

Republic of the Philippines
Department of Public Works and Highways (DPWH)

**PROJECT FOR MASTERPLAN ON
HIGH STANDARD HIGHWAY
NETWORK DEVELOPMENT
(PHASE 2)
FINAL REPORT**

APPENDIX

JULY 2021

Japan International Cooperation Agency (JICA)

CTI Engineering International Co., Ltd.

Nippon Koei Co., Ltd.

Oriental Consultants Global Co., Ltd.

Nippon Engineering Consultants Co., Ltd.

Metropolitan Expressway Company Limited

IM
JR
21-044

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LIST OF APPENDIX

- APPENDIX 5 PRESENT TRAFFIC CONDITION**
- 5.1 Traffic Survey Forms
 - 5.2 Traffic Survey Result
- APPENDIX 6 TRAFFIC DEMAND FORECAST**
- 6.1 Zoning Table
 - 6.2 Manual for Traffic Assignment and Economic Evaluation
- APPENDIX 12 BASE UNIT COST ESTIMATION FOR EACH CATEGORY OF HIGH STANDARD HIGHWAY**
- 12.1 Unit Cost of Major Construction Items HSH 1 (R) 6 Lanes Inter-Regional Expressway
 - 12.2 Unit Cost of Major Construction Items HSH 1 (R) 4 Lanes Inter-Regional Expressway
 - 12.3 Unit Cost of Major Construction Items HSH 1 (U) 6 Lanes Urban Expressway
 - 12.4 Unit Cost of Major Construction Items HSH 1 (U) 4 Lanes Urban Expressway
 - 12.5 Unit Cost of Major Construction Items HSH-2 4 Lanes Inter Urban Section
 - 12.6 Unit Cost of Major Construction Items HSH 2 4 Lanes Urban Section
 - 12.7 Unit Cost of Major Construction Items HSH-2 Widening Inter Urban Section
 - 12.8 Unit Cost of Major Construction Items HSH-2 2 Lanes New Construction Inter Urban Section
 - 12.9 Unit Cost of Major Construction Items HSH-2 Bridge Widening Inter Urban Section
 - 12.10 Unit Cost of Major Construction Items HSH-2 Widening Urban Section
 - 12.11 Unit Cost of Major Construction Items HSH-2 4 Lanes New Construction Urban Section
 - 12.12 Unit Cost of Major Construction Items HSH-2 2 Lanes New Construction Urban Section
 - 12.13 Unit Cost of Major Construction Items HSH-2 Bridge Widening Urban Section
 - 12.14 Unit Cost of Trumpet Type Interchange
 - 12.15 Unit Cost of Clover Type Junction
- APPENDIX 13 STRATEGIC ENVIRONMENTAL ASSESSMENT**
- 13.1 1ST STAKEHOLDER MEETING REPORT
 - 13.2 2ND STAKEHOLDER MEETING REPORT
- APPENDIX 15 CENTRAL MINDANAO HIGHWAY (CAGAYAN DE ORO –MALAYBALAY)**
- 15.1 Drawing
 - 15.2 Construction Unit Price
- APPENDIX 16 CEBU CIRCUMFERENTIAL ROAD**
- 16.1 Drawing
 - 16.2 Construction Unit Price
- APPENDIX 17 2nd SAN JUANICO BRIDGE**
- 17.1 Drawing
 - 17.2 Construction Unit Price
- APPENDIX 18 AGUSAN DEL NORTE – BUTUAN CITY LOGISTICAL HIGHWAY**
- 18.1 Drawing
 - 18.2 Construction Unit Price

APPENDIX 5
PRESENT TRAFFIC CONDITION

5.1 Traffic Survey Forms

5.1.1 Traffic Count Survey

1. TRAFFIC COUNT SURVEY

TRAFFIC COUNT SURVEY SHEET

STATION NO. : _____	WEATHER _____	DATE: _____
ROAD NAME: _____	CITY/MUN: _____	
SURVEYOR: _____	PROVINCE: _____	

Direction From _____ To _____

Time From _____ : _____ AM PM To _____ : _____ AM PM

Vehicle Type	Vehicle Count (survey sheet should be changed every 1 hour)														Total	
1. Tricycle																
2. Passenger Car (Sedan, SUV-van, etc..)																
3. Taxi																
4. Jeepney																
5. HOV(UV Express)/FX																
6. Small Bus /Mini Bus																
7. Large Bus																
8. Light truck/Utility Van /Pick-up																
9. Rigid Truck (2 axles)																
10. Rigid Truck (3 axles more axles)																
11. Articulated cargo truck (Full/Semi- Trailer, Tank lorry trailer)																

2. ROAD SIDE OD INTERVIEW SURVEY

ROADSIDE OD SURVEY SHEET

STATION NO. : _____ WEATHER _____	DATE: _____
ROAD NAME: _____	CITY/MUN: _____
SURVEYOR: _____	PROVINCE: _____

Direction From _____ To _____
 Time _____ : _____ AM PM

A. Vehicle Type	<input type="checkbox"/> 1. Tricycle <input type="checkbox"/> 2. Passenger Car (Sedan, SUV-van, etc..) <input type="checkbox"/> 3. Taxi <input type="checkbox"/> 4. Jeepney	<input type="checkbox"/> 5. HOV(UV Express)/FX <input type="checkbox"/> 6. Small Bus /Mini Bus <input type="checkbox"/> 7. Large Bus <input type="checkbox"/> 8. Light truck/Utility Van/Pickup	<input type="checkbox"/> 9. Rigid Truck (2 axles) <input type="checkbox"/> 10. Rigid Truck (3 axles more axles) <input type="checkbox"/> 11. Articulated cargo truck (Full/Semi-Trailer, Tank lorry trailer)
B. PURPOSE OF TRIP	<input type="checkbox"/> 1. TO/FROM WORK <input type="checkbox"/> 3. BUSINESS <input type="checkbox"/> 5. LEASURE/TOURISM <input type="checkbox"/> 2. TO/FROM SCHOOL <input type="checkbox"/> 4. PRIVATE <input type="checkbox"/> 6. OTHERS If Select No.6 OTHERS, Please provide more detail: OTHERS _____		
C. NUMBER OF PASSENGERS (INCLUDING DRIVER AND CONDUCTOR)	_____ Persons		
D. ORIGIN	REGION _____ PROVINCE _____ CITY/MUNICIPALITY _____		
E. DESTINATION	REGION _____ PROVINCE _____ CITY/MUNICIPALITY _____		
F. COMMODITY TYPE	TYPE. 1 <input type="checkbox"/> _____ For freight vehicle vehicle type 8),9),10) and 11) TYPE. 2 <input type="checkbox"/> _____ Select commodity type from below items (Multiple answers are allowed). TYPE. 3 <input type="checkbox"/> _____ TYPE. 4 <input type="checkbox"/> _____ 1. Agricultural Product TYPE. 5 <input type="checkbox"/> _____ 2. Fishery Product 3. Industrial Product 4. Petrol, Mining product 5. Construction Material and Machine EMPTY <input type="checkbox"/> If Select EMPTY, Go to I. NET LOAD CAPACITY 6. Others		
G. COMMODITY WEIGHT	TYPE. 1 QUANTITY: _____ UNIT: _____ WEIGHT: _____ TYPE. 2 QUANTITY _____ UNIT: _____ WEIGHT: _____ TYPE. 3 QUANTITY _____ UNIT: _____ WEIGHT: _____ TYPE. 4 QUANTITY _____ UNIT: _____ WEIGHT: _____ TYPE. 5 QUANTITY _____ UNIT: _____ WEIGHT: _____		
H. TOTAL COMMODITY WEIGHT	WEIGHT: _____		
I. NET LOAD CAPACITY	WEIGHT: _____		

Note: For commodity type, please write specific type of product such as banana, mango, peanut, pineapple, etc.

5.1.3 Travel Speed Survey

3. TRAVEL SPEED SURVEY

TRAVEL TIME SURVEY FOR CAUSE OF STOP AND TIME SHEET

Route number _____ Name of road _____

Direction : From _____ To: _____

Date : _____ Weather: _____

Morning Peak Hour Afternoon/Evening Peak Hour

Name of Surveyor : _____

Surveyor shall input in the below form.

Time: Please specify the time when vehicle stopped

Cause of Stop: Please specify the cause of stop from 1 to 10 indicators

	Time			Cause of Stop									
	hh	mm	ss	1	2	3	4	5	6	7	8	9	10
EX	8	10	32		↳								
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
12													
13													
14													
15													
16													
17													
18													
19													
20													

Code for cause of Stop:

- 1 - Bus/Jeepney loading/unloading
- 2 - Traffic Signal
- 3 - Uncontrolled Intersection
- 4 - Parked Vehicle
- 5 - Slow moving vehicle (tricycle, jeepney, heavy loaded truck)

- 6 - Pedestrians
- 7 - Vendors on the carriageway
- 8 - Construction / Maintenance Work
- 9 - Traffic Accident
- 10 - Others (pls specify)

5.1.4 OD Interview Survey for Truck Drivers at Port and Airport

(1) OD Interview Survey for Truck Drivers at Port

4. OD INTERVIEW SURVEY FOR TRUCK DRIVERS AT PORT AND AIRPORT

TRUCK OD SURVEY SHEET (PORT)

PORT NAME: _____	DATE: _____
WEATHER: _____	CITY/MUN: _____
SURVEYOR: _____	PROVINCE: _____

Direction From _____ To _____
 Time _____ : _____ AM PM

A. Vehicle Type	<input type="checkbox"/> 1. Light truck/Utility Van /Pick-up <input type="checkbox"/> 2. Rigid Truck (2 axles)	<input type="checkbox"/> 3. Rigid Truck (3 axles more axles) <input type="checkbox"/> 4. Articulated cargo truck (Full/Semi-Trailer, Tank lorry trailer)
B. ORIGIN	REGION _____	PROVINCE _____
	CITY/MUNICIPALITY _____	
C. DESTINATION	REGION _____	PROVINCE _____
	CITY/MUNICIPALITY _____	
F. COMMODITY TYPE	TYPE. 1 <input type="checkbox"/>	TYPE. 2 <input type="checkbox"/>
For Truck/Trailer and Jeepney used for Cargo Transportation.	TYPE. 3 <input type="checkbox"/>	TYPE. 4 <input type="checkbox"/>
Select commodity type from below items (Multiple answers are allowed).	TYPE. 5 <input type="checkbox"/>	EMPTY <input type="checkbox"/>
1. Agriculture Product	If Select EMPTY, Go to <u>I. NET LOAD CAPACITY</u>	
2. Fishery Product		
3. Industrial Product		
4. Petrol		
5. Construction Material and Machine		
6. Others		
E. COMMODITY WEIGHT	TYPE. 1 QUANTITY: _____ UNIT: _____ WEIGHT: _____	
	TYPE. 2 QUANTITY _____ UNIT: _____ WEIGHT: _____	
	TYPE. 3 QUANTITY _____ UNIT: _____ WEIGHT: _____	
	TYPE. 4 QUANTITY _____ UNIT: _____ WEIGHT: _____	
	TYPE. 5 QUANTITY _____ UNIT: _____ WEIGHT: _____	
F. TOTAL COMMODITY WEIGHT		WEIGHT: _____
G. NET LOAD CAPACITY		WEIGHT: _____

Note: For commodity type, please write specific type of product such as banana, mango, peanut, pineapple, etc.

5.1.4(2) OD Interview Survey for Truck Drivers at Airport

4. OD INTERVIEW SURVEY FOR TRUCK DRIVERS AT PORT AND AIRPORT

TRUCK OD SURVEY SHEET (AIRPORT)

AIRPORT NAME: _____	DATE: _____
WEATHER: _____	CITY/MUN: _____
SURVEYOR: _____	PROVINCE: _____

Direction From _____ To _____
 Time _____ : _____ AM PM

A. Vehicle Type <input type="checkbox"/> 1. Light truck/Utility Van /Pick-up	<input type="checkbox"/> 3. Rigid Truck (3 axles more axles)
<input type="checkbox"/> 2. Rigid Truck (2 axles)	<input type="checkbox"/> 4. Articulated cargo truck (Full/Semi-Trailer, Tank lorry trailer)

B. ORIGIN	REGION	_____
	PROVINCE	_____
	CITY/MUNICIPALITY	_____

C. DESTINATION	REGION	_____
	PROVINCE	_____
	CITY/MUNICIPALITY	_____

F. COMMODITY TYPE	TYPE. 1	<input type="checkbox"/>	
For Truck/Trailer and Jeepney used for Cargo Transportation. Select commodity type from below items (Multiple answers are allowed).	TYPE. 2	<input type="checkbox"/>	_____
	TYPE. 3	<input type="checkbox"/>	_____
	TYPE. 4	<input type="checkbox"/>	_____
	TYPE. 5	<input type="checkbox"/>	_____
	EMPTY <input type="checkbox"/>	If Select EMPTY, Go to <u>I. NET LOAD CAPACITY</u>	
1. Agriculture Product			
2. Fishery Product			
3. Industrial Product			
4. Petrol			
5. Construction Material and Machine			
6. Others			

E. COMMODITY WEIGHT	TYPE. 1	QUANTITY: _____	UNIT: _____	WEIGHT: _____
	TYPE. 2	QUANTITY _____	UNIT: _____	WEIGHT: _____
	TYPE. 3	QUANTITY _____	UNIT: _____	WEIGHT: _____
	TYPE. 4	QUANTITY _____	UNIT: _____	WEIGHT: _____
	TYPE. 5	QUANTITY _____	UNIT: _____	WEIGHT: _____

F. TOTAL COMMODITY WEIGHT	WEIGHT: _____
---------------------------	---------------

G. NET LOAD CAPACITY	WEIGHT: _____
----------------------	---------------

Note: For commodity type, please write specific type of product such as banana, mango, peanut, pineapple, etc.

5.1.4(3) Truck Count Survey

**4. OD INTERVIEW SURVEY FOR TRUCK DRIVERS AT PORT AND AIRPORT
TRUCK COUNT SURVEY SHEET**

PORT NAME: _____	DATE: _____
WEATHER: _____	CITY/MUN: _____
SURVEYOR: _____	PROVINCE: _____

Direction From _____ To _____
 Time From _____ : _____ AM PM To _____ : _____ AM PM

Vehicle Type	Vehicle Count (survey sheet should be changed every 1 hour)																	Total		
1. Light truck/Utility Van /Pick-up																				
2. Rigid Truck (2 axles)																				
3. Rigid Truck (3 axles more axles)																				
4. Articulated cargo truck (Full/Semi-Trailer, Tank lorry trailer)																				

5.1.5 Ferry Passenger OD Interview Survey

(1) Passenger OD Survey

5. FERRY PASSENGER OD INTERVIEW SURVEY

PASSENGER OD SURVEY SHEET

FERRYPORT NAME: _____	DATE: _____
WEATHER: _____	CITY/MUN: _____
SURVEYOR: _____	PROVINCE: _____

Name Ferry Route _____

Route of Ferry	Port of Departure _____	Port of Arrival _____
	Departure Time _____	Arrival Time _____

A. GENDER / AGE		<input type="checkbox"/> MALE	AGE _____
		<input type="checkbox"/> FEMALE	
B. TRIP PURPOSE			
<input type="checkbox"/>	1. TO/FROM WORK	<input type="checkbox"/>	3. BUSINESS
<input type="checkbox"/>	2. TO/FROM SCHOOL	<input type="checkbox"/>	4. PRIVATE
<input type="checkbox"/>		<input type="checkbox"/>	5. LEASURE/TOURISM
<input type="checkbox"/>		<input type="checkbox"/>	6. OTHERS
If Select No.6 OTHERS, Please provide more detail;			
OTHERS _____			
C. TRAVEL MODE			
<input type="checkbox"/>	Travel with Passenger Car	<input type="checkbox"/>	Travel with Truck
<input type="checkbox"/>		<input type="checkbox"/>	Not with Vehicle
D. ORIGIN			
	REGION	_____	
	PROVINCE	_____	
	CITY/MUNICIPALITY	_____	
E. DESTINATION			
	REGION	_____	
	PROVINCE	_____	
	CITY/MUNICIPALITY	_____	
F. ACCESS MODE AND EGRESS MODE		OTHERS (if Select No.8, provide more detail)	TYPE OF MODE
ACCESS MODE	<input type="checkbox"/>	(_____)	1. WALKING
EGRESS MODE	<input type="checkbox"/>	(_____)	2. MOTORCYCLE
			3. PRIVATE CAR
			4. TAXI
			5. JEEPNEY
			6. MINI BUS
			7. LARGE BUS
			8. OTHERS
*Access: From Origin to Ferry port / Egress: From Ferry port to Destination			

5. FERRY PASSENGER OD INTERVIEW SURVEY

PASSENGER COUNT SURVEY SHEET

FERRYPORT NAME: _____	DATE: _____
WEATHER: _____	CITY/MUN: _____
SURVEYOR: _____	PROVINCE: _____

Name Ferry Route _____

Route of Ferry	Port of Depature _____	Port of Arrival _____
	Depature Time _____	Arrival Time _____

Vehicle Type	Passenger Count (survey sheet shuld be changed every 1 hour)																	Total			
MALE																					
FEMALE																					

5. FERRY PASSENGER OD INTERVIEW SURVEY

VEHICLE COUNT SURVEY SHEET

FERRYPORT NAME: _____	DATE: _____
WEATHER: _____	CITY/MUN: _____
SURVEYOR: _____	PROVINCE: _____

Name Ferry Route _____

Route of Ferry	Port of Depature _____	Port of Arrival _____
	Depature Time _____	Arrival Time _____

Vehicle Type	Vehicle Count (survey sheet should be changed every 1 hour)													Total	
1. Tricycle															
2. Passenger Car (Sedan, SUV-van, etc..)															
3. Taxi															
4. Jeepney															
5. HOV(UV Express)/FX															
6. Small Bus /Mini Bus															
7. Large Bus															
8. Light truck/Utility Van /Pick-up															
9. Rigid Truck (2 axles)															
10. Rigid Truck (3 axles more axles)															
11. Articulated cargo truck (Full/Semi-Trailer, Tank lorry trailer)															

PORT ADMINISTRATOR INTERVIEW SURVEY

Name of Port: _____ (Location) _____ (Interviewer) _____
 _____ (Date) _____

Part I. General information

Q1. Name of Interviewee: _____
 Q2. Position & Contact: _____

Part II. Basic port information

Q3. What entity is operating the port? PPA Private Sector, name: _____
 Q4. What are the types of ship served by the port? Fishing Ferry Container Ship Genera Cargo Ship Wooden Hull Ship
 Tanker Passenger Ferry Ropax/Roro Others, specify _____

Q5. Please provide us the port statistics on the following for the past 5 years.

- (i) Number of ships/boats arrival by domestic and foreign routes, per year for the past 5 years.
- (ii) Number of passengers by incoming and outgoing per year for the past 5 years.
- (iii) Volume of cargo by container or bulk handled by your port for the past five years.

Year	Cargo type	Incoming Cargo			Outgoing Cargo			Grand Total
		Domestic	Foreign	Sub-total	Domestic	Foreign	Sub-total	
2014	Container (TEU/year)							
	Bulk (ton/year)							
2015	Container (TEU/year)							
	Bulk (ton/year)							
2016	Container (TEU/year)							
	Bulk (ton/year)							
2017	Container (TEU/year)							
	Bulk (ton/year)							
2018	Container (TEU/year)							
	Bulk (ton/year)							

(iv) Volume of cargo handled by domestic and foreign and cargo as well as by incoming and outgoing by type of cargo/commodity. Please list up top 10 cargoes in terms of weight (tons).

Unit: ton/year

Commodity Type	Incoming Cargo			Outgoing Cargo			Grant Total
	Domestic	Foreign	Sub-total	Domestic	Foreign	Sub-total	
1. (unit/year)							
2. (unit/year)							
3. (unit/year)							
4. (unit/year)							
5. (unit/year)							
6. (unit/year)							
7. (unit/year)							
8. (unit/year)							
9. (unit/year)							
10. (unit/year)							
Total							

Note: Please follow PPA classification of commodity type.

Q6. Destination of incoming cargo (cargoes of arriving ship) to the port (example: Destination to Manila of cargoes). Destination of top 10 incoming cargoes. Please also indicate on the map.

Rank	Type of Commodity	Destination		Approx. % Share	Estimated Travel time	Problems in this route	Proposed Solutions
		Direction	Name of Municipality / City / Province				
1		To North	Route (write road names) Ex: Roxas→Cavite expressway→Santos Rd. (warehouse)				
		To South					
		To East					
		To West					
2		To North					
		To South					
		To East					
		To West					

Q7. Origin of Outgoing Cargo from the Port (example: Origin in Metro Manila of cargoes going to Port). Origin of top 10 outgoing cargos. Please also indicate on the map.

Rank	Type of Commodity	Direction	Origin		Approx. % Share	Estimate d Travel time	Problems in this route	Proposed Solutions
			Name of Municipality / City / Province	Route (write road names)				
1		To North						
		To South						
		To East						
		To West						
2		To North						
		To South						
		To East						
		To West						
3		To North						
		To South						
		To East						
		To West						
4		To North						
		To South						
		To East						
		To West						
5		To North						
		To South						
		To East						
		To West						
6		To North						
		To South						
		To East						
		To West						
7		To North						
		To South						
		To East						
		To West						
8		To North						
		To South						

		To South							
		To East							
		To West							
		To North							
9		To South							
		To East							
		To West							
10		To North							
		To South							
		To East							
		To West							

Q8. How many hours/days does it take to unload cargo from the time of ship arrival to loading on a truck/trailer (Please give us estimated time required for each step)?

Activities	Foreign Cargoes		Domestic Cargoes	
	Duration (days)	Share (%)	Duration (days)	Share (%)
1. Document Preparation			N/A	N/A
2. Customs clearance			N/A	N/A
3. Ports and terminal handling				
- unloading from ship				
- cargo handling within port				
- loading to truck/trailer				
4. Inland transport (trucking) to final destination (write the most usual destination; for Manila Port, usual destination is SEZ in Laguna)				
Total time (arrival to port until delivery to destination)				100%

Q9. List down issues/problems, including accessibility problem if any, of the port?

Port Problems/Issues	Proposed Solutions

Q10. Please list down port improvement plans and their details (ex. Extension of berths/storage yard in 2020, installation of 4 additional x-ray machines, adaptation of single window system, etc.)

Q11. Other comments, if any.

Thank you very much for your cooperation!

AIRPORT ADMINISTRATOR INTERVIEW SURVEY

Name of Airport: _____ (Location) _____ (Interviewer) _____
 _____ (Date) _____

Part I. General information

Q1. Name of Interviewee: _____
 Q2. Position & Contact: _____

Part II. Basic airport information

Q3. What are the types of planes served by the airport?

Planes Type	Planes Type

Q4. Please provide us the airport statistics on the following for the past 5 years.

- a. Number of planes arrival by domestic and foreign routes for the last 5 years.
- b. Number of passengers per year by domestic and foreign flight for the past 5 years.
- c. Volume of cargo handled by domestic and foreign cargo as well as by incoming and outgoing by type of cargo/commodity.

Year	Incoming Cargo (ton/year)		Outgoing Cargo (ton/year)		Grand Total (ton/year)
	Domestic	Foreign	Domestic	Sub-total	
2014					
2015					
2016					
2017					
2018					

Q5. Destination of incoming cargo to the airport (Destination of top 10 incoming cargos). Please also indicate on the map.

Rank	Type of Commodity	Destination		Approx. % Share	Estimated Travel time	Problems in this route	Proposed Solutions
		Direction	Name of Municipality / City / Province				
1		To North	Route (write road names) Ex: NAIA → Cavite expressway → Santos Rd. (warehouse)				
		To South					
		To East					
		To West					
2		To North					
		To South					
		To East					
		To West					
3		To North					
		To South					
		To East					
		To West					
4		To North					
		To South					
		To East					
		To West					
5		To North					
		To South					
		To East					
		To West					
6		To North					
		To South					
		To East					
		To West					
7		To North					
		To South					

			To East										
			To West										
			To North										
			To South										
8			To East										
			To West										
			To North										
			To South										
9			To East										
			To West										
			To North										
			To South										
10			To East										
			To West										

Q6. Origin of Outgoing Cargo from the Airport. Origin of top 10 outgoing cargos. Please also indicate on the map.

Rank	Type of Commodity	Direction	Origin		Approx. % Share	Estimated Travel time	Problems in this route	Proposed Solutions
			Name of Municipality / City / Province	Route (write road names)				
1		To North						
		To South						
		To East						
		To West						
2		To North						
		To South						
		To East						
		To West						
3		To North						
		To South						
		To East						
		To West						

Q7. List down issues/problems, including accessibility problem if any, of the airport?

Airport Problems/Issues	Proposed Solutions

Q8. Please list down airport improvement plans and their details (ex. Extension of berths/storage yard in 2020, installation of 4 additional x-ray machines, adaptation of single window system, etc.)

Q9. Other comments, if any.

Thank you very much for your cooperation!

Logistics / Trucking Companies Interview Survey

(Location) _____

(Date) _____

(Interviewer) _____

Part I. General information

Q1. Name of Interviewee & contact: _____

Q2. Name of Company: _____

Name of Office: _____

Q3. Address: (Barangay) _____

(Municipality) _____

(Province) _____

Q4. Position: _____

Q5. Depot Address (main parking lot of your trucks): _____

Part II. Logistics facilities and commodities volume

Q6. List of your regular clients?

Name of Regular Customers	Type of Commodities	Transport Route
Name: Address:		
Name: Address:		
Name: Address:		
Name: Address:		
Name: Address:		
Name: Address:		
Name: Address:		
Name: Address:		

Q7. How many outpost/collecting offices do you have? Identify in the map

Name of Outpost/Collecting Office	Address

Q8. Do you have distribution center/warehouse? Identify in the map

Name of Distribution Center / Warehouse	Address	Size (square meter)	Major commodities handled

Q9. What are the main cargoes you handle the most?

Commodity Type	Description	Ton/month	%
1. Unprocessed Cereals	Wheat, palay, maize, others		
2. Agricultural food stuffs	Live animals, meat, seafood, fruit, vegetables, eggs, milk, others		
3. Agricultural cash crops	Tobacco, cotton, sugar cane, food stuffs, others		
4. Processed cash crops	Copra, vegetable, sugar, molasses, others		
5. Cereal product	Milled rice, milled wheat, wheat flours, rice flours, others		
6. Manufactured machine, equipment, appliances, etc. related stuffs	Electrical Parts / Equipment and Products, Electronic / IT Related Part / Equipment / Products, Precision Machine, Vehicle Parts & Transport Equipment / Parts, Automobiles, Machinery and its parts,		
7. Manufactured food stuffs	Canned fruit, fish and meat, groceries, tobacco, beer, other		
8. Other manufactured goods	Drugs, footwear, furniture, textiles, appliances, rubber product		
9. Forestry products	Logs, bamboo, charcoal ore, pyrite, others		
10. Mining products	Iron ore, copper ore, charcoal ore, pyrite, others		
11. Mineral oil products	Gasoline, diesel oil, fuels, gas, others		
12. Construction materials	Cement, concrete, steel, wood product, asphalt, clay and sand		
13. Producers goods	Fertilizer, paper, machinery, chemicals, others		
Total			100%

Q10. What are major cargo flows (ton/month or trips per month)? Please choose what is applicable (ton/month or trip/month).

To / From		1	2	3	4	5	6	7	8	9	10
		Port	Airport	Factory	Shopping Center / Mall	Private / public market	Stores	Offices (private / public)	Your own warehouse / Stockyard	Other Warehouse / Stockyard	Agri-production area
1	Port	X									
2	Airport		X								
3	Factory			X							
4	Shopping Center / Mall				X						
5	Private / Public market					X					
6	Stores						X				
7	Offices (private / public)							X			
8	Your own warehouse / stockyard								X		
9	Other warehouse / stockyard									X	
10	Agri-production area										X

Q11. Service area of your office. Please also indicate on the map.

	Service Area Coverage (municipality / city / province)
North Direction	
South Direction	
East Direction	
West Direction	

Q12. How many vehicles do you own and/or lease for operation?

Vehicles Type	Number of trucks		Total
	Owned	Leased	
1. Pick-up			
2. 2-axle truck			
3. 3-axle truck			
4. 4 or more axles truck			
5. Others, specify ()			

Q13. Where and how many truck depots do you have? Identify in the map and indicate their size and truck capacity.

Part III. Transport operation

Q14. How do you manage your fleet and drivers, please explain (example, by using GPS to trace their location)? If you use other modern technologies, please let us know including their advantages.

Q15. Is there's a particular law related to maximum driving hour you observe (normally to avoid accident)? Please explain.

Q16. How is the pricing? Per trips? Per ton? Per TEU?

Pricing	How much	Explain in details
1. Per trip		
2. Per ton		
3. Per TEU		

Q17. What percentage of total capacity your trucks usually load before departure? Tell us the reasons why you have to do so, in case your trucks are not fully loaded. Or if payment is trip based, please indicate.

Loading Condition	Check	Why
4. The truck is usually full before leaving		- NA -
5. above 80% full before leaving		
6. above 50% full before leaving		
7. above 20% full before leaving		
8. Others, specify		

Q18. On the return trip of your trucks, how is the situation?

Loading Condition	Check	Why
1. The truck is usually full by loading other goods		- NA -
2. The truck is above 50% full		
3. The truck is above 20% full		
4. The truck is above 10% full		
5. The truck is empty		
6. Others, specify		

Manufacturing Company Interview Survey

5.1.8 Interview Survey to Manufacturing Company at SEZ (1) Interview Survey to Manufacturing Company at SEZ

Name of Eco-Zone: _____

Location: _____

Date: _____

Interviewer: _____

Part I. General information

- Q1. Name of Company:
- Q2. Address:

Part II. Company Information

- Q5. Year established here:
- Q7. % of capital:
 - Domestic: %
 - Foreign: % (name of country)
 - % (name of country)
 - % (name of country)

- Q3. Name & contact of Interviewee:
- Q4. Position of Interviewee:

- Q6. Number of employees:
- Q8. Floor area of:
 - Factory: _____ unit ()
 - Stock Yard: _____ unit ()
 - Warehouse: _____ unit ()

- Q9. Total trucks owned (per type based on axle):
- Q10. Major reasons why you decided to establish the factory here in this Eco-zone?

Q11. Are above reasons/factors still satisfactory to you, or are there any other conditions changed after establishment of the factory? Example: maybe when you established your company here, the presence of an expressway was a factor, but now, the expressway becomes congested.

Part III. Information on Products and Raw Materials

Q12. Please list up your products?

	Name of Products	Average Production Rate per Month (ton/month or other appropriate unit)
1.		(ton/month or other appropriate unit)
2.		(ton/month or other appropriate unit)
3.		(ton/month or other appropriate unit)
4.		(ton/month or other appropriate unit)
5.		(ton/month or other appropriate unit)

Q13. Are your products exported or consumed in the Philippines?

	Name of Country/Region	Volume (unit)	Approximate % Share	Gateway Ports
Exported	(Name of Country)			
	(Name of Country)			
	(Name of Country)			
	(Name of Country)			
Consumed in the Philippines	Metro Manila			
	Region III			
	Region IV-A			
	Region VII			
	Region X			
	Region XI			
	Region XII			
	Others			

Q14. List up Major Materials/Parts (raw materials) and their origin. Draw also in the map for easy understanding. Raw Materials→Factory in Ecozone

Name of Raw Materials/Parts	Origin of Materials/Parts (barangay, city, province)	Quantity (estimate per month)	Delivery Routes of Raw Materials or Parts	Travel time (hrs)		Problems in this route	Proposed solution	Who own the trucks picking up raw materials? Your company? If not, name the trucking company	Who pays trucking cost? You or seller	Number of trips		Transport Cost (specify if payment is per trip or per ton or per TEU)
				2015	2019					Per day	Per month	
1. Example: Palm oil	Malaysia via Batangas Port	30 containers/month (20-ft)	Batangas Port→STAR→Factory in Ecozone	1 hr 30 min	3 hrs	- Port access very congested (1 hr time) - STAR becoming congested	- Removing of illegally parked vehicle - New expressway connection is needed	Bollero Trucking company	We pay	30 trips		Ex. Php 2,000/1 container (20-ft) Ex. Php 3,000/1 container (20-ft)
2. Example: Basma Tobacco Leaves	Cayabyab, Banlay Mun, Ilocos Sur	15 ton/month	Cayabyab→Local Road→McArthur Hiway→TPLEX→NLEX→C5→SLEX→Factory in Ecozone	15	20	- McArthur Hiway is very congested - C-5 is very congested	- Eviction of TPLEX up to Ilocos Expressway to connect NLEX and SLEX	Bollero Trucking company	We pay	3 trips		Ex. Php 10,000/1 truck trip max 20 ton Ex. Php 13,000/1 truck trip max 20 ton
3.												
4.												
5.												

Note: If there is a consolidation point by the company to collect all raw materials outside the ecozone, please add in the table. We want to know how the raw materials are transported to the factory in the ecozone.

Q15. List up destinations of your products (port, airport, warehouse, shopping malls, etc)? Draw also in the map for easy understanding. From Ecozone→Markets/clients

Name of company products	Destinations (name of port, airport, shopping malls)	Destination address (Barangay, city, province)	Quantity (estimate per month)	Delivery Routes from the Factory to the Destination	Route length (km)	Travel time (hrs)		Problems in this route	Proposed solutions	Who own the delivery trucks? Your company? If not, name the trucking company	Who pays trucking cost? You or buyer	Number of trips		Transport Cost (specify if payment is per trip or per ton or per TEU)
						2015	2019					Per day	Per month	
1.				Ex: Ecozone→SLEX→Roxas→MICT	65	4 hrs	6 hrs					Ex. Php 6,000/1 container (20-ft)	Ex. Php 8,000/1 container (20-ft)	Ex. Php 20,000/1 truck trip max 20 ton
2.														
3.														
4.														
5.														

Note: If there is a consolidation point, please add in the table. We want to know how the products are transported from the factory in the ecozone to destinations by following the logistics chain from origin to destination.

Q16. Logistics Cost Comparison of your company operation in the Philippines and operation of your company in other ASEAN countries. The objective is to identify the weak links (costly and time consuming) of the logistics chain in the Philippines compared with other ASEAN countries to provide correct information to the government and appropriate measures can be taken. In Case 1, let's assume exporting and importing 1 container (20-foot container or 40-foot whatever is applicable but please specify if the cost is for 20 or for 40) and in Case 2, cargo is in bulk (1 truck trip).

Case 1 - Transporting 1 Container (___ unit 20 ft or 40 ft)

Name of country	Distance in km (Port to Factory)	Export Products (Finished Products) (From factory in ecozone to main port used by the company)						Import Products (Raw Materials) (From port to the factory in ecozone)									
		Document Preparation		Customs clearance		Port and terminal handling (Trucking) ¹		Document Preparation		Customs clearance		Port and terminal handling (Trucking) ¹		TOTAL			
		Duration (Days)	Cost (US\$)	Duration (Days)	Cost (US\$)	Duration (Days)	Cost (US\$)	Duration (Days)	Cost (US\$)	Duration (Days)	Cost (US\$)	Duration (Days)	Cost (US\$)	Duration (Days)	Cost (US\$)	Days	US\$
Philippine branch																	
Other countries																	
- Indonesia																	
- Malaysia																	
- Vietnam																	
- Thailand																	
- Etc.																	

Example to compare: Toyota Philippines, Toyota Thailand, Toyota Malaysia, Toyota Indonesia, etc

Note 1: Inland transport & handling = inland transport means trucking; handling means container handling (loading/unloading). Please separate the cost of trucking and handling

Case 2 - Transporting Bulk Cargoes (1 truck trip = ___ US\$; Maximum weight = ___ ton)

Name of country	Distance in km (Port to Factory)	Export Products (Finished Products) (From factory in ecozone to main port used by the company)						Import Products (Raw Materials) (From port to the factory in ecozone)									
		Document Preparation		Customs clearance		Port and terminal handling (Trucking) ¹		Document Preparation		Customs clearance		Port and terminal handling (Trucking) ¹		TOTAL			
		Duration (Days)	Cost (US\$)	Duration (Days)	Cost (US\$)	Duration (Days)	Cost (US\$)	Duration (Days)	Cost (US\$)	Duration (Days)	Cost (US\$)	Duration (Days)	Cost (US\$)	Duration (Days)	Cost (US\$)	Days	US\$
Philippine branch																	
Other countries																	
- Indonesia																	
- Malaysia																	
- Vietnam																	
- Thailand																	
- Etc.																	

Note 1: Inland transport & handling = inland transport means trucking; handling means labor cost in (loading/unloading). Please separate the cost of trucking (___?) and handling (___?)

Q17. Do you have any comments/suggestions that could contribute in improving business environment?

- 1.
- 2.

Thank you very much for your cooperation!

NFA Logistics Chain Interview Survey

(Location) _____

(Date) _____

(Interviewer) _____

Part I. General information

Q1. Name of Interviewee & contact: _____

Q2. Name of Company: _____

Name of Office: _____

Q3. Address: (Barangay) _____

(Municipality) _____

(Province) _____

Q4. Position: _____

Part II. Logistics facilities and commodities volume

Q5. How many outpost/collecting offices do you have? Identify in the map (for TTPI, only Luzon, for Sarelle, only Mindanao)

Name and Address (Barangay, Municipality, Province)	Lot size (Ha)	Building Floor Size (sq. m)	Capacity (number of bags of rice)	Remarks (Major or minor collection points)

Q6. How many distribution points/offices do you have? Identify in the map (for TTPI, only Luzon, for Sarelle, only Mindanao)

Name and Address (Barangay, Municipality, Province)	Lot size (Ha)	Building Floor Size (sq. m)	Capacity (number of bags of rice)	Remarks (Major or minor collection points)

Q7. Catchment area of your office (from where do you buy your rice supply). Please also indicate on the map.

From	Catchment Area (country or municipality / city / province)	Via which port (if port is used)	Volume (sack/month)	Truck trips/month
North Direction				
South Direction				
East Direction				
West Direction				

Q8. Service area of your office (where do you sell rice). Please also indicate on the map.

To	Service Area Coverage (municipality / city / province)	Via which port (if port is used)	Volume (sack/month)	Truck trips/month
North Direction				
South Direction				
East Direction				
West Direction				

Q9. How many vehicles do you own and/or lease for operation?

Vehicles Type	Number of trucks		Total
	Owned	Leased	
1. Pick-up			
2. 2-axle truck			
3. 3-axle truck			
4. 4 or more axles truck			
5. Others, specify ()			

Part III. Transport operation

Q10. General Problems faced by the NFA?

Issues/Problems	Proposed Solution to the mentioned probems/issues

Q11. List up Major Sources of your Rice/Palay Supply (both local and international). Draw also in the map for easy understanding. Rice/Palay → NFA Factory

Palay or Rice	Origin (Local or International) (barangay, city, province)	Destination (NFA warehouse) (barangay, city, province)	Quantity (estimate per month)	Delivery Routes of Raw Materials or Parts	Route length (km)	Travel time (hrs)		Problems in this route	Proposed solution	Who own the trucks picking up raw materials? Your company? If not, name the trucking company	Who pays trucking cost? You or seller	Number of trips		Transport Cost (specify if payment is per trip or per ton or per TEU)		
						2015	2019					Per day	Per month	2015	2019	
1. Example: Palay	Local (Linaera Municipality, Nueva Ecija)	NFA Cabanatuan City, Nueva Ecija	5,000 sacks per year	San Jose Barangay road → AH 26 → NFA Factory	25	20 min	40 min	- Road at rice pick up points are unpaved - AH 26 is very congested	- Concreting of the farm to market road - Maybe new bypass is needed	NFA trucks are used	NFA trucks used	30 trips/harvest time (harvest is 2 times/year)				
2. Example: Rice	International (Vietnam via Manila Port)	NFA Cabanatuan	3 Million sacks per year	Manila Port → Roxas → R2 → NLEX → in Ecozone	167	3 hrs	5 hrs	- Port Area is very congested - R2 is very congested - Zaragoza Road is very congested - AH26 to Cabanatuan is very congested	- Removal of trucks parked at the gate - No idea for R2 - This will be solved once CLInk is open - Expressway is needed	Bollero Trucking company	NFA pay	30 trips		Ex. PHP 10,000/1 TEU		
3.																

Q12. List up destinations of your rice supply (port, airport, warehouse, shopping malls, etc)? Draw also in the map for easy understanding. From NFA Factory → Markets/clients

Origin (NFA warehouse) (barangay, city, province)	Destination (municipality/ city, province)	Quantity (estimate per month)	Delivery Routes of Raw Materials or Parts	Route length (km)	Travel time (hrs)		Problems in this route	Proposed solution	Who own the trucks picking up raw materials? Your company? If not, name the trucking company	Who pays trucking cost? You or seller	Number of trips		Transport Cost (specify if payment is per trip or per ton or per TEU)			
					2015	2019					Per day	Per month	2015	2019		
1. NFA Cabanatuan City, Nueva Ecija	San Jose	2,000 sacks per month	NFA → AH 26 → San Jose	15	20 min	40 min	- AH 26 is very congested	- Maybe new bypass is needed	Buyer's trucks	Buyer						
2. NFA Cabanatuan City, Nueva Ecija	Gapan Municipality															
3. NFA Cabanatuan City, Nueva Ecija	San Miguel Municipality															
4. NFA Cabanatuan City, Nueva Ecija	Talavera Municipality															
5. NFA Cabanatuan City, Nueva Ecija	Tarlac City															

Q13. Future plans: _____

Q14. Any other comments/suggestions? _____

Thank you very much for your cooperation!

Eco-zone/ Industrial Park Administrator Interview Survey

(Location) _____
 (Date) _____
 (Interviewer) _____

Part I. General information

- Q1. Name of Eco-zone: _____
- Q2. Address: (Barangay) _____
 (City/ Municipality) _____
 (Province) _____
- Q3. Approved Investment Cost (Capital): _____
- Q4. Name & contact of Interviewee: _____
- Q5. Position of Interviewee: _____
- Q6. Estimated no. of trucks entering/exiting per day or pe month (whichever is easy) (2015): _____
- Q7. Estimated no. of trucks entering/exiting per day or pe month (whichever is easy) (2019): _____

Part II. Information on Eco-zone

- Q8. Please provide us an econ-zone layout plan showing lot division, entrance/exit, etc.
- Q9. Number of lots occupied and still available:
- No. of lots occupied _____ (area in ha _____)
 - No. of lots available _____ (area in ha _____)
 - No. of total lots _____ (area in ha _____)
- Q10. Number of factories/ establishment in operation and to be operated by country

Country (major shareholder in the company)	No. of company		No. of Employees		Future Plan	
	2015	2019	2015	2019	No. of company	No. of employees
Japan						
Philippines						
EU						
American						
Others (identity them)						
Total						

Q11. Type of Factories/Establishments in Operation and to be Operated:

Type of Factory/Establishment		No. of Factory		No. of Employees		Future Plan	
		2015	2019	2015	2019	No. of company	No. of employees
1. Agro-based Factory	Coconut Related						
	Sugar Related						
	Fruit/Vegetable Related						
	Fish and Marine Related						
	Other						
2. Forest Related Product Factory							
3. Mineral Related Product Factory							
4. Petroleum Related Factory							
5. Manufacturing Factory	Electrical Parts / Equipment and Products						
	Electronic / IT Related Part / Equipment / Products						
	Precision Machine, Products						
	Vehicle Parts & Transport Equipment / Parts, automobiles						
	Machinery and its parts						
	Garment, Textile, Fabrics						
	Processed Food / Beverages						
	Footwear						
	Travel Goods and Handbags						
	Chemicals						
	Iron and Steel						
	Non-metallic Mineral Manufactures						
	Furniture / Fixture						
	Others (pls. specify)						
Total							

Part III. Attraction Features of this Eco-zone

Q12. Compared with other ecozones, what are the advantages, attractive features and merits of this Eco-zone for companies who plan to establish a factory / an office here?

Q13. What kinds of incentives are given to factories/establishments in this eco-zone?

Part IV. Problems being Encountered by Factories / Establishments

Q14. What are the transport-related problems and other problems encountered by factories/establishments of this econ-zone?

List of transport related problems of the ecozone	Proposed solutions
List of other problems encountered by the econzone	Proposed solutions

Q15. What's the future plans of this ecozone?

Thank you very much for your cooperation!

5.2 Traffic Survey Result

5.2.1(1) Summary of Traffic Count Survey Result

General information									Traffic Volume (Veh)										AADT												
Station	Road name	Area	Region	Province	City/Mun.	Date1	Date2	Lane	Passenger Car	Taxi	Jeepney	HOV	Small Bus	Large Bus	Light Truck	Truck 2axles	Truck 3axles-	Trailer	Total	Car	Jeepney	Light Truck	Small Bus	Large Bus	Truck 2axles	Truck 3axles	Trailer	Total	Ratio of truck	Ratio of large vehicle	Total (PCU)
1	NPR1	Luzon	I	Ilocos norte	Pagudpud	2019/3/25	Monday	2	689	0	4	35	5	94	15	134	42	43	1,061	797	4	16	41	82	116	36	37	1,130	18.2%	24.0%	1,468
2	NPR1	Luzon	I	Ilocos norte	Bacarra	2019/3/26	Tuesday	2	3,757	3	476	27	6	162	115	380	84	38	5,048	4,272	501	114	33	139	309	68	31	5,468	9.6%	10.0%	6,392
3	NPR2	Luzon	I	Ilocos sur	Sinait	2019/3/27	Wednesday	2	2,535	0	13	2	28	436	190	530	216	236	4,186	2,817	13	195	30	366	423	172	188	4,205	23.3%	27.3%	5,654
4	NSR222	Luzon	II	Apayao	Kabugao	2019/3/29	Friday	4	1,843	0	13	3	0	344	83	373	159	92	2,910	1,773	16	102	4	416	361	154	89	2,914	24.2%	35.0%	4,117
5	NPR1	Luzon	II	Cagayan	Amulung	2019/3/25	Monday	2	2,472	0	0	1,110	0	83	99	619	251	117	4,751	2,611	0	107	1,173	69	621	252	117	4,950	22.2%	21.4%	6,833
6	NPR51	Luzon	II	Cagayan	Enrile	2019/3/26	Tuesday	2	2,191	1	186	226	1	47	132	492	181	52	3,509	2,639	223	153	260	38	486	179	51	4,030	21.5%	18.7%	5,218
7	NSR204	Luzon	I	Abrá	Dolores	2019/3/25	Monday	2	1,180	0	123	0	0	2	35	164	39	11	1,554	1,349	126	33	0	2	134	32	9	1,684	12.3%	10.5%	1,961
8	NPR2	Luzon	I	Ilocos sur	Santa maria	2019/3/26	Tuesday	2	4,273	6	1	183	22	504	173	1,018	369	433	6,982	4,513	1	214	168	401	1,005	364	428	7,093	28.3%	31.0%	9,882
9	NPR2	Luzon	I	Ilocos sur	Santa cruz	2019/3/27	Wednesday	2	3,513	0	11	182	68	540	157	988	740	392	6,591	3,662	12	191	267	432	946	709	375	6,594	33.7%	37.3%	9,834
10	NSR109	Luzon	CAR	Ifugao	Banaue	2019/3/29	Friday	2	387	0	12	0	0	16	25	55	5	1	501	458	15	30	0	13	55	5	1	577	15.8%	12.9%	677
11	NPR1	Luzon	II	Isabela	Gamu	2019/3/27	Wednesday	4	2,214	11	315	216	4	221	135	431	267	243	4,057	2,753	372	168	259	177	433	268	244	4,675	23.8%	24.0%	6,460
12	NPR1	Luzon	II	Isabela	Santiago city	2019/3/25	Monday	4	3,653	0	268	435	1	482	151	733	260	248	6,231	4,419	322	183	502	394	747	265	253	7,085	20.4%	23.4%	9,507
13	NSR109	Luzon	CAR	Ifugao	Lamut	2019/3/29	Friday	2	2,568	0	2	8	0	840	251	1,297	765	539	6,270	2,654	2	282	10	1,051	1,629	961	677	7,266	48.8%	59.4%	12,548
14	NPR2	Luzon	I	La union	San fernando city	2019/3/25	Monday	4	11,609	0	2,005	15	0	1,277	556	1,809	636	633	18,540	12,203	2,131	663	12	1,027	1,827	642	639	19,144	19.7%	21.6%	25,323
15	NSR208	Luzon	CAR	Benguet	Tuba	2019/3/26	Tuesday	2	3,537	25	122	314	0	540	192	816	488	103	6,137	4,122	147	233	279	489	652	390	82	6,394	21.2%	25.2%	8,587
16	NPR2	Luzon	I	Pangasinan	San fabian	2019/3/27	Wednesday	2	2,522	1	12	103	2	268	188	759	219	128	4,202	2,902	14	225	93	242	601	174	101	4,353	25.3%	25.7%	5,776
17	NSR110	Luzon	CAR	Benguet	Bokod	2019/3/29	Friday	2	665	3	4	18	1	25	52	75	2	0	845	761	5	62	17	22	59	2	0	927	13.3%	8.9%	1,054
18	NPR1	Luzon	III	Nueva vizcaya	Bambang	2019/3/29	Friday	2	4,899	1	1,112	20	7	201	295	1,331	594	666	9,126	4,915	1,246	302	32	240	1,363	608	682	9,388	31.5%	30.8%	13,717
19	NPR1	Luzon	III	Nueva ecija	Carranglan	2019/3/28	Thursday	2	1,761	0	66	34	0	432	97	850	661	608	4,509	2,338	93	121	47	609	1,224	952	876	6,259	50.7%	58.5%	10,963
20	NSR108	Luzon	II	Quirino	Maddela	2019/3/26	Tuesday	2	1,167	5	119	291	6	25	62	189	83	42	1,989	1,411	143	72	341	20	187	82	41	2,297	16.6%	14.4%	2,970
21	NPR1	Luzon	III	Nueva ecija	Gapan city	2019/4/8	Monday	2	1,412	0	0	1	4	59	68	175	43	6	1,768	1,402	0	80	6	68	184	45	6	1,792	17.6%	17.0%	2,165
22	NSR301	Luzon	III	Bataan	Hermosa	2019/4/8	Monday	4	8,650	231	393	73	5	599	382	1,367	2,358	301	14,359	8,819	456	449	96	695	1,438	2,480	317	14,748	31.8%	33.4%	21,691
23	NPR1	Luzon	III	Bulacan	Meycauayan city	2019/4/8	Monday	4	5,915	187	3,702	2	0	472	661	1,296	649	596	13,480	6,210	3,818	730	2	487	1,320	661	607	13,834	24.0%	22.2%	19,913
24	NPR62	Luzon	IVA	Metropolitan Manila	Las Piñas	2019/4/8	Monday	4	12,836	251	1,043	188	868	847	578	1,257	908	530	19,306	13,319	1,076	638	1,075	873	1,280	925	540	19,725	17.2%	18.3%	25,598
25	NPR1	Luzon	IVA	Metropolitan Manila	Muntinlupa city	2019/4/1	Monday	4	3,549	4	1,286	1	4	263	444	529	452	418	6,950	4,045	1,269	471	5	276	511	436	404	7,416	24.6%	21.9%	10,337
26	NSR601	Luzon	IVA	Laguna	Mabitac	2019/4/5	Friday	2	2,675	2	161	27	12	43	211	563	292	110	4,096	3,121	164	229	42	46	583	302	114	4,601	26.7%	22.7%	6,073
27	NPR66	Luzon	IVA	Laguna	Bay	2019/4/3	Wednesday	4	8,967	0	2,240	0	1	657	631	886	337	89	13,808	9,829	2,245	694	1	699	875	333	88	14,765	13.5%	13.5%	18,442
28	NPR1	Luzon	IVA	Batangas	Santo tomas	2019/4/3	Wednesday	2	7,022	0	286	3	0	1,257	297	1,493	827	436	11,621	7,697	287	327	3	1,338	1,475	817	431	12,375	24.6%	32.8%	17,368
29	NPR1	Luzon	IVA	Quezon	Pagbilao	2019/4/2	Tuesday	2	2,202	0	226	20	16	412	147	615	426	264	4,328	2,122	218	144	35	397	602	417	259	4,193	33.9%	39.9%	6,405
30	NPR1	Luzon	IVA	Quezon	Lopez	2019/4/3	Wednesday	2	2,379	0	138	5	0	950	172	1,085	653	278	5,660	2,404	139	166	5	960	1,096	660	281	5,710	38.6%	52.5%	9,332
31	NPR68	Luzon	V	Camarines sur	Del gallego	2019/4/2	Tuesday	2	1,424	1	77	18	6	654	126	548	508	228	3,590	1,638	85	143	26	736	555	515	231	3,929	36.7%	51.9%	6,467
32	NPR1	Luzon	V	Camarines sur	Sipocot	2019/4/3	Wednesday	2	1,132	0	293	100	0	91	129	240	82	47	2,114	1,346	334	147	110	105	239	82	47	2,410	21.4%	19.6%	3,243
33	NPR1	Luzon	V	Camarines sur	Pamplona	2019/4/2	Tuesday	2	4,196	15	699	311	11	789	360	1,161	756	353	8,651	4,841	775	408	343	888	1,176	766	358	9,555	28.3%	33.4%	14,077
34	NPR1	Luzon	V	Albay	Polangui	2019/4/3	Wednesday	2	2,788	0	3	177	1	598	290	781	749	262	5,649	3,516	3	319	167	669	747	717	251	6,388	31.8%	37.3%	9,500
35	NPR1	Luzon	V	Sorsogon	Castilla	2019/4/2	Tuesday	2	2,436	0	253	202	1	368	198	619	455	187	4,719	2,822	278	229	216	460	643	473	194	5,317	29.0%	33.3%	7,782
36	NPR1	Visayas	VIII	Samar	Calbayog city	2019/5/1	Wednesday	4	359	0	79	61	0	146	130	229	186	27	1,217	427	85	155	60	163	274	223	32	1,419	48.2%	48.7%	2,388
37	NPR1	Visayas	VIII	Samar	Catbalogan city	2019/5/3	Friday	2	1,229	4	238	445	47	219	531	465	348	84	3,610	1,558	269	629	516	256	583	436	105	4,352	40.3%	31.7%	6,713
38	NPR1	Visayas	VIII	Samar	Santa rita	2019/4/5	Friday	2	2,505	7	214	1,043	39	207	974	766	603	106	6,464	2,635	246	1,045	1,143	243	965	760	134	7,170	40.5%	29.3%	10,939
39	NPR70	Visayas	VIII	Leyte	Santa fe	2019/4/8	Monday	4	2,814	9	518	601	122	68	1,540	664	218	39	6,593	3,060	560	1,809	789	75	814	267	48	7,422	39.6%	16.2%	10,368
40	NPR1	Visayas	VIII	Southern leyte	Sogod	2019/5/6	Monday	2	372	2	1	86	0	40	185	150	128	19	983	439	1	237	90	44	184	157	23	1,176	51.2%	34.7%	1,840
41	NPR8	Visayas	VII	Cebu	Compostela	2019/5/6	Monday	4	4,526	124	1,141	368	376	485	1,142	928	700	220	10,010	4,639	1,123	1,248	732	484	878	662	208	9,974	30.0%	22.4%	14,255
42	NPR8	Visayas	VII	Cebu	Naga City	2019/5/3	Friday	4	9,898	278	1,666	112	455	647	1,734	1,329	1,437	638	18,194	10,313	1,755	1,729	566	691	1,351	1,461	649	18,515	28.0%	22.4%	25,888
43	NPR7	Visayas	VI	Negros occidental	Silay city	2019/4/15	Monday	4	6,461	448	839	254	1,072	105	1,320	736	342	90	11,667	7,581	863	1,422	1,389	119	870	404	106	12,756	22.0%	11.8%	16,595
44	NPR69	Visayas	VI	Negros occidental	Bacolod City	2019/4/12	Friday	4	3,732	159	778	79	287	91	1,709	795	537	179	8,346	4,245	861	1,768	393	93	703	475	158	8,696	35.7%	16.4%	12,040
45	NPR6	Visayas	VII	Cebu	Toledo City	2019/5/2	Thursday	2	2,252	42	74	282	243	105	803	296	707	125	4,928	2,402	76	794	542	109	282	675	119	5,000	37.4%	23.7%	7,310
46	NPR6	Visayas	VI	Negros occidental	Hinigaran	2019/4/24	Wednesday	4	4,344	40	86	162	463																		

5.2.1(2) Traffic Count Survey Result

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	1	ROAD NAME				NPR1	NUMBER OF LANE				2	TOTAL LANE WIDTH				m
DATE & TIME	3/25/19	(Mon)	6:00	3/26/19	(Tue)	6:00	AREA		Luzon	PROVINCE				Ilocos Norte		
WEATHER	1					Sunny		REGION		1	CITY/MUNICIPALITY				Pagudpud	

DIRECTION		Inbound				FROM		Pagudpud		TO		Aparri		Total	% Veh	% Large Veh.	PCU	% PCU
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer								
6	7	0	0	0	0	0	1	0	2	0	0	0	10	1.7%	30.0%	13	1.7%	
7	16	0	0	0	2	0	4	2	1	0	0	0	25	4.4%	20.0%	32	4.1%	
8	21	0	0	0	0	0	4	0	2	0	0	0	27	4.7%	22.2%	33	4.2%	
9	13	0	0	0	2	0	1	1	1	2	1	0	21	3.7%	23.8%	29	3.7%	
10	11	0	0	0	1	0	4	3	4	0	0	0	23	4.0%	34.8%	33	4.2%	
11	35	0	0	0	1	0	2	1	1	1	0	0	41	7.1%	9.8%	47	6.0%	
12	24	0	0	0	2	0	3	0	4	0	0	0	33	5.7%	21.2%	41	5.2%	
13	24	0	0	0	1	0	0	0	8	0	1	0	34	5.9%	26.5%	44	5.6%	
14	49	0	0	0	2	0	3	2	10	1	2	0	69	12.0%	23.2%	89	11.3%	
15	20	0	0	0	1	0	2	0	8	3	2	0	36	6.3%	41.7%	54	6.9%	
16	17	0	0	0	3	0	2	0	5	0	2	0	29	5.1%	31.0%	41	5.2%	
17	18	0	0	0	2	0	2	0	7	1	2	0	32	5.6%	37.5%	47	6.0%	
18	25	0	0	0	3	0	2	0	3	0	0	0	33	5.7%	15.2%	40	5.1%	
19	10	0	0	0	2	0	3	0	4	0	0	0	19	3.3%	36.8%	27	3.5%	
20	9	0	0	0	0	0	1	0	1	0	0	0	11	1.9%	18.2%	13	1.7%	
21	13	0	0	0	1	0	2	0	2	0	5	0	23	4.0%	39.1%	35	4.5%	
22	8	0	0	0	1	0	0	0	4	0	2	0	15	2.6%	40.0%	23	2.9%	
23	11	0	0	0	0	0	2	0	3	0	6	0	22	3.8%	50.0%	36	4.6%	
0	5	0	0	0	0	0	0	0	1	4	0	0	10	1.7%	50.0%	17	2.2%	
1	4	0	0	0	0	0	0	0	5	0	0	0	9	1.6%	55.6%	14	1.8%	
2	4	0	0	0	0	0	5	0	1	2	0	0	12	2.1%	66.7%	21	2.7%	
3	6	0	0	0	0	1	5	0	0	0	0	0	12	2.1%	41.7%	18	2.2%	
4	9	0	0	0	0	2	1	0	1	0	0	0	13	2.3%	15.4%	16	2.0%	
5	10	0	0	0	0	0	2	0	0	3	0	0	15	2.6%	33.3%	22	2.8%	
Total	369	0	0	0	24	3	51	9	78	17	23	0	574	100%	29.4%	781	100%	
Total%	64%	0%	0%	4%	1%	9%	2%	14%	3%	4%	0%	0%	100%	-	-	-	-	
Day	255	0	0	0	17	0	28	9	53	8	10	0	380	66%	10.0%	541	69%	
Night	114	0	0	0	7	3	23	0	25	9	13	0	194	34%	20.1%	241	31%	
Day%	1.45	#DIV/0!	#DIV/0!	0.41	#DIV/0!	1.82	1.00	1.47	2.13	2.30	1.51	-	-	-	-	1.44	100%	
PCU	369	0	0	36	5	102	14	156	43	58	0	0	781	-	21.0%	-	-	
PCU%	47%	0%	0%	5%	1%	13%	2%	20%	5%	7%	0%	0%	100%	-	-	-	-	

DIRECTION		Outbound				FROM		Aparri		TO		Pagudpud		Total	% Veh	% Large Veh.	PCU	% PCU
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer								
6	11	0	0	0	1	0	2	0	7	0	0	0	21	4.3%	42.9%	31	4.6%	
7	27	0	0	0	2	0	2	0	2	1	0	0	34	7.0%	14.7%	41	6.1%	
8	26	0	0	0	3	0	1	0	4	0	1	0	35	7.2%	17.1%	43	6.5%	
9	22	0	0	0	1	0	2	1	3	0	0	0	29	6.0%	17.2%	35	5.3%	
10	5	0	0	0	0	0	3	1	0	0	3	0	12	2.5%	50.0%	20	3.0%	
11	14	0	0	0	1	0	3	3	2	0	0	0	24	4.9%	20.8%	32	4.7%	
12	19	0	0	0	0	0	2	0	3	0	0	0	24	4.9%	20.8%	29	4.4%	
13	18	0	0	0	1	0	1	1	0	0	4	0	25	5.1%	20.0%	33	5.0%	
14	26	0	0	0	0	0	3	0	3	1	1	0	35	7.2%	22.9%	45	6.7%	
15	22	0	0	0	1	0	4	0	4	1	2	0	34	7.0%	32.4%	47	7.1%	
16	25	0	0	0	0	0	1	0	4	1	0	0	31	6.4%	19.4%	38	5.6%	
17	28	0	0	0	0	0	3	0	7	1	3	0	42	8.6%	33.3%	58	8.7%	
18	18	0	0	0	1	0	3	0	1	1	0	0	24	4.9%	20.8%	30	4.5%	
19	11	0	0	0	1	0	4	0	2	0	2	0	20	4.1%	40.0%	30	4.4%	
20	7	0	0	0	0	0	2	0	3	0	1	0	13	2.7%	46.2%	20	2.9%	
21	4	0	0	0	0	0	2	0	1	2	2	0	11	2.3%	63.6%	20	3.0%	
22	1	0	0	0	0	0	0	0	3	0	0	0	5	1.0%	60.0%	9	1.3%	
23	7	0	0	0	1	0	2	0	0	0	1	0	11	2.3%	27.3%	15	2.3%	
0	8	0	0	0	0	0	1	0	0	5	0	0	14	2.9%	42.9%	23	3.4%	
1	6	0	0	0	0	0	1	0	0	2	0	0	9	1.8%	33.3%	13	2.0%	
2	4	0	0	0	0	0	0	0	0	4	0	0	8	1.6%	50.0%	14	2.1%	
3	0	0	0	0	0	0	0	0	4	0	0	0	4	0.8%	100.0%	8	1.2%	
4	4	0	0	0	0	0	0	0	0	2	0	0	6	1.2%	33.3%	9	1.4%	
5	7	0	0	0	1	0	1	0	3	4	0	0	16	3.3%	50.0%	27	4.0%	
Total	320	0	0	0	4	11	2	43	6	56	25	20	487	100%	29.6%	665	100%	
Total%	66%	0%	0%	1%	2%	0%	9%	1%	11%	5%	4%	0%	100%	-	-	-	-	
Day	243	0	0	0	3	8	1	27	6	39	5	14	346	71%	13.0%	480	72%	
Night	77	0	0	0	1	3	1	16	0	17	20	6	141	29%	17.0%	186	28%	
Day%	1.32	#DIV/0!	#DIV/0!	1.33	1.38	2.00	1.59	1.00	1.44	5.00	1.43	1.41	-	-	-	1.39	100%	
PCU	320	0	0	6	17	3	86	9	112	63	50	0	665	-	21.8%	-	-	
PCU%	48%	0%	0%	1%	2%	0%	13%	1%	17%	9%	8%	0%	100%	-	-	-	-	

Total		Inbound				FROM		Pagudpud		TO		Aparri		Total	% Veh	% Large Veh.	PCU	% PCU
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer								
6	18	0	0	0	1	0	3	0	9	0	0	0	31	2.9%	38.7%	44	3.0%	
7	43	0	0	0	4	0	6	2	3	1	0	0	59	5.6%	16.9%	73	5.0%	
8	47	0	0	0	3	0	5	0	6	0	1	0	62	5.8%	19.4%	76	5.3%	
9	35	0	0	0	3	0	3	2	4	2	1	0	50	4.7%	20.0%	64	4.4%	
10	16	0	0	0	1	0	7	4	4	0	3	0	35	3.3%	40.0%	53	3.7%	
11	49	0	0	0	1	1	5	4	3	1	0	0	65	6.1%	13.8%	78	5.4%	
12	43	0	0	0	2	0	5	0	7	0	0	0	57	5.4%	21.1%	70	4.8%	
13	42	0	0	0	2	0	1	1	8	0	5	0	59	5.6%	23.7%	77	5.3%	
14	75	0	0	0	1	2	6	2	13	2	3	0	104	9.8%	23.1%	133	9.2%	
15	42	0	0	0	1	1	0	6	12	4	4	0	70	6.6%	37.1%	101	7.0%	
16	42	0	0	0	3	0	3	0	9	1	2	0	60	5.7%	25.0%	78	5.4%	
17	46	0	0	0	2	0	5	0	14	2	5	0	74	7.0%	35.1%	105	7.2%	
18	43	0	0	0	3	1	5	0	4	1	0	0	57	5.4%	17.5%	70	4.8%	
19	21	0	0	0	3	0	7	0	6	0	2	0	39	3.7%	38.5%	57	3.9%	
20	16	0	0	0	0	0	3	0	4	0	1	0	24	2.3%	33.3%	33	2.2%	
21	17	0	0	0	1	0	4	0	3	2	7	0	34	3.2%	47.1%	55	3.8%	
22	9	0	0	0	1	0	0	0	7	0	2	0	20	1.9%	45.0%	31	2.1%	
23	18	0	0	0	1	0	4	0	3	0	7	0	33	3.1%	42.4%	51	3.5%	
0	13	0	0	0	0	0	1	0	1	9	0	0	24	2.3%	45.8%	40	2.7%	
1	10	0	0	0	0	0	1	0	5	2	0	0	18	1.7%	44.4%	27	1.9%	
2	8	0	0	0	0	0	5	0	1	6	0	0	20	1.9%	60.0%	35	2.4%	
3	6	0	0	0	0	1	5	0	4	0	0	0	16	1.5%	56.3%	26	1.8%	
4	13	0	0	0	0	2	1	0	1	2	0	0	19	1.8%	21.1%	25	1.7%	
5	17	0	0	0	1	0	3	0	3	7	0	0	31	2.9%	41.9%	48	3.3%	
Total	689	0	0	0	4	35	94	15	134	42	43	0	1,061</					

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGHT STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	2	ROAD NAME				NPR1	NUMBER OF LANE				2	TOTAL LANE WIDTH				m
DATE & TIME	3/26/19	(Tue)	6:00	3/27/19	(Wed)	6:00	AREA	Luzon	PROVINCE	Ilocos Norte	CITY/MUNICIPALITY	Bacarra	REGION	I	CITY/MUNICIPALITY	Bacarra
WEATHER	1	Sunny	Sunny	Sunny	Sunny	Sunny	Sunny	Sunny	Sunny	Sunny	Sunny	Sunny	Sunny	Sunny	Sunny	Sunny

DIRECTION		1				FROM				TO				Bacarra			
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU		
6	62	0	19	0	0	1	4	3	2	0	91	3.9%	6.6%	110	3.9%		
7	144	1	37	1	0	4	1	6	1	1	196	8.4%	6.1%	229	8.2%		
8	109	0	30	0	0	4	1	10	1	2	157	6.7%	10.8%	191	6.8%		
9	166	0	20	2	0	6	4	14	2	1	215	9.2%	10.7%	253	9.0%		
10	125	0	15	1	0	0	1	9	2	3	156	6.7%	9.2%	182	6.5%		
11	118	0	17	1	0	6	8	15	3	2	170	7.3%	15.3%	212	7.5%		
12	82	0	15	2	0	5	2	13	7	0	126	5.4%	19.8%	164	5.8%		
13	131	0	20	2	0	6	2	13	8	0	182	7.8%	14.8%	225	8.0%		
14	122	0	12	0	4	5	11	3	0	0	157	6.7%	5.1%	179	6.4%		
15	78	0	10	1	0	4	1	12	3	0	109	4.7%	17.4%	136	4.8%		
16	89	0	7	1	0	3	4	12	2	0	118	5.1%	14.4%	142	5.1%		
17	114	0	17	1	0	2	1	14	1	0	150	6.4%	11.3%	177	6.3%		
18	83	0	0	2	0	4	0	6	1	1	97	4.2%	12.4%	111	4.0%		
19	70	0	3	0	0	1	2	3	1	1	81	3.5%	7.4%	91	3.2%		
20	61	0	1	0	0	6	0	3	3	2	76	3.3%	18.4%	93	3.3%		
21	45	0	1	0	0	2	2	2	2	2	56	2.4%	14.3%	68	2.4%		
22	37	2	0	0	0	3	1	2	0	1	46	2.0%	13.0%	54	1.9%		
23	17	0	1	0	0	3	0	5	1	1	28	1.2%	35.7%	40	1.4%		
0	11	0	2	0	0	0	0	1	0	0	14	0.6%	7.1%	16	0.6%		
1	13	0	0	0	0	1	0	3	0	1	18	0.8%	27.8%	24	0.8%		
2	6	0	0	0	0	1	0	5	0	4	16	0.7%	62.5%	28	1.0%		
3	13	0	1	0	0	0	2	2	1	0	19	0.8%	15.8%	24	0.9%		
4	10	0	4	0	0	0	1	1	0	0	16	0.7%	6.3%	20	0.7%		
5	20	0	6	0	0	1	3	4	1	0	35	1.5%	17.1%	46	1.6%		
Total	1,726	3	238	14	4	68	51	161	42	22	2,329	100%	12.6%	2,810	100%		
Total%	74%	0%	10%	1%	0%	3%	2%	7%	2%	1%	100%	-	-	-	-		
Day	1,340	1	219	12	4	46	40	124	32	9	1,827	78%	15.2%	2,308	82%		
Night	386	2	19	2	0	22	11	37	10	13	502	22%	10.8%	502	18%		
Day%	1.29	3.00	1.09	1.17	1.00	1.47	1.28	1.30	1.31	2.44	1.27	-	-	1.22	100%		
PCU	1,726	5	357	21	6	137	77	322	105	55	2,810	-	19.7%	-	-		
PCU%	61%	0%	13%	1%	0%	5%	3%	11%	4%	2%	100%	-	-	-	-		

DIRECTION		2				FROM				TO				Bacarra			
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU		
6	47	0	7	1	0	5	3	5	0	0	68	2.5%	14.7%	84	2.5%		
7	85	0	17	1	0	2	8	11	3	1	128	4.7%	13.3%	160	4.9%		
8	75	0	17	0	0	9	10	29	0	0	140	5.1%	27.1%	192	5.8%		
9	100	0	17	0	0	3	11	20	5	0	156	5.7%	17.9%	201	6.1%		
10	129	0	16	0	0	5	2	16	6	0	174	6.4%	15.5%	213	6.5%		
11	103	0	18	0	0	3	6	22	1	0	153	5.6%	17.0%	192	5.8%		
12	125	0	17	1	1	6	1	11	1	0	163	6.0%	11.0%	192	5.8%		
13	138	0	14	2	0	5	6	19	8	0	192	7.1%	16.7%	239	7.3%		
14	138	0	15	1	0	7	2	21	6	2	192	7.1%	18.8%	241	7.4%		
15	137	0	13	3	0	5	5	8	4	1	176	6.5%	10.2%	207	6.3%		
16	162	0	19	2	0	5	1	13	3	0	205	7.5%	10.2%	239	7.3%		
17	193	0	28	1	0	7	1	6	1	0	237	8.7%	5.9%	267	8.1%		
18	143	0	23	0	0	6	0	1	0	0	173	6.4%	4.0%	192	5.8%		
19	92	0	8	0	0	2	1	5	0	0	108	4.0%	6.5%	120	3.6%		
20	98	0	5	0	0	2	2	6	0	5	118	4.3%	11.0%	137	4.2%		
21	80	0	0	0	0	1	0	3	0	2	86	3.2%	7.0%	93	2.8%		
22	51	0	1	0	0	1	0	3	0	0	56	2.1%	7.1%	61	1.8%		
23	22	0	0	0	0	1	0	0	0	1	24	0.9%	8.3%	27	0.8%		
0	15	0	0	0	0	3	1	1	0	2	22	0.8%	27.3%	30	0.9%		
1	15	0	0	0	0	3	1	2	0	1	22	0.8%	27.3%	29	0.9%		
2	9	0	0	0	1	4	0	4	2	1	21	0.8%	52.4%	34	1.0%		
3	13	0	1	0	0	4	0	4	1	0	23	0.8%	39.1%	33	1.0%		
4	19	0	1	0	0	3	2	4	0	0	29	1.1%	24.1%	38	1.1%		
5	42	0	1	1	0	2	1	5	1	0	53	1.9%	15.1%	63	1.9%		
Total	2,031	0	238	13	2	94	64	219	42	16	2,719	100%	13.6%	3,278	100%		
Total%	75%	0%	9%	0%	0%	3%	2%	8%	2%	1%	100%	-	-	-	-		
Day	1,432	0	198	12	1	62	56	181	38	4	1,984	73%	13.4%	2,615	80%		
Night	599	0	40	1	1	32	8	38	4	12	735	27%	11.6%	663	20%		
Day%	1.42	#DIV/0!	1.20	1.08	2.00	1.52	1.14	1.21	1.11	4.00	1.37	-	-	1.25	100%		
PCU	2,031	0	357	20	3	188	96	438	105	40	3,278	-	17.9%	-	-		
PCU%	62%	0%	11%	1%	0%	6%	3%	13%	3%	1%	100%	-	-	-	-		

Total		1				FROM				TO				Bacarra			
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU		
6	109	0	26	1	0	6	7	8	2	0	159	3.1%	10.1%	193	3.2%		
7	229	1	54	2	0	6	9	17	4	2	324	6.4%	9.0%	389	6.4%		
8	184	0	47	0	0	13	11	39	1	2	297	5.9%	18.5%	383	6.3%		
9	266	0	37	2	0	9	15	34	7	1	371	7.3%	13.7%	453	7.4%		
10	254	0	31	1	0	5	3	25	8	3	330	6.5%	12.5%	395	6.5%		
11	221	0	35	1	0	9	14	37	4	2	323	6.4%	16.1%	403	6.6%		
12	207	0	32	3	1	11	3	24	8	0	289	5.7%	14.9%	356	5.8%		
13	269	0	34	4	0	11	8	32	16	0	374	7.4%	15.8%	464	7.6%		
14	260	0	27	1	4	12	13	24	6	2	349	6.9%	12.6%	420	6.9%		
15	215	0	23	4	0	9	6	20	7	1	285	5.6%	13.0%	343	5.6%		
16	251	0	26	3	0	8	5	25	5	0	323	6.4%	11.8%	381	6.3%		
17	307	0	45	2	0	9	2	20	2	0	387	7.7%	8.0%	444	7.3%		
18	226	0	23	2	0	10	0	7	1	1	270	5.3%	7.0%	303	5.0%		
19	162	0	11	0	0	3	3	8	1	1	189	3.7%	6.9%	210	3.4%		
20	159	0	6	0	0	8	2	9	3	7	194	3.8%	13.9%	230	3.8%		
21	125	0	1	0	0	3	2	5	2	4	142	2.8%	9.9%	161	2.6%		
22	88	2	1	0	0	4	1	5	0	1	102	2.0%	9.8%	115	1.9%		
23	39	0	1	0	0	4	0	5	1	2	52	1.0%	23.1%	66	1.1%		
0	26	0	2	0	0	3	1	2	0	2	36	0.7%	19.4%	46	0.7%		
1	28	0	0	0	0	4	1	5	0	2	40	0.8%	27.5%	53	0.9%		
2	15	0	0	0	1	5	0	9	2	5	37	0.7%	56.8%	62	1.0%		
3	26	0	2	0	0	4	2	6	2	0	42	0.8%	28.6%	57	0.9%		
4	29	0	5	0	0	3	3	5	0	0	45	0.9%	17.8%	57	0.9%		
5	62	0	7	1	0	3	4	9	2	0	88	1.7%	15.9%	109	1.8%		
Total	3,757	3	476	27	6	162	115	380	84								

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	3	ROAD NAME				NPR2	NUMBER OF LANE		2	TOTAL LANE WIDTH				m
DATE & TIME	3/27/19	(Wed)	6:00	3/28/19	(Thu)	6:00	AREA	Luzon	PROVINCE	Ilocos Sur	CITY/MUNICIPALITY	Sinait		
WEATHER	1	Sunny					REGION	I	CITY/MUNICIPALITY	Sinait				

DIRECTION		1				Inbound		FROM		Laoag City		TO		Sinait		Total	% Veh	% Large Veh.	PCU	% PCU
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU					
6	40	0	0	0	0	21	1	7	4	0	73	3.9%	43.8%	108	4.1%					
7	59	0	0	0	0	9	3	9	3	0	83	4.5%	25.3%	107	4.1%					
8	33	0	0	0	0	9	6	8	1	0	58	3.1%	13.8%	75	2.9%					
9	67	0	0	0	0	7	3	12	5	3	97	5.2%	27.8%	130	4.9%					
10	74	0	0	0	13	7	14	6	0	3	117	6.3%	13.7%	148	5.6%					
11	96	0	0	0	5	9	9	15	2	0	136	7.3%	19.1%	170	6.5%					
12	69	0	0	0	0	4	6	11	4	3	97	5.2%	22.7%	126	4.8%					
13	57	0	1	0	0	7	7	7	5	12	96	5.2%	32.3%	140	5.3%					
14	63	0	2	0	0	7	4	16	9	5	106	5.7%	34.9%	153	5.8%					
15	71	0	0	0	0	8	2	20	5	6	112	6.0%	34.8%	158	6.0%					
16	83	0	1	1	0	14	5	22	10	15	151	8.1%	40.4%	228	8.7%					
17	74	0	0	0	0	6	9	19	8	3	119	6.4%	30.3%	165	6.3%					
18	59	0	3	1	0	6	1	19	7	3	99	5.3%	35.4%	142	5.4%					
19	52	0	0	0	0	9	5	12	6	2	86	4.6%	33.7%	122	4.6%					
20	27	0	0	0	0	12	6	10	11	3	69	3.7%	52.2%	115	4.4%					
21	41	0	0	0	0	12	1	8	3	6	71	3.8%	40.8%	105	4.0%					
22	26	0	0	0	0	18	1	9	4	1	59	3.2%	54.2%	94	3.6%					
23	16	0	0	0	0	10	2	1	3	4	36	1.9%	50.0%	59	2.2%					
0	21	0	0	0	0	5	2	3	1	2	34	1.8%	32.4%	48	1.8%					
1	9	0	0	0	0	6	0	5	0	7	27	1.5%	66.7%	49	1.8%					
2	11	0	0	0	1	1	0	7	1	0	21	1.1%	42.9%	31	1.2%					
3	8	0	0	0	0	4	1	4	1	2	20	1.1%	55.0%	33	1.3%					
4	19	0	1	0	0	2	0	2	1	1	26	1.4%	23.1%	34	1.3%					
5	33	0	0	0	0	11	1	13	3	0	61	3.3%	44.3%	90	3.4%					
Total	1,108	0	8	2	28	201	91	238	97	81	1,854	100%	33.3%	2,625	100%					
Total%	60%	0%	0%	0%	2%	11%	5%	13%	5%	4%	100%	-	-	-	-					
Day	786	0	4	1	27	105	71	145	56	50	1,245	67%	14.9%	1,847	70%					
Night	322	0	4	1	1	96	20	93	41	31	609	33%	21.7%	778	30%					
Day%	1.41	#DIV/0!	2.00	2.00	1.04	1.91	1.28	1.64	1.73	1.49	-	-	-	1.42	100%					
PCU	1,108	0	12	3	42	402	137	476	243	203	2,625	-	25.1%	-	-					
PCU%	42%	0%	0%	0%	2%	15%	5%	18%	9%	8%	100%	-	-	-	-					

DIRECTION		2				Outbound		FROM		Sinait		TO		Laoag City		Total	% Veh	% Large Veh.	PCU	% PCU
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU					
6	48	0	0	0	0	13	6	12	10	10	99	4.2%	45.5%	157	4.7%					
7	81	0	0	0	0	15	8	20	3	10	137	5.9%	35.0%	196	5.9%					
8	97	0	1	0	0	13	14	19	3	9	156	6.7%	28.2%	214	6.4%					
9	93	0	1	0	0	12	9	18	5	9	147	6.3%	29.9%	203	6.1%					
10	129	0	0	0	0	10	7	20	3	5	174	7.5%	21.8%	220	6.6%					
11	97	0	0	0	0	4	4	17	6	3	131	5.6%	22.9%	168	5.0%					
12	79	0	0	0	0	18	6	12	5	6	126	5.4%	32.5%	176	5.3%					
13	60	0	0	0	0	12	7	19	5	0	103	4.4%	35.0%	145	4.4%					
14	83	0	0	0	0	6	9	19	5	2	124	5.3%	25.8%	164	4.9%					
15	91	0	0	0	0	7	5	19	7	11	140	6.0%	31.4%	196	5.9%					
16	84	0	0	0	0	13	5	15	4	7	128	5.5%	30.5%	175	5.3%					
17	91	0	2	0	0	6	7	16	2	3	127	5.4%	21.3%	161	4.8%					
18	79	0	0	0	0	7	3	8	9	5	111	4.8%	26.1%	149	4.5%					
19	61	0	0	0	0	7	0	6	4	2	80	3.4%	23.8%	102	3.1%					
20	39	0	1	0	0	4	2	7	2	4	59	2.5%	28.8%	81	2.4%					
21	23	0	0	0	0	2	2	1	8	9	45	1.9%	44.4%	75	2.2%					
22	36	0	0	0	0	9	0	6	6	8	65	2.8%	44.6%	101	3.0%					
23	32	0	0	0	0	8	0	6	1	1	48	2.1%	33.3%	65	2.0%					
0	13	0	0	0	0	10	0	4	1	13	41	1.8%	68.3%	76	2.3%					
1	14	0	0	0	0	7	0	5	4	9	39	1.7%	64.1%	71	2.1%					
2	12	0	0	0	0	10	1	10	6	9	48	2.1%	72.9%	91	2.7%					
3	15	0	0	0	0	13	0	4	4	4	40	1.7%	62.5%	69	2.1%					
4	38	0	0	0	0	17	2	14	7	9	87	3.7%	54.0%	143	4.3%					
5	32	0	0	0	0	12	2	15	9	7	77	3.3%	55.8%	129	3.9%					
Total	1,427	0	5	0	0	235	99	292	119	155	2,332	100%	34.3%	3,322	100%					
Total%	61%	0%	0%	0%	0%	10%	4%	13%	5%	7%	100%	-	-	-	-					
Day	1,033	0	4	0	0	129	87	206	58	75	1,592	68%	13.1%	2,321	70%					
Night	394	0	1	0	0	106	12	86	61	80	740	32%	25.3%	1,002	30%					
Day%	1.38	#DIV/0!	1.25	#DIV/0!	#DIV/0!	1.82	1.14	1.42	2.05	2.07	1.46	-	-	1.43	100%					
PCU	1,427	0	8	0	0	470	149	584	298	388	3,322	-	26.0%	-	-					
PCU%	43%	0%	0%	0%	0%	14%	4%	18%	9%	12%	100%	-	-	-	-					

Total		1				Inbound		FROM		Laoag City		TO		Sinait		Total	% Veh	% Large Veh.	PCU	% PCU
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU					
6	88	0	0	0	0	34	7	19	14	10	172	4.1%	44.8%	265	4.4%					
7	140	0	0	0	0	24	11	29	6	10	220	5.3%	31.4%	303	5.1%					
8	130	0	1	0	0	9	19	22	20	4	214	5.1%	24.3%	289	4.9%					
9	160	0	1	0	0	19	12	30	10	12	244	5.8%	29.1%	333	5.6%					
10	203	0	0	0	13	17	21	26	3	8	291	7.0%	18.6%	368	6.2%					
11	193	0	0	0	5	13	13	32	8	3	267	6.4%	21.0%	338	5.7%					
12	148	0	0	0	0	22	12	23	9	9	223	5.3%	28.3%	301	5.1%					
13	117	0	1	0	0	19	14	26	10	12	199	4.8%	33.7%	285	4.8%					
14	146	0	2	0	0	13	13	35	14	7	230	5.5%	30.0%	317	5.3%					
15	162	0	0	0	0	15	7	39	12	17	252	6.0%	32.9%	353	5.9%					
16	167	0	1	1	0	27	10	37	14	22	279	6.7%	35.8%	403	6.8%					
17	165	0	2	0	0	12	16	35	10	6	246	5.9%	25.6%	326	5.5%					
18	138	0	3	1	0	13	4	27	16	8	210	5.0%	30.5%	290	4.9%					
19	113	0	0	0	0	16	5	18	10	4	166	4.0%	28.9%	224	3.8%					
20	66	0	1	0	0	16	8	17	13	7	128	3.1%	41.4%	196	3.3%					
21	64	0	0	0	0	14	3	9	11	15	116	2.8%	42.2%	180	3.0%					
22	62	0	0	0	0	27	1	15	10	9	124	3.0%	49.2%	195	3.3%					
23	48	0	0	0	0	18	2	7	4	5	84	2.0%	40.5%	124	2.1%					
0	34	0	0	0	0	15	2	7	2	15	75	1.8%	52.0%	124	2.1%					
1	23	0	0	0	0	13	0	10	4	16	66	1.6%	65.2%	119	2.0%					
2	23	0	0	0	1	11	1	17	7	9	69	1.6%	63.8%	122	2.1%					
3	23	0	0</																	

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGHT STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	NSR222				NUMBER OF LANE	2		TOTAL LANE WIDTH	m			
DATE & TIME	3/29/19	(Fri)	6:00	3/30/19	(Sat)	6:00	AREA	Luzon	PROVINCE	Tarlac		
WEATHER	Sunny				REGION	II		CITY/MUNICIPALITY	San Clemente			

DIRECTION		1				FROM		Mangatarem				TO		Camiling			
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU		
6	52	0	0	0	0	5	1	8	2	1	69	4.5%	23.2%	87	4.2%		
7	68	0	2	1	0	9	2	11	5	0	98	6.3%	25.5%	128	6.1%		
8	67	0	2	0	0	11	3	10	5	0	98	6.3%	26.5%	129	6.2%		
9	58	0	0	0	0	13	3	12	2	2	90	5.8%	32.2%	123	5.9%		
10	75	0	0	0	0	11	8	12	11	0	117	7.6%	29.1%	161	7.7%		
11	55	0	1	0	0	7	0	12	2	1	78	5.0%	28.2%	102	4.9%		
12	65	0	0	0	0	8	1	10	3	1	88	5.7%	25.0%	113	5.4%		
13	51	0	0	0	0	7	5	13	6	0	82	5.3%	31.7%	114	5.4%		
14	53	0	0	0	0	10	2	13	9	1	88	5.7%	37.5%	127	6.1%		
15	57	0	0	0	0	10	5	4	7	2	85	5.5%	27.1%	115	5.5%		
16	52	0	1	0	0	11	3	11	5	2	85	5.5%	34.1%	120	5.7%		
17	45	0	0	0	0	10	3	12	4	0	74	4.8%	35.1%	104	4.9%		
18	51	0	0	0	0	9	1	6	0	0	67	4.3%	22.4%	83	3.9%		
19	43	0	0	0	0	6	0	6	1	2	58	3.7%	25.9%	75	3.6%		
20	44	0	0	0	0	4	0	5	3	2	58	3.7%	24.1%	75	3.6%		
21	36	0	0	0	0	2	0	7	3	1	49	3.2%	26.5%	64	3.1%		
22	34	0	0	0	0	3	0	4	4	3	48	3.1%	29.2%	66	3.1%		
23	29	0	0	0	0	8	1	6	1	4	49	3.2%	38.8%	71	3.4%		
0	16	0	0	0	0	5	0	3	1	2	27	1.7%	40.7%	40	1.9%		
1	17	0	0	0	0	3	0	2	2	2	26	1.7%	34.6%	37	1.8%		
2	10	0	0	0	0	3	0	3	1	2	19	1.2%	47.4%	30	1.4%		
3	18	0	0	0	0	4	0	3	1	2	28	1.8%	35.7%	40	1.9%		
4	18	0	0	0	0	3	2	2	3	1	29	1.9%	31.0%	41	2.0%		
5	23	0	0	0	0	5	4	4	2	1	39	2.5%	30.8%	55	2.6%		
Total	1,037	0	6	1	0	167	44	179	83	32	1,549	100%	29.8%	2,093	100%		
Total%	67%	0%	0%	0%	0%	11%	3%	12%	5%	2%	100%	-	-	-	-		
Day	698	0	6	1	0	112	36	128	61	10	1,052	68%	12.2%	1,503	72%		
Night	339	0	0	0	0	55	8	51	22	22	497	32%	15.5%	591	28%		
Day%	1.49	#DIV/0!	1.00	1.00	#DIV/0!	1.49	1.22	1.40	1.36	3.20	1.47	-	-	1.39	100%		
PCU	1,037	0	9	2	0	334	66	358	208	80	2,093	-	20.2%	-	-		
PCU%	50%	0%	0%	0%	0%	16%	3%	17%	10%	4%	100%	-	-	-	-		

DIRECTION		2				FROM		Camiling				TO		Mangatarem			
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU		
6	42	0	1	1	0	8	0	5	1	1	59	4.3%	25.4%	76	3.9%		
7	43	0	1	0	0	8	5	2	4	0	63	4.6%	22.2%	82	4.2%		
8	52	0	1	0	0	9	0	7	4	2	75	5.5%	29.3%	101	5.1%		
9	52	0	1	0	0	13	1	7	2	1	77	5.7%	29.9%	103	5.2%		
10	41	0	1	0	0	14	1	11	2	3	73	5.4%	41.1%	107	5.4%		
11	46	0	0	0	0	15	3	12	7	6	89	6.5%	44.9%	137	7.0%		
12	46	0	0	0	0	15	4	12	9	8	94	6.9%	46.8%	149	7.6%		
13	53	0	0	0	0	10	5	15	1	0	84	6.2%	31.0%	113	5.8%		
14	44	0	0	0	0	14	2	9	2	4	75	5.5%	38.7%	108	5.5%		
15	34	0	1	0	0	12	2	18	4	3	74	5.4%	50.0%	116	5.9%		
16	41	0	0	0	0	7	2	13	9	0	72	5.3%	40.3%	107	5.4%		
17	47	0	1	1	0	6	1	12	2	0	70	5.1%	28.6%	93	4.7%		
18	38	0	0	0	0	5	2	16	4	2	67	4.9%	40.3%	98	5.0%		
19	40	0	0	0	0	5	0	12	9	6	72	5.3%	44.4%	112	5.7%		
20	41	0	0	0	0	3	1	11	3	3	62	4.6%	32.3%	86	4.4%		
21	23	0	0	0	0	3	1	5	3	1	36	2.6%	33.3%	51	2.6%		
22	28	0	0	0	0	7	0	6	4	4	49	3.6%	42.9%	74	3.8%		
23	12	0	0	0	0	3	0	3	1	3	22	1.6%	45.5%	34	1.7%		
0	11	0	0	0	0	4	1	4	0	2	22	1.6%	45.5%	34	1.7%		
1	12	0	0	0	0	3	0	3	1	2	21	1.5%	42.9%	32	1.6%		
2	15	0	0	0	0	3	4	2	1	0	25	1.8%	24.0%	34	1.7%		
3	10	0	0	0	0	3	0	2	0	2	17	1.2%	41.2%	25	1.3%		
4	13	0	0	0	0	4	2	3	2	4	28	2.1%	46.4%	45	2.3%		
5	22	0	0	0	0	3	2	4	1	3	35	2.6%	31.4%	49	2.5%		
Total	806	0	7	2	0	177	39	194	76	60	1,361	100%	37.3%	1,960	100%		
Total%	59%	0%	1%	0%	0%	13%	3%	14%	6%	4%	100%	-	-	-	-		
Day	541	0	7	2	0	131	26	123	47	28	905	66%	18.3%	1,387	71%		
Night	265	0	0	0	0	46	13	71	29	32	456	34%	17.1%	573	29%		
Day%	1.49	#DIV/0!	1.00	1.00	#DIV/0!	1.35	1.50	1.58	1.62	2.14	1.50	-	-	1.41	100%		
PCU	806	0	11	3	0	354	59	388	190	150	1,960	-	26.3%	-	-		
PCU%	41%	0%	1%	0%	0%	18%	3%	20%	10%	8%	100%	-	-	-	-		

Total															
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
6	94	0	1	1	0	13	1	13	3	2	128	4.4%	24.2%	163	4.0%
7	111	0	3	1	0	17	7	13	9	0	161	5.5%	24.2%	210	5.2%
8	119	0	3	0	0	20	3	17	9	2	173	5.9%	27.7%	230	5.7%
9	110	0	1	0	0	26	4	19	4	3	167	5.7%	31.1%	225	5.6%
10	116	0	1	0	0	25	9	23	13	3	190	6.5%	33.7%	267	6.6%
11	101	0	1	0	0	22	3	24	9	7	167	5.7%	37.1%	239	5.9%
12	111	0	0	0	0	23	5	22	12	9	182	6.3%	36.3%	261	6.4%
13	104	0	0	0	0	17	10	28	7	0	166	5.7%	31.3%	227	5.6%
14	97	0	0	0	0	24	4	22	11	5	163	5.6%	38.0%	235	5.8%
15	91	0	1	0	0	22	7	22	11	5	159	5.5%	37.7%	231	5.7%
16	93	0	1	0	0	18	5	24	14	2	157	5.4%	36.9%	226	5.6%
17	92	0	1	1	0	16	4	24	6	0	144	4.9%	31.9%	196	4.8%
18	89	0	0	0	0	14	3	22	4	2	134	4.6%	31.3%	181	4.5%
19	83	0	0	0	0	11	0	18	10	8	130	4.5%	36.2%	186	4.6%
20	85	0	0	0	0	7	1	16	6	5	120	4.1%	28.3%	160	3.9%
21	59	0	0	0	0	5	1	12	6	2	85	2.9%	29.4%	115	2.8%
22	62	0	0	0	0	10	0	10	8	7	97	3.3%	36.1%	140	3.4%
23	41	0	0	0	0	11	1	9	2	7	71	2.4%	40.8%	105	2.6%
0	27	0	0	0	0	9	1	7	1	4	49	1.7%	42.9%	73	1.8%
1	29	0	0	0	0	6	0	5	3	4	47	1.6%	38.3%	69	1.7%
2	25	0	0	0	0	6	4	5	2	2	44	1.5%	34.1%	63	1.6%
3	28	0	0	0	0	7	0	5	1	4	45	1.5%	37.8%	65	1.6%
4	31	0	0	0	0	7	4	5	5	5	57	2.0%	38.6%	86	2.1%
5	45	0	0	0	0	8	6	8	3	4	74	2.5%	31.1%	104	2.6%
Total	1,843	0	13	3	0	344	83	373	159	92	2,910	100%	33.3%	4,053	100%
Total%	63%	0%	0%	0%	0%	12%	3%	13%	5%	3%	100%	-	-	-	-
Day	1,239	0	13	3	0	243	62	251	108	38	1,957	67%	15.0%	2,890	71%
Night	604	0	0	0	0	101	21	122	51	54	953	33%	16.3%	1,164	29%
Day%	1.49	#DIV/0!	1.00	1.00	#DIV/0!	1.42	1.34	1.49	1.47	2.42	1.49	-	-	1.40	100%
PCU	1,843	0	20	5	0	688	125	746	398	230	4,053	-	23.1%	-	-
PCU%	45%	0%	0%	0%	0%	17%	3%	18%	10%	6%	100%	-	-	-	-

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	5	ROAD NAME				NPR1	NUMBER OF LANE				2	TOTAL LANE WIDTH				m
DATE & TIME	3/25/19	(Mon)	6:00	3/26/19	(Tue)	6:00	AREA				Luzon	PROVINCE				Cagayan
WEATHER	1 Sunny						REGION				II	CITY/MUNICIPALITY				Amulung

DIRECTION		1				Inbound				FROM				Alcala				TO				Iguig			
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU										
6	129	0	0	0	65	0	0	2	3	11	0	211	8.6%	6.6%	260	7.7%									
7	119	0	0	0	88	0	0	2	9	1	0	219	8.9%	4.6%	275	8.1%									
8	127	0	0	0	92	0	4	2	22	6	0	253	10.3%	12.6%	335	9.9%									
9	94	0	0	0	65	0	3	1	5	4	0	172	7.0%	7.0%	219	6.5%									
10	96	0	0	0	57	0	2	0	25	11	1	192	7.8%	20.3%	266	7.9%									
11	98	0	0	0	41	0	1	3	14	13	6	176	7.1%	19.3%	242	7.1%									
12	88	0	0	0	30	0	1	4	21	12	2	158	6.4%	22.8%	218	6.5%									
13	50	0	0	0	31	0	1	4	15	1	3	105	4.3%	19.0%	145	4.3%									
14	90	0	0	0	28	0	6	8	22	5	0	159	6.5%	20.8%	213	6.3%									
15	68	0	0	0	23	0	7	1	16	8	4	127	5.2%	27.6%	180	5.3%									
16	62	0	0	0	28	0	6	2	23	11	2	134	5.4%	31.3%	198	5.8%									
17	81	0	0	0	27	0	6	3	24	7	2	150	6.1%	26.0%	209	6.2%									
18	56	0	0	0	14	0	5	3	12	4	4	98	4.0%	25.5%	136	4.0%									
19	57	0	0	0	4	0	3	3	9	4	1	81	3.3%	21.0%	104	3.1%									
20	25	0	0	0	2	0	0	1	12	5	1	46	1.9%	39.1%	69	2.0%									
21	21	0	0	0	0	0	1	0	11	5	3	41	1.7%	48.8%	65	1.9%									
22	15	0	0	0	0	0	1	1	5	2	3	27	1.1%	40.7%	41	1.2%									
23	10	0	0	0	1	0	1	1	5	2	6	26	1.1%	53.8%	45	1.3%									
0	2	0	0	0	1	0	0	0	2	4	2	11	0.4%	72.7%	23	0.7%									
1	2	0	0	0	0	0	0	1	4	4	3	14	0.6%	78.6%	29	0.9%									
2	3	0	0	0	0	0	0	0	2	3	1	9	0.4%	66.7%	17	0.5%									
3	5	0	0	0	1	0	0	0	3	3	1	13	0.5%	53.8%	23	0.7%									
4	7	0	0	0	3	0	0	0	3	4	3	20	0.8%	50.0%	35	1.0%									
5	9	0	0	0	3	0	0	0	3	4	3	22	0.9%	45.5%	37	1.1%									
Total	1,314	0	0	0	604	0	50	43	278	124	51	2,464	100%	20.4%	3,378	100%									
Total%	53%	0%	0%	0%	25%	0%	2%	2%	11%	5%	2%	100%	-	-	-	-									
Day	1,102	0	0	0	575	0	39	33	207	80	20	2,056	83%	2.9%	2,892	86%									
Night	212	0	0	0	29	0	11	10	71	44	31	408	17%	10.3%	487	14%									
Day%	1.19	#DIV/0!	#DIV/0!	1.05	#DIV/0!	1.28	1.30	1.34	1.55	2.55	1.20	-	-	-	1.17	100%									
PCU	1,314	0	0	0	906	0	100	65	556	310	128	3,378	-	6.7%	-	-									
PCU%	39%	0%	0%	0%	27%	0%	3%	2%	16%	9%	4%	100%	-	-	-	-									

DIRECTION		2				Outbound				FROM				Iguig				TO				Alcala			
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU										
6	71	0	0	0	42	0	2	6	15	2	0	138	6.0%	13.8%	182	5.6%									
7	82	0	0	0	33	0	5	5	36	0	2	163	7.1%	26.4%	226	7.0%									
8	69	0	0	0	37	0	0	12	51	9	1	179	7.8%	34.1%	270	8.3%									
9	62	0	0	0	18	0	2	8	27	5	3	125	5.5%	29.6%	179	5.5%									
10	69	0	0	0	34	0	3	4	42	11	1	164	7.2%	34.8%	246	7.6%									
11	71	0	0	0	33	0	3	1	10	9	2	129	5.6%	18.6%	176	5.4%									
12	71	0	0	0	42	0	2	0	19	10	1	145	6.3%	22.1%	204	6.3%									
13	76	0	0	0	42	0	2	2	15	7	11	155	6.8%	22.6%	221	6.8%									
14	82	0	0	0	46	0	2	3	22	11	11	177	7.7%	26.0%	259	8.0%									
15	81	0	0	0	50	0	3	1	20	13	2	170	7.4%	22.4%	241	7.5%									
16	105	0	0	0	47	0	1	0	19	4	6	182	8.0%	16.5%	241	7.4%									
17	84	0	0	0	31	0	0	1	10	1	4	131	5.7%	11.5%	165	5.1%									
18	77	0	0	0	37	0	0	4	4	4	5	131	5.7%	9.9%	169	5.2%									
19	37	0	0	0	5	0	0	0	6	5	5	58	2.5%	27.6%	82	2.5%									
20	43	0	0	0	1	0	0	1	4	1	0	50	2.2%	10.0%	57	1.7%									
21	28	0	0	0	3	0	2	1	4	4	1	43	1.9%	25.6%	59	1.8%									
22	11	0	0	0	0	0	0	2	7	4	2	26	1.1%	50.0%	43	1.3%									
23	9	0	0	0	1	0	0	2	8	5	2	27	1.2%	55.6%	47	1.5%									
0	4	0	0	0	0	0	0	1	3	0	0	8	0.3%	37.5%	12	0.4%									
1	3	0	0	0	0	0	1	0	3	2	1	10	0.4%	70.0%	19	0.6%									
2	5	0	0	0	0	0	1	0	4	5	2	17	0.7%	70.6%	33	1.0%									
3	5	0	0	0	0	0	1	0	4	4	0	14	0.6%	64.3%	25	0.8%									
4	6	0	0	0	2	0	1	1	4	5	1	20	0.9%	55.0%	36	1.1%									
5	7	0	0	0	2	0	2	1	4	6	3	25	1.1%	60.0%	46	1.4%									
Total	1,158	0	0	0	506	0	33	56	341	127	66	2,287	100%	24.8%	3,232	100%									
Total%	51%	0%	0%	0%	22%	0%	1%	2%	15%	6%	3%	100%	-	-	-	-									
Day	923	0	0	0	455	0	25	43	286	82	44	1,858	81%	3.7%	2,776	86%									
Night	235	0	0	0	51	0	8	13	55	45	22	429	19%	7.0%	456	14%									
Day%	1.25	#DIV/0!	#DIV/0!	1.11	#DIV/0!	1.32	1.30	1.19	1.55	1.50	1.23	-	-	-	1.16	100%									
PCU	1,158	0	0	0	759	0	66	84	682	318	165	3,232	-	7.1%	-	-									
PCU%	36%	0%	0%	0%	23%	0%	2%	3%	21%	10%	5%	100%	-	-	-	-									

Total		1				Outbound				FROM				Iguig				TO				Alcala			
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU										
6	200	0	0	0	107	0	4	9	26	3	0	349	7.3%	9.5%	442	6.7%									
7	201	0	0	0	121	0	5	7	45	1	2	382	8.0%	13.9%	501	7.6%									
8	196	0	0	0	129	0	4	14	73	15	1	432	9.1%	21.5%	605	9.1%									
9	156	0	0	0	83	0	5	9	32	9	3	297	6.3%	16.5%	398	6.0%									
10	165	0	0	0	91	0	5	4	67	22	2	356	7.5%	27.0%	512	7.7%									
11	169	0	0	0	74	0	4	4	24	22	8	305	6.4%	19.0%	417	6.3%									
12	159	0	0	0	72	0	3	4	40	22	3	303	6.4%	22.4%	422	6.4%									
13	126	0	0	0	73	0	3	6	30	8	14	260	5.5%	21.2%	366	5.5%									
14	172	0	0	0	74	0	8	11	44	16	11	336	7.1%	23.5%	471	7.1%									
15	149	0	0	0	73	0	10	2	36	21	6	297	6.3%	24.6%	421	6.4%									
16	167	0	0	0	75	0	7	2	42	15	8	316	6.7%	22.8%	438	6.6%									
17	165	0	0	0	58	0	6	4	34	8	6	281	5.9%	19.2%	373	5.6%									
18	133	0	0	0	51	0	5	7	16	8	9	229	4.8%	16.6%	305	4.6%									
19	94	0	0	0	9	0	3	3	15	9	6	139	2.9%	23.7%	186	2.8%									
20	68	0	0	0	3	0	0	2	16	6	1	96	2.0%	24.0%	125	1.9%									
21	49	0	0	0	3	0	3	1	15	9	4	84	1.8%	36.9%	124	1.9%									
22	26	0	0	0	0	0	1	3	12	6	5	53	1.1%	45.3%	84	1.3%									
23	19	0	0	0	2	0	1	3	13	7	8	53	1.1%	54.7%	92	1.4%									
0	6	0	0	0	1	0	0	1	5	4	2	19	0.4%	57.9%	34	0.5%									
1	5	0	0	0	0	0	1	1	7	6	4	24	0.5%	75.0%	48	0.7%									
2	8	0	0	0	0	0	1	0	6	8	3	26	0.5%	69.2%	50	0.7%									
3	10	0	0	0	1	0	1	0	7	7	1	27	0.6%	59.3%	48	0.7%									
4	13	0	0	0	5	0	1	1	7	9	4	40	0.8%	52.5%	71	1.1%									
5	16	0	0	0	5	0	2	1	7	10	6	47	1.0%	53.2%	83	1.3%									
Total	2,472	0	0	0	1,110	0	83	99	619	251	117	4,751	100%	22.5%	6,610	100%									
Total%	52%	0%	0%	0%	23%	0%	2%	2%	13%	5%	2%	100%	-	-	-	-									
Day	2,025	0	0	0	1,030	0	64	76	493	162	64	3,914	82%	3.3%	5,668	86%									
Night	447	0	0	0	80	0	19	23	126	89	53	837	18%	8.6%	942	14%									
Day%	1.22	#DIV/0!	#DIV/0!	1.08</																					

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGHT STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	6	ROAD NAME				NPRS1	NUMBER OF LANE				2	TOTAL LANE WIDTH				m
DATE & TIME	3/26/19	(Tue)	6:00	3/27/19	(Wed)	6:00	AREA	Luzon	PROVINCE	Cagayan	CITY/MUNICIPALITY	Enrile	REGION	II	CITY/MUNICIPALITY	Enrile
WEATHER	1	Sunny	Sunny	Sunny	Sunny	Sunny	REGION	II	CITY/MUNICIPALITY	Enrile	CITY/MUNICIPALITY	Enrile	REGION	II	CITY/MUNICIPALITY	Enrile

DIRECTION	1											Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	FROM Solana					
6	44	0	8	4	0	0	1	9	4	0	0	70	4.1%	18.6%	92	4.0%
7	43	0	5	3	0	0	2	20	6	0	0	79	4.6%	32.9%	113	5.0%
8	60	0	3	8	0	0	0	3	20	6	4	104	6.1%	28.8%	146	6.4%
9	71	0	8	10	0	0	0	5	21	10	4	129	7.6%	27.1%	183	8.0%
10	65	0	9	11	0	0	0	5	16	5	4	115	6.8%	21.7%	157	6.9%
11	81	0	7	13	0	0	1	5	18	4	7	136	8.0%	22.1%	184	8.1%
12	43	0	7	7	0	4	7	10	4	4	4	86	5.1%	25.6%	123	5.4%
13	58	0	9	10	0	1	1	10	2	1	1	92	5.4%	15.2%	118	5.1%
14	57	0	7	9	0	1	3	13	5	3	3	98	5.8%	22.4%	134	5.8%
15	70	0	6	12	0	2	0	19	6	1	1	116	6.8%	24.1%	157	6.9%
16	83	0	14	10	0	4	2	26	3	3	3	145	8.5%	24.8%	197	8.6%
17	61	0	9	9	0	4	3	11	4	0	0	101	5.9%	18.8%	133	5.8%
18	56	0	4	6	0	3	4	13	3	0	0	89	5.2%	21.3%	117	5.1%
19	62	0	1	0	0	1	0	8	4	1	1	77	4.5%	18.2%	94	4.1%
20	53	0	1	1	0	2	1	12	2	4	7	76	4.5%	26.3%	101	4.4%
21	31	0	0	0	0	0	0	7	2	1	1	41	2.4%	24.4%	53	2.3%
22	41	0	0	0	0	0	0	7	0	1	1	49	2.9%	16.3%	58	2.5%
23	13	0	0	0	0	0	0	3	0	0	0	16	0.9%	18.8%	19	0.8%
0	4	0	0	0	0	0	2	0	0	0	0	6	0.4%	0.0%	7	0.3%
1	11	0	0	0	0	1	3	2	0	0	0	17	1.0%	17.6%	22	0.9%
2	5	0	0	0	0	0	0	2	0	0	0	7	0.4%	28.6%	9	0.4%
3	2	0	0	0	0	1	0	3	0	0	0	6	0.4%	66.7%	10	0.4%
4	6	0	0	0	0	0	0	1	1	0	0	8	0.5%	25.0%	11	0.5%
5	26	0	2	2	0	0	0	7	2	0	0	39	2.3%	23.1%	51	2.2%
Total	1,046	0	100	115	0	25	47	258	73	38	1,702	100%	23.1%	2,283	100%	
Total%	61%	0%	6%	7%	0%	1%	3%	15%	4%	2%	100%	-	-	-	-	
Day	736	0	92	106	0	17	37	193	59	31	1,271	75%	11.0%	1,850	81%	
Night	310	0	8	9	0	8	10	65	14	7	431	25%	5.3%	433	19%	
Day%	1.42	#DIV/0!	1.09	1.08	#DIV/0!	1.47	1.27	1.34	1.24	1.34	1.34	-	-	1.23	100%	
PCU	1,046	0	150	173	0	50	71	516	183	95	2,283	-	12.9%	-	-	
PCU%	46%	0%	7%	8%	0%	2%	3%	23%	8%	4%	100%	-	-	-	-	

DIRECTION	2											Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	FROM Sta. Maria					
6	82	0	12	7	0	3	1	7	3	1	1	116	6.4%	12.1%	142	5.9%
7	123	0	10	11	0	2	2	17	18	3	3	186	10.3%	21.5%	248	10.4%
8	79	0	15	14	0	1	4	25	12	3	153	8.5%	26.8%	218	9.1%	
9	93	0	9	13	0	2	4	20	4	0	145	8.0%	17.9%	186	7.8%	
10	112	0	7	11	0	0	3	12	3	4	152	8.4%	12.5%	185	7.7%	
11	99	0	6	9	0	0	3	16	4	1	138	7.6%	15.2%	171	7.1%	
12	75	0	1	4	0	0	1	13	4	0	98	5.4%	17.3%	120	5.0%	
13	56	0	6	8	0	0	2	23	8	0	103	5.7%	30.1%	146	6.1%	
14	53	0	5	8	0	0	1	18	8	1	94	5.2%	28.7%	133	5.5%	
15	49	0	3	6	0	1	2	16	9	0	86	4.8%	30.2%	122	5.1%	
16	56	1	6	9	1	1	1	14	4	1	94	5.2%	21.3%	126	5.3%	
17	61	0	3	2	0	3	12	3	2	0	86	4.8%	9.3%	104	4.3%	
18	17	0	0	3	0	0	6	4	1	0	31	1.7%	16.1%	41	1.7%	
19	33	0	1	0	0	1	13	9	3	0	60	3.3%	21.7%	82	3.4%	
20	20	0	0	0	0	0	5	1	0	0	26	1.4%	3.8%	30	1.2%	
21	20	0	1	1	0	0	11	0	1	0	34	1.9%	2.9%	42	1.8%	
22	12	0	0	0	0	0	0	3	2	0	17	0.9%	29.4%	23	1.0%	
23	14	0	0	0	0	0	3	4	1	0	22	1.2%	22.7%	29	1.2%	
0	10	0	0	0	0	1	1	6	1	0	19	1.1%	42.1%	28	1.2%	
1	11	0	0	0	0	1	2	8	4	0	26	1.4%	50.0%	42	1.8%	
2	8	0	0	0	0	1	1	2	4	0	16	0.9%	43.8%	26	1.1%	
3	12	0	0	1	0	3	4	6	3	0	29	1.6%	41.4%	45	1.9%	
4	14	0	0	2	0	1	1	3	5	0	26	1.4%	34.6%	39	1.6%	
5	36	0	1	2	0	1	2	4	4	0	50	2.8%	18.0%	64	2.7%	
Total	1,145	1	86	111	1	22	85	234	108	14	1,807	100%	20.9%	2,388	100%	
Total%	63%	0%	5%	6%	0%	1%	5%	13%	6%	1%	100%	-	-	-	-	
Day	938	1	83	102	1	13	36	184	79	14	1,451	80%	7.6%	1,940	81%	
Night	207	0	3	9	0	9	49	50	29	0	356	20%	3.4%	448	19%	
Day%	1.22	1.00	1.04	1.09	1.00	1.69	2.36	1.27	1.37	1.25	1.25	-	-	1.23	100%	
PCU	1,145	2	129	167	2	44	128	468	270	35	2,388	-	8.8%	-	-	
PCU%	48%	0%	5%	7%	0%	2%	5%	20%	11%	1%	100%	-	-	-	-	

Total																
Time	1											Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	FROM Solana					
6	126	0	20	11	0	3	2	16	7	1	186	5.3%	14.5%	234	5.0%	
7	166	0	15	14	0	2	4	37	24	3	265	7.6%	24.9%	361	7.7%	
8	139	0	18	22	0	1	7	45	18	7	257	7.3%	27.6%	364	7.8%	
9	164	0	17	23	0	2	9	41	14	4	274	7.8%	22.3%	369	7.9%	
10	177	0	16	22	0	0	8	28	8	8	267	7.6%	16.5%	342	7.3%	
11	180	0	13	22	0	1	8	34	8	8	274	7.8%	18.6%	355	7.6%	
12	118	0	8	11	0	4	8	23	8	4	184	5.2%	21.2%	243	5.2%	
13	114	0	15	18	0	1	3	33	10	1	195	5.6%	23.1%	264	5.6%	
14	110	0	12	17	0	1	4	31	13	4	192	5.5%	25.5%	266	5.7%	
15	119	0	9	18	0	3	2	35	15	1	202	5.8%	26.7%	279	6.0%	
16	139	1	20	19	1	5	3	40	7	4	239	6.8%	23.4%	323	6.9%	
17	122	0	12	11	0	7	15	14	6	0	187	5.3%	14.4%	236	5.1%	
18	73	0	4	9	0	3	10	17	4	0	120	3.4%	20.0%	158	3.4%	
19	95	0	2	0	0	2	13	17	7	1	137	3.9%	19.7%	176	3.8%	
20	73	0	1	1	0	2	6	13	2	4	102	2.9%	20.6%	130	2.8%	
21	51	0	1	1	0	0	11	7	3	1	75	2.1%	14.7%	95	2.0%	
22	53	0	0	0	0	0	0	10	2	1	66	1.9%	19.7%	81	1.7%	
23	27	0	0	0	0	0	3	7	1	0	38	1.1%	21.1%	48	1.0%	
0	14	0	0	0	0	1	3	6	1	0	25	0.7%	32.0%	35	0.7%	
1	22	0	0	0	0	2	5	10	4	0	43	1.2%	37.2%	64	1.4%	
2	13	0	0	0	0	1	1	4	4	0	23	0.7%	39.1%	35	0.7%	
3	14	0	0	1	0	4	4	9	3	0	35	1.0%	45.7%	55	1.2%	
4	20	0	0	2	0	1	1	4	6	0	34	1.0%	32.4%	50	1.1%	
5	62	0	3	4	0	1	2	11	6	0	89	2.5%	20.2%	115	2.5%	
Total	2,191	1	1													

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	7	ROAD NAME				NSR204	NUMBER OF LANE				2	TOTAL LANE WIDTH				m
DATE & TIME	3/25/19	(Mon)	6:00	3/26/19	(Tue)	6:00	AREA				Luzon	PROVINCE				Abra
WEATHER	1	Sunny					REGION				I	CITY/MUNICIPALITY				Tayum

DIRECTION		1				FROM				Banged				TO				Kalinga			
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU						
6	27	0	2	0	0	0	1	3	0	0	33	4.4%	9.1%	38	4.1%						
7	30	0	6	0	0	0	3	6	0	0	45	6.0%	13.3%	56	6.1%						
8	27	0	1	0	0	0	1	5	7	1	42	5.6%	31.0%	60	6.6%						
9	20	0	8	0	0	0	4	8	1	0	41	5.5%	22.0%	57	6.2%						
10	38	0	4	0	0	0	0	13	4	2	61	8.1%	31.1%	85	9.3%						
11	40	0	8	0	0	0	2	8	1	0	59	7.9%	15.3%	74	8.0%						
12	35	0	8	0	0	0	0	6	1	0	50	6.7%	14.0%	62	6.7%						
13	47	0	6	0	0	0	0	7	2	0	62	8.3%	14.5%	75	8.2%						
14	34	0	2	0	0	0	1	9	2	0	48	6.4%	22.9%	62	6.7%						
15	42	0	3	0	0	0	0	4	1	0	50	6.7%	10.0%	57	6.2%						
16	47	0	4	0	0	1	0	4	2	0	58	7.7%	12.1%	68	7.4%						
17	52	0	7	0	0	0	0	1	0	0	60	8.0%	1.7%	65	7.0%						
18	29	0	1	0	0	0	1	4	3	0	38	5.1%	18.4%	48	5.2%						
19	35	0	0	0	0	0	0	0	0	0	35	4.7%	0.0%	35	3.8%						
20	12	0	0	0	0	0	0	1	0	0	13	1.7%	7.7%	14	1.5%						
21	12	0	0	0	0	0	0	2	0	0	14	1.9%	14.3%	16	1.7%						
22	5	0	0	0	0	0	0	2	0	0	7	0.9%	28.6%	9	1.0%						
23	1	0	1	0	0	0	0	0	0	0	2	0.3%	0.0%	3	0.3%						
0	3	0	0	0	0	0	0	0	0	0	3	0.4%	0.0%	3	0.3%						
1	0	0	0	0	0	0	0	0	0	0	0	0.0%	#DIV/0!	0	0.0%						
2	2	0	0	0	0	0	0	0	0	0	2	0.3%	0.0%	2	0.2%						
3	2	0	1	0	0	0	2	0	0	0	5	0.7%	0.0%	7	0.7%						
4	5	0	1	0	0	0	0	1	0	0	7	0.9%	14.3%	9	0.9%						
5	12	0	1	0	0	0	0	1	0	0	14	1.9%	7.1%	16	1.7%						
Total	557	0	64	0	0	1	15	85	24	3	749	100%	15.1%	915	100%						
Total%	74%	0%	9%	0%	0%	0%	2%	11%	3%	0%	100%	-	-	-	-						
Day	439	0	59	0	0	1	12	74	21	3	609	81%	10.3%	803	88%						
Night	118	0	5	0	0	0	3	11	3	0	140	19%	3.6%	112	12%						
Day%	1.27	#DIV/0!	1.08	#DIV/0!	#DIV/0!	1.00	1.25	1.15	1.14	1.00	1.23	-	-	1.14	100%						
PCU	557	0	96	0	0	2	23	170	60	8	915	-	11.5%	-	-						
PCU%	61%	0%	10%	0%	0%	0%	2%	19%	7%	1%	100%	-	-	-	-						

DIRECTION		2				FROM				Banged				TO				Kalinga			
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU						
6	50	0	2	0	0	0	0	2	0	0	54	6.7%	3.7%	57	5.9%						
7	42	0	5	0	0	0	1	5	0	0	53	6.6%	9.4%	61	6.4%						
8	74	0	14	0	0	0	4	6	0	0	98	12.2%	6.1%	113	11.8%						
9	77	0	5	0	0	0	3	1	0	0	86	10.7%	1.2%	91	9.5%						
10	25	0	2	0	0	0	3	6	0	0	36	4.5%	16.7%	45	4.6%						
11	28	0	5	0	0	0	1	4	3	0	41	5.1%	17.1%	53	5.5%						
12	27	0	3	0	0	0	2	6	1	2	41	5.1%	22.0%	54	5.6%						
13	26	0	4	0	0	0	1	8	3	0	42	5.2%	26.2%	57	5.9%						
14	26	0	3	0	0	0	2	7	1	1	40	5.0%	22.5%	53	5.5%						
15	45	0	1	0	0	0	1	13	1	3	64	8.0%	26.6%	84	8.8%						
16	37	0	4	0	0	0	1	11	1	1	55	6.8%	23.6%	72	7.5%						
17	56	0	3	0	0	1	0	4	3	1	68	8.4%	13.2%	81	8.4%						
18	23	0	3	0	0	0	0	3	2	0	31	3.9%	16.1%	39	4.0%						
19	20	0	0	0	0	0	0	1	0	0	21	2.6%	4.8%	22	2.3%						
20	10	0	0	0	0	0	0	1	0	0	11	1.4%	9.1%	12	1.3%						
21	9	0	0	0	0	0	0	1	0	0	10	1.2%	10.0%	11	1.1%						
22	12	0	1	0	0	0	0	0	0	0	13	1.6%	0.0%	14	1.4%						
23	4	0	0	0	0	0	0	0	0	0	4	0.5%	0.0%	4	0.4%						
0	2	0	0	0	0	0	0	0	0	0	2	0.2%	0.0%	2	0.2%						
1	3	0	0	0	0	0	0	0	0	0	3	0.4%	0.0%	3	0.3%						
2	2	0	0	0	0	0	0	0	0	0	2	0.2%	0.0%	2	0.2%						
3	6	0	0	0	0	0	0	0	0	0	6	0.7%	0.0%	6	0.6%						
4	7	0	2	0	0	0	0	0	0	0	9	1.1%	0.0%	10	1.0%						
5	12	0	2	0	0	0	1	0	0	0	15	1.9%	0.0%	17	1.7%						
Total	623	0	59	0	0	1	20	79	15	8	805	100%	12.8%	959	100%						
Total%	77%	0%	7%	0%	0%	0%	2%	10%	2%	1%	100%	-	-	-	-						
Day	513	0	51	0	0	1	19	73	13	8	678	84%	8.8%	857	89%						
Night	110	0	8	0	0	0	1	6	2	0	127	16%	6.3%	102	11%						
Day%	1.21	#DIV/0!	1.16	#DIV/0!	#DIV/0!	1.00	1.05	1.08	1.15	1.00	1.19	-	-	1.12	100%						
PCU	623	0	89	0	0	2	30	158	38	20	959	-	11.5%	-	-						
PCU%	65%	0%	9%	0%	0%	0%	3%	16%	4%	2%	100%	-	-	-	-						

