



รายการอ้างอิง

ภาษาไทย

- กิตติ อินทรานนท์. เศรษฐศาสตร์วิศวกรรม ฉบับเสริมประสบการณ์. พิมพ์ครั้งที่ 1. กรุงเทพมหานคร: สมาคมส่งเสริมเทคโนโลยี (ไทย-ญี่ปุ่น), 2531.
- โจเซลิน เอ กุยาโน และ ยอดพล ธนาบริบูรณ์. การศึกษาคู่คุณลักษณะของคนเดินทางเท้าในกรุงเทพมหานคร. วารสารทางวิชาการวิศวกรรมสถานแห่งประเทศไทยในพระบรมราชูปถัมภ์. ปีที่ 1 ฉบับที่ 1 (พ.ศ. 2532): 47-53.
- ศิเรก ลาวัญศิริ และ บุญสม เลิศศิริวงศ์. การประยุกต์ทฤษฎีความน่าจะเป็นและสถิติในงานวิศวกรรมโยธา. กรุงเทพมหานคร: โรงพิมพ์จุฬาลงกรณ์มหาวิทยาลัย, 2526.
- วันชัย ริจิรวณิช และ ช่อม พลอยมีค่า. เศรษฐศาสตร์วิศวกรรม. พิมพ์ครั้งที่ 5. กรุงเทพมหานคร: ซีเอ็ดดูเคชั่น, 2529.
- สุรพงษ์ เลหาอะอัญญา. การใช้ไมโครคอมพิวเตอร์ในการจำลองแบบการเดินทางในกรุงเทพมหานครและพื้นที่ใกล้เคียง. วิทยานิพนธ์ปริญญาโท สาขาวิศวกรรมโยธา จุฬาลงกรณ์มหาวิทยาลัย, 2530.

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- Benjamin, J.R. and Cornell, C.A. Probability, statistics, and decision for civil engineers. New York: McGraw-Hill Book Company, 1970.
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จุฬาลงกรณ์มหาวิทยาลัย



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จุฬาลงกรณ์มหาวิทยาลัย

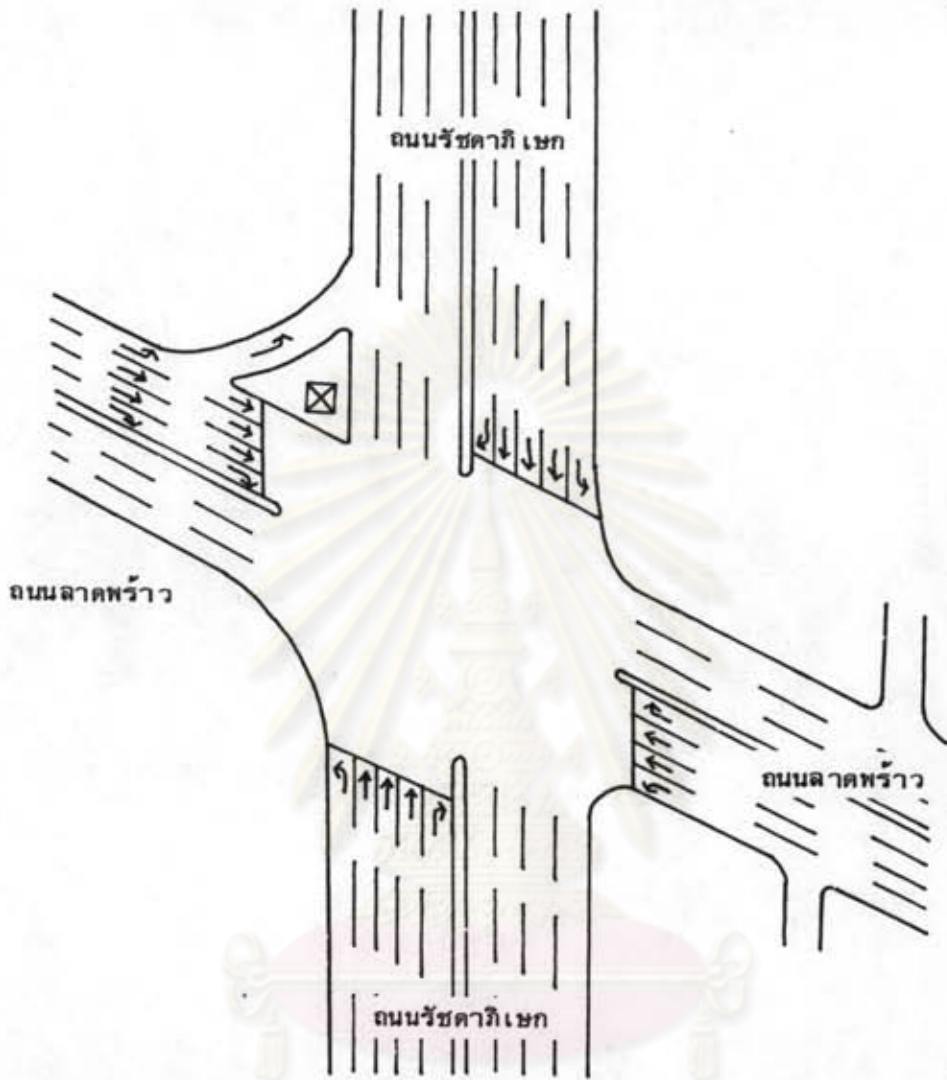
ภาคผนวก ก

ลักษณะแผนผังของทางแยก 34 ทางแยก

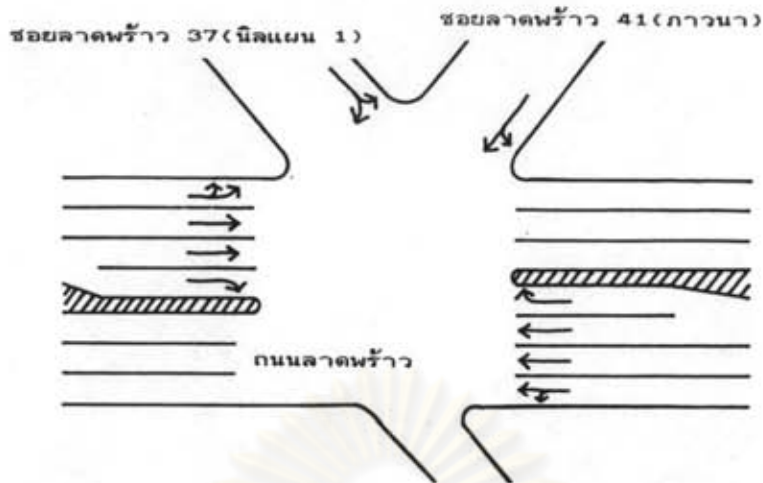


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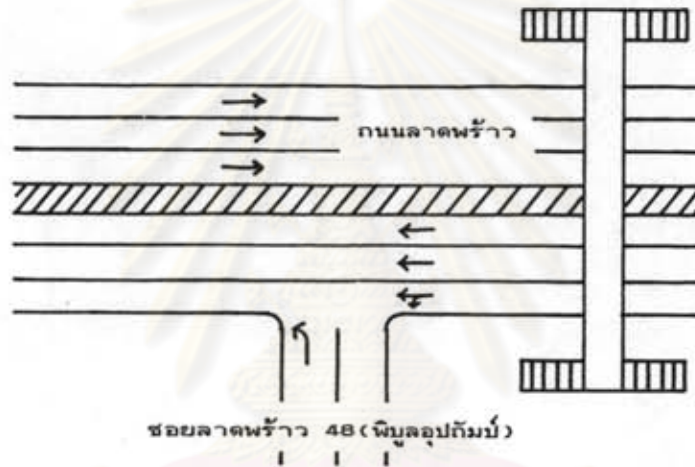
ทางแยกที่ 1 ถนนรัชดาภิเษก/ถนนลาดพร้าว



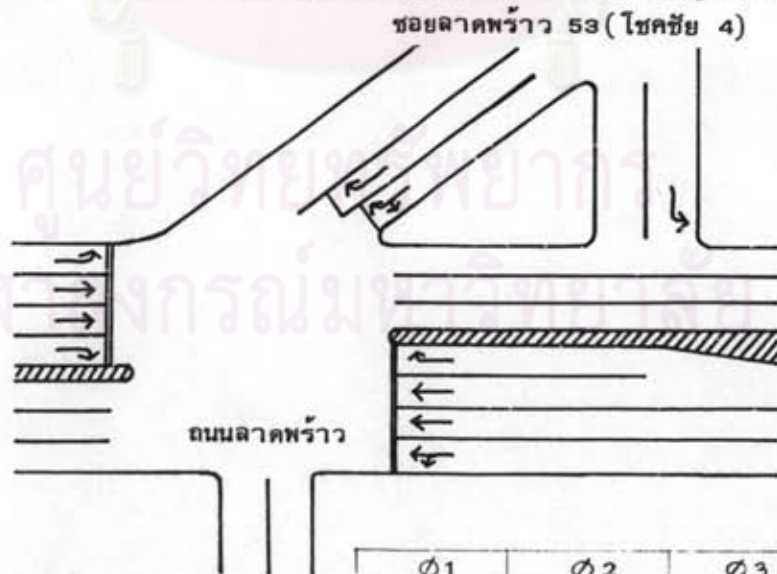
GREEN	57 s	25 s	22 s	39 s	27 s
AMBER	3 s	3 s	3 s	3 s	3 s
ALL-RED	3 s	3 s	3 s	3 s	3 s



ทางแยกที่ 3 ถนนลาดพร้าว/ซอยลาดพร้าว 48 (พิบูลอุปถัมภ์)



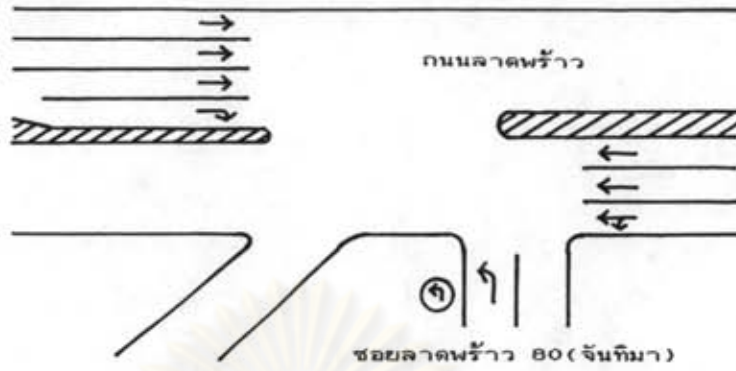
ทางแยกที่ 4 ถนนลาดพร้าว/ซอยลาดพร้าว 53 (โชคชัย 4)



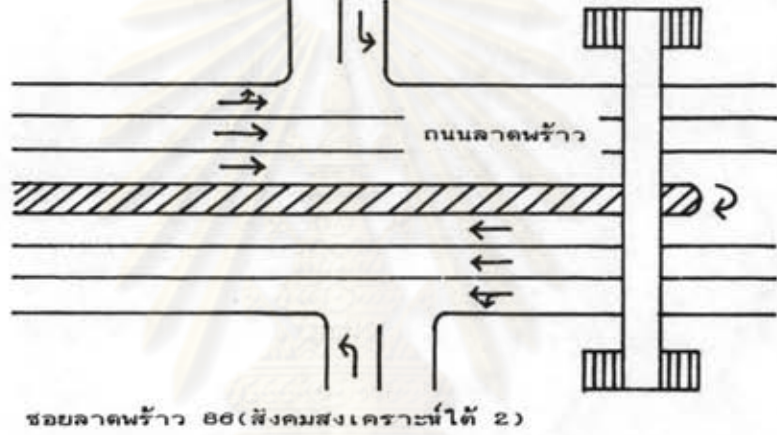
$\phi 1$	$\phi 2$	$\phi 3$



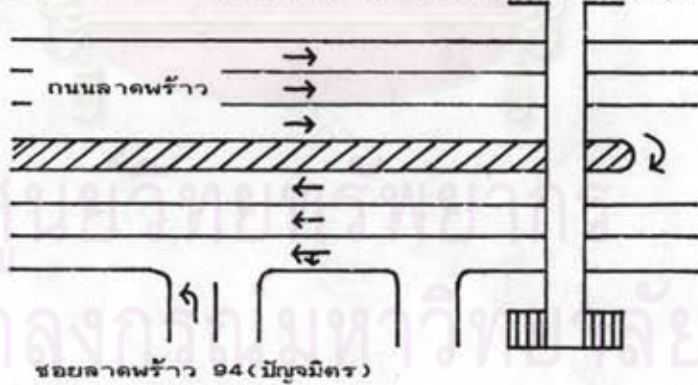
ทางแยกที่ 5 ถนนลาดพร้าว/ซอยลาดพร้าว 80 (จันทิมา)



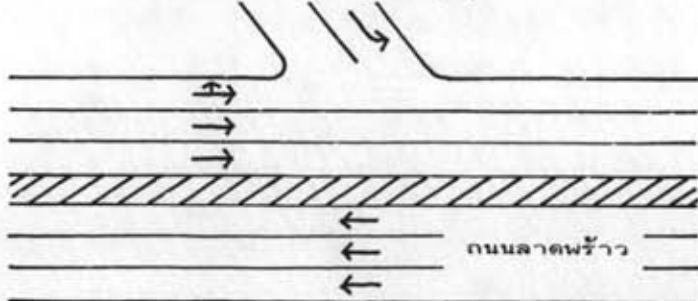
ทางแยกที่ 6 ถนนลาดพร้าว/ซอยลาดพร้าว 86 (สังคมสงเคราะห์ใต้ 2)



ทางแยกที่ 7 ถนนลาดพร้าว/ซอยลาดพร้าว 94 (บุญจมิตร)

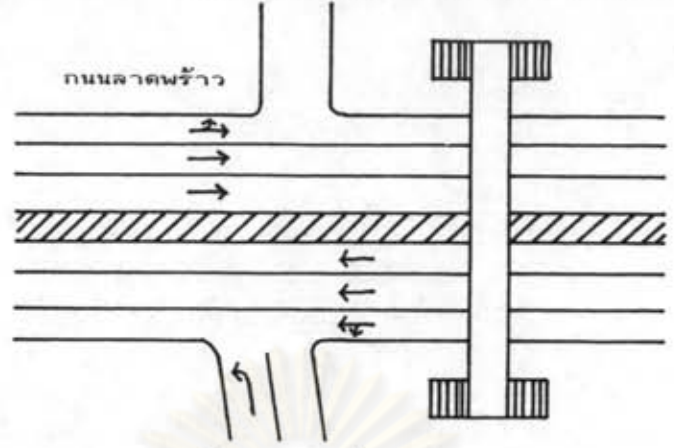


ซอยลาดพร้าว 87 (จันทรสุธ)



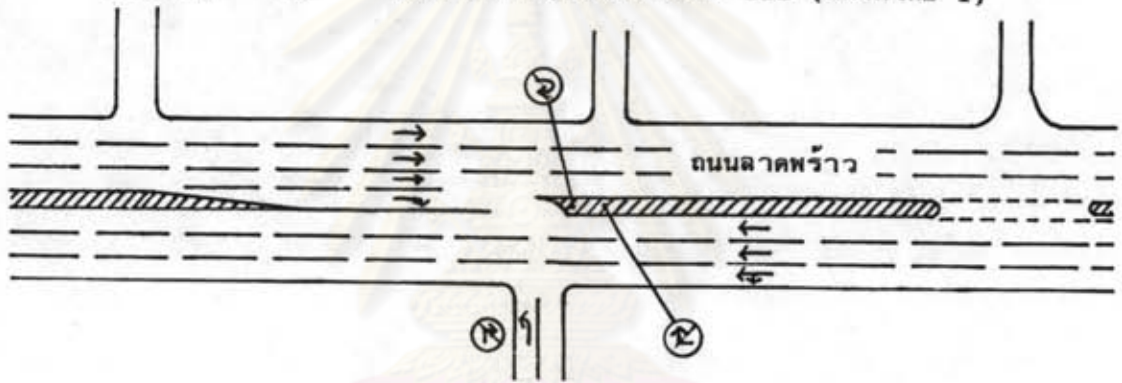
ทางแยกที่ 8 ถนนลาดพร้าว/ซอยลาดพร้าว 87 (จันทรสุธ)

ทางแยกที่ 9 ถนนลาดพร้าว/ซอยลาดพร้าว 112 (เอี่ยมสมบูรณ์)



