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Case; A	
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c Assignm	DISTANCE	3 4 4 8 80 80	2738.0	 8 0 8 0	٠	8 8 8 8	847.	1847.0		004	2496.0	167. 147.		៨៨៨ ហហហ	1082.0 1082.0 883.3	0
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	<pre><link data=""/> <assignment> <assignment></assignment></assignment></pre>	<pre><link 80="" 81="" data=""/> <link 87="" 88="" data=""/> <link 00="" 99="" data=""/></pre>	<pre><coefficient> <traffic count=""> <assignment 80="" 81=""></assignment></traffic></coefficient></pre>	CASSIGNMENT 87/889 CASSIGNMENT 99/009 CRATE 87/889 CABIH 99/009	CCHANGE CONG. 87/88>	CLINK DATA 80/81> 166 CLINK DATA 87/88>	ACCEPTICIENTY ATRAFFIC COUNTY	ANSULGNMEN 80/817 ANSULGNMENT 87/887 ANSULGNMENT 99/007 ARATE 87/889	<pre><rate 00="" 99=""> <change 87="" 88="" cong.=""> <change 00="" 99="" cong.=""></change></change></rate></pre>	<pre><link 80="" 81="" data=""/> 167 <link 87="" 88="" data=""/> <link 00="" 99="" data=""/> </pre>	ACCETFICIENTY ATRAFFIC COUNTY ABSSIGNMENT 80/81V	CASSIGNMENT 87/88> CASSIGNMENT 99/00> CRATE 87/88>	<pre><rate 00="" 99=""> <change 87="" 88="" cong.=""> <change 00="" 99="" cong.=""></change></change></rate></pre>	<pre><link 80="" 81="" data=""/> 168 <link 87="" 88="" data=""/> <link 00="" 99="" data=""/></pre>	ACCEPTICENTY ATAFFIC COUNTY AASSIGNMENT 80/817 AASSIGNMENT 87/887	<pre><assignment 00="" 99=""> <rate 87="" 88=""> <rate 00="" 99=""> <change 87="" 88="" cong.=""> <change 00="" 97="" cong.=""></change></change></rate></rate></assignment></pre>

			Resul	t of Traff	Result of Traffic Assignment	nent Case; A	; A			à	PAGE = 43
<pre><link data=""/> <assignment> <change cong.=""></change></assignment></pre>	SEQ	LINK-NO V.MAX A-8	NODE-I	CAPACITY C-D	DISTANCE	TERRAIN BUS	WIOTH CAR	1 1 4 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	CONDIION	CONG.	CONG. AXLE LOAD
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COBEFICERNY ASSIGNMENT 80/81> ASSIGNMENT 80/81> ASSIGNMENT 99/00> RATE 87/88> RATE 99/00> CHANGE CONG. 87/88> CHANGE CONG. 99/00>		70.00 100.00 110.00 82 83	70.00 80.83 102.53 86	80000.00000000000000000000000000000000	2598.0 802.2 8032.0 29470.6	3.00 156.0 59.1 219.9 778.3 3.7	9 4 6 6 5 5 6 6 5 5 6 6 6 5 5 6 6 6 5 5 6 6 6 5 6	83.0 23.82.0 73.82.0 87.82.0 12.4	976.0 3076.0 2908.5 10468.3 34.0	യെയ്ക്ക	836.9 246.9 2853.7 10623.6 11.6
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<pre><link data=""/></pre>	LINK-NO V.MAX A-B	NODE-I V B-C	NODE-J CAPACITY C-D	DISTANCE	TERRAIN BUS	WIDTH	TYPE TRUCK	CONDITION	CONG. AXLE	אארב רס/
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	,	•						٠		
110 VOULT DATE 01100V	111095	100	ς ·	104	ώ	O IN	m	m		
VOLUME OF SELECT	111075	201	<u>٠</u>	104	٠.	III	v	-		
ACTION 04 A VACOUM	111093	100	65	104	n	71	'n			
VEX.00 0101011					80 *1	1.97	1.32			
V-02-04 24-14-14-14-14-14-14-14-14-14-14-14-14-14	6	,	•	2119.0	189.0	94.0	0.967	249.0	0	662.
ATO AND INSURPROPER	000	0.1.0	2000	0.6115	189.0	0.46	7.00	749.0	_	662
VOCADO INDESTRUCTORY	0000	01.4	8000	90000	527.4	153.1	1639.9	2120.4	۵	2069.
ARALI RA-MAN	00.004	*	0.0000	108501	544.5	21812	3013.5	3754.4	v	3770
ARATE 99/00>					×	3 ·	એ ત એ ક	N L		M 1
ACHANGE CONG 87/88>	***	83	70		3	,	1.0	2.0		'n
<change 00="" 99="" cong.=""></change>	M M H	0 G	0 # 0 #							
<pre><link 80="" 81="" data=""/> 174</pre>	111094	65	77	125	M	0.50	Ŋ	M		
ALINK DATA 87/88V	111094	65	14	125	M	III	ľ	**		
CLINK DATA 99/00>	111094	\$. 14	125	м	III	'n	+		
ACOEFFICIENTY ATDARFE ACCEPT					1.00	1.00	1.18	٠		
ALKALLIC COON >	;			1356.0	12.0	54.0	432.0	468.0	Ų	514.
CASSIGNMENT BOXB19	00.06	67.68	3000.0	1771.8	145.3	39.9	432.0	617.2	U	569
ABON FOR MAN BOY BOX	95.00	68.92	8000.0	5058.5	189,5	78.8	1470.4	1738.7	U	1812
ARGUIGNAMENT 99/00>	95.00	70.81	8000.0	4808.2	287.1	65.0	1293.9	1646.1	Ų	1644.
ARE IN 877889					ψ.	5.0	3.6	2.8		m
100 100 000 BURELY		. !	1		2.0	1.6	0 0	2.7		-2
ACHANGE CONG. 99700V	X 44 X 44 X 44	* C.	# # #							
			!							
<pre><link 80="" 81="" data=""/> 175</pre>	111095	14	58	66	M	M	ī,	4		
<pre><link 87="" 88="" data=""/></pre>	111095	14	58	66	'n	III	'n	•		
ACINK DATA 997005	111095	14	58	66	m	III	w	F		
A COURT LO LIES - V					1.93	3.00	1.84			
ALKAFFIC COUNTY				1833.0	113,0	183.0	437.0	733.0	ш.	562.
ATRACT CONTRACT OF	60.00	20.00	1000	1781.2	113.0	131.2	437.0	681.2	и.	562.
ADDATE DESCRIPTION OF A	00-00	11.09	8000.0	3574 4	158.3	217.8	960.5	1336.7	۵	1198
ARATE 87/889	45.00	66.25	8000	4577.1	214.0	259.3	1225.3	1698-6	U	1533
<pre><rate 00="" 99=""></rate></pre>					4 0	· · ·	2.5	2.0		ς,
<change 87="" 88="" cong.=""></change>	*	***	***			9	0	۷:۷		,
<change 99700="" cong.=""></change>	*	87	* * *							
<link 80="" 81="" data=""/> 176	111096	60	80	47	M	KI KI	ır	7		
<pre><link 87="" 88="" data=""/></pre>	111096	9	58	47	'n	II	. 149	-		
CLINK DATA 99/00>	111096	09	58	47.	ო	III	'n	1 6-4		
ACOEFFICIENTY					3.00	3.00	3.00	•		
ATRAFFIC COUNTY	. !			240.0	0.99	134.0	136.0	336.0	۵	187.
AASSIGNABNI GO/GIY	00.00	57.75	1000.0	259.0	12.9	5.3	71.7	6.08	ю	89.0
\00\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	00.00	00.00	3000.0	356.9	23.4	18.2	89.5	131.1	⋖	115
COOK A PRODUCT AND A PRODUCT A	00.64	40.00	2002	2000	202	7-56	789.2	1090.6	ம்	1015-6
< ARATE 99/00>					80.0	7.0				
<change 87="" 88="" cong.=""></change>	**	**	**		201	0	0-11	15.1		
<change 00="" 99="" cong.=""></change>	26	***	* * * *							

