

PROFESSIONAL DETAILS



Fullname Ziyad Nayef Shamsulddin

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Phone 07504577222

Gender male

Birth Date 1980-08-28

Address Iraq - Duhok

Nationality Iraqi

-
- [Duhok Technical Institute](#)
 - [Road Construction](#)

LANGUAGE

- **Kurdish** (Native)
- **English** (Proficient)
- **Arabic** (Proficient)

SPECIALTIES

Transportation Engineering Civil Engineering Pavement Design Traffic Safety

TEACHING MATERIAL

Introduction to Highway Engineering Construction Materials Highway Construction Techniques
Engineering Surveying Traffic Engineering Geographical Information System (GIS) Building
Construction Techniques Computer Application (AutoCAD)

SOCIAL LINKS

[Research Gate](#) [Google Scholar](#) [DPU Moodle](#)

EDUCATION

Jun, 2011

Master

Civil Engineering (Transportation Division)

Salahaddin - Erbil

Jul, 2004

Bachelor

Civil Engineering

Duhok

TITLE

Dec, 2018

Lecturer

Apr, 2013

Assistant Lecturer

INTEREST

*Transportation
Engineering:*

Innovative Road Pavement Design, Road Condition and Safety, Traffic Safety, Pavement Management.

PUBLICATION JOURNAL

Feb, 2020

[Illegal Driver Behavior at Signalized Intersections](#)

University of Duhok (Issue: 2) (Volume: 22)

This paper deals with two common driving offensive cases at signalized intersections: 1-The sudden change in lane on the beginning of the green interval to pass the intersection using the right turning lane. 2-The forced emerging through queued vehicles passing T intersection on the through approach, always green lane. The objective of this study is to observe and count the percentages of those impatient drivers on four intersections during peak hour period. The data was collected within Duhok city at two intersections, for each of the above mentioned cases. Video camera was used to collect the flow of vehicles in each case. Traffic counting was carried out on the video using the laptop keys and EVENT computer program. Peak hour period for the four intersections was (5:00pm -6:00pm) according to a comprehensive previous study for traffic in Duhok city. The total hourly traffic flow was collected on the diagnosed approach.

The percentage of the offensive drivers was collected relative to the total traffic flow at the approach during the same period. For the first case, the analyses of data shows that: The percentage of offensive vehicles to the total flow of the approach was 11% at Biraintersection. Larger rate was noticed at Mamintersection reaching 27%. Adding painted street markers did not change the tendency to break the regulations. For the second case, the data was collected at two intersections, namely Safin, and Sulav. The percentage of the offensive vehicles was within 20% for the two intersections. Off peak period observations did not show any obvious change in drivers behavior.

Dec, 2018

[Investigating The Causes of Traffic Accidents for Duhok - Zakho International Road](#)

University of Duhok (Issue: 2) (Volume: 21)

Traffic accidents are considered as one of the main causes of death in the world. In order to reduce number of accidents, traffic safety refers to the methods and measures used to prevent road users from being killed or seriously injured. In Kurdistan, more than 1,000 inhabitants are killed in road accidents every year and about 200,000 are injured. This study focuses on investigating the reasons of accidents occurring along Duhok-Zakho international road, and identification of high accident locations (HALs) using accident number, accident rate and rate quantity control methods. Data such as the type of accident, the causes for each type, the traffic flow and geometric design have been collected for nine segments of the road from 2013 to 2016. The results indicate that the rear-end collision is the highest frequency among other types of accidents and the year 2014 has the highest number of accidents. There is an urgent need for specific countermeasures to be implemented (e.g. installing more speed limit camera, lane marking). Hence, this study has shed light on this road to find the optimum solution for such safety problem.

Mar, 2018

[Geometrical Design Errors in Duhok Intersections by Driver Behavior](#)

University of Babylon, Engineering Sciences (Issue: 5) (Volume: 26)

In many situations, drivers if certain of the absence traffic monitoring system tend to shorten their driving paths and travel time across intersections. This behavior will be encouraged if the geometrical design suffers from mistakes, or the geometrical design and road conditions make it harder for drivers to follow the correct routes. Sometimes the intersection arrangement is confusing for the driver to distinguish the right from the wrong track. In this study, two sites with large number of driving mistakes were noticed. One site is a roundabout within the university of Duhok campus. The other is the intersection just outside the University of Duhok eastern main gate. At both sites, the geometry is very confusing and encourage driving mistakes. The university roundabout which was the first site investigated, was not properly designed encouraging wrong side

driving. Many traffic accidents took place at this roundabout. Wrong side driving reaches 32% at peak hour in one approach. This was reduced to 6% when temporary divisional island was installed. The other approach has a 15% wrong side driving and no remedy could be done to it. At the intersection near the university gate, wrong side driving reaches 56% of the traffic emerging from the main gate at peak hour. This was reduced to 14% when drivers are guided through direction sign. This percentage was reduced further to 9% with standing policeman. Key Words: Geometrical, Design, Intersection, Roundabout, Behavior, Wrong, Driving.

