

Potential impact of the IRI (International Roughness Index) on the capacity of an urban private transport network. Compilation of experiences.

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Abstract

A planning process, in civil engineering, involves a calculation of the supply and an estimation of the demand of the object to be planned.

In the case of urban private transport, the supply is the capacity of that road, which is not only related to the number and width of traffic lanes [1], the number and geometry of left turns and the phases of traffic lights (in those intersections regulated in this way), but the state of preservation of the pavement can also play an important role [2][3].

This paper compiles a series of experiences in which a pathological value of the IRI would justify, through the relevant model, the reduction of the supply of urban private transport.

References

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