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Case; A	WIOTH	M H M C	457.0	84.2	87.8		33	1 H H	3.00	8.1	DO 1	10.4	21.7		2.5	11	٠0	777	128,3	28	0.0			E S	⊣ ⊨ 4 ⊨	5:0	n n	152.0	152.0	1.0	
	TERRAIN	м м м с	165.0	N 17 -	31.		~	iv iv	00.5	2.7	183.4	68.0	152.5		M	M M	2.44	· ·	147.0	~	٠,٠) ,		mi	ก๎ท	~ 4	~ •	115.0	115.0	1.0	
Result of Traffic Assignment	DISTANCE	888	m u	23390	5			8 8 1 1		113.0	36.	•			87	87	š .	733.	1817.3	817				80	8 9 8 8 8 8		9 6	950.0	50.		
ult of Tra	NODE-J CAPACITY C-D	4 4 4 8 8 8	. 000	8000.0		**	0.	о о		8	7200.0	2		* 96		50 to			2000	000	-	***	*	26	2 20		0	3000	3000.0	•	1 4 1 4 1 4
Resi	NOOE-I V B-C	8 8 8	٠. و	89.44 89.44 89.44		* *		6 6 8		0	73.66			# O # D #	58	τυ τι ευ κ	3		51.97	8		**	* * *	N C	7 M		•	00 t	3.3	•	* * *
•	LINK-NO V.MAX A-B	111097 111097 111097		95.00	,	7 6 8 7 8	1109	111098		20.00	80.00	00.00		7 4 4 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	1109	111099	è .		00.00	0		* *	* * *	111100	111100	٠.		00.06	, P	3	* * * *
	<pre><link data=""/> SEG <assignment> <change cong.=""></change></assignment></pre>	<pre><link 60="" 81="" data=""/> 177 <link 87="" 88="" data=""/> <link 00="" 99="" data=""/> </pre>	ACCEPTICIENTY ATTACHMENT 90,000	ARSOLOGNER 07/03/VASSES 07/03/V	<pre><rate 87="" 88=""></rate></pre> <rate 00="" 99=""></rate>	~ ~	CLINK DATA 80/81> 178	<pre><link 86="" 87="" data=""/></pre> <pre><link 00="" 99="" data=""/></pre>	ACOURTICIENTY	ASSIGNMENT 80/81V	CASSIGNMENT 87/88V	87/88>	ATE 99/00>	ACHANGE CONG. 87/88>	LINK DATA 80/81> 179	CLINK DATA 87/887	COEFFICIENTY	ATRABLE COCONTA	ASSIGNMENT 80/819	ASSIGNMENT 99700Y	ARATE 87788Y	<change 87="" 88="" cong.=""></change>	CHANGE CONG. 99700>	CLINK DATA 80/81> 180	LINK DATA 99700>	ACORFICIENTY	TRAFFIC COUNTY	CASSIGNMENT 87/88>	CASSIGNMENT 99700> CRATE 87788>	,	ACHANGE CONG. 997009

Case; A	
Assignment	
Result of Traffic.	

