEC Alstho	om ,France.			
5	Contract No.& Date	6/MEIC/BRC/(ML)/71.72(17.8.72)	1/MEIC/BRC/(ML)/76.77(11.5.76)			
6	Unit Price	19270	00 Fr.F			
7	Date Of Arrival (1st Loco:)					
8	Put into Service Date (1st Loco:)	Jan-1974	Apr-1977			
9	MAX: Speed	88.5	km/h			
10	Continuous Rated Speed					
11	Tractive Effort (Starting or Max:)	1250)0 kg			
12	Tractive Effort (Continous Rating)	8640 kg				
13	UIC Rated Output	950	HP			
14	Power at Site	885 HP	(650 kw)			
15	Over all Height (CGS)	3502.	5 mm			
16	Over all Length (CGS)	11534 mm	12060 mm			
17	length without Buffer (CGS)	1020	0 mm			
18	Over all Width (CGS)	2790 mm	2820 mm			
19	Weight of Loco: (CGS)					
	(in working order) (FPS)	48 T	ons			
20	Axle Load (Tons)	12 1	ons			
21	Specific Weight (Ib/BHP)					
22	weight per foot run over buffer (Tons /ft)	1.26	1.22			
23	Type of Bogie	R.	109			
24	Gear Ratio	77.	/16			
25	Diameter of Wheel (CGS)	1000 mm				
26	Pivot Centre Distance (CGS)	5850 mm				
27	Bogie Wheel Base (CGS)	2200 mm				
28	Total Wheel Base (CGS)	8050 mm				
29	Journal Diameter (CGS)	130 mm				

DATA COLLECTION FOR 900HP TYPE OF LOCOMOTIVES

DATA COLLECTION

FOR 1200HP TYPE OF LOCOMOTIVES

DATA COLLECTON FOR 1200HP TYPE OF LOCOMOTIVES

No	GENERAL INFORMATION	1200 HP D.E.L V16 ASHR	1200 HP D.E.L V12BZSHR					
1	Class	Bo.Bo. Bo.Mono Cab		Bo.Bo .	Bo. (Twin Cab)			
2	Nos.On Book	6	27	1(2nd Batch)	4(3rd-Batch)	15(4th-Batch)		
3	Locomotive No.	DF.1201 to 1206	DF.1207 to 1233	DF.1234	DF.1235 to 1238	DF.1239 to 1253		
4	Manufacture's Name & Address	GEC Alsthom , France.	GEC Alsthom , France.	GEC Alsthom , France.	GEC Alsthom, France.	GEC Alsthom, France.		
5	Contract No. & Date	117 of 29.10.54	274/BA/1A (5.4.62)	2(P) PP+C/B 66-67	7/MEIC/BRYLS/12T/74M/67-68(2.10.67)	7/MEIC/BRYLS/68.69(7.8.69)		
6	Unit Price	42000 \$P	681000 Sw. F	960000Sw.F	925000 Sw.F	1023079 Sw.F		
7	Date Of Arrival (1st Loco:)	Aug-1957	13.1.64					
8	Put into Service Date (1st Loco:)	Jan-1958	Jan-1964	Mar-1969	Dec-1969	Nov-1970		
9	MAX: Speed	55.3MHP		5	5.3 MHP			
10	Continuous Rated Speed				10 MHP			
11	Tractive Effort (Starting or Max:)	38570 lb(17495kg)		45250) lb(20500kg)			
12	Tractive Effort (Continuous Rating)	23300lb(10600kg)		29200) lb(13200kg)			
13	UIC Rated Output	1185 HP		1	200 HP			
14	Power at Site	1082 HP		1	100 HP			
15	Over all Height	3505.2mm (11",6')		34	179.8mm			
16	Over all Length (Buffer to Buffer)	13462mm (44',2-3/8")		14	782.8mm			
17	Length without buffer	12065mm (39',7-5/8")		13	385.8mm			
18	Over all Width	2489.2mm (8',2-3/8")		27	49.55mm			
19	Weight of Loco: (in working order) (FPS	63.6 Tons	62 Tons					
20	Axle Load (Tons)	10.6 Tons	10.33					
21	Specific Weight (Ib/BHP)	126 lbs/BHP	126 lb/BHP					
22	Weight per foot run over buffer (tons /ft)	1.51	1.29					

DATA COLLECTON FOR 1200HP TYPE OF LOCOMOTIVES

No	GENERAL INFORMATION	1200 HP D.E	LL V12RVR	1200 HP D.E.L 12V396 TC13
1	Class	Bo.Bo .Bo.	(Twin Cab)	Bo.Bo .Bo. (Twin Cab)
2	Nos.On Book	4	4 (2nd Batch)	4
3	Locomotive No.	DF.1254 to 1257	DF.1258 to 1261	DF.1264 to 1267
4	Manufacture's Name & Address	GEC Alsthom , France.	GEC Alsthom , France.	Sifang loco:& R.S Works
5	Contract No. & Date	1/BRC/Alsthom/(ML)82-83(26.8.82)	1/BRC/Alsthom/(ML)83-84(26.1.84)	2/MR/YMEC/93-94(3.12.93)
6	Unit Price	6120000Fr.F	6905000Fr.F	1300000US\$
7	Date Of Arrival (1st Loco:)			
8	Put into Service Date (1st Loco:)	Jun-84	May-85	Feb-96
9	MAX: Speed	88.5 km/h		90km/h
10	Continuous Rated Speed	17 km/h		10.6km/h
11	Tractive Effort (Starting or Max:)	19300 da N		47208 lb
12	Tractive Effort (Continuous Rating)	12450 da.N		41363 lb
13	UIC Rated Output	1400 HP		880 kw
14	Power at Site	1150 HP		
15	Over all Height	3450 mm		
16	Over all Length(Buffer to Buffer)	13400mm		15703 mm
17	Length without buffer			13900 mm
18	Over all Width	2816mm		
19	Weight of Loco: (in working order) (FPS)	66 metric Ton		
20	Axle Load (Tons)			12 Tons
21	Specific Weight (Ib/BHP)			
22	Weight per foot run over buffer (tons /ft)			

DATA COLLECTION

FOR 1600HP TYPE OF LOCOMOTIVES

DATA COLLECTION FOR 1600HP TYPE OF LOCOMOTIVES

No.	GENERAL INFORMATION	1600 HP DEL V16BZSHR				
1	Class		Bo .BO .BO (Twin Cab)			
2	Nos.On Book	10 14		21		
3	Locomotive No.	DF.1601 to 1610	DF.1611 to 1624	DF.1625 to 1645		
4	Manufacturer's Name & Adress		GEC Alsthom, France.			
5	Contract No.& Date	7/MEIC/BRYLS/68/65(7/8/69)	6/MEIC/BRC/71-72(17/8/72)	4/MEIC/BRC/(M)77-78(11/5/77)		
6	Unit Price	1332000Fr.F	1696000Fr.F	3062000Fr.F		
7	Date Of Arrival (1 st Loco)	Jun-1971	Jul-1974			
8	Put into Service Date (1 st Loco)	Jul-1971	Jul-1974	May-1979		
9	MAX: Speed		90.1km/h (56MPH)			
10	Continuous Rated Speed		12.9km/h (8 MPH)			
11	Tractive Effort (Starting or Max:)	23600da.N	23600da.N	25000da.N		
12	Tractive Effort (Continuous Rating)	17200da.N	17200da.N	17500da.N		
13	UIC Rated Output		1600HP			
14	Power at Site		1400HP			
15	Over all Height		3450mm			
16	Over all Length	14789.94mm	14789.94mm	15204mm		
17	Length Without Buffer	13392.94mm	13392.94mm	13400mm		
18	Over all Width		2768mm			
19	Weight of Loco	75153.18kg	73153.18kg	73000kg		
20	Axle Load	11.97	11.97	11.95		
21	Specific Weight (lb/BHP)	100.59	100.59	100.375		
22	Weight Per Foot run over buffer (Tons/ft)	1.48	1.48	1.44		
23	Type of Bogie	R-109				
24	Gear Ratio	68/19	68/19	91/20		
25	Diameter of Wheel		1000mm			
26	Pivot Center Distance	4100mm				
27	Bogie Wheel Base	2200mm				

DIMENSION FOR COACHING STOCK

Length over Head Stocks Center of Bogie Lenth over Body Grossloa Numbers Body width (mm) Tare (Ton) Buffer (mm) Height(mm) (mm) (mm) 10711-10721 11201.4 15925.8 17119.6 2819.4 3403.6 27.2

Sr.No Type of Coaches

DIMENSION FOR COACHING STOCK

Maker

d (Ton)

				, ,						
1	BDUEZ	10711-10721	11201.4	15925.8	17119.6	2819.4	3403.6	27.2	30	MIT
2	BDUEZ	10831-10840 10841-10850 10871-10890	11201.4	15925.8	16383	2819.4	3403.6	28	40/30	(DAEWOO)-KOREA
3	BDUEZ	10891-10896	11201.4	15925.8	16383	2819.4	3403.6	28	30	(SIFANG)-CHINA
4	BDUEZ	10809-10820	11201.4	15925.8	16383	2819.4	3403.6	28.3	30	(Kinkisnaryo)-JAPAN
5	BDUXEZ	1806-1807	13106.4	17830.8	18288	2819.4	3454.4	32	30	JAPAN
6	BUEZ	1192-1196	11201.4	15925.8	16383	2819.4	3403.6	29.7	30	INDIA
7	BNUEZ	10790-10808	11201.4	15925.8	17119.6	2819.4	3403.6	29	30	INDIA
8	BNUXE	1701-1720	12496.8	17221.2	17678.4	2590.8	3429	29.95	30	W.GERMANY
9	BNUXE	1702-1717	12496.8	17221.2	17678.4	2590.8	3429	29.7	30	MIT
10	BNUXEZ	1721-1733 1734-1742	13106.4	17221.2	19050	2819.4	3454.4	29.65	30	GER.JAP
11	BNCXE	1751-1780	12496.8	17221.2	18440.4	2565.4	3429	25.25	44	W.GERMANY
12	BNFEZ	10266 10299 10350	11201.4	15925.8	16383	2819.4	3403.6	25.1	60	MIT
13	BREZ	10900-10904	11201.4	15925.8	16383	2819.4	3403.6	22.7	30	INDIA
14	BDT	10200-10241	10515.6	14478	15671.8	2819.4	3403.6	19.5	60	MIT
15	BDT	10246-10260	11201.4	15925.8	17145	2819.4	3403.6	22.15	64	MIT
16	BDTZ	10320-10335	10515.6	14478	15671.8	2819.4	3403.6	21.11	60	MIT
17	BDTZ	10391	11201.4	15925.8	17145	2819.4	3403.6	29	64	(KAWASAKI)-JAPAN
18	BDTX	1201-1360	12496.8	17221.2	18440.4	2819.4	3403.6	20.9	68	INDIA
19	BDTX	1532-1541 1785-1790 1791-1800	13106.4	17830.8	19050	2819.4	3403.6	29	64	MIT
20	BDTXZ	1961-14203	13106.4	17830.8	19050	2819.4		29	64	MIT
21	BDTXE	1532 1536 1538 1539	13106.4	17830.8	19050	2819.4	3403.6	20.9	64	W.GERMANY

22	BDTCXE	1781-1784 1700	12496.8	17830.8	18440.4	2590.8	3454.4	29.4	64	JAPAN
23	BDTXEZ	1384 1392 1395 1407-1418	13106.4	17830.8	18288	2819.4	3403.6	29	64	JAPAN
24	BDTEZ	10401-10460	11201.4	15925.8	17119.6	2819.4	3403.6	25.35	64	JAPAN
25	BDTEZ	12001-12048	11201.4	15925.8	17124.3	2819.4	3403.6	27	62	KOREA
26	BDTEZ	12101-12117	11201.4	16002	17119.6	2819.4	3403.6	27	62	(SIFANG)-CHINA
27	BDTEZ	12047-12066	11201.4	16002	17119.6	2819.4	3403.6	27	62	(DAEWOO)-KOREA
28	LBTX(R/C)	901-958	13106.4	18288	19227.8	2819.4	3403.6	32.8	35	HUNGARY
29	LBTX(R/C)	901-958	13106.4	18288	19227.8	2819.4	3403.6	22.5	99	HUNGARY
30	LBTX	1570-1590	12496.8	17221.2	18440.4	2819.4	3403.6	20.1	60	MIT
31	LBTX	1895-1898	130800	18280	18807.5	2820	3340	20	63	HUNGARY
32	LBGTX	1751-1780	12496.8	17221.2	18440.4	2590.8	3683	20.9	52	MIT
33	GBDT	90999118	7772.4	11125.2	12319	2362.2		13		MIT
34	GBHDT	40100-40119	7772.4	11125.2	12319	2590.8	3378.2	16.5	46	KOREA ,MIT
35	BME	1920-1924	112014	15925.8	17124.3	2819.4	3400.6	28		KOREA
36	BQMXE	1551-1560	12496.8	17221.2	18440.4	2590.8	3403.6	20.9		MIT
37	BQMXEZ	1637-1640	13106.4	17830.8	19050	2819.4	3479.8	29	46	JAPAN
38	BBQMXEZ	1161-1165	11201.4	15925.8	17145	2819.4	3479.8	26.85	20	JAPAN
39	BBEZ	10645-10654	11201.4	15925.8	17145	2819.4	3403.6	28		KOREA ,MIT
40	BBDTE	10630-10638	11201.4	15925.8	17145	2819.4	3403.6	20.5	42	JAPAN , MIT
41	BBDTEZ	1361-1420	11201.4	15925.8	17145	2819.4	3403.6		34	JAPAN
42	BBDTXE	1508-1520	12496.8	17221.2	18440.4	2590.8	3683	22.35	36	INDIA
43	BBDTXE	1651-1660	13106.4	17830.8	19050	2819.4	3403.6	26.55	30.34	MIT
44	BISE	24141 24235 24236	4368.8	7924.8	9169.4	2489.2		14.4		MIT
45	BISE	1952-1971	6400.8	10210.8	11506.2	2819.4	3403.6	17.8		JAPAN
46	BILE	1945-1951	10058.4	14782.8	16027.4	2819.4	3403.6	24.13		MIT
47	BILE	1992	11201.4	15925.8	17145	2819.4	3403.6	27.14	8	MIT
48	BTE	1937-1938 1993-1995	11201.4	15925.8	17145	2819.4	3403.6	26	15	KOREA
49	BTEZ	1996-1997	112014	15925.8	17124.3	2819.4	3403.6	27	15	KOREA

Yangon Central Station Signal System

Yangon Central Station Siginal System



Appedix 3-12-1

Kyeemyindaing Signal System

Kyeemyindaing Signal System



Appendix 3-12-2

Insein Station Signal System

Insein Station Signal System



Appendix 3-12-3

Malwagone Station System

Malwagone Station Signal System



Appendix 3-12-4

Summary of Survey Data about Level Crossing

Summary of Survey Data about Level Crossing

Infrastructur e No	MR's ID No	Survey date	Width(m)	Lane no.	Pavement Type	Road Category	Barrier Type	Automatic Alarm	Hut	biside road intersection or not?	Current Condition A: OK, B: Repair C: Danger	Remarks
L01	C18AX	2014/2/21	14.6	2+2	Asphalt	Public	Gate	Broken	with	Beside	А	
L02	C18BX	2014/2/21	12	1+1	Asphalt	Public	Open	Effective	with	Beside	В	
L03	C20AX	2014/2/21	8	1+1	Asphalt	Public	Open	Broken	with	Beside	В	
L04	C20BX	2014/2/21	14.1	2+2	Asphalt	Public	Open, Gate	Broken	with	Beside traffic light	В	
L05	C21CX	2014/2/22	5.8	1+1	Earth	Public	Down	Broken	with	Beside No turn left	С	
L06	C22AX	2014/2/22	11.5	2+2	Asphalt	Public	Down	Effective	with	Beside traffic light	A-B	
L07	C23CX	2014/2/22	4.3	1	Asphalt	Private	Open	Effective	with	Beside	В	
L08	C25AX	2014/2/22	6.1	1+1	Asphalt	Private	Down	Broken	without	Beside	С	
L09	C25BX	2014/2/22	4	1+1	Asphalt	Public	Down, Open	Broken	with	Beside	B-C	
L10	C25DX	2014/2/22	18	2+2	Asphalt	Public	Open	Broken	with	None	B-C	
L11	C31AX	2014/2/22	13.8	2+2	Asphalt	Public	Open	Broken	with	None	B-C	
L12	A43BX	2014/2/22	13.2	2+2	Asphalt	Public	Down	Effective	with	None	А	
L13	A42BX	2014/2/22	3.7	1	Earth	Private	Open	None	without	None	С	
L14	A42AX	2014/2/22	3.3	1	Earth	Private	Open	None	with	None	С	
L15	A31AX	2014/2/22	22.56	3+3	Asphalt	Public	Gate	Broken	with	None	А	
L16	A23BX	2014/2/22	5.7	1+1	Earth	Public	Gate	Broken	with	Beside	С	
L17	A21EX	2014/2/22	4.52	1+1	Asphalt	Private	None	None	without	None	С	
L18	A21CX	2014/2/22	9.5	1+1	Concrete	Public	Open	Effective	with	None	В	
L19	A15BX	2014/2/22	6.2	1+1	Concrete	Public	Open, gate	Effective	with	None	В	
L20	A13CX	2014/2/22	4.15	1	Earth	Private	None	None	without	Beside	С	
L21	A11AX	2014/2/21	12	2+2	Asphalt	Public	Gate, Open	Effective	with	None	В	
L22	A7AX	2014/2/21	22.42	2+2	Asphalt	Public	Gate, Open	Effective	with	None	В	
L23	A4CX	2014/2/21	11.89	2+2	Asphalt	Public	Gate, Open	Effective	with	None	В	
L24	A4BX	2014/2/21	4.91	1+1	Asphalt	Public	Gate, Open	Effective	with	None	В	
L25	A1BX	2014/2/21	7.7	2	Asphalt	Public	Gate, Open	Effective	with	Beside	В	

DATA SHEET for Level Crossing

LC No. : L01 LC Name :	Ywama K	yaung Lane		
Identification No.: C18AX		Survey Date:	21/2/2	2014
Between Hletan	station	and	Kamayut	station
Mile Post (distance from Yanngon RS.)	MR'	s official data	Measured by Y	′UTRA _*
clockwise:		5/11-5/12		
anti-clockwise(if any):				
equivalent KM Post (distance from Yangon RS.)				
clockwise:		8.80	8.64	
anti-clockwise(if any):				
Road Category (Public / Private): Public	Pavemen	t type (Concrete/As	sphalt/Earth):	Asphalt
LC width(m) : 14.6 m	Lane No.	: 2+2		
Barrior type (down /gate / open): Gate	Watchma	In Hut (with/without): with	
Automatic Alarm (effective / broken / none)	Broken			
Location (beside road intersection or not) <u>Beside</u>	Schemati	с location figure in То Da Nyin Gor	case of beside in	tersection
	,	To Yangon Stat	ion	
LC Condition: Extent and Degree: (A: Sound condit	ion, B: Need	Major Repair, C: Seriou	us condition)	
Pavement: A 10% peel off	,		,	
Photos (General view, Side view(Left and Righ	t). Defects	s. Damages. etc)		
	,			
2014.02.01			8014.05-21	
Remarks				

LC No. : L02 LC Name :	Kamavut			
Identification No.: C18BX		Survey Date:	21/2/	2014
Between Hletan	station	and	Kamavut	station
Mile Post (distance from Yanngon RS.)	MR'	s official data	Measured by Y	′UTRA _*
clockwise:		5/16-5/17		
anti-clockwise(if any):				
equivalent KM Post (distance from Yangon RS.)				
clockwise:		9.14	9.01	
anti-clockwise(if any):				
Road Category (Public / Private): Public	Pavemen	t type (Concrete/As	phalt/Earth):	Asphalt
LC width(m) : 12 m	Lane No.	: 1+1		
Barrior type (down /gate / open): Open	Watchma	n Hut (with/without)): with	
Automatic Alarm (effective / broken / none)	Effective			
Location (beside road intersection or not) <u>Beside</u>	Schemati	c location figure in o	case of beside in	tersection
LC Condition: Extent and Degree: (A: Sound condition	on, B: Need	Major Repair, C: Seriou	us condition)	
Pavement: B				
Photos (General view, Side view(Left and Right	t), Defects	s, Damages, etc)	814.82.81	
			2014.22.21	
Remarks				

LC No.: L03 LC Nam	ne : Oat Kyin			
Identification No.: C20AX		Survey Date:	21/2/	2014
Between Thiri Mya	ing station	and	Okakyin	station
Mile Post (distance from Yanngon RS.)	MR'	s official data	Measured by	/UTRA*
clockwise:		6/21-6/22		
anti-clockwise(if any):				
equivalent KM Post (distance from Yangon RS	.)			
clockwise:		11.09	11.05	
anti-clockwise(if any):				
Road Category (Public / Private): Public	Pavemen	t type (Concrete/As	sphalt/Earth):	Asphalt
LC width(m) : 8 m	Lane No.:	: 1+1		
Barrior type (down /gate / open): Open	Watchma	n Hut (with/without): with	
Automatic Alarm (effective / broken / none)	Broken			
Location (beside road intersection or not)	Schemati	c location figure in	case of beside in	tersection
Beside		To Da Nvin Gone		
		To Yangon Statio	n	
LC Condition: Extent and Degree: (A: Sound co	ondition, B: Need	Major Repair, C: Seriou	us condition)	
Pavement: B				
Photos (General view, Side view(Left and R	light), Defects	s, Damages, etc)		
EE14. 02. 21			NIA 19. ST	
2014 02.21			3.35	
Remarks				

LC No. : L04 LC Nar	me : Parami			
Identification No.: C20BX		Survey Date:	21/2/	2014
Between Okakyin	station	and	Thamine	station
Mile Post (distance from Yanngon RS.)	MR'	s official data	Measured by Y	′UTRA _*
clockwise:		6/25-6/26		
anti-clockwise(if any):				
equivalent KM Post (distance from Yangon RS	S.)			
clockwise:		11.36	11.28	
anti-clockwise(if any):				
Road Category (Public / Private): Public	Pavemen	t type (Concrete/As	phalt/Earth):	Asphalt
LC width(m) : 14.1 m	Lane No.:	2+2		
Barrior type (down /gate / open): Open,Ga	ate Watchma	n Hut (with/without)): with	
Automatic Alarm (effective / broken / none)	Broken			
Location (beside road intersection or not) <u>Beside</u>	Schemati	C location figure in o	Case of beside in Gone	tersection
LC Condition: Extent and Degree: (A: Sound of Pavement: B	condition, B: Need	Major Repair, C: Seriou	us condition)	
Photos (General view, Side view(Left and I	Right), Defects	s, Damages, etc)		
2014.02-20			2014-02-20	
			2014.62.21	
Remarks				

LC No. : L05 LC Name :	Tha Mine	Myo Thit	
Identification No.: C21CX		Survey Date:	21/2/2014
Between Thamine	station	and	Thamine Myothit station
Mile Post (distance from Yanngon RS.)	MR'	s official data	Measured by YUTRA*
clockwise:		7/16-7/17	
anti-clockwise(if any):			
equivalent KM Post (distance from Yangon RS.)			
clockwise:		12.36	12.37
anti-clockwise(if any):			
Road Category (Public / Private): Public	Pavemen	t type (Concrete/As	phalt/Earth): Earth
LC width(m) : 5.8 m	Lane No.	: 1+1	
Barrior type (down /gate / open): Down	Watchma	n Hut (with/without): with
Automatic Alarm (effective / broken / none)	Broken		
Location (beside road intersection or not) <u>Beside (No turn left)</u> LC Condition: Extent and Degree: (A: Sound condit <u>Pavement: C No pavement</u> Photos (General view, Side view(Left and Righ	Schemati	c location figure in f To Da Nyin Gor To Da Nyin Gor To Yangon Stat Major Repair, C: Seriou	case of beside intersection
<image/> <image/> <image/>			2014.02.22

LC No. : L06	LC Name : Kyoe G	one		
Identification No.: C22AX		Survey Date:	2014	/2/22
Between Tham	nine Myothit static	n and	Kuntkon	station
Mile Post (distance from Yanngon RS.)	М	R's official data	Measured by Y	′UTRA _*
clockwise:		8/5-8/6		
anti-clockwise(if any):				
equivalent KM Post (distance from Yan	gon RS.)			
clockwise:		13.24	13.23	
anti-clockwise(if any):				
Road Category (Public / Private): P	ublic Pavem	ent type (Concrete/As	sphalt/Earth):	Asphalt
LC width(m) : 11.5 m	Lane N	0.: 1+1		
Barrior type (down /gate / open): D	own Watchr	nan Hut (with/without): with	
Automatic Alarm (effective / broken / no	one) Effectiv	e		
Beside	ot) Schem	To Da Nyir	a Gone	tersection
LC Condition: Extent and Degree: (A: Sound condition, B: Need Major Repair, C: Serious condition)				
Pavement: A-B				
Photos (General view, Side view(Left and Right), Defects, Damages, etc)				
2014.0	2.22		2014.02-22	
	2 22		2014-02-22	
Remarks				

LC No. : L07 LC Name :	C.I.D Gat	te		
Identification No.: C23CX		Survey Date:	2014	/2/22
Between Insein	station	and	Ywama	station
Mile Post (distance from Yanngon RS.)	MR'	's official data	Measured by	/UTRA _*
clockwise:		9/5-9/6		
anti-clockwise(if any):				
equivalent KM Post (distance from Yangon RS.)				
clockwise:		14.85	15.24	
anti-clockwise(if any):				
Road Category (Public / Private): Public	Pavemen	t type (Concrete/As	sphalt/Earth):	Asphalt
LC width(m) : 4.3 m	Lane No.	: 1		
Barrior type (down /gate / open): Open	Watchma	an Hut (with/without): with	
Automatic Alarm (effective / broken / none)	Effective			
Location (beside road intersection or not)	Schemati	ic location figure in	case of beside in	tersection
Beside		To Da Nyin Gone	9	
		Facility		
		 _		
		To Yangon Statio	n	
LC Condition: Extent and Degree: (A: Sound conditi	on, B: Need	Major Repair, C: Seriou	us condition)	
Pavement: B 20% peel off				
Photos (General view, Side view(Left and Right	t), Defects	s, Damages, etc)		
		State 1		
		A start of the	NAME OF	
			the state	
		10.00	-	
2014.03.23			2014.02.22	
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		all.	CCC XXXX	
The hereit		k Thomas	R SA AV	
			A less block	
			E Sterney	
2014-02-22			and a reas	
Remarks				

LC No. : L08 LC Name :	Prison			
Identification No.: C25AX		Survey Date:	2014	/2/22
Between Insein	station	and	Ywama	station
Mile Post (distance from Yanngon RS.)	MR'	s official data	Measured by	/UTRA _*
clockwise:		9/18-9/19		
anti-clockwise(if any):				
equivalent KM Post (distance from Yangon RS.)				
clockwise:		14.11	16.04	
anti-clockwise(if any):				
Road Category (Public / Private): Public	Pavemen	t type (Concrete/As	sphalt/Earth):	Asphalt
LC width(m) : 6.1 m	Lane No.	: 1+1		
Barrior type (down /gate / open): Down	Watchma	n Hut (with/without): without	
Automatic Alarm (effective / broken / none)	Broken			
Location (beside road intersection or not) <u>Beside</u>	Schemati	C location figure in	case of beside in	tersection
		Facility		
L C Condition: Extent and Degree: (A: Sound condition)	ion B [.] Need	Maior Repair C: Serio	us condition)	
Pavement: C 60% peel off				
Photos (General view, Side view() off and Pigh	t) Dofacti	s Damagos oto)		
	<u>(), Dereo</u> t.	S. Durinages, comp	ZENAL 62.22	
Remarks			2810-62-22	

LC No. : L09 LC Name :	Ywama		
Identification No.: C25BX		Survey Date:	2014/2/22
Between Ywama	station	and	Phwakan station
Mile Post (distance from Yanngon RS.)	MR'	s official data	Measured by YUTRA*
clockwise:		10/0-10/1	
anti-clockwise(if any):			
equivalent KM Post (distance from Yangon RS.)			
clockwise:		16.19	16.31
anti-clockwise(if any):			
Road Category (Public / Private): Public	Pavemen	t type (Concrete/As	phalt/Earth): Aspha
LC width(m) : 4.0 m	Lane No.	: 1+1	
Barrior type (down /gate / open): Down,Open	Watchma	n Hut (with/without)): with
Automatic Alarm (effective / broken / none)	Broken		
Location (beside road intersection or not) <u>Beside</u> Schematic location figure in case of beside intersection To Da Nyin Gone To Da Nyin Gone			
LC Condition: Extent and Degree: (A: Sound condition, B: Need Major Repair, C: Serious condition)			
Pavement: B-C			
Photos (General view, Side view(Left and Righ	t), Defects	s, Damages, etc)	
			2014-62.22
Remarks			
Kemarks			

LC No. : L10 LC Name :	Bayint Na	lung		
Identification No.: C25DX		Survey Date:	2014/	2/22
Between Ywama	station	and	Phwakan	station
Mile Post (distance from Yanngon RS.)	MR'	s official data	Measured by Y	ÚTRA*
clockwise:		10/7-10/8		
anti-clockwise(if any):				
equivalent KM Post (distance from Yangon RS.)				
clockwise:		16.59	16.77	
anti-clockwise(if any):				
Road Category (Public / Private): Public	Pavemen	t type (Concrete/As	sphalt/Earth):	Asphalt
LC width(m) : 18 m	Lane No.	: 2+2		
Barrior type (down /gate / open): Open	Watchma	n Hut (with/without)): with	
Automatic Alarm (effective / broken / none)	Broken			
Location (beside road intersection or not) <u>None</u>	Schemati	c location figure in a	case of beside inf	ersection
LC Condition: Extent and Degree: (A: Sound condit Pavement: B-C	ion, B: Need	Major Repair, C: Seriou	us condition)	
Photos (General view, Side view(Left and Right), Defects, Damages, etc)				
2014. 03- 32				
2014/02-192				
Remarks				

LC No. : L11 LC Name	: Da Nyin (Gone	
Identification No.: C31AX		Survey Date:	2014/2/22
Between Danyingon	e station	and	Gauk Kwin station
Mile Post (distance from Yanngon RS.)	MR	's official data	Measured by YUTRA*
clockwise:	1	2/16-12/17	
anti-clockwise(if any):			
equivalent KM Post (distance from Yangon RS.)			
clockwise:		20.40	20.41
anti-clockwise(if any):			
Road Category (Public / Private): Public	Pavemen	t type (Concrete/As	sphalt/Earth): Asphalt
LC width(m) : 13.8 m	Lane No.	: 2+2	
Barrior type (down /gate / open): Open	Watchma	an Hut (with/without): with
Automatic Alarm (effective / broken / none)	Broken		
None			
LC Condition: Extent and Degree: (A: Sound cond	lition, B: Need	Major Repair, C: Serio	us condition)
Pavement: B-C scratching			
Photos ('General view, Side view(Left and Rig	ht), Defect	s, Damages, etc)	2614. 02. 22
			2014.03.22
Remarks			

LC No. : L12	LC Name :	Road No.	4	
Identification No.: A43BX			Survey Date:	2014/2/22
Between	Danyingone	station	and	Gauk Kwin station
Mile Post (distance from Yanngon R	5.)	MR'	s official data	Measured by YUTRA*
clockwise:				
anti-clockwise(if any):			15/7-15/8	
equivalent KM Post (distance from Ya	angon RS.)			
clockwise:			20.93	21.68
anti-clockwise(if any):				
Road Category (Public / Private):	Public	Pavemen	t type (Concrete/As	phalt/Earth): Asphalt
LC width(m) : 13.2 m		Lane No.	: 2+2	
Barrior type (down /gate / open):	Down	Watchma	n Hut (with/without)	: with
Automatic Alarm (effective / broken /	none)	Effective		
Location (beside road intersection or <u>None</u>	not)	Schemati	c location figure in o	case of beside intersection
LC Condition: Extent and Degree: Pavement: A	(A: Sound conditi	on, B: Need	Major Repair, C: Serio	us condition)
Photos (General view, Side view(L	eft and Right	t), Defects	s, Damages, etc)	
	44-02:22			2014.62.22
	4.02.22			sti 14-182, 22
Remarks				

LC No. : L13 LC Name :	Mwe Mv`	Yae	
Identification No.: A42BX	- ,	Survey Date:	2014/2/22
Between Gauk Kwin	station	and	Kyaitkkalel station
Mile Post (distance from Yanngon RS.)	MR'	s official data	Measured by YUTRA*
clockwise:			
anti-clockwise(if any):	1	4/20-14/21	
equivalent KM Post (distance from Yangon RS.)			
clockwise:		21.67	22.42
anti-clockwise(if any):			
Road Category (Public / Private): Private	Pavemen	t type (Concrete/As	phalt/Earth): Earth
LC width(m) : 3.7 m	Lane No.	: 1	
Barrior type (down /gate / open): Open	Watchma	n Hut (with/without)): without
Automatic Alarm (effective / broken / none)	None		
Location (beside road intersection or not) Schematic location figure in case of beside intersection <u>None</u>			case of beside intersection
LC Condition: Extent and Degree: (A: Sound condit Pavement: C Photos (Conoral view, Side view() oft and Bigh	ion, B: Need	Major Repair, C: Seriou	us condition)
		Image: system	2610.02.22
Remarks			

LC No. : L14 LC Name :	Pinma Ng	gar Mwe My Yae	
Identification No.: A42AX		Survey Date:	2014/2/22
Between Gauk Kwir	station	and	Kyaitkkalel station
Mile Post (distance from Yanngon RS.)	MR	's official data	Measured by YUTRA*
clockwise:			
anti-clockwise(if any):	1	4/16-14/17	
equivalent KM Post (distance from Yangon RS.)			
clockwise:		21.95 22.70	
anti-clockwise(if any):			
Road Category (Public / Private): Private	Pavemen	t type (Concrete/As	phalt/Earth): Earth
LC width(m) : 3.3 m	Lane No.	: 1	
Barrior type (down /gate / open): Open	Watchma	an Hut (with/without): with
Automatic Alarm (effective / broken / none)	None		
Location (beside road intersection or not) Schematic location figure in case of beside intersection or not) None			case of beside intersection
LC Condition: Extent and Degree: (A: Sound condi Pavement: C	tion, B: Need	Major Repair, C: Serio	us condition)
Photos (General view, Side view(Left and Right), Defects, Damages, etc)			
2019. 02.72			2814. 62. 22
ZETIA, CZ: 22			
Remarks			

LC No. : L15 LC Name :	Road No.4			
Identification No.: A31AX	Survey	Date: 2014/2/22		
Between Mingaladon Buzza	a station and	Mingaladon station		
Mile Post (distance from Yanngon RS.)	MR's official data	Measured by YUTRA*		
clockwise:				
anti-clockwise(if any):	12/8-12/9			
equivalent KM Post (distance from Yangon RS.)				
clockwise:	25.70	26.75		
anti-clockwise(if any):				
Road Category (Public / Private): Public	Pavement type (Concre	te/Asphalt/Earth): Asphalt		
LC width(m) : 22.56 m	Lane No.: 3+3			
Barrior type (down /gate / open): Gate	Watchman Hut (with/wi	thout): with		
Automatic Alarm (effective / broken / none)	Broken			
Location (beside road intersection or not) <u>None</u>	Schematic location figu	re in case of beside intersection		
LC Condition: Extent and Degree: (A: Sound condition, B: Need Major Repair, C: Serious condition) Pavement: A				
Photos (General view, Side view(Left and Righ	nt), Defects, Damages, e	etc)		
Remarks				
LC No. : L16 LC Name	: lay Tat			
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Identification No.: A23BX		Survey Date:	2014	2/22
Between Waibag	gi station	and	Okkalapa	station
Mile Post (distance from Yanngon RS.)	MR'	's official data	Measured by Y	ÚTRA*
clockwise:				
anti-clockwise(if any):	1	0/14-10/15		
equivalent KM Post (distance from Yangon RS.)				
clockwise:		28.51	29.51	
anti-clockwise(if any):				
Road Category (Public / Private): Public	Pavemen	it type (Concrete/As	sphalt/Earth):	Earth
LC width(m) : 5.7 m	Lane No.	: 1+1		
Barrior type (down /gate / open): Gate	Watchma	an Hut (with/without): with	
Automatic Alarm (effective / broken / none)	Broken			
Location (beside road intersection or not)	Schemati	ic location figure in	case of beside int	ersection
Beside			Da Nyinh Gone	
LC Condition:	itian D. Naad			
EC COllution. Extent and Degree: (A: Sound cond	Ition, B: Need	Major Repair, C: Serio	us condition)	
Pavement: C				
Thoos (General Vew, one Vew(Lett and Right)		S, Damages, etc)		
Kemarks				

LC No. : L17 LC Name :	Shew U Min Thawya	
Identification No.: A21EX	Survey Date:	2014/2/22
Between Waibagi	station and	Okkalapa station
Mile Post (distance from Yanngon RS.)	MR's official data	Measured by YUTRA*
clockwise:		
anti-clockwise(if any):	10/6-10/7	
equivalent KM Post (distance from Yangon RS.)		
clockwise:	29.04	30.03
anti-clockwise(if any):		
Road Category (Public / Private): Private	Pavement type (Concrete/As	phalt/Earth): Asphalt
LC width(m) : 4.52 m	Lane No.: 1+1	
Barrior type (down /gate / open): None	Watchman Hut (with/without): without
Automatic Alarm (effective / broken / none)	None	
Location (beside road intersection or not) <u>None</u>	Schematic location figure in	case of beside intersection
LC Condition: Extent and Degree: (A: Sound condition)	ion, B: Need Major Repair, C: Serio	us condition)
Photos (General view, Side view(Left and Righ	t), Defects, Damages, etc)	
None		
Remarks		

LC No.: L18 LC Name:	Air Port G	Bate		
Identification No.: A21CX		Survey Date:	2014/2/22	
Between Okkalapa	station	and	Paywetseikkon statio	on
Mile Post (distance from Yanngon RS.)	MR'	s official data	Measured by YUTRA	*
clockwise:				
anti-clockwise(if any):		9/17-9/18		
equivalent KM Post (distance from Yangon RS.)				
clockwise:		29.91	30.86	
anti-clockwise(if any):				
Road Category (Public / Private): Public	Pavemen	t type (Concrete/As	phalt/Earth): Concre	ete
LC width(m) : 9.5 m	Lane No.	: 1+1		
Barrior type (down /gate / open): Open	Watchma	n Hut (with/without): with	
Automatic Alarm (effective / broken / none)	Effective			
Location (beside road intersection or not) Schematic location figure in case of beside intersection None				
LC Condition: Extent and Degree: (A: Sound condition)	ion, B: Need	Major Repair, C: Seriou	us condition)	
Photos (General view, Side view(Left and Right	t), Defects	s, Damages, etc)		
Remarks				

LC No. : L19	LC Name :	Bonegyi I	_ane	
Identification No.: A15BX			Survey Date:	2014/2/22
Between	Kyaukyetwin	station	and	Tadakalay station
Mile Post (distance from Yanngon RS	5.)	MR	's official data	Measured by YUTRA*
clockwise:				
anti-clockwise(if any):			8/9-8/10	
equivalent KM Post (distance from Ya	angon RS.)			
clockwise:			32.07	33.16
anti-clockwise(if any):				
Road Category (Public / Private):	Public	Pavemen	it type (Concrete/As	sphalt/Earth): Concrete
LC width(m) : 6.2 m		Lane No.	: 1+1	
Barrior type (down /gate / open):	Open, gate	Watchma	an Hut (with/without): with
Automatic Alarm (effective / broken /	none)	Effective		
Location (beside road intersection or not) Schematic location figure in case of beside intersection <u>None</u>				
LC Condition: Extent and Degree: (Pavement: B	A: Sound conditi	ion, B: Need	Major Repair, C: Serior	us condition)
Photos (General view, Side view(L	eft and Righ	t), Defect	s, Damages, etc)	
Remarks				

LC No. : L20	LC Name :	Thanga T	hetkato		
Identification No.: A13CX			Survey Date:	2014	/2/22
Between	Tadakalay	station	and	Yegu	station
Mile Post (distance from Yanngon R	S.)	MR'	s official data	Measured by	YUTRA
clockwise:					
anti-clockwise(if any):			7/9-7/10		
equivalent KM Post (distance from Y	/angon RS.)				
clockwise:			33.68	34.73	
anti-clockwise(if any):					
Road Category (Public / Private):	Private	Pavemen	t type (Concrete/As	phalt/Earth):	Earth
LC width(m) : 4.15 m		Lane No.	: 1		
Barrior type (down /gate / open):	None	Watchma	n Hut (with/without)): without	
Automatic Alarm (effective / broken /	/ none)	None			
Location (beside road intersection of <u>Beside</u>	r not)	Schemati	c location figure in o	case of beside in	tersection
LC Condition: Extent and Degree:	: (A: Sound condit	ion, B: Need	Major Repair, C: Seriou	us condition)	
Pavement: C					
Photos (General view, Side view(Left and Righ	t), Defects	s, Damages, etc)		

LC No. : L21 LC Name :	Gandama			
Identification No.: A11AX		Survey Date:	2014	/2/22
Between Yegu	station	and	Parame	station
Mile Post (distance from Yanngon RS.)	MR'	s official data	Measured by `	/UTRA _*
clockwise:				
anti-clockwise(if any):		6/22-6/23		
equivalent KM Post (distance from Yangon RS.)				
clockwise:		34.42	35.45	
anti-clockwise(if any):				
Road Category (Public / Private): Public	Pavemen	t type (Concrete/As	phalt/Earth):	Asphalt
LC width(m) : 12 m	Lane No.:	2+2		
Barrior type (down /gate / open): Gate,Open	Watchma	n Hut (with/without)): with	
Automatic Alarm (effective / broken / none)	Effective			
Location (beside road intersection or not) <u>None</u>	Schemati	c location figure in o	case of beside ir	tersection
LC Condition: Extent and Degree: (A: Sound condition, B: Need Major Repair, C: Serious condition) Pavement: B				
Photos (General view, Side view(Left and Right)	t), Defects	s, Damages, etc)		
Remarks				

