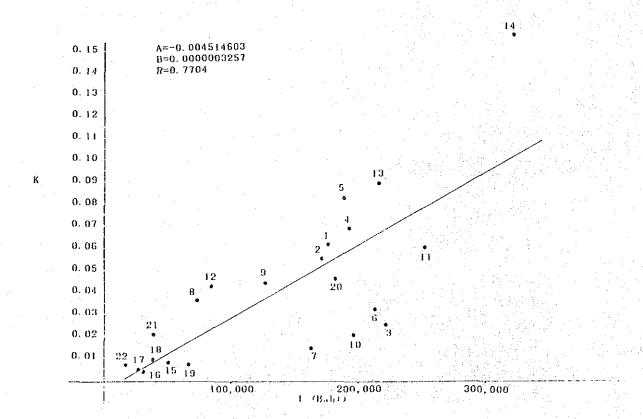


Appendix 6.3.3 WORLD ROAD STATISTICS

NO.	Country	L (Km)	A (Km2)		l (Baht) (x1000)		K=L/√ A*P
1	Austria	37212	49910	7552	176.651	7. 714	0.06061
	Belgium	27766	25800	9856	170.811	7.459	0.05506
	Denmark	11589	37440	5114	221.26	9.662	- 0. 02648 ⁽ -
	Finland	40637	72240	485G	193, 734	8.4G	0.06861
	France	384585	400240	54729	189, 108	8,258	0.08217
	Germany	105973	170940	61421	213, 336	9, 316	± 0.03521
7	UK	49820	220180	56377	163, 163	7. 125	0.01444
	Greece	37492	104620	9847	74, 585	3, 257	0.03694
	Italy	156032	230370	56836	125.973	5.501	0.04312
	Netherlands	13325	30970	14310	196.871	8, 597	$-0.02002 \pm$
11	Morway	57235	224570	4128	251:511		0.05945
12	Spain	154248	346940	38228	83.471	0.3,615	0.04235
13	Sweden	98098	147380	8329	- 216. 199 1	(2.00111)	0.08834
14	Switzerland	68784	29250	6505	-323,302	14, 1,18	± 0.15709
	South Africa	48853	1175040	30802	51.136	2, 233	0. 00x12
	Chile	9518	594000	11682	31.052	1.356	= 0.00361
	Ecuador	5420	133340	8857	27.228	1.189	-0.00199
	Mexico	97726	1432740	74980	38. 426	1.678	- 0, 00943
	Iraq	16422	114870	11110	67. 141	2. 945	0.00679
	Japan	176292	120920	119259	181/574	7. 929	0.04612
	Korea	23515	32180	39951	39,228	1.713	-0.02064
22	Thailand	28016	305520	49459	16.625	0. 726	0.00721

Souce: World Road Statistics, 1979-1983, L.R.F.
Production Yearbook, 1984, FAO
Demographic Yearbook, 1984, UN
National Acount Statistics, 1983, UM
1888-22.9 Baht



Appendix 6.3.4 M VALUE AND GPP (1)

BLOCK		NETWORK ALUE	G.P.1 PRIM	P. ARY	G.P.I SECON	o. NDARY	G.P.I TERT	o. I ARY	TOTAL	OMITTED BY TOTAL
NO.	RANK	(M VALUE)	VALUE	DEV.	VALUE	DEV.	VALUE	DEV.	DEV.	
89	1	35189	1134.4	4.22	5818.2	11.80	7223.1	11.75	27,77	
206	2	26816	1014.2		334.4	-0.26	888.8	0.57		
199	3	23658	885.6	3.07	922.7	1.03	1767.7	2.12	6.22	有 的的 计
183	4	21903	516.1	1.37	8789.1	18.34	3936.8	5.95	25.66	
110	5	21311		0.80			6996.4			
95	6	20984	706.5	2.25	232.4	-0.49	1141.9	1.02	2.78	
72	7	18584	660.4	2.04	715.9	0.58	1892.1	2.34	4.95	
104	8	18336	1676.4	6.71	1579.0	2.47	2684.7	3.74	12.92	ar rain
9	9	18329	438.1	1,01	327.6	-0.28	732.8	0.29	1.03	2017 64
33	10	17830	78,2	-0.64	40.7	-0.91	184.1	-0.67	-2.23	X
113	11	16048	193.2	-0.11	7445.4	15.38	2855.7	4.04	19.31	
85	12	15839	576.0	1.65	5194.1	10.43	1849.7	2.27	14.34	NATE OF
165	13	15439	971.1	3.46	1607.3	2.54	1652.7	1.92	7.92	the state of the s
37	14	11824	209.6	-0.04	427.0	-0.06	503.4	-0.11	-0.21	X
109	15		627.5	1.88	1511.1	2.32	1368.8	1.42	5.63	
185	16	11346	713.5	2.28	1602.3	2.53	1696.3	2.00	6.80	
196	17		471.4	1.17	1125.2	1.48	1276.2	1.25	3,90	41.4
3	18	10909	233.8	0.07	1125.2 150.8	-0.67	494.9	-0.13	-0.72	X
50	19	10578		2.04	689.6	0.52	1123.3	0.98	3.54	
54	20	10511		1.25	332.6	-0.27	1425.6	1.52	2,50	
13	21	10448	442.3			-0.45	847.8	0.50	1.08	
118	22	10347		3.45		4.74	1978.7	2.49	10.68	
181	23	10038	268.5		722.4	0.59	767.7	0.36	1.18	
8	24	9910	230.8		148.9	-0.67	488.5	-0.14	-0.75	X
187	25	9746	449.3		1128.9	1.48	1399.3	1.47	4.02	
18	26	8986	680.5	2.13	184.0	-0.60	757.2	0.34	1.87	
39	27	8334	387.9	0.78	201.8	-0.56	913.0	0.61	0.84	
128	28	8280		3.45	689.3	0.52	816.5	0.44	4,41	
87	29	8060	336.0	0.54	110.6	-0.76	543.0	-0.04	-0.25	X
14	30	8023	256.0	0.18	150.3	-0.67	570.2	0.01	-0.49	X
77	31	7918	600.9		677.6	0.49	947.6	0.67	2.93	
162	32	7845	285.2		556.6	0.22	887.5	0.57	1.10	
51	33	7808	337.4		149.3	-0.67	862.4	0.52	0,40	1.0
175	34	7769	22.8	-0.90	2225.2	3.90	4268.8	6.54	9.54	
79	35	7034	394.5	0.81	229.0	-0.50	984.1	0.74	1.05	esa ta jiri k
78	36	6995	365.4	0.68	314.5	-0.31	715.7	0.26	0.64	u Karajan T
133	37	6987	1132.4	4.21	569.1	0.25	810.7	0.43	4.89	
114	3.8	6956	457.6	1.10	1233.3	4 27 4	936.1	0.65	3.47	STEELS OF
	39	6822	38.5	-0.82	3757.3	7.27		11.73	18.17	
111 10	40	6729	341.0	0.57	230.1	-0.49	677.9	0.20	0.27	

M VALUE AND GPP (2)

ВГОСК		NETWORK ALUE	G.P.I		G.P. SECO		G.P.I		TOTAL	OMITTED BY TOTAL
NO.	RANK	(M VALUE)	VALUE	DEV.	VALUE	DEV.	and the first of the second of		DEV.	
58	41	6547	247.9	0.14	166.4	-0.63	618.5	0.09	-0.40	X
6.9	42	6491	242.8	0.12	575.8	0.27	676.1	0.19	0.58	
216	43	6438	297.1	0.37	561.5	0.24	711.7		0.86	
81	44	6329	226.3	0.04	1113.2	1.45	700.1		1.73	
208	45	6266	512.5	1.36	169.0	-0.63	and the company of th		0.52	
49	46	5852	138.9	-0.36		-0.82		-0.49	-1.67	
212	47		296.6			-0.78		-0.54		X
63	48	5843	310.3	0.43		0.93	752.8	0.33		
172	49	5812	392.4			0.30		0.14	1.24	
4	50	5614	281.5	0.29	181.6	-0.60	595.9		-0.25	X
200	51	5604	316.8		354.2	-0.22	848.9	0.50	0.73	
65		5559	244.3	0.12	335.6		809.9	0.43	0.29	
154	53	5404	199.4		96.4	-0.79	553.0	~0.02	-0.89	X
102	54		387.2		138.1	-0.70	658.6	0.16	0.25	
188	55	5287		0.23		0.44	533.7	-0.06	0.62	Title in the second
6	56	5267	51.9				109.9			X
68	57	5140		0.80	936.3		1087.4		2.78	
168		5125		0.70			614.6			
17	59	5123		0.41			453.1			Х
126	60	5111	634.6		1710.3		1298.1			
107	61	4929	439.7		The state of the s			0.65	3.12	
47	62	4768	210.8	-0.03	115.5	-0.75	427.2	-0.25	-1.02	X
43	63	4691	204.8			-0.77	482.0	-0.15	-0.97	X
191	64		274.0			0.48	546.1		0.70	
186	65		244.1		467.0		438.4	-0.23	-0.08	X
48	66	4546	379.4	0.74	149.9	-0.67	647.0	0.14	0.22	
31	67	4498	279.5	0.28	392.1	-0.14	581.2	0.03	0.17	
82	68		195.4		368.3	-0.19	580.6		-0.27	χ
112	69	4420	34.8	-0.84		1.95		-0.09	1.01	
194	70	4285	214.0	-0.02	524.7	0.15				X
66	71		264.7			0.78		0.18	1.18	10
5			293.1	0.35	the first and the first terms of the first	-0.58	and the second of the second	0.10	-0.14	X
91	73		211.4			and the second of the second	341.7	-0.40	-1.27	X
105	74	4227			819.3	A RESTRICT OF THE PROPERTY OF	720.0			
182	75	4104			and the second of the second of the second	3.03	3515.0		7.32	47
28	76	4102	183.5	-0.16	101.8	A CONTRACTOR OF THE STATE OF TH	420.1	4 5	-1.19	THE STATE OF THE S
158	77	4078	148.8		53.3	and the second of the second	535.1	and the second s	-1.25	X
174	78	4052	283.4	0.30	454.9	0.00	477.2		0.15	17
26	79	3970	1.00	0.32			426.5		-0.67	
70	80	3896	138.1	-0.37	260.3	-0.43	410.4	-0.28	-1,07	X

