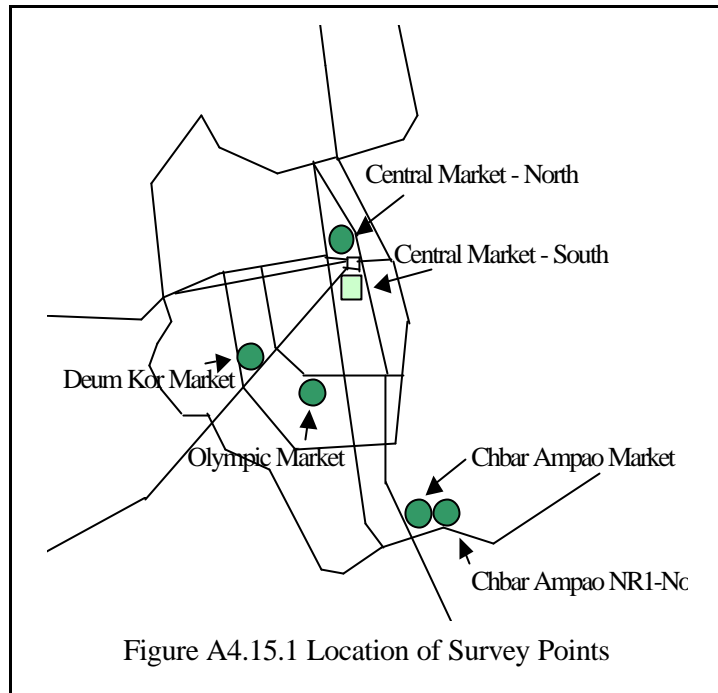


A4.15 BUS/TAXI-BUS TERMINAL TRAFFIC COUNT

A4.15.1 Design of Survey

(1) Objective and Location

Bus/taxi-bus terminal traffic was carried out in order to figure out the number of commercial vehicles and their passengers coming into and/or going out from the bus/taxi-bus terminals. To obtain the characteristics and/or relationship between small-scale public transport mode, such as bus and taxi-bus, and para-transit mode, such as motodop, cyclo, and motorumok, this survey was conducted at four (4) major terminals (6 survey points) in the central districts and adjacent district of the Study Area. The location of survey points is shown in Figure A4.15.1.



(2) Survey Item and Method

The survey contained vehicular and passenger traffic counts by type of vehicle (van, pickup and sedan) every 15 minutes, from 6:00 to 20:00 on a weekday.

A4.15.2 Survey Output

Survey results are summarized in Table A4.15.1 and Figure A4.15.2, and a brief explanation is given below.

- (1) The number of vehicles and passengers to/from all survey points is 13,289 and 114,579 respectively. About 97% (12,852 vehicles/14 hours) and 89% (101,759 passengers/14 hours) of total traffic is taxi-bus traffic.
- (2) Usually, peak hour traffic in many terminals occurs from 6:00 to 7:00 in the morning and some terminals are observed to have peak hours of afternoon and evening traffic. The largest peak traffic volumes of 488 vehicles/hour and 4,372 passengers/hour have been recorded at Central Market-North.
- (3) 14-hour counts of bus and bus passenger traffic reach 437 and 12,820 respectively. Inbound and outgoing peak hour traffic can be seen from 6:00 to 7:00 and from 14:00 to 15:00 respectively.
- (4) The volume of para-transit traffic, such as motodop, cyclo, and motorumok, has also been surveyed at three (3) terminals. Bus and taxi-bus users but also as access modes by market goers use para-transit traffic at terminals that are directly connected to markets not only as feeder trip modes. Based on the recorded share of cyclo traffic, it can be said that it tends to go higher as the cyclo terminal locates closer to the city center. The shares of cyclo traffic at Olympic Market, Deum Kor Market, and Chbar Ampao Market are 42%, 14%, and 2% respectively. Motorumok operation is banned from 7:00 to 19:00 in the central districts where the three (3) terminals are located. Therefore, motorumok traffic to/from Chbar Ampao Market, which is located outside the city center, shows a large volume.

Table A4.15.1 Daily and Hourly Traffic, and Peak Hour Ratio, etc. by Terminal

Terminal Name		Daily Traffic (14 Hours)		Peak Hour Traffic		Peak Hour Ratio		Peak Hour	
		Vehicle	Passenger	Vehicle	Passenger	Vehicle	Passenger	Vehicle	Passenger
Bus									
Central Market South	In-coming	216	5,710	49	980	22.69%	17.16%	6:00-7:00	6:00-7:00
	Out-going	221	7,110	35	1,230	15.84%	17.30%	14:00-15:00	14:00-15:00
	Total	437	12,820	65	1,560	14.87%	12.17%	6:00-7:00	6:00-7:00
Taxi-bus									
Central Market North	In-coming	1,633	14,415	242	2,337	14.82%	16.21%	8:00-9:00	9:00-10:00
	Out-going	1,621	13,904	251	2,035	15.48%	14.64%	9:00-10:00	9:00-10:00
	Subtotal	3,254	28,319	488	4,372	15.00%	15.44%	9:00-10:00	9:00-10:00
Olympic Market	In-coming	1,922	14,133	188	1,452	9.78%	10.27%	8:00-9:00	13:00-14:00
	Out-going	1,932	8,021	215	942	11.13%	11.74%	19:00-20:00	7:00-8:00
	Subtotal	3,854	22,154	333	2,206	8.64%	9.96%	16:00-17:00	7:00-8:00
Deum Kor	In-coming	1,389	12,248	169	1,682	12.17%	13.73%	13:00-14:00	13:00-14:00
	Out-going	1,346	13,014	143	1,768	10.62%	13.59%	8:00-9:00	8:00-9:00
	Subtotal	2,735	25,262	285	2,922	10.42%	11.57%	13:00-14:00	13:00-14:00
Chba Ampao 1	In-coming	960	8,674	138	1,452	14.38%	16.74%	6:00-7:00	6:00-7:00
	Out-going	904	6,687	121	1,362	13.38%	20.37%	6:00-7:00	6:00-7:00
	Subtotal	1,864	15,361	259	2,814	13.89%	18.32%	6:00-7:00	6:00-7:00
Chba Ampao 2	In-coming	577	5,283	83	643	14.38%	12.17%	6:00-7:00	10:00-11:00
	Out-going	568	5,380	69	764	12.15%	14.20%	6:00-7:00	11:00-12:00
	Subtotal	1,145	10,663	152	1,407	13.28%	13.20%	6:00-7:00	10:00-11:00
Total	In-coming	6,481	54,753						
	Out-going	6,371	47,006						
	Total	12,852	101,759						
Grand Total									
	In-coming	6,697	60,463						
	Out-going	6,592	54,116						
	Total	13,289	114,579						

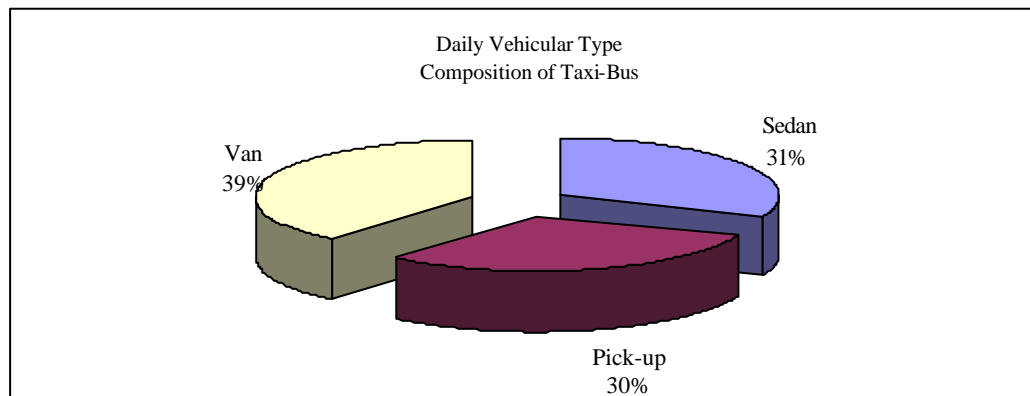
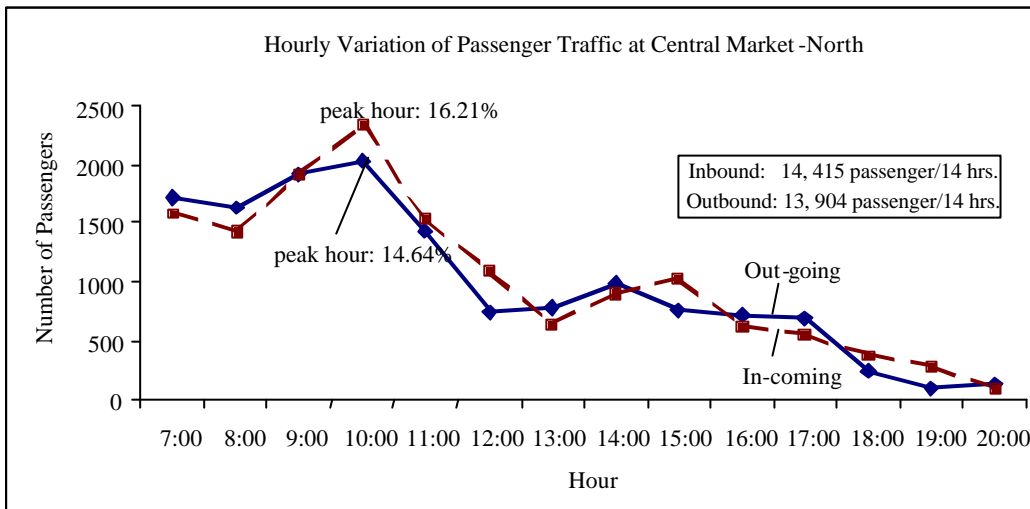
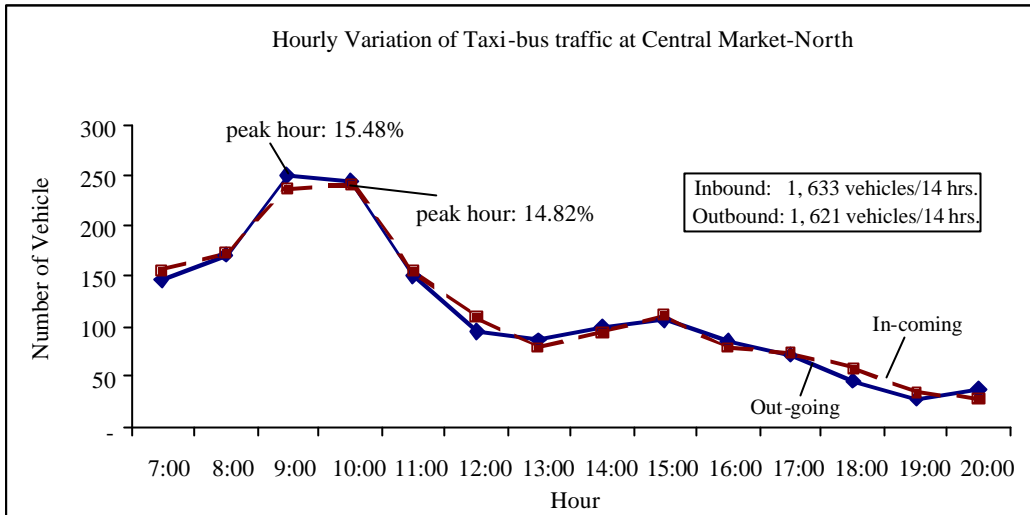


Figure A4.15.2 (a) Bus and Taxi-bus Traffic Count Survey Result - Central Market North

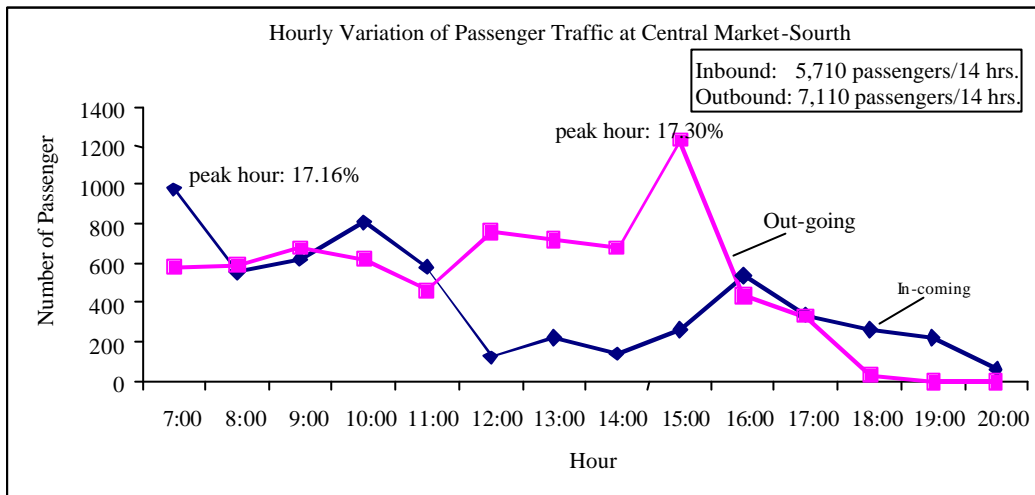
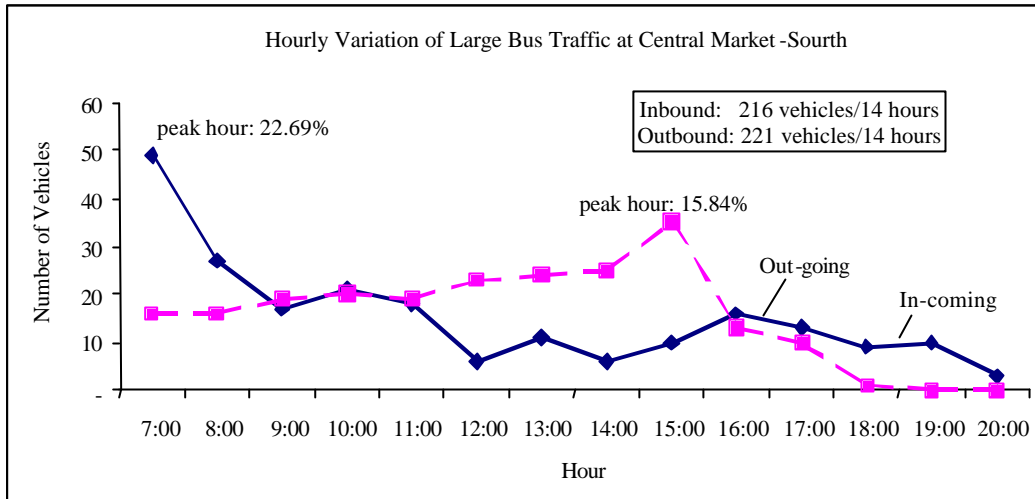


Figure A4.15.2 (b) Bus and Taxi-bus Traffic Count Survey Result - Central Market South

Figure A4.15.2 (c) Bus and Taxi-bus Traffic Count Survey Result - Olympic Market

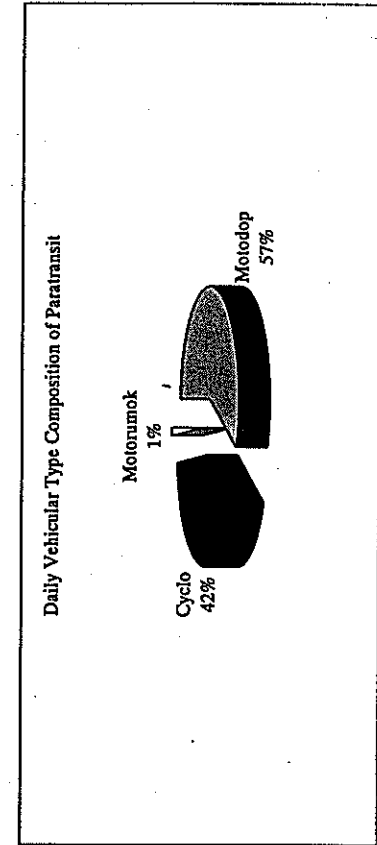
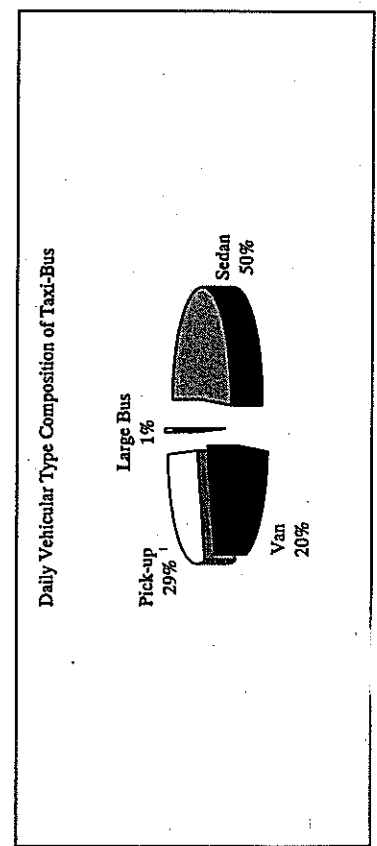
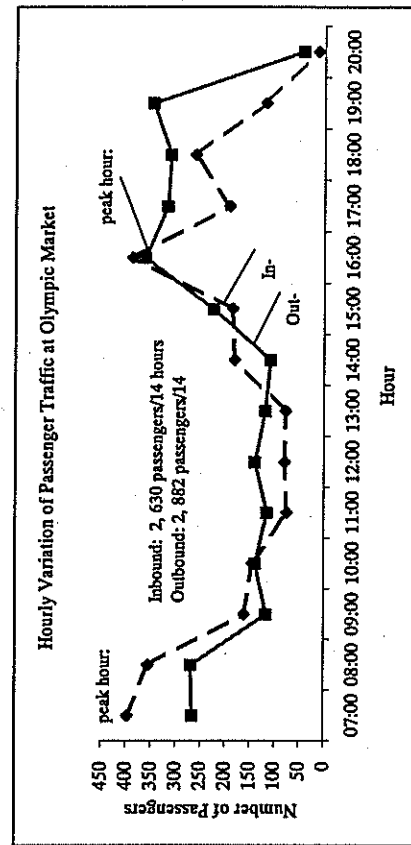
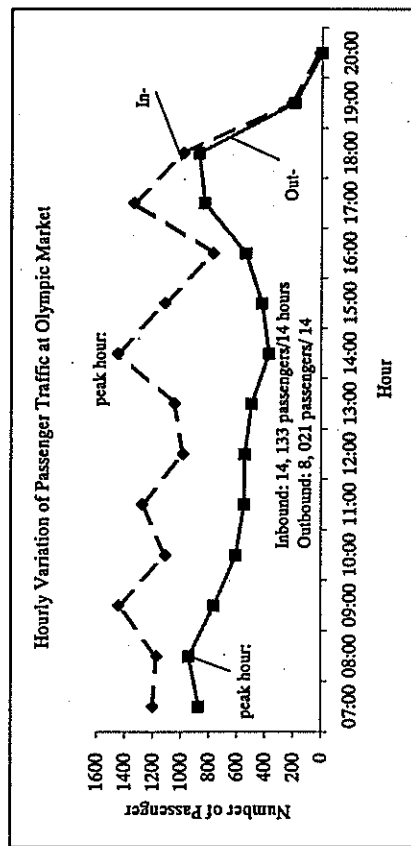
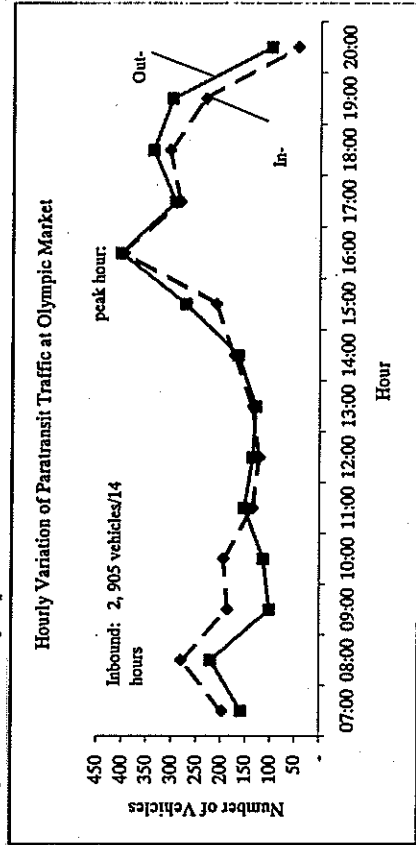
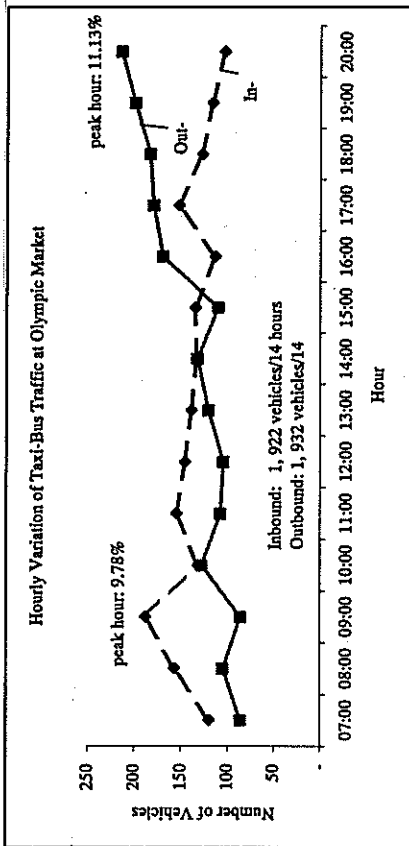


