

APPENDIX 8. DESIGN OF DRAINAGE FACILITIES

A8.1 Analysis of Design Rainfall

The yearly maximum 10 minute rainfall data recorded at Majuro Weather Station in the last 10 years are as shown in Table A8-1. The design rainfall intensity which is the 10 minute duration intensity of a 2 year return period was derived as described as follows:

Table A8-1 THE YEARLY MAXIMUM 10 MINUTE RAINFALL

Year	Max Rainfall	Year	Max Rainfall
1983	18	1989	26
1984	N.A.	1990	28
1985	19	1991	27
1986	19	1992	12*
1987	15	1993	23
1988	18	1994	N.A.

Source : Majuro Weather Station

The 10 minute rainfall of a 2 year return period (X) was obtained by the following formula (Gambel's Method):

$$X = X_{ave} + K \times \sigma = 21.444 - 0.164 \times 4.40 = 20.72 \text{ mm}$$

Where,

X_{ave} : Average of the maximum 10 minute rainfalls (The minimum one was excluded.) = 21.40 mm

σ : Standard deviation of the maximum 10 minute rainfalls = 4.40

K : Frequency factor = $0.7797 \times Y - 0.45 = -0.164$

Y : Reduced variation = $-\text{Ln}(-\text{Ln}(1 - P)) = 0.367$

P : Possibility = $1 / 2 = 0.5$

Since the 10 minute rainfall of a 2 year return period is 20.72 mm, therefore, the design rainfall intensity is 130 mm/h.

A8.2 Calculation of Discharge, Infiltration, Velocity of Ditches

(1) Discharge from the surface

Discharge (Q) was computed by Rational Formula:

$$Q = (1 / 3.6) \times 10^6 \times C \times r \times A$$

Where,

C : Ratio of runoff = 0.9 for paved road

r : Intensity of rainfall = 130 mm/h

A: Catchment area (m²)

The discharge per linear meter of ditches by catchment width (Width of road shoulders and ditches vary by section) were computed as shown in Table A8-2.

Table A8-2 DISCHARGE BY CATCHMENT WIDTH

Catchment width (m)	Discharge (m ³ /sec/m)
4.0	0.000130
4.5	0.000146
5.0	0.000163
6.0	0.000195
7.0	0.000228

(2) Infiltration to the ground

A formula to compute infiltration from an infiltrate type ditch was proposed in "Design Manual for Infiltrate Type Ditches" issued by Ozawa Concrete Co., Ltd.

Infiltration (fc) of Ditch type-A was computed as follows:

$$\begin{aligned}fc &= F \times y \times (1 - D) \times (1 - E) \times q \\ &= 0.3 \times 0.35 \times (1 - 0.1) \times (1 - 0.33) \times 0.00022 \\ &= 0.000014(\text{m}^3/\text{sec}/\text{m})\end{aligned}$$

Where,

F : Factor of safety = 0.3

y : Factor of reduction of permeability = 0.35 (for 50 years use)

D: Factor of reduction of saturation= 0.1

E : Factor of reduction of high underground water=0.33 (in case water level is 0.3m beneath the bottom of porous concrete base.)

q : Unit infiltration of the soil obtained by test or calculated.

$$= (8.95 \text{saturation} \times k + 2.55 \times 10^{-4}) \times B \times H$$

$$= (8.95 \times 0.0001 + 2.55 \times 10^{-4}) \times 0.65 \times 0.30$$

$$= 0.00022(\text{m}^3/\text{sec})$$

k : Permeability coefficient = 0.01(cm/sec) (assumed)

B : Width of the porous concrete base = 0.65m

H : Head = 0.30m (between the bottom of porous concrete base and design discharge water level)

Infiltration (fc) of Ditch type-B was computed as follows:

$$fc = 0.3 \times 0.35 \times (1 - 0.1) \times (1 - 0.33) \times 0.000092$$

$$\begin{aligned}
 &= 0.0000058(\text{m}^3/\text{sec}/\text{m}) \\
 q &= (8.95 \times 0.0001 + 2.55 \times 10^{-4}) \times 0.40 \times 0.2 \\
 &= 0.000092(\text{m}^3/\text{sec})
 \end{aligned}$$

(3) Discharge including Infiltration

The final discharge to the sea was obtained by reducing infiltration from discharge from the surface.

The final discharges per linear meter of ditches by catchment width and ditch type were computed as shown in Table A8-3.

Table A8-3 FINAL DISCHARGE BY DITCH TYPE (m³/sec/m)

Catchment width (m)	Ditch Type - A	Ditch Type - B
4.0	0.000116	0.000124
4.5	0.000132	0.000140
5.0	0.000149	0.000157
6.0	0.000181	0.000189
7.0	0.000214	0.000222

(3) Velocity and depth of discharge

Velocity (V) of discharge was computed by Maning's Formula

$$V = 1/n \times R^{2/3} \times I^{1/2}$$

$$Q = V \times A$$

Where,

n : Coefficient of roughness of the ditch

= 0.015 : Smooth concrete surface,

= 0.017 : Rough concrete surface

R : Hydraulc radius = Sectional area / Wetted perimeter

I : Gradient of ditch

A : Sectional area of discharge

The discharge, velocity and depth of each span of ditch was computed and the results were tabulated as shown in Table A8-4.

A8.3 Calculation of Discharge of Culverts

The discharge, velocity and depth of each box culvert (to cross main road) is computed as tabulated in Table A8-5.

The discharge, velocity and depth of each pipe culvert (from road to the sea) is computed as tabulated in Table A8-6.

