

Figure D4.27(29) Hourly Traffic Volume by Vehicle Type - Measuring Point Is (22n3.04.1998-weexday)

Table D4.52(29) Hourly Trafic Volume by Direction and Vehicle Type - Measuriag Poiat is (222n3.04.1998 - weckday)

|  | No. 15a |  |  |  |  |  | No. 15 b |  |  |  |  |  | Total for No. 15 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| linc | cas | s. 1. | 1.1. | bus | Irailer | total | car | S. 1. | 1.1. | bins | Irailer | total | cat | s. 1. | 1.t. | bus | trailer | 10tal |
| 07:00-08:00 | 340 | 1.3 | 1. | 3 | 1 | 358 | 433 | 15 | 3. | 13 | 0 | 464 | 773 | - 28 | 4 | 16 | 1. | 822 |
| 08:00-09:00 | 267 | 20 | 12 | 1. | 0 | 300 | 388 | 15 | 7 | 9 | 0 | 419 | 655 | 35 | 19 | 10 | 0 | 719 |
| 09:00-10:00 | 255 | 20 | 12 | 3 | 0 | 290 | 360 | 13 | 5 | 11. | 0 | 389 | 615 | 33 | 17 | 14 | 0 | 679 |
| 10:00-11:00 | 264 | 16 | 1 t . | 3 | 0 | 294 | 413 | 17 | 3 | 11 | 0 | 444 | 677 | 33 | 14 | 14 | 0 | 738 |
| 11:00-12:00 | 263 | 13 | 17. | 1 | 1 | 295 | 333 | 8 | 8. | 8 | 0 | 357 | 596 | 21 | 25 | 9 | 1 | 652 |
| 12:00 ~ 13:00 | 209 | 19 | 8 | 4 | 1 | 241 | 3201 | 17 | 8 | 12 | 0. | 357 | 529 | 36 | 16 | 16 | 1 | 598 |
| 13:00-14:00 | 300 | 23 | 15 | 0 | 0 | 338 | 380 | 5 | 4 | 13 | 1 | 403 | 680 | - 28 | 19. | 13 | 1 | 741 |
| 14:00~15:00 | 405 | 19 | 11 | 1 | 0 | 436 | 600 | 7 | 8 | 16 | 0 | 631 | 1005 | 26 | 19 | 17 | 0 | 1067 |
| 15:00 ~ 16:00 | 339 | 8 | 11 | 3 | 0 | 361 | 435 | 11. | 4 | 16 | 0 | 466 | 774 | 19 | 15 | 19 | 0 | 827 |
| 16:00-17:00 | 280 | 3 | 4 | 1 | 0 | 288 | 404 | 5 | 7 | 13 | 0 | 129 | 684 | 8 | 11 | 14 | 0 | 717 |
| 17:00 ~ 18:00 | 320 | 7 | 7 | 0 | 1. | 335 | 467 | 7 | 5 | 8 | 0 | 487 | 787 | 14 | 12 | 8 | 1 | 822 |
| 18:00-19:00 | 333 | 5. | 4 | 0 | 0 | 342 | 487 | 4. | 3 | 9 | 0 | 503 | 8201 | 9 | 7 | 9 | 0 | 845 |
| 19:00 ~ 20:00 | 360 | 4 | 0 | 0 | 0 | 364 | 535 | 31 | 1. | 9 | 0 | 548 | 895 | 7 | 1 | 9 | 0 | 912 |
| 20:00-21:00 | 292 | 3 | 1 | 0 | 0 | 296 | 467 | 4 | 1 | 8 | 0 | 480. | 759 | 7 | 2 | 8 | 0 | 776 |
| 21:00-22:00 | 203 | 0 | 0 | 0 | 1 | 204 | 313 | 0 | 0 | 7 | 0 | 320 | 516 | 0 | 0 | 7 | 1 | 524 |
| 22:00-23:00 | 199 | 1. | 0 | 1 | 0 | 201 | 315 | 1. | 0 | 7. | 0 | 323 | 514 | 2 | 01 | 8 | 0 | 524 |
| 23:0 - 24:00 | 151. | 1 | 0 | 3. | 0 | 155 | 205 | 4. | 0 | 3 | 0 | 212 | 356 | 5 | 0 | 6 | 0 | 367 |
| 24:00~01:00 | 109 | 1 | 0 | 0 | 1) | 110 | 151 | 1 | 0 | 0 | 0 | 152 | 260 | 2 | 0 | 0. | 0 | 262 |
| 01:00~02:00 | 59 | 0. | 0 | 0 | 0 | s9 | 109 | 0 | 0 | 3 | 0 | 112 | 168 | 0 | 0 | 3 | 0 | 171 |
| 02:00-03:00 | 56 | 01 | 0 | 0 | 0 | 56. | 56 | 0 | 0 | 1 | 0 | 57 | 112 | 0 | 0 | 1 | 0 | 113 |
| 03:00-04:00 | 24. | 0 | 0 | 0 | 0 | 24 | 24 | 0 | 0 | 1 | 0 | 25 | 48 | 0 | 0 | 1 | 0 | 49 |
| 04:00-05:00 | 25 | 3 | 0 | 0 | 0 | 28 | 32. | 0 | 0 | 3 | 0 | 35 | 57 | 3 | 0 | 3 | 0 | 63 |
| 05:00~06:00 | 11 | 3 | 0 | 0 | 0 | 14 | 39 | 8 | 1 | 8. | 0 | 56 | 50 | 11 | 1 | 8 | 0 | 70 |
| 06:00~ $\sim 07: 00$ | 125 | 1.1 | 3 | 3 | 1 | 145 | 235 | 9 | 1 | 17 | 0 | 262 | 360 | 22 | 4 | 20 | 1 | 407 |
| Total | 5189 | 195 | 117 | 27. | 6 | 5534 | 7501 | 154 | 69 | 206 | 1 | 7931 | 12690 | 349 | 186 | 233 | 7 | 13465 |



Figure D4.27(30) Hontly Traffic Volume by Vehicte Type - Measuring Point IS (25n5.04.1998 - holiday)

Table D4.52(30) Hourly Traffic Volume by Dircction and Vehicle Type - Mesauting Poial 15 (2556.04. 1998- boliday)

| time | No. $15{ }^{\text {a }}$ |  |  |  |  |  | No. 156 |  |  |  |  |  | Total for No. 15 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | car. | s. 1. | I. 1. | hwis | triiler | total | cas | s. t. | 1.t. | hus | trailer | total | car | s.t. | 1.1. | bus | trailer | total |
| 07:00-08:00 | 191. | 15 | 5 | 8 | 0 | 219 | 133 | 11. | 1 | 0 | 0 | 145 | 324 | 26. | 6 | 8 | 0 | 364 |
| (18:00-09:00 | 223 | 17 | 0 | 12 | 0 | 252 | 188 | 17 | 4 | 0 | 0 | 209. | 411 | 34 | 4 | 12 | 0 | 461 |
| 09:00-10:00 | 240 | 12 | 7 | 11 | 0 | 270 | 224 | 12. | 1. | 0 | 0 | 237 | 464 | 24 | 8 | 11 | 0 | 507 |
| 10:00-11:00 | 316 | 15 | 5 | 11 | 0 | 347 | 27.1 | 13 | 4 | 0 | 0 | 290 | 589 | 28 | 9 | 11 | 0 | 637 |
| 11:00~12:00 | 3.3 | 16 | 3 | 8 | 1 | 361 | 293 | 11 | 9 | 0 | 0 | 313 | 626 | 27 | 12 | 8 | 1 | 674 |
| 12:00-13:00 | 388 | 17. | 5 | 9 | 0 | 419 | 280 | 17 | 3 | 0 | 1 | 301 | 668 | 34 | 8 | 9 | 1 | 720 |
| 17:00-14:00 | 476 | 9 | 12 | 11 | $\bigcirc$ | 508 | 304 | 9 | 3. | 0 | 0 | 316 | 780 | 18 | 15 | 11 | 0 | 824 |
| 14:00-15:00 | 369 | 7 | 9 | 11 | 1 | 397 | 248 | 7 | 1 | 1 | 0 | 257 | 617 | 14 | 10 | 12 | 1 | 654 |
| 15:00-16:00 | 347 | 3 | 7 | 8 | 0 | 365 | 200 | 4 | 5 | 0 | 0 | 209 | 547 | 7 | 12 | 8 | 0 | 574 |
| 16:00-17:00 | 253 | $3)$ | 1. | 8 | 0 | 265 | 179 | 0 | 0 | 0 | 0 | 179 | 432. | 3 | 1 | 8 | 0 | 444 |
| 17:00-18:00 | 267 | 5. | 3 | 5 | 0 | 280 | 208 | 3. | 3 | 0 | 0 | 214 | 475 | 8 | 6 | 5 | 0 | 494 |
| 18:00 ~ 19:00 | 333 | 4 | 8 | 8 | 0 | 353 | 183 | 8 | 1 | 1 | 0 | 193 | 516 | 12 | 9 | 9 | 0 | 546 |
| 19:00~20:00 | 353 | 7 | 0 | 9 | 0 | 369 | 277 | 3 | 1 | 0 | 0 | 281 | 630 | 10 | 1 | 9 | 0 | 650 |
| 20:00-21:00 | 364 | 7 | 13 | 9 | 0 | 381 | 267 | 7 | 0 | 0 | 0 | 274 | 631 | 14 | 1 | 9 | 0 | 655 |
| 21:00-22:00 | 309 | 0 | 0 | 8 | 0 | 317 | 260 | 3 | 0 | 0 | 0 | 263 | 569 | 3 | 0 | 8 | 0 | 580 |
| 22:00-23:00 | 285 | 1 | 1 | 7 | 0 | 294 | 225 | 3 | 1 | 0 | 0 | 229 | 510 | 4 | 2 | 7 | 0 | 523 |
| 23:00-24:00 | 255 | 0 | 0 | 7 | 1 | 263 | 132 | 1 | 0 | 0 | 0 | 133 | 387 | 1 | 0 | 7 | 1 | 396 |
| 24:00 ~ 01:00 | 219 | 1 | 0 | 1 | 0 | 221 | 153 | 1 | 0 | 1 | 1 | 156 | 372 | 2 | 0 | 2 | 1 | 377 |
| 01:00 - 02:00 | 175 | 3 | 0 | 3 | 0 | 181 | 139 | 3 | 0 | 0 | 0 | 142 | 314 | 6 | 0 | 3 | 0 | 323 |
| 02:00 ~ 03:00 | 109 | 0 | 0 | 1. | 0 | 110 | 60 | 0 | 0 | 0 | 0 | 60 | 169 | 0 | 0 | 1 | 0 | 170 |
| 0.1:00-04:00 | 97 | 3 | 0 | 1. | 0 | 101 | 64. | 0 | 0 | 0 | 0 | 64 | 161 | 3 | 0 | 1 | 0 | 165 |
| 04:00-05:00 | 40 | 3 | 0 | 1 | 0 | 44 | 47 | 0 | 0 | 0 | 0 | 47 | - 87 | 3 | 0 | 1 | 0 | 91 |
| 05:00~06:00 | 35 | 4 | 0 | 8 | 0 | 47 | 21 | 3 | 0 | 0 | 0 | 24 | 56 | 7 | 0 | 8 | 0 | 71 |
| 06:00-07:00 | 59 | 7 | 1 | 8 | 0 | 75 | 37. | 3 | 0 | 0 | 0 | 40 | 96 | 10 | 1 | 8 | 0 | 115 |
| Total | 6036 | 159 | 68 | 173 | 3 | 6439 | 4395 | 139 | 37 | 3 | 2 | 4576 | 10431 | 298 | 105 | 176 | 5 | 13015 |



Figure D4.27(31) Hourly Traffic Volume by Vehicle Type - Measuring Poial 16 (22/23.04.1998 - weekday)

Table D4.52(31)
Hourly Traffic Voiume by Direction and Vebicle Type - Measuring Point 16 (22/23.04.1998-weekday)

| time | No. 16a |  |  |  |  |  | No. 16 b |  |  |  |  |  | Total for No. 16 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | car | s. 1. | 1.1. | bus | trailer | tolal | car | s. 1. | 1.4. | bus | trailer | total | cat | s.t. | 1.1. | bus | Irailer | total |
| 07:00-08:00 | 108 | 11 | 5 | 44 | 0 | 168 | 104 | 9 | 5 | 45 | 0 | 163 | 212 | 20 | 10 | 89 | 0 | 331 |
| 188:00-09:00 | 207 | 23 | 12 | 36 | 0 | 278 | 203 | 21 | 12 | 36 | 0 | 272 | 410 | 44 | 24 | 72 | 0 | 550 |
| 09:00-10:00 | 228 | 21. | 12 | 33 | 0 | 294 | 224 | 20 | 12 | 35 | 0 | 291 | 452 | 41. | 24 | 68 | 0 | 585 |
| 10:00-11:00 | 203 | 15 | 9 | 37 | 0 | 264 | 197 | 13. | $9)$ | 37. | 0 | 256 | 400 | 28 | 18 | 74 | 0 | 520 |
| 11:00-12:00 | 24. | 12 | 4 | 44 | 0 | 303 | 236 | 11 | 4 | 43 | 0 | 294 | 479 | 23 | 8 | 87 | 0 | 597 |
| 12:00~13:00 | 215. | 17 | 7 | 43 | 0. | 282 | 208 | 16. | 7 | 41 | 0 | 272 | 423 | 33 | 14 | 84 | 0 | 554 |
| 13:00-14:00 | 195 | 9 | 3 | 44 | 0 | 251 | 192 | 8. | 3 | 44 | 0 | 247 | 387 | 17. | 6 | 88 | 0 | 498 |
| 14:00-15:00 | 228 | 13 | 5 | 47. | 0 | 293 | 217 | 12 | 5 | 47 | 0 | 281 | 445 | 25 | 10 | 94 | 0 | 574 |
| 15:00-16:00 | 193 | 12 | 8 | 55 | 0 | 268 | 187 | 11 | 8 | 53 | 0 | 259 | 380 | 23. | 16 | 108 | 0 | 527 |
| 16:00~17:00 | 233 | 20 | 4. | 47 | 0 | 304 | 225 | 19 | 3 | 48 | 0 | 295 | 458. | 39 | 7 | 95 | 0 | 599 |
| 17:00-18:00 | 219 | 24. | 4 | 40 | 0 | 287 | 213 | 23 | 4 | 41 | 0 | 281 | 432 | 47 | 8 | $8!$ | 0 | 568 |
| 18:00-19:00 | 225 | 12 | 3 | 31 | 0 | 271 | 220 | 11 | 1 | 29. | 0 | 261 | 445 | 23 | 4 | 60 | 0 | 532 |
| 19:00-20:00 | 163 | 16 | 5 | 17 | 0 | 201 | 189 | 16 | 5 | 16 | 0 | 226 | 352 | 32 | 10 | 33 | 0. | 427 |
| 20:00 ~ 21:00 | 181 | 15 | 4 | 24 | 0 | 224 | 217 | 12 | 3 | 13. | 0 | 245 | 398 | 27. | 7 | 37 | 0 | 469 |
| 21:00-22:10 | 159 | 7 | 3 | 12 | 0 | 181 | 177 | 8 | 1 | 8. | 0 | 194 | 336 | 15 | 4 | 20 | 0 | 375 |
| 22:00-23:00 | 171 | 8 | 0 | 11 | 0 | 190 | 160 | 5 | 0 | 7 | 0 | 172 | 331 | 13 | 0 | 18 | 0 | 362 |
| 23:00-24:00 | 143 | 5 | 0 | 5 | 0 | 153 | 145 | 3 | 0 | 7 | 0 | 155 | 288 | 8 | 0 | 12 | 0 | 308 |
| 24:00~01:00 | 99 | 1 | 0 | 0 | 0 | 100 | 103 | 0 | 0 | 0 | 0 | 103 | 202 | 1 | 0 | 0 | 0 | 203 |
| 01:00~02:00 | 24 | 0 | 0 | 0 | 0 | 24 | 43 | 0 | 0 | 0 | 0 | 43 | 67 | 0 | 0 | 0 | 0 | 67 |
| 02:00 ~ 03:00 | 15 | 0 | 0 | 0 | 0 | 15 | 35 | 0 | 0 | 0 | 0. | 35 | 50 | 0 | 0 | 0 | 0 | 50 |
| 03:00) - 04:00 | 28 | 0 | 0 | 0 | 0 | 28 | 19 | 0 | 0 | 0 | 0 | 19 | 47 | 0 | 0 | 0 | 0 | 47 |
| 04:00-05:00 | 35 | 0 | 0 | 0 | 0 | 35 | 37 | 0 | 0 | 0 | 0 | 37 | 72 | 0 | 0 | 0 | 0 | 72 |
| 05:00-06:00 | 57 | 11 | 2 | 5 | 0 | 75 | 76 | 9 | 0 | 7 | 0 | 92 | 133 | 20 | 2 | 12 | 0 | 167 |
| 06:00-07:00 | 105 | 16 | 0 | 15 | 0 | 136 | 105 | 16 | 4 | 15 | 0 | 140 | 210 | 32 | 4 | 30 | 0 | 276 |
| Tolal | 3677 | 268 | 90 | 590 | 0 | 4625 | 3732 | 2431 | 86 | 572 | 0 | 4633 | 7409 | 511 | 176 | 1162 | 0 | 9258 |



Figure D4.27(32) Houriy TraGic Volunc by Vehicle Type - Measuring Point 16 (25/25.04.1998 - botiday)

Table D4.52(32) Hourly Traffic Volune by Diection and Veticict Type - Measuring Point 16 (2S56.04.1998 - boliday)

| tinse | No. 163 |  |  |  |  |  | No. 16 b |  |  |  |  |  | Tolal for No. 16 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | car | s. 1. | I. t . | bus | trsiler | letal | car | S. 1. | 1.1. | bis. | trailer | total | cas | s. 1. | 1.1. | bus | trailer | fotal |
| 07:00 ~ 08:00 | 85 | 13 | 3 | 21 | 0 | 122 | 85 | 12. | 3. | 23 | 0 | 123 | 170 | 25 | 6 | 44 | 0 | 245 |
| 08:50-09:00 | 177 | 17 | 4 | 29 | 1 | 228 | 172 | 16 | 4 | 31 | 1. | 224 | 349 | 33 | 8 | 60 | 2 | 452 |
| 09:00-10:00 | 196 | 16 | 1 | 27 | 0 | 240 | 193 | 15 | 1 | 28 | 0 | 237 | 389 | 31 | 2 | - 55 | 0 | 477 |
| 10:00-11:00 | 281 | 24 | 3 | 27 | 0 | 337 | 280 | 23 | 3 | 29 | 0 | 335 | 563 | 47 | 6 | 56 | 0 | 672 |
| 11:00-12:00 | 259 | 19 | 5 | 28 | 0 | 311 | 257 | 19 | 5 | 31 | 0 | 312 | 516 | 38 | 10 | 59 | 0 | 623 |
| 12:00-17:00 | 227 | 19 | 1 | 40 | 0 | 287 | 225 | 19 | 1 | 40 | 0 | 285 | 452 | 38 | 2 | 80 | 0 | 572 |
| 13:00-14:00 | 216 | 21 | 1. | 32 | 0 | 270 | 213 | 20 | 1 | 33 | 0 | 267 | 429 | 41 | 2 | 65 | 0 | 537 |
| 14:00~15:00 | 132 | 13 | 0 | 33 | 0 | 178 | 133 | 12 | 0 | 35 | 0 | 180 | 265 | 25 | 0 | 68. | 0 | 358 |
| 15:00 ~ 16:00 | 153 | 16 | 1 | 31 | 0 | 201 | 153 | 15 | 1 | 32 | 0 | 201. | 306 | 31 | 2 | 63 | 0 | 402 |
| 16:00-17:00 | 221 | 8 | 1 | 33 | 0 | 263 | 220 | 7. | 1 | 37 | 0 | 265 | 441 | 15 | 2 | 70 | 0 | 528 |
| 17:00-18:00 | 197 | 17 | 0 | 35 | 0 | 249 | 196 | 17. | 0 | 35 | 0 | 248 | 393 | 34 | 0 | 70 | 0 | 497 |
| 18:00-19:00 | 189 | 12 | 3 | 27. | 0 | 231 | 187 | 12 | 3 | 27 | 0 | 229 | 376 | 24. | 6 | 54 | 0 | 460 |
| 19:00-20:00 | 150 | 11 | 3 | 19 | 0 | 213 | 204 | 12 | 3 | 15 | 0 | 234 | 384 | 23 | 6 | 34 | 0 | 447 |
| 20:00 ~ 21:00) | 193 | 12 | 0 | 12 | 0 | 217 | 229 | 8 | 8 | 12. | 0 | 249 | 422 | 20 | 0 | 24 | 0 | 466 |
| 21:00-22:00 | 171 | 4 | 1 | 9 | 0 | 185 | 197 | 4 | 0 | 9 | 0 | 210 | 368 | 8 | 1 | 18. | 0 | 395 |
| 22:00-23:00 | 152 | 3 | 0 | 11. | 0 | 166 | 172 | 3 | 0 | 8. | 0 | 183 | 324 | 6 | 0 | 19 | 0 | 349 |
| 23:00 ~ 24:(0) | 164 | 8 | 0. | 5 | 0 | 177 | 131 | 0 | 0 | 5 | 0 | 136 | 295 | 8 | 0 | 10 | 0 | 313 |
| 24:00-01:00 | 115 | 0 | 0 | 0 | 0 | 115 | 87) | 0 | 0 | 0 | 0 | 87 | 202 | 0 | 0 | $\bigcirc$ | 0 | 202 |
| 01:00-02:00 | 36 | 0 | 0 | 0 | 0 | 36 | 37 | 0 | 0 | 0 | 0 | 37 | 73 | 0 | 0 | 0 | 0 | 73 |
| 02:00 ~03:00 | 28. | 0 | 0 | 0 | 0 | 28 | 43 | 0 | 0 | 0 | 0 | 43 | 71 | 0 | 0 | 0 | 0 | 71 |
| 03:00 ~ 0.4:00 | 21. | 0 | 0 | 0. | 0 | 21. | 21 | 0 | 0 | 0 | 0 | 21 | 42 | 0 | 0 | 0 | 0 | 42 |
| 04:00-05:00 | 44 | 0 | 0 | 0 | 0 | 14 | 43 | 0 | 0 | 0 | 0 | 43 | 87 | 0 | 0 | 0 | 0 | 87 |
| 05:00-06:00 | 69 | 8 | 1 | 8. | 0 | 86 | 91 | 5 | 1 | 8 | 0 | 105 | 160 | 13 | 2 | 16 | 0 | 191 |
| 06:00-07:00 | 8.4 | 12 | 2 | 11 | 0 | 109 | 117 | 15 | 3 | 16 | 0 | 151 | 201 | 27 | 5 | 27 | 0 | 260 |
| Total | . 3592 | 253 | 30 | 438 | 1 | 4314 | 3686 | 234 | 30 | 45.4 | - 1 | 4405 | 7278 | 487 | 60 | 892 | 2 | 8719 |



Figure D4.27(33) Hotrly Traffic Volume by Vehicle Type - Meassring Poial 17 (22/23.04.1998 - weekday)

Table D4.52(33) Hourly Traffic Volunc by Direction and Vchicte Type - Measuring Poiel 17 (22223.04.1998 - weekday)

| lime | No. 17 a |  |  |  |  |  | No. 176 |  |  |  |  |  | Cotal for No. 17 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | car | s. 1. | f. 1. | bus | trailer | total | Cat | s. t . | 1.t. | bus | trailer | total | car | s. 4. | 1.t. | bus | Irailer | Lotal |
| 07:(0) ~ 0x:(0) | 127 | 4 | 0 | 12. | 0 | 143 | 240 | 8 | 0 | 12 | 0 | 260 | 367 | 12 | 0 | 24 | 0 | 403 |
| 08:00-09:(0) | 107 | 9 | 1 | 8 | 0 | 125 | 135 | 11 | 0 | 8 | 0. | 154 | 242 | 20 | 1 | 16 | 0 | 279 |
| 09:00-10:00 | 108 | 3 | 1 | 5. | 0 | 122 | 119 | 173 | 5 | 5 | 1 | 147 | 227 | 25 | 6 | 10 | 1 | 269 |
| 10:00 ~ 11:00 | 91. | 8 | 0 | 8. | 0 | 107 | 88 | 15 | 1 | 5 | 0 | 109 | 179 | 23 | 1 | 13 | 0 | 216 |
| 11:00-12:00 | 120 | 11. | 1 | 5 | 0 | 137 | 117 | 9 | 3 | 5 | 0 | 134 | 237 | 20 | 4 | 10 | 0 | 271 |
| 12:00~13:00 | 75 | 11 | 0 | 9 | 0 | 95 | 89 | 5 | 1 | 9 | 0 | 104 | 164 | 16 | 1 | 18 | 0 | 199 |
| 13:00-14:00 | 81 | 7 | 1 | 13 | 0 | 102 | 80 | 16 | 0 | 13 | 0 | 109 | 161 | 23 | 1 | 26 | 0 | 211 |
| 14:00) - 15:00 | 160 | 5 | 0 | 12 | 0 | 177 | 99 | 8 | 1. | 12 | 0 | 120 | 259 | 13 , | 1 | 24 | 0 | 297 |
| 15:00-16:00 | 224. | 12 | 1 | 11) | 0 | 248 | 84 | 9 | 0 | 11 | 0 | i04 | 308 | 21. | 1 | 22 | 0. | 352 |
| 16:0n-17:00 | 172. | 13 | 0 | 5. | 0 | 190 | 97 | 12. | 1. | 7 | 0 | 117 | 269 | 25 | 1 | 12 | 0 | 307 |
| 17:00-18:00 | 167 | 5 | 1. | 7 | 1 | 181 | 115 | 3 | 1 | 7 | 0 | 126 | 282 | 8 | 2 | 14 | 1 | 307 |
| 18:00 ~ 19:00 | 137 | 1 | 0 | 4 | 0 | 142 | 148 | 4 | 0 | 5 | 0 | 157 | 285 | 5 | 0 | 9 | 0 | 299 |
| 19:00-20:00 | 143 | 0 | 0 | 5 | 0 | 148 | 120 | 1 | 1 | 5 | 0 | 127 | 263 | 1 | 1 | 10 | 0 | 275 |
| 20:00~21:00 | 123 | 1 | 1 | 7 | 0 | 132 | 99 | 3 | 1 | 3 | 0 | 106 | 222 | 4 | 2 | 10 | 0. | 228 |
| 21:00-22:00 | 105 | 0 | 3. | 3 | 0. | 111 | 88 | 1 | 0 | 8 | 0 | 97 | 193 | 1 | 3 | 11 | 0 | 208 |
| 22:00-23:00 | 55 | 0 | 0 | 8 | 0 | 63 | 55 | 0 | 0 | 4 | 0 | 59 | 110 | 0 | 0 | 12 | 0 | 122 |
| 23:00-24:00 | 60. | 0 | 0 | 4 | 0 | 64. | 27 | 3 | 0 | 4 | 0 | 34 | 87 | 3 | 0 | 8 | 0 | 98 |
| 24:00-01:00 | 52 | 0 | 0 | 3 | 0 | 55 | 36 | 0 | 0 | 1 | 0 | 37 | 88 | 0 | 0 | 4 | 0 | 92 |
| 01:00-02:00 | 37 | 0 | 0 | 0 | 0. | 37 | 20 | 0 | 0 | 0 | 0 | 20 | 57 | 0 | 0 | 0 | 0 | 57 |
| 02:00-03:00 | 20. | 0 | 0 | 1 | 0 | 21 | 5 | 0 | 0 | 1. | 0 | 6 | 25 | 0 | 0 | 2 | 0 | 27 |
| 01:00 - 04:00 | 9 | 0 | 0 | 1 | 0 | 10 | 7 | 0 | 0 | 1 | 0 | 8 | 16 | 0 | 0 | 2 | 0 | 18 |
| 04:00-05:00 | 12 | 1 | 0 | 3 | 0 | 16 | 19 | 0 | 0 | 1 | 0 | 20 | 31 | 1. | 0 | 4 | 0 | 36 |
| 05:00~06:00 | 3 | 1 | 0 | 12 | 0 | 16 | 25 | 4 | 1 | 12 | 0 | 42 | 28 | 5 | 1 | 24 | 0 | 58 |
| 06:00-07:00 | 20 | 5 | 0. | 15 | 0 | 40 | 172 | 4. | 1 | 16 | 0 | 193 | 192 | 9 | 1 | 31 | 0 | 23.3 |
| Total | 2208 | 102 | 10. | 164 | 1 | 2482 | 2084 | 1331 | 17 | 155 | 1 | 2390 | 4292 | 235 | 27 | 316 | 2 | 4872 |



Figure D4.27(34) Hourly Traftic Volume by Vebicle Type - Measuriag Point 17 (25/25.04.1998 • holiday)

Table D4.52(34) Hourly Tramfic Volume by Dircction and Vebicle Type - Measuring Point 17 (25/26.04.1958 : holiday)

|  | No. 17a |  |  |  |  |  | No. 17 b |  |  |  |  |  | Total for No. 17 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| time | car | s. 1. | 1.1. | bus | 1railer | 1ntal | car | s. 8. | 1.1. | bus | Trailer | toial | car | s. 1. | 1.t. | bus | trailer | total |
| 07:00-08:00 | 77 | 4 | 0 | 8 | 0 | 89 | 101 | 4 | 0 | 8 | 0 | 113 | 178 | 8 | 0 | 16 | 0 | 202 |
| 08:00 - 09:00 | 85 | 8. | 0 | 7. | 0 | 100 | 128 | 11 | 3. | 8 | 0 | 150 | 213 | 19. | 3 | 15 | 0 | 250 |
| 09:00-10:00 | 132 | 7 | 3 | 5 | 0 | 147 | 161 | 5 | 1 | 7 | 0 | 174 | 293 | 12 | 4 | 12 | 0 | 321 |
| (0:0)-11:00 | 161 | 15 | 3 | 5 | 1 | 185 | 155 | 13. | 0 | 5 | 1 | 174 | 316 | 28 | 3 | 10 | 2 | 359 |
| 11:00-12:00 | 161 | 5 | 9 | 7 | 0 | 173 | 120 | 15 | 1 | 7 | 0 | 143 | 281 | 20 | 1 | 14 | 0 | 316 |
| 12:90~ 13:00 | 136 | 11 | 1 | 8 | 0 | 156 | 123 | 11. | 4 | 7. | 0. | 145 | 259 | 22 | 5 | 15 | 0 | 301 |
| 13:00~ 14:00 | 151 | 5 | 0 | 7 | 0 | 163 | 128 | 5 | 3 | 5 | 0 | 141 | 279 | 10 | 3. | 12 | 0 | 304 |
| 14:00-15:00 | 172 | 8 | 0 | 9 | 1 | 190 | 107 | 5 | 0 | 9 | 0 | 121 | 279 | 13 | 0 | 18 | 1 | 311 |
| 15:00-16:00 | 147 | 12 | 0 | 7. | 0 | 166 | 97 | 9 | 0 | 11 | 0 | 117 | 244 | 21 | 0 | 18 | 0 | 283 |
| 16:0)-17:00 | 147 | 12 | 0 | 8 | 0 | 167 | 88 | 7 | 1 | 9 | 0 | 105 | 235 | 19 | 1 | 17. | 0 | 272 |
| 17:00~18:00 | 107 | 4 | 1. | 9. | 0 | 120 | 127 | 3 | 1 | 5 | 0 | 136 | 234 | 7 | 1 | 14 | 0 | 256 |
| f8:00 ~ 19:00 | 125 | 1 | 1 | 4 | 0 | 131 | 163. | 4 | 0 | 7 | 0 | 174 | 288 | 5 | 1. | 11 | 0 | 305 |
| 19:00 - 20:00 | 1.3 | 1 | 0. | 7 | 0 | 141 | 149 | 1 | 0 | 5 | 0 | 155 | 282 | 2 | 0 | 12 | 0 | 296 |
| 20:00-21:00 | 121 | 1. | 0 | 4 | 0 | 126 | 108. | 3 | $1)$ | 4 | 0 | 116 | 229 | 4 | 1 | 8 | 0 | 242 |
| 21:00-22:00 | 112 | 3 | 0 | 5 | 0 | 120 | 343 | 3. | 0 | 9 | 0. | $\underline{55}$ | 255 | 6 | 0 | 14 | 0 | 275 |
| 22:00~23:00 | 100 | 1. | 0 | 8 | 0 | 109 | 97 | 0 | 0 | 7 | 0 | 104 | 197 | 1 | 0 | 15 | 0 | 213 |
| 23:00-24:00 | 53. | 0 | 0 | 4 | 0 | 57 | 49 | 0 | 0 | 5 | 0 | 54 | 102 | 0 | 0 | 9 | 0 | 111 |
| 24:00-01:00 | 69 | 4 | 0 | 1. | 1 | 75 | 53 | $1)$ | 0 | 3. | 1 | 58 | 122 | 5 | 0 | 4 | 2 | 133 |
| 01:00-02:00 | 91 | 3 | 0 | 3 | 0 | 97 | 56 | 0 | 0 | 4 | 0 | 60 | 147 | 3 | 0 | 7 | 0 | 157 |
| 02:00~03:00 | 72 | 0 | 0 | 1 | 0 | 73 | 29 | 0 | 0 | 1 | 0 | 30 | 101 | 0 | 0 | 2 | 0 | 103 |
| 01:00-04:00 | 27 | 0 | 0 | 3 | 0 | 30 | 32 | 0 | 0 | 3 | 0 | 35 | 59 | 0 | 0 | 6 | . 0 | 65 |
| 04:00-05:(0) | 16 | 0 | 0 | 3 | 0 | 19 | 16 | 0 | 0 | 3 | 0 | 19 | 32 | 0 | 0 | 6 | 0 | 38 |
| 05:00-06:00 | 7 | 0 | 0 | 8 | 0 | 15 | 25 | 1 | 0 | 7 | 0 | 33 | 32 | 1 | 0 | 15 | 0 | 48 |
| 06:00-07:00 | 28 | 2 | 0 | 7 | 0 | 37 | 41 | 1 | 0 | 8 | 0 | 50 | 69 | 3 | 0 | 15 | 0 | 87 |
| T01al | 2430 | 107 | 8 | 138 | 3 | 2686 | 2296 | 102 | 15 | 147 | 2 | 2562 | 4726 | 209 | 23 | 285 | 5 | 5248 |



Figure D4.27(35) Hourly Traffic Volume by Vebicle Type - Measuring Poial 18 (2223.04.1998 - weekday)