Total		1				FROM				Banged				TO				Kalinga			
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU						
6	77	0	4	0	0	0	1	5	0	0	87	5.6%	5.7%	95	5.0%						
7	72	0	11	0	0	0	4	11	0	0	98	6.3%	11.2%	117	6.2%						
8	101	0	15	0	0	0	5	11	7	1	140	9.0%	13.6%	173	9.2%						
9	97	0	13	0	0	0	7	9	1	0	127	8.2%	7.9%	148	7.9%						
10	63	0	6	0	0	0	3	19	4	2	97	6.2%	25.8%	130	6.9%						
11	68	0	13	0	0	0	3	12	4	0	100	6.4%	16.0%	126	6.7%						
12	62	0	11	0	0	0	2	12	2	2	91	5.9%	17.6%	116	6.2%						
13	73	0	10	0	0	0	1	15	5	0	104	6.7%	19.2%	132	7.0%						
14	60	0	5	0	0	0	3	16	3	1	88	5.7%	22.7%	114	6.1%						
15	87	0	4	0	0	0	1	17	2	3	114	7.3%	19.3%	141	7.5%						
16	84	0	8	0	0	1	1	15	3	1	113	7.3%	17.7%	140	7.4%						
17	108	0	10	0	0	1	0	5	3	1	128	8.2%	7.8%	145	7.7%						
18	52	0	4	0	0	0	1	7	5	0	69	4.4%	17.4%	86	4.6%						
19	55	0	0	0	0	0	0	1	0	0	56	3.6%	1.8%	57	3.0%						
20	22	0	0	0	0	0	0	2	0	0	24	1.5%	8.3%	26	1.4%						
21	21	0	0	0	0	0	0	3	0	0	24	1.5%	12.5%	27	1.4%						
22	17	0	1	0	0	0	0	2	0	0	20	1.3%	10.0%	23	1.2%						
23	5	0	1	0	0	0	0	0	0	0	6	0.4%	0.0%	7	0.3%						
0	5	0	0	0	0	0	0	0	0	0	5	0.3%	0.0%	5	0.3%						
1	3	0	0	0	0	0	0	0	0	0	3	0.2%	0.0%	3	0.2%						
2	4	0	0	0	0	0	0	0	0	0	4	0.3%	0.0%	4	0.2%						
3	8	0	1	0	0	0	2	0	0	0	11	0.7%	0.0%	13	0.7%						
4	12	0	3	0	0	0	0	1	0	0	16	1.0%	6.3%	19	1.0%						
5	24	0	3	0	0	0	1	1	0	0	29	1.9%	3.4%	32	1.7%						
Total	1,180	0	123	0	0	2	35	164	39	11	1,554	100%	13.9%	1,874	100%						
Total%	76%	0%	8%	0%	0%	0%	2%	11%	3%	1%	100%	-	-	-	-						
Day	952	0	110	0	0	2	31	147	34	11	1,287	83%	9.6%	1,660	89%						
Night	228	0	13	0	0	0	4	17	5	0	267	17%	4.9%	214	11%						
Day%	1.24	#DIV/0!	1.12	#DIV/0!	#DIV/0!	1.00	1.13	1.12	1.15	1.00	1.21	-	-	1.13	100%						
PCU	1,180	0	185	0	0	4	53	328	98	28	1,874	-	11.5%	-	-						
PCU%	63%	0%	10%	0%	0%	0%	3%	18%	5%	1%	100%	-	-	-	-						

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	8	ROAD NAME				NPR2	NUMBER OF LANE			2	TOTAL LANE WIDTH				m
DATE & TIME	3/26/19	(Tue)	6:00	3/27/19	(Wed)	6:00	AREA	Luzon	PROVINCE	Ilocos Sur					
WEATHER	1	Sunny					REGION	I	CITY/MUNICIPALITY	Santa Maria					

DIRECTION		1				Inbound		FROM		Mangatarem		TO		Camiling		Total	% Veh	% Large Veh.	PCU	% PCU
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer										
6	84	0	0	0	6	2	5	0	13	5	4	119	3.5%	22.7%	155	3.2%				
7	123	0	0	0	11	2	6	8	18	1	3	172	5.1%	16.3%	213	4.4%				
8	134	0	0	0	15	1	6	10	36	11	1	214	6.3%	25.2%	287	6.0%				
9	144	0	0	0	5	3	14	2	36	3	5	212	6.2%	27.4%	279	5.8%				
10	150	0	0	0	8	1	14	5	29	6	6	219	6.5%	25.1%	287	6.0%				
11	127	0	0	0	4	0	14	5	32	9	8	199	5.9%	31.7%	275	5.7%				
12	121	0	0	0	4	0	10	2	32	4	10	183	5.4%	30.6%	249	5.2%				
13	124	0	1	5	1	8	2	27	8	12	12	188	5.5%	29.3%	258	5.4%				
14	127	0	0	0	8	1	5	7	35	6	15	204	6.0%	29.9%	284	5.9%				
15	108	0	0	0	7	1	10	8	36	12	9	191	5.6%	35.1%	277	5.8%				
16	149	0	0	0	7	1	4	4	38	17	11	231	6.8%	30.3%	321	6.7%				
17	115	0	0	0	8	0	7	4	34	8	11	187	5.5%	32.1%	263	5.5%				
18	110	0	0	0	7	0	3	5	26	7	11	169	5.0%	27.8%	231	4.8%				
19	81	0	0	0	1	1	10	1	22	12	12	140	4.1%	40.0%	210	4.4%				
20	50	0	0	0	0	1	2	0	26	15	18	112	3.3%	54.5%	190	4.0%				
21	83	0	0	0	0	1	31	2	13	12	18	160	4.7%	46.3%	251	5.2%				
22	37	0	0	0	0	0	22	2	10	5	10	86	2.5%	54.7%	142	3.0%				
23	22	0	0	0	0	0	16	9	8	14	3	72	2.1%	56.9%	126	2.6%				
0	32	0	0	0	0	0	13	0	8	1	4	58	1.7%	44.8%	87	1.8%				
1	18	0	0	0	0	0	6	0	6	2	6	38	1.1%	52.6%	62	1.3%				
2	13	0	0	0	0	0	4	0	3	3	3	26	0.8%	50.0%	42	0.9%				
3	33	0	0	0	0	0	4	0	10	1	3	51	1.5%	35.3%	71	1.5%				
4	32	0	0	0	0	0	9	0	9	9	3	62	1.8%	48.4%	98	2.0%				
5	63	0	0	0	0	0	7	5	13	3	10	101	3.0%	32.7%	143	3.0%				
Total	2,080	0	1	96	16	230	81	520	174	196	3,394	100%	33.0%	4,796	100%					
Total%	61%	0%	0%	3%	0%	7%	2%	15%	5%	6%	100%	-	-	-	-					
Day	1,506	0	1	88	13	103	57	366	90	95	2,319	68%	9.1%	3,376	70%					
Night	574	0	0	8	3	127	24	154	84	101	1,075	32%	21.5%	1,420	30%					
Day%	1.38	#DIV/0!	1.00	1.09	1.23	2.23	1.42	1.42	1.93	2.06	1.46	-	-	1.42	100%					
PCU	2,080	0	2	144	24	460	122	1,040	435	490	4,796	-	20.3%	-	-					
PCU%	43%	0%	0%	3%	1%	10%	3%	22%	9%	10%	100%	-	-	-	-					

DIRECTION		2				Outbound		FROM		Camiling		TO		Mangatarem		Total	% Veh	% Large Veh.	PCU	% PCU
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer										
6	83	0	0	0	8	0	7	6	28	14	8	154	4.3%	37.0%	229	4.5%				
7	111	0	0	0	14	0	9	4	16	6	7	167	4.7%	22.8%	221	4.3%				
8	155	0	0	0	11	0	8	9	34	7	6	230	6.4%	23.0%	302	5.9%				
9	149	0	0	0	3	1	9	2	26	11	8	209	5.8%	25.8%	276	5.4%				
10	136	0	0	0	4	0	18	5	33	10	8	214	6.0%	32.2%	297	5.8%				
11	108	0	0	0	5	0	11	8	37	8	1	178	5.0%	32.0%	246	4.8%				
12	133	0	0	0	6	1	9	5	25	12	8	199	5.5%	27.1%	269	5.3%				
13	143	0	0	0	4	0	11	6	23	8	2	197	5.5%	22.3%	251	4.9%				
14	144	0	0	0	4	1	11	5	25	11	9	210	5.9%	26.7%	281	5.5%				
15	138	6	0	0	0	15	16	51	11	5	242	6.7%	33.9%	343	6.7%					
16	147	0	0	0	8	1	7	5	28	8	8	212	5.9%	24.1%	278	5.4%				
17	171	0	0	0	6	1	8	7	25	4	12	234	6.5%	20.9%	298	5.8%				
18	118	0	0	0	13	1	14	4	18	7	9	184	5.1%	26.1%	249	4.9%				
19	78	0	0	0	1	0	16	2	7	6	8	118	3.3%	31.4%	164	3.2%				
20	60	0	0	0	0	0	12	2	5	6	12	97	2.7%	36.1%	142	2.8%				
21	54	0	0	0	0	0	11	1	9	4	16	95	2.6%	42.1%	146	2.9%				
22	27	0	0	0	0	0	6	0	16	3	7	59	1.6%	54.2%	96	1.9%				
23	19	0	0	0	0	0	5	0	12	6	15	57	1.6%	66.7%	106	2.1%				
0	25	0	0	0	0	0	12	0	4	5	17	63	1.8%	60.3%	112	2.2%				
1	32	0	0	0	0	0	15	1	1	10	17	76	2.1%	56.6%	133	2.6%				
2	34	0	0	0	0	0	19	0	10	4	7	74	2.1%	54.1%	120	2.3%				
3	41	0	0	0	0	0	22	0	12	5	13	93	2.6%	55.9%	154	3.0%				
4	35	0	0	0	0	0	10	0	10	13	16	84	2.3%	58.3%	148	2.9%				
5	52	0	0	0	0	0	9	4	43	16	18	142	4.0%	60.6%	247	4.8%				
Total	2,193	6	0	87	6	274	92	498	195	237	3,588	100%	33.6%	5,104	100%					
Total%	61%	0%	0%	2%	0%	8%	3%	14%	5%	7%	100%	-	-	-	-					
Day	1,618	6	0	73	5	123	78	351	110	82	2,446	68%	8.6%	3,538	69%					
Night	575	0	0	14	1	151	14	147	85	155	1,142	32%	26.9%	1,566	31%					
Day%	1.36	1.00	#DIV/0!	1.19	1.20	2.23	1.18	1.42	1.77	2.89	1.47	-	-	1.44	100%					
PCU	2,193	9	0	131	9	548	138	996	488	593	5,104	-	22.5%	-	-					
PCU%	43%	0%	0%	3%	0%	11%	3%	20%	10%	12%	100%	-	-	-	-					

Total														Total	% Veh	% Large Veh.	PCU	% PCU
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer								
6	167	0	0	0	14	2	12	6	41	19	12	273	3.9%	30.8%	384	3.9%		
7	234	0	0	0	25	2	15	12	34	7	10	339	4.9%	19.5%	433	4.4%		
8	289	0	0	0	26	1	14	19	70	18	7	444	6.4%	24.5%	589	5.9%		
9	293	0	0	0	8	4	23	4	62	14	13	421	6.0%	26.6%	555	5.6%		
10	286	0	0	0	12	1	32	10	62	16	14	433	6.2%	28.6%	584	5.9%		
11	235	0	0	0	9	0	25	13	69	17	9	377	5.4%	31.8%	521	5.3%		
12	254	0	0	0	10	1	19	7	57	16	18	382	5.5%	28.8%	518	5.2%		
13	267	0	1	9	1	19	8	50	16	14	385	5.5%	25.7%	509	5.1%			
14	271	0	0	0	12	2	16	12	60	17	24	414	5.9%	28.3%	565	5.7%		
15	246	6	0	7	1	25	24	87	23	14	433	6.2%	34.4%	620	6.3%			
16	296	0	0	0	15	2	11	9	66	25	19	443	6.3%	27.3%	599	6.1%		
17	286	0	0	0	14	1	15	11	59	12	23	421	6.0%	25.9%	561	5.7%		
18	228	0	0	0	20	1	17	9	44	14	20	353	5.1%	26.9%	480	4.8%		
19	159	0	0	0	2	1	26	3	29	18	20	258	3.7%	36.0%	373	3.8%		
20	110	0	0	0	0	1	14	2	31	21	30	209	3.0%	45.9%	332	3.4%		
21	137	0	0	0	0	1	42	3	22	16	34	255	3.7%	44.7%	396	4.0%		
22	64	0	0	0	0	0	28	2	26	8	17	145	2.1%	54.5%	238	2.4%		
23	41	0	0	0	0	0	21	9	20	20	18	129	1.8%	61.2%	232	2.3%		
0	57	0	0	0	0	0	25	0	12	6	21	121	1.7%	52.9%	199	2.0%		
1	50	0	0	0	0	0	21	1	7	12	23	114	1.6%	55.3%	195	2.0%		
2	47	0	0	0	0													

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	9	ROAD NAME				NPR2	NUMBER OF LANE		2	TOTAL LANE WIDTH				m
DATE & TIME	3/27/19	(Wed)	6:00	3/28/19	(Thu)	6:00	AREA	Luzon	PROVINCE				Ilocos Sur	
WEATHER	1	Sunny				REGION	I	CITY/MUNICIPALITY				Santa cruz		

DIRECTION	1										Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer					
6	71	0	0	5	0	18	2	15	20	7	138	4.4%	43.5%	215	4.5%
7	93	0	0	11	0	11	3	22	17	3	193	5.1%	33.1%	230	4.8%
8	81	0	3	6	0	15	6	40	37	5	193	6.1%	50.3%	319	6.6%
9	94	0	0	9	2	12	5	22	14	2	160	5.1%	31.3%	226	4.7%
10	126	0	0	7	1	11	2	19	13	5	184	5.9%	26.1%	246	5.1%
11	92	0	8	0	0	13	10	24	38	8	193	6.1%	43.0%	308	6.4%
12	82	0	0	8	0	0	4	28	21	3	146	4.6%	35.6%	216	4.5%
13	91	0	0	8	0	12	2	24	14	8	159	5.1%	36.5%	233	4.9%
14	119	0	0	5	0	18	8	34	21	4	209	6.6%	36.8%	305	6.3%
15	96	0	0	9	9	0	4	32	18	9	177	5.6%	33.3%	261	5.4%
16	101	0	0	5	1	6	4	37	24	10	188	6.0%	41.0%	287	6.0%
17	106	0	0	9	0	8	6	38	17	12	196	6.2%	38.3%	293	6.1%
18	87	0	0	7	0	10	0	21	14	16	155	4.9%	39.4%	235	4.9%
19	42	0	0	1	0	3	1	8	7	6	68	2.2%	35.3%	100	2.1%
20	48	0	0	0	0	12	1	23	11	12	107	3.4%	54.2%	177	3.7%
21	34	0	0	0	18	0	0	18	24	10	104	3.3%	50.0%	182	3.8%
22	59	0	0	0	0	31	0	19	5	10	124	3.9%	52.4%	197	4.1%
23	44	0	0	0	0	27	2	17	9	7	106	3.4%	56.6%	175	3.6%
0	30	0	0	0	0	19	2	5	0	6	62	2.0%	48.4%	96	2.0%
1	16	0	0	0	0	9	0	2	8	4	39	1.2%	59.0%	68	1.4%
2	24	0	0	0	0	5	1	5	6	4	45	1.4%	44.4%	71	1.5%
3	16	0	0	0	1	9	0	8	3	8	45	1.4%	62.2%	79	1.6%
4	32	0	0	0	0	8	6	13	2	0	61	1.9%	37.7%	88	1.8%
5	59	0	0	5	0	5	6	21	17	12	125	4.0%	44.0%	200	4.2%
Total	1,643	0	11	95	32	262	75	495	360	171	3,144	100%	41.0%	4,804	100%
Total%	52%	0%	0%	3%	1%	8%	2%	16%	11%	5%	100%	-	-	-	-
Day	1,152	0	11	82	13	124	56	335	254	76	2,103	67%	10.7%	3,373	70%
Night	491	0	0	13	19	138	19	160	106	95	1,041	33%	24.2%	1,432	30%
Day%	1.43	#DIV/0!	1.00	1.16	2.46	2.11	1.34	1.48	1.42	2.25	1.50	-	-	1.42	100%
PCU	1,643	0	17	143	48	524	113	990	900	428	4,804	-	21.1%	-	-
PCU%	34%	0%	0%	3%	1%	11%	2%	21%	19%	9%	100%	-	-	-	-

DIRECTION	2										Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer					
6	82	0	0	5	0	4	2	13	12	8	126	3.7%	29.4%	177	3.4%
7	89	0	0	5	0	3	2	16	23	2	140	4.1%	31.4%	200	3.8%
8	75	0	0	0	0	9	4	22	26	5	141	4.1%	44.0%	221	4.2%
9	118	0	0	5	5	10	10	27	26	5	206	6.0%	33.0%	300	5.7%
10	122	0	0	6	1	11	16	34	27	12	229	6.6%	36.7%	344	6.6%
11	123	0	0	12	2	11	2	33	32	7	222	6.4%	37.4%	333	6.4%
12	111	0	0	10	0	8	3	23	28	8	191	5.5%	35.1%	283	5.4%
13	118	0	0	8	0	13	2	22	20	13	196	5.7%	34.7%	286	5.5%
14	110	0	0	7	2	21	11	32	26	6	215	6.2%	39.5%	326	6.2%
15	110	0	0	6	1	12	5	30	26	4	194	5.6%	37.1%	287	5.5%
16	135	0	0	9	0	19	3	30	15	7	218	6.3%	32.6%	306	5.9%
17	113	0	0	8	1	10	4	34	5	12	187	5.4%	32.6%	263	5.0%
18	89	0	0	4	0	8	2	22	9	7	141	4.1%	32.6%	198	3.8%
19	72	0	0	2	0	13	2	11	7	7	114	3.3%	33.3%	161	3.1%
20	62	0	0	0	0	10	0	13	7	8	100	2.9%	38.0%	146	2.8%
21	56	0	0	0	0	15	1	6	7	23	108	3.1%	47.2%	175	3.3%
22	45	0	0	0	0	18	0	10	8	21	102	3.0%	55.9%	174	3.3%
23	28	0	0	0	0	12	0	11	2	7	60	1.7%	53.3%	97	1.8%
0	22	0	0	0	0	16	0	10	12	11	71	2.1%	69.0%	132	2.5%
1	28	0	0	0	0	17	1	15	13	4	78	2.3%	62.8%	136	2.6%
2	41	0	0	0	23	0	2	19	2	17	104	3.0%	36.5%	164	3.1%
3	35	0	0	0	0	18	2	25	12	11	103	3.0%	64.1%	182	3.5%
4	51	0	0	0	0	10	4	29	21	12	127	3.7%	56.7%	218	4.2%
5	35	0	0	0	1	10	4	6	14	4	74	2.1%	45.9%	120	2.3%
Total	1,870	0	0	87	36	278	82	493	380	221	3,447	100%	39.8%	5,222	100%
Total%	54%	0%	0%	3%	1%	8%	2%	14%	11%	6%	100%	-	-	-	-
Day	1,306	0	0	81	12	131	64	316	266	89	2,265	66%	10.2%	3,521	67%
Night	564	0	0	6	24	147	18	177	114	132	1,182	34%	25.6%	1,701	33%
Day%	1.43	#DIV/0!	#DIV/0!	1.07	3.00	2.12	1.28	1.56	1.43	2.48	1.52	-	-	1.48	100%
PCU	1,870	0	0	131	54	556	123	986	950	553	5,222	-	22.3%	-	-
PCU%	36%	0%	0%	2%	1%	11%	2%	19%	18%	11%	100%	-	-	-	-

Total															
Time	1										Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer					
6	153	0	0	10	0	22	4	28	32	15	264	4.0%	36.7%	392	3.9%
7	182	0	0	16	0	14	5	38	40	5	300	4.6%	32.3%	430	4.3%
8	156	0	3	6	0	24	10	62	63	10	334	5.1%	47.6%	539	5.4%
9	212	0	0	14	7	22	15	49	40	7	366	5.6%	32.2%	526	5.2%
10	248	0	0	13	2	22	18	53	40	17	413	6.3%	32.0%	590	5.9%
11	215	0	8	12	2	24	12	57	70	15	415	6.3%	40.0%	641	6.4%
12	193	0	0	18	0	8	7	51	49	11	337	5.1%	35.3%	499	5.0%
13	209	0	0	16	0	25	4	46	34	21	355	5.4%	35.5%	519	5.2%
14	229	0	0	12	2	39	19	66	47	10	424	6.4%	38.2%	631	6.3%
15	206	0	0	15	10	12	9	62	44	13	371	5.6%	35.3%	548	5.5%
16	236	0	0	14	1	25	7	67	39	17	406	6.2%	36.5%	593	5.9%
17	219	0	0	17	1	18	10	72	22	24	383	5.8%	35.5%	556	5.5%
18	176	0	0	11	0	18	2	43	23	23	296	4.5%	36.1%	433	4.3%
19	114	0	0	3	0	16	3	19	14	13	182	2.8%	34.1%	261	2.6%
20	110	0	0	0	0	22	1	36	18	20	207	3.1%	46.4%	323	3.2%
21	90	0	0	0	18	15	1	24	31	33	212	3.2%	48.6%	357	3.6%
22	104	0	0	0	0	49	0	29	13	31	226	3.4%	54.0%	370	3.7%
23	72	0	0	0	0	39	2	28	11	14	166	2.5%	55.4%	272	2.7%
0	52	0	0	0	0	35	2	15	12	17	133	2.0%	59.4%	228	2.3%
1	44	0	0	0	0	26	1	17	21	8	117	1.8%	61.5%	204	2.0%
2	65	0	0	0	23	5	3	24	8	21	149	2.3%	38.9%	235	2.3%
3	51	0	0	0	1	27	2	33	15	19	148	2.2%	63.5%	261	2.6%
4	83	0	0	0	0	18	10	42	23	12	188	2.9%	50.5%	306	3.0%
5	94	0	0	5	1	15	10	27	31	16	199	3.0%	44.7%	320	3.2%
Total	3,513	0	11	182	68	540	157	988	740	392	6,591	100%	40.4%	10,026	100%
Total%	53%	0%	0%	3%	1%	8%	2%	15%	11%	6%	100%	-	-	-	-
Day	2,458	0	11	163	25	255	120	651	520	165	4,368	66%	10.4%	6,894	69%
Night	1,055	0	0	19	43	285	37	337	220	227	2,223	34%	25.0%	3,133	31%
Day%	1.43	#DIV/0!	1.00	1.12	2.72	2.12	1.31	1.52	1.42	2.38	1.51	-	-	1.45	100%
PCU	3,513	0	17	273	102	1,080	236	1,976	1,850	980	10,026	-	21.7%	-	-
PCU%	35%	0%	0%	3%	1%	11%	2%	20%	18%	10%	100%	-	-	-	-

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	10	ROAD NAME				NSR109	NUMBER OF LANE				2	TOTAL LANE WIDTH				m
DATE & TIME	3/29/19	(Fri)	6:00	3/30/19	(Sat)	6:00	AREA				Luzon	PROVINCE				Ifugao
WEATHER	1 Sunny						REGION				CAR	CITY/MUNICIPALITY				Banaue

DIRECTION		1				FROM				TO				Banaue Poblacion				
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU			
6	4	0	0	0	0	0	0	1	2	1	8	4.2%	37.5%	12	5.1%			
7	3	0	0	0	0	0	0	0	2	0	6	3.2%	50.0%	10	4.0%			
8	15	0	1	0	0	0	0	1	0	0	17	9.0%	5.9%	19	7.8%			
9	9	0	0	0	0	1	2	6	0	0	18	9.5%	38.9%	26	11.0%			
10	12	0	0	0	0	2	0	3	0	0	17	9.0%	29.4%	22	9.3%			
11	15	0	1	0	0	0	1	0	0	0	17	9.0%	0.0%	18	7.6%			
12	8	0	0	0	0	0	0	3	0	0	11	5.8%	27.3%	14	5.9%			
13	6	0	0	0	0	1	0	0	0	0	7	3.7%	14.3%	8	3.4%			
14	7	0	0	0	0	0	0	3	0	0	10	5.3%	30.0%	13	5.5%			
15	8	0	2	0	0	0	0	2	0	0	12	6.3%	16.7%	15	6.3%			
16	12	0	0	0	0	1	3	2	1	0	19	10.1%	21.1%	25	10.6%			
17	15	0	0	0	0	1	0	1	0	0	17	9.0%	11.8%	19	8.0%			
18	5	0	0	0	0	1	0	0	0	0	6	3.2%	16.7%	7	3.0%			
19	5	0	0	0	0	0	0	2	0	0	7	3.7%	28.6%	9	3.8%			
20	4	0	0	0	0	0	0	0	0	0	4	2.1%	0.0%	4	1.7%			
21	1	0	0	0	0	0	1	1	0	0	3	1.6%	33.3%	5	1.9%			
22	1	0	0	0	0	0	0	0	0	0	1	0.5%	0.0%	1	0.4%			
23	0	0	0	0	0	0	0	2	0	0	2	1.1%	100.0%	4	1.7%			
0	1	0	0	0	0	0	0	0	0	0	1	0.5%	0.0%	1	0.4%			
1	3	0	0	0	0	0	0	0	0	0	3	1.6%	0.0%	3	1.3%			
2	1	0	0	0	0	0	0	0	0	0	1	0.5%	0.0%	1	0.4%			
3	0	0	0	0	0	0	0	0	0	0	0	0.0%	#DIV/0!	0	0.0%			
4	2	0	0	0	0	0	0	0	0	0	2	1.1%	0.0%	2	0.8%			
5	0	0	0	0	0	0	0	0	0	0	0	0.0%	#DIV/0!	0	0.0%			
Total	137	0	4	0	0	7	8	30	2	1	189	100%	21.2%	237	100%			
Total%	72%	0%	2%	0%	0%	4%	4%	16%	1%	1%	100%	-	-	-	-			
Day	114	0	4	0	0	6	7	25	2	1	159	84%	6.9%	207	88%			
Night	23	0	0	0	0	1	1	5	0	0	30	16%	3.3%	30	12%			
Day%	1.20	#DIV/0!	1.00	#DIV/0!	#DIV/0!	1.17	1.14	1.20	1.00	1.00	1.19	-	-	1.14	100%			
PCU	137	0	6	0	0	14	12	60	5	3	237	-	9.5%	-	-			
PCU%	58%	0%	3%	0%	0%	6%	5%	25%	2%	1%	100%	-	-	-	-			

DIRECTION		2				FROM				TO				Banaue Poblacion				
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU			
6	12	0	0	0	0	1	0	1	0	0	14	4.5%	14.3%	16	4.4%			
7	21	0	0	0	0	1	0	0	0	0	22	7.1%	4.5%	23	6.3%			
8	37	0	1	0	0	0	3	3	0	0	44	14.1%	6.8%	49	13.5%			
9	31	0	3	0	0	0	0	3	0	0	37	11.9%	8.1%	42	11.4%			
10	15	0	0	0	0	2	2	0	0	0	19	6.1%	10.5%	22	6.1%			
11	13	0	0	0	0	1	1	0	0	0	15	4.8%	6.7%	17	4.5%			
12	23	0	1	0	0	1	2	4	0	0	31	9.9%	16.1%	38	10.3%			
13	12	0	1	0	0	1	0	2	2	0	18	5.8%	27.8%	25	6.7%			
14	10	0	1	0	0	0	3	1	0	0	15	4.8%	6.7%	18	5.0%			
15	18	0	1	0	0	0	1	1	0	0	21	6.7%	4.8%	23	6.3%			
16	12	0	0	0	0	0	1	1	0	0	14	4.5%	7.1%	16	4.3%			
17	7	0	0	0	0	0	1	0	0	0	8	2.6%	0.0%	9	2.3%			
18	4	0	0	0	0	0	0	3	0	0	7	2.2%	42.9%	10	2.8%			
19	8	0	0	0	0	0	1	2	0	0	11	3.5%	18.2%	14	3.7%			
20	2	0	0	0	0	0	0	0	0	0	2	0.6%	0.0%	2	0.6%			
21	1	0	0	0	0	0	1	1	0	0	3	1.0%	33.3%	5	1.2%			
22	1	0	0	0	0	0	0	0	0	0	1	0.3%	0.0%	1	0.3%			
23	0	0	0	0	0	0	0	1	0	0	1	0.3%	100.0%	2	0.6%			
0	0	0	0	0	0	0	0	0	0	0	0	0.0%	#DIV/0!	0	0.0%			
1	2	0	0	0	0	0	0	1	1	0	4	1.3%	50.0%	7	1.8%			
2	0	0	0	0	0	0	1	0	0	0	1	0.3%	0.0%	2	0.4%			
3	5	0	0	0	0	0	0	0	0	0	5	1.6%	0.0%	5	1.4%			
4	8	0	0	0	0	2	0	1	0	0	11	3.5%	27.3%	14	3.9%			
5	8	0	0	0	0	0	0	0	0	0	8	2.6%	0.0%	8	2.2%			
Total	250	0	8	0	0	9	17	25	3	0	312	100%	11.9%	363	100%			
Total%	80%	0%	3%	0%	0%	3%	5%	8%	1%	0%	100%	-	-	-	-			
Day	211	0	8	0	0	7	14	16	2	0	258	83%	5.8%	305	84%			
Night	39	0	0	0	0	2	3	9	1	0	54	17%	3.7%	58	16%			
Day%	1.18	#DIV/0!	1.00	#DIV/0!	#DIV/0!	1.29	1.22	1.56	1.50	#DIV/0!	1.21	-	-	1.19	100%			
PCU	250	0	12	0	0	18	26	50	8	0	363	-	8.3%	-	-			
PCU%	69%	0%	3%	0%	0%	5%	7%	14%	2%	0%	100%	-	-	-	-			

Total		1				FROM				TO				Banaue Poblacion				
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU			
6	16	0	0	0	0	1	1	3	1	0	22	4.4%	22.7%	28	4.7%			
7	24	0	0	0	0	1	0	2	0	1	28	5.6%	14.3%	33	5.4%			
8	52	0	2	0	0	0	3	4	0	0	61	12.2%	6.6%	68	11.3%			
9	40	0	3	0	0	1	2	9	0	0	55	11.0%	18.2%	68	11.3%			
10	27	0	0	0	0	4	2	3	0	0	36	7.2%	19.4%	44	7.3%			
11	28	0	1	0	0	1	2	0	0	0	32	6.4%	3.1%	35	5.8%			
12	31	0	1	0	0	1	2	7	0	0	42	8.4%	19.0%	52	8.6%			
13	18	0	1	0	0	2	0	2	2	0	25	5.0%	24.0%	33	5.4%			
14	17	0	1	0	0	0	3	4	0	0	25	5.0%	16.0%	31	5.2%			
15	26	0	3	0	0	0	1	3	0	0	33	6.6%	9.1%	38	6.3%			
16	24	0	0	0	0	1	4	3	1	0	33	6.6%	15.2%	41	6.8%			
17	22	0	0	0	0	1	1	1	0	0	25	5.0%	8.0%	28	4.6%			
18	9	0	0	0	0	1	0	3	0	0	13	2.6%	30.8%	17	2.8%			
19	13	0	0	0	0	0	1	4	0	0	18	3.6%	22.2%	23	3.8%			
20	6	0	0	0	0	0	0	0	0	0	6	1.2%	0.0%	6	1.0%			
21	2	0	0	0	0	0	2	2	0	0	6	1.2%	33.3%	9	1.5%			
22	2	0	0	0	0	0	0	0	0	0	2	0.4%	0.0%	2	0.3%			
23	0	0	0	0	0	0	0	3	0	0	3	0.6%	100.0%	6	1.0%			
0	1	0	0	0	0	0	0	0	0	0	1	0.2%	0.0%	1	0.2%			
1	5	0	0	0	0	0	0	1	1	0	7	1.4%	28.6%	10	1.6%			
2	1	0	0	0	0	0	1	0	0	0	2	0.4%	0.0%	3	0.4%			
3	5	0	0	0	0	0	0	0	0	0	5	1.0%	0.0%	5	0.8%			
4	10	0	0	0	0	2	0	1	0	0	13	2.6%	23.1%	16	2.7%			
5	8	0	0	0	0	0	0	0	0	0	8	1.6%	0.0%	8	1.3%			
Total	387	0	12	0	0	16	25	55	5	1	501	100%	15.4%	600	100%			
Total%	77%	0%	2%	0%	0%	3%	5%	11%	1%	0%	100%	-	-	-	-			
Day	325	0	12	0	0	13	21	41	4	1	417	83%	6.2%	512	85%			
Night	62	0	0	0	0	3	4	14	1	0	84	17%	3.6%	88	15%			
Day%	1.19	#DIV/0!	1.00	#DIV/0!	#DIV/0!	1.23	1.19	1.34	1.25	1.00	1.20	-	-	1.17	100%			
PCU	387	0	18	0	0	32	38	110	13	3	600	-	8.8%	-	-			
PCU%	65%	0%	3%	0%	0%	5%	6%	18%	2%	0%	100%	-	-	-	-			

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	11	ROAD NAME				NPR1	NUMBER OF LANE				4	TOTAL LANE WIDTH				m
DATE & TIME	3/27/19	(Wed)	6:00	3/28/19	(Thu)	6:00	AREA				Luzon	PROVINCE				Isabela
WEATHER	1 Sunny						REGION				II	CITY/MUNICIPALITY				Gamu

DIRECTION		1				FROM				TO								
		Inbound				Guibang				Naguilian								
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU			
6	20	0	7	7	0	9	3	8	1	8	63	3.3%	41.3%	102	3.7%			
7	30	0	15	10	0	7	2	10	7	3	84	4.4%	32.1%	130	4.7%			
8	45	0	10	9	1	12	6	22	4	5	114	5.9%	37.7%	175	6.4%			
9	60	0	8	8	3	9	10	5	8	0	111	5.8%	19.8%	152	5.5%			
10	90	0	8	8	0	0	4	12	5	7	134	7.0%	17.9%	174	6.4%			
11	94	0	10	8	0	0	1	14	10	6	143	7.5%	21.0%	191	7.0%			
12	89	0	8	2	0	4	1	15	10	4	133	6.9%	24.8%	179	6.5%			
13	86	0	9	7	0	6	2	14	13	4	141	7.4%	26.2%	196	7.2%			
14	90	0	14	7	0	0	3	16	14	2	146	7.6%	21.9%	198	7.2%			
15	95	0	14	9	0	9	7	25	6	13	178	9.3%	29.8%	256	9.3%			
16	86	0	8	7	0	9	6	18	16	10	160	8.3%	33.1%	237	8.7%			
17	45	0	20	4	0	11	1	20	10	7	118	6.2%	40.7%	187	6.8%			
18	40	0	2	2	0	2	4	4	3	3	60	3.1%	20.0%	79	2.9%			
19	25	0	0	2	0	2	3	2	2	2	38	2.0%	21.1%	51	1.8%			
20	30	0	0	0	0	4	3	4	3	2	46	2.4%	28.3%	63	2.3%			
21	40	0	0	4	0	4	4	5	4	4	65	3.4%	26.2%	90	3.3%			
22	31	0	1	0	0	2	4	3	2	1	44	2.3%	18.2%	56	2.0%			
23	20	0	0	0	0	1	1	3	3	4	32	1.7%	34.4%	47	1.7%			
0	21	0	4	0	0	0	1	4	2	2	34	1.8%	23.5%	47	1.7%			
1	13	0	0	0	0	2	0	4	3	5	27	1.4%	51.9%	45	1.6%			
2	9	0	0	0	0	1	0	3	2	2	17	0.9%	47.1%	27	1.0%			
3	3	0	0	0	0	1	1	1	3	2	11	0.6%	63.6%	21	0.8%			
4	2	0	1	0	0	1	0	2	2	2	10	0.5%	70.0%	20	0.7%			
5	2	0	2	0	0	1	1	1	1	1	9	0.5%	44.4%	16	0.6%			
Total	1,066	0	141	94	4	97	68	215	134	99	1,918	100%	28.4%	2,733	100%			
Total%	56%	0%	7%	5%	0%	5%	4%	11%	7%	5%	100%	-	-	-	-			
Day	830	0	131	86	4	76	46	179	104	69	1,525	80%	18.4%	2,252	82%			
Night	236	0	10	8	0	21	22	36	30	30	393	20%	15.5%	481	18%			
Day%	1.28	#DIV/0!	1.08	1.09	1.00	1.28	1.48	1.20	1.29	1.43	1.26	-	-	1.21	100%			
PCU	1,066	0	212	141	6	194	102	430	335	248	2,733	-	24.1%	-	-			
PCU%	39%	0%	8%	5%	0%	7%	4%	16%	12%	9%	100%	-	-	-	-			

DIRECTION		2				FROM				TO								
		Outbound				Naguilian				Guibang								
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU			
6	45	0	5	10	0	21	7	10	4	10	112	5.2%	40.2%	175	5.7%			
7	75	11	11	9	0	10	3	9	7	8	143	6.7%	23.8%	202	6.5%			
8	70	0	11	11	0	6	8	13	7	2	128	6.0%	21.9%	176	5.7%			
9	84	0	8	10	0	6	8	10	3	9	138	6.5%	20.3%	185	6.0%			
10	75	0	13	10	0	7	3	13	11	10	142	6.6%	28.9%	207	6.7%			
11	72	0	16	9	0	6	4	16	14	11	148	6.9%	31.8%	222	7.2%			
12	80	0	11	6	0	3	2	17	6	7	132	6.2%	25.0%	181	5.9%			
13	104	0	15	14	0	8	4	23	13	9	190	8.9%	27.9%	271	8.8%			
14	84	0	15	8	0	5	4	17	6	13	152	7.1%	27.0%	216	7.0%			
15	92	0	9	12	0	5	6	12	8	12	156	7.3%	23.7%	217	7.0%			
16	88	0	27	9	0	1	1	17	17	11	171	8.0%	26.9%	250	8.1%			
17	50	0	12	6	0	4	2	16	3	7	100	4.7%	30.0%	145	4.7%			
18	48	0	8	6	0	5	0	5	4	1	77	3.6%	19.5%	102	3.3%			
19	33	0	8	2	0	1	5	4	4	5	62	2.9%	22.6%	88	2.9%			
20	40	0	1	0	0	3	0	4	3	5	56	2.6%	26.8%	76	2.5%			
21	29	0	0	0	0	4	3	3	4	2	45	2.1%	28.9%	63	2.0%			
22	10	0	0	0	0	3	2	2	3	2	22	1.0%	45.5%	36	1.2%			
23	15	0	0	0	0	3	0	4	3	3	28	1.3%	46.4%	44	1.4%			
0	10	0	1	0	0	4	0	4	3	3	25	1.2%	56.0%	43	1.4%			
1	5	0	1	0	0	3	0	4	3	2	18	0.8%	66.7%	33	1.1%			
2	3	0	0	0	0	3	0	3	2	2	13	0.6%	76.9%	25	0.8%			
3	10	0	0	0	0	3	3	3	2	1	22	1.0%	40.9%	34	1.1%			
4	12	0	0	0	0	5	0	4	1	5	27	1.3%	55.6%	45	1.5%			
5	14	0	2	0	0	5	2	3	2	4	32	1.5%	43.8%	51	1.7%			
Total	1,148	11	174	122	0	124	67	216	133	144	2,139	100%	28.8%	3,082	100%			
Total%	54%	1%	8%	6%	0%	6%	3%	10%	6%	7%	100%	-	-	-	-			
Day	919	11	153	114	0	82	52	173	99	109	1,712	80%	20.1%	2,546	83%			
Night	229	0	21	8	0	42	15	43	34	35	427	20%	23.0%	536	17%			
Day%	1.25	1.00	1.14	1.07	#DIV/0!	1.51	1.29	1.25	1.34	1.32	1.25	-	-	1.21	100%			
PCU	1,148	17	261	183	0	248	101	432	333	360	3,082	-	28.2%	-	-			
PCU%	37%	1%	8%	6%	0%	8%	3%	14%	11%	12%	100%	-	-	-	-			

Total															
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
6	65	0	12	17	0	30	10	18	5	18	175	4.3%	40.6%	277	4.8%
7	105	11	26	19	0	17	5	19	14	11	227	5.6%	26.9%	331	5.7%
8	115	0	21	20	1	18	14	35	11	7	242	6.0%	29.3%	350	6.0%
9	144	0	16	18	3	15	18	15	11	9	249	6.1%	20.1%	337	5.8%
10	165	0	21	18	0	7	7	25	16	17	276	6.8%	23.6%	381	6.5%
11	166	0	26	17	0	6	5	30	24	17	291	7.2%	26.5%	413	7.1%
12	169	0	19	8	0	7	3	32	16	11	265	6.5%	24.9%	360	6.2%
13	190	0	24	21	0	14	6	37	26	13	331	8.2%	27.2%	466	8.0%
14	174	0	29	15	0	5	7	33	20	15	298	7.3%	24.5%	414	7.1%
15	187	0	23	21	0	14	13	37	14	25	334	8.2%	26.9%	472	8.1%
16	174	0	35	16	0	10	7	35	33	21	331	8.2%	29.9%	486	8.4%
17	95	0	32	10	0	15	3	36	13	14	218	5.4%	35.8%	332	5.7%
18	88	0	10	8	0	7	4	9	7	4	137	3.4%	19.7%	181	3.1%
19	58	0	8	4	0	3	8	6	6	7	100	2.5%	22.0%	139	2.4%
20	70	0	1	0	0	7	3	8	6	7	102	2.5%	27.5%	139	2.4%
21	69	0	0	4	0	8	7	8	8	6	110	2.7%	27.3%	153	2.6%
22	41	0	1	0	0	5	6	5	5	3	66	1.6%	27.3%	92	1.6%
23	35	0	0	0	0	4	1	7	6	7	60	1.5%	40.0%	91	1.6%
0	31	0	5	0	0	4	1	8	5	5	59	1.5%	37.3%	89	1.5%
1	18	0	1	0	0	5	0	8	6	7	45	1.1%	57.8%	78	1.3%
2	12	0	0	0	0	4	0	6	4	4	30	0.7%	60.0%	52	0.9%
3	13	0	0	0	0	4	4	4	5	3	33	0.8%	48.5%	55	0.9%
4	14	0	1	0	0	6	0	6	3	7	37	0.9%	59.5%	65	1.1%
5	16	0	4	0	0	6	3	4	3	5	41	1.0%	43.9%	67	1.1%
Total	2,214	11	315	216	4	221	135	431	267	243	4,057	100%	28.6%	5,815	100%
Total%	55%	0%	8%	5%	0%	5%	3%	11%	7%	6%	100%	-	-	-	-
Day	1,749	11	284	200	4	158	98	352	203	178	3,237	80%	19.3%	4,798	83%
Night	465	0	31	16	0	63	37	79	64	65	820	20%	19.4%	1,017	17%
Day%	1.27	1.00	1.11	1.08	1.00	1.40	1.38	1.22	1.32	1.37	1.25	-	-	1.21	100%
PCU	2,214	17	473	324	6	442	203	862	668	608	5,815	-	26.3%	-	-
PCU%	38%	0%	8%	6%	0%	8%	3%	15%	11%	10%	100%	-	-	-	-

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	12	ROAD NAME				NPR1	NUMBER OF LANE				4	TOTAL LANE WIDTH				m
DATE & TIME	3/25/19	(Mon)	6:00	3/26/19	(Tue)	6:00	AREA	Luzon	PROVINCE	Isabela	REGION	II	CITY/MUNICIPALITY	Santiago city		
WEATHER	1	Sunny														

DIRECTION		1		Inbound			FROM		Cordon			TO			Santiago Proper				
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU				
6	58	0	9	10	0	6	5	11	4	1	104	3.1%	21.2%	141	3.0%				
7	96	0	17	19	0	4	4	18	7	4	169	5.0%	19.5%	228	4.9%				
8	122	0	20	21	1	3	3	18	4	7	199	5.9%	16.1%	259	5.6%				
9	112	0	18	27	0	5	7	19	5	1	194	5.8%	15.5%	253	5.4%				
10	108	0	19	27	0	2	5	27	3	4	195	5.8%	18.5%	260	5.6%				
11	112	0	7	22	0	4	7	14	2	2	170	5.1%	12.9%	212	4.5%				
12	113	0	8	20	0	6	8	11	2	5	173	5.1%	13.9%	219	4.7%				
13	115	0	7	20	0	9	7	16	6	5	185	5.5%	19.5%	244	5.2%				
14	149	0	10	20	0	10	8	31	13	1	242	7.2%	22.7%	323	6.9%				
15	84	0	5	15	0	8	1	18	4	9	144	4.3%	27.1%	200	4.3%				
16	98	0	8	11	0	5	4	27	6	5	164	4.9%	26.2%	224	4.8%				
17	127	0	5	13	0	2	6	17	2	3	175	5.2%	13.7%	214	4.6%				
18	141	0	0	7	0	7	2	18	1	4	180	5.4%	16.7%	217	4.7%				
19	89	0	0	3	0	9	1	13	1	7	123	3.7%	24.4%	159	3.4%				
20	65	0	0	0	0	6	1	13	1	7	93	2.8%	29.0%	125	2.7%				
21	26	0	0	1	0	1	0	6	4	4	42	1.2%	35.7%	62	1.3%				
22	46	0	0	0	0	10	0	16	5	10	87	2.6%	47.1%	136	2.9%				
23	57	0	0	0	0	9	0	20	2	6	94	2.8%	39.4%	135	2.9%				
0	40	0	0	0	0	11	1	19	3	12	86	2.6%	52.3%	139	3.0%				
1	36	0	0	0	0	19	1	25	6	10	97	2.9%	61.9%	166	3.5%				
2	37	0	0	0	0	24	3	19	17	13	113	3.4%	64.6%	203	4.3%				
3	37	0	0	7	0	33	2	24	9	9	121	3.6%	62.0%	210	4.5%				
4	42	0	0	2	0	36	2	6	8	8	104	3.1%	55.8%	172	3.7%				
5	51	0	0	4	0	32	4	9	5	4	109	3.2%	45.9%	168	3.6%				
Total	1,961	0	133	249	1	261	82	415	120	141	3,363	100%	27.9%	4,663	100%				
Total%	58%	0%	4%	7%	0%	8%	2%	12%	4%	4%	100%	-	-	-	-				
Day	1,294	0	133	225	1	64	65	227	58	47	2,114	63%	11.6%	2,992	64%				
Night	667	0	0	24	0	197	17	188	62	94	1,249	37%	23.3%	1,672	36%				
Day%	1.52	#DIV/0!	1.00	1.11	1.00	4.08	1.26	1.83	2.07	3.00	1.59	-	-	1.56	100%				
PCU	1,961	0	200	374	2	522	123	830	300	353	4,663	-	23.1%	-	-				
PCU%	42%	0%	4%	8%	0%	11%	3%	18%	6%	8%	100%	-	-	-	-				

DIRECTION		2		Outbound			FROM		Santiago Proper			TO			Cordon				
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU				
6	50	0	5	13	0	10	8	12	0	4	102	3.6%	25.5%	143	3.6%				
7	87	0	7	14	0	15	2	11	1	1	138	4.8%	20.3%	179	4.5%				
8	85	0	7	9	0	6	2	28	11	3	151	5.3%	31.8%	215	5.4%				
9	100	0	15	17	0	9	7	22	6	5	181	6.3%	23.2%	248	6.2%				
10	118	0	12	10	0	8	4	12	8	3	175	6.1%	17.7%	225	5.7%				
11	116	0	11	7	0	7	3	22	5	1	172	6.0%	20.3%	221	5.6%				
12	103	0	10	13	0	4	2	15	2	3	152	5.3%	15.8%	191	4.8%				
13	99	0	10	12	0	4	4	10	1	0	140	4.9%	10.7%	169	4.2%				
14	112	0	12	13	0	6	5	10	3	1	162	5.6%	12.3%	199	5.0%				
15	119	0	11	14	0	7	2	4	12	8	177	6.2%	17.5%	232	5.8%				
16	125	0	13	13	0	8	5	26	8	8	206	7.2%	24.3%	280	7.0%				
17	157	0	11	16	0	9	2	21	4	4	224	7.8%	17.0%	281	7.1%				
18	92	0	9	19	0	13	3	11	8	6	161	5.6%	23.6%	222	5.6%				
19	56	0	2	14	0	15	2	20	12	7	128	4.5%	42.2%	201	5.0%				
20	69	0	0	1	0	31	3	19	9	4	136	4.7%	46.3%	208	5.2%				
21	47	0	0	1	0	25	2	21	14	18	128	4.5%	60.9%	224	5.6%				
22	53	0	0	0	0	24	0	11	8	5	101	3.5%	47.5%	156	3.9%				
23	30	0	0	0	0	10	2	4	7	1	54	1.9%	40.7%	81	2.0%				
0	13	0	0	0	0	4	1	5	3	3	29	1.0%	51.7%	48	1.2%				
1	7	0	0	0	0	1	0	4	4	7	23	0.8%	69.6%	45	1.1%				
2	4	0	0	0	0	1	1	2	2	5	15	0.5%	66.7%	29	0.7%				
3	6	0	0	0	0	0	2	4	6	4	22	0.8%	63.6%	42	1.1%				
4	13	0	0	0	0	4	1	10	4	4	36	1.3%	61.1%	63	1.6%				
5	31	0	0	0	0	0	6	14	2	2	55	1.9%	32.7%	78	2.0%				
Total	1,692	0	135	186	0	221	69	318	140	107	2,868	100%	27.4%	3,973	100%				
Total%	59%	0%	5%	6%	0%	8%	2%	11%	5%	4%	100%	-	-	-	-				
Day	1,271	0	124	151	0	93	46	193	61	41	1,980	69%	13.0%	2,801	71%				
Night	421	0	11	35	0	128	23	125	79	66	888	31%	23.1%	1,172	29%				
Day%	1.33	#DIV/0!	1.09	1.23	#DIV/0!	2.38	1.50	1.65	2.30	2.61	1.45	-	-	1.42	100%				
PCU	1,692	0	203	279	0	442	104	636	350	268	3,973	-	23.0%	-	-				
PCU%	43%	0%	5%	7%	0%	11%	3%	16%	9%	7%	100%	-	-	-	-				

Total															
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
6	108	0	14	23	0	16	13	23	4	5	206	3.3%	23.3%	284	3.3%
7	183	0	24	33	0	19	6	29	8	5	307	4.9%	19.9%	406	4.7%
8	207	0	27	30	1	9	5	46	15	10	350	5.6%	22.9%	474	5.5%
9	212	0	33	44	0	14	14	41	11	6	375	6.0%	19.2%	501	5.8%
10	226	0	31	37	0	10	9	39	11	7	370	5.9%	18.1%	485	5.6%
11	228	0	18	29	0	11	10	36	7	3	342	5.5%	16.7%	433	5.0%
12	216	0	18	33	0	10	10	26	4	8	325	5.2%	14.8%	410	4.7%
13	214	0	17	32	0	13	11	26	7	5	325	5.2%	15.7%	412	4.8%
14	261	0	22	33	0	16	13	41	16	2	404	6.5%	18.6%	522	6.0%
15	203	0	16	29	0	15	3	22	16	17	321	5.2%	21.8%	432	5.0%
16	223	0	21	29	0	13	9	53	14	13	370	5.9%	25.1%	504	5.8%
17	284	0	16	29	0	11	8	38	6	7	399	6.4%	15.5%	494	5.7%
18	233	0	9	26	0	20	5	29	9	10	341	5.5%	19.9%	439	5.1%
19	145	0	2	17	0	24	3	33	13	14	251	4.0%	33.5%	360	4.2%
20	134	0	0	1	0	37	4	32	10	11	229	3.7%	39.3%	332	3.8%
21	73	0	0	2	0	26	2	27	18	22	170	2.7%	54.7%	285	3.3%
22	99	0	0	0	0	34	0	27	13	15	188	3.0%	47.3%	291	3.4%
23	87	0	0	0	0	19	2	24	9	7	148	2.4%	39.9%	216	2.5%
0	53	0	0	0	0	15	2	24	6	15	115	1.8%	52.2%	187	2.2%
1	43	0	0	0	0	20	1	29	10	17	120	1.9%	63.3%	210	2.4%
2	41	0	0	0	0	25	4	21	19	18	128	2.1%	64.8%	232	2.7%
3	43	0	0	7	0	33	4	28	15	13	143	2.3%	62.2%	252	2.9%
4	55	0	0	2	0	40	3	16	12	12	140	2.2%	57.1%	235	2.7%
5	82	0	0	4	0	32	10	23	7	6	164	2.6%	41.5%	246	2.8%
Total	3,653	0	268	435	1	482	151	733	260	248	6,231	100%	27.7%	8,636	100%
Total%	59%	0%	4%	7%	0%	8%	2%	12%	4%	4%	100%	-	-	-	-
Day	2,565	0	257	376	1	157	111	420	119	88	4,094	66%	12.3%	5,793	67%
Night	1,088	0	11	59	0	325	40	313	141	160	2,137	34%	23.2%	2,843	33%
Day%	1.42	#DIV/0!	1.04	1.16	1.00	3.07	1.36	1.75	2.18	2.82	1.52	-	-	1.49	100%
PCU	3,653	0	402	653	2	964	227	1,466	650	620	8,636	-	23.0%	-	-
PCU%	42%	0%	5%	8%	0%										

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	13	ROAD NAME				NSR109				NUMBER OF LANE		2	TOTAL LANE WIDTH				m
DATE & TIME	3/29/19	(Fri)	6:00	3/30/19	(Sat)	6:00	AREA		Luzon	PROVINCE				Tarlac			
WEATHER	1	Sunny				REGION		CAR	CITY/MUNICIPALITY				Panique				

DIRECTION		1				FROM				STO. TOMAS				TO		PANIQUI		Total	% Veh	% Large Veh.	PCU	% PCU
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer							
6	54	0	0	1	0	13	3	23	4	0	0	0	0	0	98	3.1%	40.8%	142	2.6%			
7	68	0	2	0	1	13	6	24	6	3	0	0	0	0	122	3.8%	37.7%	177	3.3%			
8	76	0	0	0	0	17	2	20	7	0	0	0	0	0	122	3.8%	36.1%	171	3.2%			
9	116	0	0	1	0	22	4	30	16	8	0	0	0	0	197	6.1%	38.6%	288	5.3%			
10	103	0	0	1	0	24	4	28	19	4	0	0	0	0	183	5.7%	41.0%	272	5.1%			
11	92	0	0	0	0	15	9	38	8	3	0	0	0	0	165	5.1%	38.8%	239	4.4%			
12	79	0	0	1	0	20	6	33	17	8	0	0	0	0	164	5.1%	47.6%	258	4.8%			
13	70	0	0	0	0	15	6	26	21	6	0	0	0	0	144	4.5%	47.2%	229	4.3%			
14	56	0	0	0	0	15	3	38	14	8	0	0	0	0	134	4.2%	56.0%	222	4.1%			
15	43	0	0	0	0	20	9	19	19	18	0	0	0	0	128	4.0%	59.4%	227	4.2%			
16	44	0	0	0	0	24	9	32	24	10	0	0	0	0	143	4.5%	62.9%	255	4.7%			
17	49	0	0	0	0	26	5	28	14	12	0	0	0	0	134	4.2%	59.7%	230	4.3%			
18	89	0	0	0	0	15	5	42	26	10	0	0	0	0	187	5.8%	49.7%	301	5.6%			
19	80	0	0	0	0	16	4	34	19	23	0	0	0	0	176	5.5%	52.3%	291	5.4%			
20	31	0	0	0	0	21	5	36	37	27	0	0	0	0	157	4.9%	77.1%	313	5.8%			
21	48	0	0	0	0	17	2	27	28	29	0	0	0	0	151	4.7%	66.9%	282	5.2%			
22	49	0	0	0	0	12	8	22	30	30	0	0	0	0	151	4.7%	62.3%	279	5.2%			
23	13	0	0	0	0	10	3	25	23	10	0	0	0	0	84	2.6%	81.0%	170	3.2%			
0	35	0	0	0	0	12	2	29	20	13	0	0	0	0	111	3.5%	66.7%	203	3.8%			
1	9	0	0	0	0	14	1	16	14	23	0	0	0	0	77	2.4%	87.0%	163	3.0%			
2	42	0	0	0	0	21	5	26	12	24	0	0	0	0	130	4.0%	63.8%	234	4.3%			
3	27	0	0	0	0	25	3	17	4	19	0	0	0	0	95	3.0%	68.4%	173	3.2%			
4	34	0	0	0	0	29	1	12	4	10	0	0	0	0	90	2.8%	61.1%	153	2.8%			
5	30	0	0	0	0	15	2	10	6	5	0	0	0	0	68	2.1%	52.9%	111	2.1%			
Total	1,337	0	2	4	0	431	107	635	392	303	3,211	100%	54.8%	5,376	100%	-	-	-	-			
Total%	42%	0%	0%	0%	0%	13%	3%	20%	12%	9%	100%	-	-	-	-	-	-	-	-			
Day	850	0	2	4	0	224	66	339	169	80	1,734	54%	17.6%	3,007	56%	-	-	-	-			
Night	487	0	0	0	0	207	41	296	223	223	1,477	46%	29.1%	2,369	44%	-	-	-	-			
Day%	1.57	#DIV/0!	1.00	1.00	#DIV/0!	1.92	1.62	1.87	2.32	3.79	1.85	-	-	1.79	100%	-	-	-	-			
PCU	1,337	0	3	6	0	862	161	1,270	980	758	5,376	-	30.2%	-	-	-	-	-	-			
PCU%	25%	0%	0%	0%	0%	16%	3%	24%	18%	14%	100%	-	-	-	-	-	-	-	-			

DIRECTION		2				FROM				PANIQUI				TO		STO. TOMAS		Total	% Veh	% Large Veh.	PCU	% PCU
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer							
6	61	0	0	3	0	10	8	11	8	10	0	0	0	0	111	3.6%	35.1%	165	3.2%			
7	67	0	0	0	0	16	7	28	7	5	0	0	0	0	130	4.2%	43.1%	196	3.8%			
8	68	0	0	0	0	10	9	32	20	8	0	0	0	0	147	4.8%	47.6%	236	4.6%			
9	70	0	0	0	0	12	15	30	14	5	0	0	0	0	146	4.8%	41.8%	224	4.4%			
10	75	0	0	0	0	12	8	46	21	12	0	0	0	0	174	5.7%	52.3%	286	5.6%			
11	78	0	0	1	0	15	5	24	20	6	0	0	0	0	149	4.9%	43.6%	230	4.5%			
12	58	0	0	0	0	12	7	19	20	7	0	0	0	0	123	4.0%	47.2%	198	3.9%			
13	61	0	0	0	0	17	4	26	15	8	0	0	0	0	131	4.3%	50.4%	211	4.1%			
14	46	0	0	0	0	21	6	31	18	10	0	0	0	0	132	4.3%	60.6%	229	4.5%			
15	58	0	0	0	0	20	10	37	26	12	0	0	0	0	163	5.3%	58.3%	282	5.5%			
16	52	0	0	0	0	24	7	26	21	10	0	0	0	0	140	4.6%	57.9%	240	4.7%			
17	50	0	0	0	0	12	2	26	12	10	0	0	0	0	112	3.7%	53.6%	184	3.6%			
18	53	0	0	0	0	17	6	19	13	10	0	0	0	0	118	3.9%	50.0%	192	3.7%			
19	45	0	0	0	0	18	1	22	12	12	0	0	0	0	110	3.6%	58.2%	187	3.6%			
20	30	0	0	0	0	27	0	18	9	13	0	0	0	0	97	3.2%	69.1%	175	3.4%			
21	30	0	0	0	0	32	0	21	15	9	0	0	0	0	107	3.5%	72.0%	196	3.8%			
22	40	0	0	0	0	21	25	8	16	1	0	0	0	0	111	3.6%	41.4%	178	3.5%			
23	45	0	0	0	0	27	4	21	13	7	0	0	0	0	117	3.8%	58.1%	197	3.8%			
0	40	0	0	0	0	28	0	32	11	12	0	0	0	0	123	4.0%	67.5%	218	4.3%			
1	31	0	0	0	0	19	1	28	22	14	0	0	0	0	115	3.8%	72.2%	217	4.2%			
2	30	0	0	0	0	9	2	49	10	19	0	0	0	0	119	3.9%	73.1%	222	4.3%			
3	54	0	0	0	0	5	1	56	10	12	0	0	0	0	138	4.5%	60.1%	233	4.5%			
4	42	0	0	0	0	11	7	28	25	12	0	0	0	0	125	4.1%	60.8%	223	4.4%			
5	47	0	0	0	0	14	9	24	15	12	0	0	0	0	121	4.0%	53.7%	204	4.0%			
Total	1,231	0	0	4	0	409	144	662	373	236	3,059	100%	54.9%	5,118	100%	-	-	-	-			
Total%	40%	0%	0%	0%	0%	13%	5%	22%	12%	8%	100%	-	-	-	-	-	-	-	-			
Day	744	0	0	4	0	181	88	336	202	103	1,658	54%	17.1%	2,870	56%	-	-	-	-			
Night	487	0	0	0	0	228	56	326	171	133	1,401	46%	25.8%	2,248	44%	-	-	-	-			
Day%	1.65	#DIV/0!	#DIV/0!	1.00	#DIV/0!	2.26	1.64	1.97	2.29	1.84	-	-	-	1.78	100%	-	-	-	-			
PCU	1,231	0	0	6	0	818	216	1,324	933	590	5,118	-	27.5%	-	-	-	-	-	-			
PCU%	24%	0%	0%	0%	0%	16%	4%	26%	18%	12%	100%	-	-	-	-	-	-	-	-			

Total		1				FROM				PANIQUI				TO		STO. TOMAS		Total	% Veh	% Large Veh.	PCU	% PCU
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer							
6	115	0	0	4	0	23	11	34	12	10	0	0	0	0	209	3.3%	37.8%	307	2.9%			
7	135	0	2	0	0	29	13	52	13	8	0	0	0	0	252	4.0%	40.5%	372	3.5%			
8	144	0	0	0	0	27	11	52	27	8	0	0	0	0	269	4.3%	42.4%	406	3.9%			
9	186	0	0	1	0	34	19	60	30	13	0	0	0	0	343	5.5%	39.9%	512	4.9%			
10	178	0	0	1	0	36	12	74	40	16	0	0	0	0								

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	14	ROAD NAME				NPR2	NUMBER OF LANE				4	TOTAL LANE WIDTH				m
DATE & TIME	3/25/19	(Mon)	6:00	3/26/19	(Tue)	6:00	AREA	Luzon	PROVINCE	La Union	REGION	I	CITY/MUNICIPALITY	San fernando city		
WEATHER	1	Sunny														

DIRECTION		1						2										
		Inbound						TO										
		San Fernando						Agoo										
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU			
6	186	0	32	1	0	16	22	15	14	6	292	3.2%	17.5%	381	3.1%			
7	338	0	84	1	0	28	31	27	7	7	523	5.8%	13.2%	657	5.4%			
8	464	0	117	1	0	33	21	25	15	11	687	7.6%	12.2%	854	7.0%			
9	166	0	150	1	0	92	36	117	26	18	606	6.7%	41.7%	975	8.0%			
10	298	0	154	2	0	55	39	165	23	17	753	8.4%	34.5%	1,131	9.3%			
11	277	0	82	1	0	24	21	52	16	6	479	5.3%	20.5%	640	5.3%			
12	305	0	38	0	0	27	15	38	10	4	437	4.9%	18.1%	550	4.5%			
13	305	0	39	1	0	24	8	35	11	11	434	4.8%	18.7%	550	4.5%			
14	447	0	51	0	0	32	18	57	18	15	638	7.1%	19.1%	811	6.7%			
15	284	0	23	0	0	26	20	43	17	13	426	4.7%	23.2%	562	4.6%			
16	351	0	43	0	0	32	14	48	23	11	522	5.8%	21.8%	682	5.6%			
17	461	0	53	1	0	27	12	60	15	15	644	7.2%	18.2%	809	6.7%			
18	409	0	61	0	0	20	10	40	17	24	581	6.5%	17.4%	738	6.1%			
19	296	0	35	0	0	23	4	17	21	20	416	4.6%	19.5%	537	4.4%			
20	201	0	21	0	0	16	4	24	19	11	296	3.3%	23.6%	394	3.2%			
21	203	0	13	0	0	13	1	16	32	14	292	3.2%	25.7%	397	3.3%			
22	103	0	7	0	0	13	2	12	25	10	172	1.9%	34.9%	254	2.1%			
23	82	0	3	0	0	27	4	15	11	20	162	1.8%	45.1%	254	2.1%			
0	89	0	3	0	0	25	2	6	5	20	150	1.7%	37.3%	221	1.8%			
1	66	0	1	0	0	17	7	7	9	19	126	1.4%	41.3%	196	1.6%			
2	38	0	0	0	0	13	2	14	10	10	87	1.0%	54.0%	145	1.2%			
3	41	0	2	0	0	7	0	10	8	5	73	0.8%	41.1%	111	0.9%			
4	51	0	2	0	0	12	1	19	8	7	100	1.1%	46.0%	155	1.3%			
5	62	0	3	0	0	9	2	15	6	5	102	1.1%	34.3%	145	1.2%			
Total	5,523	0	1,017	9	0	611	296	877	366	299	8,998	100%	23.9%	12,145	100%			
Total%	61%	0%	11%	0%	0%	7%	3%	10%	4%	3%	100%	-	-	-	-			
Day	3,882	0	866	9	0	416	257	682	195	134	6,441	72%	22.0%	9,337	77%			
Night	1,641	0	151	0	0	195	39	195	171	165	2,557	28%	20.0%	2,808	23%			
Day%	1.42	#DIV/0!	1.17	1.00	#DIV/0!	1.47	1.15	1.29	1.88	2.23	1.40	-	-	1.30	100%			
PCU	5,523	0	1,526	14	0	1,222	444	1,754	915	748	12,145	-	28.8%	-	-			
PCU%	45%	0%	13%	0%	0%	10%	4%	14%	8%	6%	100%	-	-	-	-			

DIRECTION		2						1										
		Outbound						TO										
		Agoo						San Fernando										
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU			
6	445	0	48	1	0	37	7	21	9	12	580	6.1%	13.6%	698	5.5%			
7	521	0	112	1	0	38	14	42	8	10	746	7.8%	13.1%	917	7.2%			
8	462	0	150	1	0	75	26	75	12	22	823	8.6%	22.4%	1,113	8.8%			
9	489	0	121	2	0	64	28	87	19	11	821	8.6%	22.0%	1,093	8.6%			
10	391	0	124	1	0	46	35	93	21	37	748	7.8%	26.3%	1,054	8.3%			
11	331	0	48	0	0	26	9	75	18	14	521	5.5%	25.5%	699	5.5%			
12	348	0	38	0	0	35	15	59	13	10	518	5.4%	22.6%	673	5.3%			
13	335	0	43	0	0	33	15	59	14	12	511	5.4%	23.1%	671	5.3%			
14	364	0	38	0	0	37	19	63	10	15	546	5.7%	22.9%	712	5.6%			
15	300	0	40	0	0	20	12	49	10	8	439	4.6%	19.8%	561	4.4%			
16	304	0	43	0	0	25	14	53	6	12	457	4.8%	21.0%	591	4.7%			
17	350	0	53	0	0	34	15	31	12	9	504	5.3%	17.1%	635	5.0%			
18	303	0	47	0	0	20	4	30	16	26	446	4.7%	20.6%	585	4.6%			
19	182	0	17	0	0	23	5	10	5	8	250	2.6%	18.4%	314	2.5%			
20	191	0	16	0	0	13	6	16	8	7	257	2.7%	17.1%	320	2.5%			
21	151	0	15	0	0	12	2	14	7	16	217	2.3%	22.6%	286	2.3%			
22	116	0	8	0	0	12	5	20	8	14	183	1.9%	29.5%	255	2.0%			
23	104	0	5	0	0	8	3	7	8	5	140	1.5%	20.0%	179	1.4%			
0	32	0	4	0	0	14	6	7	7	11	81	0.8%	48.1%	134	1.1%			
1	61	0	2	0	0	19	1	16	5	11	115	1.2%	44.3%	176	1.4%			
2	72	0	1	0	0	26	3	20	13	18	153	1.6%	50.3%	248	2.0%			
3	60	0	2	0	0	17	3	28	6	20	136	1.4%	52.2%	223	1.8%			
4	81	0	6	0	0	15	5	42	18	12	179	1.9%	48.6%	287	2.3%			
5	93	0	7	0	0	17	8	15	17	14	171	1.8%	36.8%	257	2.0%			
Total	6,086	0	988	6	0	666	260	932	270	334	9,542	100%	23.1%	12,673	100%			
Total%	64%	0%	10%	0%	0%	7%	3%	10%	3%	4%	100%	-	-	-	-			
Day	4,640	0	858	6	0	470	209	707	152	172	7,214	76%	20.8%	9,998	79%			
Night	1,446	0	130	0	0	196	51	225	118	162	2,328	24%	21.0%	2,675	21%			
Day%	1.31	#DIV/0!	1.15	1.00	#DIV/0!	1.42	1.24	1.32	1.78	1.94	1.32	-	-	1.27	100%			
PCU	6,086	0	1,482	9	0	1,332	390	1,864	675	835	12,673	-	28.8%	-	-			
PCU%	48%	0%	12%	0%	0%	11%	3%	15%	5%	7%	100%	-	-	-	-			

Total															
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
6	631	0	80	2	0	53	29	36	23	18	872	4.7%	14.9%	1,078	4.3%
7	859	0	196	2	0	66	45	69	15	17	1,269	6.8%	13.2%	1,574	6.3%
8	926	0	267	2	0	108	47	100	27	33	1,510	8.1%	17.7%	1,966	7.9%
9	655	0	271	3	0	156	64	204	45	29	1,427	7.7%	30.4%	2,067	8.3%
10	689	0	278	3	0	101	74	258	44	54	1,501	8.1%	30.4%	2,185	8.8%
11	608	0	130	1	0	50	30	127	34	20	1,000	5.4%	23.1%	1,339	5.4%
12	653	0	76	0	0	62	30	97	23	14	955	5.2%	20.5%	1,223	4.9%
13	640	0	82	1	0	57	23	94	25	23	945	5.1%	21.1%	1,221	4.9%
14	811	0	89	0	0	69	37	120	28	30	1,184	6.4%	20.9%	1,523	6.1%
15	584	0	63	0	0	46	32	92	27	21	865	4.7%	21.5%	1,123	4.5%
16	655	0	86	0	0	57	28	101	29	23	979	5.3%	21.5%	1,272	5.1%
17	811	0	106	1	0	61	27	91	27	24	1,148	6.2%	17.7%	1,444	5.8%
18	712	0	108	0	0	40	14	70	33	50	1,027	5.5%	18.8%	1,323	5.3%
19	478	0	52	0	0	46	9	27	26	28	666	3.6%	19.1%	851	3.4%
20	392	0	37	0	0	29	10	40	27	18	553	3.0%	20.6%	713	2.9%
21	354	0	28	0	0	25	3	30	39	30	509	2.7%	24.4%	683	2.8%
22	219	0	15	0	0	25	7	32	33	24	355	1.9%	32.1%	509	2.0%
23	186	0	8	0	0	35	7	22	19	25	302	1.6%	33.4%	433	1.7%
0	121	0	7	0	0	39	8	13	12	31	231	1.2%	41.1%	355	1

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGHT STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	15	ROAD NAME				NSR208	NUMBER OF LANE				2	TOTAL LANE WIDTH				m
DATE & TIME	3/26/19	(Tue)	6:00	3/27/19	(Wed)	6:00	AREA	Luzon	PROVINCE				Benguet			
WEATHER	1	Sunny					REGION	CAR	CITY/MUNICIPALITY				Tuba			

DIRECTION		1					2					3				
		Inbound					FROM					TO				
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU	
6	72	0	6	15	0	11	4	11	7	2	128	4.2%	24.2%	176	4.0%	
7	84	0	4	18	0	13	5	18	1	1	144	4.7%	22.9%	192	4.4%	
8	81	0	5	14	0	7	12	15	8	3	145	4.8%	22.8%	199	4.6%	
9	70	0	4	11	0	4	4	13	7	0	113	3.7%	21.2%	150	3.4%	
10	80	0	1	13	0	14	8	11	21	4	152	5.0%	32.9%	226	5.2%	
11	68	0	0	6	0	7	3	13	6	2	105	3.4%	26.7%	142	3.2%	
12	91	2	2	7	0	15	7	16	5	4	149	4.9%	26.8%	203	4.7%	
13	111	1	3	10	0	13	3	23	10	0	174	5.7%	26.4%	234	5.4%	
14	94	0	1	9	0	14	1	10	5	3	137	4.5%	23.4%	179	4.1%	
15	80	2	4	6	0	7	2	7	3	2	113	3.7%	16.8%	142	3.2%	
16	88	0	3	8	0	12	4	11	8	2	136	4.5%	24.3%	182	4.2%	
17	70	0	1	7	0	20	6	15	8	0	127	4.2%	33.9%	181	4.2%	
18	73	0	1	6	0	14	4	16	10	3	127	4.2%	33.9%	182	4.2%	
19	107	0	3	3	0	9	7	18	14	0	161	5.3%	25.5%	216	4.9%	
20	89	1	11	14	0	9	9	4	7	14	158	5.2%	21.5%	220	5.1%	
21	106	0	1	1	0	14	0	23	17	6	168	5.5%	35.7%	241	5.5%	
22	73	0	4	2	0	11	0	19	13	2	124	4.1%	36.3%	180	4.1%	
23	59	0	1	3	0	8	1	23	6	4	105	3.4%	39.0%	154	3.5%	
0	50	0	0	0	0	11	0	16	3	3	83	2.7%	39.8%	119	2.7%	
1	31	0	0	0	0	7	0	25	11	0	74	2.4%	58.1%	123	2.8%	
2	35	0	0	0	0	13	2	23	17	4	94	3.1%	60.6%	163	3.7%	
3	35	0	0	0	0	11	0	29	30	2	107	3.5%	67.3%	195	4.5%	
4	41	0	2	3	0	10	4	34	29	0	123	4.0%	59.3%	215	4.9%	
5	60	0	2	3	0	7	5	18	6	3	104	3.4%	32.7%	148	3.4%	
Total	1,748	6	59	159	0	261	91	411	252	64	3,051	100%	32.4%	4,355	100%	
Total%	57%	0%	2%	5%	0%	9%	3%	13%	8%	2%	100%	-	-	-	-	
Day	989	5	34	124	0	137	59	163	89	23	1,623	53%	12.0%	2,384	55%	
Night	759	1	25	35	0	124	32	248	163	41	1,428	47%	13.3%	1,971	45%	
Day%	1.77	1.20	1.74	1.28	#DIV/0!	1.91	1.54	2.52	2.83	2.78	1.88	-	-	1.83	100%	
PCU	1,748	9	89	239	0	522	137	822	630	160	4,355	-	17.7%	-	-	
PCU%	40%	0%	2%	5%	0%	12%	3%	19%	14%	4%	100%	-	-	-	-	

DIRECTION		2					3					4				
		Outbound					FROM					TO				
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU	
6	77	3	1	7	0	13	8	17	13	1	140	4.5%	31.4%	201	4.6%	
7	98	3	9	8	0	7	5	11	4	2	147	4.8%	16.3%	187	4.3%	
8	66	1	1	9	0	18	2	21	6	1	125	4.1%	36.8%	181	4.2%	
9	89	0	1	9	0	14	8	25	7	0	153	5.0%	30.1%	212	4.9%	
10	98	1	8	15	0	15	14	30	15	3	199	6.4%	31.7%	290	6.7%	
11	103	0	7	8	0	12	8	29	13	5	185	6.0%	31.9%	265	6.1%	
12	112	4	3	10	0	16	12	20	15	4	196	6.4%	28.1%	275	6.3%	
13	98	4	3	7	0	10	2	15	19	2	160	5.2%	28.8%	225	5.2%	
14	109	0	2	14	0	11	4	12	10	3	165	5.3%	21.8%	218	5.0%	
15	95	0	3	11	0	8	3	20	14	3	157	5.1%	28.7%	219	5.0%	
16	112	1	4	15	0	10	4	15	18	2	181	5.9%	24.9%	248	5.7%	
17	122	0	7	11	0	18	9	16	13	0	196	6.4%	24.0%	263	6.0%	
18	102	0	3	4	0	15	6	14	10	0	154	5.0%	25.3%	205	4.7%	
19	77	0	3	5	0	19	4	13	6	0	127	4.1%	29.9%	174	4.0%	
20	67	1	3	7	0	17	2	32	10	0	139	4.5%	42.4%	210	4.8%	
21	51	0	0	1	0	12	0	29	26	5	124	4.0%	58.1%	212	4.9%	
22	41	0	2	4	0	4	0	15	15	0	81	2.6%	42.0%	126	2.9%	
23	29	0	0	1	0	13	0	7	6	2	58	1.9%	48.3%	91	2.1%	
0	24	1	1	1	0	9	0	8	3	2	49	1.6%	44.9%	75	1.7%	
1	23	0	0	0	0	5	0	9	0	0	37	1.2%	37.8%	51	1.2%	
2	41	0	0	1	0	6	0	13	2	4	67	2.2%	37.3%	96	2.2%	
3	40	0	0	1	0	6	0	12	4	0	63	2.0%	34.9%	88	2.0%	
4	56	0	0	4	0	11	4	10	3	0	88	2.9%	27.3%	118	2.7%	
5	59	0	2	2	0	10	6	12	4	0	95	3.1%	27.4%	128	2.9%	
Total	1,789	19	63	155	0	279	101	405	236	39	3,086	100%	31.1%	4,352	100%	
Total%	58%	1%	2%	5%	0%	9%	3%	13%	8%	1%	100%	-	-	-	-	
Day	1,179	17	49	124	0	152	79	231	147	26	2,004	65%	11.3%	2,986	69%	
Night	610	2	14	31	0	127	22	174	89	13	1,082	35%	14.2%	1,366	31%	
Day%	1.52	1.12	1.29	1.25	#DIV/0!	1.84	1.28	1.75	1.61	1.50	1.54	-	-	1.46	100%	
PCU	1,789	29	95	233	0	558	152	810	590	98	4,352	-	17.2%	-	-	
PCU%	41%	1%	2%	5%	0%	13%	3%	19%	14%	2%	100%	-	-	-	-	

Total															
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
6	149	3	7	22	0	24	12	28	20	3	268	4.4%	28.0%	377	4.3%
7	182	3	13	26	0	20	10	29	5	3	291	4.7%	19.6%	378	4.3%
8	147	1	6	23	0	25	14	36	14	4	270	4.4%	29.3%	380	4.4%
9	159	0	5	20	0	18	12	38	14	0	266	4.3%	26.3%	362	4.2%
10	178	1	9	28	0	29	22	41	36	7	351	5.7%	32.2%	516	5.9%
11	171	0	7	14	0	19	11	42	19	7	290	4.7%	30.0%	406	4.7%
12	203	6	5	17	0	31	19	36	20	8	345	5.6%	27.5%	478	5.5%
13	209	5	6	17	0	23	5	38	29	2	334	5.4%	27.5%	458	5.3%
14	203	0	3	23	0	25	5	22	15	6	302	4.9%	22.5%	396	4.5%
15	175	2	7	17	0	15	5	27	17	5	270	4.4%	23.7%	361	4.1%
16	200	1	7	23	0	22	8	26	26	4	317	5.2%	24.6%	430	4.9%
17	192	0	8	18	0	38	15	31	21	0	323	5.3%	27.9%	444	5.1%
18	175	0	4	10	0	29	10	30	20	3	281	4.6%	29.2%	387	4.4%
19	184	0	6	8	0	28	11	31	20	0	288	4.7%	27.4%	390	4.5%
20	156	2	14	21	0	26	11	36	17	14	297	4.8%	31.3%	430	4.9%
21	157	0	1	2	0	26	0	52	43	11	292	4.8%	45.2%	453	5.2%
22	114	0	6	6	0	15	0	34	28	2	205	3.3%	38.5%	305	3.5%
23	88	0	1	4	0	21	1	30	12	6	163	2.7%	42.3%	244	2.8%
0	74	1	1	1	0	20	0	24	6	5	132	2.2%	41.7%	194	2.2%
1	54	0	0	0	0	12	0	34	11	0	111	1.8%	51.4%	174	2.0%
2	76	0	0	1	0	19	2	36	19	8	161	2.6%	50.9%	258	3.0%
3	75	0	0	1	0	17	0	41	34	2	170	2.8%	55.3%	283	3.2%
4	97	0	2	7	0	21	8	44	32	0	211	3.4%	46.0%	333	3.8%
5	119	0	4	5	0	17	11	30	10	3	199	3.2%	30.2%	276	3.2%
Total	3,537	25	122	314	0	540	192	816	488	103	6,137	100%	31.7%	8,706	100%
Total%	58%	0%	2%	5%	0%	9%	3%	13%	8%	2%	100%	-	-	-	-
Day	2,168	22	83	248	0	289	138	394	236	49	3,627	59%	11.6%	5,370	62%
Night	1,369	3	39	66	0	251	54	422	252	54	2,510	41%	13.7%	3,337	38%
Day%	1.63	1.14	1.47	1.27	#DIV/0!	1.87	1.39	2.07	2.07	2.10	1.69	-	-	1.62	100%
PCU	3,537	38	183	471	0	1,080	288	1,632	1,220	258	8,706	-	17.5%	-	-
PCU%	41%	0%	2%	5%	0%	12%	3%	19%	14%	3%	100%	-	-	-	-

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	16	ROAD NAME				NPR2	NUMBER OF LANE		2	TOTAL LANE WIDTH				m
DATE & TIME	3/27/19	(Wed)	6:00	3/28/19	(Thu)	6:00	AREA	Luzon	PROVINCE	Pangasinan	CITY/MUNICIPALITY	San fabian		
WEATHER	1	Sunny					REGION	I	CITY/MUNICIPALITY	San fabian				

DIRECTION	1						2						Total	% Veh	% Large Veh.	PCU	% PCU		
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	3.Passenger Car	4.Taxi						5.Jeepney	6.HOV
6	46	0	4	0	0	0	10	3	19	5	1	140	6.2%	25.0%	182	5.8%			
7	47	0	0	1	0	0	10	6	9	1	1	75	3.3%	28.0%	101	3.2%			
8	90	0	0	3	0	0	10	9	15	7	4	138	6.1%	26.1%	186	5.9%			
9	81	0	0	3	0	0	13	3	13	5	4	122	5.4%	28.7%	165	5.2%			
10	97	0	1	4	0	0	10	3	19	5	1	140	6.2%	25.0%	182	5.8%			
11	74	0	0	1	0	0	7	3	15	5	3	108	4.8%	27.8%	144	4.6%			
12	69	0	2	2	0	0	9	8	16	6	3	115	5.1%	29.6%	160	5.1%			
13	88	0	0	2	0	0	10	10	21	4	2	137	6.1%	27.0%	183	5.8%			
14	93	0	3	3	0	0	9	12	27	4	4	155	6.9%	28.4%	212	6.7%			
15	91	0	0	4	0	0	10	10	31	6	1	153	6.8%	31.4%	212	6.7%			
16	90	0	0	5	0	0	11	5	36	5	5	157	7.0%	36.3%	224	7.1%			
17	113	0	0	2	0	0	14	3	26	6	4	168	7.4%	29.8%	226	7.2%			
18	101	0	0	2	0	0	7	2	22	2	2	138	6.1%	23.9%	175	5.6%			
19	75	0	0	5	0	0	4	3	12	4	3	106	4.7%	21.7%	137	4.3%			
20	55	0	0	3	0	0	4	3	14	8	4	91	4.0%	33.0%	130	4.1%			
21	29	0	0	4	0	0	4	2	11	6	0	56	2.5%	37.5%	83	2.6%			
22	44	0	0	5	0	0	7	4	27	17	2	106	4.7%	50.0%	173	5.5%			
23	19	0	0	0	0	0	0	1	12	9	3	44	1.9%	54.5%	75	2.4%			
0	8	0	0	0	0	0	0	1	10	2	1	22	1.0%	59.1%	37	1.2%			
1	15	0	0	0	0	0	0	2	10	2	0	29	1.3%	41.4%	43	1.4%			
2	9	0	0	1	0	0	0	1	7	1	0	19	0.8%	42.1%	29	0.9%			
3	10	0	0	0	0	0	1	1	11	3	3	29	1.3%	62.1%	51	1.6%			
4	18	0	0	0	0	0	1	3	4	4	5	35	1.6%	40.0%	55	1.7%			
5	20	0	0	1	0	0	4	0	12	6	3	46	2.0%	54.3%	76	2.4%			
Total	1,382	0	10	51	0	0	145	96	394	119	60	2,257	100%	31.8%	3,143	100%			
Total%	61%	0%	0%	2%	0%	0%	6%	4%	17%	5%	3%	100%	-	-	-	-			
Day	979	0	10	30	0	0	113	73	242	55	34	1,536	68%	10.2%	2,256	72%			
Night	403	0	0	21	0	0	32	23	152	64	26	721	32%	8.0%	887	28%			
Day%	1.41	#DIV/0!	1.00	1.70	#DIV/0!	#DIV/0!	1.28	1.32	1.63	2.16	1.76	1.47	-	-	1.39	100%			
PCU	1,382	0	15	77	0	0	290	144	788	298	150	3,143	-	14.5%	-	-			
PCU%	44%	0%	0%	2%	0%	0%	9%	5%	25%	9%	5%	100%	-	-	-	-			

DIRECTION	2						1						Total	% Veh	% Large Veh.	PCU	% PCU		
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	3.Passenger Car	4.Taxi						5.Jeepney	6.HOV
6	38	0	2	2	0	0	12	2	14	1	3	74	3.8%	40.5%	109	3.9%			
7	53	0	0	4	1	0	5	15	1	1	0	80	4.1%	8.8%	98	3.5%			
8	54	0	0	2	0	0	2	11	18	2	2	91	4.7%	26.4%	124	4.5%			
9	85	0	0	5	0	0	9	5	22	0	4	130	6.7%	26.9%	172	6.2%			
10	65	0	0	6	0	0	11	3	24	8	3	120	6.2%	38.3%	176	6.4%			
11	60	0	0	4	0	0	4	4	26	7	0	105	5.4%	35.2%	150	5.4%			
12	52	0	0	2	0	0	9	3	18	5	5	94	4.8%	39.4%	139	5.0%			
13	66	0	0	2	0	0	6	6	15	2	4	101	5.2%	26.7%	135	4.9%			
14	78	0	0	3	0	0	8	5	16	3	1	114	5.9%	24.6%	148	5.4%			
15	83	0	0	4	0	0	9	3	23	9	1	132	6.8%	31.8%	183	6.6%			
16	83	0	0	3	0	0	13	10	19	8	8	144	7.4%	33.3%	207	7.5%			
17	84	0	0	1	0	0	8	7	7	4	4	115	5.9%	20.0%	146	5.3%			
18	77	0	0	3	0	0	5	5	15	3	5	116	6.0%	26.7%	155	5.6%			
19	67	0	0	4	0	0	5	3	13	1	6	99	5.1%	25.3%	131	4.7%			
20	36	0	0	1	0	0	0	0	13	8	0	58	3.0%	36.2%	84	3.0%			
21	21	0	0	2	0	0	0	0	15	3	2	43	2.2%	46.5%	67	2.4%			
22	26	0	0	0	0	0	0	0	17	1	1	45	2.3%	42.2%	65	2.4%			
23	8	0	0	0	0	0	0	2	14	6	6	36	1.9%	72.2%	69	2.5%			
0	5	0	0	0	0	0	0	0	15	1	1	22	1.1%	77.3%	40	1.4%			
1	11	0	0	0	0	0	0	0	8	5	0	24	1.2%	54.2%	40	1.4%			
2	13	1	0	0	0	0	1	4	9	7	4	35	1.8%	57.1%	64	2.3%			
3	13	0	0	0	1	0	1	1	11	3	3	32	1.6%	53.1%	53	1.9%			
4	25	0	0	1	0	0	5	5	16	5	0	57	2.9%	45.6%	89	3.2%			
5	37	0	0	3	0	0	9	1	21	5	2	78	4.0%	47.4%	121	4.4%			
Total	1,140	1	2	52	2	0	123	92	365	100	68	1,945	100%	33.7%	2,760	100%			
Total%	59%	0%	0%	3%	0%	0%	6%	5%	19%	5%	3%	100%	-	-	-	-			
Day	801	0	2	38	1	0	96	74	203	50	35	1,300	67%	10.3%	1,939	70%			
Night	339	1	0	14	1	0	27	18	162	50	33	645	33%	9.5%	821	30%			
Day%	1.42	#DIV/0!	1.00	1.37	2.00	0.00	1.28	1.24	1.80	2.00	1.94	1.50	-	-	1.42	100%			
PCU	1,140	2	3	78	3	0	246	138	730	250	170	2,760	-	15.3%	-	-			
PCU%	41%	0%	0%	3%	0%	0%	9%	5%	26%	9%	6%	100%	-	-	-	-			

Total																
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU	
																6
7	100	0	0	5	1	15	21	10	2	1	155	3.7%	18.1%	198	3.4%	
8	144	0	0	5	0	12	20	33	9	6	229	5.4%	26.2%	309	5.2%	
9	166	0	0	8	0	22	8	35	5	8	252	6.0%	27.8%	337	5.7%	
10	162	0	1	10	0	21	6	43	13	4	260	6.2%	31.2%	358	6.1%	
11	134	0	0	5	0	11	7	41	12	3	213	5.1%	31.5%	294	5.0%	
12	121	0	2	4	0	18	11	34	11	8	209	5.0%	34.0%	298	5.0%	
13	154	0	0	4	0	16	16	36	6	6	238	5.7%	26.9%	318	5.4%	
14	171	0	3	6	0	17	17	43	7	5	269	6.4%	26.8%	360	6.1%	
15	174	0	0	8	0	19	13	54	15	2	285	6.8%	31.6%	394	6.7%	
16	173	0	0	8	0	24	15	55	13	13	301	7.2%	34.9%	431	7.3%	
17	197	0	0	3	0	22	10	33	10	8	283	6.7%	25.8%	372	6.3%	
18	178	0	0	5	0	15	7	37	5	7	254	6.0%	25.2%	330	5.6%	
19	142	0	0	9	0	9	6	25	5	9	205	4.9%	23.4%	268	4.5%	
20	91	0	0	4	0	4	3	27	16	4	149	3.5%	34.2%	214	3.6%	
21	50	0	0	6	0	4	2	26	9	2	99	2.4%	41.4%	150	2.5%	
22	70	0	0	5	0	7	4	44	18	3	151	3.6%	47.7%	238	4.0%	
23	27	0	0	0	0	0	3	26	15	9	80	1.9%	62.5%	144	2.4%	
0	13	0	0	0	0	0	1	25	3	2	44	1.0%	68.2%	77	1.3%	
1	26	0	0	0	0	0	2	18	7	0	53	1.3%	47.2%	83	1.4%	
2	22	1	0	1	0	0	2	11	10	7	54	1.3%	51.9%	93	1.6%	
3	23	0	0	0	1	1	2	22	6	6	61	1.5%	57.4%	104	1.8%	
4	43	0	0	1	0	6	8	20	9	5	92	2.2%	43.5%	144	2.4%	
5	57	0	0	4	0	13	1	33	11	5	124	3.0%	50.0%	197	3.3%	
Total	2,522	1	12	103	2	268	188	759	219	128	4,202	100%	32.7%	5,903	100%	
Total%	60%	0%	0%	2%	0%	6%	4%	18%	5%	3%	100%	-	-	-	-	
Day	1,780	0	12	68	1	209	147	445	105	69	2,836	67%	10.3%	4,195	71%	
Night	742	1	0	35	1	59	41	314	114	59	1,366	33%	8.7%	1,708	29%	
Day%	1.42	#DIV/0!	1.00	1.51	2.00	1.28	1.28	1.71	2.09	1.8						

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	17	ROAD NAME				NSR110	NUMBER OF LANE		2	TOTAL LANE WIDTH				m
DATE & TIME	3/29/19	(Fri)	6:00	3/30/19	(Sat)	6:00	AREA	Luzon	PROVINCE	Benguet				
WEATHER	1 Sunny						REGION	CAR	CITY/MUNICIPALITY	Bokod				

DIRECTION		1 Inbound				FROM Kayapa									
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
6	4	0	0	0	0	0	1	1	0	0	4	0.9%	0.0%	4	0.8%
7	6	0	0	0	0	0	1	1	0	0	8	1.9%	12.5%	10	1.9%
8	19	0	0	1	0	0	2	2	0	0	24	5.6%	8.3%	28	5.5%
9	24	3	0	1	0	1	2	2	0	0	33	7.8%	9.1%	39	7.8%
10	24	0	0	0	0	3	0	4	0	0	31	7.3%	22.6%	38	7.6%
11	11	0	0	0	0	3	2	2	0	0	18	4.2%	27.8%	24	4.8%
12	7	0	0	1	0	1	2	2	0	0	13	3.1%	23.1%	18	3.5%
13	7	0	0	0	0	1	0	3	1	0	12	2.8%	41.7%	18	3.5%
14	18	0	1	0	0	1	5	3	0	0	28	6.6%	14.3%	35	7.0%
15	23	0	1	1	0	1	2	3	0	0	31	7.3%	12.9%	37	7.4%
16	25	0	0	0	0	0	1	1	0	0	27	6.4%	3.7%	29	5.7%
17	25	0	1	0	0	0	0	0	0	0	26	6.1%	0.0%	27	5.3%
18	18	0	0	1	0	0	0	0	0	0	19	4.5%	0.0%	20	3.9%
19	16	0	0	0	0	0	0	0	0	0	16	3.8%	0.0%	16	3.2%
20	16	0	0	0	0	0	5	0	0	0	21	4.9%	0.0%	24	4.7%
21	25	0	0	2	0	0	3	0	0	0	30	7.1%	0.0%	33	6.5%
22	13	0	0	0	0	1	0	5	0	0	19	4.5%	31.6%	25	5.0%
23	19	0	0	0	0	0	0	7	0	0	26	6.1%	26.9%	33	6.6%
0	12	0	0	0	0	0	0	1	0	0	13	3.1%	7.7%	14	2.8%
1	7	0	0	0	0	0	0	0	0	0	7	1.6%	0.0%	7	1.4%
2	2	0	0	0	0	0	0	4	0	0	6	1.4%	66.7%	10	2.0%
3	0	0	0	0	0	0	0	0	0	0	0	0.0%	#DIV/0!	0	0.0%
4	6	0	0	0	0	0	0	0	0	0	6	1.4%	0.0%	6	1.2%
5	7	0	0	0	0	0	0	0	0	0	7	1.6%	0.0%	7	1.4%
Total	334	3	3	7	0	13	25	39	1	0	425	100%	12.5%	498	100%
Total%	79%	1%	1%	2%	0%	3%	6%	9%	0%	0%	100%	-	-	-	-
Day	193	3	3	4	0	12	17	22	1	0	255	60%	5.9%	324	65%
Night	141	0	0	3	0	1	8	17	0	0	170	40%	0.6%	174	35%
Day%	1.73	1.00	1.00	1.75	#DIV/0!	1.08	1.47	1.77	1.00	#DIV/0!	1.67	-	-	1.54	100%
PCU	334	5	5	11	0	26	38	78	3	0	498	-	6.1%	-	-
PCU%	67%	1%	1%	2%	0%	5%	8%	16%	1%	0%	100%	-	-	-	-

DIRECTION		2 Outbound				FROM Kayapa									
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
6	9	0	0	0	0	0	1	0	0	0	10	2.4%	0.0%	11	2.1%
7	14	0	0	0	0	0	0	2	0	0	16	3.8%	12.5%	18	3.7%
8	21	0	0	1	1	0	0	2	0	0	25	6.0%	8.0%	28	5.7%
9	14	0	0	1	0	0	3	1	0	0	19	4.5%	5.3%	22	4.5%
10	24	0	0	0	0	4	0	2	0	0	30	7.1%	20.0%	36	7.4%
11	11	0	0	0	0	2	3	1	0	0	17	4.0%	17.6%	22	4.4%
12	10	0	0	0	0	3	2	0	0	0	15	3.6%	20.0%	19	3.9%
13	19	0	0	0	0	1	1	0	0	0	21	5.0%	4.8%	23	4.6%
14	20	0	0	0	0	0	7	9	0	0	36	8.6%	25.0%	49	9.9%
15	35	0	0	2	0	0	2	3	0	0	42	10.0%	7.1%	47	9.6%
16	24	0	0	2	0	0	4	4	0	0	34	8.1%	11.8%	41	8.4%
17	12	0	1	0	0	0	1	0	0	0	14	3.3%	0.0%	15	3.1%
18	22	0	0	0	0	1	0	1	0	0	24	5.7%	8.3%	26	5.3%
19	16	0	0	2	0	0	0	2	0	0	20	4.8%	10.0%	23	4.7%
20	15	0	0	1	0	0	3	0	1	0	20	4.8%	5.0%	24	4.8%
21	9	0	0	2	0	1	0	2	0	0	14	3.3%	21.4%	18	3.7%
22	15	0	0	0	0	0	0	2	0	0	17	4.0%	11.8%	19	3.9%
23	12	0	0	0	0	0	0	4	0	0	16	3.8%	25.0%	20	4.1%
0	6	0	0	0	0	0	0	0	0	0	6	1.4%	0.0%	6	1.2%
1	5	0	0	0	0	0	0	0	0	0	5	1.2%	0.0%	5	1.0%
2	7	0	0	0	0	0	0	0	0	0	7	1.7%	0.0%	7	1.4%
3	0	0	0	0	0	0	0	0	0	0	0	0.0%	#DIV/0!	0	0.0%
4	6	0	0	0	0	0	0	1	0	0	7	1.7%	14.3%	8	1.6%
5	5	0	0	0	0	0	0	0	0	0	5	1.2%	0.0%	5	1.0%
Total	331	0	1	11	1	12	27	36	1	0	420	100%	11.7%	490	100%
Total%	79%	0%	0%	3%	0%	3%	6%	9%	0%	0%	100%	-	-	-	-
Day	213	0	1	6	1	10	24	24	0	0	279	66%	4.3%	355	73%
Night	118	0	0	5	0	2	3	12	1	0	141	34%	1.4%	135	27%
Day%	1.55	#DIV/0!	1.00	1.83	1.00	1.20	1.13	1.50	#DIV/0!	#DIV/0!	1.51	-	-	1.38	100%
PCU	331	0	2	17	2	24	41	72	3	0	490	-	5.5%	-	-
PCU%	68%	0%	0%	3%	0%	5%	8%	15%	1%	0%	100%	-	-	-	-

Total															
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
6	13	0	0	0	0	0	1	1	0	0	14	1.7%	0.0%	15	1.5%
7	20	0	0	0	0	1	1	2	0	0	24	2.8%	12.5%	28	2.8%
8	40	0	0	2	1	0	2	4	0	0	49	5.8%	8.2%	56	5.6%
9	38	3	0	2	0	1	5	3	0	0	52	6.2%	7.7%	61	6.2%
10	48	0	0	0	0	7	0	6	0	0	61	7.2%	21.3%	74	7.5%
11	22	0	0	0	0	5	5	3	0	0	35	4.1%	22.9%	46	4.6%
12	17	0	0	1	0	4	4	2	0	0	28	3.3%	21.4%	37	3.7%
13	26	0	0	0	0	2	1	3	1	0	33	3.9%	18.2%	40	4.1%
14	38	0	1	0	0	1	12	12	0	0	64	7.6%	20.3%	84	8.5%
15	58	0	1	3	0	1	4	6	0	0	73	8.6%	9.6%	84	8.5%
16	49	0	0	2	0	0	5	5	0	0	61	7.2%	8.2%	70	7.0%
17	37	0	2	0	0	0	1	0	0	0	40	4.7%	0.0%	42	4.2%
18	40	0	0	1	0	1	0	1	0	0	43	5.1%	4.7%	46	4.6%
19	32	0	0	2	0	0	0	2	0	0	36	4.3%	5.6%	39	4.0%
20	31	0	0	1	0	0	8	0	1	0	41	4.9%	2.4%	47	4.8%
21	34	0	0	4	0	1	3	2	0	0	44	5.2%	6.8%	51	5.1%
22	28	0	0	0	0	1	0	7	0	0	36	4.3%	22.2%	44	4.5%
23	31	0	0	0	0	0	0	11	0	0	42	5.0%	26.2%	53	5.4%
0	18	0	0	0	0	0	0	1	0	0	19	2.2%	5.3%	20	2.0%
1	12	0	0	0	0	0	0	0	0	0	12	1.4%	0.0%	12	1.2%
2	9	0	0	0	0	0	0	4	0	0	13	1.5%	30.8%	17	1.7%
3	0	0	0	0	0	0	0	0	0	0	0	0.0%	#DIV/0!	0	0.0%
4	12	0	0	0	0	0	0	1	0	0	13	1.5%	7.7%	14	1.4%
5	12	0	0	0	0	0	0	0	0	0	12	1.4%	0.0%	12	1.2%
Total	665	3	4	18	1	25	52	75	2	0	845	100%	12.1%	987	100%
Total%	79%	0%	0%	2%	0%	3%	6%	9%	0%	0%	100%	-	-	-	-
Day	406	3	4	10	1	22	41	46	1	0	534	63%	5.1%	679	69%
Night	259	0	0	8	0	3	11	29	1	0	311	37%	1.0%	309	31%
Day%	1.64	1.00	1.00	1.											

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGHT STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	18	ROAD NAME				NPR1	NUMBER OF LANE				2	TOTAL LANE WIDTH				m
DATE & TIME	3/29/19	(Fri)	6:00	3/30/19	(Sat)	6:00	AREA				Luzon	PROVINCE				Nueva Ecija
WEATHER	1 Sunny						REGION				II	CITY/MUNICIPALITY				Talavera

DIRECTION		1				FROM				TO								
		Inbound				Guimba				Cabanatuan								
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU			
6	67	0	17	0	0	7	6	20	16	4	137	3.5%	34.3%	206	3.6%			
7	111	0	44	0	0	7	4	12	16	8	202	5.2%	21.3%	281	4.9%			
8	94	0	25	0	0	3	4	17	14	5	162	4.2%	24.1%	225	3.9%			
9	95	0	36	0	0	2	5	15	13	10	176	4.5%	22.7%	248	4.3%			
10	145	0	33	0	0	2	11	35	11	6	243	6.2%	22.2%	328	5.7%			
11	141	0	29	1	0	4	6	25	18	5	229	5.9%	22.7%	311	5.4%			
12	120	0	39	0	0	2	10	25	12	7	215	5.5%	21.4%	295	5.1%			
13	155	0	41	1	0	2	6	13	25	5	248	6.4%	18.1%	332	5.7%			
14	113	0	24	3	0	4	6	33	11	12	206	5.3%	29.1%	294	5.1%			
15	131	0	16	0	0	3	13	35	23	13	234	6.0%	31.6%	341	5.9%			
16	83	0	29	1	0	1	16	32	13	8	183	4.7%	29.5%	271	4.7%			
17	83	0	26	2	0	3	13	21	12	6	166	4.3%	25.3%	238	4.1%			
18	82	0	25	0	0	5	12	27	8	20	179	4.6%	33.5%	272	4.7%			
19	116	0	20	0	0	4	14	36	6	42	238	6.1%	37.0%	367	6.3%			
20	77	0	8	1	2	7	10	20	35	0	160	4.1%	38.8%	250	4.3%			
21	52	0	10	0	0	2	1	36	33	0	134	3.4%	53.0%	227	3.9%			
22	48	0	1	0	0	3	4	39	32	0	127	3.3%	58.3%	220	3.8%			
23	30	0	1	0	0	0	4	28	22	0	85	2.2%	58.8%	149	2.6%			
0	20	0	0	0	0	2	4	12	18	0	56	1.4%	57.1%	99	1.7%			
1	56	0	1	0	0	2	0	8	22	27	116	3.0%	50.9%	200	3.5%			
2	36	0	2	0	0	2	2	30	7	19	98	2.5%	59.2%	171	3.0%			
3	42	0	2	0	0	3	10	25	6	20	108	2.8%	50.0%	181	3.1%			
4	42	0	3	3	2	17	4	14	4	0	89	2.3%	39.3%	132	2.3%			
5	68	0	6	0	0	6	2	19	9	0	110	2.8%	30.9%	153	2.6%			
Total	2,007	0	438	12	4	93	167	577	386	217	3,901	100%	32.6%	5,786	100%			
Total%	51%	0%	11%	0%	0%	2%	4%	15%	10%	6%	100%	-	-	-	-			
Day	1,338	0	359	8	0	40	100	283	184	89	2,401	62%	20.3%	3,639	63%			
Night	669	0	79	4	4	53	67	294	202	128	1,500	38%	17.6%	2,148	37%			
Day%	1.50	#DIV/0!	1.22	1.50	#DIV/0!	2.33	1.67	2.04	2.10	2.44	1.62	-	-	1.59	100%			
PCU	2,007	0	657	18	6	186	251	1,154	965	543	5,786	-	24.0%	-	-			
PCU%	35%	0%	11%	0%	0%	3%	4%	20%	17%	9%	100%	-	-	-	-			

DIRECTION		2				FROM				TO								
		Outbound				Cabanatuan				Guimba								
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU			
6	102	0	45	2	2	0	2	33	7	32	225	4.4%	32.0%	342	4.7%			
7	137	0	52	2	2	3	11	29	9	18	261	5.1%	22.6%	366	5.0%			
8	102	0	33	0	0	0	12	29	3	3	182	3.5%	19.2%	243	3.3%			
9	215	0	78	1	0	5	13	38	5	27	382	7.4%	19.6%	519	7.1%			
10	138	1	35	0	0	3	4	52	5	12	250	4.9%	28.8%	351	4.8%			
11	131	0	38	0	0	6	2	48	3	20	248	4.8%	31.0%	357	4.9%			
12	169	0	55	0	0	5	6	39	6	10	290	5.6%	20.7%	389	5.3%			
13	136	0	40	0	0	6	11	35	4	5	237	4.6%	21.1%	317	4.3%			
14	197	0	59	1	0	3	4	54	4	8	330	6.4%	20.9%	437	6.0%			
15	217	0	53	0	0	4	3	51	6	25	359	7.0%	24.0%	489	6.7%			
16	166	0	43	1	0	3	3	40	5	20	281	5.5%	24.2%	385	5.3%			
17	127	0	22	0	0	4	3	26	2	18	202	3.9%	24.8%	275	3.8%			
18	165	0	28	0	0	2	2	33	3	15	248	4.8%	21.4%	325	4.5%			
19	194	0	55	1	0	11	1	18	4	42	326	6.3%	23.0%	453	6.2%			
20	111	0	11	0	0	6	2	14	12	25	181	3.5%	31.5%	263	3.6%			
21	76	0	5	0	0	7	2	11	16	0	117	2.3%	29.1%	163	2.2%			
22	92	0	3	0	0	5	0	16	7	10	133	2.6%	28.6%	181	2.5%			
23	58	0	4	0	0	8	8	25	11	16	130	2.5%	46.2%	210	2.9%			
0	65	0	0	0	0	9	3	29	18	23	147	2.9%	53.7%	248	3.4%			
1	69	0	0	0	0	4	4	24	12	8	121	2.3%	39.7%	181	2.5%			
2	74	0	1	0	0	2	11	27	16	17	148	2.9%	41.9%	233	3.2%			
3	49	0	1	0	0	3	8	33	11	24	129	2.5%	55.0%	222	3.0%			
4	51	0	6	0	1	7	12	26	21	0	124	2.4%	43.5%	198	2.7%			
5	51	0	7	0	0	2	1	24	18	0	103	2.0%	42.7%	160	2.2%			
Total	2,892	1	674	8	3	108	128	754	208	378	5,154	100%	28.1%	7,302	100%			
Total%	56%	0%	13%	0%	0%	2%	2%	15%	4%	7%	100%	-	-	-	-			
Day	1,837	1	553	7	2	42	74	474	59	198	3,247	63%	24.5%	4,792	66%			
Night	1,055	0	121	1	1	66	54	280	149	180	1,907	37%	19.3%	2,510	34%			
Day%	1.57	1.00	1.22	1.14	1.50	2.57	1.73	1.59	3.53	1.91	1.59	-	-	1.52	100%			
PCU	2,892	2	1,011	12	5	216	192	1,508	520	945	7,302	-	29.8%	-	-			
PCU%	40%	0%	14%	0%	0%	3%	3%	21%	7%	13%	100%	-	-	-	-			

Total															
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
6	169	0	62	2	2	7	8	53	23	36	362	4.0%	32.9%	548	4.2%
7	248	0	96	2	0	10	15	41	25	26	463	5.1%	22.0%	647	4.9%
8	196	0	58	0	0	3	16	46	17	8	344	3.8%	21.5%	468	3.6%
9	310	0	114	1	0	7	18	53	18	37	558	6.2%	20.6%	767	5.9%
10	283	1	68	0	0	5	15	87	16	18	493	5.4%	25.6%	678	5.2%
11	272	0	67	1	0	10	8	73	21	25	477	5.3%	27.0%	667	5.1%
12	289	0	94	0	0	7	16	64	18	17	505	5.6%	21.0%	684	5.2%
13	291	0	81	1	0	8	17	48	29	10	485	5.4%	19.6%	649	5.0%
14	310	0	83	4	0	7	10	87	15	20	536	5.9%	24.1%	731	5.6%
15	348	0	69	0	0	7	16	86	29	38	593	6.5%	27.0%	829	6.3%
16	249	0	72	2	0	4	19	72	18	28	464	5.1%	26.3%	656	5.0%
17	210	0	48	2	0	7	16	47	14	24	368	4.1%	25.0%	512	3.9%
18	247	0	53	0	0	7	14	60	11	35	427	4.7%	26.5%	597	4.6%
19	310	0	75	1	0	15	15	54	10	84	564	6.2%	28.9%	820	6.3%
20	188	0	19	1	2	13	12	34	47	25	341	3.8%	34.9%	513	3.9%
21	128	0	15	0	0	9	3	47	49	0	251	2.8%	41.8%	390	3.0%
22	140	0	4	0	0	8	4	55	39	10	260	2.9%	43.1%	401	3.1%
23	88	0	5	0	0	8	12	53	33	16	215	2.4%	51.2%	358	2.7%
0	85	0	0	0	0	11	7	41	36	23	203	2.2%	54.7%	347	2.7%
1	125	0	1	0	0	6	4	32	34	35	237	2.6%	45.1%	381	2.9%
2	110	0	3	0	0	4	13	57	23	36	246	2.7%	48.8%	404	3.1%
3	91	0	3	0	0	6	18	58	17	44	237	2.6%	52.7%	403	3.1%
4	93	0	9	3	3	24	16	40	25	0	213	2.4%	41.8%	330	2.5%
5	119	0	13	0	0	8	3	43	27	0	213	2.4%	36.6%	313	2.4%
Total	4,899	1	1,112	20											

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGHT STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	19	ROAD NAME				NPR1	NUMBER OF LANE				2	TOTAL LANE WIDTH				m	
DATE & TIME	3/28/19	(Thu)	6:00	3/29/19	(Fri)	6:00	AREA				Luzon	PROVINCE				Nueva Ecija	
WEATHER	1					Sunny					REGION	III	CITY/MUNICIPALITY				Carranglan

DIRECTION		1				Inbound				FROM	Sta. Fe	TO								
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU					
6	48	0	2	0	0	7	3	28	25	23	136	5.6%	61.0%	246	5.9%					
7	45	0	1	0	0	3	1	13	9	18	90	3.7%	47.8%	148	3.5%					
8	24	0	0	0	0	5	4	20	5	12	70	2.9%	60.0%	123	2.9%					
9	47	0	1	0	0	0	4	20	6	19	97	4.0%	46.4%	157	3.8%					
10	42	0	0	0	0	4	2	11	7	9	75	3.1%	41.3%	115	2.8%					
11	37	0	0	0	0	8	2	9	6	8	70	2.9%	44.3%	109	2.6%					
12	16	0	2	0	0	3	15	18	14	9	77	3.2%	57.1%	141	3.4%					
13	27	0	0	0	0	0	0	9	3	7	46	1.9%	41.3%	70	1.7%					
14	56	0	0	0	0	0	0	18	7	11	92	3.8%	39.1%	137	3.3%					
15	41	0	5	0	0	5	0	21	11	10	93	3.8%	50.5%	153	3.7%					
16	35	0	0	0	0	6	0	16	6	10	73	3.0%	52.1%	119	2.8%					
17	44	0	0	0	0	3	0	13	2	0	62	2.5%	29.0%	81	1.9%					
18	19	0	0	0	0	5	0	9	6	9	48	2.0%	60.4%	85	2.0%					
19	57	0	0	3	0	6	3	14	12	8	103	4.2%	38.8%	156	3.7%					
20	37	0	0	0	0	13	0	19	8	18	95	3.9%	61.1%	166	4.0%					
21	43	0	0	0	0	11	2	24	21	16	117	4.8%	61.5%	209	5.0%					
22	55	0	0	0	0	17	0	23	20	17	132	5.4%	58.3%	228	5.4%					
23	52	0	0	0	0	49	4	46	29	15	195	8.0%	71.3%	358	8.6%					
0	44	0	0	0	0	35	0	33	11	13	136	5.6%	67.6%	240	5.7%					
1	40	0	0	0	0	15	0	14	17	11	97	4.0%	58.8%	168	4.0%					
2	49	0	0	0	0	34	3	27	39	25	177	7.3%	70.6%	336	8.0%					
3	32	0	0	0	0	5	3	16	23	22	101	4.1%	65.3%	191	4.6%					
4	55	0	0	0	0	3	4	22	19	22	125	5.1%	52.8%	214	5.1%					
5	53	0	0	0	0	5	4	32	21	19	134	5.5%	57.5%	233	5.6%					
Total	998	0	11	3	0	242	54	475	327	331	2,441	100%	56.3%	4,179	100%					
Total%	41%	0%	0%	0%	0%	10%	2%	19%	13%	14%	100%	-	-	-	-					
Day	462	0	11	0	0	44	31	196	101	136	981	40%	19.5%	1,682	40%					
Night	536	0	0	3	0	198	23	279	226	195	1,460	60%	26.9%	2,497	60%					
Day%	2.16	#DIV/0!	1.00	#DIV/0!	#DIV/0!	5.50	1.74	2.42	3.24	2.43	2.49	-	-	2.48	100%					
PCU	998	0	17	5	0	484	81	950	818	828	4,179	-	31.8%	-	-					
PCU%	24%	0%	0%	0%	0%	12%	2%	23%	20%	20%	100%	-	-	-	-					

DIRECTION		2				Outbound				FROM	Manila	TO								
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU					
6	18	0	0	0	0	0	7	8	8	14	55	2.7%	54.5%	100	2.8%					
7	28	0	3	0	0	1	0	5	5	8	50	2.4%	38.0%	77	2.1%					
8	33	0	2	0	0	3	0	7	2	6	53	2.6%	34.0%	76	2.1%					
9	66	0	2	0	0	5	3	9	7	5	97	4.7%	26.8%	132	3.6%					
10	23	0	0	0	0	6	2	10	5	6	52	2.5%	51.9%	86	2.4%					
11	4	0	9	0	0	3	3	15	8	7	49	2.4%	67.3%	96	2.6%					
12	12	0	2	0	0	2	2	8	12	7	45	2.2%	64.4%	86	2.4%					
13	26	0	1	0	0	2	0	4	6	4	43	2.1%	37.2%	65	1.8%					
14	50	0	2	0	0	1	0	6	7	4	70	3.4%	25.7%	95	2.6%					
15	35	0	1	0	0	7	2	11	6	7	69	3.3%	44.9%	108	3.0%					
16	35	0	1	0	0	8	4	18	11	12	89	4.3%	55.1%	152	4.2%					
17	31	0	1	0	0	8	2	11	12	18	83	4.0%	59.0%	149	4.1%					
18	23	0	0	0	0	3	3	13	10	11	63	3.0%	58.7%	112	3.1%					
19	20	0	0	0	0	3	2	14	21	14	74	3.6%	70.3%	145	4.0%					
20	20	0	0	0	0	5	3	39	37	15	119	5.8%	80.7%	243	6.7%					
21	30	0	0	0	0	17	7	41	39	29	163	7.9%	77.3%	327	9.0%					
22	19	0	0	0	0	11	3	18	26	3	80	3.9%	72.5%	154	4.3%					
23	41	0	0	31	0	0	0	35	28	22	157	7.6%	54.1%	283	7.8%					
0	38	0	31	0	0	31	0	18	11	19	148	7.2%	53.4%	258	7.1%					
1	27	0	0	0	0	18	0	12	6	16	79	3.8%	65.8%	142	3.9%					
2	86	0	0	0	0	43	0	32	39	23	223	10.8%	61.4%	391	10.8%					
3	51	0	0	0	0	9	0	24	11	18	113	5.5%	54.9%	190	5.2%					
4	21	0	0	0	0	2	0	6	5	5	39	1.9%	46.2%	62	1.7%					
5	26	0	0	0	0	2	0	11	12	4	55	2.7%	52.7%	92	2.5%					
Total	763	0	55	31	0	190	43	375	334	277	2,068	100%	56.9%	3,614	100%					
Total%	37%	0%	3%	1%	0%	9%	2%	18%	16%	13%	100%	-	-	-	-					
Day	361	0	24	0	0	46	25	112	89	98	755	37%	22.3%	1,330	37%					
Night	402	0	31	31	0	144	18	263	245	179	1,313	63%	27.0%	2,284	63%					
Day%	2.11	#DIV/0!	2.29	#DIV/0!	#DIV/0!	4.13	1.72	3.35	3.75	2.83	2.74	-	-	2.72	100%					
PCU	763	0	83	47	0	380	65	750	835	693	3,614	-	32.0%	-	-					
PCU%	21%	0%	2%	1%	0%	11%	2%	21%	23%	19%	100%	-	-	-	-					

Total																	
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU		
6	66	0	2	0	0	7	10	36	33	37	191	4.2%	59.2%	345	4.4%		
7	73	0	4	0	0	4	1	18	14	26	140	3.1%	44.3%	225	2.9%		
8	57	0	2	0	0	8	4	27	7	18	123	2.7%	48.8%	199	2.5%		
9	113	0	3	0	0	5	7	29	13	24	194	4.3%	36.6%	289	3.7%		
10	65	0	0	0	0	10	4	21	12	15	127	2.8%	45.7%	201	2.6%		
11	41	0	9	0	0	11	5	24	14	15	119	2.6%	53.8%	205	2.6%		
12	28	0	4	0	0	5	17	26	26	16	122	2.7%	59.8%	227	2.9%		
13	53	0	1	0	0	2	0	13	9	11	89	2.0%	39.3%	135	1.7%		
14	106	0	2	0	0	1	0	24	14	15	162	3.6%	33.3%	232	3.0%		
15	76	0	6	0	0	12	2	32	17	17	162	3.6%	48.1%	261	3.3%		
16	70	0	1	0	0	14	4	34	17	22	162	3.6%	53.7%	271	3.5%		
17	75	0	1	0	0	11	2	24	14	18	145	3.2%	46.2%	230	2.9%		
18	42	0	0	0	0	8	3	22	16	20	111	2.5%	59.5%	197	2.5%		
19	77	0	0	3	0	9	5	28	33	22	177	3.9%	52.0%	301	3.9%		
20	57	0	0	0	0	18	3	58	45	33	214	4.7%	72.0%	409	5.2%		
21	73	0	0	0	0	28	9	65	60	45	280	6.2%	70.7%	535	6.9%		
22	74	0	0	0	0	28	3	41	46	20	212	4.7%	63.7%	382	4.9%		
23	93	0	0	31	0	49	4	81	57	37	352	7.8%	63.6%	641	8.2%		
0	82	0	31	0	0	66	0	51	22	32	284	6.3%	60.2%	498	6.4%		
1	67	0	0	0	0	33	0	26	23	27	176	3.9%	61.9%	310	4.0%		
2	135	0	0	0	0	77	3	59	78	48	40						

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	20	ROAD NAME				NSR108	NUMBER OF LANE			2	TOTAL LANE WIDTH				m
DATE & TIME	3/26/19	(Tue)	6:00	3/27/19	(Wed)	6:00	AREA			Luzon	PROVINCE				Quirino
WEATHER	1	Sunny					REGION			II	CITY/MUNICIPALITY				Maddela

DIRECTION	1										Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer					
6	29	0	0	6	0	0	2	5	2	1	45	4.7%	17.8%	59	4.6%
7	51	0	2	11	0	1	2	10	3	1	81	8.4%	18.5%	106	8.2%
8	50	0	5	15	0	0	7	9	1	2	89	9.2%	13.5%	116	9.1%
9	26	0	2	13	0	0	2	0	0	1	44	4.6%	2.3%	54	4.2%
10	41	0	3	17	0	0	3	5	3	2	74	7.7%	13.5%	98	7.7%
11	40	0	7	11	0	0	3	5	2	3	71	7.4%	14.1%	94	7.3%
12	29	0	5	12	0	1	0	4	5	3	59	6.1%	22.0%	85	6.6%
13	24	0	6	8	0	0	2	5	4	2	51	5.3%	21.6%	73	5.7%
14	77	0	11	14	0	2	4	7	6	3	124	12.8%	14.5%	161	12.6%
15	33	0	6	10	0	0	1	5	3	1	59	6.1%	15.3%	79	6.1%
16	39	0	6	7	0	0	2	4	1	0	59	6.1%	8.5%	72	5.6%
17	22	0	2	5	0	1	4	4	0	0	38	3.9%	13.2%	49	3.8%
18	32	2	0	0	6	0	0	2	0	1	43	4.5%	7.0%	51	3.9%
19	13	2	0	0	0	6	0	0	1	1	23	2.4%	34.8%	33	2.6%
20	16	0	0	0	0	0	0	2	3	0	21	2.2%	23.8%	28	2.1%
21	5	0	0	0	0	0	0	2	1	0	8	0.8%	37.5%	12	0.9%
22	2	0	0	0	0	0	0	0	1	1	4	0.4%	50.0%	7	0.5%
23	9	0	0	0	0	0	0	3	2	0	14	1.5%	35.7%	20	1.6%
0	5	0	0	0	0	0	0	4	0	1	10	1.0%	50.0%	16	1.2%
1	2	0	0	0	0	0	0	0	0	4	6	0.6%	66.7%	12	0.9%
2	4	0	0	0	0	0	0	1	0	0	5	0.5%	20.0%	6	0.5%
3	9	1	0	0	0	0	0	0	0	0	10	1.0%	0.0%	11	0.8%
4	9	0	0	0	0	0	3	0	1	0	13	1.3%	7.7%	16	1.3%
5	2	0	0	2	0	1	1	3	1	4	14	1.5%	64.3%	27	2.1%
Total	569	5	55	131	6	12	36	80	40	31	965	100%	16.9%	1,280	100%
Total%	59%	1%	6%	14%	1%	1%	4%	8%	4%	3%	100%				
Day	461	0	55	129	0	5	32	63	30	19	794	82%	9.9%	1,094	85%
Night	108	5	0	2	6	7	4	17	10	12	171	18%	14.6%	186	15%
Day%	1.23	#DIV/0!	1.00	#DIV/0!	2.40	1.13	1.27	1.33	1.63	1.22	-	-	-	1.17	100%
PCU	569	8	83	197	9	24	54	160	100	78	1,280	-	15.1%	-	-
PCU%	44%	1%	6%	15%	1%	2%	4%	13%	8%	6%	100%	-	-	-	-

