5-7 Cost Estimation for Candidate Projects

5-7-1: Unit Cost

(1) Design Standard

Regarding the Construction standard for the determination of width of road, it was already mentioned in this chapter. Therefore, it is only described for the criteria of the depth of road, which was related to the traffic volume and C.B.R.

1) Subgrade

In Pakistan, the majority of highways are on plains except a part of N.W.F.P. and Baluchistan, and are generally affected by rains and floods. Therefore, it is assumed for the road reconstruction and new construction that the pavement is constructed on a subgrade 1 meter high with side slopes of 2.5:1.

2) Subbase

In generally, subbase is devided into two layers. They are to say lower and upper subbase. The materials to be used in each layers are decided by a point of view of economy and their characteristics. In this study, it is assumed that the materials of two layers are shown in Table 5-14.

3) Pavement

The types of pavement in this study are classified into two types by traffic volume of commercial vehicles per day. Classification of pavement types are shown in Table 5-15. (In this study, traffic volume of commercial vehicles means traffic of vehicles converted into standard axles with 8200 kg)

4) Thickness of Subbase and Pavement in Total

The required thickness of subbase and pavement are determined from the cumulative number of standard axles to be carried and the C.B.R. of the subgrade. These relations are described in various guide books, which have merit and demerit to adopt in Pakistan, but from the hearing and meeting with authorities in Pakistan, Road Note 29 and 31 are adopted as for the guide books.

Accordingly, based on the Road Note 29 and 31, criteria shown in Table 5-16 and 5-17 are recommended by study team in each different types of road surface treatment.

(2) Construction Method

1) Road bed clearance and removing of weeds and roots

In principle, these works shall be done by man powers, but for the gathering of weeds it should be done by machineries. (for example, bulldozer and shoveldozer)

2) Subgrade

Cases of construction are considered in two types as follows.

One of them is widening, another is heightening.



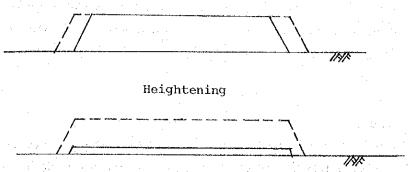


Fig. 5-8. Cases of Construction (Widening and Heightening)

In case of widening, there is no problem except the removing of weeds on the slope of existing road, but in case of heightening, construction method is more complicated than widening, because the latter is related to the control of actual traffic and also have a problem for the disposition of top soil after removing of pavement and subbase.

It is best method to set up the detour for the actual traffic control during the construction period, but one-way traffic control will be adopted in order to reduce the financial problem.

And it is also recommended that the top soil on the old road shall be recompacted. And then, in general subgrade, compaction of subgrade shall be in layers not exceeding 30 cm in depth and shall be at 98% of the maximum dry density. The equipment to be employed for subgrade are as follows;

Compaction

Tyre Roller

Laying and leveling

Bull-Dozer

3) Subbase and Base

The material to be used are shown in Table 5-14 and 5-15. And the material shall be carried from approved quarry sites and average haulding distance from quarries to construction site in each provinces is assumed as in Table 5-18.

The equipment to be employed are as follows:

Laying and leveling

Motor Grader

Compaction

Road Roller

Tyre Roller

Water Truck

The materials from old road scarified shall be used as possible, and compaction of subbase and base should be in layers not exceeding 20 cm in depth.

4) Pavement

In this study, the pavement type was classified into two types already. The bituminous surface has been generally using in Pakistan, therefore, only guideline for the asphalt pavement is made a suggestion in this paragraph as shown in Table

5-19.

Essentially, design of mix proportion for the asphalt concrete should be done by the specification, but for the estimation of construction cost, it is assumed as follows:

Straight Asphalt Penetration 40-60 6% Cement 2%

Sand 38%

Aggregate 54%

As to the asphalt plant facilities and transportation means, it is assumed as follows:

Asphalt plant (traveling type) to be set up at the place within 50 km from the the construction site

Transportation

by the dump truck with carrying capacity 11 t

State of the second

The equipments to be employed are as follows,

Asphalt Finisher

Road Roller

Tyre Roller

Asphalt Sprayer

5) of Bridge and the lating street on the contest of the property of the contest of

At present, there are various methods of foundation for the bridge as spread foundation, pile foundation and pier foundation.

From these methods, taking into consideration of technical and economical problems, it is recommended to adopt the P.C. pile foundation in case of the flyover and in case of long span bridge to adopt the steel pipe pile.

(3) Unit Price

Basically, estimation of construction cost is based on the data which are offered by the authorities in Pakistan as the past reports, master plan, NESPAC price index, conposite schedule of rates in Punjab and etc.

1) Labour cost per day of the section and a discovery section of the section of t

Province	Sind	Punjab 1			•	•
Skilled Labour	100	100	90	90		
Semi-skilled Labour	60	60	55	55		
Unskilled Labour		30 ***		4 5		

Source: NESPAC price index

2) Material cost

Province	Sind	Punjab	N.W.F.P.	Baluchistan
Materials				1
Cement	984/t	1073/t	1161/t	1181/t
Mild Steel	5000"	5400"	5500"	5800"
Sand	80/m³	55/m³	55/m³	55/m³
Stone Ballast	90"	150"	120"	120"
Crushed Stone	147"	125"	79"	79"
Straight Asphalt	2110/t	2820/t	2780/t	2780/t

3) Machinery cost

In this study, the basic unit rates of machineries are estimated under the following assumption.

A. Depreciative length of time

Originally, this matter shall be determined by the cumulative operating hours of machineries, but in this study, it is assumed to be 7 years.

B. Customs and tax to imported machinery

Customs duty is normally 30% of C/F value, export the various trucks and no sale tax with the exception of following machines:

	Customs	Sales Tax
Dump Truck	60%	20%
Water Truck	60	

C. Maintenance and miscellaneous expenses

Annual maintenance rate

15% of price

Annual miscellaneous rate

7% of price

Adopted construction unit cost are shown in Table 5-20.

Table 5-14 Materials to be Used in Each Provinces

	Subba	ase	
Province	Lower	Upper	Remarks
Sind	Stone Ballast	Crushed Stone	
Punjab	Crushed Stone	u	
N.W.F.P.	11	II	
Baluchistan	n	11	

Table 5-15 Classification of Pavement Types

Traffic of commercial vehicles per day	Type of Pavement	Design Life
Up to 1,500	Bituminous Surface	10 years
More than 1,500	Asphalt Concrete Surface	20 "

Table 5-16 Criteria of Subbase and Pavement Thickness in Case of Premixed Asphalt Surface

unit: co

				unit: cm
Cumulative number of	(СВ		₹
standard axle	5	6	7	Greater than 8
2.5×10^6			3	
4.0×10^{6}	35		30	en e
4.0 x 10 ⁶			3	
7.0×10^6	40	35	3	30
7.0 x 10 ⁶	÷	()	
10 x 106	40	35	3	30
10 x 106		10).	
15 x 10 ⁶	45	40	35	30
15 x 10 ⁶		10)	
40 x 10 ⁶	50	45	40	35
40 x 10 ⁶		10)	
80 x 106	55	50	45	40
80 x 10 ⁶		10)	
100 x 10 ⁶	60	55	50	45

Note: Number in the upper column shows thickness of Asphalt Pavement, lower number shows total thickness of subbase

Table 5-17 Criteria of Subbase and Pavement Thickness in Case of Bituminous Surface

unit: cm Cumulative C : R Number of Standard Axle 5 Greater 6 8 - 24than 25 $0.05 \times 10^6 \sim$ 3 0.2×10^{6} 40 30 20 0.2 x 106 ~ 3 1.0×10^{6} 50 40 30 20 1.0 x 106 ~ 3 2.5×10^6 50 40 30 20

Note: Number in the upper column shows thickness of bituminous surface, lower number shows total thickness of subbase

Table 5-18 The Average Distance of Transportation for Materials

Province	Distance	Remarks
SIND	100 Km	
PUNJAB	250	
N.W.F.P.	50	
BALUCHISTAN	50	

Table 5-19 Guideline for the Asphalt Pavement

Total Thickness cm	Binder Course cm	Wearing Course cm	Remarks
8	4	4	
9	5	4	
10	5	5	

Table 5-20 List of Construction Unit Cost

			T	7	T
	Unit	PUNJAB	SIND	1	BALUCHISTAN
Land Acquisition	_m 2	Rs 8	Rs 3	Rs 11	Rs 3
Road Bed Clearance and Removal of weeds and roots	n	8	8	7	7
Dismentaling and Removing Road Pavement	_m 3	46	46	40	40
Subgrade	u	127	127	115	115
Subbase from old Pavement	п	173	173	167	167
Subbase (Stone Aggregate)	u	276	219	207	207
Base (Stone Aggregate)	. 11 .	322	230	276	270
Bituminous Surface	m ²	35	35	35	35
Resurfacing of Road	11	20	20	20	20
Premixed Asphalt Carpet (t=50m/m)	II	69	60	66	67
Crossing Structure	m	2,955	2,840	2,970	2,970
Superstructure (Fly Over)	31	48,760	46,870	49,390	51,530
Superstructure (Long Span bridge)	11	63,630	61,110	66,900	68,100
Substructure (Fly Over)	pier	3,240,000	3,210,000	3,270,000	3,300,000
Substructure (Long span bridge)	tr	3,540,000	3,520,000	3,580,000	3,620,000
Over-Lay(t=50m/m)	m ²	72	63	69	70

Note: Including overhead of 15%.

5-7-2 Cost Estimation

Required road improvement cost by case for next 5-year (1st Stage) programme and beyond next 5-year programme 1988/89-1999/2000 (2nd Stage) are summarized as follows;

(Unit; Rs. Million)

	(1st Stage)	(2nd Stage)		
	1983/84-1987/88	1988/89-1999/2000	Total	(Master Plan)
Case; A	35,206	12,361	47,567	
Case; B	34,038	12,447	46,485	

Detailed cost estimation by case and year are shown in table 5-21 and 5-22.

I. CONSTRUCTION COST ESTIMATION FOR 1ST STAGE CONSTRUCTION

Case; A and Case; B

Table 5-21 (1)

											3570	≺.		
	-		8	CONSTRUCTION COST	COST		TMT	MIT: millio	million rupees		TAS	TARGET YEAR	1,888,	8.
Road Class				Road Cons	Construction				Crossing					
Province	Cord	Distance	Land	Land Subgrade Subbase	Subbase	Base	Pavener	Miscellane ous Work Seructure	Structure	Total	bridge	Fly Over	Total	Remarks
Primary	52001	160	0	301.39	62.27	278.21	319.68	10.49	5.06	977.10	Ö	0	977.10	Gaso A
Sind			0	301.39	62.27	278.21	319.68	10.49	5.06	977.10	0	0	977.10	В
		:	0.95	32.29	13.35	18.63	33.98	0.68	0.47	100.35	0	٥	100.35	
	52002	51	0.95	32.29	13.35	18.63	33.98	99.0	. 0.47	100.35	. 0	0	100.35	
	42003	55	3.47	118.40	32.35	95.63	124,60	2.44	2.56	379.55	0	0	379.55	
		}	3,47	118.40	32.35	95,63	124,60	2.44	2.66	379,55	0	0	379.55	
	2000	5	2.39	81.81	21.46	43.13	86.09	., 1,84	1.38	238.10	0	o	238.10	
		₹	2,40	18.18	21.46	43.13	86.09	1.84	1.38	238.10	0	0	238.10	
	42005	8,8	4.28	146.39	57.25	118.24	154.05	3.28	2.66	486.15	30.95	07.21	532.81	
		3 :	4.28	146.39	57.25	118.24	154,05	3.28	2.66	486.15	30,96	15.70	532,81	
	\$2006	132	8.32	27.99	111.67	114.05	299.05	5.92	8.58	575.58	59.57	47.10	682.25	
			8.32	27.99	111.67	114.05	299.05	5.92	8.58	575.58	59,57	47.10	682.25	
			1.39	50.32	12.40	28.51	43.34	0.99	2.52	139.47	48.50	15.70	203.77	
	52007	22	1.39	50.32	12.40	28.51	43.34	0.99	2.52	139.47	48,60	15.70	203.77	
	52008	109	8.83	234,66	31.02	141.26	214.73	5.26	5.69	641.45	43.70	15.70	700.85	
			8.83	234.66	31.02	141.26	214.73	5.26	5.69	641.45	43.70	15.70	700.85	
	52009	ព	. 1.05	27 99	3.61	25.83	25.61	0.63	0.62	85.34	0	0	85.34	
			1.05	3.50	1.18	18.08	12.96	0.63	0.07	37.47	0	0	37.47	
Primary	51001	48	14.21	122.71	17.32	100.15	108,74	1.73	3.93	368.84	0	c	363,84	
Punjab			14.21	32.29	5.14	66.77	54.34	1.78	0.99	175.52	c	0	175.52	
	51002	100	29.60	242.19	36.36	278.21	226.55	3.65	9.16	825.72	30.29	15.87	871.88	
			29.60	53.82	11.01	139.10	113.20	3.65	1.95	352.33	15,14	7.94	. 375.41	
	51003	12	3.17	9.69	2.62	6.26	13.58	0.44	0.35	36.11	0	7.96	44.05	
		·	3.17	69.6	2.62	6.26	13,58	0.44	0.35	36.11	0	7.94	44.05	
		1	25.20	56.51	8.21	73.03	79.22	2.43	2.61	247.21	Ó,	15.87	263.08	
	31004	2	25.20	56.51	8.21	73.03	79.22	2.43	2.61	247.21	٥	15.87	263.08	
	\$100\$	78	1.30	12.11	06.1	15.65	20.37	0.69	0.49	\$2.51	167.28	23.82	243.61	
			1.30	12.11	1.90	15.65	20.37	0.69	67.0	52.51	167.28	23.82	243.61	

:		•		. † ₁							CASE	13 A			
	*.)		Ö	CONSTRUCTION COST	COST		CAS	UNIT: mill	million rupees		IAR	TARGET YEAR	1.888,	÷	
Road Class				Road Con	Construction				Crossion	 - -	Long Span				<u> </u>
Province	Cord	Distance	Land	Land Subgrade Subbase	Subbase	Варе	Pavecent	Miscellane ous Work		Total	Bridge	Fly Over Total	Tocal	Remarks	
	\$1006	7,	5.40	50.46	7.76	65.21	84.87	2.87	2.08	218.65	. 0	15.88	234.53		
		!	5.40	50.46	7.76	65.21	84.87	2.87	2.08	218.65	0	15.88	234.53		
	\$1007	77	14.08	100,64	15.97	76.51	99.74	1.63	2.67	311.24	15.30	0	326.54		
		. '	14.08	100.64	15.97	76.51	99.74	1.63	. 2.67	311.24	15.30	0	326.54		
i			3.54	7,00	1,45	3,28	14.71	0.49	0	30.47	0	7.94	38.41		
	21008	ij	3.54	7.00	1.45	3.28	14.71	0.49	0	30.47	0	7.94	36.41		
			21.49	63.78	16.42	68,88	89.39	2.25	1,44	263.45	25.34	15.88	304.67		
	51009	79	21.49	63.78	16,42	68,68	89.39	2.25	1.44	263.45	25.34	15.88	304.67		
		,	10.88	107.64	14.52	69,55	90,67	1,14	2.41	296.81	0	15.87	312.68		
	21010	07	10.88	63,78	16.42	68.68	89.39	2,25	69.0	252.09	0	15,88	267.97		
	11013	4	3.77	84,63	12.73	55.94	83.86	1.53	1.73	244,19	C	0	244.19		
			3.77	84.63	12,73	\$6.55	83.86	1,53	1.73	244.19	0	0	264,19		
	51012	130	34.32	26.69	10.11	117.94	147.11	5.83	76"1	387.22	15.62	7.94	410.78		
			34.32	69.97	10.11	117.94	147.11	5.83	1.94	387.22	15.62	7.94	410.78		
		;	٥	135.22	37.98	93.20	151,86	3.8	4. 16	426.23	719.71	15.87	1,161.81		
	51013	, 6	0	135.22	37.98	93.20	151.86	3.81	4.16	426.23	719.71	15.87	1,161.81		
	51014	32	0	64.58	20.39	44.51	72.53	1,53	2.59	206.13	76.00	0	282.13		
			с	64.58	20.39	64.51	72.53	1.53	2.59	206.13	76.00	0	282.13		
	51015	15	٥	30.27	4.52	14.10	34.01	0.75	1.80	85,45	277.63	o	363.08		
	:		.0	30.27	4.52	14.10	34.01	0.75	1.80	85.45	277.63	6	363.08		
		:	0	97.95	31.95	54,25	:17.86	2,66	2.16	306-81	599.76	15.87	922.44	:	
	27070	75	٥	97.95	31.95	54.25	117.85	2.64	2.16	306.81	599.76	15.87	. 922.44		-
. :	51017	38	. 0	76.69	12.01	10.68	75.47	. 34	1.20	233.28	273.82	47.61	554.71		
			0	76.69	12.01	66.07	75.47	1.84	1.20	233.28	273,82	47.61	554.71		
	51012	£	0	64.58	10.56	55.64	72.53	1.42	0.93	205.66	46.02	15.87	267.55		
	2	1	0	64.58	10.56	55,64	72.53	1,42	0.93	205.66	46.02	15.87	267,55		
	51010	2	٥	62.43	9.66	50.43	65.73	1.26	76 0	174.58	16.031	15.87	330.76		
	***		0	62.43	9.66	50:43	65,73	1,26	0.94	174.58	140.31	15.87	330.76		_

Table 5-21 (3)

				` '					: :		CASE	N. A.	so		
			8	CONSTRUCTION COST	COST	. ** .	Š	UNIT: MILL	million rupees		T.	TARGET YEAR	1,888,	18, 2,000	
Road Class	65			Rosd Con	Construction				30,						
Province	Cord	Distance	Land	Land Subgrade Subbase	Subbase	Base	Pavement	Miscellane ous Work Serueture	t vtosakos ie Seruerur	Total	Bridge	Fly Over	Total	Remarks	·
	51020	16	o	10.76	3.07	27.82	36.26		07.0	79.29	0	0	79.29		
			0	10.76	3.07	27.82	36.26	0.98	07.0	79.29	0	0	79.29		-
. : 	51021	유	0	56.51	14 52	31.30	68.00	2.03	1.68	174.04	134.57	15.87	324,48		
			0	56.51	14,52	31,30	68.00	2.03	1.68	174.04	134.57	15.87	324.48		
	\$1032	•	0	96.38	17.94	46.95	102.01	66'1	3.50	269.27	342.32	63,48	675.07		
	77077	Ç	0	98.96	17.94	46.95	102.01	1.99	3,50	269.27	342.32	63.48	675.07		
Primary	63063	;	5.24	5.12	1.16	2.32	15.13	0.54	0.24	29.75	51.15	О	80.90		
		*	5.24	5.12	1.16	2 32	15.13	0.54	0.24	29.75	51.15	o	80.90		
~	53002	36	13,46	13.17	2.98	5.96	39.59	1.59	0.25	77.00	68.15	8.03	153.18		
			13.46	13.17	2.98	5.96	39.59	1.59	0.25	77.00	68.15	8.03	153.18		
. :	53003	23	8.60	36.45	4.60	9.20	47.59	1 69	1.93	110.06	159.04	0	269.07		T
			8.60	36.45	6.60	9.20	47.59	1.69	1.93	110.06	10.651	0	269.07		
	\$3004	5	0	4.88	0	10.46	13,35	2.08	1.63	32.40	58.33	56.01	146.79		
		3	٥	4.89	0	10.46	13.35	2.08	1.63	32.40	58.38	56.01	146.79		
Primary	252010	2	1.46	9.69	0	6.04	4.53	0.79	0.45	22.96	0	7.94	30.90		
			1.46	9.69	3.83	4.47	14.78	0.78	0.43	35.44	0	7.83	43.27		
Primary	254001	82	8.12	86 67	3.66	49.56	20.65	2.45	1.51	135.93	0	o	135.93		
D#1 #CH19	•		8.12	86.69	3.66	95 67	20.65	2.45	1.51	135.93	0	0	135.93		
	254002	7,	7.62	56.32	87.4	39.63	19.39	1.75	4.24	133.43	0	0	133.43		
			7.62	26 32	6,48	39 63	19.39	1.75	4.24	133.43	0	0	133.43		
	254003	293	0	35.72	٥	85.52	36.39	6.66	В	164.29	0	0	164,29		
			0	35.72	0	85.52	36.39	99.9	0	164.29	0	0	164.29		
- A	254004	69	0	8.41	٥	70 14	8.57	1.57	0	38.69	0	0	38.69		Γ
			0	9.41	0	20.14	8.57	1.57	0	38.69	0	0	38.69		ļ
	254005	144	14.26	105.32	3.24	85.23	36.27	5.25	4.11	253.68	0	8 15	261.83		<u> </u>
			14.26	105.32	3.24	85 23	36.27	5.25	4.11	253.68	0	8 15	261.83		Γ
	254006	731	12.97	127.75	5.52	77.53	32.99	4.00	4.73	265.49	0	48.90	314.39		
			12.97	127.75	5.52	77.53	32,99	7.00	4.73	265.49	0	78 90	314,39		

					•	:	-				CASE	E Y 3		-	
		٠.,	ੈਂ ਵਿੱਚ	CONSTRUCTION COST	COST	:11	INS	UNIT: million rupees	on rupees		TAR	TARGET YEAR	1,888,	8,	
Road Class	-:			Road Cons	Construction				Crossing		COLO SCAN				
Province	Cord	Distance	Land Acquisits	Land Subgrade Subbace	Subbase	Baso	Pavement	Miscelluni ous Work	Hiscellune ous Work Structure	Total		Fly Over	Total	Remarks	:
Primary	351023	71	5.26	7.53	2.55	4.23	5.22	0.63	0.10	15.00	24.04	7.94	46.98		
Punjab			5.26	7.53	2.55	4.23	5.22	0.63	01:0	15.00	26.04	7.94	86.99		
Primary			1.16	1.46	0.30	0.69	1.12	0.11	0.20	5.04	30.39	Ö	35.43		
N.C.F.P	353005	m	1, 15	1.46	05.0	0.69	1.12	0.11	07.0	5.04	30,39	0	35.43		
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		20.80	118.49	19.8	22.95	27.20	1.95	4,57	204.57	200,39	0	96 907		
	333006	, ,	20.80	118.49	19.8	22.95	27.20	1.95	4.57	204.57	200.39	0	404.96		
			9.24	2.46	65.0	.9.67.	6.04	1.00	26.0	29.91	0	D	29.91		
	32300/	72	9.24	2.46	0.53	9.67	70.9	1.00	76.0	29.91	0	, O	29.91		
	00000	;	2.68	59.49	0	0	25.67	0.89	5.51	94.24	0	O	94.24		
	200656	7	2.68	59.49	0	0	25.67	0.89	5.51	94.26	٥	0	94.24		
	353009	157	27 63	69.56	0	0	33,04	5 84	7.12	169.32	0	0	169-32	1,000	
			27.63	95.69	0	0	33.04	5.84	7.12	169.32	0	O	169.32		
	503010	141	7 76	34.38	0	14,01	17.51	2.88	19*1	77.95	0	c	77.95		
			7.76	34.38	0	14.01	17.51	2.88	1,41	77.95	0	0	77.95		
Primary	100,001	0.5	٥	o	0	61.29	26.08	4.83	0	92.20	0	0	92.20		
Baluchistan	70.00	747	0	0	0	61.29	26.08	4.83	0	92.20	Ö	: 0	92.20		
	B00305	175	0	0	0	52.16	21.76	3.39	0	77.29	0	0	77,29		
	00000	;; 	0	0	0	52.16	21.74	3.39	0	77.29	٥	0	77.29		
Primary	1:0659	1.7	0	11.57	10.00	21.36	16.02	1,91	0.30	61.16	٥	7.85	69.01		
Sind		}	. 0	11,57	10 00	21.36	16.02	1.6.1	0.30	61.16	O	7.85	10.69		
	683013	67	4.16	11.30	12.02	20.87	15.65	1.53	0.27	65.80	27.78	7.85	101,43		
	770760	;	4.16	11.30	12.02	20.87	15.65	1.53	0.27	65.80	27,78	7.85	101.43		
			0	2.15	2 00	2.98	2.98	0.32	90.0	10.51	0	O	10.51		
	652013	60	0	2.15	2,00	2.98	2.98	0.32	0.08	10.51	0	0	10.51		
Primary	00000	\$71	0.	119.48	7 39	87.59	37.27	4. 25	0.65	256.63	113.53	16.30	386.46		
Baluchistan	22220		0	110.13	17.02	129,59	55.14	4. 25	0.62	316.75	214,45	16.30	547.50		
	656010	167	0	109.66	16.23	142.72	60.73	5.88	3.62	338.84	95.51	32.60	466.95		
	22020	3	0	109.66	16.23	142,72	60.73	5.88	3.62	338.84	95.51	32.60	466.95		

Table 5-21 (5)

			: :		1 		: - -				CASE	*	110		
			Ē	CONSTRUCTION COST	נופב		<u> </u>	TIMIT TO THE	million runses		i de	1400 F-0000	•	·	•
			3	STRUCTANG	1603		5	TYYES :1	on cuperes		74	CEI IEAR	1,888,	58,	:
Road Class		<i>(</i> , ,		Road Construction	BETUCELON			# T	Crossing		Lone Snan				
Province	Cord	Distance	Land Acquistes	Land Subgrade Subbase	Subbase	Base	Pavenene	Miscellane ous Work S	Structure	Total	,	Fly Over	Total	Remarks	
Secondary	1024	£9	0	42.38	2.35	29.62	15.87	2.45	6.23	06 86	6.39	٥	105.29		
Punjab			0	42.38	2.35	29.62	15.87	2,45	6.23	98.90	6,39	0	105.29		
- 1. - 2. - 3.			0.58	7.27	0.65	3,54	1.89	0.19	2.09	16.21	0	0	16.21		
	4023	,	0.58	7.27	0.65	3.54	1.89	0.19	2.09	16.21	0	ο	16.21		
	3013	15	0	20.11	0.20	5.47	6.38	1.01	Ö	33.62	0	c	33.62		
N.W.F.D			0	20.11	0.20	5,47	6.38	1.01	6	33.62	0	0	53.62		-
Primary			2.58	9.51	1.91	1.40	8.21	0.98	0.51	25.10	0	0	25.10		
N.W.F.P	******		2.57	\$.51	1.91	1.40	8.21	0.38	0.51	25.10	0	0	25, 10		
	7001	3	0	20.34	3.52	21.21	11.36	1.07	1.58	59.08	0	O	59,08		
Punjab	0707		0	20.34	3.52	21.21	11.36	1.07	1.58	59.08	0	O	59.08	-	
		-	12.68	32.29	67.8	33,38	17.88	0.95	1.56	107.23	119.40	39.70	256,33		
	104/	2	12.67	32.29	4.52	19.34	12.09	0.95	1.49	83.35	118.14	39.70	241.19		
Secondary	2100	į	17.0	22.55	£1.5	57.2	9.32	79.0	10.1	47.13	0	0	47,11		
NWEP	CTOC	ì	0	13.53	60.4	6.23	7.79	79.0	26.0	33.19	0	0	33.19		
	1078		0	18.16	2.79	12.69	6.80	0.45	. 0	40.89	0	0	40.89		
Punjab	2	•	0	10.90	2.17	10.61	5.68	0.45	0	29.81	O.	0	29.81		
	3016	186	0	181.39	26.98	43,72	78.97	3.77	99"4	307.36	D	0	307,36		
NWFP		3	0	181.39	26.98	43.72	46.84	3.77	7,66	307.36	0	0	307,36		
	3015	ç	7.15	18.29	1,33	8,42	10.52	1.30	2.20	49.21	0	0	12.65		
			7.15	18.29	1.33	8.42	10.52	1.30	2.20	49.21	0	0	49.21		
	1029	9	2.13	15.34	2.79	22.39	8.00	0.68	0.19	51.52	0	Ö	51:52		
Punjab			2.13	15.34	2,79	22.39	8.00	0.68	0.19	51.52	0	0	51.52		
	1030	9	2.13	16.15	2.94	23.57	8.42	0.72	0.16	54.09	0	0	54.09		
			2.24	16.15	2.94	23.57	8.42	0.72	0.16	54.09		0	54.09		
	1033	5	1.58	12.11	0.33	17.68	6.31	1.02	0.19	39.32	0	٥	39.32		
		3	1,68	12.11	0.33	17.68	6,31	1.02	0.19	39.32	0	0	39.32		
Primary	2014	78	0	79.12	22.40	65.82	49.36	5.84		223.65	31.61	15.68	270.94	4-4-4-	
Sind			12,35	79.11	22.31	65.82	90'69	5.84	1.07	235.86	31.69	12.62	280.17		
			İ		į								i		

											CASE	£ ₩			
			8	CONSTRUCTION COST	1502		TAD	UNIT: millio	million cupees		TAR	TARCET YEAR	1,888,	8,	
Road Class				Road Cons	Construction				Crossing		Lonz Span				
Province	Cord	Distance	Land Acquiste	Land Subgrade Subbnace Acquistrion	Subbase	Ваве	Pavement	Pavement Miscellane ous Work	Structure	Total	Bridge	Fly Over	Total	Remarks	
Primary		L	9.60	33.10	72.6	96:19	30.98	4.28	0.25	16.91	0	٥	149.91		
Sind	CTD7	27	65.6	33,10	9.14	96.19	30.98	4.28	0.25	16.651	0	0	16.651		
	2,04	,;	0	0.	5.22	26,52	13.26	2.19	o	47.19	0	٥	47.19		
	3	3	0	0	5.22	26.52	13.26	2.19	0	47.19	0	o	47.19		
	2017	77	0	0	1.83	76.92	13.47	2.23	0	64.47	0	O	44.47		
	3		0	0	1.83	26,94	13.47	2.23	0	24.43	0	0	64.47		
100	aroc	1,7	0	0	1.22	19.78	68 6	1.63	0	32.52	٥	0	32.52		
	0107	•	O	0	1.22	19.78	68.6	1.63	C	32.52	0	0	32.52		
	9.50		0	0	90.0	0.84	0.42	0.07	0	1.41	0	0	1,41		
	CT07	7	0	0.	90.0	78.0	0.42	.0.0	0	1.41	0	0	1.41		
-	ţ.	ì	26.88	90.42	02.21	00.88	47.14	4.15	6.79	277.08	0	0	277.08		
Punjab	*604	3	26.88	27.06	15.70	88.00	47.14	4,15	4.79	80.772	0	. 0	277.08		
	5501	5	14.00	42.79	4.70	68'67	13.35	1.11	1.85	127.63	22.86	6.35	156.84		
:	201	?	13.99	42.79	04.4	49.83	13.35	1,11	1.85	127.63.	22.86	6.35	156.84		
	7001	70.	0	57.05	2.87	83,28	29.74	2.35	1,39	179.68	0	0	179,68	-	
	5	3	o	57.05	5.87	83,28	29.74	2.35	1.39	179.68	0	0	179.68		
			3.41	15.12	0	10.64	13.05	1.86	0.89	44.77	٥	0	44.77		
N.W.F.P	3016	62	3,41	15.12	0	10,44	13.05	1.86	0.89	44.77	0	0	44.77		
	3017	9.5	5.23	57.90	8.00	15.99	19.99	1.84	0.57	109.52	0	D	109.52		
			5.23	57.90	8.00	15,99	19.99	1.84	0.57	109.52	0	0	109.52		
			28.44	34.38	1.36	3.89	11.84	1.43	2.09	83.43	0	0	83.43		
\ :	3018	77	77 82	34.38	95" (3.89	11.84	1.43	2.09	83.43	0	. 0	83,43		
	sui s	8.5	46.35	83.62	3.66	10.28	24.68	2.77	3.02	174.38	0	0	174,38		
			10.78	59.73	3.82	0	20.62	2.77	2.89	190.61	0	0	100.61		
	3020	29	13.72	28.28	3.82	10.89	10.81	0.56	1.44	69.52	0	0	69.52		
			13.72	28.28	3.82	10.89	10.81	0.56	1.44	69.52	0	G	69.52		
	3021	65	Ö	95.08	9.92	28.70	140.78	2.24	5.05	283.77	0	0	281.77		
			0	39.62	15.65	0	24 22	2.24	2,02	83.75	0	0	83.75		

Table 5-21 (7)

	g	CONSTRUCTION COST	COST	:	EK.	UNIT: millio	militon rupees		TARG	TEAR.	1.628	9	
												•	
		Road Cons	truction										
Distance	Lead	Subgrade	Subbase	Base	Pavenent	Miscellanc ous Fork	Structure	Total	Long Span Bridge	Fly Over	Total	Remarks	
38	0	51,13	1.17	26.80	87.57	3.18	1.45	171.30	77.32	0	248.62		
	0	51.13	1.17.	26.80	15.78	3,18	1.45	171.30	77.32	0	248.62		
	25.61	52.21	1.90	45.60	£9. 9Z	3.89	2.84	156.48	38.00	76.7	202.42		
	19:52	52.21	1.90	45.60	24.43	3.89	2.84	156.48	38.00	7.94	202.42		
82	28.21	55.17	7.31	57.03	82.01	3.43	2.10	235.26	0	7.96	243 20		
	28.21	55.17	7.31	57.03	82.01	3.43	2,10	235.26	0	7.94	243.20		
32	8.45	21.53	1:00	15.04	8.06	1;17	0,62	55.87	o	٥	55.87		
	8.45	21.53	1,000	15.04	8.05	1.12	0.62	55.87	O	O	55.87		
	. 0	. 0	2,17	21.79	11.67	97.1	0	37.09	0	0	37.09		
3	-0	0	2.17	21.79	13.67	1.46	0	37.09	0	0	37.09		
	0.	19.38	3.80	18.85	10.10	0.80	0.27	53.21	۰	٥	53.21		
	ő	19.38	3.80	18.86	10.10	08.0	0.27	53.21	0	ó	53.21		
	2,90	4.88	1.38	1.88	2.01	01.0	0	13.15		6.62	19 57		
	2.90	4.88	1.38	1.88	2.01	0.10	0.	13.15	٥	6.42	19.57		<u>:</u>
21,7	.0	26.45	43.99	42.22	26.95	3.46	0	143.07	O	c	143.07		
	0.	26.45	43.99	42.22	26.95	3.46	0	143.07	o	0	143.07		
189	19.28	184.31	26.57	111.86	47.60	3.56	11.74	404.92	0	0	404.92		
	19.28	184.31	26,57	111,86	47.50	3.56	11.74	404.92	o	0	76.907		
	O	7.53	0.75	5.28	1.68	01.0	2.30	17.64	0	0	17.64		
s	0	7.53	0.75	5.28	1.68	01.0	2,30	17.64	0	0	17.64		
	0	90.42	8.49	78.98	21.16	151	6.91	207.47	0	7.94	215.41		
ő	0	90,42	9.49	78.98	21.16	1.51	6.9	207.47	O.	O	207.47		
38	2.14	9.15	0	11.42	8.56	1.48	0.18	32.93	0	n	32,93		
	2.14	9.15	0	11.42	8.56	1.48	0.18	32.93	0	0	32.93		
,	2.02	12.92	2.39	10.75	8.06	.1.14	0.10	37.38	0	0	37.38		
70	2.02	12.92	2.39	10.75	8,06	1.14	0.10	37.38	0	0	37.38		
7,7	7,33	49.78	12.90	37.27	18.64	1.84	1.02	128.78	0	0	128.78		
	7.33	82 65	12.90	17 27	78 81	70 1				-			
	217 217 189 8 8 8 8 8 8 8 8	┍┈╬╸┸╸╸╸┩╬╸╬╌╸┩╒╒╏┈╒╏╒╬╏┈┈┩┈┈┡┈┈┞╬┈┠┈┉╟┈┉╠┉╬╚┉╣┉┉╬┈╬╻┈╠┉┈╏┈┈╏┈┈╏┈┈┩┈┈╏┈┈┩┈╻	Road Land Acquistronus 0 51:10 0 51:10 0 51:10 25:61 \$2.22 28:21 \$5.13 8.45 \$1:5 8.45 \$1:5 8.45 \$1:5 8.45 \$1:5 8.45 \$1:5 8.45 \$1:5 8.45 \$1:5 9.29 \$4.8 9.29 \$4.8 19.28 \$184.3 19.28 \$184.3 90.4 \$6.3 7.53 \$9.47 7.33 \$9.73 7.33 \$9.73 7.33 \$9.73	Read Construction Land Subgrade Subbase 0 51.13 1.17 0 51.13 1.17 0 51.13 1.17 25.61 52.21 1.90 25.61 52.21 1.90 28.21 55.17 7.31 28.21 55.17 7.31 28.21 55.17 7.31 28.45 21.53 1.00 0 0 2.17 0 0 0 2.17 0 0 0 2.17 0 0 0 2.17 0 0 0 2.17 0 0 0 2.17 0 0 0 0 2.17 0 0 0 0 2.17 0 0 0 0 2.17 0 0 0 0 2.17 0 0 0 0 0 0 0 0 2.17 0 0 0 0 0 0 0 2.17 0 0 0 0 0 0 0 2.17 0 0 0 0 0 0 0 2.17 0 0 0 0 0 0 0 2.17 0 0 0 0 0 0 0 2.17 0 0 0 0 0 0 0 2.18 0 0 0 0 0 0 2.19 0 0 0 0 0 0 2.19 0 0 0 0 0 0 2.19 0 0 0 0 0 0 2.19 0 0 0 0 0 0 2.19 0 0 0 0 0 0 2.19 0 0 0 0 0 0 2.20 0 0 0 0 0 0 2.20 0 0 0 0 0 0 2.20 0 0 0 0 0 0 2.20 0 0 0 0 0 0 2.20 0 0 0 0 0 0 2.20 0 0 0 0 0 0 2.20 0 0 0 0 0 0 2.20 0 0 0 0 0 0 2.20 0 0 0 0 0 0 2.20 0 0 0 0 0 0 2.20 0 0 0 0 0 0 2.20 0 0 0 0 0 0 2.20 0 0 0 0 0 0 2.30 0 0 0 0 0 0 2.30 2.30 2.30 2.30 2.30 2.31 0 0 2.31	Road Construction Addustrion Construction C	Road Construction Acquisition Subgrade Subbace Base 0 51.13 1.17 26.80 0 51.13 1.17 26.80 25.61 52.21 1.90 45.60 25.61 52.21 1.90 45.60 25.61 52.21 1.90 45.60 25.61 52.21 1.90 45.60 25.61 52.17 7.31 57.03 26.21 1.90 45.60 45.60 28.21 1.90 45.60 45.60 0 0 2.17 21.79 0 0 2.17 21.79 0 0 2.17 21.79 0 0 2.17 21.79 0 0 2.17 21.79 0 0 2.17 21.79 0 0 2.17 21.79 0 0 2.47 21.79 0 2.45 43.99 42.22	Road Construction Acquisition Subgrade Subbace Base 0 51.13 1.17 26.80 0 51.13 1.17 26.80 25.61 52.21 1.90 45.60 25.61 52.21 1.90 45.60 25.61 52.21 1.90 45.60 25.61 52.21 1.90 45.60 25.61 52.17 7.31 57.03 26.21 1.90 45.60 45.60 28.21 1.90 45.60 45.60 0 0 2.17 21.79 0 0 2.17 21.79 0 0 2.17 21.79 0 0 2.17 21.79 0 0 2.17 21.79 0 0 2.17 21.79 0 0 2.17 21.79 0 0 2.47 21.79 0 2.45 43.99 42.22	Road Construction Acquisition Subgrade Subbace Base 0 51.13 1.17 26.80 0 51.13 1.17 26.80 25.61 52.21 1.90 45.60 25.61 52.21 1.90 45.60 25.61 52.21 1.90 45.60 25.61 52.21 1.90 45.60 25.61 52.17 7.31 57.03 26.21 1.90 45.60 45.60 28.21 1.90 45.60 45.60 0 0 2.17 21.79 0 0 2.17 21.79 0 0 2.17 21.79 0 0 2.17 21.79 0 0 2.17 21.79 0 0 2.17 21.79 0 0 2.17 21.79 0 0 2.47 21.79 0 2.45 43.99 42.22	Road Construction Higher Higher	Road Construction Crousing Crousing Land. Subgrade Subbase Base Pavement Higgs Structure Crousing T.45 171.30 0 51.13 1.17 26.80 87.57 3.18 1.45 171.30 0 51.13 1.17 26.80 87.57 3.18 1.45 171.30 25.61 52.21 1.30 45.60 24.43 3.89 2.84 156.48 25.61 52.21 1.30 45.60 24.43 3.89 2.84 156.48 28.21 57.31 57.03 82.01 3.43 2.10 235.64 28.21 57.31 57.03 82.01 3.43 2.10 235.64 28.21 57.31 57.03 82.01 3.43 2.10 255.64 28.21 57.31 57.03 82.01 3.43 2.10 255.67 0 0 2.17 21.79 11.46 0 27.00 0 19.38 3	Lund. Soad Construction Consting Consting Long Syan Lund. Lund. Sibbree Base Pavement Square Structure Total Total 0 51.13 1.17 26.80 87.57 3.18 1.45 171.30 77.32 0 51.13 1.17 26.80 87.57 3.18 1.45 171.30 77.32 25.61 52.21 1.90 45.60 24.43 3.89 2.84 156.48 38.00 25.51 1.90 45.60 24.43 3.89 2.84 156.48 38.00 25.51 1.90 45.60 24.43 3.89 2.84 156.48 38.00 26.21 1.90 45.60 24.43 3.89 2.98 1.17 0.62 25.28 0 26.21 1.90 45.60 24.43 3.89 2.98 1.14 0.62 2.14 3.79 0 26.22 2.15 1.16 1.16 0.0 0.2 <td>Road Construction Road Construction Coosting Coo</td> <td>Road Construction Road Construction Crossing Crossing Crossing Profession <th< td=""></th<></td>	Road Construction Road Construction Coosting Coo	Road Construction Road Construction Crossing Crossing Crossing Profession Profession <th< td=""></th<>

