5. Technecal Note
1st Site Survey (9/6/2010)

Technical Note
The Preparatory Survey on
The Project for Dualling of Nairobi-Dagoreti Corner Road C60/61

JICA Survey Team (Consultants) and KURA has made technical discussions and confirmed the followings. It is understood that the confirmations/proposals might be revised in further analysis/discussion in Japan.

1. Design Standards
Kenyan design standards issued by Ministry of Roads will be basically adopted. Specifications of AASHTO (for pavement design), BS (for bridge design loads) Japan Road Association (for road design detail) are adopted supplementary.

2. Road Class
The project road class is Urban Collector.

3. Particular Design Criteria
(1) Design Period
The carriageway width and Pavement structure is designed to accommodate the traffic in the period of 2013-2022 (10 years period from opening in 2012).

(2) Geometric Standard
The proposed geometric standards are shown in Appendix-1.

4. Cross Sectional Component of Road (Typical Cross Sections)
The proposed typical cross sections are shown in Appendix-2.

5. Road Improvement Plan
Scheme of the road improvement plan including intersection improvement plans is shown in the separate sheet (Long size paper).

(1) Major Intersections
The intersection improvement plans will be further studied based on the traffic analysis. Intersection improvement by providing additional traffic lanes with adequate lengths will be proposed.

(2) Traffic signal lights
Additional traffic signal lights are proposed to be installed for the intersections with ML-7 and Hospital Road.

(3) Bus stops
The Bus stops will be maintained as they are. Additional bus stops are proposed to be installed in front of National Library and NHIF Building. Bus bays (Bus stop separated from the through traffic lanes by a barrier) are proposed for the bus stops at Kenyatta and Nairobi Hospital and NHIF Building.

(4) Crosswalk

Crosswalks will be provided at major intersections and bus stops

(5) Ngong River Bridge

Additional 3-lane road is proposed to be constructed at the downstream side of the existing road at the crossing of Ngong River. A box culvert is proposed for the additional 3-lane road to cross the river.

6. Other Items confirmed

(1) Beginning and ending point of the survey road

Beginning point (Sta. 0+000) of the survey road is the center of Adams Arcade Roundabout and All Saint Cathedral is the end point. Then the north direction of the plan will be located at the top side.

(2) Construction Limits

Sta.0-150m is the construction limit at the beginning point.

(3) Existing Roadside Car Park

The roadside car park in front of Ministry of Road will be removed to accommodate the widening of the road.

(4) ML-12 Intersection Plan

In the future, ML-12 will be connected with Ngong Road and ML-7. A detailed design drawing of the intersection to be connected with ML-12 will be provided by the Consultant in the detailed design stage.

(5) Utility Relocation

With consideration of future developments, all utilities in the ROW will be relocated to the edge of the ROW when this project will be implemented. KURA will be responsible for the relocation of utilities. The removal of existing street lights will be responsibility of KURA.

Noted by

June 9, 2010

Tsuyoshi Yamajuku
Chief Consultant
JICA Survey Team

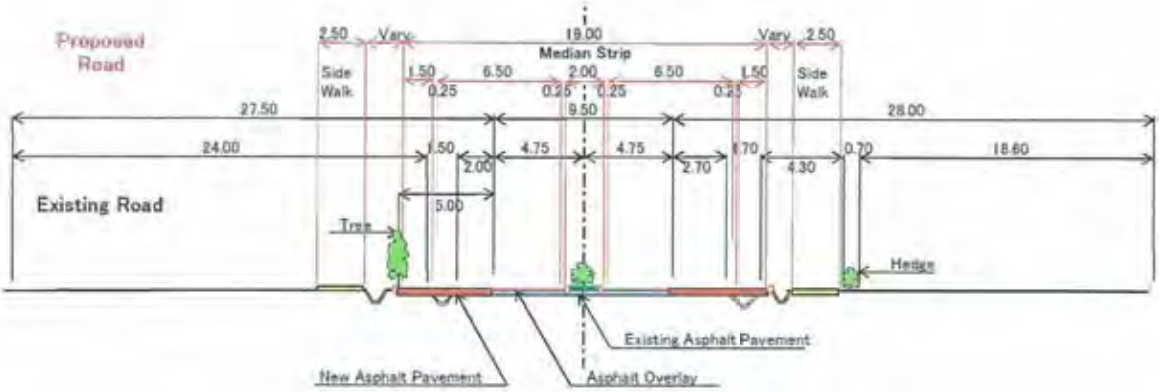
Eng. Joseph N.NKADAYO
Director General & CEO
Kenya Urban Roads Authority
Republic of Kenya

## Appendix-1 Geometric Standard

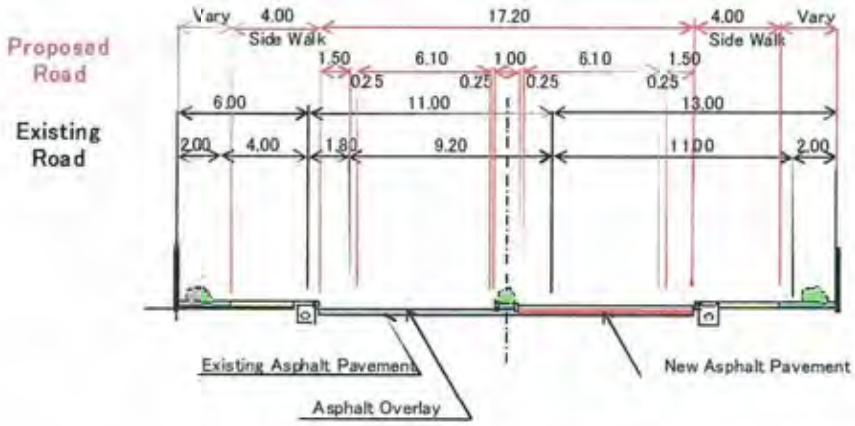
| Item | Specification | |
|---|---|---|
| Road Section | Adams Arcade – City Mortuary | City Mortuary – All Saints Cathedral |
| Design Speed (km/h) | 60 | 40 |
| Maximum Grade (%) | 6.0 | 8.0 |
| Minimum Horizontal Curve Radius (m) | 300 | 55 |
| Stopping Sight Distance (m) | 85 | 45 |
| Minimum Vertical Curve Radius (Crest) (m) | 800 | 400 |
| Minimum Vertical Curve Radius (Sag) (m) | 1800 | 800 |
| Maximum Super-elevation (%) | 2.0 (Normal Crown) | 4.0 |
| Carriageway Width (m) | 3.25 | 3.05 |

## Appendix-2 Typical Cross Section

From Adams Arcade to City Mortuary




From City Mortuary to All Saint Cathedral



## 6. EIA License Letter

Application Reference No. PR/7107

Registration No: 0008151

For official use

NATIONAL ENVIRONMENT MANAGEMENT AUTHORITY (NEMA)

THE ENVIRONMENTAL MANAGEMENT AND CO-ORDINATION ACT

**ENVIRONMENTAL IMPACT ASSESSMENT LICENCE**

This is to certify that the Project Report/Environmental Impact Assessment Study Report received from ..THE PERMANENT SECRETARY, MINISTRY OF ROADS..... (Name of individual/firm) ....P.O. BOX 30260-00100, NAIROBI..... (Address) submitted to the National Environment Management Authority in accordance with the Environmental Impact Assessment & Audit Regulations regarding ...PROPOSED UPGRADING OF ALL SAINTS CATHEDRAL ..JUNCTION-CITY-MORTUARY-DAGORETTI CORNER-NGONG TOWN (C61/C60) ROADS-KAREN BOMAS ROADS (title of project) whose objective is to carry on .....EXPANSION OF THE ROAD INTO DUAL ..CARRIAGE THROUGHOUT..... ..... ..... ..... (briefly describe purpose) located at ..CITY MORTUARY -DAGORETTI CORNER-NGONG TOWN (C61/C60) ROADS-KAREN- ..BOMAS ROADS..... (locality and district) has been reviewed and a licence is hereby issued for implementation of the project, subject to attached conditions.

Dated this.....3RD.....day....MAR..... of 20..11..

Signature.....

(SEAL)

*Director General*
*The National Environment Management Authority*

CONDITIONS OF LICENCE

1. This licence is valid for a period of ...24 MONTHS.... (time within which the project should commence) from the date

## 1.0 General Conditions

1.1 The license shall be valid for 24 months from the date of issue.

1.2 Without prejudice to the other conditions of this license, the proponent shall implement and maintain an environmental management system, organizational structure and allocate resources that are sufficient to achieve compliance with the requirements and conditions of this license.

1.3 The Authority shall take appropriate action against the proponent in the event of breach of any of the conditions stated herein or any contravention to the Environmental Management and Coordination Act, 1999 and regulations thereunder.

1.4 This license shall not be taken as statutory defence against charges of environmental degradation or pollution in respect of any manner of degradation/pollution not specified herein.

1.5 The proponent shall ensure that records on conditions of licenses/approval and project monitoring and evaluation shall be kept on the project site for inspection by NEMA's Environmental Inspectors.

1.6 The proponent shall submit an Environmental Audit report in the first year of occupation/operations/commissioning to confirm the efficacy and adequacy of the Environmental Management Plan.

1.7 The proponent shall comply with NEMA's improvement orders throughout the project cycle.

1.8 The proponent shall ensure strict adherence to the Environmental Management Plan developed throughout the project cycle.

## 2.0 Construction Conditions

2.1 The proponent shall ensure storm drainage systems are installed and maintained.

2.2 The proponent shall ensure where construction materials are sourced are rehabilitated.

2.3 The proponent shall ensure that all excavated material and debris is collected, re-used and where need be, disposed off as per the Environmental Management and Coordination (Waste Management) Regulations of 2006.

2.4 The proponent shall ensure strict adherence to the provisions of Environmental Management and Coordination (Noise and Excessive Vibrations Pollution Control) Regulations of 2009.

2.5 The proponent shall ensure strict adherence to the Occupational Safety and Health Act (OSHA), 2007.

2.6 The proponent shall ensure that construction workers are provided with adequate personal protection equipment (PPE), sanitary facilities as well as adequate training.

2.7 The proponent shall ensure that construction activities are undertaken during the day (and not at night) between 08.00 hrs and 17.00 hrs; and that transportation of construction material to site are undertaken during weekdays (and not weekends) off peak hours.

2.8 The proponent shall ensure strict adherence to the Environmental Management Plan developed throughout the project cycle.

2.9 The proponent shall ensure that the development adheres to zoning specifications issued for development of such a project within the jurisdiction of the City Council of Nairobi, with emphasis on approved land use for the area.

2.10 The proponent shall ensure the road reserves are planted with vegetation to prevent soil erosion.

## 3.0 Operational Conditions

3.1 The proponent shall ensure vegetation destroyed will be restored once the road works are completed.

3.2 The proponent shall ensure that all waste water is disposed as per the standards set out in the Environmental Management and Coordination (Water Quality) Regulations of 2006.

3.3 The proponent shall ensure that rain water harvesting facilities are provided to supplement surface and ground water.

3.4 The proponent shall ensure that the road is watered frequently and dust is not a source of nuisance to road users as well as the neighbourhood.

3.5 The proponent shall ensure that appropriate functional efficient air pollution control mechanisms are installed in the facility to control all air emissions.

3.6 The proponent shall ensure that all equipment used are well maintained in accordance with the Environmental Management and Coordination (Noise and Excessive Vibration Pollution Control) Regulations of 2009.

3.7 The proponent shall ensure that all solid waste is handled in accordance with the Environmental Management and Coordination (Waste Management) Regulations of 2006.

3.8 The proponent shall ensure that all workers are well protected and trained as per the Occupational Safety and Health Act (OSHA) of 2007.

3.9 The proponent shall comply with the relevant principal laws, by-laws and guidelines issued for development of such a project within the jurisdiction of the City Council of Nairobi, Ministry Roads and other relevant Authorities.

3.10 The proponent shall ensure that environmental protection facilities or measures to prevent pollution and ecological deterioration such as storm drains, sprinkling of the roads with water, creation of diversions for road users are employed simultaneously with the proposed project.

## 4.0 Notification Conditions

4.1 The proponent shall seek written approval from the Authority for any operational changes under this license.

4.2 The proponent shall ensure that the Authority is notified of any malfunction of any system within 12 hours on the NEMA hotline No. **020 6006041** and mitigation measures put in place.

4.3 The proponent shall keep a record of all pollution incidences and notify the Authority with 24 hours.

4.4 The proponent shall notify the Authority in writing of its intent to decommission the facility **three (3) months** in advance.

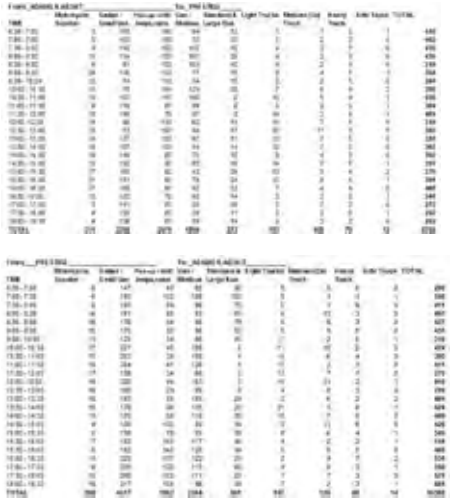
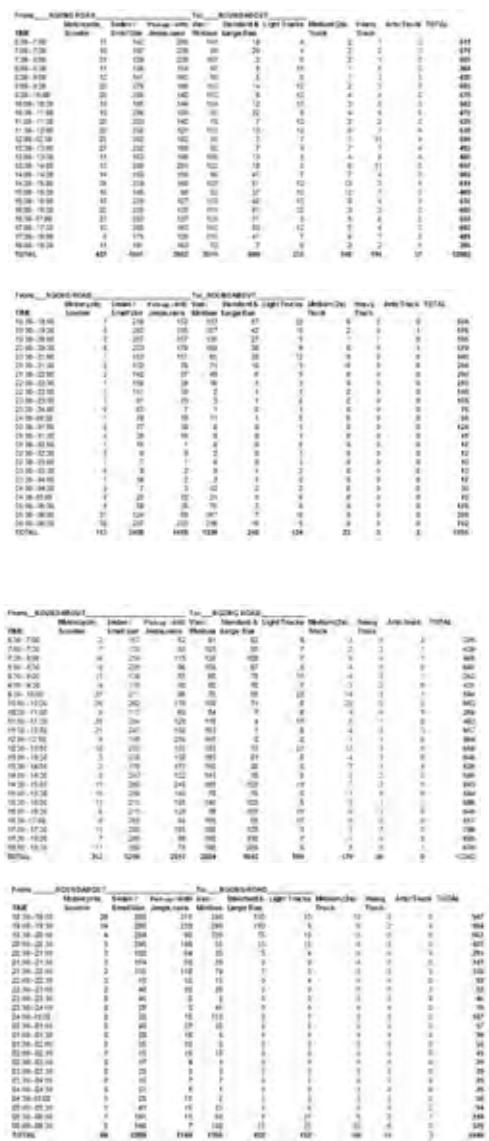
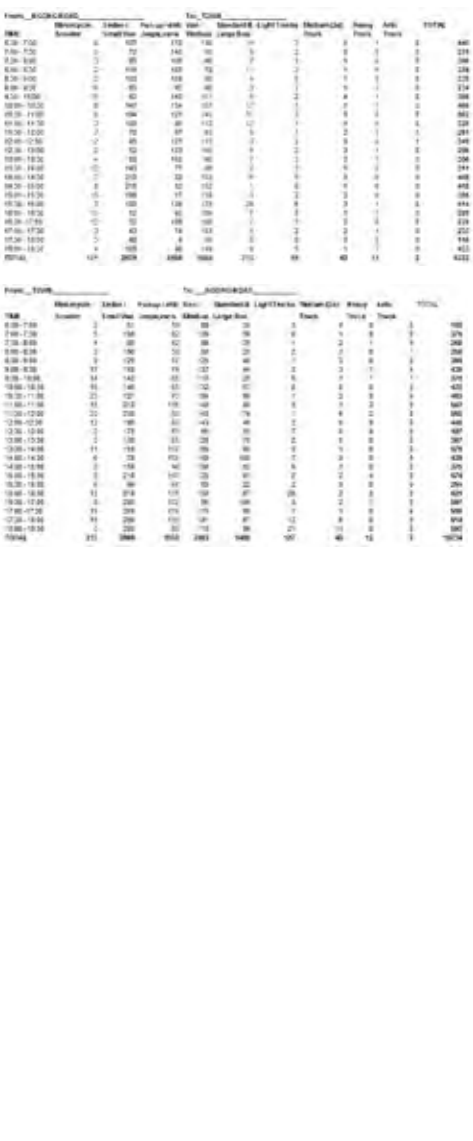
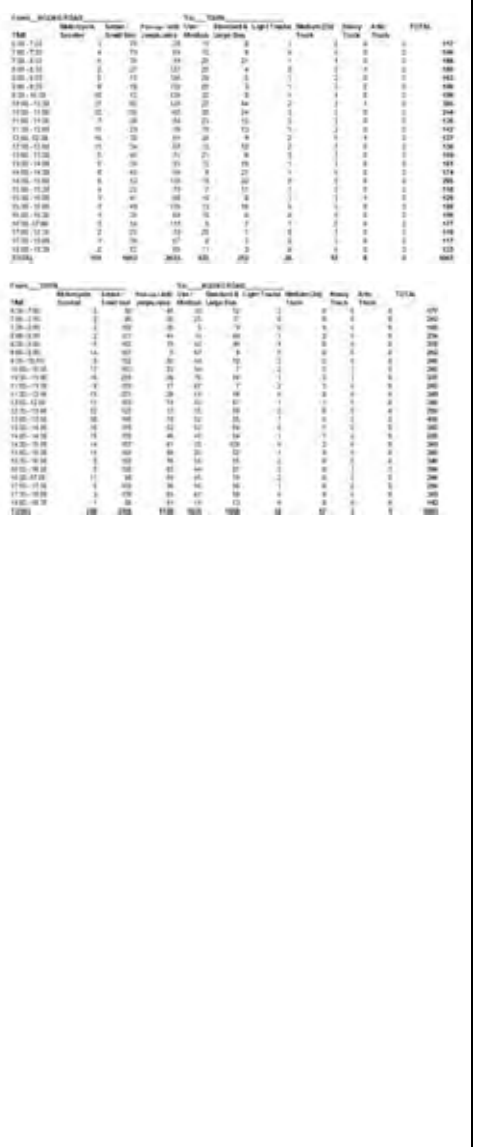
## 5.0 Decommissioning Conditions

5.1 The proponent shall ensure that a decommissioning plan is submitted to the Authority for approval at least three (3) months prior to decommissioning.

5.2 The proponent shall ensure that all pollutants and polluted material is contained and adequate mitigation measures provided during the phase.

## Appendix 3-1 TRAFFIC SURVEY RESULT

### Roadside Traffic Count Result (Motorized Traffic)

| Adams Arcade (Sta. 0+450) | Kenya Baptist Church (Sta. 2+350) | Kenya Hospital (Sta. 3+000) | Transcom House (Sta. 3+850) |
|---|---|---|---|
|  |  |  |  |

# Roadside Traffic Count Result (Non-Motorized Traffic)

## Adams Arcade (Sta. 0+450)

From: PRESTIGE To: ADAMS

| TIME | PEDESTRIAN | BICYCLES | CARTS |
|---|---|---|---|
| 6:30 - 7:00 | 392 | 17 | 0 |
| 7:00 - 7:30 | 155 | 8 | 0 |
| 7:30 - 8:00 | 66 | 8 | 0 |
| 8:00 - 8:30 | 74 | 5 | 1 |
| 8:30 - 9:00 | 25 | 6 | 0 |
| 9:00 - 9:30 | 28 | 5 | 0 |
| 9:30 - 10:00 | 47 | 8 | 1 |
| 10:00 - 10:30 | 47 | 4 | 0 |
| 10:30 - 11:00 | 48 | 8 | 0 |
| 11:00 - 11:30 | 61 | 5 | 1 |
| 11:30 - 12:00 | 26 | 6 | 0 |
| 12:00 -12:30 | 91 | 4 | 0 |
| 12:30 - 13:00 | 85 | 5 | 1 |
| 13:00 - 13:30 | 74 | 6 | 1 |
| 13:30 - 14:00 | 47 | 2 | 0 |
| 14:00 - 14:30 | 26 | 0 | 1 |
| 14:30 - 15:00 | 14 | 0 | 0 |
| 15:00 - 15:30 | 20 | 2 | 0 |
| 15:30 - 16:00 | 30 | 7 | 0 |
| 16:00 - 16:30 | 74 | 1 | 0 |
| 16:30 -17:00 | 68 | 1 | 0 |
| 17:00 - 17:30 | 76 | 8 | 0 |
| 17:30 - 18:00 | 134 | 20 | 0 |
| 18:00 - 18:30 | 92 | 35 | 0 |
| TOTAL | 1730 | 171 | 6 |

From: ADAMS ROUNDABOUT To: PRESTIGE

| TIME | PEDESTRIAN | BICYCLES | CARTS |
|---|---|---|---|
| 6:30 - 7:00 | 30 | 11 | 0 |
| 7:00 - 7:30 | 84 | 38 | 0 |
| 7:30 - 8:00 | 141 | 36 | 0 |
| 8:00 - 8:30 | 105 | 17 | 0 |
| 8:30 - 9:00 | 68 | 13 | 0 |
| 9:00 - 9:30 | 48 | 18 | 0 |
| 9:30 - 10:00 | 46 | 8 | 0 |
| 10:00 - 10:30 | 70 | 8 | 0 |
| 10:30 - 11:00 | 85 | 5 | 0 |
| 11:00 - 11:30 | 97 | 4 | 0 |
| 11:30 - 12:00 | 72 | 13 | 0 |
| 12:00 -12:30 | 83 | 4 | 1 |
| 12:30 - 13:00 | 79 | 6 | 0 |
| 13:00 - 13:30 | 114 | 10 | 1 |
| 13:30 - 14:00 | 86 | 6 | 1 |
| 14:00 - 14:30 | 75 | 8 | 0 |
| 14:30 - 15:00 | 55 | 6 | 0 |
| 15:00 - 15:30 | 69 | 3 | 0 |
| 15:30 - 16:00 | 51 | 6 | 0 |
| 16:00 - 16:30 | 67 | 17 | 0 |
| 16:30 -17:00 | 255 | 22 | 0 |
| 17:00 - 17:30 | 170 | 17 | 0 |
| 17:30 - 18:00 | 175 | 12 | 0 |
| 18:00 - 18:30 | 145 | 18 | 0 |
| TOTAL | 2268 | 311 | 3 |

## Kenya Baptist Church (Sta. 2+350)

From: NGONG ROAD To: TOWN

| TIME | PEDESTRIAN | BICYCLES | CARTS |
|---|---|---|---|
| 6:30 - 7:00 | 253 | 3 | 0 |
| 7:00 - 7:30 | 310 | 16 | 0 |
| 7:30 - 8:00 | 734 | 23 | 0 |
| 8:00 - 8:30 | 610 | 26 | 0 |
| 8:30 - 9:00 | 398 | 13 | 0 |
| 9:00 - 9:30 | 171 | 6 | 0 |
| 9:30 - 10:00 | 190 | 9 | 0 |
| 10:00 - 10:30 | 216 | 9 | 0 |
| 10:30 - 11:00 | 198 | 7 | 0 |
| 11:00 - 11:30 | 132 | 5 | 0 |
| 11:30 - 12:00 | 128 | 5 | 0 |
| 12:00 -12:30 | 115 | 5 | 0 |
| 12:30 - 13:00 | 116 | 9 | 0 |
| 13:00 - 13:30 | 79 | 5 | 0 |
| 13:30 - 14:00 | 97 | 4 | 0 |
| 14:00 - 14:30 | 73 | 9 | 0 |
| 14:30 - 15:00 | 63 | 7 | 1 |
| 15:00 - 15:30 | 61 | 7 | 1 |
| 15:30 - 16:00 | 52 | 4 | 0 |
| 16:00 - 16:30 | 84 | 0 | 0 |
| 16:30 -17:00 | 154 | 7 | 0 |
| 17:00 - 17:30 | 300 | 28 | 0 |
| 17:30 - 18:00 | 179 | 21 | 0 |
| 18:00 - 18:30 | 98 | 11 | 0 |
| TOTAL | 4810 | 239 | 2 |

From: NGONG ROAD To: TOWN

| TIME | PEDESTRIAN | BICYCLES | CARTS |
|---|---|---|---|
| 18:30 - 19:00 | 4524 | 3 | 0 |
| 19:00 - 19:30 | 13 | 0 | 0 |
| 19:30 - 20:00 | 17 | 0 | 0 |
| 20:00 - 20:30 | 0 | 0 | 0 |
| 20:30 - 21:00 | 1 | 0 | 0 |
| 21:00 - 21:30 | 0 | 0 | 0 |
| 21:30 - 22:00 | 5 | 0 | 0 |
| 22:00 - 22:30 | 0 | 0 | 0 |
| 22:30 - 23:00 | 0 | 0 | 0 |
| 23:00 - 23:30 | 1 | 0 | 0 |
| 23:30 - 24:00 | 2 | 0 | 0 |
| 24:00 -00:30 | 0 | 0 | 0 |
| 00:30 - 01:00 | 0 | 0 | 0 |
| 01:00 - 01:30 | 1 | 0 | 0 |
| 01:30 - 02:00 | 0 | 0 | 0 |
| 02:00 - 02:30 | 0 | 0 | 0 |
| 02:30 - 03:00 | 0 | 0 | 0 |
| 03:00 - 03:30 | 1 | 0 | 0 |
| 03:30 - 04:00 | 0 | 0 | 0 |
| 04:00 - 04:30 | 6 | 0 | 0 |
| 04:30 -05:00 | 5 | 0 | 1 |
| 05:00 - 05:30 | 49 | 6 | 0 |
| 05:30 - 06:00 | 221 | 29 | 0 |
| 06:00 - 06:30 | 375 | 24 | 0 |
| TOTAL | 5525 | 68 | 1 |

From: ROUNDABOUT To: NGONG ROAD

| TIME | PEDESTRIAN | BICYCLES | CARTS |
|---|---|---|---|
| 6:30 - 7:00 | 124 | 16 | 0 |
| 7:00 - 7:30 | 150 | 14 | 0 |
| 7:30 - 8:00 | 170 | 12 | 0 |
| 8:00 - 8:30 | 89 | 11 | 0 |
| 8:30 - 9:00 | 84 | 4 | 0 |
| 9:00 - 9:30 | 52 | 3 | 0 |
| 9:30 - 10:00 | 144 | 8 | 1 |
| 10:00 - 10:30 | 105 | 10 | 3 |
| 10:30 - 11:00 | 97 | 4 | 0 |
| 11:00 - 11:30 | 98 | 3 | 0 |
| 11:30 - 12:00 | 84 | 6 | 0 |
| 12:00 -12:30 | 81 | 4 | 0 |
| 12:30 - 13:00 | 108 | 5 | 0 |
| 13:00 - 13:30 | 150 | 3 | 0 |
| 13:30 - 14:00 | 98 | 4 | 1 |
| 14:00 - 14:30 | 106 | 1 | 0 |
| 14:30 - 15:00 | 150 | 4 | 0 |
| 15:00 - 15:30 | 127 | 1 | 0 |
| 15:30 - 16:00 | 186 | 9 | 0 |
| 16:00 - 16:30 | 269 | 9 | 0 |
| 16:30 -17:00 | 341 | 27 | 0 |
| 17:00 - 17:30 | 132 | 30 | 0 |
| 17:30 - 18:00 | 896 | 30 | 0 |
| 18:00 - 18:30 | 1101 | 29 | 0 |
| TOTAL | 4357 | 228 | 5 |

From: ROUNDABOUT To: NGONG ROAD

| TIME | PEDESTRIAN | BICYCLES | CARTS |
|---|---|---|---|
| 18:30 - 19:00 | 4603 | 9 | 0 |
| 19:00 - 19:30 | 192 | 3 | 0 |
| 19:30 - 20:00 | 86 | 0 | 0 |
| 20:00 - 20:30 | 33 | 3 | 0 |
| 20:30 - 21:00 | 37 | 0 | 0 |
| 21:00 - 21:30 | 7 | 1 | 0 |
| 21:30 - 22:00 | 8 | 0 | 0 |
| 22:00 - 22:30 | 2 | 3 | 0 |
| 22:30 - 23:00 | 4 | 0 | 0 |
| 23:00 - 23:30 | 3 | 0 | 0 |
| 23:30 - 24:00 | 0 | 0 | 0 |
| 24:00 -00:30 | 1 | 0 | 0 |
| 00:30 - 01:00 | 0 | 0 | 0 |
| 01:00 - 01:30 | 2 | 0 | 0 |
| 01:30 - 02:00 | 2 | 0 | 0 |
| 02:00 - 02:30 | 0 | 0 | 0 |
| 02:30 - 03:00 | 0 | 0 | 0 |
| 03:00 - 03:30 | 3 | 0 | 0 |
| 03:30 - 04:00 | 0 | 0 | 0 |
| 04:00 - 04:30 | 0 | 0 | 0 |
| 04:30 -05:00 | 2 | 0 | 0 |
| 05:00 - 05:30 | 11 | 0 | 0 |
| 05:30 - 06:00 | 27 | 1 | 0 |
| 06:00 - 06:30 | 79 | 10 | 0 |
| TOTAL | 5057 | 41 | 0 |

## Kenya Hospital (Sta. 3+000)

FROM: NGONG ROAD TO: TOWN

| TIME | PEDESTRIAN | BICYCLES | CARTS |
|---|---|---|---|
| 6:30 - 7:00 | 452 | 1 | 1 |
| 7:00 - 7:30 | 505 | 3 | 1 |
| 7:30 - 8:00 | 797 | 4 | 0 |
| 8:00 - 8:30 | 289 | 3 | 2 |
| 8:30 - 9:00 | 230 | 2 | 0 |
| 9:00 - 9:30 | 124 | 0 | 0 |
| 9:30 - 10:00 | 239 | 2 | 0 |
| 10:00 - 10:30 | 74 | 0 | 0 |
| 10:30 - 11:00 | 89 | 3 | 0 |
| 11:00 - 11:30 | 102 | 0 | 0 |
| 11:30 - 12:00 | 181 | 3 | 0 |
| 12:00 -12:30 | 104 | 0 | 0 |
| 12:30 - 13:00 | 74 | 1 | 1 |
| 13:00 - 13:30 | 122 | 0 | 2 |
| 13:30 - 14:00 | 36 | 1 | 0 |
| 14:00 - 14:30 | 86 | 0 | 0 |
| 14:30 - 15:00 | 151 | 2 | 0 |
| 15:00 - 15:30 | 48 | 3 | 0 |
| 15:30 - 16:00 | 128 | 0 | 0 |
| 16:00 - 16:30 | 48 | 0 | 0 |
| 16:30 -17:00 | 53 | 0 | 0 |
| 17:00 - 17:30 | 39 | 0 | 0 |
| 17:30 - 18:00 | 225 | 6 | 0 |
| 18:00 - 18:30 | 186 | 1 | 0 |
| TOTAL | 4382 | 35 | 7 |

From: TOWN To: NGONG ROAD

| TIME | PEDESTRIAN | BICYCLES | CARTS |
|---|---|---|---|
| 6:30 - 7:00 | 149 | 26 | 0 |
| 7:00 - 7:30 | 198 | 11 | 0 |
| 7:30 - 8:00 | 140 | 8 | 0 |
| 8:00 - 8:30 | 113 | 9 | 1 |
| 8:30 - 9:00 | 126 | 16 | 0 |
| 9:00 - 9:30 | 143 | 8 | 0 |
| 9:30 - 10:00 | 50 | 2 | 0 |
| 10:00 - 10:30 | 91 | 2 | 0 |
| 10:30 - 11:00 | 127 | 6 | 0 |
| 11:00 - 11:30 | 163 | 7 | 0 |
| 11:30 - 12:00 | 127 | 8 | 0 |
| 12:00 -12:30 | 186 | 3 | 0 |
| 12:30 - 13:00 | 161 | 5 | 0 |
| 13:00 - 13:30 | 179 | 5 | 0 |
| 13:30 - 14:00 | 243 | 8 | 0 |
| 14:00 - 14:30 | 163 | 4 | 0 |
| 14:30 - 15:00 | 213 | 10 | 1 |
| 15:00 - 15:30 | 259 | 6 | 0 |
| 15:30 - 16:00 | 342 | 4 | 0 |
| 16:00 - 16:30 | 375 | 13 | 1 |
| 16:30 -17:00 | 627 | 21 | 0 |
| 17:00 - 17:30 | 922 | 25 | 0 |
| 17:30 - 18:00 | 581 | 20 | 0 |
| 18:00 - 18:30 | 201 | 47 | 0 |
| TOTAL | 5851 | 274 | 3 |

## Transcom House (Sta. 3+850)

From: NGONG ROAD To: TOWN

| TIME | PEDESTRIAN | BICYCLES | CARTS |
|---|---|---|---|
| 6:30 - 7:00 | 107 | 2 | 0 |
| 7:00 - 7:30 | 140 | 0 | 0 |
| 7:30 - 8:00 | 366 | 6 | 0 |
| 8:00 - 8:30 | 403 | 2 | 1 |
| 8:30 - 9:00 | 332 | 1 | 1 |
| 9:00 - 9:30 | 392 | 1 | 0 |
| 9:30 - 10:00 | 363 | 1 | 1 |
| 10:00 - 10:30 | 404 | 1 | 1 |
| 10:30 - 11:00 | 544 | 0 | 1 |
| 11:00 - 11:30 | 565 | 0 | 3 |
| 11:30 - 12:00 | 405 | 2 | 0 |
| 12:00 -12:30 | 64 | 0 | 0 |
| 12:30 - 13:00 | 370 | 4 | 2 |
| 13:00 - 13:30 | 740 | 2 | 0 |
| 13:30 - 14:00 | 166 | 0 | 0 |
| 14:00 - 14:30 | 462 | 1 | 0 |
| 14:30 - 15:00 | 459 | 0 | 0 |
| 15:00 - 15:30 | 226 | 0 | 0 |
| 15:30 - 16:00 | 232 | 3 | 0 |
| 16:00 - 16:30 | 384 | 4 | 0 |
| 16:30 -17:00 | 327 | 3 | 0 |
| 17:00 - 17:30 | 391 | 15 | 0 |
| 17:30 - 18:00 | 597 | 8 | 0 |
| 18:00 - 18:30 | 537 | 18 | 0 |
| TOTAL | 9176 | 76 | 10 |

From: TOWN To: NGONG
Surveyed by: Supervised by:

| TIME | PEDESTRIAN | BICYCLES | CARTS |
|---|---|---|---|
| 6:30 - 7:00 | 431 | 3 | 1 |
| 7:00 - 7:30 | 579 | 4 | 0 |
| 7:30 - 8:00 | 507 | 0 | 0 |
| 8:00 - 8:30 | 385 | 3 | 0 |
| 8:30 - 9:00 | 290 | 2 | 0 |
| 9:00 - 9:30 | 380 | 2 | 0 |
| 9:30 - 10:00 | 209 | 0 | 1 |
| 10:00 - 10:30 | 303 | 0 | 0 |
| 10:30 - 11:00 | 359 | 0 | 0 |
| 11:00 - 11:30 | 289 | 0 | 0 |
| 11:30 - 12:00 | 263 | 0 | 0 |
| 12:00 -12:30 | 289 | 0 | 0 |
| 12:30 - 13:00 | 431 | 0 | 0 |
| 13:00 - 13:30 | 275 | 0 | 0 |
| 13:30 - 14:00 | 253 | 0 | 0 |
| 14:00 - 14:30 | 342 | 0 | 0 |
| 14:30 - 15:00 | 480 | 0 | 0 |
| 15:00 - 15:30 | 262 | 0 | 0 |
| 15:30 - 16:00 | 265 | 0 | 0 |
| 16:00 - 16:30 | 235 | 0 | 0 |
| 16:30 -17:00 | 331 | 0 | 0 |
| 17:00 - 17:30 | 498 | 0 | 0 |
| 17:30 - 18:00 | 323 | 0 | 0 |
| 18:00 - 18:30 | 167 | 0 | 0 |
| TOTAL | 8238 | 14 | 2 |

# Intersection Traffic Count Result (ML7 Intersection: May 26, 2010)

From: ADAMS To: YAYA

| TIME | Sedan / Pickup/ Van / Wagon | 4 WD | Mini Bus | Mini trucks | Standard & Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike | Trailer | Bicycle, Tricycle | Animal Cart | Walker |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 49 | | 16 | | 22 | | 0 | | 0 | | 4 | 0 | 30 |
| 6:45 - 7:00 | 83 | | 26 | | 22 | | 0 | | 1 | | 5 | 0 | 46 |
| 7:00 - 7:15 | 94 | | 19 | | 19 | | 1 | | 0 | | 6 | 0 | 36 |
| 7:15 - 7:30 | 139 | | 19 | | 17 | | 1 | | 2 | | 4 | 0 | 36 |
| 7:30 - 7:45 | 84 | | 15 | | 17 | | 1 | | 1 | | 3 | 0 | 29 |
| 7:45 - 8:00 | 79 | | 13 | | 13 | | 3 | | 0 | | 2 | 0 | 53 |
| 8:00 - 8:15 | 46 | | 8 | | 13 | | 1 | | 3 | | 1 | 0 | 31 |
| 8:15 - 8:30 | 41 | | 19 | | 9 | | 0 | | 0 | | 1 | 1 | 37 |
| 8:30 - 8:45 | 33 | | 10 | | 6 | | 1 | | 0 | | 3 | 0 | 35 |
| 8:45 - 9:00 | 30 | | 11 | | 11 | | 0 | | 1 | | 2 | 0 | 30 |
| 9:00 - 9:15 | 49 | | 14 | | 15 | | 1 | | 1 | | 2 | 0 | 29 |
| 9:15 -9:30 | 31 | | 8 | | 17 | | 0 | | 2 | | 2 | 0 | 27 |
| 16:00 - 16:15 | 59 | | 16 | | 11 | | 2 | | 2 | | 0 | 0 | 15 |
| 16:15 - 16:30 | 43 | | 12 | | 11 | | 2 | | 1 | | 2 | 0 | 18 |
| 16:30 - 16:45 | 61 | | 15 | | 14 | | 0 | | 1 | | 0 | 0 | 10 |
| 16:45 - 17:00 | 41 | | 10 | | 16 | | 2 | | 1 | | 2 | 0 | 13 |
| 17:00 - 17:15 | 46 | | 13 | | 13 | | 1 | | 0 | | 0 | 0 | 15 |
| 17:15 - 17:30 | 32 | | 8 | | 9 | | 0 | | 2 | | 0 | 0 | 8 |
| 17:30 - 17:45 | 40 | | 25 | | 8 | | 1 | | 1 | | 3 | 0 | 31 |
| 17:45 - 18:00 | 47 | | 18 | | 9 | | 1 | | 0 | | 1 | 0 | 26 |
| 18:00 - 18:15 | 49 | | 15 | | 13 | | 1 | | 0 | | 1 | 0 | 11 |
| 18:15 - 18:30 | 34 | | 17 | | 13 | | 1 | | 1 | | 3 | 0 | 15 |
| 18:30 - 18:45 | 36 | | 13 | | 11 | | 0 | | 0 | | 3 | 0 | 17 |
| 18:45 - 19:00 | 38 | | 13 | | 13 | | 0 | | 1 | | 0 | 0 | 8 |

From: YAYA To: ADAMS

| TIME | Sedan / Pickup/ Van / Wagon | 4 WD | Mini Bus | Mini trucks | Standard & Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike | Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 6 | | 18 | | 4 | | 2 | | 0 | | 3 | 0 | 18 |
| 6:45 - 7:00 | 20 | | 9 | | 1 | | 0 | | 0 | | 4 | 0 | 17 |
| 7:00 - 7:15 | 17 | | 10 | | 5 | | 0 | | 0 | | 0 | 0 | 34 |
| 7:15 - 7:30 | 14 | | 11 | | 2 | | 1 | | 0 | | 0 | 0 | 14 |
| 7:30 - 7:45 | 25 | | 15 | | 2 | | 0 | | 0 | | 0 | 0 | 13 |
| 7:45 - 8:00 | 19 | | 10 | | 1 | | 0 | | 0 | | 0 | 0 | 16 |
| 8:00 - 8:15 | 33 | | 20 | | 3 | | 1 | | 1 | | 2 | 0 | 16 |
| 8:15 - 8:30 | 36 | | 21 | | 2 | | 0 | | 0 | | 0 | 0 | 17 |
| 8:30 - 8:45 | 26 | | 9 | | 2 | | 0 | | 1 | | 1 | 0 | 18 |
| 8:45 - 9:00 | 37 | | 14 | | 1 | | 1 | | 0 | | 1 | 0 | 14 |
| 9:00 - 9:15 | 47 | | 15 | | 3 | | 1 | | 1 | | 0 | 0 | 17 |
| 9:15 -9:30 | 36 | | 10 | | 1 | | 0 | | 1 | | 1 | 0 | 18 |
| 16:00 - 16:15 | 35 | | 10 | | 0 | | 1 | | 2 | | 0 | 0 | 20 |
| 16:15 - 16:30 | 38 | | 8 | | 1 | | 0 | | 2 | | 1 | 0 | 26 |
| 16:30 - 16:45 | 43 | | 13 | | 3 | | 0 | | 5 | | 1 | 0 | 46 |
| 16:45 - 17:00 | 53 | | 16 | | 3 | | 1 | | 2 | | 4 | 0 | 51 |
| 17:00 - 17:15 | 37 | | 10 | | 1 | | 0 | | 0 | | 3 | 1 | 55 |
| 17:15 - 17:30 | 57 | | 12 | | 0 | | 0 | | 2 | | 1 | 0 | 63 |
| 17:30 - 17:45 | 51 | | 8 | | 1 | | 0 | | 1 | | 3 | 0 | 76 |
| 17:45 - 18:00 | 64 | | 13 | | 2 | | 0 | | 1 | | 7 | 0 | 79 |
| 18:00 - 18:15 | 76 | | 13 | | 3 | | 0 | | 0 | | 10 | 0 | 205 |
| 18:15 - 18:30 | 72 | | 13 | | 0 | | 0 | | 0 | | 6 | 1 | 234 |
| 18:30 - 18:45 | 62 | | 11 | | 2 | | 0 | | 2 | | 8 | 1 | 53 |
| 18:45 - 19:00 | 63 | | 15 | | 1 | | 0 | | 4 | | 5 | 0 | 59 |