DIRECTION	2										Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer					
6	20	0	0	20	0	1	0	1	0	0	42	4.1%	4.8%	54	4.0%
7	37	0	9	11	0	0	3	3	0	0	63	6.2%	4.8%	78	5.7%
8	40	0	12	18	0	0	2	5	2	0	79	7.7%	8.9%	103	7.6%
9	34	0	4	20	0	0	1	10	0	0	69	6.7%	14.5%	92	6.8%
10	39	0	1	20	0	0	2	8	2	0	72	7.0%	13.9%	95	7.0%
11	34	0	5	14	0	0	1	4	5	2	65	6.3%	16.9%	90	6.6%
12	42	0	4	13	0	0	2	8	6	1	76	7.4%	19.7%	104	7.7%
13	36	0	11	6	0	0	4	7	8	0	72	7.0%	20.8%	102	7.5%
14	33	0	3	12	0	0	2	13	0	2	65	6.3%	23.1%	90	6.6%
15	46	0	5	2	0	0	1	10	1	0	65	6.3%	16.9%	81	6.0%
16	54	0	3	6	0	0	4	7	1	2	77	7.5%	13.0%	95	7.0%
17	72	0	3	10	0	2	1	11	4	2	105	10.3%	18.1%	134	9.9%
18	34	0	3	1	0	4	0	2	2	0	46	4.5%	17.4%	57	4.2%
19	12	0	0	0	0	2	2	3	1	1	21	2.1%	33.3%	30	2.2%
20	12	0	0	0	0	2	0	1	1	0	16	1.6%	25.0%	21	1.5%
21	8	0	0	0	0	1	0	1	2	0	12	1.2%	33.3%	17	1.3%
22	5	0	0	0	0	0	0	1	0	1	7	0.7%	28.6%	10	0.7%
23	3	0	0	0	0	0	0	3	0	0	6	0.6%	50.0%	9	0.7%
0	4	0	0	0	0	0	1	0	1	0	6	0.6%	16.7%	8	0.6%
1	5	0	0	0	0	0	0	0	0	0	5	0.5%	0.0%	5	0.4%
2	2	0	0	0	0	0	0	0	0	0	2	0.2%	0.0%	2	0.1%
3	6	0	0	0	0	0	0	5	6	0	17	1.7%	64.7%	31	2.3%
4	6	0	0	0	0	1	0	0	0	0	7	0.7%	14.3%	8	0.6%
5	14	0	1	7	0	0	0	6	1	0	29	2.8%	24.1%	41	3.0%
Total	598	0	64	160	0	13	26	109	43	11	1,024	100%	17.2%	1,352	100%
Total%	58%	0%	6%	16%	0%	1%	3%	11%	4%	1%	100%				
Day	487	0	60	152	0	3	23	87	29	9	850	83%	8.5%	1,172	87%
Night	111	0	4	8	0	10	3	22	14	2	174	17%	9.2%	181	13%
Day%	1.23	#DIV/0!	1.07	1.05	#DIV/0!	4.33	1.13	1.25	1.48	1.22	1.20	-	-	1.15	100%
PCU	598	0	96	240	0	26	39	218	108	28	1,352	-	11.1%	-	-
PCU%	44%	0%	7%	18%	0%	2%	3%	16%	8%	2%	100%	-	-	-	-

Total																
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU	
																6
7	88	0	11	22	0	1	5	13	3	1	144	7.2%	12.5%	183	7.0%	
8	90	0	17	33	0	0	9	14	3	2	168	8.4%	11.3%	219	8.3%	
9	60	0	6	33	0	0	3	10	0	1	113	5.7%	9.7%	146	5.5%	
10	80	0	4	37	0	0	5	13	5	2	146	7.3%	13.7%	193	7.3%	
11	74	0	12	25	0	0	4	9	7	5	136	6.8%	15.4%	184	7.0%	
12	71	0	9	25	0	1	2	12	11	4	135	6.8%	20.7%	189	7.2%	
13	60	0	17	14	0	0	6	12	12	2	123	6.2%	21.1%	175	6.6%	
14	110	0	14	26	0	2	6	20	6	5	189	9.5%	17.5%	251	9.5%	
15	79	0	11	12	0	0	2	15	4	1	124	6.2%	16.1%	159	6.0%	
16	93	0	9	13	0	0	6	11	2	2	136	6.8%	11.0%	167	6.3%	
17	94	0	5	15	0	3	5	15	4	2	143	7.2%	16.8%	183	6.9%	
18	66	2	3	1	6	4	0	4	2	1	89	4.5%	12.4%	108	4.1%	
19	25	2	0	0	0	8	2	3	2	2	44	2.2%	34.1%	63	2.4%	
20	28	0	0	0	0	2	0	3	4	0	37	1.9%	24.3%	48	1.8%	
21	13	0	0	0	0	1	0	3	3	0	20	1.0%	35.0%	29	1.1%	
22	7	0	0	0	0	0	0	1	1	2	11	0.6%	36.4%	17	0.6%	
23	12	0	0	0	0	0	0	6	2	0	20	1.0%	40.0%	29	1.1%	
0	9	0	0	0	0	0	1	4	1	1	16	0.8%	37.5%	24	0.9%	
1	7	0	0	0	0	0	0	0	0	4	11	0.6%	36.4%	17	0.6%	
2	6	0	0	0	0	0	0	1	0	0	7	0.4%	14.3%	8	0.3%	
3	15	1	0	0	0	0	0	5	6	0	27	1.4%	40.7%	42	1.6%	
4	15	0	0	0	0	1	3	0	1	0	20	1.0%	10.0%	24	0.9%	
5	16	0	1	9	0	1	1	9	2	4	43	2.2%	37.2%	68	2.6%	
Total	1,167	5	119	291	6	25	62	189	83	42	1,989	100%	17.0%	2,632	100%	
Total%	59%	0%	6%	15%	0%	1%	3%	10%	4%	2%	100%					
Day	948	0	115	281	0	8	55	150	59	28	1,644	83%	9.2%	2,266	86%	
Night	219	5	4													

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGHT STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	21	ROAD NAME				NPR1	NUMBER OF LANE		2	TOTAL LANE WIDTH				m
DATE & TIME	4/8/19	(Mon)	6:00	4/9/19	(Tue)	6:00	AREA	Luzon	PROVINCE	Nueva Vizcaya				
WEATHER	1	Sunny				REGION	III		CITY/MUNICIPALITY	Alfonso Castaneda				

DIRECTION		Inbound				FROM						TO						
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU			
6	43	0	0	0	0	2	0	1	1	0	47	5.5%	8.5%	52	4.9%			
7	39	0	0	0	0	1	1	4	0	0	45	5.2%	11.1%	51	4.8%			
8	59	0	0	0	1	1	7	4	0	1	74	8.6%	8.1%	85	8.0%			
9	43	0	0	0	1	3	8	4	1	0	60	7.0%	13.3%	73	6.9%			
10	39	0	0	0	0	3	4	10	2	0	58	6.7%	25.9%	76	7.2%			
11	28	0	0	0	0	1	4	5	0	0	38	4.4%	15.8%	46	4.3%			
12	28	0	0	0	0	0	3	5	1	1	38	4.4%	18.4%	48	4.5%			
13	33	0	0	0	1	2	1	7	2	0	46	5.3%	23.9%	59	5.6%			
14	22	0	0	0	0	3	3	5	0	0	33	3.8%	24.2%	43	4.0%			
15	31	0	0	0	0	0	2	8	3	0	44	5.1%	25.0%	58	5.4%			
16	25	0	0	0	0	3	1	5	1	0	35	4.1%	25.7%	45	4.2%			
17	35	0	0	0	0	3	3	5	2	0	48	5.6%	20.8%	61	5.7%			
18	24	0	0	0	0	0	0	5	2	0	31	3.6%	22.6%	39	3.7%			
19	31	0	0	0	0	2	0	5	2	0	40	4.6%	22.5%	50	4.7%			
20	26	0	0	0	0	0	9	0	0	0	35	4.1%	0.0%	40	3.7%			
21	27	0	0	0	0	2	0	0	0	0	29	3.4%	6.9%	31	2.9%			
22	17	0	0	0	0	0	0	2	3	0	22	2.6%	22.7%	29	2.7%			
23	13	0	0	0	0	1	0	2	1	0	17	2.0%	33.5%	22	2.0%			
0	6	0	0	0	0	0	0	3	0	0	9	1.0%	33.3%	12	1.1%			
1	5	0	0	0	0	0	0	1	0	0	6	0.7%	16.7%	7	0.7%			
2	5	0	0	0	0	1	0	2	1	0	9	1.0%	44.4%	14	1.3%			
3	16	0	0	0	0	1	0	0	0	0	17	2.0%	5.9%	18	1.7%			
4	22	0	0	0	0	1	1	2	1	1	28	3.3%	17.9%	35	3.3%			
5	34	0	0	0	1	1	0	14	2	0	52	6.0%	32.7%	71	6.7%			
Total	651	0	0	1	4	31	47	99	25	3	861	100%	18.4%	1,059	100%			
Total%	76%	0%	0%	0%	0%	4%	5%	11%	3%	0%	100%	-	-	-	-			
Day	425	0	0	1	3	22	37	63	13	2	566	66%	4.8%	733	69%			
Night	226	0	0	0	1	9	10	36	12	1	295	34%	3.7%	326	31%			
Day%	1.53	#DIV/0!	#DIV/0!	1.00	1.33	1.41	1.27	1.57	1.92	1.50	1.52	-	-	1.44	100%			
PCU	651	0	0	2	6	62	71	198	63	8	1,059	-	7.1%	-	-			
PCU%	61%	0%	0%	0%	1%	6%	7%	19%	6%	1%	100%	-	-	-	-			

DIRECTION		Outbound				BALER						TO						
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU			
6	26	0	0	0	0	2	0	1	1	0	30	3.3%	13.3%	35	3.3%			
7	28	0	0	0	0	2	2	3	1	1	37	4.1%	18.9%	46	4.4%			
8	25	0	0	0	0	3	2	0	3	0	33	3.6%	18.2%	42	3.9%			
9	41	0	0	0	0	2	3	8	3	0	57	6.3%	22.8%	73	6.9%			
10	35	0	0	0	0	2	1	1	0	0	39	4.3%	7.7%	43	4.0%			
11	42	0	0	0	0	4	2	8	1	0	57	6.3%	22.8%	72	6.8%			
12	47	0	0	0	0	1	1	5	1	0	55	6.1%	12.7%	63	6.0%			
13	59	0	0	0	0	2	0	3	1	0	65	7.2%	9.2%	72	6.8%			
14	64	0	0	0	0	4	1	6	0	0	75	8.3%	13.3%	86	8.1%			
15	77	0	0	0	0	1	1	7	0	0	86	9.5%	9.3%	95	9.0%			
16	68	0	0	0	0	2	1	6	1	0	78	8.6%	11.5%	88	8.4%			
17	57	0	0	0	0	0	4	4	0	2	67	7.4%	9.0%	76	7.2%			
18	36	0	0	0	0	1	1	5	0	0	43	4.7%	14.0%	50	4.7%			
19	72	0	0	0	0	0	0	1	0	0	73	8.0%	1.4%	74	7.0%			
20	11	0	0	0	0	0	0	3	0	0	14	1.5%	21.4%	17	1.6%			
21	19	0	0	0	0	0	0	2	0	0	21	2.3%	9.5%	23	2.2%			
22	10	0	0	0	0	0	1	5	1	0	17	1.9%	35.3%	24	2.3%			
23	7	0	0	0	0	0	0	2	0	0	9	1.0%	22.2%	11	1.0%			
0	6	0	0	0	0	0	0	0	1	0	7	0.8%	14.3%	9	0.8%			
1	6	0	0	0	0	0	0	2	2	0	10	1.1%	40.0%	15	1.4%			
2	5	0	0	0	0	0	0	1	0	0	6	0.7%	16.7%	7	0.7%			
3	4	0	0	0	0	1	0	2	0	0	7	0.8%	42.9%	10	0.9%			
4	5	0	0	0	0	1	0	0	1	0	7	0.8%	28.6%	10	0.9%			
5	11	0	0	0	0	0	1	1	1	0	14	1.5%	14.3%	17	1.6%			
Total	761	0	0	0	0	28	21	76	18	3	907	100%	13.8%	1,053	100%			
Total%	84%	0%	0%	0%	0%	3%	2%	8%	2%	0%	100%	-	-	-	-			
Day	569	0	0	0	0	25	18	52	12	3	679	75%	4.1%	837	79%			
Night	192	0	0	0	0	3	3	24	6	0	228	25%	1.3%	216	21%			
Day%	1.34	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	1.12	1.17	1.46	1.50	1.00	1.34	-	-	1.26	100%			
PCU	761	0	0	0	0	56	32	152	45	8	1,053	-	6.0%	-	-			
PCU%	72%	0%	0%	0%	0%	5%	3%	14%	4%	1%	100%	-	-	-	-			

Total															
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
6	69	0	0	0	0	4	0	2	2	0	77	4.4%	10.4%	86	4.1%
7	67	0	0	0	0	3	3	7	1	1	82	4.6%	14.6%	97	4.6%
8	84	0	0	1	1	4	9	4	3	1	107	6.1%	11.2%	127	6.0%
9	84	0	0	0	1	5	11	12	4	0	117	6.6%	17.9%	146	6.9%
10	74	0	0	0	0	5	5	11	2	0	97	5.5%	18.6%	119	5.6%
11	70	0	0	0	0	5	6	13	1	0	95	5.4%	20.0%	118	5.6%
12	75	0	0	0	0	1	4	10	2	1	93	5.3%	15.1%	111	5.2%
13	92	0	0	0	1	4	1	10	3	0	111	6.3%	15.3%	131	6.2%
14	86	0	0	0	0	7	4	11	0	0	108	6.1%	16.7%	128	6.1%
15	108	0	0	0	0	1	3	15	3	0	130	7.4%	14.6%	152	7.2%
16	93	0	0	0	0	5	2	11	2	0	113	6.4%	15.9%	133	6.3%
17	92	0	0	0	0	3	7	9	2	2	115	6.5%	13.9%	137	6.5%
18	60	0	0	0	0	1	1	10	2	0	74	4.2%	17.6%	89	4.2%
19	103	0	0	0	0	2	0	6	2	0	113	6.4%	8.8%	124	5.9%
20	37	0	0	0	0	0	9	3	0	0	49	2.8%	6.1%	57	2.7%
21	46	0	0	0	0	2	0	2	0	0	50	2.8%	8.0%	54	2.6%
22	27	0	0	0	0	0	1	7	4	0	39	2.2%	28.2%	53	2.5%
23	20	0	0	0	0	1	0	4	1	0	26	1.5%	23.1%	33	1.5%
0	12	0	0	0	0	0	0	3	1	0	16	0.9%	25.0%	21	1.0%
1	11	0	0	0	0	0	0	3	2	0	16	0.9%	31.3%	22	1.0%
2	10	0	0	0	0	1	0	3	1	0	15	0.8%	33.3%	21	1.0%
3	20	0	0	0	0	2	0	2	0	0	24	1.4%	16.7%	28	1.3%
4	27	0	0	0	0	2	1	2	2	1	35	2.0%	20.0%	44	2.1%
5	45	0	0	0	0	1	1	15	3	0	66	3.7%	28.8%	88	4.1%
Total	1,412	0	0	1	4	59	68	175	43	6	1,768	100%	16.0%	2,112	100%
Total%	80%	0%	0%	0%	0%	3%	4%	10%	2%	0%	100%	-	-	-	-
Day	994	0	0	1	3	47	55	115	25	5	1,245	70%	4.4%	1,570	74%
Night	418	0	0	0	1	12	13	60	18	1	523	30%	2.7%	542	26%
Day%	1.42	#DIV/0!	#DIV/0!	1.00	1.33	1.26	1.24	1.52	1.72	1.20	1.42	-	-	1.35	100%
PCU	1,412	0	0	2	6	118	102	350	108	15	2,112	-	6.6%	-	-
PCU%	67%	0%	0%	0%	0%	6%	5%	17%	5%	1%	100%	-	-	-	-

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	22	ROAD NAME				NSR301	NUMBER OF LANE				4	TOTAL LANE WIDTH				m
DATE & TIME	4/8/19	(Mon)	6:00	4/9/19	(Tue)	6:00	AREA				Luzon	PROVINCE				Bataan
WEATHER	1 Sunny						REGION				III	CITY/MUNICIPALITY				Hermosa

DIRECTION	1	Inbound				FROM	DINALUPIHAN			TO	LIMAY	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
		3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles							
6	172	0	10	0	0	21	32	36	0	14	285	4.1%	24.9%	384	3.8%		
7	309	0	15	1	0	20	15	51	28	0	439	6.3%	22.6%	568	5.7%		
8	293	0	13	3	1	16	9	42	41	0	418	6.0%	23.7%	551	5.5%		
9	280	0	13	2	0	18	20	44	37	5	419	6.0%	24.8%	562	5.6%		
10	98	0	7	2	0	11	12	35	46	0	211	3.0%	43.6%	337	3.4%		
11	287	0	4	2	0	10	11	45	69	0	428	6.2%	29.0%	595	5.9%		
12	272	0	5	1	0	14	24	33	59	4	412	5.9%	26.7%	569	5.7%		
13	238	0	3	3	0	14	8	27	75	9	377	5.4%	33.2%	551	5.5%		
14	214	0	5	2	0	15	10	27	86	3	362	5.2%	36.2%	546	5.5%		
15	265	0	5	3	0	13	11	41	88	0	426	6.1%	33.3%	622	6.2%		
16	272	0	8	2	0	12	5	42	67	2	410	5.9%	30.0%	575	5.7%		
17	211	0	5	2	0	15	6	37	41	4	321	4.6%	30.2%	447	4.5%		
18	283	0	7	3	0	13	8	27	43	4	388	5.6%	22.4%	508	5.1%		
19	175	0	5	1	0	13	2	19	35	7	257	3.7%	28.8%	356	3.6%		
20	54	0	2	1	0	16	3	8	7	21	112	1.6%	46.4%	181	1.8%		
21	56	0	2	1	0	12	1	14	14	39	139	2.0%	56.8%	247	2.5%		
22	138	0	3	0	0	12	4	24	31	27	239	3.4%	39.3%	366	3.7%		
23	76	0	0	0	0	9	2	24	36	7	154	2.2%	49.4%	253	2.5%		
0	45	0	0	0	0	2	1	11	34	2	95	1.4%	51.6%	163	1.6%		
1	62	0	2	0	2	1	27	30	27	0	151	2.2%	38.4%	238	2.4%		
2	59	6	0	0	0	3	2	22	60	2	154	2.2%	56.5%	276	2.8%		
3	73	0	3	2	0	10	3	18	53	1	163	2.3%	50.3%	276	2.8%		
4	141	0	9	1	0	15	1	18	42	2	229	3.3%	33.6%	334	3.3%		
5	225	0	13	2	0	19	1	25	68	2	355	5.1%	32.1%	512	5.1%		
Total	4,298	6	139	34	3	304	218	700	1,087	155	6,944	100%	32.3%	10,011	100%		
Total%	62%	0%	2%	0%	0%	4%	3%	10%	16%	2%	100%	-	-	-	-		
Day	2,911	0	93	23	1	179	163	460	637	41	4,508	65%	7.0%	6,812	68%		
Night	1,387	6	46	11	2	125	55	240	450	114	2,436	35%	11.8%	3,200	32%		
Day%	1.48	#DIV/0!	1.49	1.48	3.00	1.70	1.34	1.52	1.71	3.78	1.54	-	-	1.47	100%		
PCU	4,298	9	209	51	5	608	327	1,400	2,718	388	10,011	-	12.1%	-	-		
PCU%	43%	0%	2%	1%	0%	6%	3%	14%	27%	4%	100%	-	-	-	-		

DIRECTION	2	Outbound				FROM	LIMAY	TO			DINALUPIHAN	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
		3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles							
6	176	1	2	2	0	16	7	21	66	9	300	4.1%	37.3%	456	4.3%		
7	280	0	11	3	0	17	15	34	66	5	431	5.9%	28.3%	603	5.6%		
8	273	0	8	2	0	16	5	40	61	10	415	5.7%	30.6%	585	5.5%		
9	308	0	9	2	0	17	6	42	65	8	457	6.3%	28.9%	634	5.9%		
10	140	0	3	1	0	15	13	28	50	8	258	3.5%	39.1%	397	3.7%		
11	252	1	7	1	0	15	8	30	24	9	347	4.7%	22.5%	450	4.2%		
12	258	0	13	0	0	18	8	37	68	7	409	5.6%	31.8%	587	5.5%		
13	330	1	9	1	0	21	12	41	84	6	505	6.9%	30.1%	714	6.7%		
14	351	0	10	2	0	19	10	61	59	4	516	7.1%	27.7%	702	6.6%		
15	353	0	9	4	0	18	10	64	52	3	513	7.0%	26.7%	689	6.4%		
16	337	1	8	1	0	18	12	50	57	7	491	6.7%	26.9%	666	6.2%		
17	221	1	11	3	0	13	2	33	32	19	335	4.6%	29.0%	466	4.4%		
18	260	20	12	3	0	23	28	16	57	9	428	5.9%	24.5%	598	5.6%		
19	155	58	13	4	1	8	13	17	46	6	321	4.4%	24.0%	469	4.4%		
20	141	23	11	3	0	6	0	20	61	3	268	3.7%	33.6%	409	3.8%		
21	68	26	2	1	0	3	2	22	67	3	194	2.7%	49.0%	340	3.2%		
22	60	13	1	1	0	3	2	13	68	11	172	2.4%	55.2%	315	2.9%		
23	28	9	0	3	0	0	0	8	51	2	101	1.4%	60.4%	195	1.8%		
0	34	19	1	0	0	3	0	8	52	7	124	1.7%	56.5%	234	2.2%		
1	15	3	0	0	1	0	1	14	43	8	85	1.2%	76.5%	178	1.7%		
2	32	0	0	0	0	6	3	11	31	1	84	1.1%	58.3%	151	1.4%		
3	61	0	2	0	0	11	3	19	31	0	127	1.7%	48.0%	206	1.9%		
4	82	49	2	0	0	13	1	16	35	0	198	2.7%	32.3%	306	2.9%		
5	137	0	2	2	0	16	3	22	45	1	228	3.1%	36.8%	339	3.2%		
Total	4,352	225	146	39	2	295	164	667	1,271	146	7,307	100%	32.6%	10,683	100%		
Total%	60%	3%	2%	1%	0%	4%	2%	9%	17%	2%	100%	-	-	-	-		
Day	3,279	5	100	22	0	203	108	481	684	95	4,977	68%	8.0%	7,545	71%		
Night	1,073	220	46	17	2	92	56	186	587	51	2,330	32%	8.2%	3,138	29%		
Day%	1.33	45.00	1.46	1.77	#DIV/0!	1.45	1.52	1.39	1.86	1.54	1.47	-	-	1.42	100%		
PCU	4,352	338	219	59	3	590	246	1,334	3,178	365	10,683	-	11.0%	-	-		
PCU%	41%	3%	2%	1%	0%	6%	2%	12%	30%	3%	100%	-	-	-	-		

Total																
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU	
																6
7	589	0	26	4	0	37	30	85	94	5	870	6.1%	25.4%	1,171	5.7%	
8	566	0	21	5	1	32	14	82	102	10	833	5.8%	27.1%	1,136	5.5%	
9	588	0	22	4	0	35	26	86	102	13	876	6.1%	26.9%	1,196	5.8%	
10	238	0	10	3	0	26	25	63	96	8	469	3.3%	41.2%	733	3.5%	
11	539	1	11	3	0	25	19	75	93	9	775	5.4%	26.1%	1,045	5.0%	
12	530	0	18	1	0	32	32	70	127	11	821	5.8%	29.2%	1,156	5.6%	
13	568	1	12	4	0	35	20	68	159	15	882	6.2%	31.4%	1,265	6.1%	
14	565	0	15	4	0	34	20	88	145	7	878	6.2%	31.2%	1,248	6.0%	
15	618	0	14	7	0	31	21	105	140	3	939	6.6%	29.7%	1,311	6.3%	
16	609	1	16	3	0	30	17	92	124	9	901	6.3%	28.3%	1,241	6.0%	
17	432	1	16	5	0	28	8	70	73	23	656	4.6%	29.6%	913	4.4%	
18	543	20	19	6	0	36	36	43	100	13	816	5.7%	23.5%	1,105	5.3%	
19	330	58	18	5	1	21	15	36	81	13	578	4.1%	26.1%	825	4.0%	
20	195	23	13	4	0	22	3	28	68	24	380	2.7%	37.4%	590	2.8%	
21	124	26	4	2	0	15	3	36	81	42	333	2.3%	52.3%	586	2.8%	
22	198	13	4	1	0	15	6	37	99	38	411	2.9%	46.0%	681	3.3%	
23	104	9	0	3	0	9	2	32	87	9	255	1.8%	53.7%	447	2.2%	
0	79	19	1	0	0	5	1	19	86	9	219	1.5%	54.3%	396	1.9%	
1	77	3	2	0	3	1	28	44	70	8	236	1.7%	52.1%	416	2.0%	
2	91	6	0	0	0	9	5	33	91	3	238	1.7%	57.1%	427	2.1%	
3	134	0	5	2	0	21	6	37	84	1	290	2.0%	49.3%	482	2.3%	
4	223	49	11	1	0	28	2	34	77	2	427	3.0%	33.0%	639	3.1%	
5	362	0	15	4	0	35	4	47	113	3	583	4.1%	34.0%	851	4.1%	
Total	8,650	231	285	73	5	599	382	1,367	2,358	301	14,251	100%	32.5%	20,694	100%	
Total%	61%	2%	2%	1%	0%	4%	3%	10%	17%	2%	100%	-	-	-	-	
Day	6,190	5	193	45	1	382	271	941	1,321	136	9,485	67%	7.5%	14,356	69%	
Night	2,460	226	92	28	4	217	111	426	1,037	165	4,766	33%	10.0%	6,338	31%	
Day%	1.40	46.20	1.48	1.62	5.00	1.57	1.41	1.45	1.79	2.21	1.50	-	-	1.44	100%	
PCU	8,650	347	428	110	8	1,198	573	2,734	5,895	753	20,694	-	11.5%	-	-	
PCU%	42%	2%	2%	1%	0%											

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	23	ROAD NAME				NPR1	NUMBER OF LANE		4	TOTAL LANE WIDTH				m
DATE & TIME	4/8/19	(Mon)	6:00	4/9/19	(Tue)	6:00	AREA		Luzon	PROVINCE			Bulacan	
WEATHER	1		Sunny				REGION		III	CITY/MUNICIPALITY			Meycauayan City	

DIRECTION		1				FROM	STA. MARIA			TO	MALANDAY				
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
6	178	20	198	1	0	25	6	14	1	0	443	6.0%	9.0%	596	5.6%
7	195	7	150	0	0	24	8	23	0	0	407	5.5%	11.5%	537	5.1%
8	147	12	127	0	0	14	11	45	1	2	359	4.9%	17.3%	498	4.7%
9	153	10	134	0	0	13	19	47	7	2	385	5.2%	17.9%	540	5.1%
10	182	2	91	0	0	9	18	31	5	2	340	4.6%	13.8%	446	4.2%
11	168	6	92	0	0	6	24	35	7	4	342	4.6%	15.2%	461	4.3%
12	140	0	83	0	0	6	6	36	2	5	278	3.8%	17.6%	375	3.5%
13	157	4	87	0	0	5	47	34	10	7	351	4.8%	16.0%	485	4.6%
14	177	8	10	1	0	2	40	39	14	4	295	4.0%	20.0%	393	3.7%
15	151	4	79	0	0	4	29	27	5	8	307	4.2%	14.3%	414	3.9%
16	163	0	85	0	0	7	22	33	5	4	319	4.3%	15.4%	426	4.0%
17	177	0	102	0	0	7	15	27	7	1	336	4.6%	12.5%	441	4.2%
18	193	0	95	0	0	9	18	23	3	6	347	4.7%	11.8%	449	4.2%
19	189	8	111	0	0	3	24	24	0	7	366	5.0%	9.3%	475	4.5%
20	180	12	83	0	0	8	20	28	9	4	344	4.7%	14.2%	457	4.3%
21	171	6	74	0	0	5	19	21	22	5	323	4.4%	16.4%	439	4.1%
22	125	1	55	0	0	2	23	30	87	27	350	4.8%	41.7%	593	5.6%
23	73	0	35	0	0	1	5	16	47	45	222	3.0%	49.1%	397	3.7%
0	63	0	32	0	0	6	7	23	28	72	231	3.1%	55.8%	430	4.1%
1	60	0	24	0	0	2	6	25	37	70	224	3.0%	59.8%	427	4.0%
2	50	0	21	0	0	6	1	21	18	52	169	2.3%	57.4%	312	2.9%
3	52	0	20	0	0	18	7	17	14	43	171	2.3%	53.8%	305	2.9%
4	69	0	50	0	0	20	12	28	3	26	208	2.8%	37.0%	331	3.1%
5	93	10	70	0	0	30	8	19	15	3	248	3.4%	27.0%	368	3.5%
Total	3,306	110	1,908	2	0	232	395	666	347	399	7,365	100%	22.3%	10,590	100%
Total%	45%	1%	26%	0%	0%	3%	5%	9%	5%	5%	100%	-	-	-	-
Day	1,988	73	1,238	2	0	122	245	391	64	39	4,162	57%	33.6%	6,058	57%
Night	1,318	37	670	0	0	110	150	275	283	360	3,203	43%	35.6%	4,532	43%
Day%	1.66	1.51	1.54	1.00	#DIV/0!	1.90	1.61	1.70	5.42	10.23	1.77	-	-	1.75	100%
PCU	3,306	165	2,862	3	0	464	593	1,332	868	998	10,590	-	40.8%	-	-
PCU%	31%	2%	27%	0%	0%	4%	6%	13%	8%	9%	100%	-	-	-	-

DIRECTION		2				FROM	MALANDAY			TO	STA. MARIA				
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
6	150	3	133	0	0	31	8	16	0	1	342	5.6%	14.0%	463	5.3%
7	150	3	163	0	0	21	8	25	0	0	370	6.1%	12.4%	503	5.7%
8	95	3	125	0	0	13	11	32	2	1	282	4.6%	17.0%	401	4.6%
9	103	2	91	0	0	19	6	40	3	1	265	4.3%	23.8%	380	4.3%
10	75	2	71	0	0	13	14	36	3	6	220	3.6%	26.4%	326	3.7%
11	107	0	83	0	0	17	46	6	2	2	263	4.3%	10.3%	357	4.1%
12	101	0	73	0	0	8	10	22	4	1	219	3.6%	16.0%	298	3.4%
13	109	6	109	0	0	1	10	47	10	4	296	4.8%	20.9%	428	4.9%
14	104	0	54	0	0	4	7	37	5	6	217	3.5%	24.0%	305	3.5%
15	89	1	87	0	0	7	9	59	5	11	268	4.4%	30.6%	407	4.6%
16	114	1	105	0	0	14	12	27	2	2	277	4.5%	16.2%	383	4.4%
17	136	0	102	0	0	4	5	27	5	2	281	4.6%	13.5%	376	4.3%
18	146	2	76	0	0	9	8	18	0	5	264	4.3%	12.1%	342	3.9%
19	161	0	89	0	0	8	12	29	2	1	302	4.9%	13.2%	394	4.5%
20	144	0	84	0	0	11	16	22	1	2	280	4.6%	12.9%	368	4.2%
21	126	0	89	0	0	3	3	17	8	4	250	4.1%	12.8%	334	3.8%
22	136	0	85	0	0	5	3	19	10	4	262	4.3%	14.5%	351	4.0%
23	60	0	21	0	0	12	1	17	17	25	153	2.5%	46.4%	256	2.9%
0	99	14	35	0	0	11	10	29	53	36	287	4.7%	44.9%	490	5.6%
1	80	13	0	0	0	0	10	35	48	39	225	3.7%	54.2%	402	4.6%
2	63	5	15	0	0	6	14	13	50	22	188	3.1%	48.4%	332	3.8%
3	85	8	25	0	0	6	11	18	38	8	199	3.3%	35.2%	314	3.6%
4	103	10	30	0	0	10	26	21	28	9	237	3.9%	28.7%	357	4.1%
5	73	4	49	0	0	7	6	18	6	5	168	2.7%	21.4%	239	2.7%
Total	2,609	77	1,794	0	0	240	266	630	302	197	6,115	100%	22.4%	8,802	100%
Total%	43%	1%	29%	0%	0%	4%	4%	10%	5%	3%	100%	-	-	-	-
Day	1,333	21	1,196	0	0	152	146	374	41	37	3,300	54%	42.0%	4,966	56%
Night	1,276	56	598	0	0	88	120	256	261	160	2,815	46%	30.1%	3,836	44%
Day%	1.96	3.67	1.50	#DIV/0!	#DIV/0!	1.58	1.82	1.68	7.37	5.32	1.85	-	-	1.77	100%
PCU	2,609	116	2,691	0	0	480	399	1,260	755	493	8,802	-	41.6%	-	-
PCU%	30%	1%	31%	0%	0%	5%	5%	14%	9%	6%	100%	-	-	-	-

Total															
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
6	328	23	331	1	0	56	14	30	1	1	785	5.8%	11.2%	1,059	5.5%
7	345	10	313	0	0	45	16	48	0	0	777	5.8%	12.0%	1,040	5.4%
8	242	15	252	0	0	27	22	77	3	3	641	4.8%	17.2%	899	4.6%
9	256	12	225	0	0	32	25	87	10	3	650	4.8%	20.3%	920	4.7%
10	257	4	162	0	0	22	32	67	8	8	560	4.2%	18.8%	772	4.0%
11	275	6	175	0	0	23	70	41	9	6	605	4.5%	13.1%	817	4.2%
12	241	0	156	0	0	14	16	58	6	6	497	3.7%	16.9%	673	3.5%
13	266	10	196	0	0	6	57	81	20	11	647	4.8%	18.2%	912	4.7%
14	281	8	64	1	0	6	47	76	19	10	512	3.8%	21.7%	698	3.6%
15	240	5	166	0	0	11	38	86	10	19	575	4.3%	21.9%	820	4.2%
16	277	1	190	0	0	21	34	60	7	6	596	4.4%	15.8%	809	4.2%
17	313	0	204	0	0	11	20	54	12	3	617	4.6%	13.0%	817	4.2%
18	339	2	171	0	0	18	26	41	3	11	611	4.5%	11.9%	791	4.1%
19	350	8	200	0	0	11	36	53	2	8	668	5.0%	11.1%	869	4.5%
20	324	12	167	0	0	19	36	50	10	6	624	4.6%	13.6%	825	4.3%
21	297	6	163	0	0	8	22	38	30	9	573	4.3%	14.8%	773	4.0%
22	261	1	140	0	0	7	26	49	97	31	612	4.5%	30.1%	944	4.9%
23	133	0	56	0	0	13	6	33	64	70	375	2.8%	48.0%	653	3.4%
0	162	14	67	0	0	17	17	52	81	108	518	3.8%	49.8%	920	4.7%
1	140	13	24	0	0	2	16	60	85	109	449	3.3%	57.0%	829	4.3%
2	113	5	36	0	0	12	15	34	68	74	357	2.6%	52.7%	644	3.3%
3	137	8	45	0	0	24	18	35	52	51	370	2.7%	43.8%	619	3.2%
4	172	10	80	0	0	30	38	49	31	35	445	3.3%	32.6%	687	3.5%
5	166	14	119	0	0	37	14	37	21	8	416	3.1%	24.8%	607	3.1%
Total	5,915	187	3,702	2	0	472	661	1,296	649	596	13,480	100%	22.4%	19,392	100%
Total%	44%	1%	27%	0%	0%	4%	5%	10%	5%	4%	100%	-	-	-	-
Day	3,321	94	2,434	2	0	274	391	765	105	76	7,462	55%	37.3%	11,024	57%
Night	2,594	93	1,268	0	0	198	270	531	544	520	6,018	45%	33.0%	8,368	43%
Day%	1.78	1.99	1.52	1.00	#DIV/0!	1.72	1.69	1.69	6.18	7.84	1.81	-	-	1.76	100%
PCU	5,915	281	5,553	3	0	944	992	2,592	1,623	1,490	19,392	-	41.2%	-	-
PCU%	31%	1%	29%	0%	0%										

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	24	ROAD NAME				NUMBER OF LANE		TOTAL LANE WIDTH			
DATE & TIME	4/8/19	(Mon)	6:00	4/9/19	(Tue)	6:00	AREA	Luzon	PROVINCE		Cavite
WEATHER	1	Sunny				REGION	NCR		CITY/MUNICIPALITY		Rosario

DIRECTION	1						FROM	TANZA	TO	KAWIT	Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer					
6	421	14	57	2	14	34	5	12	10	3	572	5.9%	10.3%	684	5.5%
7	541	11	34	3	75	26	7	30	21	1	749	7.7%	10.4%	903	7.3%
8	426	9	20	3	25	19	11	36	17	6	572	5.9%	13.6%	696	5.6%
9	408	4	21	3	25	21	22	40	27	10	581	6.0%	16.9%	735	5.9%
10	425	2	10	4	13	9	15	37	25	6	546	5.6%	14.1%	661	5.3%
11	476	6	15	3	28	12	21	58	28	24	671	6.9%	18.2%	856	6.9%
12	281	3	11	6	34	28	12	38	30	15	458	4.7%	24.2%	625	5.0%
13	367	1	15	4	24	21	14	50	31	3	530	5.5%	19.8%	681	5.5%
14	382	4	17	10	20	21	15	40	21	1	531	5.5%	15.6%	658	5.3%
15	289	1	19	7	20	26	27	40	28	5	462	4.8%	21.4%	615	4.9%
16	365	3	30	3	28	19	24	31	19	12	534	5.5%	15.2%	675	5.4%
17	385	9	33	7	30	17	17	30	16	10	554	5.7%	13.2%	688	5.5%
18	318	3	21	1	19	33	10	17	5	3	430	4.4%	13.5%	519	4.2%
19	322	5	30	5	2	5	8	19	10	7	413	4.3%	9.9%	488	3.9%
20	210	8	16	1	17	22	12	29	21	13	349	3.6%	24.4%	478	3.8%
21	168	1	13	4	15	9	3	28	12	21	274	2.8%	25.5%	379	3.0%
22	86	2	5	6	5	4	1	11	9	9	138	1.4%	23.9%	190	1.5%
23	114	7	4	0	5	4	11	16	8	14	183	1.9%	23.0%	250	2.0%
0	86	10	13	2	2	8	12	12	9	15	169	1.7%	26.0%	245	2.0%
1	67	7	7	0	2	2	11	3	14	24	137	1.4%	31.4%	213	1.7%
2	63	2	3	1	6	6	2	15	16	11	125	1.3%	38.4%	194	1.6%
3	83	4	15	0	6	11	1	20	8	14	162	1.7%	32.7%	239	1.9%
4	130	9	20	8	9	26	8	37	9	4	260	2.7%	29.2%	370	3.0%
5	180	5	38	8	19	21	0	8	12	5	296	3.1%	15.5%	386	3.1%
Total	6,593	130	467	91	443	404	269	657	406	236	9,696	100%	17.6%	12,420	100%
Total%	68%	1%	5%	1%	5%	4%	3%	7%	4%	2%	100%	-	-	-	-
Day	4,766	67	282	55	336	253	190	442	273	96	6,760	70%	14.3%	8,993	72%
Night	1,827	63	185	36	107	151	79	215	133	140	2,936	30%	19.9%	3,428	28%
Day%	1.38	1.94	1.66	1.65	1.32	1.60	1.42	1.49	1.49	1.43	-	-	-	1.38	100%
PCU	6,593	195	701	137	665	808	404	1,314	1,015	590	12,420	-	22.2%	-	-
PCU%	53%	2%	6%	1%	5%	7%	3%	11%	8%	5%	100%	-	-	-	-

DIRECTION	2						FROM	KAWIT	TO	TANZA	Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer					
6	318	11	91	3	23	18	9	22	4	9	508	5.3%	10.4%	636	5.0%
7	376	5	57	5	27	22	28	30	14	4	568	5.9%	12.3%	708	5.6%
8	402	2	31	6	26	34	32	39	16	7	595	6.2%	16.1%	751	6.0%
9	397	5	22	8	31	26	35	47	26	10	607	6.3%	18.0%	785	6.2%
10	301	7	26	6	27	27	30	37	21	12	494	5.1%	19.6%	656	5.2%
11	286	3	20	3	9	21	27	38	10	8	425	4.4%	18.1%	542	4.3%
12	312	3	6	4	23	24	9	34	20	12	447	4.7%	20.1%	576	4.6%
13	247	3	8	4	17	17	10	48	12	10	376	3.9%	23.1%	495	3.9%
14	375	4	12	8	28	15	9	38	250	26	765	8.0%	43.0%	1,263	10.0%
15	376	5	13	6	21	20	16	45	22	6	530	5.5%	17.5%	668	5.3%
16	425	6	32	5	27	19	14	39	22	10	599	6.2%	15.0%	747	5.9%
17	387	4	28	6	29	24	10	27	5	4	524	5.5%	11.5%	627	5.0%
18	318	6	31	3	24	30	4	11	2	2	431	4.5%	10.4%	512	4.1%
19	323	2	33	4	39	42	5	15	2	10	475	4.9%	14.5%	592	4.7%
20	240	5	12	3	10	11	2	11	1	3	298	3.1%	8.7%	342	2.7%
21	227	3	12	8	15	26	2	10	1	3	307	3.2%	13.0%	369	2.9%
22	154	3	12	2	10	19	1	5	3	10	219	2.3%	16.9%	277	2.2%
23	124	3	5	2	8	12	2	11	3	10	180	1.9%	20.0%	233	1.8%
0	116	4	9	2	4	3	1	13	9	10	171	1.8%	20.5%	226	1.8%
1	68	3	9	0	1	5	5	18	7	20	136	1.4%	36.8%	209	1.7%
2	88	4	12	0	6	3	4	11	15	28	171	1.8%	33.3%	263	2.1%
3	79	9	11	0	3	6	15	15	20	26	184	1.9%	36.4%	293	2.3%
4	112	10	28	2	6	1	21	12	13	27	232	2.4%	22.8%	339	2.7%
5	192	11	56	7	11	18	18	24	4	27	368	3.8%	19.8%	508	4.0%
Total	6,243	121	576	97	425	443	309	600	502	294	9,610	100%	19.1%	12,611	100%
Total%	65%	1%	6%	1%	4%	5%	3%	6%	5%	3%	100%	-	-	-	-
Day	4,202	58	346	64	288	267	229	444	422	118	6,438	67%	15.8%	8,964	71%
Night	2,041	63	230	33	137	176	80	156	80	176	3,172	33%	22.7%	3,648	29%
Day%	1.49	2.09	1.66	1.52	1.48	1.66	1.35	1.19	2.49	1.49	-	-	-	1.41	100%
PCU	6,243	182	864	146	638	886	464	1,200	1,255	735	12,611	-	24.8%	-	-
PCU%	50%	1%	7%	1%	5%	7%	4%	10%	10%	6%	100%	-	-	-	-

Total															
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
7	917	16	91	8	102	48	35	60	35	5	1,317	6.8%	11.2%	1,611	6.4%
8	828	11	51	9	51	53	43	75	33	13	1,167	6.0%	14.9%	1,447	5.8%
9	805	9	43	11	56	47	57	87	53	20	1,188	6.2%	17.4%	1,520	6.1%
10	726	9	36	10	40	36	45	74	46	18	1,040	5.4%	16.7%	1,316	5.3%
11	762	9	35	6	37	33	48	96	38	32	1,096	5.7%	18.2%	1,398	5.6%
12	593	6	17	10	57	52	21	72	50	27	905	4.7%	22.2%	1,200	4.8%
13	614	4	23	8	41	38	24	98	43	13	906	4.7%	21.2%	1,176	4.7%
14	757	8	29	18	48	36	24	78	271	27	1,296	6.7%	31.8%	1,921	7.7%
15	665	6	32	13	41	46	43	85	50	11	992	5.1%	19.4%	1,282	5.1%
16	790	9	62	8	55	38	38	70	41	22	1,133	5.9%	15.1%	1,422	5.7%
17	772	13	61	13	59	41	27	57	21	14	1,078	5.6%	12.3%	1,315	5.3%
18	636	9	52	4	43	63	14	28	7	5	861	4.5%	12.0%	1,031	4.1%
19	645	7	63	9	41	47	13	34	12	17	888	4.6%	12.4%	1,079	4.3%
20	450	13	28	4	27	33	14	40	22	16	647	3.4%	17.2%	820	3.3%
21	395	4	25	12	30	35	5	38	13	24	581	3.0%	18.9%	748	3.0%
22	240	5	17	8	15	23	2	16	12	19	357	1.8%	19.6%	466	1.9%
23	238	10	9	2	13	16	13	27	11	24	363	1.9%	21.5%	482	1.9%
0	202	14	22	4	6	11	13	25	18	25	340	1.8%	23.2%	470	1.9%
1	135	10	16	0	3	7	16	21	21	44	273	1.4%	34.1%	421	1.7%
2	151	6	15	1	12	9	6	26	31	39	296	1.5%	35.5%	456	1.8%
3	162	13	26	0	9	17	16	35	28	40	346	1.8%	34.7%	532	2.1%
4	242	19	48	10	15	27	29	49	22	31	492	2.5%	26.2%	708	2.8%
5	372	16	94	15	30	39	18	32	16	32	664	3.4%	17.9%	894	3.6%
Total	12,836	251	1,043	188	868	847	578	1,257	908	530	19,306	100%	18.3%	25,031	100%
Total%	66%	1%	5%	1%	4%	4%	3%	7%	5%	3%	100%	-	-	-	-
Day	8,968	125	628	119	624	520	419	886	695	214	13,198	68%	15.0%	17,956	72%
Night	3,868	126	415	69	244	327	159	371	213	316	6,108	32%	21.3%	7,075	28%
Day%	1.43	2.01	1.66	1.58	1.39	1.63	1.38	1.42	1.31	2.48	1.46	-	-	1.39	100%
PCU	12,836	377	1,565	282											

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	25	ROAD NAME				NPR1	NUMBER OF LANE				4	TOTAL LANE WIDTH				m
DATE & TIME	4/1/19	(Mon)	6:00	4/2/19	(Tue)	6:00	AREA				Luzon	PROVINCE				Batangas
WEATHER	1 Sunny					REGION				NCR	CITY/MUNICIPALITY				San Jose	

DIRECTION		1 Inbound				FROM Batangas City				TO Lipa City				Total	% Veh	% Large Veh.	PCU	% PCU
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer								
6	86	0	54	0	0	2	13	8	0	5	168	4.8%	8.9%	219	4.3%			
7	44	0	55	0	0	0	6	18	9	0	132	3.8%	20.5%	194	3.8%			
8	97	0	63	0	0	0	6	17	15	0	198	5.6%	16.2%	272	5.4%			
9	85	0	49	0	0	0	13	18	15	2	182	5.2%	19.2%	257	5.1%			
10	110	0	50	0	0	0	8	16	19	2	205	5.8%	18.0%	282	5.5%			
11	84	0	53	0	1	0	0	24	13	1	176	5.0%	21.6%	248	4.9%			
12	81	0	39	0	0	0	12	18	12	7	169	4.8%	21.9%	241	4.7%			
13	121	0	44	0	0	2	6	25	14	3	215	6.1%	20.5%	293	5.8%			
14	110	0	52	0	0	0	11	25	16	7	221	6.3%	21.7%	312	6.1%			
15	110	0	43	0	0	0	19	23	15	4	214	6.1%	19.6%	297	5.8%			
16	101	0	46	0	0	2	14	25	3	4	195	5.5%	17.4%	263	5.2%			
17	105	0	45	0	0	1	17	12	2	1	183	5.2%	8.7%	232	4.6%			
18	138	0	41	1	0	0	9	4	8	2	203	5.8%	6.9%	248	4.9%			
19	82	0	31	0	0	1	6	5	10	5	140	4.0%	15.0%	187	3.7%			
20	102	0	21	0	0	1	6	23	27	13	193	5.5%	33.2%	291	5.7%			
21	49	0	11	0	0	0	11	9	24	26	130	3.7%	45.4%	225	4.4%			
22	50	3	10	0	2	16	0	5	10	35	131	3.7%	50.4%	227	4.5%			
23	30	1	6	0	1	1	7	6	21	17	90	2.6%	50.0%	162	3.2%			
0	21	0	5	0	0	0	1	9	17	21	74	2.1%	63.5%	143	2.8%			
1	13	0	3	0	0	1	2	5	5	6	35	1.0%	48.6%	60	1.2%			
2	10	0	2	0	0	2	2	1	5	8	30	0.9%	53.3%	55	1.1%			
3	11	0	9	0	0	0	0	6	17	9	52	1.5%	61.5%	102	2.0%			
4	20	0	19	0	0	3	3	8	8	9	70	2.0%	40.0%	118	2.3%			
5	48	0	31	0	0	8	2	9	5	5	108	3.1%	25.0%	157	3.1%			
Total	1,708	4	782	1	4	40	174	319	290	192	3,514	100%	23.9%	5,079	100%			
Total%	49%	0%	22%	0%	0%	1%	5%	9%	8%	5%	100%	-	-	-	-			
Day	1,134	0	593	0	1	7	125	229	133	36	2,258	64%	28.2%	3,355	66%			
Night	574	4	189	1	3	33	49	90	157	156	1,256	36%	30.3%	1,724	34%			
Day%	1.51	#DIV/0!	1.32	#DIV/0!	4.00	5.71	1.39	1.39	2.18	5.33	1.56	-	-	1.51	100%			
PCU	1,708	6	1,173	2	6	80	261	638	725	480	5,079	-	34.2%	-	-			
PCU%	34%	0%	23%	0%	0%	2%	5%	13%	14%	9%	100%	-	-	-	-			

DIRECTION		2 Outbound				FROM Lipa City				TO Batangas City				Total	% Veh	% Large Veh.	PCU	% PCU
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer								
6	93	0	32	0	0	5	15	6	2	2	155	4.5%	9.7%	196	4.0%			
7	119	0	33	0	0	9	29	12	3	2	207	6.0%	12.6%	267	5.5%			
8	114	0	39	0	0	17	45	8	2	1	226	6.6%	12.4%	298	6.1%			
9	126	0	27	0	0	10	40	18	14	2	237	6.9%	18.6%	323	6.7%			
10	116	0	29	0	0	15	29	19	10	3	221	6.4%	21.3%	304	6.3%			
11	128	0	45	0	0	4	13	7	3	4	204	5.9%	8.8%	255	5.3%			
12	98	0	4	0	0	14	4	6	6	10	142	4.1%	25.4%	190	3.9%			
13	110	0	37	0	0	7	20	8	8	17	207	6.0%	19.3%	288	6.0%			
14	83	0	21	0	0	11	8	9	9	10	151	4.4%	25.8%	214	4.4%			
15	102	0	40	0	0	25	17	19	11	5	219	6.4%	27.4%	316	6.5%			
16	99	0	40	0	0	12	9	8	15	18	201	5.8%	26.4%	295	6.1%			
17	115	0	29	0	0	10	3	5	3	11	176	5.1%	16.5%	228	4.7%			
18	92	0	21	0	0	12	6	4	6	11	152	4.4%	21.7%	207	4.3%			
19	87	0	30	0	0	9	2	3	8	16	155	4.5%	23.2%	219	4.5%			
20	83	0	20	0	0	18	3	11	6	8	149	4.3%	28.9%	211	4.4%			
21	90	0	10	0	0	20	2	8	15	9	154	4.5%	33.8%	224	4.6%			
22	45	0	7	0	0	4	2	8	4	8	78	2.3%	30.8%	113	2.3%			
23	32	0	5	0	0	4	1	7	5	13	66	1.9%	43.9%	107	2.2%			
0	19	0	6	0	0	6	5	8	6	15	59	1.7%	59.3%	107	2.2%			
1	7	0	1	0	0	2	2	7	6	19	44	1.3%	77.3%	92	1.9%			
2	11	0	1	0	0	1	12	11	7	43	43	1.3%	69.8%	83	1.7%			
3	4	0	1	0	0	1	3	1	11	21	21	0.6%	76.2%	44	0.9%			
4	15	0	8	0	0	1	7	6	2	13	52	1.5%	42.3%	89	1.8%			
5	53	0	24	0	0	7	8	8	6	11	117	3.4%	27.4%	174	3.6%			
Total	1,841	0	504	0	0	223	270	210	162	226	3,436	100%	23.9%	4,838	100%			
Total%	54%	0%	15%	0%	0%	6%	8%	6%	5%	7%	100%	-	-	-	-			
Day	1,303	0	376	0	0	139	232	125	86	85	2,346	68%	25.6%	3,378	70%			
Night	538	0	128	0	0	84	38	85	76	141	1,090	32%	32.4%	1,461	30%			
Day%	1.41	#DIV/0!	1.34	#DIV/0!	#DIV/0!	1.60	1.16	1.68	1.88	2.66	1.46	-	-	1.43	100%			
PCU	1,841	0	756	0	0	446	405	420	405	565	4,838	-	36.5%	-	-			
PCU%	38%	0%	16%	0%	0%	9%	8%	9%	8%	12%	100%	-	-	-	-			

Total		1 Inbound				FROM Batangas City				TO Lipa City				Total	% Veh	% Large Veh.	PCU	% PCU
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer								
6	179	0	86	0	0	7	28	14	2	7	323	4.6%	9.3%	415	4.2%			
7	163	0	88	0	0	9	35	30	12	2	339	4.9%	15.6%	461	4.6%			
8	211	0	102	0	0	17	51	25	17	1	424	6.1%	14.2%	570	5.7%			
9	211	0	76	0	0	10	53	36	29	4	419	6.0%	18.9%	579	5.8%			
10	226	0	79	0	0	15	37	35	29	5	426	6.1%	19.7%	585	5.9%			
11	212	0	98	0	1	4	13	31	16	5	380	5.5%	14.7%	503	5.1%			
12	179	0	43	0	0	14	16	24	18	17	311	4.5%	23.5%	431	4.3%			
13	231	0	81	0	0	9	26	33	22	20	422	6.1%	19.9%	581	5.9%			
14	193	0	73	0	0	11	19	34	25	17	372	5.4%	23.4%	526	5.3%			
15	212	0	83	0	0	25	36	42	26	9	433	6.2%	23.6%	612	6.2%			
16	200	0	86	0	0	14	23	33	18	22	396	5.7%	22.0%	558	5.6%			
17	220	0	74	0	0	11	20	17	5	12	359	5.2%	12.5%	460	4.6%			
18	230	0	62	1	0	12	15	8	14	13	355	5.1%	13.2%	455	4.6%			
19	169	0	61	0	0	10	8	8	18	21	295	4.2%	19.3%	406	4.1%			
20	185	0	41	0	0	19	9	34	33	21	342	4.9%	31.3%	501	5.1%			
21	139	0	21	0	0	20	13	17	39	35	284	4.1%	39.1%	449	4.5%			
22	95	3	17	0	2	20	2	13	14	43	209	3.0%	43.1%	340	3.4%			
23	62	1	11	0	1	5	7	13	26	30	156	2.2%	47.4%	268	2.7%			
0	40	0	5	0	0	6	6	17	23	36	133	1.9%	61.7%	250	2.5%			
1	20	0	4	0	0	3	4	12	11	25	79	1.1%	64.6%	152	1.5%			
2	21	0	3	0	0	2	3	13	16	15	73	1.1%	63.0%	138	1.4%			
3	15	0	10	0	0	1	0	9	18	20	73	1.1%	65.8%	145	1.5%			
4	35	0	27	0	0	4	10	14	10	22	122	1.8%	41.0%	207	2.1%			

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGHT STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	26	ROAD NAME				NSR601	NUMBER OF LANE		2	TOTAL LANE WIDTH				m
DATE & TIME	4/5/19	(Fri)	6:00	4/6/19	(Sat)	6:00	AREA	Luzon	PROVINCE				Laguna	
WEATHER	1 Sunny					REGION	IVA		CITY/MUNICIPALITY				Mabitac	

DIRECTION	1											Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	FROM Siniloan					
6	21	0	5	0	0	1	0	4	1	1	33	1.7%	21.2%	44	1.6%	
7	10	0	1	0	0	0	0	0	1	0	12	0.6%	8.3%	14	0.5%	
8	58	0	8	0	0	0	10	6	1	1	84	4.3%	9.5%	102	3.8%	
9	69	0	3	0	0	0	0	19	3	2	96	4.9%	25.0%	124	4.6%	
10	73	0	2	0	0	2	0	23	4	2	106	5.5%	29.2%	141	5.2%	
11	84	0	6	1	0	1	22	11	12	2	139	7.2%	18.7%	187	6.9%	
12	68	1	2	1	1	1	7	7	21	6	115	5.9%	30.4%	170	6.3%	
13	45	1	2	1	0	3	4	21	1	1	79	4.1%	32.9%	110	4.1%	
14	69	0	3	1	1	3	4	15	11	3	110	5.7%	29.1%	154	5.7%	
15	69	0	3	1	0	0	2	28	9	6	118	6.1%	36.4%	172	6.4%	
16	76	0	3	6	0	1	6	5	25	6	128	6.6%	28.9%	188	7.0%	
17	85	0	3	1	0	1	0	14	8	0	112	5.8%	20.5%	141	5.2%	
18	79	0	3	0	0	1	0	23	12	0	118	6.1%	30.5%	162	6.0%	
19	65	0	13	2	0	1	0	26	12	0	119	6.1%	32.8%	172	6.4%	
20	36	0	4	0	0	1	4	14	9	1	69	3.5%	36.2%	103	3.8%	
21	70	0	5	0	0	1	4	20	11	5	116	6.0%	31.9%	166	6.1%	
22	35	0	2	0	0	1	7	9	3	6	63	3.2%	30.2%	91	3.4%	
23	29	0	0	0	0	0	6	12	3	2	52	2.7%	32.7%	75	2.8%	
0	22	0	1	0	0	1	4	7	1	0	36	1.9%	25.0%	48	1.8%	
1	20	0	0	0	0	1	2	8	3	0	34	1.7%	35.3%	49	1.8%	
2	24	0	2	0	0	9	2	3	9	7	60	3.1%	36.7%	95	3.5%	
3	25	0	2	0	0	1	0	6	8	1	43	2.2%	37.2%	65	2.4%	
4	36	0	1	2	0	1	0	5	6	0	51	2.6%	23.5%	68	2.5%	
5	37	0	3	0	0	1	0	5	4	1	51	2.6%	21.6%	66	2.4%	
Total	1,205	2	77	16	11	25	85	297	176	50	1,944	100%	28.2%	2,701	100%	
Total%	62%	0%	4%	1%	1%	1%	4%	15%	9%	3%	100%	-	-	-	-	
Day	727	2	41	12	2	13	55	153	97	30	1,132	58%	7.6%	1,706	63%	
Night	478	0	36	4	9	12	30	144	79	20	812	42%	9.5%	995	37%	
Day%	1.66	1.00	1.88	1.33	5.50	1.92	1.55	1.94	1.81	1.67	1.72	-	-	1.58	100%	
PCU	1,205	3	116	24	17	50	128	594	440	125	2,701	-	11.4%	-	-	
PCU%	45%	0%	4%	1%	1%	2%	5%	22%	16%	5%	100%	-	-	-	-	

DIRECTION	2											Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	FROM Manila					
6	77	0	4	0	0	0	1	11	5	0	98	4.6%	16.3%	119	4.2%	
7	111	0	6	0	0	2	4	15	5	2	145	6.7%	16.6%	178	6.3%	
8	60	0	4	0	0	2	9	10	7	1	93	4.3%	21.5%	124	4.4%	
9	79	0	2	0	0	0	2	8	4	1	96	4.5%	13.5%	114	4.0%	
10	56	0	6	0	0	1	5	15	3	0	86	4.0%	22.1%	112	4.0%	
11	65	0	4	0	0	0	7	16	5	0	97	4.5%	21.6%	126	4.5%	
12	60	0	1	0	0	1	3	11	9	4	89	4.1%	28.1%	123	4.4%	
13	45	0	4	0	0	1	11	19	3	8	91	4.2%	34.1%	135	4.8%	
14	52	0	3	0	0	0	3	13	1	2	74	3.4%	21.6%	95	3.4%	
15	51	0	2	0	0	0	3	15	3	1	75	3.5%	25.3%	99	3.5%	
16	68	0	4	0	0	1	2	16	4	0	95	4.4%	22.1%	121	4.3%	
17	54	0	4	0	0	0	2	7	5	1	73	3.4%	17.8%	92	3.3%	
18	62	0	4	0	0	1	6	6	3	2	84	3.9%	14.3%	104	3.7%	
19	46	0	3	0	0	0	5	6	4	2	66	3.1%	18.2%	85	3.0%	
20	40	0	5	0	0	1	20	14	10	2	92	4.3%	29.3%	138	4.9%	
21	45	0	1	0	0	0	8	5	1	1	61	2.8%	11.5%	74	2.6%	
22	64	0	3	2	0	1	0	7	2	2	81	3.8%	14.8%	98	3.5%	
23	59	0	1	0	0	0	1	7	6	1	75	3.5%	18.7%	94	3.3%	
0	37	0	1	0	0	2	5	4	5	3	57	2.6%	24.6%	78	2.8%	
1	40	0	5	0	0	1	3	7	2	10	68	3.2%	29.4%	98	3.5%	
2	39	0	3	4	0	3	7	11	1	2	70	3.3%	24.3%	96	3.4%	
3	44	0	0	1	0	0	7	13	7	8	80	3.7%	35.0%	120	4.3%	
4	118	0	7	2	1	1	11	17	17	5	179	8.3%	22.3%	241	8.6%	
5	98	0	7	2	0	0	1	13	4	2	127	5.9%	15.0%	154	5.5%	
Total	1,470	0	84	11	1	18	126	266	116	60	2,152	100%	21.4%	2,811	100%	
Total%	68%	0%	4%	1%	0%	1%	6%	12%	5%	3%	100%	-	-	-	-	
Day	778	0	44	0	0	8	52	156	54	20	1,112	52%	6.5%	1,539	55%	
Night	692	0	40	11	1	10	74	110	62	40	1,040	48%	8.8%	1,273	45%	
Day%	1.89	#DIV/0!	1.91	#DIV/0!	#DIV/0!	2.25	2.42	1.71	2.15	3.00	1.94	-	-	1.83	100%	
PCU	1,470	0	126	17	2	36	189	532	290	150	2,811	-	11.2%	-	-	
PCU%	52%	0%	4%	1%	0%	1%	7%	19%	10%	5%	100%	-	-	-	-	

Total																
Time	1											Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	FROM Siniloan					
6	98	0	9	0	0	1	1	15	6	1	131	3.2%	17.6%	163	2.9%	
7	121	0	7	0	0	2	4	15	6	2	157	3.8%	15.9%	192	3.5%	
8	118	0	12	0	0	2	19	16	8	2	177	4.3%	15.8%	226	4.1%	
9	148	0	5	0	0	0	2	27	7	3	192	4.7%	19.3%	238	4.3%	
10	129	0	8	0	0	3	5	38	7	2	192	4.7%	26.0%	253	4.6%	
11	149	0	10	1	0	1	29	27	17	2	236	5.8%	19.9%	313	5.7%	
12	128	1	3	1	1	2	10	18	30	10	204	5.0%	29.4%	292	5.3%	
13	90	1	6	1	0	4	15	40	4	9	170	4.2%	33.5%	245	4.4%	
14	121	0	6	1	1	3	7	28	12	5	184	4.5%	26.1%	248	4.5%	
15	120	0	5	1	0	0	5	43	12	7	193	4.7%	32.1%	270	4.9%	
16	144	0	7	6	0	2	8	21	29	6	223	5.4%	26.0%	309	5.6%	
17	139	0	7	1	0	1	2	21	13	1	185	4.5%	19.5%	233	4.2%	
18	141	0	7	0	0	2	6	29	15	2	202	4.9%	23.8%	265	4.8%	
19	111	0	16	2	0	1	5	32	16	2	185	4.5%	27.6%	257	4.7%	
20	76	0	9	0	0	2	24	28	19	3	161	3.9%	32.3%	241	4.4%	
21	115	0	6	0	0	1	12	25	12	6	177	4.3%	24.9%	239	4.3%	
22	99	0	5	2	0	2	7	16	5	8	144	3.5%	21.5%	189	3.4%	
23	88	0	1	0	0	0	7	19	9	3	127	3.1%	24.4%	168	3.0%	
0	59	0	2	0	0	3	9	11	6	3	93	2.3%	24.7%	126	2.3%	
1	60	0	5	0	0	2	5	15	5	10	102	2.5%	31.4%	147	2.7%	
2	63	0	5	4	9	5	10	20	8	6	130	3.2%	30.0%	190	3.4%	
3	69	0	2	1	0	1	7	19	15	9	123	3.0%	35.8%	184	3.3%	
4	154	0	8	4	1	2	11	22	23	5	230	5.6%	22.6%	308	5.6%	
5	135	0	10	2	0	1	1	18	8	3	178	4.3%	16.9%	220	4.0%	
Total	2,675	2	161	27	12	43	211	563	292	110	4,096	100%	24.6%	5,512	100%	
Total%	65%	0%	4%	1%	0%	1%	5%	14%	7%	3%	100%	-	-	-	-	
Day	1,505	2	85	12	2	21	107	309	151	50	2,244	55%	7.0%	3,245	59%	
Night	1,170	0	76	15	10	22	104	254	141	60	1,852	45%	9.1%	2,267	41%	
Day%	1.78	1.00	1.89	2.25	6.00	2.05	1.97	1.82	1.93	2.20	1.83	-	-	1.70	100%	
PCU	2,675	3	242	41	18	86	317	1,126	730	275	5,512	-	11.3%	-	-	
PCU%	49%	0%	4%	1%	0%	2%	6%	20%	13%	5%	100%	-	-	-	-	

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGHT STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	27	ROAD NAME				NPR66	NUMBER OF LANE				4	TOTAL LANE WIDTH				m
DATE & TIME	4/3/19	(Wed)	6:00	4/4/19	(Thu)	6:00	AREA				Luzon	PROVINCE				Laguna
WEATHER	1 Sunny						REGION				IVA	CITY/MUNICIPALITY				Bay

DIRECTION		1				Inbound		FROM		Calamba		TO		San Pablo		Total	% Veh	% Large Veh.	PCU	% PCU
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer										
6	255	0	72	0	0	18	20	35	12	3	415	6.0%	16.4%	537	6.1%					
7	425	0	98	0	0	32	3	41	6	4	609	8.8%	13.6%	748	8.5%					
8	366	0	104	0	0	17	22	39	9	0	557	8.1%	11.7%	690	7.8%					
9	274	0	60	0	0	26	28	47	16	1	452	6.5%	19.9%	595	6.7%					
10	221	0	61	0	0	25	15	30	11	3	366	5.3%	18.9%	480	5.4%					
11	220	0	42	0	0	16	12	29	12	0	331	4.8%	17.2%	421	4.8%					
12	237	0	52	0	0	15	19	25	14	2	364	5.3%	15.4%	464	5.3%					
13	181	0	41	0	0	14	11	25	18	3	293	4.2%	20.5%	390	4.4%					
14	339	0	77	0	0	13	13	43	11	5	501	7.3%	14.4%	626	7.1%					
15	210	0	61	0	0	11	12	29	6	2	331	4.8%	14.5%	420	4.8%					
16	262	0	59	0	0	16	14	34	13	2	400	5.8%	16.3%	509	5.8%					
17	342	0	59	0	0	11	8	32	11	2	465	6.7%	12.0%	561	6.4%					
18	304	0	72	0	0	10	3	10	2	0	401	5.8%	5.5%	462	5.2%					
19	176	0	64	0	0	26	8	4	0	0	278	4.0%	10.8%	344	3.9%					
20	156	0	72	0	0	24	4	6	0	0	262	3.8%	11.5%	330	3.7%					
21	128	0	53	0	0	28	1	2	4	3	219	3.2%	16.9%	287	3.2%					
22	53	0	21	0	0	13	8	6	5	3	109	1.6%	24.8%	155	1.8%					
23	56	0	19	0	0	6	2	9	12	4	108	1.6%	28.7%	158	1.8%					
0	43	0	11	0	0	3	1	10	8	2	78	1.1%	29.5%	112	1.3%					
1	17	0	7	0	0	5	2	11	5	3	50	0.7%	48.0%	83	0.9%					
2	41	0	10	0	0	4	0	11	4	0	70	1.0%	27.1%	96	1.1%					
3	28	0	10	0	0	2	1	8	5	1	55	0.8%	29.1%	80	0.9%					
4	20	0	9	0	0	7	7	15	5	4	67	1.0%	46.3%	111	1.3%					
5	53	0	23	0	0	13	11	16	4	0	120	1.7%	27.5%	172	1.9%					
Total	4,407	0	1,157	0	0	355	225	517	193	47	6,901	100%	16.1%	8,824	100%					
Total%	64%	0%	17%	0%	0%	5%	3%	7%	3%	1%	100%	-	-	-	-					
Day	3,332	0	786	0	0	214	177	409	139	27	5,084	74%	20.2%	6,899	78%					
Night	1,075	0	371	0	0	141	48	108	54	20	1,817	26%	29.3%	1,925	22%					
Day%	1.32	#DIV/0!	1.47	#DIV/0!	#DIV/0!	1.66	1.27	1.26	1.39	1.74	1.36	-	-	1.28	100%					
PCU	4,407	0	1,736	0	0	710	338	1,034	483	118	8,824	-	29.0%	-	-					
PCU%	50%	0%	20%	0%	0%	8%	4%	12%	5%	1%	100%	-	-	-	-					

DIRECTION		2				Outbound		FROM		San Pablo		TO		Calamba		Total	% Veh	% Large Veh.	PCU	% PCU
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer										
6	310	0	107	0	0	33	40	7	2	0	496	7.2%	8.5%	611	7.1%					
7	332	0	64	0	0	14	85	14	5	0	517	7.5%	6.4%	629	7.3%					
8	284	0	61	0	0	14	52	29	5	0	445	6.4%	10.8%	552	6.4%					
9	181	0	40	0	0	11	24	31	20	2	309	4.5%	20.7%	416	4.8%					
10	255	0	52	0	0	12	19	26	16	2	382	5.5%	14.7%	483	5.6%					
11	272	0	60	0	0	12	20	13	7	0	384	5.6%	8.3%	460	5.3%					
12	323	0	60	0	0	10	18	10	7	1	429	6.2%	6.5%	500	5.8%					
13	287	0	40	0	0	10	18	20	11	1	387	5.6%	10.9%	464	5.4%					
14	253	0	56	0	0	17	8	32	2	6	374	5.4%	15.2%	467	5.4%					
15	256	0	43	0	1	12	13	23	7	4	359	5.2%	12.8%	439	5.1%					
16	287	0	62	0	0	14	16	20	5	2	406	5.9%	10.1%	490	5.7%					
17	300	0	52	0	0	12	20	21	3	2	410	5.9%	9.3%	487	5.7%					
18	175	0	27	0	0	11	8	10	3	0	234	3.4%	10.3%	277	3.2%					
19	170	0	44	0	0	11	10	16	5	0	256	3.7%	12.5%	318	3.7%					
20	149	0	48	0	0	13	8	31	5	6	260	3.8%	21.2%	349	4.1%					
21	144	0	34	0	0	3	14	17	7	1	220	3.2%	12.7%	276	3.2%					
22	72	0	23	0	0	2	3	6	10	6	122	1.8%	19.7%	167	1.9%					
23	49	0	13	0	0	1	11	7	1	1	83	1.2%	12.0%	106	1.2%					
0	50	0	10	0	0	0	2	6	13	1	82	1.2%	24.4%	115	1.3%					
1	38	0	13	0	0	0	9	1	2	2	65	0.9%	7.7%	83	1.0%					
2	58	0	16	0	0	6	0	9	1	0	82	1.2%	19.5%	107	1.2%					
3	57	0	28	0	0	19	4	5	2	2	117	1.7%	23.9%	163	1.9%					
4	95	0	45	0	0	20	4	4	3	2	173	2.5%	16.8%	229	2.7%					
5	171	0	85	0	0	45	0	11	2	1	315	4.6%	18.7%	418	4.9%					
Total	4,560	0	1,083	0	1	302	406	369	144	42	6,907	100%	12.4%	8,602	100%					
Total%	66%	0%	16%	0%	0%	4%	6%	5%	2%	1%	100%	-	-	-	-					
Day	3,340	0	697	0	1	171	333	246	90	20	4,898	71%	18.2%	6,273	73%					
Night	1,220	0	386	0	0	131	73	123	54	22	2,009	29%	26.8%	2,330	27%					
Day%	1.37	#DIV/0!	1.55	#DIV/0!	1.00	1.77	1.22	1.50	1.60	2.10	1.41	-	-	1.37	100%					
PCU	4,560	0	1,625	0	2	604	609	738	360	105	8,602	-	27.1%	-	-					
PCU%	53%	0%	19%	0%	0%	7%	7%	9%	4%	1%	100%	-	-	-	-					

Total		1				Outbound		FROM		San Pablo		TO		Calamba		Total	% Veh	% Large Veh.	PCU	% PCU
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer										
6	565	0	176	0	0	51	60	42	14	3	911	6.6%	12.1%	1,148	6.6%					
7	757	0	165	0	0	46	88	55	11	4	1,126	8.2%	10.3%	1,376	7.9%					
8	650	0	165	0	0	31	74	68	14	0	1,002	7.3%	11.3%	1,242	7.1%					
9	455	0	100	0	0	37	52	78	36	3	761	5.5%	20.2%	1,011	5.8%					
10	476	0	113	0	0	37	34	56	27	5	748	5.4%	16.7%	963	5.5%					
11	492	0	102	0	0	28	32	42	19	0	715	5.2%	12.4%	881	5.1%					
12	560	0	112	0	0	25	37	35	21	3	793	5.7%	10.6%	964	5.5%					
13	468	0	81	0	0	24	29	45	29	4	680	4.9%	15.0%	854	4.9%					
14	592	0	133	0	0	30	21	75	13	11	875	6.3%	14.7%	1,093	6.3%					
15	466	0	104	0	1	23	25	52	13	6	690	5.0%	13.6%	859	4.9%					
16	549	0	121	0	0	30	30	54	18	4	806	5.8%	13.2%	999	5.7%					
17	642	0	111	0	0	23	28	53	14	4	875	6.3%	10.7%	1,048	6.0%					
18	479	0	99	0	0	21	11	20	5	0	635	4.6%	7.2%	739	4.2%					
19	346	0	108	0	0	37	18	20	5	0	534	3.9%	11.6%	662	3.8%					
20	305	0	120	0	0	37	12	37	5	6	522	3.8%	16.3%	679	3.9%					
21	272	0	87	0	0	31	15	19	11	4	439	3.2%	14.8%	563	3.2%					
22	125	0	44	0	0	15	11	12	15	9	231	1.7%	22.1%	322	1.8%					
23	105	0	32	0	0	7	13	16	13	5	191	1.4%	21.5%	264	1.5%					
0	93	0	21	0	0	3	3	16	21	3	160	1.2%	26.9%	227	1.3%					
1	55	0	20	0	0	5	11	12	7	5	115	0.8%	25.2%	166	0.9%					
2	91	0	26	0	0	10	0	20	5	0	152	1.1%	23.0%	203	1.2%					
3	85	0	38	0	0	21	5	13	7	3	172	1.2%	25.6%	243	1.4%					
4	115	0	54	0	0	27	11	19	8	6	240	1.7%	25.0%	340	1.9%					
5	224	0	108	0	0	58	11	27	6	1	435	3.2%	21.1%	590</						

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	28	ROAD NAME				NPR1	NUMBER OF LANE		2	TOTAL LANE WIDTH				m
DATE & TIME	4/3/19	(Wed)	6:00	4/4/19	(Thu)	6:00	AREA	Luzon	PROVINCE	Quezon				
WEATHER	1				Sunny		REGION	IVA	CITY/MUNICIPALITY	Tiaong				

DIRECTION		1				FROM		Tiaong Poblacion								
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU	
6	151	0	17	2	0	25	2	28	9	7	241	4.0%	28.6%	329	3.8%	
7	162	0	15	0	0	18	7	28	10	4	244	4.1%	24.6%	322	3.7%	
8	175	0	13	0	0	22	6	36	10	3	265	4.4%	26.8%	352	4.1%	
9	171	0	12	0	0	25	7	25	7	6	253	4.2%	24.9%	332	3.8%	
10	166	0	7	0	0	28	9	35	15	9	269	4.5%	32.3%	376	4.4%	
11	183	0	12	0	0	18	3	28	21	5	270	4.5%	26.7%	363	4.2%	
12	179	0	9	0	0	26	9	22	13	8	266	4.5%	25.9%	355	4.1%	
13	181	0	11	0	0	24	7	41	14	2	280	4.7%	28.9%	378	4.4%	
14	177	0	14	0	0	35	5	45	10	2	288	4.8%	31.9%	396	4.6%	
15	168	0	3	0	0	41	4	47	4	6	273	4.6%	35.9%	380	4.4%	
16	171	0	3	0	0	25	8	35	12	3	257	4.3%	29.2%	345	4.0%	
17	182	0	7	0	0	19	5	21	9	4	247	4.1%	21.5%	313	3.6%	
18	201	0	6	0	0	20	8	32	13	19	299	5.0%	28.1%	406	4.7%	
19	152	0	3	0	0	33	4	51	19	8	270	4.5%	41.1%	398	4.6%	
20	181	0	3	0	0	20	11	57	52	28	352	5.9%	44.6%	556	6.4%	
21	121	0	0	0	0	18	7	38	33	18	235	3.9%	45.5%	371	4.3%	
22	102	0	0	0	0	15	4	42	31	26	220	3.7%	51.8%	365	4.2%	
23	112	0	0	0	0	20	5	30	28	11	206	3.5%	43.2%	317	3.7%	
0	69	0	0	0	0	24	7	32	21	14	167	2.8%	54.5%	279	3.2%	
1	65	0	0	0	0	49	13	39	19	10	195	3.3%	60.0%	333	3.9%	
2	65	0	0	0	0	60	6	33	21	6	191	3.2%	62.8%	328	3.8%	
3	90	0	0	0	0	89	6	42	29	6	262	4.4%	63.4%	449	5.2%	
4	94	0	2	0	0	47	1	15	14	5	178	3.0%	45.5%	270	3.1%	
5	128	0	6	0	0	55	3	18	15	3	228	3.8%	39.9%	333	3.8%	
Total	3,446	0	143	2	0	756	147	820	429	213	5,956	100%	37.2%	8,641	100%	
Total%	58%	0%	2%	0%	0%	13%	2%	14%	7%	4%	100%	-	-	-	-	
Day	2,066	0	123	2	0	306	72	391	134	59	3,153	53%	15.5%	4,644	54%	
Night	1,380	0	20	0	0	450	75	429	295	154	2,803	47%	22.3%	3,997	46%	
Day%	1.67	#DIV/0!	1.16	1.00	#DIV/0!	2.47	2.04	2.10	3.20	3.61	1.89	-	-	1.86	100%	
PCU	3,446	0	215	3	0	1,512	221	1,640	1,073	533	8,641	-	26.1%	-	-	
PCU%	40%	0%	2%	0%	0%	17%	3%	19%	12%	6%	100%	-	-	-	-	

DIRECTION		2				FROM		Tiaong Poblacion								
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU	
6	149	0	4	0	0	10	7	22	12	7	211	3.7%	24.2%	277	3.5%	
7	147	0	3	0	0	5	6	15	11	10	197	3.5%	20.8%	253	3.2%	
8	160	0	9	0	0	8	6	17	6	7	213	3.8%	17.8%	265	3.3%	
9	149	0	8	1	0	5	5	11	8	8	195	3.4%	16.4%	242	3.1%	
10	163	0	11	0	0	8	3	18	8	0	211	3.7%	16.1%	256	3.2%	
11	169	0	10	0	0	13	8	17	12	1	230	4.1%	18.7%	289	3.6%	
12	182	0	9	0	0	15	8	22	7	4	247	4.4%	19.4%	309	3.9%	
13	144	0	11	0	0	10	8	15	4	8	200	3.5%	18.5%	253	3.2%	
14	165	0	10	0	0	15	7	15	8	8	228	4.0%	20.2%	291	3.7%	
15	180	0	11	0	0	21	15	20	14	7	268	4.7%	23.1%	354	4.5%	
16	156	0	8	0	0	22	6	14	10	6	222	3.9%	23.4%	289	3.7%	
17	176	0	5	0	0	15	10	16	8	11	241	4.3%	20.7%	308	3.9%	
18	160	0	12	0	0	15	5	28	18	7	245	4.3%	27.8%	334	4.2%	
19	150	0	11	0	0	30	4	23	6	4	228	4.0%	27.6%	304	3.8%	
20	199	0	5	0	0	24	5	38	18	5	294	5.2%	28.9%	396	5.0%	
21	182	0	2	0	0	54	5	19	19	8	289	5.1%	34.6%	406	5.1%	
22	155	0	0	0	0	77	4	31	13	11	291	5.1%	45.4%	437	5.5%	
23	160	0	0	0	0	68	0	28	9	6	271	4.8%	41.0%	390	4.9%	
0	89	0	3	0	0	30	4	27	24	12	189	3.3%	49.2%	304	3.8%	
1	117	0	2	0	0	22	6	54	49	12	262	4.6%	52.3%	434	5.5%	
2	94	0	2	0	0	9	8	53	36	10	212	3.7%	50.9%	348	4.4%	
3	74	0	5	0	0	6	7	48	27	24	191	3.4%	55.0%	328	4.1%	
4	111	0	0	0	0	8	6	68	49	25	267	4.7%	56.2%	457	5.8%	
5	145	0	2	0	0	11	7	54	22	22	263	4.6%	41.4%	399	5.0%	
Total	3,576	0	143	1	0	501	150	673	398	223	5,665	100%	31.7%	7,918	100%	
Total%	63%	0%	3%	0%	0%	9%	3%	12%	7%	4%	100%	-	-	-	-	
Day	1,940	0	99	1	0	147	89	202	108	77	2,663	47%	12.1%	3,718	47%	
Night	1,636	0	44	0	0	354	61	471	290	146	3,002	53%	18.1%	4,200	53%	
Day%	1.84	#DIV/0!	1.44	1.00	#DIV/0!	3.41	1.69	3.33	3.69	2.90	2.13	-	-	2.13	100%	
PCU	3,576	0	215	2	0	1,002	225	1,346	995	558	7,918	-	22.4%	-	-	
PCU%	45%	0%	3%	0%	0%	13%	3%	17%	13%	7%	100%	-	-	-	-	

Total															
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
6	300	0	21	2	0	35	9	50	21	14	452	3.9%	26.5%	606	3.7%
7	309	0	18	0	0	23	13	43	21	14	441	3.8%	22.9%	575	3.5%
8	335	0	22	0	0	30	12	53	16	10	478	4.1%	22.8%	617	3.7%
9	320	0	20	1	0	30	12	36	15	14	448	3.9%	21.2%	574	3.5%
10	329	0	18	0	0	36	12	53	23	9	480	4.1%	25.2%	632	3.8%
11	352	0	22	0	0	31	11	45	33	6	500	4.3%	23.0%	651	3.9%
12	361	0	18	0	0	41	17	44	20	12	513	4.4%	22.8%	664	4.0%
13	325	0	22	0	0	34	15	56	18	10	480	4.1%	24.6%	631	3.8%
14	342	0	24	0	0	50	12	60	18	10	516	4.4%	26.7%	686	4.1%
15	348	0	14	0	0	62	19	67	18	13	541	4.7%	29.6%	733	4.4%
16	327	0	11	0	0	47	14	49	22	9	479	4.1%	26.5%	634	3.8%
17	358	0	12	0	0	34	15	37	17	15	488	4.2%	21.1%	621	3.7%
18	361	0	18	0	0	35	13	60	31	26	544	4.7%	27.9%	740	4.5%
19	302	0	14	0	0	63	8	74	25	12	498	4.3%	34.9%	702	4.2%
20	380	0	8	0	0	44	16	95	70	33	646	5.6%	37.5%	952	5.7%
21	303	0	2	0	0	72	12	57	52	26	524	4.5%	39.5%	777	4.7%
22	257	0	0	0	0	92	8	73	44	37	511	4.4%	48.1%	802	4.8%
23	272	0	0	0	0	88	5	58	37	17	477	4.1%	41.9%	707	4.3%
0	158	0	3	0	0	54	11	59	45	26	356	3.1%	51.7%	583	3.5%
1	182	0	2	0	0	71	19	93	68	22	457	3.9%	55.6%	767	4.6%
2	159	0	2	0	0	69	14	86	57	16	403	3.5%	56.6%	676	4.1%
3	164	0	5	0	0	95	13	90	56	30	453	3.9%	59.8%	776	4.7%
4	205	0	2	0	0	55	7	83	63	30	445	3.8%	51.9%	727	4.4%
5	273	0	8	0	0	66	10	72	37	25	491	4.2%	40.7%	731	4.4%
Total	7,022	0	286	3	0	1,257	297	1,493	827	436					

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGHT STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	29	ROAD NAME				NPR1	NUMBER OF LANE				2	TOTAL LANE WIDTH				m
DATE & TIME	4/2/19	(Tue)	6:00	4/3/19	(Wed)	6:00	AREA				Luzon	PROVINCE				Quezon
WEATHER	1 Sunny					REGION				IVA	CITY/MUNICIPALITY				Pagbilao	

DIRECTION	1												Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	FROM Silangan Malicboy	TO Pagbilao					
6	49	0	8	0	0	0	14	1	9	4	5	90	3.8%	35.6%	131	3.6%	
7	60	0	17	3	0	6	0	16	18	6	126	5.3%	36.5%	194	5.4%		
8	32	0	8	1	3	7	1	14	10	1	77	3.2%	41.6%	121	3.4%		
9	30	0	6	1	1	8	4	13	10	4	77	3.2%	45.5%	125	3.5%		
10	30	0	4	2	0	6	1	7	8	4	62	2.6%	40.3%	97	2.7%		
11	38	0	7	1	1	4	0	9	7	4	71	3.0%	33.8%	105	2.9%		
12	54	0	10	4	1	7	3	21	5	4	109	4.6%	33.9%	160	4.4%		
13	78	0	7	1	1	13	3	17	6	4	130	5.5%	30.8%	181	5.0%		
14	73	0	7	0	1	8	8	25	5	4	131	5.5%	32.1%	186	5.2%		
15	63	0	8	0	1	7	11	14	11	11	126	5.3%	34.1%	190	5.3%		
16	74	0	11	0	0	8	7	16	11	5	132	5.5%	30.3%	189	5.3%		
17	72	0	12	0	0	15	4	31	17	11	162	6.8%	45.7%	258	7.2%		
18	59	0	3	1	2	15	12	22	13	13	140	5.9%	45.0%	225	6.3%		
19	52	0	4	0	0	12	3	19	17	13	120	5.0%	50.8%	200	5.5%		
20	50	0	5	0	0	13	1	16	15	6	106	4.5%	47.2%	170	4.7%		
21	48	0	6	0	1	15	3	17	14	4	108	4.5%	46.3%	172	4.8%		
22	56	0	1	0	0	7	6	4	8	7	89	3.7%	29.2%	126	3.5%		
23	56	0	3	0	0	9	10	7	9	4	98	4.1%	29.6%	140	3.9%		
0	45	0	1	0	0	11	0	9	10	7	83	3.5%	44.6%	129	3.6%		
1	41	0	1	0	0	7	4	9	4	2	68	2.9%	32.4%	96	2.7%		
2	33	0	2	0	0	10	0	5	5	6	61	2.6%	42.6%	94	2.6%		
3	44	0	0	0	0	6	2	6	3	3	64	2.7%	28.1%	86	2.4%		
4	33	0	1	0	0	8	1	15	6	4	68	2.9%	48.5%	107	3.0%		
5	47	0	6	0	0	9	3	9	4	5	83	3.5%	32.5%	119	3.3%		
Total	1,217	0	138	14	12	225	88	330	220	137	2,381	100%	38.3%	3,598	100%		
Total%	51%	0%	6%	1%	1%	9%	4%	14%	9%	6%	100%	-	-	-	-		
Day	653	0	105	13	9	103	43	192	112	63	1,293	54%	21.7%	2,161	60%		
Night	564	0	33	1	3	122	45	138	108	74	1,088	46%	21.3%	1,437	40%		
Day%	1.86	#DIV/0!	1.31	1.08	1.33	2.18	2.05	1.72	1.96	2.17	1.84	-	-	1.67	100%		
PCU	1,217	0	207	21	18	450	132	660	550	343	3,598	-	28.3%	-	-		
PCU%	34%	0%	6%	1%	1%	13%	4%	18%	15%	10%	100%	-	-	-	-		

DIRECTION	2												Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	FROM Pagbilao	TO Silangan Malicboy					
6	34	0	6	0	1	4	5	13	11	6	80	4.1%	42.5%	129	4.3%		
7	42	0	3	0	0	5	4	14	10	7	85	4.4%	42.4%	133	4.4%		
8	43	0	4	0	0	3	3	17	8	4	82	4.2%	39.0%	124	4.1%		
9	31	0	4	0	1	3	3	10	3	3	58	3.0%	32.8%	84	2.8%		
10	27	0	3	0	1	5	3	8	4	3	54	2.8%	37.0%	81	2.7%		
11	31	0	5	1	0	4	2	12	3	4	62	3.2%	37.1%	93	3.1%		
12	45	0	5	0	0	7	2	12	5	6	82	4.2%	36.6%	121	4.0%		
13	73	0	5	4	0	13	4	18	9	8	134	6.9%	35.8%	197	6.6%		
14	72	0	10	0	0	22	0	20	8	2	134	6.9%	38.8%	196	6.5%		
15	67	0	2	0	1	18	2	22	12	4	128	6.6%	43.8%	195	6.5%		
16	46	0	10	0	0	14	3	20	7	7	107	5.5%	44.9%	169	5.6%		
17	37	0	7	1	0	10	0	15	9	1	80	4.1%	43.8%	124	4.1%		
18	41	0	4	0	0	13	0	13	9	1	81	4.2%	44.4%	124	4.1%		
19	40	0	4	0	0	10	1	12	17	5	89	4.6%	49.4%	147	4.9%		
20	35	0	2	0	0	12	1	11	14	10	85	4.4%	55.3%	146	4.9%		
21	43	0	3	0	0	4	2	13	11	15	91	4.7%	47.3%	150	5.0%		
22	47	0	4	0	0	5	4	9	8	1	78	4.0%	29.5%	110	3.7%		
23	37	0	2	0	0	5	8	3	11	0	66	3.4%	28.8%	96	3.2%		
0	43	0	3	0	0	6	3	6	7	23	91	4.7%	46.2%	151	5.0%		
1	27	0	0	0	0	4	0	7	3	4	45	2.3%	40.0%	67	2.2%		
2	23	0	0	0	0	9	0	4	4	2	42	2.2%	45.2%	64	2.1%		
3	20	0	0	0	0	1	5	10	3	3	39	2.0%	46.2%	64	2.1%		
4	47	0	2	0	0	5	6	14	10	4	88	4.5%	37.5%	132	4.4%		
5	34	0	0	0	0	6	2	7	13	4	66	3.4%	45.5%	106	3.5%		
Total	985	0	88	6	4	187	59	285	206	127	1,947	100%	41.3%	2,997	100%		
Total%	51%	0%	5%	0%	0%	10%	3%	15%	11%	7%	100%	-	-	-	-		
Day	548	0	64	6	4	108	31	181	89	55	1,086	56%	21.3%	1,768	59%		
Night	437	0	24	0	0	79	28	104	117	72	861	44%	20.3%	1,230	41%		
Day%	1.80	#DIV/0!	1.38	1.00	1.00	1.73	1.90	1.57	2.31	2.31	1.79	-	-	1.70	100%		
PCU	985	0	132	9	6	374	89	570	515	318	2,997	-	27.7%	-	-		
PCU%	33%	0%	4%	0%	0%	12%	3%	19%	17%	11%	100%	-	-	-	-		

Total																	
Time	1												Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	FROM Silangan Malicboy	TO Pagbilao					
6	83	0	14	0	1	18	6	22	15	11	170	3.9%	38.8%	260	3.9%		
7	102	0	20	3	0	11	4	30	28	13	211	4.9%	38.9%	327	5.0%		
8	75	0	12	1	3	10	4	31	18	5	159	3.7%	40.3%	245	3.7%		
9	61	0	10	1	2	11	7	23	13	7	135	3.1%	40.0%	209	3.2%		
10	57	0	7	2	1	11	4	15	12	7	116	2.7%	38.8%	178	2.7%		
11	69	0	12	2	1	8	2	21	10	8	133	3.1%	35.3%	198	3.0%		
12	99	0	15	4	1	14	5	33	10	10	191	4.4%	35.1%	281	4.3%		
13	151	0	12	5	1	26	7	35	15	12	264	6.1%	33.3%	378	5.7%		
14	145	0	17	0	1	30	8	45	13	6	265	6.1%	35.5%	382	5.8%		
15	130	0	10	0	2	25	13	36	23	15	254	5.9%	39.0%	385	5.8%		
16	120	0	21	0	0	22	10	36	18	12	239	5.5%	36.8%	358	5.4%		
17	109	0	19	1	0	25	4	46	26	12	242	5.6%	45.0%	382	5.8%		
18	100	0	7	1	2	28	12	35	22	14	221	5.1%	44.8%	349	5.3%		
19	92	0	8	0	0	22	4	31	34	18	209	4.8%	50.2%	346	5.2%		
20	85	0	7	0	0	25	2	27	29	16	191	4.4%	50.8%	315	4.8%		
21	91	0	9	0	1	19	5	30	25	19	199	4.6%	46.7%	322	4.9%		
22	103	0	5	0	0	12	10	13	16	8	167	3.9%	29.3%	236	3.6%		
23	93	0	5	0	0	14	18	10	20	4	164	3.8%	29.3%	236	3.6%		
0	88	0	4	0	0	17	3	15	17	30	174	4.0%	45.4%	280	4.2%		
1	68	0	1	0	0	11	4	16	7	6	113	2.6%	35.4%	162	2.5%		
2	56	0	2	0	0	19	0	9	9	8	103	2.4%	43.7%	158	2.4%		
3	64	0	0	0	0	6	3	11	13	6	103	2.4%	35.0%	150	2.3%		
4	80	0	3	0	0	13	7	29	16	8	156	3.6%	42.3%	239	3.6%		
5	81	0	6	0	0	15	5	16	17	9	149	3.4%	38.3%	225	3.4%		
Total	2,202	0	226	20	16	412	147	615	426	264	4,328	100%	39.7%	6,595	100%		
Total%	51%	0%	5%	0%	0%	10%	3%	14%	10%	6%	100%	-	-	-	-		
Day	1,201	0	169	19	13	211	74	373	201	118	2,379	55%	21.5%	3,928	60%		
Night	1,001	0	57	1	3	201	73	242	225	146	1,949	45%	20.9%	2,667	40%		
Day%	1.83	#DIV/0!	1.34	1.05	1.23	1.95	1.99	1.65	2.12	2.24	1.82	-	-	1.68	100%		
PCU	2,202	0	339	30	24	824	221	1,230	1,065	660	6,595	-	28.0%	-	-		
PCU%	33%	0%	5%	0%	0%	12%	3%	19%	16%	10%	100%	-	-	-	-		

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	30	ROAD NAME				NPR1	NUMBER OF LANE		2		TOTAL LANE WIDTH				m
DATE & TIME	4/3/19	(Wed)	6:00	4/4/19	(Thu)	6:00	AREA	Luzon	PROVINCE			Quezon			
WEATHER	1	Sunny				REGION	IVA	CITY/MUNICIPALITY			Lopez				

DIRECTION		1				Inbound		FROM		Lopez		TO		Gumaca		Total	% Veh	% Large Veh.	PCU	% PCU
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	10.Truck 2axles	11.Truck 3axles	12.Trailer							
6	45	0	7	0	0	0	3	15	25	17	10	146	5.2%	37.7%	222	4.9%				
7	76	0	3	0	0	0	3	7	30	13	10	125	4.4%	45.6%	197	4.3%				
8	101	0	5	0	0	0	7	2	23	20	7	127	4.5%	44.9%	201	4.4%				
9	61	0	9	1	0	0	10	6	28	15	5	159	5.6%	36.5%	235	5.2%				
10	63	0	1	0	0	0	5	3	14	7	4	79	2.8%	38.0%	117	2.6%				
11	85	0	3	0	0	0	6	2	21	12	6	93	3.3%	48.4%	150	3.3%				
12	45	0	11	1	0	0	18	6	28	14	7	161	5.7%	41.6%	248	5.5%				
13	43	0	15	0	0	0	17	4	12	12	2	85	3.0%	50.6%	145	3.2%				
14	76	0	6	0	0	0	25	4	24	12	1	112	4.0%	55.4%	186	4.1%				
15	23	0	2	0	0	0	27	6	20	9	8	131	4.6%	48.9%	208	4.6%				
16	40	0	4	0	0	0	12	3	16	5	3	93	3.3%	38.7%	137	3.0%				
17	59	0	1	0	0	0	11	8	16	6	4	99	3.5%	37.4%	146	3.2%				
18	50	0	0	0	0	0	35	8	32	25	6	149	5.3%	65.8%	267	5.9%				
19	53	0	0	0	0	0	24	9	17	11	9	123	4.4%	49.6%	199	4.4%				
20	43	0	0	0	0	0	30	3	14	6	8	103	3.7%	56.3%	170	3.7%				
21	53	0	0	0	0	0	35	13	0	8	5	110	3.9%	43.6%	171	3.8%				
22	42	0	0	0	0	0	45	2	23	12	7	127	4.5%	68.5%	225	5.0%				
23	49	0	0	0	0	0	54	0	26	11	8	135	4.8%	73.3%	244	5.4%				
0	38	0	0	0	0	0	54	3	28	7	8	144	5.1%	67.4%	250	5.5%				
1	36	0	0	0	0	0	8	0	23	12	13	101	3.6%	55.4%	170	3.7%				
2	44	0	0	0	0	0	12	2	6	25	0	80	2.8%	53.8%	137	3.0%				
3	45	0	0	0	0	0	9	1	7	19	2	84	3.0%	44.0%	133	2.9%				
4	35	0	1	0	0	0	9	1	7	19	2	84	3.0%	44.0%	133	2.9%				
5	45	0	1	0	0	0	9	1	7	19	2	84	3.0%	44.0%	133	2.9%				
Total	1,250	0	68	2	0	454	113	475	307	152	2,821	100%	49.2%	4,530	100%					
Total%	44%	0%	2%	0%	0%	16%	4%	17%	11%	5%	100%	-	-	-	-					
Day	717	0	62	2	0	125	61	267	160	79	1,473	52%	18.1%	2,423	53%					
Night	533	0	6	0	0	329	52	208	147	73	1,348	48%	30.3%	2,108	47%					
Day%	1.74	#DIV/0!	1.10	1.00	#DIV/0!	3.63	1.85	1.78	1.92	1.92	-	-	-	1.87	100%					
PCU	1,250	0	102	3	0	908	170	950	768	380	4,530	-	30.7%	-	-					
PCU%	28%	0%	2%	0%	0%	20%	4%	21%	17%	8%	100%	-	-	-	-					

DIRECTION		2				Outbound		FROM		Gumaca		TO		Lopez		Total	% Veh	% Large Veh.	PCU	% PCU
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	10.Truck 2axles	11.Truck 3axles	12.Trailer							
6	26	0	6	2	0	6	19	5	4	1	69	2.5%	23.2%	101	2.2%					
7	50	0	6	1	0	8	9	18	18	4	114	4.1%	42.1%	181	3.9%					
8	58	0	6	0	0	7	19	20	13	5	128	4.6%	35.2%	195	4.2%					
9	46	0	5	0	0	10	8	15	15	4	103	3.7%	42.7%	163	3.5%					
10	53	0	3	0	0	13	7	20	11	1	108	3.9%	41.7%	164	3.6%					
11	68	0	4	0	0	14	4	23	4	5	122	4.4%	37.7%	177	3.8%					
12	42	0	3	0	0	12	2	16	7	5	87	3.1%	46.0%	136	2.9%					
13	48	0	4	0	0	17	5	14	10	1	99	3.5%	42.4%	151	3.3%					
14	40	0	6	0	0	10	1	27	11	8	103	3.7%	54.4%	172	3.7%					
15	49	0	6	1	0	10	1	33	23	10	133	4.8%	57.1%	230	5.0%					
16	50	0	5	1	0	11	2	31	13	15	128	4.6%	54.7%	216	4.7%					
17	62	0	5	0	0	13	6	24	16	7	133	4.8%	45.1%	210	4.6%					
18	47	0	4	0	0	8	3	30	22	4	118	4.2%	54.2%	199	4.3%					
19	52	0	0	0	0	14	1	42	18	3	130	4.6%	59.2%	218	4.7%					
20	27	0	0	0	0	17	3	24	13	6	90	3.2%	66.7%	161	3.5%					
21	50	0	2	0	0	25	8	32	20	4	141	5.0%	57.4%	239	5.2%					
22	41	0	2	0	0	50	2	33	23	3	154	5.5%	70.8%	278	6.0%					
23	65	0	1	0	0	61	8	22	31	7	195	7.0%	62.1%	340	7.4%					
0	48	0	0	0	0	76	3	18	36	5	186	6.7%	62.6%	343	7.4%					
1	32	0	0	0	0	30	1	11	9	6	89	3.2%	62.9%	153	3.3%					
2	31	0	0	0	0	29	0	16	3	7	86	3.1%	64.0%	146	3.2%					
3	59	0	0	0	0	43	0	19	9	8	138	4.9%	57.2%	226	4.9%					
4	36	0	0	0	0	5	0	7	6	0	54	1.9%	33.3%	75	1.6%					
5	49	0	2	0	0	7	2	10	11	7	88	3.1%	39.8%	134	2.9%					
Total	1,129	0	70	5	0	496	114	510	346	126	2,796	100%	52.9%	4,605	100%					
Total%	40%	0%	3%	0%	0%	18%	4%	18%	12%	5%	100%	-	-	-	-					
Day	592	0	59	5	0	131	83	246	145	66	1,327	47%	19.3%	2,293	50%					
Night	537	0	11	0	0	365	31	264	201	60	1,469	53%	29.7%	2,312	50%					
Day%	1.91	#DIV/0!	1.19	1.00	#DIV/0!	3.79	1.37	2.07	2.39	1.91	2.11	-	-	2.01	100%					
PCU	1,129	0	105	8	0	992	171	1,020	865	315	4,605	-	30.7%	-	-					
PCU%	25%	0%	2%	0%	0%	22%	4%	22%	19%	7%	100%	-	-	-	-					

Total		1				Inbound		FROM		Lopez		TO		Gumaca		Total	% Veh	% Large Veh.	PCU	% PCU
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	10.Truck 2axles	11.Truck 3axles	12.Trailer							
6	71	0	13	2	0	6	22	25	18	10	167	3.0%	35.3%	259	2.8%					
7	126	0	6	1	0	11	24	43	35	14	260	4.6%	39.6%	403	4.4%					
8	159	0	9	0	0	10	22	42	28	15	285	5.1%	33.3%	417	4.6%					
9	107	0	5	0	0	14	15	45	28	14	228	4.1%	44.3%	360	3.9%					
10	116	0	8	0	0	20	9	43	31	8	235	4.2%	43.4%	365	4.0%					
11	153	0	13	1	0	24	10	51	19	10	281	5.0%	37.0%	412	4.5%					
12	87	0	4	0	0	17	5	30	14	9	166	3.0%	42.2%	252	2.8%					
13	91	0	7	0	0	23	7	35	22	7	192	3.4%	45.3%	301	3.3%					
14	116	0	17	1	0	28	7	55	25	15	264	4.7%	46.6%	420	4.6%					
15	72	0	21	1	0	27	5	45	35	12	218	3.9%	54.6%	374	4.1%					
16	90	0	11	1	0	36	6	55	25	16	240	4.3%	55.0%	402	4.4%					
17	121	0	7	0	0	40	12	44	25	15	264	4.7%	47.0%	418	4.6%					
18	97	0	8	0	0	20	6	46	27	7	211	3.8%	47.4%	335	3.7%					
19	105	0	1	0	0	25	9	58	24	7	229	4.1%	49.8%	364	4.0%					
20	70	0	0	0	0	52	11	56	38	12	239	4.3%	66.1%	428	4.7%					
21	103	0	2	0	0	49	17	49	31	13	264	4.7%	53.8%	438	4.8%					
22	83	0	2	0	0	80	5	47	29	11	257	4.6%	65.0%	448	4.9%					
23	114	0	1	0	0	96	21	22	39	12	305	5.4%	55.4%	511	5.6%					
0	86	0	0	0	0	121	5	41	48	12	313	5.6%	70.9%	568	6.2%					
1	68	0	0	0	0	84	1	37	20	14	224</									

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	31	ROAD NAME				NUMBER OF LANE		TOTAL LANE WIDTH			
DATE & TIME	4/2/19	(Tue)	6:00	4/3/19	(Wed)	6:00	AREA	Luzon	PROVINCE		Camrines sur
WEATHER	1	Sunny				REGION	V	CITY/MUNICIPALITY		Del Gallego	

DIRECTION	1	Inbound				FROM	TO					Total	% Veh	% Large Veh.	PCU	% PCU
		3.Passenger Car	4.Taxi	5.Jeepney	6.HOV		8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer					
6	18	0	0	1	0	0	4	0	6	10	0	39	2.2%	51.3%	65	2.1%
7	21	0	0	0	0	0	7	0	13	7	5	56	3.1%	57.1%	96	3.1%
8	20	0	4	0	0	0	4	0	4	4	5	41	2.3%	41.5%	65	2.1%
9	21	0	2	0	0	0	2	0	8	7	5	45	2.5%	48.9%	74	2.4%
10	44	0	4	0	0	0	5	3	10	10	9	85	4.7%	40.0%	132	4.3%
11	47	0	5	0	0	0	6	3	13	8	4	86	4.8%	36.0%	127	4.2%
12	50	0	4	2	0	0	16	1	18	11	2	104	5.8%	45.2%	161	5.3%
13	21	0	2	0	0	0	3	3	10	6	8	53	3.0%	50.9%	90	2.9%
14	25	0	2	1	0	0	7	0	13	11	9	68	3.8%	58.8%	120	3.9%
15	40	0	2	1	1	1	9	3	12	13	11	92	5.1%	48.9%	153	5.0%
16	23	0	1	0	0	0	9	1	11	8	8	61	3.4%	59.0%	106	3.5%
17	35	0	2	1	0	0	7	1	10	20	13	89	5.0%	56.2%	158	5.2%
18	34	0	2	0	0	0	17	0	18	19	8	98	5.5%	63.3%	175	5.7%
19	30	0	0	1	0	0	14	5	18	17	5	90	5.0%	60.0%	158	5.2%
20	28	0	0	0	0	0	20	3	15	17	9	92	5.1%	66.3%	168	5.5%
21	40	0	1	0	0	0	49	11	15	18	9	143	8.0%	63.6%	254	8.3%
22	36	0	0	0	0	0	48	5	18	14	10	131	7.3%	68.7%	236	7.7%
23	39	0	0	0	0	0	47	8	15	14	3	126	7.0%	62.7%	218	7.1%
0	29	0	0	0	0	0	13	2	11	11	4	70	3.9%	55.7%	118	3.9%
1	17	0	0	0	0	0	4	7	6	11	2	47	2.6%	48.9%	80	2.6%
2	15	0	0	0	0	0	11	6	7	7	5	51	2.8%	58.8%	90	3.0%
3	9	0	0	0	0	0	14	1	5	5	4	38	2.1%	73.7%	71	2.3%
4	7	0	0	0	0	0	10	5	4	4	3	33	1.8%	63.6%	60	2.0%
5	33	0	0	0	0	0	6	6	3	5	2	55	3.1%	29.1%	78	2.5%
Total	682	0	34	7	1	1	332	74	263	257	143	1,793	100%	55.5%	3,046	100%
Total%	38%	0%	2%	0%	0%	0%	19%	4%	15%	14%	8%	100%	-	-	-	-
Day	365	0	31	6	1	1	79	15	128	115	79	819	46%	23.2%	1,518	50%
Night	317	0	3	1	0	0	253	59	135	142	64	974	54%	32.9%	1,528	50%
Day%	1.87	#DIV/0!	1.10	1.17	1.00	1.00	4.20	4.93	2.05	2.23	1.81	2.19	-	-	2.01	100%
PCU	682	0	51	11	2	2	664	111	526	643	358	3,046	-	35.3%	-	-
PCU%	22%	0%	2%	0%	0%	0%	22%	4%	17%	21%	12%	100%	-	-	-	-

DIRECTION	2	Outbound				FROM	TO					Total	% Veh	% Large Veh.	PCU	% PCU
		3.Passenger Car	4.Taxi	5.Jeepney	6.HOV		8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer					
6	28	0	3	2	1	1	6	5	14	14	4	77	4.3%	49.4%	130	4.4%
7	31	0	3	3	2	1	6	6	25	14	4	89	5.0%	49.4%	149	5.0%
8	27	0	3	1	0	0	3	3	16	11	3	67	3.7%	49.3%	111	3.7%
9	30	0	2	1	0	0	3	2	13	11	4	66	3.7%	47.0%	107	3.6%
10	34	0	3	0	0	0	0	4	22	15	5	83	4.6%	50.6%	139	4.7%
11	34	0	2	2	0	0	0	0	11	10	4	63	3.5%	39.7%	97	3.3%
12	35	0	3	0	0	0	1	1	11	9	2	62	3.5%	37.1%	93	3.1%
13	38	0	4	1	0	0	2	0	8	7	2	62	3.5%	30.6%	88	3.0%
14	28	0	4	0	0	0	5	3	14	9	9	72	4.0%	51.4%	122	4.1%
15	42	0	4	0	0	0	7	2	30	17	4	106	5.9%	54.7%	178	6.0%
16	54	1	2	1	0	0	5	1	11	10	0	85	4.7%	30.6%	119	4.0%
17	43	0	5	0	2	2	29	1	10	6	4	100	5.6%	49.0%	158	5.3%
18	34	0	2	0	0	0	10	5	9	8	3	71	4.0%	42.3%	110	3.7%
19	20	0	1	0	0	0	15	2	5	11	9	63	3.5%	63.5%	115	3.9%
20	34	0	0	0	0	0	37	0	9	13	6	99	5.5%	65.7%	174	5.9%
21	32	0	1	0	0	0	31	0	14	15	2	95	5.3%	65.3%	166	5.6%
22	29	0	1	0	0	0	22	6	16	12	3	89	5.0%	59.6%	153	5.2%
23	33	0	0	0	0	0	30	2	15	9	5	94	5.2%	62.8%	161	5.4%
0	26	0	0	0	0	0	23	0	5	10	2	66	3.7%	60.6%	112	3.8%
1	25	0	0	0	0	0	21	1	1	7	0	55	3.1%	52.7%	88	3.0%
2	24	0	0	0	0	0	19	0	2	6	1	52	2.9%	53.8%	84	2.8%
3	23	0	0	0	0	0	27	2	12	13	0	77	4.3%	67.5%	137	4.6%
4	21	0	0	0	0	0	20	2	9	7	6	65	3.6%	64.6%	115	3.9%
5	17	0	0	0	0	0	5	4	3	7	3	39	2.2%	46.2%	64	2.2%
Total	742	1	43	11	5	5	322	52	285	251	85	1,797	100%	52.5%	2,964	100%
Total%	41%	0%	2%	1%	0%	0%	18%	3%	16%	14%	5%	100%	-	-	-	-
Day	424	1	38	11	5	5	62	28	185	133	45	932	52%	16.1%	1,598	54%
Night	318	0	5	0	0	0	260	24	100	118	40	865	48%	35.3%	1,367	46%
Day%	1.75	1.00	1.13	1.00	1.00	1.00	5.19	1.86	1.54	1.89	1.89	1.93	-	-	1.86	100%
PCU	742	2	65	17	8	8	644	78	570	628	213	2,964	-	31.3%	-	-
PCU%	25%	0%	2%	1%	0%	0%	22%	3%	19%	21%	7%	100%	-	-	-	-

Total																
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU	
																6
7	52	0	6	3	2	8	6	38	21	9	145	4.0%	52.4%	245	4.1%	
8	47	0	7	1	0	7	3	20	15	8	108	3.0%	46.3%	175	2.9%	
9	51	0	4	1	0	5	2	21	18	9	111	3.1%	47.7%	181	3.0%	
10	78	0	7	0	0	5	7	32	25	14	168	4.7%	45.2%	271	4.5%	
11	81	0	7	2	0	6	3	24	18	8	149	4.2%	37.6%	224	3.7%	
12	85	0	7	2	0	17	2	29	20	4	166	4.6%	42.2%	254	4.2%	
13	59	0	6	1	0	5	3	18	13	10	115	3.2%	40.0%	178	3.0%	
14	53	0	6	1	0	12	3	27	20	18	140	3.9%	55.0%	241	4.0%	
15	82	0	6	1	1	16	5	42	30	15	198	5.5%	52.0%	330	5.5%	
16	77	1	3	1	0	14	2	22	18	8	146	4.1%	42.5%	225	3.7%	
17	78	0	7	1	2	36	2	20	26	17	189	5.3%	52.4%	316	5.2%	
18	68	0	4	0	0	27	5	27	27	11	169	4.7%	54.4%	285	4.7%	
19	50	0	1	1	0	29	7	23	28	14	153	4.3%	61.4%	273	4.5%	
20	62	0	0	0	0	57	3	24	30	15	191	5.3%	66.0%	341	5.7%	
21	72	0	2	0	0	80	11	29	33	11	238	6.6%	64.3%	420	7.0%	
22	65	0	1	0	0	70	11	34	26	13	220	6.1%	65.0%	389	6.5%	
23	72	0	0	0	0	77	10	30	23	8	220	6.1%	62.7%	379	6.3%	
0	55	0	0	0	0	36	2	16	21	6	136	3.8%	58.1%	230	3.8%	
1	42	0	0	0	0	25	8	7	18	2	102	2.8%	51.0%	168	2.8%	
2	39	0	0	0	0	30	6	9	13	6	103	2.9%	56.3%	174	2.9%	
3	32	0	0	0	0	41	3	17	18	4	115	3.2%	69.6%	208	3.5%	
4	28	0	0	0	0	30	7	13	11	9	98	2.7%	64.3%	175	2.9%	
5	50	0	0	0	0	11	10	6	12	5	94	2.6%	36.2%	142	2.4%	
Total	1,424	1	77	18	6	654	126	548	508	228	3,590	100%	54.0%	6,010	100%	
Total%	40%	0%	2%	1%	0%	18%	4%	15%	14%	6%	100%	-	-	-	-	
Day	789	1	69	17	6	141	43	313	248	124	1,751	49%	19.4%	3,116	52%	
Night	635	0	8	1	0	513	83	235	260	104	1,839	51%	34.0%	2,895	48%	
Day%	1.80	1.00	1.12	1.06	1.00	4.64	2.93	1.75	2.05	1.84	2.05	-	-	1.93	100%	
PCU	1,424	2	116	27	9	1,308	189	1,096	1,270	570	6,010	-	33.3%	-	-	
PCU%	24%	0%	2%	0%	0%	22%	3%	18%	21%	9%	100%	-	-			

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGHT STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	32	ROAD NAME				NPR1	NUMBER OF LANE		2	TOTAL LANE WIDTH				m
DATE & TIME	4/3/19	(Wed)	6:00	4/4/19	(Thu)	6:00	AREA	Luzon	PROVINCE	Camarines sur				
WEATHER	1 Sunny					REGION	V		CITY/MUNICIPALITY	Sipocot				

DIRECTION	1										Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer					
6	11	0	9	2	0	0	3	8	0	0	36	3.0%	25.0%	55	3.3%
7	31	0	22	0	0	0	3	8	0	0	64	5.3%	12.5%	85	5.1%
8	43	0	22	3	0	4	5	11	0	5	93	7.7%	21.5%	131	7.9%
9	37	0	10	2	0	4	3	6	1	1	64	5.3%	18.8%	85	5.1%
10	55	0	13	2	0	4	4	9	2	1	90	7.4%	17.8%	117	7.1%
11	45	0	14	4	0	3	5	12	2	9	94	7.7%	27.7%	137	8.3%
12	38	0	10	3	0	3	4	8	2	2	70	5.8%	21.4%	96	5.8%
13	38	0	19	6	0	4	7	15	3	3	95	7.8%	26.3%	139	8.4%
14	36	0	10	4	0	3	2	7	1	2	65	5.4%	20.0%	88	5.3%
15	32	0	10	5	0	4	2	10	2	2	67	5.5%	26.9%	96	5.8%
16	52	0	10	3	0	3	2	13	2	2	87	7.2%	23.0%	117	7.0%
17	48	0	4	4	0	4	2	6	1	2	71	5.8%	18.3%	91	5.5%
18	51	0	3	6	0	5	4	4	1	1	75	6.2%	14.7%	94	5.6%
19	20	0	2	3	0	4	0	5	3	1	38	3.1%	34.2%	56	3.3%
20	15	0	0	3	0	2	2	5	2	1	30	2.5%	33.3%	44	2.7%
21	22	0	0	3	0	2	0	2	0	1	30	2.5%	16.7%	37	2.2%
22	19	0	0	3	0	0	1	3	3	1	30	2.5%	23.3%	41	2.5%
23	23	0	0	1	0	0	3	1	1	0	29	2.4%	6.9%	34	2.0%
0	7	0	0	0	0	0	1	2	1	1	12	1.0%	33.3%	18	1.1%
1	11	0	0	0	0	0	7	1	2	2	23	1.9%	21.7%	34	2.0%
2	3	0	1	0	0	0	1	2	0	0	7	0.6%	28.6%	10	0.6%
3	8	0	2	0	0	0	1	5	0	0	16	1.3%	31.3%	23	1.4%
4	3	0	0	0	0	0	1	2	0	0	6	0.5%	33.3%	9	0.5%
5	13	0	2	0	0	0	2	5	0	0	22	1.8%	22.7%	29	1.7%
Total	661	0	163	57	0	50	67	146	31	39	1,214	100%	21.9%	1,659	100%
Total%	54%	0%	13%	5%	0%	4%	6%	12%	3%	3%	100%	-	-	-	-
Day	466	0	153	38	0	37	44	109	18	31	896	74%	24.7%	1,327	80%
Night	195	0	10	19	0	13	23	37	13	8	318	26%	9.7%	332	20%
Day%	1.42	#DIV/0!	1.07	1.50	#DIV/0!	1.35	1.52	1.34	1.72	1.26	1.35	-	-	1.25	100%
PCU	661	0	245	86	0	100	101	292	78	98	1,659	-	26.7%	-	-
PCU%	40%	0%	15%	5%	0%	6%	6%	18%	5%	6%	100%	-	-	-	-

DIRECTION	2										Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer					
6	26	0	7	4	0	3	5	6	1	0	52	5.8%	19.2%	71	5.7%
7	35	0	11	5	0	4	7	9	1	0	72	8.0%	19.4%	98	7.9%
8	32	0	9	4	0	2	3	9	0	0	59	6.6%	20.3%	83	6.7%
9	26	0	8	3	0	4	4	11	0	0	56	6.2%	26.8%	79	6.3%
10	24	0	7	3	0	3	4	10	3	0	54	6.0%	29.6%	79	6.3%
11	17	0	12	2	0	4	1	6	1	1	44	4.9%	27.3%	65	5.2%
12	34	0	17	3	0	4	11	9	5	0	83	9.2%	21.7%	119	9.6%
13	25	0	10	0	0	4	1	6	1	0	47	5.2%	23.4%	64	5.2%
14	14	0	6	0	0	1	5	8	0	0	34	3.8%	26.5%	49	3.9%
15	18	0	5	2	0	1	1	3	4	1	35	3.9%	25.7%	51	4.1%
16	31	0	7	2	0	4	4	0	6	1	55	6.1%	20.0%	76	6.1%
17	22	0	10	3	0	2	4	2	1	1	45	5.0%	13.3%	61	4.9%
18	27	0	11	3	0	1	3	1	6	0	52	5.8%	15.4%	72	5.8%
19	26	0	3	1	0	0	1	2	2	1	36	4.0%	13.9%	45	3.6%
20	16	0	2	0	0	0	0	0	0	1	19	2.1%	5.3%	22	1.7%
21	14	0	0	0	0	0	1	3	1	1	20	2.2%	25.0%	27	2.1%
22	8	0	2	0	0	0	0	2	1	0	13	1.4%	23.1%	18	1.4%
23	8	0	0	0	0	0	1	1	1	0	11	1.2%	18.2%	14	1.1%
0	3	0	0	0	0	0	0	1	1	0	5	0.6%	40.0%	8	0.6%
1	4	0	2	0	0	0	0	1	0	0	7	0.8%	14.3%	9	0.7%
2	3	0	0	0	0	0	0	2	2	0	7	0.8%	57.1%	12	1.0%
3	10	0	0	2	0	0	3	0	1	1	17	1.9%	11.8%	23	1.8%
4	19	0	0	2	0	1	3	3	1	0	29	3.2%	17.2%	37	3.0%
5	29	0	1	4	0	5	1	5	3	0	48	5.3%	27.1%	66	5.3%
Total	471	0	130	43	0	41	62	94	51	8	900	100%	21.6%	1,241	100%
Total%	52%	0%	14%	5%	0%	5%	7%	10%	6%	1%	100%	-	-	-	-
Day	304	0	109	31	0	34	49	73	32	4	636	71%	23.1%	963	78%
Night	167	0	21	12	0	7	13	21	19	4	264	29%	12.1%	278	22%
Day%	1.55	#DIV/0!	1.19	1.39	#DIV/0!	1.21	1.27	1.29	1.59	2.00	1.42	-	-	1.29	100%
PCU	471	0	195	65	0	82	93	188	128	20	1,241	-	23.9%	-	-
PCU%	38%	0%	16%	5%	0%	7%	7%	15%	10%	2%	100%	-	-	-	-