Table D4.52(35) Hourly Traffic Volume by Ditection and Vehicte Type - Measuring Poian 18 (22/23.04.1998 - weekday)

| lime | No. 18 a |  |  |  |  |  | No. 18 b |  |  |  |  |  | Total for No. 18 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | car | s.t. | 1.t. | bus | trailer | total | car | s.t. | 1.t. | trus | trailer | total | cas | s. 1. | 1.6 | bus | trailer | Lotal |
| 07:00-08:00 | 99 | 17 | 9 | 8. | 8. | 141 | 124 | 19 | 16 | 5 | 7 | 171 | 223 | 36 | 25 | 13 | 15 | 312 |
| 08:00~09:00 | 101 | 13 | 7 | 5 | 5 | 131 | 96 | 16 | 8 | 3 | 8 | 131 | 197 | 29 | 15 | 8 | 13 | 262 |
| 09:00-10:00 | 84 | 11 | 8 | 4 | 4 | 111 | 93 | 12 | 9 | 1 | 4 | 119 | 177 | 23 | 17 | 5 | 8 | 230 |
| 10:00 - 11:00 | 92 | 13 | 9 | 1 | 1 | 116 | 84 | 15 | 13 | 3 | 3 | 118 | 176 | 28 | 22 | 4 | 4 | 234 |
| 11:00-12:00 | 84 | 1.3 | 16 | 3 | 3 | 119 | 91 | 12 | 11 | 0 | 1 | 115 | 175 | 25 | 27 | 3 | 4 | 234 |
| 12:00-13:00 | 80 | 13 | 7 | 0 | 0 | 100 | 73 | 16 | 13 | 1 | 3 | 106 | 153 | 29 | 20 | 1 | 3 | 206 |
| 13:00-14:00 | 71 | 9 | 17 | 4 | 4 | 105 | 67 | 8 | 9 | 1 | 1 | 86 | 138 | 17 | 26 | 5 | 5 | 191 |
| 14:00-15:00 | 87 | 13 | 5 | 4 | 4 | 113 | 89 | 12 | 11 | 3 | 0 | 115 | 176 | 25 | 16 | 7 | 4 | 228 |
| 15:00-16:00 | 120 | 13 | 11 | 3 | 3 | 150 | 115 | 5 | 9 | 1 | 4 | 134 | 235 | 18 | 20 | 4 | 7 | 284 |
| 16:00-17:09 | 108 | 3 | 7 | 4 | 4 | 131 | 120 | 7 | 8 | 3 | 8 | 146 | 228 | 15 | 15 | 7 | 12 | 277 |
| 17:00-18:00 | 96 | 12 | 7 | 0 | 0 | 115 | 105 | 4 | 13 | 3 | 1 | 126 | 201 | 16 | 20 | 3 | 1 | 241 |
| 18:00-19:00 | 68 | 5 | 9 | 1 | 1 | 84 | 84 | 5 | 7 | 0. | 1 | 97 | 152 | 10 | 16 | 1 | 2 | 181 |
| 19:00-20:00 | 81 | 0 | 3 | 0 | 0 | 84 | 69. | 0 | 3 | 3 | 3 | 78 | 150 | 0 | 6 | 3 | 3 | 162 |
| 20:00-21:00 | 52 | 3 | 1 | 0 | 0 | 56 | 47 | 0 | 0 | 0 | 7 | 54 | 99 | 3 | 1 | 0 | 7 | 110 |
| 21:00-22:00 | 23 | 1 | 0 | 0. | 0 | 24 | 17 | 0 | 0 | 0 | 4 | 21 | 40 | 1. | 0 | 0 | 4 | 45 |
| 22:00 - 23:00 | 12 | 0 | 0 | 1 | 1 | 14 | 12 | 0 | 0 | 0 | 4 | 16 | 24 | 0 | 0 | 1 | 5 | 30 |
| 23:00 - 24:00 | 8 | 0 | 0 | 0 | 0 | 8 | 5 | 0 | 0 | 1. | 13 | 19 | 13 | 0. | 0 | 1 | 13 | 27 |
| 24:00-01:00 | 9 | 0 | 0 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 5 | 14 | 18 | 0 | 0 | 0 | 5 | 23 |
| 01:00~02:00 | 3 | 0 | 0 | 0 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | 7 | 10 | 0 | 0 | 0 | 0 | 10 |
| 02:00-03:00 | 4 | 0 | 0 | 0 | 0 | 4 | 5 | 0 | 0 | 1 | 3 | 9 | 9 | 0 | 0 | 1 | 3 | 13 |
| 03:00-04:00 | 7 | 0 | 0 | 0 | 0 | 7 | 9 | 0 | 0 | 0 | 0 | 9 | 16 | 0 | 0 | 0 | 0 | 16 |
| 04:00~05:00 | 12 | 0 | 0 | 1 | 1 | 14 | 4 | 0 | 0 | 0 | 0 | 4 | 18 | 0 | 0 | 1 | 1 | 18 |
| 05:00-06:00 | 27 | 0 | 0 | 1. | 1 | 29 | 13 | 3 | 0 | 1 | 1 | 18 | 40 | $3)$ | 0 | 2 | 2 | 47 |
| O6:00-07:00 | 45 | 0 | 0 | 1. | 1 | 47 | 20 | 4 | 0 | 4 | 1 | 29 | 65 | 4 | 0 | 5 | 2 | 76 |
| Tolat | 1.373 | 144 | 116 | 41 | 41 | 1715 | 1358 | 138) | 130 | 34 | 82. | 1742 | 2731 | 282 | 246 | 75 | 123 | 3457 |



Figure D4.27(36) Hourly Trafic Volume by Vehicle Type - Mcasuring Point 18 (25/25.04.1998 - holiday)

Table D4.52(36)
Hourly Traffic Volume by Dirction and Vebicle Type - Measuriog Point 18 (25/26.04.1998 - holiday)

|  | No. 18 a |  |  |  |  |  | No. 18 b |  |  |  |  |  | Total for No. 18 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| tince | car | s. 1. | l. l . | bus | teailer | tolal | car | s. L . | 1.1. | bus | trailer | tolat | car | s. 1. | 1.t. | bus | traiker | tolal |
| 07:00 ~ 08:00 | 33 | 8 | 3 | 01 | 3 | 47 | 36 | 7 | 4 | 0 | 0 | 47. | 69 | 15 | 7 | 0 | 3 | 94 |
| 08:00-09:00 | 64 | 8 | 7 | 4 | 3 | 86 | 40 | 7 | - 1 | 3 | 0 | 51 | 104 | 15 | 8 | 7 | 3 | 137 |
| 09:00) ~ 10:00 | 81 | 5 | 7 | 0 | 1 | 94 | 60 | 9 | 3 | 3 | 3 | 78 | 141 | 14 | 10 | 3 | 4 | 172 |
| 10:00-11:00 | 100 | $8)$ | 13 | 0 | 1 | 122 | 61. | 51 | 4 | 1 | 0 | 71 | 161 | 13 | 17. | 1 | 1 | 193 |
| 11:00-12:00 | [07 | 1. | 11 | 4 | 1 | 124 | 75 | 4 | 9 | 0 | 4 | 92 | 182 | 5 | 20 | 4 | 5 | 216 |
| 12:00-13:00 | 108 | 4 | 3 | 3 | $?$ | 121 | 99 | 8 | 7 | 0 | 3 | 117 | 207 | 12 | 10 | 3. | 6 | 238 |
| 13:00~14:00 | 73. | 7. | 16 | 0 | 1 | 97. | 83 | 5 | 7 | 1 | 3 | 99. | 156 | 12 | 23. | 1 | 4 | 196 |
| 14:00-15:00 | 80 | 7 | 3 | 1 | 3 | 94 | 64 | 4 | 11 | 0 | 3. | 82 | 144 | 11 | 14 | 1 | 6 | 176 |
| 15:00-16:00 | 76 | 4. | 3 | 3 | 3 | 89 | 101 | 3 | 9 | 1 | 3. | 117 | 177 | 7 | 12 | 4 | 6 | 206 |
| 16:00-17:00 | 52 | 4 | 3 | 0 | 3 | 62 | 67. | 3 | 15 | 0 | 3 | 88 | 119 | 7 | 18 | 0 | 6 | 150 |
| 17:00-18:00 | 55 | 1. | 0 | 0 | 1 | 57 | 64 | 3 | 5 | 0 | 0 | 72 | 119 | 4 | 5 | 0 | 1. | 129 |
| 18:00 ~ 19:00 | 51 | 0 | 3 | 0 | 0 | 54 | 59 | 1 | 8 | 0 | 0 | 68 | 110 | 1. | 11 | 0 | 0 | 122 |
| 19:00~20:00 | 61. | 0. | 0. | 0. | 3 | 64 | 77 | 3 | 0 | 0 | 3 | 83 | 138 | 3. | 0 | 0 | 6 | 147 |
| 20:00-21:00 | 36 | 0 | 0 | 0 | 4 | 40 | 63 | 3 | 0 | 0 | 5 | 71 | 99 | 3 | 0 | 0 | 9 | 111 |
| 21:00-22:00 | 15 | 0 | 0 | 0 | 1. | 16. | 27. | 0 | 0 | 0 | 3 | 30 | 42 | 0 | 0 | 0 | 4 | 46 |
| 22:00-23:00 | 20 | 0 | 0. | 1 | 0 | 21 | 21 | 3 | 0 | 0 | 4 | 28 | 41 | 3 | 0 | 1 | 4 | 49 |
| 23:00-24:00 | 19 | 0 | 0 | 0 | 3 | 22 | 13 | 0 | 0 | 0 | 3 | 16 | 32 | 0 | 0 | 0 | . 6 | 38 |
| 24:00-01:00 | 15 | 0 | 0 | 0 | 1. | 16 | 5 | 1 | 0 | 0 | 3 | 9 | 20 | 1 | 0 | 0 | 4 | 25 |
| 01:00-02:60 | 12 | 0 | 0 | 0 | 1 | 13 | 11 | 0 | 0 | 0 | 9 | 20 | 23 | 0 | 0 | 0 | 10 | 33 |
| 02:00 ~ 03:00 | 4 | 0 | 0 | 0 | 4 | 8. | 7 | 0 | 0 | 0 | 7 | 14 | 11 | 0 | 0 | 0 | 11 | 22 |
| 03:00-04:00 | 3 | 0 | 0 | 1 | 0 | 4 | 4 | 0 | 0 | 0 | 3 | 7 | 7 | 0 | 0 | 1 | 3 | 11 |
| (14:00-1)5:00 | 3 | 0 | 0 | 0. | 0 | 3 | 0 | 0 | 0. | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 05:00 ~ 06:00 | 13 | 3 | 1 | 1 | 3 | 21 | 9. | 1 | 1 | 1 | 0 | 12 | 22 | 4 | 2. | 2 | 3 | 33 |
| 06:00 ~ 07:00 | 17 | 5 | 4 | 1 | 5 | 32 | 15 | 4 | 1 | 1 | 0 | 21 | 32 | 9 | $s$ | 2 | 5 | 53 |
| Total | 1098 | 6 | 77 | 19 | 48 | 1307 | 1061 | 74 | 85 | 11 | 62 | 1293 | 2159 | 139 | 162 | 30 | 110 | 2601 |



Figure D4．27（37）Hourly Traffic Votiume by Vchicle Type－Mcasuting Point 19 （22／23．04．1998 • weckday）

Table D4．52（37）Houriy Traflic Volunce by Direclion and Vehicle Type－Measuring Point 19 （22n23．04．1998－weekday）

|  | No．19a |  |  |  |  |  | No． 19 b |  |  |  |  |  | No．19c |  |  |  |  |  | Toral Tor No． 19 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | ！ | $\dot{\square}$ | $\stackrel{\square}{\square}$ | 号 | 늘 | － | ¢ै | $\stackrel{-1}{\square}$ | $\therefore$ | 产 |  | \％ | 5 | $\stackrel{\square}{\text { is }}$ | $\stackrel{-}{-}$ | ．${ }^{2}$ |  | \％ | 号 | $\stackrel{\rightharpoonup}{\text { a }}$ | $\because$ | \％ | 皆 | $\frac{\overline{3}}{9}$ |
| 07：00－08：00 | 120 | 17 | 7 | 12 | 0 | 156 | 129 | 12 | 7 | 16 | 0 | 164 | 480 | 27. | 15 | 17 | 1 | 540 | 729 | 56 | 29 | 45 | 1 | 860 |
| 08：00～09：00 | 193 | 27. | 11 | 7 | 2 | 240 | 18.4 | 24 | 15 | 11 | 0 | 234 | 301 | 21 | 13 | 13 | 1 | 349 | 678 | 72 | 39 | 31 | 3 | 823 |
| 09：00～10：00 | 15S | 19 | 39 | 7 | 1 | 221 | 180 | 16 | 23 | 7 | 1 | 227 | 245 | 20 | 23 | 9 | 1 | 298 | 580 | 55 | 85 | 23 | 3 | 746 |
| 10：00～11：00 | 133 | 33 | 5 | 8. | 0 | 179 | 156 | 28 | 24 | 9 | 0 | 217 | 289 | 17 | 24 | 11 | 1 | 342 | 578 | 78 | 53 | 28 | 1 | 738 |
| 11：00－12：00 | 167 | 35 | 21 | 8 | 0 | 231 | 267 | 13 | 21 | 9 | 0 | 310 | 281 | 31 | 15 | 12 | 1 | 340 | 715 | 79 | 57 | 29 | 1 | $88:$ |
| 12：00－13：00 | 147. | 21 | 9 | 9 | 0 | 188 | 280 | 23 | 24 | 15 | 1 | 343 | 261 | 15 | 9 | 13 | 0 | 298 | 688 | 59 | 42 | 37 | 1 | 827 |
| 13：00－14：00 | 107 | 9 | 5 | 11 | 0 | 132 | 313 | 9 | 9 | 13 | 0 | 344 | 248 | 19 | 13 | 17 | 0 | 297 | 668 | 37 | 27 | 41 | 0 | 773 |
| 14：06～$\sim 15: 00$ | 147 | 9 | 5 | 11 | 0 | 172 | 473. | 17 | 20. | 29 | 0 | 539 | 243 | 17 | 8 | 17 | 0 | 285 | 863 | 43 | 33 | 57. | 0 | 996 |
| 15：（x）－－1f：0） | 123 | 7 | 1 | 11 | 0 | 142 | 640 | 24 | 19 | 23 | 1 | 707 | 265 | 11 | 8 | 25 | 0 | 309 | 1028 | 42 | 28 | 59 | 1 | 1158 |
| 16：00～17：00 | 132 | 9 | 5 | 11 | 0 | 157 | 100 | 11 | 12 | 11 | 3 | 437 | 263 | 27. | 8 | 13 | 0 | 311 | 795 | 47 | 25 | 35 | 3 | 905 |
| 17：00～18：00 | 128 | 4 | 4 | 4. | 0 | 140 | 333 | 16 | 8 | 9 | 3 | 369 | 333 | 15 | 4 | 7 | 1 | 360 | 794 | 35 | 16 | 20 | 4 | 869 |
| 18：00－19：00 | 107 | 7 | 0 | 7 | 0 | 121 | 164 | 11 | 4 | 7 | 0 | 186 | 196 | 8 | 4 | 5 | 0 | 213 | 467 | 26 | 8 | 19 | 0 | 520 |
| 19：00－20：00 | 127 | 5 | 1 | 4 | 0 | 137 | 287 | 7 | 3 | 7 | 0 | 304 | 252 | 5 | 3 | 7 | 0 | 267 | 666 | 17 | 7 | 18 | 0 | 708 |
| 20：00－21：00 | 97. | 3 | 3 | 7 | 1 | 111 | 363 | 5 | 1 | 7 | 0 | 376 | 329 | 5 | 3 | 7 | 0 | 344 | 789 | 13 | 7 | 21 | 1 | 831 |
| 21：00～22：00 | 71 | 3 | 0 | 4 | 0 | 78 | 253 | 5 | 1 | 5 | 0 | 264 | 227 | 1 | 0 | 9 | 0 | 237 | 551 | 9 | 1 | 18 | 0 | 579 |
| 22：00－23：00 | 55 | 3 | 1 | 4 | 0 | 63 | 220 | 4 | 3 | 9 | 0 | 236 | 233 | 0 | 0 | 5 | 0 | 238 | 508 | 7 | 4 | 18 | 0 | 537 |
| 23：00－24：00 | 37 | 1 | 0 | 0 | 0 | 38 | 165 | 7 | 0 | 5 | 0 | 177 | 103 | 4 | 0 | 11 | 0 | 118 | 305 | 12 | 0 | 16 | 0 | 339 |
| 24：00～01：00 | 19. | 0 | 0 | 0 | 0 | 19 | 125 | 1 | 0 | 3 | 0 | 129 | 65 | 1 | 0 | 0 | 0 | 66 | 209 | 2 | 0 | 3 | 0 | 214 |
| 01：00－02：（x） | 13 | 0. | 1 | 0 | 0 | 14 | 99 | 0 | 0 | 0 | 0 | 99 | 55 | 0 | 0 | 1 | 0 | 56 | 167 | 0 | 1 | 1 | 0 | 169 |
| 02：00～03：00 | 9 | 0 | 0 | 0 | 0 | 9 | 45 | 0 | 1 | 0 | 0 | 46 | 33 | 0 | 0 | 1 | 0 | 34 | 87 | 0 | 1 | $!$ | 0 | 39 |
| 03：00－04：00 | 3 | $t$ | 0 | 0 | 0 | 4 | 28 | 1 | 0 | 1 | 0 | 30 | 21 | 0 | 1 | 1 | 0 | 23 | 52 | 2 | 1 | 2 | 0 | 57 |
| 04：00－05：00 | 7 | 0 | 0 | 0 | 0 | 7 | 19 | 1 | 0 | 1 | 0 | 21 | 28 | 3 | 1 | 3 | 0 | 35 | 54 | 4 | 1 | 4 | 0 | 63 |
| 05：00－06：00 | 20 | 3. | 0 | 9 | 0 | 32 | 24 | 3. | 0 | 16 | 0 | 43 | 65 | 13 | 1 | 13 | 0 | 92. | 109 | 19 | 1 | 38. | 0 | 167 |
| 06：00－07：00 | 79 | 7 | 4. | 17 | 1 | 108 | 47 | 5 | 0 | 13 | 0 | 65 | 351 | 20 | 7 | 16 | 0 | 394 | 477 | 32 | 11 | 46 | 1 | 567 |
| Toral | 2196 | 223 | 122 | 151 | 5 | 2697 | 5694 | 243 | 195 | 226 | 9 | 5867 | 5167 | 280 | 160 | 233 | 6 | 5846 | 12557 | 746 | 477 | 610 | 20 | 14410 |



Figure D4．27（38）Hourly Traffic Votume by Vehicle Type－Measuriag Point 19 （25R5．04．1998－boliday）

Table D4．52（38）Hourly Traftic Volume by Direction and Vebicle Type－Measuring Point 19 （25／26．04．1998－holiday）

|  | No．19a |  |  |  |  |  | No． 19 b |  |  |  |  |  | No． 19 c |  |  |  |  |  | Tolal for No． 19 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 笅 | － | $\stackrel{\vdots}{ \pm}$ | 号 | 廌 | － | 5 | $\stackrel{\rightharpoonup}{5}$ | $\vdots$ | $\stackrel{3}{B}$ | 苞 | － | 8 | $\stackrel{\square}{i}$ | $\stackrel{3}{\square}$ | 合 | 皆 | － | 5 | $\stackrel{\rightharpoonup}{\stackrel{3}{4}}$ | $\dot{\square}$ | 苓 | 亮 | 풀 |
| 07：00－08：00 | 72 | 7 | 7 | 1 | 0 | 87 | 160 | 16 | 13 | 12 | 1 | 202 | 276 | 11 | 7 | 15 | 1 | 310 | 508 | 34 | 27 | 28 | 2 | 599 |
| 08：00－09：00 | 115 | 17 | 13. | 5 | 0 | 150 | 213 | 20 | 16 | 12 | 0 | 261 | 307 | 16 | 9 | 17 | 1 | 350 | 635 | 53 | 38. | 34. | 1 | 761 |
| 09：00－10：00 | 127 | 9 | 7 | 7 | 0 | 150 | 293 | 16 | 9. | 12 | 0 | 330 | 413 | 13 | 11 | 11 | 1 | 449 | 833 | 38 | 27. | 30 | 1 | 929 |
| 10：00－11：00 | 200 | 8 | 11 | 13 | 0 | 232 | 267. | 20 | 8 | 9 | 0 | 304 | 307 | 23 | 9 | 11 | 0 | 350 | 774 | 51 | 28 | 33 | 0 | 886 |
| 11：00－12：00 | 205 | 21 | 11 | 7 | 0 | 244 | 327 | 24 | 13. | 11 | 0 | 375 | 427 | 31 | 5 | 15 | 0 | 478 | 959 | 76 | 29 | 33 | 0 | 1097 |
| 12：00－13：00 | 179 | 19 | 5 | 7 | 0 | 210 | 227 | 15 | 5 | 9 | 3 | 259 | 217 | 9 | 7 | 11 | 0 | 244 | 623 | 43 | 17 | 27. | 3 | 713 |
| 13：00～1：300 | 129 | 9 | 5 | 5 | 0 | 148 | 240 | 17 | 9 | 9 | 0 | 275 | 267 | 13 | 7 | 13 | 1 | 301 | 636 | 39 | 21 | 27 | 1 | 724 |
| 14：00－15：00 | 120 | 7 | 0 | 4 | 0 | 131 | 200 | 11 | 5 | 9 | 1 | 226 | 151 | 9 | 4 | 8 | 0 | 172 | 471 | 27. | 9 | 2 L | 1 | 529 |
| 15：00－16：00 | 115 | 4 | 4 | 4 | 0 | 127. | 353 | 13 | 5 | 15 | 1 | 387 | 253 | 5 | 3. | 15 | 0 | 276 | 721 | 22 | 12 | 34 | 1 | 790 |
| 16：00－17：00 | 124 | 7 | 0 | 3 | 0 | 134 | 160 | 11 | 5 | 3. | 0 | 184 | 200. | 16 | 0 | 9 | 1 | 226 | 484 | 34 | 5 | 20 | 1 | 544 |
| 17：00－18：00 | 112 | 1 | 1 | 4 | 0 | 121 | 176 | 12 | 8 | 7 | 0 | 203 | 193 | 8 | 1 | 8 | 0 | 210 | 481 | 24 | 10 | 19 | 0 | 534 |
| 18：00－19：00 | 97 | 5 | 5 | 4 | 0 | 111 | 177 | 4 | 4 | 8 | 0 | 193 | 243 | 8 | 4 | 9 | 0 | 264 | 517 | 17 | 13 | 21 | 0 | 568 |
| 19：00－20：00 | 153. | 1 | 3 | 4 | 0 | 161 | 291 | 9 | 0 | 8 | 0 | 308 | 323 | 11 | 1 | 7 | 0 | 342 | 767 | 21 | 4 | 19 | 0 | 811 |
| 20：00－21：00 | 161 | 3 | 0 | 3 | 0 | 167 | 281 | 4 | 0. | 7 | 1 | 293 | 359 | 5 | 0 | 7 | 0 | 371 | 801 | 12 | 0 | 17 | 1 | 831 |
| 21：00－22：00 | 137 | 4 | 1 | 1 | 0 | 143 | 255 | 7 | 4 | 8 | 0 | 274 | 292 | 9 | 3 | 9 | 0 | 313 | 684 | 20 | 8 | 18 | 0 | 730 |
| 22：00－23：00 | 97 | 1 | 0 | 3 | 0 | 101 | 204 | 4 | 1 | 9 | 0 | 218 | 253 | 1 | 0 | 7 | 1 | 262 | 554 | 6 | 1 | 19 | 1 | 581 |
| 23：00－24：00 | 65 | 1 | 0 | 3 | 0 | 69 | 180 | 0 | 0 | 8 | 0 | 188 | 181 | 3 | 0 | 11 | 0 | 195 | 426 | 4 | 0 | 22 | 0 | 452 |
| 24：00－01：00 | 43 | 1 | 0 | 0 | 0 | 44 | 151 | 4 | 0 | 1 | 0 | 156 | 123 | 1 | 0 | 0 | 0 | 124 | 317 | 6 | 0 | 1 | 0 | 324 |
| 01：00－02：00 | 61 | 0 | 0 | 0 | 1 | 62 | 208 | 0 | 0 | 0 | 0 | 208 | 111 | 4 | 0 | 0 | 0 | 115 | 380 | 4 | 0 | 0 | 1 | 385 |
| 02：00～03：00 | 55 | 1 | 0 | 0 | 0 | 56 | 125 | 3 | 0 | 0 | 0 | 128 | 56 | 1 | 0 | 1 | 0 | 58 | 236 | 5 | 0 | 1 | 0 | 242 |
| 03：00～0．4：00 | 53 | 1 | 0 | 0 | 0 | 54 | 109 | 0 | 0 | 3 | 0 | 112 | 60 | 3 | 0 | 1 | 1 | 65 | 222 | 4 | 0 | 4 | 1 | 231 |
| （94：00－05：00 | 13 | 1 | 0 | 0 | 0 | 14 | 52 | 1 | 0 | 0 | 0 | 53 | 31 | 0 | 0 | 1 | 1 | 33 | 96 | 2 | 0 | 1 | 1 | 100 |
| 05：00－06：00 | 19 | 1 | 0 | 1 | 0 | 21 | 55 | 0 | 0 | 5 | 1 | 61 | 44 | 8 | 0 | 7 | 1 | 60 | 118 | 9 | 0 | 13 | 2 | 142 |
| 06：00－07：00 | 37 | $+$ | 0 | 3 | 0 | 4 | 51 | 5 | 7 | 0 | 0 | 63 | 104 | 8 | 8 | 1 | 0 | 121 | 192 | 17 | 15 | 4 | 0 | 228 |
| Tiotal | 2489 | 1.36 | 73 | 82 | 1 | 2781 | 4755 | 216 | 112 | 170 | 8 | 5261 | 5191 | 2.16 | 79 | 194 | 9 | 5689 | 12435 | 568 | 264 | 446 | 18 | 13731 |



Figure D4.27(39) Hourly Trafic Votume by Vehicle Type - Measurian Poiat 20 (22223.04.1998 - weexday)

Table D4.52(39)
Honrly Traffic Volume hy Direction and Vehicle Type . Measuring Poial 20 (22123.04.1998. weckday)

| time | No. 202 |  |  |  |  |  | No. 20 b |  |  |  |  |  | Total for No. 20 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | car | s. 1. | I.t. | bus | trailer | Lotal | cas | s. t . | 1.t. | bus | trailer | total | cat | s.t. | 1.t. | bu1s | trailer | Lotal |
| 07:00~08:(x) | 415 | 43 | 9 | 13 | 1 | 481 | 539 | 33 | 11 | 19 | 1 | 603 | 954 | 76 | 20 | 32 | 2 | 1084 |
| 08:00-09:00 | 28.3 | 27. | 9 | 11 | 1 | 331 | 433 | 41 | 15 | 17 | 1 | 507 | 716 | 68. | 24 | 28 | 2 | 838 |
| 09:00~10:00 | 321 | 35 | 7 | 16 | 0 | 379 | 431 | 36 | 13 | 15 | 1 | 496 | 752 | 71 | 20 | 31 | 1 | 875 |
| 10:00-11:00 | 307 | 64. | 4 | 13 | 0 | 388 | 353 | 29 | 17 | 12 | 1 | 412 | 660 | 93 | 21 | 25 | 1 | 800 |
| 11:00~ 12:00 | 347 | 59 | 15 | 13 | 0 | 434 | 451 | 24 | 19 | 13 | 0 | 507 | 798 | 83 | 34 | 26 | 0 | 941 |
| 12:00-13:00 | 347 | 29 | 13 | 13 | 1 | 403 | 437 | 19 | 12 | 13 | 0 | 481 | 784 | 48 | 25 | 26 | 1 | 884 |
| 13:00) 14:00 | 267 | 16 | 3 | 16 | 0 | 302 | 373 | 12 | 7 | 16. | 1 | 409 | 640 | 28 | 10 | 32 | 1 | 711 |
| 14:00-15:00 | 387 | 2 t | 5 | 29 | 1. | 443 | 527 | 16 | 7 | 31 | $1)$ | 582 | 914 | 37 | 12 | 60 | 2 | 1025 |
| 15:00-16:03) | 680 | 21. | 12 | 28 | 0 | 741 | 531 | 17 | 13 | 25 | 0 | 586 | 1211 | 38 | 25 | 53 | 0 | 1327 |
| 16:00~17:00 | 267 | 20 | 7 | 15 | 5 | 314 | 320 | 7. | 25 | 19 | 0 | 371 | 587 | 27 | 32 | 34 | 5 | 685 |
| 17:00-18:00 | 240 | 17 | 5 | 9 | 3 | 274 | 287 | 17 | 7 | 11 | 1 | 323 | 527 | 34 | 12 | 20 | 4 | 597 |
| 18:00-19:00 | 213 | 12 | 1 | 13 | 1 | 240 | 259 | 16 | 1 | 9 | 0 | 285 | 472 | 28 | 2 | 22 | 1 | S25 |
| 19:00-20:00 | 220 | 4 | 3 | 8 | 0 | 235 | 277 | 5 | 1 | 9 | 1 | 293 | 497 | 9 | 4 | 17 | 1 | 528 |
| 20:00~21:00 | 280 | 0 | 1 | 8 | 0. | 289 | 337 | 4 | 1. | 11. | 1 | 354 | 617 | 4 | 2 | 19 | 1 | 643 |
| 21:00-22:09 | 143 | 1 | 1 | 5 | 0 | 150 | 165 | 1 | 1 | 11 | 0 | 178 | 308 | 2 | 2 | 16 | 0. | 328 |
| 22:00-23:00 | 149 | 3 | 1 | 12 | 0 | 165 | 155 | 1 | 3 | 8 | 0 | 167 | 304 | 4. | 4 | 20 | 0 | 332 |
| 23:00-24:00 | 112 | 3 | 0 | 4 | 0 | 119 | 124 | 3 | 0 | 5 | 0 | 132 | 236 | 6 | 0 | 9 | 0 | 251 |
| 24:00-01:00 | 67 | 0 | 0 | 3 | 0 | 70 | 35 | 0 | 0. | 0 | 0 | 35 | 102 | 0 | 0 | 3 | 0 | 105 |
| 01:00~02:00 | 68 | 0 | 0 | 0 | 0 | 68 | 41 | 1 | 0 | 0 | 0 | 42 | 109 | 1. | 0 | 0 | 0 | 110 |
| 02:00-03:00 | 37 | 0 | 0 | 0 | 0 | 37. | 39 | 0 | 0 | 1 | 0 | 40 | 76 | 0 | 0 | 1 | 0 | 77 |
| 03:00) - 04:00 | 27. | 0 | 0 | 1 | 0 | 28 | 15 | 0 | 0 | 1 | 0 | 16. | 42 | 0 | 0 | 2 | 0 | 44 |
| 04:00-05:00 | 24 | 0 | 0 | 0 | 0 | 24 | 28 | 1. | 0 | 1 | 0 | 30 | 52 | 1 | 0 | 1 | 0 | 54 |
| 05:00-06:00 | 5 | 0 | 0 | 20 | 0 | 25 | 56 | 3 | 0 | 19 | 0 | 78 | 61. | 3 | 0 | 39 | 0 | 103 |
| (16:00 - 07: ${ }^{\text {(1) }}$ | 45 | 4 | 1 | 16 | 0. | 66 | 245 | 13 | 0 | 25 | 1 | 284 | 290 | 17 | $1)$ | 41 | 1 | 350 |
| Total | \$251 | 379 | 97 | 266 | 13 | 6406 | 6458 | 299 | 1531 | 291 | 10 | 7211. | 11709 | 678 | 250 | 557 | 23 | 13217 |



Figure D4.27(40) Hourly Traffic Volume by Vchicle Type - Mcasuring Point 20 (25/25.04.1998 - holiday)

Table D4.52(40) Hourly Traffic Volune by Direction and Vehicle Type - Measuring Point 20 (25/26.04. 1998 - boliday)

|  | No. 20.3 |  |  |  |  |  | No. 20 b |  |  |  |  |  | Total for No. 20 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| lime | car | s. 1 , | I. 1. | luss | Lrailer | total | car | s. 1. | 1.t. | bus | Gailer | total | car | s. 1. | 1,i. | bus | trailer | Intal |
| 07:(0)-08:(x) | 200 | 33 | 8 | 13 | 1 | 255 | 347 | 13 | 9 | 16 | 1 | 386 | 547 | 46 | 17 | 29 | 2 | 641 |
| 08:00-09:00 | 25.3 | 24 | 7 | 12 | 1 | 297 | 260 | 19 | 11 | 16 | 1 | 307 | 513 | 43 | 18 | 28 | 2 | 60.1 |
| 09:00-10:00 | 2801 | 25 | 7 | 15 | 1 | 328 | 387 | 13 | 4 | 15 | 1 | 420 | 667 | 38 | 11 | 30 | 2 | 748 |
| 50:00-11:00 | 333 | 35 | 7 | 12 | 0 | 187 | 300 | 17 | 8 | 13 | 1 | 339 | 633 | 52 | 15 | 25 | 1 | 726 |
| 11:00-12:00 | 3.47 | 28 | 4 | 11. | 0 | 390 | 516 | 20 | 4 | 12 | 0 | 552 | 863 | 48 | 8 | 23 | 0 | 942 |
| 12:00-13:00 | 380 | 35 | 1 | 16 | 1 | 433 | 240 | 19 | 12 | 13 | 0 | 284 | 620 | 54 | 13 | 29 | 1 | 717 |
| 13:00-14:00 | 407 | 32 | 0 | 12 | 1 | 452 | 360 | 20 | 4 | 15 | 0 | 399 | 767 | 52 | 4 | 27 | 1 | 851 |
| 14:00-15:00 | 547 | 36 | 4. | 16. | 0 | 603 | 320 | 9 | 3 | 11 | 0 | 343 | 867 | 45 | 7 | 27 | 0 | 946 |
| 15:00~16:00 | 467 | 27 | 1 | 13 | 1 | 509 | 373 | 12 | 4 | 15 | 0 | 404 | 840 | 39 | 5 | 28 | 1 | 913 |
| 16:00 ~ 17:00 | 267 | 20 | 1 | 11 | 0 | 299 | 287 | 11 | 3. | 9 | 0 | 310 | 554 | 31 | 4 | 20 | 0 | 609 |
| 17:00-18:(0) | 207 | 16 | 3 | 12 | 0 | 2.8 | 251 | 13 | 1 | 12 | 0 | 277 | 458 | 29 | 4 | 24 | 0 | 515 |
| 18:30-19:00 | 133 | 13 | $?$ | 7 | 3 | 159 | 220 | 5 | 1 | 8 | 0 | 234 | 353 | 18 | 4. | 15 | 3 | 393 |
| 19:00-20:06) | 209 | 3 | 0 | 8 | 1 | 221 | 317 | 3 | 1 | 4 | 0 | 325 | 526 | 6. | 1 | 12 | 1 | 546 |
| 20:00-21:00 | 26.4 | 3. | 1. | 8. | 1 | 277 | 324 | 1 | 3. | 7 | 0 | 335 | 588 | 4 | 4 | 15 | 1 | 612 |
| 21:00) ~ 22:00 | 199 | 3 | 0 | 5. | 0 | 207 | 176 | 0. | 3 | 3 | 0 | 182 | 375 | $3)$ | 3 | 8 | 0 | 389 |
| 22:61 ~ 23:00) | 163 | 3. | 1 | 5 | 0 | 172 | 147 | 0 | 0 | 3 | 0 | 150 | 310 | 3 | 1 | 8 | 0 | 322 |
| 23:(0) - 24:00 | 149 | 0 | 0 | 5 | 0 | 154 | 104 | 0 | 0 | 9 | 0 | 110 | 250 | 0 | 0 | 14 | 0 | 264 |
| 24:00-01:00 | 123 | 0 | 0 | 1 | 0 | 124 | 103 | 1 | 0 | 0 | 0 | 105 | 227 | 1 | 0 | 1. | 0 | 229 |
| 01:00-02:00 | 197 | 0 | 0 | 0 | D | 197 | 80 | 1 | 0 | 1 | 0 | 82 | 277 | 1 | 0 | 1 | 0 | 279 |
| 02:(X) ~ 03:00 | 155 | 0 | 0 | 0 | 0 | 155 | 69 | 0 | 0 | 1 | 0 | 70 | 224 | 0 | 0 | 1. | 0 | 225 |
| 03:00-04:00 | 43. | 1 | 1 | 1 | 0 | 46 | 84 | 0 | 0 | 3. | 0 | 87 | 127 | 1 | 1 | 4 | 0 | 133 |
| 04:00 ~05:00 | 28 | 0 | 3. | 0 | 0 | 31 | 33. | 0 | 0 | 1 | 1 | 35 | 61 | 0 | 3 | 1 | 1 | 66 |
| 05:00-06:00 | 55 | 3 | 0 | 5 | 0 | 63 | 56 | 8 | 0. | 8 | 1 | 73 | 111 | 11 | 0 | 13 | 1 | 136 |
| 06:00~07:00 | 65 | 0 | 0 | 7 | 0 | 72 | 109 | 8 | 1 | $?$ | 0 | 127 | 174 | 8 | 1 | 16 | 0 | 199 |
| Total | 5471 | 340 | 52. | 195 | 11 | 6069 | 5461 | 193 | 72. | 204 | 6 | 5936 | 10932 | 533 | 124 | 399 | 17 | 12005 |