From: ADAMS To: TOWN

| TIME | Sedan / Pickup/ Van / Wagon | 4 WD | Mini Bus | Mini trucks | Standard & Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike | Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 118 | | 52 | | 3 | | 2 | | 2 | | 3 | 0 | 43 |
| 6:45 - 7:00 | 104 | | 40 | | 2 | | 0 | | 4 | | 9 | 0 | 57 |
| 7:00 - 7:15 | 97 | | 26 | | 1 | | 5 | | 3 | | 12 | 0 | 111 |
| 7:15 - 7:30 | 67 | | 44 | | 2 | | 1 | | 0 | | 13 | 0 | 122 |
| 7:30 - 7:45 | 43 | | 31 | | 0 | | 1 | | 3 | | 6 | 0 | 56 |
| 7:45 - 8:00 | 38 | | 47 | | 4 | | 3 | | 7 | | 3 | 0 | 37 |
| 8:00 - 8:15 | 50 | | 33 | | 2 | | 4 | | 2 | | 0 | 0 | 70 |
| 8:15 - 8:30 | 37 | | 45 | | 1 | | 2 | | 4 | | 1 | 0 | 50 |
| 8:30 - 8:45 | 42 | | 20 | | 0 | | 3 | | 3 | | 2 | 0 | 68 |
| 8:45 - 9:00 | 82 | | 47 | | 5 | | 0 | | 5 | | 5 | 0 | 44 |
| 9:00 - 9:15 | 85 | | 32 | | 5 | | 0 | | 6 | | 3 | 0 | 79 |
| 9:15 -9:30 | 92 | | 36 | | 9 | | 0 | | 8 | | 4 | 0 | 83 |
| 16:00 - 16:15 | 92 | | 33 | | 6 | | 3 | | 11 | | 3 | 0 | 4 |
| 16:15 - 16:30 | 72 | | 34 | | 2 | | 8 | | 10 | | 1 | 0 | 21 |
| 16:30 - 16:45 | 60 | | 37 | | 7 | | 8 | | 5 | | 4 | 1 | 51 |
| 16:45 - 17:00 | 46 | | 24 | | 4 | | 5 | | 7 | | 2 | 0 | 46 |
| 17:00 - 17:15 | 73 | | 20 | | 5 | | 4 | | 6 | | 3 | 0 | 42 |
| 17:15 - 17:30 | 57 | | 11 | | 2 | | 3 | | 3 | | 13 | 0 | 47 |
| 17:30 - 17:45 | 62 | | 24 | | 5 | | 8 | | 8 | | 13 | 0 | 72 |
| 17:45 - 18:00 | 84 | | 14 | | 4 | | 11 | | 5 | | 8 | 0 | 65 |
| 18:00 - 18:15 | 88 | | 23 | | 6 | | 6 | | 4 | | 3 | 0 | 60 |
| 18:15 - 18:30 | 68 | | 28 | | 2 | | 5 | | 5 | | 6 | 0 | 50 |
| 18:30 - 18:45 | 92 | | 27 | | 10 | | 6 | | 3 | | 5 | 0 | 36 |
| 18:45 - 19:00 | 52 | | 24 | | 2 | | 7 | | 5 | | 3 | 0 | 27 |

From: TOWN To: ADAMS

| TIME | Sedan / Pickup/ Van / Wagon | 4 WD | Mini Bus | Mini trucks | Standard & Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike | Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 120 | | 40 | | 28 | | 6 | | 1 | | 4 | 0 | 34 |
| 6:45 - 7:00 | 116 | | 40 | | 25 | | 5 | | 0 | | 13 | 2 | 69 |
| 7:00 - 7:15 | 123 | | 47 | | 23 | | 5 | | 4 | | 5 | 1 | 65 |
| 7:15 - 7:30 | 132 | | 50 | | 13 | | 1 | | 3 | | 4 | 1 | 77 |
| 7:30 - 7:45 | 114 | | 48 | | 19 | | 2 | | 0 | | 1 | 0 | 75 |
| 7:45 - 8:00 | 116 | | 40 | | 14 | | 3 | | 3 | | 4 | 1 | 71 |
| 8:00 - 8:15 | 116 | | 31 | | 13 | | 0 | | 5 | | 6 | 0 | 39 |
| 8:15 - 8:30 | 105 | | 30 | | 20 | | 0 | | 8 | | 9 | 1 | 44 |
| 8:30 - 8:45 | 107 | | 35 | | 27 | | 1 | | 4 | | 7 | 0 | 41 |
| 8:45 - 9:00 | 119 | | 38 | | 24 | | 5 | | 5 | | 4 | 0 | 49 |
| 9:00 - 9:15 | 107 | | 36 | | 21 | | 10 | | 3 | | 1 | 0 | 52 |
| 9:15 -9:30 | 124 | | 45 | | 15 | | 7 | | 10 | | 3 | 0 | 74 |
| 16:00 - 16:15 | 147 | | 39 | | 12 | | 0 | | 10 | | 6 | 0 | 80 |
| 16:15 - 16:30 | 143 | | 49 | | 21 | | 2 | | 12 | | 6 | 1 | 96 |
| 16:30 - 16:45 | 172 | | 35 | | 12 | | 3 | | 5 | | 5 | 0 | 120 |
| 16:45 - 17:00 | 121 | | 30 | | 8 | | 2 | | 4 | | 12 | 0 | 116 |
| 17:00 - 17:15 | 140 | | 42 | | 14 | | 4 | | 5 | | 13 | 1 | 159 |
| 17:15 - 17:30 | 125 | | 31 | | 5 | | 6 | | 3 | | 17 | 1 | 200 |
| 17:30 - 17:45 | 151 | | 33 | | 8 | | 9 | | 9 | | 19 | 0 | 268 |
| 17:45 - 18:00 | 140 | | 23 | | 8 | | 6 | | 8 | | 25 | 4 | 277 |
| 18:00 - 18:15 | 150 | | 29 | | 8 | | 4 | | 4 | | 31 | 1 | 313 |
| 18:15 - 18:30 | 148 | | 30 | | 17 | | 4 | | 10 | | 25 | 1 | 258 |
| 18:30 - 18:45 | 149 | | 19 | | 18 | | 2 | | 5 | | 19 | 0 | 257 |
| 18:45 - 19:00 | 157 | | 33 | | 15 | | 3 | | 5 | | 33 | 1 | 256 |

From: TOWN To: YAYA

| TIME | Sedan / Pickup/ Van / Wagon | 4 WD | Mini Bus | Mini trucks | Standard & Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike | Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 6 | | 3 | | 0 | | 0 | | 0 | | 1 | 0 | 747 |
| 6:45 - 7:00 | 12 | | 0 | | 1 | | 0 | | 0 | | 1 | 0 | 635 |
| 7:00 - 7:15 | 16 | | 0 | | 2 | | 0 | | 0 | | 0 | 0 | 176 |
| 7:15 - 7:30 | 22 | | 0 | | 0 | | 1 | | 1 | | 1 | 1 | 384 |
| 7:30 - 7:45 | 24 | | 1 | | 0 | | 0 | | 0 | | 0 | 1 | 266 |
| 7:45 - 8:00 | 31 | | 2 | | 0 | | 0 | | 2 | | 0 | 0 | 225 |
| 8:00 - 8:15 | 25 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 192 |
| 8:15 - 8:30 | 21 | | 1 | | 0 | | 0 | | 0 | | 0 | 0 | 166 |
| 8:30 - 8:45 | 28 | | 0 | | 0 | | 1 | | 0 | | 0 | 0 | 151 |
| 8:45 - 9:00 | 29 | | 0 | | 0 | | 0 | | 1 | | 0 | 0 | 133 |
| 9:00 - 9:15 | 29 | | 0 | | 0 | | 0 | | 2 | | 0 | 0 | 96 |
| 9:15 -9:30 | 22 | | 0 | | 0 | | 1 | | 0 | | 0 | 0 | 77 |
| 16:00 - 16:15 | 33 | | 0 | | 0 | | 0 | | 1 | | 1 | 0 | 28 |
| 16:15 - 16:30 | 28 | | 1 | | 1 | | 1 | | 2 | | 0 | 0 | 33 |
| 16:30 - 16:45 | 26 | | 0 | | 0 | | 0 | | 2 | | 2 | 0 | 39 |
| 16:45 - 17:00 | 24 | | 1 | | 0 | | 0 | | 2 | | 0 | 1 | 46 |
| 17:00 - 17:15 | 25 | | 0 | | 1 | | 0 | | 2 | | 0 | 0 | 37 |
| 17:15 - 17:30 | 25 | | 0 | | 0 | | 0 | | 0 | | 1 | 0 | 40 |
| 17:30 - 17:45 | 14 | | 0 | | 0 | | 0 | | 1 | | 3 | 0 | 39 |
| 17:45 - 18:00 | 23 | | 1 | | 0 | | 0 | | 2 | | 0 | 0 | 51 |
| 18:00 - 18:15 | 23 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 37 |
| 18:15 - 18:30 | 16 | | 0 | | 0 | | 1 | | 0 | | 0 | 0 | 17 |
| 18:30 - 18:45 | 15 | | 1 | | 2 | | 0 | | 1 | | 1 | 0 | 43 |
| 18:45 - 19:00 | 23 | | 0 | | 0 | | 1 | | 1 | | 0 | 0 | 43 |

From: YAYA To: TOWN

| TIME | Sedan / Pickup/ Van / Wagon | 4 WD | Mini Bus | Mini trucks | Standard & Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike | Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 4 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 39 |
| 6:45 - 7:00 | 6 | | 1 | | 0 | | 1 | | 0 | | 0 | 0 | 34 |
| 7:00 - 7:15 | 8 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 28 |
| 7:15 - 7:30 | 3 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 34 |
| 7:30 - 7:45 | 9 | | 0 | | 0 | | 0 | | 0 | | 3 | 2 | 20 |
| 7:45 - 8:00 | 6 | | 0 | | 0 | | 0 | | 1 | | 3 | 1 | 34 |
| 8:00 - 8:15 | 7 | | 0 | | 0 | | 1 | | 1 | | 0 | 0 | 17 |
| 8:15 - 8:30 | 12 | | 3 | | 1 | | 0 | | 1 | | 1 | 0 | 33 |
| 8:30 - 8:45 | 10 | | 2 | | 0 | | 0 | | 1 | | 4 | 0 | 24 |
| 8:45 - 9:00 | 14 | | 3 | | 0 | | 0 | | 0 | | 2 | 0 | 34 |
| 9:00 - 9:15 | 13 | | 3 | | 0 | | 0 | | 1 | | 4 | 0 | 28 |
| 9:15 -9:30 | 23 | | 6 | | 2 | | 0 | | 1 | | 2 | 0 | 26 |
| 16:00 - 16:15 | 16 | | 0 | | 0 | | 0 | | 1 | | 1 | 0 | 26 |
| 16:15 - 16:30 | 20 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 23 |
| 16:30 - 16:45 | 23 | | 1 | | 0 | | 0 | | 3 | | 2 | 0 | 27 |
| 16:45 - 17:00 | 10 | | 0 | | 0 | | 0 | | 2 | | 3 | 0 | 20 |
| 17:00 - 17:15 | 22 | | 0 | | 0 | | 0 | | 0 | | 4 | 0 | 38 |
| 17:15 - 17:30 | 17 | | 2 | | 0 | | 0 | | 1 | | 2 | 0 | 46 |
| 17:30 - 17:45 | 14 | | 2 | | 0 | | 0 | | 0 | | 0 | 0 | 21 |
| 17:45 - 18:00 | 14 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 14 |
| 18:00 - 18:15 | 21 | | 1 | | 0 | | 0 | | 0 | | 2 | 0 | 25 |
| 18:15 - 18:30 | 14 | | 1 | | 0 | | 0 | | 0 | | 0 | 0 | 7 |
| 18:30 - 18:45 | 26 | | 0 | | 1 | | 0 | | 2 | | 0 | 0 | 15 |
| 18:45 - 19:00 | 18 | | 0 | | 0 | | 0 | | 0 | | 1 | 0 | 8 |

# Intersection Traffic Count Result (ML7 Intersection: May 25, 2010)

From: YAYA To: ADAMS

| TIME | Sedan / Wagon | Pickup/ 4 WD | Van / Mini bus | Mini trucks | Standard & Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | | | | | | | | | | | | |
| 6:45 - 7:00 | | | | | | | | | | | | |
| 7:00 - 7:15 | | | | | | | | | | | | |
| 7:15 - 7:30 | | | | | | | | | | | | |
| 7:30 - 7:45 | | | | | | | | | | | | |
| 7:45 - 8:00 | | | | | | | | | | | | |
| 8:00 - 8:15 | | | | | | | | | | | | |
| 8:15 - 8:30 | | | | | | | | | | | | |
| 8:30 - 8:45 | | | | | | | | | | | | |
| 8:45 - 9:00 | | | | | | | | | | | | |
| 9:00 - 9:15 | | | | | | | | | | | | |
| 9:15 - 9:30 | | | | | | | | | | | | |
| 16:00 - 16:15 | | 54 | 9 | | 2 | | 0 | 0 | 0 | 0 | 0 | 41 |
| 16:15 - 16:30 | | 41 | 14 | | 1 | | 2 | 2 | 1 | 0 | 0 | 29 |
| 16:30 - 16:45 | | 45 | 18 | | 2 | | 0 | 0 | 0 | 0 | 0 | 52 |
| 16:45 - 17:00 | | 31 | 13 | | 1 | | 1 | 1 | 0 | 0 | 0 | 45 |
| 17:00 - 17:15 | | 49 | 8 | | 0 | | 1 | 0 | 1 | 0 | 0 | 46 |
| 17:15 - 17:30 | | 61 | 16 | | 1 | | 0 | 0 | 1 | 0 | 0 | 65 |
| 17:30 - 17:45 | | 43 | 29 | | 1 | | 1 | 0 | 2 | 0 | 0 | 56 |
| 17:45 - 18:00 | | 62 | 18 | | 0 | | 0 | 0 | 1 | 0 | 0 | 47 |
| 18:00 -18:15 | | 36 | 12 | | 1 | | 1 | 0 | 1 | 0 | 0 | 21 |
| 18:15 - 18:30 | | 54 | 18 | | 5 | | 0 | 1 | 1 | 0 | 0 | 24 |
| 18:30 - 18:45 | | 67 | 18 | | 4 | | 1 | 2 | 0 | 0 | 0 | 18 |
| 18:45 - 19:00 | | 55 | 17 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | | | | | | | | | | | | |

From: ADAMS To: YAYA

| TIME | Sedan / Wagon | Pickup/ 4 WD | Van / Mini bus | Mini trucks | Standard & Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | | | | | | | | | | | | |
| 6:45 - 7:00 | | | | | | | | | | | | |
| 7:00 - 7:15 | | | | | | | | | | | | |
| 7:15 - 7:30 | | | | | | | | | | | | |
| 7:30 - 7:45 | | | | | | | | | | | | |
| 7:45 - 8:00 | | | | | | | | | | | | |
| 8:00 - 8:15 | | | | | | | | | | | | |
| 8:15 - 8:30 | | | | | | | | | | | | |
| 8:30 - 8:45 | | | | | | | | | | | | |
| 8:45 - 9:00 | | | | | | | | | | | | |
| 9:00 - 9:15 | | | | | | | | | | | | |
| 9:15 - 9:30 | | | | | | | | | | | | |
| 16:00 - 16:15 | | 46 | 16 | | 10 | | 0 | 0 | 2 | 0 | 0 | 27 |
| 16:15 - 16:30 | | 28 | 18 | | 10 | | 0 | 1 | 1 | 0 | 0 | 37 |
| 16:30 - 16:45 | | 44 | 17 | | 17 | | 1 | 1 | 1 | 0 | 0 | 23 |
| 16:45 - 17:00 | | 53 | 13 | | 21 | | 0 | 3 | 1 | 0 | 0 | 36 |
| 17:00 - 17:15 | | 48 | 24 | | 13 | | 0 | 1 | 1 | 0 | 0 | 67 |
| 17:15 - 17:30 | | 48 | 15 | | 14 | | 0 | 1 | 3 | 0 | 0 | 39 |
| 17:30 - 17:45 | | 38 | 15 | | 10 | | 1 | 1 | 0 | 0 | 0 | 35 |
| 17:45 - 18:00 | | 43 | 19 | | 10 | | 0 | 0 | 2 | 0 | 0 | 34 |
| 18:00 -18:15 | | 31 | 16 | | 12 | | 0 | 1 | 0 | 0 | 0 | 18 |
| 18:15 - 18:30 | | 25 | 11 | | 5 | | 0 | 0 | 1 | 0 | 0 | 35 |
| 18:30 - 18:45 | | 15 | 13 | | 11 | | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:45 - 19:00 | | 9 | 8 | | 5 | | 0 | 0 | 0 | 0 | 0 | 3 |
| TOTAL | | | | | | | | | | | | |

From: TOWN To: ADAMS

| TIME | Sedan / Wagon | Pickup/ 4 WD | Van / Mini bus | Mini trucks | Standard & Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | | | | | | | | | | | | |
| 6:45 - 7:00 | | | | | | | | | | | | |
| 7:00 - 7:15 | | | | | | | | | | | | |
| 7:15 - 7:30 | | | | | | | | | | | | |
| 7:30 - 7:45 | | | | | | | | | | | | |
| 7:45 - 8:00 | | | | | | | | | | | | |
| 8:00 - 8:15 | | | | | | | | | | | | |
| 8:15 - 8:30 | | | | | | | | | | | | |
| 8:30 - 8:45 | | | | | | | | | | | | |
| 8:45 - 9:00 | | | | | | | | | | | | |
| 9:00 - 9:15 | | | | | | | | | | | | |
| 9:15 - 9:30 | | | | | | | | | | | | |
| 16:00 - 16:15 | | 142 | 45 | | 16 | | 5 | 5 | 7 | 0 | 0 | 95 |
| 16:15 - 16:30 | | 140 | 40 | | 12 | | 0 | 6 | 3 | 11 | 0 | 99 |
| 16:30 - 16:45 | | 148 | 47 | | 12 | | 3 | 3 | 4 | 0 | 0 | 121 |
| 16:45 - 17:00 | | 134 | 32 | | 8 | | 2 | 7 | 1 | 0 | 0 | 157 |
| 17:00 - 17:15 | | 102 | 32 | | 9 | | 6 | 4 | 7 | 0 | 0 | 153 |
| 17:15 - 17:30 | | 124 | 23 | | 7 | | 7 | 4 | 11 | 0 | 0 | 244 |
| 17:30 - 17:45 | | 107 | 24 | | 12 | | 2 | 3 | 16 | 0 | 0 | 191 |
| 17:45 - 18:00 | | 91 | 24 | | 12 | | 4 | 2 | 17 | 0 | 0 | 222 |
| 18:00 -18:15 | | 119 | 32 | | 12 | | 0 | 4 | 18 | 1 | 0 | 251 |
| 18:15 - 18:30 | | 157 | 24 | | 11 | | 2 | 7 | 7 | 1 | 0 | 236 |
| 18:30 - 18:45 | | 131 | 34 | | 17 | | 1 | 2 | 7 | 1 | 0 | 162 |
| 18:45 - 19:00 | | 101 | 24 | | 12 | | 1 | 2 | 4 | 0 | 0 | 119 |
| TOTAL | | | | | | | | | | | | |

From: TOWN To: YAYA

| TIME | Sedan / Wagon | Pickup/ 4 WD | Van / Mini bus | Mini trucks | Standard & Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | | | | | | | | | | | | |
| 6:45 - 7:00 | | | | | | | | | | | | |
| 7:00 - 7:15 | | | | | | | | | | | | |
| 7:15 - 7:30 | | | | | | | | | | | | |
| 7:30 - 7:45 | | | | | | | | | | | | |
| 7:45 - 8:00 | | | | | | | | | | | | |
| 8:00 - 8:15 | | | | | | | | | | | | |
| 8:15 - 8:30 | | | | | | | | | | | | |
| 8:30 - 8:45 | | | | | | | | | | | | |
| 8:45 - 9:00 | | | | | | | | | | | | |
| 9:00 - 9:15 | | | | | | | | | | | | |
| 9:15 - 9:30 | | | | | | | | | | | | |
| 16:00 - 16:15 | | 17 | 1 | | 0 | | 0 | 0 | 1 | 0 | 0 | 18 |
| 16:15 - 16:30 | | 15 | 1 | | 0 | | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:30 - 16:45 | | 18 | 1 | | 0 | | 0 | 0 | 0 | 0 | 0 | 25 |
| 16:45 - 17:00 | | 15 | 3 | | 0 | | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:00 - 17:15 | | 22 | 4 | | 0 | | 0 | 0 | 0 | 0 | 0 | 36 |
| 17:15 - 17:30 | | 10 | 0 | | 0 | | 1 | 0 | 0 | 0 | 0 | 61 |
| 17:30 - 17:45 | | 16 | 0 | | 0 | | 1 | 0 | 0 | 0 | 0 | 108 |
| 17:45 - 18:00 | | 22 | 1 | | 0 | | 0 | 0 | 0 | 0 | 0 | 92 |
| 18:00 -18:15 | | 8 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 86 |
| 18:15 - 18:30 | | 6 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 47 |
| 18:30 - 18:45 | | 12 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:45 - 19:00 | | 6 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 22 |
| TOTAL | | | | | | | | | | | | |

From: ADAMS To: TOWN

| TIME | Sedan / Wagon | Pickup/ 4 WD | Van / Mini bus | Mini trucks | Standard & Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | | | | | | | | | | | | |
| 6:45 - 7:00 | | | | | | | | | | | | |
| 7:00 - 7:15 | | | | | | | | | | | | |
| 7:15 - 7:30 | | | | | | | | | | | | |
| 7:30 - 7:45 | | | | | | | | | | | | |
| 7:45 - 8:00 | | | | | | | | | | | | |
| 8:00 - 8:15 | | | | | | | | | | | | |
| 8:15 - 8:30 | | | | | | | | | | | | |
| 8:30 - 8:45 | | | | | | | | | | | | |
| 8:45 - 9:00 | | | | | | | | | | | | |
| 9:00 - 9:15 | | | | | | | | | | | | |
| 9:15 - 9:30 | | | | | | | | | | | | |
| 16:00 - 16:15 | | 59 | 42 | | 8 | | 2 | 4 | 0 | 0 | 0 | 57 |
| 16:15 - 16:30 | | 75 | 39 | | 1 | | 1 | 3 | 0 | 0 | 0 | 61 |
| 16:30 - 16:45 | | 66 | 47 | | 5 | | 2 | 5 | 2 | 0 | 0 | 34 |
| 16:45 - 17:00 | | 68 | 33 | | 4 | | 5 | 3 | 1 | 0 | 0 | 72 |
| 17:00 - 17:15 | | 68 | 32 | | 9 | | 1 | 4 | 0 | 0 | 0 | 88 |
| 17:15 - 17:30 | | 71 | 26 | | 2 | | 1 | 6 | 2 | 0 | 0 | 101 |
| 17:30 - 17:45 | | 67 | 29 | | 1 | | 4 | 3 | 5 | 0 | 0 | 104 |
| 17:45 - 18:00 | | 80 | 12 | | 2 | | 4 | 1 | 0 | 0 | 0 | 157 |
| 18:00 -18:15 | | 90 | 10 | | 11 | | 3 | 2 | 0 | 0 | 0 | 104 |
| 18:15 - 18:30 | | 84 | 24 | | 5 | | 2 | 1 | 0 | 0 | 0 | 92 |
| 18:30 - 18:45 | | 78 | 31 | | 9 | | 2 | 0 | 0 | 0 | 0 | 57 |
| 18:45 - 19:00 | | 97 | 34 | | 12 | | 2 | 1 | 0 | | | 21 |
| TOTAL | | | | | | | | | | | | |

From: YAYA To: TOWN

| TIME | Sedan / Wagon | Pickup/ 4 WD | Van / Mini bus | Mini trucks | Standard & Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | | | | | | | | | | | | |
| 6:45 - 7:00 | | | | | | | | | | | | |
| 7:00 - 7:15 | | | | | | | | | | | | |
| 7:15 - 7:30 | | | | | | | | | | | | |
| 7:30 - 7:45 | | | | | | | | | | | | |
| 7:45 - 8:00 | | | | | | | | | | | | |
| 8:00 - 8:15 | | | | | | | | | | | | |
| 8:15 - 8:30 | | | | | | | | | | | | |
| 8:30 - 8:45 | | | | | | | | | | | | |
| 8:45 - 9:00 | | | | | | | | | | | | |
| 9:00 - 9:15 | | | | | | | | | | | | |
| 9:15 - 9:30 | | | | | | | | | | | | |
| 16:00 - 16:15 | | 20 | 1 | | 0 | | 0 | 0 | 0 | 0 | 0 | 29 |
| 16:15 - 16:30 | | 9 | 0 | | 0 | | 0 | 0 | 1 | 0 | 0 | 59 |
| 16:30 - 16:45 | | 19 | 0 | | 0 | | 0 | 0 | 1 | 0 | 0 | 90 |
| 16:45 - 17:00 | | 18 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 219 |
| 17:00 - 17:15 | | 28 | 1 | | 0 | | 0 | 0 | 0 | 0 | 1 | 315 |
| 17:15 - 17:30 | | 21 | 1 | | 0 | | 0 | 1 | 0 | 0 | 0 | 287 |
| 17:30 - 17:45 | | 29 | 2 | | 0 | | 0 | 0 | 1 | 0 | 0 | 458 |
| 17:45 - 18:00 | | 28 | 1 | | 0 | | 1 | 0 | 3 | 0 | 0 | 281 |
| 18:00 -18:15 | | 18 | 0 | | 0 | | 0 | 0 | 1 | 0 | 0 | 189 |
| 18:15 - 18:30 | | 19 | 0 | | 0 | | 0 | 0 | 1 | 0 | 0 | 157 |
| 18:30 - 18:45 | | 13 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 86 |
| 18:45 - 19:00 | | 22 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 45 |
| TOTAL | | | | | | | | | | | | |

# Intersection Traffic Count Result (City Mortuary Intersection: June 10, 2010)

From: NGONG ROAD To: VALLEY ROAD

| TIME | Sedan / Pickup/ Wagon 4 WD | Van / Mini Mini bus trucks | Standard B2-Axle Large Bus Truck | 3-Axle Articulated Truck Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|
| 8:30 - 8:45 | 56 | 0 | 1 | 0 | 0 | 1 | 0 | 20 |
| 8:45 - 9:00 | 66 | 5 | 1 | 0 | 0 | 0 | 0 | 24 |
| 9:00 - 9:15 | 65 | 7 | 0 | 0 | 0 | 0 | 0 | 27 |
| 9:15 - 9:30 | 69 | 3 | 0 | 0 | 0 | 2 | 1 | 30 |
| 9:30 - 9:45 | 63 | 3 | 0 | 0 | 0 | 2 | 0 | 34 |
| 9:45 - 10:00 | 68 | 2 | 0 | 0 | 0 | 1 | 0 | 40 |
| 10:00 - 10:15 | 51 | 1 | 1 | 0 | 0 | 0 | 0 | 34 |
| 10:15 - 10:30 | 57 | 3 | 0 | 0 | 0 | 1 | 0 | 33 |
| 10:30 - 10:45 | 46 | 5 | 0 | 0 | 0 | 1 | 0 | 28 |
| 10:45 - 11:00 | 59 | 2 | 1 | 0 | 0 | 0 | 1 | 27 |
| 11:00 - 11:15 | 35 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:15 - 11:30 | 66 | 2 | 0 | 0 | 0 | 3 | 0 | 19 |
| 11:30 - 11:45 | 63 | 3 | 0 | 0 | 0 | 2 | 1 | 2 |
| 11:45 - 12:00 | 75 | 3 | 0 | 0 | 0 | 2 | 0 | 15 |
| 12:00 - 12:15 | 70 | 3 | 0 | 0 | 0 | 4 | 0 | 4 |
| 12:15 - 12:30 | 37 | 3 | 0 | 0 | 0 | 2 | 0 | 13 |
| 12:30 - 12:45 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:45 - 13:00 | 24 | 1 | 0 | 0 | 0 | 4 | 0 | 11 |
| 13:00 - 13:15 | 43 | 3 | 2 | 0 | 0 | 0 | 0 | 8 |
| 13:15 - 13:30 | 20 | 1 | 0 | 0 | 0 | 3 | 0 | 12 |
| 13:30 - 13:45 | 34 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 13:45 - 14:00 | 38 | 3 | 4 | 1 | 0 | 2 | 0 | 1 |
| 14:00 - 14:15 | 37 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |

From: KENYATTA HOSPITAL To: NGONG ROAD

| TIME | Sedan / Pickup/ Wagon 4 WD | Van / Mini Mini bus trucks | Standard B2-Axle Large Bus Truck | 3-Axle Articulated Truck Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|
| 8:30 - 8:45 | 51 | 47 | 2 | 0 | 0 | 0 | 0 | 11 |
| 8:45 - 9:00 | 60 | 62 | 8 | 0 | 0 | 0 | 0 | 8 |
| 9:00 - 9:15 | 76 | 49 | 11 | 0 | 0 | 0 | 0 | 8 |
| 9:15 - 9:30 | 73 | 41 | 3 | 0 | 0 | 0 | 0 | 12 |
| 9:30 - 9:45 | 81 | 45 | 6 | 0 | 0 | 0 | 0 | 12 |
| 9:45 - 10:00 | 79 | 38 | 2 | 0 | 0 | 2 | 0 | 20 |
| 10:00 - 10:15 | 66 | 48 | 4 | 0 | 0 | 2 | 0 | 13 |
| 10:15 - 10:30 | 62 | 37 | 4 | 0 | 1 | 3 | 0 | 24 |
| 10:30 - 10:45 | 61 | 43 | 3 | 0 | 1 | 4 | 0 | 17 |
| 10:45 - 11:00 | 74 | 32 | 7 | 0 | 1 | 1 | 0 | 40 |
| 11:00 - 11:15 | 52 | 36 | 3 | 0 | 3 | 4 | 0 | 17 |
| 11:15 - 11:30 | 63 | 46 | 2 | 0 | 2 | 1 | 0 | 29 |
| 11:30 - 11:45 | 61 | 46 | 2 | 0 | 0 | 0 | 0 | 14 |
| 11:45 - 12:00 | 55 | 41 | 6 | 1 | 1 | 0 | 0 | 4 |
| 12:00 - 12:15 | 74 | 42 | 5 | 0 | 2 | 2 | 0 | 12 |
| 12:15 - 12:30 | 43 | 44 | 7 | 1 | 0 | 2 | 0 | 22 |
| 12:30 - 12:45 | 53 | 30 | 4 | 0 | 0 | 0 | 0 | 106 |
| 12:45 - 13:00 | 57 | 48 | 6 | 0 | 7 | 3 | 0 | 108 |
| 13:00 - 13:15 | 55 | 35 | 8 | 0 | 2 | 6 | 0 | 98 |
| 13:15 - 13:30 | 37 | 28 | 3 | 0 | 3 | 7 | 0 | 153 |
| 13:30 - 13:45 | 39 | 38 | 10 | 0 | 2 | 12 | 0 | 109 |
| 13:45 - 14:00 | 60 | 39 | 4 | 0 | 3 | 14 | 0 | 147 |
| 14:00 - 14:15 | 50 | 51 | 2 | 0 | 5 | 4 | 0 | 101 |
| 14:15 - 14:30 | 44 | 18 | 1 | 0 | 0 | 0 | 0 | 51 |

From: KENYATTA HOSPITAL To: MBAGATHI WAY

| TIME | Sedan / Pickup/ Wagon 4 WD | Van / Mini Mini bus trucks | Standard B2-Axle Large Bus Truck | 3-Axle Articulated Truck Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|
| 8:30 - 8:45 | 20 | 18 | 8 | 0 | 1 | 0 | 0 | 0 |
| 8:45 - 9:00 | 23 | 43 | 5 | 0 | 0 | 0 | 0 | 11 |
| 9:00 - 9:15 | 35 | 28 | 2 | 0 | 0 | 0 | 0 | 5 |
| 9:15 - 9:30 | 21 | 9 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:30 - 9:45 | 17 | 31 | 2 | 0 | 0 | 0 | 0 | 2 |
| 9:45 - 10:00 | 14 | 32 | 1 | 0 | 0 | 0 | 1 | 6 |
| 10:00 - 10:15 | 19 | 36 | 10 | 0 | 0 | 0 | 0 | 1 |
| 10:15 - 10:30 | 27 | 24 | 6 | 0 | 0 | 0 | 1 | 3 |
| 10:30 - 10:45 | 36 | 26 | 10 | 1 | 0 | 0 | 0 | 2 |
| 10:45 - 11:00 | 34 | 28 | 4 | 0 | 0 | 0 | 0 | 2 |
| 11:00 - 11:15 | 28 | 29 | 4 | 1 | 1 | 0 | 1 | 6 |
| 11:15 - 11:30 | 31 | 24 | 3 | 1 | 1 | 0 | 2 | 2 |
| 11:30 - 11:45 | 21 | 19 | 3 | 1 | 3 | 0 | 0 | 0 |
| 11:45 - 12:00 | 36 | 13 | 0 | 0 | 1 | 0 | 0 | 0 |
| 12:00 - 12:15 | 30 | 15 | 7 | 1 | 0 | 0 | 0 | 0 |
| 12:15 - 12:30 | 39 | 20 | 4 | 0 | 1 | 0 | 0 | 0 |
| 12:30 - 12:45 | 107 | 23 | 8 | 0 | 2 | 0 | 0 | 0 |
| 12:45 - 13:00 | 115 | 31 | 3 | 1 | 3 | 0 | 0 | 0 |
| 13:00 - 13:15 | 130 | 38 | 4 | 0 | 7 | 0 | 0 | 0 |
| 13:15 - 13:30 | 98 | 22 | 3 | 1 | 1 | 0 | 0 | 0 |
| 13:30 - 13:45 | 65 | 21 | 1 | 1 | 1 | 0 | 0 | 0 |
| 13:45 - 14:00 | 54 | 29 | 2 | 0 | 0 | 0 | 0 | 0 |
| 14:00 - 14:15 | 54 | 29 | 3 | 1 | 0 | 0 | 0 | 0 |
| 14:15 - 14:30 | 38 | 15 | 0 | 0 | 0 | 0 | 0 | 0 |

From: NGONG ROAD To: MBAGATHI WAY

| TIME | Sedan / Pickup/ Wagon 4 WD | Van / Mini Mini bus trucks | Standard B2-Axle Large Bus Truck | 3-Axle Articulated Truck Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|
| 8:30 - 8:45 | 42 | 14 | 4 | 0 | 0 | 1 | 0 | 0 |
| 8:45 - 9:00 | 53 | 8 | 1 | 2 | 0 | 0 | 0 | 0 |
| 9:00 - 9:15 | 51 | 7 | 0 | 4 | 0 | 1 | 0 | 0 |
| 9:15 - 9:30 | 55 | 2 | 1 | 1 | 0 | 0 | 0 | 0 |
| 9:30 - 9:45 | 46 | 2 | 0 | 1 | 1 | 0 | 0 | 0 |
| 9:45 - 10:00 | 58 | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| 10:00 - 10:15 | 49 | 0 | 1 | 4 | 0 | 0 | 0 | 0 |
| 10:15 - 10:30 | 59 | 1 | 1 | 6 | 2 | 0 | 0 | 0 |
| 10:30 - 10:45 | 55 | 3 | 0 | 1 | 0 | 0 | 0 | 0 |
| 10:45 - 11:00 | 52 | 1 | 1 | 1 | 0 | 0 | 0 | 0 |
| 11:00 - 11:15 | 76 | 4 | 1 | 6 | 0 | 0 | 0 | 0 |
| 11:15 - 11:30 | 51 | 5 | 2 | 4 | 2 | 0 | 0 | 0 |
| 11:30 - 11:45 | 58 | 2 | 0 | 3 | 2 | 0 | 0 | 0 |
| 11:45 - 12:00 | 79 | 4 | 1 | 9 | 2 | 0 | 0 | 0 |
| 12:00 - 12:15 | 71 | 2 | 1 | 10 | 1 | 0 | 0 | 0 |
| 12:15 - 12:30 | 64 | 1 | 1 | 4 | 0 | 0 | 0 | 0 |
| 12:30 - 12:45 | 60 | 3 | 1 | 2 | 0 | 0 | 0 | 0 |
| 12:45 - 13:00 | 63 | 2 | 0 | 4 | 1 | 0 | 0 | 0 |
| 13:00 - 13:15 | 64 | 1 | 1 | 2 | 2 | 0 | 0 | 0 |
| 13:15 - 13:30 | 57 | 1 | 0 | 2 | 0 | 0 | 0 | 0 |
| 13:30 - 13:45 | 58 | 1 | 1 | 3 | 0 | 0 | 0 | 0 |
| 13:45 - 14:00 | 63 | 1 | 0 | 2 | 0 | 0 | 0 | 0 |
| 14:00 - 14:15 | 53 | 1 | 0 | 1 | 2 | 0 | 0 | 0 |
| 14:15 - 14:30 | 45 | 0 | 0 | 5 | 1 | 0 | 0 | 0 |

From: NGONG ROAD To: KENYATTA HOSPITAL

| TIME | Sedan / Pickup/ Wagon 4 WD | Van / Mini Mini bus trucks | Standard B2-Axle Large Bus Truck | 3-Axle Articulated Truck Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|
| 8:30 - 8:45 | 124 | 59 | 5 | 0 | 5 | 0 | 0 | 36 |
| 8:45 - 9:00 | 106 | 50 | 3 | 0 | 6 | 0 | 0 | 27 |
| 9:00 - 9:15 | 139 | 48 | 4 | 0 | 5 | 2 | 0 | 18 |
| 9:15 - 9:30 | 108 | 33 | 4 | 0 | 1 | 5 | 0 | 22 |
| 9:30 - 9:45 | 119 | 39 | 5 | 0 | 7 | 6 | 0 | 21 |
| 9:45 - 10:00 | 101 | 45 | 4 | 0 | 3 | 4 | 0 | 16 |
| 10:00 - 10:15 | 140 | 38 | 4 | 0 | 14 | 5 | 0 | 12 |
| 10:15 - 10:30 | 142 | 42 | 2 | 0 | 3 | 7 | 0 | 18 |
| 10:30 - 10:45 | 140 | 32 | 0 | 1 | 1 | 3 | 0 | 2 |
| 10:45 - 11:00 | 133 | 38 | 3 | 0 | 1 | 0 | 0 | 9 |
| 11:00 - 11:15 | 139 | 59 | 0 | 1 | 6 | 1 | 0 | 10 |
| 11:15 - 11:30 | 75 | 72 | 0 | 0 | 2 | 0 | 0 | 3 |
| 11:30 - 11:45 | 94 | 30 | 0 | 0 | 4 | 0 | 1 | 11 |
| 11:45 - 12:00 | 104 | 41 | 0 | 0 | 3 | 1 | 0 | 14 |
| 12:00 - 12:15 | 71 | 48 | 0 | 0 | 3 | 1 | 0 | 4 |
| 12:15 - 12:30 | 75 | 38 | 0 | 0 | 2 | 4 | 0 | 7 |
| 12:30 - 12:45 | 48 | 43 | 0 | 0 | 2 | 0 | 0 | 7 |
| 12:45 - 13:00 | 68 | 37 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:00 - 13:15 | 67 | 43 | 0 | 0 | 2 | 0 | 0 | 6 |
| 13:15 - 13:30 | 71 | 31 | 0 | 0 | 1 | 4 | 1 | 0 | 12 |
| 13:30 - 13:45 | 59 | 58 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:45 - 14:00 | 57 | 74 | 1 | 0 | 0 | 0 | 0 | 3 |
| 14:00 - 14:15 | 58 | 55 | 0 | 0 | 0 | 1 | 0 | 3 |
| 14:15 - 14:30 | 57 | 34 | 0 | 0 | 0 | 0 | 0 | 0 |

From: VALLEY ROAD To: KENYATTA HOSPITAL

| TIME | Sedan / Pickup/ Wagon 4 WD | Van / Mini Mini bus trucks | Standard B2-Axle Large Bus Truck | 3-Axle Articulated Truck Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|
| 8:30 - 8:45 | 19 | 5 | 1 | 2 | 0 | 0 | 0 | 28 |
| 8:45 - 9:00 | 31 | 1 | 1 | 0 | 1 | 1 | 0 | 45 |
| 9:00 - 9:15 | 33 | 3 | 2 | 0 | 0 | 0 | 0 | 31 |
| 9:15 - 9:30 | 33 | 1 | 1 | 0 | 0 | 0 | 0 | 42 |
| 9:30 - 9:45 | 31 | 0 | 0 | 0 | 0 | 1 | 0 | 43 |
| 9:45 - 10:00 | 26 | 0 | 0 | 0 | 0 | 1 | 0 | 36 |
| 10:00 - 10:15 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 10:15 - 10:30 | 31 | 0 | 1 | 0 | 0 | 0 | 0 | 36 |
| 10:30 - 10:45 | 23 | 1 | 0 | 0 | 0 | 3 | 0 | 37 |
| 10:45 - 11:00 | 20 | 1 | 1 | 0 | 1 | 0 | 0 | 22 |
| 11:00 - 11:15 | 27 | 4 | 0 | 0 | 1 | 0 | 0 | 38 |
| 11:15 - 11:30 | 26 | 3 | 3 | 2 | 0 | 0 | 0 | 19 |
| 11:30 - 11:45 | 14 | 1 | 1 | 0 | 0 | 0 | 0 | 20 |
| 11:45 - 12:00 | 19 | 1 | 0 | 0 | 0 | 1 | 0 | 29 |
| 12:00 - 12:15 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:15 - 12:30 | 19 | 2 | 0 | 0 | 0 | 1 | 0 | 11 |
| 12:30 - 12:45 | 23 | 3 | 0 | 0 | 2 | 1 | 0 | 30 |
| 12:45 - 13:00 | 28 | 1 | 1 | 0 | 1 | 1 | 0 | 40 |
| 13:00 - 13:15 | 28 | 1 | 2 | 1 | 1 | 1 | 0 | 38 |
| 13:15 - 13:30 | 24 | 2 | 1 | 0 | 0 | 1 | 0 | 36 |
| 13:30 - 13:45 | 23 | 1 | 1 | 0 | 2 | 2 | 0 | 45 |
| 13:45 - 14:00 | 28 | 2 | 1 | 0 | 1 | 0 | 0 | 37 |
| 14:00 - 14:15 | 36 | 1 | 1 | 0 | 0 | 1 | 0 | 42 |

