APPENDIX 3.2.4 HOME INTERVIEW SURVEY FORMS

ROAD DEVELOPMENT STUDY IN NORTHEASTERN REGION

HOME INTERVIEW QUESTIONNAIRE (SHEET 1)

GENERAL

		<u> </u>						Occup	ation						Regular T	rip (f	rom ho	ouse to	(1) (1) (2) (3)							
r No	Age	Se	x	4	Earr	ners	.a.a				Stud			Destination (Name of Ban,		Distance (km)	es S	lode 101	for de n	Using Mode after Road Improvement	lency /year	er (
Member		Male	Female	Far	<u>י</u> וווי	Non- Farm	Fixed Salary	e -	rer		High School	Primary School	Kinder- garten	Amphoe,	Amphoe, School,		Amphoe, School,		Amphoe, School,		Purpose	rtat tat	Vortation Reason for Selection of Mode Using Mode after Road Improvement Frequency			Cost per trip (haht)
W		Ma	Геш	Own	Rent	N R	Fix Sal	House- wife	Other	Univ.	Sch Sch	Pril Sch	Kin gar	etc		Ó	ā,	Maj	Se a Se a	Usi aft	Frequ /week /month	8 -				
1			· ·			, 		,							• • •											
2 .								,																		
3	 														· · · · · ·						-					
4			-	• • •		•																				
5				÷.																	-					
6	(•	•	· · ·			 	· · /	:																	
نـــــــ TC	DTAL			·					- - -																	

□ VEHICLE OWNERSHIP

<u>Note</u>:

Vehicle Type	Mo de 1	Engine	Ve	hicle Purc	hase	•	Running Km.	Fuel Cost	Other Run-
Code	of Vehicle	Size	Price(baht)	Purchase Year	New	Second- hand (yr)	(km/month)	1 ·	ning Costs (baht/month)
		cc	· · · · · · · · · · · · · · · · · · ·	:	n	s ()			
· -		CC CC			n	s ()		e del secre	
		cc			n	s (a a series de la composición de la comp	an a	
		сс	<u>_</u>	:	n	s ()	· · · · · · · · · · · · · · · · · · ·		
		сс			n	s ()			· · ·
· ·		сс			n	s ()	· · · · · · · · · · · · · · · · · · ·		
		сс			n	s ()	· · · · · · · · · · · · ·		
		сс			n	s ()			

Mode Purpose 1. To Farm 1. On Foot 2. By Bicycle 2. To Office 3. By Tricycle W/ Engine 3. To School 4. By Tricycle W/O Engine 4. Business 5. By Cart or Tractor 5. Shopping 6. Entertain 6. By Motorcycle 7. To Hospital 7. By Light Bus 8. By Heavy Bus 8. Other 9. By Pickup Truck 10. By Heavy Truck 11. By Passenger Car 12. E-Tan 13. Other

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APPENDIX 3.2.4 1/4

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· . ·		
in in P	· · · · · ·	
Date:		
Study Route:	· · · · · · · · · · · · · · · · · · ·	
Village Name:	3	
Interv	iewer:	
	· · · · · · · · · · · · · · · · · · ·	
•		
	nber of Person T Amphoe Center	rip
]/week /month /year	:
	Major Mode	

Reason

1. Cheap

- Convenient
 Comfortable
 Cannot use other mode
 Not so far
- 6. Other

HOUSEHOLD INCOME

1. WAGES AND SALARIES

ROAD DEVELOPMENT STUDY IN NORTHEASTERN REGION

HOME INTERVIEW QUESTIONNAIRE (SHEET 2)

JOB	MEMBER	MEMBER No	MEMBER No	MEMBER No	MEMBER No	MEMBER No	MEMBER No	MEMBER No.
1. Pro. Admin., Tech. Workers	5							
2. Clerical, Sales & 2. Service Workers								
3. Production & 3. Construction Workers								
4. General Laborers								
			······································					

2. FARM INCOME			BA	HT/YEAR
PLANTATION OR LIVESTOCK	SEILING QUANTITY	SELLING PLACE	SELLING	INCOME
].Rice (glutinous)				
2. Rice (non-glutinous)				: :
3. Cassava		÷		
4. Maize				·
5. Sugar cane				
6. Kenaf			· · · · · · · · · · · · · · · · · · ·	
7.				
8.		· · · · · · · · · · · ·		
Total	1			

3. NON-FARM INCO	ME	BAHT/YEAR
(SPECIFIED)	REVENUE	COST
1.		
2.		
3.		
4.		
Total		

4. PROPERTY INCOME	
ITEMS	BAHT per
1. Land Rent	
2. Other Rents & Royalties	
3. Interest & Dividends	
Total	
5. CURRENT TRANSFER	
ITEMS	BAHT per
1. Assistance Payments	
2. Pension and Annuities	
3.	
Total	
6. OTHER MONEY RECEIPTS	
ITEMS	BAHT per
1. Insurance	
2. Lottery Winnings	
3.	
Total	

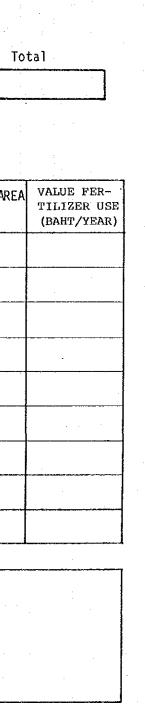
Sub Total (baht/year)

FARMER ONLY

PLANTATION OR LIVE STOCK	PLANTED AR (RAI)
1. Rice (glutinous)
2. Rice (non-glutinous)	
3. Cassava	
4. Maize	· · · · · · · ·
5. Sugar cane	
6. Kenaf	
7.	
8.	
· · · · · · · · · ·	
Remarks	······································
· · · · · · · · · · · · · ·	

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APPENDIX 3.2.4 2/4



ROAD DEVELOPMENT STUDY IN NORTHEASTERN REGION HOME INTERVIEW QUESTIONNAIRE (SHEET 3)

HOUSEHOLD EXPENDITURE RECEIVED AS HOME PART OF PAY PRODUCED RECEIVED TOTAL PURCHASED FREE ITEMS PxQ/HEEK PxQ/WEEK PxQ/HEEK BAHT/WEEK BAHT/WEEK 1. FOOD & BEVERAGES 1.1 GRAINS & CEREAL PRODUCTS 1.2 MEAT & POULTRY • • 1.3 FISH & SEAFOOD 1.4 VEGETABLES 1.5 PREPARED FOOD 1.6 OTHERS (MILK, FRUITS, OIL, ETC.) SUBTOTAL TOBACCO & ALCOHOLIC 12. BEVERAGES 3. CLOTHING 4. HOUSING 4.1 RENTAL VALUE OF OWN HOME 4.2 SHELTER, FUEL, LIGHT, ETC, SUBTOTAL 5. MEDICAL CARE TRANSPORTATION AND COMMUNICATIONS 6.1 LOCAL TRANSPORTATION 6.2 TRAVEL OUT OF AREA 6.3 VEHICLE OPERATION

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ITEMS			. PURCI	IASEO	RECEIVED AS PART OF PAY		CED	RECE FREE		TOTAL
			ВАНТ/	WEEK	PxQ/HEEK	PxQ/W	EK	PxQ/	NEEK	BAHT/WEE
6.4 VEHICLE PURCHA	SE		· · · .	· · ·				· · · · ·	· . :	
5.5 COMMUNICATIONS										
SUBTOTA										
7. RECREATION & R	EADING				· · · ·		- x .	:	· · · · · · · · · · · · · · · · · · ·	
3. MISCELLANEOUS				<u></u>						
9. NON-CONSUMPT 9. EXPENDITURE	TION									
9.1 DIRECT TAXE	S							-		
9.2 GIFTS					· · · · · ·		:			
9.3 LOTTERIES							· .			
9.4 INTEREST ON DE	BT	1								
SUBTOTA	Ĺ									
. EDUCATION (BAHT	/YEAR)							-		· · · · · · · · · · · · · · · · · · ·
MBER OF HOUSEHOLD	No.	No	o.	No.	No.	No.	No	,	No	No.
.1 TUITION							- - - -			
.2 OTHER CHARGES										
.3 BOOKS							[:		
.4 STATIONERY				1 1		· · · ·				
	· · · · · · · · · · · · · · · · · · ·	1					1			

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그들다. 신경 방법에 있는 것 사람은 신경 관람이 있는 것

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10.5 CLOTHING

TOTAL NON-MONEY INCOME

TOTAL MONEY EXPENDITURE

APPENDIX 3.2.4 3/4

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ROAD DEVELOPMENT STUDY IN NORTHEASTERN REGION

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EDUCATION SURVEY (SHEET-1)

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	L LOCATIO								-	ing Secondaria Secondaria					· · · ·	· ·	<u>"</u>			E SURVEY	IN NORTHE	ASTERN REC		: . ·			·
								······································			Sel des					2											
	ER OF S		:	:	· · · · · · · · · · ·						•						OWNI				ADDRESS			BER OF			NUM
IST (OF TEACHE	RS:			ны Е					an tanàn amin' Tanàna amin' amin' Tanàna amin' am			NO.		NAME		rri- vate		CLASSI- FICATION	CHANGWAT	AMPHOE	TAMBON	† . ·			1	E BE
-	··· • • • • • • • • • • • • • • • • • •	····SI	X		QUALIF	ICATIO	ON OF I	EACHE	RS		· · · · · · · · · · · · · · · · · · ·						7.2	Ğ	· · · ·				22	Tempo rary	<u>ē</u> ē	Te	
NO.	AGE	М.		UNIVER- SITY	COLLEGE	HIGH SCHOOL	PRIMARY SCHOOL	NONE	OTHER	REMA	NRKS		1.	:													
1.					·								2.	· .	: 			_									
2.							· · · · · · · · · · · · · · · · · · ·								· · · · · · · · · · · · · · · · · · ·	· .							 	 			
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8.		-					· · · · · · · · · · · · · · · · · · ·		-	· · · · · · · · · ·			No t	<u>e:</u> 1	. <u>Classi</u>	ficat	ion										
9.	:	· • • •							1					1999 - N	G-1	= C	hang	wat 1	evel hos	pital			ŝ				
10.	:			·······	· · ·									· · ·	G-2	= A	mpho	e 1	evel hos	pital ervice ce				•			
11.			· · · · · · · · · · · · · · · · · · ·												0-0							ger den					
12.	:				1					<u> </u>				·		•				•							
13.														.*	· · · · ·	• • • • • •	-	12.1	· · · ·	· · · · ·	· •						
14.		<u></u>	:	······································							A B e		••••	· ·	: : : :				• •• •••••••	a Ali Ali Ali Ali Ali Ali Ali Ali Ali Ali Ali Ali Ali Ali Ali Ali Ali Ali Ali			·			•	
15.										14.00		•															

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<u>RTHEASTERN_REGION_</u>

		1. N			
		ER OF Tors	1.1	er of Rses	NUMBER OF
rambon	Perma- nent	Tempo- rary	Perma- nent	Terror- Irary	BEDS
· · ·		-			

APPENDIX 3.	3.1	FINANCIAL	FARMOATE	FRICE BY	CHANGWAT

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(1983)	(1983)	983	(1983							
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المنو وليف شاهر هجه وجو هذه فقد ولدة بلك الأله بالم ومن ذكره منها على عن ولي وجو وجو الم الم

(INIT : BAHT / TON)

			in the second			<u>ر ــــــ الله همة ومع ولم بعم (</u> قطر 1007 ب	UPLAND	CROPS				
ZONE CODE		CHANGWAT NAME	PADDY	MAIZE	SORGHUM	BEANS	GROUND NUTS	CASSAVA	KENAF	SUGAR CANE	COTTON	CASTOR
1	02	UDON THANI	3,130	2,170	3,250	5,000	6,940	850	4,000	432	9,470	-
1	Q4	SAKHON NAKHON	2,930	2,170		5,000	9,310	750	3,860	433	11,500	
З	06	KHON KAEN	2,850	2,050	· . 	6,580	6,110	800	4,310	453		,
З	09	ROI ET	2,780	1,500	-	6,000	10,000	730	4,100	455		-
2	10	YASOTHON	3,090	-	, .	5,500	12,060	950	4,050	413	- - •	
2	11	UBON RATCHATHANI	3,110	2,240		5,000	7,250	710	4,400	430	8,950	. -
5	12	CHAIYAPHUM	2,860	2,090	2,520	7,890	7,000	830	4,400		9,800	
5	13	NAKHON RATCHASIMA	2,830	2,520	2,220	5,060	7,770	790	4,730	· · · · ·	10,650	5,250
4	14	BURI RAM	3,020	2,600	2,300	7,500	10,000	620	4,070	353		
4	15	SURIN	2,810	2,550		6,750	9,750	680	4,550	-		. –
4	i 6	SI SA KET	2,810	2,500	2,800	6,000	7,040	950	4,340	-		-

SOURCE : OFFICE OF AGRICULTURAL ECONOMICS. MINISTRY OF AGRICULTURE AND COOPERATIVES (MAC). FIELD SURVEY DATA.

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APPENDIX 3,3,1

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APPENDIX 3.3.2 ECONOMIC FARMGATE PRICE BY ROUTE

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	Ċ							
(1983)								

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(UNIT : BAHT / TON)

		GADDY		n an thairt an thairt an th		UP1	AND CROP			، بندر بند ون منامع بن ہے۔	
با بین از باری باری	ROUTE NO.	PADDY	MAIZE	SORGHUM	BEANS	GROUND NUTS	CASSAVA	KENAF	SUGAR CANE	COTTON	CASTOR BEANS
	IM- 1	3,681	2,596	2,287	5,296	8,003	821	4,830	•	10,970	5,408
	IM- 4	3,705	2,112				824	· · · · ·			
,	IM- 5	3,705		···· ··· -		- <u></u>	<u> Anna sa</u>	·	489	2000 - 1920 	-
	IM- 7	4,069	^{2,} 235	5	5,150	7,143	876	4,120	467	· · · ·	-
	IM- 8	4,069	-		······. —	<u> - 1997 - 19</u>	876	4,120	467		
· .	IM- 9	4,069			5,150	7,148	876	4,120	467		11
-	IM-12	3,809			5,150		773	3,976	468		•
	IM-19	3,642	1,545	анана 	6,180	10,754	786	4,217	1 1674 <u>-</u> X		
	IM-24	4,043	2,307	n an the second s	5,150		731	4,532	· _ ·	-	
	IM-25	3,994	. 11 	200 a 200 📥	-	-		4,172	· –	_	• •
	IM-26	3,653	-	·	÷:	م کام کام کام کام کام کام کام کام کام کا	2022 <u>-</u> 2 1	4,470		-	•
	IM-27	3,653	2,627		6,953		· · · · · · · · · · · · · · · · · · ·	4,687		÷'	
	IM-29	3,908	 		 	-		••••••••••••••••••••••••••••••••••••••	··· · · · · · · · · · · · · · · · · ·	-	• • • •
	IM-31	3,926	2,678	- 10 - 10 - 10 - 10 	7,725	10,300	639	4,192	381	- 14 14 <u>14</u> - 1	
	IM-33	3,679	2,596	2,287	5,212	8,003	814	4,872	-	10,970	5,400

APPENDIX 3.3.2

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APPENDIX 3.3.3 ECONOMIC AND FINANCIAL PRODUCTION COST BY CHANGWAT

(1983)

				PADDY	r Alightin <u>an</u> an	· · ·	MAIZE	i de la composición de la comp		SORGHUM	: _ ·		BEANS
ZONE	-	CHANGWAT	F.	Č.	Fra	F.	C.	-, <u>-</u> , <u>-</u> ,		С.		F.	с.
CODE			VAR.	FIXED	E.C.		FIXED	Ε.C.		FIXED	E.C.	VAR.	FIXED
1	02	UDON THÂNI	729 (17)	157	704	490 (11)	124	477	, an in the second s			472 (36)	125
1	Ŭ4	SAKHON NAKHON	725 (17)	156	700	490 (11)	124	479	· -	-		472 (36)	125
з	06	KHON KAEN	719 (13)	140	700	638 (11)	106	624	-	~	<u></u>	479 (35)	138
Э	09	ROI ET	719 (13)	141	700	638 (11)	106	624		-		468 (36)	138
2	10	YASOTHON	683 (15)	102	663	611 (9)	116	600		. 	-	-	-
2	11	UBON RATCHATHANI	681 (15)	102	661	611 (7)	116	600		-	·	472 (36)	138
5	12	CHAIYAPHUM	728 (14)	111	708	594 (10)	123	582	328 (13)	101	319	536 (23)	142
5	13	NAKHON RATCHASIMA	733 (14)	112	712	594 (10)	123	582	328 (13)	101	319	540 (23)	143
4	14	BURI RAM	726 (15)	150	704	528 (11)	131	516			<u>-</u> . · · ·	525 (35)	151
4	15	SURIN	735 (15)	148	713	528 (11)	131	516		-		525 (35)	151
4	16	SI SA KET	716 (15)	152	695	528 (11)	131	516		<u> </u>		525 (35)	151

ΝΟΤΕ

VAR.	FINANCIAL COST VARIABLE COST PARCENTAGE OF MATERIAL AND	E.C. : ECONOMIC COST FIXED : FIXED COST EQUIPMENT COST TO VARIABLE COST	•
SOURCE :	OFFICE OF AGRICULTURAL ECO	OMICS, MINISTRY OF AGRICULTURE AND COOPERATIVES (MAC).	۰.

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APPENDIX 3.3.3 1/2

(UNIT : BAHT / TON) يعين وساة مست بمرد هين عنها عنها عنها عنها وعن ويزيا شنة الله فعله خلك خلك وجل ومار خس ويال وه -----GROUNDNUTS ·F.C. . Ε.С. E.C. _____ VAR. FIXED -----_____ بعب وحد مدد محد سب 438 951 1007 106 (28) 438 1007 106 95i (28)445 1074 129 1016 (27) . 434 1074 1291016 (27) 941 102 883 (31) 438 941 102 883 (31) 511 1060 119 1005(26) 515 1060 119 1005 (26) 4≋≘ 1073 1281019 (25)488 1073 128 1013 (28) 488 1073 1013 128 (28) ____

ECONOMIC AND FINANCIAL PRODUCTION COST BY CHANGWAT

1	(1	283)	· ·

						· · ·	CASSAVA	la d	·	KENAF		S	UGARCANI	S .		COTTON	
		ZONE		CHANGWAT	1	F.	c.		F.(F.	C.	E.C.	۴.	C	E.C.
		CODE		n an an an Arthur An Antain an Antainn an	/10	VAR.	FIXED	E.C.	VAR.	FIXED	: E.C. 40 ,864	VAR.	FIXED	in Galaina An an an Anna	VAR.	FIXED	
		1	02	UDON THANI		808 (20)	1,17	776	824 (13)	90	803	2171 (49)	182	1958	· · ···	2012 - 10 2013 - 10 2014 -	
	. 1	1	04	SAKHON NAKHON		808 (20)	117	776	824 (13)	90	803	2171 (49)	182	1958	.	· : —:	
		3	06	KHON KAEN	i vi vi Stati vi	809 (21)	117	775	642 (14)	107	624	2142 (44)	195	1954		- .	· : -
		З	09	ROI ET		809 (21)	117	775	642 (14)	107	624	2142 (44)	1,95	1954		- - -	• • •
		2	10	YASOTHON		872 (20)	123	837	832 (13)	110.	810	n an	м — [—] Х			·	
		2	11	UBON RATCHATHAN	ĮI	872 (20)	123	837	832 (13)	110	810		-	- 			· · · ·
		5	12	CHAIYAPHUM		903 (19)	108	869	708 (13)	.98	690		<u>, , , , , , , , , , , , , , , , , , , </u>		1957 (45)	119	178
		5.	13	NAKHON RATCHAS	(MA	903 (19)	108	869	708 (13)	,98	690		·		1957 (45)	1,19,	178:
		4	1,4	BURI RAM	· . · .	832 (23)	- 119	794	813 (14)	108	790 100	2351 (44)	207	2144	. –	 .	-
• :		4	15	SURIN		832 (23)	119	794	813 (14)	108	790	2351 (44)	207	2144	-	-	
		4	16	SI SA KET		832 (23)	119	794	813 (14)	108	790	2351 (44)	207	2144	-	.	i n t

ΝΟΤΕ

F.C. : FINANCIAL COST E.C. : ECONOMIC COST VAR. : VARIABLE COST FIXED : FIXED COST (##) : PARCENTAGE OF MATERIAL AND EQUIPMENT COST TO VARIABLE COST

SOURCE : OFFICE OF AGRICULTURAL ECONOMICS. MINISTRY OF AGRICULTURE AND COOPERATIVES (MAC).

APPENDIX 3.3.3 2/2

	(UNIT	: BAHT /	TON
	C4	ASTOR BEAK	NS
	F.	с.	
•	VAR.	FIXED	E.C.
	· .		
	–	-	-
 .	. 		~
	_		
-	-	-	-
- .	_	~~*	
1	·	_	_
1	497 (34)		463
-	-	_	
-	· . -		
- .		-	-**
			<u></u>

APPENDIX 3.4.1 INDICES FOR EACH COMPONENT OF VOC ON DIFFERENT CLASSES OF ROADS AND

DIFFERENT SPEEDS

								UNIT	: % 1	O BAS	SIC VA	LUE
VEHICLE	ROAD					SPEE	ED (KF	ж)		Nation 2010		· . ·
TYPE	CLASS	10	16	24	32	40	43	56	64	72	80 	83
	1	138	122	110	- 99	93			. 95		106	11
	2					107	104	105		116	123	13
M/C	3	170	150	134	120	112	109	107	112	117		14
	4 5	131	160	141	12/	118	114	,113 116	113	123	136	14
		188										
	1	130	115		. 93		85	86 99	87	94 109	***	10
~	2	152		121				102	102	112	120	13
P/C	3	160	141	126	110	111	107	106	108	117	125	13
	4 5	177		133	123	115	111	109	111	120	123	13
				<u> </u>			 					12
	1	120	110	- 75	87	85 96	80	97 97	103	*** 113	110	13
	2	137	125	113	101	100	92	100	105	117	128	14
L/8	3 4	144 153	.131 140	113 125		106	104	105	109	121	134	14
	5	160	146	130		110	103		112	125	133	15
												12
	1	120	110		87	85 96	85 95	37	92	*** 113	110	13
	2 3	137	125 101		101 105	100		100		117	128	14
M/B		144		125		106		105	109	121	134	
	5	160	146	130		110	103	108		125	133	
	1	190	140	132	103	96	. 90	37	92	⊷ ₹₹₹	111	12
	2	251	211			125	117		120	132	144	
H78	- ŝ		225		143	131		121		139	152	17
	4	288		196		138			133	147	163	18
	5	304	256	205	167	144	135	133	133	154	171	17
		120	110	99	87	35	85	37	 92	****	110	12
	2	137		113	101	95	95	. 97	103	113	123	13
P/T	3	144	131	113	105	100		100	106	117	123	14
	4	153	140	125	111	106	104		109	121	134	14
	5	160	146	130		.110	103	108	112	125	138	15
	1	120	110	99	89	85	85	87	. 92	***	110	12
	2	137	125	113		96	25		103	113	123	13
4/T	3	144	131	118	105	100		100	106	117	123	14
	4 5	153 160	140 146	125 130	111	106 110	104		109	121 125	134 138	14
	1	190	160	132			- 90	39	92	***	111	
	2 .	251	211	174	140	125	117	116		132	144.	16
6/T	3	267	225	183	148 159	131		121	125	139 147	152 163	17:
	4 5	283 304	243 256	196 205	167	138	130 135	133	133	147	171	12:
					100	، <u>نا</u> بیہ	ر جين-د محمد					
	1	190	160 211	132 174		96 125	90 117	39	92 120	*** 132	111 144.	120
10/T	2 3	251 267	225	183	143	131	122		125	132		17:
10/1	4	283	243	196	159	138	130	128	133	147	163	137
	5	304	256	205	167	144		133		154	171	175

[1] PAVED (=1), LATERITE GOOD (=2), FAIR (=3), POOR (=4), EARTH (=5)
(2) "***" = 100% (CORRESPONDS TO BASIC VALUE)

		ICES				·	•		: %		ste v	AL LIF
VEHICLE	RUAD				******	enci			- <u>.</u>			
VEHICLE	nciau						ED (K				 _	_ <u>i_</u>
TYPE	CLASS	10	16	_24	32	40	48	56	64	72	80	. 88
	1	100	100	100	100	100	100	100		***	100	10
M/C	2	125	125	125	125	125	125	125		125	125	12
17.0	4		. 143		143	143	143	133	133	133	133 143	13
	5		150	150		150			150	150		15
	1	100	100	100	100	100	100	100	100	100	***	10
· · · ·	2	125	125	125	ິ 125 (125	125	125	125	125	125	12
P/C	3	133	133		133		133		133	133	133	13
	4	143	143	143	143		143	143	143	143	143	14:
		150		150	150	150	150	150	150	150	150	15
	1	100	100		100	100		100	100	***		10
	23	125	125		125		125	125	125	125	125	12
L/B	4	140 140	140	140	140	140 160	140	140	140	140 160	140	14
	s	175	175	175	175	175	175	175	175	175	175	17
	1	100	100	100	100	100	100	100	100	***	100	10
· · ·	2	125	12\$	125	125	125	125	125	125	125	125	12
M/B	3	140	140	140	140	140	140	140	140	140	140	14
	4	160	160	160 175	160	160	160	160	160	160	160	- 160 - 175
		100	100	100	100	100	100	100	100	***	100	100
			125	125	125	125	125	125	125	125	125	12
HZB	3		140	140	140		140	140	140	140	140	140
	4	160	160	160	160	160	160	160		160	160	140
	· \$	175	175	175	175	175	175	175	175	175	175	17:
	1	100	100	100	100	100	100	100	100	***	100	100
F'/T	2	125 140	125	125	125	125	125 140	125	125 140	125 140	125 140	125
• • •	.4	160	160	160	160	160	160	160	160	160	160	160
	5	175	175	175	175	175	175		175	175	175	175
	1	100	100	100	100	100	100	100	100	****	100	100
	2		125	125	125	125	125	125	125	125	125	12:
4/T	-3 -4	140 160	140	140	140	140	140	140	140	140	140	140
•	5	175	175	175	160	175	175	175	140 175	160 175	160 175	17
	1	100	100	100	100	100	100	100	100	 ***	100	100
	2	125	125	125	125	125	125	125	125	125	125	125
671	3	140	140	140	140	140	140	140	140	140	140	140
	4.5	160 175	160	160	160	160	160 175	160	160 175	. 160. . 175	160 175	140 175
		100	100	100	100	100	100	100	100	 ***	100	100
	2	125	125	125	125	125	125	125	125	125	125	125
10/T	3	140	140	140	140	140	140	140	140	140	140	140
	4	160	160	160	160	160	160	160	160	160	140	160
	5	175	175	175	175	175	175	175	175	175	175	175

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CLASS 10, 16

[1] PAVED (=1), LATERITE GOOD (=2), FAIR (=3), FOOR (=4), EARTH (=5)
[2] "***" = 100% (CORRESPONDS TO BASIC VALUE)

[1] PAVED (=1), LATERITE GOOD (=2), FAIR (=3), [2] "***" = 100% (CORRESPONDS TO BASIC VALUE)

APPENDIX 3.4.1 1/3

INDICES : TIRE AND TUBE (DIFFERENT SPEED & ROAD CLASS)

···						UNIT	: %	TO BA	SIC V	ALUE
•				SPE	ED (K	FH)				
10,	16	24	32	40	43	56	64	72	30	88
53	58	61	69	78	39	***	114	129	149	173
94	94	97		125	142	160	133	206	233	-265
116	117	120		143	158	174	193	212	239	266
· 145 167	147	150 172		163		192	206	220	240 241	267
<u></u> 53	58	. 61		7\$	39		114	1,29		173
. 94		97	111	125		160	183	206	233	265
116	117	-120	132 159	143	158	174	193	. 212	239	265
145	169	150 172	139	168 186	176	192	205	220 226	240 241	267 268
- 53	58	61	67		89		114	129	149	173
94	94		111	125	142		183	206	233	265
116	117		132	143	158	174	193	212	239	266
145	147 169	150	159	168	173	205	206	220	240	267
167	167	172	180	186	194	205	216	226	241	268
53	58	61	69	73	8 9	***	114	129	149	173
.94	94		111	125	142	160		205	233	265
116	117		132	143	158	174	193	212	239	266
145		-150	159	163	178	192	205	220	240	267
167	169	172	180	186	194	205	216	226	241	268
58	- 58	61	67	73	39	***	114	129	149	173
94	. 94	97	111	125	142	160	183	206	233	265
116	117. 147	120	132	143		174	193	212	239	266
145	169	150 172	159 180	163	178 194	192 205	206 216	220 226	240 241	267 263
53	58	61	6.9	73	89	***	114	129	142	173
94	94	97	111	125	142	160	183	205	238	265
116	117	120	132	143	158		193	212	239	266
145	147	150	159	163	178	192	206	220	240	267
167.	169	172	180	186	194	205	216	226	241	263
58	58	61	٤?	73	39	***	114	129	149	173
94	94	. 97	111	125	142	160	133	205	239	265
116		120	132	143	158	174	193	212	239	266
145 167	147 169	150 172	159 180	168	178 194	192 205	206 216	220 226	240 241	267 263
58	58	61	67	78	89	***	114	129	149	173
.94	94	97	111	125	142	160	183 193	206	238	265
116 145	117 147	120 150	132 159	143 168	158 178	174 - 192	206	212 220	239 240	266 267
167	169	172	150	186	194	205	216	226	241	243
		·	·							
58	-58	61	69		89	***	114	129	149	173
94	94	97	111	125	142	160	183	206	233	265
116		120	132	143	158	174	193	212	239 240	266
145 167	147	150 · 172	159	168	178 - 194	192 205	206 216	220 226	240	267 263
• LATE							OR (≃4	4), E	ARTH	(=5)

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and the second second second second second INDICES : REPAIR AND MAINTENANCE (DIFFERENT SPEED & ROAD CLASS)

(UNIT : % TO BASIC VALUE) SPEED (KPH) ROAD VEHICLE ° 88 56 64 72 80 32 . 40 4: 10 16 24 TYPE CLASS

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EHICLE	ROAD					SPEE	D (KF	H)		9.50%	1997. 1	1
TYPE	CLASS	10	16	24	32	40	48	56	64	72	80	- 54
	1	100	100	100	100	100	100	***	100	100	100	10
· · · ·	2.	113	113	113	113	113	113	113	113	113	113	: 1
H/C	3	125	124	123	122	121	120	113	112	107 100	103	
an an	4	141	139	137	135 144	137	135	130	111	94	30	4
	1	100	100	100	100	100	100	***	100	100	100	. 1
ta se	2	113	113	113	113	113	113	113	113	113	113	_1
F/C	3	125	124	123	122	121	120	118		107	103	÷.,
	4	141	139	137	135	131	129	125	111	100 94	- 90 - 30	
	5	153	150	147	144	139	195	130				÷÷
an an an a' shi	1	323	252	197	152	12?	112	***	36	- SI	74	.1
n an	2	396	281	214	163	149	131	115	103	94 95	86 85	
L/8	3	430	207	205	185	160	137	120	110	95	83	
	4 5	476 510	343 369	283	225	185	156	133	113	96	32	
÷;	1	356	270	190	156	132	115	***	93	33	75	
	2	418	320	231	193	142	142	125	112	103	94	
M/8	3	455	252	256	211	179	151	131	115	103	92	
	4 5	505	395	289	235	201	173	138	119	104 104	· 90 33	
								***	93	33	 75	·
2	1	356	270	170	156	. 132. 162	115	125	112	103	- 24	•
H78	2	415	352	256	211	179	151	131	115	103	92	1.5
100	4	505	395	289	236	201	144	138	119	104	90	
	5	542	427	314	254	218	173	144	122	104	38	
	1.	323	252	187	152	127	112		86	\$1	74	•:
	2	395	281	214	163	149	131	115	103	94 95	86 85 ⁻	÷.,
F/T	3	430	307	235	185	170 174	139	120	110	95	83	
	4 5	476 510	369	263	225	185	156	133	113	96	32	Ξ.
·····	 i	323	252	187	152	129	112	***	36	\$1	74	
	2		281	214	168	149	<u>131</u>	115	103	24	86	
4/T	3	430	307	235	185	160	139	120	106	95	35	
. 1	4	476	343	262	203	174	149	128	110	95 96	- 83 - 82	
	5 	510	369	283	225		<u> </u>	ا مد مد بند ب	<u></u>	<u> </u>	<u></u> .	
	- 1	356	270	190	156	132	115 142	*** 125	93 112	83 103	75 94	
11.	2	413	320	271	193	162	151	131	115	103	72	۰.
6/1	4	505	395	239	236	201	164	138	119	104	90	
	5	542	427	314	254	213	173	144	122	104	88	
		356	270	190	156	132	115	***	93	83	75	
ан сайта. 19 страница	2	418	320.	231	193	1/2	142	125	112	103	94	;
10/T	3	455	352	256	211	179	151	131	115	103.	92 ' 90	1
1. A. A.	4.	505 542	395 427	287	236	201	164 173	133	119	104 104	90 83	

EHICLE	ROAD					SFEE	0 (KF	าคว				
TYPE	CLASS	10	16	24	32	40	48	56	64	72	80	33
	1	434	310	233	174	140	116	***	88	77	70	6
	2	434	310	233	174	140	116	100	: 38	77	70	- 6
M/C	3	434	310	233	174	140	116	100	. 88	77	70	6
	4	434	310	233	174	140	- 116	100	: 83	77	70	- 5
1997) 1997 - 1997	5	434	310	233	174	140	116	100	. 98	77	70	6
	1	434	310	233	174	140	116	***	88	- 77	70	6
	2	434	310	233	174		116	100	- 88	77	70	- 6
P/C	3	434	310	233	174	140	116	100	ି ୫୫	77	70	6
	` 4	434	310	233	174	140	116	1001	- 88	77	70	- 6
	ຸຮ	434	310	233	174	140	116	100	88	77	70	
	1	434	310	233	174	140	116	***	\$3	77	70	6
	2	434	310	233	174	140	116	100	- 83	77	70	6
L/8	3	434	310	233	174	140	116	100	83	77	70	6
	4	434	310	233	174	1.40	116	100	- 88	77	70	4
	s	434	310	233	174	140	116	100	83	77	70	6
	1	434	310	233	174	140	116	***	88	77	70	6
· · · ·	2	434	310	233	174	140	116	100	88	77	70	- 6
M/8	3	434	310	233	174	140	116	100	88	77	70	6
0.5	· 4	434	310	233		140	116	. 100	. 23	77	70	6
	5	434	310	233	174	140	115	100	88	77	70	E
···	 1	434	310	233	174	140	116	 ***	88	77	70	6
-	2	434	310	233	174	140	116	100	. 88	77	70	6
H/B	3	434	310	233	174	140	116	100	33	77	70	6
	4	434	310	233	174	140	116	100	83	.77	70	- 6
· · ·	5	434	310	233	174	140	116	100	88	77	70	6
	i	434	310	233	174	140	116	 ***		77	70	6
	2	434	310	233	174	140	116	100	88	77	70	4
P/T	3	434	310	233		140	116	100	88	77	70	6
	4	434	310	233	174	140	116	100	88	77	70	6
100	້	434	310	233	174	140	116	100	88	77	70	
	1	434	310	233	174	140	116	***		77	70	ė
1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -	2	434	310	233	174	140	116	100	38	77	70	6
4/T	3	434	310	233	174	140	116	100	88	77	70	- 6
	4	434	310	233	174	140	116	100	88	77	70	- 6
	5	434	310	233	174	140	116	100	83	77	70	6
	 1	434	310	233	174	140	116	***	33	77	70	6
1.	2	434	310	233	174	140	116	100	88	77	70	- 6
6/T	ŝ	434	310	233	174	140	116	100	33	77	70	- 6
	4	434	310	233	174	140	116	100	88	77	70	- 5
	5	434	310	233	174	140	116	100	88	77	70	ۍ
	 1	434	310	233	174	140	116	***	88	77	70	6
x 1	2	434	310	233		140	116	100	88	77	70	6
10/T	3	434	310	233	174	140	116	100	8 S	77	70	6
	4	434	310	233	174	140	116	100	38	77	70	- 6
1	s	434	310	233	174	140	116	400 .	- 88	77	70	- 6

[1] PAVED (=1), LATERITE GOOD (=2), FAIR (=3), POOR (=4), EARTH (=5)
[2] "***" = 100% (CORRESPONDS TO BASIC VALUE) (2)

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C11 PAVED (=1), LATERITE GOOD (=2), FAIR (=3), POOR (=4), EARTH (=5) [2] "***" = 100% (CORRESPONDS TO BASIC VALUE)

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INDICES : OVERHEAD (DIFFERENT SPEED & ROAD CLASS)

(UNIT : % TO BASIC VALUE)

(1) PAVED (=1), LATERITE GOOD (=2), FAIR (=3), POOR (=4), EARTH (=5)
[2] "***" = 100% (CORRESPONDS TO BASIC VALUE)

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M/C P/C -----L/B -----M/B ____~ H/8 <u>...</u> ۶/T ·___-4/T 6/T -----

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_____ VEHICLE ROAD

TYPE APPENDIX 3.4.1 3/3

INDICES : CREW (DIFFERENT SPEED & ROAD CLASS)

				(UNIT	1 % T	O BAS	IC VA	LUE)
			SPEE	D (KP	нy				
16	24	32	40	43	54	64	72	80	83
350	233	175	140	i 17	***	83	78	70	64
350	233	175	1.40	117	1,00	83	78	70	64
350	233	175	140	117	100	33	78	70 70	64 64
350	233	175 175	140 140	117	100	83 83	73 73	70	64
350	233		 .						
350	233	175	140	117	***	83	78	70 70	64 64
350	233	175	140	117	100 100	83 83	78 78	70	64
350	233.	175 175	140	117 117	100	88	78	70	64
350 350	233 . 233	175	140	117	100	88	78	70	64
								 70	 64
350	233	175	140	117	*** 100	83 83	78 73	.70	64
350 350	233 233	175 175	140 140	117	100	38	78	70	64
350	233	175	140	117	100	88	78	70	64
350	233	175	140	117	100	88	78	70	64
350	233	175	140	117	***	38	73	70	64
350	233	175	140	117	100	88	78	70	64
350	233	175	140	117	100	83	73	70	64
350	233	175	140	117	100	83	78	70	64
350	233	175	140	117	100	88 	73 	70	64
350	233	175	140	117	***	. 83	78	70	64
350	233	175	140	117	100	88	78	70	44
350	233	175	140	117	100	83	78	70 70	64 64
350	233	175	140		100	88 53	73 73	70	64
350	233	175	140	117	100				
350	233	175	140.	117	***	83	78	70	64
350	233	175	140	117	100	88	73	70 70	54 64
350	233	175	140	117	100	83 83	78 78	70	64
350 350	233 233	175 175	140 140	117 117	100	83	78	70	64
		175	140	117		33			
350 350	233 233	175	140	117	100	83	78	70	4.4
350	233	175	140	117	100	83	73	70	64
350	233	175	140	117	100	88	78	70	64
350	233	175	140	117	100	88	7:3	70	64
350	233	175	140	117	***	88	73	70	64
350	233	175	140	117	100	83	78	70	64
350	233	175	140	117	100	83	78	70	64
350	233	175	140	117	100	88	78 73	70 70	64 64
350	233	175	140	117	100	88 	/8		
350	233	175	140	117	***	83	78	70	64
350	233	175	140	117	100	88	78	70	44
350	233	175	140	117	100	83	73	70 70	64 64
350	233	175	140	117	100	88 83	78 73	70	64 64
320	233	175	140	117	100				
				n (NOP (4). E	ARTH	(=5)

[1] PAVED (=1), LATERITE GOOD (=2), FAIR (=3), POOR (=4), EARTH (=5)
[2] "***" = 100% (CORRESPONDS TO BASIC VALUE)