Figure A4.15.2 (d) Bus and Taxi-bus Traffic Count Survey Result - Duem Kor Market

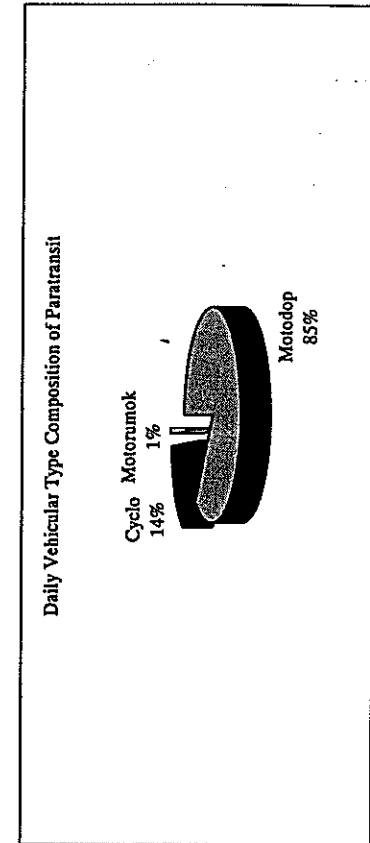
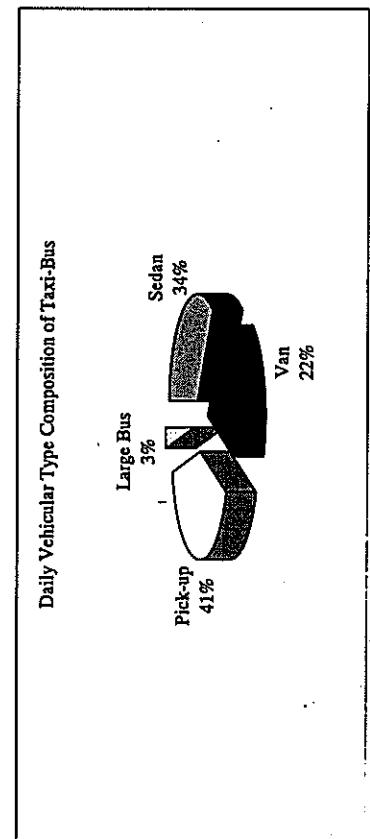
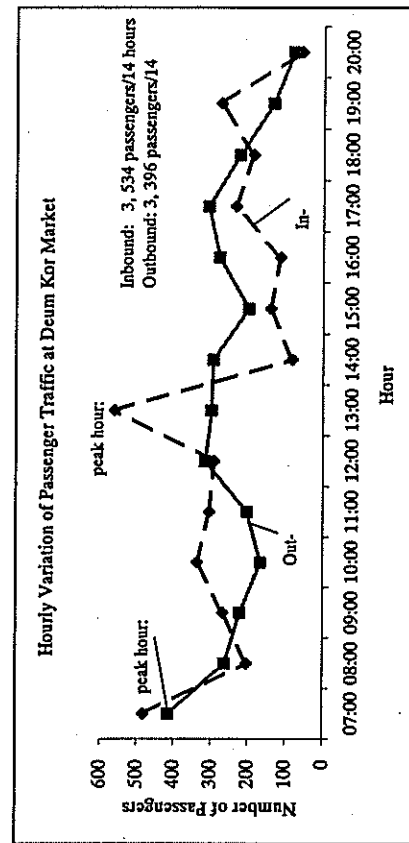
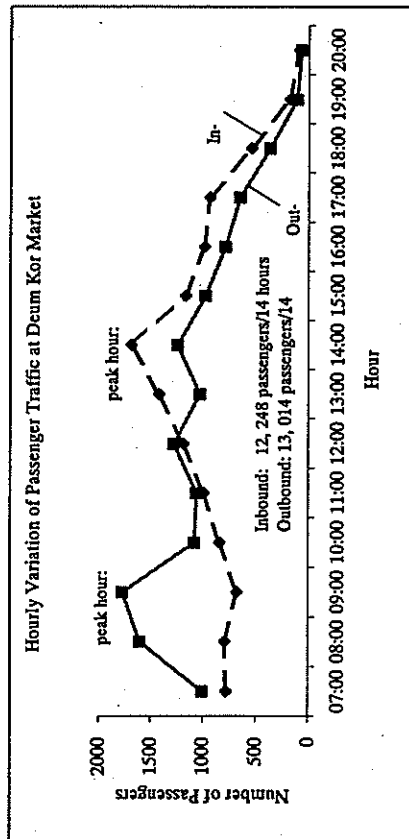
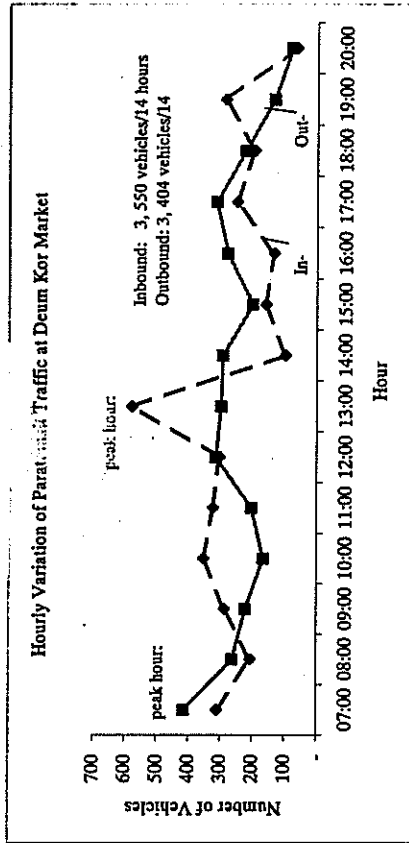
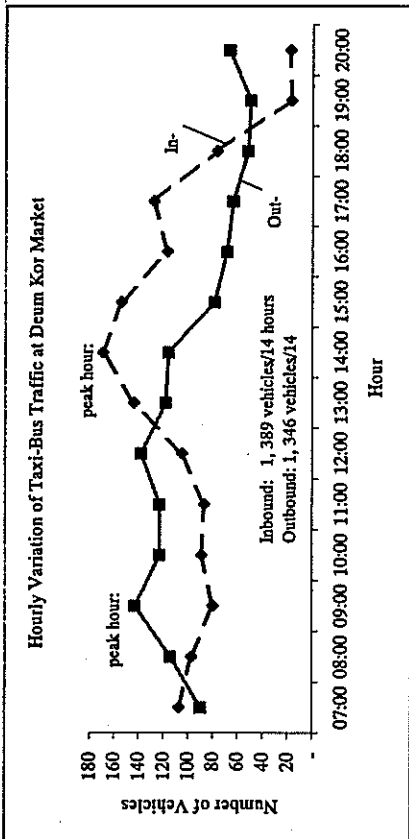


Figure A4.15.2 (e) Bus and Taxi-bus Traffic Count Survey Result - Chbar Ampao Market

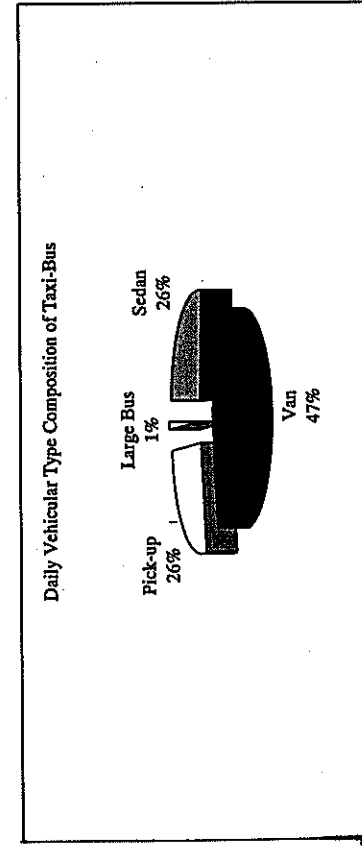
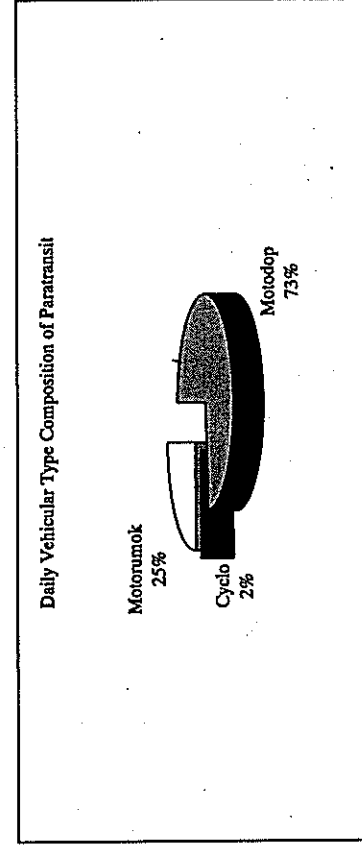
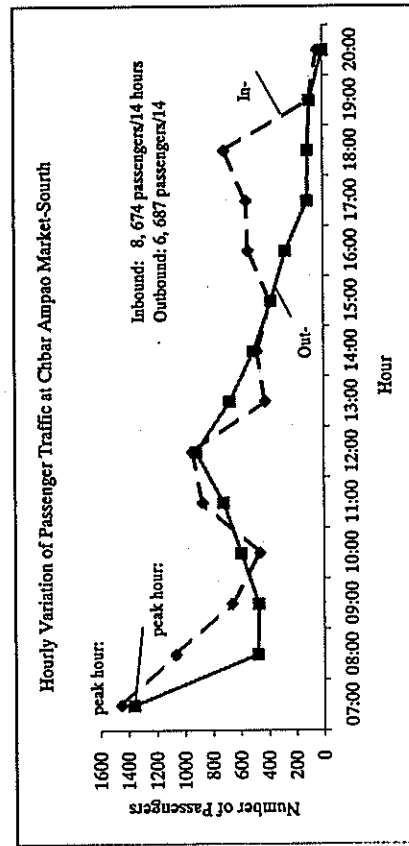
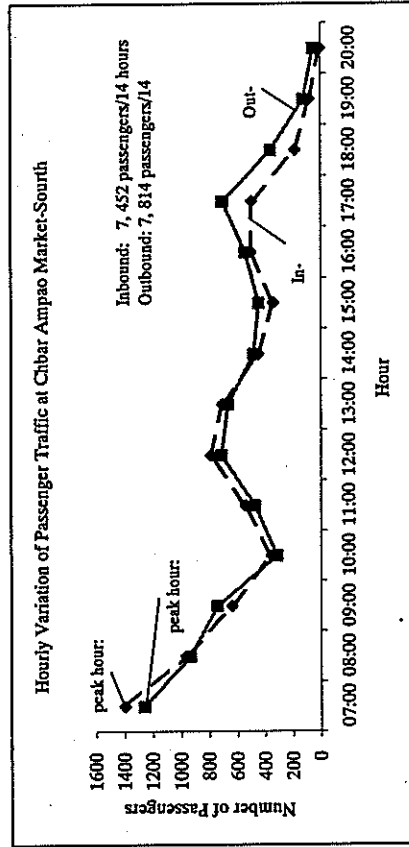
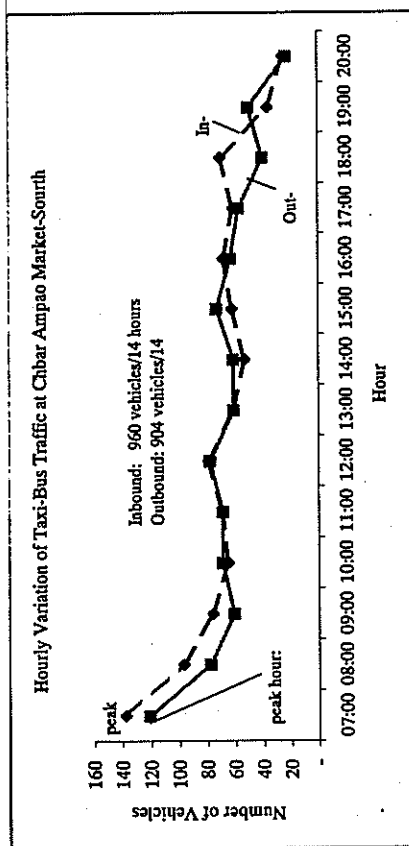
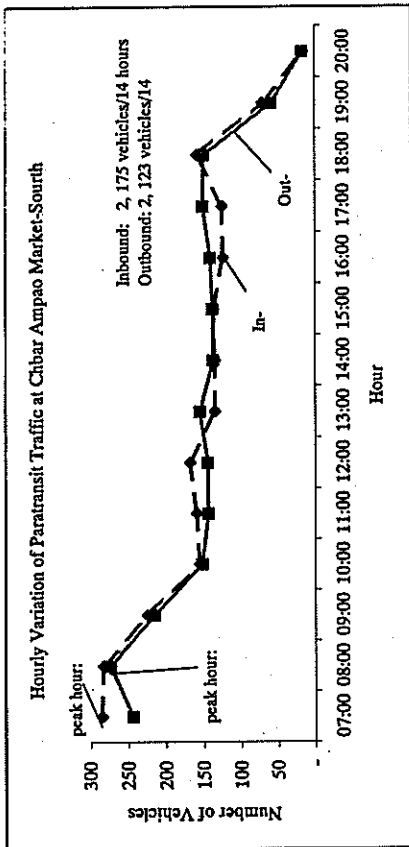
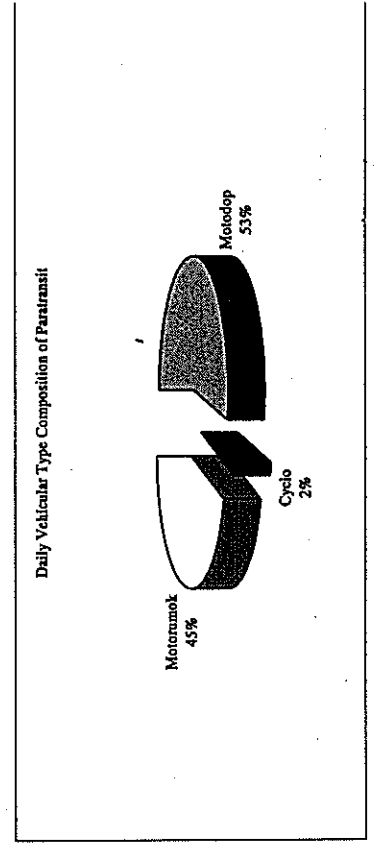
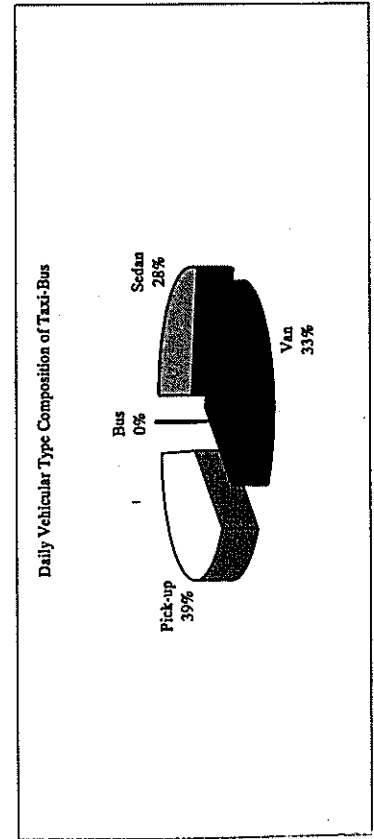
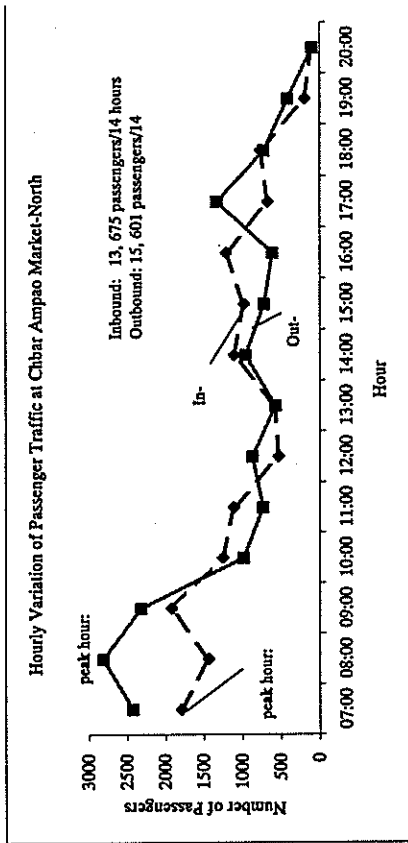
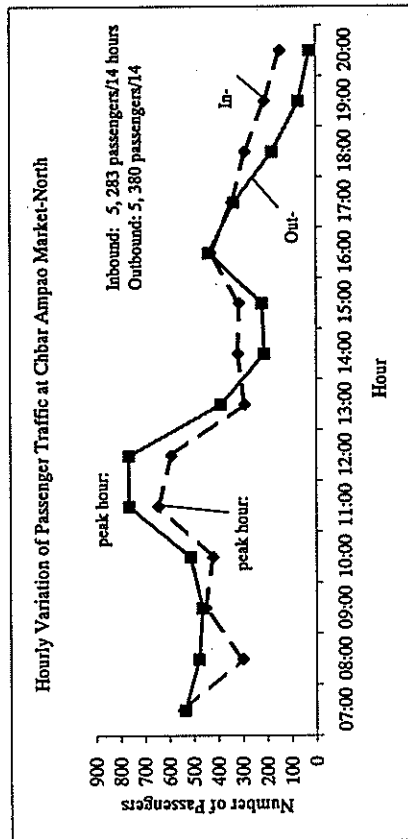
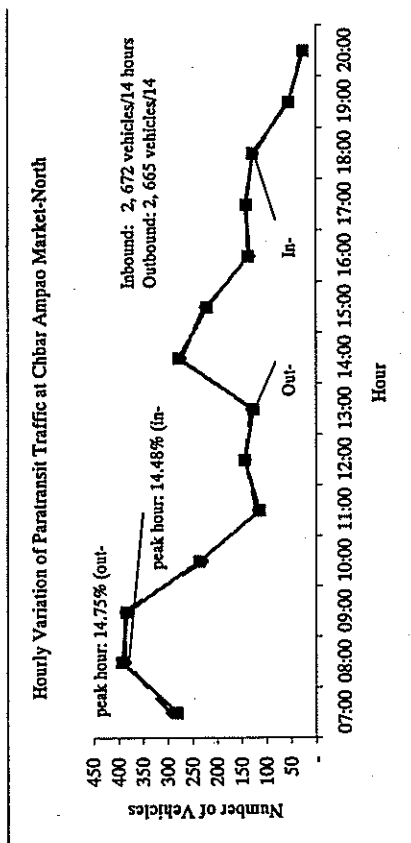
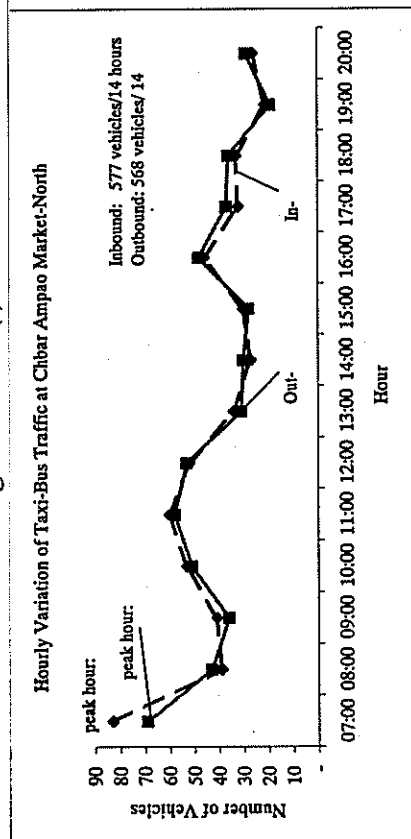


Figure A4.15.2 (f) Bus and Taxi-bus Traffic Count Survey Result - Chbar Ampao NRI North



A4.16 MOTORCYCLE COUNT

A4.16.1 Design of Survey

(1) Objective

Generally, motodops (motorbike taxis) are categorized to para-transit as a public transport mode. However, motodops are the trunk public transport system in Phnom Penh due to the lack of mass transit system. On the other hand, the traffic problems in Phnom Penh are also attributed mostly to motodops, such as congestion along thoroughfares and roundabouts. There is no official number of motodops being operated in Phnom Penh. It is therefore necessary to obtain the total number of motodops and to analyze their operational characteristics as well to improve not only traffic conditions but also urban environment in Phnom Penh.