LC No. : L22 LC Name :	Thitsar		
Identification No.: A7AX		Survey Date:	2014/2/22
Between Kanbe	station	and	Baukthaw station
Mile Post (distance from Yanngon RS.)	MR'	s official data	Measured by YUTRA*
clockwise:			
anti-clockwise(if any):		5/6-5/7	
equivalent KM Post (distance from Yangon RS.)			
clockwise:		37.09	38.16
anti-clockwise(if any):			
Road Category (Public / Private): Public	Pavemen	t type (Concrete/As	sphalt/Earth): Asphalt
LC width(m) : 22.42 m	Lane No.	2+2	
Barrior type (down /gate / open): Gate,Open	Watchma	n Hut (with/without): with
Automatic Alarm (effective / broken / none)	Effective		
Location (beside road intersection or not) Schematic location figure in case of beside intersection <u>None</u>			
LC Condition: Extent and Degree: (A: Sound condit Pavement: B	ion, B: Need	Major Repair, C: Serior	us condition)
Photos (General view, Side view(Left and Righ	t), Defects	s, Damages, etc)	
Remarks			

LC No. : L23 LC Name :	Aung Zay	a	
Identification No.: A4CX		Survey Date:	2014/2/21
Between Kanbe	station	and	Baukthaw station
Mile Post (distance from Yanngon RS.)	MR'	s official data	Measured by YUTRA*
clockwise:			
anti-clockwise(if any):		4/19-4/20	
equivalent KM Post (distance from Yangon RS.)			
clockwise:		37.83	38.89
anti-clockwise(if any):			
Road Category (Public / Private): Public	Pavemen	t type (Concrete/As	phalt/Earth): Asphalt
LC width(m) : 11.89 m	Lane No.:	: 2+2	
Barrior type (down /gate / open): Gate,Open	Watchma	n Hut (with/without): with
Automatic Alarm (effective / broken / none)	Effective		
Location (beside road intersection or not) Schematic location figure in case of beside intersection None			
LC Condition: Extent and Degree: (A: Sound condit	ion, B: Need	Major Repair, C: Seriou	us condition)
Photos (General view, Side view(Left and Righ	t), Defects	s, Damages, etc)	
Remarks			

LC No. : L24 LC Name :	Phi Thary	ar		
Identification No.: A4BX		Survey Date:	2014	/2/21
Between Baukthav	v station	and	Tarmwe	station
Mile Post (distance from Yanngon RS.)	MR'	s official data	Measured by N	/UTRA _*
clockwise:				
anti-clockwise(if any):		4/9-4/10		
equivalent KM Post (distance from Yangon RS.)				
clockwise:		38.50	39.63	
anti-clockwise(if any):				
Road Category (Public / Private): Public	Pavemen	t type (Concrete/As	phalt/Earth):	Asphalt
LC width(m) : 4.91 m	Lane No.:	1+1		
Barrior type (down /gate / open): Gate,Open	Watchma	n Hut (with/without)): with	
Automatic Alarm (effective / broken / none)	Effective			
Location (beside road intersection or not) Schematic location figure in case of beside intersection None			tersection	
LC Condition: Extent and Degree: (A: Sound condi Pavement: B	ition, B: Need	Major Repair, C: Seriou	us condition)	
Photos (General view, Side view(Left and Right	nt), Defects	s, Damages, etc)		
Remarks				

LC No. : L25	LC Name :	myitta Ny	unt	
Identification No.: A1BX			Survey Date:	2014/2/21
Between	Tarmwe	station	and	Myittanyunt station
Mile Post (distance from Yanngon I	RS .)	MR'	s official data	Measured by YUTRA*
clockwise:				
anti-clockwise(if any):			3/5-3/6	
equivalent KM Post (distance from	Yangon RS.)			
clockwise:			40.37	41.31
anti-clockwise(if any):				
Road Category (Public / Private):	Public	Pavemen	t type (Concrete/As	sphalt/Earth): Asphalt
LC width(m) : 7.7 m		Lane No.	: 2	
Barrior type (down /gate / open):	Gate,Open	Watchma	n Hut (with/without): with
Automatic Alarm (effective / broken	/ none)	Effective		
Location (beside road intersection of Beside LC Condition: Extent and Degree	or not) e: (A: Sound condit	Schemati	C location figure in	case of beside intersection o Da Nyinh Gone To Yangon us condition)
Pavement: B		() Defect		
Photos (General view, Side view) Image: Side view Image: Sid	(Left and Righ	t), Defects	s, Damages, etc)	

APPENDIX 5

YCR - Inventory Survey Data Sheet

YCR - Inventor	y Survey	Data Sheet	(No. 1)
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1)Railway Station/Section	Yangon Central Station
Coordinates (Entrance of RWS):(Longitude) (Latitude)	(16 46 55) (96 09 37)
Date & Time of survey	12.3.2014 (13:00)
2) Railway related structures	ROB, FOB
3) Within ROW	(width of ROW : about 315 m)
Track	8
Left part	Buildings, Trees
Right part	Buildings, Trees, Structures, Shop, Vendor etc., Encroachment (illegal occupants with houses, shops etc.)
4) Left side of ROW (TS & Ward)	Kyauktada (No.1, No.2, No.3)
Land use	Commercial , Road
Road and traffic condition	Bogyoke Aung San Rd. (Congestion)
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosq etc.)	-
5) Right side of ROW(T & S Ward)	Mingalar Taung Nyunt (Thein Byu Miyatha)
Land use	Commercial , Road,Others
Road and traffic condition	Kon Chan St. (Congestion)
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
6)Environmental conditions	-
7) Remarks	-
(1)Map of Railway station/section (The Map of Yangon Str	eet Directory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos
Sakinantha Sakinantha Sakinantha G R	



ICR - Inventory Survey Data Sheet (NO. 2	YCR - Inventor	y Survey	/ Data Sheet	(No. 2
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1)Railway Station/Section	Yangon Central St - Phaya St.
Coordinates (Entrance of RWS):	
Date & Time of survey	26.2.2014 (11:15)
2) Railway related structures	ROB , FOB
3) Within ROW	width of ROW : about 36.5 m
Track	2
Left part	Trees
Right part	Trees, Drainage
4) Left side of ROW (TS & Ward)	Pabedan(No.5) and Dagon (Yawmin gyi)
Land use	Commercial
Road and traffic condition	Bogyoke Aung San Rd. (Congestion)
Buildings/structures/Trees	Buildings/Myanmar Railway rented the land to FMI Co.,
Sensitive receptor (school, hospital, monastery, mosque etc.)	Church
5) Right side of ROW (T & S Ward)	Dangon (Yaw Mingyi)
Land use	Commercial
Road and traffic condition	Yaw Mingyi St (Congestion)
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
6)Environmental conditions	Noise Pollution / construction
7) Remarks	



	Dhave Did Otation	
1)Railway Station/Section	Phaya Rd. Station	
Coordinates (Entrance of RWS):):(Longitude) (Latitude)	(16 46 53) (96 09 12)	
Date & Time of survey	7.3.2016 (13:44)	
2) Railway related structures	ROB, FOB	
3) Within ROW	(width of ROW : about 30.5 m)	
Track	2	
Left part	Encroachment	
Right part	Tress	
4) Left side of ROW (TS & Ward)	Pabedan(No.5)	
Land use	Commercial	
Road and traffic condition	Bogyoke Aung San Rd. (Congestion)	
Buildings/structures/Trees	Buildings	
Sensitive receptor (school, hospital, monastery, mosque etc.)	School, Church	
5) Right side of ROW(T & S Ward)	Dagon(Yaw Min Gyee)	
Land use	Residential, Commercial	
Road and traffic condition	Yaw Min Gyi St.(Congestion)	
Buildings/structures/Trees	Buildings	
Sensitive receptor (school, hospital, monastery, mosque etc.)	-	
6)Environmental conditions	Nose pollution	
7) Remarks	-	

YCR - Inventory Survey Data Sheet (No. 3)



YCR - Inventor	y Survey Da	ta Sheet ((No. 4))
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TOK - Inventory Sur		
1)Railway Station/Section	Phaya Rd St - Lanmadaw St	
Coordinates (Entrance of RWS):	-	
Date & Time of survey	7.3.2014 (14:00)	
2) Railway related structures	ROB , FOB	
3) Within ROW	(width of ROW : about 30.5 m)	
Track	2	
Left part	Building, Trees	
Right part	Building, Trees	
4) Left side of ROW (TS & Ward)	Latha (No.10)	
Land use	Government	
Road and traffic condition	Bogyoke Aung San Rd. (Congestion)	
Buildings/structures/Trees	Building	
Sensitive receptor (school, hospital, monastery, mosq etc.)	School, Hospital	
5) Right side of ROW (T & S Ward)	Dagon(U Wizara)	
Land use	Residential /Market	
Road and traffic condition	-	
Buildings/structures/Trees	Buildings	
Sensitive receptor (school, hospital, monastery, mosq etc.)	-	
6)Environmental conditions	-	
7) Remarks	-	
စံဂုံရိပ်သာဈေး Imadaw R.S မတော်ဘူတာရုံ Parking Restricted Zong နိုးမာရေးဝန်ကြီးဌာန သည်ရပ်နားကရွ်သတ်နယ်မြေ	s viraçãomprómo paramenta viraçãomprómo paramenta viraçãomprómo paramenta paramen	
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→ BOGYOKE AUNG SAN RD.

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1)Railway Station/Section	Lanmataw Station
Coordinates (Entrance of RWS): (Longitude) (Latitude)	(16 46 53) (96 08 53)
Date & Time of survey	7.3.2014 (13:57)
2) Railway related structures	ROB , Bridge
3) Within ROW	(width of ROW : about 42 m)
Track	2
Left part	Structures, Trees
Right part	Trees
4) Left side of ROW (TS & Ward)	Latha (No.10)
Land use	Government , University of Medicine
Road and traffic condition	Bogyoke Aung San Rd.
Buildings/structures/Trees	Building , Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	University
5) Right side of ROW(T & S Ward)	Dagon (U Wizara)
Land use	Residential
Road and traffic condition	-
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosq etc.)	-
6)Environmental conditions	•
7) Remarks	-

YCR - Inventory Survey Data Sheet (No. 5)



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1)Railway Station/Section	Lanmataw St - Pyay Rd. St
Coordinates (Entrance of RWS):	-
Date & Time of survey	7.3.2014 14:05
2) Railway related structures	ROB , Bridge
3) Within ROW	(width of ROW : about 42 m)
Track	2
Left part	Trees
Right part	Trees
4) Left side of ROW (TS & Ward)	Lanmataw (No.2)
Land use	Government Facilities
Road and traffic condition	Min Yekyawswar Rd. (No Congestion)
Buildings/structures/Trees	Building, Under Construction City Square
Sensitive receptor (school, hospital, monastery, mosque etc.)	Hospital, University
5) Right side of ROW(T & S Ward)	Dagon (U Wizara)
Land use	Residential
Road and traffic condition	-
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
6)Environmental conditions	-
7) Remarks	-



1)Railway Station/Section	Pyay Rd. Station		
Coordinates (Entrance of RWS): (Longitude) (Latitude)	(16 47 03) (96 08 35)		
Date & Time of survey	10.3.2013 (9:20)		
2) Railway related structures	ROB, FOB		
3) Within ROW 19	(width of ROW : about 6 m)		
Track	2		
Left part	Trees		
Right part	Buildings, Shop vendor		
4) Left side of ROW (TS & Ward)	Lanmataw (No.9)		
Land use	Residential		
Road and traffic condition	-		
Buildings/structures/Trees	Buildings		
Sensitive receptor (school, hospital, monastery, mosque etc.)	-		
5) Right side of ROW(T & S Ward)	Lanmataw (No.9)		
Land use	Commercial		
Road and traffic condition	Anonymous St.		
Buildings/structures/Trees	Buildings		
Sensitive receptor (school, hospital, monastery, mosque etc.)	School		
6)Environmental conditions	-		
7) Remarks	-		

YCR - Inventory Survey Data Sheet (No. 7)



YCR - Inventory Survey Data Sheet (No. 8)

1)Railway Station/Section	Pyay Rd. St - Shan Rd. St
Coordinates (Entrance of RWS):	-
Date & Time of survey	26.2.2014 (9:35)
2) Railway related structures	ROB
3) Within ROW	(width of ROW : about 22m)
Track	2
Left part	Buildings, Trees
Right part	Trees
4) Left side of ROW (TS & Ward)	Lanmataw (No.9)
Land use	Government
Road and traffic condition	-
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosque etc.)	School, Hospital
5) Right side of ROW(T & S Ward)	Dagon (Pyay Road West)
Land use	Residential, Government Facilities
Road and traffic condition	-
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosque etc.)	School, Hospital, Monastery
6)Environmental conditions	-
7) Remarks	-



YCR - Inventory	Survey	Data Sheet	(No. 9)
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1)Railway Station/Section	Shan Rd. Station
Coordinates (Entrance of RWS): Longitude) (Latitude	(16 47 12) (96 08 02)
Date & Time of survey	10.3.2014 (9:50)
2) Railway related structures	ROB
3) Within ROW	(width of ROW : about 60m)
Track	2
Left part	Buildings, Trees, Shop vendors
Right part	Buildings
4) Left side of ROW (TS & Ward)	Lanmadaw(No.8)
Land use	Residential
Road and traffic condition	Min Yekyawswar Rd.
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosq etc.)	-
5) Right side of ROW(T & S Ward)	Dagon(Pyay Road west)
Land use	Residential
Road and traffic condition	-
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	Hospital
6)Environmental conditions	-
7) Remarks	-



Note : YCL -clockwise direction

YCR - Inventory Survey Data Sheet (No. 10)

1)Railway Station/Section	Shan Rd. St - Ahlone Rd. St
Coordinates (Entrance of RWS):	
Date & Time of survey	10.3.2014 10:10
2) Railway related structures	ROB, FOB
3) Within	ROW (width of ROW : about 12m)
Track	2
Left part	Trees
Right part	Trees
4) Left side of ROW (TS & Ward)	Ahlone (Kayin Chan)
Land use	Residential
Road and traffic condition	Min Yekyawswar Rd. (No Congestion)
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	Shan Rd. St - Ahlone Rd. St
5) Right side of ROW(T & S Ward)	Ahlone (Kayin Chan)
Land use	Residential
Road and traffic condition	Baho (Shan Rd) (No Congestion)
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	School
6)Environmental conditions	-
7) Remarks	-
(1)Map of Railway station/section (The Map of Yangon S Photos	treet Directory 4th edition 2009-2010)(2)Plan of ROW, (3)





YCR - Inventor	y Survey	/ Data Sheet	(No. 11))
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1)Railway Station/Section	Ahlone Rd. Station
Coordinates (Entrance of RWS): (Longitude) (Latitude)	(16 47 25) (96 07 51)
Date & Time of survey	10.3.2014 (10:25)
2) Railway related structures	ROB
3) Within ROW	(width of ROW : about 20m)
Track	2
Left part	Buildings, Shop vendor, Encroachment
Right part	Trees
4) Left side of ROW (TS & Ward)	Ahlone (Kayin Chan)
Land use	Residential
Road and traffic condition	-
Buildings/structures/Trees	Buildings,Structures
Sensitive receptor (school, hospital, monastery, mosq etc.)	School, Church (Compound)
5) Right side of ROW(T & S Ward)	Ahlone (Miyahtar)
Land use	Residential,Road
Road and traffic condition	Ahlone Butor St. (No Congestion)
Buildings/structures/Trees	-
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
6)Environmental conditions	-
7) Remarks	Ethnic minority area, (Pwo Kayin)



YCR - Inventory Survey Data Sheet (No. 12)

1)Railway Station/Section	Ahlone Rd. St - Panhlaing Rd. St
Coordinates (Entrance of RWS):	-
Date & Time of survey	10.3.2014 (10:30)
2) Railway related structures	ROB, Bridge
3) Within ROW	(width of ROW : about 20 m)
Track	2
Left part	Trees
Right part	Trees
4) Left side of ROW (TS & Ward)	Ahlone (Kayin Chan)
Land use	Residential
Road and traffic condition	Lower Kyeemyindaing Rd (Congestion)
Buildings/structures/Trees	Buildings,Tress
Sensitive receptor (school, hospital, monastery, mosq etc.)	School,Church
5) Right side of ROW(T & S Ward)	Ahlone (Kayin Chan)
Land use	Residential
Road and traffic condition	Baho Rd. (No Congestion)
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	school, Monestery, Hospital
6)Environmental conditions	Water Pollution(Under bridge)
7) Remarks	Ethnic minority area (Pwo Kayin)
Photos	
B.E.H.S(1) 	

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1)Railway Station/Section	Panhlaing Rd. Station
Coordinates (Entrance of RWS): (Longitude) (Latitude)	(16 47 52) (96 07 39)
Date & Time of survey	10.3.2014 (10:45)
2) Railway related structures	ROB
3) Within ROW	(width of ROW : about 250 m)
Track	2
Left part	Buildings, Trees, Shops vendors
Right part	Trees
4) Left side of ROW (TS & Ward)	Kyee Myindaing (Ka Yin Amyo Thar)
Land use	Residential
Road and traffic condition	Lower Kyee Myindaing Rd (Congestion)
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
5) Right side of ROW(T & S Ward)	San Chaung (Panhlaing)
Land use	Residential
Road and traffic condition	-
Buildings/structures/Trees	Buildings,Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
6)Environmental conditions	-
7) Remarks	-
(1)Map of Railway station/section (The Map of Yangon Street Directo	ry 4th edition 2009-2010)(2)Plan of ROW, (3)

YCR - Inventory Survey Data Sheet (No. 13)

Photos

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Note : YCL -clockwise direction

YCR - Inventory Survey Data Sheet (No. 14)

1)Railway Station/Section	Panhlaing Rd St - Kyeemyindaing St
Coordinates (Entrance of RWS):	
Date & Time of survey	10.3.2014 (10 : 50)
2) Railway related structures	ROB, FOB
3) Within ROW	(width of ROW : about 31 m)
Track	2
Left part	Structures, Trees
Right part	Structures, Trees
4) Left side of ROW (TS & Ward)	Kyee Myindaing (Kayin Amyotha , Bawga, Ohbo)
Land use	Commercial, Road
Road and traffic condition	Lower Kyee Myindaing Rd. (Few Congestion)
Buildings/structures/Trees	Buildings, Structures, Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
5) Right side of ROW(T & S Ward)	San Chaung (Panhlaig, Thiri khaymar, Lin lunn -south)
Land use	Residential
Road and traffic condition	-
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	Monastery
6)Environmental conditions	-
7) Remarks	-
(1)Map of Railway station/section (The Map of Yangon S Photos	treet Directory 4th edition 2009-2010)(2)Plan of ROW, (3)
Photos Photos Gabar Lone Gabar Lone Gabar Lone Gabar Lone Cupperspection Gabar Lone Cupperspective Cu	

1)Railway Station/Section	Kyee Myindaing Station	
Coordinates (Entrance of RWS): (Longitude) (Latitude)	(16 48 47) (96 07 56)	
Date & Time of survey	10.3.2014 (11:00)	
2) Railway related structures	FOB	
3) Within ROW	(width of ROW : about 213m)	
Track	5	
Left part	Buildings, Structures, Trees, Shop vendors	
Right part	Trees	
4) Left side of ROW (TS & Ward)	Kyee Myindaing (Ohbo)	
Land use	Commercial, Road, Car Parking	
Road and traffic condition	Upper Kyee Myindaing Rd (Congestion)	
Buildings/structures/Trees	buildings,Trees	
Sensitive receptor (school, hospital, monastery, mosq etc.)	-	
5) Right side of ROW(T & S Ward)	San Chaung (lin lunn tay)	
Land use	-	
Road and traffic condition	Bu tar lan (No Congestion)	
Buildings/structures/Trees	Buildings, Trees	
Sensitive receptor (school, hospital, monastery, mosque etc.)	Monastery	
6)Environmental conditions	-	
7) Remarks	-	

YCR - Inventory Survey Data Sheet (No. 15)

(1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos



YCR - Inventor	y Survey	/ Data Sheet	(No. 16)
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FCR - Inventory Survey D	ata Sneet (No. 16)	
1)Railway Station/Section	Kyee Myindaing St - Hanthawaddy St	
Coordinates (Entrance of RWS):		
Date & Time of survey	10.3.2014 (11:15)	
2) Railway related structures	FOB	
3) Within ROW	(width of ROW : about 30.5 m)	
Track	2	
Left part	Structures (Hindi Sprit), Trees, Encroachment (business)	
Right part	Trees	
4) Left side of ROW (TS & Ward)	Kyee Myindaing (Ohbo)	
Land use	Commercial, Road	
Road and traffic condition	Upper Kyee Myindaing Rd (Congestion)	
Buildings/structures/Trees	Buildings,Trees,Car Parking	
Sensitive receptor (school, hospital, monastery, mosq etc.)	School	
5) Right side of ROW(T & S Ward)	San Chaung (Lin lunn - North, Thandadar, Wailuwun-South/North)	
Land use	Residential, illegal business	
Road and traffic condition	Baho Rd (Congestion)	
Buildings/structures/Trees	Buildings, Trees	
Sensitive receptor (school, hospital, monastery, mosque etc.)	-	
6)Environmental conditions	-	
7) Remarks	-	
(1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos		
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YCR - Inventory	/ Survey	Data Sheet	(No. 17)
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1)Railway Station/Section	Hanthawaddy Station
Coordinates (Entrance of RWS): (Longitude) (Latitude)	(16 49 00) (96 07 37)
Date & Time of survey	10.3.2014 (11:25)
2) Railway related structures	ROB, FOB
3) Within ROW	
Track	2
Left part	Trees
Right part	Trees
4) Left side of ROW (TS & Ward)	Kamaryut (No.6)
Land use	Residential, Road, Car parking, CNG station
Road and traffic condition	Upper Kyee Myindaing Rd (Congestion)
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
5) Right side of ROW(T & S Ward)	Kamaryut (No.7)
Land use	Road
Road and traffic condition	Baho Rd, Hantharwaddy Rd (Congestion)
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	Hindu Temple
6)Environmental conditions	-
7) Remarks	-



YCR - Inventory Survey Data Sheet (No. 18)

1)Railway Station/Section	Hanthawaddy St - Hletan St
Coordinates (Entrance of RWS):	
Date & Time of survey	10.3.2014 (11:35)
2) Railway related structures	ROB, Side drainage
3) Within ROW	(width of ROW : about 15.5 m)
Track	2
Left part	Trees
Right part	Trees
4) Left side of ROW (TS & Ward)	Kamaryut (No.6)
Land use	Residential
Road and traffic condition	Hanthawaddy Rd (Congestion)
Buildings/structures/Trees	Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	Monastery
5) Right side of ROW(T & S Ward)	Kamaryut (No.7, No.8)
Land use	Residential
Road and traffic condition	Baho Rd. (Congestion)
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	Monastery
6)Environmental conditions	-
7) Remarks	•



1)Railway Station/Section	Hletan Station
Coordinates (Entrance of RWS): (Longitude) (Latitude)	(16 49 26) (96 7 29)
Date & Time of survey	10.3.2014 (11:45)
2) Railway related structures	ROB, FOB
3) Within ROW	(width of ROW : about 30.5m)
Track	2
Left part	Trees, Encroachment, cooking place
Right part	Buildings, Trees, shop vendor
4) Left side of ROW (TS & Ward)	Kamaryut (No.3)
Land use	Residential, Road
Road and traffic condition	Private Street (No Congestion)
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosq etc.)	-
5) Right side of ROW(T & S Ward)	Kamaryut (No.4)
Land use	Residential
Road and traffic condition	Padamya St (No Congestion 0, Baho Rd (Congestion)
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosq etc.)	-
6)Environmental conditions	-
7) Remarks	

YCR - Inventory Survey Data Sheet (No. 19)



YCR - Invento	ry Survey Data Sheet (No. 20)	
1)Railway Station/Section	Hletan St - Kamaryut St	
Coordinates (Entrance of RWS):		
Date & Time of survey	10.3.2014 (12:00)	
2) Railway related structures	Level crossing, Bridge	
3) Within ROW	(width of ROW : about 30.5 m)	
Track	2	
Left part	Structures, Trees, Encroachment (business)	
Right part	Trees, illegal occupants-water nest	
4) Left side of ROW (TS & Ward)	Kamaryut (No.4)	
Land use	Residential, Commercial	
Road and traffic condition	Bayintnaung (Congestion)	
Buildings/structures/Trees	Buildings	
Sensitive receptor (school, hospital, monastery, mosq etc.)	School, Monk Statue	
5) Right side of ROW(T & S Ward)	Kamaryut (No.1, No.3)	
Land use	Residential, Commercial, Road	
Road and traffic condition	Baho Rd (Congestion),Padamya St, Awaiyar St.	
Buildings/structures/Trees	Buildings	
Sensitive receptor (school, hospital, monastery, mosque etc.)	Monastery, Pagoda	
6)Environmental conditions	Normal	
7) Remarks	illegal occupants (water crest & structure)	
(1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos		
SHIDE SCALE COCKWise direction	YADANAR ST. YADA	

YCR - Inventory Survey Data Sheet (N	No. 21)
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1)Railway Station/Section	Kamaryut Station
Coordinates (Entrance of RWS): (Longitude) (Latitude	(16 50 25) (96 7 13)
Date & Time of survey	10.3.2014 (12:15)
2) Railway related structures	-
3) Within ROW	(width of ROW : about 55m)
Track	2
Left part	Trees, Shop vendor
Right part	Trees, Shop, Encroachment
4) Left side of ROW (TS & Ward)	Hlaing (No.5)
Land use	Residential, Road
Road and traffic condition	Mya Yadanar (No Congestion)
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosq etc.)	-
5) Right side of ROW(T & S Ward)	Hlaing (No.7)
Land use	Residential, Road, Commercial
Road and traffic condition	Baho (Congestion)
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosq etc.)	-
6)Environmental conditions	-
7) Remarks	-



Note : YCL -clockwise direction

YCR - Inventory Survey Data Sheet (No. 22)

1)Railway Station/Section	Kamaryut St - Thiri Myine St
Coordinates (Entrance of RWS):	
Date & Time of survey	10.3.2014 (11:25)
2) Railway related structures	FOB, Bridge
3) Within ROW	(width of ROW : about 55m)
Track	2
Left part	Trees, Shops, Encroachment
Right part	Trees
4) Left side of ROW (TS & Ward)	Hlaing (No.5,No.14)
Land use	Residential
Road and traffic condition	Mya Yadanar Rd (No Congestion)
Buildings/structures/Trees	Building, Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	School, Monastery , Budda Statue, Temple
5) Right side of ROW(T & S Ward)	Hlaing (No.7,No.13)
Land use	Residential, Commercial, Road
Road and traffic condition	Baho Rd (Few Congestion)
Buildings/structures/Trees	Building
Sensitive receptor (school, hospital, monastery, mosque etc.)	Monastery
6)Environmental conditions	Water Pollution (Under Bridge)
7) Remarks	-
(1)Man of Railway station/section (The Man of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW (3)	



YCR - Inventory Survey Data Sheet (No. 23)

1)Railway Station/Section	Thiri Myine Station
Coordinates (Entrance of RWS): Longitude) (Latitude)	(16 50 59) (96 07 03)
Date & Time of survey	10.3.2014 12 :30
2) Railway related structures	Nothing
3) Within ROW	(width of ROW : about 55m)
Track	2
Left part	Trees, Encroachment, shops
Right part	-
4) Left side of ROW (TS & Ward)	Hlaing (No.14)
Land use	Residential, Commercial, Road
Road and traffic condition	Apyin Wingabar St.
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
5) Right side of ROW(T & S Ward)	Hlaing (No.13)
Land use	Residential, Commercial
Road and traffic condition	Baho Rd. (Congestion)
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	Monastery , Pagoda
6)Environmental conditions	-
7) Remarks	-



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1)Railway Station/Section	Thiri Myine St - Okakyin St
Coordinates (Entrance of RWS):	-
Date & Time of survey	10.3.2014 (12:40)
2) Railway related structures	Level crossing
3) Within ROW	(width of ROW : about 55m)
Track	2
Left part	Trees
Right part	-
4) Left side of ROW (TS & Ward)	Hlaing (No.14 , No.15)
Land use	Residential
Road and traffic condition	Apyin Wingabar St (No Congestion)
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	Monastery
5) Right side of ROW(T & S Ward)	Hlaing (No.13, No.16)
Land use	Residential,Industrial,Road,3 factories
Road and traffic condition	Baho Rd. (few Congestion)
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
6)Environmental conditions	Normal Conditions
7) Remarks	-
(1)Man of Pailway station/section (The Man of Yangon Street Directory 4th edition 2000-2010)(2)Plan of POW (2)	



	CR - Inventor	y Survey	/ Data Sheet	(No. 25)
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1)Railway Station/Section	Okakvin Station
Coordinates (Entrance of RWS): (Longitude)	(16 51 17) (46 06 59)
(Latitude) Date & Time of survey	10.3.2014 (12:50)
2) Railway related structures	Level crossing
3) Within ROW	(width of ROW : about 55m)
Track	2
Left part	Buildings, Structures, Trees, Shops vendor
Right part	Trees
4) Left side of ROW (TS & Ward)	Hlaing (No.14)
Land use	Residential, Army
Road and traffic condition	-
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
5) Right side of ROW(T & S Ward)	Hlaing (No.14)
Land use	Residential
Road and traffic condition	Baho Rd (Congestion)
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosq etc.)	-
6)Environmental conditions	-
7) Remarks	

7) Remarks




YCR - Inventor	y Survey Dat	ta Sheet (No. 26)
	, ean rej = a		

1)Railway Station/Section	Okakyin St - Thamine St
Coordinates (Entrance of RWS):	
Date & Time of survey	10.3.2014 (13:00)
2) Railway related structures	Level crossing, Bridge
3) Within ROW	(width of ROW : about 55m)
Track	2
Left part	Trees, illegal occupants, shops
Right part	Trees
4) Left side of ROW (TS & Ward)	Mayangone (No.1)
Land use	Residential, CNG station, Police
Road and traffic condition	-
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	Mosque
5) Right side of ROW(T & S Ward)	Mayangone (No.2)
Land use	Residential, Road
Road and traffic condition	Baho Rd (Congestion)
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosque etc.)	School
6)Environmental conditions	-
7) Remarks	-
(1)Map of Railway station/section (The Map of Yangon S Photos	treet Directory 4th edition 2009-2010)(2)Plan of ROW, (3)

Co - 20 Th B.E. RS AMAR S GAN နေဆိုင်ခန်း Monaste m LANE! MARLAF AIN MY မာလာမြိုင်စလမ် 3 MARLA 5:0 53/8/00 MARLI je MARI မှုခင်း တပ်ထိန်းဝင်း Myanma So ANAUK PAY Du ale BAHO RD. CL အုတ်ကျင်းဘုတာ Oakkyin R.S 00



YCR - Inventory Survey Data Sheet (No. 2	7)
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1)Railway Station/Section	Thamine Station
Coordinates (Entrance of RWS): (Longitude) (Latitude)	(16 51 40) (96 06 52)
Date & Time of survey	10.3.2014 (13:20)
2) Railway related structures	ROB,FOB
3) Within ROW	(width of ROW : about 38 m)
Track	2
Left part	Buildings, Structures, Trees, Encroachment, Shops
Right part	Trees, illegal occupants, shops
4) Left side of ROW (TS & Ward)	Mayangone (No.2)
Land use	Residential, Commercial, Markets ,Army
Road and traffic condition	-
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
5) Right side of ROW(T & S Ward)	Mayangone (No.1)
Land use	Residential
Road and traffic condition	Baho Rd. (Congestion)
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	School ,Monastery
6)Environmental conditions	-
7) Remarks	illegal occupants 27.5 m from Baho road (100')



YCR - Inventory Survey Data Sheet (No. 28)

1)Railway Station/Section	Thamine St - Thamine Myo Thit St
Coordinates (Entrance of RWS):	
Date & Time of survey	10.3.2014 (13:30)
2) Railway related structures	Bridge
3) Within ROW	(width of ROW : about 38 m)
Track	2
Left part	Trees
Right part	Trees
4) Left side of ROW (TS & Ward)	Mayangone (No.1)
Land use	-
Road and traffic condition	-
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
5) Right side of ROW(T & S Ward)	Mayangone (No.2)
Land use	Residential, Road
Road and traffic condition	Baho Rd. (few Congestion)
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	Monastery
6)Environmental conditions	-
7) Remarks	-
(1)Map of Railway station/section (The Map of Yangon S Photos Railway station/section (The Map of Yangon- Sreet Directory AUNGMIN 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	treet Directory 4th edition 2009-2010)(2)Plan of ROW, (3) , 4th edition 2009-2010) (2) Plan of ROW, (3)

1)Railway Station/Section	Thamine Myo Thit Station
Coordinates (Entrance of RWS): Longitude) (Latitude)	(16 52 01) (96 06 47)
Date & Time of survey	10.3.2014 (14:15)
2) Railway related structures	Level crossing
3) Within ROW	(width of ROW : about 35 m)
Track	2
Left part	Trees
Right part	-
4) Left side of ROW (TS & Ward)	Mayangone (No.8)
Land use	Residential
Road and traffic condition	-
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosqe etc.)	-
5) Right side of ROW(T & S Ward)	Mayangone (No.2)
Land use	Residential, Commercial
Road and traffic condition	Baho Rd. (few Congestion)
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
6)Environmental conditions	-
7) Remarks	-





YCR - Inventory Survey Data Sheet (No. 30)

1)Railway Station/Section	Thamine Myo Thit St - Kyuntkon St
Coordinates (Entrance of RWS):	
Date & Time of survey	10.3.2014 (14:30)
2) Railway related structures	Level crossing, Bridge
3) Within ROW	(width of ROW : about 35 m)
Track	2
Left part	Trees
Right part	-
4) Left side of ROW (TS & Ward)	Mayangone (No.2) Gyogone (west) Insein
Land use	Residential
Road and traffic condition	No.1 st (No Congestion)
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	School
5) Right side of ROW(T & S Ward)	Mayangone (No.3) Gyogone (west) Insein
Land use	Road
Road and traffic condition	Baho Rd (Few Congestion)
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	Monastery
6)Environmental conditions	-
7) Remarks	-
(1)Map of Railway station/section (The Map of Yangon S Photos	treet Directory 4th edition 2009-2010)(2)Plan of ROW, (3)





YCR - Inventory	Survey	Data Sheet	(No. 31))
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1)Railway Station/Section	Kyuntkon Station
Coordinates (Entrance of RWS): (Longitude) (Latitude)	(16 52 26) (96 06 40)
Date & Time of survey	10.3.2014 14:50
2) Railway related structures	Level crossing
3) Within ROW	(width of ROW : about 35 m)
Track	2
Left part	Buildings, Structures ,Trees,S hops
Right part	Trees
4) Left side of ROW (TS & Ward)	Insein (Gyogone West)
Land use	Industrial
Road and traffic condition	-
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosq etc.)	•
5) Right side of ROW(T & S Ward)	Insein (Gyogone West)
Land use	Road, Playground
Road and traffic condition	Baho Rd. (No Congestion)
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosq etc.)	-
6)Environmental conditions	-
7) Remarks	-



YCR - Inventory Survey Data Sheet (No. 32)

1)Railway Station/Section	Kyuntkon St - Insein St
Coordinates (Entrance of RWS):	
Date & Time of survey	11.3.2014 (10:00)
2) Railway related structures	-
3) Within ROW	(width of ROW : about 45 m)
Track	2
Left part	Trees, Encroachment, illegal occupants (watsu ward)
Right part	Buildings, Trees, illegal occupants (water crest)
4) Left side of ROW (TS & Ward)	Insein (Gyogone (west))
Land use	Industrial (Myanmar Pharmaceutical factory, Oxygen factory)
Road and traffic condition	-
Buildings/structures/Trees	Buildings, Trees, CNG gas pipe line
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
5) Right side of ROW(T & S Ward)	Insein(Gyogone (west)
Land use	Industrial
Road and traffic condition	-
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
6)Environmental conditions	Noisy because of Airplanes
7) Remarks	illegal occupant area
(1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW (3)	





1)Railway Station/Section	Insein Station
Coordinates (Entrance of RWS): (Longitude) (Latitude)	(16 53 07) (96 06 23)
Date & Time of survey	11.3.2014 (10:10)
2) Railway related structures	FOB
3) Within ROW	(width of ROW : about 62.8 m)
Track	7
Left part	Trees, Shop, vendor
Right part	Trees
4) Left side of ROW (TS & Ward)	Insein (Nant thar gone)
Land use	Industrial
Road and traffic condition	Thiri St (No congestion)
Buildings/structures/Trees	Buildings,Trees
Sensitive receptor (school, hospital, monastery, mosq etc.)	-
5) Right side of ROW(T & S Ward)	Insein (Tha Htay Gone)
Land use	Residential,Industrial,Road,Playground
Road and traffic condition	Lower Mingalardon Rd (No Congestion)
Buildings/structures/Trees	Buildings,Trees
Sensitive receptor (school, hospital, monastery, mosq etc.)	-
6)Environmental conditions	Noise pollution
7) Remarks	illegal occupants



YCR - Inventory Survey Data Sheet (No. 34)

1)Railway Station/Section	Insein St - Ywarma St	
Coordinates (Entrance of RWS):		
Date & Time of survey	11.3.2014 (11:20)	
2) Railway related structures	ROB, FOB, Level crossing, Bridge	
3) Within ROW	(width of ROW : about 45 m)	
Track	2	
Left part	Trees	
Right part	Trees, Encroachment, Shops	
4) Left side of ROW (TS & Ward)	Insein (zay gone, Ywarma middle)	
Land use	Government staff	
Road and traffic condition	-	
Buildings/structures/Trees	Buildings, Trees, CNG gas pipe line	
Sensitive receptor (school, hospital, monastery, mosque etc.)	Temple, Pagoda	
5) Right side of ROW(T & S Ward)	Insein (Ywarma East)	
Land use	Residential, Road	
Road and traffic condition	Lower Mingalardon Rd./Dayin Gone Rd (No Congestion)	
Buildings/structures/Trees	Buildings, Structures, Trees	
Sensitive receptor (school, hospital, monastery, mosque etc.)	School, Hospital	
6)Environmental conditions	water pollution under bridge	
7) Remarks	-	





1)Railway Station/Section	Ywama Station	
Coordinates (Entrance of RWS): (Longitude) (Latitude)	(16 53 51) (96 05 58)	
Date & Time of survey	11.3.2014 (11;30)	
2) Railway related structures	FOB, Level crossing	
3) Within ROW	(width of ROW : about 30.5m)	
Track		
Left part	Trees	
Right part	Trees	
4) Left side of ROW (TS & Ward)	Insein Ywama (Middle)	
Land use	Residential	
Road and traffic condition	-	
Buildings/structures/Trees	Buildings, Structures, Trees	
Sensitive receptor (school, hospital, monastery, mosque etc.)	-	
5) Right side of ROW(T & S Ward)	Insein Ywama (East)	
Land use	Residential, Government	
Road and traffic condition	Lower Mingalardon Rd. (No Congestion)	
Buildings/structures/Trees	Buildings, Trees	
Sensitive receptor (school, hospital, monastery, mosque etc.)	-	
6)Environmental conditions	Noise pollution	
7) Remarks	-	

YCR - Inventory Survey Data Sheet (No. 35)

(1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos

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1)Railway Station/Section	Ywama St - Phwakan St	
Coordinates (Entrance of RWS):		
Date & Time of survey	11.3.2014 (11:40)	
2) Railway related structures	Level crossing, Bridge	
3) Within ROW	(width of ROW : about 45m)	
Track	2	
Left part	Structures, Trees, Encroachment -few water crest	
Right part	Trees, Encroachment- few water crest	
4) Left side of ROW (TS & Ward)	Insein (Ywama west , Phawkan)	
Land use	Industrial, Steel Mill, Cement factory	
Road and traffic condition	Bayint Naung Rd. (No Congestion)	
Buildings/structures/Trees	Buildings, Structures	
Sensitive receptor (school, hospital, monastery, mosque etc.)	-	
5) Right side of ROW(T & S Ward)	Insein (East Ywama, Phaw kan)	
Land use	Residential, Road, Technical colleague	
Road and traffic condition	Danyin kone Rd	
Buildings/structures/Trees	Buildings, Structures	
Sensitive receptor (school, hospital, monastery, mosque etc.)	-	
6)Environmental conditions	water pollution-under bridge	
7) Remarks	-	

YCR - Inventory Survey Data Sheet (No. 36)

(1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos



1)Railway Station/Section	Phwakan Station	
Coordinates (Entrance of RWS): (Longitude) (Latitude)	(16 54 29) (96 05 34)	
Date & Time of survey	11.3.2014 (11:45)	
2) Railway related structures	-	
3) Within ROW	(width of ROW : about 45.7m)	
Track	2	
Left part	Trees	
Right part	Trees	
4) Left side of ROW (TS & Ward)	Insein (Phawkan)	
Land use	Industrial ,Steel factory No.3	
Road and traffic condition	-	
Buildings/structures/Trees	Buildings	
Sensitive receptor (school, hospital, monastery, mosque etc.)	-	
5) Right side of ROW(T & S Ward)	Insein (Phawkan)	
Land use	Residential	
Road and traffic condition	-	
Buildings/structures/Trees	Buildings, Structures, Trees	
Sensitive receptor (school, hospital, monastery, mosque etc.)	-	
6)Environmental conditions	Noise pollution	
7) Remarks	-	
(1)Map of Railway station/section (The Map of Yangon Street Directory 4th edit	tion 2009-2010)(2)Plan of ROW, (3) Photos	
$ \begin{array}{c} & & & & & & & & & & & & & & & & & & &$		

YCR - Inventory Survey Data Sheet (No. 37)

1)Railway Station/Section	Phwakan St - Aungsanmyo St
Coordinates (Entrance of RWS):	
Date & Time of survey	11.3.2014 (11:50)
2) Railway related structures	Bridge
3) Within ROW	(width of ROW : about 45m)
Track	2
Left part	Trees, illegal occupants-many water crest
Right part	Trees, Encroachment, houses ,shop, few water crest
4) Left side of ROW (TS & Ward)	Insein (Sint Ngu)
Land use	Residential
Road and traffic condition	-
Buildings/structures/Trees	Buildings, Structures
Sensitive receptor (school, hospital, monastery, mosque etc.)	School
5) Right side of ROW(T & S Ward)	Insein (Sint Ngu)
Land use	Residential
Road and traffic condition	-
Buildings/structures/Trees	Buildings, Structures
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
6)Environmental conditions	water pollution under bridge
7) Remarks	-

YCR - Inventory Survey Data Sheet (No. 38)

