ROAD LIST (12)

IST~ ICT	ROUTE NO.	E CONT- ROL NO.		ORIGIN	- DESTINATION		LENGTH (Km)	ROAD TION CLASS	FUNC- LANES	SURFA TYPE	.CE COND	CARRI.	WIDTH SHOUL. DER	OF R.O.W	INITIAL CONST.	YEAR OF RECONST.	OVERLAY	TOTAL	HEAVY	REMARKS	
 126	0003	3 0800	KM. 186+	000 (CHONBURT /	RAYONG) - J.TO BAN KHA DIN DAENG	I	35.00) P1	2	UPM	F	7.0	2.50	40.0	1942	-	1985	8,830	1,250	F BR NEW LIN	PD K P1
126	0000	3 0801	RAYONG	BYPASS(WEST)		Ī	3.00)	3.44										201	A IBRD(23	
126	0003	3 0900	C RAYON	אפסא מד. דם	DIN DAENG		37.87	P1	2	UPM	G/F	7.0	2.50	40.0	1942	-	1983	9,242	701	A IBKU(23	PD
126	0000	3 1000	J. TO N	OEN DIN DAENG	- NAVATARM WEST BRIDG	E	27.90) P1	2	AC	G/F		2.50	40.0	1947			8,326	1,773	ř	FD
26	0003	3 1101	NAVATAR	M WEST BRIDGE	- KM. 283+000		0.30) P1	2	AC	G/F	7.0	2.50	40.0		1982	1982		~~.	Fig.	
126	0036	6 0200	KM: 16+7	00 - R.3138			35,30	3 P1	2	AC	G/F	7.0	2.50	80.0	1976	1978	-	2,975	764		•
126	0000	6 0300	RYPASS	RAYONG			6.13	P1	2	AC	G/F	7.0	2.50	80.0	1981	1982	-	1,713	493		
126	0344	1 0300	KHLONG	PHLU - KLAENG		A Company of the Company	39.12	3 P1	2	AC	G	7.0	2,50	60.0	1978	1982	-	5,179	611		-
126	3138	0000	NONCKHA	M - KM.60+000		, J	28.95) S1	2	AC	G/F	6.0	2.00	40.0	1978	1982	 .	1,605	160		
426	3138	8 0301	KW 60+0	no - C. RAYONG			21.88	5 F4	2	AC	_			_		-	-	1,193	207		
426	2132	9 0302	I TO B	AN KHAT			2.25	1 F4	2	AC	- 4 <u>- 2</u> ,		_		jo <mark>-</mark> warati.	-	-	4,308	790		
126	31.30	0.002	PAYONG	RAN LAFNO			6.05	F4	2	UPM	F	5.0	1.50	30.0	1969	1971	_	1,778	273		
420	2120	0 0101	DAN IAR	NG - HAT VAT			21.110) F4	2	SA	F/P	9 0	and the second second	30.0		` ~		353	29	CB	F4
426	2110	0102	T D 3	THA RUA PHE			2.53	F4	2	PM	G/F	4.0	1.00	20.0	1964	1977	-	1,919	303		
426	2140	0 0100	TADUONG	YOU - BAN IAF	NG.		6.60) F4	2	SA	G/F	9 0	the state of	30.0	1976	14. – 14. lie		462	64	D	
420 . 126	21.12	0100	DAN KUA	I = NONC IA IC	nr.		14 04	F4	2	DBST	G/F	4 44	1.50	20.0	1965	1976		1.084	149		
420	2116	5 0100	DUE I	I - NONG DA BO	JK.		27 20	F4	2	PM	G/F	and the second of the second	1.50	12.0	1963	1975		865	128	CR	F1
420	2110	5 0101	DADYGG I	וא מאנו וומני	IANGON		0.95	r a	2	PM	G/F	1000	1.00	12.0	1975	1975	_			At the second	
426 426	2161	0100	DIPASS .	AO TAT	DANGON		14 61	F4	$\overline{\hat{2}}$	PM	G/F		1.50	12.0	1971			765	71	CR	F1
440 490	2101	0100	σ . The σ	AC MAI			8 93	T.d.	2	PM	F	,	1.50	30.0	1969	. .	·	1,967	221		
440 490	2162	2 0100	NOTH DI	AMNAH FINADAH V DATMO - CHN	TUON DUIL		7 450	FA.	2	PM	G/F	and the second of the second o	1.50	30.0	1970	1974		384	17		
4 4 D 4 O C	2100	1 0100	NUEN DIN	UNENG - SUN	THON DUIL	45.0	3 93	T I	2	DBST	F		1.50	30.0	1970	1974		1,110	77		
100	2104	1 0100.	T D 3	NITIAN TARMO	THON THO		33 42) F4	2		F		1,50	40.0	1972	1981	N 🚉 🖰 📑	1,260	211	CR	F3
426	-0101	0100	J.R.J -	TOURN DIENT AT AT	PMC		4 44	1 F 4	5	UPM	F		1.50	30.0	1971	.,,,,,		612	70		
426	3134	5 0100°.	U.K.O TI	ואם א אות אחון את שאאוום כב	A PAIC		6 24) I I	2	AC	G .	6.0	4.5	40.0	1980	_		413	81		
4 & O	2200	0100	MIII. COTA:	IAO VAT CUIMI	D 2145/CHANGON)		2 08	7 T A	2	PM	G	the second of the second	1.50	20.0	- 1000	1977		757	108		
426	2220	0100	J.K. 3 (K)	ACHETA HAT CHOM	TAT		15 72	F.A			F		Ô	30.0	1977	2011	-	908	145	D	
426	3320	0100	J. 16 . J. 18 .	AUDEL) - DAL 1	IAI		3 300	3.16.4	2	SBST			1.50	40.0	1979	1983	r r <u>j</u> ak r	386	110		1 1 1 1
426	3311	0100	J. D. 210		T 14 NEWHOM DAYONG		14 000) I I	2	SA	P	8.0		40.0	1980	_ 1300		1,184	233	D	
120	3313	0100	J.K.JIB	OC MONARI * 1	I 14 NIKHON KATONG	1.0	20 74	, r.,	9	PM		8.0	V	20.0	1979	-		811	80	G	
100	33/5	0100	KHET SUI	MARITBAN BAR	A CAT MONG GAMES	and the same	20 776) E4	2	SBST	C / R	5.0	1.50	30.0	1980	_ 1981		1.033	222	u	
4 Z b	3377	0100	J.R. 3 [K]	IAU DIN) ~ NAI	DIN DAENG - NAYAIARM WEST BRIDG - KM. 283+000 NG DK JANSON THON PHU THON PHU ENG AENG - R. 3145 (SUANSON) YAI I 14 NIKHOM RAYONG CHANG - THANON SOI 13 M SAI-NONG SAMET DNG FAP NOEN UTHONG J.R. 3406		6 201	7 F4	2	SA	G/F F		0	30.0		1901	_	470	96	СВ	F1
426	3392	2 0100	J.K.3(H	JA1 PUNG) - NO	JNG FAP		p.300) [4) [7	۵.	SBST	r -	9.0		30.0	1919	_	_	732	189	UB .	LI
426	3430	0.100	J.R.3(T)	HANGKWIAN) - 1	NOEN UTHUNG		11 484	, r4 , r4	2	SBST	-		· • •		- .	-	_	1,311	339	A Company of the Company	

ROAD LIST (13)

(District : Wat Thana Nakhon)

	ROUTE CONT- NO. ROL ORIGIN DESTINATION NO.	LENGTH (Km)	ROAD TION CLASS	FUNC- LANES	SURFA TYPE	COND	CARRI AGE	DER	R.O.W	INITIAN CONST.	YEAR OF L RECONST	.OVERLAY	TOTAL	HEAVY	REMAR	KS		
427	0033 0403 KM 250+0700 -J.TO CHANTHABURI	0.185	P3	2	PM	₩.		$\frac{1}{2}$				olali≢ jirk		i sa a salii ja			73.1	
427	0033 0500 J.TO CHANTHABURI - J.TO WAT THANA NAKHON	26.638		2	PM	G	4 5 6 6	3.0	40.0			1983	3,565	1,124	CR	. : ' '	P1	
427	0033 0600 J. TO WAT THANA NAKHON - BORDER (ARANYA PATHET)	27.619		2	PM	G/F		1.0	30.0			1982	1,717 2,561	729 716	1.			
427	0317 0302 KM.57+857(PATONG) - N.BRG.TALANG 0317 0400 N.BRG.TALANG - S.BRG.WANG CHIK	37.633		2	AC:	O 417		1.75	60.0 60.0				2,002	465				
421	0317 0400 N.BRG.TALANG - S.BRG.WANG CHIK 0317 0500 S.BRG.WANG CHIK - J.R.33(SRA KAEO) 3067 0100 ARANYA PATHET - THAP PRIK 3067 0200 THAP PRIK - R.317 3068 0100 ARANYA PATHET - TA PHRAYA 3068 0201 TA PHRAYA -CHONG TA KO 3068 0202 R.IN A.TA PHRAYA 3068 0202 R.IN A.TA PHRAYA 3068 0203 BYPASS A. TA PHRAYA 3073 0100 J.R.33 - R.33 3197 0100 J.R.33(HUAI CHOD) - BO NANG CHING	30.440	54	2	AC AC	G/F		1.75	60.0	- <u>-</u>	i Iver	-	1,762	372				
421	3067 0100 APANVA DATHET - TUAD DOTE	40.000	D4	2	DBST	G/F		1.50	40.0			<u>-</u>	703	96				
127	3067 0200 THAP PRIK - P 317	10.000	F6	2	SA	G/F		1.25	40.0		_		744	178	BB		* ;	
427	3068 0100 ARANYA PATHET - TA PHRAYA	19.000	FΔ	2	DBST	Ξ.	2.7	1:50	60.0	_ ::::	_		2,028	340	CR		F3	, .
427	3068 0201 TA PHRAYA -CHONG TA KO	29 695	F4	2	DBST	-		1.50	60.0	<u> </u>	<u></u>	· <u>-</u>	1,073	581				
427	3068 0202 R.IN A.TA PHRAYA	0.469	F4	2	DBST	14 <u>2</u> 2	7	1.50	10.0	. <u> </u>	~		<u>-</u>	–		1000	14.	
427	3068 0203 BYPASS A. TA PHRAYA	1.997	F4	2	DBST	14 s. <u> </u>		1.50	60.0	-		<u>-</u>	- 1 - 1 3	in end o				
427	3073 0100 J.R.33 - R.33	2.153	F4	2	DBST		5.0	1.50	30.0		· - .	'	2,222	686	1. T.	1.2		
427	3197 0100 J.R.33(HUAI CHOD) - BO NANG CHING	11,000	F6	2	SA		8.0	0	40.0	<u> </u>	-	: -	956	318	D			
427	3198 0101 J.R.33(WAT THANA NAKHON) - SAE OR	28.166	F6	2	SA	·	5.0	1.50	40.0	_	_	F 4 4 1	1,234	320	D		1.5	
427	3197 0100 J.R.33(HUAI CHOD) - BO NANG CHING 3198 0101 J.R.33(WAT THANA NAKHON) - SAE OR 3198 0102 J. TO SAE OR 3198 0200 SAE OR - R.3068 3307 0100 J.R.3198(NONG THAO) - WANG RI 3308 0100 J.R.31968(WHOW PREY) - SANIO CHANG NGAN	4.834	F6	2	SA	_	_	- - -	<u>-</u>	-	-	- ' ' '	- . ** *	10 1 - 1 1 1 1	D			
427	3198 0200 SAE OR - R.3068	16.000	F6	2	SBST	: ·		1.50			-	· -	291	28				
427	3307 0100 J.R.3198(NONG THAO) - WANG RI	9.650	F6	2	SA	- :		0	40.0	-	<u>-</u> -	_	392	120	D.			
427	3308 0100 J.R.3068(KHOK PREX) - SANLO CHANG NGAN	23.896	F6.	2	SA	·		1.25	30.0		·		683	425	D ·		•	
427			F4	2	SBST			1,50	30.0	_		· -	182	33				
427	3367 0100 KHOK SA BANG - KHLONG NAM SAI	7.085	F4	2	SBST	· -	5.0		30.0	- -	-	: 	183	31				
427	3366 0100 J.R.33(THA KHAM) - NONG OIAN 3367 0100 KHOK SA BANG - KHLONG NAM SAI 3379 0100 J.R.3068(ARANYA PATHET) - PA RAI 3380 0100 J.R.3068(NONG AXE) - R.3381(ANG SILA) 3381 0100 J.R.3068(NONG WANG) - PA RAI 3382 0100 J.R.3068(KHOK PREK) - KHOK RAKHA 3383 0100 KHAD NOI - R.3067(NON SAO AD)	7.000	F4	2	SBST			1.25	40.0	-	- "	-, -	331	161	-			
427	3380 0100 J.R.3068(NONG AXE) - R.3381(ANG SILA)	9.000	F4	0	SBST	G/F		1.25	40.0		-	- :	171	57	•			
427	3381 0100 J.R.3068(NONG WANG) - PA RAI	29.856	F4	2	SBST	F		0.50	40.0	, / - .	- , .		446	144				1.5
427	3382 0100 J.R.3068(KHOK PREK) - KHOK RAKHA	15.134	F4	2	DBST	G/F		0 1.25	40.0	-	· . · ·	-	838	458				
427	3383 0100 KHAD NO1 - R. 3067 (NON SAO AD)	11.517	F4	2	DBST	G/F	-,, -	0 1.25	30.0		. T	· -	148 627	28 145				
427	2004 Oldo attradolinittonittivitali Lithi Porl - reasso	10.020		2	DBST	G/F	4.7	0 1.25	40.0			·-	349	143 42	D			
427	3391 0100 J. TO NAM TOK KHAO SOI DAO			2	SA	-		0 0		<u> </u>	-	- - .	467	301	.D			
427	3393 0100 J.R.3198(CHONG KUM) - R.3068(KAEO PHET PHOI)	41.800		2	SA			0 1.75	100.0			- <u>-</u>	634	250	D			+ +
427	3395 0100 WAT THANA NAKHON (BAQN PRAO) - KHLONG HARD	33.450	F4	2	DBST	G/F		1.25	40.0	i			723	187				
427	3395 0200 KHLONG HARD - THUNG KHA NAN 3397 0100 J.R.3068(NA NGAM) - R.3381(KHOK SUNG)	25.558	F4	2	DBST			0 1.25 3.00	40.0	-			201	61	 D			
427	3397 0100 J.R.3068(NA NGAM) - R.3381(KHOK SUNG)	18.000	F6	Z		F		0	60.0	-	-		162	60	D			
427	3421 0100 J.R.317 - NONG YAI	30.000	ro	2	SA		0.0	, j u	00.0	. -			257	55 55	Ď			
427	3427 0100 WAT CHAICHANASRI ARAN - BAN KLONG NAM SAI	14.000	rо	Z	SA	-	- 4 - 7 - 1	7. 5	 -		-	_						

ROAD LIST (14)

ST-	ROUTE CONT- NO. ROL ORIGIN - DESTINATION NO.	LENGTH (Km)	ROAD TION	FUNC-	SURFA	CE	CARRI.	WIDTH SHOUL	OF .	INITIAL	YEAR OF		A.D.	T. uravv	REMARKS	
•	NO.		CLASS	LANES	TYPE	COND	. AGE	DER	R.O.W	CONST.	RECONST.	OVERLAY	101Ab			
	NO. 0001 0500 J. TO SUAN PHO KNAE - C.LOP BURI 0001 0600 C.LOP BURI-A.KHOK SANRONG(CHAINAT DIST.) 0032 0602 KM.102+468 - J.TO SINGBURI 0309 0302 KM.56+756(DIST.OF AYUTTHAYA) - J.TO LOP BURI 0310 0100 J. TO PHRAPHUTHABAT SARABURI 0311 0100 C.LOPBURI - J. TO CHAINAT(SINGBURI) 0335 0100 J.R.32 - JUNGTION ROUTE NO.311(SING BURI) 2282 0100 MA NAO HNAN - SUAN MA DUA 3014 0100 J.R.1(SAOTHONG) - KONGBIN 3015 0100 RAILROAD STATION - ANANTHAMAHTOGN HOSPITAL 3016 0100 PANAI-NARESUAN 3017 0100 J.R.1 - JUNGTION ROUTE NO.21 3017 0201 J.R.21 - NANGMUANG 3017 0202 PHATTHANANIKHOM - KAENGSUATEN R.W STA. 3019 0100 J.R.1 - KHOK KRATHIAM DEPOT 3020 0100 J.R.3022(PHRAPHUTTHABAT) - NONGDON 3021 0100 J.R.3022 - A.BAN MO. 3022 0100 J.R.310 - A. THA RUA 3023 0100 BAN.THAALARN - A. THA RUA 3024 0100 J.R.205(B.M1) - KHAO CHONG LOM 3025 0100 A.MUANG LOPBURI(MIDDLE RING) AND OUTER RING 3027 0100 J.R.32(KM.169+884) - SANITARY OF THANUNG	20 510	no no		PM		6.0	1 8	20.0	1967	. –	-	5,202	945	A IBRD(2311) P1
131	0001 0500 J. TO SUAN PHO KNAE - C.LOP BURI	25.013	ro no	9 :	UPM	E/D	5.0		20.0	1967	_		6,891	668	A IBRD(2311) P1
131	0001 0600 C.LOP BURI-A: KHOK SANKONG (CHAINAI DISI.)	39 590	D)	2		G/F	6.0	4.	60.0	1971	1971	1982	11,413	3,955	H	_
131	0032 0602 KM.1024468 - J.TO SINGBORI	30.330	Ç3	2	DM:	G/F	6.6		7.0	1908		<u>-</u>	578	121	CR	S3
31	0309 0302 RM.56+756(DIST.OF APPLIED - J.10 LOF BORI	4 NAO	00 00	2	PM	G/F	6.0		15.0		- 1	• • • • • • • • • • • • • • • • • • •	3,490	352		
31	0310 0100 J. TO PHRAPHUTRABAI SARADURI	32 230	63	2	PM	F	6 0	1.5	10.0	1942	1966	ing. ≟ r‴ing	16,737	3,947	A ADB(503)	S 1
31	0311 0100 C.LOPBERT - J. TO CHAINAI (SINGBURI)	1 0/0	0 1	2	AC	G/F	7.0		60.0	1966	1971		3,776	1,155		
31	0335 0100 J.R.32 - JUNGTION ROUTE NO. 311(SING BORT)	18 000	re SI	2	SA	F/P	6 0		20.0	1978			235	46	D	
31	ZZ8Z 0100 MA NAO HNAN - SUAN SIA DUA	10.000	63	2	PM	F	6.0		15.0	1940	_		4,482	264	San Francisco	
31	3014 0100 J.R.1(SAUTHONG) - RONGLIN	6 285	E3	2	PM		6 0		20.0	1942	-		3,175	266	ta ta filologica de la compa	
31	3015 0100 RAILKOAD STAITON - ANANTHABARTOON HOST TIAL	13:110	L 3	2	PM	G/F	6 0		15.0		the second of th	_	3,279	266		
31	3016 0100 PANAL-NARESUAN	27 800	1.3	2	PM	G/F	6.0		15.0				1,900	417		
31	3017 0100 J.R. I - JUNGITON ROLLE NO. 21	26 919	r3	2	SST	-G/F	6.0		20.0		1974	. <u>-</u>	69	4		
131	3017 UZUI J.K.ZI - NANGIUANU	5 540	TA .	2	SA	F	6.0		20.0				939	227	D	
31	3017 OZUZ PHATTHANANIRHOM - RAENOSOAIEN R. W SIA.	2 050	ra.	2	UPM	_	6.0	and the second	24.0				1,331	414		
131	3019 0100 J.R. 1 ~ RHOR KRAITIAN DEPOI	9 600	10.4	2	PM		5.0		15.0		4.7		2,874	38	CR	F3
131	3020 0100 J.R. 3022(PHRAPHUTHABAT) - NONGDON	1 980	T A	2		F	5.0		15.0				1,800	267		
131	3021 0100 J.R.3022 - A.BAN MO.	10 560	F 4	2	PM	F/P	6.0		15.0				2,045	753	G IBRD	
31	3022 0100 J.R.310 - A. THA KUA	5 500	TA	2		F/P	5.0		15.0	1.45	1968		2,317	591		
31	3023 0100 BAN.THAALAKN - A. THA ROA	14 120	TC		46.2						:		000	1.00	•	
131	3024 0100 J.R.205(B.N1) - KHAO CHONG LOM	2 205	ro ra	- 6	DBST	T T	6.0	1 0	7.0	1963	1002	ş	566	19	:	
431	3025 0100 A.MUANG LOPBURI (MIDDLE RING) AND OUIER RING	3,303	r 4	2	וסמע	P Tr	6.0	1.0	15.0	1903	1303	_	316	28	A ADB	F4
431	3027 0100 J.R.32(KM.169+884) - SANITARY OF THANUNG	10.403	r4	٠.	ופמע	r CAR	0.0	1 0	15.0	1062	1001		1 051	230	G ADB	• •
431	3028 0101 J.R.3M(BANGNGA) - KM.20+U09	18.000	P 4	4	וכמע	G/F	6.0	1.0	15.0	1062	1077		771	247	d HDD	
431	3028 0102 J.R.3028(AT 0101) - KM.6+266	1.000	F 4	6	ופמע	G/F	0.0	1.0	15.0	1900	1000		1 5/16	122	*	
131	3029 0100 J.R.1(KHAOPHRANGAM) - MILITARY AREA	1.995	F 4	4	PM PDCM	P / P	5.0	1.0	7.0	1903	1960		226	269		
131	3030 0101 BANG RACHAN BRIDG LINE(SING BURI)	1.434	F4	2	DDC4	G/F	5.0	1.0	20.0	1000	1970	<u> </u>	2 650	579	CD	F3
31	3030 0102 MONI, OF SINGBURI - BANGRACHAN	9.650	F 4	Z	DRST	G/F	5.5	1.13	15.0	1903	1912		1 122	376	CR	r J
431	3032 0100 MUNI OF SINGBURI - APPROACHS PAK DONG BRG.	32.362	F 4	Z	DRST	- G/F	5.0	1.5	15.0	1903	1910		1,433	261		
131	3032 0201 APPROACH S.PAK DONG BRGKM.31+706	0.338:	F4	2	DBST	F	5.0	1.5	15.0	1000	1979	-	1 044	301		
431	3033 0100 J.R.311(BANGNGA) - A.PHRON BURI	13,000	F6	2	PM.	F	5.0	1.5	12.0	1963	-	_	1,044	20		
131	3034 0100 J.R.1(BAN NA PHRA LAN) - BANKHUA	16.440	F4	2	PM	F .:	6.0	2.25	15.0	1963	1970	_	1,823	921		
131	3064 0300 km.32+187 - J.R.3032(PAK DONG)	0.400	F6	2	SA	F	6.0	-	15.0	-	_	· · · ·	214	90		
431	3196 0200 R 2058A.BAN.M1)(CHAINAT DIST) - LOPBURI	29.560	F4	2	SST	E/P	5.0	1.5	7.0	1969	1981	• • • • • • • • • • • • • • • • • • •	1,959	360	CR	F3
131	3196 0300 TRANSFERRED FROM RID	0.000														
431	3223 0100 J.R.3017 KHAMPHRAN	2.202	F6	2	DBST	F	6.0	-	16.0	· • · · · ·	- · · ·	· - .	19	1	•	
131	3250 0100 J.R.3022 HUAIBONG	8.000	F5	2	SA	F/P	9.0	-	15.0	1970	-	-	168	18	D	
31	3267 0102 KM.26+457(DIST.OF AYUTTHAYA) - J.R.3022	0.400	F4	2	DBST	F	5.5	1.75	15.0	- ·	1976	-	1,673	773	**	
31	3024 0100 J.R.205(B.M1) - KHAO CHONG LOM 3025 0100 A.MUANG LOPBURI (MIDDLE RING) AND OUTER RING 3027 0100 J.R.32(KM.169+884) - SANITARY OF THANUNG 3028 0101 J.R.3M(BANGNGA) - KM.25+059 3028 0102 J.R.3028(AT 0101) - KM.6+266 3029 0100 J.R.1(KHAOPHRANGAM) - MILITARY AREA 3030 0101 BANG RACHAN BRIDG LINE(SING BURI) 3030 0102 MONI, OF SINGBURI - BANGRACHAN 3032 0100 MUNI.OF SINGBURI - APPROACHS.PAK DONG BRG. 3032 0201 APPROACH S.PAK DONG BRGKM.31+706 3033 0100 J.R.311(BANGNGA) - A.PHRON BURI 3034 0100 J.R.31(BANGNGA) - A.PHRON BURI 3034 0100 J.R.1(BAN NA PHRA LAN) - BANKHUA 3064 0300 KM.32+187 - J.R.3032(PAK DONG) 3196 0200 R 2058A.BAN.M1)(CHAINAT DIST) - LOPBURI 3196 0300 TRANSFERRED FROM RID 3223 0100 J.R.3017 KHAMPHRAN 3250 0100 J.R.3017 KHAMPHRAN 3250 0100 J.R.3022 HUAIBONG 3267 0102 KM.26+457(DIST.OF AYUTTHAYA) - J.R.3022 3267 0200 J.R.3022 - R. FROM NAPHRALAN TO BANKHUA 3295 0100 J.R.309 - MUNI. OF ANGTHONG 3302 0100 J.R.309 - MUNI. OF ANGTHONG 3303 0100 BANGRACHAN - J.R.3032(PHOTHALE) 3333 0100 KHOKTUM - 4 LEFT - PASAK RIVER 3334 0100 J.R.3302 - 4 RIGHT - KHAOSUNG RR.STATION 3385 0100 J.R.1(NAPHRALAN) - NONGCHAN	4.094	F 4	3	DBST	F	5.5	1.75	40.0		-	-	1,398	919		
31	3295 0100 J.R.309 - MUNI. OF ANGTHONG	0.340	F3	2	DBST	F	6.0	1.0	7.0	1972	1973	-	215	35		
31	3302 0100 J.R.1(KM.138+325)-J.R.3017(KHOKTUM)	9.515	F3	2	AC	G/F	6.0	2.0	20.0	1975	1976		1,227	315	•	
31	3303 0100 BANGRACHAN - J.R.3032(PHOTHALE)	10.812	F4	2	DBST	F/P	5.0	1.5	15.0	-	1983	-	2,216	701		
31	3333 0100 KHOKTUM - 4 LEFT - PASAK RIVER	34.167	F6	2	SA	F	6.0		20.0	1976	-		321	89	BB	F4
131	3334 0100 J.R.3302 - 4 RIGHT - KHAOSUNG RR.STATION	29.002	F6	2	SA	F	6.0	-	20.0	1977	***	-	283	23	D	
131	3385 0100 J.R.1(NAPHRALAN) - NONGCHAN	10.655	F5	2	DBST	F	9.0	-	15.0	_	-	^ .	1,343	847		