APPENDIX 3.4.2 VEHICLE OPERATING COST ON LEVEL TANGENT ROAD

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						SPEEL	0 VALUE 1 10 1	K₽H				
	· •	VENICLE		FUEL	01L	TIRES AND	ANO	AND	OVERHEAD		IT : PAHT / KH) TOTAL	
		TYPE	CLASS	0.2311	0,0415	TUBE5 0.0073	MAINTENANCE	INTEREST			0. 6723	· . . ·
		n/ĉ	2045	0.3300 0.3463 0.3537 0.3537	0.0519 0.0552 0.0594 0.0594	0.0127 0.0137 0.0196 0.0225	0.0432 0.0496 0.0583 0.0547	0,3482 0,3830 0,4320 0,4689	- - -		0.7940 0.3493 0.9380 1.0013	
			1 2 3	0.6775 0.7922 0.3339	0.0311 0.0359 0.0414	0.0362 0.0537 0.0725	0.1839 0.2209 0.2534	1.0133 1.1307 1.2729		-	1.9470 2.2614 2.4741	
				0.5360 0.9225 0.6370	0.0445 0.0467 0.0333	0.0506 0.1044 0.0330	0,2982 0.3305 0.3419	1.4358 1.5580 2,1176		0,5973	2.7551 2.9422 3.7480	
		L/B	2345	0.7272 0.7644 0.6122 0.3493	0.0423 0.0474 0.0541 0.0542	0.0516 0.0780 0.0950 0.1094	0.4272 0.4955 0.5838 0.6493	2.5962 2.3191 3.1207 3.3436	-	0.5993 0.5993 0.5999 0.5999	4. 4543 4. 8023 5. 2656 5. 6106	· · ·
		n/8	1 2 3	0.7372 0.8417 0.8347	0.0404 0.0505 0.0564	0,0993 0,1609 0,1936	0.6454 0.8080 0.9373	4,6914 5,5064 5,9960	0.6549 0.6549 0.6549	1.7993 1.7998 1.7998	3.6794 9.8342 10.5379	
•			4 5 	0.9400 0.9330 2.1415	0.0647 0.0703 0.0892	0.2432 0.2859 0.1389	1.1043 1.2282 1.2717	6.6549 7.1425 5.6440	0.6649 0.6649 2.6444	1.7998 1.7993 2.6993	11.4768 12.1751 14.6294	
		H/8	2 3 4 5	2.5290 3.0094 3.2461 3.4264	0.0365 0.0969 0.1107 0.1211	0.2249 0.2776 0.3470 0.3996	1,7421 2.0055 2.3359 2.5334	6.6270 7.2136 9.0083 8.5929	2.6444 2.6444 2.6444 2.6444	2.6993 2.6993 2.6993 2.6998 2.6998	16.8537 17.9472 19.3912 20.4676	
· · · ·		F/T	1 2 3	0. 6370 6. 7272 0. 7644	0.0333 0.0423 0.0474	0.0380 0.0516 0.0760	0.2086 6.2607 0.3024	2,8053 3,4393 3,7345	-	-	3.7227 4.5311 4.9247	· ·
			5	0.8122 0.8493	0.0541 0.0592	0,0950 0,1094 0,0600	0.3563 0.3983 0.4744	4.1341 4.4293 3.2093			5.4517 5.8435 	- :
		4/1	2 3 4 5	0.7372 0.8417 0.3347 0.9400 0.9330	0.0404 0.0505 0.0566 0.0547 0.0547	0.0972 0.1197 0.1499 0.1727	0.5929 0.8873 0.8104 0.9013	3.9347 4.2725 4.7275 5.0674	-	0.8999 0.8999 0.8999 0.8999	6, 4169 6, 9214 7, 3944 8, 0951	
			1 2	1.7510	0.0592 0.0965	0.0877 6.1093	0.7737	2.8907 3.3942 3.6946	0.8573 0.8573 0.9573	1.7793	\$.2164 9.8129 10.2557	
·		6/T	3 4 5	2.4608 2.6541 2.3015	0.0769 0.1107 0.1211	0, 1355 0, 1674 0, 1951	1.2090 1.4089 1.5574	4.1006 4.4010	0.8593 0.8593	1.7998 1.7998 1.7999	11.1027 11.7352	
			. 1	2.7373	0.0592	0.2312	0.5732	4.4300 5.2250	0.8012 0.8012	2,2002 2,2002	11.0623	
· .		10/1	2 3	3.8161 3.8466 4.1491	0.0985 0.0989 0.1107	0.3749 0.4625 0.5781	0.8900 1.0376	5.4375	0.8012	2,2002	13.9349	
*			2	3.8466 4.1491 4.3796	0.0989 0.1107 0.1211	0.4625 0.3731 0.6653	0.8900 1.0376 1.1444	5.4875 6.3125 6.7750	0.8012 0.8012 0.8012	2.2092 2.2002	15.1889 16.0893	
			2 3 4 5	3.8466 4.1491 4.3796	0.0989 0.1107 0.1211	0.4625 0.5781 0.6653 (GOUD) = 2	0.8900 1.0376	5.6875 6.3125 6.7750 R) = 3 LATE	0.8012 0.8012 0.8012	2.2092 2.2002 = 4 EARTH	15.1889 16.0893 = 5	
· .		ROAD VEHICLE	2 3 4 5 CLASS : RQAD	3.8466 4.1491 4.3796	0.0989 0.1107 0.1211	0.4625 0.5781 0.6653 (GOUD) = 2	0.8900 1.0376 1.1454 LATERITE (FAIF VALUE : 16) REPAIRS ANG	5.6373 6.3125 6.7750 R) = 3 LATE (PR (EPRECIATION AND	0.8012 0.8012 0.8012	2.2092 2.2002 = 4 EARTH	15.1889 16.0893	· · ·
· .		RŪAD	2 3 5 CLASS : ROAD CLASS	3.8466 4.1471 4.3776 PAVED = 1 FUEL 0.2485	0:0989 0:1107 0:1211 LATERITE 01L 0.0413	0.4625 0.5781 0.6653 (GOUD) = 2 SPEED TIRES AND TUBES 0.0078	0.3300 1.0370 1.1454 LATERITE (FAIF VALUE : 16) REPAIRS AND AINTEMANCE 0.0328	5.6373 6.3125 6.7720 6.7720 8) = 3 LATE (CPRECIATION AND INTEREST 0.3064	0.3012 0.3012 0.3012 8.1TE (POGR)	2,2092 2,2002 = 4 EARTH (UN	15.1589 16.0393 = 5 IT : BAHT / KM TOTAL 0.6370	
• . •		ROAD VEHICLE	2 3 4 5 CLASS : RQAD	3.8466 4.1471 4.3776 FAVED = 1 FUEL	0:0949 0:1107 0:1211 LATERITE 01L	0.4625 0.5781 0.8653 (COUD) = 2 SPEED TIRES AND TUBES 0.0078 0.0158 0.0158 0.0158 0.0158	0.3300 1.0370 1.1454 LATERITE (FAIF VALUE : 16) REPAIRS AND MAINTENANCE 0.0328 0.0328 0.0329 0.0452 0.0531 0.0539	5.6373 6.3125 6.7750 R) = 3 LATE (PH (CPREGIATION AND INTEREST	0.3012 0.3012 0.3012 8.1TE (POGR)	2,2092 2,2002 = 4 EARTH (UN	15.1555 16.0593 = 5 IT : BAHT / KM TOTAL	
• . •		ROAD VEHICLE	2 3 5 CLASS : ROAD CLASS 1 2 3 4	3.8466 4.1471 4.3776 FAVED = 1 FUEL 0.2485 0.2485 0.3055 0.3055	0:0989 0:1107 0:1211 LATERITE 01L 0.0415 0:0415 0:0519 0:0554 0:0354 0:03550 0:03550 0:03550000000000	0.4625 0.5781 0.8633 (GOUD) = 2 SPEED TIRES AND TUBES 0.0078 0.0127 0.0138 0.0198 0.0228 0.0362 0.0362 0.0331	0.8300 1.0370 1.1454 LATERITE (FAIF VALUE : 16) REPAIRS AND NAINTENANCE 0.0338 0.0374 0.0452 0.0531 0.0539 0.1669 0.2005 0.2005	5.4875 6.3125 6.7750 R) = 3 LATE (CPREGIATION AND INTEREST 0.3064 0.3462 0.3799 0.4259 1.0183 1.1507 1.2627	0.3012 0.3012 0.3012 8.1TE (POGR)	2,2092 2,2002 = 4 EARTH (UN	15. 1565 16. 0593 = 5 IT 1 GAHT / XM TDTAL 0. 6370 0. 7435 0. 3016 0. 5841 0. 5417 1. 8519 2. 1527 2. 3423	· · · · · ·
· · · · ·		ROAD VEHICLE TYPE H/C	2 3 4 5 CLASS : CLASS : 1 2 3 4 5 	3.8466 4.1471 4.3776 PAVED = 1 FUEL 0.2485 0.3255 0.3255 0.3255 0.3259 0.3231 0.7636 0.7636 0.7249 0.7516 0.3150	0:09&9 0:1107 0:1211 LATERITE 01L 01L 0.0415 0:0519 0:0522 0:0522 0:0524 0:0623 0:0359 0:0359 0:0359 0:0345 0:0445 0:0445	0.4425 0.5781 0.6653 (GOUD) = 2 SPEED TIRES AND TUBES 0.0078 0.0158 0.0158 0.0362 0.0357 0.0158 0.0537 0.0731 0.0519 0.1056	0.8300 1.0376 1.1454 LATERITE (FAIF VALUE : 16 H REPAIRS AND ANINTEMANCE 0.0328 0.0374 0.452 0.0531 0.0539 0.1657 0.2005 0.2302 0.2597	5.4875 6.3125 6.7720 6.7720 6.7720 6.7720 6.7720 6.7720 6.7720 6.7220 6.3064 6.4229 6.4259 6.4259 6.4259 6.4259 6.4259 6.4259 6.4259 1.1507 1.2627 1.4154 1.5274 1.5274 1.5274	0.3012 0.3012 0.3012 8.1TE (POGR)	2, 2092 2, 2092 = 4 EARTH IUN CREH 	15. 1565 16. 0593 = 5 TT 1 BAHT / Krib TDTAL 0. 6370 0. 7455 0. 5015 0. 5015 0. 5014 0. 5341 0. 5417 1. 8519 1. 8519 2. 1527 2. 3423 2. 0040 2. 7924	
		ROAD VEHICLE TYPE H/C	2 3 4 5 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 4 5 1 2 3 4 5 5 1 2 3 1 5 5 1 2 3 1 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	3.8466 4.1471 4.3776 PAVED = 1 FUEL 0.2485 0.3259 0.3259 0.3259 0.3231 0.5994 0.7636 0.7616 0.3150 0.6833 0.6954 0.6455 0.6455	0:0989 0:1107 0:1211 LATERITE 0:11 0:0415 0:0519 0:0522 0:0524 0:0623 0:0311 0:0457 0:0467 0:0467 0:0423 0:0423 0:0423 0:0424	0.4425 0.5781 0.6653 (GODD) = 2 SPEED TIRES AND TUBES 0.0078 0.0127 0.0158 0.0128 0.0158 0.0158 0.0282 0.0362 0.0351 0.0352 0.0352 0.0352 0.0354 0.0356 0.0565	0.8300 1.0376 1.1454 LATERITE (FAIF VALUE : 16) REPAIRS AND ANINTENANCE 0.0328 0.0328 0.0531 0.0539 0.1657 0.2008 0.2302 0.2302	5.6373 6.3125 6.7720 6.7729 6.4259 6.4356 7.1507 1.2627 1.4154	0.3012 0.3012 0.3012 8.1TE (POGR)	2,2092 2,2002 = 4 EARTH (UN	15. 1565 16. 0593 = 5 IT 1 BAHT / Krij TDTAL 0. 6370 0. 7435 0. 5015 0. 5015 0. 5015 0. 5014 1. 8519 1. 8519 2. 1527 2. 3423 2. 040	
•		R0A0 VEHICLE TYFE H/C P/C L/B	2 3 4 5 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 1 3 1 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	3.8466 4.1471 4.3776 PAVED = 1 FUEL 0.2485 0.2783 0.3259 0.3259 0.3259 0.32331 0.5994 0.7636 0.7636 0.7618 0.7618 0.7618 0.6954 0.6453 0.64554 0.7750 0.6753 0.6753	0:0989 0:1107 0:1211 LATERITE 01L 0.0415 0:0519 0:052 0:0519 0:052 0:052 0:052 0:052 0:052 0:052 0:052 0:052 0:052 0:052 0:0414 0:0423 0:0423 0:0423 0:0423 0:0423 0:0423 0:0423 0:0423 0:0423 0:0423 0:0423	0.4625 0.5781 0.6653 (COUD) = 2 SPEED TIRES AND TUBES 0.0078 0.0127 0.0158 0.0158 0.0158 0.0282 0.0362 0.0362 0.0361 0.0285 0.0285 0.0285 0.0365 0.0365 0.0565 0.1107 0.05953 0.1609	0.3300 1.0370 1.1454 LATERITE (FAIF VALUE : 16) REPAIRS ANG MAINTENANCE 0.0328 0.0328 0.0328 0.0328 0.0328 0.0328 0.0531 0.0539 0.1669 0.2005 0.2004 0.2320 0.2104 0.3272 0.5593 0.5372 0.5372 0.5372 0.5372	5.4375 6.3125 6.7750 $R) = 3 LATE (CPRECIATION AND INTEREST 0.3064 0.3462 0.3799 0.4259 0.4259 0.4259 1.0153 1.1507 1.2627 1.4154 1.5521 1.6521 1.6521 1.6521 1.6521 1.6521 1.6521 1.6521 1.6521 1.6521 1.5745531 4.21705531 4.217055315535$	0. 5012 0. 5012 0. 5012 811E (POCR) 0VERHEAD	2.2002 2.2002 = 4 EARTH IUN CREW - - - - - - - - - - - - - - - - - - -	15. 1565 16. 0593 = 5 TT 1 6AHT / XM TDTAL 0. 6370 0. 7405 0. 3016 0. 3941 0. 5417 1. 5517 2. 1527 2. 3423 2. 6040 2. 7924 2. 9930 3. 3217 3. 65b9 4. 6465 4. 3234 6. 5606 7. 5297	
•		R0A0 vehicle Type H/C P/C	2 3 4 5 CLASS : CLASS : 1 2 3 4 5 	3.8466 4.1471 4.3776 PRVED = 1 PRVED = 1 PUEL 0.2485 0.3259 0.3259 0.3259 0.3231 0.5055 0.7056 0.7056 0.7056 0.7056 0.7057 0.5339 0.6633 0.6758 0.7750 0.5457 0.6758 0.7472 0.8043 0.8043 0.8970	0:0989 0:1107 0:1211 LATERITE 01L 0.0415 0:0519 0:0552 0:0554 0:0554 0:0554 0:0554 0:0554 0:0423 0:0414 0:0453 0:0423 0:0414 0:0453 0:0423 0:0424 0:0454 0:0455 0:0555 0:0555 0:0555 0:0555	0.4625 0.5781 0.8653 (GOUD) = 2 SPEED TIRES AND TUBES 0.0078 0.0127 0.0158 0.0198 0.0198 0.0228 0.0282 0.0362 0.0362 0.0357 0.0356 0.0545 0.0556 0.0565 0.10766 0.0766 0.0766 0.0766 0.0766 0.0766 0.0766 0.0766 0.0766 0.1809 0.2003 0.2003 0.2517 0.2393	0.3300 1.0370 1.1454 LATERITE (FAIF VALUE : 16) REPAIRS ANG NAINTENANCE 0.0328 0.0329 0.0452 0.0531 0.0539 0.1669 0.2005 0.2005 0.2005 0.3202 0.3202 0.3273 0.3375 0.3395 0.3375 0.3372 0.3355 0.3372 0.3351 1.0020 1.1151	5.4375 6.3125 6.7750 6.7750 6.7750 6.7750 6.7750 6.7750 6.7750 6.7750 6.7750 6.7750 6.3064 7.3064 7.3064 7.3064 7.3064 7.3064 7.3064 7.3064 7.3064 7.3064 1.0183 1.1507 1.2627 1.4154 1.5274 1.6521 1.6521 1.6521 1.5274 1.6521 1.5274 1.6521 1.5274 1.6521 1.5274 1.5274 1.5274 1.6521 1.5274 1.5274 1.6521 1.5274 1.6521 1.5274 1.6521 1.5274 1.6521 1.5274 1.6521 1.5274 1.6521 1.5274 1.6521 1.5274 1.5274 1.6521 1.5274 1.6521 1.5274 1.6521 1.5274 1.6521 1.5274 1.6521 1.5274 1.6521 1.5274 1.6521 1.5274 1.5274 1.6521 1.5274 1.6521 1.5274	0.5012 0.5012 0.5012 0.5012 RITE (POOR) GVERHEAD 	2. 2092 2. 2092 - 4 EARTH IUN CREW 	15. 1665 16. 0893 5 5 17 1 6AHT / XH TDTAL 0. 6370 0. 7455 0. 3016 0. 8341 0. 9417 1. 3519 2. 3423 2. 5040 2. 7524 2. 9930 3. 3217 3. 6549 4. 0456 4. 3284 6. 5606 7. 5297 3. 1513 8. 9856 9. 5990	
		R0A0 VEHICLE TYFE H/C P/C L/B	2 3 4 5 5 1 CLASS 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 1 2 3 1 2 3 1 2 3 1 2 3 1 2 3 1 2 3 1 2 3 1 2 3 1 2 3 1 2 3 1 2 3 1 2 3 1 2 3 1 2 3 1 2 3 1 2 3 1 2 3 1 2 3 1 3 1	3.8466 4.1471 4.3776 PAVED = 1 PAVED = 1 PUEL 0.2485 0.3025 0.3025 0.3025 0.3025 0.3025 0.3025 0.3025 0.3025 0.3025 0.3025 0.3025 0.3025 0.3025 0.3025 0.7026 0.7026 0.7150 0.5339 0.6635 0.7679 0.56339 0.6635 0.7679 0.5639 0.7679 0.5639 0.7679 0.3043 0.7679 0.3043 0.8601 0.8970 1.3034 2.3752 2.5360 2.7539	0.0989 0.1107 0.1211 LATERITE 0.1211 LATERITE 0.11 0.0415 0.0519 0.052 0.059 0.052 0.059 0.052 0.059 0.052 0.0311 0.0389 0.0423 0.0423 0.04457 0.0423 0.04457 0.04457 0.0447 0.0447 0.0505 0.0474 0.0505 0.00	0.4625 0.5781 0.8633 (GOUD) = 2 SPEED TIRES AND TUBES 0.0078 0.0127 0.0133 0.0198 0.0222 0.0362 0.0362 0.0362 0.0362 0.0353 0.0519 0.02537 0.0350 0.0616 0.0766 0.0766 0.0555 0.1055 0.1055 0.1055 0.1055 0.1055 0.2003 0.2517 0.2393 0.1353 0.2359	0.3300 1.0376 1.1454 LATERITE (FAIF VALUE : 16) REPAIRS ANG NAINTENANCE 0.0328 0.0329 0.0452 0.0339 0.0452 0.0531 0.0539 0.1689 0.2005 0.2005 0.2004 0.3273 0.3104 0.3273 0.3297 0.3104 0.3297 0.3297 0.3264 0.3571 1.0020 1.1151 1.1217 1.5124 1.7421 2.0310	5.4375 6.3125 6.7750 $R) = 3 LATE (PH (CFREGIATION AND INTEREST 0.3064 0.3462 0.3799 0.4596 1.0183 1.1507 1.2627 1.4154 1.5422 2.0127 2.2437 2.2437 2.2437 3.5531 4.2170 4.6397 3.2053 5.6270 4.2306 5.0723 5.3306 6.2623$	0. 5012 0. 5012 0. 5012 RITE (PQOR) RITE (PQOR) CVERHEAD 	2. 2092 2. 2092 = 4 EARTH IUN CREH 	15. 1669 16. 0893 5 5 16. 0893 16. 0893 17 1 BAHT / Kri 0. 6370 0. 7455 0. 5016 0. 8341 0. 9417 1. 8519 2. 3703 2. 5040 2. 7924 2. 9930 3. 3717 3. 6549 4. 0468 4. 3284 6. 5606 7. 5257 8. 1513 8. 9836 9. 5950 10. 9899 10. 9899	
		R0A0 VEHICLE TYFE P/C L/8 H/8	2 3 4 5 5 CLASS 2 3 4 5 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 1 4 5 1 2 3 1 4 5 1 2 3 1 4 5 1 2 3 1 4 5 5 1 2 3 1 4 5 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5	3.8466 4.1471 4.3776 PAVED = 1 PAVED = 1 PAVED = 1 PAVED = 1 0.2485 0.2485 0.3055 0.3055 0.3055 0.3257 0.3257 0.3257 0.3251 0.7056 0.7056 0.7056 0.7058 0.7058 0.7492 0.6635 0.7492 0.7492 0.7492 0.7492 0.7495 0.7492 0.7495 0.7492 0.7495 0.7492 0.7495 0.7492 0.7495 0.7492 0.7495 0.7492 0.7495 0.7492 0.7492 0.7495 0.7492 0.7495 0.7492 0.7495 0.7492 0.7495 0.7492 0.7533 0.7655 0.7675 0.7675 0.8601 0.8855 0.7552 0.7552 0.5635 0.7552 0.5635 0.5635 2.3354 0.5839 0.65835	0:0989 0:1107 0:1211 LATERITE 0:1211 LATERITE 0:0415 0:0415 0:0519 0:0524 0:0524 0:0524 0:0524 0:0423 0:0414 0:0423 0:0414 0:0423 0:0404 0:0404 0:0505 0:0506 0:0506 0:0506 0:0505 0:0556 0:0557 0:0556 0:0557 0:0556 0:0557 0:0556 0:0556 0:0557 0:0556 0:05570000000000	0.4625 0.5781 0.8633 (GOUD) = 2 SPEED TIRES AND TUBES 0.0078 0.0127 0.0133 0.0127 0.0133 0.0198 0.0222 0.0362 0.0362 0.0350 0.0616 0.766 0.0350 0.0616 0.2517 0.2393 0.1353 0.2519 0.2350 0.2517 0.2393 0.1353 0.2350 0.23519 0.2350 0.23519 0.2350 0.2350 0.23519 0.2350 0.2350 0.23519 0.2350 0.2350 0.2350 0.23519 0.2350 0.2350 0.2350 0.23519 0.2350 0.2350 0.2350 0.2350 0.23519 0.2350 0.2350 0.2350 0.2350 0.23519 0.2350 0.2350 0.2350 0.2350 0.23519 0.2350 0.2350 0.2350 0.2350 0.2350 0.2350 0.23519 0.2350 0.2350 0.2350 0.23519 0.2350 0.2350 0.2350 0.23519 0.2350 0.2350 0.2350 0.23519 0.2350 0.2350 0.23519 0.2350 0.2350 0.23519 0.2350 0.2350 0.23519 0.2350 0.23519 0.2350 0.23519 0.2350 0.23519 0.2350 0.23519 0.2350 0.23519 0.23519 0.2350 0.23519 0.2350 0.23519 0.23519 0.23519 0.23519 0.2350 0.23519 0.2350 0.23519 0.2350 0.23519 0.2350 0.23519 0.2350 0.23519 0.2350 0.23519 0.2350 0.23519 0.2350 0.2350 0.23519 0.2350 0.2350 0.2350 0.23519 0.2350 0.2350 0.23519 0.2350 0.2350 0.2350 0.23519 0.2350 0.2350 0.2350 0.23519 0.2350 0.2350 0.2350 0.2350 0.23519 0.2350 0.2550 0	0.8300 1.0376 1.1454 LATERITE (FAIF VALUE : 16) REPAIRS AND NAINTENANCE 0.0328 0.0329 0.0452 0.0531 0.0539 0.1689 0.3202 0.2704 0.3202 0.2704 0.3297 0.3104 0.3297 0.3297 0.3104 0.3297 0.3297 0.3264 0.3511 1.0020 1.1151 1.1217 1.5126 1.7421 2.0310 2.2435 0.1894 0.2544	$\begin{array}{r} 5.4875\\ 6.3125\\ 6.7750\\ \hline \\ 6.785\\ \hline \\ \hline \\ 7.185\\ \hline $	0.5012 0.5012 0.5012 RITE (POOR) 0VERHEAD 0VERHEAD 	2. 2092 2. 2092 - 4 EARTH IUN CREH 	15. 1565 16. 0593 5. 1565 16. 0593 TOTAL TOTAL 0. 6370 0. 7435 0. 9417 1. 8519 2. 1527 2. 3423 2. 9417 1. 8519 4. 0468 4. 3294 6. 5606 7. 5287 9. 1513 8. 9536 4. 3294 1. 8519 4. 0468 1. 3517 1. 1513 8. 9536 1. 3517 1. 5509 4. 0468 1. 3519 1. 3519 1. 3519 1. 3549 1. 3443 1. 3549 1. 3	
		R0A0 VEHICLE TYFE P/C L/8	2 3 4 5 CLASS 2 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 1 2 3 4 5 5 1 2 3 1 2 3 4 5 5 1 2 3 1 3 1	3.8466 4.1471 4.3776 PAVED = 1 FUEL 0.2485 0.2783 0.3259 0.3259 0.3231 0.5994 0.7036 0.7036 0.7036 0.7036 0.7049 0.7618 0.0150 0.3239 0.6635 0.6453 0.6453 0.6453 0.6453 0.6453 0.6453 0.6453 0.6453 0.6453 0.6453 0.6453 0.6453 0.6453 0.6453 0.6453 0.64753 0.7720 0.64753 0.8043 0.7720 0.8043 0.8043 0.8970 1.8034 2.5360 2.7359 2.3354 0.5339	0:0989 0:1107 0:1211 LATERITE 011 0:0415 0:0415 0:0415 0:0519 0:0524 0:0524 0:0623 0:0524 0:0623 0:0414 0:0445 0:0445 0:0445 0:0445 0:0445 0:0505 0:0541 0:0552 0:0556 0:0556 0:0556 0:0556 0:0556 0:0556 0:0556 0:0556 0:0556 0:0556 0:0556 0:0556 0:0556 0:0557 0:0357 0:0423 0:0423 0:0423 0:0423 0:0423 0:0423 0:0423 0:0423	0.4625 0.5781 0.8633 (GODD) = 2 SPEED TIRES AND TUBES 0.0078 0.0127 0.0158 0.0127 0.0382 0.0223 0.0382 0.0382 0.0385 0.0217 0.0382 0.0382 0.0385 0.0416 0.0585 0.1056 0.0585 0.1058 0.1056 0.0585 0.1353 0.1353 0.1353 0.2517 0.2893 0.1353 0.1353 0.2517 0.2893 0.1353 0.2517 0.2893 0.1353 0.2519 0.2600 0.3518 0.4044 0.0380 0.0616 0.0766 0.0766 0.0519 0.2517 0.2893 0.1353 0.1353 0.1353 0.1353 0.1353 0.2517 0.2800 0.0519 0.2517 0.2800 0.0519 0.2517 0.2800 0.0519 0.1056 0.0519 0.1056 0.0565 0.0266 0.0519 0.1056 0.0585 0.1076 0.0585 0.1076 0.0585 0.1076 0.0593 0.1058 0.1076 0.0593 0.1354 0.1354 0.2517 0.2500 0.0518 0.1355 0.1353 0.1354 0.1354 0.1354 0.1354 0.1354 0.1355	0.3300 1.0376 1.1454 LATERITE (FAIF VALUE : 16) REPAIRS AND NAINTENANCE 0.0328 0.0329 0.0452 0.0531 0.0539 0.0539 0.0539 0.0539 0.0539 0.0539 0.0539 0.0539 0.0539 0.0539 0.0539 0.0539 0.3104 0.3373 0.3205 0.3273 0.3259 0.3259 0.3258 0.3551 1.151 1.151 1.1517 1.5126 1.7421 2.0310 2.2435 0.3593	5.4375 6.3125 6.7750 $R) = 3 LATE (CPREC LATION AND INTEREST 0.3064 0.3462 0.3799 0.4259 0.4259 0.4259 0.4596 1.0163 1.1507 1.2627 1.4154 1.5274 1.6521 1.6521 1.6521 1.6521 1.6521 1.6521 1.6521 1.6521 1.6521 1.6521 1.5422 2.0127 2.2437 2.2437 2.2437 2.2437 2.2437 2.4492 3.5591 4.2170 4.6397 3.5591 4.2170 4.6397 3.5205 3.6270 -1.012 -1.150 -1.205 -1.2$	0. 5012 0. 5012 0. 5012 RITE (PQOR) RITE (PQOR) CVERHEAD 	2. 2092 2. 2092 - 4 EARTH IUN CREH 	15. 1565 16. 0593 = 5 TOTAL TOTAL 0. 6370 0. 7405 0. 9016 0. 9311 0. 9417 1. 8519 2. 1527 2. 3423 2. 0040 2. 7924 2. 9730 3. 3717 3. 6565 4. 0465 4. 0465 1. 8524 0. 9593 10. 9593 12. 8516 3. 0705 10. 9593 12. 8516 3. 0705 10. 9593 12. 8516 3. 0725 10. 9593 12. 8516 3. 0725 13. 117 15. 0705 16. 0902 3. 02237 3. 4443 3. 7603 4. 1559 4. 5095 3. 02237 3. 4443 3. 7605 3. 02237 3. 4443 3. 7605 3. 02237 3. 4443 3. 7605 3. 02237 3. 4443 3. 7605 3. 02237 3. 4443 3. 7605 4. 5095 3. 02237 3. 4443 3. 7605 4. 5095 3. 02237 3. 4455 4. 5095 3. 02237 3. 4455 4. 5095 3. 02237 3. 4453 3. 7605 3. 7524 3. 7525 3. 7524 3. 7525 3. 7525 3. 7526 3. 7525 3. 7526 3. 7526 3. 7527 3. 7526 3. 7526 3. 7526 3. 7526 3. 7526 3. 7526 3. 7526 3. 7527 3. 7526 3. 7527 3. 7526 3. 7526	
		R0A0 VEHICLE TYFE P/C L/8 H/8	2 3 4 5 5 1 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 5 1 2 3 4 5 5 5 1 2 3 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	3.8466 4.1471 4.3776 PAVED = 1 FUEL 0.2485 0.2485 0.3259 0.3259 0.3259 0.32381 0.5974 0.7036 0.7036 0.7036 0.7036 0.7150 0.6635 0.6954 0.7452 0.7750 0.8954 0.8554 0.5839 0.6655 0.6954 0.7452 0.7250 0.66753 0.7675 0.3043	0:0989 0:1107 0:1211 LATERITE 011 0:0415 0:0415 0:0519 0:0524 0:0524 0:0524 0:0623 0:0412 0:0415 0:0423 0:0415 0:0423 0:0404 0:0467 0:0338 0:0423 0:0566 0:0566 0:0565 0:0576 0:0	0.4625 0.5781 0.8633 (GODD) = 2 SPEED TIRES AND TUBES 0.0078 0.0127 0.0158 0.0127 0.0158 0.0222 0.0362 0.0382 0.0519 0.0223 0.0380 0.0618 0.0786 0.0585 0.1056 0.0585 0.1056 0.2517 0.2003 0.2517 0.2003 0.2517 0.2003 0.2517 0.2003 0.2517 0.2003 0.2517 0.2003 0.2517 0.2003 0.2517 0.2003 0.2517 0.2003 0.2517 0.2003 0.2517 0.2003 0.2517 0.2003 0.2517 0.2003 0.2517 0.2003 0.2517 0.2003 0.2517 0.2003 0.2517 0.2003 0.2517 0.2003 0.2517 0.2003 0.2517 0.2600 0.3518 0.4044 0.0380 0.0616 0.0784 0.0786 0.0565 0.00563 0.00564 0.00564 0.00565 0.00565 0.0057 0.0057 0.00565 0.0057 0.005655 0.005655 0.00565 0.0056	0.3300 1.0376 1.1454 LATERITE (FAIF VALUE : 16) REPAIRS AND NAINTENANCE 0.0328 0.0329 0.0452 0.0539 0.0539 0.0539 0.0539 0.0539 0.0539 0.0539 0.0539 0.0539 0.0539 0.0539 0.0539 0.1689 0.3104 0.3273 0.3285 0.5372 0.2285 0.5372 0.3285 0.5372 0.2285 0.2285 0.3104 0.2273 0.5272 0.3285 0.5372 0.2285 0.2285 0.5372 0.3285 0.5372 0.2285 0.2285 0.3285 0.3285 0.5372 0.3285 0.5372 0.3285 0.328	5.4875 6.3125 6.7750 $R) = 3 LATE (PH (CFREC LATION AND INTEREST 0.3064 0.3462 0.3799 0.4259 0.4259 0.4259 0.4259 0.4259 1.0163 1.1507 1.2627 1.4154 1.5274 1.6521 1.6521 1.6521 1.6521 1.6521 1.6521 1.6521 1.6521 1.6521 1.6521 1.6521 1.5530 0.4637 3.5591 4.2170 3.5591 4.2270 3.5591 4.2270 3.5591 4.2270 3.5591 4.227 3.559 4.240 5.27 5.206 5.207 5.206 5.207 5.206 5.20 5.206 5.20 5.20 5.20 5.20 5.20 5.20 5.20 5.20$	0. 5012 0. 5012 0. 5012 RITE (POOR) CVERHEAD 	2. 2092 2. 2092 - 4 EARTH IUN CREH 	15. 1565 16. 0593 5. 0593 TOTAL TOTAL 0. 6370 0. 7405 0. 9016 0. 9341 0. 9417 1. 8519 2. 1527 2. 3423 2. 5040 2. 7924 2. 9730 3. 3717 3. 6569 4. 0465 4. 0465 4. 0465 4. 0465 4. 0465 4. 0465 4. 0465 1. 8524 0. 9593 10. 9593 12. 8516 13. 3117 15. 0705 16. 0902 16. 0	
		R0A0 VEHICLE TYFE P/C L/B H/B P/T	2 3 4 5 5 1 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 1 2 3 4 5 1 1 2 3 4 5 1 1 2 3 1 4 5 1 1 2 3 1 1 1 2 3 1 1 2 3 1 1 2 3 1 1 2 3 1 1 2 3 1 1 2 3 1 1 1 2 3 1 1 2 3 1 1 1 2 3 1 1 1 1	3.8466 4.1471 4.3776 PAVED = 1 PAVED	0.0989 0.1107 0.1211 LATERITE 0.1211 LATERITE 0.1211 0.0415 0.0519 0.052 0.0594 0.0623 0.0311 0.0359 0.0423 0.0423 0.0423 0.0424 0.0425 0.0424 0.0425 0.04457 0.0505 0.0505 0.0566 0.0566 0.0566 0.0566 0.0566 0.0566 0.0567 0.0572 0.0423 0.0424 0.0552	0.4625 0.5781 0.8633 (GOUD) = 2 SPEED TIRES AND TUBES 0.0078 0.0127 0.0138 0.0128 0.0228 0.0382 0.0382 0.0382 0.0385 0.0380 0.0416 0.0766 0.0545 0.1055 0.1055 0.1055 0.1055 0.1055 0.1055 0.1055 0.1055 0.1055 0.1055 0.1055 0.1055 0.1055 0.2003 0.2013 0.2013 0.2013 0.2013 0.2013 0.2013 0.2013 0.2013 0.2013 0.2013 0.2013 0.2013 0.2013 0.2013 0.2013 0.2013 0.2013 0.2013 0.2015 0.2017	0.8300 1.0376 1.1454 LATERITE (FAIF VALUE : 16) REPAIRS ANG NAINTENANCE 0.0328 0.0328 0.0329 0.0452 0.0310 0.0539 0.1669 0.2005 0.2005 0.2004 0.2373 0.1669 0.2373 0.3104 0.3273 0.3297 0.3104 0.3275 0.3297 0.3104 0.3275 0.3297 0.3264 0.3275 0.3285 0.3297 0.3264 0.3275 0.3285 0.3285 0.3593 0.4307 0.3376 0.4367 0.3576 0.4262 0.5376 0.5376 0.54762 0.5762	5.4375 6.3125 6.7750 6.7750 6.7750 6.7750 6.7750 6.7750 6.7750 6.7750 6.7750 6.7750 7.3462 6.3462 6.3799 6.4259 6.4259 6.4259 6.4259 6.4259 6.4259 6.4259 1.0183 1.1507 1.2627 1.4154 1.5422 2.0127 2.2437 2.2533 5.2203 5.2203 5.2270 4.2366 2.2423 6.7697 2.5339 3.6644 2.1924	0. 5012 0. 5012 0. 5012 RITE (PQOR) CVERHEAD 	2. 2092 2. 2092 - 4 EARTH IUN CREH 	15. 1565 16. 0593 5. 1565 16. 0593 TOTAL TOTAL 0. 6370 0. 7435 0. 9417 1. 3519 2. 1577 2. 1577 2. 3423 2. 9040 2. 7924 2. 9730 3. 3717 3. 6569 4. 0465 4. 3284 0. 5566 7. 5287 3. 1513 6. 5666 7. 5287 3. 1513 6. 9536 12. 8516 13. 3117 15. 0705 16. 0705 17. 5287 3. 117 15. 0705 16. 0705 17. 7225 16. 1575 17. 7225 16. 1575 17. 7225 17. 725 17. 725 17. 725 17. 725 17. 725 17. 725 17. 725 17.	
		R0A0 VEHICLE TYFE P/C L/B H/B P/T	2 3 4 5 CLASS 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 1 3 1	3.8466 4.1471 4.3776 PAVED = 1 FUEL 0.2485 0.2783 0.3259 0.3259 0.3231 0.5994 0.7036 0.7036 0.7036 0.7036 0.7036 0.7039 0.6635 0.6435 0.6435 0.6435 0.6435 0.6455 0.7770 0.6753 0.6854 0.749 0.8970 1.3034 2.5360 2.7859 2.3854 0.6554 0.7432 0.6753 0.6753 0.6253 0.6253 0.6253 0.62554 0.7432 0.7432 0.62554 0.7432 0.62554 0.7432 0.62554 0.7432 0.62554 0.7432 0.62554 0.7432 0.62554 0.7432 0.62554 0.7432 0.62554 0.7432 0.62554 0.7432 0.62554 0.7432 0.62554 0.7432 0.62554 0.7432 0.76750 0.62554 0.7432 0.76750 0.62554 0.7432 0.76750 0.62554 0.7432 0.76750 0.62554 0.7432 0.76750 0.62554 0.76750 0.62554 0.76750 0.62554 0.76750 0.6753 0.76750 0.6753 0.76750 0.6753 0.76750 0.6753 0.76750 0.6753 0.76750 0.6753 0.76750 0.6753 0.76750 0.6753 0.76750 0.6753 0.76750 0.76750 0.76750 0.76750 0.76750 0.7750 0.6753 0.7750 0.6753 0.7750 0.6753 0.7750 0.6753 0.7750 0.6753 0.6753 0.6753 0.6753 0.7750 0.6753 0.7750 0.6753 0.7750 0.6753 0.7750 0.6753 0.7750 0.6753 0.6755 0.6755 0.6755 0.6755 0.6755 0.6	0.0989 0.1107 0.1211 LATERITE 0.1211 LATERITE 0.1415 0.0415 0.0415 0.0519 0.0559 0.0554 0.0659 0.0414 0.0467 0.0445 0.0445 0.0445 0.0445 0.0445 0.0445 0.0445 0.0445 0.0445 0.0447 0.0505 0.0566 0.0657 0.0566 0.0657 0.0566 0.0657 0.0565 0.0969 0.1121 0.0339 0.0423 0.0423 0.0656 0.0657 0.065	0.4425 0.5781 0.6653 (GODD) = 2 SPEED TIRES AND TUBES 0.0078 0.0127 0.0158 0.0127 0.0158 0.0127 0.0158 0.0282 0.0362 0.0357 0.0358 0.02731 0.0285 0.0285 0.0358 0.0285 0.0358 0.0585 0.0585 0.0585 0.0585 0.0585 0.0585 0.0585 0.0585 0.0585 0.0585 0.0585 0.0585 0.0585 0.0585 0.0585 0.0585 0.1075 0.2003 0.2003 0.2177 0.2393 0.1359 0.2289 0.3519 0.2495 0.3519 0.2600 0.3519 0.0585 0.1074 0.0585 0.1074 0.0585 0.1074 0.0585 0.1074 0.0585 0.1074 0.0585 0.1074 0.0585 0.1074 0.0585 0.1074 0.0585 0.1074 0.0585 0.1074 0.0585 0.1074 0.0585 0.1075 0.1075 0.2003 0.2003 0.2003 0.2003 0.2003 0.2003 0.2287 0.1259 0.1259 0.1259 0.1259 0.1259 0.1250 0.1275 0.1275 0.1275 0.0585 0.0078 0.1076 0.0078 0.0078 0.1077 0.1279 0.1279 0.1270 0.1270 0.1278 0.1275	0.8300 1.0376 1.4854 LATERITE (FAIF VALUE : 16) REPAIRS ANG MAINTENANCE 0.0328 0.0328 0.0328 0.0329 0.0452 0.0531 0.0539 0.1689 0.2005 0.2005 0.2005 0.2007 0.2005 0.2007 0.2005 0.2007 0.2005 0.2007 0.2005 0.2007 0.2005 0.2007 0.2005 0.2007 0.2005 0.2007 0.2005 0.2007 0.2005 0.2007 0.2005 0.2007 0.3597 0.3595 0.5372 0.3595 0.5372 0.3593 0.15124 1.151 1.1517 1.5124 0.2544 0.2539 0.4307 0.3376 0.4307 0.5376 0.5576 0.5576 0.5576 0.5576 0.5576 0.5576 0.5576 0.5576 0.5576 0.5576 0.5576 0.557	5.4375 6.3125 6.7750 $R) = 3 LATE (PH (CFREC LATION AND INTEREST 0.3064 0.3462 0.3799 0.4259 0.4259 0.4259 0.4259 0.4259 1.0163 1.1507 1.2627 1.4154 1.5274 1.6521 1.652 1.65 1.672 1.652 1.65 1.65 1.65 1.67 1.25 1.65 1.65 1.65 1.65 1.65 1.65 1.65 1.6$	0.5012 0.5012 0.5012 RITE (POCR) OVERHEAD 	2. 2092 2. 2092 - 4 EARTH IUN CREH 	15. 1565 16. 0593 5. 1565 16. 0593 TDTAL TDTAL 0. 5270 0. 7403 0. 5016 0. 5270 0. 7403 0. 5016 0. 5016 0. 5016 0. 5016 0. 5016 0. 7403 0. 5016 0. 5046 7. 5297 3. 1513 8. 9836 9. 5950 10. 9898 12. 6076 13. 3117 15. 0705 4. 2037 3. 4443 3. 7603 4. 1559 4. 5076 5. 2199 5. 7225 6. 1576 6. 2157 7. 3598 7. 9542 8. 4523 8. 5759 10. 9898 7. 9542 8. 4523 8. 4523 8. 4523 8. 4523 8. 4559 7. 5527 7. 3598 7. 5542 8. 4523 8. 4523 8. 4523 8. 4523 8. 4559 1. 5752 1. 5755 1. 5755	
		КОАО VENICLE TYFE P/C L/8 H/8 H/8 P/T 4/T	2 3 4 5 5 60AD CLASS 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 5 1 2 3 4 4 5 5 1 2 3 3 4 4 5 5 1 2 3 1 4 5 5 1 2 1 1 2 3 1 1 2 3 1 1 2 3 1 1 2 3 1 1 2 3 1 1 2 3 1 1 2 3 1 1 2 3 1 1 2 1 1 2 1 1 2 3 1 1 2 1 1 1 1	3.8466 4.1471 4.3776 PAVED = 1 FUEL 0.2485 0.2783 0.3259 0.3259 0.3259 0.3231 0.5994 0.7036 0.7036 0.7036 0.7150 0.5839 0.6635 0.6753 0.8043 0.8970 1.3034 2.5360 2.7359 2.3854 0.6455 0.6753 0.6255 0.6753 0.62554 0.7452 0.7452 0.7452 0.7452 0.7452 0.7452 0.7553 0.65554 0.7455 0.65554 0.7455 0.7455 0.7455 0.7455 0.7455 0.7455 0.7455 0.7455 0.7455 0.7455 0.7455 0.7455 0.7455 0.7455 0.7455 0.8954 0.7455 0.7555 0.7455 0.7455 0.7455 0.7455 0.7455 0.7455 0.7455 0.7455 0.7455 0.7555 0.7455 0.7455 0.755	0:09&9 0:107 0:1211 LATERITE 011 0:0415 0:0415 0:0519 0:052 0:055 0:055 0:0565 0:0572 0:057	0.4425 0.5781 0.6653 (GODD) = 2 SPEED TIRES AND TUBES 0.0078 0.0127 0.0158 0.0128 0.0158 0.0158 0.0158 0.0158 0.0158 0.0158 0.0158 0.0288 0.0288 0.0362 0.0362 0.0365 0.0365 0.0616 0.0766 0.0766 0.2003 0.1353 0.1353 0.1078 0.2003 0.2117 0.2393 0.1353 0.2517 0.2393 0.1353 0.2518 0.2616 0.0767 0.1777 0.1077	0.3300 1.0376 1.4454 LATERITE (FAIF VALUE : 16) REPAIRS ANG MAINTENANCE 0.0328 0.0328 0.0328 0.0328 0.0328 0.0328 0.0328 0.0531 0.0539 0.1669 0.2005 0.2004 0.2059 0.2104 0.2597 0.3164 0.2297 0.3164 0.2297 0.3164 0.2297 0.3164 0.2297 0.3164 0.2297 0.3542 0.4500 0.5297 0.3545 0.3511 1.0020 1.1151 1.1217 1.5126 1.7421 0.3593 0.4369 0.2354 0.2359 0.3576 0.3574 0.2359 0.3574 0.2359 0.3576 0.3574 0.2537 0.3574 0.2537 0.3574 0.2537 0.3574 0.2553 0.4369 0.3576 0.4367 0.5575 0.4367 0.5575 0.1694 0.2553 0.1694 0.2553 0.1694 0.2553 0.1694 0.2553 0.1694 0.2553 0.1694 0.2553 0.1694 0.2553 0.1694 0.2553 0.1694 0.2553 0.1694 0.2553 0.1694 0.2553 0.1694 0.2553 0.1694 0.2553 0.1694 0.2555 0.1694 0.2557 0.5575 0.5755 0.5752 0.57552 0.57552 0.5	5.4375 6.3125 6.7750 6.7750 6.7750 6.7750 6.7750 6.7750 6.7750 6.7750 6.7750 6.7750 1.0163 1.1507 1.2627 1.4154 1.5574 1.6521 1.6521 1.6521 1.6521 1.6521 1.5274 2.2437 2.4192 3.5591 4.2370 4.2397 5.2033 5.4270 4.2305 5.9306 5.9203 5.9306 5	0. 5012 0. 5012 0. 5012 RITE (POOR) CVERHEAD 0. 4749 0. 4749 0. 4749 0. 4749 0. 4749 0. 4749 0. 4749 1. 5353 1. 5355 1. 5355 1. 5355 1. 535 1. 555 1. 555	2. 2092 2. 2092 - 4 EARTH IUN CREH 	15. 1565 16. 0593 5. 1565 16. 0593 TDTAL TDTAL 0. 65370 0. 7455 0. 5016 0. 8341 0. 5417 1. 8519 2. 1527 2. 3423 2. 5040 2. 7924 2. 9930 3. 3717 3. 6569 4. 3234 6. 5606 7. 5257 8. 1513 8. 9536 9. 5990 10. 95940 12. 8516 13. 3117 15. 0706 13. 0705 10. 95940 12. 8516 13. 3117 15. 0705 4. 1955 4. 5075 4. 5075 4. 1955 4. 5075 4. 1975 4. 1975 5. 7825 4. 1975 4. 1975 5. 7825 4. 1975 5. 7825 4. 1975 5. 7825 5. 7825 5	-60