(1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos

Photos





1)Railway Station/Section	Aungsanmyo Station
Coordinates (Entrance of RWS): (Longitude) (Latitude)	(16 54 56) (96 05 35)
Date & Time of survey	11.3.2014 (12:00)
2) Railway related structures	FOB
3) Within ROW	(width of ROW : about 45 m)
Track	2
Left part	Trees, Encroachment-business
Right part	Buildings, Trees, Encroachment, houses ,shops, Pagoda
4) Left side of ROW (TS & Ward)	Insein (Sint Gu)
Land use	Residential, Industrial, (Rubber factory)
Road and traffic condition	-
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
5) Right side of ROW(T & S Ward)	Insein (Sint Gu)
Land use	Residential
Road and traffic condition	Buildings
Buildings/structures/Trees	-
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
6)Environmental conditions	-
7) Remarks	illegal occupants
INDUSTRIAL Sula Man Monastery SHWE KYEE 5 INDUSTRIAL Station Station Station Station INDUSTRIAL Sula Man Monastery SHWE KYEE 5 INDUSTRIAL Station Station Station Station INDUS Station Station Station Station Station Station	

YCR - Inventory Survey Data Sheet (No. 39)

Note : YCL -clockwise direction

1)Railway Station/Section	Aungsanmyo St - Danyingone St
Coordinates (Entrance of RWS):	
Date & Time of survey	11.3.2014 (12:15)
2) Railway related structures	
3) Within ROW	(width of ROW : about 45m)
Track	2
Left part	Trees, houses, Encroachment-water crest and other vegetable
Right part	Trees, houses, Encroachment-water crest and other vegetable
4) Left side of ROW (TS & Ward)	Insein (Danyin gon)
Land use	Residential
Road and traffic condition	-
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
5) Right side of ROW(T & S Ward)	Insein (Danyin gon)
Land use	Residential, Road
Road and traffic condition	Ywar Lae St (No Congestion)
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	Monastery, Pagoda
6)Environmental conditions	-
7) Remarks	-
(1) Map or Railway station/section (The Map or Yangon Street Directory 4th edit patron patron patron patron patron auno micolular AUNG MICOLLAR ST AUNG MICOLLAR ST A	

Danyingone Station
(16 56 01) (96 05 39)
11.3.2014 (12:15)
(width of ROW : about 91 m)
4
Buildings, Structures, shops, vendor, Encroachments-many including markets
Buildings, Structures, shops, vendor, Encroachments
Insein (Danyingone)
Commercial
-
Structures
-
Insein (Danyingone)
Residential, Commercial
-
Buildings, Structures
Monastery
illegal occupants

YCR - Inventory Survey Data Sheet (No. 41)



1)Railway Station/Section	Danyingone St - Gauk kwin St
Coordinates (Entrance of RWS):	
Date & Time of survey	11.3.2014 (12:05)
2) Railway related structures	Level crossing, Bridge
3) Within ROW	(width of ROW : about 45 m)
Track	2
Left part	Buildings, Structures, Trees, Encroachment-famers grow vegetables
Right part	Structures, Trees, Encroachment-famers grow vegetables
4) Left side of ROW (TS & Ward)	Insein (Danyingone)
Land use	Farmland, Industrial
Road and traffic condition	-
Buildings/structures/Trees	Buildings, Structures, Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
5) Right side of ROW(T & S Ward)	Insein (Danyingone)
Land use	Farmland, Industrial
Road and traffic condition	-
Buildings/structures/Trees	Structures, Trees, CNG Gas pipe line
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
6)Environmental conditions	-
7) Remarks	illegal occupants

YCR - Inventory Survey Data Sheet (No. 42)

(1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos



1)Railway Station/Section	Gauk Kwin Station
Coordinates (Entrance of RWS): (Longitude) (Latitude)	(16 56 09) (96 6 11)
Date & Time of survey	11.3.2014 (12:40)
2) Railway related structures	-
3) Within ROW	(width of ROW : about 46 m)
Track	2
Left part	Buildings, Structures, Trees, Shops, vendor
Right part	Buildings, Structures, Trees, Shops, vendor, Encroachment, houses
4) Left side of ROW (TS & Ward)	Insein (Danyingone)
Land use	Residential ,Army
Road and traffic condition	-
Buildings/structures/Trees	Buildings, Structures, Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
5) Right side of ROW(T & S Ward)	Insein (Danyingone)
Land use	Residential ,Industrial (Brick factor)
Road and traffic condition	-
Buildings/structures/Trees	Buildings, Structures
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
6)Environmental conditions	-
7) Remarks	slum area

YCR - Inventory Survey Data Sheet (No. 43)

(1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos







YCR - Inventory Survey Data Sheet (No. 44)

FCR - Inventory Survey Data Sneet	(NO. 45)
1)Railway Station/Section	Kyaikkalel Station
Coordinates (Entrance of RWS): (Longitude) (Latitude)	(16 56 26) (96 7 42)
Date & Time of survey	6.3.2014 10.05
2) Railway related structures	ROB
3) Within ROW	(width of ROW : about 47m)
Track	2
Left part	Trees
Right part	Buildings, Structures, Trees, Shop, vendor, Encroachment
4) Left side of ROW (TS & Ward)	Mingalardon (Mingalardon zay)
Land use	Army
Road and traffic condition	-
Buildings/structures/Trees	Buildings,Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
5) Right side of ROW(T & S Ward)	Mingalardon (Mingalardon zay)
Land use	Army
Road and traffic condition	-
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	Hospital, Pagoda
6)Environmental conditions	-
7) Remarks	-
(1)Map of Railway station/section (The Map of Yangon Street Directory 4th edit	ion 2009-2010)(2)Plan of ROW, (3) Photos
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Defense Services	
Orthopaedic Hospital	

1)Railway Station/Section	Kyaikalel St - Mingalardon Buzza St	
Coordinates (Entrance of RWS):	(16 56 31) (96 7 56)	
Date & Time of survey	6.3.2014 (10:20)	
2) Railway related structures	ROB, Bridge	
3) Within ROW	(width of ROW : about 55 m)	
Track	2	
Left part	Trees, shop, vendor, Encroachment	
Right part	Trees	
4) Left side of ROW (TS & Ward)	Mingalardon Army Compound (Pauk gon)	
Land use	Road, Government	
Road and traffic condition	Ywar lel St. (No Congestion)	
Buildings/structures/Trees	Buildings	
Sensitive receptor (school, hospital, monastery, mosque etc.)	Monastery, Pagoda, water pipe	
5) Right side of ROW(T & S Ward)	Mingalardon Army Compound (San Pya)	
Land use	Farmland, Residential	
Road and traffic condition	-	
Buildings/structures/Trees	Buildings, Trees	
	Monastery ,Pagoda	
Sensitive receptor (school, hospital, monastery, mosque etc.)		
Sensitive receptor (school, hospital, monastery, mosque etc.) 6)Environmental conditions	-	
Sensitive receptor (school, hospital, monastery, mosque etc.) 6)Environmental conditions 7) Remarks (1)Map of Railway station/section (The Map of Yangon Street Directory 4th edi	- illegal occupants-shop vendor tion 2009-2010)(2)Plan of ROW, (3) Photos	
Sensitive receptor (school, hospital, monastery, mosque etc.) 6)Environmental conditions 7) Remarks (1)Map of Railway station/section (The Map of Yangon Street Directory 4th edi 1)Map of Railway station/section (The Map of Yangon Street Directory 4th edi 1)Map of Railway station/section (The Map of Yangon Street Directory 4th edi 1)Map of Railway station/section (The Map of Yangon Street Directory 4th edi 1)Map of Railway station/section (The Map of Yangon Street Directory 4th edi 1)Map of Railway station/section (The Map of Yangon Street Directory 4th edi 1)Map of Railway station/section (The Map of Yangon Street Directory 4th edi 1)Map of Railway station/section (The Map of Yangon Street Directory 4th edi 1)Map of Railway station/section (The Map of Yangon Street Directory 4th edi 1)Map of Railway station/section (The Map of Yangon Street Directory 4th edi 1)Map of Railway station/section (The Map of Yangon Street Directory 4th edi 1)Map of Railway station/section (The Map of Yangon Street Directory 4th edi 1)Map of Railway station/section (The Map of Yangon Street Directory 4th edi 1)Map of Railway station/section (The Map of Yangon Street Directory 4th edi 1)Map of Railway station/section (The Map of Yangon Street Directory 4th edi 1)Map of Railway station/section (The Map of Yangon Street Directory 4th edi 1)Map of Railway station/section (The Map of Yangon Street Directory 4th edi 1)Map of Railway station/section (The Map of Yangon Street Directory 4th edi 1)Map of Railway station/section (The Map of Yangon Street Directory 4th edi 1)Map of Railway station/section (The Map of Yangon Street Directory 4th edi 1)Map of Railway station/section (The Map of Yangon Street Directory 4th edi 1)Map of Railway station/section (The Map of Yangon Street Directory 4th edi 1)Map of Railway station/section (The Map of Yangon Street Directory 4th edi 1)Map of Railway station/section (The Map of Yangon Street Directory 4th edi 1)Map of Railway station/section (The Map of Yangon Street Directory 4	- illegal occupants-shop vendor tion 2009-2010)(2)Plan of ROW, (3) Photos	
Sensitive receptor (school, hospital, monastery, mosque etc.) 6)Environmental conditions 7) Remarks (1)Map of Railway station/section (The Map of Yangon Street Directory 4th edi	- illegal occupants-shop vendor tion 2009-2010)(2)Plan of ROW, (3) Photos	

	,	
1)Railway Station/Section	Mingalardon Buzza Station	
Coordinates (Entrance of RWS): (Longitude) (Latitude)	(165613) (960817)	
Date & Time of survey	6.3.2014 (10:35)	
2) Railway related structures		
3) Within ROW	(width of ROW : about 106 m)	
Track	2	
Left part	Trees	
Right part	Buildings, Trees, Encroachment-water crest farm	
4) Left side of ROW (TS & Ward)		
Land use	Farmland	
Road and traffic condition	-	
Buildings/structures/Trees	Buses	
Sensitive receptor (school, hospital, monastery, mosque etc.)	-	
5) Right side of ROW(T & S Ward)	Mingalardon (San Gyi Wah)	
Land use Residential		
Road and traffic condition -		
Buildings/structures/Trees	Buildings, Trees	
Sensitive receptor (school, hospital, monastery, mosque etc.)	Monastery	
6)Environmental conditions	Noise pollution	
7) Remarks illegal occupants		
(1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos		
Zayar Thiri Kyaung Acoust Seeres Berger Berg		

1)Railway Station/Section	Mingaladon Buzza St - Mingaladon St	
Coordinates (Entrance of RWS):		
Date & Time of survey	6.3.2014 (10:45)	
2) Railway related structures	Level crossing	
3) Within ROW	(width of ROW : about 91.5 m)	
Track	2	
Left part	Trees	
Right part	Trees	
4) Left side of ROW (TS & Ward)	Mingaladon	
Land use	Farmland	
Road and traffic condition	-	
Buildings/structures/Trees	Trees, Farms	
Sensitive receptor (school, hospital, monastery, mosque etc.)	-	
5) Right side of ROW(T & S Ward)	Mingaladon (San Gyi Wah)	
Land use	Farmland, Residential	
Road and traffic condition	Kha yae pin yeik mon St,	
Buildings/structures/Trees	Buildings	
Sensitive receptor (school, hospital, monastery, mosque etc.)	Monastery	
6)Environmental conditions	Noise pollution	
7) Remarks	-	

YCR - Inventory Survey Data Sheet (No. 48)





1)Railway Station/Section	Mingaladon Staion	
Coordinates (Entrance of RWS): (Longitude) (Latitude)	(16 55 50) (96 8 41)	
Date & Time of survey	6.3.2014 (11:05)	
2) Railway related structures		
3) Within ROW	(width of ROW : about 79 m)	
Track	2	
Left part	Trees, shop, vendor, Encroachment	
Right part	Buildings, Trees	
4) Left side of ROW (TS & Ward)	Mingaladon (Chit ti kone)	
Land use	Residential	
Road and traffic condition	-	
Buildings/structures/Trees	Buildings	
Sensitive receptor (school, hospital, monastery, mosque etc.)	-	
5) Right side of ROW(T & S Ward)	Mingaladon (Kha yae pin yeik mon)	
Land use	Residential	
Road and traffic condition	Kha yae pin yeik mon St. (No Congestion)	
Buildings/structures/Trees	Buildings	
Sensitive receptor (school, hospital, monastery, mosque etc.)	-	
6)Environmental conditions	Noise pollution	
7) Remarks	-	

YCR - Inventory Survey Data Sheet (No. 49)





YCR - Inventory Survey Data Sheet (No. 50)

1)Railway Station/Section	Mingaladon St - Waibagi St	
Coordinates (Entrance of RWS):		
Date & Time of survey	6.3.2014 (11:35)	
2) Railway related structures	-	
3) Within ROW	(width of ROW : about 30.5 m)	
Track	2	
Left part	Trees, Encroachment-water crest	
Right part	Trees, water crest	
4) Left side of ROW (TS & Ward)	Mingaladon (Anan pin)	
Land use	Farmland, Residential	
Road and traffic condition	-	
Buildings/structures/Trees	Buildings	
Sensitive receptor (school, hospital, monastery, mosque etc.)	-	
5) Right side of ROW(T & S Ward) Mingalardon (Anan pin ,Chit		
Land use Farmland, Residential ,Airport		
Road and traffic condition	Kha yae yeik mon St. (No Congestion)	
Buildings/structures/Trees	Buildings	
Sensitive receptor (school, hospital, monastery, mosque etc.)	-	
6)Environmental conditions	Noise pollution	
7) Remarks -		
7) Remarks - (1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos (1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos (1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos (1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos (1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos (1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos (1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos (1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos (1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos (1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos (1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos (1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of Row (The Map of Yangon Street Directory 4th edition (The Map of Yangon Street Directory 4th edition (The Map of Yangon Street Directory 4th edition (The Map of Yangon		

Note : YCL -clockwise direction

ဝေဘာဂီရဲစခန်း Wai Bar Gi Police Station

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1)Railway Station/Section	Waibagi Station	
Coordinates (Entrance of RWS): (Longitude) (Latitude)	(16 55 16) (96 8 48)	
Date & Time of survey	6.3.2014 (12:00)	
2) Railway related structures		
3) Within ROW	(width of ROW : about 82 m)	
Track	2	
Left part	Buildings, Trees	
Right part	Trees	
4) Left side of ROW (TS & Ward)	North Okkalapa (Waibagi)	
Land use	Residential	
Road and traffic condition	Waibagi Myo pat St.	
Buildings/structures/Trees	Buildings	
Sensitive receptor (school, hospital, monastery, mosque etc.)	-	
5) Right side of ROW(T & S Ward)	Mingaladon	
Land use	Airport	
Road and traffic condition	Kha yae pin yeik mon St	
Buildings/structures/Trees	Trees, space	
Sensitive receptor (school, hospital, monastery, mosque etc.)	-	
6)Environmental conditions	Noise pollution	
7) Remarks	-	

YCR - Inventory Survey Data Sheet (No. 51)





YCR - Inventory	/ Survey	Data Sheet	(No. 52)	Į
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1)Railway Station/Section	Wai bar gi St - Okkalapa St	
Coordinates (Entrance of RWS):		
Date & Time of survey	6.3.2014 (12:10)	
2) Railway related structures	Level crossing	
3) Within ROW	(width of ROW : about 36 m)	
Track	2	
Left part	Trees, bushes, space	
Right part	Trees, Encroachment-water crest	
4) Left side of ROW (TS & Ward)	North Okkalapa (wai bar gi)	
Land use	Residential, Road	
Road and traffic condition	Wai bar gi myo pat Rd. (No Congestion)	
Buildings/structures/Trees	Buildings	
Sensitive receptor (school, hospital, monastery, mosq etc.)	-	
5) Right side of ROW(T & S Ward)	Mingalardon (Anan Pin)	
Land use	Airport	
Road and traffic condition	Kha yae pin yeik mon St., Ba yint naung St. (No Congestion)	
Buildings/structures/Trees	Buildings, Trees	
Sensitive receptor (school, hospital, monastery, mosq etc.)	School ,Monastery	
6)Environmental conditions	Noise pollution (near airport)	
7) Remarks	illegal occupants	





1)Railway Station/Section	Okkalapa Station	
Coordinates (Entrance of RWS): (Longitude) (Latitude)	(16 54 25) (96 8 51)	
Date & Time of survey	6.3.2014 (12:20)	
2) Railway related structures	FOB	
3) Within ROW	(width of ROW : about 102 m)	
Track	2	
Left part	Buildings, Trees, Encroachment, shops	
Right part	Buildings, Trees, Encroachment ,shops	
4) Left side of ROW (TS & Ward)	North Okkalapa (Pa ywet seik gone)	
Land use	Residential	
Road and traffic condition	Myo pat Rd	
Buildings/structures/Trees	Buildings, Structures, Trees	
Sensitive receptor (school, hospital, monastery, mosq etc.)	-	
5) Right side of ROW(T & S Ward)	North Okkalapa (Pa ywet seik gone)	
Land use	Residential	
Road and traffic condition	Bayint naung Rd. (No Congestion)	
Buildings/structures/Trees	Buildings	
Sensitive receptor (school, hospital, monastery, mosq etc.)	Monastery	
6)Environmental conditions	-	
7) Remarks	illegal occupants	



1)Railway Station/Section	Okkalapa St - Paywetseikkon St
Coordinates (Entrance of RWS):	
Date & Time of survey	6.3.2014 (12:30)
2) Railway related structures	
3) Within ROW	(width of ROW : about 102 m)
Track	2
Left part	Trees, illegal occupants
Right part	houses, Encroachment
4) Left side of ROW (TS & Ward)	North Okkalapa(Tada Gyee,Pa ywet seikkon)
Land use	Residential
Road and traffic condition	Myo pat Rd. (No Congestion)
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosque etc.)	Monastery
5) Right side of ROW(T & S Ward)	North Okkalapa (Tada Gyee,Pa ywet seikkon)
Land use	Residential
Road and traffic condition	Bayint naung Rd (Few Congestion)
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosque etc.)	School, Monastery
6)Environmental conditions	-
7) Remarks	illegal occupants- about 300HH
(1) Map of Railway station/section (The Map of Tangon Street Directory 4th edition 2004/2	uto)(2)Pian of KOW, (3) Priotos

YCR - Inventory Survey Data Sheet (No. 54)

1)Railway Station/Section	Paywetseikkon Station
Coordinates (Entrance of RWS): (Longitude)(Latitude)	(16 53 59) (96 9 01)
Date & Time of survey	6.3.2014 (12:35)
2) Railway related structures	FOB
3) Within ROW	(width of ROW : about 102 m)
Track	2
Left part	houses, Trees, Encroachment ,shop
Right part	houses, Encroachment, shop
4) Left side of ROW (TS & Ward)	North Okkalapa (Ga Ngal)
Land use	Residential, water crest
Road and traffic condition	Myo pat Rd
Buildings/structures/Trees	Buildings, Structures, Trees
Sensitive receptor (school, hospital, monastery, mosq etc.)	-
5) Right side of ROW(T & S Ward)	North Okkalapa (Tadagyi)
Land use	Residential
Road and traffic condition	Bayint naung Rd. (No Congestion)
Buildings/structures/Trees	Structures
Sensitive receptor (school, hospital, monastery, mosq etc.)	-
6)Environmental conditions	
7) Remarks	illegal occupants
(1)Map of Railway station/section (The Map of Yangon Street Di	rectory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos
PAGYI HWONE ST. 2000 COLOR RS. SAN PYA ST. 2000	

YCR - Inventory Survey Data Sheet (No. 55)

1)Railway Station/Section	Paywetseikkon St - Kyaukyetwin St	
Coordinates (Entrance of RWS):	-	
Date & Time of survey	6.3.2014 (13:43)	
2) Railway related structures	Bridge	
3) Within ROW	(width of ROW : about 73 m)	
Track	2	
Left part	shop, vendor, Encroachment-water crest	
Right part	Trees, houses, Encroachment	
4) Left side of ROW (TS & Ward)	North Okkalapa (Kyauk yae twin, Tada gyee)	
Land use	Commercial, Road	
Road and traffic condition	Myo pat Rd. (No Congestion)	
Buildings/structures/Trees	Buildings	
Sensitive receptor (school, hospital, monastery, mosque etc.)	Monastery, Pagoda	
5) Right side of ROW(T & S Ward)	North Okkalapa (Kyauk yae twin, Tada gyee)	
Land use	Residential, water pipe line	
Road and traffic condition	Bayint naung Rd. (Few Congestion)	
Buildings/structures/Trees	Buildings	
Sensitive receptor (school, hospital, monastery, mosque etc.)	Monastery	
6)Environmental conditions	-	
7) Remarks	-	

YCR - Inventory Survey Data Sheet (No. 56)

(1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos





1)Railway Station/Section	Kyaukyetwin Station
Coordinates (Entrance of RWS): (Longitude) (Latitude)	(16 53 20) (96 9 11)
Date & Time of survey	6.3.2014 13;55
2) Railway related structures	ROB
3) Within ROW	(width of ROW : about 73m)
Track	2
Left part	Structures, Trees, Shop, vendor, Encroachment, houses, water crest
Right part	Trees, shop, vendor, Encroachment
4) Left side of ROW (TS & Ward)	North Okkalapa (Sat mu lat mu nga)
Land use	Commercial, Road
Road and traffic condition	Thu damar Rd. (Congestion)
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
5) Right side of ROW(T & S Ward)	North Okkalapa (Kyauk yae twin)
Land use	Residential
Road and traffic condition	Anonymous St
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosque etc.)	Monastery
6)Environmental conditions	-
7) Remarks	-

YCR - Inventory Survey Data Sheet (No. 57)



ey Data Sheet (No. 56)	
Kyauk yetwin St - Tadakalay St	
6.3.2014 14:12	
Level crossing	
(width of ROW : about 73 m)	
2	
Structures, Trees, Shop, vendor, Encroachment	
Trees, Shop, vendor, Encroachment	
North Okkalapa (Kyauk yae twin)	
Residential, Government	
Thu Dhama Rd. (Few Congestion)	
Buildings, Trees,CNG gas station	
Monastery	
North Okkalapa (Kyauk yae twin)	
Residential, Commercial	
Thu Meik Tar St. (No Congestion)	
Buildings, Trees, Structures	
Monastery	
-	
illegal occupants	
AIRPORT RO. AIRPORT RO. WAZZAHDAR ST. Police Avenue Been tradient station/section (The Map of Yangon- Sreet Directory, 4th edition 2009-2010) (2) Plan of 1 WAZZAHDAR ST. Police Avenue Been tradient station Been tradient market Been t	

YCR - Inventory Survey Data Sheet (No. 58)

1)Railway Station/Section	Tadakalay Station
Coordinates (Entrance of RWS): (Longitude) (Latitude)	(16 52 41) (96 09 18)
Date & Time of survey	6.3.2014 (14:40)
2) Railway related structures	
3) Within ROW (width of R	OW : about 103 m)
Track	2
Left part	Trees, Shop, vendor, Encroachment, water crest
Right part	Buildings, Trees, Encroachment
4) Left side of ROW (TS & Ward)	North Okkalapa (No.2)
Land use	Commercial ,Road
Road and traffic condition	Thudama Rd (Congestion)
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
5) Right side of ROW(T & S Ward)	North Okkalapa (No.1)
Land use	Residential, Commercial
Road and traffic condition	Thu Meik tar St. (No Congestion)
Buildings/structures/Trees	Structures
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
6)Environmental conditions	-
7) Remarks	illegal pollution
(1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos	

YCR - Inventory Survey Data Sheet (No. 59)

Note : YCL -clockwise direction

THU MEIKTAR ST. 11 THU MEIKTAR ST. 11 THU MEIKTAR ST. 11 B.E.M.P. (4) THU MEIKTAR ST. 11 THU MEIKTAR ST. 11 B.E.M.P. (4) THU MEIKTAR ST. 11 THU MEIKTAR ST. 11

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1)Railway Station/Section	Tadakalay St - Yegu St
Coordinates (Entrance of RWS):	(16 52 14) (96 09 24)
Date & Time of survey	6.3.2014 (14:50)
2) Railway related structures	ROB
3) Within ROW	(width of ROW : about 103m)
Track	2
Left part	Structures, Trees, Shop, vendor, Encroachment,water crest
Right part	Trees, shop, vendor, Encrosachment, water crest
4) Left side of ROW (TS & Ward)	Mayangone (N0.8),North Okkalapa (No.1)
Land use	Residential, Commercial
Road and traffic condition	Thu Dhama Rd. (Few Congestion)
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosq etc.)	Hospital
5) Right side of ROW(T & S Ward)	Mayangone (N0.1),North Okkalapa (No.2)
Land use	Residential, Commercial
Road and traffic condition	Thu Meik Tar St. (No Congestion)
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosq etc.)	School ,Monastery-monk university
6)Environmental conditions	-
7) Remarks	illegal occupants
(1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos	

YCR - Inventory Survey Data Sheet (No. 60)

Note : YCL -clockwise direction

THU MEIKTAR ST. 14

HU MEIKTAR ST. 14 HU MEIKTAR ST. 15 HU MEIKTAR ST. 15 HU MEIKTAR ST. 16 HU MEIKTAR ST. 10 HU MEIKTAR ST. 10 HU MEIKTAR ST. 10 HU MEIKTAR ST. 17 HU MEIKTAR ST. 10 HU MEIKTAR S

KTAR ST.

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BE.P.S (27) Sanga University 33

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1)Railway Station/Section	Yegu Station
Coordinates (Entrance of RWS): (Longitude) (Latitude)	(16 51 50) (96 09 30)
Date & Time of survey	6.3.2014 (15:05)
2) Railway related structures	FOB
3) Within ROW	(width of ROW : about 100 m)
Track	2
Left part	Buildings, Trees, Encroachment
Right part	Buildings, Trees, Encroachment
4) Left side of ROW (TS & Ward)	North Okkalapa (No.8)
Land use	Trees, free space to be tender
Road and traffic condition	Thudama Rd. (Cogestion)
Buildings/structures/Trees	Trees, space
Sensitive receptor (school, hospital, monastery, mosq etc.)	-
5) Right side of ROW(T & S Ward)	North Okkalapa (No.8)
Land use	Residential, water pipe
Road and traffic condition	Mya Sabei St. (No Congestion)
Buildings/structures/Trees	Buildings, Structures, Trees
Sensitive receptor (school, hospital, monastery, mosq etc.)	-
6)Environmental conditions	-
7) Remarks	-

YCR - Inventory Survey Data Sheet (No. 61)


1)Railway Station/Section	Yegu St - Parame St	
Coordinates (Entrance of RWS):		
Date & Time of survey	6.3.2014 (15:14)	
2) Railway related structures	Level crossing, Bridge	
3) Within ROW	(width of ROW : about 46 m)	
Track	2	
Left part	Trees, shops, Encroachment	
Right part	Trees, illegal occupants-water crest	
4) Left side of ROW (TS & Ward)	Mayangone (No.8, No.9)	
Land use	Farmland, Residential, Commercial-Gandama whole sale	
Road and traffic condition	Waizayandar (No Congestion)	
Buildings/structures/Trees	Buildings, Structures, Trees, vegetables	
Sensitive receptor (school, hospital, monastery, mosque etc.)	-	
5) Right side of ROW(T & S Ward)	Mayangone (No.8, No.9)	
Land use	Residential	
Road and traffic condition	-	
Buildings/structures/Trees	Buildings, Trees ,water pipe line	
Sensitive receptor (school, hospital, monastery, mosque etc.)	-	
6)Environmental conditions	water pipe line- near water pipe line	
7) Remarks	illegal occupants	
(1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos (The Map of Yangon- Sreet Directory, 4th edition 2009-2010) (2) Plan of RC		

YCR - Inventory Survey Data Sheet (No. 62)

AUNOSEE DHAMA ZEDI ST hit ကျောင်း ST. IGA ST IKDI ST. GANDAMAR RD. Boss Drinking Water E.M.S (1) 1.S (4) D ST.O e. m (n) D ARMA ST. HU ST. Ma Spe Yein MYA SABAI ST. Kyaung PINST ိးရိမ်ကျောင်း and a Kaba Aye (Yae Gu) Market ကမ္ဘာအေးရေး HUR

1)Railway Station/Section	Parame Station
Coordinates (Entrance of RWS): (Longitude) (Latitude)	(16 51 07) (96 09 53)
Date & Time of survey	6.3.2014 (15:20)
2) Railway related structures	ROB,FOB
3) Within ROW)	(width of ROW : about 46 m)
Track	2
Left part	Structures, Trees, Shop,E ncroachment-vegetables
Right part	Buildings ,Trees ,Shop, Encroachment
4) Left side of ROW (TS & Ward)	South Okkalapa (No.3)
Land use	Residential
Road and traffic condition	Zizawa St.
Buildings/structures/Trees	Buildings,Structures,Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
5) Right side of ROW(T & S Ward)	Yankin (No.8)
Land use	Residential
Road and traffic condition	-
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
6)Environmental conditions	water pollution
7) Remarks	illegal occupants

YCR - Inventory Survey Data Sheet (No. 63)



YCR - Inventory Sur	vey Data Sheet	(No. 64)
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1)Railway Station/Section	Parame St - Kanbe St
Coordinates (Entrance of RWS):	-
Date & Time of survey	6.3.2014 (15:30)
2) Railway related structures	-
3) Within ROW	(width of ROW : about 40 m)
Track	2
Left part	Trees
Right part	Trees
`4) Left side of ROW (TS & Ward)	South Okkalapa (No.3)
Land use	Residential
Road and traffic condition	Shukhinthar St.
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosque etc.)	Monastery
5) Right side of ROW(T & S Ward)	Yankin (No.8, No.9)
Land use	Residential
Road and traffic condition	Padauk Myaing St
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
6)Environmental conditions	-
7) Remarks	-



1)Railway Station/Section	Kanbe Station	
Coordinates (Entrance of RWS): (Longitude) (Latitude)	(16 50 37) (96 10 09)	
Date & Time of survey	6.3.2014 (15:35)	
2) Railway related structures		
3) Within ROW	(width of ROW : about 46 m)	
Track	2	
Left part	Buildings, shops, vendor, Encroachment	
Right part	Buildings, Structures, shops, vendor, Encroachment	
4) Left side of ROW (TS & Ward)	South Okkalapa (No.3)	
Land use	Residential	
Road and traffic condition	Myin Phyu St. (No Congestion)	
Buildings/structures/Trees	Buildings	
Sensitive receptor (school, hospital, monastery, mosq etc.)	-	
5) Right side of ROW(T & S Ward)	Yankin (No.9, No.12)	
Land use	Residential,Commercial	
Road and traffic condition	Padauk Myaing St. ,Shae Tho St. (No Congestion)	
Buildings/structures/Trees	Buildings	
Sensitive receptor (school, hospital, monastery, mosque etc.)	-	
6)Environmental conditions	-	
7) Remarks	•	

YCR - Inventory Survey Data Sheet (No. 65)

(1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos

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1)Railway Station/Section	Kanbe St - Baukthaw St
Coordinates (Entrance of RWS):	
Date & Time of survey	7.3.2014 (9:50)
2) Railway related structures	Level crossing
3) Within ROW	(width of ROW : about 40 m)
Track	2
Left part	many shops
Right part	Trees, shop, vendor
4) Left side of ROW (TS & Ward)	Thingangyun (Mi gyaung kan 3)
Land use	Residential, Industrial
Road and traffic condition	South Okkalapa No.6 Industrial Rd
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	Monastery
5) Right side of ROW(T & S Ward)	Yankin (No.12, No.13)
Land use	Residential, Road
Road and traffic condition	Aung Chan Tha St. (No Congestion)
Buildings/structures/Trees	Buildings, Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	Monastery
6)Environmental conditions	-
7) Remarks	-
(1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos	

YCR - Inventory Survey Data Sheet (No. 66)



Note : YCL -clockwise direction

1)Railway Station/Section	Baukthaw Station
Coordinates (Entrance of RWS): (Longitude) (Latitude)	(16 49 47) (96 10 35)
Date & Time of survey	7.3.2014 (9:40)
2) Railway related structures	
3) Within ROW	(width of ROW : about 103 m)
Track	2
Left part	Trees
Right part	Buildings, Trees
4) Left side of ROW (TS & Ward)	Thingangyun (Mi chaung kan No.2)
Land use	Residential
Road and traffic condition	Myittar St. (No Congestion)
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
5) Right side of ROW(T & S Ward)	Yankin (No.15 ,No.16)
Land use	Residential, Markets
Road and traffic condition	-
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosque etc.)	School
6)Environmental conditions	-
7) Remarks	-
(1)Map of Railway station/section (The Map of Yangon Street Director	ry 4th edition 2009-2010)(2)Plan of ROW, (3) Photos

YCR - Inventory Survey Data Sheet (No. 67)





1)Railway Station/Section	Bawkthaw St - Tarmwe St	
Coordinates (Entrance of RWS):		
Date & Time of survey	7.3.2014 (10:00)	
2) Railway related structures	ROB, Level crossing	
3) Within ROW (width of ROW : about 103 m)		
Track	2	
Left part	Buildings, Trees, shop, vendor, Encroachment	
Right part	Buildings, Structures, Trees	
4) Left side of ROW (TS & Ward)	Tarmwe (Tarmwe lay), Thingangyun (No.1,No.2 Mi gyaung kan)	
Land use	Farmland, vegetable plantation	
Road and traffic condition	-	
Buildings/structures/Trees	Buildings, Trees	
Sensitive receptor (school, hospital, monastery, mosque etc.)	Monastery, Mosque	
5) Right side of ROW(T & S Ward)	Tarmwe (Tarmwe lay) and Yankin (No.6)	
Land use	Residential	
Road and traffic condition	Anonymous St	
Buildings/structures/Trees	Buildings, Trees	
Sensitive receptor (school, hospital, monastery, mosque etc.)	Monastery	
6)Environmental conditions	-	
7) Remarks	illegal occupants - Mi gyaung kan	
(1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos		

YCR - Inventory Survey Data Sheet (No. 68)

ADA EMS O MIN S1. B.E.P.S(14) LAYAR PYITHARYARST C St Seg တိုက် 20 DDY ST Shi egetable မိကျောင်းကန် ANARST 6 THIDA ST. MY R.S AR ST. 18 EAR SOUS

1)Railway Station/Section	Tarmwe Station
Coordinates (Entrance of RWS): (Longitude) (Latitude)	(16 49 15) (96 10 45)
Date & Time of survey	7.3.2014 (10:25)
2) Railway related structures	ROB, Bridge
3) Within ROW	(width of ROW : about 30 m)
Track	2
Left part	Buildings,Trees
Right part	Buildings,Trees,Encroachment,shop
4) Left side of ROW (TS & Ward)	Tarmwe (Tarmwe lay)
Land use	Residential
Road and traffic condition	-
Buildings/structures/Trees	Buildings,Trees
Sensitive receptor (school, hospital, monastery, mosq etc.)	-
5) Right side of ROW(T & S Ward)	Tarmwe (Tarmwe)
Land use	Residential
Road and traffic condition	-
Buildings/structures/Trees	Buildings,Trees
Sensitive receptor (school, hospital, monastery, mosq etc.)	-
6)Environmental conditions	-
7) Remarks	-

YCR - Inventory Survey Data Sheet (No. 69)



1)Railway Station/Section	Tarmwe St - Myinttarnyunt St
Coordinates (Entrance of RWS):	
Date & Time of survey	7.3.2014 (10:35)
2) Railway related structures	ROB, Level crossing, Bridge
3) Within ROW	(width of ROW : about 50m)
Track	2
Left part	Trees
Right part	Structures, Trees, Encroachment, shop
4) Left side of ROW (TS & Ward)	Tarmwe (Tarmwe lay - Myinttarnyunt)
Land use	Residential
Road and traffic condition	Set Hmu St. (No. Congestion)
Buildings/structures/Trees	Buildings,Trees-water crest
Sensitive receptor (school, hospital, monastery, mosque etc.)	School
5) Right side of ROW(T & S Ward)	Tarmwe (Tarmwe lay - Myinttarnyunt)
Land use	Residential
Road and traffic condition	Dagon Iwin St. (Few Congestion)
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosque etc.)	School, Monastery
6)Environmental conditions	-
7) Remarks	-



1)Railway Station/Section	Myittaryunt Station	
Coordinates (Entrance of RWS): (Longitude) (Latitude)	(16 48 45) (96 10 54)	
Date & Time of survey	7.3.2014 10:45	
2) Railway related structures		
3) Within ROW	(width of ROW : about 55 m)	
Track	2	
Left part	Buildings, Trees, Encroachment, Shop, water crest	
Right part	Trees	
4) Left side of ROW (TS & Ward)	Tarmwe (Myittar Nyunt)	
Land use	Residential, Road	
Road and traffic condition	Sat Mu Lat Mu No.1 St (No Congestion)	
Buildings/structures/Trees	Buildings, Structures	
Sensitive receptor (school, hospital, monastery, mosque etc.)	-	
5) Right side of ROW(T & S Ward)	Tarmwe (Myittar Nyunt)	
Land use	Residential, Road	
Road and traffic condition	Dagon Iwin St. (Few Congestion)	
Buildings/structures/Trees	Buildings	
Sensitive receptor (school, hospital, monastery, mosque etc.)	Monastery	
6)Environmental conditions	-	
7) Remarks	-	
(1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos		

YCR - Inventory Survey Data Sheet (No. 71)

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1)Railway Station/Section	Myittar Nyunt St - Malwagone St
Coordinates (Entrance of RWS):	
Date & Time of survey	7.3.2014 11:10
2) Railway related structures	ROB
3) Within ROW (width of ROW : about 64 m)	
Track	2
Left part	
Right part	Buildings
4) Left side of ROW (TS & Ward)	Mingalar Taung Nyunt (Pathein Nyunt)
Land use	Residential
Road and traffic condition	Set mu St. No.1, Thanthumar Rd
Buildings/structures/Trees	Buildings,Structures
Sensitive receptor (school, hospital, monastery, mosq etc.)	-
5) Right side of ROW(T & S Ward)	Tarmwe (Myittar nyunt,Nat chaung,Malwagone,Thukywe)
Land use	Residential
Road and traffic condition	Dagon Iwin St. (No Congestion)
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
6)Environmental conditions	water pollution under bridge
7) Remarks	

YCR - Inventory Survey Data Sheet (No. 72)

(1)Map of Railway station/section (The Map of Yangon Street Directory 4th edition 2009-2010)(2)Plan of ROW, (3) Photos



10. 15)
Malwagone Station
(16 48 08) (96 10 54)
7.3.2014 11:00
FOB
(width of ROW : very wide)
4
Buildings,Trees
Buildings,Trees,Structures,shop,Encroachme nt
Residential,Government
Pathein nyunt St
Buildings, Trees
-
Residential,creep
Myo pat St (No Congestion)
Buildings
-
Water pollution
-

YCR - Inventory Survey Data Sheet (No. 73)

1)Railway Station/Section	Malwa gone St - Pazudaung St
Coordinates (Entrance of RWS):	
Date & Time of survey	7.3.2014 11:20
2) Railway related structures	ROB
3) Within ROW	(width of ROW : about 60m)
Track	4
Left part	Buildings, Structures,T rees
Right part	Trees
4) Left side of ROW (TS & Ward)	Mingalartaungnyut (Malwagone,Sat san, Kyi taw)
Land use	Residential,Commercial
Road and traffic condition	Upper Pazudaung Rd. (No Congestion)
Buildings/structures/Trees	Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	Hindu Temple
5) Right side of ROW(T & S Ward)	Mingalartaungnyut (Tharyargone,Sat san, Kyi taw) and Tarmwe (Kyauk myaung gyi-east-kyauk myaung gyi,behind Aung Mingalar)
Land use	Residential
Road and traffic condition	-
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosque etc.)	-
6)Environmental conditions	-
7) Remarks	-

YCR - Inventory Survey Data Sheet (No. 74)



YCR - Inventory Survey Data Sheet (No. 75)

1)Railway Station/Section	Pazundaung Station
Coordinates (Entrance of RWS): (Longitude) (Latitude)	(16 47 09) (96 10 31)
Date & Time of survey	7.3.2014 (11:35)
2) Railway related structures	FOB
3) Within ROW	(width of ROW : about 60m)
Track	
Left part	Buildings,Structures,Trees,shops,vendor,Encroachment work shop
Right part	-
4) Left side of ROW (TS & Ward)	Pazundaung
Land use	Residential,Road
Road and traffic condition	Lower Pazundaung Rd (Congestion)
Buildings/structures/Trees	Buildings,Structures,Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	Monastery
5) Right side of ROW(T & S Ward)	Mingalar Taung Nyunt
Land use	Residential,Road
Road and traffic condition	Kyaug St (No Congestion)
Buildings/structures/Trees	Buildings,Structures
Sensitive receptor (school, hospital, monastery, mosque etc.)	Monastery
6)Environmental conditions	-
7) Remarks	-





TON - Inventory Survey Data Sheet (110.70)
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1)Railway Station/Section	Pazundaung St - Yangon Central St
Coordinates (Entrance of RWS):	
Date & Time of survey	7.3.2014 (11:50)
2) Railway related structures	ROB, FOB, Bridge
3) Within ROW (width of ROW : about 76 m)	
Track	6
Left part	Buildings
Right part	Buildings, Trees
4) Left side of ROW (TS & Ward)	Mingalar Taung Nyunt (kyi taw,Thein byu,Mi yahtar,Pazundaung No.8 ward)
Land use	Residential,Commercial
Road and traffic condition	Mahar Thukha St
Buildings/structures/Trees	Buildings,Trees
Sensitive receptor (school, hospital, monastery, mosque etc.)	Monastery
5) Right side of ROW(T & S Ward)	Mingalar Taung Nyunt (Taung Nyunt,Mi yahtar indepentant,Thein byu, Mi yahtar)
Land use	Residential,Commercial
Road and traffic condition	Bo Min Yaung Rd. , 99 St
Buildings/structures/Trees	Buildings
Sensitive receptor (school, hospital, monastery, mosque etc.)	Monastery-Mosque
6)Environmental conditions	water pollution-under bridge
7) Remarks	Ethnic minority (Bingali)



