APPENDIX B

Table B1 - Noise Levels at Mid Frequency at Station 13
(Time 11:00, Date : January 21, 1978)

Mid Frequency	Noise Level, dB					Loudness Index			Noisiness NOYS			Remarks
	L_{10}	L_{50}	L_{90}	Max	Min	L_{10}	L_{50}	L_{90}	L_{10}	L_{50}	L_{90}	
31.5	72	64	61	77	57	2.44	1.33	1.04	-	-	-	For each Mid frequency Measuring interval = 1 min. Paper speed = 3 mm/sec Writing speed = 40 mm/sec
63	65	61	57	70	54	2.27	1.69	1.23	3.0	1.1	-	
125	81	70	65	89	56	9.9	5.0	3.5	11.0	4.6	3.2	
250	73	61	55	87	51	7.4	3.6	2.53	8.7	3.5	2.3	
500	65	57	52	79	48	5.5	3.4	2.53	5.7	3.2	2.3	
1000	65	57	54	72	49	6.6	4.1	3.4	5.7	3.2	2.6	For dB(A) Measuring interval = 2 min. Paper speed = 1 mm/sec Writing speed = 40 mm/sec
2000	61	52	48	69	45	6.2	3.6	2.84	7.5	4.1	3.2	
4000	60	53	49	67	45	7.0	4.6	3.6	8.7	5.3	4.1	
8000	56	52	45	65	41	6.6	5.2	3.4	4.7	3.6	2.2	
16000	47	37	30	56	27	-	-	-	-	-	-	
31500	32	25	25	48	25	-	-	-	-	-	-	
dB(A)	70	63	57	76	55	-	-	-	-	-	-	
TOTAL						53.91	32.52	24.07	55.0	28.6	19.9	

Table B2 - Noise Levels at Mid Frequency at Station 13
(Time 16:00, Date : January 21, 1978)

Mid Frequency	Noise Level, dB					Loudness Index			Noisiness NOYS			Remarks
	L_{10}	L_{50}	L_{90}	Max	Min	L_{10}	L_{50}	L_{90}	L_{10}	L_{50}	L_{90}	
31.5	79	74	69	89	65	4.0	2.81	1.96	-	-	-	For each Mid frequency Measuring interval = 1 min. Paper speed = 3 mm/sec Writing speed = 40 mm/sec
63	67	59	55	78	53	2.62	1.44	1.04	2.0	-	-	
125	72	64	58	83	55	5.3	3.2	2.11	5.4	3.0	1.8	
250	73	65	56	81	53	7.4	4.6	2.68	8.7	4.6	2.4	
500	69	64	57	75	55	7.0	5.2	3.4	7.5	5.3	3.2	
1000	66	61	53	76	50	7.0	5.2	3.2	6.1	4.3	2.5	For dB(A) Measuring interval = 2 min. Paper speed = 1 mm/sec Writing speed = 40 mm/sec
2000	62	55	50	77	47	6.6	4.3	3.2	8.7	5.0	3.6	
4000	59	55	50	73	45	6.6	5.2	3.8	8.0	6.1	4.4	
8000	61	47	40	79	37	8.8	3.8	2.53	6.5	2.6	1.4	
16000	50	41	36	68	32	-	-	-	-	-	-	
31500	32	27	25	42	24	-	-	-	-	-	-	
dB(A)	75	68	60	83	55	-	-	-	-	-	-	
TOTAL						55.82	35.75	23.92	52.9	30.9	19.3	

Table B3 - Noise Levels at Mid Frequency at Station 13
(Time 20:00, Date : January 21, 1978)

Mid Frequency	Noise Level, dB					Loudness Index			Noisiness NOYS			Remarks
	L_{10}	L_{50}	L_{90}	Max	Min	L_{10}	L_{50}	L_{90}	L_{10}	L_{50}	L_{90}	
31.5	78	73	69	93	64	3.7	2.62	1.96	-	-	-	For each Mid Frequency Measuring interval = 1 min. Paper speed = 3 mm/sec Writing speed = 40 mm/sec
63	80	76	70	92	64	6.7	5.0	3.2	6.4	4.5	2.5	
125	78	74	70	86	67	8.3	6.6	5.0	9.1	6.4	4.6	
250	75	67	64	79	61	8.3	5.2	4.3	10.0	5.4	4.3	
500	73	69	64	81	60	8.8	7.0	5.2	9.8	7.5	5.3	
1000	70	62	60	74	56	8.8	5.5	4.9	8.0	4.6	4.0	For dB(A) Measuring interval = 2 min. Paper speed = 1 mm/sec Writing speed = 40 mm/sec
2000	64	60	55	74	52	7.4	5.8	4.3	9.3	7.0	5.0	
4000	69	58	53	82	51	14.4	6.2	4.6	16.0	7.5	5.3	
8000	52	48	45	58	41	5.2	3.4	3.4	3.6	2.8	2.2	
16000	68	63	56	81	53	-	-	-	-	-	-	
31500	71	68	66	76	59	-	-	-	-	-	-	
dB(A)	74	68	64	83	58	-	-	-	-	-	-	
TOTAL						71.6	47.32	36.86	72.2	45.7	33.2	

Table B4 - Noise Levels at Mid Frequency at Station 13
(Time 22:00, Date : January 21, 1978)

Mid Frequency	Noise Level, dB					Loudness Index			Noisiness NOYS			Remarks
	L_{10}	L_{50}	L_{90}	Max	Min	L_{10}	L_{50}	L_{90}	L_{10}	L_{50}	L_{90}	
31.5	78	69	64	82	59	3.7	1.96	1.33	-	-	-	For each Mid Frequency Measuring interval = 1 min. Paper speed = 3 mm/sec Writing speed = 40 mm/sec
63	79	75	70	91	63	6.2	4.7	3.2	5.9	4.1	2.5	
125	77	73	68	85	65	7.8	6.2	4.3	8.3	5.9	4.0	
250	74	69	66	82	64	7.8	5.8	4.9	9.3	6.4	5.0	
500	74	70	66	80	63	9.3	7.4	5.8	10.6	8.0	6.1	
1000	71	68	65	77	62	9.3	7.8	6.6	8.6	7.0	5.7	For dB(A) Measuring interval = 2 min. Paper speed = 1mm/sec Writing speed = 40 mm/sec
2000	67	60	56	76	54	8.8	5.8	4.6	11.0	7.0	5.3	
4000	60	54	52	68	48	7.0	4.9	4.3	8.7	5.7	5.0	
8000	55	48	47	67	40	6.2	4.1	3.8	4.4	2.8	2.6	
16000	46	41	36	59	32	-	-	-	-	-	-	
31500	34	29	27	45	23	-	-	-	-	-	-	
dB(A)	75	72	69	80	66	-	-	-	-	-	-	
TOTAL						66.1	48.66	38.83	66.8	46.9	36.2	

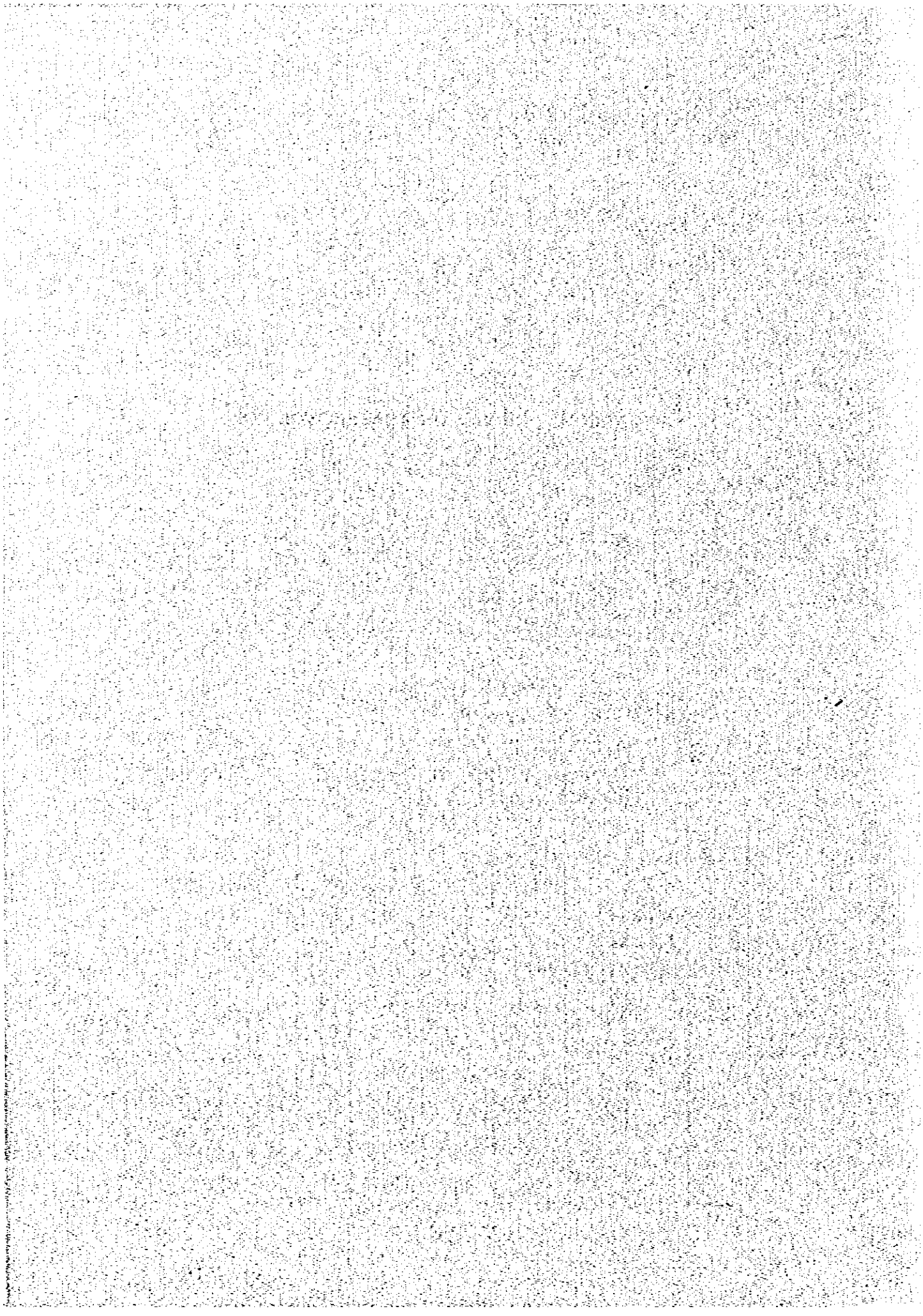
Table B5 - Noise Levels at Mid Frequency at Station 13
(Time 24:00, Date : January 21, 1978)

Mid Frequency	Noise Level, dB					Loudness Index			Noisiness NOYS			Remarks
	L_{10}	L_{50}	L_{90}	Max	Min	L_{10}	L_{50}	L_{90}	L_{10}	L_{50}	L_{90}	
31.5	82	81	79	85	74	5.0	4.7	4.0	-	-	-	For each Mid Frequency Measuring interval = 1 min. Paper speed = 3 mm/sec Writing speed = 40 mm/sec
63	81	77	75	90	74	7.2	5.4	4.7	6.9	5.0	4.1	
125	75	71	69	78	67	7.0	5.4	4.7	6.9	5.0	4.3	
250	66	63	62	69	59	4.9	4.1	3.8	5.0	4.0	3.7	
500	63	61	59	69	56	4.9	4.3	3.8	4.9	4.3	3.7	
1000	64	60	58	72	54	6.2	4.9	4.3	5.3	4.0	3.5	For dB(A) Measuring interval = 2 min. Paper speed = 1 mm/sec Writing speed = 40 mm/sec
2000	60	57	54	68	50	5.8	4.9	4.1	7.0	5.7	4.7	
4000	68	55	53	63	50	11.1	5.2	4.6	15.0	6.1	5.3	
8000	53	47	45	59	43	5.5	3.8	3.4	3.9	2.6	2.2	
16000	46	38	33	57	28	-	-	-	-	-	-	
31500	30	27	26	34	25	-	-	-	-	-	-	
dB(A)	73	70	68	81	66	-	-	-	-	-	-	
TOTAL						57.6	42.7	37.4	54.9	36.7	31.5	