Figure D4.27(41) Hourly Traftic Volumc by Vebicle Type - Mcasuring Poiot 21 (22R3.04. 1998 - weekday)

Table D4.52(41) Mourly Traffic Volume by Direction and Vehicle Type - Measuriag Point 21 (22R23.04.1998 - weekday)

| lime | No. 21 a |  |  |  |  |  | No. 21 b |  |  |  |  |  | Total for No. 21 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | car | s. 1. | 1.1. | hus | 1 trailer | total | cat | s. 1. | 1.t. | bus | trailer | lotal | car | s.t. | 1.2. | tus | traiter | total |
| 07:00-08:00 | 144 | 25 | 7 | 31 | 0 | 207 | 184 | 28 | 17 | 24 | 0 | 253 | 328. | 53 | 24 | 55 | 0 | 460 |
| 08:00~09:00 | 188 | 12 | 8 | 311 | 1 | 240 | 240 | 29 | 12 | 23 | 0 | 304 | 428 | 41 | 20. | 54 | 1 | 5.44 |
| 09:00~ 10:00 | 212 | 16 | 11 | 20 | 0 | 259 | 264 | 35 | 8 | 20 | 0 | 327 | 476 | 51 | 19 | 40 | 0 | 586 |
| 10:00-11:00 | 176 | 23 | 4 | 21 | 0 | 224 | 256 | 41 | 8 | 21 | 0 | 326 | 432 | 64 | 12 | 42 | 0 | 550 |
| 11:00-12:00 | 248 | 24 | 1 | 33 | 0 | 306 | 257 | 23 | 9. | 23 | 1. | 313 | 505 | 47 | 10 | 56 | 1 | 619 |
| 12:00-13:00 | 257 | 17 | 15 | 25 | 1 | 315 | 248 | 28 | 8. | 24 | 1. | 309 | 505 | 45 | 23 | 49 | 2 | 624 |
| 13:00-14:00 | 237 | 7 | 8 | 21 | 0 | 273 | 268 | 21 | 7 | 25 | 0 | 321 | 505 | 28 | 15 | 46 | 0 | 594 |
| 14:00-15:00 | 268 | 8 | 4 | 28 | 0 | 308 | 207 | 16 | 7 | 27 | 0 | 257 | 475 | 24 | 11 | 55 | 0 | 565 |
| 15:00-16:00 | 252 | 9. | 9 | 35 | 0 | 305 | 208 | 15 | 8 | 28 | 0 | 259 | 460 | 24 | 17 | 63 | 0 | 564 |
| 16:00-17:00 | 243 | 4 | 4 | 29. | 0 | 280 | 232 | 13 | 4. | 24 | 0 | 273 | 475 | 17 | 8. | 53 | 0 | 553 |
| 17:00-18:00 | 23.3 | 9 | 1. | 20 | 0 | 263 | 241 | 1. | 1 | 23 | 0 | 276 | 474 | 20. | 2 | 43. | 0 | 539 |
| 18:00~19:00 | 231 | 7 | 1 | 11 | 0 | 250 | 209 | 8 | 5 | 15 | 0 | 237 | 440 | 15 | 6 | 26 | 0 | 487 |
| 19:00 - 20:00 | 167 | 20. | 0 | 8 | 0 | 195 | 227 | 7. | 0 | 11 | 0 | 245 | 394 | 27 | 0 | 19 | 0 | 440 |
| 20:00-21:00 | 145 | 11 | 1 | 11 | 1 | 169 | 208 | 3 | 3 | 9 | 1 | 224 | 353 | 14 | 4 | 20 | 2 | 393 |
| 21:00-22:00 | 185 | 1 | 1 | 9 | 0 | 196 | 204 | 0 | 0 | 12 | 0 | 216 | 389 | 1 | 1 | 21 | 0 | 412 |
| 22:00-23:00 | 139 | 1 | 0 | 9 | 0 | 149 | 169 | 5 | 4 | 8 | 0 | 186 | 308 | 6 | 4 | 17 | 0 | 335 |
| 23:00~ 24:00 | 79 | 1 | 0 | 4 | 0 | 84 | 103 | 8. | 1 | 3 | 0 | 115 | 182 | 9 | 1 | 7 | 0 | 199 |
| 24:00 ~ 01:00 | 33 | 1 | 1 | 0 | 0 | 35 | 41 | 3 | 1 | 0 | 0 | 45 | 74 | 4 | 2. | 0 | 0 | 80 |
| 01:00~02:00 | 20 | 3 | 0 | 1 | 0 | 24 | 20 | 0 | 3. | 1 | 0 | 24 | 40 | 3 | 3 | 2 | 0 | 48 |
| 02:00-03:00 | 15 | 0 | 0 | 0 | 0 | 15 | 16 | 0 | 0 | 0 | 0 | 16 | 31 | 0 | 0 | 0 | 0 | 31 |
| 03:00-04:00 | 13 | 4 | 0 | 1 | 0 | 18 | 15 | 5 | 0 | 1 | 0 | 21 | 28 | 9 | 0 | 2 | 0 | 39 |
| 04:00-05:00 | 16 | 17 | 0 | 1 | 0 | 34 | 17 | 15 | 0 | 1 | 0 | 33 | 33 | 32 | 0 | 2 | 0 | 67 |
| 05:00~06:00 | 11 | 12 | 0 | 11 | 0 | 34 | 21 | 28 | 0 | 17 | 0 | 66 | 32 | 40 | 0 | 28 | 0 | 100 |
| 06:00-07:00 | 4.3 | 7 | 1. | 31 | 0 | 82 | 69 | 16 | 5 | 29 | 1 | 120 | 112 | 23 | 6 | 60 | 1 | 202 |
| Total | 3555 | 239 | 77 | 391 \| | 3 | 4265 | 3924 | 358 | 131 | 369 | 4 | 4766 | 7479 | 597. | 188 | 760 | 7 | 2031 |



Figure D4.27(42) Hourly Traffic Volume by Vehicle Type - Mcasuring Point 21 (25/25.04.1998 - boliday)

Table D4.52(42) Ulourly Traffic Volume by Ditection and Vebicte Type - Measuring Point 21 (25/26.04.1998 - boliday)

|  | No. 21 a |  |  |  |  |  | No, 21 b |  |  |  |  |  | Tolal for No. 21 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| time | car | s. 1. | t.t. | bus | teniler | total | car | s. 1. | 1.1. | bis | trailer | tola! | car | s. t . | 1.1. | bus | tiailer | total |
| 07:00-08:00 | 117 | 5 | 3 | 11 | 0 | 136 | 152 | 11 | 11 | 13 | 0 | 187 | 269 | 16 | 14 | 24 | 0 | 123 |
| 08:00 ~ 09:00 | 137 | 13 | 3 | 12 | 1 | 166 | 132 | 19 | 5 | - 16 | 0 | 172 | 269 | 32 | 8 | 28 | 1 | 338 |
| 09:00~10:00 | 169 | 20 | 1 | 16 | 1 | 207 | 221 | 19 | 3 | 15 | 0 | 258 | 390 | 39 | 4 | 31 | 1. | 465 |
| 10:00-11:00 | 233 | 19 | 8 | 19 | 0 | 279 | 273 | 9 | 8 | 19 | 0. | 309 | 506 | 28 | 16 | 38 | 0 | 588 |
| 11:00-12:00 | 244 | 17 | 9 | 16 | 0 | 286 | 280 | 13. | 13 | 15 | 0 | 321 | 524 | 30 | 22 | 31 | 0 | 607 |
| 12:00-13:00 | 269 | 12 | 1 | 13 | 0 | 295 | 269 | 9 | 11. | 21. | 0 | 310 | 538 | 21. | 12. | 34 | 0 | 605 |
| 13:00-14:00 | 248 | 5 | 5 | 13 | 0 | 271 | 240 | 9 | 9 | 17 | 0 | 275 | 488 | 14 | 14 | 30 | 0 | 546 |
| 14:00-15:00 | 199 | 5 | 8 | 20 | 0 | 232 | 197 | 5 | 4 | 16 | 0 | 222 | 396 | 10 | 12 | 36 | 0 | 454 |
| 15:00-16:00 | 183 | 3 | 3. | 15 | 0 | 204. | 188 | 7 | 1 | 16 | 0 | 212 | 371 | 10 | 4 | 31. | 0 | 416 |
| 16:00~17:00 | 188 | 4 | 4 | 15 | 0 | 211 | 172 | 31 | 1 | 17 | 1. | 194 | 360 | 7 | 5 | 32 | 1 | 405 |
| 17:00~18:00 | 156 | 0 | 1. | 21. | 1 | 179 | 181 | 31 | 01 | 19 | 0 | 203 | 337 | 3 | 1 | 40 | 1 | 382 |
| 18:00-19:00 | 196 | 1 | 0 | 11 | 0 | 208 | 196 | 1 | 3 | 12 | 0 | 212 | 392 | 2 | 3 | 23 | 0 | 420 |
| 19:00~20:00 | 164 | 9 | 1 | 16. | 0 | 190 | 204 | 0 | 4 | 19. | 0 | 227 | 368 | 9 | 5 | 35 | 0 | 417 |
| 20:00-21:00 | 197 | 8 | 4 | 9 | 0 | 218 | 289 | 13 | 1 | 16 | 0 | 319 | 486 | 21 | 5 | 25 | 0 | 537 |
| 21:00~22:00 | 165 | 3 | 0 | 11 | 0 | 179 | 241 | 9 | 0 | 9 | 0 | 259 | 406 | 12 | 0 | 20 | 0 | 438 |
| 22:00-23:00 | 136 | 4 | 0 | 7 | 0 | 147 | 22. | 0 | 0 | 8 | 0 | 229 | 357 | 4 | 0 | 15 | 0 | 376 |
| 23:00-24:00 | 99 | 3 | 0 | 5 | 0 | 107 | 116 | 0 | 0 | 4 | 0 | 120 | 215 | 3 | 0 | 9 | 0 | 227 |
| 24:00~01:00 | 67 | 3 | 0 | 1 | 0 | 71 | 84 | 0 | 0 | 0 | 0 | 84 | 151 | 3. | 0 | 1 | 0 | 155 |
| 01:00-02:00 | 35 | 1. | 1 | 1 | 0. | 38 | 37 | 0 | 0 | 1 | 0 | 38 | 72 | 1 | 1 | 2 | 0 | 76 |
| 02:00-03:00 | 17 | 1 | 0 | 0 | 0 | 18 | 15 | 1 | 0 | 0 | 0 | 16 | 32 | 2 | 0 | 0 | 0 | 34 |
| 03:00~0.4:00 | 11 | 0 | 0 | 1 | 0 | 12 | 9 | 1 | 0 | 1 | 0 | 11 | 20 | 1 | 0 | 2 | 0 | 23 |
| 04:00 - 05:06 | 15 | 4 | 0 | 1 | 0 | 20 | 9 | 0 | 0 | 1 | 0 | 10 | 24 | 4 | 0 | 2 | 0 | 30 |
| 05:(0) - 06:00) | 5 | 1 | 0 | 4 | 0 | 10 | 19 | 19 | 0 | 4 | 0 | 42 | 24 | 20 | 0 | 8 | 0 | 52 |
| 08:00 - 07:00 | 25 | 0 | 1) | 5 | 0 | 30 | 16 | 5 | 3 | 12 | 0 | 36 | 41 | 5 | 3 | 17 | 0 | 66 |
| Total | 3275 | $1+1$ | 52 | 24.3 | 3 | 3714 | 3761 | 156 | 77 | 271 | 1 | 4266 | 7036 | 297 | 129 | 514 | 4 | 7980 |



Figure D4.27(43) Hourly Trafic Volume by Vehicle Type - Measuriag Poiat 22 (22/23.04.1998 - weekday)

Table D4.52(43) Elourly Traffic Volume by Direction and Veticle Type - Measuriog Point 22 (2223.04.1998 - weekday)

| time | No. 22 a |  |  |  |  |  | No. 22 b |  |  |  |  |  | Total for No. 22 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | car | 5. 1. | 1. 1. | hus | trailer | lotal | car | 3.t. | 1.1. | bis | trailer | total | car | s. 1. | 1.t. | bals | Irailer | total |
| 07:00 ~ 08:00 | 155 | 23 | 3 | 24. | 0 | 205 | 163 | 20. | 7 | 241 | 0 | 214 | 318 | 43 | 10 | 48 | 0 | 419 |
| 08:00-09:00 | 169 | 24 | 0 | 23. | 0. | 216 | 181 | 21 | 5 | 24 | 0 | 231 | 350 | 45 | 5 | 47 | 0 | 447 |
| 09:00~ 10:00 | 180 | 33 | 1 | 24 | 0 | 238 | 179 | 19 | 4 | 19 | 0 | 221 | 359 | 52 | 5 | 43 | 0 | 459 |
| 10:00~11:00 | 233 | 24 | 3 | 23 | 0 | 283 | 224 | 13 | 4 | 21 | 0 | 262 | 457 | 37 | 7 | 44 | 0 | 545 |
| 11:00-12:00 | 313 | 17 | 1 | 20. | 0 | 351 | 309 | 25 | 11 | 23 | 0 | 368 | 622 | 42 | 12 | 43 | 0 | 719 |
| 12:00-13:00 | 403 | 28 | 8 | 25 | 0 | 464 | 380 | 13 | 7 | 32 | 4 | 436 | 783 | 41 | 15 | 57 | 4 | 900 |
| 13:00~14:00 | 313 | 17 | 7 | 23. | 0 | 360 | 392 | 28 | 11 | 33 | 1 | 465 | 705 | 45 | 18 | 56 | 1 | 825 |
| 14:00-15:00 | 360 | 12 | 9 | 20 | 0. | 401 | 347 | 9 | 4 | 39 | 3. | 402 | 707 | 21 | 13 | 59 | 3 | 803 |
| 15:00~ $16: 00$ | 464 | 19 | 8 | 36 | 1 | 528 | 356 | 21 | 4 | 39 | 1. | 421 | 820 | 40 | 12 | 75 | 2 | 949 |
| 16:00-17:00 | 367 | 20 | 3 | 27 | 0 | 417 | 393 | 13 | 5 | 31 | 0 | 442 | 760 | 33 | 8 | 58 | 0 | 859 |
| 17:00-18:00 | 387 | 12 | 5 | 17. | 0 | 421 | 320 | 9 | 1 | 25 | 0 | 355 | 707 | 21 | 6 | 42 | 0 | 776 |
| 18:00-19:00 | 427 | 23 | 1. | 13 | 0 | 464 | 228. | 8. | 4 | 16 | 0 | 256 | 655 | 31 | 5 | 29 | 0 | 720 |
| 19:00-20:00 | 323 | 5 | 0 | 15 | 0 | 343 | 311 | 1 | 0 | 20 | 0 | 332 | 634 | 6. | 0 | 35 | 0 | 675 |
| 20:00-21:00 | 293 | 3 | 0 | 13 | 0 | 309 | 335 | 1 | 1 | 9 | 0 | 346 | 628 | 4 | 1 | 22 | 0 | 655 |
| 21:00-22:00 | 191 | 0 | 0 | 17 | 0 | 208 | 181 | 0 | 1 | 11 | 0 | 193 | 372 | 0 | 1 | 28 | 0 | 401 |
| 22:00~23:00 | 215 | 0 | 0 | 13 | 0 | 228 | 191 | 1 | 1 | 12 | 0 | 205 | 406 | 1 | 1. | 25 | 0 | 433 |
| 23:00-24:00 | 132 | 0. | 1. | 7 | 0 | 140 | 127 | 1 | 0 | 4 | 0 | 132 | 259 | 1 | 1 | 11 | 0 | 272 |
| 24:00~01:00 | 97 | 1 | 0 | 0 | 0 | 98 | 95 | 4 | 0 | 1 | 0 | 100 | 192 | 5 | 0 | 1 | 0 | 198 |
| 01:00-02:00 | 49 | 0 | 0 | 1 | 0 | 50 | 61 | 0 | 0 | 0 | 0 | 61 | 110 | 0 | 0 | 1 | 0 | 111 |
| 02:00-03:00 | 35 | 1 | 0 | 0 | $1)$ | 36 | 25 | 0 | 0 | 0 | 0 | 25 | 60 | 1 | 0 | 0 | 0 | 61 |
| 03:00~04:00 | 17 | 0 | 0 | 1 | 0 | 18 | 13 | 0 | 0 | 3 | 0 | 16 | 30 | 0 | 0 | 4 | 0 | 34 |
| 04:00-05:00 | 19 | 1 | 0 | 0 | 0 | 20 | 12 | 0 | 0 | 0 | 0 | 12 | 31. | 1 | 0 | 0 | 0 | 32 |
| 05:00~06:00 | 24 | 3 | 0 | 9 | 0 | 36 | 29 | 3 | 0 | 13 | 0 | 45 | 53 | 6 | 0 | 22 | 0 | 81 |
| 06:00-07:00 | 81 | 4 | 1 | 25. | 0 | 111 | 59 | 21 | 1 | 21 | 0 | 102 | 140 | 25 | 2 | 46 | 0 | 213 |
| Total | 52.47 | 270 | S1) | 376 | 1 | 5945 | 4911 | 231 | 71 | 420 | 9 | 5642 | 10158 | 501 | 122 | 796 | 10 | 11587 |




Table D4.52(44) Houty Traffic Votunne by Direction and Vehicle Type - Measuriog Poial 22 (25/26.04.1998 - holiday)

| time | No. 22 a |  |  |  |  |  | No. 22 b |  |  |  |  |  | Totral for No. 22 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | car | S. 1. | 1.1. | bus | trasiler | total | cas | s. 1. | 1.1. | bns | traiter | lotal | car | s. t . | 1.1. | bus | trailer | Lotal |
| 07:00 ~ 08:00 | 505 | 12 | 3 | 9 | 0 | 129 | 89 | 11 | 0 | 17 | 0 | 117 | 194 | 23 | 3 | 26 | 0 | 246 |
| 08:00-09:00 | 223 | 28 | 1 | 13 | 0 | 267 | 128 | 27 | 4 | 16 | 0 | 175 | 351 | 55 | 7 | 29 | 0 | 442 |
| 09:(x) - 10:00 | 341 | 27 | 8 | 16 | 0 | 392 | 227 | 17 | 0 | 13 | 0 | 257 | 568 | 44 | 8 | 29 | 0 | 649 |
| 10:00-11:00 | 300 | 1.3 | 3 | 13 | 0 | 329 | 229 | 7 | 3 | 15 | 1 | 255 | 529 | 20 | 6 | 28 | 1 | 584 |
| 11:00-12:00 | 35.3 | 24 | 9 | 15 | 0 | 411 | 272 | 19 | 3 | 16 | 0 | 310 | 635 | 43 | 12 | 31 | 0 | 721 |
| 12:00~13:00 | 323 | 13 | 8 | 15 | 0 | 359 | 264 | 19 | 4 | $2!$ | 0 | 308 | 587 | 32. | 12 | 36 | $0)$ | 667 |
| 13:00-14:00 | 28.4 | 11 | 5 | 12 | 1. | 313 | 289 | 15 | 7 | 17 | 0 | 328 | 573 | 26 | 12 | 29 | 1 | 641 |
| 14:00~ $15: 00$ | 271 | 12 | 9 | 19 | 0 | 311 | 347 | 12 | 4 | 20 | 0 | 383 | 618 | 24 | 13 | 39 | 0 | 694 |
| 15:00-16:00 | 283 | 8 | 3 | 15 | 0 | 309 | 327 | 7 | 4 | 21 | 0 | 359 | 610 | 15 | 7 | 36 | 0 | 668 |
| 16:00-17:00 | 229 | 7 | 8 | 11 | 0 | 255 | 283 | 7 | 5 | 17 | 0 | 312 | 512 | 14 | 13 | 28 | 0 | 567 |
| 17:00-18:00 | 273 | 13 | 5 | 11 | 1 | 303 | 243 | 8 | 3 | 16 | 0 | 270 | 516 | 21. | 8 | 27 | 1 | 573 |
| 18:00 ~ 19:00 | 249 | 11 | 0 | 11 | 0 | 271 | 271 | 5 | 1. | 16 | $t$ | 294 | 520 | 16 | 1 | 27 | 1 | 565 |
| 19:00~20:00 | 277 | 1 | 0) | 11 | 0 | 289 | 297 | 1 | 0 | 15 | 0 | 314 | 574 | 2 | 0 | 27 | 0 | 603 |
| 20:00) - 21:(0) | $17!$ | 4 | 0 | 12. | 0 | 187 | 169 | 3 | 1. | 12 | 0 | 185 | 340 | 7. | 1 | 24 | 0 | 372 |
| 21:00-22:00 | 197 | 1 | 0 | 9 | 0 | 207 | 188 | 0 | 0 | 15 | 0 | 203 | 385 | 1 | 0 | 24 | 0 | 410 |
| 22:00-23:00 | 117 | 0 | 0 | 5 | 0 | 142 | 143 | 0 | 1. | 15 | 0 | 159 | 280 | 0 | 1 | 20 | 0 | 301 |
| 23:00~24:00 | 135 | 0 | 0 | 8 | 0 | 143 | 131 | 1 | 0 | 8 | 0 | 140 | 266 | 1 | 0 | 16 | 0 | 283 |
| 24:00~01:00 | 88 | 1 | 0 | 0. | 0 | 89 | 95 | 0 | 0 | 0 | 0 | 95 | 183 | 1 | 0 | 0 | 0 | 184 |
| 01:00~02:00 | 64 | 0 | 0 | 1 | 0 | 65 | 91 | 0 | 0 | 0 | 0 | 91 | 155 | 0 | 0 | 1 | 0 | 156 |
| 02:00-03:00 | 53 | 0 | 0 | 0 | 0 | 53 | 80 | 0 | 0 | 1 | 0 | 81 | 133 | 0 | 0 | 1. | 0 | 134 |
| 03:00~04:00 | 24 | 0 | 0 | 1 | 0 | 25 | 49 | 0 | 0 | 1 | 0 | 50 | 73 | 0 | 0 | 2 | 0 | 75 |
| 04:00~05:06 | 28 | 1 | 0 | 0 | 0 | 29 | 27 | 0 | 0 | 1 | 0 | 28 | 55 | 1 | 0 | 1 | 0 | 57 |
| 05:00 ~ 06:00 | 39 | 0 | 0 | 7 | 0 | 46 | 43 | 1 | 0 | 8 | 0 | 52 | 82 | 1 | 0 | 15 | 0 | 98 |
| 06:00-07:09 | 35 | 3 | 0 | 4 | 0 | 42 | 25 | 9 | 0 | 12 | 0 | 46 | 60 | 12 | 0 | 16 | 0 | 88 |
| Tonat | 4492 | 190 | 64 | 218 | 2 | 4966 | 4307 | 169 | 40 | 294 | 2 | 4812 | 8799 | 359 | 104 | 512 | 4 | 9778 |



Figure D4．27（45）Ilourly Ttaffic Volume by Vebicle Type－Measuring Point 23 （22R3．04．1998－weekday）

Table D4．52（45）1hourly Traffic Volume by Diection and Vehicle Type－Measuring Poini 23 （222n3．04．1998－weekday）

|  | No． 23 a |  |  |  |  |  | No． 23 b |  |  |  |  |  | No． 2.3 c |  |  |  |  |  | No． 23. |  |  |  |  |  | Total for No． 23 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 5 | $\cdots$ | $\stackrel{-1}{-1}$ | 3 | 药 | $\stackrel{\square}{6}$ | 3 | $\stackrel{7}{6}$ | $\therefore$ | 3 | 忽 | － | 5 | － | $-\dot{1}$ | \％ | 券 | 皆 | 3 | $\dot{\square}$ | $\therefore$ | 3. | $\stackrel{\text { the }}{\substack{4 \\ \hline}}$ | $\stackrel{\rightharpoonup}{\square}$ | हैं | $\stackrel{\rightharpoonup}{n}$ | $\because$ | ． 8 | $\stackrel{\text { 旨 }}{\text { E }}$ | － |
| 07：00－08：00 | 167 | 39 | 31 | 23 | 1 | 551 | 252 | 33 | 20 | 16 | 0 | 320 | 280 | 11 | 5 | 16 | 0 | 312 | 180 |  |  |  | 0 | 193 | 1179 | 36 | so | 60 |  | 1376 |
| 08：00－09：00 | 333 | 14 | 28 | 19 | 1 | 525 | 320 | 4 | 17 | 17 |  | 199 | 357 | 13 | 12 | 13 | 0 | 395 | 147 | 8 |  | 8 | 0 | 386 | 1157 | 109 | 60 | 51 | 2 | 1385 |
| 09：00－10：00 | 295 | 36 | 46 | 13 | 1 | 361 | 30 | $5!$ | 29 | 17 |  | 138 | 336 | 12 | 4 | 9 | 1 | 382 | 187 | 7 |  |  | 0 | 202 | 1158 | 128 | 52 | 4 | 3 | 1383 |
| 10：00－11：00 | 30 | 15 | 32 | 15 | 1 | 343 | 123 | 10 | 13 | 11 | 0 | 257 | 276 | 17 | 16 | 16 | 3 | 328 | 193 | 7 | 7 |  | 0 | 211 | 922 | 99 | 681 | 15 | 1 | 1139 |
| 11：00～12：00 | 357 | 3.3 | 11 | 9 | 1 | 301 | 209 | 35 | 13 | 12 | 0 | 259 | 189 | 12 | 7 | 12 | 3 | 223 | 231 | 7 | 1 | 4 | 0 | 243 | 885 | 67 | 12 | 37 | 1 | ：026 |
| 12：00－13：00 | 231 | 8 | 7 | 15 | $\bigcirc$ | 261 | 173 | 20 | 8 | 11 | － 1 | 213 | 265 | 12 | 15 | 19 | 1 | 317 | 337 | 1 | 1 | 1 | 0 | 340 | 1006 | 14 | 32 | 46 | 1 | 1131 |
| 13：00～14：00 | 30. | 20 | 1 | 21 | 0 | 336 | 293 | 31 | 15 | 20 | $\bigcirc$ | 359 | 248 | 21 | 11 | 17 | 3 | 300 | 181 | 0 | 1 | 5 | 0 | 187 | 1026 | 12 | 38 | 63 | 3 | 1202 |
| 14：（）～15：00 | 280 | 13 | $s$ | 20. | 0 | 318 | 389 | 32 | 25 | \％ | 1 | 475 | 392 | 24 | 15 | 16 | 3 | 450 | 145 |  | 1 | 3 | 0 | 153 | 120 | 90 | 46 | 47 | 4 | 1396 |
| 15：00～16：00 | 291 | 23 | 20 | 33. | 0 | 367 | 427 | 27 | 16 | 28 | $\bigcirc$ | 598 | 26. | － 12 | $\stackrel{5}{8}$ | 19 | 0 | 303 | 176 | 0 | 1 | 4 | 0 | 185 | 1158 | 62 | 45 | 8.4 | 0 | 139 |
| 16：00－17：00 | 200 | 20 | 9 | 24 | 0 | 233 | 240 | 4 | 15 | 17 | 5 | 281 | 171 | ？ | 7 | 13 | 0 | 200 | 127 | 4 | 0 |  | 0 | 135 | 738 | 37 | 31 | 58 | 5 | 369 |
| 17：00～18：00 | 15 | in |  | 12 | 0 | 45 | 145 | 5 | 4 | 12 | $\bigcirc$ | 166 | 137 | S | 3 | 1 | 0 | 156 | 117 | $s$ | 3 | 5 | 1 | 131 | 14 | 26 | 17 | 40 | 1 | 498 |
| 18：00－19：00 | 888 | 13 | 5 | 13. | 0 | 211 | 213 | 11 | 1 | 13 | － 3 | 241 | 125 | ＋ | 8 | 9 | 1 | 147 | 122 | 1 | 1 | 3 | 0 | 137 | 645 | 32 | 17 | 38 | $\checkmark$ | 336 |
| 19：00－20：00 | 220 | 8 | 1 | 1 | 0 | 233 | 253 | 13 | 1 | 9 | $\bigcirc$ | 278 | 280 | 7 | 5. | 8 | 0 | 303 | 205 | 1 | 0 | 5 | 0 | 211 | 958 | 29 | 12 | 26 | $\bigcirc$ | 102 |
| 20：00－21：00 | 33. | 3 | 0 | 5 | 0 | 31 | 395 | 5 | 1 | 16 | 1 | 413 | 293 | $\underline{3}$ | 0 | 8 | 1 | 305 | 261 | 0 | 0 |  | 1 | 269 | 1232 | 11 |  | 36 | 3 | $[33]$ |
| 21：00－22：00 | 263 | 3 | 1 | 3 | 0 | $2 \times$ | 360 | 1 | 11 | 3 | $\bigcirc$ | 380 | 227 | － 3 | 1 | 12 | 0 | 243 | 193 | 5 | 1 | 5 | 0 | 206 | 5045 | t | 14 | 25 | 0 | 1099 |
| 22：00－23：00 | 175 | 1 | 刀 | 4 | 0 | 180 | 213 | 3 |  | 11 |  | 229 | 308 |  | 0 |  | 0 | 233 | 189 | 1 | 0 | 3 | 1 | 194 | 785 | 6 |  | 22 | 2 | 316 |
| 23：00－24：00 | 123 | 1 | $\bigcirc$ | 1 | 0 | 125 | 17 |  | 0 | 3 | － | 183 | 39 |  | 0 | 3 | 0 | 93 | 13 | 0 | 0 | 1 | 0 | 114 | 498 | 6 | 0 | 13 | 0 | 515 |
| 24：00－01：00 | 73 | 0 | 1 | 0 | 0 | 72 | 131 | 3 | 1 | 3 |  | 14 | 31 | $\bigcirc$ | $\bigcirc$ | 1 | 0 | 32 | 37 | 0 | 0 | 0 | 0 | 37 | 272 | 3 |  | 1 |  | 282 |
| 01：00－02：00 | 17 | 1 | 0 | 0 | 0 | 38. | 91 | 1 | $\underline{0}$ | 0 | 0 | 92 | 41 | 0 | 1 | 0 | 0 | － 42 | 47 | 3 | 0 | 0 | 0 | 50 | 216 | S |  | 0 | 0 | 222 |
| 02：00－03：00 | 33 | 1 | 0 | 0 | 0 | 3 | sn | 1 | ． 3 | 3 | 0 | 47 | 3 | ． 1 | 1 | 1 | 0 | － 34 | 33. | 0 | 0 | 0 | 0 | 33 | 137 | 3 | ， |  | 0 | $1{ }^{168}$ |
| 03：00－04：00 | 17 | 1 | 0 | 1 | 0 | 19 | 11 | 0 | 0 | 7 | 1 | 19. | 19 | － | 1 | 1 | 0 | 21 | 13 | 4 | 0 |  | 0 | 18 | 90 | 5 |  | 10 |  | （6） |
| 104：00－05：00 | 13 |  | 0 | 3 | 0 | 17 | （27） | 9 | 3 | 17 | － | is6 | 17 | － 0 | 3 | 0 | 0 | － 20 | $\underline{24}$ | 9 | 0 |  | 0 | 34 | 181 | 19 |  | 21 |  | 27 |
| 05：00～06：（0） | 67 | 5 | 0 | 1 | 0 | 76 | 60 | 11 |  | 16 | $\bigcirc$ | 188 | 53 | － | 0 | 16 | 0 | 18 | 43 | $\delta$ | 3 | 7 | 0 | 61 | 323 | 33 | ＋ | 43 | ， | ${ }^{60}$ |
| 06：00－07：00） | 140 | $+$ | 3 | 4 | 0 | 155 | 173 | 3 |  | 11 | 1 | 389 | 380 | 20. | 13 | 21 | 2 | 436 | 201 | 0 | $\bigcirc$ | 15 | 0 | 216 | 894 | 27 | 17 | 51 | 3 | 992 |
| Tneat | 45015 | 14. | 175 | 346 |  | S5， 28 | 53.51 | 399 | 201 | 288 | 17 | 6258 | ＋769 | ［222 | ：10 | 34 | 13 | 5333 | 3512］ | 79 | 32 | 98 |  | 3722 | 2817 | 1014 | 591 | 371 | 4 | 2045 |



Figure D4．27（46）Hourly Traficic Volune by Vehicle Type－Measuring Priint 23 （25／25．04．1998－holiday）