APPENDIX 6

Calculation Sheet

Calculation Sheet

Network family Network family 1. Subscience of variance of law is the National Family of	Calculation Sheet for a Space of Station Plaza					
1. Decide at the infection of the first for the software 1. The solution of the software 0. 0. 0. <th0< td=""><td>N</td><td>lame of Station</td><td>1</td><td>Yangon Central Si</td><td>tation</td><td>]</td></th0<>	N	lame of Station	1	Yangon Central Si	tation]
• The contrast hander of hand particles 	1. Calculation of the traffic function area	Target Year		2035		
Induce of notes bloch Induce of notes b	1) Traffic volume and number of facilities for bus platform					
$ \frac{1}{10} $	Number of bus-ride booth	B _{IB}	15	booth	(initial value)	
$ \frac{1}{1} \int_{0}^{1} \int_{0}$	Number of bus-getting off booth	B _{OB}	15	booth	(initial value)	
Author of Log paragraph I_{L_1} I_{L_2} <th< td=""><td>Traffic volume of queueing for bus = Number of bus passenger * Bus service time of bus / 60min = N_{BP} * ST_B / 60min</td><td>N_{BW}</td><td>596</td><td>pax/queueing</td><td></td><td></td></th<>	Traffic volume of queueing for bus = Number of bus passenger * Bus service time of bus / 60min = N _{BP} * ST _B / 60min	N _{BW}	596	pax/queueing		
$ \frac{1}{2} \operatorname{Tride} \operatorname$	Number of bus passenger	N _{BP}	3,578	pax/peak hour		input data/egress
a)1. Notice of indications for the labelingb)00<	Service time of bus	STB	10	min	(initial value)	
$ \frac{ }{ } $	2) I rattic volume and number of facilities for taxi standing	Р	E	booth	(initial value)	
Image: control product of the prod	Number of taxingetting off booth	Bor	5	booth	(initial value)	
$\frac{1}{2} \cdot \frac{1}{\sqrt{2}} \cdot \frac{1}{\sqrt$	Number of parking lot	PT	40	lot	(initial value)	
Number of bai sources of a longer of soliton for Caliform of soliton of caliform of c	Traffic volume of queueing for taxi = Number of taxi passenger * Taxi service time of bus / 60min = N_{TP} * ST $_T$ / 60min	N _{TW}	61	pax/queueing		
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	Number of taxi passenger	Nro	736	nav/neak hour		innut data/egress
3) Tradit values quit quarter of tradition for Calcifuo waiting	Service time of taxi	STr	5	min	(initial value)	input data/cgrcss
Number of cacking specific point both $\Box_{0,cv}$ σ both(ritist water4) Trafic values $r < L^{-1}$ ($r < r < r < r < -1$) $r < r < r < r < -1$ $r < r < r < r < r < -1$ $r < r < r < r < r < r < -1$ $r < r < r < r < r < r < r < r < -1$ $r < r < r < r < r < r < r < r < r < r <$	 Traffic volume and number of facilities for Car&Van waiting 		-		()	
a) Tarlie value is a bit 1/2 of a e1/1 C_{1} 3.007 weltsdepeak how particular is a bit 1/2 of a e1/1 Number of paramyter Jate (lock host) C_{1} 3.007 weltsdepeak how rest statution Number of paramyter Jate (lock host) C_{2} 3.007 weltsdepeak how rest statution Number of paramyter of Lack (lock host) C_{2} 3.007 weltsdepeak how rest statution Number of paramyter of Lack (lock host) C_{2} 3.007 weltsdepeak how rest statution Number of paramyter of Lack (lock host) C_{2} 3.007 weltsdepeak how rest statution Number of paramyter of Lack (lock host) C_{2} 3.007 weltsdepeak how rest statution Space of Lack statution (lock host) C_{2} 3.007 weltsdepeak how rest statution Queues of paramyter (lack host) C_{2} 3.007 weltsdepeak how rest statution Queues of paramyter (lack host) C_{2} 3.007 weltsdepeak how rest statution Queues of paramyter (lack host) C_{2} 3.007 weltsdepeak how rest statution Queues of paramyter (lack host) C_{2} 3.007 weltsdepeak how rest statution Queues of paramyter C_{2} 3.01 weltsde	Number of car&van-getting on/off booth	BIOCV	5	booth	(initial value)	
In the observe of the gene hort 1expl denkhort 1Number of parameter of the	4) Traffic volume for roadway					
Number of parameter 1 <	Traffic volume = $a/b + 1.7 + c/d + e/f$	Cc	3,007	vehicle/peak hour		
Nether of parsenger of the (peak hor) $\frac{1}{2}$ $$	Number of passenger of bus (peak hour)	a h	6,899 40.0	nav/hus	(initial value)	input data/both
Number of average of attak single bapes generation (gets target) $\frac{1}{2}$ (with a wale) (with a wale)we cluded drive we clu	Number of passenger of taxi (peak hour)	c	1,420	purodo	(initial value)	input data/both
Number of parsagner for daving period for the lenser hour)and the first of the lenser hour of the len	Number of average taxi passenger	d	2.46	pax/taxi	(initial value)	excluded driver
2. Under values of transitions of the sensing of t	Number of passenger of car&van (peak hour)	e	3,312	nov/tovi	(initial value)	input data/both
Space of bar watering bit $\frac{a_1}{a_1}$ $\frac{a_2}{a_1}$ $\frac{a_1}{a_1}$ $\frac{a_1}a_1$	2. Unit value of facilities	L I	1.55	μαλιαλι	(initial value)	SACINGEN UTIVEL
$ \begin{array}{c c c c c c } \hline \begin{array}{c c c c c c } \hline \hline \\ $	Space of bus waiting lot	a _B	70	m ² /vehicle	(initial value)	
$ \begin{array}{c c c c c } \hline \begin{array}{ c c } \hline \end{array} \hline \begin{array}{ c } \hline \end{array} \hline \end{array} \hline \begin{array}{ c } \hline \end{array} \hline \end{array} \hline \begin{array}{ c } \hline \end{array} \hline \end{array} \hline \end{array} \hline \begin{array}{ c } \hline \end{array} \hline \end{array} \hline \begin{array}{ c } \hline \end{array} \hline \end{array} \hline \end{array} \hline \end{array} \hline \begin{array}{ c } \hline \end{array} \hline $	Queueing space of bus passenger	a _{BW}	1	m ² /person	(initial value)	
Durating space of take passenger $\frac{1}{90}$, $\frac{1}{100}$ $\frac{1}{90}$ $\frac{1}{900}$ <	Space of taxi waiting lot	а _т	20	m ² /vehicle	(initial value)	
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	Queueing space of taxi passenger	a _{TW}	1	m ² /person	(initial value)	
Space of taip participation density Predestinal density Number of passenger Largh of randows $q^{4} C_{c}^{4}$ 36.1 Largh of randows $q^{4} C_{c}^{4}$ 36.1 Average waking length = 0.002 * A_{q} + 22.4 Tu 33.227 Pack area accluded space for podestrian The area accluded space for podestrian Average transformation appece 1) Area of base platform Pack and base form Pack and	Space of car&van waiting lot	a _{CV}	20	m ² /vehicle	(initial value)	
Pedetina densityDataZreput data balaNumber of passangerTT1.2324nminput data balaAverage wating length = 0.00° A ₀ + 2.6 AL1.230mmmPlaza are actuded space for pedetrianAL0.00m(nital value)With of roadwayWC5.5m(nital value)Calculation of static function spacem(nital value)m1) Area of bala platformArea of bala platformarea* (B are A E G)'' are / Kar of area/so area of taxi pasting off booth' Space of taxi vaning lotareaarea* (B area of bala platformarea of bala platformareaarea* Area of area/so areaarea of area/so areaareaarea* Area of area/so areaarea of area/so areaareaarea* Area of areaareaareaareaarea* Area of areaareaareaareaarea* Area of areaareaareaareaarea* Area of areaareaareaareaarea* Area of areaarea	Space of taxi parking lot	a _{PT}	30	m ² /vehicle	(initial value)	
Number of passage of T_{u} 13.224paulopeak hourpaulopeak hour <th< td=""><td>Pedestrian density</td><td>Dw</td><td>27</td><td>pax/min*m</td><td>(initial value)</td><td></td></th<>	Pedestrian density	Dw	27	pax/min*m	(initial value)	
Length of readway = 0.4 ° C + 3.6 1 Average vanking length = 0.04 ° C + 3.6 1 Lu u 34 m Plizza area excluded space for pedestrian Plizza area excluded space for pedestrian Average values platform Average to be platform Average to platform Av	Number of passenger	Tw	13,274	pax/peak hour		input data/both
Average watering regint = 0.000 * A ₁ = 82.4 I. $\frac{1}{4}$ 34 m Pieza are excluded spect for pdestrian A B000 m' (initial value) 3. Calculation of traffic function space 1) Area of taus platform m (initial value) m' • A can of the platform • A can of the platform • A can of the platform m' (initial value) • A can of the platform • A can of the platform • A can of the platform m' m' • A can of the standard • A can of the standard • A can of the standard m' m' • A can of the standard • A can of the standard • A can of the standard m' Area of the standard m' • A can of can standard • A can of the standard • A can of the standard m' Area of the standard m' • A can of parking • A can of the standard • A can of the standard m' Area of the standard m' • A can of parking • A can of parking • A can of parking M can of parking m' Area of can standard m' • A can of parking M can of parking	Length of roadway = $0.4 * C_C + 36.1$	Lc	1,239	m		
Pack and exclude space for posterion $\frac{1}{\sqrt{n}}$ $\frac{1}{0.000}$ m° (midial value)3. Calculation of traffe function space1. Acao for spatian(midial value)(midial value)1. Acao for spatian	Average walking length = $0.009 * A_0 + 82.4$	Lw	94	m		
when of readway $v_{\rm v}$ is a matrix function space 1) Area of bas platform Area of bas platform (Area $r_{\rm aux}$,	Plaza area excluded space for pedestrian	A ₀	8,000	m*	(initial value)	
1) Area of bus platform New of the second standing Area of the standing Area of particip Area of particip	3. Calculation of traffic function space	WC	5.5	m	(Initial value)	
Area of bus platform = (Number of bus-detions) Area of bus shafted pairs π^2 area of bus platform = (Bay) ² a + Num ² area π^2 2) Area of taxi shafting π^2 area of bus blatfing π^2 area of bus blatfing π^2 area of axis shafting π^2 area of axis area o	1) Area of bus platform					
2) Area of taxi standing $= (Number of taxi / tabort) + Number of taxi / getting off booth) * Space of taxi waiting lot + Traffic = (B_{11} + B_{21})^{2} + r^{2} $	Area of bus platform = (Number of bus-ride booth + Number of bus-getting off booth) * Space of bus waiting lot + Traffic volume of queueing for bus * Queueing space of bus passenger = $(B_B + B_{OB})^* a_B + N_{BW}^* a_{BW}$	Area _{Bus}	2,679	m²		
Area of tais standing • (Number of tais-ide booth + Number of tais-ide booth + Number of tais-ide booth + Number of tais - Queueing space of tais passenger • ($B_{TT} + B_{DT}$) * $a_{T} + N_{TW} * a_{TW}$ a_{TW} 3) Area of car&wan stop • umber of arkNam stop • Rea of car&wan stop • umber of arkNam stop • umber of arkNam stop • umber of arkNam stop • umber of arkNam stop • Rea of car&wan stop • umber of arkNam stop • Rea of car&wan stop • Units of arkNam stop • Rea of arkNam stop • Rea of parking • Name of parking • Name of parking • Name of parking lot * Space of tai parking lot • $P_{T} * a_{PT}$ • Rea of parking • Name of parking lot * Space of tais parking lot • $P_{T} * a_{PT}$ • Rea of parking • Name of parking lot * Space of tais parking lot • $P_{T} * a_{PT}$ • Rea of parking • Name of parking lot * Space of tais parking lot • $P_{T} * a_{PT}$ • Rea of parking • Readoway for traffic management • $Readoway for traffic management • Readoway for traffic m$	2) Area of taxi standing					
3) Area clarkwan stop 	Area of taxi standing = (Number of taxi-ride booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Traffic volume of queueing for taxi * Queueing space of taxi passenger = $(B_{rr} + B_{or}) * a_{\tau} + N_{TW} * a_{TW}$	Area _{Taxi}	261	m²		
$= B_{LCV} * a_{CV}$ (A) Area of parking Area of parking = Number of parking lot * Space of taxi parking lot = P _T * a _{pT} (Number of passenger / 60min / Pedestrian Area for padestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = (T _W / 60 / D _W) * L _W (A) Area of roadway for traffic management = Length of roadway * Width of roadway = C ₀ * W _C (7) Area for symbol Area for symbol Area for symbol Area for symbol Area for symbol Total of traffic function space Total of traffic function space Total of traffic function space = Tal and traffic function space for roadway = Tal and = T	 Area of car&van stop Area of car&van stop umber of car&van-cetting on/off booth * Space of car&van waiting lot 	Area	100	m ²		
Area of parking = $P_T^* a_{PT}^*$ Area of parking lot * Space of taxl parking lot = $P_T^* a_{PT}^*$ Area $P_{Parking}$ 1.200m²5)Area for pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = $(T_W / 60 / D_W)^* L_W$ $Area_{Parking}$ 1.200 m²6)Area for padestrian = (T_W / 60 / D_W)^* L_W $Area for padestrianTotal of traffic managementArea_{Parking}1.245m²7)Area for symbolArea for symbolArea for symbolArea for symbolArea for symbol statueArea_{parking}0m²input data8)Total of traffic function space= 1^3 Area_{Dask} + {}^3 Araa_{Dasking} + {}^3 Area_{Parking} + {}^3 A$	$= B_{ICCV} * a_{CV}$ 4) Area of parking	7 a GGCar&Van				
$= P_{T} * a_{PT}$ (1) Area for pedestrian $= (Number of passenger / 60min / Pedestrian density) * Average walking length = (T_{W} / 60 / D_{W})^{+} L_{W} (2) Area for podestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = (T_{W} / 60 / D_{W})^{+} L_{W} (3) Area of roadway for traffic management Area of roadway for traffic management Area for symbol + C_{W} = C_{W} + C$	Area of parking = Number of parking lot * Space of taxi parking lot	Area	1,200	m ²		
Area for pedestrian Real Production m ² = (Number of passinger / 80min / Pedestrian density)* Average walking length $e^{-1}(T_W / 60/D_W)^* L_W$ m ² 6) Area of roadway for traffic management $Area of roadway for traffic management Area norokay for traffic management = Length of roadway * Width of roadway Area for symbol Area for symbol Area for symbol 7) Area for symbol Area for symbol/statue Area a_{symbol} m^2 input data 0) Total of Traffic function space area for symbol/statue + {}^{2}Area a_{bast} + {}^{2}Area a_{bast} + {}^{2}Area a_{bast} + {}^{4}Area a_{basty} + {}^{6}Area $	$= P_T \cdot a_{PT}$ 5) Area for pedestrian	, a coparking	1,200			
o) Predor Needer Solver traffic management = Length of roadway' Width of roadway = Length of roadway 'Width of roadway = Car We Area for symbol Area for symbol/statue Area for symbol/statue Area for adway if a traffic function space Total of Traffic function space Total of traffic function space Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger = TA Traffic - Area Production a Calculation of environmental function space Environmental function space Environmental function space Total of traffic function space Environmental function space Total of traffic function space Environmental function space <td< td=""><td>Area for pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = $(T_w / 60 / D_w) * L_w$ (a) date of conducts for traffic management</td><td>Area_{Pedestrian}</td><td>767</td><td>m²</td><td></td><td></td></td<>	Area for pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = $(T_w / 60 / D_w) * L_w$ (a) date of conducts for traffic management	Area _{Pedestrian}	767	m²		
7) Area for symbol Area for symbol m ² Area for symbol 0 B. Total of Traffic function space 0 Total of Traffic function space 1/Area _{Just} + ^{2/} Area _{Tasi} + ^{3/} Area _{Cust} + ^{4/} Area _{Packing} + ^{6/} Area _{Packanf} + ^{6/} Area _{Packa}	O/ Area of roadway to train intralagement Area of roadway for train magement = Length of roadway * Width of roadway = / ~ W/~	Area _{Road}	1,245	m²		
Area for symbol/statue Area δ_{symbol} m² input data 8) Total of traffic function space Total of traffic function space 0 m² input data 8) Total of traffic function space = $\frac{1}{7}Area_{Dast} + \frac{3}{2}Area_{Dast}us + \frac{4}{2}Area_{Packsing} + \frac$	7) Area for symbol					
8) Total of Traffic function space Total of Traffic function space $= {}^{17} / 1 A real_{Task} + {}^{27} / A real_{Task} + {}^{47} / A real_{Packing} + {}^{47} / A real_{Packenin} + {}^{67} / A real_{Packenin} + $	Area for symbol/statue	Area _{Symbol}	0	m ²		input data
Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi passenger = $TA_{Traffic} - Area P_{Podestrian} - N_{BW} * a_{BW} - N_{TW} * a_{TW}$ 4. Calculation of environmental function space are Total of traffic function space for roadway = TA_{Read} 5. Calculation of station plaza space Station plaza space = Total of traffic function space + Environmental function space = TA_{Read} 5. Calculation of station plaza space Station plaza space = Total of traffic function space + Environmental function space = TA_{Readic} 5. Calculation of station plaza space TA _{instan} 11.078 m ²	8) Total of Traffic function space Total of traffic function space = ¹ / _A reag _{bast} + ² / _A reag _{bast} + ³ / _A reag _{basting} + ⁴ / _A reag _{Posting} + ⁵ / _A reag _{Postentian} + ⁴ / _A reag _{bast} + ⁷ / _A reag _{bast} + ⁷ / _A reag _{bast} + ⁶ / _A reag _{bast} + ⁷ / _A reag _{bast} + ⁶ / _A r	TA _{Traffic}	6,251	m²		
A Calculation of environmental function space Environmental function space = Total of traffic function space for roadway = TA _{Road} TAEnvironmental function space = Total of traffic function space to roadway = TA _{Road} TAEnvironmental TAEnvironmental TAEnvironmental TAEnvironmental m ²	Total of traffic function space for roadway = Total of traffic function space - Area for predestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi passenger = Total of the space of the space of taxi + to taxis + to t	TA _{Road}	4,827	m²		
Environmental function space = Total of traffic function space for roadway = TA_{Read} TA _{Environmental} 4.827 m ² 5. Calculation of station plaza space Station plaza space = Total of traffic function space + Environmental function space = $TA_{Taffic} + TA_{Environmental}$ m ² Mathematical Statemental methods and the space space = TAA Traffic + TA Environmental function space = TAA Traffic + TAE	Contractic - Concerned Predestrian - INBW a BW - INTW a TW A. Calculation of environmental function space	L	I	l		
5. Calculation of station plaza space Station plaza space = Total of traffic function space + Environmental function space = TA _{Taffic} + TA _{Environmental} TApplaza 11,078	Calculation of environmental function space Environmental function space = Total of traffic function space for roadway = TA _{Read}	TAEnvironmental	4,827	m²		
	 Calculation of station plaza space Station plaza space = Total of traffic function space + Environmental function space = TA_{Taffic} + TA_{Environmental} 	TA _{Plaza}	11,078	m²		

Calculation Sheet for a Space of	of Station Plaza		
	Name of Station 2	Phaya Rd. Station	
7 Calculation of the traffic function area	Target Year	2035	
1) Traffic volume and number of facilities for bus platform			
Number of bus-ride booth	B _{IB} 3	booth (initial value)	
Number of bus-getting off booth	B _{OB} 1	booth (initial value)	
Traffic volume of queueing for bus = Number of bus passenger * Bus service time of bus / 60mir = $N_{BP} + ST_B / 60min$	N _{BW} 110	pax/queueing	
Number of bus passenger	N _{BP} 662	pax/peak hour	input data/egress
Service time of bus	ST _B 10	min (initial value)	
2) I rattic volume and number of facilities for taxi standing Number of taxi-ride booth	Br 1	booth (initial value)	
Number of taxi-getting off booth	B _{OT} 1	booth (initial value)	
Number of parking lot	P _T 1	lot (initial value)	
Traffic volume of queueing for taxi = Number of taxi passenger * Taxi service time of bus / 60min = N_{TP} * ST_T / 60min	N _{TW} 11	pax/queueing	
Number of taxi passenger	N _{TP} 136	pax/peak hour	input data/egress
Service time of taxi	ST _T 5	min (initial value)	
3) Traffic volume and number of facilities for Car&Van waiting		-	
Number of car&van-getting on/off booth	B _{IOCV} 1	booth (initial value)	
4) Traffic volume to roadway Traffic volume = $a/b * 1.7 + c/d + e/f$	C _c 484	vehicle/peak hour	
Number of passenger of bus (peak hour)	a 1,111		input data/both
Number of average bus passenger	b 40.0	pax/bus (initial value)	innut data finath
Number of passenger of taxi (peak hour) Number of average taxi passenger	d 2.46	pax/taxi (initial value)	excluded driver
Number of passenger of car&van (peak hour)	e 533		input data/both
Number of average car&van passenger	f 1.55	pax/taxi (initial value)	excluded driver
Space of bus waiting lot	a _B 70	m ² /vehicle (initial value)	
Queueing space of bus passenger	a _{BW} 1	m ² /person (initial value)	
Space of taxi waiting lot	a _T 20	m ² /vehicle (initial value)	
Queueing space of taxi passenger	a _{TW} 1	m ² /person (initial value)	
Space of car&van waiting lot	a _{CV} 20	m ² /vehicle (initial value)	
Space of taxi parking lot	a _{PT} 30	m ² /vehicle (initial value)	
Pedestrian density	D _W 27	pax/min*m (initial value)	input data/bath
Length of roadway = $0.4 ^{\circ}$ C $_{c}$ + 36.1	1 _W 2,130		input data/both
Average walking length = $0.009 * A_0 + 82.4$	L _W 84] m	
Plaza area excluded space for pedestrian	A ₀ 0	m ² (initial value)	
Width of roadway	W _C 5.5	m (initial value)	
3. Calculation of traffic function space			
 Year of bus plautimit Area of bus platform = (Number of bus-ride booth + Number of bus-getting off booth) * Space of bus waiting lot + Traffic volume of queueing for bus * Queueing space of bus passenger = (B_B + B_{DB}) * B_B + N_{BW} * B_{BW} 	Area _{Bus} 353	m²	
2) Area of taxi standing Area of taxi standing = (Number of taxi-ride booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Traffic volume of queueing for taxi * Queueing space of taxi passenger = (B _π + B ₀₇) * a _T + N _{TW} * a _{TW}	Area _{Taxi} 48	m²	
 Area of car&van stop Area of car&van stop = umber of car&van-getting on/off booth * Space of car&van waiting lot = B_{DCV} * a_{CV} b_{CC} * a_{CV} booth * Space of car&van waiting lot = B_{DCV} * a_{CV} booth * Space of car&van waiting lot = B_{DCV} * a_{CV} booth * Space of car&van waiting lot = B_{DCV} * a_{CV} booth * Space of car&van waiting lot = B_{DCV} * a_{CV} booth * Space of car&van waiting lot = B_{DCV} * a_{CV} booth * Space of car&van waiting lot = B_{DCV} * a_{CV} booth * Space of car&van waiting lot = B_{DCV} * a_{CV} booth * Space of car&van waiting lot = B_{DCV} * a_{CV} booth * Space of car&van waiting lot = B_{DCV} * a_{CV} = B_{DCV} * a_{CV} = B_{DCV} * a_{CV} booth * B_{DCV} * a_{CV} = B_{DCV} * a_{CV} * a_{CV} = B_{DCV} * a_{CV} * a_{CV} = B_{DCV} * a_{CV} * a_{CV} * a_{CV} * a	Area _{CarāVan} 16	m ²	
 Area or parking Area of parking = Number of parking lot * Space of taxi parking lot = P_T * a_{PT} 5) dres for nectestrian 	Area _{Parking} 28	m ²	
 Area for pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = (T_w / 60 / D_w) * L_w Area (Tradway for traffic management) 	Area _{Pedestrian} 111	m²	
Area of roadway for traffic management = Length of roadway * Width of roadway = $L_C * W_C$	Area _{Road} 235	m²	
Area for symbol/statue	Areasumbol 0	m ²	input data
8) Total of Traffic function space Total of traffic function space	, todsympol]	input data
= 'Area _{bas} + 'Area _{Tau} + "Area _{Cauk} y _{on} + "Area _{Punting} + ¹⁰ Area _{Punting} + ¹⁰	TA _{Traffic} 792	m ²	
 Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi passenger = TA_{Traffic} - Area_{Pedestrian} - N_{BW} * a_{BW} - N_{TW} * a_{TW} 	TA _{Road} 559	m²	
4. Calculation of environmental function space		-	
Environmental function space = Total of traffic function space for roadway = TA_{Read} 5. Calcutation of station plaza space	TA _{Environmental} 559	m²	
Station plaza space = Total of traffic function space + Environmental function space = $TA_{Tadific} + TA_{Environmental}$	TA _{Plaza} 1,351	m²	

Calculation Sheet for a Space of Station Plaza					
	Name of Station 3	Lanmataw Station]	
1. Calculation of the traffic function area	raiger real	2000		1	
1) Traffic volume and number of facilities for bus platform					
Number of bus-ride booth	B _{IB} 2	booth	(initial value)		
Number of bus-getting on booth Traffic volume of queueing for bus = Number of bus passenger * Bus service time of bus / 60min	B _{OB} U	booth	(initial value)		
$= N_{BP} * ST_B / 60min$	N _{BW} 66	pax/queueing			
Number of bus passenger	N _{BP} 395	5 pax/peak hour		input data/egress	
Service time of bus	ST _B 10	min	(initial value)		
2) Traine volume and number of racines for taxi standing Number of taxi-ride booth	B _{rr} 1	booth	(initial value)		
Number of taxi-getting off booth	B _{ot} 1	booth	(initial value)		
Number of parking lot	P _T 1	lot	(initial value)		
Traffic volume of queueing for taxi = Number of taxi passenger * Taxi service time of bus / 60min = N_{TP} * ST_T / 60min	N _{TW} 7	pax/queueing			
Number of taxi passenger	N _{TP} 81	pax/peak hour		input data/egress	
Service time of taxi	ST _T 5	min	(initial value)		
3) Traffic volume and number of facilities for Car&Van waiting					
Number of car&van-getting on/off booth	B _{IOCV} 0	booth	(initial value)		
Traffic volume = $a/b^* 1.7 + c/d + e/f$	C _C 239	9 vehicle/peak hour			
Number of passenger of bus (peak hour)	a 549	9		input data/both	
Number of average bus passenger	b 40.0	0 pax/bus	(initial value)	input data/bath	
Number of passenger of taxi (peak hour)	d 2.46	6 pax/taxi	(initial value)	excluded driver	
Number of passenger of car&van (peak hour)	e 263	3		input data/both	
Number of average car&van passenger 2. Unit value of facilities	f 1.5	5 pax/taxi	(initial value)	excluded driver	
Space of bus waiting lot	a _B 70	m ² /vehicle	(initial value)		
Queueing space of bus passenger	a _{BW} 1	m ² /person	(initial value)		
Space of taxi waiting lot	a _T 20	m²/vehicle	(initial value)		
Queueing space of taxi passenger	a _{TW} 1	m ² /person	(initial value)		
Space of car&van waiting lot	a _{CV} 20	m²/vehicle	(initial value)		
Space of taxi parking lot	a _{PT} 30	m²/vehicle	(initial value)		
Pedestnan density	D _w 27	pax/min*m	(initial value)	input data/bath	
Length of roadway = $0.4 ^{\circ}$ C $_{\circ}$ + 36.1	I.c. 132	2 m		input data/both	
Average walking length = $0.009 * A_0 + 82.4$	L _w 84	m			
Plaza area excluded space for pedestrian	A ₀ 0	m ²	(initial value)		
Width of roadway	W _C 5.5	5 m	(initial value)		
3. Calculation of traffic function space					
 Area of bus platform = (Number of bus-ride booth + Number of bus-getting off booth) * Space of bus waiting lot + Traffic volume of queueing for bus * Queueing space of bus passenger 	Area _{Bus} 211	1 m ²			
$= (B_{B} + B_{OB})^* a_B + N_{BW}^* a_{BW}$ 2) Area of taxi standing					
Area of taxi standing					
= (Number of taxi-ride booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Traffic volume of queueing for taxi * Queueing space of taxi passenger	Area _{Taxi} 29	m²			
$= (B_{TT} + B_{OT})^* a_T + N_{TW}^* a_{TW}$					
3) Area of car&van stop	r				
= umber of car&van-getting on/off booth * Space of car&van waiting lot	Area _{Car&Van} 8	m ²			
$= B_{IOCV} * a_{CV}$					
Area of parking					
= Number of parking lot * Space of taxi parking lot = P _x * a _{px}	Area _{Parking} 17	m²			
5) Area for pedestrian					
Area for pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = $(T_w' \cdot 6o / \rho_w) * L_w$	Area _{Pedestrian} 54	m²			
6) Area of roadway for traffic management					
Area of roadway for traffic management = Length of roadway * Width of roadway = $L_c * W_c$	Area _{Road} 137	7 m ²			
7) Area for symbol	· · · ·				
Area for symbol/statue	Area _{Symbol} 0	m²		input data	
8) Total of Traffic function space Total of traffic function space					
= ⁽¹⁾ Area _{Bust} + ²⁾ Area _{Taxi} + ³⁾ Area _{Carit} _{Van} + ⁴⁾ Area _{Pasking} + ⁵⁾ Area _{Padestrian} + ⁶⁾ Area _{Road} + ⁷⁾ Area _{Symbol}	TA _{Traffic} 456	6 m²			
Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi passenger	TA _{Road} 329	9 m ²			
= TA _{Traffic} - Area _{Pedestrian} - N _{BW} * a _{BW} - N _{TW} * a _{TW}					
Calculation of environmental function space Environmental function space = Total of traffic function space for roadway = TA _{max}	TA _{Environmental} 329	9 m²			
 *	LI				
Station plaza space = Total of traffic function space + Environmental function space = $TA_{Taffic} + TA_{Environmental}$	TA _{Plaza} 785	5 m²			

Calculation Sheet for a Space of Station Plaza						
	Na	me of Station	4	Pyay Rd. Station]
	Coloristica of the traffic function and	Target Year		2035		
1.	1) Traffic volume and number of facilities for bus platform					
	Number of bus-ride booth	BIB	3	booth	(initial value)	
	Number of bus-getting off booth	B _{OB}	1	booth	(initial value)	
	Traffic volume of queueing for bus = Number of bus passenger * Bus service time of bus / 60min = $N_{B^{P}}$ * ST _B / 60min	N _{BW}	121	pax/queueing		
	Number of bus passenger	N _{BP}	724	pax/peak hour		input data/egress
	Service time of bus	STB	10	min	(initial value)	
	2) Traffic volume and number of facilities for taxi standing	_				
	Number of taxi-ride booth	BIT	1	booth	(initial value)	
	Number of taxi-getting on booth	B _{OT}	1	bootn	(Initial value)	
	Traffic volume of gueueing for taxi = Number of taxi passenger * Taxi service time of bus / 60min	PT	1	IOL	(Initial value)	
	= N _{TP} *ST _T / 60min	N _{TW}	12	pax/queueing		
	Number of taxi passenger	N _{TP}	149	pax/peak hour		input data/egress
	Service time of taxi	STT	5	min	(initial value)	
	3) Tramic volume and number or facilities for Cars van waiting Number of cars van-oetting on/off booth	Biogy	2	booth	(initial value)	
	4) Traffic volume for roadway	-1004	-		(
	Traffic volume = $a/b + 1.7 + c/d + e/f$	Cc	588	vehicle/peak hour		
	Number of passenger of bus (peak hour)	а	1,349			input data/both
	Number of average bus passenger Number of passenger of taxi (peak hour)	b C	40.0 278	pax/bus	(initial value)	input data/both
	Number of average taxi passenger	d	2.46	pax/taxi	(initial value)	excluded driver
	Number of passenger of car&van (peak hour)	e	648			input data/both
2	Number of average car&van passenger	f	1.55	pax/taxi	(initial value)	excluded driver
_	Space of bus waiting lot	a _B	70	m ² /vehicle	(initial value)	
	Queueing space of bus passenger	a _{BW}	1	m ² /person	(initial value)	
	Space of taxi waiting lot	а _т	20	m ² /vehicle	(initial value)	
	Queueing space of taxi passenger	a _{TW}	1	m ² /person	(initial value)	
	Space of car&van waiting lot	a _{CV}	20	m ² /vehicle	(initial value)	
	Space of taxi parking lot	a _{PT}	30	m²/vehicle	(initial value)	
	Pedestrian density	Dw	27	pax/min*m	(initial value)	
	Number of passenger	Tw	2,595	pax/peak hour		input data/both
	Length of roadway = $0.4 * C_c + 36.1$	Lc	271	m		
	Average walking length = $0.009 * A_0 + 82.4$	Lw	85	m 2	(
	Plaza area excluded space for pedestrian	A ₀	0	m-	(initial value)	
3.	Calculation of traffic function space	vv _C	0.0		(initial value)	
	1) Area of bus platform					
	Area of bus platform = (Number of bus-ride booth + Number of bus-getting off booth) * Space of bus waiting lot + Traffic volume of queueing for bus * Queueing space of bus passenger = $(B_B + B_{OB})^* a_B + N_{BW}^* a_{BW}$	Area _{Bus}	403	m²		
	2) Area of taxi standing					
	Area of taxi standing = (Number of taxi-ride booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Traffic volume of queueing for taxi * Queueing space of taxi passenger = $(B_{T} + B_{0T})^* a_T + N_{TW}^* a_{TW}$	Area _{Taxi}	53	m²		
	3) Area of car&van stop					
	Area of car&van stop = umber of car&van-getting on/off booth * Space of car&van waiting lot = B_{DCV} * a_{CV}	Area _{Car&Van}	40	m²		
	4) Area of parking					
	Area of parking = Number of parking lot * Space of taxi parking lot = $P_T * a_{PT}$	Area _{Parking}	30	m²		
	5) Area for pedestrian					
	Area for pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = $(T_w / 60 / D_w) * L_w$	Area _{Pedestrian}	136	m²		
	6) Area of roadway for traffic management Area of roadway for traffic management = Length of roadway * Width of roadway	Area _{Road}	277	m²		
	$= L_c * W_c$					
	/) Area for symbol	Aron	0	²		input data
	Area for symbols statue Area for symbols statue	Alea _{Symbol}	U	m		input data
	Total of traffic function space					
	= ¹⁾ Area _{Bus} + ²⁾ Area _{Taxi} + ³⁾ Area _{CastVan} + ⁴⁾ Area _{Parking} + ⁵⁾ Area _{Padestrian} + ⁶⁾ Area _{Road} + ⁷⁾ Area _{Symbol}	TA _{Traffic}	939	m²		
	Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi passenger = TA Traffic - Area Predestrian - Naw * arw - NTW * arw	TA _{Road}	670	m²		
4.	Calculation of environmental function space					
	Environmental function space = Total of traffic function space for roadway = TA_{Road}	TA _{Environmental}	670	m²		
5.	Cancuration of station pixza space Station pizza space = Total of traffic function space + Environmental function space = TA Traffic + TA Environmental	TA _{Plaza}	1,608	m²		
1						

Calculation Sheet for a Space of Station Plaza					
	Name of Station	5 Shan Rd. Station]	
1. Calculation of the traffic function area	Target Tear	2000		1	
1) Traffic volume and number of facilities for bus platform					
Number of bus-ride booth	B _{IB}	1 booth	(initial value)		
Number of bus-getting off booth Traffic volume of augusing for bus = Number of bus passenger * Bus service time of bus / 60min	B _{OB}	0 booth	(initial value)		
There is a state of the state	N _{BW}	52 pax/queueing			
Number of bus passenger	N _{BP}	314 pax/peak hour		input data/egress	
Service time of bus	STB	10 min	(initial value)		
2) Traine volume and number of racines for taxi standing Number of taxi-ride booth	Bit	0 booth	(initial value)		
Number of taxi-getting off booth	B _{ot}	0 booth	(initial value)		
Number of parking lot	PT	0 lot	(initial value)		
Traffic volume of queueing for taxi = Number of taxi passenger * Taxi service time of bus / 60min = N_{TP} * ST_T / 60min	N _{TW}	5 pax/queueing			
Number of taxi passenger	Nre	65 pax/peak hour		input data/egress	
Service time of taxi	STT	5 min	(initial value)		
3) Traffic volume and number of facilities for Car&Van waiting					
Number of car&van-getting on/off booth	BIOCV	0 booth	(initial value)		
4) Traffic volume for roadway	[]				
Traffic volume = $a/b^* 1.7 + c/d + e/f$	C _c 2	217 vehicle/peak hou	r	inned data (bath	
Number of passenger of bus (peak hour) Number of average bus passenger	b 4	40.0 pax/bus	(initial value)	input data/botin	
Number of passenger of taxi (peak hour)	с	102	. ,	input data/both	
Number of average taxi passenger	d 2	2.46 pax/taxi	(initial value)	excluded driver	
Number of passenger of car&van (peak hour) Number of average car&van passenger	f 1	239 1.55 pax/taxi	(initial value)	input data/both excluded driver	
2. Unit value of facilities			(
Space of bus waiting lot	a _B	70 m ² /vehicle	(initial value)		
Queueing space of bus passenger	a _{BW}	1 m ² /person	(initial value)		
Space of taxi waiting lot	a _T	20 m ² /vehicle	(initial value)		
Queueing space of taxi passenger	a _{TW}	1 m ² /person	(initial value)		
Space of car&van waiting lot	a _{CV}	20 m ² /vehicle	(initial value)		
Space of taxi parking lot	a _{PT}	30 m ² /vehicle	(initial value)		
Pedestrian density	D _W	27 pax/min*m	(initial value)		
Number of passenger	Tw	958 pax/peak hour		input data/both	
Length of roadway = $0.4 \ ^{\circ}C_{C} + 30.7$	Lc	123 m			
Plaza area excluded space for nedestrian	A.	0 m ²	(initial value)		
Width of roadway		55 m	(initial value)		
3. Calculation of traffic function space			(
1) Area of bus platform					
Area of bus platform = (Number of bus-ride booth + Number of bus-getting off booth) * Space of bus waiting lot + Traffic volume of queueing for bus * Queueing space of bus passenger = $(B_{B} + B_{CB}) * a_{B} + N_{BW} * a_{BW}$	Area _{Bus}	168 m ²			
2) Area of taxi standing					
Area or tax standing = (Number of tax-ide booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Traffic volume of queueing for taxi * Queueing space of taxi passenger	Area _{Taxi}	23 m ²			
$= (B_{TT} + B_{OT})^{-1} a_{T} + N_{TW}^{-1} a_{TW}$					
S) Area of car&van stop Area of car&van stop					
= umber of car&van-getting on/off booth * Space of car&van waiting lot = B_{IDCV} * a_{CV}	Area _{Car&Van}	7 m ²			
4) Area of parking Area of parking					
= Number of parking lot * Space of taxi parking lot = $P_T * a_{PT}$	Area _{Parking}	13 m ²			
5) Area for pedestrian					
Area for pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = $(T_W / 60 / D_W) * L_W$	Area _{Pedestrian}	49 m ²			
6) Area of roadway for traffic management					
Area of roadway for train chanagement = Length of roadway * Width of roadway = $L_c * W_c$	Area _{Road}	128 m ²			
7) Area for symbol					
Area for symbol/statue	Area _{Symbol}	0 m ²		input data	
8) Total of Traffic function space					
$= {}^{10} A \text{rea} a_{\text{tot}} + {}^{20} A \text{rea} a_{\text{rax}} + {}^{31} \text{Area} c_{\text{cut}} \text{Var} + {}^{41} \text{Area} P_{\text{besting}} + {}^{51} \text{Area} P_{\text{besting}} +$	TA _{Traffic} 3	389 m ²			
Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi passenger	TA _{Road} 2	282 m ²			
= TA _{Traffic} - Area _{Padestrian} - N _{BW} * a _{BW} - N _{TW} * a _{TW}					
Calculation of environmental function space Environmental function space = Total of traffic function space for roadway = 7.4 _{Road}	TA _{Environmental} 2	282 m ²			
5. Calculation of station plaza space	<u> </u>				
Station plaza space = Total of traffic function space + Environmental function space = $TA_{Taffic} + TA_{Environmental}$	TA _{Plaza} 6	671 m²			