From: MBAGATHI WAY To: KENYATTA HOSPITAL

| TIME | Sedan / Pickup/ Wagon 4 WD | Van / Mini Mini bus trucks | Standard B2-Axle Large Bus Truck | 3-Axle Articulated Truck Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|
| 8:30 - 8:45 | 33 | 40 | 15 | 1 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 117 | 31 | 9 | 0 | 0 | 1 | 0 | 0 |
| 9:00 - 9:15 | 147 | 38 | 17 | 0 | 1 | 1 | 0 | 0 |
| 9:15 - 9:30 | 145 | 43 | 15 | 1 | 1 | 1 | 0 | 0 |
| 9:30 - 9:45 | 132 | 35 | 12 | 1 | 0 | 0 | 0 | 0 |
| 9:45 - 10:00 | 112 | 27 | 5 | 0 | 0 | 1 | 0 | 0 |
| 10:00 - 10:15 | 109 | 43 | 15 | 0 | 0 | 0 | 0 | 0 |
| 10:15 - 10:30 | 108 | 33 | 7 | 2 | 0 | 1 | 0 | 0 |
| 10:30 - 10:45 | 87 | 36 | 13 | 2 | 0 | 1 | 0 | 0 |
| 10:45 - 11:00 | 83 | 28 | 10 | 3 | 0 | 0 | 0 | 0 |
| 11:00 - 11:15 | 78 | 28 | 9 | 0 | 0 | 0 | 0 | 0 |
| 11:15 - 11:30 | 84 | 23 | 7 | 2 | 0 | 0 | 0 | 0 |
| 11:30 - 11:45 | 87 | 23 | 3 | 0 | 0 | 0 | 0 | 0 |
| 11:45 - 12:00 | 84 | 21 | 2 | 0 | 1 | 0 | 0 | 0 |
| 12:00 - 12:15 | 94 | 28 | 4 | 0 | 0 | 1 | 0 | 0 |
| 12:15 - 12:30 | 83 | 26 | 5 | 2 | 1 | 0 | 0 | 0 |
| 12:30 - 12:45 | 43 | 26 | 5 | 2 | 1 | 0 | 0 | 0 |
| 12:45 - 13:00 | 38 | 20 | 9 | 1 | 0 | 0 | 0 | 0 |
| 13:00 - 13:15 | 44 | 19 | 5 | 0 | 1 | 0 | 0 | 0 |
| 13:15 - 13:30 | 47 | 22 | 5 | 0 | 0 | 0 | 0 | 0 |
| 13:30 - 13:45 | 52 | 29 | 6 | 0 | 0 | 0 | 0 | 0 |
| 13:45 - 14:00 | 28 | 30 | 5 | 1 | 0 | 0 | 0 | 0 |
| 14:00 - 14:15 | 24 | 32 | 7 | 0 | 0 | 1 | 0 | 0 |
| 14:15 - 14:30 | 21 | 17 | 4 | 0 | 0 | 1 | 0 | 0 |
| 14:30 - 14:45 | 19 | 2 | 5 | 0 | 0 | 0 | 0 | 0 |

From: MBAGATHI WAY To: NGONG ROAD

| TIME | Sedan / Pickup/ Wagon 4 WD | Van / Mini Mini bus trucks | Standard B2-Axle Large Bus Truck | 3-Axle Articulated Truck Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|
| 8:30 - 8:45 | 48 | 9 | 1 | 5 | 0 | 0 | 1 | 28 |
| 8:45 - 9:00 | 37 | 0 | 0 | 4 | 0 | 0 | 0 | 23 |
| 9:00 - 9:15 | 48 | 7 | 0 | 4 | 0 | 1 | 0 | 17 |
| 9:15 - 9:30 | 18 | 11 | 1 | 4 | 4 | 2 | 0 | 8 |
| 9:30 - 9:45 | 47 | 7 | 2 | 3 | 2 | 2 | 0 | 8 |
| 9:45 - 10:00 | 48 | 11 | 1 | 6 | 2 | 1 | 0 | 12 |
| 10:00 - 10:15 | 52 | 10 | 4 | 4 | 2 | 4 | 0 | 17 |
| 10:15 - 10:30 | 34 | 13 | 2 | 5 | 1 | 2 | 0 | 18 |
| 10:30 - 10:45 | 38 | 17 | 5 | 3 | 0 | 0 | 0 | 14 |
| 10:45 - 11:00 | 47 | 9 | 3 | 4 | 1 | 2 | 0 | 8 |
| 11:00 - 11:15 | 47 | 12 | 4 | 5 | 1 | 2 | 0 | 18 |
| 11:15 - 11:30 | 38 | 11 | 9 | 5 | 4 | 0 | 0 | 11 |
| 11:30 - 11:45 | 28 | 10 | 3 | 5 | 2 | 0 | 0 | 2 |
| 11:45 - 12:00 | 38 | 8 | 3 | 3 | 1 | 0 | 0 | 8 |
| 12:00 - 12:15 | 38 | 11 | 4 | 1 | 2 | 1 | 0 | 4 |
| 12:15 - 12:30 | 38 | 10 | 1 | 4 | 3 | 3 | 0 | 3 |
| 12:30 - 12:45 | 32 | 10 | 1 | 4 | 2 | 1 | 0 | 12 |
| 12:45 - 13:00 | 43 | 4 | 3 | 3 | 2 | 1 | 0 | 8 |
| 13:00 - 13:15 | 48 | 8 | 11 | 4 | 4 | 1 | 0 | 8 |
| 13:15 - 13:30 | 53 | 10 | 10 | 5 | 4 | 3 | 0 | 8 |
| 13:30 - 13:45 | 48 | 17 | 3 | 5 | 1 | 2 | 0 | 10 |
| 13:45 - 14:00 | 38 | 22 | 12 | 4 | 2 | 1 | 0 | 14 |
| 14:00 - 14:15 | 37 | 19 | 10 | 2 | 0 | 1 | 0 | 4 |
| 14:15 - 14:30 | 34 | 3 | 7 | 2 | 0 | 0 | 0 | 0 |

From: MBAGATHI WAY To: VALLEY ROAD

| TIME | Sedan / Pickup/ Wagon 4 WD | Van / Mini Mini bus trucks | Standard B2-Axle Large Bus Truck | 3-Axle Articulated Truck Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|
| 8:30 - 8:45 | 230 | 20 | 17 | 2 | 0 | 0 | 0 | 30 |
| 8:45 - 9:00 | 239 | 10 | 15 | 2 | 0 | 0 | 0 | 27 |
| 9:00 - 9:15 | 219 | 7 | 9 | 1 | 1 | 3 | 0 | 24 |
| 9:15 - 9:30 | 266 | 1 | 4 | 0 | 0 | 1 | 0 | 22 |
| 9:30 - 9:45 | 239 | 4 | 3 | 1 | 0 | 1 | 0 | 21 |
| 9:45 - 10:00 | 192 | 6 | 3 | 0 | 2 | 2 | 0 | 26 |
| 10:00 - 10:15 | 217 | 10 | 7 | 2 | 2 | 1 | 0 | 11 |
| 10:15 - 10:30 | 193 | 5 | 4 | 1 | 2 | 1 | 0 | 13 |
| 10:30 - 10:45 | 194 | 8 | 5 | 0 | 1 | 1 | 0 | 9 |
| 10:45 - 11:00 | 175 | 7 | 9 | 2 | 4 | 1 | 0 | 10 |
| 11:00 - 11:15 | 210 | 10 | 3 | 3 | 2 | 0 | 0 | 2 |
| 11:15 - 11:30 | 199 | 6 | 3 | 6 | 2 | 1 | 0 | 3 |
| 11:30 - 11:45 | 94 | 10 | 3 | 3 | 1 | 0 | 0 | 2 |
| 11:45 - 12:00 | 191 | 7 | 2 | 4 | 2 | 0 | 0 | 3 |
| 12:00 - 12:15 | 194 | 4 | 6 | 6 | 1 | 0 | 0 | 0 |
| 12:15 - 12:30 | 178 | 5 | 4 | 6 | 0 | 1 | 0 | 3 |
| 12:30 - 12:45 | 115 | 3 | 5 | 3 | 0 | 0 | 0 | 4 |
| 12:45 - 13:00 | 126 | 4 | 3 | 2 | 0 | 0 | 0 | 2 |
| 13:00 - 13:15 | 109 | 4 | 5 | 1 | 3 | 1 | 0 | 2 |
| 13:15 - 13:30 | 140 | 1 | 2 | 3 | 1 | 2 | 0 | 5 |
| 13:30 - 13:45 | 136 | 5 | 2 | 2 | 1 | 0 | 0 | 5 |
| 13:45 - 14:00 | 140 | 12 | 4 | 2 | 0 | 0 | 0 | 2 |
| 14:00 - 14:15 | 139 | 8 | 4 | 1 | 0 | 0 | 0 | 1 |
| 14:15 - 14:30 | 103 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |

From: VALLEY ROAD To: MBAGATHI WAY

| TIME | Sedan / Pickup/ Wagon 4 WD | Van / Mini Mini bus trucks | Standard B2-Axle Large Bus Truck | 3-Axle Articulated Truck Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|
| 8:30 - 8:45 | 41 | 5 | 2 | 1 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 36 | 3 | 3 | 1 | 0 | 0 | 0 | 0 |
| 9:00 - 9:15 | 46 | 5 | 5 | 1 | 0 | 1 | 0 | 0 |
| 9:15 - 9:30 | 52 | 3 | 3 | 1 | 0 | 2 | 0 | 0 |
| 9:30 - 9:45 | 30 | 2 | 1 | 2 | 1 | 1 | 0 | 0 |
| 9:45 - 10:00 | 46 | 1 | 1 | 1 | 1 | 2 | 0 | 0 |
| 10:00 - 10:15 | 42 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| 10:15 - 10:30 | 43 | 1 | 2 | 0 | 1 | 1 | 0 | 0 |
| 10:30 - 10:45 | 36 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| 10:45 - 11:00 | 46 | 2 | 2 | 0 | 1 | 1 | 0 | 0 |
| 11:00 - 11:15 | 37 | 1 | 1 | 1 | 1 | 0 | 0 | 0 |
| 11:15 - 11:30 | 40 | 3 | 1 | 0 | 0 | 0 | 0 | 0 |
| 11:30 - 11:45 | 55 | 1 | 1 | 4 | 1 | 0 | 0 | 0 |
| 11:45 - 12:00 | 62 | 6 | 1 | 3 | 2 | 0 | 0 | 0 |
| 12:00 - 12:15 | 60 | 7 | 3 | 3 | 0 | 0 | 0 | 0 |
| 12:15 - 12:30 | 46 | 5 | 4 | 2 | 0 | 0 | 0 | 0 |
| 12:30 - 12:45 | 61 | 3 | 2 | 1 | 2 | 0 | 0 | 0 |
| 12:45 - 13:00 | 49 | 3 | 6 | 4 | 0 | 0 | 0 | 0 |
| 13:00 - 13:15 | 44 | 2 | 9 | 2 | 0 | 0 | 0 | 0 |
| 13:15 - 13:30 | 55 | 4 | 5 | 2 | 1 | 0 | 0 | 0 |
| 13:30 - 13:45 | 53 | 3 | 4 | 3 | 1 | 0 | 0 | 0 |
| 13:45 - 14:00 | 42 | 3 | 5 | 2 | 0 | 0 | 0 | 0 |
| 14:00 - 14:15 | 57 | 1 | 2 | 2 | 2 | 0 | 0 | 0 |
| 14:15 - 14:30 | 31 | 1 | 1 | 1 | 0 | 0 | 0 | 0 |

From: VALLEY ROAD To: NGONG ROAD

| TIME | Sedan / Pickup/ Wagon 4 WD | Van / Mini Mini bus trucks | Standard B2-Axle Large Bus Truck | 3-Axle Articulated Truck Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|
| 8:30 - 8:45 | 15 | 2 | 4 | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 19 | 4 | 6 | 1 | 0 | 0 | 0 | 0 |
| 9:00 - 9:15 | 13 | 2 | 6 | 0 | 0 | 0 | 0 | 0 |
| 9:15 - 9:30 | 8 | 1 | 1 | 1 | 0 | 0 | 0 | 0 |
| 9:30 - 9:45 | 10 | 1 | 4 | 0 | 0 | 0 | 0 | 0 |
| 9:45 - 10:00 | 10 | 0 | 3 | 1 | 0 | 0 | 0 | 0 |
| 10:00 - 10:15 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| 10:15 - 10:30 | 17 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| 10:30 - 10:45 | 15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 |
| 10:45 - 11:00 | 13 | 1 | 4 | 0 | 0 | 0 | 0 | 0 |
| 11:00 - 11:15 | 16 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 11:15 - 11:30 | 15 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| 11:30 - 11:45 | 46 | 4 | 5 | 1 | 1 | 0 | 0 | 0 |
| 11:45 - 12:00 | 51 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 12:15 | 30 | 1 | 5 | 0 | 1 | 0 | 0 | 0 |
| 12:15 - 12:30 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 12:30 - 12:45 | 13 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| 12:45 - 13:00 | 16 | 2 | 7 | 0 | 0 | 0 | 0 | 0 |
| 13:00 - 13:15 | 16 | 1 | 5 | 0 | 0 | 0 | 0 | 0 |
| 13:15 - 13:30 | 15 | 1 | 10 | 0 | 1 | 1 | 0 | 0 |
| 13:30 - 13:45 | 18 | 4 | 4 | 1 | 0 | 0 | 0 | 0 |
| 13:45 - 14:00 | 16 | 1 | 5 | 0 | 0 | 0 | 0 | 0 |
| 14:00 - 14:15 | 16 | 2 | 8 | 3 | 0 | 0 | 0 | 0 |
| 14:15 - 14:30 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |

# Intersection Traffic Count Result (City Mortuary Intersection: June 11, 2010)

From: NGONG ROAD To: VALLEY ROAD

| TIME | Sedan / Pickup/ Wagon 4WD | Van / Mini Mini bus trucks | Standard 2-Axle Large Bus Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 64 | 7 | 2 | | 0 | 2 | 0 | 0 | 2 |
| 6:45 - 7:00 | 75 | 10 | 2 | | 0 | 1 | 4 | 0 | 6 |
| 7:00 - 7:15 | 87 | 5 | 1 | | 0 | 2 | 3 | 0 | 5 |
| 7:15 - 7:30 | 70 | 4 | 1 | | 0 | 0 | 1 | 0 | 4 |
| 7:30 - 7:45 | 66 | 5 | 2 | | 0 | 1 | 2 | 0 | 6 |
| 7:45 - 8:00 | 77 | 7 | 1 | | 0 | 3 | 4 | 0 | 5 |
| 8:00 - 8:15 | 65 | 5 | 3 | | 0 | 3 | 0 | 0 | 1 |
| 8:15 - 8:30 | 76 | 11 | 0 | | 0 | 0 | 3 | 0 | 2 |
| 8:30 - 8:45 | 77 | 8 | 0 | | 0 | 2 | 2 | 0 | 8 |
| 8:45 - 9:00 | 74 | 6 | 0 | | 0 | 2 | 1 | 0 | 5 |
| 9:00 - 9:15 | 54 | 3 | 0 | | 0 | 0 | 0 | 0 | 4 |
| 9:15 - 9:30 | 79 | 5 | 2 | | 0 | 2 | 0 | 0 | 7 |
| 16:00 - 16:15 | 79 | 2 | 3 | | 1 | 0 | 0 | 0 | 4 |
| 16:15 - 16:30 | 66 | 2 | 2 | | 1 | 1 | 0 | 0 | 20 |
| 16:30 - 16:45 | 46 | 2 | 2 | | 0 | 0 | 1 | 0 | 15 |
| 16:45 - 17:00 | 49 | 1 | 2 | | 1 | 0 | 1 | 0 | 14 |
| 17:00 - 17:15 | 85 | 3 | 2 | | 1 | 1 | 0 | 0 | 8 |
| 17:15 - 17:30 | 61 | 2 | 5 | | 1 | 1 | 0 | 0 | 11 |
| 17:30 - 17:45 | 69 | 2 | 3 | | 0 | 0 | 0 | 0 | 6 |
| 17:45 - 18:00 | 60 | 3 | 3 | | 1 | 1 | 1 | 0 | 8 |
| 18:00 - 18:15 | 57 | 4 | 2 | | 0 | 1 | 0 | 0 | 7 |
| 18:15 - 18:30 | 54 | 2 | 0 | | 1 | 1 | 0 | 0 | 8 |
| 18:30 - 18:45 | 58 | 4 | 4 | | 2 | 0 | 2 | 0 | 10 |
| 18:45 - 19:00 | 46 | 2 | 4 | | 1 | 0 | 0 | | 6 |

From: KENYATTA HOSPITAL To: NGONG ROAD

| TIME | Sedan / Pickup/ Wagon 4WD | Van / Mini Mini bus trucks | Standard 2-Axle Large Bus Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 18 | 37 | 2 | | 3 | 0 | 1 | 0 | 14 |
| 6:45 - 7:00 | 18 | 39 | 2 | | 0 | 0 | 0 | 0 | 11 |
| 7:00 - 7:15 | 34 | 43 | 7 | | 1 | 0 | 3 | 0 | 7 |
| 7:15 - 7:30 | 28 | 40 | 6 | | 1 | 1 | 3 | 0 | 8 |
| 7:30 - 7:45 | 29 | 46 | 1 | | 0 | 0 | 2 | 0 | 8 |
| 7:45 - 8:00 | 31 | 41 | 6 | | 0 | 1 | 0 | 0 | 2 |
| 8:00 - 8:15 | 46 | 37 | 7 | | 0 | 1 | 1 | 0 | 4 |
| 8:15 - 8:30 | 52 | 43 | 3 | | 0 | 1 | 2 | 0 | 7 |
| 8:30 - 8:45 | 42 | 44 | 2 | | 1 | 0 | 2 | 0 | 11 |
| 8:45 - 9:00 | 32 | 34 | 14 | | 0 | 0 | 4 | 0 | 7 |
| 9:00 - 9:15 | 42 | 44 | 8 | | 0 | 1 | 2 | 0 | 20 |
| 9:15 - 9:30 | 30 | 37 | 3 | | 0 | 3 | 2 | 0 | 14 |
| 16:00 - 16:15 | 54 | 8 | 11 | | 0 | 0 | 0 | 0 | 0 |
| 16:15 - 16:30 | 45 | 16 | 12 | | 2 | 2 | 1 | 0 | 0 |
| 16:30 - 16:45 | 53 | 18 | 12 | | 1 | 1 | 0 | 0 | 0 |
| 16:45 - 17:00 | 60 | 13 | 11 | | 3 | 1 | 1 | 0 | 0 |
| 17:00 - 17:15 | 56 | 10 | 10 | | 1 | 2 | 0 | 0 | 0 |
| 17:15 - 17:30 | 62 | 19 | 16 | | 2 | 1 | 0 | 0 | 0 |
| 17:30 - 17:45 | 53 | 20 | 13 | | 0 | 0 | 1 | 0 | 0 |
| 17:45 - 18:00 | 57 | 23 | 18 | | 2 | 2 | 0 | 0 | 0 |
| 18:00 - 18:15 | 58 | 24 | 19 | | 2 | 1 | 2 | 0 | 0 |
| 18:15 - 18:30 | 51 | 26 | 18 | | 5 | 0 | 1 | 0 | 0 |
| 18:30 - 18:45 | 67 | 22 | 24 | | 2 | 2 | 1 | 0 | 0 |
| 18:45 - 19:00 | 47 | 24 | 17 | | 1 | 1 | 2 | 0 | 0 |

From: KENYATTA HOSPITAL To: MBAGATHI WAY

| TIME | Sedan / Pickup/ Wagon 4WD | Van / Mini Mini bus trucks | Standard 2-Axle Large Bus Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 22 | 24 | 3 | | 0 | 0 | 0 | 0 | 0 |
| 6:45 - 7:00 | 20 | 20 | 1 | | 0 | 0 | 0 | 1 | 0 |
| 7:00 - 7:15 | 38 | 17 | 5 | | 0 | 0 | 1 | 0 | 0 |
| 7:15 - 7:30 | 23 | 24 | 1 | | 3 | 2 | 0 | 0 | 0 |
| 7:30 - 7:45 | 24 | 23 | 3 | | 0 | 0 | 1 | 0 | 0 |
| 7:45 - 8:00 | 28 | 19 | 4 | | 0 | 0 | 1 | 0 | 0 |
| 8:00 - 8:15 | 24 | 28 | 2 | | 0 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 20 | 19 | 2 | | 0 | 0 | 0 | 1 | 0 |
| 8:30 - 8:45 | 33 | 19 | 5 | | 1 | 0 | 2 | 0 | 0 |
| 8:45 - 9:00 | 23 | 21 | 1 | | 3 | 0 | 0 | 0 | 0 |
| 9:00 - 9:15 | 21 | 20 | 4 | | 0 | 0 | 0 | 0 | 0 |
| 9:15 - 9:30 | 37 | 19 | 4 | | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 16:15 | 17 | 3 | 0 | | 0 | 1 | 1 | 0 | 0 |
| 16:15 - 16:30 | 14 | 2 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 16:30 - 16:45 | 12 | 0 | 0 | | 1 | 0 | 0 | 0 | 0 |
| 16:45 - 17:00 | 13 | 0 | 0 | | 1 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 9 | 0 | 0 | | 1 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 8 | 3 | 3 | | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 7 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 6 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 18:00 - 18:15 | 8 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 18:15 - 18:30 | 4 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 18:30 - 18:45 | 3 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 18:45 - 19:00 | 4 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 |

From: KENYATTA HOSPITAL To: VALLEY ROAD

| TIME | Sedan / Pickup/ Wagon 4WD | Van / Mini Mini bus trucks | Standard 2-Axle Large Bus Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 12 | 0 | 0 | | 1 | 0 | 0 | 0 | 47 |
| 6:45 - 7:00 | 12 | 0 | 0 | | 1 | 0 | 0 | 0 | 56 |
| 7:00 - 7:15 | 10 | 1 | 1 | | 0 | 0 | 0 | 0 | 74 |
| 7:15 - 7:30 | 9 | 1 | 0 | | 0 | 0 | 0 | 0 | 70 |
| 7:30 - 7:45 | 14 | 1 | 0 | | 0 | 0 | 0 | 0 | 98 |
| 7:45 - 8:00 | 13 | 0 | 0 | | 0 | 0 | 0 | 0 | 80 |
| 8:00 - 8:15 | 11 | 0 | 1 | | 2 | 0 | 0 | 0 | 80 |
| 8:15 - 8:30 | 14 | 1 | 0 | | 1 | 0 | 0 | 0 | 72 |
| 8:30 - 8:45 | 22 | 2 | 0 | | 0 | 1 | 0 | 0 | 64 |
| 8:45 - 9:00 | 14 | 0 | 0 | | 0 | 1 | 0 | 0 | 62 |
| 9:00 - 9:15 | 21 | 0 | 0 | | 0 | 1 | 0 | 0 | 66 |
| 9:15 - 9:30 | 24 | 1 | 1 | | 0 | 2 | 0 | 0 | 65 |
| 16:00 - 16:15 | 23 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 16:15 - 16:30 | 29 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 |
| 16:30 - 16:45 | 23 | 0 | 0 | | 1 | 1 | 0 | 0 | 0 |
| 16:45 - 17:00 | 30 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 24 | 0 | 0 | | 2 | 1 | 1 | 0 | 0 |
| 17:15 - 17:30 | 21 | 0 | 1 | | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 19 | 1 | 0 | | 1 | 0 | 1 | 0 | 0 |
| 17:45 - 18:00 | 28 | 0 | 1 | | 0 | 1 | 0 | 0 | 0 |
| 18:00 - 18:15 | 19 | 1 | 2 | | 0 | 1 | 1 | 0 | 0 |
| 18:15 - 18:30 | 24 | 1 | 3 | | 1 | 0 | 1 | 0 | 0 |
| 18:30 - 18:45 | 22 | 1 | 1 | | 1 | 0 | 1 | 0 | 0 |
| 18:45 - 19:00 | 28 | 1 | 0 | | 1 | 1 | 1 | 0 | 0 |

From: NGONG ROAD To: MBAGATHI WAY

| TIME | Sedan / Pickup/ Wagon 4WD | Van / Mini Mini bus trucks | Standard 2-Axle Large Bus Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 27 | 3 | 0 | | 6 | 0 | 0 | 0 | 0 |
| 6:45 - 7:00 | 49 | 2 | 1 | | 1 | 1 | 2 | 0 | 0 |
| 7:00 - 7:15 | 34 | 1 | 0 | | 0 | 1 | 1 | 0 | 0 |
| 7:15 - 7:30 | 38 | 2 | 0 | | 6 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 62 | 0 | 0 | | 6 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 49 | 1 | 0 | | 5 | 0 | 0 | 0 | 0 |
| 8:00 - 8:15 | 51 | 0 | 0 | | 3 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 54 | 0 | 1 | | 5 | 1 | 0 | 0 | 0 |
| 8:30 - 8:45 | 56 | 1 | 0 | | 4 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 52 | 0 | 0 | | 2 | 0 | 0 | 0 | 0 |
| 9:00 - 9:15 | 51 | 0 | 1 | | 5 | 2 | 0 | 0 | 0 |
| 9:15 - 9:30 | 60 | 0 | 0 | | 3 | 1 | 0 | 0 | 0 |
| 16:00 - 16:15 | 59 | 3 | 4 | | 7 | 1 | 2 | 0 | 0 |
| 16:15 - 16:30 | 64 | 2 | 2 | | 8 | 0 | 1 | 0 | 0 |
| 16:30 - 16:45 | 66 | 2 | 3 | | 6 | 1 | 0 | 0 | 0 |
| 16:45 - 17:00 | 62 | 1 | 1 | | 5 | 2 | 2 | 0 | 0 |
| 17:00 - 17:15 | 69 | 2 | 3 | | 6 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 62 | 5 | 1 | | 4 | 1 | 0 | 0 | 0 |
| 17:30 - 17:45 | 56 | 3 | 2 | | 6 | 0 | 2 | 0 | 0 |
| 17:45 - 18:00 | 60 | 6 | 2 | | 2 | 1 | 0 | 0 | 0 |
| 18:00 - 18:15 | 55 | 2 | 4 | | 3 | 0 | 0 | 0 | 0 |
| 18:15 - 18:30 | 49 | 3 | 5 | | 2 | 2 | 1 | 0 | 0 |
| 18:30 - 18:45 | 40 | 2 | 6 | | 3 | 1 | 1 | 0 | 0 |
| 18:45 - 19:00 | 32 | 4 | 1 | | 2 | 0 | 1 | 0 | 0 |

From: NGONG ROAD To: KENYATTA HOSPITAL

| TIME | Sedan / Pickup/ Wagon 4WD | Van / Mini Mini bus trucks | Standard 2-Axle Large Bus Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 68 | 66 | 8 | | 1 | 6 | 11 | 0 | 40 |
| 6:45 - 7:00 | 40 | 66 | 0 | | 0 | 6 | 0 | 0 | 50 |
| 7:00 - 7:15 | 38 | 59 | 3 | | 0 | 0 | 6 | 0 | 49 |
| 7:15 - 7:30 | 46 | 52 | 3 | | 1 | 2 | 2 | 0 | 39 |
| 7:30 - 7:45 | 58 | 70 | 3 | | 1 | 4 | 1 | 0 | 33 |
| 7:45 - 8:00 | 58 | 65 | 4 | | 3 | 3 | 2 | 0 | 19 |
| 8:00 - 8:15 | 62 | 67 | 2 | | 0 | 3 | 1 | 0 | 21 |
| 8:15 - 8:30 | 76 | 56 | 0 | | 0 | 2 | 3 | 0 | 12 |
| 8:30 - 8:45 | 64 | 49 | 0 | | 1 | 8 | 6 | 0 | 9 |
| 8:45 - 9:00 | 58 | 59 | 2 | | 0 | 7 | 2 | 0 | 34 |
| 9:00 - 9:15 | 62 | 42 | 4 | | 1 | 4 | 1 | 0 | 3 |
| 9:15 - 9:30 | 76 | 38 | 2 | | 1 | 6 | 0 | 0 | 17 |
| 16:00 - 16:15 | 72 | 40 | 10 | | 0 | 1 | 0 | 0 | 1 |
| 16:15 - 16:30 | 69 | 42 | 7 | | 3 | 3 | 2 | 0 | 0 |
| 16:30 - 16:45 | 63 | 39 | 6 | | 1 | 0 | 1 | 0 | 1 |
| 16:45 - 17:00 | 65 | 40 | 6 | | 2 | 1 | 0 | 0 | 0 |
| 17:00 - 17:15 | 50 | 39 | 7 | | 0 | 0 | 2 | 0 | 2 |
| 17:15 - 17:30 | 42 | 32 | 8 | | 2 | 2 | 1 | 0 | 0 |
| 17:30 - 17:45 | 62 | 28 | 11 | | 2 | 0 | 0 | 0 | 4 |
| 17:45 - 18:00 | 40 | 27 | 1 | | 1 | 1 | 0 | 0 | 0 |
| 18:00 - 18:15 | 46 | 30 | 12 | | 5 | 0 | 1 | 0 | 3 |
| 18:15 - 18:30 | 42 | 29 | 9 | | 1 | 3 | 1 | 0 | 0 |
| 18:30 - 18:45 | 38 | 19 | 6 | | 4 | 1 | 2 | 0 | 1 |
| 18:45 - 19:00 | 30 | 17 | 9 | | 3 | 1 | 0 | | 2 |

From: VALLEY ROAD To: KENYATTA HOSPITAL

| TIME | Sedan / Pickup/ Wagon 4WD | Van / Mini Mini bus trucks | Standard 2-Axle Large Bus Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 6 | 0 | 0 | | 0 | 0 | 0 | 0 | 46 |
| 6:45 - 7:00 | 3 | 0 | 0 | | 0 | 0 | 1 | 0 | 21 |
| 7:00 - 7:15 | 6 | 0 | 0 | | 0 | 0 | 2 | 0 | 26 |
| 7:15 - 7:30 | 9 | 0 | 0 | | 0 | 0 | 3 | 0 | 33 |
| 7:30 - 7:45 | 9 | 0 | 0 | | 0 | 0 | 1 | 0 | 38 |
| 7:45 - 8:00 | 10 | 1 | 0 | | 0 | 0 | 0 | 0 | 20 |
| 8:00 - 8:15 | 13 | 1 | 0 | | 0 | 2 | 1 | 0 | 16 |
| 8:15 - 8:30 | 15 | 0 | 0 | | 0 | 1 | 2 | 0 | 27 |
| 8:30 - 8:45 | 7 | 0 | 0 | | 0 | 1 | 0 | 0 | 21 |
| 8:45 - 9:00 | 8 | 1 | 0 | | 0 | 0 | 0 | 0 | 27 |
| 9:00 - 9:15 | 10 | 1 | 0 | | 0 | 2 | 0 | 0 | 14 |
| 9:15 - 9:30 | 15 | 0 | 0 | | 0 | 0 | 0 | | 26 |
| 16:00 - 16:15 | 46 | 2 | 1 | | 0 | 1 | 0 | 0 | 27 |
| 16:15 - 16:30 | 32 | 1 | 0 | | 0 | 0 | 1 | 0 | 36 |
| 16:30 - 16:45 | 24 | 0 | 0 | | 0 | 0 | 1 | 0 | 34 |
| 16:45 - 17:00 | 30 | 0 | 0 | | 0 | 0 | 1 | 0 | 36 |
| 17:00 - 17:15 | 26 | 0 | 0 | | 0 | 2 | 1 | 0 | 51 |
| 17:15 - 17:30 | 20 | 0 | 0 | | 0 | 0 | 0 | 0 | 32 |
| 17:30 - 17:45 | 16 | 0 | 0 | | 0 | 1 | 0 | 0 | 30 |
| 17:45 - 18:00 | 14 | 0 | 1 | | 0 | 0 | 2 | 0 | 29 |
| 18:00 - 18:15 | 12 | 0 | 0 | | 0 | 0 | 0 | 0 | 26 |
| 18:15 - 18:30 | 8 | 0 | 0 | | 0 | 0 | 0 | 0 | 22 |
| 18:30 - 18:45 | 4 | 0 | 0 | | 0 | 0 | 0 | 0 | 19 |
| 18:45 - 19:00 | 2 | 0 | 0 | | 0 | 0 | 0 | 0 | 9 |

From: MBAGATHI WAY To: KENYATTA HOSPITAL

| TIME | Sedan / Pickup/ Wagon 4WD | Van / Mini Mini bus trucks | Standard 2-Axle Large Bus Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 22 | 38 | 6 | | 2 | 0 | 0 | 0 | 0 |
| 6:45 - 7:00 | 38 | 21 | 2 | | 1 | 0 | 0 | 0 | 0 |
| 7:00 - 7:15 | 30 | 37 | 1 | | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 46 | 33 | 2 | | 1 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 40 | 29 | 1 | | 0 | 0 | 2 | 0 | 0 |
| 7:45 - 8:00 | 49 | 32 | 3 | | 1 | 0 | 3 | 0 | 0 |
| 8:00 - 8:15 | 62 | 38 | 2 | | 1 | 0 | 3 | 0 | 0 |
| 8:15 - 8:30 | 65 | 27 | 3 | | 1 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | 40 | 25 | 6 | | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 40 | 26 | 2 | | 0 | 0 | 0 | 0 | 0 |
| 9:00 - 9:15 | 69 | 29 | 3 | | 1 | 1 | 0 | 0 | 0 |
| 9:15 - 9:30 | 60 | 30 | 3 | | 2 | 1 | 2 | 0 | 0 |
| 16:00 - 16:15 | 28 | 11 | 6 | | 1 | 0 | 0 | 0 | 0 |
| 16:15 - 16:30 | 27 | 19 | 6 | | 1 | 0 | 0 | 0 | 1 |
| 16:30 - 16:45 | 35 | 15 | 5 | | 0 | 1 | 0 | 0 | 0 |
| 16:45 - 17:00 | 29 | 22 | 7 | | 0 | 0 | 1 | 0 | 0 |
| 17:00 - 17:15 | 37 | 24 | 10 | | 1 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 30 | 21 | 7 | | 0 | 1 | 0 | 0 | 0 |
| 17:30 - 17:45 | 46 | 22 | 6 | | 0 | 0 | 1 | 0 | 0 |
| 17:45 - 18:00 | 38 | 23 | 10 | | 0 | 1 | 1 | 0 | 0 |
| 18:00 - 18:15 | 28 | 29 | 6 | | 2 | 0 | 1 | 0 | 0 |
| 18:15 - 18:30 | 21 | 18 | 4 | | 1 | 2 | 0 | 0 | 0 |
| 18:30 - 18:45 | 15 | 19 | 2 | | 0 | 1 | 0 | 0 | 0 |
| 18:45 - 19:00 | 17 | 18 | 1 | | 1 | 0 | 1 | 0 | 0 |

From: MBAGATHI WAY To: NGONG ROAD

| TIME | Sedan / Pickup/ Wagon 4WD | Van / Mini Mini bus trucks | Standard 2-Axle Large Bus Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 24 | 21 | 2 | | 3 | 0 | 1 | 0 | 20 |
| 6:45 - 7:00 | 33 | 11 | 0 | | 2 | 0 | 2 | 0 | 15 |
| 7:00 - 7:15 | 28 | 12 | 5 | | 0 | 0 | 0 | 0 | 26 |
| 7:15 - 7:30 | 29 | 13 | 0 | | 2 | 0 | 6 | 0 | 14 |
| 7:30 - 7:45 | 41 | 11 | 2 | | 4 | 0 | 7 | 0 | 38 |
| 7:45 - 8:00 | 28 | 5 | 3 | | 2 | 0 | 3 | 0 | 22 |
| 8:00 - 8:15 | 68 | 12 | 1 | | 4 | 0 | 0 | 0 | 35 |
| 8:15 - 8:30 | 62 | 14 | 2 | | 4 | 0 | 2 | 0 | 24 |
| 8:30 - 8:45 | 75 | 17 | 3 | | 3 | 0 | 0 | 0 | 14 |
| 8:45 - 9:00 | 48 | 10 | 4 | | 4 | 0 | 0 | 0 | 16 |
| 9:00 - 9:15 | 54 | 15 | 2 | | 4 | 0 | 6 | 0 | 24 |
| 9:15 - 9:30 | 46 | 3 | 1 | | 6 | 0 | 0 | 0 | 10 |
| 16:00 - 16:15 | 58 | 26 | 17 | | 4 | 2 | 1 | 0 | 7 |
| 16:15 - 16:30 | 110 | 26 | 12 | | 3 | 6 | 4 | 0 | 12 |
| 16:30 - 16:45 | 98 | 23 | 15 | | 4 | 1 | 3 | 0 | 11 |
| 16:45 - 17:00 | 102 | 24 | 17 | | 3 | 2 | 3 | 0 | 16 |
| 17:00 - 17:15 | 88 | 22 | 16 | | 4 | 2 | 1 | 0 | 9 |
| 17:15 - 17:30 | 96 | 26 | 23 | | 2 | 1 | 1 | 0 | 14 |
| 17:30 - 17:45 | 94 | 14 | 11 | | 2 | 1 | 0 | 0 | 9 |
| 17:45 - 18:00 | 82 | 25 | 15 | | 3 | 0 | 0 | 0 | 7 |
| 18:00 - 18:15 | 97 | 24 | 15 | | 2 | 2 | 1 | 0 | 12 |
| 18:15 - 18:30 | 94 | 23 | 18 | | 6 | 2 | 0 | 0 | 12 |
| 18:30 - 18:45 | 98 | 25 | 15 | | 2 | 0 | 1 | 0 | 10 |
| 18:45 - 19:00 | 70 | 16 | 9 | | 1 | 2 | 0 | 0 | 8 |

From: MBAGATHI WAY To: VALLEY ROAD

| TIME | Sedan / Pickup/ Wagon 4WD | Van / Mini Mini bus trucks | Standard 2-Axle Large Bus Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 78 | 13 | 1 | | 0 | 0 | 7 | 0 | 176 |
| 6:45 - 7:00 | 83 | 14 | 4 | | 2 | 0 | 3 | 0 | 138 |
| 7:00 - 7:15 | 97 | 6 | 7 | | 0 | 0 | 1 | 0 | 72 |
| 7:15 - 7:30 | 102 | 9 | 2 | | 0 | 1 | 4 | 0 | 37 |
| 7:30 - 7:45 | 142 | 11 | 1 | | 0 | 2 | 8 | 0 | 21 |
| 7:45 - 8:00 | 146 | 13 | 3 | | 1 | 0 | 4 | 0 | 17 |
| 8:00 - 8:15 | 150 | 22 | 1 | | 2 | 3 | 1 | 0 | 3 |
| 8:15 - 8:30 | 173 | 11 | 4 | | 0 | 0 | 1 | 0 | 0 |
| 8:30 - 8:45 | 159 | 9 | 4 | | 1 | 3 | 0 | 0 | 12 |
| 8:45 - 9:00 | 135 | 6 | 1 | | 2 | 0 | 2 | 0 | 6 |
| 9:00 - 9:15 | 178 | 14 | 2 | | 0 | 2 | 6 | 0 | 7 |
| 9:15 - 9:30 | 157 | 17 | 1 | | 1 | 1 | 1 | 0 | 5 |
| 16:00 - 16:15 | 112 | 2 | 3 | | 1 | 0 | 0 | 0 | 2 |
| 16:15 - 16:30 | 128 | 3 | 4 | | 0 | 0 | 0 | 0 | 3 |
| 16:30 - 16:45 | 136 | 6 | 3 | | 1 | 0 | 0 | 0 | 1 |
| 16:45 - 17:00 | 144 | 6 | 3 | | 3 | 0 | 0 | 0 | 7 |
| 17:00 - 17:15 | 120 | 4 | 2 | | 3 | 0 | 0 | 0 | 2 |
| 17:15 - 17:30 | 136 | 2 | 1 | | 1 | 0 | 0 | 0 | 4 |
| 17:30 - 17:45 | 133 | 3 | 4 | | 1 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 140 | 3 | 2 | | 2 | 1 | 2 | 0 | 4 |
| 18:00 - 18:15 | 88 | 2 | 3 | | 1 | 2 | 0 | 0 | 0 |
| 18:15 - 18:30 | 106 | 7 | 1 | | 2 | 1 | 1 | 0 | 1 |
| 18:30 - 18:45 | 109 | 6 | 2 | | 1 | 1 | 1 | 0 | 2 |
| 18:45 - 19:00 | 106 | 5 | 1 | | 0 | 2 | 0 | 0 | 1 |

From: VALLEY ROAD To: MBAGATHI WAY

| TIME | Sedan / Pickup/ Wagon 4WD | Van / Mini Mini bus trucks | Standard 2-Axle Large Bus Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 38 | 6 | 6 | | 6 | 0 | 0 | 0 | 0 |
| 6:45 - 7:00 | 46 | 6 | 5 | | 1 | 0 | 1 | 0 | 0 |
| 7:00 - 7:15 | 52 | 2 | 9 | | 1 | 0 | 1 | 0 | 0 |
| 7:15 - 7:30 | 46 | 1 | 2 | | 6 | 1 | 0 | 0 | 0 |
| 7:30 - 7:45 | 56 | 2 | 3 | | 3 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 72 | 3 | 1 | | 3 | 0 | 0 | 0 | 0 |
| 8:00 - 8:15 | 76 | 4 | 5 | | 4 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 86 | 2 | 2 | | 2 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | 80 | 3 | 3 | | 4 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 72 | 3 | 3 | | 4 | 2 | 0 | 0 | 0 |
| 9:00 - 9:15 | 56 | 3 | 2 | | 2 | 0 | 0 | 0 | 0 |
| 9:15 - 9:30 | 72 | 1 | 0 | | 3 | 0 | 0 | 0 | 0 |
| 16:00 - 16:15 | 100 | 2 | 3 | | 3 | 1 | 0 | 0 | 0 |
| 16:15 - 16:30 | 105 | 4 | 2 | | 2 | 1 | 1 | 0 | 0 |
| 16:30 - 16:45 | 86 | 5 | 2 | | 2 | 0 | 0 | 0 | 0 |
| 16:45 - 17:00 | 91 | 1 | 2 | | 4 | 2 | 0 | 0 | 0 |
| 17:00 - 17:15 | 102 | 4 | 6 | | 1 | 0 | 1 | 0 | 0 |
| 17:15 - 17:30 | 102 | 4 | 3 | | 4 | 0 | 1 | 0 | 0 |
| 17:30 - 17:45 | 107 | 5 | 2 | | 2 | 2 | 0 | 0 | 0 |
| 17:45 - 18:00 | 96 | 3 | 1 | | 2 | 2 | 0 | 0 | 0 |
| 18:00 - 18:15 | 111 | 4 | 3 | | 3 | 1 | 0 | 0 | 0 |
| 18:15 - 18:30 | 86 | 2 | 2 | | 1 | 3 | 0 | 0 | 0 |
| 18:30 - 18:45 | 86 | 3 | 2 | | 2 | 1 | 0 | 0 | 0 |
| 18:45 - 19:00 | 82 | 1 | 2 | | 1 | 1 | 0 | 0 | 0 |