(2) Survey Method

Through in-depth discussion with both governments' officials during the early stage of the Study, various types of survey methods were proposed to achieve these objectives. Finally, fixed method was called "Marking Sampling." It was done by using some kinds of marker putting on the sampled target before implementation of traffic count, and then counting all target with and without this marker at several points in the Study Area.

A4.16.2 Survey Output

(1) Process

The "Marking Sampling" was carried out on the final day of a series of the traffic survey on June 1, 2000. However, this trial was unfortunately failed due to unpredicted wet weather on that day and the sampled motodop drivers were seemed to be not following properly to our request. Because of this failure, two the other methods were proposed. One was "Lump Sum" method, and another was "Break Down" method.

The "Lump Sum" method is utilizing the accessible data regarding motorbike registration and additional supplement survey observing motorbike with and without number plate at several points in the Study Area. New regulation regarding motorbike registration has been introduced and those data has been obtainable through the Division of Transport, Department of Public Works & Transport (DPWT) recently. The newly registered number of motorbikes from April 1999 to June 2000 under new regulation was utilized together with the former record of registered motorbike as of March 1999, which was verified by the owned vehicle census carried out by DPWT in 1998/99. In addition, an ocular survey by the counterpart team was carried out to verify the share of private motorbikes and taxi-motorbikes (motodops) at several points of the central districts in the Study Area on mid July.

On the other hand, the "Break Down" method is utilizing two different types of data, one is ownership data, and another is person-trip data, which are obtainable through the household interview (person-trip survey) carried out by the Study Team on mid June.

(2) Results

According to the “Lump Sum” method, as shown in Figure A4.16.1, approximately 33,000 units of taxi-motorbike (motodop) were estimated to be operating in the Phnom Penh Metropolitan Area as of June 2000.

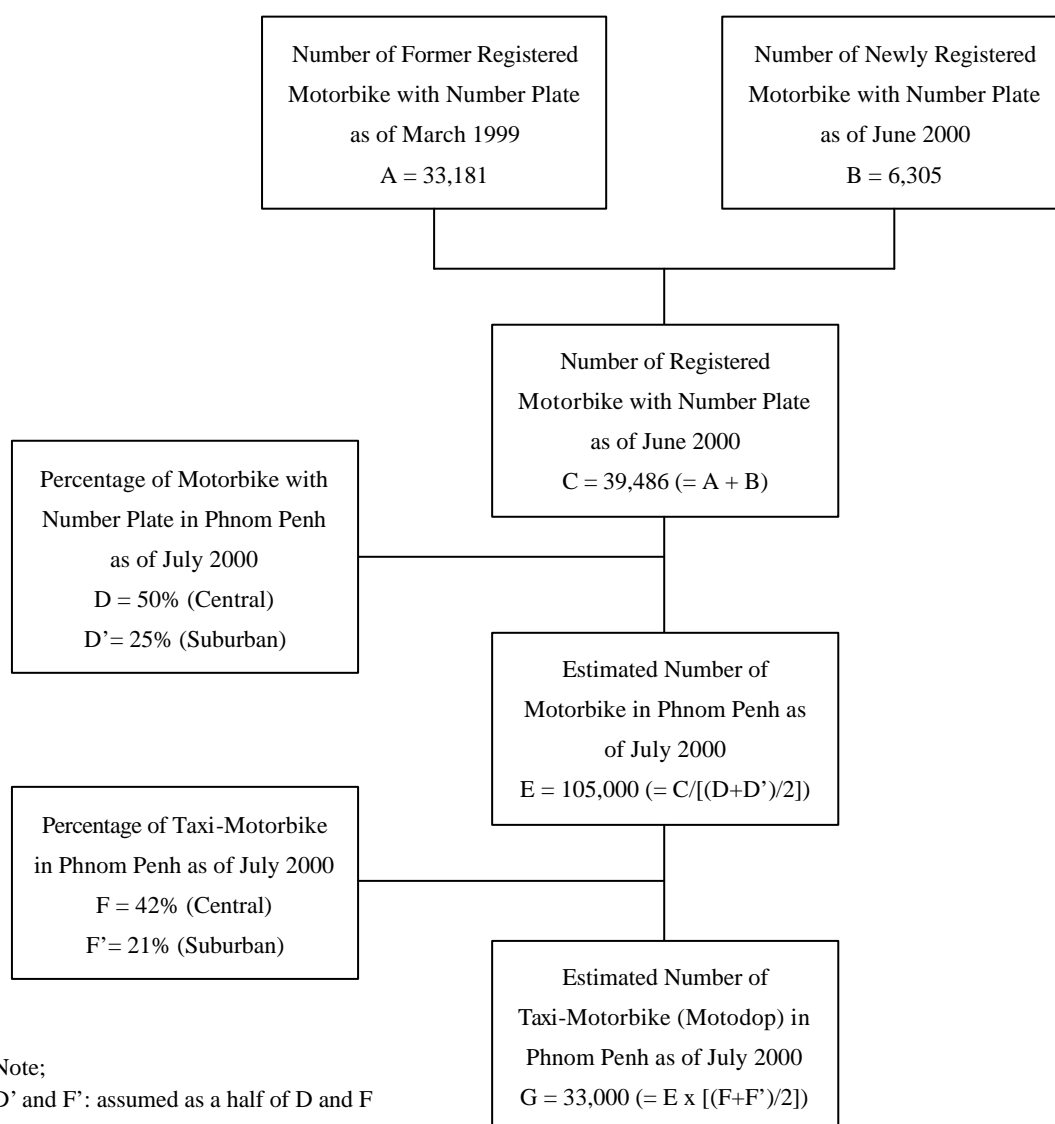
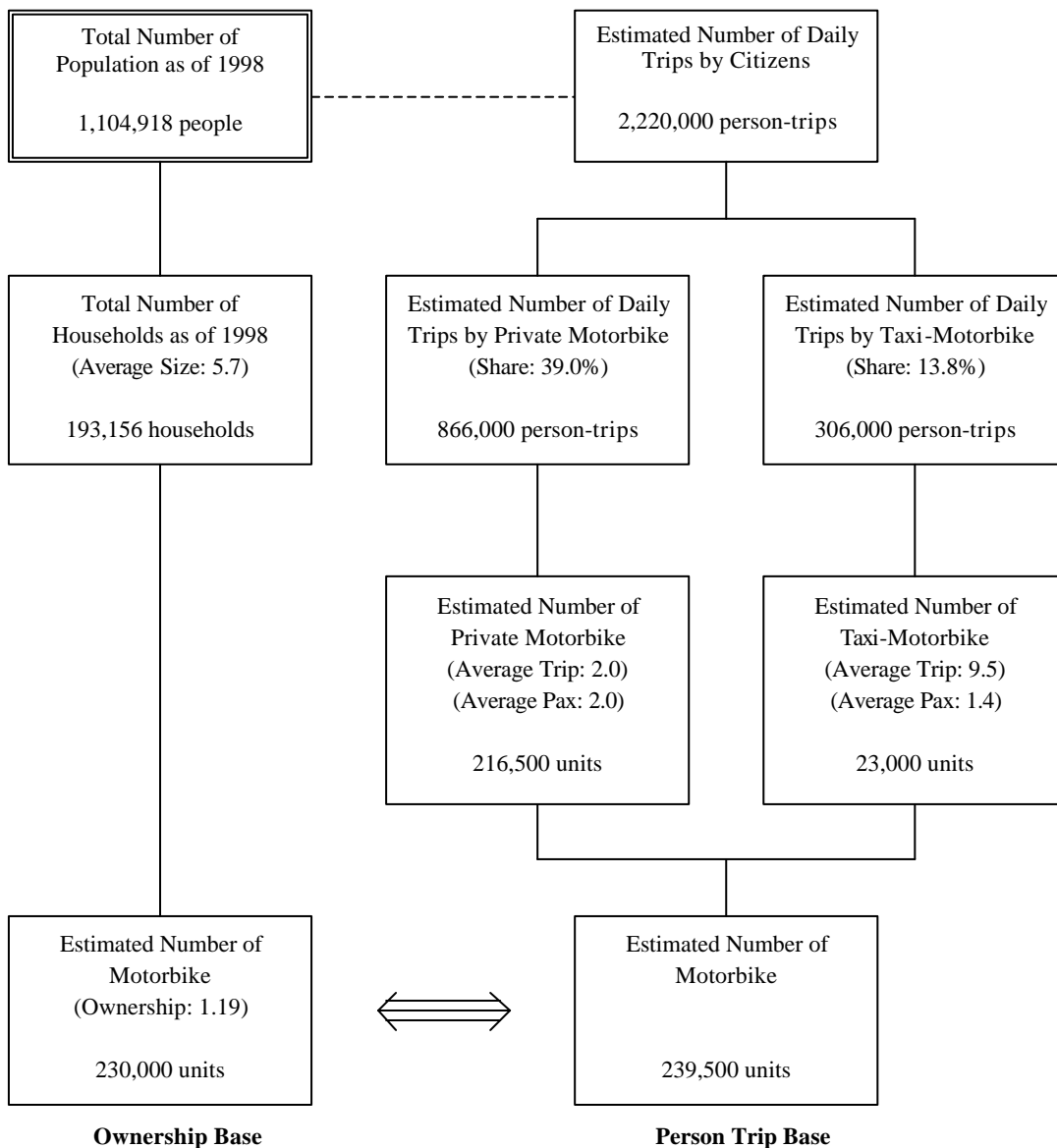


Figure A4.16.1 Estimated Number of Private & Taxi Motorbikes in the Study Area (Lump Sum)

On the other hand, according to the “Break Down” method, as shown in Figure A4.16.2, approximately 23,000 units of taxi-motorbike (motodop) were estimated to be operating in the Study Area as of June 2000. Furthermore, approximately 216,500 units of private motorbike were considered to exist in the Study Area, although some of those private motorbikes might be operating as a part-time taxi-motorbike (motodop).

In addition, from the result of ownership survey, number of motorbike in the Study Area was estimated approximately 230,000 units in total.



Source;
JICA Household Interview (Person Trip Survey) 2000

Figure A4.16.2 Estimated Number of Private & Taxi Motorbikes in the Study Area (Break Down)

A4.17 PRESENT OD AND TRIP DISTRIBUTION

A4.17.1 Present OD

(1) General

Precise zonal OD tables should be compiled in terms of trip purposes and/or trip modes by using not only various production rates but also characteristics of each traffic zone (i.e. land use, commercial activities, transport terminal activities, etc.) and its trip generation and attraction rates.

However, this phase of the Study, some of those figures have not been fixed yet. Therefore, the distribution of trips made by residents in the Study Area has been estimated by using the expansion ratio simply calculated from the number of sampled individuals and the number of residents in the each traffic zone for information purpose and attachment to the report, and detail analysis will be carried out the second phase of the Study. (See Table A4.17.1)

According to above-mentioned approach, the all-purpose trips generated from the Study Area were estimated roughly 2,220 thousand trips per day. Among them, 2,190 thousands trips, shared almost 99% of all-purpose trips, were assumed as the metropolitan area (7 districts with 76 sub districts in MPP, and 3 districts in Kandal Province) based “Intra-Area” movements. In addition, 1,095 thousands trips, shared about 49% of all-purpose trips, were assumed as urban area (4 districts with 41 sub-districts in total) based “Intra-Urban” movements.

Figure A4.17.2, A4.17.3 and A4.17.4 shows desired lines between traffic zones within the Study Area, Suburban Area and Urban Area separately. Note that some desired lines in the charts were combined together or omitted for briefing purpose, and the movements within the same zone do not appear on the charts, since those movements carry same origin and destination (OD) in the charts.

A4.17.2 Trip Distribution

(1) Trip Distribution by Large Zones

Within the Study Area by district base (Large Zones), tight connections over 50,000 trips were observed between “Chamkar Mon” (zone 0100) and “Doun Penh” (zone 0200) with 71,400 trips, followed by “Chamkar Mon” (zone 0100) and “Mean Chey” (zone 0600) with 55,000 trips, “Doun Penh” (zone 0200) and “Tuol Kouk” (zone 0400) with 50,100 trips.

However, about three-quarters (3/4) in average, ranged from 65% (zone 0200) to 92% (zone 0800), of entire trips were estimated that terminating their trips within the same district (“Intra-Zonal” movements) as shown in Figure A4.17.1.

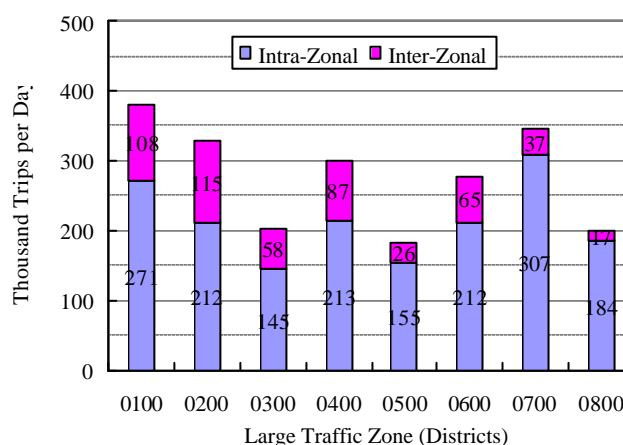






Figure A4.17.1 Intra-Area Trip Distribution

LEGEND
 Scale 1cm = 75000

	< 10,000
	< 20,000
	< 40,000
	> 40,000

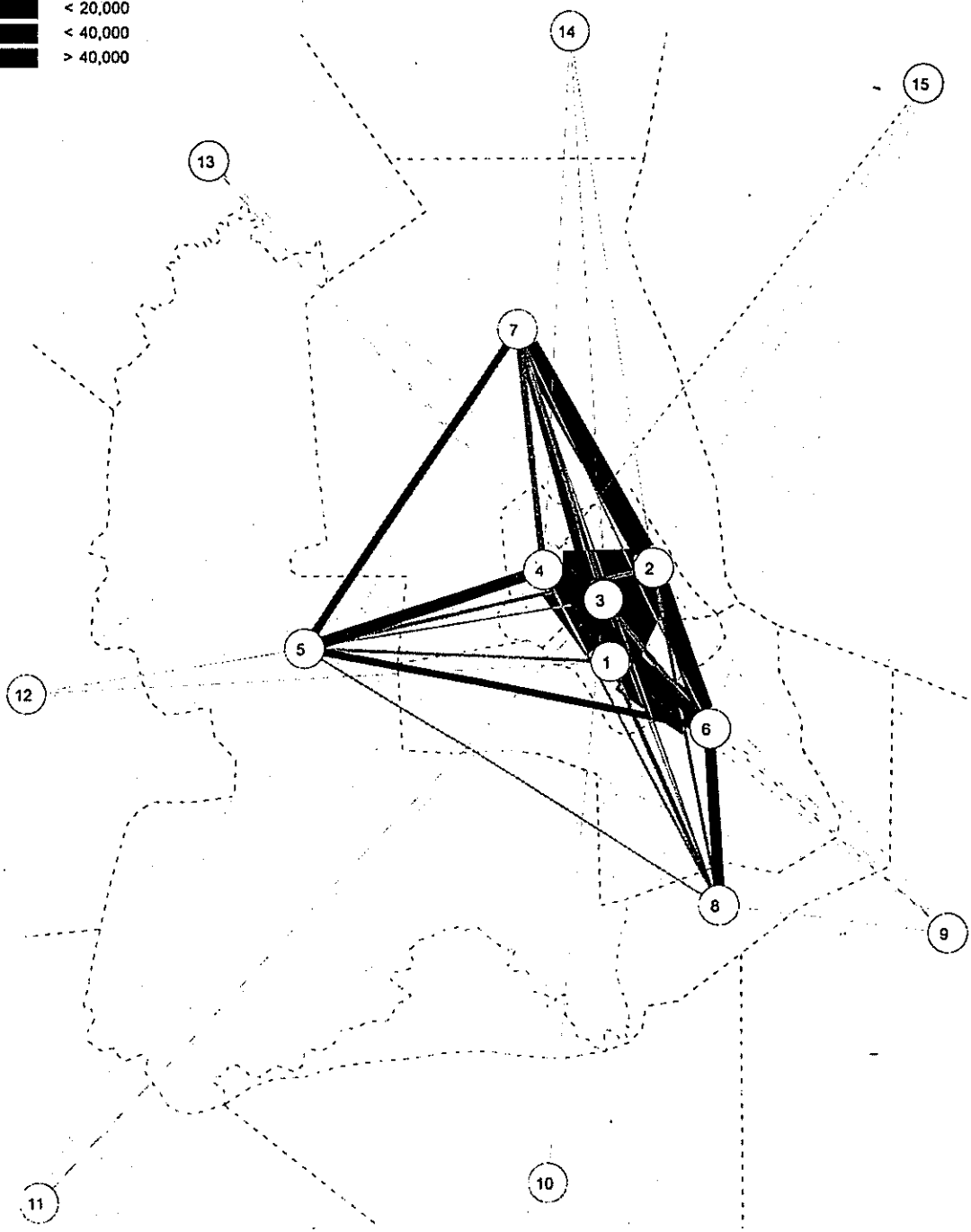


Figure A4.17.2 Desired Line in the Study Area (Large Zones)

(2) Trip Distribution by Middle Zones

Within the Study Area by combined sub district base (Middle Zones) except urban area, relatively tight connections were observed between both sides of “Tonle Bassac” (combined zone [62, 63] and [59~6174]) with 23,400 trips in total. The other relatively tight connections were also observed along the National Route No.5 between mid part of the west bank of “Tonle Sap” (combined zone [66, 68, 70]) and southern part (combined zone [22, 23]) and northern part (combined zone [67, 75, 76]) of same area with 15,700 trips and 11,800 trips respectively. Furthermore, the trips between “Stueng Mean Chey” (zone 57) and west part of “Chamkar Mon” (combined zone [3~12]) and south part of “Tuol Kouk” (combined zone [32~37, 40, 41]), and the connection between “Boeng Tumpum” (zone 58) and west part of “Chamkar Mon” (combined zone [3~12]) were also estimated relatively tight connections with 12,600 trips, 10,700 trips, and 15,800 trips respectively.