			M VAI	UE AND	GPP (3)					
BLOCK		D NETWORK VALUE	G.P.I PRIMA		G.P. SECO	P. NDARY	G.P.1 TERT	the second secon	TOTAL	OMITTED BY TOTAL
NO.	RANK	(M VALUE)	VALUE	DEV.	VALUE	DEV:	VALUE	DEV.	DEV.	DEV.
124	81	3867	396.2	0.82	1067.9	1.35	810.5	0.43	2.60	
53	82	3859	151.2	-0.30	66.9	-0.85	386.5	-0.32	-1.48	X
1	83	3622	167.7	+0.23	108.2	-0.76	354.9	-0.37	-1.36	X
34	84	3534	91.2	-0.58	47.5	-0.90	214.7	-0.62	-2.10	X
30	85	3399	172.2	-0.21	89.6	-0.80	and the first of the second of the second	-0.28	-1.30	X
46	86	3390	218.9	0.01	180.8	-0.60	461.7	-0.18	-0.78	X
44	87	3367	141.8	-0.35	200.3		478.2	-0.16	-1.06	X
184	88	3347	280.7	0.29	716,8	0.58		0.87	1.73	
147	89	3289	34.4	-0.84	.19.1	-0.96	79.4	-0.86	-2.66	X
213	90	3240	208.1	-0.04	216.9	-0.52	447.2	-0.21	-0.78	X
215	91	3239	79.3	-0.64	1020.1	1.24	485.9	-0.14	0,47	
202	92	3211	225.2	0.04	234.6	-0.48	483.8	-0.15	-0.59	X
90	93	3205	138.6	-0.36	45.6	-0.90		-0.60	-1.87	X
173	94	3193	227.9	0.05	365.8	-0.20	383.7	-0.32	-0.47	X
214	95	3168	57.7	-0.73	32.0	-0.93		-0.76	-2.43	X
52	96	3162	185.0	-0.15	81.9	-0.82	473.1	-0.16	-1.13	X
29	97	3063	139.9	-0.36	72.8	-0.84	329.2	-0.42	-1.62	X
193	98	3008	48.6	-0.78	119.2	-0.74	96.9	-0.83	-2.34	X
190	99	2961	150.6	-0.31	369.1	-0.19	300.1	-0.47	-0.97	X
127	100	2956	239.0	0.10	644.1	0.42	488.9	-0.14	0.38	W
130	101	2951	350.9	0.61	122.7	-0.73	218.7	-0.61	-0.73	X
67	102	2891	123.3	-0.43	402.8	-0.11	300.8	-0.47	-1.02	X
12	103	2861	105.1	-0.52	67.8	-0.85	222.6	-0.61	-1.97	X
117	104	2826	181.9	-0.16	490.1	0.08	372.0	-0.34	-0.43	X

Appendix 6.3.5 M VALUE AND SOCIAL FACILITIES (1)

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BL	OCK	ROAD NI VALU			SCHOOLS		eriese H See See See See	IOSPITAL	S	TOTAL	OMITTED BY	REVIVED BY SOCIAL
	NO.	RANK	(M)	NO.	DNS.	DEV.	NO.	DNS.	DEV.	DEV.	ECONOMIC POTENTIAL	FACILITIES
	89	1	35189	5	4.60 (4.5) (4.5)	1.10	29	111	0.27			
	206	2	26816	1	2320	5.34	2	1160	6.61	11.95		
	199	3	23658	1	2799	6.55		1399	8.06	14.61		
	183	4	21903	1	427	0.55	1	427	2.18	2.73		
	110	5	21311	- 5	155	-0.14	3. jeri i 19 2 1 . jeri	37	-0.18	-0.32		
	95	6	20984	7	457	0.63	25	128	0.37	1.00	V	
	72	7	18584	4	255	0.11	37	28	-0.23	-0.12		
	104	8	18336	7 7 , J • 3	2544	5.90	30	254	1.14	7.04		
	9	9	18329	4	669	1.16	23	116	0.30	1.46	• '	
	33	10	17830	2	213	0.01	7	61	-0.03	-0.03	X	
	113	11	16048	6	36	-0.44	15	15	-0.31	-0.75		
	85	12	15839	8	163	-0.12	21	62	-0.03	-0.14		
	165	13	15439	1	581	0.94	4	145	0.48	1.42	grand to the	
	37.	14	11824	3	314	0.26	17	5.5	-0.07	0.20	X	*
	109	15	11348	6	73	-0.35	26	17	-0.30	-0.65		
	185	16	11346	6	73	-0.35	18	24	-0.25	-0.60		
	196	17	11235	3	158	-0.13	17	28	-0.23	-0.36		and the second second
	3	18	10909	3	294	0.21	17	52	-0.09	0.13	X	*
	50	19	10578	4	439	0.58	22	80	0.08	0.66		
	54	20	10511	9	89	-0.30	22	37	-0.18	-0.48		
	13	21	10448	6	257	0.12	24	64	-0.01	0.11		
	118	22	10347	5	88	-0.31	13	34	-0.20	-0.50	$\mathcal{A}_{k} = \{ 1, \dots, k \}$	
	181	23	10038	1	146	-0.16	4	36	-0.18	-0.34		
	8		9910	1	202	-0.02	13	31	-0.21	-0.23	Х	
		24	9746		52	-0.40	37	11	-0.33	-0.73		
	187	25	4. 4.	0	and the second second second		24	62	-0.03	0.19	er i de la companya	
	18	26	8986	b	297	0.22		67	0.01	0.13		
	39	27	8334	3	292	0.21	13	124	0.35	0.13		
	128	28	8280	2	124	-0.22	2	48		-0.10	X	•
	87	29	8060	b	212	0.00	22		-0.11	1.17	X	
	14	30	8023	2	630	1.06	15	84	0.11		Λ	~ ,
	77	31	7918	4	230	0.05	18	51	-0.09	-0.04		
	162	32	7845	1	657	1.13	6	109	0.26	1.39		
	51	33	7808	5	178		21	42	-0.14	-0.23	1	•
	175	34	7769	4	15	-0.49	17	4	-0.38	-0.87		2
	79	35	7034	6	146	-0.16	24	36	-0.18	-0.34		
	78	36	6995	4	178	80.0-	14	51	-0.09	-0.17		
	133	37	6987	1	1464	3.17	8	183	0.71	3.88		
	114	38	6956	3	83	-0.32	10	25	-0.25	-0.57		
	111	39	6822	1	74	-0.34	. 1	74	0.05	-0.30		
	10	40	6729	4	163	-0.12	22	30	-0.22	-0.34		

M VALUE AND SOCIAL FACILITIES (2)

3LOCK	ROAD NE VALU		S	сноосѕ		i de la composition de la composition La composition de la composition de la La composition de la	OSPITAL:	S	TOTAL	OMITTED BY	REVIVED BY
NO.	RANK	(M)	NO.	DNS.	DEV.	NO.	DNS.	DEV.	DEV.	ECONOMIC POTENTIAL	SOCIAL FACILITIE
58	41	6547	4	91	-0.30	20	18	-0.29	-0.59	X	
69	42	6491	5	95	-0.29	31	15	-0.31	-0.60		
216	43	6438	1	350	0.35	6	58	-0.05	0.31		
81	44	6329	4	144	-0.17	31	19	-0.29	-0.45		
208	45	6266	6	95	-0.29	17	34	-0.20	-0.49		
49	46	5852	1	730	1.32	12	61	-0.03	1.28	X	*
212	47	5845	1	392	0.46	2	196	0.78	1.24	X	*
63	48	5843	4	198	-0.03	18	44	-0.13	-0.16		ning at halo to halo sala Kanada da kanada da ara
172	49	5812	3	69	-0.36	7	30	-0.22	-0.58		
4	50	5614	4	178	-0.08	16	45	-0.13	-0.21	X	
200	51	5604	1	375		2	187	0.73	1.15		
65	52	5559	4	247	0.09	24	41	-0.15	-0.06		
154	53	5404	1	1152	2.38	1	1152	6.57	8.95	X	*
102	54	5301	4	404	0.49	17	95	0.17	0.67		
188	55	5287	3	67	-0.36	11	18	-0.29	-0.65		
6	56	5267	2	132	-0.20	4	66	0.00	-0.20	X	
68	57	5140	8	81	-0.33	29	22	-0.27	-0.59		Mark Comment
168	58	5125	1	3129	7.38	3	1043	5.91	13.29		
17	59	5123	4	298	0.22	12	99	0.20	0.43	X , + ···	*
126	60	5111	1	414	0.52	1	414	2.11	2.62		
107	61	4929	4	98	-0.28	19	21	-0.28	-0.56		
47	62	4768	3	134	-0.19	15	27	-0.24	-0.43	X	
43	63	4691	3	108	-0.26	13	25	-0.25	-0.51	X	
191	64	4623		605	1.00	3	202	0.82	1.82	e da la constanta de la consta La constanta de la constanta d	
186	65	4580	3	93	-0.30	17	16	-0.30	-0.60	X	•
48	66	4546	4	234	0.06	22	42	-0.14	-0.08		
31	67	4498	4	165	-0.14	18	35	-0.19	-0.33		
82	68	4487	4	78	-0.33	28	11	-0.33	-0.67	X	
112	69	4420	2	35	-0.44	4	18	-0.29	-0.74		
194	70	4285	2	454	0.62	10	91	0.15	0.77	X	*
T	71	4250	3	131	-0.20	16	25	-0.25	-0.45		•
66	72	4237	4	248	0.10	19	52	-0.08	0.01	X	*
5	72 73	4229	3	103	-0.27	11	28	-0.23	-0.50	X	
91		4227	4	181	-0.07	14	52	-0.09	-0.16		
105	74	4104	2	15	-0.49	10	3	-0.38	-0.87		
182	75		3	194	-0.04	12	48	-0.11	-0.15	X	
28	76	4102	2	183	-0.07	8	46	-0.12	-0.19	X	
158	77	4078	3	62	-0.37	ğ	21	-0.27	-0.65		
174	78	4052	and the second of the second o	67	-0.36	13	$\frac{21}{21}$	-0.28	-0.64	X	
26	79 80	3970 3896	4 3	18	-0.48	11	5	-0.37	-0.86	X	

M VALUE AND SOCIAL FACILITIES (3)

BLOCK	ROAD NE VALU	4.5	S	HOOLS		H	OSPITALS		TOTAL	OMITTED BY ECONOMIC	REVIVED BY SOCIAL
NO.	RANK	(M)	NO.	DNS.	DEV.	NO.	DNS.	DEV.	DEV.	POTENTIAL	FACILITIES
124	81	3867	2	190	-0.05	7	5.4	-0.07	-0.12		《集新》(《九九·金元联》) [4] 《1877年 17 20 17 18 18 18
53	82	3859	3	70	-0.35	10	21	-0.27	-0.63	X	
1	83	3622	2	124	-0.22	8	31	-0.21	-0.43	X	
34	84	3534	1	525	0.80	6	88	0.13	0.93	X	*
30	85	3399	2	372	0.41	9	83	0.10	0.51	X	*
46	86	3390	3	117	-0.23	14	25	-0.25	-0.48	X	
44	87	3367	3	126	-0.21	14	27	-0.24	-0.45	X	Carlotte Control of the Control
184	88	3347	1	171	-0.10	1	171	0.63	0.54		
147	89	3289	1	20	-0.48	3	7	-0.36	-0.84	X	
213	90	3240	2	88	-0.31	9	20	-0.28	-0.59	X	
215	91	3239	3	43	-0.42	11	12	-0.33	-0.75		
202	92	3211	. 5	45	-0.42	22	10	-0.34	-0.76	X	
90	93	3205	3	75	-0.34	8	28	-0.23	-0.57	X	
173	94	3193	4	26	-0.47	11	9	-0.34	-0.81	X	
214	95	3168	2	206	-0.01	7	59	-0.04	-0.05	X	
52	96	3162	3	101	-0.28	11	27	-0.23	-0.51	X	
29	97	3063	1	296	0.22	7	42	-0.14	0.07	X	*
193	98	3008	3	149	-0.15	16	28	-0.23	-0.39	X	
190	99	2961	3	52	-0.40	15	10	-0.34	-0.74	X	
127	100	2956	2	32	-0.45	6	1.1	-0.34	-0.79		
130	101	2951	1	130	-0.20	4	33	-0.20	-0.40	X	
67	102	2891	2	59	-0.38	11	11	-0.34	-0.72	X	
12	103	2861	2	175	-0.09	6	5.8	-0.05	-0.14	- X	
117	104	2826	2	11	-0.50	3	7	-0.36	-0.86	X	

