

7 TRAFFIC PROJECTIONS, CAPACITY AND LOS ANALYSIS

Based on the estimated traffic growth rates and the Annual Average Daily Traffic (AADT) observed at the TVC locations, the traffic on to the Project corridor for the horizon years is estimated. The Capacity of a facility is defined as the maximum hourly rate at which persons or vehicles can reasonably be expected to traverse a point or uniform section of the lane or roadway during a given time period under prevailing roadway, traffic and control conditions. By comparing the present traffic volume with the capacity of existing highways, their adequacy or deficiency can be assessed. Improvements and changes in the geometric features, junction features, traffic control devices and traffic management measures can be planned if capacity studies are considered.

The Highway Capacity Manual has introduced the concept of "Level of Service" to denote the level of facility one can derive from a road under different operating conditions and traffic volumes. It is defined as a qualitative measure describing the operational conditions with in a traffic stream and their perception by motorists. The level of service for urban and suburban roads can be related to the flow conditions, average overall travel speed, load factor at intersections, peak hour factor and service volume to capacity ratio. National and State Highways in rural areas are normally designed for LOS B giving a design service volume of 40000 PCUs per day for 4 lane divided carriageway and 57000 PCUs per day for 6 lane divided carriageway based on level of service criteria with a V/C ratio less than 0.5. If we go for V/C ratio criteria, we can go up to LOS C with V/C ratio of up to 0.7. Future traffic projections for 30 years, LOS and capacity analysis of the project stretch for traffic growth rates of three scenarios is presented in **Annexure – 6 & 7**. It is observed from the realistic scenario capacity analysis, that the project highway is within the capacity of 4 lane divided carriageway up to the year 2032 at LOS C and reaching the capacity of 8 lane divided carriageway in the year 2038 as shown in Table 7.1.

Table 7.1: Capacity analysis

| S. No. | TVC Location | Year | Total Traffic volume in numbers | Total Traffic In PCUs | Capacity Criteria | | | |
|----------------------|--------------|------|---------------------------------|-----------------------|--|-----------|-----|-----------------------------------|
| | | | | | Capacity for divided car-riageway (PCUs/day) | V/C ratio | LOS | Recommendation based on V/C ratio |
| Optimistic scenario | | | | | | | | |
| 1 | Km. 229.000 | 2029 | 37292 | 58180 | 120000 | 0.48 | B | 6 Lane Divided |
| | | 2034 | 59219 | 88562 | 160000 | 0.55 | C | 8 Lane Divided |
| 2 | Km. 261.450 | 2030 | 34316 | 56156 | 120000 | 0.47 | B | 6 Lane Divided |
| | | 2035 | 54188 | 85035 | 160000 | 0.53 | C | 8 Lane Divided |
| Most likely scenario | | | | | | | | |
| 1 | Km. 229.000 | 2032 | 36842 | 59108 | 120000 | 0.49 | B | 6 Lane Divided |
| | | 2038 | 55983 | 87150 | 160000 | 0.54 | C | 8 Lane Divided |

| S. No. | TVC Loca- tion | Year | Total Traffic volume in num- bers | Total Traffic In PCUs | Capacity Criteria | | | |
|----------------------|-------------------|------|---|--------------------------------|--|--------------|-----|---|
| | | | | | Capacity for divided car- riageway (PCUs/day) | V/C ratio | LOS | Recommendation based on V/C ratio |
| 2 | Km. 261.450 | 2033 | 33941 | 56675 | 120000 | 0.47 | B | 6 Lane Divided |
| | | 2040 | 55245 | 88816 | 160000 | 0.56 | C | 8 Lane Divided |
| Pessimistic scenario | | | | | | | | |
| 1 | Km. 229.000 | 2045 | 33729 | 52425 | 80000 | 0.66 | C | 4 Lane Divided |
| 2 | Km. 261.450 | 2045 | 28262 | 46456 | 80000 | 0.58 | C | 4 Lane Divided |

8 PAVEMENT DESIGN

8.1 Design of Rigid Pavement (IRC: 58-2002)

The proposed bypass is a green field alignment of design speed 100-80km/hr, comprise of mainly tunnels, bridges sections and small part of cut & fill only. Considering high speed heavy commercial & freight vehicles round the clock and low operation & maintenance cost, concrete pavement has been proposed. Design of rigid pavement is based on latest version of IRC: 58-2015: Guidelines for the Design of Plain and Jointed Rigid Pavements for Highways.

8.2 Design of Subgrade and Subbase

500 mm thickness sub grade of CBR 8% and 200 mm Granular Sub base of min 30% CBR has been provided for the design. This sub base layer will act as drainage layer as well.

8.3 Dry Lean Concrete

Dry lean concrete of M-10 grade and 150 mm thickness has been provided as base for better load distribution and less erode-ability of Pavement Quality Concrete (PQC).

8.4 Pavement Quality Concrete (PQC)

Pavement Quality Concrete of M-40 grade has been designed based on IRC: 58-2015.

8.5 Design of Continuously Reinforced Concrete Pavement (CRCP)

In order to obviate the need for expansion and contraction joints, Continuously Reinforced Concrete Pavement (CRCP) has been proposed. CRCP permits long slab lengths with improved riding comfort. The routine maintenance cost is less in case of CRCP when compared to plain concrete pavements. Conventional CRCP requires relatively high percentage of steel in the order of 0.7 to 1.0 percent of concrete cross section. The technique of CRCP construction with elastic joints (CRCP – EJ) enables significant reduction in quantity of steel (0.4 to 0.5 percent) and also eliminates the random cracks, which occur in conventional CRCP.

The elastic joints consist of dummy contraction joints with the reinforcement continuous through them. The reinforcement is painted with a bond-breaking medium over a specified design length on either side of the joint groove to provide adequate gauge length for limiting the steel strains due to joint movement. The usual spacing of these joints is about 4 to 5 m.

8.6 Paved Shoulders

The pavement composition of paved shoulders has been kept with the same specifications as those of the main carriageway.

8.7 Access and Approaches Roads

The access and approaches roads are proposed to be provided at locations of the project road where machineries and equipment shall be carried out during construction. It is preferred to construct non-bituminous road approaches in reserve forest areas considering minimum effect on ecology & environment. Wherever it is passing through urban areas,

service roads have been designed for 10 MSA for 8% CBR. The crust composition of service roads is given in Table 8.1.

Table 8.1 Flexible Pavement for Approach & Access Roads

| Pavement Layer | Thickness (mm) |
|--------------------------------|----------------|
| Semi Dense Bituminous Concrete | 25 |
| Bituminous Macadam (BM) | 60 |
| Wet Mix Macadam (WMM) | 250 |
| Granular Sub-Base (GSB) | 200 |
| Total | 550 |

8.8 Pavement for Toll Plaza Location

A 5+5 lane Toll Plaza including one each extra wide lanes on either side has been proposed at suitable location on cut & fill section with flatter ground profile along the project road in consultation of the Authority depending on the mode of project implementation. This location is after ROB and Bridge near portal of Tunnel 1. The actual location Rigid Pavement is provided at the toll plaza location of the project road, as it has longer life and can resist the wear and tear caused by the braking forces exerted by the heavy vehicles stopping at the toll plaza.

8.9 Recommended Pavement Design

The salient features of the recommended pavement design are as below:

- ❖ The pavement is designed for 100 Msa and design period of 15 years.
- ❖ Panel size of 4.25mx4.50m uniform on both sides has been proposed.
- ❖ Dowel bars are proposed at every 4.50 m.
- ❖ Silica fumes at the rate of 3% of cement for PQC will be added to increase the strength.
- ❖ Non oven Geo textile of 200 GSM to be provided below GSB drainage layer to avoid pumping and intermixing of layers provided and also it will act as drainage layer beside separation function.
- ❖ Geo cell of 75mm depth shall be provided in the zone of shoulders at curved portion to avoid surface erosion of shoulders to support pavement edges.
- ❖ Provide recron 3Ss fibre can overcome the shrinkage cracks in Rigid Pavement. It compliments structural steel enhancing concretes resistance to shrinkage cracking and impose mechanical properties.
- ❖ Extra width in curves as per Hill road manual is proposed.
- ❖ Provide gabions in the zone of cut & fill sections having retaining wall and stability of slopes protection works.

The configuration of pavement has been presented as per **Table 8.2**.

Table 8.2 Rigid Pavement Composition

| GSB (mm) | DLC (mm) | PQC (mm) |
|----------|----------|----------|
| 200 | 150 | 320 |

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9 TABLE OF ANNEXURES

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ANNEXURE-1

Traffic Projection

Km. 229.000

Km - 229.000

Optimintic

| Year | Motorised Traffic | | | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic volume in numbers | Total tollable traffic volume in numbers | Total Traffic In PCU's | Capacity Criteria | | | LOS | Recommendation based on V/C ratio |
|------|--------------------|------|------|-------|----------|------|---------------|-------------|--------|--------|----------------------|-------------------|----------------------|--------------------|-------------------------|-------------------|-----------|-----------------|-------------------------------|--|--|---------------------------------|---------------------------------|---|-----------|-----|--|
| | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | Goods | | | | | | Tollable Traffic in PCU's | Capacity for divided carriageway (PCU/day) | V/C ratio | | |
| | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailer | Cycle | Cycle Rickshaw | Hand Cart | Animal Drawn | | | | | | | | | |
| | 1.0 | 1.0 | 1.0 | 0.5 | 1.5 | 3.0 | 1.0 | 1.5 | 3.0 | 3.0 | 4.5 | 4.5 | 1.5 | 4.5 | 0.5 | 2.0 | 3.0 | 6.0 | 1.0 | | | | | | | | |
| 2015 | 3298 | 468 | 328 | 1000 | 138 | 750 | 13 | 361 | 958 | 394 | 699 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 1 | 8420 | 7066 | 14859 | 13965 | 30000 | 0.50 | B | 2 lane undivided with earthen shoulders |
| 2016 | 3760 | 534 | 354 | 1140 | 149 | 810 | 15 | 404 | 1044 | 442 | 783 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 1 | 9447 | 7925 | 16524 | 15532 | 30000 | 0.55 | C | 2 lane undivided with earthen shoulders |
| 2017 | 4286 | 608 | 383 | 1299 | 161 | 875 | 17 | 452 | 1138 | 495 | 877 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 1 | 10604 | 8892 | 18385 | 17282 | 30000 | 0.61 | C | 2 lane undivided with earthen shoulders |
| 2018 | 4886 | 694 | 413 | 1481 | 174 | 945 | 19 | 507 | 1240 | 554 | 982 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 1 | 11908 | 9981 | 20464 | 19236 | 30000 | 0.68 | C | 2 lane undivided with earthen shoulders |
| 2019 | 5521 | 784 | 442 | 1674 | 186 | 1011 | 21 | 562 | 1339 | 615 | 1090 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 1 | 13260 | 11109 | 22585 | 21228 | 80000 | 0.28 | A | 4 Lane Divided |
| 2020 | 6239 | 886 | 473 | 1891 | 199 | 1082 | 23 | 624 | 1446 | 682 | 1210 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 1 | 14771 | 12369 | 24936 | 23437 | 80000 | 0.31 | B | 4 Lane Divided |
| 2021 | 7050 | 1001 | 506 | 2137 | 213 | 1158 | 26 | 693 | 1562 | 758 | 1343 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 1 | 16461 | 13777 | 27544 | 25885 | 80000 | 0.34 | B | 4 Lane Divided |
| 2022 | 7967 | 1131 | 542 | 2415 | 227 | 1239 | 29 | 769 | 1687 | 841 | 1491 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 1 | 18352 | 15352 | 30439 | 28601 | 80000 | 0.38 | B | 4 Lane Divided |
| 2023 | 9002 | 1278 | 580 | 2729 | 243 | 1326 | 32 | 854 | 1822 | 933 | 1655 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 1 | 20469 | 17113 | 33652 | 31615 | 80000 | 0.42 | B | 4 Lane Divided |
| 2024 | 10083 | 1431 | 615 | 3056 | 258 | 1405 | 35 | 939 | 1950 | 1027 | 1820 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 1 | 22634 | 18913 | 36884 | 34645 | 80000 | 0.46 | B | 4 Lane Divided |
| 2025 | 11293 | 1603 | 651 | 3423 | 273 | 1490 | 38 | 1033 | 2086 | 1129 | 2002 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 1 | 25038 | 20909 | 40445 | 37980 | 80000 | 0.51 | C | 4 Lane Divided |
| 2026 | 12648 | 1795 | 691 | 3834 | 290 | 1579 | 42 | 1136 | 2232 | 1242 | 2202 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 1 | 27708 | 23125 | 44367 | 41653 | 80000 | 0.55 | C | 4 Lane Divided |
| 2027 | 14165 | 2011 | 732 | 4294 | 307 | 1674 | 47 | 1250 | 2388 | 1366 | 2422 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 1 | 30674 | 25585 | 48690 | 45699 | 80000 | 0.61 | C | 4 Lane Divided |
| 2028 | 15865 | 2252 | 776 | 4809 | 326 | 1774 | 51 | 1375 | 2556 | 1503 | 2665 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 1 | 33969 | 28316 | 53457 | 50158 | 80000 | 0.67 | C | 4 Lane Divided |
| 2029 | 17610 | 2500 | 815 | 5338 | 342 | 1863 | 56 | 1499 | 2709 | 1638 | 2904 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 1 | 37292 | 31066 | 58180 | 54572 | 120000 | 0.48 | B | 6 Lane Divided |
| 2030 | 19548 | 2775 | 855 | 5925 | 359 | 1956 | 61 | 1634 | 2872 | 1786 | 3166 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 1 | 40954 | 34095 | 63347 | 59398 | 120000 | 0.53 | C | 6 Lane Divided |
| 2031 | 21698 | 3080 | 898 | 6577 | 377 | 2054 | 66 | 1781 | 3044 | 1947 | 3451 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 1 | 44990 | 37431 | 69000 | 64676 | 120000 | 0.58 | C | 6 Lane Divided |
| 2032 | 24085 | 3419 | 943 | 7300 | 396 | 2157 | 72 | 1941 | 3226 | 2122 | 3761 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 1 | 49441 | 41106 | 75188 | 70449 | 120000 | 0.63 | C | 6 Lane Divided |
| 2033 | 26734 | 3795 | 990 | 8104 | 416 | 2264 | 79 | 2116 | 3420 | 2313 | 4100 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 1 | 54349 | 45157 | 81962 | 76767 | 120000 | 0.68 | C | 6 Lane Divided |
| 2034 | 29407 | 4174 | 1030 | 8914 | 432 | 2355 | 85 | 2285 | 3591 | 2498 | 4428 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 1 | 59219 | 49171 | 88562 | 82914 | 160000 | 0.55 | C | 8 Lane Divided |
| 2035 | 32348 | 4592 | 1071 | 9805 | 450 | 2449 | 92 | 2468 | 3771 | 2698 | 4782 | 0 | 0 | 17 | 1 | 0 | 0 | 0 | 1 | 64545 | 53557 | 95730 | 89587 | 160000 | 0.60 | C | 8 Lane Divided |
| 2036 | 35583 | 5051 | 1114 | 10786 | 468 | 2547 | 99 | 2665 | 3959 | 2913 | 5165 | 0 | 0 | 17 | 2 | 0 | 0 | 0 | 2 | 70370 | 58351 | 103518 | 96833 | 160000 | 0.65 | C | 8 Lane Divided |
| 2037 | 39141 | 5556 | 1158 | 11864 | 486 | 2649 | 107 | 2878 | 4157 | 3146 | 5578 | 0 | 0 | 17 | 2 | 0 | 0 | 0 | 2 | 76743 | 63592 | 111980 | 104702 | 160000 | 0.70 | C | 8 Lane Divided |
| 2038 | 43055 | 6112 | 1205 | 13051 | 506 | 2755 | 116 | 3109 | 4365 | 3398 | 6024 | 0 | 0 | 18 | 2 | 0 | 0 | 0 | 2 | 83716 | 69323 | 121179 | 113251 | | | | |
| 2039 | 47361 | 6723 | 1253 | 14356 | 526 | 2865 | 125 | 3357 | 4583 | 3670 | 6506 | 0 | 0 | 18 | 2 | 0 | 0 | 0 | 2 | 91347 | 75591 | 131180 | 122541 | | | | |
| 2040 | 52097 | 7395 | 1303 | 15791 | 547 | 2980 | 135 | 3626 | 4812 | 3964 | 7026 | 0 | 0 | 18 | 2 | 0 | 0 | 0 | 2 | 99698 | 82447 | 142057 | 132638 | | | | |
| 2041 | 57307 | 8135 | 1355 | 17371 | 569 | 3099 | 146 | 3916 | 5053 | 4281 | 7589 | 0 | 0 | 19 | 2 | 0 | 0 | 0 | 2 | 108841 | 89947 | 153888 | 143615 | | | | |
| 2042 | 63037 | 8948 | 1409 | 19108 | 592 | 3223 | 158 | 4229 | 5306 | 4623 | 8196 | 0 | 0 | 19 | 2 | 0 | 0 | 0 | 2 | 118851 | 98154 | 166762 | 155552 | | | | |
| 2043 | 69341 | 9843 | 1466 | 21018 | 615 | 3352 | 170 | 4567 | 5571 | 4993 | 8851 | 0 | 0 | 19 | 2 | 0 | 0 | 0 | 2 | 129811 | 107134 | 180772 | 168536 | | | | |
| 2044 | 76275 | ### | 1524 | 23120 | 640 | 3486 | 184 | 4933 | 5849 | 5392 | 9559 | 0 | 0 | 20 | 2 | 0 | 0 | 0 | 2 | 141814 | 116962 | 196023 | 182662 | | | | |
| 2045 | 83902 | ### | 1585 | 25432 | 666 | 3625 | 199 | 5328 | 6142 | 5824 | 10324 | 0 | 0 | 20 | 2 | 0 | 0 | 0 | 2 | 154961 | 127721 | 212628 | 198034 | | | | |

Km-261.450

Optimistic

| Year | Motorised Traffic | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic volume in numbers | Total tollable traffic volume in numbers | Total Traffic In PCU's | Capacity Criteria | | | LOS | Recommendation based on V/C ratio | | |
|------|--------------------|------|-----|------|----------|------|---------------|----------|--------|--------|-------------------|----------------|-------------------------|-----------------|-----------|----------------|----------------------------|---------------------------------|--|------------------------|-------------------|--------------|--------|--------|-----------------------------------|---|---|
| | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | | | | | Goods | | | | | | |
| | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailor | Cycle | Cycle Rickshaw | | | | | Hand Cart | Animal Drawn | | | | | |
| | 1.0 | 1.0 | 1.0 | 0.5 | 1.5 | 3.0 | 1.0 | 1.5 | 3.0 | 3.0 | 4.5 | 4.5 | 1.5 | 4.5 | 0.5 | 2.0 | 3.0 | 6.0 | 1.0 | | | | | | | | |
| 2015 | 3239 | 464 | 21 | 329 | 158 | 683 | 7 | 250 | 869 | 307 | 661 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6993 | 6632 | 13066 | 12870 | 30000 | 0.44 | B | 2 lane undivided with earthen shoulders |
| 2016 | 3693 | 529 | 23 | 375 | 171 | 737 | 8 | 280 | 947 | 344 | 741 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7852 | 7443 | 14541 | 14319 | 30000 | 0.48 | B | 2 lane undivided with earthen shoulders |
| 2017 | 4210 | 603 | 25 | 428 | 184 | 796 | 9 | 314 | 1033 | 386 | 830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8821 | 8355 | 16189 | 15937 | 30000 | 0.54 | C | 2 lane undivided with earthen shoulders |
| 2018 | 4799 | 688 | 27 | 488 | 199 | 860 | 10 | 351 | 1126 | 432 | 929 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 9912 | 9384 | 18031 | 17747 | 30000 | 0.60 | C | 2 lane undivided with earthen shoulders |
| 2019 | 5423 | 777 | 29 | 551 | 213 | 920 | 12 | 390 | 1216 | 479 | 1031 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11045 | 10450 | 19911 | 19592 | 30000 | 0.66 | C | 2 lane undivided with earthen shoulders |
| 2020 | 6128 | 878 | 31 | 623 | 228 | 985 | 13 | 433 | 1313 | 532 | 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 12312 | 11642 | 21997 | 21639 | 80000 | 0.27 | A | 4 Lane Divided |
| 2021 | 6925 | 992 | 33 | 704 | 244 | 1053 | 14 | 481 | 1418 | 591 | 1271 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 13729 | 12975 | 24311 | 23909 | 80000 | 0.30 | B | 4 Lane Divided |
| 2022 | 7825 | 1122 | 35 | 796 | 261 | 1127 | 16 | 534 | 1531 | 656 | 1411 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15316 | 14466 | 26881 | 26429 | 80000 | 0.34 | B | 4 Lane Divided |
| 2023 | 8842 | 1267 | 37 | 899 | 279 | 1206 | 18 | 592 | 1654 | 728 | 1566 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 17092 | 16134 | 29734 | 29226 | 80000 | 0.37 | B | 4 Lane Divided |
| 2024 | 9903 | 1419 | 40 | 1007 | 296 | 1278 | 19 | 651 | 1770 | 801 | 1722 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 18910 | 17841 | 32607 | 32041 | 80000 | 0.41 | B | 4 Lane Divided |
| 2025 | 11092 | 1590 | 42 | 1128 | 314 | 1355 | 21 | 717 | 1894 | 881 | 1895 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 20930 | 19735 | 35772 | 35141 | 80000 | 0.45 | B | 4 Lane Divided |
| 2026 | 12423 | 1780 | 45 | 1263 | 332 | 1436 | 23 | 788 | 2026 | 969 | 2084 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 23174 | 21839 | 39260 | 38556 | 80000 | 0.49 | B | 4 Lane Divided |
| 2027 | 13913 | 1994 | 47 | 1415 | 352 | 1523 | 26 | 867 | 2168 | 1065 | 2293 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 25667 | 24175 | 43106 | 42322 | 80000 | 0.54 | C | 4 Lane Divided |
| 2028 | 15583 | 2233 | 50 | 1584 | 373 | 1614 | 28 | 954 | 2320 | 1172 | 2522 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 28438 | 26771 | 47347 | 46473 | 80000 | 0.59 | C | 4 Lane Divided |
| 2029 | 17297 | 2479 | 53 | 1759 | 392 | 1695 | 31 | 1040 | 2459 | 1278 | 2749 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 31234 | 29388 | 51554 | 50587 | 80000 | 0.64 | C | 4 Lane Divided |
| 2030 | 19200 | 2752 | 55 | 1952 | 412 | 1779 | 34 | 1133 | 2606 | 1392 | 2996 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 34316 | 32271 | 56156 | 55087 | 120000 | 0.47 | B | 6 Lane Divided |
| 2031 | 21312 | 3055 | 58 | 2167 | 432 | 1868 | 37 | 1235 | 2763 | 1518 | 3266 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 37714 | 35448 | 61193 | 60011 | 120000 | 0.51 | C | 6 Lane Divided |
| 2032 | 23656 | 3391 | 61 | 2405 | 454 | 1962 | 40 | 1346 | 2929 | 1654 | 3560 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 41462 | 38951 | 66708 | 65401 | 120000 | 0.56 | C | 6 Lane Divided |
| 2033 | 26258 | 3763 | 64 | 2670 | 477 | 2060 | 44 | 1468 | 3104 | 1803 | 3880 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 45595 | 42813 | 72748 | 71301 | 120000 | 0.61 | C | 6 Lane Divided |
| 2034 | 28884 | 4140 | 67 | 2937 | 496 | 2142 | 47 | 1585 | 3260 | 1948 | 4191 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 49699 | 46644 | 78637 | 77051 | 120000 | 0.66 | C | 6 Lane Divided |
| 2035 | 31772 | 4554 | 69 | 3230 | 515 | 2228 | 51 | 1712 | 3423 | 2103 | 4526 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 54188 | 50833 | 85035 | 83295 | 160000 | 0.53 | C | 8 Lane Divided |
| 2036 | 34949 | 5009 | 72 | 3554 | 536 | 2317 | 55 | 1849 | 3594 | 2272 | 4888 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 59099 | 55414 | 91987 | 90079 | 160000 | 0.57 | C | 8 Lane Divided |
| 2037 | 38444 | 5510 | 75 | 3909 | 558 | 2410 | 59 | 1997 | 3773 | 2453 | 5279 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 64472 | 60424 | 99544 | 97451 | 160000 | 0.62 | C | 8 Lane Divided |
| 2038 | 42289 | 6061 | 78 | 4300 | 580 | 2506 | 64 | 2156 | 3962 | 2650 | 5701 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 70351 | 65905 | 107760 | 105463 | 160000 | 0.67 | C | 8 Lane Divided |
| 2039 | 46518 | 6667 | 81 | 4730 | 603 | 2607 | 69 | 2329 | 4160 | 2862 | 6157 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 76787 | 71902 | 116695 | 114175 | | | | |
| 2040 | 51169 | 7334 | 84 | 5203 | 627 | 2711 | 75 | 2515 | 4368 | 3091 | 6650 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 83831 | 78465 | 126415 | 123650 | | | | |
| 2041 | 56286 | 8067 | 88 | 5723 | 652 | 2819 | 81 | 2716 | 4586 | 3338 | 7182 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 91544 | 85648 | 136990 | 133956 | | | | |
| 2042 | 61915 | 8874 | 91 | 6295 | 678 | 2932 | 87 | 2934 | 4816 | 3605 | 7757 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 99988 | 93510 | 148500 | 145169 | | | | |
| 2043 | 68106 | 9762 | 95 | 6925 | 705 | 3049 | 94 | 3168 | 5057 | 3893 | 8377 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 109236 | 102118 | 161029 | 157372 | | | | |
| 2044 | 74917 | ### | 98 | 7617 | 734 | 3171 | 101 | 3422 | 5309 | 4205 | 9047 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 119365 | 111543 | 174670 | 170656 | | | | |
| 2045 | 82409 | ### | 102 | 8379 | 763 | 3298 | 110 | 3695 | 5575 | 4541 | 9771 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 130460 | 121864 | 189526 | 185119 | | | | |

Km - 229,000
Most like Senario

| Year | Motorised Traffic | | | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic volume in numbers | Total tollable traffic volume in numbers | Total Traffic In PCU's | Capacity Criteria | | | LOS | Recommendation based on V/C ratio |
|------|--------------------|------|-----|-------|----------|------|---------------|----------|--------|--------|-------------------|----------------|----------------------|-----------------|-------------------------|----------------|-----------|--------------|----------------------------|------------------------------------|---|---------------------------|-------------------|--------|------|-----|---|
| | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | Goods | | | | | | | | | | |
| | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailor | Cycle | Cycle Rickshaw | Hand Cart | Animal Drawn | | | | | | | | | |
| | 1.0 | 1.0 | 1.0 | 0.5 | 1.5 | 3.0 | 1.0 | 1.5 | 3.0 | 3.0 | 4.5 | 4.5 | 1.5 | 4.5 | 0.5 | 2.0 | 3.0 | 6.0 | 1.0 | | | | | | | | |
| 2015 | 3298 | 468 | 328 | 1000 | 138 | 750 | 13 | 361 | 958 | 394 | 699 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 1 | 8420 | 7066 | 14859 | 13965 | 30000 | 0.50 | B | 2 lane undivided with earthen shoulders |
| 2016 | 3694 | 524 | 345 | 1110 | 146 | 795 | 15 | 400 | 1034 | 438 | 776 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 1 | 9290 | 7807 | 16297 | 15330 | 30000 | 0.54 | C | 2 lane undivided with earthen shoulders |
| 2017 | 4137 | 587 | 362 | 1232 | 155 | 843 | 17 | 444 | 1117 | 486 | 861 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 1 | 10254 | 8630 | 17884 | 16835 | 30000 | 0.60 | C | 2 lane undivided with earthen shoulders |
| 2018 | 4633 | 658 | 380 | 1367 | 164 | 894 | 18 | 493 | 1206 | 539 | 956 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 1 | 11323 | 9544 | 19633 | 18496 | 30000 | 0.65 | C | 2 lane undivided with earthen shoulders |
| 2019 | 5143 | 730 | 395 | 1504 | 172 | 938 | 20 | 543 | 1291 | 593 | 1051 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 1 | 12395 | 10462 | 21367 | 20143 | 80000 | 0.27 | A | 4 Lane Divided |
| 2020 | 5709 | 810 | 411 | 1654 | 181 | 985 | 22 | 597 | 1381 | 652 | 1157 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 1 | 13574 | 11472 | 23264 | 21947 | 80000 | 0.29 | A | 4 Lane Divided |
| 2021 | 6337 | 900 | 427 | 1820 | 190 | 1035 | 24 | 656 | 1478 | 718 | 1272 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 1 | 14871 | 12585 | 25341 | 23921 | 80000 | 0.32 | B | 4 Lane Divided |
| 2022 | 7034 | 998 | 444 | 2002 | 199 | 1086 | 27 | 722 | 1581 | 789 | 1399 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 1 | 16299 | 13810 | 27615 | 26083 | 80000 | 0.35 | B | 4 Lane Divided |
| 2023 | 7808 | 1108 | 462 | 2202 | 209 | 1141 | 30 | 794 | 1692 | 868 | 1539 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 1 | 17869 | 15160 | 30105 | 28451 | 80000 | 0.38 | B | 4 Lane Divided |
| 2024 | 8588 | 1219 | 476 | 2400 | 218 | 1186 | 32 | 866 | 1793 | 946 | 1678 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 1 | 19419 | 16495 | 32532 | 30762 | 80000 | 0.41 | B | 4 Lane Divided |
| 2025 | 9447 | 1341 | 490 | 2616 | 226 | 1234 | 35 | 944 | 1901 | 1032 | 1829 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 1 | 21112 | 17954 | 35170 | 33273 | 80000 | 0.44 | B | 4 Lane Divided |
| 2026 | 10392 | 1475 | 505 | 2851 | 236 | 1283 | 38 | 1029 | 2015 | 1125 | 1993 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 1 | 22959 | 19548 | 38036 | 36002 | 80000 | 0.48 | B | 4 Lane Divided |
| 2027 | 11431 | 1623 | 520 | 3108 | 245 | 1334 | 42 | 1121 | 2136 | 1226 | 2173 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 1 | 24976 | 21289 | 41152 | 38970 | 80000 | 0.51 | C | 4 Lane Divided |
| 2028 | 12574 | 1785 | 536 | 3388 | 255 | 1388 | 46 | 1222 | 2264 | 1336 | 2368 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 1 | 27179 | 23193 | 44539 | 42197 | 80000 | 0.56 | C | 4 Lane Divided |
| 2029 | 13706 | 1946 | 547 | 3659 | 262 | 1429 | 49 | 1320 | 2377 | 1443 | 2558 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 1 | 29314 | 25042 | 47779 | 45285 | 80000 | 0.60 | C | 4 Lane Divided |
| 2030 | 14939 | 2121 | 557 | 3952 | 270 | 1472 | 53 | 1426 | 2496 | 1558 | 2763 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 1 | 31625 | 27046 | 51273 | 48616 | 80000 | 0.64 | C | 4 Lane Divided |
| 2031 | 16284 | 2312 | 569 | 4268 | 278 | 1516 | 57 | 1540 | 2621 | 1683 | 2984 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 1 | 34130 | 29218 | 55042 | 52210 | 80000 | 0.69 | C | 4 Lane Divided |
| 2032 | 17750 | 2520 | 580 | 4609 | 287 | 1562 | 62 | 1663 | 2752 | 1818 | 3222 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 1 | 36842 | 31573 | 59108 | 56089 | 120000 | 0.49 | B | 6 Lane Divided |
| 2033 | 19347 | 2746 | 592 | 4978 | 295 | 1609 | 67 | 1796 | 2890 | 1963 | 3480 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 1 | 39782 | 34126 | 63497 | 60275 | 120000 | 0.53 | C | 6 Lane Divided |
| 2034 | 20895 | 2966 | 603 | 5326 | 301 | 1641 | 72 | 1922 | 3005 | 2101 | 3724 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 1 | 42575 | 36554 | 67606 | 64192 | 120000 | 0.56 | C | 6 Lane Divided |
| 2035 | 22566 | 3203 | 615 | 5699 | 307 | 1674 | 77 | 2056 | 3125 | 2248 | 3984 | 0 | 0 | 17 | 1 | 0 | 0 | 0 | 1 | 45575 | 39164 | 72004 | 68385 | 120000 | 0.60 | C | 6 Lane Divided |
| 2036 | 24372 | 3460 | 628 | 6098 | 313 | 1707 | 82 | 2200 | 3250 | 2405 | 4263 | 0 | 0 | 17 | 2 | 0 | 0 | 0 | 2 | 48799 | 41971 | 76711 | 72874 | 120000 | 0.64 | C | 6 Lane Divided |
| 2037 | 26321 | 3736 | 640 | 6525 | 320 | 1741 | 88 | 2354 | 3381 | 2573 | 4562 | 0 | 0 | 17 | 2 | 0 | 0 | 0 | 2 | 52262 | 44988 | 81752 | 77681 | 120000 | 0.68 | C | 6 Lane Divided |
| 2038 | 28427 | 4035 | 653 | 6982 | 326 | 1776 | 94 | 2519 | 3516 | 2753 | 4881 | 0 | 0 | 18 | 2 | 0 | 0 | 0 | 2 | 55983 | 48234 | 87150 | 82830 | 160000 | 0.54 | C | 8 Lane Divided |
| 2039 | 30701 | 4358 | 666 | 7470 | 333 | 1812 | 100 | 2695 | 3656 | 2946 | 5223 | 0 | 0 | 18 | 2 | 0 | 0 | 0 | 2 | 59982 | 51724 | 92931 | 88346 | 160000 | 0.58 | C | 8 Lane Divided |
| 2040 | 33158 | 4707 | 680 | 7993 | 339 | 1848 | 107 | 2884 | 3803 | 3152 | 5588 | 0 | 0 | 18 | 2 | 0 | 0 | 0 | 2 | 64280 | 55478 | 99123 | 94255 | 160000 | 0.62 | C | 8 Lane Divided |
| 2041 | 35810 | 5083 | 693 | 8553 | 346 | 1885 | 115 | 3086 | 3955 | 3373 | 5979 | 0 | 0 | 19 | 2 | 0 | 0 | 0 | 2 | 68900 | 59517 | 105758 | 100586 | 160000 | 0.66 | C | 8 Lane Divided |
| 2042 | 38675 | 5490 | 707 | 9152 | 353 | 1923 | 123 | 3302 | 4113 | 3609 | 6398 | 0 | 0 | 19 | 2 | 0 | 0 | 0 | 2 | 73866 | 63862 | 112866 | 107372 | | | | |
| 2043 | 41769 | 5929 | 721 | 9792 | 360 | 1961 | 132 | 3533 | 4277 | 3862 | 6846 | 0 | 0 | 19 | 2 | 0 | 0 | 0 | 2 | 79205 | 68537 | 120483 | 114644 | | | | |
| 2044 | 45110 | 6404 | 736 | 10478 | 367 | 2000 | 141 | 3780 | 4449 | 4132 | 7325 | 0 | 0 | 20 | 2 | 0 | 0 | 0 | 2 | 84945 | 73567 | 128647 | 122440 | | | | |
| 2045 | 48719 | 6916 | 750 | 11211 | 375 | 2040 | 151 | 4044 | 4626 | 4421 | 7838 | 0 | 0 | 20 | 2 | 0 | 0 | 0 | 2 | 91116 | 78980 | 137399 | 130798 | | | | |

Km=261-450
Most like Scenario

| Year | Motorised Traffic | | | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic volume in numbers | Total tollable traffic volume in numbers | Total Traffic In PCU's | Capacity Criteria | | | LOS | Recommendation based on V/C ratio |
|------|--------------------|------|-----|------|----------|------|---------------|----------|--------|--------|-------------------|----------------|----------------------|-----------------|-------------------------|----------------|-----------|--------------|----------------------------|---------------------------------|--|------------------------|-------------------|--------|------|-----|---|
| | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | Goods | | | | | | | | | | |
| | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailor | Cycle | Cycle Rickshaw | Hand Cart | Animal Drawn | | | | | | | | | |
| | 1.0 | 1.0 | 1.0 | 0.5 | 1.5 | 3.0 | 1.0 | 1.5 | 3.0 | 3.0 | 4.5 | 4.5 | 1.5 | 4.5 | 0.5 | 2.0 | 3.0 | 6.0 | 1.0 | | | | | | | | |
| 2015 | 3239 | 464 | 21 | 329 | 158 | 683 | 7 | 250 | 869 | 307 | 661 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6993 | 6632 | 13066 | 12870 | 30000 | 0.44 | B | 2 lane undivided with earthen shoulders |
| 2016 | 3628 | 520 | 22 | 366 | 167 | 724 | 8 | 278 | 939 | 341 | 734 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7730 | 7331 | 14347 | 14130 | 30000 | 0.48 | B | 2 lane undivided with earthen shoulders |
| 2017 | 4063 | 582 | 23 | 406 | 177 | 767 | 9 | 308 | 1014 | 379 | 815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8547 | 8106 | 15759 | 15520 | 30000 | 0.53 | C | 2 lane undivided with earthen shoulders |
| 2018 | 4551 | 652 | 25 | 450 | 188 | 813 | 10 | 342 | 1095 | 420 | 905 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 9455 | 8966 | 17318 | 17054 | 30000 | 0.58 | C | 2 lane undivided with earthen shoulders |
| 2019 | 5052 | 724 | 26 | 495 | 198 | 854 | 11 | 376 | 1172 | 462 | 995 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 10368 | 9832 | 18865 | 18577 | 30000 | 0.63 | C | 2 lane undivided with earthen shoulders |
| 2020 | 5607 | 804 | 27 | 545 | 207 | 896 | 12 | 414 | 1254 | 509 | 1095 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11373 | 10786 | 20559 | 20245 | 30000 | 0.69 | C | 2 lane undivided with earthen shoulders |
| 2021 | 6224 | 892 | 28 | 600 | 218 | 941 | 14 | 455 | 1341 | 560 | 1204 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 12479 | 11835 | 22415 | 22070 | 80000 | 0.28 | A | 4 Lane Divided |
| 2022 | 6909 | 990 | 29 | 659 | 229 | 988 | 15 | 501 | 1435 | 616 | 1324 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 13698 | 12992 | 24447 | 24070 | 80000 | 0.31 | B | 4 Lane Divided |
| 2023 | 7669 | 1099 | 30 | 725 | 240 | 1038 | 16 | 551 | 1536 | 677 | 1457 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 15041 | 14266 | 26674 | 26262 | 80000 | 0.33 | B | 4 Lane Divided |
| 2024 | 8435 | 1209 | 31 | 791 | 250 | 1079 | 18 | 601 | 1628 | 738 | 1588 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16371 | 15528 | 28849 | 28401 | 80000 | 0.36 | B | 4 Lane Divided |
| 2025 | 9279 | 1330 | 32 | 862 | 260 | 1122 | 19 | 655 | 1726 | 804 | 1731 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 17823 | 16907 | 31212 | 30726 | 80000 | 0.39 | B | 4 Lane Divided |
| 2026 | 10207 | 1463 | 33 | 939 | 270 | 1167 | 21 | 714 | 1829 | 877 | 1887 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 19410 | 18413 | 33782 | 33255 | 80000 | 0.42 | B | 4 Lane Divided |
| 2027 | 11228 | 1609 | 34 | 1024 | 281 | 1214 | 23 | 778 | 1939 | 956 | 2057 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 21145 | 20060 | 36577 | 36004 | 80000 | 0.46 | B | 4 Lane Divided |
| 2028 | 12350 | 1770 | 35 | 1116 | 292 | 1262 | 25 | 848 | 2055 | 1042 | 2242 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 23041 | 21861 | 39617 | 38996 | 80000 | 0.50 | B | 4 Lane Divided |
| 2029 | 13462 | 1929 | 35 | 1205 | 301 | 1300 | 27 | 916 | 2158 | 1125 | 2421 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 24884 | 23612 | 42529 | 41860 | 80000 | 0.53 | C | 4 Lane Divided |
| 2030 | 14674 | 2103 | 36 | 1302 | 310 | 1339 | 29 | 989 | 2266 | 1215 | 2615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 26881 | 25510 | 45671 | 44951 | 80000 | 0.57 | C | 4 Lane Divided |
| 2031 | 15994 | 2292 | 37 | 1406 | 319 | 1380 | 32 | 1068 | 2379 | 1312 | 2824 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 29047 | 27568 | 49062 | 48287 | 80000 | 0.61 | C | 4 Lane Divided |
| 2032 | 17434 | 2499 | 37 | 1519 | 329 | 1421 | 34 | 1153 | 2498 | 1417 | 3050 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 31395 | 29800 | 52723 | 51888 | 80000 | 0.66 | C | 4 Lane Divided |
| 2033 | 19003 | 2724 | 38 | 1640 | 339 | 1464 | 37 | 1246 | 2623 | 1531 | 3294 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 33941 | 32221 | 56675 | 55775 | 120000 | 0.47 | B | 6 Lane Divided |
| 2034 | 20523 | 2941 | 39 | 1755 | 345 | 1493 | 40 | 1333 | 2728 | 1638 | 3524 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 36363 | 34525 | 60376 | 59416 | 120000 | 0.50 | C | 6 Lane Divided |
| 2035 | 22165 | 3177 | 40 | 1878 | 352 | 1523 | 42 | 1426 | 2837 | 1752 | 3771 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 38967 | 37003 | 64340 | 63314 | 120000 | 0.54 | C | 6 Lane Divided |
| 2036 | 23938 | 3431 | 41 | 2009 | 359 | 1553 | 45 | 1526 | 2950 | 1875 | 4035 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 41767 | 39668 | 68585 | 67490 | 120000 | 0.57 | C | 6 Lane Divided |
| 2037 | 25853 | 3705 | 41 | 2150 | 367 | 1584 | 48 | 1633 | 3068 | 2006 | 4317 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 44778 | 42534 | 73132 | 71962 | 120000 | 0.61 | C | 6 Lane Divided |
| 2038 | 27921 | 4002 | 42 | 2300 | 374 | 1616 | 52 | 1747 | 3191 | 2147 | 4619 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 48016 | 45617 | 78003 | 76754 | 120000 | 0.65 | C | 6 Lane Divided |
| 2039 | 30155 | 4322 | 43 | 2461 | 381 | 1648 | 55 | 1869 | 3319 | 2297 | 4943 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 51499 | 48935 | 83222 | 81888 | 120000 | 0.69 | C | 6 Lane Divided |
| 2040 | 32567 | 4668 | 44 | 2634 | 389 | 1681 | 59 | 2000 | 3452 | 2458 | 5289 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 55245 | 52504 | 88816 | 87391 | 160000 | 0.56 | C | 8 Lane Divided |
| 2041 | 35173 | 5041 | 45 | 2818 | 397 | 1715 | 63 | 2140 | 3590 | 2630 | 5659 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 59275 | 56344 | 94811 | 93288 | 160000 | 0.59 | C | 8 Lane Divided |
| 2042 | 37986 | 5445 | 46 | 3015 | 405 | 1749 | 68 | 2290 | 3733 | 2814 | 6055 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 63611 | 60477 | 101237 | 99611 | 160000 | 0.63 | C | 8 Lane Divided |
| 2043 | 41025 | 5880 | 47 | 3226 | 413 | 1784 | 73 | 2450 | 3883 | 3011 | 6479 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 68276 | 64925 | 108127 | 106389 | 160000 | 0.68 | C | 8 Lane Divided |
| 2044 | 44307 | 6350 | 48 | 3452 | 421 | 1820 | 78 | 2622 | 4038 | 3222 | 6933 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 73295 | 69713 | 115514 | 113657 | | | | |
| 2045 | 47852 | 6859 | 48 | 3694 | 429 | 1856 | 83 | 2805 | 4199 | 3447 | 7418 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 78697 | 74866 | 123436 | 121452 | | | | |

| Year | Motorised Traffic | | | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic volume in numbers | Total tollable traffic volume in numbers | Total Traffic In PCU's | Capacity Criteria | | | LOS | Recommendation based on V/C ratio |
|------|--------------------|------|-----|------|----------|------|---------------|----------|--------|--------|-------------------|----------------|----------------------|-----------------|-------------------------|----------------|-------|---------------------------|----------------------------|---------------------------------|--|------------------------|---|-----------|-----------|-----|---|
| | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | Goods | Tollable Traffic in PCU's | | | | | Capacity for divided carriageway (PCUs/day) | V/C ratio | | | |
| | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailor | Cycle | Cycle Rickshaw | | | | | | | | | Hand Cart | | |
| 2015 | 3298 | 468 | 328 | 1000 | 138 | 750 | 13 | 361 | 958 | 394 | 699 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 1 | 8420 | 7066 | 14859 | 13965 | 30000 | 0.50 | B | 2 lane undivided with earthen shoulders |
| 2016 | 3562 | 506 | 345 | 1080 | 146 | 795 | 14 | 386 | 1005 | 422 | 748 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 1 | 9022 | 7570 | 15850 | 14899 | 30000 | 0.53 | C | 2 lane undivided with earthen shoulders |
| 2017 | 3847 | 546 | 362 | 1166 | 155 | 843 | 15 | 413 | 1056 | 451 | 800 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 1 | 9668 | 8111 | 16910 | 15896 | 30000 | 0.56 | C | 2 lane undivided with earthen shoulders |
| 2018 | 4155 | 590 | 380 | 1259 | 164 | 894 | 16 | 442 | 1109 | 483 | 856 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 1 | 10361 | 8692 | 18043 | 16962 | 30000 | 0.60 | C | 2 lane undivided with earthen shoulders |
| 2019 | 4445 | 631 | 395 | 1347 | 172 | 938 | 17 | 468 | 1153 | 512 | 908 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 1 | 11002 | 9228 | 19073 | 17931 | 30000 | 0.64 | C | 2 lane undivided with earthen shoulders |
| 2020 | 4757 | 675 | 411 | 1442 | 181 | 985 | 18 | 496 | 1199 | 543 | 962 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 1 | 11684 | 9798 | 20165 | 18958 | 30000 | 0.67 | C | 2 lane undivided with earthen shoulders |
| 2021 | 5089 | 722 | 427 | 1543 | 190 | 1035 | 20 | 526 | 1247 | 575 | 1020 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 1 | 12409 | 10405 | 21322 | 20045 | 80000 | 0.27 | A | 4 Lane Divided |
| 2022 | 5446 | 773 | 444 | 1651 | 199 | 1086 | 21 | 558 | 1297 | 610 | 1081 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 1 | 13181 | 11050 | 22547 | 21197 | 80000 | 0.28 | A | 4 Lane Divided |
| 2023 | 5827 | 827 | 462 | 1766 | 209 | 1141 | 22 | 591 | 1349 | 646 | 1146 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 1 | 14002 | 11736 | 23846 | 22418 | 80000 | 0.30 | A | 4 Lane Divided |
| 2024 | 6177 | 877 | 476 | 1872 | 218 | 1186 | 23 | 621 | 1389 | 679 | 1203 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 1 | 14736 | 12349 | 24984 | 23487 | 80000 | 0.31 | B | 4 Lane Divided |
| 2025 | 6547 | 929 | 490 | 1985 | 226 | 1234 | 24 | 652 | 1431 | 713 | 1263 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 1 | 15510 | 12995 | 26180 | 24610 | 80000 | 0.33 | B | 4 Lane Divided |
| 2026 | 6940 | 985 | 505 | 2104 | 236 | 1283 | 26 | 684 | 1474 | 748 | 1326 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 1 | 16327 | 13676 | 27436 | 25789 | 80000 | 0.34 | B | 4 Lane Divided |
| 2027 | 7356 | 1044 | 520 | 2230 | 245 | 1334 | 27 | 719 | 1518 | 786 | 1393 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 1 | 17188 | 14395 | 28755 | 27027 | 80000 | 0.36 | B | 4 Lane Divided |
| 2028 | 7798 | 1107 | 536 | 2364 | 255 | 1388 | 28 | 755 | 1564 | 825 | 1462 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 1 | 18097 | 15152 | 30140 | 28328 | 80000 | 0.38 | B | 4 Lane Divided |
| 2029 | 8188 | 1162 | 547 | 2482 | 262 | 1429 | 29 | 785 | 1595 | 858 | 1521 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 1 | 18875 | 15800 | 31296 | 29410 | 80000 | 0.39 | B | 4 Lane Divided |
| 2030 | 8597 | 1220 | 557 | 2606 | 270 | 1472 | 30 | 816 | 1627 | 892 | 1582 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 1 | 19688 | 16477 | 32498 | 30538 | 80000 | 0.41 | B | 4 Lane Divided |
| 2031 | 9027 | 1281 | 569 | 2736 | 278 | 1516 | 32 | 849 | 1659 | 928 | 1645 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 1 | 20538 | 17184 | 33751 | 31712 | 80000 | 0.42 | B | 4 Lane Divided |
| 2032 | 9478 | 1345 | 580 | 2873 | 287 | 1562 | 33 | 883 | 1692 | 965 | 1711 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 1 | 21428 | 17923 | 35056 | 32934 | 80000 | 0.44 | B | 4 Lane Divided |
| 2033 | 9952 | 1413 | 592 | 3017 | 295 | 1609 | 34 | 918 | 1726 | 1004 | 1779 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 1 | 22357 | 18696 | 36415 | 34207 | 80000 | 0.46 | B | 4 Lane Divided |
| 2034 | 10350 | 1469 | 603 | 3137 | 301 | 1641 | 35 | 946 | 1761 | 1034 | 1832 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 1 | 23129 | 19334 | 37525 | 35242 | 80000 | 0.47 | B | 4 Lane Divided |
| 2035 | 10764 | 1528 | 615 | 3263 | 307 | 1674 | 36 | 974 | 1796 | 1065 | 1887 | 0 | 0 | 17 | 1 | 0 | 0 | 0 | 1 | 23930 | 19995 | 38671 | 36311 | 80000 | 0.48 | B | 4 Lane Divided |
| 2036 | 11195 | 1589 | 628 | 3393 | 313 | 1707 | 37 | 1003 | 1832 | 1097 | 1944 | 0 | 0 | 17 | 2 | 0 | 0 | 0 | 2 | 24759 | 20680 | 39855 | 37415 | 80000 | 0.50 | B | 4 Lane Divided |
| 2037 | 11643 | 1653 | 640 | 3529 | 320 | 1741 | 39 | 1033 | 1869 | 1130 | 2002 | 0 | 0 | 17 | 2 | 0 | 0 | 0 | 2 | 25619 | 21390 | 41078 | 38554 | 80000 | 0.51 | C | 4 Lane Divided |
| 2038 | 12108 | 1719 | 653 | 3670 | 326 | 1776 | 40 | 1064 | 1906 | 1163 | 2062 | 0 | 0 | 18 | 2 | 0 | 0 | 0 | 2 | 26509 | 22126 | 42340 | 39731 | 80000 | 0.53 | C | 4 Lane Divided |
| 2039 | 12593 | 1788 | 666 | 3817 | 333 | 1812 | 41 | 1096 | 1944 | 1198 | 2124 | 0 | 0 | 18 | 2 | 0 | 0 | 0 | 2 | 27433 | 22888 | 43644 | 40945 | 80000 | 0.55 | C | 4 Lane Divided |
| 2040 | 13096 | 1859 | 680 | 3970 | 339 | 1848 | 42 | 1129 | 1983 | 1234 | 2188 | 0 | 0 | 18 | 2 | 0 | 0 | 0 | 2 | 28390 | 23677 | 44992 | 42200 | 80000 | 0.56 | C | 4 Lane Divided |
| 2041 | 13620 | 1933 | 693 | 4129 | 346 | 1885 | 43 | 1163 | 2023 | 1271 | 2254 | 0 | 0 | 19 | 2 | 0 | 0 | 0 | 2 | 29382 | 24495 | 46383 | 43495 | 80000 | 0.58 | C | 4 Lane Divided |
| 2042 | 14165 | 2011 | 707 | 4294 | 353 | 1923 | 45 | 1198 | 2063 | 1309 | 2321 | 0 | 0 | 19 | 2 | 0 | 0 | 0 | 2 | 30411 | 25343 | 47820 | 44833 | 80000 | 0.60 | C | 4 Lane Divided |
| 2043 | 14732 | 2091 | 721 | 4465 | 360 | 1961 | 46 | 1234 | 2104 | 1349 | 2391 | 0 | 0 | 19 | 2 | 0 | 0 | 0 | 2 | 31477 | 26222 | 49305 | 46215 | 80000 | 0.62 | C | 4 Lane Divided |
| 2044 | 15321 | 2175 | 736 | 4644 | 367 | 2000 | 47 | 1271 | 2146 | 1389 | 2463 | 0 | 0 | 20 | 2 | 0 | 0 | 0 | 2 | 32583 | 27132 | 50840 | 47643 | 80000 | 0.64 | C | 4 Lane Divided |
| 2045 | 15934 | 2262 | 750 | 4830 | 375 | 2040 | 49 | 1309 | 2189 | 1431 | 2537 | 0 | 0 | 20 | 2 | 0 | 0 | 0 | 2 | 33729 | 28076 | 52425 | 49117 | 80000 | 0.66 | C | 4 Lane Divided |

| Year | Motorised Traffic | | | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic volume in numbers | Total tollable traffic volume in numbers | Total Traffic In PCU's | Capacity Criteria | | | LOS | Recommendation based on V/C ratio |
|------|--------------------|------|-----|------|----------|------|---------------|----------|--------|--------|-------------------|----------------|----------------------|-----------------|-------------------------|----------------|-----------|--------------|----------------------------|------------------------------------|---|---------------------------|------------------------------|---|-----------|-----|---|
| | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | Goods | | | | | | Tollable Traffic in PCU's | Capacity for divided carriageway (PCUs/day) | V/C ratio | | |
| | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailor | Cycle | Cycle Rickshaw | Hand Cart | Animal Drawn | | | | | | | | | |
| 2015 | 3239 | 464 | 21 | 329 | 158 | 683 | 7 | 250 | 869 | 307 | 661 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6993 | 6632 | 13066 | 12870 | 30000 | 0.44 | B | 2 lane undivided with earthen shoulders |
| 2016 | 3498 | 501 | 22 | 356 | 167 | 724 | 8 | 268 | 913 | 329 | 708 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7497 | 7108 | 13944 | 13733 | 30000 | 0.46 | B | 2 lane undivided with earthen shoulders |
| 2017 | 3778 | 542 | 23 | 384 | 177 | 767 | 8 | 286 | 958 | 352 | 757 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8037 | 7618 | 14882 | 14655 | 30000 | 0.50 | B | 2 lane undivided with earthen shoulders |
| 2018 | 4081 | 585 | 25 | 415 | 188 | 813 | 9 | 306 | 1006 | 377 | 810 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8618 | 8166 | 15885 | 15641 | 30000 | 0.53 | C | 2 lane undivided with earthen shoulders |
| 2019 | 4366 | 626 | 26 | 444 | 198 | 854 | 10 | 325 | 1046 | 399 | 859 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 9155 | 8673 | 16799 | 16539 | 30000 | 0.56 | C | 2 lane undivided with earthen shoulders |
| 2020 | 4672 | 670 | 27 | 475 | 207 | 896 | 10 | 344 | 1088 | 423 | 910 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 9727 | 9211 | 17767 | 17489 | 30000 | 0.59 | C | 2 lane undivided with earthen shoulders |
| 2021 | 4999 | 716 | 28 | 508 | 218 | 941 | 11 | 365 | 1132 | 449 | 965 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 10335 | 9785 | 18793 | 18497 | 30000 | 0.63 | C | 2 lane undivided with earthen shoulders |
| 2022 | 5349 | 767 | 29 | 544 | 229 | 988 | 11 | 387 | 1177 | 475 | 1023 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 10982 | 10395 | 19880 | 19564 | 30000 | 0.66 | C | 2 lane undivided with earthen shoulders |
| 2023 | 5723 | 820 | 30 | 582 | 240 | 1038 | 12 | 410 | 1224 | 504 | 1084 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11671 | 11044 | 21032 | 20696 | 80000 | 0.26 | A | 4 Lane Divided |
| 2024 | 6067 | 870 | 31 | 617 | 250 | 1079 | 13 | 431 | 1261 | 529 | 1139 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 12288 | 11624 | 22043 | 21688 | 80000 | 0.28 | A | 4 Lane Divided |
| 2025 | 6431 | 922 | 32 | 654 | 260 | 1122 | 13 | 452 | 1299 | 556 | 1196 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 12939 | 12236 | 23105 | 22730 | 80000 | 0.29 | A | 4 Lane Divided |
| 2026 | 6816 | 977 | 33 | 693 | 270 | 1167 | 14 | 475 | 1338 | 583 | 1255 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 13625 | 12882 | 24221 | 23824 | 80000 | 0.30 | B | 4 Lane Divided |
| 2027 | 7225 | 1036 | 34 | 735 | 281 | 1214 | 15 | 498 | 1378 | 613 | 1318 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 14350 | 13563 | 25394 | 24974 | 80000 | 0.32 | B | 4 Lane Divided |
| 2028 | 7659 | 1098 | 35 | 779 | 292 | 1262 | 16 | 523 | 1419 | 643 | 1384 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 15114 | 14281 | 26626 | 26182 | 80000 | 0.33 | B | 4 Lane Divided |
| 2029 | 8042 | 1153 | 35 | 818 | 301 | 1300 | 16 | 544 | 1448 | 669 | 1439 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 15769 | 14896 | 27654 | 27190 | 80000 | 0.35 | B | 4 Lane Divided |
| 2030 | 8444 | 1210 | 36 | 859 | 310 | 1339 | 17 | 566 | 1477 | 696 | 1497 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16454 | 15539 | 28725 | 28239 | 80000 | 0.36 | B | 4 Lane Divided |
| 2031 | 8866 | 1271 | 37 | 901 | 319 | 1380 | 17 | 589 | 1506 | 723 | 1557 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 17171 | 16211 | 29841 | 29331 | 80000 | 0.37 | B | 4 Lane Divided |
| 2032 | 9309 | 1334 | 37 | 947 | 329 | 1421 | 18 | 612 | 1536 | 752 | 1619 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 17920 | 16913 | 31003 | 30470 | 80000 | 0.39 | B | 4 Lane Divided |
| 2033 | 9775 | 1401 | 38 | 994 | 339 | 1464 | 19 | 637 | 1567 | 783 | 1684 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 18703 | 17648 | 32213 | 31655 | 80000 | 0.40 | B | 4 Lane Divided |
| 2034 | 10166 | 1457 | 39 | 1034 | 345 | 1493 | 19 | 656 | 1598 | 806 | 1734 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 19352 | 18256 | 33200 | 32620 | 80000 | 0.42 | B | 4 Lane Divided |
| 2035 | 10573 | 1515 | 40 | 1075 | 352 | 1523 | 20 | 676 | 1630 | 830 | 1786 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 20024 | 18885 | 34219 | 33617 | 80000 | 0.43 | B | 4 Lane Divided |
| 2036 | 10995 | 1576 | 41 | 1118 | 359 | 1553 | 21 | 696 | 1663 | 855 | 1840 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 20721 | 19538 | 35272 | 34647 | 80000 | 0.44 | B | 4 Lane Divided |
| 2037 | 11435 | 1639 | 41 | 1163 | 367 | 1584 | 21 | 717 | 1696 | 881 | 1895 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 21444 | 20214 | 36359 | 35710 | 80000 | 0.45 | B | 4 Lane Divided |
| 2038 | 11893 | 1705 | 42 | 1209 | 374 | 1616 | 22 | 738 | 1730 | 907 | 1952 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 22192 | 20914 | 37482 | 36808 | 80000 | 0.47 | B | 4 Lane Divided |
| 2039 | 12368 | 1773 | 43 | 1258 | 381 | 1648 | 23 | 760 | 1765 | 934 | 2011 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 22969 | 21641 | 38642 | 37943 | 80000 | 0.48 | B | 4 Lane Divided |
| 2040 | 12863 | 1844 | 44 | 1308 | 389 | 1681 | 23 | 783 | 1800 | 962 | 2071 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 23773 | 22393 | 39840 | 39114 | 80000 | 0.50 | B | 4 Lane Divided |
| 2041 | 13378 | 1917 | 45 | 1360 | 397 | 1715 | 24 | 807 | 1836 | 991 | 2133 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 24607 | 23173 | 41078 | 40324 | 80000 | 0.51 | C | 4 Lane Divided |
| 2042 | 13913 | 1994 | 46 | 1415 | 405 | 1749 | 25 | 831 | 1873 | 1021 | 2197 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 25472 | 23982 | 42357 | 41575 | 80000 | 0.53 | C | 4 Lane Divided |
| 2043 | 14469 | 2074 | 47 | 1471 | 413 | 1784 | 25 | 856 | 1910 | 1052 | 2263 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 26369 | 24820 | 43679 | 42866 | 80000 | 0.55 | C | 4 Lane Divided |
| 2044 | 15048 | 2157 | 48 | 1530 | 421 | 1820 | 26 | 881 | 1948 | 1083 | 2331 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 27298 | 25689 | 45045 | 44201 | 80000 | 0.56 | C | 4 Lane Divided |
| 2045 | 15650 | 2243 | 48 | 1591 | 429 | 1856 | 27 | 908 | 1987 | 1116 | 2401 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 28262 | 26590 | 46456 | 45579 | 80000 | 0.58 | C | 4 Lane Divided |

ANNEXURE-2

Traffic Volume Count

CLASSIFIED VOLUME COUNT SURVEY

| Name of Road: NH-48 | | | | | | | | Direction: Towards Sakleshpur | | | | | | | | Day : 1 (21.09.2015) | | | | | | | |
|-------------------------------|-------|--------------------|------|-----|-----|-------------|-----|-------------------------------|----------|--------|--------|----------------------|-------------------|----------------------|-----------------|-------------------------|-----------------------|-----------|-----------------|-------------------------------|---------------------------|------------------------|--|
| Location: Donigal Km. 229.000 | | | | | | | | Section : Shiradi Ghat | | | | | | | | | | | | | | | |
| Time Period | | Motorised Traffic | | | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) | |
| From | To | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | Goods | | | | | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailer | Cycle | Cycle Ricksha w | Hand Cart | Animal Drawn | | | | |
| 8.00 | 9.00 | 64 | 7 | 9 | 26 | 2 | 5 | 0 | 6 | 3 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 182 | |
| 9.00 | 10.00 | 106 | 4 | 13 | 45 | 3 | 9 | 0 | 5 | 5 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 212 | 299 | |
| 10.00 | 11.00 | 105 | 9 | 5 | 23 | 1 | 5 | 0 | 4 | 2 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 178 | 267 | |
| 11.00 | 12.00 | 102 | 4 | 3 | 42 | 1 | 8 | 0 | 7 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 | 265 | |
| 12.00 | 13.00 | 83 | 13 | 9 | 44 | 0 | 13 | 0 | 8 | 3 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 193 | 277 | |
| 13.00 | 14.00 | 93 | 14 | 6 | 26 | 4 | 10 | 0 | 7 | 5 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 177 | 242 | |
| 14.00 | 15.00 | 116 | 16 | 5 | 12 | 8 | 17 | 0 | 15 | 8 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 207 | 298 | |
| 15.00 | 16.00 | 121 | 29 | 1 | 21 | 7 | 17 | 1 | 10 | 14 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 233 | 335 | |
| 16.00 | 17.00 | 106 | 24 | 0 | 20 | 12 | 14 | 0 | 12 | 16 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 220 | 337 | |
| 17.00 | 18.00 | 87 | 25 | 2 | 14 | 7 | 10 | 1 | 12 | 23 | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 193 | 299 | |
| 18.00 | 19.00 | 74 | 17 | 3 | 20 | 2 | 6 | 0 | 9 | 21 | 6 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 183 | 328 | |
| 19.00 | 20.00 | 84 | 13 | 2 | 6 | 3 | 9 | 0 | 8 | 29 | 1 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 172 | 312 | |
| 20.00 | 21.00 | 47 | 4 | 1 | 5 | 5 | 3 | 0 | 6 | 27 | 9 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 265 | |
| 21.00 | 22.00 | 31 | 3 | 1 | 4 | 0 | 3 | 0 | 1 | 29 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 189 | |
| 22.00 | 23.00 | 31 | 8 | 0 | 1 | 5 | 5 | 0 | 5 | 32 | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 263 | |
| 23.00 | 0.00 | 26 | 2 | 0 | 1 | 2 | 26 | 0 | 9 | 61 | 11 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 | 438 | |
| 0.00 | 1.00 | 25 | 1 | 0 | 1 | 1 | 42 | 0 | 4 | 53 | 14 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 | 447 | |
| 1.00 | 2.00 | 15 | 4 | 0 | 1 | 1 | 82 | 0 | 8 | 27 | 14 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 461 | |
| 2.00 | 3.00 | 6 | 1 | 0 | 0 | 0 | 17 | 0 | 5 | 19 | 8 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 210 | |
| 3.00 | 4.00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 8 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 143 | |
| 4.00 | 5.00 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 4 | 7 | 5 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 128 | |
| 5.00 | 6.00 | 14 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 8 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 74 | |
| 6.00 | 7.00 | 16 | 4 | 3 | 4 | 0 | 3 | 0 | 2 | 9 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 87 | |
| 7.00 | 8.00 | 26 | 1 | 11 | 8 | 1 | 4 | 0 | 1 | 15 | 10 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 182 | |
| Grand Total | | 1390 | 205 | 74 | 327 | 65 | 308 | 2 | 150 | 427 | 119 | 356 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3424 | 6321 | |

| Name of Road: NH-48 | | | | | | | | Direction: Towards Sakleshpur | | | | | | | | Day : 2 (23.09.2015) | | | | | | | |
|-------------------------------|-------|--------------------|------|-----|-----|-------------|-----|-------------------------------|----------|--------|--------|----------------------|-------------------|-------------------------|-----------------|----------------------|-----------------------|-------------------------------|---------------------------|------------------------|-----------|-----------------|--|
| Location: Donigal Km. 229.000 | | | | | | | | Section : Shiradi Ghat | | | | | | | | | | | | | | | |
| Time Period | | Motorised Traffic | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) | | | |
| From | To | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | | | | Goods | | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailor | Cycle | Cycle Ricksha w | | | | Hand Cart | Animal Drawn | |
| 8.00 | 9.00 | 45 | 4 | 8 | 34 | 1 | 1 | 0 | 3 | 8 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 145 | |
| 9.00 | 10.00 | 84 | 9 | 9 | 43 | 1 | 1 | 0 | 4 | 19 | 5 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 194 | 292 | |
| 10.00 | 11.00 | 83 | 9 | 11 | 64 | 1 | 4 | 0 | 9 | 13 | 7 | 55 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 259 | 483 | |
| 11.00 | 12.00 | 125 | 6 | 9 | 34 | 1 | 5 | 0 | 9 | 45 | 15 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 272 | 471 | |
| 12.00 | 13.00 | 102 | 13 | 8 | 41 | 2 | 10 | 1 | 13 | 67 | 4 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 301 | 590 | |
| 13.00 | 14.00 | 76 | 11 | 7 | 25 | 4 | 13 | 0 | 10 | 30 | 13 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 240 | 525 | |
| 14.00 | 15.00 | 56 | 17 | 6 | 12 | 6 | 13 | 0 | 8 | 12 | 13 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 191 | 436 | |
| 15.00 | 16.00 | 68 | 7 | 5 | 22 | 2 | 8 | 0 | 8 | 10 | 11 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 168 | 315 | |
| 16.00 | 17.00 | 81 | 8 | 6 | 29 | 4 | 12 | 0 | 14 | 13 | 14 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 193 | 308 | |
| 17.00 | 18.00 | 62 | 12 | 2 | 38 | 2 | 24 | 0 | 6 | 16 | 12 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 197 | 364 | |
| 18.00 | 19.00 | 81 | 7 | 10 | 36 | 1 | 16 | 0 | 16 | 17 | 13 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | 406 | |
| 19.00 | 20.00 | 93 | 4 | 5 | 36 | 0 | 5 | 0 | 8 | 13 | 10 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 197 | 320 | |
| 20.00 | 21.00 | 103 | 0 | 5 | 12 | 1 | 3 | 2 | 7 | 20 | 7 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 169 | 259 | |
| 21.00 | 22.00 | 32 | 0 | 4 | 5 | 0 | 1 | 0 | 4 | 28 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 199 | |
| 22.00 | 23.00 | 30 | 0 | 3 | 10 | 2 | 10 | 1 | 5 | 28 | 19 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 293 | |
| 23.00 | 0.00 | 22 | 0 | 1 | 3 | 2 | 17 | 0 | 2 | 26 | 17 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 256 | |
| 0.00 | 1.00 | 24 | 2 | 0 | 2 | 3 | 26 | 0 | 3 | 40 | 19 | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 128 | 332 | |
| 1.00 | 2.00 | 18 | 3 | 0 | 3 | 0 | 14 | 0 | 17 | 17 | 15 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 227 | |
| 2.00 | 3.00 | 11 | 5 | 0 | 1 | 0 | 7 | 0 | 7 | 9 | 10 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 146 | |
| 3.00 | 4.00 | 12 | 8 | 0 | 6 | 0 | 8 | 0 | 14 | 13 | 13 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 200 | |
| 4.00 | 5.00 | 16 | 4 | 0 | 9 | 0 | 12 | 0 | 18 | 26 | 12 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 233 | |
| 5.00 | 6.00 | 19 | 5 | 3 | 10 | 0 | 2 | 0 | 12 | 29 | 11 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 217 | |
| 6.00 | 7.00 | 29 | 6 | 2 | 13 | 1 | 8 | 0 | 8 | 32 | 8 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 255 | |
| 7.00 | 8.00 | 36 | 3 | 5 | 18 | 0 | 3 | 1 | 3 | 17 | 9 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 227 | |
| Grand Total | | 1308 | 143 | 109 | 506 | 34 | 223 | 5 | 208 | 548 | 268 | 482 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 3840 | 7491 | |

| Name of Road: NH-48 | | | | | | | | | Direction: Towards Sakleshpur | | | | | | | Day : 3 (24.09.2015) | | | | | | |
|-------------------------------|-------|--------------------|------|-----|-----|-------------|-----|---------------|-------------------------------|--------|--------|----------------------|-------------------|----------------------|-----------------|-------------------------|-----------------------|-----------|-----------------|-------------------------------|---------------------------|------------------------|
| Location: Donigal Km. 229,000 | | | | | | | | | Section : Shiradi Ghat | | | | | | | | | | | | | |
| Time Period | | Motorised Traffic | | | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) |
| From | To | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | Goods | | | | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailer | Cycle | Cycle Ricksha w | Hand Cart | Animal Drawn | | | |
| 8.00 | 9.00 | 42 | 4 | 11 | 37 | 2 | 10 | 0 | 4 | 9 | 9 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 136 | 205 |
| 9.00 | 10.00 | 48 | 5 | 7 | 36 | 2 | 7 | 0 | 5 | 4 | 3 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 180 |
| 10.00 | 11.00 | 102 | 7 | 18 | 73 | 0 | 8 | 0 | 12 | 5 | 1 | 22 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 249 | 327 |
| 11.00 | 12.00 | 97 | 9 | 19 | 83 | 0 | 15 | 0 | 12 | 4 | 4 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 270 | 375 |
| 12.00 | 13.00 | 52 | 9 | 13 | 58 | 1 | 6 | 0 | 5 | 4 | 2 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 162 | 202 |
| 13.00 | 14.00 | 57 | 5 | 8 | 37 | 0 | 4 | 0 | 7 | 11 | 6 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 | 293 |
| 14.00 | 15.00 | 67 | 11 | 12 | 42 | 1 | 12 | 0 | 7 | 8 | 7 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 177 | 249 |
| 15.00 | 16.00 | 82 | 13 | 14 | 61 | 3 | 18 | 0 | 13 | 13 | 8 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 241 | 353 |
| 16.00 | 17.00 | 87 | 16 | 13 | 57 | 3 | 19 | 0 | 14 | 15 | 7 | 20 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 253 | 392 |
| 17.00 | 18.00 | 97 | 14 | 17 | 44 | 2 | 14 | 0 | 7 | 16 | 7 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 230 | 329 |
| 18.00 | 19.00 | 79 | 13 | 8 | 34 | 5 | 8 | 0 | 7 | 24 | 3 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 213 | 384 |
| 19.00 | 20.00 | 36 | 6 | 7 | 19 | 2 | 10 | 0 | 7 | 19 | 7 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 329 |
| 20.00 | 21.00 | 32 | 1 | 6 | 11 | 1 | 2 | 1 | 9 | 19 | 13 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 217 |
| 21.00 | 22.00 | 38 | 1 | 2 | 20 | 0 | 2 | 0 | 5 | 22 | 11 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 113 | 218 |
| 22.00 | 23.00 | 29 | 5 | 1 | 7 | 1 | 7 | 0 | 12 | 34 | 13 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 247 |
| 23.00 | 0.00 | 33 | 3 | 1 | 0 | 2 | 31 | 0 | 6 | 30 | 15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 313 |
| 0.00 | 1.00 | 28 | 0 | 0 | 0 | 2 | 44 | 0 | 1 | 26 | 22 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 340 |
| 1.00 | 2.00 | 33 | 0 | 0 | 2 | 0 | 73 | 0 | 7 | 20 | 12 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 | 391 |
| 2.00 | 3.00 | 24 | 3 | 0 | 1 | 0 | 27 | 0 | 0 | 13 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 236 |
| 3.00 | 4.00 | 33 | 3 | 0 | 1 | 0 | 27 | 0 | 3 | 30 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 295 |
| 4.00 | 5.00 | 16 | 2 | 1 | 0 | 0 | 12 | 0 | 1 | 13 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 144 |
| 5.00 | 6.00 | 14 | 1 | 2 | 2 | 0 | 1 | 0 | 2 | 14 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 105 |
| 6.00 | 7.00 | 10 | 0 | 1 | 4 | 0 | 3 | 0 | 1 | 8 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 85 |
| 7.00 | 8.00 | 20 | 1 | 5 | 15 | 1 | 4 | 0 | 4 | 13 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 149 |
| Grand Total | | 1156 | 132 | 166 | 644 | 28 | 364 | 1 | 151 | 374 | 221 | 313 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3555 | 6354 |

| Name of Road: NH-48 | | | | | | | | Direction: Towards Sakleshpur | | | | | | | | Day : 4 (25.09.2015) | | | | | | |
|-------------------------------|-------|--------------------|------|-----|-----|-------------|-----|-------------------------------|----------|--------|--------|----------------------|-------------------|-------------------------|-----------------|----------------------|------------------|-------------------------------|---------------------------|------------------------|-----------|-----------------|
| Location: Donigal Km. 229.000 | | | | | | | | Section : Shiradi Ghat | | | | | | | | | | | | | | |
| Time Period | | Motorised Traffic | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) | | |
| From | To | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | | | | Goods | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailer | Cycle | Cycle Ricksha | | | | Hand Cart | Animal Drawn |
| 8.00 | 9.00 | 40 | 12 | 11 | 27 | 1 | 5 | 0 | 8 | 13 | 9 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 248 |
| 9.00 | 10.00 | 56 | 13 | 8 | 42 | 1 | 10 | 0 | 3 | 5 | 3 | 18 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 160 | 244 |
| 10.00 | 11.00 | 71 | 13 | 8 | 60 | 2 | 7 | 0 | 9 | 6 | 2 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 206 | 310 |
| 11.00 | 12.00 | 80 | 11 | 21 | 62 | 2 | 15 | 0 | 4 | 6 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 | 278 |
| 12.00 | 13.00 | 87 | 10 | 21 | 60 | 1 | 21 | 1 | 9 | 5 | 3 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 229 | 301 |
| 13.00 | 14.00 | 118 | 22 | 15 | 31 | 6 | 12 | 1 | 7 | 11 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 229 | 284 |
| 14.00 | 15.00 | 94 | 20 | 12 | 59 | 4 | 16 | 0 | 15 | 11 | 4 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 240 | 300 |
| 15.00 | 16.00 | 120 | 20 | 9 | 63 | 2 | 12 | 0 | 6 | 11 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 254 | 304 |
| 16.00 | 17.00 | 107 | 29 | 16 | 36 | 9 | 21 | 0 | 8 | 13 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 244 | 317 |
| 17.00 | 18.00 | 137 | 26 | 13 | 74 | 6 | 15 | 0 | 10 | 27 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 316 | 392 |
| 18.00 | 19.00 | 137 | 15 | 14 | 84 | 2 | 12 | 2 | 6 | 17 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 295 | 335 |
| 19.00 | 20.00 | 115 | 15 | 7 | 28 | 6 | 9 | 0 | 9 | 34 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 226 | 312 |
| 20.00 | 21.00 | 76 | 17 | 5 | 14 | 1 | 3 | 0 | 3 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 161 |
| 21.00 | 22.00 | 52 | 2 | 6 | 12 | 4 | 4 | 0 | 6 | 24 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 210 |
| 22.00 | 23.00 | 31 | 5 | 0 | 14 | 2 | 10 | 0 | 8 | 19 | 28 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 324 |
| 23.00 | 0.00 | 67 | 4 | 1 | 19 | 2 | 12 | 0 | 11 | 24 | 32 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 467 |
| 0.00 | 1.00 | 42 | 3 | 1 | 7 | 6 | 40 | 0 | 5 | 38 | 22 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 187 | 470 |
| 1.00 | 2.00 | 18 | 2 | 0 | 1 | 2 | 76 | 0 | 2 | 21 | 15 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 417 |
| 2.00 | 3.00 | 11 | 0 | 1 | 4 | 2 | 17 | 0 | 3 | 15 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 154 |
| 3.00 | 4.00 | 24 | 8 | 0 | 2 | 1 | 3 | 0 | 1 | 16 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 111 |
| 4.00 | 5.00 | 21 | 2 | 1 | 1 | 0 | 2 | 1 | 4 | 18 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 129 |
| 5.00 | 6.00 | 19 | 6 | 1 | 3 | 4 | 4 | 0 | 1 | 23 | 6 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 175 |
| 6.00 | 7.00 | 18 | 4 | 1 | 9 | 2 | 3 | 0 | 3 | 16 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 128 |
| 7.00 | 8.00 | 21 | 1 | 4 | 27 | 2 | 4 | 0 | 1 | 10 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 76 | 112 |
| Grand Total | | 1562 | 260 | 176 | 739 | 70 | 333 | 5 | 142 | 395 | 169 | 235 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 4094 | 6475 |