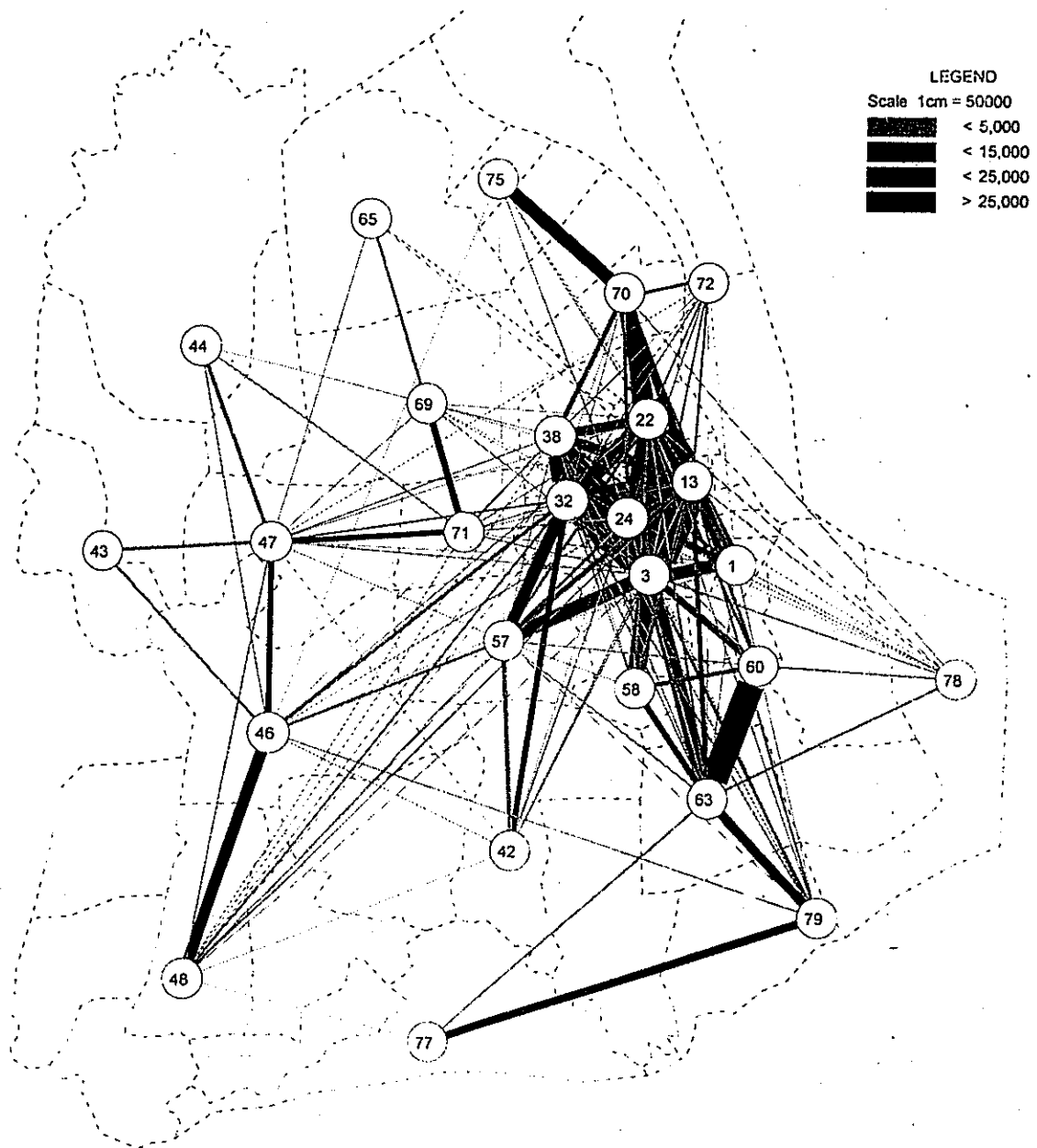


Figure A4.17.3 Desired Line in the Study Area (Middle Zones)

(3) Trip Distribution by Small Zones

Within the Urban Area, tight connections over 10,000 trips were observed between “Boeng Keng Kang Muoy” (zone 2) and “Boeng Keng Kang Bei” (zone 4) with 13,700 trips, followed by “Tuek L’ak Muoy” (zone 35) and “Tuek L’ak Bei” (zone 37) with 10,300 trips, “Veal Vong” (zone 30) and “Ou Ruessei Muoy & Bei” (zone 24 & 26) with 10,500 trips.

The zones generating or attracting over 50,000 trips were observed at “Tonle Bassac” (zone 1) with 71,400 trips, followed by “Veal Vong” (zone 30) with 60,600 trips, “Boeng Kak Pir” (zone 39) with 56,400 trips and “Srah Chak” (zone 22) with 51,200 trips.

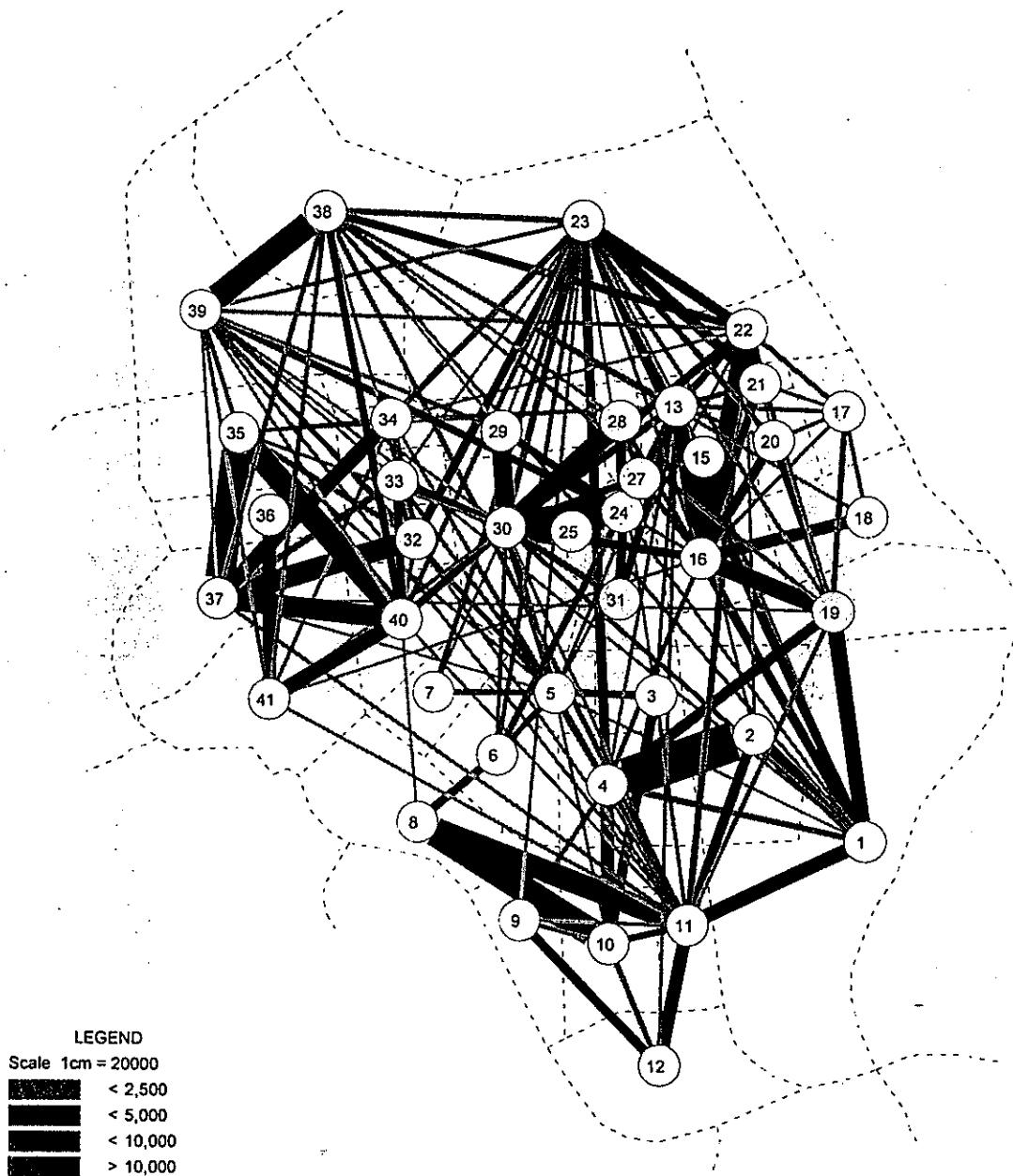


Figure A4.17.4 Desired Line in the Urban Area (Small Zones)

A4.18 TRAFFIC VOLUME ON ROAD LINKS AND ITS COMPARISON

A4.18.1 Traffic Volume on Road Links

Tables A4.18.1~A4.18.3 and Figures A4.18.1~A4.18.3 shows directional daytime (12-hours) and peak hour's traffic volume and sectional traffic volume in passenger car units with a pair of directional distribution factors (D-factor) at all stations in the central districts in order of road links.

Daytime average D-factors ranged from 0.43/0.57 to 0.59/0.41 at all sections, except Sihanouk Blvd between Norodom Blvd and Street No.163 (RS-21 & RS-62). These sections' average D-factors were 0.62/0.38 to 0.67/0.33 and eastbound traffic was exceeding westbound traffic almost all the time.

Maximum morning peak hour's D-factor was 0.75/0.25 with a sectional traffic volume of 2,180 pcu's at Mao Tse Toung Blvd between Tep Phan Street and Kampuchea Krom Blvd (RS-72), followed by 0.70/0.30 with 3,710 pcu's at same Mao Tse Toung Blvd between Street No.163 and Monireth Blvd (RS-71).

Other sections showing high D-factors with relatively high traffic volume were Mao Tse Toung Blvd and Sihanouk Blvd between Monivong Blvd and Street No.163 (RS-31 & RS-62). The figures at these two sections were 0.65/0.35 with 8,870 pcu's and 0.64/0.36 with 7,690 pcu's respectively. Next higher figure was observed at Monivong Blvd between Mao Tse Toung Blvd and Monivong Bridge (RS-02) and its figures were 0.63/0.37 and 4,480 pcu's.

Maximum evening peak hour's D-factors was 0.85/0.15 with sectional traffic volume of 1840 pcu's at Mao Tse Toung Blvd between Tep Phan Street and Kampuchea Krom Blvd (RS-72), followed by 0.71/0.29 with 5,500 pcu's at Sihanouk Blvd between Norodom Blvd and Monivong Blvd (RS-21).

Other sections showing high D-factors with relatively high traffic volume were Monireth Blvd between Mao Tse Toung Blvd and Inner Ring Road (RS-83) and Confederation de la Russie Blvd between R.S.Tcheco-Slovaquie and Jawaharlal Nerth Blvds (RS-14). The figures at these two sections were 0.32/0.68 with 4,670 pcu's and 0.39/0.61 with 7,180 pcu's respectively.

Figure A4.18.4 shows directional daytime traffic volume, including intersections and roundabouts, in passenger car units at all stations in the central districts of the Study Area.

A4.18.2 Traffic Volume Comparison

Traffic counts carried out through "Urban Infrastructure Rehabilitation and Management Project" under World Bank in 1995 indicated that average daily traffic (ADT) was between 45,000 and 80,000 on major boulevards (i.e. Monivong, Confederation de la Russie, etc.). In addition, ADT on some smaller streets was between 10,000 and 25,000. 24/12-hr ratios were estimated as 1.14, and share of motorbike were 70~95% of total motorized vehicles, with 5~25% for cars and 0.5~2.5% for trucks except Norodom Blvd. It was also reported that peak hour traffic could be as high as 4,600 vehicles per hour, although most often was between 1,000 and 2,500. Meanwhile, peak periods were between 6:30 and 8:00 in the morning (most common peak hours were 6:30~7:30 or 6:45~7:45), and between 16:30 and 18:00 in the afternoon (most common peak hours were 16:45~18:45 or 17:00~18:00).

Figure A4.18.5 shows the traffic volume comparison* as of 1995 versus as of 2000 at the major intersections and roundabouts in the central districts of the Study Area. Note that data of traffic volume counts in October 1999 at three (3) intersections carried out by JICA Advisor to MPWT were also utilized for this chart to cover omitted survey points by this Study.

* Data in 1995 were converted from average daily traffic (ADT) to daytime 12-hr traffic volume by using 24/12-hr ratio

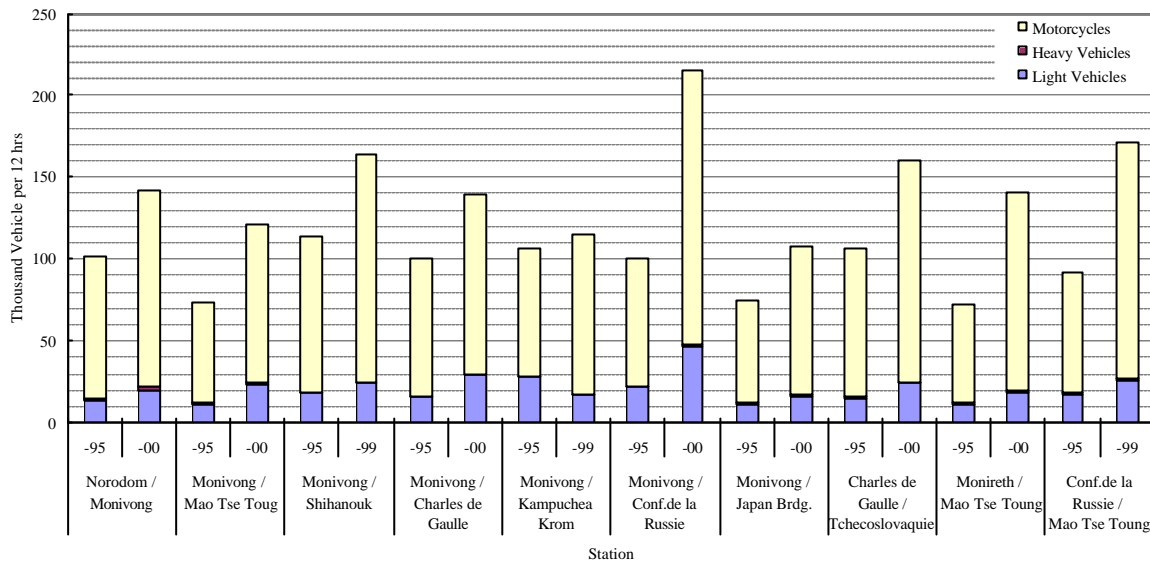


Table A4.18.5 Traffic Volume Comparison at Major Intersections & Roundabouts

According to this comparison, the average traffic volume showed a 57% increase in average over last 5 years. Among them, the light vehicles and motorcycles showed a 52% and a 59% increase, while the heavy vehicles showed a 15% decrease in same period, although this figure might contain some kind of factual error caused by misclassifications.

In addition, traffic volume at the intersections/roundabout of Mao Tse Toung Blvd with Monivong, Monireth and Confederation de la Russie Blvds showed 66~95% (weighed average 83%) increase, while other intersections/roundabouts showed 39~51% (weighed average; 44%) increase in same period. However, traffic volume at the intersection of Monivong Blvd with Confederation de la Russie Blvd showed a 114% increase, while the intersection of Monivong Blvd with Kampuchea Krom Blvd showed an 8% increase only. These events might be caused by the road renovation project underway along Mao Tse Toung Blvd in 1995 and Kampuchea Krom Blvd in 2000.

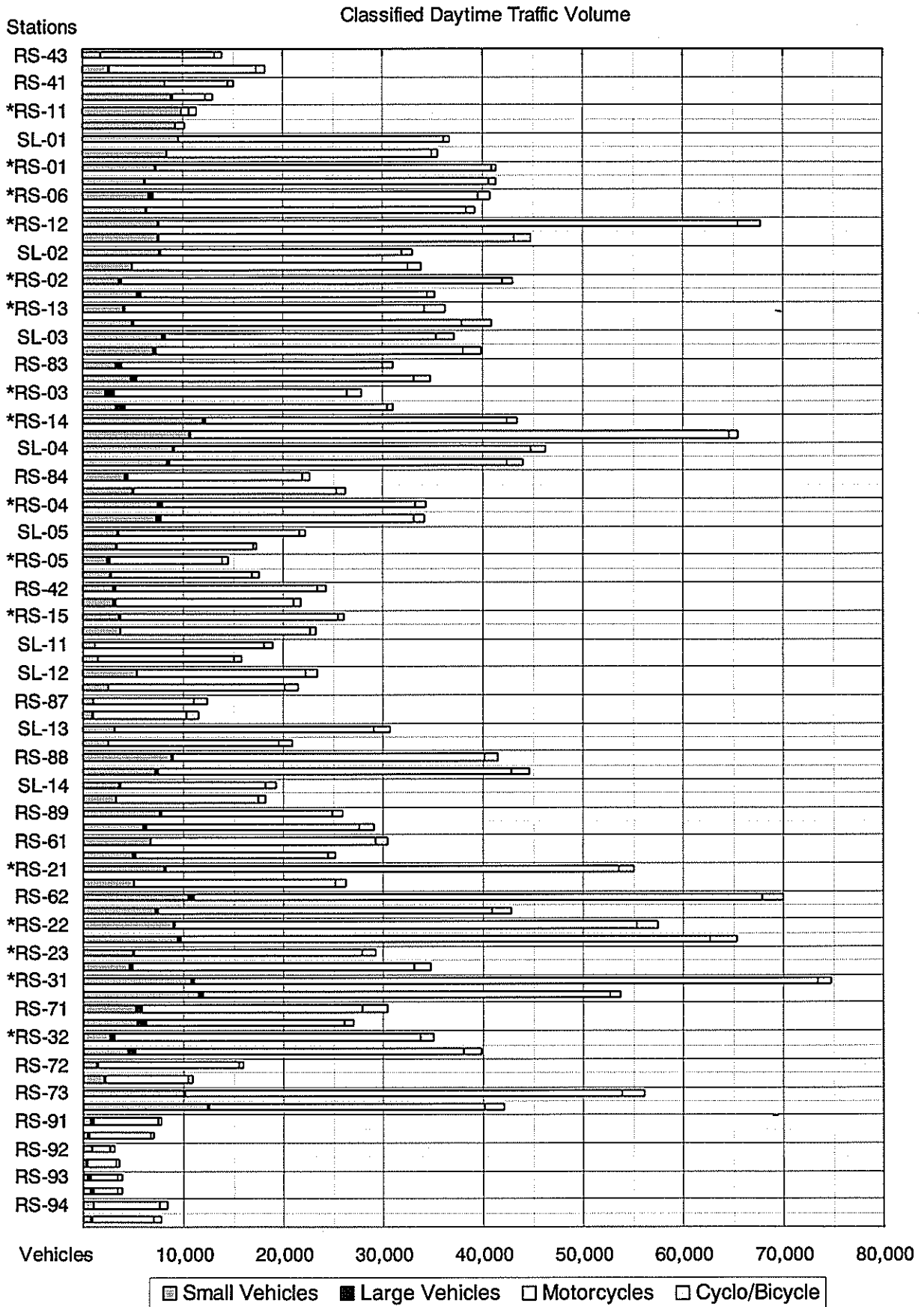


Figure A4.18.1 (a) Classified Daytime Traffic Volume in the Central Districts in VPH₁₂

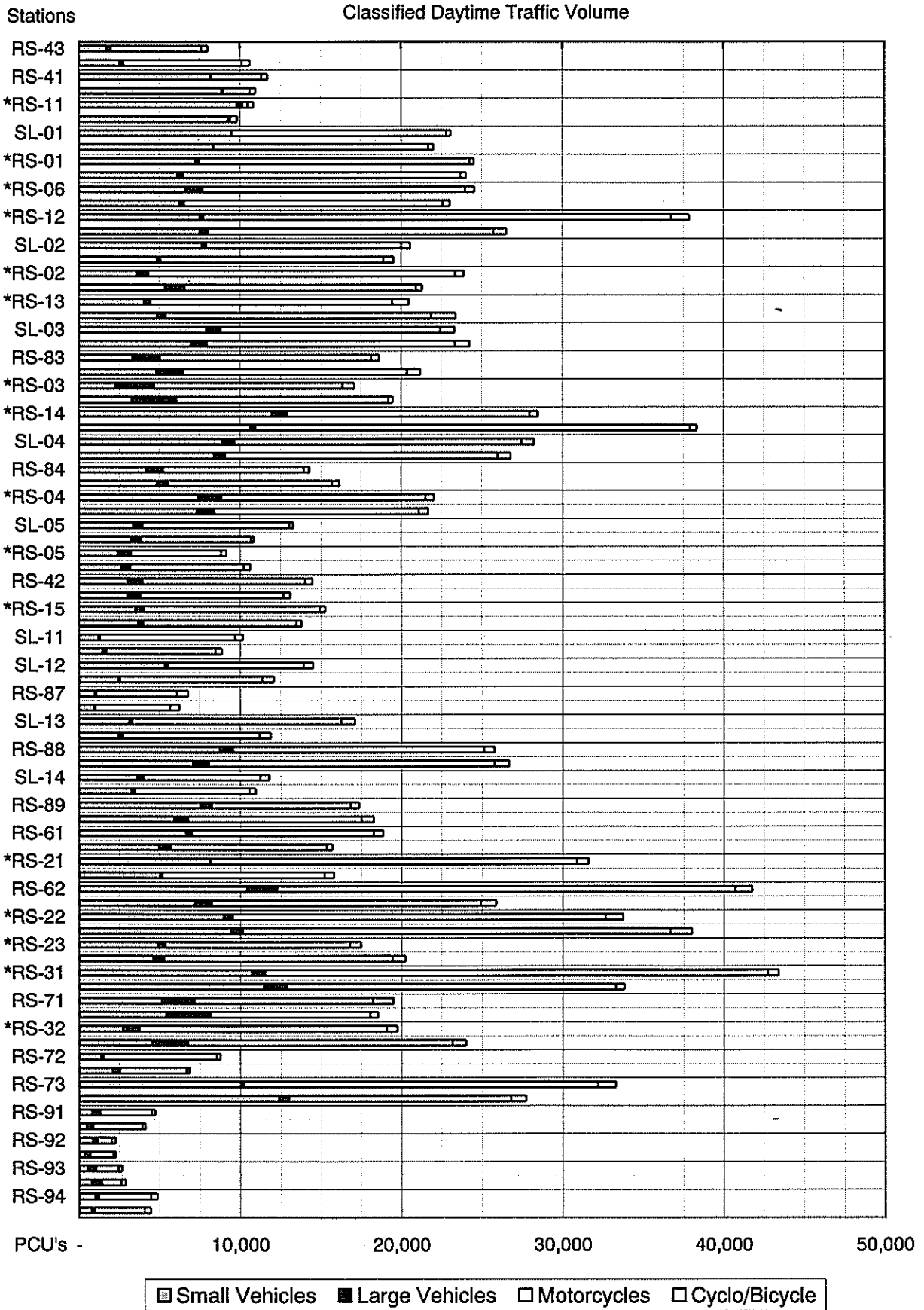


Figure A4.18.1 (b) Classified Daytime Traffic Volume in the Central Districts in PCUPH₁₂

