### A4.6 INTERSECTION AND ROUNDABOUTS TRAFFIC VOLUME COUNT

### A4.6.1 Design of Survey

### a. Survey Stations

Intersection and roundabout traffic volume count was carried out to grasp necessary data and informations for the further improving planning of the bottleneck points of the entire traffic flow in the Study Area. Eight (8) stations in total were selected in consideration of similar kind of surveys conducted by the World Bank in 1995 to compare the data of traffic flow, but omitted some points from where already covered by the other intersection surveys conducted by the JICA Advisor to MPWT in 1999. The botations of the survey stations for the intersection traffic volume count are shown in Figure A4.1.2 (b).

## b. Survey Item and Time Duration

Classified vehicle counting (six transport modes, plus walking) by each movement at each leg were conducted at three (3) intersections for fourteen (14) hours from 06:00 in the morning to 20:00 in the evening. In addition, same classified vehicle counting by direction at each leg were also conducted at five (5) roundabouts for same duration.

## A4.6.2 Survey Output

Table A4.6.1 and Figure A4.6.1 shows the brief summary of the intersection and roundabout traffic volume count carried out on May 16 (Tuesday) and May 19 (Friday) of 2000. Detailed calculation of saturation degree and other related values regarding present condition of the intersections and the roundabouts are stated in the Chapter 8.

Table A4.6.1 Summaries of Intersection and Roundabouts Traffic Counting Stations

Stations	Daytime	M	orning Pea	ak Hour	E	vening Pea	ık Hour
Stations	12-hr Traffic	Ratio	Traffic	Time	Ratio	Traffic	Time
TM-01	65,362	0.111	7,279	07:00~08:00	0.114	7,479	17:00~18:00
TM-02	58,366	0.105	6,122	07:00~08:00	0.118	6,899	18:00~19:00
TM-03	70,327	0.101	7,120	07:00~08:00	0.106	7,448	17:00~18:00
TM-04	106,565	0.117	12,459	07:00~08:00	0.100	10,682	17:00~18:00
TM-05	49,274	0.094	4,638	07:00~08:00	0.111	5,469	17:00~18:00
TM-06	73,705	0.095	6,975	07:00~08:00	0.108	7,992	17:00~18:00
TM-07	75,522	0.100	7,558	08:00~09:00	0.098	7,376	17:00~18:00
TM-08	62,585	0.116	7,289	07:00~08:00	0.104	6,527	16:00~17:00
Average	70,213	0.106	7,430		0.107	7,484	

Unit of Traffic Volume: Passenger Car Units (PCU's)

The largest daytime 12-hours (06:00~18:00) traffic volume was observed at out-bound lane to the west of the Intersection of Norodom Blvd with Confederation de la Russie Blvd (TM-04), with a total count of 106,028 units, of which 84,612 units (79.8%) were motorbikes. It was followed by a total count of 77,645 units at in-bound lane from the north of the same Intersection TM-04, of which 64,675 units (83.3%) were also motorbikes. On this intersection, traffic flow from north to west was the largest and counted up to 49,826 units, of which 42,955 units (86.2%) were motorbikes. Peak hour of this intersection was observed around 07:00~08:00 with a total count of 15,128 units per hour at out-bound lane to the west, and 11,028 units per hour at in-bound lane from the north, of which 8,103 units were north to west movement, and they were equivalent 6,278 pcu's, 4,328 pcu's, and 3,103 pcu's per hour respectively.

At the other intersections and roundabouts, peak hours were occurred in the morning (except TM-07;

07:00~08:00, TM-07; 08:00~09:00) and in the evening (except TM-02 & TM-08; 17:00~18:00, TM-02; 18:00~19:00, TM-08; 16:00~17:00), although each leg has different peak hours. Furthermore, the traffic flow into or out from the intersections or roundabout had never exceeded 3,000 pcu's per hour at any legs nor any directions.

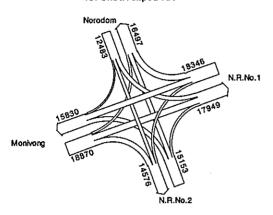
In the evening peak hours (16:00~19:00), the legs with traffic flow over 2,500 pcu's per hour were Leg-6 (west / in-bound) & Leg-2 (east / out-bound) of the Roundabout of Monivong with Norodom Blvd (TM-01). In addition, Leg-6 (west / in-bound) & Leg-4 (south / out-bound) of the Intersection of Monivong with Mao Tse Toung Blvd (TM-02), and Leg-8 (north / out-bound) of the Intersection of Monivong with Charles de Gaulle Blvd (TM-03). Moreover, Leg-5 (southwest / in-bound) of the Roundabout of Charles de Gaulle with Tcheco-Slovaquie Blvd (TM-06), and Leg-3 (southeast / in-bound) & Leg-8 (north / out-bound) of the Roundabout of Charles de Gaulle with Sihanouk Blvd (TM-07).

In the morning peak hours  $(06:00\sim09:00)$ , the traffic flow at Leg-8 (north / out-bound) of the Roundabout of Charles de Gaulle with Sihanouk Blvd (TM-07), and Leg-5 (southwest / out-bound) of the Roundabout of Monireth with Mao Tse Toung Blvd (TM-08) also showed more than 2,500 pcu's per hour.

Roundabout of Monivong Blvd with Norodom Blvd

•	TM-01		Out-bo	bauc		Total
(06:	00~18:00)	E	s	w	N	TOTAL
72	E		2,703	7,872	7,771	18,346
In-bound	S	2,745		6,244	6,164	15,152
Ą	w	9,157	7,151		2,562	18,870
-=	N	6,047	4,722	1,714		12,483
	Total	17,950	14,575	15,829	16,497	64,851
					I loit:	DC11/12-hr

IC: Chba Ampou RA



Intersection of Monivong Blvd with Mao Tse Toung Blvd

	TM-02		Out-bo	ound		Total
(	06:00-18:00)	E	S	w	N	lotai
_	E		1,576	7,424	1,288	10,288
P. benned	S	2,083		5,955	6,526	14,564
2	w	9,400	8,009		2,797	20,206
	N	1,372	8,118	3,818		13,308
	Total	12,855	17,703	17,197	10,611	58,366
					I Init:	PC11/12-b

IC: Monivong/MaoTseToung

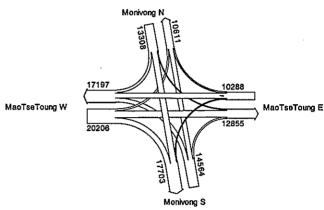


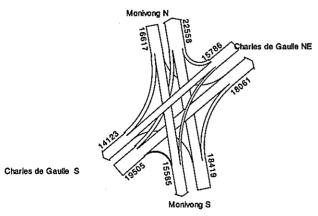
Figure A4.6.1 (a) Daytime Traffic Volume & Flow at Roundabout (TM-01)

Figure A4.6.1 (b) Daytime Traffic Volume & Flow at Intersection (TM-02)

Intersection of Monivong Blvd with Charles de Gaulle Blvd

Ή	M-03		Out-bo	ound		Total
(06:0	0-18:00)	NE	S	sw	N	10141
_	NE		2,667	9,137	3,982	15,786
ğ	S	4,450		8	13,961	18,419
punoq-u	sw	13,607	1,283		4,615	19,505
-	N	4	11,635	4,978		16,617
	Total	18,061	15,585	14,123	22,558	70,327
					Unit:	PCU/12-1

IC: Monivong / C.D.Gaull



Intersection of Monivong Blvd with Confederation de la Russie Blvd

•	TM-04			Out-bound			Total
(06:	00~18:00)	E	SE	S	w	N	10121
	E			-	10,903	2,051	12,954
뎔	SE	-		-	6,642	697	7,339
In-bound	S	2,552	-		10,461	17,183	30,196
Ė	W	13,684	5,196	2,935		-	21,815
	N	1,292	1,936	9,535	21,498		34,261
	Total	17,528	7,132	12,470	49,504	19,931	106,565
						Unit:	PCU/12-hr

IC: Monivong / Russian

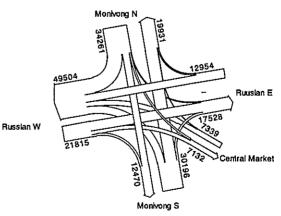


Figure A4.6.1 (c) Daytime Traffic Volume & Flow at Intersection (TM-03)

Figure A4.6.1 (d) Daytime Traffic Volume & Flow at Intersection (TM-04)

Roundabout of Monivong Blvd with National Road No.6

7	ΓM-05			Out-bo	nund			Total
(06:	00~18:00)	NE	E	SE	S	w	N	10141
	NE	/	1,715	402	5,164	618	785	8,684
	E	1,323		1,448	4,647	556	706	8,681
ğ	SE	365	3,408		427	1,229	1,561	6,990
In-bound	S	4,328	5,047	591	/	1,819	2,311	14,097
-	W	659	768	721	2,313		352	4,812
	N	801	933	876	2,812	337		5,758
	Total	7,476	11,872	4,038	15,362	4,559	5,715	49,023

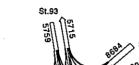
Unit: PCU/12-hr

# Roundabout of Charles de Gaulle Blvd with Tcheco-Slovaquie Blvd

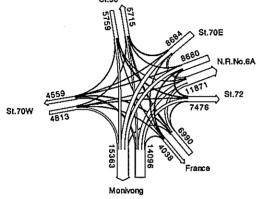
7	ΓM-06			Out-bound			Total
(06:	00~18:00)	NE	E	SW	w	N	Total
	NE		613	9,367	5,035	767	15,781
겉	E	496		3,769	2,026	4,633	10,924
ž	SW	8,408	6,268		2,859	6,542	24,078
.5	w	2,571	1,917	1,627		2,001	8,117
	N	668	5,977	5,075	2,729		14,449
	Total	12,143	14,776	19,838	12,649	13,943	73,348

IC: Neang Kong Hing RA

Unit: PCU/12-hr



IC: Old Stadium RA



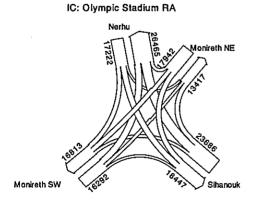
Tebecoslovanu harles de Gaulle Tep Phan E

Figure A4.6.1 (e) Daytime Traffic Volume & Flow at Roundabout (TM-05)

Figure A4.6.1 (f) Daytime Traffic Volume & Flow at Roundabout (TM-06)

## Roundabout of Monireth Blvd with Sihanouk Blvd

T	M-07		Out-bo	und		Total
(06:0	0~18:00)	NE	SE	SW	N	LOGIL
<b>-</b>	NE		7,193	6,015	4,734	17,942
Ž [	SE	6,493		4,142	13,051	23,686
In-bound	sw	4,318	3,294		8,680	16,292
-	N	2,606	7,960	6,656		17,222
-	Total	13,418	18,446	16,813	26,466	75,143
					Unit: 1	PCU/12-I



Roundabout of Monireth Blvd with Mao Tse Toung Blvd

•	TM-08		Out-bo	ound		Total
(06:	00~18:00)	NE	SE	sw	N	1001
~=	NE		5,109	9,444	4,829	19,382
punoq-uj	SE	6,237		4,673	4,779	15,689
ž	sw	6,566	2,661	7	5,031	14,258
-	N	3,906	3,167	5,854		12,927
	Total	16,709	10,937	19,971	14,639	62,256
					Unit:	PCU/12-h