| Name of Road: NH-48 | | | | | | | | Direction: Towards Sakleshpur | | | | | | | | Day : 5 (26.09.2015) | | | | | | |
|-------------------------------|-------|--------------------|------|-----|-----|-------------|-----|-------------------------------|----------|--------|--------|----------------------|-------------------|----------------------|-----------------|-------------------------|-----------------------|-----------|-----------------|-------------------------------|---------------------------|------------------------|
| Location: Donigal Km. 229.000 | | | | | | | | Section : Shiradi Ghat | | | | | | | | | | | | | | |
| Time Period | | Motorised Traffic | | | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) |
| From | To | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | Goods | | | | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailor | Cycle | Cycle Ricksha w | Hand Cart | Animal Drawn | | | |
| 8.00 | 9.00 | 42 | 6 | 8 | 23 | 0 | 1 | 0 | 2 | 11 | 8 | 8 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 111 | 176 |
| 9.00 | 10.00 | 345 | 2 | 11 | 37 | 1 | 0 | 0 | 2 | 24 | 14 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 449 | 554 |
| 10.00 | 11.00 | 49 | 7 | 7 | 35 | 1 | 0 | 0 | 3 | 35 | 22 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 182 | 361 |
| 11.00 | 12.00 | 94 | 11 | 15 | 56 | 3 | 0 | 1 | 5 | 9 | 16 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 223 | 295 |
| 12.00 | 13.00 | 141 | 20 | 12 | 56 | 1 | 0 | 0 | 3 | 21 | 8 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 274 | 348 |
| 13.00 | 14.00 | 154 | 22 | 12 | 70 | 3 | 1 | 0 | 8 | 5 | 4 | 22 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 302 | 373 |
| 14.00 | 15.00 | 193 | 42 | 10 | 58 | 6 | 1 | 0 | 5 | 21 | 4 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 347 | 396 |
| 15.00 | 16.00 | 208 | 49 | 17 | 66 | 6 | 6 | 2 | 3 | 23 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 390 | 449 |
| 16.00 | 17.00 | 197 | 49 | 9 | 82 | 7 | 13 | 2 | 6 | 14 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 390 | 445 |
| 17.00 | 18.00 | 249 | 41 | 13 | 70 | 12 | 17 | 1 | 7 | 22 | 8 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 447 | 540 |
| 18.00 | 19.00 | 210 | 37 | 18 | 92 | 2 | 11 | 0 | 15 | 18 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 417 | 476 |
| 19.00 | 20.00 | 128 | 15 | 3 | 23 | 1 | 10 | 0 | 7 | 12 | 6 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 227 | 353 |
| 20.00 | 21.00 | 120 | 4 | 4 | 4 | 6 | 8 | 0 | 8 | 16 | 10 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 | 289 |
| 21.00 | 22.00 | 114 | 6 | 4 | 4 | 6 | 6 | 0 | 4 | 28 | 9 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 | 306 |
| 22.00 | 23.00 | 74 | 5 | 0 | 0 | 3 | 11 | 0 | 7 | 24 | 10 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 | 292 |
| 23.00 | 0.00 | 50 | 2 | 2 | 2 | 12 | 28 | 0 | 3 | 26 | 11 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157 | 367 |
| 0.00 | 1.00 | 54 | 2 | 1 | 1 | 6 | 49 | 0 | 7 | 31 | 14 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 176 | 409 |
| 1.00 | 2.00 | 41 | 3 | 0 | 0 | 5 | 66 | 0 | 1 | 23 | 14 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 416 |
| 2.00 | 3.00 | 55 | 6 | 0 | 0 | 3 | 49 | 0 | 3 | 24 | 6 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 361 |
| 3.00 | 4.00 | 42 | 5 | 0 | 0 | 3 | 10 | 0 | 5 | 15 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 179 |
| 4.00 | 5.00 | 49 | 13 | 0 | 0 | 5 | 7 | 0 | 10 | 18 | 5 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 224 |
| 5.00 | 6.00 | 45 | 11 | 6 | 6 | 4 | 8 | 0 | 7 | 14 | 6 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 206 |
| 6.00 | 7.00 | 34 | 4 | 0 | 0 | 2 | 5 | 0 | 4 | 12 | 5 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 158 |
| 7.00 | 8.00 | 52 | 6 | 6 | 6 | 2 | 2 | 1 | 3 | 10 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 152 |
| Grand Total | | 2740 | 368 | 158 | 691 | 100 | 309 | 7 | 128 | 456 | 202 | 274 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 5440 | 8122 |

| Name of Road: NH-48 | | | | | | | | Direction: Towards Sakleshpur | | | | | | | | Day : 6 (27.09.2015) | | | | | | | |
|-------------------------------|-------|--------------------|------|-----|-----|-------------|-----|-------------------------------|----------|--------|--------|----------------------|-------------------|----------------------|-----------------|-------------------------|-----------------------|-----------|-----------------|-------------------------------|---------------------------|------------------------|--|
| Location: Donigal Km. 229.000 | | | | | | | | Section : Shiradi Ghat | | | | | | | | | | | | | | | |
| Time Period | | Motorised Traffic | | | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) | |
| From | To | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | Goods | | | | | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailer | Cycle | Cycle Ricksha w | Hand Cart | Animal Drawn | | | | |
| 8.00 | 9.00 | 63 | 5 | 5 | 38 | 0 | 8 | 1 | 10 | 16 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 | 212 | |
| 9.00 | 10.00 | 103 | 9 | 17 | 52 | 2 | 6 | 1 | 10 | 13 | 8 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 | 300 | |
| 10.00 | 11.00 | 94 | 15 | 10 | 45 | 3 | 4 | 0 | 10 | 13 | 11 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 | 290 | |
| 11.00 | 12.00 | 158 | 30 | 12 | 51 | 4 | 11 | 0 | 7 | 17 | 19 | 18 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 328 | 469 | |
| 12.00 | 13.00 | 205 | 22 | 9 | 54 | 3 | 14 | 1 | 4 | 16 | 14 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 366 | 515 | |
| 13.00 | 14.00 | 254 | 17 | 11 | 51 | 1 | 13 | 1 | 13 | 15 | 9 | 20 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 406 | 535 | |
| 14.00 | 15.00 | 271 | 19 | 12 | 76 | 3 | 14 | 0 | 10 | 15 | 13 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 442 | 522 | |
| 15.00 | 16.00 | 257 | 16 | 5 | 46 | 6 | 19 | 1 | 11 | 10 | 8 | 26 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 406 | 560 | |
| 16.00 | 17.00 | 69 | 16 | 11 | 57 | 6 | 17 | 1 | 14 | 19 | 13 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 257 | 456 | |
| 17.00 | 18.00 | 54 | 14 | 11 | 52 | 6 | 16 | 2 | 8 | 19 | 11 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 219 | 383 | |
| 18.00 | 19.00 | 73 | 24 | 11 | 48 | 0 | 11 | 2 | 12 | 28 | 11 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 236 | 374 | |
| 19.00 | 20.00 | 160 | 16 | 5 | 26 | 2 | 6 | 0 | 10 | 16 | 2 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 265 | 383 | |
| 20.00 | 21.00 | 95 | 4 | 5 | 7 | 1 | 3 | 2 | 4 | 24 | 5 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 168 | 294 | |
| 21.00 | 22.00 | 98 | 7 | 6 | 3 | 4 | 4 | 0 | 5 | 16 | 11 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 172 | 300 | |
| 22.00 | 23.00 | 79 | 15 | 2 | 8 | 7 | 6 | 0 | 0 | 17 | 4 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 163 | 304 | |
| 23.00 | 0.00 | 62 | 4 | 2 | 5 | 10 | 34 | 0 | 1 | 9 | 5 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 321 | |
| 0.00 | 1.00 | 34 | 2 | 0 | 1 | 3 | 42 | 0 | 3 | 13 | 4 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 272 | |
| 1.00 | 2.00 | 27 | 0 | 0 | 0 | 3 | 101 | 0 | 0 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 | 363 | |
| 2.00 | 3.00 | 24 | 0 | 0 | 2 | 3 | 50 | 1 | 3 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 221 | |
| 3.00 | 4.00 | 16 | 0 | 1 | 2 | 0 | 3 | 0 | 2 | 15 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 113 | |
| 4.00 | 5.00 | 9 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 71 | |
| 5.00 | 6.00 | 5 | 1 | 0 | 2 | 3 | 1 | 0 | 1 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 45 | |
| 6.00 | 7.00 | 16 | 3 | 0 | 9 | 0 | 2 | 0 | 5 | 7 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 105 | |
| 7.00 | 8.00 | 33 | 1 | 5 | 30 | 0 | 3 | 0 | 3 | 4 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 123 | |
| Grand Total | | 2259 | 240 | 140 | 666 | 70 | 389 | 13 | 148 | 337 | 187 | 325 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 4778 | 7528 | |

| Name of Road: NH-48 | | | | | | | | Direction: Towards Sakleshpur | | | | | | | | Day : 7 (28.09.2015) | | | | | | | | |
|-------------------------------|-------|--------------------|------|-----|-----|-------------|-----|-------------------------------|----------|--------|--------|----------------------|-------------------|----------------------|-----------------|----------------------|------------------|-------------------------|-----------------|---|------|-------------------------------|---------------------------|------------------------|
| Location: Donigal Km. 229.000 | | | | | | | | Section : Shiradi Ghat | | | | | | | | | | | | | | | | |
| Time Period | | Motorised Traffic | | | | | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) |
| From | To | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | Goods | | | | | | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailor | Cycle | Cycle Ricksha | Hand Cart | Animal Drawn | | | | | |
| 8.00 | 9.00 | 67 | 4 | 12 | 38 | 2 | 9 | 1 | 4 | 7 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 149 | 179 | | |
| 9.00 | 10.00 | 74 | 4 | 12 | 56 | 2 | 14 | 0 | 10 | 2 | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 186 | 234 | | |
| 10.00 | 11.00 | 116 | 12 | 17 | 65 | 0 | 7 | 2 | 14 | 7 | 1 | 8 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 251 | 291 | | |
| 11.00 | 12.00 | 102 | 20 | 22 | 63 | 3 | 13 | 0 | 8 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 241 | 273 | | |
| 12.00 | 13.00 | 98 | 16 | 19 | 57 | 1 | 15 | 0 | 16 | 5 | 2 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 247 | 330 | | |
| 13.00 | 14.00 | 82 | 20 | 13 | 36 | 1 | 15 | 0 | 9 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 196 | 268 | | |
| 14.00 | 15.00 | 123 | 28 | 17 | 34 | 2 | 12 | 0 | 13 | 10 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 245 | 301 | | |
| 15.00 | 16.00 | 102 | 24 | 13 | 37 | 3 | 17 | 0 | 13 | 10 | 5 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 236 | 332 | | |
| 16.00 | 17.00 | 79 | 16 | 11 | 43 | 3 | 16 | 0 | 16 | 12 | 5 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 | 318 | | |
| 17.00 | 18.00 | 104 | 15 | 9 | 42 | 2 | 13 | 0 | 13 | 18 | 8 | 14 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 240 | 361 | | |
| 18.00 | 19.00 | 127 | 15 | 10 | 40 | 1 | 6 | 0 | 11 | 13 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 239 | 307 | | |
| 19.00 | 20.00 | 76 | 6 | 6 | 35 | 5 | 7 | 0 | 6 | 14 | 7 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 185 | 310 | | |
| 20.00 | 21.00 | 41 | 1 | 5 | 10 | 0 | 4 | 0 | 5 | 28 | 11 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 234 | | |
| 21.00 | 22.00 | 35 | 2 | 4 | 7 | 2 | 2 | 0 | 10 | 35 | 14 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 123 | 270 | | |
| 22.00 | 23.00 | 39 | 4 | 3 | 2 | 4 | 8 | 1 | 5 | 44 | 12 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 285 | | |
| 23.00 | 0.00 | 35 | 1 | 0 | 1 | 2 | 19 | 0 | 9 | 54 | 9 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 | 344 | | |
| 0.00 | 1.00 | 26 | 0 | 0 | 4 | 2 | 39 | 1 | 7 | 47 | 11 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 151 | 397 | | |
| 1.00 | 2.00 | 26 | 2 | 0 | 1 | 5 | 75 | 0 | 7 | 54 | 13 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 545 | | |
| 2.00 | 3.00 | 34 | 5 | 2 | 6 | 4 | 41 | 0 | 5 | 46 | 5 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 | 388 | | |
| 3.00 | 4.00 | 43 | 4 | 3 | 5 | 3 | 27 | 0 | 6 | 42 | 8 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 351 | | |
| 4.00 | 5.00 | 43 | 5 | 3 | 6 | 2 | 23 | 0 | 7 | 34 | 6 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 302 | | |
| 5.00 | 6.00 | 35 | 5 | 2 | 3 | 3 | 23 | 0 | 9 | 24 | 6 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 275 | | |
| 6.00 | 7.00 | 35 | 6 | 3 | 5 | 4 | 13 | 0 | 8 | 23 | 8 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 237 | | |
| 7.00 | 8.00 | 38 | 3 | 2 | 4 | 1 | 8 | 0 | 6 | 12 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 183 | | |
| Grand Total | | 1580 | 218 | 188 | 600 | 57 | 426 | 5 | 217 | 553 | 151 | 265 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 4267 | 7308 | | |

| CLASSIFIED DAILY VOLUME COUNT | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------------|-------|--------------------|------|-----|-----|----------|-----|-------------------------------|----------|--------|--------|-------------------|----------------|-------------------------|-----------------|-----------|----------------|----------------------------|------------------------|------------------------|-----------|--------------|
| Name of Road: NH-48 | | | | | | | | Direction: Towards Sakleshpur | | | | | | | | | | | | | | |
| Time Period | | Motorised Traffic | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) | | |
| | | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | | | | Goods | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailer | Cycle | Cycle Rickshaw | | | | Hand Cart | Animal Drawn |
| Day 1 | | 1390 | 205 | 74 | 327 | 65 | 308 | 2 | 150 | 427 | 119 | 356 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3424 | 6321 |
| Day 2 | | 1308 | 143 | 109 | 506 | 34 | 223 | 5 | 208 | 548 | 268 | 482 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 3840 | 7491 |
| Day 3 | | 1156 | 132 | 166 | 644 | 28 | 364 | 1 | 151 | 374 | 221 | 313 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3555 | 6354 |
| Day 4 | | 1562 | 260 | 176 | 739 | 70 | 333 | 5 | 142 | 395 | 169 | 235 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 4094 | 6475 |
| Day 5 | | 2740 | 368 | 158 | 691 | 100 | 309 | 7 | 128 | 456 | 202 | 274 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 5440 | 8122 |
| Day 6 | | 2259 | 240 | 140 | 666 | 70 | 389 | 13 | 148 | 337 | 187 | 325 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 4778 | 7528 |
| Day 7 | | 1580 | 218 | 188 | 600 | 57 | 426 | 5 | 217 | 553 | 151 | 265 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 4267 | 7308 |
| ADT | | 1714 | 224 | 144 | 596 | 61 | 336 | 5 | 163 | 441 | 188 | 321 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4200 | 7085 |
| AVERAGE HOURLY TRAFFIC VOLUME | | | | | | | | | | | | | | | | | | | | | | |
| Name of Road: NH-48 | | | | | | | | Direction: Towards Sakleshpur | | | | | | | | | | | | | | |
| Time Period | | Motorised Traffic | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) | | |
| | | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | | | | Goods | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailer | Cycle | Cycle Rickshaw | | | | Hand Cart | Animal Drawn |
| 8.00 | 9.00 | 52 | 6 | 9 | 32 | 1 | 6 | 0 | 5 | 10 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 192 |
| 9.00 | 10.00 | 117 | 7 | 11 | 44 | 2 | 7 | 0 | 6 | 10 | 5 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 223 | 300 |
| 10.00 | 11.00 | 89 | 10 | 11 | 52 | 1 | 5 | 0 | 9 | 12 | 6 | 24 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 220 | 333 |
| 11.00 | 12.00 | 108 | 13 | 14 | 56 | 2 | 10 | 0 | 7 | 12 | 8 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 248 | 346 |
| 12.00 | 13.00 | 110 | 15 | 13 | 53 | 1 | 11 | 0 | 8 | 17 | 5 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 253 | 366 |
| 13.00 | 14.00 | 119 | 16 | 10 | 39 | 3 | 10 | 0 | 9 | 12 | 5 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 245 | 360 |
| 14.00 | 15.00 | 131 | 22 | 11 | 42 | 4 | 12 | 0 | 10 | 12 | 6 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 264 | 357 |
| 15.00 | 16.00 | 137 | 23 | 9 | 45 | 4 | 14 | 1 | 9 | 13 | 6 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 275 | 378 |
| 16.00 | 17.00 | 104 | 23 | 9 | 46 | 6 | 16 | 0 | 12 | 15 | 6 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 253 | 367 |
| 17.00 | 18.00 | 113 | 21 | 10 | 48 | 5 | 16 | 1 | 9 | 20 | 8 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 263 | 381 |
| 18.00 | 19.00 | 112 | 18 | 11 | 51 | 2 | 10 | 1 | 11 | 20 | 7 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 258 | 373 |
| 19.00 | 20.00 | 99 | 11 | 5 | 25 | 3 | 8 | 0 | 8 | 20 | 5 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 203 | 331 |
| 20.00 | 21.00 | 73 | 4 | 4 | 9 | 2 | 4 | 1 | 6 | 21 | 8 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 245 |
| 21.00 | 22.00 | 57 | 3 | 4 | 8 | 2 | 3 | 0 | 5 | 26 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 242 |
| 22.00 | 23.00 | 45 | 6 | 1 | 6 | 3 | 8 | 0 | 6 | 28 | 14 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 | 287 |
| 23.00 | 0.00 | 42 | 2 | 1 | 4 | 5 | 24 | 0 | 6 | 33 | 14 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 358 |
| 0.00 | 1.00 | 33 | 1 | 0 | 2 | 3 | 40 | 0 | 4 | 35 | 15 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 381 |
| 1.00 | 2.00 | 25 | 2 | 0 | 1 | 2 | 70 | 0 | 6 | 24 | 12 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 403 |
| 2.00 | 3.00 | 24 | 3 | 0 | 2 | 2 | 30 | 0 | 4 | 19 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 245 |
| 3.00 | 4.00 | 25 | 4 | 1 | 2 | 1 | 11 | 0 | 4 | 20 | 8 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 199 |
| 4.00 | 5.00 | 23 | 4 | 1 | 3 | 1 | 8 | 0 | 7 | 19 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 176 |
| 5.00 | 6.00 | 22 | 4 | 2 | 4 | 2 | 6 | 0 | 5 | 17 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 156 |
| 6.00 | 7.00 | 23 | 4 | 1 | 6 | 1 | 5 | 0 | 4 | 15 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 151 |
| 7.00 | 8.00 | 32 | 2 | 5 | 15 | 1 | 4 | 0 | 3 | 12 | 7 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 161 |
| Grand Total | | 1715 | 224 | 143 | 595 | 59 | 338 | 4 | 163 | 442 | 187 | 322 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4199 | 7088 |

CLASSIFIED VOLUME COUNT SURVEY

| Name of Road: NH-48 | | | | | | | | Direction: Towards Gundya | | | | | | | | Day : 1 (21.09.2015) | | | | | | | |
|-------------------------------|-------|--------------------|------|-----|-----|-------------|-----|---------------------------|----------|--------|--------|----------------------|-------------------|-------------------------|-----------------|----------------------|-----------------------|-------------------------------|---------------------------|------------------------|-----------|-----------------|--|
| Location: Donigal Km. 229.000 | | | | | | | | Section : Shiradi Ghat | | | | | | | | | | | | | | | |
| Time Period | | Motorised Traffic | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) | | | |
| From | To | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | | | | Goods | | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailer | Cycle | Cycle Ricksha w | | | | Hand Cart | Animal Drawn | |
| 8.00 | 9.00 | 36 | 4 | 15 | 26 | 9 | 4 | 0 | 3 | 7 | 2 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 179 | |
| 9.00 | 10.00 | 67 | 7 | 10 | 45 | 12 | 6 | 0 | 5 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 195 | |
| 10.00 | 11.00 | 83 | 11 | 4 | 29 | 3 | 7 | 0 | 7 | 12 | 3 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 173 | 257 | |
| 11.00 | 12.00 | 95 | 3 | 14 | 35 | 6 | 7 | 0 | 6 | 2 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 178 | 218 | |
| 12.00 | 13.00 | 71 | 5 | 4 | 39 | 7 | 13 | 0 | 2 | 10 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 | 221 | |
| 13.00 | 14.00 | 77 | 6 | 1 | 34 | 7 | 7 | 0 | 5 | 2 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 148 | 175 | |
| 14.00 | 15.00 | 46 | 8 | 2 | 14 | 4 | 11 | 0 | 9 | 7 | 5 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 246 | |
| 15.00 | 16.00 | 59 | 7 | 1 | 15 | 1 | 11 | 1 | 7 | 13 | 3 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 227 | |
| 16.00 | 17.00 | 38 | 5 | 1 | 12 | 0 | 5 | 0 | 6 | 8 | 2 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 167 | |
| 17.00 | 18.00 | 60 | 11 | 1 | 14 | 0 | 6 | 0 | 7 | 9 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 171 | |
| 18.00 | 19.00 | 41 | 10 | 3 | 31 | 1 | 7 | 0 | 5 | 9 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 175 | |
| 19.00 | 20.00 | 42 | 5 | 1 | 46 | 0 | 5 | 1 | 7 | 15 | 6 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 206 | |
| 20.00 | 21.00 | 25 | 1 | 2 | 29 | 1 | 5 | 0 | 4 | 11 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 146 | |
| 21.00 | 22.00 | 25 | 2 | 0 | 5 | 1 | 1 | 0 | 7 | 14 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 102 | |
| 22.00 | 23.00 | 20 | 3 | 1 | 0 | 1 | 9 | 0 | 7 | 31 | 8 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 230 | |
| 23.00 | 0.00 | 30 | 5 | 0 | 3 | 3 | 8 | 0 | 6 | 21 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 166 | |
| 0.00 | 1.00 | 13 | 3 | 0 | 3 | 0 | 10 | 0 | 7 | 18 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 162 | |
| 1.00 | 2.00 | 23 | 0 | 0 | 0 | 2 | 19 | 0 | 9 | 16 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 185 | |
| 2.00 | 3.00 | 28 | 4 | 0 | 0 | 0 | 90 | 0 | 3 | 24 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 418 | |
| 3.00 | 4.00 | 28 | 10 | 0 | 0 | 0 | 83 | 0 | 5 | 29 | 8 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 172 | 446 | |
| 4.00 | 5.00 | 25 | 3 | 0 | 2 | 4 | 15 | 0 | 7 | 38 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 238 | |
| 5.00 | 6.00 | 14 | 6 | 0 | 0 | 2 | 1 | 0 | 3 | 40 | 7 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 217 | |
| 6.00 | 7.00 | 31 | 4 | 4 | 3 | 1 | 6 | 0 | 3 | 39 | 6 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 339 | |
| 7.00 | 8.00 | 84 | 9 | 11 | 4 | 1 | 4 | 0 | 4 | 19 | 8 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167 | 310 | |
| Grand Total | | 1061 | 132 | 75 | 389 | 66 | 340 | 2 | 134 | 403 | 101 | 243 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2948 | 5390 | |

| Name of Road: NH-48 | | | | | | | | Direction: Towards Gundya | | | | | | | | Day : 2 (23.09.2015) | | | | | | | |
|-------------------------------|-------|--------------------|------|-----|-----|----------|-----|---------------------------|----------|--------|--------|-------------------|----------------|-------------------------|-----------------|----------------------|----------------|----------------------------|------------------------|------------------------|-----------|--------------|--|
| Location: Donigal Km. 229.000 | | | | | | | | Section : Shiradi Ghat | | | | | | | | | | | | | | | |
| Time Period | | Motorised Traffic | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) | | | |
| From | To | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | | | | Goods | | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailer | Cycle | Cycle Rickshaw | | | | Hand Cart | Animal Drawn | |
| 8.00 | 9.00 | 37 | 3 | 13 | 19 | 1 | 1 | 0 | 10 | 17 | 14 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 122 | 195 | |
| 9.00 | 10.00 | 63 | 1 | 14 | 28 | 4 | 2 | 0 | 6 | 22 | 30 | 6 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 179 | 302 | |
| 10.00 | 11.00 | 69 | 7 | 15 | 33 | 2 | 14 | 0 | 10 | 23 | 32 | 26 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 232 | 454 | |
| 11.00 | 12.00 | 47 | 7 | 7 | 29 | 1 | 19 | 0 | 6 | 14 | 8 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 | 290 | |
| 12.00 | 13.00 | 61 | 6 | 8 | 32 | 2 | 7 | 0 | 10 | 6 | 13 | 40 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 186 | 372 | |
| 13.00 | 14.00 | 69 | 7 | 10 | 38 | 1 | 17 | 0 | 6 | 7 | 4 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 210 | 429 | |
| 14.00 | 15.00 | 49 | 7 | 8 | 16 | 2 | 14 | 0 | 4 | 7 | 3 | 48 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 159 | 374 | |
| 15.00 | 16.00 | 81 | 15 | 13 | 38 | 8 | 21 | 0 | 8 | 4 | 3 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 218 | 358 | |
| 16.00 | 17.00 | 82 | 8 | 11 | 37 | 8 | 15 | 0 | 7 | 18 | 2 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 301 | |
| 17.00 | 18.00 | 89 | 10 | 12 | 49 | 8 | 18 | 0 | 8 | 6 | 4 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 226 | 343 | |
| 18.00 | 19.00 | 70 | 7 | 10 | 38 | 1 | 18 | 0 | 7 | 7 | 13 | 28 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 200 | 363 | |
| 19.00 | 20.00 | 45 | 3 | 6 | 28 | 1 | 15 | 0 | 13 | 11 | 7 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 292 | |
| 20.00 | 21.00 | 53 | 3 | 3 | 14 | 1 | 5 | 0 | 8 | 23 | 6 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 222 | |
| 21.00 | 22.00 | 44 | 4 | 5 | 17 | 2 | 3 | 0 | 2 | 13 | 8 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 180 | |
| 22.00 | 23.00 | 43 | 1 | 3 | 11 | 2 | 6 | 0 | 2 | 27 | 8 | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 120 | 258 | |
| 23.00 | 0.00 | 39 | 3 | 3 | 9 | 2 | 6 | 0 | 3 | 20 | 6 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 102 | 203 | |
| 0.00 | 1.00 | 38 | 2 | 2 | 2 | 1 | 7 | 1 | 4 | 26 | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 212 | |
| 1.00 | 2.00 | 26 | 11 | 0 | 3 | 0 | 25 | 0 | 21 | 14 | 11 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 261 | |
| 2.00 | 3.00 | 28 | 9 | 0 | 5 | 0 | 35 | 0 | 26 | 18 | 12 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 314 | |
| 3.00 | 4.00 | 24 | 2 | 0 | 3 | 0 | 33 | 0 | 12 | 29 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 322 | |
| 4.00 | 5.00 | 16 | 5 | 0 | 9 | 0 | 15 | 0 | 19 | 26 | 12 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 245 | |
| 5.00 | 6.00 | 22 | 6 | 0 | 15 | 1 | 7 | 3 | 12 | 24 | 10 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 222 | |
| 6.00 | 7.00 | 32 | 11 | 1 | 13 | 1 | 10 | 1 | 13 | 27 | 11 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 271 | |
| 7.00 | 8.00 | 46 | 0 | 6 | 23 | 1 | 6 | 1 | 4 | 22 | 6 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 | 255 | |
| Grand Total | | 1173 | 138 | 150 | 509 | 50 | 319 | 6 | 221 | 411 | 245 | 432 | 0 | 0 | 7 | 5 | 0 | 0 | 0 | 0 | 3666 | 7031 | |

| Name of Road: NH-48 | | | | | | | | Direction: Towards Gundya | | | | | | | | Day : 4 (25.09.2015) | | | | | | | |
|-------------------------------|-------|--------------------|------|-----|-----|-------------|-----|---------------------------|----------|--------|--------|----------------------|-------------------|----------------------|-----------------|-------------------------|------------------|-----------|-----------------|-------------------------------|---------------------------|------------------------|--|
| Location: Donigal Km. 229,000 | | | | | | | | Section : Shiradi Ghat | | | | | | | | | | | | | | | |
| Time Period | | Motorised Traffic | | | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) | |
| From | To | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | Goods | | | | | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailer | Cycle | Cycle Ricksha | Hand Cart | Animal Drawn | | | | |
| 8.00 | 9.00 | 90 | 4 | 6 | 22 | 0 | 5 | 0 | 7 | 18 | 6 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 | 263 | |
| 9.00 | 10.00 | 107 | 15 | 14 | 40 | 0 | 7 | 2 | 7 | 13 | 2 | 12 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 221 | 298 | |
| 10.00 | 11.00 | 97 | 9 | 8 | 46 | 3 | 11 | 0 | 7 | 15 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 216 | 316 | |
| 11.00 | 12.00 | 61 | 17 | 19 | 58 | 3 | 12 | 0 | 6 | 10 | 5 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 224 | 369 | |
| 12.00 | 13.00 | 146 | 15 | 16 | 56 | 1 | 11 | 0 | 7 | 7 | 6 | 15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 282 | 361 | |
| 13.00 | 14.00 | 108 | 10 | 17 | 47 | 4 | 11 | 1 | 6 | 13 | 5 | 24 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 248 | 379 | |
| 14.00 | 15.00 | 109 | 16 | 11 | 38 | 3 | 12 | 0 | 6 | 4 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 | 287 | |
| 15.00 | 16.00 | 119 | 8 | 12 | 54 | 6 | 9 | 2 | 4 | 8 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 236 | 282 | |
| 16.00 | 17.00 | 119 | 10 | 10 | 46 | 1 | 9 | 0 | 6 | 20 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 229 | 287 | |
| 17.00 | 18.00 | 133 | 23 | 9 | 42 | 1 | 7 | 1 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 | 244 | |
| 18.00 | 19.00 | 147 | 16 | 15 | 46 | 2 | 6 | 0 | 5 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 256 | 287 | |
| 19.00 | 20.00 | 117 | 7 | 9 | 26 | 2 | 7 | 0 | 10 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 190 | 224 | |
| 20.00 | 21.00 | 89 | 12 | 8 | 19 | 2 | 7 | 0 | 7 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 | 189 | |
| 21.00 | 22.00 | 56 | 7 | 7 | 19 | 2 | 6 | 0 | 7 | 17 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 | 203 | |
| 22.00 | 23.00 | 38 | 5 | 0 | 24 | 4 | 6 | 0 | 9 | 18 | 21 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 264 | |
| 23.00 | 0.00 | 40 | 9 | 0 | 11 | 1 | 6 | 0 | 16 | 21 | 26 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 | 347 | |
| 0.00 | 1.00 | 90 | 17 | 1 | 7 | 5 | 19 | 0 | 12 | 31 | 25 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 228 | 457 | |
| 1.00 | 2.00 | 81 | 22 | 1 | 6 | 6 | 19 | 0 | 12 | 19 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 178 | 292 | |
| 2.00 | 3.00 | 110 | 25 | 0 | 4 | 10 | 80 | 0 | 10 | 20 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 281 | 550 | |
| 3.00 | 4.00 | 94 | 26 | 0 | 18 | 20 | 106 | 0 | 5 | 34 | 6 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 329 | 695 | |
| 4.00 | 5.00 | 82 | 27 | 1 | 2 | 13 | 26 | 0 | 5 | 46 | 10 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | 443 | |
| 5.00 | 6.00 | 50 | 12 | 0 | 17 | 8 | 8 | 0 | 1 | 20 | 6 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167 | 389 | |
| 6.00 | 7.00 | 67 | 18 | 2 | 16 | 7 | 1 | 1 | 5 | 27 | 4 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 440 | |
| 7.00 | 8.00 | 75 | 5 | 2 | 33 | 2 | 0 | 2 | 2 | 15 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 151 | 206 | |
| Grand Total | | 2225 | 335 | 168 | 697 | 106 | 391 | 9 | 169 | 417 | 177 | 352 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 4 | 5056 | 8064 | |

| Name of Road: NH-48 | | | | | | | | Direction: Towards Gundya | | | | | | | | Day : 5 (26.09.2015) | | | | | | | |
|-------------------------------|-------|--------------------|------|-----|-----|-------------|-----|---------------------------|----------|--------|--------|----------------------|-------------------|----------------------|-----------------|-------------------------|-----------------------|-----------|-----------------|-------------------------------|---------------------------|------------------------|--|
| Location: Donigal Km. 229.000 | | | | | | | | Section : Shiradi Ghat | | | | | | | | | | | | | | | |
| Time Period | | Motorised Traffic | | | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) | |
| From | To | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | Goods | | | | | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailor | Cycle | Cycle Ricksha w | Hand Cart | Animal Drawn | | | | |
| 8.00 | 9.00 | 88 | 18 | 13 | 29 | 3 | 0 | 1 | 6 | 15 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 | 246 | |
| 9.00 | 10.00 | 109 | 13 | 10 | 38 | 3 | 0 | 0 | 9 | 26 | 14 | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 231 | 330 | |
| 10.00 | 11.00 | 113 | 3 | 11 | 37 | 1 | 0 | 0 | 4 | 35 | 11 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 228 | 350 | |
| 11.00 | 12.00 | 115 | 2 | 10 | 60 | 2 | 0 | 0 | 6 | 22 | 6 | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 232 | 294 | |
| 12.00 | 13.00 | 90 | 10 | 9 | 39 | 1 | 0 | 1 | 1 | 18 | 11 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 195 | 287 | |
| 13.00 | 14.00 | 99 | 17 | 7 | 72 | 1 | 1 | 4 | 4 | 20 | 20 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 269 | 402 | |
| 14.00 | 15.00 | 80 | 6 | 13 | 89 | 1 | 0 | 1 | 2 | 39 | 2 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 245 | 326 | |
| 15.00 | 16.00 | 114 | 14 | 20 | 53 | 0 | 0 | 0 | 6 | 38 | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 262 | 359 | |
| 16.00 | 17.00 | 124 | 10 | 8 | 55 | 1 | 0 | 0 | 5 | 38 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 259 | 360 | |
| 17.00 | 18.00 | 113 | 16 | 8 | 44 | 1 | 4 | 0 | 5 | 28 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 233 | 312 | |
| 18.00 | 19.00 | 93 | 11 | 10 | 45 | 3 | 2 | 0 | 5 | 14 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 203 | 264 | |
| 19.00 | 20.00 | 99 | 8 | 7 | 2 | 2 | 5 | 0 | 2 | 8 | 10 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 | 249 | |
| 20.00 | 21.00 | 66 | 7 | 7 | 23 | 2 | 5 | 0 | 8 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 165 | |
| 21.00 | 22.00 | 62 | 2 | 3 | 22 | 1 | 3 | 0 | 5 | 12 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 167 | |
| 22.00 | 23.00 | 57 | 7 | 3 | 9 | 0 | 2 | 0 | 4 | 9 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 183 | |
| 23.00 | 0.00 | 62 | 11 | 1 | 4 | 2 | 3 | 1 | 6 | 12 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 164 | |
| 0.00 | 1.00 | 75 | 12 | 1 | 7 | 3 | 18 | 0 | 7 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 203 | |
| 1.00 | 2.00 | 47 | 9 | 0 | 3 | 3 | 16 | 0 | 6 | 20 | 3 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 256 | |
| 2.00 | 3.00 | 78 | 10 | 3 | 4 | 6 | 73 | 0 | 11 | 28 | 7 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 239 | 528 | |
| 3.00 | 4.00 | 57 | 9 | 1 | 2 | 5 | 64 | 0 | 4 | 26 | 5 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 183 | 412 | |
| 4.00 | 5.00 | 74 | 19 | 0 | 3 | 10 | 35 | 0 | 9 | 26 | 7 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 404 | |
| 5.00 | 6.00 | 58 | 19 | 0 | 0 | 9 | 18 | 0 | 11 | 22 | 9 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 | 335 | |
| 6.00 | 7.00 | 37 | 10 | 3 | 22 | 2 | 2 | 3 | 4 | 14 | 2 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 253 | |
| 7.00 | 8.00 | 65 | 14 | 4 | 27 | 2 | 8 | 3 | 5 | 10 | 2 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 162 | 269 | |
| Grand Total | | 1975 | 257 | 152 | 689 | 64 | 259 | 14 | 135 | 495 | 201 | 263 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4509 | 7112 | |

| Name of Road: NH-48 | | | | | | | | Direction: Towards Gundya | | | | | | | | Day : 6 (27.09.2015) | | | | | | | |
|-------------------------------|-------|--------------------|------|-----|-----|-------------|-----|---------------------------|----------|--------|--------|----------------------|-------------------|----------------------|-----------------|-------------------------|-----------------------|-----------|-----------------|-------------------------------|---------------------------|------------------------|--|
| Location: Donigal Km. 229.000 | | | | | | | | Section : Shiradi Ghat | | | | | | | | | | | | | | | |
| Time Period | | Motorised Traffic | | | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) | |
| From | To | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | Goods | | | | | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailer | Cycle | Cycle Ricksha w | Hand Cart | Animal Drawn | | | | |
| 8.00 | 9.00 | 96 | 9 | 9 | 30 | 2 | 5 | 0 | 9 | 10 | 4 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 186 | 257 | |
| 9.00 | 10.00 | 116 | 9 | 15 | 38 | 4 | 9 | 0 | 13 | 5 | 3 | 16 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 231 | 313 | |
| 10.00 | 11.00 | 113 | 8 | 9 | 46 | 3 | 5 | 1 | 5 | 4 | 2 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 210 | 262 | |
| 11.00 | 12.00 | 183 | 9 | 14 | 40 | 1 | 14 | 1 | 6 | 7 | 2 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 295 | 388 | |
| 12.00 | 13.00 | 120 | 5 | 7 | 38 | 1 | 10 | 0 | 3 | 13 | 1 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 220 | 328 | |
| 13.00 | 14.00 | 116 | 10 | 8 | 28 | 1 | 10 | 0 | 7 | 6 | 2 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 200 | 268 | |
| 14.00 | 15.00 | 90 | 9 | 10 | 30 | 1 | 19 | 1 | 5 | 11 | 5 | 19 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 201 | 329 | |
| 15.00 | 16.00 | 100 | 16 | 10 | 43 | 5 | 10 | 0 | 8 | 7 | 4 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 216 | 289 | |
| 16.00 | 17.00 | 98 | 8 | 8 | 27 | 3 | 9 | 0 | 7 | 15 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 187 | 261 | |
| 17.00 | 18.00 | 101 | 9 | 8 | 34 | 0 | 13 | 1 | 5 | 13 | 5 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 286 | |
| 18.00 | 19.00 | 77 | 10 | 6 | 40 | 1 | 5 | 0 | 6 | 12 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 173 | 232 | |
| 19.00 | 20.00 | 90 | 9 | 6 | 16 | 2 | 6 | 0 | 9 | 16 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 238 | |
| 20.00 | 21.00 | 62 | 4 | 6 | 8 | 1 | 6 | 0 | 1 | 20 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 210 | |
| 21.00 | 22.00 | 50 | 9 | 11 | 6 | 0 | 2 | 0 | 6 | 35 | 15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 274 | |
| 22.00 | 23.00 | 35 | 8 | 1 | 5 | 0 | 4 | 0 | 14 | 20 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 200 | |
| 23.00 | 0.00 | 43 | 4 | 2 | 2 | 0 | 6 | 0 | 12 | 24 | 8 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 232 | |
| 0.00 | 1.00 | 23 | 5 | 0 | 0 | 3 | 6 | 0 | 5 | 16 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 154 | |
| 1.00 | 2.00 | 39 | 5 | 0 | 2 | 1 | 16 | 0 | 6 | 15 | 5 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 204 | |
| 2.00 | 3.00 | 51 | 2 | 1 | 0 | 3 | 101 | 0 | 7 | 12 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 | 455 | |
| 3.00 | 4.00 | 38 | 0 | 1 | 3 | 7 | 83 | 0 | 5 | 27 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 168 | 405 | |
| 4.00 | 5.00 | 19 | 7 | 0 | 0 | 1 | 18 | 0 | 2 | 23 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 212 | |
| 5.00 | 6.00 | 12 | 6 | 0 | 7 | 0 | 6 | 0 | 1 | 26 | 4 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 172 | |
| 6.00 | 7.00 | 33 | 5 | 2 | 18 | 0 | 2 | 1 | 5 | 24 | 11 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 214 | |
| 7.00 | 8.00 | 46 | 6 | 5 | 18 | 1 | 6 | 1 | 5 | 22 | 15 | 18 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 144 | 287 | |
| Grand Total | | 1751 | 172 | 139 | 479 | 41 | 371 | 6 | 152 | 383 | 143 | 258 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 2 | 3902 | 6463.5 | |

| Name of Road: NH-48 | | | | | | | | Direction: Towards Gundya | | | | | | | | Day : 7 (28.09.2015) | | | | | | | |
|-------------------------------|-------|--------------------|------|-----|-----|-------------|-----|---------------------------|----------|--------|--------|----------------------|-------------------|-------------------------|-----------------|----------------------|------------------|-------------------------------|---------------------------|------------------------|-----------|-----------------|--|
| Location: Donigal Km. 229.000 | | | | | | | | Section : Shiradi Ghat | | | | | | | | | | | | | | | |
| Time Period | | Motorised Traffic | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) | | | |
| From | To | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | | | | Goods | | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailor | Cycle | Cycle Ricksha | | | | Hand Cart | Animal Drawn | |
| 8.00 | 9.00 | 41 | 3 | 10 | 26 | 1 | 8 | 0 | 11 | 11 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 199 | |
| 9.00 | 10.00 | 115 | 4 | 10 | 30 | 0 | 4 | 0 | 12 | 7 | 4 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 202 | 279 | |
| 10.00 | 11.00 | 115 | 5 | 11 | 38 | 1 | 7 | 0 | 4 | 8 | 4 | 20 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 214 | 309 | |
| 11.00 | 12.00 | 97 | 6 | 13 | 26 | 3 | 9 | 0 | 4 | 3 | 2 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 182 | 267 | |
| 12.00 | 13.00 | 104 | 10 | 17 | 41 | 3 | 10 | 2 | 9 | 8 | 7 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 226 | 314 | |
| 13.00 | 14.00 | 64 | 9 | 14 | 46 | 1 | 9 | 1 | 7 | 11 | 3 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 187 | 291 | |
| 14.00 | 15.00 | 73 | 6 | 10 | 57 | 1 | 16 | 2 | 6 | 10 | 2 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 194 | 264 | |
| 15.00 | 16.00 | 88 | 5 | 14 | 42 | 2 | 11 | 1 | 9 | 7 | 4 | 8 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 193 | 257 | |
| 16.00 | 17.00 | 73 | 9 | 9 | 45 | 1 | 11 | 0 | 11 | 12 | 1 | 21 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 195 | 307 | |
| 17.00 | 18.00 | 79 | 11 | 19 | 28 | 1 | 9 | 0 | 9 | 5 | 4 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 178 | 251 | |
| 18.00 | 19.00 | 61 | 2 | 5 | 36 | 1 | 4 | 1 | 6 | 7 | 10 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 | 224 | |
| 19.00 | 20.00 | 59 | 6 | 10 | 25 | 1 | 7 | 0 | 8 | 9 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 191 | |
| 20.00 | 21.00 | 45 | 4 | 4 | 15 | 0 | 6 | 1 | 10 | 16 | 4 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 204 | |
| 21.00 | 22.00 | 31 | 2 | 4 | 8 | 1 | 1 | 0 | 9 | 19 | 6 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 188 | |
| 22.00 | 23.00 | 33 | 4 | 3 | 8 | 1 | 5 | 0 | 3 | 36 | 10 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 266 | |
| 23.00 | 0.00 | 22 | 0 | 2 | 3 | 2 | 8 | 0 | 2 | 32 | 7 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 231 | |
| 0.00 | 1.00 | 19 | 0 | 0 | 3 | 2 | 9 | 0 | 6 | 25 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 184 | |
| 1.00 | 2.00 | 42 | 2 | 0 | 1 | 1 | 26 | 0 | 1 | 18 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 211 | |
| 2.00 | 3.00 | 46 | 13 | 0 | 0 | 2 | 48 | 0 | 0 | 22 | 13 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 155 | 361 | |
| 3.00 | 4.00 | 52 | 21 | 1 | 0 | 6 | 62 | 0 | 12 | 30 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 196 | 421 | |
| 4.00 | 5.00 | 42 | 9 | 0 | 0 | 8 | 44 | 0 | 8 | 17 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 296 | |
| 5.00 | 6.00 | 32 | 10 | 0 | 0 | 4 | 37 | 0 | 6 | 31 | 8 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 | 339 | |
| 6.00 | 7.00 | 40 | 12 | 0 | 7 | 8 | 30 | 0 | 8 | 24 | 9 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 318 | |
| 7.00 | 8.00 | 36 | 10 | 0 | 0 | 8 | 40 | 0 | 8 | 20 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 304 | |
| Grand Total | | 1409 | 163 | 156 | 485 | 59 | 421 | 8 | 169 | 388 | 131 | 291 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3685 | 6473 | |

CLASSIFIED DAILY VOLUME COUNT

| Name of Road: NH-48 | | | | | | | | Direction: Towards Gundya | | | | | | | | | | | | | |
|---------------------|--------------------|------|-----|-----|-------------|-----|-------------------|---------------------------|--------|--------|----------------------|-------------------|-------------------------|--------------------|-----------|-----------------------|-----------|-----------------|-------------------------------|---------------------------|------------------------|
| Time Period | Passengers Vehicle | | | | | | Motorised Traffic | | | | | | Non - Motorised Traffic | | | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) |
| | | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | Goods | | | | |
| | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailor | Cycle | Cycle Ricksha w | Hand Cart | Animal Drawn | | | |
| Day 1 | 1061 | 132 | 75 | 389 | 66 | 340 | 2 | 134 | 403 | 101 | 243 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2948 | 5390 |
| Day 2 | 1173 | 138 | 150 | 509 | 50 | 319 | 6 | 221 | 411 | 245 | 432 | 0 | 0 | 7 | 5 | 0 | 0 | 0 | 0 | 3666 | 7031 |
| Day 3 | 1496 | 159 | 202 | 535 | 49 | 237 | 4 | 136 | 399 | 153 | 282 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 1 | 3661 | 6078 |
| Day 4 | 2225 | 335 | 168 | 697 | 106 | 391 | 9 | 169 | 417 | 177 | 352 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 4 | 5056 | 8064 |
| Day 5 | 1975 | 257 | 152 | 689 | 64 | 259 | 14 | 135 | 495 | 201 | 263 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4509 | 7112 |
| Day 6 | 1751 | 172 | 139 | 479 | 41 | 371 | 6 | 152 | 383 | 143 | 258 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 2 | 3902 | 6464 |
| Day 7 | 1409 | 163 | 156 | 485 | 59 | 421 | 8 | 169 | 388 | 131 | 291 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3685 | 6473 |
| ADT | 1584 | 194 | 149 | 540 | 62 | 334 | 7 | 159 | 414 | 164 | 303 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 3918 | 6659 |

AVERAGE HOURLY TRAFFIC VOLUME

| Name of Road: NH-48 | | | | | | | | Direction: Towards Gundya | | | | | | | | | | | | | | |
|---------------------|-------|--------------------|------|-----|-----|----------|-----|---------------------------|----------|--------|--------|-------------------|----------------|-------------------------|-----------------|-----------|----------------|----------------------------|------------------------|------------------------|-----------|--------------|
| Time Period | | Motorised Traffic | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) | | |
| From | To | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | | | | Goods | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailor | Cycle | Cycle Rickshaw | | | | Hand Cart | Animal Drawn |
| 8.00 | 9.00 | 67 | 7 | 10 | 25 | 2 | 4 | 0 | 7 | 13 | 6 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 229 |
| 9.00 | 10.00 | 92 | 8 | 12 | 37 | 4 | 5 | 0 | 9 | 14 | 8 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 200 | 281 |
| 10.00 | 11.00 | 100 | 7 | 11 | 38 | 2 | 7 | 0 | 6 | 15 | 8 | 17 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 212 | 319 |
| 11.00 | 12.00 | 96 | 8 | 13 | 42 | 3 | 11 | 0 | 6 | 9 | 4 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 209 | 301 |
| 12.00 | 13.00 | 94 | 9 | 11 | 40 | 3 | 9 | 0 | 5 | 10 | 6 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 207 | 310 |
| 13.00 | 14.00 | 84 | 10 | 10 | 44 | 3 | 9 | 1 | 6 | 11 | 6 | 22 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 205 | 317 |
| 14.00 | 15.00 | 75 | 9 | 11 | 41 | 2 | 12 | 1 | 5 | 12 | 3 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 191 | 301 |
| 15.00 | 16.00 | 94 | 11 | 14 | 42 | 4 | 10 | 1 | 7 | 13 | 5 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 212 | 296 |
| 16.00 | 17.00 | 91 | 9 | 10 | 40 | 2 | 8 | 0 | 7 | 18 | 4 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 202 | 289 |
| 17.00 | 18.00 | 97 | 13 | 10 | 35 | 3 | 10 | 0 | 7 | 10 | 5 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 201 | 274 |
| 18.00 | 19.00 | 81 | 9 | 9 | 40 | 2 | 7 | 0 | 6 | 10 | 8 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 184 | 257 |
| 19.00 | 20.00 | 77 | 6 | 7 | 24 | 1 | 7 | 0 | 7 | 12 | 5 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157 | 234 |
| 20.00 | 21.00 | 56 | 5 | 5 | 18 | 1 | 5 | 0 | 6 | 14 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 184 |
| 21.00 | 22.00 | 46 | 4 | 5 | 12 | 1 | 3 | 0 | 6 | 20 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 196 |
| 22.00 | 23.00 | 37 | 4 | 2 | 9 | 1 | 5 | 0 | 6 | 22 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 222 |
| 23.00 | 0.00 | 42 | 5 | 1 | 5 | 2 | 7 | 0 | 7 | 21 | 9 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 218 |
| 0.00 | 1.00 | 43 | 6 | 1 | 3 | 2 | 11 | 0 | 7 | 19 | 9 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 218 |
| 1.00 | 2.00 | 41 | 7 | 0 | 2 | 2 | 19 | 0 | 9 | 17 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 226 |
| 2.00 | 3.00 | 55 | 10 | 1 | 2 | 3 | 66 | 0 | 8 | 21 | 8 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 183 | 413 |
| 3.00 | 4.00 | 47 | 10 | 0 | 4 | 5 | 65 | 0 | 7 | 29 | 7 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 183 | 420 |
| 4.00 | 5.00 | 40 | 10 | 0 | 2 | 5 | 24 | 0 | 9 | 28 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 290 |
| 5.00 | 6.00 | 31 | 9 | 0 | 6 | 3 | 12 | 0 | 5 | 27 | 7 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 266 |
| 6.00 | 7.00 | 42 | 9 | 2 | 13 | 3 | 8 | 1 | 6 | -28 | 9 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 | 315 |
| 7.00 | 8.00 | 60 | 7 | 4 | 19 | 2 | 10 | 1 | 5 | 20 | 7 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 282 |
| Grand Total | | 1588 | 192 | 149 | 543 | 61 | 334 | 5 | 159 | 413 | 164 | 304 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3917 | 6658 |

CLASSIFIED VOLUME COUNT SURVEY

| Name of Road: NH-48 | | | | | | | | Direction: Towards Sakleshpur | | | | | | | | Day : 1 (21.09.2015) | | | | | | |
|------------------------------|-------|--------------------|------|-----|-----|-------------|-----|-------------------------------|----------|--------|--------|----------------------|-------------------|-------------------------|-----------------|----------------------|-----------------------|-------------------------------|---------------------------|------------------------|-----------|-----------------|
| Location: Gundya Km. 261.450 | | | | | | | | Section : Shiradi Ghat | | | | | | | | | | | | | | |
| Time Period | | Motorised Traffic | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) | | |
| From | To | Passengers Vehicle | | | | | | Goods Vehivie | | | | | | Agricultural Vehicle | | Passenger | | | | | Goods | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailer | Cycle | Cycle Ricksha w | | | | Hand Cart | Animal Drawn |
| 8.00 | 9.00 | 53 | 2 | 0 | 8 | 0 | 4 | 0 | 2 | 13 | 5 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 209 |
| 9.00 | 10.00 | 70 | 6 | 1 | 12 | 2 | 6 | 2 | 2 | 13 | 3 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 247 |
| 10.00 | 11.00 | 91 | 10 | 0 | 15 | 1 | 7 | 0 | 9 | 3 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 253 |
| 11.00 | 12.00 | 61 | 10 | 0 | 25 | 4 | 13 | 1 | 6 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 182 |
| 12.00 | 13.00 | 119 | 11 | 0 | 14 | 2 | 12 | 1 | 4 | 5 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 176 | 234 |
| 13.00 | 14.00 | 102 | 11 | 1 | 12 | 5 | 16 | 2 | 5 | 7 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 169 | 242 |
| 14.00 | 15.00 | 110 | 29 | 3 | 16 | 8 | 15 | 0 | 14 | 19 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 226 | 338 |
| 15.00 | 16.00 | 115 | 31 | 0 | 8 | 9 | 17 | 0 | 10 | 23 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 229 | 369 |
| 16.00 | 17.00 | 80 | 19 | 1 | 11 | 7 | 11 | 0 | 12 | 16 | 6 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 179 | 305 |
| 17.00 | 18.00 | 88 | 20 | 0 | 5 | 5 | 6 | 0 | 14 | 21 | 6 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 179 | 301 |
| 18.00 | 19.00 | 84 | 21 | 0 | 2 | 5 | 6 | 0 | 6 | 27 | 3 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 173 | 316 |
| 19.00 | 20.00 | 86 | 6 | 0 | 10 | 4 | 4 | 0 | 8 | 34 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 273 |
| 20.00 | 21.00 | 64 | 2 | 1 | 2 | 3 | 0 | 0 | 3 | 29 | 9 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 241 |
| 21.00 | 22.00 | 31 | 6 | 0 | 1 | 4 | 4 | 0 | 33 | 34 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 126 | 260 |
| 22.00 | 23.00 | 16 | 1 | 0 | 0 | 1 | 14 | 0 | 7 | 35 | 19 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 305 |
| 23.00 | 0.00 | 23 | 2 | 0 | 0 | 2 | 31 | 0 | 2 | 45 | 10 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 330 |
| 0.00 | 1.00 | 36 | 1 | 0 | 0 | 0 | 86 | 0 | 5 | 10 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 | 372 |
| 1.00 | 2.00 | 10 | 0 | 0 | 0 | 0 | 23 | 0 | 1 | 14 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 151 |
| 2.00 | 3.00 | 6 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 4 | 2 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 138 |
| 3.00 | 4.00 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 7 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 85 |
| 4.00 | 5.00 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 3 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 68 |
| 5.00 | 6.00 | 10 | 0 | 0 | 2 | 0 | 3 | 0 | 5 | 10 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 100 |
| 6.00 | 7.00 | 27 | 1 | 0 | 5 | 1 | 2 | 0 | 1 | 7 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 112 |
| 7.00 | 8.00 | 63 | 1 | 0 | 14 | 0 | 7 | 0 | 3 | 3 | 3 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 178 |
| Grand Total | | 1363 | 190 | 7 | 163 | 63 | 293 | 6 | 163 | 386 | 102 | 283 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3020 | 5603 | |

| Name of Road: NH-48 | | | | | | | | Direction: Towards Sakleshpur | | | | | | | | Day : 2 (23.09.2015) | | | | | | | |
|------------------------------|-------|--------------------|------|-----|-----|-------------|-----|-------------------------------|----------|--------|--------|----------------------|-------------------|-------------------------|-----------------|----------------------|-----------------------|-------------------------------|---------------------------|------------------------|-----------|-----------------|--|
| Location: Gundya Km. 261.450 | | | | | | | | Section : Shiradi Ghat | | | | | | | | | | | | | | | |
| Time Period | | Motorised Traffic | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) | | | |
| From | To | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | | | | Goods | | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailor | Cycle | Cycle Ricksha w | | | | Hand Cart | Animal Drawn | |
| 8.00 | 9.00 | 32 | 0 | 0 | 10 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 42 | |
| 9.00 | 10.00 | 92 | 4 | 0 | 11 | 1 | 2 | 0 | 5 | 44 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 | 276 | |
| 10.00 | 11.00 | 83 | 8 | 0 | 23 | 1 | 0 | 0 | 6 | 150 | 42 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 370 | 946 | |
| 11.00 | 12.00 | 76 | 10 | 0 | 15 | 1 | 8 | 0 | 6 | 59 | 40 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 273 | 682 | |
| 12.00 | 13.00 | 78 | 11 | 0 | 8 | 4 | 11 | 0 | 5 | 17 | 12 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 199 | 461 | |
| 13.00 | 14.00 | 84 | 14 | 1 | 18 | 6 | 14 | 0 | 8 | 5 | 6 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 186 | 339 | |
| 14.00 | 15.00 | 78 | 15 | 1 | 20 | 9 | 16 | 0 | 7 | 9 | 5 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 182 | 317 | |
| 15.00 | 16.00 | 68 | 16 | 0 | 8 | 12 | 20 | 0 | 11 | 27 | 4 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 192 | 393 | |
| 16.00 | 17.00 | 21 | 9 | 0 | 7 | 3 | 19 | 0 | 2 | 16 | 8 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 283 | |
| 17.00 | 18.00 | 85 | 9 | 0 | 13 | 3 | 8 | 0 | 7 | 23 | 8 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 341 | |
| 18.00 | 19.00 | 99 | 3 | 0 | 6 | 1 | 6 | 0 | 2 | 26 | 9 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 162 | 278 | |
| 19.00 | 20.00 | 68 | 2 | 0 | 0 | 0 | 4 | 0 | 5 | 27 | 8 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 129 | 258 | |
| 20.00 | 21.00 | 79 | 3 | 0 | 1 | 0 | 2 | 0 | 4 | 21 | 18 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 248 | |
| 21.00 | 22.00 | 40 | 5 | 0 | 3 | 3 | 12 | 0 | 2 | 29 | 15 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 281 | |
| 22.00 | 23.00 | 20 | 3 | 0 | 1 | 1 | 24 | 0 | 2 | 51 | 15 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 357 | |
| 23.00 | 0.00 | 14 | 2 | 0 | 0 | 3 | 33 | 0 | 4 | 43 | 10 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 325 | |
| 0.00 | 1.00 | 12 | 2 | 0 | 0 | 2 | 82 | 0 | 2 | 28 | 14 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 424 | |
| 1.00 | 2.00 | 7 | 3 | 0 | 1 | 0 | 25 | 0 | 1 | 13 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 179 | |
| 2.00 | 3.00 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 12 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 88 | |
| 3.00 | 4.00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 40 | |
| 4.00 | 5.00 | 6 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 12 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 65 | |
| 5.00 | 6.00 | 6 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 6 | 13 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 112 | |
| 6.00 | 7.00 | 19 | 4 | 0 | 4 | 0 | 2 | 0 | 5 | 5 | 9 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 166 | |
| 7.00 | 8.00 | 36 | 0 | 0 | 26 | 0 | 5 | 0 | 2 | 13 | 4 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 244 | |
| Grand Total | | 1108 | 123 | 2 | 179 | 50 | 297 | 0 | 89 | 644 | 251 | 451 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3197 | 7137 | |

| Name of Road: NH-48 | | | | | | | | Direction: Towards Sakleshpur | | | | | | | | Day : 3 (24.09.2015) | | | | | | | |
|------------------------------|-------|--------------------|------|-----|-----|-------------|-----|-------------------------------|----------|--------|--------|----------------------|-------------------|-------------------------|-----------------|----------------------|-----------------------|-------------------------------|---------------------------|------------------------|-----------|-----------------|--|
| Location: Gundya Km. 261.450 | | | | | | | | Section : Shiradi Ghat | | | | | | | | | | | | | | | |
| Time Period | | Motorised Traffic | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) | | | |
| From | To | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | | | | Goods | | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailor | Cycle | Cycle Ricksha w | | | | Hand Cart | Animal Drawn | |
| 8.00 | 9.00 | 59 | 2 | 0 | 7 | 1 | 8 | 0 | 4 | 3 | 1 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 284 | |
| 9.00 | 10.00 | 99 | 7 | 0 | 4 | 0 | 6 | 0 | 7 | 2 | 3 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 | 269 | |
| 10.00 | 11.00 | 96 | 4 | 1 | 12 | 2 | 13 | 0 | 2 | 6 | 7 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 169 | 308 | |
| 11.00 | 12.00 | 123 | 11 | 0 | 9 | 3 | 14 | 0 | 3 | 5 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 184 | 275 | |
| 12.00 | 13.00 | 92 | 8 | 2 | 12 | 0 | 14 | 0 | 8 | 6 | 2 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 156 | 236 | |
| 13.00 | 14.00 | 82 | 15 | 0 | 9 | 4 | 18 | 0 | 9 | 5 | 4 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 161 | 270 | |
| 14.00 | 15.00 | 90 | 15 | 0 | 23 | 12 | 27 | 0 | 9 | 13 | 6 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 214 | 372 | |
| 15.00 | 16.00 | 54 | 14 | 0 | 14 | 7 | 19 | 0 | 8 | 21 | 3 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167 | 348 | |
| 16.00 | 17.00 | 52 | 9 | 1 | 11 | 2 | 12 | 0 | 6 | 15 | 8 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 333 | |
| 17.00 | 18.00 | 63 | 16 | 0 | 16 | 6 | 10 | 0 | 8 | 24 | 8 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 | 320 | |
| 18.00 | 19.00 | 75 | 3 | 0 | 4 | 2 | 5 | 0 | 2 | 15 | 12 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 223 | |
| 19.00 | 20.00 | 66 | 2 | 1 | 4 | 1 | 4 | 0 | 6 | 20 | 4 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 233 | |
| 20.00 | 21.00 | 54 | 2 | 0 | 11 | 1 | 1 | 0 | 2 | 24 | 6 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 104 | 173 | |
| 21.00 | 22.00 | 53 | 2 | 1 | 2 | 0 | 4 | 0 | 8 | 35 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 261 | |
| 22.00 | 23.00 | 26 | 1 | 0 | 1 | 1 | 23 | 0 | 1 | 41 | 6 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 299 | |
| 23.00 | 0.00 | 22 | 2 | 0 | 0 | 2 | 43 | 0 | 2 | 38 | 20 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 378 | |
| 0.00 | 1.00 | 19 | 0 | 1 | 1 | 0 | 72 | 0 | 4 | 19 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 330 | |
| 1.00 | 2.00 | 14 | 0 | 0 | 0 | 0 | 22 | 0 | 3 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 130 | |
| 2.00 | 3.00 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 32 | |
| 3.00 | 4.00 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 38 | |
| 4.00 | 5.00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 19 | |
| 5.00 | 6.00 | 6 | 0 | 0 | 0 | 1 | 5 | 0 | 1 | 9 | 9 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 132 | |
| 6.00 | 7.00 | 21 | 1 | 0 | 3 | 3 | 6 | 0 | 3 | 23 | 9 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 210 | |
| 7.00 | 8.00 | 76 | 5 | 0 | 10 | 3 | 0 | 0 | 2 | 16 | 8 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 | 278 | |
| Grand Total | | 1248 | 120 | 8 | 153 | 51 | 327 | 0 | 102 | 358 | 143 | 350 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2862 | 5745.5 | |

| Name of Road: NH-48 | | | | | | | | Direction: Towards Sakleshpur | | | | | | | | Day : 4 (25.09.2015) | | | | | | |
|------------------------------|-------|--------------------|------|-----|-----|-------------|-----|-------------------------------|----------|--------|--------|----------------------|-------------------|-------------------------|-----------------|----------------------|------------------|-------------------------------|---------------------------|------------------------|-----------|-----------------|
| Location: Gundya Km. 261.450 | | | | | | | | Section : Shiradi Ghat | | | | | | | | | | | | | | |
| Time Period | | Motorised Traffic | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) | | |
| From | To | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | | | | Goods | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailer | Cycle | Cycle Ricksha | | | | Hand Cart | Animal Drawn |
| 8.00 | 9.00 | 61 | 8 | 1 | 13 | 1 | 9 | 0 | 3 | 3 | 3 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 213 |
| 9.00 | 10.00 | 99 | 5 | 2 | 9 | 1 | 6 | 0 | 5 | 5 | 2 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 | 217 |
| 10.00 | 11.00 | 110 | 10 | 1 | 12 | 2 | 12 | 0 | 4 | 7 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 169 | 238 |
| 11.00 | 12.00 | 102 | 17 | 1 | 9 | 0 | 16 | 0 | 9 | 6 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 168 | 236 |
| 12.00 | 13.00 | 81 | 9 | 1 | 13 | 9 | 12 | 1 | 7 | 9 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 151 | 223 |
| 13.00 | 14.00 | 116 | 27 | 1 | 11 | 0 | 16 | 1 | 6 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 | 244 |
| 14.00 | 15.00 | 135 | 26 | 1 | 10 | 7 | 15 | 0 | 14 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | 296 |
| 15.00 | 16.00 | 100 | 26 | 2 | 15 | 10 | 23 | 1 | 10 | 18 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 333 |
| 16.00 | 17.00 | 88 | 13 | 0 | 10 | 7 | 13 | 0 | 5 | 24 | 13 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 191 | 351 |
| 17.00 | 18.00 | 126 | 16 | 3 | 31 | 5 | 6 | 0 | 4 | 23 | 5 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 233 | 339 |
| 18.00 | 19.00 | 66 | 15 | 2 | 8 | 6 | 5 | 0 | 10 | 25 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 159 | 284 |
| 19.00 | 20.00 | 47 | 7 | 1 | 6 | 3 | 5 | 0 | 5 | 14 | 13 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 238 |
| 20.00 | 21.00 | 40 | 5 | 0 | 1 | 3 | 2 | 0 | 5 | 17 | 14 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 188 |
| 21.00 | 22.00 | 31 | 7 | 0 | 4 | 3 | 6 | 0 | 4 | 26 | 10 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 217 |
| 22.00 | 23.00 | 18 | 1 | 0 | 2 | 0 | 28 | 0 | 0 | 17 | 1 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 275 |
| 23.00 | 0.00 | 26 | 0 | 0 | 0 | 3 | 38 | 0 | 2 | 22 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 269 |
| 0.00 | 1.00 | 28 | 1 | 0 | 5 | 0 | 72 | 0 | 4 | 29 | 4 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 | 411 |
| 1.00 | 2.00 | 28 | 6 | 0 | 3 | 0 | 7 | 0 | 6 | 28 | 13 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 324 |
| 2.00 | 3.00 | 19 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 9 | 6 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 132 |
| 3.00 | 4.00 | 30 | 9 | 0 | 9 | 4 | 12 | 0 | 9 | 30 | 9 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 329 |
| 4.00 | 5.00 | 32 | 4 | 0 | 2 | 3 | 6 | 0 | 7 | 25 | 7 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 297 |
| 5.00 | 6.00 | 28 | 1 | 0 | 0 | 2 | 4 | 0 | 2 | 26 | 8 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 275 |
| 6.00 | 7.00 | 41 | 9 | 0 | 6 | 7 | 7 | 0 | 3 | 31 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 233 |
| 7.00 | 8.00 | 39 | 7 | 0 | 8 | 1 | 15 | 0 | 5 | 26 | 5 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 287 |
| Grand Total | | 1491 | 231 | 16 | 187 | 77 | 339 | 3 | 129 | 440 | 160 | 330 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3404 | 6445.5 | |

| Name of Road: NH-48 | | | | | | | | Direction: Towards Sakleshpur | | | | | | | | Day : 5 (26.09.2015) | | | | | | |
|------------------------------|-------|--------------------|------|-----|-----|----------|-----|-------------------------------|----------|--------|--------|-------------------|----------------|-------------------------|-----------------|----------------------|-----------------|-------------------------------|---------------------------|------------------------|-----------|--------------|
| Location: Gundya Km. 261.450 | | | | | | | | Section : Shiradi Ghat | | | | | | | | | | | | | | |
| Time Period | | Motorised Traffic | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) | | |
| From | To | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | | | | Goods | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailer | Cycle | Cycle Ricksha w | | | | Hand Cart | Animal Drawn |
| 8.00 | 9.00 | 35 | 10 | 1 | 7 | 1 | 0 | 0 | 0 | 10 | 3 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 162 |
| 9.00 | 10.00 | 35 | 3 | 1 | 5 | 0 | 1 | 3 | 1 | 3 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 112 |
| 10.00 | 11.00 | 57 | 10 | 0 | 0 | 1 | 0 | 0 | 4 | 2 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 139 |
| 11.00 | 12.00 | 117 | 19 | 3 | 3 | 2 | 1 | 0 | 1 | 9 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 163 | 210 |
| 12.00 | 13.00 | 119 | 23 | 0 | 16 | 2 | 1 | 0 | 8 | 18 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 191 | 240 |
| 13.00 | 14.00 | 162 | 37 | 0 | 18 | 4 | 1 | 0 | 9 | 11 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 247 | 285 |
| 14.00 | 15.00 | 350 | 35 | 0 | 6 | 5 | 5 | 1 | 5 | 5 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 424 | 485 |
| 15.00 | 16.00 | 213 | 36 | 3 | 19 | 7 | 12 | 0 | 6 | 15 | 3 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 326 | 425 |
| 16.00 | 17.00 | 170 | 33 | 0 | 28 | 7 | 18 | 1 | 4 | 22 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 298 | 409 |
| 17.00 | 18.00 | 174 | 35 | 3 | 19 | 7 | 11 | 0 | 10 | 22 | 6 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 304 | 441 |
| 18.00 | 19.00 | 119 | 25 | 0 | 12 | 5 | 7 | 0 | 2 | 15 | 6 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 201 | 290 |
| 19.00 | 20.00 | 72 | 11 | 1 | 1 | 1 | 2 | 0 | 6 | 12 | 12 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 223 |
| 20.00 | 21.00 | 107 | 5 | 1 | 5 | 3 | 5 | 0 | 3 | 21 | 14 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 174 | 290 |
| 21.00 | 22.00 | 66 | 7 | 1 | 8 | 3 | 13 | 0 | 5 | 26 | 11 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157 | 317 |
| 22.00 | 23.00 | 55 | 3 | 0 | 5 | 16 | 28 | 0 | 3 | 37 | 12 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 179 | 410 |
| 23.00 | 0.00 | 54 | 4 | 1 | 1 | 7 | 46 | 0 | 7 | 28 | 15 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 424 |
| 0.00 | 1.00 | 19 | 3 | 1 | 0 | 14 | 55 | 0 | 2 | 24 | 5 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 349 |
| 1.00 | 2.00 | 18 | 0 | 0 | 4 | 3 | 28 | 0 | 2 | 9 | 4 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 196 |
| 2.00 | 3.00 | 22 | 9 | 0 | 10 | 0 | 57 | 0 | 11 | 40 | 8 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167 | 413 |
| 3.00 | 4.00 | 27 | 9 | 0 | 0 | 0 | 29 | 0 | 17 | 8 | 3 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 240 |
| 4.00 | 5.00 | 13 | 0 | 0 | 2 | 1 | 11 | 0 | 0 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 94 |
| 5.00 | 6.00 | 26 | 2 | 0 | 2 | 1 | 3 | 0 | 0 | 6 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 79 |
| 6.00 | 7.00 | 48 | 2 | 0 | 17 | 0 | 3 | 1 | 3 | 19 | 10 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 210 |
| 7.00 | 8.00 | 58 | 8 | 2 | 12 | 4 | 5 | 0 | 5 | 13 | 11 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 247 |
| Grand Total | | 2136 | 329 | 18 | 200 | 94 | 342 | 6 | 114 | 384 | 137 | 265 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4025 | 6682.5 |

| Name of Road: NH-48 | | | | | | | | Direction: Towards Sakleshpur | | | | | | | | Day : 6 (27.09.2015) | | | | | | | |
|------------------------------|-------|--------------------|------|-----|-----|-------------|-----|-------------------------------|----------|--------|--------|----------------------|-------------------|-------------------------|-----------------|----------------------|-----------------------|-------------------------------|---------------------------|------------------------|-----------|-----------------|--|
| Location: Gundya Km. 261.450 | | | | | | | | Section : Shiradi Ghat | | | | | | | | | | | | | | | |
| Time Period | | Motorised Traffic | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) | | | |
| From | To | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | | | | Goods | | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailer | Cycle | Cycle Ricksha w | | | | Hand Cart | Animal Drawn | |
| 8.00 | 9.00 | 89 | 14 | 2 | 17 | 2 | 5 | 0 | 4 | 9 | 3 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 168 | 277 | |
| 9.00 | 10.00 | 98 | 12 | 3 | 18 | 5 | 8 | 1 | 4 | 4 | 2 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 172 | 255 | |
| 10.00 | 11.00 | 192 | 42 | 1 | 29 | 10 | 11 | 1 | 11 | 9 | 7 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 332 | 449 | |
| 11.00 | 12.00 | 177 | 28 | 1 | 18 | 6 | 11 | 0 | 7 | 6 | 34 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 299 | 437 | |
| 12.00 | 13.00 | 200 | 34 | 1 | 23 | 6 | 11 | 0 | 5 | 7 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 294 | 343 | |
| 13.00 | 14.00 | 241 | 43 | 0 | 16 | 6 | 15 | 0 | 5 | 12 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 349 | 436 | |
| 14.00 | 15.00 | 318 | 47 | 1 | 10 | 10 | 20 | 1 | 5 | 8 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 444 | 587 | |
| 15.00 | 16.00 | 235 | 76 | 2 | 22 | 17 | 18 | 1 | 8 | 12 | 4 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 407 | 519 | |
| 16.00 | 17.00 | 238 | 40 | 1 | 18 | 9 | 12 | 1 | 9 | 21 | 7 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 372 | 508 | |
| 17.00 | 18.00 | 211 | 51 | 2 | 13 | 12 | 7 | 0 | 14 | 13 | 6 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 345 | 460 | |
| 18.00 | 19.00 | 184 | 23 | 0 | 8 | 8 | 7 | 1 | 4 | 24 | 3 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 272 | 377 | |
| 19.00 | 20.00 | 95 | 6 | 2 | 5 | 9 | 4 | 0 | 5 | 26 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 | 265 | |
| 20.00 | 21.00 | 54 | 4 | 0 | 2 | 1 | 2 | 0 | 3 | 13 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 134 | |
| 21.00 | 22.00 | 88 | 12 | 0 | 3 | 7 | 12 | 0 | 0 | 17 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 216 | |
| 22.00 | 23.00 | 42 | 0 | 0 | 0 | 8 | 22 | 0 | 1 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 156 | |
| 23.00 | 0.00 | 23 | 1 | 0 | 0 | 1 | 34 | 0 | 1 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 165 | |
| 0.00 | 1.00 | 21 | 1 | 1 | 0 | 1 | 62 | 0 | 1 | 20 | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 322 | |
| 1.00 | 2.00 | 32 | 2 | 0 | 0 | 2 | 48 | 0 | 2 | 19 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 288 | |
| 2.00 | 3.00 | 31 | 3 | 0 | 9 | 0 | 0 | 0 | 4 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 84 | |
| 3.00 | 4.00 | 38 | 10 | 0 | 7 | 0 | 9 | 0 | 7 | 22 | 3 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 209 | |
| 4.00 | 5.00 | 45 | 11 | 0 | 0 | 0 | 22 | 0 | 0 | 12 | 10 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 251 | |
| 5.00 | 6.00 | 38 | 12 | 0 | 11 | 0 | 13 | 0 | 4 | 9 | 11 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 242 | |
| 6.00 | 7.00 | 44 | 13 | 0 | 13 | 0 | 21 | 0 | 11 | 11 | 12 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 284 | |
| 7.00 | 8.00 | 37 | 2 | 0 | 9 | 0 | 5 | 0 | 0 | 5 | 5 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 134 | |
| Grand Total | | 2771 | 487 | 17 | 251 | 120 | 379 | 6 | 115 | 300 | 133 | 265 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4845 | 7392 | |

| Name of Road: NH-48 | | | | | | | | Direction: Towards Sakleshpur | | | | | | | | Day : 7 (28.09.2015) | | | | | | | |
|------------------------------|-------|--------------------|------|-----|-----|-------------|-----|-------------------------------|----------|--------|--------|----------------------|-------------------|-------------------------|-----------------|----------------------|------------------|-------------------------------|---------------------------|------------------------|-----------|-----------------|--|
| Location: Gundya Km. 261.450 | | | | | | | | Section : Shiradi Ghat | | | | | | | | | | | | | | | |
| Time Period | | Motorised Traffic | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) | | | |
| From | To | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | | | | Goods | | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailor | Cycle | Cycle Ricksha | | | | Hand Cart | Animal Drawn | |
| 8.00 | 9.00 | 67 | 3 | 0 | 5 | 3 | 12 | 0 | 5 | 4 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 214 | |
| 9.00 | 10.00 | 119 | 3 | 2 | 12 | 0 | 5 | 1 | 2 | 3 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 | 197 | |
| 10.00 | 11.00 | 107 | 22 | 0 | 6 | 2 | 13 | 0 | 2 | 4 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 230 | |
| 11.00 | 12.00 | 145 | 13 | 1 | 10 | 0 | 12 | 0 | 9 | 7 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 205 | 271 | |
| 12.00 | 13.00 | 147 | 7 | 0 | 7 | 1 | 10 | 2 | 5 | 8 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 195 | 256 | |
| 13.00 | 14.00 | 149 | 18 | 1 | 7 | 3 | 14 | 0 | 5 | 10 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 | 287 | |
| 14.00 | 15.00 | 222 | 33 | 0 | 11 | 5 | 14 | 0 | 11 | 18 | 1 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 333 | 465 | |
| 15.00 | 16.00 | 121 | 15 | 3 | 12 | 3 | 15 | 0 | 5 | 14 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 203 | 300 | |
| 16.00 | 17.00 | 63 | 12 | 0 | 6 | 3 | 9 | 0 | 8 | 17 | 12 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 267 | |
| 17.00 | 18.00 | 120 | 11 | 1 | 9 | 2 | 5 | 0 | 7 | 15 | 6 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 190 | 287 | |
| 18.00 | 19.00 | 199 | 8 | 0 | 8 | 1 | 4 | 0 | 4 | 24 | 7 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 274 | 409 | |
| 19.00 | 20.00 | 141 | 0 | 0 | 4 | 1 | 1 | 0 | 1 | 41 | 10 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 343 | |
| 20.00 | 21.00 | 85 | 0 | 0 | 5 | 0 | 5 | 1 | 4 | 32 | 16 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157 | 294 | |
| 21.00 | 22.00 | 27 | 5 | 1 | 2 | 4 | 9 | 0 | 6 | 53 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 285 | |
| 22.00 | 23.00 | 28 | 0 | 0 | 1 | 5 | 16 | 0 | 6 | 51 | 14 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 356 | |
| 23.00 | 0.00 | 35 | 8 | 0 | 3 | 0 | 75 | 0 | 4 | 30 | 13 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 178 | 450 | |
| 0.00 | 1.00 | 14 | 7 | 0 | 6 | 11 | 85 | 0 | 10 | 18 | 3 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 | 419 | |
| 1.00 | 2.00 | 15 | 7 | 0 | 16 | 8 | 21 | 0 | 7 | 12 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 197 | |
| 2.00 | 3.00 | 16 | 8 | 0 | 0 | 3 | 14 | 0 | 5 | 22 | 4 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 215 | |
| 3.00 | 4.00 | 13 | 7 | 0 | 2 | 9 | 10 | 0 | 5 | 15 | 6 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 185 | |
| 4.00 | 5.00 | 25 | 6 | 0 | 10 | 0 | 5 | 0 | 12 | 42 | 16 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 306 | |
| 5.00 | 6.00 | 25 | 6 | 0 | 9 | 0 | 3 | 0 | 5 | 34 | 8 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 304 | |
| 6.00 | 7.00 | 23 | 5 | 0 | 5 | 0 | 5 | 0 | 4 | 27 | 12 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 286 | |
| 7.00 | 8.00 | 62 | 8 | 0 | 10 | 3 | 6 | 0 | 7 | 34 | 10 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 299 | |
| Grand Total | | 1968 | 212 | 9 | 166 | 67 | 368 | 4 | 139 | 535 | 164 | 295 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3928 | 7114 | | |