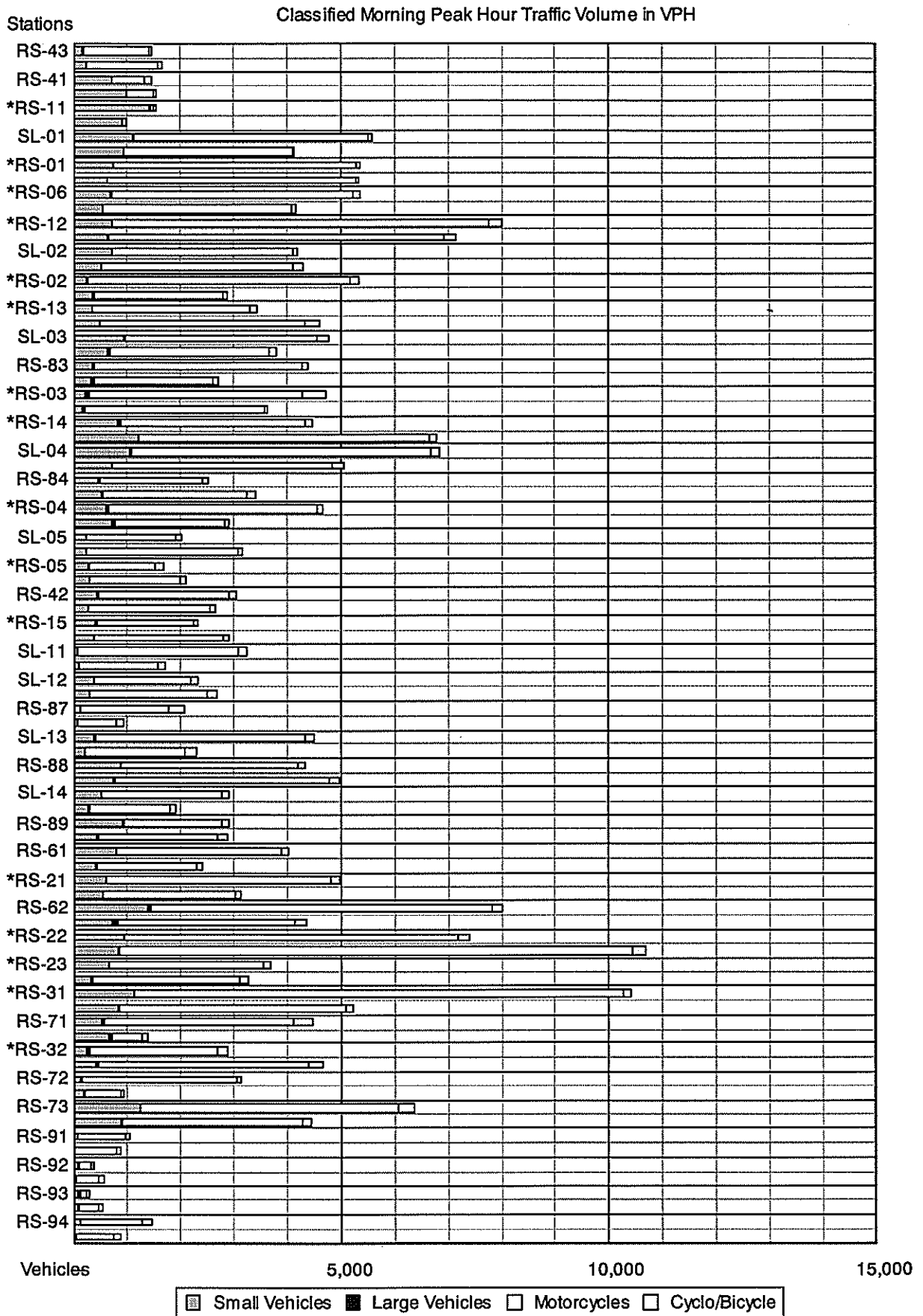


Figure A4.18.2 (a) Classified Morning Peak Hour's Traffic Volume in the Central Districts in VPH

Stations

Classified Morning Peak Hour Traffic Volume in PCUPH

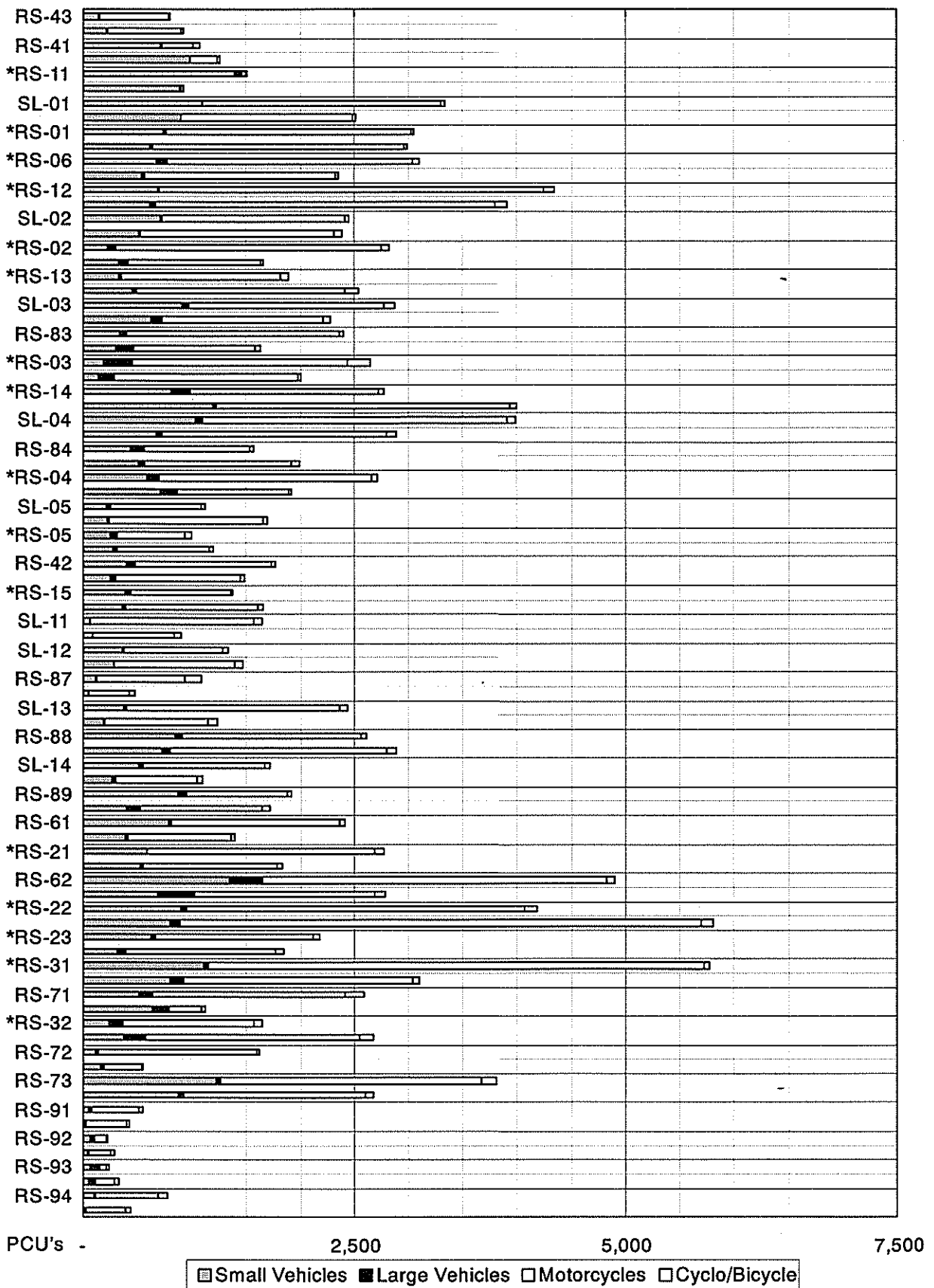


Figure A4.18.2 (b) Classified Morning Peak Hour's Traffic Volume in the Central Districts in PCUPH

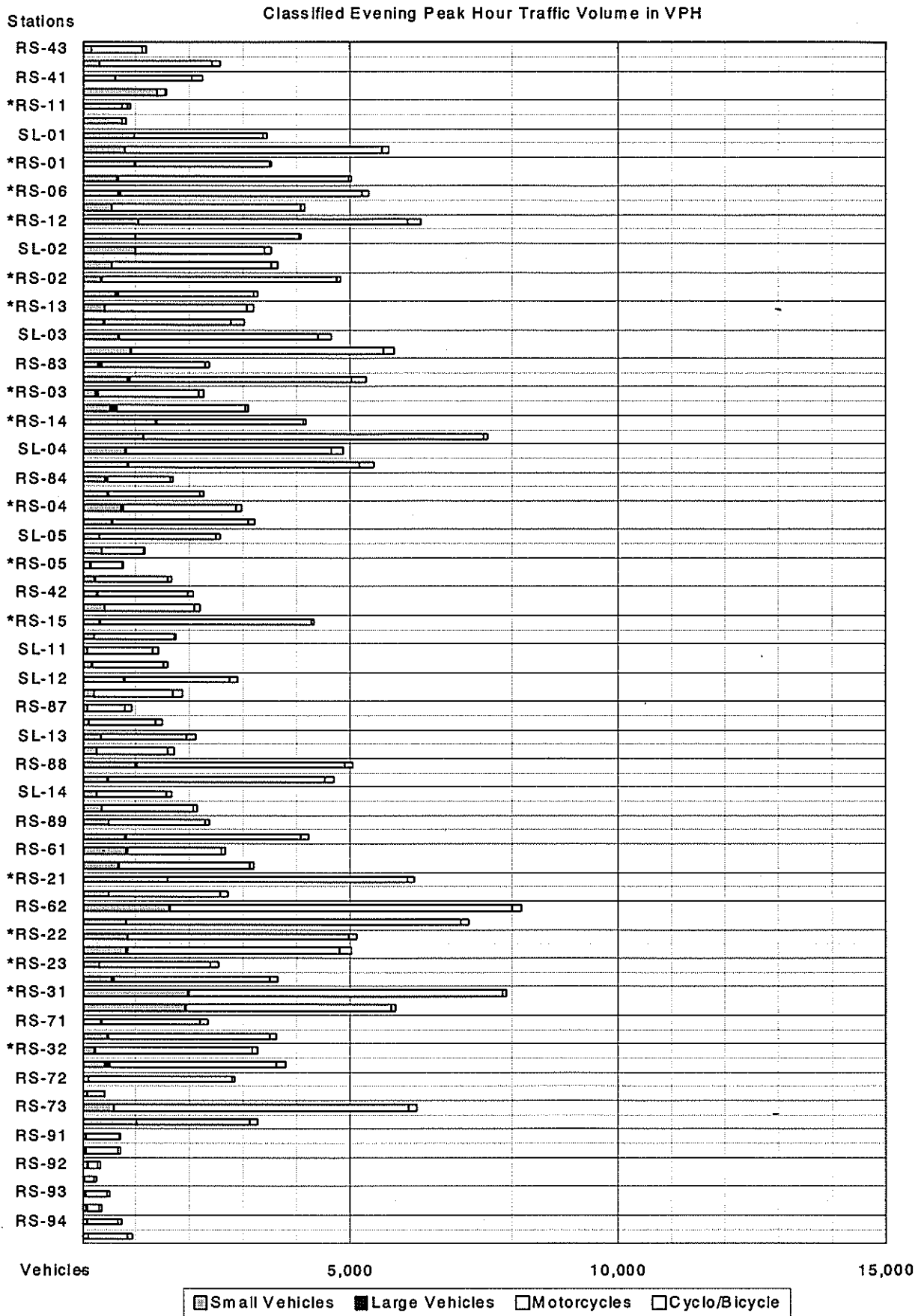


Figure A4.18.3 (a) Classified Evening Peak Hour's Traffic Volume in the Central Districts in VPH

Stations

Classified Evening Peak Hour Traffic Volume in PCUPH

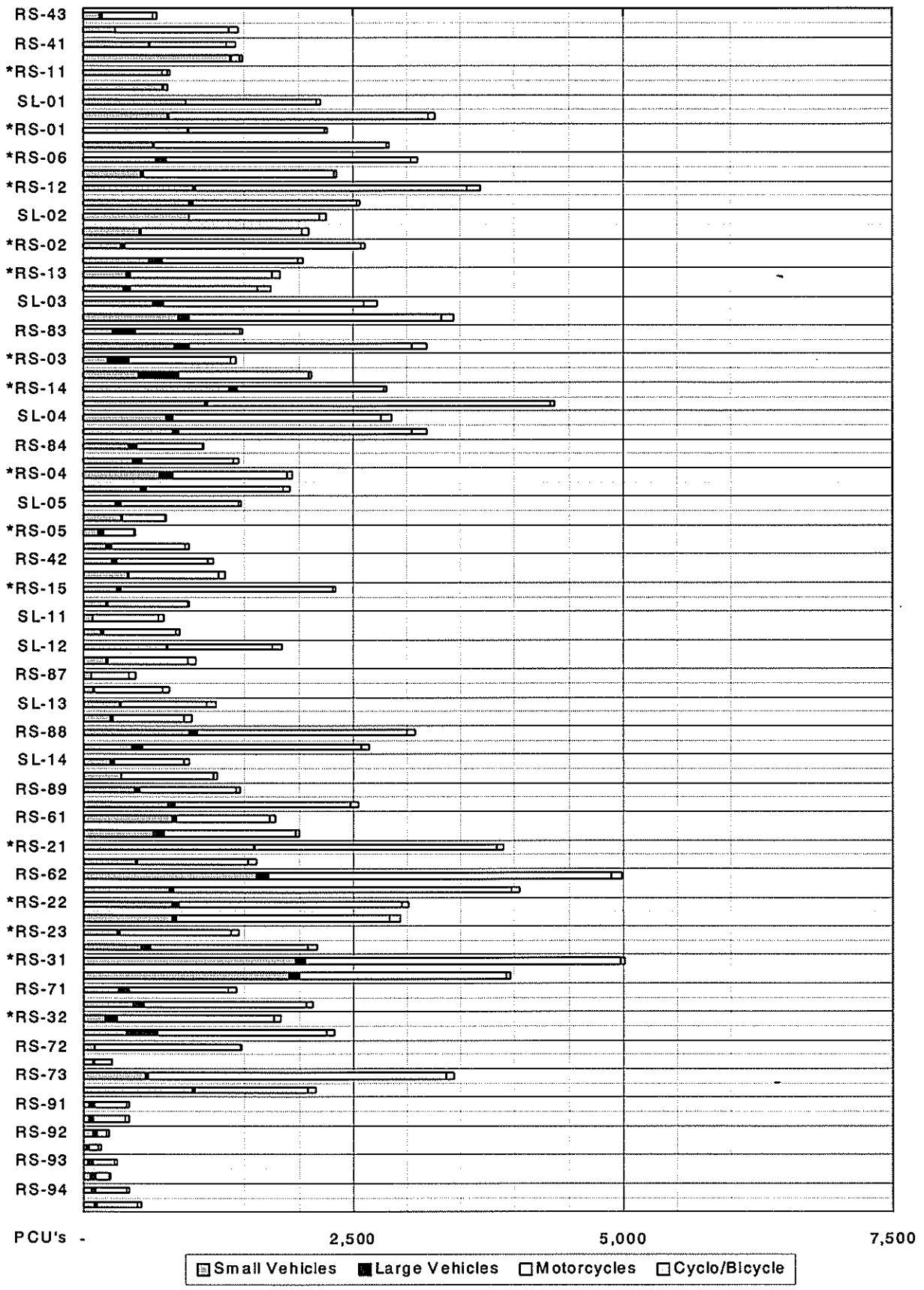
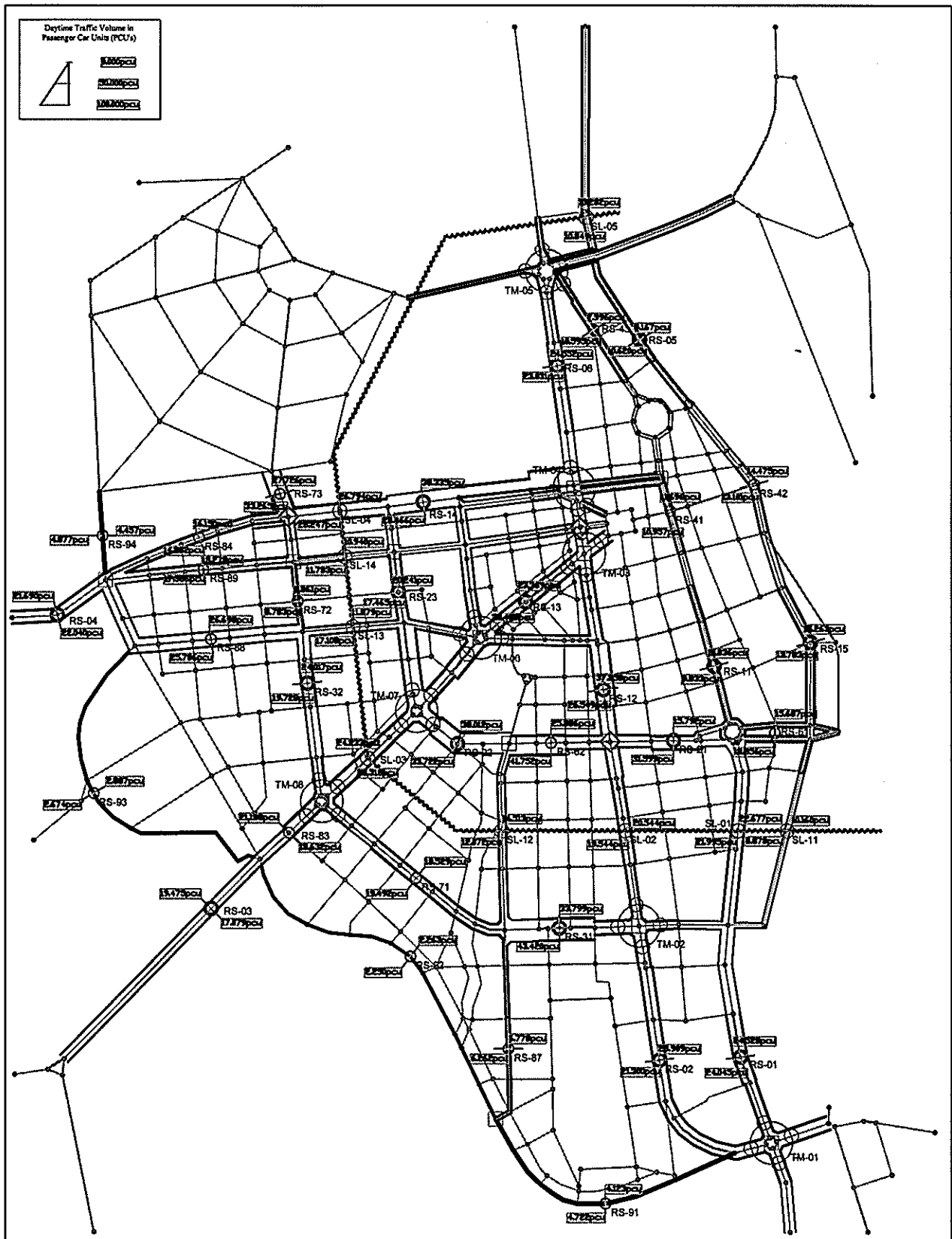


Figure A4.18.3 (b) Classified Evening Peak Hour's Traffic Volume in the Central Districts in PCUPH



LEGEND

TRAFFIC SURVEY STATIONS

- Intersection Traffic Movement Survey (14 hrs.)
- Roadside Traffic Volume Sueuey (15 & 24 hrs.)
- Screen Line Sueuey (15 hrs.)
- Intersection Traffic Survey done by the World Bank in 1995
- Intersection Traffic Survey done by the JICA Expert in 1999