IC: Deum Kor Market RA

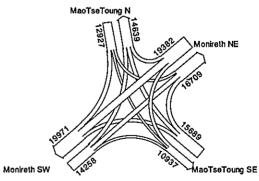
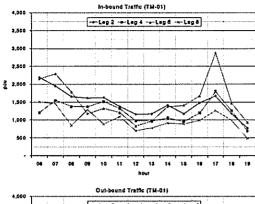


Figure A4.6.1 (g) Daytime Traffic Volume & Flow at Roundabout (TM-07)

Figure A4.6.1 (h) Daytime Traffic Volume & Flow at Roundabout (TM-08)



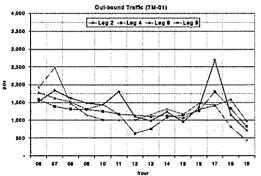
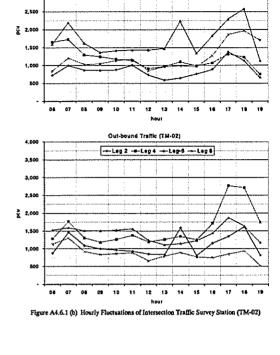
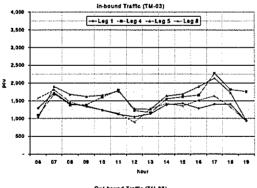


Figure A4.6.1 (a) Hourly Fluctuations of Roundabout Traffic Survey Station (TM-01)



In-bound Traffic (TM-02)



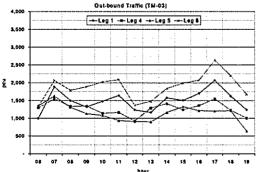
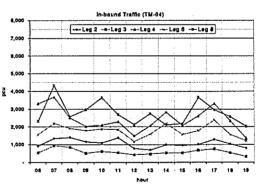


Figure A4.6.1 (c) Hourly Fluctuations of Intersection Traffic Survey Station (TM-03)



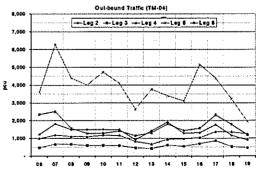


Figure A4.6.1 (d) Hourly Fluctuations of Intersection Traffic Survey Station (TM-04)

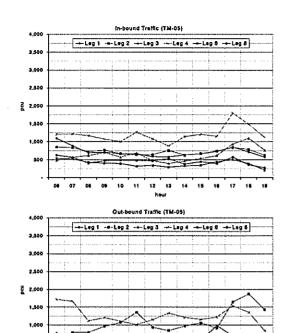
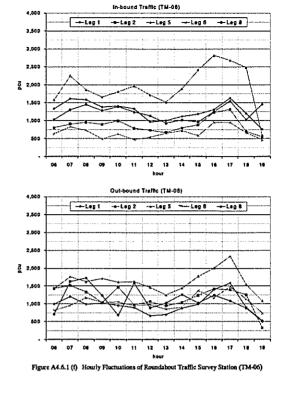
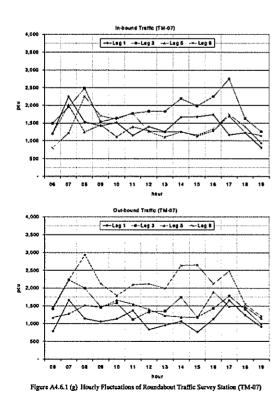


Figure A4.6.1 (e) Hourly Fluctuations of Roundabout Traffic Survey Station (TM-05)





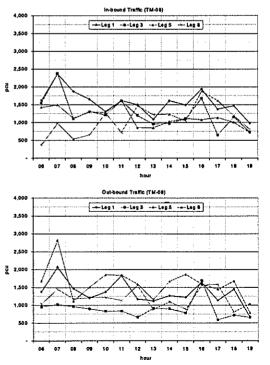


Figure A4.6.1 (h) Hourly Fluctuations of Roundabout Traffic Survey Station (TM-08)

Table A4.6.1 (a) Classified Daytime Traffic Volume at Intersections

Total

Cyclo & Bicycles

Heavy Vehicles

Light Vehicles

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later. Rection

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20-PLL

(00:81-00:90)

1,00   1,00
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		*	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.9)	(100.0)	(100.0)	(100.0)	(001)	(100.0)	(100.0)	(100)	(1001)	(1001)	(0'001)	(0'001)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(10001)	(100,0)	(100.0)	0000	(1901)	(1000)	(1000)	(100.0)	(1000)	(100.0)	(1001)	(1000)	(100m)	(1000)	(1000)	(1000)	(1000)	(100.0)	(100.0)	(1001)	(100.0)	(100.0)	(0001)	(nga)	(1001)	(1000)	(1000)	(100m)	(100.0)	(100,0)	(1000)	(1000)	(1000)	(Toor)
	Total	Ę	1,654	4.807	17,395	3477	11,491	SET X	7,805	\$183	2.570	19,189	2,149	0.37	1,646	13,183	23 980	23.859	15,714	4	15,239	6,692	21.938	3 2 2	1691	22.22	ž	16,945	ZY.	277	12.72	ż	20915	27,734	19,000	13,14	1,614	2,465	25.55	45.538	0	16,465	35.	26,179	13,425	3.245	•	38,793	0	\$ 5	0	9,443	0 (	1336	2,369	K231	25,43	16,087	\$2.876	21.322
	1 (c	*	6.0	3 3	67	(4.1)	6	G 6	Ş	ĵ	(3.5)	(arc)	6.7	6	( <del>V</del> )	3	9	3	97	(1001)	Ç	E :		9 5	<u> </u>	(6.3)	9	(2.5)	65		5	Ē	(6.0)	0.0	7	6.0	(3.9)	5	3 6	6.0	(0.0)	S S	5	(6.1)	(g-1)	9 5	9	3	600	3 5	9 6	6:0	60.0	(F)	(r.n	(J.9)	6	(35)	2	9
17123	Cycle & Bicycks (0.50)	Ę	<b>3</b> }	101	9	141	₹ ;	4 2	8	ž	8	573	G	ន្ត	5	2 5	92	218	\$3	1	8	9	ă.	<u> </u>	172	1097	*	8	188	= X	1 2	<u> </u>	1249	1,00	2	36.5	8	<b>\$</b>	<b>3</b> 5	E	٠	ភ្ល ៖	3 5	\$	22	2 2		706	•	<u> </u>	١,	175	•	. 25	\$	652	28	268	3	9
une la PCI	a _	*	(57.2)	9	(67.1)	(53.7)	(51.5)	9 9	(97.9)	38	(53.3)	(6.83)	G.E.	5	(88.9)		6 19	970	51.5	(00)	(6.99)	₹.	770	F 6	9	61.5	3	(£.8)	67.0	7 F	9	8	(88	8	7 6	(39.0)	(57.7)	9 5	(6/2)	9.5	(അ)	(6.6)	6 5	(689)	(973)	(1 (g)	ê	(0.0)	60	9 5	3	(949)	9	(E)	(36.6)	(20.8)	(61.7)	(632)	6.5	9
Traffic Vol	Motorc)		087	7.7	11,680	1,868	5,915	15.814	S	6,468	1,369	13,114	1,637	£ .	988	77.	13 510	17.828	208		10,199	200	1	3,392	920	15.534	2	7,932	2552	120	203	2638	13,833	13,968	40.5	13,661	332	148	21,478	32.338	٠	0,070	3 5	13,155	0.407	8 6		24.436	•	Ž	ξ.	96039	•	7.12	38	7,589	717.1	10,175	4,838	10.97
Daytim	Heavy Vehicles Monorcycles Cyclo (3,00) (0,50)	*	9	2 2	(1.0)	5	3	3 5	5	9	6	(2.2)	3	3	3	9	3 5	192	(5	(00)	90	2	3	2 6	ê	3	(00)	(£.	<u> </u>	3	9	]	(F)	3	†	12	5	3 8	3 3	3	(gg)	9	3	99	(a.s.)	5 5	9	92	9	3	3 8	(E)	9	9	g	(60)	12.5	68	9	<u> </u>
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		×	(48) (48)	2 5	(29,0)	(3.9.5)	£ 77	8 5	9,29	902	(62.9)	(26.5)	(18.1)	5	25	m c	2 5	213	(6.5.3)	(0.0)	(c.s.)		(20.7)	9 6	(2)	6.10	600	(43.9)	ĝ:	6 5	6 6	(F)	(24.9)	Ŧ	1	8	(402)	<u>و</u> و	9 9	(24.0)	(00)	£ :	î	6.75	(31.6)	6 6 6 6	9	(321)	60	9 6	9	(32.4)	60	( ) ( )	(58.4)	(46.5)	660	Ş	(40.9)	÷
	Ughr Vehicles (1,00)	E)d	E 5	2 2	5,039	1384	5.18	2577	2155	1,319	1,103	5,076	Ŧ	ž,	5	9	1,5	5.053	7,113	٠	<b>6</b>	=	1000	2007	3	7,988		7,441	2203	44,5	7609	197	5,199	11.479	200	1997	ŝ	38,	3,000	10,914	٠	8,089	6 E	12,581	4.249	1.165	ļ '	12,451	' ;	2	9 '	3,064		5.928	1,383	7,311	8538	5203	98	2000
	Name		Mao Tae Toung	Man Tee Tonne	Monivong	Monivong	Mao Tae Toung	Montrong Viv. Ter Tours	Mac Tee Toure	Monivorg	Mao Tac Toung	Moniverg	Monivorg	Mao Tee Toung	Monivors	Mao Inc. Inches	Manufacture.	Monivose	Mao Tae Toung	Charles de Gaulle	Monivong	Ouries de Gualle	Monvoks	Montrong Charles do Caulto	Manivane	Charles de Caulle	Charles de Caulle	Monivong	Charles de Gaulle	Montrong	Charles de Gaulle	Monivong	Churles de Gautle	Monivong	Mao Tie Toung	Mao Tae Toung	Conf. de la Runie	818	Conf. de la Russie	Monivong	Monivost	Conf. de la Russie	Manipus	Conf. de la Rumie	Conf. de la Russie	Conf. de la Romite	\$4.120	Monivong	Monivorg	Conf. de la Russie	Conf. de la Russie	\$120	Sr.120	Conf. de la Russie	Monivorg	Conf. de la Russie	Monivorg	Monivorg	\$4120	Carl & Press
Direction	9		3	2 3	Total	North	3	1 N	West	Nort	East	Total	South	¥cs	Zor)		302	S day	3	딕	Som	3		and a	1	Total	S.W.	Mon	디	1	S.W.	7. fi	Total	York		ų,	East	뭐 [	100	Total	North	ā:	1 5	Total	West	North	벍	Total	South	7	East	Total	3 )	North	Horth	Total	North	South	3	ä
	EQ C	_	•	nok	2		JE 3/	4		Ę31	200			HT.	3	Ī	PER	0 <b>q</b> -1	50		4)to	N	]	ta s V	A TP	200		фы	PS		re-I	dh.	'n	par	100	-0		<b>4</b> th	ωN			ĮT.	M.			(12	 -s		r	<b>43</b> (	() mos	s		pr	3		PF	rnoq	*0	_
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26,227 3,314 10,957 1,971 16,242 18,643 27,037 27,037 27,037 16,127