Table B6 - Noise Levels at Mid Frequency at Station 13
(Time 08:00, Date : January 22, 1978)

Mid Frequency	Noise Level, dB					Loudness Index			Noisiness NOYS			Remarks
	L_{10}	L_{50}	L_{90}	Max	Min	L_{10}	L_{50}	L_{90}	L_{10}	L_{50}	L_{90}	
31.5	72	65	61	82	55	2.44	1.44	1.04	-	-	-	For each Mid Frequency Measuring interval = 1 min. Paper speed = 3 mm/sec Writing speed = 40 mm/sec
63	76	68	64	85	56	5.0	2.81	2.11	4.5	2.2	1.5	
125	80	65	57	85	52	9.3	3.5	1.96	11.0	3.2	1.7	
250	72	63	56	78	53	7.0	4.1	2.68	8.0	4.0	2.4	
500	65	55	49	69	47	5.5	3.0	2.11	5.7	2.8	1.9	
1000	70	59	50	79	46	8.8	4.6	2.68	8.0	3.7	2.0	For dB(A) Measuring interval = 2 min. Paper speed = 1 mm/sec Writing speed = 40 mm/sec
2000	64	54	50	71	45	7.4	4.1	3.2	9.3	4.7	3.6	
4000	64	55	49	75	43	8.8	5.2	3.6	11.0	6.1	4.1	
8000	50	46	38	55	34	4.6	3.6	2.24	3.2	2.4	1.1	
16000	41	36	31	45	29	-	-	-	-	-	-	
31500	28	28	28	35	28	-	-	-	-	-	-	
dB(A)	72	61	54	80	50	-	-	-	-	-	-	
TOTAL						58.84	32.35	21.62	60.7	29.1	18.3	

APPENDIX 4. SURVEY ON TRAFFIC VOLUME



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3.	Traffic inflow and outflow at intersections 12 hrs., Jan. 14	27
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1. Outline

(a) Existing Traffic Conditions

The results of traffic sampling carried out at major junctions for 5 days from January 13, 1978 (Friday) to 17 (Tuesday) are as shown in Fig. 2.2.6. As a result of this traffic analysis, the traffic characteristics of Pattaya are itemized below.

(1) Weekly variation

The peak traffic volume was identified on Saturday and Sunday. This is probably because the traffic volume is due to the tourism traffic pattern of Pattaya.

(2) Traffic volume by types of vehicles

In the case of the Sukhmvit Highway, passenger cars and trucks account for a large percentage of the traffic volume, and in the case of the main roads in the study area, the baht bus traffic is overwhelmingly large in volume (the baht bus is a local bus which has been remodelled out of a small truck). The baht bus is an important form of short distance transportation.

(3) Ratio of daytime to nighttime traffic volume

The differential ratio of daytime to nighttime traffic volume is as high as 1.62 on average; especially, the ratio for baht buses is high.

(b) Forecasting Method of Traffic Volume

The forecasting of the future origins and destinations of the traffic in terms of volume and the distribution of the traffic volume is made on a flow chart in Fig. 2.3.3.

(c) Estimation of the Origins and Destinations of the Traffic in Terms of Volume

(1) Zoning

The study area is sub-divided into 21 zones, as shown in Fig. 2.3.4 taking into consideration the present landuse, road network and the master plan.

(2) Setting the factors of the origin and destination unit

The origin and destination unit can be found by dividing the eixsting origin and destination traffic volume by zones by the existing value of the explanatory variable.

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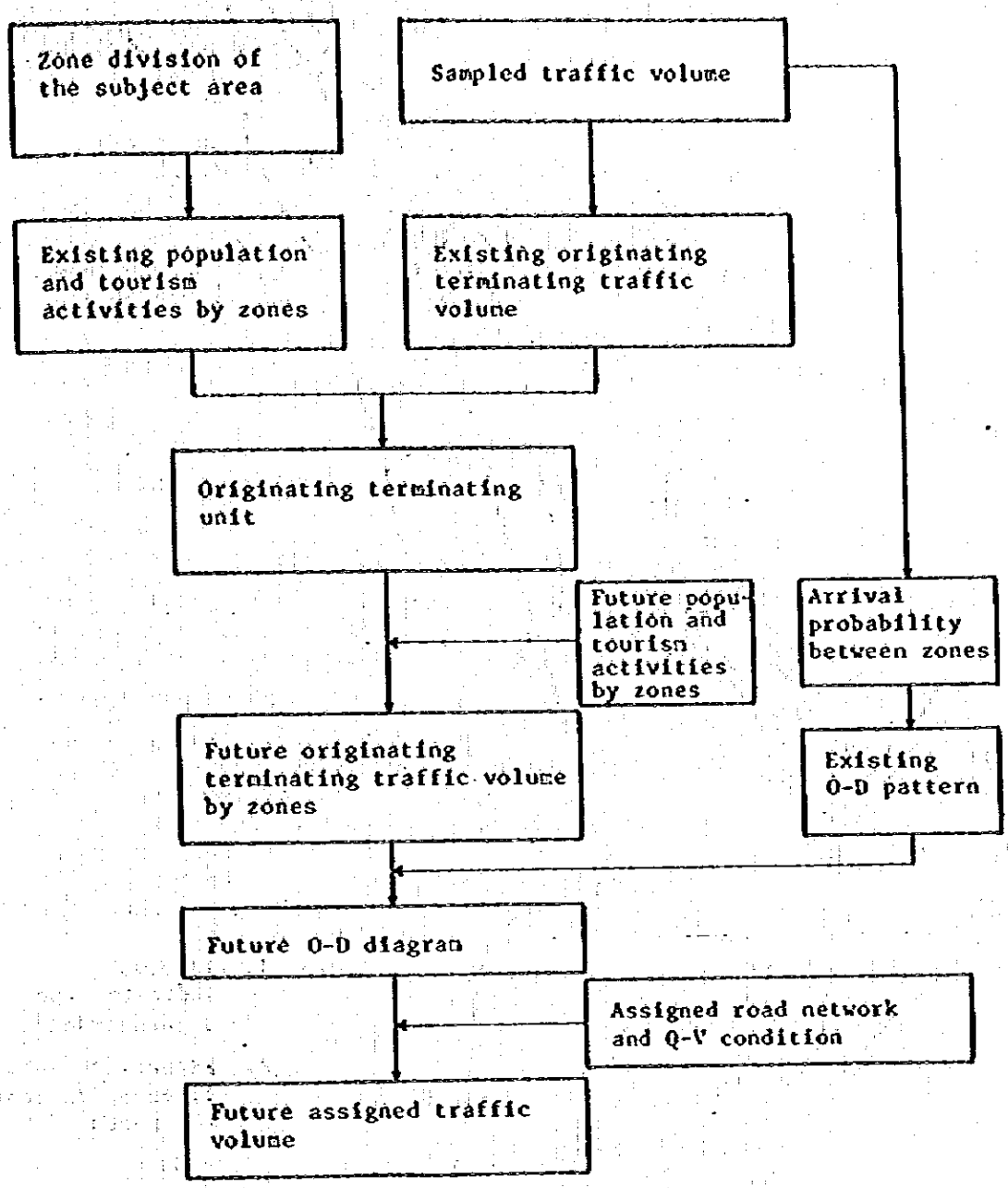
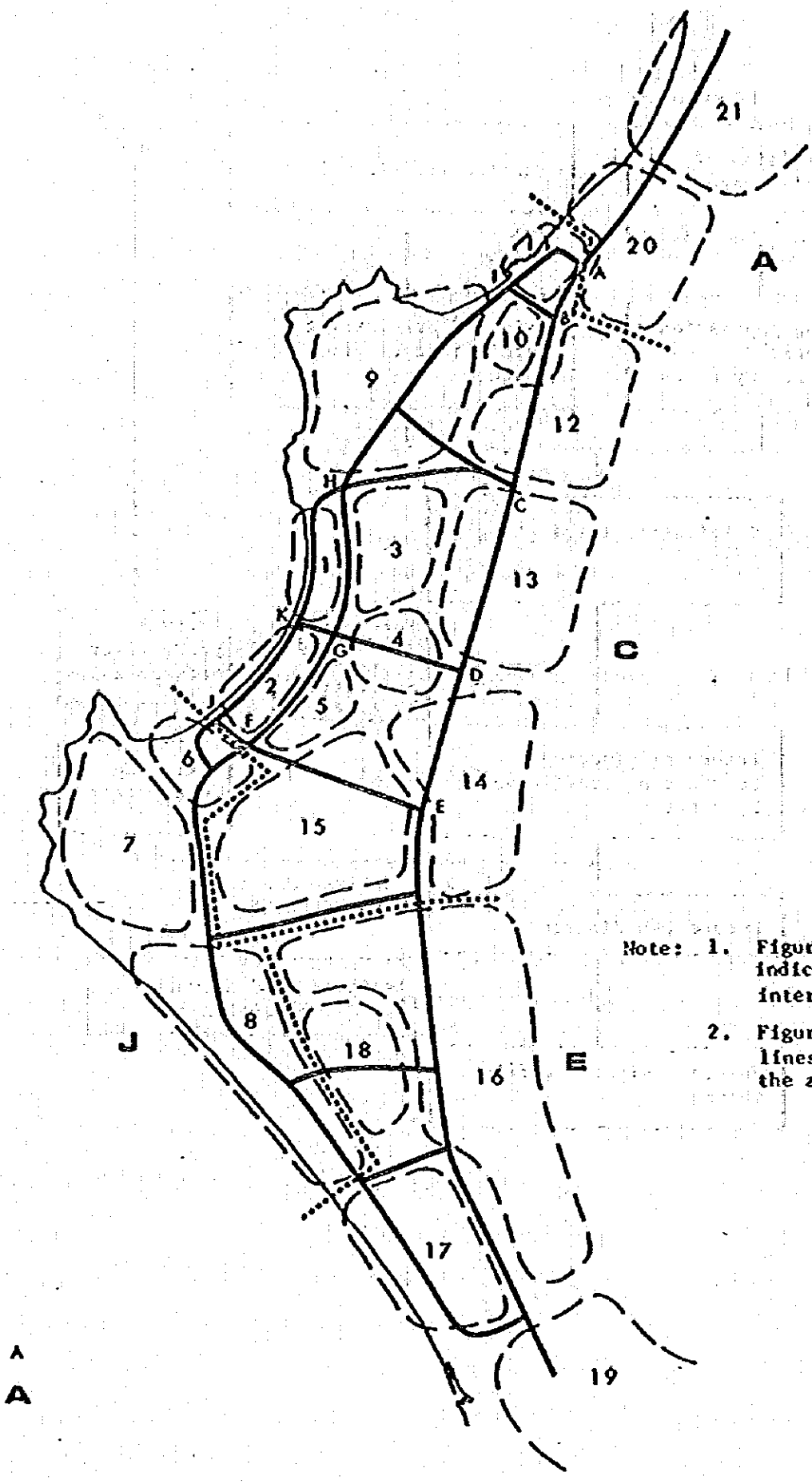

Zone division of the subject area
Sampled traffic volume
Existing population and tourism activities by zones
Existing originating terminating traffic volume
Originating terminating unit
Future population and tourism activities by zones
Arrival probability between zones
Future originating terminating traffic volume by zones
Existing O-D pattern
Future O-D diagram
Assigned road network and Q-V condition
Future assigned traffic volume



Note: 1. Figures indicates the intersections.