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				:	:				-		SVO	α <		
			히	CONSTRUCTION COST	COST		TIMO		million rupees		TAR	TARCET YEAR	1,888.	8
	:			Road Cons	Construction							1		
Road Class	Cord	Distance	Land		Subbase	Баве	Pavement Miscellan	19	Crossing:	Total	Long Span Bridge	Fly Over Total	Total	Remarks
Secondary			6.43	27.45	Đ	51.34	25.69	-	0 16	115.56	87.00	c	202 56	
Sind	5202	102	6.43	27.45	0	51.38	25.69	4.45	0.16	115.56	87.00	0	202.56	
			6.30	78.7	7.22	50,37	25.18	3,54	0.07	97.52	107.98	a	205,50	
-	20Z	700	6.30	78.7	7,22	50.37	25: 18	3.54	0.07	97.52	107.98	0	205.50	
,			4.82	48.44	16.99	11.92	8,94	0	0	91.11	٩	٩	91.11	
	505	\$7	20,08	48.44	16.99	11.92	8.94	0	٥	106.37	0	ĵ.	106.37	
	2		2.08	5.65	5.83	7.05	5.29	0.92	0.11	26.93	0	0	26.93	
	4707	7	2.08	5.65	5 83	7.05	62.5	0.92	0.11	26.93	0	0	26.93	
			0	97.9	19.1	6.73	3.37	0.37	0,12	18.66	0	0	18.66	
	7707	Ø	0	97.9	1.61	6.73	3.37	0.37	0.12	18.66	0	0	18.66	
	8000	٠	0	19.38	4.78	20.20	10 10	1.03	0.20	55.69	0	0	55,69	
	3	?	0.36	19.38	4.78	20.20	10.10	1.03	0.20	56.55	0	.0	56.55	
	00.00	9	6.73	45.75	25.86	34.25	17.13	1.71	67.0	131.92	0	0	131.92	
	3	8	6.73	45.75	25.86	34.25	17.13	1.71	0.49	131.92	0	0	131.92	
	2020	. 9	3.96	32.29	5.44	26.86	10.07	0.79	0	80.41	0	0	80.41	
	3	,	3.96	32.29	6.44	26.86	10.07	0.79	0	80.41	0	Ö	80,41	
	2031	27	0	6.05	0.58	14.90	5.59	0.89	0	28.01	0	o	28.01	
		?	0	6.05	0.58	14.90	5.59	0.89	0	28.01	0	. 0	28.01	
			0	43.59	9.00	34.09	17.05	1.60	0.74	106.07	ó	0	106.07	
	2032	128	0	43,59	9.00	34.09	17.05	1.60	0.74	106.07	0	o	106.07	
	2022	ř	2.38	16.15	2.09	16.12	6.04	0.40	0.03	43.27	0	Ö	43.27	
			2,38	16.15	2.09	16.12	6.04	0.40	0.03	43.27	0	0.	43.27	
	2016	. 7%	3.37	27.45	1.34	61.71	8.56	1.10	0.40	59.35	С	ó	59.35	
		,	3.37	27.45	pE 1	17.13	8.56	1.10	07-0	59.35	0	0	59 35	
	2035	1,6	1,58	12.92	1.05	8.06	4.03	0.47	0.41	28.52	٥	٥	28.52	
			1.58	12.92	1.05	8.06	4.03	0.47	17.0	28.52	٥	0	28.52	
	2016	2	5.15	41.98	1.83	26.19	13, 10	1.68	1.62	91.55	٥	٥	91.55	
: .		\ \	5,15	41.98	1.83	26.19	13.10	1.68	1.62	91.55		٥	91,55	

1y Over Total. 0 15.64 0 15.60 0 88.81 0 88.81 0 99.80 0 37.77 0 39.60 0 99.80 0 77.78 0 99.80 0 77.78 0 77.78 0 87.06 0 99.80 0 99.												35Y3	*			_
Condition Cond										· · ·						
COTA Road Constituction State Constituction Save Constituction Coverage (state constituction) Coverage (state cons			* *	8	STRUCTION	COST		IND		n rupees		TAR	CET YEAR	1,888,	,	
COTA Distance Requisition (According 10.0) and the color of the color	Road Class				1 1	truction				Crossing		Long Span				
2007 30 0 6-5.9 4.97 3.73 0.55 0 13-64 0 0 2008 5.6 2.9 6 0 6-39 4.97 3.73 0.55 0 13-60 0 0 2008 5.45 2.9 6 0 2.70 13-85 1.81 0.40 82-81 6.00 0 2009 4 0 2.72 13-89 9.47 1.02 0.70 82-87 0 0 2004 2 2.42 1.894 9.47 1.02 0.70 82-87 0 0 2004 2 2.42 1.894 9.47 1.02 0.70 82-87 0 0 2004 2 2.42 1.02 0.70 28-87 0 0 0 0 2004 2 2 2 2 2 2 2 2 2 2 2 2 2 2		:	Distance	Lend	Subgrade	Subbase	Sase	Pavement !	Miscellane	Structure	Total	Bridge	Fly Over	Total	Remarks	. 7
2008 5,45 4,97 3,77 0,55 0,67 82,81 6,09 0 0 2038 5,45 29,60 4,00 27,70 13,85 1,81 0,40 82,81 6,00 0		7602	g	0	0	6.39	4.97	3.73	0.55	1 1	15.64	0	0	15 64		
2039 55,45 29,60 4,00 27,70 13,95 1,61 0,40 82,81 6,00 0 2039 5,45 29,60 4,00 27,70 13,85 1,61 0,40 82,81 6,00 0 2039 2,45 4,22 4,22 4,22 4,27 1,02 0,70 56,57 0	Secondary		}	0	0	6.39	4.97	3.73	0.55	0	15.60	٥	0	15.60		T
201. 5.45 29.60 4.00 27.70 13.85 1.61 0.40 82.81 6.00 0 201. 26.22 4.22 18.94 9.47 1.02 0.70 58.57 0 0 200. 26.22 4.22 18.94 9.47 1.02 0.70 58.57 0 0 200. 26.22 4.12 18.94 9.47 1.02 0.70 58.57 0 0 200. 0 17.49 3.00 10.94 5.47 0.51 0.70 35.57 0 0 200. 0 17.46 3.00 10.94 5.47 0.51 0.70 0		3	1	5.45	29.60	00.7	27.70	13,85	1.81	07.0	82.81	9 00	С	88 81		T
2040 26 0 26,22 4,22 18-94 9-47 1,02 0.70 58-57 0 0 2040 26 0 24,22 4,22 18-94 9-47 1,02 0.70 58-57 0		2038	â	5.45	29.60	4.00	27.70	13.85	1.81	0.40	82.81	6.00	0	88.81		T
2040 26,122 6,122 18,94 9,47 1,122 0.70 26,57 0.70 26,57 0.70 26,57 0.70 26,57 0.70 0.90				0	24.22	4.22	18.94	9.47	1.02	0.70	58.57	0	°	58,57		T
2040 26 0 17.49 3.00 10.34 5.47 0.51 0.30 37.71 0 0 2041 20 0 17.69 3.00 10.34 5.47 0.51 0.30 37.71 0 0 2042 7 0 41.44 7.61 32.41 16.20 1.66 0.46 99.80 0 0 2042 31 0 41.44 7.61 32.41 16.20 1.66 0.46 99.80 0 0 0 2042 31 0 16.68 2.61 13.63 6.22 0.74 0 39.60 0 0 0 0 0 0 39.60 0		2039		0	24.22	4.22	18.94	15.6	1.02	0.70	58.57	0	0	58.57		
2000 20 0 17.49 3.00 10.94 5.47 0.31 0.30 37.71 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				0	17.49	3.00	10.94	5.47	0.51	0.30	37.71	0	0	37.71		T
2041 77 0. 41,44 7,61 32,41 16,20 1,66 0,48 99,80 0 0 2042 31 0 41,44 7,61 32,41 16,20 1,66 0,48 99,80 0 0 2042 31 0 16,68 2,61 13,05 6,22 0,74 0 39,60 0 0 112043 26 2,57 17,49 3,00 17,46 6,52 0,74 0 39,60 0 0 112044 40 16,68 2,61 13,05 6,52 0,74 0 39,60 0 0 0 112044 40 17,49 3,00 17,46 6,55 0,78 0,16 48.01 9,05 0 0 111204 40 3,96 26,81 1,6,75 6,28 0,78 0,76 0 0 0 1,12,38 0 0 0 1,12,38 0 0 <th>:</th> <td>2040</td> <td>8</td> <td>0</td> <td>17.49</td> <td>3.00</td> <td>10.94</td> <td>5.47</td> <td>0.51</td> <td>0.30</td> <td>37.71</td> <td>0</td> <td>0</td> <td>37.71</td> <td></td> <td>1</td>	:	2040	8	0	17.49	3.00	10.94	5.47	0.51	0.30	37.71	0	0	37.71		1
2042 1/1 0 41,44 7,61 32,41 16,20 1,66 9,48 99,80 0 0 2042 31 0 16,68 2,61 13,05 6,52 0,74 0 39,60 0 0 112043 2 15,68 2,61 13,05 6,52 0,74 0 39,60 0 0 0 112043 2 2,57 17,49 3.00 17,46 6,55 0,78 0,16 48.01 9,05 0 112044 3,96 26,91 3,61 26,86 10.07 0,90 0,07 72.38 0 0 1112044 40 3,96 26,91 3,61 26,86 10.07 0,90 0 0 0 0 0 0 0 0 0 0 0 0 25,34 0 0 0 0 0 0 0 0 0 0 0 0 <td< th=""><th></th><th>1.00</th><th></th><th>6</th><th>41.44</th><th>7.61</th><th>32.41</th><th>16.20</th><th>1.66</th><th>0.48</th><th>99.80</th><th>0</th><th>٥</th><th>99.80</th><th></th><th>T</th></td<>		1.00		6	41.44	7.61	32.41	16.20	1.66	0.48	99.80	0	٥	99.80		T
2042 31 0 16.66 2.61 13.05 6.52 0.74 0 39.60 0 0 112043 0 16.68 2.61 13.05 6.52 0.74 0 13.60 0 0 112043 2 2.57 17.49 3.00 17.46 6.55 0.78 0.16 48.01 9.05 0 112044 40 3.96 26.91 3.68 10.07 0.72.38 0 0 0 112045 13 0 0 0 0 0.77 72.38 0 0 0 112046 76 0 0 0 0 0 0.77 72.38 0 0 0 0 0 0 0.53.53 16.77 3.23 0 65.34 0 0 0 0 0 0 0 0 0 0 0 65.34 0 0 65.34 0 0 <t< th=""><th></th><td>2041</td><td></td><td>0</td><td>41-44</td><td>7.61</td><td>32,41</td><td>16.20</td><td>1.66</td><td>0.48</td><td>.99.80</td><td>0</td><td>0</td><td>69 80</td><td>-</td><td>7</td></t<>		2041		0	41-44	7.61	32,41	16.20	1.66	0.48	.99.80	0	0	69 80	-	7
112043 26 2.57 17.49 3.00 17.46 6.55 0.78 0.16 48.01 9.05 0 0 0 112043 26 2.57 17.49 3.00 17.46 6.55 0.78 0.16 48.01 9.05 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					16.68	2.61	13.05	6.52	0.74	0	39.60	О	٥	39.60		Т
112043 26 2.57 17.49 3.00 17.46 6.55 0.78 0.16 48.01 9.05 0 0 0 112044 40 3.96 26.91 3.61 26.86 10.07 0.90 0.07 17.38 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		2042	ផ	٥	16.68	2.61	13.05	6.52	0.74	o	39.60	0	0	39.60		1
112044 40 3.96 26.91 3.61 26.86 10.07 0.90 0.07 72.38 0 0 0 0 112044 40 3.96 26.91 3.61 26.86 10.07 0.90 0.07 72.38 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			1	2.57	17.49	3.00	17.46	6.55	0.78	0.16	48.01	9.05	0	57.06		Т
112044 40 3.96 26.91 3.61 26.86 10.07 0.00 0.07 72.38 0 0 0 0 0 1 1 1 2 6 8 1 1 2 6 8 10.07 0.00 0.07 72.38 0 0 0 0 0 0 1 1 2 6 8 1 1 2 6 8 10.07 0.00 0.07 72.38 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		112043	8	2.57	17.49	3.00	17.46	6.55	0.78	0.16	48.01	9.05	0	57.06		
112045 135 0 0 0 0 33.53 16.77 3.23 0 0.07 72.38 0 0 0 0 1 12045 135 0 0 0 0 0 33.53 16.77 3.23 0 0 23.53 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		110011	3	3.96	26.91	3.61	26.86	10.07	0.90	0.07	72.38	0	0	72.38		7
112045 135 0 0 0 0 33.53 16.77 3.23 0 53.53 0 0 0 112046 76 0 0 0 33.53 16.77 3.23 0 53.53 0 0 0 112046 76 0 0 0 0 33.53 16.77 3.23 0 55.34 0 0 112046 76 0 0 0 4.61 42.65 15.99 2.09 0 65.34 0 0 112046 76 0 0 4.61 42.65 15.99 2.09 0 65.34 0 0 112046 76 0 0 0 4.61 42.65 15.99 2.09 0 65.34 0 0 112046 63 16.63 42.38 17.01 175.44 48.07 4.24 0 366.69 0 7.94 4 11044 63 16.63 42.38 6.42 59.24 15.87 1.13 0.86 142.53 0 0 0 11045 92 0 37.14 6.69 36.14 19.36 1.65 1.72 102.70 0 0 1 11046 138 0 55.70 10.00 54.21 29.04 2.48 1.06 125.49 0 0 0 1		A. 2.044	3	3.96	26.91	3.61	26.86	10.07	0.90	0.07	72,38	0	0	72.38		
112046 76 0 0 0 0 33.53 16.77 3.23 0 55.34 0 0 0 0 0 0 1212046 76 0 0 0 4.61 42.65 15.99 2.09 0 65.34 0 0 0 0 0 0 4.61 42.65 15.99 2.09 0 65.34 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		3,000		0	o	0	33.53	16.77	3.23	0	53.53	0	0	53.53		Т
112046 76 0 0 4.61 42.65 15.99 2.09 0 65.34 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			វិ	0	0	O	33.53	16.77	3.23	0	53.53	0	O	53.53		T
1044 63 15.97 157.01 148.37 4.24 0 443.52 0 7.94 4 1044 63 16.63 69.43 17.01 179.44 48.07 4.24 0 366.69 0 7.94 4 1044 63 16.63 62.38 6.42 59.24 15.87 11.3 0.86 122.53 0 7.94 1 1045 92 0 37.14 6.69 36.14 19.36 1.65 1.72 102.70 0 0 1 1046 138 0 55.70 10.00 54.21 29.04 2.48 1.06 132.49 0 0 1		112046	7,	0	0	19.4	42.65	15,99	2.09	0	65.34	0	0	65.34		T
1044 63 129 48.50 69.43 15.97 157.01 148.37 4.24 0 443.52 0 7.94 4 1044 63 16.63 62.43 17.01 179.44 48.07 4.24 0 366.69 0 7.94 1 1044 63 16.63 62.38 6.42 59.24 15.87 1.13 0.86 142.33 0 0 1 1045 92 0 37.14 6.69 36.14 19.36 1.65 1.72 102.70 0 0 1 1045 138 0 55.70 10.00 54.21 29.04 2.48 1.06 132.49 0 0 1 1046 138 0 0 2.24 31.99 17.14 2.48 0 35.85 0 0 0 1			:	0	٥	4.61	.42.65	15.99	2.09	0	65.34	0	0	65.34		T
1044 63 15.63 (2.38 6.42 59.24 15.87 1.13 0.86 122.53 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				48.50	69 43	15.97	157.01	148.37	4.24	0	443.52	0	7.94	451.46		T
1044 63 16.63 62.89 6.42 59.24 15.87 1.13 0.86 142.53 0 0 0 1 1 0.82 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Primary	1043	129	48.50	EÞ 69	17.01	179.44	48.07	4.24	0	366.69	0	7.94	374.63		T
1045 92 0 37.14 6.69 49.50 13.26 1.13 0.82 94.83 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		10,4	,	16.63	42.38	6.42	59.24	15.87	1.13	0.86	142.53	0	0	142.53		7
1045 92 0 37.14 6.69 36.14 19.36 1.65 1.72 102.70 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		} }	3	6	25.63	4.69	05.64	13.26	1.13	0.82	94.83	0	ö	94.83		T
1045 92 0 37.14 6.69 36.14 19.36 1.65 1.72 102.70 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				0	37.14	69.9	36.14	19.36	1.65	1,72	102.70	0	0	102.70		T
1046 138 0. 55.70 10.00 54.21 29.04 2.48 1.06 152.49 0.0 0	•	1045	35	٥	37.14	6,69	36.14	19.36	1.65	1.72	102.70	٥	0	102.70		T
0 0 2224 31,99 17.14 2,48 0 33.85 0		1046	1.73	C	55.70	10.00	54.21	29.04	2.48	1.06	152,49	0	0	152.49	i.	T
	Puniab			0	0	2.24	31,99	17.14	2,48		53.85	0	6	53.85		_

							 !		1.		CASE	2 V B			
			히	CONSTRUCTION COST	COST		UNIT:	- 1	million rupees	1. :	TAR	TARCET YEAR	1.888,	8,	
Road Class				Road Cons	Construction				Crossing		Long Span				
Province	Cord	Distance	Land	Land Subgrade Subbase Acquisition	Subbase	Base	Pavement	Pavement Miscellane Structure	Structure	Total	Bridge	Fly Over	Total	Remarks	
	1047	97	12.14	30,95	3.80	32.44	11.59	. 02	3.16	95.10	0	7.94	103.04		
Primary		}	12.16	30,95	3.80	32,44	11.59	1,02	3, 16	95.10	0	7.94	103.04		T
	1048	89	3,71	39.02	4,24	34.18	12.21	1,04	1.33	95.73	G	0	95,73		
			3.71	39.02	72.7	34, 18	12,21	1.04	1,33	95.73	O	0	95,73		
			23,31	11.71	4.52	29,15	15.61	1,59	1.26	21,715	O	15,88	133,03		
	1049	. 20	23,31	12.13	4.52	29.15	15.61	1.59	1,26	117.15	٥	15.88	133.03		Π.
		,	10,88	27.45	10,56	23.65	25.34	3.05	0.57	101.50	15. 10	6,35	122.95		
	1050	89	10.88	27.45	10, 56	23,65	25.34	3.05	0.57	101.50	15,10	6.35	122.95		- 1
			26.37	22.87	2.35	31.97	8.56	0.69	0.52	93.33	15.15	٥	108.48		Т
Secondary	1051	77	26.37	22.87	2.35	31,97	8.56	0.69	0.52	93.33	15.15	c	108.48		7
	1052	26	6.86	17.49	3.80	6.11	6.55	0.65	0.83	42.29	97.6	0	\$1.75		r
	:		98.9	65"41	3.80	6.11	6.55	0.65	0.83	42.09	9.46	٥	51,75		7
			10.88	82.34	8.65	47.30	77.07	1.28	4.22	231.75	0	15.88	247.63		1
	FCOT	3	10.88	82.34	8.66	47.30	77.07	1.28	4.22	231.75	D	15.88	247.63		
			29.83	76.02	13.18	98.24	129.97	3.92	2.84	354.00	22.82	7.94	384.76		
	1054	<u>Н</u>	29.83	76.02	13,18	98.24	129.97	3.92.	2.84	354.00	22.82	7.94	384.76		
			30.89	78.71	9.38	82.51	29.47	2.73	4.24	237.93	164.87	o	402.80		1
Primary	SEOT	i 	30.83	78.71	9.38	82.51	29.47	2.73	4.24	237.93	164.87	0	402.80		Ť
	306		0	69.02	0.94	33.59	35.99	6.14	2,99	148.67	0	6	148.67		1
Secondary	acor	1,7	0	69.02	96.0	33, 59	35.99	91.5	2.99	148.67	0	ū	148.67		Т
1	100,	Ŷ	16,30	18.84	5.87	48.69	26.08	3.06	0.62	119.96	15.90	23.92	159.68		T
(),5007.7	7601	3	16.80	18.84	5.87	69.87	26.08	3.06	0.62	119.96	15.90	23.82	159.68		_
	,30.	;	17.64	25.43	3.07	29.62	15,87	1.96	0.88	94.47	0	ò	94.47		
	ocni	3	17.64	25.43	3.07	29.62	15.87	1.96	0.88	94.47	0	0	27.76		7
	2.01		12.61	44.27	4.07	32.69	12.51	2,00	0.65	113.60	16, 54	21.82	153.96		<u> </u>
	6077	ŧ	12.41	18.97	4.07	32.69	48.41	2.00	0.62	119.17	16.54	23.82	159.53		
			23.50	47.90	2.35	41,84	22.41	3.25	6.13	145.38	7.60	12.70	165 68		
	1060	58	23.50	06"27	2.35	41.84	22.41	3.25	4.13	145.38	7.60	12.70	165.68		

Table 5-21 (11)

								÷			CASE	£ ¥			
		٠٠,	Ö	CONSTRUCTION COST	COST		CNIT:		aillion rupees		TAR	TARGET YEAR	1,838,	· 85	
70 TO 60				Road Cons	Construction				Crossing		neds sport				
Province	Cord	Олетансе	Land	Land Subgrade Subbane Acquistion	Subbase	Base	Pavenent ?	Pavement Mindellane ous Work Structur	Structure	Total		Fly Over Total	Total	Remarks	
Secondary	1001	53	13,99	35.66	1.73	24.92	13. 35	1.87	1.82	93.34	0	7.94	101.28		
			13.99	35.66	1.73	24.92	13.35	1:87	1;82	93.34	c	7.94	101.28		
			6.91	32.29	5.69	66.77	17.89	1.64	1.34	132.52	38. 78	7.94	179.24		
	1062	87	6.91	32.29	5.69	66,77	17.88	1.64	1.34	132.52	38,78	7.94	179, 24		
			8.74	28. 26	3.62	29.62	10, 59	1, 18	0.69	82.69	38, 93	0	121.62		
	1063	75	8,74	28.26	3.62	29.62	10.58	1.18	0.69	82.69	38.93	٥	121.62		
			٥	55.70	o	54.21	29.04	5.03	0	143.98	10.15	0	154.13		
	1064	85	0	55.70	0	54.21	29.04	5.03	0	143.98	10, 15	0	154, 13		
			24.02	24.49	9.21	42.78	22.92	1.63	056	125.61	8.15		133, 75		
	1065		24.02	24.49	9.21	42.78	22.92	1.63	0,56	125.61	8.15	0	133.76		
			0	0	0.25	30.64	16.42	2.80	0	50.11	0	0	50, 11		
	1066	78	o	o	0.25	30.64	16.42	2.80	O	50.11	٥	o	50, 11		
			10.56	26.91	29.7	18.80	10.07	1.08	0.43	70.47	7,45	٥	77.92		
	1067	07	10. Se	26.91	5.87	27.82	06.71	1.03	0.43	87.55	7.44	7.94	102.93		
			0	12.38	0.76	18.07	99.68	1.51	0, 19	42.59	0	٥	42.59		
·	1068	97	10.67	12.38	0.76	18.07	9.68	1.51	61.0	53.26	0	0	53.26		
		:	11.84	26.91	1, 90	07.6	10.07	1.51	0.69	62.32	0	Ç.	62.32		
: :	1069	3	11.84	26.91	1.90	07.6	10.07	1.51	0.69	62.32	0	0	62.32		
	0.0	. 7	12,43	24.89	1. 20	26.09	9.32	1. 33	1.42	76.68	14.99	٥	91.67		
	0/01	ì	12, 43	24:89	4.24	38.60	13.79	1.33	1,36	96.64	14,99	0	111, 63		
			17.47	52.99	6.04	54.25	19.38	1.80	1, 70	128.63	66.33	15.88	210.84		
	1/01	7	17, 47	27:99	90.9	54.25	15.38	1.80	1. 70	128.63	66.33	15.48	210,84		
			3.56	63:19	6.59	90.69	22.52	1.66	1. 53	147.11	٥	0	147, 11		
· · · · · · · · · · · · · · · · · · ·	7/07	à	8.56	61:65	6.39	63.06	22.52	1,66	1.53	147.11	0	0	147.11		1
		;	7, 28	17.69	0	15.07	16 15	2.88	0.64	. 59.51	o	0	59.51		
	c / 27) -	7, 28	17.49	a	15.07	16, 15	2.88	0.64	59.51	0	0	59.51		
			1.40	3.37	0	9.82	5.26	0.91	9.11	20.87	0	0	20.87		
	1074	3 :	1.40	3.37	0	9.82	5. 26	0.91	0.11	20.87	0	0	20.87		

											7407				
				-							3	(
			ð	CONSTRUCTION COST	TSOS		UNIT		million rupees		TARGET	SET YEAR	1,588,	· 8	
Road Class				Road Cone	Construction				Grossing		nedS Snor			:	
Province	Cord	Distance	Land Acquisiti	Land Subgrade Subbase	Subbase	Base	Pavement	Miscelland ous Work	Miscellane ous Work Structure	Total	Bridge	Fly Over	Total	Remarks	:
Secondary	250.		0	13.46	2.79	19.64	10.52	1.08	09.0	48:09	C	0.7	48.09	-	
	C PT	₹ :	0	13.46	2.79	19.64	10.52	1.08	09 0	48.09	D	0	48.09		
	370.		8.18	8,34	7.04	16.17	35.09	1.11	О	75.93	0	0	75.93		
1	7010	-	81.8	8.34	7.04	21.56	11.55	1, 11	0	57.78	0	0	57.78		
			8.18	15.33	12.94	29.73	64.52	2,04	0	132.74	٥	0	132, 74		
	1077.	57	15.05	15.33	12.94	39.64	21. 23	2.04	0	106.23	0	0	106.23		
			9.92	26.91	2.62	18.80	10.07	1.08	0.53	69.93	0	0	69.93		-
	111078	07	9.92	26.91	2.62	18.80	10, 07	1.09	0.53	69.93	٥	0	69.93		
			14.14	38.35	3.07	26.80	14.36	1.74	0.76	99.22	0	0	99. 22		
	111079	23	14.14	38.35	3.07	26.80	14.36	1,74	0.76	99.22	6	. 0	99.22		
	111080	š	8.68	23.55	1,16	16.45	8.81	1. 28	0.48	17.09	7.50	0	67.91		
			8.68	23.55	1.16	16.45	8.81	1,28	0.48	60.41	7.50	0	67.91		
			9.92	36-92	2,79	18.30	10.07	1.03	0.57	. 70,09	o	0	70.09		
	111061	9	9.92	16.92	2.79	18.80	10.07	1,03	0.57	70.09	٥	0	70.09		
	111082	32	o	21.80	0.15	21.21	11.36	1.54	0.70	57.16	o	0	57.16		
	70777	ζ	0	21.80	0.15	21.21	11 36	1,94	0.70	57.16	0	0	57.16		
			0	9.69	2.79	4.71	5, 05	0.50	0.54	23.28	0	0	23,28		
	111083	5.7	٥	9.69	2.79	4.71	5.05	0.50	0.54	23.28	٥	٥	23.28		
			Ö	55.70	3.80	27.11	29.04	4.54	2.27	122.46	0	0	122.46		:
	111087	138	0	55.70	3.80	27.13	29.04	75.7	2.27	122.46	°	٥	122.46		
			18.43	25.83	3.80	11.28	12.09	1.61	1.31	74.35	0	0	74.35		
	111085	20	18-43	25.83	3,80	11.25	12.09	1.61	1.31	74.35	0	0	74.35	2	
			1,92	19,38	0.40	18.86	10, 10	1.66	0.69	53.01	7.85	0	60, 86		
	111086	1	1, 92	19,38	0.40	18.86	10.10	1,66	0,69	53.01	7.85	٥	60.86		
			12,16	26.91	1.90	18.80	10.07	1. 24	1.31	72.39	0	0	72.39		
	111087	D.	12.16	16.92	1.90	18.30	10.07	1.24	1.31	72.39	0	o	72.39		
			.2.04	20. 59	2.79	20.03	10, 73	1.16	0.63	57.97	٥	0	57.97		
	11,1088	51	2.04	20.59	2.79	20.03	10, 73	1,16	0.63	57.97	0	0	57.97		

Table 5-21 (13)

					2					ļ .	SCASE	∢ .	B		
			Š	CONSTRUCTION COST	1505	!	UNIT:		million rupees		TAR	TARGET YEAR	1,888,	· 8	
Road Class				Road Cons	Canstruction				Crossing		neds Spar				
Province	Cord	Distance	Land Acquisici	Land Subgrade Acquisition	Subbase	Base	Pavement	Miscellane ous Work Structure	Structure	Total	Bridge	Fly Over	Total	Remarks	
Secondary	111089	22	21.65	33,10	76 8	71. 29	92.79	2.99	1.85	232.61	7.60	7.94	248, 15		
			21,65	33.10	96.8	71. 29	92.79	2.99	1.85	232.61	7.60	7.94	248.15		T
	0001		11.35	8.68	3.80	28.69	37. 34	1. 20	0.37	91.63	9.42	7.94	108.99		7
	111090	÷	11.35	8.88	3.80	28.69	37.34	1. 20	0.37	91.63	9.42	7.94	108.99		
	111091	66	38.38	26.64	10, 83	103.28	36.89	3.61	0.63	215.94	9,88	7 94	233.76		1
			38.58	79.97	10.83	103. 28	36.89	3.61	0.63	215.94	9.88	7.94	233.76		
	111,000		11 04	40.37	70.9	28.21	15.11	1.08	95.56	102.41	0	0	102,41		
	760777	3	11.06	40.37	9.0%	28.21	15, 11	1.08	98.0	102.41	o	0	102,41		
	110011	701	10.82	69.97	56:5	48.89	26.19	3.11	1.22	165.15	0	o	165,15	. !	
	760777	<u> </u>	10.82	69.97	4,95	48.89	26.19	3.11	1.22	165.15	0	0	165, 15		
	700111	125	14.00	67.28	6.87	58.77	31.48	3.74	1.20	383.34	0	0	183.34		_
	*****	}	14.00	67.28	6.87	58.77	31.48	3.74	1. 20	163.34	0	0	183.34		
	311085	8	26. 14	79.92	86.28	46.54	24.93	1.95	3.33	192.19	19.45	0	211.64		
	200		26 14	79.92	9: 38	46.54	24.93	1.95	3.33	192.19	19.45	0	211.64		
	111096	7.7	٥	18.98	2.79	27.70	9.89	0.98	1.27	61.61	ō	0	61,61		1
	200	:	0	18,98	2.79	27.70	9.89	0.98	12.1	19:19	0	0	61.61		
			21.65	77. 23	8.20	57.82	20.65	1.47	3.04	190.06	٥	0	195.06		
	111097	82	21.65	77.23	8.20	57.82	20.65	1.47	3.04	190.06	0	٥	190.06		
			21.38	76.29	7.49	57.12	20.40	1.60	1.86	186.14	19.63	0	205.77		
	111098	81	21.38	76.29	7.49	57.12	20.40	1.60	1.86	186.14	19.63	0	205.77		
		í	3.48	11:71	2.79	51.27	18.31	2.45	0. 20	90.21	0	q	90.21		
	650111) B	3.48	12311	2.79	51.27	18.31	2.45	0.20	90.21	0	0	90,21		
	111100	89	0	27.45	4.69	26,71	14.31	1. 26	0.58	74.98	0	0	74.98		T
			0	27.45	4.69	26.71	14.31	1.26	0.56	74.98	0	٥	74.98		1
	111101	97	12.14	37, 14	4.52	21.63	11. 59	0.88	1. 52	89.42	39.25	0	128.67		
			12.14	37.14	4. 52	21.63	11. 59	0.88	1.52	89.42	39.25	0	128.67		1
			4.61	8.61	o	14. 84	7.95	1.42	٥	37.43	0	0	37.43		T
	111102	54	19.5	8.61	٥	14.84	7.95	1.42	0	37.43	0	0	37.43		

1 2010	14010 July (1.1)				ļ	ļ						:	:	Page	. 4
								-			CASE	¥	8	:	
· .			ğ	CONSTRUCTION COST	COST	-	UNIT:		million rupees		TAR	TARGET YEAR	1,888,	3,	
Road Class				Road Cons	Construction				or year						
Province	Cord	Distance	Land	Land Acquistrion	Subbase	Base	Pavement	Miscellan ous Work	Pavement Miscellane ous Work Structure	Total	Long span Bridge	Fly Over	Total	Remarks	
Secondary	111103	57	19.61	38.35	2.07	26.80	14.36	1.98	1.36	104.53	0	0	104.53		
			19.61	38.35	2.07	26:80	14, 36	1.98	1. 36	104.53	0	0	104.53		
	,0111		0	11.71	4.24	11.39	6.10	0.52	0.47	34.43	0	0	34.43		
	*01111	7.N	0	11.71	4.24	11, 39	01.9	0.52	0.47	34.43	6	0	34.43		
	301111	,	0	11.71	2.07	11.39	6.10	0.52	0.77	32.56	0	D.	32, 56		
		G	0	11,71	2.07	11.39	6 10	0.52	0.77	32.56	Ö	o	32.56		
	111106	7	0	0	0.51	7.19	3.85	0,56	0	12.11	0	o	12.11		
	2	·	0	0	0.51	7, 19	3.85	0.56	0	12.11	0	0	12:11		
	111107		0	20.18	1.45	19.64	10.52	1.64	1. 28	54.71	0	0	54.71		
	701717	λ. 	0	. 20, 18	1.45	15.64	10.52	1.64	1.28	17 75	. 0	0	54.71		
Primery	6,00	: 6	9.10	11.21	3.97	6.86	8.57	0.92	0.05	39.68	0	0	39.68		
	3023	3 .	8.10	11321	3.97	6.96	8.57	0.92	0.05	39.68	0	O	39.68		
			30,49	40: 23	3.45	0	16.62	2.33	1.92	95.04	0	9	95.04		
	3024	99	30.50	40, 23	3.45	o	16.62	2, 33	1.92	95.05	0	0	95.05		
	3025	132	10.16	80.45	11.62	.0	27.78	2.84	2. 12	134.97	0	0	134.97		_
			5.81	32, 18	0	0	16.39	2.49	0.81	57.68	٥	٥	57,68		
Secondary			17. 23	14.14	0	0	7,30	1.46	0.33	40.46	О	٥	40.46		
ż	3026	29	17, 23	14, 14	٥	0	7, 30	1.46	0.33	40.46	0	0	97.07		
	3027	28	6.47	6.83	0	0	7.05	1.41	1.10	22.86	0	0	22.86		
			13.61	.6.83	٥	0	7.05	1.41	1.10	30.00	٥	0	30.00		
		!	22.77	22.43	0.38	. 0	11. 59	1.95	1.10	60.22	٥	0	60. 22		
-	3028	42	22.77	22.43	0.38	0	11, 59	1.95	1.10	60.22	0	٥	60.22		
			0	32. 18	0.73	. 0	22.16	3.45	0. 20	58.72	0	0	58.72		7
	3029	80	0	\$3.64	0.36	0.48	22. 16	3.02	1,84	81.50	0	0	81,50		7
			21.95	21,33	1 70	14.10	8.81	1.00	0.36	69.25	٥	٥	69.25		
	3030	cr ,	21.95	21.33	1.70	14.10	8.81	1.00	0.36	69.25	٥	0	69.25		
			o	19.99	o	0	10.18	1.77	0	31.94	0	0	31.94		
	3031	62	0	19.99	0	٥	10. 18	1.77	0	31.94	0	0	31.94		_

Table 5-21 (15)