Table D4．52（46）
Hourly Traffic Volume by Direction and Vehicle Type－Measuring Point 23 （25／26．04．1998－boliday）

|  | No． 23 a |  |  |  |  |  | No． 236 |  |  |  |  |  | No． 23 c |  |  |  |  |  | No． 23 d |  |  |  |  |  | Tatal for No． 23 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 5 | $\stackrel{-1}{1}$ | $\stackrel{\square}{\square}$ | ．${ }^{3}$ | 戓 | \＃ | E | $\stackrel{\rightharpoonup}{\text { a }}$ | $\therefore$ | ล ${ }^{3}$ |  | － | 5 | $\cdots$ |  | 3 |  | $\stackrel{7}{8}$ | 5 | $\stackrel{\square}{\dot{s}}$ | $\pm$ | 会 | 皆 | $\stackrel{7}{9}$ | 名 | $\stackrel{-1}{n}$ | $\therefore$ | \％ | 늘 | $\stackrel{\overline{9}}{9}$ |
| 07：00～08：（0） | 160 | ， | 3 | $s$ | 0 | 11.5 | 175 | 16 | ， | ， |  | 206 | 161 | 13 | 5 | 17 | 1 | 197 | 93 | 1 | ， | 5 | 0 | 105 | 529 | 17 | 16 | 39 | 2 | 623 |
| 08：00－09：00 | $1+1$ | 12 | 5 | 1 | 0 | 164 | 287 | 29 | 21 | 1 | 0 | 338 | 204 | 11 | 4 | 11 | 3 | 233 | 140 | 8 | 3 | s | 0 | 138 | 77 | 60 | 33 | 24 | 3 | 804 |
| 09：00－10：00 | 163 | 13 | 5 | s | 1 | 195 | 597 | －50 | 13 | 11 | 1 | 562 | 243 | 13 | 16 | 13 | 1 | 286 | 183 | ， | 1 | 5 | 0 | 196 | 199 | 73 | Js | 34 | 6 | 1239 |
| 10：00～11：00 | 81 | 17 | 0 |  | ก | 201 | 577 | 37 | 9 | 9 | 0 | 632 | 371 | 9 | 9 | 17 |  | 407 | 191 | ， | 7 | 4 | 0 | 209 | 1319 | 70 | 25 | 31 | 1 | 1452 |
| 11：00－12：00 | 23 | 16 | 5 | 5 | 1 | 359 | 396 | 35 | 9 | 15 | $\bigcirc$ | ss | 381 | 12 | 9 | 11 | 0 | 13 | 228 | 1 | 0 | 4 | 0 | 239 | 1238 | 7. | 23 | 35 | 0 | 1366 |
| 12：00～13：09 | 291 | 13 | 5 | 8 | 1 | 330 | 388 | 17 | 1 | 16 | 1 | 129 | 392 | 13 | 8 | 12 | 0 | 125 | 332 | 1 | 0 |  | 0 | 334 | 1409 | 50 | 20 | 37 | 2 | 1515 |
| 13：00－14：00 | 117 | 3 | 0 | 1 | 0 | 134 | 133 | 19 | 4 | ？ | 0 | 15 | 319 | 8 | 13 | 13 | 1 | 354 | 175 | 0 | 1 | 5 | 0 | 181 | 824 | 30 | 18 | 31 | 1 | 201 |
| 14：06－15：00 | ：24 |  | 3 |  | 0 | 136 | 140 | 11 | 3 | 7 |  | 162 | 245 | ， | 16 | 12 | 0 | 280 | 143 |  | 0 | 3 | 0 | 14 | ${ }_{6 S}$ | 24 | 22 | 26 | 1 | 125 |
| 15：00－16：00 | 125 | 5 | 1 | 7 | © | 138 | 325 | 21 | 13 | ． 8 | 1 | 368 | 199 | 3 | 8 | 16 | 0 | 226 | 165 | 0 | 1 | 1 | 0 | 170 | 814 | 29 | 23 | 35 |  | 802 |
| 16：00－17：00 | 147 | 3 | 3 | 5 | 3 | 161 | 244 | 12 | 5 | 5 | 1 | 272 | 143 | 5 | 3 | 8 | 1 | 160 | 120 | 4 | 0 | 4 | 0 | 128 | 654 | 29 | 11 | 22 | 5 | 22 |
| 17：00－18：00 | 116 |  |  | 3 | 0 | 124 | 139 | － | 3 | －3 | 0 | 164 | 163 | 3 | 1 | 13 | 0 | 180 | 104 | $s$ | 3 | 5 | 1 | 118 | 532 | 21 | 8 | 2 |  | 586 |
| 18：00～19：00 | 100. | 3 | 3 | ＋ | 9 | $1 \pm 0$ | 124 | 5 | 3 | 3 | 0 | 135 | 2018 | 3 | 3 | 11 | 0 | 225 | 87 | 4 | 1 | 3 | 0 | 9s | 519 | 15 | 10 | 21 | 0 | 565 |
| 19：00～20：00 | 191 | 0 | 1 | 7 | 0 | 199 | 333 | 1 | 1 | 7 | $\bigcirc$ | 342 | 272 | 3 | 1 | 9 | 0 | 285 | 349 | 16 | 5 | ， | 0 | 377 | 1145 | 20 |  | 30 | 0 | 1203 |
| 20：00～21：00 | 127 | 0 | 1 |  | 0 | 132 | 255 | 3 | 1 | － 4 | 0 | 263 | 245 | 1 | 0 | 5 | 0 | 251 | $25 ?$ | 12 | 1 | 3 | 0 | 308 | 914 | 16 | 6 | 16 | 0 | 952 |
| 21：（0）－22：00 | 180 | 1 | 1. | ： | 0 | 163 | 267 | $\bigcirc$ | 0 | ？ | 1 | 135 | 160 | 1 | 1 | 11 | 1 | 171 | 196 | 8 | 3 | 1 | 1 | 212 | 183 | 10 | 3 | 23 | 3 | 82 |
| 22：00－23：00 | 119 |  | 0 | 1 | 0 | 121 | 247 | 1 | 0 | 5 | 0 | 253 | 14 | 1 | 0 | 7 | 0 | 1ss | 217 | 9 | 1 | 3 | 0 | 230 | 730 | 12 |  | 16 | 0 | d 759 |
| 23：00－24：00 | （0） | 1 | 0 | 3 | 0 | 104 | 331 | 1 | 0 | － | 0 | 33 | 112 | 0 | 0 | 3 | 0 | IIS | 156 | 1 | 0 | 1 | 0 | 164 | 599 | 6 | 0 | 11 | 0 | 616 |
| 24：00－01：00 | 171 |  |  |  | 0 | 139 | 197 | $\bigcirc$ |  | － 3 | 1 | 302 | 69 |  | 0 | 0 | $\square$ | 30 | 129 | 3 | 3 |  | 0 | 133 | 661 | 10 | $s$ |  |  | 684 |
| 01：00－02：00 | 23 | 0 | 0 | －1 | 0 | 124 | 240 | 1 | 0 | － | 0 | 245 | 64 | 3 | 0 | 1 | 0 | 88 | 101 | 1 | 0 | 0 | 0 | 102 | 528 | 5 | 0 |  |  | 539 |
| 02：00－03：00 | 69 | 0 | 0 | $\square$ | － 0 | $\underline{69}$ | 173 | － 0 | 1 |  | 0 | 175 | 60 | －3 | 0 | 1 | 0 | 64 | 80 |  | 0 | 1 | 0 | 82 | 182 | ， | 1 | 3 |  | ． 390 |
| 03：00－04：00 | 24 | 0 | 1 | 0 | 0 | 24 | Los | － 0 | 0 | 1 | n | 106 | 4 | I | 0 | 1 |  | 4 | 56 |  | 0 | 0 | 0 | 51 | 230 | 2 | 0 | 2 |  | 235 |
| 04：00－05：\％ | 11 | 1 |  |  | 0 | 46 | 14 |  | 0 |  | 0 | 151 | 105 | 5 |  | 0 | 0 | 111 | 40 | ， | 0 | 0 | 0 | 14 | 330 | 15 | 2 | s | 0 | 352 |
| 05：00～06：00 | 47 |  | 0 | － 3 | $\bigcirc$ | S1 | 119 |  | ， | 9 | $\bigcirc$ | 132 | 188 | 16 | 5 | 11 | 1 | 224 | 128 | 9 | 0 | 3 | 3 | 143 | 482 | 27 | 8 | 26 |  | S 47 |
| 176：00－07：00 | 133 |  | 1 | 5 | 0 | 153 | 135 |  | 3 | s | a | 150 | 168 | $\bigcirc$ | 3 | －13 | － | 193 | 1.35 | 11 | 4 | 0 | 1 | 152 | 582 | 28 | 11 | 26 | 1 | ${ }_{6} 18$ |
| Towat | Bos | 119 | \％ 1 | ｜ 93 |  | 3．5S | 6031 | 271 | tos | 150 |  | 6565 | 3664 | 144 | 106 | 216 | 11 | 5141 | 1831 | 129 | 10 | 77 | 6 | 1083 | 17 m | 45 | 191 | s3m | 3 | 3192 |



Figure D4.27(47) Hourty Traflic Volume by Veticle Type - Me asuring Point 24 (22223.04.1998 - weekday)

Table D4.52(47)
Hourly Tratlic Volume by Direction and Vehicle Type - Measuring Point 24 (22n2.04.1998 - weekday)

| - time | No. 24 a |  |  |  |  |  | No. 24 b |  |  |  |  |  | Total for No. 24 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | c.ar | s. 1. | 1. 1. | bus | Itailer | 10ial | car | s. 1. | 1.t. | buls | trailer | total | car | s. 1. | 1.t. | bus | trailer | total |
| 07:00-08:00 | 213 | 19 | 3 | 31 | 0 | 266 | 213 | 19 | 3 | 31 | 0 | 266 | 426 | 38 | 6 | 62 | 0 | 532 |
| 08:00~09:00 | 149 | 11 | 3 | 16 | 0 | 179 | 149 | 11 | 3 | 16 | 0 | 179 | 298 | 22 | 6 | 32 | 0 | 358 |
| 09:00 - 10:00 | 180 | 21 | 1 | 21 | 0 | 223 | 180 | 21 | 1 | 21 | 0 | 223 | 360 | 42 | 2 | 42 | 0 | 446 |
| 10:00-11:00 | 156 | 13 | 0 | 21 | 1 | 191 | 156 | 13 | 0 | 21 | 1 | 191 | 312 | 26 | 0 | 42 | 2 | 382 |
| 11:00-12:00 | 167 | 20 | 1. | 21 | 0 | 209 | 167 | 20 | 1 | 21 | 0 | 209 | 334 | 40 | 2 | 42 | 0 | 418 |
| 12:00-13:00 | 143 | 13 | 0 | 20 | 0 | 176 | 143 | 13 | 0 | 20 | 0 | 176 | 286 | 26 | 0 | 40 | 0 | 352 |
| 13:00~14:00 | 425 | 19 | 1 | 37 | 0 | 482 | 425 | 19 | 1 | 37 | 0 | 482 | 850 | 38 | 2 | 74 | 0 | 964 |
| 14:00~15:00 | 361 | 25 | 1 | 28 | 0 | 415 | 361 | 25 | 1 | 28 | 0 | 415 | 722 | 50 | 2 | 56 | 0 | 830 |
| 15:00 - 16:00 | 247 | 21 | 4 | 29 | 0 | 301 | 247 | 21 | 4 | 29 | 0 | 301 | 494 | 42 | 8 | 58 | 0 | 602 |
| 16:00-17:90 | 203 | 19 | 0 | 27. | 0 | 249 | 203 | 19 | 0 | 27 | 0 | 249 | 406 | 38 | 0 | 54 | 0 | 498 |
| 17:00-18:00 | 191 | 13 | 0 | 21 | 0 | 225 | 191 | 13 | 0. | 21 | 0 | 225 | 382 | 26 | 0 | 42 | 0 | 450 |
| 18:00 ~ 19:00 | 152 | 15 | 0 | 19. | 0. | 186 | 152 | 15 | 0 | 19 | 0 | 186 | 304 | 30 | 0 | 38 | 0 | 172 |
| 19:00~20:00 | 181 | 1. | 1. | 9 | 0 | 192 | 181 | 1 | 1. | 9 | 0 | 192 | 362 | 2 | 2 | 18 | 0 | 384 |
| 20:00-21:00 | 176 | 1. | 1 | 11 | 0 | 189 | 176 | 1 | 1 | 11 | 0 | 189 | 352 | 2 | 2 | 22 | 0 | 378 |
| 21:00-22:00 | 131 | 0 | 0 | 8 | 0 | 139 | 131 | 0 | 0 | 8 | 0 | 139 | 262 | 0 | 0 | 16 | 0 | 278 |
| 22:00 ~ 23:00 | 133 | 0 | 1 | 8 | 0 | 142 | 1.33 | 0 | 1 | 8 | 0 | 142 | 266 | 0 | 2 | 16 | 0 | 284 |
| 23:00~24:00 | 109 | 0 | 1 | 5 | 0 | 115 | 109 | 0 | 1. | 5 | 0 | 115 | 218 | 0 | 2 | 10 | 0 | 230 |
| 24:00~01:00 | 61 | 1 | 3 | 1 | 0 | 66 | 61 | 1 | 3 | 1 | 0 | 66 | 122 | 2 | 6 | - 2 | 0 | 132 |
| 01:00-02:00 | 37 | 0 | 3 | 1. | 0 | 41 | 37 | 0 | 3 | 1 | 0 | 41 | 74 | 0 | 6 | 2 | 0 | 82 |
| 02:00-03:00 | 27 | 0 | 1 | 0 | 0 | 28 | 27 | 0 | 1 | 0 | 0 | 28 | 54 | 0 | 2 | 0 | 0 | 56 |
| 03:00-04:00 | 8 | 0 | 0 | 1 | 0 | 9 | 3 | 0 | 0 | 1 | 0 | 9 | 16 | 0 | 0 | 2 | 0 | 18 |
| 04:00-05:00 | 15 | 1 | 0 | 1 | 0 | 17 | 15 | 1 | 01 | 1 | 0 | 18 | 30 | 2 | 1 | 2 | 0 | 35 |
| 05:00) 06:00 | 15 | 1 | 0 | 12 | 0 | 28 | 15 | 1 | 0 | 12 | 0 | 28 | 30 | 2 | 0 | 24. | 0 | 56 |
| 06:00-07:00 | 67 | 3 | 1. | 24 | 0 | 95 | 67 | 3 | 1 | 24 | 0 | 95 | 134 | 6. | 2 | 48 | 0 | 190 |
| Tolat | 3547 | 217 | 26 | 372 | 1 | 4163 | 3547 | 217 | 27 | 372 | 1 | 4164 | 7094 | 434 | 53 | 744 | 2 | 8.327 |



Figure D4.27(48) itlourly Traffic Volune by Vebiele Type - Measuring Point 24 (25/25.04.1998- holiday)

Table D4.52(48)
Itoutiy Trasfic Volune by Direction sud Velicte Type - Measuring Point 24 (25/26.04.1998 - holiday)

|  | No. 24 : |  |  |  |  |  | No. 24 b |  |  |  |  |  | Total for No. 24 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| time | car | s. 1. | 1. 1. | hus | trailer | tutal | ${ }^{\text {cas }}$ | s. 1. | 1.1. | bus | trailer | lotal | cas | s.t. | 1.1 | bus | trailer | total |
| 07:(x) - 08:00 | 104 | 13 | 0 | 16 | 0 | 133 | 104 | 13 | 0 | 16 | 0 | 133 | 208 | 26 | 0 | 32 | 0 | 266 |
| 08:00~09:00 | 121 | 13 | 1 | 13 | 0 | 148 | 121 | 13 | 1. | 13 | 0 | 148 | 242 | 26 | 2 | 26 | 0 | 296 |
| 09:00~10:00 | 136 | 15 | 0 | 13 | 0 | 164 | 135 | 15 | 0 | 13 | 0 | 164 | 272 | 30 | 0 | 26 | 0 | 328 |
| 10:00-11:(x) | 180 | 20 | 3 | 16 | 0 | 219 | 180 | 20 | 3 | 16 | 0 | 219 | 360 | 40 | 6 | 32 | 0 | 438 |
| 11:00-12:00 | 204 | 21 | 1 | 13 | 0 | 239 | 204 | 21 | 1 | 13 | 0 | 239 | 408 | 42 | 2 | 26 | 0 | 478 |
| 12:00-13:00 | 277 | 15 | 0 | 13 | 0 | 305 | 277 | 15 | 0 | 13 | 0 | 305 | 554 | 30. | 0 | 26 | 0 | 610 |
| 13:00~ 14:00 | 223 | 17 | 0 | 13 | 0 | 253 | 223 | 17 | 0 | 13 | 0 | 253 | 446 | 34. | 0 | 26 | 0 | 506 |
| 14:00-15:00 | 211 | 16 | 0 | 13 | 0 | 240 | 211 | 16 | 0 | 13 | 0 | 240 | 422 | 32 | 0 | 26 | 0 | 480 |
| 15:00-16:0 | 220 | 20 | 0 | 20 | 0 | 260 | 220 | 20 | 0 | 20 | 0 | 260 | 440 | 40 | 0 | 40 | 0 | 520 |
| 16:00-17:00 | 200 | 13. | 1 | 16 | 0 | 230 | 200 | 13 | 1 | 16. | 0 | 220 | 400 | 26 | 2 | 32 | 0 | 460 |
| 17:00-18:00 | 171 | 7 | 0 | 12 | 0 | 190 | 171 | 7 | 0 | 12 | 0 | 190 | 342 | 14 | 0 | 24. | 0 | 380 |
| 18:00-19:00 | 111 | 5 | 0 | 12 | 0 | 128 | 111 | 5 | 0 | 12 | 0 | 128 | 222 | 10 | 0 | 24 | 0 | 256 |
| 19:00-20:00 | 181 | 0 | 0. | 7 | 0 | 188 | 181 | 0 | 0 | 7 | 0 | 188 | 362 | 0 | 0 | 14 | 0 | 376 |
| 20:00-21:00 | 200 | 1 | 0 | 7 | 0 | 208 | 200 | 1 | 0 | 7 | 0 | 208 | 400 | 2 | 0 | 14 | 0 | 416 |
| 21:00~ $22: 00$ | 164. | 1 | 0 | 11 | 0 | 176 | 164 | 1. | 0. | 11 | 0 | 176 | 328 | 2 | 0 | 22 | 0 | 352 |
| 22:00~23:00 | 133 | 0 | 0 | 9 | 0 | 142 | 133 | 0 | 0 | 9 | 0 | 142 | 266 | 0 | 0 | 18 | 0 | 284 |
| 23:00~24:00 | 115 | 0 | 0 | 5 | 0 | 120 | 115 | 0 | 0 | 5 | 0 | 120 | 230 | 0 | 0 | 10 | 0 | 240 |
| 24:(0) $\sim 01:(0)$ | 21 | 1. | 0 | 0 | 0 | 21 | 21 | 0 | 0 | 0 | 0 | 21 | 42 | 0 | 0 | 0 | 0 | 42 |
| 01:00-02:00 | 67 | 0 | 0. | 1 | 0 | 68 | 67. | 0 | 0 | 1 | 0 | 68 | 134 | 0 | 0 | 2 | 0 | 136 |
| 02:00-03:00 | 27 | 0 | 0 | 0 | 0 | 27 | 27 | 0 | 0 | 0 | 0 | 27 | 54 | 0 | 0 | 0 | 0 | 54 |
| 03:(0) - 04:00 | 36. | 0 | 0 | 1 | 0 | 37 | 36 | 0 | 0 | 1 | 0 | 37 | 72 | 0 | 0 | 2 | 0 | 74 |
| 04: $00-0500$ | 11 | 0 | $\bigcirc$ | 0 | 0 | 11 | 11 | 0 | 0 | 0 | 0 | 11 | 22 | 0 | 0 | $\bigcirc$ | 0 | 22 |
| 05:00) - 06:00 | 13. | 1 | 0 | 3. | 0 | 17 | 13 | 1 | 0 | 3 | 0 | 17 | 26 | 2 | 0 | 6 | 0 | 34 |
| 06:00-07:00 | 28 | 3 | 0 | 5 | 0 | 36 | 28 | 3 | 0 | 5 | 0 | 36 | 56 | 6 | 0 | 10 | 0 | 72 |
| Tolat | 454. | 181 | 6 | 219 | 0 | 1560 | 3154 | 181 | 6 | 219 | 0 | $35(x)$ | 6308 | 362 | 12 | 438 | 0 | 7120 |



Figure D4.27(49) Hourly Traffic Volumic by Vethicle Type - Mesauring Point 25 (22223.04.1998 - weekday)

Table D4.52(49) Houtly Traffic Volume by Direction and Vebicle Type - Measuring Point 25 (22/23.04.1998 - weekday)

|  | No. 25 a |  |  |  |  |  | No. 25 b |  |  |  |  |  | Total for No. 25 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| time | car | s. 6. | 1.t. | bus | trailer | toval | car | s. 1. | 1.1. | bus | trailer | total | car | s. 1. | 1.t. | bus | teailer | total |
| 07:00~08:00 | 176 | 28 | 0 | 3 | 0 | 207 | 469 | 31 | 3 | 1 | 0 | 504 | 645 | 59 | 3 | 4 | 0 | 711 |
| 08:00~09:00 | 215 | 1.3 | 0 | 0 | 0 | 228 | 404 | 29 | 4 | 3 | 0 | 440 | 619 | 42. | 4 | 3 | 0 | 668 |
| 09:00 ~ 10:(x) | 233 | 40 | 0 | 0. | 0 | 273 | 368 | 40. | 3 | 1 | 0 | 412 | 601 | 80 | 3 | 1 | 0 | 685 |
| 10:00)-11:00 | 213 | 23 | 0 | 0 | 0 | 236 | 287 | 23 | 3 | 0 | 0 | 313 | 500 | 46 | 3 | 0 | 0 | 549 |
| 11:(x) - 12:00 | 265 | 27 | 4 | 1 | 0 | 297 | 401 | 31 | 1 | 0 | 0 | 433 | 666 | 58 | 5 | 1 | 0 | 730 |
| 12:00-13:00 | 223 | 19 | 0 | 0 | 1 | 243 | 437 | 7 | 4 | 1 | 0 | 449 | 660 | 26 | 4 | 1 | 1 | 692 |
| 13:00 - 14:00 | 260 | 12 | 4 | 0 | 0. | 276 | 403 | 24 | 0. | 1 | 0 | 428 | 663 | 36 | 4 | 1 | 0 | 701 |
| 14:00~ 15:00 | 387 | 20 | 4 | 1 | 0 | 412 | 359 | 21 | 1 | 0 | 0 | 381 | 746 | $41)$ | 5 | 1 | 0 | 793 |
| 15:00-16:00 | 493 | 12 | 0 | 5 | 0 | 510 | 373 | 15 | 0 | 3 | 0 | 391 | 866 | 27. | 0 | 8 | 0 | 901 |
| 16:00-17:00 | $32 \%$ | 12 | 3 | 1 | 0 | 343 | 359 | 12 | 4 | 1 | 0 | 376 | 686 | 24 | , | 2. | 0 | 719 |
| 17:00-18:00 | 213 | 15 | 0 | 1 | 0 | 229 | 376 | 3 | 0 | 0 | 0 | 379 | 589 | 18 | 0 | 1 | 0 | 608 |
| 18:00-19:00 | 409 | 15 | 0 | 0 | 0 | 424 | 492 | 13 | 0 | 0 | 0 | 505 | 901 | 28 | 0 | 0 | 0 | 929 |
| 19:00~20:00 | 389 | 5 | 1 | 0 | 1 | 398 | 379 | 3 | 1 | 0 | 0 | 383 | 768 | 8. | 2 | 0 | 1 | 779 |
| 20:00~21:00 | 525 | 9 | 0 | 1 | 0 | 535 | 408 | 4. | 1. | 1 | 0 | 414 | 933 | 13. | 1 | 2 | 0 | 949 |
| 21:00~22:00 | 307 | 0 | 3 | 1 | 0 | 311 | 277 | 3 | 0 | 1 | 0 | 281 | 584 | 3 | 3 | 2 | 0 | 592 |
| 22:00~ 22:00 | 283 | 1 | 1 | 0 | 0 | 285 | 263 | 0 | 1 | 0 | 0 | 264 | 546 | 1 | 2 | 0 | 0 | 549 |
| 23:00~ 24:00 | 211 | 1 | 0 | 0 | 0 | 212 | 175 | 0 | 1. | 1 | 0 | 177 | 386 | 1 | , | 1. | 0 | 389 |
| 24:00-01:00 | 151 | 1 | 0 | 0 | 0 | 152 | 139 | 1 | 1. | 0 | 0 | 141 | 290 | 2 | 1 | 0 | 0 | 293 |
| 01:00-02:00 | 83 | 0 | 1 | 0 | 0 | 84 | 79 | 0 | 1 | 0 | 0 | 80 | 162 | 0 | 2 | 0 | 0 | 164 |
| 02:00-03:00 | 65 | 3 | 0 | 0 | 0 | 68 | 71 | 0 | 0 | 0 | 0 | 71 | 136 | 3 | 0 | 0 | 0 | 139 |
| 03:00-04:00 | 39 | 0 | 0 | 0 | 0 | 39 | 25 | 0 | 0 | 0 | 0 | 25 | 64 | 0 | 0 | 0 | 0 | 64 |
| 04:00) -05:00 | 33 | 0 | 0 | 1 | 0. | 34 | 44 | 1 | 0 | 0 | 0 | 45 | 77 | 11 | 0 | 1 | 0 | 79 |
| 05:00-05:00 | 23 | 3 | 0 | 3 | 0 | 29 | 64 | 8 | 1 | 3 | 0 | 76 | 87 | 11 | 1 | 6 | 0 | 105 |
| 196:(x) - 07:00 | 76 | 13 | 0 | 3 | 0 | 92 | 237 | 15 | 1 | 3 | 0 | 256 | 313 | 28 | 1. | 6 | 0 | 348 |
| Tontal | 5599 | 272 | 21 | 21 | 2 | 5915 | 6889 | 284 | 31 | 20 | 0 | 7224 | 12488 | 556 | 52 | 41 | 2 | 13139 |



Figure D4.27(50) Hourly Ttaltic Volume by Vehicle Type - Measuring Point 25 (25/25.04.1998- holiday)

Table D4.52(50)
Houtly Traffic Volume by Direction and Vebicle Type - Measuriag Point 25 (25/26.04.1998 • holiday)

| time | No. 25 a |  |  |  |  |  | No. 25 b |  |  |  |  |  | Total for No. 25 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | car | 5.t. | I. 1. | bus | trailer | total | car | s. 1. | 1.1. | tmis | trailer | Iotal | car | s. 1. | 1.1. | bus | trailer | Lotal |
| 07:00-08:00 | 1 m | 27 | 1 | 3 | 0 | 131 | 221 | 25 | 3 | 1 | 0 | 250 | 321 | 52 | 4 | 4 | 0 | 381 |
| 08:00 ~ 09:00 | 144 | 21 | 1 | 0 | 0 | 166 | 321 | 23 | 0 | 1 | 0 | 345 | 465 | 44 | 1 | 1 | 0 | 511 |
| 09:00~10:00 | 2.47 | 21 | 0 | 0 | 0 | 268 | 347 | 27 | 1 | 0 | 0 | 375 | 594 | 48 | 1 | 0 | 0 | 643 |
| 10:(x) ~ 11:(x) | 267 | 32 | 0 | 0 | 0 | 299 | 332 | 31. | 4 | 1 | 1 | 369 | 599 | 63 | 4 | 1 | 1 | 668 |
| 11:00~12:00 | 320 | 16 | 0 | 0 | 0 | 316 | 513 | 20 | 3 | 1 | 0 | 537 | 833 | 36 | 3 | 1 | 0 | 873 |
| 12:00-13:00 | . 73.1 | 15 | 0 | 0 | 0 | 388 | 493 | 15 | 0 | 0 | 0 | 508 | 866 | 30 | 0 | 0 | 0 | 896 |
| 13:00-14:00 | 387 | 9 | 0 | 1 | 0 | 397 | 351 | 4 | 3 | 1 | 0 | 359 | 738 | 13 | 3 | 2 | 0 | 756 |
| 14:00-15:00 | 289 | 20 | 3 | 3 | 0 | 315 | 312 | 7 | 0 | 0 | 0 | 319 | 601 | 27 | 3 | 3 | 0 | 634 |
| 15:00 - 16:00 | 260 | 13 | 0 | 1 | 0 | 274 | 280 | 5 | 1 | 1 | 0 | 287 | 540 | 18 | 1 | 2 | 0 | 561 |
| 16:00-17:(0) | 208 | 13 | 0 | 0 | 0 | 221 | 264 | 9 | 0 | 1 | 1 | 275 | 472 | 22 | 0 | 1 | 1 | 496 |
| 17:00-18:00 | 251 | 9. | 0 | 0 | 0 | 260 | 220 | 1 | 4 | 0 | 0 | 225 | 471 | 10 | 4 | 0 | 0 | 485 |
| 18:00~19:00 | 267 | 7 | 0 | 0 | 0 | 274 | 363 | 16 | 0 | 0 | 0 | 379 | 630 | 23 | 0 | 0 | 0 | 653 |
| 19:00-20:00 | 357 | 7 | 0 | 3 | 0 | 367 | 403 | 0 | 0 | 0 | 0 | 403 | 760 | 7 | 0 | 3 | 0 | 770 |
| 20:00-2t:0) | 508 | 7 | 1 | 0 | 0 | 516 | 471 | 1 | 3 | 0 | 0 | 475 | 979 | 8 | 4 | 0 | 0 | 991 |
| 21:(0) - 22:00 | 337 | 8 | 1 | 1 | 0 | 347 | 461 | 4 | 0 | 0 | 0 | 465 | 798 | 12 | 1 | 1 | 0 | 812 |
| 22:00-23:00 | 261 | 5 | 0 | 0 | 0 | 266 | 383 | 0 | 0 | 0 | 0 | 383 | 644 | 5 | 0 | 0 | 0 | 649 |
| 23:00 - 24:00 | 237 | 4 | 1 | 0 | 0 | 242 | 231 | 3 | 1 | 1 | 0 | 236 | 468 | 7 | 2 | 1 | 0 | 478 |
| 24:00 ~ 0t:00 | 204 | $t$ | 1 | 0 | 0 | 209 | 188 | 3 | 1 | 0 | 0 | 192 | 392 | 7 | 2 | 0 | 0 | 401 |
| 01:00-02:00 | 184 | 1. | 1 | 0 | 0 | 186 | 156 | 0 | 0 | 0 | 0 | 156 | 340 | 1 | 1 | 0 | 0 | 342 |
| 02:00) ~03:00 | 139 | 4 | 0 | 0 | 0 | 143 | 84 | 1 | 1 | 0 | 0 | 86 | 223 | 5 | 1 | 0 | 0 | 229 |
| 03:00-04:00 | 87 | 0 | 0 | 0 | 0 | 87 | 85 | 0 | 0 | 0 | 0 | 85 | 172 | 0 | 0 | 0 | 0 | 172 |
| 04:00-05:00 | 48 | 0 | 0 | 0 | 0 | 48 | 41 | 0 | 0 | 0 | 0 | 41 | 89 | 0 | 0 | 0 | 0 | 89 |
| 05:00 - 06:00 | 24 | 5 | 0 | 0 | 0 | 29 | 36 | 1 | 0 | 0 | 0 | 37 | 60 | 6 | 0 | 0 | 0 | 66 |
| 06:00 - 07:0 | 51 | 7 | 0 | 0 | 0 | 58 | 52 | 0 | 0 | 0 | 0 | 52 | 103 | 7 | 0 | 0 | 0 | 110 |
| Tolat | 5550 | 255 | 10 | 12 | 0 | 5827 | 6608 | 196 | 25 | 8 | 2 | 6839 | 12158 | 451 | 35 | 20 | 2 | 12666 |



Table D4．52（51）Hourly Traffic Volume by Dirccion and Vehiele Type－Measuring Poiol 26 （222n3．04．1998－weekday）

|  | No． 26 a |  |  |  |  |  | No．26 b |  |  |  |  |  | No． 26 c |  |  |  |  |  | Total for Na .26 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | ¢ | $\dot{\sim}$ | $\pm$ | $\underline{3}$ | 皆 | 槀 | ¢ | $\stackrel{-1}{3}$ | $\vdots$ | B | 忽 | － | 5 | $\stackrel{\rightharpoonup}{4}$ | $\stackrel{-1}{-}$ | $\frac{3}{B}$ | $\stackrel{y}{3}$ | 䂞 | 3 | $\because$ | $\vdots$ | n |  | $\stackrel{\text { g }}{\text { a }}$ |
| 07：00～08：00 | 200 | 5 | 0 | 23 | 0 | 228 | 340 | 24 | 13 | 41 | 8 | 426 | 823 | 25 | 16 | 61 | 0 | 925 | 1363 | 54 | 29 | 125 | 8 | 1579 |
| 08：00～09：00 | 269 | 2.3 | 3 | 13 | 0 | 308 | 476 | 31 | 35 | 31 | 4 | 577 | 504 | 39 | 15 | 49 | 1 | 608 | 1249 | 93 | 53 | 93 | 5 | 1493 |
| 09：00－10：00 | 300 | 33 | 5 | 11 | 0 | 349 | 371 | 8 | 25 | 27 | 3 | 434 | 789 | 40 | 8 | 43 | 0 | 880 | 1460 | 81 | 38. | 81 | 3 | 1663 |
| 10：00－11：00 | 340 | 24 | 7 | 12 | 3 | 386 | 401 | 24 | 25 | 27 | 0 | 477 | 827 | 19 | 29 | 41 | 5 | 921 | 1568 | 67 | 61 | 80 | 8 | 1784 |
| 11：50－12：00 | 389 | 20 | 9 | 13 | 1 | 432 | 437 | 20 | 23 | 24 | 3 | 507 | 92. | 16 | 19 | 44 | 4 | 1004 | 1747 | 56 | 51 | 81 | 8 | 1943 |
| 12：00－13：00 | 413 | 24 | 9 | 15 | 1 | 462 | 477 | 24 | 29 | 31 | 3 | 564 | 776 | 11 | 11 | 45 | 3 | 846 | 1666 | 59 | 49 | 91 | 7 | 1872 |
| 13：00－14：00 | 384 | 16 | 9 | 17 | 3 | 429 | 423 | 24 | 23 | 33 | 1 | 504 | 713 | 23 | 20 | 53 | 3 | 812 | 1520 | 63. | 52 | 103 | 7 | 1745 |
| 14：00－15：0） | 464 | 24 | 1 | 15 | 0 | 504 | 475 | 15 | 13 | 47 | 0 | 550 | 820 | 20 | 12 | 53 | 1 | 906 | 1759 | 59 | 26 | 115 | 1 | 1960 |
| 15：00－16：00 | 591 | 13 | 3 | 23 | 1 | 631 | 489 | 13 | 24 | 43 | 3 | 572 | 707 | 11 | 17 | 52 | 1 | 788 | 1787 | 37 | 44 | 118 | 5 | 1991 |
| 16：00－17：00 | 437 | 11 | 4 | 15 | 1. | 468 | 500 | 12 | 7 | 27 | 4 | 550 | 623 | 19 | 12 | 40 | 0 | 694 | 1560 | 42 | 23 | 82 | 5 | 1712 |
| 17：00～18：00 | 477 | 19 | 3 | 11 | 0 | 510 | 300 | 7 | 12 | 17 | 3 | 339 | 867 | 13 | 7 | 31 | 0 | 918 | 1644 | 39 | 22 | 59 | 3 | 1767 |
| 18：00－19：00 | 481 | 17 | 1 | 9 | 0 | 508 | 367 | 24 | 4 | 21 | 1 | 417 | 843 | 19 | 9 | 29 | 1 | 901 | 1691 | 60 | 14 | 59 | 2 | 1826 |
| 19：00－20：00 | 469 | 1 | 7 | 9 | 0 | 486 | 405 | 4 | 7 | 17 | 0 | 433 | 781 | 12 | 7 | 32 | 0 | 832 | 1655 | 17 | 21 | 58 | 0 | 1751 |
| 20：00～21：00 | 505 | 5 | 0 | 5 | 0 | 515 | 465 | 5 | 5 | 21 | 0 | 496 | 837 | 15 | 8 | 28 | 0 | 888 | 1807 | 25 | 13 | 54 | 0 | 1899 |
| 21：00～22：00 | 387 | 1 | 3 | 7 | 0 | 398 | 253 | 8 | 0 | 15 | 0 | 276 | 724 | 8 | 3 | 21 | 1 | 757 | 1364 | 17 | 6 | 43 | 1 | 1431 |
| 22：00－23：00 | 331 | 0 | 0 | 11 | 0 | 342 | 243 | 1 | 1 | 16 | 1 | 262 | 573 | 11 | 1 | 24 | 0 | 609 | 1147 | 12 | 2 | 51 | 1 | 1213 |
| 23：00－24：00 | 283 | 0 | 0 | 3 | 0 | 286 | 219 | 4 | 1 | 8 | 0 | 232 | 429 | 1 | 0 | 8 | 0 | 438 | 931 | 5 | 1 | 19 | 0 | 956 |
| 24：00～01：00 | 200 | 1 | 0 | 0 | 0 | 201 | 197 | 3 | 0 | 3 | 0 | 203 | 279 | 3 | 1 | 4 | 0 | 287 | 676 | 7 | 1 | 7 | 0 | 691 |
| 06：00～02：00 | 132 | 0 | 1 | 0 | 0 | 133 | 113 | 0 | 0 | 1 | 0 | 114 | 217 | 4 | 0 | 1 | 0 | 222 | 462 | 4 | 1 | 2 | 0 | 469 |
| 02：（0）－03：（0） | 77 | 4 | 0 | 0 | 0 | 81 | 87 | 0 | 1 | 0 | 0 | 88 | 125 | 0 | 0 | 3 | 0 | 128 | 289 | 4 | 1 | 3 | 0 | 297 |
| 03：00－04：00 | 49 | 0 | 0 | 0 | 0 | 49 | 53 | 0 | 0 | 3 | 0 | 56 | 93 | 1 | 0 | 3 | 0 | 97 | 195 | 1 | 0 | 6 | 0 | 202 |
| 04：00－05：00 | 35 | 3 | 0 | 0 | 0 | 38 | 32 | 1 | 0 | 0 | 0 | 33 | 77 | 0 | 0 | 0 | 0 | 77 | 144 | 4 | 0 | 0 | 0 | 148 |
| 05：00－06：00 | 36 | 3 | 0. | 3 | 0 | 42 | 24 | 3 | 0 | 15 | 0 | 42 | 51 | 3 | 0 | 15 | 0 | 69 | 111 | 9 | 0 | 33 | 0 | 153 |
| 06：00～07：00 | 75 | 3 | 0 | 7 | 0 | 85 | 84 | 8 | 0 | 33 | 0 | 125 | 121 | 11 | 0 | 40 | 0 | 172 | 280 | 22 | 0 | 80 | 0 | 382 |
| Total | 7324 | 250 | 65 | 222 | 10 | 7871 | 7231 | 263 | 248 | 501 | 34 | 8277 | 13520 | 324 | 195 | 720 | 20 | 14779 | 28075 | 837 | 508 | 1443 | 64 | 30927］ |



