



Travel Speed (1) (A.M Peak Hour)


Travel Speed(2) (P.M Peak Hour)


Average Trovel Speed By Route (PM Peak)
Average Travel Speed bry Route



Speed - Flow Curves

| $\begin{aligned} & \text { Mode I } \\ & \text { No. } \end{aligned}$ | Type ofRoad | Location | No. of Ianes | Free-Fiow |  | Capacity |  | Cut-Off Point |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | $\begin{aligned} & \mathrm{V} \max \\ & (\mathrm{Km} / \mathrm{hr}) \end{aligned}$ | $\begin{gathered} \text { Q1 } \\ (\mathrm{Veh} / \mathrm{day}) \end{gathered}$ | $\frac{\mathrm{V}}{(\mathrm{Km} / \mathrm{h} x)}$ | $\begin{gathered} \text { Qo } \\ \text { (Veh/day) } \end{gathered}$ | $\begin{aligned} & \mathrm{V} \min \\ & (\mathrm{Km} / \mathrm{hr}) \end{aligned}$ | $\begin{aligned} & \mathrm{Q} \max \\ & \text { (Veh/day) } \end{aligned}$ |
| 1 | Ordinary <br> Road | Chinatown | 2 | 30 | 6,400 | 10 | 16,000 | 10 | 19,200 |
| 2 |  |  | 4 | 35 | 19,200. | 10 | 48,000 | 10 | 57,600 |
| 3 |  |  | 6 | 35 | 28,800 | 10 | 72,000 | 10 | 86,400 |
| 4 |  |  | 8 | 35 | 38,400 | 10 | 96,000 | 10 | 115,200 |
| 5 |  |  | 10 | 35 | 67,200 | 10 | 168,000 | 10 | 201,600 |
| 6 |  |  | one-way 2 | 35 | 9,600 | 10 | 24,000 | 10 | 28,800 |
| 7 |  |  | oneway 4 | 35 | 19,200 | 10 | 48,000 | 10 | 57,600 |
| 8 |  | Central <br> Area | 2 | 35 | 6,400 | 20 | 16,000 | 2 | 19,200 |
| 9 |  |  | 4 | 40 | 19,200 | 20 | 48,000 | 2 | 57,600 |
| 10 |  |  | 6 | 40 | 28,800 | 25 | 72,000 | 2 | 86,400 |
| 11 |  |  | 8 | 40 | 38,400 | 25 | 96,000 | 2 | 115,200 |
| 12 |  |  | 10 | 40 | 48,000 | 25 | 120,000 | 2 | 144,000 |
| 13 |  |  | one-way 2 | 40 | 9,600 | 20 | 24,000 | 2 | 28,800 |
| 14 |  |  | one-way 4 | 40 | 19,200 | 20 | 48,000 | 2 | 57,600 |
| 15 |  |  | one-way 6 | 50 | 26,800 | 25 | 72,000 | 2 | 86,400 |
| 16 |  |  | one-way 8 | 50 | 38,400 | 25 | 96,000 | 2 | 115,200 |
| 27 |  | RuralArea | 2 | 45 | 6,800 | 30 | 17,000 | 5 | 20,400 |
| 18 |  |  | 4 | 50 | 27,200 | 40 | 68,000 | 5 | 81,600 |
| 19 |  |  | 6 | 60 | 40,800 | 45 | 102,000 | 5 | 122,400 |
| 20 |  |  | 8 | 60 | 54,400 | 45 | 136,000 | 5 | 163,200 |
| 21 | Expressway | Urban | 6 | 80 | 48,000 | 70 | 120,000 | 0 | 150,000 |
| 22 |  | Ramp | 2 | 20 | 6,400 | 10 | 16,000 | 5 | 19,200 |
| 23 | Super fighway |  | 10 | 70 | 48,000 | 30 | 120,000 | 0 | 144,000 |

Number of O-D Pairs Used for Expressway and Total Study Area

| Items | Passenger Car, <br> Taxi and SamIor | Pick-up and <br> Light Truck | Heavy Truck, <br> Mini Bus and Bus | Total |
| :---: | :---: | :---: | :---: | :---: |
| 1) No. of O-D Pairs in Total Study <br> Area (Exclude "Zero" O-D Pairs) | 5,576 | 4,664 | 2,474 | 12,714 |
| 2) No. of O-D Pairs used for <br> Expressway | 1,558 | 1,037 | 531 | 3,126 |




Trip Length Ranks (km)
Histogram of Average Trip Length (Comparing with road segments (i) and (ii) )

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