2. Figures in dotted lines or indicate the zones.

The explanatory variable used consists of the following combination of population, number of employees, and number of tourists by type of vehicle.

$$\text{Origin and destination unit} = \frac{\text{Existing Origin-destination traffic volume by zones}}{\text{Existing value of explanatory variable by zones}}$$

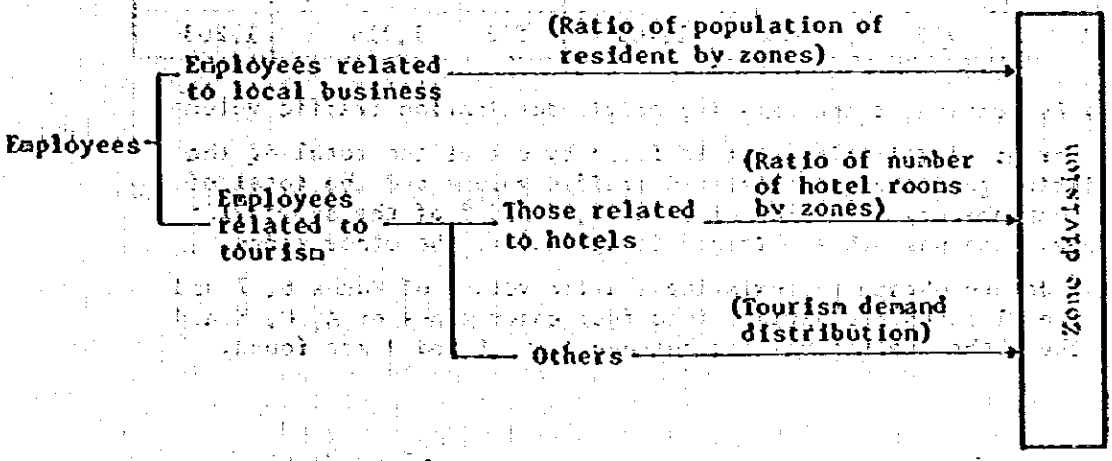
Type of vehicle	Explanatory variable
Baht-buses Passenger cars	Population of residents + number of workers + number of staying visitors + tourism demand
Trucks	Population of residents + number of workers

a. Resident-population by zone

The population of residents by zones was calculated on the basis of the total population forecasted in the master plan by dividing the population in proportion of the landuse plan.

b. Number of workers by zones

The number of forecasted workers in the master plan was applied by dividing the workers in the proportions of the population in each zone. The workers related to tourism are divided into those related to hotels and others according to the master plan. The former are divided in proportion to the ratio of the number of hotel rooms by zones, and the latter are divided in proportion to the ratio of tourism demand distribution of (iv) by zones.



c. Night staying tourists

The number of night staying tourists by zones used in the number of visitors staying at hotels and bungalows, and divided in proportion to the ratio of the number of hotel rooms by zones.

d. Tourism demand

In the case of the future value of the tourism activities demand by zones, the number of tourists forecasted tourism facilities in the master plan is used, and the numbers are totalled by zones. The existing value is counted back by use of the future value and the estimated grow rate. All of the above explanatory variables are shown in Table 2.3.1.

Table 2.3.1 Explanatory Variables by Zones

Zone No.	1976		1986		1996	
	Baht-bus Passen-ger cars	Track	Baht-bus Passen-ger cars	Track	Baht-bus Passen-ger cars	Track
1	101	68	153	79	161	83
2	72	49	112	62	104	54
3	9	9	28	15	29	14
4	28	28	91	91	141	141
5	9	9	10	10	9	9
6	147	72	159	67	200	80
7	27	15	32	15	33	16
8	14	14	15	15	298	118
9	41	38	127	123	143	139
10	11	11	51	51	82	82
11	41	41	50	50	80	80
12	42	42	45	45	44	44
13	20	17	23	18	23	17
14	33	33	36	36	34	34
15	48	48	67	55	76	56
16	21	21	22	22	21	21
17	8	8	9	9	36	8
18	5	5	5	5	125	125
19	(Outside the area)					
20	67	67	74	74	72	72
21	(Outside the area)					
Total	743	595	1,109	842	1,719	1,203

(3) Estimation of the existing origin-destination traffic volume

The origin-destination unit is found by use of the total of the existing generated-concentrated traffic volume and the total of the explanatory variables of Zones 6, 7 and 8 of the above 21 zones. The unit thus obtained is applied to the other zones.

In order to obtain the existing traffic volume of Zones 6, 7 and 8, the 21 zones are divided into four major zones or A, C, E and J; then, the traffic volumes between A, C, E and J are found.

Major Zone	21 Zones
A	20 and 21
C	1 to 5, and 9 to 15
E	16 to 19
J	6, 7 and 8

The work process is explained in order as follows:

a. Of the traffic sampling results, the incoming and outgo in traffic volumes at the intersections by type of vehicle is converted into a 24-hour traffic volume using the ratio of daytime to nighttime.

The incoming and outgoing traffic volumes at the intersections (A, E, F and J) located at the respective contacts of Zone C and Zones A, E and J of the sampling intersections are a total of the origin-destination traffic volumes of the respective zones of A, E and J.

b. The ratio of traffic volume by directions at the respective intersections is calculated by the sampling results of traffic volume.

c. Set all the routes thinkable as the traffic between Zones A, E and J passes through them by referring to the distances.

d. Calculate the ratio of arrival probabilties between zones for each route.

$$P_{in} = \sum_{k=1}^{l} \{(P_{k1} \cdot P_{k2} \cdots\cdots P_{kn})$$

P_{in}: Arrival probability between zones $i \rightarrow n$ (%)

P_{ki}: Ratio of traffic volume by directions at the intersections included in k route between $i \rightarrow n$ zone (%)

i = A or E or J n = A or E or J $i \neq n$

e. The traffic volumes between Zones A, C, E and J can be found by use of the incoming and outgoing traffic volumes at intersection A, E, F and J and the arrival probabilities there.

1. Between Zones A, E and J:

$$Q_{in} = q_{in} \frac{P_{in}}{100} + q_{ni} - \frac{P_{ni}}{100}$$

Q_{in}: Traffic volume between i and n zones

q_{in}: The sum of the exit traffic volumes in the direction n at i intersection (However, as for Zone J, assume that the sum of the traffic volumes at J and F intersections is that of i intersection.)

i = A or E or J n = A or E or J $i \neq n$

2. Between Zones A, E and J, and Zone C:

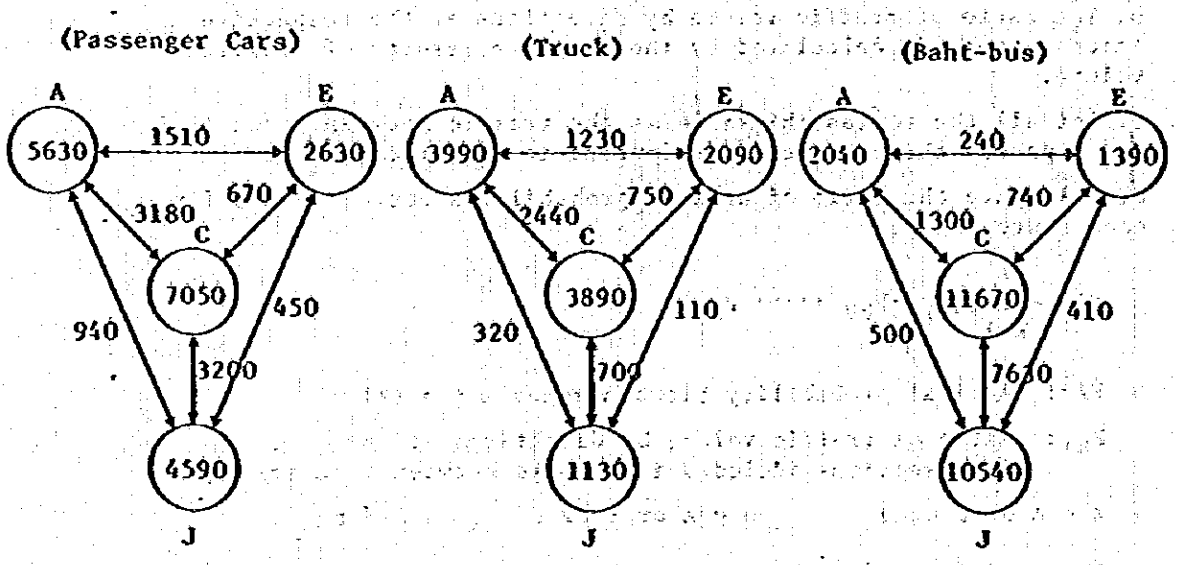
$Q_{tc} = q_t - \Sigma Q_{tm}$

Q_{tc}: Traffic volume between t and C zones

q_t: The sum of the incoming and outgoing traffic volumes at t intersection. (However, as for Zone J, assume that the sum of the traffic volumes at J and F intersections is that of t intersection.)

t = A or E or J m = A or E or J $t \neq m$

The traffic volumes by types of vehicles between major zones obtained in the above process are shown below.



f. The traffic volumes obtained as above are those between major zones, excluding the intra-zone traffic in major zones. Hence, paying attention to Zone J, divide the traffic volume between J and C in proportion to the ratio of the explanatory variable of the origin-destination unit, and assume that the result thus obtained is the intra-zone traffic volume in Zone J. The volume obtained by adding this intra-zone traffic volume to J-Zone origin-destination traffic volume between major zones obtained according to (i) is a true J-Zone origin-destination unit.

(4) Origin-destination unit

Find the origin-destination unit by dividing the existing origin-destination traffic volume of J Zone (Zones 6, 7 and 8) obtained as above by the explanatory variable.

a. Passenger cars and buses

J-Zone origin-destination traffic volume (trip end)

$$4{,}590 + 2 \times 3{,}200 \times \frac{101}{393} \fallingdotseq 6{,}230 \text{ trips}$$

Origin-destination origin unit (trip end)

6,230 (trips)/188 (100 persons) = 33.14 (trips/100 per.)

b. Trucks

J-Zone origin-destination traffic volume (trip end)

$$1,130 + 2 \times 700 \times \frac{101}{393} \fallingdotseq 1,490 \text{ trips}$$

Origin-destination origin unit (trip end)

1,490/101 = 14.75 (trips/100 per.)

c. Baht buses (No intra-zone traffic is taken into consideration in view of the baht-bus running characteristics.)

J-Zone origin-destination traffic volume (trip end)

10,540 trips

Origin-destination origin unit (trip end)

10,540/188 = 56.06

(5) Origin-destination traffic volume

The traffic volume by zones is calculated by multiplying the origin-destination unit by the explanatory variable by zones; it is shown in Table 2.3.2. In the case of Zones 19 and 21 without the explanatory variable, the origin-destination traffic volume is calculated by deducting the known small-zone origin-destination traffic volume from the total origin-destination traffic volume of Zone E and Zone A. In the case of the buses and baht-buses, their running characteristics are taken into account so that in some zones, the origin-destination traffic volumes are a little corrected.

(d) Estimation of Distributed Volume

(1) Setting of OD pattern

The OD pattern is set by use of the incoming probability between zones as previously mentioned. The incoming probability between zones previously described is calculated between the major zones of A, E and J, but here the same calculation is made between minor zones; the results of which are made into the OD pattern as given in Table 2.3.3 (1) to Table 2.3.3 (3).

(2) Future distributed traffic volume

The future OD diagram was prepared by use of the OD pattern referred to in the preceding paragraph on the basis of the future origin-destination traffic volume and by making the convergence calculation according to the Fratar method. Table 2.3.4 (1) to Table 2.3.4 (9) show the present and the future OD diagrams by types of vehicles.