									I BAHT /
EHICLE TYPE	RUAD	FUEL	OIL	TIRES AND TUBES	REPAIRS ANO NAINTENANCE	DEPRECIATION AND INTEREST	OVERHEAD	CREN	LATOT
	1	0,2241	0.0415	0.0082	0.0277	0.3064	-		0.610
n/¢	2	0.2629	0.0519 0.0552	0.0131	0.0360 0.0412	0.3462	2	-	0.762
•••••	4 5	0.2872	0.0594 0.0623	0.0202	0,0484	0.4198 0.4504	-	2	0.83
		0.5368	0.0311	0.0381	0.1514	1.0183			
	2	0.8308	0.0389	0.0606	0.1823 0.2086	1,1507	-	-	2.043
P/C	3	0.6567	0.0414	0.0750	0.2437	1.5951	*	-	2.47
	5	0.7192	0.0467	0.1075	0.2719	1.4969		***********	2.643
	1	0,5255	0.0338	0.0400	0.2820	1.2260	-	0.2499 0.2499	2.35
£70	2 Э	0.6264	0.0474	0.0736	0,4101	1.5407	-	0.2499	2.95
	- 4` 5	0.6635	0.0541 0.0592	0.0982 0.1127	0.4813 0.5354	1.2177	· <u>-</u>	0.2499	3.50
	1	0.6032	0.0404	0.1044	0.5333	2.5039	0.3570	0.7499	4.37
	2	0.6942	0.0005	0.1661	0.6680	3.0441 3.3735	0.3570 0.3570	0.7499 0.7497	5.72
M76	3	0.7249 0.7679	0.0556	0.2054 0.2553	0.9104	3.9094	0.3370	0.7499	6.91
	5	0.7937	0.0703	0.2945	1.0123	4.1379	0.3570	0,7499	7.42
	1	1. (973	0.0492	0.1460	0.9773	3.0123 3.4623	1.4197	1.1247	8.23 9.80
H78	3	1.9612	0.0969	0.2872	1.5126	4.0536	1.4197	1.1249	10.56
	\$	2.2091 2.3105	0.1107	0.3589	1.7876	4.5818 4.9782	1.4197	1.1249	12.32
. he es e e es -in		0.5255	0.0333	0.0400	0.1721	1.6211		-	2.39
	1 2	0.5998	0,0423	0.0435	0.2155	1.8585	-	2	2.779
871	3	0.8264 0.8835	0.0474 0.0341	0.0982	0.2937	2,2755	-		3.38
	5	0.6901	0.0572	0.1127	0.3267	2.4577	-		3.64
	ļ	0.6032	0.0404	0.0631 0.1003	0.3713 0.4902	1.8530	Ξ	0.3750 0.3750	3.334 3.834
4/T	23	0.2942 0.7249	0.0505 0.0565	0.1241	0.5692	2.3350	· _	0.3750	4.18
	4 .	0.7679 0.7937	0.0647	0.1351 0.1779	0.6681 0.7432	· 2.6032 2.8117	-	0.3750	4.97
·		1.2163	0.0692	0.0712	0.5871	1.5428	0.4613	0.7499	4.70
	2	1.6035	0.0865	0.1133	0.7941	1.5757	0.4613	0.7499	5.68
6/T	3	1.6364 1.8062	0.0969 0.1107	0,1402 0.1752	0.9119 1.0856	2.0737 2.3467	0.4613	0.7499	6.71
	5	1,8892	0.1211	0.2009	1.17\$3	2.5497	0.4613	0.7499	7.154
	1	1.9017	0.0692	0.2432	0.4337	2.3750 2.8875	0.4301 0.4301	0.9169 0.9163	6.36 7.79
		2,5068	0.0365	0.3867	0.5345	2.00.0	0.4301	0.9163	8.12
0/1	2		0.0959	0.4784	0.6712	3.2000			
10/1	- 3 - 4 - 5	2.6364	0.0959		0.6712 0.7344 0.3673	3.2000 3.6125 3.9250	0.4301 0.4301	0.9163 0.9163	9.274
10/T RúAD	3 4 5	2.6364 2.8237 2.9534	0.0959	0.4784 6.5780 0.6853	0.7944 0.8673	3.6125	0.4301 0.4301	0.9163 0.9163	9.274 9.391
10/T ROAD	3 4 5	2.6364	0.0959 0.1107 0.1211	0.4784 6.5780 0.8853 6000) = 2	0.7944 0.3673 LATERITE IFAI	3.6125 3.9250 R) = 3 LATE	0.4301 0.4301	0.9163 0.9163 4 EARTH =	9.274 9.391 5
	3 4 5	2.6364 2.8237 2.9534	0.0959 0.1107 0.1211	0.4734 6.5780 0.6853 6000) + 2 SPEE(0.7344 0.8673 LATERITE (FAI) D VALUE : 32	3.6125 3.9250 R) = 3 LATE KPH	0.4301 0.4301	0.9163 0.9163 4 EARTH =	9.274 9.391 5
ROAD	3 4 5	2.5364 2.8237 2.9534 : PAVED = 1	0.0959 0.1107 0.1211	0.4784 6.5780 0.8853 6000) = 2	0.7344 0.3673 LATERITE (FAI:) VALUE : 32 REPAIRS AND	3.6125 3.9250 R) = 3 LATE KPH GEPRECIATION AND	0.4301 0.4301	0.9163 0.9163 4 EARTH =	9.274 9.391 5 : BAHT /
	3 4 5 CLASS	2.6364 2.8237 2.9534	0.0989 0.1107 0.1211 LATERITE ()	0.4784 6.5780 0.6853 GOOD) # 2 SPEE(TIRE5	0.7344 0.8673 LATERITE (FAI) VALUE : 32 REPAIRS	3.6125 3.9250 R) = 3 LATE KPH DEPRECIATION	0.4301 0.4301 RITE (POOR) =	0.9163 0.9163 4 EARTH * (UNIT	9.39 9.39 5 : BAHT / TOTAL
ROAD	3 4 5 CLASS ROAD CLASS	2.6364 2.6237 2.9534 : PAVED = 1 FUEL 0.2017	0.0369 0.1107 0.1211 LATERITE () 01L 0.0415	0.4784 0.5780 0.6653 COOD) # 2 SPEE(TIRES AND TUBES 0.0093	0.7544 0.8673 LATERITE IFAI) VALUE : 32 REPAIRS AND MAINTENANCE 0.0267	3.6125 3.9250 R) = 3 LATE KPH GEPRECIATION AND INTEREST 0.3064	0.4301 0.4301 RITE (POOR) =	0.9163 0.9163 4 EARTH * (UNIT	9.27 9.391 5 : \$AHT / TOTAL
ROAD CHICLE	3 4 5 CLASS ROAD CLASS	2.6364 2.8237 2.9534 : PAVED = 1 FUEL	0,0989 0,1107 0,1211 LAYERITE () 01L 0.0415 0,0519 0,0522	0.4784 (0.5780) 0.6653 GOOD) # 2 SPEEC TIRES AND TUBES 0.0093 0.0150 0.0173	0.7544 0.8673 LATERITE (FAI)) VALUE : 32 REPAIRS AND MAINTENANCE 0.0267 0.0319 0.0369	3.6125 3.9250 R) = 3 LATE KPH DEPRECIATION AND INTEREST 0.3064 0.3462-0	0.4301 0.4301 RITE (POOR) =	0.9163 0.9163 4 EARTH * (UNIT	9.27 9.39 5 : 8AHT / TOTAL 0.58 0.57 0.27
ROAD CHICLE	3 4 5 CLASS ROAD CLASS 	2.0304 2.9534 2.9534 : PAVED = 1 FUEL 	0,0989 0,1107 0,1211 LATERITE () 0IL 0.0415 0,0519 0,0552 0,0559	0.4784 (0.5780) (0.6653) (0.0653) (0.001) # 2 SPEE(TIRES AND TUBES (0.0093) (0.0150)	0.7344 0.3673 LATERITE (FAI:) VALUE : 32 REPAIRS AND HAINTENANCE 0.0267 0.0319	3.6125 3.9250 R) = 3 LATE KPH GEPRECIATION AND INTEREST 0.3064 0.3064	0.4301 0.4301 RITE (POOR) =	0.9163 0.9163 4 EARTH * (UNIT	9.27/ 9.391 5 : BAHT / TOTAL 0.58: 0.27 0.729
ROAD CHICLE	3 4 5 CLASS ROAD CLASS 1 2 3	2.6364 2.8237 2.9534 : PAVED = 1 FUEL 0.2017 0.2343 0.2444 0.2597 0.2663	0,0989 0,1107 0,1211 LATERITE () 01L 0.0415 0,0519 0,0552 0,0554 6,0623	0,4784 6,5780 0,6533 ggood + 2 SPEEC TIRE5 AND TUBE5 0,0093 0,0150 0,0173 0,0213 0,0243	0.7344 0.3673 LATERITE (FAI: 0 VALUE : 32 REPAIRS AND MAINTENANCE 0.0267 0.0319 0.0323	3.6125 3.9250 R) = 3 LATE KPH DEPRECIATION AND INTEREST 0.3064 0.3462-** 0.3733 0.4136	0.4301 0.4301 RITE (POOR) =	0.9163 0.9163 4 EARTH * (UNIT	9.27/ 9.391 5 : \$AHT / TOTAL 0.58 0.57 0.72: 0.34 0.34 1.71
ROAD SHICLE TYPE H/C	3 4 5 CLASS ROAD CLASS 1 2 3 4 5 5	2.6364 2.6237 2.9534 : PAVED = 1 FUEL 0.2017 0.2343 0.2444 0.2597 0.2663 0.4847 0.5629	0,0989 0,1107 0,1211 LATERITE () 01L 0.0415 0,0519 0,0552 0,0554 0,0623 0,0354 0,0311 0,0355	0,4784 6,5780 0,6053 cc000) * 2 SPEEC TIRES AND TUBES 0,0093 0,0150 0,0173 0,0215 0,0215 0,0213 0,0431 0,0431	0.7344 0.3673 LATERITE (FAI: 0 VALUE : 32 REPAIRS AND MAINTENANCE 0.0267 0.0319 0.0432 0.0432 0.0432 0.1375 0.1375	3.6125 3.9250 R) = 3 LATE KPH DEPRECIATION AND INTEREST 0.3064 0.3452- 0.3733 0.4136 0.4412 1.0133 1.1507	0.4301 0.4301 RITE (POOR) =	0.9163 0.9163 4 EARTH * (UNIT	9.27/ 9.39/ 5 : BAHT / TOTAL 0.5% 0.57: 0.72: 0.79: 0.34: 1.71: 1.9%
ROAD HICLE	3 4 5 CLASS ROAD CLASS 	2.0364 2.9237 2.9534 : PAVED = 1 FUEL 0.2017 0.2043 0.2444 0.2597 0.2663 0.4847 0.5629 0.5629	0,0989 0,1107 0,1211 LAYE&ITE () 01L 0.0415 0,0519 0,0552 0,0554 0,0623 0,0311 0,0359 0,0314	0,4784 6,5780 0,6053 GOOD) # 2 SPEEC TIRES AND TUBES 0,0023 0,0150 0,0173 6,6215 0,0243 0,0431 0,0431 0,0625 0,0094	0.7344 0.3873 LATERITE IFAI: 0 VALUE : 32 REPAIRS AND MAINTENANCE 0.0287 0.0319 0.0269 0.0432 0.0432 0.0432 0.1375 0.1533 0.1530 0.1253	3.6125 3.9250 R) = 3 LATE KPH DEPRECIATION AND INTEREST 0.3064 0.3452- 0.3733 0.4136 0.4412 1.0133 1.1507 1.2423 1.3747	0.4301 0.4301 RITE (POOR) =	0.9163 0.9163 4 EARTH * (UNIT	9, 27 9, 39 5 5 10144 0, 58 0, 57 0, 72 0, 34 1, 71 1, 98 2, 14 2, 26
ROAD SHICLE TYPE H/C	3 4 5 CLASS CLASS CLASS 1 2 3 4 5 1 2 3 4 5	2.6364 2.6237 2.9534 : PAVED = 1 FUEL 0.2017 0.2043 0.2444 0.2587 0.2663 0.4847 0.5629 0.5629 0.5629 0.5629 0.5202	0,0369 0,1107 0,1211 LAYE&ITE () 01L 0,0415 0,0515 0,0515 0,0552 0,0554 0,0623 0,0354 0,0623 0,0311 0,0365 0,0414 0,0445	0,4784 6,5780 0,6553 6000) = 2 SPEE(TIRES AND TUBES 0,0023 0,0150 0,0173 0,0213 0,0213 0,0243 0,0431 0,0431 0,0431 0,0431 0,0431	0.7544 0.3673 LATERITE (FAI)) VALUE : 32 REPAIRS AND MAINTENANCE 0.0267 0.0319 0.0329 0.0432 0.0481 0.1375 0.1253 0.1900	3.6125 3.9250 R) = 3 LATE KPH DEPRECIATION AND INTEREST 0.3064 0.3452- 0.3064 0.3452- 0.3452- 1.3452- 1.1507 1.2423 1.3107 1.2423 1.3177 1.4664	0.4301 0.4301 RITE (POOR) =	0.9143 0.9143 4 EARTH = (UNIT CREW 	5 5 5 6 BAHT / 7 TOTAL 7 TOTAL 0,555 6 BAT 0,725 0,720
ROAD HICLE YPE H/C	3 4 5 CLASS ROAD CLASS 1 2 3 4 5 1 2 3 4 5 1	2.6364 2.6237 2.9534 : PAVED = 1 FUEL 0.2017 0.2017 0.2444 0.2587 0.2663 0.4847 0.5629 0.5629 0.5629 0.6202 0.6202 0.6410 0.04724	0,0389 0,1107 0,1211 LAYE&ITE () 01L 0,0415 0,0515 0,0515 0,0552 0,0554 0,0423 0,0423 0,0414 0,0445 0,0435 0,0435	0,4784 6,5780 0,6553 6000) = 2 SPEE(TIRES AND TUBES 0,0023 0,0150 0,0150 0,0173 0,0213 0,0213 0,0213 0,0431 0,0694 0,0625 0,0994 0,1125	0.7344 0.3873 LATERITE (FAI:) VALUE : 32 REPAIRS AND MAINTEMANCE 0.0267 0.0319 0.0481 0.0481 0.1375 0.1453 0.1453 0.1900 0.2225 0.2472 0.2563	3.6125 3.9250 R) = 3 LATE KPH GEPRECIATION AND INTEREST 0.3064 0.3064 0.3064 0.3064 0.3064 0.3733 0.4136 0.4412 1.0133 1.1507 1.2423 1.3747 1.4664 0.9965	0.4301 0.4301 RITE (POOR) =	0.9163 0.9163 4 EARTH = 1001T CREU	9, 27 9, 39 5 5 7 0, 5 8 0, 5 8 0, 5 8 0, 5 8 0, 5 8 0, 5 8 0, 5 8 0, 5 8 0, 5 8 1, 7 1, 7 1, 1 1, 7 1, 1 1, 1 1, 1 1, 1
ROAD HICLE YPE H/C	3 4 5 CLASS CLASS CLASS 1 2 3 4 5 1 2 3 4 5 5 5	2.6364 2.6237 2.9534 : PAVED = 1 FUEL 0.2017 0.2643 0.2444 0.2597 0.2663 0.4847 0.5629 0.5629 0.5629 0.6202 0.6410 0.4724 0.5361	0,0389 0,1107 0,1211 LAYE&ITE () 01L 0,0415 0,0515 0,0515 0,0552 0,0552 0,0554 0,0623 0,0414 0,0445 0,0445 0,0445 0,0445	0,4784 6,5780 0,6653 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0.7344 0.3873 LATERITE (FAI: 0 VALUE : 32 REPAIRS AND HAINTENANCE 0.0267 0.0319 0.0432 0.0481 0.1375 0.1533 0.1503 0.2255 0.2472 0.2553 0.3219 0.3731	3.6125 3.9250 R) = 3 LATE KPH DEFRECIATION AND INTEREST 0.3064 0.3462- 0.3733 0.4136 0.4412 1.0133 1.1507 1.2423 1.3747 1.4664 0.9965 1.1014 1.2129	0.4301 0.4301 RITE (POOR) =	0.9143 0.9143 4 EARTH = 100017 	9, 27 9, 39 5 5 7 0, 5 8 0, 5 7 0, 5 8 0, 5 8 0, 5 7 0, 7 2 0, 7 2 0, 3 4 1, 7 1, 7 1, 7 1, 7 1, 7 1, 7 1, 7 1, 7
ROAD HICLE YPE H/C	3 4 5 CLASS ROAD CLASS 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5	2.6364 2.6237 2.9534 : PAVED = 1 FUEL 0.2017 0.2343 0.2444 0.2587 0.2663 0.4847 0.5629 0.5629 0.5639 0.6202 0.6410 0.5774 0.5541 0.5574	0,0989 0,1107 0,1211 LATE&ITE () 0IL 0.0415 0,0519 0,0519 0,0520 0,0519 0,0523 0,0311 0,0359 0,0423 0,0443 0,0443 0,0443 0,0443 0,0443	0,4784 6,5780 0,6653 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0.7344 0.3873 LATERITE IFAI:) VALUE : 32 REPAIRS AND MAINTENANCE 0.0267 0.0319 0.0369 0.0432 0.0432 0.0432 0.0432 0.0432 0.0432 0.0432 0.0432 0.0432 0.0432 0.0432 0.0432 0.0263 0.2255 0.2219	3.6125 3.9250 R) = 3 LATE KPH DEPRECIATION AND INTEREST 0.3064 0.3452- 0.3064 0.3452- 0.3452- 1.0133 1.1507 1.2423 1.3747 1.4664 0.9965 1.1014	0.4301 0.4301 RITE (POOR) =	0.9143 0.9143 4 EARTH = 100017 	5 5 5 5 5 5 5 5 5 5 5 5 5 5
ROAD HICLE YPE H/C	3 4 5 CLASS ROAD CLASS 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 5 1 2 3 4 5 5	2.6364 2.6237 2.9534 : PAVED = 1 FUEL 0.2017 0.2343 0.2444 0.2597 0.2663 0.4847 0.5629 0.5629 0.6202 0.6410 0.4724 0.5574 0.5572 0.6574 0.5572 0.6104	0,0989 0,1107 0,1211 LATE&ITE () 0IL 0.0415 0,0519 0,0519 0,052 0,0311 0,0359 0,0423 0,0445 0,0445 0,0443 0,0445 0,0443 0,0445 0,0443 0,0445	0,4784 6,5780 0,6053 EQUD) = 2 SPEE(TIRES AND TURES 0,0093 0,0150 0,0173 0,0215 0,0215 0,0243 0,0431 0,0494 0,625 6,0994 0,1125 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452	0.7344 0.3873 LATERITE IFAI:) VALUE : 32 REPATRS AND maINTENANCE 0.0267 0.0319 0.0369 0.0432 0.0432 0.0432 0.0432 0.0432 0.2255 0.2472 0.2553 0.3731 0.4356 0.4356	3. 6125 3. 9250 R) = 3 LATE KPH DEFRECIATION AND INTEREST 0. 3064 0. 3452- 0. 3733 0. 4136 0. 4412 1. 0133 1. 1507 1. 2423 1. 3747 1. 4644 1. 01965 1. 1014 1. 2129 1. 3336 1. 4751	0.4301 0.4301 RITE (PO)R) = OVERHEAD 	0.9143 0.9143 4 EARTH = 10001T CREW 	5 27 9 39 5 3 1 BAHT / 1 OTAL 0 0 555 0 4 57 0 727 0 727 0 34 1 99 2 46 2 51 1 99 2 46 2 73 2 73 2 73 2 73 2 4 07 4 07
ROAD HICLE YPE H/C	3 4 5 CLASS ROAD CLASS 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5	2.6364 2.6237 2.9534 : PAVED = 1 FUEL 0.2017 0.2343 0.2444 0.2387 0.2663 0.2663 0.4847 0.5629 0.663 0.4847 0.5629 0.6529 0.6410 0.0574 0.5574 0.5592 0.6104	0,0349 0,1107 0,1211 LATE&ITE () 01L 0.0415 0,0519 0,0519 0,0529 0,0415 0,0523 0,0311 0,0359 0,0414 0,0453 0,0443 0,0443 0,0474 0,0331 0,0474 0,0592 0,0404	0,4784 6,5780 0,6253 5000) = 2 SPEE(TIRES AND TURES 0,0073 0,0150 0,0150 0,0173 0,0213 0,0213 0,0213 0,0431 0,0431 0,0431 0,0431 0,0431 0,0431 0,0431 0,0431 0,0431 0,0452 0,0452 0,0452 0,0345 0,0345 0,0345 0,0345 0,0345 0,0345 0,0345 0,0345 0,0345 0,0345 0,0345 0,0452 0,0345 0,0453 0,0453 0,0453 0,0453 0,0455 0,0457 0,04550000000000	0.7344 0.3873 LATERITE IFAI:) VALUE : 32 REPATRS AND MAINTENANCE 0.0267 0.0319 0.0369 0.0432 0.0432 0.0441 0.1375 0.1375 0.1375 0.1375 0.1375 0.1375 0.1375 0.1375 0.1375 0.1375 0.1375 0.1375 0.2472 0.2253 0.3731 0.4384 0.4384 0.4843	3. 6125 3. 9250 R) = 3 LATE KPH DEPRECIATION AND INTEREST 0. 3064 0. 3452- 0. 3064 0. 3452- 0. 3733 0. 4136 0. 4412 1. 0183 1. 1507 1. 2423 1. 3747 1. 3747 1. 3747 1. 4664 1. 1014 1. 2129 1. 3636 1. 4751 2. 0538 2. 5534	0.4301 0.4301 SRITE (PODR) = OVERHEAD	0.9143 0.9143 4 EARTH = UNIT CREH 	5 5 5 5 5 5 5 5 5 5 5 5 5 5
ROAD HICLE TYPE P/C	3 4 5 CLASS ROAD CLASS 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 5 5 1 2 3 4 5 5 5 5 5 5 5 5 5 5 5 5 5	2.6364 2.6237 2.9534 : PAVED = 1 FUEL 0.2017 0.2343 0.2444 0.2537 0.2663 0.2663 0.2663 0.4847 0.5629 0.6202 0.6202 0.6410 0.5744 0.5574 0.5574 0.5574 0.5574 0.5574 0.5574 0.5574 0.5574	0,0989 0,1107 0,1211 LATESITE () 01L 0.0415 0,0519 0,0559 0,0559 0,0623 0,0414 0,045 0,0455 0,0455 0,0555 0,0556 0,056	0,4784 6,5780 0,6553 6000) = 2 SPEE(TIRE5 AND TUBES 0,0093 0,0150 0,0173 0,0243 0,0150 0,0173 0,0243 0,0452 0,0994 0,1125 0,0452 0,0994 0,1125 0,0452 0,045	0.7344 0.3873 LATERITE (FAI: 0 VALUE : 32 REPAIRS AND HAINTENANCE 0.0267 0.0319 0.0432 0.0432 0.0431 0.1375 0.1255 0.1255 0.2472 0.2255 0.2252 0.2252 0.3731 0.4348	3.6125 3.9250 R) = 3 LATE KPH DEPRECIATION AND INTEREST 0.3064 0.3452- 0.3733 0.4136 0.4412 1.0183 1.1507 1.2423 1.3747 1.3454 1.0141 1.2129 1.3636 1.1014 1.2129 1.3636 1.4751 2.0538 2.5434 2.7806 3.1100	0.4501 0.4501 :RITE (PO)R) ≠ OVERHEAD 	0.9143 0.9143 4 EARTH = UNIT CREW 	9, 27, 9, 39 5 5 7 0, 58 6, 87 0, 72 0, 72 0, 72 0, 72 0, 72 0, 72 0, 74 1, 71 1, 98 2, 14 4 2, 51 2, 25 6 2, 21 1, 99 2, 26 2, 26 2, 25 2, 26 2, 21 2, 25 2, 26 2, 21 2, 25 2, 26 2, 21 2, 25 2, 26 2, 21 2, 25 2, 26 2, 27 2, 26 2, 26 2, 26 2, 27 2, 26 2, 26 2, 27 2, 26 2, 26 2, 26 2, 27 2, 26 2, 26 2, 26 2, 26 2, 27 2, 26 2, 26 2, 27 2, 26 2, 26 2, 26 2, 27 2, 26 2, 26 2, 27 2, 26 2, 26 2, 27 2, 26 2, 26 2, 27 2, 26 2, 27 2, 26 2, 27 2, 26 2, 27 2, 26 2, 27 2, 26 2, 27 2, 27 2, 26 2, 27 2, 2, 27 2, 2
ROAD HICLE TYPE P/C	3 4 5 CLASS ROAD CLASS 1 2 3 4 5 	2.6364 2.6237 2.9534 : PAVED = 1 FUEL 0.2017 0.2343 0.2444 0.2387 0.2663 0.2663 0.4847 0.5629 0.66202 0.6631 0.4724 0.5592 0.6104 0.5592 0.6451 0.6451 0.6451 0.6451 0.6451	0,0989 0,1107 0,1211 LATERITE () 01L 0.02115 0,0519 0,0552 0,0359 0,0423 0,0414 0,0445 0,0445 0,0445 0,0445 0,0445 0,0445 0,0445 0,0445 0,0445 0,0445 0,0445 0,0445 0,0445 0,0445 0,0445 0,0592	0,4784 6,5780 0,6053 GOOD) * 2 SPEEU TIRES AND TUBES 0,0093 0,0150 0,0173 0,0213 0,0451 0,0243 0,0451 0,0452 0,02200000000000000000000000000000000	0.7344 0.3873 LATERITE IFAI:) VALUE : 32 REPAIRS AND MAINTENANCE 0.0267 0.0319 0.0363 0.0432 0.0432 0.0481 0.1375 0.1653 0.1653 0.1653 0.12553 0.2225 0.2219 0.3731 0.4384 0.4396 0.4396 0.4549 0.4554 0.4555 0.4555 0.4570 0.5255 0.5555 0.5555 0.5555 0.5555 0.5555 0.55555 0.55555 0.55555 0.55555 0.555555 0.55555555	3. 6125 3. 9250 R) = 3 LATE KPH DEFRECIATION AND INTEREST 0. 3064 0. 3462- 0. 3733 0. 4136 0. 4412 1. 0183 1. 1507 1. 2423 1. 3747 1. 4664 1. 1014 1. 2129 1. 3636 1. 4751 2. 0538 2. 5434 2. 7506 3. 1100 3. 3472	0.4501 0.4501 ERITE (PODR) = OVERHEAD 	0.9145 0.9143 4 EARTH = UNIT CREH 	5 5 5 5 5 5 5 5 5 5 5 5 5 5
ROAD HICLE TYPE P/C	3 4 5 CLASS ROAD CLASS 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 5 1 2 3 4 5 5	2.6364 2.6237 2.9534 : PAVED = 1 FUEL 0.2017 0.2017 0.243 0.2444 0.2537 0.2643 0.2643 0.5629 0.6202 0.6202 0.62410 0.53410 0.5574 0.5592 0.6205 0.6451 0.625 0.7065	0,0389 0,1107 0,1211 LATESITE () 01L 0.0415 0,0519 0,0519 0,0519 0,0519 0,0519 0,0552 0,0559 0,0423 0,0423 0,0447 0,0447 0,0338 0,0447 0,0338 0,0447 0,0552 0,0404 0,0552 0,0552 0,0404 0,0552 0,0552 0,0404 0,0552 0,0552 0,0404 0,0552 0,0552 0,0404 0,0552 0,0552 0,0404 0,0552 0,0552 0,0404 0,0552 0,0552 0,0404 0,0552 0,0552 0,0457 0,0552 0,0552 0,0552 0,0552 0,0457 0,0552 0,0457 0,0457 0,0457 0,0552 0,0457 0,0552 0,0457 0,0552 0,0556 0,0557 0,0557 0,0557 0,0557 0,0557 0,0557 0,0557 0,0557 0,0557 0,0557 0,0557 0,0557 0,0557 0,0557 0,0557 0,0557 0,05	0,4784 6,5780 0,6553 6,000) = 2 SPEE(TIRE5 AND TUBES 0,0093 0,0173 0,0173 0,0173 0,0243 0,0173 0,0431 0,0494 0,0425 0,0994 0,1123 0,0452 0,0994 0,1123 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0455 0,04	0.7344 0.3873 LATERITE IFAI:) VALUE : 32 REPAIRS AND MAINTENANCE 0.0267 0.0319 0.0363 0.0432 0.0432 0.0481 0.1375 0.1653 0.1653 0.1653 0.12553 0.2225 0.2219 0.3731 0.4384 0.4396 0.4396 0.4549 0.4554 0.4555 0.4555 0.4570 0.5255 0.5555 0.5555 0.5555 0.5555 0.5555 0.55555 0.55555 0.55555 0.55555 0.555555 0.55555555	3. 6125 3. 9250 R) = 3 LATE KPH DEPRECIATION AND INTEREST 0. 3064 0. 3452- 0. 3733 0. 4136 0. 4412 1. 0183 1. 1507 1. 2423 1. 3747 1. 4664 0. 9965 1. 1014 1. 2129 1. 3636 1. 14751 2. 0558 2. 5434 2. 7806 3. 1100 3. 3472 2. 4732	0.4501 0.4501 ERITE (PODR) = OVERHEAD 	0.9145 0.9143 4 EARTH = UNIT CREH 	5 5 5 5 5 5 5 5 5 5 5 5 5 5
ROAD HICLE YPE P/C L/B	3 4 5 CLASS ROAD CLASS 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5	2.6364 2.6237 2.9534 : PAVED = 1 FUEL 0.2017 0.2017 0.243 0.2444 0.2537 0.2643 0.2643 0.5629 0.6202 0.6202 0.62410 0.53410 0.5574 0.5592 0.6205 0.6451 0.625 0.7065	0,0389 0,1107 0,1211 LATESITE () 01L 0.0415 0,0519 0,0519 0,0519 0,0519 0,0519 0,0552 0,0559 0,0423 0,0423 0,0447 0,0447 0,0338 0,0447 0,0338 0,0447 0,0552 0,0404 0,0552 0,0552 0,0404 0,0552 0,0552 0,0404 0,0552 0,0552 0,0404 0,0552 0,0552 0,0404 0,0552 0,0552 0,0404 0,0552 0,0552 0,0404 0,0552 0,0552 0,0404 0,0552 0,0552 0,0457 0,0552 0,0552 0,0552 0,0552 0,0457 0,0552 0,0457 0,0457 0,0457 0,0552 0,0457 0,0552 0,0457 0,0552 0,0556 0,0557 0,0557 0,0557 0,0557 0,0557 0,0557 0,0557 0,0557 0,0557 0,0557 0,0557 0,0557 0,0557 0,0557 0,0557 0,0557 0,05	0,4784 6,5780 0,6053 EGOD) * 2 SPEEU TIRES AND TURES 0,0093 0,0150 0,0173 0,0213 0,0213 0,0213 0,0451 0,0452 0,04550000000000	0.7544 0.3873 LATERITE IFAI: 0 VALUE : 32 REPAIRS AND MAINTENANCE 0.0287 0.0319 0.0432 0.0432 0.0432 0.0432 0.0432 0.0432 0.2553 0.2472 0.2553 0.3731 0.4536 0.4543 0.4543 0.4543 0.4545 0.4570 0.7057 0.5296 0.9212 0.7953 1.0752 1.2407	3. 6125 3. 9250 R) = 3 LATE KPH DEPRECIATION AND INTEREST 0. 3064 0. 3452- 0. 3733 0. 4136 0. 4412 1. 0183 1. 1507 1. 2423 1. 3747 1. 4664 0. 9965 1. 1014 1. 2129 1. 3636 1. 14751 2. 0558 2. 5434 2. 7806 3. 1100 3. 3472 2. 4732	0.4501 0.4501 =RITE (PODR) = OVERHEAD 	0.9143 0.9143 4 EARTH = 1UNIT CREW 	5 5 5 5 5 5 5 5 5 5 5 5 5 5
ROAD HICLE TYPE P/C	3 4 5 CLASS ROAD CLASS 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5	2.6364 2.6237 2.9534 2.9534 2.9534 2.9534 2.9534 2.9534 2.9534 2.2537 2.2517 0.2017 0.2017 0.244 0.244 0.2537 0.2663 0.2444 0.5629 0.5629 0.5629 0.6202 0.64410 0.5463 0.6205 0.6451 0.6451 0.6451 0.6451 0.7065 1.2173 1.5760 1.6681 1.7921	0,0989 0,1107 0,1211 LATESITE () 01L 0,0415 0,0519 0,0519 0,0552 0,0519 0,0523 0,0519 0,0623 0,0311 0,0255 0,0414 0,0445 0,0445 0,0445 0,0445 0,0474 0,0592 0,0404 0,0592 0,0592 0,0592 0,0592 0,0592 0,0592 0,0592 0,0592 0,0404 0,0592 0,0592 0,0404 0,0592 0,05	0,4784 6,5780 0,6053 EGOD) * 2 SPEEU TIRES AND TURES 0,0093 0,0150 0,0173 0,0213 0,0213 0,0213 0,0451 0,0452 0,04550000000000	0.7544 0.3873 LATERITE (FAI: 0 VALUE : 32 REPAIRS AND HAINTENANCE 0.0267 0.0319 0.0432 0.0431 0.0329 0.0432 0.0431 0.1375 0.1255 0.2472 0.2553 0.3215 0.3215 0.3215 0.3215 0.3215 0.3215 0.4538 0.4538 0.4548 0.4548 0.4548 0.7057 0.7550000000000	3. 6125 3. 9250 R) = 3 LATE KPH DEFRECIATION AND INTEREST 0. 3064 0. 3462- 0. 3733 0. 4136 0. 4412 1. 0183 1. 1507 1. 2423 1. 3747 1. 4664 1. 1014 1. 2129 1. 3636 1. 4751 2. 0538 2. 5434 2. 7506 3. 1100 3. 3472	0.4501 0.4501 ERITE (PODR) = OVERHEAD 	0.9143 0.9143 4 EARTH = 1UNIT CREU 	5 5 5 5 7 7 5 7 7 7 7 7 7 7 7 7 7 7 7 7
ROAD HICLE YPE P/C L/B	3 4 5 CLASS ROAD CLASS 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 5 5 1 2 3 4 5 5 5 5 1 2 3 4 5 5 5 5 5 5 5 5 5 5 5 5 5	2.6364 2.6237 2.9534 2.9534 2.9534 2.9534 2.9534 2.9534 2.02017 0.2017 0.2343 0.2434 0.2537 0.2663 0.4347 0.2663 0.4347 0.5629 0.5629 0.5629 0.5639 0.5202 0.64410 0.5744 0.5572 0.5574 0.5574 0.5572 0.5572 0.5774 0.5572 0.5774 0.5572 0.5774 0.5572 0.5774 0.5774 0.57750 0.5453 0.57750 0.5453 0.57750 0.5453 0.57750 0.5453 0.57750 0.5453 0.577500 0.577500 0.577500 0.57750000000000	0,0349 0,1107 0,1211 LAYE&ITE () 01L 01L 0,0415 0,0519 0,0552 0,0519 0,0552 0,0552 0,0552 0,0552 0,0552 0,0423 0,0423 0,0445 0,0445 0,0459 0,0459 0,0505 0,0474 0,0505 0,0505 0,0474 0,0505 0,0505 0,0474 0,0505 0,0505 0,0474 0,0505 0,0505 0,0474 0,0505 0,0474 0,0505 0,0474 0,0505 0,0474 0,0505 0,0474 0,0505 0,0474 0,0505 0,0474 0,0505 0,0505 0,0474 0,0505 0,0505 0,0505 0,0474 0,0505 0,0505 0,0505 0,0474 0,0505 0,0505 0,0505 0,0474 0,0505 0,0505 0,0505 0,0474 0,0505 0,0474 0,0505 0,0474 0,0505 0,0474 0,0505 0,0474 0,0505 0,0474 0,0505 0,0474 0,0505 0,0474 0,0505 0,0472 0,0472 0,0472 0,0472 0,0472 0,0472 0,0472 0,0505 0,0472 0,0472 0,0472 0,0472 0,0472 0,0505 0,0472 0,0472 0,0647 0,0705 0,0472 0,0472 0,0647 0,0705 0,0472 0,0647 0,0705 0,0472 0,0647 0,0705 0,0472 0,0647 0,0705 0,0472 0,0647 0,0705 0,0472 0,0647 0,0705 0,0472 0,0647 0,0705 0,0474 0,0705 0,0472 0,0647 0,0705 0,0472 0,0647 0,0705 0,0472 0,0647 0,0705 0,0472 0,0474 0,0705 0,0472 0,0474 0,0705 0,0474 0,0705 0,0474 0,0705 0,0474 0,0705 0,0474 0,0705 0,0474 0,0705 0,0474 0,0705 0,0474 0,0107 0,01107 0,0121	0,4784 6,5780 0,6553 6,000) = 2 SPEE(TIRES AND TUBES 0,0003 0,0173 0,0173 0,0173 0,0173 0,0243 0,0173 0,0452 0,0974 0,0125 0,0452 0,0974 0,1125 0,0452 0,0974 0,1125 0,0452 0,0455 0,055 0	0.7344 0.38.73 LATERITE IFAI: 0 VALUE : 32 REPATRS AND MAINTENANCE 0.0267 0.0319 0.0369 0.0432 0.0453 0.0432 0.0453 0.0453 0.0453 0.0453 0.0453 0.0472 0.0453 0.0453 0.0453 0.0453 0.0453 0.0452 0.0472 0.0553 0.0452 0.0452 0.0472 0.0553 0.0452 0.0452 0.0452 0.0472 0.0553 0.0452 0.0452 0.0452 0.0454 0.0555 0.0452 0.0452 0.0454 0.0555 0.0455 0.05555 0.05555 0.0555 0.	3.6125 3.9250 R) = 3 LATE KPH CEEPRECIATION AND INTEREST 0.3064 0.3462- 0.3733 0.4136 0.4412 1.0183 1.1507 1.2423 1.3747 1.4664 0.9965 1.1014 1.2129 1.3436 1.4751 2.0538 2.5434 2.7806 3.1100 3.3472 2.4732 3.0598 3.3452 3.7415 4.0269	0.4501 0.4501 ====================================	0.9143 0.9143 4 EARTH = 1UNIT CREH 	5 27 9 39 5 7 7 7 7 7 7 7 7 7 7 7 7 7
ROAD HICLE YPE H/C L/B	3 4 5 CLASS ROAD CLASS 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 5 5 1 2 3 4 5 5 5 5 1 2 3 4 5 5 5 5 5 5 5 5 5 5 5 5 5	2.6364 2.6237 2.9534 2.9534 2.9534 2.9534 2.9534 2.9534 2.02017 0.2017 0.2017 0.2343 0.2444 0.2537 0.2663 0.4847 0.5629 0.5629 0.5629 0.5629 0.5629 0.5637 0.5574 0.5572 0.6451 1.2173 1.5720 1.2773	0,0349 0,1107 0,1211 LATERITE () 01L 01L 0.0415 0,0519 0,0519 0,0552 0,0541 0,0552 0,0374 0,0552 0,0311 0,0359 0,0414 0,0445 0,0445 0,0445 0,0474 0,0592 0,0404 0,0552 0,0474 0,0592 0,0404 0,0552 0,0473 0,0473 0,0473 0,0473 0,0473 0,0473 0,0552 0,0474 0,0552 0,0473 0,0473 0,0473 0,0473 0,0473 0,0552 0,0642 0,0552 0,0642 0,0552 0,0642 0,0552 0,0642 0,0552 0,0652 0,0705	0,4784 6,5780 0,6553 6000) = 2 SPEE(TIRES AND TUBES 0,0023 0,0150 0,0150 0,0173 0,0150 0,0173 0,0243 0,0243 0,0243 0,0243 0,0243 0,0243 0,0243 0,0243 0,0243 0,0243 0,0243 0,0243 0,0243 0,0243 0,0243 0,0243 0,0243 0,0452 0,0243 0,0452 0,0243 0,0452 0,0243 0,0452 0,0243 0,0452 0,0243 0,0452 0,025 0,0452 0,025 0,0452 0,025 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0453 0,0452 0,0452 0,0452 0,0452 0,0453 0,0453 0,0453 0,0453 0,0452 0,0452 0,0453 0,0455 0,0453 0,0453 0,0453 0,0453 0,0453 0,0455 0,0455 0,0453 0,0455 0,055 0,055 0,0455 0,05	0.7344 0.38.73 LATERITE IFAI: 0 VALUE : 32 REPATRS AND MAINTENANCE 0.0267 0.0319 0.0369 0.0432 0.0267 0.0269 0.0432 0.0432 0.0432 0.0432 0.0267 0.0269 0.0432 0.0267 0.0269 0.0269 0.0269 0.0269 0.0269 0.0269 0.0269 0.0269 0.0269 0.0269 0.0272 0.2553 0.3219 0.0552 0.757 0.757 0.7572	3. 6125 3. 9250 R) = 3 LATE KPH DEPRECIATION AND INTEREST 0. 3064 0. 3452- 0. 3738 0. 4136 0. 4412 1. 0183 1. 1507 1. 2423 1. 3747 1. 4664 0. 9965 1. 1014 1. 2129 1. 3636 1. 1451 2. 0538 2. 5434 2. 7806 3. 1100 3. 3472 2. 4732 3. 0598 3. 3452 3. 7415 4. 0269 1. 3201 1. 3511 4. 0269 1. 3201 1. 3511 3. 026 3. 3452 3. 7455 3. 7455 3	0.4501 0.4501 ERITE (PODR) = OVERHEAD 	0.9143 0.9143 4 EARTH = 1UNIT CREU 	5 5 5 5 5 5 5 5 5 5 5 5 5 5
ROAD HICLE YPE H/C L/B	3 4 5 CLASS ROAD CLASS 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 5 5 1 2 3 4 5 5 5 5 1 2 3 4 5 5 5 5 5 5 5 5 5 5 5 5 5	2.6364 2.6237 2.9534 2.9534 2.9534 2.9534 2.9534 2.9534 2.02017 0.2017 0.2017 0.2343 0.2444 0.2537 0.2663 0.4847 0.5629 0.5629 0.5629 0.5629 0.5629 0.5637 0.5574 0.5572 0.6451 1.2173 1.5720 1.2773	0,0349 0,1107 0,1211 LATERITE () 01L 01L 0.0415 0,0519 0,0519 0,0552 0,0541 0,0552 0,0374 0,0552 0,0311 0,0359 0,0414 0,0445 0,0445 0,0445 0,0474 0,0592 0,0404 0,0552 0,0474 0,0592 0,0404 0,0552 0,0473 0,0473 0,0473 0,0473 0,0473 0,0473 0,0552 0,0474 0,0552 0,0473 0,0473 0,0473 0,0473 0,0473 0,0552 0,0642 0,0552 0,0642 0,0552 0,0642 0,0552 0,0642 0,0552 0,0652 0,0705	0,4784 6,5780 0,6553 6000) = 2 SPEE(TIRES AND TUBES 0,0023 0,0150 0,0150 0,0173 0,0150 0,0173 0,0243 0,0243 0,0243 0,0243 0,0243 0,0243 0,0243 0,0243 0,0243 0,0243 0,0243 0,0243 0,0243 0,0243 0,0243 0,0243 0,0243 0,0452 0,0243 0,0452 0,0243 0,0452 0,0243 0,0452 0,0243 0,0452 0,0243 0,0452 0,025 0,0452 0,025 0,0452 0,025 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0453 0,0452 0,0452 0,0452 0,0452 0,0453 0,0453 0,0453 0,0453 0,0452 0,0452 0,0453 0,0455 0,0453 0,0453 0,0453 0,0453 0,0453 0,0455 0,0455 0,0453 0,0455 0,055 0,055 0,0455 0,05	0.7344 0.38.73 LATERITE IFAI: 0 VALUE : 32 REPATRS AND MAINTENANCE 0.0267 0.0319 0.0369 0.0432 0.0267 0.0269 0.0432 0.0432 0.0432 0.0432 0.0267 0.0269 0.0432 0.0267 0.0269 0.0269 0.0269 0.0269 0.0269 0.0269 0.0269 0.0269 0.0269 0.0269 0.0272 0.2553 0.3219 0.0552 0.757 0.757 0.7572	3. 6125 3. 9250 R) = 3 LATE KPH DEPRECIATION AND INTEREST 0. 3064 0. 3452- 0. 3733 0. 4136 0. 4412 1. 0133 1. 1507 1. 2423 1. 3147 1. 4664 0. 9965 1. 1014 1. 2129 1. 3436 1. 14751 2. 0558 2. 5434 2. 7806 3. 1100 3. 3472 2. 4732 3. 0598 3. 4152 1. 3201 1. 4664 1. 3201 1. 3201 1. 4591 1. 6067 1. 5065	0.4501 0.4501 ERITE (PODR) = OVERHEAD 	0.9143 0.9143 4 EARTH = 1UNIT CREU 	5 5 5 5 7 7 6 7 7 7 7 7 7 7 7 7 7 7 7 7
ROAD HICLE YPE P/C L/B H/B	3 4 5 CLASS ROAD CLASS 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 5 5 1 2 3 4 5 5 5 5 1 2 3 4 5 5 5 5 5 5 5 5 5 5 5 5 5	2.6364 2.6237 2.9534 2.9534 2.9534 2.9534 2.9534 2.9534 2.02017 0.2017 0.2343 0.2343 0.2343 0.2343 0.2357 0.2663 0.4847 0.5629 0.5629 0.5629 0.5629 0.64410 0.5574 0.5572 0.6410 0.5574 0.5592 0.6410 0.5574 0.5592 0.6451 1.6581 1.7921 1.5760 1.6681 1.7921 1.5760 1.6681 0.5374 0.5364 0.5374 0.5361 0.5374 0.5361 0.5374 0.5361 0.5374 0.5374 0.5374 0.5361 0.5374	0,0349 0,1107 0,1211 LATERITE () 01L 0.0415 0,0519 0,0519 0,0552 0,0574 0,0523 0,0311 0,0359 0,0413 0,0453 0,0445 0,0445 0,0445 0,0445 0,0445 0,0459 0,0451 0,0552 0,0445 0,0453 0,0453 0,0453 0,0453 0,0455 0,0454 0,0552 0,0652 0,0652 0,0652 0,0652 0,0652 0,0652 0,0652 0,0653 0,0703 0,0552 0,0653 0,0703 0,0553 0,0703 0,0553 0,0703 0,0553 0,0703 0,0553 0,0703 0,0553 0,0703 0,0774	0,4784 6,5780 0,6553 6000) = 2 SPEE(TIRES AND TURES 0,0073 0,0150 0,0150 0,0173 0,0213 0,0213 0,0213 0,0213 0,0213 0,0213 0,0213 0,0213 0,0213 0,0213 0,0213 0,0213 0,0243 0,0243 0,0243 0,0452 0,0345 0,0345 0,0345 0,0345 0,0345 0,0365 0,1181 0,1220 0,0365 0,1319 0,0365 0,0327 0,0365 0,037 0,0365 0,037 0,036 0,037 0,036 0,037 0,036 0,037 0,037 0,036 0,037 0,036 0,037 0,036 0,037 0,035	0.7344 0.38.73 LATERITE IFAI VALUE : 32 REPATES AND MAINTENANCE 0.0267 0.0319 0.0369 0.0432 0.0267 0.2553 0.2275 0.3731 0.4356 0.7952 0.7952 0.07952 0.1554 0.1554 0.1554 0.2677 0.2577 0.2577 0.2772 0.2777 0.277	3. 6125 3. 9250 R) = 3 LATE KPH DEPRECIATION AND INTEREST 0. 3064 0. 3462- 0. 3733 0. 4136 0. 4412 1. 0133 1. 1507 1. 2423 1. 3747 1. 4664 0. 9965 1. 1014 1. 2129 1. 3636 1. 4751 2. 0538 2. 5434 2. 7806 3. 1100 3. 3472 	0.4501 0.4501 ERITE (PODR) = OVERHEAD 	0.9143 0.9143 4 EARTH = 1UNIT CREU 	5 5 5 5 6 6 7 7 7 7 7 7 7 7 7 7 7 7 7
ROAD HICLE YPE P/C L/8 H/8	3 4 5 CLASS ROAD CLASS 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5	2.6364 2.6237 2.9534 2.9534 2.9534 2.9534 2.9534 2.9534 2.02017 0.2017 0.2343 0.2343 0.2343 0.2343 0.2343 0.2537 0.2663 0.4847 0.5629 0.5629 0.5629 0.5629 0.5643 0.4847 0.5574 0.5574 0.5574 0.5574 0.5574 0.5574 0.5574 0.5574 0.5574 0.5574 0.6451 1.2173 1.5720 1.6451 1.2723 1.5720 1.6551 1.6551 1.2723 1.5720 1.6551 1	0,0349 0,1107 0,1211 LATESITE () 01L 0.0415 0.0519 0.0519 0.0519 0.0552 0.0524 0.0414 0.0445 0.0414 0.0445 0.0414 0.0445 0.0414 0.0445 0.0414 0.0445 0.0414 0.0522 0.0404 0.0552 0.0552 0.0404 0.0552 0.0552 0.0552 0.0404 0.0552 0.0404 0.0552 0.0552 0.0404 0.0552 0.0552 0.0552 0.0552 0.0552 0.0552 0.0552 0.0552 0.0404 0.0552 0.0552 0.0552 0.0552 0.0552 0.0552 0.0552 0.0552 0.0552 0.0552 0.0555 0.0552 0.0552 0.0555 0.0555 0.0552 0.0555 0.05	0, 4784 6, 5580 0, 6553 6000) * 2 SPEE(TIRES AND TUBES 0, 0073 0, 0150 0, 0150 0, 0173 0, 0213 0, 0431 0, 06213 0, 0413 0, 06213 0, 0431 0, 06243 0, 0413 0, 06243 0, 0431 0, 06243 0, 0452 0, 0452 0, 0452 0, 0452 0, 1041 0, 1177 0, 1181 0, 1500 0, 2220 0, 3052 0, 1651 0, 2256 0, 3159 0, 5805 0, 4307 0, 0452 0, 0454 0, 0455 0, 0457 0, 0457 0	0.7344 0.38.73 LATERITE IFAI VALUE : 32 REPATES AND MAINTENANCE 0.0267 0.0369 0.0369 0.0432 0.0453 0.1553 0.1553 0.1553 0.1553 0.1553 0.1553 0.1555 0.1555 0.2472 0.3219 0.3219 0.7557 0.1555 0.1554 0.1554 0.1554 0.2577 0.2577 0.2577 0.2577 0.2577 0.3338	3. 6125 3. 9250 R) = 3 LATE KPH DEFRECIATION AND INTEREST 0. 3064 0. 3452- 0. 3064 0. 3452- 0. 3733 0. 4136 0. 4412 1. 0183 1. 1507 1. 2423 1. 3747 1. 4243 1. 3747 1. 4243 1. 3747 1. 4264 1. 019 1. 3636 1. 412 2. 0538 2. 5434 2. 7806 3. 3472 2. 4732 3. 0578 3. 3452 3. 415 4. 0269 1. 3201 1. 4591 1. 6067 1. 5103	0.4501 0.4501 ERITE (PODR) = OVERHEAD 	0.9145 0.9143 4 EARTH = UNIT CREH 	5 5 5 10764 107764 10774 10764 10774 10764 10774 10764 10764 10774 10764 10774 10764 10774 10764 10774 10764 10774 10764 10774 10764 10774
ROAD HICLE YPE P/C L/B H/B H/B	3 4 5 CLASS CLASS 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 5 1 2 3 4 5 5 5 1 2 3 4 5 5 5 1 1 2 3 4 5 5 5 5 1 1 2 3 1 1 2 3 1 2 3 1 1 2 3 1 1 2 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1	2.6364 2.6237 2.9534 2.9534 2.9534 2.9534 2.9534 2.9534 2.02017 0.2017 0.2343 0.2343 0.2343 0.2343 0.2343 0.2537 0.2663 0.4847 0.5629 0.5629 0.5629 0.5629 0.5643 0.4847 0.5574 0.5574 0.5574 0.5574 0.5574 0.5574 0.5574 0.5574 0.5574 0.5574 0.5574 0.5574 0.5574 0.7065 1.2173 1.5720 1.6451 1.2723 1.5720 1.6551 1.6551 1.2723 1.5720 1.6551 1.6551 1.2724 0.5364 0.5364 0.5364 0.5364 0.5364 0.5364 0.5374 0.5364 0.5364	0,0989 0,1107 0,1211 LATESITE () 0,1211 0,1211 0,1211 0,1211 0,0415 0,0519 0,0559 0,0559 0,0559 0,0623 0,0447 0,0333 0,0447 0,0333 0,0447 0,0333 0,0447 0,0333 0,0447 0,0552 0,0447 0,0552 0,0447 0,0552 0,0447 0,0552 0,0447 0,0552 0,0464 0,0565 0,0564 0,0565 0,0564 0,0565 0,0564 0,0565 0,0565 0,0572 0,0692 0,0692 0,0692 0,0693 0,0423 0,0423 0,0453 0,0464 0,0552 0,0552 0,0552 0,0552 0,0457 0,0552 0,0552 0,0457 0,0552 0,0467 0,0552 0,0552 0,0552 0,0552 0,0457 0,0552 0,0552 0,0552 0,0457 0,0552 0,0552 0,0552 0,0457 0,0552 0,0552 0,0457 0,0552 0,0552 0,0457 0,0552 0,0457 0,0552 0,0457 0,0552 0,0457 0,0552 0,0552 0,0552 0,0552 0,0457 0,0552 0,0552 0,0552 0,0552 0,0457 0,0552 0,0552 0,0552 0,0457 0,0552 0,0552 0,0552 0,0552 0,0552 0,0457 0,0552 0	0,4784 6,5780 0,6553 6,000) = 2 SPEE(TIRES AND TUBES 0,0023 0,0150 0,0150 0,0150 0,0150 0,0150 0,0150 0,0150 0,0213 0,0451 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0272 0,1181 0,1500 0,2722 0,3082 0,1551 0,2550 0,3139 0,5805 0,4551 0,2550 0,2750 0,0052 0,0050 0,0170 0,0150 0,0170 0,0170 0,0170 0,000000	0.7544 0.38.73 LATERITE (FAI: 0 VALUE : 32 REPAIRS AND MAINTENANCE 0.0267 0.0267 0.0319 0.0329 0.0432 0.0431 0.1375 0.1375 0.1453 0.1375 0.2472 0.2553 0.3731 0.4543 0.4543 0.4545 0.4575 0.5255 0.2472 0.7555 0.5272 0.7555 0.5277 0.7556 0.1564 0.1564 0.2777 0.2574	3. 6125 3. 9250 R) = 3 LATE KPH DEFRECIATION AND INTEREST 0. 3064 0. 3452- 0. 3733 0. 4136 0. 4412 1. 0183 1. 1507 1. 2423 1. 3747 1. 3747 1. 3452 1. 1014 1. 10183 1. 1507 1. 2423 1. 3747 1. 3452 2. 5538 2. 5534 2. 7506 3. 3452 3. 3452	0.4501 0.4501 ERITE (PODR) = OVERHEAD 	0.9145 0.9143 4 EARTH = 10001T CREH 	5 5 5 5 5 5 5 5 5 5 5 5 5 5
ROAD HICLE YPE P/C L/8 H/8	3 4 5 CLASS ROAD CLASS 1 2 3 4 5 5 1 2 3 4 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 5 1 2 3 4 5 5 5 1 1 2 3 4 5 5 5 1 1 2 3 4 5 5 5 1 1 1 2 3 4 5 5 5 1 1 1 1 1 1 1 1 1 1 1 1 1	2.6364 2.8237 2.9534 : PAVED = 1 FUEL 0.2017 0.2343 0.2444 0.2537 0.2663 0.2663 0.2663 0.2663 0.4847 0.5629 0.5629 0.5629 0.5629 0.5629 0.5629 0.5629 0.5629 0.5629 0.5629 0.5629 0.5629 0.5629 0.5629 0.5629 0.5629 0.56410 0.5746 0.5574000000	0,0989 0,1107 0,1211 LATESITE () 0,1211 0,1211 0,1211 0,1211 0,0415 0,0519 0,0519 0,0559 0,0559 0,0623 0,0623 0,0427 0,0333 0,0427 0,0333 0,0427 0,0552 0,0552 0,0552 0,0467 0,0552 0,0552 0,0552 0,0552 0,0467 0,0552 0,0554 0,0555 0	0,4784 6,5780 0,6553 6,000) = 2 SPEE(TIRES AND TUBES 0,0093 0,0150 0,0173 0,0243 0,0150 0,0173 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0455 0,1177 0,1181 0,1500 0,2260 0,2260 0,2260 0,2260 0,2260 0,2260 0,2260 0,2260 0,2260 0,2260 0,2260 0,2260 0,2260 0,2272 0,0365 0,4307 0,0452 0,0452 0,0453 0,0453 0,0453 0,0455 0,1404 0,1177 0,0455 0,0452 0,0452 0,0455 0,0455 0,0455 0,0452 0,0455 0,04	0,7344 0,38,73 LATERITE (FAI:) VALUE : 32 REPAIRS AND HAINTENANCE 0,0287 0,0319 0,0432 0,0432 0,0432 0,0432 0,0432 0,0432 0,0432 0,0432 0,0432 0,0432 0,0432 0,0432 0,2553 0,2472 0,2553 0,2472 0,2553 0,3731 0,4543 0,4540 0,4540 0,7525 0,277 0,7523 1,0752 1,2407 1,4447 0,7576 0,2777 0,2572 0,3588 0,4457 0,5178 0,5178 0,4578	3. 6125 3. 9250 R) = 3 LATE KPH DEPRECIATION AND INTEREST 0. 3064 0. 3452- 0. 3733 0. 4136 0. 4412 1. 0133 1. 1507 1. 2423 1. 3747 1. 4664 0. 9965 1. 1014 1. 2129 1. 3436 1. 4751 2. 0558 2. 5434 2. 7806 3. 1100 3. 3452 1. 3201 1. 4591 1. 6067 1. 5003 1. 4592 1. 3382 2. 0667	0.4501 0.4501 ERITE (PODR) = OVERHEAD 	0.9143 0.9143 4 EARTH = 100017 CREW 	5 5 5 5 5 5 5 5 5 5 5 5 5 5
ROAD EHICLE TYPE P/C P/C L/B H/B H/B P/T	3 4 5 CLASS ROAD CLASS 1 2 3 4 5 5 1 1 2 3 1 1 2 3 1 1 2 3 1 1 2 3 1 1 1 1 1 1 1 1 1 1 1 1 1	2.6364 2.6327 2.9534 : PAVED = 1 FUEL 0.2017 0.2343 0.2444 0.2527 0.2643 0.2643 0.4847 0.5262 0.4847 0.5262 0.48410 0.4724 0.5262 0.4810 0.4724 0.5262 0.6451 0.6451 0.45451 0.45451 0.45451 0.45451 0.4557 0.2565 0.4557 0.5265 0.6587 0.45451 0.45451 0.4557 0.2565 0.4557 0.5265 0.4557 0.5265 0.4557 0.5265 0.4557 0.5265 0.4517 0.5574 0.55	0,0989 0,1107 0,1211 LATESITE () 01L 0.0415 0,0519 0,0559 0,0559 0,0559 0,0623 0,0414 0,045 0,0415 0,0445 0,0445 0,0445 0,0445 0,0445 0,0445 0,0445 0,0445 0,0445 0,0445 0,0445 0,0445 0,0445 0,0592 0,0464 0,0592 0,0592 0,0464 0,0592 0,0592 0,0592 0,0464 0,0592 0,0593 0,0423 0,0447 0,0592 0,0423 0,0423 0,0447 0,0592 0,0423 0,0423 0,0447 0,0592 0,0423 0,0423 0,0447 0,0592 0,0423 0,0423 0,0447 0,0592 0,0423 0,0423 0,0447 0,0592 0,0423 0,0423 0,0447 0,0592 0,0423 0,0423 0,0457 0,0592 0,0592 0,0592 0,0592 0,0593 0,0423 0,0423 0,0592 0,0592 0,0592 0,0592 0,0593 0,0593 0,0593 0,0593 0,0423 0,0595 0,0592 0,0592 0,0593 0,0593 0,0423 0,0423 0,0592 0,0592 0,0593 0,0592 0,0593 0,0423 0,0592 0,0592 0,0593 0,0593 0,0593 0,0592 0,0593 0,0593 0,0592 0,0593 0,0593 0,0593 0,0592 0,0593 0,0594 0,0593 0,0593 0,0595 0,059	0,4784 6,5780 0,6553 6,000) = 2 SPEE(TIRE5 AND TUBES 0,0093 0,0150 0,0173 0,0150 0,0173 0,0243 0,0150 0,0173 0,0243 0,0150 0,0243 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0452 0,0365 0,1159 0,5805 0,0365 0,1159 0,5805 0,036 0,036 0,037 0,043 0,043 0,045 0,045 0,045 0,055 0,055 0,045 0,055	0.7544 0.38.73 LATERITE IFAI: 0 VALUE : 32 REPAIRS AND HAINTENANCE 0.0267 0.0319 0.0329 0.0432 0.0432 0.0432 0.0432 0.0432 0.0432 0.0432 0.0432 0.0432 0.0432 0.0432 0.0432 0.0432 0.2553 0.2472 0.2553 0.3731 0.4548 0.4548 0.4545 0.7525 1.0752 1.2407 1.4447 0.1564 0.1564 0.277 0.2572 0.2572 0.2772 0.2572 0.3358 0.4467 0.5178 0.4760 0.5780 0.4760 0.2777 0.2577 0.2577 0.2577 0.2777 0.2577 0.2777 0.2577 0.2777 0.2577 0.2777 0.2577 0.2777 0.2577 0.2777 0.2577 0.2777 0.2577 0.2777 0.2577 0.2777 0.2577 0.2775 0.2775 0.2775 0.2777 0.2775 0.2775 0.2775 0.2775 0.2775 0.2775 0.2775 0.2775 0.2777 0.2775 0.277	3. 6125 3. 9250 R) = 3 LATE KPH DEPRECIATION AND INTEREST 0. 3064 0. 3452- 0. 3733 0. 4136 0. 4412 1. 0133 1. 1507 1. 2423 1. 3747 1. 4664 0. 9965 1. 1014 1. 2129 1. 3636 1. 4751 2. 0558 2. 5434 2. 7806 3. 1100 0. 3.3472 2. 4732 3. 6578 3. 7415 1. 3201 1. 4697 1. 5003 1. 4592 1. 3382 2. 2455 2. 2455 2. 2455 3. 1. 503 1. 4592 1. 3382 2. 2455 3. 1. 503 1. 4592 1. 3382 2. 2455 3. 1. 503 1. 4592 1. 3382 2. 2455 1. 3457 1. 3457 1	0.4501 0.4501 ERITE (PODR) = OVERHEAD 	0.9145 0.9143 4 EARTH = 1UNIT CREW 	5 5 5 1 BAHT / 1 OTAL 1 OTAL 1 OTAL 1 OTAL 1 OTAL 1 OTAL 1 OTAL 1 OTAL 2 OL 2
ROAD EHICLE TYPE P/C P/C L/B H/B H/B P/T	3 4 5 CLASS ROAD CLASS 1 2 3 4 5 1 1 2 3 4 5 1 1 2 3 4 5 1 1 2 3 4 5 1 1 2 3 4 5 1 1 1 1 1 1 1 1 1 1 1 1 1	2.6364 2.6237 2.9534 2.9534 2.9534 2.9534 2.9534 2.9534 2.9534 2.9534 2.9534 2.257 2.257 2.257 2.257 2.257 2.257 2.257 2.257 2.2589 2.2574 2.2576 2.2576 2.2589 2.2576 2.2577 2.2576 2.2577 2.2577 2.2577 2.2577 2.2577 2.2577 2.2577 2.2577 2.2577 2.2577 2.2577 2.2577 2.2577 2.25777 2.257777777777	0,0349 0,1107 0,1211 LAYE&ITE () 0,11 0,0415 0,0519 0,0519 0,052 0,0592 0,0423 0,0424 0,0592 0,0552 0,0592 0,05	0,4784 6,5780 0,6553 6000) = 2 SPEE(TIRES AND TUBES 0,0023 0,0150 0,0150 0,0173 0,0173 0,0243 0,0431 0,0243 0,0431 0,0243 0,0431 0,0243 0,0431 0,0243 0,0431 0,0243 0,0431 0,0243 0,0452 0,0452 0,0452 0,0452 0,1125 0,0452 0,1125 0,0452 0,1125 0,0452 0,1125 0,0452 0,1127 0,0452 0,1451 0,2260 0,2722 0,3052 0,1651 0,2255 0,4507 0,0452 0,045	0.7544 0.38.73 LATERITE IFAI VALUE : 32 REPAIRS AND MAINTENANCE 0.0267 0.0319 0.0369 0.0452 0.2255 0.2275 0.2255 0.3731 0.4536 0.4536 0.4575 0.7575 1.0752 1.0754 0.1554 0.0757 0.0578 0.0757 0.0578	3. 6125 3. 9250 R) = 3 LATE KPH DEPRECIATION AND INTEREST 0. 3064 0. 3452- 0. 3733 0. 4136 0. 4412 1. 0183 1. 1507 1. 2423 1. 3747 1. 4664 0. 9965 1. 1014 1. 2129 1. 3247 1. 4664 0. 9965 2. 1066 3. 1106 3. 3152 2. 4732 3. 6372 1. 3201 1. 4591 1. 5003 1. 4592 1. 3201 1. 4592 1. 3201 1. 4592 1. 3201 1. 4592 1. 3201 1. 4592 1. 3205 1. 24572 1. 26572	0.4501 0.4501 IRITE (PODR) = OVERHEAD 	0.9145 0.9143 4 EARTH = 1UNIT CREU 	5 5 5 1 BAHT / 0.555 0.577 0.727 0.727 0.727 0.727 0.741 1.791 2.361 2.451 2.451 2.451 2.451 2.451 2.451 2.455 2.45
ROAD EHICLE FYPE H/C P/C L/B H/B H/B P/T	3 4 5 CLASS ROAD CLASS 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 5 1 2 3 4 5 5 5 1 2 3 4 5 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 5 1 2 3 4 5 5 5 1 2 3 4 5 5 5 5 5 5 1 2 3 4 5 5 5 1 2 3 4 5 5 5 1 2 3 4 5 5 5 1 2 3 4 5 5 5 1 2 3 4 5 5 5 1 2 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 1 2 3 4 5 5 1 2 3 1 2 3 1 2 3 1 2 3 1 2 3 1 2 3 1 2 3 1 2 3 1 2 3 1 2 1 2	2.6364 2.8237 2.9534 2.9534 2.9534 2.9534 2.9534 2.9534 2.9534 2.2537 2.2537 2.2537 2.2434 2.2537 2.2434 2.2537 2.2434 2.2537 2.2434 2.2537 2.2434 2.2537 2.2434 2.2537 2.2434 2.2537 2.2434 2.2537 2.2434 2.2537 2.2434 2.5541 2.5541 2.5561 1.5752 1.2173 1.5750 1.2572 2.	0,0349 0,1107 0,1211 LATESITE () 01L 0,0415 0,0519 0,0519 0,0552 0,0519 0,0523 0,0414 0,0423 0,0414 0,0445 0,0414 0,0445 0,0414 0,0445 0,0414 0,0445 0,0414 0,0459 0,0414 0,0459 0,0414 0,0459 0,0414 0,0592 0,0414 0,0592 0,0459 0,0459 0,0592 0,0592 0,0592 0,0592 0,0592 0,0423 0,0592 0,0592 0,0592 0,0592 0,0592 0,0593 0,0423 0,0592 0,0592 0,0593 0,0423 0,0592 0,0595 0,0592 0,0593 0,0423 0,0592 0,0595 0,0595 0,0591 0,0592 0,0593 0,0423 0,0423 0,0459 0,0592 0,0592 0,0551 0,0551 0,0592 0,0551 0,0551 0,0552 0,0592 0,0592 0,0551 0,0552 0,0552 0,0592 0,0592 0,0551 0,0551 0,0552 0,0592 0,0554 0,0552 0,0554 0,0554 0,0554 0,0555 0,0554 0,0552 0,0554 0,0552 0,0554 0,0555 0,0554 0,0555 0,0554 0,0555 0,05	0, 4784 6, 5780 0, 6653 6000) = 2 SPEE(TIRES AND TUBES 0, 0073 0, 0150 0, 0173 0, 0173 0, 0213 0, 0150 0, 0213 0, 0213 0, 0213 0, 0213 0, 0213 0, 0213 0, 0150 0, 0172 0, 0355 0, 0212 0, 0352 0, 0213 0, 0212 0, 0032 0, 00150 0, 0213 0, 00150 0, 0213 0, 00150 0, 0212 0, 0032 0, 00150 0, 0212 0, 0032 0, 00150 0, 0212 0, 0032 0, 00150 0, 0212 0, 0032 0, 00150 0, 0000000000000000000000000000000000	0.7544 0.38.73 LATERITE IFAI 0.VALUE : 32 REPATRS AND MAINTENANCE 0.0267 0.0319 0.0369 0.0432 0.2253 0.2253 0.3215 0.3731 0.4536 0.4536 0.4536 0.7952 1.2407 1.5756 0.2277 0.2577 0.2777 0.2577 0.2577 0.2577 0.2777 0.2577 0.2577 0.2777 0.2577 0.2777 0.2577 0.2777 0.2577 0.2778 0.2777 0.2777 0.2778 0.2777 0.27788 0.27788 0.27788 0.27788 0.27788 0.27788 0.27788 0.27788 0.27788 0.27788 0.27788 0.277888 0.277888 0.2778	3. 6125 3. 9250 R) = 3 LATE KPH DEFRECIATION AND INTEREST 0. 3064 0. 3462- 0. 3733 0. 4136 0. 4136 0. 4136 0. 4136 0. 4136 1. 1507 1. 2423 1. 3747 1. 4664 	0.4501 0.4501 ERITE (PODR) ≠ OVERHEAD 	0.9145 0.9143 4 EARTH = 1UNIT CREU 	5 5 5 1 BAHT / 1 OTAL 1 OTAL 1 OTAL 1 OTAL 1 OTAL 1 OTAL 1 OTAL 1 OTAL 1 OTAL 1 OTAL 2 OTAL 1 OTAL 2 O
ROAD EHICLE m/C P/C L/B H/B H/B A/T	3 4 5 CLASS ROAD CLASS 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 5 1 2 3 5 1 2 3 5 1 2 3 5 1 2 5 1 2 5 1 1 2 5 1 1 2 5 1 5 1 1 2 5 1 1 2 5 1 1 2 5 1 1 2 5 1 1 2 1 1 2 1 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 2 3 1 2 2 3 1 2 2 3 1 2 2 3 1 2 2 3 1 2 2 3 1 2 2 3 1 2 2 3 1 2 2 3 2 3 1 2 3 1 2 3 3 1 2 3 1 2 3 1 2 3 1 1 2 3 1 2 3 1 2 3 1 1 2 3 1 2 3 1 2 1 2 3 1 1 2 2 3 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 1 2 1 2 1 1 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1	2.6364 2.8237 2.9534 2.9534 2.9534 2.9534 2.9534 2.9534 2.9534 2.9534 2.9534 2.2537 2.9534 2.2547 2.2547 2.2547 2.5659 2.6653 2.6653 2.6659 2.66592 2.66451 2.5592 2.66451 2.66451 2.66451 2.66451 2.66451 2.66451 2.66451 2.66451 2.66451 2.66451 2.66451 2.66451 2.66451 2.66451 2.66451 2.66451 2.66451 2.66451 2.5592 2.66451 2.5592 2.66451 2.5592 2.66451 2.5592 2.66451 2.5592 2.66451 2.5592 2.66451 2.5592 2.66451 2.5592 2.66451 2.5592 2.66451 2.5592 2.65552 2.65552 2.65552 2.65552 2.65552 2.65552 2.65552 2.65552 2.65552 2.65552 2.65552 2.65552 2.65552 2.55552 2.65552 2.65552 2.55552 2.65552 2.55552 2.65552 2.65552 2.55552 2.55552 2.55552 2.55552 2.55552 2.555552 2.555552 2.555552 2.55555555	0,0349 0,1107 0,1211 LATESITE () 0,11 0,0415 0,0519 0,0519 0,0552 0,0519 0,0523 0,0423 0,0447 0,0445 0,0447 0,0445 0,0447 0,0445 0,0447 0,0445 0,0447 0,0505 0,0474 0,0505 0,0592 0,0404 0,0592 0,0404 0,0592 0,0404 0,0592 0,0404 0,0592 0,0404 0,0592 0,0404 0,0592 0,0404 0,0592 0,0404 0,0592 0,0404 0,0592 0,0404 0,0592 0,0404 0,0592 0,0405 0,0423 0,0474 0,0592 0,0404 0,0592 0,0405 0,0423 0,0474 0,0592 0,0404 0,0592 0,0404 0,0592 0,0423 0,0423 0,0474 0,0592 0,0423 0,0423 0,0455 0,0455 0,0423 0,0423 0,0455 0,0592 0,0404 0,0592 0,0423 0,0423 0,0455 0,0404 0,0592 0,0404 0,0592 0,0423 0,0423 0,0423 0,0455 0,0404 0,0592 0,0404 0,0592 0,0423 0,0423 0,0404 0,0592 0,0404 0,0592 0,0404 0,0592 0,0423 0,0423 0,0474 0,0592 0,0404 0,0592 0,0423 0,0423 0,0455 0,0455 0,0455 0,0423 0,0455 0,0455 0,0423 0,0455 0,0455 0,0423 0,0455 0,0455 0,0423 0,0455 0,0455 0,0423 0,0455 0,0455 0,0455 0,0423 0,0455 0,0455 0,0455 0,0455 0,0455 0,0455 0,0592 0,0455 0,0455 0,0455 0,0455 0,0455 0,0474 0,0592 0,0455 0,0455 0,0455 0,0592 0,0455 0,0592 0,0455 0,0592 0,0455 0,0592 0,0455 0,0592 0,0455 0,0592 0,0455 0,0592 0,0455 0,0592 0,0455 0,0592 0,0455 0,0592 0,0592 0,0455 0,0592 0,0592 0,0455 0,0592 0,0592 0,0592 0,0592 0,0592 0,0592 0,0592 0,0592 0,0592 0,0592 0,0592 0,0592 0,0592 0,0592 0,0595 0,0	0, 4784 6, 5780 0, 6653 6, 6653 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7	0.7544 0.38.73 LATERITE (FAI: 0 VALUE : 32 REPAIRS AND MAINTENANCE 0.0267 0.0267 0.0263 0.0481 0.0329 0.0481 0.1375 0.1375 0.1653 0.1375 0.2472 0.2543 0.3731 0.4548 0.4576 0.4548 0.4576 0.7588 1.4497 1.5786 0.1564 0.1564 0.1566 0.4516 0.4516 0.4516 0.4516 0.2770 0.2572 0.3358 0.4467 0.2572 0.3578 0.4576 0.2772 0.3578 0.4576 0.2772 0.3578 0.4576 0.2772 0.3578 0.4576 0.2772 0.3578 0.4576 0.2772 0.3578 0.4576 0.2772 0.3578 0.4576 0.2772 0.3578 0.4576 0.4576 0.2777 0.2577 0.2572 0.3578 0.4576 0.4577 0.2577 0.2577 0.2577 0.2577 0.2772 0.3578 0.4576 0.45	3. 6125 3. 9250 R) = 3 LATE KPH DEFRECIATION AND INTEREST 0. 3064 0. 3462- 0. 3733 0. 4136 0. 4136 0. 4136 0. 4136 0. 4136 1. 1507 1. 2423 1. 3747 1. 4664 	0.4301 0.4301 ERITE (PODR) = OVERHEAD 	0.9145 0.9143 4 EARTH = 100017 CREH 	5 5 5 7 7 5 7 7 7 7 7 7 7 7 7 7 7 7 7
ROAD EHICLE m/C P/C L/B H/B H/B A/T	3 4 5 CLASS ROAD CLASS 1 2 3 4 5 5 1 1 2 3 4 5 5 1 1 2 3 4 5 5 1 1 2 3 4 5 5 1 1 2 3 4 5 5 1 1 1 2 3 4 5 5 1 1 1 2 3 4 5 5 1 1 1 1 1 1 1 1 1 1 1 1 1	2.6364 2.6237 2.9534 2.9534 2.9534 2.9534 2.9534 2.9534 2.9534 2.2537 0.2017 0.2017 0.2343 0.2444 0.2537 0.2663 0.4847 0.5629 0.5629 0.5629 0.5629 0.5643 0.5574 0.5574 0.5592 0.6410 0.5574 0.5592 0.6451 1.2173 1.5780 1.6551 1.2723 1.5780 0.5361 0.5374 0.5361 0.5361 0.5361 0.5361 0.5361 0.5361 0.5361 0.5361 0.5361 0.5361 0.5361 0.5361 0.5361 0.5361 0.5374 0.5361 0.5574 0.5362 0.5463 0.5574 0.5362 0.5463 0.5574 0.55774 0.55774 0.55774 0.55774 0.55774 0.55774 0.55774 0.55774 0.55774 0.55774 0.55774 0.55774 0.55774 0.55774 0.5577777777777777777777777777777777777	0,0989 0,1107 0,1211 LATESITE () 0,1211 0,1211 0,1211 0,1211 0,0415 0,0519 0,0559 0,0559 0,0623 0,0414 0,0455 0,0445 0,0459 0,0592 0,0464 0,0592 0,0592 0,0464 0,0592 0,0592 0,0464 0,0592 0,0464 0,0592 0,0464 0,0592 0,0464 0,0592 0,0464 0,0592 0,0464 0,0592 0,0464 0,0593 0,0423 0,0423 0,0447 0,0592 0,0423 0,0423 0,0447 0,0592 0,0423 0,0423 0,0423 0,0447 0,0592 0,0592 0,0423 0,0423 0,0467 0,0592 0	0, 4784 6, 5580 0, 6253 5000) = 2 SPEE(TIRES AND TURES 0, 0093 0, 0150 0, 0150 0, 0173 0, 0213 0, 0411 0, 0415 0, 0243 0, 0431 0, 04215 0, 0243 0, 0431 0, 04215 0, 0425 0, 0452 0, 0452 0, 0365 0, 1181 0, 1250 0, 3139 0, 6895 0, 1181 0, 1250 0, 3157 0, 0452 0, 0452 0, 0452 0, 0455 0, 1441 0, 1179 0, 0153 0, 0455 0, 1481 0, 1685 0, 1684 0, 1284 0, 1	0.7544 0.38.73 LATERITE IFAI: 0 VALUE : 32 REPAIRS AND MAINTENANCE 0.0267 0.0319 0.0319 0.0329 0.0432 0.2553 0.3731 0.4336 0.4336 0.4575 0.5275 0.5285 0.9212 0.7563 1.0752 1.2407 1.4437 0.1554 0.1554 0.1554 0.1554 0.2577 0.2577 0.2577 0.2577 0.2577 0.2577 0.1554 0.1554 0.1556 0.4465 0.4673 0.1554 0.1554 0.1575 0.1554 0.2775 0.2777 0.2576 0.2576 0.2576 0.2576 0.2576 0.2576 0.2576 0.2576 0.2576 0.2576 0.2576 0.2576 0.2777 0.2577 0.2576 0.2576 0.2576 0.2576 0.2777 0.2576 0.25	3. 6125 3. 9250 R) = 3 LATE KPH DEFRECIATION AND INTEREST 0. 3064 0. 3462- 0. 3733 0. 4136 0. 4136 0. 4136 0. 4136 1. 1507 1. 2423 1. 3747 1. 4664 	0.4501 0.4501 ERITE (PODR) = OVERHEAD 	0.9145 0.9143 4 EARTH = 100017 CREH 	5.24 5.39 5.39 5.39 5.39 7.07AL 0.555 0.575 0.725 0.727 0.727 0.72 0.72 0.74 1.999 2.145 2.515 1.991 2.515 2.454 2.753 2.454 5.245 5.255 5.255 5.255 5.255 5.
ROAD EHICLE TYPE M/C P/C L/B H/B H/B P/T 6/T	3 4 5 CLASS ROAD CLASS 1 2 3 4 5 1 2 3 1 1 2 3 1 1 2 3 1 1 2 3 1 1 2 3 1 2 1 1 2 1 1 1 2 1 1 1 2 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1	2.6364 2.6237 2.9534 2.9534 2.9534 2.9534 2.9534 2.9534 2.9534 2.2537 2.2343 0.2343 0.2343 0.2344 0.2537 0.2663 2.0,4347 0.5629 0.5629 0.5629 0.5643 0.5574 0.5574 0.5574 0.5574 0.5574 0.5574 0.5574 0.5463 0.6451 1.5750 1.6537 1.6557 0.5574 0.5374 0.5374 0.5374 0.5463 0.6451 0.5374 0.5463 0.5463 0.5463 0.5374 0.5374 0.5374 0.5374 0.5374 0.5463 0.5463 0.5463 0.5463 0.5374 0.5374 0.5374 0.5374 0.5463 0.5463 0.5463 0.5463 0.5374 0.5374 0.5374 0.5374 0.5374 0.5374 0.5374 0.5374 0.5374 0.5463 0.5463 0.5463 0.5374 0.53777 0.53777777777777777777777777777777777777	0.0349 0.1107 0.1211 LATERITE () 01L 0.0415 0.0519 0.0519 0.0552 0.0592 0.0414 0.0473 0.0473 0.0473 0.0473 0.0473 0.0473 0.0473 0.0474 0.0592 0.0404 0.0552 0.0474 0.0552 0.0474 0.0552 0.0474 0.0552 0.0467 0.0552 0.0467 0.0552 0.0467 0.0552 0.0404 0.0552 0.0474 0.0552 0.0467 0.0552 0.0404 0.0552 0.0474 0.0552 0.0467 0.0552 0.0404 0.0552 0.0474 0.0552 0.0404 0.0555 0.0474 0.0555 0.0474 0.0555 0.0474 0.0555 0.0474 0.0552 0.0464 0.0555 0.0474 0.0552 0.0464 0.0552 0.0464 0.0552 0.0464 0.0552 0.0464 0.0552 0.0464 0.0552 0.0464 0.0552 0.0572 0.0655 0.0464 0.0552 0.0572 0.0552 0.0464 0.0555 0.0464 0.0552 0.0464 0.0552 0.0572 0.0645 0.0572 0.0464 0.0552 0.0464 0.0552 0.0464 0.0552 0.0464 0.0552 0.0464 0.0552 0.0464 0.0552 0.0645 0.0552 0.0655 0.0645 0.0552 0.0655 0.0645 0.0552 0.0655 0.0645 0.0552 0.0655 0.0645 0.0552 0.0655 0.0645 0.0552 0.0655 0.0645 0.0552 0.0655 0.0645 0.0552 0.0655 0.0645 0.0552 0.0655 0.0645 0.0552 0.0655 0.0645 0.0552 0.0645 0.0552 0.0655 0.0645 0.0552 0.0645 0.0552 0.0645 0.0552 0.0645 0.0552 0.0645 0.0552 0.0645 0.0552 0.0645 0.0552 0.0645 0.0645 0.0647 0.0552 0.0645 0.0647 0.0552 0.0645 0.0647 0.0552 0.0645 0.0647 0.0552 0.0645 0.0647 0.0552 0.0645 0.0647 0.0552 0.0647 0.0647 0.0552 0.0647 0.06	0, 4784 6, 5580 0, 6553 6000) + 2 SPEE(TIRES AND TURES 0, 0073 0, 0150 0, 0150 0, 0173 0, 0213 0, 0411 0, 0243 0, 0431 0, 0431 0, 0415 0, 0243 0, 0431 0, 0431 0, 0431 0, 0431 0, 0431 0, 0431 0, 0431 0, 0452 0, 0452 0, 0345 0, 0150 0, 0345 0, 0141 0, 1125 0, 0345 0, 0150 0, 0243 0, 0452 0, 0345 0, 01651 0, 2260 0, 3159 0, 3407 0, 0452 0, 1044 0, 1184 0, 1385 0, 1384 0, 1384 0, 1596 0, 1597 0, 1596 0, 1597 0, 1596 0, 1597 0, 1596 0, 1597 0, 1596 0, 1597 0, 1596 0, 15	0.7544 0.38.73 LATERITE IFAI: 0 VALUE : 32 REPAIRS AND MAINTENANCE 0.0267 0.0319 0.0319 0.0369 0.0432 0.2563 0.3731 0.4336 0.4336 0.4370 0.4843 0.4843 0.6637 0.7057 0.528 0.9212 0.7563 1.0792 1.2407 1.4447 0.1564 0.1564 0.1564 0.2577 0.2577 0.2577 0.2577 0.2577 0.3538 0.4467 0.5769 0.4576 0.4576 0.5769 0.5779 0.576	3. 6125 3. 9250 R) = 3 LATE KPH DEFRECIATION AND INTEREST 0. 3064 0. 3462- 0. 3733 0. 4136 0. 4136 0. 4136 0. 4136 1. 1507 1. 2423 1. 3747 1. 4664 	0.4501 0.4501 ERITE (PODR) = OVERHEAD 	0.9145 0.9143 4 EARTH = 10001T CREH 	5.274 9.397 5. 7.077AL 7.077AL 7.077AL 7.077AL 7.077AL 7.077AL 7.072 0.343 1.7714 1.993 2.144 2.545 2.261 2.262 2.262 2.262 2.262 2.262 2.262 2.262 2.262 2.262 2.262 2.262 2.262 2.262 2.262 2.263 2.263 3.275 3.245 3.262 2.252 2.262 2.52 3.36 3.47 3.36 4.15 3.360 3.47 3.36 4.63 3.47 3.360 3.47 3.
ROAD EHICLE m/C P/C L/B H/B H/B A/T	3 4 5 CLASS ROAD CLASS 1 2 3 4 5 5 1 2 3 4 5 5 1 1 2 3 4 5 5 1 1 2 3 4 5 5 1 1 2 3 4 5 5 1 1 2 3 1 1 2 3 1 1 2 3 1 1 2 3 1 1 2 3 1 1 2 3 1 1 2 3 1 1 2 3 1 1 2 3 1 1 2 3 1 1 2 3 1 1 2 3 1 1 2 3 1 1 2 3 1 1 2 3 1 1 2 1 1 2 1 1 1 2 3 1 1 2 3 1 1 2 3 1 1 2 1 1 1 1	2.6364 2.8237 2.9534 2.9534 2.9534 2.9534 2.9534 2.9534 2.9534 2.9534 2.9534 2.2537 2.2543 2.2444 0.2537 0.2463 2.2444 0.2537 0.2463 2.2663 2.	0,0349 0,1107 0,1211 LAYE&ITE () 0,1211 0,1211 0,1211 0,1211 0,0515 0,0515 0,0515 0,0552 0,0394 0,0423 0,0552 0,0555 0,05	0, 4784 6, 5780 0, 6553 6, 6553 COOD) = 2 SPEE(TIRES AND TUBES 0, 0023 0, 0173 0, 0213 0, 0215 0, 0217 0, 0256 0, 0272 0, 0352 0, 0432 0, 0215 0, 0256 0, 0272 0, 0365 0, 0217 0, 0365 0, 0212 0, 0255 0, 0217 0, 0365 0, 0212 0, 0255 0, 0217 0, 0355 0, 0217 0, 0215 0, 0215 0, 0215 0, 0255 0, 0277 0, 0365 0, 1142 0, 1142 0, 1284 0,	0.7544 0.38.73 LATERITE (FAI: 0 VALUE : 32 REPAIRS AND MAINTENANCE 0.0267 0.0263 0.0263 0.0319 0.0263 0.0431 0.0263 0.0431 0.032 0.0431 0.032 0.0431 0.032 0.0431 0.032 0.0431 0.032 0.0431 0.032 0.2553 0.2472 0.2553 0.2472 0.2553 0.3731 0.4545 0.4545 0.4545 0.4545 0.7955 1.2407 1.4447 0.7953 1.5764 0.1564 0.1576 0.2577 0.2575 0.4576 0.	3. 6125 3. 9250 R) = 3 LATE KPH CEPRECIATION AND INTEREST 0. 3064 0. 3452- 0. 3733 0. 4136 0. 4412 1. 0133 1. 1507 1. 2423 1. 3747 1. 464 0. 9965 1. 1014 1. 2129 1. 3636 1. 4751 2. 0558 2. 5434 2. 7806 3. 1100 0. 3.3472 2. 4732 3. 0598 3. 4152 1. 3201 1. 4697 1. 5003 1. 6657 1. 5500 2. 4125 2. 64575 1. 9500 2. 4125 1. 9500 2. 4125 2. 6457 3. 4557 3. 45575 3. 4557575 3. 45575 3. 45	0.4301 0.4301 IRITE (PODR) = OVERHEAD 	0.9145 0.9143 4 EARTH = 100017 CREH 	9.278 9.391

