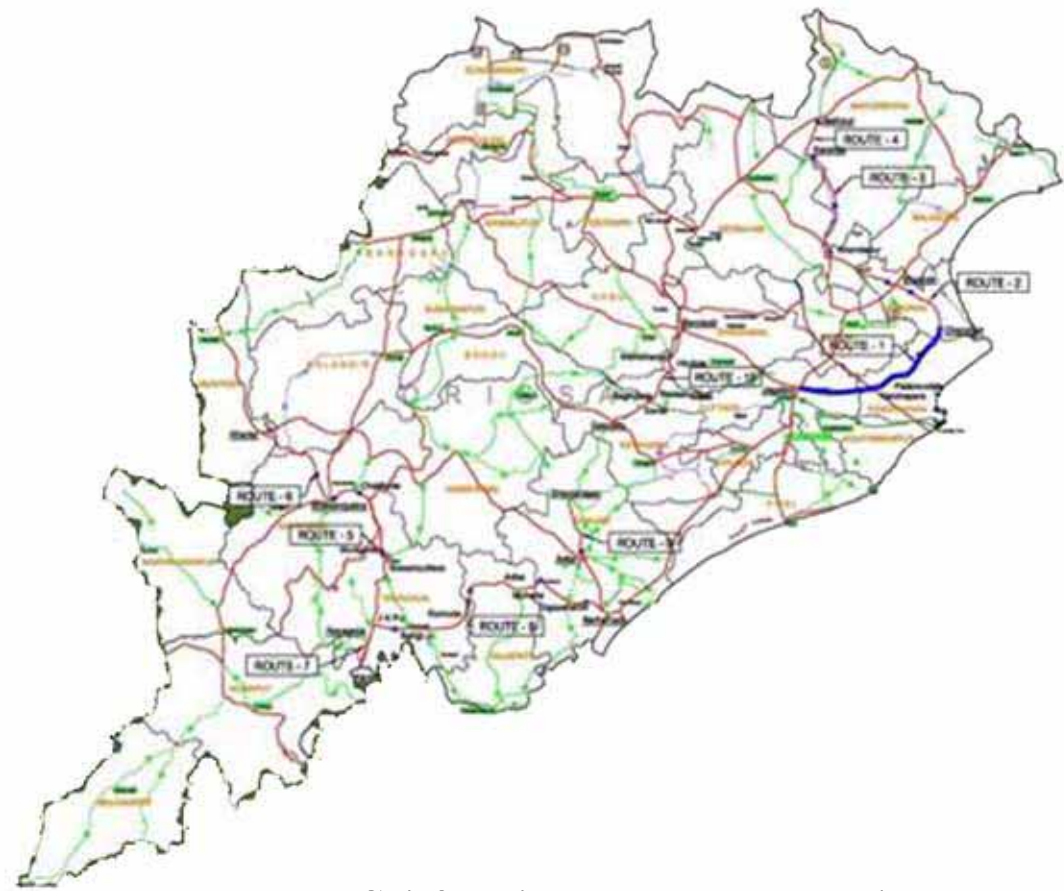




Government of Odisha (GOO)

Annual Road Condition Survey Report of Core Road Network



Chief Engineer, World Bank Project

Project Management Unit (PMU), Odisha State Roads Project,

O/o E.I.C (Civil), Nirman Soudha, Bhubaneswar.

List of Core Road Network (CRN)

| Sl.No. as per notification | Division | Road ID | Road Name | Section Name | Road_Cat | Road No | GIS Length (km) |
|----------------------------|----------------|---------|--|--|----------|---------|-----------------|
| 1 | Keonjhar | R01 | Barbil-Nalda-Bihar Border Road | | SH | 10 | 13.11 |
| 2 | Panikoili | R19 | Sathipur-Jajpur-Mangalpur-Kayanagola Road | | MDR | | 47.60 |
| 3 | Sambalpur | R05 | Barkot-Lahunipada Road | Barkote - Machurnali (From Km 0.00 to 17.9) | SH | 10A | 17.91 |
| | Rourkela | R02 | | Machurnali - Lahunipada (From Km 17.9 to 48.5) | SH | 10A | 30.63 |
| 4 | Balasore | R02 | Jaleswar-Batgaon-Chandaneswar Road | | MDR | | 35.67 |
| 5 | Khurda | R01 | Khurda-Jatni-Pipli-Nimapara-Gop Road (Extended Upto Konark as per Division Jurisdiction) | Budapadha - Mukundaprasad (From Km 9.0 to 22.360) | SH | 13 | 13.36 |
| | Bhubaneswar-II | R01 | | Budhapara-Pipili Bazar (From Km 13.000 to 22.004) | SH | 13 | 9.00 |
| | Bhubaneswar-II | R02 | | Pipili Market-Rench Bazar (From Km 22.004 to 30.377) | MDR | 108 | 8.37 |
| | Puri | R02 | | Rench Bazar - Gop - Konark (From Km 8.372 to 43.560) | MDR | 80 | 35.19 |
| 6 | Jagatsinghpur | R02 | Kandarpur-Machhagaon Road | Kandarpur-Machhagaon road | SH | 43 | 51.35 |
| 7 | Bolangir | R02 | Bolangir-Patnagarh-Kantabanji-Bangamunda-Chandutora Road | Balangir - Division Limit (From Km 0.00 to 6.00) | SH | 42 | 5.98 |
| | Kantabanji | R02A | | Division limit to Bangamunda (From Km 6.00 to 95) | SH | 42 | 88.78 |
| | Kantabanji | R02B | | Bangamunda to Chantora (From Km 95.00 to 112.00) | SH | 42 | 16.33 |
| 8 | Rairangpur | R01 | Baripada-Bamanghati Road | Boisoi to Tiring Border | SH | 50 | 65.43 |
| 9 | Ganjam-II | R06 | Purusottampur - Jagannathpur Road (Previously MDR-67) | | SH | 32 | 24.80 |
| 10 | Jagatsinghpur | R03 | Phulnakhara-Niali-Charichhak-Gop-Konark-Puri Road* | Phulnakhara-Niali-Madhab (From Km 0.00 to 36.500) | MDR | | 35.94 |
| | Puri | R01 | | Madhab-Charichhak-Gop (From Km 36.500 to 53.820) | SH | 60 | 17.32 |
| 11 | Balasore | R01 | Seragada-Kaptipada-Udala-Baripada-W.B. Border | Sergarh-Nilgiri-Jharanaghati (From Km 0.00 to 31.5) | SH | 19 | 31.46 |
| | Mayurbhanj | R01A | | Kaladahi Near Kaptipada to Udala (From Km 31.458 to 44.305) | SH | 19 | 12.85 |
| | Mayurbhanj | R01B | | Udala to Chaksoliapada (Medinpur Border) (From Km 44.305 to 112.095) | SH | 19 | 67.79 |
| 12 | Bhanjanagar | R07 | Balipadar-Karsing (SH-21 Jn.) Road | | SH | 33 | 32.75 |
| 13 | Angul | R01 | Angul-Chendipada-Sarpal Road | | SH | 63 | 51.06 |
| 14 | Ganjam-II | R05 | Huma-Boirani Road (Previously MDR-66) (Huma to Gudiali Jn.) | Huma- Gudiali Chhaka | SH | 31 | 39.42 |
| 15 | Kalahandi | R01 | Chhatikuda-Narla-Rampur Road | | SH | 6A | 38.53 |
| 16 | Sambalpur | R03 | Kiakata-Deogarh-Kuchinda-Bamara-Talsara-Lulukidihi and MDR 30 Talsara Lulukidihi Roads | Kiakata-Rairakhol (From Km 9.00 to 36.00) | MDR | | 25.35 |
| | Sambalpur | R04 | | Rairakhol-Naktideol (From Km 36.00 to 65.62) | SH | 24 | 29.63 |
| | Sambalpur | R06 | | Naktideol-Chandarpur-Telimunda (From Km 65.2 to 83.655) | SH | 24 | 18.46 |
| | Sambalpur | R11 | | Kuchinda-Bamra (From Km 154.20 to 196.76) | SH | 24 | 42.56 |
| | Sundargarh | R02 | | Gariamal-Bamra | SH | 31 | 13.83 |
| | Sundargarh | R03 | | Karamdihi - Talsara - Lulkidihi | SH | 31 | 52.53 |
| | Sundargarh | R05 | Talsara-Luhakera Road | | MDR | 30 | 12.80 |
| 17 | Rayagada | R05A | Kamatalapeta-Kalyansinghpur Road | | SH | 45 | 38.31 |
| 18 | Charbatia | R01A | Raj Athagada-Narsinghpur Road | | SH | 65 | 80.50 |
| | Charbatia | R01B | Raj Athagada Railway Station Road | Khuntuni - Raj Athagarh Railway Station | SH | 65 | 2.32 |
| 19 | Baragarh | R02 | Godbhaga-Turum Road | | MDR | | 39.92 |
| 20 | Ganjam-II | R07A | Badasankha (NH-5 Jn) Tarini-Nandiko-Hinjili-Seragada (Extension up to Soroda) | Badasankha to Tarini (From Km 0.000 to 24) | MDR | | 23.75 |
| | Ganjam-II | R07B | | Tarini to Nandiko (From Km 24.000 to 32.062) | MDR | | 8.06 |
| | Ganjam-I | R03A | | Nandiko-Hinjili (From Km 32.061 to 40.722) | SH | 36 | 8.66 |
| | Ganjam-I | R03B | | NH-217-Sheragada (From 40.722 to 54.784) | SH | 36 | 14.06 |
| | Bhanjanagar | R08 | | Sheragada-Badagada-Soroda (From Km 54.784 to 96.788) | MDR | | 42.00 |
| 22 | Rairangpur | R03A | Rairangpur-Jashipur-Karanja-Dhenkikot | Rairangpur-Jashipur (From Km 0.000 to 35.752) | SH | 49 | 35.75 |
| 23 | Keonjhar | R20A | Suakati-Dubuna Road | Suakati to Kadakala | ODR | | 44.06 |
| | Keonjhar | R20B | | Basantapur to Dubuna | ODR | | 3.81 |
| 24 | Keonjhar | R09 | Kuanra-Bansapal Road | | MDR | 12C | 14.12 |
| 25 | Keonjhar | R19 | Barbil-Kiriburu Road | | ODR | | 14.82 |
| 26 | Keonjhar | R18 | Champua - Chamakpur Road | | ODR | | 16.46 |
| 27 | Keonjhar | R11 | Satkutunia- Patna Road | | ODR | | 67.60 |
| 28 | Keonjhar | R26 | Kanjiasola - Turumunga Road | | ODR | | 28.28 |
| 29 | Keonjhar | R24 | Jhumpura - Ukhunda Road | | ODR | | 14.29 |
| 30 | Keonjhar | R23 | Pipilia Patna Road | | ODR | | 16.79 |
| 31 | Keonjhar | R27 | Chhenapadi - Hadagarh Road | | ODR | | 15.53 |
| 32 | Bhadrak | R11 | Jhamjhodi-Dhamara Road Via Basudevpur | Bishnubindha - Dhamra (From Km 7.000 to 60.455) | MDR | 85 | 53.46 |

Grand Total (km) 1568.34

Note:

Road at Sl. No. 21 (Barkot - Lahunipada Road) is duplicate with Sl. No 3., hence it is excluded from the list.

* Road section from Konark to Puri (35 km) has been declared as NH, hence it has been excluded. Road section from Gop to Konark is added to road mentioned in Sl.No. 5.

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Keonjhar (R&B) Division (D28)

| CHAINAGE | | DIRECTION | CRACKING | | POTHLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

Banei Border Barbil-Nalda Road(Bhadrasahi-Nalda)(From Km 299.00 to 312.10)

SH 10

Total GPS Length = 13.10 km

01

Survey Date: 31/12/2011

| | | | | | | | | | | | |
|--------|--------|------|-----------|-----|-----|--------|--------------|--------|--------------|----|--------------------|
| 299.00 | 300.00 | High | Frequent | Nil | Nil | Low | Frequent | Low | Intermittent | BT | |
| 300.00 | 301.00 | High | Extensive | Nil | Nil | Low | Intermittent | Low | Intermittent | BT | |
| 301.00 | 302.00 | High | Frequent | Nil | Nil | High | Intermittent | Medium | Intermittent | BT | |
| 302.00 | 303.00 | High | Frequent | Nil | Nil | Medium | Intermittent | Nil | Nil | BT | |
| 303.00 | 304.00 | High | Frequent | Nil | Nil | Low | Intermittent | Low | Intermittent | BT | |
| 304.00 | 305.00 | High | Frequent | Nil | Nil | Medium | Intermittent | Medium | Intermittent | BT | |
| 305.00 | 312.10 | | | | | | | | | BT | UNDER CONSTRUCTION |

Keonjhar (R&B) Division END

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm) , HIGH (w> 10 mm)

POTHOLE SEVERITY LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)

RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material)

RUTTING SEVERITY LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)

CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

POTHOLE EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RUTTING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements.

** Faulting/Stepping in concrete pavements.

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Panikoili (R&B) Division (D11)

| CHAINAGE | | DIRECTION | CRACKING | | POTHoles | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

19 Sathipur - Jajpur - Mangalpur - Kayangola Road MDR Total GPS Length = 47.59 km

Survey Date: 5/12/2011

| | | | | | | | | | | |
|-------|-------|--------|--------------|------|--------------|--------|--------------|-----|--------------|----|
| 0.00 | 1.00 | Low | Intermittent | Nil | Nil | Medium | Intermittent | Low | Intermittent | BT |
| 1.00 | 2.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Low | Intermittent | BT |
| 2.00 | 3.00 | Nil | Nil | High | Intermittent | Low | Intermittent | Low | Intermittent | BT |
| 3.00 | 4.00 | Nil | Nil | Nil | Nil | Nil | Nil | Low | Intermittent | BT |
| 4.00 | 5.00 | Nil | Nil | Nil | Nil | Nil | Nil | Low | Intermittent | BT |
| 5.00 | 6.00 | Nil | Nil | Nil | Nil | Medium | Intermittent | Low | Intermittent | BT |
| 6.00 | 7.00 | Nil | Nil | Nil | Nil | Nil | Nil | Low | Intermittent | BT |
| 7.00 | 8.00 | Nil | Nil | Nil | Nil | Nil | Nil | Low | Intermittent | BT |
| 8.00 | 9.00 | Low | Intermittent | Nil | Nil | Low | Intermittent | Low | Intermittent | BT |
| 9.00 | 10.00 | Nil | Nil | Nil | Nil | Nil | Nil | Low | Intermittent | BT |
| 10.00 | 11.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Low | Intermittent | BT |
| 11.00 | 12.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Low | Intermittent | BT |
| 12.00 | 13.00 | Low | Frequent | Nil | Nil | Low | Intermittent | Low | Intermittent | BT |
| 13.00 | 14.00 | Medium | Intermittent | Nil | Nil | Low | Intermittent | Low | Intermittent | BT |
| 14.00 | 15.00 | Nil | Nil | Nil | Nil | Nil | Nil | Low | Intermittent | CC |
| 15.00 | 16.00 | Nil | Nil | Nil | Nil | Nil | Nil | Low | Intermittent | CC |
| 16.00 | 17.00 | Nil | Nil | Nil | Nil | Nil | Nil | Low | Intermittent | CC |
| 17.00 | 18.00 | Nil | Nil | Nil | Nil | Nil | Nil | Low | Intermittent | CC |
| 18.00 | 19.00 | Nil | Nil | Nil | Nil | Nil | Nil | Low | Intermittent | CC |
| 19.00 | 20.00 | Nil | Nil | Nil | Nil | Nil | Nil | Low | Intermittent | CC |
| 20.00 | 21.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Low | Intermittent | BT |
| 21.00 | 22.00 | Nil | Nil | Nil | Nil | Nil | Nil | Low | Intermittent | BT |
| 22.00 | 23.00 | Nil | Nil | Nil | Nil | Nil | Nil | Low | Intermittent | BT |
| 23.00 | 24.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Low | Intermittent | BT |
| 24.00 | 25.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Low | Intermittent | BT |
| 25.00 | 26.00 | Low | Intermittent | Nil | Nil | Nil | Nil | Low | Intermittent | BT |
| 26.00 | 27.00 | Nil | Nil | Nil | Nil | Nil | Nil | Low | Intermittent | BT |
| 27.00 | 28.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Low | Intermittent | BT |
| 28.00 | 29.00 | Nil | Nil | Nil | Nil | Low | Frequent | Low | Intermittent | BT |
| 29.00 | 30.00 | Nil | Nil | Nil | Nil | Nil | Nil | Low | Intermittent | CC |

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm) , HIGH (w> 10 mm)

POTHOLE SEVERITY LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)

RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material)

RUTTING SEVERITY LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)

CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

POTHOLE EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RUTTING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements.