ROAD LIST (15)

(Di	strict :	Sarabu	ORIGIN - DESTINATION				ROA	D LIST	Г (15)				- T						
DIST-	ROUTE C	ONT-			LENGTH	ROAD	FUNC-	SUPEA			WIDTH	OF		YEAR OF		A.D.	т.		
RICT	NO. R	OL	ORIGIN - DESTINATION		(Km)	TION	LONG-	DOMEN	·	CARRI	SHOUL		INITIAL					REMARKS	
NO.	N	0	GNOI - SARABURI .1 - R1 ASS SARABURI .3 - PHU KHAE ABURI - MUAKLEK .2(KM.135+697) - R.2(KM.141+340.50) KLEK - J. TO KHAOYAI TO KHAO YAI - PAKCHONE .1(B.PHU KHAE) - S.LAM HUAIPHU KMAE BI INKONE - BANNA) NA - NAKHONNAYOK TO NAKHONNAYOK HONNAYOK-KM.137+800(DIST.PRACHIN BURI KONG - PHACHI .2 - MUAKLEK KLEK-WANG MUANG ASS WANGMUANG GMUANG-NAMSUT(DIST.LAM NA RAI) .2 - HEOSUWAT .2090(AT 0101)-R.8090(AT.0101) .2 - WAT THEP PHITAKPUNNARAM ASS MUAKLER KLEK - KM.25+400 85+400-SAPNOINUA LAM(LAM NARAI DIST.)-PAKCHONG NAK - SUANMADUA .0E-KHLONG SAI .ABURI - SAOHAI .BAI - NONGSAENG GSAENG - KHAOKHAT .KHAGSAN - PHRAPHUTTHA CHAI .329 - NONGTALO .ANDAENG - KHAOKHAT .KHAGSAN - PHRAPHUTTHA CHAI .329 - NONGTALO .ANDAENG - KHAOKHAT .KHAGSAN - PHRAPHUTTHA CHAI .329 - NONGTALO .ANDAENG - KHAOKHAT .KHAGSAN - PHRAPHUTTHA CHAI .329 - NONGTALO .ANDAENG - KHAOKHAT .KHAGSAN - PHRAPHUTTHA CHAI .331 - KHAOCHANGOK .CHI - KM.22+790(AYUTTHAYA DIST.) .3077(TONONGKHING) - KHAOKHIEO .2 - R.2 .CKKHOI-BANNA			CLASS	LANES	TYPE	COND	. AGE	DER	R.O.W	CONST.	RECONST.	OVERLAY	TOTAL	HEAVY		i e
		202 1703	ONAT CARABURY											1007	1004	19,303	9 020		
432	0001 0	302 NON	GNOI - SAKABUKI		26.631	PD	. 4	AC	F	14.0	2.5	30.0	1939	1201	1984	10,000	0,000		
432	0001 0	303 J.K	ACC CADADIDY		2.760	P3	2	UPM	, F		1.5	30.0		1967		<u>-</u>		BR	P1
432	0001 0	100 E1E	ASS SAKADUKI		9.728	16	2	SST	F C			20.0	and the second second	1967	1983	9,634		2	
432	0001 0	100 SAR	ADUDI - PHO RHAE ADUDI - MILANI EN		17,181	PD	.4	AU	G/F	14.0		30.0 30.0		1967		9,104	4,041	H	
434	0002 0	101 3AR	2/KM 135+697) - P 2/KM 1/1+3/0 50)		5 121	D1	2	AC AC	r C		2.5	30.0	and the second second second	1983	.	-	-		
436	0002 0	200 MUA	KIEK - J. TO KHAOVAT		22 100	D1	2	AC.	r		2.5	30.0	the second of the second of the	1985	1983		-	H	
432	0002 0	301 J.	TO KHAO VAI - PAKCHONE		0 170	rı Di	2	AC .	G/F		2.5	30.0		1969	· · -,	-	_		
132	0002 0	100 J.R	11 R. PHI KHAEL - S. LAM HUATPHU KMAE RI	P.C.	1 097	D1	2	ΔC	F		2.5	30.0		1972	. <u>.</u> .	·	-		
132	0033 0	101 (H	TNKONE - BANNA)		26.355	P3	2	AC -	F/P		2.0	20.0		1963	z	3,378	1,356		
432	0033 0	102 BAN	NA - NAKHONNAYOK		16.849	P3	2	AC	F/P		2.0	20.0		1963		-	-		
432	0033 0	103 J.	TO NAKHONNAYOK		0.877	P3	2	PM	P		2.0	20.0		1963	· · -	-			
132	0033 0	201 NAK	HONNAYOK-KM. 137+800(DIST. PRACHIN BURT)	0.501	Р3	2	AC	F		2.0	20.0	1935	1963	-		. –	1.0	
432	0329 0	100 HTN	KONG - PHACHT		19.169	S 3	2	PM	F	6.0	1.0	20.0	1939	1963		1,652	749	4 1 1 1 to 1	
132	2089 0	101 J R	.2 - MUAKLEK		2.400	F3	2	UPM	F	6.0	2.0	20.0	1960	1967		2,153	209		·•
132	2089 0	102 MUA	KLEK-WANG MUANG		26,250		2	SA	F	6 0		15.0	1976	, -	-	957	31	A IBRD	. F4
132	2089 0	103 BYP	ASS WANGMUANG		1.527	F6	2	SA	G/F	9.0	-	15.0	1981	. –	. -	30	9	D	F. 4
432	2089 0	104 WAN	GMUANG-NAMSUT(DIST.LAM NA RAI)		10,420	F6	2	SA	G/F	9.0	- , ·	20.0	1981	·		253	95	BB	F4
432	2090 0	101 J.R	2.2 - HEOSUWAT		50.000	F3	2	UPM	F/P	6.0	1.5	30.0	1949	1967	-	1,590	273	CR	F3
432	2090 0	102 J.R	.2090(AT 0101)-R.8090(AT.0101)		2.932	F 4	2	UPM	F	5.0	1.0	· 	1953	1975		103	7	•	
432	2220 0	100 J.R	.2 - WAT THEP PHITAKPUNNARAM		2,450	F4	2	DBST	G/F	6.0	1.5	15.0	1957	1974		227	14		
432	2224 0	100 BYP	ASS MUAKLER		3.687	F6	.2	DBST	F	6.0	· · -	15.0	1979	,	-	508	118	G	
432	2224 0	200 MUA	KLEK - KM.25+400	4	25,400	F6	2	SA	F	5.5	1.75	20.0	1979	. – " [*]	_	205	23	D	
432	2224 0	300 KM.	85+400-SAPNOINUA		22,711	F6	2	SA		_	_	20.0		- .		199	47		TC 4
132	2243 0	200 HUA	LAM(LAM NARAI DIST.)-PAKCHONG		45.000	F6.	2	SA	F		1.75				· -	473	44 178	CB D	F4,
432	2273 0	100 BAN	MAK - SUANMADUA		30.078	F 6	2	SA	F	9		20.0	and the second second second	-	→	400	110	D	
432	2274 0	100 E-L	OE-KHLONG SAI		16.304	F6	2	SA	F		1.5	20.0		· -		114	418	CR	F2
432	3041 0	100 SAR	ABURI - SAOHAI	i.	10.978	F4	2	UPM	P		1.0	15.0		1967	· . - .	1,161	282	G	
132	3041 0	200 SAO	HAI - NONGSAENG		7.500	F4	2	DBST	G/F		1.75			1984	_	830 270	100	u	
432	3041 0	300 NON	GSAENG - KHAOKHAT		14.825	F4	2	DBST	F		1.5	15.0		1977	- 1982	289	35		
432	3012 0	100 PAK	KHAGSAN - PHRAPHUTTHA CHAI		4.982	F2	2	UPM	F		1.5	15.0		1983	-	698	70		
432	3043 0	100 J.R	.329 - NONGTALO		3.000	F4	2	DBST	F		1.5	15.0		1978		749	73		
432	3045 0	100 WIH	ANDAENG - NONGMU		6.600	F 4	2	DBST	F		1.0	15.0		1974	-	95	15		
432	3046 0	100 PHR	APHUTTHA CHAI - NAMTOKSAMMLAN		3,315	F4	2	DBST	F		1.0	15.0		1977	1985	2,102	810	CR	F2
432	3048 0	100 J.R	.1(HUAIBONE) - THALAN		14.668	F 3	2	UPM	F/P		1.5	15.0		1967	-	661	107	CR	F3
432	3049 0	100 NAK	HONNAYOK - NAMTOKNANGRONG		19.296	F 1	2	UPM	F/P		1.5	20.0		1967 1967	-	176	1.1	0.10	
432	3050 0	100 J.	TO SASIKA FALL		2.900	F 4	· 2	P.D.O.B.	E (D		1.5	20.0	_	1977	-	1,256	529		
432	3051 0	100 BAN	NA - BANG- 0		9,300	F4	Z	DRZI	- F/P		1.5	20.0 20.0		1982	~	574	242		
432	3052 0	100 J.R	.33 - KHAOCHANGOK		7.500	ř. T	.2.	U: DD9™	G/F		2.75 1.5	15.0		1962	_	1,287	583	CR	F3
432	3063 0	101 PHA	CHI - KM.22+790(AYUTTHAYA DIST.)		22. (90	F 4	. 2	DBST	्र स्ट्रेस		1.0	10.0	1960	1967		101	23		
432	3182 0	100 J.R	.3077(TONONGKHING) - KHAOKHIEO		13.472	F4	2	UPM	G/1		_			1973	→	355	125		
432	3188 0	100 J.R	1.2 - R.2		7.859	r.i	9	UPM .	Γ .Σ	6.0 5.5		15.0 15.0		1984	-	1,620	998	G	•
432	3222 0	100 KAE	NGKHOI-BANNA		39,700	F 4	2	AC .	ਾ ਯ	6.0		15.0			_	181	38	CB	F4
432	3424 0	100 KAE	NGKHOI-SADAENGPHAN		30.664 9.100		2		r F/P	9.0		10.0		1985	_	168	18		
	The second secon		1.1 - BANYANG				. 4	ST	. H	5.0		10.0		-	_	214	23		
			1.1 - HINKONG		8.400		2	DBST	F		1.0	15.0		-		371	117		
			SAMUTPRADIT+HARAM - NONGNO	1	11.000 1.827		2	AC	G/F		2.0	25.0			_	-	_		
432	3428 0	100 I.R	1.33 - R.305		1.821			_no									-		
~				TOTAL	674.104			1								.*			*

ROAD LIST (16)

ST- CT	ROUT	E CONT ROL NO	-	or	IGIN	- DES	TINATION		LENGTH (Km)	ROAD TION CLAS	FUNC- S LANES	SURFA TYPE	CE COND	CARRI. . AGE	WIDTH SHOUL. DER	OF R.C.W	INITIAL COMST	YEAR OF RECONST	. OVERLAY	A.D.T	HEAVY	REN	IARKS	
			******	AMPONG					 	 ₽3	9	DBST	G/F	6.0	2.5	20.0		-	-	2,217	624			
433	000	T 0000	VHOV	5AMKONU 51709	MUM 99	MM.2307732	HARNO		8.164	P1	2	AC	F	6.5		20.0	1 <u>-</u> 1	-	-	<u>-</u>	±	CR		P1 P1
433	000	1 0001	mm. Co	UTISZ	T TO	ותאתם - בנוטאת ותאתם דוטאת	Ob		12.027	Ρį	2	AC	F	6.5	2.5	20.0	_	<u>.</u>	- -	3,593	943	CR		r ı
433	000	1 0002	1 ጥር	Т.ПИХАТ	STATIC	IN - I TO CE	HAENG ON IALNAT HAK)		24.900	.⊋3	2	PM	G/F		1.0	20.0	- Jan 1911	-		2,478	773 420	CP		P1
433	- 000	1 1001	J TO	CHAINA	Τ - μαν	IG NAMIMUANG	HAKI		25.527	P3	2		G/F	6.0	1.0	20.0	- .	. -	¹ igu z oren	1,522	420	U		Г1
433	000	1 1002	HANG	AIIMIMA	NO HAK	-KM.203+0000	UTHAI THANI	DIST.	0.455	P1	2	AC	F	7.0	2.5	50.0	· - · .	er - 1		1 000	505	n		
133	- 001	1 0100	THE RU	የተ 🗕 ጥል	KEAINAK	HONSAWAN DIS	TRICT)	100	41.300	-R1	. 2	DEST	F	6.0	2.0	0.08		•	-	1,039	2.652	บ		
433	001	2 0700	I. TO	SINGBU	RI – J	TO CHAINAT	SAKHON		43.005	P1	2	AC	G	7.0	2.5	60.0		-	7	6,750	4,004	, II		
433	003	2 0801	J. TO	CHAINA	г – ј	TO HANGNAM S	RAKBON		6 405	P1	2	AC	G	7.0	2.5	50.0	· . - . ·	- T- : .		6,427	2,470	11		* .
433	003	2 0802	J. TO	HANG N	AM SAKH	ON - R.1(HAN	ig NAM) 1(CHAINAT)		12.545	P1	2	AC :	G	7.0	2.5	60.0	—	-	-	1,062	328	CR		S2
133	031	1 0200	SINGB	JRI (LOP	BURT DI	STRICT) - R.	1(CHAINAT)		49.740	P1	2	UPM	T.	6 0		50.0	- : : :		· -	1,002	320	· OK		0.0
433	200	A A 1 A A	T MA	THAT A STATE OF	SMARTON				0.168	P3	2	UPM	C		1.0	20.0	-	- , - - , .	-					
133	300	9 0100	SANKH	ABURI -	MANKHA		4.0		4.237	F1	2	UPM	G/F	5.0		15.0	-	- in 1774		1,376	91	G	ADB	
	301	0 0100	J.R.3	11 (SANP	IAYA) -						2	DBST	\mathbf{F}		1.75	15.0	~	-	-	2,411	877	CR	4DD	F1
133	303	9 0301	KM.61	666 (PA	NAM)	- R.3183	NKHABURI) 1.18+700) II) STATION M THAMMAMIN	7, 18	30.568	F3	2	AC	\mathbf{P}_{\cdot}		2.0	40.0	- ·	-		Z,411	011	BR		F1
133	303	9 0302	J. TO	HAN KH	A			100	7.039	₹3	2	UPM	C/F	5,0	2.0	40.0			·	3,286	942	Dic		11
133	303	9 0400	R.318	3 - R.1	(CHAINA	T)		, i	3.591	F3	2	AC	C		ିଅ.ଗୁ	40,6			_	1.666	670	4.5		
433	318	3 0101	J. TO	CHAOPH	AYA DAM	THAHAE(KM	1.18+700)		18.700	F3	5	UPM	G/F		1.5	3.0		-		207	62	CB	100	F4
433	318	4 0100	J.R.3	251 - P	AK NAM				14.018	ୂମ୍ 5	2	SA	G/F		0	8.0	_	- ·		124	174		IBRD	F4
433	319	6 0100	J.R.1	DONG P	ILAO) -	R.205 (BAN N	1I }	•	42.640		2	PAVED		8.0	0	0	an in the second	-	-	1.293	381		IBRD	7.4
133	321	1 0100	HANKH	A - R.3	011 (BAN	RAI)			49.047	F6	3		P		0	15.0	-	· · · · · ·		490	14	BB		F4
133	321	2 0100	J.R.1	KHUNG	SAMPHAC) - NONE PRO	NOITATE (1.0	24.634	FG.	2	SA	G/F	~	ŋ	15.0		in the Table of		502	93	aa		1.4
133	324	4 0100	J.R.1	CHA NA	r) - TM	IA HAT (THA NA	M. THAMMAMUN)		4.576	.F6	. 2	SA	G/F		0	15.0		. - .	~	228	98	D D	TANOTE	ANABURI C
33	325	1 0100	SANKH	ABURI -	CHANNA	SUT			32.810	F5	. 2	SA	F/P	8.0	0	0.0	-	-	-	91	34			ANABURI C
133	325	2 0100	J.R. 3	251 (CHA	WASUT)	- BANCHA	y I HAMMANUN)		10,000	∄ <u>5</u>	2	SA	F/P	8.0	3	8.0		**		a T	34	da	MANCHA	ANABURI C
133	326	5 0101	J.R.1	- MANO	ROM				1.860	Γ5	5	PM	G/F	0.0		15.0	·		·	T	.			
133	327	5 0100	J.R.32	2 - IN	BURI				0.370	F3	2	PM	F	6.0		15.0	7 .	·	.~		1 - T	n		
33	328	3 0100	J.R. 33	(IN BU	?I) - T	HONG EN			3.519	F4	2	SA	C/F		2.0	15.0		. 		401	- 65	D D		
33	J 4,03	OUTO C	TW DOI	(T - 140)	vu aum				10.000		2	SA	G/F	0.8		10.0	are T opical	-	-	401	0.0	CB	1, 1	TE A
33	3320	6 0100	BAN M	- NON	MUANG	(YANG THON)		1 N	21.600		5	SA	G/F		. 0	20.0		-			- -		TDDD/C	F4
33.	3329	9 0100	J.R.1	– MUA	- WAI S	TATION			11.381	F6	2	SA	F		0	15.0	-			· -	_		TRKD (Z	2311) F4
33	333	1 0100	J.R.1	- NONG	PHIKUN		****		9.865	: F6 -	2		F	8.0	0	20.0		-	_	T2 1 12	-	CB.	-	F4
133	3333	2 0100	NONG 1	PHIKUN 4	- R.114	5			7.876	Fő	2	SA	ď	6.0	0	30.0	-	- -	~		ger , T erriford	CB		F4
133	335	3 0100	WONG S	AWANG	TA KH	RO			21 - 711		2	SA	G/F	6.0		20.0		-	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1		. 	D.		
133	3354	4 0100	NONG I	A BIAN	- NONG	MUANG			16,959	F6	2	SA	G/F	6.0	0	20.0		••		- · · -	**************************************	CB		F4

ROAD LIST (17)

435 0021 0200 SOUTH BRIDGE HUAI PHU KAE J. TO PATA 20.646 P2 2 AC G/F 6.5 2.5 30.0 1965 1970 - 2,875 1,439 435 0021 0300 J. TO PATANANIKOM - TOKHOK SOMRONG CMAUNG KHO1 30.448 P2 2 AC F 6.5 7.5 30.0 1965 1970 - 3,029 1,405 435 0021 0400 J.TOKNOK SOMBONG (MUANG KHOH) - KHLONG MANAO BR. 39.162 P2 2 AC G/F 6.5 2.5 30.0 1965 1970 - 1,629 441 435 0205 0100 BAN MI - KAOK SOM RONG 1980 1980 1980 1980 1980 1980 1980 1980	REMARKS			YEAR OF RECONST. OVERLAY	INITIAL		WIDTH SHOUL. DER	CARRI.			FUNC- LANES	TION	(Km)	- DESTINATION	ORIGIN	CONT- ROL NO.	ROUTE	DIST- RICT
435 2260 0100 J.R.205 (LAMSON TI) - BAN MAI KUTTAPHET 20.071 F6 2 SA F 6.0 0 20.0	BR S2 BB F4 A IBRD(2311) F3 A IBRD(2311) F3 CB F4 CB F4 CB F4 CB F4 CB F4 CB F4	1,405 441 535 156 519 91 102 930 40	2,875 3,029 1,629 2,106 575 1,988 284 1,044 4,478 515	1970 - 1970 - 1970 - 1970 - 1970 - 1970 - 1969 - 1969	1965 1965 - - - 1978 1969 1977 - 1976 1977	30.0 30.0 15.0 20.0 30.0 15.0 20.0 30.0 20.0 20.0 40.0 30.0 20.0 20.0 20.0	7.5 2.5 1.0 1.0 1.0 1.0 0.0 1.0 0 0 0 0 0 0 0 1.75	6.5 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0	F G/F F F F F F F F F F F F F F F F F F	AC AC PM PM PM SST SA PM SA	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	P2 P2 S3 S3 S3 F6 F6 F6 F6 F6 F6 F6 F6 F6	30.448 39.162 19.209 29.017 25.356 30.972 1.700 34.217 1.472 15.650 34.885 27.475 10.565 23.339 38.266 20.071 11.292 30.123 34.768	TOKHOK SOMRONG CMAUNG KH01 ANG KHOM)-KHLONG MANAO BR. ONG .21(MAVNG KHOM) - I.LAMNARAI(CHAIBADAN) N)-EAST.LAMSONGTI BRIDGE AN CHAI BA DAN J.R.205 ARAI) MA KA HAROENG - J.R.3326(YANG TON) ALAM ANG CHONG KO) ORN RATCHASIMA BAN MAI KUTTAPHET .089 - J.T SITMAP J.R.3326(SA BOT)	J. TO PATANANIKOM J. TOKNOK SOMBONG (MI BAN MI - KAOK SOM I KHOK SOM RONG - J.I J.R. 21 (MAUNG KHOM) I. LAMNARAICCHAIBAD J.R. 205 (PADUNGAM) - NAMSUT - CHAIBADAM J.R. 21-J.R. 205 (LAMI J.R. 21-J.R. 205 (LAMI J.R. 205 (BUACHUM) - H LAMSOMPHUHG - BAM BAN PANG - J.R. 205 J.R. 205 (LAMSOM TI) J.R. 205 (CHAIBADAM)	0300 0400 0100 0200 0300 0400 0100 0200 0100 0200 0100 0100 01	0021 0021 0205 0205 0205 0205 2087 2089 2129 2219 2219 2247 2247 2247 2260 22775 2321	435 435 435 435 435 435 435 435 435 435

ROAD LIST (18)

T –	ROUTE	CONT- ROL NO.		ORIGIN	_	DESTINATION	LENGTH (Km)	ROAD TION CLASS	FUNC-	SURFAC	COND	CARRI.	WIDTH SHOUL DER	OF R.O.W	INITIAL CONST.	YEAR OF	OVERLAY	A.D.	Г. НЕАVУ	REMARKS
							4.300	P3	2	UPM	G/F	6.0	1.5			1971	 .		305	
6	0001	1003	BYPASS PE	AYUHA KHI	KI C DHAVEN	A KHIRI(END)			2	PC	G	7.0	2.5	60.0		1971		5,242	1,823	H
	0001	1004	KM.203+00	O - BYPAS	S PHAIUM	A KHIRI(END) KM.213+454 A HANG N N SAWAN) BOUNDARY N BOUNDARY - LATYAO	0.400	P1	2	AC	G	7.0	2.5	70.0				6,419	1,945	H
	0001	1005	BADYS2 bi	AYUHA KHI	KT (END) = ((41.2137434	15.632	S3	2	PM	F	6.0	2.0	8.0		1971		2,720	608	A IBRD(2311) S:
	0333	0100	J.R.1 - (THAI THAN	1		92 277	_	2	_			-	_		- '		-	-	
	1090	0600	UM PHANG	· KM. OI + I	23		28.723	F5	2	SA	F/P	9.0	-	80.0				662	140	_
	1090	0900	KM.57+723	- LAN SA	h.		29.000	F4	2	DBST	G	5.0	1.75	15.0	1969			882	240	G
	1090	1000	LANSAK -	NONG CHAN	G		0.919	F4	2	PM	F	5.5	1.5	5.0		1972	-	69	18	
	3007	0100	J.R.3265	- THA NAM		-	1 744	F3	2	PM	G	6.0	1.5	5.0		1973	 .	651	115.	
	3008	0100	PHAYCHA F	HIRI - ND	RN MA ROI	1	20 475	F4	2	DBST	G	5.5	1.5	15.0	-	1972	-	1,816	485	
	3011	0100	UTHAI THA	NI - J. T	O NONG CI	HANG	25 696	Fd	2	DBST		5.5	1.75	15.0	-	1984	- maker	2,116	264	G ADB
	3011	0200	J. TO NON	G CHANG -	NANA HII	N .	32 518	F4	2	DBST		_		_	_ '	-	-	567	171	G ADB
	3011	0300	WANGHTN -	BAN RAI	•		32.010	Fd	2	SA		-	: -	· -	-	-	_	223	26	D
	3011	0400	BAN RAI -	- BAN RAI		*	0.880	F4	$\overline{2}$	DBST	G	5.5	1.5	8.0		1983	_	1,049	540	
	3012	0100	R.J.3011	NONG CHAN	G		0.000	F4	2	DBST		_	-	8.0	-	1983	-	547	159	
	3013	0100	NONG CHAY	G - THAPT	HAN		10 014	F3.	2	DBST	G	6.0	2.0	15.0	-	1983	_	529	126	
	3013	0200	THAPTHAN-	-(UTHAITHA	NI/NAKOR!	N SAWAN) BOUNDARY	16.342	្រះ	2	DBST	G	6.0	2.0	15.0		1983	_	126	91	
	3013	0300	(UTHAI	THANI/NAKO	RN SAMAN	BOUNDARY - LATYAO	10.042	r Ed	2	DBST	G/F	5.5	1.5	8.0		1972	-	1,382	420	_
	3183	0102	KM.18+700) - J.R.32	65(UTHAI	THANT)	11 503	ra ra	2	SA	G/F	5.0	1.5	15.0	· -	1982		407	60	BB F
	3213	0100	NAT SING	-J.R.301	1		17 041		-	SA	_	_	_	· -	-		_		_	A IBRD(2311) F
	3220	0100			- •		15 990	TCA	2		F	5.0	1.5	7.5		1979	_	789	247	CR F:
	3221	0100	J.R.3220	UTHAI THA	NI) - A.	THAP THAN	10.000	TA	õ	DBST	_	-	1.75	20.0	-	1972	_	~	-	G IBRD
	3230	0302	SUPHAN BU	RI DIST.	- BAN RA) BOUNDARY - LATYAO THANT) THAP THAN I HWAI - LAN SAK	191949	, F.1	2	PM	G/F		1.5	16.5	- .	1972		703	195	
	3265	0102	MANDROM -	- UTHAI TH	ANI		2.001	F.1	2	DBST	G/F			15.0	1972	1972	-	1,021	351	
	3265	0103	BYPASS U	THAI THANI		1	2 441 50 410	. ru 1 71	2	SST	F		1.5	20.0	-	1972	_	444	77	
	3282	0100	J.R.3011	BAN RAI)	- KHOK K	HWAI - LAN SAK	94.448) E4	2	SST	F		1.75	15.0	1973	1985	-	462	145	G ADB
	3319	0100	KROK PHEA	A - THAP T	HAN		24.310 06.599	7 E4 7 EA	2	DBST			1.25	20.0	1976	1922	-	438	125	
	3327	0100	NOEN MA I	KOK - KHON	G WI CHA	HWAI - LAN SAK N NGIV A RIVER	20.140) E4) E4	2	SA	G		1.5	20.0		1984		56	13	D
;	3328	0100	NIKHOM KI	IAO BO KAE	O - HUA	NGIV	0.008 0.400	7 F4 1 F2	$\tilde{\mathbf{z}}$	DBST		6.0	2.0	25.0		1983	-	517	256	
:	2396	0100	J.R.1CKM	314+434)-	CHAOPHAY	A RIVER	0.480	, r3				0.0								