APPENDIX				
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P/T	1 . 2 . 3 . 4	0.4512 0.5096 0.5303 0.5627 0.5339	0.0333 0.0423 0.0474 0.0541 0.0392	0.0511 0.0519 0.0937 0.1100 0.1218	0.1512 0.1674 0.2190 0.2590 0.2350	1.1204 1.2941 1.3396 1.5112 1.6067		-	1.2077 2.1173 2.2305 2.4970 2.6534		Р/Т	1 2 3 4 5	0.4618 0.5149 0.5303 0.5574 0.5733	0.0338 0.0423 0.0474 0.0541 0.0592	0.0655 0.1049 0.1140 0.1258 0.1343	0.1564 0.1964 0.2277 0.2677 0.2677 0.2972	0.3485 0.9988 1.0422 1.1117 1.1551	- :.	
4/1	1 2 3 4 5	0.5222 0.5595 0.6144 0.6512 0.6753	0.0404 0.0505 0.0586 0.0586 0.0647 0.0709	0.0807 0.1292 0.1479 0.1737 0.1723	0.3439 6.4309 0.4931 0.5990 0.6522	1.2817 1.4805 1.5878 1.7289 1.9382		0.2250 0.2250 0.2250 0.2250 0.2250 0.2250	2.4939 2.9059 3.1318 3.4325 3.4543		4/1	1 2 3 4 5	0.5345 0.5959 0.6144 0.6451 0.6635	0.0404 0.0305 0.0388 0.0647 0.06703	0.1034 0.1654 0.1799 0.1985 0.2120	0.3553 0.4467 0.5173 0.6088 0.6760	0,9936 1,1426 1,1923 1,2718 1,3215	-	000000000000000000000000000000000000000
, e/T	1 2 3 4 5	0.3847 1.1519 1.2072 1.2717 1.3270	0.0692 0.0365 0.0969 0.1107 0.1211	0.0911 0.1460 0.1670 0.1962 0.2172	0.4252 0.5755 0.4507 6.7654 0.3504	1.0718 1.3154 1.4535 1.6321 1.7762	0.2772 0.2772 0.2772 0.2772 0.2772 0.2772	0,4500 6,4500 0,4500 6,4500 0,4500	3, 2692 4, 6003 4, 3127 4, 7663 5, 0131		٤/٦	1 2 3 4 5	0.3202 1.0690 1.1151 1.1796 1.2237	0.0692 0.0365 0.0369 0.1107 0.1211	0, 1183 0, 1869 0, 2032 0, 2243 0, 2394	0.4355 6.2891 0.8762 0.7859 0.3709	0.3120 1.0150 1.0637 1.1206 1.1693	0,1930 0,1980 0,1930 0,1930 0,1930 0,1930	0 0 0 0
10/T	1 2 3 4 5	1.3330 1.8005 1.\$373 1.9831 2.0746	0.0692 0.0365 0.0969 0.1107 0.1211	0.3110 0.4984 0.5701 0.6598 0.7416	0.3130 6.4224 0.4865 0.5656 0.6260	1.6500 2.0250 2.2373 2.5125 2.7250	0.2594 0.2594 0.2594 0.2534 0.2534	0.5501 6.5501 0.5501 0.5501 0.5501	4,5347 5.6416 6.0863 6.6252 7.0963		- 10/T	1 2 3 4 5	1.2822 1.5712 1.7432 1.8441 1.7161	0.0692 0.0865 0.0969 0.1107 0.1211	0.3987 0.6379 0.2937 0.7455 0.3173	0.3205 0.4237 0.4978 0.5807 0.6411	1.2500 1.3625 1.6375 1.7250 1.3000	0.1846 0.1846 0.1846 0.1846 0.1846 0.1846	0 0 0 0 0
ROAD C		: PAVED = (LATERITE IFAL		RITE (POOR) = 4		**		ROAD	CLASS :	PAVED = 1	LATERITE	(6000) = 2	LATERITE IFAIR		ERITE (POOR) .	4
				SPEE	O VALUE : 48	КРН		UNIT	: BAHT / KHI) VALUE 1 64 K			
VEHICLE TYPE	ROAD CLASS	FVEL	016	TIRES AND TUBES	REPAIRS AND MAINTENANCE	DEPRECIATION AND INTEREST	OVERHEAD	CREW	TOTAL		VEHICLE TYPE	ROAD	FUEL	011	TIRES AND TUBES	REPAIRS AND MAINTENANCE	DEPRECIATION AND INTEREST	OVERHEAD	C
n/c	 2 3 4	0.1833 0.2118 0.2220 0.2322	0.0415 0.0519 0.0532 0.0394	0.0120 0.0192 0.0213 0.0240	0.0244 0.0293 0.0336 0.0394	0.3064 0.3462 0.3677 0.3922		- - - -	0.5676 0.6584 0.6999 0.7472		_m/C	1 2 3 4 5	0.1933 0.2220 0.2231 0.2343	0.0415 0.0519 0.0552 0.0594	0.0154 0.0247 0.0241 0.0276	0.0270 6.0325 0.0371 0.0428	0.3054 0.3452 0.3432 0.3461		
P/C	3 1 2 3 4	0.2404 0.4430 0.5108 0.5316 0.5577 0.5785	0.0523 0.0311 0.0359 0.0414 0.0445 0.0445	0.0262 0.0556 0.0687 0.0737 0.1112 0.1212	0.0453 0.1251 0.1499 0.1730 0.2024 0.2256	0.4136 1.0183 1.1507 1.2220 1.3034 1.3747		-	0,7883 1.6731 1.9390 2.0667 2.2192 2.3467		P/C	1 2 3 4 5	0.4638 0.5316 0.5472 0.5627	0.0311 0.0339 0.0414 0.0445	0.0712 0.1144 0.1205 0.1287	0.1370 0.1689 0.1918 0.2256	1.0133 1.1307 1.1405 1.1303		
L/R	1 2 3 4 5	0.4512 0.5043 0.5255 0.5521 0.5733	0.0333 0.0423 0.0423 0.0474 0.0541 0.0592	0.0583 0.0930 0.1035 0.1166 0.1271	0.2421 0.3019 0.3503 0.4130 0.4614	0.7343 0.\$143 0.\$143 0.\$113 0.\$768 1.0227	- - - -	0,1247 0,1249 0,1249 0,1249 0,1249 0,1249	1.6446 1.9252 2.0629 2.2375 2.3686		L/B	1 2 3 4 5	0.4934 0.3467 0.5627 0.3786	0.0338 0.0423 0.0474 0.0541	0.0747 0.1199 0.1264 0.1349	0.2706 0.3359 0.3930 0.4614	0.5639 0.5753 0.6949 0.7212	-	0 0 0
M/B	1 2 3 4 5	0.5222 0.5836 0.6082 0.6389 0.6889 0.6835	0.0404 0.0505 0.0565 0.0566 0.0647 0.0703	0, 1524 0, 2431 0, 2765 0, 3047 0, 3321	0.4579 0.5710 0.6626 0.7311 0.3727	1.5155 1.5713 1.5879 2.1412 2.2793	0, 1777 0, 1777 0, 1777 0, 1777 0, 1777 0, 1777	0.3750 0.3750 0.3750 0.3750 0.3750 0.3750	3. 2411 3. 8722 4. 1405 4. 5033 4. 7716		n/8	1 2 3 4 5	0.5652 0.6328 0.6512 0.6696	0.0404 0.0505 0.0565 0.0565	0. 1952 0. 3133 0. 3304 0. 3527	0.5113 0.6411 0.7434 0.8727	1.2236 1.4759 1.5155 1.5682	0.1349 0.1348 0.1348 0.1349 0.1348 	00000
H78	1 2 3 4 5	1.0144 1.3187 1.3751 1.4652 1.5216	0.0692 0.0355 0.0959 0.1107 0.1211	0,2130 0,3373 0,3781 0,4260 0,4642	0.6713 0.9053 1.0363 1.2152 1.3427	1.8232 2.2513 2.3940 2.6001 2.7427	0.7069 0.7068 0.7068 0.7068 0.7069 0.7069	0.5624 0.5824 0.5824 0.5824 0.5824 0.5824	5.0603 6.1743 6.5501 7.0864 7.4615	· .	н/в	1 2 3 4 5	1.0369 1.3525 1.4039 1.4991	0.0692 0.0845 0.0969 0.1107	0.2728 6.4379 0.4613 0.4930	0.7648 1.0368 1.1897 1.3852	1.4744 1.7756 1.9232 1.8366	0.5362 0.5362 0.5362 0.5362	0 0 0
P/1	L 2 3 4 5	0.4512 0.5043 0.5255 0.5521 0.5733	0.0328 0.0423 0.0474 0.0541 0.0592	0,0593 0,0930 0,1035 0,1165 0,1271	0.1477 0.1842 0.2138 0.2520 0.2316	0.9727 1.1377 1.2072 1.2941 1.3549			1.4437 1.9613 2.0974 2.2639 2.3961		 Р/Т	1 2 3 4 5	0.4834 0.5467 0.5527 0.5786	0.0333 0.0423 0.0474 0.0541	0.0747 0.1199 0.1264 0.1349	0.1651 0.2088 0.2393 0.2316	0.7469 0.8946 0.9206 0.9553	-	
4/1	1 2 3 4 5	0.5222 0.5336 0.6032 0.6389 0.6389	0.0404 0.6505 0.0566 0.0647 0.0647	0.0920 0.1469 0.1634 0.1541 0.2006	0.3360 0.4190 0.4862 0.5732 0.6404	1.1123 1.3016 1.3311 1.4803 1.5500		0.1875 0.1875 0.1375 0.1375 0.1375 0.1375	2.2707 2.4890 2.5830 3.1289 3.3123		4/1	1 2 3 4 5	0.5652 0.6329 0.6512 0.6596	0.0404 0.0505 0.0566 0.0647	0.1179 0.1892 0.1998 0.2130	0.3755 0.4704 0.5435 0.6404	0.8545 1.0234 1.0332 1.0930	-	. 0 0 0 0
6/T	1 2 3 4 5	0,3294 1.0782 1.1243 1.1980 1,2441	0.0692 0.0865 0.0969 0.1107 0.1211	0,1040 0,1659 0,1345 0,2079 0,2265	0,4047 0,5482 0,6250 0,7326 0,3074	0.9338 1.1530 1.2261 1.3317 1.4048	0.2297 0.2297 0.2297 0.2297 0.2297 0.2297	0.3750 0.3750 0.3750 0.3750 0.3750 0.3750	2. 9453 3. 6365 3. 8415 4. 1858 4. 4167		6/T	1 2 3 4 5	0.8478 1.1059 1.1519 1.2257	0.0692 0.0365 0.0969 0.1107	0.1332 0.2137 0.2254 0.2406	0.4611 0.6250 0.7172 0.8530	0.7552 0.9094 0.9333 0.9663	0.1742 0.1742 0.1742 0.1742	000000000000000000000000000000000000000
10/1	1 2 3 4 5	1.2986 1.2886 1.2856 1.7576 1.8729 1.9449	0.0892 0.0985 0.0989 0.1107 0.1211	0.3543 0.5662 0.6299 0.7097 0.7735	0.2979 0.4035 0.4601 0.5393 0.5753	1.4375 1.750 1.3375 2.0500 2.1625	0.2141 0.2141 0.2141 0.2141 0.2141 0.2141	0.4594 0.4594 0.4594 0.4594 0.4594 0.4594	4.12\$5 \$.1893 \$.5045 \$.9551 6.2703	- 6 1 -	10/T	1.22	1.3254 1.7289 1.8009 1.9161	0.0572 0.0255 0.0757 0.1107	0.4345 0.7296 0.7695 0.6213	0.3394 0.4601 0.5279 0.6147	1.1625 1.4000 1.4375 1.4375	0.1624 0.1624 0.1624 0.1624 0.1624	0 0 0

CUNET I BANT 7 KM VENICLE ROAD TIRES DEPRECIATION REPAIRS CREW TOTAL FUEL 010 OVERHEAD and Tubes AND MAINTENANCE AND INTEREST TYPE CLASS **** 0.5730 0.6632 0.7081 0.7649 0.8073 0.0105 0.0169 0.0193 0.0227 0.0251 0.0252 0.0302 0.0343 0.0409 0.0455 0.3064 0.3462 0.3707 0.4014 0.4259 0.1394 0.2180 0.2291 0.2404 0.2485 0.0415 0.0519 0.0552 0.0594 0.0523 n/¢ 1.6797 1.9455 2.0878 2.2690 2.4079 0.4534 0.5264 0.5472 0.5785 0.5795 0.0311 0.0587 0.0414 0.0445 0.0467 0.0437 0.0731 0.0994 0.1050 0.1142 0.1232 0.1545 0.1777 0.2070 0.2302 1.0183 1.1507 1.2321 1.3340 1.4154 -P/C -----1.7795 2.0709 2.2296 2.4418 2.5976 0,3457 0,9788 1.0490 1.1407 1.2129 0.2479 0.3104 0.3553 0.4244 0.4697 0.4512 0.5096 0.5303 0.5427 0.5839 0.0353 0.0423 0.0474 0.0541 0.0592 0.0511 0.0819 0.0937 0.1100 0.1219 0.1499 0.1499 0.1499 0.1499 0.1499 0.1499 L/8 0.1335 0.2140 0.2443 0.2976 0.3134 ------0.5222 0.5393 0.8144 0.8512 0.6753 0.4637 0.5972 0.6733 0.8027 0.3359 1.7395 2.1348 2.3589 2.6489 2.9729 0.4500 0.4500 0.4500 0.4500 0.4500 3.5483 4.2403 4.5130 5.1195 5.4912 0.0404 0.0505 0.0548 0.0847 0.0647 0.2145 0.2145 0.2145 0.2145 0.2145 0.2145 n/8 0.0692 0.0865 0.0989 0.1107 0.1211 0, 1867 0, 2991 0, 3422 0, 4020 0, 4451 0.6749 0.2749 0.6749 0.6749 0.6749 5.6633 6.8425 7.3776 8.0574 8.5840 / 1.0820 1.4089 1.4765 1.5554 1.5554 0.7053 0.9518 1.0962 1.2747 1.4107 2.0927 2.5483 2.8379 3.1867 3.4562 0.8530 0.8530 0.8530 0.8530 0.8530 H/B

SPEED VALUE . 40 KPH

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TIRES DEA VEHICLE ROAD REPAIRS FUEL Q IL AND AND MAINTENANCE TYPE CLASS TUBES 0.0253 0.0310 0.0357 0.0418 0.0464 -----0.1854 0.2139 0.2220 0.2262 0.2363 0.0415 0.0519 0.0552 0.0594 0.0623 0.0135 0.0214 0.0235 0.0259 0.0277 H/C 0.1313 0.1576 0.1808 0.2132 0.2364 -----0.0625 0.1000 0.1087 0.1200 0.1281 0.0311 0.0389 0.0414 0.0445 0.0467 0.4452 0.5160 0.5316 0.5524 0.5531 P/C -----0.2563 0.3218 0.3731 0.4356 0.4870 0.0338 0.0423 0.0474 0.0541 0.0592 0.0655 0.1049 0.1140 0.1255 0.1343 0,4818 0.5149 0.5308 0,5574 0,5733 Ĺ/8 ---0.5345 0.5959 0.6144 0.6451 0.6635 0.0404 0.0505 0.0566 0.0847 0.0703 0.1712 0.2739 0.2979 0.3287 0.3510 0.484S 0.4037 0.7057 H/8 0.8298 -----1.0031 1.3074 1.3633 1.4427 1.4991 0,7223 0,9773 1,1217 1,3037 1,4447 0.0692 0.0865 0.0969 0.1107 0.1211 0.2373 0.2329 0.4164 0.4595 0.4906 H/8 0.1564 0.1964 0.2277 0.2677 0.2677 0.2972 --------0.0455 0.1049 0.1140 0.1258 0.1343 0.4418 0.0338 0.1034 0.1654 0.1799 0.1985 0.2120 0.3553 0.4467 0.5173 0.6088 . 0.6760 ----0.1168 0.1869 0.2032 0.2243 0.2394 0.4355 0.5891 0.2891 0.8762 0.7899 0.9709 0.3205 0.4337 0.4978 0.5807 0.3937 0.6379 0.2937 0.7655 0.8173 0.6411 ODI = 2 LATERITE (FAIR) =

SPEED VALUE I S& KPH

APPENDIX 3.4.2

2/3

REPAIRS				
MAINTENANCE	DEPRECIATION AND INTEREST	OVERHEAD	CREW	TOTAL
0.0253	0.3064 0.3462			0.5728
0.0310 0.0357	0.3616	÷ 11	-	0.6930
0.0418	0,3830 0,3983	-	-	0,7403 0,7710
0.1313	1.0183			1.6914
0.1576	1.1507		-	1.9632
0.2132 0.2364	1.2729	-	-	2,2030 2,3031
0.2563	0.6356		0.1071	1.3301
0.3218	0.7539	- '*	0.1071	1.9448
0.3731 0.4356	0.7367 0.8392		0.1071 0.1071	1.9591 2.1222
0.4870	0.5719		0.1071	2,2328
0.4845	1.3179	0.1532 0.1532	0.3214 0.3214	3.0233 3.6503
0.7057	1.7263	0.1532	0.3214	3.8755
0.8298	1.8186	0.1532 0.1532	0.3214 0.3214	4,1613 4,3787
0,7223	1.5354	0.6073	0.4321	4,7107
0.9773	1.9817	0.6093	0.4821	5.8272
1.1217	2.0769	0.6093	0.4921 0.4821	6.1871 8.6009
1.3037	2.1879 2.2830	0.8093	0.4821	6.9297
0.1564	0.3485	*	-	1.5860
0.1964	0.9968	- 11		1.9621
0.2677	1.1117	-	Ξ.	2.1167 2.2191
0,3553	0.9936		0.1607	2,1534
0.4467	1.1426		0.1607	2.5619
0.5173 0.6088	1.1923		0.1407 0.1607	2.7217
0.6760	1.3215	-	0.1607	3,1045
0.4355	0.3120	0,1930	0.3214 0.3214	2.7731 3.4659
0.2891 0.8762	1.0150	Q. 1930	0.3214	3.6745
0.7839	1.1206	0.1980	0.3214 0.3214	3.9435 4.1453
	1.2500	0.1846	0.3929	3.8781
0.3205	1.3625	0.1646	0.3927	4.9693
0.4337 0.4979	1.3625	0.1646	0.3929 0.3929	5.2466
0.4337	1.3625	0.1846	0.3927	4.9693 5.2466 5.6035 5.3731
0.4237 0.4978 0.5807 0.6411 ATERITE (FA)	1.3625 1.6375 1.7250 1.3000 (R) = 3 LATE	0.1846 0.1846 0.1846	0.3927 0.3929 0.3929 0.3929 0.3929	5.2466 5.6035 5.8731
0.4237 0.4978 0.5807 0.6411 ATERITE (FA)	1.3625 1.6375 1.7250 1.8000	0.1846 0.1846 0.1846 0.1846 0.1346	0.3927 0.3929 0.3929 0.3929 0.3929 0.3929	5.2466 5.6035 5.8731
0. 4237 0. 4979 0. 5807 0. 6411 ATERITE (FA) ALUE 1 64 REPAIRS AND HAINTENANCE	1.3625 1.6375 1.7250 1.3000 (R) = 3 LATE	0.1846 0.1846 0.1846 0.1846 0.1346	0.3927 0.3929 0.3929 0.3929 0.3929 0.3929	5.2466 5.6035 5.3731 5
0, 4237 0, 4773 0, 5807 0, 6411 ATERITE (FA) ALUE 1 64 REPAIRS AND MAINTENANCE 0, 0270	1.525 1.6375 1.7250 1.3000 1.3000 KPH DEPRECIATION AND INTEREST	0.1646 0.1846 0.1946 0.1946 0.1346 RITE (POOR) • 0	0.3929 0.3929 0.3929 0.3929 0.3929 4 EARTH = 1 1UNIT	5.2466 5.6033 5.3731 5 5 5 5 5 70TAL 0.5833
0.4237 0.4273 0.5807 0.6411 ATERITE (FA) ALUE 1 64 REPAIRS AND HAINTENANCE 0.0270 0.0270	1.525 1.6375 1.7250 1.3000 IR) • 3 LATE KFH DEFRECIATION AND INTEREST 0.3064 0.3462	0.1646 0.1846 0.1946 0.1946 0.1346 RITE (POOR) • 0	0.3929 0.3929 0.3929 0.3929 0.3929 4 EARTH = 1 1UNIT	5.2466 5.6035 5.3731 5 : BAHT / KH1 TOTAL 0.5838 6.6773
0.4337 0.4978 0.5807 0.6411 ALUE 1 6411 REPAIRS AND HAINTENANCE 0.0270 0.0321 0.0321 0.0428	1.525 1.6375 1.7250 1.3000 1.3000 KPH DEPRECIATION AND INTEREST	0.1646 0.1846 0.1946 0.1346 0.1346	0.3929 0.3929 0.3929 0.3929 0.3929 4 EARTH = 1 1UNIT	5.2466 5.6033 5.3731 5 5 5 5 70TAL 0.5838
0.4337 0.4978 0.5807 0.56411 ATERITE (FA) ALUE 1 64 REPAIRS AND HAINTENANCE 0.0270 0.0323 0.0371 0.0438	1.525 1.6375 1.7250 1.3000 IR) • 3 LATE KPH DEFRECIATION AND INTEREST 0.3064 0.3462 0.3461 	0.1646 0.1846 0.1946 0.1346 0.1346	0.3929 0.3929 0.3929 0.3929 0.3929 4 EARTH = 1 1UNIT	5.2466 5.6035 5.3731 5 : BAHT / KH TOTAL 0.5858 0.6273 0.6273
0.4337 0.4378 0.5507 0.6411 ATERITE (FA) ALUE 1 64 REPAIRS AND MAINTENANCE 0.0371 0.0438 0.0371 0.0438	1.525 1.6375 1.7250	0.1646 0.1846 0.1946 0.1346 0.1346	0.3929 0.3929 0.3929 0.3929 0.3929 4 EARTH = 1 1UNIT	5.2466 5.6035 5.8731 5 TOTAL 0.5858 0.6773 0.6377 0.7054
0,4337 0,4773 0,5507 0,6411 ALUE 1 6441 REPAIRS AND 40 INTENANCE 0,0270 0,0325 0,0371 0,0436	1.525 1.6375 1.7250 1.3060 1.3060 I.3060 I.3060 I.3060 I.3064 0.3064 0.3462	0.1646 0.1846 0.1946 0.1346 0.1346	0.3929 0.3929 0.3929 0.3929 0.3929 4 EARTH = 1 1UNIT	5.2466 5.6035 5.8731 5 TOTAL 0.5858 0.6773 0.6377 0.7054 - 1.7334
0.4237 0.4278 0.5507 0.6411 ATERITE (FAI ALUE 1 64 REPAIRS AND 0.0270 0.0325 0.0321 0.0438 	1.525 1.6375 1.7250	0.1646 0.1846 0.1946 0.1346 0.1346	0.3929 0.	5.2466 5.6035 5.8731 5 70TAL 0.5858 0.6773 0.6377 0.7054
0. 4237 0. 4778 0. 5507 0. 6411 ATERITE (FAI ALUE 1 64 REPAIRS AND 0. 0270 0. 0325 0. 0371 0. 0438 0. 1370 0. 1459 0. 1469 0. 1256 0. 2256	1.5425 1.6375 1.7250 1.3000 IR) • 3 LATE KPH DEPRECIATION AND INTEREST 0.3064 0.3452 0.3461 1.0133 1.1307 1.1405 1.1303 0.5539	0.1646 0.1846 0.1946 0.1346 0.1346	0.3929 0.3929 0.3929 0.3929 4 EARTH = (UNIT CREW	5.2466 5.6035 5.3731 5 70TAL 0.5858 0.6773 0.6377 0.7054 1.7234 2.6025 2.0413 2.0413 2.0413 2.0413 2.0413 2.0413 2.0413
0.4337 0.4378 0.5507 0.6411 ATERITE (FA) ALUE 1 64 REPAIRS AND ALUE 1 64 REPAIRS AND AND AND AND AND AND AND AND AND AND	1.525 1.6375 1.7250 1.7553 0.5533 0.5533 1.7553 1.7553 1.7553 1.7553 1.7553 1.7553 1.7553 1.7553 1.7553 1.7553 1.7553 1.7553 1.7553 1.7553 1.7553 1.7553 1.75555 1.7555 1.7555 1.7555 1.7555 1.7555 1.7555 1.7555 1.7555	0.1646 0.1846 0.1946 0.1346 0.1346	0.3929 0.3929 0.3929 0.3929 4 EARTH = (UNIT CREW - - - - - - - - - - - - - - - - - - -	5.2466 5.6035 5.8731 5 70TAL 0.5358 0.6773 0.4397 0.7054 1.7234 2.0025 2.0413 2.0920 1.5250 1.5250 1.5125
0.4337 0.4378 0.5507 0.6411 ATERITE (FA) ALUE 1 64 REPAIRS AND ALUE 1 64 REPAIRS AND AND AND AND AND AND AND AND AND AND	1.5425 1.6375 1.7250 1.3000 IR) • 3 LATE KPH DEPRECIATION AND INTEREST 0.3064 0.3452 0.3461 1.0133 1.1307 1.1405 1.1303 0.5539	0.1646 0.1846 0.1946 0.1346 0.1346	0.3929 0.3929 0.3929 0.3929 0.3929 0.3929 0.0017 CREW CREW	5.2465 5.6035 5.8731 5 70TAL 0.5858 0.6773 0.6377 0.7054 1.7234 2.6025 2.0413 2.0413 2.0413 2.0413 2.0413 2.0413
0.4237 0.4778 0.5507 0.6411 ATERITE (FA) ALUE 1 64 REPAIRS AND RAINTENANCE 0.0270 0.0321 0.0438 	1.525 1.6375 1.7250 1.3060 IR) • 3 LATE KPH DEFRECIATION AND INTEREST 0.3064 0.3462 0.3462 0.3462 0.3462 0.3462 0.3464 	0. 1846 0. 1846	0.3929 0.3929 0.3929 0.3929 0.3929 0.3929 0.3929 0.0017 CREW 	5.2466 5.6035 5.8731 5 70TAL 0.5838 0.6533 0.6773 0.6773 0.6237 0.6237 1.7234 1.7234 1.7234 1.7234 1.7234 1.5250 1.5250 1.5155 1.9181 2.0439 2.9542
0. 4257 0. 4378 0. 5507 0. 6411 ATERITE (FA) ALUE 1 64 REPAIRS AND NINTENANCE 0. 0270 0. 0325 0. 0321 0. 0438 0. 1370 0. 1370 0. 1370 0. 1370 0. 1370 0. 1256 0. 3235 0. 3239 0. 4614 0. 5113 0. 5113 0. 5113	1.5225 1.6375 1.7250 1.3060 (R) • 3 LATE KPH 0EFRECIATION AND INTEREST 0.3064 0.3452 0.3462 0.3462 0.3462 0.3452 0.3461 0.3452 0.3461 0.3533 0.6753 0.6753 0.6753 0.6753 0.6753 0.6753 0.6753 0.7212 	0.1646 0.1846 0.1846 0.1346 RITE (POOR) • 0VERHEAD	0.3927 0.3929 0.3929 0.3929 0.3929 0.3929 0.3929 0.0017 CREW CREW 	5.2466 5.6035 5.8731 5 70TAL 0.5838 0.6773 0.6773 0.6773 0.6377 0.7054 1.7234 1.7234 1.7234 1.7234 1.7234 1.7234 1.5250 1.8185 1.9181 2.0439 1.5250 1.5250 1.5181 2.0439 2.9542 3.5294
0.4237 0.4778 0.5507 0.6411 ATERITE (FA) ALUE 1 64 REPAIRS AND RAINTENANCE 0.0270 0.0325 0.0321 0.0438 0.0438 0.1370 0.1469 0.1376 0.2256 0.2256 0.2256 0.33930 0.4614 0.5113 0.5113 0.5113 0.5113	1.525 1.6375 1.7250 1.3060 IR) • 3 LATE KPH DEFRECIATION AND INTEREST 0.3064 0.3462 0.3462 0.3462 0.3462 0.3464 	0. 1846 0. 1846	0.3929 0.3929 0.3929 0.3929 0.3929 0.3929 0.3929 0.0017 CREW 	5.2466 5.6035 5.8731 5 70TAL 0.5838 0.6533 0.6773 0.6773 0.6237 0.6237 1.7234 1.7234 1.7234 1.7234 1.7234 1.5250 1.5250 1.5155 1.9181 2.0439 2.9542
0. 4237 0. 4378 0. 5507 0. 6411 ATERITE (FA) ALUE 1 64 REPAIRS AMD MINTENANCE 0. 0270 0. 0325 0. 0371 0. 0438 0. 1370 0. 1360 0. 1469 0. 1370 0. 1370	1.525 1.6375 1.7250 1.5155 1.5552 1.5552	0.1646 0.1846 0.1846 0.1346 RITE (POOR) - 0VERHEAD 	0.3927 0.3929 0.3929 0.3929 0.3929 0.3929 0.3929 0.0011 CREW 	5.2466 5.6035 5.8731 5 70TAL 0.5553 0.6773 0.6773 0.6773 0.6773 0.6773 0.6773 2.0413 2.0920 1.5250 1.5250 1.5181 2.0459 7 2.9542 3.5296 3.7131 3.9439
0. 4237 0. 4378 0. 5507 0. 5507 0. 5507 0. 5501 1. 5507 0. 5507 0. 5507 0. 5507 0. 5507 0. 5270 0. 0270 0. 0321 0. 0321 0. 0321 0. 0321 0. 0321 0. 0325 0. 1370 0. 3359 0. 5730 0. 5113 0. 7434 0. 7434	1.525 1.6375 1.7250 1.7250 1.7250 1.7250 1.7250 1.7250 1.7250 1.7250 1.7250 1.7250 1.7250 1.7250 1.7250 1.0133 1.0133 1.1307 1.1405 1.1303 	0. 1646 0. 1846 0. 1848 0. 1343 0. 1343 0. 1343 0. 1343 0. 1343 0. 1343	0.3527 0.3527 0.3529 0.3529 0.3529 0.3529 0.3529 0.3529 0.0017 CREW 	5.2466 5.6035 5.8731 5 70TAL 70TAL 0.5858 0.6773 0.4397 0.7054 2.0025 2.0413 2.0920 1.5250 1.5250 1.5250 1.5181 2.0439 7 2.9542 3.5246 3.7131 3.5459 5.473
0. 4237 0. 4378 0. 5507 0. 5507 0. 5507 0. 5507 0. 5507 0. 5507 0. 5507 0. 5507 0. 6411 0. 7270 0. 0325 0. 0371 0. 0428 	1.525 1.6375 1.7250 1.7250 1.7250 1.7250 1.7250 1.7250 1.7250 1.7250 1.7250 1.7250 1.7250 1.0133 1.1307 1.1405 1.1405 1.1303 	0.1846 0.1846 0.1846 0.1346 RITE (POOR) - OVERHEAD 	0.3927 0.3929 0.3929 0.3929 0.3929 0.3929 0.3929 0.0017 CREW CREW 	5.2466 5.6035 5.8731 5 70TAL 0.5838 0.6773 0.6773 0.6277 2.0025 2.0413 2.0920 1.5250 1.5250 1.5188 1.9131 2.0439 7.234 2.52844 2.52844 2.52844 2.52844 2.528444 2.52844444444444444444444444444444444444
0,4337 0,4773 0,5807 0,6411 ATERITE (FA) ALUE 1 641 REPAIRS AND 40 JAINTENANCE 0,0270 0,0371 0,0438 0,0371 0,0438 0,2255 0,1370 0,1465 0,2706 0,3259 0,2706 0,3259 0,2706 0,3259 0,2706 0,3259 0,3730 0,4614 0,5113 0,5113 0,5113 0,5113 0,5113	1.5425 1.6375 1.7250 1.3000 IR) • 3 LATE KPH DEPRECIATION AND INTEREST 0.3064 0.3462 0.3462 0.3462 0.3462 0.3462 0.3464 0.3462 0.3464 0.3462 0.3464 0.3462 0.3464 0.3462 0.3464 0.3462 0.3464 0.3455 0.3464 0.355 0.3753 0.3753 0.3755 0.3559 0.7515 1.5552 1.5552 1.7756	0. 1646 0. 1846 0. 1848 0. 1343 0. 1343 0. 1343 0. 1343 0. 1343 0. 1343	0.3527 0.3527 0.3529 0.3529 0.3529 0.3529 0.3529 0.3529 0.0017 CREW 	5.2466 5.6035 5.8731 5 70TAL 70TAL 0.5858 0.6773 0.4397 0.7054 2.0025 2.0413 2.0920 1.5250 1.5250 1.5250 1.5181 2.0439 7 2.9542 3.5246 3.7131 3.5459 5.473
0, 4337 0, 4378 0, 5507 0, 5607 0, 56411 ATERITE (FA) ALUE 1 64 REPAIRS AND 0, 10270 0, 0325 0, 0321 0, 0325 0, 0321 0, 0325 0, 0321 0, 0428 	1.525 1.6375 1.7250 1.7250 1.7250 1.7250 1.7250 1.7250 1.7250 1.7250 1.7250 1.7250 1.7250 1.0133 1.1307 1.1405 1.1307 1.1405 1.1307 1.1405 1.1303 	0.1846 0.1846 0.1846 0.1346 RITE (POOR) - OVERHEAD 	0.3927 0.3929 0.3929 0.3929 0.3929 0.3929 0.3929 0.0017 CREW CREW 	5.2466 5.6035 5.8731 5 TOTAL 0.5858 0.6773 0.62773 0.7054 1.5250 1.5256 0.8157 2.9542 2.9542 2.9542 2.5294 3.7131 3.9439 - - - - - - - - - - - - - - - - - - -
0,4237 0,4778 0,5507 0,6411 ATERITE (FA) ALUE 1 64 REPAIRS AND HAINTENANCE 0,0270 0,0371 0,0438 - 0,1370 0,1458 0,1716 0,2256 0,2706 0,2256 0,2256 0,2276 0,2257 0,2256 0,2256 0,2257 0,2256 0,2257 0,2256 0,2257 0,2257 0,2256 0,2257 0,2257 0,2256 0,2257 0,2257 0,2257 0,2257 0,2257 0,2257 0,2257 0,2257 0,2257 0,2257 0,2577 0,2577 0,2577 0,2577 0,2577 0,2577 0,2577 0,2577 0,2577 0,2577 0,2577 0,2577 0,2577 0,2706 0,2577 0,2706 0,2577 0,2706 0,2577 0,2706 0,2577 0,2706 0,2706 0,2706 0,2706 0,2706 0,2706 0,2777 0,2706 0,2707 0,2706 0,2707 0,2707 0,2707 0,2707 0,2707 0,2707 0,2707 0,2707 0,2707 0,2707 0,2707 0,2707 0,2707 0,2707 0,2707 0,2707 0,2707 0,2707 0,7648 1,18977 1,2852	1.525 1.6375 1.7250 1.7250 1.7250 1.7250 1.7250 1.7250 1.7250 1.7250 1.7250 1.7250 1.7250 1.7250 1.7250 1.7250 1.0133 1.1307 1.1405 1.1303 1.1307 1.1405 1.1303 0.5539 0.2753 0.6749 0.7212 	0.1846 0.1846 0.1846 0.1346 RITE (POOR) - OVERHEAD 	0.3927 0.3929 0.3929 0.3929 0.3929 0.3929 0.3929 0.0017 CREW CREW 	5.2466 5.6035 5.8731 5 70TAL 70TAL 0.5858 0.65858 0.6773 0.4397 0.7054 2.0025 2.0413 2.0425 0.055 2.0413 2.0425 0.055 2.0413 2.0425 0.0556 2.0556 2.0556 2.0556 2.0556 2.0556 2.055666 2.055666 2.05566666666666666666666666666666666666