Total															
Time	1										Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer					
6	37	0	16	6	0	4	10	10	3	2	88	4.2%	21.6%	126	4.3%
7	66	0	33	5	0	4	10	17	1	0	136	6.4%	16.2%	183	6.3%
8	75	0	31	7	0	4	7	14	9	5	152	7.2%	21.1%	214	7.4%
9	63	0	18	5	0	8	7	17	1	1	120	5.7%	22.5%	163	5.6%
10	79	0	20	5	0	7	8	19	5	1	144	6.8%	22.2%	196	6.7%
11	62	0	26	6	0	7	6	18	3	10	138	6.5%	27.5%	202	6.9%
12	72	0	27	6	0	7	15	17	7	2	153	7.2%	21.6%	215	7.4%
13	63	0	29	6	0	8	8	21	4	3	142	6.7%	25.4%	203	7.0%
14	50	0	16	4	0	4	7	15	1	2	99	4.7%	22.2%	136	4.7%
15	50	0	15	7	0	5	3	13	6	3	102	4.8%	26.5%	146	5.0%
16	83	0	17	5	0	7	6	13	8	3	142	6.7%	21.8%	193	6.6%
17	70	0	14	7	0	6	6	8	2	3	116	5.5%	16.4%	151	5.2%
18	78	0	14	9	0	6	7	5	7	1	127	6.0%	15.0%	165	5.7%
19	46	0	5	4	0	4	1	7	5	2	74	3.5%	24.3%	101	3.5%
20	31	0	2	3	0	2	2	5	2	2	49	2.3%	22.4%	66	2.3%
21	36	0	0	3	0	2	1	5	1	2	50	2.4%	20.0%	64	2.2%
22	27	0	2	3	0	0	1	5	4	1	43	2.0%	23.3%	59	2.0%
23	31	0	0	1	0	0	4	2	2	0	40	1.9%	10.0%	48	1.6%
0	10	0	0	0	0	0	1	3	2	1	17	0.8%	35.3%	25	0.9%
1	15	0	2	0	0	0	7	2	2	2	30	1.4%	20.0%	43	1.5%
2	6	0	1	0	0	0	1	4	2	0	14	0.7%	42.9%	22	0.8%
3	18	0	2	2	0	0	4	5	1	1	33	1.6%	21.2%	45	1.6%
4	22	0	0	2	0	1	4	5	1	0	35	1.7%	20.0%	46	1.6%
5	42	0	3	4	0	5	3	10	3	0	70	3.3%	25.7%	95	3.3%
Total	1,132	0	293	100	0	91	129	240	82	47	2,114	100%	21.8%	2,900	100%
Total%	54%	0%	14%	5%	0%	4%	6%	11%	4%	2%	100%	-	-	-	-
Day	770	0	262	69	0	71	93	182	50	35	1,532	72%	24.0%	2,290	79%
Night	362	0	31	31	0	20	36	58	32	12	582	28%	10.8%	610	21%
Day%	1.47	#DIV/0!	1.12	1.45	#DIV/0!	1.28	1.39	1.32	1.64	1.34	1.38	-	-	1.27	100%
PCU	1,132	0	440	150	0	182	194	480	205	118	2,900	-	25.5%	-	-
PCU%	39%	0%	15%	5%	0%	6%	7%	17%	7%	4%	100%	-	-	-	-

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	33	ROAD NAME				NPR1		NUMBER OF LANE		2		TOTAL LANE WIDTH				m
DATE & TIME	4/2/19	(Tue)	6:00	4/3/19	(Wed)	6:00	AREA		Luzon	PROVINCE				Camrines sur		
WEATHER	1	Sunny				REGION		V	CITY/MUNICIPALITY				Pamplona			

DIRECTION		1				FROM				TO							
		Inbound				Naga				Pamplona							
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU		
6	68	0	21	2	0	9	14	19	13	10	156	4.6%	32.7%	237	4.4%		
7	75	0	21	3	0	7	14	19	9	10	158	4.6%	28.5%	232	4.3%		
8	69	0	15	5	0	6	17	27	22	3	164	4.8%	35.4%	253	4.7%		
9	86	0	29	14	0	6	17	25	20	8	205	6.0%	28.8%	308	5.8%		
10	95	0	15	10	0	12	18	30	24	7	211	6.2%	34.6%	321	6.0%		
11	29	0	10	6	0	9	8	15	21	6	104	3.0%	49.0%	181	3.4%		
12	78	0	22	7	0	8	24	8	13	7	167	4.9%	21.6%	240	4.5%		
13	70	0	18	11	0	7	15	27	19	8	175	5.1%	34.9%	272	5.1%		
14	85	0	8	14	1	18	7	27	35	15	210	6.1%	45.2%	345	6.5%		
15	42	0	11	5	0	14	9	22	28	5	136	4.0%	50.7%	234	4.4%		
16	60	0	18	9	0	8	10	37	15	8	165	4.8%	41.2%	263	4.9%		
17	69	0	18	14	1	19	10	11	20	8	170	5.0%	34.1%	264	4.9%		
18	59	0	10	5	0	14	6	5	11	1	111	3.2%	27.9%	159	3.0%		
19	178	0	14	3	1	73	4	41	37	7	358	10.4%	44.1%	549	10.3%		
20	111	0	8	4	0	69	3	32	13	16	256	7.5%	50.8%	408	7.7%		
21	65	0	7	5	0	46	4	31	21	2	181	5.3%	55.2%	301	5.6%		
22	91	0	0	0	0	35	5	18	6	5	160	4.7%	40.0%	232	4.4%		
23	46	0	0	0	0	5	1	0	6	7	65	1.9%	27.7%	90	1.7%		
0	28	0	0	0	0	3	1	0	10	0	42	1.2%	31.0%	61	1.1%		
1	17	0	1	0	7	0	0	15	4	1	45	1.3%	44.4%	72	1.3%		
2	15	0	4	0	0	2	0	9	3	0	33	1.0%	42.4%	51	0.9%		
3	7	0	0	0	0	1	1	5	5	4	23	0.7%	65.2%	43	0.8%		
4	7	0	4	0	0	1	9	12	5	2	40	1.2%	50.0%	70	1.3%		
5	35	0	6	1	0	5	13	10	19	3	92	2.7%	40.2%	150	2.8%		
Total	1,485	0	260	118	10	377	210	445	379	143	3,427	100%	39.2%	5,331	100%		
Total%	43%	0%	8%	3%	0%	11%	6%	13%	11%	4%	100%	-	-	-	-		
Day	826	0	206	100	2	123	163	267	239	95	2,021	59%	21.1%	3,306	62%		
Night	659	0	54	18	8	254	47	178	140	48	1,406	41%	25.9%	2,025	38%		
Day%	1.80	#DIV/0!	1.26	1.18	5.00	3.07	1.29	1.67	1.59	1.70	1.70	-	-	1.61	100%		
PCU	1,485	0	390	177	15	754	315	890	948	358	5,331	-	28.4%	-	-		
PCU%	28%	0%	7%	3%	0%	14%	6%	17%	18%	7%	100%	-	-	-	-		

DIRECTION		2				FROM				TO							
		Outbound				Pamplona				Naga							
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU		
6	122	1	33	12	0	14	4	41	14	11	252	4.8%	31.7%	370	4.8%		
7	137	0	35	15	0	9	7	37	20	14	274	5.2%	29.2%	400	5.2%		
8	193	0	45	22	0	9	8	44	19	16	356	6.8%	24.7%	499	6.5%		
9	178	2	36	20	1	6	6	36	25	9	319	6.1%	23.8%	445	5.8%		
10	153	1	31	18	0	7	8	47	25	19	309	5.9%	31.7%	458	6.0%		
11	161	1	28	13	0	6	5	41	12	13	280	5.4%	25.7%	388	5.1%		
12	141	0	29	13	0	9	15	38	18	9	272	5.2%	27.2%	388	5.1%		
13	193	0	23	14	0	5	11	63	16	21	346	6.6%	30.3%	494	6.5%		
14	215	1	27	10	0	5	6	54	29	15	362	6.9%	28.5%	509	6.7%		
15	196	0	29	12	0	6	7	43	19	12	324	6.2%	24.7%	444	5.8%		
16	167	3	31	10	0	9	12	35	18	13	298	5.7%	25.2%	417	5.5%		
17	192	2	29	10	0	13	6	54	14	11	331	6.3%	27.8%	459	6.0%		
18	101	1	24	10	0	9	5	30	20	9	209	4.0%	32.5%	312	4.1%		
19	98	3	8	7	0	21	21	15	7	0	180	3.4%	23.9%	246	3.2%		
20	63	0	2	3	0	14	13	29	9	2	135	2.6%	40.0%	204	2.7%		
21	36	0	2	1	0	9	2	18	13	2	83	1.6%	50.6%	135	1.8%		
22	67	0	3	0	0	30	0	16	13	0	129	2.5%	45.7%	196	2.6%		
23	59	0	0	0	0	31	0	19	9	6	124	2.4%	52.4%	197	2.6%		
0	22	0	2	0	0	14	0	8	11	2	59	1.1%	59.3%	102	1.3%		
1	37	0	1	0	0	24	3	15	23	2	105	2.0%	61.0%	184	2.4%		
2	29	0	2	0	0	36	2	3	7	3	82	1.6%	59.8%	138	1.8%		
3	36	0	2	0	0	32	5	2	6	7	90	1.7%	52.2%	147	1.9%		
4	44	0	6	1	0	61	2	11	15	7	147	2.8%	63.9%	257	3.4%		
5	71	0	11	2	0	33	2	17	15	7	158	3.0%	45.6%	249	3.3%		
Total	2,711	15	439	193	1	412	150	716	377	210	5,224	100%	32.8%	7,632	100%		
Total%	52%	0%	8%	4%	0%	8%	3%	14%	7%	4%	100%	-	-	-	-		
Day	2,048	11	376	169	1	98	95	533	229	163	3,723	71%	17.1%	5,580	73%		
Night	663	4	63	24	0	314	55	183	148	47	1,501	29%	28.2%	2,052	27%		
Day%	1.32	1.36	1.17	1.14	1.00	4.20	1.58	1.34	1.65	1.29	1.40	-	-	1.37	100%		
PCU	2,711	23	659	290	2	824	225	1,432	943	525	7,632	-	26.3%	-	-		
PCU%	36%	0%	9%	4%	0%	11%	3%	19%	12%	7%	100%	-	-	-	-		

Total															
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
6	190	1	54	14	0	23	18	60	27	21	408	4.7%	32.1%	607	4.7%
7	212	0	56	18	0	16	21	56	29	24	432	5.0%	28.9%	631	4.9%
8	262	0	60	27	0	15	25	71	41	19	520	6.0%	28.1%	752	5.8%
9	264	2	65	34	1	12	23	61	45	17	524	6.1%	25.8%	753	5.8%
10	248	1	46	28	0	19	26	77	49	26	520	6.0%	32.9%	779	6.0%
11	190	1	38	19	0	15	13	56	33	19	384	4.4%	32.0%	569	4.4%
12	219	0	51	20	0	17	39	46	31	16	439	5.1%	25.1%	628	4.8%
13	263	0	41	25	0	12	26	90	35	29	521	6.0%	31.9%	765	5.9%
14	300	1	35	24	1	23	13	81	64	30	572	6.6%	34.6%	854	6.6%
15	238	0	40	17	0	20	16	65	47	17	460	5.3%	32.4%	678	5.2%
16	227	3	49	19	0	17	22	72	33	21	463	5.4%	30.9%	680	5.2%
17	261	2	47	24	1	32	16	65	34	19	501	5.8%	29.9%	723	5.6%
18	160	1	34	15	0	23	11	35	31	10	320	3.7%	30.9%	470	3.6%
19	276	3	22	10	1	94	25	56	44	7	538	6.2%	37.4%	795	6.1%
20	174	0	10	7	0	83	16	61	22	18	391	4.5%	47.1%	612	4.7%
21	101	0	9	6	0	55	6	49	34	4	264	3.1%	53.8%	436	3.4%
22	158	0	3	0	0	65	5	34	19	5	289	3.3%	42.6%	428	3.3%
23	105	0	0	0	0	36	1	19	15	13	189	2.2%	43.9%	287	2.2%
0	50	0	2	0	0	17	1	8	21	2	101	1.2%	47.5%	162	1.2%
1	54	0	2	0	7	24	3	30	27	3	150	1.7%	56.0%	255	2.0%
2	44	0	6	0	0	38	2	12	10	3	115	1.3%	54.8%	189	1.5%
3	43	0	2	0	0	33	6	7	11	11	113	1.3%	54.9%	190	1.5%
4	51	0	10	1	0	62	11	23	20	9	187	2.2%	61.0%	327	2.5%
5	106	0	17	3	0	38	15	27	34	10	250	2.9%	43.6%	399	3.1%
Total															

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	34	ROAD NAME				NPR1		NUMBER OF LANE		2		TOTAL LANE WIDTH				m
DATE & TIME	4/3/19	(Wed)	6:00	4/4/19	(Thu)	6:00	AREA		Luzon	PROVINCE				Albay		
WEATHER	1				Sunny			REGION		V	CITY/MUNICIPALITY				Polangui	

DIRECTION		1				Inbound				FROM				Polangui Proper				TO				Bato			
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU										
6	69	0	1	3	1	8	4	16	12	4	118	4.8%	33.9%	171	4.4%										
7	78	0	1	7	0	9	10	16	17	2	140	5.6%	31.4%	203	5.2%										
8	89	0	0	5	0	9	9	18	19	8	157	6.3%	34.4%	232	6.0%										
9	77	0	0	10	0	18	8	20	21	6	160	6.5%	40.6%	248	6.4%										
10	67	0	0	6	0	10	4	18	16	7	128	5.2%	39.8%	196	5.1%										
11	68	0	0	5	0	10	6	20	21	8	138	5.6%	42.8%	217	5.6%										
12	67	0	0	4	0	9	2	17	19	6	124	5.0%	41.1%	191	4.9%										
13	68	0	0	5	0	11	10	20	17	5	136	5.5%	39.0%	208	5.4%										
14	61	0	0	4	0	10	6	17	14	4	116	4.7%	38.8%	175	4.5%										
15	67	0	0	3	0	14	8	27	19	5	143	5.8%	45.5%	226	5.8%										
16	66	0	0	7	0	20	9	20	16	5	143	5.8%	42.7%	223	5.8%										
17	80	0	0	3	0	37	2	21	22	8	173	7.0%	50.9%	279	7.2%										
18	68	0	0	8	0	20	4	18	20	6	144	5.8%	44.4%	227	5.9%										
19	51	0	0	2	0	16	4	18	11	9	111	4.5%	48.6%	178	4.6%										
20	48	0	0	3	0	14	2	7	12	11	97	3.9%	45.4%	155	4.0%										
21	68	0	0	1	0	5	4	8	10	8	104	4.2%	29.8%	147	3.8%										
22	31	0	0	0	0	10	3	14	8	6	72	2.9%	52.8%	119	3.1%										
23	25	0	0	0	0	9	4	3	5	2	48	1.9%	39.6%	73	1.9%										
0	11	0	0	0	0	4	2	6	7	5	35	1.4%	62.9%	64	1.7%										
1	4	0	0	0	0	1	1	6	6	3	21	0.8%	76.2%	42	1.1%										
2	12	0	0	0	0	7	0	3	6	1	29	1.2%	58.6%	50	1.3%										
3	12	0	0	0	0	5	3	8	16	7	51	2.1%	70.6%	100	2.6%										
4	13	0	0	0	0	6	3	1	2	1	26	1.0%	38.5%	39	1.0%										
5	25	0	0	3	0	5	11	7	9	5	65	2.6%	40.0%	105	2.7%										
Total	1,225	0	2	79	1	267	119	329	325	132	2,479	100%	42.5%	3,861	100%										
Total%	49%	0%	0%	3%	0%	11%	5%	13%	13%	5%	100%	-	-	-	-										
Day	857	0	2	62	1	165	78	230	213	68	1,676	68%	14.1%	2,791	72%										
Night	368	0	0	17	0	102	41	99	112	64	803	32%	20.7%	1,070	28%										
Day%	1.43	#DIV/0!	1.00	1.27	1.00	1.62	1.53	1.43	1.53	1.94	1.48	-	-	1.38	100%										
PCU	1,225	0	3	119	2	534	179	658	813	330	3,861	-	22.5%	-	-										
PCU%	32%	0%	0%	3%	0%	14%	5%	17%	21%	9%	100%	-	-	-	-										

DIRECTION		2				Outbound				FROM				Bato				TO				Polangui Proper			
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU										
6	63	0	0	7	0	24	5	25	30	8	162	5.1%	53.7%	274	5.6%										
7	83	0	0	7	0	24	8	32	24	4	182	5.7%	46.2%	288	5.8%										
8	93	0	0	7	0	15	5	32	31	5	188	5.9%	44.1%	295	6.0%										
9	75	0	1	6	0	15	10	30	21	5	163	5.1%	43.6%	256	5.2%										
10	68	0	0	7	0	6	12	29	20	12	154	4.9%	43.5%	247	5.0%										
11	63	0	0	8	0	8	7	28	20	9	143	4.5%	45.5%	230	4.7%										
12	65	0	0	5	0	8	9	19	15	5	126	4.0%	37.3%	190	3.9%										
13	69	0	0	6	0	5	9	26	28	3	146	4.6%	42.5%	231	4.7%										
14	61	0	0	4	0	7	7	17	18	8	122	3.8%	41.0%	191	3.9%										
15	119	0	0	6	0	8	9	26	17	8	193	6.1%	30.6%	272	5.5%										
16	119	0	0	6	0	10	7	27	27	6	202	6.4%	34.7%	295	6.0%										
17	130	0	0	10	0	4	11	26	22	4	207	6.5%	27.1%	287	5.8%										
18	73	0	0	3	0	4	3	20	10	4	117	3.7%	32.5%	165	3.4%										
19	100	0	0	6	0	11	7	17	19	5	165	5.2%	31.5%	236	4.8%										
20	75	0	0	10	0	3	6	14	17	6	131	4.1%	30.5%	191	3.9%										
21	38	0	0	0	0	14	3	8	7	7	77	2.4%	46.8%	122	2.5%										
22	34	0	0	0	0	17	2	9	6	0	68	2.1%	47.1%	104	2.1%										
23	21	0	0	0	0	26	5	11	13	8	84	2.6%	69.0%	155	3.2%										
0	19	0	0	0	0	2	3	3	8	3	38	1.2%	42.1%	61	1.2%										
1	0	0	0	0	0	0	4	7	4	1	16	0.5%	75.0%	33	0.7%										
2	21	0	0	0	0	10	2	5	4	2	44	1.4%	47.7%	69	1.4%										
3	63	0	0	0	0	48	5	10	17	3	146	4.6%	53.4%	237	4.8%										
4	40	0	0	0	0	37	13	14	19	3	126	4.0%	57.9%	217	4.4%										
5	71	0	0	0	0	25	19	17	27	11	170	5.4%	47.1%	279	5.7%										
Total	1,563	0	1	98	0	331	171	452	424	130	3,170	100%	42.2%	4,919	100%										
Total%	49%	0%	0%	3%	0%	10%	5%	14%	13%	4%	100%	-	-	-	-										
Day	1,008	0	1	79	0	134	99	317	273	77	1,988	63%	10.7%	3,219	65%										
Night	555	0	0	19	0	197	72	135	151	53	1,182	37%	21.2%	1,701	35%										
Day%	1.55	#DIV/0!	1.00	1.24	#DIV/0!	2.47	1.73	1.43	1.55	1.69	1.59	-	-	1.53	100%										
PCU	1,563	0	2	147	0	662	257	904	1,060	325	4,919	-	20.1%	-	-										
PCU%	32%	0%	0%	3%	0%	13%	5%	18%	22%	7%	100%	-	-	-	-										

Total															
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
6	132	0	1	10	1	32	9	41	42	12	280	5.0%	45.4%	445	5.1%
7	161	0	1	14	0	33	18	48	41	6	322	5.7%	39.8%	490	5.6%
8	182	0	0	12	0	24	14	50	50	13	345	6.1%	39.7%	527	6.0%
9	152	0	1	16	0	33	18	50	42	11	323	5.7%	42.1%	503	5.7%
10	135	0	0	13	0	16	16	47	36	19	282	5.0%	41.8%	442	5.0%
11	131	0	0	13	0	18	13	48	41	17	281	5.0%	44.1%	447	5.1%
12	132	0	0	9	0	17	11	36	34	11	250	4.4%	39.2%	381	4.3%
13	137	0	0	11	0	16	19	46	45	8	282	5.0%	40.8%	439	5.0%
14	122	0	0	8	0	17	13	34	32	12	238	4.2%	39.9%	366	4.2%
15	186	0	0	9	0	22	17	53	36	13	336	5.9%	36.9%	498	5.7%
16	185	0	0	13	0	30	16	47	43	11	345	6.1%	38.0%	518	5.9%
17	210	0	0	13	0	41	13	47	44	12	380	6.7%	37.9%	565	6.4%
18	141	0	0	11	0	24	7	38	30	10	261	4.6%	39.1%	392	4.5%
19	151	0	0	8	0	27	11	35	30	14	276	4.9%	38.4%	414	4.7%
20	123	0	0	13	0	17	8	21	29	17	228	4.0%	36.8%	346	3.9%
21	106	0	0	1	0	19	7	16	17	15	181	3.2%	37.0%	268	3.1%
22	65	0	0	0	0	27	5	23	14	6	140	2.5%	50.0%	223	2.5%
23	46	0	0	0	0	35	9	14	18	10	132	2.3%	58.3%	228	2.6%
0	30	0	0	0	0	6	5	9	15	8	73	1.3%	52.1%	125	1.4%
1	4	0	0	0	0	1	5	13	10	4	37	0.7%	75.7%	75	0.8%
2	33	0	0	0	0	17	2	8	10	3	73	1.3%	52.1%	119	1.3%
3	75	0	0	0	0	53	8	18	33	10	197	3.5%	57.9%	337	3.8%
4	53	0	0	0	0	43	16	15	21	4	152	2.7%	54.6%	256	2.9%
5	96	0	0	3	0	30	30	24	36	16	235	4.2%	45.1%	384	4.4%
Total	2,788	0	3	177	1	598	290	781	749	262	5,649	100%	42.3%	8,780	100%
Total%	49%	0%	0%	3%	0%	11%	5%	14%	13%	5%	100%	-	-	-	-
Day	1,865	0	3	141	1	299	177	547	486	145	3,664	65%	12.2%	6,010	68%
Night	923	0	0	36	0	299	113	234	263	117	1,985	35%	21.0%	2,771	32%
Day%	1.49	#DIV/0!	1.00	1.26	1.00	2.00	1.64	1.43	1.54	1.81	1.54	-	-	1.46	100%
PCU	2,788	0	5	266	2	1,196	435	1,562	1,873	655	8,780	-	21.2%	-	-
PCU%	32%	0%	0%	3%	0%	14%	5%	18%	21%	7%	100%	-	-	-	-

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	35	ROAD NAME				NPR1	NUMBER OF LANE				2	TOTAL LANE WIDTH				m
DATE & TIME	4/2/19	(Tue)	6:00	4/3/19	(Wed)	6:00	AREA		Luzon	PROVINCE				Sorsogon		
WEATHER	1	Sunny				REGION		V	CITY/MUNICIPALITY				Castilla			

DIRECTION	1										Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer					
6	57	0	13	2	0	5	1	17	16	0	111	5.0%	34.2%	165	5.0%
7	66	0	13	7	0	5	4	10	9	2	116	5.3%	22.4%	160	4.8%
8	70	0	7	11	0	6	5	15	11	11	136	6.2%	31.6%	202	6.1%
9	74	0	7	7	0	5	3	24	9	7	136	6.2%	33.1%	198	6.0%
10	81	0	12	8	0	11	4	18	13	4	151	6.8%	30.5%	218	6.6%
11	72	0	9	3	0	4	7	14	19	8	136	6.2%	33.1%	204	6.2%
12	65	0	14	5	0	6	7	8	8	8	121	5.5%	24.8%	172	5.2%
13	74	0	10	6	0	13	4	18	23	7	155	7.0%	39.4%	241	7.3%
14	79	0	10	5	0	9	3	22	12	4	144	6.5%	32.6%	208	6.3%
15	93	0	3	9	0	27	16	27	11	2	188	8.5%	35.6%	276	8.4%
16	71	0	8	4	0	20	8	10	7	11	139	6.3%	34.5%	206	6.2%
17	85	0	9	9	0	15	7	17	11	5	158	7.2%	30.4%	227	6.9%
18	71	0	6	4	0	14	11	15	15	3	139	6.3%	33.8%	206	6.2%
19	45	0	0	7	0	14	0	13	14	2	95	4.3%	45.3%	150	4.5%
20	22	0	0	2	0	3	3	6	10	3	49	2.2%	44.9%	80	2.4%
21	18	0	0	0	0	2	1	6	6	0	33	1.5%	42.4%	51	1.5%
22	19	0	0	0	0	10	0	10	9	2	50	2.3%	62.0%	87	2.6%
23	7	0	0	0	0	0	0	3	1	0	11	0.5%	36.4%	16	0.5%
0	8	0	0	0	0	2	1	7	3	3	24	1.1%	62.5%	43	1.3%
1	4	0	0	0	0	1	0	5	6	0	16	0.7%	75.0%	31	0.9%
2	3	0	0	0	0	0	0	4	0	3	10	0.5%	70.0%	19	0.6%
3	12	0	0	0	0	2	2	3	2	0	21	1.0%	33.3%	30	0.9%
4	20	0	1	1	0	0	1	6	4	1	34	1.5%	32.4%	49	1.5%
5	0	0	6	4	1	2	0	3	15	1	32	1.5%	65.6%	67	2.0%
Total	1,116	0	128	94	1	176	88	281	234	87	2,205	100%	35.3%	3,299	100%
Total%	51%	0%	6%	4%	0%	8%	4%	13%	11%	4%	100%	-	-	-	-
Day	887	0	115	76	0	126	69	200	149	69	1,691	77%	18.3%	2,680	81%
Night	229	0	13	18	1	50	19	81	85	18	514	23%	16.0%	620	19%
Day%	1.26	#DIV/0!	1.11	1.24	#DIV/0!	1.40	1.28	1.41	1.57	1.26	1.30	-	-	1.23	100%
PCU	1,116	0	192	141	2	352	132	562	585	218	3,299	-	23.1%	-	-
PCU%	34%	0%	6%	4%	0%	11%	4%	17%	18%	7%	100%	-	-	-	-

DIRECTION	2										Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer					
6	50	0	5	5	0	11	1	12	9	2	95	3.8%	35.8%	140	3.8%
7	86	0	8	6	0	7	12	21	9	7	156	6.2%	28.2%	221	6.0%
8	100	0	7	9	0	9	8	21	6	5	165	6.6%	24.8%	224	6.0%
9	100	0	6	4	0	6	13	16	13	2	160	6.4%	23.1%	216	5.8%
10	102	0	9	5	0	7	12	14	17	5	171	6.8%	25.1%	238	6.4%
11	79	0	10	8	0	9	5	17	6	5	139	5.5%	26.6%	193	5.2%
12	75	0	5	6	0	7	6	22	17	1	139	5.5%	33.8%	204	5.5%
13	79	0	11	5	0	10	7	24	11	12	159	6.3%	35.8%	239	6.5%
14	67	0	12	10	0	6	4	22	17	9	147	5.8%	36.7%	227	6.1%
15	75	0	12	7	0	4	5	23	18	4	148	5.9%	33.1%	220	6.0%
16	80	0	8	10	0	2	7	31	10	2	150	6.0%	30.0%	214	5.8%
17	83	0	14	8	0	2	3	10	16	2	138	5.5%	21.7%	190	5.1%
18	76	0	8	5	0	3	4	24	22	2	144	5.7%	35.4%	216	5.8%
19	63	0	3	8	0	1	2	3	5	6	91	3.6%	16.5%	118	3.2%
20	45	0	0	3	0	2	2	5	13	4	74	2.9%	32.4%	109	2.9%
21	35	0	4	0	0	0	3	5	3	2	52	2.1%	19.2%	68	1.8%
22	12	0	0	2	0	2	3	11	4	1	35	1.4%	51.4%	58	1.6%
23	29	0	1	4	0	12	0	5	1	3	55	2.2%	38.2%	81	2.2%
0	13	0	0	0	0	10	1	10	8	1	43	1.7%	67.4%	77	2.1%
1	11	0	0	0	0	24	0	9	3	1	48	1.9%	77.1%	87	2.4%
2	17	0	0	0	0	15	1	4	3	2	42	1.7%	57.1%	69	1.9%
3	13	0	0	0	0	5	2	6	0	8	34	1.4%	55.9%	58	1.6%
4	12	0	0	0	0	18	4	10	2	5	51	2.0%	68.6%	92	2.5%
5	18	0	2	3	0	20	5	13	8	9	78	3.1%	64.1%	142	3.8%
Total	1,320	0	125	108	0	192	110	338	221	100	2,514	100%	33.9%	3,697	100%
Total%	53%	0%	5%	4%	0%	8%	4%	13%	9%	4%	100%	-	-	-	-
Day	976	0	107	83	0	80	83	233	149	56	1,767	70%	13.8%	2,740	74%
Night	344	0	18	25	0	112	27	105	72	44	747	30%	23.3%	958	26%
Day%	1.35	#DIV/0!	1.17	1.30	#DIV/0!	2.40	1.33	1.45	1.48	1.79	1.42	-	-	1.35	100%
PCU	1,320	0	188	162	0	384	165	676	553	250	3,697	-	22.2%	-	-
PCU%	36%	0%	5%	4%	0%	10%	4%	18%	15%	7%	100%	-	-	-	-

Total															
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
7	152	0	21	13	0	12	16	31	18	9	272	5.8%	25.7%	381	5.4%
8	170	0	14	20	0	15	13	36	17	16	301	6.4%	27.9%	425	6.1%
9	174	0	13	11	0	11	16	40	22	9	296	6.3%	27.7%	414	5.9%
10	183	0	21	13	0	18	16	32	30	9	322	6.8%	27.6%	456	6.5%
11	151	0	19	11	0	13	12	31	25	13	275	5.8%	29.8%	397	5.7%
12	140	0	19	11	0	13	13	30	25	9	260	5.5%	29.6%	376	5.4%
13	153	0	21	11	0	23	11	42	34	19	314	6.7%	37.6%	480	6.9%
14	146	0	22	15	0	15	7	44	29	13	291	6.2%	34.7%	435	6.2%
15	168	0	15	16	0	31	21	50	29	6	336	7.1%	34.5%	496	7.1%
16	151	0	16	14	0	22	15	41	17	13	289	6.1%	32.2%	420	6.0%
17	168	0	23	17	0	17	10	27	27	7	296	6.3%	26.4%	416	5.9%
18	147	0	14	9	0	17	15	39	37	5	283	6.0%	34.6%	421	6.0%
19	108	0	3	15	0	15	2	16	19	8	186	3.9%	31.2%	268	3.8%
20	67	0	0	5	0	5	5	11	23	7	123	2.6%	37.4%	189	2.7%
21	53	0	4	0	0	2	4	11	9	2	85	1.8%	28.2%	119	1.7%
22	31	0	0	2	0	12	3	21	13	3	85	1.8%	57.6%	145	2.1%
23	36	0	1	4	0	12	0	8	2	3	66	1.4%	37.9%	96	1.4%
0	21	0	0	0	0	12	2	17	11	4	67	1.4%	65.7%	120	1.7%
1	15	0	0	0	0	25	0	14	9	1	64	1.4%	76.6%	118	1.7%
2	20	0	0	0	0	15	1	8	3	5	52	1.1%	59.6%	88	1.3%
3	25	0	0	0	0	7	4	9	2	8	55	1.2%	47.3%	88	1.3%
4	32	0	1	1	0	18	5	16	6	6	85	1.8%	54.1%	141	2.0%
5	18	0	8	7	1	22	5	16	23	10	110	2.3%	64.5%	208	3.0%
Total	2,436	0	253	202	1	368	198	619	455	187	4,719	100%	34.5%	6,996	100%
Total%	52%	0%	5%	4%	0%	8%	4%	13%	10%	4%	100%	-	-	-	-
Day	1,863	<													

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	36	ROAD NAME				NPR1	NUMBER OF LANE				4	TOTAL LANE WIDTH				m				
DATE & TIME	2019/5/1	(Wed)	6:00	5/2/19	(Thu)	6:00	AREA				Visayas	PROVINCE				Samar				
WEATHER	1					Sunny					REGION				VIII	CITY/MUNICIPALITY				Calbayog city

DIRECTION	1											Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Calbayog City					
6	3	0	4	0	0	0	0	3	5	3	0	18	3.2%	44.4%	31	3.3%
7	21	0	3	0	0	0	0	3	3	2	1	34	6.1%	17.6%	45	4.8%
8	6	0	3	2	0	2	11	10	4	0	0	38	6.8%	42.1%	64	6.8%
9	5	0	4	3	0	3	4	5	4	0	0	28	5.0%	42.9%	48	5.0%
10	6	0	3	3	0	1	3	5	2	0	0	23	4.1%	34.8%	37	3.9%
11	7	0	3	1	0	2	2	5	2	0	0	22	3.9%	40.9%	35	3.7%
12	10	0	5	2	0	6	4	7	3	1	0	38	6.8%	44.7%	63	6.6%
13	6	0	3	2	0	4	5	7	1	0	0	28	5.0%	42.9%	46	4.8%
14	11	0	2	3	0	4	3	13	7	0	0	43	7.7%	55.8%	75	7.9%
15	14	0	3	2	0	14	4	10	3	0	0	50	8.9%	54.0%	83	8.8%
16	11	0	3	2	0	1	5	3	3	0	0	28	5.0%	25.0%	42	4.4%
17	9	0	1	1	0	8	0	2	2	1	0	24	4.3%	54.2%	40	4.2%
18	6	0	0	3	0	2	5	4	4	0	0	24	4.3%	41.7%	40	4.2%
19	5	0	1	2	0	1	1	4	5	1	0	20	3.6%	55.0%	36	3.8%
20	8	0	0	3	0	3	0	2	8	0	0	24	4.3%	54.2%	43	4.5%
21	5	0	0	1	0	0	0	3	3	0	0	12	2.1%	50.0%	20	2.1%
22	2	0	0	0	0	1	0	4	3	3	0	13	2.3%	84.6%	27	2.9%
23	9	0	1	0	0	1	0	5	2	2	0	20	3.6%	50.0%	33	3.5%
0	3	0	0	0	0	1	0	5	3	1	0	13	2.3%	76.9%	25	2.7%
1	2	0	0	0	0	1	1	2	3	1	0	10	1.8%	70.0%	20	2.1%
2	2	0	0	0	0	2	0	3	2	0	0	9	1.6%	77.8%	17	1.8%
3	2	0	0	0	0	2	0	5	7	1	0	17	3.0%	88.2%	36	3.8%
4	1	0	0	1	0	5	1	1	2	0	0	11	2.0%	72.7%	21	2.2%
5	4	0	0	0	0	1	3	2	1	1	0	12	2.1%	41.7%	20	2.1%
Total	158	0	39	32	0	65	58	115	79	13	0	559	100%	48.7%	942	100%
Total%	28%	0%	7%	6%	0%	12%	10%	21%	14%	2%	0%	100%	-	-	-	-
Day	109	0	37	22	0	45	47	75	36	3	0	374	67%	22.7%	646	69%
Night	49	0	2	10	0	20	11	40	43	10	0	185	33%	17.3%	296	31%
Day%	1.45	#DIV/0!	1.05	1.45	#DIV/0!	1.44	1.23	1.53	2.19	4.33	1.49	1.49	-	-	1.46	100%
PCU	158	0	59	48	0	130	87	230	198	33	0	942	-	23.5%	-	-
PCU%	17%	0%	6%	5%	0%	14%	9%	24%	21%	3%	0%	100%	-	-	-	-

DIRECTION	2											Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Allen					
6	3	0	3	3	0	11	5	2	2	1	0	30	4.6%	53.3%	53	4.8%
7	16	0	3	2	0	10	4	4	7	0	0	46	7.0%	45.7%	75	6.8%
8	8	0	4	2	0	11	6	2	6	3	0	42	6.4%	52.4%	75	6.7%
9	19	0	4	3	0	10	3	6	2	1	0	48	7.3%	39.6%	74	6.7%
10	6	0	2	2	0	9	3	2	4	0	0	28	4.3%	53.6%	49	4.4%
11	9	0	5	2	0	0	2	5	0	0	0	23	3.5%	21.7%	33	2.9%
12	21	0	3	2	0	8	5	8	4	0	0	51	7.8%	39.2%	78	7.1%
13	10	0	2	1	0	2	3	8	2	0	0	28	4.3%	42.9%	44	4.0%
14	15	0	2	3	0	2	3	12	15	1	0	53	8.1%	56.6%	95	8.6%
15	12	0	2	2	0	0	4	7	12	2	0	41	6.2%	51.2%	73	6.6%
16	7	0	5	2	0	1	2	4	4	2	0	27	4.1%	40.7%	46	4.1%
17	5	0	2	3	0	1	5	7	4	0	0	27	4.1%	44.4%	46	4.2%
18	14	0	1	0	0	1	2	5	4	0	0	27	4.1%	37.0%	41	3.7%
19	9	0	0	0	0	3	0	4	17	0	0	33	5.0%	72.7%	66	5.9%
20	10	0	0	0	0	0	6	10	0	0	0	26	4.0%	38.5%	39	3.5%
21	4	0	0	1	0	0	1	3	6	1	0	16	2.4%	62.5%	31	2.8%
22	4	0	0	0	0	0	1	6	7	2	0	20	3.0%	75.0%	40	3.6%
23	3	0	0	0	0	0	2	3	5	0	0	13	2.0%	61.5%	25	2.2%
0	0	0	0	0	0	0	0	3	0	0	0	3	0.5%	100.0%	6	0.5%
1	0	0	0	0	0	1	0	4	0	0	0	5	0.8%	100.0%	10	0.9%
2	14	0	0	0	0	1	11	3	3	1	0	33	5.0%	24.2%	49	4.4%
3	4	0	1	0	0	4	2	3	0	0	0	14	2.1%	50.0%	23	2.0%
4	5	0	0	0	0	4	2	3	0	0	0	14	2.1%	50.0%	22	2.0%
5	3	0	1	1	0	2	0	0	3	0	0	10	1.5%	50.0%	18	1.6%
Total	201	0	40	29	0	81	72	114	107	14	0	658	100%	48.0%	1,105	100%
Total%	31%	0%	6%	4%	0%	12%	11%	17%	16%	2%	0%	100%	-	-	-	-
Day	131	0	37	27	0	65	45	67	62	10	0	444	67%	25.2%	779	70%
Night	70	0	3	2	0	16	27	47	45	4	0	214	33%	10.7%	326	30%
Day%	1.53	#DIV/0!	1.08	1.07	#DIV/0!	1.25	1.60	1.70	1.73	1.40	1.48	1.48	-	-	1.42	100%
PCU	201	0	60	44	0	162	108	228	268	35	0	1,105	-	23.3%	-	-
PCU%	18%	0%	5%	4%	0%	15%	10%	21%	24%	3%	0%	100%	-	-	-	-

Total																
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU	
																6
7	37	0	6	3	0	10	7	7	9	1	80	6.6%	33.8%	120	5.9%	
8	14	0	7	4	0	13	17	12	10	3	80	6.6%	47.5%	139	6.8%	
9	24	0	8	6	0	13	7	11	6	1	76	6.2%	40.8%	121	5.9%	
10	12	0	5	5	0	10	6	7	6	0	51	4.2%	45.1%	85	4.2%	
11	16	0	8	3	0	2	4	10	2	0	45	3.7%	31.1%	68	3.3%	
12	31	0	8	4	0	14	9	15	7	1	89	7.3%	41.6%	141	6.9%	
13	16	0	5	3	0	6	8	15	3	0	56	4.6%	42.9%	90	4.4%	
14	26	0	4	6	0	6	6	25	22	1	96	7.9%	56.3%	170	8.3%	
15	26	0	5	4	0	14	8	17	15	2	91	7.5%	52.7%	156	7.6%	
16	18	0	8	4	0	2	7	7	7	2	55	4.5%	32.7%	87	4.3%	
17	14	0	3	4	0	9	5	9	6	1	51	4.2%	49.0%	86	4.2%	
18	20	0	1	3	0	3	7	9	8	0	51	4.2%	39.2%	81	3.9%	
19	14	0	1	2	0	4	1	8	22	1	53	4.4%	66.0%	102	5.0%	
20	18	0	0	3	0	3	6	12	8	0	50	4.1%	46.0%	82	4.0%	
21	9	0	0	2	0	0	1	6	9	1	28	2.3%	57.1%	51	2.5%	
22	6	0	0	0	0	1	1	10	10	5	33	2.7%	78.8%	67	3.3%	
23	12	0	1	0	0	1	2	8	7	2	33	2.7%	54.5%	57	2.8%	
0	3	0	0	0	0	1	0	8	3	1	16	1.3%	81.3%	31	1.5%	
1	2	0	0	0	0	2	1	6	3	1	15	1.2%	80.0%	30	1.4%	
2	16	0	0	0	0	3	11	6	5	1	42	3.5%	35.7%	66	3.2%	
3	6	0	1	0	0	6	2	8	7	1	31	2.5%	71.0%	59	2.9%	
4	6	0	0	1	0	9	3	4	2	0	25	2.1%	60.0%	43	2.1%	
5	7	0	1	1	0	3	3	2	4	1	22	1.8%	45.5%	37	1.8%	
Total	359	0	79	61	0	146	130	229	186	27	1,217	100%	48.3%	2,047	100%	
Total%	29%	0%	6%	5%	0%	12%	11%	19%	15%	2%	100%	-	-	-	-	
Day	240	0	74	49	0	110	92	142	98	13	818	67%	24.1%	1,425	70%	
Night	119	0	5	12	0	36	38	87	88	14	399	33%	13.8%	622	30%	
Day%	1.50	#DIV/0!	1.07	1.24	#DIV/0!	1.33	1.41	1.61	1.90	2.08	1.49	-	-	1.44	100%	
PCU	359	0	119	92	0	292	195	458	465	68	2,047	-	23.4%	-	-	
PCU%	18%	0%	6%	4%	0%	14%	10%	22%	23%	3%	100%	-	-	-	-	

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	37	ROAD NAME				NPR1	NUMBER OF LANE		2	TOTAL LANE WIDTH				m
DATE & TIME	2019/5/3	(Fri)	6:00	5/4/19	(Sat)	6:00	AREA	Visayas	PROVINCE				Samar	
WEATHER	1	Sunny				REGION	VIII	CITY/MUNICIPALITY				Catbalogan city		

DIRECTION		1				FROM				TO				Total	% Veh	% Large Veh.	PCU	% PCU
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Jiabong	Catbalogan City Prop						
6	21	0	9	9	2	3	9	12	7	0	72	3.9%	30.6%	112	3.9%			
7	31	0	21	19	0	2	30	8	6	0	117	6.4%	13.7%	171	6.0%			
8	40	1	22	10	2	5	15	10	7	2	114	6.2%	21.1%	168	5.9%			
9	49	0	11	17	1	8	23	10	4	1	124	6.8%	18.5%	176	6.2%			
10	51	0	9	17	2	11	21	13	7	1	132	7.2%	24.2%	193	6.8%			
11	42	0	9	16	0	10	16	17	5	1	116	6.3%	28.4%	173	6.1%			
12	24	0	7	12	1	6	19	8	4	1	82	4.5%	23.2%	123	4.3%			
13	34	0	9	14	0	8	18	14	21	2	120	6.5%	37.5%	197	6.9%			
14	47	0	5	18	2	5	17	20	7	1	122	6.6%	27.0%	180	6.3%			
15	43	0	9	16	1	9	15	14	13	0	120	6.5%	30.0%	183	6.4%			
16	42	0	8	12	0	2	14	17	8	1	104	5.7%	26.9%	154	5.4%			
17	55	0	2	17	2	3	19	12	11	1	122	6.6%	22.1%	175	6.1%			
18	48	0	2	8	0	6	14	13	6	15	112	6.1%	35.7%	175	6.1%			
19	26	0	0	6	0	3	7	12	7	6	67	3.6%	41.8%	108	3.8%			
20	18	0	0	11	0	3	9	8	5	4	58	3.2%	34.5%	93	3.2%			
21	18	0	1	3	0	2	9	6	9	11	59	3.2%	47.5%	104	3.6%			
22	8	0	0	1	1	3	3	5	5	1	27	1.5%	51.9%	47	1.6%			
23	5	0	0	0	0	11	5	3	10	0	34	1.9%	70.6%	66	2.3%			
0	4	0	0	0	0	3	1	2	4	2	16	0.9%	68.8%	31	1.1%			
1	3	0	1	0	0	6	0	1	4	0	15	0.8%	73.3%	29	1.0%			
2	2	0	0	1	0	2	1	5	1	0	12	0.7%	66.7%	22	0.8%			
3	2	0	1	0	0	3	4	1	4	0	15	0.8%	53.3%	28	1.0%			
4	5	0	1	1	0	3	3	3	8	1	25	1.4%	60.0%	47	1.7%			
5	5	0	1	1	2	4	10	11	6	11	51	2.8%	62.7%	99	3.5%			
Total	623	1	128	209	16	121	282	225	169	62	1,836	100%	31.4%	2,847	100%			
Total%	34%	0%	7%	11%	1%	7%	15%	12%	9%	3%	100%	-	-	-	-			
Day	479	1	121	177	13	72	216	155	100	11	1,345	73%	16.1%	2,177	76%			
Night	144	0	7	32	3	49	66	70	69	51	491	27%	22.4%	670	24%			
Day%	1.30	1.00	1.06	1.18	1.23	1.68	1.31	1.45	1.69	1.37	-	-	-	1.31	100%			
PCU	623	2	192	314	24	242	423	450	423	155	2,847	-	21.5%	-	-			
PCU%	22%	0%	7%	11%	1%	9%	15%	16%	15%	5%	100%	-	-	-	-			

DIRECTION		2				FROM				TO				Total	% Veh	% Large Veh.	PCU	% PCU
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Jiabong	Catbalogan City Prop						
6	23	2	1	6	7	0	3	7	10	6	0	58	3.3%	32.8%	88	3.2%		
7	50	0	6	7	4	4	20	13	11	2	117	6.6%	25.6%	172	6.3%			
8	33	0	10	20	3	7	21	23	9	2	128	7.2%	32.0%	202	7.4%			
9	27	1	9	21	4	5	22	16	11	0	116	6.5%	27.6%	182	6.7%			
10	25	0	10	30	8	6	17	17	12	2	127	7.2%	29.1%	204	7.5%			
11	33	0	11	32	1	22	9	18	5	0	131	7.4%	34.4%	205	7.5%			
12	39	0	12	22	3	12	16	11	9	4	128	7.2%	28.1%	197	7.2%			
13	41	0	11	23	2	6	12	10	8	2	115	6.5%	22.6%	170	6.2%			
14	47	0	7	12	2	13	15	15	14	2	127	7.2%	34.6%	197	7.2%			
15	30	0	9	15	2	2	11	11	8	0	88	5.0%	23.9%	132	4.8%			
16	39	0	9	18	2	1	14	16	7	1	107	6.0%	23.4%	158	5.8%			
17	36	0	8	9	0	0	12	16	8	2	91	5.1%	28.6%	137	5.0%			
18	28	0	5	4	0	4	21	15	3	1	81	4.6%	28.4%	121	4.4%			
19	27	0	0	1	0	1	10	8	9	0	56	3.2%	32.1%	84	3.1%			
20	17	0	1	2	0	0	4	6	3	1	34	1.9%	29.4%	50	1.8%			
21	24	0	0	0	0	2	10	3	9	1	49	2.8%	30.6%	74	2.7%			
22	18	0	0	0	0	1	7	1	5	0	32	1.8%	21.9%	45	1.6%			
23	9	0	0	1	0	0	1	5	9	0	25	1.4%	56.0%	45	1.6%			
0	5	0	0	3	0	0	1	4	12	0	25	1.4%	64.0%	49	1.8%			
1	3	0	0	0	0	0	3	3	5	1	15	0.8%	60.0%	29	1.0%			
2	8	0	0	0	0	1	0	3	3	0	15	0.8%	46.7%	24	0.9%			
3	6	0	0	0	0	1	3	5	3	0	18	1.0%	50.0%	30	1.1%			
4	8	0	0	5	0	3	6	4	6	1	33	1.9%	42.4%	56	2.1%			
5	30	0	1	5	0	4	7	7	4	0	58	3.3%	25.9%	82	3.0%			
Total	606	3	110	236	31	98	249	240	179	22	1,774	100%	30.4%	2,728	100%			
Total%	34%	0%	6%	13%	2%	6%	14%	14%	10%	1%	100%	-	-	-	-			
Day	423	3	103	215	31	81	176	176	108	17	1,333	75%	17.4%	2,163	79%			
Night	183	0	7	21	0	17	73	64	71	5	441	25%	6.6%	566	21%			
Day%	1.43	1.00	1.07	1.10	1.00	1.21	1.41	1.36	1.66	1.29	1.33	-	-	1.26	100%			
PCU	606	5	165	354	47	196	374	480	448	55	2,728	-	17.0%	-	-			
PCU%	22%	0%	6%	13%	2%	7%	14%	18%	16%	2%	100%	-	-	-	-			

Total																		
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU			
6	44	2	10	15	2	6	16	22	13	0	130	3.6%	31.5%	200	3.6%			
7	81	0	27	26	4	6	50	21	17	2	234	6.5%	19.7%	343	6.2%			
8	73	1	32	30	5	12	36	33	16	4	242	6.7%	26.9%	369	6.6%			
9	76	1	20	38	5	13	45	26	15	1	240	6.6%	22.9%	358	6.4%			
10	76	0	19	47	10	17	38	30	19	3	259	7.2%	26.6%	396	7.1%			
11	75	0	20	48	1	32	25	35	10	1	247	6.8%	31.6%	378	6.8%			
12	63	0	19	34	4	18	35	19	13	5	210	5.8%	26.2%	320	5.7%			
13	75	0	20	37	2	14	30	24	29	4	235	6.5%	30.2%	367	6.6%			
14	94	0	12	30	4	18	32	35	21	3	249	6.9%	30.9%	377	6.8%			
15	73	0	18	31	3	11	26	25	21	0	208	5.8%	27.4%	315	5.6%			
16	81	0	17	30	2	3	28	33	15	2	211	5.8%	25.1%	311	5.6%			
17	91	0	10	26	2	3	31	28	19	3	213	5.9%	24.9%	312	5.6%			
18	76	0	7	12	0	10	35	28	9	16	193	5.3%	32.6%	296	5.3%			
19	53	0	0	7	0	4	17	20	16	6	123	3.4%	37.4%	192	3.4%			
20	35	0	1	13	0	3	13	14	8	5	92	2.5%	32.6%	142	2.5%			
21	42	0	1	3	0	4	19	9	18	12	108	3.0%	39.8%	178	3.2%			
22	26	0	0	1	1	4	10	6	10	1	59	1.6%	35.6%	92	1.6%			
23	14	0	0	1	0	11	6	8	19	0	59	1.6%	64.4%	110	2.0%			
0	9	0	0	3	0	3	2	6	16	2	41	1.1%	65.9%	80	1.4%			
1	6	0	1	0	0	6	3	4	9	1	30	0.8%	66.7%	57	1.0%			
2	10	0	0	1	0	3	1	8	4	0	27	0.7%	55.6%	45	0.8%			
3	8	0	1	0	0	4	7	6	7	0	33	0.9%	51.5%	58	1.0%			
4	13	0	1	6	0	6	9	7	14	2	58	1.6%	50.0%	103	1.8%			
5	35	0	2	6	2	8	17	18	10	11	109	3.0%	43.1%	180	3.2%			
Total	1,229	4	238	445	47	219	531	465	348	84	3,610	100%	30.9%	5,575	100%			
Total%	34%	0%	7%	12%	1%	6%	15%	13%	10%	2%	100%	-	-	-	-			
Day	902	4	224	392	44	153	392	331	208	28	2,678	74%	16.8%	4,340	78%			
Night	327	0	14	53	3	66	139	134	140	56	932	26%	14.9%	1,235	22%			
Day%	1.36	1.00	1.06	1.14	1.07	1.43	1.35	1.40	1.67	3.00	1.35	-	-	1.28	100%			
PCU	1,229	6	357	668	71	438	797	930	870	210	5,575	-	19.3%	-	-			
PCU%	22%	0%	6%	12%	1%	8%	14%	17%	16%	4%	100%	-	-	-	-			

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	38	ROAD NAME				NPR1	NUMBER OF LANE		2	TOTAL LANE WIDTH			m
DATE & TIME	2019/4/5	(Fri)	6:00	4/6/19	(Sat)	6:00	AREA	Visayas	PROVINCE	Samar			
WEATHER	1	Sunny				REGION	VIII		CITY/MUNICIPALITY	Santa rita			

DIRECTION	1	Inbound				FROM	Tacloban City	TO	Catbalogan City/Base						
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
6	45	0	3	14	1	3	23	9	8	0	106	3.4%	18.9%	151	3.3%
7	77	0	4	20	2	8	14	11	6	1	143	4.5%	18.2%	193	4.2%
8	88	0	5	26	1	6	20	12	4	0	162	5.1%	13.6%	212	4.6%
9	85	0	4	25	0	9	20	13	12	4	172	5.4%	22.1%	243	5.3%
10	87	0	7	41	0	12	26	23	8	2	206	6.5%	21.8%	293	6.4%
11	59	0	5	35	1	7	18	22	27	1	175	5.5%	32.6%	276	6.0%
12	57	0	4	30	2	6	20	16	26	2	163	5.2%	30.7%	255	5.5%
13	91	0	7	32	2	3	19	14	13	1	182	5.8%	17.0%	250	5.4%
14	94	0	5	37	1	3	19	12	17	0	188	5.9%	17.0%	260	5.6%
15	111	0	10	40	4	5	12	14	29	0	225	7.1%	21.3%	321	7.0%
16	121	0	6	56	0	7	15	19	17	1	242	7.7%	18.2%	334	7.2%
17	101	0	10	36	0	3	21	10	31	2	214	6.8%	21.5%	310	6.7%
18	81	0	5	32	1	4	16	12	17	0	168	5.3%	19.6%	237	5.1%
19	46	0	8	32	1	3	31	18	18	3	160	5.1%	26.3%	249	5.4%
20	40	1	2	17	0	2	16	5	6	2	91	2.9%	16.5%	128	2.8%
21	25	0	1	17	0	3	5	10	10	2	73	2.3%	34.2%	116	2.5%
22	16	0	0	7	0	6	8	12	12	0	61	1.9%	49.2%	105	2.3%
23	6	0	1	3	0	7	6	7	12	0	42	1.3%	61.9%	79	1.7%
0	12	1	0	1	0	1	6	10	7	1	39	1.2%	48.7%	66	1.4%
1	2	0	0	5	0	1	7	2	5	1	23	0.7%	39.1%	41	0.9%
2	6	0	0	2	0	5	5	3	3	0	24	0.8%	45.8%	40	0.9%
3	11	0	0	0	1	0	9	6	4	2	33	1.0%	36.4%	53	1.2%
4	20	1	2	11	1	0	20	6	5	0	66	2.1%	16.7%	97	2.1%
5	61	1	1	25	1	7	78	17	5	9	205	6.5%	18.5%	303	6.6%
Total	1,342	4	90	544	19	111	434	283	302	34	3,163	100%	23.1%	4,607	100%
Total%	42%	0%	3%	17%	1%	4%	14%	9%	10%	1%	100%	-	-	-	-
Day	1,016	0	70	392	14	72	227	175	198	14	2,178	69%	7.8%	3,331	72%
Night	326	4	20	152	5	39	207	108	104	20	985	31%	8.5%	1,276	28%
Day%	1.32	#DIV/0!	1.29	1.39	1.36	1.54	1.91	1.62	1.53	2.43	1.45	-	-	1.38	100%
PCU	1,342	6	135	816	29	222	651	566	755	85	4,607	-	10.2%	-	-
PCU%	29%	0%	3%	18%	1%	5%	14%	12%	16%	2%	100%	-	-	-	-

DIRECTION	2	Outbound				FROM	Catbalogan City/Base	TO	Tacloban City						
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
6	34	1	17	25	1	3	11	13	15	0	120	3.6%	25.8%	186	3.7%
7	87	0	22	39	1	3	15	37	12	4	220	6.7%	25.5%	323	6.4%
8	57	0	9	46	1	4	30	35	16	2	200	6.1%	28.5%	309	6.1%
9	82	0	6	45	2	6	31	28	20	2	222	6.7%	25.2%	331	6.6%
10	79	0	6	28	3	2	20	24	10	12	184	5.6%	26.1%	272	5.4%
11	81	0	5	30	1	9	40	30	19	4	219	6.6%	28.3%	331	6.6%
12	79	0	6	31	1	17	28	20	11	1	194	5.9%	25.3%	282	5.6%
13	88	0	7	31	2	10	25	38	14	1	216	6.5%	29.2%	319	6.3%
14	72	0	2	31	0	4	38	43	15	1	206	6.2%	30.6%	313	6.2%
15	87	0	11	31	1	5	28	40	7	0	210	6.4%	24.8%	301	6.0%
16	69	0	6	24	2	6	44	40	10	4	205	6.2%	29.3%	310	6.2%
17	94	0	5	21	2	4	32	30	20	4	212	6.4%	27.4%	312	6.2%
18	62	0	0	30	1	3	21	14	9	3	143	4.3%	20.3%	204	4.1%
19	42	0	1	21	1	6	23	19	7	1	121	3.7%	27.3%	181	3.6%
20	28	1	0	14	0	3	19	6	8	2	81	2.5%	23.5%	122	2.4%
21	23	0	2	11	0	6	12	11	10	11	86	2.6%	44.2%	147	2.9%
22	6	0	0	1	0	1	18	10	8	3	47	1.4%	46.8%	84	1.7%
23	17	0	0	0	0	1	13	10	6	0	47	1.4%	36.2%	74	1.5%
0	9	0	1	0	0	1	11	6	11	4	43	1.3%	51.2%	79	1.6%
1	6	0	0	1	0	0	5	5	9	3	29	0.9%	58.6%	55	1.1%
2	3	1	3	1	0	0	4	2	6	0	20	0.6%	40.0%	36	0.7%
3	13	0	2	1	1	0	10	6	11	2	46	1.4%	41.3%	79	1.6%
4	19	0	5	19	0	0	32	10	24	4	113	3.4%	33.6%	193	3.8%
5	26	0	8	18	0	2	30	6	23	4	117	3.5%	29.9%	194	3.8%
Total	1,163	3	124	499	20	96	540	483	301	72	3,301	100%	28.8%	5,033	100%
Total%	35%	0%	4%	15%	1%	3%	16%	15%	9%	2%	100%	-	-	-	-
Day	909	1	102	382	17	73	342	378	169	35	2,408	73%	9.4%	3,791	75%
Night	254	2	22	117	3	23	198	105	132	37	893	27%	9.5%	1,242	25%
Day%	1.28	3.00	1.22	1.31	1.18	1.32	1.58	1.28	1.78	2.06	1.37	-	-	1.33	100%
PCU	1,163	5	186	749	30	192	810	966	753	180	5,033	-	11.7%	-	-
PCU%	23%	0%	4%	15%	1%	4%	16%	19%	15%	4%	100%	-	-	-	-

Total															
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
6	79	1	20	39	2	6	34	22	23	0	226	3.5%	22.6%	337	3.5%
7	164	0	26	59	3	11	29	48	18	5	363	5.6%	22.6%	515	5.3%
8	145	0	14	72	2	10	50	47	20	2	362	5.6%	21.8%	521	5.4%
9	167	0	10	70	2	15	51	41	32	6	394	6.1%	23.9%	574	5.9%
10	166	0	13	69	3	14	46	47	18	14	390	6.0%	23.8%	565	5.9%
11	140	0	10	65	2	16	58	52	46	5	394	6.1%	30.2%	606	6.3%
12	136	0	10	61	3	23	48	36	37	3	357	5.5%	27.7%	537	5.6%
13	179	0	14	63	4	13	44	52	27	2	398	6.2%	23.6%	569	5.9%
14	166	0	7	68	1	7	57	55	32	1	394	6.1%	24.1%	572	5.9%
15	198	0	21	71	5	10	40	54	36	0	435	6.7%	23.0%	622	6.4%
16	190	0	12	80	2	13	59	59	27	5	447	6.9%	23.3%	644	6.7%
17	195	0	15	57	2	7	53	40	51	6	426	6.6%	24.4%	622	6.5%
18	143	0	5	62	2	7	37	26	26	3	311	4.8%	19.9%	441	4.6%
19	88	0	9	53	2	9	54	37	25	4	281	4.3%	26.7%	430	4.5%
20	68	2	2	31	0	5	35	11	14	4	172	2.7%	19.8%	250	2.6%
21	48	0	3	28	0	9	17	21	20	13	159	2.5%	39.6%	263	2.7%
22	22	0	0	8	0	7	26	22	20	3	108	1.7%	48.1%	189	2.0%
23	23	0	1	3	0	8	19	17	18	0	89	1.4%	48.3%	153	1.6%
0	21	1	1	1	0	2	17	16	18	5	82	1.3%	50.0%	145	1.5%
1	8	0	0	6	0	1	12	7	14	4	52	0.8%	50.0%	96	1.0%
2	9	1	3	3	0	5	9	5	9	0	44	0.7%	43.2%	76	0.8%
3	24	0	2	1	2	0	19	12	15	4	79	1.2%	39.2%	132	1.4%
4	39	1	7	30	1	0	52	16	29	4	179	2.8%	27.4%	290	3.0%
5	87	1	9	43	1	9	108	23	28	13	322	5.0%	22.7%	497	5.2%
Total	2,505	7	214	1,043	39	207	974	766	603	106	6,464	100%	26.0%	9,639	100%
Total%	39%	0%	3%	16%	1%	3%	15%	12%	9%	2%	100%	-	-	-	-
Day	1,925	1	172	774	31	145	569	553	367	49	4,586	71%	8.7%	7,122	74%
Night	580	6	42	269	8	62	405	213	236	57	1,878	29%	9.0%	2,517	26%
Day%	1.30	7.00	1.24	1.35	1.26	1.43	1.71	1.39	1.64	2.16	1.41	-	-	1.35	100%
PCU	2,505	11	321	1,565	59	414	1,461	1,532	1,508	265	9,639	-	11.0%	-	-
PCU%	26%	0%	3%	16%	1%	4%	15%	16%	16%	3%	100%	-	-	-	-

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	39	ROAD NAME				NPR70	NUMBER OF LANE			4	TOTAL LANE WIDTH				m
DATE & TIME	2019/4/8	(Mon)	6:00	4/9/19	(Tue)	6:00	AREA			Visayas	PROVINCE			Leyte	
WEATHER	1	Sunny				REGION			VIII	CITY/MUNICIPALITY			Santa fe		

DIRECTION	1				FROM		Ormoc		TO			Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer						
6	87	0	21	37	5	1	24	2	2	4	183	5.8%	4.9%	239	5.5%	
7	113	0	29	38	2	4	49	27	3	1	266	8.5%	13.2%	362	8.3%	
8	83	0	25	25	6	3	45	23	4	2	216	6.9%	14.8%	302	6.9%	
9	72	0	15	13	5	3	28	9	1	0	146	4.6%	8.9%	190	4.4%	
10	101	0	27	31	5	1	59	29	9	1	263	8.4%	15.2%	369	8.5%	
11	102	0	20	24	4	3	47	28	6	1	235	7.5%	16.2%	324	7.4%	
12	92	0	15	18	4	4	40	14	5	2	194	6.2%	12.9%	261	6.0%	
13	79	0	15	14	4	2	41	27	2	2	186	5.9%	17.7%	258	5.9%	
14	83	0	13	24	4	3	47	26	12	2	214	6.8%	20.1%	308	7.1%	
15	72	0	10	20	5	2	41	21	6	2	179	5.7%	17.3%	252	5.8%	
16	69	1	11	19	0	4	47	27	7	0	185	5.9%	20.5%	266	6.1%	
17	69	0	10	14	4	2	43	23	9	2	176	5.6%	20.5%	253	5.8%	
18	58	0	6	8	1	2	23	13	5	1	117	3.7%	17.9%	160	3.7%	
19	52	0	6	14	2	0	22	8	5	0	109	3.5%	11.9%	147	3.4%	
20	37	1	2	6	0	1	18	8	5	0	78	2.5%	17.9%	108	2.5%	
21	28	1	2	7	3	0	16	11	7	1	76	2.4%	25.0%	114	2.6%	
22	29	0	0	0	3	2	22	6	3	1	66	2.1%	18.2%	93	2.1%	
23	17	0	0	3	1	1	10	4	3	0	39	1.2%	20.5%	56	1.3%	
0	10	0	0	2	0	0	7	2	1	0	22	0.7%	13.6%	30	0.7%	
1	5	0	0	3	0	2	10	0	0	0	20	0.6%	10.0%	29	0.7%	
2	6	0	1	3	0	1	10	2	0	1	24	0.8%	16.7%	36	0.8%	
3	17	0	0	3	1	0	10	3	2	0	36	1.1%	13.9%	49	1.1%	
4	16	0	4	6	1	0	10	3	2	0	42	1.3%	11.9%	59	1.3%	
5	28	0	9	10	0	0	17	4	4	2	74	2.4%	13.5%	105	2.4%	
Total	1,325	3	241	342	60	41	686	320	103	25	3,146	100%	15.5%	4,365	100%	
Total%	42%	0%	8%	11%	2%	1%	22%	10%	3%	1%	100%	-	-	-	-	
Day	1,022	1	211	277	48	32	511	256	66	19	2,443	78%	12.7%	3,543	81%	
Night	303	2	30	65	12	9	175	64	37	6	703	22%	8.1%	823	19%	
Day%	1.30	3.00	1.14	1.23	1.25	1.28	1.34	1.25	1.56	1.29	-	-	-	1.23	100%	
PCU	1,325	5	362	513	90	82	1,029	640	258	63	4,365	-	13.7%	-	-	
PCU%	30%	0%	8%	12%	2%	2%	24%	15%	6%	1%	100%	-	-	-	-	

DIRECTION	2				FROM		Tacloban City		TO			Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer						
6	44	1	7	4	2	1	28	7	0	0	94	2.7%	8.5%	123	2.6%	
7	87	0	20	9	8	0	60	15	4	0	203	5.9%	9.4%	273	5.7%	
8	84	0	23	17	3	4	42	28	6	1	208	6.0%	18.8%	293	6.2%	
9	52	0	13	13	2	1	33	22	11	0	147	4.3%	23.1%	217	4.6%	
10	71	1	17	23	8	0	49	32	8	3	212	6.2%	20.3%	310	6.5%	
11	84	0	11	19	7	0	38	27	11	0	197	5.7%	19.3%	278	5.9%	
12	71	0	20	23	1	2	35	14	8	1	175	5.1%	14.3%	244	5.1%	
13	67	0	14	17	5	3	40	21	7	1	175	5.1%	18.3%	249	5.3%	
14	93	2	15	15	5	1	39	35	7	2	214	6.2%	21.0%	302	6.4%	
15	104	0	19	19	4	2	60	27	14	0	249	7.2%	17.3%	350	7.4%	
16	133	0	21	15	7	2	53	22	8	1	262	7.6%	12.6%	348	7.3%	
17	117	0	18	17	3	0	58	19	11	1	244	7.1%	12.7%	329	6.9%	
18	92	1	21	12	3	1	61	13	2	1	207	6.0%	8.2%	275	5.8%	
19	76	0	16	12	1	2	37	5	3	2	154	4.5%	7.8%	202	4.3%	
20	53	1	5	8	0	1	40	4	4	1	117	3.4%	8.5%	157	3.3%	
21	31	0	2	4	0	3	16	3	1	0	60	1.7%	11.7%	79	1.7%	
22	12	0	0	2	0	1	17	2	0	0	34	1.0%	8.8%	47	1.0%	
23	22	0	0	2	0	1	17	7	3	0	52	1.5%	21.2%	74	1.6%	
0	17	0	0	0	0	0	14	2	1	0	34	1.0%	8.8%	45	0.9%	
1	27	0	0	2	0	1	8	2	2	0	42	1.2%	11.9%	53	1.1%	
2	27	0	2	2	0	0	17	7	1	0	56	1.6%	14.3%	75	1.6%	
3	48	0	12	7	0	0	33	5	0	0	105	3.0%	4.8%	136	2.9%	
4	45	0	13	8	0	1	22	5	2	0	96	2.8%	8.3%	127	2.7%	
5	32	0	8	9	3	0	37	20	1	0	110	3.2%	19.1%	160	3.4%	
Total	1,489	6	277	259	62	27	854	344	115	14	3,447	100%	14.5%	4,741	100%	
Total%	43%	0%	8%	8%	2%	1%	25%	10%	3%	0%	100%	-	-	-	-	
Day	1,007	4	198	191	55	16	535	269	95	10	2,380	69%	11.7%	3,589	76%	
Night	482	2	79	68	7	11	319	75	20	4	1,067	31%	9.5%	1,152	24%	
Day%	1.48	1.50	1.40	1.36	1.13	1.69	1.60	1.28	1.21	1.40	1.45	-	-	1.32	100%	
PCU	1,489	9	416	389	93	54	1,281	688	288	35	4,741	-	12.6%	-	-	
PCU%	31%	0%	9%	8%	2%	1%	27%	15%	6%	1%	100%	-	-	-	-	

Total															
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
7	200	0	49	47	10	4	109	42	7	1	469	7.1%	11.5%	635	7.0%
8	167	0	48	42	9	7	87	51	10	3	424	6.4%	16.7%	595	6.5%
9	124	0	28	26	7	4	61	31	12	0	293	4.4%	16.0%	407	4.5%
10	172	1	44	54	13	1	108	61	17	4	475	7.2%	17.5%	679	7.5%
11	186	0	31	43	11	3	85	55	17	1	432	6.6%	17.6%	602	6.6%
12	163	0	35	41	5	6	75	28	13	3	369	5.6%	13.6%	505	5.5%
13	146	0	29	31	9	5	81	48	9	3	361	5.5%	18.0%	507	5.6%
14	176	2	28	39	9	4	86	61	19	4	428	6.5%	20.6%	610	6.7%
15	176	0	29	39	9	4	101	48	20	2	428	6.5%	17.3%	602	6.6%
16	202	1	32	34	7	6	100	49	15	1	447	6.8%	15.9%	613	6.7%
17	186	0	28	31	7	2	101	42	20	3	420	6.4%	16.0%	582	6.4%
18	150	1	27	20	4	3	84	26	7	2	324	4.9%	11.7%	435	4.8%
19	128	0	22	26	3	2	59	13	8	2	263	4.0%	9.5%	348	3.8%
20	90	2	7	14	0	2	58	12	9	1	195	3.0%	12.3%	265	2.9%
21	59	1	4	11	3	3	32	14	8	1	136	2.1%	19.1%	192	2.1%
22	41	0	0	2	3	3	39	8	3	1	100	1.5%	15.0%	139	1.5%
23	39	0	0	5	1	2	27	11	6	0	91	1.4%	20.9%	130	1.4%
0	27	0	0	2	0	0	21	4	2	0	56	0.8%	10.7%	75	0.8%
1	32	0	0	5	0	3	18	2	2	0	62	0.9%	11.3%	82	0.9%
2	33	0	3	5	0	1	27	9	1	1	80	1.2%	15.0%	111	1.2%
3	65	0	12	10	1	0	43	8	2	0	141	2.1%	7.1%	185	2.0%
4	61	0	17	14	1	1	32	8	4	0	138	2.1%	9.4%	185	2.0%
5	60	0	17	19	3	0	54	24	5	2	184	2.8%	16.8%	265	2.9%
Total	2,814	9	518	601	122	68	1,540	664	218	39	6,593	100%	15.0%	9,106	100%
Total%	43%	0%	8%	9%	2%	1%	23%	10%	3%	1%	100%	-	-	-	-
Day	2,029	5	409	468	103	48	1,046	525	161	29	4,823	73%	12.2%	7,131	78%
Night	785	4	109	133	19	20	494	139	57	10	1,770	27%	8.9%	1,975	22%
Day%	1.39	1.80	1.27	1.28	1.18	1.42	1.47	1.26	1.35	1.34	1.37	-	-	1.28	100%
PCU	2,814	14	777	902	183	136	2,310	1,328	545	98	9,106	-	13.1%	-	-
PCU%	31%	0%	9%	10%	2%	1%	25%	15%	6%	1%	100%	-	-	-	-

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	40	ROAD NAME				NPR1	NUMBER OF LANE		2	TOTAL LANE WIDTH			m
DATE & TIME	2019/5/6	(Mon)	6:00	5/7/19	(Tue)	6:00	AREA	Visayas	PROVINCE			Southern leyte	
WEATHER	1	Sunny				REGION	VIII	CITY/MUNICIPALITY			Sogod		

DIRECTION	1				FROM				TO				Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Liloan	Danao					
6	7	0	0	2	0	2	2	4	1	0	0	18	4.3%	38.9%	28	4.1%	
7	9	0	0	2	0	0	4	3	0	0	18	4.3%	16.7%	24	3.6%		
8	6	0	0	1	0	0	5	3	6	0	21	5.0%	42.9%	36	5.4%		
9	15	0	0	2	0	2	11	2	5	0	37	8.8%	24.3%	55	8.2%		
10	9	0	0	3	0	0	2	4	5	0	23	5.5%	39.1%	37	5.5%		
11	5	0	0	1	0	0	3	5	1	3	18	4.3%	50.0%	31	4.6%		
12	7	0	0	8	0	1	7	6	2	0	31	7.3%	29.0%	49	7.2%		
13	10	0	0	5	0	1	4	5	2	0	27	6.4%	29.6%	41	6.0%		
14	10	0	0	3	0	1	4	8	5	0	31	7.3%	45.2%	51	7.6%		
15	4	1	0	0	0	0	2	7	1	0	15	3.6%	53.3%	25	3.7%		
16	5	0	0	0	0	0	7	0	1	0	13	3.1%	7.7%	18	2.7%		
17	11	0	0	1	0	0	5	5	3	0	25	5.9%	32.0%	38	5.6%		
18	6	0	0	2	0	2	3	1	0	0	14	3.3%	21.4%	20	2.9%		
19	2	0	0	0	0	0	2	1	1	0	6	1.4%	33.3%	10	1.4%		
20	2	0	0	1	0	2	4	0	0	0	9	2.1%	22.2%	14	2.0%		
21	9	0	0	3	0	4	2	7	0	0	25	5.9%	44.0%	39	5.8%		
22	2	0	0	2	0	0	1	1	6	3	13	3.1%	76.9%	29	4.3%		
23	2	0	0	0	0	2	1	0	3	2	10	2.4%	70.0%	20	3.0%		
0	5	0	0	0	0	0	0	0	4	2	11	2.6%	54.5%	20	3.0%		
1	2	0	0	0	0	0	0	1	1	0	4	0.9%	50.0%	7	1.0%		
2	1	0	0	0	0	0	0	0	1	0	2	0.5%	50.0%	4	0.5%		
3	2	0	0	0	0	0	4	0	1	0	7	1.7%	14.3%	11	1.6%		
4	5	0	0	3	0	0	3	3	1	0	15	3.6%	26.7%	23	3.4%		
5	9	0	0	5	0	5	5	2	3	0	29	6.9%	34.5%	46	6.8%		
Total	143	1	0	44	0	22	81	68	53	10	422	100%	36.3%	670	100%		
Total%	34%	0%	0%	10%	0%	5%	19%	16%	13%	2%	100%	-	-	-	-		
Day	98	1	0	28	0	7	56	52	32	3	277	66%	3.6%	451	67%		
Night	45	0	0	16	0	15	25	16	21	7	145	34%	15.2%	219	33%		
Day%	1.46	1.00	#DIV/0!	1.57	#DIV/0!	3.14	1.45	1.31	1.66	3.33	1.52	-	-	1.49	100%		
PCU	143	2	0	66	0	44	122	136	133	25	670	-	10.3%	-	-		
PCU%	21%	0%	0%	10%	0%	7%	18%	20%	20%	4%	100%	-	-	-	-		

DIRECTION	2				FROM				TO				Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Danao	Liloan					
6	12	0	0	2	0	0	1	7	3	0	25	4.5%	40.0%	38	4.4%		
7	13	0	0	0	0	0	7	3	4	0	27	4.8%	25.9%	40	4.6%		
8	9	0	0	1	0	1	5	5	7	0	28	5.0%	46.4%	48	5.5%		
9	15	0	0	2	0	1	6	4	4	0	32	5.7%	28.1%	47	5.5%		
10	13	0	0	3	0	0	9	2	3	0	30	5.3%	16.7%	43	4.9%		
11	17	1	0	1	0	2	7	13	4	1	46	8.2%	43.5%	73	8.5%		
12	9	0	0	3	0	0	4	3	4	0	23	4.1%	30.4%	36	4.1%		
13	8	0	0	1	0	0	10	4	3	0	26	4.6%	26.9%	40	4.6%		
14	16	0	0	3	0	2	3	4	6	1	35	6.2%	37.1%	55	6.3%		
15	15	0	0	3	0	1	6	3	3	0	31	5.5%	22.6%	44	5.1%		
16	14	0	0	2	0	1	9	6	5	0	37	6.6%	32.4%	57	6.6%		
17	20	0	0	3	0	2	9	8	2	1	45	8.0%	28.9%	66	7.6%		
18	15	0	1	4	0	1	5	0	3	0	29	5.2%	13.8%	40	4.6%		
19	8	0	0	3	0	1	3	4	2	0	21	3.7%	33.3%	32	3.7%		
20	9	0	0	3	0	1	4	2	4	0	23	4.1%	30.4%	36	4.1%		
21	12	0	0	1	0	1	3	1	5	1	24	4.3%	33.3%	37	4.3%		
22	4	0	0	0	0	0	0	4	2	2	12	2.1%	66.7%	22	2.6%		
23	8	0	0	3	0	0	1	1	4	1	18	3.2%	33.3%	29	3.3%		
0	0	0	0	1	0	1	1	0	1	0	4	0.7%	50.0%	8	0.9%		
1	3	0	0	1	0	0	2	3	0	0	9	1.6%	33.3%	14	1.6%		
2	2	0	0	0	0	2	0	0	0	0	4	0.7%	50.0%	6	0.7%		
3	0	0	0	0	0	0	3	1	0	0	4	0.7%	25.0%	7	0.8%		
4	3	0	0	1	0	0	1	2	6	0	13	2.3%	61.5%	25	2.9%		
5	4	0	0	1	0	1	5	2	0	2	15	2.7%	33.3%	24	2.8%		
Total	229	1	1	42	0	18	104	82	75	9	561	100%	32.8%	861	100%		
Total%	41%	0%	0%	7%	0%	3%	19%	15%	13%	2%	100%	-	-	-	-		
Day	161	1	0	24	0	10	76	62	48	3	385	69%	3.4%	624	72%		
Night	68	0	1	18	0	8	28	20	27	6	176	31%	8.5%	238	28%		
Day%	1.42	1.00	#DIV/0!	1.75	#DIV/0!	1.80	1.37	1.32	1.56	3.00	1.46	-	-	1.38	100%		
PCU	229	2	2	63	0	36	156	164	188	23	861	-	7.0%	-	-		
PCU%	27%	0%	0%	7%	0%	4%	18%	19%	22%	3%	100%	-	-	-	-		

Total																
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU	
																6
7	22	0	0	2	0	0	11	6	4	0	45	4.6%	22.2%	64	4.1%	
8	15	0	0	2	0	1	10	8	13	0	49	5.0%	44.9%	84	5.5%	
9	30	0	0	4	0	3	17	6	9	0	69	7.0%	26.1%	102	6.7%	
10	22	0	0	6	0	0	11	6	8	0	53	5.4%	26.4%	80	5.2%	
11	22	1	0	2	0	2	10	18	5	4	64	6.5%	45.3%	104	6.8%	
12	16	0	0	11	0	1	11	9	6	0	54	5.5%	29.6%	84	5.5%	
13	18	0	0	6	0	1	14	9	5	0	53	5.4%	28.3%	81	5.3%	
14	26	0	0	6	0	3	7	12	11	1	66	6.7%	40.9%	106	6.9%	
15	19	1	0	3	0	1	8	10	4	0	46	4.7%	32.6%	69	4.5%	
16	19	0	0	2	0	1	16	6	6	0	50	5.1%	26.0%	75	4.9%	
17	31	0	0	4	0	2	14	13	5	1	70	7.1%	30.0%	103	6.7%	
18	21	0	1	6	0	3	8	1	3	0	43	4.4%	16.3%	59	3.9%	
19	10	0	0	3	0	1	5	5	3	0	27	2.7%	33.3%	42	2.7%	
20	11	0	0	4	0	3	8	2	4	0	32	3.3%	28.1%	49	3.2%	
21	21	0	0	4	0	5	5	8	5	1	49	5.0%	38.8%	76	4.9%	
22	4	0	0	2	0	0	1	5	8	5	25	2.5%	72.0%	51	3.3%	
23	10	0	0	3	0	2	2	1	7	3	28	2.8%	46.4%	49	3.2%	
0	5	0	0	1	0	1	1	0	5	2	15	1.5%	53.3%	28	1.8%	
1	5	0	0	1	0	0	2	4	1	0	13	1.3%	38.5%	20	1.3%	
2	3	0	0	0	0	2	0	0	1	0	6	0.6%	50.0%	10	0.6%	
3	2	0	0	0	0	0	7	1	1	0	11	1.1%	18.2%	17	1.1%	
4	8	0	0	4	0	0	4	5	7	0	28	2.8%	42.9%	48	3.1%	
5	13	0	0	6	0	6	10	4	3	2	44	4.5%	34.1%	70	4.5%	
Total	372	2	1	86	0	40	185	150	128	19	983	100%	34.3%	1,531	100%	
Total%	38%	0%	0%	9%	0%	4%	19%	15%	13%	2%	100%	-	-	-	-	
Day	259	2	0	52	0	17	132	114	80	6	662	67%	3.5%	1,074	70%	
Night	113	0	1	34	0	23	53	36	48	13	321	33%	11.5%	457	30%	
Day%	1.44	1.00	#DIV/0!	1.65	#DIV/0!	2.35	1.40	1.32	1.60	3.17	1.48	-	-	1.43	100%	
PCU	372	3	2	129	0	80	278	300	320	48	1,531	-	8.4%	-	-	
PCU%	24%	0%	0%	8%	0%	5%	18%	20%	21%	3%	100%	-	-	-	-	

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	41	ROAD NAME				NPR8	NUMBER OF LANE				4	TOTAL LANE WIDTH				m
DATE & TIME	2019/5/6	(Mon)	6:00	5/7/19	(Tue)	6:00	AREA				Visayas	PROVINCE				Cebu
WEATHER	1	Sunny					REGION				VII	CITY/MUNICIPALITY				Compostela

DIRECTION	1				FROM				TO				Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	Liloan	Danao					
6	40	3	43	7	21	16	20	7	1	2	160	3.4%	16.3%	235	3.4%		
7	80	1	37	9	32	16	22	12	1	2	212	4.5%	14.6%	295	4.3%		
8	103	1	28	8	12	15	39	8	4	4	222	4.8%	14.0%	301	4.4%		
9	122	8	24	4	5	24	61	32	4	1	285	6.1%	21.4%	400	5.8%		
10	126	7	21	6	4	11	72	35	8	13	303	6.5%	22.1%	436	6.3%		
11	110	6	24	7	8	17	55	33	6	13	279	6.0%	24.7%	408	5.9%		
12	108	6	20	5	19	7	27	43	19	3	257	5.5%	28.0%	379	5.5%		
13	123	2	13	8	8	12	58	28	21	10	283	6.1%	25.1%	414	6.0%		
14	131	2	16	3	6	15	51	17	20	15	276	5.9%	24.3%	400	5.8%		
15	104	4	23	7	2	15	51	22	11	10	249	5.3%	23.3%	361	5.2%		
16	97	1	31	8	5	16	35	16	24	10	243	5.2%	27.2%	366	5.3%		
17	72	2	29	10	9	13	30	15	8	4	192	4.1%	20.8%	278	4.0%		
18	83	3	49	11	12	2	1	7	0	8	176	3.8%	9.7%	235	3.4%		
19	88	3	23	9	11	21	6	18	15	4	198	4.2%	29.3%	292	4.2%		
20	92	1	25	9	3	11	3	17	56	5	222	4.8%	40.1%	362	5.2%		
21	51	3	13	9	3	13	15	17	65	5	194	4.2%	51.5%	351	5.1%		
22	69	3	19	10	0	10	10	14	33	5	173	3.7%	35.8%	275	4.0%		
23	22	1	18	4	0	5	3	1	13	2	69	1.5%	30.4%	111	1.6%		
0	17	0	14	0	0	0	0	6	8	0	45	1.0%	31.1%	70	1.0%		
1	14	0	11	0	0	2	0	7	4	0	38	0.8%	34.2%	59	0.8%		
2	17	0	10	0	0	0	0	9	5	1	42	0.9%	35.7%	65	0.9%		
3	30	0	25	0	0	10	30	15	20	3	133	2.8%	36.1%	220	3.2%		
4	70	1	30	0	5	15	37	10	13	4	185	4.0%	22.7%	272	3.9%		
5	102	3	46	3	6	18	32	10	9	2	231	4.9%	16.9%	321	4.6%		
Total	1,871	61	592	137	171	284	658	399	368	126	4,667	100%	25.2%	6,901	100%		
Total%	40%	1%	13%	3%	4%	6%	14%	9%	8%	3%	100%	-	-	-	-		
Day	1,216	43	309	82	131	177	521	268	127	87	2,961	63%	23.8%	4,505	65%		
Night	655	18	283	55	40	107	137	131	241	39	1,706	37%	27.5%	2,396	35%		
Day%	1.54	1.42	1.92	1.67	1.31	1.60	1.26	1.49	2.90	1.45	1.58	-	-	1.53	100%		
PCU	1,871	92	888	206	257	568	987	798	920	315	6,901	-	29.4%	-	-		
PCU%	27%	1%	13%	3%	4%	8%	14%	12%	13%	5%	100%	-	-	-	-		

DIRECTION	2				FROM				TO				Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	Danao	Liloan					
6	127	2	47	33	20	4	17	19	8	0	277	5.2%	11.2%	372	5.0%		
7	123	1	34	28	10	9	23	26	21	10	285	5.3%	23.2%	415	5.5%		
8	158	1	33	16	16	11	32	32	37	5	341	6.4%	24.9%	496	6.6%		
9	173	3	19	17	15	5	34	32	10	6	314	5.9%	16.9%	419	5.6%		
10	151	3	23	13	20	6	30	32	14	5	297	5.6%	19.2%	408	5.5%		
11	148	5	23	8	15	6	38	45	18	2	308	5.8%	23.1%	434	5.8%		
12	104	2	17	8	15	11	26	22	8	2	215	4.0%	20.0%	297	4.0%		
13	181	7	18	13	10	9	50	34	20	1	343	6.4%	18.7%	467	6.2%		
14	169	7	13	7	20	20	49	23	13	5	326	6.1%	18.7%	444	5.9%		
15	146	4	15	11	7	10	52	31	16	4	296	5.5%	20.6%	412	5.5%		
16	141	2	33	11	5	11	49	12	6	2	272	5.1%	11.4%	357	4.8%		
17	135	6	39	12	10	12	25	12	1	1	253	4.7%	10.3%	326	4.4%		
18	115	3	19	11	4	8	8	14	5	1	188	3.5%	14.9%	242	3.2%		
19	97	6	21	8	0	11	15	31	28	2	219	4.1%	32.9%	331	4.4%		
20	92	1	13	8	1	13	7	15	24	2	176	3.3%	30.7%	258	3.5%		
21	47	1	9	4	0	6	4	28	8	7	114	2.1%	43.0%	180	2.4%		
22	56	1	11	3	0	2	4	13	13	2	105	2.0%	28.6%	152	2.0%		
23	22	0	10	2	0	2	0	7	10	3	56	1.0%	39.3%	91	1.2%		
0	16	0	6	0	0	1	0	4	7	2	36	0.7%	38.9%	58	0.8%		
1	14	0	5	0	0	2	0	6	5	1	33	0.6%	42.4%	53	0.7%		
2	75	0	12	0	0	0	3	14	10	3	117	2.2%	23.1%	158	2.1%		
3	120	2	26	2	0	8	5	26	18	11	218	4.1%	28.9%	313	4.2%		
4	131	3	49	4	14	19	5	38	21	12	296	5.5%	30.4%	440	5.9%		
5	114	3	54	12	23	15	8	13	11	5	258	4.8%	17.1%	360	4.8%		
Total	2,655	63	549	231	205	201	484	529	332	94	5,343	100%	21.6%	7,478	100%		
Total%	50%	1%	10%	4%	4%	4%	9%	10%	6%	2%	100%	-	-	-	-		
Day	1,756	43	314	177	163	114	425	320	172	43	3,527	66%	18.0%	5,086	68%		
Night	899	20	235	54	42	87	59	209	160	51	1,816	34%	22.9%	2,392	32%		
Day%	1.51	1.47	1.75	1.31	1.26	1.76	1.14	1.65	1.93	2.19	1.51	-	-	1.47	100%		
PCU	2,655	95	824	347	308	402	726	1,058	830	235	7,478	-	23.6%	-	-		
PCU%	36%	1%	11%	5%	4%	5%	10%	14%	11%	3%	100%	-	-	-	-		

Total																
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU	
																6
7	203	2	71	37	42	25	45	38	22	12	497	5.0%	19.5%	710	4.9%	
8	261	2	61	24	28	26	71	40	41	9	563	5.6%	20.6%	797	5.5%	
9	295	11	43	21	20	29	95	64	14	7	599	6.0%	19.0%	819	5.7%	
10	277	10	44	19	24	17	102	67	22	18	600	6.0%	20.7%	844	5.9%	
11	258	11	47	15	23	23	93	78	24	15	587	5.9%	23.9%	841	5.8%	
12	212	8	37	13	34	18	53	65	27	5	472	4.7%	24.4%	676	4.7%	
13	304	9	31	21	18	21	108	62	41	11	626	6.3%	21.6%	881	6.1%	
14	300	9	29	10	26	35	100	40	33	20	602	6.0%	21.3%	844	5.9%	
15	250	8	38	18	9	25	103	53	27	14	545	5.4%	21.8%	773	5.4%	
16	238	3	64	19	10	27	84	28	30	12	515	5.1%	18.8%	723	5.0%	
17	207	8	68	22	19	25	55	27	9	5	445	4.4%	14.8%	604	4.2%	
18	198	6	68	22	16	10	9	21	5	9	364	3.6%	12.4%	477	3.3%	
19	185	9	44	17	11	32	21	49	43	6	417	4.2%	31.2%	623	4.3%	
20	184	2	38	17	4	24	10	32	80	7	398	4.0%	35.9%	620	4.3%	
21	98	4	22	13	3	19	19	45	73	12	308	3.1%	48.4%	530	3.7%	
22	125	4	30	13	0	12	14	27	46	7	278	2.8%	33.1%	427	3.0%	
23	44	1	28	6	0	7	3	8	23	5	125	1.2%	34.4%	201	1.4%	
0	33	0	20	0	0	1	0	10	15	2	81	0.8%	34.6%	128	0.9%	
1	28	0	16	0	0	4	0	13	9	1	71	0.7%	38.0%	111	0.8%	
2	92	0	22	0	0	0	3	23	15	4	159	1.6%	26.4%	223	1.6%	
3	150	2	51	2	0	18	35	41	38	14	351	3.5%	31.6%	533	3.7%	
4	201	4	79	4	19	34	42	48	34	16	481	4.8%	27.4%	712	5.0%	
5	216	6	100	15	29	33	40	23	20	7	489	4.9%	17.0%	681	4.7%	
Total	4,526	124	1,141	368	376	485	1,142	928	700	220	10,010	100%	23.3%	14,379	100%	
Total%	45%	1%	11%	4%	4%	5%	11%	9%	7%	2%	100%	-	-	-	-	
Day	2,972	86	623	259	294	291	946	588	299	130	6,488	65%	20.6%	9,591	67%	
Night	1,554	38	518	109	82	194	196	340	401	90	3,522	35%	25.1%	4,788	33%	
Day%	1.52	1.44	1.83	1.42	1.28	1.67	1.21	1.58	2.34	1.69	1.54	-	-	1.50	100%	
PCU	4,526	186	1,712	552	564	970	1,713	1,8								

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	42	ROAD NAME				NPR8	NUMBER OF LANE			4	TOTAL LANE WIDTH				m
DATE & TIME	2019/5/3	(Fri)	6:00	5/4/19	(Sat)	6:00	AREA		Visayas	PROVINCE			Cebu		
WEATHER	1	Sunny				REGION		VII	CITY/MUNICIPALITY			Naga City			

DIRECTION		1				FROM		TO							
		Inbound				San Fernando		Naga City Proper							
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
6	193	8	54	8	22	22	49	26	30	6	418	4.8%	20.1%	591	4.8%
7	298	7	78	4	24	17	50	20	35	18	551	6.3%	16.3%	749	6.2%
8	242	5	47	2	13	12	45	19	25	27	437	5.0%	19.0%	602	4.9%
9	271	4	61	2	14	19	42	37	37	12	499	5.7%	21.0%	690	5.7%
10	291	6	49	2	17	17	35	41	42	16	516	5.9%	22.5%	716	5.9%
11	247	10	39	4	12	16	38	33	28	12	439	5.1%	20.3%	600	4.9%
12	313	15	54	1	18	27	67	43	38	12	588	6.8%	20.4%	811	6.7%
13	322	11	46	3	14	16	52	46	37	16	563	6.5%	20.4%	768	6.3%
14	306	17	48	6	11	19	81	50	41	19	598	6.9%	21.6%	839	6.9%
15	334	8	52	4	12	21	64	59	54	17	625	7.2%	24.2%	882	7.2%
16	353	4	54	5	17	16	45	46	47	17	604	7.0%	20.9%	825	6.8%
17	336	6	51	4	18	18	94	28	43	15	613	7.1%	17.0%	833	6.8%
18	244	5	33	0	10	15	10	64	27	8	416	4.8%	27.4%	577	4.7%
19	232	6	23	1	12	6	13	45	38	18	394	4.5%	27.2%	557	4.6%
20	174	4	24	2	12	12	10	25	37	6	306	3.5%	26.1%	434	3.6%
21	110	2	18	0	1	6	4	18	18	10	187	2.2%	27.8%	266	2.2%
22	68	3	9	0	4	4	3	7	12	5	115	1.3%	24.3%	161	1.3%
23	57	6	5	0	1	4	3	13	25	11	125	1.4%	42.4%	204	1.7%
0	58	2	6	0	1	0	4	9	13	11	104	1.2%	31.7%	156	1.3%
1	39	3	4	0	0	0	2	6	12	12	78	0.9%	38.5%	125	1.0%
2	39	2	3	0	4	1	2	8	15	12	86	1.0%	41.9%	141	1.2%
3	43	1	4	0	5	4	2	7	24	10	100	1.2%	45.0%	168	1.4%
4	54	2	12	1	6	4	2	4	19	13	117	1.3%	34.2%	185	1.5%
5	99	3	27	2	14	12	8	13	18	12	208	2.4%	26.4%	305	2.5%
Total	4,723	140	801	51	262	288	725	667	715	315	8,687	100%	22.9%	12,177	100%
Total%	54%	2%	9%	1%	3%	3%	8%	8%	8%	4%	100%	-	-	-	-
Day	3,506	101	633	45	192	220	662	448	457	187	6,451	74%	19.1%	9,478	78%
Night	1,217	39	168	6	70	68	63	219	258	128	2,236	26%	19.4%	2,699	22%
Day%	1.25	1.39	1.27	1.13	1.26	1.31	1.10	1.49	1.56	1.68	1.35	-	-	1.28	100%
PCU	4,723	210	1,202	77	393	576	1,088	1,334	1,788	788	12,177	-	24.3%	-	-
PCU%	39%	2%	10%	1%	3%	5%	9%	11%	15%	6%	100%	-	-	-	-

DIRECTION		2				FROM		TO							
		Outbound				Naga City Proper		San Fernando							
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
6	220	7	37	4	17	13	46	20	22	1	387	4.1%	14.5%	510	3.9%
7	280	6	47	4	11	17	73	16	34	7	495	5.2%	14.9%	660	5.0%
8	265	8	52	6	13	19	65	30	23	6	487	5.1%	16.0%	652	4.9%
9	260	9	51	6	14	24	80	45	41	18	548	5.8%	23.4%	786	5.9%
10	269	14	55	3	10	23	83	43	50	14	564	5.9%	23.0%	809	6.1%
11	150	3	43	4	13	14	73	38	46	20	404	4.2%	29.2%	623	4.7%
12	270	17	71	3	13	25	45	75	51	27	597	6.3%	29.8%	889	6.7%
13	268	9	50	3	15	25	51	39	29	21	510	5.4%	22.4%	713	5.4%
14	240	3	44	4	12	17	77	57	36	20	510	5.4%	25.5%	738	5.6%
15	204	7	41	2	8	28	57	57	52	18	474	5.0%	32.7%	722	5.5%
16	227	2	62	1	13	22	69	47	44	14	501	5.3%	25.3%	731	5.5%
17	288	6	46	3	8	18	65	28	46	11	519	5.5%	19.8%	715	5.4%
18	293	1	76	3	6	19	28	27	41	5	499	5.2%	18.4%	671	5.1%
19	281	4	56	6	9	28	18	31	33	12	478	5.0%	21.8%	651	4.9%
20	276	7	39	2	7	19	30	15	25	19	439	4.6%	17.8%	582	4.4%
21	272	3	29	0	6	13	26	24	34	28	435	4.6%	22.8%	597	4.5%
22	253	10	8	2	3	5	22	14	17	23	357	3.8%	16.5%	459	3.5%
23	140	2	9	0	1	6	9	11	15	16	209	2.2%	33.0%	283	2.1%
0	88	5	6	0	0	3	14	12	19	15	162	1.7%	30.2%	241	1.8%
1	45	6	5	0	0	6	10	6	20	10	108	1.1%	38.9%	176	1.3%
2	34	2	2	0	0	1	12	4	16	11	82	0.9%	39.0%	136	1.0%
3	144	3	3	0	4	6	16	7	11	4	198	2.1%	14.1%	247	1.9%
4	193	2	4	3	2	3	9	4	5	2	227	2.4%	6.2%	255	1.9%
5	215	2	29	2	8	5	31	12	12	1	317	3.3%	9.5%	390	2.9%
Total	5,175	138	865	61	193	359	1,009	662	722	323	9,507	100%	21.7%	13,229	100%
Total%	54%	1%	9%	1%	2%	4%	11%	7%	8%	3%	100%	-	-	-	-
Day	2,941	91	599	43	147	245	784	495	474	177	5,996	63%	19.5%	9,216	70%
Night	2,234	47	266	18	46	114	225	167	248	146	3,511	37%	16.3%	4,013	30%
Day%	1.76	1.52	1.44	1.42	1.31	1.47	1.29	1.34	1.52	1.82	1.59	-	-	1.44	100%
PCU	5,175	207	1,298	92	290	718	1,514	1,324	1,805	808	13,229	-	23.5%	-	-
PCU%	39%	2%	10%	1%	2%	5%	11%	10%	14%	6%	100%	-	-	-	-

Total															
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
6	413	15	91	12	39	35	95	46	52	7	805	4.4%	17.4%	1,101	4.3%
7	578	13	125	8	35	34	123	36	69	25	1,046	5.7%	15.7%	1,409	5.5%
8	507	13	99	8	26	31	110	49	48	33	924	5.1%	17.4%	1,254	4.9%
9	531	13	112	8	28	43	122	82	78	30	1,047	5.8%	22.3%	1,476	5.8%
10	560	20	104	5	27	40	118	84	92	30	1,080	5.9%	22.8%	1,524	6.0%
11	397	13	82	8	25	30	111	71	74	32	843	4.6%	24.6%	1,223	4.8%
12	583	32	125	4	31	52	112	118	89	39	1,185	6.5%	25.1%	1,699	6.7%
13	590	20	96	6	29	41	103	85	66	37	1,073	5.9%	21.3%	1,481	5.8%
14	546	20	92	10	23	36	158	107	77	39	1,108	6.1%	23.4%	1,577	6.2%
15	538	15	93	6	20	49	121	116	106	35	1,099	6.0%	27.8%	1,603	6.3%
16	580	6	116	6	30	38	114	93	91	31	1,105	6.1%	22.9%	1,555	6.1%
17	624	12	97	7	26	36	159	56	89	26	1,132	6.2%	18.3%	1,547	6.1%
18	537	6	109	3	16	34	38	91	68	13	915	5.0%	22.5%	1,248	4.9%
19	513	10	79	7	21	34	31	76	71	30	872	4.8%	24.2%	1,208	4.8%
20	450	11	63	4	19	31	40	40	62	25	745	4.1%	21.2%	1,015	4.0%
21	382	5	47	0	7	19	30	42	52	38	622	3.4%	24.3%	863	3.4%
22	321	13	17	2	7	9	25	21	29	28	472	2.6%	18.4%	620	2.4%
23	197	8	14	0	2	10	12	24	40	27	334	1.8%	30.2%	487	1.9%
0	146	7	12	0	1	3	18	21	32	26	266	1.5%	30.8%	396	1.6%
1	84	9	9	0	0	6	12	12	32	22	186	1.0%	38.7%	300	1.2%
2	73	4	5	0	4	2	14	12	31	23	168	0.9%	40.5%	277	1.1%
3	187	4	7	0	9	10	18	14	35						

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	43	ROAD NAME				NPR7	NUMBER OF LANE				4	TOTAL LANE WIDTH				m
DATE & TIME	2019/4/15	(Mon)	6:00	4/16/19	(Tue)	6:00	AREA				Visayas	PROVINCE				Negros occidental
WEATHER	1	Sunny				REGION				VI	CITY/MUNICIPALITY				Silay city	

DIRECTION	1 Inbound						2 TO						Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Talisay City	EB Magalona					
6	93	21	16	4	32	2	25	14	2	2	211	3.5%	9.5%	282	3.6%		
7	140	6	28	2	34	2	43	15	8	1	279	4.6%	9.3%	366	4.6%		
8	171	7	37	2	33	5	40	24	4	3	326	5.3%	11.0%	425	5.4%		
9	191	5	44	4	34	2	61	42	12	5	400	6.6%	15.3%	544	6.8%		
10	187	1	26	5	40	3	76	35	19	3	395	6.5%	15.2%	540	6.8%		
11	207	3	36	6	33	2	53	26	19	4	389	6.4%	13.1%	517	6.5%		
12	215	5	28	3	34	8	36	25	8	4	366	6.0%	12.3%	470	5.9%		
13	207	8	28	1	33	3	40	26	17	3	366	6.0%	13.4%	480	6.0%		
14	217	7	20	5	58	4	79	26	18	12	446	7.3%	13.5%	606	7.6%		
15	265	4	15	3	52	2	55	25	14	1	436	7.1%	9.6%	550	6.9%		
16	277	3	15	6	57	2	70	33	16	0	479	7.9%	10.6%	614	7.7%		
17	320	11	26	4	37	4	57	19	17	3	498	8.2%	8.6%	619	7.8%		
18	296	20	24	5	41	4	26	7	10	6	439	7.2%	6.2%	532	6.7%		
19	163	26	20	7	34	2	12	10	7	6	287	4.7%	8.7%	368	4.6%		
20	119	13	11	5	23	0	6	8	8	7	200	3.3%	11.5%	260	3.3%		
21	105	12	6	1	8	0	5	5	4	5	151	2.5%	9.3%	186	2.3%		
22	66	13	5	0	5	0	2	4	2	3	100	1.6%	9.0%	124	1.6%		
23	57	8	2	0	3	0	1	0	1	0	72	1.2%	1.4%	81	1.0%		
0	28	3	1	0	0	0	2	1	2	1	38	0.6%	10.5%	47	0.6%		
1	8	0	0	0	0	0	0	3	2	0	13	0.2%	38.5%	19	0.2%		
2	4	2	0	0	2	0	1	2	2	0	13	0.2%	30.8%	21	0.3%		
3	5	1	0	0	2	0	2	2	2	3	17	0.3%	41.2%	29	0.4%		
4	27	1	2	0	9	0	12	8	5	2	66	1.1%	22.7%	97	1.2%		
5	36	8	8	4	18	0	13	12	9	5	113	1.9%	23.0%	172	2.2%		
Total	3,404	188	398	67	622	45	717	372	208	79	6,100	100%	11.5%	7,944	100%		
Total%	56%	3%	7%	1%	10%	1%	12%	6%	3%	1%	100%	-	-	-	-		
Day	2,490	81	319	45	477	39	635	310	154	41	4,591	75%	19.1%	6,543	82%		
Night	914	107	79	22	145	6	82	62	54	38	1,509	25%	17.8%	1,401	18%		
Day%	1.37	2.32	1.25	1.49	1.30	1.15	1.13	1.20	1.35	1.93	1.33	-	-	1.21	100%		
PCU	3,404	282	597	101	933	90	1,076	744	520	198	7,944	-	22.9%	-	-		
PCU%	43%	4%	8%	1%	12%	1%	14%	9%	7%	2%	100%	-	-	-	-		

DIRECTION	2 Outbound						1 TO						Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	EB Magalona	Talisay City					
6	82	13	31	21	15	2	15	5	3	0	187	3.4%	5.3%	246	3.4%		
7	186	34	45	20	28	3	35	20	6	0	377	6.8%	7.7%	490	6.8%		
8	242	24	39	28	24	5	21	14	6	1	404	7.3%	6.4%	502	7.0%		
9	243	15	45	12	30	2	56	29	3	0	435	7.8%	7.8%	550	7.7%		
10	236	7	43	16	35	1	52	37	2	0	429	7.7%	9.3%	547	7.6%		
11	237	11	36	7	40	2	43	33	2	0	411	7.4%	9.0%	518	7.2%		
12	184	8	29	12	24	4	36	18	5	0	320	5.7%	8.4%	404	5.6%		
13	203	9	21	12	41	3	29	16	8	1	343	6.2%	8.2%	432	6.0%		
14	190	19	33	17	29	3	40	42	1	0	374	6.7%	12.3%	490	6.8%		
15	184	13	21	10	28	4	39	31	1	2	333	6.0%	11.4%	428	6.0%		
16	188	5	19	13	33	4	36	30	5	2	335	6.0%	12.2%	433	6.0%		
17	258	10	16	10	27	6	38	17	3	0	385	6.9%	6.8%	463	6.4%		
18	149	12	16	1	22	5	23	9	6	0	243	4.4%	8.2%	303	4.2%		
19	77	12	17	7	15	16	17	6	2	2	171	3.1%	15.2%	233	3.2%		
20	78	13	11	0	14	0	12	8	8	1	145	2.6%	11.7%	192	2.7%		
21	47	8	3	0	5	0	7	5	2	0	77	1.4%	9.1%	97	1.3%		
22	69	13	1	0	8	0	17	4	12	1	125	2.2%	13.6%	168	2.3%		
23	42	7	0	1	1	0	10	2	8	0	71	1.3%	14.1%	95	1.3%		
0	37	7	2	0	0	0	13	5	8	0	72	1.3%	18.1%	100	1.4%		
1	13	2	0	0	1	0	4	0	7	0	27	0.5%	25.9%	41	0.6%		
2	10	1	0	0	0	0	4	4	6	0	25	0.4%	40.0%	41	0.6%		
3	17	4	3	0	1	0	11	4	8	0	48	0.9%	25.0%	74	1.0%		
4	26	8	1	0	10	0	21	18	13	0	97	1.7%	32.0%	155	2.2%		
5	59	5	9	0	19	0	24	7	9	1	133	2.4%	12.8%	184	2.6%		
Total	3,057	260	441	187	450	60	603	364	134	11	5,567	100%	10.2%	7,179	100%		
Total%	55%	5%	8%	3%	8%	1%	11%	7%	2%	0%	100%	-	-	-	-		
Day	2,433	168	378	178	354	39	440	292	45	6	4,333	78%	17.9%	5,803	81%		
Night	624	92	63	9	96	21	163	72	89	5	1,234	22%	15.0%	1,377	19%		
Day%	1.26	1.55	1.17	1.05	1.27	1.54	1.37	1.25	2.98	1.83	1.28	-	-	1.24	100%		
PCU	3,057	390	662	281	675	120	905	728	335	28	7,179	-	20.7%	-	-		
PCU%	43%	5%	9%	4%	9%	2%	13%	10%	5%	0%	100%	-	-	-	-		

Total																
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU	
																6
7	326	40	73	22	62	5	78	35	14	1	656	5.6%	8.4%	856	5.7%	
8	413	31	76	30	57	10	61	38	10	4	730	6.3%	8.5%	927	6.1%	
9	434	20	89	16	64	4	117	71	15	5	835	7.2%	11.4%	1,093	7.2%	
10	423	8	69	21	75	4	128	72	21	3	824	7.1%	12.1%	1,087	7.2%	
11	444	14	72	13	73	4	96	59	21	4	800	6.9%	11.0%	1,035	6.8%	
12	399	13	57	15	58	12	72	43	13	4	686	5.9%	10.5%	874	5.8%	
13	410	17	49	13	74	6	69	42	25	4	709	6.1%	10.9%	912	6.0%	
14	407	26	53	22	87	7	119	68	19	12	820	7.0%	12.9%	1,095	7.2%	
15	449	17	36	13	80	6	94	56	15	3	769	6.6%	10.4%	978	6.5%	
16	465	8	34	19	90	6	106	63	21	2	814	7.0%	11.3%	1,046	6.9%	
17	578	21	42	14	64	10	95	36	20	3	883	7.6%	7.8%	1,082	7.2%	
18	445	32	40	6	63	9	49	16	16	6	682	5.8%	6.9%	835	5.5%	
19	240	38	37	14	49	18	29	16	9	8	458	3.9%	11.1%	601	4.0%	
20	197	26	22	5	37	0	18	16	16	8	345	3.0%	11.6%	451	3.0%	
21	152	20	9	1	13	0	12	10	6	5	228	2.0%	9.2%	282	1.9%	
22	135	26	6	0	13	0	19	8	14	4	225	1.9%	11.6%	292	1.9%	
23	99	15	2	1	4	0	11	2	9	0	143	1.2%	7.7%	175	1.2%	
0	65	10	3	0	0	0	15	6	10	1	110	0.9%	15.5%	147	1.0%	
1	21	2	0	0	1	0	4	3	9	0	40	0.3%	30.0%	60	0.4%	
2	14	3	0	0	2	0	5	6	8	0	38	0.3%	36.8%	61	0.4%	
3	22	5	3	0	3	0	13	6	10	3	65	0.6%	29.2%	103	0.7%	
4	53	9	3	0	19	0	33	26	18	2	163	1.4%	28.2%	251	1.7%	
5	95	13	17	4	37	0	37	19	18	6	246	2.1%	17.5%	355	2.3%	
Total	6,461	448	839	254	1,072	105	1,320	736	342	90	11,667	100%	10.9%	15,123	100%	
Total%	55%	4%	7%	2%	9%	1%	11%	6%	3%	1%	100%	-	-	-	-	
Day	4,923	249	697	223	831	78	1,075	602	199	47	8,924	76%	18.5%	12,346	82%	
Night	1,538	199	142	31	241	27	245	134	143	43	2,743	24%	16.5%	2,777	18%	
Day%	1.31	1.80	1.20	1.14	1.29	1.35	1.23	1.22	1.72	1.91	1.31	-	-	1.22	100%	
PCU	6,461	672	1,259	381	1,608	210	1,980	1,472	855	225	15,123	-	21.8%	-	-	
PCU%	43%	4%	8%	3%	11%	1%	13%	10%	6%	1%	100%	-	-	-	-	

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	44	ROAD NAME				NPR69	NUMBER OF LANE				4	TOTAL LANE WIDTH				m
DATE & TIME	2019/4/12	(Fri)	6:00	4/13/19	(Sat)	6:00	AREA				Visayas	PROVINCE				Negros occidental
WEATHER	1	Sunny					REGION				VI	CITY/MUNICIPALITY				Bacolod City

DIRECTION	1				FROM				TO				Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	8.Large Bus	9.Light Truck					
6	67	1	21	4	16	2	21	11	1	2	146	3.5%	11.0%	195	3.4%		
7	103	10	41	1	15	1	30	17	3	7	228	5.5%	12.3%	310	5.4%		
8	150	4	30	3	19	3	45	23	20	10	307	7.4%	18.2%	429	7.4%		
9	126	3	36	2	11	2	34	22	17	6	259	6.2%	18.1%	361	6.3%		
10	184	2	28	5	8	1	36	22	19	3	308	7.4%	14.6%	404	7.0%		
11	155	4	18	0	8	3	27	30	24	5	274	6.6%	22.6%	379	6.6%		
12	147	3	24	1	6	4	32	23	16	5	261	6.3%	18.4%	353	6.1%		
13	143	5	28	1	5	1	38	35	14	4	274	6.6%	19.7%	376	6.5%		
14	161	2	25	2	4	4	37	35	23	5	298	7.2%	22.5%	414	7.2%		
15	171	8	22	1	7	3	41	32	19	5	309	7.4%	19.1%	420	7.3%		
16	153	3	23	1	10	4	29	32	16	6	277	6.7%	20.9%	379	6.6%		
17	165	4	16	1	10	3	25	19	8	2	253	6.1%	12.6%	318	5.5%		
18	115	7	15	1	8	1	40	2	13	1	203	4.9%	8.4%	263	4.6%		
19	95	2	15	1	3	0	24	16	28	7	191	4.6%	26.7%	282	4.9%		
20	48	1	11	0	0	3	19	15	20	4	121	2.9%	34.7%	191	3.3%		
21	34	2	5	0	0	2	6	14	7	4	74	1.8%	36.5%	113	2.0%		
22	25	3	2	1	1	2	0	10	13	2	59	1.4%	45.8%	97	1.7%		
23	20	2	3	0	0	0	1	3	4	1	34	0.8%	23.5%	48	0.8%		
0	10	4	0	0	0	0	2	4	2	2	24	0.6%	33.3%	37	0.6%		
1	9	1	0	0	0	0	3	5	4	3	25	0.6%	48.0%	43	0.7%		
2	6	2	0	0	0	0	0	2	6	3	19	0.5%	57.9%	36	0.6%		
3	8	3	5	0	0	0	7	8	6	1	38	0.9%	39.5%	64	1.1%		
4	22	3	7	0	0	0	7	6	2	1	48	1.2%	18.8%	67	1.2%		
5	51	2	21	1	1	0	12	17	12	5	122	2.9%	27.9%	183	3.2%		
Total	2,168	81	396	26	132	39	516	403	297	94	4,152	100%	20.1%	5,756	100%		
Total%	52%	2%	10%	1%	3%	1%	12%	10%	7%	2%	100%	-	-	-	-		
Day	1,725	49	312	22	119	31	395	301	180	60	3,194	77%	16.3%	4,597	80%		
Night	443	32	84	4	13	8	121	102	117	34	958	23%	14.5%	1,159	20%		
Day%	1.26	1.65	1.27	1.18	1.11	1.26	1.31	1.34	1.65	1.30	-	-	-	1.25	100%		
PCU	2,168	122	594	39	198	78	774	806	743	235	5,756	-	19.2%	-	-		
PCU%	38%	2%	10%	1%	3%	1%	13%	14%	13%	4%	100%	-	-	-	-		

DIRECTION	2				FROM				TO				Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	8.Large Bus	9.Light Truck					
6	71	4	9	7	9	2	10	15	3	1	131	3.1%	16.0%	174	2.9%		
7	104	1	14	1	10	2	35	29	7	0	203	4.8%	18.7%	275	4.5%		
8	72	3	27	2	10	5	88	25	28	10	270	6.4%	25.2%	422	7.0%		
9	60	0	30	2	18	3	87	29	25	7	261	6.2%	24.5%	410	6.8%		
10	76	3	22	1	7	3	134	31	23	15	315	7.5%	22.9%	490	8.1%		
11	41	4	28	1	5	3	128	29	11	3	253	6.0%	18.2%	389	6.4%		
12	49	2	28	2	6	3	100	34	18	2	244	5.8%	23.4%	380	6.3%		
13	47	3	28	1	9	1	99	21	15	1	225	5.4%	16.9%	341	5.6%		
14	71	2	29	1	8	5	240	26	22	5	409	9.8%	14.2%	621	10.2%		
15	113	5	22	1	8	4	97	28	20	4	302	7.2%	18.5%	437	7.2%		
16	127	2	24	4	11	2	52	23	2	1	248	5.9%	11.3%	324	5.4%		
17	119	5	29	3	8	1	44	10	3	1	223	5.3%	6.7%	285	4.7%		
18	96	5	24	5	20	3	28	2	3	3	189	4.5%	5.8%	244	4.0%		
19	88	2	19	1	6	3	21	8	1	6	155	3.7%	11.6%	201	3.3%		
20	84	7	13	8	4	2	9	7	3	4	141	3.4%	11.3%	181	3.0%		
21	61	5	11	3	5	0	5	2	7	3	102	2.4%	11.8%	134	2.2%		
22	43	6	6	2	2	1	1	5	5	4	75	1.8%	20.0%	103	1.7%		
23	40	3	3	0	1	0	0	12	7	2	68	1.6%	30.9%	97	1.6%		
0	45	7	5	2	0	1	0	10	4	2	76	1.8%	22.4%	103	1.7%		
1	29	5	2	1	0	2	2	5	2	0	48	1.1%	18.8%	63	1.0%		
2	26	1	0	0	0	0	0	4	1	4	36	0.9%	25.0%	48	0.8%		
3	24	1	0	1	3	1	6	10	8	1	55	1.3%	36.4%	85	1.4%		
4	27	1	6	3	1	2	3	9	4	2	58	1.4%	29.3%	85	1.4%		
5	51	1	3	1	4	3	4	18	18	4	107	2.6%	40.2%	168	2.8%		
Total	1,564	78	382	53	155	52	1,193	392	240	85	4,194	100%	18.3%	6,056	100%		
Total%	37%	2%	9%	1%	4%	1%	28%	9%	6%	2%	100%	-	-	-	-		
Day	950	34	290	26	109	34	1,114	300	177	50	3,084	74%	15.7%	4,789	79%		
Night	614	44	92	27	46	18	79	92	63	35	1,110	26%	17.2%	1,267	21%		
Day%	1.65	2.29	1.32	2.04	1.42	1.53	1.07	1.31	1.36	1.36	-	-	-	1.26	100%		
PCU	1,564	117	573	80	233	104	1,790	784	600	213	6,056	-	18.5%	-	-		
PCU%	26%	2%	9%	1%	4%	2%	30%	13%	10%	4%	100%	-	-	-	-		

Total																		
Time	3.Passenger Car	1				FROM				TO				Total	% Veh	% Large Veh.	PCU	% PCU
		4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	8.Large Bus	9.Light Truck	10.Truck 2axles					
6	138	5	30	11	25	4	31	26	4	3	277	3.3%	13.4%	369	3.1%			
7	207	11	55	2	25	3	65	46	10	7	431	5.2%	15.3%	585	4.9%			
8	222	7	57	5	29	8	133	48	48	20	577	6.9%	21.5%	851	7.2%			
9	186	3	66	4	29	5	121	51	42	13	520	6.2%	21.3%	770	6.5%			
10	260	5	50	6	15	4	170	53	42	18	623	7.5%	18.8%	893	7.6%			
11	196	8	46	1	13	6	155	59	35	8	527	6.3%	20.5%	768	6.5%			
12	196	5	52	3	12	7	132	57	34	7	505	6.1%	20.8%	733	6.2%			
13	190	8	56	2	14	2	137	56	29	5	499	6.0%	18.4%	717	6.1%			
14	232	4	54	3	12	9	277	61	45	10	707	8.5%	17.7%	1,035	8.8%			
15	284	13	44	2	15	7	138	60	39	9	611	7.3%	18.8%	856	7.2%			
16	280	5	47	5	21	6	81	55	18	7	525	6.3%	16.4%	703	6.0%			
17	284	9	45	4	18	4	69	29	11	3	476	5.7%	9.9%	603	5.1%			
18	211	12	39	6	28	4	68	4	16	4	392	4.7%	7.1%	507	4.3%			
19	183	4	34	2	9	3	45	24	29	13	346	4.1%	19.9%	483	4.1%			
20	132	8	24	8	4	5	28	22	23	8	262	3.1%	22.1%	372	3.1%			
21	95	7	16	3	5	2	11	16	14	7	176	2.1%	22.2%	247	2.1%			
22	68	9	8	3	3	3	1	15	18	6	134	1.6%	31.3%	200	1.7%			
23	60	5	6	0	1	0	1	15	11	3	102	1.2%	28.4%	145	1.2%			
0	55	11	5	2	0	1	2	14	6	4	100	1.2%	25.0%	140	1.2%			
1	38	6	2	1	0	2	5	10	6	3	73	0.9%	28.8%	106	0.9%			
2	32	3	0	0	0	0	0	6	7	7	55	0.7%	36.4%	84	0.7%			
3	32	4	5	1	3	1	13	18	14	2	93	1.1%	37.6%	149	1.3%			
4	49	4	13	3	1	2	10	15	6	3	106	1.3%	24.5%	152	1.3%			
5	102	3	24	2	5	3	16	35	30	9	229	2.7%	33.6%	351	3.0%			
Total	3,732	159	778	79	287	91	1,709	795	537	179	8,346	100%	19.2%	11,812	100%			
Total%	45%	2%	9%	1%	3%	1%	20%	10%	6%	2%	100%	-	-	-	-			
Day	2,675	83	602	48	228	65	1,509	601	357	110	6,278	75%	16.0%	9,386	79%			
Night	1,057	76	176	31	59	26	200	194	180	69	2,068	25%	16.0%	2,426	21%			
Day%	1.40	1.92	1.29	1.65	1.26	1.40	1.13	1.32	1.50	1.63	1.33	-	-	-	1.26	100%		
PCU	3,732	239	1,167	119	431	182	2,564	1,590	1,343	448	11,812	-	18.9%	-	-			
PCU%	32%	2%	10%	1%	4%	2%	22%</											

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	45	ROAD NAME				NPR6	NUMBER OF LANE				2	TOTAL LANE WIDTH				m
DATE & TIME	2019/5/2	(Thu)	6:00	5/3/19	(Fri)	6:00	AREA				Visayas	PROVINCE				Cebu
WEATHER	1 Sunny						REGION				VII	CITY/MUNICIPALITY				Toledo City