** Faulting/Stepping in concrete pavements.

| Panikoili (R&B) Division (D11) | | | | | | | | | | | | |
|--------------------------------|-------|-----------|----------|--------------|----------|--------------|-------------|--------------|------------|--------------|---------|---------|
| CHAINAGE | | DIRECTION | CRACKING | | POTHoles | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |
| 30.00 | 31.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 31.00 | 32.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Low | Intermittent | BT | |
| 32.00 | 33.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Low | Intermittent | BT | |
| 33.00 | 34.00 | | Low | Intermittent | Nil | Nil | Low | Intermittent | Low | Intermittent | BT | |
| 34.00 | 35.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Low | Intermittent | BT | |
| 35.00 | 36.00 | | Nil | Nil | Low | Intermittent | Medium | Intermittent | Low | Intermittent | CC | |
| 36.00 | 37.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Low | Intermittent | BT | |
| 37.00 | 38.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | CC | |
| 38.00 | 39.00 | | Medium | Intermittent | Nil | Nil | Nil | Nil | Low | Intermittent | BT | |
| 39.00 | 40.00 | | Medium | Intermittent | Nil | Nil | Nil | Nil | Low | Intermittent | BT | |
| 40.00 | 41.00 | | Medium | Intermittent | Nil | Nil | Nil | Nil | Low | Intermittent | BT | |
| 41.00 | 42.00 | | Medium | Intermittent | Low | Intermittent | Nil | Nil | Low | Intermittent | BT | |
| 42.00 | 43.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Low | Intermittent | BT | |
| 43.00 | 44.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Low | Intermittent | BT | |
| 44.00 | 45.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Low | Intermittent | BT | |
| 45.00 | 46.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Low | Intermittent | BT | |
| 46.00 | 47.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Low | Intermittent | BT | |
| 47.00 | 47.60 | | Nil | Nil | Nil | Nil | Low | Intermittent | Low | Intermittent | BT | |

Panikoili (R&B) Division END

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Sambalpur (R&B) Division (D18)

| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

05 Barkot-Darjing Road(Barkote - Machurnali) SH 10A Total GPS Length = 17.90 km

Survey Date: 24/12/2011

| | | | | | | | | | | |
|-------|-------|--------|--------------|--------|--------------|--------|--------------|-----|-----|----|
| 0.00 | 1.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 1.00 | 2.00 | Nil | Nil | Medium | Intermittent | Nil | Nil | Nil | Nil | BT |
| 2.00 | 3.00 | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 3.00 | 4.00 | Nil | Nil | Medium | Intermittent | Low | Intermittent | Nil | Nil | BT |
| 4.00 | 5.00 | Nil | Nil | Low | Intermittent | Nil | Nil | Nil | Nil | BT |
| 5.00 | 6.00 | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 6.00 | 7.00 | Medium | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 7.00 | 8.00 | Nil | Nil | Medium | Intermittent | Nil | Nil | Nil | Nil | BT |
| 8.00 | 9.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 9.00 | 10.00 | Nil | Nil | Medium | Intermittent | Nil | Nil | Nil | Nil | BT |
| 10.00 | 11.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 11.00 | 12.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 12.00 | 13.00 | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 13.00 | 14.00 | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 14.00 | 15.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 15.00 | 16.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 16.00 | 17.00 | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 17.00 | 17.90 | Nil | Nil | Nil | Nil | Medium | Extensive | Nil | Nil | CC |

Sambalpur (R&B) Division END

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm) , HIGH (w> 10 mm)

POTHOLE SEVERITY LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)

RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material)

RUTTING SEVERITY LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)

CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

POTHOLE EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RUTTING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements.

** Faulting/Stepping in concrete pavements.

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Rourkela (R&B) Division (D30)

| CHAINAGE | | DIRECTION | CRACKING | | POTHoles | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

02 Barkote-Darjing Road(Machurnali - Lahunipada)(From Km 17.9 to 48.5) SH 10A Total GPS Length = 30.63 km

Survey Date: 19/12/2011

Under construction

| | | | | | | | | | | | | |
|-------|-------|--|--------|--------------|--------|--------------|--------|--------------|-----|--------------|----|--|
| 17.90 | 19.00 | | | | | | | | | | | |
| 19.00 | 20.00 | | Nil | Nil | Low | Intermittent | Nil | Nil | Nil | Nil | BT | |
| 20.00 | 21.00 | | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 21.00 | 22.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 22.00 | 23.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 23.00 | 24.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 24.00 | 25.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 25.00 | 26.00 | | Nil | Nil | Nil | Nil | Medium | Extensive | Nil | Nil | BT | |
| 26.00 | 27.00 | | Nil | Nil | Nil | Nil | Medium | Extensive | Nil | Nil | BT | |
| 27.00 | 28.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 28.00 | 29.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 29.00 | 30.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 30.00 | 31.00 | | Medium | Intermittent | Low | Intermittent | Nil | Nil | Nil | Nil | BT | |
| 31.00 | 32.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 32.00 | 33.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 33.00 | 34.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 34.00 | 35.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 35.00 | 36.00 | | Low | Intermittent | Nil | Nil | Nil | Nil | Low | Intermittent | BT | |
| 36.00 | 37.00 | | Low | Extensive | Nil | Nil | Nil | Nil | Low | Intermittent | BT | |
| 37.00 | 38.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 38.00 | 39.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 39.00 | 40.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 40.00 | 41.00 | | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 41.00 | 42.00 | | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 42.00 | 43.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 43.00 | 44.00 | | Low | Intermittent | Medium | Intermittent | Nil | Nil | Low | Intermittent | BT | |
| 44.00 | 45.00 | | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 45.00 | 46.00 | | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 46.00 | 47.00 | | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT | |

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm), HIGH (w> 10 mm)

POTHOLE SEVERITY LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)

RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material)

RUTTING SEVERITY LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)

CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

POTHOLE EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RUTTING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements.

** Faulting/Stepping in concrete pavements.

Rourkela (R&B) Division (D30)

| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |
| 47.00 | 48.00 | | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 48.00 | 48.53 | | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT | |

Rourkela (R&B) Division END

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Balasore (R&B) Division (D14)

| CHAINAGE | | DIRECTION | CRACKING | | POTHLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

02 Jaleswar-Batagram-Chandaneswar Road MDR Total GPS Length = 35.67 km

Survey Date: 07/02/2012

| | | | | | | | | | | |
|-------|-------|--------|--------------|--------|--------------|--------|--------------|------|--------------|----|
| 0.00 | 1.00 | nil | nil | Low | Intermittent | Low | Intermittent | nil | nil | BT |
| 1.00 | 2.00 | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT |
| 2.00 | 3.00 | nil | nil | Low | Intermittent | Low | Frequent | nil | nil | BT |
| 3.00 | 4.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 4.00 | 5.00 | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT |
| 5.00 | 6.00 | nil | nil | Low | Intermittent | Low | Intermittent | nil | nil | BT |
| 6.00 | 7.00 | High | Intermittent | Medium | Intermittent | Medium | Frequent | nil | nil | BT |
| 7.00 | 8.00 | High | Intermittent | High | Intermittent | Low | Extensive | nil | nil | BT |
| 8.00 | 9.00 | Low | Intermittent | Low | Intermittent | Low | Extensive | nil | nil | BT |
| 9.00 | 10.00 | Low | Intermittent | Low | Intermittent | Low | Extensive | nil | nil | BT |
| 10.00 | 11.00 | High | Intermittent | High | Intermittent | Low | Extensive | nil | nil | BT |
| 11.00 | 12.00 | High | Intermittent | High | Extensive | nil | nil | nil | nil | BT |
| 12.00 | 12.90 | High | Intermittent | nil | nil | Low | Extensive | Low | Intermittent | BT |
| 12.90 | 13.00 | High | Intermittent | nil | nil | nil | nil | Low | Intermittent | CC |
| 13.00 | 14.00 | nil | nil | High | Intermittent | Medium | Extensive | nil | nil | BT |
| 14.00 | 14.60 | nil | nil | nil | nil | Low | Frequent | nil | nil | BT |
| 14.60 | 14.70 | nil | nil | nil | nil | nil | nil | nil | nil | CC |
| 14.70 | 15.00 | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT |
| 15.00 | 16.00 | nil | nil | High | Intermittent | Low | Extensive | nil | nil | BT |
| 16.00 | 17.00 | nil | nil | High | Intermittent | Low | Frequent | High | Intermittent | BT |
| 17.00 | 17.20 | | | | | | | | | CC |
| 17.20 | 18.00 | nil | nil | nil | nil | nil | nil | nil | nil | CC |
| 18.00 | 18.50 | nil | nil | nil | nil | nil | nil | nil | nil | CC |
| 18.50 | 19.00 | | | | | | | | | CC |
| 19.00 | 19.50 | | | | | | | | | CC |
| 19.50 | 20.00 | nil | nil | nil | nil | Low | Intermittent | nil | nil | CC |
| 20.00 | 21.00 | High | Intermittent | nil | nil | Low | Intermittent | nil | nil | BT |
| 21.00 | 22.00 | High | Intermittent | nil | nil | Low | Intermittent | nil | nil | BT |
| 22.00 | 23.00 | Medium | Intermittent | nil | nil | Low | Intermittent | nil | nil | BT |
| 23.00 | 24.00 | High | Intermittent | Medium | Intermittent | Low | Intermittent | nil | nil | BT |

UNDER CONSTRUCTION

UNDER CONSTRUCTION

UNDER CONSTRUCTION

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm) , HIGH (w> 10 mm)

POTHOLE SEVERITY LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)

RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material)

RUTTING SEVERITY LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)

CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

POTHOLE EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RUTTING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements.

** Faulting/Stepping in concrete pavements.

| Balasore (R&B) Division (D14) | | | | | | | | | | | | |
|-------------------------------|-------|-----------|----------|--------------|----------|--------------|-------------|--------------|------------|--------|---------|--------------------|
| CHAINAGE | | DIRECTION | CRACKING | | POTHoles | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |
| 24.00 | 25.00 | | nil | nil | nil | nil | Medium | Frequent | nil | nil | CC | |
| 25.00 | 25.90 | | nil | nil | nil | nil | High | Frequent | nil | nil | CC | |
| 25.90 | 26.00 | | nil | nil | High | Intermittent | Medium | Intermittent | nil | nil | BT | |
| 26.00 | 27.00 | | nil | nil | Low | Intermittent | Low | Intermittent | nil | nil | BT | |
| 27.00 | 28.00 | | High | Intermittent | High | Intermittent | High | Frequent | nil | nil | BT | |
| 28.00 | 28.80 | | Low | Extensive | nil | nil | Low | Frequent | nil | nil | BT | |
| 28.80 | 29.00 | | | | | | | | | | BT | UNDER CONSTRUCTION |
| 29.00 | 29.50 | | | | | | | | | | BT | UNDER CONSTRUCTION |
| 29.50 | 30.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 30.00 | 31.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 31.00 | 32.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 32.00 | 33.00 | | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT | |
| 33.00 | 34.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 34.00 | 35.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 35.00 | 35.67 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |

Balasore (R&B) Division END

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Khurda (R&B) Division (D06)

| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

01 **Khurda Jatni Pipili road(Budapadha - Mukundaprasad) (From Km 9.0 to 22.360)** **SH 13** **Total GPS Length = 13.36 km**

9.00 22.36

Survey Date: 3/07/2012
Automated Survey

Khurda (R&B) Division END

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm), HIGH (w> 10 mm) **POT HOLE SEVERITY** LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)
RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material) **RUTTING SEVERITY** LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)
CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **POT HOLE EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)
RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **RUTTING EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements. ** Faulting/Stepping in concrete pavements.

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Bhubaneswar (R&B) Division No - II (D02)

| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

01 **Pipili - jatni road.(Budhapara-Pipili Bazar)(From SH 13 Km 13.000 to 22.004)** **Total GPS Length = 9.004 km**

13.00 22.00

Survey Date: 3/07/2012
Automated Survey

Bhubaneswar (R&B) Division No - II END

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm) , HIGH (w> 10 mm) **POT HOLE SEVERITY** LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)

RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material) **RUTTING SEVERITY** LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)

CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **POT HOLE EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **RUTTING EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

***** Joint Deficiency in concrete pavements. ****** Faulting/Stepping in concrete pavements.

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Bhubaneswar (R&B) Division No - II (D02)

| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

02 Pipili - Konark road.(Pipili Market-Rench Bazar)(From Km 22.004 to 30.377) MDR 108 Total GPS Length = 8.373 km

22.00 30.38

Survey Date: 3/07/2012
Automated Survey

Bhubaneswar (R&B) Division No - II END

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm), HIGH (w> 10 mm) **POT HOLE SEVERITY** LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)
RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material) **RUTTING SEVERITY** LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)
CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **POT HOLE EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)
RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **RUTTING EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements. ** Faulting/Stepping in concrete pavements.

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Puri (R&B) Division (D05)

| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

02 Pipili Konark road (From Km 8.372 to 43.560) MDR 80 Total GPS Length = 35.18 km

8.37 43.56

Survey Date: 3/07/2012

Automated Survey

Puri (R&B) Division END

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm), HIGH (w> 10 mm) **POTHOLE SEVERITY** LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)
RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material) **RUTTING SEVERITY** LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)
CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **POTHOLE EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)
RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **RUTTING EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)
w= Width, d= Depth

* Joint Deficiency in concrete pavements. ** Faulting/Stepping in concrete pavements.

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Jagatsinghpur (R&B) Division (D09)

| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

02 Kandarpur-Machhagaon road SH 43 Total GPS Length = 51.35 km

Survey Date: 25/11/2011

| | | | | | | | | | | |
|-------|-------|--------|--------------|--------|--------------|--------|--------------|--------|--------------|----|
| 0.00 | 1.00 | Nil | Nil | Medium | Intermittent | Medium | Intermittent | Nil | Nil | BT |
| 1.00 | 2.00 | Medium | Frequent | Nil | Nil | Nil | Nil | Medium | Intermittent | BT |
| 2.00 | 3.00 | Low | Frequent | Medium | Intermittent | Low | Intermittent | Medium | Intermittent | BT |
| 3.00 | 3.80 | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 3.80 | 4.00 | Nil | Nil | Nil | Nil | High | Intermittent | Low | Intermittent | CC |
| 4.00 | 5.00 | Nil | Nil | Low | Intermittent | Low | Intermittent | Medium | Intermittent | CC |
| 5.00 | 5.60 | High | Intermittent | Nil | Nil | Low | Intermittent | Low | Frequent | CC |
| 5.60 | 6.00 | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 6.00 | 7.00 | Low | Intermittent | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 7.00 | 8.00 | High | Frequent | Low | Intermittent | Low | Frequent | Medium | Intermittent | BT |
| 8.00 | 9.00 | Nil | Nil | Low | Intermittent | Medium | Intermittent | Nil | Nil | BT |
| 9.00 | 10.00 | Low | Frequent | Nil | Nil | Nil | Nil | Low | Intermittent | BT |
| 10.00 | 11.00 | High | Intermittent | High | Intermittent | High | Intermittent | Nil | Nil | BT |
| 11.00 | 12.00 | Medium | Intermittent | Low | Intermittent | High | Intermittent | Nil | Nil | BT |
| 12.00 | 13.00 | Low | Intermittent | Low | Intermittent | Low | Intermittent | Nil | Nil | BT |
| 13.00 | 14.00 | Nil | Nil | Nil | Nil | Nil | Nil | Low | Intermittent | BT |
| 14.00 | 15.00 | Nil | Nil | Nil | Nil | Nil | Nil | Low | Intermittent | BT |
| 15.00 | 16.00 | Low | Intermittent | Nil | Nil | Nil | Nil | Low | Intermittent | BT |
| 16.00 | 17.00 | Nil | Nil | Low | Intermittent | Low | Intermittent | Nil | Nil | BT |
| 17.00 | 18.00 | Low | Intermittent | Nil | Nil | Low | Intermittent | Medium | Intermittent | BT |
| 18.00 | 19.00 | Nil | Nil | Nil | Nil | High | Intermittent | Nil | Nil | BT |
| 19.00 | 20.00 | Nil | Nil | Low | Intermittent | Low | Frequent | Low | Intermittent | BT |
| 20.00 | 21.00 | High | Intermittent | Low | Intermittent | Low | Extensive | Nil | Nil | BT |
| 21.00 | 22.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 22.00 | 23.00 | Low | Intermittent | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 23.00 | 24.00 | Low | Intermittent | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 24.00 | 25.00 | High | Intermittent | Low | Intermittent | Low | Intermittent | Nil | Nil | BT |
| 25.00 | 25.45 | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 25.45 | 25.80 | Nil | Nil | Low | Intermittent | High | Intermittent | Nil | Nil | CC |
| 25.80 | 26.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm) , HIGH (w> 10 mm)

POTHOLE SEVERITY LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)

RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material)

RUTTING SEVERITY LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)

CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

POTHOLE EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RUTTING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements.