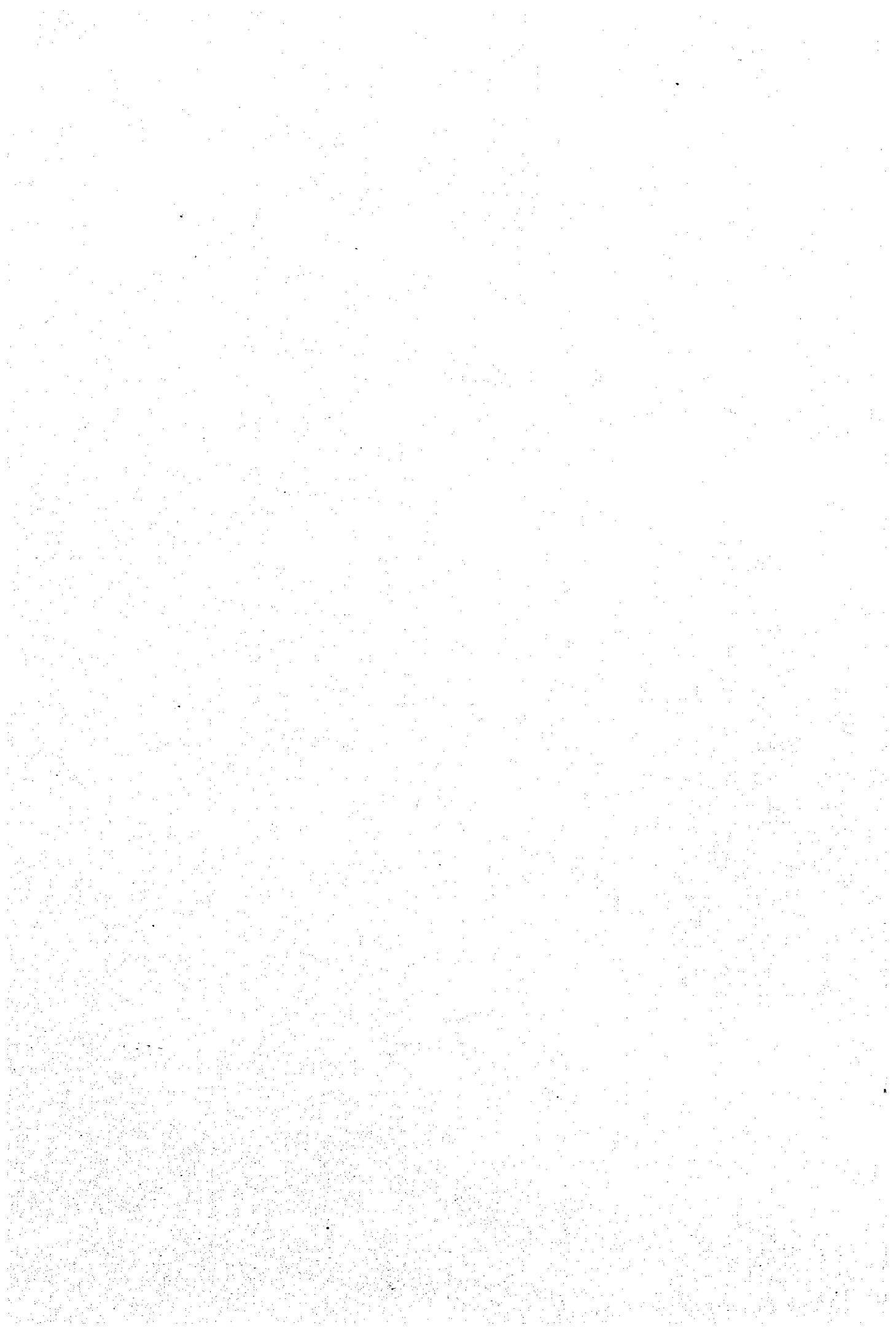
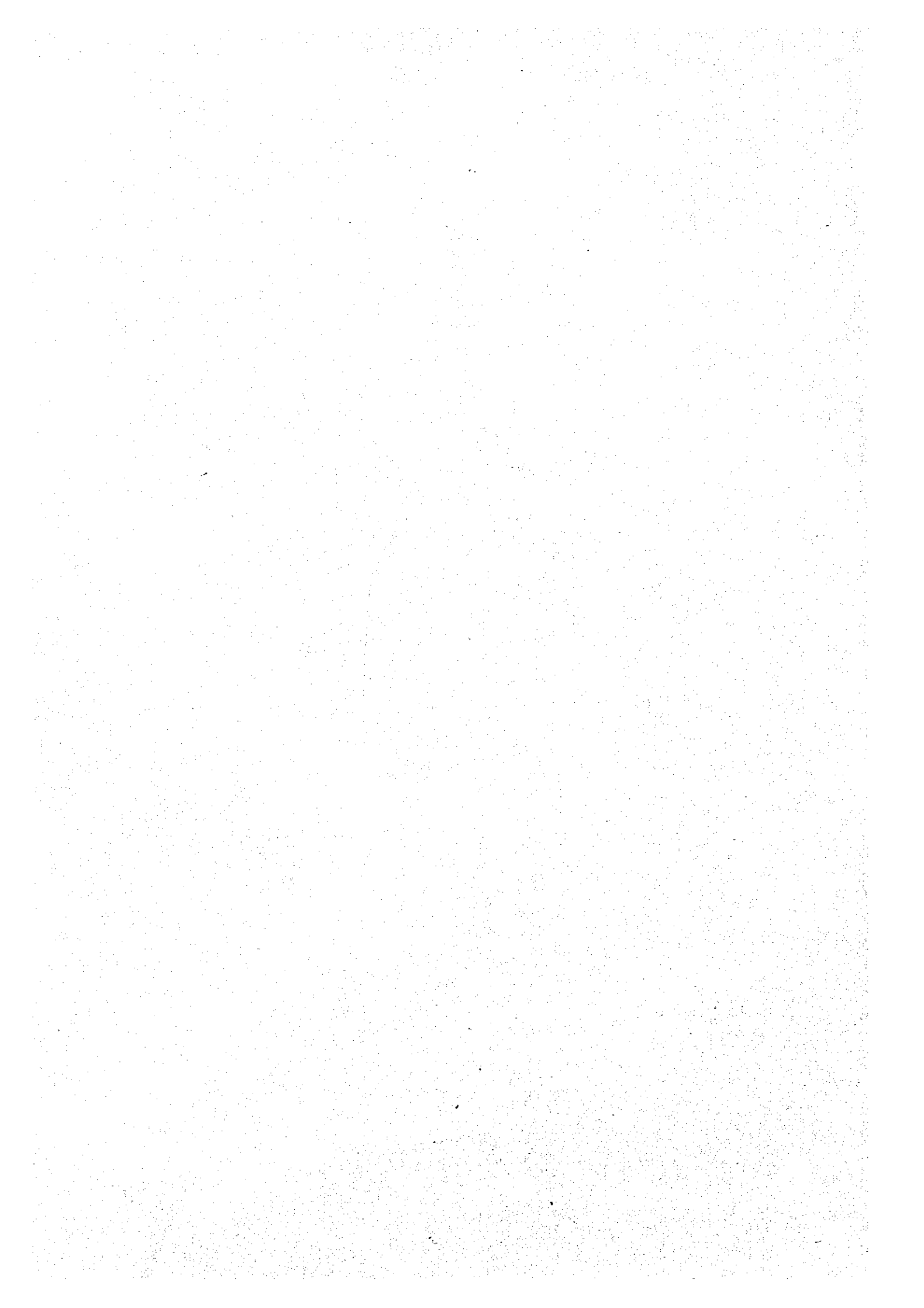


Table A8-5 CALCULATION OF DISCHARGE OF CULVERTS (DITCH TYPE-F; CROSSING MAIN ROAD)