N
W
E
S

2. Traffic volume shown by direction at intersections

(12 hrs., Jan. 13 - 17)

13 Jan.

地点	方向 \ TYPE	BAHT-BUS(TAU)	PASSENGER	LARGE TRUCK	SMALL TRUCK	ROUTE & TOUR BUS	TOTAL	
1	N-S	309	981	745	666	181	2882	
	N-W	212	186	55	155	20	628	
	S-N	471	850	552	581	194	2648	
	S-W	64	31	18	39	2	154	
	W-N	97	200	51	168	5	521	
	W-S	46	43	16	42	2	149	
	Sub Total	1.199	2.291	1.437	1,651	404	6.982	
2	N-S	249	553	591	460	131	1.984	
	N-W	165	354	69	216	59	863	
	S-N	245	593	419	404	152	1.813	
	S-W	229	114	65	226	4	638	
	W-N	1.090	283	62	222	42	1.699	
	W-S	217	112	41	208	6	584	
	Sub Total	2.195	2.009	1.247	1.736	394	7.581	
3	N-S	294	607	610	501	135	2.147	
	N-W	4	11	3	20	0	38	
	S-N	316	630	439	446	152	1.983	
	S-W	10	11	21	13	0	55	
	W-N	6	10	5	14	0	35	
	W-S	8	3	2	0	0	13	
	Sub Total	638	1.272	1.080	994	287	4 271	
4	N-S	237	430	538	388	125	1.718	
	N-W	110	194	33	108	13	458	
	S-N	221	462	364	398	139	1.584	
	S-W	68	57	14	54	1	194	
	W-N	100	161	36	107	20	424	
	W-S	80	46	26	42	2	196	
	Sub Total	816	1.350	1.011	1.097	300	4.562	
4'	N-S						1 894	
	S-N						1.725	
	Sub Total						3 619	
5	N-S	187	423	555	316	126	1.607	
	N-W	81	73	52	71	10	287	
	S-N	154	435	382	285	119	1 375	
	S-W	210	87	17	67	5	386	
	W-N	88	95	48	35	18	284	
	W-S	78	58	21	24	5	186	
	Sub Total	798	1.171	1.075	798	283	4.125	

13 Jan.

地点	TYPE / 方向	BAHT-BUS(TAU)	PASSENGER	LARGE TRUCK	SMALL TRUCK	ROUTE & TOUR BUS	TOTAL	
6	N - S	111	137	13	80	14	355	
	N - W	89	62	12	36	6	205	
	N - E	42	13	6	17	1	79	
	S - N	208	248	13	142	18	629	
	S - W	2.718	367	28	153	24	3.290	
	S - E	349	104	45	63	9	570	
	W - N	31	22	3	13	2	71	
	W - S	161	78	3	27	14	283	
	W - E	198	60	9	40	16	323	
	E - N	38	24	2	21	1	86	
	E - S	50	54	18	36	2	160	
	E - W	469	118	13	76	12	688	
	Sub-Total	4.464	1.287	165	704	119	6.739	
6'	N - S						3 646	
	S - N						3 631	
	Sub-Total						7.277	
7	N - S	114	174	31	132	17	468	
	N - W	156	141	13	71	25	406	
	N - E	198	109	21	100	6	434	
	S - N	124	209	44	135	15	527	
	S - W	64	47	2	22	4	139	
	S - E	167	60	8	46	1	282	
	W - N	246	146	10	59	16	477	
	W - S	157	80	5	33	4	279	
	W - E	1.174	185	15	99	26	1.499	
	E - N	166	104	20	72	8	370	
	E - S	268	80	20	66	3	437	
	E - W	1.039	168	23	80	8	1.318	
	Sub Total	3.873	1.503	212	915	133	6.636	
8	N - S	871	456	68	311	46	1.752	
	N - SW	906	286	29	91	36	1.348	
	S - N	215	392	65	191	25	888	
	S - SW	2	7	0	1	4	14	
	SW - N	1.657	303	49	186	39	2.234	
	SW - S	5	12	1	2	4	24	
	Sub-Total	3.656	1.456	212	782	154	6.260	

13 Jan.

地点	方向 \ TYPE	BANT-BUS(TAXI)	PASSENGER	LARGE TRUCK	SMALL TRUCK	ROUTE & TOUR BUS	TOTAL	
9	N - S	1.162	322	45	254	10	1.793	
	N - E	627	145	22	269	4	1.067	
	S - N	412	366	57	321	3	1.159	
	S - E	1.500	369	70	262	45	2 246	
	E - N	244	114	23	204	3	588	
	E - S	686	419	70	227	61	1.463	
	Sub-Total	4.631	1.735	287	1.537	126	8.316	
10	N - S	2.306	308	23	96	12	2.745	
	N - E	370	178	18	69	37	672	
	S - N	1.296	138	0	0	0	1.434	
	S - E	0	0	0	0	0	0	
	E - N	526	186	28	80	7	827	
	E - S	1.659	254	34	144	36	2.127	
	Sub-Total	6.157	1.064	103	389	92	7.805	
11	N - S	1.564	301	33	102	32	2.032	
	N - E	791	152	17	56	8	1.024	
	S - N	1.737	326	36	133	25	2.257	
	S - E	925	163	20	66	26	1.200	
	E - N	577	109	25	39	10	760	
	E - S	883	201	16	66	27	1.193	
	Sub-Total	6.477	1.252	147	462	128	8.466	

14 Jan.

地点 / TYPE		BAHT BUS(mini)	PASSENGER	LARGE TRUCK	SMALL TRUCK	ROVIE & TOUR BUS	TOTAL	
1	N-S	379	1.463	739	592	342	3.515	
	N-W	238	306	55	167	26	742	
	S-N	509	919	543	558	282	2.811	
	S-W	61	25	9	16	5	116	
	W-N	166	267	63	166	17	619	
	W-S	34	45	7	33	5	124	
	Sub Total	1.327	3.025	1.416	1.532	677	7997	
2	N-S	276	911	494	446	188	2.315	
	N-W	183	426	62	178	74	923	
	S-N	294	646	368	410	266	1.924	
	S-W	234	133	46	194	7	614	
	W-N	1.159	350	46	166	72	1.787	
	W-S	212	99	25	142	4	482	
	Sub Total	2.358	2.565	1.035	1.536	551	8.045	
3	N-S	331	931	589	479	196	2.526	
	N-W	11	8	3	13	0	35	
	S-N	348	701	383	387	204	2.023	
	S-W	10	7	23	17	0	57	
	W-N	6	13	2	9	0	30	
	W-S	5	8	23	15	0	51	
	Sub Total	711	1.668	1.023	920	394	4.716	
4	N-S	247	610	475	341	148	1.821	
	N-W	174	352	27	86	49	688	
	S-N	221	436	357	359	136	1.509	
	S-W	75	49	14	34	1	173	
	W-N	142	223	30	82	72	549	
	W-S	84	77	35	29	9	234	
	Sub Total	943	1.747	938	931	415	4.974	
4'	N-S						1.996	
	S-N						1.561	
	Sub Total						3 557	
5	N-S	233	599	481	305	150	1.768	
	N-W	92	111	70	58	11	342	
	S-N	166	367	336	246	118	1.227	
	S-W	323	248	20	58	18	667	
	W-N	118	141	62	46	17	384	
	W-S	116	175	17	51	12	371	
	Sub Total	1 048	1.641	986	758	326	4 759	

14 Jan.

時間	TYPE 方向	BAHT BUS(TAXI)	PASSENGER	LARGE TRUCK	SMALL TRUCK	ROUTE & TOUR BUS	TOTAL	
6	N - S	71	209	26	51	21	378	
	N - W	75	65	9	27	4	180	
	N - E	37	26	3	12	0	78	
	S - N	180	325	24	118	22	669	
	S - W	2.628	729	36	117	29	3.539	
	S - E	372	224	14	56	5	671	
	W - N	28	22	3	19	1	73	
	W - S	184	206	8	30	13	441	
	W - E	228	130	6	33	26	423	
	E - N	21	35	4	15	0	75	
	E - S	67	125	30	34	1	257	
	E - W	542	243	23	77	30	915	
	Sub Total	4.433	2.339	186	589	152	7.699	
6'	N - S						4.165	
	S - N						3.596	
	Sub Total						7.761	
7	N - S	86	215	38	104	22	465	
	N - W	91	189	7	42	14	343	
	N - E	104	167	21	56	9	357	
	S - N	98	243	43	124	19	527	
	S - W	64	98	4	18	6	190	
	S - E	115	89	13	41	3	261	
	W - N	102	195	7	43	14	361	
	W - S	45	84	3	21	6	159	
	W - E	1,359	294	22	75	82	1.832	
	E - N	72	121	14	60	7	274	
	E - S	72	81	14	39	3	209	
	E - W	1.324	327	22	63	52	1.788	
	Sub Total	3.532	2,103	208	686	237	6.766	
8	N - S	131	370	46	223	28	798	
	N - SW	1.752	894	61	150	86	2.943	
	S - N	152	346	62	191	29	780	
	S - SW	12	27	1	1	5	46	
	SW - N	1.763	632	63	149	88	2.695	
	SW - S	12	43	2	9	11	77	
	Sub Total	3.822	2,312	235	723	247	7.339	

14 Jan.

地点	方向 \ TYPE	BAHT-BUS(TAXI)	PASSENGER	LARGE TRUCK	SMALL TRUCK	ROUTE & TOUR BUS	TOTAL	
9	N - S	1,204	699	36	237	20	2,196	
	N - E	695	135	21	229	4	1,084	
	S - N	403	593	57	323	25	1,401	
	S - E	1,527	392	65	243	79	2,306	
	E - N	244	108	37	162	3	554	
	E - S	678	541	56	287	81	1,643	
	Sub-Total	4,751	2,468	272	1,481	212	9,184	
10	N - S	2,367	660	31	103	16	3,177	
	N - E	460	325	8	61	50	904	
	S - N							
	S - E							
	E - N	2,911	732	55	146	60	3,904	
	E - S	502	286	47	93	6	934	
	Sub-Total	6,240	2,003	141	403	132	8,919	
11	N - S	1,864	829	37	168	65	2,963	
	N - E	854	262	21	49	17	1,203	
	S - N	1,825	595	40	168	69	2,697	
	S - E	949	234	26	55	80	1,344	
	E - N	744	230	21	38	16	1,049	
	E - S	1,086	358	10	50	51	1,555	
	Sub-Total	7,322	2,508	155	528	298	10,811	
20 ~ 8 8 01 [illegible] 10	N-S	1,547	413	8	59	4	2,031	
	N-E	286	161	4	23	16	490	
	S-N							
	S-E							
	E-N	1,736	429	5	68	22	2,260	
	E-S	515	208	4	37	2	766	
	Sub-Total							
24 [illegible] 10	N-S	3,914	1,073	39	162	20	5,208	
	N-E	746	486	12	84	66	1,394	
	S-N							
	S-E							
	E-N	4,647	1,161	60	214	82	6,164	
	E-S	1,017	494	51	130	8	1,700	
	Sub-Total	10,324	3,214	162	590	176	14,466	

15 Jan.

地点	方向 \ TYPE	BAHT BUS(TAU)	PASSENGER	LARGE TRUCK	SMALL TRUCK	ROUTE & TOUR BUS	TOTAL	
1	N-S	323	1.175	600	643	213	2.954	
	N-W	199	224	43	113	14	593	
	S-N	427	1.670	473	630	251	3.451	
	S-W	36	19	8	24	3	90	
	W-N	84	517	51	163	12	827	
	W-S	34	47	4	28	2	115	
	Sub-Total	1.103	3.652	1.179	1.601	495	8.030	
2	N-S	239	719	384	412	152	1.906	
	N-W	167	369	60	216	73	885	
	S-N	272	1.101	268	346	193	2.180	
	S-W	249	126	55	186	5	621	
	W-N	1.130	573	40	231	58	2.032	
	W-S	284	125	20	159	8	596	
	Sub-Total	2.341	3.013	827	1.550	489	8.220	
3	N-S	305	781	516	488	159	2.249	
	N-W	7	14	2	20	0	43	
	S-N	328	1.179	335	440	186	2.468	
	S-W	15	6	29	14	0	64	
	W-N	8	10	3	12	0	33	
	W-S	2	3	11	13	0	29	
	Sub-Total	665	1.993	896	987	345	4.886	
4	N-S	235	517	426	342	124	1.644	
	N-W	142	282	19	88	39	570	
	S-N	222	705	307	354	126	1.714	
	S-W	80	66	15	42	3	206	
	W-N	110	409	42	97	50	708	
	W-S	71	72	40	30	5	218	
	Sub-Total	860	2.051	849	953	347	5.060	
4'	N-S						1.793	
	S-N						1.830	
	Sub-Total						3.623	
5	N-S	208	491	437	282	118	1.536	
	N-W	154	126	53	46	6	385	
	S-N	189	579	330	234	123	1.455	
	S-W	234	270	28	65	9	606	
	W-N	103	226	43	46	15	433	
	W-S	86	143	14	33	4	280	
	Sub-Total	974	1.835	905	706	275	4.695	