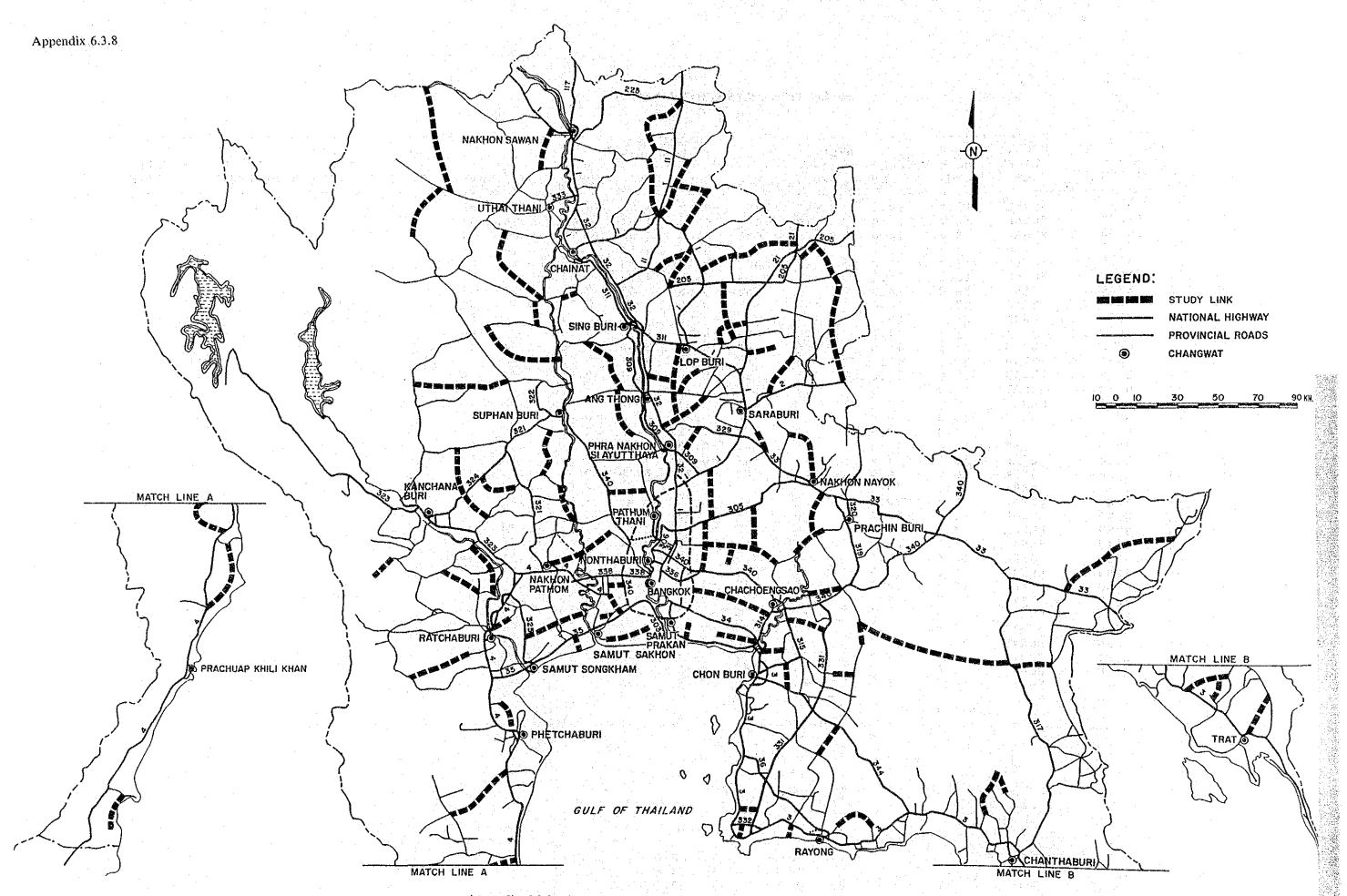
		BLOCK	ROAD NI VALI		OMITTED BY	REVIVED BY		BLO	K ROAD N VAL		OMITTED BY	REVIVED BY
2 206	SEQ.	NO.	RANK	(M)	ECONOMIC POTENTIAL	SOCIAL FACILITIES	SEC). NO	RANK	(M)	ECONOMIC POTENTIAL	SOCIAL FACILITI
3 199 3 22658 43 212 46 5845 X * 4 183 4 21903 44 63 47 6843 5 110 5 21311 45 172 48 5812 6 99 6 20984 46 200 60 5604 7 7 7 18584 47 65 51 5559 8 104 8 18336 48 154 52 5404 X * * 9 9 9 18329 49 102 53 5301 10 11 13 11 16048 80 188 54 5267 5140 12 166 13 15439 51 68 56 5140 5140 12 166 13 15439 51 68 56 5140 512 58 5140 12 166 13 15439 8 52 168 57 5125 5140 12 166 13 15434 \$4 126 59	1											
4 183 4 21903 44 63 47 5843 6 95 6 20984 46 200 50 5604 7 72 7 1884 47 65 51 5559 8 104 8 18336 48 154 52 5404 X * 9 9 9 18329 49 102 53 5301 10 113 11 16048 50 188 54 5287 11 85 12 15839 51 68 56 5140 52 160 13 15439 52 168 57 5125 53 33 17 14 11824 X * 53 17 68 5123 X * 12 165 13 15499 52 168 57 5125 53 13 44 109 15 11348 54 126 59 5111 15 154 126 16 107 60 4929									60 page 1 ft 1			*
5 110 5 21311 45 172 48 5812 6 95 6 20984 46 200 50 5604 7 72 7 18584 47 65 51 5559 8 104 8 18336 48 154 52 5604 X * 9 9 18329 49 102 53 5901 10 11 11 11 10048 50 188 54 5287 11 86 56 5140 12 188 54 5287 11 86 56 5140 12 165 13 16439 \$52 168 57 5125 51 13 37 14 11824 X * 53 17 58 5123 X * 14 109 15 11348 54 126 59 5111 56 191 63 4623 17 13 18 10909 X * 57 48 65 46 <	. 3 ∕I										^	•
6 95 6 20984	5					3. 转线点流线						
7	6										to file of Waterland to All All of the transfer and	
9 9 9 9 18329	7		7									
10 113 11 16048 50 188 54 5287 11 85 12 15839 51 68 66 5140 12 165 13 15439 52 168 57 5125 13 37 14 11824 X * 53 17 58 5123 X * 14 109 15 11348 54 126 59 5111 1 56 185 16 11346 55 107 60 4929 111 15 185 16 11346 55 107 60 4929 16 13 18 19909 X * 56 191 63 4623 17 13 18 19909 X * 57 48 65 4546 18 50 19 10578 58 31 66 4498 19 44 4498 19 44 49 4404 18 26 11 14 49 4404 469 4285 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>er and a contract of the contr</td> <td></td> <td>X</td> <td>*</td>									er and a contract of the contr		X	*
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	40	81	43	6329						i k		

Appendix 6.3.7 SELECTION OF PRIORITY LINKS (1)