DIRECTION		1 Inbound					FROM					TO									
		4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer						Total	% Veh	% Large Veh.	PCU	% PCU	
6	36	0	2	8	7	2	25	13	6	1	100	4.1%	22.0%	147	4.0%						
7	72	1	5	9	10	5	12	8	9	2	133	5.4%	18.0%	181	4.9%						
8	68	0	4	3	10	4	25	8	9	3	134	5.5%	17.9%	185	5.0%						
9	63	2	3	6	6	3	26	12	29	3	153	6.3%	30.7%	238	6.5%						
10	67	1	4	6	12	4	31	11	16	4	156	6.4%	22.4%	228	6.2%						
11	76	1	2	6	10	2	29	11	9	1	147	6.0%	15.6%	199	5.4%						
12	65	0	3	10	5	1	25	11	29	1	150	6.1%	28.0%	229	6.2%						
13	90	0	2	7	8	3	41	22	16	1	190	7.8%	22.1%	270	7.3%						
14	68	3	4	13	8	6	26	11	31	4	174	7.1%	29.9%	271	7.4%						
15	52	1	2	6	4	8	30	11	21	4	139	5.7%	31.7%	217	5.9%						
16	57	3	2	13	5	1	33	9	12	4	139	5.7%	18.7%	201	5.5%						
17	61	1	1	9	11	3	24	5	25	7	147	6.0%	27.2%	226	6.2%						
18	58	2	1	13	7	2	14	10	16	1	124	5.1%	23.4%	180	4.9%						
19	45	2	0	8	8	4	13	8	12	5	105	4.3%	27.6%	158	4.3%						
20	40	0	0	6	2	5	10	3	16	1	83	3.4%	30.1%	126	3.4%						
21	43	1	0	4	4	1	5	5	24	3	90	3.7%	36.7%	144	3.9%						
22	18	0	0	3	2	0	5	2	18	3	51	2.1%	45.1%	90	2.4%						
23	22	0	0	3	0	0	7	5	13	0	50	2.0%	36.0%	80	2.2%						
0	9	1	0	2	0	1	3	2	11	2	31	1.3%	51.6%	57	1.5%						
1	9	1	0	1	0	0	8	1	10	1	31	1.3%	38.7%	54	1.5%						
2	6	1	0	1	0	0	2	1	6	0	17	0.7%	41.2%	29	0.8%						
3	4	1	0	2	0	1	7	3	6	5	29	1.2%	51.7%	55	1.5%						
4	7	0	0	1	0	1	2	0	5	0	16	0.7%	37.5%	26	0.7%						
5	20	0	2	3	2	3	16	10	1	1	58	2.4%	25.2%	85	2.3%						
Total	1,056	22	37	143	121	60	419	182	350	57	2,447	100%	26.5%	3,670	100%						
Total%	43%	1%	2%	6%	5%	2%	17%	7%	14%	2%	100%	-	-	-	-						
Day	775	13	34	96	96	42	327	132	212	35	1,762	72%	11.7%	2,770	75%						
Night	281	9	3	47	25	18	92	50	138	22	685	28%	9.9%	900	25%						
Day%	1.36	1.69	1.09	1.49	1.26	1.42	1.28	1.38	1.65	1.39	-	-	-	1.32	100%						
PCU	1,056	33	56	215	182	119	629	364	875	143	3,670	-	13.6%	-	-						
PCU%	29%	1%	2%	6%	5%	3%	17%	10%	24%	4%	100%	-	-	-	-						

DIRECTION		2 Outbound					FROM					TO									
		4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer						Total	% Veh	% Large Veh.	PCU	% PCU	
6	47	0	1	6	10	0	14	6	9	1	94	3.8%	17.0%	131	3.6%						
7	51	0	2	10	12	2	14	12	16	7	126	5.1%	29.4%	194	5.3%						
8	65	2	3	9	11	3	24	10	11	1	139	5.6%	18.0%	195	5.4%						
9	61	1	4	12	10	0	30	7	18	3	146	5.9%	19.2%	213	5.9%						
10	94	1	3	9	7	4	35	10	24	5	192	7.7%	22.4%	277	7.6%						
11	67	1	1	7	13	5	23	4	20	3	144	5.8%	22.2%	210	5.8%						
12	86	2	3	7	7	3	14	5	21	7	155	6.2%	23.2%	222	6.1%						
13	68	1	3	8	8	3	27	6	15	8	147	5.9%	21.8%	214	5.9%						
14	84	0	4	6	5	1	29	7	24	7	167	6.7%	23.4%	244	6.7%						
15	83	2	2	12	7	4	32	11	30	1	184	7.4%	25.0%	273	7.5%						
16	81	1	3	5	9	1	30	8	16	3	157	6.3%	17.8%	219	6.0%						
17	101	0	2	7	7	3	24	7	25	2	178	7.2%	20.8%	249	6.8%						
18	76	1	4	9	3	4	23	5	36	5	166	6.7%	30.1%	257	7.1%						
19	60	3	1	5	0	3	20	5	15	3	115	4.6%	22.6%	165	4.5%						
20	28	1	0	7	0	1	5	3	12	2	59	2.4%	30.5%	91	2.5%						
21	25	0	0	6	0	1	7	3	11	2	55	2.2%	30.9%	85	2.3%						
22	14	0	0	1	0	0	7	2	9	0	33	1.3%	33.3%	53	1.4%						
23	13	0	0	4	0	1	0	1	3	1	23	0.9%	26.1%	33	0.9%						
0	11	0	0	1	0	0	3	0	7	0	22	0.9%	31.8%	35	1.0%						
1	5	1	0	0	0	0	2	0	11	1	20	0.8%	60.0%	40	1.1%						
2	4	0	0	0	0	0	5	0	3	3	15	0.6%	40.0%	27	0.7%						
3	19	1	0	3	3	3	8	0	8	3	48	1.9%	29.2%	75	2.1%						
4	17	1	0	1	4	3	2	0	12	0	40	1.6%	37.5%	65	1.8%						
5	36	1	1	4	6	0	6	2	1	0	57	2.3%	5.3%	69	1.9%						
Total	1,196	20	37	139	122	45	384	114	357	68	2,482	100%	23.5%	3,629	100%						
Total%	48%	1%	1%	6%	5%	2%	15%	5%	14%	3%	100%	-	-	-	-						
Day	888	11	31	98	106	29	296	93	229	48	1,829	74%	11.7%	2,894	80%						
Night	308	9	6	41	16	16	88	21	128	20	653	26%	8.9%	735	20%						
Day%	1.35	1.77	1.19	1.42	1.15	1.55	1.30	1.23	1.56	1.42	1.36	-	-	1.25	100%						
PCU	1,196	29	56	209	183	90	576	228	893	170	3,629	-	13.7%	-	-						
PCU%	33%	1%	2%	6%	5%	2%	16%	6%	25%	5%	100%	-	-	-	-						

Total																					
		4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer						Total	% Veh	% Large Veh.	PCU	% PCU	
6	83	0	3	14	17	2	39	19	15	2	194	3.9%	19.6%	277	3.8%						
7	123	1	7	19	22	7	26	20	25	9	259	5.3%	23.6%	375	5.1%						
8	133	2	7	12	21	7	49	18	20	4	273	5.5%	17.9%	380	5.2%						
9	124	3	7	18	16	3	56	19	47	6	299	6.1%	25.1%	451	6.2%						
10	161	2	7	15	19	8	66	21	40	9	348	7.1%	22.4%	505	6.9%						
11	143	2	3	13	23	7	52	15	29	4	291	5.9%	18.9%	409	5.6%						
12	151	2	6	17	12	4	39	16	50	8	305	6.2%	25.6%	450	6.2%						
13	158	1	5	15	16	6	68	28	31	9	337	6.8%	22.0%	484	6.6%						
14	152	3	8	19	13	7	55	18	55	11	341	6.9%	26.7%	514	7.0%						
15	135	3	4	18	11	12	62	22	51	5	323	6.6%	27.9%	490	6.7%						
16	138	4	5	18	14	2	63	17	28	7	296	6.0%	18.2%	420	5.7%						
17	162	1	3	16	18	6	48	12	50	9	325	6.6%	23.7%	475	6.5%						
18	134	3	5	22	10	6	37	15	52	6	290	5.9%	27.2%	437	6.0%						
19	105	5	1	13	8	7	33	13	27	8	220	4.5%	25.0%	323	4.4%						
20	68	1	0	13	2	6	15	6	28	3	142	2.9%	30.3%	216	3.0%						
21	68	1	0	10	4	2	12	8	35	5	145	2.9%	34.5%	229	3.1%						
22	32	0	0	4	2	0	12	4	27	3	84	1.7%	40.5%	142	1.9%						
23	35	0	0	7	0	1	7	6	16	1	73	1.5%	32.9%	113	1.5%						
0	20	1	0	3	0	1	6	2	18	2	53	1.1%	43.4%	91	1.2%						
1	14	2	0	1	0	0	10	1	21	2	51	1.0%	47.1%	93	1.3%						
2	10	1	0	1	0	0	7	1	9	3	32	0.6%	40.6%	56	0.8%						
3	23	2	0	5	3	4	15	3	14	8	77	1.6%	37.7%	130	1.8%						
4	24	1	0	2	4	4	4	0	17	0	56	1.1%	37.5%	91	1.2%						
5	56	1	3	7	8	3	22	12	2	1	114	2.3%	15.4%	153	2.1%						
Total	2,252	42	74	282	243	105	803	296	707	125	4,928	100%	25.0%	7,298	100%						
Total%	46%	1%	2%	6%	5%	2%	16% </														

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	46	ROAD NAME	NPR6			NUMBER OF LANE	4	TOTAL LANE WIDTH	m		
DATE & TIME	2019/4/24	(Wed)	6:00	4/25/19	(Thu)	6:00	AREA	Visayas	PROVINCE	Negros occidental	
WEATHER	1	Sunny				REGION	VI	CITY/MUNICIPALITY	Hinigaran		

DIRECTION	1						2						Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	San Enrique	Binalbagan					
6	95	2	1	2	17	5	5	8	8	0	143	3.8%	14.7%	182	3.5%		
7	184	3	2	12	16	13	23	17	16	0	286	7.6%	16.1%	368	7.1%		
8	142	0	5	12	12	7	6	12	9	1	206	5.5%	14.1%	258	5.0%		
9	154	0	3	16	16	13	10	27	13	6	258	6.8%	22.9%	349	6.8%		
10	169	1	3	7	16	10	8	28	23	4	269	7.1%	24.2%	365	7.1%		
11	110	1	5	16	13	9	20	26	22	0	222	5.9%	25.7%	318	6.2%		
12	136	0	4	1	17	6	15	42	16	2	239	6.3%	27.6%	333	6.4%		
13	107	0	3	2	11	8	10	21	9	5	176	4.7%	24.4%	239	4.6%		
14	135	0	4	2	10	12	14	39	20	2	238	6.3%	30.7%	337	6.5%		
15	118	0	3	1	15	8	14	31	14	3	207	5.5%	27.1%	288	5.6%		
16	160	5	1	0	14	9	27	34	24	6	280	7.4%	26.1%	392	7.6%		
17	150	1	0	2	17	3	23	28	13	10	247	6.6%	21.9%	334	6.5%		
18	121	0	0	0	19	3	24	7	10	5	189	5.0%	13.2%	243	4.7%		
19	105	0	0	0	12	2	12	6	7	25	169	4.5%	23.7%	237	4.6%		
20	67	0	0	1	5	0	10	4	6	12	105	2.8%	21.0%	144	2.8%		
21	45	0	0	1	2	1	4	4	4	6	67	1.8%	22.4%	91	1.8%		
22	37	0	0	0	0	2	1	5	6	4	55	1.5%	30.9%	78	1.5%		
23	32	1	0	0	1	1	6	0	9	0	50	1.3%	20.0%	69	1.3%		
0	30	0	0	0	1	0	2	0	5	0	38	1.0%	13.2%	47	0.9%		
1	20	0	0	0	0	0	3	0	5	3	31	0.8%	25.8%	45	0.9%		
2	21	0	0	0	1	1	7	0	9	1	40	1.1%	27.5%	60	1.2%		
3	26	1	0	0	10	0	13	0	10	0	60	1.6%	16.7%	87	1.7%		
4	29	0	0	0	15	1	8	12	6	1	72	1.9%	27.8%	107	2.1%		
5	36	1	0	2	22	11	22	8	14	6	122	3.2%	32.0%	195	3.8%		
Total	2,229	16	34	77	262	125	287	359	278	102	3,769	100%	22.9%	5,161	100%		
Total%	59%	0%	1%	2%	7%	3%	8%	10%	7%	3%	100%	-	-	-	-		
Day	1,660	13	34	73	174	103	175	313	187	39	2,771	74%	12.6%	4,004	78%		
Night	569	3	0	4	88	22	112	46	91	63	998	26%	17.3%	1,158	22%		
Day%	1.34	1.23	1.00	1.05	1.51	1.21	1.64	1.15	1.49	2.62	1.36	-	-	1.29	100%		
PCU	2,229	24	51	116	393	250	431	718	695	255	5,161	-	18.4%	-	-		
PCU%	43%	0%	1%	2%	8%	5%	8%	14%	13%	5%	100%	-	-	-	-		

DIRECTION	2						1						Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	San Enrique	Binalbagan					
6	79	0	4	6	11	5	12	50	11	1	179	4.5%	37.4%	269	4.7%		
7	177	5	4	8	6	9	11	56	32	3	311	7.8%	32.2%	446	7.7%		
8	225	0	4	3	7	13	14	65	4	1	336	8.4%	24.7%	436	7.5%		
9	120	1	3	3	3	13	5	40	18	3	209	5.2%	35.4%	301	5.2%		
10	130	0	3	2	4	10	12	51	15	7	234	5.8%	35.5%	339	5.9%		
11	94	2	7	5	7	19	19	53	17	5	228	5.7%	41.2%	353	6.1%		
12	73	2	6	8	17	16	30	31	17	5	205	5.1%	33.7%	317	5.5%		
13	148	3	6	11	7	14	23	65	19	4	300	7.5%	34.0%	439	7.6%		
14	89	6	8	15	10	30	11	12	12	10	203	5.1%	31.5%	303	5.2%		
15	107	1	1	6	19	15	25	35	7	3	219	5.5%	27.4%	310	5.4%		
16	147	2	2	5	18	24	24	19	23	4	268	6.7%	26.1%	377	6.5%		
17	144	1	1	7	22	25	26	10	22	1	259	6.5%	22.4%	357	6.2%		
18	116	0	1	0	12	10	13	14	11	3	180	4.5%	21.1%	238	4.1%		
19	125	0	1	4	20	9	11	9	5	4	188	4.7%	14.4%	238	4.1%		
20	79	0	0	1	10	5	13	10	12	3	133	3.3%	22.6%	183	3.2%		
21	44	1	0	1	0	4	4	7	15	2	78	1.9%	35.9%	118	2.0%		
22	39	0	0	0	4	0	5	5	11	3	67	1.7%	28.4%	98	1.7%		
23	25	0	0	0	3	0	10	9	16	2	65	1.6%	41.5%	108	1.9%		
0	22	0	0	0	0	0	7	10	8	0	47	1.2%	38.3%	73	1.3%		
1	23	0	0	0	2	0	4	2	5	0	36	0.9%	19.4%	49	0.8%		
2	22	0	0	0	2	0	2	8	10	0	44	1.1%	40.9%	69	1.2%		
3	19	0	1	0	2	0	3	7	6	2	40	1.0%	37.5%	62	1.1%		
4	18	0	0	0	6	1	6	8	18	2	59	1.5%	49.2%	104	1.8%		
5	50	0	0	0	9	0	15	26	22	0	122	3.0%	39.3%	193	3.3%		
Total	2,115	24	52	85	201	222	305	602	336	68	4,010	100%	30.6%	5,774	100%		
Total%	53%	1%	1%	2%	5%	6%	8%	15%	8%	2%	100%	-	-	-	-		
Day	1,533	23	49	79	131	193	212	487	197	47	2,951	74%	14.2%	4,482	78%		
Night	582	1	3	6	70	29	93	115	139	21	1,059	26%	11.6%	1,292	22%		
Day%	1.38	1.04	1.06	1.08	1.53	1.15	1.44	1.24	1.71	1.45	1.36	-	-	1.29	100%		
PCU	2,115	36	78	128	302	444	458	1,204	840	170	5,774	-	17.2%	-	-		
PCU%	37%	1%	1%	2%	5%	8%	8%	21%	15%	3%	100%	-	-	-	-		

Total																
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU	
																6
7	361	8	6	20	22	22	34	73	48	3	597	7.7%	24.5%	814	7.4%	
8	367	0	9	15	19	20	20	77	13	2	542	7.0%	20.7%	693	6.3%	
9	274	1	6	19	19	26	15	67	31	9	467	6.0%	28.5%	650	5.9%	
10	299	1	6	9	20	20	20	79	38	11	503	6.5%	29.4%	704	6.4%	
11	204	3	12	21	20	28	39	79	39	5	450	5.8%	33.6%	671	6.1%	
12	209	2	10	9	34	22	45	73	33	7	444	5.7%	30.4%	649	5.9%	
13	255	3	9	13	18	22	33	86	28	9	476	6.1%	30.5%	678	6.2%	
14	224	6	12	17	20	42	25	51	32	12	441	5.7%	31.1%	640	5.9%	
15	225	1	4	7	34	23	39	66	21	6	426	5.5%	27.2%	598	5.5%	
16	307	7	3	5	32	33	51	53	47	10	548	7.0%	26.1%	769	7.0%	
17	294	2	1	9	39	28	49	38	35	11	506	6.5%	22.1%	691	6.3%	
18	237	0	1	0	31	13	37	21	21	8	369	4.7%	17.1%	481	4.4%	
19	230	0	1	4	32	11	23	15	12	29	357	4.6%	18.8%	475	4.3%	
20	146	0	0	2	15	5	23	14	18	15	238	3.1%	21.8%	327	3.0%	
21	89	1	0	2	2	5	8	11	19	8	145	1.9%	29.7%	208	1.9%	
22	76	0	0	0	4	2	6	10	17	7	122	1.6%	29.5%	175	1.6%	
23	57	1	0	0	4	1	16	9	25	2	115	1.5%	32.2%	176	1.6%	
0	52	0	0	0	1	0	9	10	13	0	85	1.1%	27.1%	120	1.1%	
1	43	0	0	0	2	0	7	2	10	3	67	0.9%	22.4%	93	0.9%	
2	43	0	0	0	3	1	9	8	19	1	84	1.1%	34.5%	129	1.2%	
3	45	1	1	0	12	0	16	7	16	2	100	1.3%	25.0%	149	1.4%	
4	47	0	0	0	21	2	14	20	24	3	131	1.7%	37.4%	211	1.9%	
5	86	1	0	2	31	11	37	34	36	6	244	3.1%	35.7%	388	3.5%	
Total	4,344	40	86	162	463	347	592	961	614	170	7,779	100%	26.9%	10,935	100%	

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	47	ROAD NAME				NPR7	NUMBER OF LANE				2	TOTAL LANE WIDTH				m
DATE & TIME	2019/4/26	(Fri)	6:00	4/27/19	(Sat)	6:00	AREA				Visayas	PROVINCE				Negros oriental
WEATHER	1	Sunny					REGION				VI	CITY/MUNICIPALITY				San Jose

DIRECTION	1										Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer					
6	91	0	10	4	17	3	15	12	4	0	156	4.3%	12.2%	200	4.2%
7	107	0	16	5	13	3	14	17	7	1	183	5.1%	15.3%	239	5.0%
8	113	0	26	1	13	3	22	18	6	4	206	5.7%	15.0%	273	5.7%
9	141	0	16	1	17	1	26	31	11	5	249	6.9%	19.3%	335	7.0%
10	129	0	17	3	14	8	34	28	9	1	243	6.8%	18.9%	328	6.8%
11	100	0	20	3	16	4	32	24	5	2	206	5.7%	17.0%	280	5.8%
12	114	0	23	6	11	4	18	20	9	3	208	5.8%	17.3%	279	5.8%
13	123	0	18	4	12	4	25	20	10	0	216	6.0%	15.7%	285	5.9%
14	205	0	27	5	15	3	54	32	20	1	362	10.1%	15.5%	479	10.0%
15	65	0	11	5	9	2	10	2	11	1	116	3.2%	13.8%	156	3.2%
16	126	0	21	7	15	2	20	11	21	5	228	6.4%	17.1%	312	6.5%
17	107	0	25	6	12	2	21	8	18	0	199	5.5%	14.1%	268	5.6%
18	155	0	6	10	15	4	7	14	25	6	242	6.7%	20.2%	326	6.8%
19	132	0	1	8	11	1	31	12	14	2	212	5.9%	13.7%	275	5.7%
20	75	0	2	4	10	1	34	4	6	2	138	3.8%	9.4%	180	3.7%
21	49	0	0	4	1	1	20	0	10	1	86	2.4%	14.0%	116	2.4%
22	30	0	1	3	0	11	0	0	5	0	50	1.4%	32.0%	71	1.5%
23	22	0	0	0	3	4	9	5	5	3	51	1.4%	33.3%	78	1.6%
0	5	0	0	0	0	3	0	0	1	0	9	0.3%	44.4%	14	0.3%
1	12	0	0	0	1	9	0	4	0	0	26	0.7%	50.0%	40	0.8%
2	25	0	0	3	1	4	0	7	0	0	40	1.1%	27.5%	53	1.1%
3	13	0	0	0	4	0	4	5	0	2	28	0.8%	25.0%	40	0.8%
4	8	0	0	0	4	0	8	0	5	2	27	0.8%	25.9%	44	0.9%
5	53	0	0	2	7	4	27	1	9	3	106	3.0%	16.0%	147	3.1%
Total	2,000	0	240	84	221	81	431	275	211	44	3,587	100%	17.0%	4,814	100%
Total%	56%	0%	7%	2%	6%	2%	12%	8%	6%	1%	100%	-	-	-	-
Day	1,421	0	230	50	164	39	291	223	131	23	2,572	72%	17.7%	3,758	78%
Night	579	0	10	34	57	42	140	52	80	21	1,015	28%	12.8%	1,056	22%
Day%	1.41	#DIV/0!	1.04	1.68	1.35	2.08	1.48	1.23	1.61	1.39	-	-	-	1.28	100%
PCU	2,000	0	360	126	332	162	647	550	528	110	4,814	-	20.0%	-	-
PCU%	42%	0%	7%	3%	7%	3%	13%	11%	11%	2%	100%	-	-	-	-

DIRECTION	2										Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer					
6	74	0	5	10	11	6	34	23	0	11	174	4.5%	23.0%	250	4.9%
7	100	0	15	20	12	1	29	7	0	8	192	4.9%	8.3%	250	4.9%
8	113	0	25	13	13	1	39	12	4	11	231	5.9%	12.1%	312	6.1%
9	125	0	23	0	15	0	70	13	0	18	264	6.8%	11.7%	358	7.0%
10	130	0	15	0	16	4	58	11	3	12	249	6.4%	12.0%	331	6.4%
11	112	0	13	0	10	0	59	12	2	5	213	5.5%	8.9%	277	5.4%
12	130	0	18	0	15	4	50	17	12	7	253	6.5%	15.8%	344	6.7%
13	121	0	18	10	13	2	49	10	3	9	235	6.0%	10.2%	310	6.0%
14	127	0	14	3	18	0	38	20	2	10	232	5.9%	13.8%	307	6.0%
15	180	0	22	4	20	4	65	36	2	2	335	8.6%	13.1%	437	8.5%
16	96	0	19	2	6	1	37	28	4	6	199	5.1%	19.6%	275	5.3%
17	103	0	25	1	10	3	47	19	7	5	220	5.6%	15.5%	302	5.9%
18	92	0	22	1	17	1	30	10	11	2	186	4.8%	12.9%	252	4.9%
19	81	0	5	0	13	0	34	3	7	4	147	3.8%	9.5%	193	3.7%
20	74	0	6	0	6	1	27	3	5	3	125	3.2%	9.6%	161	3.1%
21	82	0	3	0	5	2	24	4	3	5	128	3.3%	10.9%	162	3.2%
22	55	0	0	0	0	0	10	0	0	1	66	1.7%	1.5%	73	1.4%
23	45	0	0	1	0	0	9	1	0	0	56	1.4%	1.8%	62	1.2%
0	40	0	1	0	0	0	10	1	1	0	53	1.4%	3.8%	61	1.2%
1	33	0	0	0	0	0	8	2	0	0	43	1.1%	4.7%	49	1.0%
2	35	0	0	0	0	0	7	1	0	0	43	1.1%	2.3%	48	0.9%
3	55	0	0	0	4	0	4	4	3	2	72	1.8%	12.5%	88	1.7%
4	39	0	1	0	3	0	11	2	2	1	59	1.5%	8.5%	73	1.4%
5	55	0	9	0	15	2	30	10	1	4	126	3.2%	13.5%	173	3.4%
Total	2,097	0	259	65	222	32	779	249	72	126	3,901	100%	12.3%	5,142	100%
Total%	54%	0%	7%	2%	6%	1%	20%	6%	2%	3%	100%	-	-	-	-
Day	1,411	0	212	63	159	26	575	208	39	104	2,797	72%	17.9%	4,002	78%
Night	686	0	47	2	63	6	204	41	33	22	1,104	28%	12.5%	1,140	22%
Day%	1.49	#DIV/0!	1.22	1.03	1.40	1.23	1.35	1.20	1.85	1.21	-	-	-	1.28	100%
PCU	2,097	0	389	98	333	64	1,169	498	180	315	5,142	-	21.4%	-	-
PCU%	41%	0%	8%	2%	6%	1%	23%	10%	4%	6%	100%	-	-	-	-

Total																
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU	
																6
7	207	0	31	25	25	4	43	24	7	9	375	5.0%	11.7%	489	4.9%	
8	226	0	51	14	26	4	61	30	10	15	437	5.8%	13.5%	585	5.9%	
9	266	0	39	1	32	1	96	44	11	23	513	6.9%	15.4%	693	7.0%	
10	259	0	32	3	30	12	92	39	12	13	492	6.6%	15.4%	659	6.6%	
11	212	0	33	3	26	4	91	36	7	7	419	5.6%	12.9%	557	5.6%	
12	244	0	41	6	26	8	68	37	21	10	461	6.2%	16.5%	623	6.3%	
13	244	0	36	14	25	6	74	30	13	9	451	6.0%	12.9%	595	6.0%	
14	332	0	41	8	33	3	92	52	22	11	594	7.9%	14.8%	786	7.9%	
15	245	0	33	9	29	6	75	38	13	3	451	6.0%	13.3%	592	5.9%	
16	222	0	40	9	21	3	57	39	25	11	427	5.7%	18.3%	587	5.9%	
17	210	0	50	7	22	5	68	27	25	5	419	5.6%	14.8%	570	5.7%	
18	247	0	28	11	32	5	37	24	36	8	428	5.7%	17.1%	577	5.8%	
19	213	0	6	8	24	1	65	15	21	6	359	4.8%	12.0%	467	4.7%	
20	149	0	8	4	16	2	61	7	11	5	263	3.5%	9.5%	341	3.4%	
21	131	0	3	4	6	3	44	4	13	6	214	2.9%	12.1%	278	2.8%	
22	85	0	1	3	0	11	10	0	5	1	116	1.5%	14.7%	143	1.4%	
23	67	0	0	1	3	4	18	6	5	3	107	1.4%	16.8%	140	1.4%	
0	45	0	1	0	0	3	10	1	2	0	62	0.8%	9.7%	75	0.7%	
1	45	0	0	0	1	9	8	6	0	0	69	0.9%	21.7%	89	0.9%	
2	60	0	0	3	1	4	7	8	0	0	83	1.1%	14.5%	101	1.0%	
3	68	0	0	0	8	0	8	9	3	4	100	1.3%	16.0%	128	1.3%	
4	47	0	1	0	7	0	19	2	7	3	86	1.1%	14.0%	117	1.2%	
5	108	0	9	2	22	6	57	11	10	7	232	3.1%	14.7%	320	3.2%	
Total	4,097	0	499	149	443	113	1,210	524	283	170	7,488	100%	14.6%	9,955	100%	
Total%	55%	0%	7%	2%	6%	2%	16%	7%	4%	2%	100%	-	-	-	-	
Day	2,832	0	442	113	323	65	866	431	170	127	5,369	72%	17.8%	7,760	78%	
Night	1,265	0	57	36	120	48	344	93	113	43	2,119	28%	12.6%	2,196	22%	
Day%	1.45	#DIV/0!	1.13	1.32	1.37	1.74	1.40	1.22	1.66	1.34	-	-	-	1.28	100%	
PCU	4,097	0	749	224	665	226	1,815	1,048	708	425	9,955	-	20.7%	-	-	
PCU%	41%	0%	8%	2%	7%	2%	18%	11%	7%	4%	100%	-	-	-	-	

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	48	ROAD NAME				NSR503	NUMBER OF LANE		2	TOTAL LANE WIDTH			m
DATE & TIME	2019/4/1	(Mon)	6:00	4/2/19	(Tue)	6:00	AREA	Visayas	PROVINCE			Aklan	
WEATHER	1	Sunny				REGION	VI	CITY/MUNICIPALITY			Makato		

DIRECTION	1				FROM				TO				Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer							
6	22	0	0	37	0	4	18	4	3	0	88	3.8%	12.5%	128	3.7%		
7	40	1	4	23	0	7	19	13	3	0	110	4.8%	20.9%	158	4.6%		
8	30	0	6	28	0	5	25	16	4	0	114	5.0%	21.9%	171	5.0%		
9	26	1	7	35	0	5	30	22	4	0	130	5.6%	23.8%	200	5.8%		
10	53	1	7	44	0	9	31	18	4	0	167	7.3%	18.6%	242	7.0%		
11	65	2	12	65	5	38	45	15	11	0	258	11.2%	24.8%	392	11.4%		
12	33	2	3	40	0	5	20	7	11	0	121	5.3%	19.0%	182	5.3%		
13	50	3	10	61	3	12	22	14	0	0	175	7.6%	14.9%	251	7.3%		
14	37	1	7	35	0	9	30	11	5	2	137	5.9%	19.7%	204	6.0%		
15	43	0	11	40	0	9	25	18	5	0	151	6.6%	21.2%	224	6.5%		
16	41	0	4	43	0	6	31	10	3	0	138	6.0%	13.8%	198	5.8%		
17	53	1	6	38	1	4	25	6	4	0	138	6.0%	10.1%	190	5.5%		
18	47	1	1	23	0	5	14	3	1	1	96	4.2%	10.4%	127	3.7%		
19	26	0	0	7	0	6	8	3	3	0	53	2.3%	22.6%	74	2.2%		
20	22	3	0	17	0	5	11	6	7	0	71	3.1%	25.4%	108	3.2%		
21	18	3	0	10	1	1	4	6	8	1	52	2.3%	30.8%	82	2.4%		
22	12	2	0	10	0	0	3	2	3	1	33	1.4%	18.2%	49	1.4%		
23	4	0	0	21	0	4	2	6	7	1	45	2.0%	40.0%	79	2.3%		
0	6	2	0	17	2	3	0	2	5	0	37	1.6%	27.0%	60	1.8%		
1	3	0	0	10	0	0	3	3	5	0	24	1.0%	33.3%	41	1.2%		
2	2	0	0	8	1	3	0	3	5	0	22	1.0%	50.0%	40	1.2%		
3	2	0	0	3	0	0	0	8	3	1	17	0.7%	70.6%	33	0.9%		
4	5	1	0	11	0	6	6	1	4	0	34	1.5%	32.4%	56	1.6%		
5	20	1	0	30	0	7	16	11	7	0	92	4.0%	27.2%	144	4.2%		
Total	660	25	78	656	13	153	388	208	115	7	2,303	100%	21.0%	3,427	100%		
Total%	29%	1%	3%	28%	1%	7%	17%	9%	5%	0%	100%	-	-	-	-		
Day	493	12	77	489	9	113	321	154	57	2	1,727	75%	11.6%	2,663	78%		
Night	167	13	1	167	4	40	67	54	58	5	576	25%	8.7%	764	22%		
Day%	1.34	2.08	1.01	1.34	1.44	1.35	1.21	1.35	2.02	3.50	1.33	-	-	1.29	100%		
PCU	660	38	117	984	20	306	582	416	288	18	3,427	-	13.4%	-	-		
PCU%	19%	1%	3%	29%	1%	9%	17%	12%	8%	1%	100%	-	-	-	-		

DIRECTION	2				FROM				TO				Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer							
6	33	2	6	26	1	8	11	11	3	0	101	4.5%	21.8%	148	4.5%		
7	52	0	11	44	2	12	16	9	2	0	148	6.6%	15.5%	209	6.4%		
8	59	0	13	79	2	6	29	18	5	3	214	9.6%	15.0%	312	9.5%		
9	68	0	12	59	4	29	20	12	8	1	213	9.5%	23.5%	315	9.6%		
10	56	0	7	58	3	4	27	11	3	1	170	7.6%	11.2%	239	7.3%		
11	47	2	8	49	2	9	28	11	6	3	165	7.4%	17.6%	243	7.4%		
12	32	1	6	28	1	3	29	6	1	0	107	4.8%	9.3%	150	4.6%		
13	54	0	10	36	0	5	28	12	1	0	146	6.5%	12.3%	202	6.2%		
14	58	0	5	29	0	8	23	25	5	2	155	6.9%	25.8%	227	6.9%		
15	26	1	7	31	0	3	20	21	3	0	112	5.0%	24.1%	170	5.2%		
16	25	1	6	39	2	5	20	12	1	1	112	5.0%	17.0%	166	5.1%		
17	33	1	6	30	1	8	11	14	2	0	106	4.7%	22.6%	156	4.8%		
18	36	4	0	22	1	15	22	6	6	2	114	5.1%	25.4%	172	5.2%		
19	28	0	0	47	1	7	10	4	3	1	101	4.5%	14.9%	147	4.5%		
20	27	1	0	46	0	3	11	6	1	0	95	4.2%	10.5%	135	4.1%		
21	12	0	0	16	2	3	3	2	3	1	42	1.9%	21.4%	64	1.9%		
22	9	1	0	5	0	4	0	0	0	0	19	0.8%	21.1%	26	0.8%		
23	5	1	0	8	0	0	1	1	0	0	16	0.7%	6.3%	22	0.7%		
0	4	1	0	1	0	0	2	1	0	0	9	0.4%	11.1%	12	0.4%		
1	0	0	3	0	0	0	3	0	1	0	7	0.3%	14.3%	12	0.4%		
2	1	0	0	0	0	1	0	4	11	1	18	0.8%	94.4%	41	1.3%		
3	6	0	0	6	0	10	3	0	3	1	29	1.3%	48.3%	50	1.5%		
4	0	0	0	3	0	1	5	0	0	0	9	0.4%	11.1%	14	0.4%		
5	5	1	1	13	0	5	0	3	0	0	28	1.3%	28.6%	44	1.3%		
Total	676	17	101	675	22	149	322	189	68	17	2,236	100%	18.9%	3,270	100%		
Total%	30%	1%	5%	30%	1%	7%	14%	8%	3%	1%	100%	-	-	-	-		
Day	543	8	97	508	18	100	262	162	40	11	1,749	78%	12.9%	2,706	83%		
Night	133	9	4	167	4	49	60	27	28	6	487	22%	12.9%	565	17%		
Day%	1.24	2.13	1.04	1.33	1.22	1.49	1.23	1.17	1.70	1.55	1.28	-	-	1.21	100%		
PCU	676	26	152	1,013	33	298	483	378	170	43	3,270	-	16.1%	-	-		
PCU%	21%	1%	5%	31%	1%	9%	15%	12%	5%	1%	100%	-	-	-	-		

Total																
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU	
																6
7	92	1	15	67	2	19	35	22	5	0	258	5.7%	17.8%	367	5.5%	
8	89	0	19	107	2	11	54	34	9	3	328	7.2%	17.4%	482	7.2%	
9	94	1	19	94	4	34	50	34	12	1	343	7.6%	23.6%	515	7.7%	
10	109	1	14	102	3	13	58	29	7	1	337	7.4%	14.8%	480	7.2%	
11	112	4	20	114	7	47	73	26	17	3	423	9.3%	22.0%	635	9.5%	
12	65	3	9	68	1	8	49	13	12	0	228	5.0%	14.5%	332	5.0%	
13	104	3	20	97	3	17	50	26	1	0	321	7.1%	13.7%	452	6.7%	
14	95	1	12	64	0	17	53	36	10	4	292	6.4%	22.9%	431	6.4%	
15	69	1	18	71	0	12	45	39	8	0	263	5.8%	22.4%	394	5.9%	
16	66	1	10	82	2	11	51	22	4	1	250	5.5%	15.2%	364	5.4%	
17	86	2	12	68	2	12	36	20	6	0	244	5.4%	15.6%	345	5.2%	
18	83	5	1	45	1	20	36	9	7	3	210	4.6%	18.6%	298	4.4%	
19	54	0	0	54	1	13	18	7	6	1	154	3.4%	17.5%	221	3.3%	
20	49	4	0	63	0	8	22	12	8	0	166	3.7%	16.9%	243	3.6%	
21	30	3	0	26	3	4	7	8	11	2	94	2.1%	26.6%	145	2.2%	
22	21	3	0	15	0	4	3	2	3	1	52	1.1%	19.2%	75	1.1%	
23	9	1	0	29	0	4	3	7	7	1	61	1.3%	31.1%	101	1.5%	
0	10	3	0	18	2	3	2	3	5	0	46	1.0%	23.9%	72	1.1%	
1	3	0	3	10	0	0	6	3	6	0	31	0.7%	29.0%	53	0.8%	
2	3	0	0	8	1	4	0	7	16	1	40	0.9%	70.0%	81	1.2%	
3	8	0	0	9	0	10	3	8	6	2	46	1.0%	56.5%	82	1.2%	
4	5	1	0	14	0	7	11	1	4	0	43	0.9%	27.9%	70	1.0%	
5	25	2	1	43	0	12	16	14	7	0	120	2.6%	27.5%	188	2.8%	
Total	1,336	42	179	1,331	35	302	710	397	183	24	4,539	100%	20.0%	6,697	100%	
Total%	29%	1%	4%	29%	1%	7%	16%	9%	4%	1%	100%	-	-	-	-	
Day	1,036	20	174	997	27	213	583	316	97	13	3,476	77%	12.3%	5,369	80%	
Night	300	22	5	334	8	89	127	81	86	11	1,063	23%	10.6%	1,329	20%	
Day%	1.29	2.10	1.03	1.34	1.30	1.42	1.22	1.26	1.89	1.85	1.31	-	-	1.25	100%	
PCU	1,336	63	269	1,997	53	604	1,065	794	458	60	6,697	-	14.7%	-	-	
PCU%	20%	1%	4%	30%	1%	9%	16%	12%	7%	1%	100%	-	-	-	-	

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	49	ROAD NAME				NPR51	NUMBER OF LANE				4	TOTAL LANE WIDTH				m
DATE & TIME	2019/4/3	(Wed)	6:00	4/4/19	(Thu)	6:00	AREA				Visayas	PROVINCE				Capiz
WEATHER	1	Sunny				REGION				VI	CITY/MUNICIPALITY				Ivisan	

DIRECTION		1 Inbound				FROM Sapi-an				TO Roxas City				Total	% Veh	% Large Veh.	PCU	% PCU
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer								
6	37	1	6	2	0	0	12	2	0	0	60	2.2%	3.3%	73	2.2%			
7	145	0	8	9	0	0	15	17	1	0	195	7.0%	9.2%	230	7.1%			
8	182	1	16	4	0	0	23	4	0	3	233	8.4%	3.0%	264	8.1%			
9	211	1	14	5	0	0	24	10	1	3	269	9.7%	5.2%	307	9.5%			
10	236	0	18	5	0	1	37	8	0	1	306	11.1%	3.3%	347	10.7%			
11	138	2	13	4	0	0	18	13	1	1	190	6.9%	7.9%	225	6.9%			
12	118	1	9	5	0	0	21	10	3	2	169	6.1%	8.9%	205	6.3%			
13	116	0	5	6	0	0	23	10	0	0	160	5.8%	6.3%	187	5.8%			
14	128	0	5	6	0	0	16	19	0	0	174	6.3%	10.9%	207	6.4%			
15	89	0	6	3	0	0	13	19	1	0	131	4.7%	15.3%	163	5.0%			
16	121	1	9	7	0	0	37	9	2	1	187	6.8%	6.4%	228	7.0%			
17	140	2	9	2	0	0	17	5	0	0	175	6.3%	2.9%	195	6.0%			
18	119	0	7	4	0	0	21	16	1	0	168	6.1%	10.1%	202	6.2%			
19	63	0	1	2	0	0	5	3	1	0	75	2.7%	5.3%	84	2.6%			
20	43	0	0	2	0	0	6	3	0	0	54	2.0%	5.6%	61	1.9%			
21	35	0	1	0	0	0	2	2	0	3	43	1.6%	11.6%	51	1.6%			
22	21	0	0	1	0	0	4	0	1	0	27	1.0%	3.7%	31	1.0%			
23	11	0	0	0	0	0	3	2	0	0	16	0.6%	12.5%	20	0.6%			
0	8	0	0	0	0	0	0	1	0	0	9	0.3%	11.1%	10	0.3%			
1	3	0	0	0	0	0	1	2	0	0	6	0.2%	33.3%	9	0.3%			
2	5	0	0	0	0	0	0	0	1	0	6	0.2%	16.7%	8	0.2%			
3	5	0	0	1	0	0	2	2	0	0	10	0.4%	20.0%	14	0.4%			
4	20	0	1	0	0	0	4	5	0	0	30	1.1%	16.7%	38	1.2%			
5	58	0	3	3	0	0	5	5	0	0	74	2.7%	6.8%	85	2.6%			
Total	2,052	9	131	71	0	1	309	167	13	14	2,767	100%	7.0%	3,236	100%			
Total%	74%	0%	5%	3%	0%	0%	11%	6%	0%	1%	100%	-	-	-	-			
Day	1,661	9	118	58	0	1	256	126	9	11	2,249	81%	5.8%	2,828	87%			
Night	391	0	13	13	0	0	53	41	4	3	518	19%	3.1%	408	13%			
Day%	1.24	1.00	1.11	1.22	#DIV/0!	1.00	1.21	1.33	1.44	1.27	1.23	-	-	1.14	100%			
PCU	2,052	14	197	107	0	2	464	334	33	35	3,236	-	7.2%	-	-			
PCU%	63%	0%	6%	3%	0%	0%	14%	10%	1%	1%	100%	-	-	-	-			

DIRECTION		2 Outbound				FROM Roxas City				TO Sapi-an				Total	% Veh	% Large Veh.	PCU	% PCU
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer								
6	50	2	5	7	0	0	29	11	0	0	104	4.2%	4.2%	137	4.6%			
7	89	0	6	7	0	0	15	14	0	0	131	5.3%	10.7%	159	5.4%			
8	102	0	11	7	0	0	19	10	1	1	151	6.1%	7.9%	183	6.2%			
9	90	0	6	6	0	1	23	12	0	1	139	5.6%	10.1%	171	5.8%			
10	97	2	10	4	0	0	14	14	1	0	142	5.7%	10.6%	173	5.9%			
11	90	0	7	5	0	0	12	8	3	0	125	5.0%	8.8%	150	5.1%			
12	88	0	8	7	0	0	14	6	0	0	123	5.0%	4.9%	144	4.9%			
13	93	0	5	13	0	0	13	7	4	0	135	5.4%	8.1%	164	5.6%			
14	104	1	8	8	0	0	13	15	0	0	149	6.0%	10.1%	179	6.1%			
15	130	1	8	11	0	0	20	7	4	0	181	7.3%	6.1%	214	7.3%			
16	129	0	9	14	0	0	14	16	1	0	183	7.4%	9.3%	219	7.4%			
17	121	0	8	18	0	0	11	3	0	0	161	6.5%	1.9%	183	6.2%			
18	157	0	12	3	0	0	13	4	1	1	191	7.7%	3.1%	212	7.2%			
19	165	0	22	3	0	0	21	4	1	0	216	8.7%	2.3%	245	8.3%			
20	93	0	5	1	0	0	6	2	0	0	107	4.3%	1.9%	115	3.9%			
21	50	0	0	1	0	0	5	1	0	0	57	2.3%	1.8%	61	2.1%			
22	24	0	1	0	0	0	0	3	0	0	28	1.1%	10.7%	32	1.1%			
23	8	0	0	0	0	0	3	1	0	0	12	0.5%	8.3%	15	0.5%			
0	5	0	0	0	0	0	1	3	2	0	11	0.4%	45.5%	18	0.6%			
1	3	0	1	0	0	0	1	1	0	0	6	0.2%	16.7%	8	0.3%			
2	2	0	0	0	0	0	0	2	0	0	4	0.2%	50.0%	6	0.2%			
3	6	0	0	0	0	0	0	1	0	0	7	0.3%	14.3%	8	0.3%			
4	14	0	0	3	0	0	3	8	0	0	28	1.1%	28.6%	39	1.3%			
5	60	1	3	8	0	0	10	10	0	0	92	3.7%	10.9%	113	3.8%			
Total	1,770	7	135	126	0	1	260	163	18	3	2,483	100%	7.5%	2,943	100%			
Total%	71%	0%	5%	5%	0%	0%	10%	7%	1%	0%	100%	-	-	-	-			
Day	1,183	6	91	107	0	1	197	123	14	2	1,724	69%	5.5%	2,285	78%			
Night	587	1	44	19	0	0	63	40	4	1	759	31%	5.9%	658	22%			
Day%	1.50	1.17	1.48	1.18	#DIV/0!	1.00	1.32	1.33	1.29	1.50	1.44	-	-	1.29	100%			
PCU	1,770	11	203	189	0	2	390	326	45	8	2,943	-	7.2%	-	-			
PCU%	60%	0%	7%	6%	0%	0%	13%	11%	2%	0%	100%	-	-	-	-			

Total		1 Inbound				FROM Sapi-an				TO Roxas City				Total	% Veh	% Large Veh.	PCU	% PCU
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer								
6	87	3	11	9	0	0	41	13	0	0	164	3.1%	7.9%	209	3.4%			
7	234	0	14	16	0	0	30	31	1	0	326	6.2%	9.8%	389	6.3%			
8	284	1	27	11	0	0	42	14	1	4	384	7.3%	4.9%	446	7.2%			
9	301	1	20	11	0	1	47	22	1	4	408	7.8%	6.9%	478	7.7%			
10	333	2	28	9	0	1	51	22	1	1	448	8.5%	5.6%	519	8.4%			
11	228	2	20	9	0	0	30	21	4	1	315	6.0%	8.3%	374	6.1%			
12	206	1	17	12	0	0	35	16	3	2	292	5.6%	7.2%	348	5.6%			
13	209	0	10	19	0	0	36	17	4	0	295	5.6%	7.1%	351	5.7%			
14	232	1	13	14	0	0	29	34	0	0	323	6.2%	10.5%	386	6.2%			
15	219	1	14	14	0	0	33	26	5	0	312	5.9%	9.9%	377	6.1%			
16	250	1	18	21	0	0	51	25	3	1	370	7.0%	7.8%	447	7.2%			
17	261	2	17	20	0	0	28	8	0	0	336	6.4%	2.4%	378	6.1%			
18	276	0	19	7	0	0	34	20	2	1	359	6.8%	6.4%	414	6.7%			
19	228	0	23	5	0	0	26	7	2	0	291	5.5%	3.1%	328	5.3%			
20	136	0	5	3	0	0	12	5	0	0	161	3.1%	3.1%	176	2.8%			
21	85	0	1	1	0	0	7	3	0	3	100	1.9%	6.0%	112	1.8%			
22	45	0	1	1	0	0	4	3	1	0	55	1.0%	7.3%	63	1.0%			
23	19	0	0	0	0	0	6	3	0	0	28	0.5%	10.7%	34	0.6%			
0	13	0	0	0	0	0	1	4	2	0	20	0.4%	30.0%	28	0.4%			
1	6	0	1	0	0	0	2	3	0	0	12	0.2%	25.0%	17	0.3%			
2	7	0	0	0	0	0	0	2	1	0	10	0.2%	30.0%	14	0.2%			
3	11	0	0	1	0	0	2	3	0	0	17	0.3%	17.6%	22	0.3%			
4	34	0	1	3	0	0	7	13	0	0	58	1.1%	22.4%	77	1.2%			
5	118	1	6	11	0	0	15	15	0	0	166	3.2%	9.0%	198	3.2%			
Total	3,822	16	266	197	0	2	569	330	31	17	5,250	100%	7.2%	6,178	100%			
Total%	73%	0%	5%	4%	0%	0%	11%	6%	1%	0%	100%	-	-	-	-			
Day	2,844	15	209	165	0	2	453	249	23	13	3,973	76%	5.6%	5,113	83%			
Night	978	1	57	32	0	0	116	81	8	4	1,277	24%	4.8%	1,066	17%			
Day%	1.34	1.07	1.27	1.19	#DIV/0!	1.00	1.26	1.33	1.35	1.31	1.32	-	-	1.21	100%			
PCU	3,822	24	399	296	0	4	854	660	78	43	6,178	-	7.2%	-	-			
PCU%	62%	0%	6%	5%	0%	0%	14%	11%	1%	1%	100%	-	-	-	-			

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	50	ROAD NAME				NPR5	NUMBER OF LANE				4	TOTAL LANE WIDTH				m
DATE & TIME	2019/4/5	(Fri)	6:00	4/6/19	(Sat)	6:00	AREA				Visayas	PROVINCE				Iloilo
WEATHER	1	Sunny					REGION				VI	CITY/MUNICIPALITY				Dingle

DIRECTION	1						2						Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer							
6	41	1	0	4	4	16	13	12	12	34	1	126	3.6%	50.0%	218	4.2%	
7	70	4	1	2	8	7	12	17	20	3	144	4.2%	32.6%	216	4.1%		
8	72	3	0	4	12	5	23	32	22	5	178	5.1%	36.0%	277	5.3%		
9	92	0	1	10	13	2	21	32	30	2	203	5.9%	32.5%	308	5.9%		
10	105	1	1	9	11	3	42	32	30	4	238	6.9%	29.0%	356	6.8%		
11	109	3	0	13	14	2	33	32	30	2	238	6.9%	27.7%	352	6.7%		
12	90	2	0	8	12	3	31	20	39	1	206	5.9%	30.6%	316	6.1%		
13	91	3	0	7	7	5	23	19	39	2	196	5.7%	33.2%	302	5.8%		
14	111	3	0	10	12	8	16	23	32	6	221	6.4%	31.2%	330	6.3%		
15	108	4	0	12	14	3	29	17	12	2	201	5.8%	16.9%	272	5.2%		
16	133	3	0	16	9	6	18	25	13	6	229	6.6%	21.8%	312	6.0%		
17	107	0	0	6	12	4	16	15	33	4	197	5.7%	28.4%	289	5.5%		
18	102	0	0	4	10	4	8	13	19	3	163	4.7%	23.9%	224	4.3%		
19	41	2	0	5	15	2	24	9	13	4	115	3.3%	24.3%	175	3.3%		
20	39	3	0	5	15	1	12	4	10	4	93	2.7%	20.4%	137	2.6%		
21	42	2	0	0	5	0	3	7	5	3	67	1.9%	22.4%	91	1.7%		
22	41	3	0	5	5	1	8	10	14	6	93	2.7%	33.3%	145	2.8%		
23	21	1	0	3	0	2	3	7	5	11	53	1.5%	47.2%	90	1.7%		
0	25	4	0	3	0	0	4	7	11	2	56	1.6%	35.7%	88	1.7%		
1	17	2	0	0	0	0	4	11	7	0	41	1.2%	43.9%	66	1.3%		
2	5	1	0	0	3	0	5	8	9	0	31	0.9%	54.8%	57	1.1%		
3	15	0	0	0	2	2	7	18	14	2	60	1.7%	60.0%	109	2.1%		
4	24	0	1	0	4	4	16	20	10	6	85	2.5%	47.1%	144	2.8%		
5	113	1	0	0	10	5	30	31	35	4	229	6.6%	32.8%	344	6.6%		
Total	1,614	46	4	126	197	85	401	421	486	83	3,463	100%	31.0%	5,210	100%		
Total%	47%	1%	0%	4%	6%	2%	12%	12%	14%	2%	100%	-	-	-	-		
Day	1,129	27	3	101	128	64	277	276	334	38	2,377	69%	9.8%	3,767	72%		
Night	485	19	1	25	69	21	124	145	152	45	1,086	31%	12.5%	1,443	28%		
Day%	1.43	1.70	1.33	1.25	1.54	1.33	1.45	1.53	1.46	1.46	-	-	-	1.38	100%		
PCU	1,614	69	6	189	296	170	602	842	1,215	208	5,210	-	13.0%	-	-		
PCU%	31%	1%	0%	4%	6%	3%	12%	16%	23%	4%	100%	-	-	-	-		

DIRECTION	2						1						Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer							
6	56	2	5	15	6	17	9	19	11	7	147	4.3%	36.7%	229	4.4%		
7	66	2	0	29	10	12	18	18	10	7	172	5.1%	27.3%	257	5.0%		
8	69	2	1	23	13	14	38	27	23	9	219	6.5%	33.3%	347	6.7%		
9	56	0	2	28	9	6	44	19	28	5	197	5.8%	29.4%	313	6.0%		
10	82	2	2	17	13	7	32	24	34	10	223	6.6%	33.6%	353	6.8%		
11	95	2	0	14	9	10	24	18	15	8	195	5.8%	26.2%	282	5.4%		
12	85	2	0	19	14	6	33	29	29	9	226	6.7%	32.3%	352	6.8%		
13	110	5	0	5	9	3	20	32	35	3	222	6.6%	32.9%	334	6.4%		
14	112	7	5	2	11	7	33	39	43	10	269	8.0%	36.8%	424	8.2%		
15	107	2	3	2	6	1	25	42	34	6	228	6.7%	36.4%	350	6.8%		
16	140	3	1	6	11	5	46	23	20	10	265	7.8%	21.9%	372	7.2%		
17	125	5	4	2	17	6	34	13	18	4	228	6.7%	18.0%	311	6.0%		
18	95	1	1	2	14	5	20	28	14	6	186	5.5%	28.5%	268	5.2%		
19	61	1	2	0	11	3	8	13	15	5	119	3.5%	30.3%	176	3.4%		
20	36	0	0	1	5	2	2	13	9	2	70	2.1%	37.1%	106	2.0%		
21	6	1	0	0	2	3	4	16	5	1	38	1.1%	65.8%	70	1.3%		
22	8	4	0	0	0	0	3	6	12	4	37	1.1%	59.5%	71	1.4%		
23	6	2	0	0	0	0	1	7	1	0	17	0.5%	47.1%	27	0.5%		
0	7	1	0	0	0	0	4	12	6	0	30	0.9%	60.0%	54	1.0%		
1	7	0	0	0	0	0	2	6	8	0	23	0.7%	60.9%	42	0.8%		
2	15	1	0	0	1	0	0	4	3	1	25	0.7%	32.0%	36	0.7%		
3	12	0	0	0	2	2	4	6	19	0	45	1.3%	60.0%	85	1.6%		
4	13	0	1	0	6	0	5	11	13	1	50	1.5%	50.0%	88	1.7%		
5	60	5	0	4	14	6	18	16	18	9	150	4.4%	32.7%	233	4.5%		
Total	1,429	50	27	169	183	115	427	441	423	117	3,381	100%	32.4%	5,175	100%		
Total%	42%	1%	1%	5%	5%	3%	13%	13%	13%	3%	100%	-	-	-	-		
Day	1,103	34	23	162	128	94	356	303	300	88	2,591	77%	12.9%	4,190	81%		
Night	326	16	4	7	55	21	71	138	123	29	790	23%	13.8%	986	19%		
Day%	1.30	1.47	1.17	1.04	1.43	1.22	1.20	1.46	1.41	1.33	1.30	-	-	1.24	100%		
PCU	1,429	75	41	254	275	230	641	882	1,058	293	5,175	-	16.2%	-	-		
PCU%	28%	1%	1%	5%	5%	4%	12%	17%	20%	6%	100%	-	-	-	-		

Total																
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU	
																6
7	136	6	1	31	18	19	30	35	30	10	316	4.6%	29.7%	473	4.6%	
8	141	5	1	27	25	19	61	59	45	14	397	5.8%	34.5%	623	6.0%	
9	148	0	3	38	22	8	65	51	58	7	400	5.8%	31.0%	621	6.0%	
10	187	3	3	26	24	10	74	56	64	14	461	6.7%	31.2%	709	6.8%	
11	204	5	0	27	23	12	57	50	45	10	433	6.3%	27.0%	634	6.1%	
12	175	4	0	27	26	9	64	49	68	10	432	6.3%	31.5%	668	6.4%	
13	201	8	0	12	16	8	43	51	74	5	418	6.1%	33.0%	635	6.1%	
14	223	10	5	12	23	15	49	62	75	16	490	7.2%	34.3%	753	7.3%	
15	215	6	3	14	20	4	54	59	46	8	429	6.3%	27.3%	622	6.0%	
16	273	6	1	22	20	11	64	48	33	16	494	7.2%	21.9%	683	6.6%	
17	232	5	4	8	29	10	50	28	51	8	425	6.2%	22.8%	600	5.8%	
18	197	1	1	6	24	9	28	41	33	9	349	5.1%	26.4%	492	4.7%	
19	102	3	2	5	26	5	32	22	28	9	234	3.4%	27.4%	351	3.4%	
20	75	3	0	6	20	3	14	17	19	6	163	2.4%	27.6%	242	2.3%	
21	48	3	0	0	7	3	7	23	10	4	105	1.5%	38.1%	161	1.5%	
22	49	7	0	5	5	1	11	16	26	10	130	1.9%	40.8%	215	2.1%	
23	27	3	0	3	0	2	4	14	6	11	70	1.0%	47.1%	117	1.1%	
0	32	5	0	3	0	0	8	19	17	2	86	1.3%	44.2%	142	1.4%	
1	24	2	0	0	0	0	6	17	15	0	64	0.9%	50.0%	108	1.0%	
2	20	2	0	0	4	0	5	12	12	1	56	0.8%	44.6%	93	0.9%	
3	27	0	0	0	4	4	11	24	33	2	105	1.5%	60.0%	193	1.9%	
4	37	0	2	0	10	4	21	31	23	7	135	2.0%	48.1%	232	2.2%	
5	173	6	0	4	24	11	48	47	53	13	379	5.5%	32.7%	577	5.6%	
Total	3,043	96	31	295	380	200	828	862	909	200	6,844	100%	31.7%	10,385	100%	
Total%	44%	1%	0%	4%	6%	3%	12%	13%	13%	3%	100%	-	-	-	-	
Day	2,232	61	26	263	256	158	633	579	634	126	4,968	73%	11.4%	7,957	77%	
Night	811	35	5	32	124	42	195	283	275	74	1,876	27%	13.1%	2,428	23%	
Day%	1.36	1.57	1.19	1.12	1.48	1.27	1.31	1.49	1.43	1.59	1.38	-	-	1.31	100%	
PCU	3,043	144	47	443	570	400	1,242	1,724	2,273	500	10,385	-	14.6%	-	-	
PCU%	29%	1%	0%	4%	5%	4%	12%	17%	22%	5%	100%	-	-	-	-	

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	51	ROAD NAME				NPR5	NUMBER OF LANE				4	TOTAL LANE WIDTH				m
DATE & TIME	2019/4/8	(Mon)	6:00	4/9/19	(Tue)	6:00	AREA				Visayas	PROVINCE				Iloilo
WEATHER	1 Sunny						REGION				VI	CITY/MUNICIPALITY				Leganes

DIRECTION	1 Inbound						FROM Iloilo City TO Zarraga						Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer							
6	74	7	33	9	16	13	24	19	1	0	196	3.5%	16.8%	274	3.7%		
7	119	2	52	9	13	16	35	18	3	0	267	4.8%	13.9%	361	4.9%		
8	123	5	64	14	20	13	33	20	10	0	302	5.4%	14.2%	418	5.6%		
9	139	7	65	20	36	5	41	27	15	2	357	6.4%	13.7%	499	6.7%		
10	138	4	63	18	26	12	44	24	6	1	336	6.0%	12.8%	460	6.2%		
11	122	5	56	13	23	11	31	23	12	1	297	5.3%	15.8%	415	5.6%		
12	134	6	65	17	23	9	28	14	9	1	306	5.5%	10.8%	414	5.6%		
13	172	7	46	25	25	8	31	18	5	2	339	6.1%	9.7%	443	6.0%		
14	178	12	50	19	23	10	31	14	13	5	355	6.4%	11.8%	474	6.4%		
15	244	6	55	23	20	19	34	13	7	1	422	7.6%	9.5%	535	7.2%		
16	252	17	62	31	27	11	40	17	12	3	472	8.5%	9.1%	611	8.3%		
17	228	22	52	21	23	15	30	14	5	0	410	7.4%	8.3%	521	7.0%		
18	256	14	46	13	38	21	30	9	11	4	442	7.9%	10.2%	565	7.6%		
19	176	14	23	2	30	2	21	3	5	2	278	5.0%	4.3%	339	4.6%		
20	125	12	15	1	19	1	35	8	7	4	227	4.1%	8.8%	294	4.0%		
21	46	5	2	3	3	2	11	3	2	0	77	1.4%	9.1%	97	1.3%		
22	69	10	5	0	2	0	22	8	5	3	124	2.2%	12.9%	164	2.2%		
23	28	3	6	0	0	0	4	8	2	2	53	1.0%	22.6%	74	1.0%		
0	20	3	1	0	0	0	5	7	0	2	38	0.7%	23.7%	53	0.7%		
1	8	2	2	0	0	0	8	5	0	1	26	0.5%	23.1%	39	0.5%		
2	2	1	1	0	0	2	4	2	1	1	14	0.3%	42.9%	24	0.3%		
3	3	2	2	0	0	1	1	2	2	0	13	0.2%	38.5%	22	0.3%		
4	20	1	1	6	7	5	6	7	2	3	58	1.0%	29.3%	88	1.2%		
5	61	10	7	5	14	15	10	14	9	6	151	2.7%	29.1%	226	3.0%		
Total	2,737	177	774	249	388	191	559	297	144	44	5,560	100%	12.2%	7,404	100%		
Total%	49%	3%	14%	4%	7%	3%	10%	5%	3%	1%	100%	-	-	-	-		
Day	1,923	100	663	219	275	142	402	221	98	16	4,059	73%	27.0%	5,988	81%		
Night	814	77	111	30	113	49	157	76	46	28	1,501	27%	20.1%	1,416	19%		
Day%	1.42	1.77	1.17	1.14	1.41	1.35	1.39	1.34	1.47	2.75	1.37	-	-	1.24	100%		
PCU	2,737	266	1,161	374	582	382	839	594	360	110	7,404	-	30.2%	-	-		
PCU%	37%	4%	16%	5%	8%	5%	11%	8%	5%	1%	100%	-	-	-	-		

DIRECTION	2 Outbound						FROM Zarraga TO Iloilo City						Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer							
6	181	16	70	12	24	12	13	6	2	3	339	6.2%	6.8%	432	6.1%		
7	244	25	96	22	34	17	32	6	4	1	481	8.7%	5.8%	616	8.7%		
8	231	20	65	14	31	13	35	15	4	0	428	7.8%	7.5%	545	7.7%		
9	248	6	69	11	29	6	25	21	5	0	420	7.6%	7.6%	525	7.4%		
10	289	6	71	14	17	8	37	9	5	0	456	8.3%	4.8%	553	7.8%		
11	250	8	57	10	24	9	30	19	4	0	411	7.5%	7.8%	510	7.2%		
12	165	8	40	10	25	13	18	20	5	0	304	5.5%	12.5%	395	5.6%		
13	217	5	44	4	24	10	30	20	14	1	369	6.7%	12.2%	475	6.7%		
14	214	9	34	6	19	13	18	21	7	3	344	6.3%	12.8%	436	6.1%		
15	165	16	36	8	21	11	49	17	12	2	337	6.1%	12.5%	451	6.4%		
16	156	6	31	8	22	12	37	21	11	2	306	5.6%	15.0%	411	5.8%		
17	191	12	26	6	22	7	28	21	7	1	321	5.8%	11.2%	408	5.8%		
18	141	16	22	8	32	12	16	22	10	4	283	5.1%	17.0%	385	5.4%		
19	100	15	10	1	27	10	14	11	6	2	196	3.6%	14.8%	263	3.7%		
20	83	7	5	2	9	8	8	14	3	4	143	2.6%	20.3%	191	2.7%		
21	12	2	0	1	1	1	2	3	2	0	24	0.4%	25.0%	34	0.5%		
22	43	4	5	1	0	1	4	9	6	1	74	1.3%	23.0%	102	1.4%		
23	24	5	0	1	0	0	7	5	0	1	43	0.8%	14.0%	56	0.8%		
0	17	3	1	0	0	0	1	0	1	1	24	0.4%	8.3%	30	0.4%		
1	4	1	1	0	0	0	2	3	0	1	12	0.2%	33.3%	19	0.3%		
2	6	2	2	0	0	1	2	2	1	0	16	0.3%	25.0%	24	0.3%		
3	6	1	2	0	1	1	2	2	0	1	16	0.3%	25.0%	24	0.3%		
4	13	0	4	2	4	1	5	1	6	1	37	0.7%	24.3%	57	0.8%		
5	51	1	25	2	22	1	4	7	3	1	117	2.1%	10.3%	158	2.2%		
Total	3,051	194	716	143	388	167	419	275	138	30	5,501	100%	10.7%	7,095	100%		
Total%	55%	4%	13%	3%	7%	3%	8%	5%	2%	1%	100%	-	-	-	-		
Day	2,551	137	639	125	292	131	352	196	80	13	4,516	82%	23.8%	6,140	87%		
Night	500	57	77	18	96	36	67	79	38	17	985	18%	22.9%	955	13%		
Day%	1.20	1.42	1.12	1.14	1.33	1.27	1.19	1.40	1.48	2.31	1.22	-	-	1.16	100%		
PCU	3,051	291	1,074	215	582	334	629	550	295	75	7,095	-	29.1%	-	-		
PCU%	43%	4%	15%	3%	8%	5%	9%	8%	4%	1%	100%	-	-	-	-		

Total																
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU	
																6
7	363	27	148	31	47	33	67	24	7	1	748	6.8%	8.7%	977	6.7%	
8	354	25	129	28	51	26	68	35	14	0	730	6.6%	10.3%	963	6.6%	
9	387	13	134	31	65	11	66	48	20	2	777	7.0%	10.4%	1,024	7.1%	
10	427	10	134	32	43	20	81	33	11	1	792	7.2%	8.2%	1,013	7.0%	
11	372	13	113	23	47	20	61	42	16	1	708	6.4%	11.2%	924	6.4%	
12	299	14	105	27	48	22	46	34	14	1	610	5.5%	11.6%	809	5.6%	
13	389	12	90	29	49	18	61	38	19	3	708	6.4%	11.0%	918	6.3%	
14	392	21	84	25	42	23	49	35	20	8	699	6.3%	12.3%	910	6.3%	
15	409	22	91	31	41	30	83	30	19	3	759	6.9%	10.8%	986	6.8%	
16	408	23	93	39	49	23	77	38	23	5	778	7.0%	11.4%	1,022	7.0%	
17	419	34	78	27	45	22	58	35	12	1	731	6.6%	9.6%	929	6.4%	
18	397	30	68	21	70	33	46	31	21	8	725	6.6%	12.8%	950	6.6%	
19	276	29	33	3	57	12	35	14	11	4	474	4.3%	8.6%	601	4.1%	
20	208	19	20	3	28	9	43	22	10	8	370	3.3%	13.2%	485	3.3%	
21	58	7	2	4	4	3	13	6	4	0	101	0.9%	12.9%	131	0.9%	
22	112	14	10	1	2	1	26	17	11	4	198	1.8%	16.7%	265	1.8%	
23	52	8	6	1	0	0	11	13	2	3	96	0.9%	18.8%	130	0.9%	
0	37	6	2	0	0	0	6	7	1	3	62	0.6%	17.7%	82	0.6%	
1	12	3	3	0	0	0	10	8	0	2	38	0.3%	26.3%	57	0.4%	
2	8	3	3	0	0	3	6	4	2	1	30	0.3%	33.3%	48	0.3%	
3	9	3	4	0	1	2	3	4	2	1	29	0.3%	31.0%	45	0.3%	
4	33	1	5	8	11	6	11	8	8	4	95	0.9%	27.4%	145	1.0%	
5	112	11	32	7	36	16	14	21	12	7	268	2.4%	20.9%	384	2.6%	
Total	5,788	371	1,490	392	776	358	978	572	262	74	11,061	100%	11.4%	14,499	100%	
Total%	52%	3%	13%	4%	7%	3%	9%	5%	2%	1%	100%	-	-	-	-	
Day	4,474	237	1,302	344	567	273	754	417	178	29	8,575	78%	25.3%	12,128	84%	
Night	1,314	134	188	48	209	85	224	155	84	45	2,486	22%	21.2%	2,371	16%	
Day%	1.29	1.57	1.14	1.14	1.37	1.31	1.30	1.37	1.47	2.55	1.29	-	-	1.20	100%	
PCU	5,788	557	2,235	588	1,164	716	1,467	1,144	655	185	14,499	-	29.7%	-	-	
PCU%	40%	4%	15%	4%	8%	5%	10%	8%	5%	1%	100%	-	-	-	-	

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	52	ROAD NAME				NPR1	NUMBER OF LANE				4	TOTAL LANE WIDTH				m
DATE & TIME	2019/4/15	(Mon)	6:00	4/16/19	(Tue)	6:00	AREA				Mindanao	PROVINCE				Agusan del norte
WEATHER	1	Sunny					REGION				XIII	CITY/MUNICIPALITY				Cabadbaran city

DIRECTION		1 Inbound				FROM Butuan City				TO Surigao City				Total	% Veh	% Large Veh.	PCU	% PCU		
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	8.Large Bus	9.Light Truck	10.Truck 2axles						11.Truck 3axles-	12.Trailer
6	68	0	6	25	1	3	55	15	9	3	15	23	23	0	185	6.4%	16.2%	265	6.1%	
7	71	0	15	25	0	3	38	13	23	0	18	23	23	0	188	6.5%	20.7%	278	6.4%	
8	25	0	0	6	0	1	9	19	4	2	6	19	4	2	66	2.3%	39.4%	103	2.4%	
9	28	0	4	3	0	2	22	27	21	0	10	27	21	0	107	3.7%	46.7%	182	4.2%	
10	54	0	4	9	0	2	15	23	26	6	13	23	26	6	139	4.8%	41.0%	226	5.2%	
11	70	0	5	8	0	2	26	26	31	4	17	26	31	4	172	5.9%	36.6%	272	6.2%	
12	42	0	5	5	1	1	8	9	9	0	8	9	9	0	80	2.8%	23.8%	113	2.6%	
13	96	0	8	7	0	5	42	14	27	1	20	14	27	1	200	6.9%	23.5%	290	6.6%	
14	80	0	17	6	0	6	39	13	28	1	19	13	28	1	190	6.5%	25.3%	284	6.5%	
15	122	0	15	9	1	3	32	12	19	3	21	12	19	3	216	7.4%	17.1%	293	6.7%	
16	106	0	8	15	1	4	41	26	28	8	23	26	28	8	237	8.2%	27.8%	354	8.1%	
17	87	0	15	14	0	3	35	27	16	1	19	27	16	1	198	6.8%	23.7%	286	6.5%	
18	62	0	6	7	0	2	14	11	8	2	11	11	8	2	112	3.9%	20.5%	154	3.5%	
19	80	0	10	15	0	5	36	21	14	3	18	21	14	3	184	6.3%	23.4%	266	6.1%	
20	29	0	5	13	0	3	25	9	12	6	10	9	12	6	102	3.5%	29.4%	163	3.7%	
21	10	0	2	1	0	2	14	8	3	0	4	8	3	0	40	1.4%	32.5%	63	1.4%	
22	25	0	0	2	0	3	13	1	6	2	5	1	6	2	52	1.8%	23.1%	76	1.7%	
23	26	0	0	0	0	3	13	6	7	1	6	6	7	1	56	1.9%	30.4%	84	1.9%	
0	17	0	0	0	0	3	9	4	3	4	4	4	3	4	40	1.4%	35.0%	62	1.4%	
1	10	0	0	0	0	1	15	5	7	1	3	5	7	1	39	1.3%	35.9%	65	1.5%	
2	15	0	0	6	0	1	9	2	15	0	4	9	2	15	0	48	1.7%	37.5%	81	1.9%
3	12	0	0	20	0	5	15	10	5	3	7	10	5	3	70	2.4%	32.9%	115	2.6%	
4	17	0	4	10	0	2	20	11	2	2	6	11	2	2	68	2.3%	25.0%	104	2.4%	
5	25	0	6	27	0	5	25	15	8	6	11	15	8	6	117	4.0%	29.1%	187	4.3%	
Total	1,177	0	135	233	4	70	570	327	331	59	2,906	100%	27.1%	4,359	100%	-	-	-	100%	
Total%	41%	0%	5%	8%	0%	2%	20%	11%	11%	2%	100%	-	-	-	-	-	-	-	-	
Day	849	0	102	132	4	35	362	224	241	29	1,978	68%	8.6%	3,096	71%	-	-	-	-	
Night	328	0	33	101	0	35	208	103	90	30	928	32%	10.6%	1,264	29%	-	-	-	-	
Day%	1.39	#DIV/0!	1.32	1.77	1.00	2.00	1.57	1.46	1.37	2.03	1.47	-	-	-	-	-	-	-	-	
PCU	1,177	0	203	350	6	140	855	654	828	148	4,359	-	11.4%	-	-	-	-	-	-	
PCU%	27%	0%	5%	8%	0%	3%	20%	15%	19%	3%	100%	-	-	-	-	-	-	-	-	

DIRECTION		2 Outbound				FROM Surigao City				TO Butuan City				Total	% Veh	% Large Veh.	PCU	% PCU		
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	8.Large Bus	9.Light Truck	10.Truck 2axles						11.Truck 3axles-	12.Trailer
6	94	0	23	20	0	2	45	13	2	0	19	13	2	0	199	5.6%	8.5%	261	5.0%	
7	74	0	5	15	0	7	80	13	2	0	19	13	2	0	196	5.5%	11.2%	269	5.1%	
8	99	0	4	14	0	7	24	22	33	2	20	22	33	2	205	5.7%	31.2%	308	5.8%	
9	148	0	10	17	0	6	77	29	47	6	34	29	47	6	340	9.5%	25.9%	507	9.6%	
10	99	0	9	10	0	2	50	20	38	2	23	20	38	2	230	6.4%	27.0%	347	6.6%	
11	94	0	7	12	0	6	36	20	37	0	21	20	37	0	212	5.9%	29.7%	321	6.1%	
12	44	0	5	4	0	0	24	8	10	1	9	8	10	1	96	2.7%	19.8%	137	2.6%	
13	123	0	7	24	0	5	45	32	35	3	27	32	35	3	274	7.7%	27.4%	406	7.7%	
14	78	0	3	15	0	2	39	21	31	4	19	21	31	4	193	5.4%	30.1%	297	5.6%	
15	82	0	9	14	0	5	48	16	33	2	20	16	33	2	209	5.9%	26.8%	318	6.0%	
16	92	0	10	19	0	2	41	25	45	3	23	25	45	3	237	6.6%	31.6%	371	7.1%	
17	122	0	15	7	0	5	40	20	25	2	23	20	25	2	236	6.6%	22.0%	333	6.3%	
18	39	0	10	7	0	4	19	5	2	1	8	5	2	1	87	2.4%	13.8%	119	2.3%	
19	86	0	8	10	0	6	28	35	9	6	18	35	9	6	188	5.3%	29.8%	275	5.2%	
20	53	0	2	5	0	6	19	17	7	6	11	17	7	6	115	3.2%	31.3%	171	3.2%	
21	44	0	0	3	0	5	10	13	12	6	9	13	12	6	93	2.6%	38.7%	145	2.7%	
22	21	0	0	1	0	3	2	6	5	2	4	2	6	5	2	40	1.1%	40.0%	61	1.2%
23	12	0	0	0	3	0	2	4	3	1	2	4	3	1	25	0.7%	32.0%	38	0.7%	
0	5	0	0	0	1	3	2	8	12	1	3	2	8	12	1	32	0.9%	75.0%	64	1.2%
1	20	0	0	0	0	2	6	12	8	3	5	12	8	3	51	1.4%	49.0%	85	1.6%	
2	30	0	0	0	2	1	5	10	8	5	6	10	8	5	61	1.7%	39.3%	95	1.8%	
3	36	0	1	3	3	2	7	8	4	2	6	7	8	4	2	66	1.8%	24.2%	92	1.7%
4	45	0	2	4	3	2	8	5	3	1	7	5	3	1	73	2.0%	15.1%	95	1.8%	
5	50	0	5	35	3	1	9	3	2	3	11	3	2	3	111	3.1%	8.1%	149	2.8%	
Total	1,590	0	135	239	15	84	666	365	413	62	3,569	100%	25.9%	5,258	100%	-	-	-	100%	
Total%	45%	0%	4%	7%	0%	2%	19%	10%	12%	2%	100%	-	-	-	-	-	-	-	-	
Day	1,149	0	107	171	0	49	549	239	338	25	2,627	74%	6.9%	3,992	76%	-	-	-	-	
Night	441	0	28	68	15	35	117	126	75	37	942	26%	12.2%	1,267	24%	-	-	-	-	
Day%	1.38	#DIV/0!	1.26	1.40	#DIV/0!	1.71	1.21	1.53	1.22	2.48	1.36	-	-	-	-	-	-	-	-	
PCU	1,590	0	203	359	23	168	999	730	1,033	155	5,258	-	10.4%	-	-	-	-	-	-	
PCU%	30%	0%	4%	7%	0%	3%	19%	14%	20%	3%	100%	-	-	-	-	-	-	-	-	

Total		1 Inbound				FROM Butuan City				TO Surigao City				Total	% Veh	% Large Veh.	PCU	% PCU		
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	8.Large Bus	9.Light Truck	10.Truck 2axles						11.Truck 3axles-	12.Trailer
6	162	0	29	45	1	5	100	28	11	3	38	28	26	25	0	384	5.9%	12.2%	526	5.5%
7	145	0	20	40	0	10	118	26	25	0	38	26	25	0	384	5.9%	15.9%	547	5.7%	
8	124	0	4	20	0	8	33	41	37	4	27	41	37	4	271	4.2%	33.2%	410	4.3%	
9	176	0	14	20	0	8	99	56	68	6	44	56	68	6	447	6.9%	30.9%	689	7.2%	
10	153	0	13	19	0	4	65	43	64	8	36	43	64	8	369	5.7%	32.2%	573	6.0%	
11	164	0	12	20	0	8	62	46	68	4	38	46	68	4	384	5.9%	32.8%	593	6.2%	
12	86	0	10	9	1	1	32	17	19	1	17	17	19	1	176	2.7%	21.6%	250	2.6%	
13	219	0	15	31	0	10	87	46	62	4	47	46	62	4	474	7.3%	25.7%	696	7.2%	
14	158	0	20	21	0	8	78	34	59	5	38	34	59	5	383	5.9%	27.7%	581	6.0%	
15	204	0	24	23	1	8	80	28	52	5	42	28	52	5	425	6.6%	21.9%	611	6.3%	
16	198	0	18	34	1	6	82	51	73	11	47	51	73	11	474	7.3%	29.7%	725	7.5%	
17	209	0	30	21	0	8	75	47	41	3	43	47	41	3	434	6.7%	22.8%	618	6.4%	
18	101	0	16	14	0	6	33	16	10	3	19	16	10	3	199	3.1%	17.6%	272	2.8%	
19	166	0	18	25	0	11	64	56	23	9	37	56	23	9	372	5.7%	26.6%	541	5.6%	
20	82	0	7	18	0	9	44</													

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	53	ROAD NAME				NPR1	NUMBER OF LANE				4	TOTAL LANE WIDTH				m
DATE & TIME	2019/4/17	(Wed)	6:00	4/18/19	(Thu)	6:00	AREA				Mindanao	PROVINCE				Agusan del sur
WEATHER	1	Sunny					REGION				XIII	CITY/MUNICIPALITY				Sibagat

DIRECTION	1											Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	FROM					
6	45	0	3	8	2	7	20	21	12	6	124	3.4%	37.1%	196	3.6%	
7	75	0	5	5	2	10	25	27	16	6	171	4.6%	34.5%	260	4.8%	
8	61	0	7	9	0	7	31	21	18	1	155	4.2%	30.3%	235	4.3%	
9	121	0	9	4	1	8	27	28	16	2	216	5.9%	25.0%	300	5.5%	
10	99	0	6	3	2	10	30	23	2	3	178	4.8%	21.3%	239	4.4%	
11	95	0	9	6	3	21	39	32	6	5	216	5.9%	29.6%	314	5.8%	
12	95	1	9	5	1	5	39	21	10	2	188	5.1%	20.2%	260	4.8%	
13	114	0	7	6	3	7	51	26	9	2	225	6.1%	19.6%	308	5.7%	
14	108	0	5	5	2	7	55	7	3	2	194	5.3%	9.8%	249	4.6%	
15	114	1	7	4	6	12	56	19	6	2	227	6.2%	17.2%	307	5.7%	
16	125	0	6	9	5	8	48	12	8	2	223	6.1%	13.5%	292	5.4%	
17	77	0	4	5	5	11	37	28	10	3	180	4.9%	28.9%	264	4.9%	
18	63	0	4	6	5	8	35	8	6	3	138	3.8%	18.1%	193	3.6%	
19	61	0	3	2	3	8	23	11	7	2	120	3.3%	23.3%	168	3.1%	
20	68	0	0	0	10	12	31	23	12	7	163	4.4%	33.1%	247	4.6%	
21	51	0	0	3	2	11	30	8	9	3	117	3.2%	26.5%	172	3.2%	
22	48	0	1	0	2	19	26	6	19	6	127	3.5%	39.4%	204	3.8%	
23	25	0	0	0	15	15	25	25	40	20	165	4.5%	60.6%	315	5.8%	
0	27	0	0	0	21	21	15	0	10	15	109	3.0%	42.2%	186	3.4%	
1	26	0	0	0	10	7	9	22	10	5	89	2.4%	49.4%	150	2.8%	
2	10	1	1	0	5	5	10	5	5	5	47	1.3%	42.6%	81	1.5%	
3	22	0	1	0	3	9	17	8	8	4	72	2.0%	40.3%	118	2.2%	
4	44	1	2	0	7	20	21	9	7	6	117	3.2%	35.9%	181	3.3%	
5	61	0	0	0	4	11	17	7	13	4	117	3.2%	29.9%	171	3.2%	
Total	1,635	4	89	80	119	259	717	397	262	116	3,678	100%	28.1%	5,406	100%	
Total%	44%	0%	2%	2%	3%	7%	19%	11%	7%	3%	100%	-	-	-	-	
Day	1,129	2	77	69	32	113	458	265	116	36	2,297	62%	11.2%	3,415	63%	
Night	506	2	12	11	87	146	259	132	146	80	1,381	38%	23.5%	1,991	37%	
Day%	1.45	2.00	1.16	1.16	3.72	2.29	1.57	1.50	2.26	3.22	1.60	-	-	1.58	100%	
PCU	1,635	6	134	120	179	518	1,076	794	655	290	5,406	-	20.7%	-	-	
PCU%	30%	0%	2%	2%	3%	10%	20%	15%	12%	5%	100%	-	-	-	-	

DIRECTION	2											Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	FROM					
6	48	0	3	8	2	5	30	11	4	3	114	2.9%	20.2%	162	2.7%	
7	63	1	4	15	1	14	36	27	6	0	167	4.2%	28.1%	246	4.1%	
8	65	0	4	11	0	12	20	34	5	0	151	3.8%	33.8%	222	3.7%	
9	65	0	8	9	0	11	45	22	4	2	166	4.2%	23.5%	239	4.0%	
10	62	0	4	13	0	10	26	32	8	3	158	4.0%	33.5%	238	4.0%	
11	84	0	6	15	1	14	39	35	13	0	207	5.2%	30.0%	306	5.1%	
12	89	0	7	6	3	8	26	35	5	0	179	4.5%	26.8%	251	4.2%	
13	110	0	9	10	4	11	41	40	16	0	241	6.1%	27.8%	348	5.8%	
14	111	0	6	8	3	8	50	26	0	2	214	5.4%	16.8%	285	4.8%	
15	107	0	5	7	3	7	25	57	12	2	225	5.6%	34.7%	330	5.5%	
16	97	0	6	6	1	7	48	46	3	6	220	5.5%	28.2%	317	5.3%	
17	101	0	3	9	3	9	50	34	13	3	225	5.6%	26.2%	325	5.4%	
18	128	0	20	40	4	16	42	37	16	2	305	7.7%	23.3%	438	7.3%	
19	74	1	4	12	4	12	35	21	7	7	177	4.4%	26.6%	259	4.3%	
20	72	0	1	5	0	11	40	23	15	3	170	4.3%	30.6%	254	4.2%	
21	45	0	0	3	2	11	32	3	13	4	113	2.8%	27.4%	171	2.9%	
22	41	0	0	8	4	25	25	10	25	19	157	3.9%	50.3%	277	4.6%	
23	25	0	0	1	7	15	15	20	20	19	122	3.1%	60.7%	227	3.8%	
0	21	0	0	0	2	25	21	0	21	20	110	2.8%	60.0%	208	3.5%	
1	15	0	0	0	0	15	4	1	20	11	66	1.7%	71.2%	131	2.2%	
2	5	0	0	0	1	5	2	1	3	1	18	0.5%	55.6%	32	0.5%	
3	19	0	1	6	5	13	16	7	4	3	74	1.9%	36.5%	119	2.0%	
4	63	0	0	10	10	30	7	10	17	15	162	4.1%	44.4%	264	4.4%	
5	122	0	0	32	5	35	21	13	7	7	242	6.1%	25.6%	340	5.7%	
Total	1,632	2	91	234	65	329	696	545	257	132	3,983	100%	31.7%	5,985	100%	
Total%	41%	0%	2%	6%	2%	8%	17%	14%	6%	3%	100%	-	-	-	-	
Day	1,002	1	65	117	21	116	436	399	89	21	2,267	57%	9.8%	3,705	62%	
Night	630	1	26	117	44	213	260	146	168	111	1,716	43%	23.0%	2,280	38%	
Day%	1.63	2.00	1.40	2.00	3.10	2.84	1.60	1.37	2.89	6.29	1.76	-	-	1.62	100%	
PCU	1,632	3	137	351	98	658	1,044	1,090	643	330	5,985	-	20.4%	-	-	
PCU%	27%	0%	2%	6%	2%	11%	17%	18%	11%	6%	100%	-	-	-	-	

Total																
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU	
																6
7	138	1	9	20	3	24	61	54	22	6	338	4.4%	31.4%	505	4.4%	
8	126	0	11	20	0	19	51	55	23	1	306	4.0%	32.0%	457	4.0%	
9	186	0	17	13	1	19	72	50	20	4	382	5.0%	24.3%	539	4.7%	
10	161	0	10	16	2	20	56	55	10	6	336	4.4%	27.1%	477	4.2%	
11	179	0	15	21	4	35	78	67	19	5	423	5.5%	29.8%	620	5.4%	
12	184	1	16	11	4	13	65	56	15	2	367	4.8%	23.4%	510	4.5%	
13	224	0	16	16	7	18	92	66	25	2	466	6.1%	23.8%	656	5.8%	
14	219	0	11	13	5	15	105	33	3	4	408	5.3%	13.5%	534	4.7%	
15	221	1	12	11	9	19	81	76	18	4	452	5.9%	25.9%	637	5.6%	
16	222	0	12	15	6	15	96	58	11	8	443	5.8%	20.8%	609	5.3%	
17	178	0	7	14	8	20	87	62	23	6	405	5.3%	27.4%	589	5.2%	
18	191	0	24	46	9	24	77	45	22	5	443	5.8%	21.7%	631	5.5%	
19	135	1	7	14	7	20	58	32	14	9	297	3.9%	25.3%			

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	54	ROAD NAME				NPR1	NUMBER OF LANE				4	TOTAL LANE WIDTH				m
DATE & TIME	2019/4/22	(Mon)	6:00	4/23/19	(Tue)	6:00	AREA				Mindanao	PROVINCE				Agusan del sur
WEATHER	1	Sunny					REGION				XIII	CITY/MUNICIPALITY				Prosperidad

DIRECTION	1						FROM	Butuan City				TO	Butuan City		Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus		9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer								
6	55	0	7	2	0	0	5	18	8	2	0	97	3.0%	15.5%	127	2.8%			
7	89	0	16	5	1	7	42	14	5	0	179	5.5%	14.5%	240	5.2%				
8	95	0	18	3	0	6	46	25	8	0	201	6.2%	19.4%	278	6.0%				
9	101	0	25	6	0	8	61	21	8	1	231	7.1%	16.5%	320	7.0%				
10	93	0	23	2	0	6	61	22	10	0	217	6.7%	17.5%	303	6.6%				
11	80	0	21	6	0	6	49	20	8	0	190	5.9%	17.9%	266	5.8%				
12	91	0	18	5	0	9	50	9	27	1	210	6.5%	21.9%	307	6.7%				
13	88	0	15	1	0	10	55	20	10	1	200	6.2%	20.5%	282	6.1%				
14	109	0	29	0	0	6	51	19	11	1	226	7.0%	16.4%	309	6.7%				
15	86	0	19	1	0	10	50	23	10	0	199	6.1%	21.6%	282	6.1%				
16	98	0	15	1	0	7	42	26	7	0	196	6.1%	20.4%	269	5.9%				
17	118	0	20	1	0	13	65	25	8	0	250	7.7%	18.4%	343	7.5%				
18	97	0	12	12	1	8	32	15	5	12	194	6.0%	20.6%	271	5.9%				
19	65	0	8	4	0	8	12	11	8	0	116	3.6%	23.3%	159	3.5%				
20	45	0	4	0	5	9	36	7	9	2	117	3.6%	23.1%	172	3.7%				
21	16	0	0	0	0	1	7	5	1	0	30	0.9%	23.3%	41	0.9%				
22	2	0	2	2	4	3	2	1	0	2	18	0.6%	33.3%	30	0.7%				
23	7	0	0	3	0	4	5	3	1	1	24	0.7%	37.5%	38	0.8%				
0	16	0	3	12	0	6	8	15	13	19	92	2.8%	57.6%	173	3.8%				
1	14	0	0	2	2	4	6	2	1	1	32	1.0%	25.0%	46	1.0%				
2	7	0	0	3	1	5	4	3	3	0	26	0.8%	42.3%	43	0.9%				
3	25	0	3	8	0	9	7	11	5	1	69	2.1%	37.7%	107	2.3%				
4	17	0	1	0	0	11	3	6	2	1	41	1.3%	48.8%	65	1.4%				
5	41	0	2	0	2	5	9	7	9	6	81	2.5%	33.3%	122	2.7%				
Total	1,455	0	261	79	16	166	721	318	171	49	3,236	100%	21.8%	4,589	100%				
Total%	45%	0%	8%	2%	0%	5%	22%	10%	5%	2%	100%	-	-	-	-				
Day	1,103	0	226	33	1	93	590	232	114	4	2,396	74%	13.5%	3,594	78%				
Night	352	0	35	46	15	73	131	86	57	45	840	26%	20.0%	995	22%				
Day%	1.32	#DIV/0!	1.15	2.39	16.00	1.78	1.22	1.37	1.50	12.25	1.35	-	-	1.28	100%				
PCU	1,455	0	392	119	24	332	1,082	636	428	123	4,589	-	19.0%	-	-				
PCU%	32%	0%	9%	3%	1%	7%	24%	14%	9%	3%	100%	-	-	-	-				

DIRECTION	2						FROM	Butuan City				TO	Davao City		Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus		9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer								
6	90	0	10	3	1	5	30	7	6	0	152	4.3%	11.8%	195	3.7%				
7	97	0	25	7	3	6	56	21	33	2	250	7.1%	24.8%	375	7.1%				
8	62	0	38	25	0	9	47	16	22	2	221	6.3%	22.2%	337	6.4%				
9	64	0	22	13	0	13	42	23	7	8	192	5.5%	26.6%	289	5.5%				
10	103	0	24	5	0	8	51	43	13	2	249	7.1%	26.5%	363	6.9%				
11	78	0	16	19	2	10	46	27	20	6	224	6.4%	28.1%	342	6.5%				
12	79	0	10	8	0	10	41	25	8	3	184	5.2%	25.0%	265	5.0%				
13	84	0	24	23	2	11	36	31	23	7	241	6.9%	29.9%	371	7.0%				
14	120	0	21	24	0	10	46	35	25	26	307	8.7%	31.3%	474	9.0%				
15	78	0	14	23	1	6	31	21	10	15	199	5.7%	26.1%	298	5.7%				
16	79	0	11	11	3	8	36	17	15	1	181	5.1%	22.7%	261	4.9%				
17	94	0	13	14	6	9	65	30	14	2	247	7.0%	22.3%	359	6.8%				
18	95	0	13	2	3	9	40	28	9	7	206	5.9%	25.7%	296	5.6%				
19	54	0	5	2	4	7	38	10	11	1	132	3.8%	22.0%	192	3.6%				
20	49	0	2	1	2	5	12	15	10	2	98	2.8%	32.7%	145	2.7%				
21	7	0	0	1	2	7	4	5	3	0	29	0.8%	51.7%	49	0.9%				
22	20	0	0	0	5	8	3	6	5	2	49	1.4%	42.9%	78	1.5%				
23	25	0	0	3	5	8	4	10	5	0	60	1.7%	38.3%	92	1.7%				
0	13	0	0	2	3	5	3	7	3	0	36	1.0%	41.7%	57	1.1%				
1	10	0	1	12	0	10	12	15	10	5	75	2.1%	53.3%	135	2.6%				
2	11	0	0	1	0	4	6	15	12	3	52	1.5%	65.4%	97	1.8%				
3	12	0	2	11	2	3	4	2	2	0	38	1.1%	18.4%	56	1.1%				
4	16	0	0	0	1	4	1	3	4	1	30	0.9%	40.0%	46	0.9%				
5	21	0	2	4	2	9	10	9	4	2	63	1.8%	38.1%	99	1.9%				
Total	1,361	0	253	214	47	184	664	421	274	97	3,515	100%	27.8%	5,266	100%				
Total%	39%	0%	7%	6%	1%	5%	19%	12%	8%	3%	100%	-	-	-	-				
Day	1,028	0	228	175	18	105	527	296	196	74	2,647	75%	16.1%	4,223	80%				
Night	333	0	25	39	29	79	137	125	78	23	868	25%	18.0%	1,043	20%				
Day%	1.32	#DIV/0!	1.11	1.22	2.61	1.75	1.26	1.42	1.40	1.31	1.33	-	-	1.25	100%				
PCU	1,361	0	380	321	71	368	996	842	685	243	5,266	-	20.1%	-	-				
PCU%	26%	0%	7%	6%	1%	7%	19%	16%	13%	5%	100%	-	-	-	-				

Total																		
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU			
																6	145	0
7	186	0	41	12	4	13	98	35	38	2	429	6.4%	20.5%	615	6.2%			
8	157	0	56	28	0	15	93	41	30	2	422	6.3%	20.9%	615	6.2%			
9	165	0	47	19	0	21	103	44	15	9	423	6.3%	21.0%	609	6.2%			
10	196	0	47	7	0	14	112	65	23	2	466	6.9%	22.3%	666	6.8%			
11	158	0	37	25	2	16	95	47	28	6	414	6.1%	23.4%	608	6.2%			
12	170	0	28	13	0	19	91	34	35	4	394	5.8%	23.4%	572	5.8%			
13	172	0	39	24	2	21	91	51	33	8	441	6.5%	25.6%	653	6.6%			
14	229	0	50	24	0	16	97	54	36	27	533	7.9%	25.0%	783	7.9%			
15	164	0	33	24	1	16	81	44	20	15	398	5.9%	23.9%	580	5.9%			
16	177	0	26	12	3	15	78	43	22	1	377	5.6%	21.5%	529	5.4%			
17	212	0	33	15	6	22	130	55	22	2	497	7.4%	20.3%	702	7.1%			
18	192	0	25	14	4	17	72	43	14	19	400	5.9%	23.3%	567	5.8%			
19	119	0	13	6	4	15	50	21	19	1	248	3.7%	22.6%	351	3.6%			
20	94	0	6	1	7	14	48	22	19	4	215	3.2%	27.4%	317	3.2%			
21	23	0	0	1	2	8	11	10	4	0	59	0.9%	37.3%	90	0.9%			
22	22	0	2	2	9	11	5	7	5	4	67	1.0%	40.3%	108	1.1%			
23	32	0	0	6	5	12	9	13	6	1	84	1.2%	38.1%	130	1.3%			
0	29	0	3	14	3	11	11	22	16	19	128	1.9%	53.1%	229	2.3%			
1	24	0	1	14	2	14	18	17	11	6	107	1.6%	44.9%	181	1.8%			
2	18	0	0	4	1	9	10	18	15	3	78	1.2%	57.7%	140	1.4%			
3	37	0	5	19	2	12	11	13	7	1	107	1.6%	30.8%	163	1.6%			
4	33	0	1	0	1	15	4	9	6	2	71	1.1%	45.1%	110	1.1%			
5	62	0	4	4	4	14	19	16	13	8	144	2.1%	35.4%	221	2.2%			
Total	2,816	0	514	293	63	350	1,385	739	445	146	6,751	100%	24.9%	9,854	100%			
Total%	42%	0%	8%	4%	1%	5%	21%	11%	7%	2%	100%	-	-	-	-			
Day	2,131	0	454	208	19	198	1,117	528	310	78	5,043	75%	14.9%	7,817	79%			
Night	685	0	60	85	44	152	268	211	135	68	1,708	25%	19.0%	2,037	21%			
Day%	1.32	#DIV/0!	1.13	1.41	3.32	1.77	1.24	1.40	1.44	1.87	1.34	-	-	1.26	100%			
PCU	2,816	0	771	440	95	700	2,078	1,478	1,113	365	9,854	-	19.6%	-	-			
PCU%	29%	0%	8%	4%	1%	7%	21%	15%	11%	4%	100%	-	-	-	-			

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	55	ROAD NAME				NPR1	NUMBER OF LANE				6	TOTAL LANE WIDTH				m
DATE & TIME	2019/4/24	(Wed)	6:00	4/25/19	(Thu)	6:00	AREA				Mindanao	PROVINCE				Compostela valley
WEATHER	1	Sunny					REGION				XI	CITY/MUNICIPALITY				Monkayo

DIRECTION	1				FROM				TO				Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Parabo City	Tagum City					
6	20	0	0	3	0	5	25	3	7	2	65	3.0%	26.2%	101	2.9%		
7	24	1	0	7	0	8	46	14	13	2	115	5.3%	32.2%	187	5.3%		
8	47	0	0	3	0	7	50	14	12	5	138	6.3%	27.5%	211	6.0%		
9	33	0	0	4	0	5	31	18	8	3	102	4.7%	33.3%	159	4.5%		
10	31	0	0	5	0	8	36	18	2	3	103	4.7%	30.1%	157	4.5%		
11	31	0	0	0	0	5	23	12	11	1	83	3.8%	34.9%	130	3.7%		
12	36	0	0	2	0	7	20	16	7	3	91	4.2%	36.3%	140	4.0%		
13	35	0	0	2	0	8	45	19	14	1	124	5.7%	33.9%	197	5.6%		
14	38	0	0	4	0	6	53	14	21	4	140	6.4%	32.1%	226	6.4%		
15	40	0	0	5	0	12	38	17	20	3	135	6.2%	38.5%	220	6.2%		
16	37	0	0	2	0	7	30	17	14	4	111	5.1%	37.8%	178	5.1%		
17	36	0	0	6	0	5	32	10	20	2	111	5.1%	33.3%	178	5.1%		
18	38	0	0	3	0	5	33	16	9	8	112	5.1%	33.9%	177	5.0%		
19	22	0	0	2	0	13	21	20	13	6	97	4.5%	53.6%	170	4.8%		
20	31	0	0	1	0	8	16	10	12	2	80	3.7%	40.0%	128	3.6%		
21	19	0	0	4	0	6	10	8	4	2	53	2.4%	37.7%	83	2.4%		
22	19	0	0	3	0	2	9	11	5	2	51	2.3%	39.2%	81	2.3%		
23	27	0	0	3	0	10	15	25	13	4	97	4.5%	53.6%	167	4.7%		
0	15	0	0	1	0	2	7	12	10	2	49	2.3%	53.1%	85	2.4%		
1	11	0	0	2	0	7	0	17	10	2	49	2.3%	73.5%	92	2.6%		
2	11	0	0	2	0	3	9	10	12	2	49	2.3%	55.1%	89	2.5%		
3	20	0	0	2	0	3	9	11	9	2	56	2.6%	44.6%	92	2.6%		
4	15	0	0	3	0	2	7	13	12	3	55	2.5%	54.5%	98	2.8%		
5	38	0	0	2	0	6	25	18	16	5	110	5.1%	40.9%	179	5.1%		
Total	674	1	0	71	0	150	590	343	274	73	2,176	100%	38.6%	3,521	100%		
Total%	31%	0%	0%	3%	0%	7%	27%	16%	13%	3%	100%	-	-	-	-		
Day	408	1	0	43	0	83	429	172	149	33	1,318	61%	8.8%	2,259	64%		
Night	266	0	0	28	0	67	161	171	125	40	858	39%	12.5%	1,262	36%		
Day%	1.65	1.00	#DIV/0!	1.65	#DIV/0!	1.81	1.38	1.99	1.84	2.21	1.65	-	-	1.56	100%		
PCU	674	2	0	107	0	300	885	686	685	183	3,521	-	13.7%	-	-		
PCU%	19%	0%	0%	3%	0%	9%	25%	19%	19%	5%	100%	-	-	-	-		

DIRECTION	2				FROM				TO				Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Tagum City	Parabo City					
6	27	0	0	3	0	5	29	9	9	1	83	3.7%	28.9%	128	3.5%		
7	26	0	0	3	0	8	44	9	11	2	103	4.5%	29.1%	163	4.5%		
8	39	0	0	3	0	7	39	15	12	1	116	5.1%	30.2%	179	4.9%		
9	44	0	0	3	0	3	37	14	8	1	110	4.8%	23.6%	161	4.4%		
10	53	0	0	4	0	14	45	18	15	3	152	6.7%	32.9%	236	6.5%		
11	37	0	0	1	0	8	41	22	8	3	120	5.3%	34.2%	188	5.2%		
12	35	0	0	2	0	9	21	21	3	2	93	4.1%	37.6%	142	3.9%		
13	47	0	0	5	0	5	26	25	8	1	117	5.2%	33.3%	176	4.9%		
14	52	0	0	8	0	6	42	25	10	3	146	6.4%	30.1%	222	6.1%		
15	46	0	0	3	0	9	41	18	7	2	126	5.6%	28.6%	189	5.2%		
16	51	0	0	4	0	6	33	27	10	6	137	6.0%	35.8%	213	5.9%		
17	39	0	0	1	0	7	34	20	8	4	113	5.0%	34.5%	176	4.9%		
18	32	1	0	1	0	8	17	18	11	1	89	3.9%	42.7%	143	3.9%		
19	34	0	0	4	0	3	19	21	14	2	97	4.3%	41.2%	157	4.3%		
20	18	0	0	3	0	5	9	19	14	5	73	3.2%	58.9%	132	3.6%		
21	22	0	0	3	0	3	17	13	16	2	76	3.3%	44.7%	129	3.6%		
22	22	0	0	0	0	3	15	14	10	4	68	3.0%	45.6%	114	3.1%		
23	16	0	0	2	0	12	14	18	18	9	89	3.9%	64.0%	168	4.6%		
0	15	0	0	1	0	11	10	17	9	1	64	2.8%	59.4%	113	3.1%		
1	20	0	0	0	0	6	12	14	11	6	69	3.0%	53.6%	121	3.3%		
2	3	0	0	0	0	3	5	11	7	5	34	1.5%	76.5%	69	1.9%		
3	17	1	0	2	0	4	5	9	5	1	44	1.9%	43.2%	70	1.9%		
4	23	0	0	2	0	5	10	6	10	3	59	2.6%	40.7%	96	2.6%		
5	36	0	0	2	0	9	25	8	11	0	91	4.0%	30.8%	138	3.8%		
Total	754	2	0	60	0	159	590	391	245	68	2,269	100%	38.0%	3,615	100%		
Total%	33%	0%	0%	3%	0%	7%	26%	17%	11%	3%	100%	-	-	-	-		
Day	496	0	0	40	0	87	432	223	109	29	1,416	62%	8.2%	2,312	64%		
Night	258	2	0	20	0	72	158	168	136	39	853	38%	13.0%	1,303	36%		
Day%	1.52	#DIV/0!	#DIV/0!	1.50	#DIV/0!	1.83	1.37	1.75	2.25	2.34	1.60	-	-	1.56	100%		
PCU	754	3	0	90	0	318	885	782	613	170	3,615	-	13.5%	-	-		
PCU%	21%	0%	0%	2%	0%	9%	24%	22%	17%	5%	100%	-	-	-	-		

Total																
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU	
																6
7	50	1	0	10	0	16	90	23	24	4	218	4.9%	30.7%	350	4.9%	
8	86	0	0	6	0	14	89	29	24	6	254	5.7%	28.7%	390	5.5%	
9	77	0	0	7	0	8	68	32	16	4	212	4.8%	28.3%	320	4.5%	
10	84	0	0	9	0	22	81	36	17	6	255	5.7%	31.8%	393	5.5%	
11	68	0	0	1	0	13	64	34	19	4	203	4.6%	34.5%	317	4.4%	
12	71	0	0	4	0	16	41	37	10	5	184	4.1%	37.0%	282	4.0%	
13	82	0	0	7	0	13	71	44	22	2	241	5.4%	33.6%	373	5.2%	
14	90	0	0	12	0	12	95	39	31	7	286	6.4%	31.1%	448	6.3%	
15	86	0	0	8	0	21	79	35	27	5	261	5.9%	33.7%	409	5.7%	
16	88	0	0	6	0	13	63	44	24	10	248	5.6%	36.7%	391	5.5%	
17	75	0	0	7	0	12	66	30	28	6	224	5.0%	33.9%	354	5.0%	
18	70	1	0	4	0	13	50	34	20	9	201	4.5%	37.8%	319	4.5%	
19	56	0	0	6	0	16	40	41	27	8	194	4.4%	47.4%	327	4.6%	
20	49	0	0	4	0	13	25	29	26	7	153	3.4%	49.0%	259	3.6%	
21	41	0	0	7	0	9	27	21	20	4	129	2.9%	41.9%	212	3.0%	
22	41	0	0	3	0	5	24	25	15	6	119	2.7%	42.9%	194	2.7%	
23	43	0	0	5	0	22	29	43	31	13	186	4.2%	58.6%	334	4.7%	
0	30	0	0	2	0	13	17	29	19	3	113	2.5%	56.6%	198	2.8%	
1	31	0	0	2	0	13	12	31	21	8	118	2.7%	61.9%	213	3.0%	
2	14	0	0	2	0	6	14	21	19	7	83	1.9%	63.9%	157	2.2%	
3	37	1	0	4	0	7	14	20	14	3	100	2.2%	44.0%	162	2.3%	
4	38	0	0	5	0	7	17	19	22	6	114	2.6%	47.4%	193	2.7%	
5	74	0	0	4	0	15	50	26	27	5	201	4.5%	36.3%	317	4.4%	
Total	1,428	3	0	131	0	309	1,180	734	519	141	4,445	100%	38.3%	7,135	100%	
Total%	32%	0%	0%	3%	0%	7%	27%	17%	12%	3%	100%	-	-	-	-	
Day	904	1	0	83	0	170	861	395	258	62	2,734	62%	8.5%	4,571	64%	
Night	524	2	0	48	0	139	319	339	261	79	1,711	38%	12.7%	2,565	36%	
Day%	1.58	3.00	#DIV/0!	1.58	#DIV/0!	1.82	1.37	1.86	2.01	2.27	1.63	-	-	1.56	100%	
PCU	1,428	5	0	197	0	618	1,770	1,468	1,298	353	7,135	-	13.6%	-	-	
PCU%	20%	0%	0%	3%	0%	9%	25%	21%	18%	5%	100%	-	-	-	-	

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	56	ROAD NAME				NPR1	NUMBER OF LANE				6	TOTAL LANE WIDTH				m
DATE & TIME	2019/4/26	(Fri)	6:00	4/27/19	(Sat)	6:00	AREA				Mindanao	PROVINCE				Compostela valley
WEATHER	1	Sunny					REGION				XII	CITY/MUNICIPALITY				Mawab

DIRECTION		1				FROM				TO							
		Inbound				Tagum City				Nabunturan							
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU		
6	79	0	2	4	0	13	84	44	11	7	244	4.3%	30.7%	373	4.3%		
7	118	0	0	9	1	12	82	43	18	5	288	5.1%	27.1%	424	4.9%		
8	102	1	0	13	0	13	72	35	21	4	261	4.6%	28.0%	390	4.5%		
9	85	1	2	11	0	10	85	38	27	3	262	4.6%	29.8%	405	4.7%		
10	94	0	2	12	1	15	82	60	15	7	288	5.1%	33.7%	445	5.2%		
11	103	0	3	14	0	17	93	50	19	4	303	5.3%	29.7%	460	5.3%		
12	98	2	1	9	0	17	74	41	12	5	259	4.6%	29.0%	386	4.5%		
13	111	1	2	11	0	19	70	55	23	4	296	5.2%	34.1%	453	5.3%		
14	141	0	2	12	0	18	96	64	29	3	365	6.4%	31.2%	550	6.4%		
15	95	0	2	15	0	16	79	55	25	1	288	5.1%	33.7%	446	5.2%		
16	143	1	1	8	0	13	135	28	24	10	363	6.4%	20.7%	528	6.1%		
17	155	0	0	35	0	5	188	24	15	13	435	7.7%	13.1%	618	7.2%		
18	121	0	4	10	0	14	75	28	14	10	276	4.9%	23.9%	399	4.6%		
19	114	0	0	5	1	17	68	30	18	18	271	4.8%	30.6%	409	4.8%		
20	126	0	0	16	0	17	70	34	14	14	291	5.1%	27.1%	427	5.0%		
21	55	0	0	4	0	9	34	7	8	5	122	2.1%	23.8%	177	2.1%		
22	72	0	0	4	0	7	49	32	32	7	203	3.6%	38.4%	327	3.8%		
23	41	0	0	3	0	4	24	24	19	7	122	2.1%	44.3%	203	2.4%		
0	39	0	0	3	0	5	22	18	17	8	112	2.0%	42.9%	185	2.2%		
1	30	0	0	4	0	6	22	12	13	10	97	1.7%	42.3%	163	1.9%		
2	31	0	0	4	0	7	22	18	16	4	102	1.8%	44.1%	170	2.0%		
3	21	0	0	5	0	4	16	14	9	1	70	1.2%	40.0%	114	1.3%		
4	38	0	0	7	0	3	39	21	8	8	124	2.2%	32.3%	195	2.3%		
5	82	1	0	12	2	11	66	37	17	5	233	4.1%	30.0%	355	4.1%		
Total	2,094	7	21	230	5	272	1,647	812	424	163	5,675	100%	29.4%	8,595	100%		
Total%	37%	0%	0%	4%	0%	5%	29%	14%	7%	3%	100%	-	-	-	-		
Day	1,324	6	17	153	2	168	1,140	537	239	66	3,652	64%	6.9%	5,872	68%		
Night	770	1	4	77	3	104	507	275	185	97	2,023	36%	10.3%	2,723	32%		
Day%	1.58	1.17	1.24	1.50	2.50	1.62	1.44	1.51	1.77	2.47	1.55	-	-	1.46	100%		
PCU	2,094	11	32	345	8	544	2,471	1,624	1,060	408	8,595	-	11.5%	-	-		
PCU%	24%	0%	0%	4%	0%	6%	29%	19%	12%	5%	100%	-	-	-	-		

DIRECTION		2				FROM				TO							
		Outbound				Nabunturan				Tagum City							
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU		
6	85	0	2	18	0	8	72	31	11	6	233	4.0%	24.0%	344	3.9%		
7	119	0	3	16	0	25	91	38	13	3	308	5.2%	25.6%	450	5.1%		
8	143	0	2	16	0	14	109	48	20	5	357	6.1%	24.4%	520	5.9%		
9	155	0	3	10	0	21	108	45	27	9	378	6.4%	27.0%	559	6.3%		
10	186	1	1	14	0	16	121	50	35	8	432	7.4%	25.2%	631	7.1%		
11	144	0	0	11	0	12	99	45	28	7	346	5.9%	26.6%	511	5.7%		
12	104	1	0	14	0	15	65	41	20	10	270	4.6%	31.9%	411	4.6%		
13	151	0	2	9	0	15	115	42	18	10	362	6.2%	23.5%	524	5.9%		
14	164	0	0	13	0	17	149	51	15	4	413	7.0%	21.1%	591	6.6%		
15	114	1	1	15	0	16	97	70	21	6	341	5.8%	33.1%	525	5.9%		
16	143	0	2	19	0	16	98	54	33	7	372	6.3%	29.6%	562	6.3%		
17	194	0	1	11	0	13	120	75	22	10	446	7.6%	26.9%	648	7.3%		
18	92	0	0	11	0	6	80	35	26	6	256	4.4%	28.5%	391	4.4%		
19	69	2	1	10	0	7	45	44	22	6	206	3.5%	38.3%	328	3.7%		
20	69	0	1	11	0	11	58	51	14	4	219	3.7%	36.5%	343	3.9%		
21	39	0	0	1	0	6	21	36	13	7	123	2.1%	50.4%	206	2.3%		
22	39	0	0	2	0	6	14	32	19	13	125	2.1%	56.0%	219	2.5%		
23	24	0	0	1	0	4	21	27	20	2	99	1.7%	53.5%	174	2.0%		
0	19	0	0	0	0	1	18	19	12	3	72	1.2%	48.6%	124	1.4%		
1	21	0	0	0	0	0	9	11	9	4	54	0.9%	44.4%	89	1.0%		
2	26	0	0	1	0	2	18	23	17	6	93	1.6%	51.6%	162	1.8%		
3	12	0	1	10	0	5	16	22	12	7	85	1.4%	54.1%	154	1.7%		
4	47	0	1	14	1	5	30	26	9	2	135	2.3%	31.1%	206	2.3%		
5	61	0	3	13	1	12	36	9	10	2	147	2.5%	22.4%	213	2.4%		
Total	2,220	5	24	240	2	253	1,610	925	446	147	5,872	100%	30.2%	8,880	100%		
Total%	38%	0%	0%	4%	0%	4%	27%	16%	8%	3%	100%	-	-	-	-		
Day	1,702	3	17	166	0	188	1,244	590	263	85	4,258	73%	6.8%	6,664	75%		
Night	518	2	7	74	2	65	366	335	183	62	1,614	27%	8.4%	2,217	25%		
Day%	1.30	1.67	1.41	1.45	#DIV/0!	1.35	1.29	1.57	1.70	1.73	1.38	-	-	1.33	100%		
PCU	2,220	8	36	360	3	506	2,415	1,850	1,115	368	8,880	-	10.3%	-	-		
PCU%	25%	0%	0%	4%	0%	6%	27%	21%	13%	4%	100%	-	-	-	-		

Total															
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
6	164	0	4	22	0	21	156	75	22	13	477	4.1%	27.5%	717	4.1%
7	237	0	3	25	1	37	173	81	31	8	596	5.2%	26.3%	874	5.0%
8	245	1	2	29	0	27	181	83	41	9	618	5.4%	25.9%	910	5.2%
9	240	1	5	21	0	31	193	83	54	12	640	5.5%	28.1%	963	5.5%
10	280	1	3	26	1	31	203	110	50	15	720	6.2%	28.6%	1,076	6.2%
11	247	0	3	25	0	29	192	95	47	11	649	5.6%	28.0%	970	5.6%
12	202	3	1	23	0	32	139	82	32	15	529	4.6%	30.4%	797	4.6%
13	262	1	4	20	0	34	185	97	41	14	658	5.7%	28.3%	977	5.6%
14	305	0	2	25	0	35	245	115	44	7	778	6.7%	25.8%	1,141	6.5%
15	209	1	3	30	0	32	176	125	46	7	629	5.4%	33.4%	971	5.6%
16	286	1	3	27	0	29	233	82	57	17	735	6.4%	25.2%	1,089	6.2%
17	349	0	1	46	0	18	308	99	37	23	881	7.6%	20.1%	1,266	7.2%
18	213	0	4	21	0	20	155	63	40	16	532	4.6%	26.1%	789	4.5%
19	183	2	1	15	1	24	113	74	40	24	477	4.1%	34.0%	737	4.2%
20	195	0	1	27	0	28	128	85	28	18	510	4.4%	31.2%	770	4.4%
21	94	0	0	5	0	15	55	43	21	12	245	2.1%	37.1%	383	2.2%
22	111	0	0	6	0	13	63	64	51	20	328	2.8%	45.1%	546	3.1%
23	65	0	0	4	0	8	45	51	39	9	221	1.9%	48.4%	377	2.2%
0	58	0	0	3	0	6	40	37	29	11	184	1.6%	45.1%	309	1.8%
1	51	0	0	4	0	6	31	23	22	14	151	1.3%	43.0%	252	1.4%
2	57	0	0	5	0	9	40	41	33	10	195	1.7%	47.7%	332	1.9%
3	33	0	1	15	0	9	32	36	21	8	155	1.3%	47.7%	268	1.5%
4	85	0	1	21	1	8	69	47	17	10	259	2.2%	31.7%	401	2.3%
5	143	1	3	25	3	23	102	46</							

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	57	ROAD NAME				NPR1	NUMBER OF LANE				6	TOTAL LANE WIDTH				m
DATE & TIME	2019/4/10	(Wed)	6:00	4/11/19	(Thu)	6:00	AREA				Mindanao	PROVINCE				Davao del norte
WEATHER	1	Sunny					REGION				XI	CITY/MUNICIPALITY				Panabo city

DIRECTION		1 Inbound				FROM Panabo City				TO Tagum City				Total	% Veh	% Large Veh.	PCU	% PCU		
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	8.Large Bus	9.Light Truck	10.Truck 2axles						11.Truck 3axles-	12.Trailer
6	199	2	20	20	0	26	108	22	11	2	26	108	22	11	2	410	3.7%	14.9%	553	3.4%
7	308	9	36	19	2	22	154	42	9	5	22	154	42	9	5	606	5.5%	12.9%	801	4.9%
8	308	6	27	17	1	27	135	41	20	8	27	135	41	20	8	590	5.4%	16.3%	793	4.8%
9	294	4	22	20	4	25	147	87	49	14	25	147	87	49	14	666	6.1%	26.3%	971	5.9%
10	254	6	26	30	6	28	163	96	47	17	28	163	96	47	17	673	6.1%	27.9%	1,009	6.1%
11	264	3	20	33	15	19	173	111	43	23	19	173	111	43	23	704	6.4%	27.8%	1,055	6.4%
12	226	8	29	23	12	21	184	113	46	24	21	184	113	46	24	686	6.3%	29.7%	1,053	6.4%
13	231	7	16	25	19	32	140	76	46	22	32	140	76	46	22	614	5.6%	28.7%	928	5.6%
14	233	7	35	22	9	18	145	84	42	20	18	145	84	42	20	615	5.6%	26.7%	919	5.6%
15	242	11	19	29	15	19	164	101	43	14	19	164	101	43	14	657	6.0%	26.9%	982	6.0%
16	329	9	30	21	13	20	52	86	22	15	20	52	86	22	15	597	5.5%	24.0%	821	5.0%
17	323	6	39	33	26	21	320	66	18	13	21	320	66	18	13	865	7.9%	13.6%	1,211	7.4%
18	190	9	17	23	9	21	150	75	38	17	21	150	75	38	17	549	5.0%	27.5%	832	5.1%
19	219	11	18	28	12	16	127	69	26	11	16	127	69	26	11	537	4.9%	22.7%	776	4.7%
20	132	8	17	17	2	10	86	43	23	22	10	86	43	23	22	360	3.3%	27.2%	546	3.3%
21	70	3	12	15	4	18	59	35	38	32	18	59	35	38	32	286	2.6%	43.0%	491	3.0%
22	58	6	4	11	1	5	38	25	21	23	5	38	25	21	23	192	1.8%	38.5%	318	1.9%
23	39	9	3	20	3	7	46	22	25	27	9	46	22	25	27	201	1.8%	40.3%	349	2.1%
0	17	13	1	12	0	2	29	51	21	17	13	29	51	21	17	163	1.5%	55.8%	301	1.8%
1	11	6	1	7	1	4	20	41	19	30	6	20	41	19	30	140	1.3%	67.1%	276	1.7%
2	33	4	4	5	0	5	32	52	26	50	3	32	52	26	50	211	1.9%	63.0%	405	2.5%
3	23	3	0	2	2	5	33	20	16	41	3	33	20	16	41	145	1.3%	56.6%	276	1.7%
4	48	0	3	2	6	11	65	43	36	23	11	65	43	36	23	237	2.2%	47.7%	418	2.5%
5	83	2	8	5	4	10	72	39	12	11	8	72	39	12	11	246	2.2%	29.3%	375	2.3%
Total	4,134	152	407	439	166	392	2,642	1,440	697	481	10,950	100%	27.5%	16,452	100%					
Total%	38%	1%	4%	4%	2%	4%	24%	13%	6%	4%	100%									
Day	3,211	78	319	292	122	278	1,885	925	396	177	7,683	70%	11.7%	11,925	72%					
Night	923	74	88	147	44	114	757	515	301	304	3,267	30%	16.8%	4,527	28%					
Day%	1.29	1.95	1.28	1.50	1.36	1.41	1.40	1.56	1.76	2.72	1.43									
PCU	4,134	228	611	659	249	784	3,963	2,880	1,743	1,203	16,452		17.3%							
PCU%	25%	1%	4%	4%	2%	5%	24%	18%	11%	7%	100%									

DIRECTION		2 Outbound				FROM Tagum City				TO Panabo City				Total	% Veh	% Large Veh.	PCU	% PCU		
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	8.Large Bus	9.Light Truck	10.Truck 2axles						11.Truck 3axles-	12.Trailer
6	219	5	26	46	11	22	130	31	11	6	22	130	31	11	6	507	5.0%	13.8%	695	4.5%
7	247	10	23	32	12	11	135	50	13	11	11	135	50	13	11	544	5.4%	15.6%	747	4.8%
8	219	16	21	17	12	20	160	86	40	19	20	160	86	40	19	610	6.0%	27.0%	918	5.9%
9	179	4	13	15	10	38	126	60	39	12	38	126	60	39	12	496	4.9%	30.0%	755	4.9%
10	174	6	12	16	12	26	118	72	42	20	26	118	72	42	20	498	4.9%	32.1%	771	5.0%
11	234	5	17	18	16	16	151	63	24	10	16	151	63	24	10	554	5.5%	20.4%	788	5.1%
12	151	6	14	14	5	13	120	58	46	18	14	120	58	46	18	445	4.4%	30.3%	692	4.4%
13	228	4	14	25	10	18	147	68	36	11	18	147	68	36	11	561	5.5%	23.7%	818	5.3%
14	175	3	9	9	12	6	116	67	28	15	9	116	67	28	15	440	4.3%	26.4%	652	4.2%
15	241	5	20	14	10	20	225	65	48	15	20	225	65	48	15	663	6.5%	22.3%	980	6.3%
16	276	7	19	20	14	18	187	61	31	17	18	187	61	31	17	650	6.4%	19.5%	925	5.9%
17	321	14	29	37	22	19	285	82	38	26	19	285	82	38	26	873	8.6%	18.9%	1,264	8.1%
18	166	18	18	23	28	17	117	119	43	23	17	117	119	43	23	572	5.6%	35.3%	909	5.8%
19	175	23	43	43	40	38	136	131	83	39	38	136	131	83	39	751	7.4%	38.7%	1,246	8.0%
20	105	3	10	6	8	9	52	53	24	20	9	52	53	24	20	290	2.9%	36.6%	458	2.9%
21	107	8	8	8	8	2	6	48	47	47	8	48	47	47	47	319	3.1%	43.3%	537	3.5%
22	39	4	4	6	2	2	49	17	23	26	4	49	17	23	26	172	1.7%	39.5%	297	1.9%
23	35	6	3	6	2	0	28	28	19	46	6	28	28	19	46	173	1.7%	53.8%	321	2.1%
0	32	8	5	4	3	5	35	47	30	27	8	35	47	30	27	196	1.9%	55.6%	361	2.3%
1	13	2	2	3	1	2	10	27	14	15	2	10	27	14	15	89	0.9%	65.2%	171	1.1%
2	25	2	4	2	1	3	15	51	29	32	2	15	51	29	32	164	1.6%	70.1%	322	2.1%
3	28	1	4	9	1	3	23	47	22	29	1	23	47	22	29	167	1.6%	60.5%	313	2.0%
4	49	8	10	10	4	6	44	31	14	10	8	44	31	14	10	186	1.8%	32.8%	297	1.9%
5	76	6	14	11	13	3	66	16	5	10	6	66	16	5	10	220	2.2%	15.5%	317	2.0%
Total	3,514	174	342	394	251	321	2,523	1,377	749	495	10,140	100%	29.0%	15,546	100%					
Total%	35%	2%	3%	4%	2%	3%	25%	14%	7%	5%	100%									
Day	2,664	85	217	263	146	227	1,900	763	396	180	6,841	67%	11.3%	10,910	70%					
Night	850	89	125	131	105	94	623	614	353	315	3,299	33%	19.4%	4,637	30%					
Day%	1.32	2.05	1.58	1.50	1.72	1.41	1.33	1.80	1.89	2.75	1.48									
PCU	3,514	261	513	591	377	642	3,785	2,754	1,873	1,238	15,546		17.8%							
PCU%	23%	2%	3%	4%	2%	4%	24%	18%	12%	8%	100%									