Calculation Sheet for a Space of Station Plaza						
	Na	me of Station	6	Ahlone Rd. Station]
1.	Calculation of the traffic function area	Target Year	L	2035]
	1) Traffic volume and number of facilities for bus platform					
	Number of bus-ride booth	B _{IB}	1	booth	(initial value)	
	Number of bus-getting off booth	B _{OB}	0	booth	(initial value)	
	Trainic volume or quedening for bus – Number of bus passenger – bus service time of bus / commine $N_{BP} * ST_B / 60min$	N _{BW}	44	pax/queueing		
	Number of bus passenger	N _{BP}	262	pax/peak hour		input data/egress
	Service time of bus	STB	10	min	(initial value)	
	2) Traffic volume and number of facilities for taxi standing	в	٥	booth	(initial value)	
	Number of taxi-rate booth	Bor	0	booth	(initial value)	
	Number of parking lot	PT	0	lot	(initial value)	
	Traffic volume of queueing for taxi = Number of taxi passenger * Taxi service time of bus / 60min = N_{TP} * ST _T / 60min	N _{TW}	4	pax/queueing		
	Number of the personner	N	54	pay/paak bour		input data/agross
	Service time of taxi	ST _T	5	min	(initial value)	input uata/eyress
	3) Traffic volume and number of facilities for Car&Van waiting			h H.	(all all and all all all all all all all all all al	
	Number of car&van-getting on/off booth	BIOCV	0	booth	(initial value)	
	Traffic volume = $a/b^* 1.7 + c/d + e/f$	Cc	175	vehicle/peak hour		
	Number of passenger of bus (peak hour)	a	400			input data/both
	Number of average bus passenger	b	40.0	pax/bus	(initial value)	
	Number of passenger of taxi (peak hour) Number of average taxi passenger	c d	82 2.46	pax/taxi	(initial value)	input data/both excluded driver
	Number of passenger of car&van (peak hour)	e	192	purcus	(initial value)	input data/both
	Number of average car&van passenger	f	1.55	pax/taxi	(initial value)	excluded driver
2.	Unit value of facilities		70		(initial units)	
	Space of bus waiting for	a _B	1	m /venicie	(initial value)	
	Queueiiig space of bus passeriger	a _{BW}	20	m /person	(initial value)	
		aru	1	m ² /person	(initial value)	
	Space of car&van waiting lot	arw	20	m²/vehicle	(initial value)	
	Space of taxi parking lot	apt	30	m ² /vehicle	(initial value)	
	Pedestrian density	D _W	27	pax/min*m	(initial value)	
	Number of passenger	Tw	770	pax/peak hour		input data/both
	Length of roadway = $0.4 * C_c + 36.1$	Lc	106	m		
	Average walking length = $0.009 * A_0 + 82.4$	Lw	83	m		
	Plaza area excluded space for pedestrian	A ₀	0	m²	(initial value)	
	Width of roadway	W _c	5.5	m	(initial value)	
3.	Calculation of traffic function space					
	Area of bus platform = (Number of bus-ride booth + Number of bus-getting off booth) * Space of bus waiting lot + Traffic volume of queueing for bus * Queueing space of bus passenger = (B _n + B _{n0}) * a _n + N _{mw} * a _{nw}	Area _{Bus}	140	m²		
	2) Area of taxi standing					
	Area of taxi standing = (Number of taxi-ride booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Traffic volume of queueing for taxi * Queueing space of taxi passenger = $(B_{IT} + B_{0T})^* a_T + N_{TW}^* a_{TW}$	Area _{Taxi}	19	m²		
	3) Area of car&van stop					
	= umber of caravari stop = $B_{DCV} * a_{CV}$	Area _{Car&Van}	6	m²		
	4) Area of parking					
	= Number of parking lot * Space of taxi parking lot = $P_T * a_{PT}$	Area _{Parking}	11	m²		
	5) Area for pedestrian		1			
	Area for peoestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = $(T_w / 60 / D_w) * L_w$	Area _{Pedestrian}	40	m²		
	6) Area of roadway for traffic management		1			
	Area of roadway for traffic management = Length of roadway * Width of roadway = $L_C * W_C$	Area _{Road}	111	m²		
	7) Area for symbol					
	Area for symbol/statue	Area _{Symbol}	0	m²		input data
	8) Total of Traffic function space					
	$= {}^{1}Area_{Bus} + {}^{2}Area_{Taxi} + {}^{3}Area_{Cast Van} + {}^{4}Area_{Paching} + {}^{5)}Area_{Padestrian} + {}^{6)}Area_{Road} + {}^{7)}Area_{Road} + {}^{7)}Area_{Road} + {}^{7}$	TA _{Traffic}	327	m²		
	Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi passenper	TA _{Road}	239	m²		
	= TA_{Taffic} - Area _{Pedestrian} - N_{BW} * a_{BW} - N_{TW} * a_{TW}					
4.	Calculation of environmental function space Environmental function space = Total of traffic function space for roadway = T Ao -	TA _{Environmental}	239	m²		
5.	Calculation of station plaza space					
	Station plaza space = Total of traffic function space + Environmental function space = $TA_{Tatfic} + TA_{Environmental}$	TA _{Plaza}	566	m²		

Calculation Sheet for a Space of Station Plaza							
		Na	ame of Station Target Year	7	Panhlaing Rd. Stat 2035	ion]
1.	. Calculation of the traffic function area			ŀ			4
	1) Traffic volume and number of facilities for bus platform						
	Number of bus-ride booth		B _{IB}	2	booth	(initial value)	
	Number of bus-getting off booth	non t Due con inc time of hus / COmin	B _{OB}	0	booth	(initial value)	
	= N_{BP} * ST_B / 60min	ger " Bus service time of bus / 60min	N _{BW}	68	pax/queueing		
	Number of bus passenger		N _{BP}	410	pax/peak hour		input data/egress
	Service time of bus		STB	10	min	(initial value)	
	2) Traffic volume and number of facilities for taxi standing						
	Number of taxi-ride booth		B _{IT}	1	booth	(initial value)	
	Number of taxi-getting off booth		B _{OT}	1	booth	(initial value)	
	Number of parking lot	an * Tavi and ing time of hun / 60min	PT	1	lot	(initial value)	
	= N_{TP} * ST_T / 60min		N _{TW}	7	pax/queueing		
	Number of taxi passenger		N _{TP}	84	pax/peak hour		input data/egress
	Service time of taxi		STT	5	min	(initial value)	
	3) Traffic volume and number of facilities for Car&Van waiting						
	Number of car&van-getting on/off booth		BIOCV	0	booth	(initial value)	
	4) Traffic volume for roadway		-	000			
	Number of passenger of bus (peak bour)		U _C	203 649	venicie/peak nour		input data/both
	Number of average bus passenger		b	40.0	pax/bus	(initial value)	input data both
	Number of passenger of taxi (peak hour)	İ	С	134			input data/both
	Number of average taxi passenger		d	2.46	pax/taxi	(initial value)	excluded driver
	Number of passenger of car&van (peak hour) Number of average car&van passenger		e f	312	nav/tavi	(initial value)	input data/both
2.	. Unit value of facilities			1.00	pawtaxi	(Initial value)	excluded differ
	Space of bus waiting lot		a _B	70	m ² /vehicle	(initial value)	
	Queueing space of bus passenger	İ	a _{BW}	1	m ² /person	(initial value)	
	Space of taxi waiting lot		a _T	20	m ² /vehicle	(initial value)	
	Queueing space of taxi passenger		a _{TW}	1	m ² /person	(initial value)	
	Space of car&van waiting lot	İ	a _{CV}	20	m ² /vehicle	(initial value)	
	Space of taxi parking lot	İ	a _{PT}	30	m ² /vehicle	(initial value)	
	Pedestrian density	İ	D _W	27	pax/min*m	(initial value)	
	Number of passenger		Tw	1,249	pax/peak hour		input data/both
	Length of roadway = $0.4 * C_C + 36.1$		Lc	149	m		
	Average walking length = 0.009 * A ₀ + 82.4		L _W	84	m		
	Plaza area excluded space for pedestrian		A ₀	0	m ²	(initial value)	
	Width of roadway		Wc	5.5	m	(initial value)	
3.	. Calculation of traffic function space						
	 Area of bus platform Area of bus platform = (Number of bus-ride booth + Number of bus-getting off boo booth + Number of bus-getting off booth booth	th) * Space of bus waiting lot + Traffic		242	2		
	volume of queueing for bus * Queueing space of bus passe = $(B_{B} + B_{OB}) * a_{B} + N_{BW} * a_{BW}$	nger	Area _{Bus}	219	m²		
	2) Area of taxi standing						
	= (Number of taxi-ride booth + Number of taxi-getting off boot	h) * Space of taxi waiting lot + Traffic	A		2		
	volume of queueing for taxi * Queueing space of taxi passen = $(B_{-} + B_{-})^* B_{-} + N_{-} + N_{-}$	ger	Area _{Taxi}	30	m-		
	3) Area of car&van ston						
	Area of car&van stop	I					
	= umber of car&van-getting on/off booth * Space of car&van	waiting lot	Area _{Car&Van}	9	m²		
	$= B_{IOCV} \cdot a_{CV}$ 4) Area of parking						
	Area of parking	I					
	= Number of parking lot * Space of taxi parking lot		Area _{Parking}	17	m²		
	$= P_T - a_{PT}$						
	5) Area for pedestrian	1					
	= (Number of passenger / 60min / Pedestrian density) * Aver	age walking length	Area _{Pedestrian}	65	m²		
	$= (T_W / 60 / D_W) * L_W$						
	 Area of roadway for traffic management 						
	= Length of roadway * Width of roadway		Area _{Road}	155	m ²		
	$= L_c * W_c$						
	7) Area for symbol		A		2		Second data
	Area for symbol/statue		Area _{Symbol}	U	m-		input data
	Total of traffic function space	I					
	= ¹⁾ Area _{Bus} + ²⁾ Area _{Taxi} + ³⁾ Area _{Car&Van} + ⁴⁾ Area _{Parking} + ⁵	Area _{Pedestrian} + ⁶⁾ Area _{Road} +	TATraffic	494	m ²		
	⁷⁾ Area _{Symbol}						
	Total of traffic function space for roadway						
	= I otal of traffic function space - Area for pedestrian - I raffic Queueing space of bus passenger - Traffic volume of queue	volume of queueing for bus " eing for taxi * Queueing space of taxi	TA	355	m ²		
	passenger	• • • •	Road	555			
r.	= IA _{Traffic} - Area _{Pedestrian} - N _{BW} * a _{BW} - N _{TW} * a _{TW}						
4.	Galculation of environmental function space Environmental function space = Total of traffic function space	e for roadway	[]	1			
	= TA _{Road}		TAEnvironmental	355	m ²		
5.	. Calculation of station plaza space						
	Station plaza space = Total of traffic function space + Enviro	nmental function space	TAgene	849	m ²		
	= IA _{Traffic} + IA _{Environmental}		·· +1aza	1.0			

Calculation Sheet for a Space of Station Plaza						
	Na	me of Station	8	Kyeemyindaing St	ation]
	••••••••••••••••••••••••••••••••••••••	Target Year	[2035		
1.	1) Traffic volume and number of facilities for bus platform					
	Number of bus-ride booth	BIB	4	booth	(initial value)	
	Number of bus-getting off booth	B _{OB}	1	booth	(initial value)	
	Traffic volume of queueing for bus = Number of bus passenger * Bus service time of bus / 60min = $N_{B^{\rm p}}$ * ST _B / 60min	N _{BW}	148	pax/queueing		
	Number of bus passenger	N _{BP}	891	pax/peak hour		input data/egress
	Service time of bus	ST _B	10	min	(initial value)	
	2) Traffic volume and number of facilities for taxi standing	P	4	haath	(initial units)	
	Number of taxingetting off booth	B _{IT}	1	booth	(initial value)	
	Number of parking lot	PT	1	lot	(initial value)	
	Traffic volume of queueing for taxi = Number of taxi passenger * Taxi service time of bus / 60min = N_{TP} * ST $_{T}$ / 60min	N _{TW}	15	pax/queueing		
	Number of taxi passenger	Nro	183	nav/neak hour		innut data/enress
	Service time of taxi	ST _T	5	min	(initial value)	input data/ogic33
	3) Traffic volume and number of facilities for Car&Van waiting				(
	Number of car&van-getting on/off booth	BIOCV	1	booth	(initial value)	
	4) Traffic volume for roadway	0	605	unitiele (en els heurs		
	Number of passenger of bus (peak hour)	a	1.572	venicie/peak nour		input data/both
	Number of average bus passenger	b	40.0	pax/bus	(initial value)	
	Number of passenger of taxi (peak hour)	2	323		(initial units)	input data/both
	Number of average taxi passenger Number of passenger of car&van (peak hour)	e	2.46	pax/taxi	(Initial value)	input data/both
	Number of average car&van passenger	f	1.55	pax/taxi	(initial value)	excluded driver
2.	Unit value of facilities		70	2	(-1)-1	
	Space of bus waiting lot	a _B	70	m ⁻ /vehicle	(initial value)	
	Queueing space of bus passenger	a _{BW}	20	m /person	(initial value)	
		ar	1	m ² /person	(initial value)	
	Space of car&van waiting lot	anv	20	m ² /vehicle	(initial value)	
	Space of taxi parking lot	арт	30	m ² /vehicle	(initial value)	
	Pedestrian density	D _W	27	pax/min*m	(initial value)	
	Number of passenger	Tw	3,024	pax/peak hour		input data/both
	Length of roadway = $0.4 * C_c + 36.1$	Lc	310	m		
	Average walking length = 0.009 * A ₀ + 82.4	Lw	85	m		
	Plaza area excluded space for pedestrian	A ₀	0	m²	(initial value)	
	Width of roadway	Wc	5.5	m	(initial value)	
3.	Calculation of traffic function space					
	(1) Acte a of bus platform = (Number of bus-ride booth + Number of bus-getting off booth) * Space of bus waiting lot + Traffic volume of queueing for bus * Queueing space of bus passenger = (B _B + B _{QB}) * a _B + N _{BW} * a _{BW}	Area _{Bus}	475	m²		
	2) Area of taxi standing Area of taxi standing = (Number of taxi-ride booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Traffic volume of queueing for tax ⁴ - Queueing space of taxi passenger = (8 _d + 8 _d) ⁺ * a + N _p * * a _T N _p * a _T N	Area _{Taxi}	65	m²		
	 Area of car&van stop Area of car&van stop umber of car&van-getting on/off booth * Space of car&van waiting lot = B_{DCV} * a_{CV} 	Area _{Car&Van}	23	m²		
	4) Area of parking = Number of parking lot * Space of taxi parking lot = $P_T * a_{PT}$	Area _{Parking}	37	m²		
	 Area for pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = (T_w / 60 / D_w) * L_w Area of nadway for traffic management 	Area _{Pedestrian}	159	m²		
	Area of roadway for traffic management = Length of roadway * Width of roadway = $L_c * W_c$	Area _{Road}	316	m²		
	/) Area for symbol Area for symbol/statue	Area.	0	m ²		innut data
	Area for symbols ratio	Area _{Symbol}	U	m		input data
	Total of traffic function space					
	= ¹ /Area _{Bus} + ² /Area _{Taxi} + ³ /Area _{Cont} v _{an} + ⁴ /Area _{Pasting} + ⁵ /Area _{Podestian} + ⁶ /Area _{Road} + ⁷ /Area _{Symbol}	TA _{Traffic}	1,075	m²		
	I otal of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi passenger = $TA_{Traffic} - Area P_{edestrian} - N_{BW} * a_{BW} - N_{TW} * a_{TW}$	TA _{Road}	752	m²		
4.	Calculation of environmental function space Environmental function space = Total of traffic function space for roadway = TA _{Road}	TA _{Environmental}	752	m²		
5.	Calculation of station plaza space Station plaza space = Total of traffic function space + Environmental function space = $T \Delta a_{-} \rightarrow T \Delta a_{-}$	TA _{Plaza}	1,828	m²		
1	···· Traffic T / C Environmental					

Calculation Sheet for a Space of Station Plaza						
	Name of Station 9 Target Year	Hanthawaddy Station 2035				
1. Calculation of the traffic function area	·		-			
1) Traffic volume and number of facilities for bus platform		-				
Number of bus-ride booth	B _{IB} 1	booth (initial value)				
Number of bus-getting off booth	B _{OB} 0	booth (initial value)				
rame volume of queueing for bus = number of bus passenger [*] Bus service time of bu = N_{BP} * ST _B / 60min	N _{BW} 21	pax/queueing				
Number of bus passenger	N _{BP} 124	pax/peak hour	input data/egress			
Service time of bus	ST _B 10	min (initial value)				
2) Traffic volume and number of facilities for taxi standing						
Number of taxi-ride booth	B _{IT} 0	booth (initial value)				
Number of taxi-getting off booth	B _{OT} 0	booth (initial value)				
Number of parking lot	P _T 0	lot (initial value)				
France volume of queueing for taxi = Number of taxi passenger * Taxi service time of bus = N_{TP} * ST_T / 60min	N _{TW} 2	pax/queueing				
Number of taxi passenger	N _{TP} 25	pax/peak hour	input data/egress			
Service time of taxi	ST _T 5	min (initial value)				
3) Traffic volume and number of facilities for Car&Van waiting		_				
Number of car&van-getting on/off booth	B _{IOCV} 0	booth (initial value)				
4) Traffic volume for roadway						
Traffic volume = $a/b * 1.7 + c/d + e/f$	C _c 91	vehicle/peak hour	inned data (kath			
Number of average bus passenger	a 210	pax/bus (initial value)	input data/both			
Number of passenger of taxi (peak hour)	c 43		input data/both			
Number of average taxi passenger	d 2.46	pax/taxi (initial value)	excluded driver			
Number of passenger of car&van (peak hour)	e 101		input data/both			
Number of average car&van passenger	f 1.55	pax/taxi (initial value)	excluded driver			
Space of bus waiting lot	a. 70	m ² /vebicle (initial value)				
Queueing space of bus passenger	a _{pw} 1	m ² /person (initial value)				
Space of taxi waiting lot	ar 20	m ² /vebicle (initial value)				
Queueing space of taxi passenger	a, <u>20</u>	m ² /person (initial value)				
Space of car&van waiting lot	anu 20	m ² /vebicle (initial value)				
Space of taxi parking lot	a _{cv} 20	m ² /vehicle (initial value)				
Pedestrian density	Der 27	nav/min*m (initial value)				
Number of passanger	5 _W 21	pax/nesk bour	input data/both			
Length of roadway = 0.4 °C_{-} + 26.1	1 _W 404	m	input data/both			
Average walking length = $0.009 * 4$, ± 82.4	L _C 73]] m				
	L _W 00	m ² (initial value)				
Width of roadway		m (initial value)				
3. Calculation of traffic function space	W _C 5.5	(initial value)				
1) Area of bus platform						
Area of bus platform = (Number of bus-ride booth + Number of bus-getting off booth) * Space of bus waiting lo volume of queueing for bus * Queueing space of bus passenger = $(B_{B} + B_{CB}) * a_{B} + N_{BW} * a_{BW}$	t + Traffic Area _{Bus} 66	m ²				
2) Area of taxi standing		-				
Area of tax standing = (Number of tax-irde booth + Number of taxi-getting off booth) * Space of taxi waiting lot volume of queueing for taxi * Queueing space of taxi passenger	+ Traffic Area _{Taxi} 9	m²				
$= (B_{TT} + B_{OT})^* a_T + N_{TW}^* a_{TW}$						
3) Area of car&van stop	· · · · · ·	-				
= umber of carakvan supp = umber of carakvan-getting on/off booth * Space of carakvan waiting lot = $B_{PCV} * a_{CV}$	Area _{Car&Van} 3	m²				
4) Area of parking		-				
Area of parking = Number of parking lot * Space of taxi parking lot = $P_r + a_{or}$	Area _{Parking} 5	m²				
5) Area for pedestrian	LI	_				
Area for pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = $(T_W / 60 / D_W) * L_W$	Area _{Pedestrian} 21	m ²				
6) Area of roadway for traffic management Area of roadway for traffic management = Length of roadway * Width of roadway = Le * W _c	Area _{Road} 78	m²				
7) Area for symbol		_				
Area for symbol/statue	Area _{Symbol} 0	m ²	input data			
8) Total of Traffic function space		-				
Total of traffic function space = ¹⁷ Area _{Bus} + ²⁷ Area _{Total} + ³¹ Area _{Calit} Van + ⁴¹ Area _{Paking} + ⁵¹ Area _{Padestrian} + ⁶¹ Area _{Road} ⁷⁷ Area _{Syntod}	+ TA _{Traffic} 182	m²				
Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bu Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing spac passenger	e of taxi TA _{Road} 139	m ²				
$= TA_{Traffic} - Area_{Pedestrian} - N_{BW} * a_{BW} - N_{TW} * a_{TW}$						
Calculation of environmental function space Environmental function space = Total of traffic function space for roadway = TA _{Rad}	TA _{Environmental} 139	m²				
*5. Calculation of station plaza space Station plaza space = Total of traffic function space + Environmental function space	TA	m ²				
= TA _{Traffic} + TA _{Environmental}	1/iplaza 321					

Calculation Sheet for a Space of Station Plaza						
	Na	me of Station	10	Hletan Station]
1.	Calculation of the traffic function area	raiger real	l	2000		1
	1) Traffic volume and number of facilities for bus platform					
	Number of bus-ride booth	B _{IB}	5	booth	(initial value)	
	Number of bus-getting off booth	B _{OB}	1	booth	(initial value)	
	Trainic volume of queueing for bus = number of bus passenger bus service time of bus / comm = $N_{BP} + ST_B / 60min$	N _{BW}	211	pax/queueing		
	Number of bus passenger	N _{BP}	1,267	pax/peak hour		input data/egress
	Service time of bus	STB	10	min	(initial value)	
	2) Traffic volume and number of facilities for taxi standing		0	h H.	(construction)	
	Number of taxi-nice booth	P _{IT}	2	booth	(initial value)	
	Number of parking int	P _{ot}	2	lot	(initial value)	
	Traffic volume of queueing for taxi = Number of taxi passenger * Taxi service time of bus / 60min = $N_{vo} * ST - /60min$	NTW	22	pax/queueing	(initial value)	
	Number of faxi passanner	N	261	nav/neak bour		innut data/earees
	Service time of taxi	ST _T	5	min	(initial value)	input uata/egress
	3) Traffic volume and number of facilities for Car&Van waiting	0.1			(initial value)	
	Number of car&van-getting on/off booth	BIOCV	2	booth	(initial value)	
	4) Traffic volume for roadway					
	Traffic volume = $a/b * 1.7 + c/d + e/f$	Cc	955	vehicle/peak hour		
	Number of passenger of bus (peak hour)	a b	2,191	nav/bus	(initial value)	input data/both
	Number of passenger of taxi (peak hour)	c	451	paxous	(initial value)	input data/both
	Number of average taxi passenger	d	2.46	pax/taxi	(initial value)	excluded driver
	Number of passenger of car&van (peak hour)	e	1,052	nov/tovi	(initial value)	input data/both
2.	Unit value of facilities		1.55	μαλιαλί	(initial value)	excluded driver
	Space of bus waiting lot	a _B	70	m ² /vehicle	(initial value)	
	Queueing space of bus passenger	a _{BW}	1	m ² /person	(initial value)	
	Space of taxi waiting lot	a _T	20	m ² /vehicle	(initial value)	
	Queueing space of taxi passenger	a _{TW}	1	m ² /person	(initial value)	
	Space of car&van waiting lot	a _{CV}	20	m²/vehicle	(initial value)	
	Space of taxi parking lot	a _{PT}	30	m²/vehicle	(initial value)	
	Pedestrian density	Dw	27	pax/min*m	(initial value)	
	Number of passenger	Tw	4,216	pax/peak hour		input data/both
	Length of roadway = 0.4 * C _C + 36.1	Lc	418	m		
	Average walking length = $0.009 * A_0 + 82.4$	L _W	86	m		
	Plaza area excluded space for pedestrian	A ₀	0	m²	(initial value)	
	Width of roadway	W _C	5.5	m	(initial value)	
3.	1) Area of bus platform					
	Area of bus platform = (Number of bus-ride booth + Number of bus-getting off booth) * Space of bus waiting lot + Traffic volume of queueing for bus * Queueing space of bus passenger = $(B_B + B_{OB}) * a_B + N_{BW} * a_{BW}$	Area _{Bus}	676	m²		
	2) Area of taxi standing					
	Area of tax standing = (Number of taxi-ide booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Traffic volume of queueing for taxi * Queueing space of taxi passenger	Area _{Taxi}	93	m²		
	$= (B_{IT} + B_{0T})^{-}a_{T} + N_{TW}^{-}a_{TW}$					
	Area of car&van stop					
	= umber of car&van-getting on/off booth * Space of car&van waiting lot = B_{ICCV} * a_{CV}	Area _{Car&Van}	32	m²		
	4) Area of parking					
	Area of parking = Number of parking lot * Space of taxi parking lot = $P_T * a_{DT}$	Area _{Parking}	53	m²		
	5) Area for pedestrian					
	Area for pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = $(T_w / 60 / D_w) * L_w$	Area _{Pedestrian}	224	m²		
	Area of roadway for traffic management Area of roadway for traffic management					
	= Length of roadway will tall in inal agenteric = $L_{c} * W_{c}$	Area _{Road}	424	m²		
	7) Area for symbol					
	Area for symbol/statue	Area _{Symbol}	0	m²		input data
	8) Total of Traffic function space					
	i total of trainic function space = ¹¹ /Area _{Bus} + ²¹ /Area _{Taxi} + ³¹ /Area _{Cavid} _{Van} + ⁴¹ /Area _{Pasking} + ⁵¹ /Area _{Pedestrian} + ⁶¹ /Area _{Road} + ⁷¹ /Area _{Symbol}	$TA_{Traffic}$	1,501	m²		
	Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi passenger	TA _{Road}	1,044	m²		
	= TA _{Traffic} - Area _{Pedestrian} - N _{BW} * a _{BW} - N _{TW} * a _{TW}					
4.	Calculation of environmental function space Environmental function space = Total of traffic function space for roadway = TA _{Rbad}	TA _{Environmental}	1,044	m²		
5.	Calculation of station plaza space Station plaza space = Total of traffic function space + Environmental function space	TAx	2 546	m ²		
	= IA _{Traffic} + TA _{Environmental}	•• viaza	2,040			

Calculation Sheet for a Space of Station Plaza						
	Na	me of Station	11	Kamayut Station]
1.	Calculation of the traffic function area	Target rear	L	2035		1
	1) Traffic volume and number of facilities for bus platform					
	Number of bus-ride booth	B _{IB}	0.0399467	booth	(initial value)	
	Number of bus-getting off booth	B _{OB}	0.0099867	booth	(initial value)	
	Hand volume or queueing for bus = Number or bus passenger Bus service time or bus / commin = $N_{BP} + ST_B / 60min$	N _{BW}	2	pax/queueing		
	Number of bus passenger	N _{BP}	10	pax/peak hour		input data/egress
	Service time of bus	STB	10	min	(initial value)	
	2) Traffic volume and number of facilities for taxi standing Number of taxi-ride booth	Bir	0	booth	(initial value)	
	Number of taxi-getting off booth	B _{OT}	0	booth	(initial value)	
	Number of parking lot	PT	0	lot	(initial value)	
	Traffic volume of queueing for taxi = Number of taxi passenger * Taxi service time of bus / 60min = N_{TP} * ST_T / 60min	N _{TW}	0	pax/queueing		
	Number of taxi passenger	N _{TP}	2	pax/peak hour		input data/egress
	Service time of taxi	STT	5	min	(initial value)	
	3) Traffic volume and number of facilities for Car&Van waiting					
	Number of car&van-getting on/off booth	BIOCV	0	booth	(initial value)	
	4) Iraffic volume tor roadway Traffic volume = $a/b + 17 + c/d + e/f$	Co	7	vehicle/neak hour		
	Number of passenger of bus (peak hour)	a	17	Vernole peak near		input data/both
	Number of average bus passenger	b	40.0	pax/bus	(initial value)	
	Number of passenger of taxi (peak hour) Number of average taxi passenger	c d	3	pax/taxi	(initial value)	input data/both excluded driver
	Number of passenger of car&van (peak hour)	е	8		(,	input data/both
2	Number of average car&van passenger	f	1.55	pax/taxi	(initial value)	excluded driver
2.	Space of bus waiting lot	a	70	m ² /vehicle	(initial value)	
	Queueing space of bus passenger	a _{BW}	1	m ² /person	(initial value)	
	Space of taxi waiting lot	а _т	20	m ² /vehicle	(initial value)	
	Queueing space of taxi passenger	a _{TW}	1	m ² /person	(initial value)	
	Space of car&van waiting lot	a _{CV}	20	m ² /vehicle	(initial value)	
	Space of taxi parking lot	a _{PT}	30	m ² /vehicle	(initial value)	
	Pedestrian density	D _W	27	pax/min*m	(initial value)	
	Number of passenger	I _W	33	pax/peak hour		input data/both
	Length of roadway = 0.4 C_c + 36.7 Average walking length = 0.009 * A_a + 82.4	L _C	39	m		
	Plaza area excluded space for pedestrian	A ₀	0	m ²	(initial value)	
	Width of roadway	W _c	5.5	m	(initial value)	
3.	Calculation of traffic function space					
	1) Area of bus platform					
	= (Number of bus-ride booth + Number of bus-getting off booth) * Space of bus waiting lot + Traffic volume of queeing for bus * Queeing space of bus passenger = $(B_B + B_{CB})^* B_B + N_{BW}^* * B_{BW}$	Area _{Bus}	5	m²		
	2) Area of taxi standing					
	Area of taxi standing = (Number of taxi-ride booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Traffic volume of queueing for taxi * Queueing space of taxi passenger	Area _{Taxi}	1	m²		
	$= (B_{TT} + B_{0T})^* a_T + N_{TW}^* a_{TW}$					
	Area of car&van stop Area of car&van stop					
	= umber of car&van-getting on/off booth * Space of car&van waiting lot	Area _{Car&Van}	0	m²		
	4) Area of parking					
	Area of parking $=$ Number of parking lot * Space of taxi parking lot $= P_T * a_{PT}$	Area _{Parking}	0	m²		
	5) Area for pedestrian					
	Area for pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = $(T_w / 60 / D_w) * L_w$	Area _{Pedestrian}	2	m²		
	6) Area of roadway for traffic management					
	Area of roadway for traffic management = Length of roadway * Width of roadway = $L_c * W_c$	Area _{Road}	45	m²		
	7) Area for symbol					
	Area for symbol/statue	Area _{Symbol}	0	m²		input data
	Total of Traffic function space Total of traffic function space					
	= ¹¹ Area _{Bus} + ²¹ Area _{Taxi} + ³¹ Area _{Casta} _{Van} + ⁴¹ Area _{Parking} + ⁵¹ Area _{Podestrian} + ⁶¹ Area _{Podest} + ⁷¹ Area _{Symbol}	TA _{Traffic}	53	m²		
	Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi passenger	TA _{Road}	49	m ²		
	$= TA_{Traffic} - Area_{Pedestrian} - N_{BW} * a_{BW} - N_{TW} * a_{TW}$					
4.	Calculation or environmental function space Environmental function space = Total of traffic function space for roadway = TA _{Road}	TAEnvironmental	49	m²		
5.	Calculation of station plaza space Station plaza space = Total of traffic function space + Environmental function space = $T \Delta r = - + T \Delta r$	TA _{Plaza}	102	m²		
1	- IN Traffic + IN Environmental	. 1010				

Calculation Sheet for a Space of Station Plaza						
	Na	me of Station	12	Thiri Myine Station]
1.	Calculation of the traffic function area	raigot roai	L	2000		1
	1) Traffic volume and number of facilities for bus platform					
	Number of bus-ride booth	B _{IB}	0.019973369	booth	(initial value)	
	Number of bus-getting off booth Traffic volume of queueing for bus = Number of bus passenger * Bus service time of bus / 60min = Nore * STr. / 60min	B _{OB}	0.004993342	booth pax/queueing	(initial value)	
	Number of bus passenger	N _{BP}	5	pax/peak hour		input data/egress
	Service time of bus	STB	10	min	(initial value)	
	2) Traffic volume and number of facilities for taxi standing					
	Number of taxi-ride booth	BIT	0	booth	(initial value)	
	Number of taxi-getting off booth	B _{OT}	0	booth	(initial value)	
	Number of parking lot Traffic volume of quousing for taxi = Number of taxi percenter * Taxi consist time of hus / 60min	PT	0	lot	(initial value)	
	Table volume of queueng to tax = volume of tax passenger. Tax service time of bus / outfine = N_{TP} * ST_T / 60min	N _{TW}	0	pax/queueing		
	Number of taxi passenger	N _{TP}	1	pax/peak hour	(initial unless)	input data/egress
	3) Traffic volume and number of facilities for Car&Van waiting	SIT	5	min	(initial value)	
	Number of car&van-getting on/off booth	BIOCV	0	booth	(initial value)	
	4) Traffic volume for roadway					
	Traffic volume = $a/b * 1.7 + c/d + e/f$	Cc	7	vehicle/peak hour		
	Number of passenger of bus (peak hour)	a	16		(-11-11)	input data/both
	Number of average bus passenger Number of passenger of taxi (peak hour)	C D	40.0	pax/bus	(Initial value)	input data/both
	Number of average taxi passenger	d	2.46	pax/taxi	(initial value)	excluded driver
	Number of passenger of car&van (peak hour)	e	8		(-11-11)	input data/both
2.	Number of average car&van passenger Unit value of facilities	t	1.55	pax/taxi	(initial value)	excluded driver
_	Space of bus waiting lot	a _B	70	m ² /vehicle	(initial value)	
	Queueing space of bus passenger	a _{BW}	1	m ² /person	(initial value)	
	Space of taxi waiting lot	а _т	20	m ² /vehicle	(initial value)	
	Queueing space of taxi passenger	a _{TW}	1	m ² /person	(initial value)	
	Space of car&van waiting lot	a _{CV}	20	m²/vehicle	(initial value)	
	Space of taxi parking lot	a _{PT}	30	m ² /vehicle	(initial value)	
	Pedestrian density	Dw	27	pax/min*m	(initial value)	
	Number of passenger	Tw	31	pax/peak hour		input data/both
	Length of roadway = $0.4 \text{ * } C_C + 36.1$	Lc	39	m		
	Average walking length = $0.009 * A_0 + 82.4$	L _W	83	m		
	Plaza area excluded space for pedestrian	A ₀	0	m²	(initial value)	
3	Vildth of roadway	W _C	5.5	m	(Initial value)	
0.	1) Area of bus platform					
	Area of bus platform = (Number of bus-ride booth + Number of bus-getting off booth) * Space of bus waiting lot + Traffic volume of queueing for bus * Queueing space of bus passenger = $(B_B + B_{OB})^* a_B + N_{BW}^* a_{BW}$	Area _{Bus}	3	m²		
	2) Area of taxi standing					
	Area of tax standing = (Number of taxi-ide booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Traffic volume of queueing for taxi * Queueing space of taxi passenger	Area _{Taxi}	0	m²		
	$= (B_{IT} + B_{OT})^* a_T + N_{TW}^* a_{TW}$					
	Area of car&van stop					
	= umber of car&van-getting on/off booth * Space of car&van waiting lot = B ₁₀₀₀₀ * a ₀₀₀	Area _{Car&Van}	0	m ²		
	4) Area of parking					
	Area of parking = Number of parking lot * Space of taxi parking lot = $P_T * a_{PT}$	Area _{Parking}	0	m²		
	5) Area for pedestrian					
	Area tor pedestruan = (Number of passenger / 60min / Pedestrian density) * Average walking length = $(T_w / 60 / D_w) * L_w$	Area _{Pedestrian}	2	m²		
	6) Area of roadway for traffic management Area of roadway for traffic management					
	= Length of roadway * Width of roadway = $L_C * W_C$	Area _{Road}	44	m²		
	7) Area for symbol					
	Area for symbol/statue	Area _{Symbol}	0	m²		input data
	8) Total of Traffic function space Total of traffic function space					
	= ¹¹ Area _{Bus} + ²¹ Area _{Tasi} + ³¹ Area _{Cart} _{Van} + ⁴¹ Area _{Parking} + ⁵¹ Area _{Podestrian} + ⁶¹ Area _{Pode} + ⁷¹ Area _{Syntod}	TA _{Traffic}	49	m²		
	Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi passenger	TA _{Road}	47	m ²		
	= IA _{Traffic} - Area _{Pedestrian} - N _{BW} * a _{BW} - N _{TW} * a _{TW}					
4.	Calculation of environmental function space Environmental function space = Total of traffic function space for roadway = TA_{Road}	TAEnvironmental	47	m²		
5.	Calculation of station plaza space Station plaza space = Total of traffic function space + Environmental function space	TA	96	m ²		
	= TA _{Traffic} + TA _{Environmental}	Plaza	50			

Calculation Sheet for a Space of Station Plaza						
	Nar	me of Station	13	Okakyin Station]
		Target Year	[2035]
Calculation of the traffic function area Traffic volume and number of facilities for hus plotform						
Number of bus-ride booth	Г	B _{IR}	0.01997	booth	(initial value)	
Number of bus-getting off booth	Ē	BOB	0.00499	booth	(initial value)	
Traffic volume of queueing for bus = Number of bus passenger * Bu = N_{BP} * ST _B / 60min	s service time of bus / 60min	N _{BW}	1	pax/queueing		
Number of bus passenger		N _{BP}	5	pax/peak hour		input data/egress
Service time of bus		STB	10	min	(initial value)	
2) Traffic volume and number of facilities for taxi standing	F	_				
Number of taxi-ride booth	L	BIT	0	booth	(initial value)	
Number of taxi-getting off booth	Ļ	B _{OT}	0	booth	(initial value)	
Traffic volume of queueing for taxi = Number of taxi passenger * Taxi	service time of bus / 60min	PT	U	IOL	(Initial value)	
$= N_{TP} * ST_T / 60min$		N _{TW}	0	pax/queueing		
Number of taxi passenger	Ļ	N _{TP}	1	pax/peak hour		input data/egress
Service time of taxi	L	STT	5	min	(initial value)	
Number of car&van-getting on/off booth	Г	Biocy	0	booth	(initial value)	
4) Traffic volume for roadway	L				. ,	
Traffic volume = $a/b + 1.7 + c/d + e/f$	[Cc	7	vehicle/peak hour		
Number of passenger of bus (peak hour)	Ę	a	16			input data/both
Number of average bus passenger Number of passenger of taxi (peak hour)	F	D C	40.0	pax/bus	(initial value)	input data/both
Number of average taxi passenger	Ē	d	2.46	pax/taxi	(initial value)	excluded driver
Number of passenger of car&van (peak hour)	Ę	e	8		(all all and all all all all all all all all all al	input data/both
Number of average car&van passenger 2. Unit value of facilities	L	t	1.55	pax/taxi	(initial value)	excluded driver
Space of bus waiting lot	Γ	a _B	70	m ² /vehicle	(initial value)	
Queueing space of bus passenger	Γ	a _{BW}	1	m ² /person	(initial value)	
Space of taxi waiting lot		a _T	20	m ² /vehicle	(initial value)	
Queueing space of taxi passenger		a _{TW}	1	m ² /person	(initial value)	
Space of car&van waiting lot		a _{CV}	20	m ² /vehicle	(initial value)	
Space of taxi parking lot		a _{PT}	30	m ² /vehicle	(initial value)	
Pedestrian density	Ĺ	Dw	27	pax/min*m	(initial value)	
Number of passenger	Ļ	Tw	31	pax/peak hour		input data/both
Length of roadway = $0.4 * C_c + 36.1$	Ļ	Lc	39	m		
Average walking length = $0.009 * A_0 + 82.4$	Ĺ	Lw	83	m 2	(all all and all all all all all all all all all al	
Plaza area excluded space for pedestrian	Ļ	A ₀	0	m-	(initial value)	
3. Calculation of traffic function space	L	vv _C	5.5		(initial value)	
1) Area of bus platform						
Area of bus platform = (Number of bus-ride booth + Number of bus-getting off booth) * Spa volume of queueing for bus * Queueing space of bus passenger = $(B_B + B_{OB})^* a_B + N_{BW}^* a_{BW}$	ace of bus waiting lot + Traffic	Area _{Bus}	3	m²		
2) Area of taxi standing	-					
Area of taxi standing = (Number of taxi-ride booth + Number of taxi-getting off booth) * Spair volume of queueing for taxi * Queueing space of taxi passenger = $(B_{1T} + B_{0T})^* a_T + N_{TW}^* a_{TW}$	ce of taxi waiting lot + Traffic	Area _{Taxi}	0	m²		
3) Area of car&van stop	F					
Area of car&van stop = umber of car&van-getting on/off booth * Space of car&van waiting lo = B_{KCV} * a_{CV}	ot	Area _{Car&Van}	0	m²		
4) Area of parking	-					
Area of parking = Number of parking lot * Space of taxi parking lot = $P_T * a_{PT}$		Area _{Parking}	0	m²		
5) Area for pedestrian	F					
Area for pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walk = $(T_W / 60 / D_W) * L_W$	ing length	Area _{Pedestrian}	2	m²		
6) Area of roadway for traffic management Area of roadway for traffic management = Length of roadway * Width of roadway = L _c * W _c		Area _{Road}	44	m²		
7) Area for symbol	L					
Area for symbol/statue		Area _{Symbol}	0	m²		input data
8) Total of Traffic function space	-					
l otal of traffic function space = 11 Area _{Bus} + 22 Area _{Taxi} + 33 Area _{CarteVan} + 43 Area _{Parking} + 53 Area _{Pac}	destrian + ⁶⁾ Area _{Road} +	TATING	49	m ²		
⁷⁾ Area _{Symbol} Total of traffic function space for roadway		··· manic				
= Total of traffic function space - Area for pedestrian - Traffic volume of Queueing space of bus passenger - Traffic volume of queueing for ta passenger = TA _{Traffic} - Area _{Pedestrian} - N _{BW} * a _{BW} - N _{TW} * a _{TW}	of queueing for bus * axi * Queueing space of taxi	TA _{Road}	47	m²		
4. Calculation of environmental function space	L					
Environmental function space = Total of traffic function space for road = TA _{Road}	tway 1	TA _{Environmental}	47	m²		
 canculation of station plaza space Station plaza space = Total of traffic function space + Environmental = TA_{Traffic} + TA_{Environmental} 	function space	TĄ _{Plaza}	96	m²		