15 Jan

HR.	TYPE	BAHT BUS(TAU)	PASSENGER	LARGE TRUCK	SMALL TRUCK	ROVIE & TOUR BUS	TOTAL
6	N - S	93	186	29	50	16	374
	N - W	59	65	7	46	8	185
	N - E	36	31	2	14	0	83
	S - N	155	434	62	133	12	796
	S - W	2.708	761	35	129	28	3.661
	S - E	36	31	2	14	0	83
	W - N	31	44	4	23	4	106
	W - S	162	174	14	29	9	388
	W - E	202	83	6	42	9	342
	E - N	37	50	7	19	2	115
	E - S	60	96	27	33	0	216
	E - W	487	291	21	110	19	928
	Sub-Total	4.066	2.246	216	642	107	7.277
6'	N - S						4.208
	S - N						3.910
	Sub-Total						8118
7	N - S	78	200	33	94	19	422
	N - W	90	133	5	32	18	278
	N - E	94	195	30	48	8	375
	S - N	130	302	41	128	6	607
	S - W	79	118	5	28	8	238
	S - E	83	148	9	47	2	289
	W - N	93	154	7	41	12	307
	W - S	40	75	1	22	5	143
	W - E	1.322	370	21	80	55	1.848
	E - N	79	120	27	61	14	301
	E - S	63	85	13	44	5	210
	E - W	1.370	326	22	86	32	1.836
	Sub-Total	3.521	2.226	214	711	182	6.854
8	N - S	180	384	56	253	18	891
	N - SW	1.808	865	57	173	71	2.974
	S - N	157	537	64	219	29	1.006
	S - SW	9	38	0	3	4	54
	SW - N	1.869	966	41	148	68	3.092
	SW - S	8	54	2	13	17	94
	Sub-Total	4.631	2.844	220	809	207	8.111

15 Jan.

HR.	TYPE	BAHT BUS(TAXI)	PASSENGER	LARGE TRUCK	SMALL TRUCK	ROUTE & TOUR BUS	TOTAL
9	N - S	1.075	624	37	232	7	1.975
	N - E	723	133	22	188	3	1.069
	S - N	372	854	46	316	14	1.602
	S - E	1.670	713	69	289	74	2.815
	E - N	269	115	23	180	4	591
	E - S	879	573	57	290	69	1868
	Sub-Total	4.988	3.012	254	1.495	171	9.920
10	N - S	2.130	591	22	121	9	2.893
	N - E	407	317	23	80	29	856
	S - N						
	S - E	0	0	0	1	0	1
	E - N	2.785	870	40	166	51	3.912
	E - S	429	277	27	84	9	826
	Sub-Total	5.751	2.055	112	452	98	8.468
11	N - S	1.759	812	35	191	55	2,852
	N - E	824	218	14	47	13	1.116
	S - N	1.853	797	30	196	61	2.937
	S - E	894	306	20	79	54	1.353
	E - N	769	215	17	48	19	1.068
	E - S	1.101	416	17	80	51	1.665
	Sub-Total	7.200	2.764	133	641	253	10.991

16 Jan.

地点	TYPE / 方向	BAHT-BUS(TAXI)	PASSENGER	LARGE TRUCK	SMALL TRUCK	ROUTE & TOUR BUS	TOTAL	
1	N-S	303	862	692	688	173	2,71[illegible]	
	N-W	207	157	29	114	19	526	
	S-N	471	842	510	601	174	2,598	
	S-W	62	23	10	37	3	135	
	W-N	77	197	41	151	9	475	
	W-S	50	46	8	40	1	145	
	Sub-Total	1,170	2,127	1,290	1,631	379	6,597	
2	N-S	203	521	523	358	122	1,727	
	N-W	154	266	67	252	64	803	
	S-N	217	522	299	371	130	1,539	
	S-W	210	104	55	202	7	578	
	W-N	1,092	285	32	225	43	1,677	
	W-S	181	79	29	144	5	438	
	Sub-Total	2,057	1,777	1,005	1,552	371	6,762	
3	N-S	278	587	633	480	126	2,104	
	N-W	6	13	1	17	0	37	
	S-N	305	537	403	428	135	1,868	
	S-W	5	11	17	12	0	45	
	W-N	7	16	2	5	0	30	
	W-S	3	1	5	8	0	17	
	Sub-Total	604	1,165	1,061	950	261	4,041	
4	N-S	205	416	551	337	115	1,624	
	N-W	110	158	37	65	12	382	
	S-N	191	400	427	407	113	1,538	
	S-W	69	41	18	34	1	163	
	W-N	97	154	31	82	19	385	
	W-S	71	47	27	54	2	201	
	Sub-Total	745	1,216	1,091	979	262	4,293	
4'	N-S						1,742	
	S-N						1,561	
	Sub-Total						3,303	
5	N-S	163	446	584	293	109	1,595	
	N-W	134	75	69	77	9	364	
	S-N	164	363	406	264	100	1,297	
	S-W	219	105	17	60	5	406	
	W-N	72	95	70	38	13	288	
	W-S	92	70	21	47	2	232	
	Sub-Total	844	1,154	1,167	779	238	4,182	

16 Jan.

HR.	TYPE	BAHT BUS(TAXI)	PASSENGER	LARGE TRUCK	SMALL TRUCK	ROUTE & TOUR BUS	TOTAL
6	N - S	79	139	35	49	14	316
	N - W	51	42	7	33	3	136
	N - E	20	15	7	8	0	50
	S - N	184	289	47	149	15	684
	S - W	2.306	309	36	106	19	2.776
	S - E	319	88	124	49	1	581
	W - N	21	22	3	21	2	69
	W - S	159	54	16	29	12	270
	W - E	179	44	12	31	12	278
	E - N	21	20	7	14	1	63
	E - S	57	38	130	30	2	257
	E - W	446	110	34	72	9	671
	Sub-Total	3,842	1.170	458	591	90	6.151
6'	N - S						3.543
	S - N						3.059
	Sub-Total						6.602
7	N - S	75	141	23	80	12	331
	N - W	108	95	15	55	14	287
	N - E	84	97	15	84	8	288
	S - N	82	214	45	137	10	488
	S - W	83	63	4	36	6	192
	S - E	58	53	10	36	3	160
	W - N	101	88	7	58	14	268
	W - S	42	46	9	25	2	124
	W - E	1.220	152	13	65	21	1.471
	E - N	68	90	23	72	7	260
	E - S	57	61	14	32	5	169
	E - W	1.383	173	25	71	13	1665
	Sub-Total	3.361	1.273	203	751	115	5.703
8	N - S	129	265	54	265	22	735
	N - SW	1.772	433	55	175	54	2.489
	S - N	133	283	72	262	18	768
	S - SW	5	22	6	2	8	43
	SW - N	1.779	474	44	162	46	2,505
	SW - S	8	12	2	15	7	44
	Sub-Total	3.826	1.489	233	881	155	6.584

16 Jan.

地点	方向 \ TYPE	BAHT-BUS(TAXI)	PASSENGER	LARGE TRUCK	SMALL TRUCK	ROUTE & TOUR BUS	TOTAL	
9	N - S	1.216	296	40	247	8	1.807	
	N - E	623	157	20	253	3	1.056	
	S - N	363	337	36	320	11	1.067	
	S - E	1.534	412	78	316	47	2.387	
	E - N	257	121	32	249	7	666	
	E - S	641	425	72	326	66	1.530	
	Sub-Total	4.634	1.748	278	1.711	142	8.513	
10	N - S	2.182	322	28	118	11	2.661	
	N - E	389	99	25	86	29	628	
	S - N							
	S - E							
	E - N	2.649	308	49	145	36	3.187	
	E - S	457	137	44	82	3	723	
	Sub-Total	5.677	866	146	431	79	7.199	
11	N - S	1.636	352	33	179	36	2.236	
	N - E	831	126	19	59	11	1.046	
	S - N	1.670	312	36	143	38	2.199	
	S - E	934	138	19	70	22	1.183	
	E - N	785	122	18	55	12	992	
	E - S	1.077	226	18	76	26	1.423	
	Sub-Total	6.933	1.276	143	582	145	9.079	

17 Jan.

NO.	TYPE	BASIC BUS(MAU)	PASSENGER	LARGE TRUCK	SMALL TRUCK	RWIE & TOUR BUS	TOTAL	
1	N-S	292	767	686	668	151	2,564	
	N-W	236	123	42	102	17	520	
	S-N	434	664	541	560	165	2.364	
	S-W	56	40	19	27	3	145	
	W-N	110	149	47	158	5	469	
	W-S	34	42	17	58	4	155	
	Sub Total	1,162	1,785	1,352	1,573	345	6,217	
2	N-S	200	437	470	374	111	1.592	
	N-W	143	267	58	246	55	769	
	S-N	187	438	296	337	127	1.385	
	S-W	223	91	62	171	10	557	
	W-N	1.117	258	41	173	48	1.637	
	W-S	200	77	27	171	4	479	
	Sub Total	2.070	1,568	954	1.472	355	6.419	
3	N-S	290	531	583	481	110	1.995	
	N-W	8	23	6	20	0	57	
	S-N	278	461	386	900	137	1.662	
	S-W	10	6	29	10	0	55	
	W-N	6	9	3	7	0	25	
	W-S	6	2	8	1	0	17	
	Sub Total	598	1.032	1.015	919	247	3.811	
4	N-S	231	381	516	345	114	1.587	
	N-W	126	138	31	75	5	375	
	S-N	211	354	383	384	119	1.451	
	S-W	98	28	20	38	4	188	
	W-N	93	132	27	76	15	343	
	W-S	74	34	29	51	3	191	
	Sub Total	833	1.067	1.006	969	260	4.135	
4'	N-S						1.740	
	S-N						1.505	
	Sub Total						3245	
5	N-S	206	443	502	353	99	1.603	
	N-W	86	53	76	56	15	286	
	S-N	145	319	367	268	109	1.203	
	S-W	273	89	15	56	2	435	
	W-N	81	61	55	32	14	243	
	W-S	58	56	11	30	1	156	
	Sub Total	849	1.021	1.026	795	235	3.926	

17 Jan.

地点	方向 \ TYPE	BAHT-BUS(TAXI)	PASSENGER	LARGE TRUCK	SMALL TRUCK	ROUTE & TOUR BUS	TOTAL	
6	N - S	79	112	33	54	10	288	
	N - W	52	36	3	27	4	122	
	N - E	29	32	6	19	2	88	
	S - N	100	149	22	74	8	353	
	S - W	2.440	291	30	94	24	2.879	
	S - E	295	88	138	55	5	581	
	W - N	35	20	9	13	2	79	
	W - S	139	52	7	38	7	243	
	W - E	206	55	16	54	13	344	
	E - N	17	16	7	11	1	52	
	E - S	58	40	131	35	4	268	
	E - W	408	88	28	67	12	603	
	Sub-Total	3.858	979	430	541	92	5.900	
6'	N - S						3.325	
	S - N						2.560	
	Sub-Total						5.885	
7	N - S	61	149	30	90	12	342	
	N - W	89	106	12	42	16	265	
	N - E	89	78	25	69	12	273	
	S - N	92	172	40	129	10	443	
	S - W	74	70	1	22	4	171	
	S - E	66	49	4	58	2	179	
	W - N	86	85	5	47	9	232	
	W - S	57	49	4	22	1	133	
	W - E	1.336	148	19	75	15	1.593	
	E - N	75	81	23	79	8	266	
	E - S	66	61	10	31	5	173	
	E - W	1.376	140	24	72	6	1.618	
	Sub-Total	3.467	1.188	197	736	100	5.688	
8	N - S	134	289	56	242	23	744	
	N - SW	1.600	395	49	144	41	2.229	
	S - N	139	305	64	219	26	753	
	S - SW	10	20	5	5	2	42	
	SW - N	1.701	370	59	154	37	2.321	
	SW - S	13	7	5	5	10	40	
	Sub-Total	3.597	1.386	238	769	139	6.129	

17 Jan.

HR.	ZH \ TYPE	BAHT BUS(TAXI)	PASSENGER	LARGE TRUCK	SMALL TRUCK	ROUTE & TOUR BUS	TOTAL
9	N - S	1.268	319	36	285	7	1.915
	N - E	664	135	34	235	4	1.072
	S - N	337	310	44	270	4	965
	S - E	1.547	316	62	259	46	2,230
	E - N	244	95	21	179	5	544
	E - S	693	388	75	314	52	1.522
	Sub-Total	4.753	1.563	272	1.542	118	8.248
10	N - S	2.206	299	34	135	9	2.681
	N - E	289	97	12	55	26	479
	S - N						
	S - E						
	E - N	2,567	272	31	131	36	3,037
	E - S	476	144	24	54	9	701
	Sub-Total	5.532	810	101	375	80	6.898
11	N - S	1.610	327	45	169	33	2.184
	N - E	866	108	23	47	7	1.051
	S - N	1.674	277	51	101	35	2.138
	S - E	947	147	22	63	13	1.192
	E - N	824	104	16	49	7	1.000
	E - S	1.083	188	18	69	17	1.375
	Sub-Total	7.004	1.151	175	498	112	8.940