** Faulting/Stepping in concrete pavements.

| Jagatsinghpur (R&B) Division (D09) | | | | | | | | | | | | |
|------------------------------------|-------|-----------|----------|--------------|----------|--------------|-------------|--------------|------------|--------------|---------|---------|
| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |
| 26.00 | 26.20 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | CC | |
| 26.20 | 26.80 | | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT | |
| 26.80 | 27.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | CC | |
| 27.00 | 27.50 | | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | CC | |
| 27.50 | 28.00 | | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT | |
| 28.00 | 29.00 | | Nil | Nil | Nil | Nil | Low | Extensive | Nil | Nil | BT | |
| 29.00 | 30.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Low | Frequent | BT | |
| 30.00 | 31.00 | | Low | Frequent | Nil | Nil | Low | Extensive | Medium | Intermittent | BT | |
| 31.00 | 32.00 | | Medium | Intermittent | Nil | Nil | Low | Frequent | Medium | Intermittent | BT | |
| 32.00 | 33.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 33.00 | 34.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Medium | Intermittent | BT | |
| 34.00 | 35.00 | | Low | Intermittent | Nil | Nil | Nil | Nil | Low | Intermittent | BT | |
| 35.00 | 36.00 | | Nil | Nil | Low | Intermittent | Low | Intermittent | Nil | Nil | BT | |
| 36.00 | 37.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 37.00 | 38.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Medium | Intermittent | BT | |
| 38.00 | 39.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | High | Intermittent | BT | |
| 39.00 | 40.00 | | Nil | Nil | Nil | Nil | Low | Extensive | Nil | Nil | BT | |
| 40.00 | 41.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 41.00 | 41.90 | | Nil | Nil | Nil | Nil | Low | Intermittent | High | Intermittent | BT | |
| 41.90 | 42.00 | | Nil | Nil | Nil | Nil | Medium | Intermittent | Low | Intermittent | CC | |
| 42.00 | 42.80 | | Nil | Nil | Low | Intermittent | Low | Intermittent | Low | Intermittent | CC | |
| 42.80 | 43.00 | | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 43.00 | 44.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 44.00 | 45.00 | | Nil | Nil | Low | Intermittent | Low | Frequent | Nil | Nil | BT | |
| 45.00 | 46.00 | | Nil | Nil | Low | Intermittent | Nil | Nil | Low | Intermittent | BT | |
| 46.00 | 47.00 | | Nil | Nil | Low | Intermittent | Nil | Nil | Nil | Nil | BT | |
| 47.00 | 48.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 48.00 | 49.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 49.00 | 50.00 | | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 50.00 | 50.50 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 50.50 | 51.35 | | Nil | Nil | Nil | Nil | Low | Intermittent | Low | Intermittent | CC | |

Jagatsinghpur (R&B) Division END

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Bolangir (R&B) Division (D20)

| CHAINAGE | | DIRECTION | CRACKING | | POTHoles | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

02 **Balangir-Kantabanji-Bangomunda-Chandotora Road** **SH 42** **Total GPS Length = 5.980 km**

Survey Date: 14/1/2012

| | | | | | | | | | | |
|------|------|-----|-----|-----|-----|-----|--------------|-----|-----|----|
| 0.00 | 1.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 1.00 | 2.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 2.00 | 3.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 3.00 | 4.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 4.00 | 5.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 5.00 | 5.98 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |

Bolangir (R&B) Division END

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm), HIGH (w> 10 mm)

POTHOLE SEVERITY LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)

RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material)

RUTTING SEVERITY LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)

CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

POTHOLE EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RUTTING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements.

** Faulting/Stepping in concrete pavements.

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Katabanji (R&B) Division (D21)

| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

Bolangir Katabanji Bangamunda Chantora Road SH 42
(Division limit to Bangamunda)(From Km 6.00 to

Total GPS Length = 88.65 km

02A 94.655)

Survey Date: 15/1/2012

| | | | | | | | | | | |
|-------|-------|--------|--------------|--------|--------------|------|--------------|--------|--------------|----|
| 6.00 | 7.00 | Nil | Nil | Medium | Intermittent | Low | Intermittent | Nil | Nil | BT |
| 7.00 | 8.00 | Nil | Nil | Medium | Intermittent | Low | Intermittent | Nil | Nil | BT |
| 8.00 | 9.00 | Low | Intermittent | Nil | Nil | Low | Frequent | Medium | Intermittent | BT |
| 9.00 | 10.00 | Medium | Intermittent | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 10.00 | 11.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 11.00 | 12.00 | Low | Intermittent | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 12.00 | 13.00 | Medium | Frequent | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 13.00 | 14.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 14.00 | 15.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 15.00 | 16.00 | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 16.00 | 17.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 17.00 | 18.00 | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 18.00 | 19.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 19.00 | 20.00 | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 20.00 | 21.00 | Nil | Nil | Nil | Nil | High | Intermittent | Nil | Nil | BT |
| 21.00 | 22.00 | Low | Intermittent | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 22.00 | 23.00 | Nil | Nil | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 23.00 | 24.00 | Low | Intermittent | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 24.00 | 25.00 | Low | Intermittent | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 25.00 | 26.00 | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 26.00 | 27.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 27.00 | 28.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 28.00 | 29.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 29.00 | 30.00 | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 30.00 | 31.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 31.00 | 32.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 32.00 | 33.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 33.00 | 34.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 34.00 | 35.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm) , HIGH (w > 10 mm)

POT HOLE SEVERITY LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)

RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material)

RUTTING SEVERITY LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)

CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

POT HOLE EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RUTTING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements.

** Faulting/Stepping in concrete pavements.

Kantabanji (R&B) Division (D21)

| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------------|----------|--------|-------------|--------------|------------|--------------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |
| 35.00 | 36.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 36.00 | 37.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 37.00 | 38.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 38.00 | 39.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 39.00 | 40.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 40.00 | 41.00 | | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT | |
| 41.00 | 42.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 42.00 | 43.00 | | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 43.00 | 44.00 | | Nil | Nil | Nil | Nil | Medium | Intermittent | Nil | Nil | BT | |
| 44.00 | 45.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 45.00 | 46.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 46.00 | 47.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 47.00 | 48.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 48.00 | 49.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Low | Intermittent | BT | |
| 49.00 | 50.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | High | Intermittent | BT | |
| 50.00 | 51.00 | | Medium | Intermittent | Nil | Nil | Low | Frequent | Low | Intermittent | BT | |
| 51.00 | 52.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 52.00 | 53.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 53.00 | 54.00 | | Medium | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 54.00 | 55.00 | | Nil | Nil | Nil | Nil | Nil | Nil | High | Intermittent | BT | |
| 55.00 | 56.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 56.00 | 57.00 | | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 57.00 | 58.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 58.00 | 59.00 | | Nil | Nil | Nil | Nil | Medium | Intermittent | Nil | Nil | BT | |
| 59.00 | 60.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 60.00 | 61.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 61.00 | 62.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 62.00 | 63.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 63.00 | 64.00 | | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 64.00 | 65.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 65.00 | 66.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 66.00 | 67.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 67.00 | 68.00 | | Low | Intermittent | Nil | Nil | Low | Frequent | Nil | Nil | BT | |
| 68.00 | 69.00 | | Medium | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 69.00 | 70.00 | | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT | |
| 70.00 | 71.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 71.00 | 72.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 72.00 | 73.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 73.00 | 74.00 | | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT | |

Kantabanji (R&B) Division (D21)

| CHAINAGE | | DIRECTION | CRACKING | | POTHLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------------|----------|--------|-------------|--------------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |
| 74.00 | 75.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 75.00 | 76.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 76.00 | 77.00 | | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT | |
| 77.00 | 78.00 | | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT | |
| 78.00 | 79.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 79.00 | 80.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 80.00 | 81.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 81.00 | 82.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 82.00 | 83.00 | | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT | |
| 83.00 | 84.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 84.00 | 85.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 85.00 | 86.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 86.00 | 87.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 87.00 | 88.00 | | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 88.00 | 89.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 89.00 | 90.00 | | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 90.00 | 91.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 91.00 | 92.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 92.00 | 93.00 | | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 93.00 | 94.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 94.00 | 94.65 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |

Kantabanji (R&B) Division END

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Kantabanji (R&B) Division (D21)

| CHAINAGE | | DIRECTION | CRACKING | | POTHoles | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

Bolangir Katabanji Bangamunda Chantora Road(Bangamunda to Chantora) (From Km 95.00 to 112.00)

SH 42

Total GPS Length = 16.29 km

02B

Survey Date: 15/1/2012

| | | | | | | | | | | |
|--------|--------|-----|--------------|-----|-----|-----|--------------|-----|-----|----|
| 95.00 | 96.00 | Low | Intermittent | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 96.00 | 97.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 97.00 | 98.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 98.00 | 99.00 | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 99.00 | 100.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 100.00 | 101.00 | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 101.00 | 102.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 102.00 | 103.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 103.00 | 104.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 104.00 | 105.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 105.00 | 106.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 106.00 | 107.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 107.00 | 108.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 108.00 | 109.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 109.00 | 110.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 110.00 | 111.29 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |

Kantabanji (R&B) Division END

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm), HIGH (w> 10 mm) **POTHOLE SEVERITY** LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)
RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material) **RUTTING SEVERITY** LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)
CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **POTHOLE EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)
RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **RUTTING EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements.

** Faulting/Stepping in concrete pavements.

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Rairangpur (R&B) Division (D17)

| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

01 Baripada Bamanghati road. (From Boisoi to Tiring SH 50 Border) . Total GPS Length = 65.43 km

Survey Date: 24/01/12

| | | | | | | | | | | |
|-------|-------|--------|--------------|--------|--------------|--------|--------------|--------|--------------|----|
| 0.00 | 1.00 | Medium | Intermittent | Medium | Intermittent | Low | Frequent | Medium | Frequent | BT |
| 1.00 | 2.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 2.00 | 3.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 3.00 | 4.00 | Medium | Frequent | nil | nil | High | Frequent | Medium | Intermittent | BT |
| 4.00 | 5.00 | High | Extensive | nil | nil | Low | Frequent | nil | nil | BT |
| 5.00 | 6.00 | Low | Frequent | nil | nil | Medium | Frequent | nil | nil | BT |
| 6.00 | 7.00 | Medium | Intermittent | nil | nil | Medium | Extensive | Medium | Intermittent | BT |
| 7.00 | 8.00 | Low | Frequent | nil | nil | Low | Frequent | Medium | Intermittent | BT |
| 8.00 | 9.00 | Medium | Intermittent | Medium | Intermittent | Medium | Extensive | Medium | Intermittent | BT |
| 9.00 | 10.00 | nil | nil | nil | nil | Medium | Frequent | nil | nil | BT |
| 10.00 | 11.00 | Medium | Intermittent | Medium | Intermittent | Low | Frequent | nil | nil | BT |
| 11.00 | 12.00 | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT |
| 12.00 | 13.00 | Medium | Intermittent | nil | nil | Low | Intermittent | nil | nil | BT |
| 13.00 | 14.00 | nil | nil | nil | nil | Medium | Frequent | nil | nil | BT |
| 14.00 | 15.00 | Medium | Intermittent | nil | nil | Low | Intermittent | nil | nil | BT |
| 15.00 | 16.00 | nil | nil | nil | nil | Low | Frequent | nil | nil | BT |
| 16.00 | 17.00 | nil | nil | Medium | Frequent | nil | nil | nil | nil | BT |
| 17.00 | 18.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 18.00 | 19.00 | nil | nil | Medium | Intermittent | Low | Intermittent | Medium | Intermittent | BT |
| 19.00 | 20.00 | nil | nil | nil | nil | Low | Frequent | Low | Intermittent | BT |
| 20.00 | 21.00 | Low | Intermittent | Medium | Frequent | Low | Frequent | Low | Intermittent | BT |
| 21.00 | 22.00 | Low | Intermittent | nil | nil | Low | Frequent | Low | Intermittent | BT |
| 22.00 | 23.00 | nil | nil | nil | nil | Medium | Extensive | nil | nil | BT |
| 23.00 | 24.00 | nil | nil | nil | nil | Medium | Extensive | nil | nil | BT |
| 24.00 | 25.00 | nil | nil | Medium | Frequent | Medium | Frequent | nil | nil | BT |
| 25.00 | 26.00 | Low | Frequent | Medium | Intermittent | Medium | Extensive | nil | nil | BT |
| 26.00 | 27.00 | Low | Intermittent | Medium | Frequent | Medium | Extensive | nil | nil | BT |
| 27.00 | 28.00 | nil | nil | Medium | Intermittent | Medium | Intermittent | nil | nil | BT |
| 28.00 | 29.00 | nil | nil | Medium | Intermittent | Low | Frequent | nil | nil | BT |

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm) , HIGH (w> 10 mm)

POTHOLE SEVERITY LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)

RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material)

RUTTING SEVERITY LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)

CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

POTHOLE EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RUTTING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements.

** Faulting/Stepping in concrete pavements.

| Rairangpur (R&B) Division (D17) | | | | | | | | | | | | |
|---------------------------------|-------|-----------|----------|--------------|----------|--------------|-------------|--------------|------------|--------------|---------|---------|
| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |
| 29.00 | 30.00 | | Medium | Intermittent | nil | nil | Medium | Intermittent | nil | nil | BT | |
| 30.00 | 31.00 | | nil | nil | nil | nil | Low | Frequent | nil | nil | BT | |
| 31.00 | 32.00 | | nil | nil | nil | nil | Low | Frequent | nil | nil | BT | |
| 32.00 | 33.00 | | nil | nil | nil | nil | Low | Frequent | nil | nil | BT | |
| 33.00 | 34.00 | | Medium | Intermittent | nil | nil | Low | Intermittent | nil | nil | BT | |
| 34.00 | 35.00 | | Medium | Intermittent | Medium | Intermittent | Low | Frequent | nil | nil | BT | |
| 35.00 | 36.00 | | nil | nil | nil | nil | Medium | Frequent | nil | nil | BT | |
| 36.00 | 37.00 | | Medium | Frequent | Medium | Intermittent | Low | Intermittent | nil | nil | BT | |
| 37.00 | 38.00 | | Low | Intermittent | High | Intermittent | Low | Intermittent | nil | nil | BT | |
| 38.00 | 39.00 | | Medium | Intermittent | nil | nil | Low | Intermittent | nil | nil | BT | |
| 39.00 | 40.00 | | Medium | Frequent | Medium | Intermittent | Low | Frequent | nil | nil | BT | |
| 40.00 | 41.00 | | Low | Intermittent | Medium | Intermittent | Low | Frequent | nil | nil | BT | |
| 41.00 | 42.00 | | Medium | Intermittent | High | Intermittent | Low | Extensive | nil | nil | BT | |
| 42.00 | 43.00 | | Medium | Frequent | Medium | Intermittent | Medium | Frequent | nil | nil | BT | |
| 43.00 | 44.00 | | nil | nil | Medium | Intermittent | Medium | Extensive | nil | nil | BT | |
| 44.00 | 45.00 | | Medium | Extensive | nil | nil | Low | Extensive | nil | nil | BT | |
| 45.00 | 46.00 | | Medium | Intermittent | Medium | Intermittent | Medium | Frequent | nil | nil | BT | |
| 46.00 | 47.00 | | Medium | Intermittent | Medium | Intermittent | Medium | Frequent | nil | nil | BT | |
| 47.00 | 48.00 | | nil | nil | nil | nil | Medium | Extensive | nil | nil | BT | |
| 48.00 | 49.00 | | nil | nil | Medium | Intermittent | Low | Intermittent | nil | nil | BT | |
| 49.00 | 50.00 | | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT | |
| 50.00 | 51.00 | | Medium | Intermittent | nil | nil | Low | Intermittent | nil | nil | BT | |
| 51.00 | 52.00 | | Medium | Intermittent | nil | nil | Low | Intermittent | nil | nil | BT | |
| 52.00 | 53.00 | | Medium | Frequent | nil | nil | Low | Intermittent | nil | nil | BT | |
| 53.00 | 54.00 | | nil | nil | Medium | Intermittent | Low | Intermittent | Low | Intermittent | BT | |
| 54.00 | 55.00 | | nil | nil | High | Intermittent | Medium | Frequent | nil | nil | BT | |
| 55.00 | 56.00 | | Low | Intermittent | Medium | Intermittent | Medium | Frequent | Low | Intermittent | BT | |
| 56.00 | 57.00 | | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT | |
| 57.00 | 58.00 | | Low | Intermittent | Medium | Intermittent | Low | Frequent | nil | nil | BT | |
| 58.00 | 59.00 | | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT | |
| 59.00 | 60.00 | | nil | nil | Medium | Intermittent | Medium | Frequent | Low | Intermittent | BT | |
| 60.00 | 61.00 | | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT | |
| 61.00 | 62.00 | | Low | Intermittent | Medium | Intermittent | Medium | Extensive | nil | nil | BT | |
| 62.00 | 63.00 | | nil | nil | Medium | Frequent | Medium | Extensive | nil | nil | BT | |
| 63.00 | 64.00 | | nil | nil | Medium | Intermittent | Medium | Frequent | nil | nil | BT | |
| 64.00 | 65.00 | | Medium | Intermittent | nil | nil | Medium | Extensive | nil | nil | BT | |
| 65.00 | 65.44 | | nil | nil | nil | nil | Medium | Frequent | nil | nil | BT | |

Rairangpur (R&B) Division END

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Ganjam (R&B) Division - II (D23)

| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

06 Purushotampur Jagannathpur road. SH 32 Total GPS Length = 24.79 km

Survey Date: 24/04/2012

| | | | | | | | | | | |
|-------|-------|--------|--------------|------|--------------|--------|--------------|-----|-----|----|
| 0.00 | 1.00 | High | Intermittent | nil | nil | High | Intermittent | nil | nil | BT |
| 1.00 | 2.00 | nil | nil | nil | nil | Medium | Intermittent | nil | nil | BT |
| 2.00 | 3.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 3.00 | 4.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 4.00 | 5.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 5.00 | 6.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 6.00 | 7.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 7.00 | 8.00 | nil | nil | High | Intermittent | nil | nil | nil | nil | BT |
| 8.00 | 9.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 9.00 | 10.00 | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT |
| 10.00 | 11.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 11.00 | 12.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 12.00 | 13.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 13.00 | 14.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 14.00 | 15.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 15.00 | 16.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 16.00 | 17.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 17.00 | 18.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 18.00 | 19.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 19.00 | 20.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 20.00 | 21.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 21.00 | 22.00 | Medium | Intermittent | nil | nil | Low | Intermittent | nil | nil | BT |
| 22.00 | 23.00 | Medium | Intermittent | nil | nil | High | Intermittent | nil | nil | BT |
| 23.00 | 24.00 | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT |
| 24.00 | 24.80 | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT |

Ganjam (R&B) Division - II END

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm), HIGH (w> 10 mm)

POT HOLE SEVERITY LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)

RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material)

RUTTING SEVERITY LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)

CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

POT HOLE EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RUTTING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements.