Calculation Sheet for a Space of Station Plaza					
	Name of Station 14	Thamine Station			
1. Calculation of the traffic function area	Target Year	2035			
1) Traffic volume and number of facilities for bus platform		.			
Number of bus-ride booth	B _{IB} 3	booth (initial value)			
Traffic volume of queueing for bus = Number of bus passenger * Bus service time of bus / 60min = N_{B^0} * ST_B / 60min	N _{BW} 134	pax/queueing			
Number of bus passenger	N _{BP} 805	pax/peak hour	input data/egress		
2) Traffic volume and number of facilities for taxi standing	SI _B 10	min (initial value)			
Number of taxi-ride booth	B _{IT} 1	booth (initial value)			
Number of taxi-getting off booth	B _{OT} 1	booth (initial value)			
Number of parking lot	P _T 1	lot (initial value)			
Traffic volume of queueing for taxi = Number of taxi passenger * Taxi service time of bus / 60min = N_{TP} * ST_T / 60min	N _{TW} 14	pax/queueing			
Number of taxi passenger	N _{TP} 166	pax/peak hour	input data/egress		
Service time of taxi	ST _T 5	min (initial value)			
 Traffic volume and number of facilities for Car&Van waiting Number of ear8 van active ap/off beeth 	P 1	booth (initial value)			
4) Traffic volume for roadway	BIOCV	bootri (initial value)			
Traffic volume = $a/b + 1.7 + c/d + e/f$	C _C 610	vehicle/peak hour			
Number of passenger of bus (peak hour)	a 1,400		input data/both		
Number of average bus passenger Number of passenger of taxi (peak hour)	b 40.0 c 288	pax/bus (initial value)	input data/both		
Number of average taxi passenger	d 2.46	pax/taxi (initial value)	excluded driver		
Number of passenger of car&van (peak hour)	e 672	neu (teui (initial ustua)	input data/both		
2. Unit value of facilities	1.55	paxtaxi (initial value)	excluded driver		
Space of bus waiting lot	a _B 70	m ² /vehicle (initial value)			
Queueing space of bus passenger	a _{BW} 1	m ² /person (initial value)			
Space of taxi waiting lot	a _T 20	m ² /vehicle (initial value)			
Queueing space of taxi passenger	a _{TW} 1	m ² /person (initial value)			
Space of car&van waiting lot	a _{CV} 20	m ² /vehicle (initial value)			
Space of taxi parking lot	a _{PT} 30	m ⁻ /venicie (initial value)			
Number of passenger	D _W 27	pax/min m (initial value)	input data/both		
Length of roadway = $0.4 * C_c + 36.1$	L _C 280	m			
Average walking length = $0.009 * A_0 + 82.4$	L _W 85	m			
Plaza area excluded space for pedestrian	A ₀ 0	m ² (initial value)			
Width of roadway	W _C 5.5	m (initial value)			
Calculation of traffic function space Area of bus platform					
Area of bus platform = (Number of bus-ride booth + Number of bus-getting off booth) * Space of bus waiting lot + Traffic volume of queueing for bus * Queueing space of bus passenger = (B _B + B _{OB}) * a _B + N _{BW} * a _{BW}	Area _{Bus} 430	m²			
2) Area of taxi standing		7			
area or taxi standing = (Number of taxi-ride booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Traffic volume of queueing for taxi * Queueing space of taxi passenger = (0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0	Area _{Taxi} 59	m²			
3) Area of car&van stop					
Area of car&van stop = umber of car&van-getting on/off booth * Space of car&van waiting lot	Area _{Car&Van} 20	m²			
$= B_{IOCV} \cdot a_{CV}$ 4) Area of parking					
Area of parking = Number of parking lot * Space of taxi parking lot = $P_T * a_{PT}$	Area _{Parking} 34	m²			
 Area for pedestrian Area for pedestrian = (Number of passenger / 60min / Pedestrian density)* Average walking length = (T_W / 60 / D_W)*L_W 	Area _{Pedestrian} 141	m ²			
6) Area of roadway for traffic management Area of roadway for traffic management = Length of roadway * Width of roadway = L _c * W _c	Area _{Road} 286	m²			
7) Area for symbol		1 2			
Area for symbol/statue	Area _{Symbol} 0	m²	input data		
o) Total of Trainic function space Total of traffic function space = ¹ /Area _{Dask} + ² /Area _{Task} + ³ /Area _{Cast Van} + ⁴ /Area _{Pashing} + ⁵ /Area _{Pedestrian} + ⁶ /Area _{Read} + ⁷ /Area _{Cast Van}	TA _{Traffic} 969	m²			
Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi passenger	TA _{Road} 680	 m²			
$= IA_{T_{affic}} - Area_{Podestrian} - N_{BW} * a_{BW} - N_{TW} * a_{TW}$					
Concuration or environmental function space Environmental function space = Total of traffic function space for roadway = TA _{Road}	TA _{Environmental} 680	m²			
 calculation of station plaza space Station plaza space = Total of traffic function space + Environmental function space = TA_{Taffic} + TA_{Environmental} 	TA _{Plaza} 1,649	m²			

Calculation Sheet for a Space of Station Plaza						
	Name of Station 15 Target Year	Thamine Myothit Station 2035				
1. Calculation of the traffic function area			4			
1) Traffic volume and number of facilities for bus platform		7				
Number of bus-ride booth	B _{IB} 0.0399467	booth (initial value)				
Number of bus-getting off booth	B _{OB} 0.0099867	booth (initial value)				
Trans volume or queueng for bus = Number of bus passenger " Bus service time of bus / σ_{L} = N_{BP} * ST_{B} / $60min$	min N _{BW} 2	pax/queueing				
Number of bus passenger	N _{BP} 10	pax/peak hour	input data/egress			
Service time of bus	ST _B 10	min (initial value)				
 Traffic volume and number of facilities for taxi standing 		heath (initial unlies)				
Number of taxi-neeting off booth	B 0	booth (initial value)				
Number of parking lot	Pr 0	lot (initial value)				
Traffic volume of queueing for taxi = Number of taxi passenger * Taxi service time of bus / 60r	nin New Q	pax/queueing				
Number of taxi passenger	NTR 2	pax/peak hour	input data/egress			
Service time of taxi	ST _T 5	min (initial value)				
3) Traffic volume and number of facilities for Car&Van waiting						
Number of car&van-getting on/off booth	B _{IOCV} 0	booth (initial value)				
4) Traffic volume for roadway		7				
Traffic volume = $a/b * 1.7 + c/d + e/f$	C _c 6	vehicle/peak hour	incut data (kath			
Number of average bus passenger	a 13	pax/bus (initial value)	input data/both			
Number of passenger of taxi (peak hour)	c 3	(input data/both			
Number of average taxi passenger	d 2.46	pax/taxi (initial value)	excluded driver			
Number of passenger of car&van (peak hour)	e 6	nav/tavi (initial value)	input data/both excluded driver			
2. Unit value of facilities	1.00	pustas (initia taldo)				
Space of bus waiting lot	a _B 70	m ² /vehicle (initial value)				
Queueing space of bus passenger	a _{BW} 1	m ² /person (initial value)				
Space of taxi waiting lot	a _T 20	m ² /vehicle (initial value)				
Queueing space of taxi passenger	a _{TW} 1	m ² /person (initial value)				
Space of car&van waiting lot	a _{CV} 20	m ² /vehicle (initial value)				
Space of taxi parking lot	a _{PT} 30	m ² /vehicle (initial value)				
Pedestrian density	D _w 27	pax/min*m (initial value)				
Number of passenger	T _W 26	pax/peak hour	input data/both			
Length of roadway = $0.4 {}^{\circ} C_C + 36.1$	L _c 38	m 				
Average waiking length = 0.009 · A_0 + 82.4	L _W 83	m m ² (initial value)				
Width of roadway	A ₀ 0	m (initial value)				
3. Calculation of traffic function space	W _C 5.5	(initial value)				
1) Area of bus platform						
Area of bus platform = (Number of bus-ride booth + Number of bus-getting off booth) * Space of bus waiting lot + Tr volume of queueing for bus * Queueing space of bus passenger = $(B_{B} + B_{OB}) * a_B + N_{BW} * a_{BW}$	affic Area _{Bus} 5	m ²				
2) Area of taxi standing		-				
Area of taxi standing = (Number of taxi-ide booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Tra volume of queueing for taxi * Queueing space of taxi passenger	ffic Area _{Taxi} 1	m²				
$= (\mathbf{D}_{TT} + \mathbf{D}_{OT}) \cdot \mathbf{d}_{T} + \mathbf{N}_{TW} \cdot \mathbf{d}_{TW}$ 2) Area of confluence to a						
Area of car&van stop		7				
= umber of car&van-getting on/off booth * Space of car&van waiting lot = B_{IOCV} * a_{CV}	Area _{Car&Van} 0	m ²				
4) Area of parking		-				
Area of parking = Number of parking lot * Space of taxi parking lot = P_T * a_{PT}	Area _{Parking} 0	m²				
5) Area for pedestrian		_				
Area for pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = $(T_W / 60 / D_W) * L_W$	Area _{Pedestrian} 1	m ²				
 Area of roadway for traffic management Area of roadway for traffic management 		7				
= Length of roadway * Width of roadway = $L_c * W_c$	Area _{Road} 44	m²				
7) Area for symbol		_				
Area for symbol/statue	Area _{Symbol} 0	m ²	input data			
8) Total of Traffic function space		-				
$= {}^{ij} Area_{Back} + {}^{2j} Area_{Taul} + {}^{3j} Area_{ContVan} + {}^{4j} Area_{Parking} + {}^{5j} Area_{Padeutrian} + {}^{4j} Area_{Road} + {}^{7j} Area_{Symbol}$	TA _{Traffic} 52	m²				
Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of ta passenger	axi TA _{Road} 49	m ²				
= IA _{Traffic} - Area _{Pedestrian} - N _{BW} * a _{BW} - N _{TW} * a _{TW}						
calculation of environmental function space Environmental function space = Total of traffic function space for roadway = TA _{Read}	TA _{Environmental} 49	m²				
5. Calculation of station plaza space Station plaza space = Total of traffic function space + Environmental function space		٦				
= TA _{Traffic} + TA _{Environmental}	TA _{Plaza} 100	m²				

Calculation Sheet for a Space of Station Plaza						
	Na	me of Station	16	Kyuntkon Station]
1.	Calculation of the traffic function area	rarget rear	l	2035		1
	1) Traffic volume and number of facilities for bus platform					
	Number of bus-ride booth	B _{IB}	2	booth	(initial value)	
	Number of bus-getting off booth	B _{OB}	0	booth	(initial value)	
	Hand volume or queueing for bus = Number or bus passenger Bus service time or bus / commin = $N_{BP} + ST_B / 60min$	N _{BW}	64	pax/queueing		
	Number of bus passenger	N _{BP}	386	pax/peak hour		input data/egress
	Service time of bus	STB	10	min	(initial value)	
	2) Traffic volume and number of facilities for taxi standing Number of taxi-ride booth	Bir	1	booth	(initial value)	
	Number of taxi-getting off booth	B _{OT}	1	booth	(initial value)	
	Number of parking lot	PT	1	lot	(initial value)	
	Traffic volume of queueing for taxi = Number of taxi passenger * Taxi service time of bus / 60min = N_{TP} * ST_T / 60min	N _{TW}	7	pax/queueing		
	Number of taxi passenger	N _{TP}	79	pax/peak hour		input data/egress
	Service time of taxi	STT	5	min	(initial value)	
	3) Traffic volume and number of facilities for Car&Van waiting					
	Number of car&van-getting on/off booth	BIOCV	0	booth	(initial value)	
	4) Iraffic volume tor roadway Traffic volume = $a/b + 17 + c/d + e/f$	Co	207	vehicle/neak hour		
	Number of passenger of bus (peak hour)	a	476	Vernole peak near		input data/both
	Number of average bus passenger	b	40.0	pax/bus	(initial value)	
	Number of passenger of taxi (peak hour) Number of average taxi passenger	c d	98 2.46	pax/taxi	(initial value)	input data/both excluded driver
	Number of passenger of car&van (peak hour)	е	228		(,	input data/both
_	Number of average car&van passenger	f	1.55	pax/taxi	(initial value)	excluded driver
2.	Space of bus waiting lot	a	70	m ² /vehicle	(initial value)	
	Queueing space of bus passenger	a _{BW}	1	m ² /person	(initial value)	
	Space of taxi waiting lot	a _T	20	m ² /vehicle	(initial value)	
	Queueing space of taxi passenger	a _{TW}	1	m ² /person	(initial value)	
	Space of car&van waiting lot	a _{cv}	20	m ² /vehicle	(initial value)	
	Space of taxi parking lot	a _{PT}	30	m ² /vehicle	(initial value)	
	Pedestrian density	Dw	27	pax/min*m	(initial value)	
	Number of passenger	Iw	915	pax/peak hour		input data/both
	Length of roadway = 0.4 C_c + 36.7 Average walking length = 0.009 * A_a + 82.4	Lc	83	m		
	Plaza area excluded space for pedestrian	-w A ₀	0	m ²	(initial value)	
	Width of roadway	Wc	5.5	m	(initial value)	
3.	Calculation of traffic function space					
	1) Area of bus platform					
	= (Number of bus-ride booth + Number of bus-getting off booth) * Space of bus waiting lot + Traffic volume of queueing for bus * Queueing space of bus passenger = $(B_B + B_{CB})^* \sigma_B + N_{BW}^* * \sigma_{BW}$	Area _{Bus}	206	m²		
	2) Area of taxi standing					
	Area of taxi standing = (Number of taxi-ride booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Traffic volume of queueing for taxi * Queueing space of taxi passenger	Area _{Taxi}	28	m²		
	$= (B_{TT} + B_{0T})^* a_T + N_{TW}^* a_{TW}$					
	Area of car&van stop Area of car&van stop					
	= umber of car&van-getting on/off booth * Space of car&van waiting lot = B prov. * a cu	Area _{Car&Van}	7	m²		
	4) Area of parking					
	Area of parking = Number of parking lot * Space of taxi parking lot = $P_T * a_{PT}$	Area _{Parking}	16	m²		
	5) Area for pedestrian					
	Area for pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = $(T_w / 60 / D_w) * L_w$	Area _{Pedestrian}	47	m²		
	6) Area of roadway for traffic management					
	Area of roadway for traffic management = Length of roadway * Width of roadway = $L_c * W_c$	Area _{Road}	125	m²		
	7) Area for symbol					
	Area for symbol/statue	Area _{Symbol}	0	m²		input data
	Total of Traffic function space Total of traffic function space					
	= ¹¹ Area _{Bus} + ²¹ Area _{Taxi} + ³¹ Area _{Casta} _{Van} + ⁴¹ Area _{Parking} + ⁵¹ Area _{Podestrian} + ⁶¹ Area _{Podest} + ⁷¹ Area _{Symbol}	TA _{Traffic}	429	m²		
	Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi passenger	TA _{Road}	311	m²		
	$= TA_{Traffic} - Area_{Pedestrian} - N_{BW} * a_{BW} - N_{TW} * a_{TW}$					
4.	Calculation or environmental function space Environmental function space = Total of traffic function space for roadway = TA _{Road}	TAEnvironmental	311	m²		
5.	Calculation of station plaza space Station plaza space = Total of traffic function space + Environmental function space - 7 70 - 70	TApiaza	740	m²		
1	- IN Traffic + IN Environmental					

Calculation Sheet for a Space of Station Plaza					
	Name of Station 17	7 Insein Station]	
1. Calculation of the traffic function area	rarget rear	2035		1	
1) Traffic volume and number of facilities for bus platform					
Number of bus-ride booth	B _{IB} 4	4 booth	(initial value)		
Number of bus-getting off booth	B _{OB} 1	booth	(initial value)		
name volume or queueing for bus = Number of bus passenger. Bus service time of bus / 60min = $N_{BP} \cdot ST_B / 60min$	N _{BW} 14	16 pax/queueing			
Number of bus passenger	N _{BP} 87	77 pax/peak hour		input data/egress	
Service time of bus	ST _B 10	0 min	(initial value)		
 ramic volume and number of facilities for taxi standing Number of taxi-ride booth 	B _{rr} 1	booth	(initial value)		
Number of taxi-getting off booth	B _{OT} 1	booth	(initial value)		
Number of parking lot	P _T 1	l lot	(initial value)		
Traffic volume of queueing for taxi = Number of taxi passenger * Taxi service time of bus / 60min = N_{TP} * ST_T / 60min	N _{TW} 15	5 pax/queueing			
Number of taxi passenger	N _{TP} 18	30 pax/peak hour		input data/egress	
Service time of taxi	ST _T 5	5 min	(initial value)		
3) Traffic volume and number of facilities for Car&Van waiting					
Number of car&van-getting on/off booth	B _{IOCV} 1	l booth	(initial value)		
4) I rattic volume tor roadway Traffic volume = a /b * 17 + c / d + e /f	Co 72	28 vehicle/neak hour			
Number of passenger of bus (peak hour)	a 1,66	i69		input data/both	
Number of average bus passenger	b 40.	1.0 pax/bus	(initial value)		
Number of passenger of taxi (peak hour)	c 34	14 16 pay/tayi	(initial value)	input data/both	
Number of average taxi passenger Number of passenger of car&van (peak hour)	e 80	12 pax/taxi	(Initial value)	input data/both	
Number of average car&van passenger	f 1.5	55 pax/taxi	(initial value)	excluded driver	
2. Unit value of facilities					
Space of bus waiting lot	a _B 70	0 m²/vehicle	(initial value)		
Queueing space of bus passenger	a _{BW} 1	m²/person	(initial value)		
Space of taxi waiting lot		u m ² /vehicle	(initial value)		
Queueing space of ran passenger		m²/uchiclo	(initial value)		
Space of taxinarking lot	a _{CV} 20	0 m ² /vehicle	(initial value)		
Pedestrian density	арт 30 D.,, 27	7 pax/min*m	(initial value)		
Number of passenger	Tw 32	12 pax/peak hour	(initial value)	input data/both	
Length of roadway = $0.4 \text{ * } C_{C} + 36.1$	L _G 32	27 m			
Average walking length = $0.009 * A_0 + 82.4$	L _W 85	5 m			
Plaza area excluded space for pedestrian	A ₀ 0) m ²	(initial value)		
Width of roadway	W _c 5.5	.5 m	(initial value)		
3. Calculation of traffic function space					
 Area of bus platform Area of bus platform = (Number of bus-ride booth + Number of bus-getting off booth) * Space of bus waiting lot + Traffic volume of queueing for bus * Queueing space of bus passenger 	Area _{Bus} 46	58 m ²			
$= (B_{B} + B_{OB})^* a_B + N_{BW} * a_{BW}$ 2) Area of taxi standing					
Area of taxi standing = (Number of taxi ido booth + Number of taxi acting off booth) * Space of taxi waiting let + Troffic					
= (Number of taxi-her booth + Number of taxi-getting on booth) Space of taxi waiting for + Trainc volume of queueing for taxi * Queueing space of taxi passenger	Area _{Taxi} 64	4 m ²			
$= (B_{TT} + B_{OT})^* a_T + N_{TW}^* a_{TW}$					
3) Area of car&van stop	r				
= umber of caravan sub = umber of caravan-getting on/off booth * Space of caravan waiting lot = B_{POV} * a_{PV}	Area _{Car&Van} 24	4 m ²			
4) Area of parking					
Area of parking = Number of parking lot * Space of taxi parking lot = $P_T * a_{PT}$	Area _{Parking} 37	7 m ²			
5) Area for pedestrian	· ·				
Area for pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = $(T_w / 60 / D_w) * L_w$	Area _{Pedestrian} 16	59 m ²			
6) Area of roadway for traffic management					
Area of roadway for traffic management = Length of roadway "Width of roadway = $L_c * W_c$	Area _{Road} 33	33 m ²			
7) Area for symbol					
Area for symbol/statue	Area _{Symbol} 0) m ²		input data	
8) Total of Traffic function space	<u> </u>				
$= {}^{(1)} A \text{rea} a_{\text{bus}} + {}^{(2)} A \text{rea} a_{\text{cus}} + {}^{(2)} A \text{rea} a_{\text{cus}} + {}^{(4)} A \text{rea} a_{\text{Parking}} + {}^{(5)} A \text{rea} a_{\text{Parking}} + {}^{(6)} A \text{rea} a_{\text{Parking}} + {}^{(7)} A \text{rea} a_{\text{Symbol}} + {}^{(7)}$	TA _{Traffic} 1,09	195 m ²			
Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi passenger	TA _{Road} 76	54 m ²			
= TA _{Traffic} - Area _{Pedestrian} - N _{BW} * a _{BW} - N _{TW} * a _{TW}					
Calculation of environmental function space Environmental function space = Total of traffic function space for roadway = TA _{Road}	TA _{Environmental} 76	54 m ²			
5. Calculation of station plaza space	· · · · · · · · · · · · · · · · · · ·				
Station plaza space = Total of traffic function space + Environmental function space = $TA_{Tadfic} + TA_{Environmental}$	TA _{Plaza} 1,85	59 m ²			

Calculation Sheet for a Space of Station Plaza					
	Name of Station 18	Yuwama Station			
1. Calculation of the traffic function area	Target Year	2035			
1) Traffic volume and number of facilities for bus platform		.			
Number of bus-ride booth	B _{IB} 3	booth (initial value)			
Traffic volume of queueing for bus = Number of bus passenger * Bus service time of bus / 60min = N_{B^0} * ST_B / 60min	N _{BW} 75	pax/queueing			
Number of bus passenger	N _{BP} 453	pax/peak hour	input data/egress		
2) Traffic volume and number of facilities for taxi standing	SI _B 10	min (initial value)			
Number of taxi-ride booth	B _{IT} 2	booth (initial value)			
Number of taxi-getting off booth	B _{OT} 2	booth (initial value)			
Number of parking lot	P _T 2	lot (initial value)			
Traffic volume of queueing for taxi = Number of taxi passenger * Taxi service time of bus / 60min = N_{TP} * ST_T / 60min	N _{TW} 7.8	pax/queueing			
Number of taxi passenger	N _{TP} 93	pax/peak hour	input data/egress		
Service time of taxi	ST _T 5	min (initial value)			
 Traffic volume and number of facilities for Car&Van waiting Number of ear8 van active ap/off beeth 	P 1	booth (initial value)			
4) Traffic volume for roadway	BIOCV	bootri (initial value)			
Traffic volume = $a/b + 1.7 + c/d + e/f$	C _C 241	vehicle/peak hour			
Number of passenger of bus (peak hour)	a 554		input data/both		
Number of average bus passenger Number of passenger of taxi (peak hour)	b 40.0 c 114	pax/bus (initial value)	input data/both		
Number of average taxi passenger	d 2.46	pax/taxi (initial value)	excluded driver		
Number of passenger of car&van (peak hour)	e 266	neu (teui (initial ustua)	input data/both		
2. Unit value of facilities	1.55	paxtaxi (initial value)	excluded driver		
Space of bus waiting lot	a _B 70	m ² /vehicle (initial value)			
Queueing space of bus passenger	a _{BW} 1	m ² /person (initial value)			
Space of taxi waiting lot	a _T 20	m ² /vehicle (initial value)			
Queueing space of taxi passenger	a _{TW} 1	m ² /person (initial value)			
Space of car&van waiting lot	a _{CV} 20	m ² /vehicle (initial value)			
Space of taxi parking lot	a _{PT} 30	m ⁻ /venicie (initial value)			
Number of passenger	D _W 27	pax/min m (initial value)	input data/both		
Length of roadway = $0.4 * C_c + 36.1$	L _C 133	m			
Average walking length = $0.009 * A_0 + 82.4$	L _W 84	m			
Plaza area excluded space for pedestrian	A ₀ 0	m ² (initial value)			
Width of roadway	W _C 5.5	m (initial value)			
Calculation of traffic function space Area of bus platform					
Area of bus platform = (Number of bus-ride booth + Number of bus-getting off booth) * Space of bus waiting lot + Traffic volume of queueing for bus * Queueing space of bus passenger = (B _B + B _{OB}) * a _B + N _{BW} * a _{BW}	Area _{Bus} 348	m²			
2) Area of taxi standing		7			
a clean standing = (Number of taxi-ride booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Traffic volume of queueing for taxi * Queueing space of taxi passenger = (Q = Q = V = V = V = V)	Area _{Taxi} 73	m²			
3) Area of car&van stop					
Area of car&van stop = umber of car&van-getting on/off booth * Space of car&van waiting lot	Area _{Car&Van} 28	m ²			
$= B_{IOCV} * a_{CV}$ 4) Area of parking					
Area of parking = Number of parking lot * Space of taxi parking lot = P_T * a_{PT}	Area _{Parking} 49	m²			
b) Area tor pedestrian Area for pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = (T _W / 60 / D _W) * L _W	Area _{Pedestrian} 55	m²			
6) Area of roadway for traffic management Area of roadway for traffic management = Length of roadway * Width of roadway = L _C * W _C	Area _{Road} 138] m ²			
7) Area for symbol		1 2			
Area for symbol/statue	Area _{Symbol} 0	m²	input data		
b) Total of traffic function space Total of traffic function space = ¹ /Area _{Dask} + ² /Area _{Task} + ³ /Area _{Cast Van} + ⁴ /Area _{Pasting} + ⁵ /Area _{Pedestrian} + ⁴ /Area _{Road} + ⁷ /Area _{Caste}	TA _{Traffic} 691	m²			
Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi passenger	TA _{Road} 553	m²			
= $IA_{Traffic} - AIGB_{Pedestrian} - N_{BW}^{2}a_{BW} - N_{TW}^{2}a_{TW}$					
• Conclusion of environmental function space = Environmental function space = Total of traffic function space for roadway = TA_{Road}	TA _{Environmental} 553	m²			
 Calculation of station plaza space Station plaza space = Total of traffic function space + Environmental function space = TA_{Taffic} + TA_{Environmental} 	TA _{Plaza} 1,245	m²			

Calculation Sheet for a Space of Station Plaza						
	Na	me of Station	19	Phwakan Station]
1.	Calculation of the traffic function area	rarget rear	Ļ	2035		1
	1) Traffic volume and number of facilities for bus platform	-				
	Number of bus-ride booth	B _{IB}	1	booth	(initial value)	
	Traffic volume of use-grain g of both Traffic volume of queueing for bus = Number of bus passenger * Bus service time of bus / 60min = N_{BP} * ST g / 60min	N _{BW}	43	pax/queueing	(initial value)	
	Number of bus passenger	N _{BP}	257	pax/peak hour	(for the local sector)	input data/egress
	2) Traffic volume and number of facilities for taxi standing	SIB	10	min	(initial value)	
	Number of taxi-ride booth	BIT	0	booth	(initial value)	
	Number of taxi-getting off booth	B _{OT}	0	booth	(initial value)	
	Number of parking lot	PT	0	lot	(initial value)	
	Traffic volume of queueing for taxi = Number of taxi passenger * Taxi service time of bus / 60min = N_{TP} * ST _T / 60min	N _{TW}	4	pax/queueing		
	Number of taxi passenger	N _{TP}	53	pax/peak hour		input data/egress
	Service time of taxi	STT	5	min	(initial value)	
	Traffic volume and number of facilities for Car&Van waiting Number of car&van.getting on/off booth	Biogr	0	booth	(initial value)	
	 4) Traffic volume for roadway 	DIOCV	0	booti	(initial value)	
	Traffic volume = $a/b + 1.7 + c/d + e/f$	Cc	225	vehicle/peak hour		
	Number of passenger of bus (peak hour)	a	515		(construction)	input data/both
	Number of average bus passenger Number of passenger of taxi (peak hour)	c b	40.0	pax/bus	(initial value)	input data/both
	Number of average taxi passenger	d	2.46	pax/taxi	(initial value)	excluded driver
	Number of passenger of car&van (peak hour)	e	247	nav/tavi	(initial value)	input data/both
2.	Unit value of facilities		1.55	pawtaxi	(initial value)	
	Space of bus waiting lot	a _B	70	m ² /vehicle	(initial value)	
	Queueing space of bus passenger	a _{BW}	1	m ² /person	(initial value)	
	Space of taxi waiting lot	a _T	20	m²/vehicle	(initial value)	
	Queueing space of taxi passenger	a _{TW}	1	m²/person	(initial value)	
	Space of car&van waiting lot	a _{CV}	20	m ² /vehicle	(initial value)	
	Space of taxi parking for	a _{PT}	27	nav/min*m	(initial value)	
	Number of passenger	Tw	992	pax/peak hour	(initial value)	input data/both
	Length of roadway = $0.4 * C_c + 36.1$	Lc	126	m		
	Average walking length = $0.009 * A_0 + 82.4$	Lw	84	m		
	Plaza area excluded space for pedestrian	A ₀	0	m ²	(initial value)	
	Width of roadway	W _c	5.5	m	(initial value)	
3.	Calculation of traffic function space 1) Area of bus platform					
	Area of bus platform = (Number of bus-ride booth + Number of bus-getting off booth) * Space of bus waiting lot + Traffic volume of queueing for bus * Queueing space of bus passenger = $(B_B + B_{0B}) * a_B + N_{BW} * a_{BW}$	Area _{Bus}	137	m²		
	2) Area of taxi standing					
	Area of tax standing = (Number of taxi-ride booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Traffic volume of queueing for taxi * Queueing space of taxi passenger	Area _{Taxi}	19	m²		
	3) Area of car&van stop					
	Area of car&van stop = umber of car&van-getting on/off booth * Space of car&van waiting lot = 8 * *	Area _{Car&Van}	7	m²		
	4) Area of parking					
	Area of parking = Number of parking lot * Space of taxi parking lot = $P_T * a_{PT}$	Area _{Parking}	11	m²		
	5) Area for pedestrian					
	where for processing in the second	Area _{Pedestrian}	51	m²		
	6) Area of roadway for traffic management Area of roadway for traffic management					
	= Length of roadway * Width of roadway = $L_c * W_c$	Area _{Road}	131	m²		
	/) Area for symbol Area for symbol/statue	Area	0	m ²		input data
	8) Total of Traffic function space	Acasymbol	0			input data
	Total of traffic function space = ${}^{(i)}$ Area $R_{out} + {}^{(2)}$ Area $R_{out} + {}^{(3)}$ Area $R_{out} + {}^{(4)}$ Area $R_{outring} + {}^{(6)}$ Area R_{out	TA _{Traffic}	357	m²		
	Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi passenger	TA _{Road}	258	m²		
۱.	= TA _{Traffic} - Area _{Podestrian} - N _{BW} * a _{BW} - N _{TW} * a _{TW}					
4.	Calculation of environmental function space Environmental function space = Total of traffic function space for roadway = TA _{Read}	TA _{Environmental}	258	m²		
5.	Calculation of station plaza space Station plaza space = Total of traffic function space + Environmental function space	TAnar	615	m²		
1	- IA Traffic + IA Environmental	1.020				

Calculation Sheet for a Space of Station Plaza						
	Na	ame of Station Target Year	20	Aungsanmyo Stati 2035	on]
1.	Calculation of the traffic function area		L			4
	1) Traffic volume and number of facilities for bus platform					
	Number of bus-ride booth	B _{IB}	2	booth	(initial value)	
	Number of bus-getting off booth	B _{OB}	1	booth	(initial value)	
	Trainic volume or queueing ior bus = Number of bus passenger. Bus service time of bus / bornin = N_{BP} * ST _B / 60min	N _{BW}	96	pax/queueing		
	Number of bus passenger	N _{BP}	576	pax/peak hour		input data/egress
	Service time of bus	STB	10	min	(initial value)	
	2) Traffic volume and number of facilities for taxi standing			h Ih	(-);	
	Number of taxi-ride booth	B _{IT}	1	booth	(initial value)	
	Number of taxi-getting off booth	B _{OT}	1	booth	(initial value)	
	Number of parking lot	PT	1	lot	(initial value)	
	Trainic volume or queueing for tax = Number or tax passenger. Tax service time or bus / but in $= N_{TP} * ST_T / 60min$	N _{TW}	10	pax/queueing		
	Number of taxi passenger	N _{TP}	119	pax/peak hour		input data/egress
	Service time of taxi	STT	5	min	(initial value)	
	3) Traffic volume and number of facilities for Car&Van waiting					
	Number of car&van-getting on/off booth	BIOCV	1	booth	(initial value)	
	4) Traffic volume for roadway	-	450			
	Number of passenger of bus (peak bour)	U _C	400	venicie/peak nour		input data/both
	Number of average bus passenger	b	40.0	pax/bus	(initial value)	input data/both
	Number of passenger of taxi (peak hour)	С	216			input data/both
	Number of average taxi passenger	d	2.46	pax/taxi	(initial value)	excluded driver
	Number of passenger of car&van (peak hour)	e f	505	nav/tavi	(initial value)	input data/both
2.	Unit value of facilities		1.55	pawtaxi	(initial value)	excluded differ
	Space of bus waiting lot	a _B	70	m ² /vehicle	(initial value)	
	Queueing space of bus passenger	a _{BW}	1	m ² /person	(initial value)	
	Space of taxi waiting lot	а _т	20	m²/vehicle	(initial value)	
	Queueing space of taxi passenger	a _{TW}	1	m ² /person	(initial value)	
	Space of car&van waiting lot	a _{CV}	20	m ² /vehicle	(initial value)	
	Space of taxi parking lot	a _{PT}	30	m ² /vehicle	(initial value)	
	Pedestrian density	D _W	27	pax/min*m	(initial value)	
	Number of passenger	Tw	2,023	pax/peak hour		input data/both
	Length of roadway = 0.4 * C _C + 36.1	Lc	219	m		
	Average walking length = $0.009 * A_0 + 82.4$	L _w	84	m		
	Plaza area excluded space for pedestrian	A ₀	0	m ²	(initial value)	
	Width of roadway	Wc	5.5	m	(initial value)	
3.	Calculation of traffic function space					
	1) Area of bus platform					
	release to bus plauorini = (Number of bus:ride booth + Number of bus-getting off booth) * Space of bus waiting lot + Traffic volume of queueing for bus * Queueing space of bus passenger = $(B_{B} + B_{OB})^{*} a_{B} + N_{BW}^{*} a_{BW}$	Area _{Bus}	308	m²		
	2) Area of taxi standing					
	Area of taxi standing = (Number of taxi-ride booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Traffic					
	volume of queueing for taxi * Queueing space of taxi passenger	Area _{Taxi}	42	m ²		
	$= (B_{IT} + B_{OT}) * a_T + N_{TW} * a_{TW}$					
	3) Area of car&van stop					
	= umber of car&van-getting on/off booth * Space of car&van waiting lot	Area _{Car&Van}	15	m ²		
	$= B_{IOCV} * a_{CV}$					
	4) Area of parking					
	= Number of parking lot * Space of taxi parking lot	Area	24	m ²		
	$= P_T * a_{PT}$					
	5) Area for pedestrian					
	Area for pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = $(T_{yy} / 60/D_{yy}) * L_{yy}$	Area _{Pedestrian}	105	m²		
	6) Area of roadway for traffic management		1			
	Area of roadway for traffic management = Length of roadway * Width of roadway = L or W ~	Area _{Road}	225	m ²		
	7) Area for symbol		ı]			
	Area for symbol/statue	Area _{Symbol}	0	m ²		input data
	8) Total of Traffic function space					
	Total of traffic function space					
	= ''Area _{Bus} + ''Area _{Taxi} + ''Area _{Car8 Van} + ''Area _{Parking} + ''Area _{Padestrian} + ''Area _{Road} +	TA _{Traffic}	719	m ²		
	Total of traffic function enace for reaction					
	= Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus *					
	Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi	TA _{Road}	508	m²		
	= TA Traffic - Area Podestrian - NBW * aBW - NTW * aTW					
4.	Calculation of environmental function space					
	Environmental function space = Total of traffic function space for roadway	TA	508	m ²		
	= IA _{Road}	 Environmental 				
5.	Calculation of station plaza space Station plaza space = Total of traffic function space + Environmental function space					
1	= TA _{Traffic} + TA _{Environmental}	TA _{Plaza}	1,227	m ²		
1						
Calculation Sheet for a Space of Station Plaza						
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	Na	me of Station	21	Danyingone Statio	n]
		Target Year	[2035]
1.	Calculation of the traffic function area 1) Traffic volume and number of facilities for hus platform					
	Number of bus-ride booth	B _{IB}	5	booth	(initial value)	
	Number of bus-getting off booth	B _{OB}	1	booth	(initial value)	
	Traffic volume of queueing for bus = Number of bus passenger * Bus service time of bus / 60min = N_{B^O} * ST_B / 60min	N _{BW}	206	pax/queueing		
	Number of bus passenger	N _{BP}	1,239	pax/peak hour		input data/egress
	Service time of bus	STB	10	min	(initial value)	
	2) Traffic volume and number of facilities for taxi standing		<u> </u>	1	(-11-11)	
	Number of taxi-ride booth	BIT	2	booth	(initial value)	
	Number of parking lot	P _r	2	lot	(initial value)	
	Traffic volume of queueing for taxi = Number of taxi passenger * Taxi service time of bus / 60min = N_{TP} * ST_T / 60min	N _{TW}	21	pax/queueing	(
	Number of taxi personner	N	255	nov/nonk hour		input data/agroup
	Service time of taxi	ST	5	min	(initial value)	input uata/egress
	3) Traffic volume and number of facilities for Car&Van waiting	0.1			(initial value)	
	Number of car&van-getting on/off booth	BIOCV	2	booth	(initial value)	
	4) Traffic volume for roadway					
	Traffic volume = $a/b^* 1.7 + c/d + e/f$ Number of passenger of bus (neak bour)	C _C	970	vehicle/peak hour		innut data/both
	Number of average bus passenger	b	40.0	pax/bus	(initial value)	input data boti i
	Number of passenger of taxi (peak hour)	c	458			input data/both
	Number of average taxi passenger	d	2.46	pax/taxi	(initial value)	excluded driver
	Number of average car&van passenger	f	1.55	pax/taxi	(initial value)	excluded driver
2.	Unit value of facilities					
	Space of bus waiting lot	a _B	70	m ² /vehicle	(initial value)	
	Queueing space of bus passenger	a _{BW}	1	m²/person	(initial value)	
	Space of taxi waiting lot	a _T	20	m²/vehicle	(initial value)	
	Queueing space of taxi passenger	a _{TW}	1	m²/person	(initial value)	
	Space of car&van waiting lot	a _{CV}	20	m²/vehicle	(initial value)	
	Space of taxi parking lot	a _{PT}	30	m*/vehicle	(initial value)	
	Number of percentary	D _W	4 292	pax/min m	(muai value)	input data/both
	Length of machine 0.4° C $_{\circ}$ + 36.1	Iw Lo	4,203	m		input data/both
	Average walking length = $0.009 * A_0 + 82.4$	Lw	86	m		
	Plaza area excluded space for pedestrian	A ₀	0	m ²	(initial value)	
	Width of roadway	Ŵc	5.5	m	(initial value)	
3.	Calculation of traffic function space					
	1) Area of bus platform					
	Area of bus platform = (Number of bus-ride both + Number of bus-getting off booth) * Space of bus waiting lot + Traffic volume of queueing for bus * Queueing space of bus passenger = $(B_B + B_{OB}) * a_B + N_{BW} * a_{BW}$	Area _{Bus}	661	m²		
	2) Area of taxi standing					
	Area of taxi standing = (Number of taxi-ride booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Traffic volume of queueing for taxi * Queueing space of taxi passenger = $(B_n + B_{oT})^* a_T + N_{TW}^* a_{TW}$	Area _{Taxi}	90	m²		
	3) Area of car&van stop					
	Area of car&van stop = umber of car&van-getting on/off booth * Space of car&van waiting lot = B_{OCO} * a_{CV}	Area _{Car&Van}	32	m²		
1	4) Area of parking					
	Area of parking = Number of parking lot * Space of taxi parking lot = $P_T * a_{PT}$	Area _{Parking}	52	m²		
1	5) Area for pedestrian					
	Area for pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = $(T_W / 60 / D_W) * L_W$	Area _{Pedestrian}	228	m²		
	6) Area of roadway for traffic management Area of roadway for traffic management = Length of roadway * Width of roadway	Area _{Road}	430	m²		
	$= L_C * W_C$					
	7) Area for symbol	A	0			innud data
	Area for symbol/statue	Area _{Symbol}	U	m-		input data
	Total of traffic function space					
	= ¹ /Area _{Bus} + ² /Area _{Taxi} + ³ /Area _{Card Van} + ⁴ /Area _{Parking} + ⁵ /Area _{Padestrian} + ⁶ /Area _{Podestrian}	TA _{Traffic}	1,493	m²		
	Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi passenger = TA T _{raffic} - Area predestrian * N _{BW} * a _{BW} - N _{TW} * a _{TW}	TA _{Road}	1,038	m²		
4.	Calculation of environmental function space					
	Environmental function space = Total of traffic function space for roadway = TA_{Road}	TA _{Environmental}	1,038	m²		
5.	Calculation of station plaza space Station plaza space = Total of traffic function space + Environmental function space = TA Traffic + TA Environmental	TA _{Plaza}	2,531	m²		
1						

Calculation Sheet for a Space of Station Plaza					
	Name of Station	22	Gauk Kwin Station]
	Target Year	[2035]
Calculation of the traffic function area Traffic volume and number of facilities for hus platform					
Number of bus-ride booth	B _{IR}	4	booth	(initial value)	
Number of bus-getting off booth	BOB	1	booth	(initial value)	
Traffic volume of queueing for bus = Number of bus passenger * Bus service time of bus / 60min = N_{B^P} * ST _B / 60min	N _{BW}	167	pax/queueing		
Number of bus passenger	N _{BP}	1,001	pax/peak hour		input data/egress
Service time of bus 2) Traffic volume and number of facilities for taxi standing	STB	10	min	(initial value)	
Number of taxi-ride booth	B _{IT}	1	booth	(initial value)	
Number of taxi-getting off booth	B _{ot}	1	booth	(initial value)	
Number of parking lot	PT	1	lot	(initial value)	
Traffic volume of queueing for taxi = Number of taxi passenger * Taxi service time of bus / 60min = N_{TP} * ST_T / 60min	N _{TW}	17	pax/queueing		
Number of taxi passenger	NTP	206	pax/peak hour		input data/egress
Service time of taxi	STT	5	min	(initial value)	
3) Traffic volume and number of facilities for Car&Van waiting	· · ·				
Number of car&van-getting on/off booth	BIOCV	1	booth	(initial value)	
4) Traffic volume for roadway					
Traffic volume = $a/b + 1.7 + c/d + e/f$	Cc	470	vehicle/peak hour		ion d data (bath
Number of passenger of bus (peak hour) Number of average bus passenger	b	40.0	pax/bus	(initial value)	input data/both
Number of passenger of taxi (peak hour)	c	222	,	(input data/both
Number of average taxi passenger	d	2.46	pax/taxi	(initial value)	excluded driver
Number of passenger of car&van (peak hour) Number of average car&van passenger	e f	518	pax/taxi	(initial value)	input data/both excluded driver
2. Unit value of facilities		1.00	pustan	(initial value)	
Space of bus waiting lot	a _B	70	m ² /vehicle	(initial value)	
Queueing space of bus passenger	a _{BW}	1	m ² /person	(initial value)	
Space of taxi waiting lot	а _т	20	m ² /vehicle	(initial value)	
Queueing space of taxi passenger	a _{TW}	1	m ² /person	(initial value)	
Space of car&van waiting lot	a _{CV}	20	m ² /vehicle	(initial value)	
Space of taxi parking lot	a _{PT}	30	m ² /vehicle	(initial value)	
Pedestrian density	D _W	27	pax/min*m	(initial value)	
Number of passenger	Tw	2,076	pax/peak hour		input data/both
Length of roadway = $0.4 * C_c + 36.1$	Lc	224	m		
Average walking length = $0.009 * A_0 + 82.4$	Lw	84	m		
Plaza area excluded space for pedestrian	A ₀	0	m²	(initial value)	
Width of roadway	W _c	5.5	m	(initial value)	
1) Area of bus platform					
Area of bus platform = (Number of bus-ride booth + Number of bus-getting off booth) * Space of bus waiting lot + Traffic volume of queueing for bus * Queueing space of bus passenger = $(B_{B} + B_{CB}) * a_{B} + N_{BW} * a_{BW}$	Area _{Bus}	534	m²		
2) Area of taxi standing					
Area of taxi standing = (Number of taxi-ride booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Traffic volume of queueing for taxi * Queueing space of taxi passenger = $(B_{17} + B_{07}) * a_7 + N_{7W} * a_{7W}$	Area _{Taxi}	73	m²		
3) Area of car&van stop					
Area of car&van stop = umber of car&van-getting on/off booth * Space of car&van waiting lot = B_{PCV} * a_{CV}	Area _{Car&Van}	16	m²		
4) Area of parking					
Area of parking = Number of parking lot * Space of taxi parking lot = $P_T * a_{PT}$	Area _{Parking}	42	m²		
5) Area for pedestrian					
Area for pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = $(T_W / 60 / D_W) * L_W$	Area _{Pedestrian}	108	m²		
6) Area of roadway for traffic management Area of roadway for traffic management = Length of roadway * Width of roadway = Let Wo	Area _{Road}	230	m²		
7) Area for symbol					
Area for symbol/statue	Area _{Symbol}	0	m²		input data
8) Total of Traffic function space					
Total of traffic function space $\frac{1}{2}$ Area $\frac{3}{2}$ Area $\frac{3}{2}$ Area $\frac{4}{2}$ Area $\frac{5}{2}$ Area $\frac{6}{2}$ Area $\frac{6}{2}$					
⁷ /Area _{symbol}	I A _{Traffic}	1,002	m²		
Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi passenger = TA _{Traffic} - Area _{Pedestrian} - N _{BW} * a _{BW} - N _{TW} * a _{TW}	TA _{Road}	710	m²		
4. Calculation of environmental function space					
Environmental function space = Total of traffic function space for roadway = TA_{Road}	TA _{Environmental}	710	m²		
Calculation 01 station plaza space Station plaza space = Total of traffic function space + Environmental function space = TA _{Tatlic} + TA _{Environmental}	TA _{Piaza}	1,713	m²		