3. Traffic inflow and outflow at intersections

(12 hrs., Jan. 14)

14日 IN

地点	方向 \ TYPE	BAHT-BUS(1AU)	PASSENGER	LARGE TRUCK	SMALL TRUCK	ROUTE & TOUR BUS	TOTAL
1	N	617	1.769	794	759	368	4.307
	S	570	944	552	574	287	2.927
	W	140	312	70	199	22	743
2	N	459	1.337	556	624	262	3.238
	S	528	779	414	604	213	2.538
	W	1.371	449	65	308	76	2.269
3	N	342	939	592	492	190	2.555
	S	358	708	406	404	204	2.080
	W	11	21	25	24	0	81
4	N	421	962	502	427	197	2.509
	S	296	485	371	393	137	1.682
	W	226	300	65	111	81	783
5	N	325	710	551	363	161	2.110
	S	489	615	356	298	136	1.894
	W	234	316	79	97	29	755
6	N	183	300	38	90	25	636
	S	3.180	1.278	74	291	56	4.879
	W	440	358	17	82	40	937
	E	630	403	57	126	31	1.247
7	N	281	571	66	202	45	1.165
	S	277	430	60	183	28	978
	W	1.506	573	32	139	102	2.352
	E	1.468	529	50	162	62	2.271
8	N	1.883	1.264	107	373	114	3.741
	S	164	373	63	192	34	826
	SW	1.775	675	65	158	99	2.772
9	N	1.899	834	57	466	24	3.280
	S	1.930	985	122	566	104	3.707
	E	922	649	93	441	84	2.197
10	N	2.827	985	39	164	66	4.081
	S						
	E	3.413	1.018	102	239	66	4.838
11	N	2.718	1.091	58	217	82	4.166
	S	2.774	829	66	223	149	4.041
	E	1.830	588	31	88	67	2.604
St.No 10							
20m 1 ft 800	N	1.833	574	12	82	20	2.521
	S	-	-	-	-	-	-
	E	2.251	637	9	105	24	3.026
21 63 18	N	4.660	1.559	51	246	86	6.602
	S	-	-	-	-	-	-
	E	5.664	1.655	111	344	90	7.864

14 B OUT

16 A.	方向 \ TYPE	BAHT-BUS(TAXI)	PASSENGER	LARGE TRUCK	SMALL TRUCK	ROUTE & TOUR BUS	TOTAL	
1	N	615	1,186	606	724	299	3,430	
	S	413	1508	746	625	347	3,639	
	W	299	331	64	183	31	908	
2	N	1,453	996	408	576	278	3,711	
	S	488	1,010	519	588	192	2,797	
	W	417	559	108	372	81	1,537	
3	N	354	714	385	396	204	2,053	
	S	336	939	612	494	190	2,571	
	W	21	15	26	30	0	92	
4	N	363	659	387	441	208	2,058	
	S	331	687	510	370	157	2,055	
	W	249	401	41	120	50	861	
5	N	284	508	398	286	135	1,611	
	S	349	774	498	356	162	2,139	
	W	415	359	90	116	29	1,009	
6	N	229	382	31	152	23	817	
	S	322	540	64	115	35	1,076	
	W	3,245	1,037	68	221	63	4,634	
	E	637	380	23	101	31	1,172	
7	N	272	559	64	227	40	1,162	
	S	203	380	55	164	31	833	
	W	1,479	614	33	123	72	2,321	
	E	1,578	550	56	172	94	2,450	
8	N	1,915	978	125	340	117	3,475	
	S	143	413	48	232	39	875	
	SW	1,764	921	62	151	91	2,989	
9	N	647	701	94	485	28	1,955	
	S	1,882	1,240	92	524	101	3,839	
	E	2,222	527	86	472	83	3,390	
10	N	2,911	732	55	146	60	3,904	
	S	2,869	946	78	196	22	4,111	
	E	460	325	8	61	50	904	
11	N	2,569	825	61	206	85	3,746	
	S	2,950	1,187	47	218	116	4,518	
	E	1,803	496	47	104	97	2,547	
[illegible]								
2000 1 ~ 800	N	1,736	429	5	68	22	2,260	
	S	2,062	621	12	96	6	2,797	
	E	286	161	4	23	16	490	
24 [illegible]	N	4,647	1,161	60	214	82	6,164	
	S	4,931	1,567	90	292	28	6,908	
	E	746	486	12	84	66	1,394	

4. Peak traffic volume shown by direction at intersections (Jan. 14)

14B

地點 / TYPE		BAHT BUS(TAXI)	PASSENGER	LARGE TRUCK	SMALL TRUCK	ROVIE & TOUR BUS	TOTAL	
1	N-S	33	163	99	56	48	399	11:00~12:00
	N-W	21	35	11	18	3	88	11:00~12:00
	S-N	38	97	61	67	34	297	14:00~15:00
	S-W	6 (12)	9 (2)	0 (0)	1 (1)	0 (0)	16	9:00~10:00 (8:00~9:00)
	W-N	7	39	8	13	4	71	14:00~15:00
	W-S	6	5	1	5	1	18	10:00~11:00
	Sub.total	111 (117)	348 (341)	180	160 (161)	90	889	
2	N-S	27	100	74	44	19	264	11:00~12:00
	N-W	10	54	9	12	10	95	16:00~17:00
	S-N	33	64	48	34	20	199	13:00~14:00
	S-W	28	19	8	19	0	74	11:00~12:00
	W-N	132	39	3	8	11	193	17:00~18:00
	W-S	23	17	0	14	0	54	9:00~10:00
	Sub.total	253	293	142	131	60	615	
3	N-S	56	98	65	40	21	274	10:00~11:00
	N-W	2	0	1	3	0	6	13:00~14:00
	S-N	26	80	52	37	13	208	15:00~16:00
	S-W	1	6	11	5	0	17	8:00~9:00
	W-N	1 (2)	2 (1)	2 (0)	0 (2)	0 (0)	5	17:00~18:00 (18:00~19:00)
	W-S	0	3	12	1	0	16	9:00~10:00
	Sub.total	80 (81)	183 (182)	143 (141)	86 (88)	34	526	
4	N-S	33	62	61	40	16	212	10:00~11:00
	N-W	13	46	2	10	4	75	14:00~15:00
	S-N	25	36	47	41	15	164	11:00~12:00
	S-W	12 (12)	7 (3)	2 (1)	3 (8)	0 (0)	24	15:00~17:00 (17:00~18:00)
	W-N	19	35	1	3	7	65	14:00~15:00
	W-S	14	10	6	3	6	39	17:00~18:00
	Sub.total	116	196 (192)	119 (118)	100 (105)	48	579	
4'	N-S						213	11:00~12:00
	S-N						170	11:00~12:00
	Sub.total						383	
5	N-S	37	62	60	37	15	211	10:00~11:00
	N-W	17	13	5	5	0	40	17:00~18:00
	S-N	23	40	48	25	15	151	11:00~12:00
	S-W	35	33	4	6	1	79	17:00~18:00
	W-N	9	19	4	6	0	38	17:00~18:00
	W-S	19	14	3	5	4	45	18:00~19:00
	Sub.total	140	181	124	84	35	564	

地点	TYPE	BAHT BUS(VAN)	PASSENGER	LARGE TRUCK	SMALL TRUCK	ROVIE & TOUR BUS	TOTAL	
6	N - S	8	35	0	4	4	51	19:00 ~ 20:00
	N - W	8	9	4	1	1	23	16:00 ~ 17:00
	N - E	3	4	1	2	0	10	17:00 ~ 18:00
	S - N	18	37	3	16	2	76	18:00 ~ 19:00
	S - W	245	116	1	3	2	367	19:00 ~ 20:00
	S - E	38	18	0	5	1	62	16:00 ~ 17:00
	W - N	2	6	0	2	0	10	19:00 ~ 20:00
	W - S	14	35	0	3	2	54	17:00 ~ 18:00
	W - E	23	19	1	1	4	48	12:00 ~ 13:00
	E - N	1	9	0	3	0	13	18:00 ~ 19:00
	E - S	5 (5)	17 (17)	1 (2)	4 (3)	0 (0)	27	18:00 ~ 19:00 (14:00 ~ 15:00)
	E - W	64	35	5	3	0	107	17:00 ~ 18:00
	Subtotal	429	340	16 (17)	47 (46)	16	848	
6'	N - S						568	19:00 ~ 20:00
	S - N						370	10:00 ~ 11:00
	Subtotal						938	
7	N - S	5	30	8	9	3	55	13:00 ~ 14:00
	N - W	10	24	0	3	0	37	18:00 ~ 19:00
	N - E	13	19	5	7	2	46	17:00 ~ 18:00
	S - N	18	40	5	10	2	75	17:00 ~ 18:00
	S - W	12	8	1	2	1	24	18:00 ~ 19:00
	S - E	10	9	0	10	0	29	8:00 ~ 9:00
	W - N	12	27	0	3	1	43	14:00 ~ 15:00
	W - S	7	10	0	5	2	24	16:00 ~ 17:00
	W - E	137	37	1	5	8	188	17:00 ~ 18:00
	E - N	8 (11)	18 (15)	0 (1)	8 (7)	0 (0)	34	18:00 ~ 19:00 (11:00 ~ 12:00)
	E - S	8	10	3	5	0	26	18:00 ~ 19:00
	E - W	126	23	7	9	5	170	11:00 ~ 12:00
	Subtotal	366 (369)	255 (252)	30 (31)	96 (75)	24	751	
8	N - S	11	48	2	21	2	84	19:00 ~ 20:00
	N - SW	158	96	14	20	10	298	11:00 ~ 12:00
	S - N	25	45	3	17	3	93	19:00 ~ 18:00
	S - SW	2	5	0	0	1	8	17:00 ~ 18:00
	SW - N	161	93	2	14	9	279	17:00 ~ 18:00
	SW - S	3	3	0	3	1	10	15:00 ~ 16:00
	Subtotal	360	290	21	75	26	772	

地点	方向 \ TYPE	BAHT BUS (TAXI)	PASSENGER	LARGE TRUCK	SMALL TRUCK	ROUTE & TOUR BUS	TOTAL	
9	N - S	130	78	9	31	3	243	11:00 ~ 12:00
	N - E	83	11	3	23	0	120	11:00 ~ 12:00
	S - N	35	78	7	33	3	156	17:00 ~ 18:00
	S - E	142	44	10	29	9	234	17:00 ~ 18:00
	E - N	43	10	2	28	0	83	8:00 ~ 9:00
	E - S	67	67	12	25	9	180	11:00 ~ 12:00
	Sub total	500	280	43	169	24	1.016	
10	N - S	216	103	3	5	1	328	19:00 ~ 20:00
	N - E	46	36	0	9	4	95	18:00 ~ 19:00
	S - N							
	S - E							
	E - N	276	59	10	15	10	370	11:00 ~ 12:00
	E - S	62	69	3	11	1	146	19:00 ~ 20:00
	Sub total	600	267	16	40	16	939	
11	N - S	183	100	1	9	4	297	19:00 ~ 20:00
	N - E	85	31	0	7	3	126	16:00 ~ 17:00
	S - N	200	63	4	17	5	289	16:00 ~ 17:00
	S - E	93	30	6	5	8	142	13:00 ~ 14:00
	E - N	86	24	0	0	0	110	19:00 ~ 20:00
	E - S	101 (100) (96)	29 (26) (35)	1 (1) (1)	7 (8) (6)	3 (6) (3)	141	15:00 ~ (11:00 ~) 17:00 (13:00 ~)
	Sub total	748 (749) (743)	277 (274) (283)	12 (12) (12)	45 (46) (44)	23 (26) (23)	1.105	