** Faulting/Stepping in concrete pavements.

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Jagatsinghpur (R&B) Division (D09)

| CHAINAGE | | DIRECTION | CRACKING | | POTHLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

03 Fulnakhara-Niali-Madhab road MDR Total GPS Length = 35.93 km

Survey Date: 23/11/2011

| | | | | | | | | | | |
|-------|-------|--------|--------------|--------|--------------|--------|--------------|-----|--------------|----|
| 0.00 | 1.00 | Medium | Intermittent | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 1.00 | 2.00 | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 2.00 | 3.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 3.00 | 4.00 | Nil | Nil | Low | Intermittent | Low | Intermittent | Nil | Nil | BT |
| 4.00 | 5.00 | Nil | Nil | Low | Intermittent | Low | Intermittent | Nil | Nil | BT |
| 5.00 | 5.20 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 5.20 | 5.50 | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | CC |
| 5.50 | 5.70 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 5.70 | 5.80 | Nil | Nil | Nil | Nil | Medium | Intermittent | Nil | Nil | CC |
| 5.80 | 6.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 6.00 | 7.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 7.00 | 8.00 | High | Intermittent | Low | Intermittent | Low | Intermittent | Nil | Nil | BT |
| 8.00 | 9.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 9.00 | 10.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 10.00 | 11.00 | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 11.00 | 12.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 12.00 | 13.00 | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 13.00 | 14.00 | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 14.00 | 15.00 | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 15.00 | 16.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 16.00 | 17.00 | Low | Intermittent | Low | Intermittent | Low | Intermittent | Nil | Nil | BT |
| 17.00 | 18.00 | Low | Intermittent | Medium | Intermittent | Nil | Nil | Low | Intermittent | BT |
| 18.00 | 19.00 | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 19.00 | 20.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 20.00 | 21.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 21.00 | 22.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 22.00 | 23.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 23.00 | 24.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 24.00 | 25.00 | Nil | Nil | Medium | Intermittent | Nil | Nil | Nil | Nil | BT |
| 25.00 | 26.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm) , HIGH (w> 10 mm)

POTHOLE SEVERITY LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)

RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material)

RUTTING SEVERITY LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)

CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

POTHOLE EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RUTTING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements.

** Faulting/Stepping in concrete pavements.

Jagatsinghpur (R&B) Division (D09)

| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------------|----------|--------------|-------------|--------------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |
| 26.00 | 27.00 | | Nil | Nil | Low | Intermittent | Nil | Nil | Nil | Nil | BT | |
| 27.00 | 28.00 | | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 28.00 | 29.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 29.00 | 30.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 30.00 | 31.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 31.00 | 32.00 | | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT | |
| 32.00 | 33.00 | | Nil | Nil | Low | Intermittent | Low | Intermittent | Nil | Nil | BT | |
| 33.00 | 34.00 | | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 34.00 | 35.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 35.00 | 35.94 | | Low | Intermittent | Low | Intermittent | Low | Intermittent | Nil | Nil | BT | |

Jagatsinghpur (R&B) Division END

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Puri (R&B) Division (D05)

| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

01 Phulnakhara Niali Charichhak-Gop Road(From Km SH 60 36.500 to 53.820) Total GPS Length = 17.32 km

36.50 53.82

Survey Date: 4/07/2012
Automated Survey

Puri (R&B) Division END

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm), HIGH (w> 10 mm) **POTHOLE SEVERITY** LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)
RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material) **RUTTING SEVERITY** LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)
CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **POTHOLE EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)
RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **RUTTING EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth
 * Joint Deficiency in concrete pavements. ** Faulting/Stepping in concrete pavements.

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Balasore (R&B) Division (D14)

| CHAINAGE | | DIRECTION | CRACKING | | POTHLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

01 Sergarh-Nilgiri-Jharanaghati Road SH 19 Total GPS Length = 31.46 km

Survey Date: 22/02/2012

| | | | | | | | | | | |
|-------|-------|--------|--------------|--------|--------------|--------|--------------|--------|--------------|----|
| 0.00 | 1.00 | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT |
| 1.00 | 2.00 | nil | nil | nil | nil | Medium | Intermittent | nil | nil | BT |
| 2.00 | 3.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 3.00 | 4.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 4.00 | 5.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 5.00 | 6.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 6.00 | 7.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 7.00 | 8.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 8.00 | 9.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 9.00 | 10.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 10.00 | 11.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 11.00 | 12.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 12.00 | 13.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 13.00 | 14.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 14.00 | 15.00 | nil | nil | High | Intermittent | nil | nil | nil | nil | BT |
| 15.00 | 16.00 | nil | nil | High | Intermittent | nil | nil | nil | nil | BT |
| 16.00 | 17.00 | nil | nil | High | Intermittent | Low | Frequent | nil | nil | BT |
| 17.00 | 18.00 | nil | nil | High | Frequent | Low | Frequent | Low | Frequent | BT |
| 18.00 | 19.00 | nil | nil | High | Frequent | nil | nil | nil | nil | BT |
| 19.00 | 20.00 | nil | nil | High | Intermittent | High | Intermittent | Medium | Intermittent | BT |
| 20.00 | 21.00 | High | Intermittent | High | Intermittent | High | Intermittent | nil | nil | BT |
| 21.00 | 22.00 | nil | nil | High | Intermittent | High | Frequent | nil | nil | BT |
| 22.00 | 23.00 | Low | Intermittent | Medium | Frequent | High | Frequent | nil | nil | BT |
| 23.00 | 24.00 | nil | nil | Low | Intermittent | High | Frequent | nil | nil | BT |
| 24.00 | 25.00 | Medium | Intermittent | Low | Intermittent | Low | Extensive | nil | nil | BT |
| 25.00 | 26.00 | Low | Intermittent | High | Intermittent | Low | Intermittent | High | Intermittent | BT |
| 26.00 | 27.00 | Low | Intermittent | nil | nil | High | Frequent | nil | nil | BT |
| 27.00 | 28.00 | Low | Frequent | High | Intermittent | Medium | Intermittent | nil | nil | BT |
| 28.00 | 29.00 | nil | nil | Medium | Intermittent | nil | nil | nil | nil | BT |
| 29.00 | 30.00 | Low | Intermittent | High | Intermittent | High | Frequent | nil | nil | BT |

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm) , HIGH (w> 10 mm)

POTHOLE SEVERITY LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)

RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material)

RUTTING SEVERITY LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)

CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

POTHOLE EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RUTTING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements.

** Faulting/Stepping in concrete pavements.

Balasore (R&B) Division (D14)

| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------------|-------------|--------------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |
| 30.00 | 31.00 | | nil | nil | High | Intermittent | High | Intermittent | nil | nil | BT | |

Balasore (R&B) Division END

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Mayurbhanj (R&B) Division (D16)

| CHAINAGE | | DIRECTION | CRACKING | | POTHoles | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

Seragarh Nilagiri Kaptipada Udala Baripada SH 19

Total GPS Length = 12.85 km

Medinapur border road.(Kaladahi Near Kaptipada to Udala)(From Km 31.458 to 44.305)

01A

Survey Date: 22/02/2012

| | | | | | | | | | | | |
|-------|-------|--------|--------------|--------|--------------|------|--------------|------|--------------|-----|----|
| 31.46 | 32.00 | nil | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 32.00 | 33.00 | nil | nil | nil | nil | Low | Extensive | nil | nil | nil | BT |
| 33.00 | 34.00 | nil | nil | Medium | Intermittent | High | Intermittent | nil | nil | nil | BT |
| 34.00 | 35.00 | Medium | Intermittent | Low | Frequent | Low | Intermittent | nil | nil | nil | BT |
| 35.00 | 36.00 | nil | nil | High | Intermittent | Low | Intermittent | nil | nil | nil | BT |
| 36.00 | 37.00 | nil | nil | Low | Extensive | Low | Intermittent | nil | nil | nil | BT |
| 37.00 | 38.00 | nil | nil | Low | Intermittent | High | Frequent | High | Intermittent | nil | BT |
| 38.00 | 39.00 | nil | nil | Low | Intermittent | Low | Frequent | nil | nil | nil | BT |
| 39.00 | 40.00 | nil | nil | nil | nil | Low | Frequent | High | Intermittent | nil | BT |
| 40.00 | 41.00 | High | Intermittent | nil | nil | High | Frequent | High | Intermittent | nil | BT |
| 41.00 | 42.00 | nil | nil | Low | Intermittent | High | Frequent | High | Intermittent | nil | BT |
| 42.00 | 43.00 | Low | Intermittent | Low | Intermittent | Low | Intermittent | High | Frequent | nil | BT |
| 43.00 | 44.00 | High | Intermittent | Low | Intermittent | High | Frequent | nil | nil | nil | BT |
| 44.00 | 44.30 | nil | nil | Low | Intermittent | nil | nil | nil | nil | nil | BT |

Mayurbhanj (R&B) Division END

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm), HIGH (w> 10 mm)

POTHOLE SEVERITY LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)

RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material)

RUTTING SEVERITY LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)

CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

POTHOLE EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RUTTING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements.

** Faulting/Stepping in concrete pavements.

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Mayurbhanj (R&B) Division (D16)

| CHAINAGE | | DIRECTION | CRACKING | | POTHoles | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

**Seragarh Nilagiri Kaptipada Udala Baripada
Medinapur border road.[Udala to
Chaksoliapada(Medinpur Border)](From Km
44.305 to 112.095)**

SH 19

Total GPS Length = 67.79 km

01B

Survey Date: 23/02/2012

| | | | | | | | | | | |
|-------|-------|-----|--------------|------|--------------|--------|--------------|-----|-----|----|
| 44.30 | 45.00 | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT |
| 45.00 | 46.00 | Low | Intermittent | nil | nil | Low | Frequent | nil | nil | BT |
| 46.00 | 47.00 | nil | nil | High | Intermittent | Low | Frequent | nil | nil | BT |
| 47.00 | 48.00 | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT |
| 48.00 | 49.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 49.00 | 50.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 50.00 | 51.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 51.00 | 52.00 | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT |
| 52.00 | 53.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 53.00 | 54.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 54.00 | 55.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 55.00 | 56.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 56.00 | 57.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 57.00 | 58.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 58.00 | 59.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 59.00 | 60.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 60.00 | 61.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 61.00 | 62.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 62.00 | 63.00 | Low | Intermittent | nil | nil | nil | nil | nil | nil | BT |
| 63.00 | 64.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 64.00 | 65.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 65.00 | 66.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 66.00 | 67.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 67.00 | 68.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 68.00 | 69.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 69.00 | 70.00 | nil | nil | nil | nil | Medium | Frequent | nil | nil | BT |
| 70.00 | 71.00 | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT |
| 71.00 | 72.00 | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT |

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm) , HIGH (w> 10 mm)

POTHOLE SEVERITY LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)

RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material)

RUTTING SEVERITY LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)

CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

POTHOLE EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RUTTING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements.

** Faulting/Stepping in concrete pavements.

| Mayurbhanj (R&B) Division (D16) | | | | | | | | | | | | |
|---------------------------------|--------|-----------|----------|--------------|----------|--------------|-------------|--------------|------------|--------------|---------|--------------------|
| CHAINAGE | | DIRECTION | CRACKING | | POTHLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |
| 72.00 | 73.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 73.00 | 74.00 | | High | Intermittent | nil | nil | Low | Intermittent | nil | nil | BT | |
| 74.00 | 75.00 | | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT | |
| 75.00 | 76.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 76.00 | 77.00 | | nil | nil | nil | nil | Low | Extensive | nil | nil | BT | |
| 77.00 | 78.00 | | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT | |
| 78.00 | 79.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 79.00 | 80.00 | | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT | |
| 80.00 | 81.00 | | Low | Intermittent | nil | nil | nil | nil | Low | Intermittent | BT | |
| 81.00 | 82.00 | | nil | nil | nil | nil | Low | Intermittent | High | Intermittent | BT | |
| 82.00 | 83.00 | | nil | nil | nil | nil | Low | Frequent | nil | nil | BT | |
| 83.00 | 84.00 | | Low | Intermittent | nil | nil | Low | Frequent | nil | nil | BT | |
| 84.00 | 85.00 | | Low | Intermittent | nil | nil | High | Extensive | nil | nil | BT | |
| 85.00 | 86.00 | | Low | Intermittent | nil | nil | Low | Extensive | nil | nil | BT | |
| 86.00 | 87.00 | | nil | nil | ni | nil | High | Frequent | nil | nil | BT | |
| 87.00 | 88.00 | | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT | |
| 88.00 | 89.00 | | nil | nil | Medium | Intermittent | Low | Intermittent | nil | nil | BT | |
| 89.00 | 90.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 90.00 | 91.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 91.00 | 92.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 92.00 | 93.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 93.00 | 94.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 94.00 | 95.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 95.00 | 95.60 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 95.60 | 96.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | UNDER CONSTRUCTION |
| 96.00 | 97.00 | | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT | |
| 97.00 | 98.00 | | | | | | | | | | BT | UNDER CONSTRUCTION |
| 98.00 | 99.00 | | nil | nil | Low | Intermittent | Medium | Intermittent | nil | nil | BT | |
| 99.00 | 100.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 100.00 | 101.00 | | nil | nil | nil | nil | High | Intermittent | nil | nil | BT | |
| 101.00 | 102.00 | | nil | nil | High | Intermittent | nil | nil | nil | nil | BT | |
| 102.00 | 103.00 | | | | | | | | | | BT | UNDER CONSTRUCTION |
| 103.00 | 104.00 | | | | | | | | | | BT | UNDER CONSTRUCTION |
| 104.00 | 105.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 105.00 | 106.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 106.00 | 107.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 107.00 | 108.00 | | nil | nil | High | Intermittent | Low | Intermittent | nil | nil | BT | |
| 108.00 | 109.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 109.00 | 110.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |

Mayurbhanj (R&B) Division (D16)

| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|--------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |
| 110.00 | 111.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 111.00 | 112.09 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |

Mayurbhanj (R&B) Division END

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Bhanjanagar (R&B) Division (D24)

| CHAINAGE | | DIRECTION | CRACKING | | POTHoles | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

07 Ballipadar Karsingi road SH 33 Total GPS Length = 32.75 km

Survey Date: 5/04/2012

| | | | | | | | | | | |
|-------|-------|-----|--------------|--------|--------------|--------|--------------|-----|--------------|----|
| 0.00 | 1.00 | nil | nil | High | Intermittent | nil | nil | nil | nil | BT |
| 1.00 | 2.00 | nil | nil | nil | nil | High | Extensive | nil | nil | BT |
| 2.00 | 3.00 | nil | nil | nil | nil | High | Extensive | nil | nil | BT |
| 3.00 | 4.00 | nil | nil | nil | nil | High | Extensive | nil | nil | BT |
| 4.00 | 5.00 | nil | nil | High | Frequent | High | Intermittent | nil | nil | BT |
| 5.00 | 6.00 | nil | nil | High | Intermittent | High | Intermittent | nil | nil | BT |
| 6.00 | 7.00 | nil | nil | High | Extensive | nil | nil | nil | nil | BT |
| 7.00 | 8.00 | nil | nil | Medium | Extensive | nil | nil | nil | nil | BT |
| 8.00 | 9.00 | nil | nil | High | Frequent | High | Extensive | nil | nil | BT |
| 9.00 | 10.00 | nil | nil | High | Extensive | nil | nil | nil | nil | BT |
| 10.00 | 11.00 | nil | nil | High | Extensive | nil | nil | nil | nil | BT |
| 11.00 | 12.00 | nil | nil | High | Frequent | nil | nil | nil | nil | BT |
| 12.00 | 13.00 | nil | nil | High | Intermittent | Medium | Intermittent | nil | nil | BT |
| 13.00 | 14.00 | nil | nil | High | Frequent | nil | nil | nil | nil | BT |
| 14.00 | 15.00 | nil | nil | High | Frequent | nil | nil | nil | nil | BT |
| 15.00 | 16.00 | nil | nil | Medium | Extensive | nil | nil | nil | nil | BT |
| 16.00 | 17.00 | nil | nil | High | Intermittent | nil | nil | nil | nil | BT |
| 17.00 | 18.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 18.00 | 19.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 19.00 | 20.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 20.00 | 21.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 21.00 | 22.00 | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT |
| 22.00 | 23.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 23.00 | 24.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 24.00 | 25.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 25.00 | 26.00 | | | | | | | | | BT |
| 26.00 | 27.00 | | | | | | | | | BT |
| 27.00 | 28.00 | nil | nil | High | Intermittent | High | Intermittent | Low | Intermittent | BT |
| 28.00 | 29.00 | nil | nil | High | Intermittent | Low | Frequent | nil | nil | BT |
| 29.00 | 30.00 | Low | Intermittent | High | Intermittent | Low | Frequent | nil | nil | BT |