Province Cord Coltanue Construction Const												1	•	a	
Cord Distance Line Line Construction Cord										- 1		3	•		
Cord Land Construction Face of Con	• .			S	STRUCTION	COST		UNI		a rupees		TAB	CET TEAR	1,888,	*S
COT d Old stance Lage d Subbase Base Provision Interesting Transpared Standard Stand	2000				Road Cons	truction				Crossing		Long Span			
4013 392 13 2.90 16.09 0 6.94 1.20 1.09 28.22 0 4013 344 0 -4.194 48.20 66.94 42.72 8.02 0 20.782 0 4014 366 0 -41.94 48.20 66.94 42.72 8.02 0 207.82 0 4016 366 0 41.62 27.27 17.22 45.46 3.28 0 19.65 0 4016 366 0 44.62 27.27 17.22 45.46 3.28 0 19.65 0 4016 16.73 119.95 24.46 53.28 40.74 2.22 0 26.840 0 4016 1.6.73 119.95 24.44 53.82 40.74 2.22 0 26.840 0 4016 1.16 119.95 24.44 53.82 40.74 2.22 0 26.840 0 4016		Cord		Land	Subgrade	Subbase	Вазс	Pavenent	Miscellane ous Work	Structure	Total	Bridge	Fly Over	Total	Remarks
4013 344 0 0 0 0 0 6.94 1.20 1.09 26.22 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Carmadam	3/332	13	2.90	16.09	0	0	76.9	1.20	1.09	28.22	D	0	28.22	
6013 344 0 43.94 48.20 66.34 42.72 8.02 0 207.82 0 4014 366 0 44.62 27.27 71.22 45.46 3.28 0 19.68 0 4014 366 0 44.62 27.27 71.22 45.46 3.28 0 19.68 0 4015 328 16.73 119.95 24.46 63.82 40.74 2.72 0 268.40 0 4016 318 0 43.15 0 11.48 14.66 0.98 0.04 70.31 0 4016 318 0 43.15 0 11.46 14.66 0.98 0.04 0 0 0 4018 318 0 43.15 0 11.46 14.66 0.98 0.04 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				2.90	16.09	0	0	6.94	1.20	1.09	28.22	D	0	28.22	
4014 366 0 44.65 27.27 71.22 45.46 3.28 0 191.85 0 0 10.0 44.65 27.27 71.22 45.46 3.28 0 191.85 0 0 0 191.85 0 0 0 191.85 0 0 0 191.85 0 0 0 191.85 0 0 0 0 191.85 0 0 0 0 191.85 0 0 0 0 191.85 0 0 0 0 0 191.85 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Primary			°	41.94	48.20	66.94	42.72	8.03	O	207.82	0	c	207.82	
4016 366 0 44.62 27.27 71.22 45.66 3.28 0 191.85 0 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6		4013	344	°	41.94	48.20	76 99	42.72	8.02	D	207.82	В	0	207.82	
4114 300 0 44162 27,27 71,12 65,66 3,72 0 191,69 0 0 0 191,69 0 0 0 191,69 0 0 0 0 191,69 0 0 0 0 191,69 0 0 0 0 191,69 0 0 0 0 191,69 0 0 0 0 0 191,69 0 0 0 0 0 191,69 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				0	79.77	27.27	71.22	45.46	3.28	O	191.85	D	D	191.85	
4015 338 16,73 119,95 24,44 63,82 40.74 2,72 0 268,40 0 4016 13,13 113,95 24,44 63,82 40.74 2,72 0 268,40 0 4016 13,18 14,46 63,82 40.74 2,72 0 268,40 0 4016 0 43,13 0 11,48 14,66 0,98 0.04 70,31 0 4017 23,46 280,37 17,14 44,75 28,57 3,81 0 396,10 0 4018 53 26,66 646,07 39,50 103,12 65,84 0 396,10 0 396,10 0		\$10¢	<u>2</u>	°	44.62	27.27	71.22	45.46	3,28	0	191.85	٥	٥	191.85	
4015 328 16.73 119.95 24.44 63.82 40.74 2.72 0 268.40 0 0 4016 118 0 43.15 0 11.48 14.66 0.98 0.04 70.31 0 4017 230 23.46 280.37 17.14 44.75 28.57 3.81 0 398.10 0 4018 530 34.06 646.07 39.50 103.12 65.84 8.78 0 917.37 0 4020 169 17.22 120.19 453.47 27.72 120.39 46.21 6.16 0 616.13 0 4020 169 17.23 134.35 12.59 13.68 20.99 0 0 189.20 0 4021 115 11.73 132.25 8.57 22.37 14.28 0 0 189.20 0 4022 72 7.34 82.50 5.36 4.01 8.94 0 0 189.15 0 4023 272 27.74 312.80 20.26 52.92 33.78 0 0 447.50 0 4024 272 27.74 312.80 20.26 52.92 33.78 0 0 447.50 0 4025 27.74 312.80 20.26 52.92 33.78 0 0 447.50 0 4027 27.74 312.80 20.26 52.92 33.78 0 0 0 447.50 0 4027 27.74 312.80 20.26 52.92 33.78 0 0 0 447.50 0 4027 27.74 312.80 20.26 52.92 33.78 0 0 0 447.50 0 4027 27.74 312.80 20.26 52.92 33.78 0 0 0 447.50 0 4027 27.74 312.80 20.26 52.92 33.78 0 0 0 447.50 0 4027 27.74 312.80 20.26 52.92 33.78 0 0 0 248.73 300.52 30.88 30.8	Secondary		- 1 - 2 - 2 - 2	16.73	119.95	24.44	63.82	40.74	2.72	0.	268.40	D	0	268.40	
4016 118 0 43.15 0 11.48 14.66 0.98 0.04 70.31 0 4016 118 0 43.15 0 11.48 14.66 0.98 0.04 70.31 0 4017 23.46 280.37 17.14 44.75 28.57 3.81 0 398.10 0 4018 53.46 280.37 17.14 44.75 28.57 3.81 0 398.10 0 4018 53.46 646.07 39.50 103.12 65.84 8.78 0 397.37 0 4018 45.06 646.07 39.50 103.12 65.84 8.78 0 317.37 0 4019 453.47 27.72 27.38 46.21 6.16 0 616.13 0 4020 16.23 20.39 0 0 27.38 46.21 6.16 0 278.86 0 4021 11.73 134.35 12.53		4015		16.73	119.95	24.44	63.82	40.74	2.72	0	268.40	0	٥	268.40	
4010 A3.15 0 - 11.48 14.66 0.98 0.04 70.31 0 4017 23.46 280.37 17.14 44.75 28.57 3.81 0 396.10 0 4018 23.46 280.37 17.14 44.75 28.57 3.81 0 396.10 0 4018 530 24.06 646.07 39.50 103.12 65.84 8.78 0 97.37 0 4019 372 10.19 453.47 27.72 72.38 46.21 6.16 0 616.13 0 4020 19 37.27 27.72 72.38 46.21 6.16 0 616.13 0 4020 16 453.47 27.72 72.38 46.21 6.16 0 616.13 0 4021 11.73 132.43 12.53 33.68 20.99 0 272.86 0 4021 11.13 132.25 8.57 22.37				0	43.15	٥	11.48	14:66	0.98	0.04	70.31	0		70.31	
4017 230 23.46 280.37 17.14 44.75 28.57 3.81 0 398.10 0 4018 530 23.46 280.37 17.14 44.75 28.57 3.81 0 398.10 0 4018 530 646.07 39.50 103.12 65.84 8.78 0 917.37 0 4019 37.20 10.19 453.47 27.72 72.38 46.21 6.16 0 616.13 0 4020 169 17.23 194.35 12.77 72.38 46.21 6.16 0 616.13 0 4020 169 17.23 194.35 12.77 72.38 46.21 6.16 0 616.13 0 4020 169 17.23 194.35 12.59 33.68 20.99 0 0 189.20 0 4021 115 11.73 112.25 8.57 22.37 14.28 0 0 189.20		4016	811	o	43.15	. 0	11.48	-	0.98	0.04	70.31	٥	o	70.31	
4018 530 23.46 280.37 17.14 44.75 28.57 3.81 0 398.10 0 4018 530 646.07 39.50 103.12 65.84 8.78 0 917.37 0 4019 372 10.19 453.47 27.72 72.38 46.21 6.16 0 616.13 0 4020 169 17.23 194.35 12.59 33.68 20.99 0 0 2 278.84 0 4021 115 11.73 132.25 8.57 22.37 14.28 0 0 189.20 0 4022 72 7.34 82.50 5.36 4.01 8.94 0 0 1818.15 0 4023 277 27.74 312.80 20.26 52.92 33.78 0 0 447.50 0 4023 277 27.74 312.80 20.26 52.92 33.78 0 0 0 447.50 0				23.45	280.37	17.14	44.75	28.57	3.81	0	398.10	0	0	398.10	
4018 53.06 646.07 39.50 103.12 65.84 8.78 0 917.37 0 4019 54.06 646.07 29.50 103.12 65.84 8.78 0 917.37 0 4019 37.2 10.19 453.47 27.72 72.38 46.21 6.16 0 616.13 0 4020 169 17.23 194.35 12.59 33.68 20.99 0 0 228.84 0 4021 115 11.73 134.35 12.59 33.68 20.99 0 0 228.84 0 4021 11 11.73 132.25 8.57 22.37 14.28 0 0 189.20 0 4022 7.3 82.50 5.36 4.01 8.94 0 0 189.20 0 4022 7.2 82.50 5.36 4.01 8.94 0 0 14.750 0 4022 27.74		4017	230	23.46	280.37	17.14	44.75	28.57	3.81	o	398.10	٥	٥	398.10	
4018 372 10.19 453.47 27.72 72.38 46.21 6.16 0 616.13 0 4019 372 10.19 453.47 27.72 72.38 46.21 6.16 0 616.13 0 4020 169 17.23 194.35 12.59 33.68 20.99 0 0 278.84 0 4021 11.73 132.25 8.57 22.37 14.28 0 0 278.84 0 4022 7.3 82.50 5.36 4.01 8.94 0 0 189.20 0 4023 27.7 82.50 5.36 4.01 8.94 0 0 18.15 0 4020 27.7 34 82.50 5.36 4.01 8.94 0 0 447.50 0 4021 27.7 312.80 20.26 52.92 33.78 0 0 447.50 0 223.30.52		2.0		54.06	646.07	39.50	103.12	65.84	8.78	O	917.37	٥	0	917.37	
4019 372 10.19 453.47 27.72 72.38 46.21 6.16 0 616.13 0 4020 169 17.23 194.35 12.72 72.38 46.21 6.16 0 616.13 0 4020 169 17.23 194.35 12.59 33.68 20.99 0 0 278.84 0 4021 11.73 132.25 8.57 22.37 14.28 0 0 189.20 0 4021 11.73 132.25 8.57 22.37 14.28 0 0 189.20 0 4022 7.34 82.50 5.36 4.01 8.94 0 0 181.15 0 4022 7.7 7.34 82.50 5.36 4.01 8.94 0 0 181.15 0 4022 27.7 312.80 20.26 52.92 33.78 0 0 447.50 0 4023 27.74 <			-	54.06	646.07	39.50	103.12	65.84	8.78	0	917.37	0	٥	917.37	
4020 169 17.23 194.35 12.59 33.68 20.99 0 0 278.84 0 0 0 177.23 194.35 12.59 33.68 20.99 0 0 0 278.84 0 0 0 17.23 194.35 12.59 33.68 20.99 0 0 0 278.84 0 0 0 189.20 0 0 189.20 0 0 189.20 0 0 189.20 0 0 189.20 0 0 189.20 0 0 189.20 0 0 189.20 0 0 189.20 0 0 189.20 0 0 189.20 0 0 189.20 0 0 189.20 0 0 189.20 0 0 189.20 0 0 189.20 0 0 189.20 0 0 189.20 0 0 189.20 0 0 0 189.20 0 0 0 189.20 0 0 0 0 189.20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			-	10.19	453.47	27.72	72.38	46.21	6.16	O	616.13	0	0	616.13	
4020 169 17.23 194.35 12.59 33.66 20.99 0 0 278.84 0 4021 11.73 13.23 12.59 13.68 20.99 0 0 278.84 0 4021 11.73 132.25 8.57 22.37 14.28 0 0 189.20 0 4022 7.34 82.50 5.36 14.01 8.94 0 0 189.20 0 4022 7.34 82.50 5.36 4.01 8.94 0 0 118.15 0 4022 7.34 82.50 5.36 4.01 8.94 0 0 118.15 0 4023 27.74 312.80 20.26 22.92 33.78 0 0 447.50 0 4023 27.74 312.80 20.26 52.92 33.78 0 0 447.50 0 4023 27.74 312.80 0 0 447.50<		6700	*	10.19	453.47	27.72	72.38	46.21	6.16	0	616.13	0	0	616.13	
4020 LD3 137,23 13.68 20.99 0 0 278.84 0 4021 111,73 132,25 8.57 22,37 14,28 0 0 189.20 0 4021 111,73 132,25 8.57 22,37 14,28 0 0 189.20 0 4022 7,36 82,50 5,36 14,01 8.94 0 0 118.15 0 4023 7,34 82,50 5,36 4,01 8.96 0 0 118.15 0 4023 27,74 312.80 20.26 52.92 33.78 0 0 447.50 0 4023 27,74 312.80 20.26 52.92 33.78 0 0 447.50 0 4023 27,74 312.80 20.26 52.92 33.78 0 0 447.50 0		0.00		17.23	194.35	12.59	33.68	20.99	0	0	278.84	0	0	278.84	
4021 115 11.73 132.25 8.57 22.37 14.28 0 0 189.20 0 4022 7.36 82.50 5.36 14.01 8.94 0 0 181.15 0 4022 7.3 82.50 5.36 14.01 8.94 0 0 181.15 0 4022 7.3 82.50 5.36 4.01 8.96 0 0 118.15 0 4023 27.74 312.80 20.26 52.92 33.78 0 0 447.50 0 4023 27.74 312.80 20.26 52.92 33.78 0 0 447.50 0		0707	507	17.23	194.35	12.59	33.68	20.99	ò	0	278.84	0	0	278.84	
4021 115 11.73 132.25 8.57 27.37 14.28 0 0 189.20 0 4022 7.3 82.50 5.36 14.01 8.94 0 0 118.15 0 4021 7.3 82.50 5.36 4.01 8.94 0 0 118.15 0 4022 27.74 312.80 20.26 52.92 39.78 0 0 447.50 0 4023 27.74 312.80 20.26 52.92 33.78 0 447.50 0 20.26 52.92 33.78 0 247.50 0				11.73	132.25		22.37	14.28	0	0	189.20	О	O	189.20	
4022 7.34 82.50 5.36 14.01 8.94 0 0 118.15 0 4023 7.74 82.50 5.36 4.01 8.94 0 0 118.15 0 4023 27.74 312.80 20.26 52.92 33.78 0 0 447.50 0 4023 27.74 312.80 20.26 52.92 33.78 0 0 447.50 0	, ·	4021	- -	11.73	132.25	8.57	22.37	14.28	0	0	189.20	٥	0	189.20	
4022 72 7.34 62.50 5.36 4.01 6.94 0 0 118.15 0 4023 27.74 312.80 20.26 52.92 33.78 0 0 447.50 0 4023 27.74 312.80 20.26 52.92 33.78 0 0 447.50 0	-	-		7.36	82.50	5,36	14.01	8.94	0	0	118.15	0	ó	118.15	
4023 27.74 312.80 20.26 52.92 33.78 0 0 447.50 0 4023 27.74 312.80 20.26 52.92 33.78 0 0 447.50 0		4022	72	7.34	82.50	5.36	70.4	96.8	0	0	118.15	٥	0	118.15	
4023 27.74 312.60 20.26 52.92 33.78 0 647.50 0				27.75	312.80	20.26	52 92	33.78	0	°	447.50	٥	0	447.50	
		4023	. 272	27.74	312.80	20,26	52.92	33.78	0	0	447.50	٥	٥	447.50	
		٠.									: .				
										29	,380.52			35, 206. 10	
	Total			-						28	129.33			34,038.60	

II. CONSTRUCTION COST ESTIMATION FOR 2ND STAGE CONSTRUCTION

Case; A and Case; B

-7

Table 5-22 (1)

-					7							1	1					T		T						T		T	T		
	2,000		Remarks	Case A	60																										
èq			Total	741.31	0	34.39	0	112, 12	0	o	0	0	0	O	0	c	0	0	0	0	56.03	٥	183.30	٥	16.965	17 65	57.62	317.29	327.75	258.44	184.80
∢ .	TARGET YEAR		Fly Over Total	0	0	0	0	0	0	O	0	0	0	o	0	0	0	0	0	0	0	0	۵	0	7.94	7.94	7.94	15.38	15.88	23.82	23.82
CASE	TAR	,	Long Span Bridge	421.85	0	0	0	0	0	0	0	0	o	0	0	0	0	0	0	0	0	0	٥	٥	15.14	0	0	0	0	167.28	83.64
			Total	319.46	0	34.39	0	112.12	0	0	0	٥	0	0	.0	0	0	D	0	Ö	56.03	٥	183,30	٥	473.83	51.47	49.68	301.41	311.87	77.34	77.34
	million rupees	20,000	Structure	2.43	o	0.20	0	1.11	0	a	0	0	0	0	0	0	0	0	0	0	0.52	0	2.77	0	6.83	0.80	0.79	5.83	5.83	1.32	1.32
			Miscellane ous Work Structur	5.15	0	0.63	0	2.31	0	. 0	0	0	0	0	0	0	0	0	0	0	0.83	0	3.07	0	07.9	77.0	0.77	67.7	87.7	1.16	1.15
	UNITE		Pavement A	161.18	0	15.11	c	55.40	0	O	0	0	0	0	0	٥	6	0	0	0	12.96	c	47.86	0	113.20	13.58	13.58	79.22	79.24	20.37	20.38
			Base		0	c	0	0	. 0	0 /	ø	0	0	c	0	0	0	•	0	0	7.54	0	27.84		09.69	8.35	8.35	48.71	48.72	12.53	12.53
	TSOS	Construction	Subbase	°		c	0	0	0	0		0	0	c		-	0		0	0	69.6	٥	11.33	•	89.40	5.37	3.58	31.33	41.72	8.06	8.05
	CONSTRUCTION COST	Road Cons		150.70	0	16.13	0	51.81		o	0	0	0	c	,	c	0	٥	0	0	24.49	0	90.43	0	188.40	22.60	22.61	131.83	131.88	33.90	33.91
	SON		Land Acquisition	-	0	62.7		1.49	0	°	0		0		0	c	0	c	0	۰		2.0	0		0	0	0	0	0	٥	o
	•		Distance	160			1		<u>۲</u>		8		80		132		77	1	601	:	7	Š	3	3	3		7		02		4
	-		Cord	52001			2002		52003	10001	50070		52005		52006		52007		22008	9000	22002	66.5	70075		21062	1001	57003		\$1004	53005	COOTC
			Road Class Province	Primary	Sind			+														Primary	dr. cr. cr	3							

٠.

											CAS	CASE A 3	m	
				CONSTRUCTION COST	COST		UNI	UNIT: millio	million rupees		TAR	TARGET YEAR		2,000
Road Class				Road Cons	Construction				Crossing		Long Spen			
Province	Cord	Distance		Land Subgrade Subbase	Subbase	Base	Pavement	Miscellane ous Work Structure	Structure	Total	Bridge	Fly Over Total	Total	Renorks
	90015	ř	٥	141.25	33.57	52.18	84.88	18.4	5.58	322.27	0	15.88	338 15	
		:	0	141.30	33.53	52.20	84.90	08-7	5.59	322.32	0	15.88	338.20	
	11007	**	0	0	0	0	0	0	0	0	0	0	a	
		;	٥	0	0	.0	0	0	D	0	Ö	D	0	
			o	24,48	5.82	50.6	14.71	9,83		54.89	0	7.94	62.83	
	51008	ET .	0	24.49	3.87	9.05	14.72	0.83	0	52.96	0	7.94	60.90	
			0	148.78	35.36	54.96	89,41	5.07	3.23	336.81	76.36	88 51	378.03	
	51003	73	0	143.84	23.54	24.98	89.43	90.6	3.23	325.08	25.34	15.88	366.30	
			0	0	0	0	0	0	0	٥	. 0	0	0	
	21010	07	°	75.36	11.92	27.84	45.28	2.56	1.61	164.57	0	15,88	180.45	
	11013	ę	0	0	0	0	0	. 0	o	0	0	0	0.	
	1	ì	0	•	0	0	٥	o	0	0	0	0	0	
	61013	22	0	244.83	58.18	95.05	147.12	8.34	6.50	555.43	15.62	7.94	578.99	
	77040		٥	26.972	58.11	87.06	147.16	8.32	6.50	555.49	15.62	7.94	579.05	
			0	0	0	O	0	0	0	0	9	0		
	51013	29	0	0	0	0	0	0	9	0	0	0	0	
	1,013	:	0	o	c		0	0	0	0	0	٥	0	
	• ΤΛΤΓ		0	0	0	0	0	0	0	0	0	0	0	
	\$1015	15	О	0	0	0	0	0	0	٩	0	0	°	
		l 	0	0	o	0	0	0	0	o	٥	0	0	-
			o	o	0	0	0	٥	0	o	9		9	
	91015	25	0	0	0	6	Q	0	0	0	0	0	0	
	51017	, s	0	0	0	0	0	٥	0	0	0	٥	0	
		,	0	o	0	0	0	0	0	٥	0	٥	0	
			0	0	0	o.	0	0	0	0	0	0	c	
	81016	35	0	0	0	0	0	0	o	٥	٥	0,	٥	
			٥	0	0	0	0		c	0	0	0		
	51019		O	٥	0	0	٥	٥	0	٥	0	0	0	

Table 5-22 (3)

											-				
											3582	∢	ens.		
			CON	CONSTRUCTION COST	COST		THU	UNIT: million rupees	n rupees		TAR	TARGET YEAR		2,000	
, 10 de				Road Cons	Construction				Crossing		Long Span				
Province	Cord	Distance	Land	Land Subgrade Subbase	Subbase	Base	Povement	Misceliane ous Work Structure	Structure	Total	Bridge	Fly Over	Total	Remarks	
				0	0	0	0	0	o	0	0	٥	0		
	51020	. 76	0	a	0	0	0	0	0	0	0	0	0		\Box
			0	0	٥	C	0	0	, co		0	٩	e		T
	21021	2	°	0	0	0	0	0	o	0	c	ô	0		T
			0	0	0	0	O	o	O	0	٥	٥	0		T
	51022	45	٥	0	0	0	0	0	٥	٥	0	o	0		T
Primary			°	26.37	4.80	9.74	15.84	0.00	1.08	58.73	51.15	0	109.83		T
3.2	23061	7	0	23.90	3, 14	8.36	13.79	0.90	1.08	51.17	51.15	0	102.32		
		76	0	61.45	90.8	21.49	35.46	2.30	1.12	129.88	68.15	8.03	206,06		
	23002	٩	۰	61.46	8.07	21.50	35.46	2,31	1.12	179.92	68.15	8.03	206.10		T
	1	:	0	٥	0	o	0	0	0	0	0	o	0		
	50056	R	٥	0	0	0		0	0	0.	0	0	0		
			0	0	0	10.24	07.9	0	0	16.64	0.	0	15.64		
	23004	53	٥	o	0	10.24	07.9	0	0	16.64	0	0	16.64		
Primary	0.0.30	:	0	0	2.75	2.90	14.78	0	0	20.43	0	0	20.43		
Sind	070767	9	o	33.91	8.50	10.44	14.78	1.15	1.31	70.29	86.31	7.84	164.44		
Primary	25,003	çá	0	44.13	12.54	13.20	9.90	1.51	1.10	82.38	33.21	o	115.59		T
Baluchistan			0	0	11.88	15.51	9.90	0	_ 0	37.29	53.52	o	90.81		
			0	0	11.78	12.39	9.30	0	0	33.47	0	٥	33.47		T
	224002	2		0	11.16	14.56	9.30	O	0	35.02	\$5.08	٥	90.10		
			0	107.15	30.33	39.59	25,27	40.4	10.89	217.27	0	0	217.27		
	254003	293	٥	0	0	0	0	٥	0	0	0	°	0		T
	254004	9	0	25.23	7.14	9.32	5.95	0.95	1.82	50.41	0	٥	50.41		T
		:	ó	25.23	7.14	9.32	5.95	0.95	1.82	50.41	0	0	50.41		
	254005	144	٥	٥	20.87	27.75	17.39		0	65.51	°	0	65.51		
		· 	0	0	0	0	0	0		٥	0	٥	0		1
			0	0	0	Û	0	0	0	0	٥	O	d		T
	254006	151	°	0	0	0	ç	0	0	0	0	٥	٥		
		-	1												

Table 5-22 (4)

											CASE	3 W B		-	
			Ś	CONSTRUCTION COST	COST		IND	UNII: million rupees	in rupees		TAR	TARGET YEAR		2,000	
			3												
Road Class				Road Con	Construction				Crossing		Cong Span				
Province	Cord	Distance	Land Acquistes	Land Subgrade Subbase	Subbase	Dase	Pavement	Miscellane ous Work Structure	Structure	Total		Fly Over	Total	Remarks	
Primary	351022	3	٥	26.37	4.17	9.74	28.84	06.0	0.33	70,35	0	0	70.35		
de di	670706	1	0	26.38	4.17	9.74	15.85	06.0	0.33	57.37	24.04	7.94	89.35		
Primary			٥	5.12	0.67	1.79	6.18	1.49	0.66	15.91	0	С	15.97		
N ED	353005	m	0	5.12	29.0	1.79	2.96	61.0	99.0	11.39	30.39	٥	41.78		
, , , , , ,			0	0	0	o	0	0	0	0	.0	٥	o		
	353006	35	0	·	0	0	٥	0	0	0	0	٥	0		
			0	0	0	0	0	٥	0	0	0	0	0		
	353007	57	0	0	0	ю	Ö	0	0	0	0	0	0		
			٥	0	0	o	٥	0	0	ď	0	0	0		
	353008	122	0	0	0	0	0	0	0	0	٥	0	0		
	15,1000	157	0	0	D	0	0	0	0	0	o	О	O		
		ì	0	0	. 0	O	0	o	0	0	0	0	0		
	503010	141	0	51.56	7.30	59.61	12,16	1.95	2.02	54.64	19.67	0	114.11		
			0	51.56	7.30	95'61	12.16	1.95	2.02	94-45	46.42	Ö	140.87		
Primary			۰	۰	21.74	28.38	18.11	0	0	68.23	0	0	68.23		
Rainchistan	204003	230	0	0	21.76	28.38	18.11	0	0	68.23	0	D	68.23		
	000100	;	o	63.99	18 12	23.65	15.09	2,42	2.55	125.82	32.77	٥	158.59	ļ	
	204000	5	0	٥	0	0	0	0	0	٥	0	0	5		
		!	٥	81.00	20.29	26.94	78.54	2.75	2.03	209.55	٥	7.85	217.40		
	170759	3	o	81.01	20.30	76.42	42.87	2.75	2.03	173.90	٥	7.84	181:74		A BOOK OF
	3.00.3	:	٥	79.13	19.82	24.36	76.70	2.69	1,79	204.49	27,78	7.85	240.12		
	270760	7	0	79.13	19.82	24.36	76.69	2.72	1.79	204 51	27.78	7.84	240.13		
			٥	15.07	4.72	5.57	7.83	0.51	0.56	34.31	0	0	34.31		
	652013	ω .	۰	15.07	3.78	49.9	7.98	0.72	0.56	32.75	٥	٥	32.75		
		1	٥	0	33.15	88.36	133.93	5.65	0	261.09	0	0	261.09		
	624003	748	0	252.64	33.15	88.36	295.11	9.56	1.45	680.27	214.45	16.30	911.02		
		;		278.24	36.51	97.31	325,02	10.53	9.72	757.33	95.51	32.60	385.44		
	654010	163	٥	278.24	36.51	97.31	325.02	10.53	9.72	757.33	95.51	32.60	885,44		

Table 5-22 (5)

											CASE	4		٠	
	-		SOS	CONSTRUCTION COST	COST		UNIT:	T: millic	million rupeed		TAR	TARGET YEAR		2,000	
Road Class				Road Cons	Construction				Crossing		Long Span	. :			
Province	Cord	Distance	Land	Land Subgrade Subbase	Subbase	5480	Pavement	Miscellane ous Work Structure	Structure	Total	Bridge	rly Over	Total	Remarks	
Secondary	1026	63	0	0	0	0	0	O	0	0	0	0	٥		7
qpiun _d			0	٥	D	0	o	O	0	0	0	0	0		
			0	0	0	0	0	٥	0	٥	o	0	0	-	
	1025	0	0	0	0	0	0	0	0	o	0	0	0		
	101	\$	1.82	20.11	2.85	7.59	4.74	0.76	0	37.87	0	0	37.87		
N W F D	1	1	1.82	22.20	2.85	7.59	4.74	97.0	6	39.96	O	0	39.96		
Primary			٥	0	D	0	0	0	0	0	٥	0	0		
N N	3012	66			0	٥	0	0	O.	0	0	0	0		1
			0	0	0	0	. 0	0	0	0	0	0	o		\Box
Punido	1026	3		o	0.	0	0	. 0	O	0	٥	0	0		
				0	0	0.	0	0	0	0	0	0	, C		
	1027	¢0	o	0	O	0	0	0	0	o	٥	0	0		T
Secondary			٥		٥	0	0	0	0	.0	0	0	0		
di W	3013	m 	D	0	o	0	0	0	0	0	0	o	0		
			0	0	o	C	O	0	0	0	0	0	0		7
Puniab	1028	7	0	o	0	0	0	0	o	0	0	ô	٥		
	;		В	0	٥	0	0	0	0	0	o	0	0		
W.F.D	3014	136	0	0	0	0	0	0	0	D	0	0	0		
		5	٥	Q	0	0	O	0	0	0	0	0	0		
.:	Ç.	2	٥	0	0	0	0	0	0	0	0	0	8		
	000	,	10.03	10.23	2.52	2 94	1.57	0.35	0.12	27.76	6.54	0	34.30		
Puniab	1029	ž	10.03	10.23	2.52	2.32	1.58	9.57	0.12	36.37	8.17	31.76	76.30		T
	9	,	10.56	10.76	2.65	3.09	1.65	0.37	01.0	29.18	6.20	٥	35.38		T
	201	? .	10.56	10.76	2.65	3.09	1.66	0.37	0.10	29.19	7.75	12.70	79.67		1
			7.92	8.07	1.98	2.32	1.24	0.28	0,12	21.92	15.88	٥	37.81		T
	TEAT	3	7.92	8.07	1.99	2.32	1.25	0.28	0.12	21.95	0	12.70	34.65		T
Primary	7100	30.	0	Ð	0	0	0	0	0	o	٥	С	0		
Sind	*707	3	0	0	0	0	0	0	0	٥	0	٩	0		

Table 5-22 (6)

											CASE	٧	an		
			Ö	CONSTRUCTION COST	1500		UNITE		saadna uofffft	-	TAR	TARGET YEAR		2.000	: :
				Road Cone	Construction										
Province	Cord	Distance			Subbase	Base	Pavement	Pavement Miscellane Structure	Crossing c	Total	Long Span Bridge	Fly over	Total	Remarks	
Primary			0	0	18.82	19.80	114.40	5.37	0	158.39	0	С	158.39		
Sind	2012	123	0	0	0	0	0	٥	0	0	0	O	o		
	3.00		6.24	16.95	96.4	3,48	2.61	0.58	0.16	34.98	0	0	34.98		
	2016	3	6.24	16.95	4.96	3.48	2.61	0.58	0.16	36.48	0	0	34.98		
	100	Š	٥	0	ъ	0	0	0	0	0	o	0	0		
	77.	<u>,</u>	0	0	O,	0	0	0	O	0	0	o	0		
	3018	- 47	4.65	12.65	3.70	2.59	1.95	0.43	0.23	26.20	0	٥	26.20		
		; 	4.65	12.65	3.70	2.59	1.95	0.43	0.23	26.20	0	٥	26.20		
	0100	ſ	0.20	0.54	0.16	0.11	0.08	0.02	0.13	1.24	0	0	1, 26	-	
		•	07.0	0.54	91 0	0.11	0.08	0.02	0.13	1.24	0	0	1.24		
	4604	-	59.14	60.29	7.42	17.31	9.29	2.05	3.06	158.56	0	6.35	164.91		
Punjab	7001	557 	22.18	62.09	7.42	12,32	9.29	2.05	3.06	116.61	0	12.70	129.31		
	1033	.;	0	0	0	0	0	0	0	0	O	С	o		
		}	0	0	0	0	Ö	0	0	0	0	0	0		
	1001	70.	0	0	0	0	0	0	0	0	c	O	c		
	507	PA-	0	0	0	0	D	0	0	O	0	.0	٥		
			0	0	D	0	0	0	0	а	0	0	0		
NWFP	3016	62	O	Ö	0	0	0	0	0	0	0	0	0		
	7101	3,	34.49	23.16	9.24	24.65	15.40	0.87	0.22	108.03	٥	0	108.03		
	į	}	34.49	23.16	2.36	67.9	3.94	0.87	0,22	73.33	0	0	71.33		7-
			o	0	3.41	9.08	5.68	0	0	18.17	o	٥	18,17	:	
	3018	47	0	0	0	0	0	0	0	0	0	٥	0		
	9106	80	۰	D	7.11	18.93	11.84	٥	0	37.88	0	٥	37.88		
			35.57	23.89	2.43	6.49	4.06	06.0	1.16	74.50	0	٥	74.50		
	3020	29	O	49.50	6.50	17.31	51.50	1.88	2.41	129.10	0	D	129.10		
			0	0	0	۰	0	0	٥	0	0	٥	0		
	1021	65	0	0	0	0	0	0	٩	0	a	С	a		
		;	0	٥	٥	٥	0	0	0	0	0	0	٥		

Table 5-22 (7)

											CASE	≪	rs.		
			õ	CONSTRUCTION COST	COST		TRO	UNIT: MAILLE	militon rupees		IAR	TARGET YEAR		2,000	
Road Class				Road Con:	Construction				Crossing		Took Soot				
Province	Cord	Distance	Land	Land Subgrade Subbase	Subbase	3886	Pavenent	Miscellane ous Work S	Structure	Total		Fly Over	Total	Renarks	
Primary	1018		C	0	٥	٥	0	0	0	6	0	0	0		
Punjab	COT T	ຊີ .	0	٥	0	0	0	. 0	0	0	0	0	0		
	1035	-6	0	0	18.74	21.86	11.72		0	52.32	0	0	52.32		
	201		0	0	0	0	0	0	.0	0	0	: 6	0		
	1017	8,	0	154.49	24.44	57.07	92.82	5.25	5.63	339.70	30.30	7.94	377.94		T
	724	3	0	154.49	26.46	57.07	185.65	5.25	5.63	432.53	30.30	7.94	470.77		
	a co.	,	0	0	0	0	O	0	0	0	0	o	٥		
	erat.	7	o	0	0	0	0	0	0	0	0	0	o		
			0	0	0	0	0	0	٥	0	0	٥	С		
	1039	76	0	0	0	0	0	0	0	0	0	0	0		
			13.06	12.92	1.59	3.71	1.99	0.44	0.17	33.88	0	0	33.88		
	1040	48	13.06	12.92	1.59	3.71	1.99	0.44	0.17	33.68	٥	0	33.88		
			0	0	0	0	0	0	0	0	0	0	0		
N.W.F.P	3022	∞	0	0	0	0	0	0	O	0	0	٥	0		
Secondary	107	217	0	79.36	33.69	29.32	18.72	2.99	1.53	165.61	٥	0	165.61		
Baiuchistan			٥	79.36	33.69	29.32	18.72	2.99	1.53	165.61	6	0	165.61		
	4032	189	0	0	41.08	35.75	22.82	0	o	99.65	0	0	99.65		
			0	0	41.08	35,75	22.82	0	o	99,65	٥	0	99.65		
			2.11	2.15	2.32	1.80	0.97	0.07	0.49	9.91	٥	٥	9.91		
Puniab	1601	×9	2.11	2.15	2.32	1,80	0.97	0.0	0.49	16.6	٥	0	9.91		
	6701	70	0	0	24.36	18.90	10.19	0	9	53.45	В	С	53.45		
:	7607	5	٥	0	24.34	18.94	10.14	0	٥	53.42	13.32	7.94	74.68		
:	2020	34	0	0	5.20	5.47	27.91	1.48	٥	40.06	0	0	40.06		
Sind		:	0	0	5.20	5.47	31.04	1.48	0	43.19	8.11	0	51.30		
		;	0	0	4.89	5.15	26.27	1.40	٥	37.71	0	,0	37.71		
	707	35	0	0	4.89	5.15	29.21	1.39	0	40.64	0	0	79.07		
	2022	74	0	0	0	ö	0	0	0	0	0	0	0		
: :			0	0	0	0	0	0	٥	٥	٥	0	0		

											CASE	a v 3		
			8	CONSTRUCTION COST	COST		INI	UNIT: million rupees	saadnz uc		TAR	TARGET YEAR		- 2,000
Board Class				Road Cons	Construction				Crossing		Long Span		·	
Province	Cord	Distance	Land	Land Subgrade Subbase Acquistrion	Subbase	Bane	Pavenent	Miscellan ous Work	Pavement Miscellane	Total	Bridge	Fly Over Total	Total	Remarks
Secondary			0	0	15.60	16.42	83.73	4.45	0	120.20	0	0	120.20	
Sind	2023	102	0	0	15.60	16.42	12.32	7.45	0	64.84	0	0	48.79	
	3		0	0	0	0	. 0	O	٥	0	0	0	0	
	5024	B 1	٥	0	. 0	0	0	0	٥	o	0	0	O	
			٥	45.22	14.16	13.92	47.96	1.55	0	122.81	0	0	122.81	
•••	5052	5 7	0	45.22	16.99	13.92	47.86	1.54	0	125.53	0	0	125.53	
	7.00	;	0	0	4.82	3.38	2.54	0	0	10.74	8.11	7.85	26.70	
	9707	7	٥	ю	4.82	3.38	2.54	0	O	10.74	9.24	7.89	27.87	
		,	°	0.	0	0	0	.0	0	o	٥	0	0	
	2027	9	1.58	4.31	1.26	0.88	0.66	0.15	0.08	8.92	٥	0	8.92	-
			98-0	12.92	3.78	2.65	1.99	0.44	0.12	22.76	0	0	22.76	
-	8707	ĝ	0	0	0.	0	0	0	٥	0	0	٥	0	
			0	0	o	0	0	0	٥	0	٥	0	. 0	
	6707	8	0	0	Ö	0	0	0	0	0	0	0	0	
	0.00	5	٥	0	0	0	0	0	0		٥	0	٥	
	202	?	0	0	O	0	O	0	0	Ö	0	0	0	
	1506	٧٧		18.16	7.37	7.76	3.88	0.62	0	37.79	0	0	37 79	
	100	}	°	18.16	7.37	5,18	3.88	0.62	0	35,21	٥	٥	35.21	
			8.02	21.80	6.37	4.47	3,35	0.75	0.35	45.11	18.00	0	63.11	
	2032	18	8.02	21.80	6.37	4.47	3,35	0.75	0.35	45.11	22.10	0	67.21	
		,	0	Б	0	0	0	0	0	٥	c	٥	0	
:	502	3	٥	0	0	0	0	٥	. 0	0	0	0	٥	
	7606	,	0	0	. 0	O	0	0	0	0	0	0	0	
	503	š	٥	0	0	0	0	٥	٥	0	0	٥	0	
	2006	<u>}</u>	0	٥	0	0	0	0	o	0	0	0	0	
·	603	3	٥	0	0	0	0	0	0	0	0	0	0	-
	700		٥	0	0	0	0	a	G	9	9			
	5030	ž	°	0	0	0	0	0	0	0	٥	0	0	

Table 5-22 (9)

											CASE	<	æ		
			§	CONSTRUCTION COST	1500		IND	UNIT: militon rupess	assedna ec		TAR	TARGET YEAR		2,000	
200				Road Cons	Construction				3						
Province	Cord	Distance	Land	Land Subgrade Subbase	Subbase	Base	Pavement	Miscellane ous Work Structure	Structure	Total	Bridge	Fly Over Total	Total	Remarks	
Secondary	2037	30	0		0	. 0	0	0	0	0	0	0	0		П
Sind			0	o	O	0	0	0	0	٥	0	0	0		
	3	,	0	0	0	0	0	0	0	0	0	0	٥		-
	8602	አ	0	0	0	0	0	0	0	0	0	0	0		
	0000	,	0	0	0	0	O.	0	0	o	0	0	0		
	603	3	0	o	0	0	٥	0	0	٥	0	0	o		
	0700	7,	0	0	0	0	0	Ó	0	0	О	0	0		
	}	3	0	. 0	0	0	٥	0	0	٥	g	q	q		
	1704	ţ	٥	o	0	0	0	0	0	0	O	Ď	O		
	7,07	``	0	0	0	D	0	0	0 .	. 0	0	0	0		
	2002	;	0	0	0	. 0	0	0	0	.0	0	0	0		
	•	<u>.</u>	٥	0	0	0	0	O	0	0	0	Ö	0		
	112041	,	0	٥	5.97	6.28	3.14	0	0	15:39	0	0	15.39		
		3	0	0	7.95	6. 9	3,14	0	0	15.28	6.67	0	24.95		
	112644	09	ø	0	9.18	99.68	4.83	0	0	23.67	7.98	a	31.65		
			o	0	12.23	6.45	4.83	0	٥	23.51	7.98	0	31.49		
	112045	135	0	0	0	0	D	0	0	0	0	٥	0		
			0	0	0	O	0	0	0	O	0	D	0		
	112046	76	7.52	20.45	86.8	6 29	3.15	0.70	0.27	44.36	0	٥	44.36		
			0	0	0	0	0	D	0	0	0	6	0		
Primary	-		0	. 0	.0	O	0	0	0	٥	٥	0	0		
Punjab	1043	129	0	6	0	0	0	0	0	0	٥	0	0		
	1044		0	0	0	0	.0	0	0	0	0	0	0		
		}	0	Đ	0	0	0	0	0	0	0	0	0		
			0	0	0	0	o	-0	0	0	О	0	0		
	1045	92	0	0	O	0	0	0	0	0	0	0	0		
Secondary	10.66	130	٥	0	0	0	0	o	0	0	0	0	0		
Punjab		3	0	0	0	0	٥	٥	0	0	0	0	ь		

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											CASE	<	8		
			ŝ	CONSTRUCTION COST	COST		INI	UNIT: million rupees	na rupees		TAR	TARGET YEAR		2,000	
Road Class				Road Cons	Construction				Crossing		Long. Span				
Province	Cord	Distance	Land	Land Subgrade Subbase	Subbase	Base	Pavenent	Macellane ous Work	Miscellane ous Work Structure	Total	Bridge	Fly Over	Total	Remarks	
Primary	7,901	37	0		8.89	10.37	5.55	0	0	24.81	77.6	0	34.25		
:		?	0	۰	8.89	10.37	5.55	0	0	24.81	9776	7.89	42.14		
,	1068	Ş	15.31	15.61	3.84	87.7	2.40	65.0	0.51	42.68	O	0	62.66		
	}	3	15.31	15.61	3.84	4.48	2.40	£5.0	0.51	42.68	0	Q	42.68		
			0	٥	5.99	13.97	7.49	0	0	27,45	9.44	0	36.89		
	1049	62	0	0	0	0	o	o	0	0.	0	0	0		
			٥	ю	O	0	0	0	o	0	c	q	q		
	1050	89	0	o	0	0	0	0	0	0	0	0	0		
Secondary			0	0	6.93	7.66	31.63	87 1	0	45.70	0	O	45.70		
	1051	¥,	0	0	4.92	7,66	38.49	1.48	0	52.55	0	0	52.55		
	1052	26	0	0	2.51	5.86	3.14	0	0	11.51	0	0	11.51		
			o	o	2.51	5.86	29.43	1.13	0	38.93	0	O	38.93		
			٥	۵	0	0	0	0	o	o	9				
•••	707	**************************************	0	0	0	0	0	0	0	0	٥	Ö	0		
			0	212.89	50.51	78.65	255.83	7.23	7,61	612.72	22.82	7.9%	643.48		
	7027	FI	٥	212.89	50.51	78.65	255.83	10 10	7.61	615.59	22.83	7.94	646.35		
Primary			0	0	11.30	26.37	120.61	5.11	o	163.39	٥	0	167.39		
	5597	71	0	0	11.30	26.37	108.93	5.11	o	151.71	O	0	151.71		
Secondary		-	45.14	76.02	99"5	13.21	7.08	1.57	1.91	120.59	64.72	6.35	191.66	:	
	9601	777	45.14	76.02	5.66	13.21	7.08	1.57	1.91	120.59	164.30	19.06	303.95		
Primary		;	0	31.88	20.86	74.87	158.48	4.48	4.14	368.56	15.90	23.82	408.23		
	7607	₹	٥	131.68	20.86	48.72	79.24	67.79	4.14	289.32	15.90	23.82	329.04		
		;	0	o	6.09	14.20	7.61	0	٥	27.90	0	0	27.90		
	807	3	0	0	60.9	14.20	76.07	0	0	96.35	0	0	96.35	·	
	990	,	0	0	0	0	0	0	G	c	0	d			
	KC07	3	0	0	0	0	0	0	0	0	0	0	0		
	4,40			0	0	0	0	0.	ó	0	0	c	0		
	1090	6	0	0	0	0	0	0	,0	٥	0	0	0		