PAGE = 46

	אארב רטאט		144.7	870.1			70.4	4.07	100 Tet el			271.1 427.2 603.9 1094.3	0.7	7 128	674.7	1.0
	CONG. AXLE		0 K E	0 00			∢ .	ec eo es	1			ಬರಾದು		u	LEDO	
	CONDITION	વળન	255.0	424 45.5 45.5 35.5		мен	146.0	146.0	000			465.0 773.5 1114.7 1962.7	3	ר מ מ מ	24,000 4,000	0.1
	TYPE TRUCK	12 to 10 to 10	0 17 18	302.4		w m m	3.00	27.0	00	, I V	. 00 . 00	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	512.0 512.0 12.0	0.1
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ı	DISTANCE	444	589.0	2530.8		7 7 9 9 9 9	388.0			7.5	25.	1209.0 2102.1 3007.7 5279.5		22 23 24 25	2161.4 2161.4 2161.4	
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	NODE-I V B-C	888	60.00	80.78	# # # # # # #	444 444	. •	70.45	**************************************	* * * * * * * * * * * * * * * * * * * *	67	61.39 84.39 67.26	* 0	74 74 74	20.00 60.26 60.26	* * *
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7	Result of Traffic Assignment

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AASSIGNMENT 87/887		90:06	67.20	14400.0	8625.6	501,2	1380.9	1913.7	3795.8	υ·	2463.7
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CASSIGNMENT 99/005	100.00	62.91	16000.0	12547.6	850.7	1516.5	2826.3	5193.5	0	3683.8
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·	LINK-NO V.MAX A-B	2037	20	80.00	0	# # # # # # #	2038 2038	6	90.00	0	***	2039	63	70.00	0 .	* * *	0702	2070	0	00.06	* * * * * * * *
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		Resn	lt of Traf	Result of Traffic Assignment	nent Case; B	æ::	٠.	·	ਬ 9 V ਦ	20
CLINK DATA> SEQ CASSIGNMENT> CCHANGE CONG.>	LINK-NG V. MAX A-B	NODE-I V B-C	NODE-J CAPACITY C-D	DISTANCE	TERRAIN BUS	WIDTH CAR	TÝPE TRUCK	CONDITION	CONG. AXLE LOAD	LE LOAD
<pre><link 80="" 81="" data=""/> 117 <link 87="" 88="" data=""/> <ink 00="" 99="" data=""></ink></pre>	2041 2041 2041	107	109	77 77 77	់កំសស	98 11 11	ki nv nv	ਮਜਿਜ		
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Appendix 7. Pavement Design Method - Road Note 29 -

Design Method

In this method the traffic is expressed in terms of cumulative equivalent number of standard axles (8200 kg. or 18-kips akle) to be carried by the pavement during its design period.

The bearing ratio of the Sub-grade is expressed in terms of California Bearing Ratio (CBR) Value. With known traffic data and the Sub-grade condition, the thickness of Sub-grade is determined by using figures shown below gives the thickness of road base and Surface course related to the cumulative number of standard axles. This method deals solely with the construction of new roads and not with the resurfacing and maintenance of existing roads.

Stage Construction

In this method provision has been made for stage construction. First stage construction is to be for 10-years, But the Sub-grade and Base-course are to be designed for 20 years.

The second stage construction will thus be provided in surface course only. In the first stage out of the total design; thickness of Asphalt Concrete, 2" thickness is replaced by 3" crushed stone base course (conversion factor is 1.0" A.C.=1.5" crushed stone Basecourse) and the surface is finished: with triple surface treatment.

The remaining thickness of Asphalt Concrete will be provided after 10-years of construction in the second stage.

Conversion Factors to be Used to Obtain the Equivalent Number of Standard Axles from the Number of Commercial Vehicles

Type of road				,	Number of per comm	ercial	standa	mber of ird axles	stan	Vumber of dard axles
. "					vehicle paragrap	h 14)	per con	axle	per c	ommercial veliicle
		48.4		· · · · · · · · · · · · · · · · · · ·		(a)		<i>(b)</i>	•	(a) × (b)
				to carry over 1						-
	ehicles			direction at the		2.7		0-4		1 08
commercial v	ehicles in	per day	in each	direction at the	he time	2.7		0-4		1 08
commercial v of construction Roads design	ehicles in ed to d	per day	in each	direction at ()	nmercial	2.7		0-4		1·08

Estimated Laboratory CBR Values for British Soils Compacted at the Natural Moisture Content