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<u>මුව මුව වැනි ද කිනුව ද වුවති</u> ද වුවද ද හුවුව විවේත්ව වැඩ වුවේ ද ව වන්ව වැඩ කිනුව ද වන්න මේ ව වන්න මුවුවට

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Table A4.6.1 (b) Classified Daytime Traffic Volume at Roundabouts

Table A4.6.1 (b) Classified Daytime Traffic Volume at Roundabouts

	Total	3	27,239			- 1	(1000)		• •		(1000)	(1000)					(1000)	10000		000	(1000)		:=	(1000)	1000		1000	(100.0)	(000)	gg	151			(0001)	902	(100.0)	-	000	(q'00)	(1000)		000	(agg)	9		(100	(100.0)		(000)	(100)
1211	Bieydes	П	٠			1	ĭ	£ 5	30,5/4	42,200	144,989	43,527	X :	0,545/2	13.80	_		15,818	18,151	1		11,705	10,675	26,598	17.281	82,111	35.161	20,496	48,563		1	30,538		37,569	171,406	41,482	37,588	57,146 42,006	178,222	69 655	37,834	30,911	179,611	26,060	37,640	166.94	143.958	31,781	25,253	39,476
HZI	洒	*	67	જ	(1.8)	ũ	G-1)	6	3 6	3 5	(17)	6.0	£ 5	3	5	62	(32)	5	e :	3	3	2 5	2	e e	F)	<b>6</b> 5	18	3	(S. 5	3	(6.2)	6.5	3	3	3	(K.2)	£ :	<u> </u>	G.C	3	F 5	9	6.0	86	3 3	<u>ائ</u>	33	9:	ବୁ	(2,1)
	1 C	vehich	Ŧ	959	581	910	2,994	5	2 2	812	3,010	2,488	911	4 5	159	8	1,02	886	ŝ	709	223	3 5	186	252	82	4534	2,58	1,266	5,40	2,613	\$29'01	1,714	3,160	2,406	10.73 87.01	2,386	1,693	ğ <u>ğ</u>	6,723	2,176	86.	99.1	6,556	235	3 5	1314	4,683	8 5	14 5	2,002
obme in V	ş	*	(80.2)	(80.5)	(4.19)	(87.8)	(629)	(503)	9 6	(85.9)	(82.9)	(85.6)	رج الارد الارد	( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )	528	(53.7)	(81.1)	(J.E.)	S (	15	(5.87)	62.6	3	(F)	ĝ	E 8	(2.18)	(g. 15)	6 8	6.6	(33)	5	3	ا ا	2 8	(83.1)	(B1.1)	9 5	(83.1)	(S)	6 8	8	(6.5)	£ £	( Y	(63.0)	(£3.4)	(8.5) (8.5)	(3.6)	(833)
Dayline Traffic Volume in VP121	Motorcycles	which	21,835	33,424	26,929	37,962	120,150	28,150	2	36246	120,261	177,72	48,413	1	11.395	9,852	25,894	12,355	14,240	505.00	160'01	74 my	8,998	22,178	14.248	5008	27,679	17,334	14,357	3,55	134,894	23,106	36,987	31,733	136,103	34,466	30,485	4 5 7	149,281	62,782	778.02 CMD.11	24,862	150,653	110,61	32.129	41,332	120,094	25,346	20,170	32,878
Dayt	ricks.	*	(9'0)	Ę	3	(£)	Ę	2	3 8	. e	(12)	5	9 9	2 5	ē	ę.	<u>§</u>	è	3	2	(90)	8 8	5	(6.7)	e e	9 6	ē	(0.1)	6.5	9	(0.1)	(2,0	3 8	3	ē	(C)	(03)	6 6	(0.4)	(g)	6 6	3	(0.4)	90	3 5	3	(£)	(6.9)	<u> </u>	5.0
	Heavy Vehicles	vehicle	11	286	4\$6	157	1,676	\$ 1	į	ž Ę	1,681	501	200	8 5	2	22	ij	3	8	25	F	\$ <u>\$</u>	2	175	2	3 5	ង	*	£ \$	ž	250	Ç !	į į	# :	ន	500	=	213	650	187	<u> </u>	3 2	699	156	i 2	35	1,051	88 F	<b>5</b> 5	476
	Nicks	*	(172)	3	(15.1)	Ę	(13.9)	(16.7)		9	(13.5)	(১)	<u>د</u>	7	(124)	33	(13.3)	(152)	§ 5	3	(53)	3 (3)	) g	(1SB)	(22)	(14.2)	915	3.0	649	9 8	(143)	(98)	1	3	9	(10.7)	3	9 5 5	(171)	(S.)	(8.5)	3	(121)	£ 5	1 3	(8,0)	(126)	(16.8)	3	908
	Light Vehicles	rekke	4,683	6,351	4,975	3,600	20,109	5,840		4.77	20,037	3,261	4 24	2	1.18	8	4,899	2,407	335	16,035	1,952	8 5	3	3,990	2,162	15,917	401	1,875	11,671	3,549	24,357	179,8	4,7	3,40	24.271	4,430	5,292	1293	21,568	4,516	199,5	4455	21,733	5,905		3.782	18,125	5,327	3,58	4.170
Street	Name		Norodom	Mostvong	N.R. No.2	N.R. No.1		Notedom	Montreag	N.R. No.1		Norodom	Mosivong	N.K. No.2	2493	55.78	Monivong	France	N.R. No.6		2573	N.70	France	NR. No.6	8.3	A NO NO	T.Slovaceire	Tep Plan	CD.Onibe	CD.GmDe		T.Slovaquire	CD.Guille	Tep Plan	al morning	J.Nerks	Monireth	Silvaout		LNoh	Monireth	Monireth		Mac Tar Toung	Montrell Mao Tae Tonne	Monirch		Mac The Total	Mao Tae Toung	Monircia
	. <del>.</del>		North	West	South	Ent	Total	North	8 1	<b>1</b> 3	100	North	# 1	1 N	1	¥	South	귉	E	Į į	North	¥ 5	SE SE	Ess	<b>3</b>	Total	You Thou	¥ex	S.W.	ž	Total	North	N N	3	100	North	S.W.	의 2	Total	North	, ii	N N	Total	North	, a,	싲	101	Z Sort	i d	Ä
Eof	bos			PE	200	- <b>e</b> q		P	Eno	q-1m(	)	1	ttto	N.	1		per	<b>104</b> -	r!			pe	noq	-InO		ŀ	1	P	1 10Q	न्य			punc	4 120	-1		pez	0Q-II		P	шос	HPC	•		PERO	44		þ	anod.	~0
	Rotery		Ľ		_		-		_	N/2					Ļ		74 17			-	\$/9				leN.		1	u	(d d					17.2.1	<u>.                                    </u>	4	Báta	нщ				e Tr	_					aT ot	W	_
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-		7									
	Leg Name	į	(1.00)	(3.00)	(3.00)	(0.33)	(0.33)	(0.33)	9	Total	
		ž		Q.	*	R	*	ğ		Ŗ	*
	ļ	589,	(0.76)	531	(2)	7,278	(57.4)	Ē	(F)	12,673	(100.0)
	Monivous	6,851	(35.7)	2	ફ	1.1	(58.1)	ន្ត	6.5	19,170	(100,0)
	South N.R. No.2	4,975	(371)	3	(8.8)	8,976	(57.5)	<u>₹</u>	3	15,513	(100°0)
		3,600	(16.1)	1777	(171)	12,654	(67.2)	ğ	91	18,828	(100.0)
	_	20,109	(30.4)	5,028	(97)	40,050	(503)	\$	(3.5)	66,184	(1000)
	_	8. 9.	(34.7)	1,404	(83)	530.6	(\$5.8)	202	(1.2)	16,330	(1000)
		3,949	3	1,467	(g.6)	10,515	(F. 15)	282	(1.8)	16,228	(1000)
- 2	South N.R. No.2	5,476	(36.3)	1,062	3	8,106	(5.5)	23	(19)	14,877	(1000)
.5		17.	(26.2)	1,110	(5.5)	12,082	3	271	5	18,235	(100.0)
12	_	750,03	(303)	S.DA.3	(91)	40,087	(909)	1,000	(1.5)	66,170	(1000)
.₹	North Norodom	3,261	(18.1)	1,521	(F)	12,424	(683)	22	(g*)	18,035	(1000)
		4,246	(19.5)	101	£	16.138	3.5	372	5	21,770	(100.0)
8	South N.R. No.2	4,798	(28.8)	888	G G	11,116	(909)	2	3	16,680	(100,0)
43	•	4,632	(31.4)	1,203	(82)	8,412	(27.1)	\$	g	14,730	(1001)
-5	North St.93	1,718	(982)	3	(d.l.)	3,798	(5.3)	ž	(33)	5,800	(1001)
×		<u>\$</u>	ij	255	(23)	3234	(67.3)	ž	(3.0)	4,877	(100.0)
.5		4,899	₹	369	97	109'8	(9'09)	35	3	14,241	(100.0)
2		2407	5	707	673	4.118	(58.5)	328	3	7,058	(100.0)
		310	ž	\$13	È	4.747	5	911	5	8.815	98
i		1 3	6	Ş	2	202	9 59	,	5	235.8	8
5	+			1			3		1	100	1
ᆰ	4	16 B39	333	ž	6.5	20,169	(F(%)	3	3	49.595	(1000)
ž.		1,952	(33.8)	ភ	Q :	<u> </u>	<u> </u>	ផ្ល	5	Ę	1000
ž		8	(21.7)	282	3	Š.	(£.	(R)	2	70.	9
8	ath Monivolg	6,150	(38.7)	317	<u></u>	8,675	(\$6.1)	ŝ	3	15,476	(1000)
H		3	(181)	8	Ę	7,33	(32)	S.	(E)	4,082	8
2	_	3,990	5	ž	₹	25	(61.6)	<b>3</b>	6	66	<u>§</u>
7	_	2,162	(585)	426	(2.6)	4,749	(62.7)	25	33	7,580	<u> </u>
리	_	15.917	(371)	1.872	(3.5)	30,228	(61.0)	1,508	60	19,525	900
쁴	_	713	(192)	2013	(182)	\$50	6.5	5	65	11,087	00E
홋	_	1,07	(B)	22	5	ž	(65.8)	8	(S.5)	14,505	(100 D)
¥		1,875	(0.02)	3	(80)	5,778	(J.D)	ជ	(\$2)	8,138	(1000)
ŝ	_	11,671	Ĵ	213	8	11,452	₹(*)	డ	( <del>V</del> C)	24,157	(100E)
A		2,785	5	£	63	7.415	(67.6)	617	3	10,964	( )
뜆	E. CD,Caulte	3,949	(24.9)	ង	(1.6)	10,780	(0.83)	ä	(55)	15,852	(0001)
į	-	2,72	(371)	22	9	1,965	(61.1)	ž	3	73,616	( <u>100</u> 0)
Ž		5,671	<u>ş</u>	₹	9	7,702	5	5	3	14,085	<u>3</u>
š		<b>*</b> 102	3	Ξ	3	1962	3	8	3	12,737	9
Š.		6.432	(371)	216	3	12,329	(919)	581	S.	20,030	900
4		3,402	(2 <u>7</u>	ž	(90)	10,578	(112)	ğ	(5.4)	14,866	ĝ
z	E. C.D.Gantle	1,664	(CEC)	-1	(7)	6,797	7	3	(23)	12272	(100.0)
Total		24,271	(32.8)	759	(0.1)	45.368	(613)	3,593	(53)	73,990	(1000)
ž	rib J.Nerbu	4,430	(5.5.6)	009	(3.5)	11,489	(66.4)	ğ	(9.5)	17,314	900
й		\$292	(32,	33	3	10,162	9	35	99	1637	(1000)
S	E. Silanoek	6,621	(27.8)	ş	3	16,495	(€69.4)	Þ	3	23,780	(100°D)
Z.	P. Monireth	ž	(28.9)	ŝ	(S.	11,615	(64.3)	574	073	18,053	(100.0)
₽		21,568	(982)	1,930	(97)	19,760	(6:59)	2241	(a.c)	15,519	(1000)
Z,		4,516	(16.9)	<b>2</b> 95	5	20,927	(F)	52	6.2	26,727	(1001)
й		5,661	(33.1)	Š	£	9,992	(S	3	8	17,101	(100.0)
и	E. Silasouk	7,101	(080)	ă	3	110,11	(S.8.3)	ដ	£	18,699	(1000)
Ä		4,455	(77)	ž	3	8,287	(6.08)	ş	(3.6)	13,615	(100.0)
₽	L	21.73	685	2007	3	\$6.23	(0.28)	2,185	5	76,142	(100.0)
12	North Man Tee Tours	\$	(45.3)	9	90	6.17	999	333	5	13,039	1000
		4 749	900		3	0.00	(6.2)	: 5	ć	14.351	1000
			į	3	É	012-01	5	•	į	300.31	8
2	_	7.0	2	169	į	11.11	6	3	6	19 686	9
17		20,00	6	1	1	12.47	(4)	13	į	Caco	8
٩.	+	1	(007)	2	1				į		
9	North Mad Inc loung	7	3 8	Š		Ŷ.	3	3 :	3 6	16,51	1
7		e ;	T 6	2 :	9	į	8 5	3 :	3 5	977	r de se
8	E. Man Tac Toung	3,550	9	3	2	9					9
2					Ì		(	;	į	11.10	