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			S	CONSTRUCTION COST	COST		UNIT:		million rupees		TAR	TARGET YEAR		2,000
				Road Con	Construction				or page		Tong Coan			
Road Class Province	Cord	Distance	Land	Land Acquisition	Subbase	3436	Pavenent	Pavement Miscellanc	Structure	Total	Bridge	71y over	Total	Remarks
Secondary		53	0	0	5, 12	:1.95	07.9	٥	0	23.47	0	0	23.47	
			0	0	5.12	11.95	6.40	0	o	23.47	٥	0	23,47	
			ò	٥	0	٥	0	0	0	o	0	0	0	
	1062	84	0	0	o	0	0	0	0	0	0	٥	0	
			0.	0	o	0	0	0	0	٥	0	c	0	
	1063	27	0	0	0	0	o	0	0	0	0	0	0	
			6	Ó	0	0	0	0	0	٥	0	0	0	
	1064	138	0	0	0	٥	0	6	0	0	0	Ö	0	
			0	0	0	0	0	0	0	0	0	0	0	
	1065	78	0	0	0	0	0	0	0	0	0	0	0	
			20.60	20.99	2.58	3.01	3.23	0.72	0.18	51.31	0	6	51.31	
	1066	78	20.59	20.99	2.58	6,03	3.23	0.72	0.18	54.32	0	6.35	60.67	
			0	0	3.86	9.02	4.83	0	О	17.71	0 0	7.94	25.65	
	1067	ç	0	75.36	11.92	27.84	82.40	2.58	1,16	201.26	0	0	201.26	
		ļ	10.67	12.38	1.52	3.55	1.90	0.42	0.17	30.61	0	0	30.61	
	1068	9,	0	0	o	o	0	o	o	0	0	0	ò	
			٥	0	3.86	9.02	4.83	0	0	17.71	66"2	0	25.70	
;	1069	9	0	2	3.86	9.02	4.83	0	0	17.71	7, 99	0	25.70	
-		ļ		0	3,57	8.34	38.14	1.62	0	51.67	0	0	51.67	
:	1070	33,	o	12 69	11.03	25.75	76.22	2.39	3.81	188.91	14.99	0	203.90	
			0	97.97	15.50	36.19	107,12	2.52	5.71	265.01	66.33	15.88	347.22	
	101	22	0	79.79	23.24	36.19	117.73	3.33	5,71	284.17	66.33	15.88	366,38	
			0	٥	0	Ö	o	0	0	o	0	٥	0	
	1072	107		0:	0	0	0	6	0	0	0	0	٥	
			0	52.47	8.57	20:93	11.21	1.79	1.83	97.20	0	O	97.20	
·	1073	130		52.47	8.97	20.93	11.21	1.79	1.81	97.18	٥	٥	97.18	
-		1	٥	0	0	O	0	0	٥	٥	0	0	0	
	1074	2	6	Ö	0	0	0	0	0	0	6	0	0	

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5-22
Table

					-						7,967	•		9 00 mg.	12
											ages	€	a .		
			õ	CONSTRUCTION COST	COST		UND	UNIT: milli	million rupees		IAR	TARCET YEAR		2,000	
Road Class				Road Cons	Construction		:		Crossing		Long Span				
Province	Cord	Distance	Land	Land Acquisition	Subbase	Base	Pavement	Miscellan ous Work	Miscellane ous Work Structure	Total	Bridge	Fly Over	Total	Remarks	
Secondary			0	0	0	0	٥	0	0	0		0	٥		
Piniab	1075	8	0	0	٥	0	٥	0	, O	0	. 0	0	0		
		1	0	0	0	o	0	0	0	0	٥	0	0		
	1076	3	°	o	0	0	0	0	0	0	0.	0	0		
			0	0	0	0	٥	0	0	. 0	0	0	0		
	1077	53	0	٥	0	0	0	0	0	0	0	0	0		
			•	0	0	6	o	o	٥	o	0	0	0		
	111078	0,	°	°	0	0	0	o	0	0	. 0	0	0		
			0	0	0	0	٥	0	0	0	0	0	0		
t	111079	57	ŀ	٥	0	0	0	0	0	0	٥	0	. 0		
		36	0	٥	٥	۰	0	0	0	0	0	0	0		
	Dentt	-	0	0	٥	0	0	0	C	O	0	٥	0		-
			٥	°	٥	0	0	٥	0	0	0	D	0		
	111081	Ç	·	٥	0	0	0	0	0		D	0	0		
	00000		0	0	0	٥	٥	0	O	0	0	O			
	79077	š	°	0	0	0	0	0	0	0	0	0	С		
		_		6		°	0	O	٥	0	0	0	٥		
	111083	24	0	٥	٥	0	0	0	0	0	0	0	0		
		_	٥	٥	0	0	0	0	0	0	0	0	Đ		
	131084	138	0	٥	0	0	0	D	0	0	0	0	0		
			٥	0	0	0	٥	0	0	Ó	0	0	0		
	111085	83	٥	0	٥	D	0	0	0	0	٥	0	0		
		_	٥	0	O	٥	0	0	0	٥	٥	0	0		
	111086	6y 	٥	0	0	0	0	0	0	٥	0	0	0		
		_	٥	٥	o.	0	0	0	ö	0	0	0	0		
	111087	07	0	0		o	0	0	٥	D	0	٥	0		
			0	0	Ö	0	0	0	0	٥	0	0	0		
	111088	g.	0	0	o	0	٥	٥	0	0	0	0	0		

Table 5-22 (13)

											CASE	3 V S			
			ð	CONSTRUCTION COST	TSOO		JND	UNIT: million supees	saadaz u		TAR	TARGET YEAR		2,000	
8				Road Cons	Construction				Crossing		Long Span				
Province	Cord	Distance	Land	Land Subgrade Subbase	Subbase	Base	Pavement	Hiscellane ous Work Structur	Structure	Total	Br1dge	Fly Over	Total	Remarks	
Semidary		,	٥	154.49	36.65	57.07	92.82	5.25	8.28	354.56	7.60	7.94	370,10		
}	111089		0	154.49	36.65	57.07	92.82	5.25	8.28	354.56	7.60	7.94	370.10		
			٥	62.17	14.75	22.97	37.35	2.11	2.48	141.83	9.42	7.94	159.19		
	111090	ee ee	0	62.17	14.75	22.97	37.36	2.11	2.48	141.84	9 42	7.94	159.20		
	1100111	8	0	186.52	44.25	68.90	224,14	6.39	4.22	534.42	9.88	7.94	552.24		
			٥	186.52	44.25	68.90	112.07	6.34	4.22	322.30	9.88	7.94	440.12		
				0	5.80	13.52	61.85	29.6	. 0	83.79	23.97	7.94	115.70		
	111092	09	٥	o	0	0.	0	0	0	0	٥	0	0		
		Ģ	0	0	10.05	23.43	107.21	4.54	O	145.23	0	.0	145,23		
	111093	2	0	0	0	0	0	0	0	o	0	0	0		
			0	0	o	٥	0	0	0	0	٥	٥	0		
	111094	3	a	0	0	0	0	0	0	0	0	0	0		
			0	o	o	0	0	0	0	0	0	0	0		
	111095	£		°	٥	o	0	0	0	0	0	0	0		
		: 	12.41	12.65	3.11	3.63	1.95	0.43	0.81	34.99	0	0	34.99		
<u>.</u> .	111096	3	12.41	12.65	3.11	3.63	1.95	0.43	0.81	34.99	٥	O	34.99		
			٥	0	15.84	18.48	9.90	0	0	44.22	16.54	٥	92.09		.
	111097	82		0	0	0	0	0	0	0	0	0	c		
			٥	0	0	0	٥	٥	0	0	٥	0	0		
	111098	<u>ಫ</u>	0	0	0	0	o	ō	0	٥	0	0	0		
			0	0	0	င	0	0		0	0	0	0		
	111099	87	0	0	0	٥	0	0	0	0	0	٥	0		
	91.1.1	87	0	0	o	٥	ò	0	0	0	0	0	0		
	ONT T		0	0	0	o	0	. 0	0	٥	0	٥	0		
		77	0	0		0	0	0	0	0	٥	٥	0		
	TOTTT		0	0	°	٥	0	0	0	0	0	٥	0		
			0	0	0	0	0	0	0	0	D	٥	٥		
	111102	3	٥	0	0	o	0	٥	٥	٥	0	٥	٥		

Table 5-22 (14)

								1		7												[_		1		7	
	2,000		Remarks																						•					:	
	7		Ren							_		_														_					
			Total	0	0	ဌ	o	0	Q	0	0	Đ	D	107.18	87.45	20.72	20.72	51.30	136.59	0	0	0	0	0	0	0	0	13.53	0	0	0
E V	TARCET YEAR		Fly Over	0	C	0	0	o	0	0	0	0	b	0	0	0	0	0	o	0	0	0	0	0	0	0	В	0	0	0	0
CASE	TAR	Cons.	Bridge	0	0	0	0	0	0	0	0	0	0	0.	0	0	0	0	0	0	0	0	0	o	0	0	0 .	0	0	0	. 0
			Total	0	0	0	0	٥	0	0	0	0	0	107.18	87.45	20.72	20.72	51.30	136.59	O	0	0	0	. 0	0	0	0	13.53	0	0	0
	n rupees	Crossing	Structure	0	0.	0	0	0	o	0	0	0	0	0.17	0.17	0	0	0.81	-	0	0	0	. 0	0	Û	0	0	0	0	0	0
	UNIT: million rupees		Miscellane ous Work Structure	0	0	0	0	0	0	0	0	0	0	1.49	1.47	0	0	1.21	3.04	0	D	0	0	0	0.	o	. 0	0	0	0	0
	UNIT		Pavement ?	o	0	0	c	0	0	0	0	0	0	47.38	23.69	7.97	76.7	2,46	16.85	0	0	0	0	o	0	0	0	4.23	0	0	0
			Ваве	0	0	0	0		0	0	0	٥	0	13.73	16.01	12.75	12.75	8.74	26.96	٥	٥	o	0	٥	0	0	Ö	6.76	0	0	0
	COST	Construction	Subbase	O	0	0	0	0	0	0	0	0	0	5.15	6.85	0	0	o	0	0	0	0	0	0	0	0	0	2.54	0	0	0
	CONSTRUCTION COST	Road Cons	Subgrade	0	0	0	0	0	0	0	0	0	0	39.26	39.26	0	0	32,18	80.45	0	0		0.	0	0	0	0	0	0	٥	0
	CON		Land Subgrade Subbase	o	0	o	0	0	o	0	•	0	o	0	0	0	0	2.90	7.26	٥	0	٥	0	0	0		Ö	0	0	0	0
			Distance	57	·	-	7	1	i		հ ឥ.		٠ د د		7		99	15	<u>,</u>		65	8,	3		97		8		¥		85
			Cord	111103			111104		COTTE	,	111106		111107		505		3024	3000	5705		3026	2002	7		3028		3029		3030		3031
		Road Class		Secondary	Punjab									Primary	G F.W.N					Secondary	Z V										

Table 5-22 (15)

															1382 15
		•									CASE	⋖ - •.	esi.		
-	• :		8	CONSTRUCTION COST	COST		UNIT:		million rupces		IAR	TARGET YEAR		2,000	
Road Class				Road Conz	Construction				Crossing		usas zuol				
Province	Cord	Distance	Land	Land Subgrade Subbase	Subbase	Base	Pavenent	Miscellane ous Work Structure	Structure	Total	Bridge	Fly Over	Total	Remarks	
Secondary	3032	33	°	٥	٥	0	0	0	0	0	0	0	0		
N W F P			o	0	0	0	0	0	0		0	0	ε		
Primary				125.80	35.60	84.97	29.67	4.75	0	242.30	0	0	242.30		
Baluchistan	4013	344	o	125.80	53,41	46.48	29.67	4.75	0	260.11	0	0	260.11		
		}	0	133.85	37,88	55.65	31.57	5.05	0	257.80	0	0	257.80		
	4014	300	o	133.85	37.88	49.45	31,56	5.05	0	257.79	0	D	257.79		
Secondary			0	0	0	0	0	0	0	0	0.	0	D		-
Beluchistan	STO#	976	0	0	0	0	0	0	0	0	0 -	0	0		
			0	•	0	0	0	0	0	0	0	0	0		
	4016	118	٥	0	0	0	0	0	o	0	0	0	O		
		3	0	0	٥	٥	0	o	0	0	.0	0	٥.		
	4017	230	٥	0	٥	0	0	٥	0	0	0	0	0		
			0	0	0	o	٥	0	6	Ö	O	0	0		
	4078	230	٥	0	0	0	6	0	0	0	0	0	0		
			0	o	0	0	0	0	0	0	0	0	٥		
	STOP	3	0	0	0	0	0	0	0	0	0	0	0		
	4020	628	٥	c	o	0	0	0	0	O	0	0	0	,	
	4023		٥	0	0	0	0	0	0	a	0	0	0		
:	:														
		·													
														:	
-															
									10	10,778.10 .			12,361.04		
Total									27	10,653.56			12,447.12		

5-8 Preliminary Project Evaluation

In order to select the road projects out of 208 road links, first screening has been done to estimate the Internal Rate of Return in terms of economic cost for the 1st stage construction by the year 1987/88 and for Master Plan (1st stage + 2nd Stage construction) by the year 1999/2000.

Economic Rates of Return are calculated for Plan A and B by road section and for the same base year 1983/84 to make all roads comparable with each other.

Priority order for the Plan A and Plan B are indicated in Tables 5-23 and 5-24. Required financial costs during the 1st stage construction by the year 1987/88 are calculated for five national highways and routes of national importance by plan. These results are shown in tables 5-25 and 5-26. Project costs by plan are also summarized in Tables 5-27 and 5-28.

Table 5-23 (1) Priority Rating for the 1st Stage Construction and Master Plan in Case of Plan A

SEG LINK-NO LENGTH IRR BENEFIT COST 8/C E	IRR BENEFIT COST 8/C	R BENEFIT COST B/C	1987/88 PLAN COST 8/C	38 PLAN 8/C	3/c	0-8	PRIORITY	IRR	BENEFIT	-1999/2000 COST	PLAN-	1	PRIGRITY
652013 8 89.3 92.20 5.42 17.01	8 89.3 92.20 5.42	3 92.20 5.42	5.42		17.01	86.78	rt.	88.2	91.12	11.12	8.19	80.00	₹*
51008 13 81.4 217.67 19.81 10.99	13 81.4 217.67 19.81	4 217.67 19.81	19.81		10.99	197.86	2	80.6	280.27	30.25	9.27	250.03	~
3023 23 80.1 255.70 20.47 12.49	23 80.1 255.70 20.47 1	1 255.70 20.47 1	20.47	₩.	12.49	235.23	,m	78.9	273.65	38.27	7.15	235.39	 M
52002 15 74.8 754.04 51.76 14.57	15 74.8 754.04 51.76 1	8 754.04 51.76 1	51.76	***	14.57	702.27		73.5	731.82	27.47	12.73	674.35	7
3020 29 74.7 413.50 35.86 11.53	29 74.7 413.50 35.86	7 413.50 35.86	35.86		11.53	377.64	ю́.	73.3	384.68	57.30	6.71	327.37	v
2021 32 69.5 130.93 19.28 6.79	32 69.5 130.93 19.28	5 130.93 19.28	19.28		6.79	111.65	\$	0 69	213 24	55.54	8.35	187.70	• o '
1067 40 61.6 292.51 40.19 7.28	40 61.6 292.51 40.19	5 292.51 40.19	40.19		7.28	252.31	~	4.09	361.99	57.77	8.14	317-54	. 2
51006 75 60.3 1132.50 120.98 9.36	75 60.3 1132.50 120.98	3 1132.50 120.98	120.98		9.36	1011.53	m	58.8	1804.24	174.46	10,34	1629.78	60
1058 63 59.9 367.29 48.73 7.54	63 59.9 367.29 48.73	9 367.29 48.73	48.73		7.54	318.56	O	58.6	429.80	53,36	8.05	376.44	۰.
111091 99 59.2 1113.63 120.58 9.24	99 59.2 1113.63 120.58	2 1113,63 120,58	120.58		72.6	993.05	10	26.4	1194-24	207.92	5°27	986.31	175
2015 123 58.8 514.60 77.33 6.65	123 58.8 514.60 77.33	8 514.60 77.33	77.33		6.65	437.27	ਜ	57.3	667.60	103,63	77-9	563.97	11
3024 66 58.1 240.04 49.02 4.90	66 58.1 240.04 49.02	1 240.04 49.02	20.67		06.4	191.01	12	57.9	751.44	52-47	8.03	368.98	O ti
51009 79 56.9 1101.75 149.67 7.36	79 56.9 1101.75 149.67	.9 1101.75 149.67	149.67		7.36	952.09	15	55.3	1433.52	505-46	48.9	1224.06	7 .
20 51011 37 56.1 1066.62 125.96 8.47	57 56.1 1066.62 125.96	.1 1066.62 125.96	125.96		8.47	99.076	14	56.1	1066.62	125.96	8.47	99-076	M ₽
52006 132 53.0 3363.93 335.15 10.04	132 53.0 3363.93 335.15	.0 3363.93 335.15	3363.93 335.15		10.04	3028.78	15	53.0	3363.93	335.15	10.04	3028.78	in el
1061 53 52.9 340.82 52.24 6.52	53 52.9 340.82 52.24	9 340.82 52.24	52.24		6.52	288.58	16	51.2	358.52	56.14	6.39	302.38	13
173 111093 104 52.7 402.76 85.19 4.73	104 52.7 402.76 85.19	.7 402.76 85.19	85.19		4.73	317.57	17	51.8	95.609	109.31	5.58	50075	17
16 51007 44 51.8 1578.61 160.41 9.84	.44 51.8 1578.61 160.41	8 1578.61 160.41	1578.61 160.41		78.6	1418.20	138	51.8	1578.61	160.41	78 6	1418.20	9 7 .
12 51003 12 51.1 144.55 22.72 6.36	12 51.1 144.55 22.72	1 144.55 22.72	22.72		6.36	121.83	19	8.67	209.95	32.59	77-9	177.36	. .
87 1037 82 51.1 788.31 125.45 6.28	82 51.1 788.31 125.45	.1 788.31 125.45	125.45		6.28	662.86	50	48.2	745.25	185.23	7.02	560.03	22
1 52001 160 50.9 4354.20 479.99 9.07	160 50.9 4354.20 479.99	9 4354.20 479.99	479.99		4.07	3874.21	21	2.74	3984.72	262-24	6.67	3387.48	28
201 4016 118 50.7 197.46 36.27 5.44	118 50.7 197.46 36.27	.7 197.46 36.27	36.27		5.44	161.19	22	20.7	197.46	36.27	5.44	161.19	13
52 652011 43 50.2 342.36 35.60 9.62	43 50.2 342.36 35.60	.2 342.36 35.60	35.60		9.62	306.76	23	44.8	300.12	71.70	4.19	258-45	34
119 112043 26 49.9 182.79 29.43 6.21	26 49.9 182.79 29.43	.9 182.79 29.43	182.79 29.43		6.21	153.35	77	0.84	184.73	31.99	5.77	152.74	53
	68 49.8 2333.38 261.74 8	.8 2333.38 261.74 8	261.74 8	8 0	8.91	 2071.64	25	8.67	2333.38	261.74	8.91	2071.64	20
169 111089 82 48.9 880.21 128.00 6.88	82 48.9 880.21 128.00	.9 880.21 128.00	128.00		6.83	752.21	58	4.6.7	1188.90	186.54	6.37	1002.36	30

Table 5-23 (2) Priority Rating for the 1st Stage Construction and Master Plan in Case of Plan A

S)	SEG LINK-NO LENGTH	LENGTH	1 W 1	BENEFIT	1987/88 P COST	LAN	1d	PRIDRITY	IRR	BENEFIT	1999/2000 COST	PLAN B/C	B-C PR	PRIORITY
172	111092	- 80	48.3	208.45	52.83	3.98	155.63	27	2 27	348,54	72.04	78.7	276.50	72
7	52007	22	47.6	738.40	105.11	7.03	633.29	28	47.6	738.40	105.11	7.03	633.29	15
142	1062	. 87	47.5	539.81	92.46	5.84	447.36	5	47.5	539.81	95.46	5.84	447.36	56
174	111094	125	47.5	786.90	45.57	5.15	392.33	. 8°	47.5	06.987	25.76	5.15	392.33	27
2,	51012	130	7.0	1419.91	201.79	7 0 4	1218.12	31	6 77	2111.41	293.37	7.20	1818.04	EN EN
'n	52003	55	7.0	1461.03	186.45	7.84	1274.58	32	43.8	1358.57	205.07	6.62	1153.50	4 23
145	1065	6	7-97	402.62	00.69	5.84	333.62	M	46.7	29.207	00-69	78.5	333-62	53
195	3030	55	46.3	192.90	35.72	5.40	157.18	35	7.77	205.28	37.97	5.41	167.31	36
76	1041	Ø	7.97	54.20	9.10	5.96	45.10	S S	7-77	63.59	10.74	5.92	52.84	37
157	1077	25	45.3	365,30	68.47	5.34	296.83	36	7.5.3	365.30	68-47	5.34	296.83	31
111	2035	16	45.2	80.27	14.71	5.46	65.56	37	45.2	80.27	14.71	97.5	65.56	35
132	1052	56	44.7	110.75	26.69	4.15	84.06	38	43.8	158.12	28.61	5.53	129.52	07
167	111087	07	2.77	170.20	37.34	4.56	132.86	89	2.77	170.20	37.34	4.56	132.86	21.5
150	1070	37	5,44	169.87	47.29	3.59	122.59	07	43.9	258.69	55.87	4.63	202.82	99
78	3021	65	0.77	859.67	138.42	6.21	721.26	77	0.77	859.67	138.42	6.21	721.26	33
151	1071	52	6.27	541.89	108.76	86.7	433.13	75	39.9	75.647	163.67	2.93	315.86	53
41 50	1076	31	43.8	198-74	39.17	5.07	159.58	٤ ٢	43.8	198.74	39.17	5.07	159.58	7
α	52008	109	73.6	2462.67	344.29	7.15	2118.38	77	43.6	2462.67	344.29	7.15	2118,38	43
120	112044	70	43.6	186.53	37.34	2.00	149.20	45	41.3	193.94	45.59	4.55	151.35	60
134	1054	113	43.4	783.55	189.01	4.15	294.54	97	41.7	1190.40	290.79	60-7	29-668	47
19	51010	0,4	43.0	982.85	153.60	07.9	829.25	4.7	43.0	982.85	153.60	07.9	829.25	77
146	1066	78	42.9	131.89	25.85	5.10	106.04	83	41.7	239.08	34.37	96.9	204.71	97
184	111104	5	45.4	75.35	17.76	4.24	57.59	67	7.27	75.35	17.76	72-7	57.59	57
8.1	3018	. 27	41.8	203.96	79.07	4.74	160.93	80	40.1	266.35	46.05	5.78	220-30	25
5.5	627008	148	41.5	846.97	189.84	7.46	657.13	N H	39.3	1085.44	231.14	02.7	854.30	75
33 33	53002	36	41.2	344.23	79.01	4.36	265.22	52	37.7	364,33	113.24	3.22	251.09	or vs

Table 5-23 (3) Priority Rating for the 1st Stage Construction and Master Plan in Case of Plan A

PRIORITY	56	67	20	2,	is is	57	28	9	61	80	71	79	62	88 99	73	7.2	63	62	65	60	99	7.0	72	69	70	76
3-8	146.05	910.81	109-91	575.30	70.06	81.53	328.32	629.18	123.81	160.35	246.04	665.65	215.44	163.41	146.15	194.66	43.42	288-62	1733.32	86.00	353.32	581,32	193.86	20.16	295.37	317.84
PLAN	3.44	5.11	4.05	5.68	3.82	4.65	4.01	4.51	3.98	2-74	3,43	3.96	2.00	3.57	3.24	3.18	2.79	3.67	4.04	2.28	3.34	3.92	3.61	3.00	3.31	3.93
-1999/2000 COST	86.68	221.78	36.07	122.82	24.81	22.32	109.17	179.42	41.48	92.20	101.30	225.01	53.92	63.55	65.19	89.31	24.30	108.13	570.73	67.39	150-99	198.93	42.29	10.09	127.73	108.52
BENEFIT	206.03	1132.59	145.98	698.12	94.86	103.85	67.757	808.60	165.29	252.55	347.34	890.66	269.36	226.95	211.34	283.97	67.72	396.75	2304.04	153.40	504.31	780.25	268-25	30.25	423.10	426.35
IRR	38.9	41.0	41.0	40.3	39.3	38.5	38.3	36.9	36.6	28.3	31.9	33.1	34.8	32.3	32.7	30.9	34.0	30.4	33.0	27.9	32.7	32.7	31.7	32.2	32.0	30.5
RIORITY	53	25	55	56	52	28	29	09	61	62	. 8	79	\$9	99	29	89	69	20	7.1	72	73	7.4	75	92	7.7	82
0-8	111.99	910.81	109-91	575.30	70.06	81.53	328.32	312.26	123.81	236.85	239.23	502.17	215.44	136.84	135.56	188.62	43.42	291.47	1733.32	110.55	353,32	581.32	123.21	20.16	295.37	186.45
PLAN B/C	3.68	5.11	4.05	5.68	3.82	59-7	4.01	3,42	3.98	5.53	72.7	3.54	5.00	3.45	3.48	3.69	2.79	3.97	70.7	3,4	3.34	3.92	2.79	3.00	3.31	3.43
19877.88 COST	41.73	221.78	36.07	122,82	24.81	22.32	109.17	129.24	41.48	52.32	73.80	197.87	53.95	55.96	54.71	70.12	24.30	98.04	570.73	47.00	150.99	198.93	68.83	10.09	127.73	76.69
BENEFIT	153.72	1132.59	145.98	698.12	98.36	103.85	437.49	441.50	165.29	289.17	313,03	700.007	269.36	192.79	190.27	258.74	67.72	389.51	2304.04	157.55	504.31	780.25	192.04	30.25	423.10	263.14
IRR	41.1	41.0	41.0	۲۵ ۶	39.3	38.5	38.3	37.4	36.6	35.5	35.0	34.8	34.8	34.4	34.2	34.1	34.0	33.5	33.0	32.9	32.7	32.7	32.5	32.2	32.0	31.8
BNGTH	1.5	129	07	89	20	2.5	66	02 .	04	75	217	117	5.2	666	83	83	666	82	67	666	186	75	77	666	34	171
SEG LINK-NO LENGTH	53001	1043	111078	52004	1075	2033	111095	51004	2030	652012	4011	1055	111103	1051	2032	254001	3013	111097	51013	2025	3014	353006	254002	3022	1053	1056
SEG	32	123	17 00	4	15.55	109	175	13	106	. R	92	135	183	131	108	37	. 6	177	- 22	101	δ ν	4.5	38	6	133	136

Table 5-23 (4) Priority Rating for the 1st Stage Construction and Master Plan in Case of Plan A

SEQ	SEG LINK-NO LENGTH	LENGTH	881	BENEFIT	1987/88 F	PLAN B/C	B-C	PRIORITY	IRR	B B B B B B B B B B	1999/2000 COST	PLAN	8-C PR	PRIORITY
129	1049	62	31.6	251.65	68.62	3.67	183.03	29	28.8	554.46	24.75	3.40	179.71	88
200	4015	328	30.7	42.002	131.85	3.04	268,92	8	30.7	22-007	131.85	3.04	268.92	75
27	51018	32	30.5	521.97	131.43	3.97	290.54	. 81	30.5	521.97	131.43	3.97	280-54	77
86	2022	7.4	30.4	213.10	66.43	3.21	146.68	82	30.4	213,10	66.43	3.21	146:68	78
178	111098	œ	30.4	347-42	106.14	3.27	241.28	89 83	30.4	347.42	106.14	3.27	241.28	80
163	111083	54	30.3	32.76	12.01	2.73	20.75	78	30.3	32.76	12.01	2.73	20.75	80
104	2028	8	29.5	68.02	28.73	2.37	39.30	89	0.62	97.72	32.51	3.01	65.21	85
79	1028	666	29.4	75-65	21.09	2.34	28,33	88	7.62	27-67	21.09	2.34	28.33	83
72	2016	63	29.2	81.41	24.34	3.34	57.07	87	27.7	111-43	30.15	3.70	81.28	16
128	1048	κ) V)	29.0	111.15	49.38	2.25	61.77	89	29.5	178.75	26.47	3.17	122.28	78
117	2041	77	28.8	131.73	51.48	2.56	80.25	89	28.8	131.73	51.48	2.56	80.25	78
φ φ	1030	07	27.9	16.27	27.90	2.72	70.87	06	54.6	27.05	33.78	2.28	43.27	104
126	1046	138	27.9	195.76	78.66	67-2	117,11	9	6.75	195.76	78.66	2.49	117.11	0 6
76	1032	524	27.3	322.04	136,11	2.37	185.92	85	25.9	415.33	163.50	2.54	251.82	44
80	3017	9.5	27.3	154-47	67.95	2.73	76-76	ያ ያ	30.1	363.59	24.43	4.88	289.16	82
N	51014	32	27.2	451.34	138.59	3.26	312.75	76	27.2	451.34	138.59	3.26	312.75	93
102	2026	51	27.0	30.08	13.89	2.16	16.17	. 56	25.5	43.91	78.33 33	2.40	25.58	86
5	51017	89 M	27.0	801.64	272.50	2.94	529.15	96	27.0	301.64	272.50	2.94	529.15	76
170	111090	17 17	26.3	128.86	56.22	2.29	72.64	44	27.4	263.93	82.66	3.19	181.27	92
152	1072	107	26.0	170.98	75.88	2.25	95.10	80	26.0	170.98	75.83	2.25	95.10	56
ਦ ਦ	51002	100	25.9	1318.62	428.30	3.08	890.32	66	25.9	1318.62	428.30	3.08	890.32	96
86	654010	163	55.9	530.85	229.38	2.31	301,47	100	21,2	665,77	369.43	1.80	296.33	115
180	111100	68	25.3	84.37	38.68	2.18	69.57	101	25.3	84.37	38.68	2.18	69-57	66
116	2040	92	25.0	41.87	19.45	2.15	25-42	102	0.55	41.87	19.45	2.15	22.42	100
10	51001	87	24.8	503.07	181.19	2.78	321.88	103	24.8	503.07	181.19	2.78	321.88	101
70	2014	196	24.8	302.14	133.10	2.27	169.04	104	24.8	302.14	133.10	2.27	169.04	102

Table 5-23 (5) Priority Rating for the 1st Stage Construction and Master Plan in Case of Plan A.

c G	HIONE CN-XNI COS	H C U	1 00		-1987/88 COST	PLAN B/C	3-8	PRIORITY	Ж Ж	BENEFIT	-1999/2000 COST	PLAN		PRIORITY
2 6	111101	97	24.7	138.12	66.37	2.08	71.74	105	24.7	138.12	66.37	2.08	71-74	103
47	1029	. ea	24.6	63.79	26.58	5.40	37.22	106	21.6	66.41	32.27	2.06	34.14	114
27	254006	131	23.9	335.24	154.44	2.17	180.80	101	23.9	335,24	154.44	2.17	180.80	106
103	2027	14	23.8	22.34	63.63	2.32	12.72	108	23.8	22.34	9.63	2.32	12.72	107
82	3019	98	23.7	221.18	89-95	2.46	131.23	109	23.2	293.37	96.24	3.05	197.13	109
57	1024	. 63	23.0	120.72	54.31	2-22	66.41	110	23.0	120.72	54.31	2.25	66.41	110
9. E	4012	189	22.3	390.07	198.91	1.96	191.16	111	23.4	577.09	215.46	2.68	361.63	108
125	1045	. 65	22-2	99.11	52.98	1.87	46.13	112	25.2	99.11	52,98	1.87	46.13	111
8	51019	5.	21.9	379.37	162,48	2,33	216.89	. 113	21.9	379.37	162.48	2,33	216.89	113
ξ) Ω	53004	K)	21.2	141.49	75.72	1.87	65.77	114	22.1	200.87	78.48	2.56	122.38	112
185	111105	53	20.9	29.35	16.80	1.75	12.56	115	20.9	29.35	16.80	3.75	12.56	117
31	51022	4	20.8	701.46	331,62	2.12	369.83	116	20.8	701.46	331.62	2.12	369.83	113
0.	52009	13	20.3	102.32	44.02	2.32	58.30	117	20.3	102.32	44.02	2.32	58-30	119
7.7	1033	53	19-7	132.18	80.90	1.63	51.28	118	19.7	132.18	80.90	1.63	51.28	120
127	1047	97	19.5	14.91	53.15	1.41	21.76	119	24.1	148.07	58.85	25.5	89.23	105
176	111096	2.7	19.4	62.67	31.78	1.97	30.90	120	18.5	79.96	37.59	2.13	42.37	122
105	2029	89	19.3	140.65	68.05	2.07	72.60	121	19.3	140.65	68.05	2.07	72.60	121
34	53003	· 8	18.5	248.30	132,18	1.88	116.62	122.	18.5	248.80	132,18	1.88	116.62	123
41	254005	144	18	225.86	128.62	1.76	97 - 54	12.23	17.5	249.84	139.50	1.79	110.34	127
62	1027	84	18.0	191.58	130,83	1-46	60.75	124	18.0	191.58	130.83	1.46	80-75	125
179	111099	87	17.7	67-79	46.53	1.46	21.26	125	17.7	67.79	46.53	1.46	21.26	126
107	2031	5.7	17.0	21.72	14.45	1.50	7.27	126	15.3	28.24	20-72	1.36	7.52	134
100	2024	001	16.5	143.66	106.00	1.36	37.66	127	16.5	143.66	106.00	1.36	37.66	131
118	2042	ភ	16.3	27,35	20.43	1.34	6.93	128	16.3	27.35	20.43	1.34	6.93	132
8	3015	80	15.3	34.19	25.38	1.35	8 8	129	15.3	34.19	25.38	1.35	8.81	135
57	51015		: 15.1	236.99	178.36	1.33	58.63	130	15.1	236.99	178.36	1.33	58.63	136

Table 5-23 (6) Priority Rating for the 1st Stage Construction and Master Plan in Case of Plan A

			1 1	1	1987/88	PLAN		- - - - - - -		! ! !	-1999/2000	7	!	1
SEG	SEG LINK-NO LENGTH	LENGTH	æ	BENEFIT	. TSOO	9/C	8-C	PRIORITY	H 84 84	9642FIT	COST	B/C	۵ ا	RIORITY
186	111106	31	14.8	7.57	6.25	1.21	1.32	131	14.8	.7.57	6.25	1.21	1.32	137
044	2034	34.	14.7	38.03	30.61	1.24	27.42	132	14.7	38.03	30.61	1.24	7.42	138
73	2017	.79	14.7	27.62	22.94	1.20	89.7	133	14.7	27.62	22.94	1.20	7.68	139
25	51016	52	14.6	583.12	453,14	1.29	129.98	134	14.6	583.12	453,14	1.29	129.98	140
112	2036	52	14.5	57.73	47.22	1.22	10.51	135	14.5	57.73	47.22	1.22	10.52	171
0	1040	666	7.71	31.95	27.45	1.16	05.3	136	21.0	84.88	33.07	2.57	51.80	116
58	1025	0.	13.8	75.6	8.36	1.14	1.18	137	13.8	9.54	8.36	1.14	1.18	144
162	111082	75	13.2	32.19	29.48	1.09	2.70	138	13.2	32.19	29.48	1.09	2.70	145
60	3012	39	12.8	13.80	12.95	1.07	0.86	139	12.8	13.80	12.95	1.07	0.86	177
77	353005	м	12.6	19.18	18.28	1.05	06.0	140	11.8	20.54	20.92	0.98	-0.38	150
154	1044	5.5	10.4	65.38	73.52	0.89	-8.14	141	10.4	65.38	73.52	0.89	-8.14	151
777	1064	55. 60.	10-1	. 86.89	79.50	0.87	-10.53	142	10.1	68.98	79.50	0.87	-10.53	152
114	2038	sy.	8.6	38.85	45.81	0.85	96.9-	143	ø.	38.85	45.81	0.85	96.9-	153
59	3011	5.5	8.6	14.38	17.34	0.83	-2.96	144	12.0	23.58	23.63	1.00	-0.05	149
79	3016	62	4.7	19.46	23.09	78.0	-3.64	145	7.6	19:46	23.09	.8.0	-3.64	151
115	2039	5 7	0.6	23.88	30.21	0.79	-6.33	146	0.6	23.88	30.21	0.79	-6.33	156
14	51005	118	8.5	103.19	125.66	0.82	-22.47	147	14.1	202.39	168.12	7.20	34.27	143
113	2037	30	8.3	6.03	8.07	0.75	-2.04	148	M W	6.03	8.07	0.75	-2.04	1,57
165	111085	87	8.1	28.28	38.35	0.74	-10.07	149	8.1	28.28	38.35	74.0	-10.07	158
161	111081	0 4	7.8	56.04	36.15	0.72	-10.11	150	7.8	26.04	36.15	0.72	-10.11	159
159	111079	5.5	7.5	35.76	51.18	0.70	-15.42	151	7.5	35.76	51.18	0.70	-15.42	160
143	1063	75	7.1	32.97	62.73	0.53	-29.77	152	7.1	32.97	62.73	0.53	-29-77	161
95	1042	3.6	6.5	83.95	111.11	0.76	-27.17	153	15.9	174.13	119.99	1.45	24-14	133
61	1026	75	9-7	14.13	30.47	0.46	-16.34	154	4.6	14.13	20-47	0.46	-16.34	164
47	353008	122	3.8	24.07	48.61	0.50	-24.54	155	ы 8	24.07	48.61	0.50	-24.54	165
64	503010	141	1.6	15.79	40-21	0.39	-24-42	156	0.0	15.89	59.16	0.27	-43.27	172

Table 5-23 (7) Priority Rating for the 1st Stage Construction and Master Plan in Case of Plan A