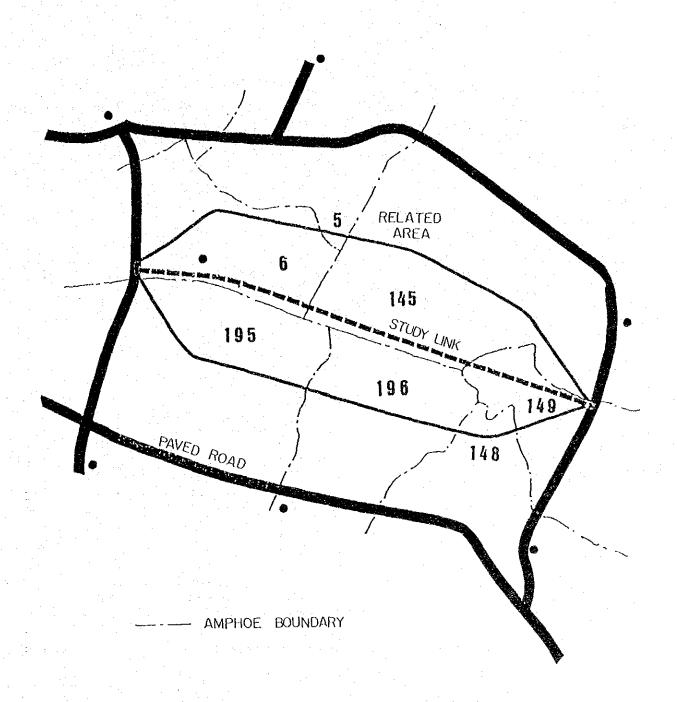
gra. 100, 100 and 1	BLO	оск	STUDY	LINK	DODUL A	RELATED		Lī	NK VALU	E			ACT.	6TH	PLAI B	V Y	LOCAL	PRIORITY
NO.	RANK	M-VALUE	LINK NO.	(KM)	POPULA- TION	AREA (KM2)	P/L	DEV.	R.A/L	DEV.	T.DEV.	RANK	CENTER		DOI	H DEVI	ELOPMENT	LINK
181	23	10038	RURAL	8.6	113.1	34	13145	6.85	3.98	-0.87	5.98	1						0
9	9	18329	1139	35.9	56.3	635	1568	0.00	17.69	3.54	3.55	2		. *	+			Ŭ
89	1	35189	3369+RURAL	45.7	175.7	507	3845	1.35	11.09	1.42	2.77	3				•	#	0
110	5	21311	RURAL	32.9	146.9	316	4465	1.72	9.60	0.94	2,66	4	*				**	
104	8	18336	3259	80.0	62.0	1293	775	-0.47	16.16	3.05	2.59	5			1		44	0
58	40	6547	3196	29.3	140.6	245	4799	1.91	8.36	0.54	2.45	6	er i er er				##	•
183	4	3289	RURAL	22.1	130.9	134	5924	2.58	6.06	-0.20	2.38	7					1	0
85	12	15839	RURAL	26.4	75.6	290	2864	0.77	10.98	1.39	2.16	8	*					ő
50	19	10578	3306	54.3	70.7	734	1302	-0.15	13.52	2.20	2.05	9	*		+			V
102	53	5301	3067	19.6	43.3	221	2209	0.38	11.28	1.48	1.86	10				and the second		
184	88	3289	RURAL	7.3	28.8	58	3943	1.41	7.94	0.41	1.81	11	a distance		• .	1 1141		O
72	7	18584	RURAL	34.3	96.6	334	2816	0.74	9.74	0.98	1.73	12	*				*	U
105	73	4227	3245	32.1	39.8	397	1240	-0.19	12.37	1.83	1.64	13	•••					
89	1	35189	RURAL	55.7	150.1	531	2695	0.67	9,53	0.92	1.59	14		•			#	0
54	20	10511	3064	29.3	71.2	289	2430	0.51	9.86	1.03	1.54		*			•		. 0
105	73	4227	RURAL	9.3	19.5	97	2097	0.32	10.43	1.21	1.52	16	•	,				
162	31	3289	RURAL	17.1	33.0	183	1930	0.22	10.70	1.30	1.51	17						
51	32	7808	RURAL	39.3	64.4	439	1639	0.04	11.17	1.45	1.49	18	*				#	0
168	57	3289	3361	11.8	24.5	116	2076	0.30	9.83	1.01	1.32	19			+			0
89	1	35189	3378	10.0	12.1	102	1210	-0.21	10.20	1.13	0.92				+			0
69	41	6491	3056	10.0	18.4	90	1840	0.16	9.00	0.75	0.91	21						_
39	26	8334	3333	18.5	49.0	138	2649	0.64	7.46	0.25	0.89	22	*		+		.*	• 0
187	24	3289	RURAL	16.4	51.2	104	3123	0.92	6.31	-0.12	0.80				•			
126	59	5111	RURAL	8.6	22.4	57	2605	0.62	6.63	-0.02	0.60						e e	
79	34	7034	RURAL	22.1	44.8	169	2028	0.27	7.66	0.31	0.59	25				4.		_
191	63	3289	3357	24.5	53.5	179	2184	0.37	7.31	0.20	0.57				+			0
17	29	8023	3287	32.9	26.6	321	809	-0.45	9.76	0.99	0.54		*	•	•			0
185	16	3289	3190	15.7	43.8	93	2792	0.73	5.90	-0.25	0.48	28						
78	35	6995	RURAL	14.3	21.6	112	1510	-0.03	7.83	0.37	0.34						#	0
5	49	5614	1119	39.6	39.5	344	997	-0.33	8.69	0.65	0.31	30			+			0
18	25	8986	RURAL	47.9	35.8	422	748	-0.48	8.81	0.69	0.20							
113	11	16048	RURAL	10.0	35.4	36	3537	1.17	3.60	-0.99	0.18							
31	66	4498	RURAL	19.3	19.7	157	1019	-0.32	8.12	0.46	0.14	33					#	0
89	1	35189	3124	17.9	18.8	139	1053	-0.30	7.78	0.35	0.05						#	0
13	103	2861	1145	28.7	19.5	242	681	-0.52	8.42	0.56	0.04				4		#	0
89	1	35189	RURAL	45.0	33.0	371	733	-0.49	8.24	0.50		36	•				#	0
154	52	3289	3158	14.2	10.8	116	758	-0.48	8.16	0.48	0.00							
77	30	7918	RURAL	22.9	15.0	185	656	-0.54	8.06	0.44	-0.09							
128	27	8280	3392	6.3	12.4	32	1970	0.24	5.13	-0.50			•	•		1.3		
95	6	20984	3198+3393	70.0	43.6	526	623	-0.56	7.52	0.27			4				: "	
10	9	18329	RURAL	23.6	23.2	157	983	-0.34	6.66	-0.01	-0.35							
39	26	8334	RURAL	28.6	36.6	174	1278	-0.17	6.09	-0.19	-0.36							
28	75	4102	3354	21.0	20.0	135	951	-0.36	6.44	-0.08	-0.44				+			
175	33	3289	RURAL	6.4	19.6	16	3055	0.88	2.52	-1.34	and the second second				,		** .	
199	3		3432+RURAL	31.4	10.5	235	336	-0.73	7.47	0.26	-0.47		en e	٠.			31 	
133	36	6987	3139+3320	28.6	19.9	195	695	-0.51	6.81	0.04	-0.47				+			
154	52	3289	RURAL	23.6	14.4	162	609	-0.56	6.84	0.05	-0.51	1		*	+ ,			
216	42	3289	RURAL	15.7	18.2	88	1158	-0.24	5.62	-0.34	-0.58		*		-			
37	14	11824	2243	49.3	30.2	325	612	-0.56	6.59	-0.03	-0.59				+		•	
28	75	4102	3326	21.6	19.1	129	885	-0.40	5.98	-0.22	-0.63	50			4			
20	• ~		= -, -	; — · ·		1.11												

SELECTION OF PRIORITY LINKS (2)

NO. RANK M-VALUE NO. (KM) TION (KM2) F/L DEV R.A/L DEV. T.DEV. RANK CENTER DON DEVELOPMENT IN THE CONTROL OF TH		BLC	CA	1 · · · · · · · · · · · · · · · · · · ·	STUDY LINK	LINK	POPIII A-	RELATED AREA		LÌ	NK VALU	E			ACT.	6TH PLAN		PRIORIT
109	iO.	RANK	M-VALUE						P/L	DEV.	R.A/L	DEV.	T.DEV.	RANK	CENTER			LIN
109 15 11348 RURAL 10.7 17.5 49 1632 0.04 4.54 -0.66 -0.65 52 196 17 3286 RURAL 8.6 14.0 39 1631 0.04 4.56 -0.70 -0.66 53 78 35 6995 3368 24.2 27.7 125 1145 -0.25 5.17 -0.49 -0.73 54 * * * * * * * * * * * * * * * * * *			the state of the s				19.6	83	1251	-0.18	5.31	-0.44	-0.63	51			. Not the sea was buy and the buy and was been as	
78								49	1632			-0.69	-0.65	52			÷	
100 50 3289 RURAL 19.3 26.8 93 1338 -0.13 4.80 -0.60 -0.74 55 85 85 85 85 85 85 8							14.0	39	1631	0.04		-0.70	-0.66	53		+ +, - +		
81 43 6329 RURAL 19.3 21.3 95 1105 -0.27 4.04 -0.56 -0.83 56 57 52 3289 3157 28.0 16.3 155 582 -0.58 5.53 -0.37 -0.95 57 + 434 84 3534 2243 27.5 10.6 161 386 -0.70 5.86 -0.26 -0.96 58 + 34 84 3534 2272 11.3 4.2 65 374 -0.70 5.73 -0.30 -1.01 60 + 14 29 8023 3330 27.5 11.0 156 399 -0.69 5.66 -0.33 -1.02 61 + 4 81 8336 3249 35.3 10.2 205 288 -0.75 5.81 -0.28 -1.03 62 + 74 77 3289 RURAL 13.6 19.0 51 1396 -0.10 3.77 -0.94 -1.03 63 + 4 37 6956 RURAL 12.9 10.5 62 816 -0.44 4.81 -0.60 -1.04 64 64 66 70 4250 RURAL 17.9 16.6 80 925 -0.38 4.47 -0.71 -1.09 66 6 3 47 5843 3334 16.4 8.0 86 488 -0.44 4.57 -0.45 -1.09 66 6 11 38 6822 RURAL 4.3 7.7 12 1779 0.13 2.72 -1.27 -1.15 67 67 60 3289 3374 26.7 6.9 139 280 -0.77 5.19 -0.54 -1.17 68 69 97 3063 RURAL 15.7 7.7 78 487 -0.64 4.99 -0.54 -1.17 68 69 122 46 3289 3374 26.7 6.9 139 280 -0.77 5.19 -0.48 -1.25 70 * 70 60 4929 3304 17.9 15.2 72 850 -0.42 4.02 -0.86 -1.28 71 -0.60 -1.28 71 -0.9 66 6 128 71 -0.60 -1.28 -1.00 60 -0.64 -0.60 -0.60						24.2	27.7	125	1145	-0.25	5.17	-0.49	-0.73	54		+		
57 52 3289 3157 28.0 16.3 155 582 -0.58 5.53 -0.37 -0.95 57 + 34 84 3534 2243 27.5 10.6 161 386 -0.70 5.86 -0.26 -0.96 58 + 30 85 3399 2321 34.8 16.4 197 471 -0.65 5.66 -0.33 -0.97 59 + 34 84 3534 2272 11.3 4.2 65 374 -0.70 5.73 -0.30 -1.01 60 + 14 29 8023 3330 27.5 11.0 156 399 -0.69 5.66 -0.33 -0.97 59 + 4 8 18336 3249 35.3 10.2 205 288 -0.75 5.81 -0.28 -1.03 62 + 74 77 3289 RURAL 13.6 19.0 51 1396 -0.10 3.77 -0.94 -1.03 63 + 14 37 6956 RURAL 12.9 10.5 62 816 -0.44 4.81 -0.60 -1.04 64 64 66 67 0.4250 RURAL 17.9 16.6 80 925 -0.38 4.47 -0.71 -1.09 65 64 65 66 47 5843 3334 16.4 8.0 86 488 -0.64 5.27 -0.46 -1.09 66 65 66 67 69 3289 3337 24.8 12.2 124 490 -0.63 5.01 -0.54 -1.16 67 68 9389 3337 24.8 12.2 124 490 -0.63 5.01 -0.54 -1.16 68 99 -0.48 -1.17 68 99 -0.54 -1.18 69 122 48 3289 RURAL 16.6 20.0 57 1189 -0.22 3.38 -1.06 -1.28 71 118 69 10.4 118 69 10						19.3	25.8	93	1338	-0.13	4.80	-0.60	-0.74	55			• •	
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Appendix 6.3.8 STUDY LINKS



0 1 2 3 4 5 10 km

SCALE 1: 250,000

BLOCK NO. 110

Appendix 7.1.1 SELECTION OF LINKS FOR FIELD SURVEY

IS.Q. INO.	District Ro	(4) 大きな、一般できるとなる。各の様	Llength I(km) I	Road Punction Class	JSur- lface lType	Condi-	:c A	vg.Def > 0.6 (km)	1 <	0.6	Traffic Volume (Bus&Truc	1	Surface Condit			elAv			5		eral 2 1	
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4.	1 130	14 0100	1 1.940	1 14	11PM	18	1	2		10 m		4	3		C		2	1 2		x	. 1	- 1
1 5			1 6.285	1 F3	IPM	118		1	}	2	46 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	6 1	3	1	C		2	.l			x. l	
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. 1 8	the state of the s		126.919	T. (R3	IDNST	TG/F		-		-	1	1	4.	1	เล	1		1	1	\mathbf{x}	1	
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Note: X Omitted

o Selected

A Shortage of data

Judgement: 1. Theoretical judgement on road inventory data of Dún.