CLASSIFIED DAILY VOLUME COUNT

| Name of Road: NH-48 | | | | | | | Direction: Towards Sakleshpur | | | | | | | | | | | | | | |
|---------------------|--------------------|------|-----|-----|----------|-----|-------------------------------|----------|--------|--------|-------------------|----------------|-------------------------|-----------------|-----------|----------------|----------------------------|------------------------|------------------------|-----------|--------------|
| Time Period | Motorised Traffic | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) | | |
| | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | | | | Goods | |
| | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailer | Cycle | Cycle Rickshaw | | | | Hand Cart | Animal Drawn |
| Day 1 | 1363 | 190 | 7 | 163 | 63 | 293 | 6 | 163 | 386 | 102 | 283 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3020 | 5603 |
| Day 2 | 1108 | 123 | 2 | 179 | 50 | 297 | 0 | 89 | 644 | 251 | 451 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3197 | 7137 |
| Day 3 | 1248 | 120 | 8 | 153 | 51 | 327 | 0 | 102 | 358 | 143 | 350 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2862 | 5746 |
| Day 4 | 1491 | 231 | 16 | 187 | 77 | 339 | 3 | 129 | 440 | 160 | 330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3404 | 6446 |
| Day 5 | 2136 | 329 | 18 | 200 | 94 | 342 | 6 | 114 | 384 | 137 | 265 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4025 | 6683 |
| Day 6 | 2771 | 487 | 17 | 251 | 120 | 379 | 6 | 115 | 300 | 133 | 265 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4845 | 7392 |
| Day 7 | 1968 | 212 | 9 | 166 | 67 | 368 | 4 | 139 | 535 | 164 | 295 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3928 | 7114 |
| ADT | 1726 | 242 | 11 | 186 | 75 | 335 | 4 | 122 | 435 | 156 | 320 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3612 | 6588 |

AVERAGE HOURLY TRAFFIC VOLUME

| Name of Road: NH-48 | | | | | | | | Direction: Towards Sakleshpur | | | | | | | | | | | | | | |
|---------------------|-------|--------------------|------|-----|-----|----------|-----|-------------------------------|----------|--------|--------|-------------------|----------------|----------------------|-----------------|-------------------------|-----------------|-----------|--------------|----------------------------|------------------------|------------------------|
| Time Period | | Motorised Traffic | | | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) |
| From | To | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | Goods | | | | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailor | Cycle | Cycle Ricksha w | Hand Cart | Animal Drawn | | | |
| 8.00 | 9.00 | 57 | 6 | 1 | 10 | 1 | 6 | 0 | 3 | 6 | 2 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 200 |
| 9.00 | 10.00 | 87 | 6 | 1 | 10 | 1 | 5 | 1 | 4 | 11 | 2 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 225 |
| 10.00 | 11.00 | 105 | 15 | 0 | 14 | 3 | 8 | 0 | 5 | 26 | 8 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 207 | 366 |
| 11.00 | 12.00 | 114 | 15 | 1 | 13 | 2 | 11 | 0 | 6 | 14 | 11 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 203 | 327 |
| 12.00 | 13.00 | 119 | 15 | 1 | 13 | 3 | 10 | 1 | 6 | 10 | 3 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 195 | 284 |
| 13.00 | 14.00 | 134 | 24 | 1 | 13 | 4 | 13 | 0 | 7 | 8 | 3 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 300 |
| 14.00 | 15.00 | 186 | 29 | 1 | 14 | 8 | 16 | 0 | 9 | 12 | 3 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 293 | 408 |
| 15.00 | 16.00 | 129 | 31 | 1 | 14 | 9 | 18 | 0 | 8 | 19 | 4 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 249 | 384 |
| 16.00 | 17.00 | 102 | 19 | 0 | 13 | 5 | 13 | 0 | 7 | 19 | 9 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 206 | 351 |
| 17.00 | 18.00 | 124 | 23 | 1 | 15 | 6 | 8 | 0 | 9 | 20 | 6 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 229 | 355 |
| 18.00 | 19.00 | 118 | 14 | 0 | 7 | 4 | 6 | 0 | 4 | 22 | 7 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 195 | 311 |
| 19.00 | 20.00 | 82 | 5 | 1 | 4 | 3 | 3 | 0 | 5 | 25 | 9 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 | 262 |
| 20.00 | 21.00 | 69 | 3 | 0 | 4 | 2 | 2 | 0 | 3 | 22 | 11 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 224 |
| 21.00 | 22.00 | 48 | 6 | 0 | 3 | 3 | 9 | 0 | 8 | 31 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 262 |
| 22.00 | 23.00 | 29 | 1 | 0 | 1 | 5 | 22 | 0 | 3 | 34 | 10 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 308 |
| 23.00 | 0.00 | 28 | 3 | 0 | 1 | 3 | 43 | 0 | 3 | 30 | 11 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 334 |
| 0.00 | 1.00 | 21 | 2 | 0 | 2 | 4 | 73 | 0 | 4 | 21 | 5 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 375 |
| 1.00 | 2.00 | 18 | 3 | 0 | 3 | 2 | 25 | 0 | 3 | 15 | 6 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 209 |
| 2.00 | 3.00 | 14 | 3 | 0 | 3 | 0 | 12 | 0 | 4 | 14 | 4 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 157 |
| 3.00 | 4.00 | 17 | 5 | 0 | 3 | 2 | 9 | 0 | 6 | 14 | 4 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 161 |
| 4.00 | 5.00 | 19 | 3 | 0 | 2 | 1 | 7 | 0 | 3 | 15 | 5 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 157 |
| 5.00 | 6.00 | 20 | 3 | 0 | 4 | 1 | 5 | 0 | 2 | 14 | 8 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 177 |
| 6.00 | 7.00 | 32 | 5 | 0 | 8 | 2 | 7 | 0 | 4 | 18 | 8 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 214 |
| 7.00 | 8.00 | 53 | 4 | 0 | 13 | 2 | 6 | 0 | 3 | 16 | 7 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 238 |
| Grand Total | | 1725 | 243 | 9 | 187 | 76 | 337 | 2 | 119 | 436 | 155 | 320 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3614 | 6589 |

CLASSIFIED VOLUME COUNT SURVEY

| Name of Road: NH-48 | | | | | | | | Direction: Towards Mangalore | | | | | | | | Day : 1 (21.09.2015) | | | | | | | |
|------------------------------|-------|--------------------|------|-----|-----|-------------|-----|------------------------------|----------|--------|--------|----------------------|-------------------|-------------------------|-----------------|----------------------|-----------------------|-------------------------------|---------------------------|------------------------|-----------|-----------------|--|
| Location: Gundya Km. 261.450 | | | | | | | | Section : Shiradi Ghat | | | | | | | | | | | | | | | |
| Time Period | | Motorised Traffic | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) | | | |
| From | To | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | | | | Goods | | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailer | Cycle | Cycle Ricksha w | | | | Hand Cart | Animal Drawn | |
| 8.00 | 9.00 | 76 | 7 | 0 | 19 | 10 | 7 | 0 | 2 | 2 | 1 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 253 | |
| 9.00 | 10.00 | 112 | 8 | 0 | 19 | 14 | 5 | 0 | 2 | 3 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 179 | 248 | |
| 10.00 | 11.00 | 128 | 11 | 0 | 20 | 7 | 8 | 0 | 3 | 5 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 190 | 239 | |
| 11.00 | 12.00 | 67 | 10 | 0 | 11 | 4 | 7 | 0 | 6 | 9 | 2 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 219 | |
| 12.00 | 13.00 | 93 | 2 | 0 | 20 | 6 | 11 | 0 | 3 | 4 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 144 | 182 | |
| 13.00 | 14.00 | 71 | 5 | 0 | 21 | 2 | 8 | 0 | 11 | 5 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 178 | |
| 14.00 | 15.00 | 69 | 7 | 0 | 10 | 4 | 13 | 0 | 13 | 4 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 131 | 197 | |
| 15.00 | 16.00 | 35 | 9 | 1 | 8 | 6 | 8 | 0 | 9 | 7 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 165 | |
| 16.00 | 17.00 | 74 | 4 | 1 | 9 | 1 | 7 | 0 | 18 | 7 | 4 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 252 | |
| 17.00 | 18.00 | 112 | 3 | 1 | 9 | 1 | 5 | 0 | 13 | 11 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 | 256 | |
| 18.00 | 19.00 | 94 | 6 | 0 | 19 | 0 | 4 | 0 | 10 | 6 | 7 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167 | 270 | |
| 19.00 | 20.00 | 75 | 7 | 0 | 7 | 1 | 4 | 0 | 3 | 8 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 161 | |
| 20.00 | 21.00 | 35 | 2 | 0 | 1 | 0 | 5 | 0 | 0 | 13 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 140 | |
| 21.00 | 22.00 | 23 | 1 | 0 | 3 | 1 | 4 | 0 | 3 | 13 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 125 | |
| 22.00 | 23.00 | 17 | 0 | 0 | 1 | 0 | 12 | 0 | 5 | 23 | 4 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 183 | |
| 23.00 | 0.00 | 22 | 1 | 0 | 1 | 1 | 11 | 0 | 5 | 14 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 162 | |
| 0.00 | 1.00 | 22 | 0 | 0 | 1 | 1 | 28 | 0 | 6 | 19 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 219 | |
| 1.00 | 2.00 | 8 | 0 | 0 | 0 | 0 | 12 | 0 | 6 | 11 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 103 | |
| 2.00 | 3.00 | 10 | 0 | 0 | 0 | 0 | 17 | 1 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 95 | |
| 3.00 | 4.00 | 42 | 2 | 0 | 0 | 1 | 111 | 0 | 6 | 22 | 4 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 197 | 506 | |
| 4.00 | 5.00 | 26 | 10 | 0 | 2 | 2 | 49 | 1 | 7 | 31 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 | 337 | |
| 5.00 | 6.00 | 25 | 11 | 0 | 0 | 1 | 14 | 0 | 5 | 44 | 8 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 288 | |
| 6.00 | 7.00 | 24 | 10 | 0 | 2 | 0 | 3 | 0 | 4 | 30 | 12 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 235 | |
| 7.00 | 8.00 | 22 | 6 | 0 | 13 | 2 | 4 | 0 | 6 | 46 | 9 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 354 | |
| Grand Total | | 1282 | 122 | 3 | 196 | 65 | 357 | 2 | 146 | 345 | 105 | 245 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2873 | 5361 | |

| Name of Road: NH-48 | | | | | | | | Direction: Towards Mangalore | | | | | | | | Day : 2 (23.09.2015) | | | | | | |
|------------------------------|-------|--------------------|------|-----|-----|-------------|-----|------------------------------|----------|--------|--------|----------------------|-------------------|-------------------------|-----------------|----------------------|-----------------------|-------------------------------|---------------------------|------------------------|-----------|-----------------|
| Location: Gundya Km. 261.450 | | | | | | | | Section : Shiradi Ghat | | | | | | | | | | | | | | |
| Time Period | | Motorised Traffic | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) | | |
| From | To | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | | | | Goods | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailor | Cycle | Cycle Ricksha w | | | | Hand Cart | Animal Drawn |
| 8.00 | 9.00 | 12 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 22 |
| 9.00 | 10.00 | 10 | 0 | 1 | 5 | 0 | 3 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 41 |
| 10.00 | 11.00 | 42 | 6 | 0 | 7 | 0 | 2 | 0 | 3 | 30 | 11 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 126 | 293 |
| 11.00 | 12.00 | 55 | 9 | 0 | 3 | 3 | 2 | 0 | 10 | 63 | 52 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 244 | 639 |
| 12.00 | 13.00 | 42 | 1 | 1 | 5 | 1 | 7 | 0 | 2 | 26 | 13 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 351 |
| 13.00 | 14.00 | 38 | 3 | 1 | 10 | 1 | 5 | 0 | 6 | 9 | 5 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 380 |
| 14.00 | 15.00 | 47 | 4 | 0 | 9 | 2 | 10 | 0 | 9 | 10 | 10 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 351 |
| 15.00 | 16.00 | 49 | 11 | 2 | 7 | 3 | 15 | 0 | 2 | 7 | 5 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 348 |
| 16.00 | 17.00 | 38 | 6 | 0 | 6 | 1 | 5 | 0 | 4 | 4 | 1 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 170 |
| 17.00 | 18.00 | 64 | 8 | 0 | 8 | 9 | 13 | 0 | 7 | 10 | 4 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 244 |
| 18.00 | 19.00 | 62 | 5 | 0 | 5 | 7 | 6 | 0 | 3 | 9 | 6 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 117 | 206 |
| 19.00 | 20.00 | 54 | 1 | 0 | 11 | 4 | 11 | 0 | 5 | 10 | 7 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 121 | 235 |
| 20.00 | 21.00 | 56 | 3 | 0 | 9 | 0 | 10 | 0 | 5 | 14 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 176 |
| 21.00 | 22.00 | 47 | 3 | 0 | 11 | 1 | 3 | 0 | 2 | 17 | 7 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 96 | 164 |
| 22.00 | 23.00 | 33 | 2 | 0 | 1 | 1 | 4 | 0 | 3 | 87 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 352 |
| 23.00 | 0.00 | 25 | 8 | 1 | 2 | 2 | 11 | 0 | 3 | 20 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 178 |
| 0.00 | 1.00 | 26 | 8 | 0 | 2 | 2 | 7 | 0 | 4 | 12 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 125 |
| 1.00 | 2.00 | 23 | 8 | 0 | 3 | 0 | 8 | 0 | 3 | 14 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 141 |
| 2.00 | 3.00 | 32 | 11 | 0 | 2 | 1 | 27 | 0 | 4 | 19 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 235 |
| 3.00 | 4.00 | 46 | 17 | 0 | 2 | 4 | 104 | 0 | 1 | 12 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 195 | 454 |
| 4.00 | 5.00 | 40 | 7 | 0 | 0 | 3 | 64 | 0 | 8 | 29 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 161 | 376 |
| 5.00 | 6.00 | 15 | 1 | 0 | 3 | 4 | 9 | 0 | 9 | 26 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 190 |
| 6.00 | 7.00 | 22 | 4 | 0 | 6 | 1 | 2 | 0 | 7 | 35 | 9 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 265 |
| 7.00 | 8.00 | 20 | 4 | 0 | 4 | 2 | 2 | 0 | 8 | 32 | 7 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 254 |
| Grand Total | | 898 | 130 | 7 | 123 | 52 | 331 | 0 | 111 | 501 | 181 | 400 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 2741 | 6185 |

| Name of Road: NH-48 | | | | | | | | Direction: Towards Mangalore | | | | | | | | Day : 3 (24.09.2015) | | | | | | | |
|------------------------------|-------|--------------------|------|-----|-----|-------------|-----|------------------------------|----------|--------|--------|----------------------|-------------------|----------------------|-----------------|-------------------------|-----------------------|-----------|-----------------|-------------------------------|---------------------------|------------------------|--|
| Location: Gundya Km. 261.450 | | | | | | | | Section : Shiradi Ghat | | | | | | | | | | | | | | | |
| Time Period | | Motorised Traffic | | | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) | |
| From | To | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | Goods | | | | | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailer | Cycle | Cycle Ricksha w | Hand Cart | Animal Drawn | | | | |
| 8.00 | 9.00 | 32 | 7 | 0 | 4 | 2 | 5 | 0 | 2 | 18 | 4 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 214 | |
| 9.00 | 10.00 | 43 | 8 | 0 | 9 | 0 | 5 | 0 | 3 | 16 | 4 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 185 | |
| 10.00 | 11.00 | 66 | 7 | 0 | 9 | 3 | 3 | 0 | 3 | 16 | 6 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 131 | 238 | |
| 11.00 | 12.00 | 381 | 5 | 1 | 9 | 1 | 8 | 0 | 2 | 8 | 2 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 435 | 531 | |
| 12.00 | 13.00 | 361 | 10 | 1 | 7 | 3 | 13 | 0 | 2 | 8 | 4 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 421 | 512 | |
| 13.00 | 14.00 | 84 | 4 | 0 | 9 | 1 | 7 | 0 | 4 | 6 | 3 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 | 216 | |
| 14.00 | 15.00 | 54 | 5 | 0 | 7 | 1 | 10 | 0 | 1 | 9 | 5 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 214 | |
| 15.00 | 16.00 | 43 | 11 | 0 | 5 | 1 | 15 | 0 | 3 | 13 | 1 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 249 | |
| 16.00 | 17.00 | 42 | 7 | 0 | 11 | 1 | 8 | 0 | 2 | 9 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 182 | |
| 17.00 | 18.00 | 64 | 9 | 0 | 13 | 2 | 7 | 0 | 8 | 8 | 4 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 237 | |
| 18.00 | 19.00 | 81 | 4 | 3 | 12 | 7 | 3 | 0 | 4 | 10 | 6 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 240 | |
| 19.00 | 20.00 | 67 | 3 | 0 | 5 | 11 | 9 | 0 | 4 | 5 | 11 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 229 | |
| 20.00 | 21.00 | 72 | 2 | 0 | 5 | 2 | 5 | 0 | 3 | 13 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 192 | |
| 21.00 | 22.00 | 35 | 1 | 1 | 2 | 0 | 3 | 0 | 31 | 12 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 169 | |
| 22.00 | 23.00 | 27 | 2 | 0 | 0 | 1 | 6 | 0 | 2 | 10 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 101 | |
| 23.00 | 0.00 | 23 | 7 | 0 | 2 | 3 | 2 | 0 | 1 | 12 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 108 | |
| 0.00 | 1.00 | 32 | 9 | 1 | 3 | 4 | 6 | 0 | 4 | 15 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 155 | |
| 1.00 | 2.00 | 44 | 4 | 0 | 1 | 1 | 6 | 0 | 7 | 18 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 161 | |
| 2.00 | 3.00 | 42 | 8 | 2 | 1 | 0 | 18 | 0 | 7 | 12 | 5 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 213 | |
| 3.00 | 4.00 | 39 | 13 | 0 | 0 | 0 | 76 | 0 | 0 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 | 339 | |
| 4.00 | 5.00 | 32 | 9 | 0 | 0 | 0 | 81 | 0 | 4 | 5 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 322 | |
| 5.00 | 6.00 | 28 | 1 | 0 | 0 | 3 | 13 | 0 | 3 | 49 | 9 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 296 | |
| 6.00 | 7.00 | 39 | 9 | 0 | 4 | 3 | 12 | 0 | 2 | 55 | 11 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 373 | |
| 7.00 | 8.00 | 55 | 5 | 1 | 3 | 4 | 8 | 0 | 4 | 35 | 14 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 354 | |
| Grand Total | | 1786 | 150 | 10 | 121 | 54 | 329 | 0 | 106 | 378 | 114 | 292 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3341 | 6024 | |

| Name of Road: NH-48 | | | | | | | | Direction: Towards Mangalore | | | | | | | | Day : 4 (25.09.2015) | | | | | | |
|------------------------------|-------|--------------------|------|-----|-----|----------|-----|------------------------------|----------|--------|--------|-------------------|----------------|-------------------------|-----------------|----------------------|---------------|----------------------------|------------------------|------------------------|-----------|--------------|
| Location: Gundya Km. 261.450 | | | | | | | | Section : Shiradi Ghat | | | | | | | | | | | | | | |
| Time Period | | Motorised Traffic | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) | | |
| From | To | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | | | | Goods | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailor | Cycle | Cycle Ricksha | | | | Hand Cart | Animal Drawn |
| 8.00 | 9.00 | 77 | 7 | 0 | 13 | 0 | 2 | 0 | 2 | 43 | 24 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 197 | 431 |
| 9.00 | 10.00 | 98 | 9 | 1 | 9 | 0 | 4 | 0 | 5 | 17 | 14 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 172 | 293 |
| 10.00 | 11.00 | 98 | 17 | 1 | 7 | 1 | 4 | 1 | 3 | 17 | 2 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 | 263 |
| 11.00 | 12.00 | 110 | 15 | 2 | 7 | 3 | 8 | 0 | 5 | 12 | 5 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 179 | 272 |
| 12.00 | 13.00 | 155 | 13 | 0 | 20 | 3 | 12 | 0 | 4 | 5 | 7 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 254 | 414 |
| 13.00 | 14.00 | 92 | 15 | 0 | 13 | 1 | 8 | 0 | 7 | 8 | 1 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 163 | 258 |
| 14.00 | 15.00 | 79 | 9 | 0 | 14 | 2 | 9 | 0 | 1 | 12 | 2 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 263 |
| 15.00 | 16.00 | 107 | 7 | 2 | 15 | 3 | 10 | 0 | 0 | 5 | 2 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 242 |
| 16.00 | 17.00 | 90 | 10 | 1 | 16 | 4 | 8 | 2 | 2 | 4 | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 206 |
| 17.00 | 18.00 | 127 | 5 | 1 | 19 | 0 | 8 | 0 | 5 | 12 | 7 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 204 | 317 |
| 18.00 | 19.00 | 119 | 17 | 0 | 20 | 1 | 3 | 0 | 5 | 11 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 182 | 220 |
| 19.00 | 20.00 | 121 | 14 | 2 | 11 | 1 | 4 | 0 | 4 | 14 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 176 | 221 |
| 20.00 | 21.00 | 86 | 8 | 0 | 10 | 2 | 5 | 0 | 8 | 14 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 188 |
| 21.00 | 22.00 | 68 | 11 | 0 | 1 | 2 | 5 | 0 | 3 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 135 |
| 22.00 | 23.00 | 58 | 2 | 1 | 5 | 6 | 4 | 0 | 1 | 14 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 148 |
| 23.00 | 0.00 | 37 | 2 | 0 | 9 | 2 | 8 | 0 | 5 | 23 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 177 |
| 0.00 | 1.00 | 77 | 10 | 1 | 2 | 2 | 10 | 0 | 5 | 12 | 3 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 220 |
| 1.00 | 2.00 | 39 | 6 | 0 | 3 | 1 | 27 | 0 | 6 | 27 | 3 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 345 |
| 2.00 | 3.00 | 77 | 9 | 1 | 0 | 6 | 23 | 0 | 4 | 23 | 7 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 169 | 347 |
| 3.00 | 4.00 | 35 | 7 | 0 | 9 | 0 | 16 | 0 | 2 | 40 | 8 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 372 |
| 4.00 | 5.00 | 22 | 5 | 0 | 7 | 3 | 13 | 0 | 9 | 42 | 11 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 391 |
| 5.00 | 6.00 | 51 | 6 | 0 | 9 | 0 | 10 | 0 | 7 | 47 | 20 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 162 | 357 |
| 6.00 | 7.00 | 31 | 4 | 0 | 7 | 1 | 6 | 0 | 6 | 25 | 5 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 270 |
| 7.00 | 8.00 | 48 | 10 | 0 | 12 | 9 | 8 | 0 | 10 | 23 | 13 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 270 |
| Grand Total | | 1902 | 218 | 13 | 238 | 53 | 215 | 3 | 109 | 458 | 154 | 363 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3728 | 6613 |

| Name of Road: NH-48 | | | | | | | | Direction: Towards Mangalore | | | | | | | | Day : 5 (26.09.2015) | | | | | | | |
|------------------------------|-------|--------------------|------|-----|-----|----------|-----|------------------------------|----------|--------|--------|-------------------|----------------|-------------------------|-----------------|----------------------|----------------|----------------------------|------------------------|------------------------|-----------|--------------|--|
| Location: Gundya Km. 261.450 | | | | | | | | Section : Shiradi Ghat | | | | | | | | | | | | | | | |
| Time Period | | Motorised Traffic | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) | | | |
| From | To | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | | | | Goods | | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailor | Cycle | Cycle Rickshaw | | | | Hand Cart | Animal Drawn | |
| 8.00 | 9.00 | 43 | 12 | 0 | 6 | 2 | 1 | 1 | 1 | 18 | 7 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 191 | |
| 9.00 | 10.00 | 80 | 13 | 0 | 8 | 6 | 0 | 1 | 3 | 22 | 19 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 160 | 266 | |
| 10.00 | 11.00 | 82 | 13 | 3 | 8 | 11 | 0 | 0 | 3 | 22 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 245 | |
| 11.00 | 12.00 | 113 | 7 | 1 | 12 | 4 | 0 | 0 | 4 | 18 | 15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 182 | 274 | |
| 12.00 | 13.00 | 80 | 7 | 2 | 11 | 11 | 0 | 0 | 3 | 20 | 8 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 | 254 | |
| 13.00 | 14.00 | 67 | 15 | 0 | 13 | 2 | 2 | 0 | 3 | 15 | 3 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 201 | |
| 14.00 | 15.00 | 41 | 9 | 0 | 6 | 0 | 0 | 1 | 0 | 5 | 2 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 156 | |
| 15.00 | 16.00 | 77 | 8 | 0 | 18 | 1 | 0 | 0 | 2 | 17 | 5 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 228 | |
| 16.00 | 17.00 | 47 | 5 | 0 | 2 | 0 | 0 | 0 | 1 | 23 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 178 | |
| 17.00 | 18.00 | 98 | 11 | 0 | 14 | 0 | 0 | 0 | 4 | 12 | 14 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 162 | 236 | |
| 18.00 | 19.00 | 86 | 7 | 1 | 27 | 0 | 2 | 0 | 3 | 9 | 12 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157 | 226 | |
| 19.00 | 20.00 | 73 | 4 | 1 | 9 | 2 | 2 | 0 | 3 | 7 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 171 | |
| 20.00 | 21.00 | 50 | 10 | 2 | 3 | 0 | 3 | 1 | 1 | 7 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 156 | |
| 21.00 | 22.00 | 45 | 4 | 0 | 12 | 1 | 4 | 0 | 36 | 10 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 116 | 165 | |
| 22.00 | 23.00 | 53 | 6 | 0 | 9 | 3 | 6 | 0 | 4 | 9 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 145 | |
| 23.00 | 0.00 | 51 | 8 | 1 | 3 | 0 | 3 | 0 | 5 | 6 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 147 | |
| 0.00 | 1.00 | 52 | 7 | 0 | 1 | 1 | 4 | 0 | 4 | 10 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 150 | |
| 1.00 | 2.00 | 54 | 12 | 0 | 3 | 2 | 19 | 0 | 4 | 20 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 239 | |
| 2.00 | 3.00 | 83 | 6 | 0 | 0 | 3 | 84 | 0 | 17 | 21 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | 479 | |
| 3.00 | 4.00 | 72 | 18 | 0 | 3 | 0 | 94 | 0 | 11 | 28 | 11 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 251 | 570 | |
| 4.00 | 5.00 | 55 | 4 | 1 | 6 | 5 | 44 | 1 | 2 | 14 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 271 | |
| 5.00 | 6.00 | 14 | 1 | 0 | 10 | 1 | 5 | 0 | 2 | 21 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 118 | |
| 6.00 | 7.00 | 36 | 7 | 0 | 14 | 10 | 6 | 0 | 2 | 24 | 1 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 260 | |
| 7.00 | 8.00 | 59 | 6 | 4 | 12 | 12 | 6 | 0 | 1 | 27 | 6 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 171 | 383 | |
| Grand Total | | 1511 | 200 | 16 | 210 | 77 | 285 | 5 | 119 | 385 | 170 | 234 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3215 | 5704 | | |

| Name of Road: NH-48 | | | | | | | | Direction: Towards Mangalore | | | | | | | | Day : 6 (27.09.2015) | | | | | | | |
|------------------------------|-------|--------------------|------|-----|-----|-------------|-----|------------------------------|----------|--------|--------|----------------------|-------------------|-------------------------|-----------------|----------------------|-----------------------|-------------------------------|---------------------------|------------------------|-----------|-----------------|--|
| Location: Gundya Km. 261.450 | | | | | | | | Section : Shiradi Ghat | | | | | | | | | | | | | | | |
| Time Period | | Motorised Traffic | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) | | | |
| From | To | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | | | | Goods | | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailer | Cycle | Cycle Ricksha w | | | | Hand Cart | Animal Drawn | |
| 8.00 | 9.00 | 72 | 8 | 1 | 10 | 8 | 5 | 0 | 3 | 10 | 4 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 232 | |
| 9.00 | 10.00 | 91 | 8 | 2 | 9 | 7 | 4 | 2 | 4 | 11 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 220 | |
| 10.00 | 11.00 | 97 | 17 | 0 | 16 | 13 | 6 | 0 | 2 | 2 | 3 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 172 | 250 | |
| 11.00 | 12.00 | 104 | 41 | 0 | 6 | 22 | 7 | 0 | 2 | 3 | 2 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 202 | 288 | |
| 12.00 | 13.00 | 125 | 44 | 1 | 10 | 16 | 11 | 1 | 4 | 7 | 2 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 235 | 329 | |
| 13.00 | 14.00 | 99 | 28 | 2 | 2 | 10 | 6 | 0 | 4 | 6 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 169 | 240 | |
| 14.00 | 15.00 | 113 | 34 | 0 | 1 | 13 | 4 | 0 | 1 | 4 | 2 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 | 271 | |
| 15.00 | 16.00 | 88 | 50 | 0 | 19 | 10 | 16 | 0 | 1 | 9 | 8 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | 371 | |
| 16.00 | 17.00 | 95 | 26 | 1 | 10 | 2 | 11 | 0 | 4 | 6 | 2 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 171 | 256 | |
| 17.00 | 18.00 | 149 | 13 | 0 | 11 | 2 | 8 | 1 | 4 | 13 | 6 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 304 | |
| 18.00 | 19.00 | 118 | 4 | 1 | 8 | 2 | 7 | 0 | 5 | 7 | 2 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 235 | |
| 19.00 | 20.00 | 131 | 4 | 0 | 6 | 1 | 6 | 0 | 7 | 21 | 8 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 198 | 318 | |
| 20.00 | 21.00 | 113 | 6 | 0 | 8 | 1 | 3 | 0 | 6 | 19 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 166 | 234 | |
| 21.00 | 22.00 | 120 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 16 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 214 | |
| 22.00 | 23.00 | 41 | 6 | 0 | 0 | 0 | 4 | 0 | 1 | 18 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 146 | |
| 23.00 | 0.00 | 36 | 5 | 0 | 3 | 0 | 8 | 0 | 9 | 27 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 203 | |
| 0.00 | 1.00 | 24 | 3 | 0 | 0 | 3 | 37 | 0 | 5 | 16 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 248 | |
| 1.00 | 2.00 | 12 | 1 | 0 | 0 | 6 | 17 | 1 | 5 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 133 | |
| 2.00 | 3.00 | 50 | 8 | 0 | 1 | 4 | 19 | 0 | 3 | 25 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 254 | |
| 3.00 | 4.00 | 98 | 2 | 0 | 18 | 0 | 99 | 0 | 1 | 31 | 6 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 271 | 591 | |
| 4.00 | 5.00 | 60 | 14 | 0 | 0 | 0 | 48 | 0 | 2 | 12 | 5 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 176 | 430 | |
| 5.00 | 6.00 | 62 | 0 | 0 | 17 | 8 | 53 | 0 | 11 | 13 | 16 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 | 381 | |
| 6.00 | 7.00 | 38 | 18 | 0 | 15 | 0 | 36 | 0 | 22 | 15 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 344 | |
| 7.00 | 8.00 | 64 | 5 | 0 | 6 | 0 | 4 | 1 | 3 | 14 | 7 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 234 | |
| Grand Total | | 2000 | 345 | 8 | 178 | 130 | 420 | 6 | 109 | 316 | 111 | 305 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3929 | 6720 | | |

| Name of Road: NH-48 | | | | | | | | Direction: Towards Mangalore | | | | | | | | Day : 7 (28.09.2015) | | | | | | |
|------------------------------|-------|--------------------|------|-----|-----|-------------|-----|------------------------------|----------|--------|--------|----------------------|-------------------|-------------------------|-----------------|----------------------|---------------|-------------------------------|---------------------------|------------------------|-----------|-----------------|
| Location: Gundya Km. 261.450 | | | | | | | | Section : Shiradi Ghat | | | | | | | | | | | | | | |
| Time Period | | Motorised Traffic | | | | | | | | | | | | Non - Motorised Traffic | | | | Others (Please Specify) | Total Traffic (num) | Total Traffic (PCU) | | |
| From | To | Passengers Vehicle | | | | | | Goods Vehivle | | | | | | Agricultural Vehicle | | Passenger | | | | | Goods | |
| | | Car | Taxi | 3 W | 2 W | Mini Bus | Bus | LCV (3T) | LCV (4T) | 2 Axle | 3 Axle | MAV (4 to 6 Axle) | MAV (< 6 Axle) | Tractor | Tractor Trailer | Cycle | Cycle Ricksha | | | | Hand Cart | Animal Drawn |
| 8.00 | 9.00 | 100 | 8 | 0 | 6 | 6 | 3 | 0 | 1 | 19 | 15 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 178 | 318 |
| 9.00 | 10.00 | 125 | 14 | 1 | 4 | 8 | 4 | 0 | 0 | 18 | 3 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 187 | 274 |
| 10.00 | 11.00 | 150 | 23 | 0 | 3 | 9 | 7 | 0 | 3 | 9 | 4 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 293 |
| 11.00 | 12.00 | 164 | 22 | 0 | 4 | 14 | 5 | 1 | 1 | 4 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | 278 |
| 12.00 | 13.00 | 130 | 18 | 0 | 10 | 20 | 4 | 0 | 3 | 6 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 196 | 237 |
| 13.00 | 14.00 | 102 | 24 | 0 | 11 | 3 | 11 | 0 | 2 | 11 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 174 | 244 |
| 14.00 | 15.00 | 86 | 14 | 0 | 0 | 0 | 9 | 2 | 5 | 8 | 3 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 219 |
| 15.00 | 16.00 | 61 | 6 | 0 | 8 | 2 | 17 | 1 | 1 | 12 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 189 |
| 16.00 | 17.00 | 53 | 12 | 0 | 2 | 0 | 9 | 0 | 8 | 6 | 3 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 191 |
| 17.00 | 18.00 | 75 | 9 | 0 | 5 | 0 | 6 | 0 | 1 | 7 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 168 |
| 18.00 | 19.00 | 60 | 2 | 0 | 6 | 1 | 3 | 0 | 3 | 6 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 152 |
| 19.00 | 20.00 | 30 | 1 | 0 | 3 | 0 | 2 | 0 | 0 | 9 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 112 |
| 20.00 | 21.00 | 39 | 2 | 0 | 2 | 2 | 5 | 0 | 4 | 7 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 128 |
| 21.00 | 22.00 | 13 | 1 | 0 | 5 | 0 | 5 | 1 | 4 | 11 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 117 |
| 22.00 | 23.00 | 18 | 2 | 0 | 3 | 0 | 5 | 0 | 9 | 28 | 2 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 194 |
| 23.00 | 0.00 | 20 | 3 | 0 | 0 | 0 | 5 | 0 | 6 | 12 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 134 |
| 0.00 | 1.00 | 17 | 4 | 0 | 2 | 0 | 11 | 0 | 8 | 20 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 162 |
| 1.00 | 2.00 | 12 | 7 | 0 | 5 | 0 | 30 | 0 | 10 | 14 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 214 |
| 2.00 | 3.00 | 32 | 3 | 0 | 6 | 0 | 24 | 0 | 1 | 18 | 4 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 322 |
| 3.00 | 4.00 | 28 | 6 | 0 | 2 | 0 | 20 | 0 | 5 | 26 | 4 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 341 |
| 4.00 | 5.00 | 23 | 4 | 0 | 1 | 1 | 8 | 1 | 3 | 12 | 1 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 206 |
| 5.00 | 6.00 | 36 | 3 | 3 | 18 | 1 | 15 | 0 | 10 | 23 | 3 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 276 |
| 6.00 | 7.00 | 42 | 1 | 1 | 4 | 0 | 10 | 1 | 3 | 12 | 3 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 212 |
| 7.00 | 8.00 | 25 | 16 | 4 | 26 | 22 | 7 | 0 | 7 | 17 | 4 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 253 |
| Grand Total | | 1441 | 205 | 9 | 136 | 89 | 225 | 7 | 98 | 315 | 101 | 288 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2916 | 5230 |

ANNEXURE-3

Turning Movement Count

CLASSIFIED JUNCTION VOLUME COUNT SURVEY

| | |
|---------------------|---|
| Name of Road: NH-48 | Direction: Subramanya Temple to Mangalore |
|---------------------|---|

| | |
|---------------------|---|
| Name of Road: NH-48 | Direction: Subramanya Temple to Mangalore |
|---------------------|---|

| | | | | |
|---------------------------|--|--|--|--|
| Location: Gundya Junction | | | | |
|---------------------------|--|--|--|--|

| Time Period | | Motorised Vehicles | | | | | | | | | | | | | | Non-Motorised Vehicles | | | | | | Total Vehicles | Total PCU's |
|-------------|-------|-----------------------------|------|--------------------|-------------|----------|---------------|----------------|------------|-----------------|----------|-------------|-------------|---------------|------------------|------------------------|-----------|----------------|--------------------|--------|-----|----------------|-------------|
| | | Passenger Vehicles | | | | | | Goods Vehicles | | | | | | Agri. Tractor | | Passenger | | Goods Vehicles | | Others | | | |
| | | CAR/JEE P/VAN/Unity Vehicle | TAXI | 3 Ricksha w/ Tempo | Two Wheeler | Mini Bus | Standar d Bus | L.C.V | | Ordinary Trucks | | 4 to 6 Axle | MAV | | | CYCLE | RICKSH AW | Hand Cart | Animal/ Hand Drawn | | | | |
| From | To | | | | | | | 3-Wheeler | 4- Wheeler | 2 - AXLE | 3 - AXLE | | More then 6 | Tractor | Tractor & Trolly | | | | | | | | |
| 8:00 | 8:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:15 | 8:30 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | |
| 8:30 | 8:45 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | |
| 8:45 | 9:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | | |
| 9:00 | 9:15 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | | |
| 9:15 | 9:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | | |
| 9:30 | 9:45 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | | |
| 9:45 | 10:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | | |
| 10:00 | 10:15 | 3 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | | |
| 10:15 | 10:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | | |
| 10:30 | 10:45 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | | |
| 10:45 | 11:00 | 3 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 8 | | |
| 11:00 | 11:15 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | | |
| 11:15 | 11:30 | 4 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 9 | | |
| 11:30 | 11:45 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | | |
| 11:45 | 12:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | | |
| 12:00 | 12:15 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | | |
| 12:15 | 12:30 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | | |
| 12:30 | 12:45 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | | |
| 12:45 | 13:00 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 10 | | |
| 13:00 | 13:15 | 5 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | | |
| 13:15 | 13:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | | |
| 13:30 | 13:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 7 | | |
| 13:45 | 14:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 7 | | |
| 14:00 | 14:15 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 9 | | |
| 14:15 | 14:30 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 13 | | |
| 14:30 | 14:45 | 4 | 2 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 13 | | |
| 14:45 | 15:00 | 4 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | | |
| 15:00 | 15:15 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | | |
| 15:15 | 15:30 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | | |
| 15:30 | 15:45 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | | |
| 15:45 | 16:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | | |
| 16:00 | 16:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | | |
| 16:15 | 16:30 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | | |
| 16:30 | 16:45 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | | |
| 16:45 | 17:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 10 | | |
| 17:00 | 17:15 | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | | |
| 17:15 | 17:30 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | | |
| 17:30 | 17:45 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 11 | | |
| 17:45 | 18:00 | 3 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | | |
| 18:00 | 18:15 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 15 | | |
| 18:15 | 18:30 | 3 | 0 | 0 | 1 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 10 | | |
| 18:30 | 18:45 | 3 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 9 | | |
| 18:45 | 19:00 | 5 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | | |
| 19:00 | 19:15 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 18 | | |
| 19:15 | 19:30 | 5 | 0 | 0 | 2 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | | |
| 19:30 | 19:45 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | | |
| 19:45 | 20:00 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 218 | 285 | | |
| Total | | 93 | 32 | 2 | 40 | 3 | 39 | 4 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |

CLASSIFIED JUNCTION VOLUME COUNT SURVEY

Name of Road: NH-48

Direction: Sakleshpura to Subramanya Temple

Location: Gundya Junction

| Time Period | | Motorised Vehicles | | | | | | | | | | | | | | Non-Motorised Vehicles | | | | | | Total Vehicles | Total PCU's |
|-------------|-------|------------------------------|------|--------------------|-------------|----------|--------------|----------------|-----------|-----------------|----------|-------------|-----------------|---------------|-------------------|------------------------|----------------|----------------|--------------------|--------|-----|----------------|-------------|
| | | Passenger Vehicles | | | | | | Goods Vehicles | | | | | | Agri. Tractor | | Passenger Vehicles | | Goods Vehicles | | Others | | | |
| | | CAR/JEE P/VAN/ Unity Vehicle | TAXI | 3 Ricksha w/ Tempo | Two Wheeler | Bus | | L.C.V | | Ordinary Trucks | | 4 to 6 Axle | MAV More than 6 | Tractor | Tractor & Trolley | CYCLE | CYCLE RICKSHAW | Hand Cart | Animal/ Hand Drawn | | | | |
| From | To | | | | | Mini Bus | Standard Bus | 3-Wheeler | 4-Wheeler | 2 - AXLE | 3 - AXLE | | | | | | | | | | | | |
| 8:00 | 8:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | |
| 8:15 | 8:30 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | |
| 8:30 | 8:45 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 11 | |
| 8:45 | 9:00 | 5 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 11 | |
| 9:00 | 9:15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 7 | |
| 9:15 | 9:30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 16 | |
| 9:30 | 9:45 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 11 | |
| 9:45 | 10:00 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | |
| 10:00 | 10:15 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 6 | |
| 10:15 | 10:30 | 9 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 15 | |
| 10:30 | 10:45 | 8 | 1 | 0 | 4 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 20 | |
| 10:45 | 11:00 | 7 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 13 | |
| 11:00 | 11:15 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | |
| 11:15 | 11:30 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | |
| 11:30 | 11:45 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 7 | |
| 11:45 | 12:00 | 4 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | |
| 12:00 | 12:15 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | |
| 12:15 | 12:30 | 10 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | |
| 12:30 | 12:45 | 9 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 13 | |
| 12:45 | 13:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | |
| 13:00 | 13:15 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | |
| 13:15 | 13:30 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | |
| 13:30 | 13:45 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | |
| 13:45 | 14:00 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | |
| 14:00 | 14:15 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | |
| 14:15 | 14:30 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 9 | |
| 14:30 | 14:45 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | |
| 14:45 | 15:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | |
| 15:00 | 15:15 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | |
| 15:15 | 15:30 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 7 | |
| 15:30 | 15:45 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 8 | |
| 15:45 | 16:00 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 8 | |
| 16:00 | 16:15 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | |
| 16:15 | 16:30 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | |
| 16:30 | 16:45 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | |
| 16:45 | 17:00 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | |
| 17:00 | 17:15 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 8 | |
| 17:15 | 17:30 | 6 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | |
| 17:30 | 17:45 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 6 | |
| 17:45 | 18:00 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 12 | |
| 18:00 | 18:15 | 8 | 1 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | |
| 18:15 | 18:30 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 13 | |
| 18:30 | 18:45 | 8 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 12 | |
| 18:45 | 19:00 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | |
| 19:00 | 19:15 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | |
| 19:15 | 19:30 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | |
| 19:30 | 19:45 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | |
| 19:45 | 20:00 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Total | | 233 | 29 | 2 | 42 | 4 | 14 | 0 | 4 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 337 | 367 | |

CLASSIFIED JUNCTION VOLUME COUNT SURVEY

Name of Road: NH-48

Direction: Mangalore to Sakleshpura

Location: Gundya Junction

| Time Period | | Motorised Vehicles | | | | | | | | | | | | | | Non-Motorised Vehicles | | | | | | Total Vehicles | Total PCU's |
|-------------|-------|-----------------------------|------|------------------|-------------|----------|--------------|----------------|-----------|-----------------|----------|-------------|-----------------|---------------|---|------------------------|----------------|----------------|--------------------|--------|------|----------------|-------------|
| | | Passenger Vehicles | | | | | | Goods Vehicles | | | | | | Agri. Tractor | | Passenger Vehicles | | Goods Vehicles | | Others | | | |
| | | CAR/JEE P/VAN/Unity Vehicle | TAXI | 3 Rickshaw/Tempo | Two Wheeler | Bus | | L.C.V | | Ordinary Trucks | | 4 to 6 Axle | MAV More than 6 | | | CYCLE | CYCLE RICKSHAW | Hand Cart | Animal/ Hand Drawn | | | | |
| | | | | | | Mini Bus | Standard Bus | 3-Wheeler | 4-Wheeler | 2 - AXLE | 3 - AXLE | | | | | | | | | | | | |
| From | To | | | | | | | | | | | | | | | | | | | | | | |
| 8:00 | 8:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 26 | |
| 8:15 | 8:30 | 7 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 46 | |
| 8:30 | 8:45 | 11 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 64 | |
| 8:45 | 9:00 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 35 | |
| 9:00 | 9:15 | 28 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 60 | |
| 9:15 | 9:30 | 51 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 41 | |
| 9:30 | 9:45 | 29 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 88 | |
| 9:45 | 10:00 | 60 | 2 | 0 | 3 | 0 | 0 | 0 | 1 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 79 | |
| 10:00 | 10:15 | 55 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 68 | |
| 10:15 | 10:30 | 45 | 2 | 0 | 3 | 1 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 62 | |
| 10:30 | 10:45 | 36 | 3 | 0 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 67 | |
| 10:45 | 11:00 | 56 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 70 | |
| 11:00 | 11:15 | 31 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 36 | |
| 11:15 | 11:30 | 27 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 50 | |
| 11:30 | 11:45 | 26 | 2 | 0 | 2 | 0 | 4 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 61 | |
| 11:45 | 12:00 | 28 | 2 | 0 | 2 | 0 | 1 | 0 | 2 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 42 | |
| 12:00 | 12:15 | 15 | 1 | 0 | 3 | 0 | 4 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 39 | |
| 12:15 | 12:30 | 11 | 2 | 1 | 1 | 0 | 1 | 0 | 2 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 36 | |
| 12:30 | 12:45 | 15 | 3 | 0 | 3 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 64 | |
| 12:45 | 13:00 | 37 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 45 | |
| 13:00 | 13:15 | 23 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 35 | |
| 13:15 | 13:30 | 21 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 44 | |
| 13:30 | 13:45 | 20 | 5 | 0 | 1 | 0 | 2 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 43 | |
| 13:45 | 14:00 | 10 | 2 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 61 | |
| 14:00 | 14:15 | 21 | 3 | 0 | 2 | 1 | 2 | 0 | 3 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 46 | |
| 14:15 | 14:30 | 18 | 0 | 0 | 2 | 1 | 2 | 0 | 3 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 68 | |
| 14:30 | 14:45 | 16 | 1 | 0 | 0 | 1 | 1 | 0 | 3 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 82 | |
| 14:45 | 15:00 | 29 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 51 | |
| 15:00 | 15:15 | 12 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 90 | |
| 15:15 | 15:30 | 28 | 0 | 0 | 3 | 2 | 1 | 0 | 3 | 5 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 58 | |
| 15:30 | 15:45 | 11 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 66 | |
| 15:45 | 16:00 | 18 | 2 | 0 | 0 | 3 | 3 | 1 | 1 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 98 | |
| 16:00 | 16:15 | 28 | 2 | 1 | 4 | 0 | 2 | 0 | 0 | 9 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 100 | |
| 16:15 | 16:30 | 15 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 13 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 64 | |
| 16:30 | 16:45 | 12 | 2 | 0 | 1 | 0 | 2 | 0 | 1 | 7 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 45 | |
| 16:45 | 17:00 | 10 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 42 | |
| 17:00 | 17:15 | 12 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 79 | |
| 17:15 | 17:30 | 39 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 81 | |
| 17:30 | 17:45 | 27 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 12 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 65 | |
| 17:45 | 18:00 | 30 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 76 | |
| 18:00 | 18:15 | 28 | 2 | 0 | 2 | 1 | 3 | 0 | 4 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 85 | |
| 18:15 | 18:30 | 38 | 2 | 0 | 2 | 0 | 0 | 0 | 1 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 53 | |
| 18:30 | 18:45 | 35 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 89 | |
| 18:45 | 19:00 | 32 | 5 | 0 | 4 | 0 | 2 | 0 | 1 | 5 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 122 | |
| 19:00 | 19:15 | 31 | 6 | 0 | 5 | 0 | 4 | 1 | 3 | 11 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 74 | |
| 19:15 | 19:30 | 25 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 7 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 120 | |
| 19:30 | 19:45 | 28 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 10 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 65 | |
| 19:45 | 20:00 | 13 | 4 | 0 | 1 | 0 | 5 | 1 | 1 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1886 | 2974 | |
| Total | | 1222 | 79 | 3 | 65 | 10 | 91 | 4 | 54 | 166 | 63 | 128 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1886 | 2974 | |

CLASSIFIED JUNCTION VOLUME COUNT SURVEY

Name of Road: NH-48

Direction: Subramanya Temple to Sakleshpura

Location: Gundya Junction

[illegible]

Direction: Sakleshpura to Gundya

Direction: Sakleshpura to Gundya

| Time Period | | Motorised Vehicles | | | | | | | | | | | | | | | Non-Motorised Vehicles | | | | | | Total Vehicles | Total PCU's |
|-------------|-------|------------------------------|------|--------------------|-------------|----------|----------------|-----------|-----------------|----------|-------------|-----|---------------|---------|------------------|-----------------|------------------------|--------------------|----------------|---|--------|------|----------------|-------------|
| | | Passenger Vehicles | | | | | Goods Vehicles | | | | | | | | | | Passenger | | Goods Vehicles | | Others | | | |
| | | CAR/JEE P/VAN/ Unity Vehicle | TAXI | 3 Ricksha w/ Tempo | Two Wheeler | Bus | L.C.V | | Ordinary Trucks | | 4 to 6 Axle | MAV | Agri. Tractor | | CYCLE | CYCLE RICKSH AW | Hand Cart | Animal/ Hand Drawn | | | | | | |
| From | To | | | | | Mini Bus | Standar d Bus | 3-Wheeler | 4- Wheeler | 2 - AXLE | 3 - AXLE | | More then 6 | Tractor | Tractor & Trolly | | | | | | | | | |
| 8:00 | 8:15 | 16 | 11 | 1 | 11 | 1 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 49 | | |
| 8:15 | 8:30 | 18 | 10 | 3 | 24 | 1 | 3 | 0 | 1 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 85 | | |
| 8:30 | 8:45 | 18 | 15 | 3 | 12 | 0 | 1 | 0 | 6 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 98 | | |
| 8:45 | 9:00 | 11 | 12 | 2 | 15 | 1 | 2 | 0 | 2 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 66 | | |
| 9:00 | 9:15 | 10 | 11 | 6 | 16 | 0 | 2 | 0 | 3 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 73 | | |
| 9:15 | 9:30 | 25 | 12 | 6 | 11 | 0 | 1 | 0 | 2 | 2 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 89 | | |
| 9:30 | 9:45 | 13 | 3 | 2 | 28 | 0 | 1 | 0 | 1 | 3 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 71 | | |
| 9:45 | 10:00 | 24 | 1 | 4 | 12 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 44 | | |
| 10:00 | 10:15 | 15 | 0 | 3 | 6 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 36 | | |
| 10:15 | 10:30 | 18 | 1 | 2 | 7 | 0 | 3 | 0 | 1 | 2 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 71 | | |
| 10:30 | 10:45 | 12 | 2 | 5 | 11 | 0 | 3 | 0 | 5 | 2 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 86 | | |
| 10:45 | 11:00 | 11 | 1 | 3 | 11 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 33 | | |
| 11:00 | 11:15 | 10 | 0 | 6 | 7 | 1 | 4 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 47 | | |
| 11:15 | 11:30 | 11 | 2 | 2 | 5 | 0 | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 39 | | |
| 11:30 | 11:45 | 28 | 0 | 3 | 5 | 0 | 1 | 0 | 6 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 71 | | |
| 11:45 | 12:00 | 10 | 1 | 1 | 3 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 32 | | |
| 12:00 | 12:15 | 27 | 0 | 0 | 5 | 0 | 2 | 0 | 2 | 3 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 84 | | |
| 12:15 | 12:30 | 30 | 1 | 1 | 3 | 0 | 4 | 0 | 1 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 80 | | |
| 12:30 | 12:45 | 29 | 3 | 0 | 4 | 1 | 5 | 0 | 0 | 2 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 94 | | |
| 12:45 | 13:00 | 27 | 3 | 1 | 4 | 0 | 0 | 0 | 1 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 62 | | |
| 13:00 | 13:15 | 35 | 2 | 1 | 6 | 1 | 2 | 2 | 2 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 84 | | |
| 13:15 | 13:30 | 14 | 2 | 0 | 3 | 0 | 0 | 0 | 2 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 63 | | |
| 13:30 | 13:45 | 15 | 2 | 0 | 3 | 1 | 3 | 0 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 82 | | |
| 13:45 | 14:00 | 10 | 2 | 0 | 4 | 0 | 2 | 0 | 2 | 3 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 56 | | |
| 14:00 | 14:15 | 12 | 3 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 51 | | |
| 14:15 | 14:30 | 18 | 2 | 1 | 3 | 0 | 4 | 1 | 1 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 58 | | |
| 14:30 | 14:45 | 19 | 2 | 0 | 2 | 0 | 2 | 1 | 0 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 68 | | |
| 14:45 | 15:00 | 12 | 0 | 1 | 5 | 1 | 0 | 0 | 2 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 41 | | |
| 15:00 | 15:15 | 28 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 57 | | |
| 15:15 | 15:30 | 18 | 2 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 46 | | |
| 15:30 | 15:45 | 21 | 1 | 2 | 7 | 0 | 0 | 0 | 2 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 50 | | |
| 15:45 | 16:00 | 19 | 1 | 3 | 9 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 55 | | |
| 16:00 | 16:15 | 16 | 2 | 6 | 4 | 0 | 0 | 0 | 2 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 56 | | |
| 16:15 | 16:30 | 13 | 2 | 5 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 52 | | |
| 16:30 | 16:45 | 11 | 0 | 6 | 15 | 0 | 2 | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 44 | 65 | | |
| 16:45 | 17:00 | 29 | 3 | 9 | 13 | 0 | 0 | 0 | 2 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 72 | | |
| 17:00 | 17:15 | 16 | 1 | 4 | 17 | 0 | 2 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 54 | | |
| 17:15 | 17:30 | 12 | 1 | 0 | 13 | 1 | 3 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 48 | | |
| 17:30 | 17:45 | 12 | 0 | 1 | 21 | 0 | 0 | 0 | 2 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 52 | | |
| 17:45 | 18:00 | 15 | 0 | 0 | 13 | 0 | 1 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 40 | | |
| 18:00 | 18:15 | 17 | 1 | 2 | 11 | 0 | 1 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 47 | | |
| 18:15 | 18:30 | 25 | 10 | 1 | 13 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 44 | | |
| 18:30 | 18:45 | 32 | 15 | 8 | 27 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 78 | | |
| 18:45 | 19:00 | 27 | 12 | 2 | 18 | 0 | 0 | 1 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 74 | | |
| 19:00 | 19:15 | 18 | 11 | 1 | 12 | 1 | 2 | 0 | 2 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 74 | | |
| 19:15 | 19:30 | 22 | 13 | 2 | 17 | 1 | 3 | 0 | 3 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 88 | | |
| 19:30 | 19:45 | 29 | 8 | 2 | 8 | 0 | 2 | 0 | 4 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 75 | | |
| 19:45 | 20:00 | 22 | 6 | 8 | 3 | 0 | 2 | 0 | 2 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 69 | | |
| Total | | 900 | 193 | 122 | 451 | 11 | 77 | 5 | 75 | 90 | 44 | 170 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2139 | 2977 | | |

CLASSIFIED JUNCTION VOLUME COUNT SURVEY

Name of Road: NH-48

Direction: Sakleshpura to Samerpet

Location: Donigal chowk

| Time Period | | Motorised Vehicles | | | | | | | | | | | | | | Non-Motorised Vehicles | | | | | Total Vehicles | Total PCU's |
|-------------|-------|-----------------------------|------|--------------------|-------------|----------|--------------|----------------|------------|-----------------|----------|-------------|-----------------|---------------|------------------|------------------------|----------------|----------------|--------------------|--------|----------------|-------------|
| | | Passenger Vehicles | | | | | | Goods Vehicles | | | | | | Agri. Tractor | | Passenger Vehicles | | Goods Vehicles | | Others | | |
| | | CAR/JEE P/VAN/Unity Vehicle | TAXI | 3 Ricksha w/ Tonga | Two Wheeler | Bus | | L.C.V | | Ordinary Trucks | | 4 to 6 Axle | MAV More than 6 | Tractor | Tractor & Trolly | CYCLE | CYCLE RICKSHAW | Hand Cart | Animal/ Hand Drawn | | | |
| From | To | | | | | Mini Bus | Standard Bus | 3- Wheeler | 4- Wheeler | 2 - AXLE | 3 - AXLE | | | | | | | | | | | |
| 8:00 | 8:15 | 11 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 16 |
| 8:15 | 8:30 | 1 | 0 | 2 | 7 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 13 |
| 8:30 | 8:45 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 12 |
| 8:45 | 9:00 | 3 | 1 | 3 | 4 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 21 |
| 9:00 | 9:15 | 5 | 0 | 1 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 12 |
| 9:15 | 9:30 | 2 | 0 | 4 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 14 |
| 9:30 | 9:45 | 3 | 0 | 1 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 |
| 9:45 | 10:00 | 2 | 1 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 9 |
| 10:00 | 10:15 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 10:15 | 10:30 | 8 | 1 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 14 |
| 10:30 | 10:45 | 6 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 11 |
| 10:45 | 11:00 | 6 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 10 |
| 11:00 | 11:15 | 3 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 7 |
| 11:15 | 11:30 | 7 | 0 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 15 |
| 11:30 | 11:45 | 3 | 2 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 9 |
| 11:45 | 12:00 | 4 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 6 |
| 12:00 | 12:15 | 7 | 0 | 5 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 17 |
| 12:15 | 12:30 | 9 | 2 | 3 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 18 |
| 12:30 | 12:45 | 8 | 1 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 15 |
| 12:45 | 13:00 | 5 | 0 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 12 |
| 13:00 | 13:15 | 4 | 1 | 0 | 6 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 13 |
| 13:15 | 13:30 | 5 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 9 |
| 13:30 | 13:45 | 4 | 1 | 1 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 17 |
| 13:45 | 14:00 | 5 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 11 |
| 14:00 | 14:15 | 5 | 1 | 2 | 9 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 16 |
| 14:15 | 14:30 | 4 | 1 | 5 | 10 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 20 |
| 14:30 | 14:45 | 7 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 9 |
| 14:45 | 15:00 | 7 | 1 | 0 | 9 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 20 |
| 15:00 | 15:15 | 11 | 0 | 1 | 4 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 21 | 26 |
| 15:15 | 15:30 | 4 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 13 |
| 15:30 | 15:45 | 9 | 1 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 17 |
| 15:45 | 16:00 | 11 | 1 | 5 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 23 |
| 16:00 | 16:15 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 5 |
| 16:15 | 16:30 | 2 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 6 |
| 16:30 | 16:45 | 9 | 1 | 3 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 17 |
| 16:45 | 17:00 | 9 | 1 | 3 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 23 |
| 17:00 | 17:15 | 5 | 1 | 4 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 17 |
| 17:15 | 17:30 | 8 | 1 | 6 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 20 |
| 17:30 | 17:45 | 2 | 1 | 2 | 6 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 16 |
| 17:45 | 18:00 | 6 | 2 | 2 | 3 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 19 |
| 18:00 | 18:15 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 6 |
| 18:15 | 18:30 | 7 | 1 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 13 |
| 18:30 | 18:45 | 4 | 2 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 11 |
| 18:45 | 19:00 | 12 | 0 | 2 | 6 | 2 | 2 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 43 |
| 19:00 | 19:15 | 9 | 3 | 2 | 2 | 2 | 2 | 1 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 42 |
| 19:15 | 19:30 | 13 | 0 | 1 | 10 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 39 |
| 19:30 | 19:45 | 16 | 0 | 3 | 9 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 42 |
| 19:45 | 20:00 | 14 | 2 | 2 | 7 | 0 | 4 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 52 |
| Total | | 295 | 33 | 87 | 255 | 7 | 30 | 2 | 38 | 11 | 6 | 6 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 774 | 795 |

CLASSIFIED JUNCTION VOLUME COUNT SURVEY

Name of Road: NH-48

Direction: Gundya to Sakleshpura

Location: Donigal chowk

| Time Period | | Motorised Vehicles | | | | | | | | | | | | | | Non-Motorised Vehicles | | | | | | Total Vehicles | Total PCU's |
|-------------|-------|-----------------------------|------|------------------|-------------|----------|--------------|----------------|-----------|-----------------|----------|-------------|-----------------|---------------|-------------------|------------------------|----------|----------------|-------------------|--------|------|----------------|-------------|
| | | Passenger Vehicles | | | | | | Goods Vehicles | | | | | | Agri. Tractor | | Passenger Vehicles | | Goods Vehicles | | Others | | | |
| | | CAR/JEE P/VAN/Unity Vehicle | TAXI | 3 Rickshaw/Tempo | Two Wheeler | Bus | | L.C.V | | Ordinary Trucks | | 4 to 6 Axle | MAV More than 6 | | | CYCLE | RICKSHAW | Hand Cart | Animal/Hand Drawn | | | | |
| From | To | | | | | Mini Bus | Standard Bus | 3-Wheeler | 4-Wheeler | 2 - AXLE | 3 - AXLE | 4 to 6 Axle | More than 6 | Tractor | Tractor & Trolley | | | | | | | | |
| 8:00 | 8:15 | 13 | 2 | 2 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 30 | |
| 8:15 | 8:30 | 19 | 0 | 3 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 35 | |
| 8:30 | 8:45 | 13 | 3 | 1 | 4 | 0 | 1 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 43 | |
| 8:45 | 9:00 | 14 | 1 | 2 | 5 | 0 | 1 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 41 | |
| 9:00 | 9:15 | 14 | 1 | 1 | 6 | 0 | 5 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 58 | |
| 9:15 | 9:30 | 16 | 1 | 1 | 5 | 1 | 1 | 0 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 48 | |
| 9:30 | 9:45 | 19 | 1 | 4 | 4 | 0 | 3 | 0 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 52 | |
| 9:45 | 10:00 | 31 | 0 | 5 | 5 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 60 | |
| 10:00 | 10:15 | 20 | 0 | 4 | 11 | 0 | 2 | 1 | 6 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 70 | |
| 10:15 | 10:30 | 21 | 1 | 2 | 15 | 0 | 1 | 0 | 4 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 60 | |
| 10:30 | 10:45 | 25 | 1 | 3 | 9 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 58 | |
| 10:45 | 11:00 | 23 | 7 | 5 | 14 | 0 | 1 | 1 | 2 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 67 | |
| 11:00 | 11:15 | 28 | 4 | 2 | 9 | 1 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 60 | |
| 11:15 | 11:30 | 25 | 7 | 5 | 12 | 0 | 4 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 72 | |
| 11:30 | 11:45 | 22 | 3 | 2 | 11 | 1 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 54 | |
| 11:45 | 12:00 | 21 | 2 | 4 | 4 | 1 | 5 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 61 | |
| 12:00 | 12:15 | 24 | 0 | 2 | 11 | 0 | 3 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 78 | |
| 12:15 | 12:30 | 19 | 7 | 5 | 10 | 0 | 3 | 0 | 6 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 78 | |
| 12:30 | 12:45 | 29 | 6 | 4 | 6 | 1 | 5 | 0 | 6 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 96 | |
| 12:45 | 13:00 | 20 | 2 | 3 | 8 | 0 | 2 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 55 | |
| 13:00 | 13:15 | 21 | 6 | 0 | 7 | 1 | 4 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 62 | |
| 13:15 | 13:30 | 12 | 6 | 0 | 8 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 34 | |
| 13:30 | 13:45 | 28 | 2 | 1 | 6 | 1 | 6 | 0 | 1 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 78 | |
| 13:45 | 14:00 | 18 | 4 | 1 | 9 | 0 | 1 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 44 | |
| 14:00 | 14:15 | 27 | 4 | 1 | 3 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 43 | |
| 14:15 | 14:30 | 19 | 6 | 0 | 10 | 1 | 3 | 0 | 0 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 74 | |
| 14:30 | 14:45 | 25 | 7 | 3 | 4 | 0 | 2 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 57 | |
| 14:45 | 15:00 | 24 | 8 | 0 | 4 | 1 | 5 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 67 | |
| 15:00 | 15:15 | 30 | 6 | 0 | 9 | 2 | 3 | 0 | 5 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 75 | |
| 15:15 | 15:30 | 21 | 4 | 0 | 4 | 0 | 4 | 0 | 5 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 72 | |
| 15:30 | 15:45 | 19 | 14 | 1 | 4 | 1 | 3 | 0 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 69 | |
| 15:45 | 16:00 | 22 | 7 | 0 | 3 | 2 | 6 | 0 | 2 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 95 | |
| 16:00 | 16:15 | 19 | 3 | 0 | 5 | 0 | 5 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 55 | |
| 16:15 | 16:30 | 8 | 0 | 0 | 3 | 0 | 1 | 0 | 2 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 58 | |
| 16:30 | 16:45 | 13 | 3 | 1 | 4 | 0 | 4 | 0 | 1 | 2 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 33 | 60 | |
| 16:45 | 17:00 | 14 | 2 | 0 | 6 | 1 | 2 | 0 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 48 | |
| 17:00 | 17:15 | 12 | 1 | 0 | 5 | 1 | 2 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 47 | |
| 17:15 | 17:30 | 18 | 2 | 0 | 3 | 0 | 2 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 43 | |
| 17:30 | 17:45 | 13 | 1 | 0 | 3 | 2 | 2 | 0 | 1 | 7 | 2 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 38 | 85 | |
| 17:45 | 18:00 | 24 | 4 | 0 | 2 | 0 | 3 | 0 | 3 | 3 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 45 | 79 | |
| 18:00 | 18:15 | 23 | 6 | 1 | 8 | 0 | 1 | 0 | 4 | 3 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 79 | |
| 18:15 | 18:30 | 16 | 2 | 4 | 11 | 0 | 1 | 0 | 3 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 73 | |
| 18:30 | 18:45 | 15 | 0 | 2 | 8 | 1 | 2 | 0 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 54 | |
| 18:45 | 19:00 | 11 | 1 | 1 | 6 | 1 | 0 | 0 | 1 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 52 | |
| 19:00 | 19:15 | 10 | 4 | 4 | 5 | 0 | 0 | 0 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 42 | |
| 19:15 | 19:30 | 14 | 0 | 1 | 7 | 0 | 1 | 0 | 2 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 46 | |
| 19:30 | 19:45 | 11 | 2 | 0 | 9 | 0 | 2 | 0 | 3 | 2 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 63 | |
| 19:45 | 20:00 | 16 | 4 | 2 | 7 | 0 | 4 | 0 | 7 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 77 | |
| Total | | 919 | 158 | 83 | 319 | 20 | 122 | 2 | 104 | 103 | 33 | 133 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1999 | 2894 | |

CLASSIFIED JUNCTION VOLUME COUNT SURVEY

Name of Road: NH-48

Direction: Samerpet to Sakleshpura

Location: Donigal chowk

| Time Period | | Motorised Vehicles | | | | | | | | | | | | | | Non-Motorised Vehicles | | | | | | Total Vehicles | Total PCU's |
|-------------|-------|---------------------|------|------------------|-------------|----------|---------------|----------------|------------|-----------------|----------|---------------|---|-------------|------------------|------------------------|----------------|--------|-----------|--------------------|-----|----------------|-------------|
| | | Passenger Vehicles | | | | | | Goods Vehicles | | | | Agri. Tractor | | Passenger | | Goods Vehicles | | Others | | | | | |
| | | CAR/JEE P/VAN/Unity | TAXI | 3 Rickshaw/Tempo | Two Wheeler | Bus | | L.C.V | | Ordinary Trucks | | | | 4 to 6 Axle | MAV More than 6 | CYCLE | CYCLE RICKSHAW | | Hand Cart | Animal/ Hand Drawn | | | |
| From | To | | | | | Mini Bus | Standar d Bus | 3-Wheeler | 4- Wheeler | 2 - AXLE | 3 - AXLE | | | Tractor | Tractor & Trolly | | | | | | | | |
| 8:00 | 8:15 | 2 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | |
| 8:15 | 8:30 | 7 | 0 | 4 | 6 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 24 | |
| 8:30 | 8:45 | 5 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 10 | |
| 8:45 | 9:00 | 3 | 1 | 3 | 8 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 25 | |
| 9:00 | 9:15 | 4 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 15 | |
| 9:15 | 9:30 | 5 | 0 | 1 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 12 | |
| 9:30 | 9:45 | 5 | 0 | 1 | 8 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 13 | |
| 9:45 | 10:00 | 8 | 3 | 4 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 21 | |
| 10:00 | 10:15 | 13 | 4 | 3 | 12 | 0 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 36 | |
| 10:15 | 10:30 | 9 | 0 | 3 | 10 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 28 | |
| 10:30 | 10:45 | 10 | 1 | 1 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 24 | 29 | |
| 10:45 | 11:00 | 5 | 1 | 6 | 11 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 22 | |
| 11:00 | 11:15 | 4 | 0 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 12 | |
| 11:15 | 11:30 | 6 | 1 | 4 | 9 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 20 | |
| 11:30 | 11:45 | 8 | 1 | 2 | 13 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 19 | |
| 11:45 | 12:00 | 9 | 1 | 3 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 19 | |
| 12:00 | 12:15 | 9 | 1 | 3 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 20 | |
| 12:15 | 12:30 | 7 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 16 | |
| 12:30 | 12:45 | 3 | 1 | 2 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 14 | |
| 12:45 | 13:00 | 7 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 10 | |
| 13:00 | 13:15 | 5 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 12 | |
| 13:15 | 13:30 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | |
| 13:30 | 13:45 | 6 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 10 | |
| 13:45 | 14:00 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 6 | |
| 14:00 | 14:15 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 5 | |
| 14:15 | 14:30 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | |
| 14:30 | 14:45 | 2 | 1 | 4 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 13 | |
| 14:45 | 15:00 | 3 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 8 | |
| 15:00 | 15:15 | 3 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 11 | |
| 15:15 | 15:30 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | |
| 15:30 | 15:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | |
| 15:45 | 16:00 | 3 | 0 | 1 | 4 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 14 | |
| 16:00 | 16:15 | 5 | 0 | 3 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 13 | |
| 16:15 | 16:30 | 6 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 15 | |
| 16:30 | 16:45 | 3 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 6 | |
| 16:45 | 17:00 | 5 | 0 | 1 | 2 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 13 | |
| 17:00 | 17:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | |
| 17:15 | 17:30 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | |
| 17:30 | 17:45 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | |
| 17:45 | 18:00 | 6 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 9 | |
| 18:00 | 18:15 | 6 | 0 | 1 | 7 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 15 | |
| 18:15 | 18:30 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | |
| 18:30 | 18:45 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | |
| 18:45 | 19:00 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 8 | |
| 19:00 | 19:15 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | |
| 19:15 | 19:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | |
| 19:30 | 19:45 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | |
| 19:45 | 20:00 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | |
| Total | | 226 | 21 | 76 | 229 | 8 | 15 | 3 | 32 | 8 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 623 | 588 | |