Figure A4.18.4 Daytime Traffic Volume at All Survey Stations in the Central Districts

Table A4.18.1 (a) Directional Classified Traffic Volume in the Central Districts

Station	Street Name	Section	Direction	Daytime Traffic Volume in PCUP12H								Date of Survey		
				Light Vehicles (1.00)		Heavy Vehicles (3.00)		Motorcycles (0.50)		Cyclo & Bicycles (0.50)			Total	
				pcu	%	pcu	%	pcu	%	pcu	%		pcu	%
RS-43	France	Japan Brdg. / Wat Phnom	North-bound	1,726	(21.6)	258	(3.2)	5,638	(70.5)	374	(4.7)	7,996	(100.0)	23-May
			South-bound	2,544	(24.0)	222	(2.1)	7,361	(69.5)	468	(4.4)	10,595	(100.0)	(Tue)
RS-41	Norodom	Wat Phnom / Street 184	North-bound	8,158	(69.8)	72	(0.6)	3,116	(26.6)	350	(3.0)	11,696	(100.0)	23-May
			South-bound	8,879	(81.0)	72	(0.7)	1,648	(15.0)	358	(3.3)	10,957	(100.0)	(Tue)
*RS-11	Norodom	Street 184 / Sihanouk	North-bound	9,808	(90.5)	339	(3.1)	326	(3.0)	363	(3.3)	10,836	(100.0)	25-May
			South-bound	9,261	(94.2)	144	(1.5)	400	(4.1)	28	(0.3)	9,833	(100.0)	(Thu)
SL-01	Norodom	Sihanouk / Mao Tse Toung	North-bound	9,482	(41.1)	30	(0.1)	13,302	(57.6)	277	(1.2)	23,091	(100.0)	24-May
			South-bound	8,362	(38.0)	33	(0.2)	13,290	(60.4)	310	(1.4)	21,995	(100.0)	(Wed)
*RS-01	Norodom	Mao Tse Toung / Monivong Brdg.	North-bound	7,228	(29.5)	252	(1.0)	16,786	(68.4)	262	(1.1)	24,528	(100.0)	25-May
			South-bound	6,139	(25.5)	351	(1.5)	17,203	(71.5)	352	(1.5)	24,045	(100.0)	(Thu)
*RS-06	Monivong	Japan Bridge / Confederation de la Russie	North-bound	6,628	(27.0)	1,068	(4.3)	16,300	(66.4)	556	(2.3)	24,552	(100.0)	25-May
			South-bound	6,263	(27.2)	297	(1.3)	16,024	(69.6)	447	(1.9)	23,031	(100.0)	(Thu)
*RS-12	Monivong	Tep Phan (Street 182) / Sihanouk	North-bound	7,509	(19.8)	258	(0.7)	28,968	(76.5)	1,123	(3.0)	37,858	(100.0)	25-May
			South-bound	7,508	(28.3)	519	(2.0)	17,727	(66.8)	795	(3.0)	26,549	(100.0)	(Thu)
SL-02	Monivong	Sihanouk / Mao Tse Toung	North-bound	7,659	(37.3)	249	(1.2)	12,098	(58.9)	538	(2.6)	20,544	(100.0)	24-May
			South-bound	4,859	(24.9)	222	(1.1)	13,796	(70.6)	667	(3.4)	19,544	(100.0)	(Wed)
*RS-02	Monivong	Mao Tse Toung / Monivong Brdg.	North-bound	3,591	(15.0)	750	(3.1)	19,030	(79.6)	538	(2.3)	23,909	(100.0)	25-May
			South-bound	5,371	(25.2)	1,221	(5.7)	14,348	(67.4)	360	(1.7)	21,300	(100.0)	(Thu)
*RS-13	Monireth (Charles de Gaulle)	Tep Phan (Street 182) / Sihanouk	NE-bound	4,074	(19.9)	405	(2.0)	14,974	(73.1)	1,030	(5.0)	20,483	(100.0)	25-May
			SW-bound	4,859	(20.8)	561	(2.4)	16,447	(70.3)	1,512	(6.5)	23,379	(100.0)	(Thu)
SL-03	Monireth (Charles de Gaulle)	Sihanouk / Mao Tse Toung	NE-bound	7,933	(34.0)	885	(3.8)	13,606	(58.3)	894	(3.8)	23,318	(100.0)	24-May
			SW-bound	6,960	(28.7)	987	(4.1)	15,392	(63.5)	894	(3.7)	24,233	(100.0)	(Wed)
RS-83	Monireth (Charles de Gaulle)	Mao Tse Toung / Inner Ring Road (Street 271)	NE-bound	3,350	(18.0)	1,701	(9.1)	13,072	(70.2)	509	(2.7)	18,632	(100.0)	23-May
			SW-bound	4,830	(22.8)	1,674	(7.9)	13,854	(65.4)	830	(3.9)	21,188	(100.0)	(Tue)
*RS-03	Monireth (Charles de Gaulle)	Inner Ring Road (Street 271) / BOT Road	NE-bound	2,279	(13.3)	2,406	(14.1)	11,671	(68.3)	723	(4.2)	17,079	(100.0)	25-May
			SW-bound	3,284	(16.9)	2,784	(14.3)	13,128	(67.4)	279	(1.4)	19,475	(100.0)	(Thu)
*RS-14	Confederation de la Russie	R.S. Tcheco-Slovaque / Jawaharlal Nerhu	East-bound	11,954	(42.0)	954	(3.4)	15,067	(52.9)	491	(1.7)	28,466	(100.0)	25-May
			West-bound	10,620	(27.7)	333	(0.9)	26,944	(70.3)	438	(1.1)	38,335	(100.0)	(Thu)
SL-04	Confederation de la Russie	Jawaharlal Nerhu / Mao Tse Toung	East-bound	8,907	(31.5)	753	(2.7)	17,825	(63.1)	762	(2.7)	28,247	(100.0)	24-May
			West-bound	8,396	(31.3)	684	(2.6)	16,896	(63.1)	818	(3.1)	26,794	(100.0)	(Wed)
RS-84	Confederation de la Russie	Mao Tse Toung / Inner Ring Road (Street 271)	East-bound	4,207	(29.5)	1,032	(7.2)	8,692	(60.9)	351	(2.5)	14,282	(100.0)	23-May
			West-bound	4,860	(30.1)	696	(4.3)	10,139	(62.8)	455	(2.8)	16,150	(100.0)	(Tue)
*RS-04	National Road No.4	Inner Ring Road (Street 271) / Air Port	East-bound	7,443	(33.8)	1,401	(6.4)	12,679	(57.5)	517	(2.3)	22,040	(100.0)	25-May
			West-bound	7,325	(33.8)	1,092	(5.0)	12,691	(58.5)	582	(2.7)	21,690	(100.0)	(Thu)
SL-05	National Road No.5	Street 64 / 68 (near Japan Brdg.)	North-bound	3,376	(25.4)	609	(4.6)	9,034	(68.0)	263	(2.0)	13,282	(100.0)	24-May
			South-bound	3,240	(29.9)	648	(6.0)	6,792	(62.6)	169	(1.6)	10,849	(100.0)	(Wed)
*RS-05	Sisowath	Japan Bridge / Ang Duong	North-bound	2,416	(26.4)	834	(9.1)	5,575	(60.8)	342	(3.7)	9,167	(100.0)	25-May
			South-bound	2,629	(24.8)	576	(5.4)	7,037	(66.3)	378	(3.6)	10,620	(100.0)	(Thu)
RS-42	Sisowath	Ang Duong / Dekcho Damdin	North-bound	3,043	(21.0)	930	(6.4)	10,050	(69.4)	452	(3.1)	14,475	(100.0)	23-May
			South-bound	3,029	(23.1)	813	(6.2)	8,844	(67.5)	415	(3.2)	13,101	(100.0)	(Tue)
*RS-15	Sothearos	Theamak Lethet Ouk / Sihanouk	North-bound	3,516	(23.0)	530	(3.5)	10,884	(71.3)	333	(2.2)	15,263	(100.0)	25-May
			South-bound	3,674	(26.7)	336	(2.4)	9,456	(68.6)	317	(2.3)	13,783	(100.0)	(Thu)
SL-11	Sothearos	Sihanouk / Mao Tse Toung	North-bound	1,201	(11.8)	102	(1.0)	8,399	(82.7)	458	(4.5)	10,160	(100.0)	24-May
			South-bound	1,458	(16.4)	264	(3.0)	6,763	(76.2)	393	(4.4)	8,878	(100.0)	(Wed)

Remark: *: 24-hrs. Stations

Table A4.18.1 (a) Directional Classified Traffic Volume in the Central Districts

Station	Street Name	Section	Direction	Daytime Traffic Volume in PCUP12H								Date of Survey		
				Light Vehicles (1.00)		Heavy Vehicles (3.00)		Motorcycles (0.50)		Cyclo & Bicycles (0.50)			Total	
				pcu	%	pcu	%	pcu	%	pcu	%		pcu	%
SL-12	Street 163	Sihanouk / Mao Tse Toung	North-bound	5,350	(36.9)	174	(1.2)	8,406	(57.9)	583	(4.0)	14,513	(100.0)	24-May (Wed)
			South-bound	2,474	(20.5)	84	(0.7)	8,794	(72.8)	720	(6.0)	12,072	(100.0)	
RS-87	Street 163	Mao Tse Toung / Inner Ring Road (Street 271)	North-bound	982	(14.5)	84	(1.2)	5,036	(74.3)	676	(10.0)	6,778	(100.0)	23-May (Tue)
			South-bound	956	(15.3)	87	(1.4)	4,630	(73.9)	589	(9.4)	6,262	(100.0)	
SL-13	Tep Phan	Jawaharlal Nerhu / Mao Tse Toung	East-bound	3,135	(18.3)	201	(1.2)	12,934	(75.6)	838	(4.9)	17,108	(100.0)	24-May (Wed)
			West-bound	2,480	(20.9)	255	(2.1)	8,468	(71.3)	676	(5.7)	11,879	(100.0)	
RS-88	Tep Phan	Mao Tse Toung / Inner Ring Road (Street 271)	East-bound	8,738	(33.9)	831	(3.2)	15,566	(60.4)	651	(2.5)	25,786	(100.0)	23-May (Tue)
			West-bound	7,107	(26.6)	960	(3.6)	17,719	(66.4)	912	(3.4)	26,698	(100.0)	
SL-14	Kampuchea Krom	Jawaharlal Nerhu / Mao Tse Toung	East-bound	3,629	(30.8)	396	(3.4)	7,209	(61.2)	549	(4.7)	11,783	(100.0)	24-May (Wed)
			West-bound	3,258	(29.8)	219	(2.0)	7,085	(64.8)	378	(3.5)	10,940	(100.0)	
RS-89	Kampuchea Krom	Mao Tse Toung / Inner Ring Road (Street 271)	East-bound	7,559	(43.5)	684	(3.9)	8,604	(49.5)	519	(3.0)	17,366	(100.0)	23-May (Tue)
			West-bound	5,930	(32.4)	873	(4.8)	10,725	(58.7)	750	(4.1)	18,278	(100.0)	
RS-61	Sihanouk	Sotheasro / Norodom	East-bound	6,669	(35.4)	357	(1.9)	11,226	(59.5)	604	(3.2)	18,856	(100.0)	23-May (Tue)
			West-bound	4,976	(31.7)	720	(4.6)	9,643	(61.5)	348	(2.2)	15,687	(100.0)	
*RS-21	Sihanouk	Norodom / Monivong	East-bound	8,130	(25.7)	33	(0.1)	22,695	(71.8)	741	(2.3)	31,599	(100.0)	25-May (Thu)
			West-bound	5,057	(32.0)	132	(0.8)	10,026	(63.5)	577	(3.7)	15,792	(100.0)	
RS-62	Sihanouk	Monivong / Street 163	East-bound	10,395	(24.9)	1,890	(4.5)	28,439	(68.1)	1,028	(2.5)	41,752	(100.0)	23-May (Tue)
			West-bound	7,159	(27.7)	1,080	(4.2)	16,707	(64.5)	940	(3.6)	25,886	(100.0)	
*RS-22	Sihanouk	Street 163 / Monireth	East-bound	8,966	(26.6)	576	(1.7)	23,089	(68.5)	1,091	(3.2)	33,722	(100.0)	25-May (Thu)
			West-bound	9,444	(24.8)	699	(1.8)	26,531	(69.8)	1,338	(3.5)	38,012	(100.0)	
*RS-23	Sihanouk	Tep Phan / Kampuchea Krom	South-bound	4,893	(28.0)	477	(2.7)	11,405	(65.3)	690	(4.0)	17,465	(100.0)	25-May (Thu)
			North-bound	4,636	(22.9)	663	(3.3)	14,139	(69.9)	803	(4.0)	20,241	(100.0)	
*RS-31	Mao Tse Toung	Monivong / Street 163	East-bound	10,701	(24.6)	816	(1.9)	31,212	(71.9)	691	(1.6)	43,420	(100.0)	25-May (Thu)
			West-bound	11,467	(33.9)	1,398	(4.1)	20,398	(60.4)	536	(1.6)	33,799	(100.0)	
RS-71	Mao Tse Toung	Street 163 / Monireth	SE-bound	5,154	(26.4)	2,007	(10.3)	11,038	(56.6)	1,293	(6.6)	19,492	(100.0)	23-May (Tue)
			NW-bound	5,417	(29.2)	2,736	(14.8)	9,899	(53.4)	477	(2.6)	18,529	(100.0)	
*RS-32	Mao Tse Toung	Monireth / Tep Phan (Street 182)	South-bound	2,734	(13.9)	1,026	(5.2)	15,306	(77.6)	662	(3.4)	19,728	(100.0)	25-May (Thu)
			North-bound	4,541	(18.9)	2,205	(9.2)	16,416	(68.4)	855	(3.6)	24,017	(100.0)	
RS-72	Mao Tse Toung	Tep Phan / Kampuchea Krom	South-bound	1,379	(15.7)	144	(1.6)	7,023	(80.0)	237	(2.7)	8,783	(100.0)	23-May (Tue)
			North-bound	2,082	(30.3)	471	(6.9)	4,120	(60.0)	188	(2.7)	6,861	(100.0)	
RS-73	Sena Pramouk Kim Il Sung	Confederation de la Russie / Street 608	South-bound	10,027	(30.1)	228	(0.7)	21,914	(65.9)	1,096	(3.3)	33,265	(100.0)	23-May (Tue)
			North-bound	12,366	(44.6)	624	(2.3)	13,794	(49.8)	942	(3.4)	27,726	(100.0)	
RS-91	Inner Ring Road (Street 271)	Monivong / Street 163	East-bound	807	(17.1)	501	(10.6)	3,212	(68.0)	202	(4.3)	4,722	(100.0)	23-May (Tue)
			West-bound	467	(11.3)	417	(10.1)	3,052	(74.0)	187	(4.5)	4,123	(100.0)	
RS-92	Inner Ring Road (Street 271)	Street 163 / Monireth	SE-bound	847	(37.6)	297	(13.2)	885	(39.3)	221	(9.8)	2,250	(100.0)	23-May (Tue)
			NW-bound	333	(14.7)	387	(17.1)	1,393	(61.6)	150	(6.6)	2,263	(100.0)	
RS-93	Inner Ring Road (Street 271)	Monireth / Kampuchea Krom	SE-bound	500	(18.7)	567	(21.2)	1,370	(51.2)	237	(8.9)	2,674	(100.0)	23-May (Tue)
			NW-bound	771	(26.7)	651	(22.5)	1,209	(41.9)	256	(8.9)	2,887	(100.0)	
RS-94	Inner Ring Road (Street 598)	Kampuchea Krom / Street 608	South-bound	1,004	(20.6)	234	(4.8)	3,230	(66.2)	409	(8.4)	4,877	(100.0)	23-May (Tue)
			North-bound	761	(17.1)	207	(4.6)	3,120	(70.0)	369	(8.3)	4,457	(100.0)	

Remark: *: 24-hrs. Stations

Table A4.18.1 (a) Directional Classified Traffic Volume in the Central Districts

Station	Street Name	Section	Direction	Daytime Traffic Volume in VP12H						Date of Survey				
				Light Vehicles		Heavy Vehicles		Motorcycles			Cyclo & Bicycles		Total	
				vehicle	%	vehicle	%	vehicle	%		vehicle	%	vehicle	%
RS-43	France	Japan Brdg. / Wat Phnom	North-bound	1,726	(12.5)	86	(0.6)	11,276	(81.5)	748	(5.4)	13,836	(100.0)	23-May
			South-bound	2,544	(13.9)	74	(0.4)	14,722	(80.6)	935	(5.1)	18,275	(100.0)	(Tue)
RS-41	Norodom	Wat Phnom / Street 184	North-bound	8,158	(54.0)	24	(0.2)	6,231	(41.2)	700	(4.6)	15,113	(100.0)	23-May
			South-bound	8,879	(68.8)	24	(0.2)	3,295	(25.5)	715	(5.5)	12,913	(100.0)	(Tue)
*RS-11	Norodom	Street 184 / Sihanouk	North-bound	9,808	(86.8)	113	(1.0)	651	(5.8)	726	(6.4)	11,298	(100.0)	25-May
			South-bound	9,261	(91.1)	48	(0.5)	800	(7.9)	55	(0.5)	10,164	(100.0)	(Thu)
SL-01	Norodom	Sihanouk / Mao Tse Toung	North-bound	9,482	(25.9)	10	(0.0)	26,604	(72.6)	554	(1.5)	36,650	(100.0)	24-May
			South-bound	8,362	(23.5)	11	(0.0)	26,579	(74.7)	619	(1.7)	35,571	(100.0)	(Wed)
*RS-01	Norodom	Mao Tse Toung / Monivong Brdg.	North-bound	7,228	(17.5)	84	(0.2)	33,571	(81.1)	524	(1.3)	41,407	(100.0)	25-May
			South-bound	6,139	(14.8)	117	(0.3)	34,405	(83.2)	704	(1.7)	41,365	(100.0)	(Thu)
*RS-06	Monivong	Japan Bridge / Confederation de la Russie	North-bound	6,628	(16.3)	356	(0.9)	32,600	(80.1)	1,111	(2.7)	40,695	(100.0)	25-May
			South-bound	6,263	(15.9)	99	(0.3)	32,047	(81.5)	894	(2.3)	39,303	(100.0)	(Thu)
*RS-12	Monivong	Tep Phan (Street 182) / Sihanouk	North-bound	7,509	(11.1)	86	(0.1)	57,936	(85.5)	2,245	(3.3)	67,776	(100.0)	25-May
			South-bound	7,508	(16.8)	173	(0.4)	35,454	(79.3)	1,589	(3.6)	44,724	(100.0)	(Thu)
SL-02	Monivong	Sihanouk / Mao Tse Toung	North-bound	7,659	(23.2)	83	(0.3)	24,195	(73.3)	1,075	(3.3)	33,012	(100.0)	24-May
			South-bound	4,859	(14.4)	74	(0.2)	27,591	(81.5)	1,334	(3.9)	33,858	(100.0)	(Wed)
*RS-02	Monivong	Mao Tse Toung / Monivong Brdg.	North-bound	3,591	(8.4)	250	(0.6)	38,059	(88.6)	1,075	(2.5)	42,975	(100.0)	25-May
			South-bound	5,371	(15.3)	407	(1.2)	28,695	(81.5)	719	(2.0)	35,192	(100.0)	(Thu)
*RS-13	Monireth (Charles de Gaulle)	Tep Phan (Street 182) / Sihanouk	NE-bound	4,074	(11.2)	135	(0.4)	29,947	(82.7)	2,060	(5.7)	36,216	(100.0)	25-May
			SW-bound	4,859	(11.9)	187	(0.5)	32,893	(80.3)	3,023	(7.4)	40,962	(100.0)	(Thu)
SL-03	Monireth (Charles de Gaulle)	Sihanouk / Mao Tse Toung	NE-bound	7,933	(21.3)	295	(0.8)	27,212	(73.1)	1,788	(4.8)	37,228	(100.0)	24-May
			SW-bound	6,960	(17.5)	329	(0.8)	30,784	(77.2)	1,787	(4.5)	39,860	(100.0)	(Wed)
RS-83	Monireth (Charles de Gaulle)	Mao Tse Toung / Inner Ring Road (Street 271)	NE-bound	3,350	(10.8)	567	(1.8)	26,143	(84.1)	1,017	(3.3)	31,077	(100.0)	23-May
			SW-bound	4,830	(13.9)	558	(1.6)	27,707	(79.7)	1,659	(4.8)	34,754	(100.0)	(Tue)
*RS-03	Monireth (Charles de Gaulle)	Inner Ring Road (Street 271) / BOT Road	NE-bound	2,279	(8.2)	802	(2.9)	23,341	(83.8)	1,446	(5.2)	27,868	(100.0)	25-May
			SW-bound	3,284	(10.6)	928	(3.0)	26,255	(84.6)	558	(1.8)	31,025	(100.0)	(Thu)
*RS-14	Confederation de la Russie	R.S. Tcheco-Slovaquie / Jawaharlal Nerhu	East-bound	11,954	(27.6)	318	(0.7)	30,133	(69.5)	981	(2.3)	43,386	(100.0)	25-May
			West-bound	10,620	(16.2)	111	(0.2)	53,887	(82.3)	875	(1.3)	65,493	(100.0)	(Thu)
SL-04	Confederation de la Russie	Jawaharlal Nerhu / Mao Tse Toung	East-bound	8,907	(19.2)	251	(0.5)	35,649	(76.9)	1,523	(3.3)	46,330	(100.0)	24-May
			West-bound	8,396	(19.1)	228	(0.5)	33,792	(76.7)	1,636	(3.7)	44,052	(100.0)	(Wed)
RS-84	Confederation de la Russie	Mao Tse Toung / Inner Ring Road (Street 271)	East-bound	4,207	(18.6)	344	(1.5)	17,384	(76.8)	702	(3.1)	22,637	(100.0)	23-May
			West-bound	4,860	(18.5)	232	(0.9)	20,277	(77.2)	909	(3.5)	26,278	(100.0)	(Tue)
*RS-04	National Road No.4	Inner Ring Road (Street 271) / Air Port	East-bound	7,443	(21.7)	467	(1.4)	25,357	(73.9)	1,033	(3.0)	34,300	(100.0)	25-May
			West-bound	7,325	(21.4)	364	(1.1)	25,381	(74.1)	1,164	(3.4)	34,234	(100.0)	(Thu)
SL-05	National Road No.5	Street 64 / 68 (near Japan Brdg.)	North-bound	3,376	(15.2)	203	(0.9)	18,067	(81.5)	526	(2.4)	22,172	(100.0)	24-May
			South-bound	3,240	(18.6)	216	(1.2)	13,584	(78.2)	337	(1.9)	17,377	(100.0)	(Wed)
*RS-05	Sisowath	Japan Bridge / Ang Duong	North-bound	2,416	(16.6)	278	(1.9)	11,150	(76.7)	684	(4.7)	14,528	(100.0)	25-May
			South-bound	2,629	(14.9)	192	(1.1)	14,073	(79.7)	756	(4.3)	17,650	(100.0)	(Thu)
RS-42	Sisowath	Ang Duong / Dekcho Dardim	North-bound	3,043	(12.5)	310	(1.3)	20,099	(82.5)	904	(3.7)	24,356	(100.0)	23-May
			South-bound	3,029	(13.9)	271	(1.2)	17,688	(81.1)	829	(3.8)	21,817	(100.0)	(Tue)
*RS-15	Sothearoa	Theamak Lethet Ouk / Sihanouk	North-bound	3,516	(13.5)	177	(0.7)	21,767	(83.3)	665	(2.5)	26,125	(100.0)	25-May
			South-bound	3,674	(15.7)	112	(0.5)	18,912	(81.1)	634	(2.7)	23,332	(100.0)	(Thu)
SL-11	Sothearoa	Sihanouk / Mao Tse Toung	North-bound	1,201	(6.3)	34	(0.2)	16,798	(88.7)	915	(4.8)	18,948	(100.0)	24-May
			South-bound	1,458	(9.2)	88	(0.6)	13,525	(85.3)	786	(5.0)	15,857	(100.0)	(Wed)