ROAD LIST (19)

T-	ROUTE CONT-	hon Sawan) ORIGIN - DESTINATION	LENGT (Km	H RO) TI CL	AD FUNC- ON ASS LANES	SURFA:	CE COND	CARRI .AGE	WIDTH SHOUL DER	R.O.W	INITIAL CONST.	RECONST.	OVERLAY	TOTAL	HEAVY	REMARKS	
		KM.213+454 - BYPASS NAKHONSAWAN(START) J.KM.227+765-KM.230+090 J.KM.230+255-KM.231+360 J.KM.231+360 - KM.234+695 BYPASS NAKMON SAWAN C.NAKHON SAWAN-BYPASS NAKHONSAWAN BYPASS NAKHON SAWAN - J. TO LATYAO	23.4	40 P1	2			7.0	2.5	40.0		_	1982	7,975	2,389	Н	
37	0001 1101	KM. 2134454 - BIPASS NAKHONSAWAN(SIARI)	2.6	50 P3	2	UPM			1.0	20.0	1965 - 1969	ar g a laga gala	199		. 7 - ^{**} - 1 - 1 - 1		
37	0001 1102	J. KN. 227+765-KN. 230+090	1.2	35 P3	2	UPM		6.0	1 0	20.0			•	-			
37	0001 1103	J. KN, 230+255-KN, 231+360	3 6	00 P3	2		_	6.0	1.0	20.0		of the objects	, 1 , 24,	ka di T ianto emi			
37	0001 1104	J.KM. 231+360 - KM. 234+695	1 . Ř	95. P1	4	AC		7.0	2.5	30.0		. - .	- 4				
37	0001 1201	BYPASS NAKMON SAWAN	1.5	01 P1	2	AC	F		2.5	20.0	_		-			was a factor	
37	0001 1202	C.NAKHON SAWAN-BIPAS NANNONSAWAN	15.2	20 Pi	2	The second second	F	5.0	2.5	30.0	-		. - 189	6,559	2,113	교육되었다. 경기 :	
37	0001 1203	J. TO LAYAO-KM. 282+702 (KAMPHAENGPHET DIST.)	28 6	02 P1	2		G/F		2.5	30.0		<u> </u>	4. - 3	4,744	2,251		700
5 i	00001 (1301	1. IO DRING-RILEDATION INDICATION AND PROPERTY		65 Pi	2		G/F		2.25	50.0			· : .	1,072	335	BR	P2
37		TAKFA - WANGMADUA BRG. SOUTH (PHICHIT DIST.)	30 3	77 -	2	e a francisco de la composición del composición de la composición					_	_	- La		-192	BR	P2
37	0011 0202	KM.71+665-BRG.KHONG WANGMADUA DAN SOUTH	38.6	28 52	$\frac{-}{2}$		F	7.0	2.5	30.0	_		in ≅ 152 ii.	3,272	988	the second section	
37	0117 0100	NAKHONSAWAN-BANLUNG BRG. 3001H	30.0	34 -	2	DBST		_			-	. 			-		
3.7	0225 0100	J.R.NO.1 - CHUNSAENG MUNI	31.3	19 -	2	DBST			_		-	-	_	-		100	
37	0225 0200	CHUNSAENGU-NONG BUA	31.5	23 -	2			N <u>2</u> 83	4. <u>–</u> 1. 5	-	· ·		_			A OECF	S3
7.	0225 0300	NONEBUA - SUBSOMBOUN	22.5	UG EN	2	PM	G	5.0	1.5	15.0	· · · · _ · · · .	1971	1983	1.354	384		
7	1072 0100	J.R. 1 (NONG BEN) - LAY YAO	21.1	01 FA	2	DBST			1.0	15.0	· · ·	<u> </u>	-	1,380	470		
7	1072 0200	LATYAO - WANG SAN	21.1	00 84	2	DBST			1.0	15.0	10 14 g 1	_		1,671	615	A TAK C.	F4
7.	1072 0300	KN.71+665-BRG.KHONG WANGMADUA DAN SOUTH NAKHONSAWAN-BANLUNG BRG.30UTH J.R.NO.1 - CHUMSAENG MUNI CHUMSAENGO-NONG BUA NONEBUA - SUBSOMBOON J.R.1(NONG BEN)-LAY YAO LATYAO - WANG SAN WANGSAN-KHAOCHONKAN(KAMPHAENGPHIT DISTRICT) J.R.1-BANPHOTPMISAI(PHICHIT DISTRICT) SAWANKHALOK-THUNG SALIAM THUNG SALIAM - DON CHAI NONGBUA-THATAKO J. TO BAN NAM SAT J.R.11(KHOK KHWAI YAI)-PMANONROK THAPSALAO-J.R.1072(KHAO CHON KAN) J.R.1(NIKNOM TAKFA) - THATAKO	11.0	01 17	2		G/F		1.5	15.0				704	171		
37	1073 0100	J.R. 1-BANPHOTPMISAI (PHICKIT DISTRICT)	20 4	76 F2	2	AC	G		2.25	and the second second	4 1 1 1		~	2,061	552	A OECF	F4
37	1084 0100	SAWANKHALOK-THUNG SALIAM	20.4	00 00	2		F		2.25		and the second second	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	·	732	276	A OECF	F4
37	1084 0200	THUNG SALIAM - DON CHAI	20.4	00 12	2		F		0.0	15.0			_	_ :	· •	BB	· F4
37	1119 0101	NONGBUA-THATAKO	33.0	07 54	$\tilde{2}$		G		1.0	15.0	and the second second	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	* <u></u> .	-	_		
37	1119 0102	J. TO BAN NAM SAT	15.7	01 14	2		G	5.5				<u>-</u>	· 🛶 ·		- 1 - 1 - 1 - 1		
37	1119 0103	J.R. 11 (KHOK KHWAI YAI)-PMANOMROK	15.7	00 14	· · · · ·	221	u .	3.3		20.0	<u> </u>		<u>-</u>	_	🕳 🚅 😘	CR	F4
37	1139 0100	THAPSALAO-J.R. 1072 (KHAO CHON KAN)	35.0	00 14	5	SA		6 N	1.5	20.0				903	136	BB	F4
37	1145 0100	J.R.1(NIKNOM TAKFA) - THATAKO	28.0	00 15	4	SA	r.		0.0	15.0	_		<u>.</u>	268	114	A OECF	F4
37	1182 0100	J.R.117 (NAKHONSAWAN)-J.R.1073 (BANPHOTPHISAL)	40.0	00 TE	5	DA	_	3.0		10.0	_		1 <u>2</u>		원일 그 생생님		
37	1198 0100	LAT YAO-WANG PHA YAI	25.0	00 F 5	2		G/F	A CONTRACT OF THE	1.5	15.0		· <u>-</u>	1983	3,352	750		
37	3001 0100	KHAI THAHAN-NAKHON SAWAN RAILWAY STATION	0.2	93 14	2	SA	G/r	8.0		20.0	,	ni n <u>i</u> kun an		100	23		
37	3003 0100:	J.R.1-CHAOPMRAYA RIVER(KROK PHRA)	1.2	89 FO	۷ .		F		2.0	20.0				1,426	557		
37	3004 0100	NAKHON SAWAN RAILWAY STATION-THATAKO	41.3	0U 14	2		G/F		1.0	20.0	14.2 <u>0</u>		· .	1,261	294	de See See	
37	3004 0200-	THA TA KO-PHISALI	20.0	12 14			G/F		1.0	20.0		_ 12		1,039	369	G IBRD	
17	3004 0300	PHISALI-WANE PHI KUN (PHETCHABOON DIST.)	27.0	06 14	2	4.7			1.5	15.0		77 	· <u>-</u> .	2,037	541	G	
7	3005 0100	THA TA KUI-KROK PHRA	14 1	14 14	۵.	SST	G F	6.0		15.0			· .	406	162	\tilde{D}	
37	3311 0100	J.R.1-KHAB THONG	5.6	14 15	2			6.0		15.0			_	423	164	A IBRD(23	11) FA
37	3329 0200	HUA WAI STATION(CHAINAT)-THA TA KO	27.7	35 F5	2		n <mark>K</mark>	6.0		15.0	and the second s	-			19	CB TBRD(23	F4
37	3330 0100	TAKFA-PHI SALI	27.5	12 F5	2	SA	. Ľ		and the first of the second					138	16	С <u>Б</u>	1.4
37	3420 0100	J.R.1(NIKNOM TAKFA) - THATAKO J.R.117(NAKHONSAWAN)-J.R.1073(BANPHOTPHISAI) LAT YAO-WANG PHA YAI KHAI THAHAN-NAKHON SAWAN RAILWAY STATION J.R.1-CHAOPMRAYA RIVER(KROK PHRA) NAKHON SAWAN RAILWAY STATION-THATAKO THA TA KO-PHISALI PHISALI-WANE PHI KUN(PHETCHABOON DIST.) THA TA KUI-KROK PHRA J.R.1-KHAB THONG HUA WAI STATION(CHAINAT)-THA TA KO TAKFA-PHI SALI J. TO NONG PHAI	10.4	U5 F4	О	T /		5.0	1.5	20.0		· ·		190	10		

ROAD LIST (20)

									J x (200)										
District : Chumphon)					and the second						the second					7			
- ROUTE CONT- T NO. ROL NO.	ORIGIN		DESTINATION	*** *** *** *** *** *** ***	LENGTH (Km)	TION		SURF.			WIDTH SHOUL DER		INITIAL CONST.		· OVERLAY	A.D.	T. HEAVY	REMARKS	ه هم هم هم هم هم الله الله
2 0004 0302 THAP S					34.014		5	AC	 G	6.5	2.25	-,		1986				G ADB	
2 0004 1400 J. TO E 2 0004 1500 BRG. KN				BRG.	25.100 26.489		2 2	AC AC	G G	6.5 6.5	2.25	30.0 30.0		1986 1986		3,616	2,071	G ADB G ADB	
2 3169 0100 J.R.4 - 2 3074 0100 J.R.316		т тиат	·	- 1	14.221		2	PM SA	G/F F	5.5 8.0	1.75	30.0 40.0		- -	_	899 320	188 106	CB	F4

	OUTT	COLIM	* (T TOMOTHE	DOID I	TIMO	SURFA	CE	CAPDI	HTGIW	OF	TNITTAL.	YEAR OF		A.D.1	Γ.	REMARKS	
T	10.	NO.	ORIGIN M. 49+447 - BEG. OF PET ETCHABURI BYPASS EG END OF PETCHABUR ND OF PETCHABURI BYPAS . CHA-AM - J. TO NONG K UA HIN AIRPORT BYPASS . TO NONG KAE - I. TO . TO PRANBURI - J. TO . TO KUIBURI - J. TO . TO FRACHUAP KHIRI KH . TO THAP SA KAE - KM TO PRACHUAP KHIRI KH RACHUAP KHIRI KHAN - N R. 1 - PRANBURI BYPASS EG END OF PRANBURI RANBURI BYPASS EG END OF PRANBURI RANBURI BYPASS EG END OF PRANBURI ETCHABURI - KHAO LUANG .R. 4 - BAN THA HA YANG - PETCH DAM ETCHABURI - W. OF BAN ETCHABURI - W. OF BAN ETCHABURI - BAN LAT - ETCH DAM - KHLONG PUK .R. 4 - HUP KA PONG .R. 4 - YANG CHUM .R. 4 - HUP KA PONG .R. 4 - YANG CHUM .R. 4 - HUP KA PONG .R. 4 - YANG CHUM .R. 4 - HUP KA PONG .R. 4 - YANG CHUM .R. 3219 (NONG PHLAP) - YA .R. 3219 (NONG PHLAP) - YA .R. 3301 - THUNG KHAM .ARAHET - YANG CHUM - H .R. 3301 - KM. 7 + 108 .R. 3301 - KM. 7 + 108 .R. 3401 HINLAD - KHAJA	DESTINATION		(Km)	CLASS	LANES	TYPE	COND	AGE.	DER .	R.O.W	CONST.	RECONST.	OVERLAY	TOTAL	HEAVY	REMARKS	
 33	0004	0602 K	M.49+447 - BEG. OF PET	CHABURI BYPASS		0,986	P1	2	AC	G/F	/ · U	4.0	00.0	1333	1300	1310		· -		
3	0004	0603 Pi	ETCHABURI BYPASS			5.235	P1	2	AC	G/F		2.5	60.0	1966	-	1983		_		
}	0004	0604 BI	EG END OF PETCHABUR	I BYPASS		2.665	P3	2	PM	F		2.0	30.0	1939		1984	11 055	2 700	F	חם
3	0004	0700 E	ND OF PETCHABURI BYPAS	S - I.CHA-AM		35.418	Pl	2	AC	G/F	7.0		60.0	1939	1974		0 170	2,709	L,	PD
3	0004	0801 I	.CHA-AM - J. TO NONG K	AE		28.826	Pl	2	AC	G/F	7.0	2.5	40.0	1939	1975	1983	8,179	∠, 516	Г	FD
3	0004	0802 M	UA HIN AIRPORT BYPASS			2.687	P1	2	AC.	G/F	7.0	2.5	40.0	1974	- 1077	1985	11,975	1 912		
3	0004	0900 J	TO NONG KAE - I. TO	PRANBURI	•	21.196	P2	2	AC	G/F		2.25	60.0	-	1977		8,631	1 868		
3	0004	1000 I	. TO PRANBURI - J. TO	KUIBURI		36,945	P2	A:	AC	$\mathbf{G}_{i,j}$		2,25	60.0		1982	-	13,315	5,478		
3	0004	1100 J	. TO KUIBURI - J. TO P	RACHUAP KHIRI KHAN		29.848	P2 .	Α .		G		2.5	60.0		1983	· _			•	
3	0004	1200 J	. TO PRACHUAP KHIRI KH	AN - J. TO THUP SA I	ΛAE	40.795	P2	2	AC	G	•		60.0		1983 1983	_	4,389	886		
3	0004	1301 J	. TO THAP SA KAE - KM.	364+486		0.741	P2	2	AC	G		2.25	60.0		1984	_	2,689	547	4	
3	0326	0100 J	. TO PRACHUAP KHIRI KH	AN		2.000	S 3	2	DBST			1.75	30.0		1969	_	1,475	95	CR	F4
3	3167	0100 PI	RACHUAP KHIRI KHAN - N	ONG HIN		10.700	F 1	2		P	•	1.50	40.0		1967	_ 	2,925	769		
3	3168	0101 J	R.4 - PRANBURI BYPASS			2.250	F4	2	PM	F/P			30.0		1301	1983	-	-		
3	3168	0102 P	RANBURI BYPASS	•		2.400	F4	Z	PM	F/P		1.50	10.0		1967	-	1,582	119		
3	3168	0103 B	EG END OF PRANBURI	BYPASS		1,860	F4	Z	PM	F/P		1.50	20.0 30.0		1967	1983				
3	3168	0104 P	RANBURI BYPASS - KM.12	+710		7.060	F4	2	PM	F/P		1.50	30.0		1969	-	1.884	157		
3	3171	0100 PI	ETCHABURI - R.3204			5.075	F 4	2	UPM	G/F		1.50	30.0		1963	1983	1,237	130		
3	3173	0100 P	ETXHABURI - KHAO LUANG			2,900	F4	Z	DBST	•	-		40.0		1303		1,026	351	D	
3	3174	0100 J	.R.4 - BAN THA			14,190	F 6	Z	SA	G/F	8.0		30.0		<u>-</u>	_	1,312	189	D	
3	3175	0100 T	HA YANG - PETCH DAM			9.000	F6.	· Z	SA	G/F	8.0	1.50	30.0		1984	-	872	198		
3	3176	0100 P	ETCHABURI - W. OF BAN	LAEM		14.168	F 4	2	SBST	F/P	the second second second	1.50	30.0	1965	1968	1983	1,775	288	BR	F3
3	3177	0101 P	ETCHABURI - CHAO SAMRA	N BEACH		15.200	1-4	2	UPM DBST	7		1.50	12.0		1984		<u>.</u>	***		
3	3177	0102 J	. TO HAT CHAO SAMRAN H	OTEL		2.300	F 4	2	DBST			1.50	30.0		_		1,623	257		
3	3178	0100 P	ETCHABURI - E. OF BAN	LAEM		12.6.73	₽4. 2 3.	2	UPM	G/F		1.50	30.0		1963	_	1,109	133		
3	3179	0100 P	ETCHABURI - BAN LAT -	R.4		7.982	F 4	2	SA	F/P	8.0		30.0		-	-	2,239	85	A	F4
3	3187	0100 P	ETCH DAM - KHLONG PUK	TIAN		25.800	ro.	2	DBST			1.50	30.0				1,241	404		
3	3203	0100 J	.R.4 - HUP KA PONG			8.000	r i	9.	DBST			1.75	30.0	-		_	816	266	G ADB	
3	3217	0100 J	R.4 - YANG CHUM	•		18,200	E. 4	2	DBST			1.50			-		2,161	698		
3	3218	0100 J	R.4 - MUAI MONGKHON	4. The control of the		18.800	E 4	2	-	G/1	-		30.0				1,301	206		
3	3219	0100 C	APE TA THAO - NONG PHI	AP - WALAI SCHOOL		01 900	r a	2	- I	5 <u>2</u> 5	_	·	_			-		_	. D	
3	3219	0200 W	ALAI SCHOOL - PA LA AU			21.000	E G	2	SA	C/F	8.0	0	40.0	and the second second			382	57	BB	F4
3	3301	0100 J	.R.3219(NONG PHLAP)-YA	NG CHUM		4 200	E6	9	SA	F/P	8.0			_ '	1984	-	467	ī 7		
3	3325	0100 J	R.4 - HAT SAI YAI		•	7 720	F6	2	SA	G/F	6.0		30.0		_	-	62	3	D	
3	3400	0100 J	.R.3301 - THUNG KHAM			25 000	F6	2	SA	G/F	8.0		30.0		·	-	142	28	D	
3	3410	0100 S	ARAHET - YANG CHUM - H	UAI SOK		7,100	F6	2	SA	G/F	6.0			. –	* ***	-	46	3	D	
3	3416	0100 J	R.3301 - KM.7+108			0 712	F6	2	· · · _ · · · · · · · ·				000		~		_	-	D	
3	3416	0200 K	.M.7+108 - WANG KUM			0 - 144 A - 149	F6	2	SA	F	6.0	0	30.0		_	- '	view	-	D	
3	3416	0300 К	M.7+108 - MUP CHA-LAO			9.444	Fi	2	-		-			•••		-	91	30	D	
3	3432	0100 J	(.M.7+108 - WANG KUM (M.7+108 - MUP CHA-LAO (.R.3401 HINLAD - KHAJA (.R.4332 0100 DAN NGO -	N		11 250	FI	$\bar{\mathbf{z}}$	SA	-			· · · · · ·		- - -		69	29	D	•

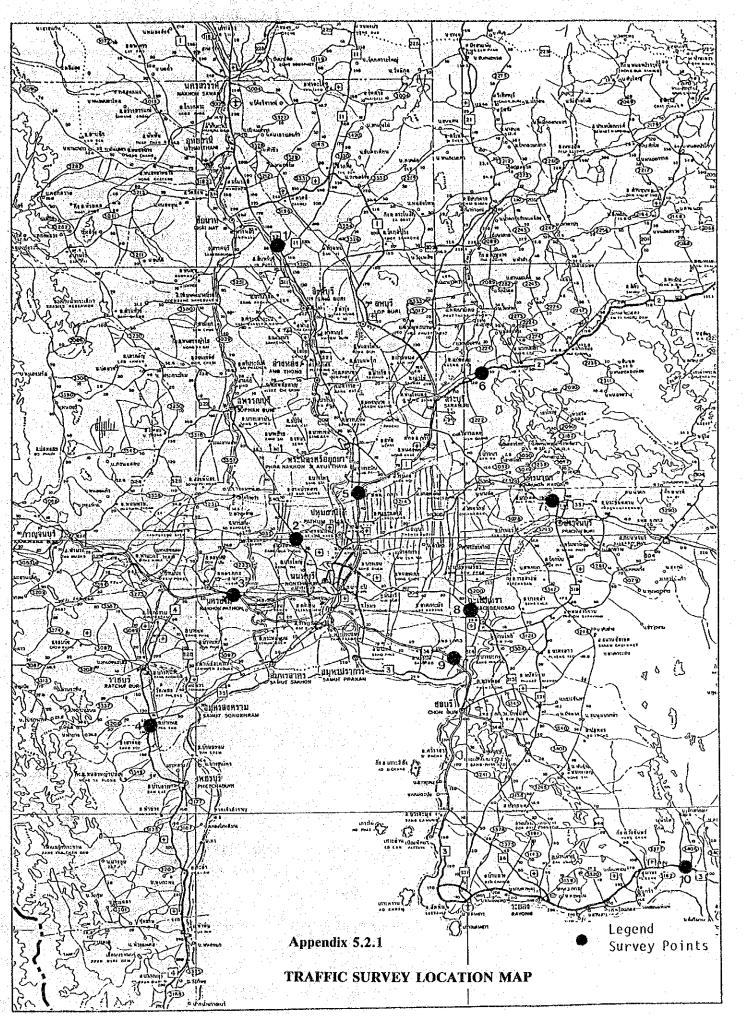
ROAD LIST (22)