2. Judgement after discussion with

district engineers of DOM.

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3		and the second of the second o	117.181	- IAC	1 G /10	1-	+	1 4834		r f d		lx l	1
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Note: X Omitted

o Selected

A Shortage of data

Judgement: 1. Theoretical judgement on road inventory data of DOH.

2. Judgement after discussion with

district engineers of DOH.

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1	7		1 2	205	!	0200	129,800	; 1 5	$\mathbf{S3}$	1 PM		1.	2.5	- 1	4	, l		535	1	3	1	d j	1	2	- 1		10	1	; ;	J
ł	8	}	1 2	205	ſ	0300	125,356	4. 1 .4.	S3	- IPM	$+\mathbf{F}_{i}$	1	· ·	. 1	·	-		156	1	3	I.	b	1	•	1		lх	1	1 1	ļ
1	. 9	1	1 1 2	05	}	0501	146.050	25 Barrier 1	S3	1 PM	4 F 💎 🦠	1	11		23	1,		303	1	3		e i	1	1	1		١x	ŧ	1 1	ı
ł	10	1	120	112	} .	0100	17,200	6 Hj	F4	TAC	HF/P	1.	7	1	' . · · · · - ·	ì		170	1	.2	1	b .			ł		lο	1	1 1	i
1	11	1	120	87	•	0100	1 1.700	1	}F3 = 0 =	181	G/F	- 1	· : -	1		-		91	1	4	1	a	1		1	х	١x	k k	1 !	
1	12	1	121	29	·	0100	1 1.472	1	F3	1PM	TF/P	1	_	1		1		930	1	2	1 (d [1		ł	X	łх	1	1 1	ı
1	13		122	11	ļ	0102	1 1.608	14	F6		TEAL :	. 1	. · · ·	ł			Old	road	ł	, 2	!		111		1	X	¦ x	}	} }	
ì	14	1	1,2,2	75	!	0100	130.100			IST	I		نده در موجوع درمون	. ! 		1			1		l 				!		1 /	10	10 1	

Note: X Omitted

o Selected

A Shortage of data

Judgement: 1. Theoretical judgement on road inventory data of DOH.

2. Judgement after discussion with

district engineers of DOM.

	Dist	rictiRouteif. INo. IN	the state of the s	Length (km) l	IRoad IFunction IClass	Trace	Surface Condi- Lion	> 0	Defle Defle Defle Defle Defle Defle	ection < 0.6 (km)	Traffic Volume us&Truck)	l Surface Condit.	and the second of the second	iclAver	iation age l act. Hongth	10vera 	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1 1 1 2 1 3 1 4 1 5 1 6 1 7 1 8 1 9	1436	1 1 1 1 1 1 1 1 1 1	0900 0100 0100 0100 0100 0200 0300	4.300 28.723 4.744 20.475 0.680 9.370 19.500 16.342 19.040	- - 	IPM IST IST IDUST IDUST IDUST IC)			7 - - -	1 %	2.95 1.40 1.15 4.84 5.39 1.59 1.26 9.1	5 1 5	c b c d l b l b l b l a l c		X	x	
1 10 1 11 1 12 1 13 1 14		13221 13265 13265 13327 13396	0102 0103	$\begin{bmatrix} 2.441 \\ 26.723 \end{bmatrix}$	1 F4	IST IPM IST IST	14 16/14 16/14 16/14 16	 	-	- - -	247 195 351 125 256	3 1 4 1 4 1 4 1 5	b c c b		x	x	

IS.Q INo. I		Distr No.		Rout No.	e I I. I No I		Length (km) 		nction	lface	ISurfa ICondi Ition	- , 1		6 1	. < (0.6	{	Traffic Volume us&Truck)				fici	Eval Aver Defl	age: 1				11 1
	2	437		1 1 1 1 1 1 1 1 1 1 1 225 225 1072 1073 1119 1119 1139 1198 3001		1103 1104 1201 1202 1203 1301 0100 0100 0200 0100 01	1 2.650 1 2.35 1 3.600 1 1.895 1 1.201 115.220 128.602 138.628 138.334 131.312 122.509 121.491 111.891 1 4.387 115.768 135.000 1 25.000 1 6.293 1 1.289		P1 P1 P1 P1 P1	LUSPM LUSPM LUSPM LAC LAC LAC LAC LSST LSST LSST LPM LSST LSST LSST LSST LSST LSST LSST LSS			(kn	n)		(m)		old road old road in city in city 2113 2251 988 489 152 382 470 171		3 4 3 5 5 4 4 5 5 4 3 3 4 3 5 5 5 4 4 5 5 5 4 4 5 5 5 4 3 5 5 5 4 5 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6	Y.o		Defile	ect,	Length And	X		13 1 1 1 1 1 1 0 1 1 0 1 1 0 1 1 0 1
1 2 1 2:		.	1:	3004 3004 3420	1	0200	41.350 20.012 10.405	1	F4 F4 -	IDST ISST IST		. 		0 1 - 1		0 1		557 294 16	1	3	l d l c l a	 	1			lx lx lx	1 ; 1 ; ;	

Note: X Omitted

Audgement: 1. Theoretical judgement on road inventory data of DON 2. Judgement after discussion with

o Selected

Shortage of data

district engineers of DON.

		IDistr INo. I	ict Route Link No. No.	Length (km) 	Road Function Class	lface	Surface Condi- Lion	Avg.Def > 0.6 (km)	1 < 0.6		 Surface Tr	afficlAve	aluation erage l flect.flength	
3	1	1421		133.417		IAC	IG/F			1215	1 41	 . d !		1x 1 1 1
1	2	1		122.692		IAC	IG/F	-	_	1 1136			1	lx l
1	3	1		1 4.995	1 S2	LUPM	[G/]F	14.	 		process and the second of the second of the second	d		1x 1 1 1
	4	1		116.399	S 3	IAC	G/F			644	1 4 1	d i		İxi
ì	5	1	and the second s	126.000	1 S1	IAC	IG/F	-	1	1 597		d l	i	lx l
1	6	1	こうしょ ひきず おっていんりょう しょうしょき こうしょ はちゅうこう	130.000	All and the second of the Search of the second	IAC	IG/F	1907 <u>-</u>	-	1 519	4 1	di		IX I I
. 1	7	1		1 2.818	1 F6	1()) G			1 203	1 5 1	b {	l x	x
l	8	1		1 1.244	1 F6	1()) 1	-	-	l old road	1	5.4	1 x	x
i	9	1		1 6.000		TUMP	IF/G			1 251	1 2 1	c I	44 (A.) 1 (A.) 1 (A.)	logixil
. I	10	1	the contract of the contract o	117.813		IST	1F 1	-	-	1344	3 1	d	in the state of the state of	1 01 01 A1
ł	11	1	こうしゅう こうしゅう はんしゅう しゅうしゅう かんかん かんりゅう しゅうしゅ	1 4.354		LUMI	{ F }	3	1 0	100	3 1	a l	2	1x 1 1
1	12			136.245	the state of the s		F/P	- :	1	110		b 1	1	lolx
!	13	}		1 0.573		TUMP :	1F 1	· · · <u>-</u>	t. – .	203	A Company of the Comp	$\mathcal{A}(\mathbf{b}) = \{1, 2, 3\}$	1 x	1 x 1 1 1
1	14	ŀ		117.779	the property of the control of the c	IST	1F 1	- · · · · ·	1 2	1 432	and the second s	c I	1 1	IA (x 1)
1	15	1		1 2.700	1 F4	IST	IG/F	0	1 2	1 278		. c 1 3	1	ix I I I
. 1	16	1 1 1 1	マー・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・	112.150	1 F4	IST	4F 1	1	1 1.1	1 418	3 1	c l	1 11 11 11	1x 1 1 1
1	17			114.729	1 F4	IST	LG/F	0	l 15	152	the state of the s	b 1	1^{tot} 1^{tot}	x
ı	18	1	13286 1 0100	1 2.950	1 14	TUPM	TF 1			1 2260	1 3 1	d l	l x	1x 1
. 1	19		13315 0100	1 8.926		IST	IG/F	-	-	1 78	1 : 4 (15)	a i		1x 1 1 1
1	20		13340 0100	122.000	1 F4	IAC	TG T		1	478	F 5 1	c l		1x
ł	21	1 4		1 3,475	ATT TO STATE OF THE STATE OF TH	IST	IG/F	, i - .	I	373	4 1	c l	†	x
1	22	1	13401 0100	127.864	1 F4	IST	TF: 44)/ 1. 7 3	/	118	1 3 1	b 1	1 · 1	x

Note: X Omitted

o Selected

A Shortage of data

Judgement: 1. Theoretical judgement on road inventory data of DOH.