Remark: *: 24-hrs. Stations

Table A4.18.1 (a) Directional Classified Traffic Volume in the Central Districts

Station	Street Name	Section	Direction	Daytime Traffic Volume in VP12H								Date of Survey		
				Light Vehicles		Heavy Vehicles		Motorcycles		Cyclo & Bicycles			Total	
				vehicle	%	vehicle	%	vehicle	%	vehicle	%		vehicle	%
SL-12	Street 163	Sihanouk / Mao Tse Toung	North-bound	5,350	(22.9)	58	(0.2)	16,812	(71.9)	1,165	(5.0)	23,385	(100.0)	24-May (Wed)
			South-bound	2,474	(11.5)	28	(0.1)	17,588	(81.7)	1,439	(6.7)	21,529	(100.0)	
RS-87	Street 163	Mao Tse Toung / Inner Ring Road (Street 271)	North-bound	982	(7.9)	28	(0.2)	10,072	(81.0)	1,352	(10.9)	12,434	(100.0)	23-May (Tue)
			South-bound	956	(8.4)	29	(0.3)	9,259	(81.1)	1,178	(10.3)	11,422	(100.0)	
SL-13	Tep Phan	Jawaharlal Nerhu / Mao Tse Toung	East-bound	3,135	(10.2)	67	(0.2)	25,867	(84.1)	1,676	(5.5)	30,745	(100.0)	24-May (Wed)
			West-bound	2,480	(11.9)	85	(0.4)	16,935	(81.2)	1,352	(6.5)	20,852	(100.0)	
RS-88	Tep Phan	Mao Tse Toung / Inner Ring Road (Street 271)	East-bound	8,738	(21.1)	277	(0.7)	31,131	(75.1)	1,302	(3.1)	41,448	(100.0)	23-May (Tue)
			West-bound	7,107	(15.9)	320	(0.7)	35,438	(79.3)	1,823	(4.1)	44,688	(100.0)	
SL-14	Kampuchea Krom	Jawaharlal Nerhu / Mao Tse Toung	East-bound	3,629	(18.8)	132	(0.7)	14,417	(74.8)	1,097	(5.7)	19,275	(100.0)	24-May (Wed)
			West-bound	3,258	(17.8)	73	(0.4)	14,170	(77.6)	756	(4.1)	18,257	(100.0)	
RS-89	Kampuchea Krom	Mao Tse Toung / Inner Ring Road (Street 271)	East-bound	7,559	(29.0)	228	(0.9)	17,207	(66.1)	1,038	(4.0)	26,032	(100.0)	23-May (Tue)
			West-bound	5,930	(20.3)	291	(1.0)	21,450	(73.5)	1,500	(5.1)	29,171	(100.0)	
RS-61	Sihanouk	Sothearos / Norodom	East-bound	6,669	(21.9)	119	(0.4)	22,451	(73.7)	1,208	(4.0)	30,447	(100.0)	23-May (Tue)
			West-bound	4,976	(19.7)	240	(1.0)	19,286	(76.5)	696	(2.8)	25,198	(100.0)	
*RS-21	Sihanouk	Norodom / Monivong	East-bound	8,130	(14.8)	11	(0.0)	45,390	(82.5)	1,482	(2.7)	55,013	(100.0)	25-May (Thu)
			West-bound	5,057	(19.2)	44	(0.2)	20,051	(76.2)	1,153	(4.4)	26,305	(100.0)	
RS-62	Sihanouk	Monivong / Street 163	East-bound	10,395	(14.9)	630	(0.9)	56,877	(81.3)	2,056	(2.9)	69,958	(100.0)	23-May (Tue)
			West-bound	7,159	(16.7)	360	(0.8)	33,413	(78.0)	1,879	(4.4)	42,811	(100.0)	
*RS-22	Sihanouk	Street 163 / Monireth	East-bound	8,966	(15.6)	192	(0.3)	46,177	(80.3)	2,182	(3.8)	57,517	(100.0)	25-May (Thu)
			West-bound	9,444	(14.4)	233	(0.4)	53,061	(81.1)	2,676	(4.1)	65,414	(100.0)	
*RS-23	Sihanouk	Tep Phan / Kampuchea Krom	South-bound	4,893	(16.7)	159	(0.5)	22,809	(78.0)	1,380	(4.7)	29,241	(100.0)	25-May (Thu)
			North-bound	4,636	(13.3)	221	(0.6)	28,278	(81.4)	1,605	(4.6)	34,740	(100.0)	
*RS-31	Mao Tse Toung	Monivong / Street 163	East-bound	10,701	(14.3)	272	(0.4)	62,423	(83.5)	1,382	(1.8)	74,778	(100.0)	25-May (Thu)
			West-bound	11,467	(21.3)	466	(0.9)	40,796	(75.8)	1,072	(2.0)	53,801	(100.0)	
RS-71	Mao Tse Toung	Street 163 / Monireth	SE-bound	5,154	(16.9)	669	(2.2)	22,075	(72.4)	2,586	(8.5)	30,484	(100.0)	23-May (Tue)
			NW-bound	5,417	(20.0)	912	(3.4)	19,798	(73.1)	953	(3.5)	27,080	(100.0)	
*RS-32	Mao Tse Toung	Monireth / Tep Phan (Street 182)	South-bound	2,734	(7.8)	342	(1.0)	30,611	(87.4)	1,323	(3.8)	35,010	(100.0)	25-May (Thu)
			North-bound	4,541	(11.4)	735	(1.8)	32,832	(82.5)	1,710	(4.3)	39,818	(100.0)	
RS-72	Mao Tse Toung	Tep Phan / Kampuchea Krom	South-bound	1,379	(8.6)	48	(0.3)	14,046	(88.1)	473	(3.0)	15,946	(100.0)	23-May (Tue)
			North-bound	2,082	(19.2)	157	(1.4)	8,240	(75.9)	376	(3.5)	10,855	(100.0)	
RS-73	Sena Pramouk Kim Il Sung	Confederation de la Russie / Street 608	South-bound	10,027	(17.9)	76	(0.1)	43,828	(78.1)	2,192	(3.9)	56,123	(100.0)	23-May (Tue)
			North-bound	12,366	(29.4)	208	(0.5)	27,588	(65.6)	1,883	(4.5)	42,045	(100.0)	
RS-91	Inner Ring Road (Street 271)	Monivong / Street 163	East-bound	807	(10.3)	167	(2.1)	6,423	(82.3)	403	(5.2)	7,800	(100.0)	23-May (Tue)
			West-bound	467	(6.6)	139	(2.0)	6,104	(86.2)	373	(5.3)	7,083	(100.0)	
RS-92	Inner Ring Road (Street 271)	Street 163 / Monireth	SE-bound	847	(26.8)	99	(3.1)	1,769	(56.0)	442	(14.0)	3,157	(100.0)	23-May (Tue)
			NW-bound	333	(9.4)	129	(3.6)	2,786	(78.5)	299	(8.4)	3,547	(100.0)	
RS-93	Inner Ring Road (Street 271)	Monireth / Kampuchea Krom	SE-bound	500	(12.8)	189	(4.8)	2,739	(70.2)	474	(12.1)	3,902	(100.0)	23-May (Tue)
			NW-bound	771	(19.7)	217	(5.5)	2,418	(61.7)	512	(13.1)	3,918	(100.0)	
RS-94	Inner Ring Road (Street 598)	Kampuchea Krom / Street 608	South-bound	1,004	(12.0)	78	(0.9)	6,459	(77.3)	818	(9.8)	8,359	(100.0)	23-May (Tue)
			North-bound	761	(9.7)	69	(0.9)	6,240	(79.9)	738	(9.5)	7,808	(100.0)	

Remark: *: 24-hrs. Stations

Table A4.18.1 (b) Sectional Classified Traffic Volume in the Central Districts

Station	Street Name	Section	Item	Daytime Traffic Volume in PCUP12H								Date of Survey		
				Light Vehicles (1.00)		Heavy Vehicles (3.00)		Motorcycles (0.50)		Cyclo & Bicycles (0.50)			Total	
				pcu	%	pcu	%	pcu	%	pcu	%		pcu	%
RS-43	France	Japan Brdg. / Wat Phnom	Total	4,270	(23.0)	480	(2.6)	12,999	(69.9)	842	(4.5)	18,591	(100.0)	23-May
			D-factor	0.40	0.60	0.54	0.46	0.43	0.57	0.44	0.56	0.43	0.57	(Tue)
RS-41	Norodom	Wat Phnom / Street 184	Total	17,037	(75.2)	144	(0.6)	4,764	(21.0)	708	(3.1)	22,653	(100.0)	23-May
			D-factor	0.48	0.52	0.50	0.50	0.65	0.35	0.49	0.51	0.52	0.48	(Tue)
*RS-11	Norodom	Street 184 / Sihanouk	Total	19,069	(92.3)	483	(2.3)	726	(3.5)	391	(1.9)	20,669	(100.0)	25-May
			D-factor	0.51	0.49	0.70	0.30	0.45	0.55	0.93	0.07	0.52	0.48	(Thu)
SL-01	Norodom	Sihanouk / Mao Tse Toung	Total	17,844	(39.6)	63	(0.1)	26,592	(59.0)	587	(1.3)	45,086	(100.0)	24-May
			D-factor	0.53	0.47	0.48	0.52	0.50	0.50	0.47	0.53	0.51	0.49	(Wed)
*RS-01	Norodom	Mao Tse Toung / Monivong Brdg.	Total	13,367	(27.5)	603	(1.2)	33,989	(70.0)	614	(1.3)	48,573	(100.0)	25-May
			D-factor	0.54	0.46	0.42	0.58	0.49	0.51	0.43	0.57	0.50	0.50	(Thu)
*RS-06	Monivong	Japan Bridge / Confederation de la Russie	Total	12,891	(27.1)	1,365	(2.9)	32,324	(67.9)	1,003	(2.1)	47,583	(100.0)	25-May
			D-factor	0.51	0.49	0.78	0.22	0.50	0.50	0.55	0.45	0.52	0.48	(Thu)
*RS-12	Monivong	Tep Phan (Street 182) / Sihanouk	Total	15,017	(23.3)	777	(1.2)	46,695	(72.5)	1,918	(3.0)	64,407	(100.0)	25-May
			D-factor	0.50	0.50	0.33	0.67	0.62	0.38	0.59	0.41	0.59	0.41	(Thu)
SL-02	Monivong	Sihanouk / Mao Tse Toung	Total	12,518	(31.2)	471	(1.2)	25,894	(64.6)	1,205	(3.0)	40,088	(100.0)	24-May
			D-factor	0.61	0.39	0.53	0.47	0.47	0.53	0.45	0.55	0.51	0.49	(Wed)
*RS-02	Monivong	Mao Tse Toung / Monivong Brdg.	Total	8,962	(19.8)	1,971	(4.4)	33,378	(73.8)	898	(2.0)	45,209	(100.0)	25-May
			D-factor	0.40	0.60	0.38	0.62	0.57	0.43	0.60	0.40	0.53	0.47	(Thu)
*RS-13	Monireth (Charles de Gaulle)	Tep Phan (Street 182) / Sihanouk	Total	8,933	(20.4)	966	(2.2)	31,421	(71.6)	2,542	(5.8)	43,862	(100.0)	25-May
			D-factor	0.46	0.54	0.42	0.58	0.48	0.52	0.41	0.59	0.47	0.53	(Thu)
SL-03	Monireth (Charles de Gaulle)	Sihanouk / Mao Tse Toung	Total	14,893	(31.3)	1,872	(3.9)	28,998	(61.0)	1,788	(3.8)	47,551	(100.0)	24-May
			D-factor	0.53	0.47	0.47	0.53	0.47	0.53	0.50	0.50	0.49	0.51	(Wed)
RS-83	Monireth (Charles de Gaulle)	Mao Tse Toung / Inner Ring Road (Street 271)	Total	8,180	(20.5)	3,375	(8.5)	26,926	(67.6)	1,339	(3.4)	39,820	(100.0)	23-May
			D-factor	0.41	0.59	0.50	0.50	0.49	0.51	0.38	0.62	0.47	0.53	(Tue)
*RS-03	Monireth (Charles de Gaulle)	Inner Ring Road (Street 271) / BOT Road	Total	5,563	(15.2)	5,190	(14.2)	24,799	(67.8)	1,002	(2.7)	36,554	(100.0)	25-May
			D-factor	0.41	0.59	0.46	0.54	0.47	0.53	0.72	0.28	0.47	0.53	(Thu)
*RS-14	Confederation de la Russie	R.S. Tcheco-Slovaquie / Jawaharlal Nerhu	Total	22,574	(33.8)	1,287	(1.9)	42,011	(62.9)	929	(1.4)	66,801	(100.0)	25-May
			D-factor	0.53	0.47	0.74	0.26	0.36	0.64	0.53	0.47	0.43	0.57	(Thu)
SL-04	Confederation de la Russie	Jawaharlal Nerhu / Mao Tse Toung	Total	17,303	(31.4)	1,437	(2.6)	34,721	(63.1)	1,580	(2.9)	55,041	(100.0)	24-May
			D-factor	0.51	0.49	0.52	0.48	0.51	0.49	0.48	0.52	0.51	0.49	(Wed)
RS-84	Confederation de la Russie	Mao Tse Toung / Inner Ring Road (Street 271)	Total	9,067	(29.8)	1,728	(5.7)	18,831	(61.9)	806	(2.6)	30,432	(100.0)	23-May
			D-factor	0.46	0.54	0.60	0.40	0.46	0.54	0.44	0.56	0.47	0.53	(Tue)
*RS-04	National Road No.4	Inner Ring Road (Street 271) / Air Port	Total	14,768	(33.8)	2,493	(5.7)	25,370	(58.0)	1,099	(2.5)	43,730	(100.0)	25-May
			D-factor	0.50	0.50	0.56	0.44	0.50	0.50	0.47	0.53	0.50	0.50	(Thu)
SL-05	National Road No.5	Street 64 / 68 (near Japan Brdg.)	Total	6,616	(27.4)	1,257	(5.2)	15,826	(65.6)	432	(1.8)	24,131	(100.0)	24-May
			D-factor	0.51	0.49	0.48	0.52	0.57	0.43	0.61	0.39	0.55	0.45	(Wed)
*RS-05	Sisowath	Japan Bridge / Ang Doung	Total	5,045	(25.5)	1,410	(7.1)	12,612	(63.7)	720	(3.6)	19,787	(100.0)	25-May
			D-factor	0.48	0.52	0.59	0.41	0.44	0.56	0.48	0.53	0.46	0.54	(Thu)
RS-42	Sisowath	Ang Doung / Dekcho Damdin	Total	6,072	(22.0)	1,743	(6.3)	18,894	(68.5)	867	(3.1)	27,576	(100.0)	23-May
			D-factor	0.50	0.50	0.53	0.47	0.53	0.47	0.52	0.48	0.52	0.48	(Tue)
*RS-15	Sothearos	Theanak Leihet Ouk / Sihanouk	Total	7,190	(24.8)	866	(3.0)	20,340	(70.0)	650	(2.2)	29,046	(100.0)	25-May
			D-factor	0.49	0.51	0.61	0.39	0.54	0.46	0.51	0.49	0.53	0.47	(Thu)
SL-11	Sothearos	Sihanouk / Mao Tse Toung	Total	2,659	(14.0)	366	(1.9)	15,162	(79.6)	851	(4.5)	19,038	(100.0)	24-May
			D-factor	0.45	0.55	0.28	0.72	0.55	0.45	0.54	0.46	0.53	0.47	(Wed)