Table A4.6.2 (a) Morning Peak Hour's Traffic Volume at Intersections

Table A4.6.2 (a) Morning Peak Hour's Traffic Volume at Intersections

195 Cycle & Bicycles Morning Peak Hours Traffic Volume in VPS 1939 478 1,739 1,739 1,639 1,639 1,530 1,662 614 600 600 600 641 5,156 7,562 7,562 7,562 613 7,562 613 7,562 613 7,562 613 7,562 613 7,562 613 7,562 613 7,562 7,563 966'9 2,456 1,135 3,591 3,024 3,736 Heavy Vehicles (13.3) (1 Mosivoeg Conf. de la Russie Monivong Charles de Ganile Meniveng Cenf. de la Ramie Coaf, de la Rassie Conf. de la Rande Street Name North 2 moni -12O Inter-lection Moniveng / Steet 120 ZI-M.I. ED-INL HO HLL (00:80-00:40) (00:80-00:40) (00:80-00:70)

1.	-   ¥	17	Name pen	Mac Tae Towng
1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	278 140 515	278 140 515	Monfrong 279 MacTer Toung 140 Manfrong 515	278 140 515
1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	± \$ :	# # # # # # # # # # # # # # # # # # #	Man Tar Toung 417	Man Tar Toung 417
Column   C	618	618	Mas The Toung 819	Mas The Toung 819
1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,			Mao Tie Tourg Monivong	
1	_	Monivent 522	Mao Tie Toung Monivong	Mao Tie Toung Monivong
Column   C			Moniveng	Moniveng
(2.3)         3, (2.1)         3, (2.1)         1,23, (70,2)         3, (2.1)         1,13, (70,2)         3, (2.1)         1,13, (70,2)         3, (2.1)         1,13, (70,2)         3, (2.1)         1,13, (70,2)         3, (2.1)         1,13, (70,2)         3, (2.1)         1,13, (70,2)         3, (2.1)         1,13, (70,2)         3, (2.1)         1,13, (70,2)			Monivorg	Monivorg
(2.6.9)         7. (10.9)         1.78 (10.2)         (2.7)         1.78 (10.2)         1.78 (10.2)         1.78 (10.2)         1.78 (10.2)         2.144 (10.2)         2.1	1	Mao Tac Toung	Mao Tec Tourg	Mao Tec Tourg
(13.3)         9         (1.3)         1,854         (70.3)         6         (1.3)         1,854         (70.3)         6         2.3         2.345           (13.3)         -         (10.3)         -         (10.3)         -         (1.4)         2.345           (20.3)         -         (1.3)         -         (1.3)         (1.3)         (1.3)         (1.4)         1.144           (20.3)         1         (1.3)         1         (1.3)         (1.3)         1.144         (1.4)         2.440           (20.3)         (1.3)         1         (1.3)         (1.3)         (1.3)         (1.3)         1.244           (21.4)         1         (2.4)         1.312         (1.3)         1.144         (1.4)         2.440           (1.1)         1         (2.4)         1.148         (1.3)         1.144         (1.3)         1.144         (1.3)         1.144         (1.3)         1.144         (1.4)         1.144         (1.4)         1.144         (1.4)         1.144         (1.4)         1.144         (1.4)         1.144         (1.4)         1.144         (1.4)         1.144         (1.4)         1.144         (1.4)         1.144         (1.4) <t< td=""><td></td><td>¥</td><td>Mao Tie Toung</td><td>Mao Tie Toung</td></t<>		¥	Mao Tie Toung	Mao Tie Toung
(1.2) (1.2)	-	-	Monivore	Monivore
(11.4) 19 (13.4) 1.224 (74.3) 59 (13.4) 1.5449 (13.4) 1.54	_	Ourles de Gaulle	Charles de Charle	Charles de Charle
(21.5) 18 (1.1) 1.78 (11.5) 2.440 (12.5) 2.4			Monivong	
(4.5)	-	Christian Canife 164	Ouriende Gandle	Ouriende Gandle
(12.1)	-	-	Monivong	Monivong
1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,		Charles de Garde 411 Montons 16	Charles de Ganille Montonse	
Column   C	-	2	Charles de Ganille	Charles de Ganille
120   (124)			Charles de Charlle	Charles de Charlle
129 (41)   1138 (539)   68 (32)   311     1		Charles de Ganzle 131	Montrong Charles de Ganzle	Montrong Charles de Ganzle
1. (14)   930 (76,7)   27 (4,9)   391 (4,9)   391 (4,9)   391 (4,9)   392 (4,9)   392 (4,9)   393 (4			Monivoit	Monivoit
1. (2.9)   3.21 (3.97)   3.8 (5.97)   3.8		Monivers 64	Montreage	Montreage
15	_	_	Moniverg	Moniverg
1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	4	4	Ourles de Gaulle	Ourles de Gaulle
1	1	1	Mao Tac Toung	S.W. Mao Tac Toung
15 (4.0)   105 (6.5)   122 (4.0)   1.38 (4.0)   1.38 (4.0)   1.38 (4.0)   1.38 (4.0)   1.38 (4.0)   1.38 (4.0)   1.38 (4.0)   1.38 (4.0)   1.38 (4.0)   1.39 (4	$\parallel$	$\parallel$	Monivorg	$\parallel$
(12.3) 1.5 (6.4) 1.55 (7.3) 5 (2.1) 1.5 (1.4) (1.5) (1.5) 1.5 (1.4) 1.5 (1.5			Mac Tac Toung	Mac Tac Toung
(1.24)   11.			St.120	St.120
(123) 119 (134) 5,781 (823) 25 (105) 6,653 (105) 110 (124) (125) 110 (105) 1			Monivong	Monivong
(4.15) (4.10) (5.17) (5	¥	Conf. de la Rassie 44	Conf. de la Ramie	¥
(4.14) 6 (0.13) 973 (55.3) 35 (2.13) 1748 (41.45) 6 (1.13) 1748 (41.45) 114 (1.13) 114 (	_	_	Monivong	Monivong
(44.5) 6 (12) 170 (63.1) 11 (13) 5.2 (44.5) (64.5) 11 (14.5) 5.2 (44.5) (64.5) 11 (14.5) 5.2 (44.5) (64.5) 11 (14.5) 5.2 (44.5) (64.5) 11 (14.5) 5.2 (44.5) (64.5) 11 (14.5) 5.2 (44.5) (64.5) 11 (14.5) 5.2 (44.5) 11 (14.5) 5.2 (44.5) 11 (14.5) 5.2 (44.5) 11 (14.5) 5.2 (44.5) 11 (14.5) 5.2 (44.5) 11 (14.5) 5.2 (44.5) 5.	ji .	ji .	Conf. de la Russie	Conf. de la Russie
(46.5) 11 (0.9) 15.44 (54.7) 63 (5.3) 2.721 (13.3) 2.721	_	_	Monivone	Monivone
(23) 27 (13) 1127 (684) 25 (17) 1486 (17) 1486 (18) 123 (18) 123 (18) 12 (18)	sic 1.	sic 1.	Conf. de la Russie 1.	Conf. de la Russie 1.
(25.3) (1.0) (25.4) (25.2) (25.3) (25.2) (25.3) (25.2) (25.3) (25.2) (25.3) (25.2) (25.3) (25.2) (25.3) (25.2) (25	ij.	ij.	Couf, de la Ressie	ij.
(153) 5. (11) 7.68 (12) 0. (10	de la Russie 101	naic naic	Coul. de la Russie	Coul. de la Russie
(1.3)	-	-	\$120	\$120
(40.2) 18 (4.3) 777 (4.3) 8 (0.2) 1,150 (4.3) (4	CT Security	Total September 1.23	Montenag	Montenag
(4.0) (7.0 (2.4) (7.4 (2.4) (4.5) (7.6 (2.4)	de la Ramie 347	-12	Conf. de la Russie	- i
16 (15)			Mostvaag	Mostvaag
1	¥	¥	Conf. de la Runie	¥
(40) (40) (40) (40) (40) (40) (40) (40)	25.20	+	813	813
(28.5) 6 (14.5) (15.4) 25 (17.5) (15.6) (15.5) (15.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Marinan		
(59.1)		- Se	Onf. de la Russie	
(325) 6 (32) 1,129 (654) 30 (1.7) 1,727 (253) 21 (239) 22 (320) 64 (1.9) 3,334 (253) 22 (323) 23 (323) 23 (323) 23 (323) 23 (323) 23 (323) 23 (323) 23 (323) 23 (323) 23 (323) 23 (323) 23 (323) 23 (323) 24 (323) 25 (323)			Montrong	Montrong
(15.5) 27 (0.5) 2.599 (72.0) 64 (1.9) 3.334 (1.5) 2.10	usie	usie	Coaf, de la Rausie	Coaf, de la Rausie
(19.1) 201 (2.4) 6,651 (7.5) 62 (1.9) 6,539 (22.3) 6.2(39) 1,594 (22.3) 6.2(39) 1,594 (22.3) 15 (1.9)	4	4	Monivolg	Monivolg
(32.2) 15 (1.7) 555 (64.2) 16 (1.9) 864	1	Conf. de la Fassie 1,0 Monivong	Mosivos	1
			\$130	SE Sulto

