

Appendix 2. List of Construction Equipment

Inventory of Construction Equipment, NLC

<u>S/No.</u>	<u>Items</u>	<u>Q'ty Purchased</u>
1.	Dozer D-50A-16 Komatsu Std. with Angle Dozer	12
2.	Dozer D-80A-18 Komatsu Std. with Angle Dozer	12
3.	Dozer Shovel OS-6 Komatsu Std. with Std. Bucket	4
4.	Motor Grader GD605A Komatsu Std. with Scarifier	12
5.	Motor Scraper WS23S Komatsu Std.	10
6.	Excavator Model PC02 Komatsu Std.	6
7.	Soil Compactor WF22A Komatsu Std.	6
8.	Wheel Loader W-70	22
9.	Sakai Vibrating Roller Model SV-90A	15
10.	Kawasaki Tyre Vibratory Roller Model KVR-7	12
11.	Kawasaki Tyre Roller Model KR-20C	5
12.	Hotta Asphalt Distr Model DRGH-60	4
13.	Niigata Chip Spreader Model NCS-180	2
14.	Niigata Aggregate Spreader Model NS-45B	2
15.	KYC Portable Type Batching Plant Model PKNRA-100 UBP	1
16.	Niigata Asphalt Plant Model NP-1000A	1
17.	Niigata Asphalt Paver Model NF221V	3
18.	Hotta Rd Maint Car Model HUMMA-40	3
19.	Toyo's Sinker Model TY-16	8
20.	Hino Model ZH-100CBU Water Tanker with Spray Bar	20
21.	Hino Model ZM101E CBU 15 Ton Rear Dump Trk	50
22.	Hino ME345E Tractor CBU Trk with 25 Ton Semi Tr	6

Source: National Logistic Cell

Inventory of Road Construction Equipment Plants in Punjab Highway Department

Highway Circle Lahore

Sl. No:	Name of Machine	Make	Model	Highway Division Lahore		Road Construction Division Shahdara		Highway Division Kasur		Highway Division Gujranwara		Highway Division Shekhpura		Highway Division Sialkot		Grand Total	Remarks	
				W/O	Total	W/O	Total	W/O	Total	W/O	Total	W/O	Total	W/O	Total			W/O
1	2	3	4	5	6	7	8	9	10	11	12							3/82
				W/O	Total	W/O	Total	W/O	Total	W/O	Total	W/O	Total	W/O	Total	U/S	Total	
1.	Bulldozer	S-650 Romania	1969	1	1	1	1									1	2	3
2.	Concrete Mixer	Parker	1953														1	1
	"	Ottokaiser	1960														1	1
3.	Road Roller (Diesel)	Irviga	-														1	1
	"	Shahzore	1976														1	1
	"	"	1980-81														4	4
	"	"	1970/72	2	2	4	4									10	10	
	"	China	1951	1	1	1	1	1	1	2	3	2	5					
	"	Malcommore	1969/70	2	2	7	8	9	9	2	9	8	45					
	"	Romania	-														1	
	"	Ittefague	1969														3	
	"	Yugostavia	1968	1	1	2	2										1	
	"	Skoda	-														1	
	"	Bed Ford	-														1	
	"	Ruthmeyer	-														1	
	"	A.B. Ford	1950-52	1	1	1	1										1	
	"	Gallion	-														1	
	"	Zedda (U.S.A.)	-														4	
	"	U.S.A.	1950														1	
	"	Polimax	1969-70														5	
	"	Hamn	1961														3	
	"	England	1973														1	
	"	Peland	1964/69	2	2												2	
	"	Australia	-														1	
	"	Fedroma	1971														1	
	"	Czech	-														1	
	Road Roller Hand Guided S/D Drum																2	
	Road Roller (Vibratory)																2	
	"	China	1974			3	3										3	
	"	Russian	1975			1	1										2	
	"	Cr. 415 Richer	-														1	
	Road Roller (Pneumatic tired)	CP. 10 Romania	1969			4	4										6	
	"	Bristol	1967														2	
	"	Marshall	1945	2	2												4	

1	2		3	4	5		6		7		8		9		10		11		12		
	W/O	U/S			Total	W/O	U/S	Total	W/O	U/S	Total	W/O	U/S	Total	W/O	U/S	Total	W/O		U/S	Total
4.	Truck		Bedford	1960/76	2	4	6	-	-	-	1	1	1	3	4	2	1	3	5	9	14
	"		Leyland	1950	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
	"		Ford	1976	-	-	-	1	1	-	-	-	-	-	-	-	-	-	1	1	1
	"		Ford D-1211	1979	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	2
5.	Tractor IMT-558		Yugoslavia	1974	1	1	2	1	1	-	-	-	-	-	-	-	1	3	1	3	4
6.	Tar Boiler		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	3	3
7.	Water Tanker		Ford D-1211	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1
8.	Pick Ups / Jeeps / Cars / Wagons		Ford	1974	-	-	-	-	-	1	1	2	-	-	-	2	2	2	3	1	4
9.	Jeep		Naya Daur	1975	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1
	"		Nissan	1975	-	-	-	-	-	-	-	-	-	-	3	3	1	1	4	4	4
	"		Willeys	1959	1	1	2	1	1	-	-	-	-	-	1	1	-	-	2	3	5
	"		Volks wagen	1965	1	1	1	1	1	-	-	-	-	-	-	-	-	-	2	2	2
	"		Romunia M461	1973	-	-	-	-	-	-	-	-	-	-	1	1	-	-	-	1	1
10.	Car		Fiat	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1
	"		Renault	1975	-	-	-	-	-	-	-	-	-	-	1	1	-	-	1	1	1
	"		Volks Wagen	1965	1	1	1	-	-	-	-	-	-	-	-	-	-	-	1	1	1
	"		Datsun 120-y	1980	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1
11.	Wagon		Toyota	-	-	-	-	-	-	-	-	-	-	-	1	1	-	-	1	1	1

Highway Circle Rawalpindi

SL. No.	Name of Machine	Make	Model	Highway Division Gujrat		Highway Division Jhelum		Highway Division Rawalpindi		Highway Division Attock		R.C. Division Rawalpindi		Mach. Maint. Division Rawalpindi		Grand Total	Remarks			
				W/O	U/S	W/O	U/S	W/O	U/S	W/O	U/S	W/O	U/S	W/O	U/S			W/O	U/S	Total
1	2	3	4	5		6		7		8		9		10		11	12			
				W/O	U/S	Total	W/O	U/S	Total	W/O	U/S	Total	W/O	U/S	Total	W/O	U/S	Total		
1.	Asphalt Plant Air Compressor " " Ashurt Lorry	Barber Grene Germany International England	1962 1965 1951 1960	-	-	-	-	-	-	-	-	-	-	-	-	1	2	1	2	
2.	Bulldozer D-5 " D-6 " D-7 " TD-20 " T-180/D-521 " S-650	Caterpillar " " International Russian Romania	- 1951 1951 1961 1969 1969	-	-	-	1	-	-	-	-	-	-	-	-	-	1	1	1	2
3.	Bitumen Distributor	U.S.A.	1951	-	-	-	-	-	-	-	-	-	-	-	-	1	1	-	1	
4.	Crane (Mobile) 3 Ton " (Crawler type) 10 Ton " 10 Ton " 20 Ton	U.S.A. Lime U.S.A. Bay City P & H	1951 1951 1951 1965	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	
5.	Dump Truck Dumper Self Loading Dumper J-4	U.S.A. Hungary Bed Ford	1951 1972 1960	-	-	-	-	-	-	-	-	-	-	-	-	4	4	4	4	
6.	Generator 220-440 " 110-220	International U.S.A.	1951 1951	-	-	-	-	-	-	-	-	-	-	-	-	5	5	5	5	
7.	Loader A-944	Caterpillar	1960	-	-	-	-	-	-	-	-	-	-	-	-	1	1	-	1	
8.	Motor Grader	International	1958	-	-	-	-	-	-	-	-	-	-	-	-	1	1	-	1	
9.	Paver Finisher	England	1962	-	-	-	-	-	-	-	-	-	-	-	-	1	1	-	1	
10.	Pusher M.R.S. " L.W-16	I.H. Letourneco	1951 1960	-	-	-	-	-	-	-	-	-	-	-	-	1	1	-	1	

1	2	3	4	5		6		7		8		9		10		11		12
				W/O	U/S	Total	W/O	U/S	Total	W/O	U/S	Total	W/O	U/S	Total	W/O	U/S	
11.	Road Rollers (Diesel)	Polimax	1964	11	3	3	2	2	1	1	2	1	1	1	1	20	20	
	"	Romania	1969/74	4	8	11	13	8	7	7	8	7	7	1	1	41	44	
	"	A.B. Ford	1952	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	"	Hamam	1963	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	"	Zetelmeyer	1952	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	"	Fedroma	1958	1	2	2	1	1	1	1	1	1	1	1	1	2	2	
	"	Skoda	1968	1	1	1	1	1	1	1	1	1	1	1	1	3	3	
	"	China	1974	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	"	Ford	1958	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	"	Gallian	1976	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	"	Shahzore	1980-81	1	1	1	1	1	1	1	1	1	1	1	1	10	10	New
	"	Shahzore	1944-45	1	1	1	1	1	1	1	1	1	1	1	1	4	4	
	"	Marshal	1944-45	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	"	Malcommore	1944-45	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	"	Perkin	1972	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Road Roller (Pneumatic tyred) C-P10	Romania	1972	8	2	2	2	1	1	1	1	1	1	1	1	10	14	
	Road Roller (Vibratory)	International	1974	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	" " Sheep's Foot	Pak-Made	1945	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	" " (Steam)	Marshal	1945	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Road Roller Hand Guided Single, Double/Drum	Czech	1945	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	"	Michigan	1945	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
12.	Snow Clearance Machine	Michigan	1945	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
13.	Trailer Lowbed 10 Ton	Germany	1965	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	" " High Bed 20 Ton:	U.S.A.	1951	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	" " 10 Ton:	U.S.A.	1951	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Trailer Prime Mover	G.M.C. U.S.A.	1951	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	" " L-200	International	1951	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	" " 3 Ton	Federal U.S.A.	1951	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
14.	Tractor	IMT-558	1975	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Tractor B-450	International	1965	1	1	1	1	1	1	1	1	1	1	1	1	1	1	

Highway Circle Sargodha

SL. No:	Name of Machine	Make	Model	Highway Division Faisalabad		Highway Division Mianwali		Highway Division Jhang		Highway Division Sargodha		Grand Total	Remarks
				W/O	U/S	W/O	U/S	W/O	U/S	W/O	U/S		
1	2	3	4	5		6		7		8		9	10
				W/O	U/S	Total	W/O	U/S	Total	W/O	U/S	Total	
1.	Bulldozer S-650	Romania	1970	-	-	2	-	-	2	-	-	4	-
	" TD-19	England	1952	-	-	-	-	1	-	-	-	1	1
2.	Concrete Mixer	Beco	1956	-	-	1	-	-	-	-	-	1	1
3.	Motor Grader	U.S.A.	1956	-	-	1	-	-	-	-	-	1	1
	" "	England	1940	-	-	-	-	1	-	-	-	1	1
4.	Pug Mill	England	-	-	-	-	-	-	1	-	-	1	1
5.	Road Roller (Diesel)	Romania	1969-70	14	-	8	11	-	17	-	17	50	50
	" "	Skoda	1970	1	-	1	-	-	2	-	2	4	4
	" "	Polimax	1962/70	2	-	1	1	-	2	-	2	6	6
	" "	A.B. Ford	1949-50	1	-	5	-	-	5	-	5	11	11
	" "	Perkin	1950	-	-	-	-	1	-	-	-	1	1
	" "	China	1974	-	-	-	-	2	-	-	-	2	2
	" "	Skahzore	1980-81	1	-	1	1	-	1	-	1	4	4
	" "	Czech	1966	-	-	-	-	1	-	-	-	1	1
	" "	Marshal	1950	-	-	1	-	-	-	-	-	1	1
	" "	Fedroma	1970	-	-	1	-	-	-	-	-	1	1
	" "	International	1949	-	-	1	-	-	-	-	-	1	1
	" "	Tendum	1968-69	-	-	-	-	-	-	-	-	1	1
	Road Roller (Vibratory)	Urus Peroni, Italy	1978	1	-	-	-	-	1	-	1	2	2
	" "	Russian	1970-74	1	-	1	-	-	1	-	1	2	2
	Road Roller Vibratory Toe Type	Pak-Made	1978	-	-	1	-	-	-	-	-	1	1
	Road Roller Hand Guided D/Drum	Czech	-	-	-	-	-	-	-	-	-	2	2

1	2	3	4	5		6		7		8		9		10		11		12		
				W/O	Total	W/O	Total	W/O	Total	W/O	Total	W/O	Total	W/O	Total	W/O	Total			
8.	Stone Crusher Scraper (Earth) Tee type	Leyland Woolharage	1951	-	1	-	1	-	-	-	-	-	-	-	-	-	1	1		
			1951	-	5	-	5	-	-	-	-	-	-	-	-	-	-	5		5
9.	Trailer	A/Westin	1951	-	3	-	3	-	-	-	-	-	-	-	-	-	3	3		
			1974	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-
10.	Tractor Tractor	Deutz IMT-558	1974	-	-	-	-	2	-	-	-	-	-	-	-	-	2	2		
			1974	1	1	1	1	-	-	-	-	-	-	-	-	-	-	-		
11.	Truck " " " " "	England Ford Ford D-1211 Bed Ford Mercedez Benz Chevrolet	1964	4	-	-	-	-	-	-	-	-	-	-	-	-	4	4	NHB	
			1974/77	-	-	-	-	1	-	-	-	-	-	-	-	-	1	1		
			1976	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-
			1962	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2		2
			1960	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2		2
			1964	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1		1
12.	Pick Ups / Jeeps / Cars / Wagons Pick Up "	Chevrolet Ford	1959	-	1	-	1	-	-	-	-	-	-	-	-	-	1	1		
			1973-74	2	2	4	1	2	2	5	-	-	-	-	-	-	14	14		
13.	Jeep " " " " "	Willeys Toyota Nayadaur Universal Russian Romania	1960-62	2	-	-	-	1	1	2	2	2	2	2	2	2	5	1	6	
			1969	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	1	
			1974	1	1	-	-	-	-	-	-	-	-	-	-	-	-	1	3	
			1968	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	
			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	
			1973	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	
14.	Car " " "	Renault Fiat Oppel Datsun 120-Y	1975	2	2	2	2	1	1	1	1	1	1	1	1	1	7	1	8	
			1974	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	1	
			1967	-	-	1	1	-	-	-	-	-	-	-	-	-	-	2	2	
			1980	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	
15.	Wagon (Power)	Dodge	1952	-	2	2	-	-	-	-	-	-	-	-	-	-	3	3		
				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-

Highway Circle Bahawalpur

SL. No.	Name of Machine	Make	Model	Highway Division Bahawalpur		Highway Division Bahawalnagar		Highway Division Rahimyarkhan		Mach: Maint: Division Bahawalpur		Grand Total	Remarks
				W/O	U/S	W/O	U/S	W/O	U/S	W/O	U/S		
1	2	3	4	5	6	7	8	9	10				
				W/O	U/S	Total	W/O	U/S	Total	W/O	U/S	Total	
1.	Asphalt Plant	White U.S.A.	-	-	-	-	-	-	-	1	-	1	1
2.	Bitumen Melting Tank	-	-	-	-	-	-	-	-	1	-	1	1
	Bulldozer D-7	Caterpillar	-	-	-	-	-	-	-	1	-	1	1
	" D-8	Caterpillar	-	-	-	-	-	-	-	1	-	1	1
	" ID-18A IH	International	-	-	-	-	-	-	-	2	-	2	2
	" S-650	Romania	1969	-	-	-	-	-	-	6	-	6	6
3.	Crane	Baycity	1951	-	-	-	-	-	-	1	-	1	1
	" (Shovel)	Hercules	-	-	-	-	-	-	-	1	-	1	1
	Concrete Vibrator	Pak-Made	-	-	1	-	-	-	-	-	-	1	1
	Concrete Plate Vibrator	Pak-Made	-	-	-	-	-	-	-	1	-	1	1
4.	Dump Truck	Ford	-	-	-	-	-	-	-	3	-	3	3
	" " (Self Loading)	Hungary	1973	-	-	-	-	-	-	3	-	3	3
5.	Fuel Tank	Pak-Made	-	-	-	-	-	-	-	1	-	1	1
6.	Motor Grader	International	-	-	-	-	-	-	-	1	-	1	1
	" "	Caterpillar	-	-	-	-	-	-	-	1	-	1	1
7.	Paver Finisher	Ford	-	-	-	-	-	-	-	1	-	1	1
8.	Road Roller (Diesel)	Romania	1969-70	7	5	4	4	4	4	14	30	30	30
	" " "	Polimax	1962-64	-	-	-	-	-	-	14	16	16	16
	" " "	Ruthmeyer	-	-	-	-	-	-	-	6	6	6	6
	" " "	Hamn	1962-63	1	-	-	-	-	-	6	7	7	7
	" " "	China	1970-72	-	-	-	-	-	-	2	2	2	2
	" " "	Skoda	1967-69	-	-	-	-	-	-	2	2	2	2
	" " "	Marshal	1945-50	-	-	-	-	-	-	2	2	2	2
	" " "	Perkin	1945-50	-	-	-	-	-	-	1	1	1	1
	" " "	Sharzore	1980-81	-	-	-	-	-	-	-	4	4	4
													New

1	2	3	4	5		6		7		8		9		10
				W/O	U/S	Total	W/O	U/S	Total	W/O	U/S	Total	W/O	
	Road Roller (Vibratory)	Stoda	-	-	-	-	-	-	-	-	-	-	-	
	" "	Urss Peroni Italy	1978	-	-	-	-	-	-	-	-	-	-	
	Road Roller Vibratory Toe Type	Pak-Made	1972	-	-	-	-	-	-	-	-	-	-	
	" " Sheep's Foot	Pak-Made	-	-	4	-	-	-	-	-	-	-	-	
	Road Roller Hand Guided D/Drum	Czech	-	-	-	-	-	-	-	-	-	-	-	NHB
9.	Stone Crusher	Grunder	-	-	-	-	-	-	-	-	-	-	-	
	" "	Hurcolse	-	-	-	-	-	-	-	-	-	-	-	
10.	Scraper Toe Type	Caterpillar	-	-	-	-	-	-	-	-	-	-	-	
	" "	England	-	-	-	-	-	-	-	-	-	-	-	
11.	Trailer Low Bed	U.S.A.	-	-	-	-	-	-	-	-	-	-	-	
	Trailer	U.S.A.	-	-	-	-	-	-	-	-	-	-	-	
12.	Tar Boiler Automatic	Pak-Made	-	12	15	-	15	-	-	-	-	-	28	
13.	Truck Tractor Prime Mover	Russian	1979	-	-	-	-	-	-	-	-	-	-	
14.	Truck	Chevrolet	1964	-	-	-	-	-	-	-	-	-	-	
	" "	Leyland	1950	-	-	-	-	-	-	-	-	-	-	
	" "	Commer	-	-	-	-	-	-	-	-	-	-	-	
	" "	Bed Ford	1960	2	1	-	1	-	-	-	-	-	-	
	" "	Germany	1964	1	-	-	-	-	-	-	-	-	-	
	" "	International	-	-	1	-	1	-	-	-	-	-	-	
	" "	Ford	1964	-	-	-	-	-	-	-	-	-	-	
	" "	Ford D-1211	-	-	-	-	-	-	-	-	-	-	-	NHB
15.	Tractor	International	1965	-	-	-	-	-	-	-	-	-	-	
	" "	IMT-558	1974	-	1	-	1	-	-	-	-	-	-	
	" "	Deutz	1974	-	1	-	1	-	-	-	-	-	-	
	" "	Ford	-	-	-	-	-	-	-	-	-	-	-	

1	2	3	4	5		6		7		8		9		10
				W/O U/S	Total	W/O U/S	Total	W/O U/S	Total	W/O U/S	Total	W/O U/S	Total	
16.	Water Pump	PECO	-	-	6	-	6	-	-	2	-	2	-	8
	"	U.S.A.	-	-	1	-	1	-	-	-	-	1	-	1
17.	Water Tank Toe Type	Pak-Made	-	-	-	-	-	-	-	-	-	-	-	1
	Water Tanker	Ford D-1211	-	-	-	-	-	-	-	-	-	-	-	1
	<u>Pick Ups / Jeeps / Cars</u>													NHB
	Pick Up	Ford	1974	1	-	-	-	-	-	-	-	-	-	1
	Jeep	Willeys	1956-68	1	1	2	2	2	2	1	1	1	1	6
	"	Nayadour/Nissan	1964/75	1	1	1	2	2	2	1	1	4	4	4
	"	Wagoner	-	-	-	-	-	-	-	-	-	-	-	1
	"	Land Rover	-	-	-	-	-	-	-	-	-	-	-	1
	"	Romania	1973	1	1	1	1	1	1	1	1	1	1	2
	Car	Renault	1975	1	1	1	2	2	2	-	-	4	4	4
	"	Datsun 120Y	1980	1	-	-	-	-	-	-	-	-	-	1
														New for SE

Highway Mechanical Circle Lahore

SL. No:	Name of Machine	Make	Model	Mach: Maint. Division Lahore		Highway Division Murdke		Highway Mech: Division Rawalpindi		Grand Total	Remarks
				W/O U/S	Total	W/O U/S	Total	W/O U/S	Total		
1	2	3	4	5	6	7	8	9			
1.	Asphalt Plant (Small) Asphalt Plant	Pak-Made Ammann	1974 1975	1 -	1 -	- 1	- 1	- 1	- 2	1 2	
2.	Air Compressor " " " "	S.K.W. International Balma, Italy	1980	1 - -	1 - -	- - 1	- - 1	- - -	1 1 1	1 1 1	
3.	Ashurt Lorry " " Ashurt Tank with Bitumen Pump	Ford Bed Ford -	- 1965 -	1 - -	1 - -	- - -	- 1 1	- 1 1	1 1 1	1 1 1	
4.	Aggregate Spreader Trailer mounted	-	-	2	-	-	-	-	2	2	
5.	Bulldozer D-8K " S-650 " D-6 " D-7 " T-180	Caterpillar Romania Caterpillar " Russian	1978 1970 1956 - 1969	3 - - - -	3 2 1 1 1	- 6 1 1 1	- 8 1 1 1	2 1 - - -	5 7 1 1 1	5 9 1 1 1	
6.	Bitumen Sprayer (Truck Mounted) Bitumen Burner Bitumen Transfer Pump Bitumen Storage Tanker	International Ornico - CL-Ermont	- - - -	1 2 4 1	1 2 4 1	- - - -	- - - -	- 2 4 1	1 2 4 1	1 2 4 1	
7.	Crane 20 Ton " 7.5 " " 3.5 " " 8 " " 23.5 " " " Excavator (Hydraulic)	Lorraine Bayer Federal Hydrocoone Pinguely Savien F.W.D. U.S.E.P.P. U. S.E.P.P. Ford H.S.	- - - 1978 - 1960 1958 -	1 1 1 2 1 - - -	1 1 1 2 1 - - -	- 1 - - - - 1 1	- 1 - - - - - 1	- - - - - - - 1	1 2 1 2 1 1 1 1	1 2 1 2 1 1 1 1	

1	2	3	4	5		6		7		8		9
				W/O	U/S	Total	W/O	U/S	Total	W/O	U/S	
8.	Dumper	Saurer	1975	-	-	8	-	-	-	8	-	8
	"	Gremo	1977	-	3	-	11	1	12	14	1	15
	"	Super White	-	-	-	-	-	-	-	-	1	1
	"	Hungary	1973	-	-	-	-	1	1	-	1	1
	"	Burllet	-	-	-	-	2	-	2	2	-	2
	"	Ford D-1211	-	-	-	-	3	-	3	3	-	3
9.	Fuel Tanker with Pump	Ford D-1211	-	1	1	-	-	-	-	2	-	2
10.	Generating Set 45 K.W.	Siemens	1976	-	1	-	1	-	1	2	-	2
	" " 200 K.W.	Cumins U.S.A.	1977	-	1	-	1	-	1	2	-	2
	Generating Set Coupled with Bed Ford Engine 10 K.W.	Siemens	1976	1	-	-	-	-	-	1	-	1
	Generator	Pak-Made	-	1	1	-	-	-	-	1	-	1
11.	Greasing Unit	U.S. E.P.P.	1958	-	-	1	-	-	-	1	-	1
12.	Loader Front End	Czech	1975	-	-	2	-	2	2	2	-	4
	Loader (F-9, Fyderma)	Dan Power	1978	-	-	4	-	-	-	4	-	4
	"	J.C.B. 413	1975	-	-	-	3	-	3	3	-	3
13.	Motor Grader	A.B. Ford	1978	1	-	-	-	1	1	2	-	2
	"	Clark	1978	-	-	1	-	-	-	1	-	1
14.	Paver Finisher	Simesa	1975	-	-	1	-	1	1	2	-	2
15.	Road Roller (Diesel)	China	1975	1	-	2	-	-	-	3	-	3
	"	Shahzore	1976	-	1	-	-	-	-	1	-	1
	"	Romania	1969	-	-	-	2	-	2	2	-	2
	Road Roller Pneumatic Tyred	Czech	1972	-	-	1	-	1	1	2	-	2
	"	Hamm	1978	-	-	1	-	-	-	1	-	1
	"	Romania C-P10	1969	-	-	2	-	-	-	2	-	2
	"	Richer 11 Wheel: C-788	-	-	-	1	-	-	-	1	-	1
	"	Richer 7 Wheel: C-791	-	2	2	-	-	-	-	2	-	2
	Road Roller Vibratory	Urus Peroni, Italy	1978	1	1	-	2	-	2	9	-	9
	"	Russian	1972	-	-	-	-	1	1	1	-	1
	"	Richier CV-415	-	-	-	1	-	-	-	1	-	1
	"	Pak-Made	1972	-	-	1	-	-	-	1	-	1
	"	Vibratory Toe Type	-	-	-	-	-	-	-	-	-	-

1	2	3	4	5		6		7		8		9
				W/O	Total	W/O	Total	W/O	Total	W/O	Total	
16.	Road Marking Machine	Swiss, Hydro Cobia	-	-	-	1	1	-	-	1	1	
17.	Sand Blasting Unit	England	1978	1	-	-	-	-	-	1	1	
18.	Scraper Elevating	WABCO	1975	4	-	-	-	-	-	4	4	
	"	Fiat Allis	-	2	-	-	-	-	-	2	2	
	" Motorized	Clark	1978	-	3	-	-	-	-	3	3	
	" " T-200	Czech	1974	-	-	4	2	6	4	2	6	
	" "	Eu-CLMD	1960	-	-	-	1	1	1	1	1	
	" Toe Type	Pakistan	1976	-	-	6	6	-	-	6	6	
19.	Tractor Agri: Type	IMT-558	1974	3	5	2	7	3	3	11	2	13
	" "	Massy Ferguson	1966	-	-	1	1	-	-	1	1	
20.	Tractor Trailer	Dodge	1961	1	-	-	-	-	-	1	-	1
	Truck Trailer	Russian	1979	1	1	-	-	-	-	1	-	1
	" "	Berliet	-	1	-	-	-	-	-	1	-	1
	Truck Tractor	Nissan	1979	1	1	1	1	-	-	2	-	2
21.	Truck	Ford	1976	2	2	2	2	1	1	5	-	5
	"	Bed Ford	1964/76	3	3	-	-	-	-	3	-	3
	"	Nissan	1980	2	2	-	-	-	-	2	-	2
	"	Leyland	1956	-	-	1	1	-	-	-	1	1
22.	Tar Boiler/Kettels	U.S. E.P.P.	-	-	-	2	2	-	-	2	-	2
	Tar Boiler	Pakistan	-	-	-	-	-	1	1	1	-	1
	Tar Kettel	Pakistan	1980	-	-	2	2	-	-	2	-	2
23.	Water Lorry/Tanker	Ford D-1211	-	1	-	-	-	1	1	2	-	2
	Water Lorry	Ford	1976	-	-	3	3	-	-	3	-	3
	Water Tank	Pakistan	-	-	-	-	-	2	2	2	-	2
24.	Water Pump with Diesel	PECO	-	4	-	1	1	1	1	6	-	6
25.	Work Shop Lorry	England	-	-	-	1	1	-	-	1	-	1

1	2	3	4	5		6		7		8		9
				W/O	U/S	Total	W/O	U/S	Total	W/O	U/S	
	Pick Ups / Jeeps / Cars / Wagons											
26.	Pick Up	Ford	1974	2	-	2	-	1	1	4	1	5
	" "	Awami	-	-	1	1	-	-	-	-	1	1
27.	Jeep	Land Rover	1970	1	-	-	-	-	-	1	-	1
	" "	Naysdaur	1975	2	-	-	-	-	-	2	-	2
	" "	Willeys	1962	1	-	-	-	-	-	1	-	1
28.	Car	Renault	1975	4	-	4	-	1	1	5	-	5
	" "	Toyota	1969	2	-	2	-	-	-	2	-	2
	" "	Opel	1964	-	-	-	-	-	1	-	1	1
	" "	Volks Wagen	1965	-	-	-	1	1	-	-	1	1
	" "	Datsun 120Y	1980	1	-	1	-	-	-	1	-	1
29.	Wagon	Toyota Hi Ace	1970	-	-	-	1	1	-	-	1	1
												New for SE

Source: Punjab Highway Department

Inventory of Construction Equipment Sind Highway Department

Statement Showing the Details of Road Making/Earth Moving
Machinery Received by the Highway Dept:
Hyderabad Sind since 1970 to Date.

S.NO.	Name of Machine	Country of Origin	Year of Purchased	Q'ty Received	Remarks
1.	2.	3.	4.	5.	6.
1.	Road Rollers 8 to 10	Romanie.	1971	15 Nos.	These Machines have been received from abroad countries and have been distributed among the Civil Divisions of Highway Deptt: Hyderabad Sind.
2.	Compressors.	- do -	"	2 Nos.	
3.	Excavators	- do -	"	2 Nos.	
4.	Rollers 10-12	- do -	1974	15 Nos.	
5.	Buldozers	- do -	1971	7 Nos.	
6.	Chinese Road Rollers	China	1973	44 Nos.	
7.	Static Road Rollers Skoda	Checheloua Kin.	1972/73	28 Nos.	
8.	Vibrator R/Roller VW2	- do -	1974	5 Nos.	
9.	Paver Finisher Demag	German	"	1 No.	
10.	Front Ent. Loader Settle Mayer	- do -	"	2 Nos.	
11.	Asphalt Plant Earmond	French	1975	2 Nos.	
12.	Vibratory Rollers VV4	Czech:	1974	10 Nos.	
13.	Tyred Rollers	- do -	"	2 Nos.	
14.	Sheep Foot Rollers	- do -	"	2 Nos.	
15.	Motorised Serapper	- do -	"	5 Nos.	
16.	Pelish Asphalt Plant.	Poland	1976	2 Nos.	
	Heater	- do -	"	2 Nos.	
	Dumper Poland	- do -	"	8 Nos.	
	Heating Tank	- do -	"	2 Nos.	
	Loaders	- do -	"	2 Nos.	
	Paver Finishers	- do -	"	2 Nos.	
	Generating Set	- do -	"	1 No.	
17.	Chines Rollers	China	1975	45 Nos.	
18.	Dumper Trucks	French	1976	2 Nos.	
19.	China Road Rollers	China	1977	16 Nos.	
20.	China Dumpers	- do -	1977	8 Nos.	
21.	China Jaw Crusher	- do -	1977	1 No.	
22.	China Crane 5 ton	- do -	1977	1 No.	
23.	Motor Crader Mitshobushi	Japan	1977	8 Nos.	
24.	Paver Finisher Hoes	- do -	1977	1 No.	
25.	Piat Buldozer BD-20	Italy	1978	7 Nos.	
26.	Gallion Motor Urader	USA	1979	6 Nos.	
27.	Barber Green Paver Finisher	USA	1979	1 No.	
28.	Mack Trailor	USA	1979	1 No.	
29.	Front End Loader	Japan	1979	1 No.	
30.	Elevating Sorapper Wabco	USA	1979	3 Nos.	
31.	Ford Truck	Pakistan	1976	4 Nos.	
32.	Shahz-or Road Roller	- do -	1976	22 Nos.	
33.	Awami Dumpers	- do -	1976	4 Nos.	
34.	Shahzoor Rollers	Pakistan	1977	20 Nos.	
35.	Universal Jeeps	- do -	1974	13 Nos.	
36.	Bed Ford Chasis	- do -	"	12 Nos.	
37.	Issuzu Chasis	- do -	"	15 Nos.	
38.	Zettle Tractors.	- do -	"	2 Nos.	
39.	I.M.T. Tractors	- do -	"	2 Nos.	
40.	Toyota Jeeps	- do -	"	6 Nos.	
41.	Vaulball cars	- do -	1973	9 Nos.	
42.	Bed Ford Trucks	- do -	1975	6 Nos.	
43.	Cutter	- do -	1975	1 No.	
44.	Shahzoor Road Roller	- do -	1980	4 Nos.	
45.	VV-100 Road Rollers	Czech	1981	9 Nos.	