Total		1 Inbound				FROM Panabo City				TO Tagum City				Total	% Veh	% Large Veh.	PCU	% PCU		
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	8.Large Bus	9.Light Truck	10.Truck 2axles						11.Truck 3axles-	12.Trailer
6	418	7	46	66	11	48	238	53	22	8	48	238	53	22	8	917	4.3%	14.3%	1,247	3.9%
7	555	19	59	51	14	33	289	92	22	16	33	289	92	22	16	1,150	5.5%	14.2%	1,548	4.8%
8	527	22	48	34	13	47	295	127	60	27	47	295	127	60	27	1,200	5.7%	21.8%	1,711	5.3%
9	473	8	35	35	14	63	273	147	88	26	63	273	147	88	26	1,162	5.5%	27.9%	1,726	5.4%
10	428	12	38	46	18	54	281	168	89	37	54	281	168	89	37	1,171	5.6%	29.7%	1,780	5.6%
11	498	8	37	51	31	35	324	174	67	33	35	324	174	67	33	1,258	6.0%	24.6%	1,843	5.8%
12	377	14	43	37	17	34	304	171	92	42	34	304	171	92	42	1,131	5.4%	30.0%	1,745	5.5%
13	459	11	30	50	29	50	287	144	82	33	50	287	144	82	33	1,175	5.6%	26.3%	1,745	5.5%
14	408	10	44	31	21	24	26													

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	58	ROAD NAME				NPR1	NUMBER OF LANE				4	TOTAL LANE WIDTH				m
DATE & TIME	2019/4/8	(Mon)	6:00	4/9/19	(Tue)	6:00	AREA				Mindanao	PROVINCE				Davao del sur
WEATHER	1	Sunny					REGION				XI	CITY/MUNICIPALITY				Santa cruz

DIRECTION	1					FROM					TO					Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer					
6	121	4	3	34	0	16	82	12	10	4	286	4.4%	14.7%	397	3.8%					
7	121	2	10	33	2	15	80	27	12	4	306	4.7%	19.0%	436	4.2%					
8	153	11	2	37	1	15	108	60	20	3	410	6.2%	23.9%	599	5.8%					
9	152	5	2	41	1	17	93	54	30	14	409	6.2%	28.1%	617	6.0%					
10	132	9	4	47	0	20	107	56	40	7	422	6.4%	29.1%	652	6.3%					
11	103	0	1	35	0	21	73	32	16	10	291	4.4%	27.1%	438	4.2%					
12	130	5	1	44	1	17	106	39	28	11	382	5.8%	24.9%	575	5.6%					
13	162	4	2	40	0	24	122	47	42	10	453	6.9%	27.2%	686	6.7%					
14	127	4	1	38	0	13	105	57	33	17	395	6.0%	30.4%	614	6.0%					
15	114	11	1	33	1	19	89	34	29	7	338	5.1%	26.3%	513	5.0%					
16	148	4	0	33	0	20	93	55	25	6	384	5.8%	27.6%	571	5.5%					
17	115	4	1	30	0	17	91	48	22	2	330	5.0%	27.0%	494	4.8%					
18	103	5	7	20	0	21	81	67	31	9	344	5.2%	37.2%	549	5.3%					
19	87	5	0	18	0	11	60	63	45	23	312	4.7%	45.5%	530	5.1%					
20	53	2	0	7	0	8	44	32	20	15	181	2.8%	41.4%	300	2.9%					
21	52	5	2	5	0	6	60	49	26	13	218	3.3%	43.1%	368	3.6%					
22	45	4	3	2	0	5	19	46	27	20	171	2.6%	57.3%	307	3.0%					
23	27	9	1	2	0	4	24	33	35	19	154	2.3%	59.1%	290	2.8%					
0	36	2	2	0	0	1	22	29	31	17	140	2.1%	55.7%	255	2.5%					
1	12	6	2	0	0	0	12	28	19	17	96	1.5%	66.7%	188	1.8%					
2	8	1	1	0	0	1	13	20	14	21	79	1.2%	70.9%	160	1.6%					
3	16	3	3	2	0	3	4	28	14	6	79	1.2%	64.6%	146	1.4%					
4	15	4	3	10	0	5	26	13	11	6	93	1.4%	37.6%	158	1.5%					
5	95	4	9	11	0	12	76	55	24	11	297	4.5%	34.3%	467	4.5%					
Total	2,127	113	61	522	6	291	1,590	984	604	272	6,570	100%	32.7%	10,305	100%					
Total%	32%	2%	1%	8%	0%	4%	24%	15%	9%	4%	100%	-	-	-	-					
Day	1,578	63	28	445	6	214	1,149	521	307	95	4,406	67%	7.8%	7,138	69%					
Night	549	50	33	77	0	77	441	463	297	177	2,164	33%	13.3%	3,167	31%					
Day%	1.35	1.79	2.18	1.17	1.00	1.36	1.38	1.89	1.97	2.86	1.49	-	-	1.44	100%					
PCU	2,127	170	92	783	9	582	2,385	1,968	1,510	680	10,305	-	13.2%	-	-					
PCU%	21%	2%	1%	8%	0%	6%	23%	19%	15%	7%	100%	-	-	-	-					

DIRECTION	2					FROM					TO					Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer					
6	128	0	12	16	0	20	75	18	6	1	276	3.5%	16.3%	376	3.1%					
7	164	1	15	22	0	21	123	43	9	0	398	5.0%	18.3%	556	4.6%					
8	85	7	10	23	0	22	117	61	7	1	333	4.2%	27.3%	507	4.2%					
9	172	6	3	27	0	20	122	68	20	3	441	5.6%	25.2%	643	5.3%					
10	209	4	5	29	0	18	134	95	48	7	549	7.0%	30.6%	831	6.9%					
11	168	3	4	26	0	14	110	52	34	3	414	5.2%	24.9%	607	5.0%					
12	166	5	5	35	1	22	117	85	52	7	495	6.3%	33.5%	772	6.4%					
13	168	9	2	38	0	19	108	66	45	8	463	5.9%	29.8%	706	5.8%					
14	191	7	8	31	0	17	134	60	49	6	503	6.4%	26.2%	753	6.2%					
15	186	5	9	42	0	22	144	64	45	8	525	6.7%	26.5%	791	6.5%					
16	224	4	3	40	0	25	160	56	35	12	559	7.1%	22.9%	814	6.7%					
17	158	3	4	27	0	20	139	31	16	11	409	5.2%	19.1%	587	4.9%					
18	143	11	2	19	0	14	107	22	10	2	330	4.2%	14.5%	454	3.8%					
19	134	7	4	15	0	10	73	19	11	1	274	3.5%	15.0%	371	3.1%					
20	133	12	1	8	0	4	70	17	15	5	265	3.4%	15.5%	362	3.0%					
21	82	13	2	12	0	6	67	51	67	14	314	4.0%	43.9%	540	4.5%					
22	79	10	0	2	0	1	53	49	64	22	280	3.5%	48.6%	492	4.1%					
23	52	5	0	0	0	2	29	29	41	26	184	2.3%	53.3%	333	2.8%					
0	33	1	0	5	0	2	23	31	35	18	148	1.9%	58.1%	275	2.3%					
1	22	1	0	0	0	7	23	36	27	15	131	1.7%	64.9%	249	2.1%					
2	14	3	0	2	0	5	0	45	20	16	105	1.3%	81.9%	212	1.8%					
3	27	0	0	4	0	8	18	46	28	19	150	1.9%	67.3%	286	2.4%					
4	39	1	2	7	0	12	44	50	16	10	181	2.3%	48.6%	309	2.6%					
5	52	10	7	12	0	16	33	10	13	9	162	2.1%	29.6%	252	2.1%					
Total	2,829	128	98	442	1	327	2,023	1,104	713	224	7,889	100%	30.0%	12,072	100%					
Total%	36%	2%	1%	6%	0%	4%	26%	14%	9%	3%	100%	-	-	-	-					
Day	2,019	54	80	356	1	240	1,483	699	366	67	5,365	68%	7.2%	8,394	70%					
Night	810	74	18	86	0	87	540	405	347	157	2,524	32%	10.4%	3,678	30%					
Day%	1.40	2.37	1.23	1.24	1.00	1.36	1.36	1.58	1.95	3.34	1.47	-	-	1.44	100%					
PCU	2,829	192	147	663	2	654	3,035	2,208	1,783	560	12,072	-	11.3%	-	-					
PCU%	23%	2%	1%	5%	0%	5%	25%	18%	15%	5%	100%	-	-	-	-					

Total																		
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU			
																6	249	4
7	285	3	25	55	2	36	203	70	21	4	704	4.9%	18.6%	992	4.4%			
8	238	18	12	60	1	37	225	121	27	4	743	5.1%	25.4%	1,106	4.9%			
9	324	11	5	68	1	37	215	122	50	17	850	5.9%	26.6%	1,260	5.6%			
10	341	13	9	76	0	38	241	151	88	14	971	6.7%	30.0%	1,483	6.6%			
11	271	3	5	61	0	35	183	84	50	13	705	4.9%	25.8%	1,045	4.7%			
12	296	10	6	79	2	39	223	124	80	18	877	6.1%	29.8%	1,347	6.0%			
13	330	13	4	78	0	43	230	113	87	18	916	6.3%	28.5%	1,392	6.2%			
14	318	11	9	69	0	30	239	117	82	23	898	6.2%	28.1%	1,367	6.1%			
15	300	16	10	75	1	41	233	98	74	15	863	6.0%	26.4%	1,303	5.8%			
16	372	8	3	73	0	45	253	111	60	18	943	6.5%	24.8%	1,385	6.2%			
17	273	7	5	57	0	37	230	79	38	13	739	5.1%	22.6%	1,081	4.8%			
18	246	16	9	39	0	35	188	89	41	11	674	4.7%	26.1%	1,002	4.5%			
19	221	12	4	33	0	21	133	82	56	24	586	4.1%	31.2%	900	4.0%			
20	186	14	1	15	0	12	114	49	35	20	446	3.1%	26.0%	662	3.0%			
21	134	18	4	17	0	12	127	100	93	27	532	3.7%	43.6%	907	4.1%			
22	124	14	3	4	0	6	72	95	91	42	451	3.1%	51.9%	798	3.6%			
23	79	14	1	2	0	6	53	62	76	45	338	2.3%	55.9%	623	2.8%			
0	69	3	2	5	0	3	45	60	66	35	288	2.0%	56.9%	530	2.4%			
1	34	7	2	0	0	7	35	64	46	32	227	1.6%	65.6%	437	2.0%			
2	22	4	1	2	0	6	13	65	34	37	184	1.3%	77.2%	372	1.7%			
3	43	3	3	6	0	11	22	74	42	25	229	1.6%	66.4%	432	1.9%			
4	54	5	5	17	0	17	70	63	27	16	274	1.9%	44.9%	467	2.1%			
5	147	14	16	23	0	28	109	65	37	20	459	3.2%	32.7%	719	3.2%			
Total	4,956	241	159	964	7	618	3,613	2,088	1,317	496	14,459	100%	31.3%	22,377	100%			
Total%	34%	2%	1%	7%	0%	4%	25%	14%	9%	3%	100%	-	-	-	-			
Day	3,597	117	108	801	7	454	2,632	1,220	673	162	9,771	68%	7.5%	15,532	69%			
Night	1,359	124	51	163	0	164	981	868	644	334	4,688	32%	11.7%	6,845	31%			
Day%	1.38	2.06	1.47	1.20	1.00	1.36	1.37	1.71	1.96	3.06	1.48							

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	59	ROAD NAME				NPR1	NUMBER OF LANE				4	TOTAL LANE WIDTH				m
DATE & TIME	2019/4/4	(Thu)	6:00	4/5/19	(Fri)	6:00	AREA				Mindanao	PROVINCE				Davao del sur
WEATHER	1	Sunny					REGION				XI	CITY/MUNICIPALITY				Padada

DIRECTION	1 Inbound						2 TO						Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer							
6	60	3	4	12	1	6	43	10	11	9	159	3.7%	22.6%	237	3.7%		
7	101	0	16	22	0	7	57	20	16	3	242	5.7%	19.0%	345	5.4%		
8	88	1	15	9	0	13	83	32	14	3	258	6.1%	24.0%	383	6.0%		
9	102	0	17	11	0	10	65	20	10	3	238	5.6%	18.1%	334	5.2%		
10	74	3	13	12	0	12	73	36	4	6	233	5.5%	24.9%	347	5.4%		
11	78	0	3	8	0	13	82	36	17	8	245	5.8%	30.2%	378	5.9%		
12	90	3	5	10	0	10	89	36	23	13	279	6.6%	29.4%	433	6.8%		
13	95	0	5	17	0	11	80	53	23	5	289	6.8%	31.8%	446	7.0%		
14	103	0	5	5	0	15	70	50	20	9	277	6.5%	33.9%	426	6.6%		
15	100	0	5	8	2	13	104	42	20	7	301	7.1%	27.2%	456	7.1%		
16	135	0	6	9	0	13	109	29	18	4	323	7.6%	19.8%	460	7.2%		
17	55	2	3	10	0	17	18	8	4	9	126	3.0%	30.2%	187	2.9%		
18	166	2	4	8	0	7	51	10	10	19	277	6.5%	16.6%	370	5.8%		
19	87	0	4	3	0	5	51	20	9	12	191	4.5%	24.1%	277	4.3%		
20	66	0	2	1	0	8	37	10	11	9	144	3.4%	26.4%	212	3.3%		
21	50	0	1	0	0	3	22	19	16	17	128	3.0%	43.0%	211	3.3%		
22	42	0	0	2	0	1	21	29	23	19	137	3.2%	52.6%	242	3.8%		
23	25	0	0	1	0	1	7	12	7	14	67	1.6%	50.7%	116	1.8%		
0	9	0	0	0	0	1	8	18	3	14	53	1.2%	67.9%	102	1.6%		
1	3	1	0	0	0	1	3	4	4	13	29	0.7%	75.9%	62	1.0%		
2	12	0	0	0	0	2	2	3	0	4	23	0.5%	39.1%	35	0.5%		
3	17	2	0	2	0	4	3	9	7	4	48	1.1%	50.0%	81	1.3%		
4	30	0	1	3	0	6	8	9	7	4	68	1.6%	38.2%	106	1.6%		
5	60	1	0	4	0	7	29	7	3	5	116	2.7%	19.0%	159	2.5%		
Total	1,648	18	109	157	3	186	1,115	522	280	213	4,251	100%	28.3%	6,400	100%		
Total%	39%	0%	3%	4%	0%	4%	26%	12%	7%	5%	100%	-	-	-	-		
Day	1,081	12	97	133	3	140	873	372	180	79	2,970	70%	10.7%	4,800	75%		
Night	567	6	12	24	0	46	242	150	100	134	1,281	30%	15.0%	1,600	25%		
Day%	1.52	1.50	1.12	1.18	1.00	1.33	1.28	1.40	1.56	2.70	1.43	-	-	1.33	100%		
PCU	1,648	27	164	236	5	372	1,673	1,044	700	533	6,400	-	16.8%	-	-		
PCU%	26%	0%	3%	4%	0%	6%	26%	16%	11%	8%	100%	-	-	-	-		

DIRECTION	2 Outbound						1 TO						Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer							
6	63	1	2	6	0	8	46	32	12	6	176	4.5%	33.0%	271	4.4%		
7	92	1	2	12	1	18	77	25	11	6	245	6.3%	24.5%	360	5.9%		
8	58	0	1	7	0	17	97	32	14	5	231	5.9%	29.4%	361	5.9%		
9	80	0	3	6	0	14	65	38	10	2	218	5.6%	29.4%	325	5.3%		
10	65	0	4	5	0	12	63	40	11	5	205	5.3%	33.2%	317	5.2%		
11	83	1	3	5	0	13	75	49	8	5	242	6.2%	31.0%	366	6.0%		
12	75	1	4	9	0	12	55	38	13	9	216	5.5%	33.3%	334	5.4%		
13	67	1	6	6	0	10	50	34	9	10	193	5.0%	32.6%	297	4.8%		
14	82	0	5	14	0	11	63	38	12	2	227	5.8%	27.8%	338	5.5%		
15	81	1	5	7	0	8	58	42	16	6	224	5.7%	32.1%	343	5.6%		
16	91	1	6	8	0	13	71	33	12	8	243	6.2%	27.2%	362	5.9%		
17	68	1	4	6	0	14	80	27	16	4	220	5.6%	27.7%	337	5.5%		
18	57	0	1	9	0	9	70	11	3	6	166	4.3%	17.5%	240	3.9%		
19	28	0	2	6	0	8	59	4	3	3	113	2.9%	15.9%	168	2.7%		
20	58	1	1	3	0	12	88	15	12	10	200	5.1%	24.5%	307	5.0%		
21	52	3	1	4	0	14	48	16	7	7	152	3.9%	28.9%	231	3.8%		
22	12	0	0	2	0	5	16	13	10	7	65	1.7%	53.8%	118	1.9%		
23	10	2	1	2	1	3	20	15	24	9	87	2.2%	58.6%	168	2.7%		
0	5	1	0	1	0	1	15	16	14	20	73	1.9%	69.9%	150	2.4%		
1	3	1	1	0	0	2	4	7	8	22	48	1.2%	81.3%	105	1.7%		
2	7	0	0	3	0	3	12	12	11	11	59	1.5%	62.7%	115	1.9%		
3	8	3	0	1	0	5	23	18	14	10	82	2.1%	57.3%	155	2.5%		
4	8	0	1	0	0	4	25	16	10	5	69	1.8%	50.7%	125	2.0%		
5	32	0	1	5	0	5	38	34	20	7	142	3.6%	46.5%	244	4.0%		
Total	1,185	19	54	127	2	221	1,218	605	280	185	3,896	100%	33.1%	6,130	100%		
Total%	30%	0%	1%	3%	0%	6%	31%	16%	7%	5%	100%	-	-	-	-		
Day	905	8	45	91	1	150	800	428	144	68	2,640	68%	10.0%	4,248	69%		
Night	280	11	9	36	1	71	418	177	136	117	1,256	32%	15.8%	1,882	31%		
Day%	1.31	2.38	1.20	1.40	2.00	1.47	1.52	1.41	1.94	2.72	1.48	-	-	1.44	100%		
PCU	1,185	29	81	191	3	442	1,827	1,210	700	463	6,130	-	16.1%	-	-		
PCU%	19%	0%	1%	3%	0%	7%	30%	20%	11%	8%	100%	-	-	-	-		

Total																
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU	
																6
7	193	1	18	34	1	25	134	45	27	9	487	6.0%	21.8%	705	5.6%	
8	146	1	16	16	0	30	180	64	28	8	489	6.0%	26.6%	744	5.9%	
9	182	0	20	17	0	24	130	58	20	5	456	5.6%	23.5%	659	5.3%	
10	139	3	17	17	0	24	136	76	15	11	438	5.4%	28.8%	664	5.3%	
11	161	1	6	13	0	26	157	85	25	13	487	6.0%	30.6%	744	5.9%	
12	165	4	9	19	0	22	144	74	36	22	495	6.1%	31.1%	766	6.1%	
13	162	1	11	23	0	21	130	87	32	15	482	5.9%	32.2%	743	5.9%	
14	185	0	10	19	0	26	133	88	32	11	504	6.2%	31.2%	764	6.1%	
15	181	1	10	15	2	21	162	84	36	13	525	6.4%	29.3%	799	6.4%	
16	226	1	12	17	0	26	180	62	30	12	566	6.9%	23.0%	822	6.6%	
17	123	3	7	16	0	31	98	35	20	13	346	4.2%	28.6%	524	4.2%	
18	223	2	5	17	0	16	121	21	13	25	443	5.4%	16.9%	610	4.9%	
19	115	0	6	9	0	13	110	24	12	15	304	3.7%	21.1%	444	3.5%	
20	124	1	3	4	0	20	125	25	23	19	344	4.2%	25.3%	519	4.1%	
21	102	3	2	4	0	17	70	35	23	24	280	3.4%	35.4%	442	3.5%	
22	54	0	0	4	0	6	37	42	33	26	202	2.5%	53.0%	359	2.9%	
23	35	2	1	3	1	4	27	27	31	23	154	1.9%	55.2%	283	2.3%	
0	14	1	0	1	0	2	23	34	17	34	126	1.5%	69.0%	251	2.0%	
1	6	2	1	0	0	3	7	11	12	35	77	0.9%	79.2%	167	1.3%	
2	19	0	0	3	0	5	14	15	11	15	82	1.0%	56.1%	150	1.2%	
3	25	5	0	3	0	9	26	27	21	14	130	1.6%	54.6%	236	1.9%	
4	38	0	2	3	0	10	33	25	17	9	137	1.7%	44.5%	230	1.8%	
5	92	1	1	9	0	12	67	41	23	12	258	3.2%	34.1%	403	3.2%	
Total	2,833	37	163	284	5	407	2,333	1,127	560	398	8,147	100%	30.6%	12,529	100%	
Total%	35%	0%	2%	3%	0%	5%	29%	14%	7%	5%	100%	-	-	-	-	
Day	1,986	20	142	224	4	290	1,673	800	324	147	5,610	69%	10.4%	9,048	72%	
Night	847	17	21	60	1	117	660	327	236	251	2,537	31%	15.4%	3,482	28%	
Day%	1.43	1.85	1.15	1.27	1.25	1.40	1.39	1.41	1.73	2.71	1.45	-	-	1.38	100%	
PCU	2,833	56	245	426	8	814	3,500	2,254	1,400	995	12,529	-	16.4%	-	-	
PCU%	23%	0%	2%	3%	0%	6%	28%	18%	11%	8%	100%	-	-	-	-	

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	60	ROAD NAME				NPR9	NUMBER OF LANE		2	TOTAL LANE WIDTH		m
DATE & TIME	2019/5/1	(Wed)	6:00	5/2/19	(Thu)	6:00	AREA	Mindanao	PROVINCE		Agusan del norte	
WEATHER	1	Sunny				REGION	XIII	CITY/MUNICIPALITY		Carmen		

DIRECTION		1				FROM		TO								
		Inbound				Davao City		Cagayan De Oro City								
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU	
6	38	0	3	1	0	4	16	5	5	4	76	4.7%	23.7%	109	4.3%	
7	27	0	0	1	0	3	14	10	4	2	61	3.8%	31.1%	91	3.6%	
8	25	0	1	0	0	3	15	14	6	4	68	4.2%	39.7%	108	4.3%	
9	58	0	3	1	0	6	28	20	9	3	128	8.0%	29.7%	188	7.4%	
10	43	1	2	0	0	6	12	17	11	7	99	6.1%	41.4%	157	6.2%	
11	48	0	3	0	0	3	28	15	9	6	112	7.0%	29.5%	168	6.6%	
12	47	0	2	0	0	5	36	13	8	2	113	7.0%	24.8%	165	6.5%	
13	46	0	3	0	0	5	25	13	17	5	114	7.1%	35.1%	179	7.0%	
14	39	0	2	0	0	5	16	23	11	4	100	6.2%	43.0%	160	6.3%	
15	24	0	2	0	0	5	13	11	4	7	66	4.1%	40.9%	106	4.2%	
16	31	0	2	0	0	4	17	18	8	10	90	5.6%	44.4%	149	5.8%	
17	28	0	4	0	0	5	27	10	13	3	90	5.6%	34.4%	145	5.7%	
18	55	0	3	1	0	7	15	10	7	6	104	6.5%	28.8%	150	5.9%	
19	21	0	2	0	0	3	6	15	6	1	54	3.4%	46.3%	87	3.4%	
20	13	0	0	0	0	5	8	13	8	5	52	3.2%	59.6%	94	3.7%	
21	19	0	1	0	0	4	5	5	7	3	44	2.7%	43.2%	71	2.8%	
22	11	0	0	0	0	3	2	11	6	3	36	2.2%	63.9%	65	2.5%	
23	3	0	0	0	0	3	2	5	10	2	25	1.6%	80.0%	52	2.0%	
0	3	0	0	0	0	4	3	7	2	1	20	1.2%	70.0%	37	1.5%	
1	6	0	0	0	0	3	2	2	7	0	20	1.2%	60.0%	37	1.4%	
2	4	0	0	1	0	4	3	3	3	2	20	1.2%	60.0%	37	1.4%	
3	3	0	0	0	0	4	2	4	8	2	23	1.4%	78.3%	47	1.9%	
4	18	0	0	0	0	4	7	6	1	5	41	2.5%	39.0%	64	2.5%	
5	29	0	1	0	1	4	3	9	6	1	54	3.4%	37.0%	80	3.1%	
Total	639	1	34	5	1	102	305	259	176	88	1,610	100%	38.8%	2,540	100%	
Total%	40%	0%	2%	0%	0%	6%	19%	16%	11%	5%	100%	-	-	-	-	
Day	454	1	27	3	0	54	247	169	105	57	1,117	69%	12.4%	1,872	74%	
Night	185	0	7	2	1	48	58	90	71	31	493	31%	17.6%	668	26%	
Day%	1.41	1.00	1.26	1.67	#DIV/0!	1.89	1.23	1.53	1.68	1.54	1.44	-	-	1.36	100%	
PCU	639	2	51	8	2	204	458	518	440	220	2,540	-	18.8%	-	-	
PCU%	25%	0%	2%	0%	0%	8%	18%	20%	17%	9%	100%	-	-	-	-	

DIRECTION		2				FROM		TO								
		Outbound				Cagayan De Oro City		Davao City								
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU	
6	37	0	5	0	0	2	14	9	6	10	83	4.6%	32.5%	128	4.4%	
7	38	0	5	0	0	3	24	15	5	15	105	5.8%	36.2%	168	5.8%	
8	34	0	7	1	0	4	23	10	1	11	91	5.0%	28.6%	139	4.8%	
9	35	0	2	0	0	3	16	15	2	2	75	4.2%	29.3%	108	3.8%	
10	39	0	2	0	0	3	20	19	4	4	91	5.0%	33.0%	136	4.7%	
11	30	0	2	0	0	3	22	14	4	6	81	4.5%	33.3%	125	4.4%	
12	39	0	1	0	0	5	9	9	0	2	65	3.6%	24.6%	87	3.0%	
13	46	0	4	0	0	8	26	14	10	9	117	6.5%	35.0%	183	6.4%	
14	36	0	4	1	0	4	26	6	6	2	85	4.7%	21.2%	123	4.3%	
15	51	0	2	1	0	6	24	17	13	4	118	6.5%	33.9%	180	6.3%	
16	45	0	3	2	0	5	29	12	9	3	108	6.0%	26.9%	160	5.6%	
17	48	0	2	0	0	2	37	11	13	4	117	6.5%	25.6%	175	6.1%	
18	48	0	0	1	0	4	30	7	7	5	102	5.6%	22.5%	147	5.1%	
19	15	0	1	1	0	1	6	6	6	2	38	2.1%	39.5%	61	2.1%	
20	22	0	2	0	0	8	13	10	10	7	72	4.0%	48.6%	123	4.3%	
21	19	0	0	0	0	4	10	7	7	7	54	3.0%	46.3%	91	3.2%	
22	20	0	0	1	0	5	6	12	14	6	64	3.5%	57.8%	115	4.0%	
23	14	0	0	1	0	5	8	11	15	6	60	3.3%	61.7%	112	3.9%	
0	7	0	0	0	0	8	1	18	15	3	52	2.9%	84.6%	106	3.7%	
1	7	0	1	1	1	3	5	13	4	4	39	2.2%	61.5%	71	2.5%	
2	13	0	0	0	1	3	5	12	8	2	44	2.4%	56.8%	77	2.7%	
3	8	0	0	0	0	5	4	4	13	1	35	1.9%	65.7%	67	2.3%	
4	20	0	0	0	0	4	8	12	10	1	55	3.0%	49.1%	92	3.2%	
5	17	0	4	0	0	2	8	11	12	2	56	3.1%	48.2%	96	3.4%	
Total	688	0	47	10	2	100	374	274	194	118	1,807	100%	38.0%	2,866	100%	
Total%	38%	0%	3%	1%	0%	6%	21%	15%	11%	7%	100%	-	-	-	-	
Day	478	0	39	5	0	48	270	151	73	72	1,136	63%	14.0%	1,856	65%	
Night	210	0	8	5	2	52	104	123	121	46	671	37%	16.1%	1,010	35%	
Day%	1.44	#DIV/0!	1.21	2.00	#DIV/0!	2.08	1.39	1.81	2.66	1.64	1.59	-	-	1.54	100%	
PCU	688	0	71	15	3	200	561	548	485	295	2,866	-	19.8%	-	-	
PCU%	24%	0%	2%	1%	0%	7%	20%	19%	17%	10%	100%	-	-	-	-	

Total															
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
6	75	0	8	1	0	6	30	14	11	14	159	4.7%	28.3%	236	4.4%
7	65	0	5	1	0	6	38	25	9	17	166	4.9%	34.3%	258	4.8%
8	59	0	8	1	0	7	38	24	7	15	159	4.7%	33.3%	247	4.6%
9	93	0	5	1	0	9	44	35	11	5	203	5.9%	29.6%	296	5.5%
10	82	1	4	0	0	9	32	36	15	11	190	5.6%	37.4%	293	5.4%
11	78	0	5	0	0	6	50	29	13	12	193	5.6%	31.1%	293	5.4%
12	86	0	3	0	0	10	45	22	8	4	178	5.2%	24.7%	252	4.7%
13	92	0	7	0	0	13	51	27	27	14	231	6.8%	35.1%	362	6.7%
14	75	0	6	1	0	9	42	29	17	6	185	5.4%	33.0%	282	5.2%
15	75	0	4	1	0	11	37	28	17	11	184	5.4%	36.4%	286	5.3%
16	76	0	5	2	0	9	46	30	17	13	198	5.8%	34.8%	309	5.7%
17	76	0	6	0	0	7	64	21	26	7	207	6.1%	29.5%	320	5.9%
18	103	0	3	2	0	11	45	17	14	11	206	6.0%	25.7%	297	5.5%
19	36	0	3	1	0	4	12	21	12	3	92	2.7%	43.5%	148	2.7%
20	35	0	2	0	0	13	21	23	18	12	124	3.6%	53.2%	217	4.0%
21	38	0	1	0	0	8	15	12	14	10	98	2.9%	44.9%	162	3.0%
22	31	0	0	1	0	8	8	23	20	9	100	2.9%	60.0%	179	3.3%
23	17	0	0	1	0	8	10	16	25	8	85	2.5%	67.1%	164	3.0%
0	10	0	0	0	0	12	4	25	17	4	72	2.1%	80.6%	143	2.6%
1	13	0	1	1	1	6	7	15	11	4	59	1.7%	61.0%	108	2.0%
2	17	0	0	1	1	7	8	15	11	4	64	1.9%	57.8%	114	2.1%
3	11	0	0	0	0	9	6	8	21	3	58	1.7%	70.7%	114	2.1%
4	38	0	0	0	0	8	15	18	11	6	96	2.8%	44.8%	155	2.9%
5	46	0	5	0	1	6	11	20	18	3	110	3.2%	42.7%	176	3.3%
Total	1,327	1	81	15	3	202	679	533	370	206	3,417	100%	38.4%	5,406	100%
Total%	39%	0%	2%	0%	0%	6%	20%	16%	11%	6%	100%	-	-	-	-
Day	932	1	66	8	0	102	517	320	178	129	2,253	66%	13.2%	3,728	69%
Night	395	0	15	7	3	100	162	213	192	77	1,164	34%	16.8%	1,678	31%
Day%	1.42	1.00	1.23	1.88	#DIV/0!	1.98	1.31	1.67	2.08	1.60	1.52	-	-	1.45	100%
PCU	1,327	2	122	23	5	404	1,019	1,066	925	515	5,406	-	19.3%	-	-
PCU%	25%	0%	2%	0%	0%	7%	19%	20%	17%	10%	100%	-	-	-	-

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	61	ROAD NAME				NPR9	NUMBER OF LANE				4	TOTAL LANE WIDTH				m
DATE & TIME	2019/4/29	(Mon)	6:00	4/30/19	(Tue)	6:00	AREA				Mindanao	PROVINCE				Misamis oriental
WEATHER	1	Sunny					REGION				X	CITY/MUNICIPALITY				Balingasag

DIRECTION	1										Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer					
6	57	2	4	9	3	5	37	30	7	1	155	5.0%	27.7%	230	4.8%
7	38	4	10	12	4	7	53	23	4	1	156	5.0%	22.4%	235	4.9%
8	89	1	17	8	3	8	72	31	10	2	241	7.8%	21.2%	349	7.2%
9	58	0	7	9	4	5	49	27	12	3	174	5.6%	27.0%	263	5.4%
10	79	3	22	2	4	13	45	17	16	6	207	6.7%	25.1%	308	6.4%
11	59	3	13	0	7	9	37	12	15	2	157	5.1%	24.2%	234	4.8%
12	40	2	11	4	7	4	53	22	13	6	162	5.2%	27.8%	255	5.3%
13	74	2	9	4	4	8	36	8	16	4	165	5.3%	21.8%	239	4.9%
14	32	1	16	4	2	8	42	8	8	1	122	3.9%	20.5%	184	3.8%
15	63	1	12	6	6	3	47	12	14	4	168	5.4%	19.6%	246	5.1%
16	48	1	14	3	5	5	54	15	10	7	162	5.2%	22.8%	246	5.1%
17	44	0	15	2	6	7	36	28	11	12	161	5.2%	36.0%	260	5.4%
18	63	2	8	3	8	4	48	12	14	12	174	5.6%	24.1%	264	5.5%
19	39	4	7	2	8	16	45	9	17	12	159	5.1%	34.0%	261	5.4%
20	45	1	7	0	4	9	46	13	11	5	141	4.6%	27.0%	216	4.5%
21	22	4	1	3	6	7	46	13	4	5	111	3.6%	26.1%	175	3.6%
22	15	4	1	1	4	3	26	16	1	17	88	2.8%	42.0%	152	3.1%
23	3	0	0	4	1	2	33	7	3	17	70	2.3%	41.4%	128	2.6%
0	4	1	0	3	0	1	10	7	1	12	39	1.3%	53.8%	74	1.5%
1	2	0	0	0	0	1	8	9	0	13	33	1.1%	69.7%	67	1.4%
2	0	1	0	0	0	1	15	7	0	17	41	1.3%	61.0%	83	1.7%
3	0	0	0	0	0	1	17	8	0	6	32	1.0%	46.9%	59	1.2%
4	13	0	0	0	0	2	24	18	1	10	68	2.2%	45.6%	117	2.4%
5	19	0	4	1	2	6	41	16	16	7	112	3.6%	40.2%	193	4.0%
Total	906	37	178	80	88	135	920	368	204	182	3,098	100%	28.7%	4,832	100%
Total%	29%	1%	6%	3%	3%	4%	30%	12%	7%	6%	100%	-	-	-	-
Day	681	20	150	63	55	82	561	233	136	49	2,030	66%	16.6%	3,311	69%
Night	225	17	28	17	33	53	359	135	68	133	1,068	34%	23.1%	1,521	31%
Day%	1.33	1.85	1.19	1.27	1.60	1.65	1.64	1.58	1.50	3.71	1.53	-	-	1.46	100%
PCU	906	56	267	120	132	270	1,380	736	510	455	4,832	-	23.3%	-	-
PCU%	19%	1%	6%	2%	3%	6%	29%	15%	11%	9%	100%	-	-	-	-

DIRECTION	2										Total	% Veh	% Large Veh.	PCU	% PCU
	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer					
6	64	1	16	9	7	8	30	16	15	4	170	5.7%	25.3%	254	5.5%
7	62	1	25	4	6	7	35	16	26	7	189	6.3%	29.6%	297	6.4%
8	75	2	18	10	4	8	32	21	13	2	185	6.2%	23.8%	270	5.8%
9	68	0	15	14	4	7	35	28	12	2	185	6.2%	26.5%	275	5.9%
10	51	2	11	5	4	4	36	32	8	2	155	5.2%	29.7%	235	5.1%
11	51	3	14	10	5	6	33	23	6	7	158	5.3%	26.6%	239	5.1%
12	64	0	11	2	4	6	37	35	19	1	179	6.0%	34.1%	277	6.0%
13	76	1	15	5	5	6	42	25	9	5	189	6.3%	23.8%	275	5.9%
14	67	2	14	5	3	8	45	27	8	7	186	6.2%	26.9%	278	6.0%
15	90	1	20	10	4	9	46	42	12	5	239	8.0%	28.5%	356	7.7%
16	63	2	12	9	3	8	29	25	8	4	163	5.4%	27.6%	242	5.2%
17	47	3	16	7	4	9	35	27	13	4	165	5.5%	32.1%	259	5.6%
18	46	4	6	8	5	5	30	15	5	4	128	4.3%	22.7%	188	4.0%
19	31	1	5	6	4	9	53	15	10	10	144	4.8%	30.6%	233	5.0%
20	15	5	2	4	2	7	22	14	3	8	82	2.7%	39.0%	137	2.9%
21	17	4	1	2	2	4	29	14	4	6	83	2.8%	33.7%	135	2.9%
22	13	7	2	2	2	5	10	8	5	5	59	2.0%	39.0%	99	2.1%
23	19	1	0	0	4	4	7	3	4	9	51	1.7%	39.2%	84	1.8%
0	7	1	0	0	0	2	15	4	0	11	40	1.3%	42.5%	71	1.5%
1	6	2	0	2	0	0	18	7	10	12	57	1.9%	50.9%	108	2.3%
2	7	0	0	0	0	1	7	10	4	4	33	1.1%	57.6%	60	1.3%
3	3	0	1	0	0	1	7	4	3	4	23	0.8%	52.2%	43	0.9%
4	8	3	2	1	3	0	15	6	8	1	47	1.6%	31.9%	79	1.7%
5	20	3	6	4	11	4	21	10	11	6	96	3.2%	32.3%	158	3.4%
Total	970	49	212	119	86	128	669	427	216	130	3,006	100%	30.0%	4,648	100%
Total%	32%	2%	7%	4%	3%	4%	22%	14%	7%	4%	100%	-	-	-	-
Day	778	18	187	90	53	86	435	317	149	50	2,163	72%	17.4%	3,444	74%
Night	192	31	25	29	33	42	234	110	67	80	843	28%	21.4%	1,204	26%
Day%	1.25	2.72	1.13	1.32	1.62	1.49	1.54	1.35	1.45	2.60	1.39	-	-	1.35	100%
PCU	970	74	318	179	129	256	1,004	854	540	325	4,648	-	22.1%	-	-
PCU%	21%	2%	7%	4%	3%	6%	22%	18%	12%	7%	100%	-	-	-	-

Total																
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU	
																6
7	100	5	35	16	10	14	88	39	30	8	345	5.7%	26.4%	532	5.6%	
8	164	3	35	18	7	16	104	52	23	4	426	7.0%	22.3%	618	6.5%	
9	126	0	22	23	8	12	84	55	24	5	359	5.9%	26.7%	538	5.7%	
10	130	5	33	7	8	17	81	49	24	8	362	5.9%	27.1%	543	5.7%	
11	110	6	27	10	12	15	70	35	21	9	315	5.2%	25.4%	473	5.0%	
12	104	2	22	6	11	10	90	57	32	7	341	5.6%	31.1%	532	5.6%	
13	150	3	24	9	9	14	78	33	25	9	354	5.8%	22.9%	514	5.4%	
14	99	3	30	9	5	16	87	35	16	8	308	5.0%	24.4%	462	4.9%	
15	153	2	32	16	10	12	93	54	26	9	407	6.7%	24.8%	602	6.4%	
16	111	3	26	12	8	13	83	40	18	11	325	5.3%	25.2%	488	5.1%	
17	91	3	31	9	10	16	71	55	24	16	326	5.3%	34.0%	519	5.5%	
18	109	6	14	11	13	9	78	27	19	16	302	4.9%	23.5%	452	4.8%	
19	70	5	12	8	12	25	98	24	27	22	303	5.0%	32.3%	493	5.2%	
20	60	6	9	4	6	16	68	27	14	13	223	3.7%	31.4%	353	3.7%	
21	39	8	2	5	8	11	75	27	8	11	194	3.2%	29.4%	310	3.3%	
22	28	11	3	3	6	8	36	24	6	22	147	2.4%	40.8%	251	2.6%	
23	22	1	0	4	5	6	40	10	7	26	121	2.0%	40.5%	212	2.2%	
0	11	2	0	3	0	3	25	11	1	23	79	1.3%	48.1%	144	1.5%	
1	8	2	0	2	0	1	26	16	10	25	90	1.5%	57.8%	175	1.8%	
2	7	1	0	0	0	2	22	17	4	21	74	1.2%	59.5%	142	1.5%	
3	3	0	1	0	0	2	24	12	3	10	55	0.9%	49.1%	101	1.1%	
4	21	3	2	1	3	2	39	24	9	11	115	1.9%	40.0%	195	2.1%	
5	39	3	10	5	13	10	62	26	27	13	208	3.4%	36.5%	351	3.7%	
Total	1,876	86	390	199	174	263	1,589	795	420	312	6,104	100%	29.3%	9,479	100%	
Total%	31%	1%	6%	3%	3%	4%	26%	13%	7%	5%	100%	-	-	-	-	
Day	1,459	38	337	153	108	168	996	550	285	99	4,193	69%	17.0%	6,755	71%	
Night	417	48	53	46	66	95	593	245	135	213	1,911	31%	22.3%	2,725	29%	
Day%	1.29	2.26	1.16	1.30	1.61	1.57	1.60	1.45	1.47	3.15	1.46	-	-	1.40	100%	
PCU	1,876	129	585	299	261	526	2,384	1,590	1,050	780	9,479	-	22.7%	-	-	
PCU%	20%	1%	6%	3%	3%	6%	25%	17%	11%	8%	100%	-	-	-	-	

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	62	ROAD NAME				NPR10	NUMBER OF LANE				4	TOTAL LANE WIDTH				m
DATE & TIME	2019/4/23	(Tue)	6:00	4/24/19	(Wed)	6:00	AREA				Mindanao	PROVINCE				Bukidnon
WEATHER	1	Sunny					REGION				X	CITY/MUNICIPALITY				Manolo fortich

DIRECTION		1 Inbound				FROM Manolo Fortich				TO Cagayan de Oro				Total	% Veh	% Large Veh.	PCU	% PCU
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer								
6	51	0	4	4	0	10	18	26	18	2	133	3.4%	42.1%	212	3.3%			
7	115	1	15	15	0	13	43	33	21	5	261	6.6%	27.6%	383	6.0%			
8	83	2	5	12	0	8	95	36	34	15	290	7.3%	32.1%	465	7.2%			
9	61	0	17	14	0	12	59	34	19	5	221	5.6%	31.7%	348	5.4%			
10	95	0	10	8	0	15	63	43	22	6	262	6.6%	32.8%	403	6.3%			
11	54	2	7	4	0	8	60	26	23	5	189	4.8%	32.8%	302	4.7%			
12	74	3	6	5	0	15	59	44	37	10	253	6.4%	41.9%	419	6.5%			
13	66	2	6	14	0	13	76	33	29	8	247	6.2%	33.6%	398	6.2%			
14	88	0	5	15	1	15	80	44	29	4	281	7.1%	32.7%	440	6.9%			
15	65	0	10	11	0	15	78	37	23	7	246	6.2%	33.3%	393	6.1%			
16	80	2	7	14	0	14	50	39	30	5	241	6.1%	36.5%	383	6.0%			
17	75	1	3	20	0	10	65	40	26	2	242	6.1%	32.2%	379	5.9%			
18	47	1	4	4	0	15	43	27	30	9	180	4.5%	45.0%	307	4.8%			
19	43	1	7	5	0	10	25	26	23	4	144	3.6%	43.8%	240	3.7%			
20	31	1	2	5	0	5	23	23	15	4	109	2.7%	43.1%	181	2.8%			
21	28	0	1	2	0	8	33	11	7	1	91	2.3%	29.7%	140	2.2%			
22	43	0	1	0	0	4	20	27	21	2	118	3.0%	45.8%	194	3.0%			
23	13	0	0	0	0	3	16	8	10	1	51	1.3%	43.1%	87	1.4%			
0	9	0	1	1	0	3	19	13	24	1	71	1.8%	57.7%	135	2.1%			
1	0	1	0	0	0	3	6	7	14	4	35	0.9%	80.0%	76	1.2%			
2	8	0	0	1	0	4	7	1	11	2	34	0.9%	52.9%	63	1.0%			
3	13	0	2	0	0	4	10	9	26	1	65	1.6%	61.5%	125	1.9%			
4	15	1	9	0	0	7	20	17	15	1	85	2.1%	47.1%	148	2.3%			
5	32	1	5	1	1	5	30	14	23	3	115	2.9%	39.1%	192	3.0%			
Total	1,189	19	127	155	2	219	998	618	530	107	3,964	100%	37.2%	6,407	100%			
Total%	30%	0%	3%	4%	0%	6%	25%	16%	13%	3%	100%	-	-	-	-			
Day	907	13	95	136	1	148	746	435	311	74	2,866	72%	11.1%	4,829	75%			
Night	282	6	32	19	1	71	252	183	219	33	1,098	28%	12.5%	1,579	25%			
Day%	1.31	1.46	1.34	1.14	2.00	1.48	1.34	1.42	1.70	1.45	1.38	-	-	1.33	100%			
PCU	1,189	29	191	233	3	438	1,497	1,236	1,325	268	6,407	-	14.0%	-	-			
PCU%	19%	0%	3%	4%	0%	7%	23%	19%	21%	4%	100%	-	-	-	-			

DIRECTION		2 Outbound				FROM Cagayan de Oro				TO Manolo Fortich				Total	% Veh	% Large Veh.	PCU	% PCU
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer								
6	59	5	12	17	0	8	18	25	15	0	159	4.0%	30.2%	241	3.8%			
7	76	9	17	16	5	9	28	19	9	4	192	4.9%	21.4%	277	4.3%			
8	0	0	27	17	1	11	25	28	18	1	128	3.2%	45.3%	231	3.6%			
9	99	10	25	12	1	10	12	41	26	3	239	6.1%	33.5%	364	5.7%			
10	67	8	24	10	0	10	27	38	19	5	208	5.3%	34.6%	327	5.1%			
11	72	6	18	7	0	7	15	29	18	4	176	4.5%	33.0%	268	4.2%			
12	86	6	26	8	0	12	45	38	20	4	245	6.2%	30.2%	374	5.8%			
13	70	7	18	8	1	10	19	40	25	6	204	5.2%	39.7%	327	5.1%			
14	99	5	21	19	0	12	33	57	24	15	285	7.2%	37.9%	452	7.1%			
15	118	10	16	11	0	11	31	44	36	6	283	7.2%	34.3%	435	6.8%			
16	115	4	20	13	0	12	35	46	41	10	296	7.5%	36.8%	467	7.3%			
17	84	5	22	14	0	6	23	50	24	15	243	6.2%	39.1%	390	6.1%			
18	98	1	17	3	0	10	38	33	30	8	238	6.0%	34.0%	368	5.8%			
19	69	1	11	6	0	11	9	33	36	10	186	4.7%	48.4%	313	4.9%			
20	61	1	8	5	0	10	6	61	43	11	206	5.2%	60.7%	368	5.8%			
21	23	5	4	2	0	4	10	21	23	8	100	2.5%	56.0%	182	2.9%			
22	34	1	2	0	2	4	20	24	21	1	109	2.8%	45.9%	183	2.9%			
23	19	0	1	0	0	4	6	20	12	2	64	1.6%	59.4%	113	1.8%			
0	8	0	1	0	0	6	6	16	19	2	58	1.5%	74.1%	115	1.8%			
1	0	0	0	0	0	3	9	14	8	4	38	1.0%	76.3%	78	1.2%			
2	3	0	0	0	0	2	9	8	6	2	30	0.8%	60.0%	57	0.9%			
3	3	1	5	0	1	5	18	12	16	4	65	1.6%	56.9%	125	1.9%			
4	15	1	2	0	0	21	17	16	8	2	82	2.1%	57.3%	144	2.3%			
5	27	1	3	0	0	12	29	19	17	5	113	2.9%	46.9%	194	3.0%			
Total	1,305	87	300	168	11	210	488	732	514	132	3,947	100%	40.2%	6,385	100%			
Total%	33%	2%	8%	4%	0%	5%	12%	19%	13%	3%	100%	-	-	-	-			
Day	945	75	246	152	8	118	311	455	275	73	2,658	67%	16.7%	4,517	71%			
Night	360	12	54	16	3	92	177	277	239	59	1,289	33%	16.1%	1,869	29%			
Day%	1.38	1.16	1.22	1.11	1.38	1.78	1.57	1.61	1.87	1.81	1.48	-	-	1.41	100%			
PCU	1,305	131	450	252	17	420	732	1,464	1,285	350	6,385	-	19.1%	-	-			
PCU%	20%	2%	7%	4%	0%	7%	11%	23%	20%	5%	100%	-	-	-	-			

Total		1 Inbound				FROM Manolo Fortich				TO Cagayan de Oro				Total	% Veh	% Large Veh.	PCU	% PCU
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer								
6	110	5	16	21	0	18	36	51	33	2	292	3.7%	35.6%	453	3.5%			
7	191	10	32	31	5	22	71	52	30	9	453	5.7%	24.9%	660	5.2%			
8	83	2	32	29	1	19	120	64	52	16	418	5.3%	36.1%	695	5.4%			
9	160	10	42	26	1	22	71	75	45	8	460	5.8%	32.6%	712	5.6%			
10	162	8	34	18	0	25	90	81	41	11	470	5.9%	33.6%	729	5.7%			
11	126	8	25	11	0	15	75	55	41	9	365	4.6%	32.9%	570	4.5%			
12	160	9	32	13	0	27	104	82	57	14	498	6.3%	36.1%	793	6.2%			
13	136	9	24	22	1	23	95	73	54	14	451	5.7%	36.4%	725	5.7%			
14	187	5	26	34	1	27	113	101	53	19	566	7.2%	35.3%	892	7.0%			
15	183	10	26	22	0	26	109	81	59	13	529	6.7%	33.8%	828	6.5%			
16	195	6	27	27	0	26	85	85	71	15	537	6.8%	36.7%	850	6.6%			
17	159	6	25	34	0	16	88	90	50	17	485	6.1%	35.7%	768	6.0%			
18	145	2	21	7	0	25	81	60	60	17	418	5.3%	38.8%	674	5.3%			
19	112	2	18	11	0	21	34	59	59	14	330	4.2%	46.4%	552	4.3%			
20	92	2	10	10	0	15	29	84	58	15	315	4.0%	54.6%	549	4.3%			
21	51	5	5	4	0	12	43	32	30	9	191	2.4%	43.5%	322	2.5%			
22	77	1	3	0	2	8	40	51	42	3	227	2.9%	45.8%	377	2.9%			
23	32	0	1	0	0	7	22	28	22	3	115	1.5%	52.2%	199	1.6%			
0	17	0	2	1	0	9	25	29	43	3	129	1.6%	65.1%	250	2.0%			
1	0	1	0	0	0	6	15	21	22	8	73	0.9%	78.1%	153	1.2%			
2	11	0	0	1	0	6	16	9	17	4	64	0.8%	56.3%	119	0.9%			
3	16	1	7	0	1	9	28	21	42	5	130	1.6%	59.2%	249	1.9%			
4	30	2	11	0	0	28	37	33	23	3	167	2.1%	52.1%	292	2.3%			
5	59	2	8	1	1	17	59	33	40	8	228	2.9%	43.0%	386	3.0%			
Total	2,494	106																

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	63	ROAD NAME				NPR10	NUMBER OF LANE				4	TOTAL LANE WIDTH				m
DATE & TIME	2019/4/25	(Thu)	6:00	4/26/19	(Fri)	6:00	AREA				Mindanao	PROVINCE				Bukidnon
WEATHER	1 Sunny						REGION				X	CITY/MUNICIPALITY				Malaybalay city

DIRECTION		1 Inbound				FROM Malaybalay City TO Impasugong												
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU			
6	45	1	16	5	0	11	44	34	15	8	179	5.2%	38.0%	292	5.2%			
7	53	0	18	4	0	10	47	15	20	9	176	5.1%	30.7%	279	4.9%			
8	45	0	16	5	1	10	56	23	19	15	190	5.5%	35.3%	313	5.5%			
9	66	0	18	6	0	11	54	51	19	8	233	6.7%	38.2%	375	6.6%			
10	81	0	12	5	1	12	65	43	19	11	249	7.2%	34.1%	391	6.9%			
11	65	1	14	2	0	11	44	46	17	3	203	5.9%	37.9%	321	5.7%			
12	83	0	16	5	2	17	46	34	11	14	228	6.6%	33.3%	351	6.2%			
13	66	1	15	5	2	10	64	40	8	13	224	6.5%	31.7%	349	6.2%			
14	71	0	12	5	1	12	38	44	15	18	216	6.2%	41.2%	350	6.2%			
15	53	1	7	2	0	6	26	22	15	9	141	4.1%	36.9%	223	3.9%			
16	54	0	18	5	1	12	40	20	9	14	173	5.0%	31.8%	272	4.8%			
17	60	1	13	2	0	12	31	23	20	2	164	4.7%	34.8%	256	4.5%			
18	34	0	5	2	0	8	22	14	9	3	97	2.8%	35.1%	152	2.7%			
19	35	0	5	5	0	8	21	17	15	3	109	3.2%	39.4%	177	3.1%			
20	21	2	1	2	0	5	22	20	15	3	91	2.6%	47.3%	157	2.8%			
21	23	0	6	2	0	7	12	7	10	5	72	2.1%	40.3%	119	2.1%			
22	17	0	3	4	0	7	13	18	14	12	88	2.5%	58.0%	162	2.9%			
23	10	0	1	0	0	2	19	19	15	7	73	2.1%	58.9%	137	2.4%			
0	4	0	0	1	0	4	15	11	10	15	60	1.7%	66.7%	121	2.1%			
1	7	0	0	1	0	1	4	1	12	3	29	0.8%	58.6%	56	1.0%			
2	26	1	0	1	1	4	9	11	14	8	75	2.2%	49.3%	129	2.3%			
3	14	0	2	10	1	9	11	13	16	13	89	2.6%	57.3%	167	2.9%			
4	18	0	2	8	0	6	26	18	19	13	110	3.2%	50.9%	200	3.5%			
5	56	1	3	13	0	11	39	29	26	11	189	5.5%	40.7%	313	5.5%			
Total	1,007	9	203	100	10	206	768	573	362	220	3,458	100%	39.4%	5,655	100%			
Total%	29%	0%	6%	3%	0%	6%	22%	17%	10%	6%	100%	-	-	-	-			
Day	742	5	175	51	8	134	555	395	187	124	2,376	69%	18.6%	3,920	69%			
Night	265	4	28	49	2	72	213	178	175	96	1,082	31%	18.3%	1,735	31%			
Day%	1.36	1.80	1.16	1.96	1.25	1.54	1.38	1.45	1.94	1.77	1.46	-	-	1.44	100%			
PCU	1,007	14	305	150	15	412	1,152	1,146	905	550	5,655	-	22.7%	-	-			
PCU%	18%	0%	5%	3%	0%	7%	20%	20%	16%	10%	100%	-	-	-	-			

DIRECTION		2 Outbound				FROM Impasugong TO Malaybalay City												
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU			
6	23	0	4	16	2	5	24	33	10	7	124	3.7%	44.4%	211	3.8%			
7	37	0	17	10	3	11	27	26	7	9	147	4.3%	36.1%	237	4.3%			
8	14	0	14	12	3	7	29	14	10	1	104	3.1%	30.8%	171	3.1%			
9	38	0	19	13	5	12	44	24	11	9	175	5.2%	32.0%	282	5.1%			
10	57	0	25	16	5	10	57	23	13	10	216	6.4%	25.9%	335	6.1%			
11	52	0	9	4	0	10	58	34	21	3	191	5.6%	35.6%	307	5.6%			
12	43	0	10	7	4	15	54	18	6	3	160	4.7%	26.3%	244	4.5%			
13	55	0	16	3	3	10	77	26	2	4	196	5.8%	21.4%	291	5.3%			
14	68	0	14	11	3	6	65	25	18	4	214	6.3%	24.8%	325	5.9%			
15	65	1	16	13	5	8	84	32	1	7	232	6.8%	20.7%	344	6.3%			
16	32	2	8	7	1	5	90	24	3	6	178	5.2%	21.3%	275	5.0%			
17	45	1	11	3	5	11	136	24	15	11	262	7.7%	23.3%	414	7.6%			
18	10	2	7	2	1	6	65	18	9	6	126	3.7%	31.0%	211	3.9%			
19	15	0	5	1	1	6	76	25	0	8	137	4.0%	28.5%	222	4.0%			
20	8	0	4	0	3	8	59	10	3	11	106	3.1%	30.2%	178	3.2%			
21	4	0	2	2	0	5	28	6	4	1	52	1.5%	30.8%	87	1.6%			
22	6	2	3	7	3	5	39	14	6	11	96	2.8%	37.5%	168	3.1%			
23	7	1	4	1	2	3	25	8	5	6	62	1.8%	35.5%	106	1.9%			
0	5	1	3	1	1	4	22	13	2	8	60	1.8%	45.0%	106	1.9%			
1	5	1	8	3	1	4	28	21	2	16	89	2.6%	48.3%	162	2.9%			
2	6	1	3	3	1	6	23	11	3	4	61	1.8%	39.3%	104	1.9%			
3	6	2	4	5	2	6	23	18	5	5	76	2.2%	44.7%	133	2.4%			
4	7	2	3	2	4	11	45	22	7	5	108	3.2%	41.7%	187	3.4%			
5	13	2	9	20	8	17	84	22	27	17	219	6.5%	37.9%	386	7.0%			
Total	621	18	218	162	66	191	1,262	491	190	172	3,391	100%	30.8%	5,479	100%			
Total%	18%	1%	6%	5%	2%	6%	37%	14%	6%	5%	100%	-	-	-	-			
Day	529	4	163	115	39	110	745	303	117	74	2,199	65%	17.6%	3,643	66%			
Night	92	14	55	47	27	81	517	188	73	98	1,192	35%	21.9%	1,837	34%			
Day%	1.17	4.50	1.34	1.41	1.69	1.74	1.69	1.62	1.62	2.32	1.54	-	-	1.50	100%			
PCU	621	27	327	243	99	382	1,893	982	475	430	5,479	-	22.6%	-	-			
PCU%	11%	0%	6%	4%	2%	7%	35%	18%	9%	8%	100%	-	-	-	-			

Total															
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
6	68	1	20	21	2	16	68	67	25	15	303	4.4%	40.6%	502	4.5%
7	90	0	35	14	3	21	74	41	27	18	323	4.7%	33.1%	516	4.6%
8	59	0	30	17	4	17	85	37	29	16	294	4.3%	33.7%	484	4.3%
9	104	0	37	19	5	23	98	75	30	17	408	6.0%	35.5%	656	5.9%
10	138	0	37	21	6	22	122	66	32	21	465	6.8%	30.3%	726	6.5%
11	117	1	23	6	0	21	102	80	38	6	394	5.8%	36.8%	627	5.6%
12	126	0	26	12	6	32	100	52	17	17	388	5.7%	30.4%	595	5.3%
13	121	1	31	8	5	20	141	66	10	17	420	6.1%	26.9%	640	5.7%
14	139	0	26	16	4	18	103	69	33	22	430	6.3%	33.0%	674	6.1%
15	118	2	23	15	5	14	110	54	16	16	373	5.4%	26.8%	567	5.1%
16	86	2	26	12	2	17	130	44	12	20	351	5.1%	26.5%	546	4.9%
17	105	2	24	5	5	23	167	47	35	13	426	6.2%	27.7%	670	6.0%
18	44	2	12	4	1	14	87	32	18	9	223	3.3%	32.7%	363	3.3%
19	50	0	10	6	1	14	97	42	15	11	246	3.6%	33.3%	398	3.6%
20	29	2	5	2	3	13	81	30	18	14	197	2.9%	38.1%	335	3.0%
21	27	0	8	4	0	12	40	13	14	6	124	1.8%	36.3%	205	1.8%
22	23	2	6	11	3	12	52	32	20	23	184	2.7%	47.3%	330	3.0%
23	17	1	5	1	2	5	44	27	20	13	135	2.0%	48.1%	243	2.2%
0	9	1	3	2	1	8	37	24	12	23	120	1.8%	55.8%	227	2.0%
1	12	1	8	4	1	5	32	22	14	19	118	1.7%	50.8%	218	2.0%
2	32	2	3	4	2	10	32	22	17	12	136	2.0%	44.9%	233	2.1%
3	20	2	6	15	3	15	34	31	21	18	165	2.4%	51.5%	300	2.7%
4	25	2	5	10	4	17	71	40	26	18	218	3.2%	46.3%	387	3.5%
5	69	3	12	33	8	28	123	51	53	28	408	6.0%	39.2%	698	6.3%
Total	1,628	27	421	262	76	397	2,030	1,064	552	392	6,849	100%	35.1%	11,134	100%
Total%	24%	0%	6%	4%	1%	6%	30%	16%	8%	6%	100%	-	-	-	-
Day	1,271	9	338	166	47	244	1,300	698	304	198	4,575	67%	18.1%	7,563	68%
Night	357	18	83	96	29	153	730	366	248	194	2,274	33%	20.2%	3,572	32%
Day%	1.28	3.00	1.25	1.58	1.62	1.63	1.56	1.52	1.82	1.98	1.50	-	-	1.47	100%
PCU	1,628	41	632	393	114	794	3,045	2,128	1,380	980	11,134	-	22.6%	-	-
PCU%	15%	0%	6%	4%	1%	7%	27%	19%	12%	9%	100%	-	-	-	-

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

No.STATION	64	ROAD NAME				NPR9	NUMBER OF LANE				4	TOTAL LANE WIDTH				m
DATE & TIME	2019/5/6	(Mon)	6:00	5/7/19	(Tue)	6:00	AREA				Mindanao	PROVINCE				Misamis oriental
WEATHER	1	Sunny					REGION				X	CITY/MUNICIPALITY				Opol

DIRECTION		1				FROM				TO								
		Inbound				Cagayan de Oro City				Iligan City								
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU			
6	112	43	51	31	15	1	76	38	0	0	367	3.7%	10.6%	514	3.7%			
7	176	60	84	68	2	3	188	31	26	2	640	6.5%	9.7%	917	6.6%			
8	124	67	130	102	4	0	160	81	32	1	701	7.1%	16.3%	1,063	7.6%			
9	126	49	187	175	1	0	195	100	73	26	932	9.5%	21.4%	1,484	10.7%			
10	150	55	188	150	2	0	176	96	67	15	899	9.2%	19.8%	1,404	10.1%			
11	188	34	88	53	2	0	125	48	15	2	555	5.7%	11.7%	780	5.6%			
12	240	63	66	19	0	1	116	37	8	1	551	5.6%	8.5%	735	5.3%			
13	260	51	69	32	4	1	118	64	9	2	610	6.2%	12.5%	829	6.0%			
14	258	44	41	18	4	0	100	62	11	8	546	5.6%	14.8%	740	5.3%			
15	278	45	56	19	6	0	95	69	11	4	583	5.9%	14.4%	785	5.6%			
16	258	70	61	13	2	0	130	70	28	2	634	6.5%	15.8%	887	6.4%			
17	348	45	51	22	2	1	100	48	13	5	635	6.5%	10.6%	821	5.9%			
18	128	47	42	8	1	0	86	18	6	0	336	3.4%	7.1%	455	3.3%			
19	275	87	39	10	0	0	73	25	6	1	516	5.3%	6.2%	656	4.7%			
20	193	59	21	4	0	0	54	22	1	2	356	3.6%	7.0%	452	3.2%			
21	137	69	14	10	1	0	44	15	9	7	306	3.1%	10.1%	414	3.0%			
22	84	27	4	0	0	0	19	21	15	3	173	1.8%	22.5%	246	1.8%			
23	54	17	5	0	0	0	19	13	11	4	123	1.3%	22.8%	179	1.3%			
0	31	11	0	0	0	0	2	11	8	0	63	0.6%	30.2%	93	0.7%			
1	15	7	0	0	0	0	5	13	13	0	53	0.5%	49.1%	92	0.7%			
2	17	3	1	0	0	0	5	14	5	0	45	0.5%	42.2%	71	0.5%			
3	13	3	0	0	0	0	5	8	9	0	38	0.4%	44.7%	64	0.5%			
4	29	7	13	0	0	0	22	16	8	0	95	1.0%	25.3%	144	1.0%			
5	31	8	0	0	2	0	6	8	3	1	59	0.6%	20.3%	81	0.6%			
Total	3,525	971	1,211	734	48	7	1,919	928	387	86	9,816	100%	14.3%	13,902	100%			
Total%	36%	10%	12%	7%	0%	0%	20%	9%	4%	1%	100%	-	-	-	-			
Day	2,518	626	1,072	702	44	7	1,579	744	293	68	7,653	78%	15.6%	11,412	82%			
Night	1,007	345	139	32	4	0	340	184	94	18	2,163	22%	7.4%	2,490	18%			
Day%	1.40	1.55	1.13	1.05	1.09	1.00	1.22	1.25	1.32	1.26	1.29	-	-	1.22	100%			
PCU	3,525	1,457	1,817	1,101	72	14	2,879	1,856	968	215	13,902	-	15.2%	-	-			
PCU%	25%	10%	13%	8%	1%	0%	21%	13%	7%	2%	100%	-	-	-	-			

DIRECTION		2				FROM				TO								
		Outbound				Iligan City				Cagayan de Oro City								
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU			
6	188	47	73	33	2	1	63	22	2	1	432	5.4%	6.0%	569	5.0%			
7	157	71	80	110	1	2	105	30	10	3	569	7.1%	7.9%	804	7.0%			
8	145	59	61	91	1	3	103	26	15	7	511	6.4%	10.0%	731	6.4%			
9	168	67	82	130	1	1	183	67	42	12	753	9.4%	16.2%	1,134	9.9%			
10	183	48	44	76	1	0	105	24	13	7	501	6.2%	8.8%	692	6.1%			
11	116	45	76	91	6	0	279	59	28	14	714	8.9%	14.1%	1,085	9.5%			
12	94	47	43	31	3	1	102	43	17	1	382	4.7%	16.2%	566	4.9%			
13	73	58	46	31	0	0	94	39	10	9	360	4.5%	16.1%	542	4.7%			
14	112	57	38	23	2	1	66	40	9	4	352	4.4%	15.3%	506	4.4%			
15	182	29	45	16	3	0	99	46	10	3	433	5.4%	13.6%	595	5.2%			
16	112	49	76	50	0	1	121	45	13	5	472	5.9%	13.6%	693	6.1%			
17	140	56	56	25	2	3	75	54	32	20	463	5.8%	23.5%	705	6.2%			
18	223	49	50	10	5	1	110	40	5	3	496	6.2%	9.9%	661	5.8%			
19	169	59	10	5	1	0	50	20	4	0	318	4.0%	7.5%	407	3.6%			
20	100	41	7	4	1	0	51	15	2	2	223	2.8%	8.5%	296	2.6%			
21	127	38	6	8	1	0	49	18	4	2	253	3.1%	9.5%	331	2.9%			
22	112	26	1	1	3	0	28	16	6	4	197	2.4%	13.2%	258	2.3%			
23	120	19	2	0	3	0	32	14	6	3	199	2.5%	11.6%	255	2.2%			
0	34	3	0	0	0	0	13	13	5	3	71	0.9%	29.6%	104	0.9%			
1	15	7	2	0	0	0	12	9	4	0	49	0.6%	26.5%	75	0.7%			
2	18	3	6	0	0	0	12	9	5	1	54	0.7%	27.8%	83	0.7%			
3	15	4	1	0	0	0	4	3	2	1	30	0.4%	20.0%	42	0.4%			
4	43	12	13	0	0	0	40	16	3	0	127	1.6%	15.0%	180	1.6%			
5	21	8	17	0	0	0	21	11	4	2	84	1.0%	20.2%	127	1.1%			
Total	2,667	902	835	735	36	14	1,817	679	251	107	8,043	100%	13.1%	11,436	100%			
Total%	33%	11%	10%	9%	0%	0%	23%	8%	3%	1%	100%	-	-	-	-			
Day	1,670	633	720	707	22	13	1,395	495	201	86	5,942	74%	14.2%	9,280	81%			
Night	997	269	115	28	14	1	422	184	50	21	2,101	26%	7.2%	2,156	19%			
Day%	1.60	1.42	1.16	1.04	1.64	1.08	1.30	1.37	1.25	1.24	1.35	-	-	1.23	100%			
PCU	2,667	1,353	1,253	1,103	54	28	2,726	1,358	628	268	11,436	-	14.0%	-	-			
PCU%	23%	12%	11%	10%	0%	0%	24%	12%	5%	2%	100%	-	-	-	-			

Total															
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
6	300	90	124	64	17	2	139	60	2	1	799	4.5%	8.1%	1,083	4.3%
7	333	131	164	178	3	5	293	61	36	5	1,209	6.8%	8.9%	1,721	6.8%
8	269	126	191	193	5	3	263	107	47	8	1,212	6.8%	13.6%	1,794	7.1%
9	294	116	269	305	2	1	378	167	115	38	1,685	9.4%	19.1%	2,618	10.3%
10	333	103	232	226	3	0	281	120	80	22	1,400	7.8%	15.9%	2,096	8.3%
11	304	79	164	144	8	0	404	107	43	16	1,269	7.1%	13.1%	1,864	7.4%
12	334	110	109	50	3	2	218	80	25	2	933	5.2%	11.7%	1,301	5.1%
13	333	109	115	63	4	1	212	103	19	11	970	5.4%	13.8%	1,371	5.4%
14	370	101	79	41	6	1	166	102	20	12	898	5.0%	15.0%	1,246	4.9%
15	460	74	101	35	9	0	194	115	21	7	1,016	5.7%	14.1%	1,380	5.4%
16	370	119	137	63	2	1	251	115	41	7	1,106	6.2%	14.8%	1,580	6.2%
17	488	101	107	47	4	4	175	102	45	25	1,098	6.1%	16.0%	1,526	6.0%
18	351	96	92	18	6	1	196	58	11	3	832	4.7%	8.8%	1,116	4.4%
19	444	146	49	15	1	0	123	45	10	1	834	4.7%	6.7%	1,063	4.2%
20	293	100	28	8	1	0	105	37	3	4	579	3.2%	7.6%	748	3.0%
21	264	107	20	18	2	0	93	33	13	9	559	3.1%	9.8%	745	2.9%
22	196	53	5	1	3	0	47	37	21	7	370	2.1%	17.6%	504	2.0%
23	174	36	7	0	3	0	51	27	17	7	322	1.8%	15.8%	434	1.7%
0	65	14	0	0	0	0	15	24	13	3	134	0.8%	29.9%	197	0.8%
1	30	14	2	0	0	0	17	22	17	0	102	0.6%	38.2%	166	0.7%
2	35	6	7	0	0	0	17	23	10	1	99	0.6%	34.3%	154	0.6%
3	28	7	1	0	0	0	9	11	11	1	68	0.4%	33.8%	106	0.4%
4	72	19	26	0											

RESULT OF TRAFFIC COUNT SURVEY -THE STUDY OF MASTER PLAN ON HIGH STANDARD HIGHWAY NETWORK DEVELOPMENT (PHASE2)

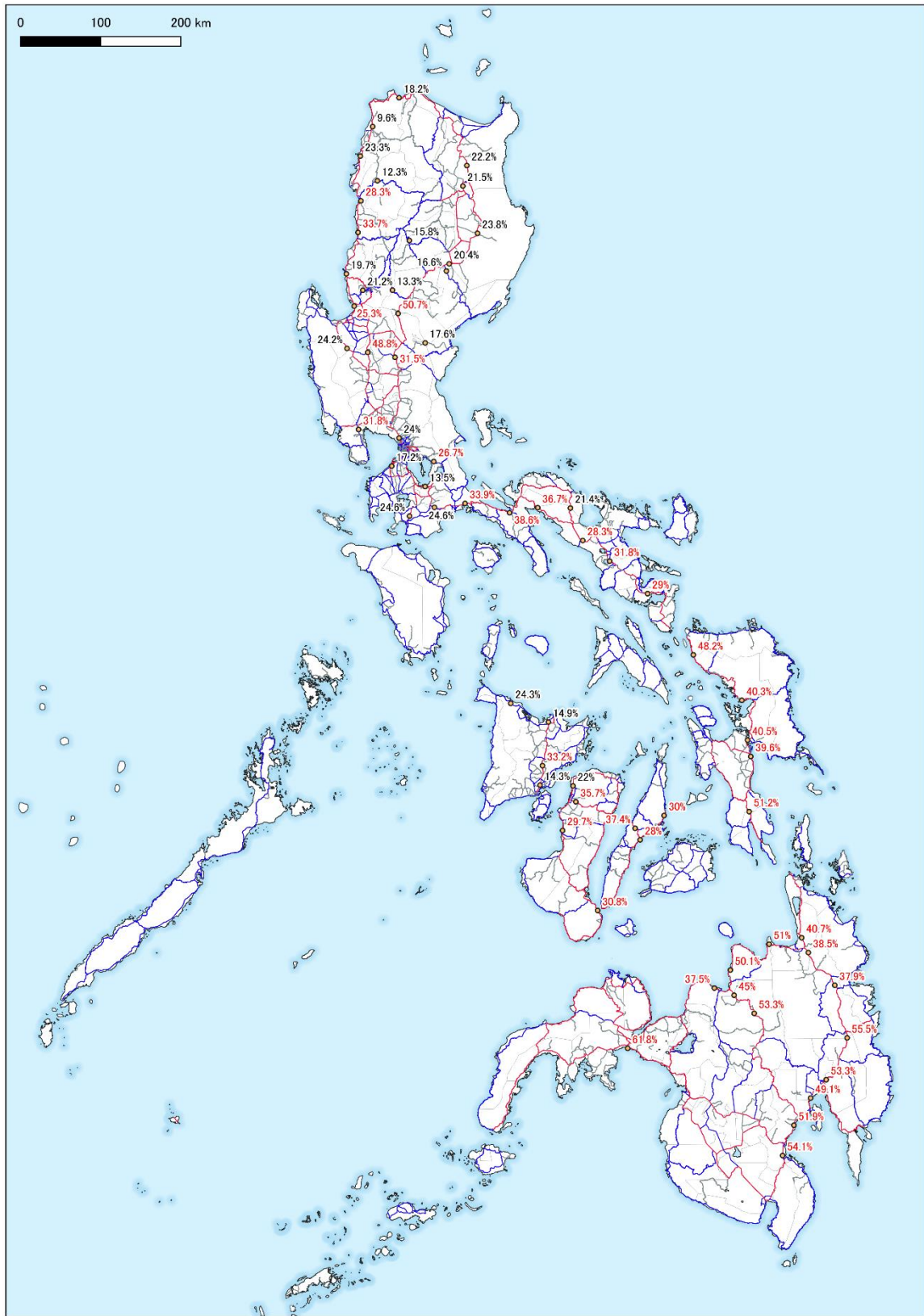
No.STATION	65	ROAD NAME				NPR1	NUMBER OF LANE				2	TOTAL LANE WIDTH				m				
DATE & TIME	2019/4/16	(Tue)	6:00	4/17/19	(Wed)	6:00	AREA				Mindanao	PROVINCE				Zamboanga del sur				
WEATHER	1					Sunny					REGION				IX	CITY/MUNICIPALITY				Tukuran

DIRECTION		1				FROM				TO				Sultan Naga Dimapor			
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU		
6	22	0	0	2	0	0	11	9	5	3	52	5.3%	32.7%	80	5.1%		
7	12	0	0	2	0	0	12	9	6	0	41	4.2%	36.6%	66	4.2%		
8	14	0	0	1	0	0	13	8	7	5	48	4.9%	41.7%	81	5.2%		
9	25	0	1	3	0	0	19	9	1	0	58	5.9%	17.2%	80	5.1%		
10	19	0	0	1	0	0	16	12	1	0	49	5.0%	26.5%	71	4.5%		
11	21	0	1	5	0	0	11	7	6	1	52	5.3%	26.9%	78	5.0%		
12	22	0	1	1	0	0	5	13	3	0	45	4.6%	35.6%	66	4.2%		
13	23	0	1	3	0	0	20	11	1	1	60	6.2%	21.7%	86	5.5%		
14	30	0	0	4	0	0	25	11	3	1	74	7.6%	20.3%	106	6.7%		
15	20	0	1	3	0	0	16	15	6	2	63	6.5%	36.5%	100	6.4%		
16	19	0	0	1	0	0	12	14	4	2	52	5.3%	38.5%	82	5.2%		
17	20	0	3	2	0	0	5	19	3	0	52	5.3%	42.3%	81	5.2%		
18	8	0	0	0	0	0	9	14	10	7	48	4.9%	64.6%	92	5.9%		
19	9	0	0	0	0	0	7	10	2	1	29	3.0%	44.8%	47	3.0%		
20	8	0	0	0	0	0	5	10	6	1	30	3.1%	56.7%	53	3.4%		
21	5	0	0	1	0	0	3	11	3	0	23	2.4%	60.9%	41	2.6%		
22	6	0	0	0	0	0	2	26	2	1	37	3.8%	78.4%	69	4.4%		
23	6	0	0	1	0	0	2	12	3	0	24	2.5%	62.5%	42	2.7%		
0	4	0	0	1	0	0	0	14	4	0	23	2.4%	78.3%	44	2.8%		
1	2	0	0	2	0	0	0	5	7	1	17	1.7%	76.5%	35	2.2%		
2	7	0	0	0	0	0	2	0	6	0	15	1.5%	40.0%	25	1.6%		
3	5	0	0	0	0	0	0	8	3	0	16	1.6%	68.8%	29	1.8%		
4	5	0	0	0	0	0	4	9	5	1	24	2.5%	62.5%	44	2.8%		
5	15	0	0	3	0	0	11	4	9	1	43	4.4%	32.6%	69	4.4%		
Total	327	0	8	36	0	0	210	260	106	28	975	100%	40.4%	1,563	100%		
Total%	34%	0%	1%	4%	0%	0%	22%	27%	11%	3%	100%	-	-	-	-		
Day	247	0	8	28	0	0	165	137	46	15	646	66%	3.6%	1,067	68%		
Night	80	0	0	8	0	0	45	123	60	13	329	34%	4.0%	496	32%		
Day%	1.32	#DIV/0!	1.00	1.29	#DIV/0!	#DIV/0!	1.27	1.90	2.30	1.87	1.51	-	-	1.46	100%		
PCU	327	0	12	54	0	0	315	520	265	70	1,563	-	5.2%	-	-		
PCU%	21%	0%	1%	3%	0%	0%	20%	33%	17%	4%	100%	-	-	-	-		

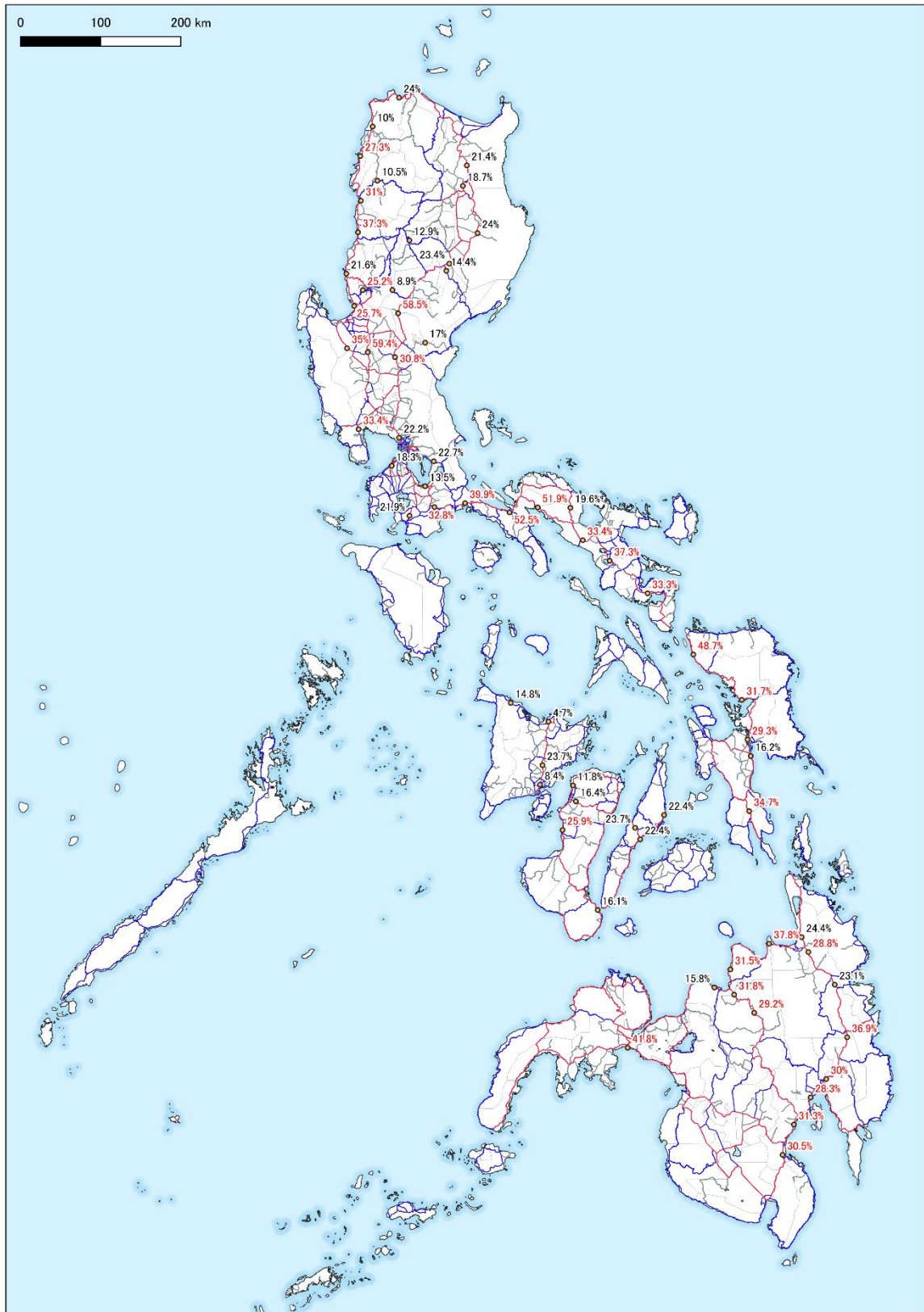
DIRECTION		2				FROM				TO				Sultan Naga Dimapor			
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU		
6	9	0	0	2	0	0	9	8	11	3	42	4.0%	52.4%	77	4.6%		
7	27	0	0	1	0	0	6	14	2	1	51	4.9%	33.3%	73	4.4%		
8	31	0	0	6	0	0	19	16	3	3	78	7.5%	28.2%	116	7.0%		
9	19	0	2	6	0	0	13	19	1	2	62	6.0%	35.5%	96	5.8%		
10	22	0	0	7	0	0	22	14	3	0	68	6.6%	25.0%	101	6.1%		
11	27	0	0	6	0	0	19	16	4	1	73	7.0%	28.8%	109	6.6%		
12	20	0	0	10	0	0	19	7	2	2	60	5.8%	18.3%	88	5.3%		
13	22	0	0	3	0	0	13	15	1	2	56	5.4%	32.1%	84	5.1%		
14	21	0	0	6	0	0	9	9	3	1	49	4.7%	26.5%	72	4.3%		
15	17	0	0	6	0	0	19	15	3	1	61	5.9%	31.1%	95	5.7%		
16	14	0	0	5	1	0	10	14	3	1	48	4.6%	37.5%	76	4.6%		
17	33	0	1	2	0	0	18	10	3	1	68	6.6%	20.6%	95	5.7%		
18	16	0	0	3	0	0	19	9	10	0	57	5.5%	33.3%	92	5.6%		
19	17	0	0	6	0	0	9	7	4	3	46	4.4%	30.4%	71	4.3%		
20	9	0	1	2	0	0	8	10	2	4	36	3.5%	44.4%	61	3.7%		
21	3	0	1	0	0	0	2	11	3	2	22	2.1%	72.7%	42	2.5%		
22	10	0	0	0	0	0	2	16	4	1	33	3.2%	63.6%	58	3.5%		
23	4	0	0	2	0	0	2	10	0	0	18	1.7%	55.6%	30	1.8%		
0	2	0	0	0	0	0	3	21	5	0	31	3.0%	83.9%	61	3.7%		
1	0	0	0	1	0	0	0	11	7	0	19	1.8%	94.7%	41	2.5%		
2	0	0	0	0	0	0	1	3	2	0	6	0.6%	83.3%	13	0.8%		
3	2	0	0	0	0	0	2	7	6	1	18	1.7%	77.8%	37	2.2%		
4	1	0	0	0	0	0	2	5	4	1	13	1.3%	76.9%	27	1.6%		
5	6	0	0	0	0	0	2	10	4	1	23	2.2%	65.2%	42	2.5%		
Total	332	0	5	74	1	0	228	277	90	31	1,038	100%	38.3%	1,651	100%		
Total%	32%	0%	0%	7%	0%	0%	22%	27%	9%	3%	100%	-	-	-	-		
Day	262	0	3	60	1	0	176	157	39	18	716	69%	3.1%	1,171	71%		
Night	70	0	2	14	0	0	52	120	51	13	322	31%	4.7%	480	29%		
Day%	1.27	#DIV/0!	1.67	1.23	1.00	#DIV/0!	1.30	1.76	2.31	1.72	1.45	-	-	1.41	100%		
PCU	332	0	8	111	2	0	342	554	225	78	1,651	-	5.2%	-	-		
PCU%	20%	0%	0%	7%	0%	0%	21%	34%	14%	5%	100%	-	-	-	-		

Total															
Time	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck 2axles	11.Truck 3axles-	12.Trailer	Total	% Veh	% Large Veh.	PCU	% PCU
6	31	0	0	4	0	0	20	17	16	6	94	4.7%	41.5%	156	4.9%
7	39	0	0	3	0	0	18	23	8	1	92	4.6%	34.8%	139	4.3%
8	45	0	0	7	0	0	32	24	10	8	126	6.3%	33.3%	197	6.1%
9	44	0	3	9	0	0	32	28	2	2	120	6.0%	26.7%	176	5.5%
10	41	0	0	8	0	0	38	26	4	0	117	5.8%	25.6%	172	5.4%
11	48	0	1	11	0	0	30	23	10	2	125	6.2%	28.0%	187	5.8%
12	42	0	1	11	0	0	24	20	5	2	105	5.2%	25.7%	154	4.8%
13	45	0	1	6	0	0	33	26	2	3	116	5.8%	26.7%	170	5.3%
14	51	0	0	10	0	0	34	20	6	2	123	6.1%	22.8%	177	5.5%
15	37	0	1	9	0	0	35	30	9	3	124	6.2%	33.9%	195	6.1%
16	33	0	0	6	1	0	22	28	7	3	100	5.0%	38.0%	158	4.9%
17	53	0	4	4	0	0	23	29	6	1	120	6.0%	30.0%	175	5.4%
18	24	0	0	3	0	0	28	23	20	7	105	5.2%	47.6%	184	5.7%
19	26	0	0	6	0	0	16	17	6	4	75	3.7%	36.0%	118	3.7%
20	17	0	1	2	0	0	13	20	8	5	66	3.3%	50.0%	114	3.5%
21	8	0	1	1	0	0	5	22	6	2	45	2.2%	66.7%	83	2.6%
22	16	0	0	0	0	0	4	42	6	2	70	3.5%	71.4%	126	3.9%
23	10	0	0	3	0	0	4	22	3	0	42	2.1%	59.5%	72	2.2%
0	6	0	0	1	0	0	3	35	9	0	54	2.7%	81.5%	105	3.3%
1	2	0	0	3	0	0	0	16	14	1	36	1.8%	86.1%	76	2.4%
2	7	0	0	0	0	0	3	3	8	0	21	1.0%	52.4%	38	1.2%
3	7	0	0	0	0	0	2	15	9	1	34	1.7%	73.5%	65	2.0%
4	6	0	0	0	0	0	6	14	9	2	37	1.8%	67.6%	71	2.2%
5	21	0	0	3	0	0	13	14	13	2	66	3.3%	43.9%	111	3.4%
Total	659	0	13	110	1	0	438	537	196	59	2,013	100%	39.3%	3,214	100%
Total%	33%	0%	1%	5%	0%	0%	22%	27%	10%	3%	100%	-	-	-	-
Day	509	0	11	88	1	0	341	294	85	33	1,362	68%	3.3%	2,238	70%
Night	150	0	2	22	0	0	97	243	111	26	651	32%	4.3%	976	30%
Day%	1.29	#DIV/0!	1.18	1.25	1.00	#DIV/0!	1.28	1.83	2.31	1.79	1.48	-	-	1.44	100%
PCU	659	0	20	165	2	0	657	1,074	490	148	3,214	-	5.2%	-	-
PCU%	21%	0%	1%	5%	0%	0%	20%	33%	15%	5%	100%	-	-	-	-

5.2.1(3) Ratio of Truck



5.2.1(4) Ratio of Large Vehicle



5.2.2 Summary of Road Side OD Interview Survey Result

Station	Number of sample											Combine Vehicle type(Sample)					Sampling Rate
	2.Passe nger Car	3.Taxi	4.Jeepney	5.HOV	6.Small Bus	7.Large Bus	8.Light Truck	9.Truck 2axles	10.Truc k 3axles-	11.Trailer	Total	Car 2-3	Jeepney 4	Bus 5-7	Truck 8-11	Total	Total
1	366	0	7	23	2	45	18	45	23	22	551	366	7	70	108	551	49%
2	866	1	82	15	1	26	71	56	11	12	1141	867	82	42	150	1,141	21%
3	833	1	6	1	0	103	112	79	53	56	1244	834	6	104	300	1,244	30%
4	1225	0	7	0	0	73	62	71	18	4	1460	1225	7	73	155	1,460	50%
5	464	0	0	258	0	12	31	163	17	18	963	464	0	270	229	963	19%
6	436	0	65	107	1	8	62	171	29	26	905	436	65	116	288	905	22%
7	531	0	77	0	0	1	33	73	17	9	741	531	77	1	132	741	44%
8	749	0	0	22	3	14	195	303	45	70	1401	749	0	39	613	1,401	20%
9	725	0	0	63	1	37	107	207	102	96	1338	725	0	101	512	1,338	20%
10	298	0	12	0	0	12	17	40	4	1	384	298	12	12	62	384	67%
11	363	0	101	68	0	13	41	154	15	40	795	363	101	81	250	795	17%
12	561	0	122	168	0	83	71	145	25	30	1205	561	122	251	271	1,205	17%
13	845	0	0	5	0	13	195	479	159	181	1877	845	0	18	1014	1,877	26%
14	1220	0	398	3	0	78	96	157	26	20	1998	1220	398	81	299	1,998	10%
15	1415	2	9	52	1	25	157	184	27	21	1893	1417	9	78	389	1,893	30%
16	584	0	2	8	0	20	91	111	22	13	851	584	2	28	237	851	20%
17	401	0	2	12	0	5	35	33	0	1	489	401	2	17	69	489	53%
18	1127	0	275	9	1	16	154	168	40	48	1838	1127	275	26	410	1,838	20%
19	518	0	3	1	0	34	88	130	55	85	914	518	3	35	358	914	15%
20	489	0	100	243	0	8	46	67	30	16	999	489	100	251	159	999	43%
21	666	0	0	1	2	27	53	68	12	5	834	666	0	30	138	834	47%
22	1113	2	60	12	0	18	233	303	134	74	1949	1115	60	30	744	1,949	13%
23	668	3	512	0	0	21	128	149	32	3	1516	671	512	21	312	1,516	11%
24	1075	0	166	45	267	68	164	158	41	16	2000	1075	166	380	379	2,000	10%
25	830	0	363	0	0	11	61	61	16	27	1369	830	363	11	165	1,369	18%
26	667	0	30	1	0	6	62	50	16	11	843	667	30	7	139	843	18%
27	771	0	324	0	1	101	98	85	12	1	1393	771	324	102	196	1,393	9%
28	236	0	239	1	0	84	114	190	8	9	881	236	239	85	321	881	7%
29	418	0	136	15	3	56	70	188	19	40	945	418	136	74	317	945	23%
30	881	0	46	3	0	59	126	224	165	53	1557	881	46	62	568	1,557	27%
31	460	0	16	2	1	13	67	142	126	57	884	460	16	16	392	884	22%
32	396	0	45	22	0	37	116	70	33	12	731	396	45	59	231	731	30%
33	1102	0	178	52	2	19	179	198	65	22	1817	1102	178	73	464	1,817	19%
34	344	0	2	41	0	13	124	317	227	149	1217	344	2	54	817	1,217	19%
35	675	0	75	104	0	46	129	172	107	133	1441	675	75	150	541	1,441	27%
36	269	0	71	59	0	119	89	165	132	15	919	269	71	178	401	919	65%
37	639	1	170	266	24	154	300	253	189	42	2038	640	170	444	784	2,038	47%
38	569	2	90	254	13	71	227	302	167	14	1709	571	90	338	710	1,709	24%
39	965	6	203	196	40	40	359	248	122	9	2188	971	203	276	738	2,188	29%
40	228	1	0	37	0	21	116	89	55	6	553	229	0	58	266	553	47%
41	640	9	321	19	161	227	314	362	208	97	2358	649	321	407	981	2,358	24%
42	805	47	225	3	109	142	198	185	182	51	1947	852	225	254	616	1,947	11%
43	1341	152	289	151	418	95	350	299	82	29	3206	1493	289	664	760	3,206	25%
44	1223	45	239	37	176	27	215	197	140	77	2376	1268	239	240	629	2,376	27%
45	681	18	13	203	84	85	179	189	270	60	1782	699	13	372	698	1,782	36%
46	1329	27	55	95	201	286	154	346	207	62	2762	1356	55	582	769	2,762	33%
47	1285	0	331	63	279	51	258	228	96	79	2670	1285	331	393	661	2,670	31%
48	563	25	51	540	7	15	208	125	42	15	1591	588	51	562	390	1,591	31%
49	860	9	116	98	0	2	200	197	17	11	1510	869	116	100	425	1,510	24%
50	734	39	5	118	72	53	123	280	294	32	1750	773	5	243	729	1,750	23%
51	1130	96	176	121	157	215	185	282	139	22	2523	1226	176	493	628	2,523	19%
52	983	0	187	254	2	75	836	403	464	73	3277	983	187	331	1776	3,277	46%
53	982	3	57	147	22	236	494	393	220	66	2620	985	57	405	1173	2,620	33%
54	1435	0	252	82	26	189	922	397	190	31	3524	1435	252	297	1540	3,524	47%
55	763	2	0	68	0	169	692	319	256	80	2349	765	0	237	1347	2,349	51%
56	2188	8	25	280	3	268	1508	537	379	100	5296	2196	25	551	2524	5,296	45%
57	1033	51	175	195	23	180	339	215	141	106	2458	1084	175	398	801	2,458	12%
58	766	30	33	303	6	160	424	329	107	45	2203	796	33	469	905	2,203	15%
59	1196	21	113	210	3	319	667	286	123	92	3030	1217	113	532	1168	3,030	37%
60	915	0	55	11	0	138	334	212	181	133	1979	915	55	149	860	1,979	53%
61	1057	40	182	112	100	183	725	332	264	129	3124	1097	182	395	1450	3,124	50%
62	476	82	75	183	5	177	391	273	320	122	2104	558	75	365	1106	2,104	26%
63	453	8	48	53	12	172	335	392	272	87	1832	461	48	237	1086	1,832	27%
64	2159	372	304	235	29	7	837	316	145	37	4441	2531	304	271	1335	4,441	25%
65	366	0	6	30	0	0	130	159	83	32	806	366	6	30	404	806	35%

MORNING PEAK HOUR INBOUND										
Route	Island	Road Name	Direction	Depature point	Arrival point	Length(km)	Depature time	Arrival time	Travel time (hour)	Average travel speed of
1	Luzon	NPR1	Inbound	San Rafael	Guiginto, Bulacan	25	7:25	8:19	0.9	27.78
2	Luzon	NPR1	Inbound	Santa Rosa, Nueva Ecija	San Rafael Bulacan	47	8:38	10:20	1.7	27.76
3	Luzon	NPR1	Inbound	Carrangalan	Santo Domingo, Nueva Ecija	39	7:08	8:09	1.0	38.73
4	Luzon	NPR1	Inbound	Aritao, Nueva Vizcaya	Carrangalan	55	7:13	8:25	1.2	45.48
5	Luzon	NPR1	Inbound	Alicia	Cordon, Isabela	40	7:00	7:51	0.8	47.44
6	Luzon	NPR1	Inbound	Tumauni	Naguilian, Isabela	42	7:01	7:46	0.7	57.03
7	Luzon	NPR1	Inbound	Iguig, Cagayan	Cabagan, Isabela	45	7:11	8:07	0.9	48.04
8	Luzon	NPR1	Inbound	Batac	Pasauquin, Ilocos Norte	38	7:11	8:01	1.0	37.70
9	Luzon	NRP2	Inbound	Santiago	Santa, Ilocos Sur	44	7:03	8:01	0.8	55.01
10	Luzon	NRP2	Inbound	Bachotan	Bauang, La Union	24	7:11	7:55	0.7	32.15
11	Luzon	NRP2	Inbound	Rosario	Aringay, La Union	32	7:05	7:47	0.7	45.17
12	Luzon	NSR208	Inbound	Baguio City	Rosario, La Union	48	7:00	8:10	1.2	41.99
13	Luzon	NRP2	Inbound	Rosales	Pozorrubio, Pangasinan	32	7:00	7:37	0.6	52.04
14	Luzon	NRP2	Inbound	Mabalacat City, Pampanga	Gerona, Tarlac	58	7:36	9:29	1.9	31.16
15	Luzon	NRP2	Inbound	Guiginto	San Fernando, Pampanga	33	7:42	9:06	1.4	24.00
16	Luzon	NRP64	Inbound	Ternate	Kawit, Cavite	31	7:01	7:53	0.9	36.16
17	Luzon	NSR47	Inbound	Tuy	Nasugbu, Batangas	31	7:12	7:56	0.7	42.14
18	Luzon	NRP65	Inbound	Carmona	Naic, Cavite	41	7:00	8:13	1.2	33.50
19	Luzon	NPR1	Inbound	Calamba, Laguna	Batangas City	54	7:00	8:39	1.7	32.52
20	Luzon	NPR66	Inbound	Tiaong, Quezon	Calamba, Laguna	45	7:10	8:43	1.6	29.27
21	Luzon	NPR1	Inbound	Pagbilao	Tayabas, Quezon	30	7:00	7:37	0.6	48.58
22	Luzon	NPR1	Inbound	Calauag	Gumaca, Quezon	37	7:00	7:52	0.9	44.01
23	Luzon	NPR68	Inbound	Ragay	Tagkawayan, Quezon	40	7:00	7:44	0.7	55.49
24	Luzon	NPR1	Inbound	Pili	Sipocot, Camarines Sur	58	7:01	8:29	1.5	39.90
25	Luzon	NPR1	Inbound	Pilar, Sorsogon	Ligoro, Albay	41	7:01	8:05	1.1	38.48
26	Luzon	NPR1	Inbound	Juban	Castilla, Sorsogon	43	7:24	8:16	0.9	50.96
27	Visayas	NPR5	Inbound	Tinaytayan	Roxas Coty, Capiz	41	8:04	9:09	1.1	37.55
28	Visayas	NPR5	Inbound	Iloilo City	Pototan, Iloilo	30	7:55	8:44	0.8	36.99
29	Visayas	NPR6	Inbound	San Enrique	Enrique B. Magalona, Negros Occidental	59	10:32	12:31	2.0	29.81
30	Visayas	NPR6	Inbound	Kabankalan City	Binalbagan, Negros Occidental	41	8:00	8:53	0.9	46.55
31	Visayas	NPR81	Inbound	City of Naga, Cebu	Toledo City, Cebu	33	8:00	8:47	0.8	41.74
32	Visayas	NPR8	Inbound	Carcar City rotonda	City of Naga, Cebu	18	7:33	8:06	0.6	32.98
33	Visayas	NPR1	Inbound	Gandara	Calbayog City, Samar	29	7:00	7:43	0.7	41.09
34	Visayas	NPR1	Inbound	Paranas	San Jorge, Samar	58	8:31	10:02	1.5	38.37
35	Visayas	NPR1	Inbound	Tolosa	Santa Rita, Samar	55	8:32	9:59	1.4	38.50
36	Mindanao	NPR9	Inbound	Butuan City	Nasipit, Agusan del Norte	32	7:50	8:38	0.8	40.53
37	Mindanao	NPR9	Inbound	Magsaysay	Medina, Misamis Oriental	45	6:29	7:23	0.9	50.47
38	Mindanao	NPR9	Inbound	Cagayan de Oro	Balingasag, Misamis Oriental	38	6:56	7:45	0.8	46.67
39	Mindanao	NPR9	Inbound	Cagayan de Oro	Laguindingan, Misamis Oriental	42	8:16	9:36	1.3	31.31
40	Mindanao	NPR1	Inbound	Cagayan de Oro, Misamis Oriental	Sumilao, Bukidnon	47	8:45	9:47	1.0	45.87
41	Mindanao	NPR1	Inbound	Maramag	Malaybalay, Bukidnon	28	6:57	7:37	0.7	43.62
42	Mindanao	NPR1	Inbound	Arakan, Cotabato	Maramag, Bukidnon	70	8:11	9:44	1.6	45.41
43	Mindanao	NPR1	Inbound	Talomo District, Davao City	Marilog District, Davao City	42	8:00	8:56	0.9	45.53
44	Mindanao	NPR1	Inbound	Malungon, Sarangani	General Santos City	40	6:00	6:52	0.9	46.15
45	Mindanao	NPR1	Inbound	Santa Cruz	Sulop, Davao del Sur	44	7:00	7:54	0.9	48.54
46	Mindanao	NPR1	Inbound	Tagum City	Bunawan, Davao City	32	7:44	8:25	0.7	46.60
47	Mindanao	NPR1	Inbound	Montevista	Tagum City, Davao del Norte	44	7:51	8:39	0.8	54.53
48	Mindanao	NPR1	Inbound	Rosario	Trento, Agusan del Sur	39	7:53	8:41	0.8	50.36
49	Mindanao	NPR1	Inbound	Prosperidad	Butuan City, Agusan del Sur	58	6:59	8:07	1.1	51.91

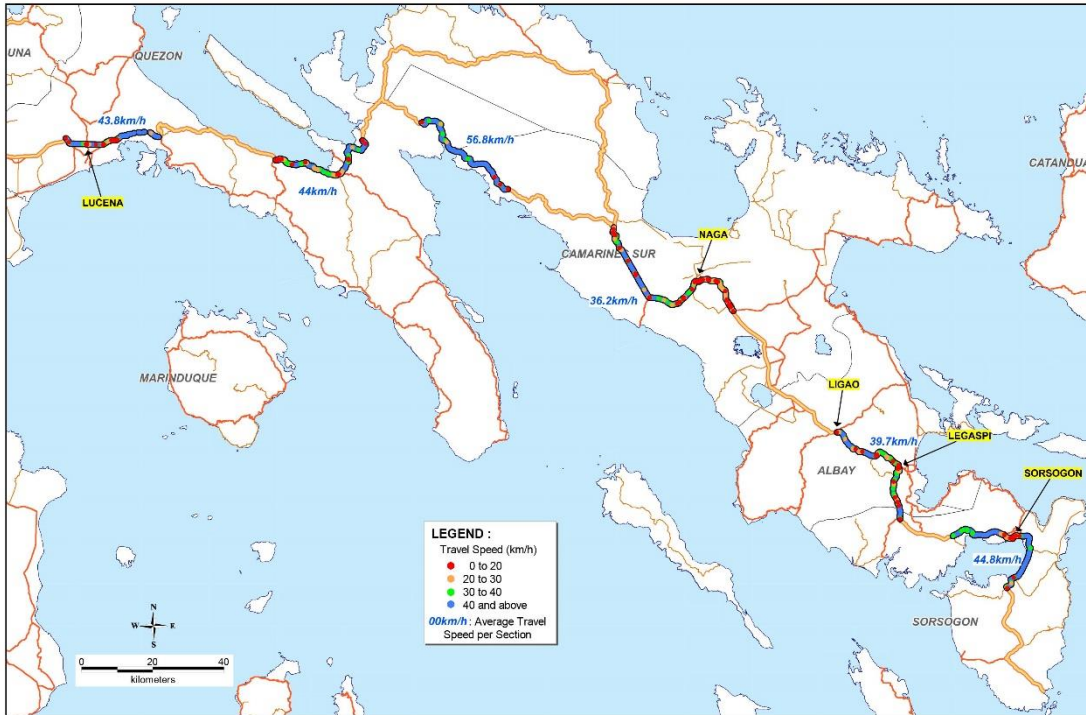
MORNING PEAK HOUR OUTBOUND										
Route	Island	Road Name	Direction	Depature point	Arrival point	Length(km)	Depature time	Arrival time	Travel time (hour)	Average travel speed of
1	Luzon	NPR1	Outbound	Guiginto, Bulacan	San Rafael	25	7:22	8:16	0.88	28.30
2	Luzon	NPR1	Outbound	San Rafael Bulacan	Santa Rosa, Nueva Ecija	47	7:58	9:35	1.62	28.91
3	Luzon	NPR1	Outbound	Santo Domingo, Nueva Ecija	Carrangalan	39	7:12	8:07	0.92	42.96
4	Luzon	NPR1	Outbound	Carrangalan	Aritao, Nueva Vizcaya	55	7:02	8:13	1.17	46.77
5	Luzon	NPR1	Outbound	Cordon, Isabela	Alicia	40	7:05	8:12	1.12	35.40
6	Luzon	NPR1	Outbound	Naguilian, Isabela	Tumauni	42	7:01	7:50	0.82	51.21
7	Luzon	NPR1	Outbound	Cabagan, Isabela	Iguig, Cagayan	45	7:22	8:22	0.98	45.60
8	Luzon	NPR1	Outbound	Pasauquin, Ilocos Norte	Batac	38	7:09	8:04	0.92	41.13
9	Luzon	NRP2	Outbound	Santa, Ilocos Sur	Santiago	44	7:05	7:57	0.85	51.78
10	Luzon	NRP2	Outbound	Bauang, La Union	Bachotan	24	7:01	7:43	0.70	33.69
11	Luzon	NRP2	Outbound	Aringay, La Union	Rosario	32	7:09	7:55	0.75	42.16
12	Luzon	NSR208	Outbound	Rosario, La Union	Baguio City	48	6:59	8:33	1.55	31.75
13	Luzon	NRP2	Outbound	Pozorrubio, Pangasinan	Rosales	32	7:02	7:47	0.73	43.76
14	Luzon	NRP2	Outbound	Gerona, Tarlac	Mabalacat City, Pampanga	58	7:27	9:22	1.92	30.35
15	Luzon	NRP2	Outbound	San Fernando, Pampanga	Guiginto	33	7:36	9:12	1.58	20.97
16	Luzon	NRP64	Outbound	Kawit, Cavite	Ternate	31	7:01	8:05	1.05	29.85
17	Luzon	NSR47	Outbound	Nasugbu, Batangas	Tuy	31	6:55	7:40	0.75	41.20
18	Luzon	NRP65	Outbound	Naic, Cavite	Carmona	41	7:04	8:17	1.22	33.50
19	Luzon	NPR1	Outbound	Batangas City	Calamba, Laguna	54	7:02	9:42	2.65	20.25
20	Luzon	NPR66	Outbound	Calamba, Laguna	Tiaong, Quezon	45	7:02	8:27	1.42	32.03
21	Luzon	NPR1	Outbound	Tayabas, Quezon	Pagbilao	30	7:01	7:39	0.63	47.31
22	Luzon	NPR1	Outbound	Gumaca, Quezon	Calauag	37	7:00	7:48	0.78	47.76
23	Luzon	NPR68	Outbound	Tagkawayan, Quezon	Ragay	40	7:00	7:39	0.65	61.18
24	Luzon	NPR1	Outbound	Sipocot, Camarines Sur	Pili	58	7:00	8:33	1.55	37.33
25	Luzon	NPR1	Outbound	Ligoro, Albay	Pilar, Sorsogon	41	7:00	8:12	1.18	34.68
26	Luzon	NPR1	Outbound	Castilla, Sorsogon	Juban	43	7:18	8:03	0.73	59.07
27	Visayas	NPR5	Outbound	Roxas Coty, Capiz	Tinaytayan	41	6:59	7:58	0.97	42.08
28	Visayas	NPR5	Outbound	Pototan, Iloilo	Iloilo City	30	6:59	7:49	0.82	36.23
29	Visayas	NPR6	Outbound	Enrique B. Magalona, Negros Occidental	San Enrique	59	7:16	8:47	1.52	38.98
30	Visayas	NPR6	Outbound	Binalbagan, Negros Occidental	Kabankalan City	41	7:01	7:52	0.85	48.38
31	Visayas	NPR81	Outbound	Toledo City, Cebu	City of Naga, Cebu	33	7:00	7:47	0.78	41.74
32	Visayas	NPR8	Outbound	City of Naga, Cebu	Carcar City rotonda	18	7:00	7:32	0.53	34.01
33	Visayas	NPR1	Outbound	Calbayog City, Samar	Gandara	29	7:44	8:23	0.63	46.50
34	Visayas	NPR1	Outbound	San Jorge, Samar	Paranas	58	7:00	8:23	1.38	42.07
35	Visayas	NPR1	Outbound	Santa Rita, Samar	Tolosa	55	7:00	8:30	1.50	36.79
36	Mindanao	NPR9	Outbound	Nasipit, Agusan del Norte	Butuan City	32	7:00	7:47	0.78	40.53
37	Mindanao	NPR9	Outbound	Medina, Misamis Oriental	Magsaysay	45	7:24	8:17	0.88	50.47
38	Mindanao	NPR9	Outbound	Balingasag, Misamis Oriental	Cagayan de Oro	38	7:48	8:40	0.85	44.84
39	Mindanao	NPR9	Outbound	Laguindingan, Misamis Oriental	Cagayan de Oro	42	7:01	8:13	1.20	34.79
40	Mindanao	NPR1	Outbound	Sumilao, Bukidnon	Cagayan de Oro, Misamis Oriental	47	7:33	8:38	1.07	44.44
41	Mindanao	NPR1	Outbound	Malaybalay, Bukidnon	Maramag	28	6:14	6:51	0.60	47.25
42	Mindanao	NPR1	Outbound	Maramag, Bukidnon	Arakan, Cotabato	70	6:30	8:01	1.52	46.40
43	Mindanao	NPR1	Outbound	Marilog District, Davao City	Talomo District, Davao City	42	7:00	7:55	0.92	45.53
44	Mindanao	NPR1	Outbound	General Santos City	Malungon, Sarangani	40	7:00	7:58	0.97	41.38
45	Mindanao	NPR1	Outbound	Sulop, Davao del Sur	Santa Cruz	44	6:00	6:53	0.87	50.41
46	Mindanao	NPR1	Outbound	Bunawan, Davao City	Tagum City	32	6:59	7:42	0.70	45.49
47	Mindanao	NPR1	Outbound	Tagum City, Davao del Norte	Montevista	44	6:59	7:49	0.82	53.41
48	Mindanao	NPR1	Outbound	Trento, Agusan del Sur	Rosario	39	6:59	7:43	0.73	53.80
49	Mindanao	NPR1	Outbound	Butuan City, Agusan del Sur	Prosperidad	58	8:09	9:19	1.15	50.41

EVENING PEAK HOUR INBOUND										
Route	Island	Road Name	Direction	Depature point	Arrival point	Length(km)	Depature time	Arrival time	Travel time (hour)	Average travel speed of
1	Luzon	NPR1	Inbound	San Rafael	Guiginto, Bulacan	25	16:07	17:18	1.2	21.43
2	Luzon	NPR1	Inbound	Santa Rosa, Nueva Ecija	San Rafael Bulacan	47	16:02	18:33	2.5	18.57
3	Luzon	NPR1	Inbound	Carrangalan	Santo Domingo, Nueva Ecija	39	16:01	17:05	1.1	37.50
4	Luzon	NPR1	Inbound	Aritao, Nueva Vizcaya	Carrangalan	55	15:59	17:26	1.4	38.07
5	Luzon	NPR1	Inbound	Alicia	Cordon, Isabela	40	16:01	16:59	1.0	40.89
6	Luzon	NPR1	Inbound	Tumauni	Naguilian, Isabela	42	16:19	17:07	0.8	53.39
7	Luzon	NPR1	Inbound	Iguig, Cagayan	Cabagan, Isabela	45	16:00	17:02	1.0	44.10
8	Luzon	NPR1	Inbound	Batac	Pasauquin, Ilocos Norte	38	15:56	17:14	1.3	29.38
9	Luzon	NRP2	Inbound	Santiago	Santa, Ilocos Sur	44	15:53	16:49	0.9	47.15
10	Luzon	NRP2	Inbound	Bachotan	Bauang, La Union	24	16:00	16:48	0.8	29.48
11	Luzon	NRP2	Inbound	Rosario	Aringay, La Union	32	16:01	16:44	0.7	45.17
12	Luzon	NSR208	Inbound	Baguio City	Rosario, La Union	48	15:59	17:46	1.8	27.33
13	Luzon	NRP2	Inbound	Rosales	Pozorrubio, Pangasinan	32	16:04	16:55	0.8	38.51
14	Luzon	NRP2	Inbound	Mabalacat City, Pampanga	Gerona, Tarlac	58	16:02	18:20	2.3	25.48
15	Luzon	NRP2	Inbound	Guiginto	San Fernando, Pampanga	33	16:12	17:53	1.7	19.92
16	Luzon	NRP64	Inbound	Ternate	Kawit, Cavite	31	16:21	17:24	1.1	29.85
17	Luzon	NSR47	Inbound	Tuy	Nasugbu, Batangas	31	16:01	16:48	0.8	40.30
18	Luzon	NRP65	Inbound	Carmona	Naic, Cavite	41	16:01	17:23	1.4	30.19
19	Luzon	NPR1	Inbound	Calamba, Laguna	Batangas City	54	15:55	17:58	2.1	26.18
20	Luzon	NPR66	Inbound	Tiaong, Quezon	Calamba, Laguna	45	16:02	17:44	1.7	26.95
21	Luzon	NPR1	Inbound	Pagbilao	Tayabas, Quezon	30	16:00	16:41	0.7	43.84
22	Luzon	NPR1	Inbound	Calauag	Gumaca, Quezon	37	16:00	16:51	0.9	44.01
23	Luzon	NPR68	Inbound	Ragay	Tagkawayan, Quezon	40	16:00	16:42	0.7	56.81
24	Luzon	NPR1	Inbound	Pili	Sipocot, Camarines Sur	58	16:18	17:54	1.6	36.16
25	Luzon	NPR1	Inbound	Pilar, Sorsogon	Ligoro, Albay	41	16:00	17:02	1.0	39.72
26</										

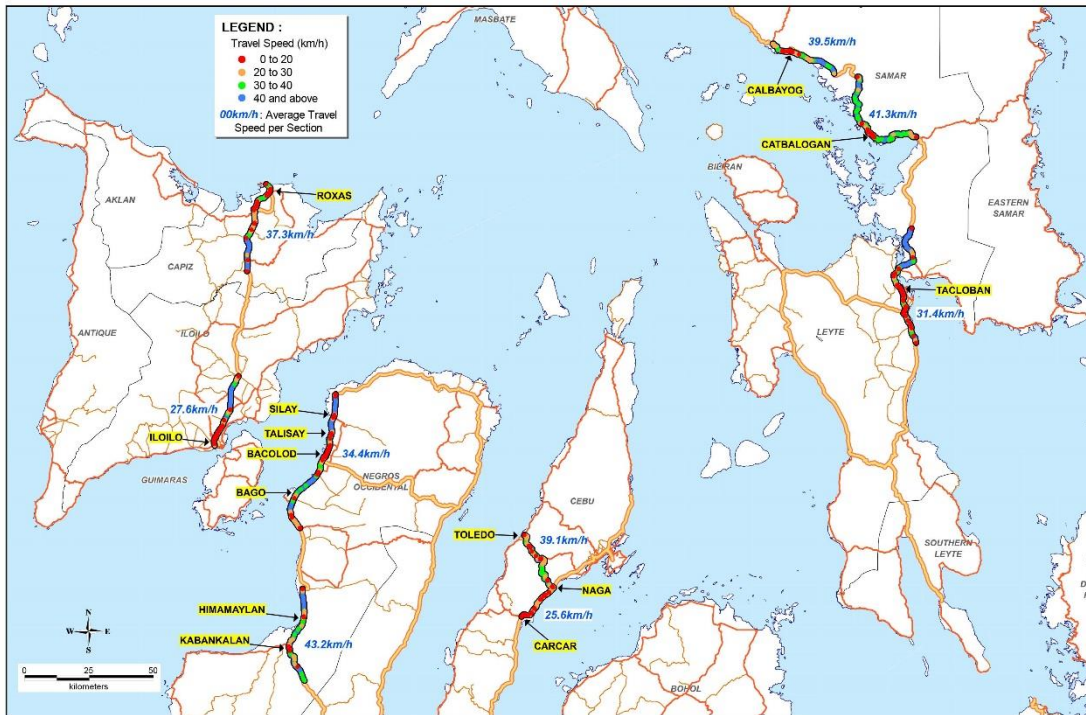
5.2.3(2) Map of Travel Speed Time Result (Inbound at PM Peak Hour)



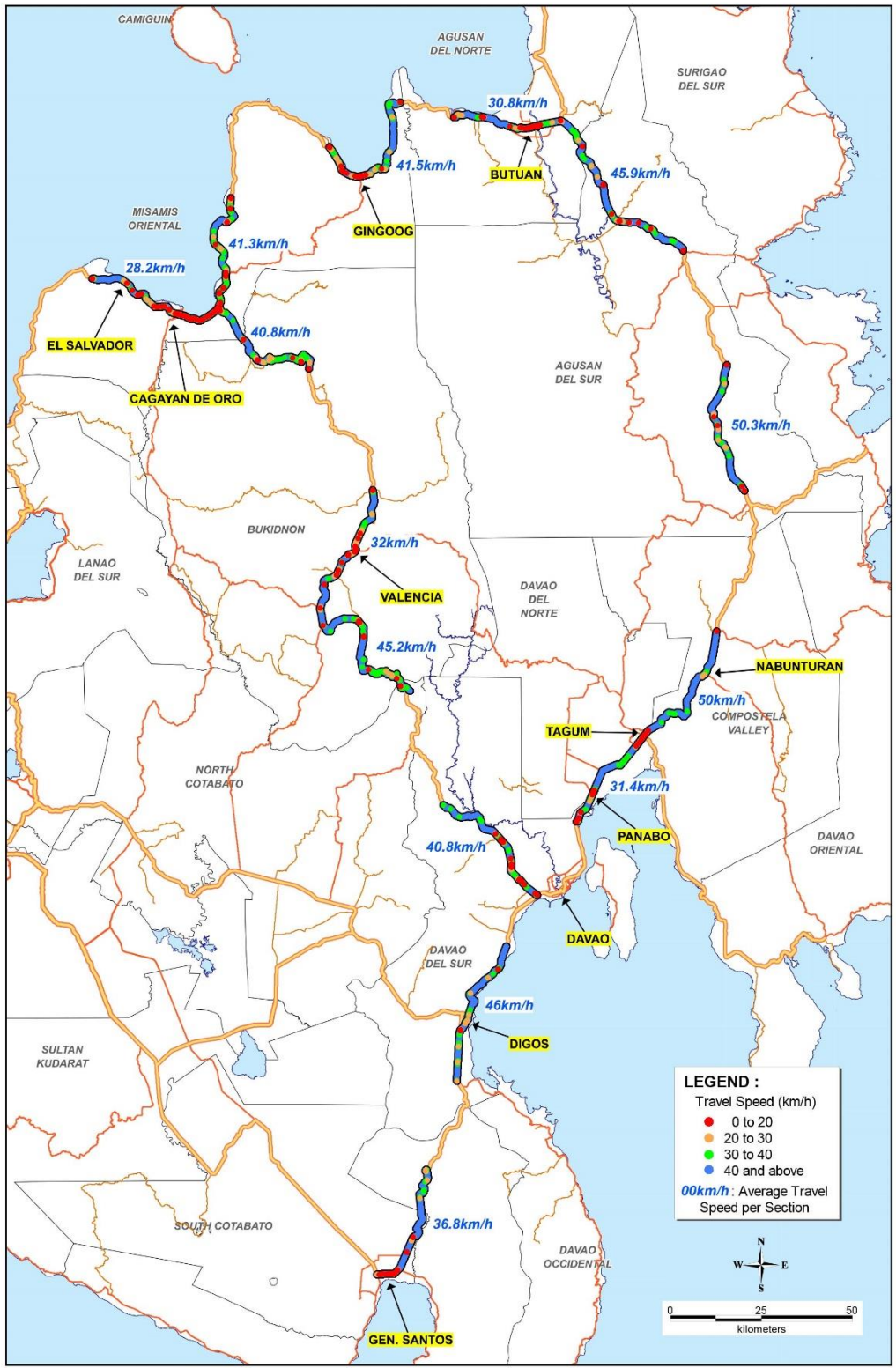
Northern and Central Luzon : Inbound at PM Peak Hour