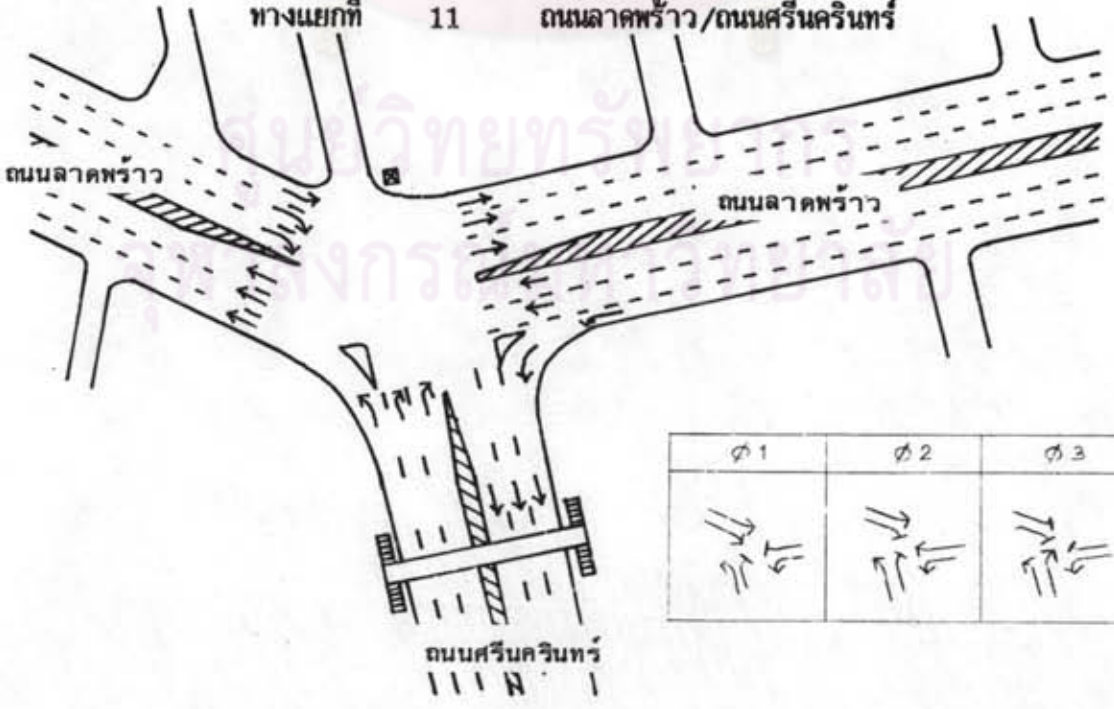
ซอยลาดพร้าว 112 (เอี่ยมสมบูรณ์)

ทางแยกที่ 10 ถนนลาดพร้าว/ซอยลาดพร้าว 122 (มหาดไทย 1)



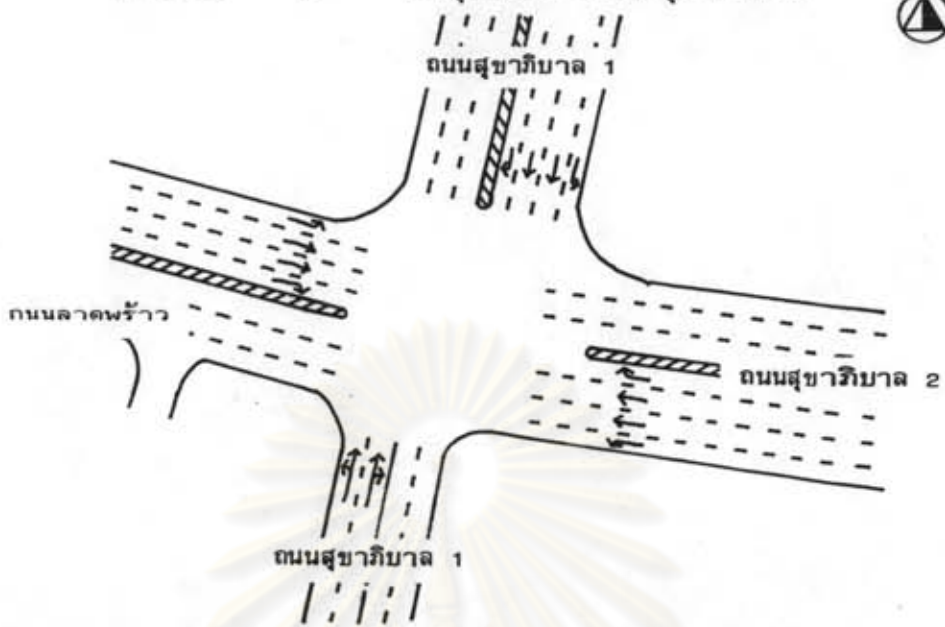
ซอยลาดพร้าว 122 (มหาดไทย 1)

ทางแยกที่ 11 ถนนลาดพร้าว/ถนนศรีนครินทร์



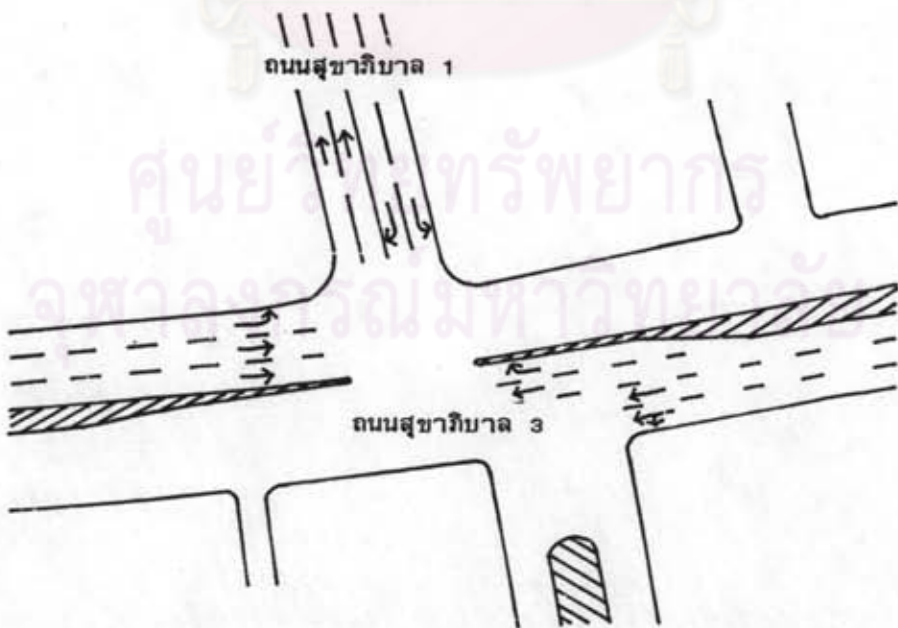
๑	๒	๓

ทางแยกที่ 12 ถนนสุขุมวิท 1/ถนนสุขุมวิท 2

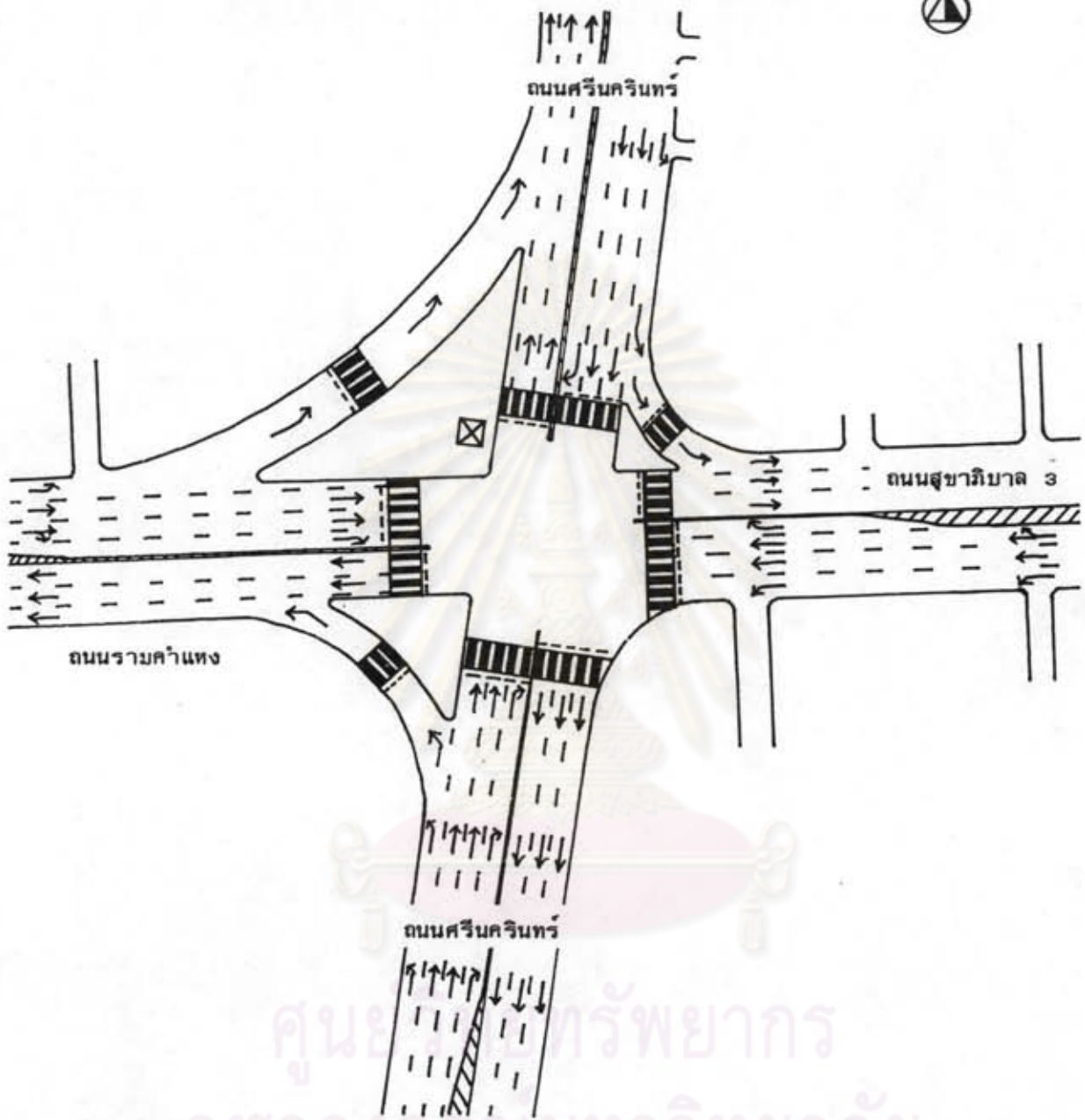


Ø 1	Ø 2	Ø 3	Ø 4	Ø 5

ทางแยกที่ 13 ถนนสุขุมวิท 1/ถนนสุขุมวิท 3

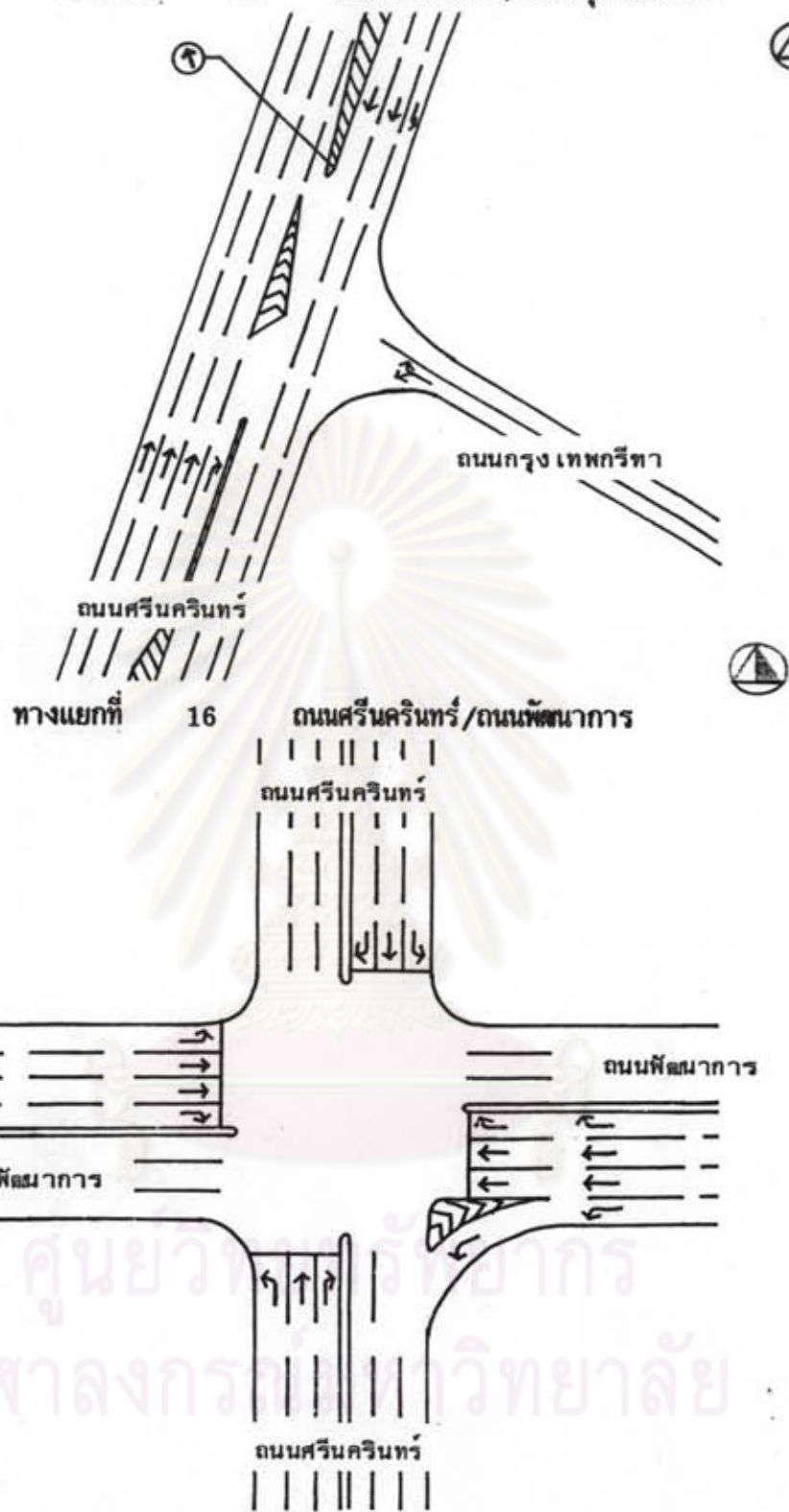


ทางแยกที่ 14 ถนนรามคำแหง/ถนนศรีนครินทร์



ศูนย์บริการวิชาการ
จุฬาลงกรณ์มหาวิทยาลัย

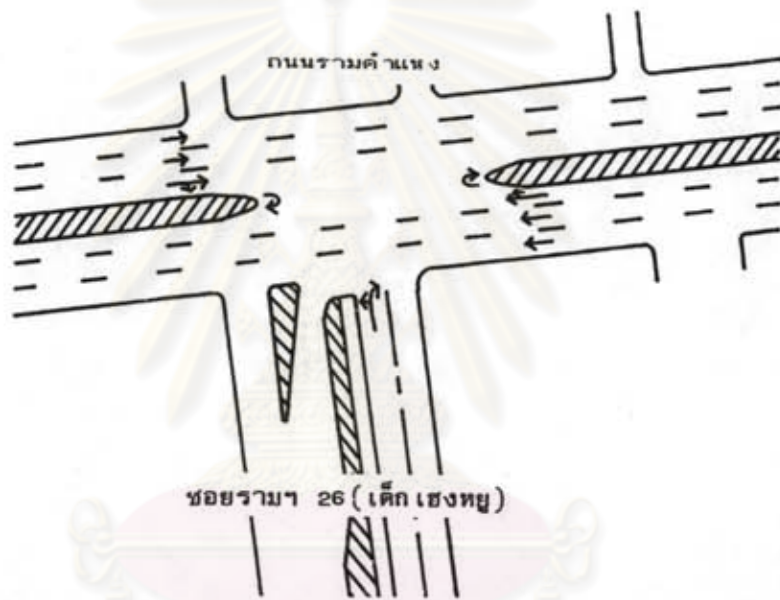
GREEN	68 s	53 s	62 s	57 s
AMBER	3 s	3 s	3 s	3 s
ALL-RED	2 s	2 s	2 s	2 s



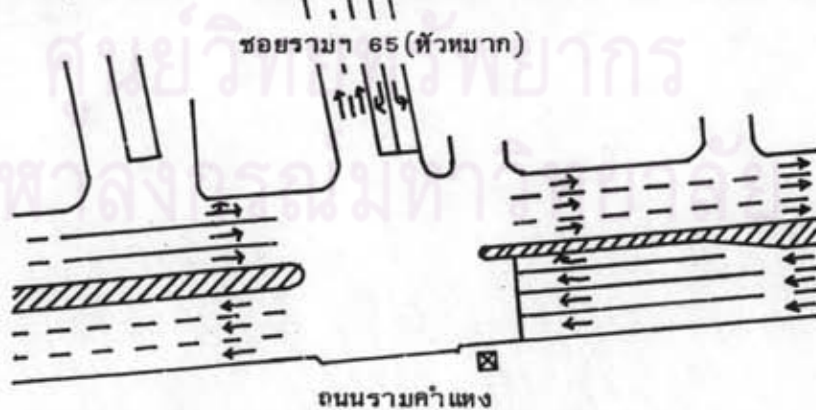
GREEN	38 s	53 s	67 s	42 s
AMBER	3 s	3 s	3 s	3 s
ALL-RED	2 s	2 s	2 s	2 s