From: VALLEY ROAD To: NGONG ROAD

| TIME | Sedan / Pickup/ Wagon 4WD | Van / Mini Mini bus trucks | Standard 2-Axle Large Bus Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 10 | 19 | 2 | | 0 | 0 | 0 | 0 | 0 |
| 6:45 - 7:00 | 16 | 6 | 3 | | 0 | 0 | 0 | 0 | 0 |
| 7:00 - 7:15 | 15 | 7 | 2 | | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 16 | 6 | 4 | | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 16 | 7 | 4 | | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 23 | 4 | 2 | | 0 | 0 | 0 | 0 | 0 |
| 8:00 - 8:15 | 16 | 8 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 17 | 4 | 1 | | 0 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | 11 | 6 | 1 | | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 10 | 4 | 4 | | 0 | 0 | 0 | 0 | 0 |
| 9:00 - 9:15 | 20 | 1 | 3 | | 0 | 0 | 0 | 0 | 0 |
| 9:15 - 9:30 | 13 | 5 | 2 | | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 16:15 | 46 | 3 | 6 | | 1 | 0 | 0 | 0 | 0 |
| 16:15 - 16:30 | 31 | 2 | 8 | | 2 | 2 | 1 | 0 | 0 |
| 16:30 - 16:45 | 31 | 2 | 4 | | 1 | 0 | 1 | 0 | 0 |
| 16:45 - 17:00 | 32 | 1 | 2 | | 1 | 3 | 0 | 0 | 0 |
| 17:00 - 17:15 | 38 | 2 | 4 | | 0 | 1 | 0 | 0 | 0 |
| 17:15 - 17:30 | 30 | 4 | 4 | | 0 | 1 | 1 | 0 | 0 |
| 17:30 - 17:45 | 40 | 2 | 4 | | 0 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 31 | 4 | 8 | | 1 | 0 | 0 | 0 | 0 |
| 18:00 - 18:15 | 29 | 3 | 10 | | 1 | 0 | 0 | 0 | 0 |
| 18:15 - 18:30 | 27 | 2 | 9 | | 0 | 1 | 0 | 0 | 0 |
| 18:30 - 18:45 | 38 | 1 | 4 | | 1 | 1 | 1 | 0 | 0 |
| 18:45 - 19:00 | 12 | 1 | 4 | | 0 | 0 | 0 | 0 | 0 |

# Intersection Traffic Count Result (Hospital Road Intersection: June 2, 2010)

From: TOWN To: HOSPITAL RD

| TIME | Sedan / Pickup/ Wagon 4 WD | Van / Minibus | Mini trucks | Standard & 2-Axle Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:45 - 7:00 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 8 |
| 7:00 - 7:15 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 7:15 - 7:30 | 16 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 7:30 - 7:45 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:45 - 8:00 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 8:00 - 8:15 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 - 8:30 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 - 8:45 | 17 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 8:45 - 9:00 | 12 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:00 - 9:15 | 27 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 1 |
| 9:15 - 9:30 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:00 - 16:15 | 5 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 16 |
| 16:15 - 16:30 | 17 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 14 |
| 16:30 - 16:45 | 27 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 15 |
| 16:45 - 17:00 | 9 | 2 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 20 |
| 17:00 - 17:15 | 13 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 13 |
| 17:15 - 17:30 | 11 | 3 | 1 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 27 |
| 17:30 - 17:45 | 15 | 2 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 13 |
| 17:45 - 18:00 | 19 | 1 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 11 |
| 18:00 - 18:15 | 16 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 15 |
| 18:15 - 18:30 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:30 - 18:45 | 23 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 9 |
| 18:45 - 19:00 | 22 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 3 |

From: HOSPITAL RD To: 5TH NGONG AVENUE

| TIME | Sedan / Pickup/ Wagon 4 WD | Van / Minibus | Mini trucks | Standard & 2-Axle Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 - 7:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 - 7:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 8:00 - 8:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 - 9:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 - 9:30 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 16:15 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| 16:15 - 16:30 | 8 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 16:30 - 16:45 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 - 17:00 | 11 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 - 18:15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 - 18:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 18:30 - 18:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 - 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

From: NGONG To: 5TH AVENUE

| TIME | Sedan / Pickup/ Wagon 4 WD | Van / Minibus | Mini trucks | Standard & 2-Axle Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 6:45 - 7:00 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 28 |
| 7:00 - 7:15 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 39 |
| 7:15 - 7:30 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 47 |
| 7:30 - 7:45 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 55 |
| 7:45 - 8:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 8:00 - 8:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 8:15 - 8:30 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 18 |
| 8:30 - 8:45 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 19 |
| 8:45 - 9:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 9:00 - 9:15 | 7 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 23 |
| 9:15 - 9:30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 16:00 - 16:15 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 16:15 - 16:30 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 10 |
| 16:30 - 16:45 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 16:45 - 17:00 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:00 - 17:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:15 - 17:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:30 - 17:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:45 - 18:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:00 - 18:15 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 18:15 - 18:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:30 - 18:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 18:45 - 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |

From: TOWN To: 5TH NGONG AVENUE

| TIME | Sedan / Pickup/ Wagon 4 WD | Van / Minibus | Mini trucks | Standard & 2-Axle Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:45 - 7:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:00 - 7:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:15 - 7:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:30 - 7:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:45 - 8:00 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 8:00 - 8:15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 8 |
| 8:15 - 8:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:30 - 8:45 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 8:45 - 9:00 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 7 |
| 9:00 - 9:15 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 9:15 - 9:30 | 9 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 13 |
| 16:00 - 16:15 | 9 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 12 |
| 16:15 - 16:30 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 16:30 - 16:45 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:45 - 17:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 17:00 - 17:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:15 - 17:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 17:45 - 18:00 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 18:00 - 18:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:15 - 18:30 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 18:30 - 18:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:45 - 19:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |

From: HOSPITAL ROAD To: NGONG

| TIME | Sedan / Pickup/ Wagon 4 WD | Van / Minibus | Mini trucks | Standard & 2-Axle Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 53 | 4 | 9 | 2 | 1 | 3 | 0 | 1 | | | |
| 6:45 - 7:00 | 82 | 1 | 12 | 1 | 0 | 5 | 0 | 0 | | | |
| 7:00 - 7:15 | 81 | 1 | 15 | 0 | 1 | 0 | 0 | 0 | | | |
| 7:15 - 7:30 | 74 | 1 | 18 | 1 | 1 | 0 | 0 | 0 | | | |
| 7:30 - 7:45 | 96 | 2 | 19 | 3 | 2 | 1 | 0 | 0 | | | |
| 7:45 - 8:00 | 88 | 4 | 11 | 2 | 3 | 0 | 0 | 0 | | | |
| 8:00 - 8:15 | 86 | 1 | 14 | 1 | 4 | 1 | 0 | 0 | | | |
| 8:15 - 8:30 | 94 | 2 | 10 | 1 | 2 | 3 | 0 | 0 | | | |
| 8:30 - 8:45 | 108 | 1 | 18 | 4 | 3 | 0 | 0 | 0 | | | |
| 8:45 - 9:00 | 88 | 5 | 19 | 3 | 2 | 0 | 0 | 0 | | | |
| 9:00 - 9:15 | 63 | 2 | 9 | 2 | 2 | 0 | 0 | 0 | | | |
| 9:15 - 9:30 | 88 | 2 | 7 | 6 | 0 | 3 | 0 | 0 | | | |
| 16:00 - 16:15 | 82 | 6 | 5 | 0 | 1 | 1 | 0 | 7 | | | |
| 16:15 - 16:30 | 93 | 1 | 3 | 0 | 7 | 7 | 0 | 5 | | | |
| 16:30 - 16:45 | 124 | 2 | 5 | 0 | 3 | 4 | 0 | 1 | | | |
| 16:45 - 17:00 | 130 | 1 | 3 | 0 | 7 | 4 | 0 | 3 | | | |
| 17:00 - 17:15 | 150 | 1 | 2 | 0 | 1 | 4 | 0 | 1 | | | |
| 17:15 - 17:30 | 131 | 1 | 4 | 0 | 5 | 6 | 0 | 3 | | | |
| 17:30 - 17:45 | 121 | 1 | 5 | 0 | 6 | 10 | 0 | 0 | | | |
| 17:45 - 18:00 | 159 | 3 | 7 | 0 | 3 | 7 | 0 | 0 | | | |
| 18:00 - 18:15 | 139 | 2 | 3 | 1 | 2 | 9 | 0 | 3 | | | |
| 18:15 - 18:30 | 160 | 0 | 3 | 0 | 1 | 12 | 0 | 2 | | | |
| 18:30 - 18:45 | 139 | 1 | 3 | 1 | 1 | 6 | 0 | 3 | | | |
| 18:45 - 19:00 | 179 | 2 | 3 | 0 | 0 | 5 | | 4 | | | |

From: 5TH AVENUE To: TOWN

| TIME | Sedan / Pickup/ Wagon 4 WD | Van / Minibus | Mini trucks | Standard & 2-Axle Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 - 7:00 | 11 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 - 7:15 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 - 7:30 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:45 - 8:00 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:00 - 8:15 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:30 - 8:45 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 8:45 - 9:00 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 9:00 - 9:15 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 9:15 - 9:30 | 11 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 16:00 - 16:15 | 12 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 38 |
| 16:15 - 16:30 | 12 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 22 |
| 16:30 - 16:45 | 10 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 43 |
| 16:45 - 17:00 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 17:00 - 17:15 | 26 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 48 |
| 17:15 - 17:30 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 17:30 - 17:45 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 17:45 - 18:00 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 18:00 - 18:15 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 18 |
| 18:15 - 18:30 | 7 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 17 |
| 18:30 - 18:45 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 18:45 - 19:00 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |

From: 5TH NGONG AVENUE To: NGONG RD

| TIME | Sedan / Pickup/ Wagon 4 WD | Van / Minibus | Mini trucks | Standard & 2-Axle Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 - 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:00 - 7:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:15 - 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 - 8:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:30 - 8:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 9:00 - 9:15 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 9:15 - 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:15 - 16:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 16:30 - 16:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 16:45 - 17:00 | 5 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 23 |
| 17:00 - 17:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 17:15 - 17:30 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 17:30 - 17:45 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 17:45 - 18:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 18:00 - 18:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:15 - 18:30 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:30 - 18:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:45 - 19:00 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 10 |

From: 5TH NGONG AVENUE To: HOSPITAL RD

| TIME | Sedan / Pickup/ Wagon 4 WD | Van / Minibus | Mini trucks | Standard & 2-Axle Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 5 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | | |
| 6:45 - 7:00 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 7:00 - 7:15 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 7:15 - 7:30 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 7:30 - 7:45 | 34 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | |
| 7:45 - 8:00 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 8:00 - 8:15 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 8:15 - 8:30 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 8:30 - 8:45 | 34 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | | |
| 8:45 - 9:00 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | | |
| 9:00 - 9:15 | 17 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | |
| 9:15 - 9:30 | 14 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | |
| 16:00 - 16:15 | 48 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | | |
| 16:15 - 16:30 | 28 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | | |
| 16:30 - 16:45 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 16:45 - 17:00 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 17:00 - 17:15 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 17:15 - 17:30 | 40 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | | |
| 17:30 - 17:45 | 27 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | |
| 17:45 - 18:00 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:00 - 18:15 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:15 - 18:30 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:30 - 18:45 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:45 - 19:00 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |

From: NGONG ROAD To: TOWN

| TIME | Sedan / Pickup/ Wagon 4 WD | Van / Minibus | Mini trucks | Standard & 2-Axle Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 138 | 98 | 4 | 0 | 4 | 15 | 0 | 190 | | | |
| 6:45 - 7:00 | 149 | 96 | 7 | 0 | 0 | 10 | 0 | 269 | | | |
| 7:00 - 7:15 | 173 | 67 | 2 | 0 | 2 | 12 | 0 | 281 | | | |
| 7:15 - 7:30 | 147 | 44 | 1 | 0 | 4 | 18 | 0 | 268 | | | |
| 7:30 - 7:45 | 129 | 40 | 2 | 0 | 6 | 14 | 0 | 250 | | | |
| 7:45 - 8:00 | 116 | 47 | 2 | 0 | 9 | 18 | 0 | 134 | | | |
| 8:00 - 8:15 | 126 | 55 | 6 | 0 | 7 | 15 | 0 | 91 | | | |
| 8:15 - 8:30 | 102 | 57 | 4 | 0 | 6 | 8 | 0 | 72 | | | |
| 8:30 - 8:45 | 116 | 47 | 3 | 0 | 9 | 8 | 0 | 79 | | | |
| 8:45 - 9:00 | 78 | 49 | 3 | 0 | 3 | 4 | 0 | 57 | | | |
| 9:00 - 9:15 | 108 | 57 | 1 | 0 | 9 | 1 | 0 | 63 | | | |
| 9:15 - 9:30 | 117 | 63 | 0 | 0 | 8 | 2 | 0 | 54 | | | |
| 16:00 - 16:15 | 87 | 40 | 18 | 2 | 9 | 8 | 0 | 40 | | | |
| 16:15 - 16:30 | 84 | 47 | 20 | 2 | 7 | 9 | 0 | 56 | | | |
| 16:30 - 16:45 | 87 | 33 | 16 | 1 | 9 | 2 | 1 | 58 | | | |
| 16:45 - 17:00 | 82 | 42 | 13 | 1 | 8 | 9 | 0 | 63 | | | |
| 17:00 - 17:15 | 86 | 32 | 11 | 1 | 9 | 7 | 1 | 101 | | | |
| 17:15 - 17:30 | 98 | 52 | 17 | 2 | 7 | 12 | 1 | 143 | | | |
| 17:30 - 17:45 | 90 | 41 | 13 | 3 | 4 | 9 | 0 | 139 | | | |
| 17:45 - 18:00 | 78 | 41 | 15 | 1 | 3 | 11 | 0 | 122 | | | |
| 18:00 - 18:15 | 68 | 39 | 20 | 0 | 7 | 10 | 0 | 74 | | | |
| 18:15 - 18:30 | 63 | 50 | 23 | 0 | 7 | 2 | 0 | 60 | | | |
| 18:30 - 18:45 | 64 | 37 | 23 | 0 | 0 | 4 | 0 | 36 | | | |
| 18:45 - 19:00 | 78 | 46 | 33 | 3 | 2 | 3 | 0 | 15 | | | |

From: HOSPITAL RD To: TOWN

| TIME | Sedan / Pickup/ Wagon 4 WD | Van / Minibus | Mini trucks | Standard & 2-Axle Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 6:45 - 7:00 | 14 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 7:00 - 7:15 | 29 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 10 | | |
| 7:15 - 7:30 | 23 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 7:30 - 7:45 | 24 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 7:45 - 8:00 | 31 | 1 | 12 | 0 | 1 | 0 | 0 | 0 | 1 | | |
| 8:00 - 8:15 | 27 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 8:15 - 8:30 | 24 | 1 | 10 | 0 | 0 | 2 | 0 | 0 | 2 | | |
| 8:30 - 8:45 | 24 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 8:45 - 9:00 | 22 | 1 | 5 | 0 | 0 | 1 | 0 | 0 | 1 | | |
| 9:00 - 9:15 | 19 | 1 | 8 | 1 | 1 | 0 | 0 | 0 | 1 | | |
| 9:15 - 9:30 | 29 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 2 | | |
| 16:00 - 16:15 | 34 | 1 | 6 | 0 | 1 | 0 | 0 | 0 | 14 | | |
| 16:15 - 16:30 | 32 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 12 | | |
| 16:30 - 16:45 | 22 | 0 | 9 | 0 | 0 | 1 | 0 | 0 | 16 | | |
| 16:45 - 17:00 | 30 | 0 | 9 | 0 | 1 | 1 | 0 | 0 | 10 | | |
| 17:00 - 17:15 | 28 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 16 | | |
| 17:15 - 17:30 | 21 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 12 | | |
| 17:30 - 17:45 | 16 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 13 | | |
| 17:45 - 18:00 | 14 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 23 | | |
| 18:00 - 18:15 | 22 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 25 | | |
| 18:15 - 18:30 | 23 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 25 | | |
| 18:30 - 18:45 | 32 | 1 | 5 | 0 | 2 | 0 | 0 | 0 | 13 | | |
| 18:45 - 19:00 | 21 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 11 | | |

From: TOWN To: NGONG

| TIME | Sedan / Pickup/ Wagon 4 WD | Van / Minibus | Mini trucks | Standard & 2-Axle Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 75 | 64 | 33 | 0 | 2 | 1 | 1 | 52 | | | |
| 6:45 - 7:00 | 39 | 48 | 24 | 2 | 3 | 8 | 0 | 46 | | | |
| 7:00 - 7:15 | 54 | 50 | 29 | 2 | 3 | 7 | 0 | 53 | | | |
| 7:15 - 7:30 | 64 | 30 | 28 | 0 | 1 | 4 | 0 | 51 | | | |
| 7:30 - 7:45 | 58 | 37 | 19 | 2 | 3 | 9 | 0 | 38 | | | |
| 7:45 - 8:00 | 51 | 40 | 24 | 0 | 2 | 8 | 0 | 36 | | | |
| 8:00 - 8:15 | 62 | 31 | 13 | 0 | 3 | 2 | 1 | 34 | | | |
| 8:15 - 8:30 | 48 | 28 | 18 | 0 | 2 | 7 | 0 | 18 | | | |
| 8:30 - 8:45 | 48 | 42 | 24 | 5 | 7 | 3 | 1 | 28 | | | |
| 8:45 - 9:00 | 64 | 52 | 22 | 2 | 6 | 1 | 0 | 28 | | | |
| 9:00 - 9:15 | 66 | 31 | 24 | 3 | 3 | 8 | 0 | 28 | | | |
| 9:15 - 9:30 | 103 | 48 | 20 | 0 | 7 | 1 | 0 | 19 | | | |
| 16:00 - 16:15 | 90 | 67 | 27 | 0 | 7 | 10 | 0 | 145 | | | |
| 16:15 - 16:30 | 100 | 42 | 34 | 1 | 8 | 8 | 0 | 229 | | | |
| 16:30 - 16:45 | 106 | 28 | 22 | 0 | 13 | 10 | 0 | 293 | | | |
| 16:45 - 17:00 | 88 | 32 | 19 | 0 | 7 | 11 | 0 | 242 | | | |
| 17:00 - 17:15 | 103 | 33 | 17 | 0 | 8 | 12 | 0 | 291 | | | |
| 17:15 - 17:30 | 49 | 22 | 7 | 0 | 8 | 10 | 0 | 367 | | | |
| 17

# Intersection Traffic Count Result (Hospital Road Intersection: June 3, 2010)

From: TOWN To: NGONG

| TIME | Sedan / Pickup / Wagon | Van / 4WD | Mini Mini bus trucks | Standard 2-Axle Large Bus Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 – 6:45 | 56 | 54 | 29 | 1 | 1 | 6 | 0 | 0 | 0 | 72 |
| 6:45 – 7:00 | 48 | 40 | 18 | 0 | 1 | 3 | 0 | 0 | 0 | 72 |
| 7:00 – 7:15 | 47 | 38 | 16 | 2 | 1 | 5 | 0 | 0 | 0 | 64 |
| 7:15 – 7:30 | 41 | 43 | 14 | 0 | 3 | 4 | 0 | 0 | 0 | 56 |
| 7:30 – 7:45 | 47 | 34 | 25 | 0 | 5 | 4 | 0 | 0 | 0 | 39 |
| 7:45 – 8:00 | 36 | 32 | 16 | 1 | 2 | 2 | 0 | 0 | 0 | 40 |
| 8:00 – 8:15 | 42 | 36 | 24 | 2 | 5 | 2 | 2 | 0 | 0 | 48 |
| 8:15 – 8:30 | 59 | 52 | 22 | 3 | 5 | 2 | 2 | 0 | 0 | 21 |
| 8:30 – 8:45 | 64 | 39 | 23 | 3 | 4 | 1 | 1 | 0 | 0 | 28 |
| 8:45 – 9:00 | 67 | 43 | 13 | 3 | 3 | 1 | 1 | 0 | 0 | 18 |
| 9:00 – 9:15 | 67 | 52 | 16 | 2 | 6 | 1 | 1 | 0 | 0 | 27 |
| 9:15 – 9:30 | 67 | 42 | 18 | 3 | 10 | 2 | 2 | 0 | 0 | 39 |
| 16:00 – 16:15 | 51 | 42 | 11 | 0 | 12 | 2 | 0 | 0 | 0 | 174 |
| 16:15 – 16:30 | 48 | 43 | 24 | 3 | 7 | 4 | 0 | 0 | 0 | 288 |
| 16:30 – 16:45 | 73 | 39 | 20 | 0 | 6 | 5 | 0 | 0 | 0 | 292 |
| 16:45 – 17:00 | 38 | 23 | 15 | 0 | 3 | 5 | 0 | 0 | 0 | 264 |
| 17:00 – 17:15 | 51 | 42 | 21 | 1 | 8 | 22 | 1 | 0 | 0 | 316 |
| 17:15 – 17:30 | 30 | 28 | 18 | 0 | 6 | 3 | 0 | 0 | 0 | 368 |
| 17:30 – 17:45 | 64 | 40 | 21 | 0 | 5 | 18 | 0 | 0 | 0 | 369 |
| 17:45 – 18:00 | 66 | 32 | 12 | 0 | 6 | 13 | 0 | 0 | 0 | 379 |
| 18:00 – 18:15 | 78 | 25 | 14 | 1 | 2 | 15 | 0 | 0 | 0 | 501 |
| 18:15 – 18:30 | 74 | 28 | 30 | 0 | 4 | 13 | 0 | 0 | 0 | 565 |
| 18:30 – 18:45 | 72 | 40 | 20 | 0 | 10 | 6 | 0 | 0 | 0 | 588 |
| 18:45 – 19:00 | 90 | 30 | 20 | 0 | 1 | 7 | 0 | 0 | 0 | 382 |

From: NGONG To: 5TH NGONG AVENUE

| TIME | Sedan / Pickup / Wagon | Van / 4WD | Mini Mini bus trucks | Standard 2-Axle Large Bus Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 – 6:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 6:45 – 7:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 7:00 – 7:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 7:15 – 7:30 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 51 |
| 7:30 – 7:45 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 64 |
| 7:45 – 8:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 8:00 – 8:15 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 32 |
| 8:15 – 8:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 8:30 – 8:45 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 18 |
| 8:45 – 9:00 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 27 |
| 9:00 – 9:15 | 11 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 17 |
| 9:15 – 9:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 16:00 – 16:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:15 – 16:30 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:30 – 16:45 | 5 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 8 |
| 16:45 – 17:00 | 5 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 15 |
| 17:00 – 17:15 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 17:15 – 17:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:30 – 17:45 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:45 – 18:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 18:00 – 18:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:15 – 18:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:30 – 18:45 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:45 – 19:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |

From: TOWN To: 5TH NGONG AVENUE

| TIME | Sedan / Pickup / Wagon | Van / 4WD | Mini Mini bus trucks | Standard 2-Axle Large Bus Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 – 6:45 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6:45 – 7:00 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 |
| 7:00 – 7:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 – 7:30 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 7:30 – 7:45 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 6 |
| 7:45 – 8:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:00 – 8:15 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 14 |
| 8:15 – 8:30 | 8 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 8 |
| 8:30 – 8:45 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 9 |
| 8:45 – 9:00 | 5 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 9 |
| 9:00 – 9:15 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 10 |
| 9:15 – 9:30 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 8 |
| 16:00 – 16:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:15 – 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:30 – 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:45 – 17:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:00 – 17:15 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 7 |
| 17:15 – 17:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17:30 – 17:45 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 12 |
| 17:45 – 18:00 | 3 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 8 |
| 18:00 – 18:15 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 18:15 – 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:30 – 18:45 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:45 – 19:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |

From: HOSPITAL ROAD To: NGONG

| TIME | Sedan / Pickup / Wagon | Van / 4WD | Mini Mini bus trucks | Standard 2-Axle Large Bus Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 – 6:45 | 39 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 |
| 6:45 – 7:00 | 50 | 2 | 13 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| 7:00 – 7:15 | 48 | 1 | 12 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 7:15 – 7:30 | 100 | 0 | 21 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 7:30 – 7:45 | 74 | 2 | 14 | 2 | 1 | 1 | 0 | 0 | 0 | 0 |
| 7:45 – 8:00 | 82 | 3 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 – 8:15 | 77 | 3 | 19 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| 8:15 – 8:30 | 78 | 4 | 12 | 2 | 4 | 0 | 0 | 0 | 0 | 0 |
| 8:30 – 8:45 | 88 | 3 | 14 | 3 | 2 | 2 | 0 | 0 | 0 | 0 |
| 8:45 – 9:00 | 84 | 2 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 0 |
| 9:00 – 9:15 | 94 | 2 | 9 | 3 | 4 | 3 | 0 | 0 | 0 | 0 |
| 9:15 – 9:30 | 87 | 1 | 9 | 1 | 5 | 2 | 0 | 0 | 0 | 0 |
| 16:00 – 16:15 | 108 | 2 | 10 | 0 | 5 | 2 | 0 | 0 | 0 | 3 |
| 16:15 – 16:30 | 74 | 2 | 5 | 0 | 4 | 6 | 0 | 0 | 0 | 3 |
| 16:30 – 16:45 | 80 | 2 | 7 | 0 | 5 | 2 | 0 | 0 | 0 | 0 |
| 16:45 – 17:00 | 48 | 2 | 3 | 0 | 6 | 3 | 0 | 0 | 0 | 0 |
| 17:00 – 17:15 | 74 | 2 | 6 | 0 | 1 | 4 | 0 | 0 | 0 | 1 |
| 17:15 – 17:30 | 88 | 3 | 3 | 0 | 2 | 3 | 0 | 0 | 0 | 0 |
| 17:30 – 17:45 | 95 | 2 | 4 | 0 | 2 | 15 | 0 | 0 | 0 | 0 |
| 17:45 – 18:00 | 105 | 0 | 5 | 0 | 5 | 6 | 0 | 0 | 0 | 0 |
| 18:00 – 18:15 | 91 | 1 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| 18:15 – 18:30 | 95 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 – 18:45 | 90 | 0 | 4 | 0 | 3 | 6 | 0 | 0 | 0 | 4 |
| 18:45 – 19:00 | 96 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 |

From: TOWN To: HOSPITAL ROAD

| TIME | Sedan / Pickup / Wagon | Van / 4WD | Mini Mini bus trucks | Standard 2-Axle Large Bus Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 – 6:45 | 27 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 10 |
| 6:45 – 7:00 | 31 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 |
| 7:00 – 7:15 | 18 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 7:15 – 7:30 | 32 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 |
| 7:30 – 7:45 | 31 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 7:45 – 8:00 | 26 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:00 – 8:15 | 10 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:15 – 8:30 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 8:30 – 8:45 | 14 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 – 9:00 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 – 9:15 | 17 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:15 – 9:30 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:00 – 16:15 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 11 |
| 16:15 – 16:30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:30 – 16:45 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 16 |
| 16:45 – 17:00 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 17:00 – 17:15 | 4 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 15 |
| 17:15 – 17:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:30 – 17:45 | 3 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 19 |
| 17:45 – 18:00 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 16 |
| 18:00 – 18:15 | 6 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 15 |
| 18:15 – 18:30 | 5 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 10 |
| 18:30 – 18:45 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:45 – 19:00 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 |

From: 5TH NGONG AVENUE To: HOSPITAL ROAD

| TIME | Sedan / Pickup / Wagon | Van / 4WD | Mini Mini bus trucks | Standard 2-Axle Large Bus Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 – 6:45 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 – 7:00 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 – 7:15 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 – 7:30 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 – 7:45 | 32 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 – 8:00 | 34 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 – 8:15 | 28 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 – 8:30 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 – 8:45 | 34 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 8:45 – 9:00 | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 9:00 – 9:15 | 27 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 9:15 – 9:30 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 – 16:15 | 42 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 16:15 – 16:30 | 35 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 16:30 – 16:45 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 – 17:00 | 32 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 17:00 – 17:15 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 – 17:30 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 – 17:45 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 – 18:00 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:00 – 18:15 | 36 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:15 – 18:30 | 34 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 18:30 – 18:45 | 42 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 – 19:00 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

From: 5 NGONG AVENUE To: TOWN

| TIME | Sedan / Pickup / Wagon | Van / 4WD | Mini Mini bus trucks | Standard 2-Axle Large Bus Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 – 6:45 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6:45 – 7:00 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 – 7:15 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 7:15 – 7:30 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:30 – 7:45 | 10 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 8 |
| 7:45 – 8:00 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 6 |
| 8:00 – 8:15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:15 – 8:30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:30 – 8:45 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 9 |
| 8:45 – 9:00 | 11 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 5 |
| 9:00 – 9:15 | 13 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 2 |
| 9:15 – 9:30 | 14 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 12 |
| 16:00 – 16:15 | 14 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 30 |
| 16:15 – 16:30 | 17 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 28 |
| 16:30 – 16:45 | 12 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 29 |
| 16:45 – 17:00 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 17:00 – 17:15 | 19 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 38 |
| 17:15 – 17:30 | 20 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 37 |
| 17:30 – 17:45 | 16 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 28 |
| 17:45 – 18:00 | 22 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 37 |
| 18:00 – 18:15 | 26 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 18:15 – 18:30 | 11 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 22 |
| 18:30 – 18:45 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 18:45 – 19:00 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |

From: 5TH NGONG AVENUE To: NGONG ROAD

| TIME | Sedan / Pickup / Wagon | Van / 4WD | Mini Mini bus trucks | Standard 2-Axle Large Bus Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 – 6:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:45 – 7:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:00 – 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:15 – 7:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:30 – 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:45 – 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 8:00 – 8:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:15 – 8:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 |
| 8:30 – 8:45 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 8:45 – 9:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 11 |
| 9:00 – 9:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:15 – 9:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:00 – 16:15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 16:15 – 16:30 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 18 |
| 16:30 – 16:45 | 5 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 16 |
| 16:45 – 17:00 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:00 – 17:15 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:15 – 17:30 | 13 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 16 |
| 17:30 – 17:45 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:45 – 18:00 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:00 – 18:15 | 7 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 10 |
| 18:15 – 18:30 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 – 18:45 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:45 – 19:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

From: NGONG ROAD To: HOSPITAL ROAD

| TIME | Sedan / Pickup / Wagon | Van / 4WD | Mini Mini bus trucks | Standard 2-Axle Large Bus Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 – 6:45 | 108 | 2 | 0 | 0 | 3 | 2 | 0 | 1 | | |
| 6:45 – 7:00 | 148 | 5 | 0 | 0 | 3 | 9 | 0 | 0 | | |
| 7:00 – 7:15 | 170 | 4 | 0 | 0 | 8 | 7 | 0 | 0 | | |
| 7:15 – 7:30 | 138 | 2 | 0 | 0 | 3 | 10 | 0 | 3 | | |
| 7:30 – 7:45 | 157 | 4 | 0 | 0 | 2 | 7 | 0 | 0 | | |
| 7:45 – 8:00 | 171 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | | |
| 8:00 – 8:15 | 154 | 3 | 0 | 0 | 2 | 4 | 0 | 2 | | |
| 8:15 – 8:30 | 127 | 3 | 1 | 0 | 2 | 5 | 0 | 0 | | |
| 8:30 – 8:45 | 104 | 3 | 0 | 0 | 4 | 4 | 0 | 1 | | |
| 8:45 – 9:00 | 134 | 4 | 2 | 0 | 5 | 2 | 0 | 1 | | |
| 9:00 – 9:15 | 108 | 3 | 0 | 0 | 6 | 1 | 0 | 0 | | |
| 9:15 – 9:30 | 106 | 4 | 1 | 0 | 2 | 1 | 0 | 1 | | |
| 16:00 – 16:15 | 48 | 2 | 3 | 0 | 4 | 1 | 0 | 1 | | |
| 16:15 – 16:30 | 75 | 4 | 1 | 0 | 7 | 1 | 0 | 0 | | |
| 16:30 – 16:45 | 48 | 3 | 0 | 0 | 4 | 1 | 0 | 0 | | |
| 16:45 – 17:00 | 57 | 2 | 4 | 0 | 2 | 0 | 0 | 0 | | |
| 17:00 – 17:15 | 86 | 4 | 0 | 0 | 2 | 3 | 0 | 0 | | |
| 17:15 – 17:30 | 84 | 7 | 4 | 1 | 2 | 3 | 0 | 0 | | |
| 17:30 – 17:45 | 38 | 6 | 1 | 0 | 0 | 1 | 0 | 3 | | |
| 17:45 – 18:00 | 40 | 1 | 0 | 1 | 1 | 1 | 0 | 3 | | |
| 18:00 – 18:15 | 36 | 3 | 2 | 0 | 2 | 2 | 0 | 0 | | |
| 18:15 – 18:30 | 30 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | | |
| 18:30 – 18:45 | 38 | 1 | 2 | 2 | 1 | 0 | 0 | 1 | | |
| 18:45 – 19:00 | 43 | 3 | 2 | 0 | 3 | 0 | 0 | 0 | | |

From: NGONG ROAD To: TOWN

| TIME | Sedan / Pickup / Wagon | Van / 4WD | Mini Mini bus trucks | Standard 2-Axle Large Bus Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 – 6:45 | 125 | 72 | 3 | 0 | 3 | 7 | 0 | 0 | 0 | 270 |
| 6:45 – 7:00 | 159 | 60 | 9 | 0 | 1 | 12 | 0 | 0 | 0 | 277 |
| 7:00 – 7:15 | 149 | 64 | 4 | 0 | 4 | 12 | 0 | 0 | 0 | 269 |
| 7:15 – 7:30 | 161 | 69 | 2 | 0 | 5 | 10 | 0 | 0 | 0 | 238 |
| 7:30 – 7:45 | 132 | 64 | 6 | 0 | 2 | 10 | 0 | 0 | 0 | 164 |
| 7:45 – 8:00 | 136 | 66 | 0 | 0 | 5 | 13 | 0 | 0 | 0 | 138 |
| 8:00 – 8:15 | 139 | 66 | 4 | 0 | 7 | 12 | 0 | 0 | 0 | 139 |
| 8:15 – 8:30 | 117 | 67 | 5 | 0 | 4 | 5 | 0 | 0 | 0 | 104 |
| 8:30 – 8:45 | 121 | 78 | 3 | 0 | 6 | 4 | 0 | 0 | 0 | 87 |
| 8:45 – 9:00 | 119 | 63 | 4 | 0 | 8 | 4 | 0 | 0 | 0 | 77 |
| 9:00 – 9:15 | 107 | 68 | 4 | 0 | 10 | 7 | 0 | 0 | 0 | 78 |
| 9:15 – 9:30 | 96 | 70 | 4 | 0 | 7 | 8 | 0 | 0 | 0 | 69 |
| 16:00 – 16:15 | 81 | 39 | 16 | 0 | 5 | 5 | 2 | 0 | 0 | 29 |
| 16:15 – 16:30 | 96 | 40 | 18 | 1 | 21 | 7 | 0 | 0 | 0 | 44 |
| 16:30 – 16:45 | 70 | 43 | 19 | 1 | 10 | 2 | 0 | 0 | 0 | 41 |
| 16:45 – 17:00 | 71 | 26 | 3 | 0 | 7 | 2 | 0 | 0 | 0 | 40 |
| 17:00 – 17:15 | 78 | 37 | 19 | 0 | 10 | 4 | 0 | 0 | 0 | 32 |
| 17:15 – 17:30 | 59 | 39 | 12 | 0 | 8 | 7 | 0 | 0 | 0 | 61 |
| 17:30 – 17:45 | 39 | 27 | 11 | 0 | 5 | 7 | 0 | 0 | 0 | 105 |
| 17:45 – 18:00 | 30 | 24 | 16 | 1 | 4 | 11 | 0 | 0 | 0 | 92 |
| 18:00 – 18:15 | 60 | 38 | 17 | 0 | 6 | 7 | 0 | 0 | 0 | 71 |
| 18:15 – 18:30 | 60 | 49 | 22 | 0 | 8 | 8 | 0 | 0 | 0 | 64 |
| 18:30 – 18:45 | 66 | 39 | 18 | 1 | 4 | 3 | 0 | 0 | 0 | 40 |
| 18:45 – 19:00 | 96 | 46 | 30 | 0 | 11 | 3 | 0 | 0 | 0 | 34 |

From: HOSPITAL ROAD To: 5TH NGONG AVENUE

| TIME | Sedan / Pickup / Wagon | Van / 4WD | Mini Mini bus trucks | Standard 2-Axle Large Bus Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 – 6:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 – 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 – 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 – 7:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 – 7:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 – 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 – 8:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 – 8:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 – 8:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 – 9:00 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 9:00 – 9:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| 9:15 – 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 – 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 – 16:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 4 |
| 16:30 – 16:45 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 16:45 – 17:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:00 – 17:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 |
| 17:15 – 17:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:30 – 17:45 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 17:45 – 18:00 | 4 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 4 |
| 18:00 – 18:15 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 6 |
| 18:15 – 18:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 – 18:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 18:45 – 19:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

From: HOSPITAL ROAD To: TOWN

| TIME | Sedan / Pickup / Wagon | Van / 4WD | Mini Mini bus trucks | Standard 2-Axle

# Intersection Traffic Count Result (National Library Intersection: May 28, 2010)

From: NGONG ROAD To: 3RD NGONG AVENUE

| TIME | Sedan / Wagon | Pickup, Van / 4 WD | Mini bus | Mini bus trucks | Standard & Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | Walker |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:45 - 7:00 | 12 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| 7:00 - 7:15 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 7:15 - 7:30 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| 8:00 - 8:15 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 - 8:30 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 - 8:45 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| 8:45 - 9:00 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 9:00 - 9:15 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 -9:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 16:15 | 15 | 4 | 1 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 |
| 16:15 - 16:30 | 13 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 16:30 - 16:45 | 11 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:45 - 17:00 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:00 - 17:15 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:15 - 17:30 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:30 - 17:45 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:45 - 18:00 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 18:00 -18:15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:15 - 18:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:30 - 18:45 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:45 - 19:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | 7 |

From: HAILE SELASSIE To: TOWN

| TIME | Sedan / Wagon | Pickup, Van / 4 WD | Mini bus | Mini bus trucks | Standard & Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 34 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | | |
| 6:45 - 7:00 | 61 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 7:00 - 7:15 | 64 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 7:15 - 7:30 | 42 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 7:30 - 7:45 | 59 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | |
| 7:45 - 8:00 | 43 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | | |
| 8:00 - 8:15 | 54 | 6 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | | |
| 8:15 - 8:30 | 57 | 9 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | | |
| 8:30 - 8:45 | 48 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | | |
| 8:45 - 9:00 | 53 | 5 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | | |
| 9:00 - 9:15 | 66 | 4 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | | |
| 9:15 -9:30 | 63 | 7 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | |
| 16:00 - 16:15 | 36 | 15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | |
| 16:15 - 16:30 | 33 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | |
| 16:30 - 16:45 | 36 | 9 | 1 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | | |
| 16:45 - 17:00 | 44 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | |
| 17:00 - 17:15 | 58 | 13 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | | |
| 17:15 - 17:30 | 49 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 17:30 - 17:45 | 54 | 11 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | | |
| 17:45 - 18:00 | 29 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | |
| 18:00 -18:15 | 23 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | |
| 18:15 - 18:30 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:30 - 18:45 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 18:45 - 19:00 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |

From: 3RD NGONG AVENUE To: TOWN

| TIME | Sedan / Wagon | Pickup, Van / 4 WD | Mini bus | Mini bus trucks | Standard & Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 - 7:00 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 - 7:15 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 8 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 - 8:15 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 - 9:15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 -9:30 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 16:15 | 5 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 - 16:30 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 - 16:45 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 - 17:00 | 9 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 -18:15 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 - 18:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 - 18:45 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 - 19:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

From: NGONG To: TOWN

| TIME | Sedan / Wagon | Pickup, Van / 4 WD | Mini bus | Mini bus trucks | Standard & Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 202 | 44 | 33 | 1 | 5 | 19 | 0 | 204 | | | | |
| 6:45 - 7:00 | 173 | 46 | 31 | 2 | 5 | 17 | 0 | 193 | | | | |
| 7:00 - 7:15 | 172 | 35 | 24 | 1 | 3 | 16 | 1 | 148 | | | | |
| 7:15 - 7:30 | 217 | 42 | 31 | 0 | 8 | 16 | 1 | 135 | | | | |
| 7:30 - 7:45 | 155 | 39 | 29 | 0 | 6 | 11 | 0 | 79 | | | | |
| 7:45 - 8:00 | 154 | 61 | 41 | 1 | 10 | 6 | 0 | 77 | | | | |
| 8:00 - 8:15 | 159 | 65 | 33 | 5 | 7 | 7 | 1 | 63 | | | | |
| 8:15 - 8:30 | 150 | 53 | 26 | 2 | 2 | 7 | 0 | 79 | | | | |
| 8:30 - 8:45 | 177 | 59 | 25 | 0 | 8 | 1 | 0 | 64 | | | | |
| 8:45 - 9:00 | 136 | 44 | 21 | 3 | 13 | 4 | 1 | 81 | | | | |
| 9:00 - 9:15 | 166 | 46 | 21 | 1 | 13 | 5 | 0 | 82 | | | | |
| 9:15 -9:30 | 136 | 51 | 25 | 2 | 9 | 4 | 0 | 89 | | | | |
| 16:00 - 16:15 | 142 | 35 | 28 | 2 | 8 | 2 | 0 | 18 | | | | |
| 16:15 - 16:30 | 170 | 42 | 26 | 0 | 16 | 3 | 1 | 44 | | | | |
| 16:30 - 16:45 | 134 | 50 | 36 | 2 | 5 | 6 | 1 | 27 | | | | |
| 16:45 - 17:00 | 131 | 53 | 20 | 0 | 10 | 9 | 0 | 29 | | | | |
| 17:00 - 17:15 | 139 | 31 | 25 | 0 | 7 | 6 | 0 | 15 | | | | |
| 17:15 - 17:30 | 108 | 36 | 25 | 0 | 5 | 5 | 1 | 25 | | | | |
| 17:30 - 17:45 | 134 | 52 | 29 | 3 | 6 | 6 | 0 | 27 | | | | |
| 17:45 - 18:00 | 97 | 34 | 32 | 0 | 7 | 3 | 1 | 25 | | | | |
| 18:00 -18:15 | 137 | 31 | 33 | 4 | 5 | 2 | 0 | 15 | | | | |
| 18:15 - 18:30 | 120 | 59 | 34 | 2 | 2 | 0 | 0 | 12 | | | | |
| 18:30 - 18:45 | 71 | 22 | 13 | 2 | 3 | 0 | 0 | 2 | | | | |
| 18:45 - 19:00 | 88 | 60 | 30 | 0 | 1 | 0 | 0 | 2 | | | | |