Southern Luzon : Inbound at PM Peak Hour



Visayas : Inbound at PM Peak Hour

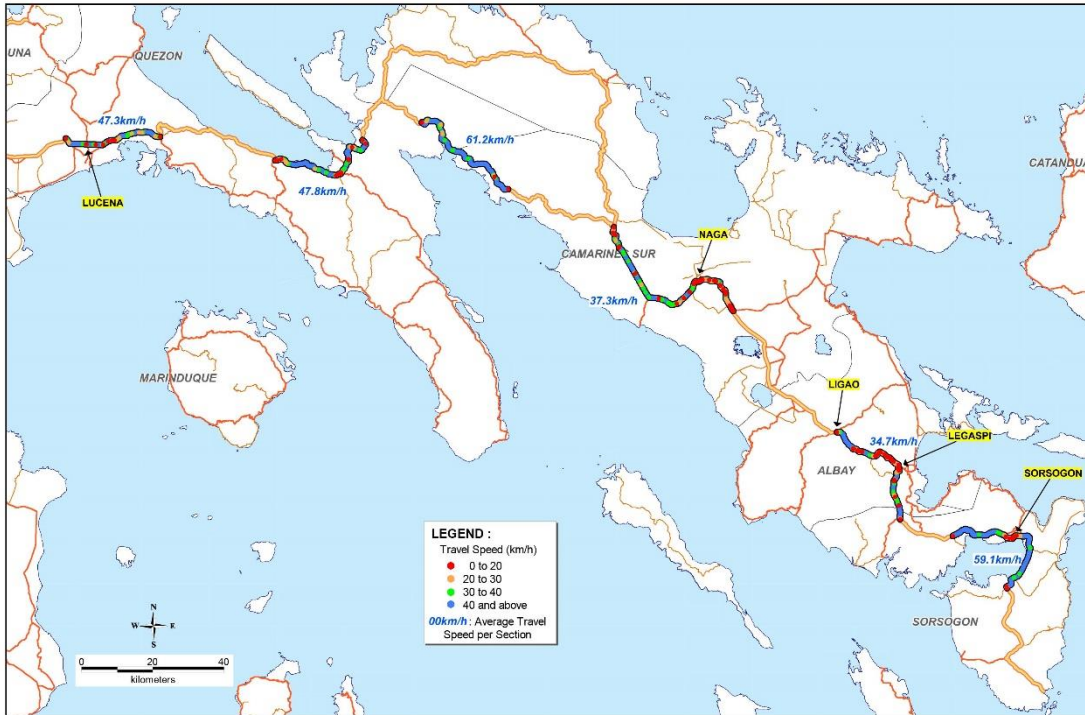


Mindanao : Inbound at PM Peak Hour

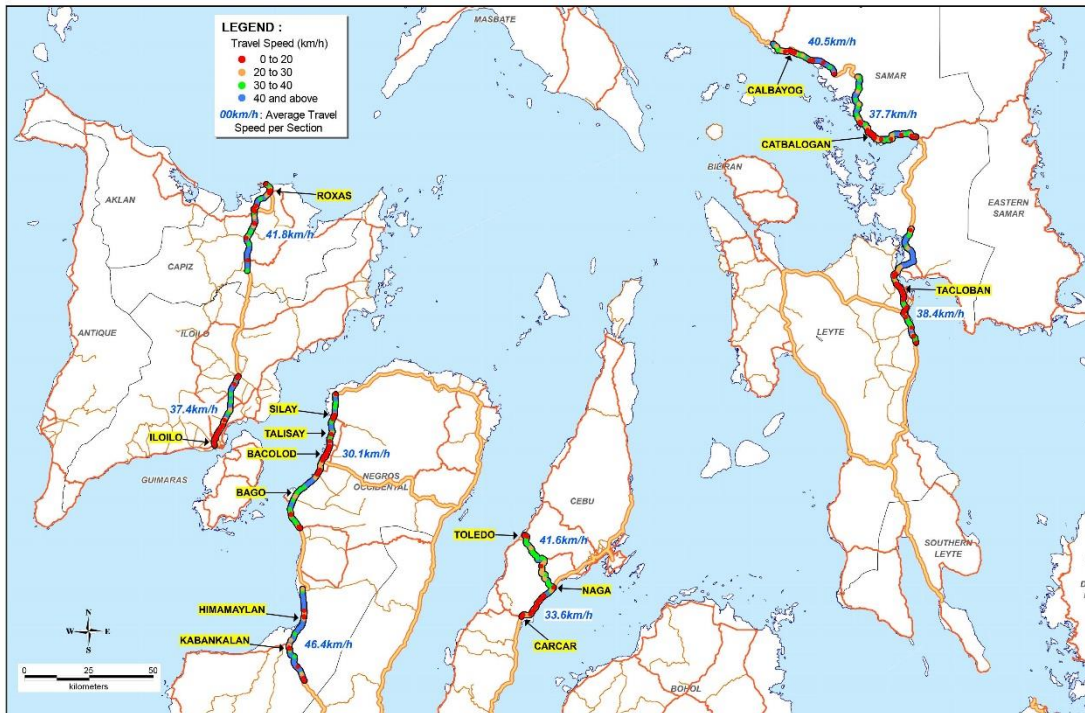
5.2.3(3) Map of Travel Sppeed Time Result (Outbound at AM Peak Hour)



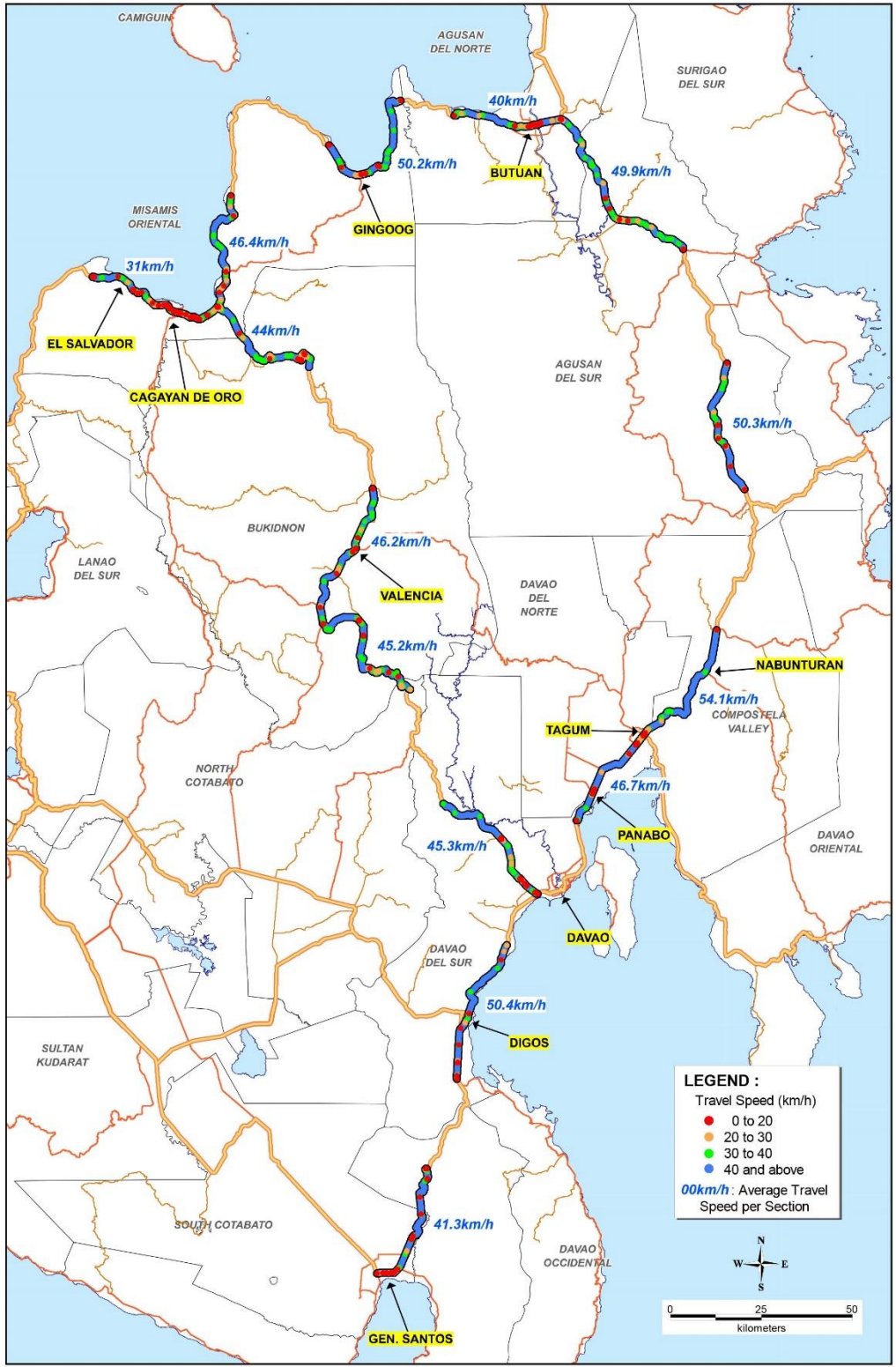
Northern and Central Luzon : Outbound at AM Peak Hour



Southern Luzon : Outbound at AM Peak Hour

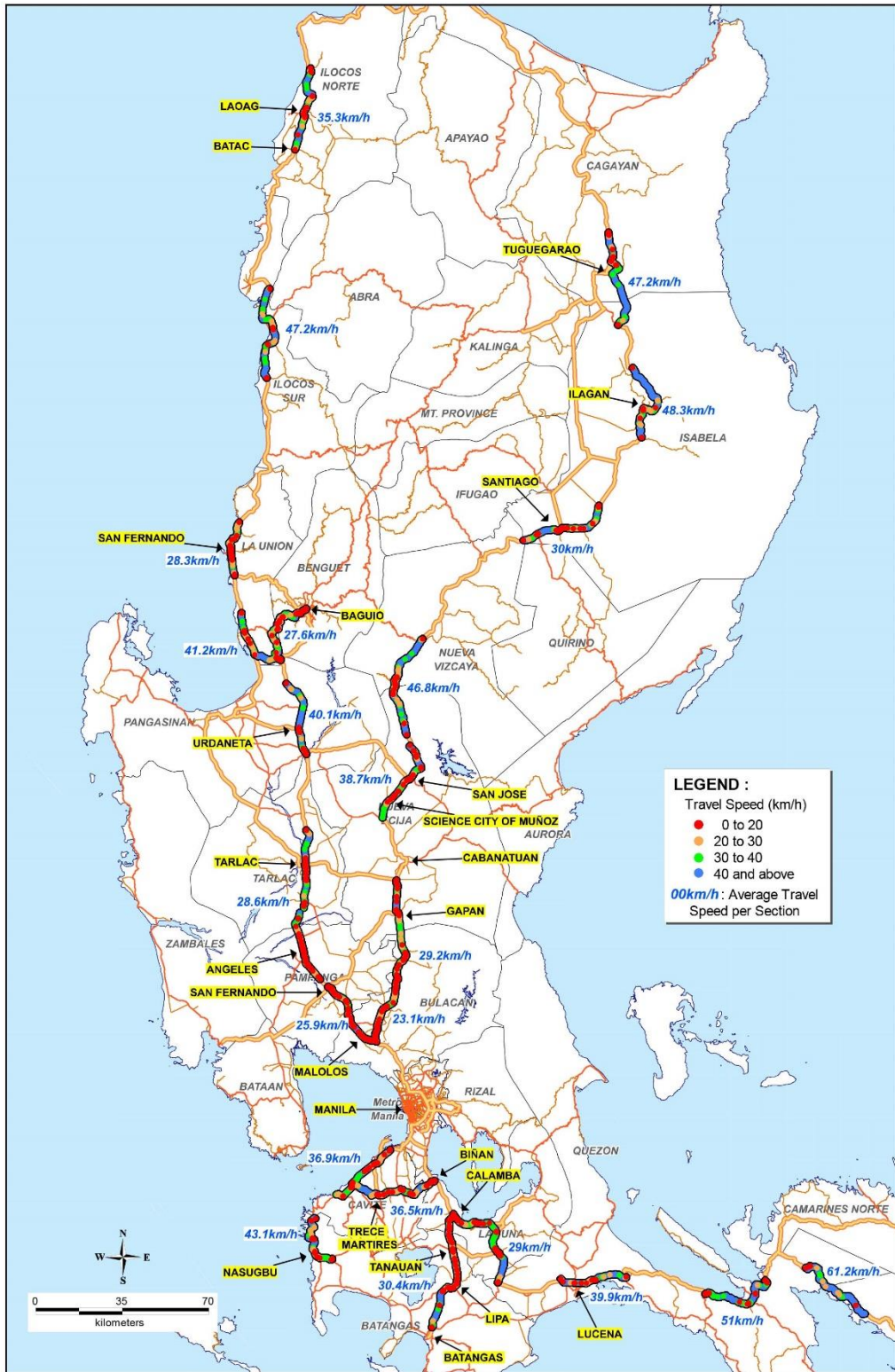


Visayas : Outbound at AM Peak Hour

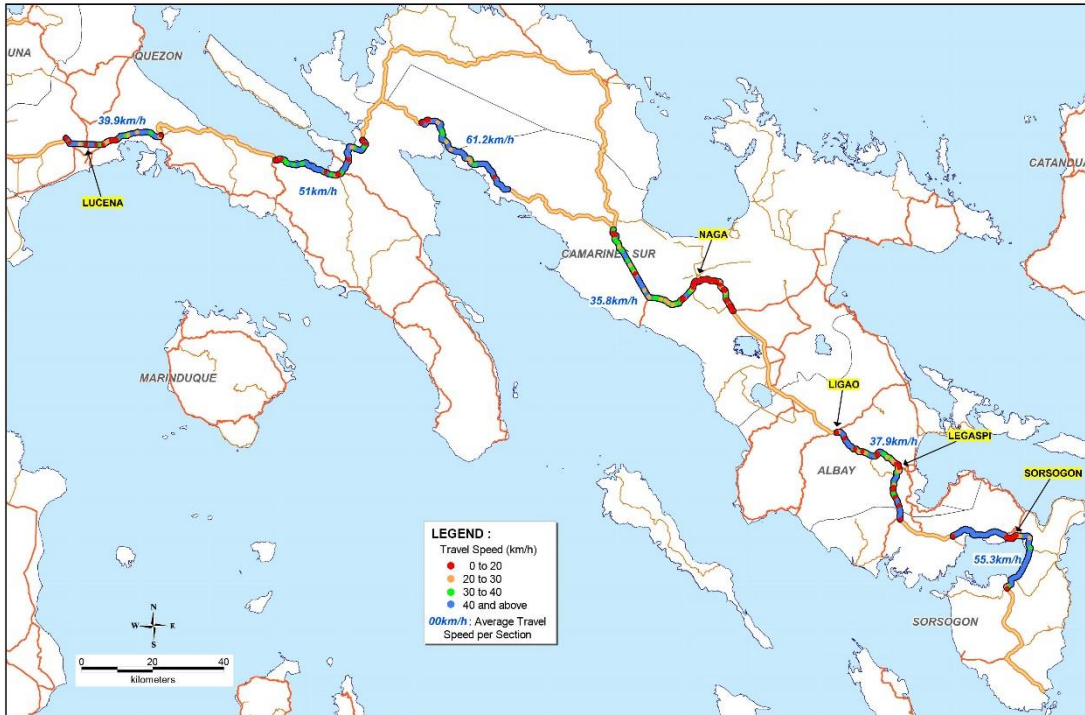


Mindanao : Outbound at AM Peak Hour

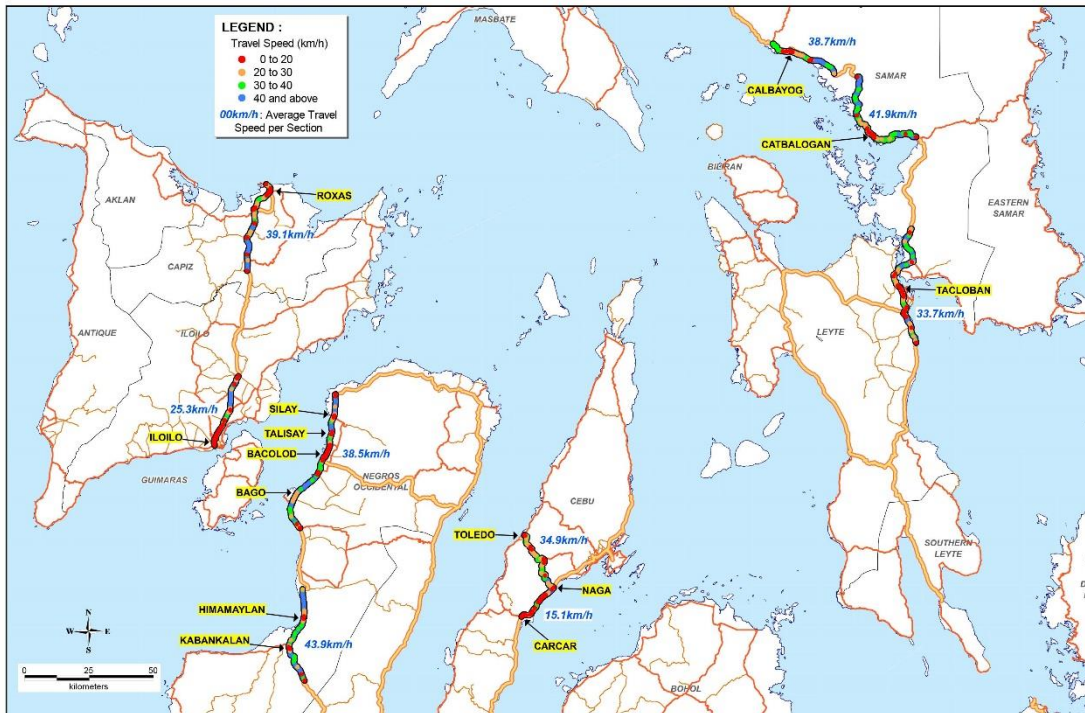
5.2.3(4) Map of Travel Sppeed Time Result (Outbound at PM Peak Hour)



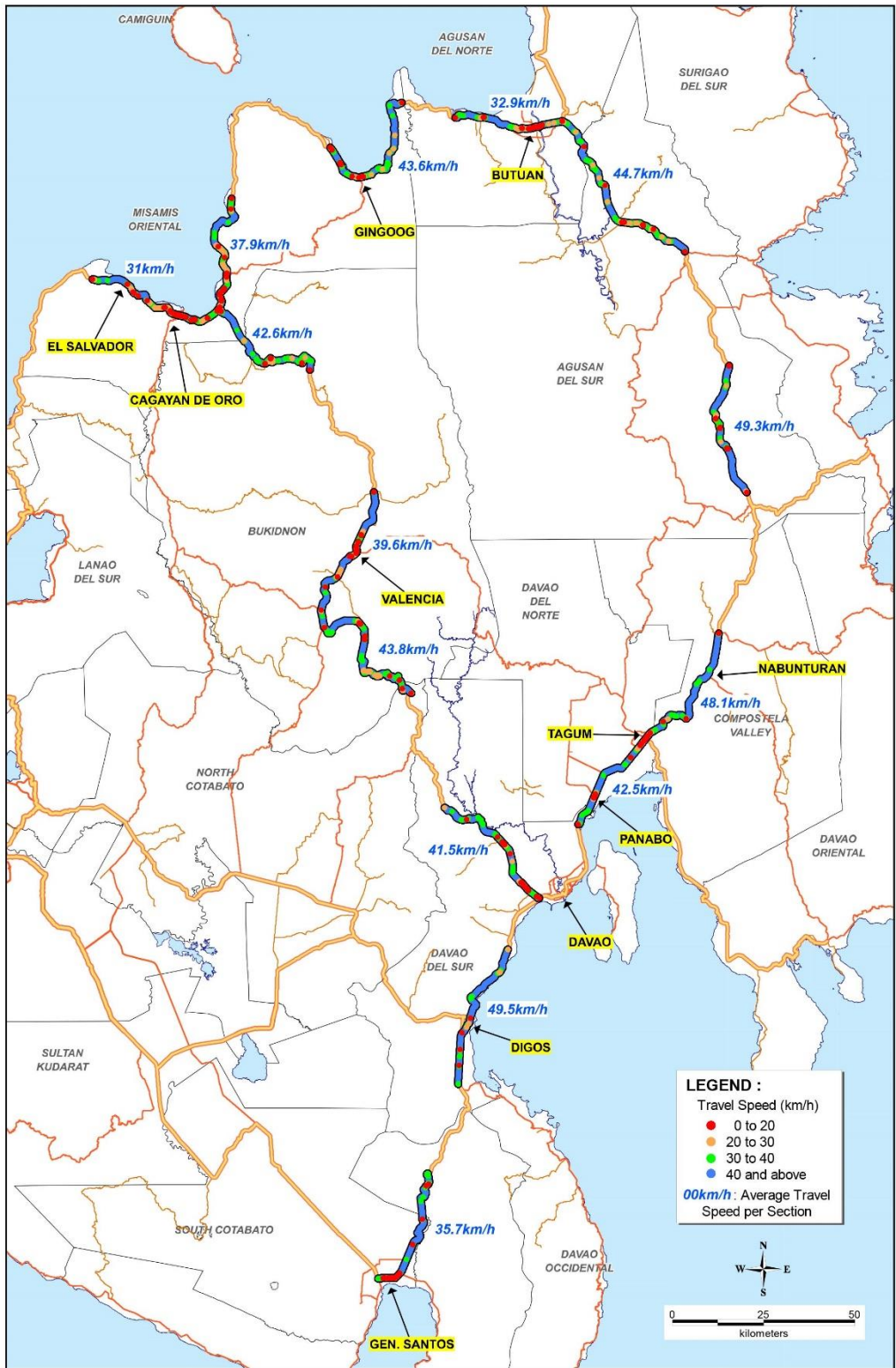
Northern and Central Luzon : Outbound at PM Peak Hour



Southern Luzon : Outbound at PM Peak Hour



Visayas : Outbound at PM Peak Hour



Mindanao : Outbound at PM Peak Hour

5.2.4(1) Summary of OD Interview Survey Result for Truck Drivers at Port

SN	Port	Number of sample					Traffic volume					Sampling Rate				
		8.Light Truck 2	9.Truck 2axles 3	10.Truck 3axles- 4	11.Trailer 5	Total 6	8.Light Truck 7	9.Truck 2axles 8	10.Truck 3axles- 9	11.Trailer 10	Total 11	8.Light Truck 12	9.Truck 2axles 13	10.Truck 3axles- 14	11.Trailer 15	Total 16
0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	San Fernando	0	0	300	27	327	0	0	307	58	365	0%	0%	98%	47%	90%
2	Manila North Harbor	1	23	146	2,397	2,567	1	23	198	3,192	3,414	100%	100%	74%	75%	75%
3	Manila South Harbor	0	0	0	2,984	2,984	0	0	1	3,230	3,231	0%	0%	0%	92%	92%
4	Manila International Container Terminal	0	2	8	2,463	2,473	15	5	9	5,894	5,923	0%	40%	89%	42%	42%
5	Bataan (Petrol and gas port)	69	271	519	1,115	1,974	70	271	525	1,115	1,981	99%	100%	99%	100%	100%
6	Batangas	6	71	107	710	894	160	502	366	1,268	2,296	4%	14%	29%	56%	39%
7	Tacloban	23	29	42	79	173	25	32	45	89	191	92%	91%	93%	89%	91%
8	Iloilo	3	17	152	156	328	3	19	179	164	365	100%	89%	85%	95%	90%
9	Bacolod	1	57	158	147	363	236	217	391	333	1,177	0%	26%	40%	44%	31%
10	Cebu	0	0	102	880	982	6	0	108	964	1,078	0%	0%	94%	91%	91%
11	Surigao	74	123	65	22	284	79	126	66	22	293	94%	98%	98%	100%	97%
12	Dumaguete	7	86	136	85	314	10	88	138	94	330	70%	98%	99%	90%	95%
13	Butuan	20	47	14	20	101	36	58	19	24	137	56%	81%	74%	83%	74%
14	Dapitan	8	37	89	29	163	12	42	97	32	183	67%	88%	92%	91%	89%
15	Cagayan de Oro Container	18	8	31	327	384	152	17	75	697	941	12%	47%	41%	47%	41%
16	Cagayan de Oro Port	122	236	145	545	1,048	132	371	313	812	1,628	92%	64%	46%	67%	64%
17	Davao (Sasa)	12	11	89	450	562	138	20	147	895	1,200	9%	55%	61%	50%	47%
18	Polloc	0	0	24	16	40	0	0	29	20	49	0%	0%	83%	80%	82%
19	Zamboanga	157	276	88	44	565	213	506	131	288	1,138	74%	55%	67%	15%	50%
20	Gen. Santos	0	7	69	324	400	1	10	101	678	790	0%	70%	68%	48%	51%

5.2.4(2) Summary of OD Interview Survey Result for Truck Drivers at Airport

SN	Airport	Number of sample					Traffic volume					Sampling Rate				
		8.Light Truck 2	9.Truck 2axles 3	10.Truck 3axles- 4	11.Trailer 5	Total 6	8.Light Truck 7	9.Truck 2axles 8	10.Truck 3axles- 9	11.Trailer 10	Total 11	8.Light Truck 12	9.Truck 2axles 13	10.Truck 3axles- 14	11.Trailer 15	Total 16
0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Laoag	4	0	0	0	4	4	0	0	0	4	100%	0%	0%	0%	100%
2	Tuguegarao	2	0	0	0	2	2	0	0	2	100%	0%	0%	0%	100%	
3	Clark	19	14	2	0	35	21	14	2	37	90%	100%	100%	0%	95%	
4	Subic	No Cargo Traffic				0	No Cargo Traffic				0	0%	0%	0%	0%	0%
5	NAIA	551	463	60	0	1,074	1,601	1,307	201	3	3,112	34%	35%	30%	0%	35%
6	Legazpi	18	2	1	0	21	18	2	1	0	21	100%	100%	100%	0%	100%
7	Kalibo	62	14	19	7	102	67	14	22	12	115	93%	100%	86%	58%	89%
8	Tacloban	66	28	0	0	94	69	28	0	0	97	96%	100%	0%	0%	97%
9	Iloilo	173	25	0	0	198	181	29	0	0	210	96%	86%	0%	0%	94%
10	Bacolod	51	74	0	0	125	115	80	0	0	195	44%	93%	0%	0%	64%
11	Cebu	520	105	7	8	640	1,511	183	40	23	1,757	34%	57%	18%	35%	36%
12	Tagbilaran	68	12	0	0	80	119	27	0	0	146	57%	44%	0%	0%	55%
13	Dumaguete	21	44	0	0	65	34	48	0	0	82	62%	92%	0%	0%	79%
14	Butuan	23	5	0	0	28	50	7	0	0	57	46%	71%	0%	0%	49%
15	Laguindingan	168	26	0	0	194	179	42	0	0	221	94%	62%	0%	0%	88%
16	Dipolog	20	12	0	0	32	56	20	0	0	76	36%	60%	0%	0%	42%
17	Cotabato	24	10	0	0	34	24	10	0	0	34	100%	100%	0%	0%	100%
18	Davao	385	109	2	0	496	414	113	2	0	529	93%	96%	100%	0%	94%
19	Zamboanga	173	25	0	0	198	190	36	2	0	228	91%	69%	0%	0%	87%
20	Gen. Santos	62	52	0	0	114	70	52	0	0	122	89%	100%	0%	0%	93%

5.2.5 Summary of Ferry Passenger OD Interview Survey Result

SN	Ferry port	Number of sample			No. of Volume (Boarding)																
		Passenger			Passenger			Vehicle													
		1.Men	2.Women	Total	1.Men	2.Women	Total	1.Motor cycle	2.Tricycle	3.Passenger Car	4.Taxi	5.Jeepney	6.HOV	7.Small Bus	8.Large Bus	9.Light Truck	10.Truck	11.Truck	12.Trailer	Total	
0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
1	Batangas (Terminal 1)	370	178	548	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	Batangas (Terminal 2)	538	590	1,128	-	-	11,116	0	0	834	2	1	0	14	93	35	201	130	29	1,339	
3	Batangas (Terminal 3)	620	678	1,298	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	Masbate City Port	363	335	698	-	-	2,996	0	54	184	0	0	0	0	4	9	47	24	9	331	
5	Aroroy Port, Masbate	54	39	93	-	-	325	0	52	3	0	0	0	0	0	0	0	0	0	55	
6	Matnog	398	454	852	1,411	1,207	2,618	0	23	358	0	0	0	1	115	3	82	136	12	730	
7	Caticlan Jetty Port	306	248	554	779	558	1,337	4	0	22	7	12	7	0	28	0	29	20	0	129	
8	Iloilo Ferry Terminal 1	351	419	770	1,869	1,791	3,660	0	7	15	1	0	5	2	0	10	5	12	0	57	
9	Iloilo Roro Terminal (Lapuz Norte)	229	83	312	287	136	423	7	0	46	1	2	0	0	0	46	17	35	4	158	
10	Iloilo Ferry Terminal-Parola	243	243	486	1,072	1,403	2,475	0	0	0	0	0	0	0	0	0	0	0	0	0	
11	Ortiz Wharf	380	473	853	1,848	2,417	4,265	0	0	0	0	0	0	0	0	0	0	0	0	0	
12	Sibulan Ferry Terminal	257	217	474	802	715	1,517	0	31	49	0	0	0	10	0	21	18	0	0	129	
13	Dumaguete Ferry Terminal	167	196	363	599	625	1,224	0	7	74	0	0	0	1	0	9	34	31	0	156	
14	Toledo City Ferry Terminal	231	176	407	780	616	1,396	0	8	63	0	2	0	1	14	36	37	22	20	203	
15	Cebu (Pier 1)	555	543	1,098	2,195	2,085	4,280	0	0	0	0	0	0	0	0	0	0	0	0	0	
16	Cebu (Pier 2)	103	103	206	386	372	758	0	2	1	0	0	0	0	0	5	1	0	0	9	
17	Cebu (Pier 3)	357	378	735	1,544	1,507	3,051	0	0	0	0	0	0	0	0	0	0	0	0	0	
18	Cebu Mactan Ferry Terminal	359	278	637	1,487	1,192	2,679	0	0	13	0	0	1	0	0	4	0	0	2	20	
19	Polambato Ferry Terminal	111	117	228	240	186	426	0	10	12	0	0	0	0	1	7	6	7	1	44	
20	Lipata Ferry Terminal	182	212	394	878	1,000	1,878	45	10	95	0	0	2	0	15	39	41	40	7	294	
21	Surigao City Port and Ferry Terminal	188	176	364	890	728	1,618	0	2	24	0	0	0	0	0	13	10	1	0	50	
22	Balingoan Ferry Terminal	120	156	276	568	605	1,173	25	3	51	0	1	9	0	1	32	12	4	1	139	
23	Cagayan De Oro Ferry Terminal	219	195	414	1,032	860	1,892	15	0	13	0	0	0	0	0	7	1	11	1	48	
24	Dapitan Port	143	137	280	414	387	801	8	3	5	0	0	2	1	0	13	7	4	0	43	
25	Dumangas Ro-Ro Passenger Terminal	520	517	1,037	1,797	1,405	3,202	178	31	167	0	11	2	8	3	56	80	147	52	735	

APPENDIX 6

TRAFFIC DEMAND FORECAST

6.1 Zoning Table

6.1(1) Zoning Table from 1 to 429 based on Traffic Survey

Zone	City/Municipality	Province	Region
1	Adams, Bangui, Dumalneg, Pagudpud	Ilocos Norte	Region I
2	Bacarra, Burgos, Pasuquin, Vintar	Ilocos Norte	Region I
3	City of Batac, Laoag City (Capital), Paoay, San Nicolas	Ilocos Norte	Region I
4	Badoc, Currimao, Pinili	Ilocos Norte	Region I
5	Banna (Espiritu), Carasi, Dingras, Marcos, Nueva Era, Piddig, Sarrat, Solsona	Ilocos Norte	Region I
6	Abulug, Calayan, Claveria, Pamplona, Sanchez-Mira, Santa Praxedes	Cagayan	Region II
7	Calanasan (Bayag), Flora, Luna, Pudtol, Santa Marcela	Apayao	CAR
8	Conner, Kabugao (Capital)	Apayao	CAR
9	Allacapan, Aparri, Ballesteros, Camalaniugan	Cagayan	Region II
10	Baggao, Buguey, Gattaran, Gonzaga, Lal-Lo, Santa Ana, Santa Teresita	Cagayan	Region II
11	Alcala, Lasam, Rizal, Santo Niño (Faire)	Cagayan	Region II
12	Amulung, Enrile, Iguig, Piat, Solana, Tuao, Tuguegarao City (Capital)	Cagayan	Region II
13	Peñablanca	Cagayan	Region II
14	Cabugao, Magsingal, San Juan (Lapog), Sinit	Ilocos Sur	Region I
15	Bantay, Caoayan, City of Vigan (Capital), San Idefonso, San Vicente, Santa, Santa Catalina, Santo Domingo	Ilocos Sur	Region I
16	Bangued (Capital), Danglas, La Paz, Langiden, Peñarrubia, Pidigan, Pilar, San Isidro, San Quintín, Villaviciosa	Abra	CAR
17	Boliney, Bucay, Bucloc, Daguioman, Dolores, Lagangilang, Lagayan, Licuan-Baay (Licuan), Luba, Manabo, Sallapadan, San Juan, Tayum, Tubo	Abra	CAR
18	Lacub, Malibcong, Tineg	Abra	CAR
19	Nagbukel, Narvacan	Ilocos Sur	Region I
20	Burgos, Lidlidda, San Esteban, Santa Maria, Santiago	Ilocos Sur	Region I
21	Banayoyo, City of Candon, Galimuyod, Gregorio Del Pilar (Concepcion), Salcedo (Baugen), Santa Lucia	Ilocos Sur	Region I
22	Alilem, Santa Cruz, Sigay, Sugpon, Suyo, Tagudin	Ilocos Sur	Region I
23	Cervantes, Quirino (Angkaki), San Emilio	Ilocos Sur	Region I
24	Balbalan, Lubuagan, Pasil, Tinglayan	Kalinga	CAR
25	City of Tabuk (Capital), Pinukpuk, Rizal (Liwan), Tanudan	Kalinga	CAR
26	Besao, Bontoc (Capital), Sadanga, Sagada	Mountain Province	CAR
27	Bauko, Sabangan, Tadian	Mountain Province	CAR
28	Barlig, Natonin, Paracelis	Mountain Province	CAR
29	Cabagan, Delfin Albano (Magsaysay), Quezon, Santa Maria, Santo Tomas, Tumauni	Isabela	Region II
30	Divilacan, Maconacon, San Pablo	Isabela	Region II
31	Iligan City (Capital), Palanan	Isabela	Region II
32	Aurora, Burgos, Gamu, Mallig, Quirino, Roxas, San Manuel	Isabela	Region II
33	Dinapigue, San Mariano	Isabela	Region II
34	Basco (Capital), Benito Soliven, Cabatuan, City of Cauayan, Itbayat, Ivana, Luna, Mahatao, Naguilian, Reina Mercedes, Sabtang, Uyugan	Batanes	Region II
35	Alicia, Angadanan, Ramon, San Guillermo, San Isidro, San Mateo	Isabela	Region II
36	Echague, Jones, San Agustin	Isabela	Region II
37	City of Santiago, Cordon	Isabela	Region II
38	Aguinaldo, Alfonso Lista (Potia)	Ifugao	CAR
39	Banaue, Hingyon, Hungduan, Mayoyao	Ifugao	CAR
40	Asipulo, Kiangnan, Lagawe (Capital), Lamut, Tinoc	Ifugao	CAR
41	Balaoan, Bangar, Luna, Santol, Sudipen	La Union	Region I
42	Bacnotan, Bagulin, City of San Fernando (Capital), San Gabriel, San Juan	La Union	Region I
43	Bauang, Burgos, Caba, Naguilian	La Union	Region I
44	Agoo, Aringay, Pugo, Tubao	La Union	Region I
45	Rosario, Santo Tomas	La Union	Region I
46	Bakun, Buguias, Kabayan, Kibungan, Mankayan	Benguet	CAR
47	Atok, Kapangan	Benguet	CAR
48	La Trinidad (Capital), Sablan, Tublay	Benguet	CAR
49	Baguio City, Tuba	Benguet	CAR
50	Bokod, Itogon	Benguet	CAR
51	Aritao, Kayapa, Santa Fe	Nueva Vizcaya	Region II
52	Ambaguio, Bambang, Bayombong (Capital)	Nueva Vizcaya	Region II
53	Solano, Villaverde	Nueva Vizcaya	Region II
54	Bagabag, Diadi	Nueva Vizcaya	Region II
55	Kasibu, Quezon	Nueva Vizcaya	Region II
56	Aglipay, Cabarroguis (Capital), Diffun, Saguday	Quirino	Region II
57	Maddela, Nagtipunan	Quirino	Region II

Zone	City/Municipality	Province	Region
58	Dupax Del Norte, Dupax Del Sur	Nueva Vizcaya	Region II
59	Alfonso Castañeda	Nueva Vizcaya	Region II
60	Dilasag	Aurora	Region III
61	Casiguran	Aurora	Region III
62	Baler (Capital), Dinalungan, Dipaculao	Aurora	Region III
63	Dingalan, Maria Aurora, San Luis	Aurora	Region III
64	Anda, Bani, Bolinao, City of Alaminos	Pangasinan	Region I
65	Agno, Burgos, Dasol, Infanta, Mabini	Pangasinan	Region I
66	Binmaley, Bugallon, Labrador, Lingayen (Capital), Sual	Pangasinan	Region I
67	Calasiao, Dagupan City, Manaog, Mangaldan, Mapandan, San Fabian, San Jacinto, Santa Barbara	Pangasinan	Region I
68	Pozorrubio, Sison	Pangasinan	Region I
69	Binalonan, Laoac	Pangasinan	Region I
70	San Manuel, San Nicolas	Pangasinan	Region I
71	Aguilar, Mangatarem	Pangasinan	Region I
72	Basista, Malasiqui, San Carlos City, Urbiztondo	Pangasinan	Region I
73	Alcala, Bautista, Bayambang, Santo Tomas	Pangasinan	Region I
74	City of Urdaneta	Pangasinan	Region I
75	Villasis	Pangasinan	Region I
76	Balungao, Rosales	Pangasinan	Region I
77	Asingan, Santa Maria, Tayug	Pangasinan	Region I
78	Natividad, San Quintin	Pangasinan	Region I
79	Umingan	Pangasinan	Region I
80	Carranglan	Nueva Ecija	Region III
81	Bongabon, Pantabangan, Rizal	Nueva Ecija	Region III
82	Gabaldon (Bitulok & Sabani), Laur, Palayan City (Capital)	Nueva Ecija	Region III
83	Lupao	Nueva Ecija	Region III
84	San Jose City	Nueva Ecija	Region III
85	General Mamerto Natividad, Llanera	Nueva Ecija	Region III
86	Cuyapo, Nampicuan	Nueva Ecija	Region III
87	Guimba, Talugtug	Nueva Ecija	Region III
88	Science City of Muñoz	Nueva Ecija	Region III
89	Santo Domingo, Talavera	Nueva Ecija	Region III
90	Licab, Quezon	Nueva Ecija	Region III
91	Aliaga, Zaragoza	Nueva Ecija	Region III
92	Cabanatuan City	Nueva Ecija	Region III
93	Santa Rosa	Nueva Ecija	Region III
94	General Tinio (Papaya), Peñaranda	Nueva Ecija	Region III
95	San Leonardo	Nueva Ecija	Region III
96	City of Gapan	Nueva Ecija	Region III
97	Jaen, San Antonio	Nueva Ecija	Region III
98	Cabiao, San Isidro	Nueva Ecija	Region III
99	Concepcion	Tarlac	Region III
100	La Paz	Tarlac	Region III
101	Victoria	Tarlac	Region III
102	Pura	Tarlac	Region III
103	Ramos	Tarlac	Region III
104	San Manuel	Tarlac	Region III
105	Anao, Moncada	Tarlac	Region III
106	Paniqui	Tarlac	Region III
107	Camiling, Mayantoc, San Clemente, Santa Ignacia	Tarlac	Region III
108	Gerona	Tarlac	Region III
109	City of Tarlac (Capital)	Tarlac	Region III
110	San Jose	Tarlac	Region III
111	Capas	Tarlac	Region III
112	Bamban	Tarlac	Region III
113	Candelaria, Masinloc, Santa Cruz	Zambales	Region III
114	Botolan, Cabangan, Iba (Capital), Palauig	Zambales	Region III
115	Castillejos, San Antonio, San Felipe, San Marcelino, San Narciso	Zambales	Region III
116	Subic	Zambales	Region III
117	Olongapo City	Zambales	Region III

Zone	City/Municipality	Province	Region
118	Bagac, Morong	Bataan	Region III
119	Limay, Mariveles	Bataan	Region III
120	Abucay, City of Balanga (Capital), Orion, Pilar	Bataan	Region III
121	Dinalupihan, Hermosa, Orani, Samal	Bataan	Region III
122	Floridablanca	Pampanga	Region III
123	Lubao, Sasmuan (Sexmoan)	Pampanga	Region III
124	Masantol	Pampanga	Region III
125	Macabebe, Minalin	Pampanga	Region III
126	Bacolor, Guagua, Santa Rita, Santo Tomas	Pampanga	Region III
127	Porac	Pampanga	Region III
128	Mabalacat City	Pampanga	Region III
129	Angeles City	Pampanga	Region III
130	City of San Fernando (Capital)	Pampanga	Region III
131	Apalit, San Simon	Pampanga	Region III
132	Mexico, Santa Ana	Pampanga	Region III
133	Magalang	Pampanga	Region III
134	Arayat	Pampanga	Region III
135	Candaba, San Luis	Pampanga	Region III
136	San Ildefonso, San Miguel, San Rafael	Bulacan	Region III
137	Doña Remedios Trinidad	Bulacan	Region III
138	Baliuag	Bulacan	Region III
139	Bustos	Bulacan	Region III
140	Angat	Bulacan	Region III
141	Pulilan	Bulacan	Region III
142	Calumpit	Bulacan	Region III
143	Hagonoy	Bulacan	Region III
144	Paombong	Bulacan	Region III
145	Plaridel	Bulacan	Region III
146	City of Malolos (Capital)	Bulacan	Region III
147	Bulacan	Bulacan	Region III
148	Guiguinto	Bulacan	Region III
149	Balagtas (Bigaa)	Bulacan	Region III
150	Pandi	Bulacan	Region III
151	Santa Maria	Bulacan	Region III
152	Bocaue	Bulacan	Region III
153	Obando	Bulacan	Region III
154	Marilao	Bulacan	Region III
155	City of Meycauayan	Bulacan	Region III
156	Norzagaray	Bulacan	Region III
157	City of San Jose	Bulacan	Region III
158	City of Navotas	-	NCR
159	City of Malabon	-	NCR
160	City of Valenzuela	-	NCR
161	Caloocan City	-	NCR
162	Quezon City	-	NCR
163	City of Manila	-	NCR
164	City of San Juan	-	NCR
165	City of Marikina	-	NCR
166	City of Pasig	-	NCR
167	City of Mandaluyong	-	NCR
168	City of Makati	-	NCR
169	Pateros	-	NCR
170	Taguig City	-	NCR
171	Pasay City	-	NCR
172	City of Parañaque	-	NCR
173	City of Las Piñas	-	NCR
174	City of Muntinlupa	-	NCR
175	Rodriguez (Montalban)	Rizal	Region IV-A
176	San Mateo	Rizal	Region IV-A
177	City of Antipolo	Rizal	Region IV-A

Zone	City/Municipality	Province	Region
178	Cainta	Rizal	Region IV-A
179	Taytay	Rizal	Region IV-A
180	Angono	Rizal	Region IV-A
181	Binangonan	Rizal	Region IV-A
182	Teresa	Rizal	Region IV-A
183	Morong	Rizal	Region IV-A
184	Cardona	Rizal	Region IV-A
185	Baras	Rizal	Region IV-A
186	Tanay	Rizal	Region IV-A
187	Pililla	Rizal	Region IV-A
188	Jala-Jala	Rizal	Region IV-A
189	Bacoor City	Cavite	Region IV-A
190	Imus City	Cavite	Region IV-A
191	Kawit	Cavite	Region IV-A
192	Noveleta	Cavite	Region IV-A
193	Cavite City	Cavite	Region IV-A
194	Rosario	Cavite	Region IV-A
195	City of General Trias	Cavite	Region IV-A
196	City of Dasmariñas	Cavite	Region IV-A
197	Gen. Mariano Alvarez	Cavite	Region IV-A
198	Carmona	Cavite	Region IV-A
199	Silang	Cavite	Region IV-A
200	Tanza	Cavite	Region IV-A
201	Trece Martires City (Capital)	Cavite	Region IV-A
202	Naic	Cavite	Region IV-A
203	General Emilio Aguinaldo, Magallanes, Maragondon, Ternate	Cavite	Region IV-A
204	Amadeo, Indang, Mendez (Mendez-Nuñez)	Cavite	Region IV-A
205	Alfonso	Cavite	Region IV-A
206	Tagaytay City	Cavite	Region IV-A
207	City of San Pedro	Laguna	Region IV-A
208	City of Biñan	Laguna	Region IV-A
209	City of Santa Rosa	Laguna	Region IV-A
210	Cabuyao City	Laguna	Region IV-A
211	City of Calamba	Laguna	Region IV-A
212	Bay, Calauan, Los Baños	Laguna	Region IV-A
213	Alaminos	Laguna	Region IV-A
214	San Pablo City	Laguna	Region IV-A
215	Liliw, Luisiana, Magdalena, Majayjay, Nagcarlan, Rizal	Laguna	Region IV-A
216	Pagsanjan, Pila, Santa Cruz (Capital), Victoria	Laguna	Region IV-A
217	Cavinti, Lumban	Laguna	Region IV-A
218	Kalayaan, Paete, Pakil, Pangil	Laguna	Region IV-A
219	Famy, Siniloan	Laguna	Region IV-A
220	Mabitac	Laguna	Region IV-A
221	Santa Maria	Laguna	Region IV-A
222	Balayan, Calaca, Calatagan, Lian, Nasugbu, Tuy	Batangas	Region IV-A
223	Laurel, Talisay	Batangas	Region IV-A
224	City of Tanauan	Batangas	Region IV-A
225	Santo Tomas	Batangas	Region IV-A
226	Balete, Malvar, Mataas Na Kahoy	Batangas	Region IV-A
227	Agoncillo, Lemery	Batangas	Region IV-A
228	Alitagtag, Bauan, Mabini, San Luis, San Nicolas, San Pascual, Santa Teresita, Taal, Tingloy	Batangas	Region IV-A
229	Lipa City	Batangas	Region IV-A
230	Cuenca, Ibaan, San Jose	Batangas	Region IV-A
231	Padre Garcia, Rosario	Batangas	Region IV-A
232	San Juan	Batangas	Region IV-A
233	Lobo, Taysan	Batangas	Region IV-A
234	Batangas City (Capital)	Batangas	Region IV-A
235	Burdeos, General Nakar, Infanta, Jomalig, Panukulan, Patnanungan, Polillo, Real	Quezon	Region IV-A
236	Lucban, Mauban, Sampaloc	Quezon	Region IV-A
237	City of Tayabas	Quezon	Region IV-A

Zone	City/Municipality	Province	Region
238	Sariaya	Quezon	Region IV-A
239	Candelaria	Quezon	Region IV-A
240	Dolores	Quezon	Region IV-A
241	San Antonio, Tiaong	Quezon	Region IV-A
242	Lucena City (Capital)	Quezon	Region IV-A
243	Padre Burgos, Pagbilao	Quezon	Region IV-A
244	Agdangan, Atimonan	Quezon	Region IV-A
245	Gumaca, Macalelon, Pitogo, Plaridel, Unisan	Quezon	Region IV-A
246	Catanauan, General Luna, Lopez	Quezon	Region IV-A
247	Buenavista, Guinayangan, Mulanay, San Andres, San Francisco (Aurora), San Narciso	Quezon	Region IV-A
248	Calauag, Tagkawayan	Quezon	Region IV-A
249	Alabat, Perez, Quezon	Quezon	Region IV-A
250	Capalonga, Jose Panganiban, Labo, Santa Elena	Camarines Norte	Region V
251	Paracale, Vinzons	Camarines Norte	Region V
252	Basud, Daet (Capital), Mercedes, San Lorenzo Ruiz (Imelda), San Vicente, Talisay	Camarines Norte	Region V
253	Del Gallego, Ragay	Camarines Sur	Region V
254	Lupi, Sipocot	Camarines Sur	Region V
255	Cabusao, Libmanan, Pamplona, Pasacao	Camarines Sur	Region V
256	Bombon, Calabanga, Camaligan, Canaman, Gainza, Magarao, Milaor, Minalabac, Naga City, Ocampo, Pili (Capital), San Fernando	Camarines Sur	Region V
257	Baao, Balatan, Bato, Buhí, Bula, Iriga City, Nabua, Sagñay	Camarines Sur	Region V
258	Caramoan, Garchitorena, Goa, Lagonoy, Presentacion (Parubcan), San Jose, Siruma, Tigaon, Tinambac	Camarines Sur	Region V
259	Bagamanoc, Baras, Bato, Caramoran, Gigmoto, Pandan, Panganiban (Payo), San Andres (Calolbon), San Miguel, Viga, Virac (Capital)	Catanduanes	Region V
260	Bacacay, City of Tabaco, Malilipot, Malinao, Rapu-Rapu, Santo Domingo (Libog), Tiwi	Albay	Region V
261	City of Ligao, Libon, Oas, Polangui	Albay	Region V
262	Camalig, Guinobatan, Jovellar, Pio Duran	Albay	Region V
263	Daraga (Loosin), Legazpi City (Capital), Manito	Albay	Region V
264	City of Sorsogon (Capital), Prieto Diaz	Sorsogon	Region V
265	Castilla, Donsol, Pilar	Sorsogon	Region V
266	Barcelona, Casiguran, Gubat, Juban, Magallanes	Sorsogon	Region V
267	Bulan, Bulusan, Irosin, Matnog, Santa Magdalena	Sorsogon	Region V
268	Aroroy, Baleno, Balud, Batuan, Cataingan, Cawayan, City of Masbate (Capital), Claveria, Dimasalang, Esperanza, Mandaon, Milagros, Mobo, Monreal, Palanas, Pio V. Corpuz (Limbahan), Placer, San Fernando, San Jacinto, San Pascual, Uson	Masbate	Region V
269	Abra De Ilog, Looc, Lubang, Mamburao (Capital), Paluan, Sablayan, Santa Cruz	Occidental Mindoro	Region IV-B
270	Calintaan, Magsaysay, Rizal, San Jose	Occidental Mindoro	Region IV-B
271	Baco, City of Calapan (Capital), Naujan, Pola, Puerto Galera, San Teodoro, Socorro, Victoria	Oriental Mindoro	Region IV-B
272	Bansud, Bongabong, Bulalacao (San Pedro), Gloria, Mansalay, Pinamalayan, Roxas	Oriental Mindoro	Region IV-B
273	Boac (Capital), Buenavista, Gasan, Mogpog, Santa Cruz, Torrijos	Marinduque	Region IV-B
274	Aborlan, Agutaya, Araceli, Balabac, Bataraza, Brooke'S Point, Busuanga, Cagayancillo, Coron, Culion, Cuyo, Dumarán, El Nido (Bacuit), Kalayaan, Linapacan, Magsaysay, Narra, Puerto Princesa City (Capital), Quezon, Rizal (Marcos), Roxas, San Vicente, Sofronio Española, Taytay	Palawan	Region IV-B
275	Alcantara, Banton, Cajidiocan, Calatrava, Concepcion, Corcuera, Ferrol, Looc, Magdiwang, Odiongan, Romblon (Capital), San Agustin, San Andres, San Fernando, San Jose, Santa Fe, Santa Maria (Imelda)	Romblon	Region IV-B
276	Buruanga, Ibajay, Malay, Nabas, Tangalan	Aklan	Region VI
277	Altavas, Balete, Banga, Batan, Kalibo (Capital), Lezo, Libacao, Madalag, Makato, Malinao, New Washington, Numancia	Aklan	Region VI
278	Anini-Y, Barbaza, Belison, Bugasong, Caluya, Culasi, Hamtic, Laua-An, Libertad, Pandan, Patnongon, San Jose (Capital), San Remigio, Sebaste, Sibalom, Tibiao, Tobias Fornier (Dao), Valderrama	Antique	Region VI
279	Ivisan, Roxas City (Capital)	Capiz	Region VI
280	Jamindan, Mambusao, Sapi-An, Tapaz	Capiz	Region VI
281	Cuartero, Dao, Dumalag, Dumarao, Sigma	Capiz	Region VI
282	Ma-Ayon, Panay, Panitan, Pilar, Pontevedra, President Roxas	Capiz	Region VI
283	Anilao, Balasan, Banate, Barotac Nuevo, Barotac Viejo, Batad, Carles, Concepcion, Dumangas, Estancia, Lemery, San Dionisio, San Rafael, Sara	Iloilo	Region VI
284	City of Passi, Dueñas, San Enrique	Iloilo	Region VI
285	Dingle, Mina, New Lucena, Pototan, Santa Barbara, Zarraga	Iloilo	Region VI
286	Badiangan, Bingawan, Calinog, Janiuay, Lambunao	Iloilo	Region VI
287	Iloilo City (Capital), Leganes, Pavia	Iloilo	Region VI

Zone	City/Municipality	Province	Region
288	Alimodian, Cabatuan, Guimbal, Igaras, Leon, Maasin, Miagao, Oton, San Joaquin, San Miguel, Tigbauan, Tubungan	Iloilo	Region VI
289	Cadiz City, City of Escalante, Manapla, Sagay City, Toboso	Negros Occidental	Region VI
290	City of Talisay, City of Victorias, Enrique B. Magalona (Saravia), Silay City	Negros Occidental	Region VI
291	Calatrava, Murcia, Salvador Benedicto, San Carlos City	Negros Occidental	Region VI
292	Bacolod City (Capital)	Negros Occidental	Region VI
293	Bago City, La Carlota City, La Castellana, Moises Padilla (Magallon), Pontevedra, Pulupandan, San Enrique, Valladolid	Negros Occidental	Region VI
294	Binalbagan, City of Himamaylan, Hinigaran, Isabela	Negros Occidental	Region VI
295	City of Kabankalan, Ilog	Negros Occidental	Region VI
296	Candoni, Cauayan, City of Sipalay, Hinoba-An (Asia)	Negros Occidental	Region VI
297	Buenavista, Jordan (Capital), Nueva Valencia, San Lorenzo, Sibunag	Guimaras	Region VI
298	Bien Unido, Dagohoy, Danao, Pres. Carlos P. Garcia (Pitogo), San Miguel, Talibon, Trinidad, Ubay	Bohol	Region VII
299	Antequera, Buenavista, Calape, Clarin, Getafe, Inabanga, Loon, Maribojoc, Sagbayan (Borja), San Isidro, Tubigon	Bohol	Region VII
300	Alicia, Anda, Candijay, Carmen, Duero, Garcia Hernandez, Guindulman, Jagna, Mabini, Pilar, Sierra Bullones, Valencia	Bohol	Region VII
301	Baclayon, Balilihan, Batuan, Bilar, Catigbian, Corella, Cortes, Dausi, Dimiao, Lila, Loay, Loboc, Panglao, Sevilla, Sikatuna, Tagbilaran City (Capital)	Bohol	Region VII
302	Bantayan, Borbon, City of Bogo, Daanbantayan, Madridejos, Medellin, San Remigio, Santa Fe, Tabogon, Tabuelan	Cebu	Region VII
303	Asturias, Carmen, Catmon, Sogod, Tuburan	Cebu	Region VII
304	Danao City	Cebu	Region VII
305	Compostela	Cebu	Region VII
306	Liloan	Cebu	Region VII
307	Consolacion	Cebu	Region VII
308	Mandaue City	Cebu	Region VII
309	Cordova, Lapu-Lapu City (Opon)	Cebu	Region VII
310	Cebu City (Capital)-1	Cebu	Region VII
311	Cebu City (Capital)-2	Cebu	Region VII
312	City of Talisay	Cebu	Region VII
313	Minglanilla	Cebu	Region VII
314	Balamban, Toledo City	Cebu	Region VII
315	Aloguinsan, Pinamungahan	Cebu	Region VII
316	City of Naga	Cebu	Region VII
317	San Fernando	Cebu	Region VII
318	City of Carcar	Cebu	Region VII
319	Alcantara, Barili, Dumanjug, Moalboal, Ronda	Cebu	Region VII
320	Argao, Sibonga	Cebu	Region VII
321	Alcoy, Alegria, Badian, Boljoon, Dalaguete, Ginatilan, Malabuyoc, Oslob, Samboan, Santander	Cebu	Region VII
322	Pilar, Poro, San Francisco, Tudela	Cebu	Region VII
323	Ayungon, Canlaon City, City of Guihulngan, Jimalalud, La Libertad, Tayasan, Vallehermoso	Negros Oriental	Region VII
324	Bais City, Bindoy (Payabon), Mabinay, Manjuyod	Negros Oriental	Region VII
325	Amlan (Ayuquitan), Bacong, Basay, City of Bayawan (Tulong), City of Tanjay, Dauin, Dumaguete City (Capital), Pamplona, San Jose, Santa Catalina, Siaton, Sibulan, Valencia (Luzurriaga), Zamboanguita	Negros Oriental	Region VII
326	Enrique Villanueva, Larena, Lazi, Maria, San Juan, Siquijor (Capital)	Siquijor	Region VII
327	Arteche, Can-Avid, Dolores, Jipapad, Maslog, Oras, San Policarpo	Eastern Samar	Region VIII
328	City of Borongan (Capital), San Julian, Sulat, Taft	Eastern Samar	Region VIII
329	Balangiga, Balangkayan, General Macarthur, Giporlos, Guiuan, Hernani, Lawaan, Llorente, Maydolong, Mercedes, Quinapondan, Salcedo	Eastern Samar	Region VIII
330	Albuera, Calubian, Capoocan, Isabel, Kananga, Leyte, Matag-Ob, Merida, Ormoc City, Palompon, San Isidro, Tabango, Villaba	Leyte	Region VIII
331	Alangalang, Barugo, Carigara, Jaro, Pastrana, San Miguel, Tunga	Leyte	Region VIII
332	Babatngon, Palo, Santa Fe, Tacloban City (Capital)	Leyte	Region VIII
333	Burauen, Dagami, Dulag, Julita, Tabontabon, Tanauan, Tolosa	Leyte	Region VIII
334	Abuyog, City of Baybay, Javier (Bugho), La Paz, Macarthur, Mahaplag, Mayorga	Leyte	Region VIII
335	Bato, Hilongos, Hindang, Inopacan, Matalom	Leyte	Region VIII
336	Allen, Biri, Bobon, Capul, Lavezares, Rosario, San Antonio, San Isidro, San Jose, San Vicente, Victoria	Northern Samar	Region VIII
337	Catarman (Capital), Lope De Vega	Northern Samar	Region VIII
338	Catubig, Gamay, Laoang, Lapinig, Las Navas, Mapanas, Mondragon, Palapag, Pambujan, San Roque, Silvino Lobos	Northern Samar	Region VIII
339	Almagro, Calbayog City, Gandara, Matuguinao, Pagsanghan, Santa Margarita, Santo Niño, Tagapul-An, Tarangnan	Samar (Western Samar)	Region VIII

Zone	City/Municipality	Province	Region
340	City of Catbalogan (Capital), San Jorge, San Jose De Buan	Samar (Western Samar)	Region VIII
341	Calbiga, Daram, Hinabangan, Jiabong, Motiong, Paranas (Wright), Pinabacdao, San Sebastian, Talalora, Villareal, Zumarraga	Samar (Western Samar)	Region VIII
342	Basey, Marabut, Santa Rita	Samar (Western Samar)	Region VIII
343	Anahawan, Bontoc, Hinunangan, Hinundayan, Libagon, Saint Bernard, San Juan (Cabalian), Silago, Sogod	Southern Leyte	Region VIII
344	City of Maasin (Capital), Limasawa, Macrohon, Malitbog, Padre Burgos, Tomas Oppus	Southern Leyte	Region VIII
345	Liloan, Pintuyan, San Francisco, San Ricardo	Southern Leyte	Region VIII
346	Almeria, Biliran, Cabucgayan, Caibiran, Culaba, Kawayan, Maripipi, Naval (Capital)	Biliran	Region VIII
347	Dapitan City, Dipolog City (Capital), Jose Dalman (Ponot), Katipunan, La Libertad, Manukan, Mutia, Piñan (New Piñan), Polanco, Pres. Manuel A. Roxas, Rizal, Sergio Osmeña Sr., Siayan, Sibutad	Zamboanga Del Norte	Region IX
348	Bacungan (Leon T. Postigo), Godod, Gutalac, Kalawit, Labason, Liloy, Salug, Sindangan, Tampilisan	Zamboanga Del Norte	Region IX
349	Baliguian, Sibuco, Siocon, Sirawai	Zamboanga Del Norte	Region IX
350	Aurora, Dumingag, Josefina, Labangan, Mahayag, Midsalip, Molave, Ramon Magsaysay (Liargo), Sominot (Don Mariano Marcos), Tambulig, Tukuran	Zamboanga Del Sur	Region IX
351	Bayog, Dimataling, Dinas, Dumalinao, Guipos, Kumalarang, Lakewood, Lapuyan, Margosatubig, Pagadian City (Capital), Pitogo, San Miguel, San Pablo, Tabina, Tigbao, Vincenzo A. Sagun	Zamboanga Del Sur	Region IX
352	Zamboanga City	Zamboanga Del Sur	Region IX
353	Alicia, Buug, Diplahan, Imelda, Ipil (Capital), Kabasalan, Mabuhay, Malangas, Naga, Olutanga, Payao, Roseller Lim, Siay, Talusan, Titay, Tungawan	Zamboanga Sibugay	Region IX
354	Akbar, Al-Barka, Bongao (Capital), City of Isabela (Capital), City of Lamitan, Hadji Mohammad Ajul, Hadji Muhtamad, Hadji Panglima Tahil (Marunggas), Indanan, Jolo (Capital), Kalingalan Caluang, Languyan, Lantawan, Lugus, Luuk, Maimbung, Maluso, Mapun (Cagayan De Tawi-Tawi), Old Panamao, Omar, Pandami, Panglima Estino (New Panamao), Panglima Sugala (Balimbing) (Capital), Pangutaran, Parang, Pata, Patikul, Sapa-Sapa, Siasi, Sibutu, Simunul, Sitangkai, South Ubian, Sumisip, Tabuan-Lasa, Talipao, Tandubas, Tapul, Tipo-Tipo, Tongkil, Tuburan, Turtle Islands, Ungkaya Pukan	Basilan	ARMM
355	Malitbog, Manolo Fortich	Bukidnon	Region X
356	Impasug-Ong, Sumilao	Bukidnon	Region X
357	Baungon, Libona	Bukidnon	Region X
358	City of Malaybalay (Capital), Lantapan	Bukidnon	Region X
359	Cabanglasan, San Fernando	Bukidnon	Region X
360	Kalilangan, Pangantucan, Talakag	Bukidnon	Region X
361	City of Valencia	Bukidnon	Region X
362	Don Carlos, Maramag	Bukidnon	Region X
363	Kitaotao, Quezon	Bukidnon	Region X
364	Damulog, Danggagan, Kadingilan, Kibawe	Bukidnon	Region X
365	Catarman, Guinsiliban, Mahinog, Mambajao (Capital), Sagay	Camiguin	Region X
366	Bacolod, Baloi, Iligan City, Kauswagan, Linamon, Maigo, Matungao, Pantao Ragat, Pantar, Poona Piagapo, Tagoloan	Lanao Del Norte	Region X
367	Baroy, Kapatagan, Kolambugan, Lala, Magsaysay, Munai, Nunungan, Salvador, Sapad, Sultan Naga Dimaporo (Karomatan), Tangcal, Tubod (Capital)	Lanao Del Norte	Region X
368	Baliangao, Calamba, Concepcion, Lopez Jaena, Oroquieta City (Capital), Plaridel, Sapang Dalaga	Misamis Occidental	Region X
369	Aloran, Bonifacio, Clarin, Don Victoriano Chiongbian (Don Mariano Marcos), Jimenez, Ozamis City, Panaon, Sinacaban, Tangub City, Tudela	Misamis Occidental	Region X
370	Balingasag, Balingoan, Binuangan, Claveria, Gingoog City, Kinoguitan, Lagonglong, Magsaysay (Linugos), Medina, Salay, Sugbongcogon, Talisayan	Misamis Oriental	Region X
371	Cagayan De Oro City (Capital), Jasaan, Tagoloan, Villanueva	Misamis Oriental	Region X
372	Alubijid, City of El Salvador, Gitagum, Initao, Laguindingan, Libertad, Lugait, Manticao, Naawan, Opol	Misamis Oriental	Region X
373	Asuncion (Saug), New Corella, Santo Tomas	Davao Del Norte	Region XI
374	Kapalong, San Isidro, Talaingod	Davao Del Norte	Region XI
375	Braulio E. Dujali, Carmen, City of Tagum (Capital)	Davao Del Norte	Region XI
376	City of Panabo	Davao Del Norte	Region XI
377	Island Garden City of Samal	Davao Del Norte	Region XI
378	Davao City-1	Davao Del Sur	Region XI
379	Davao City-2	Davao Del Sur	Region XI
380	Davao City-3	Davao Del Sur	Region XI
381	Santa Cruz	Davao Del Sur	Region XI
382	Bansalan, City of Digos (Capital), Hagonoy, Magsaysay, Matanao, Padada	Davao Del Sur	Region XI
383	Kiblawan, Malalag, Sulop	Davao Del Sur	Region XI
384	Baganga, Boston, Cateel	Davao Oriental	Region XI
385	Caraga, Manay, Tarragona	Davao Oriental	Region XI
386	Banaybanay, City of Mati (Capital), Governor Generoso, Lupon, San Isidro	Davao Oriental	Region XI

Zone	City/Municipality	Province	Region
387	Compostela, Laak (San Vicente), Monkayo, Montevista	Compostela Valley	Region XI
388	Mawab, Nabunturan (Capital)	Compostela Valley	Region XI
389	Maragusan (San Mariano), New Bataan, Pantukan	Compostela Valley	Region XI
390	Mabini (Doña Alicia), Maco	Compostela Valley	Region XI
391	Don Marcelino, Jose Abad Santos (Trinidad), Malita, Santa Maria, Sarangani	Davao Occidental	Region XI
392	City of Parañaque First District	Cotabato (North Cotabato)	Region XII
393	Antipas, Carmen, Kabacan, Matalam, President Roxas	Cotabato (North Cotabato)	Region XII
394	City of Kidapawan (Capital), Magpet, Makilala, M'Lang, Tulunan	Cotabato (North Cotabato)	Region XII
395	Alamada, Aleosan, Banisilan, Libungan, Midsayap, Pigkawayan, Pikit	Cotabato (North Cotabato)	Region XII
396	Banga, City of Koronadal (Capital), Norala, Santo Niño, Tampakan, Tantangan, Tupi	South Cotabato	Region XII
397	Lake Sebu, Surallah	South Cotabato	Region XII
398	General Santos City (Dadiangas), Polomolok, T'Boli	South Cotabato	Region XII
399	Bagumbayan, City of Tacurong, Esperanza, Isulan (Capital), Lambayong (Mariano Marcos), President Quirino, Sen. Ninoy Aquino	Sultan Kudarat	Region XII
400	Kalamansig, Lebak, Palimbang	Sultan Kudarat	Region XII
401	Columbio, Lutayan	Sultan Kudarat	Region XII
402	Alabel (Capital), Malungon	Sarangani	Region XII
403	Glan, Malapatan	Sarangani	Region XII
404	Kiamba, Maasim, Maitum	Sarangani	Region XII
405	Cotabato City	Maguindanao	Region XII
406	Parang, Sultan Kudarat (Nuling), Sultan Mastura	Maguindanao	ARMM
407	Bacolod-Kalawi (Bacolod Grande), Balindong (Watu), Kapai, Madalum, Madamba, Marantao, Marawi City (Capital), Piagapo, Saguwaran, Tagoloan II, Tugaya	Lanao Del Sur	ARMM
408	Buadiposo-Buntong, Bubong, Bumbaran, Ditsaan-Ramain, Lumba-Bayabao (Maguing), Maguing, Masiu, Mulondo, Poona Bayabao (Gata), Tamparan, Taraka, Wao	Lanao Del Sur	ARMM
409	Balabagan, Bayang, Binidayan, Butig, Calanogas, Ganassi, Kapatagan, Lumbaca-Unayan, Lumbatan, Lumbayanague, Malabang, Marogong, Pagayawan (Tatarikan), Picong (Sultan Gumander), Pualas, Sultan Dumalondong, Tubaran	Lanao Del Sur	ARMM
410	Barira, Buldon, Matanog	Maguindanao	ARMM
411	Datu Odin Sinsuat (Dinaig) (Capital), Kabuntalan (Tumbao), Northern Kabuntalan	Maguindanao	ARMM
412	Datu Blah T. Sinsuat, South Upi, Upi	Maguindanao	ARMM
413	Ampatuan, Datu Abdullah Sangki, Datu Anggal Midtimbang, Datu Hoffer Ampatuan, Datu Piang, Datu Salibo, Datu Saudi-Ampatuan, Datu Unsay, Guindulungan, Mamasapano, Shariff Aguak (Maganoy) (Capital), Shariff Saydona Mustapha, Talayan, Talitay	Maguindanao	ARMM
414	Pagagawan, Pagalungan, Rajah Buayan, Sultan Sa Barongis (Lambayong)	Maguindanao	ARMM
415	Buluan, Datu Paglas, Gen. S. K. Pendatun, Mangudadatu, Paglat, Pandag	Maguindanao	ARMM
416	Jabonga, Kitcharao	Agusan Del Norte	Region XIII
417	City of Cabadbaran, Santiago, Tubay	Agusan Del Norte	Region XIII
418	Butuan City (Capital), Magallanes, Remedios T. Romualdez	Agusan Del Norte	Region XIII
419	Buenavista, Carmen, Las Nieves, Nasipit	Agusan Del Norte	Region XIII
420	City of Bayugan, Sibagat	Agusan Del Sur	Region XIII
421	Prosperidad (Capital)	Agusan Del Sur	Region XIII
422	Rosario, San Francisco	Agusan Del Sur	Region XIII
423	Bunawan, Santa Josefa, Trento	Agusan Del Sur	Region XIII
424	La Paz, Loreto, San Luis, Talacogon, Veruela	Agusan Del Sur	Region XIII
425	Burgos, Claver, Dapa, Del Carmen, General Luna, Gigaquit, Pilar, San Benito, San Isidro, Santa Monica (Sapao), Socorro	Surigao Del Norte	Region XIII
426	Alegria, Bacuag, Mainit, Malimono, Placer, San Francisco (Anao-Aon), Sison, Surigao City (Capital), Tagana-An, Tubod	Surigao Del Norte	Region XIII
427	Bayabas, Cagwait, Cantilan, Carmen, Carrascal, City of Tandag (Capital), Cortes, Lanuza, Lianga, Madrid, Marihatag, San Agustin, San Miguel, Tago, Lianga, Madrid, Marihatag, San Agustin, San Miguel, Tago	Surigao Del Sur	Region XIII
428	Barobo, City of Bislig, Hinatuan, Lingig, Tagbina, Barobo, City of Bislig, Hinatuan, Lingig, Tagbina	Surigao Del Sur	Region XIII
429	Basilisa (Rizal), Cagdianao, Dinagat, Libjo (Albor), Loreto, San Jose (Capital), Tubajon, Basilisa (Rizal), Cagdianao, Dinagat, Libjo (Albor), Loreto, San Jose (Capital), Tubajon	Dinagat Islands	Region XIII

6.1(2) Zoning Table from 430 to 920 for Metro Manila, Metro Cebu and Davao City

Zone	Barangay	City/Municipality	Province	Region
430	Divisoria/Zaragosa	City of Manila	-	NCR
431	Tondo/Moriones	City of Manila	-	NCR
432	Tondo/Herbosa	City of Manila	-	NCR
433	Tondo/H.Lopez	City of Manila	-	NCR
434	Tondo/J.Luna	City of Manila	-	NCR
435	Tondo/Corregidor	City of Manila	-	NCR
436	La Loma/Chinese Cemetery	City of Manila	-	NCR
437	Tondo/J.A.Santos	City of Manila	-	NCR
438	Sta.Cruz/J.A.Santos	City of Manila	-	NCR
439	Divisoria/Del Pan	City of Manila	-	NCR
440	Binondo/J.Luna	City of Manila	-	NCR
441	Binondo/Reina Regente	City of Manila	-	NCR
442	Binondo/Mesericordia	City of Manila	-	NCR
443	Quiapo/Carriedo	City of Manila	-	NCR
444	Sta.Cruz/D.Jose	City of Manila	-	NCR
445	Sta.Crus/Bambang	City of Manila	-	NCR
446	Sta.Cruz/San Lazaro	City of Manila	-	NCR
447	Quiapo/Globo de Oro	City of Manila	-	NCR
448	Quiapo/Bilibid Viejo	City of Manila	-	NCR
449	Sampaloc/FEU/UE	City of Manila	-	NCR
450	Sta.Mesa/Lardizabal Ext.	City of Manila	-	NCR
451	Sta.Mesa/Peereza Ext.	City of Manila	-	NCR
452	Sampaloc/NU	City of Manila	-	NCR
453	Sampaloc/UST	City of Manila	-	NCR
454	Sampaloc/Florentino	City of Manila	-	NCR
455	Sampaloc/Calamba	City of Manila	-	NCR
456	Sampaloc/S.Loyola	City of Manila	-	NCR
457	Sta.Mesa/Altura Ext.	City of Manila	-	NCR
458	Old Sta.Mesa/V.Mapa	City of Manila	-	NCR
459	Sta.Mesa/P.Sanchez	City of Manila	-	NCR
460	Punta	City of Manila	-	NCR
461	Sta.Mesa/R.Magsaysay	City of Manila	-	NCR
462	San Miguel/J.P.Laurel	City of Manila	-	NCR
463	Quiapo/C.Palanca	City of Manila	-	NCR
464	South Port Area	City of Manila	-	NCR
465	Intramuros/Muralla	City of Manila	-	NCR
466	Intramuros/Arroceros	City of Manila	-	NCR
467	Intramuros/Tanque	City of Manila	-	NCR
468	Ermita	City of Manila	-	NCR
469	Paco/Apacible	City of Manila	-	NCR
470	Paco/Canociga	City of Manila	-	NCR
471	Paco/Linao (Dart)	City of Manila	-	NCR
472	Malate/PCU	City of Manila	-	NCR
473	Malate/J.C.Bocobo	City of Manila	-	NCR
474	Malate/Harrison Plaza	City of Manila	-	NCR
475	San Andres/L.Guinto	City of Manila	-	NCR
476	San Andres/SSH	City of Manila	-	NCR
477	San Andres/Diamante	City of Manila	-	NCR
478	Paco/Fabie	City of Manila	-	NCR
479	Sta.Ana/Estrada	City of Manila	-	NCR
480	San Miguel/Malacanang	City of Manila	-	NCR
481	Pandacan/Beata	City of Manila	-	NCR
482	Pandacan/T.Claudio	City of Manila	-	NCR
483	Sta.Ana/Panaderos	City of Manila	-	NCR
484	Manila Noth Harbour	City of Manila	-	NCR
485	MICT	City of Manila	-	NCR
486	BASECO	City of Manila	-	NCR
487	San Jose	Pasay City	-	NCR
488	San Isidro	Pasay City	-	NCR
489	Sta.Clara/Leveriza	Pasay City	-	NCR

Zone	Barangay	City/Municipality	Province	Region
490	Sta.Clara/Tramo	Pasay City	-	NCR
491	San Rafael	Pasay City	-	NCR
492	San Roque	Pasay City	-	NCR
493	Tabon	Pasay City	-	NCR
494	Malibay	Pasay City	-	NCR
495	Maricaban	Pasay City	-	NCR
496	Sto.Nino(Pasay)	Pasay City	-	NCR
497	Villamore Air Base	Pasay City	-	NCR
498	Air Cargo	Pasay City	-	NCR
499	Domestic Airport	Pasay City	-	NCR
500	PICC(reclamation area)	Pasay City	-	NCR
501	CITE(reclamation area)	Pasay City	-	NCR
502	Bangkal	City of Makati	-	NCR
503	Palanan	City of Makati	-	NCR
504	Pio Del Pilar	City of Makati	-	NCR
505	Tejeros	City of Makati	-	NCR
506	Olympia	City of Makati	-	NCR
507	Poblacion(Makati)	City of Makati	-	NCR
508	Legaspi Village	City of Makati	-	NCR
509	San Lorenzo	City of Makati	-	NCR
510	Ayala Center	City of Makati	-	NCR
511	Salcedo Village	City of Makati	-	NCR
512	Bel-Air II	City of Makati	-	NCR
513	Urdaneta	City of Makati	-	NCR
514	Bel-Air I	City of Makati	-	NCR
515	Guadalupe Viejo	City of Makati	-	NCR
516	Guadalupe Nuevo	City of Makati	-	NCR
517	Cembo	City of Makati	-	NCR
518	Post Proper Northside	City of Makati	-	NCR
519	Rembo	City of Makati	-	NCR
520	Pembo	City of Makati	-	NCR
521	Fort Bonifacio	Taguig City	-	NCR
522	Pinagsama	Taguig City	-	NCR
523	Dasmaringas/Forbs	City of Makati	-	NCR
524	Magallanes	City of Makati	-	NCR
525	Plainview	City of Mandaluyong	-	NCR
526	Old Zaniga	City of Mandaluyong	-	NCR
527	Poblacion(Mandaluyong)	City of Mandaluyong	-	NCR
528	Hagdang Bato	City of Mandaluyong	-	NCR
529	Addition Hills	City of Mandaluyong	-	NCR
530	Barangka	City of Mandaluyong	-	NCR
531	Highway Hills	City of Mandaluyong	-	NCR
532	Wack-Wack/Greenhills	City of Mandaluyong	-	NCR
533	Ortigas Center	City of Mandaluyong	-	NCR
534	East Greenhills	City of San Juan	-	NCR
535	Greenhills Com'l Center	City of San Juan	-	NCR
536	West Crame	City of San Juan	-	NCR
537	Batis	City of San Juan	-	NCR
538	Corazon De Jesus	City of San Juan	-	NCR
539	Dona Imelda	Quezon City	-	NCR
540	Santo Nino	Quezon City	-	NCR
541	Tatalon	Quezon City	-	NCR
542	Santa Teresita	Quezon City	-	NCR
543	N.S.Amoranto(Gintong Silahis)	Quezon City	-	NCR
544	Manresa	Quezon City	-	NCR
545	Balingasa	Quezon City	-	NCR
546	Apolonio Samson	Quezon City	-	NCR
547	Masambong	Quezon City	-	NCR
548	Santo Domingo(Matalahib)	Quezon City	-	NCR
549	Del Monte	Quezon City	-	NCR

Zone	Barangay	City/Municipality	Province	Region
550	San Antonio	Quezon City	-	NCR
551	Veterans Village	Quezon City	-	NCR
552	Phil-Am	Quezon City	-	NCR
553	South Triangle	Quezon City	-	NCR
554	Kamuning	Quezon City	-	NCR
555	Roxas	Quezon City	-	NCR
556	Kalusugan	Quezon City	-	NCR
557	Mariana	Quezon City	-	NCR
558	Kaunlaran	Quezon City	-	NCR
559	Immaculate Concepcion	Quezon City	-	NCR
560	Bagong Lipunan Crame	Quezon City	-	NCR
561	Crame	Quezon City	-	NCR
562	Ugong Norte	Quezon City	-	NCR
563	Camp Aguinaldo	Quezon City	-	NCR
564	White Plains	Quezon City	-	NCR
565	Murphy District	Quezon City	-	NCR
566	Cubao(Araneta Center)	Quezon City	-	NCR
567	E. Rodriguez	Quezon City	-	NCR
568	San Roque	Quezon City	-	NCR
569	Escopa	Quezon City	-	NCR
570	Quirino 3	Quezon City	-	NCR
571	Quirino 2	Quezon City	-	NCR
572	Loyola Heights	Quezon City	-	NCR
573	Teachers Village	Quezon City	-	NCR
574	QMC	Quezon City	-	NCR
575	U.P. Campus	Quezon City	-	NCR
576	Batasan Hills	Quezon City	-	NCR
577	Matandang Balara	Quezon City	-	NCR
578	Holy Spirit	Quezon City	-	NCR
579	Payatas	Quezon City	-	NCR
580	Bagong Silangan	Quezon City	-	NCR
581	Constitution Hills	Quezon City	-	NCR
582	Commonwealth	Quezon City	-	NCR
583	Fairview	Quezon City	-	NCR
584	Pasong Putik	Quezon City	-	NCR
585	Kaligayahan	Quezon City	-	NCR
586	San Agustin	Quezon City	-	NCR
587	Gulod	Quezon City	-	NCR
588	Sauyo	Quezon City	-	NCR
589	Bagbag	Quezon City	-	NCR
590	Tandang Sora	Quezon City	-	NCR
591	Pasong Tamo	Quezon City	-	NCR
592	Culiat	Quezon City	-	NCR
593	Project 6	Quezon City	-	NCR
594	Ramon Magsaysay	Quezon City	-	NCR
595	Bahay Toro	Quezon City	-	NCR
596	Baesa	Quezon City	-	NCR
597	Sangandaan	Quezon City	-	NCR
598	Bo. San Jose	Caloocan City	-	NCR
599	West 3/4 Ave.	Caloocan City	-	NCR
600	A.Mabini	Caloocan City	-	NCR
601	Dagat Dagatan	Caloocan City	-	NCR
602	West 8/10 Ave.	Caloocan City	-	NCR
603	Grace Park	Caloocan City	-	NCR
604	Sangandaan	Caloocan City	-	NCR
605	Bagon Barrio EDSA	Caloocan City	-	NCR
606	Bagon Barrio Center	Caloocan City	-	NCR
607	Bagon Barrio East	Caloocan City	-	NCR
608	Bagumbong 1(CN)	Caloocan City	-	NCR
609	Bagumbong 2(CN)	Caloocan City	-	NCR

Zone	Barangay	City/Municipality	Province	Region
610	Bagumbong 3(CN)	Caloocan City	-	NCR
611	Camarin 1(CN)	Caloocan City	-	NCR
612	Camarin 2(CN)	Caloocan City	-	NCR
613	North 1(CN)	Caloocan City	-	NCR
614	West(CN)	Caloocan City	-	NCR
615	Canumay	City of Valenzuela	-	NCR
616	Mapulang Lupa/Ugong	City of Valenzuela	-	NCR
617	Bagbaguin	City of Valenzuela	-	NCR
618	Hen. T. De Leon	City of Valenzuela	-	NCR
619	Marulas	City of Valenzuela	-	NCR
620	Karuhatan	City of Valenzuela	-	NCR
621	Maysan	City of Valenzuela	-	NCR
622	Malanday(Valenzuela)	City of Valenzuela	-	NCR
623	Dalandanan	City of Valenzuela	-	NCR
624	Maysilo/Panghulo	City of Malabon	-	NCR
625	Potrero	City of Malabon	-	NCR
626	Tugatog	City of Malabon	-	NCR
627	Longos	City of Malabon	-	NCR
628	Tonsuya	City of Malabon	-	NCR
629	Baritan/Concepcion	City of Malabon	-	NCR
630	Dampalit	City of Malabon	-	NCR
631	Tanza	City of Navotas	-	NCR
632	Tangos	City of Navotas	-	NCR
633	San Jose	City of Navotas	-	NCR
634	Navotas East/West	City of Navotas	-	NCR
635	North Bay Blvd.	City of Navotas	-	NCR
636	Navotas Fishport	City of Navotas	-	NCR
637	Nangka	City of Marikina	-	NCR
638	Parang	City of Marikina	-	NCR
639	Concepcion(Marikina)	City of Marikina	-	NCR
640	Marikina Heights	City of Marikina	-	NCR
641	Calumpang/San Roque	City of Marikina	-	NCR
642	Santo Nino	City of Marikina	-	NCR
643	Malanday(Marikina)	City of Marikina	-	NCR
644	Barangka(Marikina)	City of Marikina	-	NCR
645	Kalawaan	City of Pasig	-	NCR
646	Santolan/Manggahan	City of Pasig	-	NCR
647	Santa Lucia	City of Pasig	-	NCR
648	Maybunga	City of Pasig	-	NCR
649	Ugong	City of Pasig	-	NCR
650	San Antonio	City of Pasig	-	NCR
651	Kapitolyo	City of Pasig	-	NCR
652	Bagong Ilog	City of Pasig	-	NCR
653	Bambang	City of Pasig	-	NCR
654	Caniogan	City of Pasig	-	NCR
655	Pinagbuhatan	City of Pasig	-	NCR
656	Santa Ana(Pateros)	Pateros	-	NCR
657	Bagumbayan	Taguig City	-	NCR
658	Bicutan	Taguig City	-	NCR
659	Signal Village	Taguig City	-	NCR
660	Western Bicutan	Taguig City	-	NCR
661	Hagonoy	Taguig City	-	NCR
662	Ususan	Taguig City	-	NCR
663	Baclaran	City of Parañaque	-	NCR
664	Tambo	City of Parañaque	-	NCR
665	La Huerta	City of Parañaque	-	NCR
666	San Dionisio	City of Parañaque	-	NCR
667	Moonwalk	City of Parañaque	-	NCR
668	Santo Nino(Paranaque)	City of Parañaque	-	NCR
669	Merville	City of Parañaque	-	NCR

Zone	Barangay	City/Municipality	Province	Region
670	Sun Valley	City of Parañaque	-	NCR
671	Don Bosco	City of Parañaque	-	NCR
672	Marcelo Green Village	City of Parañaque	-	NCR
673	San Antonio	City of Parañaque	-	NCR
674	San Isidro	City of Parañaque	-	NCR
675	B.F.Homes	City of Parañaque	-	NCR
676	B.F.Homes	City of Parañaque	-	NCR
677	B.F.Homes	City of Parañaque	-	NCR
678	NAlA	Pasay City	-	NCR
679	Marina Manila Baytown	City of Parañaque	-	NCR
680	Sucab	City of Muntinlupa	-	NCR
681	Cupang	City of Muntinlupa	-	NCR
682	Alabang	City of Muntinlupa	-	NCR
683	New Alabang Village	City of Muntinlupa	-	NCR
684	Putatan	City of Muntinlupa	-	NCR
685	Poblacion(Muntinlupa)	City of Muntinlupa	-	NCR
686	Tunasan	City of Muntinlupa	-	NCR
687	Manuyo	City of Las Piñas	-	NCR
688	Elias Aldana/Daniel Fajardo	City of Las Piñas	-	NCR
689	Pulang Lupa	City of Las Piñas	-	NCR
690	Pamplona	City of Las Piñas	-	NCR
691	B.F.International	City of Las Piñas	-	NCR
692	Talon	City of Las Piñas	-	NCR
693	Pilar	City of Las Piñas	-	NCR
694	Almanza	City of Las Piñas	-	NCR
695	North 2(CN)	Caloocan City	-	NCR
696	Manila Harbour Center	City of Manila	-	NCR
697	Manila South Harbour	City of Manila	-	NCR
698	NAlA Terminal 1	City of Parañaque	-	NCR
699	NAlA Terminal 2	Pasay City	-	NCR
700	NAlA Terminal 3	Pasay City	-	NCR
701	NAlA Domestic Terminal	Pasay City	-	NCR
702	Bolinawan, Buenavista, Calidngan, Can-asujan, Guadalupe, Liburon, Napo, Ocana, Perrelos, Poblacion I, Poblacion II, Poblacion III, Tuyom, Valencia, Valladolid	City of Carcar	Cebu	Region VII
703	Adlaon	Cebu City	Cebu	Region VII
704	Agsungot	Cebu City	Cebu	Region VII
705	Apas	Cebu City	Cebu	Region VII
706	Babag	Cebu City	Cebu	Region VII
707	Bacayan	Cebu City	Cebu	Region VII
708	Banilad	Cebu City	Cebu	Region VII
709	Basak San Nicolas	Cebu City	Cebu	Region VII
710	Binaliw	Cebu City	Cebu	Region VII
711	Bonbon	Cebu City	Cebu	Region VII
712	Budla-an (Pob.)	Cebu City	Cebu	Region VII
713	Buhisan	Cebu City	Cebu	Region VII
714	Bulacao	Cebu City	Cebu	Region VII
715	Buot-Taup Pardo	Cebu City	Cebu	Region VII
716	Busay (Pob.)	Cebu City	Cebu	Region VII
717	Calamba	Cebu City	Cebu	Region VII
718	Cambinocot	Cebu City	Cebu	Region VII
719	Capitol Site (Pob.)	Cebu City	Cebu	Region VII
720	Carreta	Cebu City	Cebu	Region VII
721	Central (Pob.)	Cebu City	Cebu	Region VII
722	Cogon Ramos (Pob.)	Cebu City	Cebu	Region VII
723	Day-as	Cebu City	Cebu	Region VII
724	Duljo (Pob.)	Cebu City	Cebu	Region VII
725	Ermita (Pob.)	Cebu City	Cebu	Region VII
726	Guba	Cebu City	Cebu	Region VII
727	Hippodromo	Cebu City	Cebu	Region VII

Zone	Barangay	City/Municipality	Province	Region
728	Kalubihan (Pob.)	Cebu City	Cebu	Region VII
729	Kalunasan	Cebu City	Cebu	Region VII
730	Kamagayan (Pob.)	Cebu City	Cebu	Region VII
731	Camputhaw (Pob.)	Cebu City	Cebu	Region VII
732	Kasambagan	Cebu City	Cebu	Region VII
733	Kinasang-an Pardo	Cebu City	Cebu	Region VII
734	Labangon	Cebu City	Cebu	Region VII
735	Lahug (Pob.)	Cebu City	Cebu	Region VII
736	Lorega (Lorega San Migue	Cebu City	Cebu	Region VII
737	Lusaran	Cebu City	Cebu	Region VII
738	Luz	Cebu City	Cebu	Region VII
739	Mabini	Cebu City	Cebu	Region VII
740	Mabolo	Cebu City	Cebu	Region VII
741	Malubog	Cebu City	Cebu	Region VII
742	Pahina Central (Pob.)	Cebu City	Cebu	Region VII
743	Pahina San Nicolas	Cebu City	Cebu	Region VII
744	Pamutan	Cebu City	Cebu	Region VII
745	Pardo (Pob.)	Cebu City	Cebu	Region VII
746	Pari-an	Cebu City	Cebu	Region VII
747	Paril	Cebu City	Cebu	Region VII
748	Pasil	Cebu City	Cebu	Region VII
749	Pit-os	Cebu City	Cebu	Region VII
750	Pulangbato	Cebu City	Cebu	Region VII
751	Pung-ol-Sibugay	Cebu City	Cebu	Region VII
752	Punta Princesa	Cebu City	Cebu	Region VII
753	Quiot Pardo	Cebu City	Cebu	Region VII
754	Sambag I (Pob.)	Cebu City	Cebu	Region VII
755	Sambag II (Pob.)	Cebu City	Cebu	Region VII
756	San Antonio (Pob.)	Cebu City	Cebu	Region VII
757	San Jose	Cebu City	Cebu	Region VII
758	San Nicolas Central	Cebu City	Cebu	Region VII
759	Santa Cruz (Pob.)	Cebu City	Cebu	Region VII
760	Sawang Calero (Pob.)	Cebu City	Cebu	Region VII
761	Sinsin	Cebu City	Cebu	Region VII
762	Sirao	Cebu City	Cebu	Region VII
763	Suba Pob. (Suba San Nico	Cebu City	Cebu	Region VII
764	Sudlon I	Cebu City	Cebu	Region VII
765	Sapangdaku	Cebu City	Cebu	Region VII
766	T. Padilla	Cebu City	Cebu	Region VII
767	Tabunan	Cebu City	Cebu	Region VII
768	Tagbao	Cebu City	Cebu	Region VII
769	Talamban	Cebu City	Cebu	Region VII
770	Taptap	Cebu City	Cebu	Region VII
771	Tejero (Villa Gonzalo)	Cebu City	Cebu	Region VII
772	Tisa	Cebu City	Cebu	Region VII
773	To-ong Pardo	Cebu City	Cebu	Region VII
774	Zapatera	Cebu City	Cebu	Region VII
775	Sudlon II	Cebu City	Cebu	Region VII
776	Cebu Business Park	Cebu City	Cebu	Region VII
777	Basak Pardo	Cebu City	Cebu	Region VII
778	Basak Pardo	Cebu City	Cebu	Region VII
779	Cogon Pardo	Cebu City	Cebu	Region VII
780	Cogon Pardo	Cebu City	Cebu	Region VII
781	Guadalupe	Cebu City	Cebu	Region VII
782	Guadalupe	Cebu City	Cebu	Region VII
783	Inayawan	Cebu City	Cebu	Region VII
784	Inayawan	Cebu City	Cebu	Region VII
785	Mambaling	Cebu City	Cebu	Region VII
786	Mambaling	Cebu City	Cebu	Region VII
787	San Roque (Ciudad)	Cebu City	Cebu	Region VII

Zone	Barangay	City/Municipality	Province	Region
788	San Roque (Ciudad)	Cebu City	Cebu	Region VII
789	Tinago	Cebu City	Cebu	Region VII
790	Tinago	Cebu City	Cebu	Region VII
791	North Reclamation Area	Cebu City	Cebu	Region VII
792	North Reclamation Area	Cebu City	Cebu	Region VII
793	North Reclamation Area	Cebu City	Cebu	Region VII
794	Cebu Port Pier 1	Cebu City	Cebu	Region VII
795	Cebu Port Pier 2	Cebu City	Cebu	Region VII
796	Cebu Port Pier 3	Cebu City	Cebu	Region VII
797	Cebu Port Pier 4	Cebu City	Cebu	Region VII
798	Cebu Port Pier 5	Cebu City	Cebu	Region VII
799	Cebu Port Pier 6	Cebu City	Cebu	Region VII
800	Bagalnga, Basak, Buluang, Cabadiangan	Compostela	Cebu	Region VII
801	Cambayog, Canamucan, Cogon, Dapdap	Compostela	Cebu	Region VII
802	Estaca, Lupa, Magay, Mulao	Compostela	Cebu	Region VII
803	Panangban, Poblacion, Tag-ube, Tamiao, Tubigan	Compostela	Cebu	Region VII
804	Cabangahan	Consolacion	Cebu	Region VII
805	Cansaga	Consolacion	Cebu	Region VII
806	Casili	Consolacion	Cebu	Region VII
807	Danglag	Consolacion	Cebu	Region VII
808	Garing	Consolacion	Cebu	Region VII
809	Jugan	Consolacion	Cebu	Region VII
810	Lamac	Consolacion	Cebu	Region VII
811	Lanipga	Consolacion	Cebu	Region VII
812	Nangka	Consolacion	Cebu	Region VII
813	Panas	Consolacion	Cebu	Region VII
814	Panoypoy	Consolacion	Cebu	Region VII
815	Pitogo	Consolacion	Cebu	Region VII
816	Poblacion Occidental	Consolacion	Cebu	Region VII
817	Poblacion Oriental	Consolacion	Cebu	Region VII
818	Polog	Consolacion	Cebu	Region VII
819	Pulpogan	Consolacion	Cebu	Region VII
820	Sacsac	Consolacion	Cebu	Region VII
821	Tayud	Consolacion	Cebu	Region VII
822	Tilhaong	Consolacion	Cebu	Region VII
823	Tolotolo	Consolacion	Cebu	Region VII
824	Tugbongan	Consolacion	Cebu	Region VII
825	Alegria, Bangbang, Buagsong, Catarman, Cogon, Dapitan, Day-as, Gabi, GilutonganIbabao, Pilipog, Poblacion, San Miguel	Cordova	Cebu	Region VII
826	Baliang, Bayabas, Binaliw, Cabungahan, Cagat-Lamac, Cahumayan, Cambanay, Cambubho, Cogon-Cruz, Danasan	Danao City	Cebu	Region VII
827	Dungga, Dunggoan, Guinacot, GuinsayIbo, Langosig, Lawaan, Licos, Looc, Magtagobto	Danao City	Cebu	Region VII
828	Malapoc, Manlayag, Mantija, Masaba, Maslog, Nangka, Oguis, Pili, Poblacion, Quisol	Danao City	Cebu	Region VII
829	Sabang, Sacsac, Sandayong Norte, Sandayong Sur, Santa Rosa, Santican, Sibacan, SubaTaboc, Taytay, Togonon, Tuburan Sur	Danao City	Cebu	Region VII
830	Agus, Babag, Baring, Buaya, Calawisan, Canjulao, Caw-oy	Lapu-Lapu City	Cebu	Region VII
831	Caubian, CawhaganIbo, Looc, Mactan, Maribago, Marigondon	Lapu-Lapu City	Cebu	Region VII
832	Pajac, Pajo, Pangan-an, Poblacion, Punta Engaño, Pusok, Sabang	Lapu-Lapu City	Cebu	Region VII
833	Bankal, San Vicente, Santa Rosa, Subabasbas, Talima, Tinggo, Tungasan	Lapu-Lapu City	Cebu	Region VII
834	Bankal, Basak, Gun-ob	Lapu-Lapu City	Cebu	Region VII
835	Cabadiangan, Calero, Catarman, Cotcot, Jubay	Liloan	Cebu	Region VII
836	Lataban, Mulao, Poblacion, San Roque, San Vicente	Liloan	Cebu	Region VII
837	Santa Cruz, Tabla, Tayud, Yati	Liloan	Cebu	Region VII
838	Alang-alang	Mandaue City	Cebu	Region VII
839	Bakilid	Mandaue City	Cebu	Region VII
840	Banilad	Mandaue City	Cebu	Region VII
841	Basak	Mandaue City	Cebu	Region VII
842	Cabancalan	Mandaue City	Cebu	Region VII
843	Cambaro	Mandaue City	Cebu	Region VII
844	Canduman	Mandaue City	Cebu	Region VII

Zone	Barangay	City/Municipality	Province	Region
845	Casili	Mandaue City	Cebu	Region VII
846	Casuntingan	Mandaue City	Cebu	Region VII
847	Cubacub	Mandaue City	Cebu	Region VII
848	Guizo	Mandaue City	Cebu	Region VII
849	Ibabao-Estancia	Mandaue City	Cebu	Region VII
850	Jagobiao	Mandaue City	Cebu	Region VII
851	Labogon	Mandaue City	Cebu	Region VII
852	Maguikay	Mandaue City	Cebu	Region VII
853	Mantuyong	Mandaue City	Cebu	Region VII
854	Opao	Mandaue City	Cebu	Region VII
855	Pakna-an	Mandaue City	Cebu	Region VII
856	Pagsabungan	Mandaue City	Cebu	Region VII
857	Tabok	Mandaue City	Cebu	Region VII
858	Tawason	Mandaue City	Cebu	Region VII
859	Tingub	Mandaue City	Cebu	Region VII
860	Umapad	Mandaue City	Cebu	Region VII
861	Centro (Pob.)	Mandaue City	Cebu	Region VII
862	Centro (Pob.)	Mandaue City	Cebu	Region VII
863	Looc	Mandaue City	Cebu	Region VII
864	Looc	Mandaue City	Cebu	Region VII
865	Subangdaku	Mandaue City	Cebu	Region VII
866	Subangdaku	Mandaue City	Cebu	Region VII
867	Tipolo	Mandaue City	Cebu	Region VII
868	Tipolo	Mandaue City	Cebu	Region VII
869	-	Mandaue City	Cebu	Region VII
870	Cadulawan, Calajo-an, Camp 7, Camp 8, Cuanos	Minglanilla	Cebu	Region VII
871	Guindaruhan, Linao, Manduang, Pakigne, Poblacion Ward I	Minglanilla	Cebu	Region VII
872	Poblacion Ward II, Poblacion Ward III, Poblacion Ward IV, Tubod, Tulay	Minglanilla	Cebu	Region VII
873	Tunghaan, Tungkil, Tungkop, Vito	Minglanilla	Cebu	Region VII
874	Alfaco, Bairan, Balirong, Cabungahan, Cantao-an, Central Poblacion, Cogon	City of Naga	Cebu	Region VII
875	Colon, East Poblacion, Inayagan, Inoburan, Jaguimit, Lanas, Langtad	City of Naga	Cebu	Region VII
876	Lutac, Mainit, Mayana, Naalad, North Poblacion, Pangdan, Patag	City of Naga	Cebu	Region VII
877	South Poblacion, Tagjaguimit, Tangke, Tinaan, Tuyan, Uling, West Poblacion	City of Naga	Cebu	Region VII
878	Balud, Balungag, Basak, Bugho, Cabatbatan, GreenhillsIlaya, Lantawan, Liburon, Magsico, Panadtaran, Pitalo, Poblacion North, Poblacion South, San , Isidro, Sangat, Tabionan, Tananas, Tinubdan, Tonggo, Tubod	San Fernando	Cebu	Region VII
879	Bulacao, Cadulawan, Cansojong, Dumlog, Jaclupan	City of Talisay	Cebu	Region VII
880	Lagtang, Lawaan I, Linao, Maghaway, Manipis	City of Talisay	Cebu	Region VII
881	Mohon, Poblacion, Pooc, San Isidro, San Roque	City of Talisay	Cebu	Region VII
882	Biasong, Camp IV, Lawaan II, Lawaan III, Tabunoc, Tangke, Tapul	City of Talisay	Cebu	Region VII
883	Barangay 1-A (Pob.) ~ Barangay 10-A (Pob.), Barangay 11-A (Pob.) ~ Barangay 20-B (Pob.), Barangay 21-C (Pob.) ~ Barangay 30-C (Pob.), Barangay 31-D (Pob.) ~ Barangay 40-D (Pob.)	Davao City	Davao Del Sur	Region XI
884	Ma-a	Davao City	Davao Del Sur	Region XI
885	Bucana	Davao City	Davao Del Sur	Region XI
886	Matina Aplaya, Matina Crossing, Talomo (Pob.)	Davao City	Davao Del Sur	Region XI
887	Bago Aplaya, Bago Gallera, Langub, Baliok, Dumoy	Davao City	Davao Del Sur	Region XI
888	Catalunan Grande, Catalunan Pequeño, Matina Pangi	Davao City	Davao Del Sur	Region XI
889	Magtuod	Davao City	Davao Del Sur	Region XI
890	Agdao, Centro (San Juan), Gov. Paciano Bangoy, Gov. Vicente Duterte, Kap. Tomas Monteverde, Sr. , Lapu-lapu, Leon Garcia, Sr. , Rafael Castillo, San Antonio, Ubalde, Wilfredo Aquino	Davao City	Davao Del Sur	Region XI
891	Alfonso Angliongto Sr., Pampanga, Sasa, Vicente Hizon Sr.	Davao City	Davao Del Sur	Region XI
892	Cabantian, Communal	Davao City	Davao Del Sur	Region XI
893	Buhangin (Pob.),	Davao City	Davao Del Sur	Region XI
894	Tigatto	Davao City	Davao Del Sur	Region XI
895	Waan	Davao City	Davao Del Sur	Region XI
896	Acacia, Callawa	Davao City	Davao Del Sur	Region XI
897	Indangan	Davao City	Davao Del Sur	Region XI
898	Mandug	Davao City	Davao Del Sur	Region XI

Zone	Barangay	City/Municipality	Province	Region
899	Ilang, Panacan	Davao City	Davao Del Sur	Region XI
900	Mudiang	Davao City	Davao Del Sur	Region XI
901	Gatungan	Davao City	Davao Del Sur	Region XI
902	Mahayag, Tibungco	Davao City	Davao Del Sur	Region XI
903	Alejandra Navarro (Lasang), Bunawan (Pob.)	Davao City	Davao Del Sur	Region XI
904	San Isidro (Licanan)	Davao City	Davao Del Sur	Region XI
905	Colosas , Fatima (Benowang), Lumiad, Mabuhay, Malabog, Mapula, Panalum, Pandaitan, Paquibato (Pob.), Paradise Embak, Salapawan, Sumimao, Tapak	Davao City	Davao Del Sur	Region XI
906	Baguio (Pob.), Cadalian, Carmen, Gumalang, Malagos, Tambobong, Tawan-tawan, Wines	Davao City	Davao Del Sur	Region XI
907	Biao Joaquin, Calinan (Pob.), Cawayan, Dacudao, Dalagdag , Dominga, Inayangan, Lacson, Lamanan, Lampianao, Megkawayan, Pangyan, Talomo River, Tamayong, Saloy, Sirib, Subasta, Riverside, Wangan	Davao City	Davao Del Sur	Region XI
908	Baganihan, Bantol, Buda, Dalag, Datu Salumay, Gumitan, Magsaysay, Malamba, Marilog, Salaysay, Suawan (Tuli), Tamugan	Davao City	Davao Del Sur	Region XI
909	Daliao, Lizada, Lubogan, Marapangi	Davao City	Davao Del Sur	Region XI
910	Bangkas Heights, Binugao, Toril (Pob.)	Davao City	Davao Del Sur	Region XI
911	Camansi, Sirawan	Davao City	Davao Del Sur	Region XI
912	Atan-Awe, Baracatan, Crossing Bayabas, Sibulan, Tibuloy	Davao City	Davao Del Sur	Region XI
913	Bato, Bayabas, Eden, Kilate, Tagurano	Davao City	Davao Del Sur	Region XI
914	Alambre, Catigan, Daliaon Plantation, Mulig, Tagluno, Tungakalan	Davao City	Davao Del Sur	Region XI
915	Bago Oshiro, Mintal, Santo Niño	Davao City	Davao Del Sur	Region XI
916	Angalan, Balengaeng, Los Amigos, Manambulan, Manuel Guianga, Tagakpan, Tugbok (Pob.)	Davao City	Davao Del Sur	Region XI
917	Biao Escuela, Biao Guianga, New Valencia, Talandang, Ula	Davao City	Davao Del Sur	Region XI
918	Matina Biao, New Carmen, Tacunan	Davao City	Davao Del Sur	Region XI
919	Sasa Port	Davao City	Davao Del Sur	Region XI
920	Davao Airport	Davao City	Davao Del Sur	Region XI

6.2 Manual for Traffic Assignment and Economic Evaluation



Japan International Cooperation Agency (JICA)
Department of Public Works and Highways (DPWH)



MANUAL FOR TRAFFIC ASSIGNMENT AND ECONOMIC EVALUATION

June 2021

CTI Engineering International Co., Ltd.
Nippon Koei Co., Ltd.
Oriental Consultants Global Co., Ltd.
Nippon Engineering Consultants Co., Ltd.
Metropolitan Expressway Company Limited

TABLE OF CONTENTS

1. INTRODUCTION	1
2. TRAFFIC ASSIGNMENT	3
2.1 OVERVIEW OF TRAFFIC ASSIGNMENT	3
2.1.1 <i>Objective of Traffic Assignment</i>	3
2.1.2 <i>Procedure of Traffic Assignment</i>	3
2.2 BASIS OF TRAFFIC ASSIGNMENT	5
2.2.1 <i>Road Network Data</i>	5
2.2.2 <i>OD Data</i>	9
2.2.3 <i>Parameter Data</i>	11
2.2.4 <i>Result of Traffic Assignment</i>	12
3. ECONOMIC ANALYSIS (ESTIMATION OF EIRR).....	16
3.1 OVERVIEW OF ECONOMIC ANALYSIS	16
3.1.1 <i>Purpose and Methodology for Economic Analysis</i>	16
3.1.2 <i>Workflow of Economic Analysis</i>	16
3.2 ECONOMIC COST CALCULATION	17
3.2.1 <i>Basic Concept of Project Cost</i>	17
3.2.2 <i>Conversion to Economic Cost</i>	17
3.3 BENEFIT CALCULATION METHODOLOGY.....	18
3.3.1 <i>Economic Indicator and Unit Cost</i>	18
3.3.2 <i>Benefit Calculation</i>	19
3.3.3 <i>Benefit Calculation by Evaluator</i>	19
3.4 EIRR CALCULATION METHODOLOGY	21
3.4.1 <i>Input Data for EIRR Calculation</i>	21
3.4.2 <i>EIRR Analysis Form</i>	21
4. CASE STUDY -BASIC PART-	26
4.1 DATA PREPARATION BY JICA STRADA	26
4.1.1 <i>Methodology for Addition of Road Network</i>	26
4.1.2 <i>Parameter Setting</i>	37
4.1.3 <i>Traffic Assignment Undertaken</i>	41
4.1.4 <i>Analysis for Result of Traffic Assignment</i>	43
4.2 ECONOMIC ANALYSIS UNDERTAKEN.....	51
5. CASE STUDY -TECHNICAL PART -	59
5.1 DATA EXPLANATION FOR HSH PHASE2	59
5.1.1 <i>Network Data</i>	59
5.1.2 <i>Parameter Data</i>	61
5.1.3 <i>OD Data</i>	62
5.2 TRAFFIC ASSIGNMENT AND ECONOMIC ANALYSIS IN URBAN AREA UNDERTAKEN.....	67
5.2.1 <i>Road Network Preparation</i>	67
5.2.2 <i>Update the Parameter File</i>	69
5.2.3 <i>Future Traffic Assignment</i>	69
5.2.4 <i>Economic Analysis</i>	72

LIST OF TABLES

TABLE 2-1 LINK INFORMATION IMAGE	5
TABLE 2-2 COORDINATE DATA	6
TABLE 2-3 VMAX AND QMAX.....	7
TABLE 2-4 QV TABLE PREPARED BY HSH PHASE2 PROJECT	7
TABLE 2-5 QV TABLE AND DESIGN CRITERIA IN JAPAN (EX.).....	8
TABLE 2-6 FARE SETTING	8
TABLE 2-7 FARE SYSTEM IN PHILIPPINES.....	8
TABLE 2-8 DIRECTION SETTING	9
TABLE 2-9 OD TABLE (SQUARE MATRIX)	10
TABLE 2-10 OD TABLE (TRIANGULAR MATRIX)	10
TABLE 2-11 DATA STRUCTURE FOR RESULT OF TRAFFIC ASSIGNMENT.....	13
TABLE 3-1 UNIT TRAVEL TIME COST IN 2020	18
TABLE 3-2 UNIT VEHICLE OPERATION COST IN 2020	18
TABLE 3-3 FORMAT OF EVALUATOR	19
TABLE 5-1 LINK SPECIFICATION: FREE FLOW SPEED (VELOCITY) AND ROAD CAPACITY	59
TABLE 5-2 FARE SETTING FOR EXISTING EXPRESSWAY	60
TABLE 5-3 STRUCTURE OF NETWORK DATA	61
TABLE 5-4 VALUE OF TIME	61
TABLE 5-5 ZONING SYSTEM FOR TRAFFIC DEMAND FORECAST.....	62
TABLE 5-6 FUTURE TRAFFIC VOLUME	69
TABLE 5-7 COMPARISON OF TRAFFIC VOLUME, V/C AND TRAVEL SPEED AT TYPICAL SCREEN	70
TABLE 5-8 REDUCTION OF TOTAL VEHICLE KILOMETER AND TOTAL TRAVEL TIME, IMPROVEMENT OF.....	71
TABLE 5-9 PROJECT COST ESTIMATED IN 2020.....	72
TABLE 5-10 RESULT OF EIRR BASED ON COST BENEFIT STREAM.....	73

LIST OF FIGURES

FIGURE 1-1 HIGHWAY PLANNING PROCEDURES AND METHOD	1
FIGURE 2-1 ROAD TRAFFIC ASSIGNMENT PROCEDURE	4
FIGURE 2-2 ROAD NETWORK IMAGE	5
FIGURE 2-3 ROAD NETWORK FROM GIS IMAGE	6
FIGURE 2-4 DIRECTION SETTING	9
FIGURE 2-5 TRIP AND TRIP END	9
FIGURE 2-6 NODE, LINK AND CENTROID	11
FIGURE 2-7 DIRECTION SETTING	11
FIGURE 2-8 DATA OUTPUT IMAGE (EX TRAFFIC FLOW DATA).....	13
FIGURE 2-9 COMPARISON OF TRAFFIC VOLUME BETWEEN WITH AND WITHOUT PROJECT	14
FIGURE 3-1 WORKFLOW OF ECONOMIC ANALYSIS	17
FIGURE 3-2 PROCESS OF CONVERTING THE INITIAL COST FROM FINANCIAL TO ECONOMIC VALUE	18
FIGURE 3-3 INTERFACE OF GENERAL CONDITION AND UNIT COST OF TIME AND OPERATION	20
FIGURE 5-1 ZONING SYSTEM IN LUZON	63
FIGURE 5-2 ZONING SYSTEM IN VISAYAS AND MINDANAO	64
FIGURE 5-3 FLOW OF OD REVERSE ESTIMATION METHOD	66
FIGURE 5-4 INTERCHANGE TRAFFIC VOLUME.....	70
FIGURE 5-5 COMPARISON OF TRAFFIC VOLUME AT TYPICAL SCREEN	70
FIGURE 5-6 COMPARISON OF TRAFFIC VOLUME AT TYPICAL SCREEN	71

ABBREVIATIONS AND ACRONYMS

AGR	: Annual Growth Rate
B/C ratio	: Cost Benefit Ratio
BPR	: Bureau of Public Roads
CAVITEX	: Manila-Cavite Expressway
CCR	: Cebu Circumferential Road
DPWH	: Department of Public Works and Highways
EIRR	: Economic Internal Rate of Return
FS	: Feasibility Study
GIS	: Geographic Information System
Gen (G)	: Generation
HSH	: High Standard Highway
HSH Phase2	: High Standard Highway Masterplan Project (Phase2)
IRR	: Internal Rate of Return
JICA	: Japan International Cooperation Agency
JST	: JICA Study Team
MLIT	: Ministry of Land, Infrastructure, Transport and Tourism
M/P	: Master Plan
MUCEP project	: MMUTIS Update and Capacity Enhancement Project
NAIAX	: NAIAX Expressway
NCR	: National Capital Region
NEDA	: National Economic and Development Authority
NLEX	: North Luzon Expressway
NPV	: Net Present Value
NR	: National Road
O&M	: Operation and Maintenance
OD	: Origin-Destination
PCU	: Passenger Car Unit
PT surveys	: Person Trip Survey
Qmax	: Unit is PCU/day to be inputted
ROW	: Right of Way
SCTEX	: Subic-Clark-Tarlac Expressway
SER	: The Shadow Exchange Rate
SLEX	: South Luzon Expressway
STAR	: Southern Tagalog Arterial Road
SWR	: The Shadow Wage Rate
TTC	: Travel Time Cost
TRB	: Toll Regulatory Board Toll Regulatory Board
Vmax	: Unit is km/h to be inputted
VAT	: Value Added Tax
V/C	: Volume/Capacity
VCR	: Vehicle Capacity Ratio
VOC	: Vehicle Operation Cost

Data Provision

Sample data is provided in this Manual to learn the JICA Strada and Economic Evaluation.

Network Data

- 1) Net_ExistingRd_z7_2020.CSV
- 2) net_Y2040_z920_with Segment3.csv

OD Data

- 1) Od_z7_y2020_fn.csv
- 2) Od_z7_y2030_fn.csv
- 3) od_z920_y2040.csv

Parameter Data

- 1) Par_zn7_existingRd.PAR
- 2) par_z920_eqrv_2040.par

Result Data

- 1) ire_FutureRd_z7_With_2030.CSV
- 2) ire_FutureRd_z7_Without_2030.CSV
- 3) ire_Y2040_z920_With Case w_Segment3.csv
- 4) ire_Y2040_z920_Without Case w_Segment3.csv

Economic Analysis Data

- 1) Project Cost for Exercise Final.xlsx
- 2) Unit Vehicle Operation Cost and Time Cost.xlsx
- 3) Economic Analysis format final.xlsx
- 4) Project Cost for Exercise Final (Cebu).xlsx

1. Introduction

Background and Objective
Contents of this Manual

1. INTRODUCTION

(1) Background and Objective

High Standard Highway Master Plan in nationwide was developed in project “High Standard Highway Masterplan Project (Phase2)” (here after called as HSH Phase2) under JICA project in 2019. In this HSH Phase2 project, traffic demand forecast was undertaken for nationwide of Philippines based on future road network and OD table prepared by traffic survey undertaken. In the future, DPWH Engineer will be implemented the Feasibility Study based on HSH Master Plan and JICA Study Team (JST) provided these traffic assignment data to DPWH in order to conduct the Feasibility Study (F/S) in the future.

In addition, DPWH has conducted the road project so far, there is the manual (Highway Planning Procedure and Methods) which were maintained by DPWH. The manual is organized in Volume 1 to Volume 8 and describes the implementation methods for planning road projects. However, Highway Planning Procedure and Methods was produced at 1982, it does not fully explain the traffic assignment method because of outdated and contains on only overview. So, it is difficult for DPWH Engineers to utilize the Traffic Assignment Data prepared in HSH Phase2 based on Highway Planning Procedure Manual.

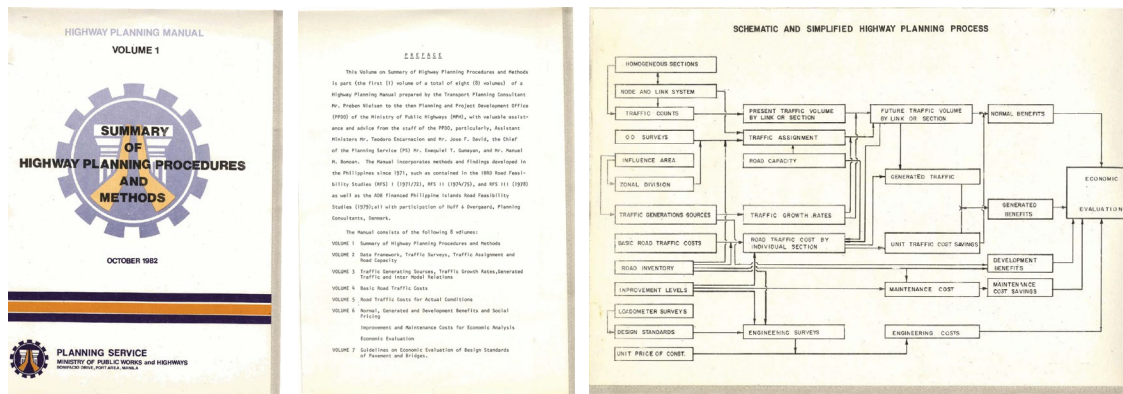
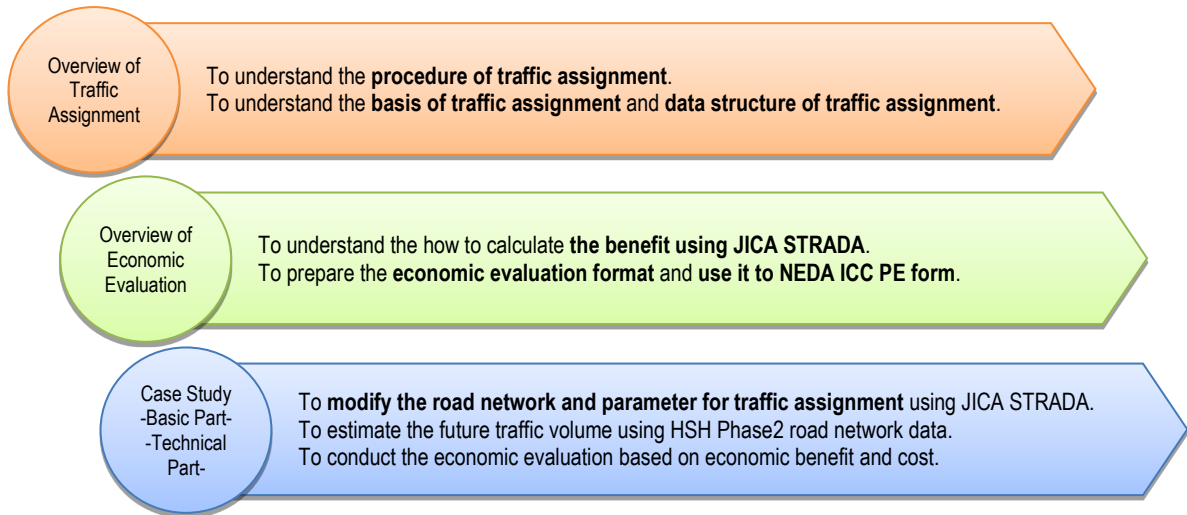


Figure 1-1 Highway Planning Procedures and Method

Based on above, Manual for traffic assignment and economic evaluation utilizing the JICA STRADA software is produced in HSH Phase2 in order to usage in Feasibility Study in effective and efficient. And, JICA STRADA training was hold on February 2021 via Webinar.

(2) Contents of this Manual

Traffic assignment and project evaluation explained in this manual are consisted as followings. DPWH Engineers can understand the basis of traffic assignment and economic evaluation,



2. Traffic Assignment

Overview of Traffic Assignment
Basis of Traffic Assignment

2. TRAFFIC ASSIGNMENT

In this chapter, overview of the traffic assignment and basis data information are described. In fact, it is possible to learn the basis of traffic assignment and its data structure. DPWH Engineers will be able to learn how to analyze the traffic assignment result by understanding these basis data.

2.1 Overview of Traffic Assignment

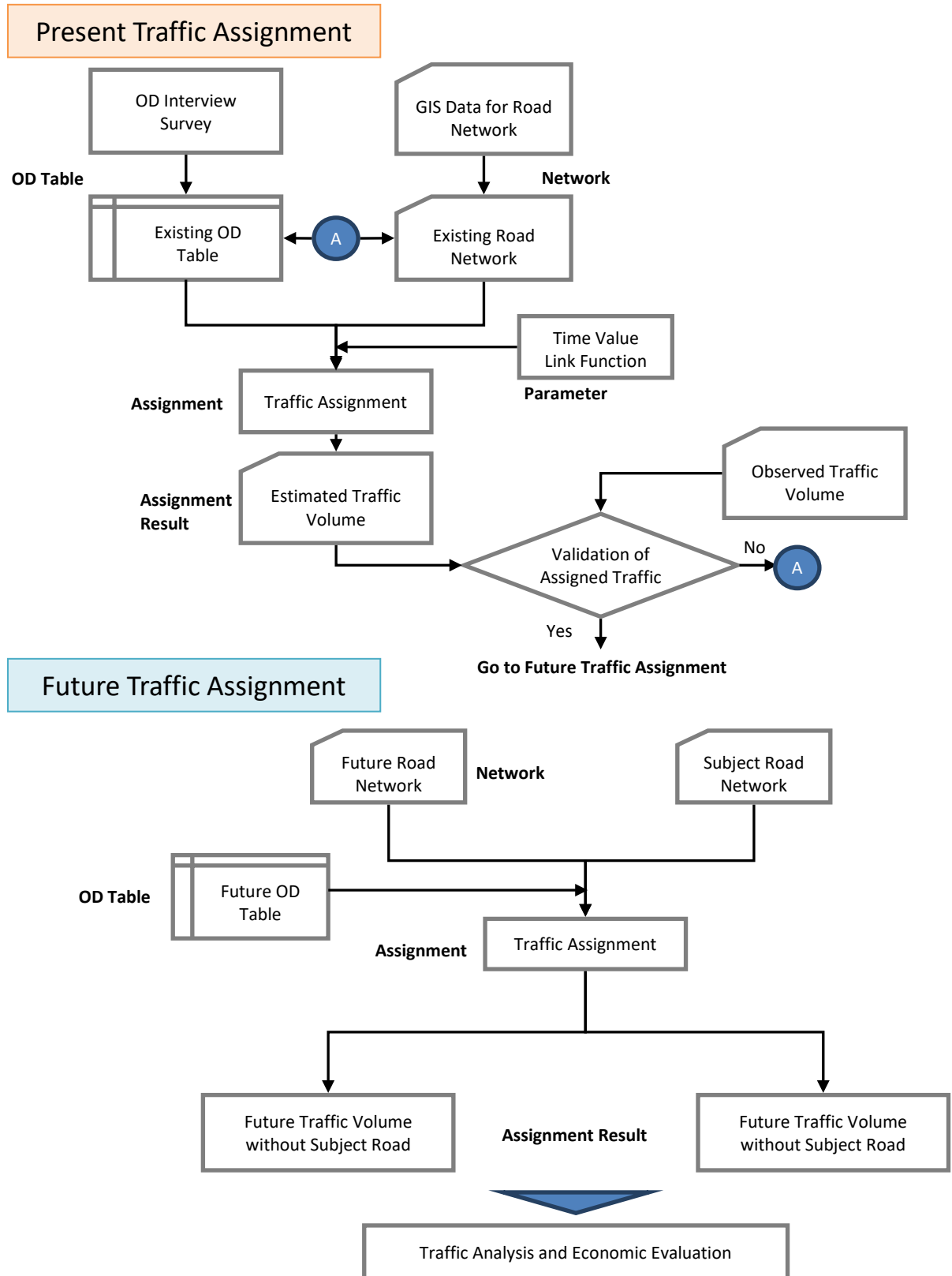
2.1.1 Objective of Traffic Assignment

The first purpose of traffic assignment is to determine the network and structure of roads. Specifically, is to determine the network, required number of lanes, geometric structure, and other structural standards in road planning based on the estimated traffic volume by route.