Source: Executive Engineer,
Machinery Maintenance Division, Hyderabad.

Inventory of Construction Equipment NWFP Highway Department

Type	Year of Purchase	Maintenance Condition		
		WO	RA	US
Road Rollers	-	227	45	48
Tar Boilers	-	81	23	6
Premix Plants	-	11	-	-
Pay Dozers	-	11	6	-
Bulldozers	-	9	6	2
Motor Graders	-	6	3	1
Compressors	-	30	20	3
C. Mixer	-	10	2	3

Source: C & W, NWFP

Inventory of Construction Equipment Baluchistan Highway Department

S/No.	Name of Machine	Q'ty	Age	Remarks
1.	mitsubishi Motor Grader 125 HP	7	6 years	
2.	Mitsubishi Motor Grader 125 HP	6	3 years	
3.	Ursus Peroni Motor Grader 100 HP	10	4 years	
4.	Letrolence Warco Motor Grader 120 HP	7	20 years	
5.	D-8 Dozer Caterpillar	2	2 years	
6.	D-7 Dozer Caterpillar	8	4 years	
7.	Fiat 14-C Dozer	10	4 years	
8.	BTD-20 Dozer International Harvester	12	20 years	
9.	D-8 Dozer Caterpillar	2	20 years	
10.	D-7 Dozer Caterpillar	2	20 years	
11.	Narshal Road Roller	58	7 years	
12.	U. Amman Vibratory Road Roller	20	7 years	
13.	Romanian Rollers	8	10 years	
14.	Shazoor Rollers	5	8 years	
15.	Bitumen Distributors Savien Sen 8	8	4 years	
16.	Aggregate Spreader Savien Son 8	6	4 years	
17.	Front End Loader International Harvester	4	3 years	
18.	Black Hodge Terer Loader	2	2 years	
19.	Asphalt Plant Tanaka 30 Tons Capacity	1	4 years	
20.	Asphalt Plant Maderco 30 Tons Capacity	1	11 years	
21.	U. Amman Stone Crushing Plant 30 Ton Capacity	5	6 years	
22.	Mack Transporters 35 Tons	2	3 years	
23.	Nissan Transporters	2	1 1/2 years	
24.	Nissan Transporter	1	1/2 year	
25.	Compressor	4	11 years	
26.	Scraper Tenex Black Hodge	1	2 years	
27.	Scraper Fuchid	2	20 years	
28.	Excavator Black Hodge	2	2 years	
29.	Bed Ford Trucks	10	2 years	
30.	Ford Trucks	18	4 years	
31.	Polish Star Trucks	4	11 years	
32.	Hypo Leyland Trucks	16	20 years	
33.	Hino Water Bouzer	5	6 years	
34.	Ford Water Bouzer	8	6 years	
35.	Hippo Leyland Truck	1	20 years	

Source: C & W, Baluchistan

List of Machinery Compared to the Minimum Requirement

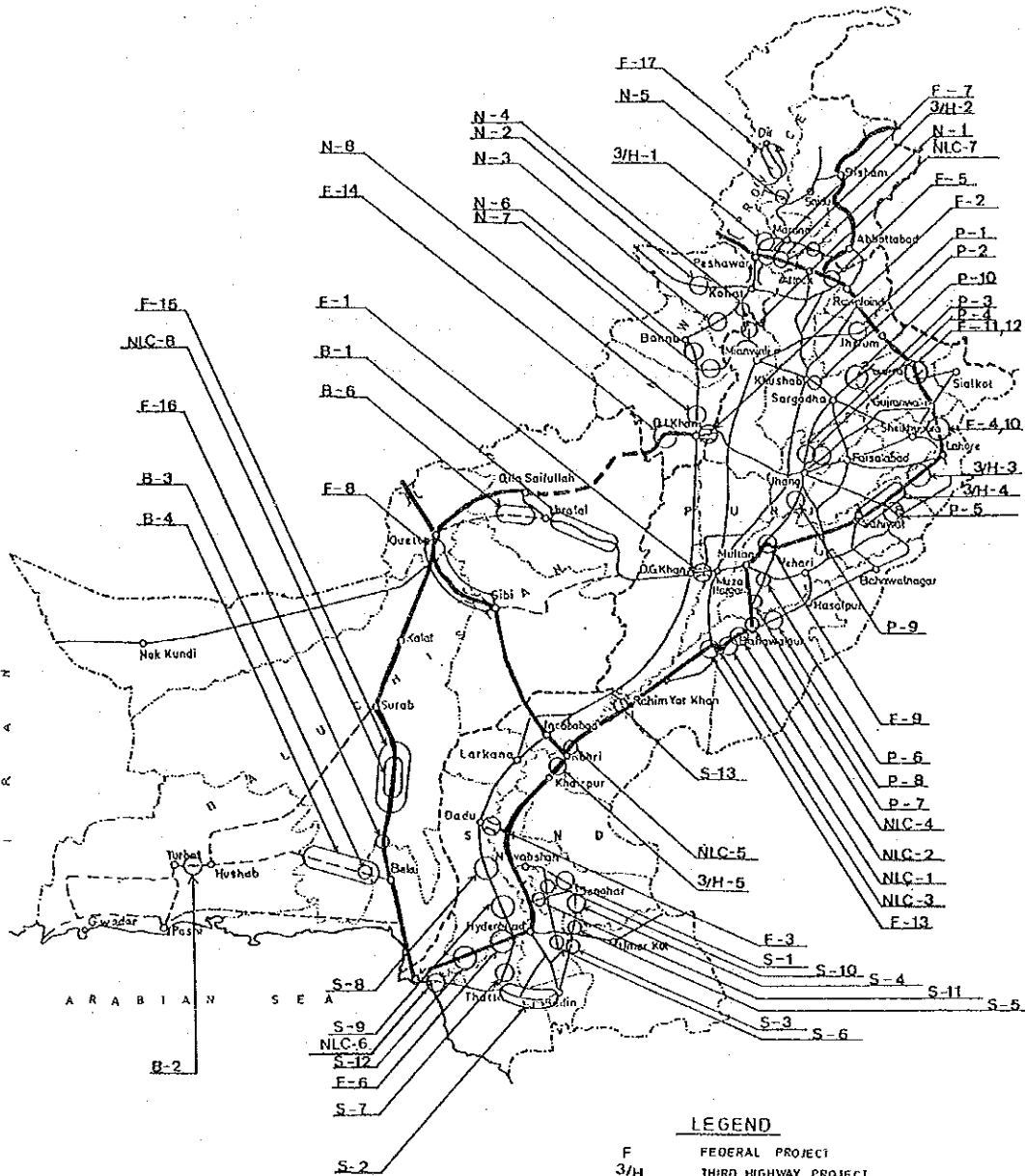
	Eqpt. Reqd.	Avail- able.	Remarks.
1. Roller, Smooth Wheel, Vibratory, 10 Ton	2	2	Taken from (C&W)
2. Roller, Tandem, Vibratory, 10 Ton	2	-	
3. Roller, Sheep/pad foot, vibratory 8-10 Ton	2	-	Can also be used as static.
4. Roller, Sheep foot, static 4-6 Ton	2	3	(Hired)
5. Roller, 3 Smooth Wheel, Static, 10-15 Ton	4	12	
6. Roller, Pneumatic tyred, 20 Ton	2	1	(15 Ton)
7. Loader, Front end, 3 cu.m.	1	2+2	Tractor Loader
8. Dumper (Tipper)	15	10*	**Nissan Trucks
9. Dumper (Tipper) for Asphalt	5	-	Plans to hire from (C&W).
10. Bull Dozer D-8	2	1	(D-4) Repairable
11. Motor Grader	2	1	Repairable
12. Ripper	2	2	
13. Water Tanker	2	2	
14. Asphalt Pressure Distributor	1	-	
15. Asphalt Plant	1	-	Plan to hire from (C&W)
16. Asphalt Paver	2	1	
17. Crusher cum screening Plant	1	-	
18. Scarifyer with Agricultural Tractor	2	2	
19. Frog-hammer/Plate vibrator with compressor	2	-	
20. Power - broom	1	-	
21. Tractors	12	12	(4 hired)

* Subject to the CPM to be worked out by the Contractor.

** The Contractor intends to use Nissan Trucks instead of Dumpers.

Appendix 3. List of On-going Road Project

**Location Map of On-going Road Project
(Cost More than 10 million Rs.)**



LEGEND

- F FEDERAL PROJECT
- 3/H THIRD HIGHWAY PROJECT
- NLC NLC PROJECT
- P PUNJAB HIGHWAY PROJECT
- S SINDH HIGHWAY PROJECT
- N NWFP HIGHWAY PROJECT
- B BALUCHISTA HIGHWAY PROJECT

**Summary Table of On-going Road Projects
(Cost More Than 10 million Rs.)**

Summary of On-going Project List (1) (Cost More than 10 million Rs.)

National Highway

Sr. No.	Name of project Type of work	Location Section	Traffic volume (ADT)	Initial Cost (Million Rupees)	Time required for imple- mentation	Date of Approval Actual date of commenc't	Expected date of comple- tion	Percent- age of comple- tion	1981/82 A.D.P. alloca- tion	Project appraisal	Authority responsible for :
F.1	Construction of road Bridge near Ghazi Ghat Over River Indus Construction of road Bridge	Ghazi Ghat Punjab Province District D.G. Khan & Muzaffargarh	Total Motorized Traffic 58 = 282,1981	260.017	5 years	1977 1977	6/83	43%	65.000	Result of Economic Analysis 1.33	a. M/O Communica- tions thru N.H.B. b. Punjab Highway Dept. c. - do -
F.2	D.I. Khan - Darya Khan Bridge Construction of new bridge	D.I. Khan, District NWFP, 75Km down- stream of Chashma Barrage Length=2975ft. Width=28ft.	Year 1985 Truck 291 Bus 103 Car 168	218.369 incl. 40 mil. F.E.	80 months	11/78	6/85	30%	50.000	IRR 10.17%	a. M/O Communica- tions b. C&W Dept. of NWFP thru contractor c. C&W Dept. of NWFP
F.3	Construction of new bridge across river Indus between Dadu and Moro Pre-stressed concrete bridge	About 10/Km away from Moro Town (Sind)	Bus 52 Car 26 By Ferry	303.178 incl. 12.438 million F.E.	7 years	18.10.76 3/76	30.6.82	92%	59.420		a. M/O Communica- tions b. Irrigation Dept. c. C&W Dept. of Sind
F.4	Cons. of new carriage way along National H/ way from mile 3/2 to 37/0 (existing GT Rd. except mile 6/0-12/0 Construction of new carriage way	District: Gujranwala Sheikhpura Lahore - Gujranwala	Year 1982 Car 2973 Bus 3247 Truck 3776	121.90	9 years	-	12/83	75%	16.000	1:6.7 width 12% dis- count rate 1:10 width 8% discount rate	a. M/O Communica- tions b. Punjab Highway Dept. c. - do -
F.5	Providing Carpeted carriage way each 24" wide mile 167/2 to C- in 210/2 of GT Rd. (Phase C Mile 169/4, 21/2 House Rawalpindi to Chablat Bridge 26.25 miles dual carriage way	Punjab province District Rawalpindi & Attock	6182 VPD	116.617	3 years	1978 6/76	6/84	28%	100.000		a. M/O Communica- tions thru N.H.B. b. Punjab Highway Dept. c. - do -

Summary of On-going Project List (2) (Cost More than 10 million Rs.)

National Highway

Sr. No.	Name of project Type of work	Location Section	Traffic volume (ADT)	Initial Cost (Million Rupees)	Time required for implementation	Date of approval Actual date of commencement	Expected date of completion	Percentage of completion	1981/82 A.D.P. allocation	Project appraisal	Authority responsible for : a. Sponsoring b. Execution c. Maintenance
F.6	Special repair Karachi-Hyderabad Super H/Way Providing levelling & wearing courses of asphaltic concrete over the existing surface	Sind Province Karachi Hyderabad Super Highway	9630 VPD	124.000	5 years	22.12.80 11/81	By the end of the year 1983-84	10%	23.780	B/C = 1.156	a. M/O Communications b. Sind Highway Dept. c. - do -
F.7	Nowshera - Peshawar Additional Carriage way New Road	N.W.F.P. Nowshera- Peshawar District Peshawar	Animal 547 Bicycle 468 M/Cycle 295 Car, Jeep 1803 M/Bus 286 Bus 1400 Truck 1099 Total 4883	132.384 incl. 14.703 F.E.	3 years	6/81	6/84	33%	23.780	B/C = 1.82	a. M/O Communications b. C&W Dept. of NWFP c. - do -
F.8	Improvement of Quetta Sibi Section of National Highway, N-65 9" thick granular over lay on existing chust, 15" thick granular base & subbase on widening portion & two coasts not surface dressing	Quetta Division of Baluchistan Province Quetta Sibi Mile (147- 221) N.H./way, N-65 Sibi	1981 Truck 459 Bus 44 M/Car 105 M/Cycle 24	71.82	3 years	Not yet approved 1981-82 expected	6/84	0%	--	B/C=1.4	a. M/O Communications b. C&W Dept. of Baluchistan c. - do -
F.9	Lahore-Multan Highway (Construction) Kabir-wala bypass Construction of 9.75 miles of 20' wide surface crossed bypass road	Kabirwala District Punjab Province	Cycle 355 Animal drawn M/Cycle 48 Car 156 Bus 161 Truck 623	14.539	18 months	6/75			5.00		a. M/O Communications thru NEB b. Punjab Highway Dept. c. - do -

Summary of On-going Project List (3) (Cost More than 10 million Rs.)

National Highway

Sl. No.	Name of project Type of work	Location Section	Traffic volume (ADT)	Initial Cost (Million Rupees)	Time required for imple- mentation	Date of approval Actual date of commenc't	Expected date of comple- tion	Percent- age of comple- tion	1981/82 A.D.P. alloca- tion	Project appraisal	Authority responsible for : a. Sponsoring b. Execution c. Maintenance
F.10	Providing & laying premix carpet 2" thick on GT Road from mile 3/6 to 37/4 Providing and laying 2" thick premix carpet	Shahdara Gujranwala Punjab province	M/cycle 1351 Car 5860 Bus 3506 Truck 4118	Original Scheme 21.987 Revised Scheme 30.235	For ori- ginal scheme 3yrs. For revised scheme 6yrs.	10.2.82	6/82	78%	15.000		- do -
F.11	Construction of Wazir- abad Bypass from mile 59 of GT Rd to new Chanab Bridge Construction of road (Bypass)	Gujranwala Division Wazirabad bypass (8.21) KM Punjab province		Original scheme 9.178 Revised scheme 18.674	Original scheme 6yrs. Revised scheme 8yrs.	1975-76	6/82	100%	0.900	Nil	- do -
F.12	Construction of road from new Chanab Bridge to Bhimber Nullah Gujrat (Bypass) Construction of road (Bypass) from Chanab Bridge to Bhimber Nullah	Gujrat City Gujrat bypass 7.25 miles Punjab province	1981 Car 767 Bus 15 Truck 1884	19.542	Original 2 yrs. 1st revised 3 yrs. 2nd revised 8 yrs. (1 year for remaining work)	18.3.82	30.6.82	75%	7.000	Economic Analysis 1.77	- do -
F.13	Widening, Raising & reconditioning of Nat'l Highway from Chanigoth to Trinda Mohammad Pannah Km. 759.9 to 773.4 Widening, Raising & Reconditioning of Highway	Bahawalpur Division Chanigoth -Trinda Mohammad Pannah 13.5 Km.	1980 Car 126 Bus 163 Truck 1277	11.110	2 years		6/82	10%	5.000	Benefit cost ratio 3.10	- do -
F.14	Improvement of Drazinda Moghalkot road NWFP (N50) Improvement and Widen- ing of the existing shingle road	N-50, NWFP 56.35 Km Darbana Drazinda Moghalkot Section		18.183 Revised 26.669	10 years	1974-75	1983-84	50%	1.745		a. M/O Communica- tions b. C&W Dept. NWFP c. - do -

Summary of On-going Project List (4) (Cost More than 10 million Rs.)

National Highway

Sr. No.	Name of project Type of work	Location Section	Traffic volume (ADT)	Initial Cost (Million Rupees)	Time required for implementation	Date of approval Actual date of commencement	Expected date of completion	Percentage of completion	1981/82 A.D.P. allocation	Project appraisal	Authority responsible for : a. Sponsoring b. Execution c. Maintenance
F.15	Construction of Wad-Kannar Section of RCD Highway Road construction incl. cross drainage structure	District Khuzdar Baluchistan Mile 134-198-64 mile		262.72	10 Years	1980 1972-73	Jun-Aug 1982	90%	33.600	B/C=1.4 IRR=17%	a. M/O Communications b. C&W Dept: Gov't of Baluchistan c. - do -
F.16	Construction of bridge over River Purali on Nat'l Highway (N-25) Construction of 17x60 span bridge with pile foundations, prestressed girder RCC Geck slab	Near Bala Baluchistan 112 miles from Karachi	1980 Truck 407 Bus 12 Car 22	0) 14.00 R) 23.36	3 years	0) 1979 R) Not yet approved 6/79	1983	50%			-- do --
F.17	Frontier Works Organization Project Construction of road & bridges of Chakdara Chitral Road	Chakdara Chitral Rd. 190 Km (Class 40) 37 Km (Class 24) NWFP	Truck 100 Jeep 50	0) 443.615 R) 443.615	--	1/73	30.6.82	--	37.103		a. M/O Communications b. FWO c. FWO

Summary of On-going Project List (5) (Cost More than 10 million Rs.)

Third Highway Project

Sr. No.	Name of project Type of work	Location Section	Traffic volume (ADT)	Initial Cost (Million Rupees)	Time required for imple- mentation	Date of approval Actual date of commenc't	Expected date of comple- tion	Percent- age of comple- tion	1981/82 A.D.P. alloca- tion	Project appraisal	Authority responsible for : a. Sponsoring b. Execution c. Maintenance
3/H 1	Third IBRD Highway; Peshawar-Charasadda Rd Reconditioning/ Rehabilitation	Peshawar - Charasadda 26.83 Km NWFP	3248 VPD	20.068	2 years	29.3.81 1981	29.9.81	52%	--	B/C=4.06 IRR=40.36%	a. M/O Communica- tion, Nat'l Highway Board. b. - do - c. M/O Communica- tion, Nat'l Highway Board thru Gov't of NWFP
3/H 2	Third IBRD Highway; Khatabad - Nowshera Rd Reconditioning/ Rehabilitation	Kharabad Nowshera 29.40 Km NWFP	2660 VPD	20.712	2 years	29.3.80 1980	29.9.81	63.182%	--	B/C=3.92 IRR=43.93%	- do -
3/H 3	Third IBRD Highway; Lahore - Pattoki Rd Reconditioning/ Rehabilitation	54.7 Km Lahore - Pattoki Punjab Province	Car 435 Bus 837 Truck 1582 2,861 VPD	147.897	3 years	26.6.80 1980	26.8.82	16.23%	--	B/C=3.07 IRR=34.3%	a. - do - b. - do - c. Through Punjab Highway Dept.
3/H 4	Third IBRD Highway; Pattoki - Sahiwal Rd Reconditioning/ Rehabilitation	83 Km Pattoki - Sahiwal Rd Punjab Province	Car 453 Bus 842 Truck 1524 VPD 2819	251.265	3 years	26.6.80 1980	26.6.83	11.81%	--	B/C=2.47 IRR=29.29%	- do -
3/H 5	Third IBRD Highway; Kot Digi - Rohri Road Reconditioning/ Rehabilitation	44.7 Km Kot Digi Rohri Sind Province	Year 1977 2693 VPD	108.500	2 years	30.3.80 21.11.81	6.3.83	--	--	B/C=2.19 IRR=28%	a. - do - b. - do - c. Through Highway Dept Sind

Summary of On-going Project List (6) (Cost More than 10 million Rs.)

NLC

Sr. No.	Name of project Type of work	Location Section	Traffic volume (ADT)	Initial Cost (Million Rupees)	Time required for imple- mentation	Date of approval Actual date of commenc't	Expected date of comple- tion	Percent- tage of comple- tion	1981/82 A.D.P. alloca- tion	Project appraisal	Authority responsible for : a. Sponsoring b. Execution c. Maintenance
NLC 1	Khanpur Mirchan Ahmadpur East Road Km 41 to 52 (11KM) Earth filling, subbase, base, surfacing and carpeting	Khanpur Mirchan Ahmadpur east (Km 41 to 52)	10000 Vehicles per day 5 tons to 50 tons transport- ors	23.200	1 year 3 months	11/81 11/81	2/83	40%	-	Not done	a. M/O Communica- tion b. H/Q Engineers NLC c. Highway Dept. Punjab
NLC 2	Bhawalpur-Ahmedpur East Road Km stone 19 to 27.5 (8.5Km) Earthfilling, subbase, base, surfacing and carpeting	Bhawalpur Ahmadpur east (Km 19 to 27.5)	- do -	21.494	9 months	1/81 1/81	10/81	100%	-	- do -	- do -
NLC 3	Bridge over Channigoth RCC bridge with founda- tion piles and piers	Km 757/9-10 on Nat'l Highway	- do -	2.998	1 year	5/81 5/81	5/82	75%	-	- do -	- do -
NLC 4	Bridge over Adamwahan RCC bridge with founda- tion piles and piers	MS-54 on Nat'l Highway from Multan	- do -	2.998	1 year	5/81 Not yet started	5/83	-	-	- do -	- do -
NLC 5	Bridges at Sukkar Barrage (Rohri, Nara & Mirwah) RCC Bridge with founda- tion piles & piers	Sind province 112.5m, 137.5m & 37.5m span bridge near Sukkar barrage over Rohri, Nara & Mirwah canals respectively	10000 volume of vehicles 5 yons to 50 tons	28.001	1 year for each bridge	30.4.81 5/81	5/82	Rohri 47% Nara 22% Mirwah 53%	-	- do -	a. M/O Communica- tion b. H/Q Engineers NLC c. Highway Dept. Sind

Summary of On-going Project List (7) (Cost More than 10 million Rs.)

NLC

Sr. No.	Name of project Type of work	Location Section	Traffic volume (ADT)	Initial Cost (Million Rupees)	Time required for imple- mentation	Date of approval Actual date of commenc't	Expected date of comple- tion	Percent- age of comple- tion	1981/82 A.D.P. alloca- tion	Project appraisal	Authority responsible for : a. Sponsoring b. Execution c. Maintenance
NLC 6	Landhi to Bin-Qasim Road Earthfilling subbase base carpeting, Light fittings	MS 9/5 to 21/2 (Karachi Port Bin Qasim) Sind	9000 VPD 10 tons 50 tons	63.898	1 ½ year	10/81 11/81	5/83	25%	-	- do -	a. M/O Communica- tion b. HQ Engineers NLC c. K.D.A.
NLC 7	Kalabagh-Shakerdra Road Rock blasting cutting filling bridges/cul- verts construction Metalling & surfacing	Km 0/0 to 40/0 (Kalabagh Sha- kerdra) Punjab Province District Mianwali	500 VPD would in- crease to 4000 VPD after road is complet- ed 3 tons to 5 tons vehicles	87.228	1 ½ year	2/82 2/82	8/83	-	-	- do -	a. M/O Communication b. HQ Engineers NLC c. Highway Dept. Punjab
NLC 8	Wad-Kamar road Project Subbase base, sur- facing provision of road signs	MS 150-15 ½, 153-162, 168- 174 & 175½- 180 total 21 miles Wad	1000 VPD It will increase to 5000 vpd after con- struction of road	20.508	6 months	11/81 12/81	1/82	30%	-	- do -	a. Gov't of Balu- chistan b. HQ Engineers NLC c. C&W Dept. Baluchistan

Summary of On-going Project List (8) (Cost More than 10 million Rs.)

Punjab

Sr. No.	Name of project Type of work	Location Section	Traffic volume (ADT)	Initial Cost (Million Rupees)	Time required for imple- mentation	Date of approval Actual date of commenc't	Expected date of comple- tion	Percent- age of comple- tion	1981/82 A.D.P. alloca- tion	Project appraisal	Authority responsible for : a. Sponsoring b. Execution c. Maintenance
P-1	Widening of Mandra- Chakwal Road Widening/Improvement	Highway Division Rawalpindi	Motorized 994 Non motor- ized 4	16.848	4 years	12.12.79 4/80	10/82	72.42%	7.000	N.A.	a. Gov't of Punjab b. Punjab Highway Dept. Lahore c. as b. above
P-2	Replacement of old Steel Trusses of Rail -cum- road bridge on River Jhelum near Khushab Repair	Highway Division Sargodha	Motorized 2093 Non motor- ized 143	11.757	1 year	N.A. 1980/81	In progress	77%	- do -	- do -	- do -
P-3	Widening/Improvement of Jhang Sargodha Rd Widening/Improvement	- do -	Motorized 1441 Non motor- ized 186	11.794	6 years	8/8/75 8/8/75	8/81	91.02%	2.200	- do -	- do -
P-4	Widening/Improvement of Jhang Chiniot Road Widening/Improvement	Highway Division Jhang	Motorized 1195 Non motor- ized 151	14.468	-	8.9.81 31.1.81	30.11.82	81%	8.100	- do -	- do -
P-5	Widening & Improvement of road from Okara to Depalpur Widening/Improvement	Highway Division Sahiwal	Motorized 1135 Non motor- ized 185	12.187	2 years	17.3.80 20.10.80	10/82	100%	7.000	- do -	- do -
P-6	Construction of missing link Khanawal Lodhran Rd (Section Qutabpur to Jhanian) Construction of Road		New Road	15.464	3 years	18.12.80 29.1.80	30.6.82	100%	7.000	- do -	- do -
P-7	Construction of miss- ing link Khanawal Lodhran Road (Section Rakanpur in Adamwahan) Construction of Road	Highway Division Multan	Motorized 168	18.931	3 years	18.12.80 30.6.80	30.6.82	100%	10.000	- do -	- do -

Summary of On-going Project List (9) (Cost More than 10 Million Rs.)

Punjab

Sr. No.	Name of project Type of work	Location Section	Traffic volume (ADT)	Initial Cost (Million Rupees)	Time required for imple- mentation	Date of approval Actual date of commenc't	Expected date of comple- tion	Percen- tage of comple- tion	1981/82 A.D.P. alloca- tion	Project appraisal	Authority responsible for : a. Sponsoring b. Execution c. Maintenance
P-8	Widening Raising & Reconditioning of State Highway (Bahawalpur to Hasilpur) Construction of road	Highway Division Bahawalpur	Motorized 477 Non motor- ized 23	17.300	2 1/2 years	27.4.81 9.6.81	30.6.82	100%	16.000	N.A.	a. Gov't of Punjab b. Punjab Highway Dept. Lahore c. as b. above
P-9	Restoration of Flood Damages on Jhang Kabirwala Road R.F.D.	Highway Division Multan	Motorized 1345 Non motor- ized 16	13.606	3 years	23.11.81 23.11.81	11/84	40%	0.500	- do -	- do -
P-10	Widening/Reconditioning of Kharian - Dinga - Mandi Bahauddin - Sarsodha Road Widening/Improvement of Road	Highway Division Gujrat	Motorized 1751 Non motor- ized 350	15.995	3 years	N.A. 8.80	4/83	91%	7.000	- do -	- do -

Summary of On-going Project List (10) (Cost More than 10 million Rs.)

Sind

Sr. No.	Name of project Type of work	Location Section	Traffic volume (ADT)	Initial Cost (Million Rupees)	Time required for imple- mentation.	Date of approval Actual date of commenc't	Expected date of comple- tion	Percen- tage of comple- tion	1981/82 A.D.P. alloca- tion	Project appraisal	Authority responsible for : a. Sponsoring b. Execution c. Maintenance
S-1	W/R of Nawabshah - Sanghar Road Improvement	District: Sanghar	160 commercial vehicles per day	19.716	2 yrs. for remaining work	16.12.80 10.10.76	1983/84	75%	2.000		a. Gov't of Sind b. C&W Dept. c. Sind Highway Dept - 6
S-2	Reconditioning of Badin Sujawal Thatta Road Improvement	District: Badin		10.034	2 yrs. for remaining work	15.1.81 12/79	1983-84	80%	2.500	Benefit cost ratio 2.596	- do -
S-3	W/R of Mirwah Digri Rd Improvement	District Tharparkar	150 commercial vehicles per day	15.023	- do -	21.3.79 1.2.79	1983-84	25%	2.000		- do -
S-4	Reconditioning of Sanghar Sindhri Road Improvement	District: Sanghar	140 commercial vehicles per day	12.313	- do -	20.4.80 22.6.79	1983-84	70%	1.500		- do -
S-5	Reconditioning of Sindhri Mirpurkhas Rd Improvement	District: Tharparkar	160 commercial vehicles per day	19.625	- do -	21.3.79 5.6.79	1983-84	25%	1.000		- do -
S-6	Reconditioning of Tando Allahyar to Tando Ghulam Ali Road Improvement	District: Hyderabad & Badin	328 commercial vehicles per day	12.446	- do -	16.3.80 20.12.75	1982-83	80%	2.000		- do -
S-7	W/R of Nat'l Highway Thatta Hyderabad portion W/R of Road	District: Thatta	Commercial vehicles Truck 700 Bus light 159 vehicles	19.837	5 years	16.10.79 79-80	6/83	24.53%	2.000	Benefit cost ratio 1.72	- do -
S-8	Improvement of Indus Highway widening the road 20' width and recondition- ing to total thickness 18	District: Dadu Between 104 114 of Indus Highway	Truck 330 Bus 70 L/vehicle & Jeep, etc 250	11.912	3 years	29.12.80 80-81	6/83	50%	3.000	Benefit cost ratio 0.19	

Summary of On-going Project List (11) (Cost More than 10 million Rs.)

Sind

Sr. No.	Name of project Type of work	Location Section	Traffic volume (ADT)	Initial Cost (Million Rupees)	Time required for imple- mentation	Date of approval Actual date of commenc't	Expected date of comple- tion	Percen- tage of comple- tion	1981/82 A.D.P. alloca- tion	Project appraisal	Authority responsible for : a. Sponsoring b. Execution c. Maintenance
S-9	Restoration of Rain Damages on Indus Highway Reconditioning of bridge construction of apprao- ches and repair to damaged roads	District: Dadu Between 14 to 30 of Indus Highway	Truck 250 Bus 70 L/vehicles car & jeep 179	10.271	3 years	30.12.81 1979-80	6/82	90%	3.010	Benefit cost ratio 9.19	a. Gov't of Sind b. C&W Dept. c. - do -
S-10	Reconditioning of Gupjani Shahdadpur Rd Improvement	District: Sanghar	100 commercial vehicles per day	12.6286	28 months to complete the work	15.9.81 1981	1983/84	8%	--		- do -
S-11	Reconditioning of Hala Shahdadpur Road Improvement	- do -	300 commercial vehicles per day	13.518	- do -	27.9.81 1981	1983/84	10%	--		- do -
S-12	S/R of Karachi - Hyderabad Super Highway 1st priority 52/0-92/0 = 64 Km Asphalt concrete.	83/2 - 147/2 Km Dadu and Thatta	Truck 2500 Bus 1250 L/vehicles 1250	46.118	3 years	25.9.80 1980/81	June, 80/81	30%			- do -
S-13	W/R of Ubauro Guddo Rd (31 Km) Bituminous Road, Embank- ment 4 ft average width to 18 ft pavement 16 ft thickness	District: Sukkur	Bus & Truck 200 Car/Jeep 300	19.492	4 years	16.10.79 12/79	12/83	40%	1.500		- do -

Summary of On-going Project List (12) (Cost More than 10 million Rs.)