Road Under Construction
Road Under Construction

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm) , HIGH (w> 10 mm) **POTHOLE SEVERITY** LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)
RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material) **RUTTING SEVERITY** LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)
CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **POTHOLE EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)
RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **RUTTING EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)
w= Width, d= Depth

* Joint Deficiency in concrete pavements. ** Faulting/Stepping in concrete pavements.

| Bhanjanagar (R&B) Division (D24) | | | | | | | | | | | | |
|----------------------------------|-------|-----------|----------|--------------|----------|--------------|-------------|--------------|------------|--------|---------|---------|
| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |
| 30.00 | 31.00 | | Low | Intermittent | High | Intermittent | Low | Intermittent | nil | nil | BT | |
| 31.00 | 32.00 | | Medium | Intermittent | High | Intermittent | Low | Intermittent | nil | nil | BT | |
| 32.00 | 32.75 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| Bhanjanagar (R&B) Division END | | | | | | | | | | | | |

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Angul (R&B) Division (D12)

| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

01 Angul-Chhendipada-Sarpal-Budhapal road SH 63 Total GPS Length = 51.05 km

Survey Date: 14/12/2011

| | | | | | | | | | | | | |
|-------|-------|--|--------|--------------|--------|--------------|--------|--------------|-----|--------------|----|-------------------------------|
| 0.00 | 1.00 | | High | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 1.00 | 2.00 | | Medium | Intermittent | Nil | Nil | Low | Extensive | Nil | Nil | BT | |
| 2.00 | 3.00 | | High | Intermittent | Nil | Nil | Low | Frequent | Low | Intermittent | BT | |
| 3.00 | 4.00 | | Medium | Intermittent | Nil | Nil | Low | Frequent | Nil | Nil | BT | |
| 4.00 | 5.00 | | High | Intermittent | Nil | Nil | Medium | Intermittent | Nil | Nil | BT | |
| 5.00 | 5.70 | | High | Intermittent | Nil | Nil | Medium | Frequent | Nil | Nil | BT | |
| 5.70 | 6.00 | | Nil | Nil | Nil | Nil | Low | Extensive | Nil | Nil | CC | |
| 6.00 | 7.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 7.00 | 7.30 | | Low | Extensive | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 7.30 | 8.00 | | | | | | | | | | BT | Work in progress |
| 8.00 | 9.00 | | | | | | | | | | BT | Work in progress |
| 9.00 | 10.00 | | | | | | | | | | BT | Work in progress |
| 10.00 | 11.00 | | | | | | | | | | BT | Work in progress |
| 11.00 | 12.00 | | Nil | Nil | Medium | Intermittent | Nil | Nil | Nil | Nil | BT | |
| 12.00 | 13.00 | | Nil | Nil | Low | Intermittent | Low | Frequent | Nil | Nil | BT | |
| 13.00 | 14.00 | | | | | | | | | | BT | Work in progress |
| 14.00 | 15.00 | | | | | | | | | | BT | Work in progress |
| 15.00 | 16.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 16.00 | 17.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 17.00 | 18.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 18.00 | 19.00 | | | | | | | | | | BT | Bridge under construction |
| 19.00 | 20.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | 19 TO 19.2 WORK IN PROGRESS |
| 20.00 | 21.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 21.00 | 22.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 22.00 | 23.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | 22.2 TO 22.5 WORK IN PROGRESS |
| 23.00 | 24.00 | | | | | | | | | | BT | Work in progress |
| 24.00 | 25.00 | | | | | | | | | | BT | Work in progress |
| 25.00 | 26.00 | | | | | | | | | | BT | Work in progress |
| 26.00 | 27.00 | | Nil | Nil | Low | Intermittent | Low | Intermittent | Nil | Nil | BT | |
| 27.00 | 28.00 | | Medium | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm) , HIGH (w> 10 mm)

POT HOLE SEVERITY LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)

RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material)

RUTTING SEVERITY LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)

CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

POT HOLE EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RUTTING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements.

** Faulting/Stepping in concrete pavements.

| Angul (R&B) Division (D12) | | | | | | | | | | | | |
|----------------------------|-------|-----------|----------|--------------|----------|--------------|-------------|--------------|------------|--------------|---------|--|
| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |
| 28.00 | 29.00 | | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 29.00 | 30.00 | | Low | Intermittent | Nil | Nil | Nil | Nil | Medium | Intermittent | BT | |
| 30.00 | 31.00 | | Medium | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT | 30.5 TO 31 work in progress |
| 31.00 | 32.00 | | Low | Intermittent | Nil | Nil | High | Frequent | High | Intermittent | BT | 31 TO 31.4 work in progress |
| 32.00 | 33.00 | | High | Intermittent | Nil | Nil | High | Frequent | Nil | Nil | BT | |
| 33.00 | 34.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 34.00 | 35.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Medium | Intermittent | BT | |
| 35.00 | 36.00 | | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 36.00 | 37.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 37.00 | 38.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 38.00 | 39.00 | | Nil | Nil | Nil | Nil | High | Intermittent | Nil | Nil | BT | |
| 39.00 | 40.00 | | Medium | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT | two different width of road (7 & 3.66) |
| 40.00 | 41.00 | | Nil | Nil | Medium | Intermittent | Nil | Nil | Medium | Intermittent | BT | |
| 41.00 | 42.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 42.00 | 43.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 43.00 | 44.00 | | Nil | Nil | Nil | Nil | Medium | Frequent | Nil | Nil | BT | |
| 44.00 | 45.00 | | High | Extensive | Nil | Nil | Medium | Frequent | Nil | Nil | BT | |
| 45.00 | 46.00 | | High | Frequent | Nil | Nil | High | Frequent | Nil | Nil | BT | |
| 46.00 | 47.00 | | High | Extensive | Nil | Nil | Low | Frequent | Nil | Nil | BT | |
| 47.00 | 48.00 | | High | Frequent | Nil | Nil | High | Intermittent | Nil | Nil | BT | |
| 48.00 | 49.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Low | Intermittent | BT | |
| 49.00 | 50.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 50.00 | 51.00 | | High | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | CC | |
| 51.00 | 51.06 | | High | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | CC | |

Angul (R&B) Division END

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Ganjam (R&B) Division - II (D23)

| CHAINAGE | | DIRECTION | CRACKING | | POTHLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

05 Huma Boirani road.(Huma- Gudiali Chhaka) SH 31 Total GPS Length = 39.42 km

Survey Date: 26/04/2012

| | | | | | | | | | | |
|-------|-------|------|--------------|------|--------------|--------|--------------|-----|-----|----|
| 0.00 | 0.19 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 0.19 | 1.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 1.00 | 2.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 2.00 | 3.00 | High | Intermittent | nil | nil | Medium | Frequent | nil | nil | BT |
| 3.00 | 4.00 | nil | nil | nil | nil | Low | Extensive | nil | nil | BT |
| 4.00 | 5.00 | nil | nil | nil | nil | Low | Frequent | nil | nil | BT |
| 5.00 | 6.00 | nil | nil | nil | nil | High | Frequent | nil | nil | BT |
| 6.00 | 7.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 7.00 | 8.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 8.00 | 8.66 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 8.66 | 9.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 9.00 | 10.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 10.00 | 10.42 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 10.42 | 11.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 11.00 | 12.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 12.00 | 13.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 13.00 | 14.00 | nil | nil | nil | nil | High | Intermittent | nil | nil | BT |
| 14.00 | 15.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 15.00 | 16.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 16.00 | 17.00 | nil | nil | nil | nil | High | Extensive | nil | nil | BT |
| 17.00 | 18.00 | nil | nil | nil | nil | Medium | Extensive | nil | nil | BT |
| 18.00 | 19.00 | nil | nil | nil | nil | Medium | Extensive | nil | nil | BT |
| 19.00 | 20.00 | Low | Intermittent | Low | Intermittent | Low | Extensive | nil | nil | BT |
| 20.00 | 21.00 | nil | nil | nil | nil | Low | Extensive | nil | nil | BT |
| 21.00 | 22.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 22.00 | 23.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 23.00 | 24.00 | nil | nil | nil | nil | High | Frequent | nil | nil | BT |
| 24.00 | 25.00 | nil | nil | High | Intermittent | High | Intermittent | nil | nil | BT |
| 25.00 | 26.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 26.00 | 27.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm) , HIGH (w> 10 mm)

POTHOLE SEVERITY LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)

RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material)

RUTTING SEVERITY LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)

CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

POTHOLE EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RUTTING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements.

** Faulting/Stepping in concrete pavements.

Ganjam (R&B) Division - II (D23)

| CHAINAGE | | DIRECTION | CRACKING | | POTHoles | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------------|----------|--------------|-------------|--------------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |
| 27.00 | 28.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 28.00 | 29.00 | | nil | nil | Medium | Intermittent | High | Intermittent | nil | nil | BT | |
| 29.00 | 30.00 | | nil | nil | Medium | Intermittent | nil | nil | nil | nil | BT | |
| 30.00 | 31.00 | | nil | nil | nil | nil | High | Extensive | nil | nil | BT | |
| 31.00 | 32.00 | | High | Intermittent | nil | nil | nil | nil | nil | nil | BT | |
| 32.00 | 33.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 33.00 | 34.00 | | nil | nil | nil | nil | High | Frequent | nil | nil | BT | |
| 34.00 | 35.00 | | High | Extensive | nil | nil | nil | nil | nil | nil | BT | |
| 35.00 | 36.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 36.00 | 37.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 37.00 | 38.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 38.00 | 39.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 39.00 | 39.42 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |

Ganjam (R&B) Division - II END

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Kalahandi (R&B) Division (D34)

| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

01 Chhatiguda Narla Rampur road. SH 6A Total GPS Length = 38.49 km

Survey Date: 10/04/2012

| | | | | | | | | | | |
|-------|-------|--------|--------------|--------|--------------|--------|--------------|--------|--------------|----|
| 0.00 | 1.00 | Nil | Nil | Medium | Intermittent | High | Extensive | Nil | Nil | BT |
| 1.00 | 2.00 | Nil | Nil | Low | Intermittent | Medium | Extensive | Nil | Nil | BT |
| 2.00 | 3.00 | Medium | Intermittent | Nil | Nil | Medium | Extensive | Medium | Intermittent | BT |
| 3.00 | 4.00 | Low | Intermittent | Medium | Intermittent | Medium | Extensive | Nil | Nil | BT |
| 4.00 | 5.00 | Low | Intermittent | Medium | Intermittent | Low | Extensive | Nil | Nil | BT |
| 5.00 | 6.00 | Nil | Nil | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 6.00 | 7.00 | Nil | Nil | Medium | Intermittent | Low | Extensive | Nil | Nil | BT |
| 7.00 | 8.00 | Nil | Nil | Nil | Nil | High | Extensive | Nil | Nil | BT |
| 8.00 | 9.00 | Nil | Nil | Nil | Nil | Medium | Extensive | Low | Intermittent | BT |
| 9.00 | 10.00 | Nil | Nil | Nil | Nil | Medium | Extensive | Nil | Nil | BT |
| 10.00 | 11.00 | Nil | Nil | Nil | Nil | Medium | Extensive | Low | Intermittent | BT |
| 11.00 | 12.00 | Nil | Nil | Nil | Nil | Medium | Extensive | Nil | Nil | BT |
| 12.00 | 13.00 | Nil | Nil | Nil | Nil | Medium | Extensive | Nil | Nil | BT |
| 13.00 | 14.00 | Nil | Nil | Nil | Nil | Medium | Extensive | Nil | Nil | BT |
| 14.00 | 15.00 | Nil | Nil | Nil | Nil | Medium | Extensive | Nil | Nil | BT |
| 15.00 | 16.00 | Low | Frequent | Nil | Nil | Medium | Extensive | Nil | Nil | BT |
| 16.00 | 17.00 | Nil | Nil | Nil | Nil | Low | Extensive | Low | Intermittent | BT |
| 17.00 | 18.00 | Nil | Nil | Nil | Nil | High | Frequent | Nil | Nil | BT |
| 18.00 | 19.00 | Nil | Nil | Nil | Nil | Medium | Extensive | Nil | Nil | BT |
| 19.00 | 20.00 | Nil | Nil | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 20.00 | 21.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 21.00 | 22.00 | Low | Intermittent | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 22.00 | 23.00 | Nil | Nil | Medium | Intermittent | Low | Extensive | Nil | Nil | BT |
| 23.00 | 24.00 | Nil | Nil | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 24.00 | 25.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 25.00 | 26.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 26.00 | 27.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 27.00 | 28.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 28.00 | 29.00 | Nil | Nil | Low | Intermittent | Low | Extensive | Nil | Nil | BT |
| 29.00 | 30.00 | Nil | Nil | Nil | Nil | Medium | Frequent | Nil | Nil | BT |

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm) , HIGH (w> 10 mm)

POT HOLE SEVERITY LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)

RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material)

RUTTING SEVERITY LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)

CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

POT HOLE EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RUTTING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements.

** Faulting/Stepping in concrete pavements.

Kalahandi (R&B) Division (D34)

| CHAINAGE | | DIRECTION | CRACKING | | POTHoles | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |
| 30.00 | 31.00 | | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT | |
| 31.00 | 32.00 | | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT | |
| 32.00 | 33.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 33.00 | 34.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 34.00 | 35.00 | | Nil | Nil | Nil | Nil | Low | Extensive | Nil | Nil | BT | |
| 35.00 | 36.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 36.00 | 37.00 | | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT | |
| 37.00 | 38.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 38.00 | 38.49 | | Nil | Nil | Nil | Nil | Medium | Intermittent | Nil | Nil | BT | |

Kalahandi (R&B) Division END

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Sambalpur (R&B) Division (D18)

| CHAINAGE | | DIRECTION | CRACKING | | POTHoles | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

03 Rairakhol-Naktideol Road(From Km 36.00 to 65.62) SH 24 Total GPS Length = 29.63 km

Survey Date: 22/12/2011

| | | | | | | | | | | |
|-------|-------|--------|--------------|-----|-----|-----|--------------|--------|--------------|----|
| 36.00 | 37.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 37.00 | 38.00 | Medium | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 38.00 | 39.00 | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 39.00 | 40.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 40.00 | 41.00 | Nil | Nil | Nil | Nil | Nil | Nil | Medium | Intermittent | BT |
| 41.00 | 42.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 42.00 | 43.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 43.00 | 44.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 44.00 | 45.00 | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 45.00 | 46.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 46.00 | 47.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 47.00 | 48.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 48.00 | 49.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 49.00 | 50.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 50.00 | 51.00 | Nil | Nil | Nil | Nil | Nil | Nil | Medium | Intermittent | BT |
| 51.00 | 52.00 | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 52.00 | 53.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 53.00 | 54.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 54.00 | 55.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 55.00 | 56.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 56.00 | 57.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 57.00 | 58.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 58.00 | 59.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 59.00 | 60.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 60.00 | 61.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 61.00 | 62.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 62.00 | 65.00 | | | | | | | | | BT |
| 65.00 | 65.63 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |

Work in progress

Sambalpur (R&B) Division END

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm), HIGH (w> 10 mm) **POTHOLE SEVERITY** LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)
RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material) **RUTTING SEVERITY** LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)
CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **POTHOLE EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)
RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **RUTTING EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)
w= Width, d= Depth

* Joint Deficiency in concrete pavements. ** Faulting/Stepping in concrete pavements.

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Sambalpur (R&B) Division (D18)

| CHAINAGE | | DIRECTION | CRACKING | | POTHLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

04 Kuchinda-Bamra Road(From Km 154.20 to 196.76) SH 24 Total GPS Length = 42.56 km

Survey Date: 26/12/2011

| | | | | | | | | | | |
|--------|--------|--------|--------------|--------|--------------|--------|--------------|--------|--------------|----|
| 154.20 | 155.00 | Nil | Nil | Nil | Nil | Medium | Intermittent | Nil | Nil | BT |
| 155.00 | 156.00 | Nil | Nil | Low | Intermittent | Medium | Intermittent | Nil | Nil | BT |
| 156.00 | 157.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 157.00 | 158.00 | Nil | Nil | Low | Intermittent | Nil | Nil | Nil | Nil | BT |
| 158.00 | 159.00 | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 159.00 | 160.00 | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 160.00 | 161.00 | Nil | Nil | Nil | Nil | Nil | Nil | Low | Intermittent | BT |
| 161.00 | 162.00 | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 162.00 | 163.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 163.00 | 164.00 | Nil | Nil | Medium | Intermittent | Nil | Nil | Nil | Nil | BT |
| 164.00 | 165.00 | Low | Intermittent | Low | Intermittent | Nil | Nil | Nil | Nil | BT |
| 165.00 | 166.00 | Low | Intermittent | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 166.00 | 167.00 | Nil | Nil | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 167.00 | 168.00 | Low | Intermittent | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 168.00 | 169.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 169.00 | 170.00 | Nil | Nil | Nil | Nil | Low | Extensive | Medium | Intermittent | BT |
| 170.00 | 171.00 | Nil | Nil | High | Intermittent | Low | Extensive | Nil | Nil | BT |
| 171.00 | 172.00 | Nil | Nil | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 172.00 | 173.00 | Low | Intermittent | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 173.00 | 174.00 | Nil | Nil | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 174.00 | 175.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 175.00 | 176.00 | Nil | Nil | Low | Intermittent | Nil | Nil | Nil | Nil | BT |
| 176.00 | 177.00 | Low | Intermittent | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 177.00 | 178.00 | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 178.00 | 179.00 | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 179.00 | 180.00 | Low | Intermittent | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 180.00 | 181.00 | Low | Intermittent | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 181.00 | 182.00 | Low | Intermittent | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 182.00 | 183.00 | Medium | Intermittent | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 183.00 | 184.00 | Low | Intermittent | Nil | Nil | Low | Extensive | Nil | Nil | BT |

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm) , HIGH (w> 10 mm)

POTHOLE SEVERITY LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)

RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material)

RUTTING SEVERITY LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)

CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

POTHOLE EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RUTTING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements.