ANNEXURE-4

Axle Load Survey

| Axle Load Survey | | | | | | | | | | | | |
|---------------------------|--------------|--------------|-------------|-----------------------------------|----------|----------|----------|----------|----------|----------|------------------|---------|
| Name of the Road Location | | NH-48 KM-232 | | Direction Mangalore To Sakleshpur | | | | | | | | |
| Registration Number | Vehicle Type | Origin | Destination | Commodity Type | 1st Axle | 2nd Axle | 3rd Axle | 4th Axle | 5th Axle | 6th Axle | More Than 6 Axle | Remarks |
| KA01 | LCV | 11 | 3 | 0 | 700 | 850 | | | | | | 1.2 |
| KA01 | LCV | 8 | 26 | 0 | 750 | 920 | | | | | | 1.2 |
| TN28 | LCV | 11 | 3 | 0 | 750 | 1120 | | | | | | 1.2 |
| KA01 | MINI BUS | 11 | 1 | 20 Pass | 750 | 1870 | | | | | | 1.1 |
| KA01 | LCV | 8 | 1 | 0 | 800 | 850 | | | | | | 1.2 |
| KA01 | LCV | 8 | 1 | 0 | 800 | 850 | | | | | | 1.2 |
| KA04 | LCV | 11 | 26 | 0 | 820 | 800 | | | | | | 1.2 |
| KA51 | MINI BUS | 10 | 26 | 35 Pass | 870 | 1660 | | | | | | 1.1 |
| KA13 | MINI BUS | 10 | 26 | 12 Pass | 885 | 1765 | | | | | | 1.1 |
| KA01 | MINI BUS | 11 | 1 | 25 Pass | 950 | 2070 | | | | | | 1.1 |
| TN28 | LCV | 20 | 26 | 0 | 1130 | 850 | | | | | | 1.2 |
| TN28 | LCV | 20 | 26 | 0 | 1130 | 850 | | | | | | 1.2 |
| KA53 | LCV | 20 | 26 | 0 | 1160 | 870 | | | | | | 1.2 |
| KA53 | LCV | 20 | 26 | 2 | 1160 | 870 | | | | | | 1.2 |
| HR55 | LCV | 19 | 37 | 0 | 1380 | 1195 | | | | | | 1.2 |
| KA01 | 2 AXLE | 20 | 3 | 0 | 1650 | 1800 | | | | | | 1.2 |
| KA01 | 2 AXLE | 20 | 3 | 0 | 1650 | 1800 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 3 | 0 | 1700 | 1850 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 3 | 0 | 1700 | 1850 | | | | | | 1.2 |
| HR55 | 2 AXLE | 19 | 37 | 0 | 1750 | 2195 | | | | | | 1.2 |
| HR55 | 2 AXLE | 19 | 37 | 0 | 1750 | 2180 | | | | | | 1.2 |
| KA01 | 2 AXLE | 8 | 1 | 0 | 1750 | 2150 | | | | | | 1.2 |
| KA01 | 2 AXLE | 8 | 26 | 0 | 1750 | 1920 | | | | | | 1.2 |
| TN28 | 2 AXLE | 11 | 3 | 0 | 1750 | 2120 | | | | | | 1.2 |
| KA46 | 2 AXLE | 11 | 3 | 0 | 1750 | 1950 | | | | | | 1.2 |

| Axle Load Survey | | | | | | | | | | | | |
|---------------------------|--------------|--------------|-------------|----------------|----------|------------------------|----------|----------|----------|----------|------------------|---------|
| Name of the Road Location | | NH-48 KM-232 | | Direction | | Manglore To Sakleshpur | | | | | | |
| Registration Number | Vehicle Type | Origin | Destination | Commodity Type | 1st Axle | 2nd Axle | 3rd Axle | 4th Axle | 5th Axle | 6th Axle | More Than 6 Axle | Remarks |
| KA01 | 2 AXLE | 11 | 26 | 0 | 1750 | 2150 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 26 | 0 | 1750 | 2090 | | | | | | 1.2 |
| HR55 | 2 AXLE | 19 | 37 | 0 | 1750 | 2195 | | | | | | 1.2 |
| HR55 | 2 AXLE | 19 | 37 | 0 | 1750 | 2180 | | | | | | 1.2 |
| KA01 | 2 AXLE | 8 | 1 | 0 | 1750 | 2150 | | | | | | 1.2 |
| KA01 | 2 AXLE | 8 | 26 | 0 | 1750 | 1920 | | | | | | 1.2 |
| TN28 | 2 AXLE | 11 | 3 | 0 | 1750 | 2120 | | | | | | 1.2 |
| KA46 | 2 AXLE | 11 | 3 | 0 | 1750 | 1950 | | | | | | 1.2 |
| KA01 | BUS | 11 | 26 | 40 Pass | 1800 | 3945 | | | | | | 1.2 |
| KA04 | 2 AXLE | 11 | 26 | 0 | 1820 | 1800 | | | | | | 1.2 |
| KA04 | 2 AXLE | 11 | 26 | 0 | 1820 | 1800 | | | | | | 1.2 |
| KA13 | BUS | 10 | 26 | 40 Pass | 1825 | 2765 | | | | | | 1.2 |
| KA01 | BUS | 11 | 1 | 40 Pass | 1835 | 3040 | | | | | | 1.2 |
| KA01 | BUS | 11 | 26 | 40 Pass | 1850 | 2945 | | | | | | 1.2 |
| KA01 | BUS | 11 | 26 | 40 Pass | 1850 | 2850 | | | | | | 1.2 |
| KA01 | BUS | 11 | 26 | 40 Pass | 1865 | 2945 | | | | | | 1.2 |
| KA01 | BUS | 11 | 26 | 40 Pass | 1885 | 2945 | | | | | | 1.2 |
| KA13 | BUS | 10 | 26 | 40 Pass | 1885 | 2765 | | | | | | 1.2 |
| KA01 | BUS | 11 | 3 | 40 Pass | 1900 | 2050 | | | | | | 1.2 |
| KA13 | BUS | 10 | 26 | 40 Pass | 1900 | 2745 | | | | | | 1.2 |
| KA01 | BUS | 11 | 3 | 40 Pass | 1950 | 3050 | | | | | | 1.2 |
| KA13 | BUS | 10 | 26 | 40 Pass | 1950 | 2765 | | | | | | 1.2 |
| KA01 | BUS | 11 | 1 | 40 Pass | 1950 | 3060 | | | | | | 1.2 |
| KA19 | 2 AXLE | 11 | 1 | 0 | 2000 | 1750 | | | | | | 1.2 |
| KA19 | 2 AXLE | 11 | 1 | 0 | 2000 | 1750 | | | | | | 1.2 |

| Axle Load Survey | | | | | | | | | | | | |
|------------------------------|-----------------|-----------------|-------------|-------------------|----------|------------------------|----------|----------|----------|----------|---------------------|---------|
| Name of the Road Location | | NH-48 KM-232 | | Direction | | Manglore To Sakleshpur | | | | | | |
| Registratio n Number | Vehicle Type | Origin | Destination | Commodity Type | 1st Axle | 2nd Axle | 3rd Axle | 4th Axle | 5th Axle | 6th Axle | More Than 6 Axle | Remarks |
| KA03 | 2 AXLE | 11 | 3 | 0 | 2025 | 1775 | | | | | | 1.2 |
| KA03 | 2 AXLE | 11 | 3 | 0 | 2025 | 1775 | | | | | | 1.2 |
| KA04 | 2 AXLE | 11 | 26 | 0 | 2050 | 1890 | | | | | | 1.2 |
| KA04 | 2 AXLE | 11 | 26 | 0 | 2050 | 1890 | | | | | | 1.2 |
| KA04 | LCV | 11 | 26 | 2 | 2050 | 1890 | | | | | | 1.2 |
| HR38 | 3 AXLE | 11 | 23 | 0 | 2075 | 1870 | 1980 | | | | | 1.22 |
| HR38 | 3 AXLE | 11 | 23 | 0 | 2075 | 1870 | 1980 | | | | | 1.22 |
| KA21 | 2 AXLE | 11 | 3 | 0 | 2100 | 1850 | | | | | | 1.2 |
| KA21 | 2 AXLE | 11 | 3 | 0 | 2100 | 1850 | | | | | | 1.2 |
| KA01 | 3 AXLE | 11 | 23 | 0 | 2115 | 2050 | 1870 | | | | | 1.22 |
| KA01 | 3 AXLE | 11 | 23 | 0 | 2115 | 2050 | 1870 | | | | | 1.22 |
| KA01 | 3 AXLE | 11 | 3 | 0 | 2125 | 1955 | 1785 | | | | | 1.22 |
| KA01 | 3 AXLE | 11 | 3 | 0 | 2125 | 1955 | 1785 | | | | | 1.22 |
| KA01 | 3 AXLE | 11 | 3 | 0 | 2125 | 1955 | 1785 | | | | | 1.22 |
| KA01 | 2 AXLE | 11 | 1 | 0 | 2130 | 1870 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 1 | 0 | 2130 | 1870 | | | | | | 1.2 |
| KA01 | LCV | 11 | 1 | 2 | 2130 | 1870 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 26 | 0 | 2140 | 1890 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 26 | 0 | 2140 | 1890 | | | | | | 1.2 |
| KA01 | LCV | 11 | 26 | 1 | 2140 | 1890 | | | | | | 1.2 |
| KA03 | 2 AXLE | 11 | 3 | 0 | 2150 | 1870 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 3 | 0 | 2150 | 1900 | | | | | | 1.2 |
| KA19 | 3 AXLE | 8 | 1 | 0 | 2150 | 1850 | 1790 | | | | | 1.22 |
| KA05 | 2 AXLE | 8 | 1 | 0 | 2150 | 1850 | | | | | | 1.2 |
| KA53 | 2 AXLE | 11 | 26 | 0 | 2150 | 1900 | | | | | | 1.2 |

| Axle Load Survey | | | | | | | | | | | | |
|---------------------------|--------------|--------------|-------------|----------------|----------|------------------------|----------|----------|----------|----------|------------------|---------|
| Name of the Road Location | | NH-48 KM-232 | | Direction | | Manglore To Sakleshpur | | | | | | |
| Registration Number | Vehicle Type | Origin | Destination | Commodity Type | 1st Axle | 2nd Axle | 3rd Axle | 4th Axle | 5th Axle | 6th Axle | More Than 6 Axle | Remarks |
| KA21 | 2 AXLE | 11 | 3 | 0 | 2150 | 1900 | | | | | | 1.2 |
| KA03 | 2 AXLE | 11 | 3 | 0 | 2150 | 1870 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 3 | 0 | 2150 | 1900 | | | | | | 1.2 |
| KA05 | 2 AXLE | 8 | 1 | 0 | 2150 | 1850 | | | | | | 1.2 |
| KA53 | 2 AXLE | 11 | 26 | 0 | 2150 | 1900 | | | | | | 1.2 |
| KA21 | 2 AXLE | 11 | 3 | 0 | 2150 | 1900 | | | | | | 1.2 |
| KA19 | 3 AXLE | 8 | 1 | 0 | 2150 | 1850 | 1790 | | | | | 1.22 |
| KA03 | LCV | 11 | 3 | 1 | 2150 | 1870 | | | | | | 1.2 |
| KA01 | LCV | 11 | 3 | 1 | 2150 | 1900 | | | | | | 1.2 |
| KA05 | LCV | 8 | 1 | 2 | 2150 | 1850 | | | | | | 1.2 |
| KA52 | 2 AXLE | 11 | 3 | 0 | 2160 | 1910 | | | | | | 1.2 |
| KA52 | 2 AXLE | 11 | 3 | 0 | 2160 | 1910 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 26 | 0 | 2180 | 1950 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 37 | 0 | 2180 | 1950 | | | | | | 1.2 |
| KA01 | LCV | 11 | 3 | 2 | 2180 | 1950 | | | | | | 1.2 |
| KA53 | 2 AXLE | 11 | 3 | 0 | 2200 | 1950 | | | | | | 1.2 |
| KA53 | 2 AXLE | 11 | 3 | 0 | 2200 | 1950 | | | | | | 1.2 |
| KA19 | 3 AXLE | 1 | 1 | 0 | 2215 | 1985 | 1840 | | | | | 1.22 |
| KA19 | 3 AXLE | 1 | 1 | 0 | 2215 | 1985 | 1840 | | | | | 1.22 |
| KA52 | 2 AXLE | 11 | 26 | 0 | 2240 | 1990 | | | | | | 1.2 |
| KA52 | 2 AXLE | 11 | 26 | 0 | 2240 | 1990 | | | | | | 1.2 |
| KA52 | LCV | 11 | 26 | 1 | 2240 | 1990 | | | | | | 1.2 |
| KA05 | 3 AXLE | 11 | 3 | 0 | 2250 | 2000 | 1850 | | | | | 1.22 |
| NL01 | 2 AXLE | 11 | 26 | 0 | 2250 | 2070 | | | | | | 1.2 |
| KA21 | 2 AXLE | 11 | 3 | 0 | 2250 | 1980 | | | | | | 1.2 |

| Axle Load Survey | | | | | | | | | | | | |
|---------------------------|--------------|--------------|-------------|----------------|----------|------------------------|----------|----------|----------|----------|------------------|---------|
| Name of the Road Location | | NH-48 KM-232 | | Direction | | Manglore To Sakleshpur | | | | | | |
| Registration Number | Vehicle Type | Origin | Destination | Commodity Type | 1st Axle | 2nd Axle | 3rd Axle | 4th Axle | 5th Axle | 6th Axle | More Than 6 Axle | Remarks |
| KA02 | 2 AXLE | 11 | 1 | 0 | 2250 | 1870 | | | | | | 1.2 |
| KA04 | 2 AXLE | 11 | 26 | 0 | 2250 | 2090 | | | | | | 1.2 |
| NL01 | 2 AXLE | 11 | 26 | 0 | 2250 | 2070 | | | | | | 1.2 |
| KA21 | 2 AXLE | 11 | 3 | 0 | 2250 | 1980 | | | | | | 1.2 |
| KA02 | 2 AXLE | 11 | 1 | 0 | 2250 | 1870 | | | | | | 1.2 |
| KA05 | 3 AXLE | 11 | 3 | 0 | 2250 | 2000 | 1850 | | | | | 1.22 |
| KA05 | 3 AXLE | 11 | 3 | 0 | 2250 | 2000 | 1850 | | | | | 1.22 |
| NL01 | LCV | 11 | 26 | 2 | 2250 | 2070 | | | | | | 1.2 |
| HR55 | LCV | 19 | 37 | 1 | 2270 | 2180 | | | | | | 1.2 |
| TN10 | 4 AXLE | 11 | 26 | 0 | 2290 | 1950 | 2570 | 1980 | | | | 1.1.22 |
| KA01 | 3 AXLE | 11 | 23 | 0 | 2315 | 2250 | 2070 | | | | | 1.22 |
| KA01 | 3 AXLE | 11 | 23 | 0 | 2315 | 2250 | 2070 | | | | | 1.22 |
| KA01 | 3 AXLE | 11 | 3 | 0 | 2325 | 2155 | 1785 | | | | | 1.22 |
| KA01 | 3 AXLE | 11 | 3 | 0 | 2325 | 2155 | 1785 | | | | | 1.22 |
| KA19 | 4 AXLE | 11 | 26 | 0 | 2350 | 2010 | 1900 | 1870 | | | | 1.1.22 |
| KA13 | BUS | 11 | 26 | 35 Pass | 2350 | 2915 | | | | | | 1.2 |
| KA01 | LCV | 8 | 1 | 1 | 2350 | 2150 | | | | | | 1.2 |
| KA13 | BUS | 11 | 26 | 35 Pass | 2350 | 2915 | | | | | | 1.2 |
| KA13 | BUS | 11 | 26 | 35 Pass | 2350 | 2915 | | | | | | 1.2 |
| KA13 | BUS | 11 | 26 | 35 Pass | 2350 | 2915 | | | | | | 1.2 |
| TN30 | 4 AXLE | 11 | 26 | 0 | 2380 | 0 | 2480 | 1850 | | | | 1.1.22 |
| KA05 | 3 AXLE | 11 | 3 | 0 | 2450 | 2200 | 2050 | | | | | 1.22 |
| KA05 | 3 AXLE | 11 | 3 | 0 | 2450 | 2200 | 2050 | | | | | 1.22 |
| KA19 | 4 AXLE | 11 | 26 | 0 | 2465 | 0 | 2335 | 1765 | | | | 1.1.22 |
| KA01 | 2 AXLE | 11 | 3 | 5 | 2620 | 5860 | | | | | | 1.2 |

| Axle Load Survey | | | | | | | | | | | | |
|---------------------------|--------------|--------------|-------------|----------------|----------|------------------------|----------|----------|----------|----------|------------------|---------|
| Name of the Road Location | | NH-48 KM-232 | | Direction | | Manglore To Sakleshpur | | | | | | |
| Registration Number | Vehicle Type | Origin | Destination | Commodity Type | 1st Axle | 2nd Axle | 3rd Axle | 4th Axle | 5th Axle | 6th Axle | More Than 6 Axle | Remarks |
| KA01 | 2 AXLE | 11 | 3 | 5 | 2620 | 5860 | | | | | | 1.2 |
| KA52 | 2 AXLE | 11 | 23 | 10 | 2630 | 5160 | | | | | | 1.2 |
| KA52 | 2 AXLE | 11 | 23 | 10 | 2630 | 5160 | | | | | | 1.2 |
| KA52 | LCV | 11 | 23 | 10 | 2630 | 5160 | | | | | | 1.2 |
| TN28 | 4 AXLE | 11 | 26 | 4 | 2635 | 2890 | 1930 | 2750 | | | | 1.2.22 |
| KA01 | 4 AXLE | 11 | 37 | 4 | 2640 | 3290 | 6530 | 6170 | | | | 1.2.22 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 2640 | 3350 | 3010 | 3425 | | | | 1.2.22 |
| KA01 | 4 AXLE | 11 | 39 | 4 | 2640 | 3270 | 2820 | 3250 | | | | 1.2.22 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 2650 | 3320 | 6515 | 6425 | | | | 1.2.22 |
| TN28 | 4 AXLE | 11 | 37 | 4 | 2650 | 7250 | 6500 | 5900 | | | | 1.2.22 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 2650 | 6250 | 5615 | 5505 | | | | 1.2.22 |
| TN28 | 4 AXLE | 11 | 26 | 4 | 2650 | 6240 | 6030 | 5685 | | | | 1.2.22 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 2650 | 6270 | 5630 | 5250 | | | | 1.2.22 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 2650 | 4650 | 5540 | 5650 | | | | 1.1.22 |
| TN28 | 4 AXLE | 11 | 26 | 4 | 2660 | 6870 | 2800 | 3325 | | | | 1.2.22 |
| KA01 | 4 AXLE | 11 | 21 | 4 | 2665 | 6065 | 5640 | 5075 | | | | 1.2.22 |
| KA19 | 2 AXLE | 11 | 3 | 4 | 2665 | 5610 | | | | | | 1.2 |
| KA19 | 2 AXLE | 11 | 3 | 4 | 2665 | 5610 | | | | | | 1.2 |
| KA19 | LCV | 11 | 3 | 4 | 2665 | 3620 | | | | | | 1.2 |
| KA13 | BUS | 11 | 26 | 50 Pass | 2675 | 2850 | | | | | | 1.2 |
| KA13 | BUS | 11 | 26 | 50 Pass | 2675 | 2850 | | | | | | 1.2 |
| KA13 | BUS | 11 | 26 | 50 Pass | 2675 | 2635 | | | | | | 1.2 |
| KA13 | BUS | 11 | 26 | 50 Pass | 2675 | 2820 | | | | | | 1.2 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 2680 | 7230 | 6240 | 6180 | | | | 1.2.22 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 2690 | 6472 | 6020 | 6010 | | | | 1.2.22 |

| Axle Load Survey | | | | | | | | | | | | |
|------------------------------|--------------|-----------------|-------------|--------------------------------------|----------|----------|----------|----------|----------|----------|------------------|---------|
| Name of the Road Location | | NH-48 KM-232 | | Direction Mangalore To Sakleshpur | | | | | | | | |
| Registration Number | Vehicle Type | Origin | Destination | Commodity Type | 1st Axle | 2nd Axle | 3rd Axle | 4th Axle | 5th Axle | 6th Axle | More Than 6 Axle | Remarks |
| KA05 | 4 AXLE | 11 | 21 | 4 | 2690 | 6570 | 6220 | 5930 | | | | 1.2.22 |
| KA19 | 2 AXLE | 11 | 3 | 5 | 2705 | 3145 | | | | | | 1.2 |
| KA19 | 2 AXLE | 11 | 3 | 5 | 2705 | 3125 | | | | | | 1.2 |
| KA19 | 3 AXLE | 11 | 26 | 4 | 2730 | 2350 | 3420 | | | | | 1.22 |
| TN28 | 4 AXLE | 11 | 26 | 4 | 2730 | 3285 | 6515 | 6215 | | | | 1.2.22 |
| TN28 | 4 AXLE | 11 | 26 | 4 | 2730 | 6900 | 6105 | 6050 | | | | 1.2.22 |
| KA19 | 3 AXLE | 11 | 26 | 4 | 2730 | 3350 | 3425 | | | | | 1.22 |
| KA51 | 2 AXLE | 11 | 26 | 5 | 2735 | 5160 | | | | | | 1.2 |
| KA51 | 2 AXLE | 11 | 26 | 5 | 2735 | 5160 | | | | | | 1.2 |
| KA01 | 4 AXLE | 11 | 39 | 4 | 2740 | 6561 | 6050 | 6000 | | | | 1.2.22 |
| KA01 | BUS | 11 | 3 | 40 Pass | 2750 | 2870 | | | | | | 1.2 |
| KA05 | 4 AXLE | 11 | 21 | 4 | 2750 | 6440 | 6055 | 5820 | | | | 1.2.22 |
| KA01 | BUS | 11 | 3 | 40 Pass | 2750 | 2870 | | | | | | 1.2 |
| KA01 | BUS | 11 | 3 | 40 Pass | 2750 | 2870 | | | | | | 1.2 |
| KA01 | BUS | 11 | 1 | 40 Pass | 2750 | 2865 | | | | | | 1.2 |
| KA21 | 4 AXLE | 11 | 26 | 4 | 2765 | 3255 | 6225 | 6415 | | | | 1.2.22 |
| TN28 | 4 AXLE | 11 | 37 | 4 | 2775 | 7230 | 2885 | 3715 | | | | 1.2.22 |
| KA05 | 4 AXLE | 11 | 26 | 4 | 2780 | 3565 | 6480 | 6215 | | | | 1.2.22 |
| TN47 | 4 AXLE | 11 | 37 | 4 | 2780 | 4870 | 5980 | 5240 | | | | 1.2.22 |
| KA19 | 3 AXLE | 11 | 26 | 7 | 2780 | 3170 | 3840 | | | | | 1.22 |
| KA19 | 3 AXLE | 11 | 37 | 7 | 2780 | 3250 | 2840 | | | | | 1.22 |
| KA19 | 2 AXLE | 11 | 3 | 5 | 2805 | 3985 | | | | | | 1.2 |
| TN28 | 4 AXLE | 11 | 26 | 4 | 2805 | 7240 | 6540 | 6480 | | | | 1.2.22 |
| KA19 | 2 AXLE | 11 | 3 | 5 | 2805 | 2985 | | | | | | 1.2 |
| KA19 | LCV | 11 | 3 | 5 | 2805 | 2985 | | | | | | 1.2 |

| Axle Load Survey | | | | | | | | | | | | |
|---------------------------|--------------|--------------|-------------|-----------------------------------|----------|----------|----------|----------|----------|----------|------------------|---------|
| Name of the Road Location | | NH-48 KM-232 | | Direction Mangalore To Sakleshpur | | | | | | | | |
| Registration Number | Vehicle Type | Origin | Destination | Commodity Type | 1st Axle | 2nd Axle | 3rd Axle | 4th Axle | 5th Axle | 6th Axle | More Than 6 Axle | Remarks |
| KA01 | 4 AXLE | 11 | 26 | 4 | 2810 | 6875 | 6055 | 5675 | | | | 1.2.22 |
| KA51 | 2 AXLE | 11 | 26 | 10 | 2815 | 5540 | | | | | | 1.2 |
| KA21 | 2 AXLE | 11 | 26 | 10 | 2815 | 4870 | | | | | | 1.2 |
| KA51 | 2 AXLE | 11 | 26 | 10 | 2815 | 5540 | | | | | | 1.2 |
| KA21 | 2 AXLE | 11 | 26 | 10 | 2815 | 4870 | | | | | | 1.2 |
| KA51 | LCV | 11 | 26 | 10 | 2815 | 2540 | | | | | | 1.2 |
| TN58 | 3 AXLE | 11 | 26 | 7 | 2820 | 5480 | 5250 | | | | | 1.22 |
| TN28 | 4 AXLE | 11 | 37 | 4 | 2820 | 2840 | 6570 | 6430 | | | | 1.2.22 |
| KA21 | 4 AXLE | 11 | 3 | 4 | 2820 | 2950 | 2970 | 3885 | | | | 1.2.22 |
| KA21 | 4 AXLE | 11 | 26 | 4 | 2820 | 7240 | 6475 | 6215 | | | | 1.2.22 |
| TN28 | 4 AXLE | 11 | 26 | 4 | 2820 | 3530 | 2870 | 2560 | | | | 1.2.22 |
| TN58 | 3 AXLE | 11 | 26 | 7 | 2820 | 5480 | 5250 | | | | | 1.22 |
| KA05 | 4 AXLE | 11 | 26 | 4 | 2830 | 6380 | 2740 | 3510 | | | | 1.2.22 |
| TN28 | 4 AXLE | 11 | 26 | 4 | 2835 | 5305 | 5290 | 5965 | | | | 1.2.22 |
| KA19 | 3 AXLE | 11 | 26 | 7 | 2840 | 2900 | 3690 | | | | | 1.22 |
| KA19 | 3 AXLE | 11 | 26 | 7 | 2840 | 3150 | 3650 | | | | | 1.22 |
| KA21 | 4 AXLE | 11 | 26 | 4 | 2850 | 2590 | 3560 | 3320 | | | | 1.2.22 |
| TN28 | 4 AXLE | 11 | 26 | 4 | 2850 | 6440 | 6230 | 5685 | | | | 1.2.22 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 2850 | 6450 | 5815 | 5705 | | | | 1.2.22 |
| KA21 | 2 AXLE | 11 | 26 | 5 | 2870 | 5430 | | | | | | 1.2 |
| HR38 | 3 AXLE | 11 | 23 | 3 | 2870 | 4850 | 4755 | | | | | 1.22 |
| TN28 | 4 AXLE | 11 | 37 | 4 | 2870 | 2850 | 6585 | 6380 | | | | 1.2.22 |
| KA19 | 3 AXLE | 11 | 26 | 4 | 2870 | 7015 | 6250 | | | | | 1.22 |
| KA21 | 2 AXLE | 11 | 26 | 5 | 2870 | 5430 | | | | | | 1.2 |
| HR38 | 3 AXLE | 11 | 23 | 3 | 2870 | 4850 | 4755 | | | | | 1.22 |

| Axle Load Survey | | | | | | | | | | | | |
|---------------------------|--------------|--------------|-------------|-----------------------------------|----------|----------|----------|----------|----------|----------|------------------|---------|
| Name of the Road Location | | NH-48 KM-232 | | Direction Mangalore To Sakleshpur | | | | | | | | |
| Registration Number | Vehicle Type | Origin | Destination | Commodity Type | 1st Axle | 2nd Axle | 3rd Axle | 4th Axle | 5th Axle | 6th Axle | More Than 6 Axle | Remarks |
| KA19 | 3 AXLE | 11 | 26 | 4 | 2870 | 7015 | 6250 | | | | | 1.22 |
| KA21 | LCV | 11 | 26 | 5 | 2870 | 2430 | | | | | | 1.2 |
| TN28 | 4 AXLE | 11 | 26 | 4 | 2875 | 2885 | 2940 | 3870 | | | | 1.2.22 |
| KA01 | 4 AXLE | 11 | 37 | 4 | 2875 | 3015 | 2880 | 3615 | | | | 1.2.22 |
| TN33 | 3 AXLE | 11 | 26 | 9 | 2880 | 5855 | 5130 | | | | | 1.22 |
| KA01 | 4 AXLE | 11 | 37 | 4 | 2880 | 6435 | 2055 | 3540 | | | | 1.2.22 |
| TN33 | 3 AXLE | 11 | 26 | 9 | 2880 | 5855 | 5130 | | | | | 1.22 |
| KA05 | 4 AXLE | 11 | 21 | 4 | 2890 | 6770 | 6420 | 6130 | | | | 1.2.22 |
| KA21 | 4 AXLE | 11 | 23 | 4 | 2895 | 7235 | 3820 | 3500 | | | | 1.2.22 |
| KA19 | 3 AXLE | 11 | 26 | 4 | 2900 | 7150 | 6130 | | | | | 1.22 |
| KA19 | 3 AXLE | 11 | 26 | 4 | 2900 | 7150 | 6130 | | | | | 1.22 |
| KA21 | 4 AXLE | 11 | 26 | 4 | 2920 | 5740 | 5740 | 6695 | | | | 1.2.22 |
| KA01 | 2 AXLE | 11 | 26 | 5 | 2930 | 5540 | | | | | | 1.2 |
| KA19 | 3 AXLE | 11 | 26 | 4 | 2930 | 7015 | 6230 | | | | | 1.22 |
| KA19 | 3 AXLE | 11 | 26 | 4 | 2930 | 2550 | 3630 | | | | | 1.22 |
| TN28 | 4 AXLE | 11 | 26 | 4 | 2930 | 3485 | 6715 | 6415 | | | | 1.2.22 |
| KA01 | 2 AXLE | 11 | 26 | 5 | 2930 | 5540 | | | | | | 1.2 |
| KA19 | 3 AXLE | 11 | 26 | 4 | 2930 | 7015 | 6230 | | | | | 1.22 |
| KA19 | 3 AXLE | 11 | 26 | 4 | 2930 | 2550 | 3250 | | | | | 1.22 |
| KA01 | LCV | 11 | 26 | 5 | 2930 | 2540 | | | | | | 1.2 |
| KA19 | 3 AXLE | 11 | 21 | 5 | 2950 | 5630 | 5460 | | | | | 1.22 |
| KA05 | 4 AXLE | 11 | 21 | 4 | 2950 | 6640 | 6255 | 6020 | | | | 1.2.22 |
| KA19 | 3 AXLE | 11 | 21 | 5 | 2950 | 5630 | 5460 | | | | | 1.22 |
| KA21 | 4 AXLE | 11 | 26 | 5 | 2960 | 2515 | 5265 | 4940 | | | | 1.1.22 |
| TN29 | 3 AXLE | 11 | 26 | 7 | 2960 | 5950 | 5620 | | | | | 1.22 |

| Axle Load Survey | | | | | | | | | | | | |
|---------------------------|--------------|--------------|-------------|----------------|----------|-------------------------|----------|----------|----------|----------|------------------|---------|
| Name of the Road Location | | NH-48 KM-232 | | Direction | | Mangalore To Sakleshpur | | | | | | |
| Registration Number | Vehicle Type | Origin | Destination | Commodity Type | 1st Axle | 2nd Axle | 3rd Axle | 4th Axle | 5th Axle | 6th Axle | More Than 6 Axle | Remarks |
| TN29 | 3 AXLE | 11 | 26 | 7 | 2960 | 5950 | 5620 | | | | | 1.22 |
| KA05 | 2 AXLE | 11 | 26 | 10 | 3000 | 4750 | | | | | | 1.2 |
| KA05 | 2 AXLE | 11 | 26 | 10 | 3000 | 4750 | | | | | | 1.2 |
| KA05 | LCV | 11 | 26 | 10 | 3000 | 4750 | | | | | | 1.2 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 3010 | 7075 | 6255 | 5875 | | | | 1.2.22 |
| KA51 | 2 AXLE | 11 | 26 | 10 | 3015 | 5740 | | | | | | 1.2 |
| KA51 | 2 AXLE | 11 | 26 | 10 | 3015 | 5740 | | | | | | 1.2 |
| KA06 | 2 AXLE | 11 | 3 | 5 | 3045 | 4190 | | | | | | 1.2 |
| KA06 | 2 AXLE | 11 | 3 | 5 | 3045 | 4150 | | | | | | 1.2 |
| KA05 | 2 AXLE | 11 | 26 | 10 | 3050 | 5450 | | | | | | 1.2 |
| KA05 | 2 AXLE | 11 | 37 | 10 | 3050 | 5450 | | | | | | 1.2 |
| KA05 | LCV | 11 | 3 | 10 | 3050 | 2560 | | | | | | 1.2 |
| KA21 | 2 AXLE | 11 | 26 | 5 | 3070 | 5630 | | | | | | 1.2 |
| KA21 | 2 AXLE | 11 | 26 | 5 | 3070 | 5630 | | | | | | 1.2 |
| TN28 | 4 AXLE | 11 | 26 | 4 | 3075 | 3085 | 3140 | 4040 | | | | 1.2.22 |
| KA44 | 3 AXLE | 11 | 23 | 5 | 3090 | 6345 | 6500 | | | | | 1.22 |
| KA44 | 3 AXLE | 11 | 23 | 5 | 3090 | 6345 | 6500 | | | | | 1.22 |
| KA21 | 4 AXLE | 11 | 26 | 4 | 3120 | 5940 | 5940 | 6695 | | | | 1.2.22 |
| KA19 | 3 AXLE | 11 | 26 | 4 | 3130 | 7215 | 6430 | | | | | 1.22 |
| KA01 | 2 AXLE | 11 | 26 | 5 | 3130 | 5740 | | | | | | 1.2 |
| KA19 | 3 AXLE | 11 | 26 | 4 | 3130 | 7215 | 6430 | | | | | 1.22 |
| AP16 | 4 AXLE | 11 | 39 | 5 | 3140 | 2055 | 6760 | 6250 | | | | 1.1.22 |
| KA51 | 2 AXLE | 8 | 3 | 5 | 3150 | 3885 | | | | | | 1.2 |
| KA19 | 3 AXLE | 11 | 21 | 5 | 3150 | 5830 | 5660 | | | | | 1.22 |
| KA51 | 2 AXLE | 8 | 3 | 5 | 3150 | 3885 | | | | | | 1.2 |

| Axle Load Survey | | | | | | | | | | | | |
|---------------------------|--------------|--------------|-------------|----------------------------------|----------|----------|----------|----------|----------|----------|------------------|---------|
| Name of the Road Location | | NH-48 KM-232 | | Direction Manglore To Sakleshpur | | | | | | | | |
| Registration Number | Vehicle Type | Origin | Destination | Commodity Type | 1st Axle | 2nd Axle | 3rd Axle | 4th Axle | 5th Axle | 6th Axle | More Than 6 Axle | Remarks |
| KA19 | 3 AXLE | 11 | 21 | 5 | 3150 | 5830 | 5660 | | | | | 1.22 |
| KA51 | LCV | 8 | 3 | 5 | 3150 | 2850 | | | | | | 1.2 |
| KA41 | 2 AXLE | 11 | 26 | 10 | 3160 | 3200 | | | | | | 1.2 |
| KA41 | 2 AXLE | 11 | 26 | 10 | 3160 | 4350 | | | | | | 1.2 |
| TN50 | 4 AXLE | 11 | 26 | 5 | 3170 | 0 | 2990 | 3250 | | | | 1.1.22 |
| KA08 | 2 AXLE | 11 | 26 | 10 | 3175 | 4875 | | | | | | 1.2 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 3175 | 3505 | 6425 | 6210 | | | | 1.2.22 |
| KA08 | 2 AXLE | 11 | 26 | 10 | 3175 | 4875 | | | | | | 1.2 |
| KA08 | LCV | 11 | 26 | 10 | 3175 | 4875 | | | | | | 1.2 |
| TN28 | 4 AXLE | 11 | 26 | 4 | 3180 | 5935 | 2665 | 3235 | | | | 1.2.22 |
| KA05 | 2 AXLE | 11 | 26 | 10 | 3180 | 5400 | | | | | | 1.2 |
| KA05 | 2 AXLE | 11 | 26 | 10 | 3180 | 5400 | | | | | | 1.2 |
| KA05 | 2 AXLE | 11 | 26 | 10 | 3200 | 4950 | | | | | | 1.2 |
| KA19 | 3 AXLE | 11 | 26 | 4 | 3230 | 6105 | 6020 | | | | | 1.22 |
| KA19 | 3 AXLE | 11 | 26 | 4 | 3230 | 6105 | 6020 | | | | | 1.22 |
| KA21 | 2 AXLE | 11 | 26 | 5 | 3240 | 5510 | | | | | | 1.2 |
| KA21 | 2 AXLE | 11 | 26 | 5 | 3240 | 5510 | | | | | | 1.2 |
| KA21 | LCV | 11 | 26 | 5 | 3240 | 2510 | | | | | | 1.2 |
| TN28 | 2 AXLE | 20 | 3 | 5 | 3250 | 4815 | | | | | | 1.2 |
| KA05 | 2 AXLE | 11 | 26 | 10 | 3250 | 5650 | | | | | | 1.2 |
| TN28 | 2 AXLE | 11 | 3 | 5 | 3250 | 4815 | | | | | | 1.2 |
| TN28 | LCV | 11 | 3 | 5 | 3250 | 4815 | | | | | | 1.2 |
| TN50 | 4 AXLE | 11 | 37 | 9 | 3260 | 3470 | 6165 | 6520 | | | | 1.1.22 |
| KA19 | 4 AXLE | 11 | 26 | 5 | 3260 | 3990 | 3710 | 3875 | | | | 1.1.22 |
| AP21 | 4 AXLE | 11 | 44 | 10 | 3260 | 0 | 5910 | 5970 | | | | 1.1.22 |

| Axle Load Survey | | | | | | | | | | | | |
|------------------------------|--------------|-----------------|-------------|-------------------------------------|----------|----------|----------|----------|----------|----------|------------------|---------|
| Name of the Road Location | | NH-48 KM-232 | | Direction Manglore To Sakleshpur | | | | | | | | |
| Registration Number | Vehicle Type | Origin | Destination | Commodity Type | 1st Axle | 2nd Axle | 3rd Axle | 4th Axle | 5th Axle | 6th Axle | More Than 6 Axle | Remarks |
| TN28 | 4 AXLE | 11 | 39 | 4 | 3270 | 7020 | 6575 | 6415 | | | | 1.2.22 |
| KA44 | 3 AXLE | 11 | 23 | 5 | 3290 | 6545 | 6700 | | | | | 1.22 |
| KA44 | 3 AXLE | 11 | 23 | 5 | 3290 | 6545 | 6700 | | | | | 1.22 |
| KA01 | 4 AXLE | 11 | 23 | 4 | 3305 | 5285 | 6490 | 6320 | | | | 1.2.22 |
| KA21 | 2 AXLE | 11 | 26 | 10 | 3335 | 5725 | | | | | | 1.2 |
| KA21 | 2 AXLE | 11 | 26 | 10 | 3335 | 5725 | | | | | | 1.2 |
| KA21 | LCV | 11 | 26 | 10 | 3335 | 2725 | | | | | | 1.2 |
| TN28 | 4 AXLE | 11 | 21 | 4 | 3340 | 7015 | 6415 | 6280 | | | | 1.2.22 |
| KA21 | 2 AXLE | 11 | 26 | 5 | 3340 | 5900 | | | | | | 1.2 |
| KA21 | 2 AXLE | 11 | 26 | 5 | 3340 | 5900 | | | | | | 1.2 |
| KA21 | LCV | 11 | 26 | 5 | 3340 | 2900 | | | | | | 1.2 |
| KA09 | 2 AXLE | 11 | 26 | 10 | 3350 | 5840 | | | | | | 1.2 |
| KA09 | 2 AXLE | 11 | 26 | 10 | 3350 | 5840 | | | | | | 1.2 |
| KA09 | LCV | 11 | 26 | 10 | 3350 | 2840 | | | | | | 1.2 |
| KA05 | 4 AXLE | 11 | 21 | 4 | 3360 | 6250 | 5730 | 5420 | | | | 1.2.22 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 3375 | 3380 | 6470 | 6370 | | | | 1.2.22 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 3375 | 7215 | 2885 | 3715 | | | | 1.2.22 |
| KA08 | 2 AXLE | 11 | 26 | 10 | 3375 | 5075 | | | | | | 1.2 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 3380 | 3560 | 2745 | 3615 | | | | 1.2.22 |
| TN28 | 4 AXLE | 11 | 23 | 4 | 3385 | 6815 | 6015 | 5920 | | | | 1.2.22 |
| KA44 | 3 AXLE | 11 | 23 | 5 | 3390 | 6240 | 6440 | | | | | 1.22 |
| TN28 | 4 AXLE | 11 | 21 | 4 | 3390 | 2745 | 2780 | 2580 | | | | 1.2.22 |
| KA44 | 3 AXLE | 11 | 23 | 5 | 3390 | 6240 | 6440 | | | | | 1.22 |
| TN28 | 4 AXLE | 11 | 26 | 4 | 3420 | 2650 | 6720 | 6515 | | | | 1.2.22 |
| TN28 | 4 AXLE | 11 | 26 | 4 | 3430 | 3390 | 6440 | 6330 | | | | 1.2.22 |

| Axle Load Survey | | | | | | | | | | | | |
|------------------------------|--------------|-----------------|-------------|----------------|----------|------------------------|----------|----------|----------|----------|------------------|---------|
| Name of the Road Location | | NH-48 KM-232 | | Direction | | Manglore To Sakleshpur | | | | | | |
| Registration Number | Vehicle Type | Origin | Destination | Commodity Type | 1st Axle | 2nd Axle | 3rd Axle | 4th Axle | 5th Axle | 6th Axle | More Than 6 Axle | Remarks |
| KA19 | 4 AXLE | 11 | 26 | 5 | 3430 | 3970 | 3550 | 3720 | | | | 1.1.22 |
| TN28 | 4 AXLE | 11 | 26 | 4 | 3430 | 3560 | 6510 | 6480 | | | | 1.2.22 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 3430 | 3480 | 2895 | 3785 | | | | 1.2.22 |
| TN45 | 4 AXLE | 11 | 37 | 5 | 3440 | 4130 | 5480 | 5250 | | | | 1.1.22 |
| KA19 | 4 AXLE | 11 | 26 | 10 | 3450 | 0 | 2020 | 3245 | | | | 1.1.22 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 3450 | 3530 | 6540 | 6440 | | | | 1.2.22 |
| KA52 | 2 AXLE | 11 | 23 | 10 | 3450 | 5035 | | | | | | 1.2 |
| TN28 | 4 AXLE | 11 | 26 | 4 | 3450 | 2870 | 6720 | 6430 | | | | 1.2.22 |
| TN28 | 4 AXLE | 11 | 26 | 4 | 3450 | 7230 | 6570 | 6480 | | | | 1.2.22 |
| KA52 | 2 AXLE | 11 | 23 | 10 | 3450 | 5035 | | | | | | 1.2 |
| KA52 | LCV | 11 | 23 | 10 | 3450 | 5035 | | | | | | 1.2 |
| AP21 | 4 AXLE | 11 | 44 | 10 | 3460 | 0 | 6110 | 6170 | | | | 1.1.22 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 3470 | 3620 | 6530 | 6440 | | | | 1.2.22 |
| KA01 | 4 AXLE | 11 | 23 | 4 | 3470 | 7240 | 2590 | 2650 | | | | 1.2.22 |
| KA01 | 4 AXLE | 11 | 37 | 4 | 3480 | 3520 | 2785 | 3250 | | | | 1.2.22 |
| KA19 | 2 AXLE | 11 | 26 | 10 | 3485 | 5350 | | | | | | 1.2 |
| KA19 | 2 AXLE | 11 | 26 | 10 | 3485 | 5350 | | | | | | 1.2 |
| KA19 | LCV | 11 | 26 | 10 | 3485 | 2350 | | | | | | 1.2 |
| KA01 | 4 AXLE | 11 | 23 | 4 | 3520 | 7040 | 6520 | 6430 | | | | 1.2.22 |
| TN28 | 4 AXLE | 11 | 37 | 4 | 3520 | 7240 | 6530 | 6415 | | | | 1.2.22 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 3530 | 7150 | 6150 | 6045 | | | | 1.2.22 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 3530 | 3580 | 2775 | 3630 | | | | 1.2.22 |
| TN30 | 4 AXLE | 11 | 39 | 5 | 3530 | 3650 | 5980 | 5745 | | | | 1.1.22 |
| TN88 | 4 AXLE | 11 | 26 | 4 | 3530 | 3850 | 2880 | 3650 | | | | 1.2.22 |
| AP16 | 4 AXLE | 11 | 26 | 5 | 3530 | 3950 | 6110 | 5810 | | | | 1.1.22 |

Axle Load Survey

| Name of the Road Location | | NH-48 KM-232 | | Direction | | Manglore To Sakleshpur | | | | | | |
|------------------------------|-----------------|-----------------|-------------|-------------------|----------|------------------------|----------|----------|----------|----------|---------------------|---------|
| Registratio n Number | Vehicle Type | Origin | Destination | Commodity Type | 1st Axle | 2nd Axle | 3rd Axle | 4th Axle | 5th Axle | 6th Axle | More Than 6 Axle | Remarks |
| TN28 | 4 AXLE | 11 | 37 | 4 | 3530 | 3280 | 6430 | 6160 | | | | 1.2.22 |
| KA41 | 2 AXLE | 11 | 3 | 5 | 3540 | 4490 | | | | | | 1.2 |
| KA41 | 2 AXLE | 11 | 3 | 5 | 3540 | 3450 | | | | | | 1.2 |
| KA05 | 4 AXLE | 11 | 21 | 4 | 3560 | 6450 | 5930 | 5620 | | | | 1.2.22 |
| KA44 | 3 AXLE | 11 | 23 | 5 | 3590 | 6440 | 6640 | | | | | 1.22 |
| KA44 | 3 AXLE | 11 | 23 | 5 | 3590 | 6440 | 6640 | | | | | 1.22 |
| KA19 | 4 AXLE | 11 | 26 | 5 | 3630 | 4170 | 2750 | 3120 | | | | 1.1.22 |
| TN45 | 4 AXLE | 11 | 37 | 5 | 3640 | 4330 | 5680 | 5450 | | | | 1.1.22 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 3650 | 3730 | 2745 | 3645 | | | | 1.2.22 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 3730 | 3350 | 6350 | 6245 | | | | 1.2.22 |
| AP07 | 5 AXLE | 11 | 39 | 5 | 4515 | 4580 | 0 | 7105 | 6510 | | | 1.1.122 |

| Axle Load Survey | | | | | | | | | | | | |
|---------------------------|--------------|---------------------|-------------|----------------|----------|------------------------|----------|----------|----------|----------|------------------|---------|
| Name of the Road Location | | NH-48 KM-263.500 | | Direction | | Manglore To Sakleshpur | | | | | | |
| Registration Number | Vehicle Type | Origin | Destination | Commodity Type | 1st Axle | 2nd Axle | 3rd Axle | 4th Axle | 5th Axle | 6th Axle | More Than 6 Axle | Remarks |
| KA19 | LCV 4 Tyre | 11 | 1 | 0 | 515 | 335 | | | | | | 1.1 |
| KA01 | LCV 4 Tyre | 11 | 1 | 0 | 400 | 450 | | | | | | 1.1 |
| KA19 | LCV 4 Tyre | 11 | 1 | 0 | 665 | 485 | | | | | | 1.1 |
| KA21 | LCV 4 Tyre | 11 | 1 | 10 | 430 | 550 | | | | | | 1.1 |
| KA21 | LCV 4 Tyre | 11 | 1 | 10 | 580 | 700 | | | | | | 1.1 |
| KA53 | LCV 6 Tyre | 11 | 26 | 0 | 850 | 845 | | | | | | 1.2 |
| KA21 | LCV 6 Tyre | 11 | 3 | 0 | 950 | 870 | | | | | | 1.2 |
| KA01 | LCV 6 Tyre | 11 | 1 | 0 | 870 | 950 | | | | | | 1.2 |
| KA04 | LCV 6 Tyre | 11 | 1 | 0 | 880 | 955 | | | | | | 1.2 |
| KA53 | LCV 6 Tyre | 11 | 26 | 0 | 1000 | 995 | | | | | | 1.2 |
| KA04 | LCV 6 Tyre | 11 | 1 | 0 | 950 | 1000 | | | | | | 1.2 |
| KA18 | LCV 6 Tyre | 11 | 3 | 0 | 970 | 1000 | | | | | | 1.2 |
| KA01 | LCV 6 Tyre | 11 | 3 | 0 | 875 | 1005 | | | | | | 1.2 |
| KA21 | LCV 6 Tyre | 11 | 3 | 0 | 1100 | 1020 | | | | | | 1.2 |
| KA01 | MINI BUS | 11 | 3 | 25 Pass | 950 | 1070 | | | | | | 1.1 |
| KA01 | LCV 6 Tyre | 11 | 1 | 0 | 1020 | 1100 | | | | | | 1.2 |
| KA04 | LCV 6 Tyre | 11 | 1 | 0 | 1100 | 1150 | | | | | | 1.2 |
| KA01 | LCV 6 Tyre | 11 | 3 | 0 | 1025 | 1155 | | | | | | 1.2 |
| KA42 | 4 AXLE | 11 | 26 | 0 | 2160 | 1365 | 2365 | 2165 | | | | 1.2.22 |
| KA53 | LCV 6 Tyre | 11 | 3 | 0 | 1040 | 1400 | | | | | | 1.2 |
| KA19 | LCV 6 Tyre | 11 | 26 | 1 | 1250 | 1495 | | | | | | 1.2 |
| KA01 | BUS | 10 | 1 | 40 Pass | 1250 | 1500 | | | | | | 1.2 |
| KA42 | 4 AXLE | 11 | 26 | 0 | 2310 | 1515 | 2515 | 2315 | | | | 1.2.22 |
| KA01 | BUS | 20 | 1 | 40 Pass | 1435 | 1650 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 3 | 0 | 1980 | 1730 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 3 | 0 | 1980 | 1730 | | | | | | 1.2 |
| KA04 | 2 AXLE | 11 | 26 | 0 | 1675 | 1750 | | | | | | 1.2 |
| KA04 | 2 AXLE | 11 | 26 | 0 | 1675 | 1750 | | | | | | 1.2 |
| KA13 | MINI BUS | 10 | 26 | 30 Pass | 885 | 1765 | | | | | | 1.1 |
| KA01 | 2 AXLE | 11 | 26 | 0 | 1850 | 1770 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 26 | 0 | 1850 | 1770 | | | | | | 1.2 |
| KA01 | BUS | 10 | 1 | 40 Pass | 2020 | 1770 | | | | | | 1.2 |
| KA01 | BUS | 11 | 1 | 50 Pass | 1985 | 1780 | | | | | | 1.2 |

| Axle Load Survey | | | | | | | | | | | | |
|---------------------------|--------------|---------------------|-------------|----------------|----------|------------------------|----------|----------|----------|----------|------------------|---------|
| Name of the Road Location | | NH-48 KM-263.500 | | Direction | | Manglore To Sakleshpur | | | | | | |
| Registration Number | Vehicle Type | Origin | Destination | Commodity Type | 1st Axle | 2nd Axle | 3rd Axle | 4th Axle | 5th Axle | 6th Axle | More Than 6 Axle | Remarks |
| KA01 | BUS | 10 | 3 | 35 Pass | 2140 | 1780 | | | | | | 1.2 |
| KA04 | 2 AXLE | 11 | 3 | 0 | 1650 | 1810 | | | | | | 1.2 |
| KA04 | 2 AXLE | 11 | 3 | 0 | 1650 | 1810 | | | | | | 1.2 |
| KA21 | 2 AXLE | 11 | 26 | 0 | 2110 | 1860 | | | | | | 1.2 |
| KA21 | 2 AXLE | 11 | 26 | 0 | 2110 | 1860 | | | | | | 1.2 |
| HR55 | 3 AXLE | 11 | 26 | 0 | 2140 | 1870 | 1760 | | | | | 1.22 |
| HR55 | 3 AXLE | 11 | 26 | 0 | 2140 | 1870 | 1760 | | | | | 1.22 |
| KA13 | BUS | 10 | 6 | 40 Pass | 2150 | 1870 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 3 | 0 | 2130 | 1880 | | | | | | 1.2 |
| KA05 | 2 AXLE | 11 | 26 | 0 | 1850 | 1910 | | | | | | 1.2 |
| KA05 | 2 AXLE | 11 | 26 | 0 | 1850 | 1910 | | | | | | 1.2 |
| KA04 | 2 AXLE | 11 | 26 | 0 | 2170 | 1920 | | | | | | 1.2 |
| KA04 | 2 AXLE | 11 | 26 | 0 | 2170 | 1920 | | | | | | 1.2 |
| TN04 | 2 AXLE | 11 | 26 | 0 | 2050 | 1925 | | | | | | 1.2 |
| TN04 | 2 AXLE | 11 | 26 | 0 | 2050 | 1925 | | | | | | 1.2 |
| KA01 | BUS | 11 | 7 | 35 Pass | 2200 | 1950 | | | | | | 1.2 |
| KA04 | 2 AXLE | 11 | 3 | 0 | 1800 | 1960 | | | | | | 1.2 |
| RJ14 | 3 AXLE | 11 | 23 | 0 | 2170 | 1980 | 1850 | | | | | 1.22 |
| KA05 | 4 AXLE | 11 | 26 | 0 | 2250 | 1980 | 1870 | 1750 | | | | 1.2.22 |
| RJ14 | 3 AXLE | 11 | 23 | 0 | 2170 | 1980 | 1850 | | | | | 1.22 |
| KA01 | BUS | 10 | 5 | 40 Pass | 2210 | 1980 | | | | | | 1.2 |
| KA01 | BUS | 11 | 3 | 40 Pass | 1935 | 2000 | | | | | | 1.2 |
| KA21 | 2 AXLE | 11 | 26 | 0 | 2260 | 2010 | | | | | | 1.2 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 3300 | 2035 | 5820 | 5625 | | | | 1.2.22 |
| KA05 | 4 AXLE | 11 | 26 | 4 | 3500 | 2040 | 2970 | 2820 | | | | 1.2.22 |
| AP05 | 4 AXLE | 11 | 25 | 5 | 2795 | 2040 | 2970 | 2820 | | | | 1.1.22 |
| TN45 | 4 AXLE | 11 | 26 | 4 | 2785 | 2040 | 2970 | 2820 | | | | 1.2.22 |
| AP04 | 4 AXLE | 11 | 3 | 5 | 3400 | 2040 | 2970 | 2820 | | | | 1.1.22 |
| KA05 | 2 AXLE | 11 | 26 | 0 | 2000 | 2060 | | | | | | 1.2 |
| KA52 | 2 AXLE | 11 | 26 | 10 | 1360 | 2060 | | | | | | 1.2 |
| KA19 | 3 AXLE | 11 | 26 | 10 | 3515 | 2065 | 3050 | | | | | 1.22 |
| KA01 | MINI BUS | 11 | 3 | 25 Pass | 950 | 2070 | | | | | | 1.1 |
| TN04 | 2 AXLE | 11 | 26 | 0 | 2200 | 2075 | | | | | | 1.1 |

| Axle Load Survey | | | | | | | | | | | | |
|---------------------------|--------------|---------------------|-------------|----------------|----------|------------------------|----------|----------|----------|----------|------------------|---------|
| Name of the Road Location | | NH-48 KM-263.500 | | Direction | | Manglore To Sakleshpur | | | | | | |
| Registration Number | Vehicle Type | Origin | Destination | Commodity Type | 1st Axle | 2nd Axle | 3rd Axle | 4th Axle | 5th Axle | 6th Axle | More Than 6 Axle | Remarks |
| RJ14 | 3 AXLE | 11 | 23 | 0 | 2320 | 2130 | 2000 | | | | | 1.22 |
| KA05 | 4 AXLE | 11 | 26 | 0 | 2400 | 2130 | 2020 | 1900 | | | | 1.2.22 |
| RJ14 | 3 AXLE | 11 | 23 | 0 | 2320 | 2130 | 2000 | | | | | 1.22 |
| KA01 | BUS | 10 | 14 | 40 Pass | 1670 | 2245 | | | | | | 1.2 |
| KA13 | BUS | 11 | 6 | 40 Pass | 2615 | 2260 | | | | | | 1.2 |
| TN04 | 4 AXLE | 11 | 26 | 4 | 1160 | 2290 | 2010 | 2410 | | | | 1.2.22 |
| GJ05 | 4 AXLE | 11 | 26 | 0 | 2040 | 2310 | 1240 | 2000 | | | | 1.2.22 |
| KA01 | BUS | 11 | 2 | 35 Pass | 1360 | 2400 | | | | | | 1.2 |
| TN04 | 4 AXLE | 11 | 26 | 4 | 1310 | 2440 | 2160 | 3560 | | | | 1.2.22 |
| KA01 | BUS | 13 | 1 | 40 Pass | 1390 | 2455 | | | | | | 1.2 |
| KA13 | BUS | 20 | 3 | 35 Pass | 2650 | 2540 | | | | | | 1.2 |
| KA09 | 2 AXLE | 11 | 26 | 10 | 1295 | 2590 | | | | | | 1.2 |
| KA01 | BUS | 10 | 1 | 50 Pass | 2635 | 2650 | | | | | | 1.2 |
| KA13 | BUS | 11 | 7 | 40 Pass | 1790 | 2655 | | | | | | 1.2 |
| KA01 | BUS | 11 | 2 | 40 Pass | 2690 | 2685 | | | | | | 1.2 |
| AP05 | 4 AXLE | 11 | 25 | 5 | 2645 | 2720 | 6855 | 6370 | | | | 1.1.22 |
| AP05 | 4 AXLE | 11 | 26 | 5 | 2760 | 2750 | 5960 | 5165 | | | | 1.1.22 |
| KA01 | BUS | 11 | 1 | 50 Pass | 2325 | 2750 | | | | | | 1.2 |
| KA01 | BUS | 11 | 1 | 40 Pass | 2550 | 2820 | | | | | | 1.2 |
| KA19 | 3 AXLE | 11 | 23 | 7 | 3070 | 2850 | 3455 | | | | | 1.22 |
| KA01 | BUS | 10 | 1 | 35 Pass | 2720 | 2850 | | | | | | 1.2 |
| KA01 | BUS | 10 | 3 | 40 Pass | 2110 | 2860 | | | | | | 1.2 |
| KA52 | 2 AXLE | 11 | 26 | 5 | 2915 | 2865 | | | | | | 1.2 |
| AP05 | 4 AXLE | 11 | 26 | 5 | 2910 | 2900 | 6110 | 5315 | | | | 1.1.22 |
| KA19 | 3 AXLE | 11 | 26 | 10 | 3365 | 2915 | 2780 | | | | | 1.22 |
| KA19 | 3 AXLE | 11 | 23 | 7 | 3070 | 2940 | 3925 | | | | | 1.22 |
| KA05 | 4 AXLE | 11 | 26 | 4 | 3005 | 2950 | 6570 | 6110 | | | | 1.2.22 |
| KA19 | 3 AXLE | 11 | 26 | 10 | 3365 | 2960 | 2755 | | | | | 1.22 |
| KA01 | BUS | 10 | 5 | 40 Pass | 1050 | 3000 | | | | | | 1.2 |
| TN23 | 4 AXLE | 11 | 3 | 4 | 3280 | 3035 | 6550 | 6320 | | | | 1.1.22 |
| TN45 | 4 AXLE | 11 | 26 | 4 | 2785 | 3040 | 5150 | 6500 | | | | 1.2.22 |
| TN45 | 4 AXLE | 11 | 26 | 4 | 2635 | 3050 | 3405 | 3670 | | | | 1.2.22 |
| KA05 | 4 AXLE | 11 | 26 | 4 | 3350 | 3050 | 3405 | 3670 | | | | 1.2.22 |

| Axle Load Survey | | | | | | | | | | | | |
|---------------------------|--------------|---------------------|-------------|----------------|----------|-------------------------|----------|----------|----------|----------|------------------|---------|
| Name of the Road Location | | NH-48 KM-263.500 | | Direction | | Mangalore To Sakleshpur | | | | | | |
| Registration Number | Vehicle Type | Origin | Destination | Commodity Type | 1st Axle | 2nd Axle | 3rd Axle | 4th Axle | 5th Axle | 6th Axle | More Than 6 Axle | Remarks |
| KA04 | 4 AXLE | 11 | 26 | 4 | 3170 | 3050 | 3405 | 3670 | | | | 1.2.22 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 2760 | 3050 | 3405 | 3670 | | | | 1.2.22 |
| TN88 | 4 AXLE | 11 | 26 | 4 | 3230 | 3050 | 3405 | 3670 | | | | 1.2.22 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 3250 | 3050 | 3405 | 3670 | | | | 1.2.22 |
| TN28 | 4 AXLE | 11 | 26 | 4 | 3120 | 3050 | 3405 | 3670 | | | | 1.2.22 |
| TN88 | 4 AXLE | 11 | 26 | 4 | 2680 | 3050 | 3405 | 3670 | | | | 1.2.22 |
| TN28 | 4 AXLE | 11 | 26 | 4 | 3400 | 3055 | 6660 | 6365 | | | | 1.2.22 |
| TN88 | 4 AXLE | 11 | 26 | 4 | 2680 | 3060 | 6155 | 6060 | | | | 1.2.22 |
| KA19 | 3 AXLE | 11 | 26 | 10 | 3515 | 3065 | 2930 | | | | | 1.2.22 |
| KA05 | 4 AXLE | 11 | 37 | 4 | 2680 | 3065 | 6665 | 6450 | | | | 1.2.22 |
| TN88 | 4 AXLE | 11 | 26 | 4 | 3360 | 3070 | 6850 | 6530 | | | | 1.2.22 |
| KA01 | BUS | 10 | 38 | 55 Pass | 1260 | 3085 | | | | | | 1.2 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 3400 | 3175 | 6655 | 6400 | | | | 1.2.22 |
| TN23 | 4 AXLE | 11 | 3 | 4 | 3430 | 3185 | 6700 | 6470 | | | | 1.1.22 |
| TN45 | 4 AXLE | 11 | 37 | 10 | 3540 | 3195 | 6345 | 5840 | | | | 1.1.22 |
| TN52 | 4 AXLE | 11 | 37 | 7 | 3260 | 3250 | 6825 | 5910 | | | | 1.1.22 |
| KA01 | BUS | 10 | 3 | 50 Pass | 1005 | 3255 | | | | | | 1.2 |
| KA13 | BUS | 10 | 3 | 40 Pass | 1950 | 3257 | | | | | | 1.2 |
| KA01 | BUS | 20 | 6 | 50 Pass | 1840 | 3260 | | | | | | 1.2 |
| KA04 | 2 AXLE | 11 | 26 | 3 | 2895 | 3265 | | | | | | 1.2 |
| KA42 | 2 AXLE | 11 | 3 | 7 | 2650 | 3345 | | | | | | 1.2 |
| TN41 | 2 AXLE | 11 | 37 | 1 | 3450 | 3370 | | | | | | 1.2 |
| TN52 | 4 AXLE | 11 | 37 | 7 | 3410 | 3400 | 6975 | 6060 | | | | 1.1.22 |
| KA19 | 4 AXLE | 11 | 37 | 10 | 2760 | 3430 | 5015 | 5815 | | | | 1.1.22 |
| KA14 | 2 AXLE | 11 | 3 | 7 | 2815 | 3435 | | | | | | 1.2 |
| AP21 | 4 AXLE | 11 | 3 | 10 | 3250 | 3445 | 6350 | 5830 | | | | 1.1.22 |
| KA14 | 2 AXLE | 11 | 3 | 7 | 2815 | 3455 | | | | | | 1.2 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 3410 | 3470 | 2925 | 2250 | | | | 1.2.22 |
| TN28 | 4 AXLE | 11 | 37 | 4 | 2680 | 3500 | 5960 | 5765 | | | | 1.2.22 |
| KA12 | 2 AXLE | 11 | 26 | 7 | 2830 | 3565 | | | | | | 1.2 |
| KA19 | 4 AXLE | 11 | 26 | 5 | 3460 | 3615 | 6610 | 5410 | | | | 1.1.22 |
| KA05 | 4 AXLE | 11 | 26 | 4 | 3400 | 3650 | 6725 | 5250 | | | | 1.2.22 |
| KA05 | 4 AXLE | 11 | 26 | 4 | 3155 | 3650 | 6720 | 6260 | | | | 1.2.22 |

| Axle Load Survey | | | | | | | | | | | | |
|---------------------------|--------------|---------------------|-------------|----------------|----------|------------------------|----------|----------|----------|----------|------------------|---------|
| Name of the Road Location | | NH-48 KM-263.500 | | Direction | | Manglore To Sakleshpur | | | | | | |
| Registration Number | Vehicle Type | Origin | Destination | Commodity Type | 1st Axle | 2nd Axle | 3rd Axle | 4th Axle | 5th Axle | 6th Axle | More Than 6 Axle | Remarks |
| KA21 | 2 AXLE | 11 | 26 | 7 | 2986 | 3720 | | | | | | 1.2 |
| KA19 | 4 AXLE | 11 | 37 | 5 | 3610 | 3765 | 6760 | 5560 | | | | 1.1.22 |
| NL01 | 4 AXLE | 11 | 3 | 4 | 2970 | 3805 | 3170 | 2830 | | | | 1.2.22 |
| KA42 | 2 AXLE | 11 | 3 | 7 | 2650 | 3860 | | | | | | 1.2 |
| TN28 | 4 AXLE | 11 | 37 | 4 | 2760 | 3950 | 5810 | 5615 | | | | 1.2.22 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 2760 | 3965 | 6465 | 6150 | | | | 1.2.22 |
| KA01 | 2 AXLE | 11 | 23 | 10 | 3170 | 4000 | | | | | | 1.2 |
| AP04 | 4 AXLE | 11 | 3 | 5 | 3250 | 4040 | 6030 | 4955 | | | | 1.1.22 |
| KA12 | 2 AXLE | 11 | 26 | 7 | 2830 | 4110 | | | | | | 1.2 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 2680 | 4150 | 6665 | 6765 | | | | 1.2.22 |
| KA18 | 2 AXLE | 11 | 26 | 5 | 3350 | 4500 | | | | | | 1.2 |
| KA18 | 2 AXLE | 11 | 26 | 5 | 3350 | 4500 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 1 | 10 | 3310 | 4515 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 1 | 10 | 3310 | 4515 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 3 | 5 | 3150 | 4530 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 3 | 5 | 3150 | 4530 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 23 | 10 | 3000 | 4570 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 26 | 10 | 2910 | 4570 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 23 | 10 | 3000 | 4570 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 26 | 10 | 2910 | 4570 | | | | | | 1.2 |
| KA09 | 2 AXLE | 11 | 26 | 10 | 3295 | 4590 | | | | | | 1.2 |
| TN28 | 2 AXLE | 11 | 23 | 10 | 2815 | 4630 | | | | | | 1.2 |
| TN28 | 2 AXLE | 11 | 23 | 10 | 2815 | 4630 | | | | | | 1.2 |
| TN32 | 2 AXLE | 11 | 37 | 9 | 2980 | 4635 | | | | | | 1.2 |
| TN32 | 2 AXLE | 11 | 37 | 9 | 2980 | 4635 | | | | | | 1.2 |
| KA18 | LCV 6 Tyre | 11 | 3 | 1 | 2400 | 4645 | | | | | | 1.2 |
| KA53 | LCV 6 Tyre | 11 | 3 | 1 | 2400 | 4645 | | | | | | 1.2 |
| KA05 | LCV 6 Tyre | 11 | 3 | 1 | 2400 | 4645 | | | | | | 1.2 |
| KA19 | LCV 6 Tyre | 11 | 26 | 1 | 2400 | 4645 | | | | | | 1.2 |
| KA05 | LCV 6 Tyre | 11 | 3 | 1 | 2400 | 4645 | | | | | | 1.2 |
| KA18 | 2 AXLE | 11 | 26 | 5 | 2500 | 4650 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 1 | 10 | 2460 | 4665 | | | | | | 1.2 |
| KA04 | 2 AXLE | 11 | 3 | 5 | 3005 | 4670 | | | | | | 1.2 |

| Axle Load Survey | | | | | | | | | | | | |
|------------------------------|--------------|---------------------|-------------|-------------------|----------|------------------------|----------|----------|----------|----------|---------------------|---------|
| Name of the Road Location | | NH-48 KM-263.500 | | Direction | | Manglore To Sakleshpur | | | | | | |
| Registration Number | Vehicle Type | Origin | Destination | Commodity Type | 1st Axle | 2nd Axle | 3rd Axle | 4th Axle | 5th Axle | 6th Axle | More Than 6 Axle | Remarks |
| KA04 | 2 AXLE | 11 | 3 | 5 | 3005 | 4670 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 3 | 5 | 3300 | 4680 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 26 | 10 | 3060 | 4720 | | | | | | 1.2 |
| TN28 | 2 AXLE | 11 | 23 | 10 | 2965 | 4780 | | | | | | 1.2 |
| TN32 | 2 AXLE | 11 | 37 | 9 | 3130 | 4785 | | | | | | 1.2 |
| TN88 | 2 AXLE | 11 | 1 | 10 | 3170 | 4800 | | | | | | 1.2 |
| TN88 | 2 AXLE | 11 | 1 | 10 | 3170 | 4800 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 26 | 5 | 2875 | 4810 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 26 | 5 | 2875 | 4810 | | | | | | 1.2 |
| KA04 | 2 AXLE | 11 | 3 | 5 | 3155 | 4820 | | | | | | 1.2 |
| KA04 | 2 AXLE | 11 | 23 | 4 | 2930 | 4850 | | | | | | 1.2 |
| KA04 | 2 AXLE | 11 | 23 | 4 | 2930 | 4850 | | | | | | 1.2 |
| KA52 | 2 AXLE | 11 | 26 | 5 | 2985 | 4865 | | | | | | 1.2 |
| KA18 | 4 AXLE | 11 | 26 | 4 | 3240 | 4870 | 6150 | 6250 | | | | 1.1.22 |
| KA04 | 2 AXLE | 11 | 1 | 5 | 3220 | 4870 | | | | | | 1.2 |
| KA04 | 2 AXLE | 11 | 1 | 5 | 3220 | 4870 | | | | | | 1.2 |
| TN88 | 2 AXLE | 11 | 1 | 10 | 3320 | 4950 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 26 | 5 | 3025 | 4960 | | | | | | 1.2 |
| TN30 | 4 AXLE | 11 | 26 | 10 | 3545 | 4980 | 6155 | 6455 | | | | 1.2.22 |
| KA01 | 2 AXLE | 11 | 23 | 10 | 3170 | 5000 | | | | | | 1.2 |
| KA04 | 2 AXLE | 11 | 23 | 4 | 3080 | 5000 | | | | | | 1.2 |
| KA18 | 4 AXLE | 11 | 26 | 4 | 3390 | 5020 | 6300 | 6400 | | | | 1.1.22 |
| KA04 | 2 AXLE | 11 | 1 | 5 | 3370 | 5020 | | | | | | 1.2 |
| KA04 | 2 AXLE | 11 | 23 | 4 | 2875 | 5025 | | | | | | 1.2 |
| KA04 | 2 AXLE | 11 | 23 | 4 | 2875 | 5025 | | | | | | 1.2 |
| KA05 | 2 AXLE | 11 | 3 | 5 | 3270 | 5110 | | | | | | 1.2 |
| KA05 | 2 AXLE | 11 | 3 | 5 | 3270 | 5110 | | | | | | 1.2 |
| KA04 | 2 AXLE | 11 | 23 | 4 | 3025 | 5175 | | | | | | 1.2 |
| KA13 | 2 AXLE | 11 | 26 | 1 | 3170 | 5210 | | | | | | 1.2 |
| KA13 | 2 AXLE | 11 | 26 | 1 | 3170 | 5210 | | | | | | 1.2 |
| KA21 | 2 AXLE | 11 | 26 | 7 | 1550 | 5255 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 26 | 10 | 2930 | 5270 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 26 | 10 | 2930 | 5270 | | | | | | 1.2 |

| Axle Load Survey | | | | | | | | | | | | |
|---------------------------|--------------|---------------------|-------------|----------------|----------|------------------------|----------|----------|----------|----------|------------------|---------|
| Name of the Road Location | | NH-48 KM-263.500 | | Direction | | Manglore To Sakleshpur | | | | | | |
| Registration Number | Vehicle Type | Origin | Destination | Commodity Type | 1st Axle | 2nd Axle | 3rd Axle | 4th Axle | 5th Axle | 6th Axle | More Than 6 Axle | Remarks |
| KA21 | 4 AXLE | 11 | 26 | 5 | 2960 | 5360 | 6975 | 5880 | | | | 1.2.22 |
| KA13 | 2 AXLE | 11 | 26 | 1 | 3320 | 5360 | | | | | | 1.2 |
| KA01 | 2 AXLE | 11 | 26 | 10 | 3080 | 5420 | | | | | | 1.2 |
| KA21 | 4 AXLE | 11 | 26 | 5 | 3110 | 5510 | 7125 | 6030 | | | | 1.2.22 |
| TN88 | LCV 6 Tyre | 11 | 3 | 2 | 2500 | 5650 | | | | | | 1.2 |
| NL01 | 4 AXLE | 11 | 3 | 4 | 2820 | 5655 | 7020 | 6680 | | | | 1.2.22 |
| KA04 | 4 AXLE | 11 | 26 | 4 | 2830 | 5680 | 6370 | 6290 | | | | 1.2.22 |
| KA19 | 3 AXLE | 11 | 26 | 4 | 3260 | 5690 | 5735 | | | | | 1.22 |
| KA19 | 3 AXLE | 11 | 26 | 4 | 3260 | 5690 | 5735 | | | | | 1.22 |
| KA21 | 2 AXLE | 11 | 26 | 7 | 1665 | 5760 | | | | | | 1.2 |
| KA01 | 4 AXLE | 11 | 23 | 4 | 3145 | 5820 | 5420 | 5320 | | | | 1.2.22 |
| KA04 | 4 AXLE | 11 | 26 | 4 | 2980 | 5830 | 6520 | 6440 | | | | 1.2.22 |
| KA05 | 3 AXLE | 11 | 26 | 4 | 2930 | 5845 | 6230 | | | | | 1.22 |
| KA05 | 3 AXLE | 11 | 26 | 4 | 2930 | 5845 | 6230 | | | | | 1.22 |
| KA01 | 4 AXLE | 11 | 23 | 4 | 3015 | 5875 | 6975 | 6130 | | | | 1.2.22 |
| KA01 | 4 AXLE | 11 | 26 | 5 | 3230 | 5875 | 5550 | 5200 | | | | 1.2.22 |
| RJ19 | 3 AXLE | 11 | 26 | 4 | 3345 | 5950 | 5245 | | | | | 1.22 |
| RJ19 | 3 AXLE | 11 | 26 | 4 | 3345 | 5950 | 5245 | | | | | 1.22 |
| KA01 | 4 AXLE | 11 | 23 | 4 | 3295 | 5970 | 5570 | 5470 | | | | 1.2.22 |
| KA05 | 3 AXLE | 11 | 26 | 4 | 3080 | 5995 | 6380 | | | | | 1.22 |
| KA05 | 3 AXLE | 11 | 26 | 4 | 3080 | 5995 | 6380 | | | | | 1.22 |
| TN18 | 4 AXLE | 11 | 37 | 4 | 3475 | 6015 | 5830 | 5510 | | | | 1.2.22 |
| KA01 | 4 AXLE | 11 | 23 | 4 | 2870 | 6050 | 6750 | 6265 | | | | 1.2.22 |
| KA52 | 2 AXLE | 11 | 26 | 10 | 3360 | 6060 | | | | | | 1.2 |
| TN28 | 3 AXLE | 11 | 3 | 7 | 3120 | 6065 | 5470 | | | | | 1.22 |
| TN28 | 3 AXLE | 11 | 3 | 7 | 3120 | 6065 | 5470 | | | | | 1.22 |
| KA19 | LCV 6 Tyre | 11 | 26 | 10 | 2580 | 6075 | | | | | | 1.2 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 3380 | 6085 | 5680 | 6870 | | | | 1.2.22 |
| RJ19 | 3 AXLE | 11 | 26 | 4 | 3495 | 6100 | 5395 | | | | | 1.22 |
| RJ19 | 3 AXLE | 11 | 26 | 4 | 3495 | 6100 | 5395 | | | | | 1.22 |
| TN18 | 4 AXLE | 11 | 37 | 4 | 3625 | 6165 | 5980 | 5660 | | | | 1.2.22 |
| KA04 | 4 AXLE | 11 | 26 | 4 | 2760 | 6170 | 5870 | 5370 | | | | 1.2.22 |
| KA01 | 4 AXLE | 11 | 23 | 4 | 3020 | 6200 | 6900 | 6415 | | | | 1.2.22 |

| Axle Load Survey | | | | | | | | | | | | |
|------------------------------|--------------|---------------------|-------------|-------------------|----------|------------------------|----------|----------|----------|----------|---------------------|---------|
| Name of the Road Location | | NH-48 KM-263.500 | | Direction | | Manglore To Sakleshpur | | | | | | |
| Registration Number | Vehicle Type | Origin | Destination | Commodity Type | 1st Axle | 2nd Axle | 3rd Axle | 4th Axle | 5th Axle | 6th Axle | More Than 6 Axle | Remarks |
| KA52 | 2 AXLE | 11 | 26 | 10 | 2510 | 6210 | | | | | | 1.2 |
| TN28 | 3 AXLE | 11 | 3 | 7 | 3270 | 6215 | 5620 | | | | | 1.22 |
| TN28 | 3 AXLE | 11 | 3 | 7 | 3270 | 6215 | 5620 | | | | | 1.22 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 3530 | 6235 | 5830 | 7020 | | | | 1.2.22 |
| KA05 | 4 AXLE | 11 | 26 | 4 | 2760 | 6270 | 6890 | 6350 | | | | 1.2.22 |
| KA04 | 4 AXLE | 11 | 26 | 4 | 3540 | 6275 | 5890 | 5505 | | | | 1.2.22 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 3315 | 6275 | 6110 | 5920 | | | | 1.2.22 |
| KA04 | 2 AXLE | 11 | 26 | 3 | 2895 | 6275 | | | | | | 1.2 |
| KA04 | 4 AXLE | 11 | 26 | 4 | 2850 | 6285 | 5870 | 5630 | | | | 1.2.22 |
| TN41 | 2 AXLE | 11 | 37 | 1 | 3450 | 6370 | | | | | | 1.2 |
| KA01 | 3 AXLE | 11 | 26 | 3 | 3050 | 6390 | 5680 | | | | | 1.22 |
| KA01 | 3 AXLE | 11 | 26 | 3 | 3050 | 6390 | 5680 | | | | | 1.22 |

| Axle Load Survey | | | | | | | | | | | | |
|---------------------------|--------------|---------------------|-------------|----------------|----------|------------------------|----------|----------|----------|----------|------------------|---------|
| Name of the Road Location | | NH-48 KM-263.500 | | Direction | | Manglore To Sakleshpur | | | | | | |
| Registration Number | Vehicle Type | Origin | Destination | Commodity Type | 1st Axle | 2nd Axle | 3rd Axle | 4th Axle | 5th Axle | 6th Axle | More Than 6 Axle | Remarks |
| KA05 | 4 AXLE | 11 | 26 | 4 | 2680 | 6420 | 7040 | 6500 | | | | 1.2.22 |
| KA04 | 4 AXLE | 11 | 26 | 4 | 2680 | 6425 | 6040 | 5655 | | | | 1.2.22 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 3465 | 6425 | 6260 | 6070 | | | | 1.2.22 |
| KA04 | 4 AXLE | 11 | 26 | 4 | 3000 | 6435 | 6020 | 5780 | | | | 1.2.22 |
| KA19 | 3 AXLE | 11 | 26 | 10 | 2980 | 6450 | 6070 | | | | | 1.22 |
| KA19 | 3 AXLE | 11 | 26 | 10 | 2980 | 6450 | 6070 | | | | | 1.2.22 |
| TN28 | 4 AXLE | 11 | 26 | 4 | 2970 | 6470 | 5675 | 5500 | | | | 1.2.22 |
| TN88 | 4 AXLE | 11 | 26 | 4 | 3570 | 6500 | 6600 | 5470 | | | | 1.22 |
| KA01 | 3 AXLE | 11 | 26 | 3 | 3200 | 6540 | 5830 | | | | | 1.22 |
| KA01 | 3 AXLE | 11 | 26 | 3 | 3200 | 6540 | 5830 | | | | | 1.2.22 |
| KA04 | 4 AXLE | 11 | 26 | 4 | 3410 | 6570 | 6150 | 5800 | | | | 1.2.22 |
| MH04 | 4 AXLE | 11 | 37 | 4 | 3270 | 6570 | 6475 | 6055 | | | | 1.2.22 |
| TN88 | 4 AXLE | 11 | 26 | 4 | 2680 | 6650 | 6750 | 5620 | | | | 1.2.22 |
| KA04 | 4 AXLE | 11 | 26 | 4 | 3615 | 6715 | 5650 | 5450 | | | | 1.2.22 |
| KA04 | 4 AXLE | 11 | 26 | 4 | 3560 | 6720 | 6300 | 5950 | | | | 1.2.22 |
| MH04 | 4 AXLE | 11 | 37 | 4 | 3420 | 6720 | 6625 | 6205 | | | | 1.2 |
| KA21 | 2 AXLE | 11 | 26 | 7 | 2986 | 6720 | | | | | | 1.1.22 |
| TN88 | 4 AXLE | 11 | 26 | 4 | 3050 | 6775 | 6005 | 5875 | | | | 1.2.22 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 3570 | 6815 | 6315 | 6000 | | | | 1.2.22 |
| KA04 | 4 AXLE | 11 | 26 | 4 | 2680 | 6865 | 5800 | 5600 | | | | 1.22 |
| TN23 | 3 AXLE | 11 | 37 | 10 | 2860 | 6870 | 6210 | | | | | 1.2.22 |
| TN88 | 4 AXLE | 11 | 26 | 4 | 2760 | 6870 | 6005 | 5910 | | | | 1.22 |
| TN23 | 3 AXLE | 11 | 37 | 10 | 2860 | 6870 | 6210 | | | | | 1.2.22 |
| TN28 | 4 AXLE | 11 | 26 | 4 | 3250 | 6875 | 6510 | 6215 | | | | 1.2.22 |
| KA40 | 4 AXLE | 11 | 26 | 4 | 2760 | 6875 | 6100 | 5910 | | | | 1.2.22 |
| TN88 | 4 AXLE | 11 | 26 | 4 | 3530 | 6885 | 6470 | 6100 | | | | 1.2.22 |
| KA01 | 4 AXLE | 11 | 26 | 4 | 3150 | 6885 | 5670 | 5475 | | | | 1.2.22 |
| KA05 | 4 AXLE | 11 | 37 | 4 | 3570 | 6885 | 6515 | 6300 | | | | 1.2.22 |
| TN45 | 4 AXLE | 11 | 26 | 4 | 2635 | 6890 | 5000 | 6350 | | | | 1.2.22 |
| KA05 | 4 AXLE | 11 | 26 | 4 | 3250 | 6890 | 6575 | 5100 | | | | 1.2.22 |
| TN88 | 4 AXLE | 11 | 26 | 4 | 3550 | 6920 | 6230 | 6305 | | | | 1.1.22 |
| TN88 | 4 AXLE | 11 | 26 | 4 | 3200 | 6925 | 6155 | 6025 | | | | |

| Axle Load Survey | | | | | | | | | | | | |
|------------------------------|--------------|---------------------|-------------|----------------|----------|------------------------|----------|----------|----------|----------|------------------|---------|
| Name of the Road Location | | NH-48 KM-263.500 | | Direction | | Sakleshpur To Manglore | | | | | | |
| Registration Number | Vehicle Type | Origin | Destination | Commodity Type | 1st Axle | 2nd Axle | 3rd Axle | 4th Axle | 5th Axle | 6th Axle | More Than 6 Axle | Remarks |
| KA20 | LCV 6 Tyre | 3 | 11 | 0 | 890 | 620 | | | | | | 1.2 |
| KA20 | LCV 6 Tyre | 3 | 11 | 2 | 890 | 620 | | | | | | 1.2 |
| KA20 | LCV 4 Tyre | 3 | 11 | 0 | 1040 | 770 | | | | | | 1.1 |
| KA04 | LCV 6 Tyre | 1 | 11 | 2 | 850 | 790 | | | | | | 1.2 |
| KA04 | LCV 6 Tyre | 1 | 11 | 10 | 910 | 850 | | | | | | 1.2 |
| KA01 | LCV 6 Tyre | 1 | 11 | 0 | 850 | 890 | | | | | | 1.2 |
| KA02 | LCV 6 Tyre | 3 | 11 | 1 | 870 | 900 | | | | | | 1.2 |
| KA01 | LCV 6 Tyre | 3 | 11 | 10 | 880 | 950 | | | | | | 1.2 |
| KA01 | LCV 6 Tyre | 3 | 11 | 0 | 910 | 950 | | | | | | 1.2 |
| KA01 | LCV 6 Tyre | 3 | 11 | 10 | 910 | 950 | | | | | | 1.2 |
| KA01 | LCV 6 Tyre | 3 | 11 | 10 | 800 | 975 | | | | | | 1.2 |
| KA01 | LCV 6 Tyre | 3 | 11 | 1 | 805 | 1005 | | | | | | 1.2 |
| KA01 | LCV 6 Tyre | 3 | 11 | 0 | 805 | 1005 | | | | | | 1.2 |
| KA02 | LCV 6 Tyre | 1 | 11 | 0 | 1005 | 1105 | | | | | | 1.2 |
| KA02 | LCV 6 Tyre | 1 | 11 | 0 | 1005 | 1105 | | | | | | 1.2 |
| KA04 | LCV 6 Tyre | 1 | 11 | 7 | 1050 | 1110 | | | | | | 1.2 |
| KA04 | LCV 6 Tyre | 1 | 11 | 7 | 1050 | 1110 | | | | | | 1.2 |
| KA03 | LCV 6 Tyre | 1 | 11 | 0 | 975 | 1150 | | | | | | 1.2 |
| KA01 | 2 AXLE | 26 | 11 | 0 | 1200 | 1250 | | | | | | 1.2 |
| KA01 | 2 AXLE | 26 | 11 | 0 | 1200 | 1250 | | | | | | 1.2 |
| KA01 | 2 AXLE | 26 | 11 | 0 | 1200 | 1250 | | | | | | 1.2 |
| KA01 | 2 AXLE | 3 | 11 | 0 | 1650 | 1710 | | | | | | 1.2 |
| KA01 | 2 AXLE | 26 | 11 | 0 | 1850 | 1710 | | | | | | 1.2 |
| KA01 | 2 AXLE | 3 | 11 | 0 | 1650 | 1710 | | | | | | 1.2 |
| KA01 | 2 AXLE | 26 | 11 | 0 | 1850 | 1710 | | | | | | 1.2 |
| KA01 | 2 AXLE | 3 | 11 | 0 | 1650 | 1710 | | | | | | 1.2 |
| KA01 | 2 AXLE | 26 | 11 | 0 | 1850 | 1710 | | | | | | 1.2 |