Type of soil	Plasticity index	CBR (per	cent)
en e	(per cent)	Depth of water-table b	elow formation level
		More than 600 mm	600 mm or less
Heavy clay	70	2	1*
LINEARY CINY	60	2	1.5*
	50	2.5	2
	40	- 3	i 2 1 1
Silty clay	30	5	3
Sandy clay	20	6	4
,,	10	7	5
Silt .		2	1*
Sand (poorly graded)	non-plastic	20	10
Sand (well graded)	пол-plastic	40	15
Well-graded sandy gravel	non-plastic	60	20 -
* See para. 27			

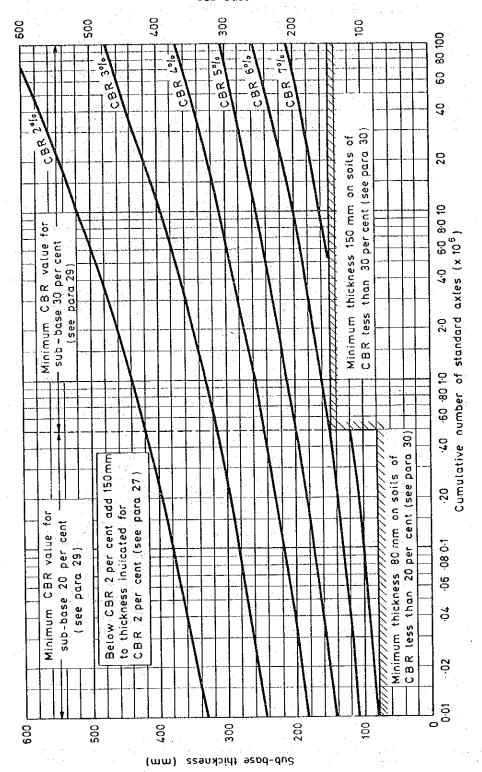
Recommended Bituminous Surfacings for Newly Constructed Flexible Pavements (see Note 1)

Traffic (cumulative number o	of standard axles)			
Over 11 millions	2-5-11 millions		0 5 - 2 5 millions	Less than 0-5 million
(1)	(2)		(3)	(4)
Minimum thickness 40 n	rock or slag coarse aggregate only) nm itch bitumen binder may be used) (C	Clause 907)	Wearing course Minimum thickness 20 mm Rolled asphalt to 85 594 (pitch-bitumen binder may	Two-course (a) Wearing course— Minimum thickness 20 mm Cold asphalt to BS 1690
			be used) (Clause 907)	(Clause 910) (see Note 4)
				Coated macadam to BS 802
·			Dense tar surfacing to BTIA Specification (Clause 909)	BS 1621, BS 1241 or BS 2040 (Clause 913, 912 or 908) (see Notes 2 and 4)
		100	Cold asphalt to BS 1690	51 500) (500 1totes 2 and 4)
			(Clause 910) (see note 4)	(b) Basecourse Coated macadam to BS 802,
***	i de la companya de		Medium-textured tarmacadam	BS 1621, BS 1241 or
			to BS 802 (Clause 913) (to be surface-dressed immediately	BS 2040 (Clause 906 or 905) (see Note 2)
•			or as soon as possible—see Note 4)	Single course Rolled asphalt to BS 594
÷			Dense bitumen macadam to BS 1621 (Clause 908)	(pitch-bitumen binder may be used)
<u></u>			(see Note 4)	
				Dense tar surfacing to
•			Open-textured bitumen macadam to BS 1621	BTIA Specification (Clause 909)
**			(Clause 912) (see Note 4)	
Basecourse	Basecourse		Basecourse	Medium-textured tarmacadam to BS 802 (Clause
Minimum thickness 60	nm Rolled asphalt to		Rolled asphalt to BS 594	913) (to be surface-
Rolled asphalt to	BS 594 (Clause 902)	· .	(Clause 902) (see Note 2)	dressed immediately or
B\$ 594 (Clause 902)	(see Note 2)			as soon as possible—
(see Note 2)			Dense bitumen macadam or dense tarmacadam (Clause	see Note 4)
Dense bitumen macadam	Dense bitumen		903 or 904)	Dense bitumen macadam to BS 1621 (Clause 908)
or dense tarmacadam (crushed rock or slag	macadam or dense tannacadam	•	Single-course tarmacadam	(see Note 4)
only) (Clause 903 or	(Clause 903 or 904)		to BS 802 (Clause 906)	(see the sy
904)	(see Note 3)		or BS 1241 (see Notes 2 and 5)	60 mm of single-coarse tarmacadam to BS 802
				(Clause 906) or
			Single-course bitumen	BS 1241 (to be surface-
			macadam to BS 1621	dressed immediately or
			(Clause 905) or	as soon as possible—
			BS 2040 (see Notes 2 and 5)	see Note 4)
			•	60 mm of single-course
	•	•		bitumen macadam to
				BS 1621 (Clause 905) or BS 2040 (see
				Note 4)