** Faulting/Stepping in concrete pavements.

Sambalpur (R&B) Division (D18)

| CHAINAGE | | DIRECTION | CRACKING | | POTHLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|--------|-----------|----------|--------------|----------|--------------|-------------|--------------|------------|--------------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |
| 184.00 | 185.00 | | Low | Intermittent | Nil | Nil | Low | Extensive | Nil | Nil | BT | |
| 185.00 | 186.00 | | Low | Intermittent | Nil | Nil | Low | Frequent | Nil | Nil | BT | |
| 186.00 | 187.00 | | Low | Intermittent | Nil | Nil | Low | Intermittent | Low | Intermittent | BT | |
| 187.00 | 188.00 | | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 188.00 | 189.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 189.00 | 190.00 | | Nil | Nil | Medium | Intermittent | Nil | Nil | Nil | Nil | BT | |
| 190.00 | 191.00 | | Low | Intermittent | Low | Intermittent | Low | Intermittent | Nil | Nil | BT | |
| 191.00 | 192.00 | | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT | |
| 192.00 | 193.00 | | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 193.00 | 194.00 | | Low | Intermittent | Nil | Nil | Low | Frequent | Nil | Nil | BT | |
| 194.00 | 195.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 195.00 | 196.00 | | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT | |
| 196.00 | 196.76 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |

Sambalpur (R&B) Division END

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Sambalpur (R&B) Division (D18)

| CHAINAGE | | DIRECTION | CRACKING | | POTHOLE | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

06 Naktideol-Chandarpur-Telimunda Road(From Km SH 24 65.2 to 83.655) Total GPS Length = 18.45 km

Survey Date: 22/12/2011

| | | | | | | | | | | |
|-------|-------|-----|-----|-----|-----|-----|-----|-----|-----|----|
| 65.20 | 66.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 66.00 | 67.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 67.00 | 68.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 68.00 | 69.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 69.00 | 70.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 70.00 | 71.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 71.00 | 72.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 72.00 | 73.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 73.00 | 74.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 74.00 | 75.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 75.00 | 76.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 76.00 | 77.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 77.00 | 78.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 78.00 | 80.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 80.00 | 81.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 81.00 | 82.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 82.00 | 83.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 83.00 | 83.66 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |

Sambalpur (R&B) Division END

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm), HIGH (w> 10 mm) **POTHOLE SEVERITY** LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)
RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material) **RUTTING SEVERITY** LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)
CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **POTHOLE EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)
RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **RUTTING EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements. ** Faulting/Stepping in concrete pavements.

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Sambalpur (R&B) Division (D18)

| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

11 Kiakata-Rairakhoh Road(From Km 9.00 to 36.00) MDR Total GPS Length = 27.12 km

Survey Date: 21/12/2011

| | | | | | | | | | | |
|-------|-------|--------|--------------|------|--------------|--------|--------------|-----|--------------|----|
| 9.00 | 10.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Low | Intermittent | BT |
| 10.00 | 11.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 11.00 | 12.00 | Nil | Nil | Low | Intermittent | Nil | Nil | Nil | Nil | BT |
| 12.00 | 13.00 | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 13.00 | 14.00 | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 14.00 | 15.00 | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 15.00 | 16.00 | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 16.00 | 17.00 | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 17.00 | 18.00 | Nil | Nil | Low | Intermittent | Low | Intermittent | Nil | Nil | BT |
| 18.00 | 19.00 | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 19.00 | 20.00 | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 20.00 | 21.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 21.00 | 22.00 | Medium | Intermittent | Low | Intermittent | Nil | Nil | Nil | Nil | BT |
| 22.00 | 23.00 | Medium | Frequent | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 23.00 | 24.00 | Low | Frequent | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 24.00 | 25.00 | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 25.00 | 26.00 | Low | Intermittent | Nil | Nil | Nil | Nil | Low | Intermittent | BT |
| 26.00 | 27.00 | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 27.00 | 28.00 | Low | Intermittent | Low | Intermittent | Low | Frequent | Nil | Nil | BT |
| 28.00 | 29.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 29.00 | 30.00 | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 30.00 | 31.00 | Low | Intermittent | Nil | Nil | Medium | Intermittent | Nil | Nil | BT |
| 31.00 | 32.00 | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 32.00 | 33.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 33.00 | 34.00 | Low | Intermittent | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 34.00 | 35.00 | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 35.00 | 36.12 | Nil | Nil | High | Intermittent | Nil | Nil | Nil | Nil | BT |

Sambalpur (R&B) Division END

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm) , HIGH (w> 10 mm)

POTHOLE SEVERITY LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)

RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material)

RUTTING SEVERITY LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)

CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

POTHOLE EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RUTTING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements.

** Faulting/Stepping in concrete pavements.

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Sundargarh (R&B) Division (D29)

| CHAINAGE | | DIRECTION | CRACKING | | POTHLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

02 Gariamal-Bamra Road SH 31 Total GPS Length = 13.82 km

Survey Date: 14/1/2012

| | | | | | | | | | | | |
|-------|-------|--------|--------------|--------|--------------|--------|--------------|-----|-----|----|--------------------|
| 0.00 | 1.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 1.00 | 2.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 2.00 | 3.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 3.00 | 4.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 4.00 | 5.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 5.00 | 6.00 | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 6.00 | 7.00 | Medium | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 7.00 | 8.00 | Nil | Nil | Nil | Nil | Medium | Intermittent | Nil | Nil | BT | |
| 8.00 | 9.00 | Nil | Nil | Nil | Nil | High | Frequent | Nil | Nil | BT | Under Construction |
| 9.00 | 10.00 | | | | | | | | | BT | Under Construction |
| 10.00 | 11.00 | Low | Intermittent | High | Intermittent | Low | Frequent | Nil | Nil | BT | Under Construction |
| 11.00 | 12.00 | High | Intermittent | High | Intermittent | High | Extensive | Nil | Nil | BT | |
| 12.00 | 13.00 | High | Intermittent | Medium | Frequent | Low | Intermittent | Nil | Nil | BT | |
| 13.00 | 13.83 | Nil | Nil | Low | Intermittent | Low | Intermittent | Nil | Nil | BT | |

Sundargarh (R&B) Division END

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm), HIGH (w> 10 mm) **POTHOLE SEVERITY** LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)
RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material) **RUTTING SEVERITY** LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)
CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **POTHOLE EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)
RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **RUTTING EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)
w= Width, d= Depth

* Joint Deficiency in concrete pavements. ** Faulting/Stepping in concrete pavements.

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Sundargarh (R&B) Division (D29)

| CHAINAGE | | DIRECTION | CRACKING | | POTHoles | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

03 Karamdihi - Talsara - Lulkidihi Road SH 31 Total GPS Length = 52.52 km

Survey Date: 11/1/2012

| | | | | | | | | | | |
|-------|-------|--------|--------------|--------|--------------|--------|--------------|--------|--------------|----|
| 0.00 | 1.00 | Medium | Frequent | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 1.00 | 2.00 | Medium | Frequent | Nil | Nil | Medium | Extensive | Nil | Nil | BT |
| 2.00 | 3.00 | Medium | Frequent | Nil | Nil | High | Extensive | Low | Intermittent | BT |
| 3.00 | 4.00 | Medium | Extensive | Medium | Intermittent | Medium | Intermittent | Medium | Intermittent | BT |
| 4.00 | 5.00 | Low | Frequent | Medium | Intermittent | Medium | Extensive | Medium | Intermittent | BT |
| 5.00 | 6.00 | Low | Intermittent | Nil | Nil | Medium | Extensive | Medium | Intermittent | BT |
| 6.00 | 7.00 | Medium | Frequent | Nil | Nil | Medium | Extensive | Nil | Nil | BT |
| 7.00 | 8.00 | High | Frequent | High | Intermittent | Medium | Extensive | Nil | Nil | BT |
| 8.00 | 9.00 | High | Extensive | Medium | Intermittent | Medium | Frequent | Nil | Nil | BT |
| 9.00 | 10.00 | Medium | Frequent | Medium | Intermittent | Medium | Extensive | Medium | Intermittent | BT |
| 10.00 | 11.00 | Medium | Frequent | Nil | Nil | High | Extensive | High | Intermittent | BT |
| 11.00 | 12.00 | High | Extensive | High | Intermittent | Medium | Intermittent | Medium | Intermittent | BT |
| 12.00 | 13.00 | Medium | Extensive | Low | Intermittent | High | Frequent | Nil | Nil | BT |
| 13.00 | 14.00 | Medium | Frequent | Medium | Intermittent | Medium | Frequent | Medium | Intermittent | BT |
| 14.00 | 15.00 | Medium | Frequent | Nil | Nil | Medium | Frequent | Medium | Intermittent | BT |
| 15.00 | 16.00 | Nil | Nil | Nil | Nil | High | Frequent | Medium | Intermittent | BT |
| 16.00 | 17.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 17.00 | 18.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 18.00 | 19.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 19.00 | 20.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 20.00 | 21.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 21.00 | 22.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 22.00 | 23.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 23.00 | 24.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 24.00 | 25.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 25.00 | 26.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 26.00 | 27.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 27.00 | 28.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 28.00 | 29.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 29.00 | 30.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm) , HIGH (w> 10 mm)

POTHOLE SEVERITY LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)

RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material)

RUTTING SEVERITY LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)

CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

POTHOLE EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RUTTING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements.

** Faulting/Stepping in concrete pavements.

Sundargarh (R&B) Division (D29)

| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |
| 30.00 | 31.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 31.00 | 52.53 | | | | | | | | | | | Not Accesible |

Sundargarh (R&B) Division END

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Sundargarh (R&B) Division (D29)

| CHAINAGE | | DIRECTION | CRACKING | | POTHoles | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

05 Talsara-Luhakera Road MDR 30 Total GPS Length = 12.79 km

Survey Date: 11/1/2012

| | | | | | | | | | | |
|-------|-------|-----|--------------|--------|--------------|--------|--------------|-----|-----|----|
| 0.00 | 1.00 | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 1.00 | 2.00 | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 2.00 | 3.00 | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 3.00 | 4.00 | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 4.00 | 5.00 | Nil | Nil | Medium | Intermittent | Low | Frequent | Nil | Nil | BT |
| 5.00 | 6.00 | Low | Intermittent | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 6.00 | 7.00 | Nil | Nil | Nil | Nil | Medium | Intermittent | Nil | Nil | BT |
| 7.00 | 8.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 8.00 | 9.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 9.00 | 10.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 10.00 | 11.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 11.00 | 12.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 12.00 | 12.80 | Low | Intermittent | Nil | Nil | High | Intermittent | Nil | Nil | BT |

Sundargarh (R&B) Division END

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm), HIGH (w> 10 mm) **POTHOLE SEVERITY** LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)
RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material) **RUTTING SEVERITY** LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)
CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **POTHOLE EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)
RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **RUTTING EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements. ** Faulting/Stepping in concrete pavements.

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Rayagada (R&B) Division (D33)

| CHAINAGE | | DIRECTION | CRACKING | | POTHoles | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

05A Komtalpeta Kalyansinghpur road. (From Km 0.000 SH 45 to 38.305)

Total GPS Length = 38.30 km

Survey Date: 10/05/2012

| | | | | | | | | | | |
|-------|-------|--------|--------------|--------|--------------|--------|--------------|--------|--------------|----|
| 0.00 | 0.60 | Nil | Nil | High | Intermittent | Nil | Nil | Nil | Nil | BT |
| 0.60 | 1.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 1.00 | 2.00 | Medium | Intermittent | Low | Intermittent | Low | Intermittent | Nil | Nil | BT |
| 2.00 | 3.00 | High | Intermittent | Low | Intermittent | Low | Intermittent | Nil | Nil | BT |
| 3.00 | 4.00 | Low | Intermittent | Low | Intermittent | Low | Intermittent | Low | Intermittent | BT |
| 4.00 | 5.00 | Low | Intermittent | Low | Intermittent | Low | Frequent | Nil | Nil | BT |
| 5.00 | 6.00 | High | Intermittent | Low | Intermittent | Low | Frequent | Nil | Nil | BT |
| 6.00 | 7.00 | Nil | Nil | High | Intermittent | Medium | Intermittent | Nil | Nil | BT |
| 7.00 | 7.70 | Medium | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 7.70 | 8.00 | | | | | | | | | BT |
| 8.00 | 9.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 9.00 | 10.00 | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 10.00 | 11.00 | Medium | Intermittent | Low | Intermittent | Low | Intermittent | Nil | Nil | BT |
| 11.00 | 12.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 12.00 | 13.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 13.00 | 14.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 14.00 | 15.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 15.00 | 16.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 16.00 | 17.00 | Nil | Nil | High | Intermittent | Low | Intermittent | Nil | Nil | BT |
| 17.00 | 18.00 | Nil | Nil | High | Intermittent | Medium | Frequent | Nil | Nil | BT |
| 18.00 | 19.00 | Nil | Nil | Low | Intermittent | Low | Extensive | Nil | Nil | BT |
| 19.00 | 20.00 | Nil | Nil | Nil | Nil | Medium | Extensive | Nil | Nil | BT |
| 20.00 | 21.00 | High | Intermittent | Medium | Intermittent | Medium | Frequent | Medium | Intermittent | BT |
| 21.00 | 22.00 | High | Intermittent | Medium | Intermittent | Medium | Frequent | High | Intermittent | BT |
| 22.00 | 23.00 | Low | Intermittent | Low | Intermittent | Medium | Intermittent | Nil | Nil | BT |
| 23.00 | 24.00 | Medium | Intermittent | Low | Intermittent | Low | Extensive | Nil | Nil | BT |
| 24.00 | 25.00 | Nil | Nil | Medium | Intermittent | Low | Frequent | Nil | Nil | BT |
| 25.00 | 26.00 | High | Intermittent | Medium | Intermittent | Low | Intermittent | Medium | Intermittent | BT |
| 26.00 | 27.00 | High | Frequent | Nil | Nil | Low | Frequent | Nil | Nil | BT |

Road Under Construction

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm) , HIGH (w> 10 mm)

POTHOLE SEVERITY LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)

RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material)

RUTTING SEVERITY LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)

CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

POTHOLE EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RUTTING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements.