0.1406 0.1406 0.1406 0.1406

0.2312 0.2812 0.2312 0.2312 0.2212

0.9433 0.9433 0.9433 0.9433 0.9433

EARTH = S

2.0941 2.3069 2.6457 2.8213

2.7219 3.3759 3.5305 3.8337

3.8572 4.9112 5.1393 5.4565

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				TIPES	EFRAIDE	DERRECTATION	**************		
HICLE	ROAD	FUEL	* * *	TUBES	MAINTENANCE	INTEREST		CRE4	TOTAL
	1 2	0.2037 0.2363	0.0415	0.0174 0.0278	0,0290 0.0345 0.0400	0.3054	- 1 -		0.5980 0.6970
n/C	3 4	0.2424			0.0400	0.3278		Ē	0.6940
		0,4399	0.0311	0.0808	0.1483	1.0193			1,7682
P/C	23	0.5631 0.5837	0.0339 0.0414	0.1287	0.1777 0.2039	1.1507	2 - 12	-	2.0641 2.0511
	4 5	-							
	1 2	0.5308	0.0333 0.0423	0.0345	0.2848	0.5310 0.8183		0.0833 0.0833	1.5482 1.8326 1.9265
L/B	3	0.6211	0.0474	0.1089	0,4130	0,4229	i i i	0.0833	1.9265
		0.6144	Ū, 0404	0.2203	0.5337	1.0233	0.1180	0.2500	2.3761
M/B	2 3	0.8942 0.7183	0.0505 0.0588	0.3527 0.3629	0.6734			0.2500	3.4941
	5				_			-	
	1	1.1271		0.3087	1.1472	1.3159	0.4692 0.4692 0.4692	0.3750	4.5149 5.6917
H7 B	3 4 5	1.5667	0.0969	0.5073	1.3172	1.6330	0.4692	0.3750	5.9653
	1	0.5303			0,1739	0.7035	` 	-	1.5264
P/T	2	0.3998 0.6211	0.0333 0.0423 0.0474	0.1349 0.1339	0.2520	0.8251		· · · Ē · · · ·	1.8107
	5		<u> </u>		- <u>-</u>				·
4/1	1 2 3	0.6144 0.2942 0.7183	0.0505	0,1334 0,2130 0,2192	0.4941	0.3048 0.9340 0.9439	÷		2.1193 2.5108 2.6367
	4	-	-	-		-	. .	- · ·	-
	1 2	0,9216	0.0492	0.1507	0.5123	0.6740	0.1525 0.1525 0.1525	0.2500	2.7303
57T	3	1.2310	0.0969	0,2476	0.7941	0.8364	0.1525	0.2500	3.6585
	5	1.4407	0.0692	0.5143	0.3771		0,1421		3.8865
	2	1.9017	0.0265	0.\$213	0.5091	1.2375	0.1421 0.1421 0.1421	0.3055	5.0538 5.2443
71	3 .	2.6025	4.0707	V. 0104					
77	3 4 5	2.0025	-	-		<u> </u>	-		
	4 5		-				-		
	4 5		-	6008) = 2		-) = 3 LATE PH	-	EARTH =	
ROAD	A S CLASS ROAD	PAVED = 1	GIL	CCOD) = 2 SPEED	LATERITE (FAIR) = 3 LATE	ERITE (POOR) -	EARTH =	- 5
ROAD HICLE	4 5 CLASS ROAD CLASS	FUEL		GCOD) = 2 SPEED TIRES AND TUBES	LATERITE (FAIR VALUE : SO K REPAIRS ANO MAINTENANCE) = 3 LATE PH DEPRECIATION AND INTEREST	ERITE (POOR) -	EARTH =	5 1 Бант / Кп) ТбтаL 0.6141
ROAD HICLE	4 5 CLASS ROAD CLASS	FUEL	GIL	CCOD) = 2 SPEED	LATERITE (FAIR VALUE SO K REPAIRS ANO HAINTENANCE) = 3 LATE PH DEPRECIATION AND INTEREST	ERITE (POOR) -	EARTH =	5 1 6AHT / KHI) TOTAL
ROAD HICLE	ROAD CLASS CLASS CLASS CLASS J J J J J J J J J J J J J J J J	- PAVED - 1 FUEL 0.2159 0.2526 -		- CCOD) = 2 SPEED TIRES AND TUBES 0.0201 0.0321 - -	LATERITE (FAIR VALUE : 30 K REPAIRS AND - NAINTENANCE 0.0302 0.0352) = 3 LATE PH IEEPRECIATION AND INTEREST 0.3064 0.3462	OVERHEAD	EARTH =	5 : Бант / Кп) ТотаL 0.6141 0.7190
ROAD HICLE	A S CLASS ROAD CLASS LASS 1 2 3 4	- PAVED - 1 FUEL 0.2159 0.2526 -	GIL 0.0415 0.0519	- CCOD) = 2 SPEED TIRES AND TUBES 0.0201 0.0321 - -	LATERITE (FAIR VALUE : 30 K REPATRS AND MAINTENANCE 0.0302 0.0352) = 3 LATE PH DEPRECIATION AND INTEREST 0.3064 0.3462 	OVERHEAD	EARTH =	5 1 Бант / Кп) ТбтаL 0.6141
ROAD HICLE	4 5 CLASS CLASS CLASS 1 2 3 4 5 1 2	FUEL 0.2159 0.2526	GIL 0.0415 0.0519 	CCOD) • 2 SPEED TIRES AND TUBES 0.0201 0.0321	LATERITE (FAIR VALUE 1 30 K REPAIRS AND MAINTENANCE 0.0202 0.0352) = 3 LATE PH DEPRECIATION AND INTEREST 0.3064 0.3462 	OVERHEAD	EARTH =	5 1 6AHT / KTII TGTAL 0.6141 0.7150 1.8182
ROAD HICLE	4 5 CLASS CLASS CLASS 1 2 3 4 5 1 2	FUEL 0.2159 0.2526	GIL 0.0415 0.0519 	CCOD) = 2 SPEED TIRES AND TUBES 0.0201 0.0321 - - - - 0.0931 0.1467 - - - - 0.0976 0.1599	LATERITE (FAIR VALUE 1 30 K REPAIRS AND MAINTENANCE 0.0202 0.0352) = 3 LATE PH DEPRECIATION AND INTEREST 0.3064 0.3462 	OVERHEAD	CREW CREW 0.0750 0.0750	5 1 BAHT / KN1 TOTAL 0.6141 0.7150 - 1.8182 2.1335 - 1.5744 1.8630
ROAD T	4 5 CLASS ROAD CLASS 1 2 3 4 5 	- PAVED - 1 FUEL 0.2159 0.2526 - - 0.5212 0.6098 - - - 0.5339	GIL 0.0415 0.0519 	CCOD) • 2 SPEED TIRES AND TUBES 0.0201 0.0321 - - - 0.0931 0.1497 - - - 0.0976	LATERITE (FAIR VALUE : 30 K REPAIRS AND - NAINTERANCE) = 3 LATE PH DEPRECIATION AND INTEREST 0.3064 0.3462 	OVERHEAD	CREW CREW CREW CREW CREW CREW	5 1 BAHT / KN) TOTAL 0.6141 0.7150 - - 1.8182 2.1335 - - 1.5744 1.8630
ROAD T	4 5 CLASS CLASS CLASS 1 2 3 4 5 		CIL CIL CIL C. 0415 C. 0519 C. 0311 C. 0389 C. 0333 C. 0423	CCOD) = 2 SPEED TIRES AND TUBES 0.0201 0.0321 - - - - 0.0931 0.1467 - - - - 0.0976 0.1599	LATERITE (FAIR VALUE 1 30 K REPATRS ANO . MAINTENANCE 0.0302 0.0362) - 3 LATE PH IEEFRECIATION AND INTEREST 0.3064 0.3662 	OVERHEAD	EARTH = (UWIT CREW - - - - - - - - - - - - -	5 1 ВАНТ / КП) ТОТАL 0.6141 0.7150 1.0192 2.1335 - - 1.5744 1.8630 - - 2.9574
ROAD HICLE YFE P/C	4 5 CLASS CLASS CLASS 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 5 1 5 5 1 5 5 1 5 5 1 5 5 5 5 5 5 5 5	FUEL 0.2157 0.2526 0.5212 0.5212 0.6098 0.5527 0.5527	CIL CIL CIL C. 0415 C. 0519 C. 0311 C. 0329 C. 0329 C. 0323 C. 0423 C. 0423 C. 0404 C. 0505 C. 0404 C. 0505		LATERITE (FAIR VALUE : 30 K REPAIRS AND 		OVERHEAD	CREW CREW CREW CREW CREW CREW	5 1 BAHT / KN1 TOTAL 0.6141 0.7150 - 1.9192 2.1335 - 1.5744 1.8630 - -
ROAD HICLE YFE P/C	4 5 CLASS CLASS CLASS 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 5	- FUEL 0.2159 0.2526 - 0.5212 0.6098 - - 0.5839 0.6527 - - 0.6753 0.7557	CIL CIL CIL C.0415 C.0519 C.0311 C.0389 C. C.0333 C.0423 C.0404 C.0505		LATERITE (FAIR VALUE 1 30 K REPAIRS AND 		OVERHEAD	CREW CREW CREW CREW CREW CREW CREW CREW	5 1 6AHT / KN1 TOTAL 0.6141 0.7150 1.8182 2.1335 1.5744 1.8630 - 2.8574 3.4903 -
R0AD HICLE YFE P7C L/8	4 5 CLASS CLASS 1 CLASS 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 5 1 2 3 4 5 5 5 1 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	- PAVED - 1 FUEL 0.2159 0.2526 - 0.5212 0.6098 - 0.5339 0.6529 - 0.6753 0.7557 - - 1.2511 1.6230	GIL GIL 0.0415 0.0519 - - 0.0311 0.0389 - - 0.0333 0.0404 0.0505 - - 0.0505 - - 0.0592 0.0692 0.0692		LATERITE (FAIR VALUE : 30 K REPAIRS AND . MAINTENANCE 0.0302 0.0352 - - - - 0.1545 0.1254 - - - - 0.2990 0.3731 - - - - 0.5656 0.7057 - - - - 0.9433 1.2747		OVERHEAD	CARTH = (UNIT) CREW - - - - - - - - - - - - -	5 1 BAHT / KN1 TOTAL 0.6141 0.7150 - 1.8182 2.1335 - - 1.8182 2.1335 - - - 2.18574 1.8650 - - - - 2.15744 1.8650 - - - - - - - - - - - - -
R0AD HICLE YFE P7C L/8	4 5 CLASS 1 CLASS 1 CLASS 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 5 1 2 3 4 5 5 5 1 5 5 5 5 1 5 5 5 5 5 5 5 5 5 5	- PAVED - 1 FUEL 0.2159 0.2526 - 0.5212 0.6078 - 0.5339 0.6529 - - 0.6723 0.7557 - - - 1.2511	CIL CIL C. 0415 C. 0415 C. 0519 C. 0519 C. 0311 C. 0389 C. 0389 C. 0333 C. 0423 C. 0423 C. 0404 C. 0505 C. 0505 C. C. 0404 C. 0505 C. C. 0404 C. 0505 C. C. 0405 C. 0592	CCOD) - 2 SPEED TIRES AND TUBES 0.0201 0.0321 - - - - 0.09731 0.1467 - - - - - 0.0976 0.1539 - - - - - 0.0976 0.1539 - - - - - - - - - - - - - - - - - - -	LATERITE (FAIR VALUE 1 30 K REPAIRS ANO 0.0302 0.0362 		OVERHEAD	CREW CREW CREW CREW CREW CREW CREW CREW	5 1 BAHT / KN1 TOTAL 0.6141 0.7150 - 1.8182 2.1335 - - 1.8182 2.1335 - - - 2.5744 1.8650 - - - - - - - - - - - - -
R0AD HICLE YFE P/C L/B	4 5 SCLASS 6 ROAD CLASS 1 2 3 4 5 - 1 2 3 4 5 - 1 2 3 4 5 - 1 2 3 4 5 - 1 2 3 4 5 - 1 2 3 4 5 - 1 2 3 4 5 - 1 2 3 4 5 - 1 1	- PAVED - 1 FUEL 0.2159 0.2526 - 0.5212 0.6098 - - 0.6529 - - 0.6753 0.6753 0.6753 0.6753 0.6753 0.6753 0.5527 - - - - - - - - - - - - -	CIL CIL CIL C.0415 G.0519 C.0311 O.0311 O.0339 C.0333 O.0423 C.0404 C.0505 C. C.0404 C.0505 C. C.0404 C.0505 C. C.0404 C.0505 C. C.0405 C. C.0405 C. C. C.0405 C. C. C. C. C. C. C. C. C. C.	CCOD) • 2 SPEED TIRES AND TUBES 0.0201 0.0321 - - 0.09731 0.1487 - - 0.0976 0.1539 - - 0.2551 0.4075 - - 0.2546 0.5893 - - 0.0976	LATERITE (FAIR VALUE 1 30 K REPAIRS ANO .MAINTENANCE 		OVERHEAD	CREW CREW CREW CREW CREW CREW CREW CREW	5 1 BAHT / KN1 TOTAL 0.6141 0.7150 1.8192 2.1335 1.5744 1.8630 -
R0AD HICLE YFE P/C L/B H/B	4 5 CLASS CLASS CLASS 1 2 3 4 5 	- PAVED - 1 FUEL 0.2159 0.2528 - 0.5212 0.6098 - 0.5339 0.6753 0.7557 - - 1.2511 1.251 1.	GIL GIL 0.0415 0.0519 - 0.0311 0.0389 - - 0.0333 0.0403 - - 0.0505 - - 0.0505 - - - 0.0505 - - - - - - - - - - - - -	CCOD) • 2 SPEED TIRES AND TUBES 0.0201 0.0321 - - 0.09731 0.1487 - - 0.0976 0.1539 - - 0.2551 0.4075 - - 0.2546 0.5893 - - 0.0976	LATERITE (FAIR VALUE : 30 K REPAIRS AND .MAINTENANCE 		OVERHEAD	EARTH = (UNIT) CREW - - - - - - - - - - - - -	5 1 6AHT / KN1 TOTAL 0.6141 0.7150 1.8182 2.1335 1.5744 1.5744 1.5630 - 2.8574 3.4903 - - 4.5722 5.6660 -
R0AD HICLE YFE P/C L/B H/B	4 5 CLASS CLASS 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 4 5 5 1 2 3 4 4 5 5 1 2 3 4 4 5 5 1 2 3 4 4 5 5 1 2 3 4 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 5 1 2 3 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5		Caterite (Caterite (Cateri		LATERITE (FAIR VALUE : 30 K REPAIRS AND NAINTENANCE 0.0302 0.0362 		OVERHEAD 	CKEW CKEW CKEW CKEW CKEW CKEW CKEW CKEW	5 1 6AHT / KN1 TOTAL 0.6141 0.7190 1.0192 2.1335 1.5744 1.8650 - 2.8574 3.4903 - 4.5732 5.6660 - - 1.5405 1.5405 1.5405
R0AD HICLE YFE P/C L/B H/D P/T	4 5 CLASS 1 ROAD CLASS 1 2 3 4 5 1 1 2 3 4 5 1 1 2 3 4 5 1 1 2 3 4 5 1 1 2 3 4 5 1 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3	- PAVED - 1 FUEL 0.2159 0.2526 - 0.5212 0.6078 - 0.5339 0.6529 - 1.2511 1.6230 - 0.5337 0.6529 - 0.5337 0.6529 - 0.5337 - - 0.5337 - - - - - - - - - -	CIL CIL CIL C. 0415 G. 0519 C. 0519 C. 0519 C. 0519 C. 0531 C. 0333 O. 0423 C. 0404 O. 0505 C. 0505		LATERITE (FAIR VALUE : 30 K REPAIRS AND .MAINTENANCE 0.0502 0.0352 		OVERHEAD	CREW CREW CREW CREW CREW CREW CREW CREW	5 1 BAHT / KN1 TOTAL 0.6141 0.7190 - 1.8192 2.1335 - 1.5744 1.6430 - 2.9374 2.9374 3.4903 - - 4.5732 5.6060 - - - 2.1332 2.1332 2.1332 2.5371
R0AD HICLE YFE P/C L/B H/D P/T	4 5 CLASS CLASS 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 5 1 2 3 4 5 5 5 1 2 3 4 5 5 5 1 2 3 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	- PAVED - 1 FUEL 0.2159 0.2526 - 0.5212 0.6098 - 0.5339 0.6527 - - 0.6753 0.6753 0.5357 - - - 0.5357 - - - 0.5357 - - - - - - - - -	CIL CIL CIL C.0415 G.0519 C.0311 G.0333 O.0404 G.0505 C.0404 G.0505 C.0404 G.0505 C.0404 G.0404 G.0404 G.0505 C.0404 G.0404 G.0505 C.0404 G.0505 C.0404 G.0505 C.0404 G.0505 C.0404 G.0505 C.0404 G.0505 C.0404 G.0505 C.0404 G.0505 C.0404 G.0505 C.0404 G.0505 C.0404 G.0505 C.0404 G.0505 C.0505		LATERITE (FAIR VALUE : 30 K REPAIRS AND . MAINTENANCE 		OVERHEAD	CARTH = (UNIT) CREW - - - - - - - - - - - - -	5 1 6AHT / KN1 TOTAL 0.6141 0.7150 - 1.3182 2.1335 - 1.5744 1.8630 - 2.6574 2.6574 3.4503 - - - - - - - - - - - - -
R0AD HICLE YFE P/C L/B H/D P/T	4 5 CLASS CLASS 1 CLASS 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 4 5 5 1 2 3 4 4 5 5 1 2 3 4 4 5 5 1 2 3 4 4 5 5 1 2 3 4 4 5 5 1 2 3 4 4 5 5 1 2 3 4 4 5 5 5 1 2 3 4 4 5 5 5 1 2 3 4 4 5 5 5 1 2 3 4 4 5 5 5 5 1 2 3 4 4 5 5 5 5 1 2 3 4 4 5 5 5 5 1 2 3 4 4 5 5 5 5 1 2 3 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	- PAVED - 1 FUEL 0.2159 0.2528 - 0.5212 0.6753 0.6753 0.6753 0.6753 - - 0.6753 0.7557 - - 0.5337 0.6227 - - 1.2511 1.6230 - - - - 1.257 - - - - - - - - - -	CIL CIL O.0415 O.0519 C.0519 C.0505 C.05		LATERITE (FAIR VALUE : 30 K REPAIRS AND . MAINTENANCE 		OVERHEAD 	CREW CREW	5 1 6AHT / KN1 TOTAL 0.6141 0.7190 1.8192 2.1335 1.5744 1.8630 - 2.8574 3.4903 - 1.5105 1.8257 1.8257 2.1332 2.5371 - 2.1332 2.5371 - 2.3074
R0AD 1	4 5 CLASS CLASS 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 1 2 3 4 5 5 5 1 2 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	- PAVED - 1 FUEL 0.2159 0.2526 - 0.5212 0.6098 - 0.5239 0.6529 - - 0.6753 0.7557 - 0.5337 0.6529 - - 0.5337 0.6529 - - - - - - - - -		CCOD) = 2 SPEED TIRES AND TUBES 0.0201 0.0321 - - 0.09731 0.1467 - - 0.0976 0.1539 - - 0.2551 0.4075 - - 0.2551 0.4075 - - - 0.2551 0.4075 - - - 0.2551 0.4075 - - - - - - - - - - - - -	LATERITE (FAIR VALUE : 30 K REPATRS ANG MAINTENANCE 0.0302 0.0352 - - - - 0.1545 0.1254 - - - - - - - - - - - - - - - - - - -		OVERHEAD	CREW CREW CREW CREW CREW CREW CREW CREW	5 1 6AHT / Km TOTAL 0.6141 0.7190 1.0192 2.1335 1.5744 1.8430 1.5744 1.8430 1.5744 1.8430 1.5744 1.8450 1.5574 3.4903 1.5575 1.5577 2.1332 2.1332 2.1332 2.1332 1.5301
	4 5 CLASS ROAD CLASS 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5	- PAVED - 1 FUEL 0.2157 0.2526 - 0.5212 0.6753 0.6753 0.6753 0.6753 0.6753 0.6753 0.6753 0.6753 0.6753 0.6753 1.2511 1.6230 - - - - - - - - - - - - -	CIL CIL CIL CIL C.0415 C.0519 C.0333 C.0415 C.0509 C.0333 C.0423 C.0423 C.0404 C.0505 C. C.0505 C. C.0505 C. C.0505 C. C.0505 C. C.0505 C. C. C.0505 C. C. C. C. C. C. C. C. C. C.	CCOD) • 2 SPEED TIRES AND TUBES 0.0201 0.0321 - - 0.0971 0.1359 - - 0.2551 0.075 - - 0.2551 0.075 - - 0.3546 0.5595 - - 0.0776 0.1539 - - 0.0776 0.1541 0.2730 - -	LATERITE (FAIR VALUE : 30 K REPAIRS AND .MAINTENANCE 		OVERHEAD 	CREW CREW CREW CREW CREW CREW CREW CREW	5 1 BAHT / Kh1 TOTAL 0.6141 0.7150 - 1.8182 2.1335 - 1.5744 1.6630 - 2.6574 3.4903 - - - 1.5745 1.5705 - - - - - - - - - - - - -
R0AD + +++CL +++CL 	1 5 ROAD ROAD CLASS 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3 4 5 1 2 3	- PAVED - 1 FUEL 0.2159 0.2526 - 0.5212 0.6753 0.6753 0.6753 0.6753 0.6753 0.6753 0.6259 - - - - 0.5839 0.62529 - - - - - - - - - - - - -	CIL CIL CIL CIL C.0415 C.0519 C.0333 C.0415 C.0509 C.0333 C.0423 C.0423 C.0404 C.0505 C. C.0505 C. C.0505 C. C.0505 C. C.0505 C. C.0505 C. C. C.0505 C. C. C. C. C. C. C. C. C. C.		LATERITE (FAIR VALUE : 30 K REPAIRS AND .MAINTENANCE 		OVERHEAD 	EARTH = (UNIT) CREW - - - - - - - - - - - - -	5 1 6AHT / KM1 TOTAL 0.6141 0.7190 1.0192 2.1335 1.5744 1.8650 - 2.8574 3.4903 - 4.5732 5.6660 - - 1.5405 1.5405 1.5257 - - - 2.1332 2.5371 - - - - - - - - - - - - -

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SPEED VALUE 1 38 KPH

TYPE	· ·	FVEL	OIL	AND TUBES	REPAIRS AND MAINTENANCE	DEPRECIATION AND INTEREST	OVERHEAD	CREW	TOTAL
	1.1	0.2343	0.0415	0.0234	0.0316	0.3061	~	-	0.6372
m/c	23	·	- ,		· · · · ·	1 - 2 - 2 - 2		-	-
1176	4	· _					- '	-	-
	5	-	-	-	-		-		
	1	0.5629	0.0311	0.1031	0.1422	1.0183	-	-	1.8828
F/C	23	-		-	-		<u> </u>		-
170	4	-	- ·	· • · ·	_		-	-	· -
	5		 			-	-	-	
	1	0,6370	0.0339	0.1133	0.3133	0.4453		0.0682	1.6114
L/8	2		<u> </u>		<u> </u>		-	-	-
.,,,	4		÷ .		_ 1 ° +	- '	-	-	-
	5	-	• · · · · · · · · · · · · · · · · · · ·		-	-		-	
	1	0.7372		0.2962		0.8961	0.0980	0.2045	2.8650
H/B	2	- 14 <u>-</u> - 44		1 1 2 2 2	·			-	
	4	. ·	- L	-	÷ 1	-	-	-	· 🛥
·	5	<u> </u>	-				- :	-	-
	L	1.4202			1.0383	1.0791	0.3900	6.3063	4.7150
H78	2.	1 1 .		-	Ξ	· · ·	<u> </u>	-	-
	4.1	- · · ·		- :	-	; -	-	~	-
	5							-	
	.	0.6370	0.0339	0.1133	0.1712	0.5906	- ·	-	1,5859
P/T	2 .		-		-	-	- ·	-	-
	4	-	· – – – – – – – – – – – – – – – – – – –	· · ·	 	- ·	- ·	-	· -
	. 5 .							-	
1.1	1	0.7372	0.0104	0,1739	0,4349	0.6756	-	0.1023	2.169
4/T	2 3		·				· <u>-</u>	-	-
	4	-	-	-	- I		-	-	· -
	5	-	-	-	-	-			-
	1	1.1612	0.0692		0,6230	0.5522	0.1267	0.2045	2.9409
6/T	2 .	-		÷``	<u>-</u>	<u> </u>		-	-
671	Ā	- ·			· •	-	-	-	-
	5					-	-	-	+
	1 1	1.3152	0.0572	0.6893	0.4601	0.6500	0,1181	0.2500	4.2524
10/T	2	.		_ ·	-	-	_	-	-
1071	4	• · · · · · ·	- **	. .	• · · · · · · ·	-	-	-	-
- 1	5	-	•••			-	-	-	
ROAD	CLASS	: PAVED * I	LATERITE	(0000) = 2	LATERITE (FAI	R) = 3 LATE	RITE (POOR) ≠	4 E68TH =	5

ROAD CLASS : PAVED = 1 LATERITE (GOOD) = 2 LATERITE (FAIR) = 3 LATERITE (FOUR) = 4 EARTH = 5

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APPENDIX 3.4.2 3/3

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ADDITIONAL CURVE COSTS (% OF LEVEL TANGENT ROAD)

MOTORCYCLE, PASSENGER CAR, LIGHT BUS & PICKUP TRUCK

INITIAL SPEED			1.1.5 	R	ADIUS (M)			anta de 1 Anta de como	
(KPH)	1500	750	500	375	300	250	200	150	100
16	1.58	3,03	4.20	4.14	5.99	6.81	8.26	9.79	12.86
24	2.21	4,25	5.84	7.22	8,73	7.64	12.46	15.30	21.37
32	2.43	4.58	6.63	8.63	10.54	12.40	16.19	20.50	29.58
40	2.58	5.00	7.33	9.48	12.15	14.73	20,32	26.78	42.10
48	2.75	5.41	8.51	11.14	14.44	18.10	26.01	35.61	63.02
56	3.05	6.33	10,47	13.34	19.76	23.82	33.95	49.28	90.48
64	3.97	9.11	13.56	13.47	25.69	32.37	50.53	72.51	124.19
72	5.23	10.87	17.91	24.42	34.18	43.73	71.57	98.79	165.31
80	6.78	14.45	23.51	32.55	45.17	57.42	91.49	125.92	202.85
83	9.23	19.17	30.47	42.48	58.45	74.12	112.44	152.21	-

MEDIUM BUS & 4-WHEEL TRUCK

INITIAL SPEED		14	4., ¹ 	R	ADIUS (M)			
(KPH)	1500	750	500	375	300	250	200	; 150	100
16	1.84	3.41	4.47	5,31	6.02	6.69	8.32	10.20	14.16
24	2.45	4.53	6.12	7.36	9.70	10.42	13.57	16.76	22.65
32	2.75	4.73	6.14	9.04	11.45	13.43	18.36	22.47	31.53
40	2,93	5.43	7.43	10.56	13.17	15.74	21.73	28.34	43.00
48	3.26	6.05	9.61	12.92	16.05	17.53	27.64	37.16	60.17
56	3.87	7.69	12.27	17.05	21.71	26.89	33.96	52.87	87.07
64	4.75	9 59	15.16	21.47	28.52	36.33	54.21	75.07	125.78
72	5.79	12.57	20.13	28.69	39.90	50.17	73.65	101.27	172.21
80	7.53	14.76	23.77	34.50	46.71	60.84	93.13	130.69	214.17
88	9.37	19.90	31.31	44.50	59.41	75.96	114.22	166.14	

ADDITIONAL CURVE COSTS (% OF LEVEL TANGENT ROAD)

HEAVY BUS & 6-WHEEL TRUCK

INITIAL SPEED				R	ADIUS (M)	F 			
(KPH)	1500	750	500	375	300	250	200	150	100
16	2.52	4.62	6.30	7.57	8.33	9.00	11,71	14.35	17.68
24	3.48	6.32	8.39	9.97	12.09	14.22	18.60	22.92	31.73
32	3.55	6.36	9.42	12.46	15.47	13.27	24.10	29.97	42.41
40	3.71	6.57	10.37	14.41	18.04	21.39	28.47	35.90	53.68
48	3.84	8.06	12.01	15.90	20.01	23.92	32.13	44.11	88.25
`56	4.11	8.27	12.40	16.58	21.01	26.43	45.74	67.31	127.14
64	4.18	8.54	14,97	22.61	32.02	42.56	67.98	23.26	171.44
72	6.31	14.00	23.11	33.70	46.01	57.67	91.54	123.90	224.90
80	9.05	17.65	31.62	45.16	60.52	77.30	116.13	161.11	
88	11.79	25.41	40.42	51.99	75.66	96.02		-	

1	O-WHEEL	TRUCK

	· · ·	•	<u></u>			·	· · · .		
INITIAL SPEED				R	ADIUS (M)			
(KPH)	1500	750	500	375	300	250	200	150	100
16	4.33	7.98	10.93	13.14	14.53	13,75	20.52	25.07	34.20
24	6.29	11.28	15.06	17.62	21.62	25.44	33.27	41.05	57.15
32	6.49	11-61 :	17.26	22.73	29,30	33,45	44.05	54.37	77.69
40	6.96	12.32	20.50	27.03	33.82	40.08	53.41	67.36	100.54
. 43	7.29	15.33	22.88	30.22	33.08	45,40	61.27	84.09	163.17
56	7.98	16.10	24.03	32.15	40.68	51.32	88.82	134.44	624.03
. 64	8.16	16.73	27.14	44.27	62.76	83.36	133.07	192.07	333.79
72	12.47	27.80	45.80	66.81	91.27	118.15	100.81	254.10	-
80 -	18.12	39.24	63.26	90.25	120.76	153.96	230.34	318.29	-
88	24.20	51.20	91.39	104.39	151.64	191.70			· -

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ADDITIONAL UPHILL GRADE COSTS (% OF LEVEL TANGENT ROAD)

MOTORCYCLE, PASSENGER CAR, LIGHT BUS & PICKUP TRUCK

INITIAL	GRADE (%)								
SPEED (KPH)	1	2	3	4	5	6	7		
16	4.36	9.08	14.04	19.14	23.73	30.11	36.40		
24	5.06	10.60	16.28	22.07	23.37	34.86	42.13		
32	5.47	11.54	17.71	24.00	30.74	37.33	45.97		
40	5.37	12.15	13.64	25.23	32.25	39.35	43.55		
43	6.04	12.49	19.22	26.01	33.26	41.13	50.27		
56	5.98	12.40	19.19	26.09	33.46	41.63	50.95		
64	5.85	12.13	13.81	25,86	33.40	41.59	50.90		
72	5.41	11.93	13.35	25.28	32.73	41.12	50,58		
80	5.47	11.52	17.79	24.64	32.00	40.32	49,32		
38	5.33	11.08	17.13	23.34	31.17	39.41	43.87		

MEDIUM BUS & 4-WHEEL TRUCK

INITIAL			G	RADE (%)			
SPEED (KPH)	1	2	3	4	5	6	7
16	3.76	7.94	12.55	17.72	,23.54	30.31	38.27
24	4.37	9.20	14.54	20.45	27.20	34.22	44.03
32	4.93	10.17	15.99	22.54	29.34	38.34	48.32
40	5.21	10.31	17.07	23.95	31.89	40.88	51.39
43	5.42	11.44	13.03	25,31	33.47	42.60	53.97
56	5.73	11.96	18.63	26.42	34.97	44.24	56.20
64	6.00	12.45	19.56	27.34	36.15	46.22	58.15
72	6.26	13.04	20.35	28,38	37.45	47.80	60.37
	6.52	13.49	21.09	29.42	33.79	49.82	63.57
\$3	6.75	14.00	21.32	30.46	40.30		-

ADDITIONAL UPHILL GRADE COSTS

(% OF LEVEL TANGENT ROAD)

HEAVY BUS & 6-WHEEL TRUCK

INITIAL			G	RADE (%)	•		
SPEED (KPH)	1	2	3	4	5	6	7
16	4.33	3.90	14.00	19.64	25.98	33.15	41.57
24	5.21	10.30	17.29	24.26	32.20	41.35	52.27
32	6.16	12.75	20,53	29.20	37.06	51.09	66.39
40	7,10	14.65	24.08	34.48	49.45	63.93	\$8,34
43	8.15	16.76	27.74	41.35	60.59	77.87	107.60
56	9.26	19.17	31.85	47.76	73.66	•-	~
64	10.43	21.90	36.29	60.97	90.25	-	~
72	11.85	24.79	41.04	63.95	·	-	~
80	13.43	27.36	45.71	-	-	-	-
83	14.24	29,74	-	· -		-	

10-WHEEL TRUCK

INITIAL	GRADE (%)										
SPEED (KPH)	1	2	3	4	5	6	. 7				
16	8.45	17.22	25.67	33.98	42.20	50,30	58.64				
24	12.15	24.27	36.51	48,79	61.16	73.45	32.27				
32	14.61	29.37	44.77	60.81	77.61	95.49	116.07				
40	16.52	33.38	51.65	71.92	95.29	120.57	~				
43	17.99	36.68	57.80	83.37	110.46	-					
56	19.62	40,21	64.52	97.25	·	-	~				
64	20.05	42.49	70.22	105,34		-					
72	20.37	45.29			· -		-				
30	22.12			-		-	- .				
88	23.10	-	-	·	-	 .	-				

APPENDIX 3.4.3 1/2

ADDITIONAL COST PER SPEED CHANGE CYCLE -----

(% OF LEVEL TANDENT ROAD)

MOTORCYCLE, PASSENGER CAR, LIGHT BUS & PICKUP TRUCK

的复数形式 化电子子 化合理管理学生

	INITIAL SPEED		REDUCED SPEED (KFH)									
	(KPH)	STOP	16	24	32	40	49	56	64	72		
84 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	16	6.55	· · · · · · · · · · · · · · · · · · ·						-			
	24	13.13	4 71		_	-	· · -		 .			
1.2.2	32	21.35	11.47	6.21	-		· 🛥	-	· 🗕			
	40	31.25	20.75	14.73	8.04	المعار الم	2 - S - 2	-		~		
	48	42.90	31.99		19.42			-		~		
• •	49 56	56.34	45.25					-	-	~		
	64	71.98	60.79	54.22	46.86	33.14	27.95	15.21		-		
	72	89.77	78.59	72.07	64 66	55.95	46.03	33,19	18,19	~		
	80	110.14	98.99	92.37	84.97	74.21	66.53	53.72	39.16	21.42		
	88	133.35	122.03		107.98			77.14	62.71	45.36		

MEDIUM BUS & 4-WHEEL TRUCK

INITIAL SPEED				REDUCE) SPEED	(KPI
(KPH)	STOP	16	24	32	40	
14	7.02	<u>-</u>				
24	13.41	5.04	-	·	-	
32	21.80	12.25	6.61		-	
.40	32.04	21.55	15.46	8.37		: .
49	44.17	32.76	26.47	17.04	10.25	
56	58.36	44.55	39.79	32.05	23.13	12
64	74.52	62.30	55.34	47.40	38.24	2
72	92.45	77.84	72.84	64.77	55.58	4
80	111.73	99.00	91.84	83.36	74.67	. 64
88	131.66	119.87	111.74	103.83	74.81	. 8

ADDITIONAL COST PER SPEED CHANGE CYCLE

(% OF LEVEL TANGENT ROAD)

HEAVY BUS & 6-WHEEL TRUCK

	INITIAL SPEED		-		REDUCE	O SPEED	(КРН)		•	
	(KPH)	STOP	16	24	32	40	48	56	54	72
	16	9.74						· _		
1 g		19.07	6.78.		· _ · · ·					_
1.11	32		16.75	8 91	t 1 🛥 1	: -	<u>→</u> .:	_	_	
		43.63					· · · · -	·	-	
		58.39		35.12	25.31	13.69	<u>.</u>			
		74.64			41.61			-	-	
		92.74		69.60	59.99	47.07	35.24	19.33		
		112.45			80.31		56.33		22.36	
	80	133.53			102.24			64.20	46.50	25.3
	89	155.53	141.85		125.26			88,77	71.92	51.3
					-					
	• .					1				
					10-WHEEL	TRUCK				
	INITIAL				10-WHEEL		(крн)			
· · · · · · · · · · · · · · · · · · ·	INITIAL SPEED (KFH)	STOP					(KPH) 43			72
	SPEED (KPH)	والمتحصورة			REDUCEI	D SPEED		 56 	64 	72
	SPEED (KFH) 16				REDUCEI	D SPEED		 	 	72
	SPEED (KFH) 16	27.95 53.38			REDUCEI	D SPEED		56		72
	SPEED (KFH) 16 24	27.95 53.38	20.33 53.90	24 28.11	REDUCEI	D SPEED				72
	SPEED (KFH) 16 24 32	27.95 53.38 87.69	20.33 53.70 70.06	24 	REDUCEI 32 	40 		56		72
	SPEED (KFH) 16 24 32 40	27.95 53.38 87.69 128.71 175.81	20.33 59.90 90.04 136.52	24 	REDUCEI 32 	40 40 45.77 100.04	43 			72
	SPEED (KFH) 16 24 32 40 48	27.95 53.38 87.69 128.71 175.81 228.90	20.33 59.90 90.04 136.52	24 - 23.11 66.04 111.92 145.37	REDUCEI 32 	40 40 	43 - - - - - -			72
	SPEED (KFH) 16 24 32 40 48 56	27.95 53.38 87.69 128.71 175.81 228.90	20.33 59.90 90.06 136.52 189.56 247.07	24 	REDUCEI 32 36.61 82.43 136.03	40 40 45.77 100.04 160.30	43 			72
	SPEED (KFH) 16 24 32 40 48 56 64	27.95 53.38 87.69 128.71 175.81 228.90 285.23 347.01	20.33 59.90 90.06 136.52 189.56 247.07	24 	REDUCEI 32 	40 40 40 	43 	- - - - - - - - - - - - - - - - - - -		

	INITIAL SPEED		-		REDUCE	O SPEED	(Крн)			
	(KPH)	STOP	16	24	32	40	48	56	64	72
	16	9.74		· -						
· .	24	19.07	6.78.	–	1			<u>-</u>		_
11	32	30.52	16.75	8.91	1 1 4 1	: -	→ .:	-	-	-
	40	43.63	29.12	20.91	11.25	818 - 187	1 a. a. j.—	·	-	
	48	58.39	43.52	35.12	25.31	13.69	1 🗕 - 1			
	56	74.64	59.77	51.32	41.61	30.05	16.41	. –	-	
	-64	92.74	78.01	69.60	59.99	47.07	35.24	19.33		
· · · ·	72	j12.45	97.91	89.71	80.31	67.31	56.33	40.91	22.36	
	80	133.53	117.47	111.44	102.24	91.59	79.04	64.20	46.50	25.34
	83	155.53	141.85	134,14	125.26	115.00	102.91	88.77	71.92	51.3
	•		· · · ·			4.				
					10-WHEEL	TRUCK				
· · ·	INITIAL					TRUCK	(крң)			
	INITIAL Speed (KPH)	STOP	16				(KPH) 43			72
	SPEED		16	24	REDUCEI	DSPEED			64 	72
	SPEED (KPH)	STOP 27.95	16		REDUCEI	DSPEED			64 	72
	SPEED (KPH)	STOP 27.95 53.38			REDUCEI	DSPEED		<u>56</u> 		72
	SPEED (KPH) 16 24	STOP 27.95 53.38 87.69 128.71	20.33 53.90 90.06	 23.11 66.04	REDUCEI 32 	D SPEED 40		56		72
	SPEED (KFH) 16 24 32 40 48	STOP 27.95 53.38 87.69 128.71 175.81	20.33 59.90 90.06 136.52		REDUCEI 32 	40 40 	43	56	- 64	72
	SPEED (KFH) 16 24 32 40 48 56	STOP 27.95 53.38 87.69 128.71 175.81 228.90	20.33 53.90 70.06 136.52 189.56	- 23.11 66.04 111.92 145.37	REDUCEI 32 36.61 82.43 136.03	40 40 	43 - - 55.57			72
	SPEED (KFH) 16 24 32 40 48 56 64	STOP 27.95 53.38 87.69 128.71 175.81 228.90 285.23	20.33 55.90 90.06 136.52 189.56 247.07		REDUCEI 32 	40 40 45.77 100.04 160.30	43 	 - - - - - - - - - - - - - - - -		72
	SPEED (KFH) 16 24 32 40 48 56	STOP 27.95 53.38 87.69 128.71 175.81 228.90	20.33 55.90 90.06 136.52 189.56 247.07 309.64		REDUCEI 32 36.61 82.43 136.03	40 40 40 45.77 100.04 160.30 226.54	43 - - 55.57			72

1111	 BOUNDED	opend	•	

REDUCTION FOR DOWNHILL GRADE (% OF LEVEL TANGENT ROAD)

MOTORCYCLE, PASSENGER CAR, LIGHT BUS & PICKUP TRUCK

INITIAL		1.1.2	Ģ,	RADE (%)			
SPEED (KPH)	1	2	3	4	5	6	7
16	3.74	12.26	12.09	11.82	11.24	10.44	8.9
24	4.40	11.55	14.62	14.30	13.69	12.96	11.4
32	4.99	11.16	16.90	16.53	15.99	15.23	13.80
40	5.25	10.47	15.85	18.50	17.93	17.27	15.97
48	5.47	10.51	15.61	12.63	19.97	19.22	18.08
56	5.57	10.56	15,42	19.36	21.96	21.14	19.97
64	5.80	10.62	15.30	19.21	22.81	22.37	21.67
72	5.73	10.70	15.66	19.53	22.99	24.73	23.52
30	5.75	10.31	15.77	19.71	23.13	26.03	25.1
88	5.75	11.01	16.04	20.45	23,24	26.28	26.31

MEDIUM BUS & 4-WHEEL TRUCK

INITIAL	GRADE (%)									
SPEED (XFH)	1	2.	3	4	5	6	7			
16	3.86	7.21	10.26	11.05	10.55	9.32	8.33			
24	4.32	9.11	11.71	13.32	12.80	12.21	10.33			
32	4.67	8.46	12.63	12.27	14.85	14.23	13.07			
40	4.96	8.75	13.12	16.55	16.85	16.40	15.27			
48	5.06	9.26	13.91	17.07	19.05	12.51	17.60			
56	5.55	9.67	14.41	17.55	20.79	20.62	19.78			
64	5.42	10.14	15.15	18.30	21.59	22.82	21.97			
72	5.70	10.67	16,10	19.79	23.09	25.27	24.68			
80	5.98	11.13	16.83	21.28	24.74	27.51	27.47			
83	6.24	11.96	17.67	23.35	27.35	- '	-			

REDUCTION FOR DOWNHILL GRADE

(% OF LEVEL TANGENT ROAD)

HEAVY BUS & ,6-WHEEL TRUCK

INITIAL SPEED (KPH)	GRADE (%)									
	1	2	3	4	5	6	7			
16	5.37	9.54	13.50	16.51	17.25	16.86	16.36			
24	6.77	11.82	16.13	19,17	20,80	20.02	19.17			
32	7.33	13.60	13.13	20.77	22.73	22.49	21.34			
40	3.51	14.99	20.70	21.78	23.59	24.49	23.11			
43	8.92	16.02	19.81	22.37	24.33	25.11	24.51			
56	9.02	16.28	20.03	22.61	24.47	24.86	24.13			
64	3.94	16.06	19.99	22.14	23.30	22.61	-			
72	8.85	15.37	20.03	21.90	- .	_	-			
80	8.73	14 47	19.33			~				
83	3.92	13.47	18.29		-	· - ·	— -			

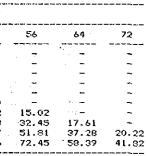
10-WHEEL TRUCK

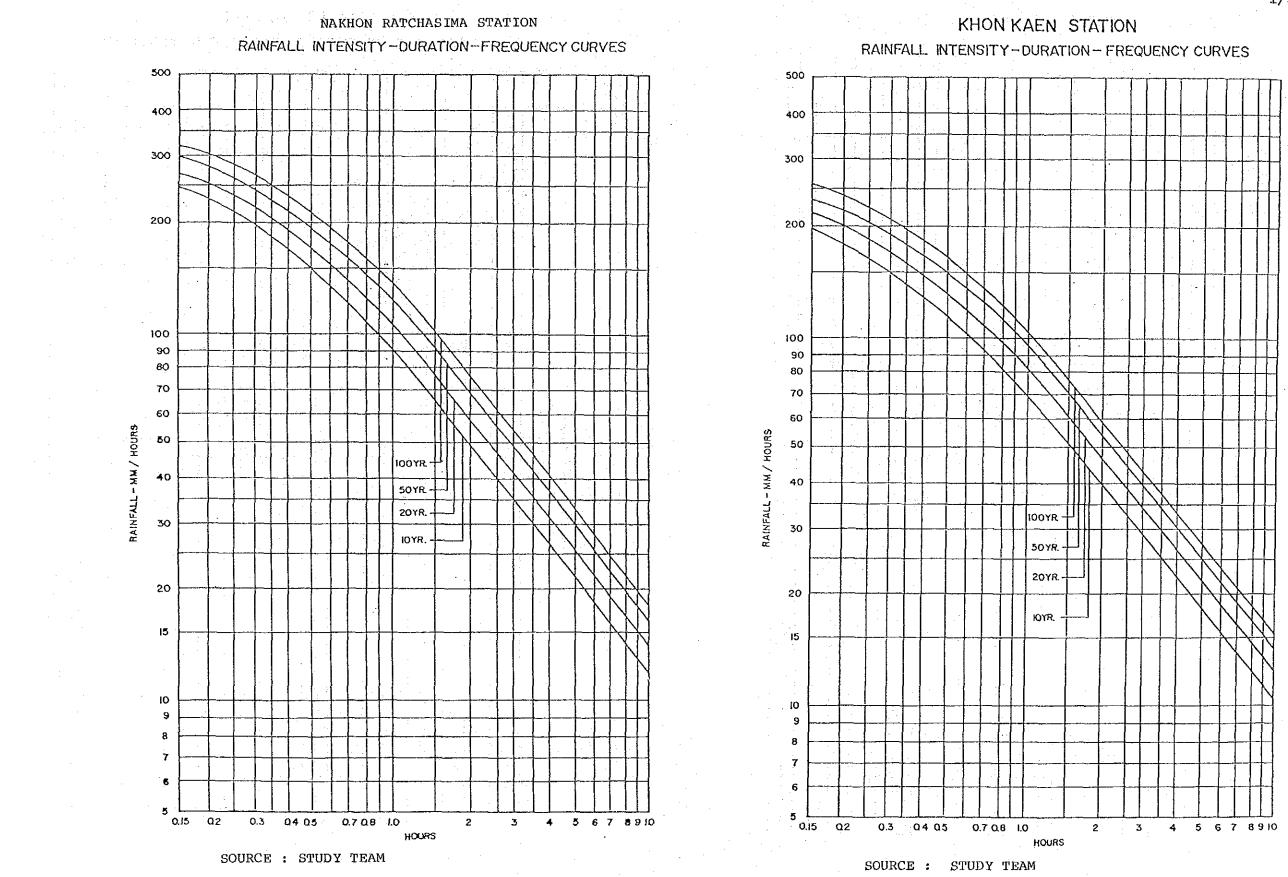
	•		to mane		- <u>-</u>					
INITIAL	GRADE (%)									
SPEED (KPH)		2	3	4	5	6	7			
	8.07	11.67	15.23	14.35	11.56	9.26	7.00			
24	10.30		18.70			4.11.51	8.36			
32	11.95			19.59		13.75	9.99			
40	13.05	19.75	21.73	20.33	12.53	14.95	-			
43	13:59	20,90	21.31	20.33	19.25	-	-			
56	12.97	20.63	21.77	21.32	- ·	· - ·	-			
64	12.80	20.41	22.59	21.57	. t .	-	-			
72	12.32	19.47	22.66	17. 🗕 🔬	. -	-	- 1			
80	11.96	18.37	· ·	e 🗧 👘			-			
88	12.42	17.53	· - ·	-	· · · -	-	-			

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APPENDIX 3.4.3

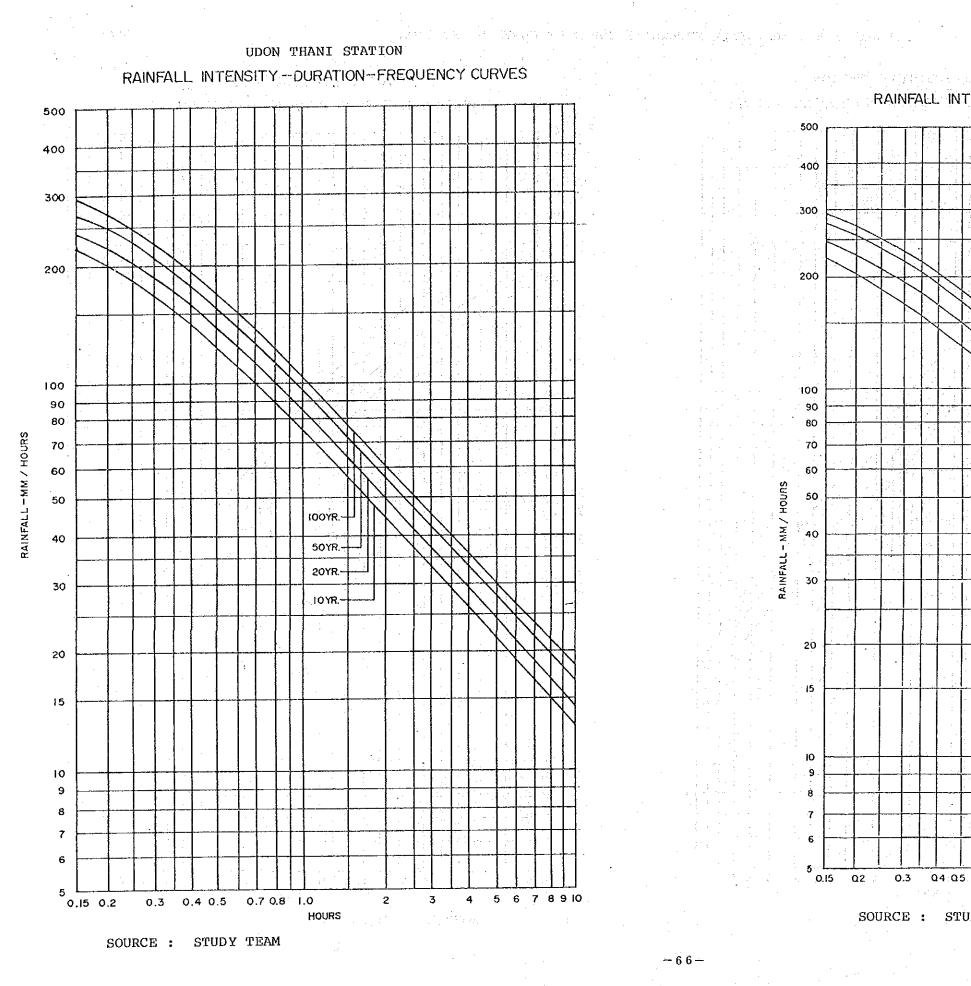
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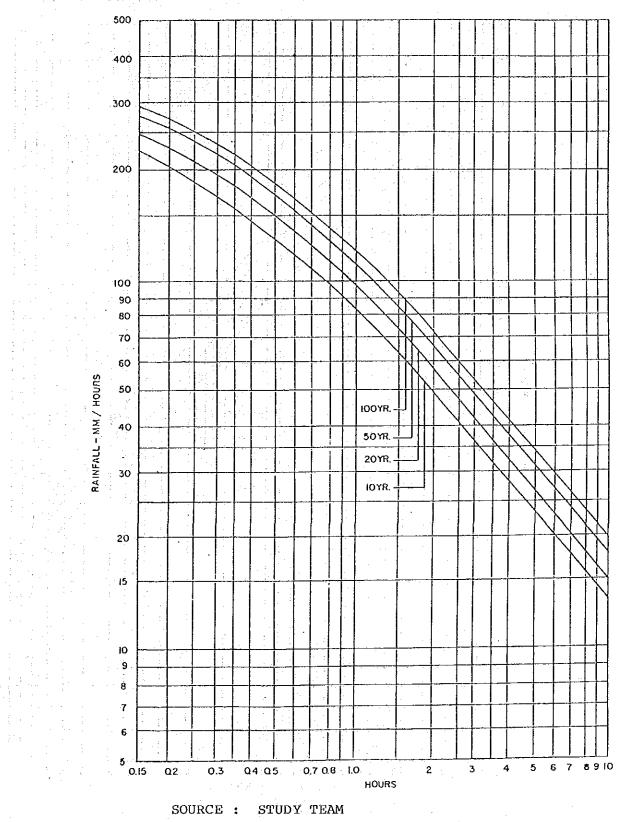