ทางแยกที่ 18 ถนนรามคำแหง/ซอยรามคำแหง 26 (เด็กเซงหญ)

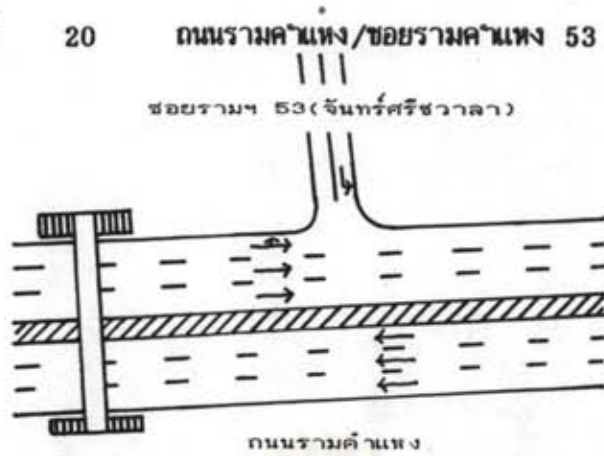


ทางแยกที่ 19 ถนนรามคำแหง/ซอยรามคำแหง 65 (หัวหมาก)

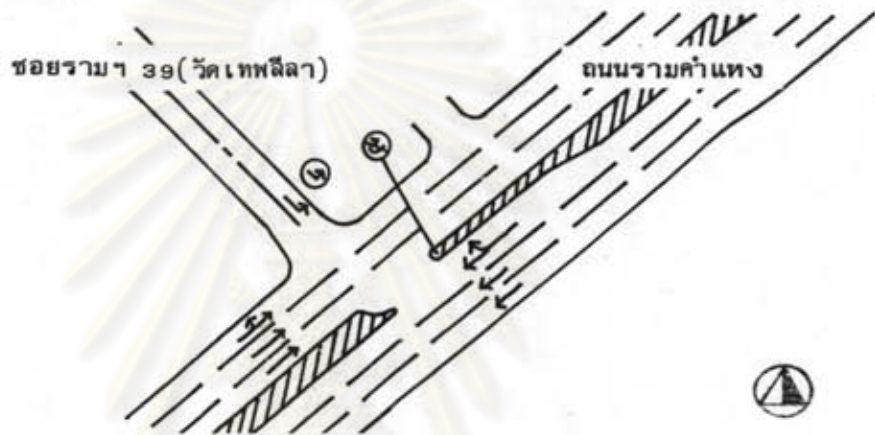


Ø 1	Ø 2	Ø 3

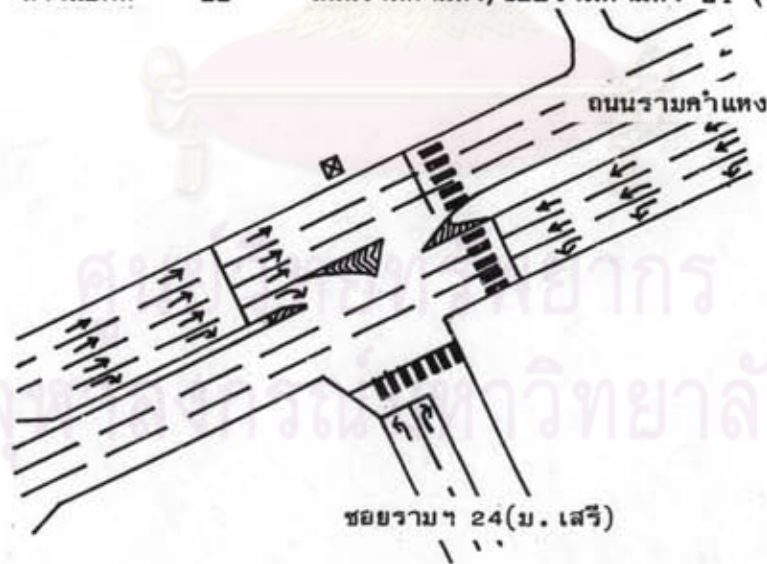
ทางแยกที่ 20 ถนนรามคำแหง/ซอยรามคำแหง 53 (จันทร์ศรีสว่างลา) 169



ทางแยกที่ 21 ถนนรามคำแหง/ซอยรามคำแหง 39 (วัดเทพศิลา)

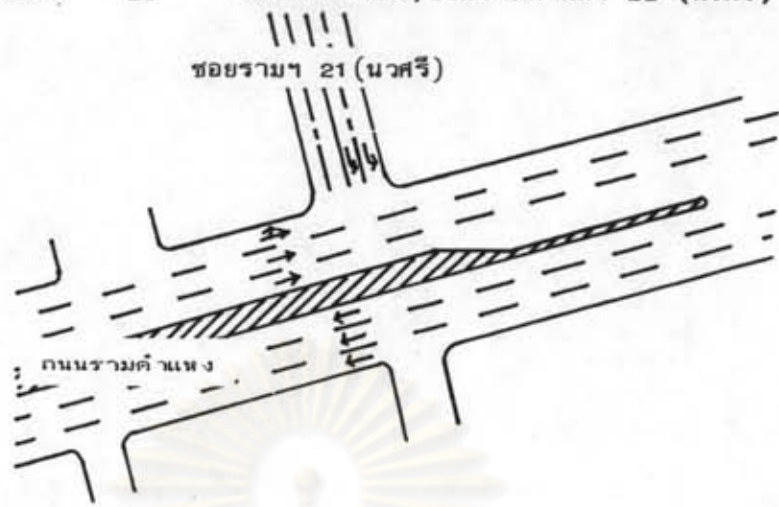


ทางแยกที่ 22 ถนนรามคำแหง/ซอยรามคำแหง 24 (หมู่บ้านเสรี)

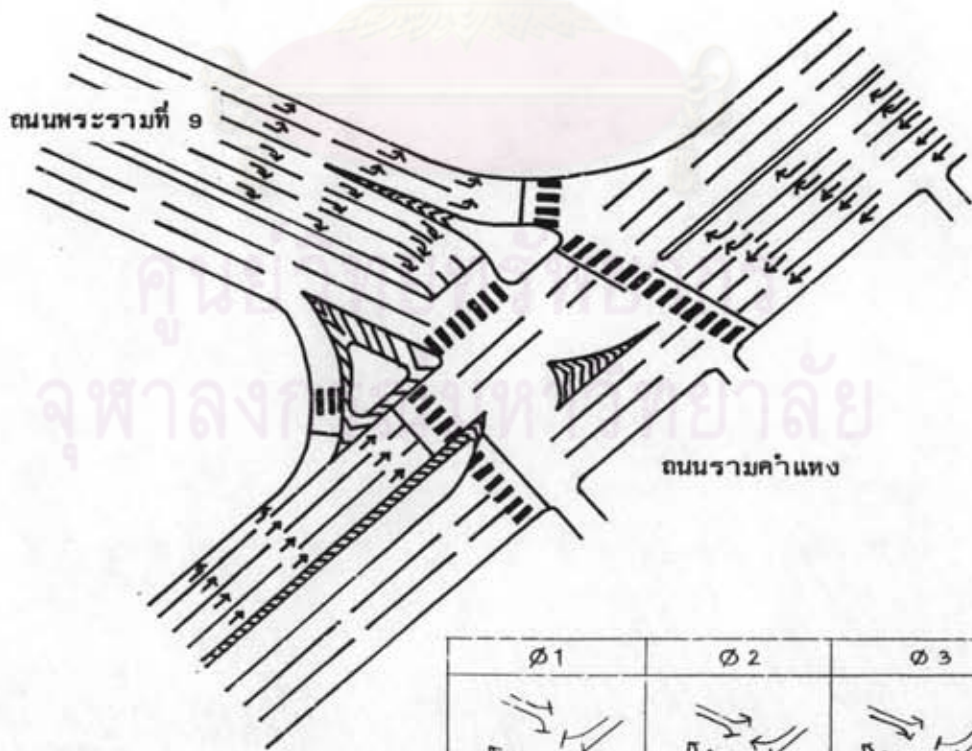


GREEN	66 S	40 S	43 S	
AMBER	2 S	2 S	2 S	
ALL-RED	1 S	1 S	1 S	

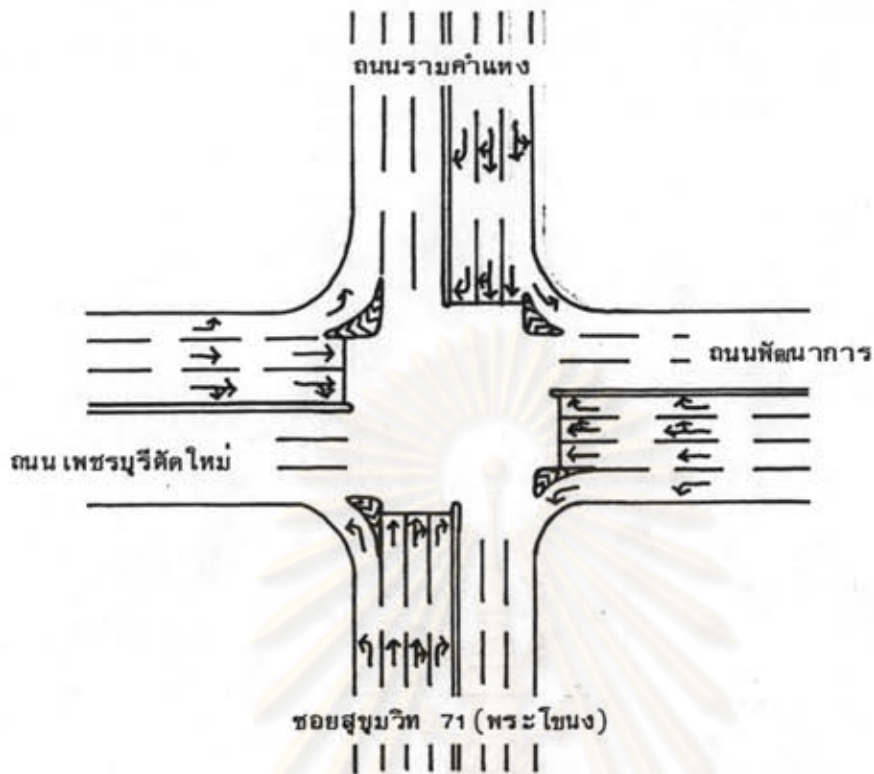
ทางแยกที่ 23 ถนนรามคำแหง/ซอยรามคำแหง 21 (นวศรี)



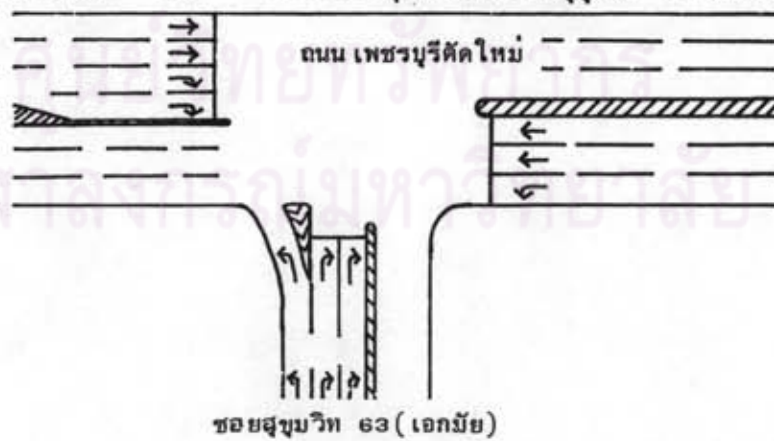
ทางแยกที่ 24 ถนนรามคำแหง/ถนนพระราม 9



Ø 1	Ø 2	Ø 3

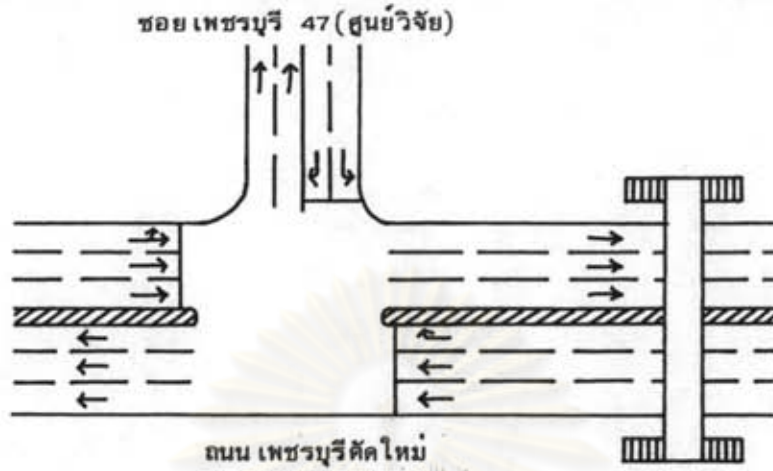


GREEN	75 s	80 s	85 s	60 s
AMBER	3 s	3 s	3 s	3 s
ALL-RED	2 s	2 s	2 s	2 s



Ø 1	Ø 2	Ø 3

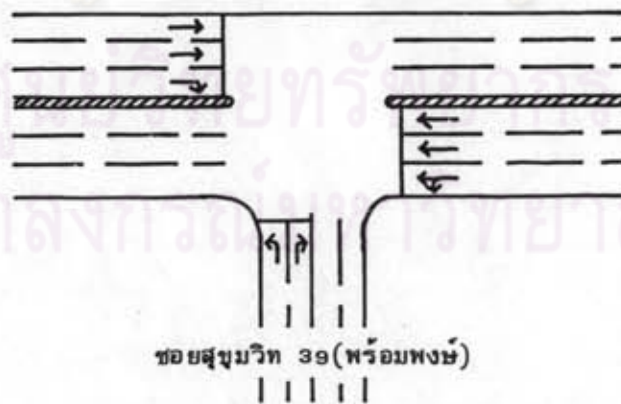
ทางแยกที่ 27 ถนนเพชรบุรีตัดใหม่/ซอยเพชรบุรี 47 (ศูนย์วิจัย)



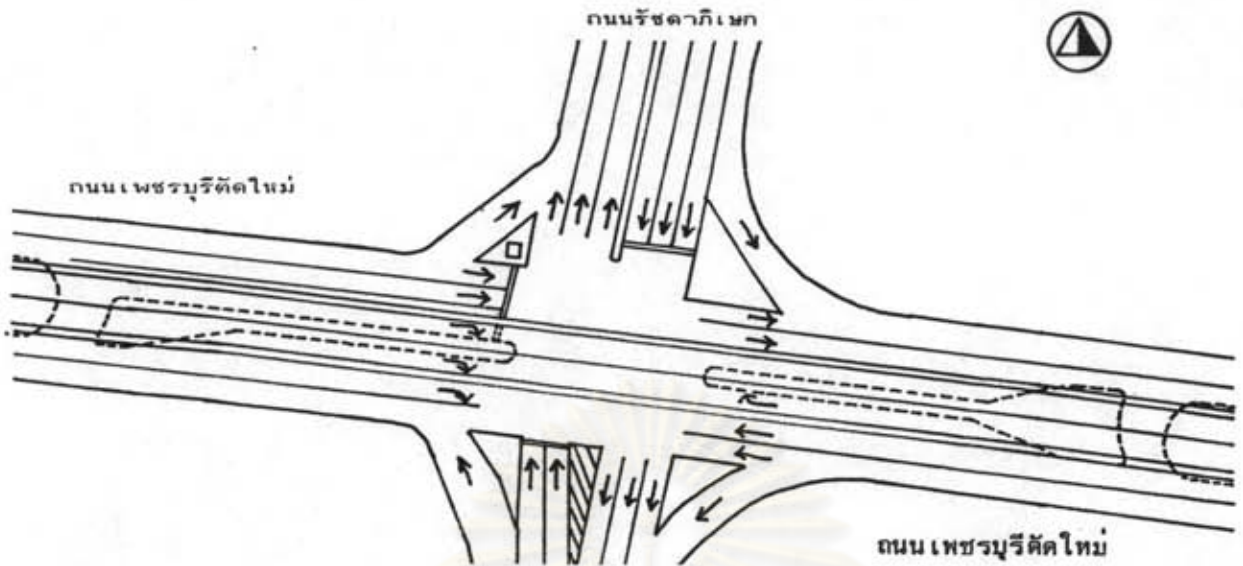
ø 1	ø 2	ø 3

ทางแยกที่ 28 ถนนเพชรบุรีตัดใหม่/ซอยสุขุมวิท 39 (พร้อมพงษ์)

ถนนเพชรบุรีตัดใหม่



ø 1	ø 2	ø 3



ซอยสุขุมวิท 21 (อโศก)