Table A4.6.2 (b) Morning Peak Hour's Traffic Volume at Roundabouts

Table A4.6.2 (b) Morning Peak Hour's Traffic Volume at Roundabouts

ā	Rotary Section	7	Street	Light Vehicles vehicle %	bicks *	Heavy Vehicles vehicle %		Motorcycles vehicle 9	Ř		Cycl
-	╀	North	Мотофот	***	נגנט	11	1	2,492	3	ବ	
	₽₩		Monivorg	509	(011)	ង		11.	(86.9)	_	22
	170		N.R. No.2	8	<u> </u>	<b>\$</b> :	7	7,662	(81.1)		R :
	_	<u> </u>	M.M. 190.1	964		1	9	77.71	( S		3 5
	io3i	Year	Norodom	133	652	Ŧ	9	5	3	4	8
	_		Monivous	333	5	2	6.7	3,569	(58.7)		21
	its M	South	N.R. No.2	\$	(16.6)	ដ	(g/g)	2,418	(80.4)		\$
****	-	_	N.R. No.1	436	(8.6)	ñ	G.7)	3,917	(88.3)	_	я
	IOA J	Total		2,081	Ę	2	(0.8)	14,425	(SS)	_	ж
	Nos	_	Norodom	100	6.03	Fi S	(S)	5.347	6.53		<b>3</b>
	MERC		Montyang	3	9	F :	9.4	19	(mox		<u> </u>
	nal	1 N	N.Y. No.2	₹ \$	9 5	<b>*</b> •	2 6	987	8 8		* 5
	╁	No.	100	121	9		5	1 210	(86.2)		3
		<b>1</b>	8	1 2	S		9	1,109	86.9		\$
	-	South	Monivosa	22	6119	2	Ð	2.519	(85.8)		æ
	33E		France	36	673	•	6	50	66		8
	_		N.R. No.6	ង	(3.5)	21	(0.6)	909	(84.2)		*
	0Z 1	3	54.72	92	Ş	Ξ	(6.0)	1,860	(86.0)		8
	33 IJ	Total		21.18	(10.9)	2	(5.0)	22.0	(84.9)		2
	5/9	North	\$2.33	쭚	(8.8)	-	(90)	1,136	(86.0)	_	¢
	à, o i	¥C#	52,70	22	8.8	2	(6,0)	38	(83.8)		8
	÷		Monives	\$	117	**	9	3,436	(86.4)		8
		9	France	2	9	n	9	2	900		æ
	100		N W N	797	ŝ	. =	9	1457	929		R
			E 6		3	•	2	3	(80.4)		1 6
	'n	3		-	905	51	9	87.8	2		ı
	יר	Fac	N. R. No.6	1	88	3	g	1.748	(850)		8
+-	╬	Ç.	T Stavamire	5	615	-	60	2562	(818)	ľ	le
_		_	TeoPhan	2 2	3		ĝ	1549	87.5		20
	ril Pur	_	C.D.Gantle	56	611	•	9	9	3		192
			Teo Plan	797	6113	•	600	.76	(807)	_	2
	यः 1/:		CDOute	1 2	) E	*	E	25	(86	. 14	2
	ynb	3		1,744	g	=	9	14,360	840	8	Ŀ
	EAOJ	North	T.Slovaquire	SIS	33	-	(0.0)	3,170	978	Ë	2
****	_		Tee Pass	2	9	~	9	1,975	63.7	_	₹
****	_	_	CDGodle	55	5	•	6.	3.73	(848)	-74	5
	of-h		TerPlus	8	8	-	9	3,613	(87.4)	_	916
	-		CD.GenDe	ħ	672		69	25	(80.8)	_	161
		Total		1,701	(9.6)	91	(J.)	14,863	(F.1)	ä	2
1-	╀	York	J.Netha	Ę	9	7	ē	8	9	_	
_	_		Moninch	3	(17.0)	3	6.7	100	911	_	29
_	_		Silanout	2	2	8	9	5.022	(85.2)	_	=
_	[FF]		Monieri	3	3	8	99	7.97.1	g	_	
At 7	_	į		117	ē	F	9.5	14 998	(813)	2	3
	43	North	LNerba	2,2	90	Ξ	9	6.715	(88.5)	7	æ
	÷		Moniporth	Ş	5	4	1	7.67	80.8	_	*1
_				ř	) (	}	1	į	9		7
	e4.11	4	SILVADOR	1	(c)	• !	(m)	7,12	(q' q'	_	\$ :
	ŭ		Monireth	₽	3	11	ę	281	S.		ž
_	_	Total		2,172	(121)	1	(0.4)	15,122	(64.1)	-	818
-	-	North	Mac Tac Toung	188	(880)	٥	(5.0)	200,1	(60.4)	_	8
_	7		Moninch	591	3	*	e	3.837	(976)		5
_	enc		E		•	:	į	8	70,		9
	7=		Anna las roma	î 5	ì	• =	5 6	2	į	<u> </u>	1
-	-		MOBUCE	700	(141)	ř	(20)	300	6/2		\$
_	T :	Total		88.	(10.8)	3	ē	12,83	8	Ì	9
toy	ų,	_	Mao Ter Toung	516	(99)	ន	5	<b>₹</b>	<u>ر</u> ا		5
_			Monireth	579	E	•	<u>6</u>	3	<u>8</u> 17		3
	10Q-		Mao Tac Toung	252	(182)	2	(0.5)	2,045	828	-	9
	IN(	_	Manheth	•							
_	_	_		5	6	5	(0.1)	4.417	(98)		2

	-												
Rotary	ibs.	ž	Name	(1001)	ē	(3.00)	ē	8	(8.13)	(623)	. 5	Tag.	-
	_			g	¥	52	¥	P.	ų,	BC#	1ª	£	*
l	<u> </u>	North	Norodom	35	(CSC)	51	(3.5)	E31	(57.0)	Ħ	(1.5)	1,458	(100.0)
	PΙ	¥58	Montrol	Ş	65.5	*	Î	1,592	(6)	83	2	202	(100.0
1	500	South	N.R. No.2	55	33.0	2	6.0	23	(56.6)	2	(9.6)	1,567	(1000)
40.	_	3	N. N. No. 1	382	33.0	159	ĵ	1,469	(3.5)	\$	5	1,972	000
į Pe		Total		2009	6773	ş	(5.5)	£	(6.5)	108	(IS)	7300	000
જા	<u>~.</u>	Non	Nondem	8	333	132	ŝ	1,50	(802)	æ	Ē	2504	(100.0)
250	·	West	Monivon	313	(192)	8	(55)	81.1	ê	22	3	1,630	000
i e	oq-	South	N.R. No.2	\$	(35.7)	\$	6.4	8	(5.7.	ដ	(1.8)	1,997	90
/ *	_	E	N,R, No.1	436	5	\$	(25)	7.00	È	2	(g	1,855	(100.0)
MON.	EQ.	3		2,081	(282)	ER.	(52)	4,808	(65.1)	<u>\$</u>	(3)	7,386	(100.0)
inc		North	Norodom	줐	5	<b>E</b>	(9'6)	1,782	6	æ	(5.3)	2259	(1000)
M.	÷	West	Monivorg	Ş	(17.0)	=	(32)	1,939	(1.2)	3	ย	ដូ	000
	POF	2008	N.R. No.2	<b>‡</b>	ŝ	7	(2)	1,062	(5.3)	=	ę	1,556	(100.0)
	I	Ē	N.R. No.1	222	(3.6)	5	3.1	SZ.	(5.5)	×	5	1,864	(100.0)
L	ŀ	North	\$493	125	5	۰	6	\$	SE	ន	3	\$60	1000
		× ×	St.70	12	3	77	5	370	3	2	3	326	900
и	÷	3	Monitones	£	26.5	5	. 5	2	(64.8)	*	5	1221	0000
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102	-	3 .	7.7. 700.0	3 }	3 8	3 2	ê	3 5	9 9	<b>:</b>	2	3 5	8
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_		1	6.01			3		4	(10)	1	í	273	٤
19°		20	2.5	3 #	1	\$ \$		<b>1</b>	(2.6)	2 :	3 6	È	
_		1	?	\$ 5	on i	3 :	3	3		₹ \$		355	
_			Superior	ş :	(r/2)	5 '	2	4 :	6 6	R 8	9 9	96	8
	q-11		Figure	7 ;	£ (	• :	3	<b>;</b>	9	۲ ۲ -	0 6	7	
			N.K. No.D	4 :	(33.2)	8 8	£ 6	ş :	2	· 8	6	٤	
N		j	81.70	12	20.13	2	6.7	90	(23.2)	12	8	12	98
		4		-12	65.U	ž	3	3246	(F.9)	131	62	7	(100.0)
	В	Fre	N.R. No.6	187	(18.8)	180	(18.1)	283	(୧୯୪)	Ą	(4.5)	8	(1000)
	_	12.0%	T.Slovaquire	375	(28.5)	_	(07)	<u>ş</u>	(g (y))	8	€	1,302	(100.0)
	_	West	Tep Plans	× ×	Ą	•	(00)	616	€.	*	g	878 878	(100.0)
ч.	TB0		C.D.Ossile	\$	9	27	(13)	1,53	(81.2)	E	60	57.	000
	÷		Trp Plan	192	(S.E.)	•	9	287	(F. 6)	\$3	£.	8	000
	_		CD.Gastle	320	(19.9)	12	(0.7)	1,196	(74.2)	53	(52)	1,611	(100.0)
0 %		Total		1,744	(53)	Ç	(9'0)	4,787	(+69)	324	(4.7)	6,896	(100D)
	101	To.X	T.Slovaquire	513	(915)	~	(0.2)	1,057	(6.5.0)	ĸ	62	23,	(1000)
	÷		Top Plan	82	5	==	90	<b>8</b> 59	68.3	Ç	£	85.	9
- 42	_		CD,Garile	ž	3	77	(G)	1,285	(41.5)	ß	(5.3)	1,761	0000
ΓZ			Top Plan	8	(SE)	~	6 25	ğ	3	ã.	3	Š	0000
<u>a</u>		_1	CD,Garille	ž	(28.4)	2	(13)	F	(6.19)	ž	33	1,203	(100.0)
-1	-	Total		1,701	(24.1)	84	(a.)	\$	g S	ž	(5)	7,064	98
'		You	J.Nerba	Ę	(21.1)	3	3	1,652	67	ts	32	2362	(1000)
4.5	·		Montrel	<del>9</del>	5	<del>4</del>	3	\$	(5.5.6)	⊋	2	<u> </u>	90
ואי	- PO		Silanouk	ğ	(F)	8	3	1,674	(g. 67.0)	<b>‡</b>	5	2498	900
	·	_	Monireth	ş	(30g)	8	(3.9)	37	(f.5)	4	62	<b>5</b> 5	ğ
		Total		7130	(032)	ä	3	<b>%</b>	(8.1)	ā	6.7	7,558	(100.0)
IO)		Kon	J.Nerha	578	(19.6)	2	3	277	3	8	(3.2)	7,942	100.0
		_	Monireth	<b>\$</b>	30.9	5	<b>€</b>	<b>B</b>	(58.1)	25	3	1,535	(1 0 0 0 0 0 0 0 0 0 0 0 0
	oq-		Sikabout	717	(35.8)	٠	(00)	2	3	₹	ą	7001	(100.0
7/5		_	Monitorth	\$	5	2	3	<b>58</b>	(87.9)	22	9	1,152	(100.0)
		105		1,17	(28.5)	213	3	S.P.	(66.1)	206	(2)	0094	(100.0)
-	L	North	Mao Tae Touag	581	(262)	77	6.7	ž	(35.1)	ន	(O,C)	Z86	(100.0)
	P	_	Moning	5	(113)	21	9	1279	633	2	5	1.492	(100.0
	Enc	0	Mr. T. T.			5	5	9		F	Ē	2.180	000
	Te.		Macheth	\$ \$	3 6	3 5	5	25	8	: 25		738	900
ψ) Ψ)		į	MUNCH	200	(1)	2 3		è	(max)	1 5			
	_	Į,		88	341	261	9	Suns	3	2	2	14.	8
To	T o		Mas Tie Toua	ŝ	33	50	6.5	2	(900) (800)	8	9	9	000
- 74	PE IN		Monireth	5	(282)	2	6.9	202	í,	7	6	23.5	000
١	_		Mao Tac Toung	252	9	ŝ	8	682	(5,8)	8	(5.2)	1,026	<u>9</u>
	· LTM												
•	3	널	Montreth	*	3.8	5	g	1,472	(500.5)	*	3	2,076	0.001)