5. Total, and peak traffic volume shown by direction at intersections (Jan. 14)

地点	方向 \ TYPE	BAHT-BUS(TAXI)	PASSENGER	LARGE TRUCK	SMALL TRUCK	ROUTE & TOUR BUS	TOTAL	
1	N-S	33	163	99	56	48	399	11:00~12:00
	N-W	21	35	11	18	3	88	〃
	S-N	46	64	53	53	26	242	〃
	S-W	2	0	1	0	2	5	〃
	W-N	13	16	9	16	0	54	〃
	W-S	1	7	0	2	0	10	〃
	Sub total	116	285	173	145	79	798	〃
2	N-S	27	100	74	44	19	264	11:00~12:00
	N-W	14	39	6	15	8	82	〃
	S-N	34	45	35	44	23	181	〃
	S-W	28	19	8	19	0	74	〃
	W-N	89	23	1	23	4	140	〃
	W-S	22	6	5	15	1	49	〃
	Sub total	214	232	129	160	55	790	〃
3	N-S	50	98	65	40	21	274	10:00~11:00
	N-W	1	1	1	1	0	4	〃
	S-N	35	57	34	31	28	185	〃
	S-W	3	1	1	0	0	5	〃
	W-N	0	3	0	1	0	4	〃
	W-S	3	0	3	3	0	9	〃
	Sub total	92	160	104	76	49	481	〃
4	N-S	33	62	61	40	16	212	10:00~11:00
	N-W	22	35	2	5	5	69	〃
	S-N	18	35	28	34	12	127	〃
	S-W	5	2	0	2	0	9	〃
	W-N	8	18	2	7	13	48	〃
	W-S	8	5	3	1	0	17	〃
	Sub total	94	157	96	89	46	482	〃
4'	N-S						213	11:00~12:00
	S-N						170	〃
	Sub total						383	〃
5	N-S	37	62	60	37	15	211	10:00~11:00
	N-W	4	11	9	12	2	38	〃
	S-N	15	30	25	23	12	105	〃
	S-W	31	10	2	3	0	46	〃
	W-N	10	9	7	2	0	28	〃
	W-S	9	10	1	3	0	23	〃
	Sub total	106	132	104	80	29	451	〃

地点	TYPE 方向	BAHT-BUS(TAU)	PASSENGER	LARGE TRUCK	SMALL TRUCK	ROUTE & TOUR BUS	TOTAL	
6	N - S	8	35	0	4	4	51	19:00~20:00
	N - W	4	10	0	3	1	18	"
	N - E	3	2	0	1	0	6	"
	S - N	20	45	0	5	1	71	"
	S - W	245	116	1	3	2	367	"
	S - E	33	29	1	3	1	67	"
	W - N	2	6	0	2	0	10	"
	W - S	15	18	0	1	1	35	"
	W - E	18	12	0	1	2	33	"
	E - N	1	7	0	1	0	9	"
	E - S	7	9	1	3	0	20	"
	E - W	59	29	0	6	1	95	"
	Sub total	415	318	3	33	13	782	"
6'	N - S						568	19:00~20:00
	S - N						275	"
	Sub total						843	"
7	N - S	12	14	2	8	0	36	17:00~18:00
	N - W	4	22	1	1	1	29	"
	N - E	13	19	5	7	2	46	"
	S - N	18	40	5	10	2	75	"
	S - W	0	8	0	0	0	8	"
	S - E	13	6	0	5	1	25	"
	W - N	17	23	0	1	1	42	"
	W - S	3	13	0	2	0	18	"
	W - E	137	37	1	5	8	188	"
	E - N	11	12	2	4	2	31	"
	E - S	7	7	2	5	0	21	"
	E - W	91	15	1	3	1	111	"
	Sub total	326	216	19	51	18	630	"
8	N - S	8	30	3	20	2	63	11:00~12:00
	N - SW	158	96	14	20	10	298	"
	S - N	8	28	3	9	0	48	"
	S - SW	0	2	0	0	0	2	"
	SW - N	152	45	5	17	8	227	"
	SW - S	3	5	0	0	0	8	"
	Sub total	329	206	25	66	20	646	"

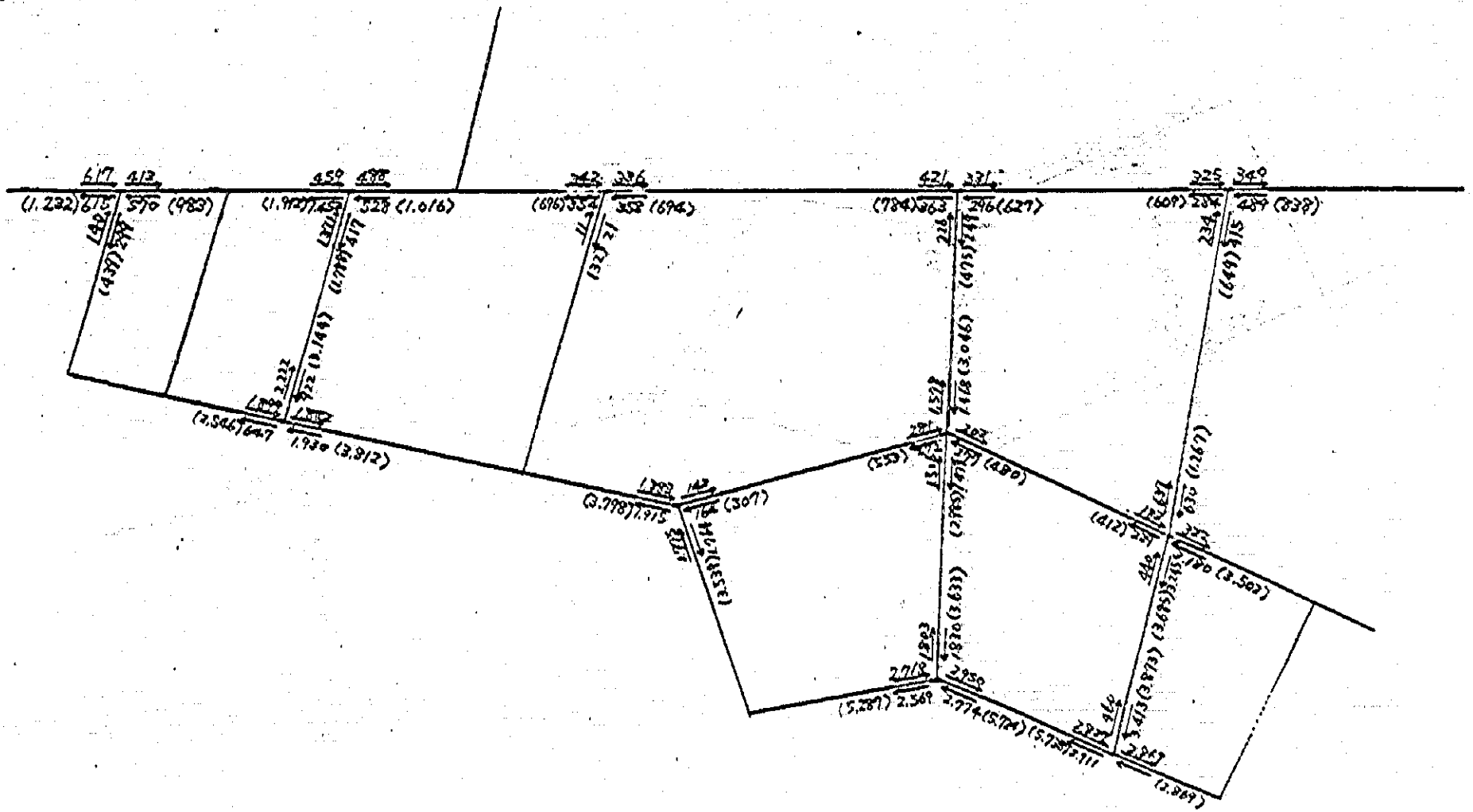
地点	方向 \ TYPE	BAHT BUS(TAXI)	PASSENGER	LARGE TRUCK	SMALL TRUCK	ROUTE & TOUR BUS	TOTAL	
9	N - S	130	70	9	31	3	243	11:00 ~ 12:00
	N - E	83	11	3	23	0	120	〃
	S - N	36	50	7	22	3	118	〃
	S - E	139	27	8	25	7	208	〃
	E - N	23	10	4	14	1	52	〃
	E - S	67	67	12	25	9	180	〃
	Sub total	478	237	43	140	23	921	〃
10	N - S	235	50	7	10	2	304	11:00 ~ 12:00
	N - E	42	21	2	4	4	73	〃
	S - N							〃
	S - E							〃
	E - N	276	59	10	15	10	370	〃
	E - S	43	13	3	3	0	62	〃
	Sub total	596	143	22	32	16	809	〃
11	N - S	174	81	0	11	6	272	16:00 ~ 17:00
	N - E	85	31	0	7	3	126	〃
	S - N	200	63	4	17	5	289	〃
	S - E	67	19	1	7	6	100	〃
	E - N	51	18	5	3	2	79	〃
	E - S	101	29	1	7	3	141	〃
	Sub total	678	241	11	52	25	1,007	〃

6. Traffic inflow and outflow shown by type of vehicle

(Jan. 14, 12 hrs.)