** Faulting/Stepping in concrete pavements.

Rayagada (R&B) Division (D33)

| CHAINAGE | | DIRECTION | CRACKING | | POTHoles | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------------|----------|--------------|-------------|--------------|------------|--------------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |
| 27.00 | 28.00 | | High | Intermittent | Low | Intermittent | Low | Intermittent | Medium | Intermittent | BT | |
| 28.00 | 29.00 | | High | Intermittent | Low | Intermittent | Medium | Frequent | Nil | Nil | BT | |
| 29.00 | 30.00 | | Nil | Nil | High | Intermittent | Low | Frequent | Nil | Nil | BT | |
| 30.00 | 31.00 | | Low | Intermittent | Low | Intermittent | Low | Intermittent | Nil | Nil | BT | |
| 31.00 | 32.00 | | High | Intermittent | High | Intermittent | Low | Frequent | Nil | Nil | BT | |
| 32.00 | 33.00 | | Medium | Intermittent | Medium | Frequent | Medium | Frequent | Nil | Nil | BT | |
| 33.00 | 34.00 | | Low | Intermittent | Low | Intermittent | Nil | Nil | Nil | Nil | BT | |
| 34.00 | 35.00 | | Low | Intermittent | Low | Intermittent | Low | Intermittent | High | Intermittent | BT | |
| 35.00 | 36.00 | | High | Intermittent | Low | Intermittent | Nil | Nil | Medium | Intermittent | BT | |
| 36.00 | 37.00 | | High | Intermittent | High | Intermittent | Nil | Nil | Nil | Nil | BT | |
| 37.00 | 38.00 | | Nil | Nil | Low | Intermittent | Low | Intermittent | Nil | Nil | BT | |
| 38.00 | 38.31 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |

Rayagada (R&B) Division END

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Charbatia (R&B) Division (D08)

| CHAINAGE | | DIRECTION | CRACKING | | POTHLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

01A Raj-Athagarh Narsinghpur Road SH 65 Total GPS Length = 80.49 km

Survey Date: 25/11/2011

| | | | | | | | | | | |
|-------|-------|--------|--------------|--------|--------------|-----|--------------|--------|--------------|----|
| 0.00 | 1.00 | Low | Frequent | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 1.00 | 2.00 | Low | Frequent | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 2.00 | 3.00 | Medium | Frequent | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 3.00 | 4.00 | Medium | Frequent | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 4.00 | 5.00 | Low | Intermittent | Nil | Nil | Low | Intermittent | Medium | Intermittent | BT |
| 5.00 | 6.00 | High | Frequent | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 6.00 | 7.00 | High | Intermittent | Low | Intermittent | Low | Intermittent | Medium | Intermittent | BT |
| 7.00 | 8.00 | Low | Frequent | Low | Intermittent | Low | Frequent | Nil | Nil | BT |
| 8.00 | 9.00 | Low | Intermittent | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 9.00 | 10.00 | Medium | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 10.00 | 11.00 | Low | Intermittent | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 11.00 | 12.00 | Low | Intermittent | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 12.00 | 13.00 | Low | Intermittent | Medium | Intermittent | Low | Frequent | Nil | Nil | BT |
| 13.00 | 14.00 | Low | Intermittent | Nil | Nil | Low | Intermittent | Low | Intermittent | BT |
| 14.00 | 15.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 15.00 | 16.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 16.00 | 17.00 | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 17.00 | 18.00 | Low | Intermittent | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 18.00 | 19.00 | Low | Intermittent | Medium | Intermittent | Low | Extensive | Nil | Nil | BT |
| 19.00 | 20.00 | Low | Intermittent | High | Intermittent | Low | Frequent | Nil | Nil | BT |
| 20.00 | 21.00 | High | Frequent | Low | Intermittent | Low | Frequent | Nil | Nil | BT |
| 21.00 | 22.00 | Low | Frequent | Medium | Intermittent | Low | Frequent | Nil | Nil | BT |
| 22.00 | 23.00 | Low | Intermittent | Medium | Intermittent | Low | Frequent | Nil | Nil | BT |
| 23.00 | 24.00 | Low | Intermittent | Medium | Intermittent | Low | Frequent | Nil | Nil | BT |
| 24.00 | 25.00 | High | Intermittent | Low | Intermittent | Low | Extensive | Nil | Nil | BT |
| 25.00 | 26.00 | Low | Intermittent | Low | Intermittent | Low | Frequent | Nil | Nil | BT |
| 26.00 | 27.00 | Low | Intermittent | Medium | Intermittent | Low | Frequent | Low | Intermittent | BT |
| 27.00 | 28.00 | Medium | Intermittent | Low | Intermittent | Low | Intermittent | Nil | Nil | BT |
| 28.00 | 29.00 | Low | Intermittent | Low | Intermittent | Low | Intermittent | Nil | Nil | BT |
| 29.00 | 30.00 | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT |

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm) , HIGH (w > 10 mm)

POTHOLE SEVERITY LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)

RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material)

RUTTING SEVERITY LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)

CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

POTHOLE EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RUTTING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements.

** Faulting/Stepping in concrete pavements.

| Charbatia (R&B) Division (D08) | | | | | | | | | | | | |
|--------------------------------|-------|-----------|----------|--------------|----------|--------------|-------------|--------------|------------|--------------|---------|---------|
| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |
| 30.00 | 31.00 | | Low | Frequent | Low | Intermittent | Low | Intermittent | Nil | Nil | BT | |
| 31.00 | 32.00 | | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 32.00 | 33.00 | | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 33.00 | 34.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 34.00 | 35.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 35.00 | 36.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 36.00 | 37.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 37.00 | 38.00 | | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 38.00 | 39.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 39.00 | 40.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 40.00 | 41.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 41.00 | 42.00 | | Low | Intermittent | Nil | Nil | Low | Intermittent | Low | Intermittent | BT | |
| 42.00 | 43.00 | | Nil | Nil | Low | Intermittent | Low | Intermittent | Nil | Nil | BT | |
| 43.00 | 44.00 | | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 44.00 | 45.00 | | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 45.00 | 46.00 | | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 46.00 | 47.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 47.00 | 48.00 | | Low | Intermittent | Nil | Nil | Low | Frequent | Nil | Nil | BT | |
| 48.00 | 49.00 | | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 49.00 | 50.00 | | Medium | Intermittent | Nil | Nil | Low | Frequent | Nil | Nil | BT | |
| 50.00 | 51.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 51.00 | 52.00 | | Low | Intermittent | Low | Intermittent | Low | Intermittent | Nil | Nil | BT | |
| 52.00 | 53.00 | | Low | Intermittent | Medium | Intermittent | Low | Intermittent | Nil | Nil | BT | |
| 53.00 | 54.00 | | Low | Intermittent | Low | Intermittent | Medium | Intermittent | Nil | Nil | BT | |
| 54.00 | 55.00 | | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 55.00 | 56.00 | | Low | Intermittent | Medium | Intermittent | Low | Frequent | Nil | Nil | BT | |
| 56.00 | 57.00 | | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT | |
| 57.00 | 58.00 | | Nil | Nil | Low | Intermittent | Low | Extensive | Nil | Nil | BT | |
| 58.00 | 59.00 | | Low | Intermittent | Nil | Nil | Low | Frequent | Nil | Nil | BT | |
| 59.00 | 60.00 | | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 60.00 | 61.00 | | Low | Intermittent | Low | Intermittent | Low | Frequent | Nil | Nil | BT | |
| 61.00 | 62.00 | | Low | Frequent | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 62.00 | 63.00 | | Low | Intermittent | Nil | Nil | Low | Intermittent | Low | Intermittent | BT | |
| 63.00 | 64.00 | | Nil | Nil | Low | Intermittent | Low | Intermittent | Nil | Nil | BT | |
| 64.00 | 65.00 | | Nil | Nil | Low | Intermittent | Low | Extensive | Nil | Nil | BT | |
| 65.00 | 66.00 | | Medium | Frequent | Nil | Nil | Low | Frequent | Nil | Nil | BT | |
| 66.00 | 67.00 | | Nil | Nil | Nil | Nil | Low | Extensive | Nil | Nil | BT | |
| 67.00 | 68.00 | | Low | Intermittent | Nil | Nil | Low | Frequent | Nil | Nil | BT | |
| 68.00 | 69.00 | | Medium | Intermittent | Low | Intermittent | Medium | Frequent | Nil | Nil | BT | |

| Charbatia (R&B) Division (D08) | | | | | | | | | | | | |
|--------------------------------|-------|-----------|----------|--------------|----------|--------------|-------------|--------------|------------|--------|---------|---------|
| CHAINAGE | | DIRECTION | CRACKING | | POTHLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |
| 69.00 | 70.00 | | Low | Intermittent | Nil | Nil | Low | Frequent | Nil | Nil | BT | |
| 70.00 | 71.00 | | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 71.00 | 72.00 | | Low | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 72.00 | 73.00 | | Low | Intermittent | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 73.00 | 74.00 | | Low | Frequent | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 74.00 | 75.00 | | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT | |
| 75.00 | 76.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 76.00 | 77.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 77.00 | 78.00 | | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT | |
| 78.00 | 79.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 79.00 | 80.00 | | Nil | Nil | High | Intermittent | Low | Intermittent | Nil | Nil | BT | |
| 80.00 | 80.50 | | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT | |

Charbatia (R&B) Division END

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Charbatia (R&B) Division (D08)

| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

01B Raj Athagarh Railwaystation Road SH 65 Total GPS Length = 2.317 km

Survey Date: 28/11/2011

| | | | | | | | | | | |
|------|------|-----|--------------|-----|--------------|------|-----------|-----|-----|----|
| 0.00 | 1.00 | Nil | Nil | Nil | Nil | High | Extensive | Nil | Nil | BT |
| 1.00 | 2.00 | Low | Intermittent | Low | Intermittent | High | Frequent | Nil | Nil | BT |
| 2.00 | 2.32 | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT |

Charbatia (R&B) Division END

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm), HIGH (w> 10 mm) **POTHOLE SEVERITY** LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)
RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material) **RUTTING SEVERITY** LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)
CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **POTHOLE EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)
RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **RUTTING EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)
w= Width, d= Depth

* Joint Deficiency in concrete pavements. ** Faulting/Stepping in concrete pavements.

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Baragarh (R&B) Division (D19)

| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

02 Godabhaga Turum Road MDR Total GPS Length = 39.90 km

Survey Date: 5/1/2012

| | | | | | | | | | | |
|-------|-------|-----|-----|-----|-----|-----|--------------|-----|-----|----|
| 0.00 | 1.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 1.00 | 2.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 2.00 | 3.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 3.00 | 4.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 4.00 | 5.00 | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 5.00 | 6.00 | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 6.00 | 7.00 | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 7.00 | 8.00 | Nil | Nil | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 8.00 | 9.00 | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 9.00 | 10.00 | Nil | Nil | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 10.00 | 11.00 | Nil | Nil | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 11.00 | 12.00 | Nil | Nil | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 12.00 | 13.00 | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 13.00 | 14.00 | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 14.00 | 15.00 | Nil | Nil | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 15.00 | 16.00 | Nil | Nil | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 16.00 | 17.00 | Nil | Nil | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 17.00 | 18.00 | Nil | Nil | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 18.00 | 19.00 | Nil | Nil | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 19.00 | 20.00 | Nil | Nil | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 20.00 | 21.00 | Nil | Nil | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 21.00 | 22.00 | Nil | Nil | Nil | Nil | Low | Extensive | Nil | Nil | BT |
| 22.00 | 23.00 | Nil | Nil | Nil | Nil | Low | Frequent | Nil | Nil | BT |
| 23.00 | 24.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 24.00 | 25.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 25.00 | 26.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 26.00 | 27.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 27.00 | 28.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | BT |
| 28.00 | 29.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 29.00 | 32.00 | | | | | | | | | BT |

Work in progress

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm) , HIGH (w> 10 mm) **POTHOLE SEVERITY** LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)
RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material) **RUTTING SEVERITY** LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)
CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **POTHOLE EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)
RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **RUTTING EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)
w= Width, d= Depth

* Joint Deficiency in concrete pavements. ** Faulting/Stepping in concrete pavements.

Baragarh (R&B) Division (D19)

| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------------|------------|--------|---------|------------------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |
| 30.00 | 31.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 32.00 | 33.00 | | Nil | Nil | Nil | Nil | Low | Intermittent | Nil | Nil | BT | |
| 33.00 | 39.90 | | | | | | | | | | BT | Work in progress |

Baragarh (R&B) Division END

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Ganjam (R&B) Division - II (D23)

| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

07A **Badasankha Tarini Nandiko road.(Badasankha to MDR Tarini)(From Km 0.000 to 23.751)**

Total GPS Length = 23.75 km

Survey Date: 26/04/2012

ROAD UNDER CONSTRUCTION

| | | | | | | | | | | | |
|-------|-------|-----|-----|------|--------------|--------|--------------|-----|--------------|-----|----|
| 0.00 | 6.00 | | | | | | | | | | BT |
| 6.00 | 6.93 | nil | nil | High | Intermittent | nil | nil | nil | nil | nil | BT |
| 6.93 | 7.00 | nil | nil | nil | nil | nil | nil | nil | nil | nil | CC |
| 7.00 | 7.39 | nil | nil | nil | nil | nil | nil | Low | Intermittent | nil | CC |
| 7.39 | 8.00 | nil | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 8.00 | 9.00 | nil | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 9.00 | 10.00 | nil | nil | High | Intermittent | nil | nil | nil | nil | nil | BT |
| 10.00 | 11.00 | nil | nil | High | Intermittent | nil | nil | nil | nil | nil | BT |
| 11.00 | 12.00 | nil | nil | High | Intermittent | nil | nil | nil | nil | nil | BT |
| 12.00 | 13.00 | nil | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 13.00 | 14.00 | nil | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 14.00 | 15.00 | nil | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 15.00 | 16.00 | nil | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 16.00 | 17.00 | nil | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 17.00 | 18.00 | nil | nil | High | Intermittent | nil | nil | nil | nil | nil | BT |
| 18.00 | 19.00 | nil | nil | High | Intermittent | Medium | Intermittent | nil | nil | nil | BT |
| 19.00 | 20.00 | nil | nil | nil | nil | High | Intermittent | nil | nil | nil | BT |
| 20.00 | 21.00 | nil | nil | High | Intermittent | nil | nil | nil | nil | nil | BT |
| 21.00 | 22.00 | nil | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 22.00 | 23.00 | nil | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 23.00 | 23.75 | nil | nil | nil | nil | nil | nil | nil | nil | nil | BT |

Ganjam (R&B) Division - II END

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm), HIGH (w> 10 mm) **POTHOLE SEVERITY** LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)
RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material) **RUTTING SEVERITY** LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)
CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **POTHOLE EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)
RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **RUTTING EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)
w= Width, d= Depth

* Joint Deficiency in concrete pavements. ** Faulting/Stepping in concrete pavements.

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Ganjam (R&B) Division - II (D23)

| CHAINAGE | | DIRECTION | CRACKING | | POTHLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

07B Badasankha Tarini Nandiko road.(Tarini to Nandiko)(From Km 24.000 to 32.062)

MDR

Total GPS Length = 8.061 km

Survey Date: 26/04/2012

| | | | | | | | | | | |
|-------|-------|-----|-----|--------|--------------|-----|-----|-----|-----|----|
| 24.00 | 25.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 25.00 | 26.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 26.00 | 27.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 27.00 | 28.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 28.00 | 29.00 | nil | nil | Medium | Intermittent | nil | nil | nil | nil | BT |
| 29.00 | 29.48 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 29.48 | 29.90 | nil | nil | nil | nil | nil | nil | nil | nil | CC |
| 29.90 | 30.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 30.00 | 31.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 31.00 | 31.62 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 31.62 | 31.96 | nil | nil | nil | nil | nil | nil | nil | nil | CC |
| 31.96 | 32.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 32.00 | 32.06 | nil | nil | nil | nil | nil | nil | nil | nil | BT |

Ganjam (R&B) Division - II END

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm), HIGH (w> 10 mm)

POTHOLE SEVERITY LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)

RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material)

RUTTING SEVERITY LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)

CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

POTHOLE EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RUTTING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements.

** Faulting/Stepping in concrete pavements.

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Ganjam (R&B) Division -I (D22)

| CHAINAGE | | DIRECTION | CRACKING | | POTHoles | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

03A **Badasankha-Tarini-Hinjili-Sheragada Road** **SH 36** **Total GPS Length =** **8.661 km**
(Badasankha--Hinjili) (From Km 32.061 to 40.722)

Survey Date: 21/04/2012

| | | | | | | | | | | |
|-------|-------|------|--------------|-----|-----|--------|--------------|-----|-----|----|
| 32.06 | 33.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 33.00 | 34.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 34.00 | 35.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 35.00 | 36.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 36.00 | 36.78 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 36.78 | 37.00 | nil | nil | nil | nil | nil | nil | nil | nil | CC |
| 37.00 | 37.47 | nil | nil | nil | nil | Medium | Intermittent | nil | nil | CC |
| 37.47 | 38.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 38.00 | 39.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 39.00 | 40.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 40.00 | 40.42 | High | Intermittent | nil | nil | nil | nil | nil | nil | BT |
| 40.42 | 40.72 | nil | nil | nil | nil | nil | nil | nil | nil | CC |

Ganjam (R&B) Division -I END

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm), HIGH (w> 10 mm) **POTHOLE SEVERITY** LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)
RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material) **RUTTING SEVERITY** LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)
CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **POTHOLE EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)
RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **RUTTING EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements. ** Faulting/Stepping in concrete pavements.

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Ganjam (R&B) Division -I (D22)

| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

03B **Badasankha-Tarini-Hinjili-Sheragada Road** **SH 36** **Total GPS Length =** **14.06 km**
(NH-217-Sheragada)(From 40.722 to 54.784)

Survey Date: 21/04/2012

| | | | | | | | | | | |
|-------|-------|------|--------------|-----|-----|--------|--------------|-----|-----|----|
| 40.72 | 41.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 41.00 | 42.00 | High | Intermittent | nil | nil | nil | nil | nil | nil | BT |
| 42.00 | 43.00 | Low | Frequent | nil | nil | Low | Intermittent | nil | nil | BT |
| 43.00 | 44.00 | nil | nil | nil | nil | Medium | Intermittent | nil | nil | BT |
| 44.00 | 45.00 | nil | nil | nil | nil | Low | Frequent | nil | nil | BT |
| 45.00 | 46.00 | nil | nil | nil | nil | Low | Frequent | nil | nil | BT |
| 46.00 | 47.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 47.00 | 48.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 48.00 | 49.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 49.00 | 50.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 50.00 | 51.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 51.00 | 52.00 | nil | nil | nil | nil | Medium | Intermittent | nil | nil | BT |
| 52.00 | 53.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 53.00 | 54.00 | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT |
| 54.00 | 54.78 | nil | nil | nil | nil | nil | nil | nil | nil | BT |

Ganjam (R&B) Division -I END

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm), HIGH (w> 10 mm) **POT HOLE SEVERITY** LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)
RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material) **RUTTING SEVERITY** LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)
CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **POT HOLE EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)
RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%) **RUTTING EXTENT** Intermittent(<20%), Frequent(20-50%), Extensive(>50%)
w= Width, d= Depth

* Joint Deficiency in concrete pavements. ** Faulting/Stepping in concrete pavements.