Table A4.6.3 (a) Evening Peak Hour's Traffic Volume at Intersections

Table A4.6.3 (a) Evening Peak Hour's Traffic Volume at Intersections

•	L		,		ľ		CALLING LESS 1994 S 1711AC TURBELLE TERM						
Aleas S	section P	2	N <sub>tmo</sub>	Light Vehicles		Heavy Vehicles		Motorcycles	ij	Cycle & Bleycles	Skycles	Total	-
	-	-		ı		vehicle	H	which	yê.	vehicle	u)*	which	*
*****		J,	Man Tac Tonng		9			<b>?</b>	∓ (	<b>р</b> :	<u> </u>	¥ ;	ĕ :
	frio		Monivous		32)		9	all.	(37.9)	3	2	57.5	8
	N.		Mao The Tours	1	9	9	9	E.	07.0	3	3	è	
	_		Moterong	170	2 5	•	9 9		3 5	2 2	3	ž	1
	_		Troumow 1				3 6	8 5	5	; £	9 6	070	3 8
	E PACE		Man in 1044		· ·		3 6	3 5	3 5	: F	2 5	1 196	§ 8
****	_	Į_	Man De Toure		1	9	1 5	103.7	600	191	2.50	2740	8
	2ux	WCH	Mac Tac Tours	198	672	10 01	9	898	610	21	97	798	8
70°	T: ش	North	Mostreag		. (6.2)	. 0	<u>.</u>	8	(919)	**	3	1,218	8
	4T		Mao Tie Toung	204	12.03		(a)	176	(44)	17	(3.1)	392	5
	OF)	Total	Mostrong		(K.N.	12 (0	6	1,739	(22)	19	ย	2,408	8
	<u> </u>	Som	Mosivosg		€	2 (0	ร	527	(808)	≍	5	280	(100.0)
	25.0		Man Tac Towns		5	•	ร	,086 5	Ę	5	3	3	g
	<b>I</b>	- 1	Mostvong	- 1	33	9	9	Ē	E.E.	•	2	ង	g
		100	Mass The Totals	431	(Ĉ	9	อ	3	(S.S.)	22	63	2	8
		_	Monivorg		(6.0	ı	9	250	Ē	×	Ę	2003	8
	-10	M.	Mao Tec Toung	- 1	(22)	2	9	á	(6.69)	€	ફ	3,196	흴
			Monivong		£.5	-	9	683	(93.0)	¥	Ð	7,337	톍
		Part.	Mao Tac Toung	- 1	13.4)	9	6	\$	(82.8)	8	(3.8)	2.592	8
-	_	_	Charles de Caulle		(000		6	٠	(g <sub>0</sub> )	•	ĝ	-	8
	#p		Monivos		5	•	9	2,072	E	2	( <del>4.8</del> )	7,665	(100.0)
	ON.	S.W.	Charles de Caville	106	(5)	0)	63	SS O	(38.9)	Ξ	(10.7)	1,052	5
		Total	Moniverg		(53)	o) s	(n	2,902	(78.1)	242	(6.5)	1,717	18
		H	Monivage		(6.81	2 (0	9	786	(672)	22	(8.2)	1,078	(100
	'M'		Charles de Caulle		(6.5)		6	2591	97	37.5	3	3,474	(100,0)
			Monivorg	3	6.5	0	3	28	99	8	£	7.17	8
		+	Christ de Ganke	1	5	•		3	33.5	₽	90	924 *	68
944 0	oni Oni	¥ ;	Charles de Canife		6	٠;	5 6		6	٠ ۶	6	200	2 8
0-14	3D .	To a	Montrole		-		7 9		(6.5)	8 5	2 5	200	
ц	est.	4	Carres de Caure	1	†	91			6	2 5	9	1	3 8
	L	+	Montreg	П	7 8		-	8	8	ř	2 5	1	3 5
		300	Stortton Co.		3 5				9 6	) Ē	2 6	Ě	3 8
			Market de Cutto	3 5	3 8		 S	3	3 6	2 5	9 5	3 8	
	<b>о</b> х	1	Charles de Gaulle	ı	ą	17 (0	15	7494	18.6	77	S	3200	8
	L	North	Monivone		28.00	36 (0	5	3285	(6.8)	122	55	4.917	8
		× S	Mao Tae Town	ı	9	ı	5	22	(32)	ž	(lg)	T.	8
	PO	100	Monitone	i	5	į	1 =	1592	Ę	7.	5	1411	8
		1	Mao Tae Towns	1	59	0 11	15	1361	03.5	423	9.6	4575	8
	_	3	Cost, de la Razale	ı	5	-  -	9	ž	(683)	-	ě	787	₽
	_		8.3		92	9	F	ž	Ę.	=	g	352	8
	1100		Monivong	386	17.3	*	9	F.	9	117	(3)	3	8
	N —		Conf. de la Rennie		902		6	2,454	(76.5)	3	9	3209	8
		Total	Monivong	1,229 (	20.07	41 (0	Ę.	089	(76.2)	169	(3.1)	4139	8
_		Zoz	Monivorg		8		<u> </u>	•	6	•	(0.0)	-	8
	, x		Conf. de la Passie		ร	-	9	<u> </u>	9	<b>5</b> 7	ĵ	55 57	<b>E</b>
	'M		A :		÷		- 9 9	2 :	9	3 :	5 5	3 5	B 8
		1	Cast de la Bustic	577	2 5	7	9 =	100	3 5	2 2	90	3	3 8
	L	Ä	Conf de la Parale	ı	95	ı	1	1432	Ę	8	98	1.980	8
			Monivong		13.9)	12 (0	₹	3,918	(81.9)	186	(6,5)	4,785	2
150	razi Duoi		Coaf, de in Rassle		(9'61		9	326	(75.1)	ฆ	(53)	474	8
1	_		\$130	- 1	6		6		(grg)	•	60	1	8
01	p u	100	Mosivosg	1225	5	37 (0	જ	5,706	(38.8)	271	6.5	223	흴
		To s	Mosivos		G 5				9 8	٠ ;	2 6	•	3
			Marinar		Ì			į	8	: -	į		8
M	ino.		Conf. de la Russie				3 9	} .	9	•	ê		8
	_	L	913	182	15	9	1 9	1382	6.08	9	2	1683	8
	L	Ħ	\$4.120	١.	5	,	9		60	ŀ	(0.0)	-	(g'001)
	_	Soft	Mozivoza		_ [ §	. 6		•	e	•	60		8
	<b>PT</b>	WCS	Coaf, de la Russie		13.5	. 9	6	1,469	(69.2)	8	8	2,122	8
	a 		Monivers	81	13.0	- 1	3	8	(61.3)	2	(5.2)	326	8
	_	Tole	Coaf, de la Rassie		182)	1	9	1,669	(799)	æ	(3.6)	2,448	8
	L	North	Moniverg	£	(14.5)		9	4,261	(80.9)	211	(4.0)	5,269	(100.0)
			Conf. de la Russie	1	622		9	\$25	(74.4)	22	2	8,836	(100.0
	-10(	South	Monivorg	ı	19.5		g	2190	(74.9)	3	(5.5)	7,924	(100.0)
		1	8,130	ı	5	8	5	97.6	(64.0)	F	5	25	8
-	-			ı									