From: HAILE SELASSIE To: NGONG

| TIME | Sedan / Wagon | Pickup, Van / 4 WD | Mini bus | Mini bus trucks | Standard & Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 80 | 31 | 15 | 0 | 5 | 7 | 2 | 120 | | | | |
| 6:45 - 7:00 | 66 | 36 | 18 | 0 | 3 | 5 | 1 | 108 | | | | |
| 7:00 - 7:15 | 58 | 49 | 26 | 0 | 1 | 3 | 0 | 74 | | | | |
| 7:15 - 7:30 | 68 | 49 | 19 | 2 | 6 | 5 | 0 | 96 | | | | |
| 7:30 - 7:45 | 40 | 36 | 21 | 0 | 4 | 1 | 1 | 60 | | | | |
| 7:45 - 8:00 | 84 | 42 | 20 | 0 | 13 | 8 | 0 | 84 | | | | |
| 8:00 - 8:15 | 102 | 49 | 17 | 1 | 5 | 1 | 0 | 61 | | | | |
| 8:15 - 8:30 | 86 | 54 | 21 | 1 | 13 | 5 | 1 | 62 | | | | |
| 8:30 - 8:45 | 85 | 48 | 17 | 1 | 7 | 4 | 0 | 84 | | | | |
| 8:45 - 9:00 | 80 | 51 | 18 | 2 | 5 | 4 | 0 | 86 | | | | |
| 9:00 - 9:15 | 89 | 51 | 21 | 2 | 4 | 2 | 3 | 98 | | | | |
| 9:15 -9:30 | 61 | 15 | 10 | 0 | 2 | 4 | 1 | 56 | | | | |
| 16:00 - 16:15 | 75 | 51 | 19 | 1 | 9 | 8 | 0 | 45 | | | | |
| 16:15 - 16:30 | 50 | 18 | 8 | 2 | 5 | 5 | 0 | 39 | | | | |
| 16:30 - 16:45 | 58 | 34 | 18 | 2 | 5 | 4 | 0 | 48 | | | | |
| 16:45 - 17:00 | 82 | 28 | 17 | 1 | 14 | 2 | 1 | 43 | | | | |
| 17:00 - 17:15 | 68 | 29 | 26 | 3 | 4 | 11 | 0 | 54 | | | | |
| 17:15 - 17:30 | 50 | 11 | 18 | 2 | 3 | 7 | 0 | 90 | | | | |
| 17:30 - 17:45 | 27 | 10 | 8 | 1 | 4 | 3 | 0 | 9 | | | | |
| 17:45 - 18:00 | 39 | 27 | 16 | 0 | 3 | 4 | 0 | 45 | | | | |
| 18:00 -18:15 | 57 | 35 | 22 | 0 | 5 | 6 | 0 | 54 | | | | |
| 18:15 - 18:30 | 112 | 43 | 21 | 0 | 4 | 4 | 0 | 113 | | | | |
| 18:30 - 18:45 | 63 | 46 | 44 | 1 | 8 | 2 | 0 | 87 | | | | |
| 18:45 - 19:00 | 83 | 37 | 33 | 1 | 1 | 4 | 0 | 83 | | | | |

From: HAILE SELASSIE To: 3RD NGONG AVENUE

| TIME | Sedan / Wagon | Pickup, Van / 4 WD | Mini bus | Mini bus trucks | Standard & Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 - 7:00 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 - 7:15 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 11 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 - 8:15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 - 9:15 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 -9:30 | 3 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | | | | |
| 16:00 - 16:15 | 15 | 4 | 1 | 0 | 1 | 1 | 0 | 0 | | | | |
| 16:15 - 16:30 | 13 | 1 | 1 | 0 | 1 | 0 | 0 | 5 | | | | |
| 16:30 - 16:45 | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | | | | |
| 16:45 - 17:00 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | | | | |
| 17:00 - 17:15 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | | | |
| 17:15 - 17:30 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | | | | |
| 17:30 - 17:45 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 8 | | | | |
| 17:45 - 18:00 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 27 | | | | |
| 18:00 -18:15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | | | | |
| 18:15 - 18:30 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | | | | |
| 18:30 - 18:45 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | | | | |
| 18:45 - 19:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | | | | |

# Intersection Traffic Count Result (National Library Intersection: May 31, 2010)

From:__HAILE SELASSIE_____ To:___TOWN_____

| TIME | Sedan / Wagon | Pickup/ 4 WD | Van / Mini bus | Mini trucks | Standard & Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | | 27 | | 1 | | 2 | | 0 | 1 | 0 | 0 | 4 |
| 6:45 - 7:00 | | 41 | | 0 | | 1 | | 0 | 0 | 0 | 0 | 5 |
| 7:00 - 7:15 | | 59 | | 2 | | 2 | | 1 | 1 | 0 | 0 | 2 |
| 7:15 - 7:30 | | 39 | | 0 | | 0 | | 0 | 0 | 0 | 0 | 5 |
| 7:30 - 7:45 | | 62 | | 0 | | 1 | | 0 | 0 | 0 | 0 | 3 |
| 7:45 - 8:00 | | 69 | | 5 | | 8 | | 3 | 0 | 2 | 0 | 10 |
| 8:00 - 8:15 | | 61 | | 2 | | 1 | | 2 | 1 | 0 | 0 | 9 |
| 8:15 - 8:30 | | 63 | | 1 | | 1 | | 1 | 3 | 1 | 0 | 17 |
| 8:30 - 8:45 | | 61 | | 1 | | 4 | | 1 | 1 | 0 | 0 | 3 |
| 8:45 - 9:00 | | 53 | | 2 | | 4 | | 1 | 3 | 1 | 0 | 4 |
| 9:00 - 9:15 | | 40 | | 4 | | 3 | | 2 | 2 | 0 | 0 | 6 |
| 9:15 -9:30 | | 41 | | 4 | | 4 | | 0 | 1 | 0 | 0 | 5 |
| 16:00 - 16:15 | | | | | | | | | | | | |
| 16:15 - 16:30 | | | | | | | | | | | | |
| 16:30 - 16:45 | | | | | | | | | | | | |
| 16:45 - 17:00 | | | | | | | | | | | | |
| 17:00 - 17:15 | | | | | | | | | | | | |
| 17:15 - 17:30 | | | | | | | | | | | | |
| 17:30 - 17:45 | | | | | | | | | | | | |
| 17:45 - 18:00 | | | | | | | | | | | | |
| 18:00 -18:15 | | | | | | | | | | | | |
| 18:15 - 18:30 | | | | | | | | | | | | |
| 18:30 - 18:45 | | | | | | | | | | | | |
| 18:45 - 19:00 | | | | | | | | | | | | |

From:__NGONG ROAD_____ To:__3RD AVENUE(NGONG)_____

| TIME | Sedan / Wagon | Pickup/ 4 WD | Van / Mini bus | Mini trucks | Standard & Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | | 7 | | 0 | | 0 | | 0 | 0 | 0 | 0 | 5 |
| 6:45 - 7:00 | | 9 | | 0 | | 0 | | 0 | 0 | 0 | 0 | 4 |
| 7:00 - 7:15 | | 14 | | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | | 5 | | 0 | | 0 | | 0 | 0 | 0 | 0 | 2 |
| 7:30 - 7:45 | | 6 | | 0 | | 0 | | 0 | 0 | 1 | 0 | 3 |
| 7:45 - 8:00 | | 13 | | 0 | | 0 | | 0 | 0 | 0 | 0 | 3 |
| 8:00 - 8:15 | | 6 | | 0 | | 0 | | 0 | 0 | 0 | 0 | 2 |
| 8:15 - 8:30 | | 4 | | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | | 4 | | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | | 2 | | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 |
| 9:00 - 9:15 | | 5 | | 0 | | 0 | | 0 | 0 | 0 | 0 | 4 |
| 9:15 -9:30 | | 6 | | 0 | | 0 | | 0 | 0 | 1 | 0 | 1 |
| 16:00 - 16:15 | | | | | | | | | | | | |
| 16:15 - 16:30 | | | | | | | | | | | | |
| 16:30 - 16:45 | | | | | | | | | | | | |
| 16:45 - 17:00 | | | | | | | | | | | | |
| 17:00 - 17:15 | | | | | | | | | | | | |
| 17:15 - 17:30 | | | | | | | | | | | | |
| 17:30 - 17:45 | | | | | | | | | | | | |
| 17:45 - 18:00 | | | | | | | | | | | | |
| 18:00 -18:15 | | | | | | | | | | | | |
| 18:15 - 18:30 | | | | | | | | | | | | |
| 18:30 - 18:45 | | | | | | | | | | | | |
| 18:45 - 19:00 | | | | | | | | | | | | |

From:__HAILE SELASSIE_____ To:___NGONG_____

| TIME | Sedan / Wagon | Pickup/ 4 WD | Van / Mini bus | Mini trucks | Standard & Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | | 47 | | 44 | | 20 | | 0 | 4 | 2 | 0 | 71 |
| 6:45 - 7:00 | | 83 | | 59 | | 18 | | 0 | 2 | 4 | 0 | 54 |
| 7:00 - 7:15 | | 71 | | 31 | | 21 | | 1 | 1 | 4 | 0 | 29 |
| 7:15 - 7:30 | | 79 | | 41 | | 21 | | 0 | 2 | 8 | 0 | 30 |
| 7:30 - 7:45 | | 65 | | 33 | | 24 | | 0 | 2 | 7 | 0 | 37 |
| 7:45 - 8:00 | | 45 | | 44 | | 26 | | 0 | 3 | 5 | 0 | 34 |
| 8:00 - 8:15 | | 38 | | 49 | | 28 | | 0 | 7 | 10 | 0 | 53 |
| 8:15 - 8:30 | | 47 | | 48 | | 18 | | 1 | 6 | 6 | 0 | 39 |
| 8:30 - 8:45 | | 34 | | 58 | | 26 | | 0 | 4 | 7 | 1 | 38 |
| 8:45 - 9:00 | | 30 | | 53 | | 30 | | 0 | 9 | 5 | 0 | 33 |
| 9:00 - 9:15 | | 30 | | 55 | | 24 | | 1 | 3 | 2 | 0 | 32 |
| 9:15 -9:30 | | 34 | | 52 | | 20 | | 0 | 9 | 4 | 0 | 48 |
| 16:00 - 16:15 | | | | | | | | | | | | |
| 16:15 - 16:30 | | | | | | | | | | | | |
| 16:30 - 16:45 | | | | | | | | | | | | |
| 16:45 - 17:00 | | | | | | | | | | | | |
| 17:00 - 17:15 | | | | | | | | | | | | |
| 17:15 - 17:30 | | | | | | | | | | | | |
| 17:30 - 17:45 | | | | | | | | | | | | |
| 17:45 - 18:00 | | | | | | | | | | | | |
| 18:00 -18:15 | | | | | | | | | | | | |
| 18:15 - 18:30 | | | | | | | | | | | | |
| 18:30 - 18:45 | | | | | | | | | | | | |
| 18:45 - 19:00 | | | | | | | | | | | | |

From:_____HAILE SELASSIE_____ To:____3RD NGONG AVENUE_____

| TIME | Sedan / Wagon | Pickup/ 4 WD | Van / Mini bus | Mini trucks | Standard & Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | | 11 | | 1 | | 0 | | 0 | 0 | 0 | 1 | 12 |
| 6:45 - 7:00 | | 9 | | 0 | | 0 | | 0 | 0 | 0 | 0 | 8 |
| 7:00 - 7:15 | | 17 | | 0 | | 0 | | 0 | 0 | 0 | 0 | 9 |
| 7:15 - 7:30 | | 13 | | 0 | | 0 | | 0 | 0 | 0 | 0 | 11 |
| 7:30 - 7:45 | | 14 | | 0 | | 0 | | 0 | 0 | 0 | 0 | 5 |
| 7:45 - 8:00 | | 20 | | 0 | | 0 | | 0 | 0 | 0 | 0 | 10 |
| 8:00 - 8:15 | | 20 | | 0 | | 0 | | 0 | 1 | 0 | 0 | 12 |
| 8:15 - 8:30 | | 3 | | 0 | | 0 | | 0 | 0 | 0 | 1 | 7 |
| 8:30 - 8:45 | | 6 | | 0 | | 0 | | 0 | 2 | 1 | 0 | 5 |
| 8:45 - 9:00 | | 3 | | 0 | | 0 | | 0 | 0 | 0 | 0 | 3 |
| 9:00 - 9:15 | | 7 | | 0 | | 0 | | 0 | 0 | 0 | 1 | 8 |
| 9:15 -9:30 | | 4 | | 0 | | 0 | | 0 | 0 | 0 | 0 | 13 |
| 16:00 - 16:15 | | | | | | | | | | | | |
| 16:15 - 16:30 | | | | | | | | | | | | |
| 16:30 - 16:45 | | | | | | | | | | | | |
| 16:45 - 17:00 | | | | | | | | | | | | |
| 17:00 - 17:15 | | | | | | | | | | | | |
| 17:15 - 17:30 | | | | | | | | | | | | |
| 17:30 - 17:45 | | | | | | | | | | | | |
| 17:45 -18:00 | | | | | | | | | | | | |
| 18:00 -18:15 | | | | | | | | | | | | |
| 18:15 - 18:30 | | | | | | | | | | | | |
| 18:30 - 18:45 | | | | | | | | | | | | |
| 18:45 - 19:00 | | | | | | | | | | | | |

From:__NGONG_____ To:_____TOWN_____

| TIME | Sedan / Wagon | Pickup/ 4 WD | Van / Mini bus | Mini trucks | Standard & Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | | 190 | | 64 | | 36 | | 0 | 4 | 15 | 0 | 159 |
| 6:45 - 7:00 | | 140 | | 50 | | 34 | | 1 | 4 | 11 | 0 | 137 |
| 7:00 - 7:15 | | 176 | | 39 | | 28 | | 3 | 12 | 2 | 0 | 166 |
| 7:15 - 7:30 | | 190 | | 48 | | 26 | | 2 | 2 | 9 | 0 | 245 |
| 7:30 - 7:45 | | 206 | | 43 | | 29 | | 1 | 7 | 15 | 1 | 158 |
| 7:45 - 8:00 | | 192 | | 42 | | 27 | | 1 | 1 | 19 | 0 | 217 |
| 8:00 - 8:15 | | 190 | | 56 | | 32 | | 0 | 4 | 12 | 0 | 164 |
| 8:15 - 8:30 | | 179 | | 61 | | 46 | | 0 | 7 | 6 | 0 | 134 |
| 8:30 - 8:45 | | 147 | | 53 | | 35 | | 0 | 10 | 8 | 0 | 141 |
| 8:45 - 9:00 | | 137 | | 46 | | 31 | | 1 | 13 | 4 | 0 | 86 |
| 9:00 - 9:15 | | 133 | | 62 | | 26 | | 1 | 9 | 7 | 1 | 90 |
| 9:15 -9:30 | | 142 | | 40 | | 29 | | 2 | 9 | 2 | 0 | 78 |
| 16:00 - 16:15 | | | | | | | | | | | | |
| 16:15 - 16:30 | | | | | | | | | | | | |
| 16:30 - 16:45 | | | | | | | | | | | | |
| 16:45 - 17:00 | | | | | | | | | | | | |
| 17:00 - 17:15 | | | | | | | | | | | | |
| 17:15 - 17:30 | | | | | | | | | | | | |
| 17:30 - 17:45 | | | | | | | | | | | | |
| 17:45 -18:00 | | | | | | | | | | | | |
| 18:00 -18:15 | | | | | | | | | | | | |
| 18:15 - 18:30 | | | | | | | | | | | | |
| 18:30 - 18:45 | | | | | | | | | | | | |
| 18:45 - 19:00 | | | | | | | | | | | | |

From:__NGONG 3RD AVENUE_____ To:____TOWN_____

| TIME | Sedan / Wagon | Pickup/ 4 WD | Van / Mini bus | Mini trucks | Standard & Large Bus | 2-Axle Truck | 3-Axle Truck | Articulated Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | | 5 | | 0 | | 0 | | 0 | 1 | 1 | 0 | 6 |
| 6:45 - 7:00 | | 7 | | 3 | | 0 | | 0 | 0 | 0 | 0 | 2 |
| 7:00 - 7:15 | | 7 | | 1 | | 0 | | 0 | 0 | 0 | 0 | 3 |
| 7:15 - 7:30 | | 8 | | 1 | | 1 | | 0 | 0 | 0 | 0 | 3 |
| 7:30 - 7:45 | | 3 | | 1 | | 0 | | 0 | 0 | 0 | 0 | 8 |
| 7:45 - 8:00 | | 12 | | 0 | | 1 | | 0 | 0 | 0 | 0 | 4 |
| 8:00 - 8:15 | | 4 | | 0 | | 0 | | 0 | 1 | 1 | 0 | 3 |
| 8:15 - 8:30 | | 6 | | 0 | | 1 | | 0 | 0 | 0 | 0 | 3 |
| 8:30 - 8:45 | | 5 | | 0 | | 1 | | 0 | 0 | 0 | 0 | 4 |
| 8:45 - 9:00 | | 8 | | 0 | | 0 | | 1 | 3 | 0 | 0 | 4 |
| 9:00 - 9:15 | | 6 | | 1 | | 0 | | 0 | 0 | 0 | 0 | 3 |
| 9:15 -9:30 | | 4 | | 0 | | 0 | | 0 | 0 | 0 | 1 | 5 |
| 16:00 - 16:15 | | | | | | | | | | | | |
| 16:15 - 16:30 | | | | | | | | | | | | |
| 16:30 - 16:45 | | | | | | | | | | | | |
| 16:45 - 17:00 | | | | | | | | | | | | |
| 17:00 - 17:15 | | | | | | | | | | | | |
| 17:15 - 17:30 | | | | | | | | | | | | |
| 17:30 - 17:45 | | | | | | | | | | | | |
| 17:45 -18:00 | | | | | | | | | | | | |
| 18:00 -18:15 | | | | | | | | | | | | |
| 18:15 - 18:30 | | | | | | | | | | | | |
| 18:30 - 18:45 | | | | | | | | | | | | |
| 18:45 - 19:00 | | | | | | | | | | | | |

# Intersection Traffic Count Result (All Saint Cathedral Intersection: June 2, 2010)

From: VALLEY ROAD To: TOWN

| TIME | Sedan / Pickup/ Wagon 4WD | Van / Mini Mini bus trucks | Standard 2-3 Axle Large Bus Truck | 3-Axle Articulated Truck Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 313 | 50 | 21 | 2 | 4 | 1 | 0 | 212 |
| 6:45 - 7:00 | 340 | 62 | 8 | 0 | 11 | 1 | 0 | 257 |
| 7:00 - 7:15 | 358 | 76 | 15 | 0 | 9 | 12 | 0 | 274 |
| 7:15 - 7:30 | 334 | 46 | 20 | 0 | 3 | 16 | 0 | 221 |
| 7:30 - 7:45 | 294 | 32 | 13 | 0 | 6 | 9 | 0 | 190 |
| 7:45 - 8:00 | 239 | 46 | 17 | 0 | 5 | 10 | 0 | 167 |
| 8:00 - 8:15 | 207 | 41 | 9 | 0 | 4 | 6 | 0 | 148 |
| 8:15 - 8:30 | 312 | 50 | 13 | 0 | 2 | 8 | 0 | 101 |
| 8:30 - 8:45 | 325 | 46 | 20 | 0 | 7 | 10 | 0 | 70 |
| 8:45 - 9:00 | 247 | 40 | 19 | 0 | 7 | 8 | 0 | 73 |
| 9:00 - 9:15 | 238 | 50 | 14 | 0 | 11 | 2 | 0 | 67 |
| 9:15 - 9:30 | 238 | 61 | 17 | 0 | 13 | 1 | 0 | 67 |
| 16:00 - 16:15 | 292 | 21 | 30 | 2 | 16 | 14 | 0 | 127 |
| 16:15 - 16:30 | 294 | 22 | 34 | 0 | 9 | 2 | 1 | 216 |
| 16:30 - 16:45 | 322 | 19 | 31 | 0 | 10 | 3 | 0 | 220 |
| 16:45 - 17:00 | 293 | 28 | 23 | 0 | 4 | 3 | 0 | 192 |
| 17:00 - 17:15 | 149 | 7 | 12 | 1 | 9 | 8 | 0 | 862 |
| 17:15 - 17:30 | 120 | 5 | 10 | 0 | 10 | 8 | 0 | 908 |
| 17:30 - 17:45 | 139 | 5 | 6 | 0 | 11 | 9 | 0 | 898 |
| 17:45 - 18:00 | 149 | 6 | 21 | 0 | 13 | 1 | 0 | 968 |
| 18:00 - 18:15 | 292 | 33 | 29 | 0 | 3 | 4 | 0 | 704 |
| 18:15 - 18:30 | 373 | 36 | 28 | 0 | 6 | 2 | 0 | 409 |
| 18:30 - 18:45 | 94 | 10 | 10 | 0 | 10 | 3 | 0 | 132 |
| 18:45 - 19:00 | 185 | 9 | 10 | 1 | 5 | 2 | 0 | 112 |

From: NGONG RD To: STATE HOUSE

| TIME | Sedan / Pickup/ Wagon 4WD | Van / Mini Mini bus trucks | Standard 2-3 Axle Large Bus Truck | 3-Axle Articulated Truck Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 - 7:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 - 7:15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 - 8:15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 - 9:15 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 - 9:30 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 16:15 | 13 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| 16:15 - 16:30 | 12 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 16:30 - 16:45 | 8 | 1 | 0 | 0 | 7 | 0 | 0 | 0 |
| 16:45 - 17:00 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 - 18:15 | 12 | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| 18:15 - 18:30 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 18:30 - 18:45 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 - 19:00 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

From: VALLEY ROAD To: NGONG ROAD

| TIME | Sedan / Pickup/ Wagon 4WD | Van / Mini Mini bus trucks | Standard 2-3 Axle Large Bus Truck | 3-Axle Articulated Truck Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 62 | 24 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:45 - 7:00 | 36 | 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 - 7:15 | 73 | 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 77 | 20 | 0 | 0 | 1 | 0 | 0 | 0 |
| 7:30 - 7:45 | 64 | 8 | 0 | 0 | 1 | 0 | 0 | 0 |
| 7:45 - 8:00 | 69 | 10 | 0 | 0 | 1 | 0 | 0 | 0 |
| 8:00 - 8:15 | 78 | 8 | 0 | 0 | 1 | 0 | 0 | 0 |
| 8:15 - 8:30 | 80 | 19 | 0 | 0 | 3 | 0 | 0 | 0 |
| 8:30 - 8:45 | 79 | 20 | 0 | 0 | 2 | 0 | 0 | 0 |
| 8:45 - 9:00 | 69 | 19 | 0 | 0 | 3 | 0 | 0 | 0 |
| 9:00 - 9:15 | 61 | 20 | 0 | 0 | 2 | 0 | 0 | 0 |
| 9:15 - 9:30 | 67 | 12 | 0 | 0 | 4 | 0 | 0 | 0 |
| 16:00 - 16:15 | 67 | 16 | 1 | 0 | 1 | 0 | 0 | 0 |
| 16:15 - 16:30 | 60 | 14 | 4 | 0 | 9 | 0 | 0 | 1 |
| 16:30 - 16:45 | 57 | 8 | 3 | 0 | 2 | 0 | 0 | 3 |
| 16:45 - 17:00 | 60 | 7 | 3 | 0 | 2 | 0 | 0 | 2 |
| 17:00 - 17:15 | 52 | 7 | 0 | 0 | 0 | 0 | 1 | 0 |
| 17:15 - 17:30 | 32 | 1 | 0 | 0 | 3 | 0 | 0 | 3 |
| 17:30 - 17:45 | 39 | 2 | 1 | 0 | 1 | 0 | 0 | 5 |
| 17:45 - 18:00 | 46 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 - 18:15 | 62 | 1 | 0 | 0 | 1 | 0 | 0 | 3 |
| 18:15 - 18:30 | 54 | 1 | 0 | 1 | 2 | 0 | 0 | 5 |
| 18:30 - 18:45 | 53 | 2 | 2 | 0 | 0 | 0 | 0 | 5 |
| 18:45 - 19:00 | 30 | 3 | 1 | 0 | 0 | 0 | 0 | 0 |

From: STATEHOUSE To: TOWN

| TIME | Sedan / Pickup/ Wagon 4WD | Van / Mini Mini bus trucks | Standard 2-3 Axle Large Bus Truck | 3-Axle Articulated Truck Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 42 | 3 | 0 | 0 | 0 | 0 | 0 | 18 |
| 6:45 - 7:00 | 72 | 5 | 1 | 0 | 0 | 0 | 0 | 7 |
| 7:00 - 7:15 | 86 | 4 | 0 | 0 | 1 | 0 | 0 | 23 |
| 7:15 - 7:30 | 72 | 7 | 0 | 0 | 0 | 1 | 0 | 15 |
| 7:30 - 7:45 | 53 | 5 | 0 | 0 | 0 | 1 | 0 | 22 |
| 7:45 - 8:00 | 98 | 7 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:00 - 8:15 | 109 | 2 | 1 | 0 | 0 | 1 | 0 | 24 |
| 8:15 - 8:30 | 99 | 4 | 0 | 0 | 1 | 0 | 0 | 10 |
| 8:30 - 8:45 | 67 | 6 | 0 | 0 | 0 | 1 | 0 | 11 |
| 8:45 - 9:00 | 58 | 0 | 0 | 0 | 1 | 1 | 0 | 13 |
| 9:00 - 9:15 | 98 | 3 | 0 | 0 | 2 | 0 | 0 | 23 |
| 9:15 - 9:30 | 49 | 1 | 0 | 1 | 1 | 0 | 0 | 20 |
| 16:00 - 16:15 | 33 | 0 | 2 | 0 | 2 | 0 | 0 | 23 |
| 16:15 - 16:30 | 46 | 1 | 0 | 0 | 4 | 0 | 0 | 18 |
| 16:30 - 16:45 | 37 | 1 | 1 | 0 | 0 | 0 | 0 | 23 |
| 16:45 - 17:00 | 37 | 1 | 0 | 0 | 2 | 0 | 0 | 29 |
| 17:00 - 17:15 | 58 | 3 | 1 | 1 | 2 | 0 | 0 | 33 |
| 17:15 - 17:30 | 76 | 5 | 4 | 0 | 2 | 0 | 0 | 51 |
| 17:30 - 17:45 | 98 | 3 | 0 | 0 | 0 | 0 | 0 | 26 |
| 17:45 - 18:00 | 76 | 4 | 0 | 0 | 0 | 0 | 0 | 39 |
| 18:00 - 18:15 | 59 | 2 | 2 | 0 | 0 | 2 | 0 | 40 |
| 18:15 - 18:30 | 34 | 1 | 0 | 0 | 0 | 0 | 0 | 23 |
| 18:30 - 18:45 | 42 | 4 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 - 19:00 | 31 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |

From: VALLEY ROAD To: STATE HOUSE

| TIME | Sedan / Pickup/ Wagon 4WD | Van / Mini Mini bus trucks | Standard 2-3 Axle Large Bus Truck | 3-Axle Articulated Truck Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 12 |
| 6:45 - 7:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 - 7:15 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:15 - 7:30 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 - 7:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 - 8:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 - 8:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 - 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 - 9:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:15 - 9:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 - 16:15 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:15 - 16:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 - 16:45 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 - 17:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 - 17:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 - 18:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 - 18:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 - 18:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 - 18:45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:45 - 19:00 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

From: TOWN To: STATE HOUSE

| TIME | Sedan / Pickup/ Wagon 4WD | Van / Mini Mini bus trucks | Standard 2-3 Axle Large Bus Truck | 3-Axle Articulated Truck Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 23 | 0 | 1 | 0 | 0 | 0 | 0 | 10 |
| 6:45 - 7:00 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:00 - 7:15 | 37 | 3 | 0 | 0 | 0 | 0 | 0 | 14 |
| 7:15 - 7:30 | 38 | 6 | 1 | 1 | 0 | 0 | 0 | 24 |
| 7:30 - 7:45 | 36 | 2 | 1 | 1 | 0 | 0 | 0 | 18 |
| 7:45 - 8:00 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:00 - 8:15 | 39 | 3 | 0 | 1 | 0 | 0 | 0 | 13 |
| 8:15 - 8:30 | 29 | 2 | 0 | 2 | 1 | 0 | 0 | 18 |
| 8:30 - 8:45 | 23 | 3 | 0 | 0 | 1 | 0 | 0 | 10 |
| 8:45 - 9:00 | 27 | 2 | 0 | 0 | 2 | 0 | 0 | 8 |
| 9:00 - 9:15 | 28 | 0 | 0 | 0 | 3 | 0 | 0 | 10 |
| 9:15 - 9:30 | 32 | 2 | 0 | 0 | 1 | 1 | 0 | 8 |
| 16:00 - 16:15 | 60 | 3 | 0 | 0 | 1 | 0 | 0 | 18 |
| 16:15 - 16:30 | 67 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:30 - 16:45 | 58 | 4 | 1 | 0 | 2 | 0 | 0 | 24 |
| 16:45 - 17:00 | 78 | 1 | 1 | 0 | 3 | 0 | 0 | 28 |
| 17:00 - 17:15 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:15 - 17:30 | 49 | 2 | 0 | 0 | 1 | 0 | 0 | 40 |
| 17:30 - 17:45 | 63 | 4 | 4 | 0 | 1 | 0 | 0 | 63 |
| 17:45 - 18:00 | 57 | 3 | 1 | 0 | 0 | 0 | 0 | 27 |
| 18:00 - 18:15 | 61 | 1 | 1 | 0 | 1 | 0 | 0 | 31 |
| 18:15 - 18:30 | 73 | 0 | 1 | 0 | 0 | 0 | 0 | 28 |
| 18:30 - 18:45 | 62 | 2 | 0 | 0 | 0 | 0 | 0 | 19 |
| 18:45 - 19:00 | 36 | 0 | 0 | 0 | 1 | 0 | 0 | 20 |

From: NGONG ROAD To: VALLEY ROAD

| TIME | Sedan / Pickup/ Wagon 4WD | Van / Mini Mini bus trucks | Standard 2-3 Axle Large Bus Truck | 3-Axle Articulated Truck Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 13 | 4 | 0 | 0 | 1 | 0 | 0 | 9 |
| 6:45 - 7:00 | 16 | 3 | 0 | 0 | 1 | 0 | 0 | 7 |
| 7:00 - 7:15 | 24 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 7:15 - 7:30 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7:30 - 7:45 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:45 - 8:00 | 37 | 4 | 0 | 0 | 1 | 0 | 1 | 3 |
| 8:00 - 8:15 | 31 | 3 | 0 | 0 | 1 | 0 | 0 | 5 |
| 8:15 - 8:30 | 34 | 3 | 1 | 0 | 0 | 0 | 0 | 2 |
| 8:30 - 8:45 | 30 | 3 | 1 | 1 | 4 | 0 | 0 | 4 |
| 8:45 - 9:00 | 28 | 2 | 0 | 0 | 1 | 1 | 0 | 3 |
| 9:00 - 9:15 | 24 | 3 | 0 | 0 | 3 | 0 | 0 | 4 |
| 9:15 - 9:30 | 33 | 0 | 0 | 0 | 2 | 0 | 0 | 8 |
| 16:00 - 16:15 | 30 | 1 | 2 | 0 | 4 | 0 | 0 | 14 |
| 16:15 - 16:30 | 21 | 1 | 0 | 0 | 3 | 0 | 0 | 5 |
| 16:30 - 16:45 | 23 | 4 | 0 | 0 | 4 | 1 | 0 | 13 |
| 16:45 - 17:00 | 24 | 1 | 1 | 0 | 1 | 0 | 0 | 7 |
| 17:00 - 17:15 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:15 - 17:30 | 17 | 1 | 1 | 1 | 0 | 0 | 0 | 8 |
| 17:30 - 17:45 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:45 - 18:00 | 16 | 1 | 0 | 0 | 1 | 0 | 0 | 5 |
| 18:00 - 18:15 | 12 | 1 | 0 | 0 | 1 | 0 | 0 | 4 |
| 18:15 - 18:30 | 42 | 2 | 1 | 0 | 1 | 0 | 0 | 10 |
| 18:30 - 18:45 | 55 | 2 | 1 | 0 | 0 | 0 | 0 | 4 |
| 18:45 - 19:00 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

From: TOWN To: VALLEY ROAD

| TIME | Sedan / Pickup/ Wagon 4WD | Van / Mini Mini bus trucks | Standard 2-3 Axle Large Bus Truck | 3-Axle Articulated Truck Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 175 | 42 | 23 | 4 | 2 | 2 | 0 | 88 |
| 6:45 - 7:00 | 213 | 46 | 29 | 1 | 1 | 4 | 0 | 99 |
| 7:00 - 7:15 | 216 | 40 | 18 | 1 | 2 | 2 | 0 | 84 |
| 7:15 - 7:30 | 239 | 42 | 29 | 2 | 5 | 2 | 0 | 75 |
| 7:30 - 7:45 | 245 | 41 | 18 | 3 | 3 | 4 | 0 | 67 |
| 7:45 - 8:00 | 227 | 38 | 19 | 1 | 3 | 2 | 0 | 54 |
| 8:00 - 8:15 | 261 | 33 | 24 | 1 | 8 | 6 | 0 | 28 |
| 8:15 - 8:30 | 259 | 40 | 21 | 1 | 3 | 1 | 0 | 17 |
| 8:30 - 8:45 | 237 | 36 | 15 | 0 | 3 | 1 | 0 | 13 |
| 8:45 - 9:00 | 217 | 44 | 18 | 1 | 13 | 2 | 1 | 33 |
| 9:00 - 9:15 | 271 | 26 | 17 | 3 | 10 | 2 | 0 | 15 |
| 9:15 - 9:30 | 214 | 38 | 18 | 2 | 18 | 3 | 0 | 20 |
| 16:00 - 16:15 | 345 | 71 | 1 | 0 | 8 | 0 | 0 | 128 |
| 16:15 - 16:30 | 379 | 81 | 3 | 0 | 10 | 2 | 0 | 94 |
| 16:30 - 16:45 | 390 | 88 | 6 | 0 | 19 | 7 | 0 | 123 |
| 16:45 - 17:00 | 379 | 83 | 1 | 0 | 13 | 2 | 0 | 105 |
| 17:00 - 17:15 | 447 | 61 | 1 | 0 | 4 | 0 | 0 | 256 |
| 17:15 - 17:30 | 398 | 57 | 1 | 0 | 6 | 6 | 0 | 206 |
| 17:30 - 17:45 | 341 | 63 | 0 | 0 | 4 | 14 | 0 | 139 |
| 17:45 - 18:00 | 391 | 47 | 2 | 2 | 4 | 11 | 0 | 153 |
| 18:00 - 18:15 | 459 | 39 | 0 | 3 | 5 | 6 | 0 | 172 |
| 18:15 - 18:30 | 236 | 66 | 1 | 3 | 0 | 1 | 0 | 169 |
| 18:30 - 18:45 | 484 | 84 | 1 | 0 | 2 | 1 | 0 | 174 |
| 18:45 - 19:00 | 396 | 35 | 1 | 0 | 0 | 1 | 0 | 14 |

From: NGONG ROAD To: TOWN

| TIME | Sedan / Pickup/ Wagon 4WD | Van / Mini Mini bus trucks | Standard 2-3 Axle Large Bus Truck | 3-Axle Articulated Truck Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 105 | 6 | 7 | 0 | 0 | 0 | 0 | 0 |
| 6:45 - 7:00 | 94 | 8 | 6 | 1 | 1 | 0 | 0 | 0 |
| 7:00 - 7:15 | 114 | 3 | 12 | 0 | 0 | 3 | 0 | 0 |
| 7:15 - 7:30 | 96 | 3 | 7 | 0 | 2 | 3 | 0 | 0 |
| 7:30 - 7:45 | 108 | 4 | 11 | 0 | 1 | 2 | 0 | 0 |
| 7:45 - 8:00 | 114 | 8 | 9 | 0 | 2 | 3 | 0 | 0 |
| 8:00 - 8:15 | 108 | 3 | 10 | 1 | 1 | 2 | 0 | 0 |
| 8:15 - 8:30 | 78 | 2 | 10 | 0 | 7 | 2 | 0 | 0 |
| 8:30 - 8:45 | 100 | 3 | 14 | 0 | 9 | 3 | 0 | 0 |
| 8:45 - 9:00 | 74 | 5 | 14 | 1 | 8 | 1 | 0 | 0 |
| 9:00 - 9:15 | 94 | 3 | 11 | 0 | 10 | 4 | 0 | 0 |
| 9:15 - 9:30 | 91 | 4 | 13 | 0 | 13 | 0 | 0 | 0 |
| 16:00 - 16:15 | 130 | 31 | 0 | 0 | 9 | 0 | 0 | 12 |
| 16:15 - 16:30 | 128 | 30 | 1 | 0 | 16 | 2 | 0 | 4 |
| 16:30 - 16:45 | 121 | 17 | 3 | 0 | 10 | 1 | 0 | 0 |
| 16:45 - 17:00 | 82 | 10 | 0 | 0 | 5 | 2 | 0 | 1 |
| 17:00 - 17:15 | 84 | 9 | 0 | 0 | 7 | 3 | 0 | 1 |
| 17:15 - 17:30 | 60 | 11 | 0 | 0 | 7 | 1 | 0 | 2 |
| 17:30 - 17:45 | 38 | 8 | 0 | 0 | 2 | 1 | 0 | 3 |
| 17:45 - 18:00 | 60 | 8 | 0 | 0 | 4 | 0 | 0 | 4 |
| 18:00 - 18:15 | 44 | 5 | 0 | 0 | 1 | 1 | 0 | 4 |
| 18:15 - 18:30 | 107 | 10 | 1 | 0 | 2 | 1 | 0 | 3 |
| 18:30 - 18:45 | 96 | 18 | 0 | 0 | 3 | 1 | 0 | 5 |
| 18:45 - 19:00 | 38 | 8 | 0 | 0 | 4 | 1 | 0 | 0 |

From: TOWN To: NGONG ROAD

| TIME | Sedan / Pickup/ Wagon 4WD | Van / Mini Mini bus trucks | Standard 2-3 Axle Large Bus Truck | 3-Axle Articulated Truck Truck | Motorbike, Bike Trailer | Bicycle, Tricycle | Animal Cart | WALKER |
|---|---|---|---|---|---|---|---|---|
| 6:30 - 6:45 | 120 | 11 | 3 | 0 | 1 | 3 | 0 | 73 |
| 6:45 - 7:00 | 159 | 20 | 6 | 0 | 0 | 3 | 0 | 104 |
| 7:00 - 7:15 | 151 | 25 | 6 | 0 | 2 | 0 | 0 | 121 |
| 7:15 - 7:30 | 148 | 23 | 7 | 0 | 1 | 1 | 1 | 108 |
| 7:30 - 7:45 | 133 | 23 | 8 | 0 | 2 | 4 | 0 | 114 |
| 7:45 - 8:00 | 112 | 20 | 9 | 0 | 4 | 5 | 0 | 153 |
| 8:00 - 8:15 | 147 | 26 | 13 | 0 | 2 | 2 | 0 | 122 |
| 8:15 - 8:30 | 156 | 24 | 9 | 0 | 3 | 1 | 0 | 105 |
| 8:30 - 8:45 | 137 | 23 | 10 | 0 | 2 | 1 | 0 | 96 |
| 8:45 - 9:00 | 115 | 18 | 9 | 0 | 3 | 0 | 0 | 87 |
| 9:00 - 9:15 | 119 | 20 | 10 | 0 | 5 | 0 | 0 | 79 |
| 9:15 - 9:30 | 104 | 13 | 6 | 0 | 2 | 4 | 1 | 83 |
| 16:00 - 16:15 | 90 | 12 | 19 | 2 | 10 | 7 | 0 | 30 |
| 16:15 - 16:30 | 104 | 10 | 5 | 0 | 5 | 4 | 0 | 14 |
| 16:30 - 16:45 | 78 | 5 | 6 | 3 | 2 | 1 | 1 | 13 |
| 16:45 - 17:00 | 57 | 6 | 6 | 0 | 5 | 6 | 1 | 7 |
| 17:00 - 17:15 | 46 | 2 | 4 | 0 | 1 | 0 | 0 | 9 |
| 17:15 - 17:30 | 28 | 6 | 1 | 0 | 1 | 10 | 0 | 48 |
| 17:30 - 17:45 | 41 | 6 | 0 | 0 | 1 | 9 | 0 | 40 |
| 17:45 - 18:00 | 46 | 4 | 3 | 1 | 2 | 7 | 0 | 24 |
| 18:00 - 18:15 | 38 | 1 | 4 | 1 | 2 | 9 | 0 | 45 |
| 18:15 - 18:30 | 42 | 3 | 2 | 0 | 2 | 9 | 0 | 40 |
| 18:30 - 18:45 | 34 | 2 | 3 | 0 | 1 | 2 | 0 | 54 |
| 18:45 - 19:00 | 28 | 1 | 3 | 0 | 2 | 4 | 0 | 20 |

# Intersection Traffic Count Result (All Saint Cathedral Intersection: June 3, 2010)

From: TOWN To: STATEHOUSE

| TIME | Sedan / Pickup / Wagon 4 WD | Van / Mini Mini bus truck | Standard B2-Axle Large Bus Truck | 3-Axle Articulated Truck | Truck | Motorbike Bike Trailer | Bicycle Tricycle | Animal Cart | MAUDE |
|---|---|---|---|---|---|---|---|---|---|
| 6:30 – 6:45 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 6:45 – 7:00 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 7:00 – 7:15 | 29 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 7:15 – 7:30 | 40 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 32 |
| 7:30 – 7:45 | 35 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 35 |
| 7:45 – 8:00 | 27 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 33 |
| 8:00 – 8:15 | 32 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 25 |
| 8:15 – 8:30 | 27 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 22 |
| 8:30 – 8:45 | 31 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 8:45 – 9:00 | 30 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 24 |
| 9:00 – 9:15 | 22 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 17 |
| 9:15 –9:30 | 34 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:00 – 16:15 | 51 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 42 |
| 16:15 – 16:30 | 56 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 9 |
| 16:30 – 16:45 | 58 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 11 |
| 16:45 – 17:00 | 51 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:00 – 17:15 | 77 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 9 |
| 17:15 – 17:30 | 123 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 20 |
| 17:30 – 17:45 | 82 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 40 |
| 17:45 –18:00 | 42 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 14 |
| 18:00 –18:15 | 103 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 23 |
| 18:15 – 18:30 | 96 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 103 |
| 18:30 – 18:45 | 87 | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 88 |
| 18:45 – 19:00 | 89 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |

From: VALLEY ROAD To: NGONG ROAD

| TIME | Sedan / Pickup / Wagon 4 WD | Van / Mini Mini bus truck | Standard B2-Axle Large Bus Truck | 3-Axle Articulated Truck | Truck | Motorbike Bike Trailer | Bicycle Tricycle | Animal Cart | MAUDE |
|---|---|---|---|---|---|---|---|---|---|
| 6:30 – 6:45 | 27 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 6:45 – 7:00 | 54 | 8 | 1 | 2 | 0 | 1 | 0 | 0 | 0 |
| 7:00 – 7:15 | 58 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 – 7:30 | 70 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 – 7:45 | 69 | 10 | 1 | 2 | 3 | 0 | 0 | 0 | 0 |
| 7:45 – 8:00 | 71 | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 8:00 – 8:15 | 67 | 17 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 8:15 – 8:30 | 73 | 13 | 3 | 1 | 1 | 0 | 0 | 0 | 0 |
| 8:30 – 8:45 | 79 | 18 | 1 | 3 | 2 | 0 | 0 | 0 | 0 |
| 8:45 – 9:00 | 88 | 17 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9:00 – 9:15 | 68 | 11 | 0 | 0 | 5 | 1 | 0 | 0 | 0 |
| 9:15 –9:30 | 48 | 15 | 2 | 0 | 3 | 0 | 0 | 0 | 0 |
| 16:00 – 16:15 | 67 | 17 | 1 | 0 | 7 | 0 | 1 | 0 | 2 |
| 16:15 – 16:30 | 74 | 9 | 1 | 0 | 3 | 0 | 0 | 0 | 4 |
| 16:30 – 16:45 | 67 | 17 | 1 | 0 | 2 | 0 | 0 | 0 | 2 |
| 16:45 – 17:00 | 49 | 13 | 4 | 0 | 1 | 0 | 0 | 0 | 0 |
| 17:00 – 17:15 | 81 | 11 | 2 | 0 | 3 | 0 | 0 | 0 | 5 |
| 17:15 – 17:30 | 94 | 12 | 2 | 0 | 3 | 0 | 0 | 0 | 3 |
| 17:30 – 17:45 | 74 | 9 | 2 | 0 | 4 | 0 | 0 | 0 | 5 |
| 17:45 –18:00 | 64 | 13 | 5 | 0 | 3 | 0 | 0 | 0 | 7 |
| 18:00 –18:15 | 79 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:15 – 18:30 | 50 | 9 | 1 | 0 | 2 | 0 | 0 | 0 | 5 |
| 18:30 – 18:45 | 66 | 9 | 2 | 0 | 2 | 0 | 0 | 0 | 5 |
| 18:45 – 19:00 | 71 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 9 |