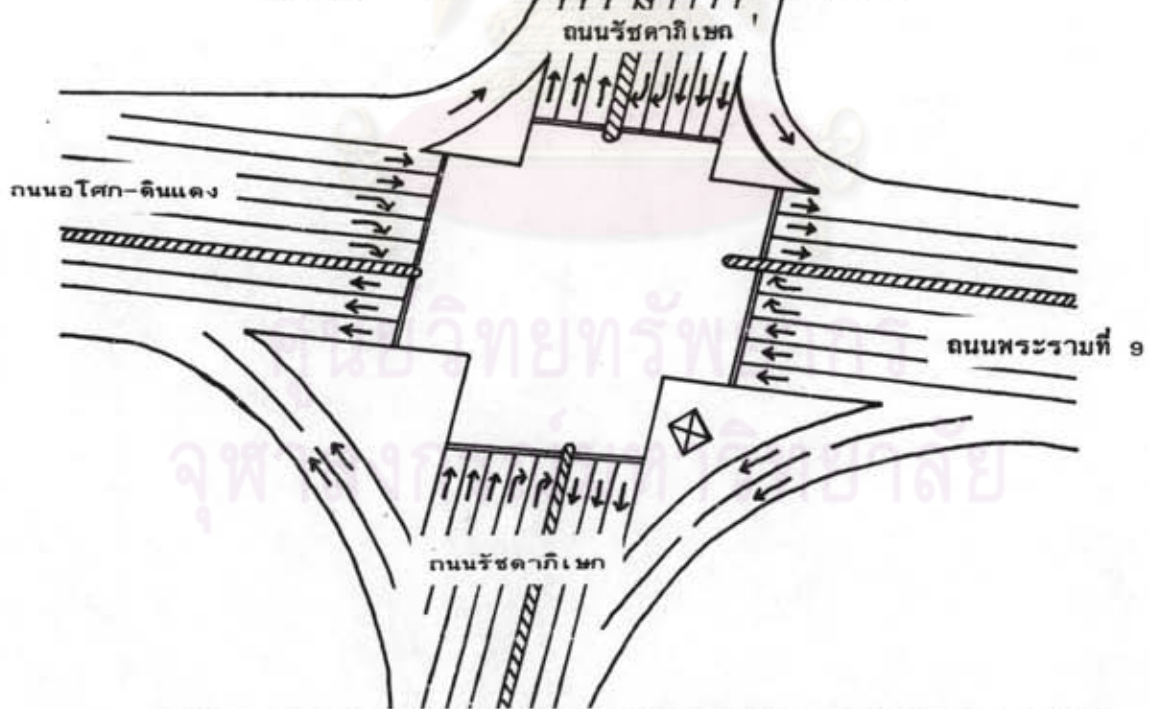


GREEN	35 s	27 s
AMBER	2 s	2 s
ALL-RED	2 s	2 s

ทางแยกที่ 30

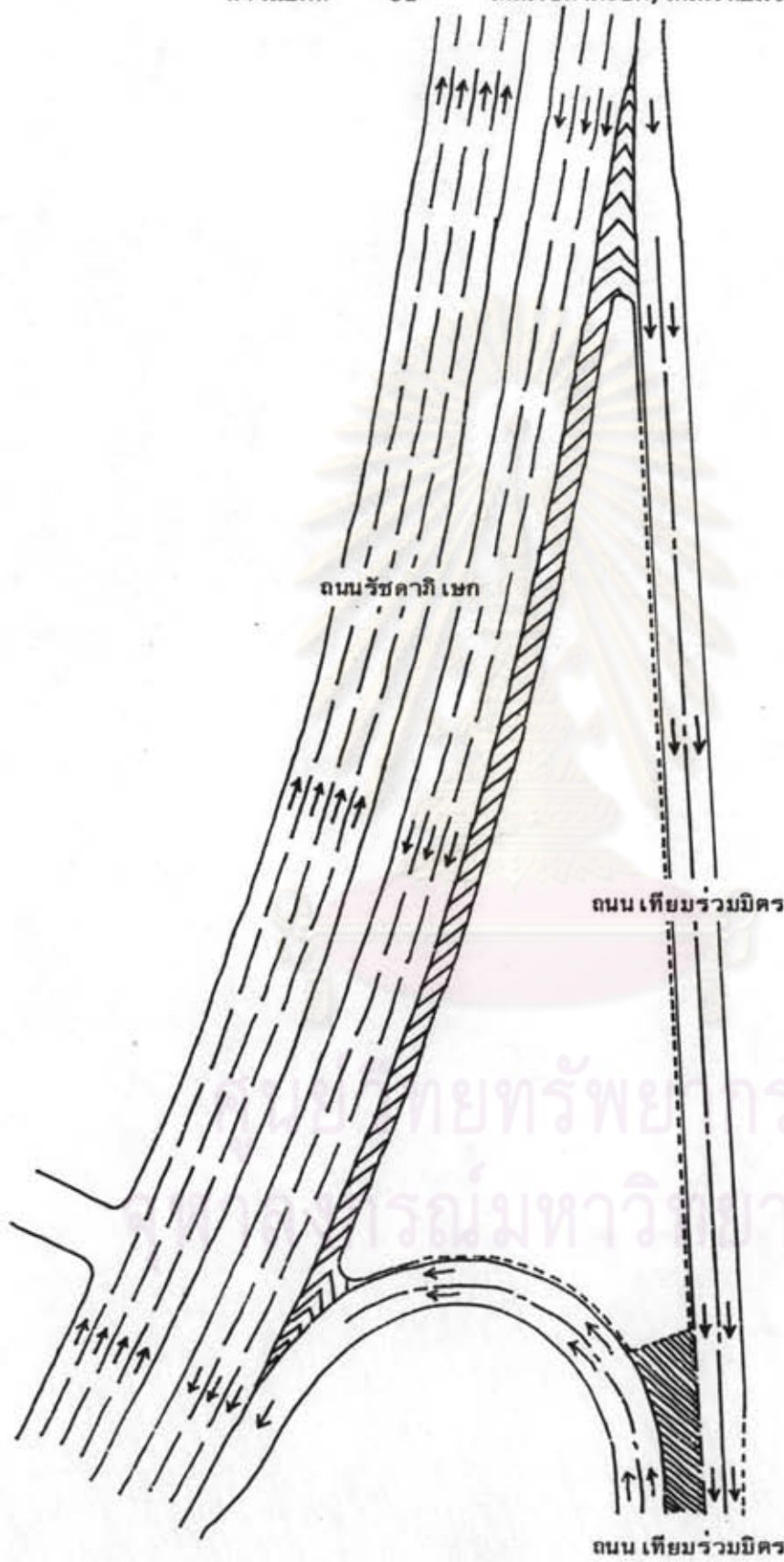
30

ถนนรัชดาภิเษก/ถนนพระราม 9



GREEN	45 s	30 s	20 s	25 s
AMBER	3 s	3 s	3 s	3 s
ALL-RED	2 s	2 s	2 s	2 s

ทางแยกที่ 31 ถนนรัชดาภิเษก/ถนนเทียมร่วมมิตร

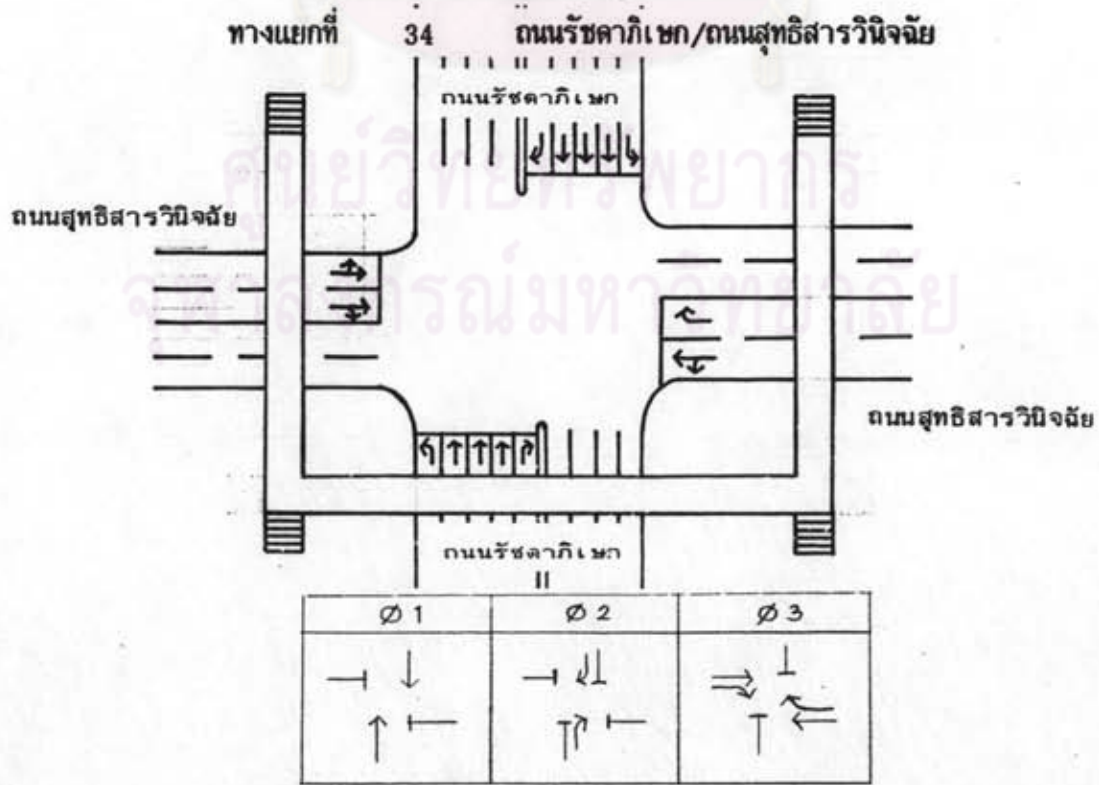
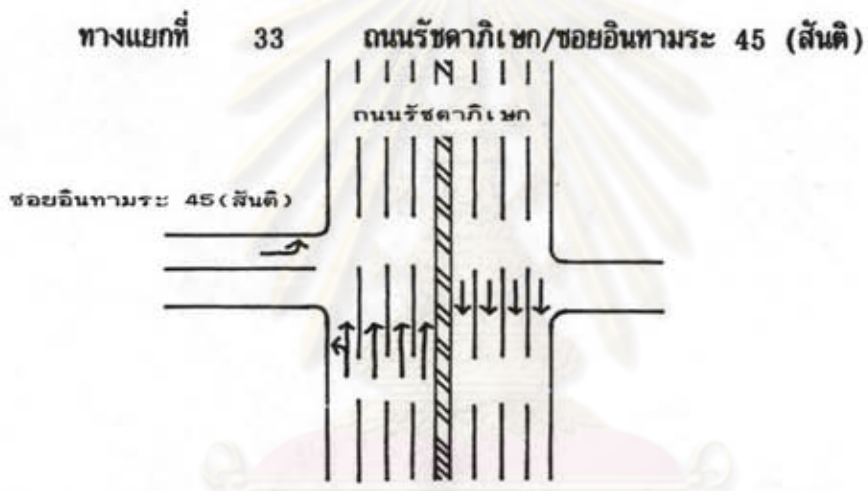
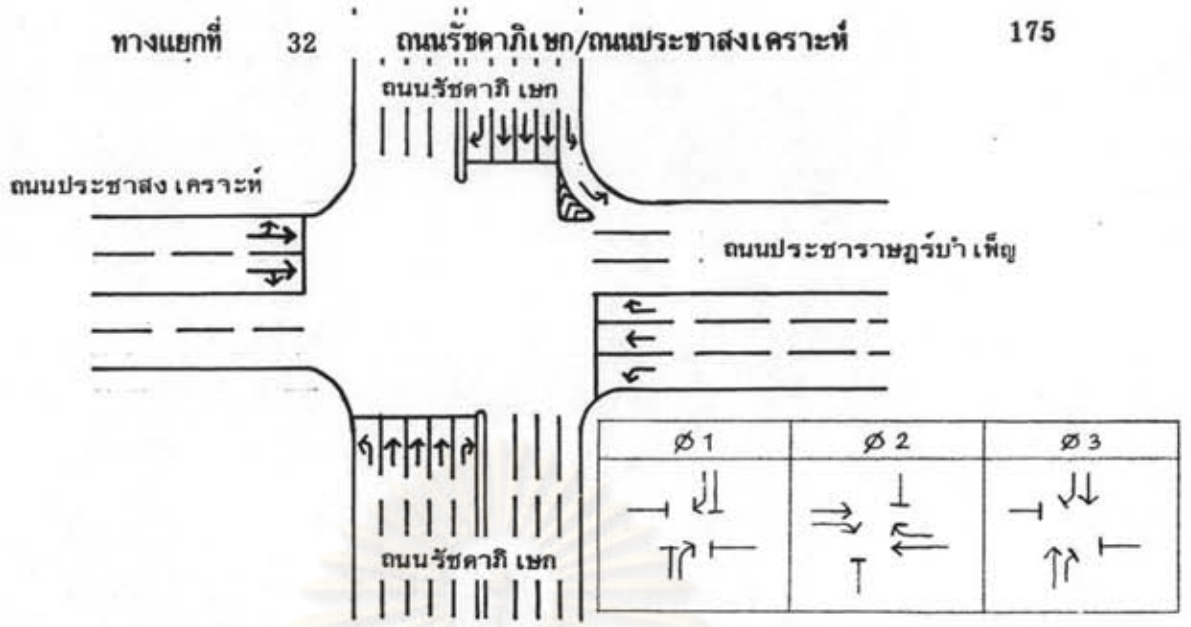


ถนนรัชดาภิเษก

ถนน เทียมร่วมมิตร

ถนน เทียมร่วมมิตร

มหาวิทยาลัยเทคโนโลยีพระจอมเกล้าธนบุรี



ภาคผนวก ข

ตัวอย่างแบบฟอร์มสำรวจข้อมูลการจราจร

- แบบฟอร์ม ข-1 สำหรับปริมาณการจราจรบริเวณทางแยก
- แบบฟอร์ม ข-2 สำหรับปริมาณการจราจรบนช่วงถนน
- แบบฟอร์ม ข-3 สำหรับเวลาที่ใช้ในการเดินทางและความล่าช้า
- แบบฟอร์ม ข-4 สำหรับปริมาณคนข้ามถนน



ศูนย์วิทยทรัพยากร
จุฬาลงกรณ์มหาวิทยาลัย

INTERSECTION VOLUME COUNTS

	<p style="text-align: right;">Sheet No. _____</p> <p>Intersection : Ratchadaphisek Rd./Latphrao Rd.</p> <p>Date : Wednesday 16 August 1989</p> <p>Time : 06:00 - 09:00</p> <p>Weather : _____</p> <p>Observer : _____</p> <p>Direction : _____</p>				
Time	CAR PC	MOTORCYCLE MC	LIGHT BUS and LIGHT TRUCK LB	HEAVY BUS HB	HEAVY TRUCK AND TRAILER HT
06:00 - 06:15					
06:15 - 06:30					
06:30 - 06:45					
06:45 - 07:00					
07:00 - 07:15					
07:15 - 07:30					
07:30 - 07:45					
07:45 - 08:00					
08:00 - 08:15					
08:15 - 08:30					
08:30 - 08:45					
08:45 - 09:00					

REMARKS : _____

CLASSIFIED MID-BLOCK VOLUME COUNTS

Station : MB1 - Latphrao Road

Date : Wednesday 16 August 1989

Time : 06:00 - 09:00

Weather : _____

Observer : _____

Direction : _____

Sheet No. _____

Time	Motorcycle	Car	Taxi	Pick-Up	Light Bus	Light Truck	Heavy Bus	Heavy Truck
	MC	PC	TX	PU	LB	LT	HB	HT
06:00 - 06:15								
06:15 - 06:30								
06:30 - 06:45								
06:45 - 07:00								
07:00 - 07:15								
07:15 - 07:30								
07:30 - 07:45								
07:45 - 08:00								
08:00 - 08:15								
08:15 - 08:30								
08:30 - 08:45								
08:45 - 09:00								

REMARKS : _____

TRAVEL TIME AND DELAY OBSERVATIONS

Sheet No.						
Study Route			Surveyor			
Date			Weather			
Period			Traffic			
Starting Time	Control Point	Distance (m)	Time Passed Control Point		Delay m s	Cause of Delay
			m	s		

Remark : _____

PEDESTRIAN VOLUME COUNTS

		Sheet No. _____	
<p>มหาวิทยาลัย รามคำแหง</p>		Location	: CW1 - Klongtan Intersection
<p>มหาวิทยาลัย รามคำแหง</p>		Date	: Wednesday 30 August 1989
<p>มหาวิทยาลัย รามคำแหง</p>		Time	: 06:00 - 09:00
<p>มหาวิทยาลัย รามคำแหง</p>		Weather	: _____
<p>มหาวิทยาลัย รามคำแหง</p>		Observer	: _____
<p>มหาวิทยาลัย รามคำแหง</p>		Direction	: _____

Time	คนข้ามตรงทางข้าม		คนข้ามนอกทางข้าม	
	EB	WB	EB	WB
06:00 - 06:15				
06:15 - 06:30				
06:30 - 06:45				
06:45 - 07:00				
07:00 - 07:15				
07:15 - 07:30				
07:30 - 07:45				
07:45 - 08:00				
08:00 - 08:15				
08:15 - 08:30				
08:30 - 08:45				
08:45 - 09:00				

REMARKS : _____

ภาคผนวก ค

ข้อมูลปริมาณการจราจรที่ทางแยก 34 ทางแยก ในหน่วย pcu/hr



ศูนย์วิทยทรัพยากร
จุฬาลงกรณ์มหาวิทยาลัย

1 - PCU

TURNING MOVEMENT VOLUME
 Intersection : BACHADAPHISEK RD./ LATPHRAO RD.