NWFP

Sr. No.	Name of Project Type of work	Location Section	Traffic volume (ADT)	Initial Cost (Million Rupees)	Time required for imple- mentation	Date of approval Actual date of commenc't	Expected date of comple- tion	Percent- age of comple- tion	1981/82 A.D.P. alloca- tion	Project appraisal	Authority responsible for : a. Sponsoring b. Execution c. Maintenance
N.1	Construction of bridge over Bada Khawar in Mile-10 Swabi-Topi Rd New bridge over A Loading	Mile-10 Swabi-Topi Road District: Mardan	Tractor 60 Truck 100 Bus 66 Car 48	16.570	3 years	30.12.81 Not yet started	30.6.84	--	2.000	Not available	a. Provincial Gov't. b. C&W Dept. c. Executive Engineer, Highway Div., Mardan
N.2	Improvement of Kohat Thal Road (37.00 miles) Improvement and widen- ing	District: Kohat	Truck 187 Bus 329 Car 315	29.312	2½ years	22.2.78 17.3.81	30.6.83	44%	5.000	- do -	a. - do - b. - do - c. Executive Engineer, Highway Div., Kohat
N.3	Improvement of Kohat Bannu Rd, Phase-II, Mile, 76.85 (10 miles) Improvement and widen- ing	District: Kohat	Truck 482 Bus 366 Car 2100	12.473	2 years	2.2.82 31.1.81	30.6.83	59%	5.000	- do -	a. - do - b. - do - c. XEN, Highway Div. Kohat
N.4	Improvement & Black topping of Jatta- Shakardara Rd (23 miles) Improvement and Black Topping	- do -	Truck & Bus 112 Car 30	9.540	3 years	9.1.80 10.2.80	30.6.83	46%	3.500	- do -	- do -
N.5	Construction of Chakdara Bridge in mile 57 NCC Rd New Bridge/Class AA Loading	Mile 57 Nowshera Chakdara Rd Malakand Agency	Truck & Bus 40 Car 775 etc.	17.200	3 years	21.1.81 16.11.80	30.6.83	52%	8.000	- do -	a. - do - b. - do - c. C&D Div., Malakand
N.6	Improvement & Widening of D.I.Khan-Bannu Rd (23 miles) Improvement & Widening of Road	District: D.I.Khan	PCU's 7190	16.665	4 years	6.5.81 1980-81	30.6.84	25%	3.892	N.A.	- do -
N.7	Widening & Recondition- ing of Tajazai Lakkhi Baratang Rd (14 miles) (Mile 11/24) Improvement & Widening of Road	District: Bannu on interprovincial Road Lakkhi Marwat with Kalabagh	Car 183 Bus 98 Truck 191	10.865	3 years	6.5.81 1980-81	30.6.83	33%	3.000	- do -	- do -

Summary of On-going Project List (13) (Cost More than 10 million Rs.)

N W F P

Sr. No.	Name of project Type of work	Location Section	Traffic volume (ADT)	Initial Cost (Million Rupees)	Time required for imple- mentation	Date of approval Actual date of commenc't	Expected date of comple- tion	Percen- tage of comple- tion	1981/82 A.D.P. alloca- tion	Project appraisal	Authority responsible for : a. Sponsoring b. Execution c. Maintenance
N.8	Improvement/Widen- ing of Bannu-D.I.Khan Rd Section Tajazai Fezu (22 miles) Widening of 6.10 mile road way & improvement of Gradients	22 meters Highway between Bannu & Tajazai District: Bannu	Car 543 Bus 396 Truck 405	19.739	4 Years	16.11.81 1980-81	30.6.81	25%	4.000	- do -	- do -

Summary of On-going Project List (14) (Cost More than 10 million Rs.)

Baluchistan

Sr. No.	Name of project Type of work	Location Section	Traffic volume (ADT)	Initial Cost (Million Rupees)	Time required for imple- mentation	Date of approval Actual date of commenc't	Expected date of comple- tion	Percent- age of comple- tion	1981/82 A.D.P. alloca- tion	Project appraisal	Authority responsible for : a. Sponsoring b. Execution c. Maintenance
B-1	Construction of Loralai D.G. Khan Road Construction of Bitumi- nous Road on RCC Bridge	District: Loralai Mile 55/0 to 117/4 distance 62.5 miles	Passenger Bus 12 G. Truck 286 M/car 12 Tractor 10	130.000	Commenced in 1973 and shall be completed by June, 1984	24-25 Oct 1981	1984	60%	23.000	Not available	a. Gov't of Baluchistan b. C&W Dept. c. - do -
B-2	Construction of Turbat Hoshab Road Miles 2/0 to 14/0 Construction back topped Road with RCC Bridges	District: Turbat Mile 2/0 to 14/0 12 miles	Heavy vehicles 150 to 160 Light vehicles 80 to 100	16.500	4 years	1978/1979	6/1985	7%	4.000	- do -	- do -
B-3	Construction of Kanki Bridge It is Pile Foundation with RCC Columns, Castin- situ & prestress Gridders with RCC Slab cost in Situ	District: Bela Location Beal-Awaran Rd 2 mile from Bela Town	Passenger Bus 12 G.Truck 128 Jeep 5	10.900	Commenced since 1978 and shall be com- pleted by 6/1982	1978/1979	6/1982	20%	1.900	- do -	- do -
B-4	Bela-Awaran Road Construction of Bela- Awaran Road	District: Lasbela Mile 11/0 to 24/0 & 38/0 to 46/0 = 24 miles	Bus 10 G.Truck 30 Car 10	20.000	1 year	1980/81	6/84	--	1.500	- do -	- do -
B-5	Construction of Sibi Harnai Road Bituminous	District: Sibi Sibi-Harnai 60 miles	---	153.500	4 years	Unapproved new scheme is in pro- cess	--	--	1.000	- do -	- do -
B-6	Improvement of Ziarat Road 40 miles Construction and black topping of Roads	District: Loralai Mile 102/2 to 114/2 = 12 miles	Bus 4 Truck 22 Car 7 Jeep 11 M/cycle 11 M/Bus 6	17.900	3 years	1981/ 1981/82	6/85	N.A.	1.000	N.A.	- do -

Appendix 4. List of Expected Road Project

Punjab

Summary of On-going Project List (1) (Cost More than 10 million Rs.)

Sr. No.	Name of project Type of work	Location Section	Traffic volume (ADT)	Initial Cost (Million Rupees)	Time required for imple- mentation	Date of approval Actual date of commenc't	Expected date of comple- tion	Percent- age of comple- tion	1981/82 A.D.P. alloca- tion	Project appraisal	Authority responsible for : a. Sponsoring b. Execution c. Maintenance
P-1	Reconstruction of National Highway N-5 from Chowk Yateem Khana to Hudhars drain	Chowk Yateem Khana to Hudhars drain 19Km	4566 Nos./Day	55.152 million	36 months						Ministry of Communication Directorate General National Highways Communications & Works Deptt.
P-2	Construction of High Level Bridge over River Chenab near Talibwala.	Lahore Sargodha road near Talibwala Distt. Sargodha	85% per year = 1250	Rs. 270.295 million	60 months	1984-1985					Ministry of Communications Communications & Works Deptt. C&W Deptt.
P-3	Faisalabad Bypass from Lahore-Shahkot, Faisalabad Road to Faisalabad Jhang Road	Km 115 of Lahore-Shahkot motorized Faisalabad Road daily to Km 153 of Faisalabad Jhang Road Distt.		Rs. 39.24 million	36 months						Communications and Works Dept. Punjab Highway Dpt. Punjab
P-4	Beat Bridge between Borewala and Chishtian	Near the village Dula Aruka, Tehsil Chishtian and village Sakuke of tehsil Burewala on the Bank of River Sutlej District		Rs. 66.42							Communications and Works Dept. Punjab Highway Dpt. Punjab
P-5	Road Bridge at Bhukkan over Sutlej River on Arifwala-Bahawalnagar Road	6 miles in the north west of Bahawalnagar near the village Bhukkan on the left bank of River Sutlej.	Cars 57 Buses 48 Trucks 27 Animal 2 drawn	Rs. 101.259	48 months						Communications & Works Dept. Punjab Highway Dept.
P-6	Redecking of Railway Bridge over River Indus near Kala Bagh	Town of Mari Indus on the left bank with Kala Bagh on the right bank Distt. Mianwali.		Rs. 1 crore foreign Rs. 30 lakhs							Government of the Punjab Highway Deptt.
P-7	Redecking of Road Bridge over Islam Headworks	Bridge over Qaine canal 96 feet bridge over Bahawal canal 280 feet Distt. Bahari.		Rs. 15.841							Government of the Punjab Highway Deptt.
P-8	Redecking of Trimu Sidhna Link canal Bridge	Total length of the bridge is 342 feet in mile 17 Jhang-Shorkot-Kabirwala Road		Rs. 1.7							Government of the Punjab Highway Deptt Directorate of Bridges

Punjab

Summary of On-going Project List (2) (Cost More than 10 million Rs.)

Sr. No.	Name of Project Type of work	Location Section	Traffic volume (ADT)	Initial Cost (Million Rupees)	Time required for implementation	Date of approval Actual date of commencement	Expected date of completion	Percentage of completion	1981/82 A.D.P. allocation	Project appraisal	Authority responsible for : a. Sponsoring b. Execution c. Maintenance
P-9	Construction of Bridge over Harro Nallah	Bridge of Harrow Nallah on G.T. Road in mile 208 District Attock	6000 vehicle per day	Rs. 9.0							Government of the Punjab Highway Dept. Directorate of Bridge
P-10	Bridge over Dhambra Nallah on Tsila Julian Road	Dhambra Nallah on Taxila-Julian Road District Rawalpindi 90 feet long bridge	750 vehicles per day	Rs. 2.0							Government of the Punjab Highway Dept. Directorate of Bridges
P-11	Road Bridge over Sutlej River Between Chishtian and Burewala Mandi	Burewala-Chishtian Mandi Road Distt.		Rs. 9.0							Government of the Punjab Highway Dept. Directorate of Bridges
P-12	Bridge on Adwala Nallah on Kala Bagh-Isakhel Road	Kala Bagh-Isakhel near Kamar Mushani Distt.	500/day	Rs. 4.0							Government of the Punjab Highway Dept. Directorate of Bridges
P-13	Bridge over River Sutlej near Bhukan	86 miles between Sulemanki and Islam day Headworks Distt.	200/	Rs. 11.5							Government of the Punjab Highway Dept. Directorate of Bridges
P-14	Overhead Bridge at Okara	Okara-Mari Pattan-Faisalabad Road Distt.	4200 motorized non-motorized Per day	Rs. 10,000	Rs. 1.64						Government of the Punjab Highway Dept. Directorate of Bridges
P-15	Bridge over River Jhelum at Kohala	Rawalpindi-Murree Kashmir Road connecting Road Kashmir with Punjab 329 feet long bridge District Rawalpindi		Rs. 7.0							Government of the Punjab Highway Dept. Directorate of Bridges
P-16	Redecking of Jinnah Barrage over Indus River	Mianwali Daudkhei-Isa Khel Bannu road, 5 miles downstream of Kalabagh Railway station	550/day	Rs. 2.00							Government of the Punjab Highway Dept. Directorate of Bridges

Punjab Summary of On-going Project List (3) (Cost More than 10 million Rs.)

Sl. No.	Name of Project Type of work	Location Section	Traffic volume (ADT)	Initial Cost (Million Rupees)	Time required for imple- mentation	Date of approval Actual date of commenc't	Expected date of comple- tion	Percent- age of comple- tion	1981/82 A.D.P. alloca- tion	Project appraisal	Authority responsible for : a. Sponsoring b. Execution c. Maintenance
P-17	Bridge over River Jhelum Near Malakwal	Malakwal bridge for 60 miles area District Sargodha	600/day	Rs. 4.5							Government of Punjab Highway Dept. Directorate of Bridges
P-18	Bridge over Harrow Nullah on Tesila Kot Najinullah Road	Taxila Kot Najibullah road, District Rawalpindi 800 feet long bridge		Rs. 3.0							Government of the Punjab Highway Dept. Directorate of Bridges
P-19	Bridge over River Chenab near Chinot	Chinot District Jhang 2000 feet long bridge	3500 per day	10 crore							
P-20	Bridges on Kahan and Bunnah Nullahs on Jhelum Pin Dadan Khan Road	Bridge over Bunnah Nullah in mile 18 and Kahan Nullah non-motorized in mile 8 near Village Naugaran	motorized 600 non-motorized 100 per day								
P-21	Bridge over River Jhelum near Khushab	2167 feet long bridge between Khushab and Shahpur, Distt. Sargodha	1800 per day	Rs. 46.25							Government of the Punjab Highway Dept Directorate of Bridges
P-22	Overhead Bridge in mile 6 of G.T. Road	National Highway District Sheikhupura in mile 6	8500 motorized								National Highway Board
P-23	Overhead Bridge at WanBadha Ran	Lahore-Multan Road in Km 91 near Wan Radha	3000 per day	Rs. 1 crore							National Highway Board
P-24	Overhead Bridge in mile 181 or G.T. Road near Tarnaul	Rawalpindi to Fateh Jang Basal etc.	8000 per day	Rs. 2.5 crores							National Highway Board
P-25	Over head Bridge in mile 204 of G.T. Road	National Highway, Main Rawalpindi-Peshawar railway line in mile per day 204 near Burhan.	8000 per day	Rs. 9.0							

Punjab Summary of On-going Project List (4) (Cost More than 10 million Rs.)

Sl. No.	Name of Project Type of work	Location Section	Traffic volume (ADT)	Initial Cost (Million Rupees)	Time required for imple- mentation	Date of approval Actual date of commenc't	Expected date of comple- tion	Percent- tage of comple- tion	1981/82 A.D.P. alloca- tion	Project appraisal	Authority responsible for : a. Sponsoring b. Execution c. Maintenance
P-26	Over head bridge at Khanewal	Khanewal, Multan		Rs. 14.60							
P-27	Overhead Bridge at Lodhran	800 feet a part of Bahawalpur Multan Road near Lodhran District, Multan	3000/ day	Rs. 1.5 crores							
P-28	Bridge over River Indus Near Nithan Kot	80 miles downstream of Chazi Ghat near Nithan Kot Bahawalpur		Rs. 35 crores							
P-29	Overhead Bridge in mile 1 of Wazirabad Sialkot Road	Wazirabad Sialkot Road on the National Highway		Rs. 15 crores							
P-30	Chund Bridge over River Chenab near Chund on Jhang Sargodha Road	Jhang-Sargodha Road near Chund Distt. Jhang	800/ day	Rs. 7 crores							
P-3	Bridge over River	Leiah Shorekot Road near Garh Maharaja Distt. Multan		Rs. 20 crores							
P-3	Bridge over River Rai near Syedwala.	Syedwala, 22 miles downstream of Balloki Headworks Distt. Sahiwal.		Rs. 7 crores							
P-3	Overhead Bridge in mile 104 of G.T.	Jhelum town on the main Jhelum-Rawalpindi Railway line Distt. Jhelum mile 104	6500/day	Rs. 1.5 crores							
P-3	Overhead Bridge in mile 1 of Sialkot- Pasrur Road	Mile 1 of Sialkot- Pasrur Road, Sialkot City and District.		Rs. 2.5 crores							

Summary of On-going Project List (5) (Cost More than 10 million Rs.)

Punjab

Sl. No.	Name of project Type of work	Location Section	Traffic volume (ADT)	Initial Cost (Million Rupees)	Time required for imple- mentation	Date of approval Actual date of commenc't	Expected date of comple- tion	1981/82 A.D.P. alloca- tion	Project appraisal	Authority responsible for : a. Sponsoring b. Execution c. Maintenance
S-1	Construction of Bye pass at Moro along National Highway (Mile 0/0 to 4/2)	Moro, 0/0 to 4/2	Trucks 3,422 Buses 190 Cars 466	21.5758	36 months (3 years)					Federal Government of Pakistan Provincial Highway Dept
S-2	Hyderabad Terminal Study including new Bridge on River Indus for Karachi-Hyderabad, Super Highway	Hyderabad		Rs. 4.0						Ministry of Communication - do - National Highway Board
N-1	Providing overlay on National Highway N-5 between Nowshera-Peshawar	Nowshera-Peshawar N-5 34 in length in the Province of NWFP.		Rs. 21.83	24 months	under Approval in 1982-1983	1983-1984			Ministry of Communication Communications & Works Dept
N-2	Construction of 5 bridges on Peshawar-Charsadda Road	Peshawar-Charsadda section. mile 4/3, 16/4, 17/8 in NWFP.	25000 P.C.U's	Rs. 45.00		1982-1983	1984-1985			Ministry of Communications Communications & Works Department
N-3	Construction of Anangrah overhead Bridge	Near Nowshera railway crossing (NWFP)		Rs. 20.50						M/o Communications C&W Dept. NWFP through contractor
N-4	Construction of Kohat Tunnel & the Approach Road.	Peshawar-Kohat- Bannu Region		Rs. 205.35	36 months (3 years)					M/o Communications F.W.O. HQ 492 Lt
N-5	Dual carriage way between Nowshera-Mardan Road	Provincial Primary Nowshera-Chakdara- Chitral 23 K.m long		Rs. 41.140	36 months					Government of NWFP, Communication and Works Dept., Peshawar Works Dept., Peshawar - do - M/o Communications/ National Highway Board Islamabad C & W Dept NWFP
N-6	Peshawar Bypass Road NWFP.	Originate in mile 5 of Peshawar Nowshera Road		Rs. 75	6 months					M/o Communications/ National Highway Board Islamabad C & W Dept NWFP
N-7	Indus Highway (Peshawar-D.I. Khan Link)	333-32 Km		Rs. 343						Ministry of Communications C & W Dept. NWFP. - do - - do -

Punjab

Summary of On-going Project List (6) (Cost More than 10 million Rs.)

Sr. No.	Name of project Type of work	Location Section	Traffic volume (ADT)	Initial Cost (Million Rupees)	Time required for imple- mentation	Date of approval Actual date of commenc't	Expected date of comple- tion	Percent- age of comple- tion	1981/82 A.D.P. alloca- tion	Project appraisal	Authority responsible for : a. Sponsoring b. Execution c. Maintenance
	Rs. 160.0										
	Construction of Peshawar-Mardan Direct Highway										
B-1	Widening and Reconditioning of National Highway N-65 in Nasirabad District.	Section in mile 59-89 (8 miles) in Fuzlong) in Nasirabad Dist. Baluchistan.	Trucks 756 Buses 190 Cars 254 Motor bikes 47	Rs. 13.03	24 months	Probable date July 1982	June 1984				Ministry of Communications C&W Dept. Government of Baluchistan - do -
B-2	Const. of National Highway N50, Mile 210 to 255 (45 miles) Zhub-Dhanasar Section Baluchistan	Zhub-Dhanasar 45 miles, District Zhub Cars	Trucks 2 Buses 5 Cars 5	Rs. 209.8	5 years	JULY 1982	June 1987				Ministry of Communications C&W Dept. Government of Baluchistan - do -
B-3	Widening and Reconditioning of Quetta-Chaman Section of National Highway N-25.	Quetta-Chaman road according to Road Note 31 of TRRL	Trucks 250 Buses 150 Cars 225	Rs. 18.7	2 years	June 1984	June 1984				Ministry of Communications C&W Dept., Government of Baluchistan - do -
B-4	Construction of Said Hamid Lora Bridge in mile 39 Quetta Chaman Road	Mile 39 of Quetta-Chaman Section in Baluchistan Province	Cars 342 Buses 153 Trucks 346	Rs. 9.71	18 months	July 1982	December 1983				Ministry of Communications C&W Dept. Government of Baluchistan - do -
B-5	Mekran Coastal Road Baluchistan	375 miles road along the coast of Mekran Distr. connecting Ormara Fasni, Gwadar, Jivani and the Town of Gadd at Pakistan-Iran border	577/day	Rs. 565.0							Government of Pakistan ----- -----

Appendix 5. Forecasted Traffic Volume

The Results of Traffic Assignment for Master Plan A

PAGE = 1

HIGHWAY SECTION SEC LINK-NO LENGTH (KM)	A.O.T. IN PCU		MIXED TRAFFIC		AXLE LOAD						
	1980/81	1987/88	1980/81	1987/88	1980/81	1987/88					
1	52001	160	16878.0	3584.0	80720.9	6378.0	13327.3	29370.6	2110.2	4532.4	10484.1
2	52002	15	15606.0	32647.9	72814.0	6196.0	12511.6	27178.0	1826.9	3973.5	9167.7
3	52003	55	12080.0	32506.8	69198.3	5012.0	13888.7	28396.1	1408.5	3721.7	8325.9
4	52004	38	11378.5	27412.4	59985.0	4190.8	10182.4	21810.5	1484.7	3578.6	8002.5
5	52005	68	11291.6	27027.2	59801.3	4074.5	9860.0	21446.2	1500.1	3585.6	8070.7
6	52006	132	10490.3	20053.0	44632.1	4082.3	7661.8	16872.9	1290.6	2526.2	5777.8
7	52007	22	12698.0	24025.5	53414.8	5006.0	9277.6	20113.5	1540.7	2989.5	6833.8
8	52008	109	9664.5	18212.1	41692.7	3366.2	6325.1	14376.7	1289.1	2446.4	5678.2
9	52009	13	9550.5	16271.7	37606.8	3362.2	5708.9	13084.3	1262.4	2167.3	5086.2
10	51001	48	9014.9	15360.7	35519.5	3122.3	5307.4	12200.2	1198.7	2057.5	4827.1
11	51002	100	8931.4	15358.0	41695.6	3088.6	5288.8	14277.9	1159.8	2021.3	5584.5
12	51003	12	5253.5	9138.5	31870.1	1822.0	3151.8	10921.9	682.0	1200.2	4200.3
13	51004	70	6350.2	11985.6	32522.5	2358.7	4388.0	11712.6	769.9	1486.2	4072.0
14	51005	18	6459.7	12170.9	31910.7	2340.6	4353.8	11820.9	760.2	1480.4	3992.2
15	51006	75	6849.0	8258.3	46645.3	2581.0	3185.0	16525.2	751.9	826.2	5821.8
16	51007	44	7541.0	19668.4	51742.0	2795.0	7392.6	18707.5	814.1	2174.7	6187.9
17	51008	13	4677.0	11836.9	23173.4	1781.0	4604.5	8935.0	475.8	1107.5	2243.4
18	51009	79	5331.3	12428.3	25112.3	1999.1	4664.0	9306.9	548.1	1291.8	2693.1
19	51010	40	4727.0	15032.4	30880.6	1779.0	5564.5	11293.3	475.8	1588.1	3365.7
20	51011	37	7663.1	16760.2	34027.8	2955.0	6305.5	12616.6	771.3	1755.4	3710.7
21	51012	130	5308.3	13375.7	27629.7	2032.8	4855.5	10085.0	544.9	1378.5	2953.9
22	51013	67	12386.6	19823.2	37966.9	6370.9	10025.5	18780.4	877.0	1449.0	2939.9
23	51014	32	12507.0	18124.4	36891.7	5909.0	8420.9	16689.3	1096.0	1647.2	3550.9
24	51015	15	11621.3	18120.0	36411.2	4863.1	7565.1	14932.3	1091.1	1716.2	3640.0
25	51016	52	10835.0	16648.7	32889.2	4711.0	7235.3	14018.6	1065.0	1634.7	3372.1
26	51017	38	11920.0	18424.9	36042.8	5426.0	8343.6	15984.4	1115.2	1737.5	3563.2

The Results of Traffic Assignment for Master Plan A

PAGE = 2

--HIGHWAY SECTION-- SEQ LINK-NO	LENGTH (KM)	---A.D.T. IN PCU---		---A.D.T. MIXED TRAFFIC---		-----AXLE LOAD-----					
		1980/81	1987/88 1999/2000	1980/81	1987/88 1999/2000	1980/81	1987/88 1999/2000				
27	51018	32	10055.4	15422.9	30128.3	465.8	6824.1	13079.2	951.3	1465.7	2997.8
28	51019	29	10803.2	17109.3	33624.0	4516.5	7096.9	13717.3	1042.1	1679.1	3450.0
29	51020	16	17129.0	25763.0	51589.0	7811.0	11809.4	23072.4	1626.7	2451.4	5176.1
30	51021	30	12790.1	18571.2	37003.7	5566.4	8177.5	15963.6	1230.3	1779.8	3732.3
31	51022	45	10953.0	15356.9	30135.9	4686.8	6678.3	12866.9	1091.5	1515.7	3113.1
32	53001	14	7282.0	10885.3	21899.7	3216.7	4903.5	9771.0	632.9	919.7	1917.5
33	53002	36	3861.3	8777.2	17908.8	1727.4	3972.4	7998.0	370.6	831.6	1751.6
34	53003	23	9304.2	15410.7	28922.2	4476.1	7498.4	13902.7	713.8	1180.0	2325.2
35	53004	53	1726.0	2708.7	5168.5	840.0	1302.6	2429.5	130.1	211.8	430.8
36	252010	18	3317.0	5662.6	11900.0	1839.0	2984.1	5946.8	295.0	539.1	1209.4
37	254001	82	2147.6	3762.4	8114.7	1019.3	1707.9	3524.3	231.4	423.7	952.5
38	254002	77	2147.6	3707.4	7980.7	1019.3	1689.1	3478.8	231.4	416.3	934.2
39	254003	293	643.2	643.2	643.2	230.2	230.2	230.2	88.6	88.6	88.6
40	254004	69	643.2	643.2	643.2	230.2	230.2	230.2	88.6	88.6	88.6
41	254005	144	2071.0	2169.9	4545.6	1075.0	1207.1	2322.9	173.2	139.6	346.0
42	254006	131	2529.0	2529.0	2529.0	1283.0	1283.0	1283.0	206.2	206.2	206.2
43	351023	14	5327.0	8558.8	17645.2	2707.0	4367.9	8711.0	446.5	720.5	1591.9
44	353005	3	4327.8	6957.5	14571.2	2008.5	3239.7	6576.2	409.2	661.1	1467.2
45	353006	54	6320.2	10139.7	20465.5	3517.4	5674.6	11107.2	445.3	717.0	1569.2
46	353007	24	3277.0	3277.0	3277.0	1891.0	1891.0	1891.0	218.7	218.7	218.7
47	353008	122	461.0	461.0	461.0	259.0	259.0	259.0	35.1	35.1	35.1
48	353009	157	246.0	246.0	246.0	102.0	102.0	102.0	29.3	29.3	29.3
49	503010	141	138.4	416.7	416.7	51.5	158.4	158.4	16.2	53.4	53.4
50	504007	210	158.4	416.7	416.7	51.5	158.4	158.4	16.2	53.4	53.4
51	504008	175	446.9	446.9	446.9	202.4	202.4	202.4	41.1	41.1	41.1
52	652011	43	3454.3	6103.5	12397.8	1468.1	2534.3	5012.1	357.2	670.7	1425.1

The Results of Traffic Assignment for Master Plan A

--HIGHWAY SECTION-- SEQ LINK-NO	LENGTH (KM)	---A.D.T. IN PCU-----		---A.D.T. MIXED TRAFFIC---		-----AXLE LOAD-----					
		1980/81	1987/88 1999/2000	1980/81	1987/88 1999/2000	1980/81	1987/88 1999/2000				
53	652012	42	2430.8	5519.3	11605.9	999.6	2181.9	4477.2	256.9	634.6	1373.7
54	652013	8	4131.0	8941.6	17712.1	1605.0	3387.2	6611.0	491.7	1110.6	2227.8
55	654009	148	2721.0	5694.9	11176.6	1147.0	2326.4	4469.7	286.7	639.9	1281.5
56	654010	163	2043.6	5313.1	10693.3	785.9	1986.3	3980.2	261.3	700.6	1422.4
57	1024	63	1409.9	1953.3	3314.3	711.9	1018.1	1754.2	101.4	126.2	201.6
58	1025	9	593.9	761.3	1277.3	266.2	361.7	618.8	54.9	63.6	102.4
59	3011	55	270.4	367.7	629.3	158.4	230.5	402.8	18.5	21.5	34.7
60	3012	39	879.4	781.8	996.3	319.8	286.1	365.9	97.2	82.7	115.8
61	1026	54	879.4	781.8	996.3	319.8	286.1	365.9	97.2	82.7	115.8
62	1027	48	1861.0	7330.4	4652.2	825.0	2909.2	1888.6	171.7	875.4	549.5
63	3013	999	0.0	2730.0	1263.8	0.0	943.6	431.0	0.0	374.0	178.6
64	1028	999	0.0	2730.0	1263.8	0.0	943.6	431.0	0.0	374.0	178.6
65	3014	186	1903.0	1903.0	1903.0	871.0	871.0	871.0	129.8	129.8	129.8
66	3015	50	838.2	1006.7	2270.4	329.4	395.7	859.2	80.5	89.9	230.5
67	1029	38	945.2	1121.4	2567.4	378.4	450.0	985.6	93.0	103.0	267.3
68	1030	40	900.0	1238.3	2399.8	386.0	521.7	983.0	78.1	106.3	221.9
69	1031	30	2267.0	1641.6	3173.5	953.0	711.5	1341.6	195.3	119.3	252.2
70	2014	196	3518.0	3518.0	3518.0	1352.7	1352.7	1352.7	444.4	444.4	444.4
71	2015	123	3620.3	4657.5	9502.0	1392.0	1837.1	3686.9	418.6	520.4	1098.5
72	2016	63	2577.0	1646.2	2992.4	1055.0	781.1	1408.7	278.0	127.3	239.5
73	2017	64	1217.7	1217.7	1217.7	478.9	478.9	478.9	136.3	136.3	136.3
74	2018	47	2167.0	2059.8	3397.7	805.0	765.1	1245.8	272.2	267.3	447.6
75	2019	2	1253.7	2307.5	3398.3	473.9	846.0	1230.6	143.6	278.6	413.5
76	1032	224	1253.7	2307.5	3398.3	473.9	846.0	1230.6	143.6	278.6	413.5
77	1033	53	2695.8	2695.8	2695.8	978.6	978.6	978.6	312.7	312.7	312.7
78	1034	106	1178.1	1178.1	1178.1	407.7	407.7	407.7	138.9	138.9	138.9

The Results of Traffic Assignment for Master Plan A

--HIGHWAY SECTION-- SEQ LINK-NO	LENGTH (KM)	---A.D.T. IN PCU-----		---A.D.T. MIXED TRAFFIC---		-----AXLE LOAD-----				
		1980/81	1987/88	1987/88	1987/88	1987/88	1987/88			
79	3016	1021.9	1021.9	1021.9	355.6	355.6	131.1	131.1	131.1	
80	3017	2186.6	1913.2	7252.1	837.5	759.7	2673.7	230.5	173.2	848.6
81	3018	3095.5	3383.1	9405.8	1274.5	1425.9	3705.5	280.8	273.3	992.6
82	3019	2092.9	2098.9	7176.7	793.6	827.4	2651.4	234.0	212.0	872.5
83	3020	4689.0	9267.6	15385.5	2993.0	5582.9	9160.3	242.4	629.6	1109.8
84	3021	5172.6	10467.8	18676.3	2490.6	4767.4	8480.0	435.9	999.6	1828.8
85	1035	9694.3	12486.6	24463.9	4168.3	5453.9	10398.9	868.2	1146.5	2385.8
86	1036	6630.1	6558.9	9512.9	2728.7	2818.7	4237.4	558.3	488.6	653.1
87	1037	6695.0	10005.7	16351.7	2617.7	3849.2	6320.7	684.5	1059.0	1719.6
88	1038	2807.3	2807.3	2807.3	1004.5	1004.5	1004.5	310.0	310.0	310.0
89	1039	472.0	731.0	731.0	170.0	258.9	258.9	44.5	66.5	66.5
90	1040	841.0	615.9	5166.9	313.0	221.0	1781.0	60.6	65.1	678.7
91	3022	0.0	5166.9	5166.9	0.0	1781.0	1781.0	0.0	678.7	678.7
92	4011	102.0	487.9	1293.4	50.0	228.0	551.4	10.1	39.5	124.2
93	4012	906.0	2339.6	6357.4	310.0	791.4	2159.5	125.0	323.7	888.2
94	1041	906.0	2339.6	6357.4	310.0	791.4	2159.5	125.0	323.7	888.2
95	1042	829.0	2642.4	6610.4	281.0	890.5	2219.5	115.8	370.9	932.3
96	2020	6087.1	4885.1	10288.3	2733.0	2078.2	4131.3	580.9	469.8	1088.2
97	2021	3921.3	5946.8	11736.3	1794.4	2638.2	4922.4	366.6	577.7	1234.0
98	2022	1722.0	2581.0	5065.9	762.0	1129.3	2132.1	183.1	276.9	568.0
99	2023	6120.5	5520.3	10892.7	2403.5	2158.3	4121.9	708.1	640.3	1322.6
100	2024	3342.3	3342.3	3342.3	1275.8	1275.8	1275.8	401.0	401.0	401.0
101	2025	422.0	7544.6	17648.0	190.0	2747.5	6277.0	40.7	988.9	2375.7
102	2026	2304.0	4382.3	8492.6	1112.0	2151.9	4058.6	222.1	417.7	852.1
103	2027	1254.7	1089.7	2121.4	546.2	501.0	983.6	127.5	98.7	193.2
104	2028	1263.0	1874.1	3674.7	552.3	851.7	1680.2	135.2	192.2	377.6