0.0 128.24 0.0 -128.24 298.66 113.10 2.64 185.56 24.50 58.89 0.42 -34.39 0.0 35.03 0.0 -53.03 0.0 55.03 0.0 -63.25 0.0 28.82 0.0 -63.82 0.0 28.82 0.0 -63.82 0.0 19.13 0.0 -19.13 0.0 31.39 0.0 -74.29 0.0 31.59 0.0 -29.90 0.0 31.59 0.0 -29.90 25.45 21.13 1.20 -4.29 0.0 31.59 0.0 -29.90 25.45 21.13 1.20 -4.33 1.35 0.93 1.44 0.41.27 22.15 35.92 0.0 -29.90 22.15 35.92 0.0 -40.90 0.0 40.90 0.0 -40.90 -4.52 23.64 0.0 -85.46 0.0 92.68 0.0 -92.68	SEQ LINK-NO LENGTH IRR BENEFIT COST B/C B-C PRIORITY IRR	IRR BENEFIT COST B/C B-C PRIORITY	ENEFIT COST B/C B/C PRIORITY	PLAN	B/C B-C PRIORITY	PRIORITY		IRR	i	BENEFIT	-1999/2000 COST	PLAN	0-0	PRIORITY
113.10 2.64 185.56 58.89 0.42 -34.39 35.03 0.0 -35.03 63.42 0.00 -63.33 28.82 0.0 -19.13 65.21 0.0 -19.13 65.21 0.0 -63.17 66.21 0.0 -63.17 66.21 0.0 -63.17 66.21 0.0 -63.17 66.21 0.0 -79.40 29.90 0.0 -79.40 29.90 0.0 -79.40 21.13 1.20 4.33 146.94 1.92 135.42 35.92 0.0 -79.42 85.46 0.0 -79.42 85.46 0.0 -79.42 85.46 0.0 -79.42 85.46 0.0 -85.46 40.90 0.0 -79.42 85.46 0.0 -79.42 85.46 0.0 -79.42 85.46 0.0 -79.42 85.46 0.0 -79.42 85.46 0.0 -79.42 85.46 0.0 -79.42 85.46 0.0 -79.42 85.46 0.0	1035 38 0.0 0.0 128.24 0.0 -128.24 157	.0 0.0 128.24 0.0 -128.24	128.24 0.0 -128.24	4 0.0 -128.24	-128.24	4	157		0	0.0	128.24	0,0	-128.24	175
5.2 24.50 58.89 0.42 -34.39 0.0 0.0 35.03 0.0 -35.03 0.0 0.0 55.03 0.0 -53.33 0.0 0.0 28.82 0.0 -28.82 0.0 0.0 19.13 0.0 -19.13 0.0 0.0 43.17 0.0 -19.13 0.0 0.0 43.17 0.0 -63.17 0.0 0.0 31.59 0.0 -63.17 0.0 0.0 31.59 0.0 -63.17 13.2 21.92 66.21 0.0 -63.17 0.0 0.0 159.40 0.0 -159.40 0.0 1.59.40 0.0 -29.90 14.3 1.25 21.25 -159.40 0.0 1.59.40 0.0 -159.40 0.0 0.0 79.42 0.0 -179.42 0.0 0.0 79.42 0.0 -28.46 0.0 0.0 40.50 0.0 -40.90 0.0 0.0	1036 97 0.0 0.0 104.41 0.0 -104.41 158	.0 0.0 104.41 0.0 -104.41	104.41 0.0 -104.41	1 0.0 -104.41	-104;41		151		18.1	298.66	113.10	2.64	185.56	124
0.0 35.03 0.0 -55.03 0.0 0.09 63.42 0.00 -63.33 0.0 0.0 28.82 0.0 -28.82 0.0 0.0 19.13 0.0 -19.13 0.0 0.0 19.13 0.0 -63.17 0.0 0.0 63.17 0.0 -63.17 0.0 0.0 31.39 0.0 -63.17 0.0 0.0 31.59 0.0 -51.29 0.0 0.0 159.40 0.0 -159.40 0.0 0.0 159.40 0.0 -159.40 14.3 1.35 0.93 1.44 0.21 15.8 22.15 35.92 0.0 -29.90 0.0 0.0 146.94 1.92 135.42 9.2 22.15 35.92 0.0 -29.90 0.0 0.0 40.90 0.0 -85.46 0.0 0.0 40.90 0.0 -85.46 0.0 -4.52 23.64 0.0 -85.46	504007 210 0.0 9.46 47:56 0.20 -38.10 1	.0 9.46 47.56 0.20 -38.10	47:56 0.20 -38.10	0.20 -38.10	-38.10	0	줘	159		24.50	58.89	0.42	-34.39	162
0.0 0.09 63.42 0.00 -63.35 0.0 0.0 28.82 0.0 -28.82 0.0 0.0 19.13 0.0 -19.13 0.0 0.0 63.17 0.0 -19.13 0.0 0.0 31.39 0.0 -159.40 0.0 0.0 159.40 0.0 -159.40 0.0 0.0 159.40 0.0 -29.90 13.2 25.45 21.13 1.20 4.33 14.3 1.35 0.93 1.44 0.41 16.8 282.37 146.94 1.92 135.42 0.0 0.0 79.42 0.0 -79.42 0.0 0.0 85.46 0.0 -79.42 0.0 0.0 85.46 0.0 -79.42 0.0 0.0 92.68 0.0 -92.68 0.0 -54.05 120.83 -0.45 -174.88 0.0 -20.12 124.45 0.0 -15.43 0.0 0.1 27.61 0.00 -27.51 0.0 0.1 27.61 0.00 -27.51	111080 35 0.0 0.0 35.03 0.0 -35.03 10	0.0 35.03 0.0 -35.03	35.03 0.0 -35.03	0.0 -35.03	-35.03	m	ň	9	0.0	0.0	35.03	0.0	-35.03	135
0.0 28.82 0.0 -28.82 0.0 0.0 19:13 0.0 -19:13 0.0 0.0 63:17 0.0 -63:17 3.4 21.92 66.21 0.0 -63:17 0.0 0.0 31.39 0.0 -51.29 0.0 0.0 159:40 0.0 -159:40 0.0 0.0 159:40 0.0 -28:09 13.2 25.45 21.13 1.20 -4.33 14.3 1.35 0.93 1.44 0.41 16.8 282.37 146.94 1.92 135:42 0.0 0.0 29.90 0.0 -29.90 16.8 282.15 146.94 1.92 135:42 0.0 0.0 79.42 0.0 -79.42 0.0 0.0 40.90 0.0 -85.46 0.0 0.0 40.90 0.0 -40.90 0.0 -4.52 23.64 0.0 -92.68 0.0 -54.05 120.83 -0.45 -174.55	1050 68 0.0 0.09 63.42 0.00 -63.33 14	.0 0.09 63.42 0.00 -63.33	63.42 0.00 -63.33	0.00 -63.33	-63.33		16	. H	0.0	60.0	63.42	00.0	-63.33	173
0.0 0.0 19.13 0.0 -19.13 0.0 0.0 63.17 0.0 -63.17 3.4 21.92 66.21 0.35 -44.29 0.0 0.0 31.59 0.0 -31.39 0.0 0.0 159.40 0.0 -159.40 13.2 25.45 21.13 1.20 4.33 14.3 1.35 0.93 1.44 0.41 16.8 282.37 146.94 1.92 135.42 0.0 0.0 79.42 0.06 -79.42 0.0 0.0 85.46 0.0 -79.42 0.0 0.0 85.46 0.0 -65.16 0.0 0.0 92.68 0.0 -92.68 0.0 -20.12 124.45 0.04 -144.57 0.0 -20.12 124.45 0.16 -144.57 0.0 0.1 27.61 0.00 -27.51 0.0 -1.63 19.31 -0.08 -27.51	1038 32 0.0 0.0 28.82 0.0 -28.82 16	.0 0.0 28.82 0.0 -28.82	28.82 0.0 -28.82	0.0 -28.82	-28.82		16	7	0-0	0.0	28.82	0-0	-28.82	179
0.0 63.17 0.0 -63.17 3.4 21.92 66.21 0.33 -44.29 0.0 0.0 31.39 0.0 -31.39 0.0 0.0 159.40 0.0 -159.40 0.0 0.0 29.90 0.0 -29.90 13.2 25.45 21.13 1.20 -4.33 14.3 1.35 0.93 1.44 0.41 16.8 282.37 146.94 1.92 135.42 9.2 22.15 35.92 0.62 -13.77 0.0 0.0 79.42 0.0 -79.42 0.0 0.0 40.90 0.0 -79.42 0.0 0.0 40.90 0.0 -79.42 0.0 -4.52 23.64 0.0 -79.42 0.0 -4.52 23.64 0.0 -40.90 0.0 -4.52 23.64 -0.19 -28.16 0.0 -54.05 120.83 0.0 -92.68 0.0 -54.05 124.45 -0.19 -144.57	1039 94 0.0 0.0 19.13 0.0 -19.13 16	.0 0.0 19.13 0.0 -19.13	19.13 0.0 -19.13	0.0 -19.13	-19.13		7.0	м	0.0	0.0	19:13	0	-19.13	190
3.4 21.92 66.21 0.33 -44.29 0.0 0.0 31.39 0.0 -51.39 0.0 0.0 159.40 0.0 -159.40 0.0 0.0 29.90 0.0 -29.90 13.2 25.45 21.13 1.20 4.33 14.3 1.35 0.93 1.44 0.41 16.8 282.37 146.94 1.92 135.42 9.2 22.15 35.92 0.62 -13.77 0.0 0.0 79.42 0.0 -85.46 0.0 0.0 40.90 0.0 -85.46 0.0 0.0 40.90 0.0 -85.46 0.0 -4.52 23.64 -0.19 -28.16 0.0 -4.52 23.64 -0.19 -28.16 0.0 -54.05 120.83 -0.45 -174.88 0.0 -54.05 120.83 -0.45 -174.57 0.0 -20.12 124.45 -0.16 -144.57 0.0 -1.63 13.43 -0.08	111084 138 0.0 0.0 63.17 0.0 -63.17 16	.0 0.0 63.17 0.0 -63.17	63.17 0.0 -63.17	0.0 -63.17	-63.17		16	4	0-0	0.0	63.17	010	-63,17	190
0.0 0.0 51.39 0.0 -51.39 0.0 0.0 159.40 0.0 -159.40 0.0 0.0 29.90 0.0 -29.90 13.2 25.45 21.13 1.20 4.33 16.8 282.37 146.94 1.92 135.42 9.2 22.15 35.92 0.62 -13.77 0.0 0.0 79.42 0.0 -79.42 0.0 0.0 40.90 0.0 -79.42 0.0 0.0 40.90 0.0 -40.90 0.0 -4.52 23.64 -0.19 -28.16 0.0 -4.52 23.64 -0.19 -28.16 0.0 -54.05 120.83 -0.45 -144.57 0.0 -54.05 120.83 -0.45 -144.57 0.0 -56.05 120.83 -0.16 -144.57 0.0 -50.12 124.45 -0.16 -144.57 0.0 -1.63 19.31 -0.08 -20.93	504008 175 0.0 2.34 39.87 0.06 -37.52 16	.0 2.34 39.87 0.06 -37.52	39.87 0.06 -37.52	0.06 -37.52	-37.52		16	īŪ	3.4	21.92	66.21	0.33	-44.29	166
0.0 0.0 159.40 0.0 -159.40 0.0 135.40 0.0 0.0 -29.90 0.0 29.90 0.0 -29.90 0.0 135.2 25.45 21.13 1.20 4.33 1.44 0.41 0.41 0.41 0.0 22.15 22.15 22.15 25.92 0.62 135.42 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	111086 48 0.0 0.0 31.39 0.0 -31.39 10	.0 0.0 31.39 0.0 -31.39	.0 31.39 0.0 -31.39	0.0 -31.39	-31.39		ŭ	99	0,0	0.0	31.39	0-0	-31.39	200
0.0 0.0 29.90 0.0 -29.90 13.2 25.45 21.13 1.20 4.33 14.3 1.35 0.93 1.44 0.41 16.8 282.37 146.94 1.92 135.42 9.2 22.15 35.92 0.62 -13.77 0.0 0.0 79.42 0.0 -79.42 0.0 0.0 40.90 0.0 -40.90 0.0 0.0 40.90 0.0 -40.90 0.0 -4.52 23.64 -0.19 -28.16 0.0 -6.50 120.83 -0.05 -92.68 0.0 -54.05 120.83 -0.05 -174.88 0.0 -54.05 124.45 -0.16 -144.57 0.0 -1.63 12.45 0.0 -15.45 0.0 -1.63 19.31 -0.08 -20.93	51021 30 0.0 0.0 159.40 0.0 -159.40 1	.0 0.0 159.40 0.0 -159.40	159.40 0.0 -159.40	0.0 -159.40	-159.40		ų-t	167	0.0	0.0	159:40	0.0	-159.40	176
13.2 25.45 21.13 1.20 4.33 14.3 1.35 0.93 1.44 0.41 16.8 282.37 146.94 1.92 135.42 9.2 22.15 35.92 0.62 -13.77 0.0 0.0 79.42 0.0 -79.42 0.0 0.0 40.90 0.0 -79.42 0.0 -4.52 23.64 0.0 -46.90 0.0 -4.52 23.64 -0.19 -28.16 0.0 -54.05 120.83 0.0 -92.68 0.0 -54.05 120.83 -0.45 -174.86 0.0 -50.12 124.45 -0.16 -144.57 0.0 0.0 15.45 0.0 -15.43 0.0 0.11 27.61 0.0 -27.51 0.0 -1.63 19.31 -0.08 -20.93	111088 51 0.0 0.0 29.90 0.0 -29.90	.0 0.0 29.90 0.0 -29.90	29.90 0.0 -29.90	0.0 -29.90	-29.90		ed	168	0	0.0	29.90	0-0	-29.90	7,
14.3 0.93 1.44 0.41 16.8 282.37 146.94 1.92 135.42 9.2 22.15 35.92 0.62 -13.77 0.0 0.0 79.42 0.0 -79.42 0.0 0.0 40.90 0.0 -85.46 0.0 0.0 40.90 0.0 -85.46 0.0 -4.52 23.64 -0.19 -28.16 0.0 -54.05 120.83 -0.45 -92.68 0.0 -54.05 124.45 -0.16 -144.57 0.0 -20.12 124.45 -0.16 -144.57 0.0 0.0 15.43 0.0 -27.51 0.0 -1.63 19.31 -0.08 -20.93	2018 47 0.0 0.0 16.77 0.0 -16.77 1	.0 0.0 16.77 0.0 -16.77	16.77 0.0 -16.77	0.0 -16.77	-16.77		-	169	13.2	55.45	21.13	1.20	4.33	۲-۱
16.8 282.37 146.94 1.92 135.42 9.2 22.15 35.92 0.62 -13.77 0.0 0.0 79.42 0.0 -79.42 0.0 0.0 40.90 0.0 -45.42 0.0 -4.52 23.64 -0.19 -28.16 0.0 -4.52 23.64 -0.19 -28.16 0.0 0.0 92.68 0.0 -92.68 0.0 -54.05 120.83 -0.45 -174.86 0.0 -20.12 124.45 -0.16 -144.57 0.0 0.0 15.45 0.0 -15.43 0.0 0.11 27.61 0.00 -27.51 0.0 -1.63 19.31 -0.08 -20.93	2019 2 0.0 0.0 0.73 0.0 -0.73 1	.0 0.0 0.73 0.0 -0.73	0.73 0.0 -0.73	0.0 -0.73	-0.73		-	170	14.3	1.35	0.93	17.4	0.41	275
9.2 22.15 35.92 0.62 -13.77 0.0 0.0 79.42 0.0 -79.42 0.0 0.0 85.46 0.0 -85.46 0.0 0.0 40.90 0.0 -40.90 0.0 -4.52 23.64 -0.19 -28.16 0.0 0.0 92.68 0.0 -92.68 0.0 -54.05 120.83 -0.45 -174.88 0.0 -20.12 124.45 -0.16 -144.57 0.0 0.0 15.43 0.0 -15.43 0.0 0.0 15.43 0.0 -27.51 0.0 -1.63 19.31 -0.08 -20.93	1057 70 0.0 0.0 82.37 0.0 -82.37	.0 0.0 82.37 0.0 -82.37	82.37 0.0 -82.37	0:0 -82.37	-82.37			171	16.8	282.37	146:94	1.92	135,42	130
0.0 0.0 85.46 0.0 -85.46 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	351023 14 0.0 0.0 24.23 0.0 -24.23	.0 0.0 24.23 0.0	24.23 0.0	0.0		-24.23		172	6	22.15	35.92	0.62	-13.77	155
0.0 0.0 85.46 0.0 -85.46 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	1059 47 0.0 0.0 79.42 0.0 -79.42	.0 0.0 79.42 0.0	79.42 0.0	0.0		-79.42		173	0 0	0.0	25-62	0.0	-79.42	184
0.0 0.0 40.90 0.0 -40.90 0.0 -4.52 23.64 -0.19 -28.16 0.0 0.0 92.68 0.0 -92.68 0.0 -54.05 120.83 -0.45 -174.88 0.0 -20.12 124.45 -0.16 -144.57 0.0 0.0 15.43 0.0 -15.43 0.0 0.11 27.61 0.00 -27.51	1060 89 0.0 0.0 85.46 0.0 -85.46	0.0 85.46 0.0	85.46 0.0	0.0		-85.46		174	0.0	0.0	85.46	0.0	-85.46	186
0.0 -4.52 23.64 -0.19 -28.16 0.0 0.0 92.68 0.0 -92.68 0.0 -54.05 120.83 -0.45 -174.88 0.0 -20.12 124.45 -0.16 -144.57 0.0 0.0 15.45 0.0 -15.45 0.0 0.11 27.61 0.00 -27.51 0.0 -1.63 19.31 -0.08 -20.93	51020 16 0.0 0.0 40.90 0.0 -40.90	0.0 0.0 40.90 0.0	0.0 00.04	0.0		-40.90		175	0.0	0.0	06.07	0.0	06.04-	177
0.0 0.0 92.68 0.0 -92.68 0.0 -92.68 0.0 0.0 -54.05 120.83 -0.45 -174.88 0.0 -20.12 124.45 -0.16 -144.57 0.0 0.0 15.43 0.0 -15.43 0.0 -27.51 0.0 -1.63 19.31 -0.08 -20.93	2020 34 0.0 -75.80 16.99 -4.46 -92.79	.0 -75.80 16.99 -4.46	-75.80 16.99 -4.46	-4.46		-92.79		176	0.0	-4.52	23.64	-0.19	-28.16	170
0.0 -54.05 120.83 -0.45 -174.88 0.0 -20.12 124.45 -0.16 -144.57 0.0 0.0 15.43 0.0 -15.43 0.0 0.11 27.61 0.00 -27.51 0.0 -1.63 19.31 -0.08 -20.93	1034 106 0.0 0.0 92.68 0.0 -92.68	.0 0.0 92.68 0.0	0.0 92.68 0.0	0.0		-92.68		177	0.0	0.0	92.68	0.0	-92.68	133
0.0 -20.12 124.45 -0.16 -144.57 0.0 0.0 15.43 0.0 -15.43 0.0 0.11 27.61 0.00 -27.51 0.0 -1.63 19.31 -0.08 -20.93	254003 293 0.0 -88.46 84.74 -1.04 -173.21	.0 -88.46 84.74 -1.04	-88.46 84.74 -1.04	-1.04	-	-173.21		178	0	-54.05	120.83	-0.45	-174.88	44 80
0.0 0.0 15.43 0.0 -15.43 0.0 0.11 27.61 0.00 -27.51 0.0 -1.63 19.31 -0.08 -20.93	2023 102 0.0 -238.46 104.49 -2.28 -342.95	.0 -238.46 104.49 -2.28 -	-238.46 104.49 -2.28 -	-2.28 -	ı	-342.95		179	0.0	-20.12	124.45	-0.16	-144.57	174
0.0 -1.63 19.31 -0.08 -27.51	353307 24 0.0 0.0 15.43 0.0 -15.43	.0 0.0 15.43 0.0	0.0 15.43 0.0	0.0		-15.43		180	0.0	0-0	15.43	0-0	-15.43	201
0.0 -1.63 19.31 -0.08 -20.93	112045 135 0.0 0.11 27.61 0.00 -27.51	.0 0.11 27.61 0.00	0.11 27.61 0.00	00.0		-27.51		181	0.0	0.11	27.61	00.0	-27.51	18
	111102 64 0.0 -1.63 19.31 -0.08 -20.93	-1.63 19.31 -0.08	-1.63 19.31 -0.08	-0.08		-20.93		182	0.0	-1.63	19.31	-0.03	-20.93	182

Table 5-23 (8) Priority Rating for the 1st Stage Construction and Master Plan in Case of Plan A

t 1	<u>}-</u>	129	148	163	195	187	171	167	128	191	265	193	194	178	196	197	198	199	189	169	202	203	204	205	206	207
1	PRIORITY	, -1		,⊣	e1	н	H	+	€	4	+1	r-1	H	F	+4	H	Н	e.	Ć.	ŗ.i	Ö	2	ų	Ñ	Ñ	Ñ
1 1 1 1 1	ပ မ	34.81	2.66	-29.09	-33.44	-28.22	-90.82	-34.45	64.12	-45.08	-9.71	-31.06	-53.04	-10.65	-16.48	-22.12	-156.24	-139.56	-28.53	-22.90	-187.18	-422.63	-292.72	-132.46	-95.95	-48.00
O PLAN	8/C	2.29	1.07	0.29	-0.18	0.0	-0.04	0.26	1.82	-1.16	0.18	0.0	-0.75	0.01	0.0	-0.52	90.0-	00.0	-0.07	-0.18	70.0	90.0	0.03	0.03	0.02	0.21
-1999/2000	TSOO	27.05	36.41	41.07	28.33	28.22	87.34	78.97	78.14	20.87	11.79	31.06	30.29	10.77	16.48	14.56	147-44	139.74	26.56	19.33	195.56	450.65	302.67	136.98	97.59	76.09
	BENEFIT	61.86	29.07	11.98	-5.11	0.0	-3,48	12,39	142.26	-24.21	5.09	0.0	-22.75	0.12	0.0	-7.57	8.80	71.0	-1.97	-3.56	8.38	28.02	9.95	4.52	1.64	12,95
-	TRR	17.3	12.4	0.5	0:0	0.0	0.0	6.5	17.3	0-0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
. ! ! !	PRIORITY	183	18.	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	202	206	207
6 L 1 L 1 L 1 L 1 L 1 L 1 L 1 L 1 L 1 L	၀ ၁ ၈	-21.97	-32,15	-33.70	-28.32	-28.22	-90.82	-32,64	-34.98	-45.08	9.71	-31.06	-53.04	-10.65	-16.48	-22.12	-140.01	-98.77	-38.24	-59.32	-187.18	-422.63	-292.72	-132.46	-95.95	-48.00
PLAN	3/8	0.0	0-0	0.0	-0.42	0.0	-0.04	-0.06	0.50	-1.16	0.18	0.0	-0.75	0.01	0.0	-0.52	-0.31	00.0	-0.89	-2.72	0.04	90:0	0.03	0.03	0.02	0.21
-1987/88	COST	21.97	32.15	33.70	19.96	28.25	87.34	30.70	69.65	20.87	11.79	31.06	30,29	10.77	16.48	14.56	107.20	98.96	20-28	15.94	195,56	450.65	302.67	136.98	65.76	76.09
1	BENEFIT	0.0	0	0.0	-8.37	0.0	-3.48	46.1-	34.64	-24.21	5.09	0.0	-22.75	0.12	0.0	-7.57	-32.81	0.19	-17.96	-43.38	8.38	28.02	6.95	4.52	1.64	12.95
1	IRR	0	0.0	0.0	0.0	0.0	0 0	0.0	0.0	0-0	0.0	0-0	0	0	0.0	0.0	0-0	0.0	0 0	0.0	0.0	0.0	0-0	0.0	0.0	0.0
	LENGTH	97	70	7.6	.69	50.	157	130	. 132	53	28	97	666	25	83 53	ഇ	344	366	30	8 7	230	530	666	169	115	7.2
	SEG LINK-NO LENGTH	1068	1069	112046	254004	111107	353009	1073	3025	3026	3027	3028	3029	1074	5031	3032	4013	4014	1031	252010	4017	4018	4019	4020	4021	4022
	SEQ	148	14.9	122	0.7	187	83	153	190	191	192	193	194	154	196	197	198	199	69	99	202	203	204	205	206	207

Table 5-24 (1) Priority Rating for the 1st Stage Construction and Master Plan in Case of Plan B

			. 1		T 88/7801-	DI ANTERE		1 ! !	1		-1999/2000	- NA - C		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
S G	SEG LINK-NO LENGTH	LENGTH	IRR	BENEFIT		3/8	B-C PRI	PRIORITY	IRR	BENEFIT	COST		ည - ရ သ	PRIORITY
. 45	652013	æ	100.0	96.70	5.42	17.84	91.28	et	100.0	109.26	10.86	10.06	98.40	
102	2026	. 21	100.0	18.01	13.89	1.30	4.12	ณ	28.0	52.36	18.52	2.83	33.84	63
188	3023	23	86.5	230.94	20.47	11.28	210-47	Ņ	85.7	290.69	34.99	8.31	255.70	2
52	652011	43	82.2	506.68	35.60	14.23	601127	4	80.9	515.77	85.78	7.84	66-677	м
17	5,1008	M H	81.2	.221.34	19.81	11.17	201.53	ın	30.4	271.02	29.93	90.6	241,10	7
8	3021	\$ 9	73.5	260.08	43,20	6.02	216.88	,	73.5	260.08	43.20	6.02	216.88	ທ
171	111091	6· 6·	71-6	1308.57	120.58	10.85	1187,99		20.0	1268.24	190.19	6.67	1078.05	7
	52002	15	20.0	643.75	51.76	12.44	591.99	80	70.0	643.75	51.76	12.44	591.99	\$
46	2021	32	66.69	122.74	19.28	6.37	103.46	٥	9.69	213.96	26.03	8.22	187.93	60
83	3020	5 8	9-99	357.22	35.86	96.6	321.36	10	9.99	357,22	35.86	96.6	321.36	٥
138	1058	63	61.3	341.72	22.87	7.01	292.99	11	59.9	451.64	64.73	86.98	386.91	10
147	1067	07	61.2	452.10	53.09	8.52	399.01	. 12	29.0	443.41	86.52	5.12	356.89	11
15	51006	7.5	60.2	1026.45	120.98	8.43	905.48	13	58.9	1504.69	174.47	8.62	1330.22	13
71	201,5	123	58.9	533,59	77.33	06-9	456.26	14	58.9	533.59	77.33	06.9	456.26	12
189	202	99	56.7	207.86	60.65	4-24	158.83	15	57:1	414.40	52.47	7.90	361.93	17
₩.	51009	62	56.4	1136.29	149.67	4.59	986.63	16	54.1	1353,41	207.60	6.52	1145.81	17
169	111089	8.2	55.8	1011.56	128.00	0.6.7	883.56	17	54.2	1479.76	186.54	7.93	1293.22	16
20	51011	37	54.5	62.966	125.96	7.91	870.83	1.8	54.5	62.966	125.96	7.91	870.83	15
ø	52006	132	54.1	3619,52	335.15	10.80	3284.38	4.9	54.1	3619.52	335.15	10.80	3284.38	4
141	1061	53	58.3	325.82	52.24	6.24	273.58	20	51.8	393.00	56.14	7.00	336.86	19
119	112043	. \$2	52.9	185.40	29.43	6.30	1.55.97	21	51.2	207:57	33.58	6.13	173.99	20
87	1037	82	52.1	773.31	125.45	6.16	647.86	22	49.1	666.11	199.91	3.33	02-997	52
201	4016	118	50.7	197.46	36.27	2.44	161.19	82	50.7	197:46	36.27	5.44	161:19	5
16	51007	77	6.67	1360.93	160.41	87.8	1200.52	5.4	6.67	1360.93	160.41	8.48	1200-52	22
150	1070	37	9.67	359.13	57.58	92.9	301.55	25	46.3	352.11	91.45	3.85	260.66	28
٠.	52007	22	9.67	819.34	105.11	7.80	714.23	58	9-67	819.34	105,11	7.80	714.23	23

Table 5-24 (2) Priority Rating for the 1st Stage Construction and Master Plan in Case of Plan B

8 8 8	SEG LINK-NO LENGTH	LENGTH	IRR		1987/88 COST	PLAN B/C	8-C PR	PRIORITY		BENEFIT	-1999/2000 COST	PLAN	D 1	PRIORITY
N N	652012	7.5	٤ 67	415.58	52.32	76.2	363.26	27	45.1	381.07	92.20	4.13	288.87	34
142	1062	. 4	0,67	568.46	95.56	6.15	476.00	28	0.67	568.46	95.46	6.15	476.00	25
195	3030	35	47.1	189.32	35.72	5.30	153.60	59	47.1	189.32	35.72	5 30	153.60	56
۴٩	52001	160	46.9	3763.53	66.647	7.84	3283.54	30	6.97	3763,53	66.627	7.84	3283.54	27
120	112044	0	46.5	173.55	37.34	7.65	136.22	31	6.44	222.60	42.57	5.23	180.03	35
145	1065	93	7.6.1	390.78	69.00	5.66	321.78	32	46.1	390.78	00.69	5.66	321.78	58
111	2035	10	45.8	82.10	14.71	5.58	67.39	33	8.57	82.10	14.71	5.58	62.39	30
81	3018	27 .	45.7	248.01	73.04	5.76	204.98	34	45.7	248.01	43.04	5.76	204.98	10) Ep
156	1076	51	9.57	172.53	29.80	5.79	142.72	35	45.6	172.53	29.80	5 79	142.72	32
157	1077	57	45.6	317.10	54.80	5.79	262.30	36	9.54	317.10	24.80	5.79	262.30	3.5
132	1052	26	45.1	113.75	56.69	4.26	87.06	۲.	43.5	156.68	33.16	4.73	123.52	10
76	1041	ω	8 77	66-87	9.10	5.38	39.89	80 M	0-27	57.35	10.74	5.34	76.60	39
151	1071	55	2.77	557.29	108.76	5.12	75.875	36	2-07	503.93	166.71	3.02	337.22	97
167	111087	0	44.7	170.20	37.34	7.56	132.86	07	44.7	170.20	37.34	7.56	132.86	36
134	1054	113	6 27	851.31	189.01	4.50	662.30	4.1	40.7	1045.81	291.24	3.59	754.57	47
21	51012	130	6.54	1311.11	201.79	6.50	1109.32	75	6.03	1871.83	293.38	6.38	1578.45	57
173	111093	104	6.54	438.96	85.19	5.15	353.77	57	43.9	438-96	85.19	5.15	353.77	37
m	52003	8	42.8	1197.89	186.45	6-42	1011.44	77	65.8	1197.89	186.45	6.42	1011.44	07
33	53005	36	7.27	335.09	07.62	4.22	255.69	57	39.8	387.98	113.63	3.43	274.35	51
172	111092	09	9-27	254.58	52.83	4.82	201.75	7 7	42.6	254.58	52.83	4.82	201.75	17
184	111104	29	45.4	75.35	17.76	4.24	57.59	25	45.4	75.35	17.76	72.7	57.59	75
ហ	52005	89	41.7	1576,34	261.74	6.02	1314.60	87	41.7	1576.34	261.74	6.02	1314.60	43
33	53001	7 त	41.6	147.86	41.73	3.54	106.13	67	40.1	212 57	58.72	3.62	153.85	S.
19	51010	0 7	7.17	574.71	131.64	4.37	443.07	20	5.04	808.58	161.61	5.00	26.949	64
17	51003	12	41.4	122.59	.22.72	2.40	78.66	51	38.7	160.31	32.29	7.96	128.02	52
146	1066	78	41.0	129.94	25.85	5.03	104.09	52	39.5	220-45	35.92	6.14	184.53	\$2

Table 5-24 (3) Priority Rating for the 1st Stage Construction and Master Plan in Case of Plan B

PRIDRITY	77	5 48	3 56	1 69	2 53	54	9 55	33	1 59	4 61	2 60	79 0	1 62	4 63	0 65	9 75	80	99 0	29 9	6 68	7 83	4 85	8 70	8 71	6 72	
3-8	109-91	116.5	293.23	783.9	155.32	20.06	148.49	27-767	81.11	201.04	325.37	539,20	123.8	307.8	221.20	655.19	158.56	659.80	344.16	527.46	144.77	192.74	1866.78	368.68	188.16	
O PLAN	4.05	2.00	3.42	2.90	6.15	3.82	07.9	3.69	4.63	3.43	3.98	3.98	3.98	71.7	5-10	3.94	3.45	4.32	3.69	6.05	3,20	3.26	4.27	7.00	3.74	
1999/2000 COST	36.07	29.17	120.98	413.05	30.15	24.81	27 - 47	184.03	22.32	82.66	109.17	181.07	41.48	70.86	53.92	223.07	64.68	198.93	127.73	104-41	65.88	85.20	570-73	122.82	68.62	
BENEFIT	145.98	145.72	414.21	1196.96	185.47	98-76	175.96	97.879	103.43	283.70	75-757	720.28	165.29	405.88	275.11	878-26	223.25	858.73	471.90	631.87	210.64	277.94	2437.50	491.49	256.78	
HRR	41.0	9-07	39.1	34.0	39.4	39.3	39.2	38.7	38.4	37.2	38.1	35.8	36.6	36.5	35.6	33.0	32.3	34-6	34.5	34.4	31.6	31.0	33.9	33.6	34.4	
PRICRITY	N N	75	55	29	25	58	88	99	6 4	29	63	79	. 99	99	29	68	69	70	7.1	72	73	7.4	75	76	77	
) 0	109.91	116.55	192.00	1158.61	79.18	70.05	148.49	27.767	81.11	121.04	325_37	348.77	123.81	307.84	221.20	513.00	141.11	659.80	344.16	527.46	135.78	190.09	1866.78	368.68	188.16	
PLAN	4.05	2.00	3.12	5,31	4.25	3.82	6,40	3.69	4.63	3.15	3.98	3.70	3.98	4.14	5.10	3.59	3.52	4.32	3.69	6.05	3.48	3.71	4.27	7.00	3.74	
1987/88 COST	36.07	29.17	90-54	268.95	24.34	24.81	27.47	184.03	22.32	56.22	109-17	129.24	41.48	70-86	53.92	197.87	55.96	198.93	127,73	104,41	54.71	70.12	570.73	122.82	68.62	
	145.98	145.72	282.53	1427-56	103.52	94.86	175.96	678.46	103.43	177.26	734.54	478-01	165.29	405.88	275.11	710.87	197.07	858.73	471.90	631.87	190.49	260.21	2437.50	491.49	256.78	
1 00	41.0	9-07	40.2	39.7	39.7	39.3	39.2	38.7	38.4	3,8.4	38.1	37.8	36.6	3.92	35.6	34.9	24.6	34.6	34.5	34-4	34.2	34.0	33.9	33.6	33.3	
H C N	0,7	8	- 87	148	8	20	97	129	54	e M	66	20	0 7	83	57	117	666	24	34	44	83	82	29	38	62	
H H C N H - C H C	111078	2028	51001	624006	2016	1075	1068	1043	2033	111090	111095	51004	2030	111097	111103	1055	1051	353006	1053	1036	2032	254001	51013	52004	1049	
n G	158	104	10	55	72	155	148	123	109	170	175	ដ	106	177	18 33	135	131	4	133	86	108	37	22	4	129	

Table 5-24 (4) Priority Rating for the 1st Stage Construction and Master Plan in Case of Plan B

S E E	SEQ LINK-NO LENGTH	LENGTH	IRR	BENEFIT	1987/88 F COST	PLAN	8-C PR	PRIORITY	IRR	BENEFIT	-1999/2000 CDST	PLAN B/C	8-0	PRIORITY
11	51002	100	33.2	92-697	184.42	2.55	285.34	- 62	33.2	885.22	263.01	3.37	622.21	73
174	111094	125	32.9	352.47	25.26	3.73	257.90	8	32.9	352.47	24.57	3,73	257.90	9.2
65	3014	186	32.7	504.31	150,99	3.34	353,32	81	32.7	504.31	150.99	3.34	353.32	77
27	51018	32	32.6	559.16	131.43	4.25	427.73	32	32.6	559.16	131,43	4.25	427.73	78
ю Ю	254002	2.2	32.6	198.94	68.83	5.89	130.11	93	30.9	263.80	83.79	3.15	180.01	88
23	51014	32	32.5	578.70	138,59	4.18	440-10	84	32.5	578.70	138.59	4.13	440.10	44
101	2025	666	32.0	140.09	54.87	2.55	85.22	85	32.1	250.49	75.72	3.31	174-77	81
ç, 80	2022	7.2	31.7	227-25	66.43	3.42	160182	86	31.7	227,25	66.43	3,42	160.82	85
136	1056	171	32.4	259.11	49.92	3,38	182.42	87	28.1	381.28	124.76	3.06	256.52	9
80)	52008	109	31.2	1467.30	344.29	4.26	1123.01	83 83	31.2	1467.30	344.29	7.26	1123.01	84
200	4015	328	30.7	400.77	131.85	3.04	268.92	83 Q-	30.7	400,77	131.85	3.04	268.92	87
128	1048	82	30.6	142.87	49.38	2.89	67.56	06	28.6	164.59	26.47	2.91	108.12	06
163	111083	54	30.3	32.76	12.01	2.73	20.75	91	30.3	32.76	12.01	2.73	20-75	88
85	4011	217	29.7	534.49	73.80	3.99	220.69	9.5	26.2	321.53	101.30	3.17	220.22	98
176	111096	44.	29.5	95.55	31.78	3.01	63.77	86	56.9	105.73	37.59	2.81	68.14	9
103	2027	16	28.8	25.20	9.63	2.62	15.58	76	56.9	29.89	11-11	5.69	18.78	5 6
117	2041	7.7	28.8	131.73	51.48	2.56	80.25	56	28.8	131.73	51.48	2.56	80.25	68
88	1030	07	28.6	77.34	27.90	2.77	27-67	96	25.0	81.07	36.15	2.24	76-75	103
181	111101	97	28.0	172.10	66.37	2.59	105.72	26	28.0	172.10	66.37	2.59	105.72	95
76	1032	224	27.9	372.04	136.11	2.73	235.93	8	24.7	360.61	157.59	2.29	203.02	108
26	51017	38	27.6	829.01	272.50	3.04	556152	66	27.6	829.01	272.50	3.04	556.52	76
. 29	1029	38	26.8	67.45	26.58	2.54	88.07	100	22.2	73.04	39.25	1.86	53.79	118
143	1063	75	26.2	175.74	62.73	2.80	113.01	101	26.2	175.74	62.73	2.80	113.01	66
152	1072	107	26.0	170.98	75.88	2.25	95.10	102	26.0	170.98	75.88	2.25	95.10	100
51	504008	175	25.9	89.74	39.87	2.25	49.88	103	25.9	72.68	39.87	2.25	88.67	101
56	654010	163	25.8	551.03	229.38	2.40	321.65	104	20.5	634,87	369.43	1.72	265.44	122

Table 5-24 (5) Priority Rating for the 1st Stage Construction and Master Plan in Case of Plan B

S	SEG LINK-NO LENGTH	LENGTH	IRR	BENGFIT	-1987/88 P	LAN	1 0	PRIORITY	IRR	BENEFIT	-1999/2000 COST	PLAN B/C	9 0 0	PRIORITY
80	3017	\$6	25.4	138.01	26.49	5.44	81.52	105	26.5	251.21	68.34	10 80 80	182.87	2.6
980	111100	89	25.3	84.37	38.68	2.18	69-57	106	25.3	84.37	38.68	2.18	69-57	102
116	2040	28	25.0	41.87	19:45	2.15	25.42	107	25.0	41.87	19.45	2.15	25.42	104
91	3022	666	24.8	21.50	10.09	2.13	11.40	108	24.8	21.50	10.09	2.13	11,40	101
40	2014	196	24.1	302.14	137.63	2-20	164.51	109	24.1	302-14	137.63	2.20	164.51	109
75	254006	133	23.9	335.24	154.44	2.17	180.80	110	23.9	335.24	154,44	2-17	180.80	110
H,	51022	4.5	23.9	827.88	331.62	2.50	789.26	111	23.9	827.88	331.62	2.50	496.26	111
127	1047	97	23.4	93.43	53.15	1.76	40.28	112	54.9	154.30	60.15	2.57	94.15	106
28	51019	59	23.3	704.52	162.48	5.49	242.03	113	23.3	707.55	162.48	5.49	242.03	112
57	1024	63	23.0	120.72	54.31	2 - 2 2	66.41	114	23.0	120.72	54.31	2-25	66.41	113
.09	3012	6 10	22.9	59.04	12.95	2-24	16.10	115	22.9	59.04	12.95	2.24	16.10	114
61	1026	75	22.7	64.28	30.47	2.11	33.81	116	22.7	64.28	30.47	2.11	33.81	115
75	\$3003	23	22.2	312.59	132.18	2.36	180.42	117	22.2	312,59	132.18	2.36	180.42	117
9	4012	189	22.2	392.24	198.91	1.97	193.33	118	22.3	523.03	215-46	2-43	307.57	116
105	2029	90	22.1	173.03	68.05	2.54	104.98	119	22.1	173.03	68.05	2.54	104.98	120
35	53004	s E	21.2	141-49	75.72	1.37	65.77	120	22.1	200.87	78.48	2.56	122.38	119
185	111105	59	20.9	29.35	16.80	1.75	12.56	121	20.9	29.35	16.80	1.75	12.56	121
4	254005	177	20.2	257.72	128.62	2 00	129-11	122	20.2	257.74	128.62	2.00	129.11	123
77	1033	8	19.7	132.18	80.90	1.63	51.28	123	19.7	132.18	80.90	1.63	51.28	124
0	1040	666	19.0	51.71	27.45	1.88	24.27	124	16.8	54.71	33.07	1.65	21.64	134
6.2	1027	48	18.9	197.88	124.41	1.59	73.47	125	18.9	197.88	154.41	1.59	73.47	125
54	51015	5	18.8	314.99	178.36	1.77	136.63	126	18.8	314.99	178.36	1.77	136.63	126
63	3013	666	18.2	25.55	17.12	1.49	8.43	127	18.2	25.55	17.12	1.49	£7.8	127
179	111099	87	17.7	67.79	46.53	1.46	21.26	128	17.7	67.79	46.53	1.46	21.26	129
25	51016	52	17.3	723.06	75.257	1.60	26.92	129	17.3	723.06	71.257	1.60	269.92	130
107	2031	. 57	17.0	21.72	14.45	1.50	7.27	130	15.5	28-24	20.30	1.39	7.95	138