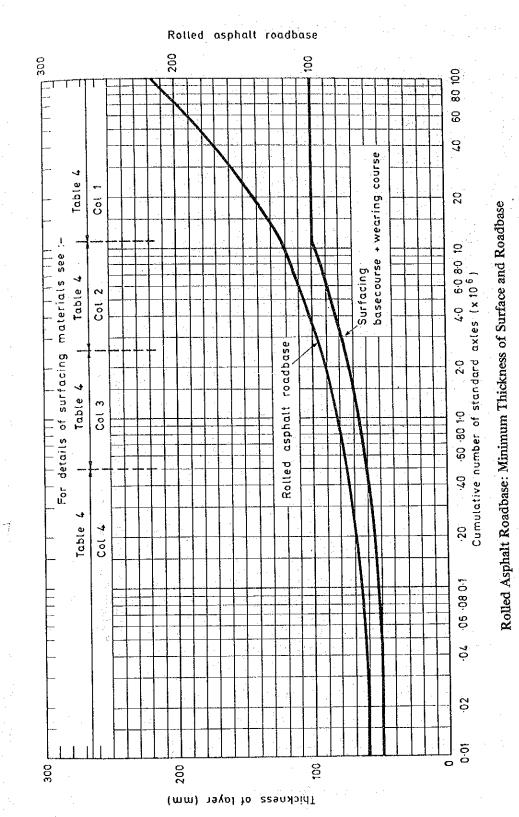
Notes

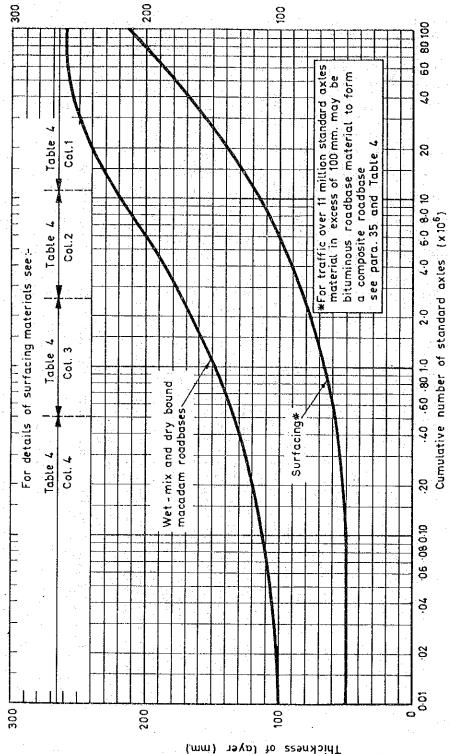
- 1 The thicknesses of all layers of bituminous surfacings should be consistent with the appropriate British Standard Specification
- 2 When gravel, other than limestone, is used, 2 per cent of Portland cement should be added to the mix and the percentage of fine aggregate reduced.
- 3 Gravel tarmacadam is not recommended as a basecourse for roads designed to carry more than 2:5 million standard axles
- When the wearing course is neither rolled asphalt nor dense tar surfacing and where it is not intended to apply a surface dressing immediately to the wearing course, it is essential to seal the construction against the ingress of water by applying a surface dressing either to the roadbase or to the basecourse
- 5 Under a wearing course of rolled asphalt or dense tar surfacing the basecourse should consist of rolled asphalt to 8S 594 (Clause 902) or of dense coated macadam (Clause 903 or 904)



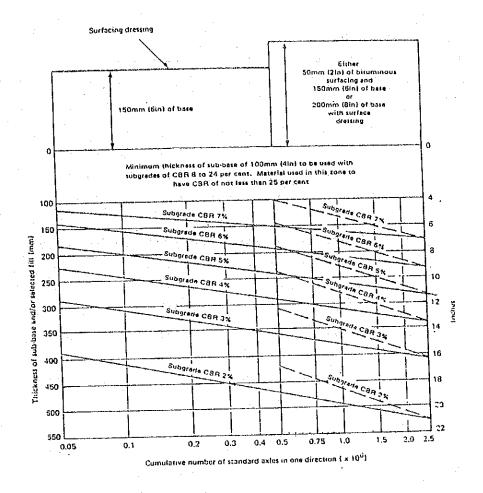


Pavement Design Chart for Flexible Pavements





Wet-mix and Dry-bound Macadam Roadbases: Minimum Thickness of Surfacing and Roadbase



If it is desired to provide at the time of construction a pavement capable of carrying more than 0.5 million standard axies, the designer may choose either a 150mm base with a 50mm bituminous surfacing or a 200mm base with a double surface dressing. For both of these alternatives, the recommended subbase thickness is indicated by the broken line.

Alternatively, a base 150mm thick with a double surface dressing may be laid initially and the thickness increased when 0.5 million standard axies have been carried 75mm of crushed stone with a double surface dressing. The largest aggregate size in the crushed stone must not exceed 10mm and the old surface must be prepared by scarifying to a depth of 50mm. For this stage construction procedure, the recommended thickness of subbase is indicated by the solid line.

Appendix 8. Transport Priority Index for Rural Road

Transport Priority Index

Simple rating system was devised to provide an indication of the order of merit when considering the minimal level of improvements to each road link. This is referred to as the Transport Priority Index.

The index has two main components which are in contrapositions:

- the requirement for transport.
- the existing provision for transport.

Each component consists of a number of factors:

Needs		Provision factors	
traffic flow	(5)	length of link	(5)
traffic growth	(5)	surface type	(5)
population density	(5)	surface condition	(10)
development and social	(15)	alignment in relation to terrain	(5)
benefits			
direct area of influence	(5)	width of surface and formation	(5)
		stability/drainage and culverts	(5)
network significance	(5)	bridges and other major corssings	· (5)

The basic procedure used was to allocate a score to each of the above factors. The maximum score for each factor is denoted in brackets. The total scores for each of the two components, or group of factors, then provides a measure of the Needs for improved transport and the provision (or minimum cost) of improved transport, respectively.