APPENDIX 3.5.1 RAINFALL INTENSITY DURATION CURVE BY STATION

-65-





RAINFALL INTENSITY-DURATION-FREQUENCY CURVES

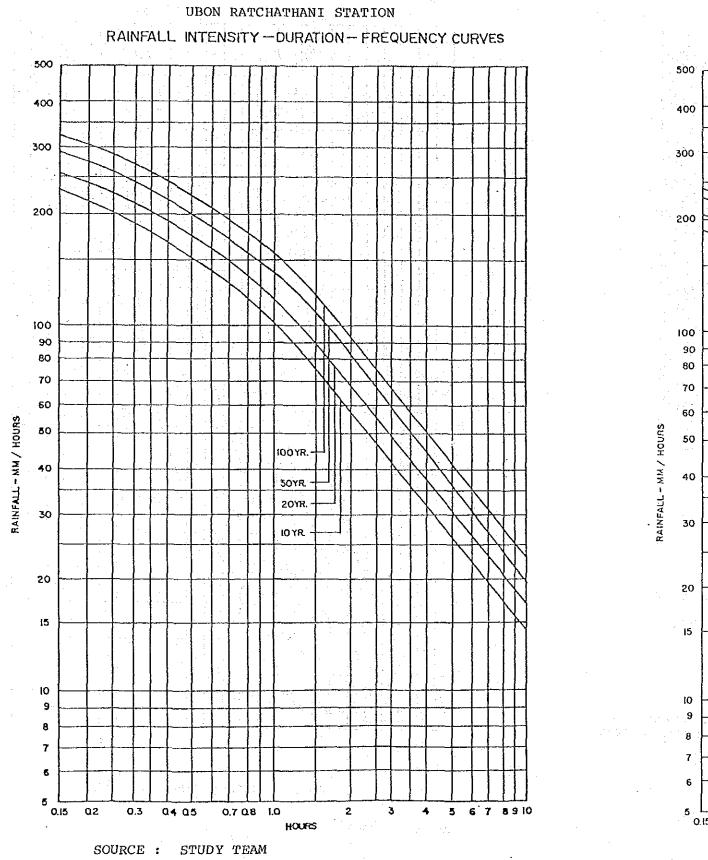
ROLET STATION

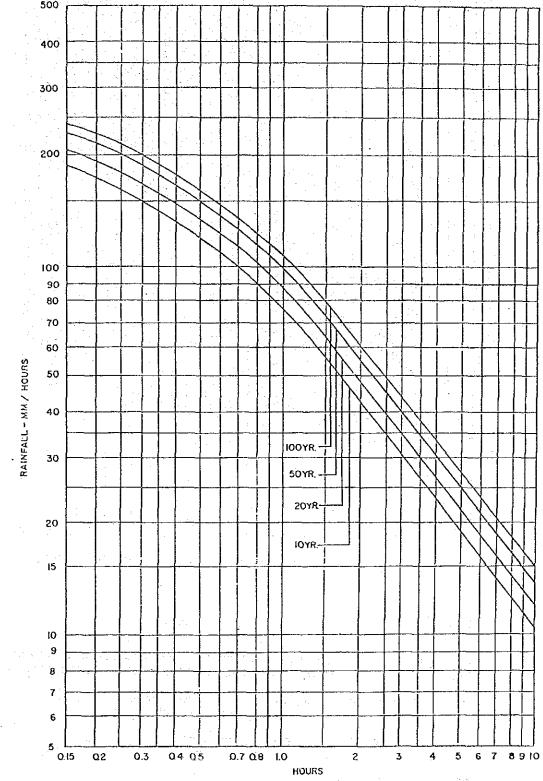
-66-

APPENDIX 3.5.1

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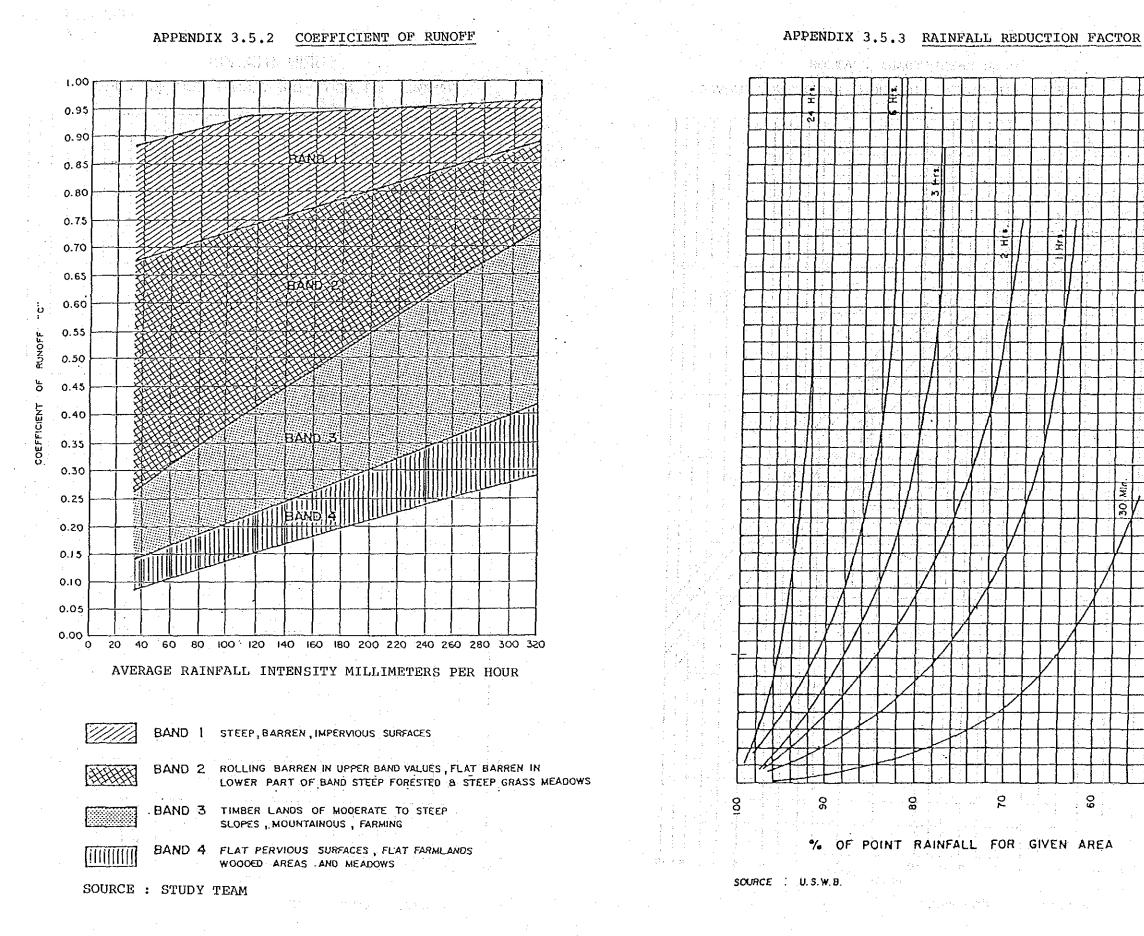


SOURCE : STUDY TEAM

- 67 -

SURIN STATION

RAINFALL INTENSITY - DURATION - FREQUENCY CURVES



-68-

APPENDIX 3.5.2 APPENDIX 3.5.3

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AREA

APPENDIX 3.5.6 INFILTRATION COVER FACTORS

Catchment Topography	Peak Discharge Coefficient K _p
oothills and gently undulating slopes with forest or grass cover	28 - 30
teep forested terrain in the headwaters; foothills and plain with a cover of forest or grass in the lower reaches	30 - 32
Steep forested slopes of high hills and low mountains	32 34

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APPENDIX 3.5.5	COVER FACTORS AND INFILTRATION CAPACITY FOR	
	PERMANENT FOREST AND GRASS	

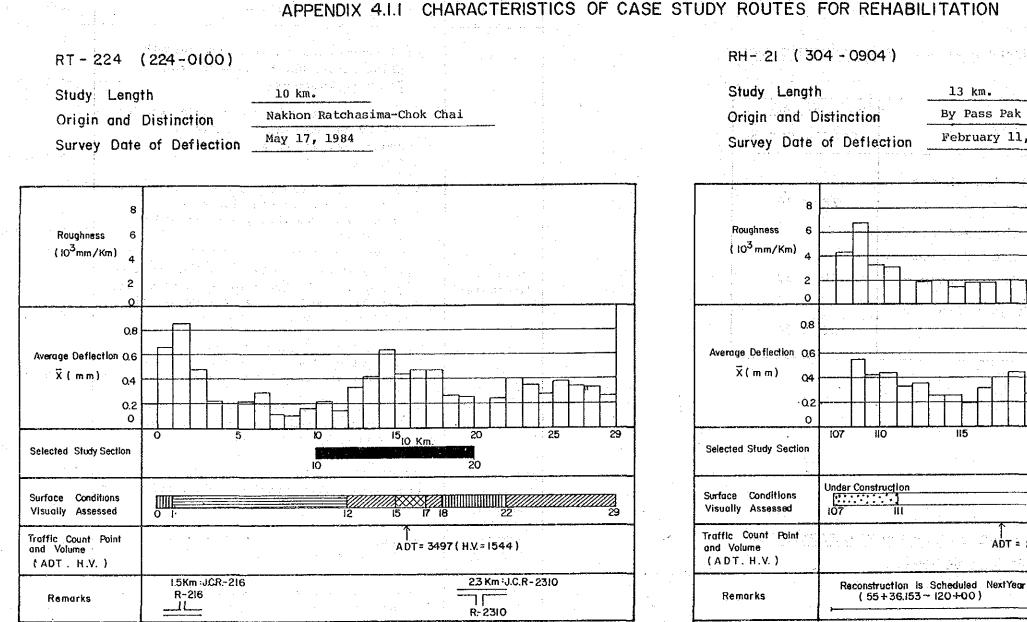
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	-		φ (mm/hr)	
Cover Factor	Туре	Clays	Clay Loams	Sandy Loams
				• :
1.0 - 2.0	Poor	2 - 9	4 - 13	5 - 20
2.0 - 4.0	Medium	5 - 17	8 - 27	13 - 45
4.0 - 8.0	Good	10 - 35	15 - 55	25 - 90
	· .			1

	Vegetation	Condition	Cover Factor
	Forest	Good - dense canopy, thick undergrowth, plant litter and humus more than 25 mm in thickness	4.0 - 8.0
		Medium - thin forest, sparse undergrowth of shrubs and grasses, litter and humus 5-25 nm thick, slight soil erosion	2.0 -4.0
		Poor - isolated clumps of trees and bamboo, little grass between clumps, humus less than 5 mm thick, area eroded or overgrazed	1.0 - 2.0
	Grasses (including rice)	Good - dense vegetal cover of high quality grass, area in grass for several years, not overgrazed, inundated rice at all stages of growth	4.0 -8,0
· · · ·		Medium - vegetal density 30-80% that of good areas, area in grass at least 2 years, not overgrazed	2.0 - 4.0
		Poor - density of vegetation less than 30% that of good areas, sparse growth of poor quality grass, area overgrazed	1.0 - 2.0
	Close Growing Crops	Good - high plant density, soil fertility at a high level	2.5 - 3.0
	(small grains)	Medium - density and fertility 30-80% that of good areas	1.5 - 2.0
		Poor - sparse cover, density and fertility less than 30% that of good areas	1.0 - 1.5
	Row Crops	Good - flourishing vegetation, high soil fertility, land in best rotation, good farming practices followed	1.3 - 1.5
		Medium - vegetation good, fertility 30-80% that of good areas, land in fair rotation, conservative farming practices followed Poor - vegetation poor, fertility less	1.1 - 1.3
•		than 30% that of good areas, row crops grown continuously, poor farming practices followed	1.0 - 1.1

APPENDIX 3.5.4 APPENDIX 3.5.5 APPENDIX 3.5.6

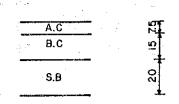
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APPENDIX 4.1.1 CHARACTERISTICS OF CASE STUDY ROUTES FOR REHABILITATION





-70-

Very Good

Very Poor

Poor

Fair

Good

LEGEND

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Pavement Structure

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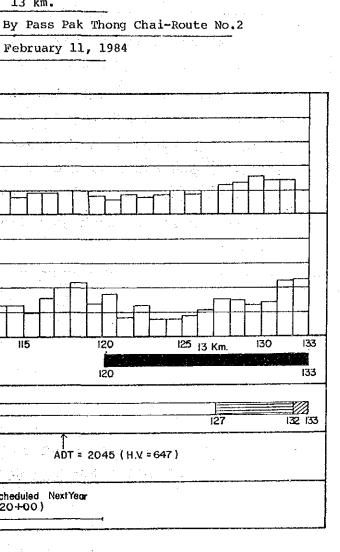
A.C

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APPENDIX 4.1.1 1/4



LEGEND



RH-22 (2023-0100)

Study Length Origin and Distinction

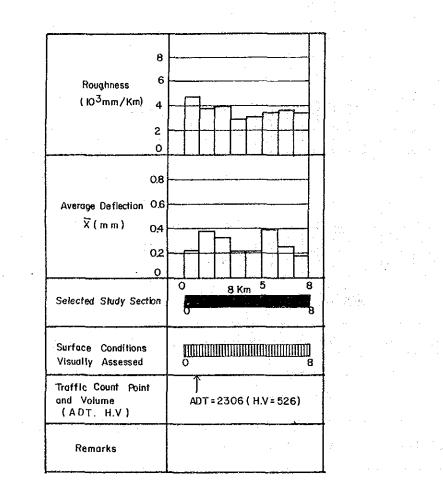
8 km.

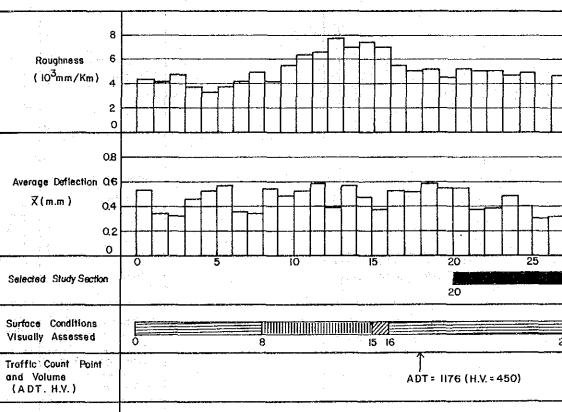
Namkong - Kumphawapi - Sithai August 10, 1983 Survey Date of Deflection

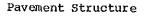
RH~5 (201-0100)

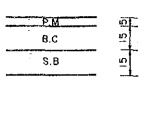
Study Length Origin and Distinction Survey Date of Deflection

19 km. RM 0+400-Yaek Dankhunthod October 8, 1982

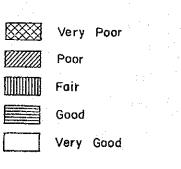


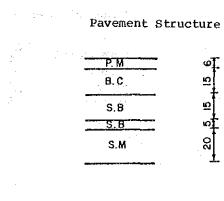












Remarks



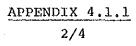


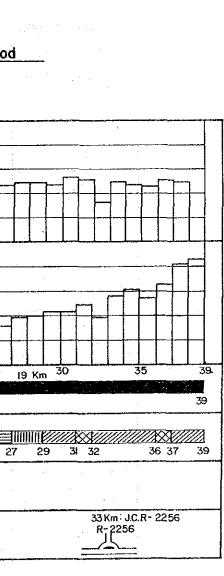
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Seal Coated

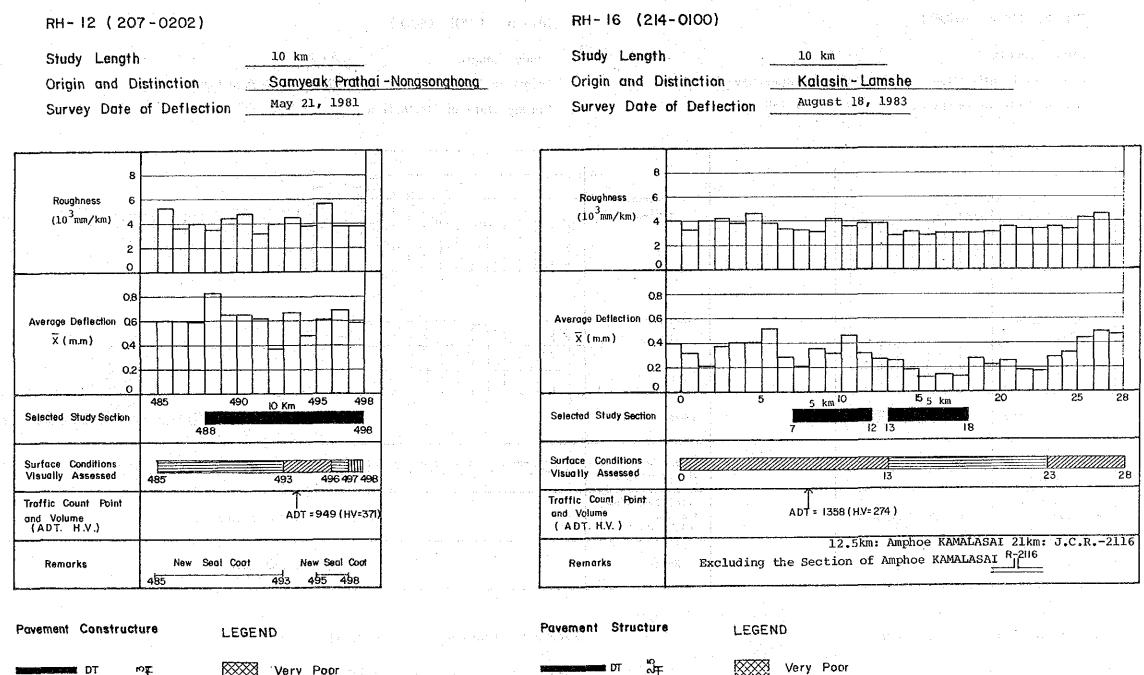
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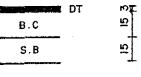
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S.B



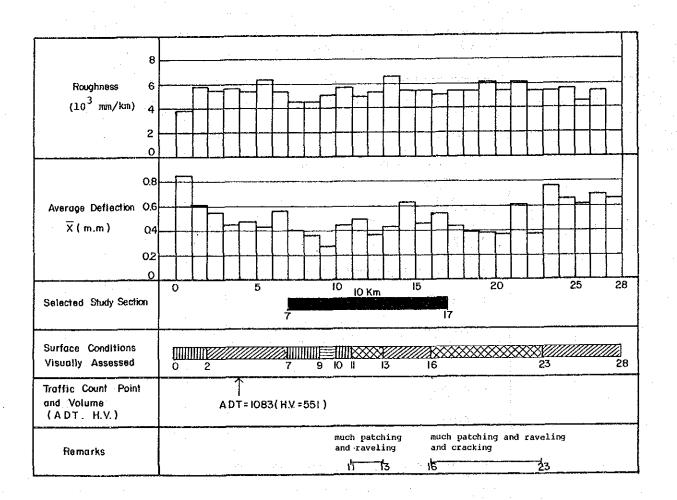
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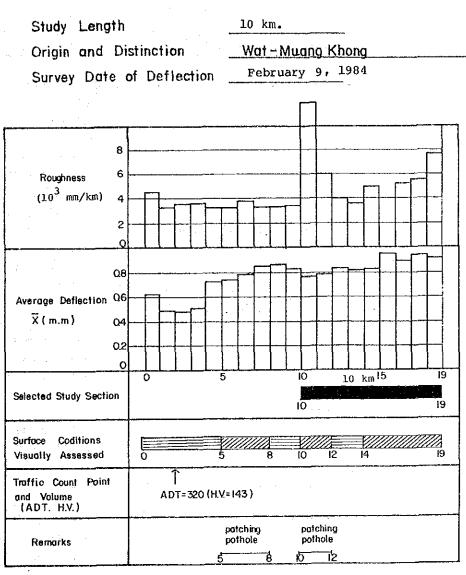
APPENDIX 4.1.1 3/4 RH- 25 (2071-0100)

Study Length Origin and Distinction Survey Date of Deflection

10 km. Chok Chai-Khonburi October 26, 1981

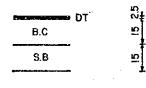


RH-27 (2160-0100)



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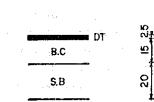
Pavement Structure



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Pavement Structure



-73-

APPENDIX 4.1.1 4/4

LEGEND



APPENDIX 4.2.1

PSI RATING ITEMS AND FORM

Pavement Deficiency Description Rutting/Waves Longitudinal depressions that form under traffic in the wheel paths and have a minimum length of approximately 6 m/longitudinal or transverse undulations in the surface of the pavement, consisting of alternate valleys and crests approximately 60 cm or more apart. FROM : Cracking (Longitudinal/ Transverse) Cracke or breaks in the pavement surface. (Approximately parallel I Driving Comfort	
Rutting/Waves • Longitudinal depressions that form IN THE KINGUOM OF Rutting/Waves • Longitudinal depressions that form IN THE KINGUOM OF and have a minimum length of ap- proximately 6 m/longitudinal or TO proximately 6 m/longitudinal or transverse undulations in the Surface of the pavement, consisting of alternate valleys and crests approximately 60 cm or more apart. I Driving Comfort Cracking (Longitudinal/ • Cracks or breaks in the pavement 1 Driving Comfort Transverse) \$urface. (Approximately parallel 2 Speed Chappe Cycle due to Suff.	
under traffic in the wheel paths and have a minimum length of ap- proximately 6 m/longitudinal or transverse undulations in the surface of the pavement, consisting of alternate valleys and crests approximately 60 cm or more apart. Cracking (Longitudinal/ Transverse)	
and have a minimum length of ap- proximately 6 m/longitudinal or transverse undulations in the surface of the pavement, consisting of alternate valleys and crests approximately 60 cm or more apart. Cracking (Longitudinal/ Transverse) RATING 1 Driving Comfort 2 Speed Change Cycle due to Autor	
surface of the pavement, consisting of alternate valleys and crests approximately 60 cm or more apart. Cracking (Longitudinal/ • Cracks or breaks in the pavement 1 Driving Comfort Transverse) surface. (Approximately parallel 2 Speed Change Cycle due to Auto	57 []
Cracking (Longitudinal/ • Cracks or breaks in the pavement 1 Driving Comfort Transverse) surface. (Approximately parallel 2 Speed Chappe Cycle due to sufficient	5
to centerline/at right angles to condition	
Block) forming a series of small polygons that resemble an alligator's hide/ 4 Rutting	
Interconnected cracks forming a 5 Longitudinal or Transverse Cracking series of large polygons usually	· · · · · · · · · · · · · · · · · · ·
PotholesWith sharp corners or angles.6. Alligator CrackingPotholesBowl-shaped holes of various sizes in the pavement.7 Pot holes	
Bumps • Localized upward displacement of 8 Bumping the pavement.	
Bleeding • Free bitumen on the surface of 9. Bleeding the pavement.	
• Displacement or bulging or paving material in the direction of loading	Ride Rating
or pressure. Summation of Points	
Driving Comfort. • Owing to the various pavement	

-74-

• Owing to the various pavement Driving Comfort, deficiencies indicated above, Speed Change Cycle due operating speed is interrupted to Surface Defects thus giving discomfort to passengers. Patching • Partially rehabilitated area with asphaltic materials.

FORM

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	-											
I	EGION	PAVE	PAVEMENT CONDITION RATING									
		DIS ROU LINI	TRICT : TE : C :									
		DAT	DATE :									
	-					_						
	4	3	2	1	0							
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APPENDIX 4.2.2		CHDVEVC	ON DEFLECTION. PSI	DOUGUNECC
	RESULTS OF			

STUDY ROUTE :	RT-224	LINK NO. : 224-0100
STUDY LENGTH :	10 KM	KM POST : 10 - 20
SURFACE TYPE :	AC	

· ·		-	DEFLECTIO	DN		PSI BY	MEASURING			PSI BY V	ISUAL	1	. F	ROUGHNES	S .
SECTION	TESTED		DEFLEC.	RADIUS [R]	PROFIL.	CRACK.	RUT DEP.	PSI	PS	I RATING	· · · · · · · · · · · · · · · · · · ·	AVE.	<15	50M>	<1000M
ta <u>i</u> ta		(MM)	(MM)	(M)	(MM)	(%)		F 91	(A)	(B)	(C)		(COUNT)	(MM)	(MM)
10+150	. R	0.463	0.130	151	1.490	0.00	12.00	3.849	4.4	3.8	3.8	4.00	21	106	710
10+300	R	0.380	0.150	206	1.620	0.00	6.00	3.797	4,4	3.8	3.8	4.00	12	61	406
10+450	R	0.417	0,153	242	1.170	0.00	11 00	4.130	4.3	4.0	3.9	4.07	26	132	879
10+600	R	0,303	0.063	580	1.430	0,00	7,00	3,933	4,3	4.0	4 0	4.10	22	112	743
10+750	R	0.290	0.087	394	1.980	0.00	7.00	3,554	4.3	4.0	4.0	4.10	29	147	980
10+900	R	0.327	0.123	240	1.620	0.00	8.00	3.786	4.3	4.0	4.0	4.10	35	177	1183
11+ 50	R	0.345	0.095	342	1.850	0.00	11.00	3.615	4.3	3.9	3.9	4.03	53	269	1791
AVE.		0.361	0.122	308	1.594	0.00	9.14	3.807	4.3	3.9	3.9	4.06	28	143	956
11+150		0.480	0.150	222	2.440	0.00	13.00	3.285	2.7	3.1	3.3	3.03	62	314	2095
11+300	L	0.357	0,123	357	1.790	0.00	7 00	3.680	3.7	3.1	3.3	3.37	71	360	2399
11+450	L	0.273	0.077	523	1.590	0.00	10.00	3.793	3.5	3.1	3.4	3.33	14	71	473
11+600	L.	0.350	0.087	473	1.560	0.00	17.00	3.741	3.6	3.1	3.3	3.33	30	152	1014
11+750	Ľ	0.417	0.157	206	1.460	0.00	8.00	3.903	4.1	3.3	3.6	3.67	17	86	574
11+900	-	0.350	0.097	348	1,100	0.00	9.00	4.215	4.1	3.5	4.0	3.87	11	56	372
12+ 50	L	0.370	0,105	307	1.230	0.00	10,00	4.082	4.1	3.7	3.3	3.70	9	46	304
AVE.		0.371	0.114	348	1.596	0.00	10.57	3.814	3.7	3.3	3.5	3.47	31	155	1033
12+150	 R	0.477	0.180	166	1.660	0,00	19.00	3,643	4.2	3.8	3.8	3.93	34	172	1145
12+300	R	0.397	0.137	258	2.950	0.00	6.00	3.123	3.6	3.4	3.2	3.40	47	238	1588
12+450	R	0.440	0.157	216	1.790	0,00	23.00	3.493	4.0	4.0	3.9	3.97	27	137	912
12+600	R	0.367	0.117	400	2.270	0.00	20.00	3.276	4.0	4.0	4.0	4.00	42	213	1419
12+750	R	0.410	0.167	164	2.920	0.00	17.00	3.036	3.8	3.2	3.1	3.37	25	127	845
12+900	R	0.407	0.097	360	2.630	0.00	20.00	3,110	3.2	3.1	3,1	3.13	- 51	259	1723
13+ 50	R	0.345	0.090	376	3.050	0.00	3.00	3.075	2.6	2.8	3.2	2,87	- 34	426	2839
AVE.		0.406	0.135	277	2.467	0.00	16.14	3.251	3.6	3.5	3.5	3.52	44	224	1497
13+150		0.460	0.133	246	2.730	0.00	14.00	3.148	2.9	3.2	3.2	3.10	75	 380 °	2535
13+300	Ĺ	0,430	0.143	239	3.150	0.00	26.00	2.800	3,4	3.3	3.6	3.43	91	461	3075
13+450	L	0.553	0.160	229	3.280	0.00	9.00	2.986	2.1	3.1	з.4	2.87	102	517	3447
13+600	L ·	0.353	0.110	296	2.340	0.00	8.00	3.373	2.3	3.0	3.2	2.83	48	243	1622
13+750	۰ <u>ـ</u>	0.463	0.150	232	1.720	0.00	10.00	3,705	2.7	3.0	3.1	2.93	47	238	1588
13+900		0.440	0.133	318	2.560	0,00	11.00	3.249	1.9	2.9	3.2	2.67	67	350	2332
14+ 50	L	0.590	0.155	266	2.270	0.00	10.00	3.393	1.8	3.0	3.7	2.83	106	537	3582
AVE.		0.470	0.141	261	2.579	0.00	12.57	3.236	2.4	3.1	3.3	2.95	77	 390	2597

Note : Symbol "-" means DATA is UNAVAILABLE at this point.

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PSI = 4.354 - 1.125 * Los(S) - 0.139 * Ser(C) - 0.039 * B ^ 2 (Source of Model : Road Repair and Maintenance Manual, Japan Road Association)

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APPENDIX 4.2.2 1/27

		OF SURVEYS ON DEFLECTION	GHNESS	andra an Andra andra andr
STUDY ROUTE : RT-2	24	LINK NO. : 224-0100	·	
STUDY LENGTH : 10	KM	KM POST : 10 - 20		
SURFACE TYPE : AC	· · ·			n an an an Anna an Anna Anna an Anna an

· · · · · · · · · · · · · · · · · · ·			DEFLECTI	ON		PSI BY	MEASURING	ti da da Ma		PSI BY	VISUAL	Al Build	R	OUGHNES	3
SECTION	LANE	DEFLEC.	DEFLEC.	RADIUS [R]	PROFIL.		RUT DEP.	Det	P	SI RATINC		AVE.	<15	OM>	<1000M>
		(MM)	(MM)	(M)	(MM)	(%)	(MM) (6		(A)	(B)	(C)		(COUNT)	(MM)	(MM)
14+150	R	0.720	0.230	148	3.800	0.00	13.00	2.786	1.9	2.8	3.0			659	4393
14+300	R	0.573		176	3.600	0.00	12.00	2.857	2.2	3.0	3.0			466	3109
14+450	R	0.737	0.297	90	3.470	0.00	18.00	2.828	1.9	2.2	3.1			411	2737
14+600	R	0.673	0.257	• 115	2.470	0.00	15.00	3.249	2.5	3.1	3.2			327	2197
14+750	R	0.900	0.427	59	3.570	10.40	12.00	2.413	1.9	3.2	3.3			649	4326
14+900	· R	0.633	0.177	1,85	2.920	0.00	6.00	3.134	2.6	3,0	3,0			380	2535
15+ 50	R	0.585	0,170	195	1.850	0.00	12.00	3.606	2.6	3.1	3.1	2.93	37	188	1250
AVE.		0.689	0,249	138	3.097	1.49	12.57	2.983	2.2	3.0	3.1	2.78	87	440	2935
15+150	L	0.577	0.187	177	2.010	0.00	13.00	3.503	3.6	3.3	3.4	3.43	54	274	1825
15+300	L.	0.553	0.160	208	4.220	0.00	11.00	2.687	1.6	3.4	3.1	2.70	135	684	4562
15+450	L	0.580	0.140	377	2.760	0.00	7.00	3.193	2.2	3.1	3.2	2.83	150	760	5069
15+600	L	0.647	0,240	112	2.950	4 70	10.00	2.797	<u> </u>	3, 2,	3.4	3.30	81	411	2737
15+750	Ŀ	0.633	0.223	195	2.990	0.00	19.00	2,981	3.4	3.2	3.3	3.30	74	375	2501
15+900	L	0.527	0.187	204	1.750	0.00	12.00	3.668	3.9	3.4	3.9	3.73	52	264	1757
16+ 50	L	0.470	0.130	268	1.530	0.00	14.00	3.799	3.6	3.6	3.3	3.50	50	253	1690
AVE.	—,	0.570	0.181	221	2.601	0.67	12.29	3.232	3.1	3.3	3.4	3.26	85	432	2877
16+150	R	0.400	0.150	185	1.750	0.00	9.00	3.693	2.4	3.0	2.8	2.73	28	142	946
16+300	R	0.373	0.103	348	2.200	0.00	5.00	3.457	2.5	2.9	3.0	2.80	57	289	1926
16+450	R	0,563	0.223	1:27	2,340	0,00	9.00	3.366	2.5	3.0	2.9	2.80	85	431	2872
16+600	R	0.620	0.247	110	3,120			3.055	2.3	3.1	3.2	2.87	76	385	2568
16+750	R	0.687	0.273	101	2.990	0.00	8.00	3.097	2.1	3.1	3.3		80	406	2703
16+900	R	0.657	0.253	113	2.270	0.00		3.319	2.0	3.0	3.3		90	456	3041
17+ 50	R	0.530	0,200	140	3.440	0.00	17.00	2.851	2.4	2.9	3.2		89	451	3008
AVE.		0.547	0.207	161	2.587	0.00	10.29	3.263	2.3	3.0	3.1	2.80	72	366	2438
17+150	L	0.420	0.140	227	2.370	0.00	21.00	3.211	3.5	3.6	3.9	3.67	104	527	3515
17+300	Ĺ	0.423	0.100	346	1.320	0.00	e e e e grande e e	3.633	3.7	3.4	3.5		34	172	1149
17+450	ī.	0,570	0.190	163	3.310	0.00	16.00	2.908	3.1	3.2	3,4		85	431	2872
17+600	L	0.527	0.230	119	3,860	0.00	5.00	2.825	3.6	3.2	3.2	3.33	139	7.05	4697
17+750	1_	0.407	0.127	245	1.820	0.00	10.00	3.641	3.8	3.6	3.5		72	365	2433
17+900	L	0.443	0,130		2.400	0.00	13.00	3,303	3.8	3.3	3.5		101	512	3413
18+ 50	L	0.440	0.155	207	2.210	0.00	(4) (1) (2) (4) (4)	3,406	3.7	3.3	3,2	3.40	60	304	2028
AVE.		0.471	0.153	230	2.541	0.00	12.57	3.275	3.6	3.4	3.5	3.48	85	431	2872

Note : Symbol "-" means DATA is UNAVAILABLE at this point. They shall be the the structure of at the second structure of the structure of the second s

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PSI = 4.354 - 1.125 * Log(S) - 0.139 * Sqr(C) - 0.039 * D ^ 2 (Source of Model : Road Repair and Maintenance Manual, Japan Road Association) -76APPENDIX 4.2.2

2/27

RESULTS OF SURVEYS ON DEFLECTION, PSI & ROUGHNESS

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STUDY ROUTE : RT-224 STUDY LENGTH : 10 KM

LINK NO. : 224-0100

KM POST : 10 - 20

SURFACE TYPE : AC

			DEFLECTIO	0N		PSI BY	MEASURING	ere di stati di tata i Li		PSI BY V	ISUAL		R	DUGHNES	3
SECTION	TESTED	DEFLEC.	DEFLEC.	RADIUS	PROFIL.	CRACK.		***	PSI	RATING			<150M>		<1000M>
	LANE	EDOJ (MM)	ED301 (MM)	ER3 (M)	[8] (mm)	[C] (%)	CD) (MM)	PSI	(A)	(B)	(C)	AVE.	(COUNT)	(MM)	(MM)
18+150		0.373	0.097	340	2.500	0.00	23.00	3.117	2.9	3.1	3.3	3.10	72	365	2433
18+100	R	0.353	0.107	460		0.00		3.242	3.6	3.2	3.7	3.50	32	162	1081
18+300	R	0.300	0.060	973	(1) (1) (2) (2) (3) (4)	0.00	10 a E	3.482	3.8	3.1	3.5	3.47	29	147	980
18+600	R	0.307	0.077	463		0.00	and the second	3.094	3.7	3.2	3.2	3.37	46	233	1554
18+750	R	0.253	0.043	1159		0.00		3.344	3.8	3.3	3.2	3.43	23	117	777
18+900	R	0.253	0.077			0.00		3.491	3.9	3.5	3.4	3.60	33	167	1115
19+ 50	R	0.255			1	0.00	(a) (b) (b) (b) (b) (b) (b) (b) (b) (b) (b	3.596	4.0	3.5	3.2	3.57	30	152	1014
AVE		0.299	0.074	635	2.324	0.00	12.57	3.338	3.7	3.3	3.4	3.43	38	192	1279
19+150		0.330	0.177	159	1.690	0.00	7.00	3.745	4.2	3.7	з.7	3.87	31	157	1048
19+100	1	0.370		458		0.00		3,994	4.1	3.7	3.9	3.90	28	142	946
19+300	1. 1	0.370	0.113	448		0.00	and the second	3.699	3.6	3.6	3.6	3.60	53	269	1791
19+600	1	0.347	0.113	282		0.00	1	3.623	3.6	3.6	3.7	3.63	64	324	2163
19+800	. <u>L</u>	0.303			1	0.00	The second se	3.511	3.4	3.4	з.4	3.40	52	264	1757
19+700	<u> </u>	0.343		892		0,00		3.649	3.7	3.5	3.9	3.70	61	309	2061
20+ 50		0.385				0.00		3.482	3.8	3.3	3.9	3.67	40	203	1352
AVE.		0.350	0,106	438	1.790	0.00	9.29	3.672	3.8	3.5	3.7	3.68	47	238	1588

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Note : Symbol "-" means DATA is UNAVAILABLE at this point.

PSI = 4.354 - 1.125 * Los(S) - 0.139 * Sar(C) - 0.039 * D ^ 2 (Source of Model : Road Repair and Maintenance Manual, Japan Road Association) APPENDIX 4.2.2 3/27

RESULTS	OF	SURVE	YS OL	I DE	FLEC	TION	, PSI	_& F	OUGHN	ESS
						N 1	(1) (1) (2) (2) (2)		14 C 15 C 15 C	

STUDY ROUTE : RH-21	LINK NO. : 304-0904	en estas en la substancia de la sub
STUDY LENGTH : 13 KM	KM POST : 120 - 133	
SURFACE TYPE : AC		n an an Anna an Anna Martin Anna Anna Anna Anna Anna Anna Anna Ann

·····	TESTED		DEFLECTI	<u>in</u>		PSI BY	MEASURING		PSI BY VISUAL				RŨUC		
SECTIO	N	DEFLEC.	DEFLEC.		PROFIL.		RUT DEP.	PSI or	PS	I RATING		AVE.		<150	M>
	LÁNE	[00] (MM)	[D30] (MM)	[R] (M)	[S] (MM)	[C] (%)	[D] (MM)	F01	(A)	(B)	(C)		(COUN	T)	
120+15		0.610	0,133	277	1.620	0.00		3.412	3.7	3.6	3.5	3.60		42	
120+30		0.487		348		0.00		3.632	3.7	3.9	3.8	3.80		46	
120+45		0.490	0.083	479		0.90		3,468	3.8	3.8	3.8	3.80		43	
120+60		0.357	0,060	673	1.270	0.00		3,944		3.9	3.7	3.83		27	
120+75		0.223		1033	1.010	0.00	14.00	4.266	3.9	3,9	3.9	3.90		44	
120+90		0.153		1324	1.040	0.70	17.00	4.031	3.9	3.7	3.3	3.80		23	
121+ 5	• • • • • • • • • • • • • • • • • • •	0.165		1227	1.200	0.00	14.00	4.072	3.9	4.0	3.9	3.93	-	22	
AVE.		0.355	0.069	766	1.304	0.23	21.43	3,839	3.8	3.8	3.8	3.81		35	
121+15	– ––––– 0 R	0.147	0.030	1292	0.380	0.00	9.00	4.466	3.9	4.0	3,9	3.93		23	
121+30		0.257	0.047	1415	0.910	0.20	18.00	4.272	4.1	4.0	3.8	3.97		25	
121+45		0.227		640		0.00	13.00	3.886	3.8	3.9	3.4	3.70		28	
121+60		0.303		503		0.00	16.00	4.147		3.9	3.9	3.93		27	
121+75		0.180		ST 1 1 1		0.00	20.00	4.021	3.9	3.2	3.9	3.90		28	
121+90		0.233	· · · · · · · · · · · · · · · · · · ·	851		0.00	13.00	4.083	3.9	3.8	3.9	3.87		29	
122+ 5		0.300		491		0.00	14.00	3,875	3.9	3.9	3.6	3.80		36	
AVE.	 	0.235	0.053	903	1.160	0.03	14.71	4.107	3.9	3.9	3.8	3.87		28	
122+15	 0 L	0.413	0.093	406	1.530	0.00	20.00	3.720	3.9	3.8	3.7	3.80		39	
122+30		0.247		1168	1.400	0.00	17.00	3.863	3.9	3.8	3.8	3,83		44	
122+45		0.280		528		0.00		4.165	4.0	3.9	3.8	3,90		34	
122+60		0.190		735		0,00	13.00	4.023	. 3.9	3.9	3.9	3,90		32	
122+75		0.247		793				3,888	3.9	3.7	3.8	3.80		35	
122+90		0.167				0.00	11.00	4.544	4.0	3.9	3.9	3.93		15	
123+ 5	0 L	0.255				0.00		4,046	3,9	3.9	3.8	3.87		30	
AVE.		0.257	0.061	711	1.240	0.00	15.43	4.035	3.9	3.8	3.8	3.86		33	
123+15	 0 R	0.243	0.043	1234	2.080	0.00	14.00	3.454	3.9	4.0	3.9	3.93		38	
123+30		0.217		974	1.560	0.20	20.00	3.636	4.1	3.9	3.8	3.93		25	
123+45		0.213		1		0.00		3,776	3.9	3.9	3.6	3,80		36	
123+60		0.200		1397		0.00		3.776	3.9	3.9	3.8	3.87		26	
123+75		0.300		690		0.00		3.540		4.0	3.7	3.97		27	
123+90						0.00		3.913		4.0	3.9	4.00		24	
124+-5		0.210				0.00		4,372		4.0	3.4	3.87		29	
AVE.		0,227	0.047	982	1.533	0.03	17.00	3.782	4.0	4.ů	3.7	3.91		29	

Note : Symbol "-" means DATA is UNAVAILABLE at this point.

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PSI = 4.354 - 1.125 * Log(S) - 0.139 * Ser(C) - 0.039 * D ^ 2 (Source of Model : Road Repair and Maintenance Manual, Japan Road Association)

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APPENDIX 4.2.2 4/27

	Ri	UGHNES	
	<150		<1000M>
AVE.			
	(COUNT)	(MM)	(MM)
3.60	42	213	1419
3.80	46	233	1554
3.80	43	218	1453
3.83	27	137	912
3.90	44	223	1487
3.80	23	117	777
3.93		112	743
3.81	35	179	1192
	23	117	777
3.93 3.97	25	127	845
3.70	28	142	946
3.93	27	137	912
3.90	28	142	946
3.87	29	147	980
3.80	36	182	1217
3.87	28	142	946
3.80	39	198	1318
3.83	44	223	1487
3,90	34	172	1149
3,90	. 32	162	1081
3.80	35	177	1183
3.93	15	76	507
3.87	30	152	1014
3.86	33	166	1106
3.93	38	193	1284
3.93	25	127	845
3,80	36	182	1217
3.87	26	132	879
3.97	27	137	912
4.00	24	122	811
3.87	29	147	980
3.91	29	148	990

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STUDY	ROUTE	:	RH-2	1	
STUDY	LENGTH	1	13	ΚM	÷
			A.C.		

RESULTS OF SURVEYS ON DEFLECTION, PSI & ROUGHNESS

KM POST : 120 - 133

LINK NO. : 304-0904

SURFACE TYPE : AC

			DEFLECTI	ON .	an a	PSI BY	MEASURING	an a		PSI BY V	ISUAL	ROUGHNESS			
SECTION	TESTED	DEFLEC.	DEFLEC.		PROFIL.		RUT DEP.		PSI	RATING		AVE.	<150	OMC .	<1000M
ana an Taona an	LANE	CDO3 (MM)	(MM)	(M)	CSI (MM)	[C] (%)	[]] (MM)	PSI	(A)	(B)	(C)	HVC.	(COUNT)	(MM)	(MM)
124+150	 L	0.183	0.040	914	1.620	0.00	14.00	3.735	3.9	3.9	3.9	3.90	24	122	81
124+300	L	0.197	0.053	655	1.040	0.00	18.00	4.184	4.2	4.0	4.0	4.07	37	183	125
124+450	· •	0.170		1034		0.00	12.00	4.065	3.9	3.9	3.8	3.87	18	91	60
124+600	L	0.170	0.037	1160	1.360	0.40	20.00	3.764	4.1	4.0	4,0	4.03	21	106	71
124+750	L	0.263	0.050	745	1.300	1.60	14.00	3.807	3.8	3.5	3.7	3.67	23	117	77
124+900		0.213				0.00	14.00	4.101	4.1	4.0	3.8	3.97		133	125
125+ 50		0.370	0.080	478		0,00	19.00	3.603	4.1	3.9	4.0	4.00	46	233	155
AVE.		0,224	0.047	903	1.349	0.29	15.86	3.894	4.0	3.9	3.9	3.93	29	149	
125+150		0.253	0.050	740	2.470	1.10	16.00	3.091	3.9	3.9	3.2	3.67	43	218	145
125+300	R	0.213		589		0.00	18.00	3.573	4.0	3.9	3.4	3.77	63	319	212
125+450	R	0.267	0.043	881	1.950	0.00	15.00	3.515	3.8	3.1	2.8	3.23	53	269	179
125+600	R	0.257	0.053	785	1.360	2.00	22.00	3.623	4.2	4.0	3.3	3.83	37	138	125
125+750	R	0.277	0.050	756	1.100	0.00		4.091	4.0	3.9	3.7	3.87	50	253	169
125+900	R	0.197		890		1.30		3.608	4.2	3.9	3.9	4.00	44	223	148
126+ 50	R	0,200				0.00		3.843	4.1	3.9	3.6	3.87	28	142	94
AVE.	-	0.238	0.050	765	1.637	0.63	18.86	3.620	4.0	3.8	3.4	3.75	45	230	153
126+150		0.370	0.077	578	1.300	0.00	18.00	3,932	3.9	3.9	3.8	3.87	- 28	142	946
126+300	L.	0.387	0.113	292		0.00	25.00	3.632	4.1	3.9	4.0	4.00	35	177	118
126+450	1 L.	0.357	0.103			0.00		3.853	3.9	3.9	3.9	3.90	22	112	74:
126+400		0.270		576	,	0.00		4.333	3.9	3.9	3.9	3.90	27	137	. 91
126+750	1	0.173			N	0.00	11.00	4.231	3.9	3.8	3.5	3.73	29	147	98
126+900	۰ <u>۱</u>	0.180				0.00		4,413	3.9	3.9	3.9	3.90	42	213	141
127+ 50	۲. ا	0.195				0.00		4.110	3.7	3,8	3.8	3.77	43	218	145
AVE.	<u>بہ</u> ہے ہے ہے ج	0.276	0.072	 574	1.189	0.00	14.71	4.072	3.9	3.9	3.8	3.87	32	164	109
127+150	R	0.187	0.047	734	2.010	0.00	12.00	3.512	3.4	3.6	3.2	3.40	53	269	179
127+300	R	0.270		717		8.90		3.129	3.6	3.7	3.1	3,47	44	223	148
127+450	R	0.277	0.080	415		1.80		3.510	4.0	3.7	3.3	3.67	42	213	141
127+600	R	0.370	· · · · · · · · · · · · · · · · · · ·	403		1.30		3.526	3.9	3.8	3.4	3,70	42	213	141
127+750	R	0.347		397		0.00	• 5.4 a.	3.811	3.9	3.7	3.7	3.77	30	152	101
127+900	R	0.437	and the second			0.00	あたい えいしん たいたんしょ	3,961	3.9	3.3	3.4	3.53	31	157	104
128+ 50	R	0.440				0.00	and the second	3,852	3.9	3.2	3.5	3.53		213	141
AVE.		0.332	0.094	444	1.619	1.79	15.43	3.614	3.8	3.6	3.4	3,58	41	206	137

Note : Symbol "-" means DATA is UNAVAILABLE at this point.

PSI = $4.354 - 1.125 * Los(S) - 0.139 * Ser(C) - 0.039 * D^2$

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(Source of Model : Road Repair and Maintenance Manual, Japan Road Association)

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APPENDIX 4.2.2 5/27

	RESULTS OF SURVEYS	5 ON DEFLECTION, PSI & ROUGHNESS	
STUDY ROUTE : RH-21	LINK NO.	: 304-0904	
STUDY LENGTH : 13 KM	KM POST	: 120 - 133	
			and the second

SURFACE TYPE : AC

DEFLECTION				0N		PSI BY	MEASURING			PSI BY V	ISUAL	ROUGHNESS			
SECTION	TESTED	DEFLEC.	DEFLEC.	RADIUS	PROFIL.		RUT DEP.		PS	I RATING		AL 10	<15	iom>	<1000M>
e en	LANE	EDOJ (MM)	ED301 (MM)	ERJ (M)	ES) (MM)	[C] (%)	ED3 (MM)	PSI	(A)	(B)	(C)	AVE.	(COUNT)	(MM)	(MM)
128+150		0.453	0.093	391	1.300	0.00	11.00	4.012	3.7	3.7	3.9	3.77	40	203	1352
128+300	L.	0.407	0.057	728	1,620	0.00	15.00	3.724	3.9	3.6	3.6	3.70	40	203	
128+450	L	0.340	0.057	738	1.040	Ó,00	12.00	4.254	3.8	3.7	3.8	3.77	36	182	1217
128+600	E L	0.313	0.070	577	1,880	3.10	24.00	3.174	3.6	3.2	3.1	3.30	48	243	
128+750	Ξ.	0.223	0.047	1100	1.850	20.00	13.00	2.974	3.6	3.2	2.2	3.23	56	284	
128+900	L.	0.170	0.027		1.790	20.00	20.00	2.921	3.9	3.6	4.0	3.83	58	274	1960
129+ 50	Ļ	0.205	0.035	1090	2.990	23.30	23.00	2.245	3.8	3.5	3.8	3.70	33	167	1115
AVE.		0.302	0.055	897	1.781	7.49	16.86	3.329	3.8	3.5	3.6	3.61	44	225	1501
129+150	 R	0.180	0.037	1174	2.860	26.70	30.00	2.103	1.2	1.5	2.2	1.87	47	238	1588
129+300	R	0.217	0.027	1650		9.30	23.00	2.955	2.0	1.9	2.2	2.03	49	248	1656
129+450	R	0.203	0.040	952	, .	20.00	30.00	2.360	2.6	1.9	2.4	2.30	61	309	2061
129+600	R	0.287	0.063	666	3.120	20.00	26.00	2.189	1.6	1.8	2.4	1.93	148	750	5001
129+750	R	0.247	0.050	739	2.310	20.00	22.00	2.602	2.6	2.2	2.7	2.50	73	370	2467
129+700	R	0.183	0.033			30.00	28.00	2.697	2.2	2.2	2.6	2.33	the second se	223	
130+ 50	R	0,170	0.035	1047	1.620	30.00	17.00	2.937	2.2	2.2	3,0	2.47	62	314	2095
AVE.		0.212	0.041	1051	2.167	22.29	25.14	2.620	2.2	2.0	2.5	2.20	69	350	2337
130+150		0.210	0.053	672	1.070	1.60	7.00	4.083	3.9	3.7	3.9	3.83	23	i 17	777
130+300	L	0.343	0.060	ି <u>୨</u> ୨୦	0.940	1.30	16.00	4.165	3.9	3.6	3.9	3.80	28	142	946
130+450	1	0.333	0.047	912		6.70	14.00	3.396	3.9	3.8	3.9	3.87	39	198	1318
130+600	-	0.443	0.083			6,70	9.00	3.951	3.7	3.5	2.7	3.30	25	127	° 845
130+750	1	0.387	0.090	397	0.840	5,30	13.00	4.164	4.0	3.8	3.9	3.90	. 30	152	1014
130+900	1	0.323	0.087	411	1.270	8.20	10.00	3,648	3.9	3.5	3.9	3.77	35	177	1183
131+ 50	L.	0.395	0,085	621	1.750	8.00	10.00	3.292	3.6	3.1	3.7	3.47	60	304	2028
AVE.		0.348	0.072	 645	1.210	5,40	11.29	3.814	3.8	3.6	3,7	3.70	34	174	1159
131+150		0.373	0.087	464	2.390	12.70	14.00	2.802	2.7	1.8	3.1	2.53	80	406	2703
131+300	R	0 277	0.037	1077	1.590	29.10	14.00	3.006	3.1	2.9	3.4	3.13	55	279	1859
131+450	R	0.363	0.093	367	2.010	30.00	15.00	2.720	2.7	2.5	2.9	2.70	55	279	1859
131+600	R	0.610	0.117	375		10.00	16.00	3.160	2.3	2.8	3.6	2.90	68	345	2298
131+750	R	0.730	0.107	363	2.920	0,00	11.00	3.101	3.2	2.6	3.4	3.07	78	395	2636
131+700	R	0.513	0.077			0.00	13.00	3.464	3.1	2.8	3.2	3.03	88	446	2974
132+ 50	R	0.505	0.115		1.100	0.00	10.00	4.208	3.7	3.0	3.8	3.50	46	233	1554
AVE.		0.482	0.090	501	1,983	11.69	13.29	3.209	3.0	2.6	3.3	2.98	67	340	2269

Note : Symbol "-" means DATA is UNAVAILABLE at this point.