The Results of Traffic Assignment for Master Plan A

HIGHWAY SECTION SEQ LINK-NO	LENGTH (KM)	A.O.T. IN PCU		D.T. MIXED TRAFFIC		AXLE LOAD					
		1980/81	1987/88 1999/2000	1980/81	1987/88 1999/2000	1980/81	1987/88 1999/2000				
105	2029	68	1810.0	2564.6	4791.8	745.6	1077.3	2002.4	195.4	265.7	495.8
106	2030	40	1960.0	2500.1	3792.7	832.0	1105.9	1732.9	205.0	243.0	341.8
107	2031	45	428.4	582.4	882.7	162.4	217.3	345.6	42.0	51.2	74.5
108	2032	81	900.5	1490.7	3153.6	342.5	562.5	1172.6	94.0	163.3	366.2
109	2033	24	1653.0	2732.6	5923.5	717.0	1138.8	2419.4	182.2	316.6	725.7
110	2034	34	1916.0	2398.5	3898.9	848.0	1083.3	1743.5	181.1	220.5	369.0
111	2035	16	2675.0	3399.0	5608.7	1095.0	1415.7	2311.7	295.6	368.1	620.5
112	2036	52	1906.4	2436.6	3991.7	813.5	1059.7	1717.6	195.7	244.2	410.4
113	2037	30	449.6	449.6	449.6	193.1	193.1	193.1	48.0	48.0	48.0
114	2038	55	2938.0	2938.0	2938.0	1270.7	1270.7	1270.7	309.1	309.1	309.1
115	2039	45	1458.0	1458.0	1458.0	608.0	608.0	608.0	169.0	169.0	169.0
116	2040	26	1458.0	1458.0	1458.0	608.0	608.0	608.0	169.0	169.0	169.0
117	2041	77	1363.0	1363.0	1363.0	601.0	601.0	601.0	139.4	139.4	139.4
118	2042	31	1998.3	1998.3	1998.3	731.0	731.0	731.0	239.6	239.6	239.6
119	112043	26	1779.7	4381.9	7446.6	854.6	2375.7	4002.0	170.4	334.8	582.2
120	112044	40	2755.6	3996.8	7472.6	1312.5	1907.1	3459.1	242.3	352.9	704.7
121	112045	135	37.3	37.3	37.3	16.0	16.0	16.0	3.8	3.8	3.8
122	112046	76	977.0	1914.4	2720.8	457.0	873.1	1188.2	94.3	186.5	295.4
123	1043	129	4865.0	8240.9	12666.4	1701.0	2871.6	4379.8	633.6	1089.5	1774.2
124	1044	63	877.1	1619.3	1619.3	325.7	588.2	588.2	103.6	217.7	217.7
125	1045	92	1144.5	1724.6	1724.6	396.8	592.5	592.5	145.3	240.9	240.9
126	1046	138	0.0	1557.2	1557.2	0.0	536.2	536.2	0.0	217.0	217.0
127	1047	46	1667.4	1738.2	7483.7	613.8	644.3	2686.9	166.2	150.1	863.8
128	1048	58	1208.8	1340.3	4097.6	498.6	545.5	1596.6	93.5	87.8	384.4
129	1049	62	1765.0	3422.2	6726.1	929.0	1723.8	3240.4	119.9	274.0	585.9
130	1050	68	5245.0	5245.0	5245.0	2775.0	2775.0	2775.0	383.0	383.0	383.0

The Results of Traffic Assignment for Master Plan A

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HIGHWAY SECTION SEQ LINK-NO LENGTH (KM)	A.D.T. IN PCU		A.D.T. MIXED TRAFFIC		AXLE LOAD						
	1980/81	1987/88	1980/81	1987/88	1980/81	1987/88					
131	1051	999	781.0	4214.0	9329.7	325.0	1495.4	3269.6	78.8	524.9	1195.9
132	1052	26	2169.1	4803.3	10389.1	807.7	1734.5	3697.9	211.7	551.1	1243.1
133	1053	34	8021.9	15287.9	24229.2	2985.3	5618.6	8976.8	876.6	1739.9	2760.4
134	1054	113	3632.3	11478.7	26329.1	1296.8	4015.5	9151.3	396.8	1414.7	3358.2
135	1055	117	2629.8	4920.1	10120.7	976.8	1809.4	3680.5	289.4	549.7	1174.2
136	1056	171	1526.5	2027.9	3738.6	745.5	1039.6	1916.1	125.6	154.9	290.3
137	1057	70	5425.0	7609.2	24962.9	2515.0	3214.0	9789.8	534.3	786.6	2897.8
138	1058	63	1918.3	4385.8	8747.6	832.3	1833.0	3561.4	159.4	381.0	815.9
139	1059	47	4344.0	7050.7	12133.5	1704.0	2730.3	4618.6	374.0	632.0	1145.4
140	1060	89	2020.9	3239.1	4627.2	751.2	1191.5	1686.0	203.2	329.8	492.4
141	1061	53	4376.0	4070.2	7558.3	1888.0	1633.2	3045.5	424.6	330.9	652.3
142	1062	48	3959.0	7319.1	12660.3	1879.0	3498.4	6017.4	277.0	514.5	928.8
143	1063	42	2379.3	1903.0	3276.5	1011.3	784.4	1349.6	182.7	148.4	266.7
144	1064	138	1565.0	1565.0	1565.0	617.0	617.0	617.0	108.9	108.9	108.9
145	1065	91	2275.0	2725.4	4815.6	1339.0	1738.0	3028.0	120.9	102.9	192.7
146	1066	78	1599.9	2138.6	3960.9	643.9	869.8	1589.4	126.3	168.9	328.1
147	1067	40	3038.6	4968.4	9167.3	1151.0	1909.6	3524.3	256.2	380.0	721.7
148	1068	46	2086.1	1821.9	3419.6	862.0	727.8	1367.1	170.6	118.6	229.5
149	1069	40	5078.9	4386.5	7374.2	1980.9	1802.5	3066.7	438.4	298.9	499.5
150	1070	37	5093.0	6750.2	10753.2	1941.0	2611.8	4204.3	540.8	713.7	1152.4
151	1071	52	7014.0	8539.0	14102.5	2716.0	3363.7	5593.4	727.6	874.7	1477.3
152	1072	107	1083.0	1083.0	1083.0	481.0	481.0	481.0	90.9	90.9	90.9
153	1073	130	850.0	850.0	850.0	330.0	330.0	330.0	65.9	65.9	65.9
154	1074	25	229.0	229.0	229.0	111.0	111.0	111.0	12.8	12.8	12.8
155	1075	50	1054.0	1054.0	1054.0	390.0	390.0	390.0	82.0	82.0	82.0
156	1076	31	2961.4	8264.8	12852.4	1039.5	2827.4	4370.4	370.1	1141.6	1799.7

The Results of Traffic Assignment for Master Plan A

--HIGHWAY SECTION-- SEG LINK-NO	LENGTH (KM)	---A.D.T. IN PCU--- 1980/81 1987/88 1999/2000		---A.D.T. MIXED TRAFFIC--- 1980/81 1987/88 1999/2000		-----AXLE LOAD----- 1980/81 1987/88 1999/2000				
		1980/81	1987/88	1980/81	1987/88	1980/81	1987/88	1999/2000		
157	1077	3403.2	8264.8	12852.4	1168.9	2827.4	4370.4	464.1	1141.6	1799.7
158	111078	3635.0	3635.0	3635.0	1443.0	1443.0	1443.0	333.5	333.5	333.5
159	111079	2721.2	2721.2	2721.2	1001.1	1001.1	1001.1	283.6	283.6	283.6
160	111080	3582.3	3582.3	3582.3	1322.8	1322.8	1322.8	355.6	355.6	355.6
161	111081	2713.7	2713.7	2713.7	1003.2	1003.2	1003.2	274.5	274.5	274.5
162	111082	1481.6	1481.6	1481.6	556.5	556.5	556.5	148.9	148.9	148.9
163	111083	1309.5	1309.5	1309.5	483.2	483.2	483.2	144.8	144.8	144.8
164	111084	1574.5	1574.5	1574.5	597.5	597.5	597.5	154.5	154.5	154.5
165	111085	2582.8	2582.8	2582.8	930.2	930.2	930.2	242.4	242.4	242.4
166	111086	1847.0	1847.0	1847.0	719.0	719.0	719.0	156.4	156.4	156.4
167	111087	3147.8	3147.8	3147.8	1121.3	1121.3	1121.3	302.9	302.9	302.9
168	111088	1082.0	883.3	1770.1	412.0	335.7	666.0	92.9	57.1	117.9
169	111089	802.2	8032.0	29470.6	307.5	2908.3	10448.8	89.9	1041.6	3877.6
170	111090	2442.8	8032.0	28694.5	920.7	2908.3	10183.4	253.9	1041.6	3780.5
171	111091	1300.1	8001.8	19963.4	487.4	2920.9	7167.4	124.9	941.9	2471.1
172	111092	1569.0	6150.2	11968.8	561.0	2161.6	4172.6	180.3	778.7	1548.2
173	111093	2119.0	6054.8	10826.5	749.0	2120.4	3754.4	241.9	755.3	1376.1
174	111094	1771.8	5058.5	4808.2	617.2	1738.7	1646.1	207.8	661.7	600.3
175	111095	1781.2	3574.4	4577.1	681.2	1336.7	1698.6	205.1	437.4	599.7
176	111096	259.0	356.9	3080.4	89.9	131.1	1090.6	32.8	42.0	370.7
177	111097	165.3	2339.0	6478.0	56.5	835.8	2346.4	21.8	272.2	813.5
178	111098	113.0	2339.0	5901.7	43.1	835.8	2083.9	14.3	272.2	706.6
179	111099	1817.3	1817.3	1817.3	691.3	691.3	691.3	201.2	201.2	201.2
180	111100	950.0	950.0	950.0	418.0	418.0	418.0	82.2	82.2	82.2
181	111101	65.0	3257.1	2330.8	25.7	1170.7	924.4	7.9	425.5	317.6
182	111102	388.0	388.0	388.0	146.0	146.0	146.0	25.7	25.7	25.7

The Results of Traffic Assignment for Master Plan A

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HIGHWAY SECTION-- SER LINK-NO	LENGTH (KM)	---A.D.T. IN PCU--- 1980/81 1987/88 1999/2000		---A.D.T. MIXED TRAFFIC--- 1980/81 1987/88 1999/2000		---AXLE LOAD--- 1980/81 1987/88 1999/2000					
		1980/81	1987/88	1980/81	1987/88	1980/81	1987/88				
183	111103	57	2102.1	3007.7	5279.5	773.5	1114.7	1962.7	155.9	220.4	399.4
184	111104	29	2161.4	2161.4	2161.4	793.1	793.1	793.1	246.3	246.3	246.3
185	111105	29	898.3	898.3	898.3	314.1	314.1	314.1	97.7	97.7	97.7
186	111106	31	532.8	532.8	532.8	186.8	186.8	186.8	67.5	67.5	67.5
187	111107	50	2096.0	2096.0	2096.0	788.0	788.0	788.0	216.2	216.2	216.2
188	3023	23	6511.0	10051.7	17409.8	3096.8	4772.6	8156.2	465.1	719.1	1312.0
189	3024	66	3463.0	5015.0	9431.6	1623.0	2360.0	4309.4	277.1	396.7	795.0
190	3025	132	979.6	1368.6	2706.8	390.8	544.7	1054.6	91.4	127.2	265.3
191	3026	29	6570.0	6570.0	6570.0	3102.0	3102.0	3102.0	488.3	488.3	488.3
192	3027	28	1434.0	1434.0	1434.0	654.0	654.0	654.0	110.1	110.1	110.1
193	3028	46	3403.7	3403.7	3403.7	1757.4	1757.4	1757.4	241.0	241.0	241.0
194	3029	999	906.0	906.0	906.0	572.0	572.0	572.0	53.4	53.4	53.4
195	3030	35	2871.9	4186.7	7730.0	1498.0	2193.3	3925.9	199.7	287.3	570.1
196	3031	82	3.5	0.6	1.0	1.3	0.2	0.3	0.5	0.1	0.1
197	3032	33	2291.0	2291.0	2291.0	1173.0	1173.0	1173.0	159.3	159.3	159.3
198	4013	344	197.7	312.1	642.7	92.6	136.7	258.2	15.6	27.1	64.4
199	4014	366	0.3	0.4	0.7	0.3	0.4	0.7	0.0	0.0	0.0
200	4015	328	642.0	642.0	642.0	226.0	226.0	226.0	87.3	87.3	87.3
201	4016	118	530.0	530.0	530.0	230.0	230.0	230.0	22.4	22.4	22.4
202	4017	230	0.0	16.3	34.3	0.0	6.5	13.3	0.0	1.9	4.1
203	4018	530	0.0	16.3	34.3	0.0	6.5	13.3	0.0	1.9	4.1
204	4019	999	0.0	55.0	133.9	0.0	18.8	45.5	0.0	7.5	18.4
205	4020	169	43.2	55.0	133.9	15.4	18.8	45.5	5.7	7.5	18.4
206	4021	115	43.2	43.2	43.2	15.4	15.4	15.4	5.7	5.7	5.7
207	4022	72	390.1	390.1	390.1	182.4	182.4	182.4	32.4	32.4	32.4
208	4023	272	27.9	299.7	540.2	9.6	102.4	183.7	3.8	42.2	76.2

The Results of Traffic Assignment for Master Plan B

--HIGHWAY SECTION-- SEQ LINK-NO	LENGTH (KM)	---A.D.T. IN PCU-----		---A.D.T. MIXED TRAFFIC---		-----AXLE LOAD-----					
		1980/81	1987/88	1987/88	1987/88	1980/81	1987/88				
1	52001	160	18878.0	32308.5	67146.7	6378.0	12131.5	24766.1	2110.2	4031.8	8573.2
2	52002	15	15606.0	29573.3	58810.2	6196.0	11464.7	22349.1	1826.9	3539.5	7216.7
3	52003	55	12080.0	29456.3	54458.3	5012.0	12816.8	23133.3	1408.5	3291.9	6277.4
4	52004	38	11378.5	23427.3	42830.4	4190.8	8831.8	15934.7	1484.7	3013.9	5591.2
5	52005	68	11291.6	21989.3	39870.9	4074.5	8157.8	14639.8	1500.1	2874.3	5279.7
6	52006	132	10490.3	20460.8	49333.8	4082.3	7755.1	18209.3	1390.6	2603.8	6612.2
7	52007	22	12698.0	24994.3	60959.4	5006.0	9562.9	22459.3	1540.7	3131.7	7941.0
8	52008	109	9664.5	14289.7	27123.7	3366.2	4998.1	9434.6	1289.1	1888.8	3611.1
9	52009	13	9550.5	13006.9	25061.5	3362.2	4596.7	8807.7	1262.4	1705.2	3310.9
10	51001	48	9014.9	12275.3	23665.1	3122.3	4263.2	8186.5	1198.7	1619.4	3143.9
11	51002	100	8931.4	12435.4	28297.7	3088.6	4305.0	9760.3	1159.8	1599.5	3682.5
12	51003	12	5253.5	7152.4	24401.1	1822.0	2476.0	8403.3	682.0	934.5	3140.8
13	51004	70	6350.2	9442.6	25277.2	2358.7	3489.7	9212.9	769.9	1162.4	3058.7
14	51005	18	6459.7	10332.9	26132.3	2340.6	3724.7	9276.1	760.2	1243.8	3177.7
15	51006	75	6849.0	8391.9	33578.0	2581.0	3207.1	12074.3	751.9	883.1	3994.4
16	51007	44	7541.0	19727.3	41393.6	2795.0	7327.0	15203.9	814.1	2188.6	4766.4
17	51008	13	4677.0	11858.3	21407.3	1781.0	4628.0	8387.4	475.8	1108.5	2006.3
18	51009	79	5331.3	10996.7	21962.4	1999.1	4181.7	8298.1	548.1	1091.0	2244.1
19	51010	40	4727.0	13242.1	25997.1	1779.0	4961.7	9658.1	475.8	1336.5	2667.7
20	51011	37	7663.1	15648.6	30667.2	2955.0	5933.8	11523.4	771.3	1596.4	3243.0
21	51012	130	5308.3	12388.5	24568.5	2032.8	4625.1	9088.3	544.9	1338.4	2540.9
22	51013	67	12386.6	20123.7	40931.9	6370.9	10126.4	19805.6	877.0	1472.5	3291.2
23	51014	32	12507.0	21810.0	45930.6	5909.0	9677.2	19780.2	1096.0	2161.9	4791.5
24	51015	15	11621.3	22839.2	47947.4	4863.1	9154.4	18823.3	1091.1	2368.9	5205.5
25	51016	52	10335.0	18894.3	37861.7	4711.0	8000.9	15725.7	1065.0	1954.4	4091.2
26	51017	38	11920.0	19493.7	38360.2	5426.0	8725.2	16836.8	1115.2	1890.5	3912.4

The Results of Traffic Assignment for Master Plan B

--HIGHWAY SECTION-- SEQ LINK-NO	LENGTH (KM)	---A.D.T. IN PCU---		---A.D.T. MIXED TRAFFIC---		---AXLE LOAD---					
		1980/81	1987/88 1999/2000	1980/81	1987/88 1999/2000	1980/81	1987/88 1999/2000				
27	51018	32	10655.4	16303.1	32039.1	4465.8	7136.8	13772.2	951.3	1592.2	3286.1
28	51019	29	10803.2	18146.6	35057.6	4516.5	7457.1	14232.0	1042.1	1831.1	3683.4
29	51020	16	17129.0	29894.7	60909.8	7811.0	13199.8	26196.1	1626.7	3037.4	6500.6
30	51021	30	12790.1	21300.5	43596.3	5566.4	9165.6	18174.0	1230.3	2193.9	4666.0
31	51022	45	10953.0	17091.1	34291.5	4686.8	7261.1	14265.0	1091.5	1759.9	3696.0
32	53001	14	7282.0	12064.9	23524.7	3216.7	5310.7	10327.5	632.9	1069.4	2141.0
33	53002	36	3861.3	9873.2	19498.1	1727.4	4349.1	8539.9	370.6	977.3	1973.5
34	53003	23	9304.2	17354.3	32614.6	4476.1	8158.7	15146.7	713.8	1447.1	2848.6
35	53004	53	1726.0	2708.7	5168.5	840.0	1302.6	2429.5	130.1	211.8	430.8
36	252010	18	3317.0	5660.6	11555.9	1839.0	2983.4	5819.4	295.0	538.8	1182.8
37	254001	82	2147.6	3760.9	7847.9	1019.3	1707.4	3430.2	231.4	423.5	915.4
38	254002	77	2147.6	3705.9	7713.9	1019.3	1688.6	3384.7	231.4	416.0	897.0
39	254003	293	643.2	643.2	643.2	230.2	230.2	230.2	88.6	88.6	88.6
40	254004	69	643.2	643.2	643.2	230.2	230.2	230.2	88.6	88.6	88.6
41	254005	144	2071.0	2471.3	4993.0	1075.0	1307.5	2456.4	173.2	182.7	413.0
42	254006	131	2529.0	2529.0	2529.0	1283.0	1283.0	1283.0	206.2	206.2	206.2
43	351023	14	5327.0	10335.0	21518.8	2707.0	4960.0	10002.3	446.5	973.8	2141.3
44	353005	3	4327.8	8625.6	18203.5	2008.5	3795.8	7787.1	409.2	899.2	1983.4
45	353006	54	6320.2	11818.3	24139.5	3517.4	6234.2	12332.1	445.3	955.7	2087.5
46	353007	24	3277.0	3277.0	3277.0	1891.0	1891.0	1891.0	218.7	218.7	218.7
47	353008	122	461.0	461.0	461.0	259.0	259.0	259.0	35.1	35.1	35.1
48	353009	157	246.0	246.0	246.0	102.0	102.0	102.0	29.3	29.3	29.3
49	503010	141	138.4	308.6	308.6	51.5	121.6	121.6	16.2	38.9	38.9
50	504007	210	138.4	308.6	308.6	51.5	121.6	121.6	16.2	38.9	38.9
51	504008	175	446.9	674.8	674.8	202.4	256.0	256.0	41.1	82.3	82.3
52	652011	43	3454.3	9149.6	18359.9	1468.1	3540.7	6967.0	357.2	1105.1	2273.3

The Results of Traffic Assignment for Master Plan B

HIGHWAY SECTION SEQ LINK-NO	LENGTH (KM)	A.D.T. IN PCU		A.D.T. MIXED TRAFFIC		AXLE LOAD					
		1987/88	1999/2000	1980/81	1987/88	1987/88	1999/2000				
53	652012	42	2430.8	7329.6	15326.8	999.6	2775.9	5682.2	256.9	897.1	1918.3
54	652013	8	4131.0	11242.5	21537.8	1605.0	4145.9	7844.8	491.7	1443.2	2789.0
55	654009	148	2721.0	6970.4	13266.3	1147.0	2742.8	5122.7	286.7	825.4	1594.0
56	654010	163	2043.6	5130.8	10013.2	785.9	1916.5	3703.8	261.3	676.8	1331.9
57	1024	63	1409.9	1953.3	3314.3	711.9	1018.1	1754.2	101.4	126.2	201.6
58	1025	9	593.9	761.3	1277.3	266.2	361.7	618.8	54.9	63.6	102.4
59	3011	55	270.4	367.7	629.3	158.4	230.5	402.8	18.5	21.5	34.7
60	3012	39	879.4	1121.3	2040.5	519.8	399.3	714.7	97.2	131.4	261.7
61	1026	54	879.4	1121.3	2040.5	519.8	399.3	714.7	97.2	131.4	261.7
62	1027	48	1861.0	4974.3	6789.0	825.0	1993.8	2654.2	171.7	585.8	836.7
63	3013	999	0.0	1309.9	1407.8	0.0	454.0	485.0	0.0	183.0	198.2
64	1028	999	0.0	1309.9	1407.8	0.0	454.0	485.0	0.0	183.0	198.2
65	3014	186	1903.0	1903.0	1903.0	871.0	871.0	871.0	129.8	129.8	129.8
66	3015	50	838.2	1104.8	2488.8	329.4	432.3	922.1	80.5	102.9	262.0
67	1029	38	945.2	1238.2	2828.2	378.4	493.8	1072.5	93.0	118.4	304.9
68	1030	40	900.0	1342.8	2666.6	386.0	563.4	1072.0	78.1	119.5	260.1
69	1031	30	2267.0	1688.1	3136.5	933.0	735.9	1322.5	195.3	123.6	250.1
70	2014	196	3518.0	3518.0	3518.0	1332.7	1332.7	1332.7	444.4	444.4	444.4
71	2015	123	3620.3	4615.1	9198.1	1392.0	1823.1	3588.5	418.6	512.5	1048.1
72	2016	63	2577.0	2308.2	4403.5	1035.0	1001.5	1882.5	278.0	218.4	426.5
73	2017	64	1217.7	1217.7	1217.7	478.9	478.9	478.9	136.3	136.3	136.3
74	2018	47	2167.0	2165.9	2983.6	805.0	805.6	1107.9	272.2	281.4	389.2
75	2019	2	1253.7	2069.6	2474.5	473.9	773.2	918.6	143.6	242.8	285.7
76	1032	224	1253.7	2069.6	2474.5	473.9	773.2	918.6	143.6	242.8	285.7
77	1033	53	2695.8	2695.8	2695.8	978.6	978.6	978.6	312.7	312.7	312.7
78	1034	106	1178.1	1178.1	1178.1	407.7	407.7	407.7	138.9	138.9	138.9

The Results of Traffic Assignment for Master Plan B

HIGHWAY SECTION SEQ LINK-NO	LENGTH (KM)	A.D.T. IN PCU		A.D.T. MIXED TRAFFIC		AXLE LOAD					
		1980/81	1987/88	1987/88	1999/2000	1980/81	1987/88	1999/2000			
79	3016	62	1021.9	1021.9	355.6	355.6	131.1	131.1	131.1		
80	3017	95	2186.6	1899.4	4018.4	837.5	745.6	1568.3	230.5	164.0	395.3
81	3018	47	3095.5	3635.0	7051.8	1274.5	1517.2	2871.9	280.8	306.9	667.0
82	3019	98	2092.9	2050.9	4077.9	793.6	814.0	1599.2	234.0	203.8	432.9
83	3020	29	4689.0	7337.9	12189.2	2993.0	4693.7	7913.4	262.4	425.9	692.9
84	3021	65	5172.6	9301.8	16837.9	2490.6	4326.8	7769.7	435.9	861.2	1543.9
85	1035	38	10561.0	19351.9	41761.3	5035.0	8548.5	17592.3	868.2	1915.5	4381.5
86	1036	97	6630.1	7045.9	12165.5	2728.7	2953.1	5137.7	538.3	562.1	930.5
87	1037	82	6695.0	10386.2	13364.0	2617.7	3965.0	5141.0	684.5	1125.5	1450.0
88	1038	32	2807.3	2807.3	2807.3	1004.5	1004.5	1004.5	310.0	310.0	310.0
89	1039	94	472.0	670.2	670.2	170.0	239.6	239.6	44.5	62.6	62.6
90	1040	999	841.0	807.0	2504.6	313.0	282.0	877.1	60.6	93.6	304.6
91	3022	999	2656.0	2656.0	2656.0	1222.0	1222.0	1222.0	239.1	239.1	239.1
92	4011	217	102.0	222.2	1559.9	50.0	95.9	615.2	10.1	21.7	175.0
93	4012	189	906.0	2236.2	5237.3	310.0	757.0	1762.6	125.0	308.8	728.2
94	1041	8	906.0	2236.2	5237.3	310.0	757.0	1762.6	125.0	308.8	728.2
95	1042	84	829.0	1941.3	5334.8	281.0	653.5	1790.7	115.8	271.2	750.3
96	2020	34	6087.1	5235.8	10980.9	2733.0	2195.4	4369.3	580.9	516.3	1184.7
97	2021	32	3921.3	6333.9	12547.6	1794.4	2767.6	5193.5	366.6	629.5	1344.6
98	2022	74	1722.0	2736.6	5420.6	762.0	1181.3	2250.5	183.1	297.3	612.9
99	2023	102	6120.5	6798.8	12838.2	2403.5	2584.5	4770.3	708.1	822.3	1597.1
100	2024	100	3342.3	3342.3	3342.3	1275.8	1275.8	1275.8	401.0	401.0	401.0
101	2025	999	422.0	11885.9	33828.3	190.0	4196.3	11633.7	40.7	1614.6	4720.8
102	2026	21	2304.0	5172.0	10132.9	1112.0	2416.1	4608.6	222.1	530.6	1091.8
103	2027	16	1254.7	1571.7	3201.2	546.2	661.8	1343.8	127.5	167.7	347.3
104	2028	48	1263.0	2890.4	5947.4	552.3	1190.6	2438.3	135.2	337.8	703.0

The Results of Traffic Assignment for Master Plan B

--HIGHWAY SECTION-- SER LINK-NO	SECTION LENGTH (KM)	--A.D.T. IN PCU--		--A.D.T. MIXED TRAFFIC--		-----AXLE LOAD-----				
		1980/81	1987/88 1999/2000	1980/81	1987/88 1999/2000	1980/81	1987/88 1999/2000			
105	2029	1810.0	2672.7	5161.3	745.6	1113.4	2125.7	195.4	273.4	518.6
106	2030	1960.0	2500.1	3792.7	832.0	1105.9	1732.9	205.0	243.0	341.8
107	2031	428.4	562.4	882.7	162.4	217.3	345.6	42.0	51.2	74.5
108	2032	900.5	1485.9	3135.1	342.5	561.0	1166.4	94.0	162.6	363.5
109	2033	1653.0	2722.6	5954.6	717.0	1135.5	2406.4	182.2	315.2	720.2
110	2034	1916.0	2432.7	4036.7	848.0	1094.7	1789.4	181.1	225.4	388.7
111	2035	2675.0	3460.5	5856.7	1095.0	1436.2	2394.4	295.6	377.0	656.1
112	2036	1906.4	2476.1	4151.0	813.5	1072.8	1770.8	195.7	249.9	433.3
113	2037	449.6	449.6	449.6	193.1	193.1	193.1	48.0	48.0	48.0
114	2038	2938.0	2938.0	2938.0	1270.7	1270.7	1270.7	309.1	309.1	309.1
115	2039	1458.0	1458.0	1458.0	608.0	608.0	608.0	169.0	169.0	169.0
116	2040	1458.0	1458.0	1458.0	608.0	608.0	608.0	169.0	169.0	169.0
117	2041	1363.0	1363.0	1363.0	601.0	601.0	601.0	139.4	139.4	139.4
118	2042	1998.3	1998.3	1998.3	731.0	731.0	731.0	239.6	239.6	239.6
119	112043	1779.7	5047.6	9038.5	854.6	2597.5	4532.7	170.4	428.3	804.0
120	112044	2755.6	4832.4	9439.0	1312.5	2185.7	4114.6	242.3	470.8	980.3
121	112045	37.3	37.3	37.3	16.0	16.0	16.0	3.8	3.8	3.8
122	112046	977.0	1997.8	2335.0	437.0	919.4	1039.6	94.3	194.3	248.6
123	1043	4865.0	6958.7	4704.5	1701.0	2432.3	1681.7	633.6	879.8	645.1
124	1044	877.1	877.1	877.1	325.7	325.7	325.7	103.6	103.6	103.6
125	1045	1144.5	1144.5	1144.5	396.8	396.8	396.8	145.3	145.3	145.3
126	1046	0.0	393.0	393.0	0.0	135.5	135.5	0.0	54.3	54.3
127	1047	1667.4	2315.3	5706.6	613.8	849.7	2056.4	166.2	223.8	622.1
128	1048	1208.8	1423.0	3072.0	498.6	575.0	1224.5	93.5	100.3	250.3
129	1049	1765.0	3638.7	6033.4	929.0	1786.0	2931.5	119.9	309.0	513.0
130	1050	5245.0	5245.0	5245.0	2775.0	2775.0	2775.0	383.0	383.0	383.0

The Results of Traffic Assignment for Master Plan B

--HIGHWAY SECTION-- SEQ LINK-NO	LENGTH (KM)	---A.D.T. IN PCU--- 1980/81 1987/88 1999/2000		---A.D.T. MIXED TRAFFIC--- 1980/81 1987/88 1999/2000		---AXLE LOAD--- 1980/81 1987/88 1999/2000					
		1980/81	1987/88	1980/81	1987/88	1980/81	1987/88				
131	1051	999	781.0	4894.3	8955.0	325.0	1522.3	3141.4	78.8	536.2	1143.4
132	1052	26	2169.1	4885.1	10006.5	807.7	1761.9	3565.4	211.7	562.5	1190.4
133	1053	34	8021.9	16939.8	25792.1	2985.3	6179.9	9492.0	876.6	1934.0	2915.6
134	1054	113	3632.3	11078.2	21595.7	1296.8	3889.4	7561.9	396.8	1364.4	2735.4
135	1055	117	2629.8	4828.6	9734.2	976.8	1776.7	3549.1	289.4	534.0	1116.1
136	1056	171	1526.5	2033.3	3650.3	745.5	1041.4	1886.8	125.6	159.1	293.0
137	1057	70	5425.0	9161.9	27307.6	2315.0	3766.3	10575.1	534.3	988.6	3230.3
138	1058	63	1918.3	4726.1	9676.8	832.3	1948.0	3875.2	159.4	426.1	935.8
139	1059	47	4344.0	7327.9	13147.9	1704.0	2812.9	4963.6	374.0	677.0	1304.4
140	1060	89	2020.9	3092.8	5170.8	751.2	1131.3	1867.6	203.2	319.7	572.3
141	1061	53	4376.0	4282.9	8866.3	1688.0	1688.2	3488.0	424.6	373.0	781.1
142	1062	48	3959.0	7552.5	13242.7	1879.0	3577.0	6213.4	277.0	531.4	957.8
143	1063	42	2379.3	3293.1	6608.6	1011.3	1247.9	2460.9	182.7	336.4	709.1
144	1064	138	1565.0	1565.0	1565.0	617.0	617.0	617.0	108.9	108.9	108.9
145	1065	91	2275.0	2681.6	4623.1	1339.0	1723.4	2964.0	120.9	98.3	174.4
146	1066	78	1599.9	2056.8	3628.6	643.9	843.5	1478.7	126.3	158.9	289.2
147	1067	40	3038.6	8083.8	15957.6	1151.0	2948.2	5788.0	236.2	828.8	1704.4
148	1068	46	2086.1	2952.5	5758.9	862.0	1109.0	2147.0	170.6	276.8	566.7
149	1069	40	5078.9	4481.4	8616.5	1980.9	1836.3	3510.3	438.4	310.1	654.6
150	1070	37	5093.0	7402.9	16309.6	1941.0	2854.2	6232.8	540.8	777.8	1795.6
151	1071	52	7014.0	8626.9	15020.3	2716.0	3379.4	5899.9	727.4	881.4	1576.7
152	1072	107	1083.0	1083.0	1083.0	481.0	481.0	481.0	90.9	90.9	90.9
153	1073	130	850.0	850.0	850.0	330.0	330.0	330.0	65.9	65.9	65.9
154	1074	25	229.0	229.0	229.0	111.0	111.0	111.0	12.8	12.8	12.8
155	1075	50	1054.0	1054.0	1054.0	390.0	390.0	390.0	82.0	82.0	82.0
156	1076	31	2961.4	6482.9	11863.7	1039.5	2228.7	4066.5	370.1	890.2	1644.7