		: Ratchaburi)		LENGTH	ROAD	FUNC-	SURFAC	CE		KIDTH	OF		YEAR OF		A.D.	т.	RE	MARKS
DIST-	ROUTE NO.	t: Ratchaburi) E CONT- ROL ORIGIN - NO. 4 0306 KM.79+845-BEGINNING OF	DESTINATION	(Km)	TION	LANES	TYPE	COND	CARRI.	SHOUL	R.O.W	INITIAL CONST	RECONST.	OVERLAY	TOTAL	HEAVY		
.o.	~ ~	NO. 4 0306 KM.79+845-BEGINNING OF 4 0401 BEG.OFE-CHANG BYPASS - 1 0402 E-CHANG BYPASS - KM. 1 0403 END E-CHANG BYPASS - KM. 1 0404 KM.93+930 - KM.106+189 1 0405 " " " 1 0501 KM.106+189 - RATCHABURI 1 0502 RATCHABURI BYPASS 1 0503 BEG.OF RATCHABURI BYPAS 1 0504 END OF RATCHABURI BYPAS 1 0504 END OF RATCHABURI BYPAS 1 0601 WANGHANAO BRG KM.49+						~~~~	11 0	2 5	60.0	1937			14,091	6,693 662		
335	0004	4 0306 KM.79+845-BEGINNING OF	E-CHANG BYPASS	0.400	עע (נס:	4	HDM	G/F	6.0	2.0	40.0				5,077	662		
335	0004	4 0401 BEG.OFE-CHANG BYPASS -	END OF ECHANG BY.	6 464	תם ו	4	AC	G/F	14.0	2.5	60.0	1968				_		
335	0004	1 0402 E-CHANG BYPASS	1 93+930	3,192	PD	4	AC	G	14.0	2.5	60.0			1002	12,090			
335.	0004	0403 END E-CHANG DIPASS - MA 0104 EM 93+930 - EM 106+189	1.301300	10.074	PD	4	AC	G	14.0	2.5	45.0			1903	519	64		
335	0004	1 0405 " - "		12.259	P3	2	UPM	G/F	6.0	2.0	40.0	1935	1060	1983	-			
335	0004	0501 KM.106+189 - RATCHABURI	BYPASS	1.230	PD	4	AC	G ·	14.0	2.5	30.0	1935 1967	1308	1983	8,004	2,393		
335	0004	0502 RATCHABURI BYPASS		5.195	PD	4	AC	:G	14.0	2.5	45.0 40.0	1935			6,715	2,325		
335	0004	0503 BEG.OF RATCHABURI BYPAS	S - END OF RATCHABURI	1.784	P3	2	0P3	r C/E	7.0	2.0	60.0	1935	1968	1983	Δ	-		
335	0004	0504 END OF RATCHABURI BYPAS	S - KHONG WANGMANAO BRG.	19.895	1 P1	2	AC AC	G/F	7.0	2.5	60.0	1935	1968	1983	10,232	3,771	Ε	PD
335	0004	1 0601 WANGHANAO BRG KM.49+	447	30.520	D1	2	AC	G/F	7.0	2.5	80.0	1971	· _	1983	6.719	1,751	F	PD
335	0035	0300 KHLONG BANGPRACHAN BRG.	- R.4(PAR THU)	24.043	53		UPM			1.0	10.0		-	_	4,146	616		
335	0325	O 0000 THE ONE DANNOFMEADURE DRIVE DRIVE DRIVE DRIVE DRIVER DRIVE	OENSADUAK BRU:	18.091	S3		DBST			2.0	40.0	1971	-	_	4,638	947		
333	0325	O O O O O O O O O O O O O O O O O O O	d Sanci Sondanias	1.155	S1	2		F	7.0	2.5	40.0	1973	-	-	3,287	720		
335	0320	O 0100 J. TO RATCHARIEL	•	1.241	S3	2 .	UPM	F		1.5	**	1972				1,264		
335	3080	0 0100 J. TO PHT THA RAM		2.000	F4	2	UPM ·	F		1.5	40.0		-	1982	7,564	3,318 840		
335	3080	0 0200 PHO THA RAM BYPASS		1.924	F4	2	DBST			1.5	40.0			1982 1981	2,005 3,327	91		
335	3087	0101 RATCHABURI - BEG, OF CH	OM BILNG BYPASS	26.406	F4		UPM			1.5	40.0				J, JL	~	D	
335	3087	0102 CHOM BUNG BYPASS		4.351	F6	2		F	7.0		30.0 40.0			1977			_	•
335	3087	0103 BEG END OF CHOM BUNG	BYPASS	5.119	F 4	2	UPM SA	•		1.5	30.0	1303	_	-	<u>_</u>	· .	D	
335	3087	0104 J. TO CHOM BUNG		1.035	1.6	2	PAVED	-	8.0		40.0	-	-	<u> </u>	1,444	243	G	IBRD(2035TH)F4
335	3087	0200 END OF CHOM BUNG BYPASS	- CHUT PA WAT	11.110	TE.	2	PAVED		8.0		40.0	~	_	_	558	99	G	IBRD(2035TH)F4
335	3087	0300 CHUT PA WAI - HUANG PHA	POR KHANGKHAO	21 867	F4	2	DBST			1.50	20.0			1983	1,898	526		
335	3088	0 0000 RATCHABURI - K.3093		3.499	F4	2	DBST			1.50	30.0		-	<u>-</u>	534	144		_
335	2000	0 0101 KUAO NCU KW 27±800		27.800	F4	2	DBST		5.0	1.50	30.0	1972		1977	4,242	2,593	CR	F2
335	3009	0 0101 KHAO KGG - KHIZITOOO	CHALOEM AST	8.440	F3	2	DBST	G/F	6.0	2.00	30.0	1976		<u></u> '	-	-		
335	3090	0 0102 WAT CHALOEM AST - MAE K	HOUG RIVER	1.060	F3	2	DBST	-		-	-		~	-		~		
335	3092	2 0100 SAMUT SONGKHRAM - KM.9+	000	9.000	F4	2	DBST			1.50	30.0		-	40	2,255	102		
335	3093	3 0100 THA NAM SAMUTSONGKHRAM	- R.4(PAK THO)	20.420	F3		MAG			1.50	30.0	1967	-	1977	2,680 782	1,215 202		
335	3172	2 0100 J. TO KHAO UOI RAILWAY	STA.	4.340	F4		DBST			1.00	30.0	-	-	- 000	102	. 202		
335	3204	0100 ROAD ALONG MAIN CANAL	•	11.760	F4		DBST			1.50	. =	_	_ '	- 003	1 280	380		•
335	3205	5 0100 WAT CHUN - RAI SAT		3.800	F6	2	SA		8.0		30 0		_	_	2.377	984	G	ADB
335	.3206	6 0100 J.R.4(PAK THO) - THA YA	,NG	35.300	l l b	2 2	DBST	. F	8.0 6.0		30.0	_		_	_		ď	700
335	3206	6 0200 THA YANG - PONG KRA TIN	G	20.880	1 10		SA .		8.0		40.0	_		_	326	102	_	
335	3207	(0100 J.R.3087(KHAO KRUAT) -	NONG CHAE SAU	10.000	1 FG		SA		8.0		40.0		~	_	1,141	339	· A	F3
335	3208	0503 BEG.OF RATCHABURI BYPAS 0504 END OF RATCHABURI BYPAS 0601 WANGHANAO BRG KN.49+ 0300 KHLONG BANGPRACHAN BRG. 0100 J.E-CHANG - KHLONG DAHN 0200 KHLONG DAHNOENSADUAK BR 0300 SAMUI SONGKHRAM - R.35 0100 J. TO RATCHABURI 0100 J. TO PHT THA RAM 0200 PHO THA RAM BYPASS 0101 RATCHABURI - BEG, OF CHOM BUNG BYPASS 0103 BEG END OF CHOM BUNG 0200 END OF CHOM BUNG BYPASS 0300 CHUT PA WAI - HUANG PHAS 0101 KHAO NGU - KM.27+800 0101 KHAO CHONG PHRAN - WAT 0102 WAT CHALOEM AST - MAE K 0100 SAMUT SONGKHRAM - KM.9+ 0100 SAMUT SONGKHRAM - KM.9+ 0100 GOAD ALONG MAIN CANAL 0100 WAT CHUN - RAI SAT 0100 J.R.4(PAK THO) - THA YA 0100 GOAD ALONG MAIN CANAL 0100 J.R.3087(KHAO KRUAT) - 0100 J.R.325(HAU PHO) - RAI 0100 J.R.325(HAU PHO) - RAI 0100 J.R.325(HAU PHO) - RAI 0100 J.R.4-CHET SAHIAN 0100 J.R.4-C	PHU A WATA	21.400	F6		SA				30.0		- '		689	170		
335 335	3208) 0200 NAM PRO - K.331310HU1 P C 0100 J P 03257UAH DUOL - DUO	A TAX	9.075	F4	2	DBST	F	5.5	1.75	30.0	-	~		695	177		KANCHANABURI C
335	3236	6 0200 J.R.3236(0100) - PT 309	7	9.000)	-	-	-			_	-	-	-	· — ;	-	Α	KANCHANABURI C. F
335	3237	0100 J.R.325(HAU PHO) - RAT	CHAONUA	8.483	F4	2	DBST	F	5.5	1.75	30.0	-	~		1,393	494		
335	3238	3 0100 J.R.4-CHET SAHIAN		2,300	F4	2	UPM	G/F		1.50	30.0	1969	-		. 343	88		
335	3291	0100 J.R.4(CHE DI HUK) - R.3	087(KHAO NGU)	3.920	F2	2	DBST	P		2.25	30.0	1975	-	1880	13,219	2,638		ranguages o so
		0100 J.R.3087 (CHAT PA WAI)		29.900	F6	2	SA	F	8.0		40.0	. ••	-	-	513	156		KAUCHANABURI C F3
335	3324	0100 J.R.3313-HUAI SUA		2.000		2		G/F	8.0		40.0	••	-	-	$105 \\ 1,171$	23	D	
335		0100 J.R.4(BAN SING)-R.3237(7.550		2		F/P		1.75	20.0	-	. -	-	744	176 168	_	
335		0100 J.R.325(KHOK WAT) - RAI		9.000		2	DBST	F ·	8.0		30.0				999	368	G	
		0100 J.R.4(CHIN NA SI) - THU		11,000		2	DBST	.r		1.75	30.0		_					
		0200 THUNG LNANG - R.3206(HI		24.824		. 2	SA	. <mark>P</mark>	8.0		20.0		_		680	236	D	•
		3 0100 J.R.4(CHIN NA SI) - KHU	BUA	10.000		2	SA	r E	7.0	_	30.0			-	291	92		
აკე ვენ		0 0100 RATCHABURI - KHU BUA	YONG VA DLONG	6.000 24.000		. 2	SA DBST	, F _.	9.U	y .	30.0	_	_		241	36	D	177
১১১	2242	0100 J.R.4(NONG KMUANG) - A.	NONG IA PLONG					-						_	913	.405	G	ADB

SURVEY LOCATIONS

01.11		Changwat		Current Desired
Station	koute no	Changwat	Amphoe	Survey Period
1	32	Sing Buri	In Buri	12 h
2	340	Pathum Thani	Ban Bua Thong	12 h
3	4	Nakhon Pathom	Nakhon Chaisi	12 h
4	4	Petchaburi	Kao Yoi	12 h
5	1	Pathum Thani	Klong Ruang	12 h
6	2	Saraburi	Muak Lek	12 h
7	33	Nakhon Nayok	Nakhon Nayok	12 h
8	304	Chachoengsao	Chachoengsao	12 h
9	34	Chachoengsao	Bang Pakong	12 h
10	3	Chanthaburi	Tha Mai	12 h

Appendix 5.2,1



Appendix 5.2.2 SURVEY ITEMS

	Item	Categ	
	الله الله الله ومنه الله ومنه الله ومنه الله ومنه الله ومنه الله الله ومنه الله ومنه الله ومنه الله	وحد فيها بوله شار بسار بسار وسا بسي سنة بلته شاء هذا عليه عليه مند سنة عليه الماء الماء الماء الماء الماء الماء	are the first and and him this this this they bett first and this size bett first more
enic	cle Data Type:	1 Passenger car	6 Pickup truck
	туре,	2 Light bus	(Freight)
•		3 Medium bus	7 4-wheel truck
		4 Heavy bus	8 6-wheel truck
	and the second second second	5 Pickup truck	9 10-wheel truck
		(Passenger)	(Inc. over 10-w.)
		(rassenger/	(2110: 0/02 20 100)
	Make:	1 Toyota	8 Benz
-	Make.	2 Nissan	9 BMW
		3 Isuzu	10 Pujot
			11 Citroen
			12 Volvo
		5 Honda	13 Fiat
		W	and the second s
		7 Suzuki	14 Other
	Engine capacity:	CC	
		Нp	
			3 Premium
	Fuel type:	1 Diesel	
		2 Regular	4 Gas
	Vehicle capacity:		
		Ton	
			2 Othor
	Ownership:	1 Driver	3 Other
		2 Company	
	Registration:	Changwat & number	
		(To be coded)	
	Age of vehicle:	Years	
rip	data		
	Origin:	Changwat & Amphoe	:
		(To be coded)	
	Destination:	Changwat & Amphoe	, e de la companya de
		(To be coded)	
	Number of passeng	ers	
	Number of assista	nte	
•	Minner of gearard		
	Trip purpose:	1 Work or busines	s 3 Tour
		2 Private	4 Other
		musical dans on wook	
	Frequency of trip	:Irip/day or week	
	Type of commodity	:Type	
	Tibe of commental	(To be coded)	
	Payload:	Volume or tonnage	
	ravioau:		

THE ROAD DEVELOPMENT STUDY IN THE CENTRAL REGION ROADSIDE INTERVIEW O/D OUESTIONNAIRE

		INTERVEIN	INTERVEIWER'S NAME				STATION NO.	1.00.							SHEET NO	I NO.	OF
						. •					٠						GII IN-BOUND
		DATE		PERIOD		TO	CHANGWAT	E+		AMPHOE	30		HIGHWAY NO.	0.	DIRECTION	TION	
						•				-							
		-		VE	VEHICLÉ DATA							TRIP DATA	DATA.				
SERIKA	TIME	38%1	HAUE	ENGIA CI.P	P FUEL TYPE	VEHICLE CAPACITY	CISTEPANTON.	AGE OF VEHICLE (YEARS)	CRICIN	MOLTANITADA	}	NUMBER OF ASISTANTS	TRIP	furquency of TRIP	TYPE. OF COMMODITY	PAYLOAD (TO::)	X. T.
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THE ROAD DEVELOPMENT STUDY IN THE CENTRAL REGION PASSENGER O/D SURVEY FORM (BUS ONLY)

Appendix 5.2.3
1 of 2
SHEET OF

BUS TYPE	GENERAL DETAILS	TRIP DETAILS
LIGHT BUS	INTERVIEW LOCATION DIRECTION 2 OUT ROUND DATE TIME	ORIGIN(AMPHOE, CHANGWAT)
(PICK UP OR SHALLER)	NXX	DESTINATION(AMPHOE, CHANGWAT)
HEDIUM BUS (6 WHEELS LARGER THAN PICK UP OR 6 WHEELS)	VERICLE AGE	LEGAL PASSENGER CAPACITY
4 HEAVY BUS	TYPE OF FUEL: 1 DIESEL 2 REGULAR 3 : SUPER 4 GAS	ACTUAL PASSENGER CAPACITY INCL. DRIVER
	31:30/24	FREQUENCY OF TRIP

PASSENGER DETAILS

	80.	ORIGIN	DESTINATION	PURPOSE Note of sustness	NO.	ORIGIN	DESTINATION	PURPOSE DORE OF SUSSINESS PRIVATE
		Amphge, Changwat	AMPHOE, CHANGNAHO	2 PRIVATE 3 TOUR 4 UTREES		amphoe , Changwat	andhoe, Changvat	2 PRIVATE 3 TOUR 4 OTHERS
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				1234]			

NAME OF SURVEYOR ---

IN THE CENTRAL REGION

		1			TIE A C
SURVEY STATION	 DIRECTION OF TRAVEL		DAY	HTNOM	YEAR
	10 ID II				
	NO. IN BOUND LIGHT BOUND				

Nours		AT =1				GENERAL STREET	(Charle)	Anton	ZX 1213215	.census	O EMPERSOR	
Passenger Core Co		*H.	ં હહ્યું	(EE)				OCTUPY.	(ALTA)	CEUTES		Other Vehicles
	Hours	Tricycle			Light Bus		Heavy Bus					(With engine)
0713 - 0730				Car					: ; •			
07380 - 07345	07:00 - 07:15	· · · · · · · · · · · · · · · · · · ·										
07149 - 08100	07:15 - 07:30											
08100 - 08118	07:30 - 07:45			ļ								
08:00 - 08:15 08:150												
08.15 - 08.50 08.16 08.00				<u> </u>								
08:30 - 09:15 09:30 09:30 09:30 09:30 09:30 09:30 09:30 09:48 09:30 09:48 09:30 09:48 09:30 09:48 09:30 09:48 09:30 09:48 09:30 09:48 09:30 09:48 09:30 09:30 09:48 09:30 09:30 09:48 09:30 09:48 09:30 09:48 09:30 09:48 09:30 09:48 09:30 09:30 09:48 09:30												
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09/36 - 10:00 09/36 - 10:00 10:00 - 10:18 10:03 - 10:30 10:30 - 10:45 10:45 - 11:00 11:00 - 11:18 11:00 - 11:18 11:00 - 11:18 11:15 - 11:30 11:20 - 11:45 11:45 - 12:00 11:20 - 12:45 11:45 - 12:00 12:16 - 12:45 12:16 - 12:30 12:16 - 12:45 12:16 - 12:30 13:30 - 13:45 13:45 - 13:30 13:30 - 13:45 13:45 - 14:30 13:45 - 14:30 14:16 - 14:30 14:16 - 14:30 14:16 - 14:30 14:16 - 14:30 15:30 - 13:45 15:30 - 13:40 17:700 - 17:15												
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18:00 - 18:13			11.	<u> </u>			 			 	-	
				·					 			
18:30 - 18:45 18:45 - 19:00										1.0		

Appendix 5.2.4 Appendix 5.2.5

Appendix 5.2.4 MANUAL TRAFFIC COUNT

Inbound	12h			<u> </u>		<u> </u>		799	1646		agsilin.
Station	TC	MC	PC	LB	MB	HB	PТ	4WT	6WT	10WT	IITO
1	2	166	833	28	0	170	200	15	146	459	2
2	.0	266	772	83	39	93	987	53	230	275	10
3	. 9	765	3080	437	179	593	3234	169	715	3250	22
. 4	3.	264	444	202	6	178	1006	.113	319	520	23
5	36	1296	3126	439	39	941	1951	180	670	2599	46
6	0	786	477	40	10	309	8.57	61	231	567	217
7	Q	470	188	20	17	140	608	37	132	112	28
6	13	204	466	118	23	120	807	24	184	152	6
9	8	338	2771	399	35	492	2322	68	539	1615	98
10	1	354	300	244	2	65	981	14	174	216	<u>11</u>
Total	72	4909	12457	2010	350	3101	12953	734	3340	9765	463

Outbound	12h		e de la lace de grande. La lace <u>d</u> urada de <u>secon</u>								Magnetic Control
Station	TC	MC	PC	LB	MB	HB	PT	4WT	6WT	10WT	OTII
1	3	197	816	14	2	188	298	21	100	621	. 2
2	0	184	515	187	26	93	862	68	179	321	24
3	12	878	3292	287	180	590	3415	290	831	3340	74
4	2	271	496	115	18	188	1180	192	426	707	61
5	10	1198	3835	279	91	950	1418	87	708	3044	5
6	0	760	397	15	9	26B	1040	83	239	915	170
7	0	386	162	9	5	205	578	41	98	156	30
8	15	216	391	93	5	109	789	13	170	191	14
9	6	420	4406	241	64	496	2782	179	510	1604	87
10	O	324	259	188	4	61	953	27	190	287	24
Total	48	4834	14569	1428	404	3148	13315	1001	3451 1	1186	491

		Table 1									
Both Dir	ectio	n 12h				<u> </u>	124		1.383	100	<u> </u>
Station	TC	MC	PC.	LB	MB	нв	PT	4WT	6WT	1 OWT	OTH
1	5	363	1649	42	2	358	498	36	246	1080	4
2	0 -	450	1287	270	6.5	186	1849	121	409	596	34
3	21	1643	6372	724	359	1183	6649	459	1546	6590	96
4	5	535	940	317	24	366	2186	305	745	1227	84
5	46	2494	6961	718	130	1891	3369	267	1378	5643	51
6	0	1546	874	55	19	577	1897	144	470	1482	387
7	0	856	350	29	22	345	1186	78	230	268	58
8	28	420	857	211	28	229	1596	37	354	343	20
9	14	758	7177	640	99	988	5104	247	1049	3219	185
10	1	67B	559	432	6	126	1934	41	364	503	35
Total	120	9743	27026	3438	754	6249	26268	1735	6791	20951	954
					5.5	D		- [B-1	ight	hms	

Note: TC=Tricycle, MC=Motorcycle, PC=Passenger car, LB=Light hus
MB=Medium bus, HB=Heavy bus, PT=Pickup truck, 4WT=4 wheel truck
6WT=6 wheel truck, 10WT=10 wheel truck, OTH=Others

Appendix 5.2.5 NUMBER OF SAMPLES

Inbound	12h				100					
Station	PC	LB	МВ	HB	PP	PF.	4WT	6WT	10WT	Total
1	53	5	0 .	41	105	66	10	44	140	464
2	53	6	4	25	185	143	7	59	90.	572
3	57	6	3	25	196	129	10	69	325	820
4	105	9	4	17	173	190	32	9.5	161	786
5	28	9	5	58	93	24	18	125	401	761
6	92	6	8	127	181	85	43	104	310	956
7	81	5	9 "	59	141	187	33	85	99	699
8	192	2	4	48	380	92	10	87	115	930
9	99	4	7	73	96	103	46	83	271	782
10	109	3	1	65	284	255	10	75	108	910
Total	869	55	4.5	538	1834	1274	219	826	2020	7680

Outbound	12h									
Station	PC	LB	мв	HB	PP	PF	4WT	6WT	10WT	Total
1	103	. 5	1	35	119	131	5	57	270	726
2	69	4	0	22	175	162	18	66	128	644
3	30	8	3	25	97	44	32	158	572	969
4	125	3	0	18	138	295	38	121	226	964
5	29	4	3	64	105	39	22	130	427	823
6	8.8	6	9 .	119	183	147	19	90	366	1027
7	88	1	5	89	287	97	36	67	145	815
8	141	2	3	43	210	137	6	93	102	737
9	137	5	9	129	177	65	18	89	305	934
10	79	7	4	51	133	214	25	85	138	736
Total	889	45	37	595	1624	1331	219	956	2679	8375

Both Dir	ection	12h		14 1			*			
Station	PC	LB	MB	HB	PP	PF	4WT	-6WT	10WT	Total
1	156	10	1	76	224	197	15	101	410	1190
2	122	10	4	47	360	305	2.5	125	218	1216
3	87	14	6	50	293	173	42	227	897	1789
4	230	12	4	35	311	485	70	216	387	1750
5	57	13	8	122	198	63	40	255	828	1584
6	180	12	17	246	364	232	62	194	676	1983
7.	169	6	1.4	148	428	284	69	152	244	1514
8	333	4	7	91	590	229	16	180	217	1667
9	236	. 9	16	202	273	168	64	172	576	1716
10	188	10	5	116	417	469	35	160	246	1646
Total	1758	100	82	1133	3458	2605	438	1782	4699	16055

Note: PC=Passenger car, LB=Light bus, MB=Medium bus, HB=Heavy bus PP=Pickup truck(Passenger), PF=Pickup trruck(Freight) 4WT=4 wheel truck, 6WT=6 wheel truck, 10WT=10 wheel truck

Appendix 5.2.6 Appendix 5.2.7 Appendix 5.2.8

Appendix 5.2.6 SAMPLING RATE

Inbound 12h			
Chation DC II	MR HB	PT	4WT 6WT 10WT Total
1 0 063 0 178	0 0 241	0.855	0.666 0.301 0.305 0.250
2 0 069 0 073	0 102 0 268	0.332	0.132 0.256 0.327 0.225
2 0 019 0 013	0 015 0 042	0.100	0.059 0.096 0.1 0.070
4 0 236 0 044	0 666 0 095	0.360	0.283 0.297 0.309 0.281
E A AAB A A20	N N 128 N N61	0.059	0.1 0.186 0.154 0.076
C A 102 A 13	0 8 0 411	0.310	0.704 0.450 0.546 0.314
7 0 420 0 23	n 529 n 421	0.539	0.891 0.643 0.883 0.551
0 0 412 0 016	0.4	-0.584	0.416 0.472 0.756 0.491
0 0 035 0 010	0.20.148	0.085	0.676 0.153 0.167 0.094
10 0.363 0.013	0.5	0.549	$0.714 \ 0.431 \ 0.5 \ 0.435$
Total 0 069 0 023	0.128 0.173	0.239	0.298 0.247 0.206 0.171

Outbound 12h		
Station PC	T.R MR	HB PT 4WT 6WT 10WT Total
1 0.126	0.357 0.5	0.186 0.838 0.238 0.57 0.434 0.352
2 0 133	0.021 0	0.236 0.390 0.264 0.368 0.398 0.286
3 0.009	0.027 0.016	$0.042 \ 0.041 \ 0.110 \ 0.190 \ 0.171 \ 0.079$
4 0 252	0.026 0	$0.095 \ 0.366 \ 0.197 \ 0.284 \ 0.319 \ 0.290$
5 0.007	0.014.0.032	$0.067 \ 0.101 \ 0.252 \ 0.183 \ 0.140 \ 0.079$
6 0.221	0.4 1	0.444 0.317 0.228 0.376 0.4 0.346
7 0.543	0 111 1	0 434 0 664 0 878 0 683 0 929 0 649
0.0 6 0.0	0.021 0.6	0 394 0 439 0 461 0 547 0 534 0 418
0 0 031	0.020.0.140.	0.260 0.086 0.100 0.174 0.190 0.090
10 0 305	0.037	0,836 0.364 0.925 0.447 0.480 0.373
Total 0.061	0.031 0.091	0.189 0.221 0.218 0.277 0.239 0.172

Both Direction 12h					1 1 14 10 14 21 1 1 No. 1	<u> </u>
Station PC LB	MB HB	PT	4WT	6WT	10WT Total	
1 0 094 0 238	0.5 0.212	0.845	0.416	0.410	0.379 0.304	
2 0.094 0.037	0.061 0.252	0.359	0.206	0.305	0.365 0.254	
3 0 013 0 019	0.016 0.042	.0.070	0.091	0.145	0.136 0.074	- "
4 0.244 0.037	0.166 0.095	0.364	0.229	0.289	0.315 0.286	
5 0 008 0 018	0.061 0.064	0.077	0.149	0.185	$0.146 \ 0.077$	į.,
6 0.205 0.218	0.894 0.426	0.314	0.430	0.412	0.456 0.359	Ė.
7 0.482 0.206	0.636 0.428	0.600	0.884	0.660	0.910 0.603	
8 0.388 0.018	0.25 0.397	0.513	0.432	0.508	0.632 0.456	: 1
9 0.032 0.014	0.161 0.204	0.086	0.259	0.163	0.178 0.092	٠.
10 0.336 0.023	0.833 0.920	0.458	0.853	0.439	0.489 0.415	
Total 0.065 0.029	0.108 0.181	0.230	0.252	0.262	0.224 0.172	