Outlet No.	Width (m)	Roughness n	Gradient (%/100)	Discharge (m ³ /sec)	Velocity (m/sec)	Depth (m)	A (m ²)	R (m)	Outlet side	Culvert length	Elevation	
											Inlet	Outlet
2	0.300	0.015	0.0046	0.0079	0.5154	0.051	0.0154	0.039	O	8.7	0.955	0.915
3	0.300	0.015	0.0046	0.0356	0.7997	0.148	0.0445	0.074	L	8.7	1.086	1.046
6	0.300	0.015	0.0046	0.0386	0.8171	0.157	0.0472	0.077	L	8.7	1.040	1.000
8	0.300	0.015	0.0046	0.0238	0.7211	0.110	0.0330	0.064	L	8.7	1.050	1.010
10	0.300	0.015	0.0046	0.0282	0.7550	0.125	0.0374	0.068	L	8.7	1.096	1.056
12	0.300	0.015	0.0046	0.0223	0.7550	0.125	0.0374	0.068	L	8.7	1.121	1.081
13	0.300	0.015	0.0046	0.0267	0.7550	0.125	0.0374	0.068	L	8.7	1.348	1.308
14	0.300	0.015	0.0046	0.0490	0.8632	0.189	0.0568	0.084	L	8.7	1.118	1.078
18	0.300	0.015	0.0046	0.0267	0.7416	0.120	0.0360	0.067	L	8.7	1.190	1.150
21	0.300	0.015	0.0046	0.0520	0.8747	0.198	0.0594	0.085	L	8.7	1.105	1.065
24	0.300	0.015	0.0043	0.0178	0.6444	0.092	0.0276	0.057	L	9.2	1.105	1.065
25	0.300	0.015	0.0043	0.0386	0.7966	0.162	0.0485	0.078	O	9.2	1.095	1.055
26	0.300	0.015	0.0043	0.0356	0.7798	0.152	0.0457	0.075	L	9.2	1.077	1.037
27	0.300	0.015	0.0043	0.0416	0.8114	0.171	0.0513	0.080	L	9.2	1.055	1.015
29	0.300	0.015	0.0043	0.0431	0.8167	0.176	0.0528	0.081	L	9.2	1.155	1.115
32	0.300	0.015	0.0043	0.0460	0.8301	0.185	0.0554	0.083	L	9.2	1.165	1.125
38	0.300	0.015	0.0043	0.0505	0.8479	0.199	0.0596	0.086	O	9.2	1.055	1.015
43	0.300	0.015	0.0043	0.0460	0.8293	0.185	0.0555	0.083	L	9.2	1.055	1.015
49	0.300	0.015	0.0043	0.0461	0.8293	0.185	0.0556	0.083	L	9.2	1.105	1.065
52	0.300	0.015	0.0043	0.0490	0.8421	0.194	0.0582	0.085	L	9.2	1.088	1.048
53	0.300	0.015	0.0043	0.0512	0.8494	0.201	0.0603	0.086	L	8.7	1.131	1.091
54	0.300	0.015	0.0030	0.0192	0.5819	0.110	0.0330	0.063	L	13.2	1.365	1.325
56	0.300	0.015	0.0030	0.0256	0.6290	0.136	0.0407	0.071	L	13.2	1.185	1.145
57	0.300	0.015	0.0030	0.0214	0.6011	0.119	0.0356	0.066	L	13.2	1.095	1.055
58	0.300	0.015	0.0030	0.0451	0.7176	0.209	0.0628	0.087	L	13.2	0.990	0.950
59	0.300	0.015	0.0030	0.0516	0.7395	0.232	0.0697	0.091	L	13.2	1.043	1.003
60-1	0.300	0.015	0.0030	0.0726	0.7934	0.305	0.0915	0.101	L	13.2	1.015	0.975
62	0.300	0.015	0.0043	0.0468	0.8325	0.187	0.0562	0.083	L	9.2	1.075	1.035
65	0.300	0.015	0.0043	0.0327	0.7631	0.143	0.0428	0.073	O	9.2	1.085	1.045
69	0.300	0.015	0.0043	0.0356	0.7812	0.152	0.0456	0.076	O	9.2	1.235	1.195
70	0.300	0.015	0.0043	0.0271	0.7283	0.124	0.0372	0.068	O	9.2	1.205	1.165
71	0.300	0.015	0.0056	0.0139	0.6593	0.070	0.0211	0.048	O	7.2	1.240	1.200
73	0.300	0.015	0.0056	0.0093	0.5791	0.064	0.0161	0.040	O	7.2	1.263	1.223
74	0.300	0.015	0.0056	0.0186	0.7190	0.086	0.0259	0.055	O	7.2	1.291	1.241
77	0.300	0.015	0.0056	0.0186	0.7190	0.086	0.0259	0.055	O	7.2	1.270	1.230
78	0.300	0.015	0.0056	0.0139	0.6586	0.070	0.0211	0.048	O	7.2	1.270	1.230
80	0.300	0.015	0.0056	0.0278	0.8054	0.115	0.0345	0.065	O	7.2	1.250	1.210
BRIDGE												
86	0.300	0.015	0.0053	0.0278	0.7900	0.117	0.0352	0.066	O	7.6	1.265	1.225
90	0.300	0.015	0.0053	0.0094	0.5706	0.055	0.0165	0.041	O	7.6	1.455	1.415
92	0.300	0.015	0.0053	0.0137	0.6421	0.071	0.0213	0.048	O	7.6	1.405	1.365
93	0.300	0.015	0.0053	0.0112	0.6032	0.062	0.0186	0.044	O	7.6	1.395	1.345
94	0.300	0.015	0.0053	0.0248	0.7630	0.108	0.0325	0.063	O	7.6	0.945	0.905
95	0.300	0.015	0.0053	0.0211	0.7305	0.096	0.0289	0.059	O	7.6	0.948	0.908
98	0.300	0.015	0.0053	0.0224	0.7408	0.101	0.0302	0.060	O	7.6	1.235	1.195
100	0.300	0.015	0.0053	0.0209	0.7266	0.096	0.0288	0.058	L	7.6	1.251	1.211
102	0.300	0.015	0.0053	0.0162	0.6764	0.080	0.0239	0.052	L	7.6	1.384	1.344
104	0.300	0.015	0.0053	0.0099	0.5753	0.057	0.0172	0.041	O	7.6	1.625	1.585
107	0.300	0.015	0.0053	0.0298	0.8048	0.123	0.0370	0.068	O	7.6	1.619	1.579
111	0.300	0.015	0.0053	0.0211	0.7315	0.096	0.0288	0.059	O	7.6	1.565	1.525
113	0.300	0.015	0.0053	0.0286	0.7931	0.120	0.0361	0.067	O	7.6	1.405	1.365
117	0.300	0.015	0.0053	0.0236	0.7541	0.104	0.0313	0.062	O	7.6	1.015	0.975
119	0.300	0.015	0.0053	0.0214	0.7311	0.098	0.0293	0.059	O	7.6	1.022	0.982
121	0.300	0.015	0.0053	0.0087	0.5560	0.052	0.0156	0.039	O	7.6	1.026	0.976
124	0.300	0.015	0.0053	0.0447	0.8914	0.167	0.0501	0.079	O	7.6	0.992	0.942
126	0.300	0.015	0.0053	0.0220	0.7368	0.100	0.0299	0.060	L	7.6	0.780	0.740
128	0.300	0.015	0.0053	0.0124	0.6187	0.067	0.0200	0.046	O	7.6	1.315	1.275
129	0.300	0.015	0.0053	0.0255	0.7711	0.110	0.0331	0.064	L	7.6	0.955	0.915
130	0.300	0.015	0.0053	0.0394	0.8621	0.152	0.0457	0.075	L	7.6	0.915	0.875
133	0.300	0.015	0.0053	0.0476	0.9032	0.176	0.0527	0.081	L	7.6	0.965	0.925
137	0.300	0.015	0.0053	0.0422	0.8771	0.160	0.0481	0.077	O	7.6	1.015	0.975
139	0.300	0.015	0.0053	0.0298	0.8044	0.123	0.0370	0.068	O	7.6	1.015	0.975
140	0.300	0.015	0.0053	0.0151	0.6581	0.076	0.0229	0.050	L	7.6	1.565	1.525
142	0.300	0.015	0.0053	0.0151	0.6581	0.076	0.0229	0.050	L	7.6	1.665	1.625
143	0.300	0.015	0.0053	0.0174	0.6882	0.084	0.0253	0.054	L	7.6	1.265	1.225
145	0.300	0.015	0.0053	0.0248	0.7620	0.108	0.0325	0.063	O	7.6	0.955	0.915
147	0.300	0.015	0.0053	0.0311	0.8114	0.128	0.0383	0.069	O	7.6	0.890	0.850
150	0.300	0.015	0.0053	0.0236	0.7546	0.104	0.0313	0.062	O	7.6	1.085	1.045
153	0.300	0.015	0.0053	0.0397	0.8635	0.153	0.0460	0.076	O	7.6	1.035	0.995
155	0.300	0.015	0.0053	0.0273	0.7858	0.116	0.0347	0.066	O	7.6	1.125	1.085
159	0.300	0.015	0.0053	0.0371	0.8494	0.146	0.0437	0.074	L	7.6	1.025	0.985
161	0.300	0.015	0.0053	0.0112	0.6036	0.062	0.0186	0.044	O	7.6	1.345	1.305
163	0.300	0.015	0.0053	0.0336	0.8303	0.135	0.0405	0.071	L	7.6	0.915	0.875
164	0.300	0.015	0.0053	0.0209	0.7303	0.095	0.0286	0.058	L	7.6	0.915	0.875
166	0.300	0.015	0.0053	0.0278	0.7867	0.118	0.0353	0.066	L	7.6	1.065	1.025
167	0.300	0.015	0.0053	0.0290	0.7958	0.121	0.0364	0.067	L	7.6	0.965	0.915
170	0.300	0.015	0.0053	0.0278	0.7893	0.117	0.0352	0.066	L	7.6	1.055	1.015
172	0.300	0.015	0.0053	0.0151	0.6604	0.076	0.0228	0.050	L	7.6	0.965	0.925