Date : Wednesday 16th August 1989

Time	Traffic Volume (pcu/hr)																		TOTAL							
	NB Approach						SB Approach						EB Approach							WB Approach						
	LT	ST	RT	UT	TOTAL	PCU	LT	ST	RT	UT	TOTAL	PCU	LT	ST	RT	UT	TOTAL	PCU		LT	ST	RT	UT	TOTAL	PCU	
06:00 - 07:00	252	315	224	1	792	335	637	352	0	1325	154	337	153	0	644	408	1694	326	8	2436	5197	408	1694	326	8	2436
07:00 - 08:00	510	672	375	0	1557	427	898	518	0	1843	275	685	258	0	1218	297	2020	419	3	2739	7357	297	2020	419	3	2739
08:00 - 09:00	419	744	435	0	1598	494	474	229	0	1197	240	995	315	0	1550	342	1955	397	7	2701	7046	342	1955	397	7	2701
09:00 - 10:00	353	769	459	0	1581	519	454	251	0	1224	210	1158	224	0	1592	334	1695	428	6	2463	6860	334	1695	428	6	2463
10:00 - 11:00	350	772	530	0	1652	617	480	267	0	1364	195	1115	188	0	1498	298	1498	398	3	2197	6711	298	1498	398	3	2197
11:00 - 12:00	424	772	513	1	1710	627	850	205	0	1682	182	1073	208	0	1463	273	1426	409	8	2116	6971	273	1426	409	8	2116
12:00 - 13:00	399	681	522	0	1602	618	765	195	0	1578	207	1121	176	0	1504	275	1401	432	4	2112	6796	207	1401	432	4	2112
13:00 - 14:00	463	757	518	0	1738	604	540	151	0	1295	197	942	148	0	1287	248	1479	412	1	2140	6460	197	1479	412	1	2140
14:00 - 15:00	375	704	476	0	1555	579	765	190	0	1534	179	1089	326	0	1594	392	1421	384	1	2198	6881	179	1421	384	1	2198
15:00 - 16:00	438	821	551	0	1810	647	831	198	0	1676	173	1231	224	0	1628	422	1441	401	3	2267	7381	173	1441	401	3	2267
16:00 - 17:00	560	747	808	0	2115	675	837	241	0	1753	214	1233	188	0	1635	340	1473	354	0	2167	7670	214	1473	354	0	2167
17:00 - 18:00	514	799	772	0	2085	685	868	198	0	1751	242	1780	247	0	2269	304	1436	318	1	2059	8164	242	1436	318	1	2059
18:00 - 19:00	477	813	783	0	2073	681	855	200	0	1736	186	1645	219	0	2050	396	1308	363	2	2069	7928	186	1308	363	2	2069
19:00 - 20:00	348	642	685	0	1675	692	782	175	0	1649	145	1424	157	0	1726	379	1180	305	1	1865	6915	145	1180	305	1	1865
20:00 - 21:00	368	610	670	0	1648	662	729	194	0	1585	188	1324	163	0	1675	430	1227	358	5	2020	6928	188	1227	358	5	2020
21:00 - 22:00	315	730	664	0	1709	535	663	93	0	1291	173	1113	153	0	1439	512	1129	320	3	1964	6403	173	1129	320	3	1964
22:00 - 23:00	183	497	523	0	1203	431	547	95	0	1073	88	787	134	0	1009	401	896	312	2	1611	4896	88	896	312	2	1611
23:00 - 24:00	168	284	406	0	858	256	320	57	0	633	69	569	95	0	733	333	620	190	1	1144	3368	69	620	190	1	1144
24:00 - 01:00	159	282	272	0	713	200	270	49	2	521	42	419	49	0	510	261	451	165	6	883	2627	42	451	165	6	883
01:00 - 02:00	83	206	198	0	487	100	179	37	1	317	32	270	47	0	349	147	331	138	6	622	1775	32	331	138	6	622
02:00 - 03:00	86	177	175	0	438	106	164	27	0	297	31	254	39	0	324	175	230	84	1	490	1549	31	230	84	1	490
03:00 - 04:00	80	139	142	0	361	99	137	34	0	270	14	222	27	0	263	145	176	63	3	387	1281	14	176	63	3	387
04:00 - 05:00	99	176	85	0	360	100	156	17	0	273	23	262	28	0	313	159	338	70	7	574	1520	23	338	70	7	574
05:00 - 06:00	129	172	127	0	428	215	258	53	0	526	64	482	65	0	611	174	845	158	7	1184	2749	64	845	158	7	1184
Total 24 hrs.	7552	13281	10913	2	31748	10905	13459	4026	3	28393	3523	21530	3631	0	28884	7445	27670	7204	89	42408	131433	3523	27670	7204	89	42408

TURNING MOVEMENT VOLUME
 Intersection : LATPHRAO RD./ SOI LATPHRAO 37 (Ninphaen 1)

Date : Wednesday 16th August 1989

Time	Traffic Volume (pcu/hr)																							
	NB Approach				SB Approach				EB Approach				WB Approach				TOTAL							
	LT	ST	RT	TOTAL	LT	ST	RT	TOTAL	LT	ST	RT	TOTAL	LT	ST	RT	TOTAL	LT	ST	RT	TOTAL				
06:00 - 07:00	8	0	19	0	27	10	0	895	0	0	905	0	2409	6	0	2415	3347							
07:00 - 08:00	13	0	18	0	31	10	1480	0	0	1490	0	2719	3	5	2727	4248								
08:00 - 09:00	9	0	11	0	20	13	1918	0	0	1931	0	2682	13	8	2703	4654								
09:00 - 10:00	5	0	14	0	19	11	2130	0	0	2141	0	2443	7	19	2469	4629								
10:00 - 11:00	3	0	16	0	19	14	2250	0	0	2264	0	2176	8	15	2199	4482								
11:00 - 12:00	2	0	6	0	8	8	2213	0	0	2221	0	2103	5	12	2120	4349								
12:00 - 13:00	10	0	10	0	20	13	2252	0	0	2265	0	2097	4	10	2111	4396								
13:00 - 14:00	4	0	20	0	24	6	2060	0	0	2066	0	2119	5	7	2131	4221								
14:00 - 15:00	5	0	7	0	12	5	2141	0	0	2146	0	2189	4	9	2202	4360								
15:00 - 16:00	1	0	14	0	15	14	2417	0	0	2431	0	2249	3	13	2265	4711								
16:00 - 17:00	6	0	6	0	12	15	2702	0	0	2717	0	2158	2	3	2163	4892								
17:00 - 18:00	9	0	5	0	14	30	3205	0	0	3235	0	2054	8	2	2064	5313								
18:00 - 19:00	6	0	15	0	21	19	3090	0	0	3109	0	2051	3	1	2055	5185								
19:00 - 20:00	13	0	8	0	21	10	2791	0	0	2801	0	1855	5	2	1862	4684								
20:00 - 21:00	7	0	7	0	14	18	2643	0	0	2661	0	2005	2	1	2008	4683								
21:00 - 22:00	2	0	5	0	7	5	2310	0	0	2315	0	1957	0	0	1957	4279								
22:00 - 23:00	2	0	5	0	7	12	1733	0	0	1745	0	1604	2	3	1609	3361								
23:00 - 24:00	1	0	2	0	3	7	1226	0	0	1233	0	1139	3	3	1145	2381								
24:00 - 01:00	4	0	0	0	4	3	893	0	0	896	0	877	0	2	879	1779								
01:00 - 02:00	2	0	0	0	2	2	573	0	0	575	0	615	1	0	616	1193								
02:00 - 03:00	1	0	5	0	6	4	530	0	0	534	0	484	1	3	488	1028								
03:00 - 04:00	2	0	0	0	2	2	465	0	0	467	0	382	0	0	382	851								
04:00 - 05:00	1	0	4	0	5	4	449	0	0	453	0	565	0	0	565	1023								
05:00 - 06:00	6	0	7	0	13	6	824	0	0	830	0	1170	1	1	1172	2015								
Total 24 hrs.	122	0	1204	0	326	241	43190	0	0	43431	0	42102	86	119	42307	86064								

3 - PCU

TURNING MOVEMENT VOLUME
 Intersection : LATPHRAO RD./ SOI LATPHRAO 48 (Phibun Uppatham)

Date : Wednesday 16th August 1989

Time	Traffic Volume (pcu/hr)																								
	NB Approach						SB Approach						EB Approach						WB Approach						TOTAL
	LT	ST	RT	UT	TOTAL	UT	LT	ST	RT	UT	TOTAL	UT	LT	ST	RT	UT	TOTAL	UT	LT	ST	RT	UT	TOTAL	UT	TOTAL
06:00 - 07:00	138	0	0	0	138							902	0	0	0	902	195	2277	0	0	2472	3512			
07:00 - 08:00	146	0	0	0	146							1500	0	0	0	1500	271	2581	0	0	2952	4498			
08:00 - 09:00	164	0	0	0	164							1936	0	0	0	1936	228	2544	0	0	2772	4872			
09:00 - 10:00	160	0	0	0	160							2154	0	0	0	2154	206	2311	0	0	2517	4831			
10:00 - 11:00	131	0	0	0	131							2267	0	0	0	2267	195	2070	0	0	2265	4663			
11:00 - 12:00	144	0	0	0	144							2227	0	0	0	2227	181	1974	0	0	2155	4526			
12:00 - 13:00	153	0	0	0	153							2275	0	0	0	2275	181	1960	0	0	2141	4569			
13:00 - 14:00	194	0	0	0	194							2072	0	0	0	2072	201	1939	0	0	2140	4406			
14:00 - 15:00	156	0	0	0	156							2156	0	0	0	2156	180	2046	0	0	2226	4538			
15:00 - 16:00	160	0	0	0	160							2433	0	0	0	2433	199	2106	0	0	2305	4898			
16:00 - 17:00	178	0	0	0	178							2711	0	0	0	2711	189	1986	0	0	2175	5064			
17:00 - 18:00	247	0	0	0	247							3218	0	0	0	3218	207	1820	0	0	2027	5492			
18:00 - 19:00	191	0	0	0	191							3098	0	0	0	3098	145	1864	0	0	2009	5298			
19:00 - 20:00	187	0	0	0	187							2806	0	0	0	2806	165	1675	0	0	1840	4833			
20:00 - 21:00	167	0	0	0	167							2651	0	0	0	2651	174	1842	0	0	2016	4834			
21:00 - 22:00	112	0	0	0	112							2312	0	0	0	2312	160	1844	0	0	2004	4428			
22:00 - 23:00	88	0	0	0	88							1738	0	0	0	1738	104	1521	0	0	1625	3451			
23:00 - 24:00	56	0	0	0	56							1230	0	0	0	1230	61	1089	0	0	1150	2436			
24:00 - 01:00	35	0	0	0	35							899	0	0	0	899	51	844	0	0	895	1829			
01:00 - 02:00	27	0	0	0	27							577	0	0	0	577	24	589	0	0	613	1217			
02:00 - 03:00	23	0	0	0	23							534	0	0	0	534	34	466	0	0	500	1057			
03:00 - 04:00	20	0	0	0	20							467	0	0	0	467	20	362	0	0	382	869			
04:00 - 05:00	41	0	0	0	41							450	0	0	0	450	19	525	0	0	544	1035			
05:00 - 06:00	75	0	0	0	75							831	0	0	0	831	59	1097	0	0	1156	2062			
Total 24 hrs.	2993	0	0	0	2993							43444	0	0	0	43444	3449	39332	0	0	42781	89218			

TURNING MOVEMENT VOLUME
 Intersection : LATPHRAO RD./ SOI LATPHRAO 53 (Chokchai 4)

Date : Wednesday 16th August 1989

Time	Traffic Volume (pcu/hr)																														
	NB Approach						SB Approach						EB Approach						WB Approach						TOTAL						
	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL						
06:00 - 07:00	482	0	510	0	1002	256	646	0	0	902	0	1962	135	21	2118	4022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 08:00	696	0	295	0	991	316	1183	0	0	1499	0	2556	196	33	2785	5275	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 09:00	576	0	412	0	988	282	1654	0	0	1936	0	2361	224	40	2625	5549	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 10:00	456	0	442	0	898	349	1804	0	0	2153	0	2073	185	42	2300	5351	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 11:00	480	0	463	0	943	362	1905	0	0	2267	0	1800	238	42	2080	5290	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 12:00	471	0	338	0	809	342	1884	0	0	2226	0	1818	237	51	2106	5141	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 13:00	409	0	368	0	777	376	1899	0	0	2275	0	1773	200	47	2020	5072	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 14:00	396	0	372	0	768	341	1731	0	0	2072	0	1767	220	20	2007	4847	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 15:00	345	0	337	0	682	302	1852	0	0	2154	0	1888	160	25	2073	4909	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 16:00	341	0	335	0	676	331	2102	0	0	2433	0	1970	260	31	2261	5370	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 17:00	283	0	317	0	600	405	2305	0	0	2710	0	1862	288	34	2184	5494	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 18:00	273	0	254	0	527	463	2759	0	0	3222	0	1774	339	20	2133	5882	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 19:00	250	0	311	0	561	437	2660	0	0	3097	0	1697	279	37	2013	5671	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00 - 20:00	280	0	325	0	605	386	2420	0	0	2806	0	1515	256	30	1801	5212	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00 - 21:00	273	0	265	0	538	437	2215	0	0	2652	0	1751	269	13	2033	5223	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00 - 22:00	235	0	330	0	565	438	1874	0	0	2312	0	1674	290	24	1988	4865	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00 - 23:00	205	0	359	0	564	313	1424	0	0	1737	0	1266	206	0	1472	3773	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00 - 24:00	103	0	243	0	346	231	998	0	0	1229	0	910	187	1	1098	2673	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24:00 - 01:00	83	0	147	0	230	109	791	0	0	900	0	747	96	0	843	1973	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 02:00	77	0	85	0	162	70	507	0	0	577	0	530	60	0	590	1329	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 03:00	17	0	64	0	81	75	459	0	0	534	0	437	58	0	495	1110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 04:00	12	0	53	0	65	82	387	0	0	469	0	330	42	0	372	906	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 05:00	9	0	67	0	76	73	378	0	0	451	0	479	46	0	525	1052	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 06:00	208	0	254	0	462	173	697	0	0	870	0	903	97	0	1000	2332	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total 24 hrs.	6970	0	6946	0	13916	6949	36534	0	0	43483	0	35843	4568	511	40922	98321	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TURNING MOVEMENT VOLUME
 Intersection : LATPHRAO RD./ SOI LATPHRAO 80 (Chantima)
 Date : Wednesday 16th August 1989
 5 - PCU

Time	Traffic Volume (pcu/hr)																								
	NB Approach						SB Approach						EB Approach						WB Approach						TOTAL
	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	
06:00 - 07:00	157	0	0	0	157						0	1077	76	5	1158	592	1863	0	0	2555	3870				
07:00 - 08:00	217	0	0	0	217						0	1812	88	10	1910	687	2567	0	0	3254	5381				
08:00 - 09:00	235	0	0	0	235						0	2191	63	16	2270	535	2388	0	0	2923	5428				
09:00 - 10:00	233	0	0	0	233						0	2204	77	22	2303	288	2065	0	0	2353	4889				
10:00 - 11:00	266	0	0	0	266						0	2308	88	30	2426	253	1814	0	0	2067	4759				
11:00 - 12:00	226	0	0	0	226						0	2290	92	25	2407	315	1879	0	0	2194	4827				
12:00 - 13:00	265	0	0	0	265						0	2255	66	33	2354	322	1755	0	0	2077	4696				
13:00 - 14:00	295	0	0	0	295						0	2059	62	25	2146	273	1714	0	0	1997	4428				
14:00 - 15:00	229	0	0	0	229						0	2136	53	34	2223	203	1845	0	0	2048	4500				
15:00 - 16:00	315	0	0	0	315						0	2355	78	42	2475	247	1945	0	0	2192	4982				
16:00 - 17:00	295	0	0	0	295						0	2515	71	35	2621	258	1888	0	0	2146	5062				
17:00 - 18:00	486	0	0	0	486						0	2952	74	25	3051	309	1645	0	0	1954	5491				
18:00 - 19:00	447	0	0	0	447						0	2855	70	22	2947	189	1566	0	0	1755	5149				
19:00 - 20:00	364	0	0	0	364						0	2643	63	24	2730	212	1436	0	0	1648	4742				
20:00 - 21:00	331	0	0	0	331						0	2435	55	8	2498	170	1703	0	0	1873	4702				
21:00 - 22:00	238	0	0	0	238						0	2068	46	19	2133	166	1750	0	0	1916	4287				
22:00 - 23:00	213	0	0	0	213						0	1587	31	13	1631	120	1265	0	0	1385	3229				
23:00 - 24:00	83	0	0	0	83						0	1071	17	14	1102	64	1019	0	0	1083	2268				
24:00 - 01:00	81	0	0	0	81						0	845	11	15	871	43	762	0	0	805	1757				
01:00 - 02:00	44	0	0	0	44						0	572	9	2	583	24	548	0	0	572	1199				
02:00 - 03:00	46	0	0	0	46						0	469	2	6	477	16	450	0	0	466	989				
03:00 - 04:00	28	0	0	0	28						0	385	6	6	397	10	341	0	0	351	776				
04:00 - 05:00	34	0	0	0	34						0	381	3	2	386	27	489	0	0	516	936				
05:00 - 06:00	61	0	0	0	61						0	877	20	6	903	54	939	0	0	993	1957				
Total 24 hrs.	5189	0	0	0	5189						0	42342	1221	439	44002	5377	35736	0	0	41113	90304				