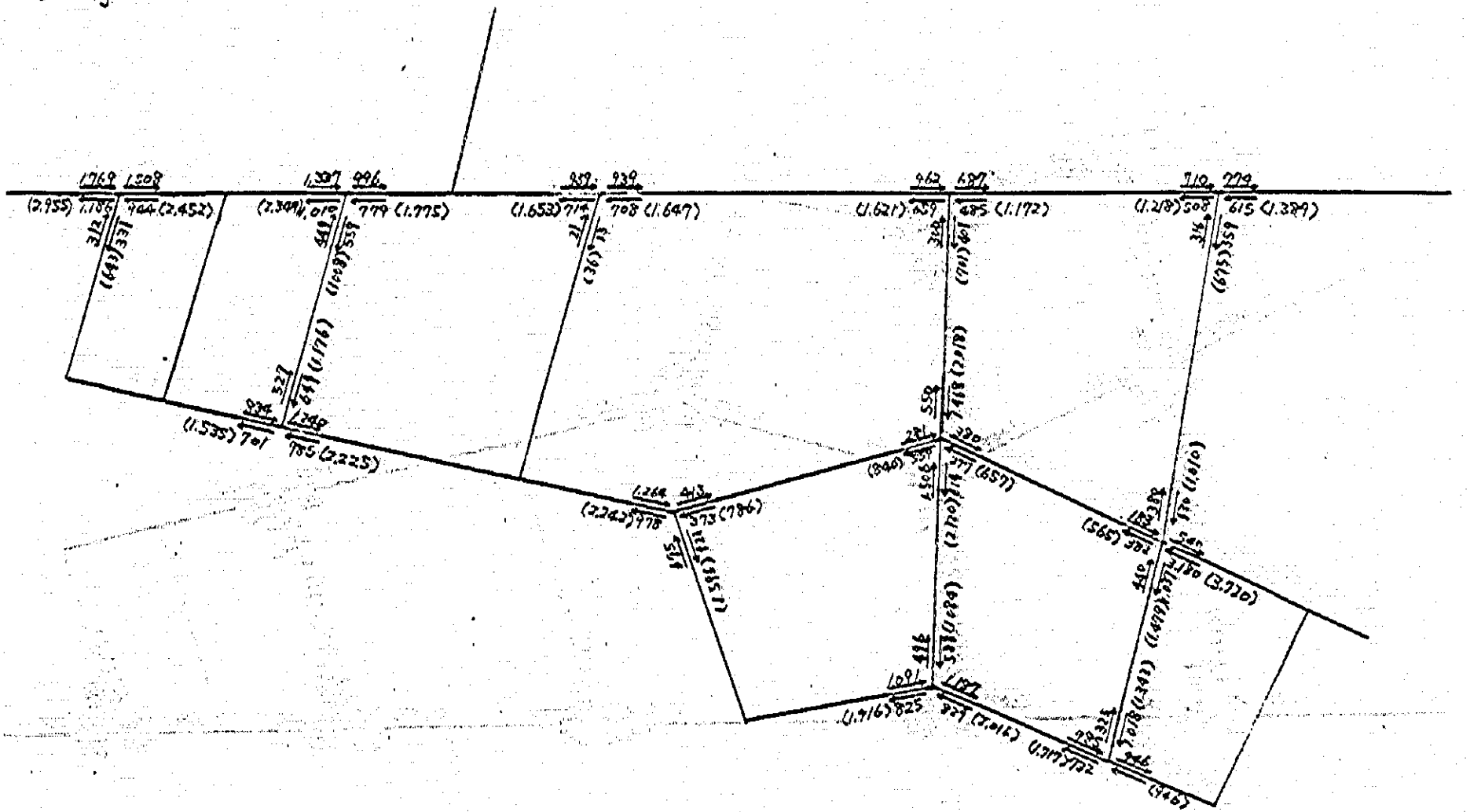
①

148 · Bahn-Bus



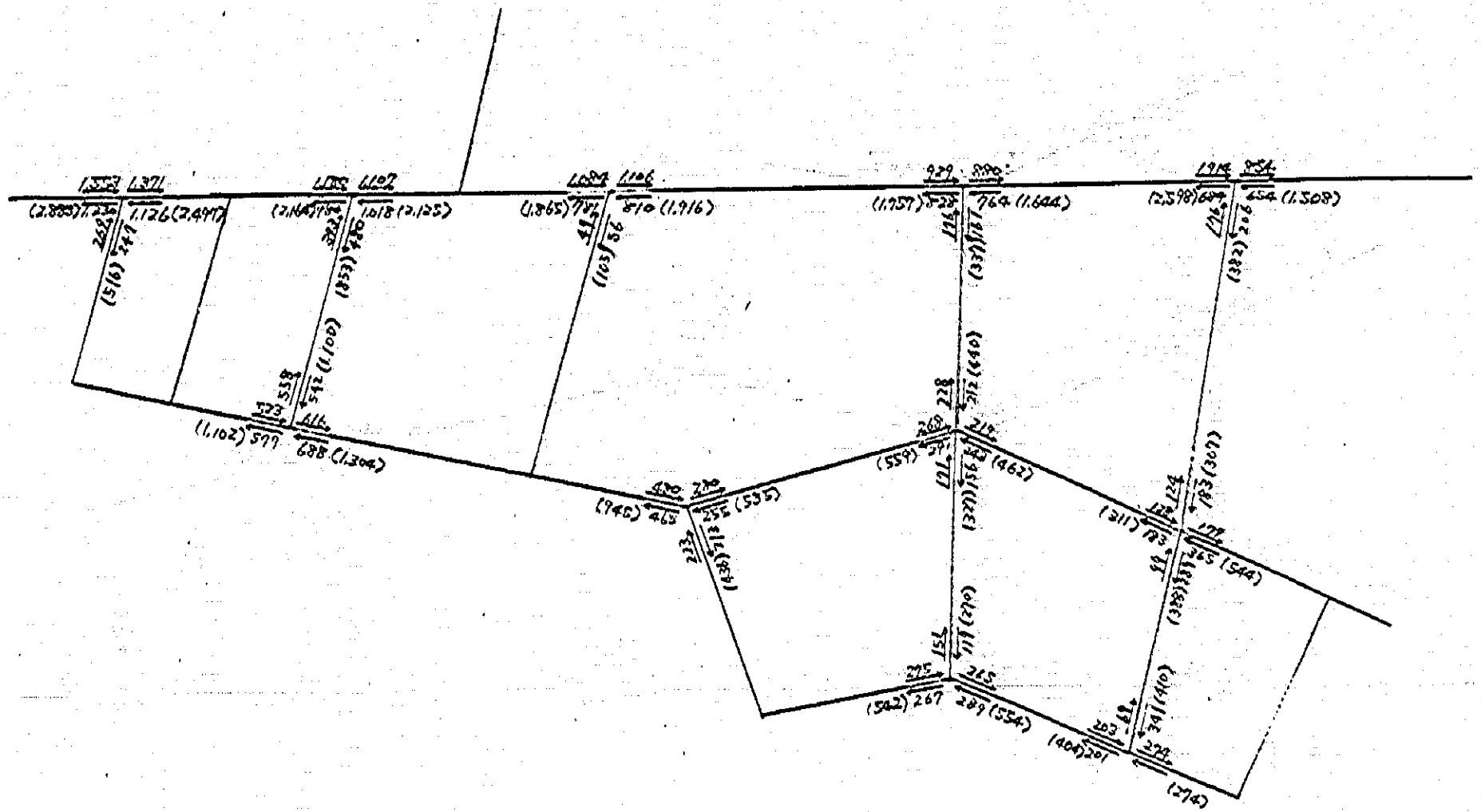
②

148 Passenger



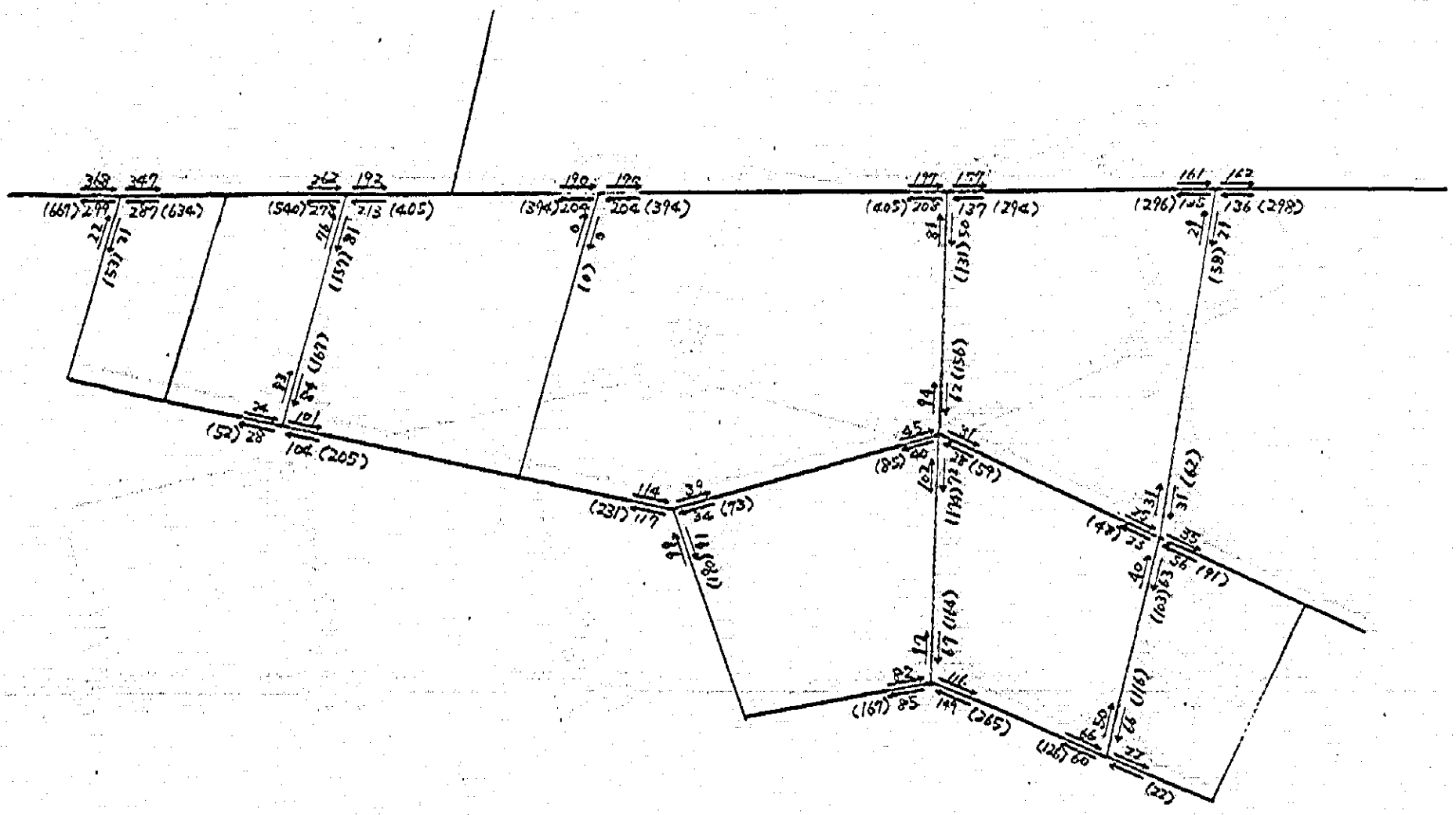
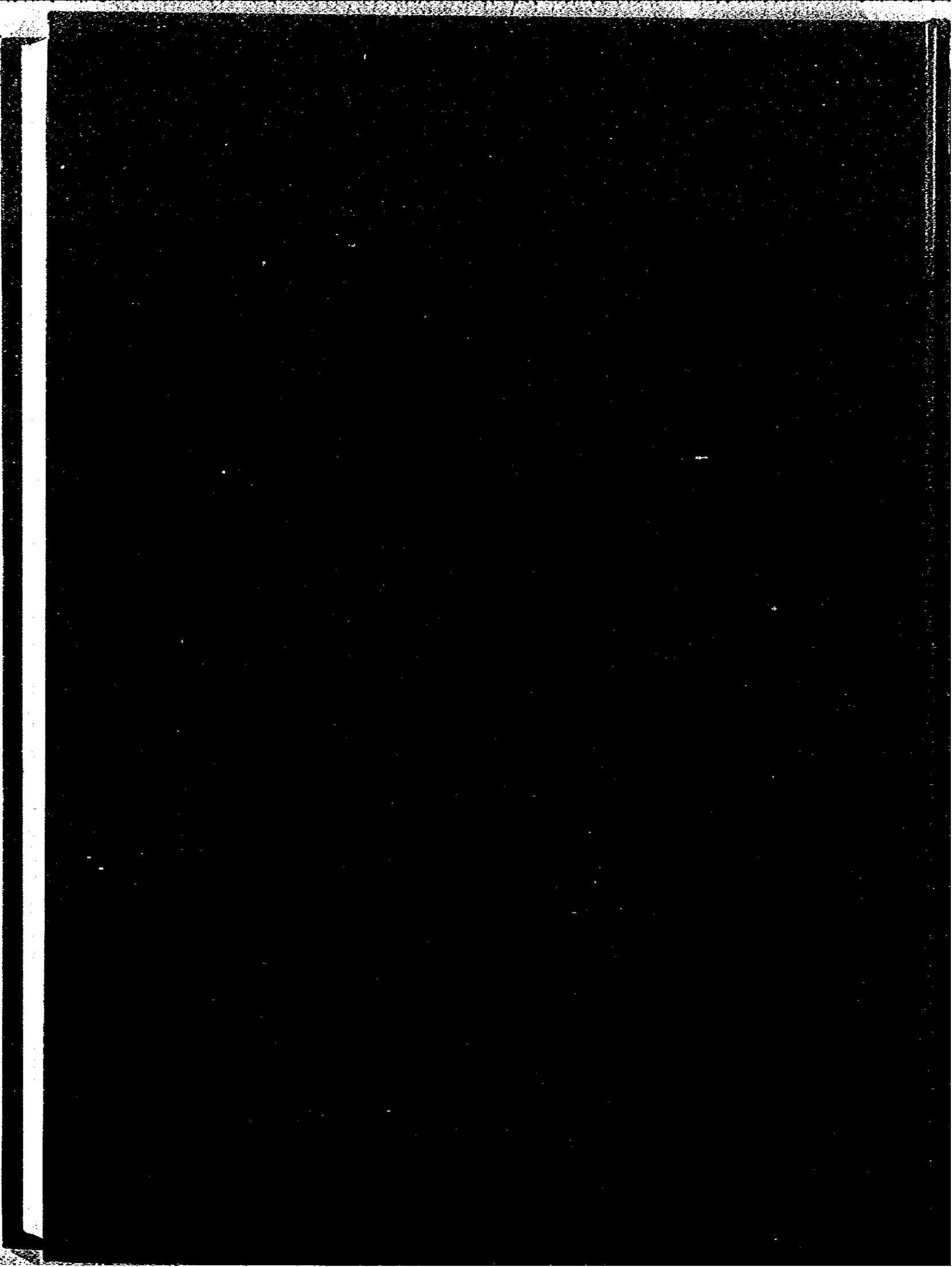
(2)

148 Large & Small Truck



④

148 Route & Tour Bus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JAPAN INTERNATIONAL
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