Each component has a maximum total score of 40. A high score indicates a high requirement, or alternatively, a high provision.

The transport priority index was then calculated by considering the ratio of the two components:

 $\frac{\text{requirement factor score}}{\text{provision factor score}} = \frac{\text{Transport Priority Index}}{(\text{T.P.I.})}$

For convenience, the ratio was multiplied by 100 so that the T.P.I. was expressed as an integer.

Clearly it is the relative magnitudes of both the Needs and the provision factor scores which determine the value of the transport priority index. The higher the Needs factor score in relation to the provision factor score, the higher the transport priority index.

Brief details of the method developed for allocating the scores to each of the thirteen factors is described below.

Average Daily Traffic

The average daily traffic factor was related to the existing level of factored traffic as estimated from the field inspections and supplemented from information obtained from the 40 traffic count stations specifically set up for the study.

The estimates from the field inspections were in two parts:

- a record of traffic seen at the time.
- an estimate of daily axled and 4 wheeled traffic.

Traffic categories used to determine the score for the average daily traffic were:

	Level	Score
Average daily	0 to 20	0
traffic (factore-)	20 to 75	1
	75 to 200	2
	200 to 500	3
	500 to 1000	4
•	greater than	
	1000	5
If, due to impassable road cond	ition, there are no axled or	
4 wheeled vehicles.		+1
If there are significant traffic m	ovements (eg. along nearby	
footpaths) in the same corridor	as the road link, which	
would travel along the link whe	n improved.	+1

Traffic Growth

The level of expected traffic growth was measured by assessing the likely economic growth in the area, particularly for agriculture, but also including other significant sectors of activity.

The categories of growth and scores used were:

	Level	Score
Traffic growth	high	5
(expected)	high-medium	4
	medium	3
e de la companya della companya della companya de la companya della companya dell	medium-low	2
	low	1

Population Density

The typical population density related to each road link was determined from the population and area data obtained for each sub-division.

The categories and scores used were:

	<u> 1</u>	evel	Score
Population density	greater than	persons/km²	5
	to.	,, ,,	4
	to	** **	3
	to	** **	2
	to	. >>	1
	less than	,, ,,	. 0

Development and Social Benefits

This assessment was based principally on the expected increase in development and social benefits which would be obtained when the existing link was improved to a desirable standard. Social benefits were given a high rating where access to school facilities was difficult and the corresponding provision of health services was limited. Economic development was assessed from the present level of activity and the likely potential of the area.

Generally, the increase in benefits obtained by making a link passable to 4 wheeled vehicles was rated very high as it was believed far greater benefits would be provided to the nearby communities than in the case if an already passable link was improved. Therefore the factor was assessed to be strongly related to the existing type and condition of the present transport link.

The road links for which high benefits were expected invariable were rated low on the factors of average daily traffic, traffic growth and population density. To reflect the importance of road links with high social and economic benefits it was considered that the social and development benefit factor should be in balance with these three other factors. Therefore, it was decided to give a maximum value of three times any of the other requirement factors.

The categories and scores used were:

	Level_	Score
Development and Social	high	15
benefits	high-medium	12
	medium	9
	medium-low	6
	low	3

Direct Area of Influence

This factor was used as a measure of the area directly served by the length of road. To some extent, the total influence of a road link was also contained in the development and social benefit factor.

The direct area of influence was determined on a Km² per Km basis. The categories and scores used were:

	Level		Score
Direct Area of	greater than 1.5 Km ² per Km	.*	5
influence	from 1 to 1.5 Km ² per Km		3
	less than 1 Km ² per Km		1

Network Significance

This factor considered the relationship each road link had to the functioning of the entire network. Roads were classified into one of three groups or levels.

	Level	Score
Village Road	principal collector road,	5
Network	local collector road,	
significance	feeder road	1

Provision Factors (Cost Factor)

The ratings for the provision factors should be based on the actual data to be collected during the road inventory.

Length of Road Link

The length of a road link strongly influences the cost of improvement.

The categories and scores used were:

	Level 4 Level 4 Level 4	Score
Length of road	greater than 8.0 Km	5
link	6-7.9 Km	4
	4-5.9 Km	3 ··· 3
	2-3.9 Km	2
	1-1.9 Km	1
	less than 1.0 Km	e 0

Surface Type

Recorded types of surface and pavement were grouped into three categories of levels. The categories and scores used were:

	1	Level	_	Score	S
Surface Type		each, clay		5	
		stone foundation, stone/gravel		3	
	Section 1	asphalt, paved or sealed		1	

Surface Condition

Surface condition is a major cost factor when considering even minimal improvement. In order to give this adequate emphasis, it was decided to give the surface condition factor a value twice that of the other provision factors. Hence, the score ranged up to a maximum of 10 compared to 5 for the other provision factors.