| Axle Load Survey | | | | | | | | | | | | |
|---------------------------|---------------------|----|----|---------|-----------|------|------------------------|------|--|--|--|--------|
| Name of the Road Location | NH-48 KM-263.500 | | | | Direction | | Sakleshpur To Manglore | | | | | |
| KA12 | 2 AXLE | 26 | 11 | 0 | 1850 | 1730 | | | | | | 1.2 |
| KA12 | 2 AXLE | 26 | 11 | 0 | 1850 | 1730 | | | | | | 1.2 |
| TN28 | 4 AXLE | 37 | 11 | 0 | 2070 | 1740 | 1770 | 1650 | | | | 1.2.22 |
| KA05 | 2 AXLE | 3 | 11 | 0 | 1690 | 1750 | | | | | | 1.2 |
| KA05 | 2 AXLE | 3 | 11 | 0 | 1690 | 1750 | | | | | | 1.2 |
| KA01 | MINI BUS | 6 | 11 | 20 Pass | 800 | 1750 | | | | | | 1.1 |
| KA04 | 2 AXLE | 26 | 11 | 0 | 1740 | 1755 | | | | | | 1.2 |
| KA04 | 2 AXLE | 26 | 11 | 0 | 1740 | 1755 | | | | | | 1.2 |
| KA04 | 2 AXLE | 26 | 11 | 0 | 1740 | 1755 | | | | | | 1.2 |
| KA54 | 2 AXLE | 26 | 11 | 0 | 1680 | 1775 | | | | | | 1.2 |
| KA54 | 2 AXLE | 26 | 11 | 0 | 1680 | 1775 | | | | | | 1.2 |
| TN98 | 4 AXLE | 37 | 11 | 0 | 2250 | 1780 | 2875 | 2710 | | | | 1.2.22 |
| KA01 | 4 AXLE | 26 | 11 | 4 | 3015 | 1790 | 5360 | 5470 | | | | 1.1.22 |
| KA18 | 2 AXLE | 3 | 11 | 0 | 1650 | 1790 | | | | | | 1.2 |
| KA01 | 2 AXLE | 26 | 11 | 0 | 1650 | 1790 | | | | | | 1.2 |
| KA18 | 2 AXLE | 3 | 11 | 0 | 1650 | 1790 | | | | | | 1.2 |
| KA01 | 2 AXLE | 26 | 11 | 0 | 1650 | 1790 | | | | | | 1.2 |
| KA01 | 2 AXLE | 26 | 11 | 0 | 1650 | 1790 | | | | | | 1.2 |
| KA07 | 2 AXLE | 26 | 11 | 0 | 1680 | 1830 | | | | | | 1.2 |
| KA07 | 2 AXLE | 26 | 11 | 0 | 1680 | 1830 | | | | | | 1.2 |
| KA05 | 2 AXLE | 3 | 11 | 0 | 1610 | 1850 | | | | | | 1.2 |
| KA05 | 2 AXLE | 3 | 11 | 0 | 1610 | 1850 | | | | | | 1.2 |
| KA04 | 3 AXLE | 26 | 11 | 0 | 2070 | 1860 | 1790 | | | | | 1.22 |
| KA04 | 3 AXLE | 26 | 11 | 0 | 2070 | 1860 | 1790 | | | | | 1.22 |
| KA05 | 2 AXLE | 3 | 11 | 0 | 1950 | 1870 | | | | | | 1.2 |
| KA01 | 3 AXLE | 26 | 11 | 0 | 2050 | 1870 | 1780 | | | | | 1.22 |
| KA33 | 2 AXLE | 26 | 11 | 0 | 1790 | 1870 | | | | | | 1.2 |
| AP01 | 2 AXLE | 3 | 11 | 0 | 2150 | 1870 | | | | | | 1.2 |
| KA05 | 2 AXLE | 3 | 11 | 0 | 1950 | 1870 | | | | | | 1.2 |

| Axle Load Survey | | | | | | | | | | | | |
|------------------------------|----------|---------------------|----|---------|-----------|------|------------------------|------|--|--|--|--------|
| Name of the Road Location | | NH-48 KM-263.500 | | | Direction | | Sakleshpur To Manglore | | | | | |
| KA33 | 2 AXLE | 26 | 11 | 0 | 1790 | 1870 | | | | | | 1.2 |
| AP01 | 2 AXLE | 3 | 11 | 0 | 2150 | 1870 | | | | | | 1.2 |
| AP01 | 2 AXLE | 3 | 11 | 0 | 2150 | 1870 | | | | | | 1.2 |
| KA01 | 3 AXLE | 26 | 11 | 0 | 2050 | 1870 | 1780 | | | | | 1.22 |
| KA01 | 3 AXLE | 26 | 11 | 0 | 2050 | 1870 | 1780 | | | | | 1.22 |
| KA01 | MINI BUS | 6 | 11 | 10 Pass | 750 | 1870 | | | | | | 1.1 |
| KA13 | 2 AXLE | 26 | 11 | 0 | 2250 | 1890 | | | | | | 1.2 |
| KA13 | 2 AXLE | 26 | 11 | 0 | 2250 | 1890 | | | | | | 1.2 |
| KA01 | 2 AXLE | 26 | 11 | 0 | 1800 | 1940 | | | | | | 1.2 |
| KA01 | 2 AXLE | 26 | 11 | 0 | 1800 | 1940 | | | | | | 1.2 |
| KA01 | 2 AXLE | 26 | 11 | 0 | 1800 | 1940 | | | | | | 1.2 |
| KA01 | 2 AXLE | 3 | 11 | 0 | 1870 | 1950 | | | | | | 1.2 |
| KA01 | 2 AXLE | 3 | 11 | 0 | 1810 | 1950 | | | | | | 1.2 |
| KA01 | 2 AXLE | 3 | 11 | 0 | 1870 | 1950 | | | | | | 1.2 |
| KA01 | 2 AXLE | 3 | 11 | 0 | 1810 | 1950 | | | | | | 1.2 |
| TN88 | 3 AXLE | 26 | 11 | 0 | 2140 | 1970 | 1570 | | | | | 1.22 |
| KA46 | 3 AXLE | 26 | 11 | 0 | 2130 | 1970 | 1850 | | | | | 1.22 |
| TN88 | 3 AXLE | 26 | 11 | 0 | 2140 | 1970 | 1570 | | | | | 1.22 |
| KA46 | 3 AXLE | 26 | 11 | 0 | 2130 | 1970 | 1850 | | | | | 1.22 |
| TN88 | 3 AXLE | 26 | 11 | 0 | 2140 | 1970 | 1570 | | | | | 1.22 |
| KA46 | 3 AXLE | 26 | 11 | 0 | 2130 | 1970 | 1850 | | | | | 1.22 |
| KA53 | 4 AXLE | 26 | 11 | 0 | 2360 | 1980 | 2410 | 1760 | | | | 1.2.22 |
| KA01 | 2 AXLE | 26 | 11 | 0 | 2350 | 1980 | | | | | | 1.2 |
| KA01 | 2 AXLE | 26 | 11 | 0 | 2350 | 1980 | | | | | | 1.2 |
| KA01 | 2 AXLE | 26 | 11 | 0 | 2350 | 1980 | | | | | | 1.2 |
| KA51 | 3 AXLE | 26 | 11 | 0 | 2250 | 2030 | 1870 | | | | | 1.22 |
| KA51 | 3 AXLE | 26 | 11 | 0 | 2250 | 2030 | 1870 | | | | | 1.22 |
| KA51 | 3 AXLE | 26 | 11 | 0 | 2250 | 2030 | 1870 | | | | | 1.22 |
| KA01 | 2 AXLE | 3 | 11 | 0 | 2250 | 2050 | | | | | | 1.2 |

| Axle Load Survey | | | | | | | | | | | | |
|---------------------------|---------------------|----|----|-----------|------|------------------------|------|------|--|--|--|--------|
| Name of the Road Location | NH-48 KM-263.500 | | | Direction | | Sakleshpur To Manglore | | | | | | |
| KA01 | 2 AXLE | 3 | 11 | 0 | 2250 | 2050 | | | | | | 1.2 |
| KA01 | BUS | 3 | 11 | 40 Pass | 1900 | 2050 | | | | | | 1.2 |
| KA01 | 2 AXLE | 3 | 11 | 0 | 2310 | 2060 | | | | | | 1.2 |
| KA01 | 2 AXLE | 3 | 11 | 0 | 2310 | 2060 | | | | | | 1.2 |
| KA01 | 2 AXLE | 3 | 11 | 0 | 2310 | 2060 | | | | | | 1.2 |
| KA01 | MINI BUS | 5 | 11 | 25 Pass | 950 | 2070 | | | | | | 1.1 |
| KA05 | 4 AXLE | 26 | 11 | 0 | 2410 | 2078 | 1715 | 1545 | | | | 1.2.22 |
| KA04 | 2 AXLE | 1 | 11 | 0 | 2330 | 2080 | | | | | | 1.2 |
| KA04 | 2 AXLE | 1 | 11 | 0 | 2330 | 2080 | | | | | | 1.2 |
| KA04 | 4 AXLE | 26 | 11 | 5 | 3350 | 2130 | 5980 | 5240 | | | | 1.1.22 |
| KA04 | 2 AXLE | 26 | 11 | 0 | 2390 | 2140 | | | | | | 1.2 |
| KA04 | 2 AXLE | 26 | 11 | 0 | 2390 | 2140 | | | | | | 1.2 |
| KA04 | 2 AXLE | 26 | 11 | 0 | 2390 | 2140 | | | | | | 1.2 |
| KA05 | 4 AXLE | 3 | 11 | 7 | 3300 | 2150 | 5980 | 5870 | | | | 1.1.22 |
| KA48 | 4 AXLE | 26 | 11 | 0 | 2430 | 2150 | 1980 | 1780 | | | | 1.2.22 |
| TN28 | 4 AXLE | 26 | 11 | 0 | 2360 | 2150 | 1875 | 1650 | | | | 1.2.22 |
| AP01 | 4 AXLE | 26 | 11 | 0 | 2850 | 2170 | 2875 | 2400 | | | | 1.122 |
| KA01 | 4 AXLE | 26 | 11 | 0 | 2120 | 2220 | 1730 | 2130 | | | | 1.2.22 |
| KA01 | 4 AXLE | 26 | 11 | 1 | 2250 | 2245 | 4365 | 8450 | | | | 1.2.22 |
| AP01 | 4 AXLE | 26 | 11 | 0 | 2435 | 2270 | 1870 | 1750 | | | | 1.2.22 |
| KA04 | 2 AXLE | 3 | 11 | 7 | 1820 | 2335 | | | | | | 1.2 |
| KA04 | 2 AXLE | 3 | 11 | 7 | 1820 | 2335 | | | | | | 1.2 |
| KA04 | 2 AXLE | 3 | 11 | 7 | 1820 | 2335 | | | | | | 1.2 |
| KA01 | 4 AXLE | 26 | 11 | 0 | 2220 | 2410 | 2255 | 2135 | | | | 1.2.22 |
| AP13 | 4 AXLE | 37 | 11 | 0 | 2350 | 2410 | 2115 | 2095 | | | | 1.2.22 |
| KA05 | 4 AXLE | 26 | 11 | 5 | 2875 | 2500 | 5250 | 5060 | | | | 1.1.22 |
| AP07 | 4 AXLE | 37 | 11 | 0 | 2200 | 2510 | 2175 | 2105 | | | | 1.2.22 |
| KA53 | 4 AXLE | 26 | 11 | 0 | 1850 | 2530 | 2305 | 2390 | | | | 1.2.22 |
| KA02 | LCV 6 Tyre | 3 | 11 | 2 | 1650 | 2585 | | | | | | 1.2 |

| Axle Load Survey | | | | | | | | | | | | |
|---------------------------|------------|---------------------|----|---------|-----------|------|------------------------|------|--|--|--|--------|
| Name of the Road Location | | NH-48 KM-263.500 | | | Direction | | Sakleshpur To Manglore | | | | | |
| KA13 | BUS | 3 | 10 | 50 Pass | 2675 | 2635 | | | | | | 1.2 |
| TN28 | 4 AXLE | 37 | 11 | 0 | 2050 | 2720 | 2650 | 2575 | | | | 1.2.22 |
| KA01 | 4 AXLE | 26 | 11 | 0 | 2130 | 2735 | 3100 | 2680 | | | | 1.2.22 |
| KA13 | BUS | 3 | 10 | 40 Pass | 1900 | 2745 | | | | | | 1.2 |
| KA01 | LCV 6 Tyre | 26 | 11 | 1 | 1085 | 2750 | | | | | | 1.2 |
| KA13 | BUS | 1 | 11 | 40 Pass | 1885 | 2765 | | | | | | 1.2 |
| KA13 | BUS | 3 | 9 | 40 Pass | 1950 | 2765 | | | | | | 1.2 |
| KA13 | BUS | 3 | 20 | 40 Pass | 1825 | 2765 | | | | | | 1.2 |
| KA13 | BUS | 5 | 20 | 50 Pass | 2675 | 2820 | | | | | | 1.2 |
| KA01 | LCV 6 Tyre | 26 | 11 | 1 | 1875 | 2850 | | | | | | 1.2 |
| KA13 | BUS | 3 | 8 | 50 Pass | 2675 | 2850 | | | | | | 1.2 |
| KA01 | BUS | 3 | 10 | 40 Pass | 1850 | 2850 | | | | | | 1.2 |
| KA01 | BUS | 3 | 11 | 40 Pass | 2750 | 2865 | | | | | | 1.2 |
| KA01 | 4 AXLE | 26 | 11 | 0 | 2210 | 2870 | 2610 | 2410 | | | | 1.2.22 |
| TN28 | 4 AXLE | 37 | 11 | 0 | 2200 | 2870 | 2800 | 2725 | | | | 1.2.22 |
| KA01 | BUS | 1 | 11 | 40 Pass | 2750 | 2870 | | | | | | 1.2 |
| KA01 | BUS | 3 | 11 | 40 Pass | 2750 | 2870 | | | | | | 1.2 |
| KA01 | 4 AXLE | 26 | 11 | 0 | 2090 | 2885 | 2665 | 2550 | | | | 1.2.22 |
| AP11 | 4 AXLE | 26 | 11 | 0 | 1910 | 2915 | 2650 | 2510 | | | | 1.2.22 |
| KA13 | BUS | 3 | 8 | 35 Pass | 2350 | 2915 | | | | | | 1.2 |
| KA13 | BUS | 3 | 10 | 35 Pass | 2350 | 2915 | | | | | | 1.2 |
| KA01 | BUS | 3 | 8 | 40 Pass | 1850 | 2945 | | | | | | 1.2 |
| KA04 | 4 AXLE | 26 | 11 | 0 | 2250 | 2950 | 2770 | 2410 | | | | 1.2.22 |
| AP01 | 4 AXLE | 37 | 11 | 0 | 2010 | 2950 | 2300 | 2475 | | | | 1.2.22 |
| KA01 | LCV 6 Tyre | 3 | 11 | 1 | 1800 | 2975 | | | | | | 1.2 |
| KA21 | 4 AXLE | 26 | 11 | 0 | 2375 | 2990 | 2935 | 2770 | | | | 1.2.22 |
| KA01 | 4 AXLE | 26 | 11 | 0 | 2115 | 2990 | 2900 | 2610 | | | | 1.2.22 |
| KA04 | 4 AXLE | 37 | 11 | 0 | 2310 | 3000 | 2610 | 2575 | | | | 1.2.22 |
| KA05 | 4 AXLE | 37 | 11 | 0 | 2310 | 3005 | 2375 | 2310 | | | | 1.2.22 |

| Axle Load Survey | | | | | | | | | | | | |
|---------------------------|--------|---------------------|----|---------|-----------|------|------------------------|------|--|--|--|--------|
| Name of the Road Location | | NH-48 KM-263.500 | | | Direction | | Sakleshpur To Manglore | | | | | |
| TN88 | 4 AXLE | 1 | 11 | 0 | 2210 | 3005 | 2875 | 2715 | | | | 1.2.22 |
| KA01 | 4 AXLE | 26 | 11 | 0 | 2050 | 3010 | 2875 | 2710 | | | | 1.2.22 |
| KA01 | 4 AXLE | 26 | 11 | 0 | 2075 | 3010 | 2875 | 2650 | | | | 1.2.22 |
| TN28 | 4 AXLE | 26 | 11 | 0 | 2075 | 3015 | 2810 | 2710 | | | | 1.2.22 |
| KA01 | 4 AXLE | 26 | 11 | 0 | 2075 | 3015 | 2815 | 2700 | | | | 1.2.22 |
| KA01 | BUS | 3 | 11 | 40 Pass | 1835 | 3040 | | | | | | 1.2 |
| KA01 | 4 AXLE | 26 | 11 | 0 | 2450 | 3050 | 2870 | 2530 | | | | 1.2.22 |
| TN88 | 4 AXLE | 26 | 11 | 0 | 2170 | 3050 | 2710 | 2700 | | | | 1.2.22 |
| KA01 | BUS | 3 | 11 | 40 Pass | 1950 | 3050 | | | | | | 1.2 |
| KA01 | BUS | 3 | 11 | 40 Pass | 1950 | 3060 | | | | | | 1.2 |
| TN88 | 4 AXLE | 3 | 11 | 0 | 2180 | 3065 | 2765 | 2355 | | | | 1.2.22 |
| KA05 | 4 AXLE | 26 | 11 | 0 | 2090 | 3070 | 2810 | 2700 | | | | 1.2.22 |
| KA01 | 4 AXLE | 26 | 11 | 0 | 2270 | 3070 | 2580 | 2980 | | | | 1.2.22 |
| KA05 | 4 AXLE | 26 | 11 | 0 | 2040 | 3075 | 2830 | 2510 | | | | 1.2.22 |
| KA19 | 4 AXLE | 26 | 11 | 0 | 2170 | 3075 | 2670 | 2600 | | | | 1.2.22 |
| KA01 | 4 AXLE | 26 | 11 | 0 | 2270 | 3090 | 2930 | 2470 | | | | 1.2.22 |
| KA01 | 4 AXLE | 26 | 11 | 0 | 2340 | 3090 | 2650 | 2500 | | | | 1.2.22 |
| KA01 | 4 AXLE | 37 | 11 | 0 | 2150 | 3090 | 2410 | 2575 | | | | 1.2.22 |
| KA04 | 4 AXLE | 26 | 11 | 0 | 2170 | 3110 | 2810 | 2510 | | | | 1.2.22 |
| KA01 | 4 AXLE | 26 | 11 | 0 | 2350 | 3110 | 2735 | 2630 | | | | 1.2.22 |
| KA01 | 4 AXLE | 37 | 11 | 0 | 2050 | 3110 | 2875 | 2715 | | | | 1.2.22 |
| KA01 | 4 AXLE | 26 | 11 | 0 | 2075 | 3110 | 2790 | 2675 | | | | 1.2.22 |
| KA01 | 4 AXLE | 26 | 11 | 0 | 2110 | 3110 | 2810 | 2710 | | | | 1.2.22 |
| AP05 | 4 AXLE | 26 | 11 | 0 | 2010 | 3110 | 2875 | 2710 | | | | 1.2.22 |
| TN28 | 4 AXLE | 26 | 11 | 0 | 2130 | 3115 | 2975 | 2590 | | | | 1.2.22 |
| KA05 | 4 AXLE | 26 | 11 | 0 | 2110 | 3115 | 2710 | 2700 | | | | 1.2.22 |
| KA05 | 4 AXLE | 26 | 11 | 4 | 2450 | 3130 | 2870 | 2530 | | | | 1.2.22 |
| KA01 | 4 AXLE | 26 | 11 | 10 | 2250 | 3130 | 2550 | 2500 | | | | 1.2.22 |
| TN28 | 4 AXLE | 26 | 11 | 10 | 2150 | 3130 | 2590 | 2315 | | | | 1.2.22 |

| Axle Load Survey | | | | | | | | | | | |
|---------------------------|---------------------|----|----|---------|-----------|------------------------|------|------|--|--|--------|
| Name of the Road Location | NH-48 KM-263.500 | | | | Direction | Sakleshpur To Manglore | | | | | |
| KA02 | 4 AXLE | 26 | 11 | 7 | 2250 | 3140 | 2570 | 2650 | | | 1.2.22 |
| TN28 | 4 AXLE | 26 | 11 | 7 | 2430 | 3150 | 2895 | 2590 | | | 1.2.22 |
| KA03 | LCV 6 Tyre | 1 | 11 | 3 | 1975 | 3150 | | | | | 1.2 |
| KA01 | 4 AXLE | 26 | 11 | 0 | 2100 | 3150 | 2730 | 2590 | | | 1.2.22 |
| TN388 | 4 AXLE | 37 | 11 | 0 | 2170 | 3150 | 2570 | 2490 | | | 1.2.22 |
| TN28 | 4 AXLE | 26 | 11 | 7 | 2050 | 3155 | 2590 | 2370 | | | 1.2.22 |
| KA01 | 4 AXLE | 26 | 11 | 0 | 2200 | 3160 | 2875 | 2710 | | | 1.2.22 |
| TN28 | 4 AXLE | 26 | 11 | 0 | 2225 | 3165 | 2960 | 2860 | | | 1.2.22 |
| KA01 | 4 AXLE | 26 | 11 | 0 | 2150 | 3170 | 2850 | 2630 | | | 1.2.22 |
| KA01 | 4 AXLE | 26 | 11 | 0 | 2375 | 3190 | 2730 | 2575 | | | 1.2.22 |
| TN28 | 4 AXLE | 26 | 11 | 0 | 2305 | 3200 | 2880 | 2580 | | | 1.2.22 |
| TN28 | 4 AXLE | 26 | 11 | 5 | 2320 | 3220 | 2730 | 2650 | | | 1.2.22 |
| KA01 | 4 AXLE | 26 | 11 | 0 | 2015 | 3220 | 2730 | 2415 | | | 1.2.22 |
| KA12 | 4 AXLE | 26 | 11 | 0 | 2130 | 3230 | 2650 | 2430 | | | 1.2.22 |
| TN31 | 4 AXLE | 23 | 11 | 0 | 2130 | 3230 | 2670 | 2575 | | | 1.2.22 |
| KA01 | 4 AXLE | 26 | 11 | 0 | 2400 | 3280 | 2700 | 2650 | | | 1.2.22 |
| KA02 | 4 AXLE | 26 | 11 | 0 | 2400 | 3290 | 2720 | 2800 | | | 1.2.22 |
| TN28 | 4 AXLE | 26 | 11 | 0 | 2580 | 3300 | 3045 | 2740 | | | 1.2.22 |
| TN28 | 4 AXLE | 26 | 11 | 0 | 2200 | 3305 | 2740 | 2520 | | | 1.2.22 |
| KA04 | LCV 6 Tyre | 1 | 11 | 1 | 1750 | 3850 | | | | | 1.2 |
| KA01 | BUS | 3 | 20 | 40 Pass | 1800 | 3945 | | | | | 1.2 |
| KA01 | LCV 6 Tyre | 3 | 11 | 7 | 2880 | 3950 | | | | | 1.2 |
| KA19 | 2 AXLE | 26 | 11 | 10 | 1925 | 4000 | | | | | 1.2 |
| KA19 | 2 AXLE | 26 | 11 | 10 | 1925 | 4000 | | | | | 1.2 |
| KA19 | 2 AXLE | 26 | 11 | 10 | 1925 | 4000 | | | | | 1.2 |
| KA01 | 2 AXLE | 26 | 11 | 10 | 2020 | 4190 | | | | | 1.2 |
| KA01 | 2 AXLE | 26 | 11 | 10 | 2020 | 4190 | | | | | 1.2 |
| KA01 | 2 AXLE | 26 | 11 | 10 | 2020 | 4190 | | | | | 1.2 |
| KA01 | 2 AXLE | 3 | 11 | 10 | 2810 | 4510 | | | | | 1.2 |

| Axle Load Survey | | | | | | | | | | | | |
|------------------------------|--------|---------------------|----|----|-----------|------|------------------------|------|--|--|--|--------|
| Name of the Road Location | | NH-48 KM-263.500 | | | Direction | | Sakleshpur To Manglore | | | | | |
| KA01 | 2 AXLE | 3 | 11 | 10 | 2810 | 4510 | | | | | | 1.2 |
| KA01 | 4 AXLE | 26 | 11 | 1 | 3240 | 4570 | 5365 | 5485 | | | | 1.2.22 |
| AP01 | 4 AXLE | 26 | 11 | 1 | 3240 | 4570 | 5365 | 5485 | | | | 1.2.22 |
| KA21 | 4 AXLE | 26 | 11 | 1 | 3240 | 4570 | 5365 | 5485 | | | | 1.2.22 |
| KA01 | 4 AXLE | 26 | 11 | 1 | 3240 | 4570 | 5365 | 5485 | | | | 1.2.22 |
| TN28 | 4 AXLE | 26 | 11 | 1 | 3240 | 4570 | 5365 | 5485 | | | | 1.2.22 |
| KA01 | 2 AXLE | 26 | 11 | 5 | 2905 | 4750 | | | | | | 1.2 |
| KA01 | 2 AXLE | 26 | 11 | 5 | 2905 | 4750 | | | | | | 1.2 |
| KA01 | 2 AXLE | 26 | 11 | 5 | 2905 | 4750 | | | | | | 1.2 |
| TN88 | 4 AXLE | 26 | 11 | 4 | 3270 | 4980 | 5870 | 5440 | | | | 1.2.22 |
| KA05 | 4 AXLE | 37 | 11 | 10 | 3350 | 5075 | 5735 | 6670 | | | | 1.2.22 |
| KA04 | 3 AXLE | 26 | 11 | 7 | 2730 | 5130 | 5360 | | | | | 1.22 |
| KA04 | 3 AXLE | 26 | 11 | 7 | 2730 | 5130 | 5360 | | | | | 1.22 |
| KA04 | 3 AXLE | 26 | 11 | 7 | 2730 | 5130 | 5360 | | | | | 1.22 |
| TN88 | 3 AXLE | 26 | 11 | 10 | 2810 | 5160 | 5070 | | | | | 1.22 |
| TN88 | 3 AXLE | 26 | 11 | 10 | 2810 | 5160 | 5070 | | | | | 1.22 |
| TN88 | 3 AXLE | 26 | 11 | 10 | 2810 | 5160 | 5070 | | | | | 1.22 |
| TN88 | 4 AXLE | 37 | 11 | 4 | 3030 | 5280 | 6870 | 6250 | | | | 1.2.22 |
| KA01 | 2 AXLE | 26 | 11 | 10 | 2730 | 5460 | | | | | | 1.2 |
| KA01 | 2 AXLE | 26 | 11 | 10 | 2730 | 5460 | | | | | | 1.2 |
| KA01 | 2 AXLE | 3 | 11 | 10 | 3300 | 5470 | | | | | | 1.2 |
| KA01 | 2 AXLE | 3 | 11 | 10 | 3300 | 5470 | | | | | | 1.2 |
| MP06 | 3 AXLE | 3 | 11 | 7 | 2790 | 5500 | 5250 | | | | | 1.22 |
| MP06 | 3 AXLE | 3 | 11 | 7 | 2790 | 5500 | 5250 | | | | | 1.22 |
| MP06 | 3 AXLE | 3 | 11 | 7 | 2790 | 5500 | 5250 | | | | | 1.22 |
| KA05 | 2 AXLE | 3 | 11 | 10 | 2790 | 5550 | | | | | | 1.2 |
| KA05 | 2 AXLE | 3 | 11 | 10 | 2790 | 5550 | | | | | | 1.2 |
| KA05 | 2 AXLE | 3 | 11 | 10 | 2790 | 5550 | | | | | | 1.2 |
| KA19 | 2 AXLE | 26 | 11 | 10 | 2675 | 5650 | | | | | | 1.2 |

| Axle Load Survey | | | | | | | | | | | | |
|------------------------------|---------------------|----|-----------|----|------------------------|------|------|------|--|--|--|--------|
| Name of the Road Location | NH-48 KM-263.500 | | Direction | | Sakleshpur To Manglore | | | | | | | |
| KA19 | 2 AXLE | 26 | 11 | 10 | 2675 | 5650 | | | | | | 1.2 |
| TN28 | 4 AXLE | 23 | 11 | 7 | 3240 | 5750 | 6335 | 6435 | | | | 1.2.22 |
| TN28 | 4 AXLE | 26 | 11 | 7 | 3240 | 5750 | 6335 | 6435 | | | | 1.2.22 |
| TN28 | 4 AXLE | 26 | 11 | 10 | 3240 | 5750 | 6335 | 6435 | | | | 1.2.22 |
| KA05 | 4 AXLE | 37 | 11 | 10 | 3240 | 5750 | 6335 | 6435 | | | | 1.2.22 |
| KA01 | 4 AXLE | 26 | 11 | 10 | 3240 | 5750 | 6335 | 6435 | | | | 1.2.22 |
| KA04 | 4 AXLE | 37 | 11 | 10 | 3240 | 5750 | 6335 | 6435 | | | | 1.2.22 |
| KA01 | 4 AXLE | 26 | 11 | 10 | 3240 | 5750 | 6335 | 6435 | | | | 1.2.22 |
| KA05 | 4 AXLE | 37 | 11 | 10 | 3240 | 5750 | 6335 | 6435 | | | | 1.2.22 |
| KA01 | 2 AXLE | 26 | 11 | 10 | 2800 | 5780 | | | | | | 1.2 |
| KA01 | 3 AXLE | 26 | 11 | 4 | 2980 | 5780 | 5680 | | | | | 1.22 |
| KA01 | 2 AXLE | 26 | 11 | 10 | 2800 | 5780 | | | | | | 1.2 |
| KA01 | 3 AXLE | 26 | 11 | 4 | 2980 | 5780 | 5680 | | | | | 1.22 |
| KA01 | 3 AXLE | 26 | 11 | 4 | 2980 | 5780 | 5680 | | | | | 1.22 |
| KA04 | 2 AXLE | 3 | 11 | 7 | 3270 | 5785 | | | | | | 1.2 |
| KA04 | 2 AXLE | 3 | 11 | 7 | 3270 | 5785 | | | | | | 1.2 |
| KA04 | 2 AXLE | 3 | 11 | 7 | 3270 | 5785 | | | | | | 1.2 |
| KA25 | 2 AXLE | 26 | 11 | 10 | 2870 | 5790 | | | | | | 1.2 |
| KA25 | 2 AXLE | 26 | 11 | 10 | 2870 | 5790 | | | | | | 1.2 |
| KA13 | 2 AXLE | 26 | 11 | 10 | 2630 | 5810 | | | | | | 1.2 |
| KA05 | 2 AXLE | 26 | 11 | 10 | 2710 | 5810 | | | | | | 1.2 |
| KA13 | 2 AXLE | 26 | 11 | 10 | 2630 | 5810 | | | | | | 1.2 |
| KA05 | 2 AXLE | 26 | 11 | 10 | 2710 | 5810 | | | | | | 1.2 |
| KA01 | 2 AXLE | 26 | 11 | 10 | 2770 | 5840 | | | | | | 1.2 |
| KA01 | 2 AXLE | 26 | 11 | 10 | 2770 | 5840 | | | | | | 1.2 |
| KA01 | 3 AXLE | 26 | 11 | 4 | 3050 | 5870 | 5760 | | | | | 1.22 |
| KA01 | 3 AXLE | 26 | 11 | 4 | 3050 | 5870 | 5760 | | | | | 1.22 |
| KA01 | 3 AXLE | 26 | 11 | 4 | 3050 | 5870 | 5760 | | | | | 1.22 |
| KA19 | 2 AXLE | 26 | 11 | 7 | 3450 | 6010 | | | | | | 1.2 |

| Axle Load Survey | | | | | | | | | | | | |
|------------------------------|--------|---------------------|----|----|-----------|------|------------------------|------|--|--|--|--------|
| Name of the Road Location | | NH-48 KM-263.500 | | | Direction | | Sakleshpur To Manglore | | | | | |
| KA19 | 2 AXLE | 26 | 11 | 7 | 3450 | 6010 | | | | | | 1.2 |
| KA19 | 2 AXLE | 26 | 11 | 7 | 3450 | 6010 | | | | | | 1.2 |
| KA04 | 4 AXLE | 26 | 11 | 10 | 3550 | 6245 | 7150 | 7580 | | | | 1.2.22 |
| KA01 | 4 AXLE | 26 | 11 | 10 | 3550 | 6245 | 7150 | 6550 | | | | 1.2.22 |
| CMH | 2 AXLE | 3 | 11 | 7 | 3330 | 6250 | | | | | | 1.2 |
| CMH | 2 AXLE | 3 | 11 | 7 | 3330 | 6250 | | | | | | 1.2 |
| KA04 | 2 AXLE | 1 | 11 | 1 | 2850 | 6730 | | | | | | 1.2 |
| KA04 | 2 AXLE | 1 | 11 | 1 | 2850 | 6730 | | | | | | 1.2 |
| KA04 | 2 AXLE | 1 | 11 | 1 | 2850 | 6730 | | | | | | 1.2 |

ANNEXURE-5

Origin Destination Survey

Origin Destination Survey (Passenger Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-232

| Vehicle Type | origion | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
|--------------|---------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Car | 26 | 10 | 280 | 1 | 4 | Y | 1.5 |
| 2W | 1 | 8 | 38 | 1 | 2 | N | 0 |
| Car | 26 | 11 | 350 | 3 | 3 | Y | 1.5 |
| Car | 26 | 9 | 220 | 4 | 4 | Y | 0.5 |
| 2W | 1 | 8 | 38 | 1 | 1 | N | 0 |
| Car | 26 | 14 | 290 | 1 | 3 | Y | 1.5 |
| Car | 3 | 9 | 100 | 4 | 1 | Y | 0.5 |
| Car | 26 | 10 | 280 | 3 | 4 | Y | 0.5 |
| 2W | 1 | 8 | 50 | 1 | 1 | N | 0 |
| 2W | 1 | 8 | 30 | 4 | 1 | N | 0 |
| Car | 1 | 14 | 185 | 1 | 2 | Y | 1.5 |
| Car | 26 | 11 | 350 | 1 | 4 | Y | 0.5 |
| 2W | 1 | 8 | 50 | 1 | 1 | N | 0 |
| Car | 26 | 10 | 200 | 3 | 3 | Y | 1.5 |
| Car | 26 | 11 | 350 | 1 | 2 | Y | 1.5 |
| 2W | 1 | 8 | 38 | 4 | 2 | N | 0 |
| Car | 26 | 10 | 140 | 4 | 3 | Y | 1.5 |
| Car | 26 | 20 | 250 | 4 | 2 | Y | 1.5 |
| Car | 3 | 14 | 140 | 1 | 5 | Y | 1.5 |
| 2W | 1 | 8 | 50 | 1 | 1 | N | 0 |
| Car | 26 | 10 | 200 | 2 | 3 | Y | 1.5 |
| 2W | 1 | 8 | 35 | 1 | 2 | N | 0 |
| Car | 3 | 10 | 65 | 1 | 2 | N | 0 |
| Car | 1 | 8 | 35 | 1 | 3 | Y | 1.5 |
| Car | 26 | 10 | 200 | 2 | 4 | Y | 1.5 |
| Car | 26 | 20 | 250 | 4 | 2 | Y | 1.5 |
| Car | 26 | 8 | 280 | 2 | 3 | Y | 0.5 |
| 2W | 1 | 8 | 35 | 1 | 1 | N | 0 |
| Car | 26 | 11 | 350 | 4 | 2 | Y | 1.5 |
| Car | 1 | 8 | 35 | 6 | 2 | Y | 1.5 |
| Car | 37 | 11 | 300 | 2 | 3 | Y | 1.5 |
| 2W | 1 | 8 | 50 | 1 | 2 | N | 0 |
| 2W | 1 | 8 | 35 | 1 | 1 | N | 0 |
| Car | 26 | 38 | 300 | 2 | 3 | Y | 1.5 |
| Car | 26 | 8 | 320 | 1 | 1 | Y | 0.5 |
| 2W | 1 | 8 | 35 | 6 | 1 | N | 0 |
| Car | 26 | 10 | 340 | 4 | 2 | Y | 1.5 |
| Car | 1 | 14 | 185 | 2 | 2 | N | 0 |
| Car | 26 | 11 | 350 | 3 | 4 | Y | 0.5 |
| Car | 3 | 11 | 90 | 4 | 3 | Y | 1.5 |
| Car | 26 | 14 | 340 | 4 | 2 | Y | 1.5 |
| 2W | 1 | 8 | 50 | 6 | 1 | N | 0 |
| 2W | 1 | 8 | 35 | 4 | 1 | N | 0 |
| Car | 26 | 11 | 350 | 1 | 4 | Y | 1.5 |
| Car | 26 | 10 | 200 | 1 | 3 | Y | 1.5 |
| Car | 3 | 11 | 90 | 4 | 3 | Y | 0.5 |
| Car | 1 | 14 | 150 | 3 | 2 | Y | 1.5 |
| 2W | 1 | 8 | 35 | 1 | 1 | N | 0 |
| Car | 26 | 8 | 320 | 1 | 1 | Y | 1.5 |

Origin Destination Survey (Passenger Vehicles)

| Name of the Road | | NH-48 | | Direction | | Both | |
|------------------|--------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Location | | KM-232 | | | | | |
| Vehicle Type | origin | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
| Car | 1 | 14 | 150 | 4 | 2 | N | 0 |
| Car | 26 | 11 | 350 | 4 | 4 | Y | 1.5 |
| Car | 3 | 11 | 90 | 4 | 3 | Y | 1.5 |
| Car | 1 | 10 | 45 | 1 | 1 | Y | 1.5 |
| Car | 1 | 8 | 50 | 6 | 1 | Y | 0.5 |
| Car | 26 | 20 | 300 | 5 | 2 | Y | 0.5 |
| Car | 26 | 10 | 200 | 1 | 3 | Y | 1.5 |
| Car | 26 | 11 | 350 | 1 | 3 | Y | 1.5 |
| Car | 1 | 8 | 50 | 4 | 2 | Y | 1.5 |
| 2W | 1 | 8 | 50 | 1 | 1 | N | 0 |
| Car | 1 | 11 | 150 | 6 | 1 | Y | 1.5 |
| 2W | 1 | 8 | 50 | 1 | 1 | N | 0 |
| Car | 26 | 20 | 250 | 4 | 3 | Y | 1.5 |
| Car | 26 | 20 | 290 | 3 | 2 | Y | 1.5 |
| Car | 3 | 14 | 160 | 1 | 4 | Y | 1.5 |
| Car | 26 | 20 | 300 | 4 | 3 | Y | 1.5 |
| Car | 26 | 11 | 250 | 3 | 4 | Y | 1.5 |
| Car | 1 | 8 | 35 | 1 | 2 | Y | 1.5 |
| 2W | 1 | 8 | 35 | 1 | 1 | N | 0 |
| Car | 1 | 11 | 150 | 1 | 3 | Y | 0.5 |
| Car | 3 | 11 | 90 | 4 | 2 | Y | 0.5 |
| Car | 26 | 10 | 120 | 1 | 5 | Y | 0.5 |
| Car | 1 | 8 | 35 | 2 | 4 | Y | 1.5 |
| Bus | 26 | 11 | 250 | 1 | 35 | Y | 1.5 |
| Car | 26 | 8 | 250 | 2 | 3 | Y | 1.5 |
| Car | 26 | 10 | 325 | 6 | 3 | Y | 0.5 |
| Car | 3 | 20 | 120 | 2 | 2 | Y | 0.5 |
| Car | 1 | 10 | 50 | 1 | 1 | Y | 1.5 |
| Car | 1 | 8 | 35 | 4 | 2 | Y | 1.5 |
| Car | 3 | 10 | 65 | 1 | 2 | N | 0 |
| Car | 26 | 11 | 350 | 4 | 2 | Y | 1.5 |
| Car | 26 | 10 | 260 | 1 | 1 | N | 0 |
| Car | 26 | 10 | 325 | 1 | 4 | Y | 1.5 |
| Car | 1 | 11 | 110 | 6 | 4 | Y | 1.5 |
| 2W | 1 | 8 | 35 | 1 | 1 | N | 0 |
| Car | 1 | 8 | 35 | 4 | 2 | Y | 1.5 |
| Car | 26 | 10 | 240 | 1 | 3 | Y | 0.5 |
| Car | 1 | 11 | 200 | 4 | 5 | Y | 0.5 |
| Car | 3 | 14 | 155 | 6 | 4 | Y | 1.5 |
| Bus | 26 | 11 | 250 | 1 | 40 | Y | 1.5 |
| Car | 26 | 20 | 265 | 3 | 6 | Y | 1.5 |
| Car | 26 | 11 | 350 | 6 | 2 | N | 0 |
| Car | 26 | 8 | 250 | 1 | 3 | N | 0 |
| Car | 1 | 11 | 110 | 6 | 4 | N | 0 |
| 2W | 1 | 8 | 35 | 4 | 2 | N | 0 |
| Car | 1 | 8 | 25 | 1 | 3 | Y | 1.5 |
| 2W | 1 | 8 | 25 | 3 | 2 | N | 0 |
| Car | 1 | 8 | 25 | 1 | 1 | N | 0 |
| Car | 1 | 11 | 110 | 6 | 4 | Y | 1.5 |

Origin Destination Survey (Passenger Vehicles)

| Name of the Road | | NH-48 | | Direction | | Both | |
|------------------|---------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Location | | KM-232 | | | | | |
| Vehicle Type | origion | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
| 2W | 1 | 8 | 50 | 1 | 1 | N | 0 |
| Bus | 26 | 11 | 250 | 1 | 25 | Y | 1.5 |
| Car | 3 | 11 | 90 | 6 | 4 | Y | 1.5 |
| Mini Bus | 1 | 11 | 110 | 1 | 18 | Y | 1.5 |
| Car | 1 | 11 | 110 | 4 | 6 | Y | 1.5 |
| Car | 1 | 8 | 50 | 1 | 1 | N | 0 |
| Car | 26 | 10 | 300 | 3 | 4 | Y | 1.5 |
| Car | 1 | 10 | 50 | 1 | 2 | Y | 1.5 |
| Car | 23 | 11 | 320 | 1 | 2 | Y | 1.5 |
| Car | 3 | 10 | 65 | 4 | 5 | Y | 0.5 |
| Bus | 26 | 11 | 250 | 1 | 20 | Y | 1.5 |
| 2W | 1 | 8 | 35 | 2 | 1 | N | 0 |
| Car | 23 | 11 | 229 | 1 | 1 | N | 0 |
| Car | 26 | 38 | 300 | 1 | 3 | Y | 0.5 |
| 2W | 1 | 8 | 50 | 6 | 2 | N | 0 |
| Car | 1 | 8 | 35 | 1 | 4 | Y | 1.5 |
| 2W | 1 | 8 | 35 | 1 | 1 | N | 0 |
| Car | 26 | 8 | 290 | 4 | 3 | Y | 1.5 |
| Car | 26 | 8 | 290 | 1 | 5 | Y | 0.5 |
| Car | 26 | 20 | 280 | 1 | 3 | Y | 1.5 |
| 2W | 1 | 8 | 50 | 6 | 2 | N | 0 |
| Car | 1 | 8 | 35 | 4 | 2 | Y | 1 |
| Car | 26 | 8 | 320 | 1 | 1 | N | 0 |
| Car | 26 | 10 | 340 | 3 | 3 | Y | 0.5 |
| Car | 31 | 14 | 200 | 1 | 2 | N | 0 |
| Car | 26 | 11 | 350 | 1 | 4 | Y | 1.5 |
| Car | 3 | 11 | 90 | 4 | 3 | Y | 1.5 |
| Car | 26 | 14 | 250 | 1 | 2 | N | 0 |
| 2W | 1 | 11 | 50 | 1 | 1 | N | 0 |
| Car | 26 | 11 | 320 | 6 | 3 | Y | 0.5 |
| 2W | 1 | 8 | 50 | 6 | 1 | N | 0 |
| Car | 26 | 14 | 340 | 1 | 2 | Y | 0.5 |
| 2W | 1 | 8 | 45 | 6 | 1 | N | 0 |
| 2W | 1 | 8 | 35 | 6 | 1 | N | 0 |
| 2W | 1 | 8 | 38 | 6 | 2 | N | 0 |
| Car | 26 | 11 | 350 | 5 | 3 | Y | 1.5 |
| Car | 26 | 10 | 250 | 1 | 4 | Y | 1.5 |
| Car | 1 | 14 | 150 | 1 | 3 | Y | 0.5 |
| 2W | 1 | 8 | 38 | 1 | 1 | N | 0 |
| Car | 26 | 11 | 350 | 1 | 2 | Y | 1 |
| Car | 26 | 10 | 200 | 6 | 3 | Y | 1.5 |
| Car | 26 | 10 | 250 | 1 | 2 | Y | 1.5 |
| Car | 1 | 11 | 150 | 6 | 1 | N | 0 |
| Car | 26 | 10 | 200 | 1 | 3 | Y | 0.5 |
| Car | 26 | 8 | 280 | 6 | 5 | Y | 0.5 |
| Car | 26 | 20 | 300 | 4 | 2 | Y | 1 |
| 2W | 1 | 8 | 50 | 1 | 1 | N | 0 |
| Car | 26 | 11 | 350 | 6 | 2 | Y | 1 |
| Car | 26 | 10 | 275 | 1 | 4 | Y | 1.5 |

Origin Destination Survey (Passenger Vehicles)

| Name of the Road | | NH-48 | | Direction | | Both | |
|------------------|---------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Location | | KM-232 | | | | | |
| Vehicle Type | origion | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
| Car | 26 | 8 | 200 | 6 | 2 | Y | 0.5 |
| Car | 26 | 20 | 290 | 4 | 4 | Y | 0.5 |
| Car | 3 | 14 | 150 | 6 | 2 | Y | 1.5 |
| Car | 26 | 20 | 300 | 4 | 2 | N | 0 |
| Car | 26 | 10 | 275 | 4 | 2 | N | 0 |
| Car | 26 | 10 | 275 | 5 | 2 | N | 0 |
| Car | 26 | 11 | 350 | 4 | 3 | Y | 1.5 |
| Car | 26 | 11 | 350 | 4 | 1 | Y | 1.5 |
| Car | 26 | 11 | 350 | 4 | 2 | Y | 2 |
| Car | 26 | 10 | 325 | 6 | 3 | N | 0 |
| Car | 26 | 10 | 275 | 6 | 4 | Y | 1.5 |
| Car | 3 | 20 | 180 | 6 | 3 | Y | 1.5 |
| Car | 26 | 11 | 350 | 4 | 2 | Y | 1.5 |
| Car | 1 | 10 | 50 | 4 | 1 | N | 0 |
| Car | 3 | 11 | 90 | 6 | 4 | Y | 1.5 |
| Car | 1 | 8 | 35 | 4 | 4 | Y | 1.5 |
| Car | 3 | 10 | 65 | 4 | 3 | N | 0 |
| Car | 26 | 11 | 350 | 6 | 2 | Y | 1.5 |
| Car | 26 | 10 | 130 | 4 | 3 | Y | 1.5 |
| Car | 1 | 8 | 35 | 4 | 4 | Y | 1.5 |
| Car | 26 | 10 | 260 | 1 | 1 | N | 0 |
| Car | 1 | 8 | 35 | 4 | 2 | Y | 1.5 |
| Car | 26 | 11 | 350 | 3 | 4 | Y | 1.5 |
| Car | 3 | 10 | 65 | 4 | 3 | Y | 1.5 |
| Car | 26 | 10 | 240 | 6 | 4 | Y | 1.5 |
| Car | 1 | 11 | 200 | 3 | 3 | Y | 1.5 |
| Car | 3 | 14 | 165 | 4 | 2 | Y | 1.5 |
| Car | 26 | 20 | 265 | 2 | 4 | Y | 0.5 |
| Car | 30 | 14 | 250 | 2 | 4 | Y | 0.5 |
| Car | 26 | 11 | 350 | 6 | 2 | N | 0 |
| Bus | 26 | 11 | 250 | 1 | 15 | Y | 0.5 |
| Car | 1 | 8 | 25 | 1 | 1 | N | 0 |
| Car | 1 | 11 | 110 | 6 | 4 | N | 0 |
| Car | 1 | 8 | 25 | 1 | 1 | N | 0 |
| Car | 1 | 11 | 110 | 6 | 4 | N | 0 |
| Car | 37 | 11 | 300 | 2 | 3 | N | 0 |
| 2W | 1 | 8 | 50 | 1 | 1 | N | 0 |
| Bus | 26 | 11 | 250 | 1 | 20 | Y | 1.5 |
| Car | 3 | 11 | 90 | 6 | 4 | N | 0 |
| Car | 26 | 10 | 280 | 1 | 3 | Y | 0.5 |
| Car | 1 | 11 | 110 | 1 | 3 | N | 0 |
| Car | 26 | 20 | 265 | 1 | 4 | Y | 0.5 |
| Car | 1 | 8 | 25 | 1 | 1 | N | 0 |
| 2W | 1 | 8 | 25 | 6 | 1 | N | 0 |
| 2W | 1 | 8 | 35 | 6 | 2 | N | 0 |
| Bus | 3 | 8 | 65 | 4 | 38 | N | 0 |
| Car | 26 | 14 | 250 | 6 | 2 | Y | 0.5 |
| Car | 26 | 10 | 250 | 1 | 4 | Y | 1.5 |
| 2W | 31 | 8 | 60 | 6 | 2 | N | 0 |

Origin Destination Survey (Passenger Vehicles)

| Name of the Road | | NH-48 | | Direction | | Both | |
|------------------|---------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Location | | KM-232 | | | | | |
| Vehicle Type | origion | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
| Car | 26 | 11 | 350 | 4 | 4 | Y | 1.5 |
| Car | 26 | 14 | 250 | 4 | 4 | Y | 0.5 |
| Car | 26 | 11 | 330 | 4 | 4 | Y | 1.5 |
| Bus | 26 | 9 | 275 | 4 | 40 | Y | 2 |
| Car | 1 | 11 | 150 | 1 | 3 | Y | 1.5 |
| Car | 26 | 10 | 280 | 1 | 4 | Y | 0.5 |
| Bus | 26 | 14 | 250 | 4 | 20 | Y | 2 |
| Bus | 26 | 10 | 280 | 1 | 40 | Y | 2 |
| 2W | 1 | 8 | 50 | 4 | 1 | N | 0 |
| Car | 26 | 10 | 270 | 6 | 4 | Y | 1.5 |
| Car | 26 | 11 | 350 | 1 | 4 | Y | 0.5 |
| Car | 1 | 8 | 38 | 4 | 2 | Y | 0.5 |
| Car | 26 | 20 | 270 | 6 | 3 | Y | 1.5 |
| Bus | 3 | 14 | 145 | 1 | 40 | Y | 2 |
| 2W | 1 | 9 | 22 | 4 | 1 | N | 0 |
| Car | 26 | 11 | 350 | 2 | 4 | Y | 1.5 |
| Car | 26 | 10 | 260 | 4 | 3 | Y | 1.5 |
| 2W | 1 | 9 | 50 | 6 | 1 | N | 0 |
| Car | 26 | 20 | 280 | 1 | 2 | Y | 0.5 |
| Car | 1 | 8 | 45 | 1 | 1 | N | 0 |
| Bus | 3 | 10 | 100 | 1 | 48 | Y | 1.5 |
| Car | 3 | 10 | 65 | 6 | 2 | Y | 0.5 |
| Mini Bus | 26 | 10 | 150 | 4 | 20 | Y | 0.5 |
| Car | 26 | 11 | 275 | 6 | 5 | Y | 1.5 |
| Car | 26 | 10 | 260 | 6 | 3 | Y | 0.5 |
| Car | 26 | 10 | 260 | 1 | 4 | Y | 0.5 |
| Car | 1 | 10 | 35 | 3 | 6 | Y | 1.5 |
| Car | 3 | 11 | 90 | 1 | 4 | Y | 0.5 |
| Car | 1 | 8 | 35 | 1 | 3 | Y | 0.5 |
| Car | 26 | 10 | 260 | 4 | 5 | Y | 1.5 |
| Car | 3 | 11 | 90 | 4 | 5 | Y | 0.5 |
| 2W | 1 | 8 | 35 | 1 | 2 | N | 0 |
| Car | 26 | 8 | 280 | 4 | 3 | Y | 1.5 |
| Bus | 26 | 8 | 275 | 4 | 30 | Y | 2 |
| 2W | 1 | 9 | 50 | 6 | 1 | N | 0 |
| Car | 26 | 8 | 280 | 2 | 3 | Y | 2 |
| Car | 26 | 10 | 275 | 1 | 2 | Y | 1.5 |
| Car | 26 | 8 | 200 | 1 | 2 | Y | 1.5 |
| Car | 37 | 11 | 300 | 1 | 2 | Y | 2 |
| Car | 26 | 8 | 200 | 2 | 4 | Y | 1.5 |
| 2W | 1 | 8 | 35 | 1 | 2 | Y | 0.5 |
| Car | 37 | 11 | 229 | 1 | 2 | Y | 1 |
| Car | 26 | 11 | 275 | 4 | 1 | Y | 1.5 |
| Car | 1 | 8 | 35 | 6 | 3 | Y | 1.5 |
| Car | 26 | 8 | 300 | 4 | 2 | Y | 1 |
| Car | 26 | 11 | 350 | 1 | 2 | Y | 1 |
| Car | 26 | 10 | 290 | 4 | 2 | Y | 1 |
| Car | 1 | 14 | 150 | 4 | 3 | N | 0 |
| Bus | 26 | 11 | 250 | 1 | 25 | N | 0 |

Origin Destination Survey (Passenger Vehicles)

| Name of the Road | | NH-48 | Direction | | | Both | |
|------------------|---------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Location | | KM-232 | | | | | |
| Vehicle Type | origion | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
| Bus | 3 | 14 | 125 | 1 | 25 | Y | 0.5 |
| Bus | 3 | 10 | 65 | 1 | 30 | Y | 0.5 |
| Bus | 3 | 11 | 90 | 1 | 15 | Y | 0.5 |
| Car | 26 | 11 | 275 | 4 | 4 | N | 0 |
| Bus | 3 | 11 | 90 | 1 | 18 | N | 0 |
| Bus | 3 | 14 | 125 | 2 | 38 | N | 0 |
| Bus | 26 | 10 | 250 | 1 | 35 | N | 0 |
| Bus | 3 | 8 | 55 | 4 | 38 | N | 0 |
| Bus | 3 | 14 | 125 | 1 | 20 | Y | 2 |
| Bus | 26 | 10 | 280 | 4 | 40 | Y | 2 |
| Car | 26 | 10 | 280 | 4 | 4 | Y | 1.5 |
| 2W | 1 | 8 | 38 | 4 | 2 | N | 0 |
| Car | 1 | 14 | 150 | 4 | 1 | N | 0 |
| 2W | 1 | 9 | 50 | 6 | 1 | N | 0 |
| Car | 26 | 11 | 275 | 4 | 4 | Y | 1.5 |
| Bus | 26 | 8 | 300 | 1 | 40 | Y | 2 |
| 2W | 1 | 8 | 38 | 5 | 1 | N | 0 |
| Bus | 37 | 11 | 250 | 1 | 40 | Y | 2 |
| Car | 26 | 14 | 260 | 4 | 4 | Y | 1.5 |
| 2W | 1 | 9 | 50 | 1 | 1 | N | 0 |
| 2W | 1 | 9 | 65 | 1 | 2 | N | 0 |
| Car | 26 | 10 | 280 | 4 | 4 | Y | 1.5 |
| Car | 26 | 11 | 350 | 1 | 4 | Y | 1.5 |
| 2W | 1 | 8 | 38 | 4 | 2 | N | 0 |
| Car | 26 | 10 | 300 | 4 | 3 | Y | 1.5 |
| Car | 26 | 8 | 280 | 1 | 4 | Y | 1.5 |
| Bus | 3 | 14 | 125 | 1 | 40 | N | 0 |
| 2W | 1 | 9 | 65 | 4 | 2 | N | 0 |
| Bus | 26 | 11 | 250 | 1 | 30 | Y | 2 |
| Car | 1 | 8 | 65 | 4 | 6 | N | 0 |
| Car | 26 | 10 | 280 | 4 | 1 | Y | 1 |
| 2W | 1 | 8 | 40 | 4 | 2 | N | 0 |
| Car | 1 | 10 | 65 | 6 | 2 | N | 0 |
| Car | 1 | 8 | 40 | 4 | 4 | N | 0 |
| Bus | 26 | 8 | 290 | 1 | 40 | N | 0 |
| Car | 3 | 11 | 90 | 4 | 4 | N | 0 |
| Bus | 26 | 10 | 280 | 1 | 50 | Y | 2 |
| Car | 3 | 10 | 100 | 4 | 4 | N | 0 |
| Mini Bus | 26 | 10 | 150 | 1 | 20 | Y | 2 |
| Bus | 26 | 8 | 300 | 2 | 40 | Y | 2 |
| Car | 26 | 11 | 275 | 4 | 2 | Y | 1.5 |
| Car | 3 | 10 | 100 | 4 | 2 | N | 0 |
| Car | 26 | 11 | 350 | 6 | 2 | Y | 1.5 |
| Bus | 26 | 10 | 280 | 1 | 40 | Y | 2 |
| Car | 1 | 20 | 110 | 4 | 6 | N | 0 |
| 2W | 1 | 8 | 45 | 4 | 2 | N | 0 |
| Car | 26 | 8 | 300 | 1 | 5 | Y | 1.5 |
| 2W | 1 | 8 | 40 | 1 | 1 | N | 0 |
| Car | 26 | 14 | 260 | 4 | 4 | Y | 1.5 |

Origin Destination Survey (Passenger Vehicles)

| Name of the Road | | NH-48 | | Direction | | Both | |
|------------------|---------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Location | | KM-232 | | | | | |
| Vehicle Type | origion | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
| Bus | 3 | 14 | 125 | 4 | 40 | N | 0 |
| Car | 3 | 20 | 100 | 6 | 4 | N | 0 |
| 2W | 1 | 8 | 50 | 4 | 1 | N | 0 |
| Bus | 26 | 11 | 275 | 1 | 26 | Y | 2 |
| Car | 26 | 8 | 300 | 4 | 4 | Y | 2 |
| Car | 3 | 10 | 110 | 1 | 2 | Y | 2 |
| 2W | 1 | 9 | 65 | 1 | 2 | N | 0 |
| Bus | 1 | 8 | 45 | 4 | 30 | N | 0 |
| Car | 26 | 20 | 300 | 2 | 4 | Y | 1.5 |
| Car | 1 | 11 | 185 | 1 | 4 | N | 0 |
| Car | 26 | 14 | 260 | 4 | 3 | Y | 1.5 |
| Bus | 26 | 13 | 310 | 4 | 38 | Y | 2 |
| Car | 3 | 10 | 55 | 4 | 4 | Y | 1.5 |
| Car | 26 | 11 | 275 | 1 | 2 | Y | 1.5 |
| Mini Bus | 26 | 10 | 150 | 4 | 25 | Y | 2 |
| 2W | 1 | 8 | 45 | 1 | 2 | N | 0 |
| Car | 26 | 14 | 260 | 4 | 4 | Y | 1.5 |
| Bus | 3 | 8 | 55 | 4 | 40 | N | 0 |
| Car | 26 | 10 | 280 | 4 | 4 | Y | 1 |
| Car | 1 | 11 | 185 | 4 | 4 | N | 0 |
| Bus | 26 | 20 | 290 | 1 | 35 | Y | 2 |
| Car | 1 | 8 | 45 | 6 | 3 | N | 0 |
| Bus | 23 | 10 | 200 | 1 | 40 | Y | 1 |
| Car | 3 | 14 | 125 | 4 | 6 | N | 0 |
| Car | 26 | 11 | 275 | 1 | 2 | Y | 1.5 |
| Car | 1 | 8 | 35 | 4 | 2 | Y | 0.5 |
| Car | 26 | 11 | 350 | 7 | 4 | Y | 1.5 |
| Car | 1 | 11 | 185 | 1 | 2 | N | 0 |
| 2W | 1 | 8 | 35 | 1 | 1 | N | 0 |
| Car | 26 | 10 | 240 | 7 | 3 | Y | 1.5 |
| Car | 26 | 20 | 265 | 7 | 3 | Y | 1.5 |
| Car | 26 | 11 | 320 | 7 | 4 | Y | 0.5 |
| Car | 26 | 11 | 275 | 4 | 3 | Y | 0.5 |
| Car | 26 | 10 | 280 | 1 | 2 | Y | 1.5 |
| Car | 1 | 11 | 185 | 1 | 5 | N | 0 |
| Car | 26 | 11 | 350 | 6 | 4 | Y | 0.5 |
| Car | 26 | 20 | 265 | 7 | 4 | Y | 0.5 |
| Car | 1 | 8 | 25 | 1 | 1 | N | 0 |
| Car | 1 | 11 | 110 | 4 | 3 | Y | 1.5 |
| Car | 1 | 11 | 185 | 1 | 1 | N | 0 |
| Car | 3 | 11 | 90 | 4 | 3 | Y | 1.5 |
| Car | 3 | 14 | 125 | 7 | 3 | Y | 0.5 |
| Car | 3 | 10 | 100 | 7 | 3 | Y | 1.5 |
| Car | 26 | 10 | 260 | 6 | 4 | Y | 0.5 |
| Car | 26 | 11 | 275 | 7 | 5 | Y | 0.5 |
| Car | 3 | 10 | 55 | 7 | 3 | Y | 0.5 |
| Bus | 26 | 10 | 270 | 1 | 10 | Y | 0.5 |
| Car | 1 | 8 | 35 | 7 | 2 | Y | 1.5 |
| Car | 3 | 10 | 55 | 7 | 1 | N | 0 |

Origin Destination Survey (Passenger Vehicles)

| Name of the Road | | NH-48 | | Direction | | Both | |
|------------------|---------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Location | | KM-232 | | | | | |
| Vehicle Type | origion | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
| Car | 26 | 14 | 250 | 7 | 4 | Y | 1.5 |
| 2W | 1 | 8 | 35 | 1 | 1 | N | 0 |
| Car | 26 | 11 | 350 | 7 | 4 | Y | 0.5 |
| Car | 3 | 8 | 60 | 1 | 2 | Y | 0.5 |
| Car | 3 | 10 | 55 | 4 | 4 | Y | 1.5 |
| Car | 3 | 8 | 60 | 1 | 2 | N | 0 |
| Car | 26 | 11 | 350 | 7 | 4 | Y | 1.5 |
| Car | 26 | 10 | 270 | 4 | 5 | Y | 0.5 |
| Car | 1 | 8 | 40 | 1 | 1 | Y | 0.5 |
| 2W | 1 | 8 | 40 | 1 | 1 | N | 0 |
| Car | 26 | 11 | 350 | 7 | 4 | Y | 0.5 |
| Car | 26 | 10 | 270 | 7 | 3 | Y | 1.5 |
| Car | 3 | 10 | 55 | 4 | 4 | Y | 1.5 |
| Bus | 26 | 10 | 250 | 1 | 40 | Y | 1.5 |
| Car | 23 | 10 | 195 | 4 | 5 | Y | 0.5 |
| Car | 1 | 14 | 185 | 1 | 4 | Y | 0.5 |
| 2W | 1 | 8 | 32 | 1 | 1 | N | 0 |
| Car | 26 | 14 | 265 | 7 | 3 | Y | 1.5 |
| Car | 3 | 10 | 55 | 4 | 4 | Y | 0.5 |
| 2W | 1 | 9 | 65 | 1 | 2 | N | 0 |
| Car | 1 | 11 | 140 | 4 | 2 | Y | 0.5 |
| 2W | 1 | 8 | 25 | 1 | 1 | N | 0 |
| Car | 1 | 11 | 110 | 7 | 4 | N | 0 |
| 2W | 1 | 9 | 65 | 1 | 1 | N | 0 |
| Car | 3 | 11 | 90 | 4 | 5 | Y | 0.5 |
| Car | 26 | 11 | 350 | 7 | 4 | Y | 1.5 |
| Car | 3 | 14 | 125 | 7 | 6 | Y | 1.5 |
| Car | 1 | 11 | 120 | 1 | 5 | N | 0 |
| Car | 26 | 20 | 265 | 7 | 2 | Y | 0.5 |
| Car | 3 | 10 | 100 | 7 | 4 | Y | 1.5 |
| Mini Bus | 26 | 10 | 150 | 2 | 20 | Y | 0.5 |
| Car | 26 | 20 | 265 | 7 | 5 | Y | 1.5 |
| 2W | 1 | 8 | 35 | 4 | 1 | N | 0 |
| Car | 26 | 10 | 268 | 1 | 3 | Y | 1.5 |
| Car | 3 | 10 | 55 | 7 | 5 | Y | 0.5 |
| Car | 1 | 14 | 130 | 1 | 1 | Y | 1.5 |
| Car | 26 | 14 | 268 | 7 | 2 | Y | 0.5 |
| 2W | 1 | 8 | 35 | 1 | 1 | N | 0 |
| 2W | 1 | 8 | 30 | 1 | 1 | N | 0 |
| Car | 26 | 10 | 270 | 7 | 3 | Y | 0.5 |
| Car | 26 | 11 | 350 | 7 | 4 | Y | 1.5 |
| 2W | 1 | 8 | 35 | 1 | 1 | N | 0 |
| Car | 26 | 38 | 300 | 2 | 3 | Y | 1.5 |
| Bus | 3 | 14 | 125 | 4 | 40 | N | 0 |
| 2W | 1 | 8 | 35 | 1 | 1 | N | 0 |
| 2W | 1 | 8 | 35 | 1 | 1 | N | 0 |
| Car | 26 | 11 | 275 | 4 | 2 | Y | 1.5 |
| Car | 1 | 8 | 35 | 7 | 2 | Y | 1.5 |
| Car | 1 | 11 | 150 | 4 | 6 | N | 0 |

Origin Destination Survey (Passenger Vehicles)

| Name of the Road | | NH-48 | | Direction | | Both | |
|------------------|--------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Location | | KM-232 | | | | | |
| Vehicle Type | origin | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
| 2W | 1 | 9 | 65 | 4 | 2 | N | 0 |
| Mini Bus | 1 | 8 | 40 | 1 | 20 | N | 0 |
| Car | 3 | 11 | 90 | 4 | 3 | Y | 1.5 |
| Car | 3 | 11 | 90 | 4 | 3 | Y | 1.5 |
| Car | 1 | 11 | 145 | 1 | 1 | Y | 1.5 |
| Bus | 26 | 10 | 280 | 1 | 40 | Y | 2 |
| Mini Bus | 1 | 8 | 40 | 1 | 20 | N | 0 |
| Mini Bus | 1 | 8 | 40 | 1 | 20 | N | 0 |
| Car | 1 | 14 | 160 | 3 | 2 | Y | 1.5 |
| Car | 26 | 14 | 340 | 4 | 2 | Y | 1.5 |
| Car | 1 | 11 | 110 | 4 | 3 | Y | 1.5 |
| Car | 3 | 8 | 60 | 1 | 2 | N | 0 |
| Car | 26 | 14 | 260 | 4 | 4 | Y | 1.5 |
| Car | 26 | 11 | 350 | 4 | 4 | Y | 1.5 |
| Car | 3 | 11 | 90 | 4 | 3 | Y | 0.5 |
| Car | 1 | 11 | 120 | 1 | 1 | N | 0 |
| Car | 3 | 10 | 100 | 7 | 3 | Y | 1.5 |
| Car | 26 | 14 | 250 | 7 | 4 | Y | 1.5 |
| Car | 3 | 10 | 55 | 4 | 4 | Y | 1.5 |
| Car | 3 | 11 | 90 | 4 | 4 | N | 0 |
| Car | 1 | 20 | 110 | 4 | 6 | N | 0 |
| 2W | 1 | 8 | 50 | 4 | 1 | N | 0 |
| Car | 26 | 11 | 350 | 1 | 4 | Y | 1.5 |
| Car | 26 | 8 | 320 | 1 | 1 | Y | 1.5 |
| 2W | 1 | 8 | 45 | 4 | 2 | N | 0 |
| Car | 26 | 10 | 200 | 1 | 3 | Y | 1.5 |
| Car | 1 | 14 | 160 | 4 | 2 | N | 0 |
| Car | 3 | 10 | 100 | 4 | 4 | N | 0 |
| Mini Bus | 26 | 10 | 150 | 1 | 20 | Y | 2 |
| Car | 26 | 10 | 280 | 4 | 1 | Y | 1 |
| Bus | 26 | 11 | 275 | 1 | 26 | Y | 2 |
| Car | 26 | 11 | 350 | 6 | 2 | Y | 1.5 |
| Car | 26 | 11 | 300 | 4 | 4 | Y | 2 |
| 2W | 1 | 8 | 38 | 4 | 2 | N | 0 |
| Car | 26 | 11 | 280 | 1 | 4 | Y | 1.5 |
| Mini Bus | 1 | 10 | 65 | 1 | 20 | N | 0 |
| 2W | 1 | 9 | 35 | 6 | 1 | N | 0 |
| Car | 26 | 11 | 300 | 1 | 5 | Y | 1.5 |
| 2W | 1 | 9 | 35 | 4 | 1 | N | 0 |
| 2W | 1 | 8 | 65 | 1 | 2 | N | 0 |
| Car | 3 | 11 | 90 | 4 | 3 | Y | 1.5 |
| Car | 26 | 10 | 260 | 6 | 4 | Y | 0.5 |
| Car | 3 | 10 | 55 | 7 | 1 | N | 0 |
| Car | 26 | 10 | 270 | 4 | 5 | Y | 0.5 |
| Car | 26 | 10 | 300 | 4 | 3 | Y | 1.5 |
| Bus | 26 | 8 | 300 | 2 | 40 | Y | 2 |
| Bus | 26 | 11 | 250 | 1 | 30 | Y | 2 |
| Car | 3 | 20 | 100 | 6 | 4 | N | 0 |
| Car | 1 | 8 | 35 | 6 | 2 | Y | 1.5 |

Origin Destination Survey (Passenger Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-232

| Vehicle Type | origion | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
|--------------|---------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Car | 3 | 14 | 125 | 7 | 3 | Y | 0.5 |
| Bus | 3 | 14 | 125 | 1 | 40 | N | 0 |
| Bus | 26 | 10 | 280 | 1 | 50 | Y | 2 |
| Car | 26 | 11 | 350 | 3 | 4 | Y | 0.5 |
| Bus | 26 | 8 | 290 | 1 | 40 | N | 0 |
| Car | 1 | 8 | 25 | 1 | 1 | N | 0 |
| Car | 3 | 8 | 60 | 1 | 2 | Y | 0.5 |
| Car | 26 | 11 | 350 | 7 | 4 | Y | 0.5 |
| Car | 26 | 10 | 340 | 4 | 2 | Y | 1.5 |
| 2W | 1 | 8 | 50 | 6 | 1 | N | 0 |
| Car | 1 | 14 | 150 | 2 | 2 | N | 0 |
| Car | 3 | 10 | 100 | 4 | 2 | N | 0 |
| Car | 37 | 11 | 300 | 2 | 3 | Y | 1.5 |
| Bus | 26 | 10 | 270 | 1 | 10 | Y | 0.5 |
| Car | 3 | 10 | 85 | 7 | 3 | Y | 0.5 |
| Car | 26 | 11 | 275 | 7 | 5 | Y | 0.5 |
| Car | 26 | 8 | 320 | 1 | 1 | Y | 0.5 |
| Car | 26 | 11 | 350 | 7 | 4 | Y | 1.5 |
| 2W | 1 | 8 | 38 | 4 | 2 | N | 0 |
| 2W | 1 | 8 | 50 | 1 | 1 | N | 0 |
| 2W | 1 | 8 | 35 | 1 | 2 | N | 0 |
| 2W | 1 | 8 | 35 | 1 | 1 | N | 0 |
| 2W | 1 | 8 | 50 | 1 | 2 | N | 0 |
| 2W | 1 | 8 | 35 | 1 | 1 | N | 0 |
| 2W | 1 | 8 | 35 | 6 | 1 | N | 0 |
| 2W | 1 | 8 | 50 | 6 | 1 | N | 0 |
| 2W | 1 | 8 | 35 | 4 | 1 | N | 0 |
| 2W | 1 | 8 | 35 | 1 | 1 | N | 0 |
| 2W | 1 | 8 | 50 | 1 | 1 | N | 0 |
| 2W | 1 | 8 | 50 | 1 | 1 | N | 0 |
| 2W | 1 | 8 | 35 | 1 | 1 | N | 0 |
| 2W | 1 | 8 | 35 | 1 | 1 | N | 0 |
| 2W | 1 | 8 | 35 | 4 | 2 | N | 0 |
| 2W | 1 | 8 | 25 | 3 | 2 | N | 0 |
| 2W | 1 | 8 | 50 | 1 | 1 | N | 0 |
| 2W | 1 | 8 | 35 | 2 | 1 | N | 0 |
| 2W | 1 | 8 | 50 | 6 | 2 | N | 0 |
| 2W | 1 | 8 | 35 | 1 | 1 | N | 0 |
| 2W | 1 | 8 | 50 | 6 | 2 | N | 0 |
| 2W | 1 | 11 | 50 | 1 | 1 | N | 0 |
| 2W | 1 | 8 | 50 | 6 | 1 | N | 0 |
| 2W | 1 | 8 | 45 | 6 | 1 | N | 0 |
| 2W | 1 | 8 | 35 | 6 | 1 | N | 0 |
| 2W | 1 | 8 | 38 | 6 | 2 | N | 0 |
| 2W | 1 | 8 | 38 | 1 | 1 | N | 0 |
| 2W | 1 | 8 | 50 | 1 | 1 | N | 0 |
| 2W | 1 | 8 | 50 | 1 | 1 | N | 0 |
| 2W | 1 | 8 | 25 | 6 | 1 | N | 0 |
| Bus | 26 | 14 | 250 | 4 | 20 | Y | 2 |

Origin Destination Survey (Passenger Vehicles)

| Name of the Road | | NH-48 | | Direction | | Both | |
|------------------|---------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Location | | KM-232 | | | | | |
| Vehicle Type | origion | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
| Bus | 26 | 10 | 280 | 1 | 40 | Y | 2 |
| Bus | 3 | 14 | 145 | 1 | 40 | Y | 2 |
| Bus | 3 | 10 | 100 | 1 | 48 | Y | 1.5 |
| Bus | 26 | 8 | 275 | 4 | 30 | Y | 2 |
| Bus | 26 | 11 | 250 | 1 | 25 | N | 0 |
| Bus | 3 | 14 | 125 | 1 | 25 | Y | 0.5 |
| Bus | 3 | 10 | 65 | 1 | 30 | Y | 0.5 |
| Bus | 3 | 11 | 90 | 1 | 15 | Y | 0.5 |
| Bus | 3 | 11 | 90 | 1 | 18 | N | 0 |
| Bus | 3 | 14 | 125 | 2 | 38 | N | 0 |
| Bus | 26 | 10 | 250 | 1 | 35 | N | 0 |
| Bus | 3 | 8 | 55 | 4 | 38 | N | 0 |
| Bus | 3 | 14 | 125 | 1 | 20 | Y | 2 |
| Bus | 26 | 10 | 280 | 4 | 40 | Y | 2 |
| Bus | 26 | 8 | 300 | 1 | 40 | Y | 2 |
| Bus | 37 | 11 | 250 | 1 | 40 | Y | 2 |
| Bus | 3 | 14 | 125 | 1 | 40 | N | 0 |
| Bus | 26 | 11 | 250 | 1 | 30 | Y | 2 |
| Bus | 26 | 8 | 290 | 1 | 40 | N | 0 |
| Car | 10 | 26 | 250 | 1 | 2 | N | 0 |
| Car | 11 | 3 | 90 | 1 | 3 | Y | 0.5 |
| Car | 1 | 1 | 15 | 2 | 2 | Y | 0.5 |
| Car | 8 | 1 | 90 | 2 | 1 | Y | 0.5 |
| Car | 10 | 26 | 250 | 1 | 2 | Y | 0.5 |
| Bus | 10 | 26 | 250 | 1 | 40 | Y | 1.5 |
| Car | 8 | 1 | 90 | 2 | 1 | Y | 1 |
| Car | 1 | 26 | 235 | 7 | 5 | Y | 1 |
| Car | 8 | 1 | 90 | 2 | 1 | Y | 0.5 |
| Bus | 11 | 26 | 250 | 1 | 40 | Y | 1.5 |
| Car | 8 | 1 | 90 | 1 | 2 | Y | 0.5 |
| Bus | 11 | 1 | 140 | 1 | 35 | Y | 0.5 |
| Car | 8 | 1 | 90 | 2 | 2 | Y | 0.5 |
| Car | 8 | 3 | 130 | 1 | 1 | Y | 1 |
| Mini Bus | 11 | 1 | 90 | 1 | 10 | Y | 1 |
| Car | 1 | 1 | 15 | 1 | 1 | Y | 0.5 |
| Car | 1 | 3 | 65 | 2 | 2 | N | 0 |
| Car | 8 | 1 | 90 | 1 | 1 | Y | 1.5 |
| Car | 10 | 26 | 250 | 7 | 4 | Y | 1.5 |
| Car | 1 | 1 | 15 | 2 | 1 | Y | 0.5 |
| Car | 8 | 3 | 130 | 1 | 2 | Y | 1 |
| Car | 1 | 1 | 15 | 1 | 2 | Y | 1 |
| Car | 11 | 26 | 250 | 7 | 3 | Y | 1 |
| Bus | 1 | 1 | 15 | 1 | 40 | Y | 0.5 |
| Car | 10 | 3 | 150 | 3 | 2 | Y | 0.5 |
| Car | 1 | 3 | 65 | 4 | 2 | Y | 0.5 |
| Bus | 11 | 26 | 250 | 1 | 40 | Y | 0.5 |
| Car | 1 | 1 | 15 | 7 | 2 | Y | 0.5 |
| Car | 8 | 3 | 120 | 2 | 2 | Y | 0.5 |
| Car | 10 | 1 | 50 | 7 | 4 | Y | 1.5 |

Origin Destination Survey (Passenger Vehicles)

| Name of the Road | | NH-48 | | Direction | | Both | |
|------------------|---------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Location | | KM-232 | | | | | |
| Vehicle Type | origion | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
| Car | 10 | 26 | 250 | 4 | 3 | Y | 1 |
| Car | 8 | 1 | 90 | 2 | 1 | Y | 1 |
| Car | 1 | 26 | 220 | 4 | 3 | Y | 1 |
| Car | 8 | 3 | 80 | 7 | 2 | Y | 0.5 |
| Car | 11 | 26 | 250 | 4 | 3 | Y | 1 |
| Car | 8 | 1 | 90 | 2 | 2 | Y | 0.5 |
| Car | 10 | 26 | 250 | 6 | 2 | Y | 0.5 |
| Car | 11 | 1 | 130 | 1 | 3 | Y | 0.5 |
| Car | 8 | 26 | 250 | 6 | 4 | Y | 1.5 |
| Car | 10 | 3 | 120 | 6 | 4 | Y | 0.5 |
| Car | 10 | 3 | 130 | 4 | 6 | Y | 1.5 |
| Car | 11 | 26 | 250 | 4 | 5 | Y | 0.5 |
| Bus | 11 | 26 | 250 | 1 | 40 | N | 0 |
| Bus | 10 | 1 | 60 | 1 | 30 | Y | 1 |
| Car | 8 | 26 | 250 | 4 | 6 | Y | 1 |
| Car | 8 | 3 | 120 | 1 | 4 | Y | 0.5 |
| 2W | 1 | 1 | 15 | 1 | 2 | N | 0 |
| Car | 1 | 3 | 65 | 4 | 4 | Y | 0.5 |
| Car | 10 | 26 | 250 | 6 | 4 | Y | 0.5 |
| Car | 10 | 26 | 250 | 6 | 4 | Y | 0.5 |
| Car | 10 | 3 | 90 | 4 | 2 | Y | 1.5 |
| Car | 11 | 1 | 130 | 4 | 6 | Y | 1 |
| Car | 1 | 3 | 65 | 6 | 5 | Y | 1 |
| Car | 11 | 23 | 135 | 1 | 1 | Y | 0.5 |
| Car | 10 | 26 | 175 | 7 | 6 | Y | 0.5 |
| Bus | 11 | 26 | 175 | 1 | 40 | Y | 1.5 |
| Car | 10 | 1 | 60 | 7 | 4 | Y | 1 |
| Car | 1 | 3 | 65 | 6 | 4 | Y | 1.5 |
| 2W | 1 | 1 | 15 | 1 | 2 | N | 0 |
| Car | 1 | 26 | 230 | 4 | 6 | Y | 0.5 |
| Car | 10 | 3 | 130 | 4 | 4 | Y | 0.5 |
| Car | 1 | 1 | 15 | 4 | 2 | Y | 1 |
| Car | 11 | 26 | 175 | 6 | 4 | Y | 1 |
| Bus | 11 | 26 | 175 | 1 | 25 | Y | 1 |
| Bus | 11 | 3 | 90 | 1 | 15 | Y | 1.5 |
| Car | 10 | 1 | 60 | 4 | 2 | Y | 0.5 |
| Car | 1 | 3 | 65 | 1 | 4 | N | 0 |
| 2W | 1 | 1 | 15 | 1 | 1 | Y | 1.5 |
| Car | 1 | 3 | 65 | 4 | 3 | Y | 1 |
| Car | 1 | 1 | 15 | 6 | 2 | Y | 0.5 |
| Car | 8 | 1 | 90 | 1 | 2 | Y | 1 |
| Car | 10 | 3 | 130 | 1 | 6 | Y | 0.5 |
| Car | 1 | 3 | 65 | 1 | 2 | Y | 0.5 |
| Car | 1 | 1 | 15 | 1 | 4 | Y | 0.5 |
| Car | 8 | 1 | 50 | 4 | 5 | Y | 0.5 |
| Car | 1 | 3 | 65 | 6 | 2 | Y | 1 |
| Car | 10 | 26 | 175 | 1 | 1 | Y | 1 |
| Car | 11 | 3 | 90 | 4 | 2 | Y | 0.5 |
| Car | 10 | 1 | 60 | 1 | 2 | Y | 1.5 |