Table 5-24 (6) Priority Rating for the 1st Stage Construction and Master Plan in Case of Plan B

ស ធ	SEQ LINK-NO LENGTH	FNGTH	IRR	BENEFIT	-1987/88 P	LAN	B-C P	PRIORITY	IRR	BENEFIT	-1999/2000 COST	PLAN	3-8 0-8	PRIORITY
99	3015	0 0	16.8	39.00	25.38	1.54	13.62	131	16.8	39.00	25.38	1.54	13.62	132
125	1045	95	16.8	73.25	52.98	1.38	20.27	132	16.8	73.25	52.98	1.38	20-27	133
100	2024	100	16.5	143.66	106.00	1.36	37.66	133	16.5	143.66	106.00	1.36	37.66	136
118	2042	31	16.3	27.35	20.43	1.34	6.93	134	16.3	27.35	20.43	1.34	6.93	137
110	2034	36	15.1	39.22	30.61	1.28	3.61	135	15.1	39.22	30.61	1.28	8.61	140
112	2036	52	14.9	59.87	47.22	1-27	12.65	136	14.9	59.87	47.22	1.27	12.65	141
79	1028	666	14.8	18.65	15.38	1.21	3.27	137	14.8	18.65	15.33	1.21	3.27	142
186	111106	31	14.8	7.57	6.25	1.21	1.32	138	14.8	7.57	6.25	1.21	1.32	144
190	3025	132	14.7	32.96	29.75	सं स स	3.20	139	54.9	140.83	52.44	2.69	88.39	105
73	2017	7,9	14.7	27.62	22 94	1.20	89.7	140	14.7	27.62	55.94	1.20	7.68	145
ν. w	1025	٥	13.8	75.6	8.36	3-14	1.18	171	13.8	5.54	8.36	1.14	1.18	171
162	111082	24	13.2	32.19	29.48	1.09	2.70	142	13.2	32.19	29.48	1.09	2.70	148
77	353005	м	12.8	19-13	18.28	1.05	0.85	143	13.0	27.29	25.21	1.08	2.07	150
71	51005	18	10.4	114.20	125.66	0.91	-11.46	177	14.6	195.33	156.35	1.25	38.98	146
144	1064	138	10.1	68.98	79.50	0.87	-10.53	145	10.1	68.98	79.50	0.87	-10.53	152
Ġ	1042	84	10.1	66.76	107.02	68.0	-12.02	146	14.8	157.16	119.42	1.32	37.75	173
114	2038	5.5	8.6	38.85	45.81	0.85	96.9-	147	8.	38.85	45.81	58.0	96-9-	153
\$9	3011	55	8.0	14.38	17.34	0.83	-2.96	148	11.8	23,58	23.98	0.98	-0.39	151
79	3016	29	2.6	19.46	23.09	48.0	-3.64	149	6.7	19.46	23.09	0.84	-3.64	154
115	2039	. 12	0.6	23.88	30.21	0.79	-6.33	150	0.0	23.88	30.21	62.0	-6.33	155
113	2037	30	8.3	6.03	8.05	0.75	-2.02	151	80 13	6.03	8.05	0.75	-2.02	156
165	111085	87	8.1	28.28	38.35	0.74	-10.07	152	60	28.28	38.35	24-0	-10.07	89. 151
161	111081	07	7.8	70-92	36.15	0.72	-10.11	153	7.8	50.04	36.15	0.72	-10.11	159
126	1046	138	7 83	19.81	27.78	0.71	-7.96	154	7.8	19.81	27.78	0.71	24.7-	160
159	111079	25	7.5	35.76	51.18	0.70	-15.42	155	7.5	35.76	51.18	0.70	-15.42	161
7.7	353008	122	ы 8	24.07	48.61	0.50	-24.54	156	80 M	24.07	48-61	05.0	-24.54	163

Table 5-24 (7) Priority Rating for the 1st Stage Construction and Master Plan in Case of Plan B

					1987/88	PLAN		1		1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1199972000	2 4		
3 1 1	J	LENGTR	# # # # # # # # # # # # # # # # # # #	BENEFIT	COST	B/C	ာ မ	PRIORITY	IRR	BENEFIT	COST	3/8	3-G	PRIORITY
0.5	200705	210	ਜ ਜ	17.69	47.56	0.37	-29.87	157	4.1	24.42	58.89	0.41	-34.47	162
4 ;	503010	141	0.1	13.32	40.21	0.33	-26.89	158	0-0	12.77	63.60	0.20	-50.84	179
130	1050	8	0.0	0.09	63.42	0.00	-63.33	159	0-0	0.09	63.42	00.0	-63.33	177
160	111080	3.5	0	0.0	35.03	0.0	-35.03	160	0.0	0.0	35.03	0.0	-35.03	188
80	1039	76	0	0,0	19.13	0.0	-19.13	161	0.0	0.0	19.13	0	-19.13	681
Φ.	52009	F.	0-0	0	19.33	0	-19.33	162	15.2	74-74	28.63	1.56	16.10	139
7.4	2018	27	0.0	0.0	16.77	0	-16.77	163	8 . 2	11.01	21.13	0.52	-10.12	157
164	111084	138	0-0	0.0	63.17	0.0	-63.17	164	0.0	0.0	63.17	. 0	-63.17	200
7.5	2019	N	0	0.0	0.73	0.0	-0.73	165	2.4	0.18	0.93	0.20	-0.75	165
166	111086	8	0.0	0.0	31.39	0	-31.39	166	0-0	0.0	31.39	0.0	-31.39	166
97	353007	5.5	0	0	15.43	0.0	-15.43	167	0-0	0.0	15.43	0.0	-15.43	174
168	111088	۲. نم	0.0	0	29.90	0.0	-29.90	168	0.0	0.0	29.90	0.0	-29.90	168
9	254003	293	0.0	0.0	84.74	0.0	-84.74	169	0.0	0-0	74.78	0	74.78-	201
137	1057	20	0.0	0.0	82.37	0	-82.37	170	18.0	308.85	134.41	2.30	174.44	128
78	1034	106	0	0.0	92.68	0.0	-92.68	171	0.0	0.0	92.68	0.0	-92.68	170
139	1059	25	0.0	0	82-29	0.0	-82-29	172	0-0	0.0	82.29	0.0	-82.29	190
140	1060	89 °	0	0.0	85.46	0.0	-85.46	173	0.0	0.0	85.46	0.0	185.46	195
96	2020	4 °	0-0	-93.75	16.99	-5.52	-110.74	174	0-0	-8.39	25.53	-0.33	-33,89	176
8 7	353009	157	0.0	84.2	87.34	-0.04	-90.82	175	0.0	-3.48	-	-0.04	-90-82	178
70	224004	69 .	0.0	-8.37	19.96	-0.42	-28.32	176	0-0	-5-11	28.33	-0.18	-33.44	173
66	2023	102	0	-393.59	104.49	-3.77	-498.07	177	0.0	-90.90	112.59	-0.81	203,49	181
53	51020	16	0.0	0.0	06.07	0-0	06.01-	178	0	0.0		0.0	06-05-	18
82	3019	86	0	0 0	51.90	0.0	-51.90	179	: V 94	122.97	64.27	1.91	58.70	133
121	112045	135	0.0	0.11	27-61	00.00	-27.51	180	0.0	0.11	27.61	0.00	-27.51	167
122	112046	76	0.0	0.0	33.70	0.0	-33.70	181	0.0	0.0		0.0	-33:70	169
182	111102	79	0.0	-1.63	19.30	-0.08	-20.93	182	0.0	-1.63	19.30 -	-0-08	-20.93	182

Table 5-24 (8) Priority Rating for the 1st Stage Construction and Master Plan in Case of Plan B

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																									٠.	
PRIORITY	131	172	171	175	187	164	180	183	191	192	193	767	149	196	197	198	199	184	186	202	203	204	205	20.6	202	208
0 8	50.41	-28.15	-35.63	-62.43	-28.22	-34.45	-10.65	-128.24	-45.08	-13.39	-31.06	64-79-	6.98	-16:48	-22.12	-204.84	-139.56	-159.40	-28.82	-187.18	-422.63	-292.72	-132.46	56.56-	-48.00	-198.11
O PLAN	2.38	-0.08	0.27	-0.26	0.0	92.0	0.01	0.0	-1-16	0.13 84.0	0.0	-0.54	1.18	0-0	55.0-	-0-38	00.0	0.0	0.0	70.0	90.0	0.03	0.03	0.02	0.21	0.10
1999/2000 COST	36.41	56.04	48.92	49.63	28.22	78.97	10.77	128.24	20.87	15.47	31.06	75.04	39.07	16.48	14.56	148.34	139.73	159.40	28.82	195.56	450.65	302.67	136.98	97.59	76-09	219.83
BENEFIT	86.82	-2.11	13.29	-12.79	0.0	12.39	0.12	0.0	-24.21	5.09	0.0	-22.75	46.05	0.0	-7.57	-56.50	0.17	0.0	0.0	8.38	28.02	9.95	4.52	1.64	12.95	21.72
188	17.2	0.0	0.0	0	0.0	6.	0-0	0-0	0.0	0.0	0.0	0.0	13.2	0-0	0.0	0-0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRIORITY	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	504	205	506	207	208
1 2 1 8	-32.15	-37.40	-35.63	-22.32	-28.22	-32.64	-10.65	-128.24	-45.08	92,22-	-31.06	64.79	-24.23	-16.48	-22.12	-297.72	-98.77	-159.40	-28.82	-187.18	-422.63	-292.72	-132.46	-95.95	00.87-	-198.11
PLANB/C	0.0	-0.84	0.27	0.0	0-0	90-0-	0.01	0-0	-1-16	0.13	0.0	-0.54	0.0	0-0	-0.52	-1.78	0.00	0.0	0.0	0.04	90.0	0.03	0.03	0.02	0.21	0.10
1987/88 COST	32.15	20.28	48.92	22.32	28.22	30.70	10.77	128.24	20.87	15:47	31.06	45.04	24.23	16.48	14.56	107.20	98.86	159.40	28.82	195.56	450.65	302.67	136.98	97.59	76.09	219.83
BENEFIT	0.0	-17.12	13.29	0.0	0.0	-1.94	0.12	0.0	-24.21	5.09	0	-22.75	0.0	0-0	-7.57	-190.52	0.19	0.0	0.0	8.38	28.02	9.95	75.4	1.64	12.95	21,72
HRR	0.0	0.0	0.0	0-0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0,0	0.0	0.0	0.0	0.0	0.0	0.0	0-0	0	0.0	0.0	0-0	0.0
LENGTH	07	30	63	#1 00	80	130	2 2	88 13 13	58	28	97	666	17	82	જ જ	344	366	000	32	230	530	666	169	115	72	272
SEG LINK-NO LENGTH	1069	1031	1044	252010	111107	1073	1074	1035	3026	3027	3028	3029	351023	3031	3032	4013	4014	51021	1038	4017	4018	4019	4020	4021	4022	4023
SEG	149	69	124	36	187	153	154	35	191	192	193	194	43	196	197	198	199	30	83	202	203	204	205	206	207	208

Table 5-25 Required Financial Costs by Route of National Importance in Case of Plan A

4868.60 2824.17 4894.99 4327.23 1128.21 0.0 1217/ 60		469.39 266.22 453.30 302.32 57.62 0.0 1079.46 502.68	237.14 193.76 329.68 216.91 40.50 0.0 780.84	171.85 74.23 123.72 49.49 0.0 0.0 247.44 340.93	814.05 224.97 389.17 334.88 85.34 0.0 1034.36 1638.36	278.62 119.90 199.83 79.93 0.0 0.0 399.67 500.10	209.56 113.32 193.38 134.25 27.09 0.0 468.04 193.37	623.33 379.80 645.22 412.07 73.32 0.0 1510.42 587.99	414.91 308.70 521.25 293.53 40.49 0.0 1163.98 220.22	815.98 254.22 430.12 252.85 38.48 0.0 975.66 1	33.86 28.34 47.23 18.89 0.0 0.0 94.47 27.90	5063.20 3865.13 6511.49 3482.40 417.99 0.0 14276.96 3314.58	47566.76 14000.46 8652.75 14739.37 9904.74 1909.04 0.0 35205.86 12360.92
						:				2.4			
2	NS 16398.12	N25 1582.14	N35 867.10	NSO 588.37	N65 2672.72	RCD 899.77	INDUS1 661.41	INDUS2 2098.41	QS-D-M 1384.20	K-C-6 2700.67	PB-SAR 122.37	OTHERS 17591.51	TOTAL 47566.76 1

Table 5-26 Required Financial Costs by Route of National Importance in Case of Plan B

10.14421		• • •								
	24.070	0	1772.58	9466.70	14360.58	8439.19	13609.04	46486.34	TOTAL	
3583.42	14065.73	0.0	391.36	3400.20	6445.82	3828.40	5082.27	1/049.12	מ נ ט נ ט נ	
96.35	27.76	0.0	0-0	18.89	47.23	28.34	24.40	28.041	C 40 0 1 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
1615.77	975.66	0.0	38.48	252.85	430.12	254.22	01.10			
275.72	1120-04	•	•					2501.77	9-3-X	
1/1/1	70.74	Ö	40.49	291.95	517.28	306 32	429.48	143176	M-0-80	
7.0	1161 80	0.0	37.46	288.55	524.71	311.08	366.88	1341.51	SSUGNI	
0	477-27	0	28.02	137,48	196.61	115.16	153.17	312.25	7.000	
517.90	399.67	0.0	0.0	79.93	199.83	119.90	282.02	717.37		
2251.08	1195,40	0.0	101.44	391.25	445.53	71.752				
01.402.	† *	•				7.000	1011 80	3446-48	N65	
	77 276	0.0	0.0	67 67	123.72	74.23	134.17	72-957	N.50	
	78-082	0	40.50	216.91	329.68	193.76	246.72	911.97	× 32	
395 74	1091,83	0.0	57.62	30480	459-48	269.93	438.36	4487,59	C 2 M	
3156.37	12392.96	0.0	17.7601	t					1	
			103.7	27 7507	4640.68	2680.69	4638.60	1,5549,33	N.5	
BEYOND	SUBTOTAL	87/88	86/87	85/86	84/85	83/84	FEC	TOTAL		

Table 5-27 Summary of Project Costs with Priority in Case of Plan A

BEYOND 87/88	1349.46	2512-65	3972.55	4750.26	5842.08	6736.40	7590.67	7975.49	81111.28	9455.54	9527.71	9713.23	9816.53	9866.32	10172.62	10460,72	10646.75	11502.90	11802.47	12340.37	12360.80
\$U8101AL 83-88	936,53	3292-81	5915.99	7304-02	9511.19	11457.28	12877.15	15793.10	16811.85	19809.62	21354.98	23454.60	25159.33	26476.34	27402-44	28681.09	29573,97	30788.92	31507.31	32209.57	35205.74
87/88	0.0	0.0	0.0	0-0	0-0	0.0	0-0	0-0	0.0	0-0	0.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
86/87	0.0	131.35	282.34	361.37	529.37	639.47	679.75	894.01	920.76	1166.04	1261.45	1402.53	1518.56	1610.80	1610.80	1610.80	1643.25	1643.25	1643.25	1643.25	1909.04
85/86	187.31	855.58	1606.70	2002.86	2696.31	3250.68	3595.07	4499.63	:743.50	5710.95	6163.12	8794.65	7309.62	7711:38	7896.58	8152.29	8379.54	8622.51	8766.17	8906.61	9904.53
84/85	468.26	1449.38	2534.50	3109.97	3961.55	4769.43	5418.94	6555.52	7024.75	8155.71	8785.26	9623,45	10301.75	10821.88	11284.92	11924.23	12322.00	12929.46	13288.65	13639.77	14739.16
83/84	280.96	856.50	1492,46	1829.84	2323.99	2797.72	3183.41	3843,94	4122.82	4776-87	5145.05	5633.84	6029.22	6332.07	6609.89	87.2669	7228.88	7593.36	7808.86	8019.52	8652.56
ਜ ጠ	711.96	1797.77	3042.79	3689.92	4676.76	5514.81	6185.97	7139.40	7480.96	8757.41	9227-23	9878.99	10362.77	10740.16	11073.50	11533,41	11846.60	12456.88	12753.02	13123.25	14000.23
TOTAL	5585.99	5805.44	9888.53	12054.29	15353.29	18193.70	20467.85	23768.63	24923.18	29265,22	30882.75	33167.89	34975.93	36342.73	37575.14	39141.90	40220-81	42291.91	43309.89	44550.06	47566.66
PRIORITY	110	1 20	1- 30	1- 40	1- 50	1-7	1- 70	1. 80	1- 90	1-100	1-110	1-120	1-130	1-140	1-150	1-160	1-170	1-180	1-190	1-200	1-208

Table 5-28 Summary of Project Costs with Priority in Case of Plan B

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BEYOND 87/88	871.47	2287.87	3227.62	3674.33	5388.59	6636.16	7327.36	7982.29	8544.54	9009.30	9966.06	10124.48	10193.57	10330.16	10671,37	10880.46	11292.97	11517.96	11839.92	12447.17	12447.17
SUBTOTAL 83-88	709.30	2966.73	5306.25	6140.95	8653.62	10120.43	12038.62	15028.12	17467.37	18879.84	20529.12	22780.14	24962.68	25654.64	17.76592	27362.75	28066.39	29248.20	29974.39	31017.83	34038.97
87/88	0-0	0.0	0	0.0	0	0.0	0-0	0.0	0.0	0.0	0-0	0.0	0.0	0.0	0.0	0	0.0	0.0	0.0	0.0	0.0
86/87	0.0	98.69	229,06	229.06	79.927	518.85	625.94	779.66	962.29	1045.47	1151.62	1319.60	1474.33	1474.33	1474.33	1474.33	1474.33	1474.33	1474.33	1506.78	1772.58
85/86	141.86	741.38	1404.83	1571.78	2370.69	2802.38	3346.65	4175.13	4936.91	5344-15	5833.21	6535.37	7203.97	7342.35	7530.29	7683.94	7824.66	8061.00	8206.23	8463.57	87.9976
84/85	354.65	1335.33	2309,54	2726.90	3686.86	4281.95	5080.41	6344.55	7290.23	7871.68	8537.09	9410.62	10269.77	10615.74	11085.61	11469.77	11821.59	12412.48	12775.56	13248.61	14360.48
83/84	212 79	791.33	1362.82	1613.23	2169.45	2517.29	2985.67	3728.80	56,7754	4618.49	5007.11	5514.42	6014.43	6222.02	6503.93	6734-42	6945.50	7300.03	7517.87	7798-45	84.38.98
υ tr	490 05	1611.15	2620.39	2977.59	4231.58	5010.28	5765.06	6845.30	7741.06	8267.52	9033.11	9710.98	10320.44	10559,43	10915.69	11190.47	11528.44	11925.02	12240.62	12729.73	13608.81
TOTAL	1580.77	5254.59	8533.85	9815.26	14042.20	16756.60	19366.01	23010.43	26011.94	27889.17	30495.23	32904.68	35156.31	35984.86	37265.84	38243.28	39359.43	40766.23	41814.39	43465.09	46486.23
PRIORITY	1- 10	1 - 20	1- 30	1- 40	1 - 50	1- 60	1- 70	1 80	1- 90	1-100	1-110	1-120	1-130	1-140	1-150	1-160	1-170	1-180	1-190	1-200	1-208
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to proceed the process of the contract of the

5-9 Plan of Action

The total amount of the plan of action for 6th Five Year Plan period must be consistant with the available financial resources. The plan is divided into five units covering the highway networks of National Transport plan.

A plan of action has been framed by selecting a limited number of groups of priority highway sections from first stage construction plan of 'B' which can reasonably be implemented during the 6th Five Year Plan period.

In the absence of sufficiency rating system becomes a priority tool for highway improvement because of limitation of required data, the comparison in cost with benefit in terms of savings in time and operating costs are basically used as a tool to determine the priority of construction for highways.

The optimum operating year and internal rate of return are calculated by road section. The economic rates of return have been calculated for the same base year 1983 to make all roads comparable with each other. The calculations show that many of the projects are feasible already before the base year 1983/1984, with an opportunity cost of capital of 12%. Results are shown in Table 5-29.

For determining the highways of national importance, highway programme is grouped for the continuity and consistency of route development as shown in Table 5-30.

Highway with low-priority in terms of economic rate of return such as N-50, RCD Highway and direct highway from Quetta to Multan have been involved through discussion made with authorities concerned.

As the results, primary and secondary road networks must be considered equally importance to the national economy and these roads will take up the major part of total highway investment in Pakistan. It is, therefore, proposed that the Federal Government shall be in charge of road authority and financial responsibility for the primary as well as the secondary road listed in Table 5-30 as plan of action for road project under federal budget.

On the basis of the priority determinations made, plan of actions are prepared and shown in Table 5-30 and 5-31. The proposed plan of actions are shown in Fig. 5-9. Location map project proposed by master plan of National Highway Board and map of proposed 6th Five Year Plan of National Highway Board are shown in Fig. 5-10 and 5-11.

The annual phasing for road projects have been carried out on the basis of the size of the projects and construction capabilities. The smaller projects costing less than Rs. 200 million are phased to complete in 3 years and the phasing of their expenditures over the years will be made in the ratio 30:50:20.

The bigger projects costing more than Rs. 200 million are phased to complete in 4 years and the phasing of their expenditures over the years will be made in the ratio 20:35:35:10.

Functional classification of the road network should not be regarded as a one-time

process, social economy valid for all times to come. It is proposed that the decision on the proper classification of a highway should be based on an evaluation of the functional use and the character of the interest.

Table 5-29 (1) Priority Rating in Terms of IRR with Phasing and Optimum Timing of Construction (1st Stage Construction)

54 675013 6 100.0 96.70 5.42 11.36 4.126 11.37 11.36 11.37 11.37 21.36 11.37 21.36 11.37 21.36 11.37 21.36 11.37 21.36 11.37 21.36 11.37 21.36 11.37 21.36 11.37 21.36 11.37 21.36 11.37 21.36 11.37 21.36 11.37 21.36 11.36 21.36 11.36 21.36 11.36 21.36 11.36 21.36<	- 8 8 8	SEG LINK-NO LENGTH	LENGTH	IRR	BENESTA	1987/88 COST	PLAN	100	PRIORITY	181	-CONSTRUCTION 2ND	ION COST-	H L 7	TST Y.R.	OPTIMUN
5026 21 100.0 18.01 13.59 1.13 4.12 2.12 3.00 13.50 11.30 4.12 2.02 4.12 2.02 4.12 2.02 4.12 2.02		652013	Ø	100.0		27.5	17.84	91.28		3 1 2 5	5.25	2.10		1.85	83/87
5202 23 86.5 250.06 20.47 11.28 11.90 19.84 7.94 1.128 11.90 19.84 7.94 11.28 11.50 11.28 11.28 11.50 11.28 11.50 11.28 11.50 11.28 11.50 11.28 11.50	01	2026	21	100.0	18.01	13.89	1.30	4.12	.~	8.08	13.46	5.39		0.29	83/87
51000 13 82.2 506.06 35.60 14.23 471.09 4 20.70 34.50 11.22 17.29 7.68 11.22 11.24 11.52<	m	3023		86.5	230.94	20.47	11.28	210.47	m	11.90	19.84	76.7		12-41	83/84
3021 65 73.5 260.03 4.3.20 6.02 216.38 6 25.12 4.1.89 16.75 7.06 1.24 11091 99 71.6 1308.57 25.20 6.02 216.88 6 25.12 4.1.89 16.75 1.24 11091 99 71.6 1308.57 120.46 5112.79 7 70.13 116.88 6.67.75 0.00 \$2002 15 70.0 643.75 120.46 591.99 7 70.13 116.89 6.77 0.00 \$2002 15 70.0 643.75 120.46 591.99 7 70.13 116.89 7.78 10.00 \$2002 15 70.0 643.75 120.46 57 10.24 7 70.13 116.89 7.78 10.00 9.00 10.00 9.00 9.00 10.00 9.00 9.00 9.00 9.00 10.00 9.00 9.00 9.00 9.00 9.00 9.00 <t< td=""><td>٠,</td><td>652011</td><td>£ 7</td><td>82.2</td><td>506.68</td><td>35.60</td><td>14.23</td><td>471.09</td><td>4</td><td>20.70</td><td>34.50</td><td>13.80</td><td></td><td>1.13</td><td>83/84</td></t<>	٠,	652011	£ 7	82.2	506.68	35.60	14.23	471.09	4	20.70	34.50	13.80		1.13	83/84
11091 99 71.6 1308.57 120.58 10.85 1187.99 7 70.13 110.88 16.75 10.90 10.90 111091 99 71.6 1308.57 120.58 10.85 1187.99 7 70.13 110.88 46.75 6.45.75 21.76 12.44 591.99 8 30.10 50.17 20.07 0.99 0.90		51008	13	81.2	221.34	19.81	11.17	201.53	₩.	11.52	19.20	7-68		1-24	33/84
2002 71.6 1308.57 120.58 10.85 1187.99 7 70.13 110.88 46.75 91.76 12.44 591.99 8 50.10 50.77 20.07 0.093 2021 32 69.9 122.74 19.28 6.37 103.46 9 11.21 18.69 7.48 10.05 3020 29 66.6 357.22 35.86 9.96 321.36 10 20.86 34.76 13.90 0.99 1058 63 61.2 457.12 48.73 7.01 292.99 11 20.86 34.76 13.90 0.99 1058 63 46.75 7.01 292.99 11 20.86 7.76 17.70 0.99 1056 7.2 46.73 7.01 292.99 11 20.26 47.75 17.75 17.75 17.75 17.75 17.75 17.75 17.75 17.75 17.75 17.75 17.75 17.75 17.75 17.75		3021	99	73.5	260.08	43.20	8-02	216.88	•	25.12	41.88	16.75		1.24	83/84
2021 15 643.75 51.76 12.44 591.99 8 50.10 50.17 20.07 0.03 2021 32 69.9 122.74 19.28 6.37 103.46 9 11.21 18.69 7.48 1.05 3020 29 66.6 357.22 35.86 9.96 321.36 10 20.86 34.75 13.90 10 20.86 34.75 12.89 10 20.86 34.75 12.89 10.00 10.93 1057 40 41.2 45.71 20.94 11 20.86 31.76 20.99 10 20.86 31.76 20.99 10 20.86 31.76 20.99 10 20.86 31.76 20.99 10 20.86 31.76 20.99 10 20.86 31.76 31.76 31.76 31.76 31.76 31.76 31.76 31.76 31.76 31.76 31.76 31.76 31.76 31.76 31.76 31.76 31.76		111091	66	71.6	-	120.58	10.85	1187.99		70.13	116.88	46.75		06-0	93/87
2021 32 69-9 122.74 19.28 6.37 103.46 9 11.21 18.69 7.48 1.05 3020 29 66.6 357.22 35.86 9.96 321.36 10 20.86 34.76 13.90 0.90 1058 65 61.2 357.22 35.86 9.96 321.36 11 28.36 12.72 13.90 0.70 1067 60 61.2 452.10 53.09 8.52 399.01 12 30.88 51.46 20.59 0.77 51006 75 60.2 1026.45 120.99 8.48 905.48 11 20.39 11 20.38 51.46 20.59 0.77 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.74 0.74 0.74 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.79	Ω.	52002	3.5	70.0	643.75	51.76	12.44	591.99	80	30.10	50.17	20.07		6.0	83/84
3020 29 66.6 357.22 35.86 9.96 321.35 10 20.86 34.76 13.90 0.90 1058 63 61.3 541.72 48.73 7.01 292.99 11 28.34 47.23 18.90 0.78 1067 60 61.2 452.10 53.09 8.52 399.01 12 30.88 51.66 20.59 0.77 51006 75 60.2 1026.45 120.98 8.48 905.48 13 70.36 117.26 46.91 0.79 2015 123 58.9 533.59 77.33 6.90 4.56.26 14 44.97 74.95 20.98 0.75 3024 66 56.7 207.86 4.90.33 4.24 158.83 15 14.97 74.95 20.98 31009 79 56.40 4.25 159.83 15 44.97 74.95 20.98 0.75 311089 79 56.40 7.59 </td <td></td> <td>2021</td> <td>ES.</td> <td>6-69</td> <td>122.74</td> <td>19.28</td> <td>6.37</td> <td>103.46</td> <td>о.</td> <td>11.21</td> <td>18.69</td> <td>7.48</td> <td>, r</td> <td>1.05</td> <td>83/84</td>		2021	ES.	6-69	122.74	19.28	6.37	103.46	о .	11.21	18.69	7.48	, r	1.05	83/84
1058 63 61.3 341.72 48.73 7.01 292.99 11 28.34 47.23 18.89 0.78 1067 40 61.2 452.10 53.09 8.52 399.01 12 30.88 51.46 20.59 0.77 51006 75 60.2 1026.45 120.98 8.48 905.48 13 70.36 147.26 46.91 0.65 2015 123 60.2 120.64.5 120.98 8.48 905.48 13 70.36 147.26 46.91 0.65 2015 123 60.90 4.56.26 14 44.97 72.95 19.01 0.65 3024 4136.29 4.90 4.56.26 16 4.60 4.60 4.60 16 4.60 17 4.60 17 4.60 17 17 17.12 17.12 17.12 17.12 17.12 17.12 17.12 17.12 17.12 17.12 17.12 17.12 17.12		3020	62	9.99	357.22	35.86	96.6	321,36	10	20.86	34.76	13.90		0.90	83/84
1067 40 61.2 452.10 53.09 81.52 399.01 12 30.88 51.46 20.59 0.05 \$1006 75 60.2 1026.45 120.98 81.48 905.48 13 70.36 117.26 46.91 0.05 \$2015 123 60.2 120.98 81.48 905.48 13 70.36 117.26 46.91 0.055 \$2015 123 60.70 456.26 14 44.97 74.95 29.98 0.75 \$1009 56.7 1136.29 4.20 4.56.26 14 44.97 74.95 29.98 0.75 0.51 0.75 <td< td=""><td>m</td><td>1058</td><td>63</td><td>61.3</td><td>341.72</td><td>48.73</td><td>7.01</td><td>292.99</td><td>11</td><td>28.34</td><td>47.23</td><td>18.89</td><td></td><td>0.78</td><td>83/84</td></td<>	m	1058	63	61.3	341.72	48.73	7.01	292.99	11	28.34	47.23	18.89		0.78	83/84
51006 75 60.2 10264.5 120.98 8.48 905.48 13 70.36 117.26 46.91 0.05 2015 123 58.9 533.59 77.33 6.90 456.26 14 44.97 77.95 29.98 3024 66 56.7 207.86 49.03 4.24 158.83 15 28.51 47.52 19.01 0.79 31009 79 56.4 1136.29 149.67 7.99 883.56 17 74.44 124.07 49.63 0.79 31009 79 56.4 1136.29 149.67 7.91 883.56 17 74.44 124.07 49.63 0.51 31009 82 55.8 1011.56 125.96 7.91 870.83 18 73.26 48.84 0.65 51011 37 54.13 319.52 7.91 870.83 18 73.26 122.09 48.84 0.65 52004 35.13 3419.52	_	1067	0,4	61.2	452.10	53.09	8.52	399 01	12	30.88	51.46	20.59		0.77	83/84
2015 123 58.9 533.59 77.33 6.90 456.26 14 44.97 74.95 29.98 0.79 5024 66 56.7 207.86 4.903 4.24 158.83 15 28.51 47.52 19.01 0.79 51009 79 56.4 1136.29 149.67 7.59 986.63 16 60.93 106.63 30.47 0.79 51009 79 126.80 7.91 870.83 18 73.26 126.07 49.63 0.51 52006 132 56.5 1011.56 126.90 7.91 870.83 19 136.45 20.47 0.51 52006 132 56.7 1011.56 126.90 7.91 870.83 19 136.45 20.52 10.50 230.84.38 19 136.45 20.20 20.23 20.64 20.25 20.24 20.23 20.64 20.26 0.63 110043 53 55.9 185.40 20.43 </td <td>· :</td> <td>51006</td> <td>7.5</td> <td>60.2</td> <td>1026.45</td> <td>120.98</td> <td>87.8</td> <td>905.48</td> <td>т М</td> <td>70.36</td> <td>117.26</td> <td>16.97</td> <td></td> <td>0.65</td> <td>83/84</td>	· :	51006	7.5	60.2	1026.45	120.98	87.8	905.48	т М	70.36	117.26	16.97		0.65	83/84
3024 66 56.7 207.86 49.03 4.24 158.83 15 28.51 47.52 19.01 0.79 51009 79 56.4 1136.29 149.67 7.59 986.63 16 60.93 106.63 30.47 0.88 111089 82 55.4 111.56 128.00 7.90 883.56 17 74.44 124.07 49.63 0.61 51011 37 56.2 1011.56 125.96 7.91 870.83 18 73.26 122.07 48.84 0.51 52006 132 54.1 3619.52 355.15 10.80 3284.38 19 136.45 238.79 68.22 0.70 1061 53 55.24 6.24 273.58 20 30.38 50.64 20.24 0.63 112043 26 55.24 6.24 273.58 20 30.38 50.64 20.24 0.61 110704 35 55.03 155.45	-	2015	123	58.9	533.59	77.33	9-90	456.26	14	26.44	56.72	29.98		0.75	33/84
51009 79 56.4 1136.29 149.67 7.59 986.63 16 60.93 106.63 106.63 30.47 0.88 111089 82 55.8 1011.56 128.00 7.90 883.56 17 74.44 124.07 49.63 0.51 51011 37 56.5 996.79 125.96 7.91 870.83 18 73.26 48.84 0.63 52006 132 56.1 3649.52 3284.38 19 136.45 238.79 48.84 0.63 1061 55 55.2 46.2 273.58 20 30.38 50.64 20.26 0.70 112043 26 52.9 185.49 6.36 45.86 22 72.96 121.60 48.66 0.61 1037 82 52.1 773.31 125.45 6.16 647.86 22 72.96 121.60 48.66 0.61 4016 118 56.46 160.41 8.48		3024	9	56.7	207.86	65.03	72.7	158.83	15	28.51	47.52	19.01		0.79	83/84
111089 82 55.8 1011.56 128.00 7.90 883.56 17 74.44 124.07 49.63 0.51 51011 37 54.5 996.79 125.96 7.91 870.83 18 73.26 122.09 48.84 0.63 52006 132 54.1 3619.52 335.15 10.80 3284.38 19 136.45 238.79 238.79 68.22 0.70 1061 53 53.3 325.82 52.24 6.24 273.58 20 30.38 50.64 20.26 0.70 1120.43 26 52.9 185.40 29.43 6.30 155.97 21 17.12 28.53 11.41 0.61 1037 82 52.1 773.31 125.45 6.16 647.86 22 72.96 121.60 48.64 0.61 4016 118 50.7 197.46 36.27 5.44 161.19 23 21.09 35.15 14.06 0.65		51009	. 64	56.4	1136.29	149.67	7.59	986.63	16	60.93	106.63	106.63	30.47	88	83/84
51011 37 54.5 996.79 125.96 7.91 870.83 18 73.26 122.09 48.84 0.653 52006 132 54.1 3619.52 335.15 10.80 3284.38 19 136.45 238.79 238.79 68.22 0.70 1061 53 53.3 325.82 52.24 6.24 273.58 20 30.38 50.64 20.26 0.60 112043 26 52.9 185.40 29.43 6.30 155.97 21 17.12 28.53 11.41 0.61 1037 82 52.9 185.40 29.43 6.16 647.86 22 72.96 121.60 48.64 0.61 4016 118 50.7 197.46 36.27 5.44 161.19 23 21.09 35.15 14.06 0.65 51007 44 49.9 1360.93 160.41 8.48 1200.55 24 65.31 114.29 35.65 0.64		111089	82	55.8	1011.56	128.00	7.90	883.56	17	74.44	124.07	29.67		0.51	83/84
52006 132 54.1 3619.52 355.15 10.80 3284.38 19 136.45 238.79 238.79 68.22 0.70 1061 53 53.3 325.82 52.24 6.24 273.58 20 30.38 50.64 20.26 0.64 112043 26 52.9 185.40 29.43 6.30 155.97 21 17.12 28.53 11.41 0.61 1037 82 52.1 773.31 125.45 6.16 647.86 22 72.96 121.60 43.64 0.61 4016 118 50.7 197.46 36.27 5.44 161.19 23 21.09 35.15 14.06 0.65 51007 44 49.9 1360.93 160.41 8.48 1200.52 24 65.31 114.29 32.65 0.65 52007 29.6 359.13 57.58 6.24 301.53 26 55.81 25.35 0.75 0.55	_	51011	37	54.5	62.966	125.96	7.91	870.83	## 83	73.26	122.09	78-87		0.63	83/84
1061 53 53.3 325.82 52.24 6.24 273.58 20 30.38 50.64 20.26 0.64 112043 26 52.94 6.30 155.97 21 17.12 28.53 11.41 0.61 1037 82 52.1 773.31 125.45 6.16 647.86 22 72.96 121.60 48.64 0.61 4016 118 50.7 197.46 36.27 5.44 161.19 23 21.09 35.15 14.06 0.65 51007 44 49.9 1360.93 160.41 8.48 1200.52 24 65.31 114.29 32.65 0.65 1070 37 49.6 359.13 57.58 6.24 301.55 25 33.49 55.81 22.35 0.55 52007 22 49.6 819.34 105.11 7.80 714.23 26 61.13 101.88 40.75 0.55		52006	132	54.1	3619.52	335,15	10.80	3284.38	19	136.45	238.79	238.79	68-22	0.70	83/84
112043 26 52.9 185.40 29.43 6.30 155.97 21 17.12 28.53 11.41 0.61 1037 82 52.1 773.31 125.45 6.16 647.86 22 72.96 121.60 48.64 0.61 4016 118 50.7 197.46 36.27 5.44 161.19 23 21.09 35.15 14.06 0.65 51007 44 49.9 1360.93 160.41 8.48 1200.52 24 65.31 114.29 32.65 0.64 1070 37 49.6 359.13 57.58 6.24 301.55 25 33.49 55.81 22.33 0.55 52007 22 49.6 819.34 105.11 7.80 714.23 26 61.13 101.88 40.75 0.50		1061	53	53.3	325.82	52.24	72.9	273.58	.02	30.38	20.64	20.26		79-0	83/87
1037 82 52.1 773.31 145.45 6.16 647.86 22 72.96 121.60 48.64 0.61 4016 118 50.7 197.46 36.27 5.44 161.19 23 21.09 35.15 14.06 0.65 51007 44 49.9 1360.93 160.41 8.48 1200.52 24 65.31 114.29 32.65 0.64 1070 37 49.6 359.13 57.58 6.24 301.55 25 33.49 55.81 22.33 0.55 52007 22 49.6 819.34 105.11 7.80 714.23 26 61.13 101.88 40.75 0.50	_	112043	26	52.9	185.40	29.43	6.30	155.97	2,7	17.12	28.53	11-41		0.61	83/84
4016 118 50.7 197.46 36.27 5.44 161.19 23 21.09 35.15 14.06 0.65 51007 44 49.9 1360.93 160.41 8.48 1200.52 24 65.31 114.29 114.29 32.65 0.64 1070 37 49.6 359.13 57.58 6.24 301.55 25 33.49 55.81 22.33 0.55 52007 22 49.6 819.34 105.11 7.80 714.23 26 61.13 101.88 40.75 0.50		1037	82	52.1	773.31	125.45	6.16	647.86	22	72.96	121.60	48-64		0.61	83/84
51007 44 49.9 1360.93 160.41 8.48 1200.52 24 65.31 114.29 114.29 32.65 0.64 1070 37 49.6 359.13 57.58 6.24 301.55 25 33.49 55.81 22.33 0.55 52007 22 49.6 819.34 105.11 7.80 714.23 26 61.13 101.88 40.75 0.50		4016	118	50.7	197.46	36.27	27.5	161.19	23	21.09	35.15	14.06		0.65	83/84
1070 37 49.6 359.13 57.58 6.24 301.55 25 33.49 55.81 22.33 0.55 52007 22 49.6 819.34 105.11 7.80 714.23 26 61.13 101.88 40.75 0.50		51007	77	6.67	1360.93	160-41	84.8	1200.52	54	65.31	114.29	114.29	32.65	79-0	83/84
52007 22 49.6 819.34 105.11 7.80 714.23 26 61.13 101.88 40.75 0.50		1070	37	9-67	359.13	57.58	42.9	301.55	22	33,49	55.81	22.33		0.55	83/84
		52007	22	9.67	819.34	105.11	7.80	714.23	26	61.13	101.88	54.07		0.50	83/84

