

Abstract

A Study on the Improvement of a Rational Road Management System

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Because of the large scale of housing development projects in Seoul, a budget request for extending the existing borough (in Seoul, an administrative unit called “Gu” or district) could not be granted because of budgetary constraints; thus, the existing condition has made some parts of a borough, which have changed into a city, difficult to search for at the present.

There is a limit to determining an objective interpretation about the current issue of changing the city road request by reconsidering the composition and internal standards and procedures in the inner parts of Seoul by dividing it into a city and boroughs. Thus, there is a need for a program which can be easily adopted and quantitatively interpreted and objectively simple to distinguish the city and the boroughs by its practitioners.

The change from an autonomous district roads into city roads has been requested and the city of Seoul has been taking over and managing it; there are now 32 routes in progress, which are the object of study where road management, urban planners, and related professionals developed the elements for a rationalized interpretation that focused on the functional elements of an objective interpretation standard for roads by dividing an autonomous district road from a city road.

A better future for road management in Seoul has been shown. That is, in terms of the rational management of road resources in Seoul, by establishing a road budget and income factors, through the use of the benchmark of developed countries.

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