Origin Destination Survey (Passenger Vehicles)

| Name of the Road | | NH-48 | | Direction | | Both | |
|------------------|---------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Location | | KM-232 | | | | | |
| Vehicle Type | origion | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
| Car | 1 | 1 | 15 | 4 | 4 | Y | 0.5 |
| Car | 1 | 3 | 45 | 4 | 2 | Y | 0.5 |
| Car | 1 | 26 | 230 | 1 | 4 | Y | 0.5 |
| Car | 8 | 1 | 50 | 6 | 6 | Y | 0.5 |
| Bus | 11 | 3 | 90 | 1 | 34 | Y | 1 |
| Car | 1 | 26 | 230 | 4 | 4 | Y | 1.5 |
| Car | 10 | 3 | 140 | 4 | 2 | Y | 0.5 |
| Car | 11 | 26 | 175 | 1 | 4 | Y | 0.5 |
| Car | 8 | 3 | 100 | 6 | 6 | Y | 1 |
| Car | 11 | 1 | 130 | 6 | 5 | Y | 0.5 |
| Car | 10 | 26 | 175 | 7 | 4 | Y | 0.5 |
| Bus | 11 | 26 | 175 | 1 | 30 | Y | 1.5 |
| Car | 1 | 3 | 45 | 4 | 4 | Y | 0.5 |
| Car | 10 | 23 | 200 | 3 | 4 | Y | 0.5 |
| Car | 10 | 1 | 90 | 4 | 6 | Y | 0.5 |
| Car | 8 | 26 | 175 | 6 | 4 | Y | 0.5 |
| Bus | 10 | 3 | 130 | 1 | 45 | Y | 0.5 |
| Car | 11 | 26 | 175 | 4 | 6 | Y | 1.5 |
| Car | 10 | 3 | 150 | 4 | 4 | Y | 1.5 |
| Car | 11 | 3 | 90 | 6 | 2 | Y | 0.5 |
| Car | 10 | 26 | 175 | 6 | 4 | Y | 1 |
| Car | 1 | 26 | 220 | 1 | 2 | Y | 1 |
| Car | 11 | 1 | 130 | 7 | 5 | Y | 0.5 |
| Car | 10 | 26 | 175 | 7 | 3 | Y | 0.5 |
| Car | 10 | 26 | 230 | 4 | 4 | Y | 0.5 |
| Car | 1 | 3 | 45 | 6 | 2 | Y | 1.5 |
| Car | 1 | 1 | 15 | 4 | 4 | Y | 1.5 |
| Car | 10 | 26 | 175 | 1 | 4 | Y | 1.5 |
| Bus | 11 | 23 | 135 | 1 | 35 | Y | 1 |
| Car | 11 | 3 | 90 | 6 | 3 | Y | 0.5 |
| Car | 10 | 26 | 175 | 6 | 4 | Y | 1.5 |
| Car | 1 | 1 | 15 | 1 | 2 | Y | 0.5 |
| Car | 20 | 26 | 400 | 1 | 3 | Y | 0.5 |
| Car | 20 | 3 | 90 | 6 | 4 | Y | 0.5 |
| Car | 8 | 1 | 90 | 1 | 1 | N | 0 |
| Car | 10 | 26 | 210 | 6 | 5 | Y | 0.5 |
| Car | 10 | 26 | 210 | 6 | 4 | Y | 0.5 |
| Car | 20 | 26 | 320 | 3 | 1 | N | 0 |
| Car | 10 | 3 | 130 | 4 | 4 | Y | 1 |
| Car | 8 | 1 | 120 | 1 | 2 | Y | 0.5 |
| Car | 10 | 26 | 210 | 6 | 4 | Y | 0.5 |
| Car | 10 | 26 | 200 | 4 | 4 | Y | 0.5 |
| Car | 10 | 26 | 210 | 4 | 4 | Y | 0.5 |
| Car | 11 | 1 | 130 | 6 | 5 | Y | 1 |
| Car | 10 | 26 | 175 | 6 | 6 | Y | 1.5 |
| Bus | 10 | 3 | 120 | 1 | 40 | Y | 1.5 |
| Car | 10 | 26 | 210 | 4 | 4 | Y | 0.5 |
| Car | 1 | 3 | 45 | 4 | 2 | Y | 0.5 |
| Car | 11 | 26 | 210 | 6 | 3 | Y | 1 |

Origin Destination Survey (Passenger Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-232

| Vehicle Type | origion | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
|--------------|---------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Car | 20 | 26 | 260 | 6 | 4 | Y | 0.5 |
| Car | 10 | 26 | 210 | 4 | 6 | Y | 0.5 |
| Car | 10 | 23 | 200 | 4 | 4 | Y | 1.5 |
| Car | 11 | 3 | 120 | 4 | 4 | Y | 0.5 |
| Car | 10 | 26 | 210 | 6 | 4 | Y | 0.5 |
| Car | 10 | 26 | 230 | 4 | 6 | Y | 0.5 |
| Car | 1 | 1 | 15 | 6 | 5 | Y | 0.5 |
| Car | 10 | 3 | 140 | 4 | 4 | Y | 0.5 |
| Car | 20 | 3 | 120 | 7 | 4 | Y | 1.5 |
| Car | 10 | 23 | 190 | 7 | 2 | Y | 1 |
| Car | 11 | 26 | 210 | 7 | 4 | Y | 1.5 |
| Car | 10 | 26 | 210 | 6 | 6 | Y | 0.5 |
| Car | 1 | 26 | 230 | 6 | 3 | Y | 1.5 |
| Car | 1 | 1 | 15 | 1 | 3 | Y | 0.5 |
| Bus | 11 | 26 | 210 | 1 | 30 | Y | 0.5 |
| Car | 11 | 3 | 120 | 6 | 3 | Y | 0.5 |
| Car | 11 | 3 | 120 | 1 | 2 | Y | 0.5 |
| Car | 8 | 1 | 120 | 1 | 2 | Y | 1.5 |
| 2W | 8 | 1 | 45 | 4 | 2 | N | 0 |
| Car | 11 | 3 | 120 | 6 | 4 | Y | 1.5 |
| Car | 11 | 1 | 110 | 7 | 5 | Y | 0.5 |
| Car | 1 | 1 | 20 | 1 | 2 | Y | 1.5 |
| Car | 10 | 26 | 210 | 7 | 4 | Y | 1.5 |
| Car | 11 | 26 | 210 | 1 | 2 | Y | 2 |
| 2W | 8 | 1 | 70 | 4 | 1 | N | 0 |
| Car | 11 | 1 | 110 | 1 | 2 | Y | 0.5 |
| Car | 11 | 26 | 210 | 7 | 4 | Y | 0.5 |
| Car | 1 | 3 | 45 | 4 | 1 | N | 0 |
| Car | 11 | 1 | 120 | 7 | 3 | Y | 0.5 |
| 2W | 8 | 1 | 70 | 1 | 1 | N | 0 |
| Car | 11 | 3 | 120 | 4 | 2 | Y | 0.5 |
| Car | 11 | 3 | 120 | 4 | 2 | Y | 0.5 |
| Car | 11 | 3 | 120 | 7 | 5 | Y | 0.5 |
| 2W | 8 | 3 | 60 | 1 | 2 | N | 0 |
| 2W | 8 | 1 | 45 | 1 | 1 | N | 0 |
| Car | 1 | 26 | 250 | 7 | 4 | Y | 0.5 |
| Car | 11 | 26 | 210 | 7 | 2 | Y | 0.5 |
| Car | 20 | 26 | 400 | 7 | 5 | Y | 0.5 |
| 2W | 8 | 1 | 50 | 1 | 2 | N | 0 |
| 2W | 8 | 1 | 45 | 1 | 1 | N | 0 |
| Car | 11 | 26 | 210 | 4 | 2 | Y | 0.5 |
| Car | 11 | 37 | 300 | 7 | 1 | Y | 0.5 |
| Car | 8 | 3 | 120 | 1 | 4 | Y | 0.5 |
| Car | 8 | 1 | 55 | 1 | 3 | Y | 0.5 |
| Car | 11 | 1 | 110 | 4 | 5 | Y | 0.5 |
| Car | 11 | 26 | 210 | 7 | 2 | Y | 0.5 |
| Car | 11 | 3 | 120 | 1 | 3 | Y | 0.5 |
| Car | 11 | 3 | 120 | 7 | 4 | Y | 0.5 |
| Car | 8 | 1 | 55 | 1 | 1 | N | 0 |

Origin Destination Survey (Passenger Vehicles)

| Name of the Road | | NH-48 | | Direction | | Both | |
|------------------|---------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Location | | KM-232 | | | | | |
| Vehicle Type | origion | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
| Car | 11 | 3 | 120 | 1 | 2 | N | 0 |
| Car | 8 | 1 | 55 | 4 | 5 | Y | 0.5 |
| Car | 8 | 1 | 55 | 2 | 1 | N | 0 |
| Car | 20 | 26 | 265 | 7 | 2 | N | 0 |
| Car | 20 | 26 | 265 | 7 | 2 | N | 0 |
| Car | 9 | 1 | 140 | 7 | 1 | N | 0 |
| Car | 10 | 3 | 130 | 6 | 2 | N | 0 |
| 2W | 1 | 1 | 14 | 7 | 2 | N | 0 |
| Bus | 11 | 26 | 210 | 1 | 22 | Y | 1 |
| Bus | 11 | 26 | 210 | 1 | 20 | N | 0 |
| Bus | 10 | 4 | 120 | 1 | 15 | N | 0 |
| Bus | 16 | 26 | 260 | 1 | 10 | N | 0 |
| Bus | 10 | 26 | 190 | 1 | 15 | N | 0 |
| Car | 11 | 26 | 210 | 6 | 5 | Y | 0.5 |
| Bus | 10 | 26 | 210 | 1 | 15 | N | 0 |
| Bus | 10 | 26 | 210 | 1 | 18 | N | 0 |
| Bus | 10 | 26 | 210 | 1 | 21 | N | 0 |
| Bus | 9 | 1 | 50 | 1 | 30 | N | 0 |
| Bus | 10 | 26 | 210 | 1 | 18 | Y | 0.5 |
| Car | 1 | 1 | 15 | 1 | 3 | N | 0 |
| Car | 10 | 26 | 210 | 6 | 5 | N | 0 |
| Car | 20 | 3 | 100 | 6 | 2 | N | 0 |
| Car | 20 | 26 | 250 | 4 | 5 | N | 0 |
| Car | 10 | 26 | 210 | 6 | 3 | N | 0 |
| Bus | 10 | 26 | 210 | 1 | 10 | Y | 0.5 |
| Bus | 10 | 23 | 210 | 1 | 12 | N | 0 |
| 2W | 1 | 1 | 15 | 1 | 1 | N | 0 |
| Bus | 10 | 26 | 210 | 1 | 16 | N | 0 |
| Bus | 10 | 26 | 210 | 1 | 30 | N | 0 |
| Bus | 8 | 26 | 210 | 1 | 13 | N | 0 |
| Bus | 10 | 3 | 105 | 1 | 15 | N | 0 |
| Bus | 11 | 26 | 210 | 1 | 15 | Y | 0.5 |
| Mini Bus | 10 | 26 | 210 | 2 | 20 | N | 0 |
| Car | 20 | 26 | 250 | 6 | 1 | N | 0 |
| Bus | 8 | 26 | 210 | 1 | 16 | N | 0 |
| Bus | 11 | 26 | 210 | 1 | 15 | Y | 0.5 |
| Bus | 11 | 26 | 210 | 1 | 14 | Y | 0.5 |
| Mini Bus | 11 | 3 | 105 | 2 | 20 | Y | 0.5 |
| Bus | 11 | 26 | 210 | 1 | 30 | Y | 0.5 |
| Bus | 10 | 26 | 210 | 1 | 15 | Y | 1 |
| Car | 20 | 3 | 100 | 6 | 3 | Y | 1.5 |
| Mini Bus | 10 | 23 | 200 | 4 | 20 | N | 0 |
| 2W | 1 | 1 | 15 | 1 | 1 | N | 0 |
| Car | 20 | 3 | 140 | 6 | 1 | Y | 0.5 |
| Car | 10 | 1 | 90 | 4 | 3 | Y | 0.5 |
| Car | 1 | 1 | 15 | 4 | 2 | Y | 1 |
| Car | 8 | 3 | 90 | 6 | 2 | Y | 1.5 |
| Bus | 10 | 5 | 125 | 1 | 13 | Y | 0.5 |
| Car | 10 | 3 | 110 | 4 | 3 | Y | 0.5 |

Origin Destination Survey (Passenger Vehicles)

| Name of the Road | | NH-48 | | Direction | | Both | |
|------------------|---------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Location | | KM-232 | | | | | |
| Vehicle Type | origion | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
| Car | 9 | 23 | 135 | 6 | 2 | N | 0 |
| Bus | 10 | 37 | 250 | 1 | 30 | N | 0 |
| Mini Bus | 8 | 1 | 105 | 4 | 15 | Y | 0.5 |
| Car | 20 | 3 | 130 | 1 | 2 | Y | 0.5 |
| Car | 20 | 3 | 130 | 6 | 3 | Y | 1.5 |
| Bus | 20 | 26 | 200 | 1 | 15 | Y | 1.5 |
| Bus | 10 | 26 | 210 | 1 | 13 | Y | 0.5 |
| Car | 16 | 26 | 270 | 6 | 6 | N | 0 |
| Car | 9 | 1 | 60 | 2 | 2 | Y | 1 |
| Bus | 10 | 26 | 210 | 1 | 15 | Y | 0.5 |
| Bus | 8 | 26 | 210 | 1 | 22 | Y | 1.5 |
| Bus | 10 | 26 | 210 | 1 | 18 | Y | 1.5 |
| Car | 11 | 23 | 135 | 6 | 6 | Y | 0.5 |
| Mini Bus | 10 | 3 | 105 | 4 | 15 | Y | 0.5 |
| Bus | 11 | 3 | 105 | 1 | 18 | Y | 0.5 |
| Car | 1 | 1 | 12 | 6 | 4 | Y | 1.5 |
| Car | 9 | 3 | 60 | 1 | 2 | N | 0 |
| Car | 10 | 26 | 210 | 1 | 1 | N | 0 |
| Car | 11 | 26 | 200 | 6 | 2 | Y | 1 |
| Bus | 11 | 26 | 200 | 1 | 18 | Y | 1 |
| Car | 8 | 1 | 105 | 6 | 4 | N | 0 |
| Car | 20 | 3 | 140 | 6 | 3 | Y | 0.5 |
| Car | 20 | 2 | 90 | 4 | 2 | N | 0 |
| Car | 9 | 3 | 105 | 4 | 5 | Y | 1.5 |
| Car | 11 | 3 | 105 | 6 | 2 | Y | 0.5 |
| Car | 38 | 26 | 260 | 4 | 3 | Y | 1.5 |
| Car | 1 | 1 | 12 | 1 | 5 | N | 0 |
| Bus | 11 | 26 | 200 | 1 | 15 | Y | 0.5 |
| Car | 8 | 1 | 105 | 7 | 2 | N | 0 |
| Car | 20 | 26 | 265 | 7 | 4 | Y | 0.5 |
| Car | 38 | 26 | 250 | 7 | 3 | Y | 0.5 |
| Bus | 11 | 26 | 200 | 1 | 50 | Y | 0.5 |
| Car | 38 | 26 | 260 | 6 | 6 | Y | 0.5 |
| 2W | 8 | 1 | 60 | 1 | 1 | N | 0 |
| Car | 11 | 1 | 110 | 6 | 4 | N | 0 |
| 2W | 1 | 1 | 12 | 1 | 1 | Y | 0.5 |
| Bus | 11 | 37 | 250 | 1 | 45 | N | 0 |
| Car | 11 | 3 | 105 | 6 | 3 | N | 0 |
| Bus | 10 | 3 | 100 | 1 | 48 | Y | 1.5 |
| Mini Bus | 10 | 26 | 200 | 4 | 15 | Y | 0.5 |
| Car | 10 | 3 | 120 | 6 | 3 | Y | 0.5 |
| Car | 10 | 26 | 200 | 6 | 3 | Y | 0.5 |
| Car | 10 | 26 | 200 | 6 | 5 | Y | 0.5 |
| Car | 11 | 26 | 200 | 6 | 5 | Y | 1.5 |
| Car | 10 | 26 | 200 | 6 | 3 | Y | 0.5 |
| Car | 10 | 3 | 100 | 6 | 3 | Y | 0.5 |
| Car | 10 | 26 | 200 | 6 | 6 | Y | 0.5 |
| Car | 10 | 1 | 105 | 6 | 3 | Y | 1.5 |
| Car | 10 | 26 | 200 | 6 | 4 | Y | 0.5 |

Origin Destination Survey (Passenger Vehicles)

| Name of the Road | | NH-48 | | Direction | | Both | |
|------------------|---------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Location | | KM-232 | | | | | |
| Vehicle Type | origion | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
| Car | 10 | 3 | 120 | 6 | 5 | Y | 0.5 |
| Bus | 10 | 26 | 200 | 1 | 40 | Y | 0.5 |
| Car | 38 | 26 | 260 | 6 | 3 | Y | 1.5 |
| Car | 38 | 1 | 300 | 6 | 3 | Y | 0.5 |
| Car | 10 | 3 | 120 | 6 | 6 | Y | 1.5 |
| Car | 10 | 26 | 200 | 6 | 3 | Y | 0.5 |
| 2W | 8 | 1 | 70 | 7 | 1 | N | 0 |
| Car | 10 | 26 | 200 | 6 | 5 | Y | 0.5 |
| Car | 10 | 3 | 120 | 6 | 6 | N | 0 |
| Car | 10 | 23 | 135 | 6 | 3 | Y | 0.5 |
| Car | 10 | 3 | 125 | 7 | 2 | N | 0 |
| 2W | 8 | 1 | 50 | 1 | 1 | N | 0 |
| Bus | 8 | 26 | 200 | 1 | 40 | Y | 1.5 |
| Car | 10 | 26 | 200 | 6 | 3 | Y | 0.5 |
| Car | 10 | 3 | 120 | 6 | 3 | Y | 0.5 |
| Car | 10 | 26 | 200 | 6 | 4 | Y | 1.5 |
| Bus | 11 | 26 | 200 | 1 | 45 | Y | 1.5 |
| Car | 10 | 3 | 120 | 6 | 6 | Y | 0.5 |
| 2W | 10 | 1 | 60 | 6 | 1 | N | 0 |
| Car | 38 | 26 | 275 | 6 | 5 | Y | 0.5 |
| Car | 8 | 3 | 60 | 1 | 2 | N | 0 |
| Car | 10 | 26 | 200 | 7 | 3 | Y | 0.5 |
| Car | 11 | 26 | 200 | 6 | 6 | Y | 1.5 |
| Mini Bus | 11 | 26 | 200 | 2 | 15 | Y | 0.5 |
| Car | 10 | 3 | 130 | 6 | 4 | Y | 1.5 |
| Car | 10 | 26 | 200 | 6 | 3 | Y | 0.5 |
| Car | 10 | 26 | 200 | 6 | 3 | Y | 1.5 |
| Car | 11 | 3 | 125 | 6 | 4 | Y | 1.5 |
| Car | 38 | 26 | 260 | 6 | 6 | Y | 0.5 |
| Car | 8 | 3 | 60 | 1 | 1 | N | 0 |
| Car | 10 | 26 | 200 | 6 | 5 | Y | 1.5 |
| Car | 10 | 26 | 225 | 6 | 4 | Y | 1.5 |
| Car | 10 | 26 | 225 | 7 | 5 | Y | 0.5 |
| Car | 10 | 26 | 225 | 6 | 5 | Y | 1.5 |
| Car | 10 | 3 | 120 | 1 | 5 | Y | 0.5 |
| Car | 10 | 3 | 105 | 6 | 4 | Y | 0.5 |
| 2W | 8 | 1 | 70 | 1 | 1 | N | 0 |
| Car | 10 | 3 | 125 | 6 | 4 | Y | 1.5 |
| Car | 10 | 26 | 225 | 6 | 5 | Y | 1 |
| Car | 10 | 26 | 225 | 6 | 5 | Y | 0.5 |
| 2W | 1 | 1 | 15 | 1 | 2 | N | 0 |
| Car | 10 | 26 | 225 | 7 | 6 | Y | 0.5 |
| Mini Bus | 10 | 3 | 130 | 2 | 15 | Y | 1 |
| Bus | 11 | 26 | 225 | 1 | 40 | Y | 0.5 |
| Bus | 10 | 26 | 225 | 1 | 45 | Y | 1.5 |
| Car | 10 | 23 | 195 | 6 | 5 | Y | 0.5 |
| Car | 10 | 26 | 225 | 4 | 5 | Y | 1.5 |
| Car | 38 | 1 | 300 | 6 | 4 | Y | 0.5 |
| 2W | 8 | 1 | 50 | 1 | 1 | N | 0 |

Origin Destination Survey (Passenger Vehicles)

| Name of the Road | | NH-48 | | Direction | | Both | |
|------------------|---------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Location | | KM-232 | | | | | |
| Vehicle Type | origion | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
| 2W | 1 | 1 | 15 | 1 | 2 | N | 0 |
| Car | 11 | 26 | 225 | 4 | 2 | Y | 0.5 |
| 2W | 1 | 1 | 18 | 1 | 1 | N | 0 |
| 2W | 8 | 1 | 60 | 1 | 1 | N | 0 |
| 2W | 1 | 3 | 35 | 2 | 1 | N | 0 |
| Car | 10 | 3 | 120 | 6 | 5 | Y | 0.5 |
| 2W | 8 | 1 | 70 | 2 | 1 | Y | 1 |
| 2W | 8 | 1 | 60 | 1 | 2 | N | 0 |
| Car | 10 | 3 | 125 | 7 | 2 | N | 0 |
| 2W | 1 | 1 | 15 | 4 | 2 | Y | 1 |
| 2W | 1 | 3 | 35 | 6 | 2 | N | 0 |
| 2W | 1 | 1 | 15 | 1 | 2 | N | 0 |
| Bus | 11 | 26 | 225 | 1 | 45 | Y | 1.5 |
| Car | 11 | 3 | 130 | 4 | 2 | Y | 0.5 |
| Car | 10 | 3 | 130 | 4 | 4 | Y | 0.5 |
| 2W | 1 | 3 | 50 | 6 | 1 | N | 0 |
| Bus | 11 | 26 | 225 | 1 | 40 | N | 0 |
| Car | 11 | 26 | 225 | 7 | 2 | Y | 0.5 |
| Car | 1 | 26 | 230 | 4 | 6 | Y | 0.5 |
| Bus | 16 | 26 | 260 | 1 | 10 | N | 0 |
| Bus | 8 | 26 | 225 | 1 | 20 | N | 0 |
| Car | 11 | 26 | 225 | 7 | 2 | N | 0 |
| Bus | 11 | 26 | 225 | 1 | 50 | Y | 0.5 |
| Car | 8 | 3 | 120 | 2 | 2 | Y | 0.5 |
| 2W | 1 | 3 | 45 | 6 | 2 | N | 0 |
| Car | 8 | 3 | 80 | 7 | 2 | Y | 0.5 |
| Car | 11 | 3 | 130 | 7 | 4 | Y | 0.5 |
| Car | 11 | 26 | 225 | 7 | 4 | Y | 0.5 |
| Car | 10 | 3 | 120 | 6 | 6 | Y | 1.5 |
| 2W | 1 | 3 | 38 | 6 | 2 | N | 0 |
| Car | 10 | 26 | 225 | 4 | 3 | Y | 1 |
| 2W | 8 | 1 | 55 | 4 | 1 | Y | 0.5 |
| Car | 10 | 26 | 225 | 6 | 5 | Y | 0.5 |
| Bus | 11 | 26 | 225 | 1 | 40 | Y | 1.5 |
| Car | 10 | 26 | 225 | 6 | 5 | Y | 0.5 |
| Car | 10 | 3 | 130 | 4 | 6 | Y | 1.5 |
| Car | 10 | 23 | 135 | 6 | 5 | Y | 0.5 |
| 2W | 1 | 3 | 25 | 3 | 2 | N | 0 |
| 2W | 1 | 3 | 35 | 1 | 1 | N | 0 |
| 2W | 8 | 1 | 50 | 1 | 1 | N | 0 |
| Car | 10 | 26 | 225 | 6 | 3 | Y | 0.5 |
| Car | 10 | 26 | 225 | 6 | 4 | Y | 1.5 |
| Car | 11 | 26 | 225 | 6 | 6 | Y | 0.5 |
| 2W | 1 | 1 | 15 | 6 | 1 | N | 0 |
| Car | 11 | 26 | 225 | 7 | 2 | N | 0 |
| Car | 11 | 1 | 130 | 4 | 6 | Y | 1 |
| 2W | 8 | 3 | 45 | 1 | 2 | N | 0 |
| Car | 10 | 3 | 100 | 6 | 5 | Y | 0.5 |
| Car | 11 | 26 | 225 | 6 | 5 | Y | 1.5 |

Origin Destination Survey (Passenger Vehicles)

| Name of the Road | | NH-48 | | Direction | | Both | |
|------------------|---------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Location | | KM-232 | | | | | |
| Vehicle Type | origion | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
| Car | 1 | 3 | 45 | 4 | 1 | N | 0 |
| Bus | 11 | 26 | 225 | 1 | 22 | Y | 1 |
| Car | 8 | 26 | 225 | 4 | 6 | Y | 1 |
| Car | 1 | 3 | 45 | 6 | 4 | Y | 1.5 |
| Car | 10 | 26 | 225 | 6 | 5 | Y | 0.5 |
| 2W | 8 | 1 | 60 | 1 | 1 | N | 0 |
| Car | 10 | 3 | 120 | 6 | 5 | Y | 0.5 |
| 2W | 1 | 1 | 12 | 1 | 1 | Y | 0.5 |
| Car | 10 | 26 | 225 | 6 | 2 | Y | 0.5 |
| 2W | 1 | 3 | 35 | 1 | 1 | N | 0 |
| Car | 8 | 26 | 225 | 6 | 5 | Y | 1.5 |
| Car | 11 | 26 | 225 | 6 | 5 | Y | 0.5 |
| Car | 1 | 26 | 250 | 7 | 4 | Y | 0.5 |
| Car | 8 | 3 | 130 | 1 | 4 | Y | 0.5 |
| 2W | 8 | 1 | 55 | 1 | 1 | N | 0 |
| 2W | 1 | 3 | 38 | 1 | 1 | N | 0 |
| Car | 20 | 26 | 400 | 7 | 5 | Y | 0.5 |
| Car | 10 | 3 | 130 | 4 | 2 | Y | 1.5 |
| 2W | 10 | 1 | 50 | 6 | 1 | N | 0 |
| 2W | 1 | 3 | 25 | 6 | 1 | N | 0 |
| Car | 10 | 1 | 130 | 6 | 5 | Y | 1.5 |
| Car | 11 | 3 | 130 | 4 | 2 | Y | 0.5 |
| 2W | 1 | 1 | 18 | 1 | 1 | N | 0 |
| Car | 10 | 26 | 225 | 6 | 5 | Y | 0.5 |
| Mini Bus | 10 | 26 | 150 | 2 | 12 | Y | 0.5 |
| 2W | 1 | 3 | 35 | 4 | 2 | N | 0 |
| Car | 11 | 1 | 110 | 4 | 5 | Y | 0.5 |
| Car | 10 | 3 | 120 | 6 | 5 | Y | 0.5 |
| Car | 11 | 26 | 225 | 4 | 5 | Y | 0.5 |
| Bus | 8 | 26 | 225 | 1 | 40 | Y | 1.5 |
| Car | 1 | 3 | 45 | 6 | 5 | Y | 1 |
| Car | 10 | 26 | 225 | 6 | 5 | Y | 0.5 |
| Car | 11 | 26 | 225 | 6 | 5 | Y | 1.5 |
| Bus | 10 | 3 | 100 | 1 | 48 | Y | 1.5 |
| Car | 8 | 1 | 55 | 2 | 1 | N | 0 |
| Car | 11 | 1 | 110 | 6 | 4 | N | 0 |
| Bus | 10 | 1 | 60 | 1 | 30 | Y | 1 |
| Bus | 10 | 4 | 130 | 1 | 15 | N | 0 |
| Bus | 10 | 26 | 225 | 1 | 15 | N | 0 |
| 2W | 8 | 1 | 55 | 1 | 2 | Y | 0.5 |
| Bus | 10 | 26 | 190 | 1 | 15 | N | 0 |
| Car | 10 | 3 | 120 | 6 | 6 | Y | 0.5 |
| Bus | 10 | 26 | 225 | 1 | 40 | Y | 0.5 |
| Car | 8 | 3 | 120 | 1 | 4 | Y | 0.5 |
| Car | 10 | 26 | 225 | 6 | 4 | Y | 0.5 |
| Car | 11 | 1 | 48 | 6 | 5 | Y | 0.5 |
| Car | 10 | 26 | 225 | 6 | 5 | Y | 0.5 |
| Car | 10 | 3 | 130 | 6 | 2 | N | 0 |
| 2W | 8 | 1 | 60 | 2 | 2 | Y | 0.5 |

Origin Destination Survey (Passenger Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-232

| Vehicle Type | origin | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
|--------------|--------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Car | 11 | 26 | 225 | 6 | 5 | Y | 0.5 |
| 2W | 8 | 3 | 60 | 1 | 2 | N | 0 |
| Car | 11 | 1 | 130 | 1 | 3 | Y | 0.5 |
| 2W | 10 | 1 | 50 | 7 | 1 | Y | 1.5 |
| Car | 1 | 3 | 45 | 4 | 4 | Y | 0.5 |
| Car | 11 | 26 | 225 | 4 | 3 | Y | 1 |
| Car | 9 | 1 | 140 | 7 | 1 | N | 0 |
| 2W | 1 | 1 | 14 | 7 | 2 | N | 0 |
| Car | 10 | 1 | 60 | 7 | 5 | Y | 1 |
| Car | 11 | 37 | 300 | 7 | 1 | Y | 0.5 |
| Car | 11 | 26 | 200 | 7 | 2 | Y | 0.5 |
| Car | 11 | 1 | 130 | 7 | 5 | Y | 0.5 |
| 2W | 1 | 1 | 20 | 6 | 2 | N | 0 |
| 2W | 1 | 1 | 15 | 1 | 1 | N | 0 |
| 2W | 8 | 1 | 50 | 7 | 1 | N | 0 |
| Car | 10 | 26 | 200 | 6 | 6 | Y | 0.5 |
| 2W | 8 | 1 | 45 | 1 | 1 | N | 0 |
| 2W | 9 | 1 | 70 | 1 | 1 | N | 0 |
| Car | 10 | 26 | 200 | 7 | 6 | Y | 0.5 |
| Car | 11 | 3 | 130 | 1 | 2 | N | 0 |
| Car | 11 | 1 | 130 | 7 | 3 | Y | 0.5 |
| Car | 10 | 26 | 200 | 6 | 4 | Y | 0.5 |
| 2W | 1 | 1 | 15 | 1 | 1 | N | 0 |
| 2W | 1 | 1 | 15 | 6 | 1 | N | 0 |
| Car | 11 | 3 | 130 | 1 | 3 | Y | 0.5 |
| Car | 11 | 26 | 200 | 7 | 2 | Y | 0.5 |
| Car | 10 | 26 | 200 | 7 | 2 | Y | 0.5 |
| Car | 1 | 26 | 220 | 4 | 3 | Y | 1 |
| Car | 11 | 3 | 130 | 6 | 2 | N | 0 |
| Car | 11 | 23 | 125 | 1 | 1 | Y | 0.5 |
| Car | 10 | 3 | 120 | 6 | 4 | Y | 0.5 |
| Car | 10 | 3 | 120 | 6 | 6 | N | 0 |
| Bus | 11 | 37 | 250 | 1 | 45 | N | 0 |
| 2W | 8 | 1 | 45 | 1 | 1 | N | 0 |
| 2W | 8 | 1 | 50 | 1 | 2 | N | 0 |
| 2W | 8 | 1 | 45 | 1 | 1 | N | 0 |
| 2W | 1 | 1 | 14 | 7 | 2 | N | 0 |
| 2W | 1 | 1 | 15 | 1 | 1 | N | 0 |
| 2W | 1 | 1 | 15 | 1 | 1 | N | 0 |
| 2W | 8 | 1 | 60 | 1 | 1 | N | 0 |
| 2W | 1 | 1 | 12 | 1 | 1 | Y | 0.5 |
| 2W | 8 | 1 | 70 | 7 | 1 | N | 0 |
| 2W | 8 | 1 | 50 | 1 | 1 | N | 0 |
| 2W | 10 | 1 | 60 | 6 | 1 | N | 0 |
| 2W | 8 | 1 | 70 | 1 | 1 | N | 0 |
| 2W | 1 | 1 | 15 | 1 | 2 | N | 0 |
| 2W | 8 | 1 | 50 | 1 | 1 | N | 0 |
| 2W | 1 | 1 | 15 | 1 | 2 | N | 0 |
| 2W | 1 | 1 | 18 | 1 | 1 | N | 0 |

Origin Destination Survey (Passenger Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-232

| Vehicle Type | origin | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
|--------------|--------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| 2W | 8 | 1 | 60 | 1 | 1 | N | 0 |
| 2W | 1 | 3 | 35 | 2 | 1 | N | 0 |
| 2W | 8 | 1 | 70 | 2 | 1 | Y | 1 |
| 2W | 8 | 1 | 60 | 1 | 2 | N | 0 |
| 2W | 1 | 1 | 15 | 4 | 2 | Y | 1 |
| 2W | 1 | 3 | 35 | 6 | 2 | N | 0 |
| 2W | 1 | 1 | 15 | 1 | 2 | N | 0 |
| 2W | 1 | 3 | 50 | 6 | 1 | N | 0 |
| 2W | 1 | 3 | 45 | 6 | 2 | N | 0 |
| 2W | 1 | 3 | 38 | 6 | 2 | N | 0 |
| 2W | 8 | 1 | 55 | 4 | 1 | Y | 0.5 |
| 2W | 1 | 3 | 25 | 3 | 2 | N | 0 |
| 2W | 1 | 3 | 35 | 1 | 1 | N | 0 |
| 2W | 8 | 1 | 50 | 1 | 1 | N | 0 |
| 2W | 1 | 1 | 15 | 6 | 1 | N | 0 |
| 2W | 8 | 3 | 45 | 1 | 2 | N | 0 |
| 2W | 8 | 1 | 60 | 1 | 1 | N | 0 |
| 2W | 1 | 1 | 12 | 1 | 1 | Y | 0.5 |
| 2W | 1 | 3 | 35 | 1 | 1 | N | 0 |

Origin Destination Survey (Goods Vehicles)

| Name of the Road | | NH-48 | | Direction | | Both | |
|------------------|---------|-------------|------------------|----------------|-----------------|-------------------------|--------------------|
| Location | | KM-232 | | | | | |
| Vehicle Type | origion | Destination | Trip Length (km) | Commodity Type | Weight in Tones | Willingness to Pay Toll | If Yes then Factor |
| Truck | 23 | 11 | 250 | 0 | 0 | N | 0 |
| LCV | 31 | 20 | 250 | 0 | 0 | N | 0 |
| Truck | 1 | 11 | 200 | 7 | 15 | N | 0 |
| LCV | 1 | 11 | 200 | 0 | 0 | Y | 1 |
| LCV | 3 | 10 | 65 | 2 | 1 | N | 0 |
| M Axle | 1 | 11 | 150 | 10 | 20 | N | 0 |
| Truck | 1 | 11 | 160 | 10 | 4 | N | 0 |
| LCV | 26 | 20 | 200 | 0 | 0 | Y | 1.5 |
| LCV | 3 | 11 | 55 | 0 | 0 | N | 0 |
| M Axle | 26 | 11 | 350 | 5 | 20 | Y | 1.5 |
| M Axle | 26 | 11 | 150 | 7 | 24 | Y | 1.5 |
| M Axle | 26 | 11 | 150 | 7 | 20 | Y | 1 |
| M Axle | 26 | 11 | 100 | 7 | 20 | Y | 1 |
| LCV | 3 | 11 | 70 | 0 | 0 | Y | 1 |
| Truck | 26 | 10 | 260 | 10 | 9 | Y | 1.5 |
| LCV | 23 | 11 | 300 | 0 | 0 | Y | 1 |
| LCV | 1 | 10 | 50 | 0 | 0 | N | 0 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| LCV | 3 | 11 | 55 | 0 | 0 | N | 0 |
| LCV | 26 | 11 | 350 | 0 | 0 | N | 0 |
| LCV | 1 | 11 | 150 | 0 | 0 | Y | 1 |
| LCV | 1 | 11 | 150 | 0 | 0 | Y | 1.5 |
| Truck | 1 | 11 | 150 | 0 | 0 | N | 0 |
| M Axle | 26 | 11 | 350 | 10 | 18 | N | 0 |
| LCV | 26 | 11 | 350 | 0 | 0 | N | 0 |
| Truck | 26 | 11 | 350 | 2 | 8 | N | 0 |
| M Axle | 26 | 20 | 290 | 2 | 16 | Y | 1 |
| LCV | 26 | 11 | 190 | 0 | 0 | Y | 1.5 |
| LCV | 1 | 11 | 140 | 0 | 0 | N | 0 |
| M Axle | 26 | 11 | 190 | 10 | 20 | Y | 1.5 |
| LCV | 1 | 11 | 140 | 0 | 0 | N | 0 |
| Truck | 3 | 11 | 55 | 2 | 10 | Y | 1.5 |
| M Axle | 3 | 11 | 55 | 7 | 22 | Y | 1 |
| LCV | 26 | 11 | 350 | 0 | 0 | N | 0 |
| M Axle | 26 | 11 | 350 | 1 | 20 | Y | 1 |
| Truck | 37 | 11 | 650 | 2 | 10 | Y | 1 |
| LCV | 3 | 11 | 55 | 0 | 0 | N | 0 |
| Truck | 26 | 20 | 220 | 0 | 0 | N | 0 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| Truck | 26 | 11 | 240 | 0 | 0 | Y | 1 |
| Truck | 3 | 11 | 55 | 0 | 0 | Y | 1 |
| M Axle | 26 | 11 | 190 | 2 | 16 | Y | 1 |
| Truck | 26 | 11 | 250 | 0 | 0 | N | 0 |
| LCV | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| M Axle | 26 | 11 | 350 | 2 | 16 | N | 0 |
| Truck | 26 | 11 | 350 | 0 | 0 | N | 0 |
| LCV | 3 | 11 | 55 | 0 | 0 | N | 0 |
| Truck | 26 | 11 | 220 | 10 | 8 | N | 0 |
| LCV | 26 | 10 | 250 | 0 | 0 | Y | 1 |
| LCV | 3 | 10 | 65 | 0 | 0 | Y | 1 |
| Truck | 3 | 11 | 55 | 0 | 0 | Y | 1 |
| LCV | 26 | 11 | 190 | 0 | 0 | Y | 1.5 |
| M Axle | 26 | 11 | 350 | 2 | 16 | N | 0 |
| Truck | 3 | 11 | 55 | 0 | 0 | N | 0 |
| LCV | 26 | 11 | 350 | 0 | 0 | N | 0 |
| LCV | 3 | 11 | 55 | 0 | 0 | Y | 1.5 |
| LCV | 23 | 11 | 300 | 0 | 0 | N | 0 |

Origin Destination Survey (Goods Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-232

| Vehicle Type | origin | Destination | Trip Length (km) | Commodity Type | Weight in Tones | Willingness to Pay Toll | If Yes then Factor |
|--------------|--------|-------------|------------------|----------------|-----------------|-------------------------|--------------------|
| M Axle | 26 | 11 | 350 | 10 | 20 | Y | 1 |
| Truck | 39 | 11 | 550 | 0 | 0 | Y | 1.5 |
| LCV | 23 | 20 | 280 | 0 | 0 | N | 0 |
| Truck | 26 | 20 | 310 | 0 | 0 | N | 0 |
| M Axle | 26 | 11 | 350 | 2 | 16 | Y | 1.5 |
| LCV | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| M Axle | 26 | 11 | 350 | 2 | 16 | N | 0 |
| LCV | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| M Axle | 26 | 11 | 350 | 2 | 16 | Y | 1.5 |
| LCV | 26 | 20 | 300 | 0 | 0 | Y | 1.5 |
| Truck | 26 | 11 | 250 | 0 | 0 | N | 0 |
| Truck | 26 | 20 | 300 | 0 | 0 | N | 0 |
| Truck | 3 | 11 | 55 | 0 | 0 | Y | 0.5 |
| Truck | 23 | 11 | 300 | 0 | 0 | Y | 1.5 |
| Truck | 26 | 20 | 310 | 2 | 12 | Y | 1.5 |
| Truck | 23 | 11 | 300 | 0 | 0 | N | 0 |
| Truck | 26 | 20 | 290 | 0 | 0 | N | 0 |
| LCV | 3 | 11 | 55 | 2 | 1 | Y | 0.5 |
| LCV | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| LCV | 23 | 11 | 300 | 0 | 0 | Y | 1.5 |
| LCV | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| Truck | 1 | 11 | 120 | 10 | 14 | N | 0 |
| LCV | 3 | 11 | 55 | 2 | 1 | N | 0 |
| Truck | 1 | 11 | 150 | 0 | 0 | N | 0 |
| LCV | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| LCV | 1 | 11 | 130 | 0 | 0 | N | 0 |
| LCV | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| M Axle | 26 | 11 | 250 | 2 | 16 | Y | 1 |
| LCV | 1 | 11 | 120 | 0 | 0 | N | 0 |
| M Axle | 37 | 11 | 600 | 7 | 24 | Y | 1 |
| M Axle | 26 | 38 | 550 | 10 | 16 | Y | 1 |
| LCV | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| LCV | 1 | 11 | 130 | 2 | 1 | N | 0 |
| LCV | 1 | 11 | 120 | 0 | 0 | N | 0 |
| LCV | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| Truck | 1 | 11 | 120 | 10 | 8 | N | 0 |
| Truck | 26 | 11 | 250 | 10 | 14 | Y | 1.5 |
| M Axle | 26 | 38 | 550 | 7 | 22 | Y | 1 |
| LCV | 26 | 10 | 250 | 0 | 0 | Y | 1 |
| LCV | 3 | 11 | 55 | 2 | 1 | N | 0 |
| Truck | 1 | 11 | 120 | 0 | 0 | N | 0 |
| Truck | 26 | 11 | 250 | 10 | 14 | Y | 1 |
| M Axle | 26 | 11 | 250 | 2 | 16 | Y | 1 |
| M Axle | 1 | 11 | 120 | 7 | 20 | N | 0 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| LCV | 3 | 11 | 55 | 0 | 0 | N | 0 |
| M Axle | 37 | 20 | 520 | 7 | 18 | Y | 1 |
| Truck | 3 | 11 | 55 | 0 | 0 | Y | 1.5 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| Truck | 37 | 11 | 465 | 10 | 12 | Y | 1 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 350 | 0 | 0 | N | 0 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| M Axle | 37 | 20 | 700 | 7 | 20 | Y | 1 |
| Truck | 3 | 11 | 55 | 2 | 4 | N | 0 |

Origin Destination Survey (Goods Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-232

| Vehicle Type | origin | Destination | Trip Length (km) | Commodity Type | Weight in Tones | Willingness to Pay Toll | If Yes then Factor |
|--------------|--------|-------------|------------------|----------------|-----------------|-------------------------|--------------------|
| Truck | 26 | 11 | 350 | 1 | 10 | Y | 1.5 |
| M Axle | 37 | 11 | 465 | 10 | 16 | N | 0 |
| Truck | 26 | 11 | 190 | 0 | 0 | N | 0 |
| Truck | 26 | 11 | 190 | 0 | 0 | Y | 1.5 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| Truck | 3 | 11 | 55 | 0 | 0 | Y | 1.5 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| M Axle | 1 | 11 | 130 | 10 | 16 | Y | 1 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| Truck | 26 | 20 | 300 | 0 | 0 | Y | 1.5 |
| Truck | 26 | 11 | 190 | 0 | 0 | Y | 0.5 |
| Truck | 26 | 11 | 190 | 0 | 0 | N | 0 |
| LCV | 26 | 20 | 300 | 0 | 0 | Y | 1 |
| LCV | 1 | 11 | 130 | 0 | 0 | Y | 1.5 |
| Truck | 37 | 11 | 465 | 1 | 10 | Y | 1.5 |
| Truck | 26 | 11 | 310 | 10 | 8 | N | 0 |
| LCV | 26 | 11 | 190 | 0 | 0 | N | 0 |
| Truck | 1 | 11 | 130 | 10 | 10 | N | 0 |
| M Axle | 37 | 11 | 250 | 2 | 18 | N | 0 |
| M Axle | 26 | 38 | 450 | 7 | 16 | Y | 1.5 |
| LCV | 26 | 11 | 190 | 0 | 0 | Y | 1.5 |
| LCV | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| Truck | 1 | 38 | 400 | 10 | 12 | N | 0 |
| M Axle | 37 | 38 | 465 | 7 | 18 | N | 0 |
| LCV | 26 | 11 | 350 | 0 | 0 | N | 0 |
| Truck | 26 | 11 | 250 | 0 | 0 | N | 0 |
| LCV | 26 | 11 | 350 | 0 | 0 | N | 0 |
| Truck | 26 | 38 | 560 | 0 | 0 | N | 0 |
| LCV | 1 | 38 | 250 | 0 | 0 | N | 0 |
| Truck | 26 | 11 | 250 | 0 | 0 | N | 0 |
| LCV | 26 | 11 | 190 | 0 | 0 | N | 0 |
| M Axle | 26 | 11 | 280 | 2 | 18 | Y | 1 |
| Truck | 37 | 11 | 465 | 7 | 12 | Y | 1 |
| Truck | 26 | 11 | 350 | 0 | 0 | N | 0 |
| LCV | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| Truck | 1 | 11 | 130 | 0 | 0 | Y | 1 |
| LCV | 26 | 11 | 260 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 260 | 0 | 0 | Y | 1 |
| LCV | 26 | 10 | 260 | 0 | 0 | Y | 1.5 |
| LCV | 26 | 10 | 260 | 0 | 0 | Y | 1.5 |
| LCV | 1 | 11 | 130 | 0 | 0 | Y | 1.5 |
| Truck | 26 | 11 | 280 | 0 | 0 | Y | 1.5 |
| Truck | 26 | 20 | 300 | 10 | 12 | Y | 1.5 |
| Truck | 26 | 11 | 200 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 300 | 0 | 0 | Y | 1 |
| LCV | 3 | 20 | 150 | 0 | 0 | Y | 1.5 |
| LCV | 26 | 11 | 250 | 1 | 4 | Y | 0.5 |
| Truck | 26 | 11 | 250 | 0 | 0 | Y | 1 |
| Truck | 26 | 20 | 300 | 4 | 2 | Y | 0.5 |
| Truck | 26 | 11 | 250 | 0 | 0 | Y | 0.5 |
| LCV | 26 | 11 | 300 | 4 | 4 | Y | 1 |
| Truck | 26 | 11 | 300 | 0 | 0 | Y | 1 |
| Truck | 23 | 11 | 250 | 0 | 0 | N | 0 |
| Truck | 26 | 11 | 300 | 0 | 0 | Y | 1.5 |
| Truck | 39 | 20 | 300 | 10 | 10 | Y | 1.5 |
| Truck | 3 | 11 | 55 | 10 | 5 | N | 0 |

Origin Destination Survey (Goods Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-232

| Vehicle Type | origin | Destination | Trip Length (km) | Commodity Type | Weight in Tones | Willingness to Pay Toll | If Yes then Factor |
|--------------|--------|-------------|------------------|----------------|-----------------|-------------------------|--------------------|
| Truck | 23 | 11 | 250 | 0 | 0 | N | 0 |
| Truck | 26 | 11 | 350 | 10 | 3 | Y | 0.5 |
| Truck | 26 | 11 | 350 | 10 | 4 | Y | 1 |
| Truck | 23 | 11 | 250 | 0 | 0 | N | 0 |
| Truck | 26 | 11 | 350 | 10 | 10 | Y | 1 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| LCV | 26 | 11 | 350 | 1 | 6 | Y | 1 |
| Truck | 3 | 11 | 55 | 0 | 0 | Y | 1 |
| M Axle | 26 | 20 | 200 | 10 | 6 | Y | 1 |
| Truck | 3 | 11 | 55 | 0 | 0 | N | 0 |
| LCV | 3 | 38 | 260 | 1 | 5 | Y | 1 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| Truck | 3 | 10 | 65 | 10 | 4 | N | 0 |
| LCV | 26 | 11 | 350 | 7 | 4 | Y | 1 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| Truck | 26 | 20 | 260 | 0 | 0 | Y | 1 |
| Truck | 3 | 11 | 55 | 0 | 0 | N | 0 |
| M Axle | 37 | 11 | 600 | 7 | 7 | Y | 1.5 |
| M Axle | 26 | 11 | 260 | 0 | 0 | Y | 0.5 |
| M Axle | 26 | 11 | 260 | 0 | 0 | Y | 0.5 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| M Axle | 26 | 20 | 290 | 0 | 0 | Y | 1 |
| M Axle | 37 | 11 | 550 | 1 | 8 | Y | 1 |
| M Axle | 37 | 11 | 700 | 1 | 6 | Y | 1.5 |
| Truck | 26 | 20 | 290 | 2 | 10 | Y | 0.5 |
| Truck | 1 | 11 | 200 | 10 | 12 | N | 0 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| LCV | 3 | 11 | 55 | 1 | 4 | N | 0 |
| M Axle | 37 | 11 | 200 | 7 | 16 | Y | 1 |
| Truck | 3 | 20 | 150 | 1 | 14 | N | 0 |
| M Axle | 26 | 11 | 250 | 0 | 0 | Y | 1 |
| M Axle | 26 | 11 | 250 | 0 | 0 | Y | 1 |
| M Axle | 26 | 20 | 200 | 0 | 0 | Y | 1 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| M Axle | 26 | 11 | 350 | 2 | 19 | Y | 1 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| M Axle | 26 | 11 | 250 | 2 | 22 | Y | 1 |
| M Axle | 26 | 38 | 700 | 1 | 8 | Y | 1 |
| M Axle | 26 | 11 | 350 | 2 | 35 | Y | 2 |
| M Axle | 26 | 10 | 200 | 0 | 0 | Y | 2 |
| M Axle | 1 | 14 | 150 | 1 | 3 | N | 0 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 2 |
| Truck | 3 | 10 | 65 | 10 | 10 | N | 0 |
| M Axle | 3 | 11 | 55 | 0 | 0 | N | 0 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 2 |
| M Axle | 3 | 14 | 165 | 0 | 0 | N | 0 |
| M Axle | 3 | 11 | 85 | 0 | 0 | N | 0 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 2 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 2 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 2 |
| M Axle | 1 | 11 | 150 | 10 | 8 | Y | 2 |
| M Axle | 26 | 11 | 260 | 0 | 0 | Y | 2 |
| M Axle | 26 | 11 | 260 | 0 | 0 | Y | 2 |
| M Axle | 26 | 11 | 260 | 0 | 0 | N | 0 |

Origin Destination Survey (Goods Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-232

| Vehicle Type | origin | Destination | Trip Length (km) | Commodity Type | Weight in Tones | Willingness to Pay Toll | If Yes then Factor |
|--------------|--------|-------------|------------------|----------------|-----------------|-------------------------|--------------------|
| M Axle | 3 | 11 | 85 | 0 | 0 | N | 0 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 2 |
| Truck | 26 | 11 | 250 | 10 | 12 | Y | 2 |
| M Axle | 26 | 11 | 250 | 0 | 0 | Y | 2 |
| M Axle | 26 | 11 | 260 | 0 | 0 | N | 0 |
| M Axle | 26 | 38 | 600 | 0 | 0 | N | 0 |
| M Axle | 26 | 11 | 260 | 0 | 0 | N | 0 |
| M Axle | 26 | 11 | 350 | 0 | 0 | N | 0 |
| M Axle | 26 | 11 | 350 | 2 | 16 | N | 0 |
| M Axle | 1 | 8 | 45 | 10 | 8 | N | 0 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| M Axle | 26 | 8 | 265 | 0 | 0 | Y | 1.5 |
| M Axle | 1 | 11 | 150 | 2 | 7 | N | 0 |
| Truck | 26 | 10 | 280 | 10 | 12 | Y | 2 |
| M Axle | 39 | 11 | 1150 | 10 | 8 | Y | 2 |
| M Axle | 26 | 11 | 350 | 7 | 35 | Y | 1.5 |
| Truck | 37 | 11 | 500 | 2 | 14 | Y | 2 |
| Truck | 26 | 11 | 340 | 2 | 10 | Y | 2 |
| M Axle | 26 | 11 | 150 | 0 | 0 | N | 0 |
| M Axle | 26 | 11 | 260 | 10 | 3 | Y | 2 |
| M Axle | 3 | 10 | 65 | 0 | 0 | N | 0 |
| M Axle | 37 | 20 | 500 | 0 | 0 | Y | 2 |
| Truck | 3 | 11 | 85 | 2 | 10 | Y | 2 |
| LCV | 26 | 11 | 350 | 4 | 3 | N | 0 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| M Axle | 26 | 11 | 300 | 0 | 0 | Y | 1.5 |
| M Axle | 26 | 11 | 225 | 10 | 6 | Y | 2 |
| M Axle | 26 | 11 | 300 | 0 | 0 | Y | 2 |
| M Axle | 26 | 11 | 300 | 10 | 35 | Y | 2 |
| M Axle | 37 | 11 | 465 | 1 | 7 | Y | 2 |
| LCV | 26 | 10 | 250 | 2 | 4 | Y | 2 |
| M Axle | 26 | 38 | 700 | 1 | 36 | Y | 2 |
| M Axle | 26 | 20 | 250 | 0 | 0 | Y | 2 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 2 |
| M Axle | 26 | 11 | 350 | 10 | 9 | Y | 1.5 |
| M Axle | 1 | 11 | 150 | 10 | 41 | Y | 2 |
| M Axle | 1 | 20 | 185 | 0 | 0 | Y | 2 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| M Axle | 39 | 11 | 350 | 1 | 16 | Y | 1.5 |
| M Axle | 23 | 11 | 350 | 0 | 0 | Y | 1.5 |
| LCV | 26 | 20 | 250 | 0 | 0 | Y | 1 |
| LCV | 26 | 10 | 300 | 0 | 0 | Y | 2 |
| M Axle | 1 | 11 | 185 | 0 | 0 | Y | 2 |
| M Axle | 23 | 20 | 250 | 0 | 0 | Y | 2 |
| M Axle | 26 | 11 | 350 | 1 | 4 | Y | 1.5 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 2 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 2 |
| M Axle | 1 | 11 | 200 | 0 | 0 | N | 0 |
| M Axle | 23 | 11 | 225 | 0 | 0 | Y | 1.5 |
| M Axle | 26 | 11 | 260 | 0 | 0 | Y | 2 |
| M Axle | 26 | 20 | 250 | 0 | 0 | Y | 2 |
| M Axle | 26 | 11 | 350 | 10 | 9 | Y | 2 |
| Truck | 39 | 11 | 1060 | 0 | 0 | Y | 1.5 |
| M Axle | 23 | 11 | 225 | 0 | 0 | N | 0 |
| M Axle | 1 | 11 | 200 | 10 | 45 | Y | 2 |

Origin Destination Survey (Goods Vehicles)

| Name of the Road | | NH-48 | | Direction | | Both | |
|------------------|--------|-------------|------------------|----------------|-----------------|-------------------------|--------------------|
| Location | | KM-232 | | | | | |
| Vehicle Type | origin | Destination | Trip Length (km) | Commodity Type | Weight in Tones | Willingness to Pay Toll | If Yes then Factor |
| Truck | 26 | 10 | 250 | 0 | 0 | Y | 2 |
| LCV | 26 | 10 | 250 | 0 | 0 | Y | 2 |
| M Axle | 1 | 11 | 200 | 0 | 0 | N | 0 |
| Truck | 26 | 11 | 260 | 1 | 12 | Y | 2 |
| M Axle | 26 | 20 | 270 | 0 | 0 | Y | 1.5 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| Truck | 26 | 11 | 350 | 7 | 3 | Y | 0.5 |
| Truck | 26 | 11 | 350 | 4 | 10 | Y | 1 |
| M Axle | 37 | 11 | 700 | 5 | 21 | Y | 1 |
| M Axle | 37 | 11 | 465 | 0 | 0 | Y | 0.5 |
| M Axle | 37 | 11 | 700 | 10 | 25 | Y | 1 |
| Truck | 26 | 9 | 250 | 2 | 16 | Y | 0.5 |
| M Axle | 39 | 38 | 1465 | 7 | 21 | Y | 1 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| M Axle | 39 | 38 | 1200 | 7 | 22 | Y | 1 |
| Truck | 26 | 11 | 250 | 10 | 1 | Y | 1 |
| M Axle | 26 | 11 | 325 | 0 | 0 | Y | 0.5 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| M Axle | 26 | 11 | 300 | 0 | 0 | Y | 1.5 |
| M Axle | 26 | 11 | 225 | 5 | 22 | Y | 1 |
| Truck | 26 | 11 | 350 | 2 | 6 | Y | 1 |
| Truck | 3 | 11 | 85 | 0 | 0 | Y | 0.5 |
| Truck | 26 | 11 | 250 | 7 | 9 | Y | 1 |
| Truck | 26 | 11 | 250 | 7 | 2 | Y | 1 |
| M Axle | 26 | 11 | 250 | 0 | 0 | Y | 0.5 |
| M Axle | 37 | 11 | 700 | 7 | 21 | Y | 1 |
| Truck | 3 | 11 | 85 | 4 | 10 | Y | 1 |
| Truck | 3 | 10 | 65 | 0 | 0 | Y | 1 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 2 |
| Truck | 1 | 14 | 185 | 7 | 6 | Y | 0.5 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 2 |
| M Axle | 37 | 11 | 700 | 8 | 21 | Y | 2 |
| LCV | 1 | 10 | 50 | 1 | 7 | Y | 1 |
| Truck | 3 | 11 | 85 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 350 | 10 | 14 | Y | 1.5 |
| M Axle | 40 | 11 | 1080 | 1 | 25 | Y | 2 |
| LCV | 26 | 11 | 350 | 1 | 4 | Y | 1 |
| LCV | 26 | 11 | 350 | 1 | 3 | Y | 2 |
| Truck | 26 | 38 | 450 | 10 | 3 | Y | 2 |
| M Axle | 23 | 11 | 334 | 0 | 0 | Y | 2 |
| Truck | 37 | 11 | 700 | 10 | 4 | Y | 2 |
| LCV | 26 | 13 | 225 | 2 | 4 | Y | 1 |
| LCV | 39 | 11 | 430 | 1 | 5 | Y | 2 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 2 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| M Axle | 23 | 11 | 225 | 0 | 0 | Y | 1.5 |
| M Axle | 23 | 20 | 250 | 10 | 48 | Y | 1.5 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 2 |
| M Axle | 26 | 20 | 200 | 0 | 0 | Y | 2 |
| M Axle | 26 | 20 | 200 | 0 | 0 | Y | 2 |
| Truck | 26 | 11 | 350 | 7 | 13 | Y | 2 |
| M Axle | 26 | 11 | 350 | 10 | 8 | Y | 2 |
| M Axle | 26 | 11 | 270 | 0 | 0 | Y | 1.5 |
| M Axle | 1 | 11 | 200 | 0 | 0 | N | 0 |
| LCV | 3 | 11 | 85 | 0 | 0 | N | 0 |
| LCV | 26 | 11 | 350 | 0 | 0 | N | 0 |

Origin Destination Survey (Goods Vehicles)

| Name of the Road | | NH-48 | | Direction | | Both | |
|------------------|---------|-------------|------------------|----------------|-----------------|-------------------------|--------------------|
| Location | | KM-232 | | | | | |
| Vehicle Type | origion | Destination | Trip Length (km) | Commodity Type | Weight in Tones | Willingness to Pay Toll | If Yes then Factor |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 2 |
| Truck | 26 | 11 | 350 | 10 | 12 | Y | 2 |
| M Axle | 26 | 11 | 350 | 1 | 18 | Y | 2 |
| M Axle | 23 | 11 | 225 | 10 | 18 | Y | 1.5 |
| LCV | 1 | 10 | 60 | 2 | 0.8 | N | 0 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 2 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 2 |
| LCV | 1 | 10 | 60 | 2 | 0.3 | N | 0 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 2 |
| M Axle | 26 | 11 | 200 | 10 | 45 | Y | 2 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 2 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 2 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 2 |
| LCV | 1 | 11 | 170 | 2 | 1 | N | 0 |
| M Axle | 23 | 11 | 250 | 0 | 0 | Y | 2 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 2 |
| LCV | 3 | 10 | 65 | 0 | 0 | N | 0 |
| Truck | 39 | 11 | 480 | 10 | 15 | Y | 2 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| LCV | 26 | 11 | 350 | 1 | 3 | Y | 2 |
| Truck | 37 | 11 | 520 | 1 | 14 | Y | 2 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 2 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 2 |
| LCV | 3 | 20 | 180 | 0 | 0 | N | 0 |
| LCV | 1 | 11 | 185 | 0 | 0 | N | 0 |
| Truck | 26 | 11 | 350 | 2 | 12 | Y | 2 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 2 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 2 |
| Truck | 37 | 11 | 520 | 2 | 13 | Y | 2 |
| LCV | 26 | 11 | 250 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 250 | 1 | 12 | Y | 2 |
| Truck | 26 | 11 | 350 | 7 | 9 | Y | 0.5 |
| Truck | 23 | 11 | 250 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 0.5 |
| M Axle | 26 | 11 | 350 | 4 | 18 | Y | 1 |
| Truck | 26 | 11 | 350 | 5 | 10 | Y | 0.5 |
| Truck | 26 | 11 | 350 | 2 | 8 | Y | 1 |
| Truck | 26 | 11 | 350 | 2 | 8 | Y | 1 |
| Truck | 26 | 11 | 350 | 2 | 8 | Y | 1.5 |
| M Axle | 39 | 11 | 1500 | 7 | 22 | Y | 0.5 |
| Truck | 26 | 11 | 225 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 250 | 1 | 10 | Y | 0.5 |
| Truck | 37 | 11 | 520 | 10 | 17 | Y | 1.5 |
| M Axle | 26 | 11 | 250 | 2 | 20 | Y | 1 |
| Truck | 3 | 11 | 85 | 0 | 0 | Y | 0.5 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 250 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| Truck | 23 | 11 | 300 | 10 | 9 | Y | 0.5 |
| Truck | 26 | 11 | 225 | 5 | 11 | Y | 1 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| Truck | 3 | 11 | 85 | 4 | 10 | Y | 1 |
| Truck | 26 | 11 | 225 | 0 | 0 | Y | 1 |

Origin Destination Survey (Goods Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-232

| Vehicle Type | origin | Destination | Trip Length (km) | Commodity Type | Weight in Tones | Willingness to Pay Toll | If Yes then Factor |
|--------------|--------|-------------|------------------|----------------|-----------------|-------------------------|--------------------|
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| Truck | 39 | 11 | 1100 | 0 | 0 | Y | 0.5 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 0.5 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 0.5 |
| Truck | 23 | 11 | 300 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 350 | 2 | 12 | Y | 1.5 |
| Truck | 26 | 11 | 350 | 7 | 16 | Y | 1.5 |
| M Axle | 39 | 38 | 520 | 7 | 21 | Y | 1.5 |
| Truck | 26 | 11 | 250 | 0 | 0 | Y | 1.5 |
| Truck | 37 | 11 | 520 | 2 | 13 | Y | 1 |
| LCV | 26 | 10 | 280 | 1 | 1 | Y | 1 |
| Truck | 26 | 14 | 200 | 7 | 7 | Y | 0.5 |
| Truck | 26 | 11 | 300 | 0 | 0 | Y | 0.5 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 250 | 0 | 0 | Y | 1.5 |
| Truck | 3 | 11 | 85 | 4 | 4 | Y | 1.5 |
| Truck | 3 | 11 | 85 | 4 | 9 | Y | 0.5 |
| Truck | 26 | 10 | 350 | 7 | 7 | Y | 1 |
| Truck | 26 | 10 | 250 | 0 | 0 | Y | 0.5 |
| M Axle | 39 | 11 | 520 | 7 | 22 | Y | 0.5 |
| Truck | 3 | 11 | 85 | 0 | 0 | N | 0 |
| Truck | 23 | 11 | 250 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 350 | 0 | 0 | N | 0 |
| M Axle | 26 | 11 | 350 | 10 | 42 | Y | 1 |
| Truck | 23 | 11 | 300 | 0 | 0 | Y | 1.5 |
| Truck | 26 | 11 | 350 | 10 | 3 | Y | 1.5 |
| Truck | 39 | 11 | 480 | 7 | 5 | Y | 1 |
| Truck | 3 | 11 | 90 | 0 | 0 | N | 0 |
| M Axle | 11 | 26 | 200 | 7 | 20.5 | Y | 1.5 |
| Truck | 11 | 1 | 110 | 4 | 15 | Y | 1.5 |
| M Axle | 38 | 39 | 550 | 7 | 18 | Y | 1.5 |
| Truck | 8 | 1 | 55 | 10 | 2 | Y | 1 |
| M Axle | 11 | 26 | 185 | 7 | 19 | Y | 1 |
| LCV | 8 | 1 | 50 | 0 | 0 | Y | 0.5 |
| M Axle | 11 | 39 | 500 | 4 | 20 | Y | 1.5 |
| LCV | 8 | 1 | 55 | 0 | 0 | Y | 0.5 |
| LCV | 11 | 3 | 70 | 0 | 0 | Y | 0.5 |
| M Axle | 11 | 26 | 185 | 4 | 25 | Y | 1.5 |
| M Axle | 11 | 37 | 500 | 7 | 18 | Y | 1.5 |
| LCV | 8 | 1 | 55 | 2 | 4 | Y | 0.5 |
| LCV | 8 | 1 | 55 | 2 | 4 | Y | 0.5 |
| M Axle | 11 | 23 | 145 | 4 | 25 | Y | 1.5 |
| M Axle | 11 | 26 | 185 | 7 | 22 | Y | 1.5 |
| Truck | 11 | 26 | 185 | 2 | 16 | Y | 1 |
| M Axle | 16 | 26 | 420 | 10 | 22.5 | Y | 1.5 |
| M Axle | 11 | 23 | 145 | 4 | 22.5 | Y | 1.5 |
| M Axle | 11 | 39 | 500 | 4 | 25 | Y | 1.5 |
| Truck | 16 | 23 | 420 | 7 | 20 | Y | 1 |
| M Axle | 11 | 26 | 185 | 4 | 22 | Y | 1.5 |
| LCV | 8 | 23 | 145 | 2 | 4 | Y | 0.5 |
| LCV | 11 | 1 | 70 | 7 | 5 | Y | 0.5 |
| M Axle | 11 | 23 | 145 | 4 | 22.5 | Y | 1.5 |
| M Axle | 11 | 39 | 500 | 4 | 22.5 | Y | 1.5 |
| Truck | 11 | 39 | 500 | 7 | 15 | Y | 1 |
| LCV | 8 | 1 | 50 | 7 | 4 | Y | 0.5 |

Origin Destination Survey (Goods Vehicles)

| Name of the Road | | NH-48 | | Direction | | Both | |
|------------------|---------|-------------|------------------|----------------|-----------------|-------------------------|--------------------|
| Location | | KM-232 | | | | | |
| Vehicle Type | origion | Destination | Trip Length (km) | Commodity Type | Weight in Tones | Willingness to Pay Toll | If Yes then Factor |
| Truck | 16 | 23 | 300 | 7 | 18 | Y | 1 |
| M Axle | 11 | 26 | 185 | 4 | 25 | Y | 1.5 |
| M Axle | 11 | 23 | 145 | 4 | 25 | Y | 1.5 |
| LCV | 8 | 1 | 60 | 1 | 7 | Y | 0.5 |
| M Axle | 11 | 39 | 500 | 4 | 22 | Y | 1.5 |
| M Axle | 11 | 23 | 145 | 7 | 25 | Y | 1.5 |
| M Axle | 16 | 26 | 420 | 4 | 22 | Y | 1.5 |
| Truck | 11 | 26 | 185 | 7 | 16 | Y | 1 |
| M Axle | 11 | 39 | 1050 | 4 | 25 | Y | 1.5 |
| M Axle | 16 | 23 | 275 | 4 | 22 | Y | 1.5 |
| M Axle | 11 | 26 | 185 | 7 | 25 | Y | 1.5 |
| M Axle | 11 | 39 | 500 | 4 | 22 | Y | 1 |
| M Axle | 11 | 23 | 145 | 4 | 25 | Y | 1.5 |
| M Axle | 11 | 39 | 500 | 4 | 25 | Y | 1.5 |
| M Axle | 11 | 26 | 185 | 7 | 20 | Y | 1.5 |
| Truck | 8 | 23 | 145 | 7 | 15 | Y | 1 |
| M Axle | 11 | 39 | 1250 | 4 | 25 | Y | 1.5 |
| LCV | 8 | 1 | 70 | 1 | 4 | Y | 0.5 |
| LCV | 1 | 1 | 15 | 2 | 4 | Y | 0.5 |
| M Axle | 11 | 26 | 185 | 4 | 25 | Y | 1.5 |
| M Axle | 11 | 23 | 145 | 4 | 25 | Y | 1.5 |
| Truck | 8 | 26 | 185 | 10 | 15 | Y | 1 |
| M Axle | 16 | 39 | 850 | 7 | 20 | Y | 1.5 |
| M Axle | 11 | 23 | 145 | 4 | 25 | Y | 1.5 |
| Truck | 8 | 26 | 185 | 1 | 18 | Y | 1 |
| Truck | 11 | 23 | 145 | 7 | 15 | Y | 1 |
| LCV | 8 | 3 | 150 | 7 | 7 | Y | 0.5 |
| M Axle | 11 | 39 | 500 | 4 | 25 | Y | 1.5 |
| M Axle | 11 | 23 | 145 | 4 | 25 | Y | 1.5 |
| M Axle | 11 | 26 | 185 | 7 | 20 | Y | 1.5 |
| Truck | 8 | 1 | 50 | 2 | 10 | Y | 0.5 |
| M Axle | 8 | 23 | 200 | 7 | 25 | Y | 1.5 |
| LCV | 1 | 1 | 15 | 0 | 0 | Y | 0.5 |
| M Axle | 11 | 26 | 185 | 4 | 22 | Y | 1.5 |
| Truck | 8 | 1 | 70 | 1 | 15 | Y | 1 |
| M Axle | 11 | 26 | 185 | 4 | 25 | Y | 1.5 |
| M Axle | 11 | 23 | 145 | 7 | 20 | Y | 1.5 |
| M Axle | 11 | 39 | 500 | 4 | 25 | Y | 1.5 |
| M Axle | 11 | 37 | 500 | 7 | 25 | Y | 1.5 |
| M Axle | 11 | 26 | 185 | 4 | 25 | Y | 1.5 |
| M Axle | 11 | 23 | 145 | 4 | 18 | Y | 1.5 |
| Truck | 11 | 3 | 70 | 5 | 8 | Y | 1 |
| Truck | 11 | 3 | 70 | 0 | 0 | Y | 0.5 |
| Truck | 11 | 26 | 185 | 7 | 6 | Y | 1.5 |
| Truck | 11 | 3 | 70 | 5 | 18 | Y | 1.5 |
| Truck | 11 | 26 | 180 | 4 | 16 | Y | 1 |
| M Axle | 11 | 26 | 180 | 4 | 18 | Y | 2 |
| M Axle | 11 | 23 | 135 | 4 | 18 | Y | 2 |
| Truck | 11 | 26 | 180 | 4 | 17 | Y | 1 |
| Truck | 11 | 3 | 70 | 10 | 2 | Y | 2 |
| Truck | 8 | 1 | 70 | 0 | 0 | Y | 0.5 |
| M Axle | 11 | 37 | 500 | 4 | 17 | Y | 2 |
| M Axle | 11 | 23 | 135 | 4 | 18 | Y | 2 |
| M Axle | 11 | 26 | 180 | 4 | 18 | Y | 2 |
| M Axle | 11 | 39 | 950 | 4 | 18 | Y | 2 |
| M Axle | 11 | 39 | 500 | 5 | 22 | Y | 1 |

Origin Destination Survey (Goods Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-232

| Vehicle Type | origin | Destination | Trip Length (km) | Commodity Type | Weight in Tones | Willingness to Pay Toll | If Yes then Factor |
|--------------|--------|-------------|------------------|----------------|-----------------|-------------------------|--------------------|
| M Axle | 11 | 39 | 525 | 5 | 21 | Y | 1 |
| Truck | 11 | 3 | 70 | 5 | 12 | Y | 1 |
| Truck | 11 | 26 | 180 | 0 | 0 | N | 0 |
| M Axle | 11 | 26 | 180 | 4 | 18 | Y | 1.5 |
| Truck | 11 | 23 | 135 | 4 | 20 | Y | 1 |
| Truck | 11 | 3 | 70 | 5 | 15 | Y | 0.5 |
| Truck | 11 | 3 | 70 | 5 | 16 | Y | 0.5 |
| Truck | 20 | 26 | 300 | 0 | 0 | Y | 0.5 |
| Truck | 11 | 26 | 180 | 2 | 6 | Y | 1.5 |
| M Axle | 11 | 26 | 180 | 4 | 18 | Y | 1.5 |
| Truck | 11 | 26 | 180 | 4 | 22 | Y | 0.5 |
| M Axle | 11 | 26 | 180 | 4 | 18 | Y | 1 |
| M Axle | 11 | 26 | 180 | 4 | 18 | Y | 1 |
| M Axle | 11 | 26 | 180 | 2 | 21 | Y | 1.5 |
| M Axle | 11 | 26 | 180 | 4 | 18 | Y | 1 |
| Truck | 11 | 3 | 110 | 4 | 7 | Y | 0.5 |
| LCV | 9 | 37 | 450 | 0 | 0 | Y | 0.5 |
| LCV | 9 | 37 | 450 | 0 | 0 | Y | 1.5 |
| Truck | 9 | 26 | 180 | 0 | 0 | Y | 1 |
| Truck | 9 | 26 | 180 | 0 | 0 | Y | 1 |
| Truck | 11 | 26 | 180 | 10 | 8 | Y | 1 |
| M Axle | 11 | 37 | 525 | 9 | 20 | Y | 1.5 |
| M Axle | 11 | 37 | 525 | 9 | 20 | Y | 1.5 |
| Truck | 11 | 26 | 180 | 2 | 6 | Y | 0.5 |
| LCV | 10 | 1 | 100 | 0 | 0 | N | 0 |
| LCV | 11 | 26 | 215 | 0 | 0 | Y | 1 |
| Truck | 11 | 26 | 215 | 2 | 10 | Y | 0.5 |
| Truck | 11 | 26 | 215 | 2 | 8 | Y | 1 |
| Truck | 11 | 26 | 215 | 5 | 20 | Y | 1 |
| M Axle | 11 | 37 | 740 | 5 | 25 | Y | 1.5 |
| M Axle | 11 | 26 | 215 | 4 | 18 | Y | 0.5 |
| M Axle | 11 | 26 | 215 | 4 | 18 | Y | 1.5 |
| M Axle | 11 | 37 | 525 | 4 | 18 | Y | 1 |
| M Axle | 11 | 23 | 135 | 4 | 17 | Y | 1 |
| M Axle | 11 | 37 | 525 | 4 | 26 | Y | 1.5 |
| Truck | 8 | 1 | 70 | 0 | 0 | N | 0 |
| Truck | 8 | 1 | 70 | 0 | 0 | N | 0 |
| Truck | 11 | 26 | 215 | 2 | 10 | Y | 1.5 |
| Truck | 11 | 37 | 525 | 5 | 15 | Y | 0.5 |
| M Axle | 11 | 26 | 215 | 4 | 28 | Y | 1 |
| M Axle | 11 | 23 | 135 | 4 | 18 | Y | 1 |
| Truck | 11 | 1 | 130 | 4 | 6 | Y | 1.5 |
| M Axle | 11 | 26 | 215 | 4 | 18 | Y | 1.5 |
| M Axle | 11 | 26 | 215 | 4 | 17 | Y | 1.5 |
| M Axle | 11 | 26 | 215 | 4 | 17 | Y | 0.5 |
| Truck | 38 | 26 | 600 | 7 | 12 | Y | 1 |
| M Axle | 11 | 37 | 525 | 4 | 18 | Y | 1.5 |
| M Axle | 11 | 26 | 215 | 4 | 16 | Y | 1.5 |
| M Axle | 11 | 26 | 215 | 4 | 18 | Y | 1 |
| M Axle | 11 | 37 | 700 | 4 | 17 | Y | 0.5 |
| M Axle | 11 | 3 | 70 | 4 | 18 | Y | 1.5 |
| Truck | 8 | 26 | 215 | 7 | 16 | Y | 1.5 |
| Truck | 11 | 26 | 215 | 2 | 10 | Y | 1.5 |
| M Axle | 11 | 3 | 70 | 4 | 18 | Y | 1 |
| M Axle | 11 | 26 | 215 | 4 | 18 | Y | 0.5 |
| Truck | 38 | 39 | 700 | 10 | 10 | Y | 0.5 |