2. Judgement after discussion with

district engineers of bom

S.Q. No.	District No.	Route .ink No. No. 		dinction	lface	Surface Condl- tion		1 < 0.6		Surface		Evaluation Average Deflect.Hength		
1 1	422-1	· · · · · · · · · · · · · · · · · · ·	1 0 677 1	The second secon		1G/F] -	1 1635] d		lx l	1 1
! 2	1	· ·	6.627		the second second	IG/F	- 1	_	1 485		l c		lx l	
1 3	1	the state of the s	110.472		I AC	IG/F	0	9			ı d		x i	
1 4	1 .		112.563 1		FAC	1G 1	0	1 3 1 2 3 7			i a		lx l	1
5			115 180 1			1G	0	1 16			i d		x	
1 6	1		125.000 1		A second	IG/F	0	1 29			i (l		lx l	1
1 7	• •		1 1.800 1		e de la lace de la companya de la c	1 G	0	1 2			i d		lx l	
8	. i		110.821 1		the first of the second	116 1 16/F 1	0	1 4	1 600		i u I d	1 1	1 x 1	1
1 10	4		1 7.852 1			IG I	u .	1 0	l lamp		1 1		$\mathbf{I} \mathbf{x} \mathbf{I}$	4 : 1
1 10	1		1 0.417			10 1			i iamp Lamp	The second secon	Million of the Marketine of the Salaria		l x l	1 1
1 12	. I		116.700		To the first terms of the second	IG/F	0	1 16	1 579		i		1 x	
1 13		and the second of the second o	1 1 . 094 1			1G/F		1	3351		i d		x	.1
1 14	. '		136.387			IG/F I		_	207		b		lx l	4 1
1 15			130.234			TF/P		-	1 334		l e		$\pm 0.1 \dot{x}$	1 1
1 16			114.460			ig/ic i		-	497			1	-1x -1 0	10 1
1 17			163.053			ĵĜ i		-	1 3163		A		1x 10	[l o l
1 18			1 0.956 1			118	1	1 0	the state of the s			1 2 1 x	X	1 - 1
1 19			1 6.548 1			1G	4	1 1	1191		d	1. 2	1x lo	10.1
1 20			111.734			1G/F : 1	11	1 1	700		1 d	1 2	1 x 1 o	$\{\mathbf{n}_{i}, \mathbf{l}_{i}\}$
1 21			1 1.870 1			{ F	0	1 2	10.00		l a a	1 1 L X	1.x 1	. 1
1 22			1 0.338 1			IG 1	_	-	laccess roa	d 5 :	1.	1 x	x	ala I
1 23			1 0.971	F 4	LAC	TGZP : : :		1	5.17	4	1 · · · d ·	1 x	lx l	$A_{ij}^{*}A_{ij}^{*}$
1 24	1 .	13133 0100	1 3.466 1		IST	G/F		1. 1.	1: old roa	dl 1	1	1.00	lx l	A = A
1 25	1	13133 1 0200	1 2.205 1		LST	TF/P :		1	d old roa	d ! 2	$L_{\mathcal{F}}(x) = \mathbb{R}^{n}$	化氯化二甲基甲基二甲	fx t	
1 26	1	13133 0300	1 6.144 1	- :		1 F		1	li old roa	d1 3,	1000		ijix i -	-1 -:1
1 27		13133 0400	1 2.430 1	_		1.14		1	I old roa		142 6 4	The Landson Berry	lx l	:1 : 1
1 28	1	13133 0500	1 1:180 []	· · · · -		}		1	1 old roa	dl 3	1	$\int d^2 x dx = -i \int d^2 x dx$	lx l	$A \cong A_{\mathcal{A}}$
1 29	1422-2	13134 0100	1 9.120 1	: 		ir ;	6	1 2	196	1 3	b	1 2 to the second	x !	1 1
1 30	. 1	13137 0100	1 6.017 1		UPM	F		1	335	1 : 3	l c	The state of the Artist of	1 1 .	.1
1 31	1	13137 0201	1 3:041 1		LUPM	1		1		1	1.	1 ×	l x l	1 1
1 32	1	13137 0202	1 0.265 1	·	LUPM	1	i i	1	1	!	ł	1 x	lx l	$\mathcal{A} = 1$
1 33		13137 1 0203	1 0.265 1		FUPM	1		1			!	x	x	1 1
1 34		13137 1 0204			TUPM	1					1	1 x	lx l	
1 . 35		13137 0205	1 0.282 1		1			1.		i	1	X	lx l	1 1
1 36		13137 0206	1 0.315 1					ı	. [i		i x	ix i	
1 37		13137 0300		- ·				1	· i	i i	1	i x	x	1 1
1 38			1 1.100	<u>→</u> + + * *	1	.		i	i	. i	i	X	ix !	1 1
39		The second of th	1 0.778 1	· .		i		i .	i I	i ·	1	X	lx l	
1 40			1.078		i	1	i 	i .	- i	i .		i X	X	
1 41			1 0.611 1	orto g ™ Orto de T	1	. 1 i	· ·	1	1	ŀ	#	, X	X	1
1 42			1 0.611 1	-	1 4 6	i i		1 10	i Loop	1	1 .	X	х	
43			118.791 1			IG/F	. 0	1 18			1 0 1 2 3	.)	lx l	i ;
44		and the second s	1 6,007 1			G	l 0 l 3		The second secon	and the second s	i Uri	1 1 i	X I	i i
1 45			110,800					1 8	and the second s		1 2		X	i - i
1 46			1 7.315 1				0	1 14	· · · · · · · · · · · · · · · · · · ·		1 5		x	i i
1 47			118,174			IF	i 1 9:	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	· · · · · · · · · · · · · · · · · · ·		i u I k		X	į ;
1 48			122,766 1			10	ו י	1 10	1 480		l c		X	i i
49 50			1 6.660 1 1 5.061 1			10			laccess roa		1		lo lx	i
	·		7 0.001 1								· 		X	1 i

Note: X Omitted

Judgement: 1. Theoretical judgement on road inventory data of DOH

o Selected

A Shortage of data

2. Judgement after discussion with

district engineers of DOM.

3. Final judgement to select links for PSI survey.

7 of 15

				and the second of the			رسيا شياسيا سياسي أحار											_
	(No.	******	Route No. 	l No . I	1	Class	trace	FCondi-	$\rightarrow 0.6$	< 0.6	Traffic Volume (Bus&Truck)	Surface	Traffic Vel.	Evaluati Average Deflect.	1	love l1	eral 12 13	1 3
. 1		123	100	1 1 1 1 1 1 1 1 1 1	132.410	P. PO .	IAC	1 G /R	1 0	33	776	4	d		,	ίχ		~
2	-	* *	1 316	0100	1 5.883			116	-					1 .	1	1 A		
3	1		1 317	0102	1 3.397		the contract of the contract o	110	1		old road			1	1 1		. A. I.	
4	1	•	1 317		1 0.300	26 a 2	IAC	1	11 · · · · · · · · · · · · · · · · · ·				and the	1	¦ x	X	i	
5	1		13146		110.246			TE/P	1		278			1	i	۱۸		
6	1 -		13147		1 9.702						104		p .	i		lo,	X	
7	1		13149		115.802			TENE	1 4	A recommendation of the comment of t		2	a	2	1	l X	1 1	
8	ì		13150		1 3.452	THE STATE OF THE S		1 G/ P	6	100	and the contract of the contra		and the second s	1	1	Х		
9	1		13151			うしゅか ちょぎきち 新り こうしゃ そ		J JR	1 0			lasa (j. <mark>3</mark> . j.)	d	1 1	l x	X	i	
10.	1 -		A 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	The second of th	1.4.750		1, 1, 1, 1	IG/F	1 3			4	b	1 2	1	X	. !	
	1		13152		1 3.382	THE STATE OF THE S		t F	0 1	3	116	3	, b	1 + i + 1 = i + i	1	IX.	1 1	
11	1		13153	the second of th	1 7.500		TUPM	} [F	1 2	3	189	i 3 i	ь	1 1	1 .	l x	1 1	
12			13154	and the second s	1 2.645		TPM	FFZC	1	1	377	2	c	1 1	(x	l x	1	
13			13193		127.617		IST	1	1		75	l e e	a	1	l 1	\mathbf{x}	1 1	
14	- {		13227	0100	1 6.264	1 F4	IST	IG/F	1	[1 26	4	a	1	1	łх	1	
15	1		13248	1 0100	1 5.500	1 14	IST	1		1	1 36	1	l a	1		i x	1, 1	
16	}		13249	0101	123.958			IG/F	1		287	4	l e	1		lx	1 1	
17	1		13249		1 3.372	1 14	and the second of the second	1G/F		1	laccess road			1	l x	1 x	1	i
18			13255	The second of the second	1 3.688	I F4	IST	i	i de d	1	22	*	a		X	١x	1 1	
19			13322	A SECTION AND ADMINISTRATION OF THE PARTY OF	129,475			117	4		52	4.4.7.4	and the second s			lх		
20			13323	4.6 a 4.5 2.2	1 3.085	1 14		17)	1		1 114				, 1 x	l x	1 1	
21			13348	A CONTRACT OF A	112.346		4 44 4	i G	1	1	1 119			1	- L	l x	1 1	
					12 () ()	1.4			1	[4.4	1	l x	l X	1 1	:
22			13399		1 4.024			11		i	laccess road			1	1 . X		1 1	i
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24			13406	and the second of the second o	112.982	T 4		16		i -	182			i	i	l x	i i	
25	1		13407		120.184			IG			158				i	1 x	; ;	
26	1		13408	1 0100	112.982	the state of the s	IAC	$A^{*} = A^{*} + A^{*} = A^{*}$			114		Ъ	1	ł	! A	lx l	
27.	1		13409	1 0100	116.175	F4	†(" ,)	1	1		tj. 41 -		a	1	1	$+\mathbf{x}_{\perp}$	1 1	
28	}		13424	1 0200	1 9.750	-	1	The State of the S	1	I	1 33	1	l a	1	} .	l x	1 1	
29	1		1 317	1 0101	136.200	î 5 3	IAC	1		+	l.	}		1	}	ł	1 1	
				the state of the s	121.200	1 50	IAC	$\Gamma = \{ 1, \dots, n \}$	$I_{ij} = I_{ij}$		1	1	!	1	1	;	; ;	•
30	1	- 1	1 317	1 0200														
30	 		1 317			A A						7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7						
S.Q.	Dist		TTTTT IRoute	ll.ink	11.ength	- Road	lSur-	 Surface	lAvg.Def	lection	Traffic			Evaluat i				
s.o.	Dist		TTTTT IRoute	ll.ink	llength l(km)	Road Function	Sur-	Surface Condi-	$1 \rightarrow 0.6$	1 < 0.6	l Volume	l Sur face	Traffic	lAverage	l .		era i	
S.Q.	Dist		TTTTT IRoute	ll.ink	llength l(km)	Punction	lSur- lface lType	[Condi-	$1 \rightarrow 0.6$	1 < 0.6	l Traffic I Volume I(Bus&Truck)	l Sur face	Traffic	lAverage	l .			
S.Q.	Disti		I Route I No . I	Link No.	(km) 	Function Class	lface Type	[Condi-	1 > 0.6 1 (km)	1 < 0.6	l Volume l(Bus&Truck)	Surface Condit.	Traffic	lAverage	l .		12	
S.Q. No.	Dist		Route INo. I	L.i nk No . 0202	(km) 	Punction Class Sl	lface lType IAC	Condi- tion G	> 0.6 (km) 0	1 (0.6 1 (km) 1 20	Volume (Bus&Truck) 1331	Surface Condit, 5	Traffic Vol.	lAverage	l .	1 x	12	
S.Q. No.	Disti		Route No. 	L.i nk No . 0202 0301	(km) 	Punction Class Si Si	Iface Type IAC IAC	Cond - Lion G	> 0.6 (km) 0	1 (0.6 1 (km) 1 20 1 50	Volume (Bus&Truck) 1331 791	ISurface ICondit. I 5	Traffic Vol. d d	lAverage	l .	 x x	12	
S.Q. No.	Disti		Route No. 33 33 33	Link No. 0202 0301 0401	1 (km) 1 120.151 149.772 142.376	Punction Class Sl Sl Sl	Trace Trype IAC IAC	Condi- tion G	> 0.6 (km) 0	1 (0.6 (km) 20 50	Volume (Bus&Truck) 1331 791	ISurface ICondit. I 5	Traffic Vol. d d	lAverage	l .	t x x x	12	3
S.Q. No.	Disti		Route No. 	Link No. 0202 0301 0401 0502	(km) 	Punction Class Si Si Si Si	Iface IType IAC IAC IAC	Cond - Lion G	> 0.6 (km) 0	1 (0.6 1 (km) 1 20 1 50	Volume (Bus &Truck) 1331 791 842	ISurface ICondil. I 5 I 5 I 4	Traffic Vol. d d d	lAverage	l .	t x x x x	12	3
S.Q. No. 1 2 3 4 5	Disti		Route No. 33 33 33 304 319	Link No. 0202 0301 0401 0502 0101	1 (km) 1 120.151 149.772 142.376 1 0.162 131.265	Function Class Si Si Si Si Si	Iface IType IAC IAC IAC IAC	Condi- Lion G G G/F 	> 0.6 (km) 0	0.6 (km) 20 50 42	Volume (Bus&Truck) 1331 791 842 949	ISurface Condit. 5 5 4	Traffic Vol. d d d d	lAverage	l .	X	12 1 1 1 1 1 1	3
S.Q. No.	Disti		Route No. 33 33 33 304 319 319	Link No. 0202 0301 0401 0502 0101	1 (km) 1 120.151 149.772 142.376 1 0.162 131.265 1 0,400	Function Class S1 S1 S1 S1 S1 S1 S1	Iface IType IAC IAC IAC IAC IAC IAC	ICond1- Ilion IG IG IG/F I	> 0.6 (km) 0	0.6 (km) 20 50 42	Volume (Bus&Truck) 1331 791 842 949 644	ISurface Condit. 5 5 4	Traffic Vol. d d d d d d	lAverage	Hength	X	12 x x	3
S.Q. No. 1 2 3 4 5	Disti	rict	Route No. 33 33 33 304 319 319 320	Link No. 0202 0301 0401 0502 0101 0102	(km) 	Function Class S1	Iface IType IAC IAC IAC IAC IAC IAC	ICONDI- ILION IG IG/F I IC IC/F	> 0.6 (km) 0	(0.6 (km) 20 50 42	Volume (Bus&Truck) 1331 791 842 949 644 785	Surface Condit. 5 4 4	Traffic Vol. d d d d d d d	lAverage		t	12 1 1 1 1 1 1 1 1 1 1	3
S.Q. No. 1 2 3 4 5	Disti	rict	Route No. 33 33 33 304 319 319 320 3069	Link No. 0202 0301 0401 0502 0101 0102 0100	(km) 	Function Class S1	Iface IType IAC IAC IAC IAC IAC IAC IAC IAC IAC	ICond1- Ilion IG IG IG/F I	> 0.6 (km) 0	0.6 (km) 20 50 42	Volume (Bus &Truck) 1331 791 842 949 644 785 277	Surface Condit. 5 4 5 5 4	Traffic Vol. d d d d d d d d	lAverage	Hength		12 	3
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S.Q. No. 1 2 3 4 5 6 7 8 9	Dist No. 424	rict	Route (No.) 1 33 1 33 1 33 1 304 1 319 1 319 1 320 1 3069 1 3070 1 3071 1 3072	Link No. 0202 0301 0401 0502 0101 0102 0100 0100 0100	(km)	Function Class S1	Trace Trype TAC	ICONDI- ILION IG IG/F I IC IC/F	> 0.6 (km) 0	20 (km) 20 50 42	Volume (Bus & Truck) 1331 791 842 949 644 785 277 358 1757 290 93	Surface Cond	Traffic Vol. d d d d d d d d d d d d d d d d	l Average Deflect.	Length	X	12	3
S.Q. No. 1 2 3 4 6 7 8 9 10 11	Disti	rict	Route (No. 1) 1 33 1 33 1 33 1 304 1 319 1 320 1 3069 1 3070 1 3071 1 3072 1 3074	Link No. 0202 0301 0401 0502 0101 0100 0100 0100 0100 0100	(km)	Function Class S1	Trace Trype TAC	I Condi- I Lion I G I G/F I I G I G/F I G I G	> 0.6 (km) 0	20 (km) 20 50 42	Volume (Bus & Truck) 1331 791 842 949 644 785 277 358 1757 290 93	Surface Condit.	Traffic Vol. d d d d d d d d d d d d d d d d d d	l Average Deflect.	Length	X	12	3
S.Q. No. 1 2 3 4 5 6 7 8 9 10 11 12 13	Dist No. 424	rict	Route (No.) 33 33 304 319 320 3069 13070 13072 13074 13075	Link No.	(km)	Function Class S1 S1 S1 S1 S1 S1 S1	Trace Trype TAC	ICONDI- ILION IG IG/F I IC IC/F IG IG/F IG IG/F	> 0.6 (km) 0	20 (km) 20 50 42	Volume (Bus & Truck) 1331 791 842 949 644 785 277 358 1757 290 93	Surface Condit.	Traffic Vol. d d d d d d d d d d d d d d d d d d	l Average Deflect.	Length	X	12	3 0
S.Q. No. 1 2 3 4 6 6 7 8 9 10 11 12 13 14	Dist No. 424	rict	Route (No.) 33 33 304 319 320 3069 13070 13071 13072 13075 13077	Link No.	(km)	Function Class S1 S1 S1 S1 S1 S1 S1	Trace Trype TAC TAC TAC TAC TAC TAC TAC TAC TAC TOPM TUPM TUPM TUPM TUPM TUPM	Condi- lion G G/F - -	> 0.6 (km) 0	20 (km) 20 50 42	Volume (Bus & Truck) 1331 791 842 949 644 785 277 358 1757 290 93	Surface Condit.	Traffic Vol. d d d d d d d d d d d d d d d d d d	l Average Deflect.	Length	X	12	3
S.Q. No. 1 2 3 4 6 6 7 8 9 10 11 12 13 14 15	Dist:	rict	Route (No. 33 33 304 319 320 3069 13070 13071 13072 13075 13077 13077	Link No.	(km)	Function Class S1 S1 S1 S1 S1 S1 S1	I face IType IAC IAC IAC IAC IAC IAC IDPM IST IUPM IUPM IUPM IUPM IUPM IST IST	Condi- Ition IG IG/F IG/F I IG IG/F IG IG IG	> 0.6 (km) 0	20 (km) 20 50 42	Volume CBus &Truck) 1331 791 842 949 644 785 277 358 1757 290 93 103 250	Surface Cond	Traffic Vol. d d d d d d d d d d d c d c d c	l Average Deflect.	Length	X	12	3 0
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Note: X Omitted