PSI = 4.354 - 1.125 * Los(S) - 0.139 * Sar(C) - 0.039 * D ^'2 (Source of Model : Road Repair and Maintenance Manual, Japan Road Association) -80-

APPENDIX 4.2.2

6/27

RESULTS	OF	SURVEYS	ÓN	DEFLECTION,	PSI	&	ROUGHNESS

STUDY ROUTE : RH-21	LINK ND. : 304-0904
STUDY LENGTH : 13 KM	KM POST : 120 - 133
SURFACE TYPE : AC	

		443 pm ,, 540 pin 9-4	1	DEFLECTI	ON		PSI BY I	MEASURING	ana National dia dia mandri	· ·	PSI BY V	ISUAL	· · · ·	R	DUGHNES	3
SECT		TESTED	DEFLEC.	DEFLEC.		PROFIL.	CRACK.	RUT DEP.		PS	I RATING			<150)M2	<1000M>
•	LANE	(MM)	(MM)	(M)	ES] (MM)	[C] (%)	ED] (MM)	PSI	(A)	(B)	(C)	AVE.	(COUNT)	(MM)	(MM)	
132+	150	L	0.487	0.107	332	1.170	3.30	27.00	3.641	3.3	3.4	3.5	3.40	44	223	1437
132+	300	L	0,310	0.037	1266	1.460	2.90	17.00	3.579	3,4	3.7	3.8	3.63	26	132	379
132+4	450	L	0.493	0.127	265	1.530	5.30	8.00	3.531	2.8	3.4	3.3	3.17	54	274	1825
·132+a	600	L	0.523	0.077	603	1.590	0.00	3.00	3.807	2.7	3.1	2.9	2.90	68	345	2298
132+1	750	L	0.355	0.085	451	3.470	4.70	16.00	2.553	2.0	2.2	2.3	2.17	96	487	3244
132+5	900	L	-		· · · ·	2.240	22.00	8.00	2.770	2.0	2.6	3,2	2.60	147	745	4968
133+	50	L	-			2.810	0.00	22.00	3.003	3.0	3.0	3.2	3.07	47	238	1588
AVI	 E.		0.434	0.086	583	1.844	3.24	15,20	3.422	2.8	3.2	3.2	3.05	58	292	1946

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Note : Symbol "-" means DATA is UNAVAILABLE at this point.

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PSI = 4.354 - 1.125 * Log(S) - 0.139 * Sar(C) - 0.039 * D ^ 2 (Source of Model : Road Repair and Maintenance Manual, Japan Road Association)

APPENDIX 4.2.2 7/27

STUDY ROUTE : RH-22	LINK NO. : 2023-0100	y dia kaominin' destructions de la company. No
STUDY LENGTH : 8 KM	KM POST : 0 - 8	
		1997 - 1997 - 1997 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 -

يحركمنا وألكا وترجدته فالمتاجه تنتقي الترك

RESULTS OF SURVEYS ON DEFLECTION, PSI & ROUGHNESS

SURFACE TYPE : PM

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	· · · · · · · · · · · · · · · · · · ·			DEFLECTIO	DN and the		PSI BY N	EASURING	engestrete og til Dimension forti	n ^a n an an angera	PSI BY	VISUAL	n a 1,515 The second	ROU		
	SECTION	TESTED		DEFLEC.	RADIUS [R]	PROFIL.	CRACK.	RUT DEP.	PSI	PS.	I RATING		AVE.	<15	iom>	
× .	на. Настори	LANE	[DO] (MM)	[D30] (MM)		(MM)	(%)	(MM)		(A)	(B)	(C)		(COUNT)	(
÷	0+150		0.670	0.227	156	3.210	0.00	22.00	3.199	3.1	2.7	3.0	2.93	152		
	0+300	L	0.670	· · · · · · · · · · · · · · · · · · ·			0.00	29.00	3,200	2.9	2.8	2.5	2.73	103		
·.	0+300		0.643		63		1.50	35.00	2.601	2.6	2.9	2.8	2.77	215		
	0+400	L	0.723				0.00	27.00	3.145	2.6	2.7	2.2	2.73	106	· •	
	0+500	<u> </u>	0.583			2.500	0.70	22.00	3.378	2.2	2.8	3.0	2.90	108		
	0+700	L	0.673		· · · · · · · · · · · · · · · · · · ·		0.00	26.00	3.297	3.3	2.9	2.7	2.97	101		
• •	1+ 50	L	0.673		59		0.20	24.00	3.394	3.1		2.6	2.80	125		
	AVE.		0.663	0.335		3.011	0.34	26.43	3.174	2.91	2.8	2.8	2.83	130		
	1+150	R -	0.543	0.310	63	2.660	0,00	28.00	3.249	2.7	2.8	3.2	2,90	105		
	1+300	R	0.610		66	2.790	0.00	26.00	3.248	2.8	2.8	3.0	2.87	102		
	1+300	R	0.920		39	2.720	0.00	15.00	3.431	2.7	2.9	3.0	2.87	87		
	1+600	R	0.667		40		0.00	16.00	3.646	2.8	2.9	3.0	2.90	96		
	1+800	R	0.557	0.303	73	2,240	0,00	11.00	3.632	3.2	2.9	2.9	3.00	93		
	1+700	R	0.337		54		0.00	20,00	3.543	3.3	2.8	2.8	2.97	89		
	2+ 50	R	0.910		51	2.690	0.00	24.00	3.314	2.8	2.9	2.9	2.87	173		
	 AVE.		0.716	0.391	55	2.484	0.00	20.00	3.438	2.9	2.9	3.0	2,91	106		
	2+150		0.877	0.457	48	2.950	0.00	21.00	3.285	· 2.8	2.6	1.9	2.43	134		
	2+300	L.	1.140		48	2.660	0.00	18.00	3.415	3.0	2.6	2.3	2.63	112		
	2+300 2+450	L	1.057	0.510	53	2.920	ŏ.ŏŏ	11.00	3,409	2.5	2.4	2.7	2.53	113		
	2+430	L L	0.917		67		0.00	19.00	3.210	2.7	2.6	2.6	2.63	140		
	2+000	L	0.740		76	2.310	1.30	18.00	3.491	2.6	2.0	2.0	2.20	126		
	2+700	L.	0.653		73		0.00	22.00	3,443	2.7	2.7	3.0	2.80	84		
	2+900 3+ 50	L L	0.720		45		0.00	14.00	3.632	2.6	2.6	3.0	2.73	74		
	AVE.		0.872	0.424	 59	2.679	0.19	17.57	3.412	2.7	2.5	2.5	2.57	112		
	3+150	 R	0.673	0.467	36	1.820	0.00	25.00	3.625	3.3	2.8	3.0	3.03	61		
	3+100	R	0.783		35	1.660	0.00	26.00	3.684	3.1	2.8	2.8	2.90	65		
	3+300	R	0.783		. 119	3.730	1.30	13.00	3.144	2.7	2.6	3.0	2.77	99		
			0.343		50		0.00	17.00	3.701	2.6	2.6	3.0	2.73	66		
	3+600	R				1.720	0.00	31.00	3.552	2.7	2.2	3.0	2.63	58		
	3+750	R	0.470		78 82		0.00	22.00	3.662	3.2	2.4	3.0	2.87	73		
	3+900 4+ 50	R R	0.663 0.540		. 8 ∡ . 70		0.00	24.00	3.560	3.2	2.7	2.8	2.90	52		
	AVE.		0.595		67		0.19	22.57	3.561	3.0	2.6	2.9	2.83	68		

Note : Symbol "-" means DATA is UNAVAILABLE at this point.

PSI = 4.354 - 0.841 * Los(S) - 0.037 * Sar(C) - 0.036 * D ^ 2

(Source of Model : Road Repair and Maintenance Manual, Japan Road Association)

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APPENDIX 4.2.2

8/27

	وسفير عسرة سنب علك علك حالة حاله حاله و				
UGHNESS					
M>	<1000M>				
(MM)	(MM)				
770 522 1090 537 547 512 634	5137 3481 7266 3582 3650 3413 4224				
659	4393				
532 517 441 437 471 451 877	3548 3447 2940 3244 3143 3008 5846				
539	3597				
679 568 573 710 639 426 375	4528 3785 3819 4731 4258 2839 2501				
567	3780				
309 329 502 335 294 370 264	2061 2197 3346 2230 1960 2467 1757				
343	2288				

RESULTS OF SURVEYS ON DEFLECTION, PSI & ROUGHNESS ۔ بہت سند ہیں وہے دور جنو درو

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STUDY ROUTE : RH-22 STUDY LENGTH : 8 KM

LINK NO. : 2023-0100 KM POST : 0 - 8

SURFACE TYPE : PM

			DEFLECTIO	3N		PSI BY I	MEASURIN	G - 2 34 - 5.	···	PSI BY V	VISUAL		
SECTION		DEFLEC.	DEFLEC.	· · ·	PROFIL.	CRACK. [C]	RUT DEP	PSI		BI RATING	المتحديد محمد محم مت	AVE.	یسی بانی بیان در این است. وی بان بانی بان این این
1 e .	.* .	(MM)	(MM)	(M)	(MM)	(7)	(MM)		· (A)	(B)	(C)		(COUN
4+150	L	0.513	0.273	86	1.850	0.00	18.00	3.720	3.1	2.6	2.8	2.83	
4+300	L	0.547		76		0.00	19.00				2.2	2.63	
4+450	L	0.537	0,250	98	1.660	0.00	15.00	3.847	2.9	2.5	2,5	2.63	
4+600	L	0.653	0.370	55	1.950	0.00	14.00				2.5	2.67	
4+750	Ĺ	0.717	0.390	50	1.820	26.70	26.00	3.416	3.4	2.5	2.5	2.80	
4+900	L	0.793	0.390	62	2.050	3.30	21.00	3.524	2.7	2.4	3.0	2.70	1
5+ 50	L	0.795	0.310	99	3.600	9.30	14.00	3.093	2.6	2.2	3.0	2.60	
AVE.		0.651	0.326	75	2.159	5.61	18.14	3.556	3.0	2.5	2.6	2.70	
5+150	R	0.607	0.277	91	2.400	0.00	44.00	2.921	3.2	2.7	3.0	2.97	
5+300	R	0.693	0.297	95	2.470	0.70	39.00			2.4	2.5	2.57	
5+450	R	0.865		69	4.320		32.00			2.8	2.8	2.77	. 1
5+600	R	0.733	0.337	72	2.730	9.30	30.00	3,073	3.0	2.3	1.8	2.37	
5+750	R	0.900	0.433	61	2,950	61.80	37.00	2.660	3.0	2.3	2.3	2.53	. 1
5+900	R	0.700	0.317	79	3.860	32.00	9.00	2.980	3.3	2.7	3.0	3.00	
6+ 50	R	1.020	0.370	79	5.060	27.60	25.00	2.571	2.8	2.6	2.2	2.53	1
AVE.		0.788	0.344	78	3.379	20.67	30.86	2.834	3.0	2.5	2.5	2.68	1
6+150		0.763	0.243	129	3.050	70.00	32.00	2.738	2.8	2.6	2.0	2.47	1
6+300	L	0.807	0.383	64	2.470	62.20	39.00	2.754	3.0	2.3	3.0	2.77	
6+450	L	0.797		71	2.730	30.00	22.00			2.6	2.5	2.77	· 1
6+600	L	0.670	0.307	85	3,900	7.60	19.00	2.977	2.6	2.7	2.2	2.50	- 1
6+750	L	0.823	0.340	79	2.530	0.00	21.00	3.415	3.3	2.9	3.0	3.07	1
6+900	L	0.770	0.410	56		0.00	23.00			2.7	3.0	2.93	
7+ 50	L	0.845	0,380	74	3.210	0.00	8.00	3,350	2.6	2.8	3.0	2.80	. 1
AVE.		0.782	0,347	80	2,839	24.26	23.43	3.137	2.9	2.7	2.7	2.76	1
7+150	R	0.810	0.470	41	4.550	31.10	20.00	2.729	2.7	2.6	2.6	2.63	1
7+300	R	0.787		46	2.370	1.80	10.00		2.8	2.8	2.7	2.77	1
7+450	R	0.780	0.483	35	2.470	0.00	23.00		3.3	2.7	2.8	2.93	
7+600	R	0.690		52	2.660	2.20	22.00	and the second	3.0	2.8	2.7	2.83	
7+750	R	0.757		50		0.00			3.0	2.9	2.8	2.90	
7+900	R	0.637	0,307	73.	2.560	0.00	21.00	3.405	3.2	2.7	2.8	2.90	1
8+-50	R	0.660			1 (A)	3.10				3.2	2.9	3.10	1

Note : Symbol "-" means DATA is UNAVAILABLE at this point. See the second process of the second second

0.731 0.417

وي بلك حاد الله عام الله الله الله الله خار شرو وين وين وين وين وله الأم حال عليا عليه الله عليه عال عليه حار عليه في وليله

AVE.

PSI = 4.354 - 0.841 * Log(S) - 0.037 * Sqr(C) - 0.036 * D $^{\circ}$ 2

49 2.773

= 4.354 - 0.841 * Log(S) - 0.037 * Ser(C) - 0.036 * D ^ 2
(Source of Model : Road Repair and Maintenance Manual, Japan Road Association)

-83-

5.46 19.57 3.316

3.0

2.8

2.8

ROUGHNESS							
	<150	<1000M>					
	(CQUNT)	(MM)	(MM)				
3337000-	77 83 75 77 71 104 67	390 421 380 390 360 527 340	2602 2805 2535 2602 2399 3515 2264				
2	79	401	2675				
337000-0-7777303	89 90 121 92 106 81 175	451 456 613 466 537 411 837	3008 3041 4089 3109 3582 2737 5914				
3	108	546	3640				
3-77)73)	113 88 110 128 100 98 156	573 446 558 649 507 497 791	3819 2974 3717 4326 3379 3312 5272				
5	113	574	3828				
- 37 37 37 37 37 37 37 37 37 37 37 37 37 3	102 105 80 78 93 107 146	517 532 406 395 471 542 740	3447 3548 2703 2636 3143 3616 4934				
7	- 102	515	3432				

2.87

RESULTS OF SURVEYS	ON	DEFLECTION,	PSI 8	ROUGHNESS

STUDY ROUTE : RH-5	LINK NO. : 201-0102	
STUDY LENGTH : 19 KM	KM POST : 20 - 39	
SURFACE TYPE : PM		

			EFLECTI			PSI BY	MEASURING				PSI BY V	1SUAL			R	ວບດ
SECTION	$(\mathbf{r}_{i},\mathbf{r}_{j}) \in \mathcal{F}_{i}^{(1)}$	DEFLEC.		RADIUS [R]	PROFIL.	CRACK.	RUT DEP.	PSI		PSI	RATING	- 	AVE.		<150	DMD
	LANE	(MM)	(MM)	(M)	(MM)	(%)			(A)		(B)	*(c) /		100	UNT)	.
20+150	 L	0.320	0.050	921	2.180	0.00	-13.00	3.638			3.9	3.6	3.77	- 	54	
20+300	Ľ	0.257	0.030	1448	2,660	0.00	19.00	3.401		' 9i -	3.6	3.7	3.73		59	
20+450	ີ້	0.270	0.040	1294	3.540	0.00	35.00	2.850	З.	8	3.4	3.4	3.53		84	
20+600	L	0.303	0.040	1021	3.670	0.00	23.00	3,070	з.	7 .	3.6	3.7	3.67	e di s	77	•
20+750	1	0.297	0.070	575	3.730	0.00	15,00	3.166	з.	6	Э.4	3.9	3.63		66	
20+900	L L	0.300	0.060		2.630	0.00	11.00	3,497			3.7	3.9	3.80	÷,	73	
20+900	L	0.305	0.035		2.790	0.00	14.00	3.421	З.		3.4	3.7	3.57	· · · · · · · · · · · · · · · · · · ·	76	
AVE.		0.293	0.046	1011	3.029	0.00	18.57	3.292	з.	7	3.6	3.7	3.67		70	
21+150	 R	0.427	0.090	406	3.830	3.60	15.00	3.073	з.		3.1	3.2	3.20	179	115	
21+300	R	0.300	0.070	601	4.960	3.10	34.00	2.526	3.		3.3	3.5	3.47		87	
21+450	R	0.370	0.067		3,470	6.00	20.00	3.073	- 3 4	2	2.9	3.0	3.03		78	
21+600	R	0,460	0 107	327	3.500	7.10	39.00	2.654	2.	2	2.2	2.2	2.20		85	
21+750	R	0.373	0.103		2.860	0.00	27.00	3,208	· · 3.	5	3,4	3,2	3.37		79	
21+900	R · ·	0.347		e de la companya de l	2.920	0.00	the second se	3.382		5	3.6	3.6	3.57		87	
22+ 50	R	0,305	0.075		3.470	0.00		2.815	з.		3.1	3.3	3.23	· .	86	
AVE.		0.369	0,083	483	3.573	2.93	26.57	2.962	3.	2	3.1	3.1	3.15	·	88	
22+150		0.333	0.087	520	2.600	0.00	18.00	3,434			3.7	3.7	3.63		44	
22+300	E ·	0.393	0.077	488	3,570	8.40	28.00	2.894	3.		3.8	3.9	3.80		81	
22+450	L ·	0.383	0,103	331	3,080	20.70	24.00	3.032	- S.	6	3.5	3.7	3.60		55	
22+600	E.	0.337	0.073		3.380	6.00	16.00	3.147	З.	3	3.6	3.5	3.47		67	
22+750	_	0.340	0.063		3.440	23.60	22.00	2.961	ം 3.	4	3.2	3.4	3.33	1 x x	78	
22+900	1	0.347	0.090		2.820		30.00	3.158	3.	5	3.1	3,6	3.40	- 11 -	73	
23+ 50	L	0.315	0.070	· · · ·	2.990	0.00	12.00	3.381		2	3.2	3.8	3.40		61	
AVE.		0.350	0,080	481	3.126	8.39	21.43	3.144	З.	5	3.4	3.7	3.52	· · ·	66	
23+150	 R	0.270	0.040	1006	4.340	7.30	15.00	2.847	1.		2.2	2,8	2.23	14 - 14 17	76	
23+300	R	0.287	0.073	472	5,390	6.00		2.327			2.3	2.7	2.43		125	
23+450		0.333	0.073		3,700	0,00	20.00	3,110	2.		2.8	3.2	2.83	1997 - 1997 1997 - 1997 - 1997	98	
23+600	R	0.520	0.110			4.20		2.761	З.		2.0	2.7	2.60	1947 - A 19	80	
23+750		0.383	0.070		2.860	2.90		3.346	3.	З	3.3	3.5	3.37		43	
23+900		0.310	0.060		2.820	2.20		3.283		7	3.3	3.4	3.47		64	
24+ 50	R	0.295	0.045					3.083			3.3	3.7	3.50	 	71	
AVE.		0.343	0.067	644	4.034	3.36	21.14	2.965	2.	9	2.7	3.1	2.92		80	

Note : Symbol "-" means DATA is UNAVAILABLE at this point.

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PSI = 4.354 - 0.841 * Los(S) - 0.037 * Sar(C) - 0.036 * D ^ 2 (Source of Model : Road Repair and Maintenance Manual, Japan Road Association)

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APPENDIX 4.2.2 10/27

UGHNESS						
M>	<1000M>					
(MM)	(MM)					
274 299 426 390 335 370 385	1825 1994 2839 2602 2230 2467 2568					
354	2361					
583 441 395 431 400 441 436	3886 2940 2636 2872 2670 2940 2906					
447	2979					
223 411 279 340 395 370 309	1487 2737 1859 2264 2636 2467 2061					
332	2216					
385 634 497 406 243 324 360 	2568 4224 3312 2703 1622 2163 2399 					

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RESULTS OF	SURVEYS ON	DEFLECTION,	, PSI	&	ROUGHNESS

STUDY	ROUTE	:	RH-5	
STUDY	LENGTH	2	19 KM	
SURFA	E TYPE	•	PM	

LINK N). :	201-010	2	
· .				
2				

KM POST : 20 - 39

URFACE IYPE **F**11

	DEFLECTION					PSI BY	MEASURING	la de la composición de la composición Este este de la composición de		PSI BY VISUAL				ROUGHNESS		
SECTION	TESTED	DEFLEC.	DEFLEC.		PROFIL.		RUT DEP.		PS]	I RATING		AVE.	<150	>M>	<1000M>	
an a	LANE	EDOJ (MM)	[D30] (MM)	ER] (M)	[S] (MM)	[C] (%)	LD] (MM)	PSI	(A)	(B)	(0)	MYG:	(COUNT)	(MM)	(MM)	
24+150		0.353	0.083	446	3.120	5.60	18,00	3.193	3.1	3.3	3.4	3.27	76	385	2568	
24+300	Ē	0.417	0.097		3.410	1.10	22.00	3.109	2.9	2.5	3.5	2.97		476	3177	
24+450	Ē.	0.663	0.130	448	3.080	0,00	13.00	3.347	3.1	3.6	3.6	3.43		512	3413	
24+600	L	0.217	0.057		2.690	0,00	18.00	3.405	3.1	3.5	3.6	3.40		471	3143	
24+750	Ĩ	0.260	N			0.00	23.00	3.234	3.0	3.2	3.5	3.23		456	3041	
24+900	1	0.203				0.00	24.00	3.182	2.8	3.1	3:4	3.10		365	2433	
25+ 50	L	0.255	0.080			0.00	30.00	2.998	3.0	3.3	3.3	3.20	88	446	2974	
AVE.		0.338	0.080	585	3.126	0.96	21.14	3.210	3.0	3.2	3.5	3.23	88	445	2964	
25+150	 R	0.500	0.127	302	2.820	0.00	10.00	3.446	3.1	3.2	3.4	3.23	80	406	2703	
25+300	R	0.280			2 A A	1.10	21.00	3.406	3.3	3.4	3.5	3.40	78	395	2636	
25+450	R.	0.360	0.097	362	1	1.10		3.097	3.1	3.4	3.4	3.30	32	416	2771	
25+600	R.	0.327	0.070			0.20	13.00	3.304	2.9	3.0	3.0	2.97	80	406	2703	
	R	0.283	0.077	576		1.30	19.00	3,119	3.3	3.3	3.4	3.33	102	517	3447	
25+750		0.287	0.070			0.00		3.396	3.2	3.4	3.6	3.40	85	431	2872	
25+900 26+ 50	R	0.287	0.070			3.10		3.030	2.6	2.8	3.4	2.93		411	2737	
												3,22		426	2839	
AVE.	-	0,355	0.086	472	2.946	0.97	20.43	3.257	3.1	3.2	3.4	کرکر وت. 		420		
26+150	I.	0.317	0.083	456	2.950	1.10	19.00	3.275	3,3	3.5	3.8	3.53	57	289	1926	
26+300	L.	0.367	0.083			1.10	25.00	3.152	3.7	3.6	3.6	3.63	67	340	2264	
26+450	-	0.263	0.063			0.00	23.00	3.393	3.5	3.7	3.6	3.40	66	335	2230	
26+600		0.200	0.077		· · · ·	0.00		3.037	3.5	3.7	3.7	3.63	86	436	2906	
	است ۱	0.413			1	0.00	20.00	2.943	3.8	3.6	3.8	3.73		487	3244	
26+750	L.,					6.40		3.056	3.7	3.7	3.7	3.70		487	3244	
26+900 27+ 50	ب ال	0.473 0.375	0.085			6.40		3.278	3.6	3.5	3.6	3.57		482	3210	
AVE.		0.371	0.082	500	3.389	2.14	19.43	3.162	3.6	3.6	3.7	3.63	80	408	2718	
27+150	 R	0,287	0.060	653	2.760	2.90	26.00	3.194	3.3	3,2	3.2	3.23	95	482	3210	
27+130	R	0.267	0.057	645		9.60		2.958	3.3	3.0	3.5	3.27	108	547	3650	
27+300	R	0.287	0.037		· · · ·	1.10		3.107	3.5	3.3	З.4	3.40	101	512	3413	
· · · ·					and the second	7.60		3.222	3.4	3.5	3.7	3.53		512	3413	
27+600	R	0.323	0.063	556		0.00		3.269	3.5	3.4	3.4	3.43	101	512	3413	
27+750	R	0.347				0.00		3.188	3.6	3.3	3.6	3.50	the second se	441	2940	
27+900	R	0.370				0.00		3.257	3.6	3.6	3.6	3.60		446	2974	
28+ 50 	Ř	0.350	· · ·		· · · · · · · · ·									493	3288	
AVE.	-	0.336	0.070	571	3.041	3.03	23.43	3.171	3.5	3.3	3.5	3.42		473	0200 	

Note : Symbol "-" means DATA is UNAVAILABLE at this point.

 $FSI = 4.354 - 0.841 * Los(S) - 0.037 * Sar(C) - 0.036 * D ^ 2$ (Source of Model : Road Repair and Maintenance Manual, Japan Road Association)

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APPENDIX 4.2.2

	الم المراجع من معالم المراجع ا المراجع المراجع	ے ہونے ہیں ایک سے تحک میں ایک خوا ایک ایک ایک ایک ایک ایک ایک ا		
STUDY ROUTE : RH-5	LINK NO.	: 201-0102		an a
STUDY LENGTH : 19 KM	KM POST	: 20 - 39	a har e ta	
SURFACE TYPE : PM				

			DEFLECTI	DN		PSI BY N	1EASUR ING			PSI BY VISUAL				ROUGHNESS		
SECTION	TESTED		DEFLEC.	RADIÙS ERJ	PROFIL.	CRACK.	RUT DEP.	PSI	PSI	RATING		AVE.	<15	om>	<1000M>	
e ge		(MM)	(MM)	(M)	(MM)	(7)	(MM)		(A)	(B)	(C)	F1V	(COUNT)	(MM)	(MM)	
28+150	L	0.277	0.053	764	2.600	0.00	16.00	3.458	з.6	3.4	3.4	3.47	66	335	2230	
28+300	Ľ.	0.280	0.087	391	3,180	0.00	20.00	3.237	3.6	3.4	3.7	3.57	88	446	2974	
28+450	L	0.350	0.093	415	2.140	0.00	22,00	3.540	3.3	3.5	3.6	3.47	68	345	2298	
28+600	L	0.353	0.093	360	3,310	0,00	12.00	3.296	3.3	3.4	3.4	3.37	73	370	2467	
28+750	L	0.323	0.083	522	3.210	0.00	26.00	3.130	3.0	3.1	3.4	3.17	78	395	2636	
28+900	Ľ	0.307	0.083	394	3,410	0.00	16.00	3.230	3.0	3.2	3.7	3.30	89	451	3008	
29+ 50	Ļ	0.300	0.060	691	3.440	1.30	22.00	3.099	3.0	3.3	з.4	3.23	100	507	3379	
AVE.		0.313	0.079	505	3.041	0.19	19.14	3.284	3.3	3,3	3.5	3.37	80	407	2713	
29+150	R	0.523	0.100	376	3.380	0.00	10.00	3.294	2.9	3.1	3.1	3.03	87	441	2940	
29+300	R	0.410	0.120	267	2.890	2.20	16.00	3.314	2.8	3.1	3.1	3.00	89	451	3008	
29+450	R	0.463	0.103	352	3,380	0.00	12.00	3.278	3.4	3.2	3.2	3.27	108	547	3650	
29+600	R	0.350	0.103	323	3.020	1.30	20.00	3.231	3.2	3.2	3.2	3.20	86	436	2906	
29+750	R	0.437	0.123	269	2.730	0.00	21.00	3.351	2.7	3.4	3.4	3.17	81	411	2737	
29+900	R	0.403	0.110	299	4.120	2.70	25.00	2.877	2.6	3.3	3.4	3.10	129	654	4359	
30+ 50	R	0.575	0.110	333	5.230	0.00	22.00	2.788	2.6	3.2	З.О	2.93	165	836	5576	
AVE.		0.452	0.110	317	3.536	0.96	18.00	3.162	2.9	3.2	3.2	3.10	106	539	3597	
30+150		0.340	0.077	469	3,180	0.00	17.00	3.277	3.7	3.2	3.5	3.47	73	370	2467	
30+300	L'	0.360	0.083	527	3,150	0,00	20.00	3.245	3.7	3.7	3.8	3.73	95	482	3210	
30+450	L	0.330	0.083	551	3.080	0.00	22.00	3.234	3.7	3.5	3.3	3.50	93 [:]	471	3143	
30+600	L	0.380	0.067	765	3.310	0.00	13.00	3.287	3.5	3.5	3.6	3.53	91	461	3075	
30+750	L	0.407	0.060	900	3.150	0.00	24.00	3.182	3.8	3.6	3.9	3.77	129	654	4359	
30+900	L.	0,553	0.123	287	3,250	0.00	25,00	3.138	3.6	3.3	3.3	3,40	98	497	3312	
31+ 50	, L ¹	0.420	0.070	549	3,830	0.00	28,00	2.942	3.5	3.3	3.2	3.33	127	644	4292	
AVE.		0.399	0.080	578	3.279	0.00	21.29	3.186	3.6	3.4	3.5	3.53	101	511	3408	
31+150	R	0.357	0.060	686	3.960	0.00	8.00	3.174	2.5	3,4	3.4	3.10	147	745	4968	
31+300	R.	0.570	0.100	373	3,730	0.00	18.00	3.130	2.9	з.4	3.2	3.17	132	669	4461	
31+450	R	0.240	0.047	811	4.350	0.00	15.00	3.037	3.5	3.4	3.3	3.40	110	558	3717	
31+600	R	0.303	0.050	905	4.220	0.00	12.00	3.091	3.5	3.4	3.5	3.47	117	593	3954	
31+750	R	0.317	0.060	621	3.050	2.00	27.00	3.101	2.4	2.8	3.4	2.87	137	694	4630	
31+900	R	0,300	0.043	963	3.700	0.00	12.00	3.202	2.3	3.0	3.4	2.90	105	532	3548	
32+ 50	Ŗ	0.405	0.120	275	3,830	0.00	35.00	2.784	2.3	3.2	3.5	3.00	93	471	3143	
AVE.		0.356	0.069	662	3.834	0.29	18.14	3.074	2.8	3.2	3.4	3.13	120	609	4060	

Note : Symbol "-" means DATA is UNAVAILABLE at this point.

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PSI = 4.354 - 0.841 * Log(S) - 0.037 * Sar(C) - 0.036 * D ^ 2 (Source of Model : Road Repair and Maintenance Manual, Japan Road Association) -86APPENDIX 4.2.2 12/27

 $= (d_{1} + d_{2})^{-1} (d_{2} + d_{2})^{-1} (d_{2$

RESULTS OF	SURVEYS	ON	DEFLECTION,	PSI	&	ROUGHNESS
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STUDY ROUTE	1	RH-5		LINK NO.	2	201-	0102
STUDY LENGTH	5	19	KM	KM POST	;	20	- 39
SURFACE TYPE	:	РМ	· · ·				

			DEFLECTIO	DN		PSI BY	MEASURING	Destrola		PSI BY V	VISUAL	• 1 .	R(DUGHNES	3
SECTION	TESTED		DEFLEC.	RADIUS	PROFIL.		RUT DEP.		PS	I RATING			<150	OM>	<1000M>
	LANE	EDOJ (MM)	(D30) (MM)	ER] (M)	[S] (MM)	[C] (%)	[D] (MM)	PSI ·	(A)	(B)	(C)	AVE.	(COUNT)	(MM)	(MM)
32+150	 L	0.357	0.087	463	3.670	0.00	8.00	3.237	2.6	3.2	3.4	3.07	66	335	2230
32+300	Ľ	0.423	0.083	551	3,020	0.00	23.00	3.234	2.8	3.0	2.6	2.80		385	2568
32+450		0.413	0.077	500	3,730	0,00	10.00	3.211	2.5	3.1	3.5	3.03		431	2872
32+600	1.	0.310	0.083	419	2,370	0.00	11.00	3.585	2.6	3.3	3.9	3.27	73	° 370	2467
32+750	L	0.260	0.047	873	2.600	0.70	18.00	3.403	4.1	3.9	4.0	4.00		213	1419
32+900	L	0.217	0.067	565	1.490	0.00	9.00	3.989	4.0	3.9	4.0	3.97	27	137	
33+ 50	Ľ	0.335	0.105	294	1.010	0.00	10.00	4.310	4.0	3.9	3.9	3.93	12	.61	406
AVE.		0.331	0.078	524	2.556	0.10	12.71	3.567	3.2	3.5	3.6	3.44	54	276	1839
33+150		0.527	0.110	350	1.270	0.00	18.00	4.036	4.0	3.0	4.0	3.67	31	157	1048
33+300	R	0.543	0.080	716	3,380	0.00	and the second	3.238	2.3	3.0	3.0	2.77	117	593	3954
33+450	R	0.620	0.093	444	3.670	0.00		2.868	2.3	2.8	3.3	2.80	145	735	4900
33+400	R	0.657	0.113	338	3.440	0.00		3.223	2.2	2.9	3.3	2.80	113	573	3819
33+600	R	0.687	0.107	426	3.340	1.30		3.035	2.6	3.3	3.0	2.97	153	776	5170
		0.467	0.073	565	3.120	0.00		3.207	3.2	3.3	3.5	3,33	108	547	3650
33+900 34+ 50	R R	0.650	0.070	718	3.640	4.90	48.00	2.356	2.4	2.9	3.1	2.80	115	583	3886
AVE.		0.593	0.092	508	3.123	0.89	25.86	3.138	2.7	з.о	3.3	3.02	112	566	3775
34+150		0.637	0.137	313	3.730	0.00	17.00	3.143	3.7	3.6	3.8	3.70	91	461	3075
34+300	L	0.533	0.193	161	3.050	0.00	33.00	3.024	3.7	3.5	3.7	3.63	70	456	3041
34+450	- L	0.543	0.147	232	2.820	0.00	20.00	3.338	3.5	3.4	3.7	3,53	93	471	3143
34+600	ц. Г	0.523	0,130	277	2.860	0.00		3.167	3.7	3.3	3.8	3.60	87	441	2940
34+750	<u>د</u>	0.653	0.117	334	3.210	0.00	18.00	3.257	3.6	3.3	3.6	3,50	67	340	2264
	ե Լ.	0.563	0.123	362	3.510	0.00		3.181	3.6	3.0	3.6	3.40		436	2906
34+900 35+ 50	L.	0.610	0.120	292	3.640	0.00	12.00	3.216	3.5	3.4	3.7	3.53		532	3548
AVE.		0,580	0.140	281	3.260	0.00	21.00	3.189	3.6	3.4	3.7	3.56	88	448	2988
35+150	 R	0.380	0.090	413	2.990	0.00	19.00	3,303	3.6	3.4	3.3	3.43	107	542	3616
35+300	R	0.223	0.043	917	3.210	0.70	17.00	3.238	3.4	3.4	3.2	3.33	103	522	3481
35+450	R	0.343	0.103	822	3.470	1.30	21.00	3.107	2.7	3.3	3.1	3.03	91	461	3075
35+600	R	0.643	0.127	287	3,440	0.90		2.977	3.5	3.2	3.2	3.30	101	512	3413
35+750	Ŕ	0.580	0.137	258	3.250	4.20	23.00	3.096	3.4	3.3	3.5	3.40	98	497	3312
35+700	R	0.663	0.140	270	4.550	3.30		2.854	3.2	3.3	3.2	3.23	127	644	4292
36+ 50	R	0.525	0.140	312	2.860	0.00		3.208	3.3	3.1	3.1	3.17	82	416	2771
AVE.		0.480	0.108	468	3.396	1.49	22,43	3.112	3.3	3.3	3.2	3.27	101	513	3423

Note : Symbol "-" means DATA is UNAVAILABLE at this point.

PSI = 4.354 - 0.341 * Los(S) - 0.037 * Sar(C) - 0.036 * D ^ 2 .

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(Source of Model : Road Repair and Maintenance Manual, Japan Road Association)

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APPENDIX 4.2.2 13/27

STUDY ROUTE : RH-5	LINK NO. : 201-0102	e da Alexandra Alexandra
STUDY LENGTH : 19 KM	KM POST : 20 - 39	
SURFACE TYPE : PM		and program and the

	and the second		and a second	DEFLECTION,			TO DIDIDITION
S - 21	DISCUTT DICL	OT N		יואראידינעייעט ביעטיאארי		- 	DUDIC HINRISS
	- DRSHLPS	1.11	-SHRVRYS $-HN$	- 13156 64154 . 1 53.319 #	E O I.	- CX	RODOHINDOD

			 I	DEFLECTIO	N		PSI BY M	EASURING			R(
	SECTION	TESTED	DEFLEC.	DEFLEC.		PROFIL.		RUT DEP.		PS	RATING	erra ("furta V V V		<150
		LANE	CDOJ (MM)	ED301 (MM)	(M)	[S] (MM)	[C] (%)	[D] (MM)	PSI	(A)	(B)	(C)	AVE.	(COUNT)
	36+150		0.657	0.170	196	3.830	0.00	21.00	3.066		3.4	3.5		85
	36+300	L	0.713	0,153	235	3,930	2.70	35.00	2.701		2.8	3.5	2.93	
	36+450	Ē	0.487	0.120	288	3.210	0.00	14.00	3,303	3.2	3.1	3.7	3.33	129
	36+600	L	0,477	0.133	256	3,540	0.00	9.00	3,262	3.3	3.2	3.2	3.23	
	36+750	L	0.600	0.160	211	4.190	8.20	21.00	2.884	3.1	3.5	3.5	3.37	89
	36+900	Ē	0.470		291	3.180	0.00	19.00	3.251	3.2	3.6	3.7	3,50	
	37+ 50	. L.	0.665	0.175	199	2.990	0.00	20.00	3.289	3.6	3.4	3.5	3.50	127
	AVE.		0.581	0.147	239	3,553	1.56	19.86	3,108	3.2	3.3	3.5	3.35	110
	37+150	R	0.500	0.113	320	4.250	4.00	15.00	2.982	3.2	3.4	3.2	3.27	119
	37+300	R	0.507	0.120	286	4.810	11.30	7.00	2.891	2.4	3,4	3.2	3.00	188
۰.	37+450	R	0.417	0.117	285	4.640	6.20	16.00	2.879	3.3	3.4	3.3	3.33	
	37+400	R	0.580	0.153	220	3.670	12,40	17.00	3.026		3.5	3.5	3.47	118
	37+750	R	0.553	0.133	269	3.770	0.00	23.00	3.047		3.4	3.3	3.33	106
	37+900	R	0.803	0.197	173	4.480	0,00	12.00	3.041		3,1	3.6	3,30	144
	38+ 50	R	1.005	0.180	206	3.410	0.00	15.00	3,241		3.3	3.5	3.50	106
	AVE.		0.624	0.145	251	4,147	4.84	15.00	3.015	3.2	3.4	3.4	3.31	135
	38+150		0.490	0.160	195	3.830	0.00	24.00	3.017	3.7	3.5	3.5	3.57	107
	38+300	1	0.497	0.117	302	3.020	0.00	16.00	3.332	3.3	3.5	3.4	3.40	
	38+450	<u> </u>	0.517	0 150	225	3.510	0.00	30.00	2.974	2.6	3.1	3.3	3.00	100
	38+600	1	0.667	0.173	186	4,190	0,00	10.00	3,113	3.2	3.3	3.5	3.33	122
	38+750	<u> </u>	0.590	0.163	239	3,230	0.00	15.00	3,274	2.7	3.3	3.4	3.13	112
	38+900	ب ا	0.717	0.100	258	3.830	4.00	14.00	3.080	2.0	3.0	3.3	2.77	121
	33+900 39+ 50	L	0.320	0.070	513		3.10	10.00	2.909			2.8	2.43	115
	AVE.		0.542	0,139	274	3.800	1.01	17.00	3.100	2.8	3.2	3.3	3.09	107

Note : Symbol "-" means DATA is UNAVAILABLE at this point.

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na se ante a la seconda de En la seconda de la seconda Referencia de la seconda de PSI = 4.354 - 0.841 * Los(S) - 0.037 * Sar(C) - 0.036 * D ^ 2 (Source of Model : Road Repair and Maintenance Manual, Japan Road Association) (a) An experimental and the state of the

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ROL	GHNESS	اللہ جنے ہیں ہیں ہیں ا
50M	⊳ ^{and} i k	<1000M>
	(MM)	(MM)
5 5 7 1	431 639 654 578	2872 4258 4359 3852 3008
) 7. 	451 507 644	3008 3379 4292
)	558	3717
> 7 3 3 3 4 5	603 953 847 598 537 730 537	4021 6353 5643 3988 3582 4866 3582
 5 	686	4577
7) 5 2 2 2 2 3 5 	542 380 507 618 568 613 583	3616 2535 3379 4123 3785 4089 3886
7	545	3630

STUDY	ROUTE	:	RH-1:	2	
STUDY	LENGTH	t,	10	KM	
SURFAC	E TYPE	:	DT/S	т	

KM POST : 488 - 498

LINK NO. : 207-0202

SURPACE |

	:		DEFLECTIO	3N		PSI BY I	MEASURING			PSI BY V	ISUAL		ROUGHNESS			
SECTION	TESTED	DEFLEC.	DEFLEC.	RADIUS	PROFIL.		RUT DEP.		PSI	RATING	a the star	() () (<15	OM>	<1000M	
n n n Prisi National	LANE	[D0] (MM)	(MM)	(M)	ES] (MM)	EC3 (%)	(MM)	PSI -	(A)		(C)	AVE.	(COUNT)	(MM)	(MM)	
488+150	 R	0.853	0.260	155	3.670	22.90	19.00	1.778	2.3	1.9	1.4	1.87		659		
488+300	R	1.220	0,337	103	3.120	7.10	15.00	2.262	1.8	1.9	1.7	1.80	140	710		
188+450	R	0.800	0.263	144	3.120	11.10	9.00	2.219	2.0	1.6	1.5	1.70		497		
188+600	R	0,733	0.210	167	2.630	62.20	6.00	2,049	1.7	1.0	1.0	1.23		476		
188+750	R	0.673	0.220	138	2.270	70.00	13.00	2.214	1.6	1.0	1.1	1.23		456		
188+900	R	0.850	0.300	112	6.200	49.60	22,00	0,710	1.7	1.4	1.3	1.47		973		
189+ 50	R	1.190	0.430	72	3.340	100.00	11.00	1.452	1.5	1.0	1.0	1.17	112	568	378	
AVE.		0,903	0.289	127	3,479	46.13	13.57	1.812	1.8	1.4	1.3	1.50	122	620	4132	
489+150		0.817	0.230	154	3.510	46.70	14.00	1.672	1.2	1.0	1.0	1.07	206	1044		
489+300	L	0.743	0.197	180	2.530	39.60	15.00	2.238	1.8	1.2	1.0	1,33		563		
189+450	Ē	0.727	0.207	181	2.820	31,30	16.00	2.130	1.7	1.0	1.0	1,23	107	542		
139+600	L.	0.813	0.253	124	2.560	3.80	24.00	2,592	1.2	1.0	1.0	1.07		1166		
489+750	L	0.567	0,183	174	2.890	12.00	20.00	2.279	1.6	1.0	1.0	1,20	205	1039		
489+900	L	0.727	0.180	193		3.60	13.00	1.982	2.5	2.6	2.6	2.57		745	496	
190+ 50	L	0.515	0.120	286	2.920	10.40	13.00	2.321	3.0	1.7	1.5	2.07	132	669	446	
AVE.		0.701	0.196	185	3.023	21.06	16.43	2.173	1.9	1.4	1.3	1.50	163	824	5494	
490+150	R	0.317	0.080	525	4.680	10.00	6.00	1.602	2.2	1.5	1.5	1.73		811		
190+300	R	0.540	0.137	299	4.840	53.30	11.00	1.130	1.6	1.6	1.2	1.47	158	801		
190+450	R	0.633	0.213	184	3,990	66.70	18.00	1.320	1.7	1.6	1.1	1.47	125	634		
190+600	R	0.633	0.163	222	3,540	48.60	7.00	1.667	1.6	1.2	1 1	1.30		573		
490+750	R	0.767	0.287	256	5.390	32.40	18.00	1.088	1.5	1.2	1 1	1.27	170	862		
190+900	R	0.393	0.137	279	6.400	20.00	24.00	0.898	1.8	1.6	1.5	1.63		.857		
491+ 50	R	0.570	0.175	213		1.30	31.00	2.115	2.9	2.7	2.6	2.73	136	-689	459	
AVE.		0.550	0.170	283	4.621	33.19	16.43	1.403	1.9	1.6	1.4	1.66	147	747	4977	
491+150	 L.	0.473	0.157	340	2.010	0,00	11.00	3.233	3.3	2.6	2.5	2.80	123	623		
491+300	Ĺ	0.683	0.263	106	2.560	2.70	28.00	2.591	2.8	2.6	2.6	2.67		512		
491+450	Ξ.	0.463		198		1.30	14.00	2.668	3.3	2.7	2.7	2:90	* · · · · · · · · · · · · · · · · · · ·	522		
491+600	L	0.613		178		2.70		2.929	2.7	2.6	2.6	2.63		583		
191+750	Ē	0.753	0.287	123		3.30		1.993	2.7	2.7	з.о	2.80		532		
191+900	Ē	1.050		81		4.70		2.214	2.8	2.7	2.8	2.77		1100		
492+ 50	Ĺ	0.910		94	2.470	4.70	10.00	2.699	2.6	2.5	2.8	2.63	123	623		
AVE.		0.707	0.264	160	2.727	2.77	15.00	2.618	2.9	2.6	2.7	2.74	127	642		

Note : Symbol "-" means DATA is UNAVAILABLE at this point.

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PSI = 4.354 - 1.579 * Los(S) - 0.098 * Sar(C) - 0.015 * D ^ 2 (Source of Model : Road Repair and Maintenance Manual, Japan Road Association)

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APPENDIX 4.2.2 15/27

		STUDY	Y ROUTE	: RH-12		L.	INK NO.	: 207-020	2	-4	:		e ale			
	·	STUD	Y LENGTH	: 10 H	<m< th=""><th>К</th><th>M POST</th><th>: 488 -</th><th>498</th><th>- 1. (t.). (t.). 1. (t.).</th><th></th><th>105 - 121 1</th><th>j. Sau</th><th></th><th></th><th></th></m<>	К	M POST	: 488 -	498	- 1. (t.). (t.). 1. (t.).		105 - 121 1	j. Sau			
		SURF	ACE TYPE	: DT/ST	· · · · ·											
				DEFLECTIO	DN		PSIBY	MEASURING			PSI BY V	ISUAL		R	OUGHNESS	
• .	SECTION	ľ.	DEFLEC.	DEFLEC.	RADIUS	PROFIL.	CRACK.	RUT DEP.	 Splitterate 	PSI			AUE	<150	OM>	<1000M>
•		LANE	CDOJ (MM)	[D30] (MM)	[R] (M)	(MM)	(%)	(MM)	ya na jewi	(A) 1181	(B)				(MM)	(MM)
	492+150		0,463	0.187	143		0.00	26.00	3.000	3.4		2.4	2.80			3278
	492+300	R	0,500		139	3.050	2.40	31.00	2.297	3.2		3.0	2.93	134	· 679.	4528
	492+450	R	0.797		117	4.480	4.00	12.00	1.736	2.2		2.5	2.10		862	5745
	492+600	R		0.280	102	3.020	2,00	12.00	2.449	3.0		1.6	2.20		872	5812
	492+750	R	0.437	0.133	245			14.00	2.134	2.3	2.1	1.7	2.03		522	3481
	492+900	R	·	0,200	176		2.90	41.00	2.372	2.7	1.5	1:5	1.90		492	3278
	493+ 50	R	0,910		115				2,155	2.4	1.6	1.5	1.83	201	1019	6792
	AVE.		0.626	0.231	148	3.231	2.63	21.71	2.306	2.7	2.0	2.0	2.26	139	705	4702
	493+150		1.110	0.423	84	3.440	12.00	9.00	2.052	2.3	1.6	1.7	1.87	166	841	5610
	493+300	L Constant	1.117		65	and the second			2.119	1.6	1.2	1.1	1.30	154	781	5204
	493+450	Ē	0.560	0.180	291						2.2	2.3	2.10	150	760	5069
	493+600	Ē. a			155				and the second	1.8	1.3	1.0	1.37	173	877	5846
	493+750	Ē	0.585	0.240	112	1 A A					2.2	2.6	2.47	208	1054	7029
	493+900	L .	0.777	0.297	101					3.2		3.0	3.03	101	512	3413
	494+ 50	L j	0.800		196				3,173	3.3		3.2	3.23	83	421	2805
	AVE.		0.786	0.283	143	3.330	12.63	16.29	2.187	2.4	2.1	2.1	2.20	148	749	4997
	494+150	 R	0.913	0.277	428	2.530	6.70	8.00	2.625	1.7	1.3	1.3			907	6049
	494+300	R	0.827	0.247	144				2.132	2.3	1.5	1.3	1.70		400	- 2670
	494+450	R	1,043	0.420	77				2.638	2.7	2.5	2.4	2.53	112	568	3785
	494+600	R	0.637	0.240	118				1,731	2.2	1.8	1.4	1.80	184	933	6218
	494+750	R	0.563	0.123	153	and the second			1.065		1.3	1.2	1.27	183	-928	6184
	494+900	R	0.800	0.230	146				1.875	1.0		1.4	1.30	152	770	5137
	495+ 50	R	0,635		144					0.7	1.5	1.0	1.07	377	1911	12740
	AVE.		0.774	0.260	130	3.757	14.67	22.00	1.859	1.7	1.6	1.4	1.59	181	917	6112
•	495+150		0.850	0.293	107	4.640	45.10	27.00	1.163	1.4	1.4	1.5	1.43	311	1576	10510
	495+300	្រើ	0.580	0.207	172	1 2		1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		2.6	1.7	1.4	1.90	1.27	644	4292
	495+450	Ē	0.767	0.280	105	the second s	1		2.616	2.8	2.6	2.8	2.73	124	629	4190
	495+600	I	0.550	0,173	193				3.050	2.8	2.7	2.6	2.70	102	553	3683
	495+750	L.	0.710	0.250	148			1 S 1 C 1	2.686	2.9	2.6	2.6	2.70	128	649	4326
	495+900	· · ·	0.777	0.257	117		·		2.344	2.6	2.5	2.6		124	629	4190
	496+ 50		0.695		112			· · · · · · · · · · · · · · · · · · ·	2.435	2.4	1.7	1.0	1.70	147	745	4968
·	AVE.	· :	0.704	0.245	136	2.959	9.36	21.43	2,379	2.5	2.2	2.1	2.25	153	775	5166

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Note: Symbol "-" means DATA is UNAVAILABLE at this point. Second of the Adams of the second second

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PSI = 4.354 - 1.579 * Los(S) - 0.098 * Sar(C) - 0.015 * B ^ 2 (Source of Model : Road Repair and Maintenance Manual/Japan Road Association) -90-

APPENDIX 4.2.2

STUDY ROUTE : RH-12	LINK NO. : 207-0202
STUDY LENGTH : 10 KM	KM POST : 488 - 498 - 498

SURFACE TYPE : DT/ST

		1	DEFLECTIO	ON		PSI BY 1	EASURING			PSI BY A	VISUAL		R	OUGHNESS	3
SECTION	LANE	DEFLEC.	DEFLEC.	RADIUS [R]	PROFIL.	CRACK. ECJ	RUT DEP.	PSI -	PSI	RATING		AVE.	<15	OM>	<1000M3
a tran		(MM)	(MM)	(M)	(MM)		(MM)		(A)	(B)	(C)	FT V L	(COUNT)	(MM)	(MM)
496+150	R	0.867	0.283	107	2.530	5.30	12.00	2.641	2.7	1.7	2.0	2.13	137	694	4630
496+300	R -	0.667	0.197	208	1.920	2.00	9.00	3.173	2.2	2.5	2.1	2.27		426	2839
496+450	R	0.450	0.157	192	2,600	1.80	16.00	2.675	2.8	1.5	1.6	1.97	110	558	3717
496+600	R	0.707	0.243	184	2.500	1.30	20,00	2.735	2.8	1.7	1.7	2.07	103	522	3481
496+750	R	0.743	0.260	112	2.980	11.80	18.00	2.245	1.9	2.0	1.6	1.83	the second se	. 720	4799
496+900	R	0.683	0.213	159	4.160	44.00	22.00	1.380	1.8	2.0	2:0	1.93		. 923	6150
497+ 50	R	0.600	0.155	295	4.770	14.00	20.00	1.460	2.0	1.5	1.4	1.63	161	816	5441
AVE.		0.674	0.215	180	3.066	11.46	16.71	2.330	2.3	1.8	1.8	1.98	131	665	44 <u>3</u> 7
497+150		1.257	0.497	59	2.440	3.60	21.00	2.693	2.3	1.7	1.8	1.93	. 97	492	3278
497+300	. L.	1.457	0.523	55	4.450	25.10	33.00	1.342	1.2	1.4	1.2	1.27	224	1135	7570
497+450	L	1.267	0.327	98	3.210	13.10	8.00	2.148	2.2	1.7	1 7	1.87	106	537	3582
497+600	· L.	1.023	0.417	. 70	1.980	7.10	17.00	2.971	2.4	2.8	2.7	2.63		375	2501
497+750	L	0,817	0.297	107	2.010	0.00	18.00	3,203	3.2	2.9	2.7	2.93	96	. 487.	3244
497+900	· Ł	1.053	0.310	110	3,990	8.20	12.00	1.867	1.9	1.6	1.7	1.73	203	1029	6860
498+ 50	L	1.380	0.430	. 73	3,180	7.30	28.00	2.145	3.0	2.7	2.7	2.80	105	532	3548
AVE.		1.179	0.400	82	3.037	9.20	19.57	2.339	2.3	2.1	2.1	2.17	129	655	4369

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RESULTS OF SURVEYS ON DEFLECTION, PSI & ROUGHNESS

Note : Symbol "-" means DATA is UNAVAILABLE at this point.