The Results of Traffic Assignment for Master Plan B

--HIGHWAY SECTION-- SER LINK-NO	LENGTH (KM)	---A.D.T. IN PCU--- 1980/81 1987/88 1999/2000		---A.D.T. MIXED TRAFFIC--- 1980/81 1987/88 1999/2000		-----AXLE LOAD----- 1980/81 1987/88 1999/2000					
		1980/81	1987/88	1980/81	1987/88	1980/81	1987/88				
157	1077	57	3403.2	6482.9	11863.7	1158.9	2228.7	4066.5	464.1	890.2	1644.7
158	111078	40	3635.0	3635.0	3635.0	1443.0	1443.0	1443.0	333.5	333.5	333.5
159	111079	57	2721.2	2721.2	2721.2	1001.1	1001.1	1001.1	283.6	283.6	283.6
160	111080	35	3582.3	3582.3	3582.3	1322.8	1322.8	1322.8	355.6	355.6	355.6
161	111081	40	2713.7	2713.7	2713.7	1003.2	1003.2	1003.2	274.5	274.5	274.5
162	111082	54	1481.6	1481.6	1481.6	556.5	556.5	556.5	148.9	148.9	148.9
163	111083	24	1309.5	1309.5	1309.5	463.2	463.2	463.2	144.8	144.8	144.8
164	111084	138	1574.5	1574.5	1574.5	597.5	597.5	597.5	154.5	154.5	154.5
165	111085	48	2582.8	2582.8	2582.8	930.2	930.2	930.2	242.4	242.4	242.4
166	111086	48	1847.0	1847.0	1847.0	719.0	719.0	719.0	156.4	156.4	156.4
167	111087	40	3147.8	3147.8	3147.8	1121.3	1121.3	1121.3	302.9	302.9	302.9
168	111088	51	1082.0	907.5	1861.8	412.0	343.8	696.9	92.9	59.4	126.3
169	111089	82	802.2	9340.6	34656.4	307.5	3381.7	12447.9	89.9	1215.2	4370.8
170	111090	33	2442.8	10699.9	25700.7	920.7	3823.3	9218.6	253.9	1324.4	3358.7
171	111091	99	1300.1	9635.1	17861.0	487.4	3535.0	6498.5	124.9	1117.9	2162.4
172	111092	60	1569.0	4010.7	5820.7	561.0	1437.1	2099.6	180.3	476.3	679.6
173	111093	104	2119.0	3876.4	5409.0	749.0	1376.7	1929.7	241.9	450.5	612.5
174	111094	125	1771.8	3491.3	4314.4	617.2	1210.1	1488.5	207.8	440.4	532.7
175	111095	99	1781.2	3590.3	4826.6	681.2	1336.7	1781.7	205.1	444.4	610.5
176	111096	47	259.0	1142.0	3051.9	89.9	413.3	1080.4	32.8	128.5	375.1
177	111097	82	165.3	2958.8	5942.5	56.5	1062.9	2100.2	21.8	337.7	727.4
178	111098	81	113.0	2925.3	5181.6	43.1	1051.5	1842.8	14.3	333.1	621.8
179	111099	87	1817.3	1817.3	1817.3	691.3	691.3	691.3	201.2	201.2	201.2
180	111100	68	950.0	950.0	950.0	418.0	418.0	418.0	82.2	82.2	82.2
181	111101	46	65.0	3563.7	4276.1	25.7	1268.1	1513.7	7.9	473.3	575.8
182	111102	64	388.0	388.0	388.0	146.0	146.0	146.0	25.7	25.7	25.7

The Results of Traffic Assignment for Master Plan B

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SER	HIGHWAY SECTION LINK-NO	LENGTH (KM)	---A.D.T. IN PCU---		---A.D.T. MIXED TRAFFIC---		---AXLE LOAD---				
			1980/81	1987/88 1999/2000	1980/81	1987/88 1999/2000	1980/81	1987/88 1999/2000			
183	111103	57	2102.1	3044.9	5355.2	773.5	1127.2	1988.4	155.9	225.1	408.3
184	111104	29	2161.4	2161.4	2161.4	793.1	793.1	793.1	246.3	246.3	246.3
185	111105	29	898.3	898.3	898.3	314.1	314.1	314.1	97.7	97.7	97.7
186	111106	31	532.8	532.8	532.8	186.8	186.8	186.8	67.5	67.5	67.5
187	111107	50	2096.0	2096.0	2096.0	788.0	788.0	788.0	216.2	216.2	216.2
188	3023	23	6511.0	10981.9	19798.2	3096.8	5082.6	8952.3	465.1	852.4	1654.1
189	3024	66	3463.0	5371.1	10302.9	1623.0	2478.7	4597.9	277.1	447.7	920.0
190	3025	132	979.6	1382.3	2776.2	390.8	549.3	1078.0	91.4	129.1	275.2
191	3026	29	6570.0	6570.0	6570.0	3102.0	3102.0	3102.0	488.3	488.3	488.3
192	3027	28	1434.0	1434.0	1434.0	654.0	654.0	654.0	110.1	110.1	110.1
193	3028	46	3403.7	3403.7	3403.7	1757.4	1757.4	1757.4	241.0	241.0	241.0
194	3029	999	906.0	906.0	906.0	572.0	572.0	572.0	53.4	53.4	53.4
195	3030	35	2871.9	4469.9	8411.1	1498.0	2287.7	4152.9	199.7	327.9	667.8
196	3031	82	3.5	0.6	1.0	1.3	0.2	0.3	0.5	0.1	0.1
197	3032	33	2291.0	2291.0	2291.0	1173.0	1173.0	1173.0	159.3	159.3	159.3
198	4013	344	197.7	573.5	1390.1	92.6	223.8	507.4	15.6	64.8	172.3
199	4014	366	0.3	0.4	0.7	0.3	0.4	0.7	0.0	0.0	0.0
200	4015	328	642.0	642.0	642.0	226.0	226.0	226.0	87.3	87.3	87.3
201	4016	118	530.0	530.0	530.0	230.0	230.0	230.0	22.4	22.4	22.4
202	4017	230	0.0	16.3	34.3	0.0	6.5	13.3	0.0	1.9	4.1
203	4018	530	0.0	16.3	34.3	0.0	6.5	13.3	0.0	1.9	4.1
204	4019	999	0.0	55.0	133.9	0.0	18.8	45.5	0.0	7.5	18.4
205	4020	169	43.2	55.0	133.9	15.4	18.8	45.5	5.7	7.5	18.4
206	4021	115	43.2	43.2	43.2	15.4	15.4	15.4	5.7	5.7	5.7
207	4022	72	390.1	390.1	390.1	182.4	182.4	182.4	32.4	32.4	32.4
208	4023	272	27.9	20.8	398.4	9.6	7.2	135.3	3.8	2.9	56.3

Appendix 6. Traffic Assignment

Result of Traffic Assignment Case; A

SEQ	LINK-NO V-MAX A-B	NODE-I V B-C	NODE-J CAPACITY C-D	DISTANCE Q	TERRAIN BUS	WIDTH CAR	TYPE TRUCK	CONDITION SUM	CONG. AXLE LOAD
1	<LINK DATA 80/81> <ASSIGNMENT 87/88> <CHANGE CONG.>	39 52001 52001	118 118 118	160 160 160	3 3 3	75 V VI	5 5 5	1 1 1	
	<COEFFICIENT> <TRAFFIC COUNT>			16878.0 16878.0	1.19 537.0	1.40 1128.0	1.22 4713.0	6378.0 6378.0	F 5781.5 F 5781.5
	<ASSIGNMENT 80/81> <ASSIGNMENT 87/88> <ASSIGNMENT 99/00>	45.72 97.89 84.82	16000.0 96000.0 144000.0	35870.0 35870.0 80720.9	537.0 1123.2 2042.9	1128.0 2071.0 3695.4	4713.0 10133.2 23632.2	6378.0 13327.3 29570.6	F 5781.5 B 12417.6 C 28723.6
	<RATE 87/88> <RATE 99/00> <CHANGE CONG. 87/88> <CHANGE CONG. 99/00>	*** *** 94	*** *** ***		2.1 3.8	1.8 3.3	2.2 5.0	2.1 4.6	2.1 5.0
2	<LINK DATA 80/81> <LINK DATA 87/88> <LINK DATA 99/00>	118 52002 52002	33 33 33	15 15 15	3 3 3	70 V VI	5 5 5	4 1 1	
	<COEFFICIENT> <TRAFFIC COUNT>			15606.0 15606.0	1.37 710.0	1.65 1491.0	1.06 3995.0	6196.0 6196.0	F 5005.2 F 5005.2
	<ASSIGNMENT 80/81> <ASSIGNMENT 87/88> <ASSIGNMENT 99/00>	23.33 100.22 88.65	8000.0 96000.0 144000.0	32647.9 72814.0	1291.1 2348.3	2443.4 4360.0	8777.1 20469.7	12511.6 27178.0	B 10886.3 C 25117.1
	<RATE 87/88> <RATE 99/00> <CHANGE CONG. 87/88> <CHANGE CONG. 99/00>	*** *** 96	*** *** ***		1.8 3.3	1.6 2.9	2.2 5.1	2.0 4.4	2.2 5.0
3	<LINK DATA 80/81> <LINK DATA 87/88> <LINK DATA 99/00>	33 52003 52003	87 87 87	55 55 55	3 3 3	69 V VI	5 5 5	3 1 1	
	<COEFFICIENT> <TRAFFIC COUNT>			12080.0 12080.0	1.28 404.0	2.43 1478.0	1.13 3130.0	5012.0 5012.0	F 3859.0 F 3859.0
	<ASSIGNMENT 80/81> <ASSIGNMENT 87/88> <ASSIGNMENT 99/00>	51.67 100.32 90.41	8000.0 96000.0 144000.0	32506.8 69198.3	1039.0 1716.2	4549.7 7845.0	8280.1 18734.9	13868.7 28396.1	B 10496.4 C 22810.8
	<RATE 87/88> <RATE 99/00> <CHANGE CONG. 87/88> <CHANGE CONG. 99/00>	*** *** 97	*** *** ***		2.6 4.2	3.1 5.3	2.6 6.0	2.8 5.6	2.6 5.9
4	<LINK DATA 80/81> <LINK DATA 87/88> <LINK DATA 99/00>	86 52004 52004	86 86 86	38 38 38	3 3 3	75 V VI	5 5 5	3 1 1	
	<COEFFICIENT> <TRAFFIC COUNT>			11325.0 11325.0	1.00 207.0	1.53 597.0	1.18 3369.0	4173.0 4173.0	D 4060.3 D 4067.6
	<ASSIGNMENT 80/81> <ASSIGNMENT 87/88> <ASSIGNMENT 99/00>	67.55 104.03 80.33	16000.0 96000.0 144000.0	11378.5 27412.4 59985.0	224.8 469.2 777.0	597.0 1567.4 2723.2	3369.0 8145.8 18310.3	4190.8 10182.4 21810.5	D 4067.6 B 9804.4 C 21924.7
	<RATE 87/88> <RATE 99/00> <CHANGE CONG. 87/88> <CHANGE CONG. 99/00>	*** *** 92	*** *** ***		2.1 3.5	2.6 4.6	2.4 5.4	2.4 5.2	2.4 5.4

Result of Traffic Assignment Case; A

SEQ	LINK-NO V-MAX A-B	NODE-I V B-C	NODE-J CAPACITY C-D	DISTANCE Q	TERRAIN BUS	WIDTH CAR	TYPE TRUCK	CONDITON SUM	CONG.	AXLE LOAD
	<LINK DATA>									
	<ASSIGNMENT>									
	<CHANGE CONG.>									
5	52005	86	102	68	3	75	5	4		
	<LINK DATA 80/81>									
	<LINK DATA 87/88>									
	<LINK DATA 99/00>									
	<COEFFICIENT>									
	<TRAFFIC COUNT>									
	<ASSIGNMENT 80/81>	50.92	16000.0	11284.0	190.0	466.0	3416.0	4072.0	D	4108.8
	<ASSIGNMENT 87/88>	104.31	96000.0	11291.6	192.5	466.0	3416.0	4074.5	D	4109.8
	<ASSIGNMENT 99/00>	80.46	96000.0	27027.2	396.3	1876.5	8187.5	9860.0	B	9823.5
	<RATE 87/88>									
	<RATE 99/00>									
	<CHANGE CONG. 87/88>	***	***							
	<CHANGE CONG. 99/00>	***	***							
6	52006	102	32	132	3	75	5	4		
	<LINK DATA 80/81>									
	<LINK DATA 87/88>									
	<LINK DATA 99/00>									
	<COEFFICIENT>									
	<TRAFFIC COUNT>									
	<ASSIGNMENT 80/81>	53.30	16000.0	11045.0	318.0	1433.0	2886.0	4637.0	C	3535.9
	<ASSIGNMENT 87/88>	109.58	96000.0	10490.5	318.0	878.3	2886.0	4082.3	C	3535.9
	<ASSIGNMENT 99/00>	91.48	96000.0	20953.0	506.0	1466.2	5689.6	7661.8	B	6921.2
	<RATE 87/88>									
	<RATE 99/00>									
	<CHANGE CONG. 87/88>	***	***							
	<CHANGE CONG. 99/00>	***	***							
7	52007	32	29	22	3	75	5	4		
	<LINK DATA 80/81>									
	<LINK DATA 87/88>									
	<LINK DATA 99/00>									
	<COEFFICIENT>									
	<TRAFFIC COUNT>									
	<ASSIGNMENT 80/81>	46.73	16000.0	12698.0	412.0	1160.0	3434.0	5006.0	D	4221.0
	<ASSIGNMENT 87/88>	106.49	96000.0	12898.0	412.0	1160.0	3434.0	5006.0	D	4221.0
	<ASSIGNMENT 99/00>	85.11	96000.0	24025.5	663.4	1903.7	6710.5	9377.6	B	8190.4
	<RATE 87/88>									
	<RATE 99/00>									
	<CHANGE CONG. 87/88>	***	***							
	<CHANGE CONG. 99/00>	***	***							
8	52008	29	82	109	3	75	5	4		
	<LINK DATA 80/81>									
	<LINK DATA 87/88>									
	<LINK DATA 99/00>									
	<COEFFICIENT>									
	<TRAFFIC COUNT>									
	<ASSIGNMENT 80/81>	55.76	16000.0	9583.0	212.0	217.0	2810.0	3339.0	C	3320.7
	<ASSIGNMENT 87/88>	110.00	96000.0	9664.5	239.2	217.0	2810.0	3366.2	C	3321.9
	<ASSIGNMENT 99/00>	93.64	96000.0	18212.1	403.5	381.6	5399.9	6325.1	A	6702.6
	<RATE 87/88>									
	<RATE 99/00>									
	<CHANGE CONG. 87/88>	***	***							
	<CHANGE CONG. 99/00>	***	***							

Result of Traffic Assignment Case; A

SEQ	LINK-NO V-MAX A-B	MODE-I V B-C	MODE-J CAPACITY C-D	DISTANCE Q	TERRAIN BUS	WIDTH CAR	TYPE TRUCK	CONDITION SUM	CONG. AXLE LOAD
	<LINK DATA>								
	<ASSIGNMENT>								
	<CHANGE CONG.>								
9	52009	82	150	13	3	75	5	3	
	<LINK DATA 80/81>								
	<LINK DATA 87/88>								
	<LINK DATA 99/00>								
	<COEFFICIENT>								
	<TRAFFIC COUNT>			9412.0	204.0	1.78	1.05	3316.0	C 3439.6
	<ASSIGNMENT 80/81>	74.80	16000.0	9550.5	350.2	268.0	2844.0	3362.2	C 3458.5
	<ASSIGNMENT 87/88>	110.00	96000.0	16371.7	382.2	427.5	4899.2	5708.9	A 5927.7
	<ASSIGNMENT 99/00>	96.61	96000.0	37606.8	692.7	823.1	11568.6	13084.3	B 13934.9
	<RATE 87/88>				1.5	1.6	1.7	1.7	1.7
	<RATE 99/00>				2.8	3.1	4.1	3.9	4.0
	<CHANGE CONG. 87/88>	****	****						
	<CHANGE CONG. 99/00>	86	****						
10	51001	150	27	48	3	42	5	3	
	<LINK DATA 80/81>								
	<LINK DATA 87/88>								
	<LINK DATA 99/00>								
	<COEFFICIENT>								
	<TRAFFIC COUNT>			8555.0	220.0	1.17	1.00	2573.0	F 3126.3
	<ASSIGNMENT 80/81>	39.09	8000.0	9914.9	250.2	176.0	2496.1	3122.3	F 3284.0
	<ASSIGNMENT 87/88>	110.00	96000.0	15360.7	582.2	280.8	4844.4	5507.4	A 5837.1
	<ASSIGNMENT 99/00>	98.13	96000.0	35319.5	692.7	540.6	10967.0	12200.2	B 13225.0
	<RATE 87/88>				1.5	1.6	1.7	1.7	1.7
	<RATE 99/00>				2.8	3.1	4.1	3.9	4.0
	<CHANGE CONG. 87/88>	89	****						
	<CHANGE CONG. 99/00>		****						
11	51002	27	79	100	3	61	5	3	
	<LINK DATA 80/81>								
	<LINK DATA 87/88>								
	<LINK DATA 99/00>								
	<COEFFICIENT>								
	<TRAFFIC COUNT>			8796.0	309.0	1.00	1.07	3036.0	F 3160.5
	<ASSIGNMENT 80/81>	39.72	8000.0	8931.4	350.4	167.2	2571.0	3088.6	F 3177.4
	<ASSIGNMENT 87/88>	110.00	96000.0	15358.0	523.4	254.2	4511.2	5288.8	A 5537.8
	<ASSIGNMENT 99/00>	93.63	96000.0	41695.6	1138.1	569.0	12570.7	14277.9	B 15300.1
	<RATE 87/88>				1.5	1.5	1.8	1.7	1.7
	<RATE 99/00>				3.2	3.4	4.9	4.6	4.8
	<CHANGE CONG. 87/88>	88	****						
	<CHANGE CONG. 99/00>		****						
12	51003	79	80	12	3	61	5	4	
	<LINK DATA 80/81>								
	<LINK DATA 87/88>								
	<LINK DATA 99/00>								
	<COEFFICIENT>								
	<TRAFFIC COUNT>			4859.0	81.0	1.00	1.05	1671.0	C 1818.6
	<ASSIGNMENT 80/81>	49.70	8000.0	5253.5	202.8	106.3	1513.0	1822.0	C 1868.5
	<ASSIGNMENT 87/88>	100.00	16000.0	9138.5	317.0	158.4	2676.4	3151.8	C 3288.1
	<ASSIGNMENT 99/00>	100.78	96000.0	31870.1	1106.3	447.8	9367.8	10921.9	B 11507.6
	<RATE 87/88>				1.6	1.5	1.8	1.7	1.8
	<RATE 99/00>				5.5	4.2	6.2	6.0	6.2
	<CHANGE CONG. 87/88>	83	****						
	<CHANGE CONG. 99/00>	92	****						

Result of Traffic Assignment Case; A

SEQ	LINK-NO V-MAX A-B	NODE-I V B-C	NODE-J CAPACITY C-D	DISTANCE Q	TERRAIN BUS	WIDTH CAR	TYPE TRUCK	CONDTION SUM	CONG. AXLE LOAD
	<LINK DATA>								
	<ASSIGNMENT>								
	<CHANGE CONG.>								
13	51004	80	25	70	3	58	5	3	
	<LINK DATA 80/81>								
	<LINK DATA 87/88>								
	<LINK DATA 99/00>								
	<COEFFICIENT>				1.32	2.92	1.00		
	<TRAFFIC COUNT>			5844.0	319.0	363.0	1508.0	2190.0	F 1910.2
	<ASSIGNMENT 80/81>	30.00	3000.0	6350.2	319.0	363.0	1676.7	2358.7	F 2109.3
	<ASSIGNMENT 87/88>	65.14	16000.0	11985.6	533.6	539.2	3265.2	4388.0	D 4071.7
	<ASSIGNMENT 99/00>	100.31	96000.0	32522.5	1456.6	1307.6	8948.3	11712.6	B 11156.3
	<RATE 87/88>				1.7	1.6	1.9	1.9	
	<RATE 99/00>				4.6	3.6	5.3	5.0	5.3
	<CHANGE CONG. 87/88>	81	86						
	<CHANGE CONG. 99/00>	91	***						
14	51005	25	121	18	3	64	5	3	
	<LINK DATA 80/81>								
	<LINK DATA 87/88>								
	<LINK DATA 99/00>								
	<COEFFICIENT>				1.00	1.12	1.00		
	<TRAFFIC COUNT>			5906.0	396.0	281.0	1479.0	2156.0	D 1907.6
	<ASSIGNMENT 80/81>	58.36	8000.0	6459.7	451.3	281.0	1608.2	2340.6	D 2082.7
	<ASSIGNMENT 87/88>	64.40	16000.0	12170.9	722.3	445.3	3186.2	4353.8	D 4055.9
	<ASSIGNMENT 99/00>	100.75	96000.0	31910.7	1648.5	876.1	8696.4	11220.9	B 10937.6
	<RATE 87/88>				1.6	1.6	2.0	1.9	
	<RATE 99/00>				3.7	3.1	5.4	4.8	5.3
	<CHANGE CONG. 87/88>	80	85						
	<CHANGE CONG. 99/00>	91	***						
15	51006	121	23	75	3	64	5	4	
	<LINK DATA 80/81>								
	<LINK DATA 87/88>								
	<LINK DATA 99/00>								
	<COEFFICIENT>				1.32	2.85	2.79		
	<TRAFFIC COUNT>			6849.0	595.0	447.0	1539.0	2581.0	E 2060.0
	<ASSIGNMENT 80/81>	40.84	8000.0	6849.0	595.0	447.0	1539.0	2581.0	E 2060.0
	<ASSIGNMENT 87/88>	79.93	16000.0	3258.3	940.7	648.3	1595.9	3185.0	C 2268.9
	<ASSIGNMENT 99/00>	90.03	96000.0	46645.3	2364.6	1465.1	12695.4	16325.2	C 15950.1
	<RATE 87/88>				1.6	1.5	1.0	1.2	
	<RATE 99/00>				4.0	3.3	8.2	6.4	7.7
	<CHANGE CONG. 87/88>	81	***						
	<CHANGE CONG. 99/00>	97	***						
16	51007	23	75	44	3	62	5	6	
	<LINK DATA 80/81>								
	<LINK DATA 87/88>								
	<LINK DATA 99/00>								
	<COEFFICIENT>				1.03	1.89	1.72		
	<TRAFFIC COUNT>			7541.0	740.0	422.0	1633.0	2795.0	E 2230.3
	<ASSIGNMENT 80/81>	36.99	8000.0	7541.0	740.0	422.0	1633.0	2795.0	E 2230.3
	<ASSIGNMENT 87/88>	109.66	96000.0	19668.4	1744.8	1104.7	4443.1	7392.6	B 5958.2
	<ASSIGNMENT 99/00>	86.33	96000.0	51742.0	3295.0	2190.2	13222.3	18707.5	C 16933.2
	<RATE 87/88>				2.4	2.6	2.7	2.6	
	<RATE 99/00>				4.5	5.2	8.1	6.7	7.6
	<CHANGE CONG. 87/88>	86	***						
	<CHANGE CONG. 99/00>	95	***						

Result of Traffic Assignment Case, A

SEQ	LINK-NO V-MAX A-B	NODE-I V B-C	NODE-J CAPACITY C-D	DISTANCE g	TERRAIN BUS	WIDTH CAR	TYPE TRUCK	CONDITION SUM	CONG.	AXLE LOAD
<LINK DATA>										
<ASSIGNMENT>										
<CHANGE CONG.>										
17	51008	75	119	13	3	63	5	4		
<LINK DATA 80/81>	51008	75	119	13	3	IV	5	1		
<LINK DATA 87/88>	51008	75	119	13	3	V	5	1		
<LINK DATA 99/00>										
<COEFFICIENT>					1.38	2.28	1.04			
<TRAFFIC COUNT>				4677.0	526.0	333.0	922.0	1781.0	C	1303.6
<ASSIGNMENT 80/81>	70.00	52.91	8000.0	4677.0	526.0	333.0	922.0	1781.0	C	1303.6
<ASSIGNMENT 87/88>	100.00	65.73	16000.0	11836.9	1601.0	988.3	2015.2	4604.5	D	3034.6
<ASSIGNMENT 99/00>	110.00	107.11	96000.0	23173.4	2927.6	1815.9	4191.5	8933.0	B	6146.3
<RATE 87/88>					3.0	3.0	2.2	2.6		2.3
<RATE 99/00>					5.6	5.5	4.5	5.0		4.7
<CHANGE CONG. 87/88>	***	82	86							
<CHANGE CONG. 99/00>	94	****	****							
18	51009	119	72	79	3	62	5	4		
<LINK DATA 80/81>	51009	119	72	79	3	IV	5	1		
<LINK DATA 87/88>	51009	119	72	79	3	V	5	1		
<LINK DATA 99/00>										
<COEFFICIENT>				5084.0	1.22	1.70	1.00	1890.0	C	1373.0
<TRAFFIC COUNT>				5331.3	603.0	333.0	954.0	1999.1	C	1501.7
<ASSIGNMENT 80/81>	70.00	49.27	8000.0	5331.3	603.0	333.0	1063.1	1999.1	C	1501.7
<ASSIGNMENT 87/88>	100.00	65.38	16000.0	12438.3	1353.1	781.8	2529.0	4664.0	D	3539.1
<ASSIGNMENT 99/00>	110.00	105.70	96000.0	25112.3	2528.3	1404.2	5374.4	9306.9	B	7378.4
<RATE 87/88>					2.2	2.3	2.4	2.3		2.4
<RATE 99/00>					4.2	4.2	5.1	4.7		4.9
<CHANGE CONG. 87/88>	***	81	85							
<CHANGE CONG. 99/00>	93	****	****							
19	51010	72	24	40	3	62	5	4		
<LINK DATA 80/81>	51010	72	24	40	3	V	5	1		
<LINK DATA 87/88>	51010	72	24	40	3	V	5	1		
<LINK DATA 99/00>										
<COEFFICIENT>				4727.0	1.30	1.74	1.24	1779.0	C	1303.5
<TRAFFIC COUNT>				4727.0	566.0	305.0	908.0	1779.0	C	1303.5
<ASSIGNMENT 80/81>	70.00	52.63	8000.0	4727.0	566.0	305.0	908.0	1779.0	C	1303.5
<ASSIGNMENT 87/88>	110.00	110.00	96000.0	15032.4	1603.9	830.6	3130.0	5584.5	A	4351.0
<ASSIGNMENT 99/00>	110.00	101.50	96000.0	30880.6	3033.1	1499.6	6760.6	11293.3	B	9221.1
<RATE 87/88>					2.8	2.7	3.4	3.1		3.3
<RATE 99/00>					5.4	4.9	7.4	6.3		7.1
<CHANGE CONG. 87/88>	***	***	***							
<CHANGE CONG. 99/00>	90	****	****							
20	51011	24	71	37	3	69	5	4		
<LINK DATA 80/81>	51011	24	71	37	3	V	5	1		
<LINK DATA 87/88>	51011	24	71	37	3	V	5	1		
<LINK DATA 99/00>										
<COEFFICIENT>				7030.0	1.00	1.69	1.18	2744.0	E	2026.7
<TRAFFIC COUNT>				7663.1	652.0	601.0	1491.0	2955.0	E	2113.2
<ASSIGNMENT 80/81>	70.00	36.32	8000.0	7663.1	652.0	601.0	1491.0	2955.0	E	2113.2
<ASSIGNMENT 87/88>	110.00	110.00	96000.0	16760.2	1764.8	1078.2	3468.5	6305.5	A	4809.3
<ASSIGNMENT 99/00>	110.00	99.21	96000.0	34027.8	3203.1	1910.9	7502.6	12616.6	B	10166.3
<RATE 87/88>					2.0	1.8	2.3	2.1		2.3
<RATE 99/00>					3.7	3.2	5.0	4.5		4.8
<CHANGE CONG. 87/88>	***	***	***							
<CHANGE CONG. 99/00>	88	****	****							

Result of Traffic Assignment Case: A

SEQ	LINK-NO V-MAX A-B	NODE-I V B-C	NODE-J CAPACITY C-D	DISTANCE G	TERRAIN BUS	WIDTH CAR	TYPE TRUCK	CONDITION SUM	CONG.	AXLE LOAD
<LINK DATA>										
<ASSIGNMENT>										
<CHANGE CONG.>										
21	51012	71	17	130	3	75	5	4		
<LINK DATA 80/81>										
<LINK DATA 87/88>										
<LINK DATA 99/00>										
<COEFFICIENT>										
<TRAFFIC COUNT>										
<ASSIGNMENT 80/81>		68.73	16000.0	4313.0	571.0	393.0	735.0	1701.0	B	1101.4
<ASSIGNMENT 87/88>		59.62	16000.0	5308.3	571.0	395.0	1066.8	2032.8	B	1492.9
<ASSIGNMENT 99/00>		103.87	96000.0	13375.7	2933.0	1312.7	2663.0	4955.5	D	3776.6
<RATE 87/88>				27629.7	2.7	1.9	5839.4	10085.0	B	8093.0
<RATE 99/00>					5.1	3.3	2.5	2.4		2.5
<CHANGE CONG. 87/88>	81	85								
<CHANGE CONG. 99/00>	91	***	***							
<CHANGE CONG. 99/00>										
22	51013	17	19	67	3	96	5	5		
<LINK DATA 80/81>										
<LINK DATA 87/88>										
<LINK DATA 99/00>										
<COEFFICIENT>										
<TRAFFIC COUNT>										
<ASSIGNMENT 80/81>		47.66	16000.0	12258.0	1489.0	3363.0	1476.0	6328.0	D	2352.2
<ASSIGNMENT 87/88>		109.55	96000.0	15286.6	2351.6	3263.0	4370.9	10225.5	B	3969.9
<ASSIGNMENT 99/00>		96.55	96000.0	19823.2	4241.0	9187.1	5352.3	18780.4	B	8054.5
<RATE 87/88>				37966.9	1.6	1.5	1.7	1.6		1.7
<RATE 99/00>					2.8	2.7	3.5	2.9		3.4
<CHANGE CONG. 87/88>	86	***	***							
<CHANGE CONG. 99/00>	***	***	***							
<CHANGE CONG. 99/00>										
23	51014	19	61	32	3	80	5	3		
<LINK DATA 80/81>										
<LINK DATA 87/88>										
<LINK DATA 99/00>										
<COEFFICIENT>										
<TRAFFIC COUNT>										
<ASSIGNMENT 80/81>		63.07	16000.0	12507.0	1156.0	2610.0	2143.0	5909.0	D	3002.7
<ASSIGNMENT 87/88>		110.00	96000.0	18124.4	1574.3	3569.1	3277.5	8420.9	D	3002.7
<ASSIGNMENT 99/00>		97.13	96000.0	36891.7	2845.4	6588.1	7255.8	16689.3	B	9728.4
<RATE 87/88>					1.4	1.4	1.5	1.4		1.5
<RATE 99/00>					2.5	2.5	3.4	2.6		3.2
<CHANGE CONG. 87/88>	87	***	***							
<CHANGE CONG. 99/00>	***	***	***							
<CHANGE CONG. 99/00>										
24	51015	61	12	15	3	84	5	3		
<LINK DATA 80/81>										
<LINK DATA 87/88>										
<LINK DATA 99/00>										
<COEFFICIENT>										
<TRAFFIC COUNT>										
<ASSIGNMENT 80/81>		66.58	16000.0	11486.0	1296.0	1484.0	2038.0	4818.0	D	2836.2
<ASSIGNMENT 87/88>		110.00	96000.0	18121.3	1821.0	2887.7	3296.4	7565.1	D	2989.4
<ASSIGNMENT 99/00>		97.48	96000.0	36411.2	3506.6	4192.9	7252.9	14932.3	A	4702.0
<RATE 87/88>					1.5	1.5	1.6	1.6		1.5
<RATE 99/00>					2.7	2.8	3.5	3.1		3.3
<CHANGE CONG. 87/88>	87	***	***							
<CHANGE CONG. 99/00>	***	***	***							
<CHANGE CONG. 99/00>										