Note: PC=Passenger car, LB=Light bus, MB=Medium bus
HB=Heavy bus, PT=Pickup truck, 4WT=4 Wheel truck
6WT=6 wheel truck, 10WT=10 wheel truck

A	ppendix 5.2.7	AU	roma'	TIC C	OUNT	DATA	k		
			<i>N</i>				4		5
<u> </u>	<u>i</u>		2		3		4		
Survey Station	32		40	<u> </u>		In	Out	In	Out
Route Number		In	Out	In	Out		7 10 1		
Direction	In Out					129	155	421	344
Priod	170 246	38	28	294	424	108	129	474	216
00:00 - 01:00	154 154	31	23	334	174	119	143	578	266
01:00 - 02:00	181 89	43	29	216	198	146	175	696	159
02:00 - 03:00	155 95	71	8.2	314	172	142	171	776	200
03:00 - 04:00	174 86	39	42	473	132	141	170	577	337
04:00 - 05:00	245 82	44	62	4 5 2	102	207	249	382	559
05:00 - 06:00	262 132	64	92	569	639	245	198	574	654
06:00 - 07:00	214 171	145	163	745	651		210	975	712
07:00 - 08:00	, 1 = T 200	199	200	1005	885	241	221	938	901
08:00 - 09:00	The second secon	209	171	1077	1059	288	266	977	948
09:00 - 10:00		216	259	1195	1140	314	321	841	983
10:00 - 11:00		203	211	1217	1200	215	370	848	1040
11:00 - 12:00		166	222	1016	1097	228		811	967
12:00 - 13:00	179 274	246	223	1035	1469	187	332	935	1102
13:00 - 14:00	161 256	258	215	1085	1077	235	325	986	1118
14:00 - 15:00	182 242	248	208	1102	1446	279	381	1036	1239
15:00 - 16:00	180 257	258	224	1128	1154	255	334	1072	903
16:00 - 17:00	186 266	293	193	986	1173	264	299	880	746
17:00 - 18:00	150 241	235	160	862	909	186	266	1 2	707
18:00 - 19:00	137 249	166	132	829	768	129	155	721	842
19:00 - 20:00	138 185	24	82	647	591	222	267	633	744
20:00 - 21:00	126 180	90	62	479	482	130	156	527	952
21:00 - 22:00	122 190	88	52	458	460	118	141	463	
22:00 - 23:00	129 233	78	62	315	429	67	81	470	615
23:00 - 24:00	180 314	2676	2449	12453	13260	2937	3513	10873	11313
12 Hours	2113 2887	3452	3197	17843	17831	4595	5505	17591	
24 Hours	4149 4873	1.29	1.305	1.433	1,345	1,565	1.567	1.518	1.526
24H/12H	1.964 1.668	1.29	1.300			17 17		3. E.A. 18 4	ara a di j
	<u> </u>				8				30
Survey Station			7		104		34		3
Route Number	2		33	1 n	Out	1n	Out	In	Out
Direction	In Out	<u>ln</u>	Out		- 041				
Priod				2.5	33	156	269	50	5.8
00:00 - 01:00	266 342	20	24	2 B 1 B	31	167	. 24B	67	100
01:00 - 02:00	305 355	22	1 B		35	196	156	29	49
02:00 - 03:00	328 370	12	1.2	29		210	175	25	37
03:00 - 04:00	202 249	19	26	3.2	28		177	42	4.1
04:00 - 05:00	129 187	32	33	4.2	4.2	201	273	60	68
05:00 - 06:00	191 169	30	4.8	3.8	6.5	264		192	118
06:00 - 07:00	263 234	53	47	62	51	379	428		185
07:00 - 08:00	316 310	89	86.	9.2	104	568	594	142	203
08:00 - 09:00	250 248	59	111	121	125	663	838	199	194
09:00 - 10:00	167 306	109	118	168	170	725	1001	224	
10:00 - 11:00	191 376	137	113	165	166	784	1145	244	194
10.00	220 225	141	96	173	165	721	1313	210	234

10:00 - 11:00
11:00 - 12:00
12:00 - 13:00
13:00 - 14:00
14:00 - 15:00
15:00 - 16:00
16:00 - 17:00
17:00 - 18:00
19:00 - 20:00
20:00 - 21:00
21:00 - 22:00
23:00 - 24:00
12 Hours 173 148 198 178 215 188 176 130 133 100 88 79 165 186 161 163 188 131 131 129 131 78 68 721 771 863 870 1032 1078 1159 1033 747 632 412 331 210 234 205 233 210 202 194 183 124 104 78 65 234 203 225 230 230 210 198 149 124 104 77 335 309 354 209 402 460 347 295 254 218 224 270 287 239 295 326 371 316 377 402 315 298 201 236 272 255 3575 6521

Appendix 5.2.8 SEASONAL AND WEEKLY FLUCTUATIONS

			100 110	-	
<u>Station</u>	Koure		ADT AAD'		Remarks
1	32	9/22 Tue	3799 416	7 1.097	A.V. of 4/2/344
2	340		3994 416		A.V. of 4/2/344
3	4.	9/26 Sat	2790 2813	2 1.005 A.V	· of 4/42/401/402/403/406
4	4	9/28 Mon	2896 2813	2 0.971 A.V	of 4/42/401/402/403/406
5	1	9/24 Thu	3898 416	7 1.069	A.V. of 4/2/344
6	2	9/22 Tue	5797 647	1 1.116	2
7	33	9/23 Wed	2249 2589	9 1.151	304
8	304	9/25 Fri	2964 321	7 1.085	344
9	34	9/26 Sat	2964 321	7 1.085	344
10	3	9/28 Mon	2713 321	7 1.186	344

				Vehic	је Туре				
ALUEDA A			Passeng		erson)		Truc	li.	(ton)
Station	PC	LD	NB	HB	Pr	יין	4 WC	6 WT	10 WT
1- Rt. 32 (Sing Buri)	6.9	14.2	45.0	58.6	12.9	1.35	5.20	9.10	15.14
2- Rt.340 (Pathumthani)	6.0	15.1	21.3	62.1	12.8	1.13	3.64	6.61	13.13
3- Rt. 4 (N. Pathom)	5.5	14.5	21.5	64.0	12.1	1.49	3.97	6.38	12.73
4- Rt. 4 (Phetchaburi)	6.0	14.8	29.0	61.9	12.6	1.46	3.63	5.89	12.88
5- Rt. 1 (Pathumthani)	6.1	12.2	37.8	67.9	12.3	1.20	5.54	6.37	13.97
6- Rt. 2 (Saraburi)	5.5	14.8	36.6	55.5	11.2	1.33	4.18	7.75	11.19
7- Rt. 33 (Prachinburi)	6.3	16.3	13.9	60.1	11.0	1.36	2.70	5.96	12.86
8- Rt.304 (Chacheongsao)	6.3	15.0	52.0	58.5	11.2	1.41	2.89	5.69	12.65
9- Rt. 34 (Chacheongsao)	5.6	13.8	36.5	56.9	12.2	1.51	3.82	6.59	12.31
10- Rt. 3 (Chanthaburi)	5.9	15.2	37.4	53.3	12.5	1.29	2.81	5.57	12.31
Average	6.0	14.5	37.2	58.7	12.0	1.39	3.79	6.18	13.33

Appendix 5.2.9 (2) AVERAGE ACTUAL PAYLOAD

· · · · · · · · · · · · · · · · · · ·		1.1		Veh	icle Ty	ре		144 ⁽¹⁴ 2000 -	
			Passent	ger (p	erson)		Truc	ek	(ton
Station	IC	LB	MB	IB	ISI.	Pr	4 Wr	1W 8	10 WT
1- Rt. 32 (Sing Buri)	2.1	6.1	1.0	41.5	3.1	0.33	0.57	2.17	8.65
2- Rt.340 (Pathumthani)	2.2	9.5	11.8	29.6	3.9	0.33	0.74	1.96	5.92
3- Rt. 1 (N. Pathom)	2.7	7.3	1.0	31.5	3.4	0.32	1.07	2.14	5.01
1- Rt. 4 (Phetchaburi)	2.3:	5.8	3.3	32.8	3.0	0.38	0.77	2.55	7.85
5- Rt. (Pathomthani)	2.3	6.0	10.3	38.1	3.3	0.43	1.97	2.71	7.57
5- Rt. 2 (Saraburi)	2.3	5.2	18.5	31.3	3.2	0.41	0.42	3.19	9.35
7- Rt. 33 (Prachinburi)	2.2	5.0	23.9	24.2	2.8	0.38	0.65	1.74	7.3
3- Rt.301 (Chacheongsao)	2.2	5.3	10.9	30.0	3.1	0.50	1.42	2.27	7.08
9- Rt. 34 (Chacheongsao)	2.8	4.2	21.8	31.8	3.8	0.63	0.80	2.76	7.91
0- Rt. 3 (Chanthaburi)	2.6	7.3	22.2	33.5	3.5	0.35	1,26	2.21	6.95
Average	2.1	6.3	16.6	32.0	3.3	0.39	0,90	2.18	7.3

Note: include empty vehicles

Appendix 5.2.9
1 of 7

Appendix 5.2.9 (3) EMPTY VEHICLE RATIO

_			

			\	ehicle	Туре			
Station		Passe	nger	a da a Lagranda		Tru	ek	
	LB	MB	HB	IAL	PT	4 WT	6 MJ,	10 WT
1- Rt. 32 (Sing Buri)	0.0	100.0	0.0	17.9	69.0	80.0	43.6	32.4
2- Rt.340 (Pathumthani)	10.0	0.0	0.0	18.6	57.7	52.0	41.6	45.9
3- Rt. 4 (N. Pathom)	7.1	0.0	0.0	20.5	62.1	17.6	13.2	56.2
4- Rt. 4 (Phetchaburi)	16.7	25.0	0.0	23.5	65.6	54.3	38.4	29.5
5- Rt. 1 (Pathumthani)	15.4	25.0	0.0	22.2	54.0	50.0	44.7	40.0
6- Rt. 2 (Saraburi)	25.0	0.0	0.0	20.6	55.2	74.2	45.4	26.8
7- Rt. 33 (Prachinburi)	0.0	7.1	0.7	21.7	58.8	59.1	46.7	35.7
8- Rt.304 (Chacheongsso)	25.0	0.0	0.0	23.9	61.1	43.8	41, 7	41.9
9- Rt. 34 (Chacheongsao)	22.2	0.0	0.5	16.8	56.5	67.2	38.4	36.5
10- Rt. 3 (Chanthaburi)	0.0	20.0	0.0	18.9	73.1	11.4	39.4	37.0
Average	12.0	7.3	0.2	20.8	63.1	55.7	12.3	39.2

Appendix 5.2.9 (4) ENGINE CAPACITY

				Vel	hicle Ty	rjxe			
		Pa	ssenger				Truc	•	
Station	PC	LB	MB	нв	IAL	141	4 WI	6 WF	10 WF
	(CC)	(HP)	(IIP)	(HP)	(cc)	(CC)	(HP)	(HP)	(HP)
1- Rt. 32 (Sing Buri)	1,728	85.0	120.0	201.5	2,058	2,099	83.3	116.6	180.1
2- Rt. 340 (Pathemthani)	1,634	78.5	90.3	193.8	2,122	2,121	79.9	103.2	181.9
3- Rt. 4 (N. Pathom)	1,768	84.3	93.3	206.3	2,118	2,080	85.6	102.7	179.0
4- Rt. 4 (Phetchaburi)	1,650	85.0	136.3	205.6	2.115	2,142	82.7	103.3	176.7
5- Rt. 1 (Pathomthani)	1,681	85.8	139.5	206.5	2,080	2,095	95.7	108.5	180.2
6- Rt. 2 (Saraburi)	1,603	80.8	157.6	226.7	1,992	2,040	85.6	113.2	180.8
7- Rt. 33 (Prachinburi)	1,596	86.7	128.2	222.0	1,973	2,036	83.3	106.2	183.0
8- Rt. 304 (Chacheongsno)	1.648	106.3	159.3	206.8	2,087	2,066	80.5	107.9	176.7
9- Rt. 34 (Chacheongsao)	1,684	84.1	136.6	221.8	2,063	2,139	81.6	110.3	175.8
10- Rt. 3 (Chanthaburi)	4: 1	126.7	113.0	213.7	2,070	2,039	83.6	107.9	175.5
Avernge	1,661	87.1	134.7	216.2	2,065	2,085	84.8	107.6	179.0

Appendix 5.2.9 (5) AGE OF VEHICLE

(year)

					x				
				Ve	hicle	Туре			(* 1)
		Pa	ssenge	r			Truc	lc	
Station	PC	[1]	MB	(IB	PT	Pľ	4 WT	6 WI.	10 ML
1- Rt. 32 (Sing Buri)	5.63	4.10	2.00	7.16	3,96	3.93	8.00	5,20	6.05
2- Rt.340 (Pathumthani)	6.84	5.20	6.00	6,83	3.78	4.12	5.64	5.69	6.68
3- Rt. 4 (N. Pathom)	6.39	5.36	6.67	6.82	3.83	1.57	6.29	6.19	7.07
4- Rt. 4 (Phetchaburi)	6.49	7.08	8.75	7.31	3.94	3,82	6.60	5.57	6.26
5- Rt. 1 (Pathumthani)	5.33	6.38	6.50	7.24	3.85	3.84	6.63	5,36	6.87
6- Rt. 2 (Saraburi)	5.84	5.50	6.82	6.06	1.39	4.06	6.13	6.32	7.03
7- Rt. 33 (Prachinburi)	6.46	9.00	9.43	6.25	4.73	4.71	7.58	6.76	7.23
8- Rt.304 (Chacheongsao)	6.66	3.25	6.43	6.16	4.10	4.28	5,50	5.84	6.82
9- Rt. 34 (Chacheongsao)	6.42	3.67	8.06	5.37	4.21	3.96	6.19	5,86	6.60
0- Rt. 3 (Chanthaburi)	5.64	6.20	6.60	6.55	4.20	4.74	5.17	5.82	6.04
			·	:	<u></u>	·		· .	
Average	6.26	5.64	7.02	6.33	4.13	4.25	6.44	5.87	6.74

Appendix 5.2.9 (6) NUMBER OF ASSISTANTS

			Vı	hicle '	Гуре			
Charlina.		Passe	nger		·	Truc	k	
Station	LB	MB	HB	PT	PŢ	1 WF	6 WF	10 WT
1- Rt. 32 (Sing Buri)	0.10	0.00	0.69	0.06	0.06	0.67	0.29	0.25
2- Rt.340 (Pathumthani)	0.30	0.00	0.00	0.01	0.01	0.04	0.03	0.01
3- Rt. 4 (N. Pathom)	0.00	0.50	0.00	0.01	0.01	0.10	0.02	0.03
4- Rt. 4 (Phetchaburi)	0.00	0.00	0.00	0.01	0.01	0.09	0.01	0.07
5- Rt. 1 (Pathumthani)	0.00	0.00	0.88	0.07	0.02	0.10	0.09	0.11
6- Rt. 2 (Saraburi)	80.08	1.00	1.51	0.08	0.15	0.18	0.27	0.26
7- Rt. 33 (Prachinburi)	0.67	0.77	1.20	0.02	0.02	0.13	0.13	0,20
8- Rt.304 (Chacheongsao)	0.25	0.75	1.96	0.01	0.10	0.31	0.37	0.15
9- Rt. 34 (Chacheongsao)	0.33	1.06	1.69	0.10	0.41	0.34	0.92	0.52
10- Rt. 3 (Chanthaburi)	0.50	0.80	1.74	0.12	0.19	0.37	0.61	0.78
				<i>.</i>		1.		
Average	0.16	0.71	1.50	0.05	0.09	0.19	0.26	0.21

Appendix 5.2.9 (7) AVERAGE FREQUENCY OF TRIPS

(year) (per day)

				Vel	ricle 1	Ура			•
		Pi	រនទទពរថ្ង	r			Truck		
Station	PC	LB	MB	l IB	1/r	PT	4 Wr	6 Wf	10 WF
1- Rt. 32 (Sing Buri)	0.61	0.91	1.00	1.16	0.83	0.61	0.50	0.57	0.67
2- Rt.340 (Pathumthani)	0.56	1.97	0.89	3.91	0.71	0.65	0.70	0.72	0.62
3- Rt. 4 (N. Pathom)	0.89	0.62	1.64	4,18	0,96	0.87	0.78	0.87	1,13
4- Rt. 4 (Phetchaburi)	0.53	0.17	0.21	2.77	0.73	0.62	0.63	0.61	0.57
5- Rt. 1 (Pathamthani)	0.81	1.81	1.68	2.18	1.01	0.76	0.78	0.71	0.75
6- Rt. 2 (Saraburi)	0.68	1.39	1.92	1.01	1,27	1.13	1.27	0.93	0.68
7- Rt. 33 (Prachinburi)	0.72	0.66	1.96	1.16	0.75	0.78	0.81	0.80	0.76
8- Rt.301 (Chacheongsao)	0.68	0.86	4.61	1.85	1.06	0.90	1.21	0.82	0.76
9- Rt. 34 (Chicheongsao)	0.73	1.19	0.94	1.74	1.05	0.91	0.80	0,97	1,40
10- Rt. 3 (Chanthaburi)	0.80	1.49	1.23	1.22	1.22	0.93	0.58	0.87	0.92
Average	0.69	1.22	1.73	1.71	0.99	0.82	0.82	0.80	0.88

Appendix 5.2.9 (8) VEHICLE OWNERSHIP

%)

		•			1200 200	hiele T	ype.			
	Station		IN THE	18senge				Tra	u:lt	e de la companya de l
		FC	[.13	MB	11/3	lst.	PT	4 MF	6 Wr	10 17
1- Rt.	32 (Sing Buri)									
• ••••	- Driver	82.05	60.00	0.00	5.71	81.70	74, 11	66.67	39.60	21.9
	- Company	1.49	30,00	100.00	94.29	8.93	12.18	26.67	50,50	72.9.
	- Other Agency	13.46	10.00	0,00	0.00	the first and the	13.71	6.67	9,90	5.1.
2- Rt.:	340 (Pathomtheni)						4. 电通道			
	- Driver	86,89	50.00	25.00	100.00	79.72	83.93	68.00	49.60	21.5
	- Company	3.28	40.00	75.00	0,00	9.17	9.84	28.00	40.00	.66,00
	- Other Agency	9.84	10.00	0.00	0.00	П.П	6.23	4.00	10.40	
3– 18t.	4 (N. Pathom)			AN AND THE STATE OF THE STATE O		ricky straig Power North				
	- Driver	94.25	61.29	50.00	0.00	88, 05	79.19	51.76	46.70	16.7
	- Company	2.30	28.57	50.00	0.00	6.11	13.87		45.81	69 3
	- Other Agency	3.45	7.14	0.00	0.00	5.80	6.91	11,90	7.49	13.9
- - - - -	4 (Phetchaburi)					garantaga dari Salabayan aran			V State	
,	- Driver	92.17	50.00	0.00	100.00	83.92	86.80	72.86	47.69	21.4
	- Company	5,65	33.33	50.00	0.00	9.65	7.81		37,50	61.70
	- Other Agency	2.17	16.67	50.00	0.00	6.43	5.36		14.81	16.80
5- RL,	1 (Pathumthani)							interestations. Attor		
	- Driver	87.72	16.15	66.67	12.50	71.21	80,95	45.00	35.29	19.4
	- Company	7.02	38.46	33.33	81.25	21.72	14.29	35.00	59.22	75.30
	- Other Agency	5.26	15.38	0.00		7.07	4.76	20.00	5.49	5.1
5- RL.	2 (Sarahuri)									
	- Deiver	73.89	50.00	50,00	23.38	57.97	70.26	70.97	42.27	26.49
	- Company	5.00	33.33		72,64		16.38	21.19	46:39	65.6
	- Other Agency	21.11	16767	12.50	3.98	28.85	13.36	1.84	11.31	7.8
- Rt.	33 (Prachinburi)		i Establish							
	- Driver	81.62	66.67	38.46	18.61	78.01	81.15	72.46	50.66	22.1
	- Company		16.67	61.51	70.31	5.84	1.23	14.49	37.50	69.6°
	- Other Agency	9,47	16.67	0.00	11.02	16.12	11.62	13.01	11.81	8.20
- Rt.:	304 (Chacheongsao)					n an lei Han Gel	The same of the			1
	- Driver	92.79	25.00	50.00	13.24	86.61	79.48	68.75	35.56	26.7
	- Company	3.30	50.00	25.00	80,88	6.44	11.35	-25.00	51.67	63.59
	- Other Agency	3.90	25.00	25.00	5.88	6.95	9.17	6.25	12.78	9.68
l- Rt.	34 (Chacheongsao)					A Frid			i da	
	- Driver	91,95	44.44	31.25	11.57	89.38	85.12	70.31	40.12	26.0
	- Company	4.66	55.56		80.17		7.11	21.88	55.23	68 51
	- Other Agency	3.39	0.00	6.25	8.26	2.56	7.71	7.81	4.65	5.38
)- Rt.	3 (Chanthaburi)	100		n de dive En la caracteria						
_	- Driver	90,96	75.00	60,00	18.39	89.45	89,31	71.29	41.88	29.6
	- Company	3.72	25:00	40.00	-73.56	6.24	4 . 26	-11.29	48,75	
	- Other Agency	5.32	0,00	0.00	8,05	1,32	6.10	11.43	9.38	5.69
								<u> </u>		
	Average	00 22	62 10	31 99	17.59	81.06	82.80	67.35	42,65	22.2
	- Driver	88.23	53.19	60.67	75.77	8.76	8.94	22.83	47,70	68.83
	- Company - Other Agency	7.31	35.11	8.00		-10.18	8.25	9.82	9.65	8.9

Appendix 5,2,9

3. of 7

Appendix 5.2.9 (9) FUEL TYPE

(0/0)

		 		Ve	hiele T	יאלא			
			Passenge	31.			Trpe	·k	
Station		_	artina di Artinia.				-		17) 170
	17.	LH	811	1113	14	11°	4 WF	6 WF	10 KT
1- Rt. 32 (Sing Bori)			2007 - 1200 - 12	en San englis					
- Dièsel	27.56	80.00	100.00	98.68	78.57	87.82	93,33	97.03	97.32
- Regular	17.31	~ 0.00	0,00	0.00	13.39	7.61	0.00		1.22
- Promism	· 51.92			1.32		3.05	6.67	1.98	1,46
+ Gus	3.21	0.00	0.00	0.00	1.31	1.52	0,00	σ,00	0.00
2- Rt.310 (Pathouthani)		34 J. Et							
- Diesel	32.79			100,00		92.16	96,00	97.60	
- Regular	18.85	10.00		0.00		6.23	1.00		2.75
- Premium	45.90	0,00		0.00	1.94	0.66 0.66	0.00	0,00	
- Gus	2.16	0.00	25.00	0,00	1,11	17.111	0.00		
3- Rt., 4 (N. Pathom)									
- Diesel	29,89	71,43		100,00		86.13	97.62	96.01	93.87
- Regular	12.61		16.67		11.26	9, 25,	2.38	3,96 0,00	6.13 0.00
- Premisuu		7.14	0,00	0.00	$\frac{3.75}{0.34}$	1.73 2.89	0.00	0.00	0.00
- Gas	2.30	7.11	0.00	0.00	0.54		0.00	0.00	(1,00
4- Rt., 4. (Photobabiri).	2.00			- 1 1					
- Diesel			100.00		87.78		100:00		91.83
- Regular	18.70		0.00	00.00	9.97	6,39		2.78	5.17
- Premium	35,65	16.67	0.00		$\frac{1.93}{0.32}$	1.03	0,00 0.00	0.00	0.00
- Gas	3.01	0.00	0.00	0.00	0.32	0.11	17.1717	0.10	
5- Rt. 1 (Pathemthani)		interaction de Topical Control			1				
- Diesel		100,00			82.83	88,89	97.50	91.51	93.72
- Regular	24.56	0.00		0.82	13,61	9.52 1.59	$\frac{2.50}{0.00}$	$\frac{5.10}{0.39}$	$6.04 \\ 0.12$
- Premi un	13.86	0.00		$\begin{array}{c} -3.82 \\ -0.00 \end{array}$	$\frac{2.53}{1.01}$	0.00	0.00	0.00	0.12
- Gas	0.00	, 0.00	0,00	0.00	1,171	(1,00	0		77.12
6- Rt. 2 (Saraburi)						500 J.	7. 10	40.07	02.20
= Diesel			100,00	97.56 0.11	$\begin{array}{c} 69.23 \\ 18.11 \end{array}$	$\frac{79.71}{13.79}$		$92.27 \\ 0.52$. 93,20 1,01
- Regular - Premiun	$\frac{23.33}{62.78}$	-0.00 -25.00		2.03	8.21	5.60	6.45	6.70	5.33
- Gas	2.22	0.00		0.00	1.12	0.86	9.68	0.52	0.41
	4° - 1								
7~ Rt., 33 (Peachimburi)	10.00	100.00	100.00	97.30	72.13	.75.00	82.61	95,39	93, 11
- Diesel - Regular	21.26	0.00	0.00	1.35	18.69	18.31	13.01	0.66	2,16
- Pronium	61.54	0.00		1.35	7.71	5.99	2.90	3.95	1.10
- Cas	- 1.18	0.00		40.004	1.17		1.15	0.00	0.00
8- Rt., 304 (Chacheongsao) - Diesel		75 00	100.00	09 00	85.25	ครับร	100.00	100.00	98.62
- Dieser - Regular	15.62	0.00		0.00	10.68	9.61	0.00	0.00	0.92
- Premium	67.87	25.00		0.00	3.05	3.93	0,00	0.00	0.00
- Cas	1.50	0.00		1.10	1.02	1.31	0.00	0.00	0.16
	in a second			e e e e e e e e e e e e e e e e e e e					
9- Rt., 34 (Chacheongsao)			:	ina na	nc 31	00.00	no in	tois on	99.83
- Diesel.		88189		00.00	$85.71 \\ 9.89$	89.88 6.55	$\frac{92.49}{4.69}$	00,00	0,00
- Regular - Premium	15.25 62.29	11.11	0.00 6.25	0.00	3.66	2.38	0.00	0.00	
- Gas	2.54	0.00		0,00	0.73	1.19	3,13	0,00	0.00
10- Riss 3 (Chantlaburi)			1440 000			. 01 56	02 1	100.00	00.20
- Diesel	15.96				89.45	81,45		9,00	98.78 1.22
- Regular - Premium	69.15	-10,00 		0,00	$\frac{7.13}{2.61}$	5.12	2,86	0.00	0.00
- Gas	0,00	0.00		0.00	0.48	1.92	0,00	0.00	0.00
			e fa e e			:			
Avernge									
– Diesel	22.47	82.00	93,90	98.76	82.53	85.72	91.32	96.75	95,47
- Regular	- [8.03	7,00		0.35		9.90	5.02	1.91	3.28
– Premium	57.57	10.00		0.79	4.22	3.22	1.60	1.23	1.15
- Cas	1.93	1,00		0.09	1.49	1.15	2.05	0.11	0.11
		1000			.:				