Calculation Sheet for a Space of Station Plaza					
	Name of Station	23	Kyaikkalel Station]
	Target Year	[2035		
Calculation of the traffic function area 1) Traffic volume and number of facilities for bus platform					
Number of bus-ride booth	B _{IB}	7	booth	(initial value)	
Number of bus-getting off booth	B _{OB}	2	booth	(initial value)	
Traffic volume of queueing for bus = Number of bus passenger * Bus service time of bus / 60min = $N_{B^{\rm p}}$ * ST_B / 60min	N _{BW}	268	pax/queueing		
Number of bus passenger	N _{BP}	1,610	pax/peak hour		input data/egress
Service time of bus	ST _B	10	min	(initial value)	
2) Traffic volume and number of facilities for taxi standing	B	2	booth	(initial value)	
Number of taxi-acting off booth	Bor	2	booth	(initial value)	
Number of parking lot	PT	2	lot	(initial value)	
Traffic volume of queueing for taxi = Number of taxi passenger * Taxi service time of bus / 60min = N_{TP} * ST $_T$ / 60min	N _{TW}	28	pax/queueing		
Number of taxi passenger	Nro	331	pax/peak hour		input data/egress
Service time of taxi	STT	5	min	(initial value)	mput datarogrooo
3) Traffic volume and number of facilities for Car&Van waiting				(,	
Number of car&van-getting on/off booth	BIOCV	2	booth	(initial value)	
4) Traffic volume for roadway		4.070			
I rame volume = a/b^{-1} . $r + c/a + e/r$ Number of passenger of bus (peak bour)		2 459	venicie/peak nour		input data/both
Number of average bus passenger	b	40.0	pax/bus	(initial value)	
Number of passenger of taxi (peak hour)	c	506		(initial unles)	input data/both
Number of average taxi passenger Number of passenger of car&van (peak hour)	e	2.46	pax/taxi	(initial value)	input data/both
Number of average car&van passenger	f	1.55	pax/taxi	(initial value)	excluded driver
2. Unit value of facilities			2		
Space of bus waiting lot	a _B	70	m²/vehicle	(initial value)	
Queueing space of bus passenger	a _{BW}	1	m²/person	(initial value)	
Space of taxi waiting lot	a _T	20	m ⁻ /vehicle	(initial value)	
Shace of car&van waiting lot	a _{TW}	20	m ² /vebicle	(initial value)	
Space of taxi marking lot	acv	30	m ² /vehicle	(initial value)	
Pedestrian density	Dw	27	pax/min*m	(initial value)	
Number of passenger	Tw	4.732	pax/peak hour	()	input data/both
Length of roadway = $0.4 * C_c + 36.1$	Lc	465	m		
Average walking length = $0.009 * A_0 + 82.4$	L _w	87	m		
Plaza area excluded space for pedestrian	A ₀	0	m ²	(initial value)	
Width of roadway	W _c	5.5	m	(initial value)	
3. Calculation of traffic function space					
 Area of ous planorm Area of ous planorm are a fous platform = (Number of bus-ride booth + Number of bus-getting off booth) * Space of bus waiting lot + Traffic volume of queueing for bus * Queueing space of bus passenger = (B₂₀ + B₂₀) * are + N₂₀.* area 	Area _{Bus}	859	m²		
2) Area of taxi standing	LI	LI			
Area of taxi standing = (Number of taxi-ride booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Traffic volume of queueing for taxi * Queueing space of taxi passenger = $(B_{TT} + B_{OT}) * a_T + N_{TW} * a_{TW}$	Area _{Taxi}	118	m²		
3) Area of car&van stop Area of car&van stop					
= unber of cardwar-getting on/off booth * Space of cardwar waiting lot = B_{DC} * a_{CV}	Area _{Car&Van}	36	m²		
Area to parking Area of parking = Number of parking lot * Space of taxi parking lot = $P_T^* a_{PT}^*$	Area _{Parking}	68	m²		
 Area for pedestrian Area for pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = (T_w / 60 / D_w) * L_w Area for pedestrian 	Area _{Pedestrian}	253	m²		
Area of roadway for traffic management = Length of roadway * Width of roadway = $L_C * W_C$	Area _{Road}	470	m²		
7) Area for symbol		-	2		Access to the
Area for symbol/statue	Area _{Symbol}	0	m		input data
Total of traffic function space					
= ¹¹ Area _{Bus} + ²¹ Area _{Taxi} + ³¹ Area _{Cast Van} + ⁴¹ Area _{Patting} + ⁵¹ Area _{Podestrian} + ⁶¹ Area _{Podest} + ⁷¹ Area _{Symbol}	TA _{Traffic}	1,803	m²		
Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi passenger = TA Traffic - Areae Pedestrian - N _{BW} * a _{BW} - N _{TW} * a _{TW}	TA _{Road}	1,254	m²		
4. Calculation of environmental function space	LI				
Environmental function space = Total of traffic function space for roadway = TA _{Road}	TA _{Environmental}	1,254	m²		
 curcuration or station plaza space Station plaza space = Total of traffic function space + Environmental function space = TA_{Taffic} + TA_{Environmental} 	TĄ _{Piaza}	3,058	m²		

Calculation Sheet for a Space of Station Plaza						
	Na	me of Station	24	Mingaladon Buzza	Station]
		Target Year	[2035	-]
1.	Calculation of the traffic function area 1) Traffic volume and number of facilities for bus platform					
	Number of bus-ride booth	B _{IB}	10	booth	(initial value)	
	Number of bus-getting off booth	B _{OB}	2	booth	(initial value)	
	Traffic volume of queueing for bus = Number of bus passenger * Bus service time of bus / 60min = $N_{B^{\rm O}}$ * ST _B / 60min	N _{BW}	381	pax/queueing		
	Number of bus passenger	N _{BP}	2,287	pax/peak hour		input data/egress
	Service time of bus	STB	10	min	(initial value)	
	2) Traffic volume and number of facilities for taxi standing			6 16	(-11-1)	
	Number of taxi-ride booth	BIT	3	booth	(initial value)	
	Number of parking lot	P _r	3	lot	(initial value)	
	Traffic volume of queueing for taxi = Number of taxi passenger * Taxi service time of bus / 60min = N_{TP} * ST_T / 60min	N _{TW}	39	pax/queueing	(
	Number of taxi passenger	Nro	471	nax/neak hour		innut data/earess
	Service time of taxi	STT	5	min	(initial value)	input untarogross
	3) Traffic volume and number of facilities for Car&Van waiting				(,	
	Number of car&van-getting on/off booth	BIOCV	3	booth	(initial value)	
	4) Traffic volume for roadway	0	1.020			
	Number of passenger of bus (peak hour)	a	4,418	venicie/peak nour		input data/both
	Number of average bus passenger	b	40.0	pax/bus	(initial value)	
	Number of passenger of taxi (peak hour)	۲ C	909		(initial unless)	input data/both
	Number of average taxi passenger Number of passenger of car&van (peak hour)	e	2.46	pax/taxi	(Initial value)	excluded driver
	Number of average car&van passenger	f	1.55	pax/taxi	(initial value)	excluded driver
2.	Unit value of facilities			2		
	Space of bus waiting lot	a _B	70	m²/vehicle	(initial value)	
	Queueing space of bus passenger	a _{BW}	1	m ² /person	(initial value)	
	Space of taxi waiting for	aT	20	m /venicie	(initial value)	
	Space of car&van waiting lot	anw	20	m ² /vehicle	(initial value)	
	Space of taxi parking lot	acr	30	m ² /vehicle	(initial value)	
	Pedestrian density	D _w	27	pax/min*m	(initial value)	
	Number of passenger	Tw	8,502	pax/peak hour	(,	input data/both
	Length of roadway = $0.4 * C_c + 36.1$	Lc	807	m		
	Average walking length = 0.009 * A ₀ + 82.4	Lw	90	m		
	Plaza area excluded space for pedestrian	A ₀	0	m²	(initial value)	
	Width of roadway	Wc	5.5	m	(initial value)	
3.	Calculation of traffic function space					
	(1) Yee of use platform = (Number of bus-ride both + Number of bus-getting off booth) * Space of bus waiting lot + Traffic volume of queueing for bus * Queueing space of bus passenger = (B _{ai} + B _{cai}) * a _b + N _{BW} * a _{BW}	Area _{Bus}	1,220	m ²		
	2) Area of taxi standing					
	Area of taxi standing = (Number of taxi-ide booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Traffic volume of queueing for taxi * Queueing space of taxi passenger = $(B_{iT} + B_{OT})^* a_T + N_{TW}^* a_{TW}$	Area _{Taxi}	167	m ²		
	3) Area of car&van stop					
	= unber of car&van-getting on/off booth * Space of car&van waiting lot = B_{DCV} * a_{CV}	Area _{Car&Van}	64	m²		
	Area of parking]			
	= Number of parking lot * Space of taxi parking lot = $P_T \cdot a_{PT}$	Area _{Parking}	96	m²		
	o) Area lor pedestrian Area for pedestrian		1			
	= (Number of passenger / 60min / Pedestrian density) * Average walking length = $(T_w/60/D_w)^* t_w$	Area _{Pedestrian}	471	m²		
	Area of roadway for traffic management					
	= Length of roadway * Width of roadway = $L_c * W_c$	Area _{Road}	812	m²		
	7) Area for symbol		-	2		
	Area for symbolystatue 8) Total of Traffic function space	Area _{Symbol}	U	m-		input data
	Total of traffic function space					
	= ¹ /Area _{Bus} + ² /Area _{Taxi} + ³ /Area _{Card} _{Van} + ⁴ /Area _{Pasking} + ⁵ /Area _{Pedestrian} + ⁶ /Area _{Pode} + ⁷ /Area _{Symbol}	TA _{Traffic}	2,830	m²		
	Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi passenger = Tota - a Area - a area - New * area - New * area	TA _{Road}	1,939	m²		
4	Calculation of environmental function space					
	Environmental function space = Total of traffic function space for roadway = TA _{Read}	TA _{Environmental}	1,939	m²		
5.	Calculation of station plaza space Station plaza space = Total of traffic function space + Environmental function space = TA Traffic + TA Environment	TA _{Plaza}	4,768	m²		
1	E Contraction of the second second second second second second second second second second second second second					

Calculation Sheet for a Space of Station Plaza					
	Name of Static	n 25	Mingaladon Station	ı]
	Target Yea	ar	2035]
Calculation of the traffic function area Traffic unlying and purples of facilities for two platform					
Number of bus-ride booth	Bio	11	booth	(initial value)	
Number of bus-aettina off booth	Bon	3	booth	(initial value)	
Traffic volume of queueing for bus = Number of bus passenger * Bus service tim = N_{BP} * ST_B /60min	e of bus / 60min N _{BW}	426	pax/queueing	(,	
Number of bus passenger	N _{BP}	2,558	pax/peak hour		input data/egress
Service time of bus	STB	10	min	(initial value)	
 Framic volume and number of facilities for taxi standing Number of faxi-ride booth 	Brz	4	booth	(initial value)	
Number of taxi-getting off booth	Bor	4	booth	(initial value)	
Number of parking lot	PT	4	lot	(initial value)	
Traffic volume of queueing for taxi = Number of taxi passenger * Taxi service time = N_{TP} * $ST_T / 60min$	e of bus / 60min N _{TW}	44	pax/queueing		
Number of taxi passenger	Nro	526	nav/neak hour		innut data/earess
Service time of taxi	ST	5	min	(initial value)	input data/egress
 Traffic volume and number of facilities for Car&Van waiting 	011			(initial value)	
Number of car&van-getting on/off booth	BIOCV	3	booth	(initial value)	
4) Traffic volume for roadway					
Traffic volume = $a/b + 1.7 + c/d + e/f$	Cc	1,847	vehicle/peak hour		
Number of passenger of bus (peak hour)	a	4,238		(initial unlus)	input data/both
Number of passenger of taxi (peak hour)	c	872	pax/bus	(miliar value)	input data/both
Number of average taxi passenger	d	2.46	pax/taxi	(initial value)	excluded driver
Number of passenger of car&van (peak hour)	e	2,035			input data/both
Number of average car&van passenger	f	1.55	pax/taxi	(initial value)	excluded driver
Space of bus waiting lot	a _B	70	m ² /vehicle	(initial value)	
Queueing space of bus passenger	a _{BW}	1	m ² /person	(initial value)	
Space of taxi waiting lot	aT	20	m ² /vehicle	(initial value)	
Queueing space of taxi passenger	a _{TW}	1	m ² /person	(initial value)	
Space of car&van waiting lot	a _{CV}	20	m ² /vehicle	(initial value)	
Space of taxi parking lot	a _{PT}	30	m ² /vehicle	(initial value)	
Pedestrian density	D _W	27	pax/min*m	(initial value)	
Number of passenger	Tw	8,154	pax/peak hour		input data/both
Length of roadway = $0.4 * C_C + 36.1$	Lc	775	m		
Average walking length = 0.009 * A ₀ + 82.4	L _W	89	m		
Plaza area excluded space for pedestrian	A ₀	0	m ²	(initial value)	
Width of roadway	Wc	5.5	m	(initial value)	
3. Calculation of traffic function space					
 Area of bus platform Area of bus platform = (Number of bus-ride booth + Number of bus-getting off booth) * Space of bus within a final event in the state of bus assencer volume of nuevering for bus * Queueing space of bus passencer 	aiting lot + Traffic Area _{Bus}	1,365	m ²		
$= (B_{B} + B_{OB})^* a_B + N_{BW}^* a_{BW}$ 2) Area of taxi standing					
Area of taxi standing = (Number of taxi-ride booth + Number of taxi-getting off booth) * Space of taxi wa	iting lot + Traffic				
- (number of tax-nee booth Youme of nax-genuing on booth) space of tax way volume of queueing for tax' Queueing space of tax passenger = $(B_{IT} + B_{OT})^* a_T + N_{TW}^* a_{TW}$	Area _{Taxi}	187	m²		
3) Area of car&van stop	·		1		
Area of car&van stop = umber of car&van-getting on/off booth * Space of car&van waiting lot = B_{DCV} * a_{CV}	Area _{Car&Va}	, 61	m²		
4) Area of parking			1		
Area of parking = Number of parking lot * Space of taxi parking lot = $P_T * a_{PT}$	Area _{Parking}	107	m²		
5) Area for pedestrian			1		
Area for pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = $(T_w / 60 / D_w) * L_w$	Area _{Pedestria}	_{in} 450	m²		
6) Area of roadway for traffic management			1		
Area of roadway for traffic management = Length of roadway * Width of roadway = $L_c * W_c$	Area _{Road}	780	m²		
7) Area for symbol			1		
Area for symbol/statue	Area _{Symbo}	0	m ²		input data
8) Total of Traffic function space			1		
i otai or trainic function space = ¹¹ /Area _{Bous} + ² /Area _{Toxi} + ⁻³¹ /Area _{Carlt Van} + ⁴¹ /Area _{Parking} + ⁵¹ /Area _{Parkeng} + ⁶¹ /Ai ⁷¹ /Area _{Symbol}	rea _{Road} + TA _{Traffic}	2,951	m²		
Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing Queueing space of bus passenger - Traffic volume of queueing for taxi * Queuein passenger	for bus * g space of taxi TA _{Road}	2,031	m²		
= TA _{Traffic} - Area _{Pedestrian} - N _{BW} * a _{BW} - N _{TW} * a _{TW}					
4. Calculation of environmental function space	L				
Environmental function space = Total of traffic function space for roadway = TA _{Road}	TA _{Environmen}	tal 2,031	m²		
Concuration or station plaza space Station plaza space = Total of traffic function space + Environmental function spa = TA _{Taffic} + TA _{Environmental}	Ce TA _{Piaza}	4,981	m²		

Calculation Sheet for a Space of Station Plaza						
	Na	me of Station	26	Waibagi Station]
1.	Calculation of the traffic function area	Target Year	ļ	2035]
	1) Traffic volume and number of facilities for bus platform					
	Number of bus-ride booth	BIB	2	booth	(initial value)	
	Number of bus-getting off booth	B _{OB}	1	booth	(initial value)	
	Trainic volume of queueing to bus - number of bus passenger. Bus service time of bus / but in = N_{BP} * ST_B / 60min	N _{BW}	83	pax/queueing		
	Number of bus passenger	N _{BP}	495	pax/peak hour		input data/egress
	Service time of bus	STB	10	min	(initial value)	
	2) I rattic volume and number of tacilities for taxi standing Number of taxi-ride booth	Ber	1	booth	(initial value)	
	Number of taxi-getting off booth	Bor	. 1	booth	(initial value)	
	Number of parking lot	PT	1	lot	(initial value)	
	Traffic volume of queueing for taxi = Number of taxi passenger * Taxi service time of bus / 60min = N_{TP} * ST _T / 60min	N _{TW}	8	pax/queueing		
	Number of taxi passenger	Nro	102	pax/peak hour		input data/egress
	Service time of taxi	STT	5	min	(initial value)	input data ogi coo
	3) Traffic volume and number of facilities for Car&Van waiting				. ,	
	Number of car&van-getting on/off booth	BIOCV	1	booth	(initial value)	
	4) Traffic volume for roadway	C	206	vobiolo/pook bour		
	Number of passenger of bus (peak hour)	a	884	venicie/peak nour		input data/both
	Number of average bus passenger	b	40.0	pax/bus	(initial value)	
	Number of passenger of taxi (peak hour)	c d	182	nav/taxi	(initial value)	input data/both excluded driver
	Number of passenger of car&van (peak hour)	e	425	pawtaxi	(initial value)	input data/both
	Number of average car&van passenger	f	1.55	pax/taxi	(initial value)	excluded driver
2.	Space of hus waiting lot	80	70	m ² /vehicle	(initial value)	
	Queueing space of bus passenger	a _{BW}	1	m ² /person	(initial value)	
	Space of taxi waiting lot	aT	20	m ² /vehicle	(initial value)	
	Queueing space of taxi passenger	a _{TW}	1	m ² /person	(initial value)	
	Space of car&van waiting lot	a _{CV}	20	m ² /vehicle	(initial value)	
	Space of taxi parking lot	a _{PT}	30	m ² /vehicle	(initial value)	
	Pedestrian density	Dw	27	pax/min*m	(initial value)	
	Number of passenger	Tw	1,702	pax/peak hour		input data/both
	Length of roadway = $0.4 \degree C_C + 36.1$ Average walking length = $0.009 \degree A_{-} + 82.4$	Lc	190 84	m		
	Plaza area excluded space for pedestrian	A,	0	m ²	(initial value)	
	Width of roadway	w _c	5.5	m	(initial value)	
3.	Calculation of traffic function space					
	1) Area of bus platform					
	Piced or bost spinormic de booth + Number of bus-getting off booth) * Space of bus waiting lot + Traffic volume of queueing for bus * Queueing space of bus passenger = (B & + B & + D & + B & + D & + C & + D & + C	Area _{Bus}	264	m²		
	2) Area of taxi standing		I			
	Area of taxi standing = (Number of taxi-ride booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Traffic volume of queueing for taxi * Queueing space of taxi passenger = $(B_{iT} + B_{oT})^* a_T + N_{TW}^* a_{TW}$	Area _{Taxi}	36	m²		
	3) Area of car&van stop					
	Area of carXvan stop = umber of carXvan-getting on/off booth * Space of carXvan waiting lot = B_{NCV} * a_{CV}	Area _{Car&Van}	13	m²		
	4) Area of parking					
	a Number of parking lot * Space of taxi parking lot = $P_T * a_{PT}$	Area _{Parking}	21	m²		
	5) Area for pedestrian					
	Area for pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = $(T_w / 60 / D_w) * L_w$	Area _{Pedestrian}	88	m²		
	6) Area of roadway for traffic management					
	= Length of roadway to traine management	Area _{Road}	196	m ²		
	$= L_c * W_c$					
	7) Area for symbol Area for symbol/statue	Area	0	m ²		innut data
	8) Total of Traffic function space	, Coasymbol				input data
	Total of traffic function space					
	= 'ArGa _{Bus} + 'ArGa _{Taxi} + 'ArGa _{Cast} Ven + 'ArGa _{Pasteing} + 'ArGa _{Pedestrian} + 'ArGa _{Road} + ⁷)ArGa _{Symbol}	TA _{Traffic}	618	m²		
	rotai or traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi passenger	TA _{Road}	439	m²		
•	= $IA_{Traffic}$ - AIR63 Pedestrian - N _{BW} * B_{BW} - N _{TW} * B_{TW} Calculation of environmental function space					
4.	Environmental function space = Total of traffic function space for roadway = TA_{Road}	TA _{Environmental}	439	m²		
5.	Calculation of station plaza space Station plaza space = Total of traffic function space + Environmental function space = TA 7 Total + TA Environment	TA _{Plaza}	1,057	m²		
	····· namG · ···· Environmental					

Calculation Sheet for a Space of Station Plaza					
	Name of Station	27	Okkalapa Station]
	Target Year	[2035]
Calculation of the traffic function area Traffic volume and number of facilities for hus platform					
Number of bus-ride booth	Bip	6	booth	(initial value)	
Number of bus-getting off booth	BOB	1	booth	(initial value)	
Traffic volume of queueing for bus = Number of bus passenger * Bus service time of bus / 60min = N_{B^P} * ST _B / 60min	N _{BW}	187	pax/queueing		
Number of bus passenger	N _{BP}	1,124	pax/peak hour		input data/egress
Service time of bus	STB	10	min	(initial value)	
2) Traine volume and humber of racinues for taxi standing Number of taxi-ride booth	Bur	3	booth	(initial value)	
Number of taxi-getting off booth	Bor	3	booth	(initial value)	
Number of parking lot	PT	3	lot	(initial value)	
Traffic volume of queueing for taxi = Number of taxi passenger * Taxi service time of bus / 60min = N_{TP} * ST_T / 60min	N _{TW}	19.3	pax/queueing		
Number of taxi passenger	Nro	231	nav/neak hour		innut data/egress
Service time of taxi	STT	5	min	(initial value)	input data ogrooo
3) Traffic volume and number of facilities for Car&Van waiting				(
Number of car&van-getting on/off booth	BIOCV	3	booth	(initial value)	
4) Traffic volume for roadway					
Traffic volume = $a/b + 1.7 + c/d + e/f$	Cc	1,137	vehicle/peak hour		
Number of passenger of bus (peak hour) Number of average bus passenger	a	2,609	nav/hus	(initial value)	input data/both
Number of passenger of taxi (peak hour)	c	537	paxibas	(initial value)	input data/both
Number of average taxi passenger	d	2.46	pax/taxi	(initial value)	excluded driver
Number of passenger of car&van (peak hour)	e	1,253	nov/tovi	(initial value)	input data/both
2. Unit value of facilities		1.55	μαλιαλί	(initial value)	excluded driver
Space of bus waiting lot	a _B	70	m ² /vehicle	(initial value)	
Queueing space of bus passenger	a _{BW}	1	m ² /person	(initial value)	
Space of taxi waiting lot	a _T	20	m ² /vehicle	(initial value)	
Queueing space of taxi passenger	a _{TW}	1	m ² /person	(initial value)	
Space of car&van waiting lot	a _{CV}	20	m ² /vehicle	(initial value)	
Space of taxi parking lot	a _{PT}	30	m ² /vehicle	(initial value)	
Pedestrian density	Dw	27	pax/min*m	(initial value)	
Number of passenger	Tw	5,020	pax/peak hour		input data/both
Length of roadway = $0.4 * C_C + 36.1$	Lc	491	m		
Average walking length = $0.009 * A_0 + 82.4$	Lw	87	m		
Plaza area excluded space for pedestrian	A ₀	0	m²	(initial value)	
Width of roadway	Wc	5.5	m	(initial value)	
1) Area of bus platform					
Area of bus platform = (Number of bus-ride booth + Number of bus-getting off booth) * Space of bus waiting lot + Traffic volume of queueing for bus * Queueing space of bus passenger = $(B_B + B_{OB}) * a_B + N_{BW} * a_{BW}$	Area _{Bus}	657	m²		
2) Area of taxi standing	·				
Area of taxi standing = (Number of taxi-ride booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Traffic volume of queueing for taxi * Queueing space of taxi passenger = $(B_{IT} + B_{0T})^* a_T + N_{TW}^* a_{TW}$	Area _{Taxi}	122	m²		
3) Area of car&van stop					
Area of car&van stop = umber of car&van-getting on/off booth * Space of car&van waiting lot = B_{PCV} * a_{CV}	Area _{Car&Van}	58	m²		
4) Area of parking					
Area of parking tot * Space of taxi parking lot = Number of parking tot * Space of taxi parking lot = $P_T * a_{PT}$	Area _{Parking}	77	m²		
5) Area for pedestrian	· · · · · ·				
Area for pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = $(T_w / 60 / D_w) * L_w$	Area _{Pedestrian}	269	m²		
6) Area of roadway for traffic management Area of roadway for traffic management = Length of roadway * Width of roadway = L _c * W _c .	Area _{Road}	497	m ²		
7) Area for symbol					
Area for symbol/statue	Area _{Symbol}	0	m ²		input data
8) Total of Traffic function space					
$= {}^{10} Area _{Bus} + {}^{20} Area _{Taxi} + {}^{30} Area _{Cant Van} + {}^{40} Area _{Padsing} + {}^{50} Area _{Padestrian} + {}^{60} Area _{Road} + {}^{71} Area _{Padsing} + {}^{50} Area _{Padestrian} + {}^{60} Area _{Road} + {}^{71} Area _{Padsing} + {}^{50} Area _{Padestrian} + {}^{60} Area _{Pade$	TA _{Traffic}	1,680	m²		
* Area symbol Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passengore - Traffic volume of queueing for tax * Queueing space of taxi	та	1 204	-2		
passenger = TA _{Traditic} - Area _{Pedessinan} - N _{BW} * a _{BW} - N _{TW} * a _{TW}	• "Road	.,204			
4. Calculation of environmental function space					
Environmental function space = Total of traffic function space for roadway = TA _{Rbad} ⁷ 5. Calculation of station plaza space	TA _{Environmental}	1,204	m²		
Station plaza space = Total of traffic function space + Environmental function space = $TA_{Tadfic} + TA_{Environmental}$	TA _{Plaza}	2,884	m²		

Calculation Sheet for a Space of Station Plaza						
		Name of Station 28 Taroet Year	Paywetseikkon St 2035	ation]	
1.	Calculation of the traffic function area				1	
	1) Traffic volume and number of facilities for bus platform					
	Number of bus-ride booth	B _{IB} 1	booth	(initial value)		
	Number of bus-getting off booth	B _{OB} 1	booth	(initial value)		
	Traine volume of queueing to bus = Number of bus passenger. Bus service time of bus / $\sigma = N_{BP} * ST_B / 60min$	N _{BW} 8	pax/queueing			
	Number of bus passenger	N _{BP} 48	pax/peak hour		input data/egress	
	Service time of bus	ST _B 10	min	(initial value)		
	 Traffic volume and number of facilities for taxi standing 			(1.18-1		
	Number of taxi-ride booth	B _{IT} 1	booth	(initial value)		
	Number of taxi-getting on booth	B _{OT} 1	booth	(Initial value)		
	Number of parking lot Traffic volume of induceing for taxi = Number of taxi passenger * Taxi service time of bus / 60		IOL	(Initial value)		
	= N _{TP} * ST _T / 60min	N _{TW} 0.8	pax/queueing			
	Number of taxi passenger	N _{TP} 10	pax/peak hour		input data/egress	
	Service time of taxi	ST _T 5	min	(initial value)		
	 Traffic volume and number of facilities for Car&Van waiting Number of car&van-action on/off booth 	Bass 1	booth	(initial value)		
	4) Traffic volume for roadway	PIOCV	booti	(ii iiuai value)		
	Traffic volume = $a/b * 1.7 + c/d + e/f$	C _C 45	vehicle/peak hour			
	Number of passenger of bus (peak hour)	a 104			input data/both	
	Number of average bus passenger	b 40.0	pax/bus	(initial value)		
	Number of passenger of taxi (peak hour) Number of average taxi passenger	c 21	pax/taxi	(initial value)	excluded driver	
	Number of passenger of car&van (peak hour)	e 50	,	(input data/both	
	Number of average car&van passenger	f 1.55	pax/taxi	(initial value)	excluded driver	
2.	Unit value of facilities		2	(1.18-1		
	Space or bus waiting lot	a _B 70	m ⁻ /vehicle	(Initial value)		
	Queueing space of bus passenger	a _{BW} 1	m ⁻ /person	(Initial value)		
	Oueueing share of taxi hassenger	a _T 20	m ² /pers on	(initial value)		
	Space of car&van waiting lot	a _{1W} 1	m ² /vehicle	(initial value)		
	Space of taxi narking lot	a _{CV} 20	m ² /vehicle	(initial value)		
	Pedestrian density	Dw 27	pax/min*m	(initial value)		
	Number of passenger	Tw 200	pax/peak hour	(input data/both	
	Length of roadway = $0.4 * C_{\rm C} + 36.1$	L _C 54	m			
	Average walking length = $0.009 * A_0 + 82.4$	L _W 83	m			
	Plaza area excluded space for pedestrian	A ₀ 0	m ²	(initial value)		
	Width of roadway	W _C 5.5	m	(initial value)		
3.	Calculation of traffic function space					
	1) Area of bus platform					
	= (Number of bus-ride booth + Number of bus-getting off booth) * Space of bus waiting lot + T volume of queueing for bus * Queueing space of bus passenger = $(B_B + B_{CB}) * a_B + N_{BW} * a_{BW}$	Fraffic Area _{Bus} 162	m²			
	2) Area of taxi standing					
	Area of taxi standing = (Number of taxi-ride booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Ti	raffic				
	volume of queueing for taxi * Queueing space of taxi passenger	Area _{Taxi} 43	m ²			
	$= (B_{TT} + B_{0T})^* a_T + N_{TW}^* a_{TW}$					
	3) Area of car&van stop Area of car&van stop					
	= umber of car&van-getting on/off booth * Space of car&van waiting lot	Area _{Car&Van} 22	m ²			
	$= B_{IOCV} * a_{CV}$					
	Area of parking					
	= Number of parking lot * Space of taxi parking lot	Area _{Parking} 32	m ²			
	$= P_T \cdot a_{PT}$					
	Area for pedestrian					
	= (Number of passenger / 60min / Pedestrian density) * Average walking length	Area _{Pedestrian} 10	m ²			
	$= (I_W / 60 / D_W)^* L_W$					
	Area of roadway for traffic management					
	= Length of roadway * Width of roadway	Area _{Road} 60	m ²			
	$= L_c * W_c$					
	/) Area for symbol Area for symbol/statue	Area. 0	m ²		input data	
	8) Total of Traffic function space	AleaSymbol			input data	
	Total of traffic function space					
	$= {}^{1)} Area_{Bus} + {}^{2)} Area_{Taxi} + {}^{3)} Area_{Card Van} + {}^{4)} Area_{Parking} + {}^{6)} Area_{Pedestrian} + {}^{6)} Area_{Road} + {}^{3)$	TA _{Traffic} 329	m ²			
	⁽⁾ Area _{Symbol}					
	Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of oueueing for bus *					
	Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of	taxi TA _{Road} 310	m ²			
	µassenger = TA _{Галбіс} - Area _{Periostrian} - N _{RW} * а _{RW} - N ты * аты					
4.	Calculation of environmental function space	LI]			
	Environmental function space = Total of traffic function space for roadway	TA	m ²			
	= TA _{Road}	Thenvironmental 310				
5.	Calculation of station plaza space					
	= TA _{Traffic} + TA _{Environmental}	TA _{Plaza} 639	m²			
1						

Calculation Sheet for a Space of Station Plaza						
	1	ame of Station	29	Kyaukyetwin Statio	on]
		Target Year		2035]
1. Calculation of the traff	ic function area					
Number of bus-r	ide booth	Bin	11	booth	(initial value)	
Number of bus-r	ating off booth	Bon	3	booth	(initial value)	
Traffic volume of = N_{BP} * $ST_B / 6$	f queueing for bus = Number of bus passenger * Bus service time of bus / 60min Omin	N _{BW}	432	pax/queueing	(
Number of bu	is passenger	N _{BP}	2,592	pax/peak hour		input data/egress
Service time	of bus	STB	10	min	(initial value)	
 Traffic volume and n 	umber of facilities for taxi standing	P	4	booth	(initial value)	
Number of taxi-	atting off booth	BIT	4	booth	(initial value)	
Number of parkir	a lat	P_	4	lot	(initial value)	
Traffic volume of = N_{TP} * $ST_T/6$	f queueing for taxi = Number of taxi passenger * Taxi service time of bus / 60min Omin	NTW	44	pax/queueing	(initial value)	
Number of th		N	500			inn it data (anna a
Service time	xi passenger of taxi	NTP STT	533	pax/peak nour min	(initial value)	input data/egress
3) Traffic volume and n	umber of facilities for Car&Van waiting				(,	
Number of car&	van-getting on/off booth	BIOCV	3	booth	(initial value)	
 Traffic volume for ros Traffic volume = 	adway	C	1.672	vahiala/poak hour		
Number of pa	arb 1.7 + Cr 0 + err	C _C	3,837	venicie/peak nour		input data/both
Number of av	verage bus passenger	b	40.0	pax/bus	(initial value)	
Number of pa	assenger of taxi (peak hour)	С	790			input data/both
Number of av	verage taxi passenger	d	2.46	pax/taxi	(initial value)	excluded driver
Number of av	verage car&van passenger	f	1.55	pax/taxi	(initial value)	excluded driver
2. Unit value of facilities						
Space of bus wa	iting lot	a _B	70	m²/vehicle	(initial value)	
Queueing space	of bus passenger	a _{BW}	1	m²/person	(initial value)	
Space of taxi wa	iting lot	a _T	20	m ⁺ /vehicle	(initial value)	
Queueing space	of taxi passenger	a _{TW}	1	m*/person	(initial value)	
Space of carava	in waiting lot	a _{CV}	20	m ⁻ /venicle	(initial value)	
Space of taxi par	rking lot	a _{PT}	30	m-/venicie	(initial value)	
Pedestrian dens		D _W	2/	pax/min ⁻ m	(initial value)	innut data (kath
Number of pass		Iw	7,303	pax/peak nour		input data/both
Average walking	$ay = 0.4$ $G_C + 30.7$	LC	705	m		
Plaza area e	$reliqui = 0.009 A_0 + 62.4$	L _W	09	m ²	(initial value)	
Width of roadwa	v		55	m	(initial value)	
3. Calculation of traffic fu	, Inction space	•••	0.0		(initial value)	
1) Area of bus platform						
Area of bus platf = (Number of bu volume of queu = $(B_{B} + B_{OB})^{*}$	orm s-ride booth + Number of bus-getting off booth) * Space of bus waiting lot + Traffic eing for bus * Queueing space of bus passenger $a_B + N_{BW} * a_{BW}$	Area _{Bus}	1,383	m²		
 Area of taxi standing Area of taxi stand 	ding					
= (Number of tax volume of queue = $(B_{IT} + B_{OT})^*$	id-ride booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Traffic eing for taxi + Queueing space of taxi passenger $a_T + N_{TW} * a_{TW}$	Area _{Taxi}	189	m²		
 Area of car&van stop 						
= umber of car&van = B _{IDCV} * a _{CV}	stop van-getting on/off booth * Space of car&van waiting lot	Area _{Car&Van}	56	m²		
4) Area of parking						
Area of parking = Number of par = $P_T * a_{PT}$	king lot * Space of taxi parking lot	Area _{Parking}	109	m²		
5) Area for pedestrian						
Area for pedestri = (Number of pa = $(T_W / 60 / D_W)$	an ssenger / 60min / Pedestrian density) * Average walking length) * L _W	Area _{Pedestrian}	404	m²		
 Area of roadway for the second sec	raffic management for traffic management way * Width of roadway	Area _{Road}	711	m²		
7) Area for symbol						
Area for symbol/	statue	Area _{Symbol}	0	m²		input data
 Total of Traffic function 	on space					
$= {}^{1)}Area_{Bus} + {}^{2)}$	nction space Area _{Taxi} + ³⁾ Area _{Cark Van} + ⁴⁾ Area _{Parking} + ⁵⁾ Area _{Pedestrian} + ⁶⁾ Area _{Road} +	TA _{Traffic}	2,851	m²		
Total of traffic fu = Total of traffic fu Queueing space	nction space for roadway function space - Area for pedestrian - Traffic volume of queueing for bus * of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi	TA _{Road}	1,971	m²		
= TA _{Traffic} - Area	a _{Pedestrian} - N _{BW} * a _{BW} - N _{TW} * a _{TW}	1				
4. Calculation of environmental fu	mental function space inction space = Total of traffic function space for roadway	TAEnvironmental	1,971	m²		
5. Calculation of station p	aza space					
Station plaza spi = TA _{Traffic} + TA	ace = Total of traffic function space + Environmental function space	TA _{Plaza}	4,822	m²		

Calculation Sheet for a Space of Station Plaza						
	Name of Station	30	Tadakalay Station]	
1. Calculation of the traffic function area	Target real	L	2035		1	
1) Traffic volume and number of facilities for bus platform						
Number of bus-ride booth	B _{IB}	2	booth	(initial value)		
Number of bus-getting off booth	B _{OB}	0	booth	(initial value)		
Trainic volume or queueing to bus = number of bus passenger bus service time of bus / formin = $N_{BP} * ST_B / 60min$	N _{BW}	75	pax/queueing			
Number of bus passenger	N _{BP}	448	pax/peak hour		input data/egress	
Service time of bus	STB	10	min	(initial value)		
2) Traffic volume and number of facilities for taxi standing Number of taxi-ride booth	Brz	1	booth	(initial value)		
Number of taxi-getting off booth	Bor	1	booth	(initial value)		
Number of parking lot	PT	1	lot	(initial value)		
Traffic volume of queueing for taxi = Number of taxi passenger * Taxi service time of bus / 60min = N_{TP} * ST_T / 60min	N _{TW}	8	pax/queueing			
Number of taxi passenger	Nro	92	nav/neak hour		input data/egress	
Service time of taxi	STT	5	min	(initial value)	input data ogi coo	
3) Traffic volume and number of facilities for Car&Van waiting				(,		
Number of car&van-getting on/off booth	BIOCV	1	booth	(initial value)		
4) Traffic volume for roadway						
Traffic volume = $a/b + 1.7 + c/d + e/f$	Cc	314	vehicle/peak hour		inned data (bath	
Number of passenger of bus (pear hour) Number of average bus passenger	b	40.0	pax/bus	(initial value)	input data/botin	
Number of passenger of taxi (peak hour)	с	148		. ,	input data/both	
Number of average taxi passenger	d	2.46	pax/taxi	(initial value)	excluded driver	
Number of passenger of car&van (peak hour) Number of average car&van passenger	e f	1.55	pax/taxi	(initial value)	input data/both excluded driver	
2. Unit value of facilities	•			(,		
Space of bus waiting lot	a _B	70	m²/vehicle	(initial value)		
Queueing space of bus passenger	a _{BW}	1	m²/person	(initial value)		
Space of taxi waiting lot	a _T	20	m ² /vehicle	(initial value)		
Queueing space of taxi passenger	a _{TW}	1	m ² /person	(initial value)		
Space of car&van waiting lot	a _{cv}	20	m²/vehicle	(initial value)		
Space of taxi parking lot	a _{PT}	30	m²/vehicle	(initial value)		
Pedestrian density		27	pax/min*m	(initial value)	1	
Number of passenger	Iw	1,387	pax/peak nour		input data/both	
$\Delta verage walking length = 0.009 * 4 + 82.4$	Lo	84	m			
Plaza area excluded space for pedestrian	A.	0	m ²	(initial value)		
Width of roadway	We	5.5	m	(initial value)		
3. Calculation of traffic function space	U			(,		
1) Area of bus platform						
Area of bus platform = (Number of bus-ride booth + Number of bus-getting off booth) * Space of bus waiting lot + Traffic volume of queueing for bus * Queueing space of bus passenger = $(B_B + B_{OB}) * a_B + N_{BW} * a_{BW}$	Area _{Bus}	239	m²			
2) Area of taxi standing						
Area of taxi standing = (Number of taxi-ride booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Traffic volume of queueing for taxi * Queueing space of taxi passenger	Area _{Taxi}	33	m²			
$= (B_{IT} + B_{OT})^{-} a_T + N_{TW}^{-} a_{TW}$						
Area of car&van stop						
= umber of car&van-getting on/off booth * Space of car&van waiting lot = $B_{_{DCV}}$ * $a_{_{CV}}$	Area _{Car&Van}	10	m²			
4) Area of parking Area of parking						
= Number of parking lot * Space of taxi parking lot = $P_T * a_{PT}$	Area _{Parking}	19	m²			
5) Area for pedestrian						
Area tor pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = $(T_W / 60 / D_W) * L_W$	Area _{Pedestrian}	72	m²			
6) Area of roadway for traffic management						
Area or roadway for trainer management = Length of roadway * Width of roadway = $L_c * W_c$	Area _{Road}	167	m²			
7) Area for symbol						
Area for symbol/statue	Area _{Symbol}	0	m ²		input data	
8) Total of Traffic function space						
= 11 Area ${}_{Rost}$ + 23 Area ${}_{Rost}$ + 31 Area ${}_{Cast}$ Van + 41 Area ${}_{Parking}$ + 51 Area ${}_{Padestrian}$ + 61 Area ${}_{Rosd}$ + 71 Area ${}_{Symbol}$	TA _{Traffic}	540	m²			
Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi passenger	TARoad	386	m²			
= TA _{Traffic} - Area _{Pedestrian} - N _{BW} * a _{BW} - N _{TW} * a _{TW}						
Catcutation of environmental function space Environmental function space = Total of traffic function space for roadway = TA _{Read}	TA _{Environmental}	386	m²			
5. Calculation of station plaza space	·					
Station plaza space = Total of traffic function space + Environmental function space = $TA_{Table} + TA_{Environmental}$	TA _{Piaza}	926	m²			