Table 5-29 (2) Priority Rating in Terms of IRR with Phasing and Optimum Timing of Construction (1st Stage Construction)

ผ (S	SEQ LINK-NO LENGTH	LENGTH	E SE	BENEFIT	1987/88 F COST	LAN	D 10	PRIORITY	181	CONSTRUCTION 2ND	ON COST	41.4	7.8.Y	OPTIMUM TIMING
53	652012	27	2.67	415.58	52,32	76.4	363.26	27	30.43	50.71	20.29		0.37	83/84
142	1062	87	0.64	568.46	95.46	6.15	00.927	28	53.77	89.62	35.85	-	0.55	83/84
195	3030	KA M	47-1	189.32	35.72	5.30	153.60	62	20.77	34.62	13.85		0.53	83/84
, ਜ	52001	160	6-97	3763.53	66.647	7-84	3283.54	30	195.42	341.98	341.98	97.71	75.0	83/84
120	112044	07	46.5	173.55	37.34	4.65	136.22	31	21.71	36.19	14.48		0.52	83/84
145	1065	16	46.1	390.78	00.69	5.66	321.78	32	40.13	66.88	26.75		0.51	83/84
111	2035	, 9	45.8	82,10	14.71	5-58	67.39	33	8.56	14.26	5 70		0 50	83/84
81	3018	47	45.7	248.01	70.57	5.76	204.98	34	25.03	41.71	16.69		0.43	83/84
156	1076	u T	7.5.6	172.53	29.80	5.79	142.72	Ν.	17.33	28.89	11.56		0.48	83/84
157	1077	57	45.6	317,10	54.80	5.79	262.30	36	31.87	53.11	21.25		0 48	83/84
132	1052	28	45.1	113.75	56.69	4-26	87.06	37	15.52	25.87	10.35		0.50	83/87
76	1041	65	44.8	66.87	9.10	5.38	39.89	38	5.29	8.82	3.53		27.0	78/28
151	1071	5.2	44.7	557.29	108.76	5.12	75.877	39	63.25	105.42	42.17		0.50	23/28
167	111087	0,7	44.7	170.20	37.34	4.56	132.86	07	21.72	36.19	14-48		75-0	83/87
134	1054	113	6.54	851.31	189.01	4.50	662.30	41	76.95	134.67	134-67	38.48	09.0	83/84
2,1	51012	130	6-27	1311,11	201.79	6.50	1109.32	2.7	82-16	143.77	143.77	41.08	0.45	83/84
173	•	104	63.9	738.96	85.19	5.15	353.77	27	75-67	82.57	33.03		0.42	78/28
ю	52003	5.5	42.8	1197.89	186.45	6-42	1011.44	77	75.91	132.84	132.84	37.95	67.0	78/28
33	5 53002	36	42.7	335.09	07-62	77.55	255-69	57	46.18	96-92	30.79		57-0	83/84
172	111092	9	42.6	254.58	52.83	4.82	201.75	97	30.72	51.20	20.48		0.45	83/84
184	111104	58	45.4	75.35	17.76	4.24	57.59	47	10.33	17.21	6.89		0.51	78/28
	5 52005	89	41-7	1576.34	261.74	6.02	1314.60	87	106.56	186.48	186.48	53.28	0.48	33/84
32	53001	1.4	41.6	347.86	41.73	3.54	106.13	67	24.27	57.07	16.18		0.48	83/87
19	9 51010	0.7	41.4	574.71	131.64	4.37	20-277	50	53.59	93.79	93.79	26.80	0.58	83/84
Ħ	51003	1.2	7.17	122.59	22.72	2-40	99.87	51	13.21	22.02	8.81		0.26	83/84
146	1066	78	71.0	129.94	25.85	5.03	104.09	52	15.03	25.05	10.02		0.38	83/84

Table 5-29 (3) Priority Rating in Terms of IRR with Phasing and Optimum Timing of Construction (1st Stage Construction)

158 11 104 10 5 55 65	111078	· 0												
. 20 20)	41.0	145.98	36.07	4.05	109.91	53	20.98	34.96	13.99		0.48	83/84
2 8	2028	8 4	9.07	145.72	29.17	\$.00	116.55	24	16.96	28.27	11.31		0.39	78/28
65	51001	87	70.2	282.53	90.54	3.12	192.00	, R	52.66	87.76	35.10		0.47	83/84
	600759	148	39.7	1427.56	268.95	5.31	1158.61	56	109.50	191.62	191.62	54.75	67.0	83/87
	2016	Б	39.7	103.52	54.34	4.25	79.18	52	14.16	23.59	77.6		0.39	83/84
155	1075	20	39.3	98-76	24.81	3.82	70.06	8	14.43	54.04	9.62		97.0	83/87
148	1068	97	39.2	175.96	27.47	07.9	148.49	29	15.98	26.63	10.65		0.18	33/84
123	1043	129	38.7	678.46	184.03	3.69	27.767	09	26.72	131.12	131.12	37.46	0.57	83/84
109	2033	72	38.4	103.43	22.32	59.4	87.11	61	12.98	21.63	8.65		0.36	83/84
170 11	111090	m M	38.4	177.26	56.22	3.15	121.04	62	32.70	67.75	21.80	•	0.30	83/84
175 11	111095	66	38.1	434.54	109.17	3.98	325.37	٤3	63.49	105.82	42.33		07.0	83/84
13 5	51004	0.2	37.8	10.874	129-24	3.70	348.77	79	52.62	92.08	92.08	26.31	0.43	78/28
106	2030	70	36.6	165.29	41.48	3.98	123.81	\$	24.12	40.21	16.08		0.37	83/84
177 11	111097	82	36.5	88-507	98.04	4.14	307.84	99	57.02	95.03	38.01		0.32	83784
183 11	111103	57	35.6	275.11	53.95	5.10	221.20	29	31.36	52.26	20.91		0.17	83/87
135	1055	117	34 9	710.87	197.87	3.59	513.00	. 89	80.56	140.98	140.98	40.28	0.39	83/87
131	1051	666	34.6	197.07	85.96	3.52	141-11	69	32.54	54.24	21.70		0.31	83/84
45 35	353006	54	34.6	858.73	198.93	4.32	659.80	20	80.99	141.74	141.74	05.04	0.35	83/84
133	1053	34	34.5	471.90	127.73	3.69	344.16	71	74.29	123.82	25.67		0.33	83/84
83 53	1036	6	34.4	631.87	104.41	90.9	527.46	72	60.73	101.21	87-07		0.15	83/84
108	2032	ст СО	34.2	190.49	54.71	3,48	135.78	73	31.82	53.03	21.21		0.32	83/87
37 25	254001	82	34.0	260.21	70.12	3.71	190.09	7.2	40.78	96.78	27.19		0.24	83/84
22 5	51013	67	33.9	2437.50	570.73	4.27	1866.78	52	232.36	29-907	406.63	116.18	0.33	83/84
4	25004	38	33.6	67.167	122.82	00.4	368.68	76	71.43	119.05	47.62		0.27	83/84
129	1049	62	33.3	256.78	68.62	3.74	188.16	77	39.91	66.51	26.61		0.20	83/87
178 11:	111098	8,1	33.2	366.33	106.14	57.45	260.19	78	61.73	102.88	41.25		0.30	83/84

Table 5-29 (4) Priority Rating in Terms of IRR with Phasing and Optimum Timing of Construction (1st Stage Construction)

	:	:												•
SEG	SEG LINK-NO LENGTH	ENGTH	IRR	BENEFIT	-1987/88 Pl COST	PLAN	B-C PR	PRIORITY	181	-construction 2nd	ON COST	HL4	7.8.	TIMING
11	51002	100	33.2	94.697	184.42	2.55	285.34	29	75.08	131.39	131,39	37.54	0.48	83/84
174	111094	125	32.9	352.47	94.57	3.73	257.90	80	55.00	91.67	36.67		0.20	83/84
6.5	3014	186	32.7	504.31	150.99	3.34	353,32	83 .	61.47	107.58	107.58	30.74	07.0	83/84
27	51018	32	32.6	559.16	131,43	4.25	427.73	83	53.51	79.56	93.64	26.76	0.20	83/84
М 83	254002	7.7	32.6	198.94	68.83	2.89	130.11	89	20-07	66.71	56.69		0.32	83/84
. 23	51014	35	32.5	578.70	138.59	4.18	440.10	8	29.43	98.75	98.75	28.21	0.29	83/84
101	2025	666	32.0	140.09	54.87	2.55	85.22	(O	31.91	53.18	21.27		55.0	83/87
86	2022	7.2	31.7	227.25	66.43	3.42	160.82	86	38.63	64.39	25.76		0.28	83/84
136	1056	#2# #2#	31.4	259.11	76.69	3.38	182.42	87	77.60	74.33	29.73		0.26	83/84
α) .	\$2008	109	31.2	1467.30	344.29	4.26	1123.01	80	140.17	245.30	245.30	70.08	0.18	83/84
200		328	30.7	400 77	131.85	3.04	268.92	89	53.68	76-26	76"26	26.84	0.36	78/28
128	1048	85	30.6	142.87	49.38	2 .89	63.49	06	28.72	47.86	19,15		62.0	83/84
163	111083	57	30.3	32.76	12.01	2.73	20.75	97	86.9	11.64	99.7		0.33	83/84
92	4012	217	29.7	554.49	73.80	3.99	220.69	95	42.92	71.53	28.61		0.16	83/84
176	111096	. 75	29.5	95.55	31.78	3.01	63.77	93	18.48	30.80	12.32		0.23	83/84
103		16	28.8	25.20	9.63	29-2	15.58	76	5.60	9.33	3.73		0.27	83/84
117	2041	27	28.8	131.73	51.48	2.56	80.25	56	56.62	06-67	19.96		0.31	83/87
. 9		0,4	28.6	77.34	27.90	2.77	49.43	. 96	16.23	27.04	10.82		0.25	83/84
181	111101	97	28.0	172.10	66.37	2.59	105.72	46	38.60	64.33	25.73	-	0.25	83/84
. 42		224	27.9	372.04	136.11	2.73	235.93	86	55.42	96.98	86.98	27.71	0.30	83/86
56		38	27.6	829.01	272.50	. 8.04	556.52	66	110.94	194.15	194.15	25.47	0.24	83/84
67	1029	89 13	26.8	67.45	26.58	2.54	40.88	100	15.46	25.76	10.30		0.23	83/84
143		27	26.2	175.74	62.73	2.80	113.01	101	36.49	60.81	24.32		71.0	84/85
152		107	26.0	170.98	75.88	2.25	95.10	102	44.13	73.55	29.42		0.27	83/84
51	Ñ	175	25.9	72 68	39.87	2-25	88 67	103	23.19	38.64	15.46		0.26	83/84
38	654010	163	25.8	551.03	229.38	2.40	321,65	104	93.39	163,43	163.43	69-97	0.26	78/28

Table 5-29 (5) Priority Rating in Terms of IRR with Phasing and Optimum Timing of Construction (1st Stage Construction)

ST OPTIMUM			0.50 03/84			26 83/84				18 83/87			מייים מ				70/00		78/48		•					9
181) (, c		. C	92.0	0.15	0.24	0	0	ç			000			2 0	, ,	0 0	0.15	0.17	0.73	0 0	7.0		1
1 1 1	r T				28.02	31.44	67.51		33.08				26.91	67 07				28.78				36.31			70-26	,
TON COST	9 7	1. 1. 1.	75.5	3.91	98.06	110.04	236.27	20.61	115.77	21.05	5.02	11.82	94.17	141.72	26.38	75 06	5 5	9164	31.37	10.64	48.24	127.08	79.9	18.04	322.85	
CONSTRUCT	24.76	27.49	, KO	9.79	98.06	110.04	236.27	51.52	115.77	52.64	12.55	29.54	94.17	141.72	98.89	73.39	16.28	91.64	78.42	26.60	120.59	127.08	16.60	45.10	322.85	
181	32.86	22.49	11.31	5.87	56.03	62.88	135.01	30.91	66.15	31.59	7.53	17.72	53.81	80.98	39.58	70-77	9.77	52.37	47.05	15.96	72.36	72.62	96-6	27.06	184.49	
PRIORITY	105	106	107	108	109	110	ਦ ਦ ਦ	112	113	114	115	116	117	11.8	119	120	121	122	123	124	125	126	127	128	129	
) - B	81.52	45.69	22.42	11.40	164.51	180.80	496.26	40.28	242.03	66.41	16.10	33.81	180.42	193,33	104.98	65.77	12.56	129.11	51.28	24-27	73.47	136.63	8 43	21.26	26.692	
PLAN B/C	2.44	2.18	2.15	2.13	2.20	2.17	2.50	1.76	5.49	2-22	2.24	2.11	2.36	1 97	2.54	. 8	1.75	2.00	1.63	1.88	1.59	1.77	1.49	1.46	1.60	
1987/88 COST	56.49	38.68	19.45	10.09	137.63	154-44	331.62	53,15	162.48	54.31	12.95	30.47	132.18	198-91	68.05	75.72	16.80	128.62	80.90	27.45	124.41	178.36	17.12	46.53	453.14	,
BENEFIT	138.01	84.37	41.87	21,50	302.14	335.24	827.88	93.43	404.52	120.72	59.04	64.28	312.59	392.24	173.03	141.49	29.35	257.74	132.18	51.71	197.88	314.99	25.55	67-79	723.06	1
IRR	25.4	25.3	25.0	24.8	24.1	23.9	23.9	23.7	23.3	23.0	22.9	22.7	25.2	22.2	22.1	21.2	50.9	20.2	19.7	19.0	18.9	18.8	18.2	17.7	17.3	0
LENGTH	9.	89	52	666	196	131		97	58	63	8	35	58	189	8.9	S S	53	144	N N	666	87	25	666	87	52	57
SEG LINK-NO LENGTH	2017	111100	2040	3022	2014	254006	51022	1047	51019	1024	3012	1026	53003	4012	2029	53004	111105	254005	1033	1040	1027	51015	3013	111099	51018	2031
SEQ	80	180	116	6	20	77	'n	127	28	57	9	V)	37	93	105	S.	185	4.	77	06	29	54	8	179	25	107

Table 5-29 (6) Priority Rating in Terms of IRR with Phasing and Optimum Timing of Construction (1st Stage Construction)

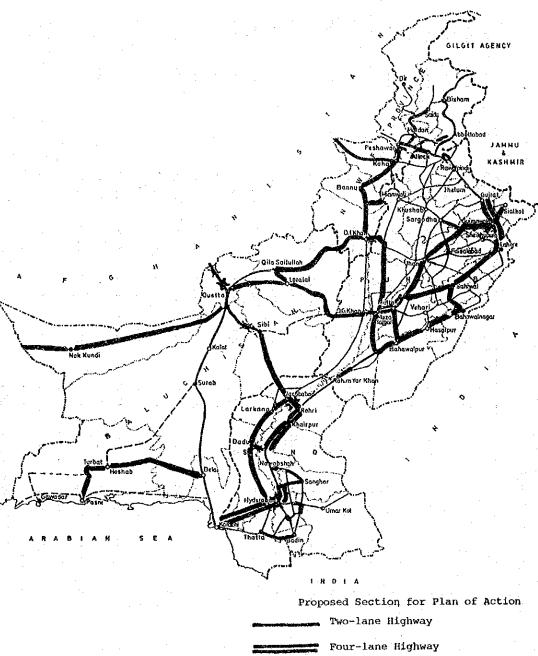
MUMITAGE		86/87	83/84	83/84	78/28	86/87	86/87	83/84	83/87	78/28	83/84	85/86	83/84	84785	84/85	* * * * * * * * * * * * * * * * * * * *	86/87	*	**	**	**	**	# # #	*	*	**	# # #
. F 0	- (0.12	0.17	0.16	0.16	0.13	0.12	0.15	0.14	0.34	0.14	0.12	0.13	0.14	0.13	*	0.13	*	*	*	*	ž Ž Ž	*	H H H	**	*	*
1 1 1	<u>.</u>									-										-							
TON COST		70.00	20.54	41.10	7.92	11.87	18.31	96-5	2.42	11.54	8.89	3.24	11.43	7.09	48.72	30.83	41.49	17.76	6.72	8.95	11.71	3.12	14-87	14.02	10.77	19-84	18.85
CONSTRUCTION	0 K	24.60	51,35	102.75	19.80	29.67	45.77	14.90	6.05	28.84	22.23	60 44	28.58	17-71	121.80	77.06	103.73	07.77	16.81	22.38	29.28	7.80	37.17	35.04	26.92	49-61	47.12
1 1 1		14.76	30,81	61.65	11.88	17.80	27.46	3.94	3.63	17.30	13.34	4.86	17.15	10.63	73.08	46.24	62.24	26.64	10.09	13.43	17.57	4.68	22.30	21.03	16.15	29.77	28.27
	1 1 1	131	132	133	134	135	136	137	138	439	071	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156
		13.62	20.27	37.66	6.93	8.61	12.65	3.27	1.32	3.20	4.68	1.18	2.70	0.85	-11.46	-10.53	-12.02	96.9-	-2.96	-3.64	-6.33	-2.02	-10.07	-10.11	-7.96	-15-42	-24.54
PLAN)	1.54	1.38	1.36	1.34	1.28	1.27	1-21	1.21	1.21	1.20	1.14	1.09	1.05	0.91	0.87	0.89	0.85	0.83	0.84	0.79	0.75	74.0	0.72	0.71	0.70	0.50
-1987/88	- 10 0 4 0 4	25.38	52.98	106.00	20:43	30.61	47.82	15.38	6.25	29.75	22-94	8.36	29.48	18.28	125.66	79.50	107.02	45.81	17.34	53.09	30.21	8.05	38.35	36.15	27.78	51.18	48-61
	- (C	39.00	73.25	143.66	27.35	39.22	29.87	18.65	7.57	32.96	27.62	9.54	32.19	19,13	114.20	68.98	66.76	38.85	14.38	19.46	23.88	6.03	28.28	56.04	19.81	35.76	24.07
1 0	۲	16.8	16.8	16.5	16.3	15.1	14.9	14.8	14.8	14.7	14.7	13.8	13.2	12.8	10.4	10.1	10.1	6	8.6	2-6	0.6	ю М	83	7.8	7.8	2.5	3.8
12 to		0	8	100	31	34	52	666	. 31	132	79	٥	75	W	18	138	78.	χ. Ω	ιờ ζυ	. 29	5 7	30	87	70	138	25	122
. 02 2. 22 4. 4	מעל וויארואס וההאליה	3015	1045	2024	2042	2034	2036	1028	111106	3025	2017	1025	111082	353005	51005	1064	1042	2038	3011	3016	2039	2037	111085	111081	1046	111079	353008
	n .	9.	125	100	118	110	112	79	186	190	73	58	162	77	14	144	95	114	89	29	115	113	165	161	126	159	27

Table 5-29 (7) Priority Rating in Terms of IRR with Phasing and Optimum Timing of Construction (1st Stage Construction)

OPTIMUM TIMING	**	19 14 14 14 14	***		ж Ж Н	# # %	# # #	* **	***	H H H	** ** **	# # #	# # #	# # # #	# H H	H H H H	# # #	% ** **	**	## ## ##	# # #	H H H H	. # # #	**	* * *	***
TST.	# # *	*	* **	* * * *	**	# # #	# # K	# # #	* * * *	**	*	H	* * *	14 14 14	*	# # #	# #	н . н н	*	**	**	**	* *	*	** **	* * *
414						٠,																				
ON COST	18.44	15.59	24.59	13.58	7.42	4.7.2	6.50	54.49	0.28	12.17	5.98	11.59	32.86	31.94	35.94	31.91	33.14	6.59	33.86	7.74	40.51	15,86	20.12	10.71	13.07	37.7
CONSTRUCTION	46.10	38.97	61.47	33.96	18.54	18.73	16.26	61.23	02.0	30.43	14.95	28.98	82.14	.78-62	89.84	79.76	82.84	16.46	84.66	19.34	101.28	39.64	50.30	26.76	32.67	18-71
 181	27.66	23.38	36.88	20.37	11.13	11.24	9.76	36.74	0.42	18.26	8.97	17,39	62.65	06-27	53,90	47.86	70.70	88.6	50.80	11.61	60.77	23.79	30.18	16.06	19.60	11.23
 PRIORITY	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177.	178	179	180	H 69 T	182
B-C	-29.87	-26.89	-63.33	-35.03	-19.13	-19.33	-16.77	-63.17	-0.73	-31,39	-15.43	-29.90	-84.74	-82.37	-92.68	-82.29	-85.46	-110.74	-90.82	-28.32	-498.07	-40.90	-51.90	-27.51	-33.70	-20.93
PLAN	0.37	0.33	00.0	0.0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.52	-0.04	-0.42	-3.77	0.0	0-0	00.0	0.0	-0.08
1987/88 COST	47.56	40.21	63,42	35.03	19.13	19.33	16.77.	63.17	0.73	31.39	15.43	29.90	84.74	82.37	92.68	82.29	85.46	16.99	87.34	19.96	104.49	06-07	51.90	27.61	33.70	19.30
BENEFIT	17.69	13.32	60.0	0	0.0	0.0	0.0	0	0	0-0	0.0	0.0	0.0	0	0.0	0.0	0.0	-93.75	-3.48	-8-37	-393.59	0.0	0.0	0.11	0-0	1. 60 1.
 IRR	1.1	0.1	0.0	0.0	0.0	0.0	0	0-0	0.0	0	0	0.0	0	0.0	0.0	0.0	0-0	0.0	0	0.0	0.0	0.0	0.0	0.0	0-0	0.0
LENGTH	210	141	68	325	76	13	.27	138	, 6 0	87	4 2	ξ	293	20	106	47	89	34	157	69	102	16	86	135	7.6	79
SEG LINK-ND LENGTH	200705	503010	1050	111080	1039	52009	2018	111084	2019	111086	353007	111088	254003	1057	1034	1059	1060	2020	353009	254004	2023	51020	3019	112045	112046	111102
SEG	20	67	130	160	89	0,	7.7	164	7	166	97	168	36	137	78	139	140	9 .	80	0	66	56	82	121	122	182

Table 5-29 (8) Priority Rating in Terms of IRR with Phasing and Optimum Timing of Construction (1st Stage Construction)

OPTIMUM TIMING	**	* # # # # # # # # # # # # # # # # # # #	***************************************	***************************************	**	**	* * * * * * * * * * * * * * * * * * * *	***************************************	* * * * * * * * * * * * * * * * * * * *	**	# # #	**	***************************************	**	# # # # %	H H H	* * * * * * * * * * * * * * * * * * * *	* * *	* * * * * * * * * * * * * * * * * * * *	* * * *	**	¥ ₩ ₩	* * # # # # # # # # # # # # # # # # # #	**	· H * * H	* *
1 × ×	H H H	* *		* *	*	*	*	*	*	*	*	*	**	*	*	*	*	*	# # #	*	**	*	€ ₩ ₩	# #	*	7. H H
H					i Vir Virgo			ţ.,							-			32.45		39.81	91.74	61.61	27.88			52.75
TON COST-	12.46	7.86	18.97	8.65	10.94	11.90	71.7	49.72	8-09	00-9	12.04	16.30	07.6	6.39	5.64	41.56	38.37	113.57	11.17	139.33	321.08	215.65	97.59	37.84	23,63	156.62
CONSTRUCT	31.16	19.66	47.41	21.63	27.35	29.75	10:43	124.31	20.23	15.00	30.11	54-07.	23.49	15.97	14,11	103.91	95.92	113.57	27.93	139.33	321.08	215.65	97.59	09-76	29.07	156.62
184	18.70	11.80	28:45	12.98	16-41	17.85	6.26	65.72	12.14	9.00	18.07	24.45	14.09	, o	8.47	62,35	57.55	06-99	16.76	79.62	183.47	123.23	55.77	56.76	35.44	89.50
PRIORITY	M es es	184	185	186	187	138	189	190	191	192	193	194	195	196	197	198	199	200.	201	202	. 203	507	: 205	508	202	208
	-32.15	-37.40	-35.63	-22.32	-28.22	-32.64	-10.65	-128.24	-45.08	-13.39	-31.06	-64 79	-24.23	-16.48	-22.12	-297.72	-98.77	-159.40	-28.82	-187.18	1422.63	-292.72	-132.46	-95.95	-48.00	-198.11
PLAN-L	0.0	-0.84	0.27	0.0	0.0	-0.06	0.01	0.0	-1.16	0.13	0	-0.54	0-0	0.0	-0.52	-1.78	00.0	0.0	0	70-0	90.0	0.03	0.03	0.02	0.21	0.10
1987/88 COST	32.15	20.28	78.95	22.32	28.22	30.70	10.77	128.24	20.87	.15.47	31.06	. 70 27	24.23	16.48	14.56	107.20	98.96	159.40	28.82	195.56	450.65	302.67	136.98	65.26	76.09	219.83
BENEFIT	0.0	-17.12	13,29	0.0	0.0	-1.94	0.12	0.0	-24.21	2.09	0.0	-22.75	0.0	0.0	-7.57	-190.52	0.19	0.0	0.0	80 10 80	28.02	6. 6.	4.52	1.64	12.95	21.72
1 82	0.0	0.0	0.0	0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LENGTH	0 7	30	. M	1.8	20	130	, 52		53	8	4	666	14	82	33	344	366	30	32	230	530	666	169	115	7.2	272
LINK-NO LENGTH	1069	1031	1044	252010	111107	1073	1074	1035	3026	3027	3028	3029	351023	3031	3032	4013	7107	51021	1038	2005	4018	4019	4020	4021	4022	4023
SEQ	149	69	124	38	187	153	154	88	191	192	193	194	43	196	197	198	199	30	88	202	203	504	205	206	207	208



Location Map of Proposed Plan of Action for 6th Five Year Plan (including On-going Project)

Table 5-30 (1) Plan of Action for Road Project under Federal Budget

		ESTIMATED COST	COST			CMILLION	RP.	INANCI	FINANCIAL, 1981	PRICE				
	NAME OF PROJECTS	FOR MASTER PLAN	SR PLAN		ALLOCATION	N DURING	1983-88	188	TOTAL	BEYOND	181	STAGE	CONSTRUCTION	NOTE
) -	78-	185	1 8 6	-87	188	0 00	188	COST	я Э В С	TYPE	IRR
₹ 2	NATIONAL HIGHWAY N-5													
Ħ	KABIRWALA - KHANEWAL	66	, 00 30	12	19	ω	0		89	61	88	#	ŢΛ	81.2
N	KOTOS KOTOS KOTOS	100	33	30	50	20	o	0	100	0	100	33	>	0.07
M	LODHRAN - MULTAN 51004	573	181	0	20	117	2 7	0	235	338	235	22	IV	60.2
4	KANEWAL - CHICHAWATNI	671	202	0	61	107	107	30	305	366	305	80	7.	56.4
Ŋ	MODOL - KHAIRPUR	682	215	0	136	239	239	89	585	o	289	211	>	54.1
9	MULTAN - KABIRWALA	. 327	101	0	65	114	114	33	327	0	327	101	>	6.67
۷	STOOM - ROHRI	504	29	0	61	102	4	q	204	0	502	8	>	9-67
α	NACHI - KOTRI	277	320	٥	195	342	342	¢ 80	222	0	226	322	>	6-97
٥	HYDERABAD - HALA	380	1.23	0	0	7.6	133	133	342	8	380	122	>	42.8
0	SZCOS SZCOS - JEHANGIRA	183	4	0	0	54	07	97	ω 1 4	102	8.	13	Λĭ	41.6
11	CHICHAWATNI - SAHIWAL	877	136		0	24	76	5.6	241	207	268	80	ΛI	7.17
12	TRIUDA - CHANI GOTH	102	30	0	0	O	13	22	35	29	77	13	۸I	7-17
13	S. P. BOUND - RAHIMYAR KHAN	359	112	0	٥	0	23	83	141	218	176	8.8	ΔI	707
7 (CHANI GOTH - BAHAWALPUR 51004	165	180	O	0	0	Ń.	92	145	977	263	76	ΙΛ	37.8
	SUB TOTAL	2696	1768	75	657	1203	1276	729	3853	1843	4080	1265		

Table 5-30 (2), Plan of Action for Road Project under Federal Budget

	ESTIMATED COST	COST		•	MILLION	(MILLION RP., FINANCIAL, 1981	INANCIA	L. 1981	PRICES				٠.
•	FOR MASTER PLAN	R PLAN	1983	LOCATIO	N DURIN	ALLOCATION DURING 1983-88 1984 1985 1986 1	787	TOTAL 1983	BEYOND 1987	151	STAGE CO	CONSTRUCTION	NOIL
	<u>.</u>		-84	1 8 5	-86	-87	88	88	88 1	COST	о ш ш	7. P.	H 28
			. •	*			٠.	•	**		•		
	405	110	0	Ó	o'	81	142	223	64 85 87	405	109	>	34.6
	507	110	0	O	٥	φ π	142	22.23	14 82	405	109		
	160	87	0	0	0	0	28	28	133	85	83	H	۲-۲
. 10	219	62	0	0	Ö	٥	23	23	195	78	23	1	0.1
	379	4 0 4 0	0	0	.0	o, ·	ī,	t t	328	170	.⊢ tn		
									•				
	5.4	17	M.	ın,	~ .	ο.	O	ਜ ਜ	33	년 년	4	۸ī	100-0
	251	80	2.1	S S	14	oʻ.	0	69	182	69	23	71	82.2
	345	103	0	30	7,	20	0	101	240	101	. 22	Νī	2.67
Н	1459	413	0	O.	0	109	109	218	1241	248	2,75	ΔI	39.7
N	2095	610	54	20	67	129	109	366	1696	729	196		

Table 5-30 (3) Plan of Action for Road Project under Federal Budget

		,	E C		Ĭ	CMILLION	9.	FINANCIAL/1981		PRICES				
	NAME OF PROJECTS	FOR MASTER FLAN	COST PLAN		LOCATIC	N DURIN	1983		TOTAL	BEYOND	181	STAGE CO	CONSTRUCTION	TON
		TOTAL	π Ω	1983	7387 -85	1984 1985	1986	1987	1 8 8 2 8 1 2 8 1	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	TSOO	7 H	7 Y P E	IRR
	INDUS HIGHWAY NORTH LINK									٠				
	1 KOHAT - PESHAWAR	78	27	c. R	27	17	0	0	84	0	87	28	ΛI	73.5
	-	20	8	21	35	4		0	70	0	70	17	λĮ	9.99
	3020 3 JAJAZAI - BANNU	83	13	Ó	. •	25	75	17	83	0	M 60	8	III	7.57
	3018 4 CHOWK MUNDA - SARAI KRISHMA	165	67	O	0	20	83	M M	165	0	165	20	III.	43.9
	111093 S MUZAFFZRGARH - CHOWK MUNDA	102	53	0	0	31	ę,	50	102	, o	102	30	I I	45.6
	111092 6 D.I.KHAN - JAJAZAI	181	87	0	0	0	E E	55	80 80	56	109	33	₩	25.4
	5017 7 T.M.RANAH - MUZAFFARGARH	374	101	0	0	0	٥	75	22	568	374	105	ΛΙ	38.7
	8 SARAI KRISHMA - P/N BOUND	87	25	.0	o	٥	0	16	16	7.1	53	16	Ħ	19.0
	001040 9 BANNU - JATTA 3019	175	77	0	o	0	0	30	30	145	101	53	Ħ	0.0
	SUB TOTAL	1321	362	94	7.7	137	509	246	713	809	1141	327		
	INDUS HIGHWAY SOUTH LINK													
	1 DADU - LARKANA	150	45	0	5 7	7.5	30	0	150	0	150	5 7	III	58.9
	2 LARKANA - SHIKARPUR	82	57	0	0	O	14	54	38	77	25	14) 1년 1년 1	29.7
	2010 3 KOTRI - DADU 2014	280	78	0	0	0	56	8	154	126	280	78	H H H	24.1
*	SUB TOTAL	512	153	0	5 7	7.5	100	1,22	342	170	225	143		

Table 5-30 (4) Plan of Action for Road Project under Federal Budget

	HOOO NOW ANAMOR	E		Ū	MILLION	(MILLION RP., FINANCIAL, 1981	INANCIA	1,1981	PRICES				
NAME OF PROJECTS	FOR MASTER PLAN	R PLAN	A!	ALLOCATION	N DURIN	16 1983-88	1 1	TOTAL	BEYOND		STAGE C	CONSTRUCTION	TION
	TOTAL	г О	1.989 1.884	1984	1985	1986	1987 -88	1 8 8 1 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	188	COST	1 1 1 1 1 1 1 1 1 1 1	TYPE	8
QUETTA-D.G.KHAN-MULTAN LINK								**					
1 KARAMAD, QURESHI - MUZAFFARGARH	6	27	0	٥	92	58	10	25	39	. 52	14	III	45.1
001052 2 8/P BOUND - BEWATA	88		0	0	ស	<i>ه</i>	4	18	10	сч 60	w	III	44.8
001041 3 muzaffargarh — multan	872	77	0	0	•	7.4	124	198	20	243	7.7	٨	34.5
COLOSS 4 LORALAL - B/P BOUND	505	150	0	0	0	0	89	81	727	507	117	HH	22.2
5 8EWATA - 0.6.KHAN	290	86	0	0	0	0	85	65	225	202	62.	I	6.5
001042 6 LORALAI - QILA SAIFULLAH 4022	11 11 88	37	0	. 0	0	0	E S	in in	Μ 00 .	118	7 M	н .	0
SUB TOTAL	1280	382	٥	٥	F1 C2	109	319	677	831	1048	309		
KABIRWALA-JHANG-CHINIOT- PINDI BHATTIAN-GUJRANWALA LINK	V 2												
1 PINDI BHATTIAN - GUJRANWALA	476	207	70	117	7.7	0	0	234	0.77	234	61	ΛI	71.6
111091 2 JHANG - CHINIOT	618	190	0	7.2	124	ů.	0	248	370	248	67	NΙ	55.3
111089 3 KABIRWALA - JHANG	1031	295	0	0	7.7	135	135	346	685	K 8 7	104	ΝI	43.9
001054 4 CHINIOT - PINDI BHATTIAN 111090	268	7.9	Ö	0	. 0	33	γ 1Λ	87	181	109	27) I	38.4
SUB TOTAL	2591	771	70	191	248	218	189	915	1676	976	652		

Table 5-30 (5) Plan of Action for Road Project under Federal Budget

	ESTIMATED COST	SD COST		•	MILLION	RP.	CMILLION RP., FINANCIAL, 1981	16,1981	PRICE)				
NAME OF PROJECTS	FOR MAS	FOR MASTER PLAN	AL	LOCATIO	N DURIN	1983	. I	TOTA	. > n 0 & 0 & 0	·	**************************************	11010	
	TOTAL	FEC	1983	1983 1984 1985 1986 1987	1985	1986	1987	1000	2000	- ! - ! 1 !	מואפש כחשמים אפני דרו	2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2
			78-	185	-86	-87	-88	-88	80	COST	A C	7 Y P E	1 A
RCD HIGHWAY					-					÷. •		,	ŧ
1 QUETTA - DALBANDIN 4013	897	145	Ο.	, O		0	62	62	907	207	79	н	0.0
2 DALBANDIN - IRAN BOUND 4014	450	137	٥	0	0	o	58	58	392	192	9	ы	0
SUB TOTAL	918	282	0	0	o	0	120	120	798	399	124	. *	
PINDI BHATTIAN-SARGODHA DIRECT LINK	X X									•			
1 PINDI BHATTIAN - SARGODHA 001058	191	25	28	24	4 6	0	Ģ	76	96	46	25	III	61.3
SUB TOTAL	191	24	82	27	19	0	Ó	76	86	76	25		
FEDERAL BUDGET TOTAL	15388	7602	210	1087	1770	2122	1972	7159	8228	6156	2808		

Table 5-31 (1) Plan of Action for Road Project under Provincial Budget

-		#500 dankurmon	£ 1000			CMILLION	д	FINANCIAL, 198	1,1981	PRICES				
	NAME OF PROJECTS	FOR MASTER PLAN	R PLAN		16	ON DURIN		1 1 80 80	TOTAL	BEYOND	IST	STAGE C	CONSTRUCTION	TION
	. Prince	0 . A L	u u	10 00 11 17	7861 -85	1985	1986 -87	987	1983	1987 -88	COST	FEC	TYPE	E 84 1
	PUNJAB PROVINCE					•								
	1 BAHAWALNAGAR - ARIFWALA	304	9.5	31	51	21	· Ø	0	103	201	103	ςς (2)	۸٦	61.2
	2 CHICA COLLOS COLOSAS - GUJRANWALA	125	25	30	5,	50	0	o	101	23	101	28	III	53.3
	3 FALTSALABAD - JHANG	714	220	0	73	122	67	٥	772	7.00	577	99	ΛI	52.1
	4 FAISALABAD - CHINIOT	316	96	٥	0	w	56	22	111	202	111	59	ΝĪ	9-67
	S GUJENWALA - SIALKOT	179	67	0	0	0	25	0	144	10	179	87	۲۸	0.67
	6 BAHAWALPUR - HASSALPUR	134	S S	0	o	0		07	07	76	134	35	III	16.1
	7 HASSALPUR - BAHAWALNAGAR		5	0	0	0	0	15	13	96	20	15	Ħ	0-17
	8 ARIFUALA - SAHIWAL 001068	53	15	Ö	0	Ó	٥	16	16	38	53	т Н	ΙΙ	39.2
	SUB TOTAL	1936	225	6.1	175	196	159	183	774	1162	975	792		
	SIND PROVINCE													
		,												
	1 SAKLAND - NAWABSHAH	55	15	හ	13	ı۸	0	0	9.	. 29	56	ου	III	100.0
	2 TANDO ALLAYAR - MIRPUR KHAS	78	27	턴	4	۲,	0	Ó	37	41	37	전 번	III	6.69
	3 HALA - SHAHDADPUR	82	23	17	62	t t	.0	0	27	\$ 2	57	17	III	52.9
	112043 4 SHAHDADPUR - SANGHAR	104	30	0	22	36	14	0	7.2	34	72	22	7 T	5.97
	112044 F TANDO M.KHAN - MATLI	53	60	0	ф.	16	•	0	62	٥	. 62	۰.	HH	45.8
	2035 6 GUPCHANI - SANGHAR	56	17	0	o	17	82		\$6	0	5.6	11	III	9-07
	2028 7 SUJWAL - THATTA	77	:	0	0	13	22	φ.	77	٥	77	E.	TIE	38.4
	2033 8 MIRPUR KHAS - DIGRI	80	57	o	0	0	77	07	79	16	80	54	III	36.6
	2030 9 BADIN - SUJWAL 2032	173	: 0 in	.o		0	23	. £	80	80 80	106	33	11	34.2
	SUB TOTAL	707	202	ø M	8	103	126	113	470	23.9	507	154		

Table 5-31 (2) Plan of Action for Road Project under Provincial Budget

		٠			CMILLION	я ,	FINANCIAL, 1981	171981	PRICE)				
NAME OF PROJECTS	ESTIMATED COST FOR MASTER PLAN	COST	AL.	LOCATIO	N DURIN	6 1983-	88	TOTAL BEYOND	SEYDND	181	STAGE CONSTRUCTION	INSTRUC	
	TOTAL	ш Э	1983	1984	3 1984 1985 1986 19 1 -85 -86 -87 -	1986	1987 -88	199 883 883	1.88 1.88 2.88	COST	1 1 1 1 1		64 64 14 1
G.F.3.5							·						
1 MARDAN - CHAKDARA	116	28	56.	4 60	19	0	0	96	20	96	22	H H H	26.7
3024 2 CHAKDARA - SAIDU SHARIF	20	17	٥	2.1	55	4	o	02	0	20	17	III	47.1
3030 3 KABUL - KOHAT	307	96	0	o	6.1	108	108	277	30	307	56	HHH	32.7
3014 4 JAJAZRI - N/P BOUND 3012	25.	∞,	0	0	∞	M T	4	52	0	25	ω	II	22.9
SUB TOTAL	518	149	58	69	123	135	112	899	20	867	14.5		
BALUCHISTAN PROVINCE					 	1,							
1 HOSHAB - PIDAPAK	7.0	55	21	ις Kh	14	0	٥	´0 <u>/</u>	0	20	22	ы	50.7
2 BELA 1 HOSHAB	268	80	0	77 78	76	76	27	892	0	263	80	ы	30.7
3 QUETTA - LORALAI	309	56	0	0	73	72	62	143	166	143	77	н	29.7
4 PIDARAK - PASANI 4021	189	25	. 0	0	0	57	6	151	89 80	189	R.	ьн	0.0
SUB TOTAL	836	252	21	68	151	223	151	632	702	670	201		

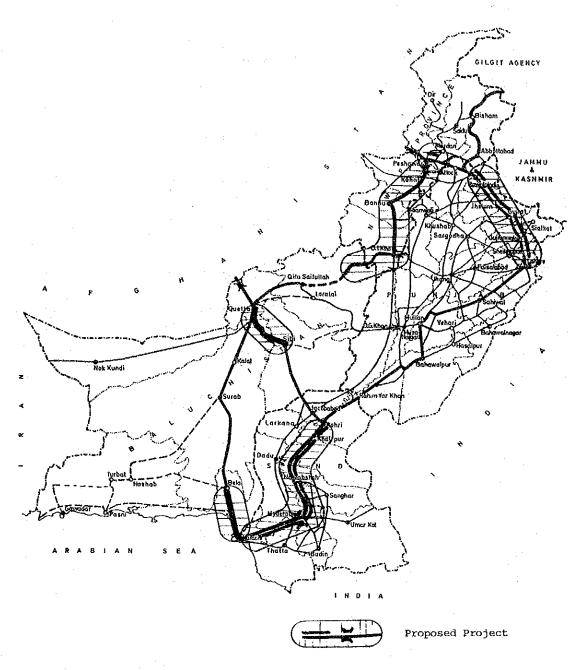


Fig. 5-10 Location Map of Project by the Year 1986/1987 Proposed by Master Plan of N.H.B.