5-9

Appendix 5.2.9 (10) TRIP PURPOSE

(%)

		····	·			1 2 - 1 - 9:	:	·		
		• • • • • • • • • • • • • • • • • • •				hiele T		Tru	ioli	:
Stat	ion		(7	ารระกษณ						
		LC.	LB	MB	100	[Y]	141	4 WI	6 WT	10 WT
1- Rt. 32 (Cine Buril									
1- KC. 32 (-	k or Business	41.03	30.00	100.00	82.89	45.98	46.19	73.33	86.14	
- Pri	and the second s	51.92	60.00	0.00		49.11	51.27	26,67.	11.88	
~ Tou		5.13		0.00	2.63	3.13	0.00	0.00	0.00	0.00
-	er Purpose	1.92	0.00	0.00	13.16	1.79	2.54	0.00	1,98	0.2
2- Rt.340 (Pathumthanil	+ .:								
	k or Business	52.46	90.00	75.00	97.87	52.22	57.70	76.00	88.00	
- Pri	vnte	10.98	10.00	0.00	2.13	41.11	36.72	21.00	9,60	3.2
~ Tou	r	2.16	0.00		0.00	1.94	0.66	0,00	0.00	0.0 4.1
- Oth	er Purpose	4.10	0.00	0.00	0.00	4.72	4.92	0.00	2.40	4.1.
3- Rt. 4 (N. Pathom).	1			.00.00	45 20	50.61	90.48	83,70	91.5
	k or Buslness			100.00		15.39	59.54 31.21	7.14	7.93	2.5
– Pri		52.87	35.71	0.00	00.0	42.32 3.41	0.58	0.00	0.44	0.0
- Tou		6.90	0.00	0.00	0,00	8.87	8.67	2.38	7,93	5.9
- Orn	er Purpose	8,05	0.00	0.00	0.00	8.01	0.0.	21130		
	Chetchaburi)		41.07	25 00	97.14	55 OS	62,06	85.71	87.01	94.0
	cor Business	50.87	41.67	0.00	2.86	38.26	31.34	8.57	3.70	0.5
- Pri		42.17	41.67 16.67		- 0.00	1.93	1.44	0.00	0.00	0.0
- Tou		5.22	0.00	0.00	0.00	3.86	5.15	5.71		5.1
- Oth	er Purpose	1.14	0.00	0.00	0.00	3.0.7				•
	Pathwithani)	 EO CE	0.1.63	62.50	96.72	66.16	69.81	72.50	86.67	88.2
	cor Business	59.65	84.62	62.50 25.00	0.00	24.24	22.22	12.50	1.31	
	vate	31,58 5,26	15.38		0.00	3.03	0.00	0.00	0.39	0.2
	r er Purpose	3.51		0.00	3.28	6.57	7.91	15.00	8.63	9.6
6 Rt. 2 (Saraburi)			. *		1				
• • • • • •	k or Business	38.89	83.33	70.59	88.21	11.76	68.53	53.23	80.93	95.13
- Pri		51.44	16.67	5.88	1.22	51.92	28.88	43.55	15.98	3.5
- Tou		4.44	0.00	5,88	6.91	2.75	0.43	1.61	1.03	0.1
- Oth	er Purpose	2.22	0,00	17.65	3.66	3.57	2.16	1.61	2,06	1.1
7- Rt. 33 (Prachinburi)				1.00					2.22
~ Wor	k or Business	45.56	66.67	78.57	88.51	52.80	73.24	75.36		
– Pri	vate	44.38	0.00	7.14	2.70	11.59	22.54	23.19	7,89	2.0
- Tou	r	4.73	33.33	7.14	6.76	3.74		1.45	$\begin{array}{c} -0.66 \\ -1.97 \end{array}$	0 1
- Oth	er Purpose	5.33	0.00	7.14	2.03	1.87	3.52	0.00	1.01	0.4
	Chacheongsao)						المساهدة	05 50	00.56	02.6
	k or Business	52.25		100,00	93.41	58,64		87.50	90,56 8,89	92.6 6.4
~ Pri		44.74	25.00		3,30	37.80 2.20	21.40	12.50	00,0	0.1
- Tou		1.80	0.00		3,30 0.00	1.36	0.44	0.00	0.56	0 1
- Och	er Purpose	1.20	: .		0.00	1.00	0.11		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
9~ Rt. 31 (Chachcongsao)		•	100			120	1		00.7
- Mot	k or Business	27,12	33.33	56.25	90.10	50.55	73.21	78,13	97,09	98.7
- Pri		44.07	11.11	6.25	2,48	37.00	25.00		1.74	0.1
- Tou		27.97	55.56	37.50	7.43	-11.72	1.79 0.00	0.00	0,00 1,16	1.0
- Oth	er Purpose	0.85	0.00	0.00	0.00	0.73	0.00	1.56	1,10	1.0
	Chanthaburi)	F6		100	A		20 00	0.3 -000	00 50	98.3
	k or Business	56.91		100.00	95,69	67.15	68.02	91,29	92.50 5.00	90.8
- Pri		40.43	10.00	0.00	00,0	30.70	27.08 0.64	5.7t 0.00		
~ Tou ~ Oth	r er Purpose	1.60 1.60	10.00	0.00	0.86 0.46	0,96 1,20		0.00	2.50	0.8
3.11										
Avera	gė	<u> </u>						<u> </u>		
	k or Business	45.45	65,00	75.61	91.53	54.11	65.37	77.40	87.93	93.7
- Pri		45 16	24.00	6.10	1.59	39.66	30.02	19,18	7.35	2.2
- Tou		6.94	11.00	13.41		3.21	0.73	0.46	0.28	
	er Pairpose	2.45	0.00	4.88	2,65	3.12	3.88	2.97	1.13	3.8

TRIP PURPOSE OF BUS PASSENGERS (%)

		V	hicle T	/pe
en Service		1.0	BIA	IIB
. :			4.4.4	t en et e
1- 131	32 (Sing Buri)	0.00	0.00	30.46
	- Work or Business		0.00	53.57
	~ Private	0.00	0.00	13.87
	- Tour	0.00	0.00	2.10
	- Other Purpose	0.00	0.00	2110
2- R	.340 (Pathumthani)		0.00	20 20
100	- Work or Business	0.00	0.00	29.78
- 10	- Private	0.00	0.00	64.61
	- Tour	0.00	0.00	5.62 0.00
	- Other Purpose	0.00	0.00	0.00
3- RI	t. 4 (N. Pathom)			
	- Work or Business	0.00	0.00	27.70
	- Private	0.00	0.00	62.92
	- Tour	0.00	0.00	9.39
	- Other Purpose	0.00	0.00	0.00
4 - B	t. 4 (Phetchaburi)			
	- Work or Business	0.00	0.00	31.14
	- Private	0.00	0.00	63.54
	- Tour	0.00	0.00	4.85
	- Other Purpose	0.00	0.00	0.47
5- P	t. 1 (Pathumthani)	1 May 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1.5	
J- 10	- Work or Business	0.00	50.00	34.20
	- Private	0.00	18.75	58,63
	- Tour	0.00	31.25	6.80
	- Other Purpose	0.00	0.00	0.36
c D	t. 2 (Saraburi)			
0- II	- Work or Business	0.00	90.48	54.15
	- Private	0.00	9.52	44.37
	The state of the s	0.00	0.00	1.40
	- Tour	0.00	0.00	0.09
. 2 10	- Other Purpose	0.00	V/. V/U	0,03
1- 10	t, 33 (Prachinburi)	0.00	12.70	aO 04
	- Work or Business	0.00	13.79	48.81
:	- Private	0.00	27,59	45.70
	- Tour	0.00	0,00	3.97
	- Other Purpose	0.00	58.62	1.49
8- R	t.304 (Chacheongsao)			
	- Work or Business	0.00		: 49.31
3.	- Private	0.00	67.65	38.70
	- Tour	0.00	0.00	10.41
	- Other Purpose	0.00	0.00	1.57
9- R	t. 34 (Chacheongsao)	49.53		
	- Work or Business	0.00	0.00	29.53
	- Private	0.00	0.00	12.57
-	- Tour	0.00	0.00	27,26
	- Other Purpose	0.00	0.00	-0.63
10- R	t. 3 (Chanthuburi)	, s		
	- Work or Business	37.74	0.00	37.39
	- Private	62.26	0.00	57.44
-	- Tour	0.00	0.00	4.74
	- Other Purpose	0.00	0.00	0.43
•	service of the forest	0100	9.00	0,40
	Average			
	- Work or Business	37 7.1	12 00	25 02
	- Private	37,74	12.00	35,92
	- Tour	62.26	36.00	52.68
	- Other Purpose	0.00	5.00	10,86
	· vener rurixosa	U.UU	17.00	0.51

Appendix 5,2.9 (11) COMMODITY FLOW: STATION 1 - Rt. 32 (Sing Buri)

	1.34 47 1	Vehicle	Туре			
Commodity Type	Pr	4 WT	6 Wr	10 WT	Total	
						
Rice	0.00	0.00	0.00	1403.06	1403.06	
Sand, Gravel	1.26	0.00	22,74	832.50	856.50	
Cement and products	0.00	0.00	67.31	2164.40	2231.71	
Steel	2.21	0.00	95.84	467.92	565.96	
Construction materials	0.00	0.00	21.47	380.41	401.88	
Timber	0.00	0.00	57,26	1657.21	1714.47	
Firewood	1.76	0.00	57.26	70.64	129.67	
Petroleum products	38.19	0.00	0.00	1936.08	1974.27	
Minerals	0.00	0.00	74.72	3415.27	3489.99	
Vegetable and fruit	31,31	19,45	109.31	998.69	1158.76	
Cassava	0.00	0.00	0.00	56.51	56.51	
Maize	0.00	0.00	0.00	804.19	804.19	
Sugar	2.21	0.00	0.00	0.00	804.19 2.21	
Bean	2.52	0.00	0.00	394.82	397.34	
Jute and products	0.00	0.00	0.00	0.00		
Beverages	9.21	0.00	74.43	390.50	0.00	
Grocery	8.65	16.17	110.26	59.73	474,14	
Animal	7.15	0.00	19.49	247.66	194.81	
Fish	16.86	0.00	16.24	the second secon	274.31	
Fertilizer & animal feed	0.76	0.00		219.83	252.94	
Household appliances			95.64	1564.46	1660,86	
Other manufactures	20.94	0.00	215.22	788.47	1024.63	
All others	2.71	7.78	121.35	655.94	787.78	
AII odiers	6.30	0.00	52.69	735.60	794.60	
Total	152.04	43.41	1211.25	19243.89	20650.58	

COMMODITY FLOW: STATION 2 - Rt. 340 (Pathum Thani) (ton)

		Vehicle	Туре		Tata 1	
Commodity Type	PT	4 WT	6 WT	10 WT	Total	
		 				
Rice	26.18	0.00	21.02	613.50	660.70	
Sand, Gravel	0.00	0.00	15.77	1041.78	1057.5	
Cement and products	2.44	0.00	29.59	44.46	76.49	
Steel	3.65	0.00	15.77	88.84	108.20	
Construction materials	0.00	0.00	9.46	61.72	71.1	
Timber	0.00	0.00	10.51	324.14	334.6	
Firewood	3.49	0.00	21.02	114.41	138.9	
Petroleum products	3.65	19.59	36.99	675.80	736.0	
Minerals	0.00	0.00	0.00	155.94	155.9	
Vegetable and fruit	58.16	0.00	313.36	74.63	446.1	
Cassava	0.00	0.00	0.00	0.00	0.0	
Maize	4.05	0.00	0.00	0.00	4.0	
Sugar	0.00	0.00	18.49	51.43	69.9	
Bean	0.00	0.00	0.00	211.90	211.9	
Jute and products	10.22	0.00	0.00	0.00	10.2	
Beverages	36.72	0.00	56.65	69.89	163.20	
Grocery	32.20	21.04	106.87	87.69	247.8	
Animal	8.98	0.00	21.02	58.25	88 2	
Fish	70.44	5.10	56,63	109.44	241.60	
Fertilizer & animal feed	27.21	5.16	66,98	910.04	1009.39	
Household appliances	38.52	33.61	86.29	56.43	214.88	
Other manufactures	20.37	17.93	101.44	44,81	184.5	
All others	37.90	20.62	86.18	106.98	251.69	
Total	384.18	123.07	1074.05	4902.09	6483.38	

COMMODITY FLOW: STATION 3 - Rt. 4 (N. Pathom)

(ton)

		Vehicle	Туре		an
Commod y Type	FI	1 4.1	6 WT	10 WT	Total
	01 00	01.07	007.01	00.44	
Rice	21.60	21.97	265.01	2944.51	3253.09
Sand, Gravel	0.00	0.00	484.90	38561.02	39045.92
Cement and products	9.89	0.00	159.92	1127.08	1296.89
Steel	61.77	36.87	342.23	145.97	586.83
Construction materials	1.44	0.00	230.59	945.26	1177.29
Timber	0.00	128 69	115.38	1741.25	1985.32
Firewood	14.40	0.00	21.34	71.14	106.89
Petroleum products	0.00	0.00	14.23	1160.16	1174.39
Minerals	0.00	0.00	0.00	360.04	360.04
Vegetable and fruit	246.27	120.03	918.34	833.48	2118.11
Cassava	0.00	0.00	0.00	0.00	0.00
Maize	7.20	0.00	150.36	807.75	965.31
Sugar	8.64	0.00	284.94	1843,41	2136.99
Bean	14.40	0.00	0.00	0.00	14.40
Jute and products	0.00	0.00	0.00	7.90	7.90
Beverages	40.97	12.29	314.89	221.34	589.48
Grocery	127.26	12.29	440.38	663.51	1243.43
Animal	18.72	0.00	176.16	55.33	250.21
Fish	21.60	0.00	0.00	0.00	21.60
Fertilizer & animal feed	94.74	0.00	328.34	1957.62	2380.70
Household appliances	259,74	110,11	460.02	1348.47	2178.34
Other manufactures	18.72	134.84	414.36	1588.13	2156.06
All others	58.89	67.59	291.61	716.62	1134.71
Total	1026.26	644.66	5412.97	57099.98	64183.89

COMMODITY FLOW: STATION 4 - Rt. 4 (Petchaburi)

(ton)

		Vehicle	Туре		
ommodity Type	IAL	4 WT	6 WI	10 WT	Tota
		·····			
Rice	21.04	0.00	264.89	1716.00	2001.94
Sand, Gravel	4.16	0.00	101.79	911.24	1017.19
Cement and products	0.00	0.00	82.35	981.03	1063.38
Steel	16.82	7.72	47.98	278.13	350.65
Construction materials	4.16	0.00	0.00	176.48	180.6
Timber	20.98	0,00	57.73	969.00	1047.70
Firewood	4.22	0.00	15.35	108.19	127.76
Petroleum products	6.30	47.00	115.70	981.50	1150.50
Minerals	0.00	0.00	0.00	240.97	240.97
Vegetable and fruit	161.91	82.24	773.05	640.40	1657.60
Cassava	0.00	0.00	24.56	57.24	81.80
Maize	9.21	32,22	0.00	359.21	400.64
Sugar	6.33	0.00	0.00	233.72	240.05
Bean	0.00	0.00	0.00	28.62	28.62
Jute and products	4.19	0.00	3.21	57.54	64.94
Beverages	41.83	17.18	257.28	582.67	898.96
Grocery	88.35	22.32	71.28	331.60	513.56
Animal	2.08	2.68	52.85	0.00	57.62
Fish	51.95	33.91	102.79	1907.16	2095.80
Fertilizer & animal feed	25.01	11.59	136.16	1828.36	2001.11
llousehold appliances	84.99	39.19	240.35	221.19	586.0
Other munufactures	70.57	0.00	227.06	648.18	915.81
All others	142.57	41.43	260.65	1196.05	1640.70
Total	766.66	337.78	2835.03	14454 18	18393.90

COMMODITY FLOW: STATION 5 - Rt. 1 (Pathum Thani)

(ton)

		Vehicle	: Туре		Total
Commodity Type	PT	4 WT	e ML	10 Wr	TOCAL
				. 	
Rice	29.32	209,29	228.24	10165.97	10632.82
Sand, Gravel	16.15	0.00	121.82	20348.57	20486.54
Cement and products	0.00	45.31	370.00	6395.81	6811.13
Steel	8.08	86.48	449.37	2604.02	3147.95
Construction materials	0.00	12.95	148,18	2797.88	2959.00
Timber	0.00	0.00	84.63	1760.87	1845.50
Firewood	0.00	0.00	46.50	497.27	513.77
Petroleum products	0.00	0.00	264.91	4702.93	4967.85
Minerals	0.00	0.00	0.00	723.99	723.99
Vegetable and fruit	121.38	146.97	802.34	2482.98	3553.66
Cassava	0.00	0.00	111.59	2208.10	2319.69
Maize	0.00	0.00	0.00	467.58	467.58
Sugar	0.00	0.00	0.00	432.26	132.26
Bean	0.00	0.00	0.00	415.56	415.56
Jute and products	0.00	0.00	0.00	0.00	0.00
Beverages	58.63	0.00	296.26	1109.77	1464.66
Grocery	5.86	69.19	208.49	1631.35	1914.89
Animal	29.32	0.00	255.18	703.19	987.69
Fish	8.08	43.19	44.96	332.44	428.66
Fertilizer & animal feed	78.01	19.42	772.46	5301.25	6171.15
Household appliances	118.99	70.37	675.26	2472.98	3337.60
Other manufactures	61.62	224.85	799.83	1526.40	2612.70
All others	37.39	19.42	293,18	1165.38	1515.37
Total	572.82	947.44	5973.19	70246.41	77739.85

COMMODITY FLOW: STATION 6 - Rt. 2 (Saraburi)

(ton)

		Vehicle	Turne			
	-	Actificate	z tylez		Total	
Commodity Type	PT	4 WT	6 WT	10 WT	10121	
<u> </u>	·				 	
Rice	0.00	0.00	449.08	3676.59	4125.67	
Sand, Gravel	0.00	0.00	10.70	989.94	1000.64	
Cement and products	0.00	0.00	241.82	5595.86	5837.69	
Steel	31.33	0.00	71.91	377.07	480.3	
Construction materials	8.25	0.00	102.53	811.45	922.23	
Timber	11.64	0.00	37.84	818.23	867.71	
Firewood	0.00	2.89	0.00	108.12	111.01	
Petroleum products	57.91	0.00	38.66	1738.39	1834.96	
Minerals	0.00	0.00	0.00	1013.81	1013.8	
Vegetable and fruit	209.67	23.50	153.56	431.58	818.30	
Cassava	0.00	0.00	398.10	2348.04	2746.14	
Maize	0.00	0.00	174.37	2544.56	2718.9	
Sugar	0.00	0.00	16.05	113.82	129.8	
Bean	7.61	0.00	0.00	0.00	7.6	
Jute and products	6.57	35.28	36.19	89.15	167.1	
Beverages	109.32	52.48	120.83	523.17	805.8	
Grocery	41.11	0.00	145.61	621.38	808.1	
Animal	1.97	2.89	201.52	225,67	432.0	
Fish	8.47	0.00	32.09	303.17	343.7	
Pertilizer & animal feed	8.31	11.47	76.73	2855,39	2951.9	
lousehold appliances	57.73	18.22	201.76	677.87	955.5	
Other manufactures	0.00	14.11	63,22	483.75	561.0	
All others	53.19	0.29	399.37	941.53	1394.30	
Total	613.08	161.13	2971.93	27288.59	31034.73	

COMMODITY FLOW: STATION 7 - Rt. 33 (Prachinburi)

(ton)

<u></u>		Vehicle	Type			
		VCIIICXC	Carleso .	<u> </u>	Total	
Commodity Type	[N]	4 Wr	6 WY	10 WT		
		0.00	20.87	569.27	592.54	
Rice	2.40	1.81	52.01	101.84	461.06	
Sand, Gravel	2.40	3.63	11.65	582.26	600.29	
Cement and products	2.75		36.83	27.44	73.95	
Steel	1.37	8.31	20.72	130.18	150.90	
Construction materials	0.00	0.00		107.26	132.48	
fimber	10.26	0,00	14.96	3.43	19.41	
Firewood	3.02	3.63	9.33	and the second s	85.92	
Petroleum products	3,60	4.77	0.46	77.09	0.00	
dinerals	0.00	0.00	0.00	0.00		
Vegetable and fruit	131.93	27.34	35.37	21.25	215.89	
Cussava	1.37	0.00	9.21	280.90	291.48	
Maize	0.00	0.00	18.71	88.96	107.67	
Sugar	0.00	0.00	16.11	0.00	16.11	
Bean	2.75	0.00	0.00	0.00	2.75	
Jute and products	0.00	0.00	0.00	0.00	0.00	
Beverages	19.40	0.50	83.08	149.47	252.46	
Grocery	28.90	4.80	55.78	24.35	113.83	
Animal	2.75	0.36	38.07	25.14	66.33	
rish	6.28	0.00	11.51	0.00	17.79	
risn Fertilizer & nnimal feed	13.38	0.00	33.73	346.73	393.84	
	26.10	19.56	63.65	20.50	129.82	
Household appliances	2.64	1,81	58.74	112.36	175.55	
Other manufactures	20.07	0.91	23.02	79.32	123.32	
All others	20.01	. 0.91	20,02	12.32	240404	
Total	281.36	77.44	613.82	3050.74	4023.36	

COMMODITY FLOW: STATION 8 - Rt. 304 (Chacheongsao)

(ton)

		Vehicle	Type	-1-	Total	
Commodity Type	PT	4 Wr	6 WT	10 WT	10ta1	
Rice	2.53	0.00	61.63	1267.10	1334.20	
Sand, Gravel	2.53	0.00	18.79	521.28	512.5	
Cement and products	3.34	0.00	0.00	51.49	57.8	
Steel	9.41	0.00	13.96	0.00	23.3	
Construction materials	0.00	0.00	12.52	38.49	51.0	
Timber	25.30	14.21	6.26	33.72	79.5	
Firewood	0.00	0.00	8.05	64.63	72.6	
Petroleum products	0.00	0.00	18.79	58.64	77.4	
Minerals	0.00	0.00	0.00	0.00	0.0	
Vegetable and fruit	35.35	7.10	60.38	69.61	172.4	
Cassava	0.00	0.00	0.00	0.00	0.0	
Maize	2.53	0.00	18.79	139.50	160.8	
Sugar	0.00	0.00	0.00	0.00	0.0	
Bean	0.00	0.00	0.00	0.00	0.0	
Jute and products	1.00	0.00	0.00	46.73	47.7	
Beverages	18.89	9.92	205.84	56.69	291.3	
Grocery	17.91	0.00	80,24	55.22	153.3	
Animal	50.70	0.00	351.42	233.83	635.9	
Fish	26.80	0.00	12.61	0.00	39.4	
Fertilizer & animal feed	32.66	7.10	103.68	551.45	694.8	
lousehold appliances	52.16	0.00	61.41	0.00	113.5	
Other manufactures	27.74	18.47	153.33	239.65	139.1	
All others	10.08	23.09	21.16	0.00	54.3	
Total	318.95	79.90	1211.85	3431.05	5041.7	

COMMODITY FLOW: STATION 9 - Rt. 34 (Chacheongsao)

(ton)