Table A8-6 CALCULATION OF DISCHARGE OF PIPE CULVERTS (FROM ROAD TO SEA)

Outlet No.	Dia. (m)	Roughness n	Gradient (%/100)	Discharge (m ³ /sec)	Velocity (m/sec)	Depth (m)	A (m ²)	R (m)	Outlet side	Pipe length	Elevation	
											Inlet	Outlet
2	0.350	0.010	0.0020	0.01685	0.687	0.106	0.0245	0.060	O	28.0	0.915	0.859
3	0.350	0.010	0.0020	0.07128	0.988	0.246	0.0722	0.104	L	102.0	1.046	0.842
6	0.350	0.010	0.0020	0.07724	0.999	0.262	0.0773	0.106	L	95.0	1.000	0.810
8	0.350	0.010	0.0020	0.04752	0.906	0.187	0.0524	0.091	L	65.0	1.010	0.880
10	0.350	0.010	0.0020	0.05642	0.943	0.209	0.0598	0.097	L	31.0	1.056	0.994
12	0.350	0.010	0.0020	0.04454	0.892	0.180	0.0499	0.089	L	36.0	1.081	1.009
13	0.350	0.010	0.0020	0.05348	0.932	0.202	0.0574	0.095	L	33.0	1.308	1.242
14	0.400	0.010	0.0020	0.09802	1.073	0.273	0.0914	0.117	L	5.0	1.078	1.068
18	0.350	0.010	0.0020	0.05346	0.932	0.202	0.0574	0.095	L	20.0	1.150	1.110
21	0.400	0.010	0.0020	0.10394	1.083	0.286	0.0960	0.119	L	9.0	1.065	1.047
24	0.350	0.010	0.0020	0.03554	0.843	0.158	0.0423	0.082	L	31.0	1.065	1.003
25	0.350	0.010	0.0020	0.07722	0.999	0.262	0.0773	0.106	O	50.0	1.005	0.955
26	0.350	0.010	0.0020	0.07128	0.988	0.246	0.0722	0.104	L	107.0	1.037	0.823
27	0.350	0.010	0.0020	0.08316	1.005	0.281	0.0828	0.106	L	67.0	1.015	0.881
29	0.350	0.010	0.0020	0.08614	1.004	0.292	0.0858	0.106	L	50.0	1.115	1.015
32	0.400	0.010	0.0020	0.09208	1.060	0.261	0.0868	0.115	L	78.0	1.250	0.969
38	0.400	0.010	0.0020	0.10396	1.083	0.286	0.0960	0.119	O	55.0	1.015	0.905
43	0.400	0.010	0.0020	0.09208	1.060	0.261	0.0868	0.115	L	48.0	1.015	0.919
49	0.400	0.010	0.0020	0.09266	1.062	0.262	0.0873	0.116	L	20.0	1.065	1.025
52	0.400	0.010	0.0020	0.09800	1.073	0.273	0.0914	0.117	L	92.0	1.048	0.864
53	0.400	0.010	0.0020	0.10248	1.081	0.282	0.0948	0.119	L	107.0	1.091	0.877
54	0.450	0.010	0.0020	0.03842	0.848	0.147	0.0453	0.083	L	130.0	1.325	1.065
56	0.350	0.010	0.0020	0.05142	0.924	0.197	0.0557	0.094	L	47.0	1.145	1.051
57	0.350	0.010	0.0020	0.04270	0.883	0.176	0.0484	0.088	L	48.0	1.055	0.959
58	0.400	0.010	0.0020	0.04507	0.893	0.169	0.0505	0.089	L	80.0	0.950	0.790
59	0.400	0.010	0.0020	0.06654	0.986	0.212	0.0675	0.104	L	59.0	1.003	0.885
60-1	0.350	0.010	0.0020	0.01452	0.658	0.098	0.0220	0.056	L	0.0	(0.975)	
62	0.400	0.010	0.0020	0.09356	1.064	0.264	0.0880	0.116	L	112.0	1.035	0.811
65	0.350	0.010	0.0020	0.06534	0.972	0.230	0.0672	0.101	O	74.0	1.045	0.897
69	0.350	0.010	0.0020	0.07128	0.988	0.246	0.0722	0.104	O	93.0	1.195	1.009
70	0.350	0.010	0.0020	0.05420	0.935	0.203	0.0580	0.096	O	63.0	1.165	1.039
71	0.350	0.010	0.0020	0.02784	0.790	0.138	0.0353	0.074	O	12.0	1.200	1.176
73	0.350	0.010	0.0020	0.01856	0.706	0.111	0.0263	0.063	O	14.0	1.223	1.195
74	0.350	0.010	0.0020	0.03712	0.852	0.162	0.0436	0.083	O	15.0	1.241	1.200
77	0.350	0.010	0.0020	0.03248	0.823	0.150	0.0395	0.079	O	13.0	1.230	1.204
78	0.350	0.010	0.0020	0.02784	0.790	0.138	0.0353	0.074	O	15.0	1.230	1.200
80	0.350	0.010	0.0020	0.05568	0.940	0.207	0.0592	0.096	O	10.0	1.210	1.190
BRIDGE												
86	0.350	0.010	0.0020	0.07686	0.998	0.261	0.0770	0.105	O	16.0	1.225	1.193
90	0.350	0.010	0.0020	0.01872	0.708	0.112	0.0264	0.063	O	7.0	1.415	1.401
92	0.350	0.010	0.0020	0.02842	0.779	0.134	0.0339	0.073	O	32.0	1.365	1.301
93	0.350	0.010	0.0020	0.02162	0.737	0.121	0.0293	0.067	O	33.0	1.345	1.279
94	0.350	0.010	0.0020	0.04804	0.909	0.189	0.0529	0.092	O	32.0	0.905	0.841
95	0.350	0.010	0.0020	0.04803	0.909	0.189	0.0528	0.092	O	70.0	0.908	0.768
98	0.350	0.010	0.0020	0.02312	0.750	0.125	0.0308	0.069	O	71.0	1.185	1.043
100	0.350	0.010	0.0020	0.04324	0.886	0.177	0.0488	0.088	L	45.0	1.211	1.121
102	0.350	0.010	0.0020	0.04324	0.886	0.177	0.0488	0.088	L	58.0	1.344	1.228
104	0.350	0.010	0.0020	0.01922	0.713	0.113	0.0270	0.064	O	47.0	1.585	1.491
107	0.350	0.010	0.0020	0.05675	0.944	0.209	0.0601	0.097	O	63.0	1.579	1.453
111	0.350	0.010	0.0020	0.04083	0.973	0.171	0.0468	0.086	O	43.0	1.525	1.439
113	0.350	0.010	0.0020	0.05525	0.939	0.206	0.0589	0.096	O	8.0	1.365	1.349
117	0.350	0.010	0.0020	0.04564	0.898	0.183	0.0508	0.090	O	65.0	0.975	0.845
119	0.350	0.010	0.0020	0.04223	0.880	0.175	0.0480	0.087	O	55.0	0.982	0.872
121	0.350	0.010	0.0020	0.01281	0.635	0.092	0.0202	0.054	O	46.0	0.976	0.884
124	0.350	0.010	0.0020	0.09647	1.004	0.293	0.0861	0.106	O	41.0	0.942	0.860
126	0.350	0.010	0.0020	0.04564	0.898	0.183	0.0508	0.090	L	48.0	0.740	0.644
128	0.350	0.010	0.0020	0.02402	0.758	0.127	0.0317	0.070	O	120.0	1.275	1.035
129	0.350	0.010	0.0020	0.05284	0.929	0.200	0.0569	0.095	L	89.0	0.915	0.737
130	0.350	0.010	0.0020	0.08167	1.004	0.276	0.0814	0.106	L	35.0	0.875	0.805
133	0.400	0.010	0.0020	0.09848	1.074	0.274	0.0917	0.118	L	50.0	0.925	0.825
137	0.350	0.010	0.0020	0.08166	1.004	0.276	0.0813	0.106	O	68.0	0.975	0.839
139	0.350	0.010	0.0020	0.05765	0.948	0.212	0.0608	0.088	O	66.0	0.975	0.843
140	0.350	0.010	0.0020	0.03123	0.814	0.147	0.0384	0.078	L	138.0	1.525	1.249
142	0.350	0.010	0.0020	0.03365	0.831	0.153	0.0405	0.080	L	107.0	1.625	1.411
143	0.350	0.010	0.0020	0.03603	0.846	0.159	0.0426	0.082	L	74.0	1.225	1.077
145	0.350	0.010	0.0020	0.04804	0.909	0.189	0.0529	0.092	O	57.0	0.915	0.801
147	0.350	0.010	0.0020	0.06005	0.956	0.217	0.0628	0.099	O	22.0	0.850	0.806
150	0.350	0.010	0.0020	0.04563	0.898	0.183	0.0508	0.090	O	50.0	1.045	0.945
153	0.350	0.010	0.0020	0.07686	0.998	0.261	0.0770	0.105	O	39.0	0.995	0.917
155	0.350	0.010	0.0020	0.05284	0.929	0.200	0.0569	0.095	O	28.0	1.085	1.029
159	0.350	0.010	0.0020	0.07687	0.998	0.261	0.0770	0.105	L	65.0	0.985	0.855
161	0.350	0.010	0.0020	0.02162	0.737	0.121	0.0293	0.067	O	108.0	1.305	1.089
163	0.350	0.010	0.0020	0.06966	0.984	0.242	0.0708	0.103	L	13.0	0.875	0.849
164	0.350	0.010	0.0020	0.04324	0.886	0.177	0.0488	0.074	L	19.0	0.875	0.837
166	0.350	0.010	0.0020	0.05765	0.948	0.212	0.0608	0.098	L	18.0	1.025	0.987
167	0.350	0.010	0.0020	0.06005	0.956	0.217	0.0628	0.099	L	20.0	0.915	0.875
170	0.350	0.010	0.0020	0.05675	0.944	0.209	0.0601	0.097	L	24.0	1.015	0.967
172	0.350	0.010	0.0020	0.03123	0.814	0.147	0.0384	0.078	L	6.0	0.925	0.913