Figure D4．27（52）Itourly Traffic Volume by Vehicte Type－Measuring Poiol 26 （25／25．04．1998－holiday）

Table D4．52（52）Bourly Trafic Volume by Direction and Vehicle Type－Menanuiag Point 26 （25／66．04．1998－holiday）

|  | No． 26 a |  |  |  |  |  | No． 26 b |  |  |  |  |  | No． 26 c |  |  |  |  |  | Total for No． 26 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| time | 3 | $\ddot{i}$ | $\dot{\square}$ | 合 | $\stackrel{y}{\mathrm{G}}$ | － | 号 | $\stackrel{\square}{6}$ | $\stackrel{\square}{\square}$ | 䫆 | $\stackrel{\rightharpoonup}{s}$ | \％ | 苟 | $\stackrel{ \pm}{\text { i }}$ | $\vdots$ | 3 | 㤩 | $\stackrel{3}{3}$ | है | $\stackrel{3}{4}$ | $\pm$ | 苓 | 药 | $\stackrel{\stackrel{\rightharpoonup}{\mathrm{o}}}{\square}$ |
| 07：00～08：00 | 117 | 11 | 4. | 15 | 0 | 147 | 123 | 11 | 3 | 15 | 1 | 153 | 364 | 16 | 12 | 27 | 0 | 419 | 604 | 38 | 19 | 57 | 1 | 719 |
| 08：00－09：（0） | 185 | 27 | 5 | 8 | 0 | 225 | 197 | 19 | 7 | 24 | 0 | 247 | 513 | 35 | 12 | 28 | 3 | 591. | 895 | 81 | 24 | 60 | 3 | 1063 |
| 09：（x）－10：00 | 307 | 19 | 4 | 11 | 0 | 3.4 | 295 | 20 | 11 | 20 | 3 | 349 | 643 | 39 | 16 | 28. | 0 | 726 | 1245 | 78 | 31 | 59 | 3 | 1416 |
| 10：00－11：00 | 361 | 16 | 1 | 9 | 1 | 388 | 508 | 17 | 8 | 24 | 1 | 558 | 808 | 39 | 8 | 29. | 1 | 885 | 1677 | 72 | 17 | 62 | 3 | 18.71 |
| 11：00－12：00 | 397 | 33 | 5 | 9 | 0 | 444 | 431 | 20 | 8 | 23 | 0 | 482 | 784 | 25 | 9. | 35 | 0 | 853 | 1612 | 78 | 22. | 67 | 0 | 1779 |
| 12：00－13：00 | 425 | 23 | 4 | 8 | 0 | 460 | 403 | 19 | 1 | 20 | 1 | 444 | 90？ | 44 | 4 | 29. | 0 | 980 | 1731 | 86 | 9 | 57 | 1 | 1884 |
| 13：00～14：00 | 488 | 12 | 7 | 11 | 0 | 518 | 391 | 12 | 1 | 20 | 0 | 424 | 728 | 16 | 11. | 28 | 1 | 784 | 1607 | 40 | 19 | 59 | 1 | 1726 |
| 14：（0）－15：00） | 472 | 17 | 5 | 13 | 0 | 507 | 449 | 7 | 5 | 23 | 3 | 487 | 645 | 15 | 7 | 37 | 4 | 708 | 1566. | 39 | 17 | 73 | 7 | 1702 |
| 15：00－16：00 | 412 | 9 | 1 | 12. | 0 | 434 | 475 | 17 | 7 | 21 | 3 | 523 | 673 | 1 | 11 | 29. | 1 | 715 | 1560 | 27 | 19 | 62 | 4 | 1672 |
| 16：00－17：00 | 415 | 13 | 3 | 9 | 0 | 140 | 376 | 8 | 4 | 17. | 1 | 366 | 669 | 9 | 5 | 29 | 0 | 712 | 1420 | 30 | 12 | 55 | 1 | 1518 |
| 17：00－18：00 | 412 | 9 | 4 | 7 | 0 | 432 | 281 | 9 | 4 | 16 | 10 | 110 | 680 | 11 | 4 | 23 | 0 | 718 | 1373 | 29 | 12. | 46 | 0 | 1460 |
| 18：00－19：00 | 36.3 | 8 | 1 | 8 | 1 | 381 | 309 | 9 | 5 | 16 | 0 | 339 | 513 | 4 | 0 | 17 | 0 | 534 | 1185 | 21 | 6 | 41 | 1 | 1254 |
| 19：00～20：（x） | 431 | 3 | 0 | 9 | 0 | 443 | 341 | 1 | 0 | 15 | 0 | 357 | 575 | 3 | 0 | 16 | 0 | 594 | 1347 | 7 | 0 | 40 | 0 | 1394 |
| 20：00－21：00 | 527 | 1 | 0 | 7 | 0 | 535 | 340 | 1 | 1 | 19 | 0 | 361 | 608 | 3 | 1 | 20 | 0 | 632 | 1475 | 5 | 2 | 46 | 0 | 1528 |
| 21：00－22：00 | 381 | 1 | 12 | 8 | 1 | 391 | 304 | 4 | 1 | 15 | 0 | 124 | 531 | 4 | 0 | 16 | 0 | 551 | 1216 | 9 | 1 | 39. | 1 | 1266 |
| 22：00－21：00 | 36.4 | 0 | 0 | 9 | 1 | 374 | 281 | 1 | 1 | 21 | 1 | 305 | 483 | 1 | 1 | 19 | 1 | 505 | 1128 | 2 | 2 | 49 | 3 | 1184 |
| 23：00－24：00 | 2971 | 1 | 3 | 5 | 0 | 306 | 249 | 1 | 0 | 9 | 0 | 259 | 404 | 3 | 0 | 11 | 0 | 418 | 950 | 5 | 3. | 25 | 0 | 983 |
| 24：00－01：00 | 255 | － | 1 | 0. | 1 | 257 | 203 | 0 | 1 | 1 | 0 | 205 | 345 | 0 | 0 | 3 | 0 | 348 | 803 | 0 | 2 | 4. | 1 | 810 |
| 01：00－02：00 | 197. | 0 | 0 | 0 | 0 | 197 | 237 | 0 | 0 | 1 | 0 | 238 | 360 | 0 | 0 | 1 | 0 | 361 | 794 | 0 | 0 | 2. | 0 | 796 |
| 02：00－03：50 | 167 | 0 | 0 | 0 | 0 | 167 | 167 | 0 | 0 | 0 | 0 | 167 | 303 | 1 | 0 | 0 | 0 | 304 | 637 | 1 | 0 | 0 | 0 | 638 |
| 03：00－04：00 | 127 | 0 | 0 | 0 | 0 | 127 | 137 | 0 | 0 | 4 | 0 | $14!$ | 231 | 0 | 0 | 4 | 0 | 235 | 495 | 0 | 0 | 8. | 0 | 503 |
| 04：00～05：00 | 80 | 1 | 0 | 0 | 0 | 81 | 81 | 3 | 0 | 0 | 0 | 84. | 165 | 3 | 0 | 0 | 0 | 168 | 326 | 7 | 0 | 0 | 0 | 133 |
| 05：（0）－06：00 | 41 | 3 | 0 | 1 | 0 | 45 | 40 | 1 | 1 | 5 | 0 | 47 | 64 | 1 | 0 | 5 | 0 | 70 | 145 | 5 | 1 | 11 | 0 | 162 |
| 0\％：（6）07：（k） | 88 | 1 | 0 | 3 | 0 | 92. | 56 | 1. | 1. | 12 | 0 | 70 | 95 | 3 | 0 | 13 | 0 | 111 | 239 | 5 | 1 | 28 | 0 | 273 |
| Tual | 7309 | 208 | 48 | 162 | 3 | 7732 | 6634 | 181 | 70 | 341 | 14 | 7248 | 12087 | 276 | 101 | 447 | 11 | 12222 | 25030 | 665 | 219 | 950 | 30 | 27894 |



Figure D4．27（53）；Hlourly Traffic Volume by Vehicle Tyne－Measuring Point 27 （22／23．04．1998－weekday）

Table D4．52（53）Hourly Traffic Volume by Ditection and Vehicle Type－Measuring Poina 27 （2223．04．1998－weekday）

| lime | No．27a |  |  |  |  |  | No． 27 b |  |  |  |  |  | No． 27 c |  |  |  |  |  | No．27d |  |  |  |  |  | Tolal for No． 27 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 号 | 3 | $\therefore$ | 3 |  | － | 5 | 4 | $\therefore$ | \％ | 気 | $\stackrel{\overline{3}}{9}$ | 3 | $\stackrel{-}{4}$ | $\because$ | \％ |  | － | ¢ | $\begin{gathered} -1 \\ i \end{gathered}$ | $\pm$ | 年 | $\frac{4}{G}$ | － | E | $4$ | $\because$ | 3 |  | $\stackrel{7}{9}$ |
| 07：（0）～08：00） | 435 | 57 | 49 | 12 | 5 | 558 | 292 | 21 | 4 | 0 | 0 | 317 | 476 | s0 | 16 | 3 | 23 | 598 | 631 | 12 |  |  | 1 | 646 | 1834 | 170 | 70 | 16 | 29 | 219 |
| 08：00～09：00 | 25 | 52 | ss | 9 | 8 | 349 | 2081 | 12 | 1 | 0 | 0 | 221 | 156 | 60 | 61 | 3 | 17 | 597 | 449 | 19 |  | 3 | 3 | 176 | 1538 | 14 | 121 | 15 | 28 | 1843 |
| 09：（x）－10：00 | 150 | 80 | 68 | 0 | 20 | 648 | 392 | 36 | 7 | 1 | 0 | 136 | 347 | 780 | 53 | 3 | 9 | 492 | 24 | 11 | 1 | 0 | 0 | 253 | 1460 | 207 | 129 |  | 29 | 1829 |
| 10：00－11：00 | 24 | 115 | 24 | 0 | 1 | 567 | $4(1)$ | 15 | 1 | 0 | 0 | 416 | 547 | 7.56 | 68 | 3 | 8 | 682 | ${ }^{11}$ | 7 | 0 | 3 | － | 421 | 175 | 19 | 93 | 6 | 12 | 2086 |
| 11：00－12：00 | 385 | 57 | 32 | 4 | 9 | 487 | 229 | 9 | 3 | 0 | 0 | 24 | 22 | 11 | 31 | 7 | 5 | 504 | 368 | 13 | 3 | 3 |  | 388 | 1402 | 120 | 69 | 1 | 15 | 1620 |
| 12：00－13：00 | 13 | 51 | 36 | 8 | 12 | 520 | 252 | 19 | 4 | 1 | 0 | 276 | 198 | 32 | 60 | 9 | 20 | 620 | 594 | 16 | 4 | 5 | 3 | 532 | 1668 | 118 | tos | 23. | 35 | 1978 |
| 13：00－14：00） | 155 | 63 | 11 | 4 | 15 | 578 | 356 | 28 | 5 | 3 | 0 | 392 | 40 | ${ }^{6} 6$ | 4 | 4 | 7 | 562 | 450 | 13 | 3 | 3 | $\bigcirc$ | 499 | 1731 | 171 | 93 | 1 | 22 | 2031 |
| 14：00－15：00 | 617 | 81 | 59 | 13 | 20 | 790 | 407 | 13 | 3 | 1 | 0 | 424 | 420 | － 48 | 60 | 5 | 13. | 547 | 613 | 15 |  | 4 | 1 | 634 | 2057 | 158 | 123 | 23 | 34 | 2395 |
| 15：00－16：00 | 563 | S1 | 55 | 9 | 16 | 692 | 284 | 4 | 1 | 0 | 0 | 289 | 413 | 320 | 48 | 1 | 20 | 508 | 454 | 9 |  | 0 | $\bigcirc$ | 177 | 1722 | 84 | 108 | 16 | 36 | 1966 |
| 16：00－17：00 | 37 | 21. | 28 | 5 | 11 | 302 | 229 |  | 0 | 1 | 0 | 234 | 512 | 16 | 28 | 8 | 16 | 58 | 257 | 4 | 0 | 0 | 0 | 261 | 1435 | 45 | 56 | 14 | 27 | 1577 |
| 17：00－18：00 | 365 | 3 | 51 | 3 | 3 | 463 | 159 | 3 | 0 | 0 | 0 | 162 | 347 | 20 | 24 |  | 20 | 115 | 227 | 7 | 1 | 3 | － | 238 | 1088 | 66 | 36 | ： 0 | 28 | 1278 |
| 18：00－19：0 0 | 291 | 11 | ts | 3 | 5 | 325 | 169 | 1 |  | 0 | 0 | 31 | 261 | 1.8 | 9 | 3 | 8 | 285 | 137 | － 3 | 0 | 0 | $\bigcirc$ | 140 | 858 | 23 | 25 | 6 | 13 | 925 |
| 19：00－20：00 | 191 | 23. | 15. | 4 | 9 | 542 | 207 | $s$ | 0 | 0 | － | 212 | 27 | 20 | 7 | 3 | 9 | 316 | 163 | 3 | 0 | 1 | 0 | 167 | 1138 | 5 | 22 | s | 18 | 123 |
| 20：00－21：00 | 388 | 15 | 8 | 1 | $s$ | 117 | iss | 1 | 0 | 0 | 10 | 159 | 297 | 11 | 5 | 1 | 8 | 322 | 13 | 1 | 3 |  | 0 | 136 | 271 | 31 | 16 | 3 | 13 | $\underline{1034}$ |
| 21：00～22：00 | 122 | 8 | 4 | 3 | 7 | 334 | 131 | $\pm$ | 0 | 0 | － | 135 | 207 | 11 | 3 | － | 8 | 23 | 135 | 0 | － 0 | 0 | 0 | 158 | 805 | 23 | 11 | 3 | 15 | 857 |
| 22：00～23：00 | 303 | 11 | 3 | 1 | 8 | 326 | 125 | 3 | 0 | 0 | － 0 | 128 | 191 | 1. | 0 | 1 | 9 | 210 | 111 | 1 | 3 |  | 0 | 116 | 730 | 24 | 6 | 3 | 17 | 780 |
| 29：00－24：00 | 1＋3 | ＋ | 1 | 8 | 12 | 168 | 109 | 3 | 0 | 0 | $\bigcirc$ | 112 | 101 | 1 | 1 | 0 | 11 | 117 | 17 | 1 | 1 | 0 | $\bigcirc$ | 39 | 390 | 12 | 3 | s | 23 | －136 |
| 24：00－01：00 | 111 | 1 | 1 | n | 12 | 127 | 59 | 0 | 0 | 0 | 0 | 59 | 72 | 2 ， | 3 | 1 |  | 83 | 59 | 1 | 0 | 0 | 0 | 60 | 301 |  | 4 | 1 | 16 | 329 |
| 01：00－02：00 | 6.3 | 0 | 3 | 1 | 1 | 69 | 65 | 3 | 0 | 0 | － 0 | 68 | 57 | 21 | 3 | 0 | 0 | 61 | 25 | 1 | 0 | 0 | － 0 | － 26 | 250 | 5 | ， | ． |  | 224 |
| 02：00－03：00 | 3 | $\bigcirc$ | ก | 1 | 1 | 14 | 17 | 0 | 0 | 0 | － 0 | 17 | 24 | 4.3 | 0 | $\ldots$ | 1 | 31 | 25 | 0 | 0 | 0 | － | － 23 | 105 | 3 | 0. | $\bigcirc$ | 5 | －111 |
| 03：00－04：00 | 28 | 1 | 0 | 0 | 3 | 32 | 15 | $\bigcirc$ | 0 | 0 | － | is | 32 | 2 | \％ | $\underline{1}$ | 8 | 4 | 13 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 13 | ${ }^{38}$ |  | 0 | 1 | 11 | 101 |
| 04：00～05：00 | 29 | 5 | 1 | 3 | 4 | 12 | ， | $+$ | 0 | ， | － 0 | $\underline{3}$ | 43 | 3 | 0 | －3 | 5 | 51 | 7 | － 0 | － 0 |  | 0 | － | 88 |  | 1 | 13 |  | －120 |
| 05：00－06：00 | 12 | 12 | 8 | 7 | 13 | 132 | 13 | 5 | 0 | 0 | 10 | －18 | ． 79 | 9.12 | 4 | 17 | 0 | 112 | 17 | 1 | 0 |  | 0 | 22 | 151 | 33 | 13 | 25 | 13 | $\underline{261}$ |
| 06：00）－07：06） | 153 | $\cdots$ | 16 | 15 | 15 | 519 | 73 | ${ }^{5}$ | 0 | 3 | － | s1 | 351 | 1 | 20 | 17 | 12 | 4.36 | 216 | 3） | － 0 |  | 0 | 220 | 1088 | 69 | 36 | 36 | 27 | 125 |
| Trotal | 7715 | 782 | 571 | 114 | $\because 9$ | 9311 | ＋355 | 201 | 10 | 17 |  | 4603 | 6859 | 9］ 639 | 552 | 106 | 241 | 8407 | ［s71］ | 1.2 | 29 | 30 | $\underline{9}$ | 5951 | $24 \times 8 \mathrm{n}$ | 13 ck | 1142 | 267 | 679 | 2 NO |



Figure D4．27（54）Hourly Traffic Volume by Vehicle Type－Measuring Point 27 （25／25．04．1998－holiday）

Table D4．52（54）Hourly Tralic Volume by Direction and Vehicle Type－Measuring Point 27 （25／26．04．1998－boliday）

|  | No．27a |  |  |  |  |  | No． 276 |  |  |  |  |  | No． 27 c |  |  |  |  |  | No． 27 d |  |  |  |  |  | Total for No． 27 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | E | $\stackrel{-1}{n}$ | $\therefore$ | 閏 | 答 | $\overline{9}$ | 5 | $\stackrel{\square}{5}$ | $\therefore$ | \％ | 总 | $\stackrel{\overline{7}}{9}$ | 5 | $\cdots$ | $\pm$ | \％ | 気 | \％ | 5 | $\stackrel{-1}{4}$ | $\pm$ | 3. | 旨 | 馬 | 5 | $\vec{i}$ | $\ddot{\square}$ | ． | 苞 | $\overline{\mathrm{g}}$ |
| 07：00～08：00 | 213 | 17 | 19 | 3 | 9 | 261 | 183 | 3. |  | 0 | 0 | 193 | 240 | 13 | 5 | 3 | 3 | 264 | 14 | 8 |  |  | 0 | 153 | 779 | 47 | 26 | 7 | 12 | 871 |
| 08：00－09：00 | 249 | － 2 | 23 | 3 | 8 | 30. | 183 |  | 0 | $\bigcirc$ | 0 | 173 | 301 | － 3 | 8 | 5 | 3 | 340 | 149 | $\stackrel{\square}{9}$ |  |  | 0 | 16 | 862 | 59 | 32 | 11 | 11 | 975 |
| 09：00－10：00 | 267. | 23 | 8 | 4 | 11 | 333 | ： 58 | 8 | 1 | 0 | 0 | 155 | 103 | 10 | 5 | 8 | 5 | 451 | 167 | 11 | 3. | 3 | 0 | 184 | 985 | $3!$ | 37 | 15 | 16 | 1134 |
| 10：00－11：00 | 336 | 3 | 3 | 1 | 11 | 402 | 299 | 9 | 1 | 0 | 0 | 305 | 53 | 31 | 17 | 0 | 12 | 591 | 293 | 11 | 1 | 1 | 0 | 286 | 1419 | 18 | 12 | 2 | 33 | 1564 |
| 11：00－12：00 | 392 | 27 | 3 | 4 | 15 | 470 | 292 | 2 s | 1 | 0 | 0 | 297 | 576 | 33 | 16 | 7 | 11 | 643 | 260 | 9 | 1 | 0 | 0 | 270 | 1520 | 73 | so | 11 | 26 | 1680 |
| 12：00－13：00 | 192 | 28 | 17 | 1 | 25 | 563 | 261 | $1+$ | 1 | 0 | 0 | 266 | 169 | ${ }^{36}$ | 17 | 3 | 13 | 538 | 29 | 7 |  |  | 0 | 258 | 1471 | 75 | 36 | 5 | 38 | 1625 |
| 13：00－14：00 | 169 | 29 | 16 | 0 | 15 | 529 | 359 | ， 3 | 1 | 0 | 0 | 263 | 475 | 31 | $s$ | 5 | 15 | 536 | 217 | 5 | 0 | 0 | 0 | 222 | 1420 | 70 | 15 | 5 | 30 | 1550 |
| 14：30－15：（0） | 908 | 13 | 13 | 5 | 12 | ＋51 | $\underline{29}$ | 93 | 0 | 0 | 0 | 232 | 387 | 20 | 7 | $s$ | 9 | 428 | 165 | 3 |  |  | 0 | 170 | 1180 | 39 | 21 | 11 | 21 | 128 |
| 15：00－16：00 | 122 | 8 | 9 | 7 | 12 | 307 | 192 | 2 | 0 | 0 | 0 | 195 | 373 | －13 | 5 | 1 | 16 | 411 | 15 | 1 | 0 | 0 | 0 | 158 | 99 | 25 | 15 | 11 | 27 | 1071 |
| 16：09－17：00 | 2 x 9 | 13 | 20 | 3 | 9 | 313 | 185 | 5－1 | 0 | 0 | 0 | 186 | 320 | 19 | 11 | 1 | 13 | 364 | 176 | 0 | 0 | 1 | 1 | 178 | 970 | 33 | 31 | 5 | 23 | $10^{106}$ |
| 17：00－18：00 | 227 | 11 | 7 | 5 | 9 | 259 | 217 | 7 | －0 | 0 | 0 | 212 | 273 | 15 | 9 | 9 | 19 | 325 | 173 | 3 | 1 | 1 | 0 | 178 | 890 | 29 | 17 | 15 | 28 | 979 |
| 18：00－19：00 | 209 | － | 5 | 1 | 9 | 23. | 17 | 71 | 0 | 0 | 0 | 178 | 240 | 17 | 7 | 1 | $2+$ | 289 | 169 |  | 0 |  | 0 | 171 | 795 | 28 | 12 |  | 33 | 871 |
| 19：00－20：010 | 116 | 3 | 7 | 1 | 0 | 429 | 189 | 9 | 0 | 0 | 0 | 189 | 297 | －12 | 7 | 5 |  | 328 | 309 |  | 0 | 0 | 0 | 213 | 111 | 21 | 14 | 6 |  | 1159 |
| 20：00－21：00 | 104 | 1 |  | 0 |  | 113 | 168 | 8 | 0 | 0 | 0 | 171 | 293 | ． 15 | $\pm$ | 7 | 8 | 327 | 220 | 3 | 0 | 0 | 0 | 223 | 1085 | 25 | 8 | 7 |  | 13 |
| 21：00～22：00 | 249 | 5 | 8 | 0 | 1 | 263 | 171 | 1 | 0 | 0 | 0 | 171 | 184 |  | 5 | 0 |  | 197 | 195 |  | 1 | 0 | 0 | 19 | 799 | 10 | 14 | 0 | 5 | 828 |
| 22：00－23：00 | 20.1 | － 3 | －1 | 0 | 0 | 211 | 12.1 | 1 | －0． | 0 | ก | 127 | 173 | 3. | 3 | 0 | 8 | 137 | 201 |  | 0 | 0 | 0 | 205 | 70 | 13 | 7 | 0 | 8 | 730 |
| 23：00－24：00 | 136 | － | －2 | $s$ | 3 | 188 | 117 | 7 | 0 | 0 | 0 | 197 | 141 | － | 1 | 0 | 7 | 149 | 143 | 0 | 0 | 0 | 0 | 14 | 57 | 0 | 2 | $s$ | 10 | 5s7 |
| 24：00－01：00 | 152 | 1 |  | 1 | 3 | S8 | 109 | 9 | 0 | 0 | 0 | 109 | 87 | 2 | $s$ | 1 | 1 | 97 | 117 | 0 | 0 | 0 | 0 | 117 | 455 |  | 6 | 2 | 7 | 481 |
| 01：00－02：00 | 127 | －1 | 0 | 1 | 3 | 1.32 | 109 | 9 | 0 | 0 | 0 | 109 | 107 | － 1 | 0 | 1 | 7 | 116 | 60 | 0 | 0 | 0 | 0 | 60 | $4{ }^{4} 3$ | 2 | 0 | 2 | 10 | ＋17 |
| 02：00－03：00 | 88 | 0 |  | ก | 3 | 92 | 76 | 6 | － | 0 | $\bigcirc$ | － 76 | 75 | 50 | 4 | 0 |  | 83 | 41 | 0 | 0 | 0 | 0 | 11 | 280 | 0 | 5 | 0 |  | 292 |
| 03：00－04：00 | 83 | 1 | 0 | 3 |  | 38 | 4 | 4 | 0 | 0 | 0 | ＋ | 45 | 4 | 1 | 3 | 0 | 49 | 20 | 0 | $\bigcirc$ | 0 | 0 | 20 | 192 |  | 1 | 5 |  | 201 |
| 04：00－05：00 | 57 | 0 | ． 3 | 3 | 0 | 63 | 24 | 4 | $\bigcirc$ | $\underline{2}$ | 0 | 27 | 69 | － 1 | 10 | 1 | 0 | 7 | 21 | 0 | 0 | 0 | 0 | 21 | 17 | 5 | 3 | 6 |  | 185 |
| 05：00～06：40 | 12 | ． 3 | ： | 1 | 0 | 52 | 25 | 5 | $\bigcirc$ | ＋ 3. | 0 | － 23 | 60 | 0 | 1 | 5 | $\underline{3}$ | 72 | 15 | 1 | 0 | 0 | 0 | 19 | 147 | 10 | 2 | 9 | 3 | 17 |
| 06：100－07：00 | 76 | 5 | 1 | 1 | ， | 95 | 3 | 1 | 0 | － | 10 | 2. | 27 | ， | 5 | 1 | 1 | 111 | 29 | 1 | 0 | 0 | 0 | 30 | 223 | 13 | 9 | 11 | 1 | 260 |
| Cotal | S902 | 257 | 246 | 62 | 162 | 6．639 | 3782 | 32 57 | 6 | ［5］ |  | 1850 | 6216 | ｜ 393 | 151 | 78 | 196 | 6980 | 3599 | 85 | 11 | 13 | 1 | 3659 | 1849 |  | 14 | 188 | 389 | 1318 |



Figure D4.27(55) Hourly Traffic Volune by Vehicle Type - Measuring Point 28 (22/23.04.1998-weekday)

Table D4.52(55) Hoully Tralfic Volume by Ditection and Vebicie Type - Measuriag Point 28 (22/23.04.1998.weckday)

| time | No. 28 a |  |  |  |  |  | No. 28 b |  |  |  |  |  | Total for No. 28 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | car | s. t . | 1. 1. | bu1s | Hater | tolal | car | 5. 1. | 1.t. | bus | trailer | Colal | cat | s. t . | 1.4. | bis | Irailer | total |
| 07:00-08:00 | 84 | 3 | 4 | 0 | 0 | 91 | 80 | 4 | 5 | 0. | 0 | 89 | 164 | 7 | 9 | 0 | 0 | 180 |
| 08:00-09:00 | 61 | 1 | 0 | 0 | 0 | 62 | 45 | 3 | 3 | 0 | 0 | 51 | 106 | 4. | 3 | 0 | 0 | 113 |
| 09:00-10:00 | 63 | 7 | 4 | 0 | 0 | 74 | 69 | 1 | 1 | 0 | 0 | 71 | 132 | 8 | 5 | 0 | 0 | 145 |
| 10:00 - 11:00 | 48 | 1 | 0 | 0. | 0 | 49 | 48 | 0 | 0 | 0 | 0 | 48 | 96 | 1 | 0 | 0 | 0 | 97 |
| 11:00-12:00 | 56 | 1 | 1 | 01 | 0 | 58 | 72 | 0 | 5 | 0 | 0 | 77 | 128 | 1 | 6 | 0 | 0. | 135 |
| 12:00-13:00 | 59 | 1 | 0 | 0 | 0 | 60 | 44. | 1 | 1 | 0 | 0 | 46 | 103 | 2 | 1 | 0 | 0 | 106 |
| 13:00) 14:00 | 55 | 3. | 0. | 0 | 0 | 58 | 73 | 4 | 0 | 0. | 0 | 77 | 128 | 7 | 0 | 0 | 0 | 135 |
| 14:00-15:00 | 79 | $1)$ | 0. | 0 | 0 | - 80 | 80 | 0. | 0 | 0 | 0 | 80 | 159 | 1 | 0 | 0 | 0 | 160 |
| 15:00 ~ 16:00 | 75 | 0 | 1 | 0. | 0 | 76 | 27 | 1 | 3 | 0 | 0 | 31 | 102 | 1. | 4 | 0 | 0 | 107 |
| 16:00 ~ 17:00 | 53 | 3 | 0 | 0 | 0 | 56 | 41 | 3 | 3 | 0 | 0 | 47 | 94 | 6 | 3 | 0 | 0 | 103 |
| 17:00-18:00 | 55 | 3 | 0 | 0 | 0 | 58 | 53 | 0 | 0 | 0 | 0 | 53 | 108 | 3 | 0 | 0 | 0 | $1!1$ |
| 18:00-19:00 | 53. | 0 | 0 | 0 | 0 | 53. | 75 | 0 | 1 | 0 | 0 | 76 | 128 | 0 | 1 | 0 | 0 | 129 |
| 19:00-20:00 | 60 | 5 | 0 | 0 | 0 | 65 | 64 | 3 | 0 | 0 | 0 | 67 | 124 | 8 | 0 | 0 | 0 | 132 |
| 20:00 ~ 21:00 | 49 | 1 | 0 | 0 | 0 | 50. | 52 | 1 | 0 | 0 | 0 | 53 | 101 | 2 | 0 | 0 | 0 | 103 |
| 21:00~22:00 | 47 | 0 | 0 | 0 | 0 | 47 | 37 | 0 | 0 | 0 | 0 | 37 | 84 | 0 | 0 | 0 | 0 | 84 |
| 22:00-23:00 | 29 | 0 | 0 | 0 | 0. | 29. | 25 | 0 | 0 | 0 | 0 | 25 | 54 | 01 | 0 | 0 | 0 | 54 |
| 23:00~ 24:00 | 28 | 1 | 0 | 0 | 0 | 29 | 29 | 1 | 0 | 0 | 0. | 30 | 57 | 2 | 0 | 0 | 0 | 59 |
| 24:00-01:00 | 20 | 0 | 0 | 0 | 0 | 20 | 15 | 11 | 0 | 0 | 0 | 26 | 351 | 11 | 0 | 0 | 0 | 46 |
| 01:00-02:00 | 9 | 01 | 0 | 01 | 0 | 9 | 12 | 0 | 0 | 0 | 0 | 12 | 21. | 0 | 0 | 0 | 0 | 21 |
| 02:00~03:00 | 7 | 0 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 7 | 14 | 0 | 0 | 0 | 0 | 14. |
| 03:00-04:00 | 5 | 0 | 0 | 0 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 4 | 9 | 0 | 0 | 0 | 0 | 9 |
| 04:00~05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00-06:00 | 7 | 0 | 0 | 0 | 0 | 7 | 3. | 0 | 0 | 0 | 0 | 3 | 10 | 0 | 0 | 0 | 0 | 10 |
| 06:00-07:00 | 24 | 0 | 0 | 0 | 0 | 24 | 11 | 0 | 0 | 0 | 0 | 11 | 35 | 0 | 0 | 0 | 0 | 35 |
| Tolal | 1026 | 31 | 10 | 0 | 0 | 1067 | 966 | 33 | 22 | 0 | 0 | 1021 | 1992 | 64 | 32 | 0 | 0. | 2088 |



Figure D4.27(56) Hourly Trallic Volume by Vehicle Type . Measuring Point 28 (25/25.04.1998 • holiday)

Table D4.52(56) Hourly Traffic Volunse by Direction and Vebicle Type-Measuring Point 28 (25/26.04.1998-boliday)

| lime | No. 28.3 |  |  |  |  |  | No. 28 b |  |  |  |  |  | Total for No. 28 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | car | s. 1. | I. 1. | tus | 1raiter | total | car | S. 1. | 1.1. | bus | frailer | total | cat | s. t . | 1.t. | bras | frailer | Iotal |
| 07:00-08:00 | 29 | 3 | 0 | 0. | 0 | 32 | 20 | 3 | 0 | 0 | 0 | 23 | 49 | 6 | 0 | 0 | 0 | 55 |
| 08:00-09:00 | 36 | 1 | 1 | 0 | 0 | 38 | 40 | 31 | 3 | 0 | 0 | 46 | 76 | 4 | 4 | 0 | 0 | 84 |
| 09:(0) - 10:00 | 29 | 3 | 0 | 0 | 0 | 32. | 43. | 0. | 3 | 0 | 0 | 46. | 72 | 3 | 3 | 0 | 0 | 78 |
| 10:00-11:00 | 35 | 1 | 0 | 0 | 0 | 36. | 41 | 3 | 0 | 0 | 0 | 44 | 76 | 4 | 0 | 0 | 0 | 80 |
| 11:00~12:00 | 45 | 1. | 0 | 0 | 0 | 46 | 51. | 0 | 0 | 0 | 0 | 51 | 96 | 1 | 0 | 0 | 0 | 97 |
| 12:00-13:09 | 39 | $\bigcirc$ | 0 | 0 | 0 | 39 | 43. | 0 | 1 | 0 | 0 | 44 | 82 | 0 | 1 | 0 | 0. | 83 |
| 13:00-14:00 | 56 | 0 | 0 | 0 | 0 | 56 | 51. | 0 | 0 | 0 | 0 | 51 | 107 | 0 | 0 | 0 | 0 | 107 |
| 14:00-15:00) | 47 | 1 | 01 | 0 | 0 | 48. | 36. | 1 | 0 | 0 | 0 | 37 | 83 | 2. | 0 | 0 | 0 | 85 |
| 15:00-16:00 | 52 | 0 | 0 | 0 | 0 | 52. | 43 | 0 | 0 | 0 | 0 | 43 | 95 | 0 | 0 | 0 | 0 | 95 |
| 16:00-17:00 | 61 | 1 | 0 | 0. | 0 | 62 | 41 | 0 | 0 | 0 | 0 | 41 | 102 | 1 | 0 | 0 | 0 | 103 |
| 17:00-18:00 | 60. | 0. | 0 | 0 | 0 | 60. | 49 | 1 | 0 | 0 | 0 | 50 | 109 | 1 | 0 | 0 | 0 | 160 |
| 18:00 ~ 19:00 | 40 | 0 | 0 | 0 | 0 | 40. | 49 | 0 | 0 | 0 | 0 | 49 | 89 | 0 | 0 | 0 | 0 | 89 |
| 19:00~20:00 | 57 | 1 | 0 ) | 0 | 0 | 58 | 69 | 1. | 0 | 0 | 0 | 70 | 126 | 2 | 0 | 0 | 0 | 128 |
| 20:00-21:00 | 64 | 0 | $0)$ | 0 | 0 | 68 | 52 | 1. | 0 | 0 | 0 | 53 | 116 | 1 | 0 | 0 | 0 | 117 |
| 21:00-22:00 | 36. | 3. | 0 | 0 | 0 | 39 | 56 | 0 | 0 | 0 | 0 | - 56 | 92 | 3 | 0 | 0 | 0 | 95 |
| 22:00~23:00 | 47 | 0 | 1. | 0 | 0 | 48 | 53 | 0 | 0 | 0 | 0 | 53 | 100 | 0 | 1 | 0 | 0 | 101 |
| 23:00~24:00 | 32 | 1 | 0 | 0 | 0 | 33 | 23 | 0 | 0 | 0 | 0 | 23 | 55 | 1. | 0 | 0 | 0 | 56 |
| 24:00-01:00 | 15 | 0 | 0 | 0 | 0 | 15 | 20 | 0 | 1 | 0 | 0 | 21 | 35 | 0 | 1 | 0 | 0 | 36 |
| 01:00-02:00 | 13 | 0 | 0 | 0 | 0 | 13 | 12 | 0 | 0 | 0 | 0 | 12 | 25 | 0 | 0 | 0 | 0 | 25 |
| 02:00-03:00 | 8. | ) | 0 | 0 | 0 | 8 | 9 | 0 | 0 | 0 | 0 | 9 | 17 | 0 | 0 | 0 | 0 | 17 |
| 03:00-04:00 | 7 | 0 | 0 | 0 | 0 | 7 | 8 | 0 | 0 | 0 | 0 | 8 | 15 | 0 | 0 | 0 | 0 | 15 |
| 04:00-05:00 | 3 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 6 |
| 05:00-06:00 | 5 | 1 | 0 | 0 | 0 | 6. | 7 | 0 | 0 | 0 | 0 | 7 | 12 | 1 | 0 | 0 | 0 | 13 |
| 06:00-07:017 | 11 | 0 | 1 | 0 | 0 | 12 | 8 | 0 | 0 | 0 | 0 | 8 | 19 | 0 | 1 | 0 | 0 | 20 |
| Toral | 827 | 17 | 3 | 0 | 0 | 847 | 827 | 13. | 8 | 0 | 0 | 848 | 1654 | 30 | 11 | 0 | 0 | 1695 |