The surface condition level for each link was assessed on an typical overall basis. The categories and scores used were:

	Level	Scores
Surface Condition	impassable (except possibly for	4 10 10 10 10 10 10
and the definition of the	wheel drive vehicles)	and the second state of the
, which the contract of $\hat{\theta}_{\rm sec} = \hat{\theta}_{\rm sec}$	bad (travel difficult, rehabilitation	on walk the 8.54 e
	required)	the factories and the resi
$\mathcal{L}(\varphi_{i}^{k}) = \mathbb{I}_{q}(\varphi_{i}^{k})^{-1} + \mathbb{I}_{q}(\varphi_{i}^{k}) + \mathcal{D}_{q}(\varphi_{i}^{k})^{-1} = \mathbb{I}_{q}(\varphi_{i}^{k})$	poor (immediate and major supp	port and add 6
I participal except to the	work required)	A WHOLE I BEEN BE
and the second	fair (some important support wo	ork i paka sam 4 e pada
	good (including very good)	od har spillari 2 0 dite
	(regular support work required)	e de Ayron de Allind

Alignment is Relation to Terrain

The desirable standards of horizontal and vertical alignment are closely related to the terrain. In order to assess the overall standard of alignment of each link, a three-part composite factor was used. The alignment speed levels for each link were assessed on an overall basis.

The method, categories and scores used were:

	Level	Score
Terrain	flat	5 .
	rolling	3
	hilly	2
	mountainous	. 1

	Level	Score
Horizontal	less than 25 kph	5
	35 - 40 kph	3
	40 - 60 kph	2
	60 - 90 kph	s 11
	greater than 90 kph	0
	Level	Score
Vertical Alignment	greater than 12% grades	5
	8% - 12%	-3
	5% - 8%	2,
en de la companya de La companya de la co	3% - 5%	. 1
	0% - 3%	0
Factor Sub-score =		\$
terrain score + horizon	tal alignment score + vertical alignment score	re .
	3	

The resulting factor sub-score was rounded to the nearest integer.

It should be noted that the above method assesses the appropriate improvement in the alignment which is desirable based on the constraint of the terrain. It is not an assessment of the standard of alignment.

For example, a road with a low speed and high grade alignment in a mountainous terrain would obtain a low (or good condition) score, compared to a similar road in a rolling terrain which would obtain a high (or poorer condition) score.

Width of Surface and Formation

For unpaved or untreated roads, the width of surface recorded during the road inspection was determined as that regularly used by the traffic. For all road surfaces, the formation width recorded was that which could be used by the traffic, including any hard shoulders, but excluding the width of any watertables and drainage.

The overall standard of level of the surface and formation widths for each link was assessed by determining the score based on the surface width and adding to it if the formation width was not at least 0.5m greater.

The categories and scores used were:

** :-	Level	Score		Additional Score
Surface Width	less than 2m	5	Formation Width	if less than 3m + 1
the state of the	2m and up to 3m	4		if less than 4m + 1
100	3m and up to 4m	3	40	if less than 4m + 1
	4m and up to 5m	2		
	5m and up to 6m	1.		if less than 5m + 1
	greater than 6m	0		if less than 6m + 1

Stability/Drainage and Culverts

The stability of the formation watertable and surface drainage (excluding culverts) was recorded during the road inspections in one of four categories.

The overall condition and number of the culverts was similarly recorded.

On most road links, these two conditions are closely related. It was decided to rate the overall standard of each link using a two-part composite factor.

The categories and scores used were:

	Level		Score
Stability/	dangerous, in need of urgent repair		5
Drainage	some immediate support work required more support work required		3
	no deficiencies or problems recorded, regular support required		· . 1 ·
	Level		Score
Culverts	impassable (except possibly for 4 wheel	-	5
	drive vehicles) dangerous, in need of urgent repair		3
	some immediate support work required	P 4	
	no deficiencies or problems recorded		1
	no culverts	• .	in the state of th
Factor sub-score	$= \frac{\text{stability/drainage score} + \text{culvert score}}{2}$		t .
and the second s	<u> </u>		and the second second

Bridges and Other Major Crossings

In rating bridges and crossings, it was decided to use a combined one part factor from the information recorded during the road inspections.

Bridges in dangerous or impassable condition were rated the highest as it was considered that an impassable bridge would create an immediate disruption to traffic. This is likely to be of greater significance than a river ford in temporary flood or a boat crossing which was regularly available although not useable by four wheeled or axled traffic.

The categories and scores used were:

	Level		Score
Bridges and	Impassable Dangerous, in need of		5
other major	urgent repair		. * *
crossings	Boat crossing available but not	. :	4
	possible for 4 wheeled vehicles		
	River ford, usually possible.		
	Boat crossing available and possible		3
	for 4 wheeled vehicles.		
·	Some support work required		2
	No deficiencies or problems recorded		1
	No bridges or major crossings		0 .

Transport Priority Index (TPI) Results

Both the requirement and provision factors have a maximum possible total score of 40.

The transport priority index is then simply calculated from:

A transport priority index of 100 indicates the requirement and provision factor scores are equal mathematically. It should be stressed that this does not mean that an improvement to the transport link is not required or desirable.

An appreciation of the relative requirement or benefit level of a road link can be assessed from the total requirement score. This privides a measure of the likely benefits to be obtained from improving each road link. The higher the requirement score, the higher the benefits that can be obtained.

Similarly, by considering the total provision score of each link, the minimal cost of improvement of each road link can be assessed. The higher the score, the higher the cost of improvement.

The individual factors of the requirement and provision scores and the resulting TPI for each road link are given in Table 1 and 2.

From the results obtained, the following generalizations can be made to provide an

indication of how the scoring system functioned.