APPENDIX 9. DESIGN OF PAVEMENT REHABILITATION

Design of AC overlay and reconstruction was carried out according to the Asphalt Pavement Manual and the Road Maintenance and Rehabilitation Manual issued by the Japan Road Association. The procedure of the design is explained in Figure A9-1.

A9.1 Design of AC Overlay

(1) Assessment of Existing Pavement

The conversion ratio (C. ratio) of pavement materials by type and degree of deterioration was given by the Manuals. The C. ratio of materials employed in this design is shown in Table A9-1.

Table A9-1 CONVERSION RATIO OF PAVEMENT MATERIALS

Type of material	Degree of deterioration	Conversion Ratio
Hot-mixed AC	None (New)	1.0
	Level 1	0.9
	Level 2	0.7
	Level 3	0.5
Graded material (for base course)	None (New)	0.35
	Level 1	0.30
	Level 2	0.25
	Level 3	0.2
Granular material (for subbase course)	None (New)	0.2
	(Subbase is not included in the existing pave.)	

Note : Level 1 ; Deterioration is light (Crack ratio <15%) and it performs as if it were new. (For Km6.9-13.3 of the Project road)

Level 2 ; Deterioration is partial (Crack ratio is 15% to 35%) and it perform as if it were new. (For the Rairok Section)

Level 3 ; Deterioration needs overlay or reconstruction (Crack ratio>35%). (For DUD Section)

(2) Design CBR

The in-situ CBR test results and the design CBR by design section are shown in Table 2.3-2 in Chapter 2. It was obtained by the following calculations as specified in the Manual.

The Section CBR = $CBR_{ave} - \text{Standard deviation of CBR test results}$

Where, CBR_{ave} is the average of CBR test results in the design section.