Result of Traffic Assignment Case: A

SEQ	LINK-NO V-MAX A-B	NODE-I V B-C	NODE-J CAPACITY C-D	DISTANCE g	TERRAIN BUS	WIDTH CAR	TYPE TRUCK	CONDITION SUM	CONG.	AXLE LOAD
25	<LINK DATA 80/81> <ASSIGNMENT 87/88> <CHANGE CONG.>	12	11	52	3	85	5	3		
	<LINK DATA 87/88>	12	11	52		V	5	1		
	<LINK DATA 99/00>	12	11	52	3	V	5	1		
	<COEFFICIENT>				1.18	1.08	1.08			
	<TRAFFIC COUNT>	69-70	16000.0	10835.0	903.0	1649.0	2159.0	4711.0	C	2917.9
	<ASSIGNMENT 80/81>	110.00	96000.0	16835.0	903.0	1649.0	2159.0	4711.0	C	2917.8
	<ASSIGNMENT 87/88>	110.00	96000.0	16848.7	1396.6	2528.6	3310.1	7235.3	A	4278.6
	<ASSIGNMENT 99/00>	110.00	96000.0	32889.2	2661.2	4583.3	6974.2	14018.6	B	9238.6
	<RATE 87/88>	****	****		1.5	1.5	1.5	1.5		1.5
	<RATE 99/00>	****	****		2.7	2.8	3.2	3.0		3.2
	<CHANGE CONG. 87/88>	****	****							
	<CHANGE CONG. 99/00>	88	****							
26	<LINK DATA 80/81>	11	93	38	2	81	5	3		
	<LINK DATA 87/88>	11	93	38	2	V	5	1		
	<LINK DATA 99/00>	11	93	38	2	V	5	1		
	<COEFFICIENT>				1.12	1.64	1.18			
	<TRAFFIC COUNT>	90.00	14000.0	11920.0	1008.0	2179.0	2239.0	5426.0	D	3033.3
	<ASSIGNMENT 80/81>	100.00	86000.0	11920.0	1008.0	2179.0	2239.0	5426.0	D	3033.3
	<ASSIGNMENT 87/88>	100.00	86000.0	18424.9	1542.6	3303.0	3498.0	8343.6	B	4740.1
	<ASSIGNMENT 99/00>	100.00	86000.0	36042.8	2691.3	5935.2	7337.9	15984.4	B	9762.2
	<RATE 87/88>	****	****		1.5	1.5	1.6	1.5		1.6
	<RATE 99/00>	****	****		2.7	2.7	3.3	2.9		3.2
	<CHANGE CONG. 87/88>	****	****							
	<CHANGE CONG. 99/00>	85	****							
27	<LINK DATA 80/81>	93	57	32	2	74	5	3		
	<LINK DATA 87/88>	93	57	32	2	V	5	1		
	<LINK DATA 99/00>	93	57	32	2	V	5	1		
	<COEFFICIENT>				1.00	1.26	1.00			
	<TRAFFIC COUNT>	61-53	14000.0	9418.0	773.0	1671.0	1876.0	4320.0	C	2530.6
	<ASSIGNMENT 80/81>	100.00	86000.0	10055.4	898.3	1671.0	1896.5	4485.8	C	2606.2
	<ASSIGNMENT 87/88>	100.00	86000.0	15422.9	1373.8	2524.7	2925.7	6824.1	A	4015.5
	<ASSIGNMENT 99/00>	100.00	86000.0	30428.5	2397.0	4534.7	6127.5	13079.2	B	8213.3
	<RATE 87/88>	****	****		1.5	1.5	1.5	1.5		1.5
	<RATE 99/00>	****	****		2.7	2.7	3.2	2.9		3.2
	<CHANGE CONG. 87/88>	****	****							
	<CHANGE CONG. 99/00>	88	****							
28	<LINK DATA 80/81>	57	10	29	3	73	5	3		
	<LINK DATA 87/88>	57	10	29	3	V	5	1		
	<LINK DATA 99/00>	57	10	29	3	V	5	1		
	<COEFFICIENT>				1.00	1.00	1.00			
	<TRAFFIC COUNT>	69-83	16000.0	4362.0	722.0	629.0	589.0	1940.0	B	991.0
	<ASSIGNMENT 80/81>	110.00	96000.0	10803.2	1109.2	1373.1	2034.2	4316.5	C	2835.1
	<ASSIGNMENT 87/88>	110.00	96000.0	17109.3	1697.5	2090.7	3308.7	7096.9	A	4600.2
	<ASSIGNMENT 99/00>	110.00	96000.0	33624.0	2977.9	3763.9	6975.5	13717.3	B	9432.0
	<RATE 87/88>	****	****		1.5	1.5	1.6	1.6		1.6
	<RATE 99/00>	****	****		2.7	2.7	3.4	3.0		3.3
	<CHANGE CONG. 87/88>	****	****							
	<CHANGE CONG. 99/00>	88	****							

Result of Traffic Assignment Case: A

SEQ	LINK-NO V-MAX A-B	MODE-I V B-C	MODE-J CAPACITY C-D	DISTANCE Q	TERRAIN BUS	WIDTH CAR	TYPE TRUCK	CONDITION SUM	CONG. AXLE LOAD
<LINK DATA>									
<ASSIGNMENT>									
<CHANGE CONG.>									
29	51020	10	117	16	3	133	5	3	
<LINK DATA 80/81>	51020	10	117	16	3	V	5	1	
<LINK DATA 87/88>	51020	10	117	16	3	V	5	1	
<LINK DATA 99/00>	51020	10	117	16	1.11	1.58	1.37		
<COEFFICIENT>				17129.0	1.11			7811.0	A 4456.6
<TRAFFIC COUNT>				17129.0	1.11			7811.0	A 4456.6
<ASSIGNMENT 80/81>	110.00	110.00	96000.0	17129.0	1.11	3152.0	3307.0	7811.0	A 4456.6
<ASSIGNMENT 87/88>	110.00	105.23	96000.0	25763.0	1.11	3152.0	3307.0	7811.0	A 4456.6
<ASSIGNMENT 99/00>	110.00	86.44	96000.0	51589.0	1.11	4832.6	5007.5	11809.4	B 6716.2
<RATE 87/88>					1.5	8814.2	10825.0	23072.4	C 14181.1
<RATE 99/00>					2.5	1.5	1.5	1.5	1.5
<CHANGE CONG. 87/88>	81	***	***			2.8	3.3	3.0	3.2
<CHANGE CONG. 99/00>	95	***	***						
30	51021	117	55	30	3	113	5	3	
<LINK DATA 80/81>	51021	117	55	30	3	V	5	1	
<LINK DATA 87/88>	51021	117	55	30	3	V	5	1	
<LINK DATA 99/00>	51021	117	55	30	1.00	1.00	1.00		
<COEFFICIENT>				10360.0	1.00			4572.0	A 2904.4
<TRAFFIC COUNT>				12790.1	1.00	1678.0	2231.0	4572.0	A 2904.4
<ASSIGNMENT 80/81>	110.00	110.00	96000.0	12790.1	1.00	1954.5	2454.4	5566.4	A 3370.7
<ASSIGNMENT 87/88>	110.00	110.00	96000.0	18571.2	1.00	2980.6	3565.6	8177.5	A 4876.2
<ASSIGNMENT 99/00>	110.00	97.05	96000.0	37003.7	1.00	5443.5	7678.1	15963.6	B 10225.4
<RATE 87/88>					1.4	1.5	1.5	1.5	1.4
<RATE 99/00>					2.5	2.8	3.1	2.9	3.0
<CHANGE CONG. 87/88>	87	***	***						
<CHANGE CONG. 99/00>	87	***	***						
31	51022	55	9	45	2	74	5	3	
<LINK DATA 80/81>	51022	55	9	45	2	V	5	1	
<LINK DATA 87/88>	51022	55	9	45	2	V	5	1	
<LINK DATA 99/00>	51022	55	9	45	1.00	1.00	1.00		
<COEFFICIENT>				6693.0	1.00			2971.0	C 1797.9
<TRAFFIC COUNT>				10953.0	1.00	1110.0	1344.0	2971.0	C 1797.9
<ASSIGNMENT 80/81>	90.00	57.96	14400.0	10953.0	1.00	1553.7	2215.5	4686.8	D 2990.5
<ASSIGNMENT 87/88>	100.00	100.00	86000.0	15356.9	1.00	2359.0	3082.5	6678.3	A 4152.6
<ASSIGNMENT 99/00>	100.00	90.45	86000.0	30135.9	1.00	4232.5	6679.0	12866.9	B 8329.0
<RATE 87/88>					1.4	1.5	1.4	1.4	1.4
<RATE 99/00>					2.3	2.7	2.9	2.7	2.9
<CHANGE CONG. 87/88>	88	***	***						
<CHANGE CONG. 99/00>	88	***	***						
32	53001	9	116	14	3	60	5	3	
<LINK DATA 80/81>	53001	9	116	14	3	IV	5	1	
<LINK DATA 87/88>	53001	9	116	14	3	V	5	1	
<LINK DATA 99/00>	53001	9	116	14	1.81	1.22	1.00		
<COEFFICIENT>				6305.0	1.81			2891.0	F 1369.7
<TRAFFIC COUNT>				7282.0	1.81	1184.0	844.0	2891.0	F 1369.7
<ASSIGNMENT 80/81>	90.00	50.00	3000.0	7282.0	1.81	1184.0	1169.7	3216.7	F 1369.7
<ASSIGNMENT 87/88>	100.00	69.50	16000.0	10885.3	1.81	1912.6	1679.7	4903.5	C 2519.7
<ASSIGNMENT 99/00>	110.00	108.04	96000.0	21899.7	1.81	3706.6	3593.7	9771.0	B 5233.5
<RATE 87/88>					1.5	1.6	1.4	1.5	1.5
<RATE 99/00>					2.9	3.1	3.1	3.0	3.0
<CHANGE CONG. 87/88>	96	***	***						
<CHANGE CONG. 99/00>	96	***	***						

Result of Traffic Assignment Case; A

SEQ	LINK-NO V MAX A-B	MODE-I V B-C	NODE-J CAPACITY C-D	DISTANCE Q	TERRAIN BUS	WIDTH CAR	TYPE TRUCK	CONDITION SUM	CONG. AXLE LOAD
	<LINK DATA>								
	<ASSIGNMENT>								
	<CHANGE CONG.>								
33	53002	116	53	36	3	60	5	3	
	<LINK DATA 80/81>								
	<LINK DATA 87/88>								
	<LINK DATA 99/00>								
	<COEFFICIENT>								
	<TRAFFIC COUNT>								
	<ASSIGNMENT 80/81>	30.00	3000.0	237.0	31.0	141.0	1.00	173.0	A 13.9
	<ASSIGNMENT 87/88>	77.87	16000.0	3854.3	316.4	660.5	750.5	1727.4	F 1015.3
	<ASSIGNMENT 99/00>	110.00	96000.0	17908.8	1361.7	3042.5	3593.7	3972.4	C 2278.4
	<RATE 87/88>				2.3	2.4	2.2	2.2	A 4798.9
	<RATE 99/00>				4.3	4.6	4.8	4.6	4.7
	<CHANGE CONG. 87/88>	84	****						
	<CHANGE CONG. 99/00>	****	****						
34	53003	53	2	23	3	100	5	3	
	<LINK DATA 80/81>								
	<LINK DATA 87/88>								
	<LINK DATA 99/00>								
	<COEFFICIENT>								
	<TRAFFIC COUNT>								
	<ASSIGNMENT 80/81>	75.78	16000.0	8848.0	1148.0	2062.0	1114.0	4324.0	C 1785.2
	<ASSIGNMENT 87/88>	110.00	96000.0	9304.2	1159.5	2062.0	1254.5	4476.1	C 1955.8
	<ASSIGNMENT 99/00>	102.93	96000.0	28922.2	3235.1	6392.9	4274.7	7498.4	A 3232.8
	<RATE 87/88>				1.6	1.7	1.7	1.7	B 6370.5
	<RATE 99/00>				2.8	3.1	3.4	3.1	3.5
	<CHANGE CONG. 87/88>	****	****						
	<CHANGE CONG. 99/00>	90	****						
35	53004	2	49	53	1	65	5	4	
	<LINK DATA 80/81>								
	<LINK DATA 87/88>								
	<LINK DATA 99/00>								
	<COEFFICIENT>								
	<TRAFFIC COUNT>								
	<ASSIGNMENT 80/81>	41.91	5600.0	1726.0	216.0	397.0	227.0	840.0	B 356.4
	<ASSIGNMENT 87/88>	49.19	5600.0	2708.7	524.0	599.5	379.1	1302.6	B 356.4
	<ASSIGNMENT 99/00>	58.38	11200.0	5168.5	565.9	1060.0	803.6	2429.5	C 580.2
	<RATE 87/88>				1.5	1.5	1.7	1.6	C 1180.3
	<RATE 99/00>				2.6	2.7	3.5	2.9	3.3
	<CHANGE CONG. 87/88>	85	****						
	<CHANGE CONG. 99/00>	98	****						
36	252010	39	151	18	3	73	3	3	
	<LINK DATA 80/81>								
	<LINK DATA 87/88>								
	<LINK DATA 99/00>								
	<COEFFICIENT>								
	<TRAFFIC COUNT>								
	<ASSIGNMENT 80/81>	99.54	16000.0	3317.0	83.0	1100.0	656.0	1839.0	B 808.1
	<ASSIGNMENT 87/88>	64.37	8000.0	5662.6	134.1	1644.8	1205.1	2984.1	B 808.1
	<ASSIGNMENT 99/00>	65.48	16000.0	11900.0	258.3	2970.2	2718.3	5946.8	D 1477.0
	<RATE 87/88>				1.6	1.5	1.8	1.6	C 3313.5
	<RATE 99/00>				3.1	2.7	4.1	3.2	4.1
	<CHANGE CONG. 87/88>	80	86						
	<CHANGE CONG. 99/00>	89	97						

Result of Traffic Assignment Case: A

SEQ	LINK-NO V-MAX A-B	MODE-I V B-C	MODE-J CAPACITY C-D	DISTANCE Q	TERRAIN BUS	WIDTH CAR	TYPE TRUCK	CONDITION SUM	CONG. AXLE LOAD
	<LINK DATA>								
	<ASSIGNMENT>								
	<CHANGE CONG.>								
37	254001	151	114	82	3	50	3	3	
	<LINK DATA 80/81>	151	114	82	3	50	3	1	
	<LINK DATA 87/88>	151	114	82	3	50	3	1	
	<LINK DATA 99/00>	151	114	82	3	50	3	1	
	<COEFFICIENT>				1.00	1.00	1.00		
	<TRAFFIC COUNT>			0.0	0.0	0.0	0.0	0.0	0.0
	<ASSIGNMENT 80/81>	60.52	3000.0	2147.6	41.2	455.2	523.0	1019.3	A
	<ASSIGNMENT 87/88>	78.70	8000.0	3762.4	66.5	680.7	960.7	1707.9	D
	<ASSIGNMENT 99/00>	80.50	16000.0	8114.7	128.1	1229.1	2167.1	3524.5	C
	<RATE 87/88>				1.6	1.5	1.8	1.7	1.8
	<RATE 99/00>				3.1	2.7	4.1	3.5	4.1
	<CHANGE CONG. 87/88>	86	****						
	<CHANGE CONG. 99/00>	96	****						
38	254002	114	44	77	2	38	3	3	
	<LINK DATA 80/81>	114	44	77	2	38	3	1	
	<LINK DATA 87/88>	114	44	77	2	38	3	1	
	<LINK DATA 99/00>	114	44	77	2	38	3	1	
	<COEFFICIENT>				1.00	1.00	1.00		
	<TRAFFIC COUNT>			0.0	0.0	0.0	0.0	0.0	0.0
	<ASSIGNMENT 80/81>	49.76	2700.0	2147.6	41.2	455.2	523.0	1019.3	A
	<ASSIGNMENT 87/88>	64.00	7200.0	3707.4	65.4	679.9	943.7	1689.1	D
	<ASSIGNMENT 99/00>	69.76	14400.0	7980.7	125.7	1227.9	2125.3	3478.8	C
	<RATE 87/88>				1.6	1.5	1.8	1.7	1.8
	<RATE 99/00>				3.1	2.7	4.1	3.4	4.0
	<CHANGE CONG. 87/88>	84	****						
	<CHANGE CONG. 99/00>	94	****						
39	254003	44	110	293	1	38	3	3	
	<LINK DATA 80/81>	44	110	293	1	38	3	1	
	<LINK DATA 87/88>	44	110	293	1	38	3	1	
	<LINK DATA 99/00>	44	110	293	1	38	3	1	
	<COEFFICIENT>				1.00	1.00	1.00		
	<TRAFFIC COUNT>			0.0	0.0	0.0	0.0	0.0	0.0
	<ASSIGNMENT 80/81>	46.14	2000.0	643.2	1.1	23.7	205.4	230.2	B
	<ASSIGNMENT 87/88>	21.74	700.0	643.2	1.1	23.7	205.4	230.2	E
	<ASSIGNMENT 99/00>	46.14	2000.0	643.2	1.1	23.7	205.4	230.2	B
	<RATE 87/88>				1.0	1.0	1.0	1.0	1.0
	<RATE 99/00>				1.0	1.0	1.0	1.0	1.0
	<CHANGE CONG. 87/88>	88	****						
	<CHANGE CONG. 99/00>	98	****						
40	254004	110	43	69	2	38	3	3	
	<LINK DATA 80/81>	110	43	69	2	38	3	1	
	<LINK DATA 87/88>	110	43	69	2	38	3	1	
	<LINK DATA 99/00>	110	43	69	2	38	3	1	
	<COEFFICIENT>				1.00	1.00	1.00		
	<TRAFFIC COUNT>			0.0	0.0	0.0	0.0	0.0	0.0
	<ASSIGNMENT 80/81>	78.06	2700.0	643.2	1.1	23.7	205.4	230.2	A
	<ASSIGNMENT 87/88>	43.76	900.0	643.2	1.1	23.7	205.4	230.2	B
	<ASSIGNMENT 99/00>	78.06	2700.0	643.2	1.1	23.7	205.4	230.2	B
	<RATE 87/88>				1.0	1.0	1.0	1.0	1.0
	<RATE 99/00>				1.0	1.0	1.0	1.0	1.0
	<CHANGE CONG. 87/88>	88	****						
	<CHANGE CONG. 99/00>	98	****						

Result of Traffic Assignment Case; A

SEQ	LINK-MD V-MAX A-B	NODE-I V B-C	NODE-J CAPACITY C-D	DISTANCE Q	TERRAIN BUS	WIDTH CAR	TYPE TRUCK	CONDITION SUM	CONG.	AXLE LOAD
41	<LINK DATA 80/81> <ASSIGNMENT 87/88> <CHANGE CONG.>	45 43 43	40 40 40	144 144 144	2 2 2-34	.61 III IV	3 5 5	4 1 1		
	<COEFFICIENT> <TRAFFIC COUNT> <ASSIGNMENT 80/81> <ASSIGNMENT 87/88> <ASSIGNMENT 99/00> <RATE 87/88> <RATE 99/00> <CHANGE CONG. 87/88> <CHANGE CONG. 99/00>			2073.0 2071.0 2169.9 4545.6	147.0 241.0 472.2 1.6 3.2	579.0 577.0 725.7 1211.6 1.3 2.1	1.03 351.0 351.0 280.4 639.2 0.7 1.6 1.8	1077.0 1075.0 1207.1 2322.9 1.1 2.2		B B B B B 0.8 2.0
42	<LINK DATA 80/81> <LINK DATA 87/88> <LINK DATA 99/00> <COEFFICIENT> <TRAFFIC COUNT> <ASSIGNMENT 80/81> <ASSIGNMENT 87/88> <ASSIGNMENT 99/00> <RATE 87/88> <RATE 99/00> <CHANGE CONG. 87/88> <CHANGE CONG. 99/00>	40 40 40	123 123 123	131 131 131	2 2 2	51 III III	3 5 5	4 1 1		
	<COEFFICIENT> <TRAFFIC COUNT> <ASSIGNMENT 80/81> <ASSIGNMENT 87/88> <ASSIGNMENT 99/00> <RATE 87/88> <RATE 99/00> <CHANGE CONG. 87/88> <CHANGE CONG. 99/00>			2329.0 2329.0 2329.0	221.0 221.0 221.0 1.0 1.0	660.0 660.0 660.0 1.0 1.0	402.0 402.0 402.0 1.0 1.0	1283.0 1283.0 1283.0 1.0 1.0		E E E E E
43	<LINK DATA 80/81> <LINK DATA 87/88> <LINK DATA 99/00> <COEFFICIENT> <TRAFFIC COUNT> <ASSIGNMENT 80/81> <ASSIGNMENT 87/88> <ASSIGNMENT 99/00> <RATE 87/88> <RATE 99/00> <CHANGE CONG. 87/88> <CHANGE CONG. 99/00>	55 55 55	152 152 152	14 14 14	3 3 3	75 IV V	5 5 5	3 1 1		
	<COEFFICIENT> <TRAFFIC COUNT> <ASSIGNMENT 80/81> <ASSIGNMENT 87/88> <ASSIGNMENT 99/00> <RATE 87/88> <RATE 99/00> <CHANGE CONG. 87/88> <CHANGE CONG. 99/00>			5327.0 5327.0 8358.8 17645.2	419.0 419.0 647.6 1181.4 2.8	1397.0 1397.0 2272.5 4243.9 1.6 3.0	1.06 891.0 891.0 1447.8 3285.7 1.6 3.7	2707.0 2707.0 4367.9 8711.0 1.6 3.2		B B C A
44	<LINK DATA 80/81> <LINK DATA 87/88> <LINK DATA 99/00> <COEFFICIENT> <TRAFFIC COUNT> <ASSIGNMENT 80/81> <ASSIGNMENT 87/88> <ASSIGNMENT 99/00> <RATE 87/88> <RATE 99/00> <CHANGE CONG. 87/88> <CHANGE CONG. 99/00>	152 152 152	90 90 90	3 3 3	2 2 2	67 IV V	5 5 5	3 1 1		
	<COEFFICIENT> <TRAFFIC COUNT> <ASSIGNMENT 80/81> <ASSIGNMENT 87/88> <ASSIGNMENT 99/00> <RATE 87/88> <RATE 99/00> <CHANGE CONG. 87/88> <CHANGE CONG. 99/00>			1711.0 4327.8 6937.5 14371.2	1.00 321.3 496.6 905.8 1.5 2.6	493.0 848.9 1380.8 2578.7 1.6 3.0	1.00 284.0 1362.3 3091.7 1.6 3.7	899.0 2008.5 3239.7 6576.2 1.6 3.3		B C C A

Result of Traffic Assignment Case; A

SEQ	LINK-NO V-MAX A-B	NODE-I V B-C	NODE-J CAPACITY C-D	DISTANCE Q	TERRAIN BUS	WIDTH CAR	TYPE TRUCK	CONDITION SUM	CONG.	AXLE LOAD
45	<LINK DATA 80/81> <ASSIGNMENT 87/88> <CHANGE CONG. 99/00>	90 90 90	4 4 4	54 54 54	1 1 1	69 V V	5 5 5	3 1 1		
	<LINK DATA 80/81> <ASSIGNMENT 87/88> <CHANGE CONG. 99/00>	24.62 80.00 74.87	5600.0 68000.0 68000.0	5944.0 6330.2 10139.7 20465.5	563.0 583.0 870.2 1587.4	2.49 2116.0 3442.1 6428.1	1.00 838.4 1362.3 3091.7	3392.0 3517.4 5674.6 11107.2	F F A B	1072.2 1220.1 1964.3 4299.0
	<RATE 87/88> <CHANGE CONG. 87/88> <CHANGE CONG. 99/00>	**** **** ****	**** **** ****		1.5 2.8	1.6 3.0	1.6 3.7	1.6 3.2		1.6 3.5
46	<LINK DATA 80/81> <LINK DATA 87/88> <LINK DATA 99/00>	4 4 4	54 54 54	24 24 24	1 1 1	65 III III	5 5 5	3 1 1		
	<LINK DATA 80/81> <ASSIGNMENT 87/88> <CHANGE CONG. 99/00>	45.33 60.00 60.00	5600.0 5600.0 5600.0	3277.0 3277.0 3277.0	284.0 284.0 284.0	1198.0 1198.0 1198.0	409.0 409.0 409.0	1891.0 1891.0 1891.0	C C C	599.1 599.1 599.1
	<RATE 87/88> <CHANGE CONG. 87/88> <CHANGE CONG. 99/00>	**** **** ****	**** **** ****		1.0 1.0	1.0 1.0	1.0 1.0	1.0 1.0		1.0 1.0
47	<LINK DATA 80/81> <LINK DATA 87/88> <LINK DATA 99/00>	54 54 54	89 89 89	122 122 122	1 1 1	66 II II	5 5 5	5 1 1		
	<LINK DATA 80/81> <ASSIGNMENT 87/88> <CHANGE CONG. 99/00>	45.00 50.00 50.00	5600.0 2000.0 2000.0	461.0 461.0 461.0	30.0 30.0 30.0	158.0 158.0 158.0	71.0 71.0 71.0	259.0 259.0 259.0	A A B	96.1 96.1 96.1
	<RATE 87/88> <CHANGE CONG. 87/88> <CHANGE CONG. 99/00>	**** **** ****	**** **** ****		1.0 1.0	1.0 1.0	1.0 1.0	1.0 1.0		1.0 1.0
48	<LINK DATA 80/81> <LINK DATA 87/88> <LINK DATA 99/00>	89 89 89	47 47 47	157 157 157	1 1 1	66 II II	3 5 5	3 1 1		
	<LINK DATA 80/81> <ASSIGNMENT 87/88> <CHANGE CONG. 99/00>	60.00 50.00 50.00	5600.0 2000.0 2000.0	246.0 246.0 246.0	6.0 6.0 6.0	30.0 30.0 30.0	66.0 66.0 66.0	102.0 102.0 102.0	A A A	80.3 80.3 80.3
	<RATE 87/88> <CHANGE CONG. 87/88> <CHANGE CONG. 99/00>	**** **** ****	**** **** ****		1.0 1.0	1.0 1.0	1.0 1.0	1.0 1.0		1.0 1.0

Result of Traffic Assignment Case; A

SEQ	LINK-NO V-MAX A-B	NODE-I V B-C	NODE-J CAPACITY C-D	DISTANCE Q	TERRAIN BUS	WIDTH CAR	TYPE TRUCK	CONDITION SUM	CONG. AXLE LOAD
<LINK DATA>									
<ASSIGNMENT>									
<CHANGE CONG.>									
49	503010	5	153	141	2	39	3	4	
<LINK DATA 80/81>	503010	5	153	141	2	39	3	4	
<LINK DATA 87/88>	503010	5	153	141	2	39	3	4	
<LINK DATA 99/00>	503010	5	153	141	2	39	3	4	
<COEFFICIENT>					1.75	2.59	1.00	1	
<TRAFFIC COUNT>				62.0	9.0	8.0	9.0	26.0	A 14.3
<ASSIGNMENT 80/81>	60.00	60.00	2700.0	138.4	9.0	8.0	34.5	51.5	A 44.4
<ASSIGNMENT 87/88>	65.14	54.14	900.0	416.7	7.9	29.2	121.3	158.4	C 146.3
<ASSIGNMENT 99/00>	80.00	80.00	2700.0	416.7	7.9	29.2	121.3	158.4	A 146.3
<RATE 87/88>					0.9	3.7	3.5	3.1	3.5
<RATE 99/00>					0.9	3.7	3.5	3.1	3.5
<CHANGE CONG. 87/88>	81	86	****						
<CHANGE CONG. 99/00>	****	****	****						
50	504007	153	96	210	1	44	3	5	
<LINK DATA 80/81>	504007	153	96	210	1	44	3	5	
<LINK DATA 87/88>	504007	153	96	210	1	44	3	5	
<LINK DATA 99/00>	504007	153	96	210	1	44	3	5	
<COEFFICIENT>				62.0	1.75	2.59	1.00	1	
<TRAFFIC COUNT>				138.4	9.0	8.0	34.5	51.5	A 14.3
<ASSIGNMENT 80/81>	35.00	35.00	2000.0	416.7	7.9	29.2	121.3	158.4	A 44.4
<ASSIGNMENT 87/88>	40.00	29.96	700.0	416.7	7.9	29.2	121.3	158.4	C 146.3
<ASSIGNMENT 99/00>	50.00	49.73	2000.0	416.7	7.9	29.2	121.3	158.4	B 146.3
<RATE 87/88>					0.9	3.7	3.5	3.1	3.5
<RATE 99/00>					0.9	3.7	3.5	3.1	3.5
<CHANGE CONG. 87/88>	80	84	****						
<CHANGE CONG. 99/00>	****	****	****						
51	504008	96	40	175	1	37	3	5	
<LINK DATA 80/81>	504008	96	40	175	1	37	3	5	
<LINK DATA 87/88>	504008	96	40	175	1	37	3	5	
<LINK DATA 99/00>	504008	96	40	175	1	37	3	5	
<COEFFICIENT>				0.0	1.00	1.00	1.00	0.0	
<TRAFFIC COUNT>				446.9	0.0	0.0	0.0	0.0	A 0.0
<ASSIGNMENT 80/81>	35.00	34.48	2000.0	446.9	41.0	80.1	81.3	202.4	B 112.7
<ASSIGNMENT 87/88>	40.00	28.86	700.0	446.9	41.0	80.1	81.3	202.4	C 112.7
<ASSIGNMENT 99/00>	50.00	49.25	2000.0	446.9	41.0	80.1	81.3	202.4	B 112.7
<RATE 87/88>					1.0	1.0	1.0	1.0	1.0
<RATE 99/00>					1.0	1.0	1.0	1.0	1.0
<CHANGE CONG. 87/88>	****	****	****						
<CHANGE CONG. 99/00>	****	****	****						
52	652011	29	28	43	3	69	5	4	
<LINK DATA 80/81>	652011	29	28	43	3	69	5	4	
<LINK DATA 87/88>	652011	29	28	43	3	69	5	4	
<LINK DATA 99/00>	652011	29	28	43	3	69	5	4	
<COEFFICIENT>				3130.0	1.00	1.91	1.09	1360.0	B 934.2
<TRAFFIC COUNT>				3454.3	143.0	475.0	742.0	1468.1	B 978.5
<ASSIGNMENT 80/81>	70.00	59.70	8000.0	6103.5	251.1	475.0	742.0	1468.1	B 978.5
<ASSIGNMENT 87/88>	100.00	88.48	16000.0	6103.5	348.4	749.7	1436.2	2534.3	B 1837.6
<ASSIGNMENT 99/00>	110.00	110.00	96000.0	12397.8	588.7	1319.3	3104.2	5012.1	A 3904.3
<RATE 87/88>					1.4	1.6	1.9	1.7	1.9
<RATE 99/00>					2.3	2.8	4.2	3.4	4.0
<CHANGE CONG. 87/88>	****	****	****						
<CHANGE CONG. 99/00>	****	****	****						