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Bhanjanagar (R&B) Division (D24)

| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

08 Shergada Badagada Sorada road (From Km 54.784 to 96.788) MDR Total GPS Length = 42.00 km

Survey Date: 4/04/2012

| | | | | | | | | | | |
|-------|-------|--------|--------------|--------|--------------|------|--------------|-----|--------------|----|
| 54.78 | 55.00 | nil | nil | Medium | Extensive | Low | Frequent | nil | nil | BT |
| 55.00 | 56.00 | nil | nil | Medium | Extensive | nil | nil | nil | nil | BT |
| 56.00 | 57.00 | nil | nil | Medium | Extensive | nil | nil | nil | nil | BT |
| 57.00 | 58.00 | nil | nil | Medium | Extensive | nil | nil | nil | nil | BT |
| 58.00 | 59.00 | High | Intermittent | Medium | Intermittent | nil | nil | Low | Intermittent | BT |
| 59.00 | 60.00 | High | Intermittent | Medium | Intermittent | nil | nil | Low | Intermittent | BT |
| 60.00 | 61.00 | nil | nil | Medium | Intermittent | nil | nil | nil | nil | BT |
| 61.00 | 62.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 62.00 | 62.14 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 62.14 | 62.24 | nil | nil | nil | nil | nil | nil | nil | nil | CC |
| 62.24 | 63.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 63.00 | 64.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 64.00 | 65.00 | nil | nil | Medium | Intermittent | Low | Intermittent | nil | nil | BT |
| 65.00 | 66.00 | nil | nil | Medium | Intermittent | nil | nil | nil | nil | BT |
| 66.00 | 67.00 | nil | nil | Medium | Intermittent | nil | nil | nil | nil | BT |
| 67.00 | 68.00 | Low | Intermittent | nil | nil | nil | nil | Low | Extensive | BT |
| 68.00 | 69.00 | Low | Intermittent | nil | nil | High | Intermittent | nil | nil | BT |
| 69.00 | 69.58 | Medium | Intermittent | Medium | Frequent | Low | Intermittent | nil | nil | BT |
| 69.59 | 69.83 | nil | nil | nil | nil | nil | nil | nil | nil | CC |
| 69.83 | 70.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 70.00 | 71.00 | nil | nil | Medium | Intermittent | nil | nil | nil | nil | BT |
| 71.00 | 72.00 | High | Intermittent | Low | Intermittent | Low | Intermittent | nil | nil | BT |
| 72.00 | 73.00 | nil | nil | Medium | Intermittent | Low | Extensive | nil | nil | BT |
| 73.00 | 74.00 | nil | nil | nil | nil | Low | Extensive | nil | nil | BT |
| 74.00 | 75.00 | nil | nil | nil | nil | Low | Extensive | nil | nil | BT |
| 75.00 | 76.00 | nil | nil | nil | nil | Low | Extensive | nil | nil | BT |
| 76.00 | 77.00 | nil | nil | Medium | Intermittent | nil | nil | nil | nil | BT |
| 77.00 | 78.00 | nil | nil | Medium | Intermittent | nil | nil | nil | nil | BT |
| 78.00 | 79.00 | High | Intermittent | Medium | Intermittent | nil | nil | nil | nil | BT |

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm) , HIGH (w> 10 mm)

POTHOLE SEVERITY LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)

RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material)

RUTTING SEVERITY LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)

CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

POTHOLE EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RUTTING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements.

** Faulting/Stepping in concrete pavements.

| Bhanjanagar (R&B) Division (D24) | | | | | | | | | | | | |
|----------------------------------|-------|-----------|----------|--------|----------|--------------|-------------|-----------|------------|----------|---------|---------|
| CHAINAGE | | DIRECTION | CRACKING | | POTHLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |
| 79.00 | 80.00 | | nil | nil | nil | nil | Low | Extensive | nil | nil | BT | |
| 80.00 | 81.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 81.00 | 82.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 82.00 | 83.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 83.00 | 83.35 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 83.35 | 83.69 | | nil | nil | nil | nil | nil | nil | nil | nil | CC | |
| 83.69 | 84.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 84.00 | 85.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 85.00 | 86.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 86.00 | 87.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 87.00 | 88.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 88.00 | 89.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 89.00 | 90.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 90.00 | 91.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 91.00 | 92.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 92.00 | 93.00 | | nil | nil | Medium | Extensive | nil | nil | nil | nil | BT | |
| 93.00 | 94.00 | | nil | nil | High | Frequent | nil | nil | nil | nil | BT | |
| 94.00 | 95.00 | | nil | nil | Low | Frequent | Low | Frequent | Low | Frequent | BT | |
| 95.00 | 96.00 | | nil | nil | Medium | Frequent | nil | nil | nil | nil | BT | |
| 96.00 | 96.79 | | nil | nil | High | Intermittent | nil | nil | nil | nil | BT | |

Bhanjanagar (R&B) Division END

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Rairangpur (R&B) Division (D17)

| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

03A Rairangpur Jashipur Karanjia Dhenkikote road. SH 49 Total GPS Length = 35.75 km
(Rairangpur-Jashipur)(From Km 0.000 to 35.752)

Survey Date: 27/01/12

UNDER CONSTRUCTION

| | | | | | | | | | | |
|-------|-------|--------|--------------|-----|-----|-----|--------------|--------|--------------|----|
| 0.00 | 1.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 1.00 | 2.00 | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT |
| 2.00 | 3.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 3.00 | 4.00 | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT |
| 4.00 | 5.00 | nil | nil | nil | nil | nil | nil | Medium | Intermittent | BT |
| 5.00 | 6.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 6.00 | 7.00 | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT |
| 7.00 | 8.00 | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT |
| 8.00 | 9.00 | Medium | Intermittent | nil | nil | nil | nil | nil | nil | BT |
| 9.00 | 10.00 | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT |
| 10.00 | 11.00 | Low | Intermittent | nil | nil | nil | nil | nil | nil | BT |
| 11.00 | 12.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 12.00 | 13.00 | Low | Intermittent | nil | nil | nil | nil | nil | nil | BT |
| 13.00 | 14.00 | Low | Intermittent | nil | nil | Low | Frequent | nil | nil | BT |
| 14.00 | 15.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 15.00 | 16.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 16.00 | 17.00 | Medium | Intermittent | nil | nil | nil | nil | nil | nil | BT |
| 17.00 | 18.00 | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT |
| 18.00 | 19.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 19.00 | 20.00 | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT |
| 20.00 | 21.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 21.00 | 22.00 | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT |
| 22.00 | 23.00 | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT |
| 23.00 | 24.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 24.00 | 25.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 25.00 | 26.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 26.00 | 27.00 | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT |
| 27.00 | 28.00 | nil | nil | nil | nil | Low | Frequent | nil | nil | BT |
| 28.00 | 29.00 | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT |

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm) , HIGH (w> 10 mm)

POTHOLE SEVERITY LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)

RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material)

RUTTING SEVERITY LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)

CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

POTHOLE EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RUTTING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements.

** Faulting/Stepping in concrete pavements.

Rairangpur (R&B) Division (D17)

| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |
| 29.00 | 30.00 | | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT | |
| 30.00 | 31.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 31.00 | 32.00 | | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT | |
| 32.00 | 33.00 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |
| 33.00 | 34.00 | | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT | |
| 34.00 | 35.00 | | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT | |
| 35.00 | 35.75 | | nil | nil | nil | nil | nil | nil | nil | nil | BT | |

Rairangpur (R&B) Division END

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Keonjhar (R&B) Division (D28)

| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

09 Kunar -Banspal Road MDR 12C Total GPS Length = 14.12 km

Survey Date: 30/12/2011

| | | | | | | | | | | |
|-------|-------|--------|--------------|------|--------------|--------|--------------|--------|--------------|----|
| 0.00 | 1.00 | Nil | Nil | Nil | Nil | Low | Intermittent | Low | Intermittent | BT |
| 1.00 | 2.00 | Nil | Nil | Nil | Nil | Low | Frequent | Low | Intermittent | BT |
| 2.00 | 3.00 | Nil | Nil | High | Intermittent | Low | Frequent | Medium | Intermittent | BT |
| 3.00 | 4.00 | Nil | Nil | Nil | Nil | Low | Frequent | Medium | Intermittent | BT |
| 4.00 | 5.00 | Nil | Nil | Nil | Nil | Low | Intermittent | High | Intermittent | BT |
| 5.00 | 6.00 | Medium | Intermittent | Nil | Nil | Low | Intermittent | Nil | Nil | BT |
| 6.00 | 7.00 | Nil | Nil | Nil | Nil | Medium | Frequent | Low | Intermittent | BT |
| 7.00 | 8.00 | Nil | Nil | Nil | Nil | High | Intermittent | Nil | Nil | BT |
| 8.00 | 9.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | ER |
| 9.00 | 10.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | ER |
| 10.00 | 11.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | ER |
| 11.00 | 12.00 | Nil | Nil | Nil | Nil | Nil | Nil | Nil | Nil | ER |
| 12.00 | 13.00 | Nil | Nil | High | Intermittent | Low | Frequent | Nil | Nil | ER |
| 13.00 | 14.12 | Nil | Nil | Low | Intermittent | Low | Frequent | Nil | Nil | ER |

Keonjhar (R&B) Division END

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm), HIGH (w> 10 mm)

POTHOLE SEVERITY LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)

RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material)

RUTTING SEVERITY LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)

CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

POTHOLE EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RUTTING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiencies in concrete pavements.

** Faulting/Stepping in concrete pavements.

PAVEMENT CONDITION DATA - CORE ROAD NETWORK

Bhadrak (R&B) Division (D15)

| CHAINAGE | | DIRECTION | CRACKING | | POTHoles | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
|----------|-------|-----------|----------|--------|----------|--------|-------------|--------|------------|--------|---------|---------|
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |

11 Jamjhari Basudevpur Dhamara Road.(From Km MDR 85 Total GPS Length = 53.45 km
7.000 to 60.455)(Bishnubindha - Dhamra)

Survey Date: 15/02/2012

| | | | | | | | | | | |
|-------|-------|--------|--------------|--------|--------------|--------|--------------|--------|--------------|----|
| 7.00 | 8.00 | High | Intermittent | nil | nil | Low | Frequent | Low | Intermittent | BT |
| 8.00 | 9.00 | High | Intermittent | nil | nil | Low | Intermittent | nil | nil | BT |
| 9.00 | 10.00 | High | Frequent | Low | Intermittent | Low | Frequent | Low | Intermittent | BT |
| 10.00 | 11.00 | Low | Intermittent | nil | nil | Low | Intermittent | nil | nil | BT |
| 11.00 | 12.00 | High | Intermittent | Medium | Intermittent | Low | Intermittent | nil | nil | BT |
| 12.00 | 13.00 | Low | Frequent | nil | nil | Low | Intermittent | nil | nil | BT |
| 13.00 | 14.00 | Low | Intermittent | High | Intermittent | Low | Intermittent | nil | nil | BT |
| 14.00 | 15.00 | High | Intermittent | nil | nil | nil | nil | Low | Intermittent | BT |
| 15.00 | 16.00 | High | Frequent | Medium | Intermittent | nil | nil | Medium | Intermittent | BT |
| 16.00 | 17.00 | High | Frequent | nil | nil | nil | nil | nil | nil | BT |
| 17.00 | 18.00 | Low | Extensive | nil | nil | Low | Intermittent | nil | nil | BT |
| 18.00 | 19.00 | Low | Extensive | nil | nil | nil | nil | nil | nil | BT |
| 19.00 | 20.00 | Low | Extensive | nil | nil | nil | nil | nil | nil | BT |
| 20.00 | 21.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 21.00 | 22.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 22.00 | 23.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 23.00 | 24.00 | nil | nil | nil | nil | nil | nil | nil | nil | BT |
| 24.00 | 25.00 | High | Extensive | Medium | Intermittent | nil | nil | nil | nil | BT |
| 25.00 | 26.00 | High | Extensive | nil | nil | nil | nil | nil | nil | BT |
| 26.00 | 27.00 | High | Frequent | Medium | Intermittent | nil | nil | High | Intermittent | BT |
| 27.00 | 28.00 | High | Frequent | nil | nil | nil | nil | High | Intermittent | BT |
| 28.00 | 29.00 | High | Intermittent | nil | nil | High | Frequent | Low | Intermittent | BT |
| 29.00 | 30.00 | Low | Extensive | nil | nil | Medium | Frequent | nil | nil | BT |
| 30.00 | 31.00 | High | Frequent | nil | nil | High | Frequent | Medium | Intermittent | BT |
| 31.00 | 32.00 | High | Extensive | nil | nil | nil | nil | nil | nil | BT |
| 32.00 | 33.00 | Medium | Extensive | Medium | Intermittent | nil | nil | nil | nil | BT |
| 33.00 | 34.00 | Low | Frequent | Medium | Intermittent | Low | Frequent | nil | nil | BT |
| 34.00 | 35.00 | High | Frequent | High | Frequent | Low | Intermittent | nil | nil | BT |
| 35.00 | 36.00 | High | Frequent | Low | Intermittent | nil | nil | Low | Intermittent | BT |

CRACKING SEVERITY LOW (w <5 mm) , MEDIUM (w=5-10 mm) , HIGH (w> 10 mm)

POTHOLE SEVERITY LOW (w < 100, d <50 mm) , MEDIUM (w=100-300 mm d=50-100 mm),HIGH (w>300, d >100 mm)

RAVELLING SEVERITY LOW (Minor loss of Pavment Material) , MEDIUM (Texture Slightly Disintegrated) , HIGH (Presence of loose material)

RUTTING SEVERITY LOW (d< 15 mm) , MEDIUM (d=15-30 mm) , HIGH (d>30 mm)

CRACKING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

POTHOLE EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RAVELLING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

RUTTING EXTENT Intermittent(<20%), Frequent(20-50%), Extensive(>50%)

w= Width, d= Depth

* Joint Deficiency in concrete pavements.

** Faulting/Stepping in concrete pavements.

| Bhadrak (R&B) Division (D15) | | | | | | | | | | | | |
|------------------------------|-------|-----------|----------|--------------|----------|--------------|-------------|--------------|------------|--------------|---------|---------|
| CHAINAGE | | DIRECTION | CRACKING | | POTHOLES | | RAVELLING * | | RUTTING ** | | SURFACE | REMARKS |
| FROM km | TO km | | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | SEVERITY | EXTENT | | |
| 36.00 | 37.00 | | High | Intermittent | nil | nil | Low | Intermittent | nil | nil | BT | |
| 37.00 | 38.00 | | Medium | Intermittent | nil | nil | Low | Frequent | nil | nil | BT | |
| 38.00 | 39.00 | | Low | Extensive | High | Intermittent | Low | Intermittent | nil | nil | BT | |
| 39.00 | 40.00 | | Low | Extensive | nil | nil | nil | nil | nil | nil | BT | |
| 40.00 | 41.00 | | Low | Frequent | nil | nil | Low | Intermittent | Medium | Intermittent | BT | |
| 41.00 | 42.00 | | Medium | Extensive | Medium | Intermittent | Low | Intermittent | nil | nil | BT | |
| 42.00 | 43.00 | | Low | Extensive | Low | Intermittent | nil | nil | nil | nil | BT | |
| 43.00 | 44.00 | | Low | Intermittent | nil | nil | Low | Extensive | nil | nil | BT | |
| 44.00 | 45.00 | | Low | Frequent | Medium | Intermittent | Low | Frequent | nil | nil | BT | |
| 45.00 | 46.00 | | High | Intermittent | nil | nil | High | Frequent | nil | nil | BT | |
| 46.00 | 47.00 | | Medium | Frequent | nil | nil | Medium | Frequent | nil | nil | BT | |
| 47.00 | 48.00 | | High | Intermittent | Medium | Intermittent | Low | Frequent | nil | nil | BT | |
| 48.00 | 49.00 | | Medium | Frequent | nil | nil | Low | Frequent | nil | nil | BT | |
| 49.00 | 50.00 | | Low | Frequent | Medium | Intermittent | Low | Extensive | nil | nil | BT | |
| 50.00 | 51.00 | | Medium | Intermittent | Medium | Intermittent | High | Intermittent | nil | nil | BT | |
| 51.00 | 52.00 | | Low | Intermittent | nil | nil | Low | Extensive | nil | nil | BT | |
| 52.00 | 53.00 | | nil | nil | nil | nil | Low | Intermittent | nil | nil | BT | |
| 53.00 | 54.00 | | High | Intermittent | Medium | Intermittent | Medium | Intermittent | nil | nil | BT | |
| 54.00 | 55.00 | | Low | Intermittent | Medium | Intermittent | High | Frequent | nil | nil | BT | |
| 55.00 | 56.00 | | High | Intermittent | nil | nil | Medium | Frequent | nil | nil | BT | |
| 56.00 | 57.00 | | Low | Intermittent | nil | nil | Low | Extensive | nil | nil | BT | |
| 57.00 | 58.00 | | Medium | Intermittent | Low | Intermittent | Medium | Extensive | nil | nil | BT | |
| 58.00 | 59.00 | | Low | Intermittent | High | Intermittent | Low | Frequent | nil | nil | BT | |
| 59.00 | 60.00 | | Medium | Intermittent | Medium | Intermittent | Low | Frequent | nil | nil | BT | |
| 60.00 | 60.46 | | Low | Intermittent | nil | nil | Low | Intermittent | nil | nil | BT | |

Bhadrak (R&B) Division END