Aug, 2017

[Effect of Aggregate Maximum Size upon Compressive Strength of Concrete](#)

University of Duhok (Issue: 1) (Volume: 20)

Aggregates form 60% to 75% of concrete volume and thus influence its mechanical properties. The strength of normal concrete is affected by the maximum size of a well-graded coarse aggregate by two opposing ways. Concrete mixes containing larger aggregate particles need less mixing water than those containing smaller aggregates. On the other hand, the smaller size aggregates give larger surface area for bonding with the mortar matrix. This study is a trial to cover these two points with testing three different useable concrete mixes in Kurdistan Region–Iraq which are 1: 1.5: 3, 1: 2: 4 and 1: 3: 6 (Cement: Sand: Gravel). In each mix, five maximum aggregate sizes were used which are 9.5 mm, 12.5 mm, 19mm, 25mm and 37.5 mm, the consistency of the all mixes is fixed for slumps of 25-50mm. According to the test results it is concluded that in general the compressive strength of concrete increases when the maximum size of aggregate decreases and the maximum aggregate size strongly influences the concrete strength. Test results also show that the optimum concrete strength is reached by using aggregates of 9.5 mm maximum size. We further concluded that for a specified strength, an economical mix can be produced by decreasing the amount of cement and using an appropriate maximum aggregate size.

CONFERENCE

Oct, 2015 - Oct, 2015

[2015 Road Safety & Simulation International Conference.](#)

United States, Orlando, Florida USA As Presenter

2015 Road Safety & Simulation International Conference

Sep, 2011 - Sep, 2011

[3rd International Conference on Road Safety and Simulation.](#)

United States, Indianapolis Indiana, United States As Presenter

3rd International Conference on Road Safety and Simulation

WORKSHOP

Nov, 2018 - Nov, 2018

[Improving the Capacities and Competencies of Iraqi TVET Leader, Teachers and Trainers. \(TEACHER TRAINERS workshop\)](#)

Dilshad Hotel – Duhok As Presenter

(TEACHER TRAINERS workshop)

Oct, 2018 - Oct, 2018

[Improving the Capacities and Competencies of Iraqi TVET Leader, Teachers and Trainers. \(MASTER TRAINERS workshop\)](#)

Titanic Hotel - Sulaymaniyah As Guest

Titanic Hotel - Sulaymaniyah

Dec, 2017 - Dec, 2017

[Improving the Capacities and Competencies of Iraqi TVET Leader, Teachers and Trainers](#)

Cristal Hotel – Erbil As Presenter

(TEACHER TRAINERS workshop)

Aug, 2017 - Aug, 2017

[Improving the Capacities and Competencies of Iraqi TVET Leader, Teachers and Trainers](#)

Cristal Hotel – Erbil As Guest

MASTER TRAINERS workshop

Dec, 2015 - Dec, 2015

[Surveying Workshop](#)

Duhok Technical Institute As Guest

Participation in “Surveying Workshop”, Duhok Polytechnic University, Duhok Technical Institute. (Modern Surveying Instruments)

Feb, 2014 - Feb, 2014

[Modern Teaching and Research Methodology](#)

School of Language Conference Hall, UOZ As Guest

Training Workshop “Modern Teaching and Research Methodology”, University of Zakho – Duhok Polytechnic University and Lulea University of Technology

SEMINAR

May, 2019

[Soil Classification](#)

Building and Construction, Hall No. 11 As Attend

May, 2019

[Google Drive](#)

Road Construction, Hall No. 11 As Presenter

May, 2019

[Effect of Naphtha on Blending Alcohol Diesel Fuel on C.I Engine](#)

Mechanic, Hall No. 11 As Attend

May, 2019

[Retaining Wall Types](#)

Building and Construction, Hall No. 11 As Attend

May, 2019

[History of Soil Mechanics](#)

Building and Construction, Hall No. 11 As Attend

May, 2019

[Safety of Professionalism](#)

Road Construction, Hall No. 12 As Presenter

May, 2019

[Soil Compaction](#)

Building and Construction, Hall No. 11 As Attend

May, 2019

[Use of Expanded Polyethylene \(EPS\) Beads](#)

Building and Construction, Hall No. 11 As Attend

May, 2019

[Reinforcement](#)

Building and Construction, Hall No. 11 As Attend

May, 2019

Carbon Fiber Concrete

Building and Construction, Hall No. 11 As Attend

May, 2019

Catalytic Converter

Mechanic, Hall No. 11 As Attend

Jan, 2019

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DPU, Azadi Hall As Attend

Jan, 2019

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DPU, Azadi Hall As Attend

Dec, 2018

Mono arthritis

X-Ray, Hall No. 5 As Attend

Oct, 2018

European Credit Transfer System (ECTS)

Road Construction, Hall No. 4 As Presenter