From: NGONG ROAD To: TOWN

| TIME | Sedan / Pickup / Wagon 4 WD | Van / Mini Mini bus truck | Standard B2-Axle Large Bus Truck | 3-Axle Articulated Truck | Truck | Motorbike Bike Trailer | Bicycle Tricycle | Animal Cart | MAUDE |
|---|---|---|---|---|---|---|---|---|---|
| 6:30 – 6:45 | 75 | 5 | 12 | 0 | 1 | 1 | 0 | 0 | 0 |
| 6:45 – 7:00 | 89 | 3 | 8 | 0 | 0 | 1 | 0 | 0 | 0 |
| 7:00 – 7:15 | 78 | 5 | 10 | 0 | 1 | 2 | 0 | 0 | 0 |
| 7:15 – 7:30 | 89 | 4 | 7 | 0 | 2 | 4 | 0 | 0 | 0 |
| 7:30 – 7:45 | 82 | 4 | 10 | 0 | 0 | 6 | 0 | 0 | 0 |
| 7:45 – 8:00 | 106 | 1 | 9 | 2 | 3 | 2 | 0 | 0 | 0 |
| 8:00 – 8:15 | 93 | 3 | 14 | 1 | 3 | 5 | 0 | 0 | 0 |
| 8:15 – 8:30 | 100 | 2 | 12 | 0 | 6 | 4 | 0 | 0 | 0 |
| 8:30 – 8:45 | 109 | 4 | 12 | 0 | 9 | 1 | 0 | 0 | 0 |
| 8:45 – 9:00 | 102 | 2 | 12 | 0 | 6 | 1 | 0 | 0 | 0 |
| 9:00 – 9:15 | 107 | 6 | 10 | 0 | 9 | 1 | 0 | 0 | 0 |
| 9:15 –9:30 | 112 | 4 | 10 | 0 | 9 | 1 | 0 | 0 | 0 |
| 16:00 – 16:15 | 100 | 5 | 14 | 0 | 9 | 1 | 0 | 0 | 39 |
| 16:15 – 16:30 | 125 | 6 | 14 | 0 | 13 | 1 | 0 | 0 | 48 |
| 16:30 – 16:45 | 115 | 5 | 23 | 0 | 12 | 0 | 0 | 0 | 92 |
| 16:45 – 17:00 | 124 | 5 | 14 | 0 | 14 | 0 | 0 | 0 | 95 |
| 17:00 – 17:15 | 134 | 6 | 12 | 1 | 10 | 3 | 0 | 0 | 136 |
| 17:15 – 17:30 | 131 | 9 | 16 | 0 | 14 | 3 | 0 | 0 | 123 |
| 17:30 – 17:45 | 119 | 5 | 20 | 0 | 5 | 1 | 0 | 0 | 216 |
| 17:45 –18:00 | 117 | 7 | 12 | 0 | 8 | 8 | 0 | 0 | 250 |
| 18:00 –18:15 | 131 | 3 | 8 | 0 | 11 | 4 | 0 | 0 | 207 |
| 18:15 – 18:30 | 100 | 3 | 12 | 0 | 6 | 2 | 0 | 0 | 169 |
| 18:30 – 18:45 | 101 | 2 | 8 | 0 | 1 | 2 | 0 | 0 | 81 |
| 18:45 – 19:00 | 139 | 4 | 15 | 0 | 4 | 3 | 0 | 0 | 82 |

From: NGONG ROAD To: STATE HOUSE

| TIME | Sedan / Pickup / Wagon 4 WD | Van / Mini Mini bus truck | Standard B2-Axle Large Bus Truck | 3-Axle Articulated Truck | Truck | Motorbike Bike Trailer | Bicycle Tricycle | Animal Cart | MAUDE |
|---|---|---|---|---|---|---|---|---|---|
| 6:30 – 6:45 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:45 – 7:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 – 7:15 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 – 7:30 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 – 7:45 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 – 8:00 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 – 8:15 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 – 8:30 | 14 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 |
| 8:30 – 8:45 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 – 9:00 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 – 9:15 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 9:15 –9:30 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 – 16:15 | 13 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 16:15 – 16:30 | 12 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| 16:30 – 16:45 | 17 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| 16:45 – 17:00 | 13 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 17:00 – 17:15 | 14 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 17:15 – 17:30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 – 17:45 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 –18:00 | 13 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 18:00 –18:15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 – 18:30 | 16 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 18:30 – 18:45 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 – 19:00 | 21 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 |

From: TOWN To: VALLEY ROAD

| TIME | Sedan / Pickup / Wagon 4 WD | Van / Mini Mini bus truck | Standard B2-Axle Large Bus Truck | 3-Axle Articulated Truck | Truck | Motorbike Bike Trailer | Bicycle Tricycle | Animal Cart | MAUDE |
|---|---|---|---|---|---|---|---|---|---|
| 6:30 – 6:45 | 152 | 46 | 22 | 2 | 1 | 2 | 0 | 0 | 96 |
| 6:45 – 7:00 | 196 | 39 | 27 | 3 | 3 | 2 | 0 | 0 | 113 |
| 7:00 – 7:15 | 226 | 41 | 31 | 1 | 1 | 4 | 0 | 0 | 99 |
| 7:15 – 7:30 | 223 | 43 | 24 | 2 | 3 | 7 | 1 | 0 | 110 |
| 7:30 – 7:45 | 273 | 26 | 16 | 1 | 2 | 4 | 0 | 0 | 76 |
| 7:45 – 8:00 | 284 | 28 | 25 | 3 | 4 | 3 | 0 | 0 | 70 |
| 8:00 – 8:15 | 282 | 29 | 19 | 0 | 1 | 1 | 0 | 0 | 61 |
| 8:15 – 8:30 | 239 | 30 | 23 | 1 | 10 | 2 | 0 | 0 | 43 |
| 8:30 – 8:45 | 249 | 32 | 14 | 1 | 6 | 4 | 1 | 0 | 44 |
| 8:45 – 9:00 | 208 | 40 | 18 | 3 | 11 | 2 | 0 | 0 | 30 |
| 9:00 – 9:15 | 187 | 30 | 19 | 1 | 8 | 1 | 0 | 0 | 35 |
| 9:15 –9:30 | 209 | 30 | 19 | 0 | 6 | 2 | 0 | 0 | 31 |
| 16:00 – 16:15 | 378 | 65 | 1 | 0 | 0 | 3 | 11 | 0 | 68 |
| 16:15 – 16:30 | 330 | 43 | 0 | 0 | 0 | 3 | 6 | 0 | 68 |
| 16:30 – 16:45 | 293 | 43 | 0 | 0 | 0 | 0 | 15 | 0 | 107 |
| 16:45 – 17:00 | 339 | 60 | 0 | 0 | 0 | 0 | 10 | 0 | 139 |
| 17:00 – 17:15 | 392 | 68 | 0 | 0 | 0 | 0 | 19 | 0 | 59 |
| 17:15 – 17:30 | 344 | 47 | 0 | 0 | 0 | 0 | 10 | 0 | 139 |
| 17:30 – 17:45 | 446 | 65 | 0 | 0 | 0 | 0 | 12 | 0 | 160 |
| 17:45 –18:00 | 339 | 72 | 0 | 0 | 0 | 0 | 9 | 0 | 190 |
| 18:00 –18:15 | 430 | 53 | 0 | 0 | 0 | 0 | 11 | 0 | 339 |
| 18:15 – 18:30 | 399 | 38 | 0 | 0 | 0 | 0 | 10 | 0 | 190 |
| 18:30 – 18:45 | 476 | 47 | 0 | 0 | 0 | 1 | 11 | 0 | 117 |
| 18:45 – 19:00 | 465 | 72 | 0 | 0 | 0 | 2 | 7 | 0 | 198 |

From: VALLEY ROAD To: TOWN

| TIME | Sedan / Pickup / Wagon 4 WD | Van / Mini Mini bus truck | Standard B2-Axle Large Bus Truck | 3-Axle Articulated Truck | Truck | Motorbike Bike Trailer | Bicycle Tricycle | Animal Cart | MAUDE |
|---|---|---|---|---|---|---|---|---|---|
| 6:30 – 6:45 | 273 | 76 | 18 | 1 | 4 | 5 | 0 | 0 | 230 |
| 6:45 – 7:00 | 341 | 63 | 19 | 1 | 4 | 12 | 0 | 0 | 230 |
| 7:00 – 7:15 | 295 | 61 | 19 | 0 | 3 | 9 | 0 | 0 | 254 |
| 7:15 – 7:30 | 336 | 60 | 16 | 0 | 5 | 13 | 1 | 0 | 244 |
| 7:30 – 7:45 | 360 | 43 | 16 | 0 | 5 | 7 | 0 | 0 | 228 |
| 7:45 – 8:00 | 308 | 35 | 18 | 0 | 5 | 11 | 0 | 0 | 198 |
| 8:00 – 8:15 | 273 | 39 | 13 | 0 | 8 | 9 | 0 | 0 | 172 |
| 8:15 – 8:30 | 345 | 43 | 25 | 0 | 3 | 7 | 1 | 0 | 128 |
| 8:30 – 8:45 | 286 | 51 | 12 | 0 | 6 | 5 | 0 | 0 | 89 |
| 8:45 – 9:00 | 286 | 38 | 22 | 0 | 15 | 1 | 0 | 0 | 68 |
| 9:00 – 9:15 | 281 | 38 | 20 | 0 | 11 | 5 | 0 | 0 | 82 |
| 9:15 –9:30 | 300 | 57 | 22 | 0 | 13 | 1 | 1 | 0 | 72 |
| 16:00 – 16:15 | 379 | 30 | 12 | 1 | 18 | 0 | 0 | 0 | 178 |
| 16:15 – 16:30 | 328 | 33 | 7 | 1 | 11 | 1 | 0 | 0 | 284 |
| 16:30 – 16:45 | 346 | 38 | 15 | 1 | 9 | 4 | 0 | 0 | 328 |
| 16:45 – 17:00 | 389 | 32 | 19 | 0 | 12 | 4 | 0 | 0 | 328 |
| 17:00 – 17:15 | 388 | 31 | 24 | 0 | 14 | 4 | 0 | 0 | 318 |
| 17:15 – 17:30 | 401 | 30 | 16 | 0 | 12 | 5 | 0 | 0 | 280 |
| 17:30 – 17:45 | 504 | 34 | 21 | 1 | 5 | 2 | 0 | 0 | 492 |
| 17:45 –18:00 | 349 | 28 | 13 | 0 | 14 | 5 | 0 | 0 | 704 |
| 18:00 –18:15 | 305 | 46 | 15 | 0 | 8 | 9 | 0 | 0 | 817 |
| 18:15 – 18:30 | 241 | 21 | 22 | 0 | 10 | 8 | 0 | 0 | 918 |
| 18:30 – 18:45 | 240 | 22 | 11 | 0 | 4 | 1 | 0 | 0 | 1007 |
| 18:45 – 19:00 | 196 | 24 | 17 | 0 | 4 | 3 | 0 | 0 | 886 |

From: TOWN To: NGONG ROAD

| TIME | Sedan / Pickup / Wagon 4 WD | Van / Mini Mini bus truck | Standard B2-Axle Large Bus Truck | 3-Axle Articulated Truck | Truck | Motorbike Bike Trailer | Bicycle Tricycle | Animal Cart | MAUDE |
|---|---|---|---|---|---|---|---|---|---|
| 6:30 – 6:45 | 82 | 17 | 3 | 0 | 5 | 0 | 0 | 0 | 72 |
| 6:45 – 7:00 | 118 | 11 | 0 | 0 | 4 | 3 | 0 | 0 | 73 |
| 7:00 – 7:15 | 133 | 15 | 6 | 0 | 1 | 0 | 0 | 0 | 107 |
| 7:15 – 7:30 | 142 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 117 |
| 7:30 – 7:45 | 127 | 21 | 14 | 0 | 1 | 1 | 1 | 0 | 138 |
| 7:45 – 8:00 | 107 | 18 | 11 | 0 | 0 | 3 | 0 | 0 | 181 |
| 8:00 – 8:15 | 166 | 27 | 11 | 0 | 2 | 2 | 0 | 0 | 139 |
| 8:15 – 8:30 | 106 | 23 | 7 | 0 | 1 | 4 | 0 | 0 | 112 |
| 8:30 – 8:45 | 123 | 13 | 10 | 0 | 3 | 0 | 0 | 0 | 128 |
| 8:45 – 9:00 | 108 | 12 | 10 | 0 | 6 | 0 | 0 | 0 | 98 |
| 9:00 – 9:15 | 100 | 18 | 9 | 0 | 4 | 1 | 0 | 0 | 87 |
| 9:15 –9:30 | 120 | 16 | 8 | 0 | 6 | 1 | 1 | 0 | 82 |
| 16:00 – 16:15 | 86 | 0 | 19 | 1 | 9 | 2 | 0 | 0 | 16 |
| 16:15 – 16:30 | 78 | 7 | 15 | 1 | 8 | 0 | 0 | 0 | 8 |
| 16:30 – 16:45 | 78 | 8 | 13 | 1 | 10 | 3 | 0 | 0 | 17 |
| 16:45 – 17:00 | 77 | 4 | 15 | 1 | 7 | 2 | 0 | 0 | 10 |
| 17:00 – 17:15 | 87 | 3 | 9 | 0 | 5 | 1 | 0 | 0 | 8 |
| 17:15 – 17:30 | 98 | 1 | 10 | 1 | 3 | 2 | 0 | 0 | 14 |
| 17:30 – 17:45 | 91 | 1 | 9 | 1 | 6 | 3 | 0 | 0 | 18 |
| 17:45 –18:00 | 87 | 5 | 9 | 1 | 4 | 5 | 0 | 0 | 13 |
| 18:00 –18:15 | 28 | 2 | 7 | 1 | 1 | 6 | 1 | 0 | 19 |
| 18:15 – 18:30 | 39 | 3 | 9 | 0 | 2 | 4 | 0 | 0 | 26 |
| 18:30 – 18:45 | 34 | 0 | 3 | 0 | 1 | 3 | 1 | 0 | 35 |
| 18:45 – 19:00 | 42 | 2 | 8 | 0 | 2 | 13 | 0 | 0 | 36 |

From: VALLEY ROAD To: STATEHOUSE

| TIME | Sedan / Pickup / Wagon 4 WD | Van / Mini Mini bus truck | Standard B2-Axle Large Bus Truck | 3-Axle Articulated Truck | Truck | Motorbike Bike Trailer | Bicycle Tricycle | Animal Cart | MAUDE |
|---|---|---|---|---|---|---|---|---|---|
| 6:30 – 6:45 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:45 – 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:00 – 7:15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:15 – 7:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7:30 – 7:45 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:45 – 8:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 10 |
| 8:00 – 8:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 8:15 – 8:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:30 – 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:45 – 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00 – 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9:15 –9:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:00 – 16:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 – 16:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 – 16:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 – 17:00 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 17:00 – 17:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:15 – 17:30 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 – 17:45 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:45 –18:00 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 –18:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:15 – 18:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:30 – 18:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:45 – 19:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |

From: STATEHOUSE To: TOWN

| TIME | Sedan / Pickup / Wagon 4 WD | Van / Mini Mini bus truck | Standard B2-Axle Large Bus Truck | 3-Axle Articulated Truck | Truck | Motorbike Bike Trailer | Bicycle Tricycle | Animal Cart | MAUDE |
|---|---|---|---|---|---|---|---|---|---|
| 6:30 – 6:45 | 29 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 17 |
| 6:45 – 7:00 | 36 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 7:00 – 7:15 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 7:15 – 7:30 | 76 | 3 | 0 | 0 | 2 | 2 | 0 | 0 | 14 |
| 7:30 – 7:45 | 80 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 15 |
| 7:45 – 8:00 | 88 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 30 |
| 8:00 – 8:15 | 86 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 8:15 – 8:30 | 81 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 26 |
| 8:30 – 8:45 | 71 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 16 |
| 8:45 – 9:00 | 67 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 27 |
| 9:00 – 9:15 | 81 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 24 |
| 9:15 –9:30 | 44 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 20 |
| 16:00 – 16:15 | 32 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 30 |
| 16:15 – 16:30 | 50 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 23 |
| 16:30 – 16:45 | 44 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 18 |
| 16:45 – 17:00 | 33 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 34 |
| 17:00 – 17:15 | 33 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 28 |
| 17:15 – 17:30 | 49 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 41 |
| 17:30 – 17:45 | 61 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 26 |
| 17:45 –18:00 | 32 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 10 |
| 18:00 –18:15 | 39 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 28 |
| 18:15 – 18:30 | 76 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 19 |
| 18:30 – 18:45 | 40 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 24 |

From: NGONG ROAD To: VALLEY ROAD

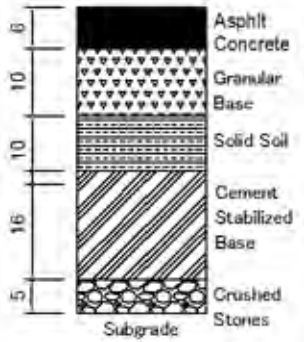
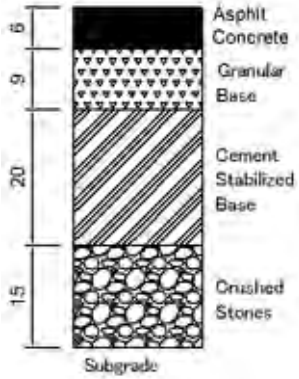
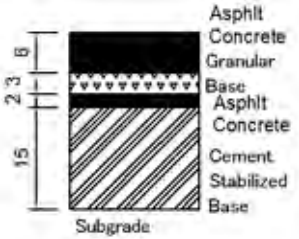
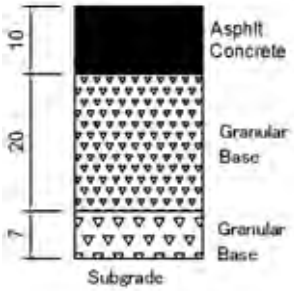
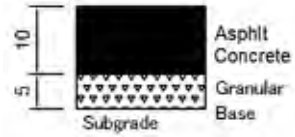
| TIME | Sedan / Pickup / Wagon 4 WD | Van / Mini Mini bus truck | Standard B2-Axle Large Bus Truck | 3-Axle Articulated Truck | Truck | Motorbike Bike Trailer | Bicycle Tricycle | Animal Cart | MAUDE |
|---|---|---|---|---|---|---|---|---|---|
| 6:30 – 6:45 | 11 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:45 – 7:00 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:00 – 7:15 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 – 7:30 | 23 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 – 7:45 | 23 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 7:45 – 8:00 | 28 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 8:00 – 8:15 | 29 | 9 | 1 | 0 | 2 | 0 | 0 | 0 | 2 |
| 8:15 – 8:30 | 22 | 4 | 2 | 0 | 4 | 0 | 0 | 0 | 0 |
| 8:30 – 8:45 | 24 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 8:45 – 9:00 | 33 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9:00 – 9:15 | 21 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 9:15 –9:30 | 22 | 8 | 1 | 0 | 3 | 0 | 0 | 0 | 0 |
| 16:00 – 16:15 | 33 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 6 |
| 16:15 – 16:30 | 24 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 4 |
| 16:30 – 16:45 | 22 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 3 |
| 16:45 – 17:00 | 30 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 17:00 – 17:15 | 31 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 16 |
| 17:15 – 17:30 | 28 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 17:30 – 17:45 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:45 –18:00 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:00 –18:15 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:15 – 18:30 | 30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:30 – 18:45 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:45 – 19:00 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |

## 2 GEOLOGICAL SURVEY RESULT

### (1) Benkelman Beam Test Result

| CHAINAGE | SIDE | DMAX (1/100mm) | Moving Ave. (1/100mm) |
|---|---|---|---|
| 0+100 | R | 36 | 25 |
| 0+100 | L | 36 | 24 |
| 0+300 | R | 22 | 24 |
| 0+300 | L | 14 | 25 |
| 0+500 | R | 36 | 26 |
| 0+500 | L | 26 | 25 |
| 0+700 | R | 16 | 24 |
| 0+700 | L | 18 | 25 |
| 0+900 | R | 30 | 25 |
| 0+900 | L | 20 | 24 |
| 1+100 | R | 20 | 25 |
| 1+100 | L | 18 | 25 |
| 1+300 | R | 24 | 25 |
| 1+300 | L | 36 | 25 |
| 1+500 | R | 30 | 25 |
| 1+500 | L | 15 | 24 |
| 1+700 | R | 26 | 24 |
| 1+700 | L | 20 | 24 |
| 1+900 | R | 20 | 24 |
| 1+900 | L | 30 | 25 |
| 2+100 | R | 26 | 25 |
| 2+100 | L | 28 | 25 |
| 2+300 | R | 30 | 25 |
| 2+300 | L | 32 | 24 |
| 2+500 | R | 32 | 23 |
| 2+500 | L | 28 | 23 |
| 2+700 | R | 20 | 22 |
| 2+700 | L | 18 | 22 |
| 2+900 | R | 20 | 23 |
| 2+900 | L | 22 | 23 |
| 3+100 | R | 22 | 23 |
| 3+100 | L | 25 | 23 |
| 3+300 | R | 22 | 23 |
| 3+300 | L | 28 | 23 |
| 3+500 | R | 14 | 22 |
| 3+500 | L | 14 | 23 |
| 3+700 | R | 20 | 24 |
| 3+700 | L | 35 | 24 |
| 3+900 | R | 30 | 23 |
| 3+900 | L | 28 | 22 |
| 4+100 | R | 32 | 21 |
| 4+100 | L | 20 | 19 |
| 4+300 | R | 14 | 19 |
| 4+300 | L | 18 | 20 |
| 4+500 | R | 26 | 21 |
| 4+500 | L | 16 | 16 |

## (2) Existing Pavement Structure Investigation Result

| Sta. 0+550 | | Sta. 1+200 | | Sta. 1+750 | |
|---|---|---|---|---|---|
|  | |  | |  | |
| Sta. 2+900 | | Sta. 3+800 | | | |
|  | |  | | | |

(3) DYNAMIC CONE PENETRATION TEST RESULT (DCP Test)

**MINISTRY OF ROADS**
**MATERIALS TESTING & RESEARCH DEPARTMENT**

| Project Name | | Ngong Road | | | Client | Across Africa consultants | |
|---|---|---|---|---|---|---|---|
| DCP Tests Summary Report | | | | | | | |
| Test No. | Test Date | Chainage (km) | Location | Offset (m) | Surface Moisture | Subgrade CBR | SNP |
| 1 | 28/05/2010 | 0.08 | Lane 1 | 5 | Moderate | 3 | 0 |
| 2 | 28/05/2010 | 0.1 | Lane 2 | 5 | Wet | 7 | 0.94 |
| 3 | 28/05/2010 | 0.2 | Lane 1 | 5 | Moderate | 16 | 1.56 |
| 4 | 28/05/2010 | 0.2 | Lane 2 | 5 | Moderate | 16 | 1.56 |
| 5 | 28/05/2010 | 0.3 | Lane 1 | 8 | Moderate | 6 | 0.81 |
| 6 | 28/05/2010 | 0.5 | Lane 1 | 6.5 | Wet | 4 | 0.23 |
| 7 | 29/05/2010 | 0.7 | Lane 1 | 5 | Wet | 7 | 0.97 |
| 8 | 29/05/2010 | 0.9 | Lane 2 | 7.2 | Wet | 11 | 1.29 |
| 9 | 29/05/2010 | 1.1 | Lane 2 | 5 | Wet | 4 | 0.38 |
| 10 | 29/05/2010 | 1.3 | Lane 2 | 5 | Moderate | 3 | 0.16 |
| 11 | 29/05/2010 | 1.5 | Lane 1 | 5 | Moderate | 9 | 1.12 |
| 12 | 29/05/2010 | 1.7 | Lane 1 | 8.1 | Moderate | 4 | 0.5 |
| 13 | 29/05/2010 | 1.9 | Lane 1 | 4.5 | Moderate | 15 | 1.53 |
| 14 | 29/05/2010 | 2.1 | Lane 2 | 5 | Moderate | 36 | 1.97 |
| 15 | 29/05/2010 | 2.3 | Lane 2 | 5 | Moderate | 7 | 0.98 |
| 16 | 28/05/2010 | 2.55 | Lane 2 | 5 | Moderate | 6 | 0.7 |
| 17 | 28/05/2010 | 2.7 | Lane 2 | 20 | Moderate | 6 | 0.86 |
| 18 | 28/05/2010 | 2.9 | Lane 2 | 20 | Moderate | 13 | 1.43 |
| 19 | 28/05/2010 | 3.1 | Lane 1 | 5 | Moderate | 5 | 0.66 |
| 20 | 28/05/2010 | 3.3 | Lane 1 | 6 | Moderate | 14 | 1.5 |
| 21 | 28/05/2010 | 3.7 | Lane 2 | 5 | Moderate | 3 | 0 |
| 22 | 28/05/2010 | 3.9 | Lane 1 | 10 | Moderate | 9 | 1.11 |
| 23 | 28/05/2010 | 4.1 | Lane 1 | 6 | Moderate | 38 | 1.99 |
| 24 | 28/05/2010 | 4.3 | Lane 2 | 6 | Moderate | 10 | 1.23 |
| 25 | 28/05/2010 | 4.5 | Lane 2 | 7 | Moderate | 7 | 0.9 |

Date of Report: 9/8/2010 0:00

PSE(PIPM)
9/6/2010

SPSE(RSPM)
9/6/2010

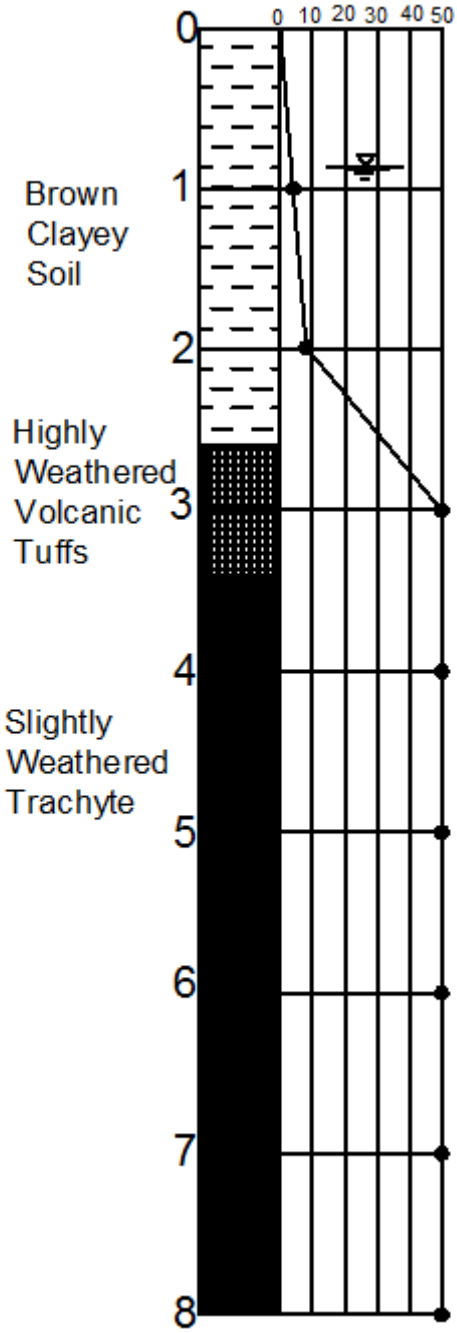
## (4) SUBGRADE SOIL CBR TEST RESULT (CBR Test)

| Sample No | Reference | Reference | GRADING | | | | | | | | Atterberg Limits | | | | | Compaction T99/T180 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | % passing Sieve | | | | | | | | LL | PL | PI | LS | PM | MDD | OMC | 4day soak | Swell |
| | | | 20 mm | 14mm | 10mm | 5mm | 2mm | 1mm | 425 μm | 75 μm | ( % ) | ( % ) | ( % ) | ( % ) | | ( Kg/m$^3$ ) | ( % ) | | |
| 141/s/010 | 0+150 RHS (C1) | Red latteritic gravel | 100 | 99 | 84 | 74 | 69 | 50 | 47 | 32 | 38 | 21 | 18 | 9 | 846 | 1540 | 22.4 | 9 | |
| 150/s/010 | 0+200LHS (C10) | Grey soil | 100 | 98 | 86 | 78 | 50 | 45 | 37 | 22 | 40 | 18 | 22 | 11 | 814 | 1470 | 21.4 | 9 | |
| 218/s/010 | 0+3000RHS(C13) | Brown soil | 100 | 100 | 100 | 100 | 90 | 80 | 70 | 59 | 38 | 21 | 17 | 9 | 1190 | 1590 | 18.0 | 4 | |
| 142/s/010 | 0+550LHS (C2) | Black cotton | 100 | 100 | 100 | 100 | 96 | 85 | 73 | 64 | 52 | 25 | 27 | 14 | 1971 | 1285 | 27.0 | 2 | |
| 219/s/010 | 0+700LHS(C14) | Black cotton | 100 | 100 | 100 | 100 | 96 | 85 | 73 | 64 | 52 | 25 | 27 | 14 | 1971 | 1250 | 19.0 | 1 | |
| 143/s/010 | 0+950RHS (C3) | Black cotton | 100 | 100 | 100 | 100 | 95 | 85 | 77 | 70 | 55 | 23 | 32 | 16 | 2464 | 1255 | 26.6 | 2 | |
| 220/s/010 | 1+200RHS(C15) | Brown soil | 100 | 100 | 100 | 100 | 95 | 85 | 77 | 70 | 55 | 23 | 32 | 16 | 2464 | 1320 | 18.9 | 1 | |
| 144/s/010 | 1+350LHS (C4) | Black cotton | 100 | 100 | 100 | 100 | 81 | 70 | 62 | 57 | 58 | 24 | 34 | 17 | 2108 | 1250 | 29.0 | 1 | |
| 221/s/010 | 1+500RHS(C16) | Black cotton | 100 | 100 | 100 | 100 | 81 | 70 | 62 | 57 | 58 | 24 | 34 | 17 | 2108 | 1065 | 19.0 | 1 | |
| 145/s/010 | 1+750LHS (C5) | Black cotton | 100 | 100 | 100 | 100 | 95 | 89 | 85 | 71 | 46 | 19 | 27 | 14 | 2295 | 1270 | 26.7 | 2 | |
| 222/s/010 | 1+900LHS(C17) | Brown soil | 100 | 100 | 100 | 100 | 52 | 44 | 39 | 34 | 46 | 19 | 27 | 14 | 1053 | 1610 | 16.6 | 8 | |
| 146/s/010 | 2+100RHS (C6) | Red latteritic gravel | 100 | 99 | 87 | 83 | 72 | 64 | 50 | 42 | 36 | 20 | 15 | 7 | 600 | 1550 | 18.9 | 12 | |
| 223/s/010 | 2+300RHS(C18) | Brown soft rock | 100 | 100 | 100 | 100 | 80 | 74 | 66 | 58 | 39 | 23 | 16 | 8 | 1056 | 1500 | 22.0 | 9 | |
| 147/s/010 | 2+550RHS (C7) | Brown gravel+blck cotton | 100 | 99 | 87 | 76 | 52 | 45 | 35 | 25 | 47 | 24 | 23 | 12 | 805 | 1650 | 16.4 | 5 | |
| 224/s/010 | 2+700RHS(C19) | Brown soil+Black cotton | 100 | 100 | 100 | 100 | 94 | 86 | 76 | 63 | 39 | 25 | 14 | 7 | 1064 | 1540 | 21.0 | 2 | |
| 148/s/010 | 3+000RHS (C8) | Brown soft rock | 100 | 98 | 94 | 84 | 79 | 64 | 50 | 45 | 38 | 20 | 18 | 9 | 900 | 1540 | 18.4 | 10 | |
| 225/s/010 | 3+300RHS(C20) | Brown soil | 100 | 100 | 100 | 100 | 88 | 76 | 65 | 56 | 38 | 20 | 18 | 9 | 1170 | 1580 | 18.8 | 4 | |
| 149/s/010 | 3+450RHS( C9) | Red latteritic gravel | 100 | 98 | 94 | 89 | 45 | 40 | 36 | 21 | 52 | 34 | 18 | 9 | 648 | 1560 | 22.6 | 8 | |
| 226/s/010 | 3+700RHS(C21) | Red soil | 100 | 100 | 100 | 100 | 90 | 77 | 58 | 44 | 48 | 28 | 20 | 10 | 1160 | 1500 | 23.8 | 27 | |
| 151/s/010 | 4+050LHS( C11) | Black cotton | 100 | 100 | 100 | 100 | 99 | 97 | 88 | 64 | 53 | 25 | 28 | 14 | 2464 | 1285 | 22.3 | 2 | |
| 227/s/010 | 4+300RHS(C22) | Brown soil | 100 | 100 | 100 | 100 | 84 | 71 | 61 | 49 | 31 | 21 | 10 | 5 | 610 | 1640 | 14.4 | 7 | |
| 152/s/10 | 4+500RHS( 12) | Red coffee soil | 100 | 100 | 100 | 100 | 99 | 96 | 87 | 64 | 47 | 24 | 23 | 11 | 2001 | 1250 | 22.5 | 2 | |

## (5) Observation of Subgrade Soil

| Hole No. | Chainage | SOIL PROFILE Depth | Offset | | LITHOLOGY |
|---|---|---|---|---|---|
| C1 | Km0+150RHS | 0.2M | 5M | | Over burden |
| | | 1.1M | | | Red latteritic gravel |
| C2 | Km0+550 LHS | 0.3M | 6.2M | | Over burden |
| | | 0.9M | | | Black cotton soil |
| | | 0.9M | | | Nairobi Tuff |
| C3 | Km 0+950 RHS | 0.3M | 7.2M | | Over burden |
| | | 1.0M | | | Black cotton soil |
| C4 | Km 1+350LHS | 0.5M | 5.5M | | Over burden |
| | | 1.0M | | | Black cotton soil |
| C5 | Km1+750LHS | 0.3M | 6.0M | | Over burden |
| | | 1.1M | | | Black cotton soil |
| | | 1.1M | | | Homogeneous Rock |
| C6 | Km 2+100RHS | 0.3M | 5.5M | | Over burden |
| | | 0.8M | | | Red soil |
| | | 1.1M | | | Red latteritic Gravel |
| C7 | Km 2+550 RHS | 0.7M | 5.7M | | Overburden |
| | | 1.0M | | | Brown gravel mixed with black cotton |
| | | 1.0M | | | Homogeneuos Rock |
| C8 | Km 3+000RHS | 0.5M | 9.0M | | Over burden |
| | | 0.9M | | | Brown soft rock |
| | | 0.9M | | | Homogeneous Rock |
| C9 | Km3+500LHS | 0.7M | 5.5M | | Over burden |
| | | 1.1M | | | Red latteritic gravel |
| C10 | Km 0+200LHS | 0.6M | 5.0M | | Over burden |
| | | 1.0M | | | Grey soil |
| C11 | Km4+50LHS | 0.4M | 7M | | Over burden |
| | | 1.0M | | | Black cotton soil |
| C12 | Km4+500RHS | 1M | 5.0M | | Over burden |
| | | 1.3M | | | Red coffee soil |

**(6) Boring Survey Result at Ngong River**



## 3 PAVEMENT STRUCTURAL DESIGN

Traffic Survey Result 2010 (only heavy vehicles) (veh./day)

| Design Section | Traffic Count Station | Station | Standard & Large Bus | Mini Truck | Medium (2a) Truck | Heavy (3a) Truck | Articulated Truck |
|---|---|---|---|---|---|---|---|
| - | Adamas Arcade | Sta. 0+450 | 1,748 | 543 | 347 | 198 | 37 |
| 1 | ML7 Intersection | Sta. 0+950 | 2,334 | 624 | 338 | 188 | 44 |
| 2 | Kenya Baptist Church | Sta. 2+350 | 2,920 | 705 | 328 | 178 | 51 |
| 3 | Kenya Hospital | Sta. 3+000 | 2,429 | 266 | 124 | 36 | 6 |
| 4 | Transcom House | Sta. 3+850 | 1,902 | 86 | 50 | 13 | 1 |

Note: ADT at ML7 intersection is obtained by assuming that ADT vary linearly between Adams Arcade and Kenya Baptist Church.

Estimate of heavy traffic volume during design period(2013-2022)

(Traffic volume per lane is assumed 80% of the direction.)

Design Period Traffic Volume at ML-7 Intersection (Section-1)

| Year | Standard & Large Bus | Mini Truck | Medium (2a) Truck | Heavy (3a) Truck | Articulated Truck | Grouth Rate |
|---|---|---|---|---|---|---|
| 2010 | 934 | 250 | 135 | 75 | 18 | |
| 2011 | 1,014 | 271 | 147 | 82 | 19 | 1.09 |
| 2012 | 1,088 | 291 | 157 | 88 | 21 | 1.07 |
| 2013 | 1,156 | 309 | 167 | 93 | 22 | 1.06 |
| 2014 | 1,218 | 326 | 176 | 98 | 23 | 1.05 |
| 2015 | 1,277 | 341 | 185 | 103 | 24 | 1.05 |
| 2016 | 1,331 | 356 | 193 | 107 | 25 | 1.04 |
| 2017 | 1,383 | 370 | 200 | 112 | 26 | 1.04 |
| 2018 | 1,431 | 382 | 207 | 115 | 27 | 1.03 |
| 2019 | 1,477 | 395 | 214 | 119 | 28 | 1.03 |
| 2020 | 1,520 | 406 | 220 | 123 | 29 | 1.03 |
| 2021 | 1,562 | 417 | 226 | 126 | 29 | 1.03 |
| 2022 | 1,601 | 428 | 231 | 129 | 30 | 1.03 |
| Total | 4,395,886 | 1,174,943 | 635,673 | 354,555 | 82,993 | |

Note: Total = (2013 -2022) x (265 + 100 x 0.5)

Design Period Traffic Volume at Kenya Baptist Church (Section-2)

| Year | Standard & Large Bus | Mini Truck | Medium (2a) Truck | Heavy (3a) Truck | Articulated Truck | Grouth Rate |
|---|---|---|---|---|---|---|
| 2010 | 1,168 | 282 | 131 | 71 | 20 | |
| 2011 | 1,269 | 306 | 143 | 77 | 22 | 1.09 |
| 2012 | 1,361 | 329 | 153 | 83 | 24 | 1.07 |
| 2013 | 1,446 | 349 | 162 | 88 | 25 | 1.06 |
| 2014 | 1,524 | 368 | 171 | 93 | 27 | 1.05 |
| 2015 | 1,597 | 386 | 179 | 97 | 28 | 1.05 |
| 2016 | 1,666 | 402 | 187 | 102 | 29 | 1.04 |
| 2017 | 1,730 | 418 | 194 | 105 | 30 | 1.04 |
| 2018 | 1,790 | 432 | 201 | 109 | 31 | 1.03 |
| 2019 | 1,848 | 446 | 208 | 113 | 32 | 1.03 |
| 2020 | 1,902 | 459 | 214 | 116 | 33 | 1.03 |
| 2021 | 1,954 | 472 | 219 | 119 | 34 | 1.03 |
| 2022 | 2,003 | 484 | 225 | 122 | 35 | 1.03 |
| 2013 - 2022 | 5,499,716 | 1,327,842 | 617,776 | 335,257 | 96,057 | |

Note: Total = (2013 -2022) x (265 + 100 x 0.5)

## Design Period Traffic Volume at Kenya Hospital (Section-3)

| Year | Standard & Large Bus | Mini Truck | Medium (2a) Truck | Heavy (3a) Truck | Articulated Truck | Grouth Rate |
|---|---|---|---|---|---|---|
| 2010 | 972 | 106 | 50 | 14 | 2 | |
| 2011 | 1,056 | 115 | 54 | 16 | 2 | 1.09 |
| 2012 | 1,132 | 124 | 58 | 17 | 3 | 1.07 |
| 2013 | 1,203 | 132 | 62 | 18 | 3 | 1.06 |
| 2014 | 1,268 | 139 | 65 | 19 | 3 | 1.05 |
| 2015 | 1,329 | 145 | 68 | 20 | 3 | 1.05 |
| 2016 | 1,386 | 152 | 71 | 20 | 3 | 1.04 |
| 2017 | 1,439 | 157 | 74 | 21 | 3 | 1.04 |
| 2018 | 1,489 | 163 | 76 | 22 | 4 | 1.03 |
| 2019 | 1,537 | 168 | 79 | 23 | 4 | 1.03 |
| 2020 | 1,582 | 173 | 81 | 23 | 4 | 1.03 |
| 2021 | 1,625 | 178 | 83 | 24 | 4 | 1.03 |
| 2022 | 1,666 | 182 | 85 | 24 | 4 | 1.03 |
| 2013 - 2022 | 4,574,988 | 500,263 | 233,994 | 67,240 | 10,758 | |

Note: Total = (2013 -2022) x (265 + 100 x 0.5)

## Design Period Traffic Volume at MOR (Section-4)

| Year | Standard & Large Bus | Mini Truck | Medium (2a) Truck | Heavy (3a) Truck | Articulated Truck | Grouth Rate |
|---|---|---|---|---|---|---|
| 2010 | 951 | 43 | 25 | 6 | 1 | |
| 2011 | 1,033 | 47 | 27 | 7 | 1 | 1.09 |
| 2012 | 1,108 | 50 | 29 | 7 | 1 | 1.07 |
| 2013 | 1,177 | 53 | 31 | 8 | 1 | 1.06 |
| 2014 | 1,241 | 56 | 33 | 8 | 1 | 1.05 |
| 2015 | 1,301 | 59 | 34 | 9 | 1 | 1.05 |
| 2016 | 1,356 | 61 | 36 | 9 | 1 | 1.04 |
| 2017 | 1,409 | 63 | 37 | 10 | 1 | 1.04 |
| 2018 | 1,458 | 66 | 38 | 10 | 1 | 1.03 |
| 2019 | 1,504 | 68 | 40 | 10 | 1 | 1.03 |
| 2020 | 1,549 | 70 | 41 | 10 | 1 | 1.03 |
| 2021 | 1,591 | 72 | 42 | 11 | 1 | 1.03 |
| 2022 | 1,631 | 73 | 43 | 11 | 1 | 1.03 |
| 2013 - 2022 | 4,478,163 | 201,719 | 117,669 | 30,258 | 3,362 | |

Note: Total = (2013 -2022) x (265 + 100 x 0.5)

## 18-kip Equivalent Single Axle Load (ESAL) per Vehicle

### ESAL per Axle

| Axle Load | | | | ESAL (SN=3) | | |
|---|---|---|---|---|---|---|
| Kip | Range in Ton | | | Single | Tandem | Triple |
| 2 | 0.0 | ~ | 1.4 | 0.000 | 0.000 | 0.000 |
| 4 | 1.4 | ~ | 2.3 | 0.002 | 0.000 | 0.000 |
| 6 | 2.3 | ~ | 3.2 | 0.011 | 0.001 | 0.000 |
| 8 | 3.2 | ~ | 4.1 | 0.036 | 0.003 | 0.001 |
| 10 | 4.1 | ~ | 5.0 | 0.090 | 0.008 | 0.002 |
| 12 | 5.0 | ~ | 5.9 | 0.189 | 0.016 | 0.004 |
| 14 | 5.9 | ~ | 6.8 | 0.354 | 0.029 | 0.007 |
| 16 | 6.8 | ~ | 7.7 | 0.613 | 0.050 | 0.012 |
| 18 | 7.7 | ~ | 8.6 | 1.000 | 0.081 | 0.019 |
| 20 | 8.6 | ~ | 9.5 | 1.560 | 0.124 | 0.029 |
| 22 | 9.5 | ~ | 10.4 | 2.350 | 0.183 | 0.042 |
| 24 | 10.4 | ~ | 11.4 | 3.430 | 0.260 | 0.060 |
| 26 | 11.4 | ~ | 12.3 | 4.880 | 0.360 | 0.083 |
| 28 | 12.3 | ~ | 13.2 | 6.780 | 0.487 | 0.113 |
| 30 | 13.2 | ~ | 14.1 | 9.200 | 0.646 | 0.149 |
| 32 | 14.1 | ~ | 15.0 | 12.400 | 0.843 | 0.194 |
| 34 | 15.0 | ~ | 15.9 | 16.300 | 1.080 | 0.248 |
| 36 | 15.9 | ~ | 16.8 | 21.200 | 1.380 | 0.313 |
| 38 | 16.8 | ~ | 17.7 | 27.100 | 1.730 | 0.390 |
| 40 | 17.7 | ~ | 18.6 | 34.300 | 2.150 | 0.481 |
| 42 | 18.6 | ~ | 19.5 | 43.000 | 2.640 | 0.587 |
| 44 | 19.5 | ~ | 20.4 | 53.400 | 3.230 | 0.710 |

Source: AASHTO Pavement Design Gude 1993

### ESAL per Vehicle

| Vehicle Type | Rear Axle | Mid-Axle | Front Axle | Total |
|---|---|---|---|---|
| Sedan / Wagon, Pick-up / 4WD | W=0.5 ton<br>E=0.000 | - | W=0.5 ton<br>E=0.000 | 0.000 |
| Van / Mini Bus | W=1 ton<br>E=0.000 | - | W=1 ton<br>E=0.000 | 0.000 |
| Standard & Large Bus | W=5 ton<br>E=0.189 | - | W=3 ton<br>E=0.011 | 0.200 |
| Mini Truck | W=3 ton<br>E=0.011 | - | W=2 ton<br>E=0.002 | 0.012 |
| 2-Axle Truck | W=6 ton<br>E=0.345 | - | W=4 ton<br>W=0.036 | 0.381 |
| 3-Axle Truck | W=15 ton<br>E=1.080 | - | W=5 ton<br>E=0.189 | 1.269 |
| Articulated Truck | W=15 ton<br>E=1.080 | W=15 ton<br>E=1.080 | W=5 ton<br>E=0.189 | 2.349 |

Note: The axle loads above were guesstimated based on the observation of the traffic along the survey road.