PSI = 4.354 - 1.579 * Los(S) - 0.098 * Ser(C) - 0.015 * D ^ 2 (Source of Model : Road Repair and Maintenance Manual, Japan Road Association)

RESULTS OF SU	JRVEYS ON	DEFLECTION,	PSI & ROUGHNESS

STUDY ROUTE : RH-16

STUDY LENGTH : 5 KM

e a des sessos LINK NO. : 214-0100 KM POST : 12 7 - AT12 : CONTRACTOR

SURFACE TYPE : DT/ST

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	2		_	EFLECTI	ON STATES		PSI BY I	MEASURING	en pre 196 (se		PSI BY VISUAL				ROUGHNESS		
1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	SECTION		DEFLEC.	DEFLEC.		PROFIL.		RUT DEP.		PSI	RATING		AVE.	<150	OM>	<1000M	
		LANE	(MM)	(MM)	(M)	ESJ (MM)	[C] (%)	(MM)		(A)	(B) (2)	(C) 300		(COUNT)	(MM)	(MM)	
	7+150		0.707	0.317	79	3.730	0.00	26.00	2.174	2.9	3.4	3.0	3,10		593	395	
	7+300	R	0.730	0.363	64	3.020	2.20	12.00	2,409	2.7	3.5	3.0	3.07	115	:583	388	
S - 2	7+450	R	0.810	0.437	50	3.540	0.00	18.00	2.309	2.8	2.7	3.0	2.83	87	441	294	
	7+600	R	0.693	0.320	88	2,660	0.40	26.00	2.646	2.8	2.7	2.6	2.70	91	461	307	
	7+750	R	1.007	0.460	58	2.080	0.00	21.00	3,131	2.7	2.6	310 J	2.77	83	421	280	
	7+900	R	0.867			2.050	0.00	25.00	3.127	2.8	2.6	2:3	2.57	96	487	324	
	8+ 50	R	0.795	0.310	89	3.120	0.00	48.00	2.212	2.7	2.8	2.6	2.70	105	532	354	
	AVE.		0.801	0.372	71	2.886	0.37	26.14	2.573	2.8	2.9	2.8	2.82	99	503	335	
	8+150	L	1.053	0.490	50	3.180	1.30	17.00	2.372	2.4	2.4	1.7	2.17	115	583	388	
	8+300	L.	0.630	0.290	86	2,990	0.00	16.00	2.586	2:6 9	2.5	2.0	2.37	140	:⊴71Ŭ	473	
-	8+450	ΪĽ.	1.007	0.483	56	2.050	12.40	34,00	2.702	2:2	1.7	1.4	1.77	103	522	348	
-	8+600	ι. L	0.860	0.417	58	3,930	46.40	25.00	1.432	2.0	1.5	1.3	1.60	131	664	442	
	8+750	L.	0.720	0.350	68	2.310	42.20	28,00	2,278	2.4	2.0	1.7	2.03	. 112	563	378	
÷ .	8+900	1	0,387	0.213	97	2.790	21.80	30.00	2.141	2.7	1.8	1.7	2.07	130	659	439	
	9+ 50	Ē	0.745	0.385	60	3.180	8.90	16.00	2.197	2.7	2.1	2.0	2.27	134	679	452	
	AVE.		0.772	0.375	68	2.919	19.00	23,71	2.244	2.4	2.0	1.7	2.04	124	626	417	
	9+150	 R	1.107	0.547	43	1.560	0.00	35.00	3.468	2.7	3.0	2.7	2.80	84	426	283	
	9+300	R	0.617	0.267	96	5.450	14.90	25.00	1.148	1.7	1.4	1.2	1.43	199	1002	672	
	9+450	R	0.497	0.210	126	1.620	2.00	13.00	3,428	2.7	2.7	3.0	2.80	78	395	263	
	9+600	R	0.455	0.215	111	1.980	4.00	36.00	2.885	2.2	2.4	2.4	2.33	97	492	327	
	9+750	R	0.740	0.390		3.930	16.70		1.754	2.0		1.7	1.73	164	831	554:	
•	9+900	R	0.600	0.315	73	3,930	4.70	14.00	1.951	2.6	1.5	2.5	2.20	162	821	547	
	10+ 50	R	0.755	0.360	65	2.370	0.00	17.00	2.948	2.8	2.6	1.8	2.40	93	471	314	
	AVE.		0.681	0.329	81	3.006	6.04	22.29	2.512	2.4	2.2	2.2	2.24	125	635	4234	
	10+150	L	0.767	0.327	76	2.890	0.20	17,00	2.591	2,8	2.6	2.6	2.67	157	796	5304	
	10+300	L	0.513	0.227	127	3.640	14.70	22.00	1.866	2.5	1.6	1.5	1.87	115	583	3884	
	10+450	L	0.530	0.195		3.440	6.00	21.00	2.097	2.3	2.6	2.3	2.40	181	917	611	
	10+600	Ē	0.617	0.243		4.740	8.40	22.00	1.540	2.2	1.6	1.6	1.80	134	679	452	
	10+750	Ē	0.797	0,360	70	3.670	11.10	31.00	1.830	2.3	1.7	1.7	1.90	109	553	368	
	10+900	Ē	1.210	0.600		3,800	22.40	18.00	1.734	1.6	1.2	1.1	1.30	190	963	642	
	11+ 50	L	0.985	0.440	58	3.440	4.00	37.00	2.002	2.7	1.9	1.4	2.07	122	618	412	
	AVE.		0,774	0.342	 91	3.660	9.54	24.00	1.951	2.3	1.9	1.8	2.00	144	730	486	

Note : Symbol "-" means DATA is UNAVAILABLE at this point.

PSI = $4.354 - 1.579 \times Los(S) - 0.098 \times Ser(C) - 0.015 \times D^{-2}$ (Source of Mode) : Road Repair and Maintenance Manual, Japan Road Association) -92-

18/27

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RESULTS	\mathbf{OF}	SURVEYS	ON	DEFLECTION,	PS1	&	ROUGHNESS
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STUDY ROUTE : RH-16	LINK NO. : 214-0100
STUDY LENGTH : 5 KM	KM POST : 7 - 12
SURFACE TYPE : DT/ST	

		·	DEFLECTI	ON		PSI BY	MEASURING	3		PSI BY VISUAL				
SECTION		DEFLEC.	DEFLEC.	RADIUS	PROFIL.	CRACK.	RUT DEP.		PSI	RATING		A1 IF*		
	LANE	[D0] (MM)	[D30] (MM)	[R] (M)	[8] (MM)	[C] (%)	(D) (MM)	PSI	(A)	(B)	(C)	AVE.	(C	
11+150	R	0.847	0.390	67	1.950	4.90	32.00	2.929	2.0	1.8	1.4	1.73		
11+300	R	0.963	0.470	50	2,530	17.30	30.00	2.346	2.3	2.5	2.5	2,43		
11+450	R	0.823	0.300	125	1.560	29.60	24.00	3.032	2.9	2.7	2.5	2.70		
11+600	R	0.473	0.227	104	1.720	0.00	29.00	3.372	2.7	1.9	1.9	2.17	· '	
11+750	R	0,935	0.450	53	3.210	0.00	21.00	2.446	2.3	1.8	2.0	2.03		
11+900	R	0,843	0.360	75	2,130	0.00	21.00	3,057	2.2	2.0	1.6	1.93		
12+ 50	R	0.460	0,220	107	2.790	0.00	20.00	2.674	2.2	1.6	1.5	1.77	:	
AVE.	~~~~~~	0.764	0.345	83	2.277	7.40	25.29	2.837	2.4	2.0	1.9	2.11		

Note : Symbol "-" means DATA is UNAVAILABLE at this point."

 $PSI = 4.354 - 1.579 * Log(S) - 0.098 * Sqr(C) - 0.015 * D ^ 2$

(Source of Model : Road Repair and Maintenance Manual, Japan Road Association)

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APPENDIX 4.2.2 19/27

STUDY ROUTE : RH-16	LINK NO. : 214-0100			
STUDY LENGTH : 5 KM	KM POST : 13 - 18	$[1, 1, 1] \in \{1, k\}$	·	
SURFACE TYPE : DT/ST				n an an an Angelander. An an Angelander

RESULTS OF SURVEYS ON DEFLECTION, PSI & ROUGHNESS

SECTION DEFLEC. DEFLEC. RAPLEC. DEFLEC. RAPLEC. RAPLEC. <t< th=""><th>· · · · · · · · · · · · · · · · · · ·</th><th></th><th></th><th>DEFLECTI</th><th>QN</th><th></th><th>PSI BY I</th><th>1EASURING</th><th></th><th></th><th>PSI BY V</th><th>ISUAL</th><th></th><th>F</th><th>20U0</th></t<>	· · · · · · · · · · · · · · · · · · ·			DEFLECTI	QN		PSI BY I	1EASURING			PSI BY V	ISUAL		F	20U0
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	SECTION		DEFLEC.							PSI	RATING		AVE.		iom:
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	1 - 17 s									(A)	(B)	(C)		(COUNT)	
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	13+150	R	0.770	0,367		4.290	18.20	18.00							
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		R	0.993	0.443	59	3.800	13.30	15.00							
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	13+450	R	0.567	0.213	132	2.600	0.20	13.00							
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	13+600	R	0.490	0.227	122	2.730	0.00		2.708						
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	13+750	R	0.423	0.217	100	2.500	0.00				2.6				
AVE. 0.629 0.294 91 2.913 4.81 18.43 2.532 2.6 2.3 2.40 112 $14+150$ L 0.523 0.260 88 1.820 0.00 12.00 3.387 3.0 2.9 2.5 2.60 82 $14+450$ L 0.643 0.283 94 1.790 0.00 21.00 3.387 3.0 2.9 2.5 2.63 91 $14+450$ L 0.643 0.283 94 1.790 0.00 21.00 3.391 2.8 2.7 2.4 2.63 21.63 91 $14+750$ L 0.557 0.233 114 2.110 0.00 21.62 2.7 2.4 2.6 2.57 134 $14+900$ L 0.757 0.327 87 2.400 0.00 27.00 2.862 2.6 2.5 2.57 134 $15+50$ R 0.605 0.225 90 2.009 0.00	13+900	R	0.603	0.313	73	1.720	2.00	18,00	3.247						
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	14+ 50	R	0.555	0.275	84	2.680	0.00	19.00	2.743	2.7	2.8	2.8	2.77		
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	AVE.		0.629	0.294	91	2.913	4.81	18.43	2.532	2.6	2.3	2.3	2.40	112	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	14+150	L	0.523	0.260	88	1.820	0.00	12.00	3.387						
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	14+300	L	0.563	0.307	73	1.850	0,00	20.00			2.8				
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	14+450	L	0.663	0.283	94	1.790	0.00				- • •				
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	14+600	L	0.577	0.257	100	2,500	0,00	20.00	2.847	· · · · ·					
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	14+750	L	0.557	0,233	114	2.110	0.00	18.00	3.126						
AVE.0.6060.280702.0090.0019.143.2142.82.72.62.689315+150R0.5000.243981.9200.0015.003.2902.83.63.03.138415+300R0.3270.1631621.3300.0017.003.8603.43.73.33.477015+600R0.4000.223931.2000.0027.003.9573.43.73.03.375715+600R0.6200.3270.2031392.39010.0027.002.5592.72.22.92.6010915+750R0.5370.2031392.39010.0027.002.5592.72.22.92.6010915+900R0.6200.327742.3700.0013.002.9662.73.03.12.9377916+50R0.5650.2501022.1100.0011.003.1573.33.73.43.478116+150L0.8430.360732.3700.0014.002.9622.72.62.72.6710116+300L0.7470.333752.0800.0013.003.1722.72.72.62.72.6710116+300L0.7470.333752.0800.0013.003.1722.7 <td>14+900</td> <td>L</td> <td>0.757</td> <td>0.327</td> <td>87</td> <td>2.400</td> <td>0.00</td> <td>27.00</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>•</td>	14+900	L	0.757	0.327	87	2.400	0.00	27.00							•
NUL.0.0000.2000.2001001000101101001011010115+150R0.5000.243981.9200.0015.003.2902.83.63.03.138415+300R0.3270.1431621.3300.0017.003.8603.43.73.33.477015+450R0.4000.223931.2000.0027.003.9573.43.73.03.375715+600R0.6100.283871.4900.0019.003.6702.93.53.43.276715+750R0.5370.2031392.39010.0027.002.5592.72.22.92.6010915+900R0.6200.327742.3700.0013.002.9662.73.03.12.937916+50R0.5650.2501022.1100.0011.003.1573.33.73.43.478116+150L0.8430.360732.3700.0014.002.9622.72.62.72.6710116+300L0.7470.333752.0800.0013.003.1722.72.73.02.8010516+450L0.6900.327772.1400.0017.003.1093.02.82.92.909316	15+ 50	L	0.605	0,295	77	1.590	0.00	20.00	3.562	2.8	2.8	3.0	2.87	94	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	AVE.		0.606	0.280	 90	2.009	0.00	19.14	3.214	2.8	2.7	2.6	2.68	93	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	15+150	R	0.500	0.243		1.920	0.00	15.00							
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	15+300	ĸ	0.327	0.163	162	1.330	0.00								
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	15+450	R	0.400	0.223											
15+900 R 0.620 0.327 74 2.370 0.00 13.00 2.966 2.7 3.0 3.1 2.93 79 16+ 50 R 0.565 0.250 102 2.110 0.00 11.00 3.157 3.3 3.7 3.4 3.47 81 AVE. 0.508 0.242 108 1.830 1.43 18.43 3.351 3.0 3.3 3.2 3.18 78 16+150 L 0.843 0.360 73 2.370 0.00 14.00 2.962 2.7 2.6 2.7 2.67 101 16+300 L 0.843 0.360 73 2.370 0.00 14.00 2.962 2.7 2.6 2.7 2.67 101 16+450 L 0.690 0.327 77 2.140 0.00 13.00 3.172 2.7 2.6 2.7 2.67 101 16+450 L 0.690 0.327 77 2.140 0.00 3.002 3.1 2.5 2.9 9.9 3.16 </td <td>15+600</td> <td>R</td> <td>0.610</td> <td>0.283</td> <td>87</td> <td>1.490</td> <td>0.00</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	15+600	R	0.610	0.283	87	1.490	0.00								
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	15+750	R	0.537	0.203	139	2,390	10.00								
AVE. 0.508 0.242 108 1.830 1.43 18.43 3.351 3.0 3.3 3.2 3.18 78 16+150 L 0.843 0.360 73 2.370 0.00 14.00 2.962 2.7 2.6 2.7 2.67 101 16+150 L 0.843 0.360 73 2.370 0.00 14.00 2.962 2.7 2.6 2.7 2.67 101 16+300 L 0.747 0.333 75 2.080 0.00 13.00 3.172 2.7 2.7 3.0 2.80 105 16+450 L 0.690 0.327 77 2.140 0.00 17.00 3.109 3.0 2.8 2.9 2.90 93 16+600 L 0.513 0.293 84 2.340 0.00 8.00 3.002 3.1 2.5 2.9 2.83 68 16+750 L 0.590 0.273 89 1.620 0.00 9.00 3.580 3.2 2.9 3.0 3.03 <	15+900	R													
16+150 L 0.843 0.360 73 2.370 0.00 14.00 2.962 2.7 2.6 2.7 2.67 101 16+300 L 0.747 0.333 75 2.080 0.00 13.00 3.172 2.7 2.7 3.0 2.80 105 16+450 L 0.690 0.327 77 2.140 0.00 17.00 3.109 3.0 2.8 2.9 2.90 93 16+600 L 0.513 0.293 84 2.340 0.00 8.00 3.002 3.1 2.5 2.9 2.83 68 16+750 L 0.590 0.273 89 1.620 0.00 9.00 3.580 3.2 2.9 3.0 3.03 67 16+900 L 0.447 0.213 111 1.620 0.00 3.583 3.5 3.0 3.2 3.23 57 17+ 50 L 0.760 0.365 66 1.660 0.00 15.00 3.520 2.6 2.5 2.8 118	16+ 50	R	0.565	0.250	102	2.110	0.00	11.00	3.157	3.3	3.7	3.4	3.47	81	
16+300 L 0.747 0.333 75 2.080 0.00 13.00 3.172 2.7 2.7 3.0 2.80 105 16+300 L 0.690 0.327 77 2.140 0.00 17.00 3.109 3.0 2.8 2.9 2.90 93 16+450 L 0.690 0.327 77 2.140 0.00 17.00 3.109 3.0 2.8 2.9 2.90 93 16+600 L 0.513 0.293 84 2.340 0.00 8.00 3.002 3.1 2.5 2.9 2.83 68 16+750 L 0.590 0.273 89 1.620 0.00 9.00 3.580 3.2 2.9 3.03 67 16+700 L 0.447 0.213 111 1.620 0.00 8.00 3.583 3.5 3.0 3.2 3.23 57 17+ 50 L 0.760 0.365 66 1.660 0.00 15.00 3.520 2.6 2.5 2.83 118	AVE.		0.508	0,242	108	1.830	1.43	18.43	3.351	3.0	3.3	3.2	3.18	78	<u></u>
16+450 L 0.690 0.327 77 2.140 0.00 17.00 3.109 3.0 2.8 2.9 2.90 93 16+450 L 0.513 0.293 84 2.340 0.00 8.00 3.002 3.1 2.5 2.9 2.83 68 16+750 L 0.590 0.273 89 1.620 0.00 9.00 3.580 3.2 2.9 3.0 3.03 67 16+900 L 0.447 0.213 111 1.620 0.00 8.00 3.583 3.5 3.0 3.2 3.23 57 17+ 50 L 0.760 0.365 66 1.660 0.00 15.00 3.520 2.6 2.5 2.8 2.63 118	16+150		0.843	0.360	73	2.370	0.00	14.00	2.962						
16+600 L 0.513 0.293 84 2.340 0.00 8.00 3.002 3.1 2.5 2.9 2.83 68 16+750 L 0.590 0.273 89 1.620 0.00 9.00 3.580 3.2 2.9 3.0 3.03 67 16+900 L 0.447 0.213 111 1.620 0.00 8.00 3.583 3.5 3.0 3.2 3.23 57 17+ 50 L 0.760 0.365 66 1.660 0.00 15.00 3.520 2.6 2.5 2.8 2.63 118	16+300	L	0.747	0.333	75	2.080	0.00	13.00	3.172						
16+750 L 0.590 0.273 89 1.620 0.00 9.00 3.580 3.2 2.9 3.0 3.03 67 16+750 L 0.447 0.213 111 1.620 0.00 8.00 3.583 3.5 3.0 3.2 3.23 57 16+700 L 0.760 0.365 66 1.660 0.00 15.00 3.520 2.6 2.5 2.8 2.63 118	16+450	L	0.690	0.327	77	2.140	0.00	17.00	3.109						
16+750 L 0.590 0.273 89 1.620 0.00 9.00 3.580 3.2 2.9 3.0 3.03 67 16+900 L 0.447 0.213 111 1.620 0.00 8.00 3.583 3.5 3.0 3.2 3.23 57 17+ 50 L 0.760 0.365 66 1.660 0.00 15.00 3.520 2.6 2.5 2.8 2.63 118	16+600	L	0.513	0.293	84	2.340	0.00								
17+ 50 L 0.760 0.365 66 1.660 0.00 15.00 3.520 2.6 2.5 2.8 2.63 118	16+750	L	0,590	0.273	89	1.620	0.00	9.00							
	16+900	L	0.447	0,213	111	1.620	0.00								
AVE. 0.656 0.309 82 1.976 0.00 12.00 3.275 3.0 2.7 2.9 2.87 87	17+ 50	L				1.660	0.00	15.00	3.520	2.6	2.5	2.8	2.63	118	
	AVE.		0.656	0.309	82	1.976	0.00	12.00	3.275	3.0	2.7	2.9	2.87	87	

Note : Symbol "-" means DATA is UNAVAILABLE at this point.

PSI = 4.354 - 1.579 * Los(S) - 0.098 * Sqr(C) - 0.015 * D ^ 2 (Source of Model : Road Repair and Maintenance Manual, Japan Road Association) - -94-

APPENDIX 4.2.2

R	OUGHNESS	3
15	om>	<1000M>
)	(MM)	(MM)
8	700	4663
5	735	4900
7	542	3616
1	563	3751
7	441	2940
4	476	3177
9. -	502	3346
2	566	
2	416	2771
1	411	2737
9	350	2332
1	461	3075
ŝ	522	3481
4	· 679	4528
4	476	3177
3	474	3157
4	426	2839
0	355	2366
7	289	1926
7	340	2264
, 9	553	3683
9 9	400	2670
1	411	2737
	·····	
8	396	2641
1	512	3413
5	532	3548
3	471	3143
	345	2298
8 7	340	2264
7	289	1926
8	207 598	3988
7	441	2940
-		

. هم اسم اسان است با با همه مين سو قد جيا بيم سه اسه الله الله الله شد هد منه شد هد من الله عن الله

STUDY ROUTE : RH-16	LINK NO. : 214-0100
STUDY LENGTH : 5 KM	KM POST : 13 - 18
SURFACE TYPE : DT/ST	

	TESTEN		DEFLECTI	ON	· · · . 	PSI BY I	MEASURING	·	PSI BY V	ISUAL		ROUGHNESS			
SECTION	LANE	DEFLEC.	DEFLEC.	RADIUS [R]	PROFIL.	CRACK.	RUT DEP.	PSI -	PSI	RATING		AVE.	<15	OM>	<1000MD
		(MM)	(MM)	(M)	(MM)		(MM)	· · · · · · · · · · · · · · · · · · ·	(A)	(B) (S)	(0)		(COUNT)	(MM)	(MM)
17+150		0.580	0.277		2.050	0.00	20.00	3.161	3.4	3.2	3.4	3.33	74	375	2501
17+300	R	0.650	0.283	92	1.750	0.00	12.00	3.449	3.7	3.6	3.3	3.53	77	390	2602
17+450	R ^{- 1}	0.717	0.313	81	2.720	12.00	18,00	2.386	2.1	1.6	1.7	1,80	153	776	5170
17+600	R	0.807	0.363	75	2.180	0.00	10.00	3.108	2.6	3.3	3.1	3.00	81	411	2737
17+750	R	0.537	0.257	93	1.690	0.00	21.00	3.459	3.5	3.4	3.5	3.47	- 83	421	2805
17+900	Ŕ	0.403	0.200	114	2.270	0.00	30:00	2.925	3.6	3.1	3.0	3.23	66	- 335	2230
18+ 50	R	0.500	0.245	90	1.690	0.00	14.00	3.496	3.3	2.8	3.0	3.03	78	395	2636
AVE.		0.599	0,277	. 90	2.050	1.71	17.86	3.141	3.2	3.0	3.0	3.06	87	443	2955

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Note : Symbol "-" means DATA is UNAVAILABLE at this point.

PSI = 4.354 - 1.579 * Los(S) - 0.098 * Sqr(C) - 0.015 * D ^ 2 (Source of Mode) : Road Repair and Maintenance Manual, Japan Road Association)

APPENDIX 4.2.2 21/27

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STUDY ROUTE : RH-25	LINK NO. : 2071-0100
STUDY LENGTH : 10 KM	KM POST : 7 - 17
SURFACE TYPE : DT/ST	

			DEFLECTIO	DN		PSI BY	MEASURING	· · · · · · · · · · · · · · · · · · ·		PSI BY V	ISUAL		Ri	DUGHNESS	
SECTION		DEFLEC	DEFLEC.	• •			RUT DEP.		PSI	RATING		AVE.	<15	ore OM⊃estre	<1000M>
a dina di kara	LANE	(MM)	(MM) [D30]	(M)	ESJ (MM)	[C] (%)	EDJ (MM) (Mg)		(A)				(COUNT)	(MM)	(MM)
7+150	 R	0,420	0.123	259	3.310	0.00		2.421		2.8	2.0	2.47		578	3852
7+300	R	0.267	0.073	319	3.310	0.00		2,378	2.3	2.6	2.7	2.53	106	537	3582
7+450	R	0.350	0.110	295	2.730	0.00		2.682	2.3	2.6	2,8	2.57	114	578	3852
7+600	R	0.250	0.067	589	3.730	0.00		2,166	2.7	2.8	3.0	2.83	112	603	4021
7+750	R	0.220	0.063	665	3.770	0.00	and the second	2.244	2.8	2.7	2.8	2.77	75 119	603	4021
7+900	R	0.360.	0.020	614	3.250	0.00		2.299	2.2	1.5	1:6	1.77	114	578	3852
8+ 50	R	0.420	0.105	317	4.090	2.40	46.00	1.661	1.2	1.5	1.9	1.53	124	629	4190
AVE.		0.327	0.093	437	3.456	0.34	26.29	2.264	2.3	2.4	2.4	2.35	116	587	3910
8+150		0.243	0.080	600	3.050	0.00	54.00	2.156	3.0	2.7	2.4	2.70	89	451	3008
8+300	Ĺ	0.327	0.090	357	2.760	0.00	33.00	2.588	2.8	2.7	2.7	2.73	106	537	3582
8+450	Ľ	0.307	0.100	298	2.760	0.00	31.00	2.607	2.6	2.8	2.7	2.70	110	558	3717
8+600	L	0.370	0.123	258	2.600	1.60	12.00	2,700	2.4	2.7	2.4	2.50	109	553	3683
8+750		0.340	0.097	341	2.950	1.80	9,00	2.502	2.5	2.7	2.5	2.57	111	563	3751
8+900	Ē	0.310	0.077	541	3.380	1.10	11.00	2.310	2.8	2.7	2.3	2.60	102	517	3447
9+ 50	Ļ	0.340	0.100	317		6.20		2.396	2.5	2.5	1.8	2.27	84	426	2839
AVE.		0.320	0.095	387	2.917	1.53	23.14	2.465	2.7	2.7	2.4	2.58	102	515	3432
9+150		0.360	0.107	303	3,280	2.70	40.00	2.077	2.5	1.9	1.8	2.07	122	618	4123
9+300	R	0.377	0.083	444	2.730	0.00	13.00	2.743	2.4	2.9	2.9	2.73	139	705	4697
9+450	R	0.373	0.037	403	2,890	18.70		2.221	1.9	1.6	1.6	1.70	130	659	4393
9+600	R	0,500	0.117	306	3.020	0.00	27.00	2.499	2.8	1.9	1.9	2.20	149	755	5035
9+750	R	0,377	0.103	311	3.180	2.40	17.00	2.332	2.4	1.8	1.8	2.00	130	659	4393
9+900	R	0.460	0.120	280		4.00	· ·	2.272	1.8	1.9	1.8	1.83	157	796	5306
10+ 50	R	0.470	0.130	277	2.760	2.00		2.159	1.2	2.0	2.0	1.73	145	735	4900
AVE.		0.417	0.107	332	3,016	4.26	25.71	2.329	2.1	2.0	2.0	2.04	139	704	4692
10+150	1	0.430	0.130	247	3.600	0.90	22.00	2.166	2.1	2.4	2.4	2.30	173	877	5846
10+300	L	0.447	0.097	386	3.700	4.20		2.033	1.8	1.9	2.0	1,90	135	684	4562
10+450	- I	0.343	0.103	436	3.440	1.30		2.198	1.9	1.8	1.6	1.77	113	573	3819
10+600	ь., ļ	0.390	0.117	274	2.820	6.40	and the second	2.396	1,9	1.8	1.8	1.83	155	786	5238
10+750	1	0.440	0.123	281	4.480	3,10		1.784	1.6	1.7	1.8	1.70	116	588	3920
10+730	ц. 1	0.407	0.123	320		8,70		2.054	1.6	1.8	1.6	1.67	135	684	4562
10+900	L	0.407	0.100	320	4.060	6.90		1.721	0.9	1.6	1.3	1.27	108	547	3650
AVE.		0.422	0.111	332	3.626	4.50	23.57	2.050	1.7	1.9	1.8	1.78	134	677	4514

Note : Symbol "-" means DATA is UNAVAILABLE at this point.

PSI = 4.354 - 1.579 * Los(S) - 0.098 * Sqr(C) - 0.015 * D ^ 2 (Source of Model : Road Repair and Maintenance Manual, Japan Road Association) -96-

RESULTS OF SURVEYS ON DEFLECTION, PSI & ROUGHNESS

APPENDIX 4.2.2

22/27

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STUDY ROUTE		RH-25		LINK NO.	:	207	1-0	100	
STUDY LENGTH	ł	10 KM		KM POST	:	7		17	
SURFACE TYPE	:	DT/ST	. *						

ىلە يېرى 1964 مىڭ ئىلى يېپ يېپ			DEFLECTI	DN .		PSI BY	MEASURING			PSI BY V	VISUAL		ROUGHNESS		
SECTION	· · ·		DEFLEC.	RADIUS	PROFIL.	CRACK. [C]	RUT DEP.	PSI	PSI	RATING		AVE.	<15	OM>	<1000M>
·	LANE	EDOJ (MM)	[D30] (MM)	(M)	(MM)	(%)	(MM)	F31	(A)	(B)	(C)	HVC.	(COUNT)	(MM)	(MM)
11+150	R	0.680	0.170	207	4.220	32.70	21.00	1.454	1.1	1.6	1.0	1.23	136	689	4596
11+300	R	0.493	0.103	350	3.280	10.20	18,00	2.117	1.6	1.7	1.6	1.63	128	649	4326
11+450	R	0.493	0.107	389	3.150	0.70	45,00	2.157	2.0	1,5	2.0	1.83	120	608	4055
11 ± 600	R	0.463	0.090	417	3.410	0.00	29.00	2.291	2.4	1.6	2.0	2.00	124	629	4190
11 + 750	R	0.327	0.060	675	3.280	1.10	30.00	2.241	2.3	1.9	1.9	2.03	133	674	4495
11+900	R	0.313	0.053	706	3,380	2.00	37.00	2.087	2.4	1.6	1.5	1.83	162	821	5475
12+ 50	R 	0.395	0.050	824	3.830	7.30	19.00	1.915	1.7	1.4	1.3	1.47	155	786	5238
AVE.		0.452	0.090	510	3.507	7.71	28.43	2.037	1.9	1.6	1.6	1.72	137	694	4625
12+150	L.	0.413	0.103	343	3.930	2.20	13.00	2.022	2.1	1.5	1.4	1.67	119	603	4021
12+300	Ļ	0.487	0.097	421	3.250	0.40	23.00	2.352	2.0	1.6	1.6	1.73	113	573	3819
12+450	L	0.503	0.100	363	3.340	17.30	32.00	1.889	1.3	1.4	1.2	1.30	137	694	4630
12+600	L	0.450	0.067	694	4,250	15.10	34,00	1.515	1.2	1.2	1_4	1.27	162	821	5475
12+750	L	0.387	0.067	600	3.960	2.00	27.00	1.933	1.5	1.5	1.3	1.43	151	765	5103
12+900	L	0.407	0.087	529	3.300	0,40	19.00	2.130	2.0	2.0	2.0	2.00	147	745	4968
13+ 50	L	0.465	0.120	278	3.410	8.20	25.00	2.043	1.2	1.4	1.3	1.30	166	841	5610
AVE.		0.445	0.091	461	3,706	6.51	24.71	1.983	1.6	1.5	1.5	1.53	142	721	4803
13+150	R	0.337	0.070	615	4.320	9.80	12.00	1.715	2.5	1.8	1.8	2.03	159	806	5373
13+300	R	0.413	0.103	354	2.950	31.30	18.00	2,049	2.3	2.1	2.0	2.13	123	623	4157
13+450	R	0,283	0.067	588	3.540	68.70	27.00	1.436	1.8	1.7	2.1	1.87	146	740	4934
13+600	R	0.503	0.107	324	4.510	43.30	10.00	1.316	1.7	1.6	1.1	1.47	167	. 847	5643
13+750	R	0,280	0.073	659	3.440	12.00	18.00	2.015	2.0	1.9	1.6	1.83	139	705	4697
13+900	R	0.290	0.080	433	3.310	15.60	20.00	2.017.	1.3	2,5	1.9	1,90	125	634	4224
14+ 50	R	0,350	0.105	292	3.510	3.80	29.00	2,054	2.4	1,9	2.0	2.10	133	674	4495
AVE.		0.351	0.086	466	3.654	26.36	19.14	1.800	2.0	1.9	1.8	1.90	142	718	4789
14+150	L	0.430	0.110	302	4.060	34.70	19.00	1.510	2.0	1.7	1.7	1.80	150	760	5069
14+300	L	0.477	0,123	276	3.860	90.70	23.00	1.209	1.5	1.4	1.8	1.57	147	745	4968
14+450	L	0.550	0,140	256	3.340	31.80	31.00	1.753	1.5	1.4	2.0	1.63	141	715	4765
14+600	L	0.360	0.110	306	3.900	15.80	20.00	1.755	1.8	2.0	2.2	2.00	142	720	4799
14+750	L	0.343	0.107	310	4.250	100.00	11.00	1.071	1.2	1.8	2.0	1.67	154	781	5204
14+900	L	0,447	0.107	315	4.020	45.10	11.00	1.454	1.7	1.7	1.7	1.70	122	.618	4123
15+ 50	L	0.650	0.150	250	3.800	40.00	16.00	1.588	1.8	1.8	1.5	1.70	141	715	4765
AVE.		0.465	0.121	288	3.900	51.14	18.71	1.477	i.6	1.7	1.8	1.72	142	722	4813

Note : Symbol "-" means DATA is UNAVAILABLE at this point.

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 $PSI = 4.354 - 1.579 * Log(S) - 0.098 * Sqr(C) - 0.015 * D^{2}$

(Source of Model : Road Repair and Maintenance Manual, Japan Road Association)

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APPENDIX 4.2.2 23/27

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	0110170170	C) X Y	DTITIT		TX	nar	c	ROUGHNESS
RESILESIUM	SHRVEYS	1 1/1	136663	1930 212 1 4	1111 .	231	~	KUUMANNASS
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STUDY ROUTE	ě	RH~25	LINK NO.	:	2071-0100	1000 (1997) - 199 1
STUDY LENGTH	Ĩ	10 KM	KM POST	:	7 - 17	
SURFACE TYPE	ž	DT/ST				

			DEFLECTI	ŌN		PSI BY	MEASURING	and a straight of the second sec		PSI BY V	/ISUAL		R
SECTION		DEFLEC.	DEFLEC.		PROFIL.		RUT DEF.		PS	I RATING	galer og de so g <u>eler</u> de so	AVE.	<150
	LANE	[D0] (MM)	(MM)	(M)	[S] (MM)	[C] (%)	[D] (MM)	PSI	(A)	(B)	(C)		(COUNT)
15+150	R	0.887	0.083	543	3.210	30.00	14,00	1.946	2.5	1.7	1.7	1.97	115
15+300		0,340	0.080	452	3.340	30.00	6.00	1.908	2.4 2.0	1.6	1,4	1.80	128
15+450	R	0.410	0.113	298	3,250	30.00	26,00	1.855		1.8	1.7	1,83	152
15+600	R	0.390	0.113	280	4.090	34.00	29.00	1.432	1.5	1.5	1.4	1.47	154
15+750	R	0.383	0.083	526	3.180	30.00	22.00	1.918	2.2	1.5	1.3	1.67	130
15+900	R	0.317	0.090	360	3.440	14.70	40,00	1.787	2.0	1.4	1.3	1.57	128
16+ 50	R	0.390	0.085	462	3.570	3.60	22.00	2,086	2.2	1.6	1.7	1.83	118
AVE.		0.374	0.093	416	3.440	24.61	. 22.71	1.847	2.1	1.6	1.5	1.73	132
16+150		0.233	0.053	692	3.180	0.00	13.00	2.502	1.9	1.6	1.6	1.70	118
16+300	L	0.447	0.093	444	2.920	1.10	19.00	2.505	1.6	1.7	1.8	1.70	127
16+450	L.	0.630	0,113	317	4.030	8.90	13.00	1,836	1.3	1.8	1.8	1.63	153
16+600	L	0.520	0.070	714	3.440	17.80	8.00	1.980	1.5	1.9	1.2	1.53	128
16+750	L	0,557	0.127	357	. 3.960	34,70	13.00	1,578	1.7	2.1	1.6	1,80	109
16+900	L	0.440	0.080	568	3.250	13.30	18.00	2.087	2.0	1.8	1.1	1.63	123
17+ 50	L	0.390	0.075	503	3,570	15.30	7.00	1,954	2.2	1.6	1.3	1.70	136
AVE.		0.460	0.087	514	3.479	13.01	13.00	2.063	1.7	1.8	1.5	1.67	128
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Note : Symbol "-" means DATA is UNAVAILABLE at this point.

PSI = 4.354 - 1.579 * Los(S) - 0.098 * Ser(C) - 0.015 * D ^ 2 (Source of Model : Road Repair and Maintenance Manual, Japan Road Association)

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APPENDIX 4.2.2 24/27

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STUDY RO	UTE	:	RH-23	7
STUDY LE	ength	:	10	КM
SURFACE	TYPE	:	DT/S	r

KM POST : 9 - 19

LINK NO. : 2160-0100

SURFACE IYPE

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			DEFLECTI	ON	<u></u>	PSI BY I	1EASURING		FSI BY V	ISUAL	ROUGHNESS				
SECTION		DEFLEC.	DEFLEC.		PROFIL.		RUT DEP.	Ph. 4	PSI	RATING	t satta	AVE.	<15	om>	<1000M>
	LANE	EDO3 (MM)	EDSO] (MM)	ERJ (M)	ES] (MM)	[C] (%)	ED] (MM)	PSI	(A)	(B)	(C)	HVL	(COUNT)	(MM)	(MM)
9+150	R	0.790	0.420	49	3.310	0.00	19.00	2.410	2.9	3.3	2.8	3.00		629	
9+300	R	1.070		59	3,600	0.00	19.00	2.277	3.5	3.5	2.7	3,30		507	
2+450	R	0.687	0.360	59	3,470	8.00	24.00	2.026	2.8	3.1	2.9	2.23		598	
9+600	R	0.797	0.410	- 56	4.590	14.70	10.00	1,557	2.1	1.5	2.2	1.93		968	
9+750	R	1.103				0.00	17.00	2.469	2.7	3.2	2.9	2.93		887	
9+900	R	0.560	and the second			11.10	17.00	1.674	2.7	2.3	2:7	2.57		644	
10+ 50	R	0.780		59		1.30	35,00	1.993	3.0	2.7	3.0	2,90	119	603	4021
AVE.		0.827	0.413	57	3.743	5.01	20.14	2.058	2.8	2.8	2.8	2.80	136	691	4606
10+150		1.013	0.577	35	1.920	1.60	17.00	3.157	i.9	1.9	2.2	2.00	132	669	4461
10+300	Ē	0.857	0.473	44		0.00	20.00	2.931	2.3	1.7	2.7	2.30		482	3210
10+450	Ĺ	1.103	0.667	29		19.60	44.00	1.345	2.1	1.8	2.3	2.07	122	618	
10+600	L	1.030		35		0.00	24.00	1.855	1.0	1.0	1.0	1.00	182	923	6150
10+750	Ľ	0,715		53		0.00	26.00	1.510	1.0	1.0	1.0	1.00	287	1455	i 9699
10+900	Ľ	-	-		5.980	0.00	26.00	1.429	1.0	1.0	1.0	1.00	239	1211	8077
10+500 11+ 50	L ·		-	-	4.640	20.20	39.00	1.262	1.2	1.5	1.9	1.53	226	1146	7637
AVE.		0.944	0.548	37	3.766	4.24	26.20	2.160	1.7	1.5	1.8	1.67	164	829	5529
11+150	R	1.587	0.947	21	5,130	18.00	32.00	1.203	1.6	1.5	2.4	1.83	198	1004	6691
11+300	R	1.733	1.050	51	5,810	69.10	32.00	0.607	1.1	1.6	1.9	1.53		1348	8989
11+450	R	1.500	0.895	33		51.30	14.00	0.992	1.6	1.8	2.7	2.03	195	988	6590
11+600	R.	0.880		49		34.70	23.00	1.398	1.7	2.0	2.6	2,10	217	1100	7333
11+750	R	0.713		50		25.10	36.00	0.907	1.8	1.9	2.2	1.97	162	821	5475
11+900	R	0.877	0.437	63		3.10	28.00	1.340	1.9	1.7	2.3	1.97	188	253	6353
12+50	R	2.055	1.415	11		11.60	19.00	0.481	1.1	1.3	1.7	1.37	275	1394	9293
AVE.		1.335	0.806	39	5,636	30.41	26.29	1.061	1.5	1.7	2.3	1.83	214	1037	7246
12+150	 L	1.343	0.860	34	4.740	4.70	41.00	1.432	1.8	1.5	2.1	1.80		583	3886
12+300	L	1.410				8.90	23.00	1.862	1.5	1.4	1.9	1.60	157	796	
12+450	. <u>.</u>	1.407				14.00	29,00	1,270	0.9	1.2	1.7	1.27	192	973	
12+600	Ľ	1.093	2.7	31	1.880	1.30	17.00	3.202	2.8	1.8	2.0	2.20	84	426	
12+800	L	1.573		21		0.00	14.00	3.094	2.9	2.1	2.8	2.60		375	2501
12+700	. L .	1.093	1 S + S			0.00	20.00	3.093	2.9	2.7	2.8	2.80		385	2568
12+900 13+ 50		1.125				2.00	10.00	3.170	2.9	2.6	2.7	2.73		441	2940
AVE.		1.292	0.777	35	3.121	4.41	22.00	2.446	2.2	1.9	2.3	2,14	112	568	3790

Note : Symbol "-" means DATA is UNAVAILABLE at this point.

PSI = 4.354 - 1.579 * Los(S) - 0.098 * Sar(C) - 0.015 * D ^ 2

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(Source of Model : Road Repair and Maintenance Manual, Japan Road Association) -99-

APPENDIX 4.2.2 25/27

STUDY ROUTE : RH-27	LINK NO. : 2160-0100
STUDY LENGTH : 10 KM	KM POST : 9 - 19
SURFACE TYPE : DT/ST	

PSI BY VISUAL DEFLECTION PSI BY MEASURING بد بد مد بد ب الديد ويبد حسن ولديد مدين الدين وجان ويده وعله محد مدير ويبير ويس الري ويور ويون ا TESTED ----- $\Sigma_{A}^{(1)} = \sum_{i=1}^{N} \sum_{j=1}^{N} e^{i \frac{i}{2} i \frac{i}{2} - \frac{i}{2} \sum_{j=1}^{N} e^{i \frac{i}{2} - \frac{i}{2} - \frac{i}{2} - \frac{i}{2} \sum_{j=1}^{N} e^{i \frac{i}{2} - \frac{i}{2} - \frac{i}{2} - \frac{i}{2} \sum_{j=1}^{N} e^{i \frac{i}{2} - \frac{i}{2} - \frac{i}{2} - \frac{i}{2} - \frac{i}{2} \sum_{j=1}^{N} e^{i \frac{i}{2} - \frac$ <15 DEFLEC. DEFLEC, RADIUS PROFIL. PSI RATING CRACK. RUT DEP. SECTION and a second AVE. ------[D] PSI LANE [DO] CD301 [R] ËS] CC3 (A) (A) (B) (C) ^{5.55} (COUNT) (M) (7.) (MM) (MM) (MM) (MM) ---------_____ _____ ____ -----3.30 2.974 3.3 3.7 2.9 111 0.933 282,080 4.40 11.00 R 1.703 13+150 2.83 117 2.155 2.7 3.0 2.8 6.00 R 1.157 0.573 40 3 340 8.70 13+300 12.00 3.07 71 2.842 3.0 3.3 2.9 0.577 36 2.440 0.70 R 1.003 13+450 19.00 2.673 3.27 123 53 0,70 3.3 3.5 3.0 1.477 0.813 2.660 13+600 R 3.0 3.1 3.07 -82 0.300 25 3.020 0.70 10,00 2,512 3.1 13+750 R 1.433 156 232.79016.00 2.564 3.2 2.9 2:9 3,00 2.427 1.127 1.30 13+900 R 80 3.0 3.0 3:13 24 0.00 20.00 3.115 3 4 1.340 0.830 2.110 14+ 50 R ---------------_____ ----_____ ____ _____ 3.2 2.9 3.10 106 13.43 2.691 3.1 1,506 0.808 33 2.634 2.43 AVE. ------------------------_____ -----_____ ------------2.1 2.5 2.33 140 2.4 2,530 5.30 9,00 2.983 1.943 17 2.050 14 + 150L 2,40 2.7 127 1.7 2.270 5.10 7.00 2.831 2.6 1.207 0.667 30 14+300 L 2.2 1.67 180 1 4 1.4 24 2.00 21.00 1.817 1.243 0.823 4.380 14+450 L 1.9 186 2.1 1.87 1 6 0.597 39 4,510 8,40 39,00 1.463 1.037 14+600 Ł 246 0.8 1:3 2.1 1.40 14.00 1.125 0.717 256,430 7.10 14+750 L 1.133 1.33 192 0.7 1.3 2.0 42.00 1.465 1.647 1.293 -8 4,550 5.60 14+900 Ŀ 162 2.347 1.93 12.00 2.0 1.4 2.4 15 + 501.935 1.495 -9 3.020 6.00 L ____ --------------____ _____ مدرجية فأوجب ومأوي --------_ __ __ 178 1.85 2.3 20.57 2.004 1 6 1.6 1.533 1.076 22 3,887 5,64 AVE. _____ ----` مــــ بيند بيد -----حد فد مد مد ----. in a second second -----1.07 275 1.2 R 15.00 0.7 1.3 1.853 29.60 1.001 15+150 1.193 18 5.840 1.87 122 1.4 2.3 27.00 1.761 1.9 0.770 0,420 61 4.120 6.40 15 + 300R 2.7 2.8 2.73 147 2.7 0.530 48 3.340 1.10 26.00 2.246 0.897 15+450 R 2.9 3.0 3.0 2.97 104 0.503 39 2.560 0.00 18.00 2.821 0.860 15+600 R 3.0 2.9 3.0 2.97 101 9.00 2.705 0.797 0.443 48 2.820 0.00 15+750 R 2.90 -84 2,782 3.0 2.8 2.9 8,00 0.633 0.330 61 2.690 0.00 15+900R 2.40 146 7.00 2.289 2.4 2.1 2.7 0,90 0.570 0.275 146 3.470 16+ 50 R ----يد بلد السر م -----------أميد هت مت وهو مع -------------2.41 141 2.3 2.6 0.528 3,549 5.43 15.71 2.229 2.4 0.911 60 AVE. · ---------غث وتي وغير بي -----• ----_ _____ ______ --------_____ _____ 2.17 1952.7 21.00 1.474 2.0 1.8 1.730 1.060 17 4.840 10.90 16 + 150L 2.07 141 2.4 30,00 1,995 2.4 1.4 0,867 0.567 42 3.730 2.20 16+300 L 1.97 156 2.2 2:0 1.7 .10:00 1.573 L 0.943 0.477 76 4.940 6.20 16+450 2.30 161 2.7 1.8 2.4 87 5.00 1.579 1 0.777 0.473 5.390 1.30 16+600 2.3 2.10 184 2.5 1.5 0.330 77 5.320 0.00 44.00 1.424 16+750 L 0.760 147 2.3 2.5 2.33 2.2 25.00 1.961 0.670 40 4.290 0,00 16+900 Ł. 1,363 122 1.4 2.3 1.60 1 1 1.757 17+ 50 L 1.900 1.115 17 4.220 8.20 17:00 ----- ----- ----------' مثبہ سے بنے بنے ب ----------2.08 158 1.7 2.4 4.676 21.71 1.680 2.1 1.191 0.670 52 4.11 AVE.

Note : Symbol "-" means DATA is UNAVAILABLE at this point. The Analysis and the second state of the second

PSI = 4.354 - 1.579 * Los(S) - 0.098 * Sar(C) - 0.015 * B ^ 2 (Source of Model : Road Repair and Maintenance Manual, Japan Road Association)

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APPENDIX 4.2.2

26/27

ROUGHNES	s
150M>	<1000M>
) (MM)	(MM)
563	3751
7 593	
1 360 3 623	2399
2 416	2771
5 791	5272
9 406	2703
7 593 1 360 3 623 2 416 5 791 0 406 - - 6 536 0 710	3572
710	4731
7 644	
) 912	6083
5 943	6286
5 1247	8313
0 912 6 943 6 1247 9 1009 9 857	6725 5711
3 903	6020
 5 1394 9 654	9293
5 1394 9 654	
7 745	
4 527	3515
1 512	3413
4 426	2839
5 740	4934
1 714	4760
5 988	6590
i 715	4765
5 791	5272
1 816	
4 933	6218
5 791 1 816 4 933 7 745 2 618 3 801	4968
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3 801	5339

STUDY ROUTE : RH-27

LINK NO. : 2160-0100

STUDY LENGTH : 10 KM

KM POST : 9 - 19

SURFACE TYPE : DT/ST

		I	DEFLECTI	DN .		PSI BY N	IEASURING			PSI BY V	VISUAL	ROUGHNESS					
SECTION	TESTED	DEFLEC.			PROFIL.		RUT DEP.		PSI RATING				<150M>		<1000M2		
	LANE	[D30] [D30] (MM) (MM)	14 A A	ER3 (M)	ESJ (MM)	[C] (%)	EDJ (MM)	PSI -	(A)	(B)	(0)	AVE.	(COUNT.)	(MM)	(MM)		
17+150	R	1.143	0,500	50	3.800	11.30	17.00	1.873	1.7	1.9	2.5	2.03	136	689	4596		
17+300	R	1.093	0,503	48	3.570	0.90	28.00	2.134	1.7	1.4	2.6	1.90	179	907	6049		
17+450	R	1.277	0.583	43	3.960	0.00	14.00	2.152	2.9	2.0	2.5	2.47	174	882	5880		
17+600	R	1.350	0.683	34	4.550	6,00	8,00	1.712	2.4	1.8	1.4	1.87	165	836	5576		
17+750	, R	1.750	0.880	28	4,400	1.80	10.00	1.868	2.8	2.5	2.0	2.43	133	674	4495		
17+900	R	1.043	0.613	50	4.320	1.80	13.00	1.887	2.3	2.0	2.1	2.13	198	1004	6691		
18+ 50	R	2.595	1.550	24	7.080	34.70	64.00	0.072	0.9	1.4	1.2	1.17	172	872	5812		
AVE.		1.465	0.759	40	4.526	8.07	22.00	1.671	2.1	1.9	2.0	2.00	165	838	5586		
18+150	L	1.790	1.097	16	7.210	52.20	9,00	0.515	0.5	1.0	1.1	0,37	190	963	6421		
18+300	. L .	1.030	0.613	31	5.750	13.10	31.00	1.093	1.8	1.4	1.4	1,53	196	994	6623		
18+450	L	1.823	1.430	.9	4.970	2.20	15.00	1.643	1.7	1.2	1.3	1.40	184	933	6218		
18+600	L	1.537	1.197	53	5.750	13.80	26.00	1.127	0.8	1.2	1.4	1.13	291	1475	9334		
18+750	L	0.670	0,350	75	5,940	50.70	15.00	0.807	0.9	1.6	1.3	1.27	414	2099	13990		
18+900	L	0,485	0.260	89	3.900	100.00	32.00	1.071	0.4	1.0	1.0	0,30	463	2347	15646		
19+ 50	L	_ ·	. <u> </u>	-	3.410	76.20	20.00	1.502	0.3	1.0	1.0	0.77	291	1475	9834		
AVE.		1.223	0.824	45	5.587	38.67	21.33	1.043	1.0	1.2	1.3	1.17	290	1468	9789		

Note : Symbol "-" means DATA is UNAVAILABLE at this point.

PSI = 4.354 - 1.579 * Log(S) - 0.098 * Sqr(C) - 0.015 * D ^ 2 (Source of Model : Road Repair and Maintenance Manual, Japan Road Association)

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APPENDIX 4.2.2 27/27

APPENDIX 4.2.3 FORM BY PSI MEASUREMENT

	THE	ROA									THEASTERN S LASE LI)	LEGION	
DISTRICT: ROUTE NO. LINK: SURFACE TYPE: DATE:								51 F	ECTIO LELD	NG YEAR: ON: CONDITION: C VOLUME:			
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APPENDIX 4.2.3