Result of Traffic Assignment Case; A

LINK DATA	SEG	LINK-NO V-MAX A-B	NODE-I V B-C	NODE-J CAPACITY C-D	DISTANCE Q	TERRAIN BUS	WIDTH CAR	TYPE TRUCK	CONDITION SUM	CONG. AXLE LOAD
<LINK DATA 80/81>	53	652012	28	83	42	3	61	5	4	
<ASSIGNMENT 87/88>		652012	28	83	42	3	IV	5	1	
<CHANGE CONG. 99/00>		652012	28	83	42	3	V	5	1	
<COEFFICIENT>						1.00	2.15	1.63		
<TRAFFIC COUNT>				2342.0		153.0	284.0	533.0	970.0	B 691.7
<ASSIGNMENT 80/81>		70.00	65.38	8000.0	2430.8	182.6	284.0	533.0	999.6	B 703.8
<ASSIGNMENT 87/88>		100.00	90.80	16000.0	5519.3	299.2	513.3	1369.5	2181.9	B 1738.7
<ASSIGNMENT 99/00>		110.00	110.00	96000.0	11695.9	574.7	912.8	2989.7	4477.2	A 3763.4
<RATE 87/88>						1.6	1.8	2.6	2.2	2.5
<RATE 99/00>						3.1	3.2	5.6	4.5	5.3
<CHANGE CONG. 87/88>		61	****	****						
<CHANGE CONG. 99/00>		****	****	****						
<CHANGE CONG. 99/00>		****	****	****						
<LINK DATA 80/81>	54	652013	83	154	8	3	66	5	4	
<ASSIGNMENT 87/88>		652013	83	154	8	3	IV	5	1	
<CHANGE CONG. 99/00>		652013	83	154	8	3	V	5	1	
<COEFFICIENT>						1.00	2.38	1.96		
<TRAFFIC COUNT>				4119.0		182.0	342.0	1077.0	1601.0	C 1345.5
<ASSIGNMENT 80/81>		70.00	55.94	8000.0	4131.0	186.0	342.0	1077.0	1605.0	C 1347.1
<ASSIGNMENT 87/88>		100.00	77.22	16000.0	8941.6	304.3	610.1	2472.9	3387.2	C 3042.8
<ASSIGNMENT 99/00>		110.00	110.00	96000.0	17712.1	579.4	1060.4	4971.2	6611.0	A 6103.5
<RATE 87/88>						1.6	1.8	2.3	2.1	2.3
<RATE 99/00>						3.1	3.1	4.6	4.1	4.5
<CHANGE CONG. 87/88>		84	****	****						
<CHANGE CONG. 99/00>		****	****	****						
<CHANGE CONG. 99/00>		****	****	****						
<LINK DATA 80/81>	55	654009	154	45	148	3	48	4	4	
<ASSIGNMENT 87/88>		654009	154	45	148	3	III	5	1	
<CHANGE CONG. 99/00>		654009	154	45	148	3	IV	5	1	
<COEFFICIENT>						1.00	2.50	1.09		
<TRAFFIC COUNT>				2715.0		184.0	360.0	601.0	1145.0	E 784.6
<ASSIGNMENT 80/81>		70.00	38.58	3000.0	2721.0	186.0	360.0	601.0	1147.0	E 783.4
<ASSIGNMENT 87/88>		95.00	64.13	8000.0	5654.9	304.3	642.2	1380.0	2326.4	D 1753.1
<ASSIGNMENT 99/00>		100.00	68.35	16000.0	11176.6	579.4	1116.3	2774.1	4469.7	C 3511.0
<RATE 87/88>						1.6	1.8	2.3	2.0	2.2
<RATE 99/00>						3.1	3.1	4.6	3.9	4.5
<CHANGE CONG. 87/88>		82	****	86						
<CHANGE CONG. 99/00>		90	****	****						
<CHANGE CONG. 99/00>		****	****	****						
<LINK DATA 80/81>	56	654010	45	40	163	1	56	5	3	
<ASSIGNMENT 87/88>		654010	45	40	163	1	IV	5	1	
<CHANGE CONG. 99/00>		654010	45	40	163	1	V	5	1	
<COEFFICIENT>						1.00	1.54	1.20		
<TRAFFIC COUNT>				2035.0		31.0	157.0	595.0	783.0	F 714.8
<ASSIGNMENT 80/81>		50.00	23.91	2000.0	2033.6	33.9	157.0	595.0	785.9	F 716.0
<ASSIGNMENT 87/88>		70.00	57.81	11200.0	5343.1	56.1	326.9	1607.2	1986.3	C 1919.5
<ASSIGNMENT 99/00>		80.00	80.00	68000.0	10693.3	99.1	593.6	3288.5	3960.2	A 3897.0
<RATE 87/88>						1.7	2.1	2.7	2.5	2.7
<RATE 99/00>						2.9	3.8	5.5	5.0	5.4
<CHANGE CONG. 87/88>		86	****	****						
<CHANGE CONG. 99/00>		****	****	****						
<CHANGE CONG. 99/00>		****	****	****						

Result of Traffic Assignment Case; A

LINK-NO V. MAX A-B	SER	LINK-NO V. MAX A-B	NODE-I V. CAPACITY B-C	NODE-J CAPACITY C-D	DISTANCE G	TERRAIN BUS	WIDTH CAR	TYPE TRUCK	CONDITION SUM	CONG.	AXLE LOAD
<LINK DATA 80/81> <ASSIGNMENT 87/88> <CHANGE CONG. 99/00>	57	1024	10	48	63	1	65	5	4		
<LINK DATA 80/81>		1024	10	48	63	1	III	5	1		
<LINK DATA 87/88>		1024	10	48	63	1	III	5	1		
<LINK DATA 99/00>		1024	10	48	63	1	III	5	1		
<COEFFICIENT>						1-36	3-00	1-23			
<TRAFFIC COUNT>					1624.0	174.0	577.0	175.0	926.0	B	277.8
<ASSIGNMENT 80/81>		45.00	43.52	5600.0	1409.9	174.0	562.9	175.0	711.9	B	277.8
<ASSIGNMENT 87/88>		60.00	54.33	5600.0	1953.3	267.7	550.5	199.9	1018.1	B	345.6
<ASSIGNMENT 99/00>		60.00	45.07	5600.0	3314.3	478.1	974.1	302.0	1754.2	C	552.3
<RATE 87/88>						1.5	1.5	1.1	1.4		1.2
<RATE 99/00>						2.7	2.7	1.7	2.5		2.0
<CHANGE CONG. 87/88>		****	****	****							
<CHANGE CONG. 99/00>		****	91	****							
<LINK DATA 80/81>	58	1025	48	155	9	1	35	5	4		
<LINK DATA 87/88>		1025	48	155	9	1	II	5	1		
<LINK DATA 99/00>		1025	48	155	9	1	II	5	1		
<COEFFICIENT>						3-00	3-00	3-00			
<TRAFFIC COUNT>					2844.0	360.0	643.0	407.0	1410.0	F	627.9
<ASSIGNMENT 80/81>		30.00	17.65	700.0	593.9	55.8	102.3	108.1	266.2	D	150.4
<ASSIGNMENT 87/88>		50.00	44.27	2000.0	761.3	79.8	161.9	130.0	361.7	B	174.3
<ASSIGNMENT 99/00>		50.00	36.07	2000.0	1277.3	140.1	289.5	189.1	618.6	C	280.6
<RATE 87/88>						1.4	1.6	1.1	1.4		1.2
<RATE 99/00>						2.5	2.8	1.8	2.3		1.9
<CHANGE CONG. 87/88>		****	****	****							
<CHANGE CONG. 99/00>		****	90	****							
<LINK DATA 80/81>	59	3011	155	4	55	1	35	5	4		
<LINK DATA 87/88>		3011	155	4	55	1	I	5	1		
<LINK DATA 99/00>		3011	155	4	55	1	II	5	1		
<COEFFICIENT>						1-08	3-00	1-00			
<TRAFFIC COUNT>					446.0	20.0	308.0	26.0	354.0	C	38.9
<ASSIGNMENT 80/81>		30.00	26.45	700.0	270.4	20.0	102.3	36.0	158.4	B	50.7
<ASSIGNMENT 87/88>		40.00	31.74	700.0	367.7	28.6	161.9	40.0	230.5	C	58.9
<ASSIGNMENT 99/00>		50.00	46.36	2000.0	629.3	50.2	289.5	63.0	402.8	B	95.0
<RATE 87/88>						1.4	1.6	1.1	1.5		1.2
<RATE 99/00>			83	****		2.5	2.8	1.8	2.5		1.9
<CHANGE CONG. 87/88>		****	****	****							
<CHANGE CONG. 99/00>		****	88	****							
<LINK DATA 80/81>	60	3012	59	156	39	2	48	4	4		
<LINK DATA 87/88>		3012	59	156	39	2	II	5	1		
<LINK DATA 99/00>		3012	59	156	39	2	II	5	1		
<COEFFICIENT>						1-00	1-05	1-14			
<TRAFFIC COUNT>					799.0	56.0	40.0	197.0	293.0	B	255.4
<ASSIGNMENT 80/81>		60.00	55.21	2700.0	879.4	82.8	40.0	197.0	319.8	B	266.4
<ASSIGNMENT 87/88>		80.00	75.45	2700.0	781.8	85.6	38.2	162.3	286.1	B	266.6
<ASSIGNMENT 99/00>		80.00	71.42	2700.0	996.3	71.1	50.8	244.1	365.9	B	317.2
<RATE 87/88>						1.0	1.0	0.6	0.9		0.9
<RATE 99/00>						0.9	1.0	0.8	1.1		1.2
<CHANGE CONG. 87/88>		****	****	****							
<CHANGE CONG. 99/00>		****	****	****							

Result of Traffic Assignment Case; A

SEQ	LINK-NO V-MAX A-B	NODE-I V B-C	NODE-J CAPACITY C-D	DISTANCE q	TERRAIN BUS	WIDTH CAR	TYPE TRUCK	CONOTION SUM	CONG. AXLE LOAD
	<LINK DATA>								
	<ASSIGNMENT>								
	<CHANGE CONG.>								
61	1026	156	95	54	3	33	5	3	
	<LINK DATA 80/81>	156	95	54	3	33	5	3	
	<LINK DATA 87/88>	156	95	54	3	33	5	3	
	<LINK DATA 99/00>	156	95	54	3	33	5	3	
	<COEFFICIENT>								
	<TRAFFIC COUNT>								
	<ASSIGNMENT 80/81>	45.49	1000.0	799.0	1.00	40.0	1.14	293.0	D
	<ASSIGNMENT 87/88>	86.54	3000.0	781.8	85.6	40.0	197.0	319.8	E
	<ASSIGNMENT 99/00>	82.45	3000.0	996.3	71.1	50.8	244.1	365.9	B
	<RATE 87/88>				1.0	1.0	0.8	0.9	0.9
	<RATE 99/00>				0.9	1.3	1.2	1.1	1.2
	<CHANGE CONG. 87/88>	****	****						
	<CHANGE CONG. 99/00>	****	****						
62	1027	95	14	48	3	33	5	3	
	<LINK DATA 80/81>	95	14	48	3	33	5	3	
	<LINK DATA 87/88>	95	14	48	3	33	5	3	
	<LINK DATA 99/00>	95	14	48	3	33	5	3	
	<COEFFICIENT>								
	<TRAFFIC COUNT>								
	<ASSIGNMENT 80/81>	26.67	1000.0	1861.0	183.0	307.0	335.0	825.0	F
	<ASSIGNMENT 87/88>	83.61	16000.0	7330.4	272.9	307.0	335.0	825.0	F
	<ASSIGNMENT 99/00>	94.24	16000.0	4852.2	162.5	506.8	1219.3	1888.6	B
	<RATE 87/88>				1.5	2.3	5.8	3.5	5.1
	<RATE 99/00>				0.9	1.7	3.6	2.3	3.2
	<CHANGE CONG. 87/88>	86	****						
	<CHANGE CONG. 99/00>	87	****						
63	3013	94	157	999	1	33	3	4	
	<LINK DATA 80/81>	94	157	999	1	33	3	4	
	<LINK DATA 87/88>	94	157	999	1	33	3	4	
	<LINK DATA 99/00>	94	157	999	1	33	3	4	
	<COEFFICIENT>								
	<TRAFFIC COUNT>								
	<ASSIGNMENT 80/81>	30.00	700.0	0.0	0.0	0.0	0.0	0.0	A
	<ASSIGNMENT 87/88>	49.05	5600.0	2730.0	37.9	50.4	855.3	943.6	C
	<ASSIGNMENT 99/00>	59.02	5600.0	1263.8	2.5	14.6	413.9	431.0	B
	<RATE 87/88>				*****	*****	*****	*****	*****
	<RATE 99/00>				*****	*****	*****	*****	*****
	<CHANGE CONG. 87/88>	82	****						
	<CHANGE CONG. 99/00>	88	****						
64	1028	157	95	999	1	28	3	4	
	<LINK DATA 80/81>	157	95	999	1	28	3	4	
	<LINK DATA 87/88>	157	95	999	1	28	3	4	
	<LINK DATA 99/00>	157	95	999	1	28	3	4	
	<COEFFICIENT>								
	<TRAFFIC COUNT>								
	<ASSIGNMENT 80/81>	30.00	700.0	0.0	0.0	0.0	0.0	0.0	A
	<ASSIGNMENT 87/88>	49.05	5600.0	2730.0	37.9	50.4	855.3	943.6	C
	<ASSIGNMENT 99/00>	59.02	5600.0	1263.8	2.5	14.6	413.9	431.0	B
	<RATE 87/88>				*****	*****	*****	*****	*****
	<RATE 99/00>				*****	*****	*****	*****	*****
	<CHANGE CONG. 87/88>	82	****						
	<CHANGE CONG. 99/00>	88	****						

Result of Traffic Assignment Case: A

SEQ	LINK-NO V-MAX A-B	MODE-I V B-C	MODE-J CAPACITY C-D	DISTANCE Q	TERRAIN BUS	WIDTH CAR	TYPE TRUCK	CONDITION SUM	CONG.	AXLE LOAD
<LINK DATA>										
<ASSIGNMENT>										
<CHANGE CONG.>										
65	3014	49	3	186	1	42	5	4		
<LINK DATA 80/81>	3014	49	3	186	1	42	5	4		
<LINK DATA 87/88>	3014	49	3	186	1	42	5	4		
<LINK DATA 99/00>	3014	49	3	186	1	42	5	4		
<COEFFICIENT>										
<TRAFFIC COUNT>										
<ASSIGNMENT 80/81>	35.00	18.50	2000.0	1903.0	329.0	355.0	187.0	871.0	E	355.6
<ASSIGNMENT 87/88>	60.00	54.67	5600.0	1903.0	329.0	355.0	187.0	871.0	E	355.6
<ASSIGNMENT 99/00>	60.00	54.67	5600.0	1903.0	329.0	355.0	187.0	871.0	B	355.6
<RATE 87/88>										
<RATE 99/00>										
<CHANGE CONG. 87/88>	****	****	****		1.0	1.0	1.0	1.0		1.0
<CHANGE CONG. 99/00>	****	****	****		1.0	1.0	1.0	1.0		1.0
<CHANGE CONG. 99/00>	****	****	****		1.0	1.0	1.0	1.0		1.0
66	3015	3	158	50	3	54	4	4		
<LINK DATA 80/81>	3015	3	158	50	3	54	4	4		
<LINK DATA 87/88>	3015	3	158	50	3	54	4	4		
<LINK DATA 99/00>	3015	3	158	50	3	54	4	4		
<COEFFICIENT>										
<TRAFFIC COUNT>										
<ASSIGNMENT 80/81>	70.00	66.47	3000.0	807.0	93.0	75.0	151.0	319.0	B	216.3
<ASSIGNMENT 87/88>	90.00	82.25	3000.0	1006.7	103.4	75.0	151.0	329.4	B	220.6
<ASSIGNMENT 99/00>	90.00	82.25	3000.0	1006.7	148.2	90.2	157.3	395.7	B	246.4
<RATE 87/88>										
<RATE 99/00>										
<CHANGE CONG. 87/88>	****	****	****		1.4	1.2	1.0	1.2		1.1
<CHANGE CONG. 99/00>	****	****	****		2.5	2.0	2.9	2.6		2.9
<CHANGE CONG. 99/00>	****	****	****		2.5	2.0	2.9	2.6		2.9
67	1029	158	68	38	3	30	5	3		
<LINK DATA 80/81>	1029	158	68	38	3	30	5	3		
<LINK DATA 87/88>	1029	158	68	38	3	30	5	3		
<LINK DATA 99/00>	1029	158	68	38	3	30	5	3		
<COEFFICIENT>										
<TRAFFIC COUNT>										
<ASSIGNMENT 80/81>	80.00	42.15	1000.0	917.0	1.00	1.42	1.44	369.0	E	250.9
<ASSIGNMENT 87/88>	90.00	80.07	3000.0	1121.4	94.0	95.0	180.0	378.4	E	254.8
<ASSIGNMENT 99/00>	95.00	87.71	8000.0	2567.4	188.2	144.2	180.0	450.0	B	282.1
<RATE 87/88>										
<RATE 99/00>										
<CHANGE CONG. 87/88>	****	****	****		1.4	1.2	1.0	1.2		1.1
<CHANGE CONG. 99/00>	****	****	****		2.5	2.0	2.9	2.6		2.9
<CHANGE CONG. 99/00>	****	****	****		2.5	2.0	2.9	2.6		2.9
68	1030	68	56	40	3	30	5	3		
<LINK DATA 80/81>	1030	68	56	40	3	30	5	3		
<LINK DATA 87/88>	1030	68	56	40	3	30	5	3		
<LINK DATA 99/00>	1030	68	56	40	3	30	5	3		
<COEFFICIENT>										
<TRAFFIC COUNT>										
<ASSIGNMENT 80/81>	80.00	44.44	1000.0	900.0	1.15	2.04	1.44	386.0	E	213.9
<ASSIGNMENT 87/88>	90.00	77.84	3000.0	1239.3	116.0	159.0	141.0	386.0	E	213.9
<ASSIGNMENT 99/00>	95.00	88.97	8000.0	2399.8	170.9	163.4	187.4	521.7	B	291.2
<RATE 87/88>										
<RATE 99/00>										
<CHANGE CONG. 87/88>	****	****	****		1.5	1.3	1.3	983.0	B	607.9
<CHANGE CONG. 99/00>	****	****	****		2.6	2.1	2.9	2.5		2.6
<CHANGE CONG. 99/00>	****	****	****		2.6	2.1	2.9	2.5		2.6

Result of Traffic Assignment Case; A

SEG	LINK-NO. V-MAX A-B	NODE-I V B-C	NODE-J CAPACITY C-D	DISTANCE Q	TERRAIN BUS	WIDTH CAR	TYPE TRUCK	CONDITION SUM	CONG.	AXLE LOAD
69	<LINK DATA 80/81> <ASSIGNMENT 87/88> <CHANGE CONG. 99/00>	56	117	30	3	61	5	3		
	<LINK DATA 80/81>	56	117	30	3	11	5	1		
	<LINK DATA 87/88>	56	117	30	3	111	5	1		
	<LINK DATA 99/00>	56	117	30	3	111	5	1		
	<COEFFICIENT>				1.94	279	1.02			
	<TRAFFIC COUNT>			2267.0	312.0	296.0	345.0	933.0	B	535.0
	<ASSIGNMENT 80/81>	89.97	8000.0	2267.0	312.0	296.0	345.0	933.0	B	535.0
	<ASSIGNMENT 87/88>	70.16	3000.0	1641.6	288.2	246.4	176.9	711.5	C	326.9
	<ASSIGNMENT 99/00>	83.14	8000.0	3173.5	506.4	423.6	409.6	1341.6	B	691.0
	<RATE 87/88>				0.9	0.8	0.5	0.7		0.6
	<RATE 99/00>				1.6	1.4	1.2	1.4		1.3
	<CHANGE CONG. 87/88>	****	81							
	<CHANGE CONG. 99/00>	****	****							
70	<LINK DATA 80/81> <LINK DATA 87/88> <LINK DATA 99/00>	118	34	196	3	54	5	3		
	<LINK DATA 80/81>	118	34	196	3	111	5	1		
	<LINK DATA 87/88>	118	34	196	3	111	5	1		
	<LINK DATA 99/00>	118	34	196	3	111	5	1		
	<COEFFICIENT>				1.00	1.21	1.00			
	<TRAFFIC COUNT>			3390.0	69.0	270.0	971.0	1310.0	F	1174.1
	<ASSIGNMENT 80/81>	34.42	3000.0	3390.0	78.1	270.0	1004.5	1352.7	F	1217.4
	<ASSIGNMENT 87/88>	80.54	8000.0	3518.0	78.1	270.0	1004.5	1352.7	B	1217.4
	<ASSIGNMENT 99/00>	80.54	8000.0	3518.0	78.1	270.0	1004.5	1352.7	B	1217.4
	<RATE 87/88>				1.0	1.0	1.0	1.0		1.0
	<RATE 99/00>				1.0	1.0	1.0	1.0		1.0
	<CHANGE CONG. 87/88>	****	****							
	<CHANGE CONG. 99/00>	****	****							
71	<LINK DATA 80/81> <LINK DATA 87/88> <LINK DATA 99/00>	34	30	123	3	54	5	3		
	<LINK DATA 80/81>	34	30	123	3	111	5	1		
	<LINK DATA 87/88>	34	30	123	3	111	5	1		
	<LINK DATA 99/00>	34	30	123	3	111	5	1		
	<COEFFICIENT>				1.00	1.00	1.00			
	<TRAFFIC COUNT>			74.0	2.0	11.0	19.0	32.0	A	23.2
	<ASSIGNMENT 80/81>	32.47	3000.0	3620.3	217.9	277.8	896.3	1392.0	F	1146.9
	<ASSIGNMENT 87/88>	71.95	8000.0	6657.5	309.4	426.9	1100.8	1837.1	C	1825.8
	<ASSIGNMENT 99/00>	74.99	16000.0	9502.0	547.3	779.3	2360.3	3686.9	C	3009.5
	<RATE 87/88>				1.4	1.5	1.2	1.3		1.2
	<RATE 99/00>				2.5	2.8	2.6	2.6		2.6
	<CHANGE CONG. 87/88>	****	****							
	<CHANGE CONG. 99/00>	93	****							
72	<LINK DATA 80/81> <LINK DATA 87/88> <LINK DATA 99/00>	30	28	63	3	54	5	4		
	<LINK DATA 80/81>	30	28	63	3	11	5	1		
	<LINK DATA 87/88>	30	28	63	3	111	5	1		
	<LINK DATA 99/00>	30	28	63	3	111	5	1		
	<COEFFICIENT>				1.00	1.77	1.00			
	<TRAFFIC COUNT>			2007.0	115.0	294.0	456.0	865.0	C	585.2
	<ASSIGNMENT 80/81>	40.71	3000.0	2377.0	177.1	294.0	584.0	1055.0	E	761.7
	<ASSIGNMENT 87/88>	90.00	3000.0	1646.2	209.9	348.5	222.6	781.1	C	348.8
	<ASSIGNMENT 99/00>	84.50	8000.0	2992.4	361.3	616.9	450.6	1408.7	B	656.2
	<RATE 87/88>				1.2	1.2	0.4	0.7		0.5
	<RATE 99/00>				2.0	2.1	0.7	1.3		0.9
	<CHANGE CONG. 87/88>	****	83							
	<CHANGE CONG. 99/00>	****	****							

Result of Traffic Assignment Case; A

SEQ	LINK-NO V-MAX A-B	NODE-I V B-C	NODE-J CAPACITY C-D	DISTANCE G	TERRAIN BUS	WIDTH CAR	TYPE TRUCK	CONDITION SUM	CONG.	AXLE LOAD
	<LINK DATA>									
	<ASSIGNMENT>									
	<CHANGE CONG.>									
73	<LINK DATA 80/81>	28	84	64	3	54	5	4		
	<LINK DATA 87/88>	28	84	64	3	11	5	1		
	<LINK DATA 99/00>	28	84	64	3	11	5	1		
	<COEFFICIENT>			1112.0	2.23	3.00	1.00	448.0		329.4
	<TRAFFIC COUNT>			1217.7	81.0	116.0	251.0	478.9		373.5
	<ASSIGNMENT 80/81>	60.85	3000.0	1217.7	81.0	109.5	288.4	478.9		373.5
	<ASSIGNMENT 87/88>	78.23	3000.0	1217.7	81.0	109.5	288.4	478.9		373.5
	<ASSIGNMENT 99/00>	78.23	3000.0	1217.7	81.0	109.5	288.4	478.9		373.5
	<RATE 87/88>				1.0	1.0	1.0	1.0		1.0
	<RATE 99/00>				1.0	1.0	1.0	1.0		1.0
	<CHANGE CONG. 87/88>	****	****							
	<CHANGE CONG. 99/00>	****	****							
74	<LINK DATA 80/81>	84	81	47	3	54	5	2		
	<LINK DATA 87/88>	84	81	47	3	11	5	1		
	<LINK DATA 99/00>	84	81	47	3	11	5	1		
	<COEFFICIENT>			2167.0	1.93	2.67	1.21	805.0		745.8
	<TRAFFIC COUNT>			2167.0	75.0	124.0	606.0	805.0		745.8
	<ASSIGNMENT 80/81>	60.15	3000.0	2167.0	75.0	124.0	606.0	805.0		745.8
	<ASSIGNMENT 87/88>	62.19	3000.0	2059.8	41.0	117.7	606.4	765.1		732.3
	<ASSIGNMENT 99/00>	81.45	8000.0	3397.7	56.2	169.9	1019.7	1245.8		1226.3
	<RATE 87/88>				0.5	0.9	1.0	1.0		1.0
	<RATE 99/00>				0.7	1.4	1.7	1.5		1.6
	<CHANGE CONG. 87/88>	****	****							
	<CHANGE CONG. 99/00>	****	****							
75	<LINK DATA 80/81>	81	159	2	3	54	5	1		
	<LINK DATA 87/88>	81	159	2	3	11	5	1		
	<LINK DATA 99/00>	81	159	2	3	11	5	1		
	<COEFFICIENT>			795.0	3.00	2.36	1.00	321.0		194.2
	<TRAFFIC COUNT>			1333.7	111.0	84.0	126.0	473.9		373.4
	<ASSIGNMENT 80/81>	77.55	3000.0	2307.5	128.5	115.2	602.3	846.0		783.4
	<ASSIGNMENT 87/88>	57.48	3000.0	2307.5	189.6	146.7	894.2	1230.6		1132.9
	<ASSIGNMENT 99/00>	81.44	8000.0	3398.3	1.5	1.4	2.0	1.8		1.9
	<RATE 87/88>				1.5	1.4	2.0	1.8		1.9
	<RATE 99/00>				2.2	1.7	2.9	2.6		2.9
	<CHANGE CONG. 87/88>	80	85							
	<CHANGE CONG. 99/00>	****	****							
76	<LINK DATA 80/81>	159	21	224	3	31	5	3		
	<LINK DATA 87/88>	159	21	224	3	11	5	1		
	<LINK DATA 99/00>	159	21	224	3	11	5	1		
	<COEFFICIENT>			795.0	3.00	2.36	1.00	321.0		194.2
	<TRAFFIC COUNT>			1253.7	111.0	84.0	126.0	473.9		373.4
	<ASSIGNMENT 80/81>	26.67	1000.0	2307.5	188.5	146.7	894.2	1230.6		1132.9
	<ASSIGNMENT 87/88>	57.48	3000.0	2307.5	188.5	146.7	894.2	1230.6		1132.9
	<ASSIGNMENT 99/00>	81.44	8000.0	3398.3	1.5	1.4	2.0	1.8		1.9
	<RATE 87/88>				1.5	1.4	2.0	1.8		1.9
	<RATE 99/00>				2.2	1.7	2.9	2.6		2.9
	<CHANGE CONG. 87/88>	80	85							
	<CHANGE CONG. 99/00>	****	****							

Result of Traffic Assignment Case; A

SEG	LINK-NO V-MAX A-B	NODE-I V B-C	NODE-J CAPACITY C-D	DISTANCE g	TERRAIN BUS	WIDTH CAR	TYPE TRUCK	CONOTIN SUM	CONG. AXLE LOAD
<LINK DATA> <ASSIGNMENT> <CHANGE CONG.>									
81	3018	59	6	47	3	58	5	2	
<LINK DATA 80/81>									
<LINK DATA 87/88>									
<LINK DATA 99/00>									
<COEFFICIENT>									
<TRAFFIC COUNT>									
<ASSIGNMENT 80/81>		42.47	3000.0	2805.0	396.0	543.0	358.0	1297.0	E 584.8
<ASSIGNMENT 87/88>		81.56	8000.0	3383.1	527.3	447.3	514.5	1274.5	F 769.4
<ASSIGNMENT 99/00>		75.57	16000.0	9403.8	836.0	855.3	2014.2	1425.9	B 748.7
<RATE 87/88>					1.3	1.2	0.9	3705.5	C 2719.5
<RATE 99/00>					2.1	2.3	3.9	1.1	1.0
<CHANGE CONG. 87/88>		****	****					2.9	3.5
<CHANGE CONG. 99/00>		94	****						
82	3019	6	94	98	2	54	5	2	
<LINK DATA 80/81>									
<LINK DATA 87/88>									
<LINK DATA 99/00>									
<COEFFICIENT>									
<TRAFFIC COUNT>									
<ASSIGNMENT 80/81>		50.79	2700.0	1971.0	163.0	144.0	466.0	753.0	D 593.1
<ASSIGNMENT 87/88>		80.00	8000.0	2092.9	165.0	144.0	486.6	793.6	D 641.1
<ASSIGNMENT 99/00>		75.35	7200.0	2098.9	220.0	191.6	415.8	827.4	B 580.8
<RATE 87/88>					3.3	3.8	1.8	2651.4	C 2590.5
<RATE 99/00>					1.3	1.3	0.9	1.0	0.9
<CHANGE CONG. 87/88>		****	****					3.3	3.7
<CHANGE CONG. 99/00>		97	****						
83	3020	94	3	29	3	40	5	5	
<LINK DATA 80/81>									
<LINK DATA 87/88>									
<LINK DATA 99/00>									
<COEFFICIENT>									
<TRAFFIC COUNT>									
<ASSIGNMENT 80/81>		23.33	3000.0	4689.0	366.0	2145.0	482.0	2993.0	F 718.8
<ASSIGNMENT 87/88>		75.92	16000.0	9267.6	583.4	3740.5	1259.0	5582.9	F 718.8
<ASSIGNMENT 99/00>		110.00	96000.0	15585.5	821.1	6047.7	2291.6	9160.3	C 1724.8
<RATE 87/88>					1.6	1.7	2.6	1.9	A 3040.6
<RATE 99/00>					2.2	2.8	4.8	3.1	2.4
<CHANGE CONG. 87/88>		83	****						4.2
<CHANGE CONG. 99/00>		****	****						
84	3021	3	2	65	1	50	5	3	
<LINK DATA 80/81>									
<LINK DATA 87/88>									
<LINK DATA 99/00>									
<COEFFICIENT>									
<TRAFFIC COUNT>									
<ASSIGNMENT 80/81>		16.67	2000.0	5228.0	504.0	1205.0	837.0	2546.0	F 1194.3
<ASSIGNMENT 87/88>		80.00	68000.0	10467.8	811.1	1517.1	2039.1	4767.4	F 1194.3
<ASSIGNMENT 99/00>		76.21	68000.0	18476.3	1305.6	3381.9	3792.6	8480.0	A 2738.7
<RATE 87/88>					1.6	1.7	2.4	1.9	B 5010.5
<RATE 99/00>					2.6	2.9	4.5	2.4	2.3
<CHANGE CONG. 87/88>		91	****						4.2
<CHANGE CONG. 99/00>		****	****						

Result of Traffic Assignment Case: A

SEQ	LINK-NO V-MAX A-B	NODE-I V B-C	NODE-J CAPACITY C-D	DISTANCE Q	TERRAIN BUS	WIDTH CAR	TYPE TRUCK	CONDITION SUM	CONG.	AXLE LOAD
	<LINK DATA>									
	<ASSIGNMENT>									
	<CHANGE CONG.>									
85	1035	17	18	38	3	140	5	3		
	<LINK DATA 80/81>									
	<LINK DATA 87/88>									
	<LINK DATA 99/00>									
	<COEFFICIENT>				1.91	3.00	2.99			
	<TRAFFIC COUNT>			10561.0	1145.0	2272.0	1618.0	5035.0	A	2378.7
	<ASSIGNMENT 80/81>	110.00	96000.0	9694.3	1145.0	1405.3	1618.0	6168.3	A	2378.7
	<ASSIGNMENT 87/88>	110.00	96000.0	12486.6	1309.3	1937.6	2207.1	5453.9	A	3141.2
	<ASSIGNMENT 99/00>	110.00	96000.0	24443.9	2272.8	3376.4	4749.7	10398.9	B	6536.5
	<RATE 87/88>				1.1	1.4	1.4	1.3		
	<RATE 99/00>				2.0	2.4	2.9	2.5		
	<CHANGE CONG. 87/88>	****	****							
	<CHANGE CONG. 99/00>	****	****							
86	1036	18	15	97	3	69	5	3		
	<LINK DATA 80/81>									
	<LINK DATA 87/88>									
	<LINK DATA 99/00>									
	<COEFFICIENT>				1.52	1.95	1.00			
	<TRAFFIC COUNT>			5650.0	1003.0	778.0	621.0	2402.0	D	1144.0
	<ASSIGNMENT 80/81>	57.00	8000.0	6630.1	1003.0	778.0	947.7	2728.7	D	1529.5
	<ASSIGNMENT 87/88>	57.61	8000.0	6558.9	1127.4	948.6	742.8	2818.7	D	1538.7
	<ASSIGNMENT 99/00>	74.95	16000.0	9512.9	1711.4	1599.6	926.4	4237.4	C	1792.8
	<RATE 87/88>				1.1	1.2	0.8	1.0		
	<RATE 99/00>				1.7	2.1	1.0	1.6		
	<CHANGE CONG. 87/88>	****	****							
	<CHANGE CONG. 99/00>	****	****							
87	1037	15	16	82	3	70	5	3		
	<LINK DATA 80/81>									
	<LINK DATA 87/88>									
	<LINK DATA 99/00>									
	<COEFFICIENT>				1.00	1.90	1.00			
	<TRAFFIC COUNT>			6917.0	617.0	579.0	829.0	2025.0	C	1231.2
	<ASSIGNMENT 80/81>	56.59	8000.0	6695.0	688.8	579.0	1349.8	2617.7	D	1875.2
	<ASSIGNMENT 87/88>	72.99	16000.0	10005.7	949.5	770.9	2128.8	3849.2	C	2901.3
	<ASSIGNMENT 99/00>	110.00	96000.0	18351.7	1567.7	1305.2	3447.8	6320.7	A	4711.2
	<RATE 87/88>				1.4	1.3	1.6	1.5		
	<RATE 99/00>				2.3	2.3	2.6	2.4		
	<CHANGE CONG. 87/88>	****	****							
	<CHANGE CONG. 99/00>	****	****							
88	1038	16	66	32	3	61	5	3		
	<LINK DATA 80/81>									
	<LINK DATA 87/88>									
	<LINK DATA 99/00>									
	<COEFFICIENT>				3.00	3.00	1.72			
	<TRAFFIC COUNT>			3154.0	375.0	160.0	623.0	1158.0	B	898.9
	<ASSIGNMENT 80/81>	85.90	8000.0	2807.3	278.4	103.1	623.0	1004.5	B	849.3
	<ASSIGNMENT 87/88>	85.90	8000.0	2807.3	278.4	103.1	623.0	1004.5	B	849.3
	<ASSIGNMENT 99/00>	85.90	8000.0	2807.3	278.4	103.1	623.0	1004.5	B	849.3
	<RATE 87/88>				1.0	1.0	1.0	1.0		
	<RATE 99/00>				1.0	1.0	1.0	1.0		
	<CHANGE CONG. 87/88>	****	****							
	<CHANGE CONG. 99/00>	****	****							