Origin Destination Survey (Goods Vehicles)

| Name of the Road | | NH-48 | | Direction | | Both | |
|------------------|---------|-------------|------------------|----------------|-----------------|-------------------------|--------------------|
| Location | | KM-232 | | | | | |
| Vehicle Type | origion | Destination | Trip Length (km) | Commodity Type | Weight in Tones | Willingness to Pay Toll | If Yes then Factor |
| M Axle | 11 | 26 | 215 | 4 | 18 | Y | 1.5 |
| M Axle | 11 | 23 | 135 | 4 | 18 | Y | 1 |
| M Axle | 11 | 3 | 70 | 4 | 18 | Y | 1.5 |
| M Axle | 11 | 26 | 155 | 5 | 26 | Y | 0.5 |
| M Axle | 11 | 26 | 155 | 4 | 18 | Y | 1.5 |
| M Axle | 11 | 26 | 155 | 4 | 18 | Y | 1.5 |
| M Axle | 11 | 3 | 70 | 4 | 18 | Y | 0.5 |
| Truck | 38 | 26 | 700 | 10 | 8 | Y | 1 |
| Truck | 8 | 26 | 155 | 2 | 10 | Y | 1.5 |
| M Axle | 11 | 3 | 70 | 4 | 17 | Y | 1.5 |
| Truck | 38 | 3 | 500 | 5 | 12 | Y | 1.5 |
| M Axle | 11 | 26 | 155 | 4 | 18 | Y | 0.5 |
| M Axle | 11 | 39 | 1300 | 4 | 18 | Y | 1 |
| M Axle | 11 | 37 | 525 | 5 | 25 | Y | 0.5 |
| M Axle | 11 | 26 | 155 | 4 | 18 | Y | 0.5 |
| M Axle | 11 | 3 | 70 | 4 | 17 | Y | 1.5 |
| M Axle | 11 | 26 | 155 | 4 | 18 | Y | 1.5 |
| M Axle | 11 | 26 | 155 | 4 | 17 | Y | 0.5 |
| M Axle | 11 | 26 | 155 | 4 | 17 | Y | 0.5 |
| M Axle | 11 | 26 | 155 | 4 | 17 | Y | 0.5 |
| LCV | 11 | 3 | 80 | 4 | 1 | Y | 0.5 |
| M Axle | 11 | 26 | 155 | 4 | 17 | Y | 0.5 |
| M Axle | 11 | 26 | 155 | 4 | 18 | Y | 0.5 |
| M Axle | 11 | 26 | 155 | 4 | 18 | Y | 0.5 |
| M Axle | 11 | 37 | 525 | 2 | 16 | Y | 0.5 |
| M Axle | 11 | 37 | 600 | 4 | 17 | Y | 0.5 |
| LCV | 11 | 3 | 80 | 4 | 6 | Y | 0.5 |
| M Axle | 11 | 26 | 155 | 4 | 18 | Y | 0.5 |
| M Axle | 11 | 26 | 155 | 4 | 17 | Y | 0.5 |
| LCV | 11 | 3 | 80 | 0 | 0 | Y | 0.5 |
| M Axle | 11 | 26 | 155 | 4 | 17 | Y | 0.5 |
| M Axle | 11 | 26 | 155 | 4 | 17 | Y | 0.5 |
| M Axle | 11 | 26 | 155 | 4 | 17 | Y | 0.5 |
| M Axle | 11 | 26 | 250 | 4 | 17 | Y | 0.5 |
| M Axle | 11 | 39 | 620 | 4 | 17 | Y | 0.5 |
| M Axle | 11 | 39 | 1050 | 4 | 17 | Y | 0.5 |
| M Axle | 11 | 26 | 250 | 4 | 17 | Y | 0.5 |
| M Axle | 11 | 26 | 250 | 4 | 17 | Y | 0.5 |
| M Axle | 11 | 26 | 250 | 4 | 17 | Y | 0.5 |
| Truck | 11 | 26 | 250 | 10 | 0.5 | Y | 0.5 |
| M Axle | 11 | 26 | 250 | 4 | 17 | Y | 0.5 |
| LCV | 11 | 1 | 80 | 0 | 0 | N | 0 |
| Truck | 11 | 26 | 250 | 0 | 0 | N | 0 |
| M Axle | 11 | 39 | 1100 | 4 | 17 | Y | 0.5 |
| M Axle | 11 | 26 | 250 | 4 | 17 | Y | 0.5 |
| M Axle | 11 | 26 | 250 | 4 | 17 | Y | 0.5 |
| M Axle | 11 | 26 | 250 | 7 | 35 | Y | 0.5 |
| M Axle | 11 | 37 | 400 | 4 | 17 | Y | 0.5 |
| M Axle | 11 | 37 | 700 | 4 | 17 | Y | 0.5 |
| M Axle | 11 | 26 | 250 | 4 | 17 | Y | 0.5 |
| M Axle | 11 | 26 | 250 | 4 | 17 | Y | 0.5 |
| Truck | 20 | 3 | 100 | 0 | 0 | N | 0 |
| Truck | 11 | 3 | 80 | 0 | 0 | N | 0 |
| Truck | 11 | 4 | 80 | 0 | 0 | N | 0 |
| M Axle | 11 | 37 | 490 | 4 | 17 | Y | 0.5 |
| M Axle | 11 | 26 | 250 | 4 | 17 | Y | 0.5 |

Origin Destination Survey (Goods Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-232

| Vehicle Type | origion | Destination | Trip Length (km) | Commodity Type | Weight in Tones | Willingness to Pay Toll | If Yes then Factor |
|--------------|---------|-------------|------------------|----------------|-----------------|-------------------------|--------------------|
| LCV | 11 | 3 | 80 | 0 | 0 | Y | 0.5 |
| LCV | 11 | 1 | 130 | 0 | 0 | Y | 0.5 |
| Truck | 1 | 1 | 15 | 0 | 0 | N | 0 |
| M Axle | 20 | 23 | 300 | 4 | 17 | Y | 0.5 |
| M Axle | 11 | 26 | 250 | 4 | 17 | Y | 0.5 |
| M Axle | 11 | 23 | 135 | 4 | 17 | Y | 0.5 |
| Truck | 1 | 1 | 15 | 0 | 0 | N | 0 |
| M Axle | 11 | 23 | 135 | 4 | 17 | Y | 0.5 |
| Truck | 11 | 23 | 135 | 0 | 0 | Y | 0.5 |
| LCV | 20 | 3 | 100 | 0 | 0 | Y | 1 |
| Truck | 11 | 26 | 250 | 10 | 8 | Y | 0.5 |
| M Axle | 11 | 26 | 250 | 4 | 17 | Y | 0.5 |
| LCV | 1 | 1 | 15 | 0 | 0 | N | 0 |
| M Axle | 11 | 23 | 135 | 4 | 17 | Y | 0.5 |
| M Axle | 11 | 37 | 400 | 4 | 17 | Y | 0.5 |
| M Axle | 11 | 37 | 400 | 4 | 17 | Y | 0.5 |
| M Axle | 11 | 26 | 250 | 4 | 17 | Y | 0.5 |
| M Axle | 11 | 26 | 250 | 7 | 30 | Y | 0.5 |
| M Axle | 11 | 26 | 250 | 4 | 17 | Y | 1 |
| M Axle | 11 | 26 | 250 | 4 | 17 | Y | 1 |
| M Axle | 11 | 26 | 250 | 10 | 22 | Y | 1 |
| M Axle | 11 | 23 | 135 | 4 | 20 | Y | 0.5 |
| LCV | 11 | 3 | 80 | 1 | 0.7 | N | 0 |
| M Axle | 11 | 26 | 250 | 4 | 17 | Y | 0.5 |
| LCV | 11 | 26 | 250 | 0 | 0 | Y | 1.5 |
| M Axle | 11 | 26 | 250 | 4 | 18 | Y | 1.5 |
| Truck | 11 | 26 | 250 | 4 | 16 | Y | 2 |
| LCV | 11 | 1 | 80 | 4 | 6 | Y | 0.5 |
| M Axle | 11 | 26 | 250 | 4 | 18 | Y | 2 |
| LCV | 11 | 26 | 250 | 0 | 0 | Y | 0.5 |
| M Axle | 11 | 37 | 400 | 7 | 21 | Y | 2 |
| Truck | 11 | 26 | 250 | 2 | 15 | Y | 1 |
| Truck | 9 | 37 | 400 | 0 | 0 | Y | 1 |
| Truck | 11 | 37 | 400 | 7 | 17 | Y | 2 |
| LCV | 11 | 28 | 150 | 2 | 7 | Y | 1.5 |
| LCV | 11 | 28 | 155 | 2 | 7 | Y | 1.5 |
| M Axle | 11 | 37 | 700 | 10 | 19 | Y | 2 |
| M Axle | 11 | 37 | 700 | 7 | 22 | Y | 2 |
| M Axle | 11 | 26 | 250 | 4 | 16 | Y | 2 |
| M Axle | 11 | 26 | 250 | 4 | 16 | Y | 1.5 |
| M Axle | 11 | 26 | 250 | 4 | 18 | Y | 1.5 |
| Truck | 11 | 37 | 400 | 4 | 18 | Y | 1.5 |
| Truck | 11 | 39 | 1050 | 4 | 18 | Y | 1.5 |
| Truck | 11 | 28 | 165 | 7 | 16 | Y | 0.5 |
| Truck | 11 | 28 | 145 | 2 | 10 | Y | 0.5 |
| Truck | 11 | 26 | 250 | 4 | 18 | Y | 1 |
| Truck | 11 | 1 | 80 | 0 | 0 | Y | 0.5 |
| M Axle | 11 | 37 | 400 | 5 | 30 | Y | 0.5 |
| Truck | 11 | 37 | 400 | 4 | 18 | Y | 1 |
| Truck | 11 | 37 | 620 | 9 | 3 | Y | 1 |
| Truck | 11 | 23 | 135 | 0 | 0 | Y | 0.5 |
| M Axle | 11 | 27 | 140 | 7 | 20 | Y | 0.5 |
| Truck | 11 | 26 | 250 | 2 | 8 | Y | 0.5 |
| Truck | 11 | 26 | 250 | 4 | 18 | Y | 1.5 |
| Truck | 11 | 3 | 80 | 0 | 0 | Y | 0.5 |
| Truck | 11 | 26 | 250 | 0 | 0 | Y | 1 |

Origin Destination Survey (Goods Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-232

| Vehicle Type | origin | Destination | Trip Length (km) | Commodity Type | Weight in Tones | Willingness to Pay Toll | If Yes then Factor |
|--------------|--------|-------------|------------------|----------------|-----------------|-------------------------|--------------------|
| Truck | 11 | 26 | 250 | 2 | 8 | Y | 1.5 |
| Truck | 11 | 26 | 250 | 4 | 18 | Y | 1 |
| LCV | 11 | 26 | 175 | 4 | 1 | Y | 1 |
| M Axle | 38 | 26 | 550 | 2 | 20 | Y | 1.5 |
| Truck | 11 | 3 | 90 | 0 | 0 | Y | 1 |
| Truck | 11 | 26 | 250 | 4 | 17 | Y | 1.5 |
| Truck | 9 | 3 | 120 | 0 | 0 | Y | 0.5 |
| Truck | 11 | 26 | 250 | 4 | 18 | Y | 1 |
| M Axle | 11 | 39 | 700 | 5 | 20 | Y | 1 |
| Truck | 11 | 26 | 250 | 4 | 18 | Y | 1.5 |
| M Axle | 11 | 26 | 250 | 5 | 22 | Y | 1 |
| Truck | 11 | 37 | 400 | 4 | 18 | Y | 1.5 |
| Truck | 11 | 26 | 250 | 4 | 8 | Y | 0.5 |
| M Axle | 11 | 23 | 135 | 7 | 26 | Y | 0.5 |
| Truck | 11 | 26 | 250 | 4 | 18 | Y | 0.5 |
| Truck | 11 | 26 | 250 | 4 | 18 | Y | 1.5 |
| M Axle | 11 | 26 | 250 | 5 | 22 | Y | 1.5 |
| Truck | 11 | 3 | 90 | 4 | 18 | Y | 1.5 |
| Truck | 38 | 3 | 400 | 4 | 18 | Y | 1 |
| Truck | 11 | 26 | 250 | 4 | 18 | Y | 1 |
| Truck | 11 | 39 | 550 | 4 | 17 | Y | 0.5 |
| Truck | 8 | 26 | 250 | 2 | 10 | Y | 0.5 |
| Truck | 11 | 26 | 250 | 4 | 19 | Y | 2 |
| Truck | 11 | 26 | 250 | 4 | 21 | Y | 2 |
| LCV | 8 | 26 | 250 | 0 | 0 | N | 0 |
| LCV | 11 | 26 | 250 | 0 | 0 | Y | 2 |
| Truck | 11 | 26 | 250 | 4 | 19 | Y | 2 |
| M Axle | 11 | 26 | 250 | 4 | 20 | Y | 2 |
| Truck | 11 | 26 | 250 | 4 | 19 | Y | 2 |
| Truck | 11 | 26 | 250 | 4 | 19 | Y | 2 |
| Truck | 11 | 26 | 250 | 4 | 19 | Y | 2 |
| Truck | 11 | 26 | 250 | 4 | 21 | Y | 2 |
| Truck | 11 | 26 | 250 | 4 | 21 | Y | 2 |
| M Axle | 11 | 26 | 250 | 4 | 22 | Y | 2 |
| M Axle | 11 | 26 | 250 | 4 | 22 | Y | 2 |
| Truck | 8 | 26 | 250 | 4 | 5 | Y | 2 |
| Truck | 11 | 26 | 250 | 4 | 21 | Y | 2 |
| Truck | 11 | 26 | 250 | 4 | 21 | Y | 2 |
| Truck | 11 | 37 | 550 | 4 | 21 | Y | 2 |
| Truck | 11 | 37 | 700 | 4 | 19 | Y | 2 |
| Truck | 11 | 26 | 250 | 4 | 18 | Y | 2 |
| Truck | 11 | 26 | 250 | 4 | 19 | Y | 1.5 |
| LCV | 11 | 26 | 250 | 4 | 7 | N | 0 |
| Truck | 11 | 26 | 250 | 4 | 21 | Y | 2 |
| Truck | 11 | 26 | 250 | 4 | 21 | Y | 2 |
| Truck | 11 | 26 | 250 | 4 | 19 | Y | 2 |
| Truck | 11 | 26 | 250 | 4 | 19 | Y | 2 |
| Truck | 11 | 26 | 250 | 4 | 19 | Y | 2 |
| LCV | 8 | 1 | 60 | 0 | 0 | N | 0 |
| LCV | 11 | 6 | 135 | 0 | 0 | N | 0 |
| Truck | 11 | 3 | 100 | 0 | 0 | N | 0 |
| Truck | 11 | 3 | 100 | 0 | 0 | N | 0 |
| Truck | 11 | 26 | 250 | 4 | 19 | Y | 2 |
| LCV | 11 | 1 | 70 | 7 | 5 | Y | 0.5 |
| LCV | 8 | 1 | 50 | 7 | 4 | Y | 0.5 |
| LCV | 8 | 1 | 60 | 1 | 7 | Y | 0.5 |

Origin Destination Survey (Goods Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-232

| Vehicle Type | origin | Destination | Trip Length (km) | Commodity Type | Weight in Tones | Willingness to Pay Toll | If Yes then Factor |
|--------------|--------|-------------|------------------|----------------|-----------------|-------------------------|--------------------|
| LCV | 8 | 1 | 70 | 1 | 4 | Y | 0.5 |
| LCV | 1 | 1 | 15 | 2 | 4 | Y | 0.5 |
| LCV | 8 | 3 | 150 | 7 | 7 | Y | 0.5 |
| LCV | 1 | 1 | 15 | 0 | 0 | Y | 0.5 |
| LCV | 9 | 37 | 450 | 0 | 0 | Y | 0.5 |
| LCV | 9 | 37 | 450 | 0 | 0 | Y | 1.5 |
| LCV | 10 | 1 | 100 | 0 | 0 | N | 0 |
| Truck | 8 | 26 | 185 | 1 | 18 | Y | 1 |
| Truck | 11 | 23 | 145 | 7 | 15 | Y | 1 |
| Truck | 8 | 1 | 50 | 2 | 10 | Y | 0.5 |
| Truck | 8 | 1 | 70 | 1 | 15 | Y | 1 |
| Truck | 11 | 3 | 70 | 5 | 8 | Y | 1 |
| Truck | 11 | 3 | 70 | 0 | 0 | Y | 0.5 |
| Truck | 11 | 26 | 185 | 7 | 6 | Y | 1.5 |
| Truck | 11 | 3 | 70 | 5 | 18 | Y | 1.5 |
| Truck | 11 | 26 | 180 | 4 | 16 | Y | 1 |
| Truck | 11 | 26 | 180 | 4 | 17 | Y | 1 |
| Truck | 11 | 3 | 70 | 10 | 2 | Y | 2 |
| Truck | 8 | 1 | 70 | 0 | 0 | Y | 0.5 |
| Truck | 11 | 3 | 70 | 5 | 12 | Y | 1 |
| Truck | 11 | 26 | 180 | 0 | 0 | N | 0 |
| Truck | 11 | 23 | 135 | 4 | 20 | Y | 1 |
| Truck | 11 | 3 | 70 | 5 | 15 | Y | 0.5 |
| Truck | 11 | 3 | 70 | 5 | 16 | Y | 0.5 |
| Truck | 20 | 26 | 300 | 0 | 0 | Y | 0.5 |
| Truck | 11 | 26 | 180 | 2 | 6 | Y | 1.5 |
| Truck | 11 | 26 | 180 | 4 | 22 | Y | 0.5 |
| Truck | 11 | 3 | 110 | 4 | 7 | Y | 0.5 |
| Truck | 9 | 26 | 180 | 0 | 0 | Y | 1 |
| Truck | 9 | 26 | 180 | 0 | 0 | Y | 1 |
| Truck | 11 | 26 | 180 | 10 | 8 | Y | 1 |
| Truck | 11 | 26 | 180 | 2 | 6 | Y | 0.5 |
| Truck | 11 | 26 | 215 | 2 | 10 | Y | 0.5 |
| Truck | 11 | 26 | 215 | 2 | 8 | Y | 1 |
| Truck | 11 | 26 | 215 | 5 | 20 | Y | 1 |
| Truck | 8 | 1 | 70 | 0 | 0 | N | 0 |
| Truck | 8 | 1 | 70 | 0 | 0 | N | 0 |
| Truck | 11 | 26 | 215 | 2 | 10 | Y | 1.5 |
| Truck | 11 | 37 | 525 | 5 | 15 | Y | 0.5 |
| Truck | 11 | 1 | 130 | 4 | 6 | Y | 1.5 |
| Truck | 38 | 26 | 600 | 7 | 12 | Y | 1 |
| Truck | 8 | 26 | 215 | 7 | 16 | Y | 1.5 |
| Truck | 11 | 26 | 215 | 2 | 10 | Y | 1.5 |
| Truck | 38 | 39 | 1100 | 10 | 10 | Y | 0.5 |
| Truck | 38 | 26 | 700 | 10 | 8 | Y | 1 |
| Truck | 8 | 26 | 155 | 2 | 10 | Y | 1.5 |
| Truck | 38 | 3 | 500 | 5 | 12 | Y | 1.5 |

Origin Destination Survey (Passenger Vehicles)

| Name of the Road | NH-48 | | | Direction | | Both | |
|------------------|------------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Location | KM-263.500 | | | | | | |
| Vehicle Type | origion | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
| Car | 26 | 10 | 300 | 1 | 3 | Y | 1.5 |
| Car | 26 | 10 | 300 | 6 | 5 | Y | 1.5 |
| Car | 26 | 10 | 300 | 6 | 5 | Y | 1.5 |
| Car | 3 | 10 | 95 | 7 | 4 | Y | 1.5 |
| Car | 23 | 8 | 250 | 4 | 3 | Y | 1.5 |
| Bus | 23 | 10 | 300 | 4 | 18 | Y | 1.5 |
| Car | 1 | 10 | 50 | 4 | 1 | Y | 1.5 |
| Bus | 3 | 10 | 95 | 4 | 20 | N | 0 |
| Mini Bus | 23 | 11 | 280 | 1 | 12 | Y | 1.5 |
| Mini Bus | 3 | 11 | 135 | 1 | 12 | N | 0 |
| Car | 26 | 11 | 350 | 2 | 2 | Y | 1.5 |
| Car | 26 | 10 | 300 | 1 | 4 | Y | 1.5 |
| Bus | 26 | 10 | 280 | 1 | 20 | Y | 1.5 |
| Bus | 23 | 11 | 300 | 1 | 15 | N | 0 |
| Car | 26 | 10 | 310 | 6 | 3 | Y | 1.5 |
| Car | 23 | 10 | 250 | 7 | 2 | N | 0 |
| Mini Bus | 3 | 10 | 120 | 1 | 11 | Y | 1.5 |
| Car | 26 | 10 | 250 | 2 | 2 | Y | 1.5 |
| Car | 26 | 11 | 290 | 4 | 5 | Y | 1.5 |
| Car | 3 | 10 | 95 | 4 | 4 | N | 0 |
| Car | 23 | 10 | 250 | 4 | 3 | N | 0 |
| Mini Bus | 3 | 10 | 150 | 1 | 12 | Y | 1.5 |
| Bus | 26 | 20 | 250 | 1 | 18 | Y | 1.5 |
| Bus | 26 | 15 | 250 | 2 | 21 | Y | 1.5 |
| Car | 26 | 10 | 280 | 1 | 3 | Y | 1.5 |
| Car | 26 | 10 | 280 | 6 | 4 | Y | 1.5 |
| Car | 26 | 10 | 280 | 4 | 4 | Y | 1.5 |
| Car | 26 | 10 | 280 | 4 | 5 | Y | 2 |
| Mini Bus | 3 | 10 | 150 | 1 | 14 | Y | 2 |
| Car | 23 | 10 | 250 | 4 | 2 | N | 0 |
| Car | 3 | 10 | 60 | 4 | 3 | N | 0 |
| Bus | 26 | 10 | 280 | 1 | 20 | Y | 1 |
| Car | 26 | 10 | 280 | 4 | 2 | Y | 1 |
| Car | 26 | 11 | 350 | 7 | 5 | Y | 1.5 |
| Bus | 3 | 10 | 60 | 4 | 15 | N | 0 |
| Car | 26 | 11 | 350 | 7 | 3 | Y | 1.5 |
| Car | 3 | 11 | 135 | 7 | 3 | N | 0 |
| Mini Bus | 3 | 10 | 120 | 1 | 10 | Y | 1.5 |
| Bus | 26 | 10 | 360 | 1 | 18 | Y | 1.5 |
| Bus | 26 | 11 | 350 | 1 | 22 | Y | 1.5 |
| Bus | 26 | 11 | 350 | 1 | 15 | Y | 1.5 |
| Car | 3 | 10 | 60 | 4 | 2 | N | 0 |
| Car | 3 | 10 | 60 | 4 | 2 | N | 0 |
| Car | 26 | 10 | 280 | 4 | 4 | Y | 1.5 |
| Car | 26 | 10 | 280 | 4 | 3 | Y | 1.5 |
| Car | 26 | 10 | 250 | 4 | 3 | Y | 1.5 |
| Car | 26 | 10 | 250 | 4 | 5 | Y | 1.5 |
| Car | 26 | 10 | 350 | 1 | 2 | Y | 1.5 |
| Car | 26 | 10 | 280 | 4 | 2 | N | 0 |
| Bus | 26 | 11 | 350 | 1 | 18 | Y | 1.5 |
| Bus | 26 | 10 | 300 | 1 | 12 | Y | 1.5 |
| Car | 26 | 10 | 280 | 4 | 3 | Y | 1.5 |
| Car | 26 | 10 | 280 | 4 | 5 | Y | 1.5 |
| Car | 26 | 10 | 250 | 4 | 5 | Y | 1.5 |
| Mini Bus | 3 | 10 | 120 | 1 | 15 | Y | 1.5 |
| Car | 3 | 10 | 60 | 4 | 3 | N | 0 |
| Car | 26 | 11 | 350 | 1 | 2 | Y | 1.5 |
| Car | 3 | 10 | 60 | 4 | 2 | N | 0 |
| Bus | 26 | 10 | 250 | 1 | 20 | Y | 1.5 |
| Bus | 26 | 11 | 350 | 1 | 18 | Y | 1.5 |
| 2W | 1 | 8 | 25 | 1 | 1 | Y | 0.5 |
| Car | 14 | 10 | 145 | 1 | 3 | N | 0 |
| Car | 26 | 10 | 260 | 1 | 5 | N | 0 |
| Mini Bus | 3 | 10 | 95 | 1 | 8 | N | 0 |
| Bus | 26 | 10 | 250 | 1 | 20 | Y | 0.5 |
| Bus | 26 | 11 | 350 | 1 | 18 | N | 0 |
| Car | 23 | 8 | 250 | 4 | 2 | N | 0 |
| Car | 7 | 8 | 85 | 6 | 6 | Y | 0.5 |

Origin Destination Survey (Passenger Vehicles)

| Name of the Road | NH-48 | | Direction | | Both | | |
|------------------|------------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Location | KM-263.500 | | | | | | |
| Vehicle Type | origion | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
| 2W | 1 | 8 | 35 | 1 | 1 | Y | 0.5 |
| 2W | 1 | 10 | 50 | 1 | 1 | N | 0 |
| Car | 1 | 10 | 50 | 4 | 2 | Y | 0.5 |
| Car | 26 | 10 | 250 | 6 | 5 | Y | 0.5 |
| 2W | 1 | 8 | 40 | 6 | 1 | Y | 0.5 |
| Car | 14 | 10 | 145 | 4 | 5 | Y | 0.5 |
| Car | 3 | 10 | 95 | 7 | 3 | Y | 0.5 |
| Car | 23 | 11 | 290 | 1 | 2 | Y | 0.5 |
| Car | 26 | 11 | 310 | 4 | 1 | Y | 0.5 |
| Car | 26 | 11 | 250 | 6 | 2 | Y | 0.5 |
| Car | 26 | 11 | 250 | 7 | 4 | N | 0 |
| Car | 26 | 10 | 280 | 1 | 6 | N | 0 |
| Car | 26 | 8 | 250 | 6 | 6 | N | 0 |
| 2W | 1 | 10 | 50 | 1 | 1 | N | 0 |
| Car | 26 | 10 | 280 | 7 | 4 | N | 0 |
| Car | 26 | 10 | 250 | 4 | 4 | Y | 0.5 |
| Car | 26 | 10 | 250 | 4 | 5 | N | 0 |
| Car | 26 | 10 | 250 | 6 | 4 | N | 0 |
| Car | 26 | 10 | 240 | 7 | 4 | N | 0 |
| Car | 26 | 10 | 250 | 7 | 3 | N | 0 |
| Car | 26 | 10 | 300 | 7 | 5 | N | 0 |
| Car | 26 | 11 | 300 | 7 | 5 | Y | 0.5 |
| Mini Bus | 3 | 11 | 120 | 1 | 20 | Y | 0.5 |
| Mini Bus | 3 | 10 | 95 | 1 | 18 | Y | 0.5 |
| Mini Bus | 3 | 12 | 135 | 1 | 20 | N | 0 |
| Car | 26 | 10 | 250 | 1 | 2 | N | 0 |
| Car | 14 | 10 | 145 | 1 | 2 | N | 0 |
| 2W | 1 | 8 | 35 | 7 | 1 | Y | 0.5 |
| Car | 26 | 11 | 250 | 4 | 5 | Y | 0.5 |
| Car | 26 | 11 | 300 | 6 | 4 | Y | 0.5 |
| Car | 26 | 11 | 350 | 7 | 4 | Y | 0.5 |
| Car | 26 | 11 | 250 | 7 | 3 | Y | 1 |
| Car | 26 | 11 | 250 | 7 | 5 | Y | 1 |
| Car | 26 | 11 | 250 | 6 | 2 | Y | 1 |
| Bus | 26 | 10 | 280 | 4 | 7 | Y | 1 |
| Car | 14 | 20 | 350 | 1 | 2 | Y | 0.5 |
| Car | 3 | 20 | 135 | 6 | 4 | N | 0 |
| Car | 3 | 20 | 135 | 1 | 4 | Y | 0.5 |
| Car | 3 | 10 | 95 | 1 | 5 | Y | 2 |
| Car | 3 | 10 | 95 | 6 | 2 | Y | 2 |
| 2W | 1 | 8 | 35 | 6 | 1 | N | 0 |
| Car | 3 | 10 | 95 | 1 | 3 | N | 0 |
| Car | 26 | 10 | 280 | 4 | 4 | Y | 0.5 |
| Bus | 26 | 11 | 350 | 4 | 20 | N | 0 |
| Car | 26 | 11 | 280 | 4 | 2 | Y | 0.5 |
| 2W | 1 | 8 | 35 | 1 | 2 | Y | 0.5 |
| Car | 23 | 10 | 250 | 6 | 2 | N | 0 |
| Car | 14 | 11 | 165 | 7 | 4 | N | 0 |
| 2W | 1 | 10 | 40 | 7 | 1 | Y | 1 |
| 2W | 1 | 8 | 35 | 1 | 1 | N | 0 |
| Car | 23 | 11 | 280 | 4 | 2 | Y | 0.5 |
| Car | 26 | 10 | 280 | 7 | 6 | Y | 0.5 |
| Car | 23 | 10 | 250 | 6 | 4 | N | 0 |
| 2W | 1 | 8 | 35 | 1 | 1 | N | 0 |
| 2W | 1 | 8 | 35 | 6 | 2 | N | 0 |
| 2W | 1 | 10 | 50 | 6 | 1 | N | 0 |
| Car | 26 | 10 | 250 | 6 | 3 | N | 0 |
| Car | 26 | 10 | 250 | 4 | 5 | N | 0 |
| Car | 26 | 10 | 350 | 7 | 5 | N | 0 |
| Car | 14 | 10 | 85 | 1 | 5 | Y | 0.5 |
| Car | 1 | 11 | 150 | 6 | 3 | Y | 0.5 |
| 2W | 1 | 8 | 35 | 6 | 2 | N | 0 |
| 2W | 1 | 8 | 35 | 7 | 1 | N | 0 |
| Car | 26 | 8 | 350 | 1 | 1 | Y | 0.5 |
| Car | 23 | 10 | 250 | 1 | 4 | N | 0 |
| 2W | 1 | 10 | 50 | 1 | 1 | N | 0 |
| 2W | 1 | 8 | 35 | 6 | 1 | N | 0 |
| 2W | 1 | 8 | 35 | 1 | 1 | N | 0 |

Origin Destination Survey (Passenger Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-263.500

| Vehicle Type | origin | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
|--------------|--------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Car | 26 | 10 | 250 | 6 | 3 | N | 0 |
| Car | 26 | 10 | 250 | 6 | 5 | N | 0 |
| Car | 26 | 10 | 350 | 7 | 5 | N | 0 |
| Mini Bus | 3 | 11 | 120 | 1 | 20 | Y | 0.5 |
| Mini Bus | 3 | 11 | 150 | 2 | 20 | Y | 0.5 |
| Car | 1 | 11 | 130 | 7 | 4 | Y | 0.5 |
| 2W | 1 | 8 | 40 | 6 | 1 | N | 0 |
| Car | 1 | 11 | 130 | 7 | 1 | N | 0 |
| Bus | 14 | 20 | 300 | 1 | 18 | N | 0 |
| Bus | 3 | 11 | 125 | 1 | 21 | N | 0 |
| Bus | 26 | 11 | 280 | 1 | 39 | Y | 0.5 |
| Car | 26 | 11 | 350 | 4 | 3 | Y | 1 |
| Car | 26 | 11 | 350 | 6 | 3 | Y | 1 |
| Car | 26 | 11 | 280 | 6 | 5 | Y | 2 |
| Bus | 14 | 11 | 85 | 1 | 18 | Y | 1 |
| Car | 3 | 11 | 125 | 7 | 2 | Y | 0.5 |
| Car | 1 | 10 | 50 | 1 | 2 | Y | 0.5 |
| Car | 1 | 10 | 50 | 6 | 5 | Y | 1 |
| 2W | 1 | 8 | 40 | 7 | 2 | N | 0 |
| Car | 1 | 20 | 160 | 4 | 2 | Y | 2 |
| 2W | 1 | 10 | 50 | 1 | 1 | N | 0 |
| Car | 14 | 10 | 85 | 1 | 3 | N | 0 |
| Car | 26 | 10 | 260 | 1 | 5 | Y | 0.5 |
| Mini Bus | 3 | 10 | 80 | 1 | 8 | N | 0 |
| Bus | 26 | 10 | 250 | 1 | 20 | Y | 1 |
| Bus | 26 | 11 | 350 | 1 | 18 | Y | 1 |
| Car | 23 | 11 | 250 | 4 | 2 | N | 0 |
| Car | 23 | 11 | 250 | 6 | 6 | N | 0 |
| 2W | 1 | 8 | 35 | 7 | 1 | N | 0 |
| 2W | 1 | 8 | 35 | 7 | 1 | N | 0 |
| Car | 23 | 10 | 250 | 4 | 5 | N | 0 |
| Car | 1 | 20 | 160 | 6 | 4 | N | 0 |
| 2W | 1 | 10 | 65 | 4 | 1 | N | 0 |
| Car | 1 | 10 | 74 | 4 | 5 | N | 0 |
| Car | 26 | 10 | 270 | 7 | 3 | Y | 1 |
| Car | 26 | 10 | 270 | 1 | 2 | Y | 1 |
| Car | 26 | 10 | 270 | 4 | 1 | N | 0 |
| 2W | 1 | 8 | 35 | 6 | 1 | N | 0 |
| Car | 3 | 10 | 80 | 7 | 4 | N | 0 |
| Car | 3 | 10 | 80 | 1 | 5 | N | 0 |
| Bus | 26 | 11 | 350 | 1 | 22 | Y | 1 |
| Bus | 14 | 10 | 85 | 1 | 18 | N | 0 |
| 2W | 1 | 8 | 35 | 4 | 2 | N | 0 |
| 2W | 1 | 8 | 35 | 7 | 2 | N | 0 |
| Car | 14 | 11 | 85 | 4 | 5 | N | 0 |
| Car | 3 | 10 | 80 | 6 | 4 | N | 0 |
| Car | 23 | 10 | 240 | 7 | 4 | N | 0 |
| Car | 3 | 10 | 80 | 7 | 3 | N | 0 |
| Car | 26 | 10 | 300 | 7 | 5 | Y | 1 |
| Car | 23 | 11 | 300 | 6 | 5 | N | 0 |
| Bus | 26 | 11 | 350 | 4 | 20 | Y | 1 |
| Bus | 26 | 20 | 250 | 1 | 18 | Y | 1 |
| Car | 23 | 12 | 250 | 6 | 4 | N | 0 |
| Car | 1 | 20 | 160 | 1 | 2 | N | 0 |
| Car | 23 | 10 | 250 | 1 | 4 | N | 0 |
| Car | 3 | 10 | 80 | 6 | 2 | N | 0 |
| 2W | 1 | 8 | 35 | 7 | 1 | N | 0 |
| Car | 3 | 10 | 80 | 1 | 3 | N | 0 |
| Car | 26 | 10 | 280 | 4 | 4 | Y | 1 |
| Bus | 26 | 11 | 350 | 1 | 20 | Y | 1 |
| Mini Bus | 3 | 11 | 150 | 1 | 12 | Y | 1 |
| Car | 26 | 10 | 280 | 7 | 2 | Y | 1 |
| 2W | 1 | 8 | 35 | 1 | 1 | N | 0 |
| Car | 26 | 11 | 250 | 4 | 3 | N | 0 |
| Car | 26 | 8 | 250 | 1 | 5 | N | 0 |
| 2W | 1 | 8 | 35 | 2 | 2 | N | 0 |
| 2W | 1 | 8 | 35 | 6 | 1 | Y | 1 |
| Car | 26 | 10 | 280 | 6 | 3 | Y | 1 |

Origin Destination Survey (Passenger Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-263.500

| Vehicle Type | origin | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
|--------------|--------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Car | 23 | 10 | 250 | 1 | 4 | N | 0 |
| 2W | 1 | 10 | 65 | 1 | 1 | N | 0 |
| 2W | 1 | 8 | 35 | 7 | 1 | Y | 0.5 |
| 2W | 1 | 10 | 65 | 1 | 1 | N | 0 |
| Car | 26 | 10 | 250 | 6 | 3 | Y | 1 |
| Car | 26 | 20 | 250 | 4 | 5 | Y | 1 |
| Bus | 26 | 10 | 350 | 1 | 18 | Y | 1 |
| Car | 26 | 10 | 250 | 1 | 3 | N | 0 |
| Car | 26 | 11 | 250 | 6 | 5 | N | 0 |
| Mini Bus | 3 | 11 | 125 | 1 | 11 | N | 0 |
| 2W | 1 | 8 | 35 | 6 | 1 | N | 0 |
| Car | 26 | 11 | 350 | 1 | 4 | Y | 1 |
| Bus | 14 | 10 | 85 | 1 | 18 | N | 0 |
| Bus | 3 | 11 | 125 | 1 | 15 | N | 0 |
| Bus | 26 | 10 | 280 | 1 | 21 | Y | 1.5 |
| Car | 26 | 11 | 350 | 4 | 4 | Y | 1.5 |
| Car | 26 | 11 | 350 | 6 | 3 | Y | 1.5 |
| Car | 14 | 10 | 85 | 7 | 3 | N | 0 |
| Car | 3 | 10 | 80 | 1 | 5 | N | 0 |
| Bus | 26 | 10 | 300 | 4 | 18 | Y | 1.5 |
| Car | 3 | 10 | 80 | 6 | 2 | N | 0 |
| Car | 1 | 10 | 50 | 1 | 2 | N | 0 |
| Car | 6 | 10 | 75 | 4 | 5 | Y | 2 |
| 2W | 1 | 8 | 40 | 6 | 1 | Y | 0.5 |
| Bus | 26 | 20 | 280 | 1 | 18 | Y | 1.5 |
| Car | 14 | 10 | 85 | 7 | 3 | N | 0 |
| 2W | 1 | 8 | 35 | 1 | 2 | Y | 0.5 |
| Car | 14 | 10 | 85 | 1 | 2 | N | 0 |
| 2W | 3 | 8 | 35 | 7 | 2 | N | 0 |
| Car | 3 | 10 | 80 | 4 | 2 | N | 0 |
| Car | 26 | 10 | 280 | 7 | 5 | Y | 1.5 |
| Car | 26 | 10 | 280 | 7 | 3 | Y | 1.5 |
| Car | 26 | 11 | 350 | 6 | 2 | N | 0 |
| Car | 26 | 11 | 350 | 6 | 2 | N | 0 |
| Car | 26 | 11 | 350 | 4 | 2 | N | 0 |
| Car | 26 | 11 | 350 | 4 | 2 | N | 0 |
| Car | 26 | 10 | 280 | 1 | 3 | Y | 1.5 |
| Car | 26 | 11 | 350 | 6 | 5 | Y | 1.5 |
| Bus | 26 | 11 | 350 | 1 | 18 | Y | 1.5 |
| Bus | 26 | 10 | 280 | 1 | 12 | Y | 1.5 |
| Car | 26 | 10 | 250 | 4 | 2 | N | 0 |
| Car | 26 | 10 | 280 | 4 | 1 | Y | 1.5 |
| 2W | 3 | 8 | 35 | 1 | 2 | Y | 0.5 |
| Car | 3 | 10 | 80 | 7 | 2 | N | 0 |
| Car | 26 | 10 | 280 | 1 | 1 | N | 0 |
| 2W | 3 | 8 | 35 | 4 | 1 | N | 0 |
| Car | 1 | 20 | 170 | 6 | 3 | N | 0 |
| 2W | 3 | 8 | 35 | 6 | 1 | N | 0 |
| Bus | 26 | 20 | 250 | 4 | 17 | Y | 1.5 |
| Bus | 14 | 38 | 310 | 1 | 21 | N | 0 |
| Bus | 14 | 10 | 85 | 1 | 18 | N | 0 |
| 2W | 3 | 8 | 35 | 6 | 2 | N | 0 |
| Bus | 26 | 20 | 250 | 1 | 18 | Y | 1.5 |
| Car | 26 | 10 | 280 | 4 | 4 | Y | 1.5 |
| Bus | 14 | 10 | 85 | 1 | 21 | N | 0 |
| Car | 14 | 10 | 85 | 4 | 4 | N | 0 |
| Car | 26 | 10 | 280 | 6 | 3 | Y | 1.5 |
| Bus | 26 | 11 | 350 | 1 | 18 | Y | 1.5 |
| Car | 3 | 10 | 80 | 7 | 3 | N | 0 |
| Car | 1 | 10 | 80 | 7 | 1 | N | 0 |
| Bus | 26 | 11 | 350 | 1 | 15 | Y | 1.5 |
| Car | 24 | 10 | 250 | 6 | 4 | Y | 1.5 |
| Car | 26 | 38 | 250 | 4 | 2 | Y | 1.5 |
| Car | 1 | 10 | 85 | 4 | 3 | N | 0 |
| Car | 3 | 10 | 80 | 6 | 3 | N | 0 |
| Bus | 14 | 10 | 110 | 1 | 15 | N | 0 |
| Bus | 26 | 11 | 350 | 1 | 18 | Y | 1.5 |
| Bus | 23 | 10 | 280 | 1 | 21 | N | 0 |

Origin Destination Survey (Passenger Vehicles)

| Name of the Road | NH-48 | | Direction | | Both | | |
|------------------|------------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Location | KM-263.500 | | | | | | |
| Vehicle Type | origion | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
| Car | 23 | 10 | 280 | 1 | 3 | N | 0 |
| Car | 26 | 10 | 300 | 4 | 2 | Y | 1.5 |
| Mini Bus | 3 | 10 | 80 | 1 | 11 | N | 0 |
| Car | 26 | 8 | 300 | 7 | 5 | Y | 1.5 |
| Mini Bus | 3 | 10 | 80 | 1 | 20 | N | 0 |
| Bus | 26 | 10 | 280 | 1 | 18 | Y | 1.5 |
| Car | 1 | 11 | 135 | 6 | 2 | N | 0 |
| Mini Bus | 23 | 11 | 280 | 1 | 12 | N | 0 |
| Car | 3 | 10 | 80 | 1 | 2 | N | 0 |
| Car | 3 | 10 | 80 | 1 | 3 | N | 0 |
| Car | 23 | 11 | 280 | 4 | 2 | N | 0 |
| Car | 1 | 10 | 80 | 4 | 5 | N | 0 |
| Mini Bus | 3 | 11 | 150 | 1 | 11 | Y | 1.5 |
| Car | 26 | 11 | 350 | 1 | 3 | Y | 1.5 |
| Car | 26 | 10 | 280 | 7 | 5 | Y | 1.5 |
| Car | 26 | 10 | 280 | 4 | 4 | Y | 1.5 |
| 2W | 3 | 8 | 35 | 7 | 2 | N | 0 |
| Car | 14 | 10 | 110 | 4 | 3 | N | 0 |
| 2W | 3 | 8 | 35 | 1 | 2 | Y | 0.5 |
| Car | 26 | 10 | 280 | 4 | 3 | Y | 1.5 |
| Mini Bus | 3 | 11 | 125 | 1 | 11 | N | 0 |
| Car | 26 | 11 | 350 | 1 | 2 | Y | 1.5 |
| Car | 1 | 8 | 35 | 2 | 4 | N | 0 |
| Car | 26 | 11 | 250 | 1 | 5 | N | 0 |
| Bus | 26 | 10 | 280 | 1 | 22 | Y | 1.5 |
| Car | 26 | 11 | 350 | 1 | 3 | Y | 1 |
| Car | 3 | 10 | 80 | 7 | 3 | N | 0 |
| Car | 3 | 11 | 125 | 7 | 1 | N | 0 |
| Car | 26 | 10 | 260 | 4 | 2 | Y | 0.5 |
| Car | 3 | 10 | 80 | 6 | 5 | Y | 1 |
| Car | 1 | 10 | 60 | 6 | 2 | Y | 0.5 |
| Car | 3 | 10 | 80 | 6 | 2 | Y | 1.5 |
| Car | 26 | 10 | 220 | 4 | 4 | Y | 1.5 |
| Car | 26 | 10 | 270 | 7 | 2 | Y | 1.5 |
| Car | 31 | 11 | 250 | 7 | 4 | Y | 0.5 |
| Car | 1 | 10 | 60 | 4 | 5 | Y | 0.5 |
| Car | 3 | 11 | 125 | 4 | 5 | Y | 1.5 |
| Car | 26 | 11 | 360 | 4 | 6 | Y | 1 |
| Car | 1 | 10 | 60 | 4 | 4 | Y | 1.5 |
| Car | 26 | 11 | 350 | 6 | 2 | Y | 0.5 |
| Car | 26 | 10 | 270 | 6 | 2 | Y | 1.5 |
| Car | 1 | 10 | 60 | 4 | 6 | Y | 1 |
| Car | 26 | 11 | 250 | 4 | 4 | Y | 1.5 |
| Car | 26 | 10 | 280 | 4 | 5 | Y | 1 |
| Car | 1 | 10 | 80 | 4 | 5 | Y | 0.5 |
| Car | 26 | 11 | 360 | 7 | 2 | Y | 1 |
| Car | 3 | 11 | 125 | 7 | 4 | Y | 1 |
| Car | 3 | 20 | 110 | 4 | 6 | Y | 1.5 |
| Car | 26 | 10 | 250 | 4 | 2 | Y | 0.5 |
| Car | 26 | 10 | 240 | 6 | 3 | Y | 0.5 |
| Car | 26 | 10 | 240 | 4 | 4 | Y | 0.5 |
| Car | 26 | 11 | 350 | 4 | 5 | Y | 1 |
| Car | 26 | 11 | 350 | 4 | 6 | Y | 0.5 |
| Car | 1 | 10 | 60 | 4 | 4 | Y | 1 |
| Car | 26 | 11 | 360 | 4 | 2 | Y | 0.5 |
| Car | 1 | 10 | 65 | 6 | 2 | Y | 1.5 |
| Car | 3 | 20 | 110 | 7 | 2 | Y | 1.5 |
| Car | 26 | 11 | 350 | 7 | 2 | Y | 0.5 |
| Car | 26 | 10 | 280 | 4 | 2 | Y | 0.5 |
| Car | 3 | 10 | 80 | 4 | 4 | Y | 0.5 |
| Car | 26 | 10 | 260 | 4 | 5 | Y | 1 |
| Car | 1 | 20 | 170 | 1 | 6 | Y | 1.5 |
| Car | 1 | 10 | 60 | 4 | 4 | Y | 1.5 |
| Bus | 26 | 11 | 350 | 1 | 40 | Y | 0.5 |
| Car | 26 | 10 | 280 | 4 | 6 | Y | 0.5 |
| Car | 26 | 10 | 310 | 4 | 2 | Y | 1 |
| Car | 26 | 11 | 250 | 4 | 4 | Y | 1.5 |
| Car | 26 | 10 | 250 | 6 | 2 | Y | 0.5 |

Origin Destination Survey (Passenger Vehicles)

| Name of the Road | NH-48 | | Direction | | Both | | |
|------------------|------------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Location | KM-263.500 | | | | | | |
| Vehicle Type | origion | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
| Car | 26 | 11 | 250 | 4 | 4 | Y | 1.5 |
| Bus | 26 | 10 | 300 | 1 | 7 | Y | 0.5 |
| Car | 1 | 10 | 80 | 4 | 2 | Y | 0.5 |
| Car | 1 | 11 | 100 | 4 | 5 | Y | 0.5 |
| Car | 3 | 10 | 80 | 6 | 4 | Y | 0.5 |
| Car | 26 | 10 | 300 | 4 | 3 | Y | 1 |
| Car | 26 | 11 | 350 | 4 | 4 | Y | 1.5 |
| Car | 3 | 10 | 75 | 7 | 6 | Y | 0.5 |
| Car | 26 | 11 | 350 | 4 | 6 | Y | 1.5 |
| Car | 1 | 10 | 65 | 4 | 5 | Y | 1.5 |
| Car | 1 | 20 | 185 | 6 | 1 | Y | 1 |
| Car | 1 | 11 | 160 | 4 | 3 | Y | 0.5 |
| Car | 26 | 11 | 350 | 7 | 4 | Y | 0.5 |
| Car | 26 | 10 | 280 | 6 | 2 | Y | 0.5 |
| Car | 1 | 10 | 80 | 4 | 2 | Y | 0.5 |
| Car | 3 | 11 | 125 | 4 | 4 | Y | 1.5 |
| Car | 26 | 10 | 250 | 1 | 2 | Y | 1 |
| Car | 26 | 10 | 260 | 4 | 6 | Y | 1 |
| Car | 26 | 10 | 290 | 4 | 2 | Y | 0.5 |
| Car | 26 | 11 | 350 | 4 | 4 | Y | 1.5 |
| Car | 26 | 11 | 350 | 6 | 3 | Y | 0.5 |
| Car | 28 | 11 | 250 | 6 | 5 | Y | 0.5 |
| Car | 26 | 11 | 350 | 6 | 2 | Y | 1 |
| Car | 26 | 20 | 250 | 7 | 1 | Y | 1 |
| Car | 28 | 20 | 250 | 4 | 2 | Y | 0.5 |
| Car | 28 | 11 | 350 | 3 | 5 | N | 0 |
| Car | 26 | 10 | 250 | 6 | 5 | N | 0 |
| Car | 1 | 11 | 130 | 6 | 4 | N | 0 |
| Car | 26 | 10 | 300 | 6 | 4 | N | 0 |
| 2W | 8 | 8 | 35 | 6 | 2 | Y | 0.5 |
| Car | 26 | 10 | 280 | 6 | 3 | Y | 1 |
| Car | 26 | 10 | 280 | 7 | 3 | Y | 0.5 |
| Car | 26 | 11 | 330 | 6 | 2 | Y | 1 |
| Car | 26 | 11 | 350 | 6 | 4 | Y | 0.5 |
| Car | 26 | 10 | 250 | 6 | 5 | Y | 0.5 |
| Car | 26 | 10 | 250 | 6 | 3 | Y | 1 |
| Car | 26 | 10 | 280 | 7 | 6 | Y | 0.5 |
| Car | 3 | 11 | 125 | 1 | 4 | Y | 1.5 |
| Car | 26 | 10 | 250 | 1 | 2 | Y | 1 |
| Car | 26 | 8 | 250 | 6 | 3 | Y | 1 |
| Car | 3 | 10 | 75 | 4 | 2 | Y | 0.5 |
| Car | 14 | 10 | 110 | 7 | 5 | Y | 0.5 |
| Car | 26 | 8 | 250 | 1 | 4 | Y | 1 |
| Car | 26 | 10 | 250 | 6 | 5 | N | 0 |
| Car | 26 | 14 | 250 | 7 | 4 | Y | 1 |
| Car | 3 | 20 | 125 | 6 | 4 | N | 0 |
| Bus | 26 | 10 | 280 | 4 | 7 | Y | 1 |
| Car | 3 | 10 | 75 | 6 | 1 | Y | 1.5 |
| Car | 26 | 10 | 250 | 6 | 3 | Y | 1 |
| Car | 23 | 10 | 250 | 1 | 4 | N | 0 |
| Car | 26 | 10 | 350 | 7 | 5 | N | 0 |
| Car | 3 | 10 | 75 | 6 | 6 | Y | 0.5 |
| Car | 28 | 10 | 250 | 5 | 2 | Y | 0.5 |
| Car | 14 | 10 | 110 | 2 | 4 | Y | 0.5 |
| Car | 26 | 11 | 250 | 4 | 6 | Y | 0.5 |
| Car | 28 | 10 | 250 | 5 | 2 | Y | 0.5 |
| Car | 28 | 8 | 350 | 3 | 5 | Y | 0.5 |
| Car | 14 | 10 | 85 | 6 | 5 | Y | 0.5 |
| Car | 1 | 10 | 65 | 2 | 3 | Y | 1 |
| Car | 14 | 10 | 85 | 7 | 2 | Y | 1 |
| Car | 26 | 11 | 360 | 7 | 5 | Y | 0.5 |
| Car | 26 | 11 | 250 | 6 | 2 | Y | 1 |
| 2W | 8 | 10 | 35 | 6 | 1 | Y | 0.5 |
| Car | 26 | 10 | 350 | 6 | 3 | Y | 1 |
| Car | 23 | 10 | 250 | 6 | 4 | N | 0 |
| Car | 25 | 20 | 250 | 4 | 6 | Y | 0.5 |
| 2W | 8 | 8 | 35 | 6 | 1 | N | 0 |
| 2W | 8 | 10 | 35 | 1 | 2 | Y | 0.5 |

Origin Destination Survey (Passenger Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-263.500

| Vehicle Type | origin | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
|--------------|--------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Car | 14 | 10 | 85 | 7 | 2 | Y | 1 |
| Car | 14 | 10 | 85 | 5 | 4 | Y | 0.5 |
| Car | 26 | 10 | 300 | 6 | 4 | Y | 0.5 |
| 2W | 8 | 10 | 35 | 4 | 2 | Y | 0.5 |
| Car | 26 | 20 | 250 | 7 | 1 | Y | 1 |
| Car | 25 | 10 | 250 | 6 | 7 | N | 0 |
| Car | 14 | 10 | 85 | 1 | 4 | Y | 0.5 |
| Car | 26 | 10 | 250 | 6 | 3 | N | 0 |
| Car | 26 | 11 | 250 | 6 | 1 | Y | 1 |
| Car | 26 | 10 | 250 | 6 | 7 | Y | 1 |
| Car | 25 | 20 | 250 | 3 | 3 | Y | 0.5 |
| Car | 26 | 11 | 360 | 7 | 6 | Y | 0.5 |
| Car | 1 | 11 | 135 | 7 | 1 | N | 0 |
| Car | 26 | 11 | 350 | 7 | 4 | Y | 1.5 |
| Car | 1 | 11 | 150 | 6 | 3 | Y | 0.5 |
| Car | 26 | 11 | 350 | 4 | 3 | Y | 1 |
| 2W | 8 | 8 | 35 | 4 | 1 | Y | 0.5 |
| Car | 1 | 10 | 75 | 7 | 4 | Y | 0.5 |
| Car | 1 | 11 | 130 | 4 | 5 | Y | 1.5 |
| Car | 3 | 11 | 150 | 5 | 6 | Y | 1 |
| Car | 3 | 8 | 75 | 1 | 1 | Y | 0.5 |
| Car | 25 | 10 | 350 | 4 | 4 | Y | 0.5 |
| Car | 14 | 10 | 85 | 4 | 2 | Y | 0.5 |
| Car | 26 | 11 | 280 | 4 | 2 | Y | 0.5 |
| Car | 26 | 11 | 250 | 7 | 3 | Y | 1 |
| Car | 1 | 10 | 65 | 4 | 2 | Y | 1.5 |
| Car | 1 | 11 | 135 | 7 | 4 | Y | 0.5 |
| Bus | 26 | 11 | 280 | 1 | 39 | Y | 0.5 |
| 2W | 8 | 8 | 35 | 6 | 2 | N | 0 |
| Car | 1 | 10 | 60 | 6 | 6 | Y | 1.5 |
| Car | 26 | 11 | 280 | 6 | 5 | Y | 2 |
| Car | 3 | 10 | 80 | 1 | 6 | Y | 1 |
| 2W | 8 | 8 | 35 | 7 | 2 | N | 0 |
| Car | 26 | 10 | 250 | 4 | 5 | N | 0 |
| Bus | 14 | 11 | 85 | 1 | 18 | Y | 1 |
| Car | 1 | 10 | 40 | 7 | 2 | Y | 1.5 |
| Car | 26 | 11 | 250 | 4 | 5 | Y | 0.5 |
| Car | 26 | 20 | 250 | 7 | 4 | Y | 0.5 |
| Car | 23 | 11 | 300 | 6 | 4 | Y | 0.5 |
| Car | 1 | 10 | 80 | 2 | 3 | Y | 1 |
| Car | 3 | 10 | 110 | 6 | 4 | Y | 0.5 |
| Car | 26 | 11 | 360 | 1 | 4 | Y | 0.5 |
| Car | 1 | 20 | 170 | 2 | 7 | Y | 1 |
| Car | 26 | 8 | 350 | 1 | 1 | Y | 0.5 |
| Car | 23 | 10 | 250 | 4 | 2 | Y | 0.5 |
| Car | 26 | 10 | 260 | 6 | 4 | Y | 1.5 |
| Car | 25 | 10 | 250 | 1 | 3 | Y | 0.5 |
| Car | 1 | 10 | 60 | 6 | 7 | Y | 0.5 |
| Car | 26 | 10 | 250 | 3 | 6 | Y | 1 |
| Car | 25 | 8 | 250 | 4 | 6 | Y | 1 |
| Car | 14 | 10 | 85 | 7 | 3 | Y | 0.5 |
| Car | 14 | 10 | 110 | 7 | 1 | Y | 1 |
| Car | 3 | 11 | 170 | 6 | 3 | Y | 0.5 |
| Bus | 26 | 11 | 350 | 4 | 20 | N | 0 |
| Car | 26 | 10 | 300 | 7 | 2 | Y | 0.5 |
| Car | 3 | 20 | 125 | 6 | 4 | Y | 0.5 |
| Car | 3 | 10 | 75 | 4 | 6 | Y | 0.5 |
| Car | 26 | 10 | 250 | 1 | 6 | Y | 0.5 |
| Car | 26 | 11 | 250 | 7 | 3 | Y | 1 |
| Car | 26 | 10 | 250 | 6 | 3 | N | 0 |
| Car | 26 | 11 | 350 | 7 | 4 | Y | 0.5 |
| Car | 25 | 10 | 250 | 5 | 3 | Y | 1 |
| Car | 26 | 11 | 330 | 2 | 2 | Y | 1 |
| Car | 14 | 20 | 310 | 7 | 3 | Y | 1 |
| Car | 14 | 10 | 110 | 7 | 2 | Y | 0.5 |
| Car | 1 | 20 | 170 | 5 | 3 | Y | 1 |
| 2W | 8 | 10 | 35 | 6 | 1 | N | 0 |
| Car | 14 | 14 | 110 | 2 | 6 | Y | 0.5 |

Origin Destination Survey (Passenger Vehicles)

| Name of the Road | NH-48 | | Direction | | Both | | |
|------------------|------------|-------------|------------------|--------------|-----------|-------------------------|---------------------|
| Location | KM-263.500 | | | | | | |
| Vehicle Type | origion | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Y es then Factor |
| Bus | 14 | 20 | 300 | 1 | 18 | N | 0 |
| Car | 26 | 10 | 350 | 7 | 5 | N | 0 |
| Car | 26 | 14 | 250 | 1 | 5 | Y | 0.5 |
| Car | 3 | 10 | 75 | 1 | 5 | Y | 2 |
| Car | 14 | 10 | 110 | 3 | 6 | Y | 0.5 |
| Car | 3 | 11 | 125 | 7 | 5 | Y | 1.5 |
| Car | 3 | 11 | 170 | 6 | 6 | Y | 1 |
| Car | 14 | 11 | 110 | 6 | 5 | Y | 1 |
| Car | 1 | 10 | 60 | 1 | 3 | Y | 1 |
| Car | 3 | 10 | 75 | 6 | 6 | Y | 2 |
| Car | 3 | 11 | 170 | 6 | 2 | Y | 0.5 |
| Car | 26 | 10 | 280 | 4 | 4 | Y | 0.5 |
| Car | 28 | 11 | 280 | 4 | 6 | Y | 0.5 |
| Car | 26 | 10 | 260 | 4 | 6 | Y | 0.5 |
| Car | 26 | 11 | 350 | 6 | 3 | Y | 1 |
| Car | 26 | 10 | 260 | 1 | 6 | Y | 1 |
| Car | 26 | 10 | 270 | 6 | 4 | Y | 1.5 |
| Car | 3 | 20 | 125 | 1 | 4 | Y | 0.5 |
| Car | 28 | 8 | 250 | 7 | 1 | Y | 1 |
| Car | 26 | 11 | 300 | 6 | 4 | Y | 0.5 |
| 2W | 8 | 8 | 45 | 4 | 1 | Y | 0.5 |
| 2W | 8 | 10 | 45 | 1 | 2 | Y | 0.5 |
| Mini Bus | 3 | 11 | 150 | 1 | 20 | Y | 0.5 |
| Car | 14 | 10 | 110 | 7 | 6 | Y | 0.5 |
| 2W | 8 | 10 | 45 | 6 | 1 | N | 0 |
| Car | 14 | 10 | 110 | 7 | 3 | Y | 1 |
| 2W | 8 | 10 | 45 | 4 | 2 | Y | 0.5 |
| Car | 26 | 11 | 350 | 1 | 5 | Y | 1 |
| 2W | 8 | 8 | 45 | 7 | 2 | N | 0 |
| Car | 26 | 10 | 250 | 7 | 3 | Y | 1 |
| Car | 26 | 11 | 350 | 4 | 4 | Y | 1.5 |
| Car | 26 | 11 | 350 | 5 | 6 | Y | 0.5 |
| Car | 14 | 10 | 110 | 1 | 5 | Y | 0.5 |
| Car | 26 | 11 | 350 | 7 | 6 | Y | 0.5 |
| Car | 14 | 20 | 350 | 1 | 6 | Y | 0.5 |
| Car | 26 | 11 | 250 | 7 | 5 | Y | 1 |
| Bus | 3 | 11 | 135 | 1 | 21 | N | 0 |
| Car | 14 | 11 | 165 | 7 | 4 | N | 0 |
| Car | 3 | 10 | 75 | 1 | 3 | N | 0 |
| Car | 26 | 10 | 270 | 7 | 4 | Y | 1 |
| Mini Bus | 3 | 11 | 150 | 2 | 20 | Y | 0.5 |
| Car | 26 | 10 | 270 | 6 | 4 | Y | 0.5 |
| 2W | 8 | 8 | 45 | 6 | 2 | N | 0 |
| 2W | 8 | 10 | 45 | 6 | 1 | N | 0 |
| Car | 14 | 11 | 130 | 4 | 4 | Y | 0.5 |
| Car | 26 | 11 | 350 | 4 | 2 | Y | 0.5 |
| Mini Bus | 10 | 14 | 135 | 1 | 20 | Y | 1 |
| Car | 11 | 26 | 400 | 7 | 3 | Y | 1 |
| Car | 11 | 3 | 250 | 5 | 1 | Y | 0.5 |
| Car | 20 | 3 | 150 | 4 | 4 | Y | 0.5 |
| Bus | 10 | 14 | 135 | 1 | 27 | Y | 1 |
| Car | 10 | 14 | 135 | 2 | 6 | Y | 1.5 |
| Car | 10 | 14 | 135 | 7 | 6 | Y | 1.5 |
| Car | 10 | 1 | 80 | 6 | 6 | Y | 0.5 |
| Car | 11 | 26 | 400 | 5 | 3 | Y | 0.5 |
| 2W | 8 | 1 | 50 | 4 | 1 | N | 0 |
| Car | 10 | 26 | 210 | 7 | 1 | Y | 0.5 |
| Bus | 10 | 14 | 125 | 2 | 28 | Y | 1 |
| 2W | 8 | 1 | 50 | 1 | 3 | N | 0 |
| Car | 10 | 23 | 200 | 4 | 2 | Y | 0.5 |
| 2W | 8 | 1 | 50 | 4 | 2 | N | 0 |
| Car | 10 | 26 | 210 | 4 | 4 | Y | 0.5 |
| Car | 11 | 1 | 130 | 6 | 6 | Y | 1 |
| Car | 11 | 26 | 350 | 6 | 2 | Y | 1.5 |
| Bus | 11 | 3 | 170 | 1 | 40 | Y | 1.5 |
| 2W | 8 | 1 | 50 | 6 | 2 | N | 0 |
| Car | 11 | 26 | 350 | 7 | 6 | Y | 0.5 |
| Car | 10 | 3 | 50 | 6 | 4 | Y | 0.5 |

Origin Destination Survey (Passenger Vehicles)

| Name of the Road | NH-48 | | Direction | | Both | | |
|------------------|------------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Location | KM-263.500 | | | | | | |
| Vehicle Type | origion | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
| 2W | 8 | 1 | 50 | 6 | 2 | Y | 0.5 |
| Car | 10 | 3 | 80 | 6 | 4 | Y | 0.5 |
| Car | 10 | 3 | 110 | 6 | 4 | Y | 0.5 |
| Car | 10 | 26 | 210 | 6 | 4 | Y | 1.5 |
| Bus | 11 | 26 | 380 | 1 | 40 | Y | 1.5 |
| Mini Bus | 10 | 14 | 125 | 1 | 25 | Y | 1.5 |
| Car | 20 | 1 | 145 | 7 | 5 | Y | 0.5 |
| Bus | 11 | 3 | 190 | 1 | 35 | Y | 1.5 |
| Car | 11 | 26 | 360 | 1 | 4 | Y | 0.5 |
| Car | 10 | 14 | 125 | 4 | 2 | Y | 0.5 |
| Car | 11 | 26 | 370 | 7 | 3 | Y | 1 |
| Car | 12 | 27 | 200 | 4 | 6 | Y | 0.5 |
| Car | 11 | 26 | 360 | 7 | 5 | Y | 0.5 |
| Bus | 11 | 26 | 350 | 1 | 30 | Y | 1.5 |
| Car | 10 | 26 | 210 | 6 | 4 | Y | 1.5 |
| Car | 10 | 1 | 50 | 4 | 2 | Y | 1.5 |
| Car | 10 | 3 | 50 | 6 | 6 | Y | 0.5 |
| Car | 11 | 23 | 300 | 6 | 4 | Y | 0.5 |
| Car | 10 | 26 | 210 | 4 | 6 | Y | 0.5 |
| Car | 10 | 14 | 125 | 6 | 5 | Y | 1 |
| Car | 10 | 3 | 50 | 4 | 6 | Y | 0.5 |
| Car | 11 | 3 | 170 | 6 | 6 | Y | 1 |
| Car | 10 | 1 | 75 | 7 | 4 | Y | 0.5 |
| 2W | 8 | 1 | 50 | 4 | 2 | N | 0 |
| Car | 11 | 26 | 350 | 4 | 4 | Y | 1.5 |
| Bus | 11 | 26 | 350 | 1 | 40 | Y | 1 |
| Car | 10 | 26 | 210 | 6 | 4 | Y | 1.5 |
| Car | 10 | 1 | 50 | 6 | 6 | Y | 1.5 |
| Car | 11 | 26 | 350 | 4 | 2 | Y | 0.5 |
| Car | 10 | 3 | 50 | 6 | 1 | Y | 1.5 |
| Car | 10 | 1 | 65 | 2 | 3 | Y | 1 |
| Car | 11 | 14 | 130 | 4 | 4 | Y | 0.5 |
| Car | 10 | 1 | 50 | 6 | 6 | Y | 0.5 |
| Car | 10 | 26 | 250 | 1 | 6 | Y | 0.5 |
| Car | 11 | 3 | 170 | 6 | 3 | Y | 0.5 |
| Car | 11 | 1 | 130 | 4 | 5 | Y | 1.5 |
| Car | 11 | 26 | 350 | 7 | 4 | Y | 1.5 |
| Car | 10 | 26 | 210 | 7 | 2 | Y | 0.5 |
| Car | 11 | 26 | 330 | 2 | 2 | Y | 1 |
| Car | 10 | 14 | 125 | 1 | 4 | Y | 0.5 |
| 2W | 8 | 1 | 50 | 6 | 2 | N | 0 |
| Car | 11 | 14 | 350 | 6 | 5 | Y | 1 |
| Car | 10 | 14 | 125 | 7 | 6 | Y | 1 |
| Car | 11 | 26 | 250 | 6 | 1 | Y | 1 |
| Car | 10 | 27 | 210 | 5 | 3 | Y | 1 |
| Car | 10 | 14 | 125 | 7 | 6 | Y | 0.5 |
| Car | 10 | 26 | 210 | 7 | 3 | Y | 1 |
| Car | 10 | 14 | 125 | 7 | 2 | Y | 0.5 |
| Bus | 10 | 14 | 125 | 1 | 40 | Y | 1.5 |
| Car | 10 | 14 | 125 | 7 | 2 | Y | 0.5 |
| Car | 10 | 27 | 210 | 5 | 2 | Y | 0.5 |
| 2W | 8 | 1 | 50 | 7 | 2 | N | 0 |
| Car | 10 | 14 | 125 | 7 | 3 | Y | 0.5 |
| Bus | 11 | 26 | 400 | 1 | 35 | Y | 1 |
| Car | 8 | 27 | 210 | 7 | 1 | Y | 1 |
| Car | 10 | 26 | 210 | 6 | 3 | Y | 1 |
| Car | 10 | 26 | 210 | 6 | 6 | Y | 1 |
| Bus | 10 | 26 | 210 | 1 | 45 | Y | 1 |
| Car | 10 | 26 | 195 | 1 | 2 | Y | 1 |
| Car | 10 | 14 | 125 | 7 | 5 | Y | 0.5 |
| Bus | 10 | 26 | 195 | 1 | 60 | Y | 0.5 |
| Car | 10 | 14 | 135 | 7 | 3 | Y | 1 |
| Car | 10 | 26 | 195 | 1 | 6 | Y | 1 |
| Car | 10 | 1 | 50 | 1 | 3 | Y | 1 |
| Car | 11 | 26 | 350 | 1 | 5 | Y | 1 |
| Car | 8 | 3 | 50 | 1 | 1 | Y | 0.5 |
| Car | 11 | 3 | 250 | 4 | 2 | Y | 0.5 |
| Bus | 11 | 3 | 250 | 1 | 23 | Y | 1 |

Origin Destination Survey (Passenger Vehicles)

| Name of the Road | | NH-48 | | Direction | | Both | |
|------------------|---------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Location | | KM-263.500 | | | | | |
| Vehicle Type | origion | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
| Car | 11 | 3 | 250 | 1 | 3 | Y | 1 |
| Bus | 11 | 3 | 250 | 1 | 37 | Y | 1 |
| Car | 11 | 1 | 60 | 1 | 5 | Y | 0.5 |
| Bus | 11 | 1 | 60 | 2 | 38 | Y | 0.5 |
| Car | 11 | 26 | 260 | 2 | 6 | Y | 1 |
| Car | 11 | 3 | 120 | 2 | 1 | Y | 1 |
| Car | 10 | 26 | 210 | 2 | 6 | Y | 1 |
| Car | 10 | 1 | 50 | 2 | 6 | Y | 1 |
| Car | 10 | 3 | 50 | 3 | 2 | Y | 1 |
| Car | 11 | 23 | 500 | 5 | 5 | Y | 1 |
| Car | 10 | 26 | 255 | 1 | 4 | Y | 1 |
| Car | 10 | 3 | 50 | 7 | 3 | Y | 1 |
| Car | 11 | 3 | 60 | 1 | 3 | Y | 1 |
| Car | 11 | 3 | 60 | 2 | 3 | Y | 0.5 |
| Car | 10 | 1 | 50 | 1 | 3 | Y | 0.5 |
| Car | 20 | 23 | 350 | 3 | 6 | Y | 0.5 |
| Car | 10 | 26 | 255 | 3 | 1 | Y | 1 |
| Car | 11 | 26 | 350 | 3 | 5 | Y | 1 |
| Bus | 11 | 37 | 500 | 1 | 50 | Y | 0.5 |
| Car | 10 | 14 | 135 | 1 | 3 | Y | 1 |
| Car | 10 | 26 | 220 | 1 | 5 | Y | 0.5 |
| Mini Bus | 10 | 3 | 50 | 1 | 8 | Y | 1 |
| Bus | 11 | 26 | 350 | 1 | 18 | Y | 1 |
| 2W | 8 | 1 | 45 | 6 | 2 | N | 0 |
| 2W | 8 | 2 | 50 | 6 | 2 | N | 0 |
| 2W | 8 | 1 | 45 | 6 | 1 | N | 0 |
| 2W | 8 | 2 | 50 | 7 | 2 | N | 0 |
| 2W | 8 | 2 | 50 | 1 | 1 | N | 0 |
| Car | 20 | 1 | 180 | 6 | 6 | Y | 0.5 |
| Car | 13 | 27 | 200 | 1 | 6 | Y | 0.5 |
| 2W | 8 | 2 | 50 | 7 | 1 | N | 0 |
| Car | 10 | 1 | 74 | 4 | 5 | Y | 1 |
| Car | 10 | 26 | 255 | 7 | 3 | Y | 1 |
| Car | 10 | 26 | 255 | 1 | 2 | Y | 0.5 |
| Car | 10 | 26 | 255 | 4 | 1 | Y | 0.5 |
| 2W | 8 | 2 | 50 | 1 | 2 | N | 0 |
| Car | 10 | 3 | 50 | 7 | 4 | Y | 0.5 |
| Car | 10 | 3 | 50 | 1 | 5 | Y | 0.5 |
| Car | 11 | 26 | 350 | 6 | 2 | Y | 1 |
| Car | 10 | 14 | 135 | 6 | 2 | Y | 1 |
| 2W | 8 | 2 | 50 | 1 | 2 | N | 0 |
| Bus | 12 | 27 | 200 | 4 | 25 | Y | 0.5 |
| Car | 9 | 14 | 135 | 4 | 5 | Y | 1 |
| Car | 10 | 3 | 50 | 6 | 4 | Y | 1 |
| Car | 10 | 28 | 240 | 7 | 4 | Y | 0.5 |
| Car | 10 | 3 | 50 | 7 | 3 | Y | 0.5 |
| Car | 11 | 26 | 300 | 7 | 5 | Y | 0.5 |
| Car | 10 | 27 | 220 | 6 | 6 | Y | 0.5 |
| Car | 12 | 26 | 350 | 4 | 6 | Y | 0.5 |
| Car | 20 | 26 | 200 | 1 | 6 | Y | 0.5 |
| 2W | 8 | 1 | 45 | 3 | 2 | N | 0 |
| Car | 10 | 1 | 80 | 1 | 4 | Y | 1 |
| Car | 10 | 14 | 135 | 1 | 4 | Y | 0.5 |
| Car | 11 | 27 | 200 | 6 | 5 | Y | 0.5 |
| 2W | 8 | 1 | 30 | 7 | 2 | N | 0 |
| Car | 10 | 3 | 50 | 1 | 3 | Y | 0.5 |
| Car | 11 | 26 | 280 | 4 | 4 | Y | 0.5 |
| Car | 11 | 26 | 350 | 3 | 2 | Y | 0.5 |
| Car | 10 | 26 | 220 | 6 | 2 | Y | 0.5 |
| Car | 8 | 26 | 220 | 7 | 3 | Y | 0.5 |
| 2W | 8 | 1 | 18 | 6 | 3 | N | 0 |
| Car | 8 | 14 | 120 | 1 | 1 | Y | 1 |
| 2W | 8 | 1 | 60 | 2 | 2 | N | 0 |
| 2W | 8 | 1 | 45 | 7 | 1 | N | 0 |
| 2W | 8 | 1 | 45 | 1 | 1 | N | 0 |
| Car | 10 | 26 | 220 | 6 | 5 | Y | 1 |
| Car | 10 | 23 | 250 | 1 | 4 | Y | 1 |
| 2W | 8 | 1 | 45 | 7 | 3 | N | 0 |

Origin Destination Survey (Passenger Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-263.500

| Vehicle Type | origin | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
|--------------|--------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| 2W | 8 | 2 | 60 | 6 | 3 | N | 0 |
| 2W | 9 | 1 | 50 | 1 | 2 | N | 0 |
| Car | 10 | 26 | 250 | 6 | 3 | Y | 0.5 |
| Car | 20 | 26 | 400 | 4 | 5 | Y | 0.5 |
| Car | 10 | 26 | 220 | 7 | 5 | Y | 0.5 |
| Car | 10 | 14 | 135 | 1 | 3 | Y | 0.5 |
| Car | 11 | 1 | 150 | 6 | 5 | Y | 0.5 |
| Car | 11 | 3 | 200 | 4 | 4 | Y | 0.5 |
| 2W | 9 | 1 | 50 | 1 | 1 | N | 0 |
| Car | 11 | 26 | 350 | 1 | 4 | Y | 1 |
| Car | 11 | 26 | 350 | 1 | 2 | Y | 0.5 |
| Car | 10 | 26 | 220 | 1 | 3 | Y | 1 |
| Car | 12 | 26 | 200 | 1 | 2 | Y | 1 |
| Car | 11 | 26 | 350 | 4 | 3 | Y | 0.5 |
| Car | 11 | 27 | 112 | 1 | 2 | Y | 0.5 |
| Car | 11 | 27 | 112 | 1 | 2 | Y | 1 |
| Car | 10 | 27 | 220 | 4 | 2 | Y | 1 |
| Car | 11 | 26 | 350 | 4 | 2 | Y | 0.5 |
| Car | 11 | 26 | 350 | 4 | 2 | Y | 0.5 |
| Car | 11 | 26 | 350 | 1 | 1 | Y | 0.5 |
| Car | 11 | 26 | 350 | 1 | 1 | Y | 0.5 |
| Car | 11 | 26 | 350 | 4 | 2 | Y | 0.5 |
| Car | 10 | 14 | 135 | 1 | 2 | Y | 1 |
| Car | 10 | 26 | 220 | 4 | 2 | Y | 1 |
| Car | 10 | 27 | 220 | 1 | 3 | Y | 1 |
| Car | 11 | 26 | 360 | 1 | 2 | Y | 0.5 |
| Car | 10 | 26 | 220 | 4 | 4 | Y | 1 |
| Car | 10 | 26 | 220 | 1 | 4 | Y | 1 |
| Car | 11 | 26 | 350 | 1 | 2 | Y | 0.5 |
| Car | 11 | 26 | 350 | 4 | 2 | Y | 0.5 |
| Car | 11 | 26 | 350 | 1 | 2 | Y | 0.5 |
| Car | 10 | 26 | 220 | 4 | 2 | Y | 1 |
| Car | 11 | 26 | 350 | 6 | 2 | Y | 0.5 |
| Car | 10 | 26 | 220 | 1 | 2 | Y | 0.5 |
| Car | 10 | 14 | 135 | 6 | 2 | Y | 0.5 |
| Car | 11 | 26 | 400 | 1 | 2 | Y | 1 |
| Car | 11 | 3 | 250 | 1 | 3 | Y | 0.5 |
| Car | 20 | 3 | 150 | 4 | 2 | Y | 0.5 |
| Car | 10 | 14 | 125 | 1 | 1 | Y | 1 |
| Car | 10 | 3 | 50 | 1 | 1 | Y | 0.5 |
| Car | 10 | 3 | 50 | 4 | 1 | Y | 0.5 |
| Car | 10 | 1 | 80 | 4 | 2 | Y | 0.5 |
| Car | 11 | 26 | 400 | 1 | 3 | Y | 1 |
| 2W | 9 | 1 | 50 | 6 | 2 | N | 0 |
| Car | 20 | 26 | 200 | 4 | 1 | Y | 0.5 |
| Car | 10 | 14 | 125 | 1 | 2 | Y | 1 |
| 2W | 9 | 1 | 50 | 1 | 1 | N | 0 |
| Car | 10 | 1 | 50 | 4 | 2 | Y | 0.5 |
| 2W | 9 | 1 | 50 | 4 | 2 | N | 0 |
| Car | 10 | 26 | 220 | 4 | 3 | Y | 0.5 |
| Car | 11 | 1 | 130 | 6 | 2 | Y | 1 |
| Car | 11 | 26 | 350 | 6 | 2 | Y | 1.5 |
| Car | 10 | 3 | 50 | 7 | 3 | Y | 1.5 |
| 2W | 9 | 2 | 50 | 6 | 3 | N | 0 |
| Car | 10 | 26 | 255 | 7 | 3 | Y | 0.5 |
| Car | 10 | 3 | 50 | 6 | 3 | Y | 0.5 |
| 2W | 9 | 2 | 60 | 4 | 1 | N | 0 |
| Car | 10 | 3 | 80 | 6 | 2 | Y | 0.5 |
| Car | 10 | 14 | 110 | 1 | 3 | Y | 0.5 |
| Car | 10 | 26 | 255 | 1 | 3 | Y | 1.5 |
| Car | 11 | 26 | 350 | 1 | 2 | Y | 1.5 |
| Car | 10 | 25 | 255 | 4 | 2 | Y | 1.5 |
| Car | 10 | 25 | 255 | 1 | 1 | Y | 1.5 |
| Car | 10 | 26 | 255 | 1 | 2 | Y | 1.5 |
| Car | 11 | 26 | 350 | 4 | 1 | Y | 0.5 |
| Car | 10 | 14 | 125 | 4 | 1 | Y | 1 |
| Car | 11 | 26 | 350 | 4 | 1 | Y | 0.5 |
| Car | 11 | 26 | 350 | 1 | 2 | Y | 0.5 |