Figure D4.27(57) Houtly Trafic Volume by Vehicle Type - Measuriag Poini 29 (22/23.04.1998 - weekday)

Table D4.52(57) Hourly Trallic Volume hy Direction and Vehicle Type - Measuring Point 29 (222n3.04.1998 - weckday)

|  | No. 29a |  |  |  |  |  | No. 29 b |  |  |  |  |  | Total for No. 29 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| - lime | car | S. 1. | I. 1. | bus | traiter | total | car | s.t. | 1.t. | .bus | trailer | lotal | car | 5. 2. | 1.1. | bus | trailer | Solal |
| 07:00-08:00 | 500 | 33 | 7 | 60 | 0 | 600 | 953 | 69 | 21. | 64 | 0 | 1107 | 1453 | 102 | 28 | 124 | 0 | 1707 |
| 08:00-09:00 | 664 | 69 | 11 | 44 | 0 | 788 | 820 | 88 | 8 | 45 | 1 | 962 | 1484 | 157 | 19 | 89 | 1 | 1750 |
| 09:00) - 10:00 | 836 | 67 | 20 | 19 | 0 | 962 | 844 | 80 | 9 | 40 | 0 | 973 | 1680 | 147 | 29 | 79 | 0 | 1935 |
| 10:00-11:00 | 864 | 59 | 4 | 40 | 0 | 967 | 947 | 67 | 11 | 39 | 0 | 1064 | 1811 | 126 | 15 | 79 | 0 | 2031 |
| 11:00~12:00 | 971 | 52 | 13 | 44 | 0 | 1080 | 965 | 51 | 8 | 43 | 0 | 1067 | 1936 | 103 | 21 | 87 | 0 | 2147 |
| 12:00~13:00 | 964 | 61 | 21 | 37 | 0 | 1083 | 840 | 33 | 3. | 45 | 0 | 921 | 1804 | 94 | 24 | 82 | 0 | 2004 |
| 13:00~14:00 | 925 | 51 | 25 | 52 | 1 | 1054 | 776 | 55 | 4 | 55 | 0 | 890 | 1701 | 106 | 29 | 107 | 1 | 1944 |
| 14:00~15:00 | 807 | 24 | 16 | 64 | 0 | 911 | 920 | 35 | 3 | 51 | 0 | 1009 | 1727 | 59 | 19 | 115 | 0 | 1920 |
| 15:00~16:00 | 1048 | 31 | 12 | 61 | 0 | 1152 | 615 | 20 | 0 | 47 | 0 | 682 | 1663 | 51 | 12 | 108 | 0 | 1824 |
| 16:00 ~ 17:00 | 909 | 32. | 7 | 35 | 1 | 984 | 749 | 29. | 3. | 36. | 0 | 817 | 1658 | 61 | 10 | 71 | 1 | 1801 |
| 17:00-18:00 | 820 | 37 | 16 | 31 | 0 | 904 | 680 | 40 | 4 | 43 | 0 | 767 | 1500 | 77 | 20 | 74 | 0 | 1671 |
| 18:00-19:00 | 927. | 33 | 5 | 25 | 0 | 990 | 657 | 31 | 1 | 29 | 0 | 718 | 1584 | 6.4 | 6 | 54 | 0 | 1708 |
| 19:00-20:00 | 947 | 9 | 7 | 28 | 3 | 994 | 853 | 7 | 1. | 24 | 0 | 885 | 1800 | 16 | 8 | 52 | 3 | [879 |
| 20:00~21:00 | 747 | 5 | 5 | 29 | 0 | 788 | 633 | 3 | 3 | 20. | 0 | 659 | 1380 | 8 | 8 | 49 | 0 | 1445 |
| 21:00-22:00 | 653 | 5 | 3 | 20 | 1 | 682 | 580 | 4 | 0 | 27 | 1 | 612 | 1233 | 9 | 3 | 47 | 2 | 1294 |
| 22:00-23:00 | 527 | 4 | 3 | 20 | 1 | 555 | 493 | 1. | 3. | 16 | 0 | 513 | 1020 | 5 | 6 | 36 | 1 | 1068 |
| 23:00-24:00 | 427 | 1 | 1 | 8 | 1 | 438 | 307 | 3 | 1 | 4 | 0 | 315 | 734 | 4 | 2 | 12 | 1 | 753 |
| 24:00~01:00 | 313 | 1 | 0 | 3 | 0 | 317 | 193 | 0 | 1 | 0 | 0 | 194 | 506 | 1 | 1 | 3 | 0 | 511 |
| 01:00~02:00 | 220 | 0 | 1 | 3 | 0 | 224 | 140 | 0 | 1 | 3 | 0 | 144 | 360 | 0 | 2 | 6 | 0 | 368 |
| 02:00-03:00 | 193 | 1 | 4 | 1 | 0 | 199 | 133 | 0 | 1 | 1 | 0 | 135 | 326 | 1 | 5 | 2 | 0 | 334 |
| 03:00-04:00 | 87 | 0 | 0 | 1 | 0 | 88 | 73 | 0 | 1 | 3 | 0 | 77 | 160 | 0 | 1 | 4 | 0 | 165 |
| 04:00-05:00 | 73 | 3 | 0 | 1 | 0 | 77 | 93 | 1 | 1 | 3 | 0 | 98 | 166 | 4 | 1 | 4 | 0 | 175 |
| 05:00-06:00 | 93 | 7 | 0 | 27 | 0 | 127 | 160 | 20 | 3 | 39 | 1 | 223 | 253 | 27 | 3 | 66 | 1. | 350 |
| 06:00~07:00 | 253 | 4 | 9 | 51 | 0 | 317 | 633 | 13 | 8 | 71 | 1 | 726 | 886 | 17 | 17 | 122 | 1 | 1043 |
| Tolal | 14768 | 589 | 190 | 724 | 8 | 16279 | 14057 | 650 | 99 | 748 | 4 | 15558 | 28825 | 1239 | 289 | 1472 | 12 | 31837 |



Figute D4.27(58) Hourly Traffic Volume by Vehicle 'Type - Measuring Point 29 (25/25.04.1998 • boliday)

Table D4.52(58) Hourif Traflic Volume by Dircclion and Vehicle Type - Measuring Point 29 (25R66.04. 1998- holiday)

|  | No. 29, |  |  |  |  |  | No. 29 b |  |  |  |  |  | Total for No. 29 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| time | car | 5.1. | 1.1. | bus | traiter | Iotal | car | s. 1. | 1.1. | bus | trailer | total | cat | s.t. | 1.1. | hus | trailer | total |
| 07:00~08:00 | 264 | 21 | 11 | 28 | 0 | 324 | 405 | 37 | 15 | 31 | 0 | 488 | 669 | 58 | 26 | 59 | 0 | 812 |
| 08:00~09:00 | 411 | 37 | 13 | 36 | 0 | 497 | 564 | 51 | 12 | 33 | 3 | 663 | 975 | 88 | 25 | 69 | 3 | 1160 |
| 09:00-10:00 | 680 | 33 | 13 | 29 | 5 | 760 | 732 | 6 | 8 | 31 | 1 | 832. | 1412 | 93 | 21. | 60 | 6 | 1592 |
| 10:00-11:00 | 876 | 28 | 20 | 36 | 0 | 960 | 920 | 37 | 11 | 33 | 4 | 1005 | 1796 | 65 | 31 | 69 | 4 | 1965 |
| 11:00-12:00 | 927 | 31 | 20 | 35 | 0 | 1013 | 955 | 40 | 4 | 36 | 0. | 1035 | 1882 | 71 | 24 | 71 | 0 | 2048 |
| 12:00~ 13:00 | 892 | 47 | 5 | 29 | 1 | 974 | 1067 | 48 | 7 | 35 | 0 | 1157 | 1959 | 95 | 12 | 64. | 1 | 2131 |
| 13:00-14:00 | 912 | 27 | 7 | 32 | 0 | 978 | 868 | 33 | 3 | 36 | 0 | 940 | 1780 | 60 | 10 | 68 | 0 | 1918 |
| 14:00 - 15:00 | 1033 | 39 | 9 | 41 | 0 | 1122 | 752 | 27 | 4 | 39 | 0 | 822 | 1785 | 66 | 13 | 80 | 0 | 1944 |
| 15:00) -16:(0) | 940 | 35 | 8 | 32 | 1 | 1016 | 791 | 25 | 4 | 29 | 3 | 852 | 1731 | 60 | 12 | 61 | 4 | 1868 |
| 16:00-17:00 | 780 | 31 | 5 | 27. | 1 | 844 | 651 | 20 | 5 | 29. | 0 | 705 | 1431 | 51 | 10 | 56 | 1 | 1549 |
| 17:00-18:00 | 711 | 33 | 7 | 25 | 1 | 777 | 725 | 11 | 4 | 23 | 0 | 763 | 1436 | 44. | 11 | 48 | 1 | 1540 |
| 18:00-19:00 | 717 | 15 | 5 | 25 | 0 | 762 | 720 | 9 | 1 | 29 | 0 | 759 | 1437 | 24 | 6 | 54 | 0 | 1521 |
| 19:00-20:00 | 867 | 4 | 0 | 29 | 0 | 900 | 813. | 7 | 1 | 23 | 0 | 844 | 1680 | 11 | 1 | 52 | 0 | 1744 |
| 20:00-21:00 | 947 | 1 | 1 | 25 | 1 | 975 | 800 | 5 | 0 | 24 | 1. | 839 | 1747 | 6 | 1 | 49 | 2 | 1805 |
| 21:00~22:00 | 693 | 1 | 1 | 17 | 1 | 713 | 760 | 4 | 1 | 25 | 0 | 790 | 1453 | 5 | 2 | 42 | 1 | 1503 |
| 22:00 ~ 23:00 | 507 | 5 | 0 | 24 | 1 | 537 | 573 | 1 | 1 | 17 | 1 | 593 | 1080 | 6. | 1 | 41 | 2 | 1130 |
| 23:00-24:00 | 533 | 0 | 1 | 13 | 4 | 551 | 507 | 1 | 1 | 9. | 1 | 519 | 1040 | 1 | 2 | 22 | 5 | 1070 |
| 24:00-01:(0) | 587 | 0 | 3 | 1 | 0 | 591 | 467 | 0 | 0 | 1 | 0 | 468 | 1054 | 0 | 3 | 2 | 0 | 1059 |
| 01:00-02:00 | 413 | 0 | 0 | 4 | 0 | 417 | 293 | 0 | 0 | 1 | 0 | 294 | 706 | 0 | 0 | 5 | 0 | 711 |
| 02:00-03:00 | 233 | 0 | 0 | 1 | 0 | 234 | 160 | 0 | 0 | 1 | 0 | 161 | 393 | 0. | 0 | 2 | 0 | 395 |
| 03:00-04:00 | 153 | 0 | 0 | 3 | 0 | 156 | 107 | 0 | 0 | 3 | 1 | 111 | 260 | 0 | 0 | 6 | 1 | 267 |
| (14:00-05:00 | 133 | 3 | 0 | 0 | 0 | 136 | 100 | 0 | 0 | 1 | 1 | 102 | 233 | 3 | 0 | 1 | 1 | 238 |
| 05:00-06:07 | 140 | 5 | 0 | 11 | 0 | 156 | 180 | 7 | 0 | 17 | 0 | 204 | 320 | 12 | 0 | 28 | 0 | 360 |
| 06:00-07:00 | 153 | 4. | 1 | 17 | 0 | 175 | 220 | 8. | 1 | 21 | 0 | 250 | 373 | 12 | 2 | 38 | 0 | 425 |
| Toun | 14502 | 400 | 130 | 520 | 16 | 15563] | 14130 | 431 | 83 | 527 | 16 | 15187 | 28632 | 831 | 213 | 1047 | 32 | 30755 |



Figure D4．27（59）Honrly Traffic Vosume by Vebicle Type－Measuring Point 30 （22223．04．1998－weekday）

Table D4．52（59）－Houriy Traffic Volume by Direction and Vebicle Type－Measuring Point 30 （222n3．04．1998－weekday）

| time | No． 30 a |  |  |  |  |  | No． 30 b |  |  |  |  |  | No． 30 c |  |  |  |  |  | No． 30 d |  |  |  |  |  | Total for No． 30 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 5 | $\dot{n}$ | $\stackrel{5}{4}$ | 商 |  | － | 5 | $\stackrel{3}{3}$ | $\because$ | 言 | $\frac{5}{5}$ | $\stackrel{3}{6}$ | 5 | $\stackrel{\sim}{6}$ | $\stackrel{\square}{-}$ | \％ | 気 | $\stackrel{\overline{3}}{2}$ | 5 | $\begin{aligned} & \dot{1} \\ & \dot{n} \end{aligned}$ | $\because$ | $\frac{\square}{8}$ |  | $\underline{\square}$ | 5 | $-4$ | $\because$ | 8 | 穿 | $\stackrel{\rightharpoonup}{\underline{3}}$ |
| 07：00～08：00 | 149 | 15 | 5 | 9 | 3 | 181 | 459 | 13 | 11 | 49 | 3 | 525 | 764 | 20. | 16 | ${ }^{1}$ | 9 | 393 | 1316 | 53 | 16 | 32 | 1 | 1520 | 2678 | 103 | 48 | 274 | 16 | 3119 |
| 08：00～09：00 | 31 | 28 | 1 | $\pi$ | 0 | 271 | 641 | 29 | 19 | 15 | 0 | 334 | 939 | 25. | 28 | 51 | $\pm$ | 1947 | 1525 | 108 | 27. | 109 | 1 | 173 | 3336 | 190 | 78 | 213 | 8 | 3825 |
| 09：00～10：00 | 489 | 52 | 27 | 8 | 13 | 589 | 845 | 25 | 10 | 33 | 3 | 965 | 895 | 20 | 12 | 51 | 3 | 983 | 144 | 93 | 9 | 101 | I | 1648 | 3673 | 190 | 88 | 195 | 20 | 1168 |
| 10：00－11：00 | 552 | 36 | 25 | 9 | 4 | 626 | 991 | 20 | 13 | 32 | 3 | 1059 | 254 | 11 | 32 | 3 | 1 | 863 | 1431 | 67 | 12. | 9 | － 3 | 1609 | 3788 | 134 | 82 | 172 | 1.1 | 4157 |
| 11：00－12：00 | 127 | 32 | 32 | 13 | 5 | 509 | 947 | 24 | 23. | 36 | 1 | 1031 | 325 | 13 | 23 | 39 | 4 | sur | 1463 | 69 | 19 | 102 | 1 | 1657 | 3362 | 138 | 95 | 195 | 11 | 3801 |
| 12：00－13：00 | 15.3 | 15 | 32 | 13 | 9 | 527 | 1097 | 25 | 19 | 39 | $+$ | 118 | 816 | 3 | 16 | 4 | 1 | 94 | 1281 | 5 | 17 | 108 | 0 | 1453 | 3647 | 122 | 89 | 200 | 20 | 1078 |
| 13：00－14：00 | 793 | 52 | 7 | 12 | 23 | 9.57 | 1005 | 19 | 25 | 55 | 5 | 1109 | 633 | 28 | 8 | 39 |  | 729 | 1353 | 59 | 20 | 132 | 1 | 1365 | 3784 | 158 | 130 | 258 | 30 | 4360 |
| 14：00－15：00 | 887 | 58 | 18 | 17 | 27 | 1035 | 1261 | 15 | 18 | 64 | 0 | $135 n$ | 220 | 29 | 17 | 17 | 0 | $8 \cdot 3$ | 1297 | 33 | 5 | 131 | 0 | 1468 | 1165 | 133 | 86 | 259 | 27 | 4700 |
| 15：00－16：00 | 1001 | 19 | 45 | 13 | 16 | 1124 | 1251 | 17 | is | 69 | $t$ | 1353 | 676 | 15 | 8. | 85 | 1 | 785 | 1103 | 32 | 7 | 132 | 1 | 1275 | 4031 | 113 | 75 | 299 | 19 | 4537 |
| 16：00－17：00） | 513 | 21 | 27 | 16 | 25 | 602 | 1053 | 13 | 5 | 39 | 1 | （iII） | 365 | 20 | 11 | 21 | 5 | 422 | 1085 | 43 | 7 | 109 | 1 | 1245 | 3018 | 97 | 50 | 185 | 32 | 3386 |
| 17：00～18：00 | ＋60 | 23 | 13 | 19 | 11 | 528. | 928 | 13 | 13 | 32 | 1 | 987 | 301 | 7 | 4 | 47 | 3 | 562 | 1029 | 17 | 2 | 87 | 0 | 142 | 2918 | 60 | 39 | 185 | 15 | 321 |
| 18：00－19：00 | H4． | 13 | 9 | 12 | 13 | 491 | 1027 | 11 | 5 | 31 | 3 | 1077 | 435 | 5 | 3 | 52 | 3 | 498 | 1121 | 24 | 3 | 81 | 0 | 1229 | 3027 | 53 | 20 | 176 | 19 | 3275 |
| 19：00～20：00 | 175 | 11 | 8 | 9 | 5 | 508 | 935 | 4 | 9 | 29 | 4 | 981 | 401 | 19. | $\underline{1}$ | 32 | 3 | 164 | 1018 | 23 | 5 | 89 | 4 | 1169 | 2859 | 57 | 31 | 159 | 16 | 3122 |
| 20：00－21：00 | 125 | 1 | 5 | 5 | 5 | 47 | 1031 | 2 | 7 | 24 | 1 | 1072 | 431 | 15 | 12 | 28 | 1 | 482 | 1156 | 15 | 5 | 12 | 1 | 1249 | 3043 | 16 | 29 | 12 | 8 | 325 |
| 21：00－22：00 | 351 | $s$ | 4 | 3 | 7 | 370 | 816 | 1 | 3 | 21 | 1 | 848 | 145 | 9 | 5 | 25 | 1 | 485 | 1050 | 11 | 3 | 61 | 3 | 1158 | 2692 | 32 | 15 | 110 | 12 | 2861 |
| 22：00～23：00 | 335 | 8 | 3 | 4 | 8 | 358 | 44 | 0 | 0 | 27 | 1 | 77 | 397 | 13 | s | 3. | 3. | 152 | 1135 | 15 | 7 | 19 | 3 | 1209 | 2611 | 36 | 18 | 111 | 15 | 279 |
| 23：00－24：00 | 304 | 3 | 5 | 1 | 8 | 221 | 124 | 1. | 1 | 15 | 3 | 44 | 403 | 15 | 5 | 27 | 1 | 451 | 557 | 7 | 3 | 19 | 0 | s85 | 1888 | 26 | 14 | 62 | 12 | 20 m |
| 24：00～01：00 | 155 | 1 | $+$ | 0 | 13 | 173 | 372 | 0 | 0 | －3 | 0 | 375 | 261 | － | 3 | 24 | 3. | 298 | 501 | 4 | 3 | 1 | 0 | 512 | 1292 | 9 | 10 | 31 | 16. | 1358 |
| 01：00－02：00 | 83 | $s$ | ， | 0 | ＋ | 99 | $2+3$ | 0 | 0 | －3 | 0 | 246 | 281 | 3 | 3 | 13 | 0 | 303 | 257 | 0 | 3 | 1 | 0 | 261 | 867 | 8 | 13 | 17 |  | 900 |
| 02：00－03：00 | 57. | 1 | ， | 3 | s | 73 | 193 | 3 | 3. | 10 | 0 | 201 | 148 | 5 | － | 13 | 0 | 174 | 209 | 3 | 0 | －3 | 0 | 215 | 609 | 12 | 20 | 19 | ， | 665 |
| 03：00－04：00 | 43 | $\pm$ | 7 | 0 | 3 | 57 | 100 | 0 | 0 | － 3 | 0 | 103 | 112 | 5 | － 2 | 7 | 0 | 136 | 159 | 4 | 0 | 1 | 0 | 197 | 141 | 16 | 16 | 14 | 3 | 491 |
| 04：00－05：00 | 10 | 7 | 3 | 1 | 1 | $s$ | 69 |  | 0 | 0 | 0 | 70 | 131 | 9 | 12 | 7 | 3 | 164 | 160 | 1 | 3 | 7 | 0 | 171 | 409 | 18. | 18 | 15 | 9 | 160 |
| 05：00－06：00 | 67 | 11 | 7 | 8 | 13 | 108 | 120 | 2 | 11 | 25 | 1 | 159 | 115 | 12 | 15 | 50 | 9 | 191 | 397 | 23 | 4 | 81 | 1 | 506 | 699 | 48 | 37 | 154 | 21 | 962 |
| 06：00～07：00 | ［ ${ }^{1}$ | 13 | 8 | 9 | 20 | 195 | 173 | 3 | 17 | 12 | 1 | $2+1$ | 277 | 19 | 13 | 61 | 13 | 385 | 643 | 39 | 9 | 115 | $\pm$ | 810 | 1238 | 74 | 47 | 232 | 40 | 1631 |
| Total | 370 | ${ }_{43}$ | 418 | 192 | 3 | 11102 | 16717 | $\underline{9}$ | 35 | 214 | 37 | 17884 | $11+51_{1}$ | ss | 250 | 95 | 32 | 1313 | 2080 | \％89 | ：－1 | 11838 | $\pm$ | 2902 | sons？ | （87） | 1140 | $34 \times 1$ | 92 | 611 |



Figure D4．27（60）Hourly Traffie Volume by Vehicle Type－Measuriag Point 30 （25／25．04．1998－holiday）

Table D4．52（60）
Hourly Traffic Volume by Direction and Vehicle Type－Measuring Point 30 （25／26．04．1998－holiday）

|  | No． 30. |  |  |  |  |  | No． 10 \％ |  |  |  |  |  | No． 30 c |  |  |  |  |  | No． 30 d |  |  |  |  |  | Tolal for No． 30 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 6 | $\stackrel{3}{3}$ | $\stackrel{3}{2}$ | 令 |  | － | 5 | $\stackrel{-1}{\square}$ | $\because$ | 3 | 皆 | \％ | B | $\vec{n}$ | $\because$ | 令 | 号 | － | 5 | $\stackrel{1}{n}$ | $\therefore$ | 3 | $\frac{7}{6}$ | $\stackrel{\frac{1}{9}}{ }$ | 5 | $\stackrel{\rightharpoonup}{\text { in }}$ | $\therefore$ | 3 | 哭 | $\frac{\overline{3}}{2}$ |
| 07：00－08：00 | 232 | 9 | 3 | 7 | $?$ | 293 | 394 | 7 | 1 | 31 | 1 | 352 | 320 | 15 | 7 | 39 | 3 | 384 | 597 | 35 | 15 | 87 | 0 | 734 | 1453 | 76 | 57 | 166 | 11 | 1762 |
| 08：00－09：00 | 147 | 4 | 23. | 12 | 12 | 138 | 128 | 37 | 9 | 36 | n | $5(0)$ | 359 | 20 | 9 | 4 | 4 | 435 | 392 | 51 | 15 | 76 | 0 | 1034 | 2026 | 12 | 36 | 167 | 16 | 2407 |
| 09：m～10：00 | 197 | 15 | 24 | 11 | 3 | 515 | 66.4 | 16 | 11 | 27 | 4 | 72 | 580 | 19 | 13 | 10 | 3 | 675 | 1048 | 4 | 9 | 9 | 1 | 1198 | 2789 | 139 | 57 | 169 | 16 | 3170 |
| 10：00－11：00， | 581 | 37 | 3 | 11 | 1 | 674 | 24 | 19 | 9 | 32 | 1 | Lmas | 40 | 1 | 12 | 28 | 3 | 514 | 1244 | 3 | 8 | 77 | 0 | 1360 | 3212 | 128 | so | 148 | 15 | 3553 |
| 11：00～12：00 | 633 | 32 | 15 | 7 | 13 | 330 | 968 | 23 | 13 | 33 | 0 | 1037 | 763 | 27 | 4 | 4 | 1 | 839 | 1319 | 47 | 3 | 83 | 1 | 1453 | 3683 | 129 | 65 | 167 | 15 | 4059 |
| 12：00－13：00 | 780 | 37 | 27 | 9 | 25 | 878 | 1125 | 16 | 5 | 3 | 1 | 1178 | 681 | 3 | 16 | 37 | 1 | 763 | 50 | 37 | 15 | 92 | 3 | 1651 | 4090 | 118 | 63 | 169 | 30 | 1470 |
| 13：00－14：00） | 371 | 64 | 39 | 12 | 36 | 1022 | 992 | 9 | 4 | 19 | 0 | 1034 | 793 | 36 | 9 | 3 | 3. | 372 | 1245 | 36 | 5 | 85 | 0 | 1371 | 3901 | 145 | 57 | 157 | 39 | 3298 |
| 14：00～15：00 | 760 | 11 | 32 | 11 | 16 | 860 | 1272 | 20 | 11 | 52 | 0 | 1355 | 593 | 13 | 25 | 13 | 4 | 208. | 2051 | $2!$ | 4 | 91 | 1. | 1168 | 3676 | 125 | 72 | 197 | 21 | 4091 |
| 15：00－16：00 | 547 | 29 | 23 | 1 | 19 | 630 | 1007 | 12 | 11 | 35 | 3 | 1068 | 123 | 3 | 21. | 28 | 1 | 506 | 965 | 23 | 4 | 81 | 0 | 1073 | 2912 | 97 | $\infty$ | 155 | 23 | 327 |
| 16：00－17：00 | 613 | 20 | 24 | 7 | 8 | 672 | 899 | 13 | 3 | 32 | 1 | 953 | （109 | 19 | 11 | 33 | 0 | 472 | 896 | 1 | 7 | 72 | 1 | 987 | 2817 | 63 | 50 | 14 | 10 | 33881 |
| 17：00－18：00 | 3 m | 15 | 16 | 12 | 5 | 113 | $11 \times 18$ | 1 | 5 | 29 | 1 | 1054 | 231 | 16 | 12 | 25 | 3 | 285 | 809 | 19 | 7 | 72 | 0 | 907 | 2413 | 61 | 10 | 138 | 9. | 2661 |
| 18：00～19：00 | 668 | 2 n | 5 | 9 | 16 | 532 | 97 | ， |  | $\geq$ | $\pi$ | 1015 | 192 | 13 | ${ }^{1}$ | 25 | 0 | 241 | 819 | 9 |  | 55 | 0 | 884 | 2456 | 49 | 32 | 119 | 16 | 267 |
| 19：00－20：00 | 352 | 19 | 1 | 5 | 0 | 580 | 913 | 7 | 3 | 28 |  | 932 | 293 | 5 | 3 | 37 |  | 342 | 1179 | s |  | 68 | 0 | 1262 | 2937 | 42 | 17 | 138 | 2 | 313 |
| 20：00～21：00 | 459， | 1 | 5 | 1 | 1 | 476 | 871 | 5 |  | 23 |  | 901 | 261 | 9 | 1 | 33 |  | 305 | 1231 | 5 |  | 01 | 3. | 1304 | 2822 | 26 | 11 | 121 | 6 | 2886 |
| 21：00－22：00 | 407 | 11 | 5 | 5 | 1 | 129 | 785 | 5 | 3 | 30. |  | 816 | 267 | 5 | 0 | 27 | 0 | 299 | 1736 | 11 | 1 | 76 | 0 | 1824 | 3194 | 35 | 9 | 128 | 2 | 3368 |
| 22：00～23：00 | 314 | 8 | 4 | 1 | 1 | 369 | 217 | 1 | 1 | 33 | 1 | 753 | 23 | 4 | 3 | 28 | 1 | 257 | 1475 | 8 | 1 | 65 | 0 | 1549 | 2757 | 21 | 9 | $1: 9$ | 3 | 291 |
| 23：00－24：00 | 257 | 5 | ， | 3 | 1 | 269 | 683 | 1 | 0 | 24 | 1 | ${ }^{2} 12$ | 155 | 5 | － | 13 |  | 174 | 1400 | 4 | 1 | 28 | 0 | 1433 | 2495 | 15 |  | 68 | 6 | 2588 |
| 24：00－01：（0） | 225 |  | 1 | 0 | 1 | 231 | 623 | 0 | 3 | 3 | 1 | 630 | 120 | 1 | －1 |  | 0 | 133 | 1223 | 0 | 1 |  | 0 | 1231 | 2191 | 6 | 5 | 11 | 2 | 2215 |
| 01：00－02：00 | 156 | ， |  | （ | 1 | 171 | 505 | n | 0 | 3 |  | 50 | 93 | 0 | $\bigcirc$ | 3 | 0 | 96 | 975 | 0 | 3 | 5 | 0 | 983 | 1729 | 3 | 12 | 11 | 4 | 1759 |
| 02：00）－03：00 | 127 | 0 | 7 | 0 | 1 | 135 | 355 | － 0 | － 0 | $\bigcirc$ | 0 | ， 35 | 40 | 0 | － | 1 | 0 | 41 | 431 | 0 | 3 |  | 0 | 135 | 953 | 0 | 10 | 2 |  | 966 |
| 03：00－04：00 | 34. | 1 | 3 | $\pm$ | 3 | 95 | 181 | 1 | $\ldots$ | 3 | － 0 | 88 | 11 | 0 | 1 | 1 | 0 | 43 | 295 | 4 | 0 | 7 | 1 | 307 | 601 | 6 |  | 15 |  | 638 |
| 04：00～05：00 | 33 | 9 | 3 | 1 | 0 | 6 | 189 | 0 | － 0 | 0 | 0 | 189 | 39 | 1 | 0 | 5 | 1 | 46 | 157 | 4 | 1 | 7 | 0 | 169 | 418 | 14 |  | 13 |  | 450 |
| 05：00－06：00 | 4 |  | 1 |  | 0 | so | 315 | 3 | 4 | 11 | 1.0 | 13 | 73 | 4 | － | 13 | 1 | 91 | 243 | 24 | －0 | 43 | 0 | 310 | 572 | 35 | 8 | 68 |  | 888 |
| 069：（0）－ $177: 00$ | 88 | 11 | 3 |  | 8 | 115 | 243 | ， | 3 | 17 | 1 | 271 | 1.31 | 5 | 0 | 29 | 1 | 169 | 271 | 16 | 1 | 17 | 0 | 335 | 334 | 42 | 7 | 97 | 10 | $8{ }^{8}$ |
| Toral | 0.11 | m | 32 | 198 | 198 | 10674 | Lamm］ | ：19 | 113 | S 41 | 3 | ｜1782 | \％ 18 | ：46s | 156 | 610 | 3 | sasa | 22105 | 133 | 110 | ［ $3 n$ | 14 | 24882 | 156mi | 1319 | $3 \times$ | 2697 | 2 NJ | 162100 |



Figure D4．27（61）Hourly Traffic Volume by Vesicle Type－Measuring Point 31 （22／23．04．1998－weekday）

Table D4．52（61）Hourly Traffic Volune by Direction and Vehiele Type－Measuring Point 31 （22R3．04．1998－weekday）

|  | No． 31 a |  |  |  |  |  | No． 318 |  |  |  |  |  | No． 31 c |  |  |  |  |  | Tolal for No． 31 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| tinue | ¢ | $\stackrel{\rightharpoonup}{\dot{n}}$ | $\stackrel{3}{3}$ | 合 | $\begin{aligned} & 5 \\ & 0 \\ & 0 \end{aligned}$ | $\stackrel{\text { a }}{3}$ | \％ | $\stackrel{-}{\square}$ | $\stackrel{-}{-1}$ | \％ |  | $\stackrel{\text { d }}{\text { d }}$ | 5 | $\stackrel{\rightharpoonup}{\text { in }}$ | $\therefore$ | 3 | 嗐 | \％ | \％ | $\stackrel{\square}{\text { i }}$ | $\stackrel{\square}{-}$ | 蕗 | 烒 | － |
| 07：00－08：00 | 307 | 35 | 17 | 8 | 24 | 391 | 92.1 | 48 | 37 | 12 | 43 | 1061 | 541 | 25 | 15 | 23 | 1 | 605 | 1769 | 108 | 69 | 43 | 68 | 2057 |
| 08：00－09：00 | 273 | 44. | 40 | 5 | 17 | 379 | 848 | 47. | 35 | 11 | 31 | 972 | 475 | 57 | 17 | 13 | 4 | 566 | 1596 | 148 | 92 | 29 | 52 | 1917 |
| 09：00－10：00 | 204 | 36 | 31 | 1 | 23 | 295 | 603 | 37． | 24 | 5 | 33 | 702 | 383 | 44 | 16 | 4 | 3 | 450 | 1190 | 117 | 71 | 10 | 59 | 14.77 |
| 10：00－11：00 | 284 | 56 | 37 | 0 | 21 | 398 | 679 | 35 | 52 | 0 | 9 | 775 | 492 | 29 | 27 | 5 | 4 | 557 | 1455 | 120 | 116 | 5 | 34 | 1730 |
| 11：00～12：00 | 329 | 53 | 25 | 1 | 13 | 421 | 667 | 23 | 25 | 4 | 29 | 748 | 561 | 37 | 29 | 7 | 1 | 635 | 1557 | 113 | 79 | 12 | 43 | 1804 |
| 12：00－13：00 | 389 | 35 | 32 | 8 | 17. | 481 | 693 | 39 | 40 | 3 | 27 | 802 | 684 | 61 | 47 | 4 | 16 | 812 | 1766 | 135. | 119 | 15 | 60 | 2095 |
| 13：00－14：00 | 328 | 80 | 41 | 3 | 31 | 483 | 613 | 33 | 48 | 7 | 13 | 714 | 879 | 71 | 57 | 8 | 35 | 1050 | 1820 | 184 | 146 | 18 | 79 | 2247 |
| 14：00～15：00 | 407 | 49 | 25 | 4 | 17 | 502 | 467 | 31. | 29 | 9 | 21 | 557 | 960 | 49 | 43 | 9 | 17 | 1078 | 1834 | 129 | 97 | 22 | 55 | 2137 |
| 15：00－16：00． | 544 | 41 | 23 | 9 | 16 | 633 | 412 | 12 | 35 | 8 | 17 | 484 | 836 | 19 | 21 | 25 | 11 | 912 | 1792 | 72 | 79 | 42 | 4. | 2029 |
| 16：00－17：00 | 339 | 45 | 21 | 5 | 15 | 425 | 456 | 19 | 21 | 5 | 11 | 512 | 723 | 23 | 5 | 16 | 5 | 772 | 1518 | 37 | 47 | 26 | 31 | 1709 |
| 17：00～18：00 | 193 | 23 | 11 | 1 | 7 | 235 | 391 | 15 | 20 | 3 | 21 | 450 | 457 | 12 | 3 | 4 | 8 | 484 | 1041 | 50 | 34 | 8 | 36 | 1169 |
| 18：00－19：00 | 227 | 20 | 9 | 0 | 12 | 268 | 380 | 17 | 24 | 4 | 19 | 444 | 449 | 20 | 8 | 8 | 9 | 494 | 1056 | 57 | 41 | 12 | 40 | 1206 |
| 19：00－20：00 | 254 | 21 | 7. | 1 | 0 | 293 | 305 | 12 | 4 | 1 | 5 | 327 | 352 | 7 | 1 | 0 | 1 | 361 | 921 | 40 | 12 | 2 | 6 | 981 |
| 20：00－21：00 | 3.44 | 9 | 4 | 1 | 9 | 367 | 536 | 16 | 7 | 4 | 5 | 568 | 405 | 3 | 0 | 0 | 1 | 409 | 1285 | 28 | 11 | 5 | 15 | 17.44 |
| 21：00－22：00 | 239 | 5 | 3 | 5 | 3 | 255 | 335 | 17 | 5 | 0 | 8 | 365 | 275 | 3 | 0 | 1 | 1 | 280 | 849 | 25 | 8 | 6 | 12. | 900 |
| 22：00～23：（0） | 253 | 4 | 1 | 4 | 3 | 265 | 319 | 8 | 1 | 3 | 7 | 338 | 251 | 4 | 0 | 1 | 3 | 259 | 823 | 16 | 2 | 8 | 13 | 862 |
| 23：00－24：00 | 164 | 5 | 5 | 10 | 3 | 187 | 24.3 | 8 | 5 | 0 | 5 | 261 | 111 | 1 | 0 | 0 | 1 | 113 | 518 | 14 | 10 | 10 | 9 | 561 |
| 24：00－01：00 | 115 | 3 | 15 | 1 | 1 | 135 | 151 | 3 | 4 | 1 | 4 | 163. | 108 | 0 | 0 | 0 | 1 | 109 | 374 | 6 | 19 | 2 | 6 | 407 |
| 01：00～02：00 | 39 | 1 | 1 | 1 | 1 | 43 | 85 | 0 | 0 | 0 | 0 | 85 | 96 | 0 | 0 | 0 | 0 | 96 | 220 | 1 | 1 | 1 | 1 | 224 |
| 02：00－03：00 | 4 | 0 | 0 | 3 | 1 | 45 | 61. | 0 | 0 | 0 | 1 | 62 | 44 | 0 | 1 | 0 | 1 | 46 | 146 | 0 | 1 | 3 | 3 | 153 |
| 03：00－04：00 | 25 | 0 | 0 | 0 | 0 | 25 | 49 | 1 | 4 | 1 | 3 | 58 | 21 | 0 | 0 | 0 | 0 | 21 | 95 | 1 | 4 | 1 | 3 | 104 |
| 04：00－05：00 | 28. | 7 | 1 | 3 | 1 | 40 | 59 | 12 | 3 | 13. | 1 | 88 | 28 | 3. | 0 | 0 | 0 | 31 | 115 | 22 | 4 | 16 | 2 | 159 |
| 05：00－06：00 | 96 | 12 | 4 | 4 | 12 | 128 | 135 | 19 | 1 | 27 | 1 | 183 | 49 | 15 | 0 | 4 | 0 | 68 | 280 | 46 | 5 | 35 | 13 | 379 |
| 06：（0）－07：0） | 297 | 24 | 12 | 9 | 7 | 349 | 548 | 36 | 9 | 29 | 7 | 629 | 271 | 8 | 0 | 8 | 0 | 287 | 1116 | 68 | 21 | 46 | 14 | 1265 |
| Total | 5729 | 608 | 365 | 87 | 254 | 7043 | 9956 | 488 | 433 | 150 | 32.1 | $113+8$ | 9451 | 491 | 290 | 140 | 123 | 10495 | 25136 | 1387 | 1088 | 377 | 698 | 28s＊＊ |