Result of Traffic Assignment Case: A

SEQ	LINK-NO V-MAX A-B	MODE-I V B-C	MODE-J CAPACITY C-D	DISTANCE Q	TERRAIN BUS	WIDTH CAR	TYPE TRUCK	CONDITION SUM	CONG.	AXLE LOAD
<LINK DATA>										
<ASSIGNMENT>										
<CHANGE CONG.>										
89	1039	66	65	94	3	26	5	3		
<LINK DATA 80/81>	1039	66	65	94	3	26	5	3		
<LINK DATA 87/88>	1039	66	65	94	3	26	5	1		
<LINK DATA 99/00>	1039	66	65	94	3	26	5	1		
<COEFFICIENT>										
<TRAFFIC COUNT>										
<ASSIGNMENT 80/81>	80.00	66.18	1000.0	472.0	1.98	19.0	1.03	170.0	C	122.0
<ASSIGNMENT 87/88>	80.00	53.03	1000.0	731.0	73.0	78.0	78.0	170.0	C	122.0
<ASSIGNMENT 99/00>	80.00	53.03	1000.0	731.0	124.9	111.1	111.1	258.9	D	182.3
<RATE 87/88>					124.9	22.9	111.1	258.9	D	182.3
<RATE 99/00>					1.7	1.2	1.4	1.5		1.5
<CHANGE CONG. 87/88>		****	86		1.7	1.2	1.4	1.5		1.5
<CHANGE CONG. 99/00>		****	****							
90	1040	65	161	999	3	28	5	3		
<LINK DATA 80/81>	1040	65	161	999	3	28	5	3		
<LINK DATA 87/88>	1040	65	161	48	3	111	5	1		
<LINK DATA 99/00>	1040	65	161	48	3	111	5	1		
<COEFFICIENT>										
<TRAFFIC COUNT>										
<ASSIGNMENT 80/81>	80.00	47.44	1000.0	841.0	1.00	49.0	1.00	313.0	D	166.0
<ASSIGNMENT 87/88>	80.00	89.70	3000.0	615.9	189.0	75.0	75.0	313.0	D	166.0
<ASSIGNMENT 99/00>	80.00	89.70	3000.0	615.9	189.0	75.0	75.0	313.0	D	166.0
<RATE 87/88>					179.6	88.0	1513.4	1781.0	C	1859.4
<RATE 99/00>					0.4	0.5	1.7	0.7		1.1
<CHANGE CONG. 87/88>		****	****		1.0	1.8	20.2	5.7		11.2
<CHANGE CONG. 99/00>		94	****							
91	3022	161	5	999	3	28	5	3		
<LINK DATA 80/81>	3022	161	5	999	3	28	5	3		
<LINK DATA 87/88>	3022	161	5	8	3	111	5	1		
<LINK DATA 99/00>	3022	161	5	8	3	111	5	1		
<COEFFICIENT>										
<TRAFFIC COUNT>										
<ASSIGNMENT 80/81>	80.00	80.00	1000.0	2656.0	1.00	505.0	469.0	1322.0	F	655.1
<ASSIGNMENT 87/88>	80.00	68.11	8000.0	5166.9	248.0	88.0	1513.4	1781.0	A	0.0
<ASSIGNMENT 99/00>	80.00	68.11	8000.0	5166.9	248.0	88.0	1513.4	1781.0	A	0.0
<RATE 87/88>					179.6	88.0	1513.4	1781.0	C	1859.4
<RATE 99/00>					179.6	88.0	1513.4	1781.0	C	1859.4
<CHANGE CONG. 87/88>		84	****		****	****	****	****	****	****
<CHANGE CONG. 99/00>		****	****		****	****	****	****	****	****
92	4011	40	41	217	1	36	2	5		
<LINK DATA 80/81>	4011	40	41	217	1	36	2	5		
<LINK DATA 87/88>	4011	40	41	217	1	36	2	5		
<LINK DATA 99/00>	4011	40	41	217	1	36	2	5		
<COEFFICIENT>										
<TRAFFIC COUNT>										
<ASSIGNMENT 80/81>	20.00	20.00	700.0	102.0	1.00	4.0	22.0	50.0	A	27.6
<ASSIGNMENT 87/88>	40.00	27.38	700.0	487.9	4.0	24.0	22.0	50.0	A	27.6
<ASSIGNMENT 99/00>	40.00	35.82	2000.0	1293.6	58.7	98.1	71.2	228.0	C	102.1
<RATE 87/88>					126.5	180.4	244.4	551.4	C	340.3
<RATE 99/00>					14.7	4.1	3.2	4.6		3.9
<CHANGE CONG. 87/88>		83	****		31.6	7.5	11.1	11.0		12.3
<CHANGE CONG. 99/00>		93	****							

Result of Traffic Assignment Case; A

SEQ	LINK-NO V-MAX A-B	MODE-I V B-C	MODE-J CAPACITY C-D	DISTANCE Q	TERRAIN BUS	WIDTH CAR	TYPE TRUCK	CONDITION SUM	CONG.	AXLE LOAD
<LINK DATA 80/81>	93	4012	41	189	1	36	3	5		
<ASSIGNMENT 87/88>		4012	162	189	1	III	S	1		
<CHANGE CONG. 99/00>		4012	162	189	2.18	IV	S	1		
<LINK DATA 80/81>		15.00	700.0	906.0	12.0	12.0	286.0	310.0	F	342.6
<ASSIGNMENT 87/88>		60.00	5600.0	2339.6	12.0	12.0	286.0	310.0	F	342.6
<ASSIGNMENT 99/00>		70.00	11200.0	6357.4	34.6	17.3	739.5	791.4	B	886.8
<RATE 87/88>		81	****		71.6	30.6	2037.3	2139.5	C	2433.4
<RATE 99/00>		81	****		1.4	1.4	2.6	2.6		2.6
<CHANGE CONG. 87/88>		81	****		6.0	2.5	7.1	6.9		7.1
<CHANGE CONG. 99/00>		95	****							
<LINK DATA 80/81>	94	1041	162	8	3	27	2	3		
<ASSIGNMENT 87/88>		1041	162	8	3	III	S	1		
<CHANGE CONG. 99/00>		1041	162	8	2.18	2.89	2.56	1		
<COEFFICIENT>				906.0	12.0	12.0	286.0	310.0	E	342.4
<TRAFFIC COUNT>		40.00	1000.0	906.0	12.0	12.0	286.0	310.0	E	342.4
<ASSIGNMENT 80/81>		90.00	3000.0	2339.6	34.6	17.3	739.5	791.4	D	886.8
<ASSIGNMENT 87/88>		95.00	8000.0	6357.4	71.6	30.6	2037.3	2139.5	D	2433.4
<ASSIGNMENT 99/00>		95.00	8000.0	6357.4	2.9	1.4	2.6	2.6		2.6
<RATE 87/88>		82	85		6.0	2.5	7.1	6.9		7.1
<RATE 99/00>		82	85							
<CHANGE CONG. 87/88>		90	96							
<CHANGE CONG. 99/00>		90	96							
<LINK DATA 80/81>	95	1042	97	21	1	30	5	3		
<ASSIGNMENT 87/88>		1042	97	21	1	III	S	1		
<CHANGE CONG. 99/00>		1042	97	21	1.35	IV	S	1		
<COEFFICIENT>				829.0	8.0	7.0	2.21	281.0	F	317.2
<TRAFFIC COUNT>		40.00	700.0	829.0	8.0	7.0	266.0	281.0	F	317.2
<ASSIGNMENT 80/81>		60.00	5600.0	2642.4	22.8	14.5	833.1	890.5	F	1016.0
<ASSIGNMENT 87/88>		70.00	11200.0	6610.4	47.3	24.1	2148.2	2219.5	C	2534.3
<ASSIGNMENT 99/00>		81	86		2.9	2.1	3.2	3.2		3.2
<RATE 87/88>		81	86		5.9	3.4	8.1	7.9		8.1
<RATE 99/00>		81	86							
<CHANGE CONG. 87/88>		94	****							
<CHANGE CONG. 99/00>		94	****							
<LINK DATA 80/81>	96	2020	33	105	3	73	3	3		
<ASSIGNMENT 87/88>		2020	33	105	3	III	S	1		
<CHANGE CONG. 99/00>		2020	33	105	1.00	IV	S	1		
<COEFFICIENT>				5334.0	316.0	1056.0	1110.0	2482.0	B	1439.4
<TRAFFIC COUNT>		100.00	16000.0	6037.1	479.0	674.7	1173.9	2733.0	B	1591.5
<ASSIGNMENT 80/81>		95.00	8000.0	4885.1	830.4	1062.8	2238.1	411.3	C	1287.2
<ASSIGNMENT 87/88>		100.00	16000.0	10288.3	1.0	0.6	0.8	0.8		0.8
<ASSIGNMENT 99/00>		100.00	16000.0	10288.3	1.7	1.0	1.9	1.5		1.9
<RATE 87/88>		82	82							
<RATE 99/00>		82	82							
<CHANGE CONG. 87/88>		92	****							
<CHANGE CONG. 99/00>		92	****							

Result of Traffic Assignment Case; A

SEQ	LINK-NO V-MAX A-B	NODE-I V-B-C	NODE-J CAPACITY C-D	DISTANCE Q	TERRAIN BUS	WIDTH CAR	TYPE TRUCK	CONDITION SUM	CONG.	AXLE LOAD
97	<LINK DATA> <ASSIGNMENT 80/81> <ASSIGNMENT 87/88> <CHANGE CONG. 99/00>	105	106	32	3	60	3	3		
	<LINK DATA 80/81>	105	106	32	3	III	5	1		
	<LINK DATA 87/88>	105	106	32	3	IV	5	1		
	<LINK DATA 99/00>	105	106	32	1.00	1.78	1.15			
	<TRAFFIC COUNT>			3920.0	325.0	731.0	738.0	1794.0	F	1004.1
	<ASSIGNMENT 80/81>	30.00	3000.0	3921.3	385.4	731.0	738.0	1794.0	F	1004.3
	<ASSIGNMENT 87/88>	62.23	8000.0	5946.8	479.4	984.0	1174.8	2638.2	D	1582.9
	<ASSIGNMENT 99/00>	66.13	16000.0	11736.3	830.4	1515.5	2576.6	4922.4	D	3380.8
	<RATE 87/88>				1.5	1.3	1.6	1.5		1.6
	<RATE 99/00>				2.6	2.1	3.5	2.7		3.4
	<CHANGE CONG. 87/88>	***	85							
	<CHANGE CONG. 99/00>	89	97							
98	<LINK DATA 80/81> <LINK DATA 87/88> <LINK DATA 99/00> <COEFFICIENT> <TRAFFIC COUNT>	106	35	74	3	36	3	3		
	<ASSIGNMENT 80/81>	106	35	74	3	III	5	1		
	<ASSIGNMENT 87/88>	106	35	74	3	III	5	1		
	<ASSIGNMENT 99/00>			1732.0	84.0	282.0	1.00	762.0	F	501.7
	<RATE 87/88>	26.67	1000.0	1722.0	84.0	282.0	396.0	762.0	F	501.7
	<RATE 99/00>	87.60	8000.0	2581.0	127.0	403.5	598.8	1120.3	B	758.7
	<CHANGE CONG. 87/88>	66.87	8000.0	5065.9	226.9	665.1	1240.1	2132.1	C	1556.3
	<CHANGE CONG. 99/00>	***	***		1.5	1.4	1.5	1.5		1.5
	<ASSIGNMENT 80/81>	***	***		2.7	2.4	3.1	2.8		3.1
99	<LINK DATA 80/81> <LINK DATA 87/88> <LINK DATA 99/00> <COEFFICIENT> <TRAFFIC COUNT>	39	37	102	3	73	3	3		
	<ASSIGNMENT 80/81>	39	37	102	3	III	5	1		
	<ASSIGNMENT 87/88>	39	37	102	3	IV	5	1		
	<ASSIGNMENT 99/00>			5720.0	1.00	1.04	1.03	2270.0	B	1885.4
	<RATE 87/88>	88.41	16000.0	6120.5	195.0	545.0	1530.0	2403.5	B	1940.1
	<RATE 99/00>	65.44	8000.0	5520.3	37.8	477.3	1383.2	2158.3	C	1754.2
	<CHANGE CONG. 87/88>	69.47	16000.0	10892.7	482.2	736.4	2903.3	4121.9	C	3623.5
	<CHANGE CONG. 99/00>	***	***		0.9	0.9	0.9	0.9		0.9
	<ASSIGNMENT 80/81>	***	86		1.5	1.4	1.9	1.7		1.9
	<ASSIGNMENT 87/88>	90	***							
	<ASSIGNMENT 99/00>	***	***							
100	<LINK DATA 80/81> <LINK DATA 87/88> <LINK DATA 99/00> <COEFFICIENT> <TRAFFIC COUNT>	37	33	100	3	55	3	3		
	<ASSIGNMENT 80/81>	37	33	100	3	III	5	1		
	<ASSIGNMENT 87/88>	37	33	100	3	III	5	1		
	<ASSIGNMENT 99/00>			2752.0	1.00	1.00	1.00	1032.0	E	986.3
	<RATE 87/88>	37.77	3000.0	3342.3	37.0	172.0	823.0	1275.8	F	1098.6
	<RATE 99/00>	81.86	8000.0	3342.3	156.7	242.6	876.5	1275.8	B	1098.6
	<CHANGE CONG. 87/88>	81.86	8000.0	3342.3	156.7	242.6	876.5	1275.8	B	1098.6
	<CHANGE CONG. 99/00>	***	***		1.0	1.0	1.0	1.0		1.0

Result of Traffic Assignment Case; A

SEQ	LINK-NO V-MAX A-B	LINK-NO V B-C	NODE-I CAPACITY C-D	NODE-J CAPACITY C-D	DISTANCE Q	TERRAIN BUS	WIDTH CAR	TYPE TRUCK	CONDITION SUM	CONG. AXLE LOAD
	<LINK DATA>									
	<ASSIGNMENT>									
	<CHANGE CONG.>									
101	2025	34	102	999		3	55	3	3	
	<LINK DATA 80/81>									
	<LINK DATA 87/88>									
	<LINK DATA 99/00>									
	<COEFFICIENT>									
	<TRAFFIC COUNT>									
	<ASSIGNMENT 80/81>	90.00	3000.0	422.0		3.0	74.0	83.0	190.0	A 111.5
	<ASSIGNMENT 87/88>	82.76	16000.0	7544.6		33.0	74.0	83.0	190.0	A 111.5
	<ASSIGNMENT 99/00>	110.00	96000.0	17648.0		157.3	349.0	2241.3	2747.5	C 2709.2
	<RATE 87/88>					4.8	4.7	5425.6	6277.0	A 6508.8
	<RATE 99/00>					7.9	8.0	27.0	14.5	24.3
	<CHANGE CONG. 87/88>	82	****					65.4	33.0	58.4
	<CHANGE CONG. 99/00>	86	****							
	<CHANGE CONG. 99/00>	86	****							
102	2026	86	31	21		3	73	3	4	
	<LINK DATA 80/81>									
	<LINK DATA 87/88>									
	<LINK DATA 99/00>									
	<COEFFICIENT>									
	<TRAFFIC COUNT>									
	<ASSIGNMENT 80/81>	75.00	16000.0	2304.0		1.39	2.50	1.20	1112.0	A 608.6
	<ASSIGNMENT 87/88>	95.00	8000.0	4382.5		133.0	516.0	473.0	1112.0	A 608.6
	<ASSIGNMENT 99/00>	100.00	16000.0	8492.6		282.8	1036.7	892.4	2151.9	C 1144.4
	<RATE 87/88>					1.8	2.0	1851.3	4050.6	C 2334.5
	<RATE 99/00>					3.0	3.6	1.9	1.9	3.8
	<CHANGE CONG. 87/88>	84	****					3.9	3.6	
	<CHANGE CONG. 99/00>	95	****							
	<CHANGE CONG. 99/00>	95	****							
103	2027	31	103	16		3	36	3	3	
	<LINK DATA 80/81>									
	<LINK DATA 87/88>									
	<LINK DATA 99/00>									
	<COEFFICIENT>									
	<TRAFFIC COUNT>									
	<ASSIGNMENT 80/81>	80.00	1000.0	1149.0		1.00	1.12	1.24	511.0	F 334.8
	<ASSIGNMENT 87/88>	80.67	3000.0	1254.7		54.0	192.0	265.0	546.2	F 349.3
	<ASSIGNMENT 99/00>	90.00	3000.0	1089.7		99.7	206.7	194.6	501.0	B 270.5
	<RATE 87/88>					1.1	1.1	384.4	983.6	D 529.2
	<RATE 99/00>					2.1	2.2	0.7	0.9	0.8
	<CHANGE CONG. 87/88>	84	****					1.5	1.8	1.5
	<CHANGE CONG. 99/00>	90	****							
	<CHANGE CONG. 99/00>	90	****							
104	2028	103	36	48		3	36	3	3	
	<LINK DATA 80/81>									
	<LINK DATA 87/88>									
	<LINK DATA 99/00>									
	<COEFFICIENT>									
	<TRAFFIC COUNT>									
	<ASSIGNMENT 80/81>	26.67	1000.0	1244.0		1.00	1.84	2.62	546.0	F 367.9
	<ASSIGNMENT 87/88>	65.73	3000.0	1874.1		57.0	197.0	292.0	552.3	F 370.5
	<ASSIGNMENT 99/00>	79.56	8000.0	3674.7		65.3	340.5	411.5	851.7	C 526.5
	<RATE 87/88>					1.6	1.7	813.7	1680.2	C 1034.6
	<RATE 99/00>					2.9	3.5	1.4	1.5	1.4
	<CHANGE CONG. 87/88>	80	****					2.8	3.0	2.8
	<CHANGE CONG. 99/00>	98	****							
	<CHANGE CONG. 99/00>	98	****							

Result of Traffic Assignment Case: A

SEG	LINK-NO V-MAX A-B	NODE-I V B-C	NODE-J CAPACITY C-D	DISTANCE G	TERRAIN BUS	WIDTH CAR	TYPE TRUCK	CONDITION SUM	CONG.	AXLE LOAD
<LINK DATA>										
<ASSIGNMENT>										
<CHANGE CONG.>										
105	2029	36	106	68	3	42	3	3		
<LINK DATA 80/81>										
<LINK DATA 87/88>										
<LINK DATA 99/00>										
<COEFFICIENT>										
<TRAFFIC COUNT>				1458.0	45.0	87.0	412.0	544.0	C	504.6
<ASSIGNMENT 80/81>	90.00	66.95	3000.0	1810.0	120.2	213.4	412.0	745.6	C	535.4
<ASSIGNMENT 87/88>	95.00	87.73	8000.0	2564.6	194.1	333.7	549.5	1077.3	B	728.0
<ASSIGNMENT 99/00>	95.00	70.93	8000.0	4791.8	373.3	607.7	1021.4	2002.4	C	1358.3
<RATE 87/88>					1.6	1.6	1.3	1.4		1.4
<RATE 99/00>					3.1	2.8	2.5	2.7		2.5
<CHANGE CONG. 87/88>	****	****	****							
<CHANGE CONG. 99/00>	****	92	****							
<CHANGE CONG. 99/00>	****		****							
106	2030	106	122	40	3	33	3	4		
<LINK DATA 80/81>										
<LINK DATA 87/88>										
<LINK DATA 99/00>										
<COEFFICIENT>										
<TRAFFIC COUNT>				1960.0	135.0	268.0	429.0	832.0	F	561.6
<ASSIGNMENT 80/81>	60.00	20.00	1000.0	1960.0	135.0	268.0	429.0	832.0	F	561.6
<ASSIGNMENT 87/88>	95.00	88.21	8000.0	2030.1	203.5	408.9	493.6	1105.9	B	663.9
<ASSIGNMENT 99/00>	95.00	78.47	8000.0	3792.7	382.3	703.0	667.6	1732.9	C	936.3
<RATE 87/88>					1.5	1.5	1.2	1.3		1.2
<RATE 99/00>					2.7	2.6	1.6	2.1		1.7
<CHANGE CONG. 87/88>	****	****	****							
<CHANGE CONG. 99/00>	****	97	****							
<CHANGE CONG. 99/00>	****		****							
107	2031	122	38	45	3	33	3	4		
<LINK DATA 80/81>										
<LINK DATA 87/88>										
<LINK DATA 99/00>										
<COEFFICIENT>										
<TRAFFIC COUNT>				0.0	1.00	0.0	0.0	0.0		0.0
<ASSIGNMENT 80/81>	60.00	51.30	1000.0	428.4	54.6	29.4	78.4	162.4	B	114.9
<ASSIGNMENT 87/88>	80.00	61.59	1000.0	562.4	82.3	44.8	90.3	217.3	C	140.2
<ASSIGNMENT 99/00>	90.00	84.62	3000.0	882.7	146.3	77.0	122.1	345.6	B	204.1
<RATE 87/88>					1.5	1.5	1.2	1.3		1.2
<RATE 99/00>					2.7	2.6	1.6	2.1		1.8
<CHANGE CONG. 87/88>	****	81	****							
<CHANGE CONG. 99/00>	****	****	****							
<CHANGE CONG. 99/00>	****		****							
108	2032	38	109	81	3	33	3	5		
<LINK DATA 80/81>										
<LINK DATA 87/88>										
<LINK DATA 99/00>										
<COEFFICIENT>										
<TRAFFIC COUNT>				774.0	50.0	66.0	186.0	302.0	D	240.0
<ASSIGNMENT 80/81>	60.00	33.31	1000.0	900.5	93.0	63.5	186.0	342.5	E	257.6
<ASSIGNMENT 87/88>	90.00	73.03	3000.0	1490.7	130.1	98.5	334.0	562.5	C	447.4
<ASSIGNMENT 99/00>	95.00	83.29	8000.0	3153.6	215.0	182.1	775.5	1172.6	B	1003.3
<RATE 87/88>					1.4	1.6	1.8	1.6		1.7
<RATE 99/00>					2.3	2.9	4.2	3.4		3.9
<CHANGE CONG. 87/88>	****	85	****							
<CHANGE CONG. 99/00>	****	87	****							

Result of Traffic Assignment Case; A

SEG	LINK-NO V-MAX A-B	MODE-I V B-C	MODE-J CAPACITY C-D	DISTANCE Q	TERRAIN BUS	WIDTH CAR	TYPE TRUCK	CONDITION SUM	CONG. AXLE LOAD
<LINK DATA>									
<ASSIGNMENT>									
<CHANGE CONG.>									
<LINK DATA 80/81>	109		37	24	3	33	3	5	
<LINK DATA 87/88>	2033	109	37	24	3	111	5	1	
<LINK DATA 99/00>	2033	109	37	24	3	111	5	1	
<COEFFICIENT>					1.00	3.00	2.16		
<TRAFFIC COUNT>			1653.0		69.0	249.0	399.0	717.0	F 499.1
<ASSIGNMENT 80/81>	60.00	20.00	1000.0	1653.0	69.0	249.0	399.0	717.0	F 499.1
<ASSIGNMENT 87/88>	95.00	86.46	8000.0	2322.6	94.6	341.9	702.3	1138.8	B 867.5
<ASSIGNMENT 99/00>	95.00	61.87	8000.0	5993.5	156.4	632.3	1030.7	2419.4	D 1988.3
<RATE 87/88>					1.4	1.4	1.8	1.6	1.7
<RATE 99/00>					2.3	2.5	4.1	3.4	4.0
<CHANGE CONG. 87/88>	****	****	****						
<CHANGE CONG. 99/00>	****	90	97						
<LINK DATA 80/81>	110		107	34	3	64	3	5	
<LINK DATA 87/88>	2034	33	107	34	3	111	5	1	
<LINK DATA 99/00>	2034	33	107	34	3	111	5	1	
<COEFFICIENT>					2.56	2.85	2.59		
<TRAFFIC COUNT>			1916.0		174.0	314.0	360.0	848.0	B 496.1
<ASSIGNMENT 80/81>	70.00	68.24	8000.0	1916.0	174.0	314.0	360.0	848.0	B 496.1
<ASSIGNMENT 87/88>	95.00	88.98	8000.0	2398.5	223.3	425.7	434.3	1083.5	B 604.1
<ASSIGNMENT 99/00>	95.00	77.67	8000.0	3898.9	338.7	665.8	738.9	1743.5	C 1010.8
<RATE 87/88>					1.3	1.4	1.2	1.3	1.2
<RATE 99/00>					1.9	2.1	2.1	2.1	2.0
<CHANGE CONG. 87/88>	****	****	****						
<CHANGE CONG. 99/00>	****	96	****						
<LINK DATA 80/81>	111		88	16	3	58	3	5	
<LINK DATA 87/88>	2035	107	88	16	3	111	5	1	
<LINK DATA 99/00>	2035	107	88	16	3	111	5	1	
<COEFFICIENT>					2.41	2.84	3.00		
<TRAFFIC COUNT>			2675.0		159.0	305.0	631.0	1095.0	E 809.8
<ASSIGNMENT 80/81>	70.00	39.26	3000.0	2675.0	159.0	305.0	631.0	1095.0	E 809.8
<ASSIGNMENT 87/88>	95.00	81.44	8000.0	3399.0	209.8	424.0	781.9	1415.7	B 1068.6
<ASSIGNMENT 99/00>	95.00	64.70	8000.0	5608.7	318.3	663.2	1330.2	2311.7	D 1700.1
<RATE 87/88>					1.3	1.4	1.2	1.3	1.2
<RATE 99/00>					2.0	2.2	2.1	2.1	2.1
<CHANGE CONG. 87/88>	****	****	****						
<CHANGE CONG. 99/00>	****	88	98						
<LINK DATA 80/81>	112		38	52	3	64	3	5	
<LINK DATA 87/88>	2036	88	38	52	3	111	5	1	
<LINK DATA 99/00>	2036	88	38	52	3	111	5	1	
<COEFFICIENT>					2.14	2.48	3.00		
<TRAFFIC COUNT>			1938.0		141.0	267.0	416.0	824.0	B 548.7
<ASSIGNMENT 80/81>	70.00	68.30	8000.0	1938.0	141.0	267.0	416.0	824.0	B 548.7
<ASSIGNMENT 87/88>	95.00	88.69	8000.0	2436.6	186.0	374.2	502.4	1059.7	B 689.1
<ASSIGNMENT 99/00>	95.00	76.97	8000.0	3991.7	282.3	580.6	834.8	1717.6	C 1124.4
<RATE 87/88>					1.3	1.4	1.2	1.3	1.2
<RATE 99/00>					2.0	2.2	2.1	2.1	2.1
<CHANGE CONG. 87/88>	****	****	****						
<CHANGE CONG. 99/00>	****	95	****						

Result of Traffic Assignment Case; A

LINK-NO V-MAX A-B	SEQ	MODE-I V B-C	MODE-J CAPACITY C-D	DISTANCE Q	TERRAIN BUS	WIDTH CAR	TYPE TRUCK	CONDITION SUM	CONG. AXLE LOAD
<LINK DATA> <ASSIGNMENT> <CHANGE CONG.>	113	103	104	30	3	36	3	4	
<LINK DATA 80/81>		103	104	30	3	36	3	4	
<LINK DATA 87/88>		103	104	30	3	36	3	4	
<LINK DATA 99/00>		103	104	30	3	36	3	4	
<COEFFICIENT>					1.00	1.00	1.00	1.00	0.0
<TRAFFIC COUNT>				0.0	0.0	0.0	0.0	0.0	A
<ASSIGNMENT 80/81>		50.49	1000.0	449.6	25.9	64.9	102.3	193.1	B
<ASSIGNMENT 87/88>		67.32	1000.0	449.6	25.9	64.9	102.3	193.1	B
<ASSIGNMENT 99/00>		67.32	1000.0	449.6	25.9	64.9	102.3	193.1	B
<RATE 87/88>					1.0	1.0	1.0	1.0	1.0
<RATE 99/00>					1.0	1.0	1.0	1.0	1.0
<CHANGE CONG. 87/88>		****	****						
<CHANGE CONG. 99/00>		****	****						
<LINK DATA 80/81>	114	104	105	55	3	55	3	3	
<LINK DATA 87/88>		104	105	55	3	55	3	3	
<LINK DATA 99/00>		104	105	55	3	55	3	3	
<COEFFICIENT>					1.00	1.00	1.18	1.18	
<TRAFFIC COUNT>				2687.0	94.0	437.0	656.0	1187.0	E
<ASSIGNMENT 80/81>		45.47	3000.0	2938.0	177.7	437.0	656.0	1270.7	E
<ASSIGNMENT 87/88>		84.91	8000.0	2938.0	177.7	437.0	656.0	1270.7	B
<ASSIGNMENT 99/00>		84.91	8000.0	2938.0	177.7	437.0	656.0	1270.7	B
<RATE 87/88>					1.0	1.0	1.0	1.0	1.0
<RATE 99/00>					1.0	1.0	1.0	1.0	1.0
<CHANGE CONG. 87/88>		****	****						
<CHANGE CONG. 99/00>		****	****						
<LINK DATA 80/81>	115	105	108	45	3	38	3	4	
<LINK DATA 87/88>		105	108	45	3	38	3	4	
<LINK DATA 99/00>		105	108	45	3	38	3	4	
<COEFFICIENT>					1.00	1.00	1.00	1.00	
<TRAFFIC COUNT>				0.0	0.0	0.0	0.0	0.0	A
<ASSIGNMENT 80/81>		57.29	3000.0	1458.0	50.0	183.0	375.0	608.0	C
<ASSIGNMENT 87/88>		73.66	3000.0	1458.0	50.0	183.0	375.0	608.0	C
<ASSIGNMENT 99/00>		73.66	3000.0	1458.0	50.0	183.0	375.0	608.0	C
<RATE 87/88>					1.0	1.0	1.0	1.0	1.0
<RATE 99/00>					1.0	1.0	1.0	1.0	1.0
<CHANGE CONG. 87/88>		****	****						
<CHANGE CONG. 99/00>		****	****						
<LINK DATA 80/81>	116	108	88	26	3	33	3	5	
<LINK DATA 87/88>		108	88	26	3	33	3	5	
<LINK DATA 99/00>		108	88	26	3	33	3	5	
<COEFFICIENT>					1.00	1.00	1.00	1.00	
<TRAFFIC COUNT>				1458.0	50.0	183.0	375.0	608.0	F
<ASSIGNMENT 80/81>		20.00	1000.0	1458.0	50.0	183.0	375.0	608.0	F
<ASSIGNMENT 87/88>		73.66	3000.0	1458.0	50.0	183.0	375.0	608.0	C
<ASSIGNMENT 99/00>		73.66	3000.0	1458.0	50.0	183.0	375.0	608.0	C
<RATE 87/88>					1.0	1.0	1.0	1.0	1.0
<RATE 99/00>					1.0	1.0	1.0	1.0	1.0
<CHANGE CONG. 87/88>		****	****						
<CHANGE CONG. 99/00>		****	****						