TURNING MOVEMENT VOLUME
 Intersection : LATPHRAO RD. (North Side) / SOI LATPHRAO 73 (Laem Thong)
 : LATPHRAO RD. (South Side) / SOI LATPHRAO 86 (Sangkhom Songkhro Tai 2) Date : Wednesday 16th August 1989

6 - PCU

Time	Traffic Volume (pcu/hr)																								
	NB Approach						SB Approach						EB Approach						WB Approach						TOTAL
	LT	ST	RT	UT	TOTAL		LT	ST	RT	UT	TOTAL		LT	ST	RT	UT	TOTAL		LT	ST	RT	UT	TOTAL		TOTAL
06:00 - 07:00	116	0	0	0	116	48	0	0	0	48	14	1063	0	0	1077	225	2440	0	0	2665	3906				
07:00 - 08:00	298	0	0	0	298	46	0	0	0	46	17	1794	0	0	1811	425	2954	0	0	3379	5534				
08:00 - 09:00	238	0	0	0	238	39	0	0	0	39	29	2163	0	0	2192	193	2694	0	0	2887	5356				
09:00 - 10:00	128	0	0	0	128	31	0	0	0	31	30	2174	0	0	2204	188	2225	0	0	2413	4776				
10:00 - 11:00	126	0	0	0	126	34	0	0	0	34	27	2280	0	0	2307	171	1942	0	0	2113	4580				
11:00 - 12:00	171	0	0	0	171	39	0	0	0	39	23	2267	0	0	2290	167	2022	0	0	2189	4689				
12:00 - 13:00	167	0	0	0	167	26	0	0	0	26	29	2226	0	0	2255	163	1934	0	0	2097	4545				
13:00 - 14:00	145	0	0	0	145	22	0	0	0	22	28	2031	0	0	2059	222	1840	0	0	2062	4288				
14:00 - 15:00	149	0	0	0	149	41	0	0	0	41	32	2104	0	0	2136	135	1897	0	0	2032	4358				
15:00 - 16:00	261	0	0	0	261	41	0	0	0	41	42	2314	0	0	2356	200	1933	0	0	2133	4791				
16:00 - 17:00	339	0	0	0	339	34	0	0	0	34	43	2472	0	0	2515	198	1807	0	0	2005	4893				
17:00 - 18:00	274	0	0	0	274	36	0	0	0	36	41	2913	0	0	2954	195	1682	0	0	1877	5141				
18:00 - 19:00	264	0	0	0	264	28	0	0	0	28	52	2803	0	0	2855	148	1493	0	0	1641	4788				
19:00 - 20:00	224	0	0	0	224	27	0	0	0	27	50	2590	0	0	2640	143	1425	0	0	1568	4459				
20:00 - 21:00	165	0	0	0	165	33	0	0	0	33	36	2400	0	0	2436	132	1709	0	0	1841	4475				
21:00 - 22:00	169	0	0	0	169	39	0	0	0	39	31	2037	0	0	2068	50	1756	0	0	1806	4082				
22:00 - 23:00	78	0	0	0	78	18	0	0	0	18	25	1563	0	0	1588	65	1308	0	0	1373	3057				
23:00 - 24:00	51	0	0	0	51	15	0	0	0	15	11	1058	0	0	1069	33	1031	0	0	1064	2199				
24:00 - 01:00	40	0	0	0	40	32	0	0	0	32	12	833	0	0	845	29	766	0	0	795	1712				
01:00 - 02:00	26	0	0	0	26	8	0	0	0	8	4	568	0	0	572	14	546	0	0	560	1166				
02:00 - 03:00	22	0	0	0	22	2	0	0	0	2	5	463	0	0	468	11	445	0	0	456	948				
03:00 - 04:00	16	0	0	0	16	2	0	0	0	2	2	383	0	0	385	4	337	0	0	341	744				
04:00 - 05:00	16	0	0	0	16	4	0	0	0	4	3	378	0	0	381	6	500	0	0	506	907				
05:00 - 06:00	31	0	0	0	31	8	0	0	0	8	4	873	0	0	877	26	962	0	0	988	1904				
Total 24 hrs.	3514	0	0	0	3514	653	0	0	0	653	590	41750	0	0	42340	3143	37648	0	0	40791	87298				

7 - PCU

TURNING MOVEMENT VOLUME
 Intersection : LATPHRAO RD./ SOI LATPHRAO 94 (Panchamit)

Date : Wednesday 16th August 1989

Time	Traffic Volume (pcu/hr)																									
	NB Approach						SB Approach						EB Approach						WB Approach						TOTAL	
	LT	ST	RT	UT	TOTAL	PCU	LT	ST	RT	UT	TOTAL	PCU	LT	ST	RT	UT	TOTAL	PCU	LT	ST	RT	UT	TOTAL	PCU	TOTAL	PCU
06:00 - 07:00	40	0	0	0	40	40	0	0	0	0	0	1111	0	0	0	0	1111	169	2625	0	0	2794	3945			
07:00 - 08:00	61	0	0	0	61	61	0	0	0	0	1840	0	0	0	0	1840	218	3317	0	0	0	0	3535	5436		
08:00 - 09:00	101	0	0	0	101	101	0	0	0	0	2201	0	0	0	0	2201	108	2787	0	0	0	0	2895	5197		
09:00 - 10:00	56	0	0	0	56	56	0	0	0	0	2206	0	0	0	0	2206	101	2359	0	0	0	0	2460	4722		
10:00 - 11:00	68	0	0	0	68	68	0	0	0	0	2313	0	0	0	0	2313	83	2046	0	0	0	0	2129	4510		
11:00 - 12:00	76	0	0	0	76	76	0	0	0	0	2305	0	0	0	0	2305	72	2112	0	0	0	0	2184	4565		
12:00 - 13:00	65	0	0	0	65	65	0	0	0	0	2252	0	0	0	0	2252	93	2032	0	0	0	0	2125	4442		
13:00 - 14:00	66	0	0	0	66	66	0	0	0	0	2051	0	0	0	0	2051	104	1998	0	0	0	0	2102	4219		
14:00 - 15:00	52	0	0	0	52	52	0	0	0	0	2145	0	0	0	0	2145	73	1979	0	0	0	0	2052	4249		
15:00 - 16:00	108	0	0	0	108	108	0	0	0	0	2352	0	0	0	0	2352	84	2026	0	0	0	0	2110	4570		
16:00 - 17:00	128	0	0	0	128	128	0	0	0	0	2505	0	0	0	0	2505	93	1878	0	0	0	0	1971	4604		
17:00 - 18:00	136	0	0	0	136	136	0	0	0	0	2949	0	0	0	0	2949	60	1740	0	0	0	0	1800	4885		
18:00 - 19:00	81	0	0	0	81	81	0	0	0	0	2831	0	0	0	0	2831	54	1561	0	0	0	0	1615	4527		
19:00 - 20:00	76	0	0	0	76	76	0	0	0	0	2618	0	0	0	0	2618	50	1492	0	0	0	0	1542	4236		
20:00 - 21:00	98	0	0	0	98	98	0	0	0	0	2432	0	0	0	0	2432	56	1743	0	0	0	0	1799	4329		
21:00 - 22:00	54	0	0	0	54	54	0	0	0	0	2076	0	0	0	0	2076	52	1752	0	0	0	0	1804	3934		
22:00 - 23:00	38	0	0	0	38	38	0	0	0	0	1581	0	0	0	0	1581	15	1335	0	0	0	0	1350	2869		
23:00 - 24:00	5	0	0	0	5	5	0	0	0	0	1074	0	0	0	0	1074	10	1058	0	0	0	0	1068	2147		
24:00 - 01:00	4	0	0	0	4	4	0	0	0	0	866	0	0	0	0	866	4	791	0	0	0	0	795	1665		
01:00 - 02:00	5	0	0	0	5	5	0	0	0	0	576	0	0	0	0	576	2	555	0	0	0	0	557	1138		
02:00 - 03:00	5	0	0	0	5	5	0	0	0	0	466	0	0	0	0	466	1	451	0	0	0	0	452	923		
03:00 - 04:00	4	0	0	0	4	4	0	0	0	0	385	0	0	0	0	385	1	338	0	0	0	0	339	728		
04:00 - 05:00	1	0	0	0	1	1	0	0	0	0	382	0	0	0	0	382	2	504	0	0	0	0	506	889		
05:00 - 06:00	14	0	0	0	14	14	0	0	0	0	881	0	0	0	0	881	11	973	0	0	0	0	984	1879		
Total 24 hrs.	1342	0	0	0	1342	1342	0	0	0	0	42398	0	0	0	0	42398	1516	39452	0	0	0	0	40968	84708		

TURNING MOVEMENT VOLUME
 Intersection : LATPHRAO RD./ SOI LATPHRAO 87 (Chanthrasuk)

Date : Wednesday 16th August 1989

Time	Traffic Volume (pcu/hr)																							
	NB Approach				SB Approach				EB Approach				WB Approach				TOTAL							
	LT	ST	RT	TOTAL	LT	ST	RT	TOTAL	LT	ST	RT	TOTAL	LT	ST	RT	TOTAL	LT	ST	RT	TOTAL				
06:00 - 07:00				532	0	0	0	532	250	872	0	0	1122	0	2793	0	0	2793	4447					
07:00 - 08:00				517	0	0	0	517	242	1609	0	0	1851	0	3537	0	0	3537	5905					
08:00 - 09:00				353	0	0	0	353	283	1918	0	0	2201	0	2894	0	0	2894	5448					
09:00 - 10:00				333	0	0	0	333	241	1965	0	0	2206	0	2461	0	0	2461	5000					
10:00 - 11:00				308	0	0	0	308	224	2089	0	0	2313	0	2128	0	0	2128	4749					
11:00 - 12:00				304	0	0	0	304	254	2053	0	0	2307	0	2184	0	0	2184	4795					
12:00 - 13:00				253	0	0	0	253	214	2038	0	0	2252	0	2126	0	0	2126	4631					
13:00 - 14:00				260	0	0	0	260	197	1854	0	0	2051	0	2102	0	0	2102	4413					
14:00 - 15:00				221	0	0	0	221	205	1939	0	0	2144	0	2052	0	0	2052	4417					
15:00 - 16:00				285	0	0	0	285	275	2079	0	0	2354	0	2109	0	0	2109	4748					
16:00 - 17:00				283	0	0	0	283	303	2203	0	0	2506	0	1970	0	0	1970	4759					
17:00 - 18:00				259	0	0	0	259	339	2612	0	0	2951	0	1800	0	0	1800	5010					
18:00 - 19:00				251	0	0	0	251	429	2406	0	0	2835	0	1614	0	0	1614	4700					
19:00 - 20:00				191	0	0	0	191	269	2349	0	0	2618	0	1542	0	0	1542	4351					
20:00 - 21:00				185	0	0	0	185	224	2208	0	0	2432	0	1799	0	0	1799	4416					
21:00 - 22:00				179	0	0	0	179	187	1890	0	0	2077	0	1803	0	0	1803	4059					
22:00 - 23:00				118	0	0	0	118	160	1420	0	0	1580	0	1349	0	0	1349	3047					
23:00 - 24:00				80	0	0	0	80	92	985	0	0	1077	0	1069	0	0	1069	2226					
24:00 - 01:00				42	0	0	0	42	71	795	0	0	866	0	795	0	0	795	1703					
01:00 - 02:00				30	0	0	0	30	40	541	0	0	581	0	557	0	0	557	1168					
02:00 - 03:00				22	0	0	0	22	24	442	0	0	466	0	452	0	0	452	940					
03:00 - 04:00				29	0	0	0	29	36	350	0	0	386	0	339	0	0	339	754					
04:00 - 05:00				42	0	0	0	42	37	346	0	0	383	0	507	0	0	507	932					
05:00 - 06:00				144	0	0	0	144	105	776	0	0	881	0	984	0	0	984	2009					
Total 24 hrs.				5221	0	0	0	5221	4701	37739	0	0	42440	0	40966	0	0	40966	88627					

9 - PCU

TURNING MOVEMENT VOLUME
Intersection : LATPHRAO RD./ SOI LATPHRAO 112 (Iamsombun)

Date : Wednesday 16th August 1989

Time	Traffic Volume (pcu/hr)																									
	NB Approach						SB Approach						EB Approach						WB Approach						TOTAL	
	LT	ST	RT	UT	TOTAL	UT	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL
06:00 - 07:00	75	0	0	0	75						0	1404	0	0	1404	287	2260	0	0	2547	4026					
07:00 - 08:00	236	0	0	0	236						0	2126	0	0	2126	711	2205	0	0	2916	5278					
08:00 - 09:00	173	0	0	0	173						0	2272	0	0	2272	256	2300	0	0	2556	5001					
09:00 - 10:00	103	0	0	0	103						0	2298	0	0	2298	121	2080	0	0	2201	4602					
10:00 - 11:00	71	0	0	0	71						0	2395	0	0	2395	102	2198	0	0	2300	4766					
11:00 - 12:00	79	0	0	0	79						0	2356	0	0	2356	106	2351	0	0	2457	4892					
12:00 - 13:00	102	0	0	0	102						0	2290	0	0	2290	91	2370	0	0	2461	4853					
13:00 - 14:00	89	0	0	0	89						0	2115	0	0	2115	93	2133	0	0	2226	4430					
14:00 - 15:00	89	0	0	0	89						0	2162	0	0	2162	109	1988	0	0	2097	4348					
15:00 - 16:00	210	0	0	0	210						0	2364	0	0	2364	155	2122	0	0	2277	4851					
16:00 - 17:00	247	0	0	0	247						0	2486	0	0	2486	205	2086	0	0	2291	5024					
17:00 - 18:00	265	0	0	0	265						0	2869	0	0	2869	145	1787	0	0	1932	5066					
18:00 - 19:00	186	0	0	0	186						0	2657	0	0	2657	77	1540	0	0	1617	4460					
19:00 - 20:00	162	0	0	0	162						0	2541	0	0	2541	53	1752	0	0	1805	4508					
20:00 - 21:00	92	0	0	0	92						0	2391	0	0	2391	46	1884	0	0	1930	4413					
21:00 - 22:00	64	0	0	0	64						0	2068	0	0	2068	53	1480	0	0	1533	3665					
22:00 - 23:00	68	0	0	0	68						0	1538	0	0	1538	36	1480	0	0	1516	3122					
23:00 - 24:00	32	0	0	0	32						0	1065	0	0	1065	10	1002	0	0	1012	2109					
24:00 - 01:00	12	0	0	0	12						0	837	0	0	837	10	774	0	0	784	1633					
01:00 - 02:00	11	0	0	0	11						0	571	0	0	571	4	508	0	0	512	1094					
02:00 - 03:00	9	0	0	0	9						0	464	0	0	464	3	372	0	0	375	848					
03:00 - 04:00	10	0	0	0	10						0	380	0	0	380	3	356	0	0	359	749					
04:00 - 05:00	14	0	0	0	14						0	387	0	0	387	9	503	0	0	512	913					
05:00 - 06:00	27	0	0	0	27						0	921	0	0	921	23	944	0	0	967	1915					
Total 24 hrs.	2426	0	0	0	2426						0	42957	0	0	42957	2708	38475	0	0	41183	86566					

10 - PCU

TURNING MOVEMENT VOLUME
 Intersection : LATPHRAO RD. / SOI LATPHRAO 122 (Mahat Thai 1)