March   Marc								-				l		İ
Column   C	÷ .5	年の	2	Name	2 3	chicles O chicles	(SO	4 6 4 6	Motor CO.	ı s	(0.50)	1 ( ) ( )	Tot	_
March   San					ž	,		,	Ę.		BCE.		Ę.	*
No.	,	1 1	Mao Tac Towng	ă ē	£ 5	٠,	6 5	£ 8	98	<b>*</b> ;	g :	<b>*</b> •	9 8	
Third   Minister   M	••••	Ltoy	1	Monroag	<b>:</b>	2.5	\$	2 5	ĝ \$	7 9	5 £	3 6	3 5	
Column   C		i		1	1 5	1	-		1		1	6	15,	
September   Sept			Yes	Marionse		9		9	Ē	9	2	1	1	900
		p	F	Mac Tac Toung	8	(\$5.0)	•	9	3	3	2	3	1257	g
Table   Main's Transpace   1979   713   714   715		γМ.	South	Молічод	Ξ	3	Ħ	2	583	(6.89)	×	9	1,786	90
North Number Number   Number	1		Total	Man Tac Toung	8	68	12	(9.0)	2.397	(O.B.O)	81	3	3,378	0000
Charlest	100		West	Mao Tse Toung	198	(37.5)	8	(5.7)	285	(54.4)	н	(21)	524	(100°)
The control of the	1.0	D.	North	Monimon	≛	(F)(2)	9	6.5	463	(68.5)	*	Đ.	Ę:	000
The color		×s	East	Mao Tac Toung	ន្ត័	(S	•	00	2	ઉ	9	9	298	(100.0)
North   Marinegy   15 (11)   15 (12)   15 (1	ew.		Total	Monrong	8	(38.9)	8	g	6	68	7	9	2	9
Control   Cont			g :	Montrong	E E	6 6		2 6	4 5	7 5	- :	1	į	9 8
Trail   Maintaining   Mainta		K T		Man 1 ac 1 oct 1	\$ 5	6	1	7 6	<b>ķ</b> 2	(80)	ξ,	3 6		3
No.		1	300	Month of the Towns	3 5	1		3	8		1	3	144	
No.   Maintenage   113 (113)   111 (113) (113)   113			1		×	1	1	5	Ě	1	•	5	1 200	٤
Part   Machine   Machine			N.	Man Tar Tourse	ž ž	90	, 5	5	1112	67)	3 6	1 5	20%	8
No.   Marine Court		3	Moskose	2	9	=	1	3.412	8.280	F	E	3.888	000	
N. C.   Cartie de Gaulle   40 (757)   1. (			4	Man Tae Tours	12	9		9	3	5	2	5	1.859	8
National Process   National Pr	T	I	Z	Charles de Caulte	,	(00)		90	1	90		9	P	9000
No.	₹	3	Monkonse	97	ŝ	- 2	6	981	(8.59)	3	3	153	(300)	
Third   Materiang   156 (124)   15 (107)   1451 (167)   151 (159)   151 (159)   151 (159)   151 (159)   151 (159)   151 (159)   151 (159)   151 (159)   151 (159)   152 (159		noi	3	direct de Cault	2	1	-	5	÷	Ē	: 5	9	: 5	9
North		(	Total	Masivane	35	(7,4)	2	1.0	145	15 (2)	121	95	2155	9000
N. E.   Chaire is Coule   St. (125)   1.25		*	No.	Montenne	300	į	•	9	100	6	3	6.5	3	g
Seath   Mainwage   Col. (177)   10 (177)		13/ <sub>4</sub>	2	Ourhe de Confle	1 5	1 6		3	3	9	2	9	3	
Total   Charles & Charles   Total   Total   Charles & Charles & Charles & Charles   Total   Total   Charles & Charles		(F)	5	Morioore	8	22.0	- 17	5	3	5	2	5	Ē	900
S.W.   Carde is Guide   City   City		005	Total	Charles de Caulle	77.	27.0	=	ē	1.78	9 63	242	989	2,811	000
New    M 1		3	Jac Carl		i e	,	6	,	8	•	5	-	8	
N. E.   Charle of Grade   136 (177)   150 (147)   15	m:	ę	North	Monivore	8	(48.3)	102	95	800	ĵ	4	Ę	2048	1000
Total   Monicoga   1299 (454)   137 (44)   1293 (465)   13 (44)   1293 (465)   13 (45)   139 (455)   13 (45)   139 (455)   1		805	Z Z	Ourley de Goalle	765	6.60	8	3	36	3	27	3	27	1000
Seric   Holestweek   21 (192)   11 (44)   196 (113)   10 (44)			Top_	Marieman	1.254	9 (4)	2	2	ž	5 99)	×	Ę	2758	9
S. W.   Carle te Craige   211   (221)   (2	_	,	3	Montenan	5	100	2	3	ž	8	=	3	272	300
March   Medicing   15 (15.4)   1.0 (15.4)		M3	1	Aller Contracts	1 5		: 2	9	5 5	(6)	2 8	9	1001	6
The contract Country   The c		423	, and	Manipote	9	9 8	`	3 8	3	(65)	2	9	į	9
North		ᅄ	Total	Ourks de Gustie	3	570	5	6	727	(8,68)	2	5	1367	0001
Cont.   Cont	_		North	Monimone	1338	(47.5)	198	3	997	(\$0.5)	=	9	3237	8
No.   Maintenger   177 (254)   17 (154)   1754 (657)   17 (154)			N.	Man Tee Toure	175	961)	42	92	123	(6.8.8)	3	ŝ	191	900
N. E.   Main The These   Tri (18.7)   13 (12.1)   1,501 (62.2)   114 (12.9)     N. E. L.   Canif.d. in Result   15 (18.2)   15 (18.2)   15 (18.2)   15 (18.2)     N. West   Canif.d. in Result   15 (18.2)   15 (18.2)   15 (18.2)   15 (18.2)     N. West   Canif.d. in Result   125 (18.2)   12 (18.2)   12 (18.2)   12 (18.2)     N. West   Canif.d. in Result   125 (18.2)   12 (18.2)   12 (18.2)   12 (18.2)     N. West   Canif.d. in Result   12 (18.2)   12 (18.2)   13 (18.2)   13 (18.2)     N. West   Canif.d. in Result   12 (18.2)   13 (18.2)   13 (18.2)   13 (18.2)     N. West   Canif.d. in Result   12 (18.2)   13 (18.2)   13 (18.2)   13 (18.2)     N. West   Canif.d. in Result   12 (18.2)   13 (18.2)   13 (18.2)   13 (18.2)     N. West   Canif.d. in Result   12 (18.2)   13 (18.2)   13 (18.2)   13 (18.2)     N. West   Canif.d. in Result   12 (18.2)   13 (18.2)   13 (18.2)   13 (18.2)     N. West   Canif.d. in Result   12 (18.2)   13 (18.2)   13 (18.2)   13 (18.2)     N. West   Canif.d. in Result   12 (18.2)   13 (18.2)   13 (18.2)   13 (18.2)     N. West   Canif.d. in Result   12 (18.2)   13 (18.2)   13 (18.2)   13 (18.2)     N. West   Canif.d. in Result   12 (18.2)   13 (18.2)   13 (18.2)   13 (18.2)   13 (18.2)     N. West   Canif.d. in Result   12 (18.2)   13 (18.2)   13 (18.2)   13 (18.2)   13 (18.2)     N. West   Canif.d. in Result   12 (18.2)   13 (18.2)   13 (18.2)   13 (18.2)   13 (18.2)     N. West   Canif.d. in Result   12 (18.2)   13 (18.2)   13 (18.2)   13 (18.2)   13 (18.2)     N. West   Canif.d. in Result   12 (18.2)   13 (18.2)   13 (18.2)   13 (18.2)   13 (18.2)   13 (18.2)   13 (18.2)   13 (18.2)     N. West   Canif.d. in Result   12 (18.2)   13 (			1	Monivone	Ę	9	72	12	325	6.53	1	2	2,017	9
Sent			N.B.	Mao Tae Toune	ž.	(ZE.7)	2	673	1.681	(523)	214	8,2	2,703	(1000)
No.    1		Fee	Conf. de la Ressie	8	923		g	6	(51.9)	-	S	182	Į	
Section   Monthwest   Section   Se		1	12	54.120	12	8	=	5	7	643	•	5	ส	9
West   Conf.de la Rusic   661 (12.3)   81 (4.4)   12.27 (61.1)   82 (1.4)		(tree	South	Monivon	85	(3)	٢	60	883	(୧୬)	\$3	3	1,356	(1000)
Troid   Monitoring   1,259   12.5   12.4   12.4   12.4   12.5		'n	¥ex	Conf. de la Russie	<b>3</b> 8	67	8	9	12	(61.8)	33	9	2013	90
Minch   Monivers   131 (44.2)   15 (0.2)			Total	Monimon	1239	ક્	2	32	3	619	z	5	787.0	100
East			Nort	Montank	ľ	(0,0)	•	(0.0)	•	6	٠	(0.0)	0	(1000)
Seath		ı	7	Conf. de la Russie	25	3	•	(0.2)	915	(53.9)	R	6.5	1,699	0000
Send   Manhwag   173 (42,7)   3 (0.7)   207 (31,1)   22 (54)		Ro V	ag	St.120	ij	(52.9)	•	6	358	£	==	9	8	90
West   Conf. de la Remis   1.547   (46.4)   112   (20.4)   (4.77   113   (20.4)   (4.77   113   (20.4)   (4.77   113   (20.4)   (4.77   (20.		١.	South	Monivong	173	(42.7)	c	(C.D)	ä	(51.1)	ជ	(5.4)	ş	<u>§</u>
West   Conf. de la Reade   645 (Se.7)   10 (65.2)   10 (2.4)			Total	Conf. de la Rustie	Ť	(46.4)	22	(6.4)	1,479	(51.0)	73	(21)	2,900	흴
Sum   Markeng   Sold   (444)   51 (14)   1555 (754)   51 (14)     Sum   Markeng   Sum	-		¥	Coaf, de la Russie	\$	6.9	3	£	316	(\$6.2)	2	5	1,274	(100°)
Section   Proceeding   Process   P	XIE	ņ	North	Monroag	3	6	5	3	8	(F)	2	?	2,767	9
Table   Maximum   Maximu	AV 1	юç	<b>a</b> :	Conf. de la Russie	8	6	•	G (	28	9	2	9	ă '	
Sent	11 3		3	84120	'	9		9	•	8	•		9	
West	D 180		ē,	Monivorg	1	(TE	=	2	7703	(00)	3	3	25	000
Nearth Maniparay   2	ner	14	900	Monroag	· <u>F</u>	6 6	•	6 8	. 5	8		9	9	
Section   Process   Process   Section   Process   Process   Section   Process   Process   Process   Section   Process   Proc	202	a		COM, DC II RESEC	ŧ, '		•	2 6	i t	, i	3 '	3 6	3 5	į
No.    TWO	Ų; De	Noct.	SECULION STATE		1	•	9 6	!	6	•	9 6	3 6		
Sept.   St.   St	`	s	3	Co 170	·   =			3 6		1	٤.	É	8	
North Analysing			1	X.120	3	(4)		3 5	2		3	3 6	787	
West Conf.ct is Resident   West Conf.ct is Res			1	7	•	9 6	•	9 6	•	3 8		9 6		
North Conf. of the National   Nort		kı	77.77	Alexander Company	. \$		•	9	Ě	5	' <u>'</u>	9	, 27	
The de late in the de late   Conf. of the la		43	100	CORT OF IN RESERVE	3 3	1	٠.	2	3 5	1	3 4	9 5	į	٤
Total   Const. G is Nearly   Total			North	BEAUTOM	3	(49-1)	•	<b>(1)</b>	3	6	<b>^</b> :	28	3 !	
North   Mealway   779 (25.4)   54 (1.5)   2.131 (69.4)   106 (3.5)			Total	Conf. de la Russie	59	ŝ		E23	â	3	3	3	1573	300
West Outcle   Reads   1,596s (15.5)   15.2			North	Monimong	£	(55.4)	3,	3	2131	\$	28	2	303	ğ
South Moniverse 569 (32.2) 15 (0.9) 1,005 (62.2) 10 (4.5)			West	Coaf de la Russie	1,986	(35.9)	153	g	3,287	(59.3)	=	62	5,539	<u>8</u>
S.E. Salto 506 (49.1) 24 (2.3) 445 (47.0) 16 (1.6)			South	Monivorg	569	55	2	8	1,095	3	8	3	1,759	흵
			IJ	\$2.120	ŝ	(49.1)	*	9	\$	6	4		:	S