Second, it is used to evaluate the service and profitability of the road plan. It is also used for toll road reimbursement planning (estimation of traffic volume utilized as the basis of revenue), environmental assessment (estimation of planned traffic volume as the basis of impact forecasting), and evaluation systems (basic data for individual project evaluation such as EIRR, and basic data for policy evaluation such as outcome indicators).

2.1.2 Procedure of Traffic Assignment

Figure 2-1 shows the procedure of traffic assignment. This procedure is the basis of traffic assignment which consists of 1) Preparation of existing road network and OD table, 2) setting of parameters (traffic assignment method, toll fare, time value, etc), 3) validation of existing traffic assignment result comparison with observed traffic volume, 4) Preparation of future road network and OD table and 5) estimation of future traffic volume. Data structure of road network, parameter and result of traffic assignment (with project and without project) are explained from the next section.



Source: JICA Study Team

Figure 2-1 Road Traffic Assignment Procedure

2.2 Basis of Traffic Assignment

Requirement data for traffic assignment (Network Data, OD Data, Parameter Data and Assignment Result Data) is explained in this section.

2.2.1 Road Network Data

Data input requirements for the preparation of the road network is discussed in this section.

(1) Data Structure

The general data structure of a road network to be input in each link following data which are Length, Vmax, Qmax, Fare (by Vehicle Type), Direction (by Vehicle Type) and Coordinates Data. These data are divided to the network (existing road network) as shown at the table below. This road network was set for this manual such as imaginary road network.

Table 2-1 Link Information Image

1) Link	Link ID to be Named	5) Qmax	Unit is PCU/day to be inputted
2) Node	Input the 2 Nodes (i and j)	6) Fare	Input the Toll Fare
3) Length	Unit is km	7) Direction	Both, Direction 1 and 2
4) Vmax	Unit is km/h to be inputted	8) X and Y Coordinate	Coordinate data for Node i and j

Link	Node i	Node j	Length (km)	Vmax (km/h)	Qmax (PCU/day)	Fare	Direction	X and Y Coordinate of Node i	X and Y Coordinate of Node j
L1	N1	N2	10.74	40	10000	0	0	121.228321, 14.06389	121.324778, 14.066303
L2	N2	N3	11.85	40	10000	0	0	121.324778, 14.066303	121.431203, 14.067926
L3	N3	N4	10.63	40	10000	0	0	121.431203, 14.067926	121.526608, 14.071133
L4	N4	N5	9.43	40	10000	0	0	121.526608, 14.071133	121.57968, 14.066227
L5	N5	N6	10.79	40	10000	0	0	121.57968, 14.066227	121.522558, 13.928184
L6	N6	N7	10.04	40	10000	0	0	121.522558, 13.928184	121.432351, 13.926581
L7	N7	N8	11.87	40	10000	0	0	121.432351, 13.926581	121.325766, 13.924688
L8	N8	N9	10.17	40	10000	0	0	121.325766, 13.924688	121.234438, 13.923065
L9	N2	N10	15.46	20	5600	0	0	121.324778, 14.066303	121.339017, 13.992232
L10	N10	N8	12.04	20	5600	0	0	121.339017, 13.992232	121.325766, 13.924688
L11	N3	N11	5.49	20	5600	0	0	121.431203, 14.067926	121.41703, 14.020981
L12	N11	N12	8.84	20	5600	0	0	121.41703, 14.020981	121.411795, 13.980414
L13	N12	N7	8.86	20	5600	0	0	121.411795, 13.980414	121.432351, 13.926581
ZL1	ZN1	N1	0.01	5	1000	0	0	121.213718, 14.068999	121.228321, 14.06389
ZL2	ZN2	N3	0.01	5	1000	0	0	121.433275, 14.082869	121.431203, 14.067926
ZL3	ZN3	N4	0.01	5	1000	0	0	121.534477, 14.086198	121.526608, 14.071133
ZL4	ZN4	N5	0.01	5	1000	0	0	121.600801, 14.005476	121.57968, 14.066227
ZL5	ZN5	N6	0.01	5	1000	0	0	121.529902, 13.917266	121.522558, 13.928184
ZL6	ZN6	N7	0.01	5	1000	0	0	121.432417, 13.916156	121.432351, 13.926581
ZL7	ZN7	N9	0.01	5	1000	0	0	121.216863, 13.922536	121.234438, 13.923065

Link has above information

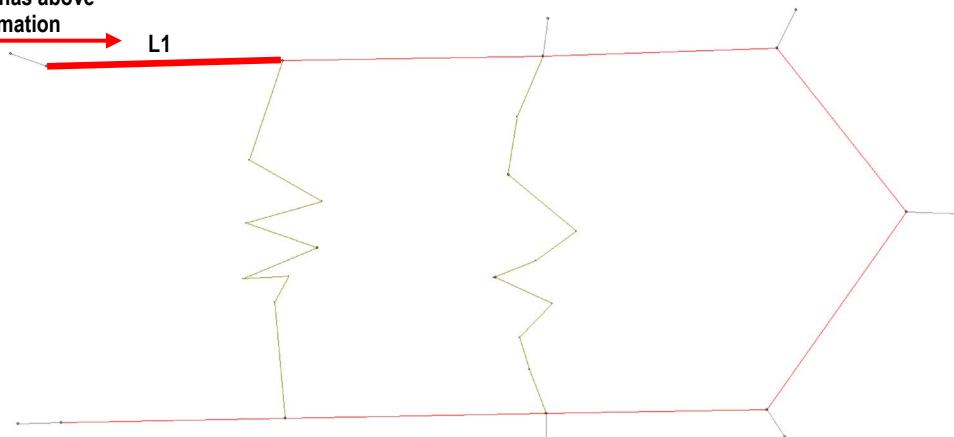


Figure 2-2 Road Network Image

(2) Coordinates Data

It is necessary to add coordinates to the nodes in preparing the road network. The coordinates data obtained from GIS or Google Earth will be input to Nodes i and Node j as shown in below table and figure. If node was prepared without coordinates input, road network will not prepare occurring error and there is no location data in the JICA Strada Software.

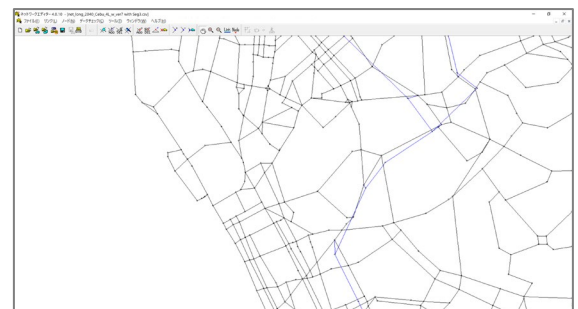
In the Philippines, DPWH has GIS data related to the road network of national highway, by utilizing this GIS data it is possible to prepare the road network with coordinate data.

Table 2-2 Coordinate Data

Link	Node i	Node j	Length (km)	Vmax (km/h)	Qmax (PCU/day)	Fare	Direction	X and Y Coordinate of Node i	X and Y Coordinate of Node j
L1	N1	N2	10.74	40	10000	0	0	121.228321, 14.06389	121.324778, 14.066303
L2	N2	N3	11.85	40	10000	0	0	121.324778, 14.066303	121.431203, 14.067926
L3	N3	N4	10.63	40	10000	0	0	121.431203, 14.067926	121.526608, 14.071133
L4	N4	N5	9.43	40	10000	0	0	121.526608, 14.071133	121.57968, 14.066227
L5	N5	N6	10.79	40	10000	0	0	121.57968, 14.066227	121.522558, 13.928184
L6	N6	N7	10.04	40	10000	0	0	121.522558, 13.928184	121.432351, 13.926581
L7	N7	N8	11.87	40	10000	0	0	121.432351, 13.926581	121.325766, 13.924688
L8	N8	N9	10.17	40	10000	0	0	121.325766, 13.924688	121.234438, 13.923065
L9	N2	N10	15.46	20	5600	0	0	121.324778, 14.066303	121.339017, 13.992232
L10	N10	N8	12.04	20	5600	0	0	121.339017, 13.992232	121.325766, 13.924688
L11	N3	N11	5.49	20	5600	0	0	121.431203, 14.067926	121.41703, 14.020981
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ZL2	ZN2	N3	0.01	5	1000	0	0	121.433275, 14.082869	121.431203, 14.067926
ZL3	ZN3	N4	0.01	5	1000	0	0	121.534477, 14.086198	121.526608, 14.071133
ZL4	ZN4	N5	0.01	5	1000	0	0	121.600801, 14.005476	121.57968, 14.066227
ZL5	ZN5	N6	0.01	5	1000	0	0	121.529902, 13.917266	121.522558, 13.928184
ZL6	ZN6	N7	0.01	5	1000	0	0	121.432417, 13.916156	121.432351, 13.926581
ZL7	ZN7	N9	0.01	5	1000	0	0	121.216863, 13.922536	121.234438, 13.923065



GIS Data prepared by DPWH



Converted to Network Data for Traffic Assignment

Figure 2-3 Road Network from GIS Image

(3) Maximum Velocity and Maximum Volume

Important input data for road networks such as speed and capacities are needed to be set up with QVs, classified into regions, road classes, number of lanes, and terrain conditions. Table 2-4 shows QV table set in HSH Phase 2 Project by road type, topography and number of lanes. Considering that traffic assignment will be carried out in the Philippines in the future, it is necessary to prepare the QV table based on the actual width structure using the road inventory data of DPWH and satellite photos from Google Earth.

As a case of the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) in Japan has established QV conditions for each road based on design standard in Japan. Consultant in Japan will utilize these QV tables for preparation of road network.

Table 2-3 Vmax and Qmax

Link	Node i	Node j	Length (km)	Vmax (km/h)	Qmax (PCU/day)	Fare	Direction	X and Y Coordinate of Node i	X and Y Coordinate of Node j
L1	N1	N2	10.74	40	10000	0	0	121.228321, 14.06389	121.324778, 14.066303
L2	N2	N3	11.85	40	10000	0	0	121.324778, 14.066303	121.431203, 14.067926
L3	N3	N4	10.63	40	10000	0	0	121.431203, 14.067926	121.526608, 14.071133
L4	N4	N5	9.43	40	10000	0	0	121.526608, 14.071133	121.57968, 14.066227
L5	N5	N6	10.79	40	10000	0	0	121.57968, 14.066227	121.522558, 13.928184
L6	N6	N7	10.04	40	10000	0	0	121.522558, 13.928184	121.432351, 13.926581
L7	N7	N8	11.87	40	10000	0	0	121.432351, 13.926581	121.325766, 13.924688
L8	N8	N9	10.17	40	10000	0	0	121.325766, 13.924688	121.234438, 13.923065
L9	N2	N10	15.46	20	5600	0	0	121.324778, 14.066303	121.339017, 13.992232
L10	N10	N8	12.04	20	5600	0	0	121.339017, 13.992232	121.325766, 13.924688
L11	N3	N11	5.49	20	5600	0	0	121.431203, 14.067926	121.41703, 14.020981
L12	N11	N12	8.84	20	5600	0	0	121.41703, 14.020981	121.411795, 13.980414
L13	N12	N7	8.86	20	5600	0	0	121.411795, 13.980414	121.432351, 13.926581
ZL1	ZN1	N1	0.01	5	1000	0	0	121.213718, 14.068999	121.228321, 14.06389
ZL2	ZN2	N3	0.01	5	1000	0	0	121.433275, 14.082869	121.431203, 14.067926
ZL3	ZN3	N4	0.01	5	1000	0	0	121.534477, 14.086198	121.526608, 14.071133
ZL4	ZN4	N5	0.01	5	1000	0	0	121.600801, 14.005476	121.57968, 14.066227
ZL5	ZN5	N6	0.01	5	1000	0	0	121.529902, 13.917266	121.522558, 13.928184
ZL6	ZN6	N7	0.01	5	1000	0	0	121.432417, 13.916156	121.432351, 13.926581
ZL7	ZN7	N9	0.01	5	1000	0	0	121.216863, 13.922536	121.234438, 13.923065

Table 2-4 QV Table prepared by HSH Phase2 Project

Type	Road Class	Topography	Lane	Free flow velocity (km/h)	Road Capacity (PCU/day)
1	HSH Class1 (Expressway)	Plain	10	100	200,000
2			8	100	160,000
3			6	100	120,000
4			4	100	80,000
5	HSH Class1 (Urban Area)	Plain	6	80	120,000
6			4	80	80,000
7	HSH Class 2 (Access Controlled National Road)	Plain	6	60	72,000
8			4	60	48,000
9			2	60	24,000
10	National Road (Primary)	Plain	8	50	96,000
11			6	50	72,000
12			5	50	60,000
13			4	50	48,000
14			2	40	10,000
15	National Road (Secondary)	Plain	6	40	60,000
16			4	40	40,000
17			2	30	8,000
18	National Road (Tertiary)	Plain	6	40	48,000
19			4	40	32,000
20			2	30	6,000
21	HSH Class1	Mountainous	6	80	84,000
22			4	80	56,000
23	HSH Class 2	Mountainous	4	60	48,000
24			2	50	24,000
25	National Road (Primary)	Mountainous	8	40	67,200
26			6	40	50,400
27			4	40	33,600
28			2	30	7,000
29	National Road (Secondary)	Mountainous	6	30	42,000
30			4	30	28,000
31			2	20	5,600
32	National Road (Tertiary)	Mountainous	4	30	22,400
33			2	20	4,200
34	Ferry	-	-	5	1,000

Source: JICA Study Team

Table 2-5 QV Table and Design Criteria in Japan (ex.)

QV番号	道路規格	車線数	V1 (Km/h)	V2 (Km/h)	V3 (Km)	Q1 (台/日)	Q2 (台/日)	容量 (台/日)	
1	1120	1	2	70.0	35.0	5.0	14,400	28,800	14,400
2	1140	1	4	90.0	45.0	5.0	64,700	129,400	64,700
3	1160	1	6	95.0	47.5	5.0	102,600	205,200	102,600
4	1220	2.3	2	70.0	35.0	5.0	32,900	65,800	32,900
5	1240	2.3	4	100.0	50.0	5.0	65,700	131,400	65,700
6	1260	2.3	6	100.0	50.0	5.0	98,600	197,200	98,600
7	1620	1	2	70.0	35.0	5.0	10,900	21,800	10,900
8	1640	1	4	80.0	40.0	5.0	50,600	101,200	50,600
9	1670	1	7	80.0	40.0	5.0	85,600	171,200	85,600
10	2140	1	4	80.0	40.0	5.0	77,100	154,200	77,100
11	2160	2	6	80.0	40.0	5.0	103,300	206,600	103,300
12	2240	2	4	60.0	30.0	5.0	80,800	161,600	80,800
13	3120	1	2	45.0	22.5	5.0	12,800	25,600	12,800
14	3140	3	4	55.0	27.5	5.0	43,100	86,200	43,100
15	3160	3	6	80.0	40.0	5.0	131,400	262,800	131,400
16	3180	3	8	80.0	40.0	5.0	175,200	350,400	175,200
17	3220	2	2	45.0	22.5	5.0	11,900	23,800	11,900
18	3230	2	3	50.0	25.0	5.0	33,100	66,200	33,100
19	3240	2	4	50.0	25.0	5.0	29,600	59,200	29,600
20	3260	2	6	60.0	30.0	5.0	66,300	132,600	66,300
21	3320	3	2	45.0	22.5	5.0	10,900	21,800	10,900
22	3340	3	4	50.0	25.0	5.0	31,900	63,800	31,900
23	3360	3	6	50.0	25.0	5.0	56,400	112,800	56,400
24	3420	4	2	45.0	22.5	5.0	8,900	17,800	8,900
25	3440	4	4	55.0	27.5	5.0	15,900	31,800	15,900
26	3450	4	5	50.0	25.0	5.0	11,100	22,200	11,100

道路の存する地域	地方部	都市部
高速自動車国道及び自動車専用道路又はその他の道路の別		
高速自動車国道及び自動車専用道路	第1種	第2種
その他の道路	第3種	第4種

道路の種類	計西交通量 (単位: 1日) 道路の存する地域の地形	交通量			
		30,000以上	20,000以上 30,000未満	10,000以上 20,000未満	10,000未満
高速自動車国道	平地部	第1級	第2級	第3級	第4級
	山地部	第2級	第3級	第4級	
高速自動車国道以外の道路	平地部	第2級	第3級	第4級	
	山地部	第3級	第4級		

Source: Ministry of Land, Infrastructure, Transport and Tourism (MLIT)

(4) Fare Setting

It is necessary to set the toll fare at the link information in setting up expressway network. For each expressway network, the toll rate for close system and open system for each vehicle type should be set. Expressway network is added to the existing road network, and the toll is set to a flat rate in Table 2-6.

In the Philippines, there are toll rates for Open System and Closed System set by TRB. Table 2-7 shows the toll rates for each expressway in 2020. It is necessary to update the toll rates from the TRB web page as needed and input them into the network data when toll rates will be reviewed.

Table 2-6 Fare Setting

Link	Node i	Node j	Length (km)	Vmax (km/h)	Qmax (PCU/day)	Fare	Direction	X and Y Coordinate of Node i	X and Y Coordinate of Node j
L1	N1	N2	10.74	40	10000	0	0	121.228321, 14.06389	121.324778, 14.066303
L2	N2	N3	11.85	40	10000	0	0	121.324778, 14.066303	121.431203, 14.067926
L3	N3	N4	10.63	40	10000	0	0	121.431203, 14.067926	121.526608, 14.071133
L4	N4	N5	9.43	40	10000	0	0	121.526608, 14.071133	121.57968, 14.006227
L5	N5	N6	10.79	40	10000	0	0	121.57968, 14.006227	121.522558, 13.928184
L6	N6	N7	10.04	40	10000	0	0	121.522558, 13.928184	121.432351, 13.926581
L7	N7	N8	11.87	40	10000	0	0	121.432351, 13.926581	121.325766, 13.924688
L8	N8	N9	10.17	40	10000	0	0	121.325766, 13.924688	121.234438, 13.923065
L9	N2	N10	15.46	20	5600	0	0	121.324778, 14.066303	121.339017, 13.992232
L10	N10	N8	12.04	20	5600	0	0	121.339017, 13.992232	121.325766, 13.924688
L11	N3	N11	5.49	20	5600	0	0	121.431203, 14.067926	121.41703, 14.020981
L12	N11	N12	8.84	20	5600	0	0	121.41703, 14.020981	121.411795, 13.980414
L13	N12	N7	8.86	20	5600	0	0	121.411795, 13.980414	121.432351, 13.926581
ZL1	ZN1	N1	0.01	5	1000	0	0	121.213718, 14.068999	121.228321, 14.06389
ZL2	ZN2	N3	0.01	5	1000	0	0	121.433275, 14.082869	121.431203, 14.067926
ZL3	ZN3	N4	0.01	5	1000	0	0	121.534477, 14.086198	121.526608, 14.071133
ZL4	ZN4	N5	0.01	5	1000	0	0	121.600801, 14.005476	121.57968, 14.006227
ZL5	ZN5	N6	0.01	5	1000	0	0	121.529902, 13.917266	121.522558, 13.928184
ZL6	ZN6	N7	0.01	5	1000	0	0	121.432417, 13.916156	121.432351, 13.926581
ZL7	ZN7	N9	0.01	5	1000	0	0	121.216863, 13.922536	121.234438, 13.923065
EXPL1	N13	N14	18	80	40000	-80	0	121.458401, 14.06884	121.498722, 13.92776

Table 2-7 Fare System in Philippines

Unit: Peso/km (Closed System), Pesos (Open System)

No.	Expressway	System	Class1	Class2	Class3	
1	Tarlac-Pangasinan-La Union Expressway	TPLEX	Closed	3.5	8.7	10.5
2	North Luzon Expressway (Outside Metro Manila)	NLEX	Closed	3.2	8.0	9.6
	North Luzon Expressway (Inside Metro Manila)		Open	55	137	165
3	Subic-Clark-Tarlac Expressway	SCTEX	Closed	3.7	7.6	11.2
4	Muntinlupa-Cavite Expressway	MCX	Open	17	34	51
5	Metro Manila Skyway	SKYWAY	Closed	9.9	19.9	29.9
6	South Luzon Expressway	SLEX	Closed	3.5	7.0	10.6
7	Southern Tagalog Arterial Road (Calabarzon Expressway)	STAR	Closed	2.3	4.5	6.8
8	Manila-Cavite Expressway	CAVITEX	Open	24	48	72
	Manila-Cavite Expressway (Extension)			64	129	194
9	NAIA Expressway (Full)	NAIAX	Open	45	90	134
	NAIA Expressway (Short Segment)			35	69	104

Source: TRB

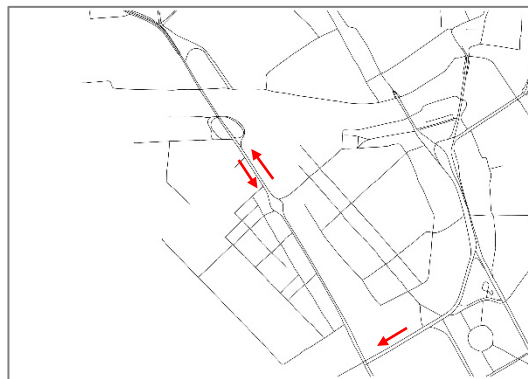
(5) Direction Setting

It is necessary to input information into the network by considering actual traffic restrictions on ordinary roads. However only normal traffic regulations are considered whilst traffic regulations for accidents, construction etc. are excluded.

In the Philippines, the GIS data of national highways gathered by DPWH contains additional information on directional restrictions, but it may contain outdated information, so it is necessary to use not only GIS but also Web maps like Google Maps and Open Street Maps.

Table 2-8 Direction Setting

Link	Node i	Node j	Length (km)	Vmax (km/h)	Qmax (PCU/day)	QV type	Fare (Currency)	Direction	X and Y Coordinate of Node i	X and Y Coordinate of Node j
L1	N1	N2	10.74	40	10000	1	0	0	121.228321, 14.06389	14.06389, 121.324778
L2	N2	N3	11.85	40	10000	1	0	0	121.324778, 14.066303	14.066303, 121.431203
L3	N3	N13	3.03	40	10000	1	0	0	121.431203, 14.067926	14.067926, 121.458401
L4	N4	N5	9.43	40	10000	1	0	0	121.526608, 14.071133	14.071133, 121.57968
L5	N5	N6	10.79	40	10000	1	0	0	121.57968, 14.006227	14.006227, 121.522558
L6	N6	N14	2.653	40	10000	1	0	0	121.522558, 13.928184	13.928184, 121.498722
L7	N7	N8	11.87	40	10000	1	0	0	121.432351, 13.926581	13.926581, 121.325766
L8	N8	N9	10.17	40	10000	1	0	0	121.325766, 13.924688	13.924688, 121.234438
L9	N2	N10	15.46	20	5600	1	0	0	121.324778, 14.066303	14.066303, 121.339017
L10	N10	N8	12.04	20	5600	1	0	0	121.339017, 13.992232	13.992232, 121.325766
L11	N3	N11	5.49	20	5600	1	0	0	121.431203, 14.067926	14.067926, 121.41703
L12	N11	N12	8.84	20	5600	1	0	0	121.41703, 14.020981	14.020981, 121.411795
L13	N12	N7	8.86	20	5600	1	0	0	121.411795, 13.980414	13.980414, 121.432351
ZL1	ZN1	N1	0.01	5	1000	1	0	0	121.213718, 14.068999	14.068999, 121.228321
ZL2	ZN2	N3	0.01	5	1000	1	0	0	121.433275, 14.082869	14.082869, 121.431203
ZL3	ZN3	N4	0.01	5	1000	1	0	0	121.534477, 14.086198	14.086198, 121.526608
ZL4	ZN4	N5	0.01	5	1000	1	0	0	121.600801, 14.005476	14.005476, 121.57968
ZL5	ZN5	N6	0.01	5	1000	1	0	0	121.529902, 13.917266	13.917266, 121.522558
ZL6	ZN6	N7	0.01	5	1000	1	0	0	121.432417, 13.916156	13.916156, 121.432351
ZL7	ZN7	N9	0.01	5	1000	1	0	0	121.216863, 13.922536	13.922536, 121.234438



GIS Data prepared by DPWH



Converted to Network Data for Traffic Assignment

Figure 2-4 Direction Setting

2.2.2 OD Data

In this section, basis of OD data is explained for understanding the general information for OD data.

(1) Trip and Trip End

All traffic has an Origin and a Destination and the movement from the Origin to the Destination is called a trip. The two ends of a trip are called the trip end. As shown in Figure 2-5, the trip is from City A to City B, and the trip ends at City A and City B.

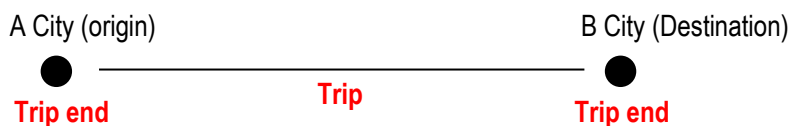


Figure 2-5 Trip and Trip End

(2) Zoning and OD Table

For the preparation of OD table, The OD Survey is the main survey for collection of the traffic characteristics of trips. It collects the address or point of Origin and Destination, purpose, number of passengers and etc. for each vehicle type. Since the original address of the Origin and Destination cannot be used, First, the number of trips can be grasped by assigning each municipality as one zone, such as No. 1 for City A and No. 2 for City B. In addition, some municipalities can be combined or divided according to their scale such as nationwide, regional, or urban.

The process of setting up zones in this method is called as zoning.

The OD Table below shows the inter-zone traffic volume of Origin and Destination. In this matrix, the rows and columns are indicated as Origin and Destination, respectively. The rows show the OD traffic volume from Origin zone to all Destination zones and the total is called Generation Traffic Volume. On the other hand, the sum of OD traffic volume from Destination zone to all Origin zones is called Attraction Traffic Volume. The type of OD table can be shown not only in the form of Table 2-9 but also as an OD table as shown in Table 2-10.

Table 2-9 OD Table (Square Matrix)

		Destination							Gen
		1	2	3	4	5	6	7	
Origin	1	t11	t12	t13	t14	t15	t16	t17	G1
	2	t21	t22	t23	t24	t25	t26	t27	G2
	3	t31	t32	t33	t34	t35	t36	t37	G3
	4	t41	t42	t43	t44	t45	t46	t47	G4
	5	t51	t52	t53	t54	t55	t56	t57	G5
	6	t61	t62	t63	t64	t65	t66	t67	G6
	7	t71	t72	t73	t74	t75	t76	t77	G7
Att		A1	A2	A3	A4	A5	A6	A7	T

Legend
 Gen (G): Generation
 Att (A): Attraction
 T: Total Trip
 Tij: Trip i to j

Table 2-10 OD Table (Triangular Matrix)

1	2	3	4	5	6	7	Gen and Att
2 x t11	t12 + t21	t13 + t31	t14 + t41	t15 + t51	t16 + t61	t17 + t71	T1
	2 x t22	t23 + t32	t24 + t42	t25 + t52	t26 + t62	t27 + t72	T2
		2 x t33	t34 + t43	t35 + t53	t36 + t63	t37 + t73	T3
			2 x t44	t45 + t54	t46 + t64	t47 + t74	T4
				2 x t55	t56 + t65	t57 + t75	T5
					2 x t66	t67 + t76	T6
						2 x t77	T7

(3) Node, Link and Centroid

Traffic nodes such as intersections are called nodes and road sections while connecting nodes are called links in the road networks. The traffic volume between zones is assigned to the road network in the traffic assignment and the point where traffic is generated and concentrated is assumed to be a specific node, one point per zone. This node is called the centroid.

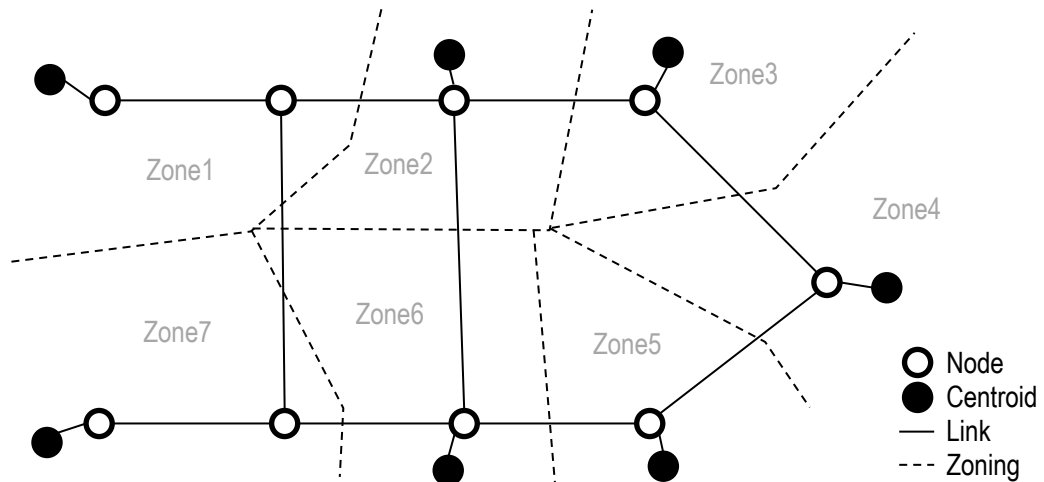


Figure 2-6 Node, Link and Centroid

(4) Zoning System

Zoning system of HSH Phase 2 Project was prepared by consolidating the cities and municipalities into one or more. However, zoning system depends on city scale, road network (density) and population.

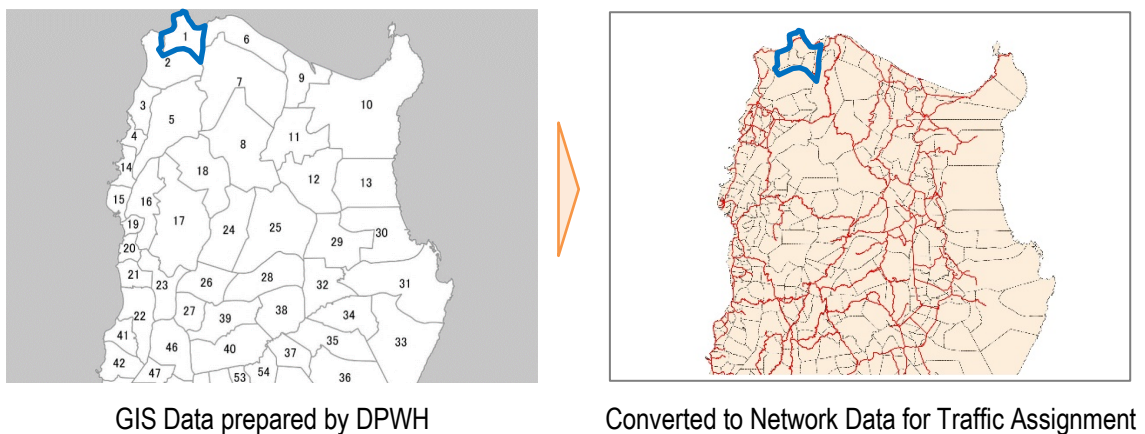


Figure 2-7 Direction Setting

2.2.3 Parameter Data

In this section, Type of Assignment is used as the user equilibrium assignment method and the parameter items that are important to it are explained.

(1) BPR Formula

Traffic Assignment Method applied the “User Equilibrium Assignment” in HSH Phase 2. The link cost performance function of this method was applied to the BPR formula as well as the Japanese parameters as no standard parameters were established yet in the Philippines.

Studies on regional and road type parameters have been conducted by the Government, Universities and Consultants.

Therefore, it is recommended to develop these parameters in collaboration with University research institutes in order to create a standard for the Philippines.

<BPR Formula>

$$T^1 = T^0 \left(1 + \alpha \left(\frac{Q}{C} \right) \right)^\beta \quad (1)$$

Where;

T1: Travel Time

T0: Free Travel Time

Q: Traffic Volume

C: Capacity

Alpha: 0.48

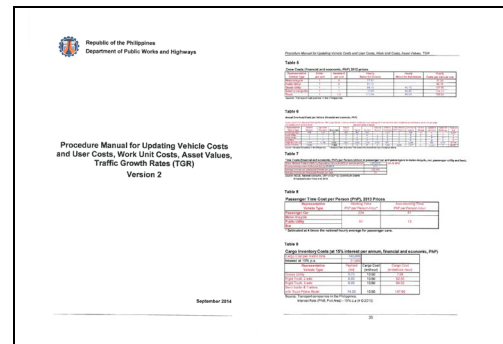
Beta: 2.82

(Common to all road types)

(2) Time Value

It is necessary to set the Time Value for each vehicle type in order to provide additional travel time converted by toll fee to vehicles passing through the highway network. The time values are calculated based on the "Procedures Manual for Updating Vehicle Costs and User Costs, Work Unit Costs, Asset Values, TGR Version 2 (September 2014)" of DPWH which is maintained with the support of ADB.

Since the data is updated every year, the updated data will be applied to time values.



2.2.4 Result of Traffic Assignment

This section is discussing regarding output data structure and basis of traffic assignment result and its analysis method in this section.

(1) Data Structure

Based on the prepared road network of OD data and parameters, traffic assignment will be undertaken and traffic volume will be forecasted. The result of the forecasted traffic volume includes the following:

- The result of traffic volume is calculated as average speed, final speed, congestion level and traffic volume (PCU/day) by direction.
- The assigned traffic volume is calculated in Veh/day by PCU Ratio because PCU/day is calculated for each vehicle type.

Table 2-11 Data Structure for Result of Traffic Assignment

1) Link	Link ID to be Named	4) Ave Speed	Unit is km/h
2) Node	Input the 2 Nodes (i and j)	5) VCR	Calculated by Qmax and Volall by direction i <-> j
3) Length	Unit is km (same condition of Network Data)	6) Traffic Volume	Unit is PCU/day by vehicle type and direction i <-> j



Link	Node i	Node j	Length	Direction i to j				Direction j to i										
				AveSpeed	VCR	Volall	Vol1-3	Vol2-3	Vol3-3	Vol4-3	AveSpeed	VCR	Volall	Vol1-3	Vol2-3	Vol3-3	Vol4-3	
1	N1	N2	8.51	19.9994	0.05	106	94	0	1	11	20	0.01	28	28	0	0	0	0
2	N3	N1	7.19	19.9994	0.05	106	94	0	1	11	20	0.01	28	28	0	0	0	0
5	N7	N3	27.4	19.9994	0.05	106	94	0	1	11	20	0.01	28	28	0	0	0	0
11	N19	N16	4	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	N16	N17	4.95	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	N18	N19	4.78	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	N28	N29	6.39	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	N35	N31	15.4	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	N34	N35	1.3	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	N36	N37	17.42	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	N31	N38	4.41	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26	N29	N36	10.61	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28	N41	N39	5.51	20	0.01	11	11	0	0	0	19.9813	0.18	370	312	0	39	19	0
32	N46	N48	0.16	29.9996	0.04	119	98	0	7	14	30	0	0	0	0	0	0	0
33	N48	N49	20.71	19.9992	0.06	119	98	0	7	14	20	0	0	0	0	0	0	0
34	N50	N46	1.4	29.9996	0.04	119	98	0	7	14	30	0	0	0	0	0	0	0
38	N2824	N58	13.8	19.9999	0.03	57	47	0	0	10	19.9999	0.02	49	46	0	0	0	3
43	N67	N68	0.21	32.6146	1.23	6161	3938	182	821	1221	32.1738	1.26	6320	3845	52	789	1633	0

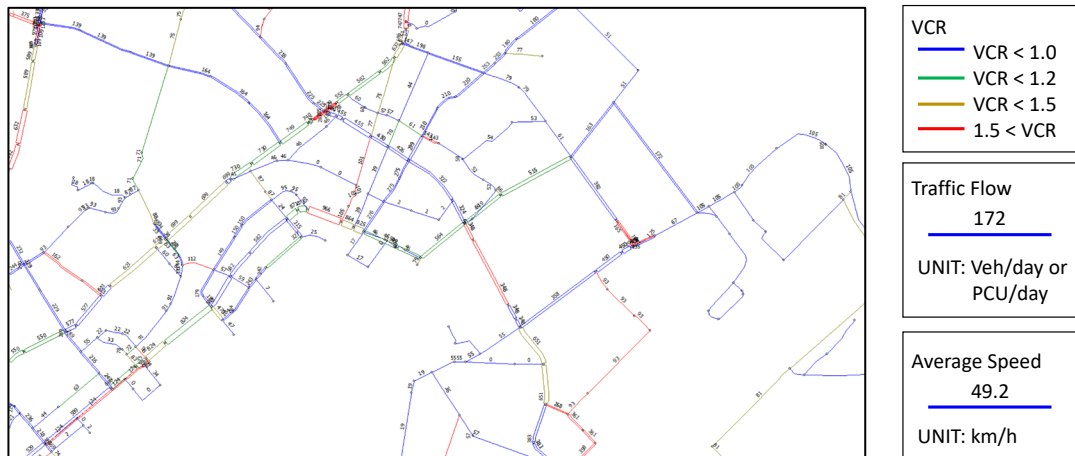


Figure 2-8 Data Output Image (ex Traffic Flow Data)

(2) Comparison of Traffic Assignment Result (Without and With Project)

In this section, it is explained that variation of traffic situation in “Without Project” was explained by compared with “With Project” utilizing the imaginary road network. Result of traffic volume in “With Project” and “Without Project” are presented in below tables and figure.

The traffic volume is forecasted to be 5,870 veh/day in case the expressway is installed. As a result, the traffic volume on L4, L5, and L11 decreased by 2,600 veh/day to 3,200 veh/day (without-with expressway).

The links parallel to the expressway are L4, L9, and L11 and the results shows that traffic is being diverted from these links.

< Without Project >

Link	Node i	Node j	Length (km)	Traffic Volume (veh/day)	Ave. Speed (km/h)
L1	N1	N2	10.74	9,710	27.9
L2	N2	N3	11.85	6,674	34.7
L3	N3	N13	3.03	8,688	31.0
L4	N4	N5	9.43	9,315	28.8
L5	N5	N6	10.79	11,050	22.9
L6	N6	N14	2.653	8,537	34.3
L7	N7	N8	11.87	6,536	36.3
L8	N8	N9	10.17	9,501	30.3
L9	N2	N10	15.46	3,050	18.5
L11	N3	N11	5.49	3,020	18.2
EXPL1	N13	N14	-	-	-
Screen Traffic Volume (L4, L9, L11 and EXPL1)				15,385	

< With Project >

Link	Node i	Node j	Length (km)	Traffic Volume (veh/day)	Ave. Speed (km/h)
L1	N1	N2	10.74	9,710	27.9
L2	N2	N3	11.85	6,711	34.5
L3	N3	N13	3.03	10,312	26.0
L4	N4	N5	9.43	-3,219	36.2
L5	N5	N6	10.79	7,830	31.3
L6	N6	N14	2.653	10,979	29.4
L7	N7	N8	11.87	6,501	36.3
L8	N8	N9	10.17	9,501	30.3
L9	N2	N10	15.46	-50	18.6
L11	N3	N11	5.49	-2,601	20.0
EXPL1	N13	N14	18	5,870	79.8
Screen Traffic Volume (L4, L9, L11 and EXPL1)				15,385	

□ : Highway Link

□ : Screen Link

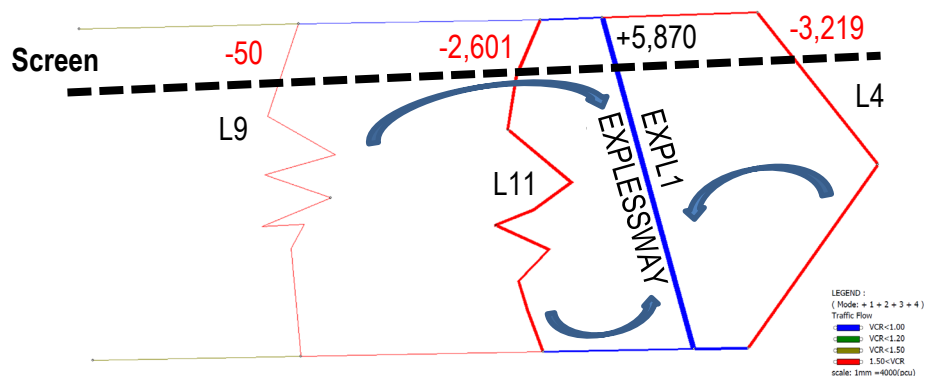


Figure 2-9 Comparison of Traffic Volume between With and Without Project

(3) Analysis for Traffic Assignment Data

Understanding of data structure of result of traffic assignment, users will be able to calculate other indicators.

By using the result of traffic assignment, it is possible to calculate the benefits and travel time as shown in below formulas.

<Travel Time (TT) between A City to B City>

$$TT = \Sigma \text{Length (km)} / \text{Ave. Speed (km/h)}$$

<Vehicle Hour>

$$\text{Vehicle Hour} = \Sigma \text{Traffic Volume (veh)} \times \text{Travel Time (hr)}$$

<Vehicle Kilometer>

$$\text{Vehicle Kilometer} = \Sigma \text{Traffic Volume (veh)} \times \text{Length (km)}$$

3. Economic Analysis

Overview of Economic Analysis

Economic Cost Calculation

Benefit Calculation Methodology

EIRR Calculation Methodology

3. ECONOMIC ANALYSIS (ESTIMATION OF EIRR)

In this chapter, the project evaluation is conducted in view of the project approval by NEDA based on the traffic assignment results of With and Without projects forecasted by JICA STRADA. Thus, by applying this manual when conducting project evaluation of individual projects, it will be possible to conduct project evaluation based on the project approval procedure of NEDA.

3.1 Overview of Economic Analysis

3.1.1 Purpose and Methodology for Economic Analysis

(1) Purpose

Economic analysis (Cost Benefit Analysis) evaluates the appropriateness of a road project from social and economic perspectives in each stage of evaluation, reevaluation and post evaluation of project implementation in order to ensure efficient and effective execution of the project. It is also intended to promote more effective project implementation through evaluation.

(2) Methodology

Economic analysis aims to examine the effects of this project from the viewpoint of national economy and evaluate the economic relevance of the project. Economic indicators such as the Economic Internal Rate of Return (EIRR), Net Present Value (NPV) and Cost Benefit Ratio (B/C ratio) are calculated in this analysis.

Economic analysis in this manual adopts one of the standard methods of cost benefit analysis, the discounted cash flow method. Cost benefit analysis is undertaken by comparing economic benefit and economic cost.

3.1.2 Workflow of Economic Analysis

The following figure shows the workflow of the economic analysis. The workflow is shown as follows: (1) conversion to economic costs as described in the NEDA Guideline, (2) calculation of benefits based on the results of traffic assignment, (3) calculation of EIRR based on the results of (1) and (2), and (4) implementation of sensitivity analysis. Each calculation method is described in the next sections.

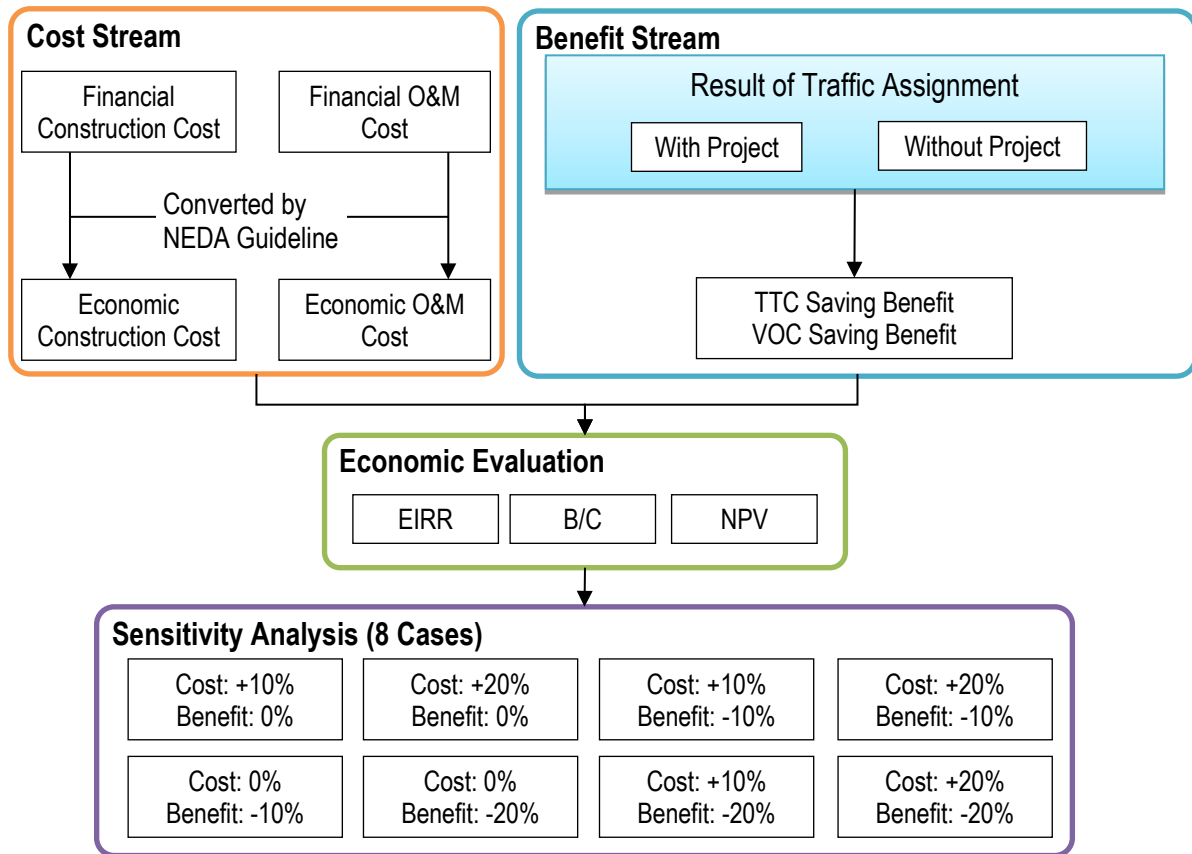


Figure 3-1 Workflow of Economic Analysis

3.2 Economic Cost Calculation

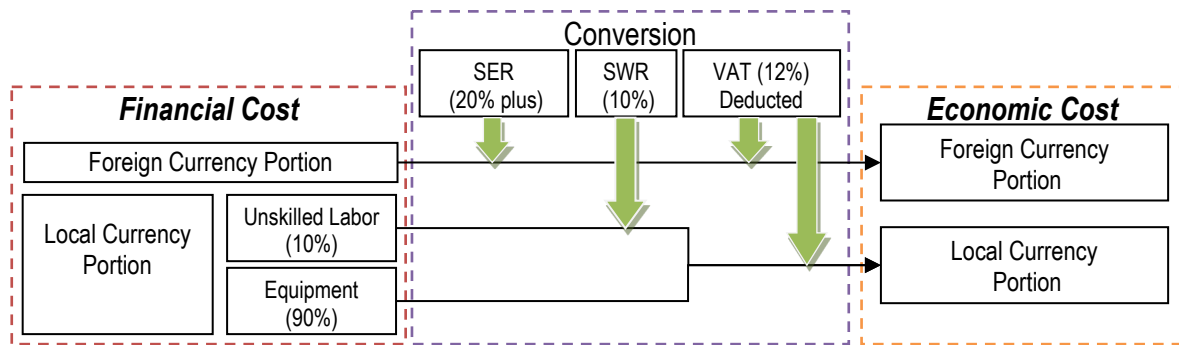
3.2.1 Basic Concept of Project Cost

The basic concept of costs is further explained below. Costs are classified into project cost (composed of civil work cost, consulting service cost, ROW cost, contingency and admin cost) and O&M cost.

3.2.2 Conversion to Economic Cost

The financial cost will need to be converted to an economic cost when carrying out an economic evaluation. The method of conversion from financial cost to economic cost is described below and illustrated in the chart in Figure 3-2.

- The Shadow Exchange Rate (SER) which is 20% higher than the official rate is used to convert the items of foreign currency portion from Dollar into Peso.
- The Shadow Wage Rate (SWR) which is 60% of current wage rate is used to convert the unskilled worker cost (10% of the local currency portion) into an economic price.
- The value of VAT (12%) is deducted from all the cost items.



Source: ICC Project Evaluation Procedures and Guidelines, NEDA Guidelines

Figure 3-2 Process of Converting the Initial Cost from Financial to Economic Value

3.3 Benefit Calculation Methodology

3.3.1 Economic Indicator and Unit Cost

Two typical evaluation indicators are applied in the economic analysis of road and bridge projects in the Philippines are 1) Saving of Travel Time Cost (TTC) Benefit and 2) Saving of Vehicle Operation Cost (VOC) Benefit.

< Saving of Travel Time Cost Benefit >

Unit TTC in 2020 as shown in Table 3-1 was estimated by using inflation rate from 2016 to 2020 based on the 2015 Unit TTC estimated by DPWH. TTC includes the following costs; 1) passenger time costs in working time, 2) those in non-working time, and 3) cargo inventory costs.

Table 3-1 Unit Travel Time Cost in 2020

	Passenger Car	Jeepney	Bus	Truck
Peso/Hour	455.6	502.7	1,878.8	172.2
Peso/Min	7.6	8.4	31.3	2.9

Source: Calculated by JST

< Saving of Vehicle Operation Cost Benefit >

Unit VOC in 2020 as shown in Table 3-2 was estimated by DPWH by using inflation rate from 2016 to 2020 based on 2015 Unit VOC estimated by DPWH. VOC includes the costs of the following items; 1) fuel, 2) lubricants, 3) tires, 4) maintenance labor, 5) spare parts, 6) crew costs, 7) depreciation, 8) interest charges, and 9) overheads.

Table 3-2 Unit Vehicle Operation Cost in 2020

Unit: Peso/km/Veh

km/h	Passenger Car	Jeepney	Bus	Truck
10	12.2	13.2	42.8	71.1
20	11.7	12.3	39.7	66.6
30	10.3	10.3	32.8	56.4
40	9.4	8.9	27.7	49.0
50	8.9	8.2	25.0	45.4
60	8.7	7.9	23.5	43.8
70	8.7	7.8	22.9	43.2
80	8.8	7.9	22.8	43.3
90	9.0	8.1	22.8	43.6
100	9.2	8.4	22.8	43.8

Source: Calculated by JST

3.3.2 Benefit Calculation

The formulae for the two evaluation indicators are explained below. The annual benefits of reduced travel time and reduced travel costs are shown. Basically, saving of TTC and VOC can be calculated by Excel formula.

< Saving of Travel Time Cost (TTC) >

$$\text{Benefit TTC (BT)} = \Sigma\{\text{Travel Time (hour)} \times \text{Vehicle (veh/day)} \times \text{Unit Cost (peso/hour)}\}$$

$$\text{Saving of TTC (BT)} = (\text{BT wo} - \text{BT w}) \times 365 \text{ days}$$

< Saving of Vehicle Operation Cost (VOC)>

$$\text{Benefit VOC (BV)} = \Sigma\{\text{Length (km)} \times \text{Vehicle (veh/day)} \times \text{Unit Cost (peso/km)}\}$$

$$\text{Saving of VOC (BV)} = (\text{BV wo} - \text{BV w}) \times 365 \text{ days}$$

3.3.3 Benefit Calculation by Evaluator

The benefit will be calculated using JICA STRADA's Evaluator in this section.

The form of the Evaluator is as follows, 1) General Condition, 2) Unit Cost of Time and Operation, 3) Parameter for Accident, 4) Parameter for Injury/Death, 5) Parameter for Air Pollution, 6) Parameter for Noise and 7) Parameter for Global Warming.

Parameter for Accident, Injury/Death, Air Pollution, Noise and Global Warming are not applied in this training because these unit cost are not defined in the Philippines.

These parameters can be applied to use for economic evaluation in the future, once the Philippine Government has defined these unit cost from studies with Universities and other authorities.

Table 3-3 Format of Evaluator

Evaluator	Contents	Condition in Philippines
1) General Condition	Input of some conditions in General (see Figure 3-3)	-
2) Unit Cost of Time and Operation	Input the unit cost for time and operation by vehicle type, speed and area (See Figure 3-3)	Applicable
3) Parameter for Accident	Input the unit cost for Accident by area	Not Applicable
4) Parameter for Injury/Death	Input the unit cost for Injury/Death by area	Not Applicable
5) Parameter for Air Pollution	Input the unit cost and NOx volume by area	Not Applicable
6) Parameter for Noise	Input the unit cost and Noise level by area	Not Applicable
7) Parameter for Global Warming	Input the unit cost and CO2 volume by area	Not Applicable

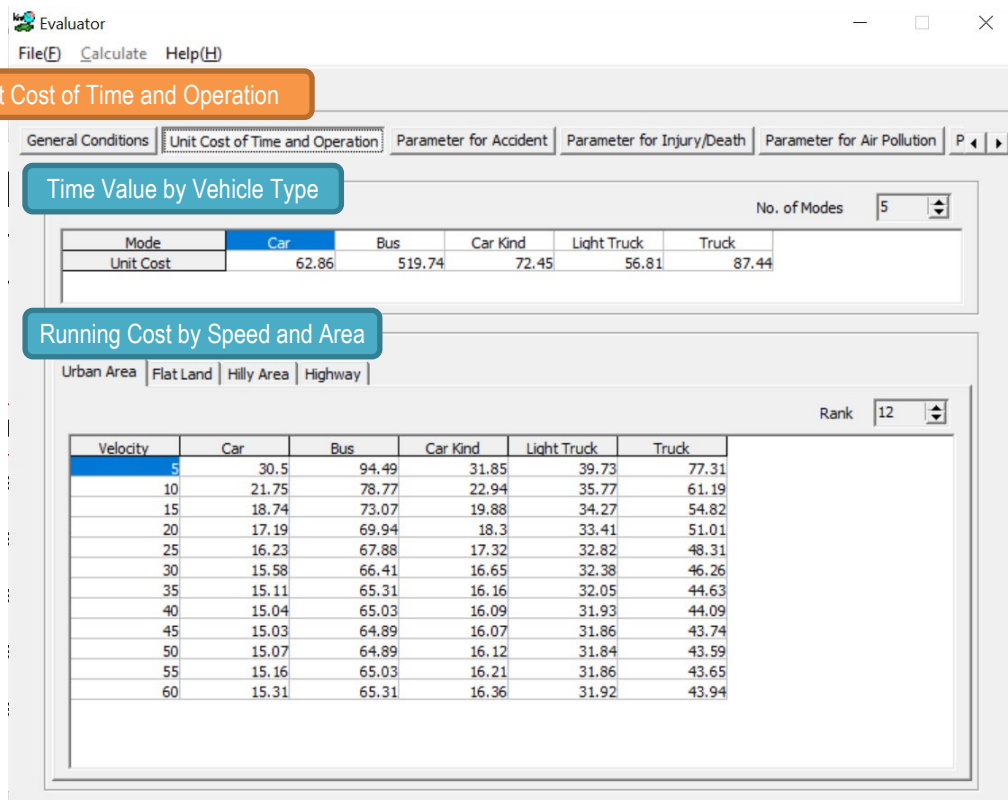
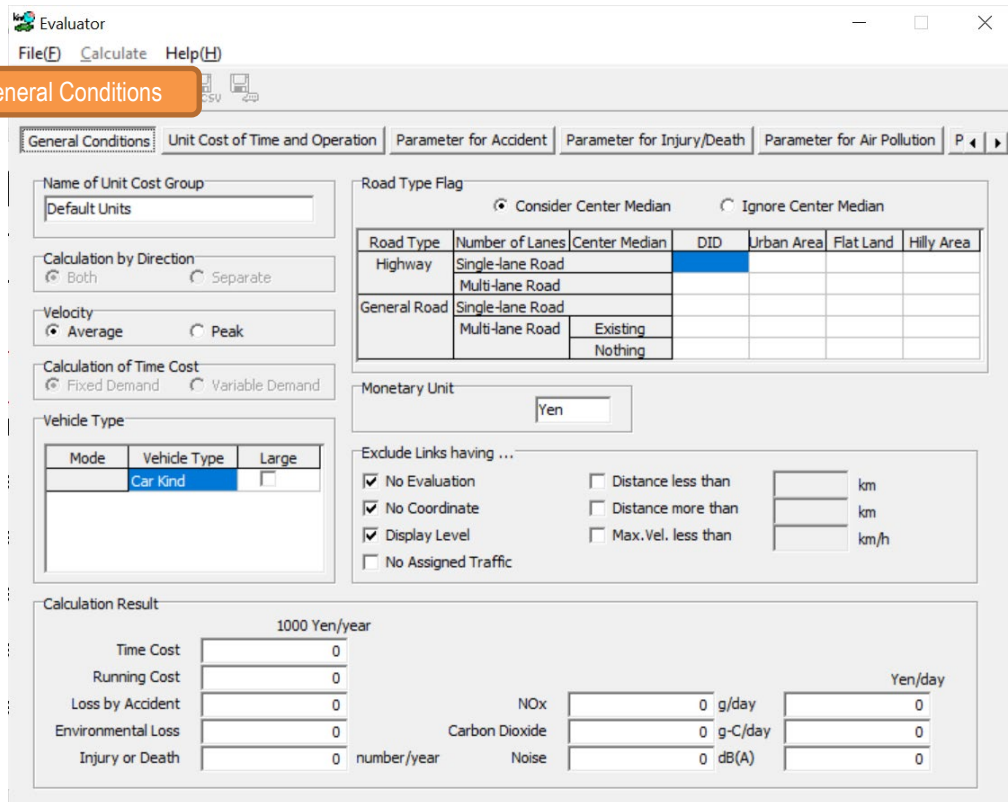


Figure 3-3 Interface of General Condition and Unit Cost of Time and Operation

3.4 EIRR Calculation Methodology

3.4.1 Input Data for EIRR Calculation

The input data required for EIRR calculation are as follows:

a) Benefit

As explained in **Sections 3.3.2** and **3.3.3**, the results of TTC and VOC are used.

b) Project Cost

The project cost (construction cost, consulting cost, land cost/compensation cost, contingency and admin cost) shall be applied. The costs are converted to economic costs as explained in **Section 3.2.2** and used in the economic analysis.

c) O&M Cost

Apply the annual O&M Cost.

d) Disruption Cost

During the improvement of the existing road, economic losses will occur during the construction period. Thus, disruption cost should be estimated. The result of disruption cost will be added as a negative benefit during construction period.

3.4.2 EIRR Analysis Form

This section introduces the EIRR calculation form. This is the recommended format for economic analysis based on experiences in Philippine Projects. The EIRR calculation form is categorized into General Sheet, Cost Benefit Stream Sheet with Sensitivity Analysis, Financial to Economic Cost Sheet, Project Cost Sheet, O&M Cost Sheet, Disruption Cost Sheet and Benefit Sheet. These sheets are prepared with traceable links. Please note that the format to be included in the NEDA ICC PE Form and reports preparation still varies depending on the preparer.

In the future, DPWH's own calculation form shall be established and provided to Consultants to facilitate data verification.

(1) General Sheet

This sheet contains the general conditions that is linked to the other sheets. This sheet includes 1) Base Year, 2) Discount Rate, 3) Evaluation Period, 4) Opening Year, VAT and Physical Contingency, and if there are any other necessary conditions, the calculator may add.

Items	Discription
Base year	2020 year
Discount Rate	10 %
Evaluation Period	30 years
Opening Year	2025 year
VAT	12 %
Physical Contingency	10 %

(2) Cost Benefit Stream Sheet with Sensitivity Analysis

1) Cost-Benefit Stream

This is the sheet for calculating NPV, B/C Ratio and EIRR. This calculation process as shown in the enclosed dotted line can be attached in the report.

This cost benefit stream format was incorporated to the NEDA ICC PE Form and report. Economic Cost, O&M Cost, Disruption Cost and Benefit Cost are linked to each individual cost sheet. This format is also divided to undiscounted and discounted benefit cost stream.

EIRR was estimated by excel formula (=IRR()) on undiscounted benefit cost stream.

NPV and B/C were estimated on discounted benefit cost stream.

Year	Economic Cost	O&M	Disruption	Cost Total	Benefit	Benefit-Cost	Cost +10% Benefit +0%	Cost +20% Benefit +0%	Cost +30% Benefit +0%	Cost +40% Benefit +0%	Cost +50% Benefit +0%	Cost +10% Benefit -10%	Cost +20% Benefit -10%	Cost +30% Benefit -10%	Cost +40% Benefit -10%	Cost +50% Benefit -10%				
1 2020	189	0.0	0.0	189	-18.9	-18.9	-21	-23	-19	-14	-11	-21	-23	-19	-14	-11				
2 2021	113.7	0.0	0.0	113.7	-11.37	-11.37	-12.5	-13.6	-11.4	-8.5	-6.4	-12.5	-13.6	-11.4	-8.5	-6.4				
3 2022	1,684.5	0.0	0.0	1,684.5	-168.45	-168.45	-1,853	-2,021	-1,684	-1,263	-947	-1,853	-2,021	-1,684	-1,263	-947				
4 2023	2,469.8	0.0	0.0	2,469.8	-246.98	-246.98	-2,737	-2,964	-2,469	-1,852	-1,419	-2,737	-2,964	-2,469	-1,852	-1,419				
5 2024	423.3	31.8	0.0	455.1	-42.33	-42.33	-502	-542	-423	-318	-239	-502	-542	-423	-318	-239				
6 2025	0.0	47.7	0.0	47.7	2,897.4	2,897.4	2,885	2,880	2,986	3,092	3,198	2,885	2,880	2,986	3,092	3,198				
7 2026	0.0	47.7	0.0	47.7	2,897.4	2,897.4	3,002	2,998	3,107	3,216	3,325	3,002	2,998	3,107	3,216	3,325				
8 2027	0.0	47.7	0.0	47.7	3,171.1	3,171.1	3,125	3,120	3,232	3,344	3,456	3,125	3,120	3,232	3,344	3,456				
9 2028	0.0	47.7	0.0	47.7	3,304.2	3,304.2	3,262	3,247	3,364	3,482	3,600	3,262	3,247	3,364	3,482	3,600				
10 2029	0.0	47.7	0.0	47.7	3,438.3	3,438.3	3,384	3,379	3,504	3,629	3,754	3,384	3,379	3,504	3,629	3,754				
11 2030	0.0	47.7	0.0	47.7	3,572.4	3,572.4	3,521	3,517	3,646	3,775	3,904	3,521	3,517	3,646	3,775	3,904				
12 2031	0.0	47.7	0.0	47.7	3,706.5	3,706.5	3,644	3,640	3,769	3,898	4,027	3,644	3,640	3,769	3,898	4,027				
13 2032	0.0	47.7	0.0	47.7	3,840.6	3,840.6	3,813	3,808	3,937	4,066	4,195	3,813	3,808	3,937	4,066	4,195				
14 2033	0.0	47.7	0.0	47.7	4,000.0	4,000.0	3,968	3,963	4,092	4,221	4,350	3,968	3,963	4,092	4,221	4,350				
15 2034	0.0	47.7	0.0	47.7	4,160.4	4,160.4	4,128	4,124	4,253	4,378	4,503	4,128	4,124	4,253	4,378	4,503				
16 2035	0.0	47.7	0.0	47.7	4,348.8	4,348.8	4,296	4,291	4,416	4,541	4,666	4,296	4,291	4,416	4,541	4,666				
17 2036	0.0	47.7	0.0	47.7	4,552.0	4,552.0	4,470	4,465	4,590	4,715	4,840	4,470	4,465	4,590	4,715	4,840				
18 2037	0.0	47.7	0.0	47.7	4,762.8	4,762.8	4,650	4,646	4,771	4,896	5,021	4,650	4,646	4,771	4,896	5,021				
19 2038	0.0	47.7	0.0	47.7	4,980.0	4,980.0	4,839	4,834	4,954	5,079	5,204	4,839	4,834	4,954	5,079	5,204				
20 2039	0.0	47.7	0.0	47.7	5,206.4	5,206.4	5,034	5,029	5,149	5,269	5,389	5,034	5,029	5,149	5,269	5,389				
21 2040	0.0	47.7	0.0	47.7	5,450.0	5,450.0	5,268	5,263	5,383	5,503	5,623	5,268	5,263	5,383	5,503	5,623				
22 2041	0.0	47.7	0.0	47.7	5,702.4	5,702.4	5,489	5,484	5,604	5,724	5,844	5,489	5,484	5,604	5,724	5,844				
23 2042	0.0	47.7	0.0	47.7	5,962.8	5,962.8	5,699	5,694	5,814	5,934	6,054	5,699	5,694	5,814	5,934	6,054				
24 2043	0.0	47.7	0.0	47.7	6,230.4	6,230.4	5,988	5,983	6,103	6,223	6,343	5,988	5,983	6,103	6,223	6,343				
25 2044	0.0	47.7	0.0	47.7	6,505.2	6,505.2	6,136	6,131	6,251	6,371	6,491	6,136	6,131	6,251	6,371	6,491				
26 2045	0.0	47.7	0.0	47.7	6,787.2	6,787.2	6,384	6,379	6,499	6,619	6,739	6,384	6,379	6,499	6,619	6,739				
27 2046	0.0	47.7	0.0	47.7	7,076.8	7,076.8	6,641	6,636	6,756	6,876	6,996	6,641	6,636	6,756	6,876	6,996				
28 2047	0.0	47.7	0.0	47.7	7,374.0	7,374.0	6,909	6,904	7,024	7,144	7,264	6,909	6,904	7,024	7,144	7,264				
29 2048	0.0	47.7	0.0	47.7	7,678.8	7,678.8	7,187	7,182	7,302	7,422	7,542	7,187	7,182	7,302	7,422	7,542				
30 2049	0.0	47.7	0.0	47.7	7,990.4	7,990.4	7,477	7,472	7,592	7,712	7,832	7,477	7,472	7,592	7,712	7,832				
31 2050	0.0	47.7	0.0	47.7	8,308.8	8,308.8	7,778	7,773	7,893	8,013	8,133	7,778	7,773	7,893	8,013	8,133				
32 2051	0.0	47.7	0.0	47.7	8,634.0	8,634.0	8,091	8,087	8,207	8,327	8,447	8,091	8,087	8,207	8,327	8,447				
33 2052	0.0	47.7	0.0	47.7	8,966.4	8,966.4	8,417	8,412	8,532	8,652	8,772	8,417	8,412	8,532	8,652	8,772				
34 2053	0.0	47.7	0.0	47.7	9,305.2	9,305.2	8,756	8,751	8,871	8,991	9,111	8,756	8,751	8,871	8,991	9,111				
Total							150,288.0	149,635.0	135,194.0	134,541.5	133,889.1	119,447.5	118,795.0	118,142.6						
Net Present Value (Million usd)							22,626.2													
EIRR							47.2%						43.8%	41.0%	43.5%	40.4%	37.7%	39.7%	36.8%	34.4%

2) Sensitivity Analysis

This aims to evaluate the viability of the project in terms of project cost increase due to some changes or unforeseen events and other expected benefits that may not be attained as expected. In this regard, the following nine (9) cases were evaluated.

(3) Financial Cost to Economic Cost

As shown in section 3.2.2, Shadow Exchange Cost and Shadow Wage Cost were considered. These Costs are linked at "4. Project Cost".

(4) Project Cost

Civil works cost is breakdown as 1) Equipment, 2) Material, 3) Skilled Labor and 4) Unskilled Labor for NEDA ICC PE Form. It is also divided to local and foreign cost. Ratio of unskilled labor is calculated in this sheet for Shadow Wage Rate.

4. Civil Work Cost				
Unit: Million PHP				
No.	Items	Local Cost	Foreign Cost	Total Cost
1	Civil Work Cost	1,525.0	902.0	2,427.0
1.1	Equipment	748.0	352.0	1,100.0
1.2	Material	440.0	418.0	858.0
1.3	Skilled Labor	110.0	23.8	133.8
1.4	Unskilled Labor	44.0	0	44.0
1.5	VAT	183.0	108.2	291.2
2	Consultancy Cost	122.0	72.2	194.2
2.1	Detailed Engineering Design and Tender Assistance	40.3	23.8	64.1
2.2	Construction Supervision	67.1	39.7	106.8
2.3	VAT	14.6	8.7	23.3
3	Administration Cost	57.6	34.1	91.7
3.1	Admin Cost	50.7	30.0	80.7
3.2	VAT	6.9	4.1	11.0
4	Environment	83.9	4.5	88.4
4.1	Land Acquisition	67.1	0.0	67.1
4.2	Environmental Monitoring Cost	6.7	4.0	10.7
4.3	VAT	10.1	0.5	10.6
	Ground Total	1,788.5	1,012.8	2,801.3

No.	Items	Period
1	Detailed Engineering Design	2020/11 - 2021/10
2	Tender Assistance	2021/10 - 2022/4
3	Construction	2022/5 - 2024/4

(5) O&M Cost

O&M Cost was estimated for 1% of civil work cost in this manual. Depending on the project, O&M cost is estimated variously (ex. **% of civil work cost, detailed estimation for material, equipment and labor for routine and periodic).

5. O&M Cost		
Year	O&M Cost	Total
2020		0
2021		0
2022		0
2023		0
2024	47,674	47,674 Opening
2025	47,674	47,674
2026	47,674	47,674
2027	47,674	47,674
2028	47,674	47,674
2029	47,674	47,674
2030	47,674	47,674
2031	47,674	47,674
2032	47,674	47,674
2033	47,674	47,674
2034	47,674	47,674
2035	47,674	47,674
2036	47,674	47,674
2037	47,674	47,674
2038	47,674	47,674
2039	47,674	47,674
2040	47,674	47,674
2041	47,674	47,674
2042	47,674	47,674
2043	47,674	47,674
2044	47,674	47,674
2045	47,674	47,674
2046	47,674	47,674
2047	47,674	47,674
2048	47,674	47,674
2049	47,674	47,674
2050	47,674	47,674

(6) Disruption Cost

In Bridge Replacement and road widening projects “Disruption Cost” shall be considered. Disruption Cost can be estimated by JICA STRADA however, Disruption Cost was not considered in this training

6. Disruption Cost				Growth Rate	
Year	VOC	TTC	Total	VOC	TTC
2020	0	0	0	1.04	1.04
2021	0	0	0		
2022	0	0	0		
2023	0	0	0		
2024	0	0	0		
2025	0	0	0		
2026	0	0	0		
2027	0	0	0		
2028	0	0	0		
2029	0	0	0		
2030	0	0	0		

(7) Benefit

The results of the benefits calculated by the Evaluator in Section 3.3.3 are explained.

7. Benefit				Growth Rate		Result of VOC and TTC	
Year	VOC	TTC	Total	VOC	TTC	2030 VOC	2030 TTC
2020	0	0	0	1.04	1.04	8,708,759	7,009,986
2021	0	0	0			10,383,537	8,908,981
2022	0	0	0			1,674,778	1,898,995
2023	0	0	0				
2024	1,323.6	1,500.8	2,824.4				
2025	1,376.5	1,560.8	2,937.4				
2026	1,431.6	1,623.3	3,054.9				
2027	1,488.9	1,688.2	3,177.1				
2028	1,548.4	1,755.7	3,304.2				
2029	1,610.4	1,826.0	3,436.3				
2030	1,674.8	1,899.0	3,573.8				

Evaluator		
Calculation of Time Cost	Parameter for Accident	Parameter for Injury/Death
Name of Unit Cost Group: [Dropdown] Road Type Flag: <input checked="" type="checkbox"/> Consider Center Median <input type="checkbox"/> Ignore Center Median Calculation by Direction: <input type="checkbox"/> Both <input type="checkbox"/> Separate Vehicle: <input checked="" type="checkbox"/> Average <input type="checkbox"/> Peak Calculation of Time Cost: <input checked="" type="checkbox"/> Fixed Demand <input type="checkbox"/> Variable Demand Vehicle Type: Mode 1: Car, Mode 2: Heavy, Mode 3: Bus, Mode 4: Truck Exclude Links having...: <input type="checkbox"/> No Evaluation, <input type="checkbox"/> No Coordinate, <input type="checkbox"/> Display Level, <input type="checkbox"/> No Assigned Traffic	Road Type Flag: <input type="checkbox"/> Single Lane Road, <input type="checkbox"/> Multi-lane Road, <input type="checkbox"/> Urban Arterial, <input type="checkbox"/> Flat Land, <input type="checkbox"/> Hill Area	Monetary Unit: [Dropdown]
Calculation Result: Time Cost: 2,009,986 (1000 Pps/Year) Running Cost: 8,708,759 Loss by Accident: 0 Environmental Loss: 0 Injury or Death: 0 (number/year)	NOx: 0 g/day Carbon Dioxide: 0 g-C/day Noise: 3,275 dB(A)	PH5day: 0 PH1day: 0

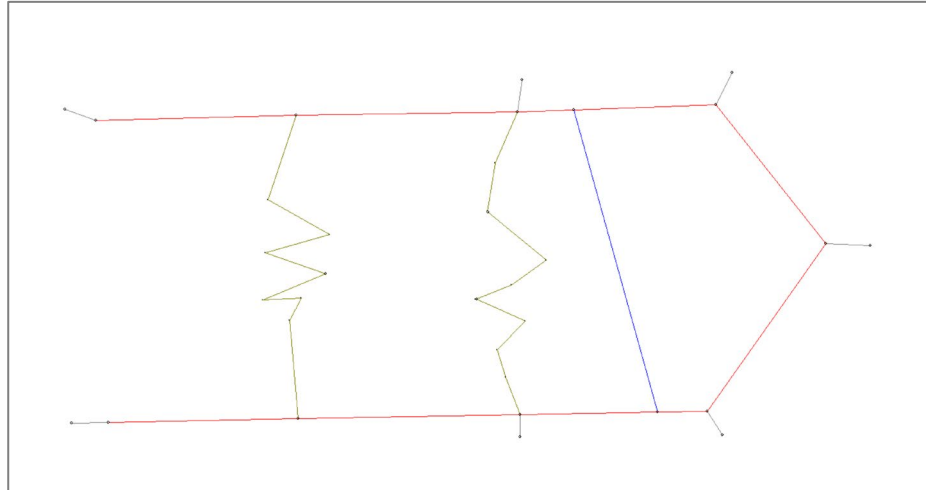
4. Case Study – Basic Part –

**Data Preparation by JICA STRADA
Economic Analysis Undertaken**

4. CASE STUDY -BASIC PART-

4.1 Data Preparation by JICA STRADA

JICA Strada will be used to prepare a simple road network, set up parameter files and zones and estimate traffic volume. In this section, the following road network will be prepared as a basic part of the project and traffic assignment will be undertaken.



4.1.1 Methodology for Addition of Road Network

This section explains how to prepare a road network data using JICA Strada. Thus, it describes how to create and modify road networks based on the road networks created in the HSH Phase 2 MP . Preparation of large-scale road networks are explained in the JICA Strada tutorial.

(1) Data Information

The data prepared by JST will be used in the basic part.

- Road Network Data

File Name: Net_ExistingRd_z7_2020.CSV

Link and Node: 20 Links and 19 Nodes

- Parameter Data

File Name: Par_zn7_exisitingRd.PAR

- OD Data

File Name: od_z7_y2020_fn.csv and od_z7_y2030_fn.csv

No. of Zone: 7 zones

(2) Addition of Expressway Network (Network Editor)

The following steps shows how to add a new road network (expressway):

Step-1 : Dived Link of Existing Network

It is necessary to add interchange (IC)'s node to the existing road which is shown in Step-1 in order to add expressway network.

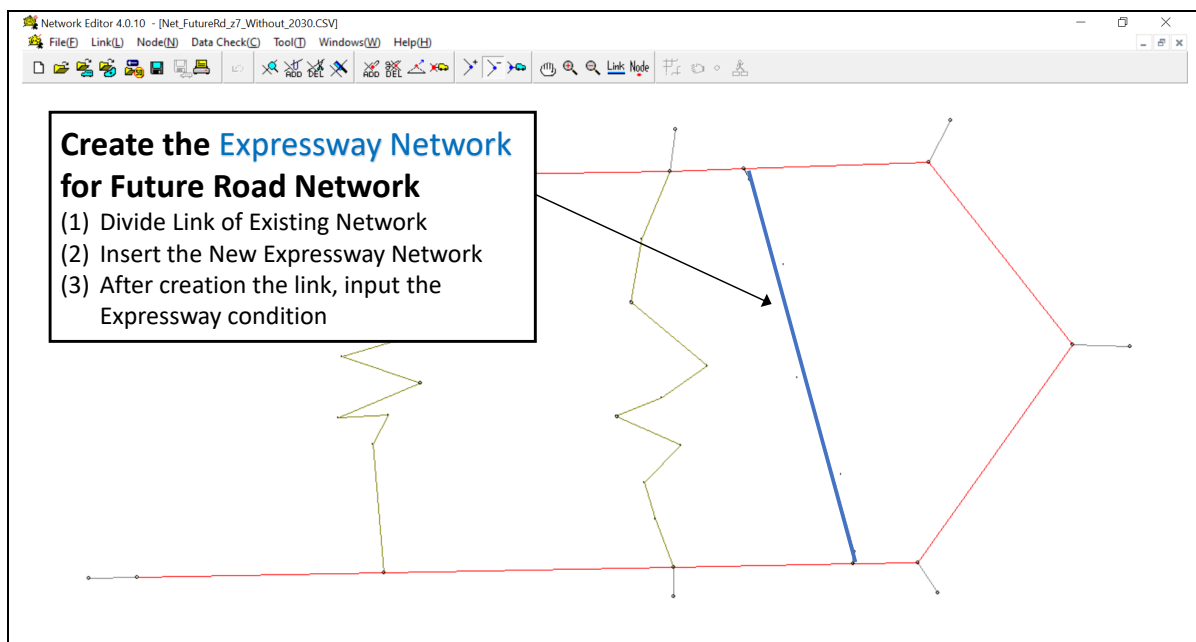
Step-2 : Insert the New Expressway Network

Step-2 shows how to add IC and expressway network.

Step-3 : Input the Expressway Condition

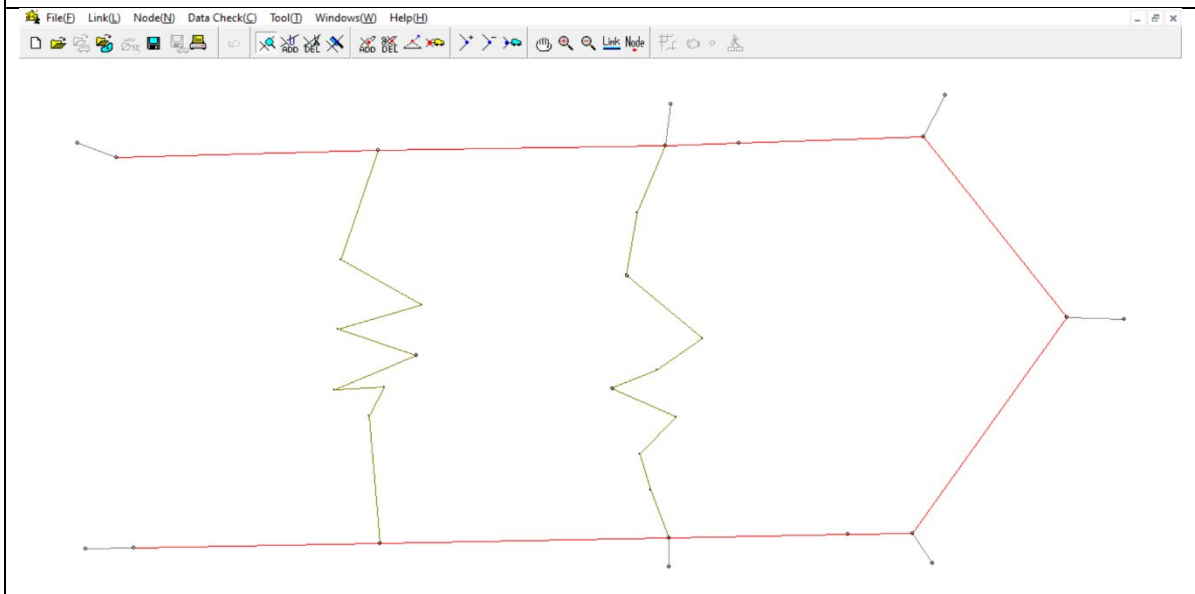
Step-3 shows how to add the road condition to the added IC and expressway network.

< Step-1: Divide Link of Existing Network >



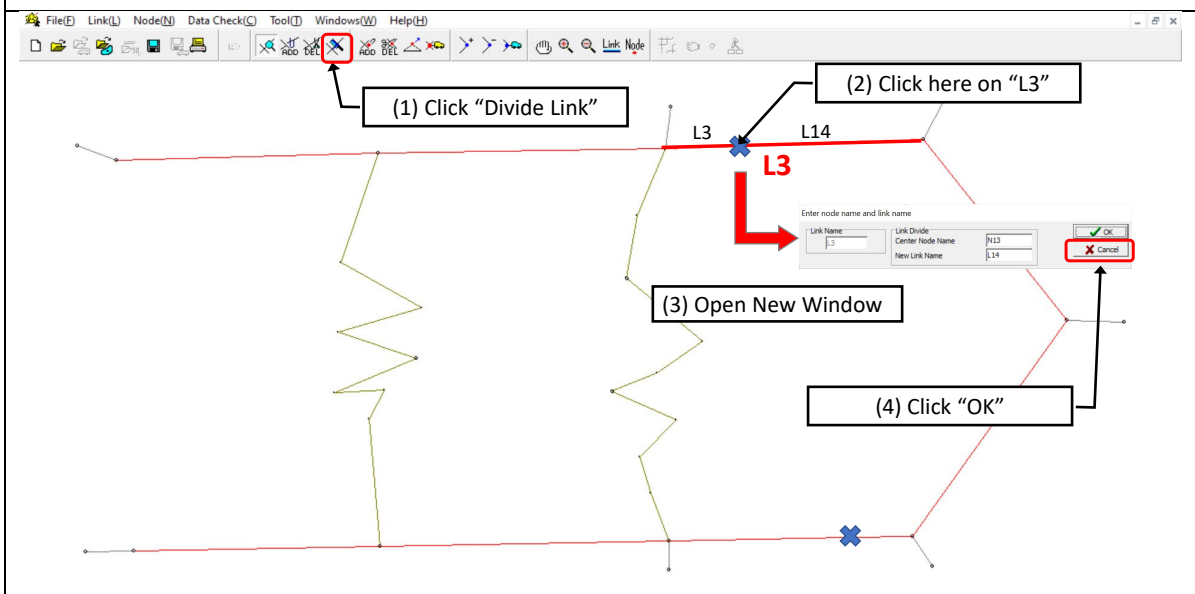
Step-1 : Open Existing Road Network Data

First, Open the "Network Editor", File open or " " and Select "Net_ExistingRd_z7_2020.CSV" in Folder. The following existing road network will be displayed in Network Editor.



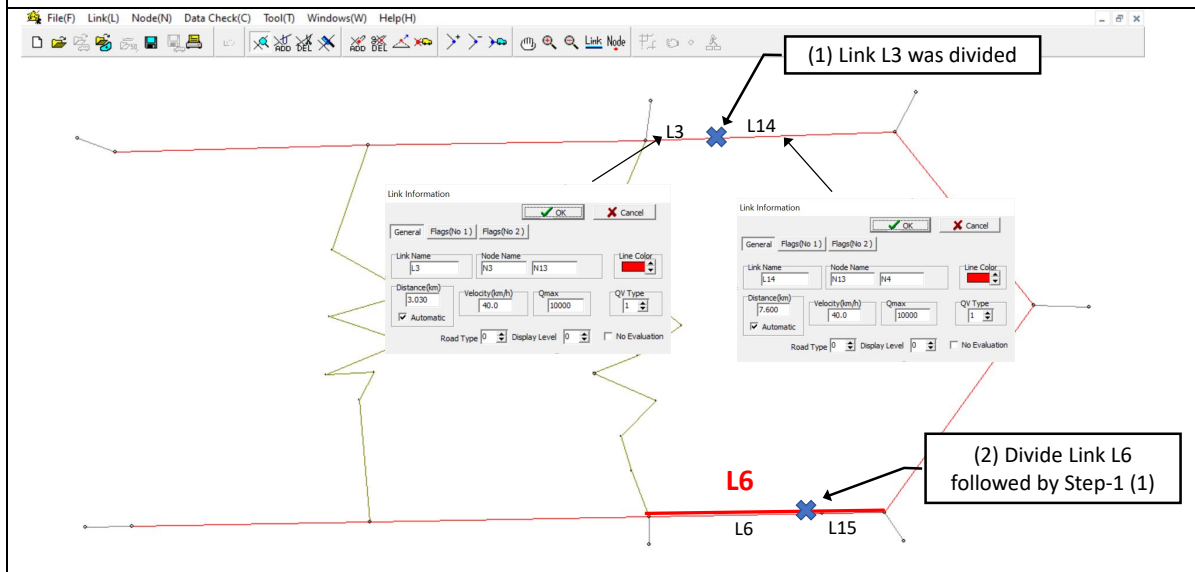
Step-1 (1) : Divide the Existing Rd (L3)

In order to add IC nodes to the existing road, the link of L3 is divided into two links according to the following procedure. The node number of the divided is "N13". The link names after the division are L3 and L14.

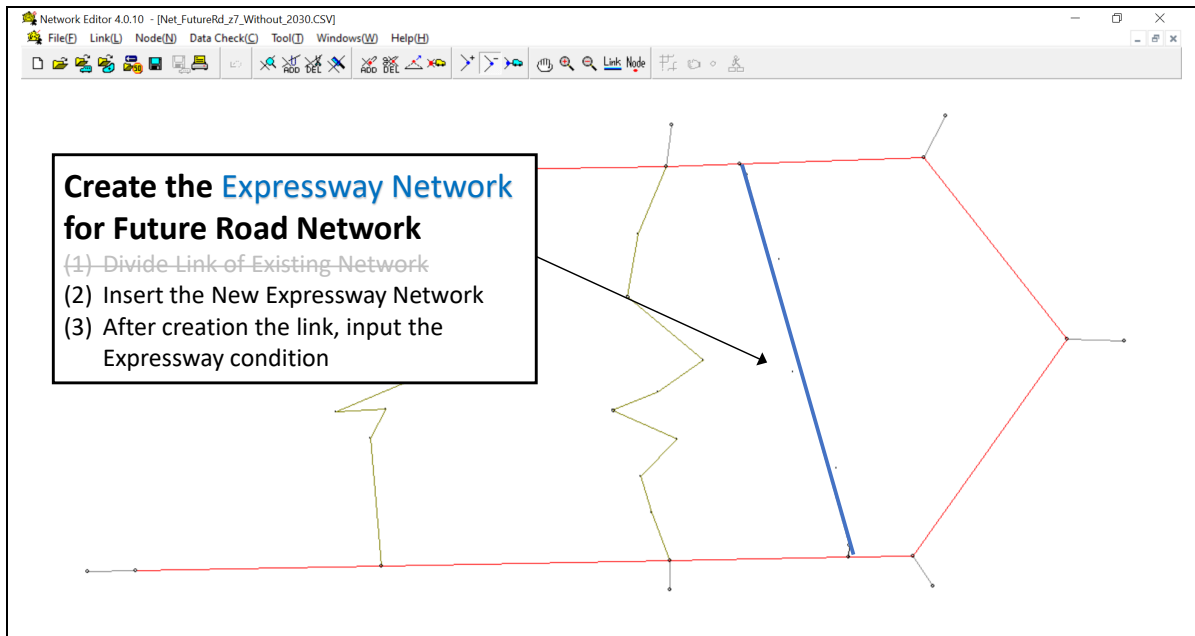


Step-1 (2) : Divide the Existing Rd (L6)

Divide the link of L6 into two links by the same procedure in Step-1 (1). The node number of the divided link is "N14". The names of the links after the division are L6 and L15.

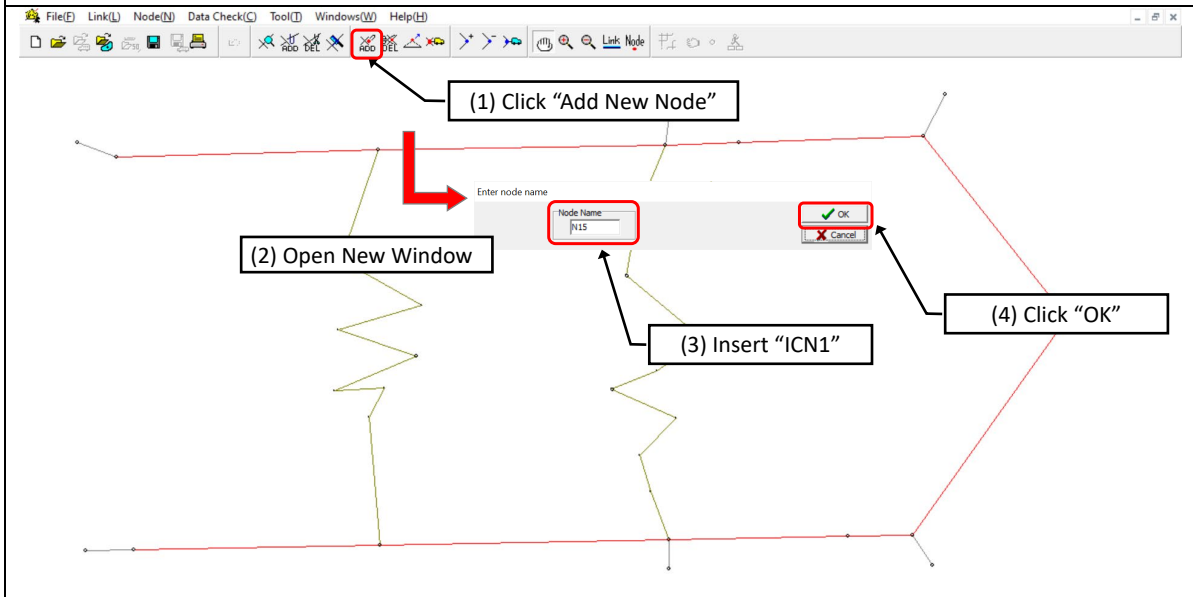


< Step-2: Insert the New Expressway Network >



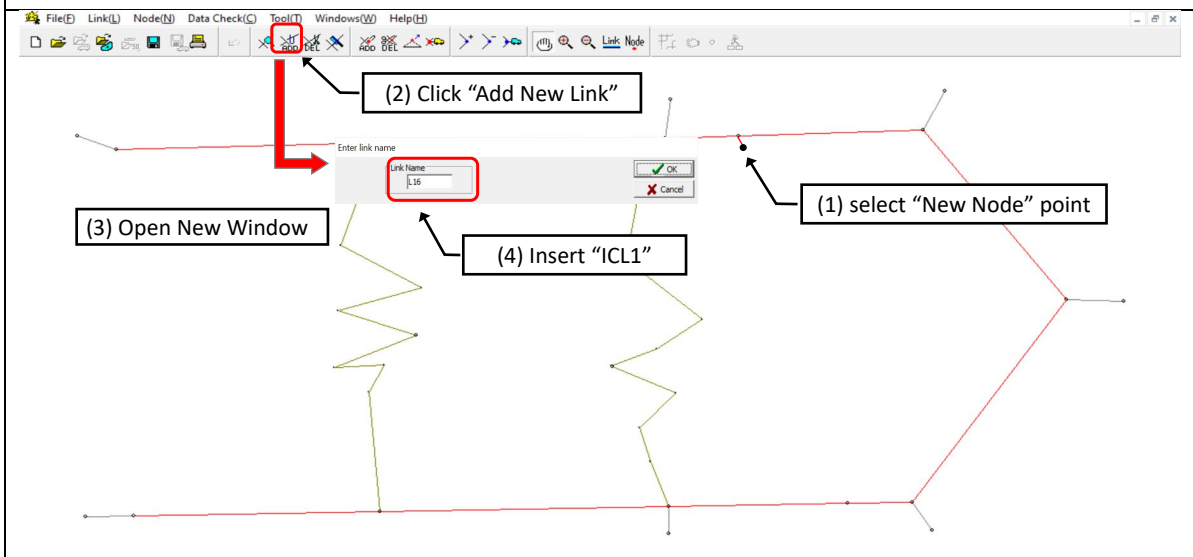
Step-2 (1) : Addition of Interchange-1

In order to connect the N13 node to the IC, the node "N15" is prepared. The process of preparing this node are as follows.



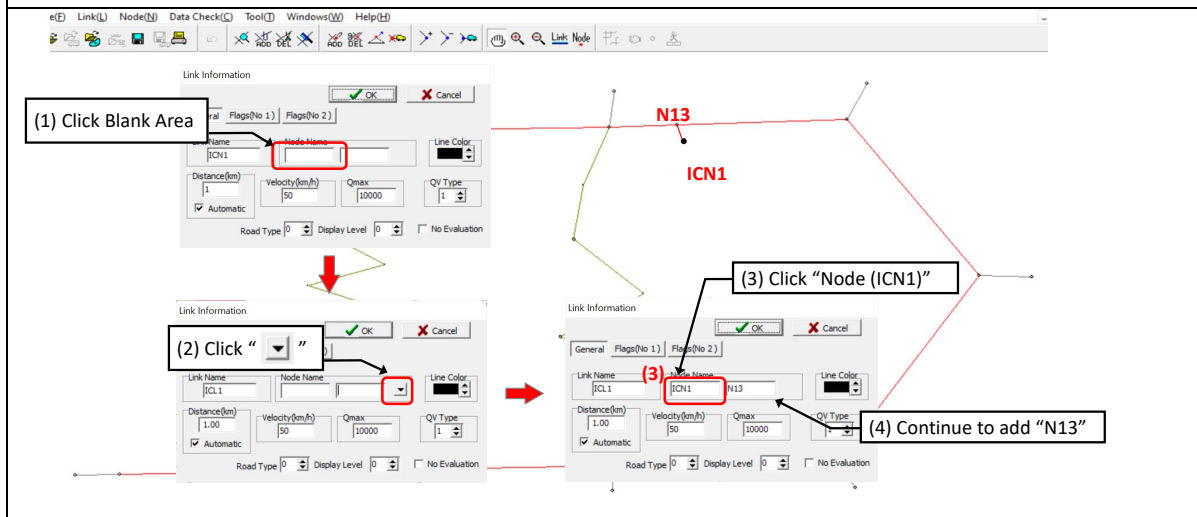
Step-2 (1) : Addition of Interchange-2

The N15 node should be added near the N13 node as shown in the figure below. In addition, ICL1 is added to connect the nodes as shown below.



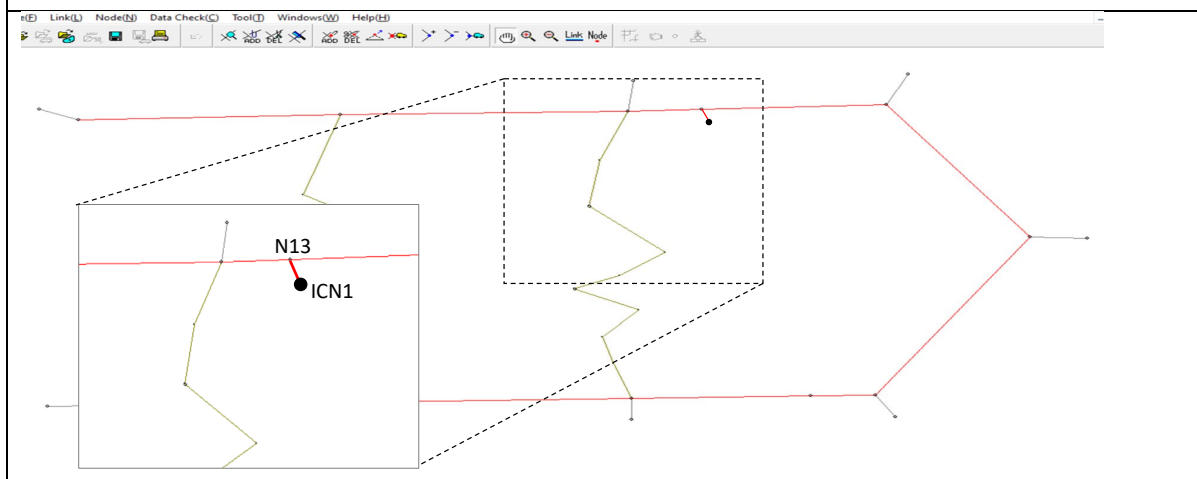
Step-2 (1) : Addition of Interchange-3

When the link is added, Link Information will open and following the steps below, the Node number can be added.



Step-2 (1) : Addition of Interchange-4

After the addition, the network is prepared as shown in the figure below.

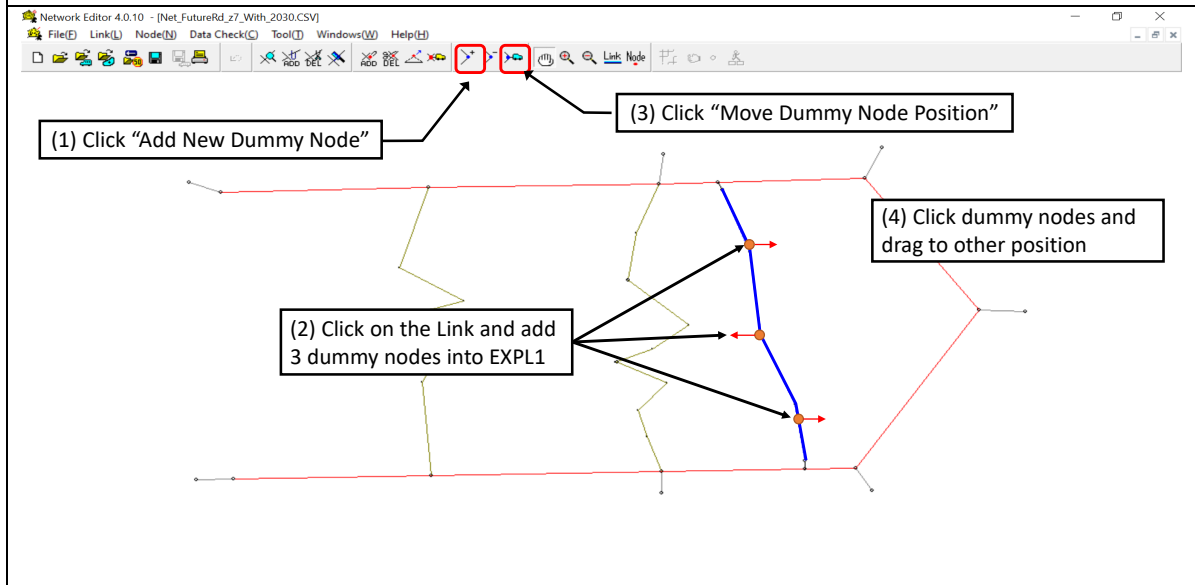


Step-2 (2) : Addition of Expressway-2

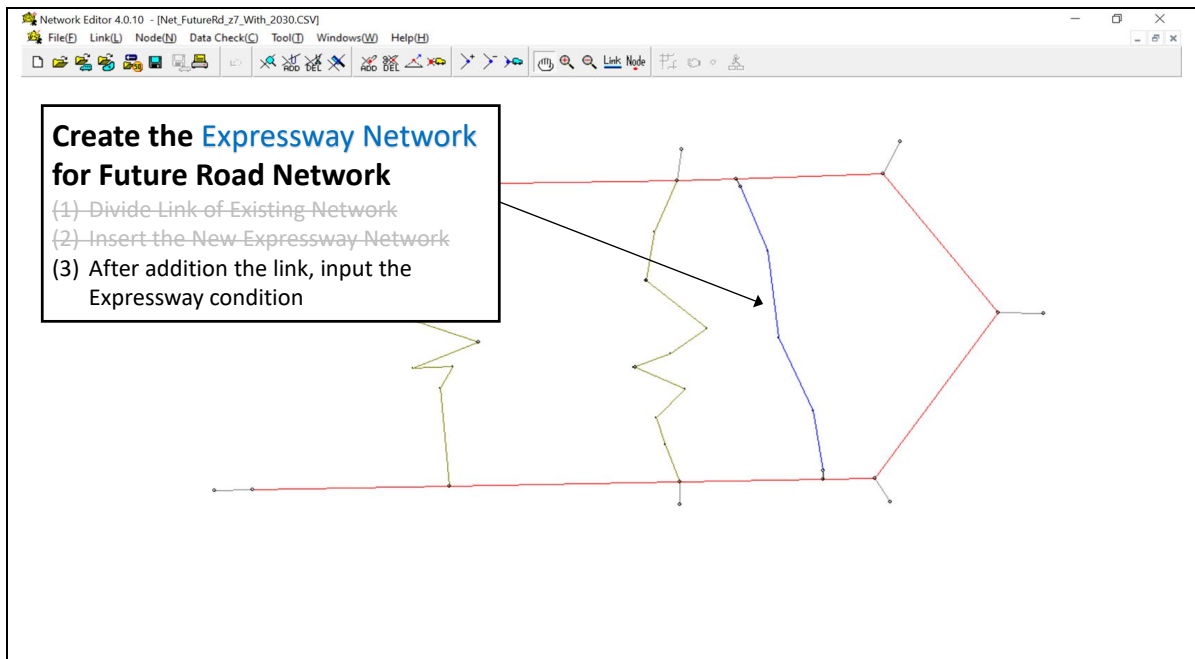
To provide a more realistic road alignment by adding curves to the added expressway, dummy links will be added at the expressway. The following method is used to add and move the dummy links.

Point:

You can add new dummy node up to 3 nodes for 1 link. And, dummy nodes shows only point, link information shows only coordination data for dummy nodes.



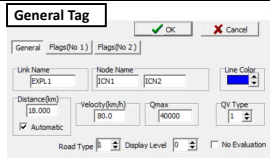
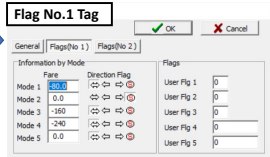

< Step-3: Input the Expressway Condition >



Step-3 (1) : Input Expressway Information

Describe the following road conditions for the added IC and highway network. To input the conditions, select " " or "Link=>Modify Link", select LIC1, LIC2 and EXPL1 respectively and input the conditions.

	Express way	IC		Express way	IC
Length	18.0km	0.1km	Fare (Car)	-80	0
Vmax (km/h)	80	40	Fare (Jeepney)	0	0
Qmax (PCU)	40,000	8,000	Fare (Bus)	-160	0
QV Type	1	1	Fare (Truck)	-240	0
Evaluation	No Check	No Check	Direction (Car)	↔	↔
Figure	0	0	Direction (Jeepney)	⊘	⊘
Road Type	1	1	Direction (Bus)	↔	↔
Color Select	Blue	Black	Direction (Truck)	↔	↔

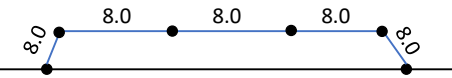




Step-3 (2): Toll Setting

Toll Fare settings are different for Close System and Open System (Flat Rate). Flat rate is applied in this training.

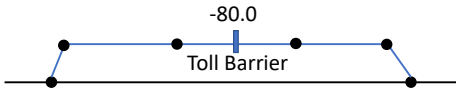
Below is explained how to set up each system.

Closed System Unit: Pesos/km



- 1) Toll fee shall be set for each link.
- 2) Unit is "Pesos/km".

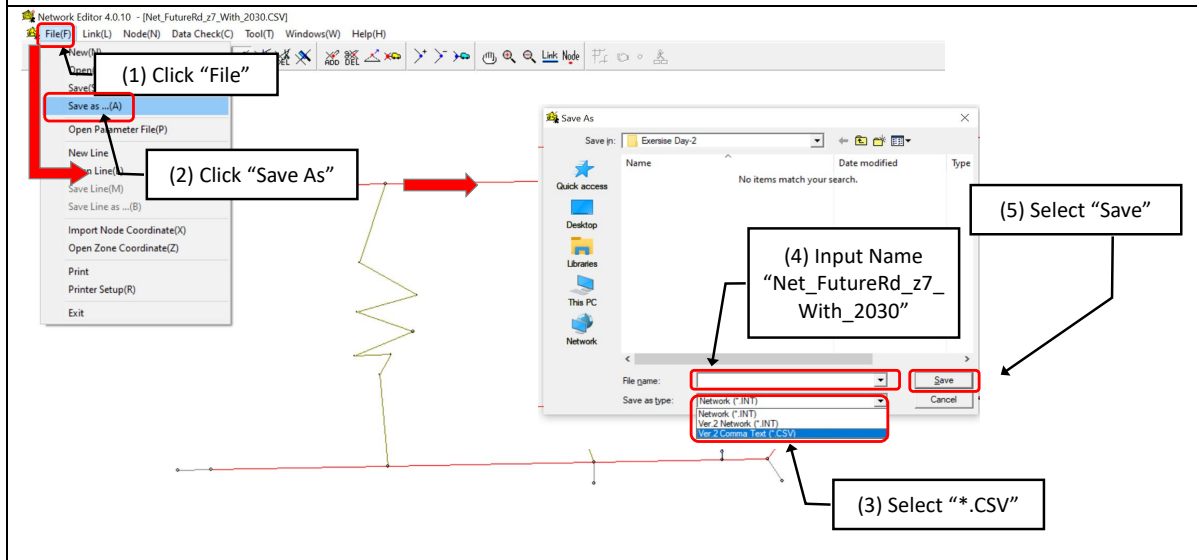
Open System Unit: Pesos



- 1) Toll fee shall be set to the link with the Toll Barrier.
- 2) Toll fee is inputted as - (minus) number.
- 3) It is possible to the IC at the Entrance

Step-3 (3): Save As "With Expressway Network"

When the expressway network is completed, save the file as "Net_FutureRd_z7_With_2030".



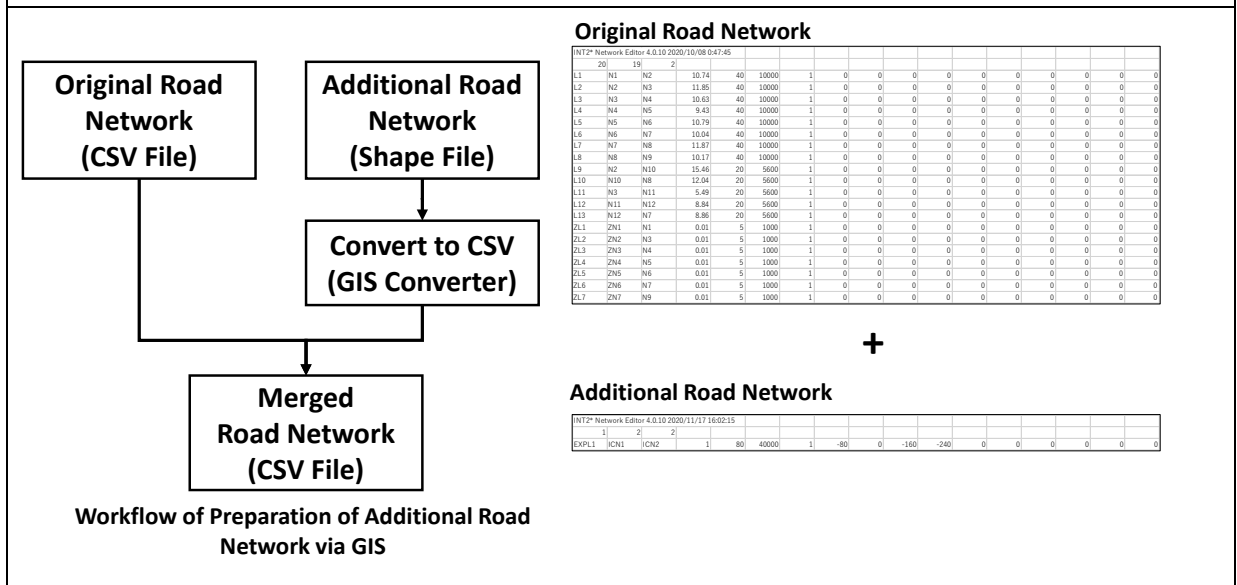
(3) Methodology of Adding Expressway Network using GIS

In the section (2), it was shown that expressway network was prepared manually. In this section, it shows the methodology of adding road network prepared by GIS.

Preparation of Road Network by GIS-1

As shown in the following figure, the additional expressway network is converted from GIS to CSV file using GIS Converter. Then, the CSV file can be added to the CSV file of the existing road network to add the expressway network. In this case, it is necessary to change the total number of links and nodes.

(Existing net: 20 Links, 19 Nodes; Additional net: 1 Link, 2 Nodes; Total: 21 Links, 21 Nodes)

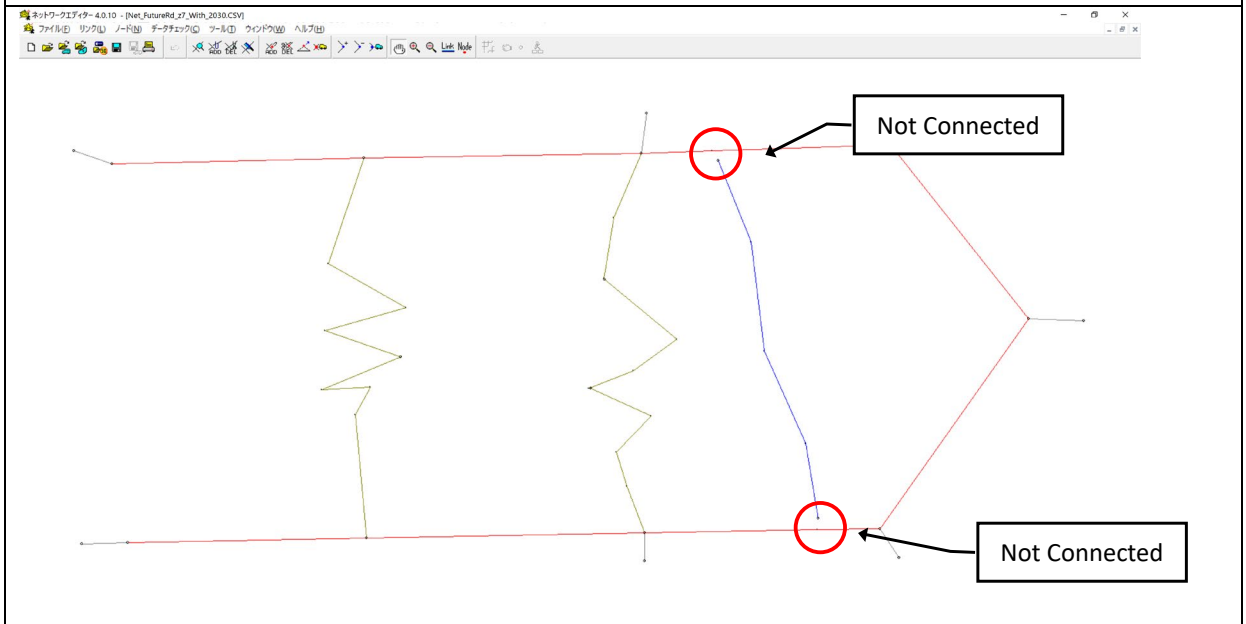


Preparation of Road Network via GIS-2

After merging the Road Network in CSV files, open the Network Editor and it will show that road network is not connected to the existing road. a.

Point:

- 1) Additional road network (Specially Expressway) should be prepared every 5km sections.
- 2) JICA Study Team prepared the existing road network based on DPWH Inventory Data (GIS).
- 3) Coordinates should be matched with DPWH Inventory Data.

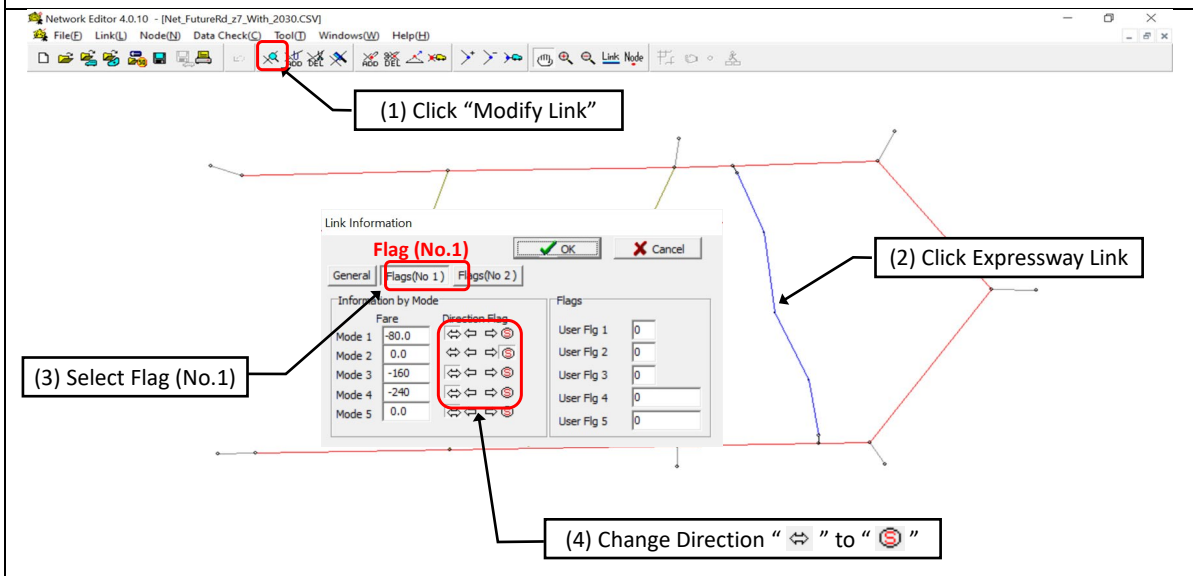


(4) Prepare the without Expressway Network

In this section, " Without Expressway Network Data" is prepared by setting the added expressway network as non-passage.

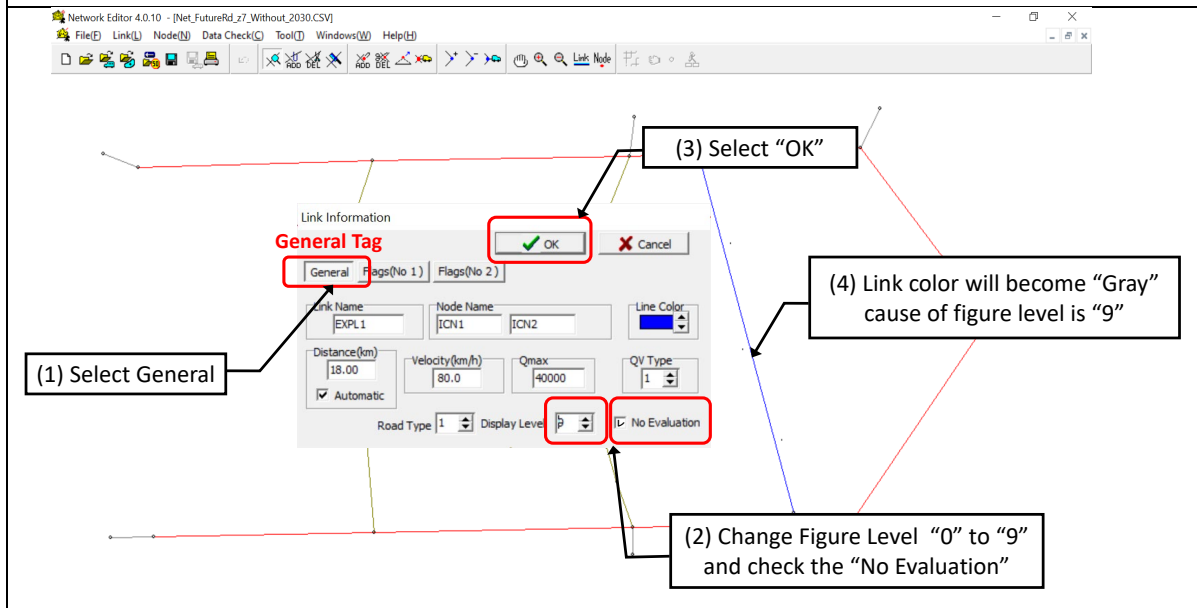
Step-1 (1) : Prepare the "Without Expressway Network"-1

Setting the link of EXPL1 to non-passage according to the following method.



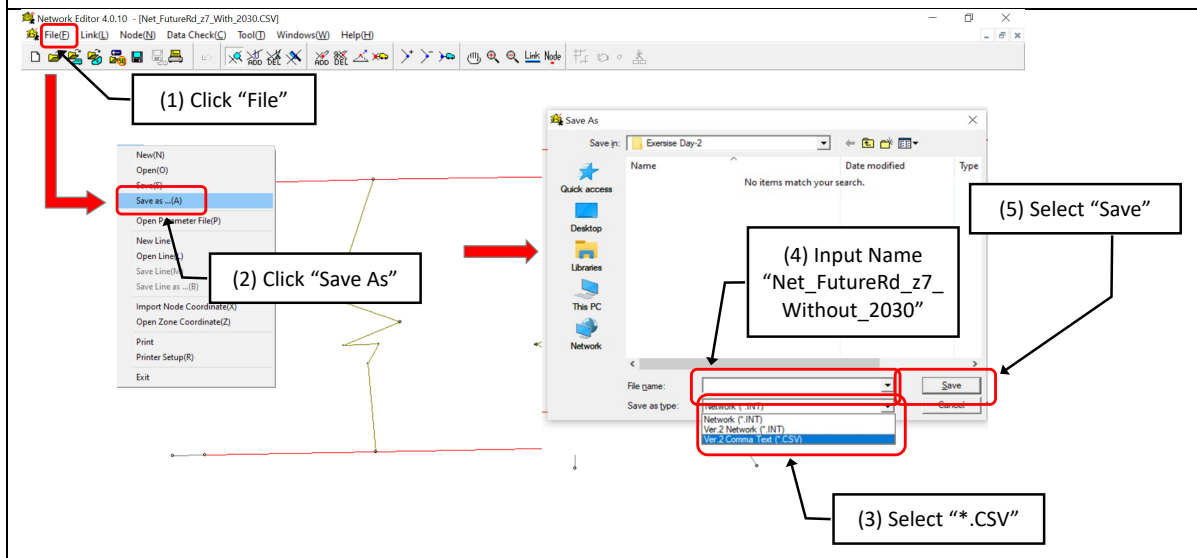
Step-1 (1) : Prepare the “Without Expressway Network” -2

Setting the Display Level of EXPL1 to "9" will make it invisible. Also, set the evaluation flag to "No Evaluation".



Step-1 (2) : Save As “Without Expressway Network”

When the expressway network is completed, save the file as "Net_FutureRd_z7_Without_2030".



4.1.2 Parameter Setting

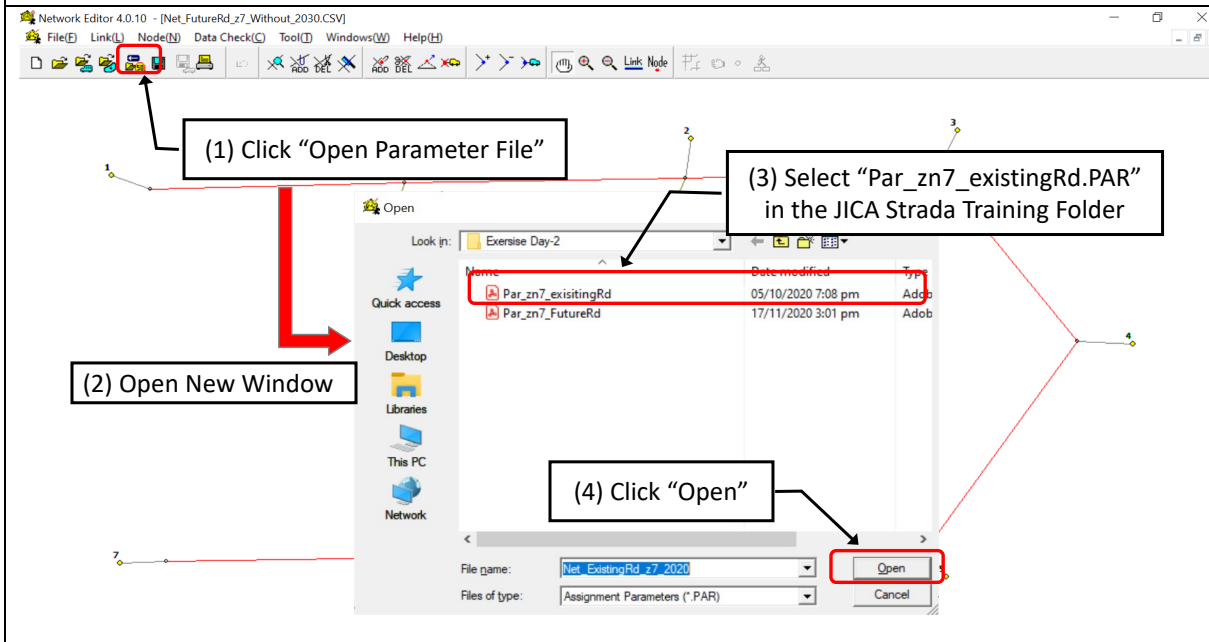
This section shows the methodology for updating parameter files in the expressway network (refer 2.3.1 (2)). The settings for collecting Link Information, Link OD and Directional Analysis for data analysis after the traffic assignment is undertaken are also explained.

Step-1 (1) : Open Parameter File (Parameter of Existing Net)

Open the "Parameter File of Existing Road Network (File Name: Par_zn7_existingRd.PAR)" while "Net_FutureRd_z7_Without_2030" is being opened.

Point:

- 1) Parameter file has to update when link and node was added.
- 2) "General Condition Tab" shows the updated no. of Links and Nodes



Step-1 (1) : Open Parameter File (Parameter of Existing Net)

As shown in the figure below, a warning will appear. At that time, select "Yes" and update the number of Links and Nodes. As a result, the Parameter File will be updated to the Future Road Network. If these numbers do not match, error will occur when calculating the allocation.