Judgement: 1. Theoretical judgement on road inventory data of DOM

o Selected

A Shortage of data

2. Judgement after discussion with

district engineers of POH.

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Note: X Omitted

o Selected

A Shortage of data 7-8

Judgement: 1, Theoretical judgement on road inventory data of DOH.

2. Judgement after discussion with

district engineers of pon

	District Route Link No. No. No.	Longth (km) 	Road Sur- Function face Class Type		1 < 0.6	1 Volume	Surface Ti	Evaluation affictAverage (Vol. IDeflect.lLen	
1 1 2		1 0.185 126.638		G/)*		1 842 1 1124		d	
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1 4	1 317 1 0302	137.633 1	S4 IAC		29	716	and the second of the second o	a i i i	1/1 x 1 1
1 . 5 .	1 317 1 0400	130.440 1		IG/F 1 0	1 22			c 1 1 1	1x 1 1 1
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7.,		140.000 }	164 LST	IG/F 0	1 3	1 96	1 41	a 1 1 1	1x to to t
1 8	1 13068 1 0100	149.873	TZ 1 ST	IG/P	1	1 340	1 1	c I I I	x
1 9	1 13068 1 0201	129.695 1	F4 18T	IG/R	1	1 581	1 4 1	$\mathbf{d} + 1$	
1 10	1 13068 1 0202	1 0.469 1	F4 IST		1	l old road		in the state of th	$\mathbf{x} = 1 \mathbf{x} + 1 + 1$
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1 12		1 2.153 1	F4 LUPM	G/F 0	1 1	686	1 4 1	d 1 1 1	x
1 13		116.000 1	14 1 ()		1	1 28	1 1 1	a 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	x
1 14	1. The second of the second of	111.023 }	F4 (ST	IG/F I	1	1 33	1 41	$\{a_{ij}, a_{ij}, a_{$	IX I I I
1 15	1 13367, 1 0100	1 7.085 1	F4 JST	IG/F	1	1 31	1 4-1	a l	x
1 - 16	1 13379 1 0100	1 7.000 1	FA IST	IG/R I	1	1 161		\mathbf{b}_{i} by \mathbf{b}_{i} \mathbf{b}_{i} \mathbf{b}_{i}	$\mathbf{x} + \mathbf{x} + \mathbf{y}$
1 17	13380 1 0100	1 9.000 1	- IST	IG/F I	1	1 57	1 4 1	a 1	- 1x 1 1
1 18	1 13381 1 0100	129.856 1	P4 JST	IF I	1.	114	A 2 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	$\mathbf{p}_{\mathbf{p}}$	x
1 19	1 13382 1 0100	115.134	F4 IST	IG/F	1	1 458		- C 1	1x 1 1 1
1 20	1 13383 1 0100	111.517	P4 IST	IG/F I	1 .	1 28		a l	X
.1 21	1 13384 1 0100	115.528	PA IST	IG/Y	1	1/15		b l	
1 22	1 13395 0100	133.450 1	F4 IST	IG/P	1	1 250		c - 1	ix to to t
1 23	1 13395 1 0200	125.558 1	F4 IST		1	187	\mathbf{I}_{i}	b 1	IA to to t
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Note: X Omitted

o Selected

A Shortage of data

Judgement: 1. Theoretical judgement on road inventory data of BOM.

2. Judgement after discussion with

district engineers of DOM.

15.Q. No.		Dist No	ric	Route No. 		Length I(km)	Road Function Class	1.6444	I Candi-	$0 \wedge c$	1 7 6 6		Valuma	 Surface Condit.	lTrafflo I Vol.	Evaluation HAverage 1 Deflect. [Leng	
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Note: X Omitted

Judgement: 1. Theoretical judgement on road inventory data of DOM.

o Sclected

2. Judgement after discussion with

A Shortage of data

district engineers of bon

IS.Q.			ict	llRoute			Liength	R	 nad	Sur-	ISur fac	 telΛ	vg.Defl	ection	 1	Traffle	 {			Evalua	tion			
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Note: X Omitted

o Selected

A Shortage of data

Judgement: 1 Theoretical judgement on road inventory data of DOH

2. Judgement after discussion with

district engineers of DOH.

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					the state of the s	· ·))			1 112		i b		x		

Judgement: 1. Theoretical judgement on road inventory data of DOH.

o Selected

2. Judgement after discussion with

A Shortage of data

district engineers of DON

S.Q. No. 	District Route Link No. No. No.	1 (km)	oad Sur- unction fac- lass Type	e ICo	ndj-j-j-	vg.Def) > 0.6 (km)	< 0.6	1 Vol	ume	l ISurfa ICondi			clave					1 all 1 13 1
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1 6		112.259		4 G/	R !	12	0		64		4	a	1	9	1	x		1
7		1 1.230	PI IAC	I G				1	5946		5 1	d d	}		1	l x		1
1 8		1 5.195	S3 IAC	1 G Z	F.	ig Sanjara.		Later	2.443		4 1	d	3 i 575			' x		1
) 9		1 1.784 1	so luspi					1	2325		3 1	d	1		1			12.57
1 10		119.895	SI IAC	IG/	[·]		1 1 1	1	2325		4. 1	d	1		1 .	1 x		1 1
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Note: X Omitted

o Selected

A Shortage of data

Judgement: 1. Theoretical judgement on road inventory data of DON.