Calculation Sheet for a Space of Station Plaza						
	Na	me of Station	31	Yegu Station]
	Coloriation of the traffic function and	Target Year	l	2035		
1.	1) Traffic volume and number of facilities for bus platform					
	Number of bus-ride booth	B _{IB}	0	booth	(initial value)	
	Number of bus-getting off booth	B _{OB}	0	booth	(initial value)	
	Traffic volume of queueing for bus = Number of bus passenger * Bus service time of bus / 60min = $N_{B^{\rm p}}$ * ST _B / 60min	N _{BW}	3	pax/queueing		
	Number of bus passenger	N _{BP}	19	pax/peak hour		input data/egress
	Service time of bus	STB	10	min	(initial value)	
	2) Traffic volume and number of facilities for taxi standing	P	0	haath	(initial unless)	
	Number of taxi-ride booth	B	0	booth	(initial value)	
	Number of parking lot	P _T	0	lot	(initial value)	
	Traffic volume of queueing for taxi = Number of taxi passenger * Taxi service time of bus / 60min = N_{TP} * ST_T / 60min	N _{TW}	0	pax/queueing	(
	Number of tavi passenger	N	4	nav/naak hour		innut data/earees
	Service time of taxi	STr	5	min	(initial value)	input uata/egress
	3) Traffic volume and number of facilities for Car&Van waiting	÷.1			(
	Number of car&van-getting on/off booth	BIOCV	1	booth	(initial value)	
	4) Traffic volume for roadway					
	Traffic volume = $a/b * 1.7 + c/d + e/f$	Cc	51	vehicle/peak hour		ion d data (bath
	Number of average bus passenger	b	40.0	pax/bus	(initial value)	input data/both
	Number of passenger of taxi (peak hour)	с	24		(,	input data/both
	Number of average taxi passenger	d	2.46	pax/taxi	(initial value)	excluded driver
	Number of passenger of car&van (peak nour) Number of average car&van passenger	e f	1.55	pax/taxi	(initial value)	excluded driver
2.	Unit value of facilities					
	Space of bus waiting lot	a _B	70	m ² /vehicle	(initial value)	
	Queueing space of bus passenger	a _{BW}	1	m²/person	(initial value)	
	Space of taxi waiting lot	a _T	20	m²/vehicle	(initial value)	
	Queueing space of taxi passenger	a _{TW}	1	m²/person	(initial value)	
	Space of car&van waiting lot	a _{CV}	20	m²/vehicle	(initial value)	
	Space of taxi parking lot	a _{PT}	30	m-/venicle	(initial value)	
	Number of passenger	D _W	21	pax/min m	(miliai value)	input data/both
	Length of roadway = $0.4 ^{\circ}$ C $_{\circ}$ + 36.1	le Le	56	m		input data/both
	Average walking length = $0.009 * A_0 + 82.4$	Lw	83	m		
	Plaza area excluded space for pedestrian	A ₀	0	m²	(initial value)	
	Width of roadway	Wc	5.5	m	(initial value)	
3.	Calculation of traffic function space					
	 Area of bus platform Area of bus platform exercise bus platform exercise bus platform exercise bus platform exercise exercise bus platform exercise exercisex exercise exerc	Area	10	m ²		
	volume or updating whices a determing space of bus passenger = $(B_B + B_{CB})^* a_B + N_{BW}^* a_{BW}$ 2) Area of taxi standing					
	Area of taxi standing					
	 (Number of tax-inde booth + Number of taxi-getting off booth) ' Space of taxi waiting lot + I rattic volume of queueing for taxi + Queuing space of taxi passenger (B_{II} + B_{OT}) * ar + N_{TW} * a_{TW} 	Area _{Taxi}	1	m²		
	3) Area of car&van stop					
	Area of car&van stop = umber of car&van-getting on/off booth * Space of car&van waiting lot = B_{DCV} * a_{CV}	Area _{Car&Van}	22	m²		
	4) Area of parking					
	Area of parking = Number of parking lot * Space of taxi parking lot = $P_T \cdot a_{PT}$	Area _{Parking}	1	m²		
	5) Area for pedestrian					
	Area for pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = ($T_w / 60 / D_w$) * L _w	Area _{Pedestrian}	11	m²		
	6) Area of roadway for traffic management Area of roadway for traffic management					
	= Length of roadway * Width of roadway = $L_c * W_c$	Area _{Road}	62	m²		
	7) Area for symbol		-	2		
	Area tor symbol/statue	Area _{Symbol}	0	m*		input data
	Total of traffic function space					
	= ¹¹ Area _{Bust} + ²¹ Area _{Taxi} + ³¹ Area _{Cast Evan} + ⁴¹ Area _{Parking} + ⁵¹ Area _{Pedestrian} + ⁶¹ Area _{Road} + ⁷¹ Area _{Symbol}	TA _{Traffic}	107	m²		
	Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi passenger = TA T _{raffic} - Area predestrian * N _{BW} * a _{BW} - N _{TW} * a _{TW}	TA _{Road}	92	m²		
4.	Calculation of environmental function space					
	Environmental function space = Total of traffic function space for roadway = TA _{Read}	TA _{Environmental}	92	m²		
5.	Calcutation of station plaza space Station plaza space = Total of traffic function space + Environmental function space = TA Traffic + TA Environmental	TA _{Piaza}	200	m²		
1						

Calculation Sheet for a Space of Station Plaza						
	Na	ame of Station	32	Parame Station]
		Target Year	[2035]
1.	Calculation of the traffic function area					
	Number of bus-ride booth	Big	4	booth	(initial value)	
	Number of bus-getting off booth	BOB	1	booth	(initial value)	
	Traffic volume of queueing for bus = Number of bus passenger * Bus service time of bus / 60min = $N_{B^{\rho}}$ * ST _B / 60min	N _{BW}	105	pax/queueing		
	Number of bus passenger	N _{BP}	629	pax/peak hour		input data/egress
	Service time of bus 2) Traffic volume and number of facilities for taxis standing	STB	10	min	(initial value)	
	Number of taxi-ride booth	Bit	2	booth	(initial value)	
	Number of taxi-getting off booth	B _{OT}	2	booth	(initial value)	
	Number of parking lot	PT	2	lot	(initial value)	
	Traffic volume of queueing for taxi = Number of taxi passenger * Taxi service time of bus / 60min = N_{TP} * ST_T / 60min	N _{TW}	11	pax/queueing		
	Number of taxi passenger	Nro	129	nav/neak hour		innut data/egress
	Service time of taxi	ST _T	5	min	(initial value)	input data ogi coo
	3) Traffic volume and number of facilities for Car&Van waiting				(
	Number of car&van-getting on/off booth	BIOCV	2	booth	(initial value)	
	4) Traffic volume for roadway					
	Traffic volume = $a/b + 1.7 + c/d + e/f$	Cc	644	vehicle/peak hour		
	Number of passenger of bus (peak hour)	a h	1,478	nav/bus	(initial value)	input data/both
	Number of passenger of taxi (peak hour)	c	304	paxibus	(initial value)	input data/both
	Number of average taxi passenger	d	2.46	pax/taxi	(initial value)	excluded driver
	Number of passenger of car&van (peak hour)	e	710	pay/tavi	(initial value)	input data/both
2.	Unit value of facilities		1.50	pawtaxi	(initial value)	excluded driver
	Space of bus waiting lot	a _B	70	m ² /vehicle	(initial value)	
	Queueing space of bus passenger	a _{BW}	1	m ² /person	(initial value)	
	Space of taxi waiting lot	a _T	20	m ² /vehicle	(initial value)	
	Queueing space of taxi passenger	a _{TW}	1	m ² /person	(initial value)	
	Space of car&van waiting lot	a _{CV}	20	m²/vehicle	(initial value)	
	Space of taxi parking lot	a _{PT}	30	m ² /vehicle	(initial value)	
	Pedestrian density	Dw	27	pax/min*m	(initial value)	
	Number of passenger	Tw	2,844	pax/peak hour		input data/both
	Length of roadway = 0.4 * C _C + 36.1	Lc	294	m		
	Average walking length = 0.009 * A ₀ + 82.4	Lw	85	m		
	Plaza area excluded space for pedestrian	A ₀	0	m ²	(initial value)	
	Width of roadway	W _c	5.5	m	(initial value)	
з.	1) Area of bus platform					
	Area of bus platform = (Number of bus-ride booth + Number of bus-getting off booth) * Space of bus waiting lot + Traffic volume of queueing for bus * Queueing space of bus passenger = $(B_{B} + B_{OB})^{*} a_{B} + N_{BW}^{*} a_{BW}$	Area _{Bus}	429	m²		
	 Area of taxi standing Area of taxi standing (Number of taxi-ride booth + Number of taxi-aetting off booth) * Space of taxi waiting lot + Traffic 					
	volume of queueing for taxi * Queueing space of taxi passenger = $(B_{IT} + B_{OT}) * a_T + N_{TW} * a_{TW}$	Area _{Taxi}	86	m²		
	3) Area of car&van stop Area of car&van stop		,			
	= umber of car&van-getting on/off booth * Space of car&van waiting lot = $B_{DCV} * a_{CV}$	Area _{Car&Van}	41	m²		
	4) Area of parking					
	Area or parking = Number of parking lot * Space of taxi parking lot = $P_T * a_{PT}$	Area _{Parking}	56	m²		
	5) Area for pedestrian					
	Area tor pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = $(T_W / 60 / D_W) * L_W$	Area _{Pedestrian}	149	m²		
	6) Area of roadway for traffic management Area of roadway for traffic management = Length of roadway * Width of roadway = / / * W/	Area _{Road}	299	m²		
	- LC VVC					
	Area for symbol/statue	Area _{Symbol}	0	m ²		input data
	8) Total of Traffic function space	- Ojinboi				
	Total of traffic function space					
	= ¹ Area _{Bus} + ⁺ Area _{Taxi} + ⁻ Area _{Cark Van} + ⁺ Area _{Pashing} + ⁻ Area _{Pedestrian} + ⁻ Area _{Road} + ⁻ ⁷ Area _{Symbol}	TA _{Traffic}	1,062	m²		
	Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi passenger = TA _{Traffic} - Area _{Pedentition} - N _{BW} * a _{BW} - N _{TW} * a _{TW}	TA _{Road}	797	m²		
4.	Calculation of environmental function space					
	Environmental function space = Total of traffic function space for roadway = TA_{Road}	TA _{Environmental}	797	m²		
5.	Cancuration or station pizza space Station pizza space = Total of traffic function space + Environmental function space = TA _{Traffic} + TA _{Environmental}	TA _{Plaza}	1,858	m²		
1						

Calculation Sheet for a Space of Station Plaza						
	Name of Station	33	Kanbe Station]	
	Target Year	[2035			
Calculation of the traffic function area Traffic volume and number of facilities for hus platform						
Number of bus-ride booth	B _{IB}	2	booth	(initial value)		
Number of bus-getting off booth	B _{OB}	0	booth	(initial value)		
Traffic volume of queueing for bus = Number of bus passenger * Bus service time of bus / 60min = $N_{B^{\rm O}}$ * ST _B / 60min	N _{BW}	61	pax/queueing			
Number of bus passenger	N _{BP}	367	pax/peak hour		input data/egress	
Service time of bus	STB	10	min	(initial value)		
2) Traffic volume and number of facilities for taxi standing		. 1				
Number of taxi-ride booth	BIT	1	booth	(initial value)		
Number of taxi-getting on booth	P _{ot}	1	lot	(initial value)		
Traffic volume of queueing for taxi = Number of taxi passenger * Taxi service time of bus / 60min = N_{TP} * ST_T / 60min	NTW	6	pax/queueing	(initial value)		
Number of the internet	N	75	nov/nonk hour		input data/ograa	
Service time of taxi	ST ₂	5	min	(initial value)	input uata/egress	
 Traffic volume and number of facilities for Car&Van waiting 		-		(
Number of car&van-getting on/off booth	BIOCV	0	booth	(initial value)		
4) Traffic volume for roadway						
I rattic volume = $a/b^* 1.7 + c/d + e/t$ Number of passenger of bus (peak bour)	C _C	279 640	vehicle/peak hour		innut data/both	
Number of average bus passenger	b	40.0	pax/bus	(initial value)	input data botti	
Number of passenger of taxi (peak hour)	с	132			input data/both	
Number of average taxi passenger Number of passenger of car&van (neak bour)	d	2.46	pax/taxi	(initial value)	excluded driver	
Number of average car&van passenger	f	1.55	pax/taxi	(initial value)	excluded driver	
2. Unit value of facilities						
Space of bus waiting lot	a _B	70	m ² /vehicle	(initial value)		
Queueing space of bus passenger	a _{BW}	1	m²/person	(initial value)		
Space of taxi waiting lot	a _T	20	m²/vehicle	(initial value)		
Queueing space of taxi passenger	a _{TW}	1	m²/person	(initial value)		
Space of caravan waring lot	a _{CV}	20	m ⁻ /venicle	(Initial value)		
Space of taxi parking for	a _{PT}	27	nav/min*m	(initial value)		
Number of passenger	D _W	1 231	pax/neak hour	(initial value)	innut data/both	
Length of roadway = $0.4 \text{ * } C_{c} + 36.1$	-w	148	m		input data both	
Average walking length = $0.009 * A_0 + 82.4$	Lw	84	m			
Plaza area excluded space for pedestrian	A ₀	0	m ²	(initial value)		
Width of roadway	Wc	5.5	m	(initial value)		
3. Calculation of traffic function space						
 Area of bus platform Area of bus platform = (Number of bus-platform = (Number of bus-side booth + Number of bus-getting off booth) * Space of bus waiting lot + Traffic volume of queueing for bus * Queueing space of bus passenger = Z(A_{ab} = A_{ab})^{+2} = A_{ab}^{-1} =	Area _{Bus}	196	m²			
2) Area of taxi standing						
Area of taxi standing = (Number of taxi-ride booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Traffic volume of queueing for taxi * Queueing space of taxi passenger = $(B_{iT} + B_{OT}) * a_T + N_{TW} * a_{TW}$	Area _{Taxi}	27	m²			
 3) Area of carkvan stop Area of carkvan stop = umber of carkvan-getting on/off booth * Space of carkvan waiting lot = 6 * a 	Area _{Car&Van}	9	m²			
4) Area of parking Area of parking Area of parking						
= Number of parking lot * Space of taxi parking lot = P _T * a _{PT} 5) Area for pedestrian	Area _{Parking}	15	m²			
Area for pedestrian = (Number of passenger / 60min / Pedestrian density)* Average walking length = $(T_W / 60 / D_W)* L_W$ 6) Area of roadway for traffic management	Area _{Pedestrian}	64	m²			
Area of roadway for traffic management = Length of roadway * Width of roadway = $L_c + W_c$	Area _{Road}	153	m²			
7) Area for symbol			2			
Area for symbol/statue	Area _{Symbol}	0	mŕ		input data	
Total of traffic function space						
$= {}^{11} Area _{Bust} + {}^{21} Area _{Taxi} + {}^{31} Area _{Cast Van} + {}^{41} Area _{Pasting} + {}^{51} Area _{Pedestrian} + {}^{61} Area _{Read} + {}^{71} Area _{Symbol}$	TA _{Traffic}	464	m²			
Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi passenger = TA _{Traffic} - Area _{Pedestrian} - N _{BW} * a _{BW} - N _{TW} * a _{TW}	TA _{Road}	333	m²			
⁷ 4. Calculation of environmental function space Environmental function space = Total of traffic function space for roadway = TA ₀ .	TA _{Environmental}	333	m²			
 - «Υκοια 5. Calculation of station plaza space Station plaza space = Total of traffic function space + Environmental function space 						
= TA _{Traffic} + TA _{Environmental}	TA _{Piaza}	797	m²			

Calculation Sheet for a Space of Station Plaza						
	Name of Station	34	Baukthaw Station]	
	Target Year	[2035]	
Calculation of the traffic function area Traffic volume and number of facilities for hus platform						
Number of bus-ride booth	Bip	1	booth	(initial value)		
Number of bus-getting off booth	BOB	0	booth	(initial value)		
Traffic volume of queueing for bus = Number of bus passenger * Bus service time of bus / 60min = N_{BP} * ST _B / 60min	N _{BW}	29	pax/queueing			
Number of bus passenger	N _{BP}	176	pax/peak hour		input data/egress	
Service time of bus	STB	10	min	(initial value)		
Number of taxi-ride booth	Bit	0	booth	(initial value)		
Number of taxi-getting off booth	B _{OT}	0	booth	(initial value)		
Number of parking lot	PT	0	lot	(initial value)		
Traffic volume of queueing for taxi = Number of taxi passenger * Taxi service time of bus / 60min = N_{TP} * ST_T / 60min	N _{TW}	3	pax/queueing			
Number of taxi passenger	Nre	36	pax/peak hour		input data/egress	
Service time of taxi	STT	5	min	(initial value)		
3) Traffic volume and number of facilities for Car&Van waiting	L			. ,		
Number of car&van-getting on/off booth	BIOCV	0	booth	(initial value)		
4) Traffic volume for roadway	rr					
Traffic volume = $a/b^* 1.7 + c/d + e/f$	Cc	113	vehicle/peak hour		ion d data (bath	
Number of passenger of bus (peak nour)	b	40.0	pax/bus	(initial value)	input data/both	
Number of passenger of taxi (peak hour)	с	53	,	(input data/both	
Number of average taxi passenger	d	2.46	pax/taxi	(initial value)	excluded driver	
Number of passenger of car&van (peak hour) Number of average car&van passenger	e f	124	nav/tavi	(initial value)	input data/both excluded driver	
2. Unit value of facilities		1.00	partan	(initial value)		
Space of bus waiting lot	a _B	70	m ² /vehicle	(initial value)		
Queueing space of bus passenger	a _{BW}	1	m ² /person	(initial value)		
Space of taxi waiting lot	a _T	20	m ² /vehicle	(initial value)		
Queueing space of taxi passenger	a _{TW}	1	m ² /person	(initial value)		
Space of car&van waiting lot	a _{CV}	20	m ² /vehicle	(initial value)		
Space of taxi parking lot	a _{PT}	30	m ² /vehicle	(initial value)		
Pedestrian density	Dw	27	pax/min*m	(initial value)		
Number of passenger	Tw	498	pax/peak hour		input data/both	
Length of roadway = $0.4 * C_c + 36.1$	Lc	81	m			
Average walking length = $0.009 * A_0 + 82.4$	Lw	83	m			
Plaza area excluded space for pedestrian	A ₀	0	m²	(initial value)		
Width of roadway	W _c	5.5	m	(initial value)		
1) Area of bus platform						
Area of bus platform = (Number of bus-ride booth + Number of bus-getting off booth) * Space of bus waiting lot + Traffic volume of queueing for bus * Queueing space of bus passenger = $(B_B + B_{OB}) * a_B + N_{BW} * a_{BW}$	Area _{Bus}	94	m²			
2) Area of taxi standing						
Area of taxi standing = (Number of taxi-ride booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Traffic volume of queueing for taxi * Queueing space of taxi passenger = $(B_{17} + B_{07}) * a_7 + N_{7W} * a_{7W}$	Area _{Taxi}	13	m²			
3) Area of car&van stop	·					
Area of car&van stop = umber of car&van-getting on/off booth * Space of car&van waiting lot = B_{PCV} * a_{CV}	Area _{Car&Van}	4	m²			
4) Area of parking						
Area of parking = Number of parking lot * Space of taxi parking lot = $P_T * a_{PT}$	Area _{Parking}	7	m²			
5) Area for pedestrian						
Area for pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = $(T_W / 60 / D_W) * L_W$	Area _{Pedestrian}	26	m²			
6) Area of roadway for traffic management Area of roadway for traffic management = Length of roadway * Width of roadway = Let W ₀ .	Area _{Road}	87	m²			
7) Area for symbol	· · · ·					
Area for symbol/statue	Area _{Symbol}	0	m²		input data	
8) Total of Traffic function space	· · · · ·					
Total of traffic function space = 1 Area _{Bus} + 2 Area _{Taxi} + 3 Area _{Carlt Van} + 4 Area _{Parking} + 5 Area _{Padestrian} + 6 Area _{Road} +	TATOM	230	m ²			
⁷⁾ Area _{Symbol} Total of traffic function space for roadway						
 Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi passenger TA_{Taffic} - Area_{Pedestrian} - N_{BW} * a_{BW} - N_{TW} * a_{TW} 	TA _{Road}	172	m²			
4. Calculation of environmental function space	· · · ·					
Environmental function space = Total of traffic function space for roadway = TA_{Road}	TA _{Environmental}	172	m²			
Canceleave of station plaza space Station plaza space = Total of traffic function space + Environmental function space = TA _{Taffic} + TA <u>Environmental</u>	TA _{Piaza}	403	m²			

Calculation Sheet for a Space of Station Plaza						
	Na	me of Station	35	Tarmwe Station]
		Target Year	[2035]
1.	Calculation of the traffic function area					
	Number of bus-ride booth	Bip	4	booth	(initial value)	
	Number of bus-getting off booth	BOB	1	booth	(initial value)	
	Traffic volume of queueing for bus = Number of bus passenger * Bus service time of bus / 60min = N_{B^P} * ST _B / 60min	N _{BW}	174	pax/queueing		
	Number of bus passenger	N _{BP}	1,043	pax/peak hour		input data/egress
	Service time of bus	STB	10	min	(initial value)	
	Number of taxi-ride booth	Birr	1	booth	(initial value)	
	Number of taxi-getting off booth	Bor	1	booth	(initial value)	
	Number of parking lot	PT	1	lot	(initial value)	
	Traffic volume of queueing for taxi = Number of taxi passenger * Taxi service time of bus / 60min = N_{TP} * ST_T / 60min	N _{TW}	18	pax/queueing		
	Number of taxi passenger	Nro	215	pax/peak hour		input data/egress
	Service time of taxi	STr	5	min	(initial value)	input data ogi ooo
	3) Traffic volume and number of facilities for Car&Van waiting	4 .1			(
	Number of car&van-getting on/off booth	BIOCV	1	booth	(initial value)	
	4) Traffic volume for roadway					
	Traffic volume = $a/b + 1.7 + c/d + e/f$	Cc	794	vehicle/peak hour		
	Number of passenger of bus (peak hour)	a h	1,821	nav/bus	(initial value)	input data/both
	Number of passenger of taxi (peak hour)	c	375	paxibus	(initial value)	input data/both
	Number of average taxi passenger	d	2.46	pax/taxi	(initial value)	excluded driver
	Number of passenger of car&van (peak hour)	e f	874	nav/tavi	(initial value)	input data/both
2.	Unit value of facilities		1.55	pawtaxi	(initial value)	excluded driver
	Space of bus waiting lot	a _B	70	m ² /vehicle	(initial value)	
	Queueing space of bus passenger	a _{BW}	1	m ² /person	(initial value)	
	Space of taxi waiting lot	a _T	20	m ² /vehicle	(initial value)	
	Queueing space of taxi passenger	a _{TW}	1	m ² /person	(initial value)	
	Space of car&van waiting lot	a _{CV}	20	m²/vehicle	(initial value)	
	Space of taxi parking lot	a _{PT}	30	m ² /vehicle	(initial value)	
	Pedestrian density	Dw	27	pax/min*m	(initial value)	
	Number of passenger	Tw	3,504	pax/peak hour		input data/both
	Length of roadway = $0.4 * C_C + 36.1$	Lc	354	m		
	Average walking length = 0.009 * A ₀ + 82.4	L _W	86	m		
	Plaza area excluded space for pedestrian	A ₀	0	m ²	(initial value)	
	Width of roadway	W _c	5.5	m	(initial value)	
з.	1) Area of bus platform					
	Area of bus platform = (Number of bus-ride booth + Number of bus-getting off booth) * Space of bus waiting lot + Traffic volume of queueing for bus * Queueing space of bus passenger = $(B_{B} + B_{OB})^{*} a_{B} + N_{BW}^{*} a_{BW}$	Area _{Bus}	557	m²		
	2) Area of taxi standing					
	Area of tax standing = (Number of tax-ide booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Traffic volume of queueing for taxi * Queueing space of taxi passenger = $(B_{iT} + B_{OT}) * a_T + N_{TW} * a_{TW}$	Area _{Taxi}	76	m²		
	3) Area of car&van stop]			
	Area of carkvan stop = umber of carkvan-getting on/off booth * Space of carkvan waiting lot = B_{DCV} * a_{CV}	Area _{Car&Van}	26	m²		
	4) Area of parking		,			
	Area of parking lot * Space of taxi parking lot = Number of parking lot * Space of taxi parking lot = $P_T * a_{PT}$	Area _{Parking}	44	m²		
	5) Area for pedestrian					
	Area for pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = $(T_w / 60 / D_w) * L_w$	Area _{Pedestrian}	185	m²		
	6) Area of roadway for traffic management Area of roadway for traffic management = Length of roadway * Width of roadway = L _c * W _c	Area _{Road}	359	m²		
	7) Area for symbol					
	Area for symbol/statue	Area _{Symbol}	0	m²		input data
	8) Total of Traffic function space					
	Total of traffic function space = ${}^{1)}$ Area p_{un} + ${}^{2)}$ Area p_{un} + ${}^{3)}$ Area p_{un} + ${}^{4)}$ Area p_{un} + ${}^{5)}$ Area p_{un} + ${}^{6)}$ Area p_{un} + ${}^{6)}$ Area p_{un} +	та	1.047	2		
	⁷⁾ Area _{Symbol}	ATraffic	1,247	m-		
	Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi passenger = Tot = - 4 for a - + + + + New * a - + New * a - +	TA _{Road}	870	m²		
4	Calculation of environmental function space					
	Environmental function space = Total of traffic function space for roadway = TA_{Read}	TA _{Environmental}	870	m²		
5.	Calculation of station plaza space Station plaza space = Total of traffic function space + Environmental function space = $TA_{Taffic} + TA_{Environmental}$	TA _{Plaza}	2,118	m²		
1						

Calculation Sheet for a Space of Station Plaza						
	Nar	me of Station	36	Myittanyunt Station	I]
		Target Year	[2035]
1.	Calculation of the traffic function area					
	Number of bus-ride booth	Bin	4	booth	(initial value)	
	Number of bus-getting off booth	B _{OB}	1	booth	(initial value)	
	Traffic volume of queueing for bus = Number of bus passenger * Bus service time of bus / 60min = $N_{B^{\rho}}$ * ST _B / 60min	N _{BW}	301	pax/queueing		
	Number of bus passenger	N _{BP}	1,806	pax/peak hour		input data/egress
	Service time of bus	SIB	10	min	(initial value)	
	Number of taxi-ride booth	Bir	3	booth	(initial value)	
	Number of taxi-getting off booth	Bor	3	booth	(initial value)	
	Number of parking lot	PT	3	lot	(initial value)	
	Traffic volume of queueing for taxi = Number of taxi passenger * Taxi service time of bus / 60min = N_{TP} * ST_T / 60min	N _{TW}	31	pax/queueing		
	Number of taxi passenger	N	372	nav/neak hour		innut data/earees
	Service time of taxi	ST ₂	5	min	(initial value)	input data/egress
	3) Traffic volume and number of facilities for Car&Van waiting	011			(initial value)	
	Number of car&van-getting on/off booth	BIOCV	2	booth	(initial value)	
	4) Traffic volume for roadway					
	Traffic volume = $a/b + 1.7 + c/d + e/f$	Cc	1,416	vehicle/peak hour		
	Number of passenger of bus (peak hour)	a	3,249		(initial units)	input data/both
	Number of passenger of taxi (peak hour)	c	669	paxous	(Initial value)	input data/both
	Number of average taxi passenger	d	2.46	pax/taxi	(initial value)	excluded driver
	Number of passenger of car&van (peak hour)	е	1,560			input data/both
2	Number of average car&van passenger	f	1.55	pax/taxi	(initial value)	excluded driver
	Space of bus waiting lot	a	70	m ² /vehicle	(initial value)	
	Queueing space of bus passenger	a _{RW}	1	m ² /person	(initial value)	
	Space of taxi waiting lot	aT	20	m ² /vehicle	(initial value)	
	Queueing space of taxi passenger	a _{TW}	1	m ² /person	(initial value)	
	Space of car&van waiting lot	a _{cv}	20	m ² /vehicle	(initial value)	
	Space of taxi parking lot	a _{PT}	30	m ² /vehicle	(initial value)	
	Pedestrian density	D _W	27	pax/min*m	(initial value)	
	Number of passenger	Tw	6,252	pax/peak hour		input data/both
	Length of roadway = $0.4 \text{ * } C_C + 36.1$	Lc	603	m		
	Average walking length = 0.009 * A ₀ + 82.4	Lw	88	m		
	Plaza area excluded space for pedestrian	A ₀	0	m²	(initial value)	
	Width of roadway	Wc	5.5	m	(initial value)	
3.	Calculation of traffic function space					
	 Area of bus platform Area of bus platform = (Number of bus-ride bodh + Number of bus-getting off booth) * Space of bus waiting lot + Traffic volume of queueing for bus * Queueing space of bus passenger = (B_a + B_{ca}) * a_b + N_{BW} * a_{BW} 	Area _{Bus}	684	m²		
	 Area of taxi standing Area of taxi standing = (Number of taxi-ride booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Traffic volume of queueing for tax³ - Queueing space of taxi passenger = (B_a + B_a)⁻ + a + N_p⁻ + a_T_p.	Area _{Taxi}	132	m²		
	 Area of car&van stop Area of car&van stop umber of car&van-getting on/off booth * Space of car&van waiting lot = B_{DCV} * a_{CV} 	Area _{Car&Van}	47	m²		
	4) Area of parking = Number of parking lot * Space of taxi parking lot = $P_T * a_{PT}$	Area _{Parking}	76	m²		
	(Normal Acrea for pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = $(T_w / 60 / D_w) * L_w$ 6) Area of randway for traffic management	Area _{Pedestrian}	339	m²		
	Area of roadway for traffic management = Length of roadway * Width of roadway = $L_c * W_c$	Area _{Road}	608	m²		
	Area for symbol/statue	Area _{Symbol}	0	m²		input data
	8) Total of Traffic function space					
	$= {}^{10} Area g_{int} + {}^{20} Area g_{aut} + {}^{30} Area G_{aut} V_{aut} + {}^{40} Area g_{auting} + {}^{50} Area g_{edustrian} + {}^{60} Area g_{auad} + {}^{70} Area g_{yetod}$	TA _{Traffic}	1,885	m²		
	Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi passenger = TA Traffic - Area Production - N _{BW} * a _{BW} - N _{TW} * a _{TW}	TA _{Road}	1,215	m²		
4.	Calculation of environmental function space Environmental function space = Total of traffic function space for roadway = TA _{Road}	TA _{Environmental}	1,215	m²		
5.	Calculation of station plaza space Station plaza space = Total of traffic function space + Environmental function space = TA _{Traffic} + TA Environmental	TA _{Plaza}	3,100	m²		
1						

Calculation Sheet for a Space of Station Plaza						
	Name of Station 37	7 Malwagone Station	I]		
	Target Year	2035]		
Calculation of the traffic function area Traffic volume and number of facilities for hus platform						
Number of bus-ride booth	B ₁₉ 1	booth	(initial value)			
Number of bus-getting off booth	B _{OB} 0	booth	(initial value)			
Traffic volume of queueing for bus = Number of bus passenger * Bus service time of bus / 60mii = N_{BP} * ST _B / 60min	N _{BW} 51	I pax/queueing				
Number of bus passenger	N _{BP} 305	5 pax/peak hour		input data/egress		
Service time of bus	ST _B 10) min	(initial value)			
2) I rame volume and number of facilities for taxi standing Number of faxi-ride booth	B- 0	booth	(initial value)			
Number of taxi-getting off booth	Bor 0	booth	(initial value)			
Number of parking lot	P _T 0	lot	(initial value)			
Traffic volume of queueing for taxi = Number of taxi passenger * Taxi service time of bus / 60min = N_{TP} * ST_T / 60min	N _{TW} 5	pax/queueing				
Number of taxi passenger	Nro 63	nax/neak hour		input data/egress		
Service time of taxi	ST _T 5	min	(initial value)	input data ogi coo		
3) Traffic volume and number of facilities for Car&Van waiting			(,			
Number of car&van-getting on/off booth	B _{IOCV} 1	booth	(initial value)			
4) Traffic volume for roadway						
Traffic volume = $a/b * 1.7 + c/d + e/f$	C _C 332	2 vehicle/peak hour				
Number of passenger of bus (peak hour) Number of average bus passenger	a 76'	1 0 pax/bus	(initial value)	input data/both		
Number of passenger of taxi (peak hour)	c 15	7	(initial value)	input data/both		
Number of average taxi passenger	d 2.4	6 pax/taxi	(initial value)	excluded driver		
Number of passenger of car&van (peak hour)	e 365	5	(initial value)	input data/both		
2. Unit value of facilities	1.0	pantan	(initial value)	excluded driver		
Space of bus waiting lot	a _B 70	0 m ² /vehicle	(initial value)			
Queueing space of bus passenger	a _{BW} 1	m ² /person	(initial value)			
Space of taxi waiting lot	a _T 20	m²/vehicle	(initial value)			
Queueing space of taxi passenger	a _{TW} 1	m ² /person	(initial value)			
Space of car&van waiting lot	a _{CV} 20) m ² /vehicle	(initial value)			
Space of taxi parking lot	a _{PT} 30) m ² /vehicle	(initial value)			
Pedestrian density	D _w 27	7 pax/min*m	(initial value)			
Number of passenger	T _W 1,46	65 pax/peak hour		input data/both		
Length of roadway = $0.4 * C_c + 36.1$	L _C 169	9 m				
Average walking length = $0.009 * A_0 + 82.4$	L _W 84	1 m				
Plaza area excluded space for pedestrian	A ₀ 0	m²	(initial value)			
Width of roadway	W _C 5.5	5 m	(initial value)			
1) Area of bus platform						
Area of bus platform = (Number of bus-ride booth + Number of bus-getting off booth) * Space of bus waiting lot + Traffi volume of queueing for bus * Queueing space of bus passenger = $(B_B + B_{OB})^* a_B + N_{BW}^* a_{BW}$	Area _{Bus} 163	3 m ²				
2) Area of taxi standing	· · · · ·					
Area of taxi standing = (Number of taxi-ride booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Traffic volume of queueing for taxi * Queueing space of taxi passenger = $(B_{IT} + B_{0T})^* a_T + N_{TW}^* a_{TW}$	Area _{Taxi} 22	2 m²				
3) Area of car&van stop	,					
Area of car&van stop = umber of car&van-getting on/off booth * Space of car&van waiting lot = B_{PCCV} * a_{CV}	Area _{Car&Van} 11	l m²				
4) Area of parking						
Area of parking tot * Space of taxi parking lot = Number of parking lot * Space of taxi parking lot = $P_T * a_{PT}$	Area _{Parking} 13	3 m ²				
5) Area for pedestrian						
Area for pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = $(T_w / 60 / D_w) * L_w$	Area _{Pedestrian} 76	5 m ²				
6) Area of roadway for traffic management Area of roadway for traffic management = Length of roadway * Width of roadway = L ~ * W ~	Area _{Road} 174	4 m ²				
7) Area for symbol	LI					
Area for symbol/statue	Area _{Symbol} 0	m²		input data		
8) Total of Traffic function space						
Total of traffic function space $\frac{1}{2}$ (trap $\frac{3}{2}$ (trap $\frac{4}{2}$ (trap $\frac{5}{2}$ (trap $\frac{6}{2}$ (trap $\frac{6}{2}$)						
⁷ /Area _{symbol} Total of treffs function space for packway	IA _{Traffic} 455	9 m²				
 Total of traffic function space - Vrea for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi passenger = TA _{Traffic} - Area _{Prodestrian} - N_{BW} * a_{BW} - N_{TW} * a_{TW} 	TA _{Road} 327	7 m ²				
4. Calculation of environmental function space	i					
Environmental function space = Total of traffic function space for roadway = TA_{Road} 5 Calculation of station plaza snace	TA _{Environmental} 321	7 m ²				
Statistication of a station place apped Station place appece = Total of traffic function space + Environmental function space = $TA_{Tatific} + TA_{Environmental}$	TA _{Plaza} 786	6 m ²				

Calculation Sheet for a Space of Station Plaza						
	Name of Station	38	Pazundaung Stati	on]	
	Target Year		2035]	
Calculation of the traffic function area Traffic values and number of for Wires for two platform						
Number of bus-ride booth	Bin	6	booth	(initial value)		
Number of bus-raetting off booth	Bon	2	booth	(initial value)		
Traffic volume of queueing for bus = Number of bus passenger * Bus service time of bus / 60min = N_{BP} * ST_B / 60min	N _{BW}	244	pax/queueing	(
Number of bus passenger	N _{BP}	1,463	pax/peak hour		input data/egress	
Service time of bus	STB	10	min	(initial value)		
2) Traffic volume and number of facilities for taxi standing	Р	2	booth	(initial value)		
Number of taxi-nee booth	B	2	booth	(initial value)		
Number of parking of booth	P_	2	lot	(initial value)		
Traffic volume of queueing for taxi = Number of taxi passenger * Taxi service time of bus / 60min = N_{Tp} * ST ₇ / 60min	NTW	25	pax/queueing	(initial value)		
		004			And a descent of the second	
Number of taxi passenger	NTP	301	pax/peak hour	(1-10-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	input data/egress	
3) Traffic volume and number of facilities for Car&Van waiting	SIT	5	min	(initial value)		
Number of car&van-getting on/off booth	Biocy	2	booth	(initial value)		
4) Traffic volume for roadway	-1004	_		()		
Traffic volume = $a/b + 1.7 + c/d + e/f$	Cc	1,211	vehicle/peak hour			
Number of passenger of bus (peak hour)	а	2,779			input data/both	
Number of average bus passenger	b	40.0	pax/bus	(initial value)	the second state of second	
Number of passenger of taxi (peak nour)	d	2 46	pax/taxi	(initial value)	excluded driver	
Number of passenger of car&van (peak hour)	e	1,334	partan	(initial value)	input data/both	
Number of average car&van passenger	f	1.55	pax/taxi	(initial value)	excluded driver	
2. Unit value of facilities						
Space of bus waiting lot	a _B	70	m²/vehicle	(initial value)		
Queueing space of bus passenger	a _{BW}	1	m²/person	(initial value)		
Space of taxi waiting lot	a _T	20	m²/vehicle	(initial value)		
Queueing space of taxi passenger	a _{TW}	1	m²/person	(initial value)		
Space of car&van waiting lot	a _{CV}	20	m²/vehicle	(initial value)		
Space of taxi parking lot	a _{PT}	30	m²/vehicle	(initial value)		
Pedestrian density	Dw	27	pax/min*m	(initial value)		
Number of passenger	Tw	5,347	pax/peak hour		input data/both	
Length of roadway = $0.4 \text{ * } C_c + 36.1$	Lc	521	m			
Average walking length = $0.009 \text{ * } A_0 + 82.4$	L _W	8/	m			
Plaza area excluded space for pedestrian	A ₀	0	m-	(initial value)		
Vildth of roadway	W _C	5.5	m	(initial value)		
1) Area of bus platform						
Area of bus platform = (Number of bus-ride booth + Number of bus-getting off booth) * Space of bus waiting lot + Traffic volume of queueing for bus * Queueing space of bus passenger = $(B_B + B_{OB}) * a_B + N_{BW} * a_{BW}$	Area _{Bus}	780	m²			
 Area of taxi standing Area of taxi standing = (Number of taxi-ride booth + Number of taxi-getting off booth) * Space of taxi waiting lot + Traffic volume of queueing for taxi * Queueing space of taxi passenger = (8_μ + 8_{D_Q}) * a_{D_Q} 	Area _{Taxi}	107	m²			
 Area of carávan stop Area of carávan stop umber of carávan-getting on/off booth * Space of carávan waiting lot B_{LCV} * B_{CV} 	Area _{Car&Van}	40	m²			
 4) Area of parking Area of parking = Number of parking lot * Space of taxi parking lot = P_T * a_{PT} 	Area _{Parking}	61	m²			
 b) Area for pedestrian Area for pedestrian = (Number of passenger / 60min / Pedestrian density) * Average walking length = (T_w / 60 / D_w) * L_w Area for density of tentific management 	Area _{Pedestrian}	287	m²			
Area of roadway to train, management = Length of roadway * Width of roadway = $L_c * W_c$	Area _{Road}	526	m²			
7) Area for symbol Area for symbol/statue	Area _{Symbol}	0	m²		input data	
8) Total of Traffic function space						
104ai oli tallio tullioto il space = ¹¹ Arcea _{buss} + ²¹ Arcea _{Tass} + ³¹ Arcea _{Cast Van} + ⁴¹ Arcea _{Parking} + ⁵¹ Arcea _{Podestrian} + ⁶¹ Arcea _{Road} + ⁷¹ Arcea _{Symbol}	TA _{Traffic}	1,802	m²			
Total of traffic function space for roadway = Total of traffic function space - Area for pedestrian - Traffic volume of queueing for bus * Queueing space of bus passenger - Traffic volume of queueing for taxi * Queueing space of taxi passenger = TA Traffic - Area Production - N DBW * a BW - N TW * a TW	TA _{Road}	1,246	m²			
*4. Calculation of environmental function space Environmental function space = Total of traffic function space for roadway	TAcontection	1,246	m ²			
= TA _{Road} 5. Calculation of station plaza space Table for the state of the sta	Environmental	1,240				
Station pieze space = total of traffic function space + Environmental function space = TA _{Traffic} + TA _{Environmental}	TA _{Plaza}	3,048	m²			