Date : Wednesday 16th August 1989

Time	Traffic Volume (pcu/hr)																											
	NB Approach						SB Approach						EB Approach						WB Approach						TOTAL			
	LT	ST	RT	UT	TOTAL	UT	LT	ST	RT	UT	TOTAL	UT	ST	RT	UT	TOTAL	UT	LT	ST	RT	UT	TOTAL	UT	LT	ST	RT	UT	TOTAL
06:00 - 07:00	206	0	0	0	206												0	1156	222	0	1378	545	2341	0	0	2886	4470	
07:00 - 08:00	323	0	0	0	323												0	1500	288	0	1788	270	2591	0	0	2861	4972	
08:00 - 09:00	388	0	0	0	388												0	1616	369	0	1985	288	2169	0	0	2457	4830	
09:00 - 10:00	475	0	0	0	475												0	1503	309	0	1812	306	1726	0	0	2032	4319	
10:00 - 11:00	520	0	0	0	520												0	1459	179	0	1638	238	1779	0	0	2017	4175	
11:00 - 12:00	556	0	0	0	556												0	1197	210	0	1407	194	1904	0	0	2098	4061	
12:00 - 13:00	471	0	0	0	471												0	844	122	0	966	164	1988	0	0	2152	3589	
13:00 - 14:00	510	0	0	0	510												0	1461	222	0	1683	197	1715	0	0	1912	4105	
14:00 - 15:00	481	0	0	0	481												0	1252	264	0	1516	232	1616	0	0	1848	3845	
15:00 - 16:00	516	0	0	0	516												0	1380	309	0	1689	184	1760	0	0	1944	4149	
16:00 - 17:00	539	0	0	0	539												0	998	265	0	1263	201	1754	0	0	1955	3757	
17:00 - 18:00	626	0	0	0	626												0	1724	247	0	1971	213	1315	0	0	1528	4125	
18:00 - 19:00	687	0	0	0	687												0	1468	211	0	1679	154	1082	0	0	1236	3582	
19:00 - 20:00	557	0	0	0	557												0	1581	187	0	1768	149	1250	0	0	1399	3724	
20:00 - 21:00	557	0	0	0	557												0	1187	121	0	1308	132	1373	0	0	1505	3370	
21:00 - 22:00	495	0	0	0	495												0	1714	264	0	1978	120	1044	0	0	1164	3637	
22:00 - 23:00	416	0	0	0	416												0	1293	144	0	1437	73	1099	0	0	1172	3025	
23:00 - 24:00	237	0	0	0	237												0	835	101	0	936	86	780	0	0	866	2039	
24:00 - 01:00	193	0	0	0	193												0	606	79	0	685	58	591	0	0	649	1527	
01:00 - 02:00	145	0	0	0	145												0	393	42	0	435	34	365	0	0	399	979	
02:00 - 03:00	82	0	0	0	82												0	334	61	0	395	35	293	0	0	328	805	
03:00 - 04:00	58	0	0	0	58												0	324	32	0	356	19	301	0	0	320	734	
04:00 - 05:00	54	0	0	0	54												0	365	40	0	405	21	460	0	0	481	940	
05:00 - 06:00	62	0	0	0	62												0	531	87	0	618	79	906	0	0	985	1665	
Total 24 hrs.	9134	0	0	0	9134												0	26721	4375	0	31096	3992	32202	0	0	36194	76424	

11 - PCU

TURNING MOVEMENT VOLUME
 Intersection : LATPHRAO RD. / SRINAKARINTARA RD.

Date : Wednesday 16th August 1989

Time	Traffic Volume (pcu/hr)																								
	NB Approach						SB Approach						EB Approach						WB Approach						TOTAL
	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	
06:00 - 07:00	634	0	584	0	1218						0	417	854	10	1281	1199	880	0	1	2080	4579				
07:00 - 08:00	714	0	762	0	1476						0	526	1043	15	1584	932	932	0	0	1864	4924				
08:00 - 09:00	782	0	871	0	1653						0	450	927	14	1391	909	748	0	0	1657	4701				
09:00 - 10:00	757	0	822	0	1579						0	464	1013	13	1490	710	737	0	0	1447	4516				
10:00 - 11:00	836	0	857	2	1695						0	661	944	13	1616	804	791	0	0	1595	4908				
11:00 - 12:00	784	0	902	0	1686						0	531	867	10	1408	726	706	0	0	1432	4526				
12:00 - 13:00	844	0	940	1	1785						0	499	745	1	1245	754	778	0	0	1532	4562				
13:00 - 14:00	773	0	767	0	1540						0	661	842	3	1506	717	662	0	0	1379	4425				
14:00 - 15:00	848	0	896	0	1744						0	592	919	4	1515	762	822	0	0	1584	4843				
15:00 - 16:00	810	0	769	0	1579						0	723	1000	8	1731	817	799	0	0	1616	4926				
16:00 - 17:00	774	0	950	0	1724						0	707	925	10	1642	681	853	0	0	1534	4900				
17:00 - 18:00	794	0	905	0	1699						0	805	879	7	1691	806	795	0	0	1601	4991				
18:00 - 19:00	797	0	1017	0	1814						0	607	931	4	1542	655	759	0	0	1414	4770				
19:00 - 20:00	653	0	835	0	1488						0	674	758	8	1440	399	593	0	0	992	3920				
20:00 - 21:00	674	0	843	0	1517						0	496	706	5	1207	605	574	0	2	1181	3905				
21:00 - 22:00	612	0	767	0	1379						0	713	857	2	1572	452	570	0	5	1027	3978				
22:00 - 23:00	545	0	743	1	1289						0	516	390	4	910	486	420	0	5	911	3110				
23:00 - 24:00	439	0	466	1	906						0	389	308	5	702	184	234	0	10	428	2036				
24:00 - 01:00	281	0	239	0	520						0	234	201	5	440	68	219	0	4	291	1251				
01:00 - 02:00	179	0	207	0	386						0	226	101	1	328	86	155	0	6	247	961				
02:00 - 03:00	148	0	155	0	303						0	221	118	0	339	102	145	0	0	247	889				
03:00 - 04:00	147	0	212	0	359						0	122	100	10	232	138	134	0	3	275	866				
04:00 - 05:00	222	0	271	1	494						0	92	190	38	320	97	179	0	10	286	1100				
05:00 - 06:00	386	0	362	0	748						0	273	394	33	700	329	432	0	7	768	2216				
Total 24 hrs.	14433	0	16142	6	30581						0	11599	16012	223	27834	13418	13917	0	53	27388	85803				

TURNING MOVEMENT VOLUME
 Intersection : SUKHAPHIBAN 1 RD. / SUKHAPHIBAN 2 RD.

Date : Wednesday 16th August 1989

Traffic Volume (pcu/hr)

Time	NB Approach						SB Approach						EB Approach						WB Approach						TOTAL
	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	
06:00 - 07:00	282	166	141	0	589	25	524	820	1	1370	418	435	120	2	975	463	972	50	3	1488	4422				
07:00 - 08:00	292	294	238	2	826	37	534	574	1	1146	579	588	122	0	1289	479	1000	42	10	1531	4792				
08:00 - 09:00	286	384	293	2	965	43	605	479	0	1127	586	559	168	0	1313	427	899	36	15	1377	4782				
09:00 - 10:00	209	338	303	5	855	58	402	552	0	1012	621	491	161	0	1273	509	693	55	25	1282	4422				
10:00 - 11:00	208	353	349	18	928	81	381	526	0	988	657	672	188	1	1518	471	859	44	17	1391	4825				
11:00 - 12:00	196	436	346	17	995	62	425	602	0	1089	675	567	183	0	1425	480	635	64	24	1203	4712				
12:00 - 13:00	171	352	365	10	898	64	349	508	0	921	630	601	186	1	1418	440	870	66	26	1402	4639				
13:00 - 14:00	218	351	334	3	906	67	437	515	0	1019	613	622	188	2	1425	455	675	71	29	1230	4580				
14:00 - 15:00	207	448	346	3	1004	78	356	516	0	950	662	631	185	1	1479	514	866	107	45	1532	4965				
15:00 - 16:00	174	350	286	13	823	60	410	558	0	1028	633	676	183	0	1492	474	882	79	25	1460	4803				
16:00 - 17:00	195	375	317	9	896	58	415	562	0	1035	689	750	209	0	1648	460	797	66	23	1346	4925				
17:00 - 18:00	222	366	329	7	924	74	408	532	0	1014	678	800	218	0	1696	461	850	51	30	1392	5026				
18:00 - 19:00	194	354	329	14	891	95	350	471	0	916	702	736	172	0	1610	435	766	52	24	1277	4694				
19:00 - 20:00	169	305	290	0	764	56	370	342	0	768	663	677	172	0	1512	316	486	67	55	924	3968				
20:00 - 21:00	124	282	328	0	734	58	266	355	0	679	614	577	142	2	1335	336	719	57	49	1161	3909				
21:00 - 22:00	105	301	279	0	685	49	359	398	0	806	627	695	142	5	1469	280	520	42	24	866	3826				
22:00 - 23:00	70	254	220	0	544	41	331	298	0	670	533	571	117	4	1225	189	541	22	10	762	3201				
23:00 - 24:00	61	176	169	0	406	38	235	213	2	488	385	348	110	2	845	141	159	13	13	326	2065				
24:00 - 01:00	47	140	139	0	326	29	181	179	2	391	230	189	47	6	472	100	89	9	2	200	1389				
01:00 - 02:00	46	152	100	0	298	12	185	114	2	313	213	134	69	10	426	64	94	10	2	170	1207				
02:00 - 03:00	32	103	55	0	190	14	122	97	2	235	169	148	43	8	368	47	115	13	2	177	970				
03:00 - 04:00	52	98	57	0	207	22	177	105	0	304	135	120	32	16	303	50	100	14	3	167	981				
04:00 - 05:00	59	109	54	0	222	31	125	175	2	333	140	125	74	26	365	85	47	11	1	144	1064				
05:00 - 06:00	111	167	92	0	370	31	369	422	2	824	251	239	107	40	637	159	209	18	2	388	2219				
Total 24 hrs.	3730	6654	5759	103	16246	1183	8316	9913	14	19426	12103	11951	3338	126	27518	7835	13843	1059	459	23196	86386				

TURNING MOVEMENT VOLUME
 Intersection : RAMKHAHAENG RD. / SRINAKARINTARA RD.

Date : Wednesday 16th August 1989

Traffic Volume (pcu/hr)

Time	NB Approach						SB Approach						EB Approach						WB Approach						TOTAL																		
	LT	ST	RT	UT	TOTAL		LT	ST	RT	UT	TOTAL		LT	ST	RT	UT	TOTAL		LT	ST	RT	UT	TOTAL		LT	ST	RT	UT	TOTAL		LT	ST	RT	UT	TOTAL								
06:00 - 07:00	232	306	237	0	775	172	816	1075	0	2063	705	216	149	1	1071	877	1033	205	4	2119	6028	06:00 - 07:00	232	306	237	0	775	172	816	1075	0	2063	705	216	149	1	1071	877	1033	205	4	2119	6028
07:00 - 08:00	135	391	343	0	869	180	959	849	1	1989	1003	343	297	5	1648	1210	683	268	9	2170	6676	07:00 - 08:00	135	391	343	0	869	180	959	849	1	1989	1003	343	297	5	1648	1210	683	268	9	2170	6676
08:00 - 09:00	171	507	362	0	1040	230	818	792	2	1842	833	406	334	4	1577	924	843	283	7	2057	6516	08:00 - 09:00	171	507	362	0	1040	230	818	792	2	1842	833	406	334	4	1577	924	843	283	7	2057	6516
09:00 - 10:00	177	412	518	0	1107	243	666	777	1	1687	809	489	300	5	1603	891	694	291	14	1890	6287	09:00 - 10:00	177	412	518	0	1107	243	666	777	1	1687	809	489	300	5	1603	891	694	291	14	1890	6287
10:00 - 11:00	203	540	553	0	1296	259	686	797	3	1745	959	630	397	6	1992	881	625	235	10	1751	6784	10:00 - 11:00	203	540	553	0	1296	259	686	797	3	1745	959	630	397	6	1992	881	625	235	10	1751	6784
11:00 - 12:00	252	498	628	0	1378	242	672	689	1	1604	982	657	367	25	2031	785	567	217	11	1580	6593	11:00 - 12:00	252	498	628	0	1378	242	672	689	1	1604	982	657	367	25	2031	785	567	217	11	1580	6593
12:00 - 13:00	245	599	619	0	1463	200	558	726	0	1484	948	639	359	31	1977	729	675	258	8	1670	6594	12:00 - 13:00	245	599	619	0	1463	200	558	726	0	1484	948	639	359	31	1977	729	675	258	8	1670	6594
13:00 - 14:00	247	465	488	0	1200	222	612	721	0	1555	919	681	409	19	2028	773	606	239	9	1627	6410	13:00 - 14:00	247	465	488	0	1200	222	612	721	0	1555	919	681	409	19	2028	773	606	239	9	1627	6410
14:00 - 15:00	228	474	645	0	1347	288	698	694	0	1678	814	545	271	13	1643	767	678	249	11	1705	6373	14:00 - 15:00	228	474	645	0	1347	288	698	694	0	1678	814	545	271	13	1643	767	678	249	11	1705	6373
15:00 - 16:00	220	367	616	0	1203	267	790	767	0	1824	778	635	328	6	1747	749	548	241	12	1550	6324	15:00 - 16:00	220	367	616	0	1203	267	790	767	0	1824	778	635	328	6	1747	749	548	241	12	1550	6324
16:00 - 17:00	170	437	616	0	1223	249	587	774	0	1610	997	735	313	18	2063	828	533	237	12	1610	6506	16:00 - 17:00	170	437	616	0	1223	249	587	774	0	1610	997	735	313	18	2063	828	533	237	12	1610	6506
17:00 - 18:00	158	450	575	0	1183	315	601	775	0	1691	970	747	348	23	2088	708	542	296	8	1554	6516	17:00 - 18:00	158	450	575	0	1183	315	601	775	0	1691	970	747	348	23	2088	708	542	296	8	1554	6516
18:00 - 19:00	105	472	532	0	1109	313	571	699	0	1583	951	728	303	20	2002	568	525	256	17	1366	6060	18:00 - 19:00	105	472	532	0	1109	313	571	699	0	1583	951	728	303	20	2002	568	525	256	17	1366	6060
19:00 - 20:00	82	501	628	0	1211	261	467	431	0	1159	833	672	259	20	1784	526	317	220	22	1085	5239	19:00 - 20:00	82	501	628	0	1211	261	467	431	0	1159	833	672	259	20	1784	526	317	220	22	1085	5239
20:00 - 21:00	89	360	589	0	1038	299	469	540	0	1308	852	676	238	15	1781	418	463	222	23	1126	5253	20:00 - 21:00	89	360	589	0	1038	299	469	540	0	1308	852	676	238	15	1781	418	463	222	23	1126	5253
21:00 - 22:00	120	382	535	0	1037	287	484	529	0	1300	732	694	162	16	1604	505	374	202	25	1106	5047	21:00 - 22:00	120	382	535	0	1037	287	484	529	0	1300	732	694	162	16	1604	505	374	202	25	1106	5047
22:00 - 23:00	201	369	486	0	1056	135	338	395	0	868	637	593	146	11	1387	208	382	182	23	795	4106	22:00 - 23:00	201	369	486	0	1056	135	338	395	0	868	637	593	146	11	1387	208	382	182	23	795	4106
23:00 - 24:00	135	172	249	0	556	116	188	180	0	484	457	551	110	12	1130	272	375	109	17	773	2943	23:00 - 24:00	135	172	249	0	556	116	188	180	0	484	457	551	110	12	1130	272	375	109	17	773	2943
24:00 - 01:00	76	145	163	0	384	57	115	72	1	245	269	417	80	29	795	119	188	81	16	404	1828	24:00 - 01:00	76	145	163	0	384	57	115	72	1	245	269	417	80	29	795	119	188	81	16	404	1828
01:00 - 02:00	57	107	125	0	289	28	62	92	1	183	229	328	50	22	629	97	204	54	7	362	1463	01:00 - 02:00	57	107	125	0	289	28	62	92	1	183	229	328	50	22	629	97	204	54	7	362	1463
02:00 - 03:00	67	95	100	0	262	48	40	118	0	206	172	213	37	18	440	78	166	36	5	285	1193	02:00 - 03:00	67	95	100	0	262	48	40	118	0	206	172	213	37	18	440	78	166	36	5	285	1193
03:00 - 04:00	40	103	82	0	225	46	65	116	4	231	221	165	49	29	464	178	185	38	6	407	1327	03:00 - 04:00	40	103	82	0	225	46	65	116	4	231	221	165	49	29	464	178	185	38	6	407	1327
04:00 - 05:00	43	141	85	0	269	34	138	128	3	303	231	134	44	14	423	139	258	67	8	472	1467	04:00 - 05:00	43	141	85	0	269	34	138	128	3	303	231	134	44	14	423	139	258	67	8	472	1467
05:00 - 06:00	110	184	153	0	447	75	236	422	2	735	361	188	85	16	650	295	472	108	6	871	2703	05:00 - 06:00	110	184	153	0	447	75	236	422	2	735	361	188	85	16	650	295	472	108	6	871	2703
Total 24 hrs.	3563	8477	9927	0	21967	4566	11634	13158	19	29377	16662	12082	5435	378	34557	13515	11936	4594	290	30335	116236	Total 24 hrs.	3563	8477	9927	0	21967	4566	11634	13158	19	29377	16662	12082	5435	378	34557	13515	11936	4594	290	30335	116236

TURNING MOVEMENT VOLUME
 Intersection : SRINAKARINTARA RD. / KRUNGTHEP KRETHA RD.