Remark: *: 24-hrs. Stations

Table A4.18.1 (b) Sectional Classified Traffic Volume in the Central Districts

Station	Street Name	Section	Item	Daytime Traffic Volume in PCUP12H								Date of Survey		
				Light Vehicles (1.00)		Heavy Vehicles (3.00)		Motorcycles (0.50)		Cyclo & Bicycles (0.50)			Total	
				pcu	%	pcu	%	pcu	%	pcu	%		pcu	%
SL-12	Street 163	Sihanouk / Mao Tse Toung	Total	7,824	(29.4)	258	(1.0)	17,200	(64.7)	1,303	(4.9)	26,585	(100.0)	24-May
			D-factor	0.68	0.32	0.67	0.33	0.49	0.51	0.45	0.55	0.55	0.45	(Wed)
RS-87	Street 163	Mao Tse Toung / Inner Ring Road (Street 271)	Total	1,938	(14.9)	171	(1.3)	9,666	(74.1)	1,265	(9.7)	13,040	(100.0)	23-May
			D-factor	0.51	0.49	0.49	0.51	0.52	0.48	0.53	0.47	0.52	0.48	(Tue)
SL-13	Tep Phan	Jawaharlal Nerbu / Mao Tse Toung	Total	5,615	(19.4)	456	(1.6)	21,402	(73.8)	1,514	(5.2)	28,987	(100.0)	24-May
			D-factor	0.56	0.44	0.44	0.56	0.60	0.40	0.55	0.45	0.59	0.41	(Wed)
RS-88	Tep Phan	Mao Tse Toung / Inner Ring Road (Street 271)	Total	15,845	(30.2)	1,791	(3.4)	33,285	(63.4)	1,563	(3.0)	52,484	(100.0)	23-May
			D-factor	0.55	0.45	0.46	0.54	0.47	0.53	0.42	0.58	0.49	0.51	(Tue)
SL-14	Kampuchea Krom	Jawaharlal Nerbu / Mao Tse Toung	Total	6,887	(30.3)	615	(2.7)	14,294	(62.9)	927	(4.1)	22,723	(100.0)	24-May
			D-factor	0.53	0.47	0.64	0.36	0.50	0.50	0.59	0.41	0.52	0.48	(Wed)
RS-89	Kampuchea Krom	Mao Tse Toung / Inner Ring Road (Street 271)	Total	13,489	(37.8)	1,557	(4.4)	19,329	(54.2)	1,269	(3.6)	35,644	(100.0)	23-May
			D-factor	0.56	0.44	0.44	0.56	0.45	0.55	0.41	0.59	0.49	0.51	(Tue)
RS-61	Sihanouk	Sobearos / Norodom	Total	11,645	(33.7)	1,077	(3.1)	20,869	(60.4)	952	(2.8)	34,543	(100.0)	23-May
			D-factor	0.57	0.43	0.33	0.67	0.54	0.46	0.63	0.37	0.55	0.45	(Tue)
*RS-21	Sihanouk	Norodom / Monivong	Total	13,187	(27.8)	165	(0.3)	32,721	(69.0)	1,318	(2.8)	47,391	(100.0)	25-May
			D-factor	0.62	0.38	0.20	0.80	0.69	0.31	0.56	0.44	0.67	0.33	(Thu)
RS-62	Sihanouk	Monivong / Street 163	Total	17,554	(26.0)	2,970	(4.4)	45,146	(66.7)	1,968	(2.9)	67,638	(100.0)	23-May
			D-factor	0.59	0.41	0.64	0.36	0.63	0.37	0.52	0.48	0.62	0.38	(Tue)
*RS-22	Sihanouk	Street 163 / Monireth	Total	18,410	(25.7)	1,275	(1.8)	49,620	(69.2)	2,429	(3.4)	71,734	(100.0)	25-May
			D-factor	0.49	0.51	0.45	0.55	0.47	0.53	0.45	0.55	0.47	0.53	(Thu)
*RS-23	Sihanouk	Tep Phan / Kampuchea Krom	Total	9,529	(25.3)	1,140	(3.0)	25,544	(67.7)	1,493	(4.0)	37,706	(100.0)	25-May
			D-factor	0.51	0.49	0.42	0.58	0.45	0.55	0.46	0.54	0.46	0.54	(Thu)
*RS-31	Mao Tse Toung	Monivong / Street 163	Total	22,168	(28.7)	2,214	(2.9)	51,610	(66.8)	1,227	(1.6)	77,219	(100.0)	25-May
			D-factor	0.48	0.52	0.37	0.63	0.60	0.40	0.56	0.44	0.56	0.44	(Thu)
RS-71	Mao Tse Toung	Street 163 / Monireth	Total	10,571	(27.8)	4,743	(12.5)	20,937	(55.1)	1,770	(4.7)	38,021	(100.0)	23-May
			D-factor	0.49	0.51	0.42	0.58	0.53	0.47	0.73	0.27	0.51	0.49	(Tue)
*RS-32	Mao Tse Toung	Monireth / Tep Phan (Street 182)	Total	7,275	(16.6)	3,231	(7.4)	31,722	(72.5)	1,517	(3.5)	43,745	(100.0)	25-May
			D-factor	0.38	0.62	0.32	0.68	0.48	0.52	0.44	0.56	0.45	0.55	(Thu)
RS-72	Mao Tse Toung	Tep Phan / Kampuchea Krom	Total	3,461	(22.1)	615	(3.9)	11,143	(71.2)	425	(2.7)	15,644	(100.0)	23-May
			D-factor	0.40	0.60	0.23	0.77	0.63	0.37	0.56	0.44	0.56	0.44	(Tue)
RS-73	Sena Pramouk Kim Il Sung	Confédération de la Russie / Street 608	Total	22,393	(36.7)	852	(1.4)	35,708	(58.5)	2,038	(3.3)	60,991	(100.0)	23-May
			D-factor	0.45	0.55	0.27	0.73	0.61	0.39	0.54	0.46	0.53	0.45	(Tue)
RS-91	Inner Ring Road (Street 271)	Monivong / Street 163	Total	1,274	(14.4)	918	(10.4)	6,264	(70.8)	389	(4.4)	8,845	(100.0)	23-May
			D-factor	0.63	0.37	0.55	0.45	0.51	0.49	0.52	0.48	0.53	0.47	(Tue)
RS-92	Inner Ring Road (Street 271)	Street 163 / Monireth	Total	1,180	(26.1)	684	(15.2)	2,278	(50.5)	371	(8.2)	4,513	(100.0)	23-May
			D-factor	0.72	0.28	0.43	0.57	0.39	0.61	0.60	0.40	0.50	0.50	(Tue)
RS-93	Inner Ring Road (Street 271)	Monireth / Kampuchea Krom	Total	1,271	(22.9)	1,218	(21.9)	2,579	(46.4)	493	(8.9)	5,561	(100.0)	23-May
			D-factor	0.39	0.61	0.47	0.53	0.53	0.47	0.48	0.52	0.48	0.52	(Tue)
RS-94	Inner Ring Road (Street 598)	Kampuchea Krom / Street 608	Total	1,765	(18.9)	441	(4.7)	6,350	(68.0)	778	(8.3)	9,334	(100.0)	23-May
			D-factor	0.57	0.43	0.53	0.47	0.51	0.49	0.53	0.47	0.52	0.48	(Tue)

Remark: *: 24-hrs. Stations

Table A4.18.1 (b) Sectional Classified Traffic Volume in the Central Districts

Station	Street Name	Section	Item	Daytime Traffic Volume in VP12H								Date of Survey		
				Light Vehicles		Heavy Vehicles		Motorcycles		Cyclo & Bicycles			Total	
				vehicle	%	vehicle	%	vehicle	%	vehicle	%		vehicle	%
RS-43	France	Japan Brdg. / Wat Phnom	Total	4,270	(13.3)	160	(0.5)	25,998	(81.0)	1,683	(5.2)	32,111	(100.0)	23-May
			D-factor	0.40	0.60	0.54	0.46	0.43	0.57	0.44	0.56	0.43	0.57	(Tue)
RS-41	Norodom	Wat Phnom / Street 184	Total	17,037	(60.8)	48	(0.2)	9,526	(34.0)	1,415	(5.0)	28,026	(100.0)	23-May
			D-factor	0.48	0.52	0.50	0.50	0.65	0.35	0.49	0.51	0.54	0.46	(Tue)
*RS-11	Norodom	Street 184 / Sihanouk	Total	19,069	(88.9)	161	(0.8)	1,451	(6.8)	781	(3.6)	21,462	(100.0)	25-May
			D-factor	0.51	0.49	0.70	0.30	0.45	0.55	0.93	0.07	0.53	0.47	(Thu)
SL-01	Norodom	Sihanouk / Mao Tse Toung	Total	17,844	(24.7)	21	(0.0)	53,183	(73.6)	1,173	(1.6)	72,221	(100.0)	24-May
			D-factor	0.53	0.47	0.48	0.52	0.50	0.50	0.47	0.53	0.51	0.49	(Wed)
*RS-01	Norodom	Mao Tse Toung / Monivong Brdg.	Total	13,367	(16.1)	201	(0.2)	67,976	(82.1)	1,228	(1.5)	82,772	(100.0)	25-May
			D-factor	0.54	0.46	0.42	0.58	0.49	0.51	0.43	0.57	0.50	0.50	(Thu)
*RS-06	Monivong	Japan Bridge / Confederation de la Russie	Total	12,891	(16.1)	455	(0.6)	64,647	(80.8)	2,005	(2.5)	79,998	(100.0)	25-May
			D-factor	0.51	0.49	0.78	0.22	0.50	0.50	0.55	0.45	0.51	0.49	(Thu)
*RS-12	Monivong	Tep Phan (Street 182) / Sihanouk	Total	15,017	(13.3)	259	(0.2)	93,390	(83.0)	3,834	(3.4)	112,500	(100.0)	25-May
			D-factor	0.50	0.50	0.33	0.67	0.62	0.38	0.59	0.41	0.60	0.40	(Thu)
SL-02	Monivong	Sihanouk / Mao Tse Toung	Total	12,518	(18.7)	157	(0.2)	51,786	(77.4)	2,409	(3.6)	66,870	(100.0)	24-May
			D-factor	0.61	0.39	0.53	0.47	0.47	0.53	0.45	0.55	0.49	0.51	(Wed)
*RS-02	Monivong	Mao Tse Toung / Monivong Brdg.	Total	8,962	(11.5)	657	(0.8)	66,754	(85.4)	1,794	(2.3)	78,167	(100.0)	25-May
			D-factor	0.40	0.60	0.38	0.62	0.57	0.43	0.60	0.40	0.55	0.45	(Thu)
*RS-13	Monireth (Charles de Gaulle)	Tep Phan (Street 182) / Sihanouk	Total	8,933	(11.6)	322	(0.4)	62,840	(81.4)	5,083	(6.6)	77,178	(100.0)	25-May
			D-factor	0.46	0.54	0.42	0.58	0.48	0.52	0.41	0.59	0.47	0.53	(Thu)
SL-03	Monireth (Charles de Gaulle)	Sihanouk / Mao Tse Toung	Total	14,893	(19.3)	624	(0.8)	57,996	(75.2)	3,575	(4.6)	77,088	(100.0)	24-May
			D-factor	0.53	0.47	0.47	0.53	0.47	0.53	0.50	0.50	0.48	0.52	(Wed)
RS-83	Monireth (Charles de Gaulle)	Mao Tse Toung / Inner Ring Road (Street 271)	Total	8,180	(12.4)	1,125	(1.7)	53,850	(81.8)	2,676	(4.1)	65,831	(100.0)	23-May
			D-factor	0.41	0.59	0.50	0.50	0.49	0.51	0.38	0.62	0.47	0.53	(Tue)
*RS-03	Monireth (Charles de Gaulle)	Inner Ring Road (Street 271) / BOT Road	Total	5,563	(9.4)	1,730	(2.9)	49,596	(84.2)	2,004	(3.4)	58,893	(100.0)	25-May
			D-factor	0.41	0.59	0.46	0.54	0.47	0.53	0.72	0.28	0.47	0.53	(Thu)
*RS-14	Confederation de la Russie	R.S. Tcheco-Slovaquie / Jawaharlal Nerhu	Total	22,574	(20.7)	429	(0.4)	84,020	(77.2)	1,856	(1.7)	108,879	(100.0)	25-May
			D-factor	0.53	0.47	0.74	0.26	0.36	0.64	0.53	0.47	0.40	0.60	(Thu)
SL-04	Confederation de la Russie	Jawaharlal Nerhu / Mao Tse Toung	Total	17,303	(19.1)	479	(0.5)	69,441	(76.8)	3,159	(3.5)	90,382	(100.0)	24-May
			D-factor	0.51	0.49	0.52	0.48	0.51	0.49	0.48	0.52	0.51	0.49	(Wed)
RS-84	Confederation de la Russie	Mao Tse Toung / Inner Ring Road (Street 271)	Total	9,067	(18.5)	576	(1.2)	37,661	(77.0)	1,611	(3.3)	48,915	(100.0)	23-May
			D-factor	0.46	0.54	0.60	0.40	0.46	0.54	0.44	0.56	0.46	0.54	(Tue)
*RS-04	National Road No.4	Inner Ring Road (Street 271) / Ait Port	Total	14,768	(21.5)	831	(1.2)	50,738	(74.0)	2,197	(3.2)	68,534	(100.0)	25-May
			D-factor	0.50	0.50	0.56	0.44	0.50	0.50	0.47	0.53	0.50	0.50	(Thu)
SL-05	National Road No.5	Street 64 / 68 (near Japan Brdg.)	Total	6,616	(16.7)	419	(1.1)	31,651	(80.0)	863	(2.2)	39,549	(100.0)	24-May
			D-factor	0.51	0.49	0.48	0.52	0.57	0.43	0.61	0.39	0.56	0.44	(Wed)
*RS-05	Sisowath	Japan Bridge / Ang Doung	Total	5,045	(15.7)	470	(1.5)	25,223	(78.4)	1,440	(4.5)	32,178	(100.0)	25-May
			D-factor	0.48	0.52	0.59	0.41	0.44	0.56	0.48	0.53	0.45	0.55	(Thu)
RS-42	Sisowath	Ang Doung / Dekcho Damdin	Total	6,072	(13.2)	581	(1.3)	37,787	(81.8)	1,733	(3.8)	46,173	(100.0)	23-May
			D-factor	0.50	0.50	0.53	0.47	0.53	0.47	0.52	0.48	0.53	0.47	(Tue)
*RS-15	Sothearos	Thearak Lihet Ouk / Sihanouk	Total	7,190	(14.5)	289	(0.6)	40,679	(82.3)	1,299	(2.6)	49,457	(100.0)	25-May
			D-factor	0.49	0.51	0.61	0.39	0.54	0.46	0.51	0.49	0.53	0.47	(Thu)
SL-11	Sothearos	Sihanouk / Mao Tse Toung	Total	2,659	(7.6)	122	(0.4)	30,323	(87.1)	1,701	(4.9)	34,805	(100.0)	24-May
			D-factor	0.45	0.55	0.28	0.72	0.55	0.45	0.54	0.46	0.54	0.46	(Wed)

Remark: *: 24-hrs. Stations

Table A4.18.1 (b) Sectional Classified Traffic Volume in the Central Districts

Station	Street Name	Section	Item	Daytime Traffic Volume in VP12H								Date of Survey		
				Light Vehicles		Heavy Vehicles		Motorcycles		Cyclo & Bicycles			Total	
				vehicle	%	vehicle	%	vehicle	%	vehicle	%		vehicle	%
SL-12	Street 163	Sihanouk / Mao Tse Toung	Total	7,824	(17.4)	86	(0.2)	34,400	(76.6)	2,604	(5.8)	44,914	(100.0)	24-May
			D-factor	0.68	0.32	0.67	0.33	0.49	0.51	0.45	0.55	0.52	0.48	(Wed)
RS-87	Street 163	Mao Tse Toung / Inner Ring Road (Street 271)	Total	1,938	(8.1)	57	(0.2)	19,331	(81.0)	2,530	(10.6)	23,856	(100.0)	23-May
			D-factor	0.51	0.49	0.49	0.51	0.52	0.48	0.53	0.47	0.52	0.48	(Tue)
SL-13	Tep Phan	Jawaharlal Nerhu / Mao Tse Toung	Total	5,615	(10.9)	152	(0.3)	42,802	(83.0)	3,028	(5.9)	51,597	(100.0)	24-May
			D-factor	0.56	0.44	0.44	0.56	0.60	0.40	0.55	0.45	0.60	0.40	(Wed)
RS-88	Tep Phan	Mao Tse Toung / Inner Ring Road (Street 271)	Total	15,845	(18.4)	597	(0.7)	66,569	(77.3)	3,125	(3.6)	86,136	(100.0)	23-May
			D-factor	0.55	0.45	0.46	0.54	0.47	0.53	0.42	0.58	0.48	0.52	(Tue)
SL-14	Kampuchea Krom	Jawaharlal Nerhu / Mao Tse Toung	Total	6,887	(18.3)	205	(0.5)	28,587	(76.2)	1,853	(4.9)	37,532	(100.0)	24-May
			D-factor	0.53	0.47	0.64	0.36	0.50	0.50	0.59	0.41	0.51	0.49	(Wed)
RS-89	Kampuchea Krom	Mao Tse Toung / Inner Ring Road (Street 271)	Total	13,489	(24.4)	519	(0.9)	38,657	(70.0)	2,538	(4.6)	55,203	(100.0)	23-May
			D-factor	0.56	0.44	0.44	0.56	0.45	0.55	0.41	0.59	0.47	0.53	(Tue)
RS-61	Sihanouk	Sobearos / Norodom	Total	11,645	(20.9)	359	(0.6)	41,737	(75.0)	1,904	(3.4)	55,645	(100.0)	23-May
			D-factor	0.57	0.43	0.33	0.67	0.54	0.46	0.63	0.37	0.55	0.45	(Tue)
*RS-21	Sihanouk	Norodom / Monivong	Total	13,187	(16.2)	55	(0.1)	65,441	(80.5)	2,635	(3.2)	81,318	(100.0)	25-May
			D-factor	0.62	0.38	0.20	0.80	0.69	0.31	0.56	0.44	0.68	0.32	(Thu)
RS-62	Sihanouk	Monivong / Street 163	Total	17,554	(15.6)	990	(0.9)	90,290	(80.1)	3,935	(3.5)	112,769	(100.0)	23-May
			D-factor	0.59	0.41	0.64	0.36	0.63	0.37	0.52	0.48	0.62	0.38	(Tue)
*RS-22	Sihanouk	Street 163 / Monireth	Total	18,410	(15.0)	425	(0.3)	99,238	(80.7)	4,858	(4.0)	122,931	(100.0)	25-May
			D-factor	0.49	0.51	0.45	0.55	0.47	0.53	0.45	0.55	0.47	0.53	(Thu)
*RS-23	Sihanouk	Tep Phan / Kampuchea Krom	Total	9,529	(14.9)	380	(0.6)	51,087	(79.8)	2,985	(4.7)	63,981	(100.0)	25-May
			D-factor	0.51	0.49	0.42	0.58	0.45	0.55	0.46	0.54	0.46	0.54	(Thu)
*RS-31	Mao Tse Toung	Monivong / Street 163	Total	22,168	(17.2)	738	(0.6)	103,219	(80.3)	2,454	(1.9)	128,579	(100.0)	25-May
			D-factor	0.48	0.52	0.37	0.63	0.60	0.40	0.56	0.44	0.58	0.42	(Thu)
RS-71	Mao Tse Toung	Street 163 / Monireth	Total	10,571	(18.4)	1,581	(2.7)	41,873	(72.7)	3,539	(6.1)	57,564	(100.0)	23-May
			D-factor	0.49	0.51	0.42	0.58	0.53	0.47	0.73	0.27	0.53	0.47	(Tue)
*RS-32	Mao Tse Toung	Monireth / Tep Phan (Street 182)	Total	7,275	(9.7)	1,077	(1.4)	63,443	(84.8)	3,033	(4.1)	74,828	(100.0)	25-May
			D-factor	0.38	0.62	0.32	0.68	0.48	0.52	0.44	0.56	0.47	0.53	(Thu)
RS-72	Mao Tse Toung	Tep Phan / Kampuchea Krom	Total	3,461	(12.9)	205	(0.8)	22,286	(83.2)	849	(3.2)	26,801	(100.0)	23-May
			D-factor	0.40	0.60	0.23	0.77	0.63	0.37	0.56	0.44	0.59	0.41	(Tue)
RS-73	Sena Fransouk Kim II Sung	Confederation de la Russie / Street 608	Total	22,393	(22.8)	284	(0.3)	71,416	(72.7)	4,075	(4.2)	98,168	(100.0)	23-May
			D-factor	0.45	0.55	0.27	0.73	0.61	0.39	0.54	0.46	0.57	0.43	(Tue)
RS-91	Inner Ring Road (Street 271)	Monivong / Street 163	Total	1,274	(8.6)	306	(2.1)	12,527	(84.2)	776	(5.2)	14,883	(100.0)	23-May
			D-factor	0.63	0.37	0.55	0.45	0.51	0.49	0.52	0.48	0.52	0.48	(Tue)
RS-92	Inner Ring Road (Street 271)	Street 163 / Monireth	Total	1,180	(17.6)	228	(3.4)	4,555	(67.9)	741	(11.1)	6,704	(100.0)	23-May
			D-factor	0.72	0.28	0.43	0.57	0.39	0.61	0.60	0.40	0.47	0.53	(Tue)
RS-93	Inner Ring Road (Street 271)	Monireth / Kampuchea Krom	Total	1,271	(16.3)	406	(5.2)	5,157	(65.9)	986	(12.6)	7,820	(100.0)	23-May
			D-factor	0.39	0.61	0.47	0.53	0.53	0.47	0.48	0.52	0.50	0.50	(Tue)
RS-94	Inner Ring Road (Street 598)	Kampuchea Krom / Street 608	Total	1,765	(10.9)	147	(0.9)	12,699	(78.5)	1,556	(9.6)	16,167	(100.0)	23-May
			D-factor	0.57	0.43	0.53	0.47	0.51	0.49	0.53	0.47	0.52	0.48	(Tue)

Remark; *: 24-hrs. Stations