		Vehicle	Туре		Total
Commodity Type	PT	4 WT	6 WI	10 WT	Total
Rice	25.21	23,12	0.00	658,72	707.05
Sand. Gravel	31.08	0.00	291.01	21964.35	22289.15
Cement and products	0.00	16.25	320.84	1542.09	1909.18
Steel	26.46	8.10	324.49	666.07	1025.11
Construction materials	0.00	0.00	74.75	360.64	435.10
Timber	113.09	0.00	131.06	1303.97	1548.12
Firewood	0.00	0.00	0.00	215.61	215.61
Petroleum products	24.70	0.00	194.36	725.52	944.5
Minerals	0.00	0.00	0.00	121.21	121.2
Vegetable and fruit	215.90	0.00	320,77	91.28	657.9
Cassava	0.00	0.00	199.34	2358.90	2558.2
Maize	0.00	0.00	0.00	543.20	543.2
Sugar	21,17	0.00	0.00	98.88	120.0
Bean	0.00	0.00	0.00	159.73	159.7
Jute and products	0.00	0.00	0.00	0.00	0.0
Beverages	42.85	43.36	238.87	568.65	893.7
Grocery	128.20	17.75	502.62	1174.72	1823.2
Animal	21.85	0.00	217.28	331.06	570.1
Fish	651.93	64.43	451.91	488.07	1656.3
Fertilizer & animal feed	60.07	1.77	232,56	1826.27	2120.6
Household appliances	132.07	128.73	474 17	473.07	1208.0
Other manufactures	141.13	22.08	198.94	628.64	990.78
All others	164.66	0.00	95.85	1746.81	2007.3
Total	1830.36	355.58	4271.82	38047.42	44505,19

COMMODITY FLOW: STATION 10 - Rt. 3 (Chanthaburi)

(ton)

		Vehicle	Туре		Total
Commodity Type	PT	4 WT	6 Wr	10 WT	
					05.00
Rice	8.88	0.53	43.59	42.03	95.02
Sand, Gravel	2.23	0.00	148.70	1170.21	1321.14
Cement and products	15.74	0.00	21.79	299.36	336.89
Steel-	10.39	0.00	11.25	0.00	21.65
Construction materials	3.53	0.00	32.93	0.00	36,46
Timber	73.55	0.53	94.86	809.68	978.62
Firewood	7.36	0.00	48.76	96.09	152.21
Petroleum products	36.85	0.00	94,69	995;86	1127.40
Minerals	0.00	0.00	0.00	0.00	0.00
Vegetable and fruit	105.18	9.46	44.06	32.33	191.03
Cassava	8.54	0.00	0.00	37.18	45.72
Maize	0.00	0.00	0.00	76.30	76.30
Sugar	1.18	0.00	0.00	43.97	45.15
Bean	2.94	0.00	0.00	0.00	2.94
Jute and products	0.00	0.00	0.00	0.00	0.00
Beverages	6.66	5.27	90.69	304.17	406.79
Grocery	16.83	5.27	147.18	188.77	358.05
	10.35	5.62	7.26	51.73	74.96
Animal Fish	45.98	21.90	184.28	580.71	832.86
Fertilizer & animal feed	0.00	11.43	55.08	373.67	440.18
	103.28	17.09	56.77	52,92	230.07
Household appliances	30.44	2.16	114.61	70.88	218.39
Other manufactures All others	66.62	8.52	89.35	378.94	543.43
Total	556.53	88.06	1285.86	5604.80	7535.2

Appendix 5.3.1 LINK CLASSIFICATION

	Code	Standard	Class	Surface Condition	Vertical Alignment	Driving Speed	Design Tak
	1	1(P)	D	G G/F F	F R II	90	8000
	2				Mount	70	8000
et i	3			F/P P	FRH	70 50	8000
	4 5	-	<u>1</u>	G G/F F	Mount F R H	90	8000
	6		•	0 0/1 1	Mount	70	8000
	7			F/P P	FRI	70	8000
	8		1		Mount	50	8000
	9		2	G G/F F	F R H	80	4000
	10				Mount	60	4000
	11			F/P P	FRII	60	400
	12 13		3	G G/F F	Mount FRH	40 80	4000 2000
	14		3	G G/F F	Mount	60	200
	15			F/P P	FRII	60	2000
	16	****			Mount	40	2000
	17	2(5)	D	G G/F F	FRH	80	800
	18	1000			Mount	60	8000
	19	100	4 4 4	F/P P	FRII	60	8000
	20	·			Mount	40	8000
	21		1	G G/F F	FRII	80	8000
	22	1	198	F/P P	Mount F R II	60 60	8000
	23 24	•	4.1	r/r r	Mount	40	8000
	24 25	· · · · -	2	G G/F F	FRII	70	4000
	26		. 13:	7 7/7 7	Mount	50	4000
	27		1	F/P P	FRII	50	4000
	28		<u> </u>	<u>. , , , , , , (18, 1).</u>	Mount	30	4000
	29		3.	G G/F F	FRII	70	2000
	30			345 5	Mount	50	2000
	31			F/P P	FRII	50	2000
	32 33		4	G G/F F	Mount FRH	30 60	100
	34		*	0 0/1 1	Mount	40	1000
	35			F/P P	FRH	40	100
	36				Mount	20	1000
	37		5	G G/F F	FRH	60	300
	38			<u> </u>	Mount	40	300
	39			F/P P	FRH	40	300
	40				Mount	20	300
	41	3(F)	D	G G/F F	FRH	80	8000
	42 43			F/P P	Mount F R II	60 60	8000
	44	i da de la composición dela composición de la composición dela composición de la composición de la composición de la com	100	r/r r	Mount	40	800
	45	- · · · · · · · · · · -	1	G G/F F	FRH	80	800
	46	•			Mount	60	800
	47			F/P P	FRH	60	8000
	48	· <u>-</u>			Mount	40	8008
	49		2	G G/F F	FRH	70	400
	50	*			Mount	50	4000
	51 .			F/P P	FRII	50	4000
	52 53		3	G G/F F	Mount FRH	30 70	4000 2000
	54		J	U U/F F	Mount	50	2000
	55			F/P P	FRII	50	2000
	56			e e e e e e e e e e e e e e e e e e e	Mount	30	2000
	57		4	G G/F F	FRB	60	1000
	58				Mount	40	1000
	59	100		F/P P	FRH	40	1000
	60				Mount	20	1000
	61		5	G G/F F	FR II	60 40	300 300
	62 63			F/P P	Mount FRH	40	300
	64				Mount	20	300
	65	and the second	6	G G/F F	FRH	50	300
	66	e de la companya de			Mount	30	300
	67		#11 #	F/P P	FRH	30	300
	68			128	Mount	10	300
	69	4		Urban Road		30	
	70	5		Road in up	-country	80	
-	71	6 7		Laterite	-	50	-
	72 73	8		Ferry link Not Exist		60	<u>, i i i i i i i i i i i i i i i i i i i</u>
					and the contract of the contra	A 4 A 4 A 1 A 4 A 4 A 4 A 4 A 4 A 4 A 4	

Note: Surface G=Good, F=Fair, P=Poor
Alignment F=Flat, R=Rolling, H=Hilly, Mount=Mountenus

Appendix 5,3,2 NUMBER OF REGISTERED VEHICLES BY TYPE

Changvat	Vehicle Type	1981	1987	1983	1984	1985
ł Bangkok	Passenger N-Cycle	258614 289702	283226 338846	304551	411007 435516	440296
	N-tricycles Busses	6942	6942	6942	7406	485486 7406
	Vans Trucks	98139	122268	139169	140178	158986 120654
<u> </u>	Others lolal	25445 _780690	28431 902389	27803 997558	2797) _1129617	30578
2 Nakhon Savan	Passangar N-Cycle	780690 2037 21147	7764	007558 2570	2764	_1213406 2762
	Matricycles	24	26873	34415 36	31030	37869 47
	Pusses Vans Trucks	9718	11130	2] 82 11633	2369 12565	2157 12829
	Others Total	2305	2746	3019	3149	3440
3 Uthai Thani	Passenger	37060	45 169 -	53864	51913-	59104 390
	M-Cycle M-tricycles	13181	18238 D	19067	20396	17470 0
	Busses Vans Trucks	512 1979	579	644	642	533
	Others	168	2695 233	2635 273	2711 232	2593 217
4 Chal Nat	Passenger	16124	22103 548	22962 613	24453 693	<u>71303</u>
	N-Cycle N-tricycles	13552	16629	17723	16187	9057
	Busses	851	312	0 398	0 494	561
	Vans Trucks Others	4113	3106 331	3037 305	3516 338	2849 205
5 Nonthaburi	Total Passenger	19279	20926 8793	27076	2 3 2 8	13182
~ MONTHADALI	N-Cycle	3784	4973		7.734	10989 10975
	N-tricycles Busses	3193	245 3457	1287 3852	1520 4153	1653 5234
	Yans Trucks Others	3849 296	4054 127	4215 85	4427	4372 51
	letal	19818	21649	28206	79178	33274
6 Pathur Thanl	Passenger N-Cyclo	1066	1390 3549	1427 4109	1955 4826	764 3221
	N-tricycles Busses	738	0 1133	0 1541	1351	0 1267
	Vans Trucks	1752	1952	2506	2830	2139
	Others Total	6359	25 8049	23 9606	10984	7398
7 Ayutthaya	Passenger	1013	1232	1344	1788	1432
	X-Cycle X-tricycles	530	533	1481	973	930
	Busses Vans Trucks	1626 4242	1610 4106	2213 4364	2562 4705	2254 4347
	Others [ota]	16735	307 18265	306 23312	356 25713	230 21738
& Lop Buri	Passenger	2389	2588	2494	3255	2736
	N-Cycle N-tricycles	14631	18527	21643 2	23656 4	20387 1
	Busses Vans Trucks	896 7332	1080 8871	1508 9497	1500 9937	2140 8885
	Others	2590 27843	2863 33932	2004 38048	3315 41677	2120 36269
9 Saraburi	Total Passenger	1505	1788	1892	2369	1546
	N-Cycle N-tricycles	11537	14730 0	18373 0	21863 2	16109 5
	Busses	1257 7268	1466 8234	1641 8988	1761 8929	1716 7305
	Vans Trucks Others	1430	1391	1509	1 <i>665</i> 36589	1156 27837
10 Sing Buri	Passenger,	22997	27609 555	32403 571	181	692
	N-Cycle N-tricycles	17117	19704	20774	21931	16403 1
	Busses	449	608	803 2434	815 2471	1105 3125
	Vans Trucks Others	1798 356	2416 534	517	525	405
11 (20.75.22	Total Passenger	19943 195	23819 468	25100 578	26524 738	21731 599
11 Ang Thong	X-Cycle	9472	11391	13356 179	15741 197	12731 145
	K-tricycles Busses	98 804	702	769	798	1188
	Vans Trucks Others	1779	2269 273	2474 254	2644 284	2599 264
	Jotal	12751	15 [99	17610 - 1638 -	20402 1933	17526
12 Kanchanaburi	Passenger N-Cyclo	1310 21070	22077	30495	31534	27746 1599
	H-tricycles Bussas	900	0 886	1121	1249	8496
	Vans Trucks	11611	13218 220	13104 204	13211	6254 277
	Others Total	234 35126	37914	46562	48159	45394 3569
13 Nakhon Pathow	Passenger N-Cycle	2880 23695	3236 26652	3671 30600	4734 35328	33548
	H-tricycles	2414	2789	3433	3379	4632
	Busses Vans Trucks	16954	15384	17975	20099 86	19382 193
	Others Istal	168 46111	48256 48256 587	55870 <u> </u>	63753	61326
14 Prachuap Khiri F	(han Passenger	336	587 16806	650 20630	794 23724	736 29272
	N-Cyclo N-tricycles	12984	0	427	0 419	0 646
	Busses Vans Trucks	274 5535	336 5724	7152	9282 300	8619 311
			144	202		

Changwat	Vehicle Type	1981	1083	1983	1984	1985
15 Petchaburi	Passunger N-Cycle	1064	1145 12412	1623 17740	1536 19514	1413
	N-tricycles Busses	74 530	41 579	75 461	66 743	70 785
	Vans Trucks	6675 46	7282 46	8758 34	8622 53	8087 51
	Others Total	19421	21505	28691	30534 2650	24.103 2218
16 Ratchaburi	Passengor N-Cyclo	1919 21213	1840 23872	2350 2639 [28351	22776
	H-tricycles Busses	151 1630	138 1487	110 1427	143 1446	157 1795
pilo tribino.	Yons Trucks	9665 365	3913 375	10309	10941 294	10519 326
e katika dipinagangan d	Others Total	34973	37625	40972	43875 1501	37791
17 Samut Sakhon	Passenger N-Cycle	853 5405	1815 7114	1127 8085	10123	10993
	M-tricycles Busses	120 999	130 484	140 1527	195 1468	201 1714
	Yans Trucks	1545	1737	1986	2233	2883 3
	Others Total	8925	11283	12865	1552	16938
18 Samut Songkhram	Passenger N-Cycle	318 1795	353 2703	372 3492	675 4400	675 4400
	X-tricycles Busses	83 502	113 567	139 742	107 720	107 726
	Yans Trucks	1272	1667	1787 21	2045 54	2154 54
	Others Total	13 3983	15 5418	6553	8001	8116
19 Suphan Buri	Passenger N-Cycle	361 32882	1323 35003	1621 38400	1523 41869	1424 47004
	X-tricycles Busses	22 999	20 808	21 1009	24 1528	42 1511
	Vans Trucks	11491	11358	13485	14510	13498
	Others Total	712 46467	752 49264	764 55300	668 60122	893 64378
20 Chachoengsoo	Passenger N-Cycle	1600 4827	1666 6502	1249 7617	2472 8354	1268
	K-tricycles	35 666	4 l 805	123 965	118 989	78 1301
	Busses Vans Trucks	5689	5491	5965	9214	5777
	Others Total	12969	152	16080	21329 21329	155 16196_
21 Chon Buri	Passanger X-Cycle	\$457 32666	7806 35702	1991 26425	7566 42503	1301 28113
	H-tricycles	0	0	0	0	0 2964
	Busses Yans Trucks	1985 26053	971 28458	998 17358	2610: 28468	25970
	Others Total	693 66854	658 73595	239 4 <u>7</u> 011	277 81424	284 58632
22 Trat	Passenger	424 6493	508 6987	529 7664	543 8619	442 7337
	N-Cycle N-tricycles	Û	Û	g .	Û	0
	Busses Vans Trucks	666 2788	704 2935	729 3555	712 3539	748 2849
	Others Total	10381	13 11117	21 12498	22 13435	28 11404
23 Nakhon Nayok	Passenter	420	443	497 9611	595 10006	529 8787
	H-Cycles H-tricycles	8118	8965	5	8	7
	Busses Vans Trucks	274 1311	375 1594	253 1613	486 1588	576 1701
	Others	59	11420	12011	12730	11637
74 Prachinburi	Passengor	704	772	847 9280	1083	931
	N-Cycle N-tricycles	7923 25 693	8942 14	17	. 25	45.
	Busses Vans Trücks	693 5339	870 5763	1026 6510	87 8 6581	1548 7095
	Others Total	122	167 16528	158 17838	35 8 19686	349 21742
25 Rayong	Passenger	948	1297	1568	1961	1886
	H-Cycle H-tricycles	12316	22574 9	26425 0	8	3,1508
	Busses Yans Trucks	234 11619	402 11711	499 11988	511 12933	1009 14168
	Others Total	25191	145 36138	239 40719	314 45851	258 48831
26 Samut Prakan	Possenger	5730	6152	6733	7875	6608
	H-Cycla H-tricyclas	7182	9901	12228 0	14226 0	14321 0
	Busses Vans Trucks	2690 4708	3575 5290	4393 5485	4101 5793	5681 5941
	Others	3	7	5	24	13
27 Chanthaburi	Total Passenger	20613 2044	25225 2382	28844 2332	32019 2499	32564 2058
	N-Cycle N-tricycles	14723	18140	20332	22242 3	21345
	Busses	เอลว	787	934	932	1165
	Vans Trucks Others	8727	13033	11618	12361 188	11707
** Central Region 1	Total	26267 302959	34498 336248	35396 355164	38225 477030	36488 489940
constat nogion 1	H-Cycle	630589	748289 8380	858024 10559	958917 10892	962791 12499
	N-tricyclės Dusses	139094	152256	174664	378744	212438
	Vans Trucks	273011 36288	311659 40347	318772 39855	323722 - 41075	318301 42123
	Others	1 30100	3001			

Appendix 5.4.1 O/D TABLES

PRESENT (1986) O/D ALL VEHICLE TYPES

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| 27 1051. 10. 3. 1.7. 38. 45. 12. 9. 107. 66. 129. 107. 66. 121. 40. 184. 43. 22. 184. 43. 25. 102. 65. 6241. | 7 2658. 28. 28. 5. 3. 519. 435. 391. 211. 437. 4. 168. 81. 289. 134. 220. 37. 67. 67. 67. 67. 681. 20. 23. 508. 49. 6816. |
| 28 1166. 201. 79. 24. 203. 163. 363. 335. 380. 270. 26. 270. 48. 156. 262. 143. 276. 138. 305. 102. 6665. 302. 80. 12508. | 8 1878. 478. 94. 67. 293. 161. 211. 1274. 664. 199. 154. 297. 17. 128. 244. 262. 102. 137. 148. 363. 363. 364. 70. 8274. |
| 29 906. 493. 160. 47. 149. 110. 65. 324. 156. 42. 50. 161. 206. 169. 140. 109. 148. 235. 67. 128. 239. 302. 7684. 12340. | 9
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68. | 10 488. 68. 12. 15. 19. 199. 36. 135. 19. 15. 0. 0. 57. 0. 3. 70. 0. 38. 42. 9. 1323. |
| TOTAL 106135. 5228. 2108. 2477. 19537. 10465. 6816. 8274. 6860. 13723. 2755. 9939. 18539. 1750. 12515. 10122. 5513. 7894. 8360. 19364. 4192. 6043. 8398. 24240. 12508. 12508. 12508. 12734. 347593. | 11 999. 36. 8. 9. 129. 63. 168. 139. 92. 19. 288. 61. 103. 0. 1. 25. 20. 3. 181. 12. 28. 0. 11. 12. 187. 3. 80. 50. 19. 2755. |
| | 12
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106.
211.
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161.
145.
9939. |
| | 13 4461. 133. 52. 23. 1170. 747. 388. 297. 294. 17. 103. 984. 2900. 88. 312. 1395. 1162. 398. 655. 316. 454. 38. 145. 158. 233. 878. 129. 270. 206. 133. 18539. |
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| 6 SAMUT PRA
7 Chanthabi
8 Northeast | 15 880. 1. 2. 0. 102. 48. 2. 17. 14. 0. 1. 207. 312. 108. 561. 588. 211. 212. 41. 25. 50. 3. 0. 30. 206. 7. 57. 19. 88. 3794. |
| Sawan Ani Uri Ithani (A Buri Athom An RI RI KHON NGKHRAM URI GSAO L AYOK IRI URI ICERN REGION REGION | 16 2720. 56. 21. 55. 474. 253. 89. 128. 117. 22. 1061. 1395. 114. 588. 1821. 641. 859. 308. 142. 252. 11. 47. 51. 132. 613. 620. 140. 165. 12515. |
| | 17 3185. 49. 10. 5. 631. 326. 134. 124. 112. 6. 255. 1162. 52. 211. 641. 555. 423. 207. 164. 289. 60. 45. 123. 813. 64. 148. 109. 88. |
| | 18 1272. 5. 3. 1. 168. 60. 7. 34. 16. 0. 219. 398. 40. 212. 859. 423. 962. 69. 38. 87. 2. 7. 6. 45. 376. 18. 71. 46. 63. 5513. |
| | 19 1841. 157. 119. 358. 225. 2262. 156. 67. 781. 7655. 23. 418. 207. 692. 692. 101. 37. 38. 63. 357. 264. 182. 914. |

FUTURE (2000) O/D ALL VEHICLE TYPES

| 1234567880112314567189120 | 101747.
2016.
846.
385.
20539.
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1474.
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16176.
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137. | 16 4876. 176. 93. 22. 814. 684. 296. 344. 307. 34. 89. 1582. 2003. 200. 845. 2723. 1322. 1394. 571. 414. | 8303.
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922.
544.
591. | 18 2690. 59. 20. 5. 407. 311. 108. 143. 104. 25. 402. 672. 86. 369. 1394. 922. 1652. 1901. | 19 3199. 354. 241. 128. 634. 684. 553. 560. 362. 144. 304. 1130. 1556. 63. 154. 192. 1633. 274. | 20 6211. 165. 47. 20. 843. 735. 314. 381. 317. 41. 82. 321. 667. 44. 591. 201. 201. 2216. |
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TOTAL | 2470.
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23574.
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2408.
1855.
926.
238934. | 91.
118.
188.
462.
63.
320.
670.
99.
9534. | 20.
39.
76.
173.
27.
138.
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4247. | 7.
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28.
75.
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14.
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1637. | 415.
355.
573.
2403.
234.
375.
290.
152.
42165. | 455.
319.
492.
1874.
(70.
406.
306.
146.
29340. | 261
135
202
980
52
336
224
93
14499 | 352.
356.
312.
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506.
550.
130.
16802. | 526.
342.
445.
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512.
281.
93.
13052. | 27.
18.
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7.
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79.
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2815. | 51.
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204.
374.
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18095. | 326,
374,
533,
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237,
456,
351,
230,
32782, | 7.
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69.
54.
461.
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54.
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136.
137.
7445. | 169.
207.
408.
1136.
162.
402.
289.
258.
22541. | 227,
249,
439,
1832,
183,
331,
265,
183,
26174. | 61.
70.
177.
745.
68.
151.
125.
113.
11620. | 148.
177.
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713.
116.
344.
332.
146.
15443. | 327.
697.
842.
1847.
292.
341.
255.
143.
21224. |
| | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | TOTAL | | | | N 13 | | | | | |

| | 21 | 2.2 | 23 | 24 25 | 40 | 21 | 7.0 | 80 | 30 | TOTAL |
|----------------------|----------------|------------|-------------|---|---------------------------------------|---------------|----------------------|------------------------|-------------|--|
| , | 8566. | 099. | 2470. | 2913. 4144. | 23574. | 1843. | 2408. | 1855. | 926. | 238935. |
| ; | 225. | 22. | 91. | 118. 188. | 462. | 63. | 320. | 670. | 99. | 9534 |
| | | 5. | 20 | 118. 188.
39. 76.
12. 28. | 131 | 27. | 118 | 260. | 60. | 4747 |
| 3 | 82.
24. | 3.
2. | 20.
7. | 39. 76.
12. 28. | 173.
75. | 6. | 138.
47. | 74. | 18. | 1637 |
| 9 | 1158. | 102. | 415. | 355. 573. | 2403. | 234. | 375. | 290. | 152. | 9534.
4247.
1637.
42165. |
| Š | 964. | 60. | 155. | 210 402 | 1174 | 120 | 406. | 306. | 146. | 20146 |
| 9 | 362. | 7. | 261. | 319. 492.
135. 202. | 1874.
980.
829. | 170.
52. | 336. | 224. | 93. | 14499. |
| <i>f</i> | | εί. | 352. | 356. 312. | 829 | 135. | 596 | 550 | 130. | 16802. |
| • | 527. | 54.
22. | 334. | 242 245 | 829.
697. | | 512 | 281.
79. | 93. | 13052 |
| 10 | 387. | 22. | 526. | 342. 245.
18. 40. | 697.
160. | ii. | 512.
72. | ัวจั | 23. | 2815 |
| 10 | 47. | 1.4. | 27.
51. | 356. 312.
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5074. |
| 11 | 106. | 4. | 91 | 204. 374. | 784. | 160. | 465 | 355 | 240. | 18095 |
| 12 | 513. | 63. | 142. | 204. 374.
374. 533.
27. 77. | 1532 | 237. | 156.
69. | 351 | 230. | 32782 |
| 13 | 972. | 119. | 326. | 27. 77. | 1532.
164. | 33. | 60. | 351.
54. | 461. | 3230. |
| 14 | 65. | 17. | 7. | 64 | 121 | 50. | 136. | | 147 | 5074.
18095.
32782.
3230.
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5687. |
| 15 | 212. | 24. | 47.
169. | \$4. 149.
207. 408. | 423.
1136. | 162. | 402. | 289. | 258. | 22541. |
| 16 | 620. | 71. | 109. | 54. 149.
207. 408.
240. 439. | 1932 | 183 | 331. | 265. | 183. | 26174. |
| 17 | 891. | 69. | 227. | 249. 419. | 1832.
745. | 183.
68. | 151. | 125. | | 11620. |
| 18 | 318. | 23. | 61. | 70. 177.
177. 279.
697. 842. | 213 | 110. | 344. | 332 | 146. | 15443. |
| 19 | 365. | 50. | 148. | 177, 275, | 713.
1847. | 202 | 341 | 332.
255. | 143. | 21224 |
| 20 | 2332. | 125. | 327. | 001, 646, | 2741.
241.
544. | 292.
670. | 341.
526.
108. | 418. | 234. | 40071. |
| 21 | 10084. | - 298. | 312.
19. | 560. 5466.
147 981 | 241 | 927.
72. | 108 | 93. | 234.
73. | 5687. |
| 22 | 298. | 1580. | 19. | 177. 301. | 644 | 72 | 240. | 147 | 58. | 9019. |
| 23 | 312. | 19. | 803. | 310. 177. | 788. | | 405. | 276 | 135. | 12074 |
| 24 | 586. | 127. | 516. | 697. 842.
586. 5468.
127. 381.
516. 177.
1802. 415.
415. 3002. | 1240. | | 341 | | 161 | 22050. |
| 75 | 5468. | 381. | 177. | 415, 3034. | 124U.
5500 | 501 | 341.
639. | 475. | 248. | 53744. |
| 25
26
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28 | 2741. | 241. | 544.
72. | 415. 3092.
788. 1240.
319. 838. | 501 | 501.
3171. | 176. | 139. | 90. | 22050.
53744.
10831. |
| 27 | 670. | 927. | 72. | 405. 341. | 630 | 176. | | | 131. | 24164. |
| 28 | 526. | 108. | 240. | 405. 341. | 475. | 130. | 453. | 13960. | 119. | 23171. |
| 29
30 | 418. | 93. | 147. | 405. 341.
276. 281.
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| 30 | 234.
40072. | 73. | 58. | 135. 161.
12074. 22050. | 53744. | 10831. | 24164. | 23171. | 4946. | 742411. |
| TOTAL | 40072. | 5687. | 9019. | 12014, 22050. | 00.11 | | | 7.77.7 | | |
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NO. CHANGWAT/REGION 1 BANGKOK 2 NAKHON SAWAN 3 UTHAI THANI 4 CHAI NAT 5 NONTHABUBI 6 PATHUM THANI 7 AYUTTHAYA 8 LOP BURI 9 SARABURI 10 SING BURI 11 ANG THONG 12 KANCHANABURI 13 NAKHON PATHOM 14 KHIRI KHAN 15 PETCHABURI 16 RATCHABURI 17 SAMUT SAKHON 18 SAMUT SONGKHRAM 19 SUPHAN BURI 20 CHACHOENGSAO 21 CHACHOENGSAO 21 CHON BURI 22 TRAT 23 NAKHON NAYOK 24 PRACHINBURI 25 RAYONG 26 SAMUT PRAKAN 27 CHANTHABURI 28 NORTHERN REGION 29 NORTHERN REGION 230 SOUTHERN REGION

FUTURE (2008) O/D ALL VEHICLE TYPES

19

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4021. 117. 43. 17. 595. 518. 224. 177. 29. 548. 914. 116. 498. 289. 359. 569. 105. 129. 322. 1092. 1216. 177. 177.