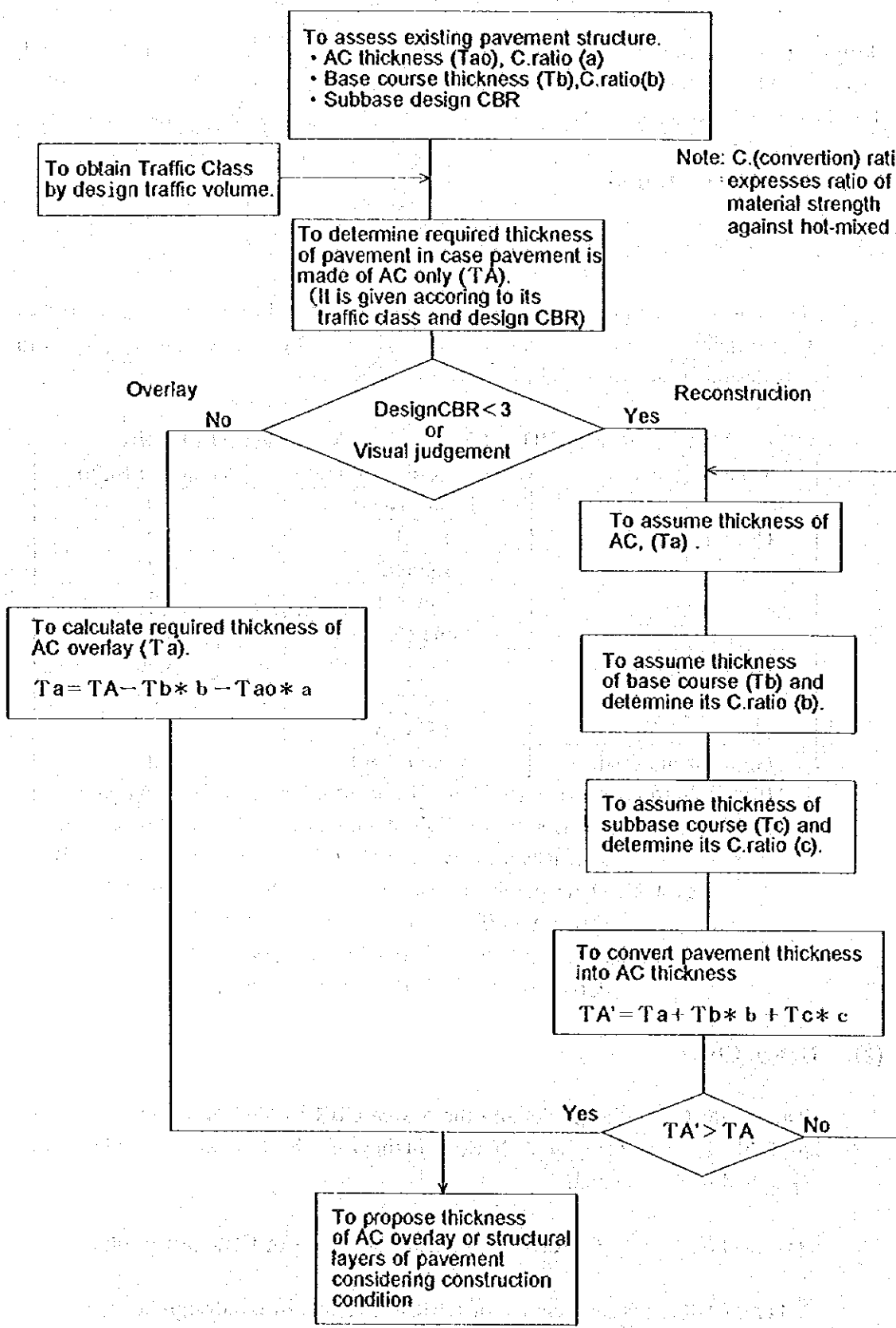


Figure A9-1 PROCEDURE OF AC OVERLAY / RECONSTRUCTION DESIGN

The Design CBR was obtained by the table given by the Manual as shown in Table A9-2.

Table A9-2 SECTION CBR VS. DESIGN CBR

Section CBR	Design CBR
2 ~ 3	2
3 ~ 4	3
4 ~ 6	4
6 ~ 8	6
8 ~ 12	8
12 ~ 20	12
20 or more	20

Source: Asphalt Pavement Manual by JRA

(2) Design Traffic Class

The Design Traffic Class was classified according to the table given by the Manual as shown in Table A9-3. The Design Heavy Traffic Volume to be used in pavement design is average of heavy traffic volume during the design span (10 years for this Project). The Design Heavy Traffic Volume (Heavy Vehicle ADT) was obtained by the design traffic volume shown in the Table 2.3-3 in Chapter 2, percentile of heavy vehicles, and the growth rate of 50% for 10 years. (It is the average growth rate of vehicles registered for the last 10 years.)

Table A9-3 TRAFFIC VOLUME VS. TRAFFIC CLASS

Heavy Vehicle ADT	Design Traffic Class
100 or less (Veh./day/dir.)	L
100 ~ 250 (Veh./day/dir.)	A
250 ~ 1000 (Veh./day/dir.)	B
1000 ~ 3000 (Veh./day/dir.)	C
3000 or more (Veh./day/dir.)	D

Source: Asphalt Pavement Manual by JRA

Since all the Heavy Vehicle ADTs are less than 100, Design Traffic Classes are L for all sections.

(3) Required thickness of pavement (TA) in case pavement is made of hot-mixed AC only

The "TA" was obtained by the table given by the Manual as shown in Table A9-4 according to the Design CBR.

Table A9-4 DESIGN CBR VS. TA

Design CBR	TA (cm)
2	17
3	15
4	14
6	12
8	11
12	11
20	11

Source: Asphalt Pavement Manual by JRA

Based on above, the "TA" by design section was obtained as shown in Table A9-5.

Table A9-5 "TA" BY DESIGN SECTION

Section	Design CBR	Traffic Class	TA (cm)
DUD	8	L	11
Majuro Br.	8	L	11
Rairok	20	L	11
Km 15-16	4	L	14

(4) Required thickness (Ta) and proposed thickness of AC overlay

"Ta" was obtained by the following formula:

$$T_a = T_A - T_b \times b - T_{ao} \times a$$

Proposed thickness of the AC overlay by design section was determined as shown in Table A9-6 considering the construction condition.

Table A9-6 REQUIRED & PROPOSED THICKNESS OF AC OVERLAY

Section	TA	Tb	b	Tao	a	Required thickness	Proposed thickness (cm)
DUD	11	15	0.2	5	0.5	5.5	5.5
Majuro Br.	11	15	0.3	5	0.9	2.0	3.0
Rairok	11	15	0.25	5	0.7	3.8	4.0
Km15-16	14	15	0.2	5	0.5	8.5	8.5

A9.2 Design of Reconstruction

- (1) Required thickness of pavement (TA) in case pavement is made of hot-mixed AC only.

The "TA" by reconstruction section was obtained as shown in Table A9-7. The data was obtained by the same procedures as AC overlay design.

Table A9-7 "TA" BY RECONSTRUCTION SECTION

Section	Design CBR	Traffic Class	TA (cm)
Km 2.5	8	L	11
Km 15-16	4	L	14
Grade rising (DUD)	20	L	11
Grade rising(Rairok)	20	L	11

- (2) Proposed pavement layers and pavement thickness (TA') converted into thickness of hot-mixed AC.

Graded material is proposed for base course and granular material is proposed for subbase course. Based on the assumed thicknesses of layers, "TA'" was calculated using the following formula. The "TA'" is required to be greater than "TA".

$$TA' = Ta + Tb \times b + Tc \times c$$

Based on the above, the components of the pavements for reconstruction/grade rising sections were proposed as shown in Table A9-7. The thickness of the AC surface courses were proposed to be same as adjacent AC overlay.