Figure D4．27（62）Hourly Ttaffic Volumc by Vehicte Type－Measuring Point 31 （25／25．04．1998－holiday）

Table D4．52（62）Hourly Trafic Volume by Diection and Vebicle Type ．Measuring Poiot 31 （25／26．04．1998－boliday）

|  | No． 313 |  |  |  |  |  | No． 31 b |  |  |  |  |  | No． 31 c |  |  |  |  |  | Toual for 31 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | \％ | $\stackrel{\square}{i}$ | $\stackrel{3}{3}$ | 3 ${ }^{\text {a }}$ |  | － | 5 | $\dot{\sim}$ | $\because$ | 会 | 皆 | $\stackrel{\rightharpoonup}{\text { and }}$ | 5 | $\dot{\square}$ | $\cdots$ | 蓸 | 句 | $\frac{\square}{3}$ | 3 | $\stackrel{\rightharpoonup}{\text { i }}$ | $\vdots$ | 3 | 皆 | $\stackrel{\pi}{3}$ |
| 07：00－08：00 | 189 | 20 | 13 | 4 | 1 | 227 | 207 | 23 | 17 | 3 | 1 | 251 | 247 | 24 | 16 | 1 | 11 | 299 | 643 | 67 | 46 | 8 | 13 | 777 |
| 08：00－09：00 | 328 | 44 | 19 | 4 | 12 | 407 | 273 | 21. | 21 | 5 | 7 | 327 | 179 | 29 | 23 | 7 | 4 | 242 | 780 | 94 | 63 | 16 | 23 | 976 |
| 09：00－10：00 | 259 | 24 | 21. | 0 | 5 | 309 | 580 | 23 | 16 | 3 | 1 | 623 | 311 | 21 | 9 | 9 | 7 | 357 | 1150 | 68 | 46 | 12 | 13 | 1289 |
| 10：50－11：00 | 448 | 20 | 24 | 0 | 8 | 500 | 564 | 41 | 25 | 0 | 12 | 642 | 757 | 25 | 27 | 0 | 3 | 812 | 1769 | 86 | 76 | 0 | 23 | 1954 |
| 11：00）－12：00 | 476 | 25 | 28 | 1 | 5 | 535 | 781 | 36 | 8 | 1 | 3 | 829 | 443 | 13 | 7 | 1 | 3 | 467 | 1700 | 74 | 43 | 3 | 11 | 1831 |
| 12：00－13：00 | 597 | 17 | 23 | 0 | 4 | 641 | 500 | 20 | 15 | 3 | 5 | 543 | 663 | 13 | 9 | 0 | 5 | 690 | 1760 | 50 | 47 | 3 | 14 | 1874 |
| 13：00－14：00 | 431 | 15 | 17 | 1 | 5 | 469 | 440 | 29 | 27 | 4 | 13 | 513 | 691 | 28 | 11 | 1 | 7 | 738 | 1562 | 72 | 55 | 6 | 25 | 1720 |
| 14：00－15：00 | 327 | 13 | 12 | 0 | 3 | 355 | 453 | 19 | 21 | 4 | 4 | 501 | 344 | 12 | 12 | 3 | 0 | 371 | 1124 | 44 | 45 | 7 | 7 | ［227］ |
| 15：00～16：00 | 276 | 9 | 8 | 3 | 3 | 299 | 431 | 11 | 27 | 4 | 17 | 490 | 417 | 4 | 7 | 1 | 3 | 432 | 1124 | 24 | 42 | 8 | 23 | －1221 |
| 16：00～17：00 | 224 | 8 | 3 | 0 | 4 | 239 | 353 | 11 | 17 | 1 | 8 | 390 | 393 | 7 | 4 | 0 | 3 | 407 | 970 | 26 | 24 | 1 | 15 | 1036 |
| 17：00～18：00 | 240 | 12 | 1 | 3 | 7 | 263 | 280 | 11 | 5 | 1 | 13 | 310 | 463 | 11 | 4 | 5 | 0 | 483 | 983 | 34 | 10 | 9 | 20 | 1056 |
| 18：00－19：00 | 255 | 4 | 1 | 1 | 4 | 265 | 260 | 15 | 11 | 0 | 15 | 301 | 397 | 5 | 7 | 4 | 4 | 417 | 912 | 24 | 19 | 5 | 23 | 983 |
| 19：00－20：00 | 285 | 0 | 0 | 0 | 0 | 285 | 291 | 16 | 0 | 1 | 0 | 308 | 313 | 0 | 0 | 1 | 0 | 314 | 889 | 16 | 0 | 2 | 0 | 907 |
| 20：00－21：00 | 249 | 12 | 3 | 0 | 1 | 265 | 412 | 9 | 3 | 11 | 3 | 438 | 356 | 4 | 0 | 1 | 0 | 361 | 1017 | 25 | 6 | 12 | 4 | 1064 |
| 21：00－22：00 | 205 | 7 | 4 | 0 | 0 | 216 | 320 | 7 | 4 | 1 | 4 | 336 | 284 | 3 | 0 | 1 | 1 | 289 | 809 | 17 | 8 | 2 | 5 | 841 |
| 22：00－23：00 | 189 | 3 | 0 | 1 | 0 | 193 | 269 | 4 | 3 | 3 | 5 | 284 | 249 | 4 | 1 | 0 | 1 | 255 | 707 | 11 | 4 | 4 | 6 | 732 |
| 23：00－24：00 | 173 | 1 | 0 | 0 | 1 | 175 | 237 | 3 | 1 | 0 | 1 | 242 | 205 | 1 | 0 | 0 | 1 | 207 | 615 | 5 | 1 | 0 | 3 | 624 |
| 24：00－01：00 | 195 | 0 | 1 | 0 | 0 | 196 | 149 | 1 | 0 | 1 | 0 | 151 | 163 | 0 | 1 | 0 | 0 | 164 | 507 | 1 | 2 | 1 | 0 | 511 |
| 01：00－02：00 | 99 | 1 | 0 | 0 | 0 | 100 | 77 | 3 | 0 | 0 | 0 | 80 | 153 | 0 | 0 | 0 | 1 | 154 | 329 | 4 | 0 | 0 | 1 | 334 |
| 02：00－03：00 | 73 | 0 | 0 | 0 | 0 | 73 | 57 | 0 | 0 | 0 | 1 | 58 | 89 | 1 | 0 | 0 | 0 | 90 | 219 | 1 | 0 | 0 | 1 | 221 |
| 13：00－04：00 | 32 | 1 | 0 | 0 | 0 | 33 | 43 | 5 | 3 | 1 | 4 | 56 | 69 | 0 | 1 | 0 | 0 | 70 | 144. | 6 | 4 | 1 | 4 | 159 |
| 04：00－05：00 | 43 | 3 | ！ | 1 | 0 | 48 | 64 | 9 | 1 | 9 | 3 | 86 | 32 | 4 | 0 | 0 | 0 | 36 | 139 | 16 | 2 | 10 | 3 | 170 |
| （0s： 5 －－06：（x） | 149 | 5 | 0 | 1 | 1 | 156 | 171 | 12 | 8 | 19. | 7 | 217 | 131 | 3 | 1 | 0 | 0 | 135 | 451 | 20 | 9 | 20 | 8 | 508 |
| 06：00－07：（0） | 220 | 1 | 0 | 0 | 1 | 225 | 440 | 13 | 11 | 13 | 7 | 484 | 149 | 1 | 0 | 0 | 1 | 151 | 809 | 18 | 11 | 13 | 9 | 860 |
| Tutal | 5962 | 248 | 179 | 20 | 6 | 6.474 | 7652 | 3.42 | 244 | 88 | 134 | 8.50 | 7498 | 213 | 140 | 35 | 55 | 7941 | 21112 | 803 | 563 | 143 | 254 | 23675 |



Figure D4．27（63）Hourly Traffic Volume by Vehicte Type－Messuring Point 32 （2223．04．1998－weekday）

Table D4．52（63）Hourly Traffic Volume by Direction ad Vebicle Type－Measuriug Poiat 32 （222n3．04．1998－weekday）

|  | No． 32 a |  |  |  |  |  | No． 32 b |  |  |  |  |  | No 32 c |  |  |  |  |  | No． 32 d |  |  |  |  |  | Total［or 32 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 3 | $\begin{gathered} 1 \\ i \end{gathered}$ | $\therefore$ | 3 | 空 | 岩 | 5 | $\stackrel{-1}{5}$ | $\therefore$ | －${ }^{\circ}$ | 気 | － | 5 | $\stackrel{\square}{4}$ | $\because$ | 3 | $\frac{\stackrel{⿺}{2}}{\underline{E}}$ | $\overline{3}$ | 5 | $\stackrel{\rightharpoonup}{n}$ | $\therefore$ | ．${ }^{\text {a }}$ | 菏 | $\stackrel{7}{8}$ | 5 | $\vec{n} \mid$ | $\because$ | \％ | － | 䂞 |
| 07：00－08：00 | 837 | 16 | 19 | 23 | 1 | 886 | S4 | 23 | 5 | 3 | 1 | 576 | 433 | 13 | 5 | 4 | 0 | 478 | 251 | 5 | 7 | ， | 0 | 270 | 2075 | 57 | 16 | 37 | 2 | 220 |
| 08：00～09：00 | 539 | 32 | 21. | 12 | $t$ | 605 | 427 | 32 | 17 | 1 | 0 | 177 | 373 | 16 | 8 | ， | 0 | 604 | 209 | 16 | 7 | 3 | 0 | 235 | 1738. | 96 | 53 | 23 |  | 1921 |
| 09：00～10：00 | 591 | 25 | 17 | 16 | 3 | 652 | 487 | 29 | 20 | ， | 4 | St4 | 58 | 11 | 4 | 5 | 0 | 627 | 267 | 11 | 8 | 4 | 1 | 291 | 1932 | 96 | 49 | 29 | 8 | 211 |
| 10：00－11：00 | ＊87 | 2 | 13 | 9 | 1 | 533 | 520 | 29. | 16 | 15 | 3. | 571 | 533 | 27 | 9 | 9 | $\bigcirc$ | 578 | 340 | －9 | 8 | 3 | 1 | 361 | 1880 | 88 | 46 | 24 | 5 | 2043 |
| 11：00－12：00 | 193 | 2.4 | 15 | 12 | $+$ | 588 | 408 | 29 | 27 | 1 | 1 | 469 | 467 | 20. | 1 | 5 | 3 | 199 | 293 | 9 | 3 | 8 | 3 | 321 | 1661 | 82 | 54 | 26 | 14 | 133 |
| 12：00～13：00 | 677 | 25 | 23 | 11 | 1 | 737 | 516 | 27 | 28 | 1 | 4 | 576 | 667 | 12 | 5 | 3 | 0 | 587 | 124 | 12 | H | 1 | 3 | 351 | 2184 | 76 | 67 | 16 | 3 | 2351 |
| 13：00－14：00 | 768 | 35 | 3 | 16 | 1 | ${ }_{5} 51$ | 467 | 21 | 23 | 1 | 0 | 58 | 427 | 13 | 9 | 3 | 0 | 452 | 364 | 9 | 8 | 1 | 5 | 387 | 2026 | 8 | 71 | 21 | 6 | 2208 |
| 14：00～15：00 | 950 | 14 | 3 | 9 | 0 | 1048 | 501 | 23 | － 16 | 1 | 1 | 542 | 74 | 11 | 16 | 8 | 1 | 783 | 357 | 11 | 11 | 1 | 1 | 381 | 2565 | 89 | 78 | 19 | 3 | 2754 |
| 15：00－16：00 | 629 | 21 | 9 | $s$ | 1 | 674 | 557 | 7 | 12 | － 5 | 1 | 582 | 520 | 11 | 4 | 1 | 1 | 543 | 400 | 4 | 5 | 1 | 1 | 411 | 2106 | 49 | 30 | 21 | 1 | 2210 |
| 16：00～17：00 | 529 | 13 | 8 | 12 |  | 566 | 395 | 11 | ． 5 | 1 | 3 | 115 | ${ }^{49}$ | 9 | ， | 4 | 0 | 513 | 280 | － 5 | 1 | 8 |  | 298 | 1697 | 38 | 21 | 25 | 11 | 1792 |
| 17：00－18：00 | 360 | 5 | 3 | 8 | 3 | 379 | 301 | $s$ | s | 1 | $+$ | 319 | 533 | 19 | 9 | 5 | 0 | 365 | 217 | S | 1 | 4 | 4 | 231 | 1411 | 3 | 18 | 21 | 11 | 1495 |
| 18：00－19：00｜ | 333 | 4 | 1 | 9 | 0 | 387 | 252 | 3 | 1 |  | 1 | 258 | 573 | 7 |  | 1 | 0 | 585 | 227 | 1 | 3 | 1 | f | 236 | 1425 | 15 | 6 | 15 | 5 | 1468 |
| 19：00～20：00 | 587 | 5 |  | 5 | 0 | 598 | 315 | 5 | 1 | 0 | ， | 324 | 384 | 1 | 1 | 3 | 1 | 390 | 209 | $\underline{0}$ | －1 | 0 | 0 | 210 | 1495 | 11 |  | 8 | 4 | 152 |
| 20：00－21：00 | 636 | 1 | 1 | 7 | 0 | 6－8 | 381 | $\pm$ | 3 | 3.1 | 0 | 389 | 381 | 0 | 0 | 1 | 0 | 382 | 208 | ． 0 | 0 | 0 | 0 | 208 | 1606 | 8 |  | 9 | 0 | 162 |
| 21：00－22：10） | ＋20 | 1 | 0 |  | 0 | 425 | 312 | 5 | 0 | 0 | 1 | 223 | 283 | 0 | 1 | 5 | 0 | 289 | 141 | ． 1 | 1 | 0 | 0 | 143 | 1001 | ， | 2 | 9 | 1 | 108 |
| 22：00－23：00 | （in） | 0 | 1 | 3 | 1 | 409 | 219 | 3. | 1 | $\bigcirc$ | 1 | 224 | 234 | 0 | 1 | 1 | 0 | 286 | 115 | $\bigcirc$ | $\bigcirc$ | 0 | 0 | 12 | 1022 | 3 | 3 | 4 | 2 | ：034 |
| 23：00～24：00 | 377 | 0 | 1 | 3 | 0 | 381 | 160 | 3 | 0 | － 0 | 1 | 164 | 188 | 0 | 1 | 1. | 0 | 170 | 9） | 1 | 0 | 0 | 0 | 94 | 798 | ， | 2 | 4 |  | 809 |
| 24：00～01：00 | 15.4 | 3 | $\bigcirc$ | 0 | 0 | 166 | 04 | 0 | 1 | 10 | 0 | 105 | 72 | 0 | 0 | 0 | 0 | 72 | ${ }^{\text {a }}$ | 0 | 0 | 0 | 0 | 35 | 124 | 3 |  | 0 | 0 | 48 |
| 01：00－02：00 | 100 | 0 | 0 | 0 | 0 | 108 | 55 | 1 | 0 | 0 | 1 | 59 | 85 | 0 | 0 | 0 | 0 | 83 | 14 | 10 | 1.0 | 0 | 0 | 4 | 284 | 1 | 0 | 0 | 3 | 288 |
| 02：00－03：00 | 72 | 1 | 1 | 0 | 0 | 74 | 11 | 1 | 1 | 10 | 0 | 4 | 29 | 0 | 0 | 0 | 0 | 29 | 33 | － 0 |  | 0 | 0 | － 34 | 175 | 2 | 3 | 0 | 0 | 80 |
| 03：00－04：00 | 31 | 1 | 0 | 0 | 0 | 32 | $2!$ | 1 | 0 | ） | 0 | 22 | 15 | 0 | 0 | 0 | 0 | 15 | （3） | 10 | 0 | 0 | 0 | 13 | 80 | 2 | 0 | 0 | 0 | 82 |
| 04：00－05：00 | 31 | 3 | 0 | 1 | 0 | 35 | 17 | 3 | 0 | 0 | 0 | 21 | 20 | 0 | 0 | 1 | 0 | 21 | 17 | 1 | 0 | 0 | 0 | 21 | ${ }^{5}$ | 10 | 0 | 3 | 0 | 98 |
| 05：00）－06：00 | 48 | 1 | 1 | ＋ | 0 | 54 | 29. | 5 | 0 | ． | 0 | 34 | 39 | ＋ | 1 | 1 | 0 | 45 | 12 | － 3 | 0 | 3 | 0 | 18. | 125 | 16 | 2 | 8 | 0 | 151 |
| 06：（0）－07：00 | 176 | 1 | 1. | 13 | 1 | 195 | 119 | 5 | $\pm$ | 49 | ${ }^{0}$ | 157 | 251 | $\square$ | 1 | 7 | 0 | 262 | 63 | 3 | ： | 4 | 0 | 21 | 639 | 15 | 7 | 33 | 1 | 695 |
| Total | 12723 | 398 | 202 | 1.35 | 23 | Loss | ग33 ${ }^{1}$ | 231 | 1880 | $\cdots$ | 35 | 1632 | 3s4 | ${ }^{19}$ | 47 | 4 | $6_{6}$ | A3：${ }^{\text {a }}$ | 4s6］ | ＋ 0 | 32 | 4 | 27 | 885 | Sosed | 886 | 351 | 3 | on | 3293 |



Figure D4．27（64）Houly Traffic Volume by Vehicle Type－Measuring Point 32 （25／25．04． 1998 －holiday）

Table D4．52（64）Hourly Traffic Votume by Direction and Vebicle Type－Measuriog Poiat 32 （25R6．04．1998－holiday）

|  | No32a |  |  |  |  |  | No． 32 b |  |  |  |  |  | No． 32 c |  |  |  |  |  | No32d |  |  |  |  |  | Total for No． 32 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | E | $\stackrel{\rightharpoonup}{n}$ | $\therefore$ | 3 | 量 | $\frac{7}{6}$ | ¢ | $\stackrel{-1}{4}$ | $\therefore$ | \％ |  | \％ | 5 | $\stackrel{\square}{4}$ | $\because$ | 永 |  | \％ | 5 | $\stackrel{-}{\text { n }}$ | $\vdots$ | 年 | $\stackrel{5}{5}$ | \％ | 5 | $\stackrel{\square}{5}$ | $\therefore$ | กิ | 苞 | $\frac{\overline{3}}{2}$ |
| 07：00～08：00 | 201 | 7 | 1 | 11 | 0 | $2: 6$ | 20.8 | 21 | 3 | 3 | 0 | 235 | 153 | $s$ | 0 | 1 | 0 | 162 | 73 | 3 | 3 | of | 0 | 79 | 635 | 39 | 13 | 15 | 0 | 702 |
| 08：（0）－09：00 | 245 | 12 | 8 | 9 | 0 | 274 | 293 | 24 | ， | 3 | 0 | 324 | 380 | 16 | 3 | 8 | 0 | 307 | $3)$ | 5 | 9 | 0 | 0 | 97 | 901 | 57 | 24 | 20 | 0 | 1002 |
| 09：00－10：00 | 356 | 13 | 13 | 8 | 1. | 391 | 64 | 23 | 12 | 0 | 0 | 199 | 500 | 17 | 1 | 5 | 0 | 529 | 93 | 5 | 0 | 0 | 0 | 98 | 1413 | 58 | 32 | 13 | 1 | 1517 |
| 10：m－11：00 | 697. | 23 | 16 | 12 | 1 | 750 | 649 | 27 | 11 | 0 | 5 | 692 | 453 | 13 | 11 | $s$ | 0 | 182 | 160 | 3 | 5 | 1 | 0 | 169 | 1959 | 68 | 43 | 17 | 6 | 2003 |
| 11：00－12：00 | ss9 | 16 | 12 | 12. | 0 | 628 | 504 | 13 | 9 | 5 | 0 | 531 | 12 | ， | ， | 16 | 1 | 153 | 160 | 3 | 1 | 0 | 1 | 145 | 1653 | 41 | 28 | 33 | 2 | 1757 |
| 12：00－13：00 | 628 | 9 | 17 | 11 | 3. | 668 | 475 | 13 | 7 | 1 | 0 | 496 | 633 | is | 0 | 11 | 0 | 659 | 192 | 1 | 7 | 0 | 3 | 206 | 1928 | 4 | 31 | 23 | 6 | 3039 |
| 13：00－14：00 | 531 | 1. | 3 | 12 | 0 | 569 | 140 | 3 | 7 | 0 | ， | 153 | 373 | $s$ | s | 1 | 3 | 387 | 880 | 3 | 4 | 0 | 0 | 187 | 1524 | 30 | 23 | 13 | 6 | 1596 |
| 14：00－15：00 | 496 | 8 | 9 | 9 | 1 | 523 | 127 | 8 | 12 | 3 | 1 | 451 | 33. | 4 | 5 | 1 | 0 | 349 | 173 | 1 | 8 | 0 |  | 186 | 1429 | 24 | 31 | 19 | 3 | 1508 |
| 15：00－16：00 | 607 | 11 | 5 | 8 | 0 | 631 | 180 | 17 | 15 | 0 | 0 | 512 | 553 | 11 | 5 | 8 | 0 | 577 | 225 | 1 | 3 | 1 | 0 | 230 | 1865 | 40 | 28 | 17 | 0 | 1950 |
| 16：00－17：00 | 136 | 16 | 11 | $s$ | 0 | 71 | 95 | 15 | 9 | 0 | 1 | 420 | 47 | 5 | 0 | 4 | 0 | 456 | 167 | 0 | 3 | 0 | 0 | 170 | 1445 | 36 | 23 | 12 | 1 | 1517 |
| 17：00～18：00 | 105 | 13 | 7 | 1 | 0 | 3 | 316 | 3 | 0 | 3 | 0 | 327 | 127 | 8 | 7 | 1 | 4 | 453 | 139 | 1 | 1 | 0 | 0 | 144 | 1287 | 33 | 15 | 17 | 4 | 1356 |
| 18：00～19：00 | 45 | 3 | 1 | 4 | 0 | 353 | 261 | 9. | 3 | 0 | 5 | 278 | 353 | 3 | 0 | 1 | 1 | 358 | 137 | 3 | 1 | 0 | 0 | 141 | 1096 | 18 | 5 | 5 | 6 | 1138 |
| 19：00～20：00 | 548 | 3 | 1 | 8 | 0 | 560 | 289 | 3 | 1 | 0 | 1 | 294 | 320 | 1 | 0 | 1 | 0 | 328 | 219 | 3 | 0 | 0 | 0 | 220 | 1374 | 10. | 2 | 15 | 1 | 1402 |
| 20：（x）－21：00 | sos | 3 | 0 | － 4 | 0 | 512 | 305 | $\ldots$ | 0 | ， | 0 | 311 | 312 | 0 | 0 | 3 | 0 | 315 | 195 | 3 | 1 | 0 | 0 | 199 | 1317 | 9 | 1 | 10 | $\bigcirc$ | 1337 |
| 21：（0）－22：（x） | ＋40 | 1. | 1 | $\pm$ | 0 | 446 | 280 | ．$n$ | 0 | ¢ |  | 281 | 339 | 3 | 0 | 1 | 0 | 343 | 216 | 0 | 0 | 1 | 0 | 217 | 1275 | 1 | 1 | 6 | 1 | 1287 |
| 22：00－23：00 | 132 | 0 | 0 | 3 | $\square$ | 135 | 152 | 1 | 0 | 0 |  | 154 | 288 | 0 | 1 | 1 | $\bigcirc$ | 290 | 124 | 1 | 1 | 0 | 0 | 126 | 996 | 2 | 2 | 4 | 1 | 1805 |
| 23：00～24：00 | 284 | 0 | 0 |  | 0 | 385 | 119 | 0 | $\bigcirc$ | 1 | $n$ | 150 | 203 | 0 | 0 | 1 | 0 | 201 | 117 | of | － 0 | 3 | 1 | 121 | 753 | 0 | $\bigcirc$ | 6 | 1 | 760 |
| 24：00－01：00 | 361 | 0 | 0 | $\square$ | － | 261 | 125 | ． 0 | － | 0 | 3 | 128 | 167 | 0 | 0 | 0 | $\bigcirc$ | 167 | 75 | 0 | － 0 | 0 | 0 | 76 | 629 | 0 | $\bigcirc$ | 0 | ， | 632 |
| 01：00－02：00 | 105 | 1 | 0 | － 0 | － | 306 | 87 | － | － | 0 | 0 | 87 | 127 | 0 | 0 | 0 | $\bigcirc$ | 127 | 83 | 0 | 0 | $\bigcirc$ | 0 | 83 | 602 | 1 | 0 | a |  | 603 |
| 02：00－03：00 | 203 | $\bigcirc$ | 0 | ． 0 | $\bigcirc$ | 208 | 25 | 0 | 1 | 0 | 0 | 76 | 109 | 0 | 0 | 0 | － | 108 | 68. | 0 | － | 0 | 0 | 63 | 460 | 0 | 3 | 0 | 0 | 561 |
| 03：00－04：00 | 132 |  | 1 | $\square$ | $\bigcirc$ | 134 | 52 | 0 | － | － | 0 | 52 | 88 | ． 0 | 0 | 0 | $\bigcirc$ | 88 | $\underline{2}$ | 0 | $\bigcirc$ | 0 | 0 | 29 | 301 | 1 | 1 | 0 | 0 | 309 |
| 04：00－05：00 | 73 | 1 | 0 | －1 | 0 | 75 | 36 |  | $\bigcirc$ | 1 | $\square$ | 38 | 37 | 0 | 0 | －1 | 0 | 28 | 35 | 3 | O | 1 | 0 | 39 | 171 | 5 | 0 | 4 | － | 180 |
| 05：00－06：00） | 57. | 1 | － | 3 | － 0 | 61 | 32 | － 3 | ．$n$ | － 1 | 0 | 4 | 36 | － 0 | L 0 | $\underline{1}$ | － | 37 | 13 | 1 | 0 | 3 | $\bigcirc$ | 12 | 143 | 5 | 0 | 8 | － | 156 |
| 06：00－07：00 | 69 | 1 | a | $\bigcirc$ | － | 32 | 65 | 1 | － | 0 | 1 | 67 | 36 | 1 | n | $\ldots$ | 0 | 38 | 32 | 3 | 0 | 1 | － | 36 | 302 | 9 | 0 | 11 | 1 | 23 |
| Total | 8850 | 167 | 115 | 14.1 | 6］ | 2381 | 6554 | 19.3 | 94 | ［41 |  | －897 | 1697 | 119 | St | 80 |  | 1246 | ［9967 | 52 | ［4］ | 11 |  | 1308 | 2393n | 311 | 307 | 2061 |  | ${ }^{212807}$ |



Figure D4.27(65) Hourly Traffic Volume by Vehicle Type - Measuring Point 33 (22/23.04.1998 - weekday)

Table D4.52(65) Hourly Traftic Volume by Direction and Vebicle Type - Messuriag Poiot 33 (22n3.04.1998 - weekday)

|  | No. 332 |  |  |  |  |  | No. 33 b |  |  |  |  |  | Total far No. 33 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| - tinc. | car | s. 1. | 1. 1. | bus | teaiter | total | car | s. 1. | 1.1. | bus | traiter | tolal | cas | s.t. | 1.1. | bus | trailer | total |
| 07:00~08:00 | 180) | 4. | 3 | $1)$ | 0 | 188 | 167 | 3 | 1 | 0 | 0 | 171 | 347 | 7 | 4 | 1. | 0 | 359 |
| 08:00-09:00 | 187 | 9 | 1 | 1 | 0 | 198 | 160 | 9 | 1 | 0 | 0 | 170 | 347 | 18. | 2 | 1 | 0 | 368 |
| 09:00~10:00 | 293 | 12 | 0 | 0 | 0 | 305 | 267 | 12 | 0 | 0 | 0 | 279 | 560 | 24 | 0 | 0 | 0 | 584 |
| 10:00~11:00 | 253 | 5 | 3 | 0 | 0 | 261 | 227 | 5 | 1 | 0 | 0 | 233 | 480 | 10 | 4 | 0 | 0 | 49.4 |
| 11:00~12:00 | 260 | 8 | 3 | 0 | 0 | 271 | 233 | 8 | 1 | 0 | 0 | 242 | 493 | 16 | 4 | 0 | 0 | 513 |
| 12:00 ~ 13:00 | 300 | 16 | 1 | 3 | 1 | 321 | 273 | 16 | 0 | 1 | 0 | 290 | 573 | 32 | 1 | 4 | 1. | 611 |
| 13:00~14:00 | 460 | 8 | $3)$ | 1 | 0 | 472 | 433 | 7 | 1 | 0 | 0 | 441 | 893 | 15 | 4 | 1 | 0 | 913 |
| 14:00-15:00 | 300 | 3. | 0 | 1 | 0 | 304 | 273 | 3 | 0 | 0 | 0 | 276 | 573 | 6 | 0 | 1 | 0 | 580 |
| 15:00-16:00 | 229 | 7 | 0 | 1 | 0 | 237 | 203 | 5 | 0 | 1. | 0 | 209 | 432 | 12 | 0 | 2 | 0 | 445 |
| 16:00-17:00 | 132 | 4 | 0 | 0 | 0 | 136 | 105 | 4 | 0 | 0 | 0 | 109 | 237 | 8 | 0 | 0 | 0 | 245 |
| 17:00-18:00 | 135 | 5 | 1 | 0 | 0 | 141 | 103 | 5 | 0 | 0 | 0 | 113 | 243 | 10 | 1 | 0 | 0 | 25.4 |
| 18:00~19:00 | 153 | 4 | 1 | 0 | 0 | 158 | 127 | 4 | 1 | 0 | 0 | 132 | 280 | 8 | 2 | 0 | 0 | 290 |
| 19:00~20:00 | 175 | 3 | 0 | 0 | 0 | 178 | 148 | 1 | 0 | 0 | 0 | 149 | 3231 | 4 | 0 | 0 | 0 | 327 |
| 20:00-21:00 | 129 | 3. | 0 | 0 | 0 | 132 | 103 | 3 | 0 | 0 | 0 | 106 | 232 | 6 | 0 | 0 | 0 | 238 |
| 21:00~22:00 | 109 | 3 | 0 | 0 | 0 | 112 | 83 | 1 | 0 | 0 | 0 | 84 | $[92$ | 4 | 0 | 0 | 0 | 196 |
| 22:00-23:00 | [13 | 0 | 4. | 0 | 0 | 117 | 87 | 0 | 3. | 0 | 0 | 90 | 200 | 0 | 7 | 0 | 0 | 207 |
| 23:00-24:00 | 81 | 1. | $3)$ | 0 | 0 | 85 | 55 | 1 | 3 | 0 | 0 | 59 | 136 | 2 | 6 | 0 | 0 | 144 |
| 24:00~01:00 | 61 | 1 | 5 | 0 | 0 | 67 | 35 | 1 | 4 | 0 | 0 | 40 | 96 | 2 | 9 | 0 | 0 | 107 |
| 01:00~02:00 | 47 | 0 | 4 | 0 | 0 | 51 | 20 | 0 | 4 | 0 | 0 | 24 | 67. | 0 | 8 | 0 | 0 | 75 |
| 02:00-03:00 | 16 | 0 | 1 | 0. | 0 | 17 | 16 | 0 | 1 | 0 | 0 | 17 | 32 | 0 | 2 | 0 | 0 | 34 |
| 03:00~04:00 | 9 | 0. | 0 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 9 | 18 | 0 | 0 | 0 | 0 | 18 |
| 04:00-05:00 | 7 | 0 | 0 | 0 | 0 | 7 | 5 | 0 | 0 | 0 | 0 | 5 | 12 | 0 | 0 | 0 | 0 | 12 |
| 05:00-06:00 | 4 | 4 | 0 | 0 | 0 | 8 | 4 | 3 | 0 | 0 | 0 | 7 | 8 | 7 | 0 | 0 | 0 | 15 |
| 06:00-07:00 | 27 | 4 | 1 | 0 | 0 | 32 | 24 | 4 | 1 | 0 | 0 | 29 | 51 | 8 | 2 | 0 | 0 | 61 |
| Tolal | 3660 | 104 | 34 | 8 | 1 | 3807 | 3165 | 95 | 22 | 2 | 0 | 3284 | 6825 | 199 | 56 | 10 | 1 | 7091 |



Figure D4.27(66) Hourly Trafic Volume by Vebicle 'Type - Measuring Point 33 (25n5.04.1998 • holiday)