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13363. 339. 136. 53. 2306.

1638. 736. 639. 532. 115. 212.

3481. 187. 611. 1866.

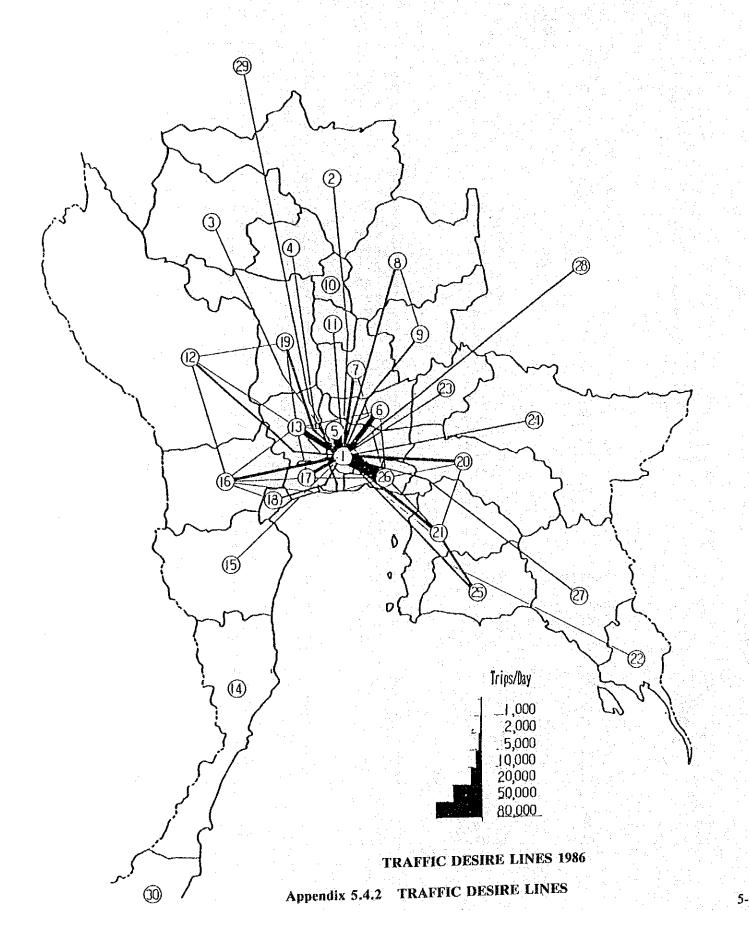
3074. 1359. 772. 912. 1390. 154. 388. 419. 811. 2876. 315. 510. 385.

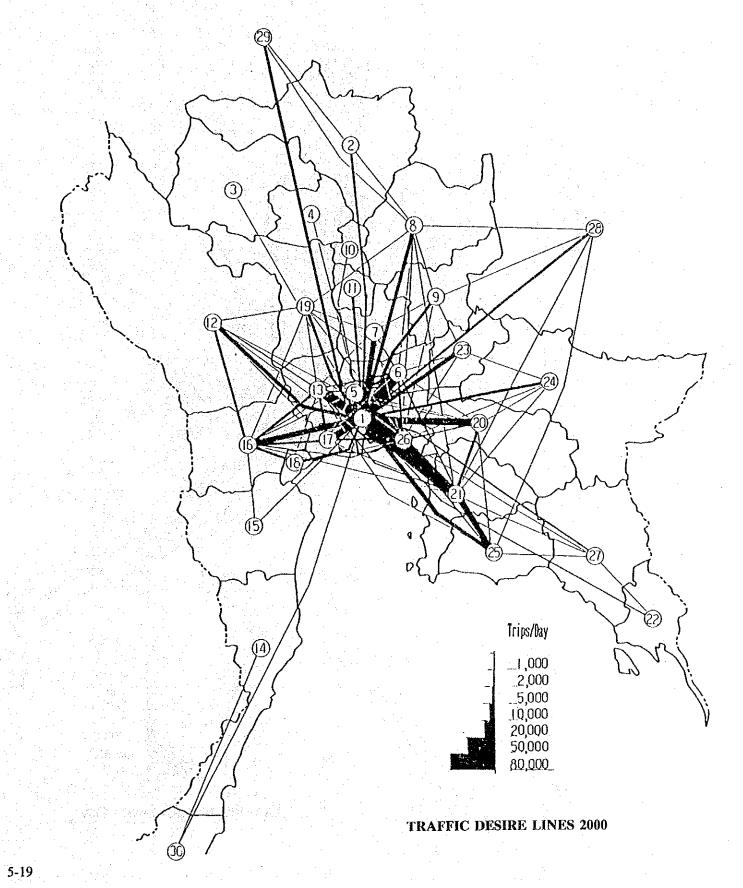
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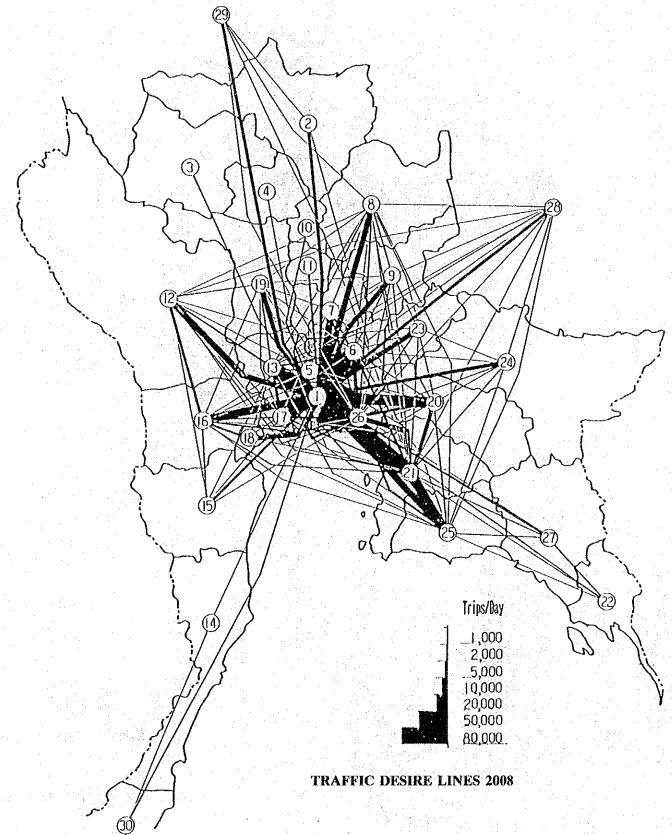
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9650.
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| 123456789012345678901222222222222222222222222222222222222 | 1 159923 | 2 2718. 1261. 490. 173. 408. 437. 252. 13055. 338. 166. 140. 366. 1472. 271. 399. 144. 190. 3648. 123. 4264. 132. 13023. | 3
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7170.
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2306.
595.
875.
126.
470.
925.
3693.
335.
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107 | 29 2743. 824. 321. 95. 426. 477. 338. 117. 138. 476. 479. 153. 415. 384. 601. 136. 210. 345. 424. 600. 19579. 19579. 165. 32609. | 30 1389. 132. 79. 23. 218. 218. 222. 137. 182. 131. 29. 50. 313. 320. 557. 275. 162. 202. 207. 319. 90. 161. 238. 370. 119. 183. 165. 6005. | TOTAL 367331. 13023. 5905. 2139. 63855. 47813. 24510. 18767. 40671. 40773. 31916. 40901. 17243. 21823. 32962. 59494. 8353: 13155. 16239. 34425. 82646. 14937. 34650. 32609. | | | | 19 SUPHAN 1 20 CHACHOE 21 CHON BUI 22 TRAT 23 NAKHON I 24 PRACHINE 25 RAYONG 26 SAMUT PI 27 CHANTHA | SAWAN ANI URI THANI YA I I NG ABURI PATHOM AN URI URI ORGÉHRAM JURI NGSAO II URI SAKAN BURI SAKAN BURI N REGION |







| | | w took take take the way took man take take took and | | | | | | | | | |
|----------|--------------|--|----------------------------|---------------------------------------|--|------------|--------------|---------------------|----------------------------|---------------------------------------|------------------------------|
| RANK | BLOCK
No. | POPULATION (1000) | HABITABLE
AREA
(KM2) | LENGTH OF
SURROUNDING
LINK (KM) | ROAD NETWORK VALUE (M VALUE) | RANK | BLOCK
NO. | POPULATION | HABITABLE
AREA
(KM2) | LENGTH OF
SURROUNDING
LINK (KM) | ROAD NETWORK VALUE (M VALUE) |
| 1 | 89 | 589.2 | 3231.3 | 232.6 | 35189 | 55 | 188 | 89.8 | 199.5 | 58.2 | 5287 |
| 2 | 206
199 | 136.8
247.7 | 2319.6 | 108.8 | 26816 | 56 | 6 | 23.5 | 263.3 | 34.3 | 5267 |
| 4 | 183 | 403.5 | 2798.8
427.1 | 171.2
88.7 | 23658 | 57 | 68 | | 644.9 | 152.1 | 5140 |
| 5 | 110 | 379.5 | 772.7 | 117.3 | 21903
21311 | 58
59 | 168
17 | | 3129.2
1193.5 | 247.5
142.2 | 5125
5123 |
| 6 | 95 | 281.1 | 3201.9 | 207.1 | 20984 | 60 | 126 | 86.8
144.6 | 414.4 | | 5123 |
| 7 | 72 | 330.9 | 1019.1 | 134.7 | 18584 | 61 | 107 | 112.9 | 391.4 | 94.7 | 4929 |
| 8 | 104 | 524.3 | 7630.5 | 467.1 | 18336 | 62 | 47 | 73.8 | 401.1 | 78.8 | 4768 |
| 9
10 | 9
33 | 146.7
29.9 | 2674.1 | 146.3 | 18329 | 63 | 43 | 78.3 | 324.4 | 73.6 | 4691 |
| 11 | 113 | 282.3 | 425.0
218.5 | 26.7
62.0 | 17830 | 64 | 191 | | 604.6 | 109.6 | 4623 |
| 12 | 85 | 251.0 | 1301.2 | 143.6 | 16048
15839 | 65
66 | 186
48 | | 278.3
934.3 | 68.4
158.8 | 4580
4546 |
| 13 | 165 | 284.5 | 581.3 | 103.5 | 15439 | 6 7 | 31 | 103.4 | 621.1 | 119.5 | 4498 |
| 14 | 37 | 74.5 | 941.0 | 77.0 | 11824 | 68 | 82 | 107.5 | 311.6 | 86.4 | 4487 |
| 1.5 | 109 | 176.3 | 436.0 | 82.3 | 11348 | 69 | 112 | 50.8 | 70.2 | 28.4 | 4420 |
| 16 | 185 | 227.3 | 439.1 | 93.8 | 11346 | 70 | 194 | | 908.1 | 123.3 | 4285 |
| 17
18 | 196
3 | 199.7
106.0 | 475.2
882.1 | 91.9
92.6 | 11235
10909 | 71 | 66 | 92.4
133.0 | 392.0
991.5 | 92.3
176.4 | 4250
4237 |
| 19 | 50 | 187.4 | 1754.8 | 176.3 | 10578 | 72
73 | 5
91 | 84.1 | 308.2 | 78.3 | 4229 |
| 20 | 54 | 230.9 | 803.9 | 132.9 | 10511 | 74 | 105 | | 722.1 | 124.5 | 4227 |
| 21 | 13 | 180.1 | 1541.1 | 163.0 | 10448 | 75 | 182 | 103.7 | 30.8 | 27.9 | |
| 22 | 118 | 220.5 | 438.8 | 96.7 | 10347 | 76 | 28 | | 580.8 | 102.2 | 4102 |
| 23 | 181 | 222.6 | 146.0 | 56.9 | 10038 | 77 | 158 | | 365.0 | 72.2 | 4078 |
| 24 | 8
187 | 104.7
186.8 | 403.7
415.1 | 65.3
89.2 | 9910
9746 | 78
79 | 174
26 | | 186.6
268.3 | 63.0
75.0 | |
| 25
26 | 18 | 149.1 | 1483.8 | | 9740
8986 | 80 | 70 | | 54.5 | 32.6 | 3896 |
| 27 | 39 | 148.4 | 874.9 | 124.8 | 8334 | 81 | 124 | | 379.2 | | |
| 28 | 128 | 155.0 | 247.0 | 68.0 | 8280 | 82 | 53 | 71.6 | 209.3 | 62.3 | 3859 |
| 29 | 87 | 133.7 | 1058.6 | 132.5 | 8060 | 83 | 1 | - 1.1 ST 7.1 TO 1.1 | 248.3 | 72.2 | 3622 |
| 30 | 14 | 107.6 | 1259.6 | 130.0 | 8023 | 84 | 34 | | 525.0 | 72.0 | 3534 |
| 31 | 77 | 154.1 | 918.7 | 133.7
109.9 | 7918
7845 | 85
86 | 30
46 | | 743,1
351.9 | 120.0
85.5 | 3399
3390 |
| 32
33 | 162
51 | 144.3
159.7 | 656.7
888.4 | 134.8 | 7808 | 87 | 44 | 66.2 | 377.8 | | |
| 34 | 175 | 126.0 | 61.2 | 31.5 | 7769 | 88 | 184 | | 171.1 | | 334 |
| 35 | 79 | 182.0 | 874.4 | 150.4 | 7034 | 89 | 147 | 18.0 | 20.2 | 10.5 | 3289 |
| 36 | 78 | 124.6 | 710.6 | 112.5 | 6995 | 90 | 213 | | 176.5 | | |
| 37 | 133 | 173.0 | 1463.7 | 190.4 | 6987 | 91 | 215 | | 130.2 | | 3239 |
| 38 | 114 | 104.3 | 249.8 | 61.2 | 6956 | 92
93 | 202
90 | | 225.0
226.3 | | 321
320 |
| 39 | 111 | 212.7 | 73.9
650.0 | 48.0
117.5 | 6822
6729 | 94 | 173 | | 102.2 | | |
| 40 | 10
58 | 142.9
101.7 | 362.1 | 75 0 | 6547 | 95 | 214 | | 412.5 | | |
| 41
42 | 69 | 115.1 | 473.3 | 91.6 | 6491 | 96 | 52 | | 302.2 | 91.5 | 316 |
| 43 | 216 | 106.3 | 349.7 | | 6438 | 97 | 29 | | 296.0 | | 306 |
| 44 | 81 | 119.1 | 575.9 | 104.1 | 6329 | 98 | 193 | | 446.8 | | 3008 |
| 45 | 208 | 69.2 | 571.2 | 79.4 | 6266 | 99 | 190 | | 155.6
63.1 | | 296.
2950 |
| 46 | 49 | 54.4 | 729.9 | 82.4 | 5852
5845 | 100
101 | 127
130 | | 130.2 | | |
| 47 | 212 | 40.0 | 391.8
793.1 | 51.8
119.9 | 5843 | 101 | 67 | 41.1 | 117.6 | 40.9 | |
| 48 | 63 | 105.9 | 207.4 | 61.3 | | 103 | 12 | 47.7 | 349.2 | | 286 |
| 49
50 | 172
4 | 105.3
127.7 | 712.5 | 127.3 | 医二甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基 | 104 | 117 | 41.4 | 21.6 | 17.8 | |
| 50
51 | 200 | 116.2 | 374.5 | 88.1 | 5604 | 105 | 156 | 53.6 | 880.8 | | |
| 52 | 65 | 115.9 | 986.0 | 143.4 | 5559 | 106
107 | 142 | 91.0 | 420.6 | | |
| 53 | 154 | 94.6 | 1152.2 | 142.0 | 5404 | 107 | 171 | 53.8 | 483.5 | | 2552
2536 |
| 54 | 102 | 159.9 | 1616.2 | 220.8 | 5301 | 108 | 7 | 42.2 | 505.8 | 21.0 | |

| RANK | BLOCK I | POPULATION (1000) | HABITABLE
AREA
(KM2) | | ROAD NETWORK VALUE (M VALUE) | | RANK | BLOCK | POPULATION (1000) | HABITABLE
AREA
(KM2) | LENGTH OF
SURROUNDING
LINK (KM) | ROAD NETWOR
VALUE
(M VALUE) |
|---|---|---------------------------------------|----------------------------|--|------------------------------|----------------|------|-------|--|--|---------------------------------------|--|
| | | 45.4 | 425.5 | 88.6 | 2462 | | 163 | 155 | 28.3 | 204.0 | 78.2 | 943 |
| 109 | 157 | 53.3 | 390.4 | 92.1 | 2455 | | 164 | 144 | | 28.4 | 23.5 | 923 |
| 110 | $\begin{array}{c} 211 \\ 101 \end{array}$ | 48.2 | 307.5 | 78.1 | 2430 | *** | 165 | 76 | 19.1 | 42.0 | 29.6 | 916 |
| 111 | 101 | 30.3 | 373.3 | 68.6 | 2405 | | 166 | 88 | 20.7 | 42.6 | 31.3 | 902 |
| 112 | 169 | 38.2 | 211.1 | 58.9 | 2326 | 1. | 167 | 159 | | 174.8 | 69.7 | 898 |
| 113 | 131 | 44.2 | 534.4 | 101,2 | 2306 | . • | 168 | 153 | 6.2 | 67.2 | 21.8 | 878 |
| 114 | 21 | 42.3 | 112.8 | 45.6 | 2296 | | 169 | 134 | | 105.3 | 47.4 | 855 |
| 115 | 27 | 46.3 | 327.8 | 81.4 | 2289 | N 14 | 170 | 189 | 10.9 | 39.1 | | 855 |
| 116 | 94 | | 255.4 | 68.0 | | | 171 | 151 | 24.8 | 204.0 | 77.4 | |
| $\begin{array}{c} 117 \\ 118 \end{array}$ | 195 | 35.4 | 136.0 | 46.8 | 2198 | | 172 | 115 | 26.0 | 91.1 | | 842 |
| | 135 | 34.8 | 101.0 | 40.0 | | 11. | 173 | 61 | | 89.9 | 46.6 | 842 |
| 119 | 38 | 36.2 | | 93.5 | 2154 | 15. | 174 | 137 | | 91.6 | | |
| 120 | 71 | 50.6 | 105.9 | 50.0 | 2142 | | 175 | 106 | | 42.4 | 26.6 | 802 |
| 121 | 205 | 36.3 | 151.0 | 51.3 | 2083 | | 176 | 93 | 16.1 | 48.4 | 31.3 | |
| 122 | 205
55 | 39.7 | 140.6 | 53.1 | 1978 | | 177 | 121 | 10.8 | 136.1 | 44.0 | 762 |
| 123 | 60 | 33.8 | 180.8 | A Company of the Comp | 1916 | | 178 | 42 | 14.2 | 10.6 | 14.1 | 759 |
| 124 | 73 | 33.0 | 71.0 | | 1904 | | 179 | 122 | 12.9 | 110.0 | 43.2 | 759 |
| 125 | | 29.1 | 99.2 | 40.7 | 1744 | | 180 | 97 | 11.0 | 99.1 | 38.0 | 758 |
| 126 | 23 | | 56.6 | 29.5 | 1741 | | 181 | 139 | | 99.8 | 45.8 | |
| 127 | 163 | 26.8 | 179.7 | 65.9 | 1722 | * | 182 | 177 | | 20.3 | | |
| 128 | 80 | 41.6 | 234.1 | 83.4 | 1663 | | 183 | 166 | | 31.6 | 30.9 | 713 |
| 129 | 11 | 49.4 | | 103.3 | 1636 | | 184 | 41 | | 16.8 | · · | 684 |
| 130 | 192 | 55.5 | 314.6 | | | | 185 | 152 | | 53.3 | 4.4 | |
| 131 | 150 | 28.0 | 202.1 | 52.8 | 1526 | | 186 | 74 | | 2199.3 | | |
| 132 | 96 | 25.8 | 165.0 | 37.3 | | | 187 | 201 | | 20.0 | | |
| 133 | 123 | 38.8 | 54.7 | 00.0 | 1493 | | 188 | 86 | | 85.6 | 38.9 | 660 |
| 134 | 140 | 49.6 | 261.6 | 93.2
33.5 | 1463 | | 189 | 170 | | 77.3 | | |
| 135 | 207 | 28.3 | 58.0 | 20.0 | 1436 | | 190 | 2 | | 92.2 | | |
| 136 | 178 | 22.5 | 25.5 | 59.8 | | | 191 | 138 | | 31.0 | | |
| 137 | 129 | 40.6 | 126.4 | 35.8 | 1407 | 25.5 | 192 | 36 | 9.6 | 136.0 | | the growth of the control of the con |
| 138 | 164 | 22.1 | 81.5 | 78.2 | 1387 | | 193 | 204 | · · · · · · · · · · · · · · · · · · · | 12.2 | | |
| 139 | 56 | 64.8 | 130.8 | 55.1 | 1378 | | 194 | 83 | | 42.9 | 31.4 | |
| 140 | 92 | 34.0 | 123.0
96.8 | 45.1 | 1360 | | 195 | 210 | | | | |
| 141 | 62 | 28.6 | | 73.2 | 1351 | | 196 | 145 | | 9.8 | | |
| 142 | 132 | 33.0 | 219.0
86.0 | 38.0 | 1310 | | 197 | 20 | and the second s | 73.1 | 62.2 | |
| 143 | 108 | 22.0 | | 43.3 | 1310 | | 198 | 19 | | 327.7 | 181.5 | |
| 144 | 84 | 28.0 | 87.6 | 50.4 | 1211 | 1. 17 | 199 | 45 | 13.4 | 43.4 | | |
| 145 | 15 | 20.8 | 147.9 | 32.5 | 1192 | . (| 200 | 203 | | 20.5 | | |
| 1.46. | 98 | 14.6 | 86.1 | 32.7 | 1177 | | 201 | 119 | | 103.2 | | |
| 147 | 59 | 21.9 | 57.4 | 22.4 | | . ' | 202 | 141 | | 49.4 | | |
| 148 | 176 | 22.5 | 25.7 | 45.7 | | | 203 | 198 | | 18.6 | | |
| 149 | 100 | 19.5 | 123.2 | | 1147 | | 204 | 24 | | 91.5 | | |
| 150 | 146 | · · · · · · · · · · · · · · · · · · · | 26.7 | 21.8 | 1132 | 1 | 205 | 64 | | 24.6 | | |
| 151 | 40 | 27.8 | 134.6 | 57.5 | | D ₄ | 206 | 22 | | 46.3 | | |
| 152 | 148 | 18.0 | 26.4 | 20.5 | 1119 | | 207 | 136 | | 25.3 | | |
| 153 | 125 | 18.6 | 53.7 | 29.9
48.7 | | | 208 | 116 | | 37.6 | | |
| 154 | 16 | 15.3 | 164.5 | | | | 209 | 197 | | 40.6 | | |
| 155 | 167 | 16.2 | 49.9 | 27.6 | | . 4.5 | 210 | 179 | and the second of the second o | 5.8 | | |
| 156 | 99 | 9.7 | 50.2 | 21.8 | 1029 | | 211 | 32 | the state of the s | and the second s | | |
| 157 | 161 | 22.8 | 86.4 | 43.8 | 1026 | | 211 | 35 | | 68.3 | | 296 |
| 158 | 149 | 18.0 | 40.1 | 26.9 | | 187 1 | 213 | 120 | F 2.1 4 | 30.0 | | |
| 159 | 143 | 16.9 | 93.1 | 40.0 | 983 | . : | 213 | 160 | and the second s | 274.5 | | |
| 160 | 25 | 22.8 | 76.9 | 42.3 | 978 | | 214 | 75 | | 1154.1 | | |
| 161 | 180 | 10.4 | 5.7 | 7.8 | | 41.15 | 216 | 209 | the second secon | 16.0 | | 75 |
| 162 | 5 <i>7</i> | 27.6 | 97.9 | 53.4 | 946 | 271,11 | 210 | 209 | 110.0 | 10.0 | 100.0 | |