Table A9-8 PROPOSED PAVEMENT FOR RECONSTRUCTION

Section	Ta AC(cm)	Tb Base C.	b	Tc Subbase	c	TA' Conv'ted	TA Required
Km 2.5	5.5	10.0	0.35	15.0	0.2	12.0	11.0
Km 15-16	4.0	10.0	0.35	25.0	0.2	14.3	14.0
Grade rising (DUD)	5.5	10.0	0.35	15.0	0.2	12.0	11.0
Grade rising(Rairok)	4.0	10.0	0.35	20.0	0.2	11.5	11.0

The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes the need for transparency and accountability in financial reporting.

It is essential to ensure that all data is properly documented and stored in a secure manner. This includes regular backups and the use of encrypted storage solutions to protect sensitive information.

Conclusion

In conclusion, the successful implementation of a robust financial management system is crucial for the long-term success of any organization. By adhering to best practices and maintaining high standards of accuracy and security, businesses can ensure their financial health and growth.

For more information, please contact our support team at support@company.com.

We appreciate your feedback and look forward to serving you better in the future.

Thank you for your attention and cooperation.

Best regards,
[Name]

[Title]

[Company Name]

[Address]

[City, State, ZIP]

[Phone Number]

APPENDIX 10. REFERENCES

Maintenance plan for the road facilities to be constructed under the Project was proposed as shown in the Table A10-1. Timing, staff, equipment and cost required in each maintenance activity is explained in the plan.

As shown in the plan, no special equipment or technique is necessary in the maintenance, however, since the road drainage facilities will be constructed for the first time in the country, a maintenance manual was proposed to be prepared for the Project by the consultant to ensure that the maintenance will be executed properly.

Table A10-1 MAINTENANCE PLAN FOR THE PROJECT ROAD

1. INSPECTION						
Facility	Inspection Item	Interval	Req'd Staff	Req'd material/equipment	Req'd days	Req'd Budget
Ditches	Soundness of covers, existence of deposit of mud, sand, obstacle	Once a month	2	Pickup, scoop, hammer, bar	5	10,200
Basins	Soundness of covers, existence of deposit of mud, sand, obstacle	Once a month	2	Pickup, scoop, hammer, bar	5	10,200
Culverts crossing road	Existence of deposit of mud, sand or obstacle	Once a month	2	Pickup, scoop, hammer, bar, light	3	6,120
PVC Pipes	Existence of deposit of mud, sand or obstacle	Once a month	2	Pickup, scoop, hammer, bar, light	5	10,200
Outlet Protections	Damage or dislocation of protections	Once a month	2	Pickup, scoop, hammer, bar	3	6,120
AC pavement	Crack, deformation, potholes, etc.	Once a week	2	Pickup, measuring tape	3	24,480
Road Markings	Stain, discolor	Once a week	2	Pickup, measuring tape	0.5	4,080
Safety Sign Boards	Damage, deformation, stain, discolor	Once a week	2	Pickup, ladder	1	8,160
Median	Soundness of turf, erosion of fill	Once a week	2	Pickup, scoops	0.5	4,080
Lighting	Soundness of light and switch, damage, deformation	Once a week	2	Pickup, ladder	0.5	4,080
					Subtotal(\$/yr)	87,720
2. CLEANING						
Facility	Cleaning Item	Interval	Req'd Staff	Req'd material/equipment	Req'd days	Req'd Budget
Ditches	Removal of deposit of mud, sand, obstacle	Once a year	5	Dump, pickup, scoops, hammer, bars	15	8,625
Basins	Removal of deposit of mud, sand, obstacle	Once a year	5	Dump, pickup, scoops, hammer, bars	15	8,625
Culverts crossing road	Removal of deposit of mud, sand, obstacle	Once a year	5	Pickup, scoops, bars, water jet pump	5	1,375
PVC Pipes	Removal of deposit of mud, sand, obstacle	Once a year	5	Pickup, scoops, bars, water jet pump	15	4,125
Outlet Protections	None					
AC pavement	Removal of dust, sand	Once a month	5	Dump, pickup, scoops, brooms	10	69,000
Road Markings	Removal of stain	Once a year	2	Pickup, scoops, brooms	5	840
Safety Sign Boards	Removal of stain, reformation	Once a year	2	Pickup, ladders	10	1,700
Median	Removal of foreign objects, adding fertilizer	Once a month	2	Pickup, scoops	5	10,200
Lighting	Removal of stain	Once a year	2	Lift truck	5	1,850
					Subtotal(\$/yr)	106,350
3. REPAIR						
Facility	Repair Item	Expected quantity	Req'd Staff	Req'd material/equipment	Req'd days	Req'd Budget
Ditches	Repair or exchange of covers	10 spots a year	4	Pickup, cover, concrete, motor, form	1 days/spot	2,400
Basins	Repair or exchange of covers	3 spots a year	4	Pickup, cover, concrete, motor, form	1 days/spot	960
Culverts crossing road	None					
PVC Pipes	None					
Outlet Protections	Repair of gabions, reformation	3 spots a year	4	Backhoe, gabions	3 days/spot	3,960
AC pavement	Sealing, Patching, Leveling	50 spots a year	4	Asphalt, asphalt boiler, aggregate	1 days/spot	22,000
Road Markings	Repaint	10 spots a year	3	Paint, brush, pickup, measuring tape	1 days/spot	2,050
Safety Sign Boards	Repair of damage and deform, repaint	10 spots a year	3	Paint, brush, pickup, ladder	1 days/spot	2,050
Median	Re-turfing	10 spots a year	3	Grass, dump, pickup, scoop	1 days/spot	5,050
Lighting	Replacement of broken lamps	1 spot a year	2	Lamp, lift truck	1 days/spot	370
					Subtotal(\$/yr)	38,840
					Total (\$/year)	252,910