Needs factor		Provision fact	or
Overall requirement	Score greater than 25 20 to 25 15 to 20 less than 10	Overall provision	Score
high benefits to area	greater than 25	impossible	greater than 30
for road improvement			
significant benefits	20 to 25	difficult terrain/high	25 to 30
		cost improvement	÷
medium benefits	15 to 20	bad condition/medium	20 to 25
		cost improvement	
very low benefits	less than 10	poor to fair condition/low	16 to 20
	•	cost improvement	•
•		good condition/minor	less than 12
		improvement only	

Transport Priority Index (TPI) Score Details

7. BRIDGES AND CROSSINGS	bridges and other major crossings		dangerous, in need of urgent repair		possible for 4 wheeled vehicles	river ford, usually possible	additional boat crossing available and	Score Dosable for 4 wheeled Vehicles		n +1 no deficiencies or problems recorded	1+ 1	7.	III. REQUIREMENT FACTOR SCORES	1. ADT CATEGORY	score		5 0 to 21 to	76 to 200 201 to 500	3 501 to	greater than Luuu	sup- 2. TRAFFIC GROWTH	or 1 traffic growth (expected)	high	nign - medium medium	medium - low	low		
	score	5	m	, 2	н		score formation	5 width	4 if less than 3m	3 if less than 4m	2 if less than 5m	1 if less than 6m		LVERTS	score		s impassable (except possibly for 4 wheel drive vehicles)	, , , , , , , , , , , , , , , , , , ,	dangerous, in need of urgent repair	The second secon	some immediate sup- l port work required.	no deficiencies or						
4. ALIGHMENT V TERRAIN	Terrain	flat	rolling	hilly	mountainous	S. WIDTH	surface width	less than 2 m	2 m цр to 3 m	3 m up to 4 m	4 m up to 5 m	5 m up to 6 m	greater than 6 m	6. STABILITY/DRAINAGE * CULVERTS	stability + drainage	40 1000 to 100	ir.	some immediate support	ביי	more support work re-	no deficiencies or pro-	blems recorded. reqular support required	944557) 4 9 4 9 4 4 5 9 9 9 9 9 9 9 9 9 9 9 9 9					
اد					score	ហ	or or		⊣ o			score	ហ	m	н		SCORE		걸 .		00	-		ဖ		₹7	=	7
I. ROAD INDENTIFICATION NO.		SECOND ROLL INCLUSIVE TE	II. FROVISTON FACTOR SCORES	1. LENGTH	length of road link	9.0	6 1 7.9 Km 4 1 5.9 Km	ი .	less than 1.0 Km	nave do sagire		surface type	earth, clay stone foundation,	stone/gravel asphalt, paved or			3. SORFACE CONDITION surface condition	impassable (except	possibly for 4 wheel drive vehicles)		bad (travel diffi cult, rehabilitation	required)	poor (immediate and	major support work	required)	fair (some important	support work reduired,	good (including

Transport Priority Index (TPI) Score Details

NOTATION USED	Scores given as per above.	If in brackets e.g. (), then estimated.	If shown e.g then it is not calculated.		IV. REQUIREMENT/PROVISION FACTOR SCORE TOTALS	Scores added to give total out of a maximum of 40.		V. TRANSPORT PRIORITY INDEX (TPI)	BASIC : as calculated from scores	(i.e. actual characteristics)	PRDG. : if blank, BASIC TPI stands.	Lagran Lagran Cath Books Louis Lagran	די נייניי פאנדמתפת היאליי ליום "ארובאסעו" דינים א	road network in the improvement programme.	if F/P, a footpath and considered	as a separate group in the improvement program .	if shown *, recommended in the Yogyakarta	Rural Development Programme of D.I.Y.		if another TPI shown, then TPI has been	changed to improve the scheduling of	network improvements recommended.			Source: Field Studies + Calculations Yogyakarta Rural		
	score	ហ	বা	m		rd			score	-	S	12	Ø	v	~		9,000	1	S	m	r		•	score	٤ń	٣	н
3. POPULATION DENSITY	Population density	greater than 1900 persons/km2	1300 to 1900 persons/km2	900 to 1300 persons/km2	500 to 900 persons/km2	100 to 500 persons/km2	less than 100 persons/km2	4. DEVELOPMENT SOCIAL BENEFITS	Development and Social benefits		nign	high - medium	medium	medium - low	Low	5. DIRECT AREA OF INFLUENCE	Direct area of influence	100000000000000000000000000000000000000	greater than 1.5 km2 per km	from 1 to 1.5 km2 per km	less than 1 km2 per km		6. NETWORK SIGNIFICANCE	Network significance	principal collector road	local collector road	feeder road
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Rural Road Appraisal Form

	Road Identification	No.	Length:		width :		Surface :	Title : Grander Court	(h	m (10, 50, 100, 200, 500		CT (F 70 0 0) 27 V	DI (C or O), CC, F			M, H, R, OY F.	15, 25, 40, 60, 90 kph	38, 58, 88, 128		If W 3m or readway	If L 3m	전 · SO · SO · 전	to nearest 10	X,B,P,F,G or VG in	proportional assessment.
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. 000000			District :		Road Identification	NO.	Sketch Plan (N.T.S.)	Distance km	Reference	Special and	Critical Features	22	4.	Other	Left	Land Use General	Right	Left	Terrain General		Alignment Vertical	 Formation Stability/ Drainage		Culverts Other	Type	Surface. Width	Condition	