2. Judgement after discussion with

district engineers of DOM.

IS.Q.			Hength IRo I(km) Pru I ICI	nction lface	Condi-	> 0.6°	< 0.6	l Volume	Surface T	Evaluatio raffic!Average Vol. Deflect.	Overall
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IS.Q. INo.		INo. INo.		inction Ifacc	I Condi-) > 0.6	< 0.6		ISurfacelT	Bvaluatio raffielAverage Vol. (Deflect.)	
1		4	2.665 2.687 21.196 136.945 129.848 140.795 0.741 1.2.000 110.700 1.2.250			0 5 7 1 0 0 0 1 1 2 3 4 7 3 3 5 6 6 6 6 6 6 6 6 6	1 0 1 20 1 37 1 31 1 0 1 0 1 0 1 0 1 0 1 1 0 1 0 1 1 1 0 1 1 1 0 1		1	d 1 2 2 d d 1 d d 1 d d d d	X

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Judgement: 1. Theoretical judgement on road inventory data of DOH.

o Selected

A. Shortage of data

2. Judgement after discussion with

district engineers of DON

S N 		Distr No.		4	e I I. I N		Length (km)	lRoad Frunction IClass	Sur- face Type	1 Condi	- 1	Avg.Def > 0.6 (km)	1 <	0.6	1	Traffic Volume (Bus&Truck)	lSi	irface andil			elÁv		ł	100	10v			
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}	3	1 :		4	1	0202	1 6.346	P))	IAC	1 <i>G</i>	,	N 444	1	5	1	8010	1	5	1	d	1	1	1		l x	}		;
İ	4			4	1	0203	1 3.192	1 P1	IPCC	IG-F	1	1	1		Ιυ	access road	4 4	4			1	2	. 1		i x	1.	1	ŀ
+4	5	1 - 1		1 4	1	0301	1 0.400	1 PD	IAC	1 G	1		ľ	1	t	8010	1	5	11	\mathbf{d}^{\perp}	1	. 1	ŀ		l x	1	1	1
1	6.			1 303		0100	121.319	1 SD	TPCC	1 G	- 1	21	1	1,000	-	5605	1	5	1	d		2	1 .		l x	}	i i	1
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1	8			13035	- 1 P	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1.112		LVC	F			1		1	1006		3	1,	d	4		1	χ	l x		1	1
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ł	18	1		13235	1	0100	6.239	4 P4	TUPM	1 R	- 1		1	· 5	1	821			1 :	d	ł		!		۱۸		O.	i
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Note: X Omitted

o Selected

A Shortage of data

Judgement: 1. Theoretical judgement on road inventory data of DOM.

2. Judgement after discussion with

district engineers of DOM.

Appendix 7.1.2 FIELD INVESTIGATION FOR REHABILITATION STUDY (i)

District	Route	Link NO.	Length (Km)	Dosign Stad.	Surface Type	Traffic Volume (B/T)	Averago Dof.	Surface Condition (PST)	Remarks	ength of roposed ink (Km)
431	3196	0200	29.6	F-4	DBST	360	0.7452	2.5	Fair Surface Condition, Seal Coat Recommended.	
432	1	0302	26.6	P-D	AC	9,020	0.5203	3.0	Deep Rutting (Bangkok direction left lone)	-
	2090	0101	50.0	F-3	DBST	273	0.6100	2.5	Some Section Patching Required.	
	3409	0100	19.3	F-4	איוט	107	0.9896	2.5	Some Section Patching Required.	
	3051	0100	9.3	S-2	UPM	529	0.8674	1.0	Planned to be Overlayed in 1988.	_
	3063	0101	22.8	F-2	DBST	583	0.7380	2.5	Fair Surface Condition.	
433	1	0700	41.1	P-3	SST	624	0.5845	2.0	Poor Surface Condition, Overlay Required.	41.1
	. [0801	8.2	P-1	AC	943	0.4821	2.0	- do -	8.2
	1	1001	25.5	P-3	Rqu	420	0.5010	2.0	Poor Condition, Study to be Overlay or Reconstruction.	25.5
	311	0200	49.7	P-3	SST	328	1.1381	2.0	Poor Condition, Study to be Overlay or Reconstruction.	19.7
·	3039	0301	30.6	F-3	SST	877	0.6811	2.5	Some Section Seal Coat & Patching Recommended	
435	2275	0100	30.1		SST		0.5412	2.5	Fair Surface Condition.	
437	1	1203	15.2	P-1	AC	2,113	0.3415	3.5	Asphalt Bleeding Problem only, Good Riding Quality.	
	225	0100	38.3		SST	489	0.3725	2.0	Poor Condition, Widding & Reconstruction Required.	38.3
	1072	0100	22.6		וייןט	382	0.6732	2.5	Some Section Patching Required.	-
	1072	0200	21.5	1 W	DBST	470	0.6896	2.5	- do	_
121	3212	0100	17.8	F-4	SST	1,342	0.6765	2.5	of the desired segment of the control of the contro	- -
422	332	0400	14.5	S-1	AC	497	0.4929	2.0	Poor Surface Condition, Overlay Required	11.5

FIELD INVESTIGATION FOR REHABILITATION STUDY (2)

District	Route NO.	Link NO.	Length (Km)	Design Stsd.	Surface Type	Traffic Volume (B/T)	Average Def.	Surface Condition (PSI)	Remarks	gth of posed k (Km)
422	344	0200	63,1	S-1	УC	3,163	0.4224	3.0	Mamy Patching, Reconstruction Required (Bangkok Direc.)	39.5
	3127	0101	6.5		SST	1,191	0.8460	2.5	Fair Surface Condition.	. : <u>-</u> .
		0102	11.7		SST	700	0.8792	2.5	to the dot - do - do - do -	· · · · · · · · · · · · · · · · · · ·
423	3070	0100	16.0	F-4	SST	358	0.4009	2.5	- do -	•
	3078	0100	11.3	F-4	SST	275	0.6169	2.5	v + − do − + 1	<u>-</u>
425	3	1300	42.7	P-3	SST	523	0.3451	2.5	Many Alligator Cruks Overlay Required.	20.0
426	3191	0100	33.4	F-4	UPM	211	0.3556	2.5		
427	3067	0100	40.0	F-1	SST	96	0.5139	1.5	Poor Condition, Reconstruction Required.	40.0
	3384	0100	15.5	F-4	SST	145	0.7907	2.5	Fair Surface Condition.	+
	3395	0100	33.5	F-4	SST	250	0.7083	1.5	Poor Condition, Reconstruction Required.	33,5
	3395	0200	25.6	F-4	SST	187	0.6636	2.0	Poor Condition, Patching &Seal Coat Recommended.	<u>.</u>
411	3116	0100	9.7	F-3	SST	2,045	0.8260	1.5	Poor Condition, Widding & Reconstruction Required.	9.7
412	323	0400	43.9	S-1	UPM	362	0.4317	2.5	Fair Surface Condition.	· -
	323	0500	23.4	s-4	λC	306	0.3316	2.5	Asphalt Bleeding Problem, Some Section Patching Required.	· -
	3018	0100	10.8	F-3	KQU	2,098	0.4344	2.5	Fair Surface Condition.	· <u>.</u> <u>-</u>
	3209	0200	24.0	F-4	۸c	508	0.4932	2.5		
413	308	0100	8.7	S-3	UPM	1,029	0.8168	2.5	- do -	·, _
	3056	0100	12.7	F-4	UPM	191	0.7708	2.5	- do -	-

FIELD INVESTIGATION FOR REHABILITATION STUDY (3)

District	Route	link NO.	Length (Km)	Design Stad.	Surface Type	Traffic Volume (B/T)	Average Def.	Surface Condition (PSI)	Romarks	Length of Proposed Link (Km)
413	3196	0102	32.8	F-4	DBST	606	0.7395	2.5	- do -	
	3267	0101	26.5	F-4	VC	1,165	0.7071	1.5	Poor Condition, Widding & Reconstruction Required.	26.5
	3373	0100	6.0	F-4	DBST	71	1,1018	2.5	Fair Surface Condition.	
	3412	0100	5.2	F-4	AC	515	0.5038	2.5	- do -	
414	3032	0200	10.3	F-3	DBST	487	0.7571	2.5	- do :-	
	3230	0100	32.3	F-4	DBST	323	0.5020	2.5	and the state of t	
	3318	0100	27.7	F-4	SST	176	0.5984	2.5	- do	
	3356	0100	24.0	F-4	SST	604	0.6347	2.5		
415	4	0100	3.6	P-D	PCC	11,609	-	30.3*	Study to be Overlay or Reconstruction on Existing PCC.	3.6
·	4	0201	27.8	P-D	PCC	12,989	<u> </u>	50.7*	Study to be Overlay or Reconstruction on Existing PCC.	27.8
•	3325	0100	6.2	F-4	איזוו	515	0.5038	2.5	Fair Surface Condition.	, i √ - , ·-
416	3035	0200	19.6		AC	1,475	0.8048	2.5	Fair Surface Condition, Lettel Asphalt Bleeding.	-
	3214	0100	11.2	F-4	UPM	921	1.0051	3.0	Good/Fair Surface condition	
335	325	0200	18.0	S-3	DIST	947	0.3763	2.0	Poor Surface Condition, Overlay Required.	18.0
-	3087	0101	26.4	F-4	UPM	91	0.3939	2.5	Fair Surface Condition.	-
	3089	0101	27,8	F-4	DBST	2,593	0.3936	1.5	Poor Surface Condition, Overlay Required.	27.8
	3093	0100	20.4	F-3	UPM	589	0.5089	2.5	Fair Surface Condition.	

^{*} Cracking Ratio cm/m²

FIELD INVESTIGATION FOR REHABILITATION STUDY (4)

District	Route NO.		Length (Km)	Dosign Stsd.	and the second second second	Traffic Volume (B/T)	Average Def.	Surface Condition (PSI)	Length of Proposed Link (Km)
335	3207	0100	11.0	F-6	Vijili:	102	0.4660	2.5	Fair Surface Condition.
	3237	0100	8.5	F-4	DBST	494	0.6272	2.5	- do -
	3291	0100	3,9	F-2	DBST	2,638	0.6879	2.5	
en en en en en en en en en en en en en e	3335	0100	7.6	F-1	DBST	176	0.8063	2.5	do
333	3167	0100	10.7	F-4	UPM	95	0.7760	2.5	Fair Surface Condition.
	3176	0100	14.2	F-4	SST	198	0,9030	2.5	- do -
	3219	0100	17.4	F-1	DBST	206	0.4441	2.5	- do -

TOTAL 60 LINKS 1,304.3 Km 423.7 Km