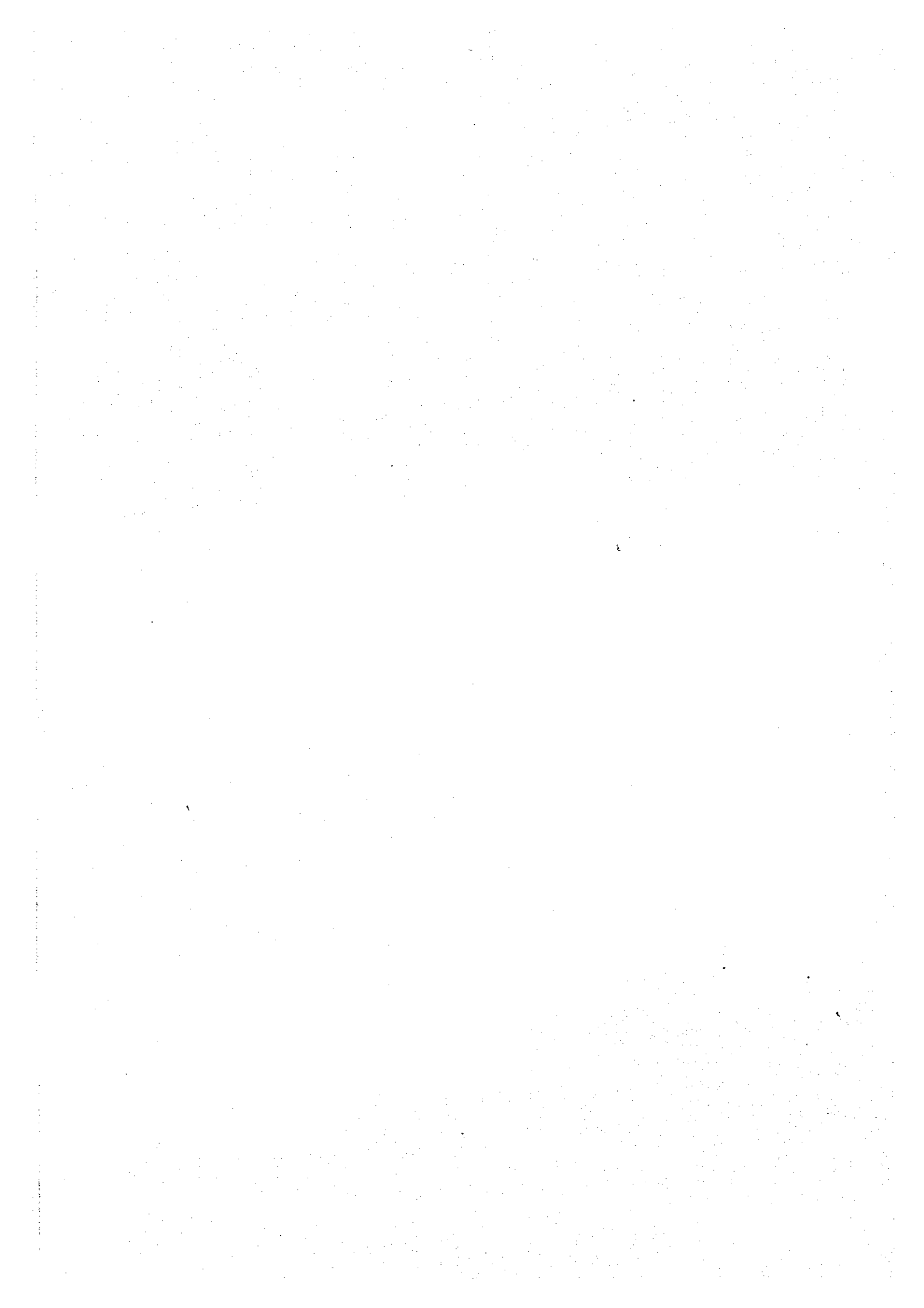
APPENDIX 11. REFERENCES

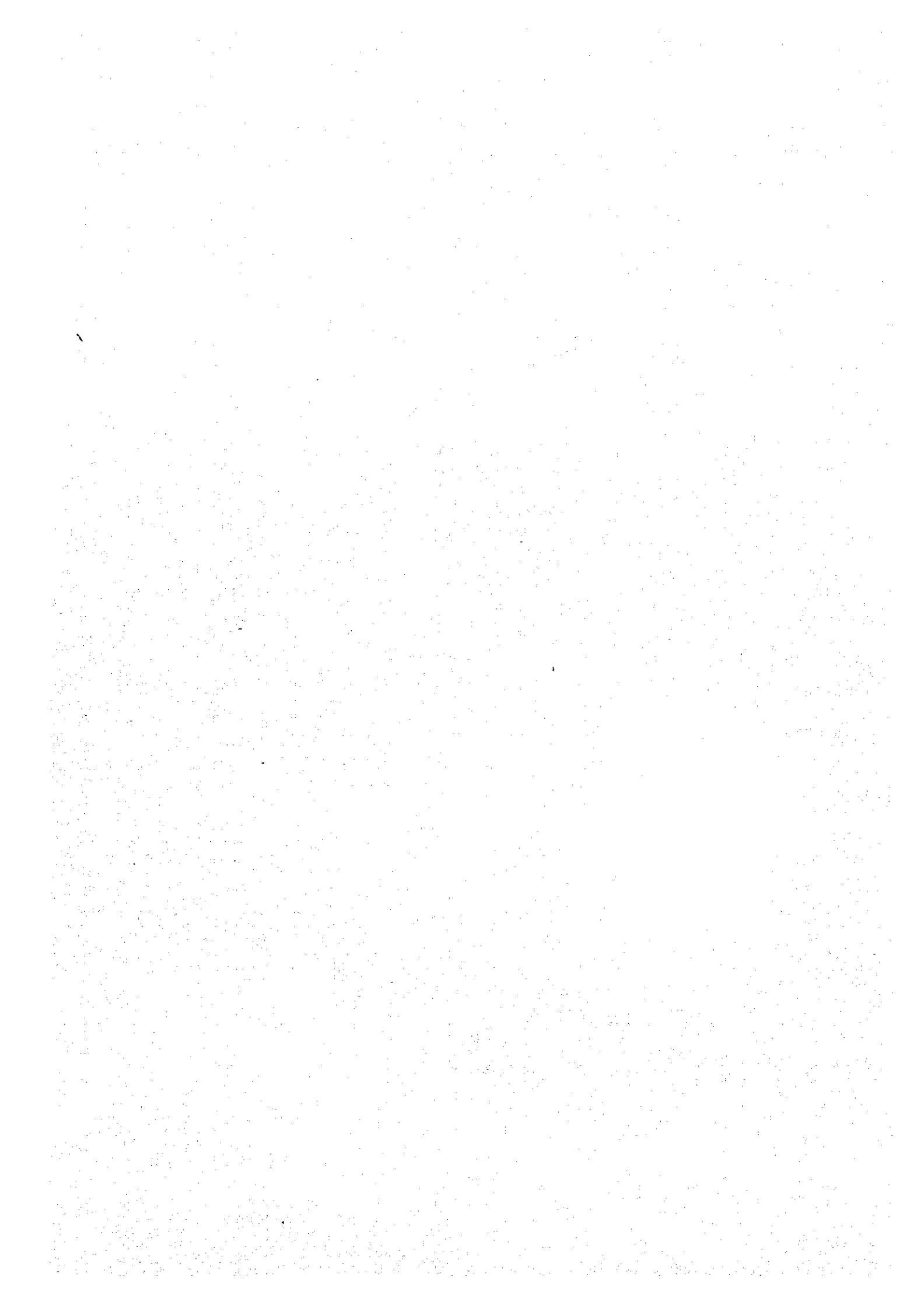
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The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that proper record-keeping is essential for ensuring the integrity and transparency of the financial system. This section also outlines the various methods used to collect and analyze data, highlighting the role of technology in streamlining these processes.

Subsequent sections delve into the specific challenges faced by organizations in this field. These include issues related to data security, privacy concerns, and the need for robust regulatory frameworks. The document provides a detailed analysis of these challenges, offering insights into their underlying causes and potential solutions.

Finally, the document concludes with a series of recommendations aimed at improving the overall effectiveness of the financial system. These recommendations focus on enhancing data governance, strengthening cybersecurity measures, and fostering a culture of transparency and accountability. The authors believe that these steps are crucial for ensuring the long-term success and stability of the financial sector.





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