Table A4.6.3 (b) Evening Peak Hour's Traffic Volume at Roundabouts

Table A4.6.3 (b) Evening Peak Hour's Traffic Volume at Roundabouts

1-4		E		j										
	Rotary		ž	Name	N HÖT	elicles	Heavy V.	clicles	Motorc	gdes	Cyclo & ]	Bicycles	Ē	-
Name		•			which	5	vehicle	5	which	*	which	8	vehick	¥
March   Marc	_		North	Могофон	287	(17.9)	51	(0.7)	161,2	(78.1)	19	(23)	2,693	(100.0)
Controlled   Con		P	*	Monivong	22	(112)	5	3	3,25	(86.4)	133	62	6,885	(1001)
Column			South	N.R. No.2	203	17	33	(6.0)	3,478	£1	116	5	4.138	(1000)
March   Marc		_	Fami	2 No. 2	3	9	9	3.5	3,440	12.5	8	5	3,946	0001
March   Marc		7 10	7		900	(11.0)	673	5		.000	8	ş	17 (6)	800
Contributed		<u> </u>	1											1
Mainthone   Main	·	P	1	Honorout .	3	1	2 1	2			: :	1		
MAR. No. 2   MAR	<u>_</u>	101	ž	Monte	į	•	À	<u>(1</u>	7,4	(1 (e)	\$ 	<del>(17</del> )	700	(1
March   Marc		q-1	Zoed)	N.K. No.2	331	2	7	6	3,473	(83	ĝ	3	4.40	(0001)
Name		10	Era	N.R. No.1	492	3	23	(g	6,252	8	178	9	6,947	900
Note		10.4	Total		2,064	5	52	60)	14,336	(84.6)	8	J	16,939	(1000)
Mailor   M	_		North	Noradom	Ŗ	6.83	3	16.01	2681	(0.53)	2	3.5	3.229	(000)
Name	-	÷	3	Monitorne	597	5	2	Ş	2.63.5	(6) N	-	5	6013	0000
Name   San		10	1	7 7 7	:				1777	į	•	į	78.5	0000
No.    -	Ħ	B 00	7.00 A.F.	-	(me)	3	3			1	3	200	1	
Mainted   Main	1	-	3	N.R. No.1	Ę	<u> </u>	7	2	2,609	(SS)	132	3	3,259	96
Note			202	51.93	8	3	-	<u>ē</u>	1,108	<u>2</u>	25	5	3	9
Mainteen		,	3	R 3	큠	S.	•	5	1,022	(B)	<b>R</b>	ş	77	(100E)
Note   Column   Col		÷	South	Mostrong	â	(14.6)	ဌ	0,2)	333	8. L.	185	£	4,131	900
Monitrical   Monitorial   Monitrical   Mon		_	4.6	Fance	283	(12.7)	7	0.1	1.816	(8).4)	821	(3.5)	22.50	(TDOD)
Moniford    _	÷	1 3	7 2 2 2			ŕ			9	7	6	ŀ	2	
Monthrith   Mont	-	_	1		3		•				3	•		9
Total   Nothbound   Note   N	_	12	E.M.	37.76	917	(M)	۰	(rn)	Ċ.	Š	5	(mr)	7	
North	100	200	Total		1,710	(134)	\$	9	3	£.	8	9	12,787	90
Main	881		North	\$2.33	35	6.9	•	(9.0)	Ą	(83.3)	102	<b>(</b> 9	100	(1000)
Mailvost    1/	r'es	West	<b>E</b> 3	011	(8,9)	2	5	101	(877)	8	S	821	900	
Monthful Number	-	<u> </u>	3	Moslome	59	704	*	602	2.450	650	***	. 5	1230	(1000)
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#### A4.7 TRAVEL SPEED SURVEY

### A4.7.1 Design of Survey

## a. Survey Routes

Travel speed survey was carried out to grasp necessary data and informations for the further analysis of the bottleneck points of the entire traffic flow in the Study Area. Seven (7) routes were selected along the arterial streets such as major radial roads and circular roads in the central districts of the Study Area. The routes of the travel speed survey are shown in Figure A4.1.2 (c).

## b. Survey Item and Time Duration

Floating car method was applied to carry out the travel speed survey. This survey was conducted for three (3) repetitions on average in the morning, evening, and lunchtime peak hours of weekdays. Before conducting the survey, several checkpoints were selected along the survey routes; mainly those checkpoints are major intersections with traffic signals and roundabouts crossing with the other arterial roads. During the surveys, time of passing the checkpoints and time of stop and re-start, in case of brief stopping, were recorded with cumulative distances.

# A4.7.2 Survey Output

Table A4.7.1 shows the brief summary of the travel speed survey carried out from mid May and mid August of 2000.

Route		Street Name	Direction	AM	Noon	PM	Average
TDC 01		Towns / Manadam	N-bound	24.5 / C	28.2 / C	26.1/C	26.3 / C
TS-01		France / Norodom	S-bound	24.4 / C	29.0 / C	22.7 / C	25.4 / C
200 00	spg	V	N-bound	21.4/C	26.2 / C	22.3 / C	23.3 / C
TS-02	Radial Roads	Monivong	S-bound	22.7 / C	26.3 / C	22.5 / C	23.8 / C
TS-03	lial	Charles de Gaulle /	NE-bound	15.6/D	20.4 / C	17.0 / D	17.6 / E
13-03	Rac	Monireth	SW-bound	18.1 / D	17.5 / D	17.3 / D	17.6 / D
TS-04		Confederation de la	E-bound	28.2 / C	39.1/B	28.5 / C	31.9/E
13-04	İ	Russie	W-bound	31.5 / B	37.2 / B	27.3 / C	32.0/E
TS-05	_	Y Di D	S/E-bound	19.0/D	21.9/C	20.5 / C	20.5 / C
13-05	ads	Inner Ring Road	W/N-bound	19.1 / D	21.1 / C	20.0/C	20.1 / C
TS-06	r Rc	Kim Il Sung / Mao Tse	S/E/N-bound	22.3 / C	29.8 / C	22.7 / C	24.9 / C
19-00	Circular Roads	Toung / Sisowath	S/W/N-bound	23.9 / C	27.4 / C	21.7/C	24.3 / 0
TC 07	Circ	Jawaharlal Nerhu	S/E-bound	17.1 / D	24.2 / C	20.7/C	21,0/0
TS-07		/ Sihanouk	W/N-bound	19.4 / D	24.0 / C	18.1 / D	20.6 / 0

Table A4.7.1 Summary of the Travel Speed Survey & Level of Service

Unit of Speeds: km/h

On radial roads, consisting four (4) routes, average travel speed were ranged from 17.6 km/h on the routes along Charles de Gaulle and Monireth Blvd's (TS-03) to 32.0 km/h on the route along Confederation de la Russie Blvd (TS-04). Average speeds on the route along France/Norodom Blvd's (TS-01) and Monivong Blvd (TS-02) were 25.8 km/h and 23.6 km/h respectively. Present levels of service of these roads are ranged from Level B (TS-04) to Level D (TS-03), and average is considered as Level C.

On circular roads, consisting three (3) routes, average travel speeds were 20.8 km/h on the route along Sihanouk and Jawaharlal Nerhu Blvd's (TS-07), or 24.6 km/h on the route along Sisowath, Sothearos, Mao Tse Toung, and Kim II Sung Blvd's (TS-06). In addition, it was also observed that average travel speed was 20.3 km/h on the route along the Inner Ring Road (TS-05). Present levels of service of these roads are considered as Level C.

### A4.8 COMMODITY MOVEMENT SURVEY

### A4.8.1 Design of the Survey

# a. Survey Stations

The commodity movement survey was carried out to collect necessary data and information for estimating the present freight demand linked road sector in the Study Area. Thirty (30) major transports related companies/organizations (i.e. cargo, petroleum, construction, industry companies/factories, and some public service) were selected for to be interviewed at random basis in advance. Moreover, inter-regional terminals (i.e. airport, railway station, river port, and land port [container yard]) were also appointed for additional interview to cover feeder movements of inter-regional transport. Besides that, some international organizations (i.e. the Cambodia Red Cross, the World Food Programme [WFP], and the Cambodian Mine Action Center [CMAC]), based in the Study Area and operating their own fleets for relief activities, were appointed as well to cover still relatively large part of the role regarding the commodity movement throughout the country.

### b. Survey Item and Method

Several teams of interviewers would be deployed throughout the Study Area to collect necessary data

with a request letter provided by DPWT. At the selected companies/factories/warehouses or interregional terminals, if the records of freight operations were obtainable, they were collected by interviewer, and if they were not, the cargo trucks coming into or going out from those facilities were interviewed directly at random basis. Table A4.8.1 shows outline of the commodity movement survey.

#	Survey Item	Contents
(1)	Company Attributes	- Name & Address of Company
		- Category
		- Number of Fleet
(2)	Trip Informations	- Number Plate (if possible)
	- Number of Trip per l	
		- Origin & Destination
		- Trip Time
		- Loading Items
		- Loading Volume

Table A4.8.1 Outline of the Commodity Movement Survey

A4.8.2 Survey Output

## a. Effective Number of Sample

Total of one (1) supervisors and six (6) surveyors were mobilized from early June to mid June 2000 into the Study Area. After completion of the error check, the total number of effective interviewed samples became five hundred ninety-nine (599) with nine hundred eighteen (918) trips. Table A4.8.2 shows the major figures of the commodity movement survey.

Table A4.8.2 Summary of the Commodity Movement Survey

Item	Figures
Estimated Number of Registered Freight Vehicles	11,100
Estimated Number of Registered Heavy Duty Equipment	310
Number of Sampled Vehicles & Equipment	599
Number of Total Trips	918
Sampling Ratio of Vehicles (%)	5.25
Trip Production Ratio (per vehicle, Gross)	1.53

### b. Summary of Commodity Movement

# (1) Category

As shown in Figure A4.8.1, the major category of commodity except "Others" and "Empty/Return" was "Construction" with a share of 23.7%, followed by "Light Industry/Electronics" with 13.7%, "Chemical" with 10.1%

# (2) Trip Time

Average trip time for all cargo truck was estimated around 180 minutes (3 hours), while almost half of their movements were less than 120 minutes (2 hours) and remaining half were more than 120 minutes. The major in the short trip was "less than 30 minutes" with a share of 18.5%, followed by "30~60 minutes" with 14.7%, and the major in the long trip was "4~6 hours" with a share of 21.4%, followed by "3~4 hours" with 15.3% as well. Distributions of trip time are shown in Figure A4.8.2

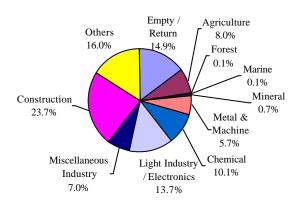


Figure A4.8.1 Category of Commodity Movement

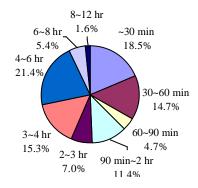


Figure A4.8.2 Trip Time of Commodity Movement

### (3) Origin and Destination (OD)

As shown in Figure A4.8.3 (a) and (b), almost 70% of commodity were originated from inner zone. Within the inner zone, the major origin was "Mean Chey" (zone 0600) with a share of 25.6%, followed by "Tuol Kouk" (zone 0400) with 11.8%. About half of outer zone based movements were originated from the regions along National Route No.4 (zone 4000).

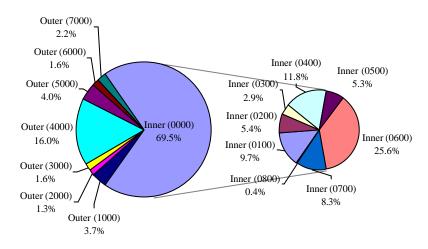


Figure A4.8.3 (a) Origin of Commodity Movement

As shown in Figure A4.8.3 (b), the major destination within the inner zone was "Mean Chey" (zone 0600) with a share of 21.0%, followed by "Tuol Kouk" (zone 0400) with 11.9%, and "Dangkao" (zone 0500) with 9.7%. Within the outer zone, the regions along National Route No.4 (zone 4000) were the major destinations with a total share of 16.4%.

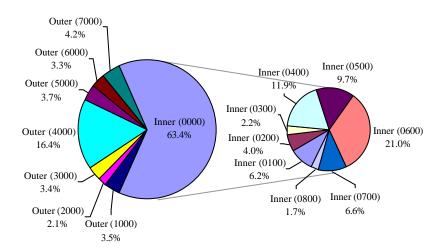


Figure A4.8.3 (b) Destination of Commodity Movement