## Pavement Design Load (Total ESAL) at ML-7 Intersection (Section-1)

| | | Standard & Large Bus | Mini Truck | Medium (2a) Truck | Heavy (3a) Truck | Articulated Truck | Total |
|---|---|---|---|---|---|---|---|
| Traffic 2013 - 2022 | | 4,395,886 | 1,174,943 | 635,673 | 354,555 | 82,993 | |
| ESAL per Vehicle | | 0.200 | 0.012 | 0.381 | 1.269 | 2.349 | |
| ESAL | | 879,177 | 14,099 | 242,191 | 449,930 | 194,951 | 1,780,348 |

## Pavement Design Load (Total ESAL) at Kenya Baptist Church (Section-2)

| | | Standard & Large Bus | Mini Truck | Medium (2a) Truck | Heavy (3a) Truck | Articulated Truck | Total |
|---|---|---|---|---|---|---|---|
| Traffic 2013 - 2022 | | 5,499,716 | 1,327,842 | 617,776 | 335,257 | 96,057 | |
| ESAL per Vehicle | | 0.200 | 0.012 | 0.381 | 1.269 | 2.349 | |
| ESAL | | 1,099,943 | 15,934 | 235,373 | 425,441 | 225,637 | 2,002,328 |

## Pavement Design Load (Total ESAL) at Kenya Hospital (Section-3)

| | | Standard & Large Bus | Mini Truck | Medium (2a) Truck | Heavy (3a) Truck | Articulated Truck | Total |
|---|---|---|---|---|---|---|---|
| Traffic 2013 - 2022 | | 4,574,988 | 500,263 | 233,994 | 67,240 | 10,758 | |
| ESAL per Vehicle | | 0.200 | 0.012 | 0.381 | 1.269 | 2.349 | |
| ESAL | | 914,998 | 6,003 | 89,152 | 85,327 | 25,271 | 1,120,751 |

## Pavement Design Load (Total ESAL) at MOR (Section-4)

| | | Standard & Large Bus | Mini Truck | Medium (2a) Truck | Heavy (3a) Truck | Articulated Truck | Total |
|---|---|---|---|---|---|---|---|
| Traffic 2013 - 2022 | | 4,478,163 | 201,719 | 117,669 | 30,258 | 3,362 | |
| ESAL per Vehicle | | 0.200 | 0.012 | 0.381 | 1.269 | 2.349 | |
| ESAL | | 895,633 | 2,421 | 44,832 | 38,397 | 7,897 | 989,180 |

Design CBR

| Pavement Desing Section | Station | CBR Test Result | Desing CBR | Remarks |
|---|---|---|---|---|
| Secton-1 | 0+150 | 9 | 5 | |
| | 0+200 | 9 | | |
| | 0+300 | 4 | | |
| | 0+550 | 2 | | Soft soil is replaced by selected soil (CBR>6). |
| | 0+700 | 1 | | Soft soil is replaced by selected soil (CBR>6). |
| | 0+950 | 2 | | Soft soil is replaced by selected soil (CBR>6). |
| Secton-2 | 1+200 | 1 | | Soft soil is replaced by selected soil (CBR>6). |
| | 1+350 | 1 | | Soft soil is replaced by selected soil (CBR>6). |
| | 1+500 | 1 | | Soft soil is replaced by selected soil (CBR>6). |
| | 1+750 | 2 | | Soft soil is replaced by selected soil (CBR>6). |
| | 1+900 | 8 | | |
| | 2+100 | 12 | | |
| | 2+300 | 9 | | |
| | 2+550 | 5 | | Embankment (CBR>6) section |
| Secton-3 | 2+700 | 2 | 5 | Soft soil is replaced by selected soil (CBR>6). |
| | 3+000 | 10 | | CBR ave. - Standard Deviation = 8 - 2 = 6 |
| | 3+300 | 4 | | |
| | 3+450 | 8 | | |
| | 3+700 | 10 | | |
| Secton-4 | 4+050 | 2 | 5 | Embankment (CBR>6) section |
| | 4+300 | 7 | | |
| | 4+500 | 2 | | |

# Calculation of Required Pavement / Overlay Thickness

**Calculation of Required SN**

| Design Section | | 1 | 2 | 3 | 4 |
|---|---|---|---|---|---|
| 18kip Equivalent Single Axle Load | W18 | 1,788,888 | 2,000,000 | 1,120,000 | 989,000 |
| Reliability | R (%) | 85 | 85 | 85 | 85 |
| Standard deviation | ZR | -1.037 | -1.037 | -1.037 | -1.037 |
| Combind standard erro | S0 | 0.45 | 0.45 | 0.45 | 0.45 |
| Initial serviceability index | P0 | 4.2 | 4.2 | 4.2 | 4.2 |
| Terminal serviceability index | P1 | 2.0 | 2.0 | 2.0 | 2.0 |
| P0-P1 | ΔPSI | 2.2 | 2.2 | 2.2 | 2.2 |
| Subgrade CBR | CBR | 5 | 5 | 5 | 5 |
| Resilient modulus | MR | 7,500 | 7,500 | 7,500 | 7,500 |
| Required SN | SN | 3.489 | 3.546 | 3.253 | 3.193 |

where, $\mathrm{Log}_{10}(W_{18})=Z_R\times S_0+9.36\times\mathrm{Log}_{10}(SN+1)-0.20+\{\mathrm{Log}10[\Delta PSI/(4.2-1.5)]/[0.40+1094/(SN+1)^{5.19}]\}+2.32\times\mathrm{Log}_{10}(M_R)-8.07$

| | | | | |
|---|---|---|---|---|
| Left value (log10(W18)= | 6.253 | 6.301 | 6.049 | 5.995 |
| Right value= | 6.253 | 6.301 | 6.049 | 5.995 |

**Proposed Pavement Thickness and SN**

| Pavement Structure (new pavement) | Drainage coefficient | Layer coefficient | | | | |
|---|---|---|---|---|---|---|
| Design Section | | | N1 | N2 | N3 | N4 |
| Asphalt concrete surface | - | 0.440 | 10.0 | 10.0 | 10.0 | 10.0 |
| Base course | 1.0 | 0.140 | 15.0 | 15.0 | 15.0 | 15.0 |
| Subbase course | 1.0 | 0.110 | 25.0 | 25.0 | 20.0 | 20.0 |
| Proposed pavement SN | | | 3.64 | 3.64 | 3.43 | 3.43 |

where, SN=a1*D1+a2*m2*D2+a3*m3*D3

**Proposed Overlay Thickness and SN**

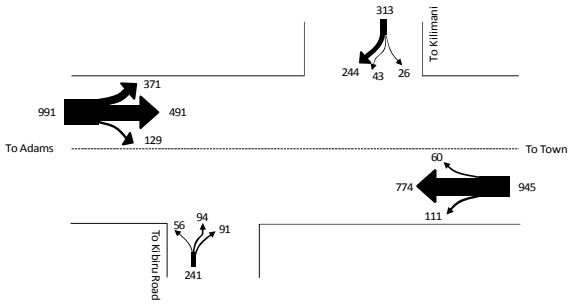
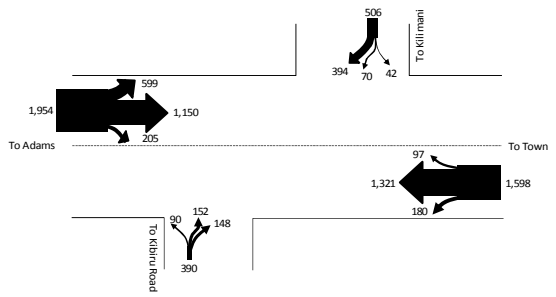
| Pavement Structure (overlay) | Drainage coefficient | Layer coefficient | | | | |
|---|---|---|---|---|---|---|
| Design Section | | | 1 | 2 | 3 | 4 |
| AC overlay | - | 0.440 | 5.0 | 5.0 | 5.0 | 5.0 |
| AC surface (existing) | - | 0.390 | 5.0 | 5.0 | 10.0 | 10.0 |
| Base course (existing) | 1.0 | 0.130 | 10.0 | 10.0 | 10.0 | 10.0 |
| Cement Base (existing) | 1.0 | 0.250 | 15.0 | 15.0 | 0.0 | 0.0 |
| Subbase (existing) | 1.0 | 0.100 | 10.00 | 10.00 | 10.00 | 10.00 |
| Proposed AC Overlay SN | | | 4.02 | 4.02 | 3.31 | 3.31 |

where, SN=a1*D1+a2*m2*D2+a3*m3*D3+a4*m4:D4

## 4 Intersection Traffic Analysis

### 1) ML-7 Intersection

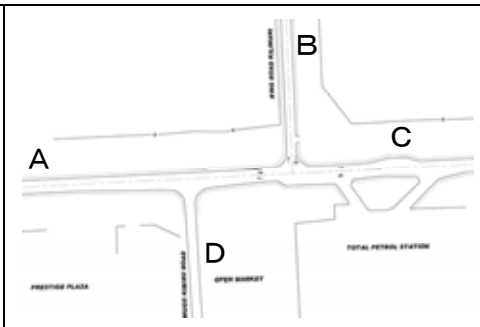
**Design Traffic Volume of ML-7 Intersection (pcu/h)**

| Present (2010) | Future (2022) |
|---|---|
|  |  |





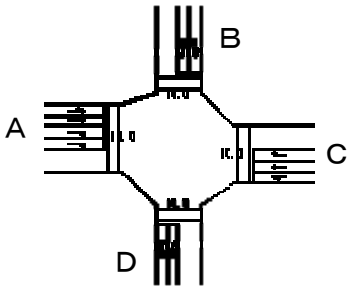
**Evaluation of Present Condition and Improvement Scheme of ML-7 Intersection**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | |  | | | Capacity against present traffic volume (2010):<br>-No signal operation is inadequate.<br>-Signal operation is adequate.. | | | |
| Operation | | Present: Non signal | | | Improvement Scheme: Signalization | | | |
| Saturation Ratio | | — | | | 0.876 | | | |
| | | V/C Ratio | | Queue length | V/C Ratio | | | Queue length |
| Approach | A | TR<br>RT | 0.92<br>(2,309 < 2,500*)<br>0.30 | OK<br>OK | —<br>— | LT<br>TH<br>RT | : 0.956 | OK | LT<br>TH<br>RT | : — |
| | B | TH<br>RT | 2.12<br>0.46 | NG<br>OK | —<br>— | LT<br>TH<br>RT | : 0.994 | OK | LT<br>TH<br>RT | : — |
| | C | TH<br>RT | 0.66<br>(1,660 < 2,500*)<br>0.09 | OK<br>OK | —<br>— | LT<br>TH<br>RT | : 0.677 | OK | LT<br>TH<br>RT | : — |
| | D | TH<br>RT | 2.14<br>0.48 | NG<br>OK | —<br>— | LT<br>TH<br>RT | : 0.719 | OK | LT<br>TH<br>RT | : — |



Note: 2,500* (pcu/h) is the traffic capacity of 2-lane (for 2 direction) road.
TR: Through lane, LT: Left turn lane, RT: Right turn lane

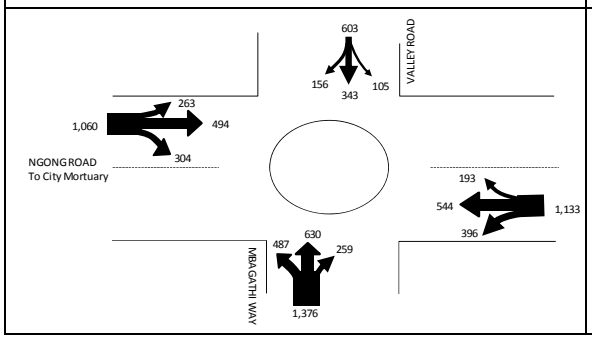
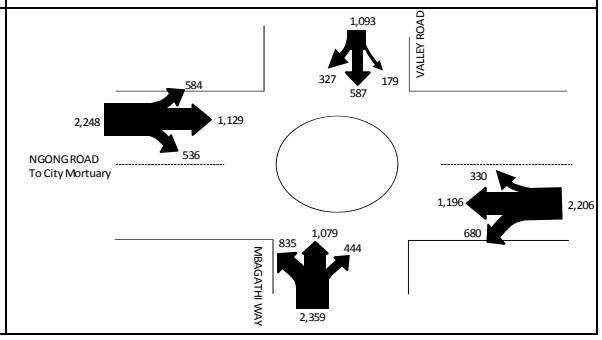
## Evaluation of Improvement Schemes against Future Traffic of ML-7 Intersection

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | |  | | | Capacity against future traffic volume (2022):<br>-No signal operation is inadequate.<br>-Signal operation is adequate. 2-lane right turn is necessary for approach A. Other approaches need a right turn lane. | | | |
| Operation | | Future: No Signal | | | Future: Signal Operation | | | |
| Saturation Ratio | | — | | | 0．895 | | | |
| | | V/C Ratio | | Queue length | V/C Ratio | | Queue length (m) | |
| Approach | A | TR | 0.50<br>(4,372 < 8,800**) | OK | — | LT+TH<br>TH | : 0.997 | OK | LT+TH<br>TH | : — |
| | | RT | 1.25 | NG | — | RT2 | : 0.995 | OK | RT2 | : 42.6 |
| | B | TH | 21.1 | NG | — | LT+TH | : 0.419 | OK | LT+TH | : — |
| | | RT | 7.15 | NG | — | RT | : 0.992 | OK | RT | : 137.3 |
| | C | TH | 0.38<br>(3,338 < 8,800**) | OK | — | LT+TH<br>TH | : 0.829 | OK | LT+TH<br>TH | : — |
| | | RT | 0.31 | OK | — | RT | : 0.729 | OK | RT | : 40.4 |
| | D | TH | 46.5 | NG | — | LT+TH | : 0.988 | OK | LT+TH | : — |
| | | RT | 3.43 | NG | — | RT | : 0.348 | OK | RT | : 55.4 |

Note: 8,800** (pcu/h) means traffic capacity 2,200 pcu/h per lane x 4 lanes

## 2) City Mortuary Intersection

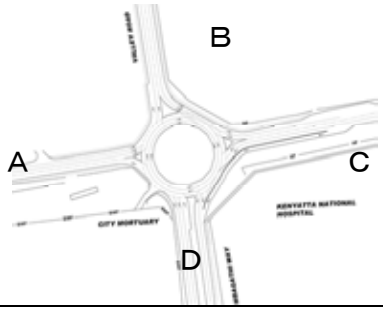
### Design Traffic Volume of City Mortuary Intersection (pcu/h)

| Present (2010) | Future (2022) |
|---|---|
|  |  |





### Evaluation of Present Condition and Improvement Scheme of City Mortuary Intersection





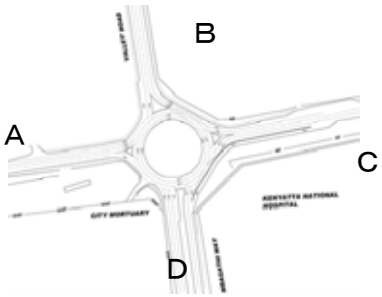
| | | | | | |
|---|---|---|---|---|---|
| Operation | | Present Operation: Signal Operation | | | |
| Saturation Ratio | | 0.890 | | | |
| | | V/C Ratio | | | Queue length |
| Approach | A | LT<br>TH<br>RT | : 0.907 | OK | – |
| | B | LT<br>TH<br>RT | : 0.895 | OK | – |
| | C | TH<br>RT | : 0.814 | OK | – |
| | D | LT | : 0.506 | OK | 176.0 |
| | | TH<br>RT | : 0.937 | OK | – |

Capacity against present traffic volume (2010):

-Demand ratio 0.890 is almost saturated.

-Capacity ration of all approaches are almost their capacity.

## Evaluation against Future Traffic of City Mortuary Intersection

<table>
<tr><td colspan="2"></td><td colspan="3"> 
</td><td rowspan="8">Capacity against future traffic volume (2022):<br>-Present operation is not adequate.<br>-Intersection improvement is necessary.</td></tr>
<tr><td colspan="2">Operation</td><td colspan="3">Future Operation: Signal Operation (same as present)</td></tr>
<tr><td colspan="2">Saturation Ratio</td><td colspan="3">1.748</td></tr>
<tr><td colspan="2"></td><td colspan="2">V/C Ratio</td><td>Queue length</td></tr>
<tr><td rowspan="4">Approach</td><td>A</td><td>LT<br>TH<br>RT</td><td>: 2.466</td><td>NG</td><td>—</td></tr>
<tr><td>B</td><td>LT<br>TH<br>RT</td><td>: 2.287</td><td>NG</td><td>—</td></tr>
<tr><td>C</td><td>TH<br>RT</td><td>: 2.278</td><td>NG</td><td>—</td></tr>
<tr><td>D</td><td>LT<br>TH<br>RT</td><td>: 1.106<br>: 1.528</td><td>NG<br>NG</td><td>278.6<br>—</td></tr>
</table>

The Improvement schemes with increased approach lanes are compared:

Scheme A: Roundabout + Present signal operation

Scheme B: Roundabout + Revised signal operation (2-direction+RT= 4 phases)

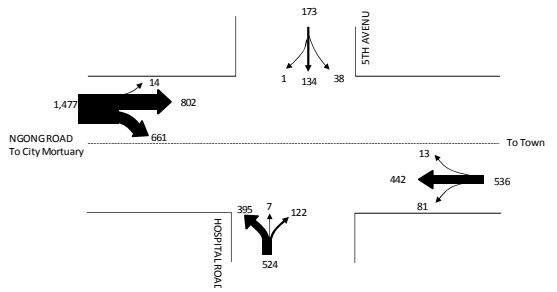
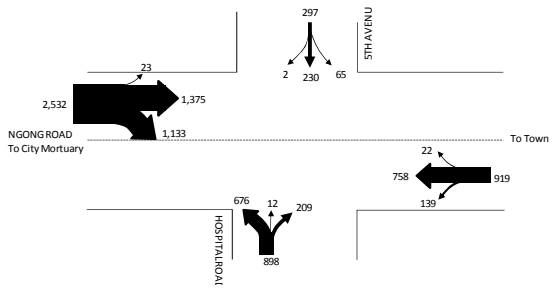
Scheme C: Cross Intersection

## Comparison of Improvement Schemes against Future Traffic of City Mortuary Intersection

| Scheme | Description | Demand Ratio, V/C Ratio | | | | Evaluation |
|---|---|---|---|---|---|---|
| A | Signal Operation: Same as existing<br>Roundabout<br>Approach A&D:TH(2-lane) + RT (2-lane)<br>Approach C: TH(2-lane)<br>All approach LT is free | Demand Ratio | | 1.064 > 0.9 | | -Not adequate. |
| | | A | TH2 | 1.014 >1.0 | NG | |
| | | | RT2 | 0.554 <1.0 | OK | |
| | | B | TH | 2.066 >1.0 | NG | |
| | | | RT | 1.301 >1.0 | NG | |
| | | C | TH2 | 1.578 >1.0 | NG | |
| | | | RT | 0.943 <1.0 | OK | |
| | | D | TH2 | 0.937 <1.0 | OK | |
| | | | RT2 | 0.442 <1.0 | OK | |
| B | Same as Scheme A except signalization.<br>Signalization: 2 direction + RT = 4 phase | Demand Ratio | | 0.806 < 0.9 | | -Adequate |
| | | A | TH2 | 0.924 <1.0 | OK | |
| | | | RT2 | 0.943 <1.0 | OK | |
| | | B | TH | 0.972 <1.0 | OK | |
| | | | RT | 0.980 <1.0 | OK | |
| | | C | TH2 | 0.975 <1.0 | OK | |
| | | | RT | 0.943 <1.0 | OK | |
| | | D | TH2 | 0.882 <1.0 | OK | |
| | | | RT2 | 0.739 <1.0 | OK | |
| C | Same as Scheme B, except Scheme C is Cross intersection.<br>(Cross intersection can reduce signal clearance time.) | Demand Ratio | | 0.806 < 0.9 | | -Adequate<br>-V/C ratios are less than Scheme B. |
| | | A | TH2 | 0.849 <1.0 | OK | |
| | | | RT2 | 0.774 <1.0 | OK | |
| | | B | TH | 0.894 <1.0 | OK | |
| | | | RT | 0.896 <1.0 | OK | |
| | | C | TH2 | 0.896 <1.0 | OK | |
| | | | RT | 0.792 <1.0 | OK | |
| | | D | TH2 | 0.811 <1.0 | OK | |
| | | | RT2 | 0.669 <1.0 | OK | |

3) **Nairobi Hospital Intersection**

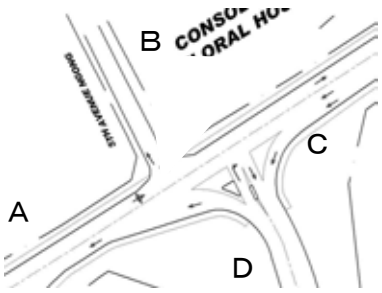
**Design Traffic Volume of Nairobi Hospital Intersection (pcu/h)**

| Present (2010) | Future (2022) |
|---|---|
|  |  |



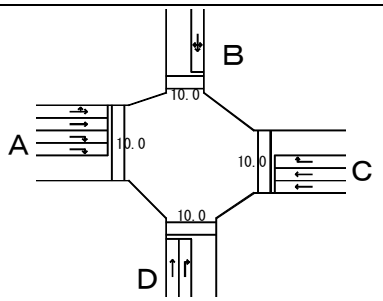


**Evaluation of Present Condition and Improvement Scheme of Nairobi Hospital Intersection**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | |  | | | Capacity against present traffic volume (2010):<br>-No signal operation is inadequate.<br>-Signal operation is adequate. | | | | |
| Operation | | Present: No signal | | | Improvement Scheme: Signal | | | | |
| Saturation Ratio | | — | | | 0．857 | | | | |
| | | V/C Ratio | | Queue length | V/C Ratio | | | Queue length (m) | |
| Approach | A | TH | 1.07 (2,681 > 2,500*) | NG | — | LT TH | : 0.994 | OK | LT TH : — |
| | | RT | 0.81 | OK | — | RT | : 0.978 | OK | RT : — |
| | B | TH | 1.33 | NG | — | LT TH | : 0.966 | OK | LT TH : — |
| | | RT | 0.00 | OK | — | RT | | | RT |
| | C | TH | 0.66 (1,764 < 2,500*) | OK | — | TH | : 0.608 | OK | TH : — |
| | | RT | 0.02 | OK | — | RT | : 0.448 | OK | RT : — |
| | D | TH | 0.14 | OK | — | TH | : 0.772 | OK | TH : — |
| | | RT | 1.55 | NG | — | RT | | | RT |

Note: 2,500* (pcu/h) is the traffic capacity of 2-lane (for 2 direction) road.

## Comparison of Improvement Schemes against Future Traffic of Nairobi Hospital Intersection




Capacity against future traffic volume (2022):

-No signal operation is inadequate.

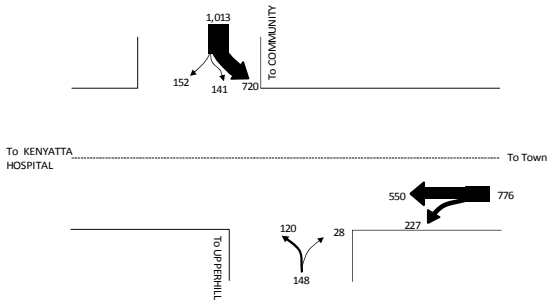
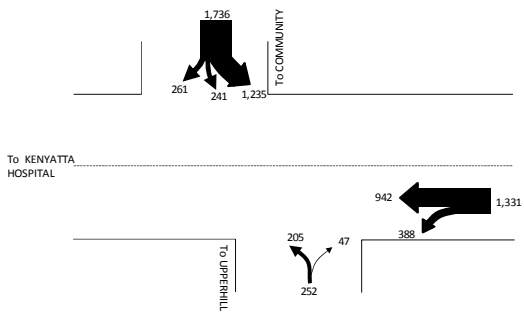
-Signal operation is adequate. 2-lane right turn is necessary for approach A. Other approaches need additional lanes as shown in the left figure.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Operation | | Future: No Signal | | | | Future: Signal Operation | | | | |
| Saturation Ratio | | — | | | | 0．767 | | | | |
| | | V/C Ratio | | | Queue length | V/C Ratio | | | Queue length (m) | |
| Approach | A | TH | 0.52 (4,596 < 8,800**) | OK | — | LT TH | : 0.681 | OK | LT TH | : — |
| | | RT | 2.30 | NG | — | RT2 | : 0.984 | OK | RT2 | : 141.9 |
| | B | TH | 12.8 | NG | — | LT TH | : 0.920 | OK | LT TH | : — |
| | | RT | 0.02 | OK | — | RT | | | RT | |
| | C | TH | 0.34 (3,023 < 8,800**) | OK | — | TH2 | : 0.986 | OK | TH2 | : — |
| | | RT | 0.07 | OK | — | RT | : 0.122 | OK | RT | : 8.1 |
| | D | TH | 2.40 | NG | — | LT | : 0.035 | OK | LT | : — |
| | | RT | 14.0 | NG | — | RT | : 0.977 | OK | RT | : 70.9 |

Note: 8,800** (pcu/h) means traffic capacity 2,200 pcu/h per lane x 4 lanes

4) **National Library Intersection**

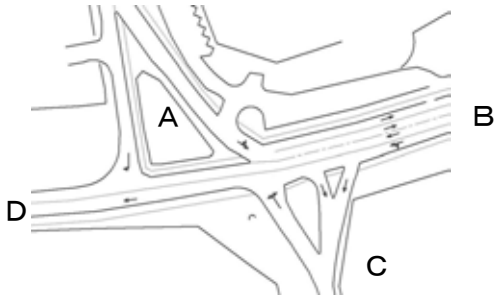
**Design Traffic Volume of National Library Intersection (pcu/h)**

| Present (2010) | Future (2022) |
|---|---|
|  |  |





**Evaluation of Present Condition and Improvement Scheme of ML-7 Intersection**





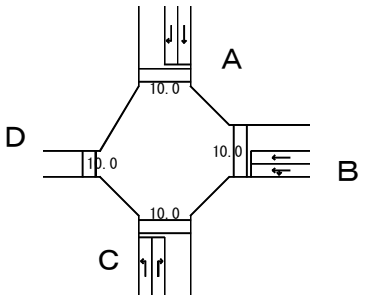
| | | | | | |
|---|---|---|---|---|---|
| Operation | | Present: No signal | | | |
| Saturation Ratio | | — | | | |
| | | V/C Ratio | | | Queue length |
| Approach | A | TH | 0.79 | OK | — |
| | | RT | — | — | — |
| | B | TH | 0.22 (1,899 < 8,800**) | OK | — |
| | | RT | — | — | — |
| | C | — | — | — | — |
| | | RT | 0.14 | OK | — |
| | D | — | | | |

Capacity against present traffic volume (2010):

-No signal operation is adequate for present traffic.

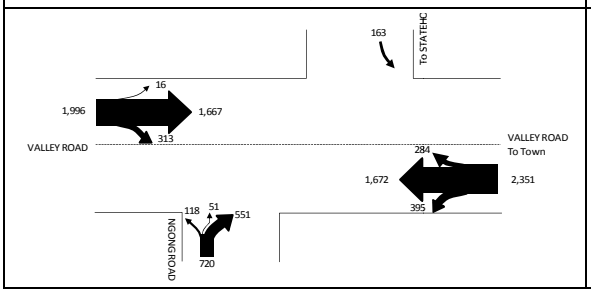
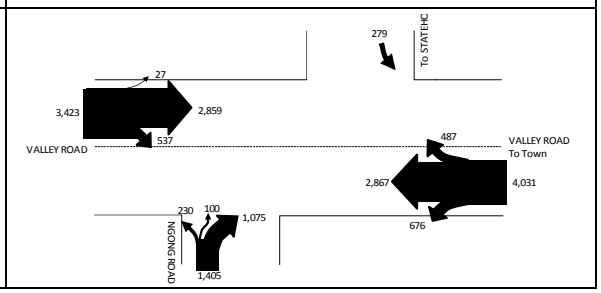
Note: 8,800** (pcu/h) means traffic capacity 2,200 pcu/h per lane x 4 lanes

## Comparison of Improvement Schemes against Future Traffic of Nairobi Hospital Intersection

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | |  | | | Capacity against future traffic volume (2022):<br>-Signal operation is necessary against the future traffic volume.<br>-Left Turn of Approach A is free to go. | | | |
| Operation | | Future: No signal | | | Improvement: Signal Operation | | | |
| Saturation Ratio | | — | | | 0.895 | | | |
| | | V/C Ratio | | Queue length | V/C Ratio | | Queue length (m) | |
| Approach | A | TH<br>RT | 2.80<br>— | NG<br>— | —<br>— | TH<br>RT | : 0.685<br>: 0.492 | OK<br>OK | TH : —<br>RT : 37.3 |
| | B | TH<br>RT | 0.37<br>(3,254 < 8,800**)<br>— | OK<br>— | —<br>— | LT<br>TH | : 0.0.744 | OK | LT<br>TH : — |
| | C | —<br>RT | —<br>0.80 | —<br>OK | —<br>— | LT<br>RT | : 0.599<br>: 0.395 | OK<br>OK | LT : 29.3<br>RT : 6.7 |
| | D | — | | | — | | | |

5) **All Saint Intersection**

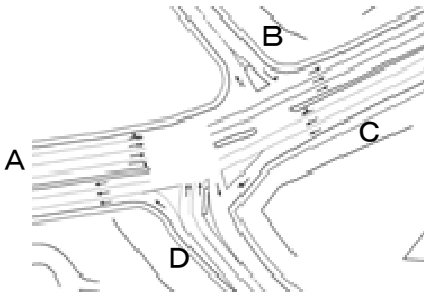
**Design Traffic Volume of All Saint Intersection (pcu/h)**

| Present (2010) | Future (2022) |
|---|---|
|  |  |

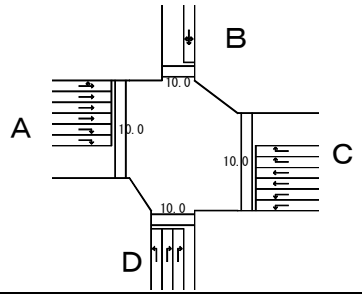




**Evaluation of Present Condition and Improvement Scheme of Nairobi Hospital Intersection**

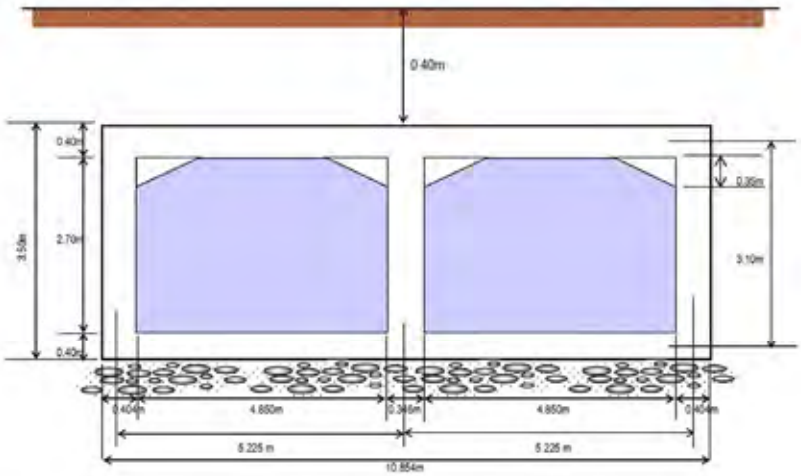
| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | |  | | | Capacity against present traffic volume (2010):<br>-If improve Approach A to be LT/TH+TH+RT2 and Approach C added 1-lane of RT, the intersection capacity become adequate | | | | |
| Operation | | Present: Signal Operation | | | Improvement: Signal Operation | | | | |
| Saturation Ratio | | 0.905 | | | 0.818 | | | | |
| | | V/C Ratio | | Queue length | V/C Ratio | | | Queue length (m) | |
| Approach | A | LT<br>TH | : 1.141 | NG | — | LT<br>TH | : 0.790 | OK | LT<br>TH : — |
| | | RT | : 1.597 | NG | 77.3 | RT2 | : 0.960 | OK | RT2 : 62.8 |
| | B | LT | : 0.815 | OK | 47.3 | LT | : 0.564 | OK | LT : 61.1 |
| | C | LT<br>TH | : 0.920 | OK | — | LT<br>TH | : 0.946 | OK | LT<br>TH : — |
| | | RT | : 0.317 | OK | 73.1 | RT2 | : 0.574 | OK | RT2 : 55.9 |
| | D | LT | : 0.593 | OK | 36.1 | LT | : 0.408 | OK | LT : 49.5 |
| | | RT2 | : 1.437 | NG | 77.4 | RT2 | : 0.951 | OK | RT2 : 104.8 |

## Comparison of Improvement Schemes against Future Traffic of All Saint Intersection

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | |  | | | | Capacity against future traffic volume (2022):<br>-Grade separation is necessary for future traffic.<br>-Necessary lane numbers of Ngong Road is as shown in the left figure. Existing lanes of Ngong Road is adequate for the future traffic. | | | |
| Operation | | Future: Signal Operation | | | | Future: Signal Operation + Grade Separation | | | |
| Saturation Ratio | | 1.195 | | | | 0.711 | | | |
| | | V/C Ratio | | | Queue length | V/C Ratio | | | Queue length (m) |
| Approach | A | LT<br>TH3 | : 1.323 | NG | — | LT | : 0.061 | OK | LT 11.9 |
| | | RT2 | : 0.959 | OK | 88.4 | RT2 | : 0.959 | OK | RT2 88.4 |
| | B | LT<br>TH<br>RT | : 0.955 | OK | — | LT<br>TH<br>RT | : 0.955 | OK | LT<br>TH<br>RT — |
| | C | LT2 | : 0.828 | OK | 114.5 | LT2 | : 0.828 | OK | LT2 114.5 |
| | | TH2 | : 2.537 | NG | — | | | | |
| | | RT2 | : 0.859 | OK | 78.6 | RT2 | : 0.859 | OK | RT2 78.6 |
| | D | LT | : 0.799 | OK | 74.9 | LT | : 0.799 | OK | LT 74.9 |
| | | RT2 | : 0.717 | OK | 187.4 | RT2 | : 0.717 | OK | RT2 187.4 |

## 5 Design Calculation of Box Culvert at Ngong River

**1.0 TOPOLOGY**

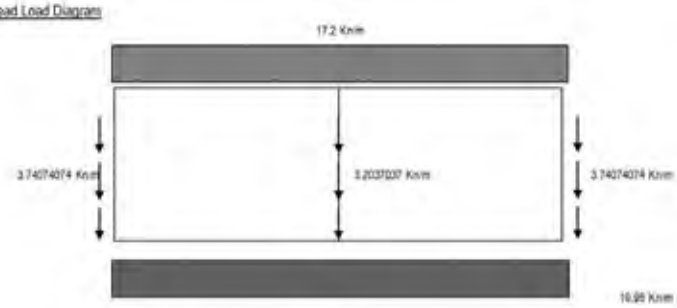



**2.0 BOX CULVERT LOADINGS**

**A. DEAD LOAD**

| | | | |
|---|---|---|---|
| Soil Wt. at Top of Culvert | = 0.40m x 18 kn/m$^3$ | = | 7.2 Kn/m |
| Wt. of Top Slab | = 0.40m x 25 kn/m$^3$ | = | 10 Kn/m |
| Wt. of Outer Walls | = 0.404m x 25 kn/m$^3$ | = | 10.1 Kn/m |
| Wt. of Inner Wall | = 0.346m x 25 kn/m$^3$ | = | 8.65 Kn/m |
| Equivalent Soil Pressure | = 7.2 + 10 + (27.27x2 + 23.36)/10.45 | = | 19.96 Kn/m |

Dead Load Diagram




**B. LIVE LOAD**

**BS HA Loading**

Vehicle Lane 1 Width = 3250 mm

UDL = 336 (1/L)$^{0.67}$

L = 5.225 m

Nominal Uniformly Distributed Live Load (UDL)

W= 110.97 kn/m (per lane)

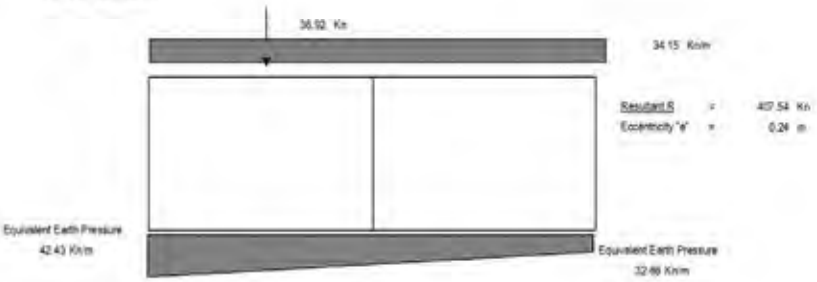
W= 34.15 kn/m (per m width)

Nominal Knife Edge Load (KEL)

P= 120 kn (per lane)

P= 36.92 kn (per m width)

Live Load Diagram

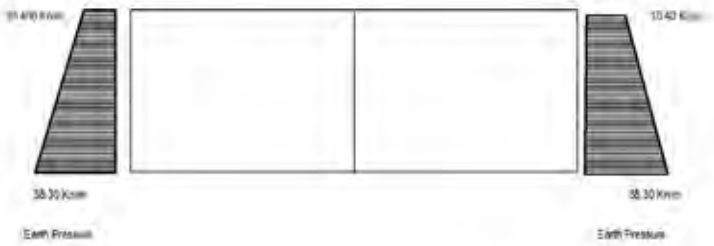


**C. SOIL PRESSURE**

(a) SOIL PARAMETERS

| | | |
|---|---|---|
| Unit weight of soil, $\gamma_{soil}$ | = | 18 $Kn/m^3$ |
| Height of soil face, h | = | 3.90 m |
| Horizontal Static Earth Pressure Coefficient, $H_0$ | = | 0.5 |
| Surcharge Load | = | 10 Kpa |
| Depth of Top Slab | = | 0.40 m |
| Depth of Bottom Slab | = | 3.70 m |
| Earth Pressure at center of top slab = 0.5 x ( (18 $Kn/m^3$ x 0.6 m) +10 kpa) | = | 10.40 Kn/m |
| Earth Pressure at the bottom slab = 0.5 x ( (18 $Kn/m^3$ x 3.7 m) +10 kpa) | = | 38.30 Kn/m |

Static Earth Pressure Diagram




**3.0 MATERIAL SPECIFICATIONS**

| | | |
|---|---|---|
| Concrete Strength @ 28 days, fc' | = | 24.0 Mpa |
| Reinforcing Steel Yield Stress ( Grade 60), fy | = | 550.0 Mpa |
| Density of concrete, γc | = | 23.6 $Kn/m^3$ |
| Density of soil, γs | = | 18.0 $Kn/m^3$ |

**4.0 LOADING COMBINATIONS**

(AASHTO Load Factor Design)