Table D4.52(66) Hourrly Traffic Volume by Direction and Vehicte Type - Measuring Poinu 33 (25/26.04.1998 - boliday)

| time | No. 33. |  |  |  |  |  | No. 336 |  |  |  |  |  | Tolal for No. 33 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | car | s. 1. | I. 1. | bus | trailer | total | car | s. 1. | 1.1. | bis | trailer | total | car | s.t. | 1.1. | bus | Irailer | total |
| 07:00-08:00 | 36 | 5 | 0 | 9 | 0 | 41 | 33 | 4 | 0 | 0 | 0 | 37 | 69 | 9 | 0 | 0 | 0 | 78 |
| 08:00~09:00 | 60 | 4 | 0 | 1. | 0 | 65 | 53 | 4 | 0 | 0 | 0 | 57 | 113 | 8 | 0 | 1 | 0 | 122 |
| 09:00-10:00 | 124 | 3 | 1. | 0 | 0 | 128 | 93 | 3 | 0 | 0 | 0 | 96 | 217 | 6 | 1 | 0 | 0 | 224 |
| 10:00 ~ 11:00 | 131 | 4 | 0 | 0 | 0 | 135 | 93 | 4 | 0 | 0 | 0 | 97 | 224 | 8 | 0 | 0 | 0 | 232 |
| 11:00-12:00 | 180 | 5 | 1 | 1 | 0 | 187 | 147 | 4 | 0 | 0 | 0 | 151 | 327 | 9 | 1 | 1 | 0 | 338 |
| 12:00-13:00 | 177 | 4 | 0 | 0 | 0 | 181 | 151 | 4 | 0 | 0 | 0 | 155 | 328 | 8 | 0 | 0 | 0 | 336 |
| 13:00-14:00 | 160 | 5 | 1 | 0 | 0 | 16.8 | 147 | 5 | 0 | 0 | 0 | 152 | 307 | 10 | 1 | 0 | 0 | 318 |
| 14:00-15:00 | 147 | 1 | 0 | 1 | 0 | 149 | 120 | 1 | 0 | 0 | 0 | 121 | 267 | 2 | 0 | 1 | 0 | 270 |
| 15:00~16:00 | 129 | 3 | 0 | 0 | 0 | 132 | 93 | 1 | 0 | 0 | 0 | 94 | 222 | 4 | 0 | 0 | 0 | 226 |
| 16:00-17:00 | 115 | 3 | 1 | 0 | 0 | 119 | 67 | 1 | 0 | 0 | 0 | 68 | 182 | 4 | 1 | 0 | 0 | 187 |
| 17:00-18:00 | $1(1)$ | 3 | 1 | 0 | 0 | 104 | 73 | 1 | 0 | 0 | 0 | 74 | 173 | 4 | 1 | 0 | 0 | 178 |
| 18:00-19:00 | 120 | 4 | 1 | 1 | 0 | 126 | 93 | 4 | 0 | 0 | 0 | 97 | 213 | 8. | 1 | 1 | 0 | 223 |
| 19:00-20:00 | 116 | 1 | 0 | 0 | 0 | 117 | 80 | 1 | 0 | 0 | 0 | 81 | 196 | 2 | 0 | 0 | 0 | 198 |
| 20:00-21:00 | 108 | 1. | 0 | 0 | 0 | 109 | 31 | 0 | 0 | 0 | 0 | 81 | 189 | 1 | 0 | 0 | 0 | 190 |
| 21:00~22:00 | 104 | 1 | 0 | 0 | 0 | 108 | 67. | 4 | 0 | 0 | 0 | 71 | 171 | 8 | 0 | 0 | 0 | 179 |
| 22:00-23:00 | 99 | 1 | 3 | 0 | 0 | 103 | 72 | 0. | 1 | 0 | 0 | 73 | 171 | 1 | 4 | 0 | 0 | 176 |
| 23:01-24:00 | 85 | 1 | 0 | 0 | 0 | 36 | 67 | 1 | 0. | 0 | 0 | 68 | 152 | 2 | 0 | 0 | 0 | 154 |
| 24:00-01:00 | 73 | 1 | 1 | 0 | 0 | 75 | 47 | 0 | 0 | 0 | 0 | 47 | 120 | 1. | 1 | 0 | 0 | 122 |
| 01:00~02:00 | 64 | 0 | 0 | 0 | 0 | 64 | 37 | 0 | 0 | 0 | 0 | 37 | 101 | 0 | 0 | 0 | 0 | 101 |
| 02:00~03:(0) | 53 | 0 | 0 | 0 | 0 | 53 | 27. | 0 | 0 | 0 | 0 | 27 | 80 | 0 | 0 | 0 | 0 | 80 |
| 03:(0) - 04:00 | 25 | 0 | 0 | 0 | 0 | 25 | 20 | 0 | 0 | 0 | 0 | 20 | 45 | 0 | 0 | 0 | 0 | 45 |
| 04:00-05:00 | 13 | 0 | 0 | 0 | 0 | 13 | 12 | 0 | 0 | 0 | 0 | 12 | 25 | 0 | 0 | 0 | 0 | 25 |
| 05:00-06:00 | 11 | 1 | 0 | 0 | 0 | 12. | 5 | 1 | 0 | 0 | 0 | 6 | 16 | 2 | 0 | 0 | 0 | 18 |
| 06:00 ~ 07:00 | 16 | 5 | 0 | 0 | 0 | 21. | 8 | 5 | 0 | 0 | 0 | 13 | 24 | 10 | 0 | 0 | 0 | 34 |
| Total | 2246 | 59 | 10 | 4 | 0 | $2319]$ | 1686 | 48 | 1 | 0 | 0 | 1735 | 3932 | 107 | 11 | 4 | 0 | 4854 |



Figure D4．27（67）Hourly Taffic Volume by Vebicle Type－Measuring Pojni 34 （22n3．04．1998－weekday）

Table D4．52（67）Hourif Traffic Volune by Direction and Vehicle Tyre－Measuriog Point 34 （22233．04．1998－weekday）

|  | No． $34 \times$ |  |  |  |  |  | No． 346 |  |  |  |  |  | No． 34 e |  |  |  |  |  | No． 34 d |  |  |  |  |  | Total for No． 34 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| time | 号 | $\stackrel{\square}{4}$ | $\stackrel{\square}{\square}$ | 3 | ¢ | \％ | 6． | $\stackrel{3}{4}$ | $\therefore$ | 気 |  | $\stackrel{\bar{y}}{\square}$ | 5 | $\stackrel{\rightharpoonup}{3}$ | $\bigcirc$ | $\stackrel{\sim}{B}$ | 気 | $\stackrel{\text { a }}{\text { ¢ }}$ | 5 | $\dot{\square}$ | $\dot{\vdots}$ | ถู |  | $\stackrel{7}{6}$ | 5 | $\begin{aligned} & 4 \\ & 4 \end{aligned}$ | $\vdots$ | 令 | 皆 | 管 |
| 07：00－08：00 | 221 | 8 | 0 | 7 | $\bigcirc$ | $3 \times 0$ | 183 | － | 0 | 1 | ก | 185 | 957 | $\stackrel{5}{8}$ | 0 | － 64 | $\bigcirc$ | 1029 | 165 | 13 |  | 1 | 0 | 382 | 1726 | 30. | 1 | 139 | $a$ | 1896 |
| 08：00－09：00 | 389 | 1 | 0 | 49 | 0 | 14 | 89 | 7 | 7 | ． 1 | 0 | 204 | 919 | 16 | 1 | 64 | 0 | 1000 | 287 | 9 | 0 | 0 | 0 | 296 | 1784 | 35 | 8 | 11 | 0 | 1941 |
| 09：00－10：00 | 505 | 5 | 0 | 17 | 0 | 557 | 363 | ？ | 0 | 0 | 0 | 370 | 72 | 12 | 1 | 56 | 0 | 341 | 183 | 3 | 0 | 0 | 0 | 386 | 2023 | 27 | 1 | 103 | 0 | 215 |
| 10：00－11：00 | 520 | 15 | 0 | 68 | 0 | 595 | 29 | 8 | 3 | 0 | $\underline{0}$ | 290 | 712 | 12 | 3 | 61 | 0 | 788 | 40 | 11 | 1 | 0 | 0 | 452 | iss1 | 46 | 7 | 121 | 0 | 212 |
| 11：00－12：00 | 504 | 15 | $t$ | 53 | $\bigcirc$ | 576 | 287 | 3 | 1 | 0 | 0 | 291 | 784 | 13 | 0 | 63 | 0 | 560 | 427 | 9 | 0 | 1 | 0. | 437 | 2002 | 50 | 5 | 117 | 0 | 316 |
| 12：00－13：00 | 6.1 | 9 | 3 | 67 | 0 | 740 | 307 | 3 | 1 | 0 | 0 | 311 | 872 | 20 | 0 | 64 | 0 | 956 | 453 | 4 | 0 | 0 | 0 | 457 | 2293 | 36 | 1 | 131 | 0 | $\underline{2164}$ |
| 13：00－14：00 | \％ 7 | $s)$ | 1 | 87 | 0 | 803 | 279 | 1 | 3 | 1 | $\bigcirc$ | 287 | 889 | 16 | 1 | 65 | 0 | 971 | ＋15 | 8 | 1 | 0 | $\bigcirc$ | 424 | 2290 | 36 | 6. | 153 | 0 | 2485 |
| 14：00－15：00） | 863 | 9 | 1 | 84 | 0 | 960 | 393 | 0 | 0 | － | － | 384 | 893 | ＿s | 0 | 72 | 0 | 970 | 131 | 5 | 1 | 1 | 0 | 438 | 2580 | 18 | 5 | 158 | 0 | 1763 |
| 15：00－16：00 | 1072 | 12 | 3 | 97 | 0 | 1183 | 117 |  | 3. | － 3 | 0 | 127 | 60 | ＋ 3 | 0 | 61 | 0 | 664 | 529 | 1 | 0 | 5 | 0 | 535 | 2617 | 20 | 6 | 168 | 0 | 1809 |
| 16：00－17：00 | 727 | 12 | 0 | 63 | 0 | 302 | 275 | $\bigcirc$ | 0 | 0 | 0 | 235 | 553. | － | 0 | 53 | 0 | 612 | 331 | 1 | 0 | 0 | － | 332 | 1846 | 17 | 0 | 138 | $f$ | 1983 |
| 17：00－18：00 | 503 | 3 | 3 | 47 | 0 | 558 | 184 | 1 | 0 | $\bigcirc$ | － | 185 | 716 | － 3 | 0 | 4 | 0 | 763 | 297 | 3 | 1 | O | －0 | 301 | 1700 | 10 | 4 | 91 | 0 | 1805 |
| 18：00－19：00 | 543 |  | 1 | 18 | 1 | 694 | 327 | － | 0 | － | $\underline{0}$ | 327 | 228 | － 3 | 0 | 39 | 0 | 390 | 352 |  | 0 | 1 | 0 | 354 | 2150 | 5 | 1 | 108 | 1 | 2265 |
| 19：00－20：00 | 656 | 3 | 0. | 13 | 1 | 20s | 235 | － | 0 | － 0 | － 0 | 23 | 280 | 1 | 0 | 39 | 0 | 820 | 403 | 3 | 0 | 0 | 0 | 106 | 2074 | 7 | 0 | ${ }^{3}$ | 1 | 2186 |
| 20：00－21：00 | 511 | 3 | 0 | 18 | 0 | 554 | 215 | 1 | 0. | 0 | 1 | 17 | 647 | 1 | 0 | 40 | $\square$ | 688 | 328 | 1 | 0 | 0 | $\bigcirc$ | 329 | 1701 | 6 | 0 | 80 | 1 | 1788 |
| 21：00－22：00 | 359 | 0 | 1 | 33 | 0 | 423 | 175 | 3 | 0 | 0 | 0 | 178 | 663 | －1 | 0 | 4 | 0 | 208 | 279 | 1 | 0 | 1 | 0 | 281 | 1500 | 5 | 1 | 78 | 0 | 1580 |
| 22：00～23：00 | 331 | 1 | 3 | 13 | 1 | 479 | 191 | 1 | 1 | 0 | 0 | 193 | 580 | ． 3 | 0 | 32 | 0 | 615 | 200 | 0 | 0 | 0 | 0 | 200 | 1502 | 5 | 4 | 75 | 1 | 1487 |
| 23：00－24：00． | 296 | 0 | 1 | 21 | 0 | 320 | 129 | － | 1 | 0 | 0 | 130 | 43 | ． 0 | ！ | 16 | 0 | 465 | 183 | 1 | 3 | 0 | 0 | 187 | 1056 | 1 | 8 | 37 | 0 | 1102 |
| 24：00－01：00 | 348 | 0 | 0 |  | 0 | 349 | 105 | － | 3 | 0 | － | 108 | 361 | － 0 |  | 1 | 0 | 363 | 145 | 0 | 0 | 0 | 0 | 145 | 959 | 0 | 4 | 2 | 0 | 985 |
| 01：00－02：00 | 203 | 0 | 5 | 1 | 0 | 209 | 67 | ก | 3 | ． 0 | $\bigcirc$ | 70 | 175 | 0 | 0 | －1 | 0 | 176 | 73 | 0 | 0 | 0 | 0 | 73 | 518 | 0 | 8 | 2 | 0 | 28 |
| 02：00－03：00 | 105 | 0 | of | 1 | 0 | ：06 | 32 | 0 | 1 | $\bigcirc$ | 0 | 33 | 95 | － 5 | O | 1 | of | 101 | 36 | 1 | 0 | 0 | 0 | 37 | 268 | 6 | 1 | 2 | 0 | 277 |
| 03：00～04：00 | 61 | ！ | 0 | 1 | 0 | 63 | 23 | 1 | 0 | 0 | 0 | 24 | 92 | 1 | 0 | 0 | 0 | 93 | 29. | 0 | 0 | 0 | 0 | 29 | 205 | 3 | 0 | － | 0 | 209 |
| 04：00～05：00 | 11 | ก | 0 | ． 1 | 0 | s | 16 | － | 0 | 0 | 0 | 16. | 39. | 1 | 0 | － 1 | 0 | 41 | 21 | 0 | 0 | 0 | 0 | 21 | 11 | 1 | 0 | － 5 | $\bigcirc$ | 123 |
| 05：00～06：00 | 42 | 1 | 0 | 33 | 0 | 31 | 17 | 3 | 0 | － 0 | 10 | 20 | 57 | 1 | 0 | 37 | $\bigcirc$ | 98 | 19. | 4 | 0 | 1 | 0 | 24 | 140 | 15 | 0 | 7 | 0 | 226 |
| 06：00～07：00 | 163 | 17 | 0 | 63 | 0 | 243 | 52 | 4 | $n$ |  | － 0 | 57 | 355 | －9 | 0 | 92 | $\bigcirc$ | 456 | 107 | 4 | 0 | 3 | 0 | 14 | 677 | 3 | 0 | 159 | 0 | 870 |
| Tonal | 10．595 | 123 | 3. | $\underline{1050}$ |  | 11381 | 3n00 | S | 27 | － | 1 | 473 | 1378］ | ［11］ |  | 1012 |  | 1486 | 6s33． | a | ： | 16 |  | 540 | 3sss | 40 | 4 | 2113 |  | 1 38181 |



Figure D4．27（68）Hously Trallic Volume by Vehicle Type－Measuring Point 34 （25n5．04．1998－toliday）

Table D4．S2（68）ikutly Traffic Volume by Direction aud Vehicte Type－Measuring Point 34 （25n6．04．1998－boliday）

|  | No． 34 a |  |  |  |  |  | No． 34 b |  |  |  |  |  | No． 34 c |  |  |  |  |  | No． 34 d |  |  |  |  |  | Total for No． 34 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 3 | 4 | $\therefore$ | 堸 | $\stackrel{5}{2}$ | － | 5 | $\stackrel{-1}{4}$ | $3$ | 合 |  | － | ¢゙ | $\stackrel{-1}{4}$ | $\therefore$ | 永 | 槀 | － | 5 | $\stackrel{\rightharpoonup}{\text { i }}$ | $\therefore$ | $\frac{\square}{3}$ | $\frac{5}{E}$ | － | ¢ | $\stackrel{\rightharpoonup}{v}$ | $\therefore$ | \％ | 它 | $\stackrel{\square}{\square}$ |
| 07：（0）－08：60 | 167 | 7 | 0. | 4 | 0 | 218 | 59 | 1 | 0 | 0 | 0 | 70 | s＋a | 11 | 1 | 61 | 0 | 613 | 124 | 1 | 0 | 0 | 0 | 125 | $9 \times 0$ | 20 | 1 | L05 | 0 | 1026 |
| 08：00－09：00 | 276 | 8 |  | 4 | 0 | 330 | 77 |  | 0 | 9 | 0 | 78 | 543 | 9 | 1 | 60 | 0 | 613 | 132 | 3 | 0 | 0 | 0 | 135 | 1028 | 21 | 2 | 105 | 0 | 11.5 |
| 09：00－10：00 | 364 | 12 | 1 | 17 | 0 | 424 | 165 | 8 | 4 | 0 | 0 | 177 | 671 | 8 | 1 | 68 | 0 | 78 | 253 |  | 1 | 0 | 0 | 35 | 1453 | 32 | 1 | 115 | 0 | 160 |
| 10：00～ $11: 00$ | 569 | 20 | 3 | 19 | 0 | 641 | 260 | 4 | 1 | 0 | 0 | 255 | 731 | 1 | 0 | 64 | 0 | 799 | 200 | 3 | 0 | 0 | 0 | 203 | 1750 | 31 | 4 | 113 | 0 | 1908 |
| 11：（x）～12：00 | 553 | $1:$ | 0 | 17 | $\bigcirc$ | 611 | 339 | 1 | 0 | 1 | 0 | 331 | 575 | 2 | 0 | 69 | 0 | 553 | 304 | 7 | 3 | 0. | 0 | 34 | 1761 | 28 | 3 | 117 | 0 | 1908 |
| 12：00～13：07） | 6.89 | 3 | 0 | 56 | 0 | 75： | 300 | 7 | 3. | 1 | 1 | 321 | 739 | 12 | 1 | 65 | 0 | 317 | 371 | 5 | 1 | $0)$ | 0 | 377 | 2108 | 32 | 5 | 122 | 1 | 2268 |
| 13：00－14：00 | 531 | 1 | 0 | 43 | $\bigcirc$ | 578 | 247 | 3 | 0 | 0 | 0 | 250 | 843 | 5 | 0 | 49 | 0 | 897 | 320 | 5 | 0 | 0 | 0 | 325 | 19，1 | 17 | 0 | 92 | 0 | $2 \mathrm{Cs0}$ |
| 14：00－15：00 | 729 | 9 | 3 | 4. | 0 | 385 | 204 | 0 | 1 | 0 | 0 | 205 | 508 | 7 | 0 | 43 | 0 | 858 | 359 | ， | 3 | 1 | 0 | 362 | 2100 | 20 | 7 | 38 | $\bigcirc$ | 2215 |
| 15：00－16：00 | 677 | 9 | 3 | 11. | 0 | 730 | 245 | 1 | 0 | 0 | 0 | 246 | 687 | 3 | 0 | 47 | 0 | 237 | 316 | 5 | 1 | 0 | 0 | 322 | 1925 | 18 | ， | 88 | 0 | 2035 |
| 16：00－17：00 | 573 | ， | 0 | 18 | 0 | 620 | 203 | 1 | 3 | 0 | 0 | 207 | 167 | 5 | 1 | 41 | 0 | 514 | 251 | 1 | 1 | 0 | 0 | 253 | 1494 | 14 | 3 | 81 | 0 | 159 |
| 17：00－18：00 | 457 | ， |  | 53 | 0 | 320 | 152 |  | 3 | 0 |  | 157 | 188 | 1 | 1 | 14 | $\bigcirc$ | 534 | 231 | 1 | 0 | 0 | 0 | 232 | 1328 | 7 | 8 | 99 | 1 | 1443 |
| 18：00）－19：00 | ${ }^{65}$ |  |  | 36 | 0 | 108 | 188 | 1 | 1 | 1 | 0 | 191 | 355 | 1 | 0 | 47 | 0 | 603 | 204 | 4 | 0 | 0 | 0 | 208 | 1312 | 10 | 4 | 84 | 0 | 1411 |
| 19：00－20：00 | 43 | 3 | 0 | 15 | 0 | 197 | 176 | 0 | 1 | 0 | 0 | 173 | 588 | 3 | 0 | 16 | 0 | 627 | 291 | 1 | 0 | 0 | 0 | 292 | 1504 | 7 |  | 81 | 0 | 159 |
| 20：00－21：00 | 481 | ， | 0 | 40 | 0 | 531 | 195 | 0 | 0 | 0 | 0 | 195 | 680 | $\underline{5}$ | 0 | 37 | 0 | 32 | 227 | 0 | 0 | 0 | 0 | 227 | 1586 | 12 | 0 | 7 | of | 1675 |
| 21：00－22：00 | 147 | 1 | 0 | 29 | 0 | 47 | 139 | 1 | 0 | － | － | 120 | 669 | － | 0 | 39 | 0 | 12 | 217 | 0 | 0 | 1 | 0 | 218 | 1522 | 6 | 0 | 69 | 0 | 159 |
| 22：00－23：00 | 49 | 1 | 0 | 20 | $\bigcirc$ | 179 | 180 | 1 | ？ | － 0 | 0 | 151 | 797 | 1 | 1 | 32 | $\bigcirc$ | 831 | 219 | $\checkmark$ | 0 | 0 | 0 | 223 | 1645 | 7 |  | 61 | 0 |  |
| 23：00－24：00 | 327 | 3 | 1 | 16. | 0 | 317 | 204 | 0 | 0 | 0 | － | 204 | 583 | $\bigcirc$ | 0 | ， | 0 | 592 | 193 | 0 |  | $\bigcirc$ | 0 | 194 | 1307 | 3 |  | 25 | 0 | 1337 |
| 24：00－01：00 | 103 | 1 | 0 | 3 | 0 | 107 | 167 | 0 | 0 | 0 | 0 | 167 | 128 | ． 0 | 0 | 1 | 0 | 429 | 188 | 1 | 0 | 0 | 0 | 189 | 1186 | 2 | 0 | 1 | 0 | 1192 |
| 01：00－02：00 | 163 | 0 | 0 | ${ }^{0}$ | 0 | 36. | （3） | 0 | 1 | 0 | 0 | 138 | 301 | $\bigcirc$ | 0 | 1 | 0 | 302 | 184 | 0 | 0 | 0 | 0 | 184 | 985 | $\bullet$ | 1 | 1 | 0 | 987 |
| 02：00～03：00 | 359 | 0 | 0 | 1 | 0 | 260 | 10.3 | 0 | － | 0 | 11 | 103 | 219 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | 219 | 99 | 0 | 0 | 0 | － 0 | 99 | 650 | 0 | 0 | ． | 0 | 681 |
| 03：00～04：00 | 129 |  | 0 | 1 | $\bigcirc$ | 131 | 6s | 0 | $\bigcirc$ | 0 | 0 | －65 | 189 | ． 3 | 0 | 0 | 0 | 192 | 71 | 1 | 0 | 0 | 0 | 72 | 454 | 5 | $\bigcirc$ | 1 | ， | 160 |
| 04：00～05：00 | 65 | 0 | 0 | 3 | 0 | 68 | 33 | 0 | 0 | 0 | 0 | 39 | 95 | 1 | 0 | 1 | 0 | 97 | 43 |  | 0 | 0 | 0 | 4 | 242 | 2 | 0 | 1 | 0 | 248 |
| 05：（0）～06：00 | 51 | 3 |  | 25 | 0 | －38 | 12 | 0 | 0 | － | 0 | 0.19 | －61 | 1 | 0 | $\underline{-20}$ | $\bigcirc$ | 35 | 15 |  | 0 | 0 | 0 | 16 | 152 | 8 | 1 | is |  | 208 |
| 06：00）～07：00 | 121 | ？ | 1 | 19 |  | 371 | 21 | 3. | 1 | $\bigcirc$ | － | 9 38 | 68 | 5 | 0 | 21 | ก | 94 | 32 | 3 | 0 | 1 | 0 | 36 | 245 | 18 | 5 | 61 |  | 329 |
| Tonal | 9583 | 190 | 31 | m |  | ［104， 5 | 3046 | 34 | 4 |  |  | $\pm \times 2$ | 16223 | 101 |  | ， 35 |  | 1328 | ss＋ | $s$ | 1 | 3 | 0 | 813 | 30618 | 32 l | 4 | 1 ns |  | 3 zm |



Figure D4.27(69) Hourly Traftic Volume by Vehicle Type - Measuring Poial 35 (2223.04.1998 - weekday)

Table D4.52(69)
Hourly Traflic Votume by Direction aod Vebicle Type - Measuriog Poiat 35 (22/23.04.1998- weekday)

| time | No. 35 : |  |  |  |  |  | No. 35 b |  |  |  |  |  | Total for No. 35 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | cat | 5. 1. | 1.1. | ใnıs | traiser | tetal | car | s. 1. | 1.1. | bus | Itailer | total | car | S. C . | 1.t. | bis | trailer | talal |
| 07:00~08:00 | 160 | 7 | 7 | 0 | 0 | 174 | 180 | 5 | 4 | 0 | 0 | 189 | 340 | 12 | 11 | 0 | 0 | 363 |
| 08:00-09:00 | 145 | 4 | 11 | 0 | 0 | 160 | 171 | 11. | 3 | 0 | 0 | 185 | 316 | 15 | 14 | 0 | 0 | 345 |
| 09:00 ~ 10:00 | 229 | 0 | 0 | 1 | 0 | 230 | 205 | 3 | 0 | 0 | 0 | 208 | 434 | 3 | 0 | 1 | 0 | 418 |
| 10:00 ~ 11:00 | 164 | 3 | 4 | 0 | 0 | 171 | 187 | 7 | 4. | 0 | 0 | 198 | 351 | 10 | 8 | 0 | 0 | 369 |
| 11:00~12:00 | 201 | 0 | 0 | 0 | 0 | 201 | 217 | 8 | 3 | 0 | 0 | 228 | 418 | 8 | 3 | 0 | 0 | 429 |
| 12:00-13:00 | 216 | 1 | 1 | 0. | 0 | 218 | 209 | 0 | 1 | 0 | 0 | 210 | 425 | 1 | 2 | 0 | 0 | 428 |
| 13:00-14:00 | 191 | 1. | 3 | 0 | 0 | 195 | 184 | 5 | 0 | 0 | 0 | 189 | 375 | 6 | 3 | 0 | 0 | 384 |
| 14:00) - 15:00 | 232 | 9 | 0 | 0 | 0 | 241 | 216 | 4 | 3 | 0 | 0 | 223 | 448 | 13 | 3 | 0 | 0 | 464 |
| 15:00-16:00 | 184 | 0 | 0 | 0 | 0 | 184 | 167 | 0 | 0 | 0 | 0 | 187 | 351 | 0 | 0 | 0 | 0 | 351 |
| 16:00-17:00 | 136 | 7 | 3 | 0 | 0 | 146 | 129 | 5. | 1 | 0 | 0 | 135 | 265 | 12 | 4 | 0 | 0 | 281 |
| 17:00-18:00 | 128 | 0 | 0 | 0 | 0 | 128 | 123. | 3 | 1 | 0 | 0 | 127 | 251 | 3 | 1 | 0 | 0 | 253 |
| 18:00 ~ 19:00 | 117 | 1 | 1 | 0 | 0 | 119 | 140 | 0 | 0 | 0 | 0 | 140 | 257 | 1 | 1 | 0 | 0 | 259 |
| 19:00 ~ 20:00 | 124 | 5 | 0 | 0 | 0 | 129 | 116 | 3 | 1 | 0 | 0 | 120 | 240 | 8 | 1. | 0 | 0 | 249 |
| 20:00 ~ 21:00 | 127 | 3 | 0. | 0 | 0 | 130 | 68 | 1 | 0 | 0 | 0 | 69 | 195 | 4. | 0 | 0 | 0 | 199 |
| 21:00~22:00 | 105 | 1 | 0 | 0 | 0 | 106 | 75 | 0 | 0 | 0 | 0 | 75 | 180 | 1 | 0 | 0 | 0 | 181 |
| 22:00-23:00 | 52 | 0 | 0 | 0. | 0 | 52. | 17 | 0 | 0 | 0 | 0 | 17 | 69 | 0 | 0 | 0 | 0 | 69 |
| 23:00-24:00 | 41 | 0 | 0 | 0 | 0 | 41 | 29 | 0 | 0 | 0 | 0 | 29 | 70 | 0 | 0 | 0 | 0 | 70 |
| 24:00~01:00 | 33 | 0 | 0 | 0 | 0 | 33 | 25 | 0 | 0 | 0 | 0 | 25 | 58 | 0 | 0 | 0 | 0 | 58 |
| 01:00~02:00 | 39 | 0 | 0 | 0 | 0 | 39 | 19 | 0 | 0 | 0 | 0 | 19 | 58 | 0 | 0 | 0 | 0 | 58 |
| 02:00-03:00 | 48 | 0 | 0 | 0 | 0 | 48 | 23 | 0. | 0 | 0 | 0 | 23 | 71 | 0 | 0 | 0 | 0 | 71 |
| 03:00-04:00 | 20 | 0 | 0 | 0 | 0 | 20 | 27. | 0 | 0. | 0 | 0 | 27 | 47 | 0 | 0 | 0 | 0 | 47 |
| 04:00-05:00 | 16 | 0 | 0 | 0 | 0 | 16 | 15 | 0 | 0 | 0 | 0 | 15 | 31 | 0 | 0 | 0 | 0 | 31 |
| 05:00 ~ 06:00 | 12 | 1 | 0 | 0 | 0 | 13 | 11 | 3 | 0 | 0 | 0 | 14 | 23 | 4 | 0 | 0 | 0 | 27 |
| 06:00-07:00 | 35 | 1 | 3 | 0 | 0 | 42 | 49 | 3. | 1 | 0 | 0 | 53 | 84 | 7 | 4 | 0 | 0 | 95 |
| Total | 2755 | 47 | 33 | 1 | 0 | 2836 | 2602 | 61 | 22 | 0 | 0 | 2685 | 5357 | 108 | 55 | 1 | 0 | 5521 |



Figure D4.27(70) Hourly Traftic Volune by Vehicle Type - Mcasuting Point 35 (25/25.04.1998 - boliday)

Table D4.52(70) Hourly Trafic Volume by Direction and Vebicle Type - Measuriag Point 35 (25/26.04. 1998 - boliday)

| time | No. 35 a |  |  |  |  |  | No. 35 b |  |  |  |  |  | Tolal for No. 35 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | cat | 5. 1. | 1.t. | bus | traiter | lotal | car | 5. 6. | I.1. . | bus | trailer | total | car | s. 1. | 1.t. | bas | trailer | total |
| 07:00~08:00 | 48 | 4 | 11 | 0 | 0 | 53 | 60 | 5 | 0 | 0 | 0 | 65 | 108 | 9 | 1 | 0 | 0 | 118 |
| 08:00~09:00 | 69 | 3 | 0 | 0 | 0 | 72 | 75 | 4. | 1 | 0 | 0 | 80 | 144 | 7 | I | 0 | 0 | 152 |
| 09:00-10:00 | 84 | 4 | 1. | 0 | 0 | 89 | 96 | 1 | 0 | 0 | 0 | 97 | 180 | 5 | 1 | 0 | 0 | 188 |
| 10:00 ~ 11:(0) | 129 | 7 | 1 | 0 | 0 | 137 | 125 | 3 | 0 | 0 | 0 | 128 | 254 | 10 | 1 | 0 | 0 | 265 |
| 11:00~12:00 | 156 | 3. | 0 | 0 | 0 | 159 | 84 | 3 | 0 | 0 | 0 | 87 | 240 | 6 | 0 | 0 | 0 | 246 |
| 12:00 ~ 13:00 | 112 | 1 | 0 | 0 | 0 | 113 | 91 | 3. | 0 | 0 | 0 | 94 | 203 | 4 | 0 | 0 | 0 | 207 |
| 13:00-14:00 | 108 | 0 | 0 | 0 | 0 | 108 | 101 | 0 | 0 | 0 | 0 | 101 | 209 | 0 | 0 | 0 | 0 | 209 |
| 14:00-15:00 | 88 | 0 | 0 | 0 | 0 | 88 | 84 | 0 | 0 | 0 | 0 | 84 | 172 | 0 | 0 | 0 | 0 | 172 |
| 15:00-16:00 | 81 | 1 | 1 | 0 | 0 | 83 | 65 | 1 | 3 | 0 | 0 | 69 | 146 | 2 | 4. | 0 | 0 | 152 |
| 16:00-17:00 | 85 | 3 | 0 | 0 | 0 | 88 | 72 | 4 | 0 | 0 | 0 | 76 | 157 | 7 | 0 | 0 | 0 | 164 |
| 17:00-18:00 | 97 | 3 | 1. | 0. | 0 | 101 | 89 | 1. | 1 | 0 | 0 | 91 | 186 | 4 | 2 | 0 | 0 | 192 |
| 18:00-19:00 | 108. | 4 | 1. | 0 | 0 | 11.3 | 91 | 3 | 0 | 0 | 0 | 94 | 199 | 7 | 1 | 0 | 0 | 207 |
| 19:00~20:00 | 112 | 1 | 3. | 0 | 0 | 116 | 80 | 1 | 0 | 0 | 0 | 81 | 192 | 2 | 3 | 0 | 0 | 197 |
| 20:00-21:00 | 103 | 3 | 4 | 0 | 0. | 110 | 96 | 0 | 0 | 0 | 0 | 96 | 199 | 3 | 4 | 0 | 0 | 206 |
| 21:00-22:00 | 120 | 0 | 1 | 0 | 0 | 121 | 111 | 0 | 1. | 0 | 0 | 112 | 231 | 0 | 2 | 0 | 0 | 233 |
| 22:00 ~ 23:00 | 127 | 0 | 0 | 0 | 0 | 127 | 93 | 1 | 0 | 0 | 0 | 94 | 220 | 1 | 0 | 0 | 0 | 221 |
| 23:00-24:00 | 84 | 0 | 0 | 0 | 0 | 84 | 92. | 3 | 0 | 0 | 0 | 95 | 176 | 3 | 0 | 0 | 0 | 179 |
| 24:00~01:00 | 72 | 1 | 0 | 0 | 0 | 73 | 113 | 0 | 0 | 0 | 0 | 113 | 185 | 1 | 0 | 0 | 0 | 186 |
| 01:00-02:00 | 80 | 0 | 0 | 0 | 0 | 80 | 57 | 0 | 0 | 0 | 0 | 57 | 137 | 0 | 0 | 0 | 0 | 137 |
| 02:00-03:00 | 45 | 0 | 0 | 0 | 0 | 45 | 48 | 0 | 0 | 0 | 0 | 48 | 93 | 0 | 0 | 0 | 0 | 93 |
| 03:00~04:(0) | 40 | 0 | 0 | 0 | 0 | 40 | 43 | 0 | 0 | 0 | 0 | 43 | 83 | 0 | 0 | 0 | 0 | 83 |
| 04:00-05:00 | 51 | 0 | 0 | 0 | 0 | 51 | 51 | 0 | 0 | 0 | 0 | 51 | 102 | 0 | 0 | 0 | 0 | 102 |
| 05:00-06:09 | 24 | 0 | 0 | 0 | 0 | 24 | 40 | 0 | 0 | 0 | 0 | 40 | 64 | 0 | 0 | 0 | 0 | 64 |
| 06:00-07:00 | 39 | 0 | 0 | 0 | 0 | 39 | 41 | 0 | 0 | 0 | 0 | 41 | 80 | 0 | 0 | 0 | 0 | 80 |
| Tous | 2062 | .18 | 14 | 0 | 0 | 2114 | 1898 | 33 | 6 | 0 | 0 | 1937 | 3960 | 71 | 20 | 0 | 0 | 4051 |

