



Methods and Procedures for Wollong-Gwangtan Road Construction

After re-analyzing the feasibility analysis by LIMAC, it shows that the “Wollong-Gwangtan” section on Local road 360 is not economically feasible to construct with 4 and 2 lanes for round-trip and this work has proposed to construct only 2 lanes for round-trip while reflecting the aspects of road function and the harm that Paju-si has been suffered by Military Protection Area.

After the feasibility analysis by LIMAC, Gyeonggi-do requested an economic feasibility analysis on areas since two changes of traffic condition in affected area for the section have been appeared such as Done IC between Kimpo and Paju on 2nd outer circular road and Paju Hope Project which is placed near the section.

As a result of the two changes of condition required from Gyeonggi-do and Paju-si and analyzing the economical feasibility analysis with supposing unreasonably applied VDF by LIMAC as reasonably improved situation, two constructional alternatives don't bring any results for economical feasibility and it still will not be appeared later on.

This road section is desirable to construct rapidly with over 2 lanes for both to make Local road 360 which is connected Paju-si to Pocheon-si for 58km keep its local distribution function, the original function, because the whole sections of it excluding 4,6km of road section are operated with 2 lanes and 4 lanes for both ways.

Although this road section is economically not reasonable, it is desirable not only to construct as soon as possible to implement this business which is to connect the section that has been cut off to function the roles of the road, but also to support normal economic activity for the local residents who had been damaged by designating as Military protection area so far.

To make Local road business for Gyeonggi-do carry forward efficiently, it is necessary to join eagerly for the analysis process of LIMAC and should be come up with any alternatives to join as a reviewer since Gyeonggi Research Institute is impossible and unreasonable to be a person in charge for LIMAC.

Though O/D and Network, the basic date for feasibility analysis, has consistency, they need to be improved since it is estimated that they have been analyzed while ignoring the analysis of LIMAC. Which means even though the analysis of LIMAC is constructed in detail about Network of the Road section that is small scale, there is no VDF reflected on it and it is unreasonably limited to analyze for O/D.

■ Keyword Wollong-Gwangtan, B/C, Benefit/Cost