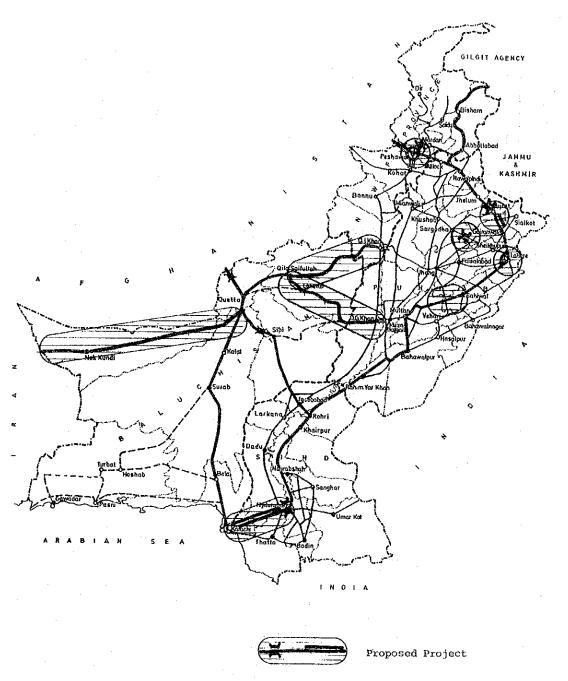


Fig. 5-11 Location Map of Proposed 6th Five Year Plan by N.H.B.

Appendix 1. Highway Inventory

	REMARKS	RC; No. of railwa	crossings	RC=1	U/C 13 km Completion 6/83 RC≕1	U/C 11 km Completion 2/83 RC=2	RC=3	RC=2 Completion 3/83	u/c	Completion 6/82 RC=1	RC=2	RC=2	V/с 138кш	RC=1 Completion 6/83	U/C 44.5 km Completion 12/83 RC=1	W/C Completion 6/82
	No. OF COLVERIS		67	155	19		32	135 (51	0	78	39	33 }t	157 }	8	56
PROVINCE FUNTAB	350x48		0	22-23 6.5-	0 0	0 0	591 10.8	0	23-25 5.3-	0	2 24-1119-1	0	0	24-2874-7	12 26-360 4.0 =	5 19.3
	SUBBASE SURFACE C.B.R	3°	7	'n	8	7	œ	z	#	=	¥	£	а	2	ı	=
	CONDITION OF SURFACE		Fair	Poor	=	Fair	Poor	7. r	Ħ	£	н	п	E	E	Very Poor	Fair
	SUBBASE	E C	11	E	13	11	=	п	=	=	11		ŧ	7	п	15
	DEP1H BASE	5	1	=	, 12 . 12	<u>, , , , , , , , , , , , , , , , , , , </u>	15	10	£	. =	. =	и	ų	ŧ	20	18
	PAVEMENT	E 0	2 5	=		13	н	н	E	\$1	и		t	=	F	Ħ
			Trapple	±	=	į.		#	#	= .		14	=	1	±	=
	PAVEMENT	E	6.2	6.1	E .	5.8	7.9	7,9	6.2	6.3	6.2	6.2	6.9	7.5	9.5	8,0
	WIDTH TYPE OF TOPHATION PAYEMENT SURFACE	6	9.7	11.3	6.8	9.2	8.6	9.6	11.9	<u> </u>	7.6	9.3	41.9	11.3	14.2	14.0
	8.0.W	17	30 4		33.5	21.7	57.9		27.3	33.4	+		=	54.2	72.0	76.0
)RY	DESIGN	km/hr	112	- =	=	.		Ξ.	H	z	E	ı.	=	=	=	£
ENTORY	TERRAIN		flat		F	=	E	Ŀ	e	£	¥	F	E	11	#	#
N.	DISTANCE	КB	48	66	13	70	8t	75	17.17	1,5	79	3	37	130	29	32
ROAD	XNI	Τ	150-27	27-79	79-80	80-25	25-121	121-23	23-75	75-119	119-72	72-24	24-71	71-17	17-19	19-61
	, c		051001	051002	051003	051004	051005	051006	051007	051008	051009	051010	051011	051012	051013	05101.4

			Τ-]						<u>α</u> .		· [·		
:				6/82					e	6/82							
	:	0 20	1 .	i					42 km	tion							
		RELABER		let.	RC=1	RC=3	RC≒1	RC=1		Completion RC=1	RC=4	RC≖1	BC=3			RC=5	
**			n/c	Ci iii	щ	μ ε (,	μų) u/c		ш	<u>υ</u> ,	. Ц			<u>ца</u>	
7	q	110 075		39	50	56	20	19	26	39	7.1	ω	j CO	113	17.1	101	
щ	PUNU A D	\prod	T	70	4.0 - 10.9	- 6.	42			8.7 10.8	10	-2	6.0- 26.1	1	27	7	
PROVINCE	-	BRIDGE	m	32 15 52 15		8 -250 23	2 - 5	29 21	0	26 95	93 /12	10 to	3 6 46 26	0	\rac{1}{2} \overline{\pi}	-	0
o. ex			_	30-752	23-995	35-2	22 - 76	24-329	O	70-126	33-593	27-36	7	0	2 60-195	855	0
		SUBGRAD	98	۲-	ω	10	=	F	H	=	=	=	2	50	= 1	5	
		CONDITION SUBSANDE		Fair	11	5	a	. ~ =	н	. =	E .		Pocr	H	Fair	=	Poor
		SIIR BASE	E O	ဆ	11	0	-	=	11	10	±	· =	13	Ú.	11	: : =	
		DEPTH PASE	T	13	7.	20	=	=	÷.	. £	*	=	13	. 10	÷	±	£
		PAVEMENT	E O	2.5	2	=	=	=	=	=	-	E	ħ	П	. #	=	
		TYPE OF SURFACE IN		Tripple	=	=	=		±		=		п	E	Trip- ple	ŧ	Bitu- men- ous
1		PAYEMENT S		8.4	ľ	۳-	7	5	13.3	11.3	7.7	7.	6.5	5	3.3 T	w,	
		TEI TION PAY	E	14,4	r.' Θ	6.0	8 7	.3			7	8 7		3 3.	υ •	~	2
		WIDTH FORMATION	1		14.5	14	<u>ب</u>	5	24.2	14.7	13.	10	10.1	6.8	6	2	
) å	1	73.0	76.0		=.	r.	79.5	75.1	67.1	20.1	19.0	10.0	33.4		
	<u>×</u>	DESIGN	km/hr	112		=	=	£	ŧ	z	æ	=	80	Ħ	112	1	50
1	<u> </u>		+	Flat	-	Hilly	. =	Flat	=	=	нтти	Flat			Flat		Moun- tan - ous
	<u>></u>	DISTANCE TERRAIN	E	75	52	38	32	29	16	30 1	45	14	. 63	ر م	54 1	67	27 4
(KOAU INVENIORY	LINK .		12	÷	59.	.57	-10	10-112	117–55	Q.	152	48	155	156-95	14	-95
	꿏	<u> </u>	_	61-12	.12-11	, 11–93	93-57	57-10	10-	117	55-9	55-152	10-48	48-155	156	95-14	157-95
		d ≂		051015	051016	051017	051018	051019	051020	51021	051022	51023	001024	001025	001026	001027	001028
		L		02,	02	051	5.	051	051	51	051	35.1	8	00	· 8	်	်

--<u>-</u>j

	["														6/85		
		REMARKS	٠												I 6	:	
W		REH	RCHS		RC=2	RC=2	RC=2	RC=1	RC=I		RC=1	RC=1		·	U/C Completion		RC=1
	No. OF	COLVERIS		Ş	17	श्व	518	90	113	27	230	136	07	35	55	83	580
VCE UNJ AB	SRIDGE	*		2.9	6.1	5.6.6 8.5	0	3	6.7	5.0-	70 m	1 9 11 6	Ó		0	0	6.3
PROVINCE PUNJAB	e a			35	26	24-166	0	22-55	52	25-55	7 -67	9.8	. 0	0	0	0	74
	SUBGRADE	C.B.R	%	7	r	E	8	נה	=	7	=	8	10	è	z	. 0	=
	CONDITION	SURFACE		Fair	=	н	· ±	=			=	H	±	¥	, =	r	<u>.</u>
		sueease	ā	2	С	10	. 83	5	=	15	£	12	11	2	¥	12	=
	HI 4 H	BASE	ត	80	L L	10	83	=	=	10	7.7	. 1	8		10	7	ŧ
		PAVEMENT	E 0	2.5	=	-	п	5	=		=	=	11	<u></u>	z	0	2.5
	30 3441		Trip-	b.e	=	£	н		=	=	=	2	11	<u> </u>	Trip- ple	Gra- vel.	Trip- ple
		PAVEMENT	5	0.0	3.0	5.7	3.1	3.5	3.7	14.0	o.	7.0	6.1	2,6	2.8	2.2	0°€
	MIDIM	[-		10.0	=	10.2	9.8	7.6	ω σ.	18,6	11.4	0.0		=	9.9	5.7	7.1
		R.O.W	£ ,	26.8	=	=	18.5	33.4	£	65.8	33.4	24.1	33.4	33.1	33.4		20.1
)RY	DESIGN	SPEED	km/hr	112	. =	=		22	=	=	F	E					
ENT		RRAIN	. 1	Flat			11	E	=	. · E	: : :	£	#	2	Flat	4	Main- tanous
N.		DISTALICE TE	Z E	3B	. 9	30	224	53	106	38	26	8	32	76	87	80	78
ROAD INVENTORY		LINK		158-68	68-56	56-117	159-21	27-72	74-160	17 -18	18-15	15-16	16-66	66-65	65-161	162-97	97-21
- L.		Ma		001029	05,0100	001031	001032	550100	001034	001035	001036	001037	901038	001039	001040	0010 41	24010

				· · · · · · · · · · · · · · · · · · ·			· ·			r				r	
	0	RC=1	RC=1			RC=1		RC=2	RC≠1	U/C Completion 6/83		RC=1	RC=1		U/C 171 km Completion 4/83
	No. OF		59	186	115	205	98	82	62	34	75	. 92	184	275	523
PROVINCE	BRIDGE		7.3	6.7	7.3	8.5	0	7.3	6 22.5- 22.6-		6.9	0	7.07	4.9	21.3
PROV			59	24	88	37	0	37	25-219	21-24	45	О	24-311	1-200	21-915 4.3
	SUBGRAD	2 % W	*	ω	· =		E	10	ω	9	ω	; =	r	2	6
	CONDITION SUBGRADE	Bor	Fair	=	Poor	Fair	. #	11	Fairly	Por	Fair	11	r	Por	<u>.</u>
	0000		6	1	5	'n	11	H.	7.	. 5	ř.	11	£	ž	;
	DEPTH		v	10	vo	ω	11	10	7.	ω	6		E	8	10
	Nursunva	2.5	=		-	±	щ	=	' E	=	=	=	=	¥	
	TYPE OF SUBSECT		£	E	=		. 11	н	#	=	=	#	11,	1	=
	PAVEMENA	E 5.5	3.0	3.0	5.0	3.7	3.0	4.3	7.5	3.4	4,2	6.3	5.8	5.9	6.0
	WIDTH FORMATION DAVEMENT	E 9	6,6	10.0	16		8	10.0	11.6	10.2	9.7	10.7	10.3	#1000	9.5
	3 0	1 ':	33.4	Ħ	52.5	33.4	25.6	20,1	47.3	33.4	E	27.0	33.4	Ħ	=
ORY.	OESIGN		112	· · ·	E	<u></u>	ū		**				112		=
/ENT	DISTANCE TERRALE	Flat	· · ·	<u>.</u>	E	Moun- tanous	Flat	<u></u>	F	E	E		E		E.
	DISTANCE	кш 129	63	8	138	46	58	62	68	34	23	34	113	117	171
ROAD INVENTORY	X	79-22	22-101	101-66	66-62	62-60	60~92	92-57	17-50	21-85	85-22	22 -23	75-16	16-13	13-12
	2	43	001044	001045	001046	001047	001048	001049.	001050	001051	001052	001053	001054	001055	901056

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							:					-	PROVINCE		in .	
ROAD INVENTO	IVENTO	$\cdot \circ$	NTORY		·	•							PUNJAB			
			DESIGN		WIDTR				1 1		S HOMONOS	SUECRADE	300/88	30 01		
LINK DISTANCE TERRAIN	골		SPEED	₩.0.₩	FORMATION	PAVEMENT	SURFACE	PAVEMENT	BASE	SUBBASE	SURFACE	CBR	, r	COUVER15	RELIARKS	
km 18-63 70 Flat	편 1 8 t		km/hr 112	д 36.6	E 25	E 6.7	Trip-	ст. 2.5	0 E 0	сш 11	Fair	≥€ 00	3 49-132/18.5	100	RC=3	
63-13 63 "	_			51.8	11.5	5.2	×	n	=	= .	-	=	0 0	95		
13-62 47 "		1	112	33.4	12.2	7.1	. u			Ŧ.	. =	=	2 93.658 9.0-	70	U/C Completion / 82 RC=3	
62-14 89 "	 -		=	. 11	10.5	6.1	44	±	ω	ω	=	=	23 6.6	335	RC=2	
18-19 53 "				=	10.1	6.5	. 11	E	æ		±	=	0 0	118	RC=1	
19-20 48 "			Ξ.	0.67	10.0	5.2	=	=	10	±	<u>.</u>	v	37-101 8.5	87	RC=1	
20-61 42 ")	=	41.0	=	4.7		=		E		ŧ	23-101 5.8-	7	RC=1	
17-15				33.4	=		r	L L	89	80	Poor	7	6 21-19811.6	277	RC=1	
	!		80	=	13.0	<i>N</i>	H	=	£	11	Fair	5	2 49-79 6-7-	26	RC=1	
78-26 78 "			=	=	12.7	6.0	ш	=	=	=	Poor	=	0	. 50	RC=1	
07 79-92			17.	r.	9.8	4.5	11	π	vo	۲	Fair	æ	20 4.0	28	RC=1	
76-24 46 "	- ; -		= .	38.1	11.2	5.5	F	. =	· e	±		=	0 0	63		
07 -15 40			#	29.7	9.5	6.	E	=	7.	15	E	ŧ	51 8.5	4.5		
15-64 37 Flat			±	24.9	8.8	0.9	=	=	12	ďΩ	Fair	[-	3 21-198 6.2-	6		

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۷	REMARKL	RC=2	RC=3	RC=2		RC=1			RC=1				. :		RC=4
	No. OF COLVEPTS		165		36	86			35	67	3,	77	92	58	368
PROVINCE PUNJAB "	ARIDGE	1 22	8	5856.	0	0 0			0	7.3	6.7	0 0	0 0	0	6 23-97 5-5-
α.	SGRADE 1	1 1 2	, <u> </u>	10 25	2	60	7	<u>.</u>	ю	. 65	- 23	, tt			23
	CONDITION SUBGRADE		L	Poor	Pair	Fair	<u> </u>	· · · =	· · · · ·		=	ш	Poor	Fair	Fair
	SUBBASE	E C		-	=	=	ις, -			п	= -	1	=	10	=
	DEPTH	1	5 5	ω	20	9	=	=	=		=	Ŀ	=	20	=
	PAVEMENT	0 0		=	11	#	E	Đ	=	5	ε	. #-	E		14
	TYPE OF SURFACE	rip-	=	- =	11	=	. 1:	E	=	н	E	×	E	ı	E
	PAVEMENT	E	ر بر م ر		6.1	3.6	9.0	6.0	4.5	5.1	6.1	4,3	6.0	3.5	5.5
	W101H PORMATION	E	- 0	ω ω	12.2	10.5	13.3		10.2	6.6	10.0	9 6	δ 0	10.0	11.0
	ο α	<u> </u>	23	26.9	27.1	33.4	E	=	36.0		¥		±	33.4	47.3
NTORY	DESIGN		80	. =	112	80			112	11	u	. =			=
/ENT	DISTANCE TERRAIL	+ -	=	. =	=	=	F	÷	· =	z	E.	#	=	Ξ	=
X	DISTANCE	X G	10.7	130	25	50	0 10	1 57	07	57	35	077	54	24	138
ROAD INVE	LINK	,	27-80	26-73	69-71	77-78	119-120	120-121	23-120	120-77	77-98	98-76	76-73	73-69	69–17
	8		001072	001073	001074	001075	920100	001077	111078	111079	111080	111081	111082	111083	111084

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													-	0 0 0	0.01			
	ROAD	INVE	ENT	NTORY										2 2	FUNTAB			
				CESION		WIDTH		TYPE OF		DEPTH		S NOTIONS:	USCRADE	BRIDGE		10 OF		
20	רואיא	DISTARCE	TERRAIN	SPEED	R.O.W	FORMATION PAVEMENT			15	\vdash		SURFACE C.B.R	C.B.2	-		COLVERIS	REMAHKS	
	· ·	Z E		km/hr	E	E	5		6 0	E O	E 0		se.		-			
111085	67-70	87	ਸੂ ਬ		18.8	10.8	5 6	Trip- Dle	2.5	15	11	Fair	ω	38	9.8	106		-
111086	98-72	83	=	17.2	28.8	10.0	5.8	=	=	б	, z.	=	. =	43	4.3	75	RC=1	
111087	72-70	40	÷	£	28.8	10.2	5.2		±	=		Por	=	342	7.3	85	RC=1	
2 °						-										٠.	r f	
111088	70-16	51		11	28.8	10.01	3.8	· =	=	=	=	Fair	П	0	0	68	ZIZ	
111089	16-64	82	ŧ	=	33.4	12.2	6.1	=	=	10	10	Poor	Ę	23	9.8	200	U/c Completion ' RC=1	11/82
111090	64-63	33	=	· =	24.4	12.5	=	z		#	=	Fair	£	37	9.8	ç,	RC=1	
111091	63-19	66	=	=	=	. =	£	=	2	ω	<u>-</u>	Poor	7	971-75	3.0-	102	RC=1	:
111092	22-100	09	=	2	43.5	9.7	3.0	=	=	v	=	Fair	9	154	7.3	36	RC=1	
111093	100-65	104	. =.	=	53.5	£	5.0	=	=	=	ı	. =	1.	0	0	79		
111094	65-14	12.5	Ę	=	52.7	10.9	0.0	=	=	10	Ξ	=	=	27225	7.3-	97	RC=1	
111095	14-58	66	=	=	33.4	8.5	кл кл	=	±	<u> </u>		Poor	E	37-46	6.0	180		
111096	60-58	7.7	=	=	=	10.0	3.5	=	=	α	13	=	7	0	0	137		
111097	58-68	88	2	. =	2	0.8	3.0	=	=	, #	Ε	±	±.	93	7.3	141		
111098	689	8	H111v	. <u>E</u>	=	7.7	10.10	E	=	=	±	= .	2	4 72-496-0	4	85	RC=2	

	г														Т.	1			
		PEWARKS	35	58 - 68	5	Completion 10/82	RC=1	(<u>)</u>	7-74		RC=2								
8	100	COLVERIS		99		60	85		88	88	. 12	83	. 56	75		138			
PROVINCE FUMTAB	11000			0		6.0	77.7 1-7		٥	18.3	O	0		6.9					
PROVI				. 0		85	23-741		c	30	0	o	0	. 27					
		C.D.R	×	. 7.		ര	10		7	ω	2	ç	Ξ	60		9			
		SURFACE		Poor		=	<u> </u>		Fair	· -=	Very Poor	Poor	F	Fair		Good			
		SUBBASE		10		11	10		1,	æ	15	5	=	17		11			
		8ASE		10		00	ć	·	7	ç	=	= -	z	. 6		15			
		PAVEMENT	E	2.5		=	2		=	= .	. =	=	=	_ =		=			
		SURFACE		Trip- ple		=	. =		=	F	=	=	=			11			
		PAVEILENT	E	4.7		3.1	5.		3.7	ທີ່	0,0	=	· E	4.2		5.5			
		WIDIN FORMATION	E	11.5	- :	10.1	8.7		۵،	9.0	9.5	F	=	7 6		=	;·		
		R.O.W	t	29.0		55.4	=		25.0	23.5	33.4	£	£	33.4		=			
NTORY		SPEED	km/hr	112		=			£	*	. .	¥	=				÷		
FNT		TERRAIN		Flat		=.	. .		=	. = .	=	, ¥	£	=		ŧ	-		
> N		015 TANCE	Ж	87	44	68	97		64	57	29	50	٤	5,2		50		: .	
HVNI UVCE		LINK		58-56		93-92	92-58		16-67	67-71	74-99	99-100	100-101	22_R5		85-99			
		. 67		111099		111100	111101		11.1102	111103	111104	111105	111106		30000	111107			

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	3000	U/O L = 64 km Completion 6/83				RC≠1	$\begin{cases} RC=3\\ U/C L = 45 \text{ km} \end{cases}$	Completion 3/85 RC=1	RC=1		RC=1	RC=1	RC=1		RC=2
	No. OF	122	6	56	29	56	191	S	120	£.	38	51	. 45	14	125
ш U U	П	≩	0	0 1	0	2 57-12.0	6.6	35-1507.0-8.0	3 23-13173-111	0	2 109499129-54	0	3 56-6.8	c	7
PROVINCE SIND		12 49-440				26-29	29-139	35-150	23-131		10949		22-64		26.67
	្រុក	0 0 0 0 0 0		2 =	=	. =	.	2	.	E		7	Ħ	¥.	
		SURFACE Good	Roor	Fair r	Ę.	Poor	н	. =	11	Fair	. #	Poor		=	Fair
		suabase cm 15	23	16	17	N	1.7	14	٦ .	. 2		20	17	=	19
	I‴L	Sass Cm 15		16	17		18	20	Ħ	6		£.	8	p	18
		PAVEMENT OIL 9.0	0.4	Ħ	=	ı	3.0	2.5	4.0	\ <u>=</u>		0.4	.s.	H	2.0
	TYPE OF	SURFACE F Trip-	=	=	×	E	Σ	=	E	æ	Bitumi -nous	Trip- ple.	Ħ	n	=
		эмемент п 7.5	7.0	6.9	7.5	.	=	=	=	=	7.3	6,9	6 1	9.9	5.4
	WIDTH	14.6	13.4		#	. 	12.5	- - 0	33.3	13.4	10.7	12.9	13.4	=	11.6
		8.0 W	45.6	=	=	t	=	. =	7.04	=					45.6
NTORY		sРебо Кш/hr 100	=	=	=	5	=	=	#	=		,=	, L	=	9
/ENT		UNSTANCE TERRAIN KM. 160 Flat	=	Ε	=	- =	=	=	=	=	2	Ę	=	. =	=
IN V		mstance km. 160	15	5.5	88	68	132	22	109	· //			7,	ω	196
ROAD	1	39-118	118-33	53-87	87-86	86-102	102-32	32-29	29-82	82 – 150	39-151	29-28	28-83	83-154	118-34
		052001	052002	052003	052004	052005	052006	052007	052008	052009	252010	652011	652012	652013	002014

		[٦		 -1	·	Τ								-	· · ·			
			REMARKS											U/C L = 19 km. Completion 5/83	U/C L = 18 km Completion 6/83	U/C New Bridge Completion 6/82	RC=1	52 4	Completion 6/85
2		No 0F	CAVERIS		43	83		ÿ	41	23	30	11	69	27	5		80	13	22
	PROVINCE	BRIDGE			67	0	ا ا	KZ-(Z D.(-1.5)	0	0	23 6.7	0	0	9 -27-134 9	5 71-499		1 36 7.3	0	36 7.8
		SUBGRACIF	C.B.R	æ	r.	=			, ,	=		. = /	=	· =	.		5	z	#
		CONDITION SUBGRADE	SURFACE		Fair	9. r	-		Fairl	000 c	Fair	4	=	4	=		Poor	Pair	<u>.</u>
			SUBBASE	ຮ້	1	17		V	п	=	15	11	14	23	. č		٠. 1	15	16
		DEPTH	8455	· 🖪	15	16		7	п	=	21	±	4	-	. L		. 4-	19	11
			PAVEMENT	ā	0.7	=	-		-	·	2.5	ш	4.5	2.5	4.0		2.5	0.4	2.5
			SURFACE	ا د د	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	± ,		1. 1.	11	Ē	Bitumi -nous	E	=	É	=		Bicumi -nous	ш	£
			PAVEMENT	Б	5.4	, E	-	:		Ξ	7.3	6.0	3.6	7.3	5.5		7.3	3.6	<u>£</u>
		WIDTH	RCFINATION	B	13.4	=		۲.۶	p.	=	13.4	12.2	7.6	13.4	=		13.4	2.6	t t
		- J	7.0.V	E	5.5	33.4	-		ų,	. =	9.54	÷	33.4	45.6	. =		33.4	#	60.8
	NTORY	DESIGN	376.00	Km/mx	ŝ	16.	×	: .	н	=		ıı.	=	:	z.	Ξ		#	=
	EN 73		TI KWAIN		Flat		-	•		. =	#	Ħ	r.	п	-	ŧ			=
	IN V E		DISTANCE TENAM	X E	123	63	ű	t O	47	٧١	; t,	32	7.4	102	100	54	21	16	847
	ROAD		LINK		54-30	30-28	0000	1 0 0 0	84-81	81-159	33-105	105-106	106-35	75-65	37-33	34-102	86-31	31-103	103-36
			o N		002015	002016	2,000	0000	002018	002019	002020	002021	002022	002023	002024	002025	002026	220200	002028

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		KEMARKS	U/C L = 68 km Completion 6/84	U/c L = 19 km Completion 6/84		U/C L = 43 km Completion 6/83	U/C L = 24 km Completion 6/83				U/C L = 30 km Completion 6/84		U/C L = 27 km Completion 6/83			U/C L = 31 km Completion 12/83
		tia. DF COLVERTS	PO K			, c	о О	34	23	91	34		59	20	07	
	PROVINCE SIND	W 1	O	0	0	3 18-2. 6.7	0	46-61 7.3	0	2 2 20-35 7.2	0	1 23 6.7	C	27 7.3	38 7.3	
		SUBGRADE C.B.R	% ~	=	=	in	:=	ŧ		. 2	7		. #		в	
÷		CONDITION SUBGRADE	(<u>.</u>	For	=	Very Poor	11	±	¥	£	Poor	Fair	उठ्य	Very Poor	=	
		SUBBASE	E a	, £	: =	:-	0	ر ش	=	=	ø	14	17	15	: =	
;		1 " [E U a	=	=	=	ω	13	8	. 6-	ω	10	. 2.	1.1	13	
		PAVEMENT		=	=	. =	1.0		=	=	=	0. N	=	=	. =	
		TYPE OF	Bitu-		=	=	=	=	=	z	=	· =	=	ŧ.	=	Ξ
	9.7 4.2 9.1 3.5 6.4 8.5 6.4 9.7 5.8 9.7 5.8 9.7 5.8 9.7 5.8 9.7 5.8 9.7 5.6 9.7 5.8 9.7 5.8 9.7 5.6 9.7 5.8 9.3 5.5 9.7 5.6 9.7 5.8 9.3 5.5 9.3 5.5 9.1 5.8 9.1 5.8															0.7
		W10TH PORMAZION			E	=	0.0	8.5	9.	8.5	1			7 9	 	
			E K	+1	5	=	÷	=	=	=	6.99	33.4	.5	2	=	
	ENTORY		Km/pn		=	=	. =	= :	Ė	=	=	=	=	£	=	=
		ETFRECH	į	1 1 1 2	=	=	=	=	=	=	=	=	=	=	=	=
	NI C	SHATER	K J	 	45	20	5.4	75	16	22	4 30	55	 	 	77.	3.1
	ROAD	7.13.K	7	106-122	122-38	88-109	109-37	53-107	107-88	38-38	103-104	104-105	105-108	108-88	107-109	81 -82
		. 813	0.00	002030	002031	002032	002033	002034	002035	002036	002037	002038	002039	002040	002041	002042
								- ,	665 —							
. · · · .	•			200		i _d y ,		. P. P. L.					gur ji wa			

	1	·	т			·	·			 	·	 		 	1
			KENAKKS	U/C L = 15 km Completion 6/84											
		No OF	COLVERTS	: [-	5	139	47	38		. :			:		
7	B D D D	BRIDGE	*	1.9	1 9 7	3.8	0	7.3							
	PROVINCE		1	43	33	22		27							·
		SUBGRADE	≅ B.⊃	4	=	=		. н	,				· *.		
		СОМВИТОМ	SURFACE	P. 00	Fair	<u>-</u>	Fairly	Very Poor			1		:		
			SUBEASE SURFACE C.B.R	0	15	15	#	=			_				
		DEPTH	BASE	11	12	. 10 10	=	16							-
			PAVEMENT	ر. ان	2.5		=	. =							
	-	TYPE OF	SURFACE PAVEMENT	Bitu- minous		. =	=	. =						2 .	-
			PAVEMENT	5.4	٠ س	0 4	9.4	±							
		WJDTH	FCRNATION PAVEMENT	9.7	=	12.7	13.4	6.4							
	<i>-</i> .		R0W	4.55	. =		=	-				-			
	NTORY	DESIGN	SPEED	9	=	E	=								
	ENT		RAIII	Flat	=	:	11		· ·					 N -	
	<u> </u>		DISTANCE TER	26	3	135	. 92	13	;						. 1
	ROAD INVE		LRIK	87-104	104-36		83-84	108-122				1 1			
			110	112043	112044	ĺ	112046	112047				-			

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Page-1	7 000	REMARKS	,	RC=1		RC=7				in the state of th	A STATE OF THE STA			U/C. L= 23 Km. Completion 5/83	U/C. L= 37 Km Completion 5/83	U/C. L= 60 Km Completion 6/83
	10. OF	COLVERTS	0 26 0	27	64	105	16	82	52	545	097	227		83	109	7.88 2.88
ACE.	BRIDGE	>	5 8.0-9.	9.0-10	17.4-	2 16.1	90.0	8.8	8.8	7.9 -	0	5.3	0	0	0	
PROVINCE N.W.F.P.	1 1	-	21-67	21-00	10	12	20-23	7-277	21-40	21-157		4 23-140				0
	SUBGRADE	C.B.K	35	п	15	30	ڊ 15	=	וו	38	43	11	13	t	12	13
		SUFFACE	Fair	11,	щ	Poor	Fair	=	Poor	Very Poor	nair Tair	Poor	2		=	=
		SUBBASE SURFACE	35	9	55	М	<u>1</u>	=	19		æ	15	æ	=	15	13
	17	BASE	15	ŧ	ส	19	23	12	15	. = .		=	=	20	14	12
.**		PAVEMENT	5.5	=	=	4.5	2,5	=	7.0	5	22	2.5	2	E	2.0	=
		SURFACE	Trip ple.	=	=	=	5	=	=	ŧ	Bitu- mi- nous	E	Trip- ple	pouble	Bitu- mi- nous	Trip-
		PAVEMEN1	0.9	=	10.0	5.2	6.7	6.9	6.5	9.9	æ	9,5	8.	8.4	3.3	4.5
	WIDTH	*CREMATION	11.5	=	15.5	10.0	11.2	11.2	0.0	0	8.1	7.5	8	11:4		7.0
	1 1	%.o.≼	33.4	=	33.0	14.2	31.5	= .		=	18.0	29.0	10.0	28.0	13.5	20.5 7.0
NTORY		SPSED	5	=	=	50	65	#	09	50	45	07	=	.00	=	0,7
(FINT)		DISTANCE TERRAIN	ala t	g.	=	Moun- tani- ous:	H111Jy	Moun- tani- ous.	=	=	z	Hilly	Moun- tani- ous	нілу	Moun- tani- ous.	=
INVE		DISTANCE	7	36	23	5.	κ.	54	72	122	157	141	55	39	37	186
ROAD		X NICT	9-116	116-53	53-2	5-49	152-90	7-06	75-7	54-89	89-47	5-153	155-4	59-156	94-157	49-3
		710	053001	053002	053003	053004	353005	353006	35,3007	353008	353009	503010	003011	003012	003013	003014

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	Page/2		REMAKKS			U/C. Lm 35 Km Completion 6/84	U/C. L= 37 Km Completion 6/84	U/C. L= 16 Km Completion 6/83			U/C. Completion 6/85 RC=1	: :		U/C. Lm 92 Km Completion 6/83	U/c Completion 9/83	U/C Completion 9/83	
		13. OF	COLVERTS	237	143	37	169	195	58	136		7	124	137	89	99	89
PROVINCE	N.W.F.P.	BRIDGE	, , ,	· O	٥	0	0	0	С	0		0	0	ο	С	0	0
	_	SUBGRADE	C, Z, R	7.7	ខ្ព	12	14	23	=	22		12	몫	25	27	π	18
		CONDITION SUBGRADE	SURFACE	Poor	Fair	Poor	Fairl	и	Wery Poor	Fair		Birly	a	=	Fair	2	
		7	SUBBASE	54	12	81	21	22	23	6.1		.स स	=	22	20	11	15
		DEPTH	BASE	15	. =	Ħ	17	19	20	n		13	15	18	15		70
			PAVEMENT	1.5	2.0	#	2,5	=	2.0	2.5		3.5	2.5	#	5.0	II.	2.5
		TYPE OF	SURFACE	Double	rrip- ple	=	E.	ŧ	¥	=		át.	=	bouble	=	H.	. ш
			PWEMENT	3.0	6.2	0.4	5.8	رن 14	7.0	6.6	2.8	6.2	6-5	3.6	£ 2	Ħ	۲.7
		МІОІМ	FORMATION PAVENENT	9.6	11.0	7.8	8.5	7.89	2.0	9.6		10.5	9.5	8.4	10.8	Ħ	10.6
			RO W	21.0	28.5	=	12.0	24.0	±	22.0	·	35.4	25.1	9.3	12.5	=	21.5
	TORY	DESIGN	SPEED	5. 7.	65	a	נו	=	=	. =	± .	=	¥	45	65	=	=
	'ENT		: <u>#</u>	Flat	=	.	±	H1 11 y	Flat	Moun- tan bus	F) a t	± 1	Нілу	Moun- tan	Flat	E	E
	<i>></i>		DISTANCE TERR	05.	62	95	2.5	8	29	2	ω	23	99	132	5	28	6
	ROAD INVEN		LINK	3-158	160-5	5-59	9-65	5-94	94-3	3-2	161-5	53-1	1-52	52-7	2 -91	1-16	1-115
			NG.	5 10500	003016	003017	003018	910500	003020	003021	003022	003023	003024	003025	003026	003027	003028

	1	Γ-	7		i	·	I	- 1		I	1	-	-		7		•		-т		
[Page/3		REMARKS						Z					. *							
									FLAN											-	
		70 OF	COLVERTS	· ·	124	23	:	80 80													
CE	2	П	*																		
PROVINCE	N.W.F.P.	BRIDGE	_		0	0															
	-	BC8405	C.8.R	J	13	22	- 1	Т	·				ļ			-+	J.,			-	
		l or	<u>†</u>		Fair	Fairly	Sair								+	1					
		ľ	BASE SUBBASE SURFACE		15	0	38	23							1						
		DEPTH	945E \$, <u>.</u>	12	5.5	15	13													
			PAVEMENT		0 0	2.5	3.0	2.5													
					Double	Trip-	=	Double													
		-	FORMATION PAVEMENT SURFACE		7.1	80 11 11	3.6	6-1 I						,					•		
		WIDTH	PINATION PA		9.8		7.6	8													
			R.O.W 170	·	18.6 9	2.6	11.5 7	26.0 B									·				
	<u> </u>	<u>i</u>	SPEED		07	65	25]	65	-											-	
	0				Moun- tan1-		Moun- tani-2														·
	N. Z		DISTANCE TERRAIN		88	35 F	82 22 0 4 3	23		 			``-								
	ROAD INVENTORY		CIRK DI		115-90	52-8	8-89	116-115	7								-				
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			740.		003029	003030	003031	003032	N 0	00000				:			*.		:		
L				<u>. </u>	<u> </u>		J			1.											
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		REMARKS					U/C L = 105 km	tion				RC=1	RC=6		Completion 6/84 RC=13			RC=2	RC=4		U/C 19 km RC=9	Completion 6/85	U/C 10 km				
AN	No, 0F	COLVERTS	1	95		228		1223		205		221	191	1 1 2	655		287	35	4 2	234		172		474			
PROVINCE BALUCHISTAN	BRIDGE	. A	7	33.1007.9-10.0	5	24.161 82-10.6	20	20-745.4-23.8	Ċ	23-3911.0-16.4	0		2 55-587:7-8.3		25 10.8	Ċ.	35-70 4.6-5.5	22-9442-n.9	-α	23-242 4.7-13.2							
	SUBGRADE		×.	. 1		= ;		= ,		11		п	. =		E		ш	. .		ш		ī.	1		· · · · · · · · · · · · · · · · · · ·		=
	сонділан	SURFACE		Fair	,	=				=		Poor	=	,,	Poor	-		Poor		Fair	Very	Por		=	ć	0	=
		SUBBASE	E C	0		8		th.		=			. #.		и		11	п		#		47		7			0
	DEPTH	BASE	E 0	20				=	2	= .		. =	L				.a.	23		18		5		23	c		80
		PAVEMENT	E 0	2.5				=		=		=			Ξ.		=	. = .		3.5		0.		2.5			0
	TYPE OF	SURFACE	i	minous				*		=		=	<u> </u>		=	:	=	Double		ripple	· · · ·	Gravel	11tum-	\rightarrow		370707	Grave1
		PAVEMENT	B	5.0		3.8						6.1	1.		7 7		7.7	8.1	1	5.6		3.6	-14	-			=
	WIDTH	FORMATION F	8	0.1		9.4		e r		9.8		ω. ω.	IV.				1-1	9.0		9.6		9.0	-	7.3			
		R.O.W 1	B			יט				ш.								0.00				3.0		12	. (2	
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N N		ш	E	85	¥-	11.	<u>></u>	293		69		144	131		210		175	871		163 8		217	;	189		T	366
ROAD INVENTORY		LINK		151-114 6	:	114-44 7		44-110		110-43		1 07-64	67-07		153-96	. :	07-96	154-45	7	45-40		40-41		41-162	Ç	T	42-51
		o Z		254001		254005		254003		254004		254005	554006		504007		504008	654009		.654010		004011		004012	, O O		710700

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N	STAN	No OF	COLVERTS			7												
	PROVINCE BALUCHISTAN	BRIDGE	3				1.5											
	PROVIN BA		ب	}														
		NEGRADE	SURFACE C.B.R	 .R	ı.	 ٥ و					• • • • • • • • • • • • • • • • • • •	,						
		NOTIONO	SURFACE	· · ·	Poor	_												
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		TYPE OF	SURFACE PAYEMENT		Gravel	 _									1			
			PAVEMENT	E O	3.6	=												
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			R.O.W	Ė	16.7	 33.4												
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	ENTORY		TERRAIN		Flat	-	,	ES 13	Flat	_		Mounta	Hilly					
	>NI		DISTANCE	Х E	328	118	230	530			, r	22	272			<u> </u>		
	ROAD		X X		44-112	112-111	111-46	110-112	114-113	113-46	111 - 118	41-96	76-54					
			10		004015	910400					120,700							