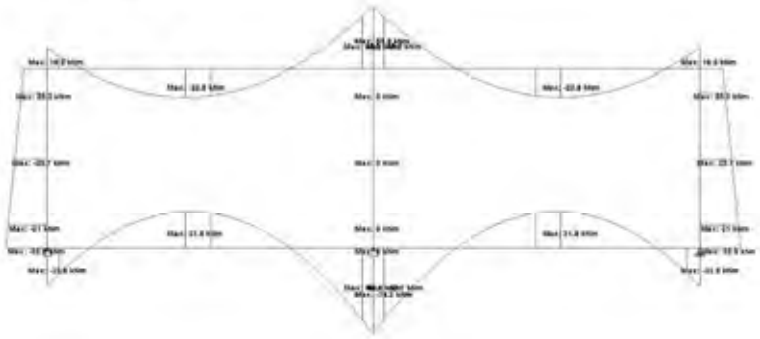
**Load Case I: 1.3 (Dead Load + 1.67 Live Load + 1.3 Earth Pressure)**

**Load Case II: 1.3 (Dead Load + 1.67 Live Load + 0.5 Earth Pressure)**

**Load Case III: 1.3 (Dead Load + 1.3 Earth Pressure)**

**5.0 MOMENT AND AXIAL FORCE DIAGRAM**

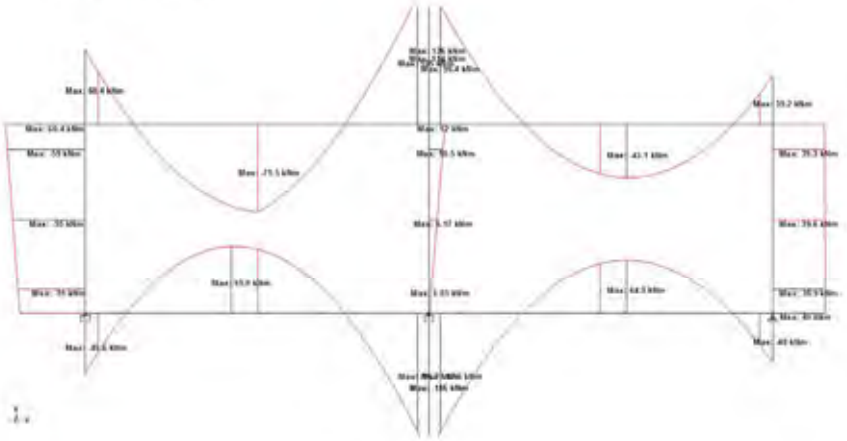
**Load 1: ALL DEAD LOADS**



MOMENT DIAGRAM

AXIAL FORCE DIAGRAM

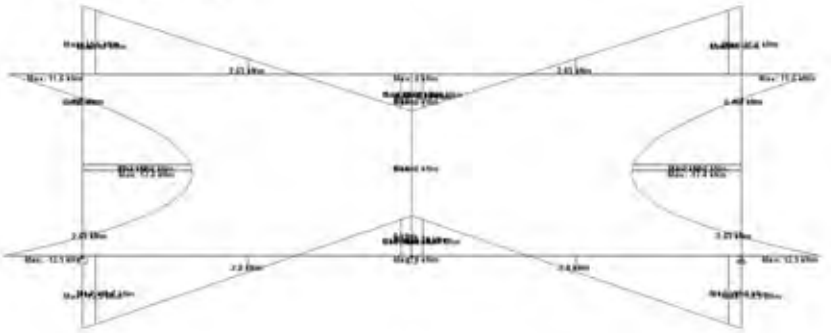
Load 2: ALL LIVE LOADS



MOMENT DIAGRAM

AXIAL FORCE DIAGRAM

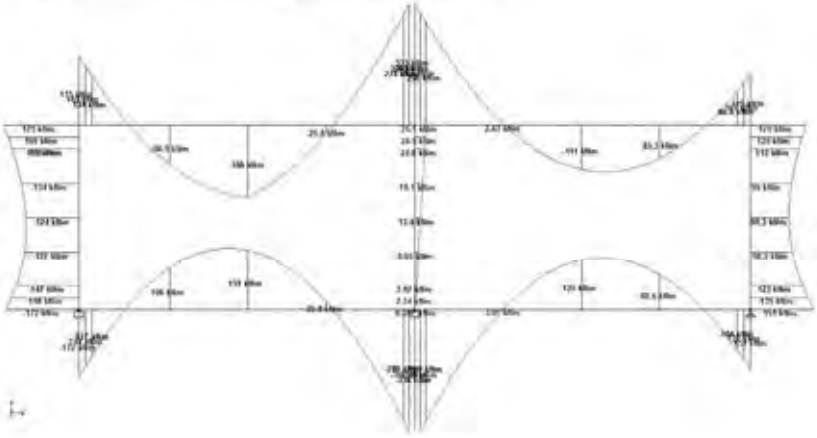
Load 3: EARTH PRESSURE



MOMENT DIAGRAM

AXIAL FORCE DIAGRAM

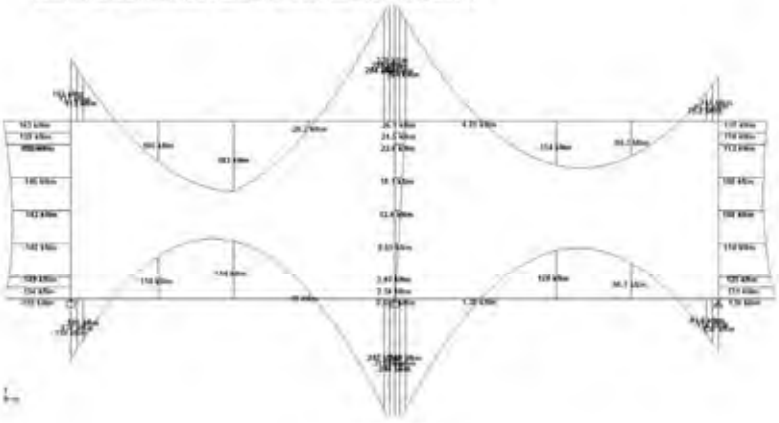
Load Combination I: 1.3 (Dead Load + 1.67 Live Load + 1.3 Earth Pressure)



MOMENT DIAGRAM

AXIAL FORCE DIAGRAM

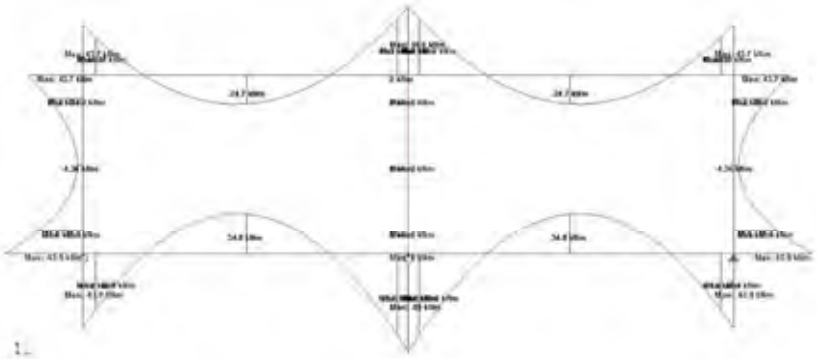
Load Combination II: 1.3 (Dead Load + 1.67 Live Load + 0.5 Earth Pressure)



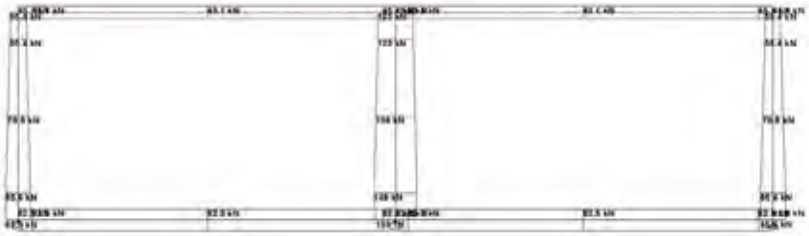
MOMENT DIAGRAM

AXIAL FORCE DIAGRAM

***Load Combination III: 1.3 (Dead Load + 1.3 Earth Pressure)***

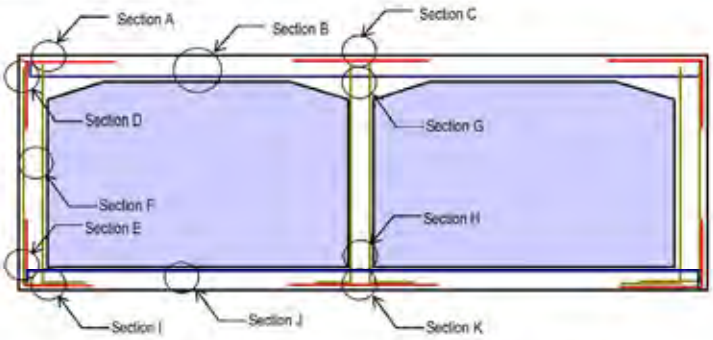


***MOMENT DIAGRAM***



***AXIAL FORCE DIAGRAM***

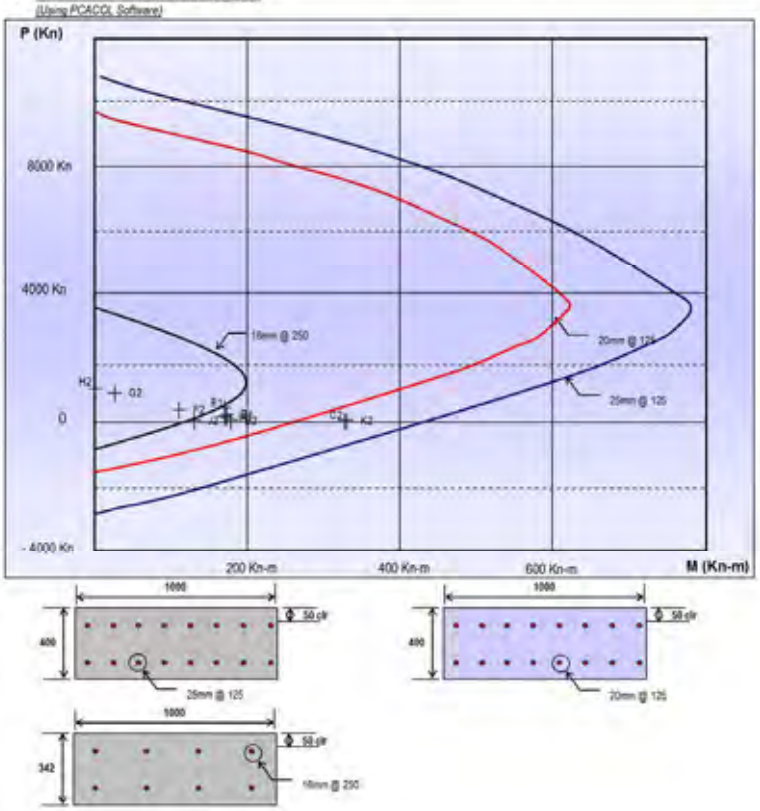
## *6.0 SUMMARY OF FORCES PER SECTION*



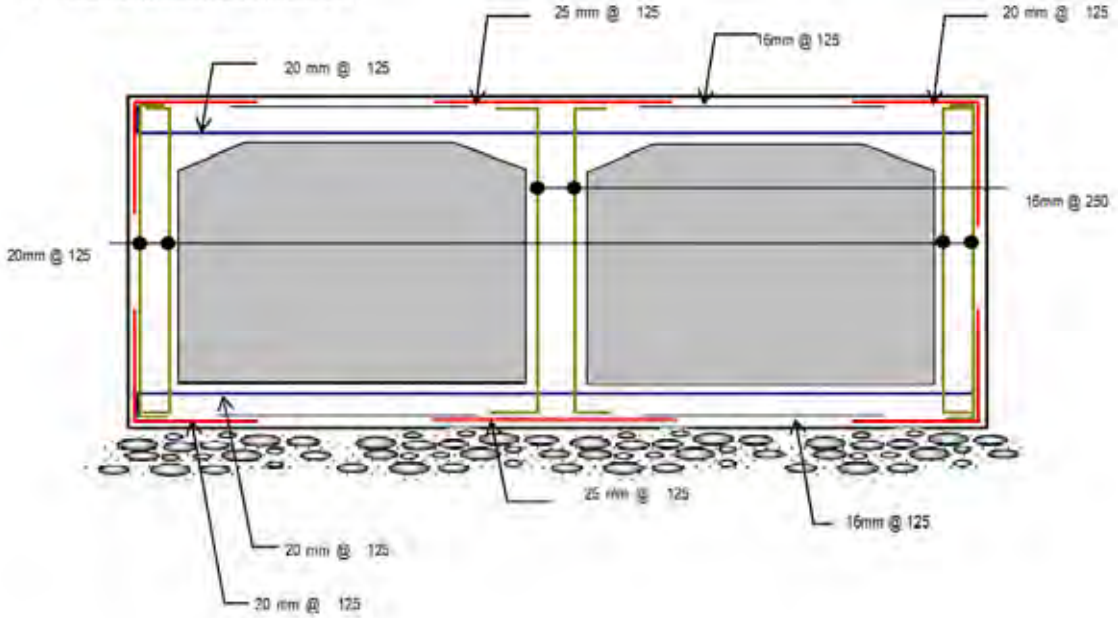

| SECTION | | LOAD COMB 1 | | LOAD COMB 2 | | LOAD COMB 3 | |
|---|---|---|---|---|---|---|---|
| | | Mu (Kn-m) | P (Kn) | Mu (Kn-m) | P (Kn) | Mu (Kn-m) | P (Kn) |
| A | Top Corner Slab (Outside Bars) | 175.00 kNm | 52.70 kN | 163.00 kNm | 21.20 kN | 43.70 kNm | 45.10 kN |
| B | Top Slab at Midspan (Bottom Bars) | 160.00 kNm | 52.70 kN | 163.00 kNm | 21.20 kN | 24.70 kNm | 45.10 kN |
| C | Top Slab at Mid Support (Top Bars) | 333.00 kNm | 52.70 kN | 332.00 kNm | 21.20 kN | 59.50 kNm | 45.10 kN |
| D | Outer Wall at Top (Inner and Outer Bars) | 175.00 kNm | 282.00 kN | 163.00 kNm | 268.00 kN | 42.70 kNm | 65.40 kN |
| E | Outer Wall at Bot. (Inner and Outer Bars) | 172.00 kNm | 282.00 kN | 159.00 kNm | 268.00 kN | 53.00 kNm | 85.80 kN |
| F | Outer Wall at Mid Ht. (Inner and Outer Bars) | 124.00 kNm | 277.00 kN | 142.00 kNm | 273.00 kN | 4.38 kNm | 70.50 kN |
| G | Inner Wall at Top (Inner and Outer Bars) | 26.10 kNm | 609.00 kN | 36.10 kNm | 618.00 kN | 0.00 kNm | 123.00 kN |
| H | Inner Wall at Bot. (Inner and Outer Bars) | 0.00 kNm | 622.00 kN | 0.00 kNm | 629.00 kN | 0.00 kNm | 136.00 kN |
| I | Bottom Corner Slab (Outside Bars) | 173.00 kNm | 74.90 kN | 159.00 kNm | 27.90 kN | 63.90 kNm | 82.50 kN |
| J | Bottom Slab at Midspan (Top Bars) | 151.00 kNm | 74.90 kN | 154.00 kNm | 27.90 kN | 34.80 kNm | 82.50 kN |
| K | Bottom Slab at Mid Support (Bot. Bars) | 338.00 kNm | 74.90 kN | 342.00 kNm | 27.90 kN | 86.00 kNm | 82.50 kN |

## 7.0 INTERACTION DIAGRAM AND SECTION

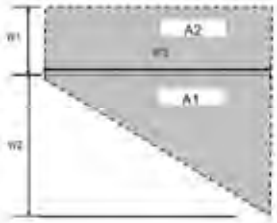
(Using PCACOL Software)

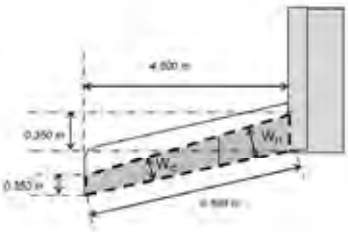



## 8.0 REINFORCEMENT REQUIREMENT



## DESIGN OF WINGWALL



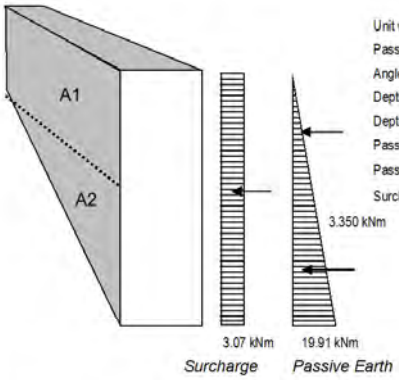




### 1.0 TOPOLOGY

| | |
|---|---|
| $W_1$ | 0.700 m |
| $W_2$ | 3.462 m |
| $W_3$ | 4.500 m |
| $W_{1(avg)}$ | 0.350 m |
| $W_{2(avg)}$ | 0.350 m |

### 2.0 MATERIALS SPECIFICATION

| | | |
|---|---|---|
| Concrete Strength @ 28 days, fc' | 24 | Mpa |
| Reinforcing Steel Yield Stress, fy | 350 | Mpa |
| Unit Wt. of concrete, $\gamma_{concrete}$ | 23 | $Kn/m^3$ |
| Unit Wt. of Steel, $\gamma_{steel}$ | 77.1 | $Kn/m^3$ |
| Unit Wt. of Wearing Surface, $\gamma_{wearing}$ | 22 | $Kn/m^3$ |




| | | |
|---|---|---|
| Unit weight of soil, $\gamma_{soil}$ | = | 18 $Kn/m^3$ |
| Passive Earth Pressure Coefficient, $K_a$ | = | 0.307 |
| Angle of Internal Friction, $\phi$ | = | 30 deg |
| Depth of Wingwall (Top Portion), $h_1$ | = | 0.7 m |
| Depth of Wingwall (Lower Portion), $h_2$ | = | 4.16 m |
| Passive Earth Press. 1, $Kp_1 = h_1 \times 0.307 \times 18Kn/m^3 x\cos\phi$ | = | 3.350 Kn/m |
| Passive Earth Press. 2, $Kp_2 = h_2 x\ 0.307 \times 18Kn/m^3 x\cos\phi$ | = | 19.908 Kn/m |
| Surcharge Earth Press. 1, Sp = 10 kpa x 0.307 | = | 3.070 Kn/m |

**Considering Full Height of Wingwall**

| DESIGN FORCES | | Fh (Kn) | y (m) | M (Kn-m) |
|---|---|---|---|---|
| **1.0 Earth Pressure (E)** | | | | |
| **Passive Earth Pressure** | | | | |
| Block A1: | 3.35 Kn/m / 2 x 4.5m x 0.7 | 5.28 kN | 2.25 m | 11.87 kN-m |
| Block A2: | (3.35 Kn/m + 23 Kn/m) / 2 x 4.5m x 0.7 x 3.46m / 2 | 90.59 kN | 1.50 m | 135.88 kN-m |

| | | | |
|---|---|---|---|
| **2.0 Surcharge, S** | | | |
| Block A1: 3.07 Kn/m x 4.5 x 0.7 | 9.67 kN | 2.25 m | 21.76 kN-m |
| Block A2: 3.07 Kn/m x 4.5 x 3.46 m / 2 | 23.91 kN | 1.50 m | 35.87 kN-m |

**Considering Lower Portion of Wingwall Only (A2)**

| Load Comb. | ΣFh (Kn) | ΣM (Kn-m) |
|---|---|---|
| **Load Case 1** | | |
| 1.3x 1.3 x (E + S) | 193.50 kN | 290.25 kN |

**Reinforcement Requirement**

Concrete Strength @ 28 days, fc' = 24 Mpa
Reinforcing Steel Yield Stress, fy = 350 Mpa
Concrete Cover, cc = 0.075 m
Main Reinforcement Bar, $d_b$ = 20 mm

Secondary Reinforcement Bar, $d_b$ = 16 mm
Bending reduction Factor, $\phi$ = 0.9
Shear reduction Factor, $\phi$ = 0.85
$\beta$ = 0.85

**Main Bars (Horizontal Bars at Near Fill Face)**

$R_n = Mu/\phi bd^2$
$R_n = 1.22$

$\rho = 0.85\ fc'/fy\ [\ 1 - sqrt(\ 1 - 2Rn/0.85fc'\ )\ ]$
$\rho = 0.0036$
$\rho_{bal} = 0.85\ \beta\ fc'/fy\ [\ 600/\ (fy + 600\ )\ ] = 0.031$
$\rho_{max} = 0.75\ \rho_{bal} = 0.023$

$\rho_{actual}$ > $\rho_{min}$ **Use : $\rho$ actual**

For $\rho_{min}$:
$fr = 0.70\ \sqrt{fc'} = 3.429$ Mpa
$Ig = B * T^3 / 12 = 0.0036\ m^4$
$y = T / 2 = 0.175$ m
$M_{cr} = fr\ Ig / y = 70.01$ Kn-m
$M_u\ min = 1.20\ M_{cr} = 84.02$ Kn-m
$R_{cr} = M_{cr} / \phi bd^2 = 1.03$ Mpa
$\rho_{min} = 0.85*fc'/fy * [\ 1-(\ \sqrt{1-2R_{cr}\ /\ 0.85fc'}\ )\ ]$
$\rho_{min} = 0.003017$

Area of Steel Required, $A_{req}$ = 950.7027 $mm^2$
Using 20 mm at 200 mm spacing = 1570.796 $mm^2$

**$As_{prov}$ > $As_{reqd}$ ok !!!**

**Temperature Bars (Vertical Bars at Far Fill and Near Fill Face)**

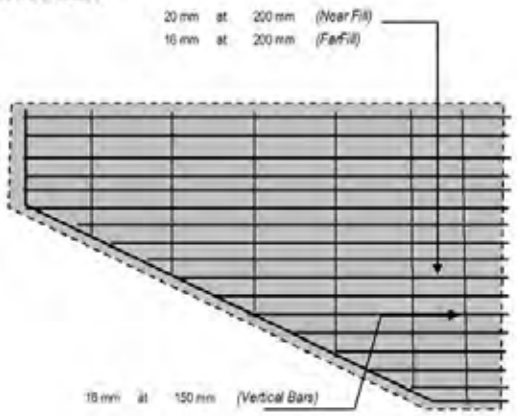
Area of Steel Required, $A_{req}$ = 265$mm^2$/m
Area of Steel Required, $A_{req}$ = 1192.5 $mm^2$
Using 16 mm at 150 mm spacing = 1340.413 $mm^2$

**$As_{prov}$ > $As_{reqd}$ ok !!!**

Check for Shear
Vu = 193.50 Kn $\phi$ Vc = $\phi$ 0.17(sqrt (fc') bd (Shear Capacity) $\phi$ Vc = 291.4893 Kn

**Vu < $\phi$ Vc ok, shear reinforcement not required**

**3.0 REINFORCEMENT DETAILS**



## 6 Hydraulic Analysis at Box Culvert crossing Ngong River

(1) Design Discharge

Design discharge (m3/s) is derived using Rational Formula. The constants given in Road Drain Specification issued by Japanese Road Association are referred.

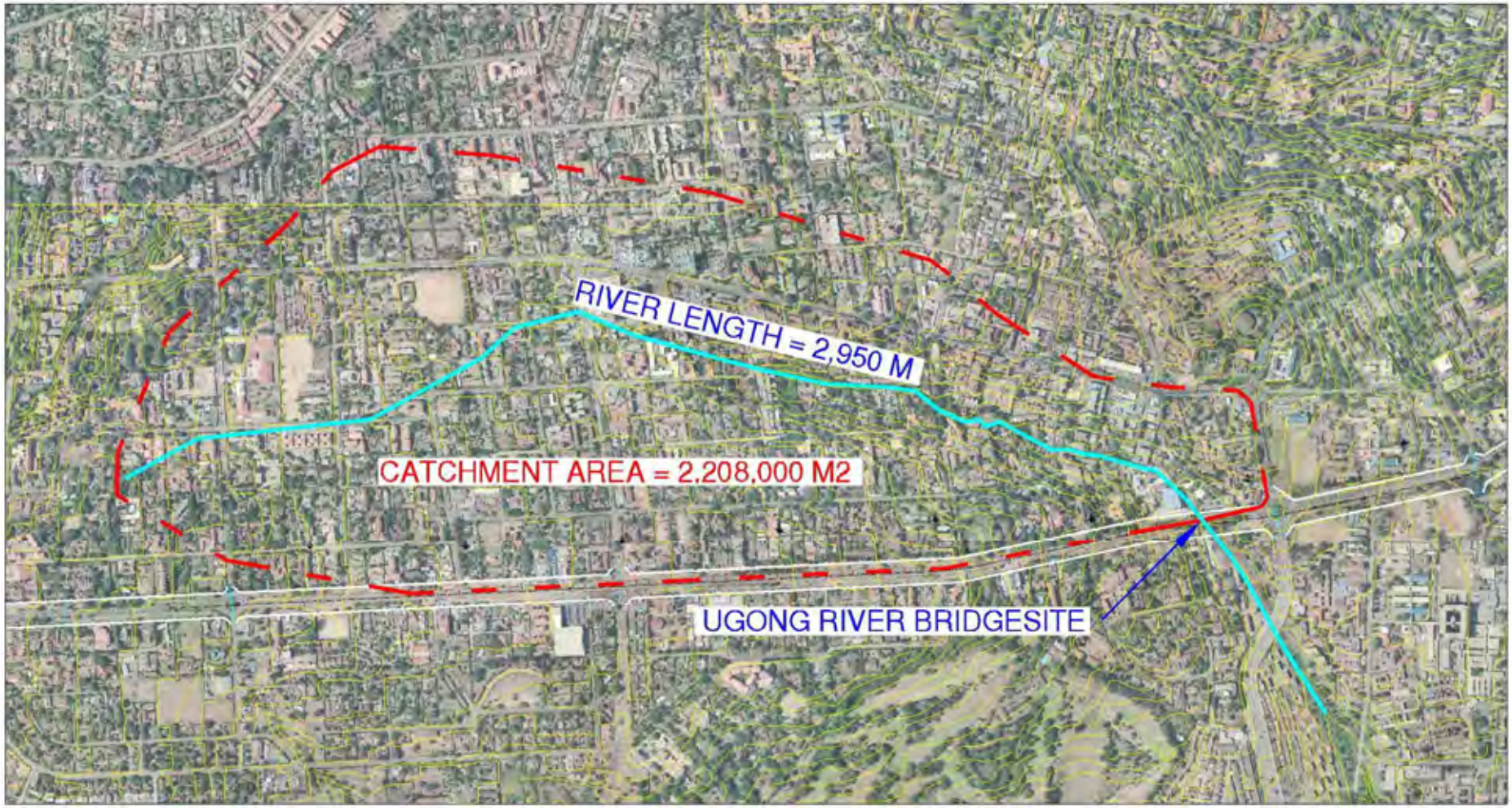
Design Rainfall, R= 127 mm/day (see rainfall data shown in Chapter 2)
Catchment Area, A= 2,208,000 m2 (see catchment area map in the following page)
River Length, L= 2950 m
EL(bridge site)=1728m
EL(top of river)=1770m
H/L=(1770-1728)/2950=1/70
Velocity, V=72(H/L)^0.6 (Bayern Formula) =72(1/70)^0.6=5.6 km/h (=1.6 m/s)
Peak Arrival Time, T=L/V=2.95/5.6=0.53h
Average Rainfall Intensity, r= R/24(24/T)^(2/3) (Mononobe formula)
=127/24(24/0.53)^(2/3)=67mm/h
Run-off coefficient, f =0.7 (residence area)
Design Discharge, Q=0.2778frA=0.2778x0.7x67x2.208=28.8 m3/s

(2) Hydrology

The hydrology (flood velocity and depth) are simulated using Maning Formula.
Velocity, V=1/n(R^2/3)(I^1/2)

n=Channel roughness coefficient=0.03 (natural surface)
Hydraulic Depth, R=A(sectional area)/P(wet perimeter)
Slope, I=0.005 (0.5%)
When, Depth =1.65 m and Width= 4.0 x 2 (double barrel),
R= 1.65 x 4.0 / (1.65 +4.0+1.65) = 0.904
V = 1/0.03 x 0.904^2/3 x 0.005^1/2 = 2.2 m/s
Q = AV= 1.65 x 4.0 x 2 x 2.2 = 29.0 = 28.8 (assumed depth 1.65 is OK)

Therefore, required height of the box is 1.65 x 1.2 (20% allowance) = 1.98 m
Box culvert with the size of W=4.0m x 2 barrel, H=2.5m is adequate to discharge the floods.




Aerial Photograph of Ugong River Basin

# 7 Calculation of Road Discharge and Determination of Drainage Sizes

| Left Side | | | | | | | | | | | | 1 | /2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Check point | | Catchment Area | Q=0.278 C.I.A. | | | | | | Qc(m3/s) | | | Qc > Q | Remarks |
| | | | C | I(mm/h) | W(m) | L(m) | A(m2) | Q(m3/s) | Structure | I (%) | Qc(m3/s) | | |
| <1> | 0+590 | | 0.8 | 90.3 | 30.0 | 590 | 17,700 | 0.355 | | min. | | | |
| | | | | | | | | | | 0.96% | | | |
| | | total | 0.8 | 90.3 | | | 17,700 | 0.355 | DV-A | | | | |
| | | | | | | | | | (TypeA-2) | 0.96% | 0.459 | ok | |
| | | | | | | | | | | | | | |
| | | | 0.8 | 90.3 | 30.0 | 150 | 4,500 | 0.090 | CP-D0.30 | 0.96% | 0.093 | ok | |
| | | | 0.8 | 90.3 | 30.0 | 450 | 13,500 | 0.271 | CP-D0.45 | 0.96% | 0.273 | ok | |
| | | | 0.8 | 90.3 | 30.0 | 590 | 17,700 | 0.355 | CP-D0.60 | 0.96% | 0.588 | ok | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| <2> | 0+590 | <1> | 0.8 | 102.9 | 30.0 | 590 | 17,700 | 0.405 | | | | | |
| Cross Pipe | | | | | | | | | CP-D0.60 | 0.50% | 0.424 | ok | |
| | | | | | | | | | | | | | |
| <3> | 0+890 | | 0.8 | 90.3 | 30.0 | 300 | 9,000 | 0.181 | DV-A | | | | |
| | | | | | | | | | (TypeA-2) | 0.72% | 0.397 | ok | |
| | | | 0.8 | 90.3 | 30.0 | 130 | 3,900 | 0.078 | CP-D0.30 | 0.72% | 0.080 | ok | |
| | | | 0.8 | 90.3 | 30.0 | 300 | 9,000 | 0.181 | CP-D0.45 | 0.72% | 0.236 | ok | |
| | | | | | | | | | | | | | |
| <4> | 0+890 | <3> | 0.8 | 102.9 | 30.0 | 300 | 9,000 | 0.206 | | | | | |
| Cross Pipe | | | | | | | | | CP-D0.60 | 0.30% | 0.329 | ok | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| <5> | 1+460 | | 0.8 | 90.3 | 30.0 | 570 | 17,100 | 0.343 | DV-A | | | | |
| | | | | | | | | | (TypeA-2) | 0.42% | 0.379 | ok | |
| | | | | | | | | | | | | | |
| | | | 0.8 | 90.3 | 30.0 | 100 | 3,000 | 0.060 | CP-D0.30 | 0.42% | 0.061 | ok | |
| | | | 0.8 | 90.3 | 30.0 | 300 | 9,000 | 0.181 | CP-D0.45 | 0.42% | 0.181 | ok | |
| | | | 0.8 | 90.3 | 30.0 | 570 | 17,100 | 0.343 | CP-D0.60 | 0.42% | 0.389 | ok | |
| | | | | | | | | | | | | | |
| <6> | 1+790 | <5> | | | | | | 0.343 | DV-A | | | | |
| | | | 0.8 | 90.3 | 30.0 | 330 | 9,900 | 0.199 | | | | | |
| | | total | | | | | | 0.542 | (TypeA-1) | 0.82% | 1.131 | ok | |
| | | | | | | | | | | | | | |
| | | | 0.8 | 90.3 | 30.0 | 330 | 9,900 | 0.542 | CP-D0.60 | 0.82% | 0.543 | ok | |
| | | | | | | | | | | | | | |
| <7> | 2+250 | <6> | | | | | | 0.542 | DV-A | | | | |
| | | | 0.8 | 90.3 | 30.0 | 460 | 13,800 | 0.277 | (TypeA-2) | 3.10% | 0.825 | ok | |
| | | total | | | | | | 0.819 | CP-D0.60 | 3.10% | 1.057 | ok | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| <8> | 2+440 | <7> | | | | | | 0.819 | | | | | |
| | | | 0.8 | 90.3 | 30.0 | 190 | 5,700 | 0.114 | DV-A | | | | |
| | | total | | | | | | 0.934 | (TypeA-2) | 5.70% | 1.118 | ok | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | 0.8 | 90.3 | 30.0 | 460 | 13,800 | 1.097 | CP-D0.60 | 5.70% | 1.433 | ok | |
| | | | | | | | | | | | | | |
| <9> | 2+440 | | 0.8 | 90.3 | 30.0 | 180 | 5,400 | 0.108 | DV-A | | | | |
| | | | | | | | | | (TypeA-2) | 2.90% | 0.797 | ok | |
| | | | | | | | | | CP-D0.30 | 2.90% | 0.161 | ok | |
| | | | | | | | | | | | | | |
| <10> | 3+120 | | 0.8 | 90.3 | 22.5 | 500 | 11,250 | 0.226 | DV-A | | | | |
| | | | | | | | | | (TypeA-2) | 1.90% | 0.646 | ok | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | 0.8 | 90.3 | 22.5 | 300 | 6,750 | 0.136 | CP-D0.30 | 1.90% | 0.130 | ok | |
| | | | 0.8 | 90.3 | 22.5 | 500 | 11,250 | 0.226 | CP-D0.45 | 1.90% | 0.384 | ok | |
| | | | | | | | | | | | | | |

| Left Side | | | | | | | | | | | | 2 /2 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Check point | | Catchment Area | Q=0.278 C.I.A. | | | | | | Qc(m3/s) | | | Qc > Q | Remarks |
| | | | C | I(mm/h) | W(m) | L(m) | A(m2) | Q(m3/s) | Structure | I (%) | Qc(m3/s) | | |
| <11> | 3+460 | <10> | | | | | | 0.226 | DV-A | | | | |
| | | | 0.8 | 90.3 | 22.5 | 240 | 5,400 | 0.108 | (TypeA-2) | 1.60% | 0.592 | ok | |
| | | total | | | | | | 0.334 | | | | | |
| | | | | | | | | | | | | | |
| | | | 0.8 | 90.3 | 22.5 | 240 | 5,400 | 0.334 | CP-D0.45 | 1.60% | 0.353 | ok | |
| | | | | | | | | | | | | | |
| <12> | 3+710 | <11> | | | | | | 0.334 | DV-A | | | | |
| | | | 0.8 | 90.3 | 11.0 | 250 | 2,750 | 0.055 | (TypeA-2) | 1.20% | 0.513 | ok | |
| | | total | | | | | | 0.390 | CP-D0.60 | 1.20% | 0.657 | ok | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| <13> | 3+710 | <12> | 0.8 | 102.9 | | | 19,400 | 0.444 | CP-D0.60 | 0.60% | 0.465 | ok | |
| Cross Pipe | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| <14> | 3+710 | | 0.8 | 90.3 | 11.0 | 250 | 2,750 | 0.055 | DV-A | | | | |
| | | | | | | | | | (TypeA-2) | 1.20% | 0.513 | ok | |
| | | | | | | | | | CP-D0.30 | 1.20% | 0.104 | ok | |
| | | | | | | | | | | | | | |
| <15> | | <13> | | | | | | 0.444 | | | | | |
| | | <14> | | | | | | 0.055 | DV-A | | | | |
| | | | 0.8 | 90.3 | 23.0 | 160 | 3,680 | 0.074 | (TypeA-2) | 1.70% | 0.611 | ok | |
| | | total | | | | | | 0.573 | CP-D0.60 | 1.70% | 0.783 | ok | |
| | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | |
| <16> | 4+020 | | 0.8 | 90.3 | 15.0 | 310 | 4,650 | 0.093 | CP-D0.30 | 3.10% | 0.104 | ok | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| <17> | 4+390 | | 0.8 | 90.3 | 14.0 | 370 | 5,180 | 0.104 | U-0.45x0.23 | 3.80% | 0.253 | ok | |

| Right Side | | | | | | | | | | | | 1 | /2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Check point | | Catchment Area | Q=0.278 C.I.A. | | | | | | Qc(m3/s) | | | Qc > Q | Remarks |
| | | | C | I(mm/h) | W(m) | L(m) | A(m2) | Q(m3/s) | Structure | I (%) | Qc(m3/s) | | |
| (1) | 0+590 | | 0.8 | 90.3 | 30.0 | 590 | 17,700 | 0.355 | | min. | | | |
| | | | | | | | | | | 0.96% | | | |
| | | total | 0.8 | 90.3 | | | 17,700 | 0.355 | DV-A | | | | |
| | | | | | | | | | (TypeA-2) | 0.96% | 0.459 | ok | |
| | | | | | | | | | | | | | |
| | | | 0.8 | 90.3 | 30.0 | 150 | 4,500 | 0.090 | CP-D0.30 | 0.96% | 0.093 | ok | |
| | | | 0.8 | 90.3 | 30.0 | 450 | 13,500 | 0.271 | CP-D0.45 | 0.96% | 0.273 | ok | |
| | | | 0.8 | 90.3 | 30.0 | 590 | 17,700 | 0.355 | CP-D0.60 | 0.96% | 0.588 | ok | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| (2) | 0+890 | | 0.8 | 90.3 | 30.0 | 300 | 9,000 | 0.181 | DV-A | | | | |
| | | | | | | | | | (TypeA-2) | 0.72% | 0.397 | ok | |
| | | total | | | | | | 0.181 | | | | | |
| | | | | | | | | | | | | | |
| | | | 0.8 | 90.3 | 30.0 | 130 | 3,900 | 0.078 | CP-D0.30 | 0.72% | 0.080 | ok | |
| | | | 0.8 | 90.3 | 30.0 | 300 | 9,000 | 0.181 | CP-D0.45 | 0.72% | 0.236 | ok | |
| | | | | | | | | | | | | | |
| (3) | 1+460 | | 0.8 | 90.3 | 30.0 | 570 | 17,100 | 0.343 | DV-A | | | | |
| | | | | | | | | | (TypeA-2) | 0.42% | 0.379 | ok | |
| | | total | | | | | | 0.343 | | | | | |
| | | | | | | | | | | | | | |
| | | | 0.8 | 90.3 | 30.0 | 100 | 3,000 | 0.060 | CP-D0.30 | 0.42% | 0.061 | ok | |
| | | | 0.8 | 90.3 | 30.0 | 300 | 9,000 | 0.181 | CP-D0.45 | 0.42% | 0.181 | ok | |
| | | | 0.8 | 90.3 | 30.0 | 570 | 17,100 | 0.343 | CP-D0.60 | 0.42% | 0.389 | ok | |
| | | | | | | | | | | | | | |
| (4) | 1+790 | | 0.8 | 90.3 | 30.0 | 330 | 9,900 | 0.199 | DV-A | | | | |
| | | | | | | | | | (TypeA-2) | 0.82% | 0.424 | ok | |
| | | total | | | | | | 0.199 | | | | | |
| | | | | | | | | | | | | | |
| | | | 0.8 | 90.3 | 30.0 | 140 | 4,200 | 0.084 | CP-D0.30 | 0.82% | 0.086 | ok | |
| | | | 0.8 | 90.3 | 30.0 | 330 | 9,900 | 0.199 | CP-D0.45 | 0.82% | 0.252 | ok | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| (5) | 2+250 | (4) | | | | | | 0.199 | DV-A | | | | |
| | | | 0.8 | 90.3 | 30.0 | 460 | 13,800 | 0.277 | (TypeA-2) | 3.10% | 0.825 | ok | |
| | | total | | | | | | 0.476 | CP-D0.45 | 3.10% | 0.491 | ok | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| (6) | 2+440 | (5) | | | | | | 0.476 | DV-A | | | | |
| | | | 0.8 | 90.3 | 30.0 | 190 | 5,700 | 0.114 | (TypeA-2) | 5.70% | 1.118 | ok | |
| | | total | | | | | | 0.590 | CP-D0.45 | 5.70% | 0.665 | ok | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | |
| (7) | 2+440 | | 0.8 | 90.3 | 30.0 | 180 | 5,400 | 0.108 | DV-A | | | | |
| | | | | | | | | | (TypeA-2) | 2.90% | 0.797 | ok | |
| | | | | | | | | | CP-D0.30 | 2.90% | 0.161 | ok | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| (8) | 3+120 | | 0.8 | 90.3 | 22.5 | 500 | 11,250 | 0.226 | DV-A | | | | |
| | | | | | | | | | (TypeA-2) | 1.90% | 0.646 | ok | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | 0.8 | 90.3 | 22.5 | 280 | 6,300 | 0.127 | CP-D0.30 | 1.90% | 0.130 | ok | |
| | | | 0.8 | 90.3 | 22.5 | 500 | 11,250 | 0.226 | CP-D0.45 | 1.90% | 0.384 | ok | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |

| Right Side | | | | | | | | | | | | 2 /2 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Check point | | Catchment Area | Q=0.278 C.I.A. | | | | | | Qc(m3/s) | | | Qc > Q | Remarks |
| | | | C | I(mm/h) | | | A(m2) | Q(m3/s) | Structure | I (%) | Qc(m3/s) | | |
| (9) | 3+460 | (8) | | | | | | 0.226 | DV-A | | | | |
| | (0+000) | | 0.8 | 90.3 | 22.5 | 240 | 5,400 | 0.108 | (TypeA-2) | 1.60% | 0.592 | ok | |
| | | total | | | | | | 0.334 | CP-D0.45 | 1.60% | 0.353 | ok | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| (10) | 0+280 | (9) | | | | | | 0.334 | | | | | |
| | | | 0.8 | 90.3 | 15.0 | 270 | 4,050 | 0.081 | DV-A | | | | |
| | | total | | | | | | 0.416 | (TypeA-2) | 3.00% | 0.811 | ok | |
| | | | | | | | | | CP-D0.30 | 3.00% | 0.164 | ok | |
| | | | | | | | | | | | | | |
| | | | 0.8 | 90.3 | 15.0 | 270 | 4,050 | 0.416 | CP-D0.45 | 3.00% | 0.483 | ok | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| (11) | 0+360 | <15> | | | | | | 0.573 | | | | | |
| | | (10) | | | | | | 0.416 | DV-A | | | | |
| | | | 0.8 | 90.3 | 15.0 | 80 | 1,200 | 0.024 | (TypeA-2) | 3.00% | 1.014 | ok | |
| | | total | | | | | | 1.013 | CP-D0.60 | 3.00% | 1.040 | ok | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| (12) | 4+020 | | 0.8 | 90.3 | 15.0 | 310 | 4,650 | 0.093 | CP-D0.30 | 3.10% | 0.104 | ok | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| (13) | 4+390 | | 0.8 | 90.3 | 14.0 | 370 | 5,180 | 0.104 | U-0.45x0.23 | 3.80% | 0.253 | ok | |