Origin Destination Survey (Passenger Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-263.500

| Vehicle Type | origin | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
|--------------|--------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Car | 10 | 26 | 255 | 4 | 1 | Y | 0.5 |
| Car | 10 | 26 | 255 | 1 | 2 | Y | 0.5 |
| Car | 10 | 26 | 255 | 1 | 2 | Y | 1 |
| Car | 10 | 1 | 50 | 1 | 1 | Y | 1 |
| Car | 11 | 26 | 350 | 4 | 1 | Y | 1 |
| Car | 20 | 3 | 120 | 1 | 2 | Y | 1 |
| Car | 11 | 26 | 350 | 1 | 2 | Y | 0.5 |
| Car | 11 | 26 | 350 | 1 | 2 | Y | 0.5 |
| Car | 11 | 26 | 350 | 4 | 2 | Y | 0.5 |
| Car | 10 | 26 | 255 | 1 | 1 | Y | 0.5 |
| Car | 11 | 1 | 350 | 4 | 3 | Y | 0.5 |
| Car | 11 | 1 | 350 | 4 | 1 | Y | 0.5 |
| Car | 20 | 26 | 350 | 1 | 1 | Y | 0.5 |
| Car | 10 | 26 | 255 | 1 | 1 | Y | 0.5 |
| Car | 20 | 26 | 260 | 1 | 2 | Y | 1 |
| Car | 12 | 26 | 260 | 1 | 1 | Y | 1 |
| Car | 20 | 26 | 260 | 4 | 3 | Y | 1 |
| Car | 20 | 1 | 110 | 1 | 4 | Y | 1 |
| Car | 20 | 3 | 110 | 4 | 1 | Y | 1 |
| Car | 11 | 26 | 350 | 1 | 1 | Y | 0.5 |
| Car | 11 | 3 | 350 | 1 | 4 | Y | 0.5 |
| Car | 20 | 1 | 110 | 4 | 1 | Y | 0.5 |
| Car | 11 | 26 | 350 | 1 | 2 | Y | 0.5 |
| Car | 11 | 26 | 350 | 4 | 1 | Y | 0.5 |
| Car | 11 | 3 | 350 | 1 | 2 | Y | 0.5 |
| Car | 10 | 3 | 50 | 4 | 2 | Y | 0.5 |
| Car | 10 | 26 | 255 | 1 | 2 | Y | 1 |
| Car | 12 | 1 | 180 | 1 | 1 | Y | 1 |
| Car | 12 | 1 | 180 | 4 | 1 | Y | 1 |
| Car | 11 | 3 | 170 | 1 | 1 | Y | 0.5 |
| Car | 11 | 26 | 350 | 4 | 2 | Y | 0.5 |
| Car | 20 | 26 | 350 | 1 | 1 | Y | 1 |
| Car | 20 | 3 | 110 | 1 | 2 | Y | 1 |
| Car | 20 | 3 | 110 | 4 | 1 | Y | 0.5 |
| Car | 10 | 1 | 50 | 1 | 2 | Y | 1 |
| Car | 10 | 1 | 60 | 4 | 1 | Y | 0.5 |
| Car | 10 | 3 | 60 | 1 | 1 | Y | 0.5 |
| Car | 10 | 26 | 255 | 6 | 1 | Y | 0.5 |
| Car | 11 | 1 | 260 | 1 | 2 | Y | 1 |
| Car | 20 | 26 | 350 | 6 | 3 | Y | 1 |
| Car | 10 | 26 | 210 | 1 | 3 | Y | 1 |
| Car | 11 | 26 | 350 | 4 | 2 | Y | 1 |
| Car | 11 | 26 | 350 | 4 | 2 | Y | 0.5 |
| Car | 20 | 1 | 110 | 6 | 1 | Y | 0.5 |
| Car | 10 | 1 | 60 | 1 | 2 | Y | 1 |
| Car | 11 | 26 | 350 | 1 | 1 | Y | 1 |
| Car | 11 | 26 | 350 | 1 | 1 | Y | 0.5 |
| Car | 20 | 3 | 110 | 6 | 2 | Y | 0.5 |
| Car | 11 | 3 | 350 | 1 | 3 | Y | 0.5 |
| Car | 11 | 3 | 350 | 4 | 1 | Y | 1 |
| Car | 10 | 26 | 210 | 1 | 2 | Y | 1 |
| Car | 10 | 1 | 60 | 6 | 2 | Y | 1 |
| Car | 10 | 25 | 170 | 1 | 3 | Y | 1 |
| Car | 11 | 23 | 350 | 4 | 3 | Y | 0.5 |
| Car | 10 | 26 | 210 | 1 | 3 | Y | 1 |
| Car | 10 | 3 | 80 | 1 | 4 | Y | 1 |
| Car | 10 | 3 | 80 | 6 | 1 | Y | 1 |
| Car | 10 | 3 | 80 | 1 | 2 | Y | 1 |
| Car | 11 | 1 | 160 | 1 | 1 | Y | 0.5 |
| Car | 11 | 26 | 350 | 4 | 1 | Y | 0.5 |
| Car | 11 | 26 | 350 | 4 | 2 | Y | 0.5 |
| Car | 11 | 26 | 350 | 1 | 2 | Y | 0.5 |
| Car | 10 | 26 | 210 | 7 | 3 | Y | 0.5 |
| Car | 10 | 14 | 125 | 6 | 2 | Y | 0.5 |
| Car | 9 | 25 | 210 | 6 | 6 | Y | 0.5 |
| Car | 11 | 1 | 98 | 2 | 5 | Y | 1 |
| Car | 10 | 26 | 210 | 7 | 5 | Y | 0.5 |
| Car | 10 | 26 | 210 | 6 | 1 | Y | 1 |

Origin Destination Survey (Passenger Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-263.500

| Vehicle Type | origin | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
|--------------|--------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Car | 10 | 25 | 210 | 7 | 6 | Y | 1 |
| Car | 8 | 14 | 125 | 7 | 4 | Y | 1 |
| Car | 11 | 26 | 500 | 6 | 1 | Y | 1 |
| Car | 11 | 1 | 400 | 7 | 1 | Y | 1 |
| Car | 11 | 14 | 200 | 6 | 3 | Y | 1 |
| Car | 11 | 26 | 500 | 6 | 1 | Y | 1 |
| Car | 12 | 26 | 380 | 5 | 6 | Y | 1 |
| Car | 12 | 26 | 200 | 7 | 5 | Y | 0.5 |
| Car | 10 | 1 | 60 | 7 | 3 | Y | 0.5 |
| Car | 10 | 3 | 60 | 5 | 5 | Y | 0.5 |
| Car | 11 | 26 | 370 | 4 | 5 | Y | 0.5 |
| Car | 11 | 26 | 350 | 7 | 5 | Y | 0.5 |
| Car | 10 | 26 | 210 | 7 | 2 | Y | 0.5 |
| Car | 11 | 26 | 80 | 5 | 5 | Y | 0.5 |
| Car | 11 | 26 | 60 | 6 | 3 | Y | 0.5 |
| Car | 10 | 25 | 210 | 1 | 3 | Y | 0.5 |
| Car | 10 | 3 | 60 | 5 | 5 | Y | 0.5 |
| Car | 12 | 1 | 110 | 3 | 6 | Y | 0.5 |
| Car | 8 | 1 | 80 | 7 | 3 | Y | 0.5 |
| Car | 10 | 25 | 210 | 7 | 4 | Y | 0.5 |
| Car | 10 | 1 | 60 | 5 | 6 | Y | 1 |
| Car | 11 | 26 | 450 | 1 | 3 | Y | 1 |
| Car | 11 | 26 | 350 | 1 | 6 | Y | 1 |
| Car | 20 | 26 | 235 | 7 | 3 | Y | 1 |
| Car | 20 | 26 | 235 | 3 | 5 | Y | 0.5 |
| Car | 11 | 26 | 275 | 4 | 5 | Y | 0.5 |
| Car | 8 | 26 | 210 | 3 | 4 | Y | 0.5 |
| Car | 9 | 1 | 60 | 3 | 4 | Y | 1 |
| Car | 20 | 26 | 235 | 5 | 6 | Y | 1 |
| Car | 11 | 26 | 431 | 7 | 6 | Y | 1 |
| Car | 20 | 26 | 350 | 7 | 3 | Y | 1.5 |
| Car | 20 | 26 | 350 | 7 | 4 | Y | 0.5 |
| Bus | 20 | 26 | 350 | 1 | 19 | Y | 0.5 |
| Bus | 20 | 26 | 235 | 1 | 8 | Y | 0.5 |
| Bus | 10 | 26 | 210 | 5 | 17 | Y | 0.5 |
| Car | 8 | 26 | 210 | 3 | 5 | Y | 0.5 |
| Car | 10 | 26 | 210 | 4 | 4 | Y | 0.5 |
| Car | 20 | 1 | 110 | 3 | 3 | Y | 0.5 |
| Car | 20 | 1 | 110 | 5 | 2 | Y | 0.5 |
| Car | 20 | 1 | 110 | 5 | 3 | Y | 0.5 |
| Car | 10 | 1 | 80 | 2 | 3 | Y | 1 |
| 2W | 10 | 1 | 45 | 3 | 3 | N | 0 |
| Car | 10 | 14 | 125 | 3 | 6 | Y | 0.5 |
| Car | 10 | 26 | 210 | 6 | 3 | Y | 1 |
| Car | 8 | 26 | 210 | 6 | 3 | Y | 1 |
| Car | 10 | 14 | 125 | 7 | 1 | Y | 1 |
| Car | 20 | 26 | 400 | 1 | 5 | Y | 0.5 |
| Car | 20 | 26 | 235 | 7 | 4 | Y | 1 |
| 2W | 10 | 1 | 45 | 7 | 2 | N | 0 |
| 2W | 10 | 1 | 45 | 6 | 2 | N | 0 |
| Car | 20 | 14 | 110 | 2 | 6 | Y | 0.5 |
| Car | 20 | 26 | 310 | 7 | 4 | Y | 0.5 |
| Car | 20 | 3 | 110 | 6 | 4 | Y | 0.5 |
| Car | 11 | 3 | 150 | 5 | 6 | Y | 1 |
| 2W | 10 | 1 | 50 | 7 | 2 | N | 0 |
| Car | 10 | 23 | 200 | 4 | 2 | Y | 0.5 |
| 2W | 10 | 1 | 45 | 6 | 1 | N | 0 |
| Car | 10 | 26 | 195 | 7 | 4 | Y | 1 |
| Car | 11 | 26 | 350 | 7 | 6 | Y | 0.5 |
| Car | 11 | 3 | 170 | 6 | 2 | Y | 0.5 |
| Bus | 10 | 14 | 125 | 1 | 10 | Y | 0.5 |
| Car | 11 | 26 | 350 | 5 | 6 | Y | 0.5 |
| Car | 10 | 3 | 60 | 4 | 6 | Y | 0.5 |
| 2W | 10 | 2 | 50 | 6 | 1 | N | 0 |
| Car | 10 | 3 | 80 | 1 | 6 | Y | 1 |
| Car | 10 | 26 | 255 | 3 | 6 | Y | 1 |
| Car | 10 | 3 | 110 | 6 | 4 | Y | 0.5 |
| Car | 10 | 26 | 255 | 6 | 4 | Y | 0.5 |

Origin Destination Survey (Passenger Vehicles)

| Name of the Road | NH-48 | | Direction | | Both | | |
|------------------|------------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Location | KM-263.500 | | | | | | |
| Vehicle Type | origion | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
| Bus | 10 | 14 | 125 | 1 | 40 | Y | 1.5 |
| Bus | 10 | 14 | 125 | 1 | 25 | Y | 1.5 |
| Car | 11 | 3 | 70 | 7 | 5 | Y | 1.5 |
| Bus | 20 | 1 | 110 | 1 | 35 | Y | 0.5 |
| Car | 11 | 3 | 390 | 1 | 4 | Y | 1.5 |
| Car | 20 | 14 | 110 | 2 | 4 | Y | 0.5 |
| Bus | 11 | 14 | 50 | 2 | 33 | Y | 0.5 |
| Car | 11 | 26 | 600 | 4 | 6 | Y | 1 |
| Car | 11 | 26 | 360 | 7 | 6 | Y | 0.5 |
| Bus | 11 | 26 | 550 | 1 | 30 | Y | 1 |
| Car | 10 | 26 | 255 | 6 | 4 | Y | 0.5 |
| Car | 10 | 1 | 60 | 4 | 2 | Y | 1.5 |
| Car | 10 | 3 | 60 | 6 | 6 | Y | 1.5 |
| Car | 11 | 23 | 300 | 6 | 4 | Y | 1.5 |
| Car | 10 | 26 | 255 | 4 | 6 | Y | 1.5 |
| Car | 10 | 14 | 125 | 6 | 5 | Y | 1.5 |
| Car | 20 | 3 | 130 | 7 | 6 | Y | 0.5 |
| Car | 11 | 3 | 170 | 7 | 6 | Y | 0.5 |
| Car | 10 | 1 | 75 | 4 | 4 | Y | 1 |
| 2W | 10 | 1 | 45 | 5 | 1 | N | 0 |
| Car | 11 | 26 | 350 | 6 | 2 | Y | 1 |
| Bus | 11 | 26 | 350 | 1 | 40 | Y | 1 |
| Car | 10 | 26 | 255 | 6 | 4 | Y | 1 |
| Car | 10 | 1 | 60 | 6 | 6 | Y | 1 |
| Car | 11 | 26 | 350 | 6 | 2 | Y | 1 |
| Car | 20 | 3 | 120 | 4 | 1 | Y | 1 |
| Car | 10 | 1 | 65 | 6 | 1 | Y | 1 |
| Car | 11 | 14 | 130 | 6 | 3 | Y | 1 |
| Car | 10 | 1 | 60 | 7 | 5 | Y | 0.5 |
| Car | 20 | 26 | 250 | 6 | 4 | Y | 0.5 |
| Car | 11 | 3 | 170 | 7 | 3 | Y | 0.5 |
| Car | 11 | 1 | 130 | 4 | 6 | Y | 0.5 |
| Car | 11 | 26 | 350 | 6 | 6 | Y | 0.5 |
| Car | 10 | 26 | 255 | 4 | 1 | Y | 0.5 |
| Car | 11 | 26 | 330 | 2 | 1 | Y | 1 |
| Car | 10 | 14 | 125 | 1 | 2 | Y | 0.5 |
| 2W | 10 | 1 | 60 | 7 | 2 | N | 0 |
| Car | 11 | 14 | 285 | 7 | 4 | Y | 0.5 |
| Car | 10 | 14 | 135 | 4 | 5 | Y | 1 |
| Car | 11 | 1 | 105 | 3 | 6 | Y | 1 |
| Car | 10 | 26 | 255 | 4 | 6 | Y | 1 |
| Car | 10 | 26 | 255 | 5 | 6 | Y | 0.5 |
| Car | 10 | 26 | 255 | 6 | 6 | Y | 0.5 |
| Car | 10 | 26 | 255 | 7 | 2 | Y | 0.5 |
| Bus | 10 | 14 | 150 | 1 | 21 | Y | 0.5 |
| Car | 10 | 14 | 150 | 1 | 4 | Y | 0.5 |
| Car | 10 | 14 | 150 | 5 | 3 | Y | 1 |
| Car | 10 | 26 | 255 | 6 | 3 | Y | 1 |
| Car | 10 | 14 | 150 | 7 | 4 | Y | 1 |
| Bus | 10 | 26 | 255 | 1 | 40 | Y | 1 |
| Car | 10 | 1 | 100 | 6 | 6 | Y | 1 |
| Car | 13 | 26 | 350 | 7 | 6 | Y | 1 |
| Bus | 10 | 26 | 255 | 5 | 30 | Y | 0.5 |
| Car | 10 | 26 | 255 | 1 | 6 | Y | 0.5 |
| Bus | 10 | 26 | 255 | 2 | 7 | Y | 0.5 |
| Car | 10 | 26 | 255 | 2 | 6 | Y | 0.5 |
| Car | 10 | 26 | 255 | 1 | 6 | Y | 1.5 |
| Bus | 10 | 26 | 255 | 1 | 7 | Y | 1.5 |
| Car | 11 | 26 | 230 | 5 | 1 | Y | 0.5 |
| Car | 11 | 1 | 58 | 6 | 5 | Y | 0.5 |
| Car | 11 | 26 | 400 | 7 | 6 | Y | 0.5 |
| Car | 10 | 26 | 195 | 7 | 6 | Y | 1 |
| Car | 20 | 14 | 145 | 5 | 6 | Y | 0.5 |
| Car | 11 | 1 | 250 | 5 | 5 | Y | 0.5 |
| Car | 20 | 3 | 150 | 3 | 6 | Y | 0.5 |
| Car | 11 | 14 | 60 | 2 | 5 | Y | 0.5 |
| Car | 20 | 14 | 145 | 5 | 5 | Y | 0.5 |
| 2W | 10 | 1 | 60 | 5 | 1 | N | 0 |

Origin Destination Survey (Passenger Vehicles)

| Name of the Road | NH-48 | | Direction | | Both | | |
|------------------|------------|-------------|------------------|--------------|-----------|-------------------------|--------------------|
| Location | KM-263.500 | | | | | | |
| Vehicle Type | origion | Destination | Trip Length (km) | Trip Purpose | Occupancy | Willingness to Pay Toll | If Yes then Factor |
| Car | 10 | 14 | 150 | 5 | 6 | Y | 1 |
| Car | 11 | 26 | 70 | 5 | 3 | Y | 1 |
| Bus | 10 | 26 | 195 | 1 | 12 | Y | 1.5 |
| Mini Bus | 10 | 3 | 60 | 1 | 8 | N | 0 |
| Bus | 11 | 26 | 350 | 1 | 18 | Y | 1.5 |
| Mini Bus | 10 | 3 | 60 | 1 | 11 | N | 0 |
| Bus | 11 | 26 | 350 | 1 | 22 | Y | 1 |
| Mini Bus | 11 | 26 | 225 | 1 | 12 | Y | 1 |
| Bus | 10 | 26 | 195 | 1 | 20 | Y | 1.5 |
| Mini Bus | 10 | 3 | 60 | 1 | 8 | N | 0 |
| Mini Bus | 11 | 23 | 280 | 1 | 12 | N | 0 |
| Bus | 11 | 26 | 350 | 1 | 18 | Y | 1.5 |
| Bus | 10 | 26 | 195 | 1 | 7 | Y | 0.5 |
| Mini Bus | 11 | 26 | 225 | 1 | 20 | Y | 0.5 |
| Mini Bus | 10 | 3 | 60 | 1 | 20 | N | 0 |
| Mini Bus | 11 | 3 | 230 | 1 | 11 | N | 0 |
| Bus | 11 | 26 | 350 | 1 | 18 | N | 0 |
| Bus | 10 | 26 | 250 | 1 | 20 | Y | 0.5 |
| Bus | 10 | 26 | 205 | 1 | 18 | Y | 1.5 |
| Bus | 11 | 26 | 350 | 1 | 40 | Y | 0.5 |
| Bus | 10 | 14 | 150 | 1 | 15 | N | 0 |
| Bus | 11 | 26 | 350 | 1 | 20 | Y | 1 |
| Bus | 20 | 26 | 310 | 1 | 18 | Y | 1 |
| Bus | 10 | 26 | 205 | 1 | 22 | Y | 1.5 |
| Mini Bus | 11 | 26 | 250 | 1 | 11 | Y | 1.5 |
| Bus | 11 | 26 | 350 | 1 | 18 | Y | 1.5 |
| Mini Bus | 12 | 3 | 145 | 1 | 20 | N | 0 |
| Mini Bus | 10 | 26 | 205 | 1 | 15 | Y | 1.5 |
| Bus | 10 | 23 | 205 | 1 | 21 | N | 0 |
| Bus | 11 | 26 | 350 | 1 | 20 | Y | 1 |
| Bus | 11 | 26 | 350 | 1 | 15 | Y | 1.5 |
| Bus | 11 | 26 | 350 | 1 | 18 | Y | 1 |
| Mini Bus | 10 | 3 | 60 | 1 | 18 | Y | 0.5 |
| Bus | 10 | 26 | 250 | 1 | 20 | Y | 1 |
| Bus | 11 | 14 | 300 | 1 | 18 | Y | 1 |
| Bus | 10 | 14 | 150 | 1 | 18 | N | 0 |
| Bus | 10 | 26 | 205 | 4 | 7 | Y | 1 |
| Bus | 11 | 26 | 280 | 1 | 39 | Y | 0.5 |
| Bus | 10 | 14 | 150 | 1 | 21 | Y | 0.5 |
| Bus | 10 | 26 | 255 | 1 | 40 | Y | 1 |
| Bus | 10 | 26 | 255 | 5 | 30 | Y | 0.5 |
| Bus | 10 | 26 | 255 | 2 | 7 | Y | 0.5 |
| Bus | 10 | 26 | 255 | 1 | 7 | Y | 1.5 |
| Bus | 10 | 26 | 195 | 1 | 12 | Y | 1.5 |
| Bus | 11 | 26 | 350 | 1 | 18 | Y | 1.5 |
| Bus | 11 | 26 | 350 | 1 | 22 | Y | 1 |
| Bus | 10 | 26 | 195 | 1 | 20 | Y | 1.5 |
| Bus | 11 | 26 | 350 | 1 | 18 | Y | 1.5 |
| Bus | 10 | 26 | 195 | 1 | 7 | Y | 0.5 |
| Bus | 11 | 26 | 350 | 1 | 18 | N | 0 |
| Bus | 10 | 26 | 250 | 1 | 20 | Y | 0.5 |
| Bus | 10 | 26 | 205 | 1 | 18 | Y | 1.5 |
| Bus | 11 | 26 | 350 | 1 | 40 | Y | 0.5 |
| Bus | 10 | 14 | 150 | 1 | 15 | N | 0 |
| Bus | 11 | 26 | 350 | 1 | 20 | Y | 1 |
| Bus | 20 | 26 | 310 | 1 | 18 | Y | 1 |
| Bus | 10 | 26 | 205 | 1 | 22 | Y | 1.5 |
| Bus | 11 | 26 | 350 | 1 | 18 | Y | 1.5 |
| Bus | 10 | 23 | 205 | 1 | 21 | N | 0 |

Origin Destination Survey (Passenger Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-263.500

| Vehicle Type | origin | Destination | Trip Length (km) | Commodity Type | Weight in Tones | Willingness to Pay Toll | If Yes then Factor |
|--------------|--------|-------------|------------------|----------------|-----------------|-------------------------|--------------------|
| M Axle | 26 | 11 | 250 | 0 | 0 | Y | 1.5 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| Truck | 26 | 11 | 250 | 10 | 10 | Y | 1.5 |
| Truck | 1 | 11 | 125 | 7 | 15 | N | 0 |
| LCV | 3 | 38 | 300 | 1 | 4 | N | 0 |
| Truck | 26 | 20 | 250 | 9 | 7 | Y | 1.5 |
| Truck | 3 | 10 | 95 | 0 | 0 | N | 0 |
| Truck | 24 | 11 | 320 | 2 | 20 | Y | 1 |
| M Axle | 3 | 11 | 125 | 0 | 0 | N | 0 |
| M Axle | 3 | 11 | 135 | 0 | 0 | N | 0 |
| M Axle | 3 | 11 | 150 | 0 | 0 | N | 0 |
| Truck | 26 | 11 | 250 | 0 | 0 | Y | 1.5 |
| Truck | 23 | 11 | 220 | 0 | 0 | N | 0 |
| M Axle | 37 | 11 | 250 | 0 | 0 | Y | 1 |
| M Axle | 37 | 11 | 250 | 0 | 0 | Y | 1 |
| Truck | 1 | 11 | 125 | 10 | 7 | Y | 1 |
| Truck | 3 | 20 | 125 | 2 | 7 | N | 0 |
| Truck | 23 | 11 | 250 | 1 | 5 | N | 0 |
| Truck | 23 | 38 | 235 | 0 | 0 | N | 0 |
| M Axle | 3 | 11 | 125 | 10 | 10 | N | 0 |
| M Axle | 26 | 11 | 250 | 0 | 0 | Y | 1.5 |
| M Axle | 26 | 10 | 320 | 0 | 0 | Y | 1.5 |
| M Axle | 26 | 11 | 250 | 0 | 0 | Y | 1.5 |
| LCV | 1 | 10 | 50 | 0 | 0 | N | 0 |
| Truck | 23 | 38 | 250 | 0 | 0 | N | 0 |
| M Axle | 26 | 11 | 250 | 0 | 0 | Y | 1.5 |
| M Axle | 3 | 11 | 125 | 0 | 0 | N | 0 |
| M Axle | 3 | 11 | 125 | 0 | 0 | N | 0 |
| M Axle | 3 | 11 | 125 | 0 | 0 | N | 0 |
| M Axle | 3 | 11 | 125 | 0 | 0 | N | 0 |
| M Axle | 3 | 11 | 125 | 0 | 0 | N | 0 |
| M Axle | 37 | 11 | 250 | 0 | 0 | Y | 1 |
| Truck | 1 | 11 | 150 | 10 | 3 | Y | 1 |
| M Axle | 39 | 38 | 1250 | 7 | 20 | Y | 1 |
| M Axle | 39 | 11 | 655 | 7 | 21 | Y | 1 |
| LCV | 2 | 20 | 120 | 0 | 0 | N | 0 |
| Truck | 37 | 11 | 235 | 0 | 0 | Y | 1 |
| Truck | 3 | 20 | 150 | 10 | 8 | N | 0 |
| M Axle | 26 | 11 | 235 | 0 | 0 | Y | 1.5 |
| Truck | 3 | 11 | 125 | 0 | 0 | N | 0 |
| M Axle | 39 | 11 | 750 | 0 | 0 | Y | 1 |
| M Axle | 39 | 20 | 450 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 300 | 10 | 15 | Y | 1.5 |
| Truck | 23 | 20 | 235 | 10 | 10 | N | 0 |
| LCV | 3 | 20 | 125 | 1 | 7 | N | 0 |
| LCV | 3 | 11 | 125 | 0 | 0 | N | 0 |
| M Axle | 3 | 11 | 125 | 0 | 0 | N | 0 |
| Truck | 23 | 38 | 235 | 0 | 0 | N | 0 |
| Truck | 37 | 11 | 235 | 0 | 0 | Y | 1 |
| Truck | 26 | 20 | 300 | 0 | 0 | Y | 1.5 |
| M Axle | 1 | 11 | 140 | 0 | 0 | N | 0 |
| LCV | 3 | 20 | 125 | 0 | 0 | N | 0 |
| M Axle | 40 | 11 | 1050 | 5 | 22 | Y | 1.5 |
| M Axle | 39 | 11 | 490 | 5 | 22 | Y | 1.5 |
| M Axle | 3 | 11 | 125 | 4 | 37 | Y | 1 |
| M Axle | 39 | 11 | 1100 | 5 | 20 | Y | 1 |
| Truck | 26 | 11 | 350 | 2 | 8 | Y | 1 |
| M Axle | 26 | 11 | 350 | 4 | 18 | Y | 0.5 |
| M Axle | 26 | 11 | 235 | 4 | 37 | Y | 0.5 |
| M Axle | 23 | 11 | 350 | 0 | 0 | Y | 0.5 |
| M Axle | 26 | 11 | 250 | 5 | 20 | Y | 1.5 |
| Truck | 26 | 11 | 250 | 4 | 12 | Y | 1.5 |
| M Axle | 37 | 11 | 250 | 5 | 21 | Y | 1.5 |
| LCV | 26 | 11 | 360 | 2 | 0.1 | Y | 0.5 |
| M Axle | 26 | 11 | 360 | 2 | 10 | Y | 0.5 |
| M Axle | 1 | 11 | 150 | 0 | 0 | Y | 1.5 |
| M Axle | 1 | 11 | 125 | 10 | 10 | Y | 1 |
| M Axle | 37 | 11 | 250 | 4 | 45 | Y | 1 |
| M Axle | 26 | 11 | 250 | 0 | 0 | Y | 1 |

Origin Destination Survey (Passenger Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-263.500

| Vehicle Type | origin | Destination | Trip Length (km) | Commodity Type | Weight in Tones | Willingness to Pay Toll | If Yes then Factor |
|--------------|--------|-------------|------------------|----------------|-----------------|-------------------------|--------------------|
| M Axle | 23 | 11 | 250 | 4 | 20 | Y | 1 |
| M Axle | 3 | 11 | 150 | 4 | 20 | Y | 1 |
| M Axle | 23 | 11 | 250 | 4 | 18 | Y | 1 |
| Truck | 26 | 11 | 235 | 4 | 5 | Y | 1 |
| M Axle | 1 | 11 | 125 | 0 | 0 | Y | 1 |
| M Axle | 40 | 11 | 1350 | 0 | 0 | Y | 1 |
| M Axle | 23 | 20 | 235 | 7 | 42 | Y | 1 |
| M Axle | 26 | 10 | 235 | 0 | 0 | Y | 1 |
| M Axle | 37 | 11 | 235 | 0 | 0 | Y | 0.5 |
| M Axle | 23 | 11 | 300 | 4 | 18 | Y | 1.5 |
| LCV | 3 | 11 | 150 | 4 | 6 | N | 0 |
| Truck | 26 | 11 | 235 | 4 | 7 | N | 0 |
| Truck | 26 | 11 | 235 | 4 | 8 | N | 0 |
| Truck | 26 | 11 | 235 | 4 | 10 | Y | 1 |
| Truck | 3 | 11 | 150 | 4 | 18 | Y | 1 |
| Truck | 26 | 11 | 320 | 4 | 18 | Y | 1 |
| Truck | 26 | 11 | 320 | 4 | 19 | Y | 1 |
| Truck | 3 | 11 | 150 | 1 | 6 | N | 0 |
| Truck | 26 | 11 | 235 | 7 | 20 | N | 0 |
| Truck | 3 | 11 | 150 | 7 | 10 | N | 0 |
| M Axle | 26 | 11 | 235 | 7 | 10 | N | 0 |
| M Axle | 37 | 11 | 235 | 0 | 0 | N | 0 |
| Truck | 26 | 11 | 235 | 7 | 10 | Y | 1 |
| Truck | 26 | 11 | 350 | 10 | 6 | Y | 1 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 235 | 0 | 0 | Y | 1 |
| M Axle | 1 | 11 | 125 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 350 | 2 | 1 | Y | 1.5 |
| M Axle | 26 | 20 | 235 | 0 | 0 | Y | 1.5 |
| Truck | 26 | 11 | 350 | 7 | 21.5 | Y | 1.5 |
| Truck | 3 | 8 | 95 | 0 | 0 | N | 0 |
| M Axle | 3 | 20 | 135 | 7 | 21 | N | 0 |
| M Axle | 26 | 11 | 350 | 7 | 43 | Y | 1 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| M Axle | 2 | 11 | 125 | 0 | 0 | Y | 1 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| LCV | 3 | 20 | 135 | 2 | 2 | N | 0 |
| M Axle | 15 | 20 | 200 | 7 | 21 | Y | 1.5 |
| M Axle | 37 | 11 | 235 | 0 | 0 | Y | 1 |
| M Axle | 19 | 20 | 235 | 7 | 21 | Y | 1.5 |
| Truck | 3 | 11 | 135 | 4 | 15 | Y | 1.5 |
| M Axle | 1 | 11 | 135 | 8 | 21 | Y | 1 |
| M Axle | 23 | 11 | 270 | 0 | 0 | Y | 1.5 |
| Truck | 26 | 11 | 350 | 2 | 8 | Y | 1.5 |
| M Axle | 31 | 20 | 235 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 350 | 7 | 17 | Y | 1.5 |
| Truck | 26 | 11 | 350 | 2 | 9 | Y | 1.5 |
| Truck | 26 | 20 | 250 | 0 | 0 | Y | 1.5 |
| Truck | 3 | 11 | 135 | 7 | 16 | Y | 1 |
| M Axle | 1 | 11 | 125 | 2 | 24 | Y | 1 |
| Truck | 37 | 11 | 250 | 10 | 9 | Y | 1 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| M Axle | 26 | 11 | 350 | 7 | 21 | Y | 1.5 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| M Axle | 23 | 11 | 250 | 0 | 0 | Y | 0.5 |
| M Axle | 3 | 11 | 135 | 0 | 0 | N | 0 |
| M Axle | 23 | 11 | 250 | 0 | 0 | N | 0 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| M Axle | 37 | 11 | 250 | 0 | 0 | Y | 1 |
| M Axle | 1 | 11 | 125 | 0 | 0 | Y | 1 |
| Truck | 3 | 11 | 135 | 10 | 8 | N | 0 |
| M Axle | 1 | 11 | 155 | 0 | 0 | Y | 1 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| M Axle | 37 | 11 | 250 | 0 | 0 | Y | 1 |
| M Axle | 37 | 11 | 250 | 0 | 0 | Y | 1 |
| M Axle | 23 | 11 | 300 | 0 | 0 | Y | 0.5 |
| Truck | 26 | 11 | 350 | 7 | 10 | Y | 1.5 |

Origin Destination Survey (Passenger Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-263,500

| Vehicle Type | origin | Destination | Trip Length (km) | Commodity Type | Weight in Tones | Willingness to Pay Toll | If Yes then Factor |
|--------------|--------|-------------|------------------|----------------|-----------------|-------------------------|--------------------|
| LCV | 1 | 10 | 50 | 1 | 7 | N | 0 |
| LCV | 3 | 11 | 100 | 2 | 7 | N | 0 |
| Truck | 3 | 11 | 135 | 10 | 8 | Y | 1 |
| Truck | 1 | 11 | 125 | 0 | 0 | N | 0 |
| LCV | 3 | 11 | 135 | 0 | 0 | N | 0 |
| Truck | 3 | 11 | 135 | 7 | 14 | N | 0 |
| Truck | 3 | 11 | 135 | 0 | 0 | Y | 0.5 |
| M Axle | 23 | 11 | 250 | 0 | 0 | Y | 0.5 |
| M Axle | 1 | 11 | 125 | 0 | 0 | Y | 1 |
| Truck | 4 | 20 | 135 | 0 | 0 | N | 0 |
| LCV | 3 | 11 | 135 | 0 | 0 | N | 0 |
| M Axle | 3 | 11 | 125 | 0 | 0 | Y | 0.5 |
| M Axle | 3 | 20 | 125 | 0 | 0 | Y | 0.5 |
| M Axle | 3 | 11 | 125 | 0 | 0 | Y | 1 |
| LCV | 3 | 11 | 125 | 1 | 3 | Y | 0.5 |
| M Axle | 23 | 11 | 250 | 10 | 10 | Y | 0.5 |
| Truck | 3 | 11 | 125 | 10 | 8 | Y | 0.5 |
| M Axle | 1 | 11 | 125 | 0 | 0 | Y | 1 |
| M Axle | 1 | 11 | 125 | 0 | 0 | Y | 1 |
| M Axle | 26 | 11 | 350 | 7 | 20 | Y | 1 |
| M Axle | 3 | 11 | 125 | 0 | 0 | Y | 0.5 |
| Truck | 26 | 11 | 280 | 0 | 0 | Y | 1 |
| M Axle | 1 | 11 | 125 | 0 | 0 | Y | 1 |
| M Axle | 37 | 11 | 250 | 0 | 0 | Y | 1 |
| M Axle | 1 | 11 | 125 | 0 | 0 | Y | 1 |
| Truck | 3 | 11 | 130 | 0 | 0 | N | 0 |
| M Axle | 1 | 11 | 125 | 0 | 0 | Y | 1 |
| M Axle | 37 | 11 | 250 | 0 | 0 | Y | 1 |
| Truck | 3 | 11 | 125 | 0 | 0 | N | 0 |
| M Axle | 23 | 11 | 280 | 0 | 0 | Y | 0.5 |
| M Axle | 1 | 20 | 160 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 350 | 8 | 10 | Y | 1.5 |
| Truck | 3 | 11 | 125 | 0 | 0 | Y | 1 |
| M Axle | 23 | 20 | 300 | 0 | 0 | Y | 0.5 |
| Truck | 14 | 11 | 85 | 10 | 8 | N | 0 |
| M Axle | 1 | 11 | 125 | 0 | 0 | Y | 1 |
| M Axle | 37 | 11 | 250 | 0 | 0 | Y | 1 |
| M Axle | 37 | 11 | 250 | 0 | 0 | Y | 1 |
| Truck | 3 | 11 | 125 | 0 | 0 | N | 0 |
| M Axle | 26 | 20 | 265 | 0 | 0 | Y | 1 |
| Truck | 3 | 11 | 125 | 0 | 0 | N | 0 |
| Truck | 3 | 11 | 125 | 0 | 0 | N | 0 |
| M Axle | 23 | 11 | 280 | 0 | 0 | Y | 0.5 |
| Truck | 3 | 10 | 95 | 10 | 8 | N | 0 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| LCV | 3 | 11 | 135 | 2 | 7 | N | 0 |
| M Axle | 23 | 11 | 280 | 0 | 0 | N | 0 |
| M Axle | 1 | 11 | 155 | 0 | 0 | Y | 1 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| M Axle | 3 | 11 | 135 | 0 | 0 | Y | 0.5 |
| M Axle | 14 | 11 | 110 | 0 | 0 | Y | 1.5 |
| Truck | 3 | 11 | 135 | 0 | 0 | N | 0 |
| M Axle | 14 | 11 | 165 | 0 | 0 | Y | 1 |
| M Axle | 1 | 11 | 125 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 350 | 7 | 7 | Y | 1.5 |
| Truck | 26 | 11 | 350 | 10 | 4 | Y | 1.5 |
| M Axle | 23 | 11 | 280 | 0 | 0 | N | 0 |
| M Axle | 1 | 11 | 125 | 0 | 0 | Y | 1 |
| M Axle | 37 | 20 | 250 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 350 | 10 | 10 | Y | 1.5 |
| Truck | 3 | 20 | 150 | 10 | 7 | N | 0 |
| Truck | 23 | 11 | 280 | 10 | 8 | N | 0 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| Truck | 26 | 14 | 300 | 0 | 0 | Y | 1.5 |
| M Axle | 37 | 11 | 250 | 0 | 0 | Y | 1 |
| M Axle | 1 | 11 | 150 | 0 | 0 | Y | 1 |
| M Axle | 37 | 11 | 250 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |

Origin Destination Survey (Passenger Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-263.500

| Vehicle Type | origion | Destination | Trip Length (km) | Commodity Type | Weight in Tones | Willingness to Pay Toll | If Yes then Factor |
|--------------|---------|-------------|------------------|----------------|-----------------|-------------------------|--------------------|
| M Axle | 14 | 11 | 145 | 0 | 0 | Y | 1.5 |
| Truck | 26 | 14 | 300 | 0 | 0 | Y | 1.5 |
| Truck | 26 | 11 | 350 | 10 | 10 | Y | 1.5 |
| Truck | 3 | 11 | 135 | 2 | 4 | N | 0 |
| M Axle | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| LCV | 3 | 14 | 135 | 0 | 0 | N | 0 |
| M Axle | 26 | 20 | 250 | 0 | 0 | Y | 1.5 |
| Truck | 23 | 20 | 250 | 0 | 0 | N | 0 |
| Truck | 5 | 11 | 135 | 10 | 5 | N | 0 |
| M Axle | 1 | 11 | 145 | 0 | 0 | Y | 1 |
| M Axle | 37 | 11 | 265 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| M Axle | 1 | 11 | 125 | 0 | 0 | Y | 1 |
| M Axle | 1 | 11 | 130 | 0 | 0 | Y | 1 |
| Truck | 37 | 11 | 265 | 0 | 0 | N | 0 |
| M Axle | 14 | 11 | 145 | 0 | 0 | Y | 1.5 |
| M Axle | 1 | 11 | 130 | 0 | 0 | Y | 1 |
| M Axle | 1 | 11 | 130 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 330 | 10 | 5 | Y | 1 |
| Truck | 37 | 10 | 265 | 10 | 8 | Y | 1 |
| Truck | 3 | 11 | 135 | 10 | 10 | N | 0 |
| LCV | 3 | 20 | 150 | 0 | 0 | N | 0 |
| Truck | 1 | 11 | 130 | 7 | 43 | N | 0 |
| M Axle | 3 | 11 | 150 | 0 | 0 | N | 0 |
| Truck | 14 | 11 | 145 | 7 | 12 | N | 0 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 290 | 0 | 0 | Y | 1.5 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| Truck | 3 | 11 | 150 | 0 | 0 | N | 0 |
| Truck | 3 | 11 | 100 | 10 | 12 | N | 0 |
| Truck | 23 | 8 | 265 | 10 | 7 | N | 0 |
| Truck | 23 | 20 | 265 | 0 | 0 | N | 0 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| Truck | 26 | 11 | 350 | 2 | 10 | Y | 1.5 |
| Truck | 26 | 11 | 350 | 10 | 5 | Y | 1.5 |
| Truck | 14 | 20 | 310 | 0 | 0 | Y | 1.5 |
| M Axle | 1 | 11 | 130 | 8 | 21 | Y | 1 |
| Truck | 1 | 11 | 120 | 10 | 3 | N | 0 |
| LCV | 3 | 11 | 150 | 1 | 4 | N | 0 |
| Truck | 23 | 20 | 265 | 2 | 7 | N | 0 |
| LCV | 3 | 11 | 150 | 0 | 0 | N | 0 |
| M Axle | 26 | 11 | 350 | 2 | 10 | Y | 1.5 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| Truck | 3 | 11 | 150 | 10 | 10 | N | 0 |
| Truck | 1 | 11 | 130 | 0 | 0 | N | 0 |
| Truck | 37 | 11 | 265 | 0 | 0 | N | 0 |
| Truck | 23 | 20 | 280 | 10 | 8 | N | 0 |
| LCV | 1 | 10 | 50 | 0 | 0 | N | 0 |
| Truck | 3 | 11 | 130 | 0 | 0 | Y | 1.5 |
| Truck | 3 | 11 | 150 | 10 | 12 | Y | 1 |
| Truck | 3 | 11 | 125 | 0 | 0 | Y | 1 |
| Truck | 37 | 20 | 265 | 0 | 0 | Y | 1 |
| Truck | 23 | 11 | 265 | 10 | 12 | Y | 1 |
| Truck | 1 | 11 | 130 | 10 | 7 | N | 0 |
| Truck | 26 | 11 | 350 | 10 | 15 | Y | 1 |
| M Axle | 26 | 11 | 350 | 7 | 21 | Y | 1 |
| Truck | 23 | 11 | 265 | 0 | 0 | Y | 1 |
| Truck | 3 | 10 | 95 | 0 | 0 | Y | 1.5 |
| LCV | 1 | 10 | 50 | 7 | 3 | Y | 1.5 |
| Truck | 23 | 20 | 265 | 2 | 5 | Y | 1.5 |
| Truck | 3 | 11 | 140 | 0 | 0 | Y | 1 |
| Truck | 1 | 20 | 160 | 7 | 21 | Y | 1.5 |
| Truck | 26 | 20 | 265 | 0 | 0 | N | 0 |
| Truck | 37 | 11 | 265 | 0 | 0 | Y | 1.5 |
| Truck | 37 | 11 | 250 | 0 | 0 | N | 0 |
| Truck | 3 | 11 | 125 | 0 | 0 | N | 0 |
| Truck | 1 | 11 | 130 | 0 | 0 | N | 0 |

Origin Destination Survey (Passenger Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-263.500

| Vehicle Type | origion | Destination | Trip Length (km) | Commodity Type | Weight in Tones | Willingness to Pay Toll | If Yes then Factor |
|--------------|---------|-------------|------------------|----------------|-----------------|-------------------------|--------------------|
| Truck | 26 | 11 | 350 | 2 | 9 | Y | 1 |
| Truck | 1 | 11 | 130 | 0 | 0 | N | 0 |
| Truck | 1 | 20 | 155 | 0 | 0 | Y | 1.5 |
| Truck | 1 | 11 | 130 | 8 | 20 | Y | 1 |
| Truck | 26 | 11 | 350 | 1 | 15 | Y | 1 |
| Truck | 26 | 20 | 250 | 0 | 0 | Y | 1 |
| Truck | 37 | 11 | 250 | 1 | 3 | Y | 1 |
| Truck | 26 | 11 | 300 | 0 | 0 | Y | 1 |
| Truck | 23 | 8 | 250 | 7 | 4 | Y | 1 |
| M Axle | 26 | 20 | 280 | 10 | 20 | N | 0 |
| Truck | 1 | 11 | 130 | 1 | 4 | Y | 1 |
| LCV | 3 | 20 | 125 | 2 | 3 | Y | 1 |
| LCV | 1 | 10 | 80 | 1 | 3 | Y | 1 |
| Truck | 26 | 10 | 250 | 0 | 0 | Y | 1 |
| Truck | 3 | 11 | 125 | 0 | 0 | Y | 1 |
| Truck | 2 | 11 | 130 | 10 | 15 | Y | 1 |
| M Axle | 1 | 11 | 132 | 7 | 42 | N | 0 |
| M Axle | 1 | 11 | 130 | 7 | 20 | N | 0 |
| M Axle | 1 | 11 | 156 | 7 | 20 | Y | 1 |
| Truck | 23 | 11 | 250 | 10 | 10 | N | 0 |
| Truck | 37 | 11 | 250 | 0 | 0 | N | 0 |
| Truck | 26 | 11 | 250 | 0 | 0 | Y | 1.5 |
| LCV | 1 | 11 | 130 | 0 | 0 | N | 0 |
| Truck | 3 | 11 | 150 | 2 | 15 | N | 0 |
| Truck | 3 | 11 | 150 | 2 | 15 | N | 0 |
| Truck | 3 | 11 | 160 | 7 | 10 | N | 0 |
| Truck | 3 | 11 | 125 | 7 | 10 | Y | 1.5 |
| Truck | 3 | 11 | 125 | 7 | 10 | N | 0 |
| Truck | 3 | 11 | 125 | 7 | 10 | N | 0 |
| Truck | 23 | 11 | 250 | 0 | 0 | Y | 1.5 |
| Truck | 3 | 20 | 125 | 0 | 0 | Y | 1.5 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| Truck | 1 | 11 | 130 | 0 | 0 | Y | 1.5 |
| Truck | 1 | 38 | 350 | 0 | 0 | N | 0 |
| Truck | 26 | 11 | 350 | 0 | 0 | N | 0 |
| Truck | 3 | 11 | 125 | 0 | 0 | N | 0 |
| Truck | 1 | 11 | 130 | 10 | 3 | N | 0 |
| LCV | 1 | 11 | 130 | 2 | 7 | Y | 0.5 |
| Truck | 23 | 20 | 250 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| Truck | 3 | 11 | 125 | 10 | 12 | N | 0 |
| M Axle | 23 | 20 | 300 | 10 | 41 | N | 0 |
| LCV | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| Truck | 3 | 20 | 125 | 10 | 10 | N | 0 |
| Truck | 1 | 11 | 150 | 0 | 0 | N | 0 |
| Truck | 3 | 11 | 125 | 0 | 0 | N | 0 |
| Truck | 26 | 11 | 350 | 10 | 3 | Y | 1.5 |
| Truck | 1 | 11 | 130 | 0 | 0 | Y | 1 |
| Truck | 26 | 20 | 330 | 0 | 0 | Y | 1 |
| Truck | 1 | 11 | 130 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 350 | 10 | 6 | Y | 1 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 350 | 0 | 0 | N | 0 |
| Truck | 1 | 11 | 130 | 2 | 9 | N | 0 |
| Truck | 26 | 11 | 350 | 10 | 8 | Y | 1 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1.5 |
| M Axle | 26 | 11 | 350 | 10 | 22 | Y | 1 |
| Truck | 26 | 11 | 350 | 2 | 10 | Y | 1.5 |
| Truck | 23 | 11 | 250 | 0 | 0 | Y | 0.5 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| Truck | 37 | 11 | 250 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| Truck | 1 | 11 | 130 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1 |

Origin Destination Survey (Passenger Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-263.500

| Vehicle Type | origion | Destination | Trip Length (km) | Commodity Type | Weight in Tones | Willingness to Pay Toll | If Yes then Factor |
|--------------|---------|-------------|------------------|----------------|-----------------|-------------------------|--------------------|
| Truck | 1 | 11 | 130 | 0 | 0 | Y | 1 |
| LCV | 26 | 11 | 350 | 1 | 6.5 | Y | 0.5 |
| LCV | 3 | 20 | 150 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 330 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 340 | 0 | 0 | Y | 1 |
| Truck | 1 | 11 | 130 | 0 | 0 | Y | 1 |
| Truck | 1 | 11 | 130 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 350 | 0 | 0 | Y | 1 |
| Truck | 26 | 11 | 325 | 0 | 0 | Y | 1 |
| LCV | 3 | 11 | 150 | 1 | 7 | Y | 1 |
| M Axle | 3 | 11 | 150 | 7 | 20 | Y | 1.5 |
| M Axle | 1 | 11 | 130 | 7 | 22 | Y | 1.5 |
| LCV | 3 | 11 | 135 | 0 | 0 | Y | 1.5 |
| Truck | 26 | 11 | 350 | 0 | 0 | N | 0 |
| Truck | 3 | 11 | 135 | 0 | 0 | N | 0 |
| M Axle | 11 | 1 | 150 | 8 | 12 | Y | 0.5 |
| M Axle | 11 | 3 | 200 | 7 | 32 | Y | 0.5 |
| M Axle | 10 | 3 | 90 | 1 | 13 | Y | 0.5 |
| M Axle | 20 | 1 | 130 | 10 | 19 | Y | 0.5 |
| Truck | 11 | 1 | 200 | 7 | 21 | Y | 0.5 |
| M Axle | 11 | 3 | 350 | 10 | 36 | Y | 0.5 |
| M Axle | 20 | 1 | 150 | 10 | 6 | Y | 0.5 |
| M Axle | 10 | 1 | 75 | 10 | 9 | Y | 0.5 |
| Truck | 11 | 27 | 180 | 2 | 10 | Y | 0.5 |
| Truck | 10 | 1 | 75 | 10 | 9 | Y | 1 |
| Truck | 11 | 1 | 120 | 10 | 42 | Y | 1 |
| LCV | 10 | 1 | 75 | 1 | 6 | Y | 1 |
| LCV | 20 | 3 | 90 | 1 | 7 | Y | 1 |
| M Axle | 11 | 14 | 112 | 4 | 31 | Y | 0.5 |
| M Axle | 10 | 26 | 175 | 4 | 46 | Y | 1.5 |
| M Axle | 10 | 1 | 50 | 10 | 10 | Y | 1.5 |
| M Axle | 11 | 3 | 60 | 7 | 15 | Y | 1.5 |
| M Axle | 11 | 26 | 300 | 10 | 12 | Y | 0.5 |
| Truck | 10 | 3 | 50 | 9 | 12 | Y | 1.5 |
| Truck | 11 | 24 | 166 | 4 | 8 | Y | 1 |
| Truck | 11 | 3 | 320 | 7 | 15 | Y | 1 |
| LCV | 11 | 3 | 180 | 2 | 7 | Y | 1 |
| LCV | 11 | 26 | 180 | 0 | 0 | N | 0 |
| LCV | 11 | 3 | 180 | 0 | 0 | N | 0 |
| M Axle | 11 | 26 | 350 | 2 | 19 | Y | 1 |
| M Axle | 11 | 26 | 220 | 4 | 18 | Y | 1 |
| M Axle | 11 | 37 | 650 | 0 | 0 | Y | 0.5 |
| M Axle | 11 | 37 | 550 | 10 | 12 | Y | 0.1 |
| Truck | 11 | 1 | 300 | 10 | 3 | N | 0 |
| M Axle | 11 | 3 | 180 | 4 | 47 | N | 0 |
| LCV | 11 | 23 | 150 | 4 | 4 | N | 0 |
| M Axle | 20 | 3 | 165 | 10 | 6 | Y | 0.2 |
| Truck | 10 | 26 | 175 | 0 | 0 | N | 0 |
| Truck | 11 | 26 | 500 | 4 | 21 | Y | 1 |
| M Axle | 11 | 26 | 350 | 4 | 18 | Y | 1 |
| M Axle | 10 | 1 | 90 | 4 | 18 | Y | 1 |
| Truck | 11 | 23 | 100 | 4 | 15 | Y | 1 |
| Truck | 11 | 26 | 350 | 4 | 18 | Y | 1 |
| M Axle | 11 | 3 | 300 | 4 | 45 | Y | 1 |
| M Axle | 20 | 26 | 310 | 4 | 35 | Y | 0.5 |
| LCV | 10 | 26 | 175 | 4 | 7 | Y | 0.5 |
| LCV | 10 | 26 | 175 | 4 | 2 | Y | 0.5 |
| LCV | 11 | 26 | 400 | 4 | 4 | Y | 0.5 |
| Truck | 11 | 26 | 350 | 2 | 15 | Y | 0.5 |
| Truck | 11 | 26 | 350 | 0 | 0 | N | 0 |
| Truck | 11 | 26 | 350 | 0 | 0 | N | 0 |
| Truck | 11 | 1 | 180 | 0 | 0 | N | 0 |
| Truck | 11 | 3 | 58 | 0 | 0 | N | 0 |
| Truck | 20 | 40 | 1310 | 0 | 0 | N | 0 |
| LCV | 11 | 39 | 300 | 2 | 4 | Y | 0.5 |
| LCV | 11 | 26 | 400 | 2 | 4 | Y | 0.5 |
| M Axle | 11 | 26 | 400 | 4 | 15 | Y | 0.5 |
| M Axle | 11 | 39 | 550 | 5 | 20 | Y | 1.5 |

Origin Destination Survey (Passenger Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-263.500

| Vehicle Type | origion | Destination | Trip Length (km) | Commodity Type | Weight in Tones | Willingness to Pay Toll | If Yes then Factor |
|--------------|---------|-------------|------------------|----------------|-----------------|-------------------------|--------------------|
| M Axle | 11 | 26 | 400 | 5 | 20 | Y | 1 |
| M Axle | 11 | 1 | 290 | 5 | 22 | Y | 1 |
| M Axle | 11 | 3 | 350 | 5 | 25 | Y | 1 |
| LCV | 11 | 26 | 400 | 0 | 0 | N | 0 |
| M Axle | 11 | 26 | 400 | 10 | 13 | Y | 1 |
| M Axle | 10 | 26 | 175 | 7 | 15 | N | 0 |
| Truck | 10 | 26 | 175 | 4 | 17 | N | 0 |
| M Axle | 11 | 26 | 380 | 4 | 45 | N | 0 |
| LCV | 11 | 26 | 370 | 4 | 6 | N | 0 |
| LCV | 11 | 26 | 320 | 4 | 5 | N | 0 |
| M Axle | 11 | 3 | 300 | 10 | 15 | Y | 0.5 |
| LCV | 11 | 3 | 370 | 0 | 0 | Y | 0.5 |
| LCV | 11 | 37 | 350 | 0 | 0 | Y | 1 |
| LCV | 11 | 37 | 325 | 0 | 0 | Y | 1 |
| LCV | 11 | 37 | 300 | 0 | 0 | Y | 0.5 |
| LCV | 11 | 1 | 300 | 0 | 0 | Y | 0.5 |
| LCV | 11 | 3 | 180 | 0 | 0 | Y | 0.5 |
| Truck | 20 | 23 | 235 | 0 | 0 | Y | 0.5 |
| Truck | 11 | 23 | 100 | 10 | 5 | Y | 0.5 |
| LCV | 20 | 3 | 180 | 2 | 4 | N | 0 |
| M Axle | 11 | 26 | 350 | 2 | 20 | Y | 0.5 |
| Truck | 11 | 26 | 320 | 0 | 0 | N | 0 |
| Truck | 11 | 26 | 350 | 0 | 0 | N | 0 |
| Truck | 11 | 26 | 90 | 10 | 10 | N | 0 |
| Truck | 11 | 26 | 100 | 0 | 0 | N | 0 |
| LCV | 11 | 1 | 170 | 0 | 0 | Y | 0.5 |
| M Axle | 11 | 1 | 170 | 10 | 7 | Y | 1 |
| LCV | 11 | 1 | 60 | 4 | 4 | N | 0 |
| LCV | 11 | 1 | 130 | 0 | 0 | N | 0 |
| M Axle | 11 | 3 | 85 | 4 | 20 | N | 0 |
| LCV | 11 | 26 | 400 | 4 | 8 | N | 0 |
| LCV | 11 | 26 | 370 | 4 | 8 | N | 0 |
| LCV | 11 | 26 | 300 | 4 | 8 | Y | 0.5 |
| M Axle | 11 | 26 | 270 | 4 | 42 | Y | 0.5 |
| M Axle | 10 | 26 | 175 | 4 | 19 | Y | 0.5 |
| M Axle | 20 | 23 | 350 | 4 | 19 | Y | 1 |
| M Axle | 10 | 26 | 175 | 7 | 20 | Y | 1 |
| LCV | 10 | 37 | 350 | 0 | 0 | Y | 1.5 |
| LCV | 11 | 3 | 80 | 5 | 8 | Y | 0.5 |
| LCV | 11 | 23 | 120 | 5 | 8 | Y | 0.5 |
| M Axle | 11 | 1 | 140 | 4 | 18 | Y | 0.5 |
| M Axle | 11 | 1 | 190 | 4 | 19 | Y | 0.5 |
| LCV | 11 | 26 | 370 | 4 | 9 | Y | 0.5 |
| LCV | 11 | 26 | 370 | 4 | 9 | Y | 0.5 |
| M Axle | 11 | 26 | 370 | 0 | 0 | Y | 0.5 |
| LCV | 11 | 26 | 370 | 0 | 0 | N | 0 |
| M Axle | 11 | 26 | 370 | 5 | 8 | N | 0 |
| Truck | 11 | 26 | 370 | 1 | 4 | N | 0 |
| M Axle | 11 | 26 | 370 | 10 | 12 | N | 0 |
| M Axle | 11 | 39 | 950 | 7 | 20 | Y | 0.5 |
| M Axle | 11 | 39 | 650 | 9 | 27 | Y | 0.5 |
| M Axle | 11 | 1 | 150 | 10 | 12 | Y | 0.5 |
| M Axle | 10 | 3 | 50 | 7 | 16 | N | 0 |
| M Axle | 11 | 1 | 90 | 1 | 13 | N | 0 |
| M Axle | 11 | 24 | 130 | 10 | 19 | N | 0 |
| M Axle | 20 | 1 | 165 | 7 | 21 | Y | 1 |
| Truck | 11 | 3 | 350 | 10 | 16 | Y | 0.5 |
| Truck | 11 | 1 | 150 | 10 | 6 | Y | 1 |
| Truck | 11 | 1 | 120 | 10 | 9 | Y | 0.5 |
| Truck | 20 | 3 | 180 | 10 | 10 | Y | 0.5 |
| Truck | 10 | 24 | 175 | 2 | 12 | N | 0 |
| Truck | 11 | 24 | 120 | 10 | 9 | N | 0 |
| Truck | 11 | 1 | 150 | 1 | 12 | Y | 0.5 |
| Truck | 10 | 3 | 90 | 10 | 6 | N | 0 |
| M Axle | 11 | 26 | 350 | 4 | 19 | Y | 0.5 |
| Truck | 10 | 26 | 175 | 4 | 18 | Y | 0.5 |
| Truck | 10 | 26 | 160 | 4 | 19 | Y | 0.5 |
| M Axle | 11 | 26 | 350 | 4 | 19 | Y | 0.5 |

Origin Destination Survey (Passenger Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-263.500

| Vehicle Type | origin | Destination | Trip Length (km) | Commodity Type | Weight in Tones | Willingness to Pay Toll | If Yes then Factor |
|--------------|--------|-------------|------------------|----------------|-----------------|-------------------------|--------------------|
| Truck | 11 | 14 | 112 | 4 | 19 | Y | 0.5 |
| Truck | 10 | 14 | 112 | 4 | 19 | Y | 0.5 |
| Truck | 11 | 14 | 60 | 10 | 10 | Y | 0.5 |
| Truck | 11 | 14 | 350 | 4 | 10 | Y | 0.5 |
| Truck | 11 | 26 | 350 | 2 | 17 | Y | 0.5 |
| Truck | 11 | 26 | 350 | 2 | 17 | Y | 0.5 |
| Truck | 11 | 26 | 350 | 2 | 41 | Y | 0.5 |
| M Axle | 11 | 26 | 400 | 4 | 19 | Y | 0.5 |
| M Axle | 11 | 26 | 380 | 4 | 19 | Y | 0.5 |
| Truck | 10 | 14 | 135 | 0 | 0 | N | 0 |
| Truck | 10 | 26 | 175 | 0 | 0 | N | 0 |
| Truck | 10 | 26 | 175 | 0 | 0 | N | 0 |
| Truck | 10 | 26 | 175 | 0 | 0 | N | 0 |
| Truck | 10 | 26 | 175 | 0 | 0 | N | 0 |
| Truck | 10 | 26 | 175 | 0 | 0 | N | 0 |
| Truck | 11 | 26 | 350 | 0 | 0 | N | 0 |
| M Axle | 11 | 26 | 350 | 4 | 19 | Y | 0.5 |
| Truck | 8 | 26 | 175 | 1 | 12 | Y | 0.5 |
| LCV | 20 | 26 | 350 | 2 | 8 | Y | 0.5 |
| Truck | 20 | 3 | 165 | 2 | 18 | Y | 0.5 |
| Truck | 11 | 1 | 250 | 4 | 19 | Y | 0.5 |
| Truck | 20 | 1 | 165 | 1 | 12 | Y | 1 |
| Truck | 11 | 26 | 350 | 4 | 12 | Y | 0.5 |
| Truck | 11 | 26 | 350 | 4 | 14 | Y | 0.5 |
| Truck | 11 | 26 | 180 | 4 | 11 | Y | 0.5 |
| Truck | 11 | 26 | 700 | 10 | 10 | Y | 0.5 |
| M Axle | 11 | 3 | 150 | 4 | 19 | Y | 0.5 |
| M Axle | 11 | 1 | 300 | 4 | 19 | Y | 0.5 |
| Truck | 11 | 37 | 650 | 4 | 19 | N | 0 |
| M Axle | 20 | 1 | 165 | 4 | 19 | N | 0 |
| Truck | 11 | 1 | 180 | 2 | 17 | N | 0 |
| Truck | 11 | 26 | 150 | 2 | 17 | N | 0 |
| Truck | 11 | 26 | 350 | 7 | 17 | Y | 0.5 |
| Truck | 20 | 3 | 150 | 1 | 42 | Y | 0.5 |
| Truck | 11 | 26 | 350 | 2 | 10 | Y | 0.5 |
| LCV | 11 | 26 | 370 | 1 | 7 | N | 0 |
| Truck | 10 | 26 | 175 | 1 | 9 | Y | 0.5 |
| Truck | 20 | 26 | 350 | 1 | 12 | Y | 0.5 |
| M Axle | 11 | 26 | 360 | 4 | 21 | N | 0 |
| M Axle | 11 | 26 | 350 | 4 | 21 | N | 0 |
| Truck | 11 | 26 | 350 | 0 | 0 | N | 0 |
| Truck | 10 | 26 | 175 | 1 | 12 | N | 0 |
| Truck | 11 | 26 | 370 | 0 | 0 | N | 0 |
| Truck | 11 | 26 | 370 | 0 | 0 | N | 0 |
| Truck | 11 | 26 | 370 | 0 | 0 | N | 0 |
| Truck | 11 | 26 | 370 | 0 | 0 | N | 0 |
| Truck | 11 | 3 | 180 | 4 | 18 | N | 0 |
| Truck | 11 | 37 | 400 | 4 | 17 | Y | 0.5 |
| M Axle | 11 | 26 | 350 | 4 | 19 | Y | 0.5 |
| Truck | 11 | 26 | 350 | 10 | 12 | Y | 0.5 |
| M Axle | 11 | 26 | 700 | 1 | 19 | N | 0 |
| LCV | 11 | 26 | 350 | 4 | 2 | N | 0 |
| Truck | 11 | 26 | 350 | 4 | 22 | N | 0 |
| M Axle | 11 | 26 | 350 | 4 | 26 | N | 0 |
| M Axle | 11 | 26 | 370 | 4 | 29 | N | 0 |
| Truck | 10 | 26 | 175 | 4 | 12 | Y | 0.5 |
| LCV | 10 | 26 | 175 | 1 | 7 | Y | 0.5 |
| M Axle | 10 | 26 | 175 | 10 | 7 | Y | 0.5 |
| Truck | 11 | 3 | 360 | 0 | 0 | Y | 0.5 |
| M Axle | 11 | 1 | 180 | 10 | 15 | Y | 0.5 |
| M Axle | 11 | 23 | 198 | 1 | 20 | Y | 0.5 |
| M Axle | 11 | 39 | 1300 | 4 | 20 | Y | 1 |
| M Axle | 11 | 26 | 400 | 4 | 25 | Y | 1 |
| Truck | 8 | 26 | 175 | 5 | 17 | Y | 1.5 |
| M Axle | 10 | 14 | 135 | 4 | 20 | Y | 1.5 |
| Truck | 10 | 26 | 175 | 2 | 8 | Y | 0.5 |
| Truck | 11 | 39 | 550 | 0 | 0 | Y | 0.5 |
| Truck | 11 | 39 | 650 | 4 | 17 | Y | 0.5 |

Origin Destination Survey (Passenger Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-263.500

| Vehicle Type | origin | Destination | Trip Length (km) | Commodity Type | Weight in Tones | Willingness to Pay Toll | If Yes then Factor |
|--------------|--------|-------------|------------------|----------------|-----------------|-------------------------|--------------------|
| Truck | 11 | 3 | 350 | 4 | 17 | Y | 0.5 |
| M Axle | 11 | 39 | 370 | 4 | 20 | Y | 0.5 |
| Truck | 11 | 26 | 300 | 5 | 10 | Y | 0.5 |
| Truck | 13 | 26 | 235 | 2 | 21 | Y | 0.5 |
| Truck | 11 | 26 | 355 | 4 | 10 | Y | 0.5 |
| Truck | 11 | 26 | 500 | 4 | 10 | Y | 1.5 |
| Truck | 20 | 26 | 235 | 4 | 17 | Y | 1.5 |
| Truck | 10 | 26 | 175 | 4 | 17 | Y | 1.5 |
| Truck | 8 | 26 | 210 | 4 | 17 | Y | 1.5 |
| Truck | 11 | 26 | 350 | 4 | 17 | Y | 1.5 |
| Truck | 11 | 26 | 400 | 10 | 15 | Y | 1.5 |
| Truck | 11 | 26 | 400 | 10 | 15 | Y | 1.5 |
| Truck | 11 | 1 | 65 | 1 | 15 | Y | 1.5 |
| Truck | 11 | 3 | 59 | 10 | 10 | Y | 0.5 |
| Truck | 11 | 40 | 1200 | 4 | 17 | Y | 0.5 |
| Truck | 11 | 26 | 300 | 2 | 8 | Y | 0.5 |
| Truck | 20 | 26 | 400 | 2 | 10 | Y | 0.5 |
| Truck | 20 | 26 | 400 | 2 | 12 | Y | 0.5 |
| Truck | 20 | 26 | 400 | 2 | 12 | Y | 0.5 |
| LCV | 11 | 1 | 150 | 0 | 0 | Y | 1.5 |
| LCV | 10 | 1 | 50 | 1 | 0.7 | Y | 0.5 |
| Truck | 11 | 1 | 600 | 4 | 18 | Y | 0.5 |
| LCV | 11 | 26 | 400 | 0 | 0 | Y | 0.5 |
| Truck | 11 | 23 | 250 | 4 | 20 | Y | 0.5 |
| Truck | 11 | 3 | 178 | 7 | 20 | Y | 0.5 |
| Truck | 11 | 23 | 250 | 4 | 18 | Y | 0.5 |
| Truck | 11 | 26 | 600 | 4 | 18 | Y | 0.5 |
| LCV | 11 | 1 | 450 | 4 | 5 | Y | 1 |
| LCV | 20 | 1 | 165 | 2 | 2 | Y | 1 |
| LCV | 20 | 1 | 165 | 2 | 2 | Y | 1 |
| LCV | 20 | 1 | 165 | 7 | 7 | Y | 0.5 |
| LCV | 20 | 1 | 165 | 0 | 0 | Y | 0.5 |
| M Axle | 11 | 39 | 650 | 5 | 22 | Y | 1.5 |
| M Axle | 11 | 39 | 1065 | 5 | 22 | Y | 1.5 |
| Truck | 11 | 3 | 550 | 4 | 17 | Y | 1.5 |
| M Axle | 11 | 40 | 550 | 5 | 20 | Y | 0.5 |
| Truck | 11 | 26 | 350 | 2 | 8 | Y | 1 |
| Truck | 11 | 26 | 350 | 4 | 18 | Y | 1.5 |
| Truck | 11 | 26 | 370 | 4 | 17 | Y | 1 |
| Truck | 11 | 26 | 300 | 0 | 0 | Y | 0.5 |
| M Axle | 11 | 3 | 505 | 5 | 20 | Y | 1 |
| Truck | 11 | 26 | 350 | 4 | 12 | Y | 1.5 |
| M Axle | 11 | 3 | 500 | 5 | 21 | Y | 1.5 |
| LCV | 11 | 26 | 360 | 2 | 0.1 | Y | 1.5 |
| LCV | 11 | 1 | 150 | 0 | 0 | Y | 0.5 |
| LCV | 11 | 1 | 50 | 1 | 0.7 | Y | 1 |
| Truck | 11 | 3 | 600 | 4 | 18 | Y | 1 |
| LCV | 11 | 26 | 400 | 0 | 0 | Y | 0.5 |
| Truck | 11 | 23 | 250 | 4 | 20 | Y | 1 |
| Truck | 11 | 3 | 178 | 7 | 20 | Y | 0.5 |
| Truck | 11 | 23 | 250 | 4 | 18 | Y | 1 |
| Truck | 11 | 26 | 600 | 2 | 5 | Y | 0.5 |
| LCV | 11 | 3 | 450 | 0 | 0 | Y | 0.5 |
| LCV | 20 | 39 | 200 | 0 | 0 | Y | 0.5 |
| Truck | 20 | 23 | 350 | 7 | 20 | Y | 1 |
| LCV | 11 | 26 | 400 | 0 | 0 | N | 0 |
| Truck | 11 | 37 | 550 | 8 | 16 | N | 0 |
| Truck | 11 | 23 | 300 | 4 | 18 | Y | 1.5 |
| LCV | 11 | 3 | 180 | 1 | 6 | N | 0 |
| Truck | 11 | 26 | 350 | 0 | 0 | N | 0 |
| Truck | 11 | 26 | 400 | 0 | 0 | Y | 1 |
| Truck | 11 | 26 | 350 | 1 | 6 | Y | 1 |
| Truck | 11 | 3 | 180 | 4 | 12 | Y | 1 |
| Truck | 11 | 26 | 320 | 7 | 20 | Y | 1 |
| Truck | 11 | 26 | 320 | 7 | 12 | N | 0 |
| Truck | 11 | 3 | 90 | 7 | 12 | Y | 1 |
| Truck | 11 | 26 | 350 | 7 | 10 | Y | 1.5 |
| Truck | 11 | 3 | 180 | 0 | 0 | N | 0 |

Origin Destination Survey (Passenger Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-263.500

| Vehicle Type | origin | Destination | Trip Length (km) | Commodity Type | Weight in Tones | Willingness to Pay Toll | If Yes then Factor |
|--------------|--------|-------------|------------------|----------------|-----------------|-------------------------|--------------------|
| Truck | 11 | 37 | 500 | 7 | 18 | Y | 1 |
| Truck | 11 | 37 | 600 | 7 | 18 | Y | 1 |
| M Axle | 11 | 39 | 550 | 8 | 20 | Y | 1 |
| M Axle | 11 | 37 | 485 | 7 | 25 | Y | 1 |
| Truck | 11 | 3 | 530 | 8 | 15 | Y | 1 |
| Truck | 11 | 3 | 180 | 7 | 17 | Y | 1 |
| Truck | 11 | 26 | 350 | 2 | 12 | N | 0 |
| Truck | 10 | 37 | 450 | 2 | 10 | Y | 1 |
| Truck | 11 | 26 | 350 | 0 | 0 | Y | 1 |
| LCV | 11 | 26 | 350 | 2 | 7 | Y | 1 |
| LCV | 11 | 3 | 95 | 1 | 7 | Y | 1 |
| Truck | 11 | 26 | 350 | 5 | 20 | N | 0 |
| Truck | 11 | 26 | 320 | 7 | 12 | Y | 1.5 |
| Truck | 11 | 3 | 180 | 7 | 6 | N | 0 |
| Truck | 11 | 26 | 350 | 4 | 17 | Y | 1 |
| Truck | 11 | 1 | 150 | 10 | 12 | Y | 1 |
| M Axle | 10 | 3 | 50 | 7 | 16 | N | 0 |
| M Axle | 11 | 3 | 90 | 1 | 13 | N | 0 |
| M Axle | 11 | 1 | 130 | 10 | 19 | Y | 1 |
| Truck | 20 | 1 | 145 | 7 | 21 | N | 0 |
| Truck | 11 | 3 | 350 | 10 | 16 | N | 0 |
| Truck | 11 | 1 | 150 | 10 | 6 | Y | 1 |
| Truck | 11 | 3 | 120 | 10 | 9 | N | 0 |
| Truck | 20 | 3 | 180 | 2 | 10 | N | 0 |
| Truck | 10 | 1 | 75 | 10 | 9 | N | 0 |
| Truck | 11 | 1 | 120 | 1 | 12 | Y | 1 |
| M Axle | 10 | 1 | 50 | 1 | 16 | N | 0 |
| Truck | 11 | 3 | 90 | 10 | 12 | Y | 1 |
| Truck | 11 | 26 | 350 | 0 | 0 | Y | 0.5 |
| Truck | 10 | 26 | 255 | 10 | 13 | N | 0 |
| Truck | 12 | 26 | 200 | 10 | 3 | N | 0 |
| M Axle | 11 | 26 | 350 | 4 | 21 | Y | 1 |
| Truck | 11 | 25 | 112 | 4 | 19 | Y | 1 |
| Truck | 10 | 25 | 210 | 10 | 6 | Y | 1 |
| Truck | 11 | 25 | 60 | 0 | 0 | Y | 1 |
| M Axle | 11 | 26 | 350 | 4 | 21 | Y | 1 |
| M Axle | 11 | 26 | 350 | 4 | 19 | Y | 1 |
| M Axle | 11 | 26 | 350 | 4 | 19 | Y | 1 |
| M Axle | 11 | 26 | 350 | 4 | 21 | Y | 1 |
| M Axle | 11 | 26 | 350 | 4 | 21 | Y | 1 |
| M Axle | 11 | 26 | 350 | 4 | 24 | Y | 1 |
| Truck | 10 | 14 | 135 | 0 | 0 | N | 0 |
| Truck | 10 | 26 | 195 | 0 | 0 | N | 0 |
| Truck | 10 | 14 | 135 | 0 | 0 | N | 0 |
| M Axle | 11 | 26 | 350 | 4 | 19 | Y | 1 |
| Truck | 10 | 26 | 195 | 0 | 0 | N | 0 |
| Truck | 10 | 26 | 195 | 0 | 0 | N | 0 |
| M Axle | 11 | 26 | 350 | 4 | 21 | Y | 2 |
| M Axle | 11 | 26 | 350 | 4 | 29 | Y | 2 |
| Truck | 10 | 26 | 195 | 1 | 12 | N | 0 |
| M Axle | 11 | 25 | 300 | 2 | 7 | Y | 2 |
| M Axle | 11 | 26 | 350 | 4 | 35 | Y | 2 |
| M Axle | 11 | 1 | 350 | 4 | 22 | Y | 2 |
| Truck | 11 | 1 | 350 | 0 | 0 | N | 0 |
| M Axle | 11 | 26 | 350 | 4 | 24 | Y | 2 |
| M Axle | 11 | 26 | 350 | 4 | 30 | Y | 2 |
| Truck | 11 | 3 | 180 | 10 | 22 | Y | 2 |
| M Axle | 11 | 40 | 1185 | 4 | 21 | Y | 2 |
| M Axle | 11 | 37 | 485 | 4 | 21 | Y | 2 |
| M Axle | 11 | 25 | 350 | 4 | 22 | Y | 2 |
| M Axle | 11 | 1 | 100 | 4 | 21 | Y | 2 |
| Truck | 20 | 26 | 280 | 0 | 0 | N | 0 |
| Truck | 11 | 26 | 180 | 0 | 0 | N | 0 |
| M Axle | 11 | 3 | 160 | 4 | 21 | Y | 2 |
| M Axle | 11 | 26 | 350 | 4 | 22 | Y | 2 |
| Truck | 20 | 26 | 260 | 0 | 0 | N | 0 |
| M Axle | 11 | 26 | 350 | 4 | 26 | Y | 2 |
| LCV | 11 | 3 | 180 | 1 | 7 | N | 0 |

Origin Destination Survey (Passenger Vehicles)

Name of the Road

NH-48

Direction

Both

Location

KM-263.500

| Vehicle Type | origin | Destination | Trip Length (km) | Commodity Type | Weight in Tones | Willingness to Pay Toll | If Yes then Factor |
|--------------|--------|-------------|------------------|----------------|-----------------|-------------------------|--------------------|
| Truck | 12 | 26 | 200 | 1 | 9 | Y | 2 |
| Truck | 11 | 26 | 350 | 1 | 12 | Y | 2 |
| M Axle | 11 | 26 | 350 | 4 | 22 | Y | 2 |
| M Axle | 11 | 26 | 350 | 4 | 26 | Y | 2 |
| Truck | 11 | 26 | 280 | 0 | 0 | N | 0 |
| Truck | 11 | 26 | 600 | 1 | 12 | Y | 2 |
| M Axle | 11 | 26 | 350 | 4 | 22 | Y | 1.5 |
| Truck | 12 | 26 | 200 | 1 | 11 | Y | 2 |
| M Axle | 11 | 26 | 350 | 4 | 19 | Y | 0.5 |
| M Axle | 11 | 26 | 350 | 4 | 20 | Y | 1.5 |
| M Axle | 11 | 26 | 350 | 4 | 22 | Y | 1.5 |
| M Axle | 12 | 26 | 200 | 1 | 21 | Y | 0.5 |
| M Axle | 11 | 26 | 350 | 4 | 19 | Y | 0.5 |
| Truck | 11 | 26 | 350 | 10 | 12 | Y | 2 |
| M Axle | 12 | 26 | 200 | 1 | 19 | Y | 1.5 |
| M Axle | 11 | 26 | 350 | 4 | 22 | Y | 1.5 |
| M Axle | 11 | 26 | 350 | 4 | 21 | Y | 2 |
| Truck | 11 | 26 | 350 | 4 | 15 | Y | 0.5 |
| M Axle | 11 | 26 | 350 | 4 | 29 | Y | 0.5 |
| Truck | 12 | 26 | 200 | 1 | 12 | Y | 0.5 |
| M Axle | 11 | 26 | 350 | 10 | 7 | Y | 1 |
| Truck | 12 | 26 | 200 | 0 | 0 | Y | 0.5 |
| M Axle | 11 | 26 | 350 | 4 | 20 | Y | 2 |
| M Axle | 11 | 26 | 350 | 4 | 22 | Y | 2 |
| M Axle | 11 | 26 | 350 | 4 | 36 | Y | 1.5 |
| LCV | 11 | 1 | 220 | 1 | 7 | Y | 0.5 |
| M Axle | 11 | 26 | 350 | 4 | 21 | Y | 1 |
| Truck | 11 | 26 | 500 | 1 | 9 | Y | 1 |
| M Axle | 11 | 26 | 350 | 4 | 21 | Y | 1.5 |
| M Axle | 11 | 26 | 350 | 4 | 21 | Y | 1.5 |
| M Axle | 12 | 26 | 200 | 1 | 24 | Y | 0.5 |
| M Axle | 8 | 26 | 210 | 10 | 15 | Y | 2 |
| M Axle | 11 | 26 | 350 | 10 | 15 | Y | 2 |
| Truck | 11 | 26 | 350 | 0 | 0 | N | 0 |
| Truck | 11 | 3 | 200 | 0 | 0 | N | 0 |
| M Axle | 11 | 26 | 350 | 4 | 24 | Y | 2 |
| M Axle | 8 | 26 | 210 | 4 | 21 | Y | 2 |
| Truck | 11 | 3 | 350 | 4 | 19 | Y | 1.5 |