Date : Wednesday 16th August 1989

Time	Traffic Volume (pcu/hr)																							
	NB Approach						SB Approach						EB Approach						WB Approach					
	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT
06:00 - 07:00	0	721	66	0	787	127	1750	0	0	1877						62	0	120	0	182	2846			
07:00 - 08:00	0	1243	78	0	1321	428	1978	0	0	2406						57	0	199	0	256	3983			
08:00 - 09:00	0	1260	81	0	1341	210	1855	0	0	2065						56	0	129	0	185	3591			
09:00 - 10:00	0	1374	72	0	1446	208	1639	0	0	1847						66	0	132	0	198	3491			
10:00 - 11:00	0	1488	96	0	1584	209	1623	0	0	1832						68	0	147	0	215	3631			
11:00 - 12:00	0	1244	101	0	1345	187	1431	0	0	1618						93	0	115	0	208	3171			
12:00 - 13:00	0	1395	102	0	1497	230	1284	0	0	1514						59	0	134	0	193	3204			
13:00 - 14:00	0	1315	85	0	1400	174	1420	0	0	1594						60	0	95	0	155	3149			
14:00 - 15:00	0	1543	81	0	1624	194	1471	0	0	1665						69	0	106	0	175	3464			
15:00 - 16:00	0	1524	90	0	1614	239	1421	0	0	1660						43	0	105	0	148	3422			
16:00 - 17:00	0	1577	101	0	1678	261	1451	0	0	1712						69	0	127	0	196	3586			
17:00 - 18:00	0	1869	74	0	1943	239	1380	0	0	1619						54	0	152	0	206	3768			
18:00 - 19:00	0	1635	82	0	1717	211	1206	0	0	1417						53	0	111	0	164	3298			
19:00 - 20:00	0	1322	83	0	1405	175	919	0	0	1094						38	0	81	0	119	2618			
20:00 - 21:00	0	1403	98	0	1501	163	825	0	0	988						48	0	146	0	194	2683			
21:00 - 22:00	0	1134	94	0	1228	176	992	0	0	1168						28	0	122	0	150	2546			
22:00 - 23:00	0	799	63	0	862	117	712	0	0	829						32	0	73	0	105	1796			
23:00 - 24:00	0	450	42	0	492	83	476	0	0	559						26	0	30	0	56	1107			
24:00 - 01:00	0	302	28	0	330	67	278	0	0	345						9	0	33	0	42	717			
01:00 - 02:00	0	245	27	0	272	39	240	0	0	279						8	0	10	0	18	569			
02:00 - 03:00	0	207	18	0	225	32	148	0	0	180						16	0	8	0	24	429			
03:00 - 04:00	0	172	20	0	192	34	299	0	0	333						2	0	14	0	16	541			
04:00 - 05:00	0	188	29	0	217	36	355	0	0	391						7	0	25	0	32	640			
05:00 - 06:00	0	412	61	0	473	69	609	0	0	678						18	0	79	0	97	1248			
Total 24 hrs.	0	24822	1672	0	26494	3908	25762	0	0	28670						1041	0	2293	0	3334	59498			

TURNING MOVEMENT VOLUME
Intersection : SRINAKARINTARA RD. / PHATTHANAKAN RD.

Date : Wednesday 16th August 1989

Traffic Volume (pcu/hr)

Time	NB Approach						SB Approach						EB Approach						HB Approach						TOTAL
	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	
06:00 - 07:00	343	658	96	0	1097	142	772	922	3	1839	261	283	295	1	840	155	744	162	26	1087	4863				
07:00 - 08:00	393	732	196	0	1321	145	1360	740	1	2246	345	463	382	2	1192	410	785	287	34	1516	6275				
08:00 - 09:00	446	850	85	0	1381	136	1158	555	0	1849	337	377	378	0	1092	172	528	228	16	944	5266				
09:00 - 10:00	455	1011	79	0	1545	175	1236	580	1	1992	428	370	551	16	1365	137	445	205	14	801	5703				
10:00 - 11:00	523	1084	100	0	1707	186	1018	504	0	1708	426	443	545	10	1424	130	452	216	17	815	5654				
11:00 - 12:00	446	1043	87	0	1576	203	927	499	0	1629	483	398	494	7	1382	92	371	177	15	655	5242				
12:00 - 13:00	454	998	61	0	1513	165	971	373	0	1509	475	431	518	16	1440	72	318	179	9	578	5040				
13:00 - 14:00	496	944	86	0	1526	169	811	417	0	1397	433	343	543	10	1329	104	364	206	14	688	4940				
14:00 - 15:00	507	1225	81	0	1813	192	941	442	1	1576	472	358	583	8	1421	113	330	167	18	628	5438				
15:00 - 16:00	513	1095	107	0	1715	187	762	419	5	1373	596	466	512	6	1580	92	386	195	9	682	5350				
16:00 - 17:00	488	1049	165	0	1702	225	862	411	3	1501	584	641	549	5	1779	176	414	245	14	849	5831				
17:00 - 18:00	386	1275	106	0	1767	179	975	368	2	1524	677	641	532	16	1866	117	424	212	15	768	5925				
18:00 - 19:00	444	1355	133	0	1932	179	896	371	0	1446	630	568	521	15	1734	134	365	197	24	720	5832				
19:00 - 20:00	378	1078	110	0	1566	176	731	323	2	1232	536	438	400	16	1390	71	279	147	8	505	4693				
20:00 - 21:00	276	901	78	0	1255	113	643	331	1	1088	637	474	458	13	1582	59	217	131	6	413	4338				
21:00 - 22:00	259	673	45	0	977	92	450	207	1	750	374	368	490	4	1236	60	171	74	2	307	3270				
22:00 - 23:00	337	498	44	0	879	120	632	255	3	1010	331	320	391	3	1045	29	179	99	0	307	3241				
23:00 - 24:00	185	334	15	0	534	78	323	154	0	555	181	180	282	13	656	12	96	56	0	164	1909				
24:00 - 01:00	117	199	11	0	327	45	219	101	1	366	102	126	194	20	442	6	96	41	2	145	1280				
01:00 - 02:00	88	142	7	0	237	33	179	79	0	291	100	96	140	14	350	9	51	11	1	72	950				
02:00 - 03:00	108	147	6	0	261	24	102	45	1	172	67	65	109	30	271	5	36	19	1	61	765				
03:00 - 04:00	80	111	1	0	192	24	167	50	0	241	56	68	106	1	231	1	28	21	0	50	714				
04:00 - 05:00	93	137	2	0	232	37	206	58	0	301	76	67	100	2	245	3	63	36	1	103	881				
05:00 - 06:00	181	305	9	0	495	66	394	227	0	687	128	121	138	2	389	10	138	46	3	197	1768				
Total 24 hrs.	7996	17644	1710	0	27550	3091	16735	8431	25	26282	8735	8105	9211	230	26281	2169	7280	3357	249	13055	95168				

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TURNING MOVEMENT VOLUME
 Intersection : RAMKHAMHAENG RD. / SOI RAMKHAMHAENG 32 (Wisetsuk)

Date : Wednesday 16th August 1989

Time	Traffic Volume (pcu/hr)																								
	NB Approach						SB Approach						EB Approach						WB Approach						TOTAL
	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	
06:00 - 07:00	53	0	0	0	53						0	1071	0	0	1071	21	2320	0	0	2341	3465				
07:00 - 08:00	42	0	0	0	42						0	1647	0	0	1647	27	1646	0	0	1673	3362				
08:00 - 09:00	50	0	0	0	50						0	1576	0	0	1576	48	1764	0	0	1812	3438				
09:00 - 10:00	42	0	0	0	42						0	1603	0	0	1603	30	1625	0	0	1655	3300				
10:00 - 11:00	41	0	0	0	41						0	1992	0	0	1992	44	1587	0	0	1631	3664				
11:00 - 12:00	32	0	0	0	32						0	2032	0	0	2032	35	1498	0	0	1533	3597				
12:00 - 13:00	49	0	0	0	49						0	1976	0	0	1976	33	1643	0	0	1676	3701				
13:00 - 14:00	46	0	0	0	46						0	2029	0	0	2029	36	1557	0	0	1593	3668				
14:00 - 15:00	30	0	0	0	30						0	1644	0	0	1644	31	1582	0	0	1613	3287				
15:00 - 16:00	48	0	0	0	48						0	1746	0	0	1746	52	1489	0	0	1541	3335				
16:00 - 17:00	49	0	0	0	49						0	2063	0	0	2063	52	1442	0	0	1494	3606				
17:00 - 18:00	39	0	0	0	39						0	2089	0	0	2089	48	1449	0	0	1497	3625				
18:00 - 19:00	23	0	0	0	23						0	2001	0	0	2001	41	1308	0	0	1349	3373				
19:00 - 20:00	30	0	0	0	30						0	1784	0	0	1784	50	800	0	0	850	2664				
20:00 - 21:00	33	0	0	0	33						0	1782	0	0	1782	45	1062	0	0	1107	2922				
21:00 - 22:00	16	0	0	0	16						0	1604	0	0	1604	23	1016	0	0	1039	2659				
22:00 - 23:00	7	0	0	0	7						0	1386	0	0	1386	14	974	0	0	988	2381				
23:00 - 24:00	11	0	0	0	11						0	1131	0	0	1131	10	698	0	0	708	1850				
24:00 - 01:00	4	0	0	0	4						0	793	0	0	793	5	358	0	0	363	1160				
01:00 - 02:00	2	0	0	0	2						0	629	0	0	629	3	370	0	0	373	1004				
02:00 - 03:00	11	0	0	0	11						0	440	0	0	440	1	368	0	0	369	820				
03:00 - 04:00	13	0	0	0	13						0	464	0	0	464	2	368	0	0	370	847				
04:00 - 05:00	21	0	0	0	21						0	424	0	0	424	6	437	0	0	443	888				
05:00 - 06:00	44	0	0	0	44						0	652	0	0	652	9	1011	0	0	1020	1716				
Total 24 hrs.	736	0	0	0	736						0	34558	0	0	34558	666	28372	0	0	29038	64332				

19 - PCU

TURNING MOVEMENT VOLUME
 Intersection : RAMKHAMHAENG RD. / SOI RAMKHAMHAENG 65 (HUA MARK)

Date : Wednesday 16th August 1989

Time	Traffic Volume (pcu/hr)																								
	NB Approach						SB Approach						EB Approach						WB Approach						TOTAL
	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL
06:00 - 07:00						48	0	662	0	710	185	972	0	0	1157	0	2287	86	0	2373	4240				
07:00 - 08:00						171	0	741	0	912	304	1413	0	0	1717	0	1196	121	0	1317	3946				
08:00 - 09:00						189	0	683	0	872	404	1332	0	0	1736	0	1951	147	1	2099	4707				
09:00 - 10:00						146	0	562	0	708	476	1620	0	0	2096	0	1880	252	6	2138	4942				
10:00 - 11:00						122	0	501	0	623	431	1667	0	0	2098	0	1789	295	3	2087	4808				
11:00 - 12:00						129	0	461	0	590	483	1837	0	0	2320	0	1762	262	9	2033	4943				
12:00 - 13:00						110	0	360	0	470	508	1640	0	1	2149	0	1661	207	3	1871	4490				
13:00 - 14:00						133	0	422	0	555	523	1958	0	0	2481	0	1741	219	4	1964	5000				
14:00 - 15:00						90	0	389	0	479	422	1425	0	2	1849	0	1658	215	9	1882	4210				
15:00 - 16:00						125	0	412	0	537	480	1945	0	0	2425	0	1610	206	6	1822	4784				
16:00 - 17:00						132	0	432	0	564	629	2090	0	0	2719	0	1527	245	4	1776	5059				
17:00 - 18:00						141	0	402	0	543	678	1955	0	2	2635	0	1564	332	3	1899	5077				
18:00 - 19:00						92	0	334	0	426	656	1680	0	0	2336	0	1334	385	6	1725	4487				
19:00 - 20:00						96	0	289	0	385	503	1415	0	0	1918	0	1008	327	5	1340	3643				
20:00 - 21:00						81	0	295	0	376	689	1758	0	0	2447	0	1063	241	1	1305	4128				
21:00 - 22:00						106	0	299	0	405	682	1778	0	0	2460	0	1104	269	3	1376	4241				
22:00 - 23:00						67	0	257	0	324	421	1266	0	0	1687	0	787	184	0	971	2982				
23:00 - 24:00						59	0	169	0	228	257	1012	0	1	1270	0	648	48	1	697	2195				
24:00 - 01:00						34	0	144	0	178	240	778	0	2	1020	0	318	45	0	363	1561				
01:00 - 02:00						25	0	84	0	109	181	544	0	0	725	0	348	22	1	371	1205				
02:00 - 03:00						23	0	87	0	110	164	452	0	2	618	0	358	19	0	377	1105				
03:00 - 04:00						12	0	51	0	63	103	371	0	4	478	0	372	6	0	378	919				
04:00 - 05:00						27	0	56	0	83	105	408	0	0	513	0	436	18	0	454	1050				
05:00 - 06:00						52	0	130	0	182	104	610	0	1	715	0	1036	44	1	1081	1978				
Total 24 hrs.						2210	0	8222	0	10432	9628	31926	0	15	41569	0	29438	4195	66	33699	85700				

TURNING MOVEMENT VOLUME

Intersection : RAMKHAMHAENG RD. / SOI RAMKHAMHAENG 53 (Chansichawala)

Date : Wednesday 16th August 1989

Time	Traffic Volume (pcu/hr)												TOTAL				
	NB Approach			SB Approach			EB Approach			WB Approach							
	LT	ST	RT	LT	ST	RT	LT	ST	RT	LT	ST	RT	LT	ST	RT	UT	TOTAL
06:00 - 07:00	67	0	0	67	49	1097	0	0	1146	0	0	2949	0	0	2949	0	4162
07:00 - 08:00	165	0	0	165	81	1663	0	0	1744	0	0	1937	0	0	1937	0	3846
08:00 - 09:00	112	0	0	112	69	1680	0	0	1749	0	0	2635	0	0	2635	0	4496
09:00 - 10:00	64	0	0	64	77	2295	0	0	2362	0	0	2444	0	0	2444	0	4870
10:00 - 11:00	76	0	0	76	65	2206	0	0	2271	0	0	2291	0	0	2291	0	4638
11:00 - 12:00	59	0	0	59	85	2470	0	0	2555	0	0	2223	0	0	2223	0	4837
12:00 - 13:00	60	0	0	60	61	2304	0	0	2365	0	0	2022	0	0	2022	0	4447
13:00 - 14:00	80	0	0	80	82	2504	0	0	2586	0	0	2162	0	0	2162	0	4828
14:00 - 15:00	43	0	0	43	61	1988	0	0	2049	0	0	2049	0	0	2049	0	4141
15:00 - 16:00	102	0	0	102	88	2560	0	0	2648	0	0	2021	0	0	2021	0	4771
16:00 - 17:00	103	0	0	103	89	2640	0	0	2729	0	0	1958	0	0	1958	0	4790
17:00 - 18:00	68	0	0	68	90	2828	0	0	2918	0	0	1969	0	0	1969	0	4955
18:00 - 19:00	56	0	0	56	70	2405	0	0	2475	0	0	1668	0	0	1668	0	4199
19:00 - 20:00	66	0	0	66	61	2138	0	0	2199	0	0	1298	0	0	1298	0	3563
20:00 - 21:00	61	0	0	61	90	2559	0	0	2679	0	0	1358	0	0	1358	0	4098
21:00 - 22:00	53	0	0	53	90	2468	0	0	2558	0	0	1403	0	0	1403	0	4014
22:00 - 23:00	30	0	0	30	47	1723	0	0	1770	0	0	1522	0	0	1522	0	3322
23:00 - 24:00	18	0	0	18	27	1338	0	0	1365	0	0	1110	0	0	1110	0	2493
24:00 - 01:00	25	0	0	25	31	1102	0	0	1133	0	0	716	0	0	716	0	1874
01:00 - 02:00	19	0	0	19	22	830	0	0	852	0	0	510	0	0	510	0	1381
02:00 - 03:00	26	0	0	26	29	676	0	0	705	0	0	494	0	0	494	0	1225
03:00 - 04:00	12	0	0	12	16	594	0	0	610	0	0	527	0	0	527	0	1149
04:00 - 05:00	21	0	0	21	8	508	0	0	516	0	0	529	0	0	529	0	1066
05:00 - 06:00	32	0	0	32	29	712	0	0	741	0	0	1153	0	0	1153	0	1926
Total 24 hrs.	1419	0	0	1418	1417	43308	0	0	44725	0	0	38948	0	0	38948	0	85091

21 - PCU

TURNING MOVEMENT VOLUME
 Intersection : RAMKHAMHAENG RD. / SOI RAMKHAMHAENG 39 (Theplilla)

Date : Wednesday 16th August 1989

Time	Traffic Volume (pcu/hr)																								
	NB Approach						SB Approach						EB Approach						WB Approach						TOTAL
	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	
06:00 - 07:00	78	1264	0	0	1342	0	2812	136	0	2948	166	0	0	0	166	0	0	0	0	0	0	0	0	0	4456
07:00 - 08:00	117	1876	0	0	1993	0	1787	146	2	1935	278	0	0	0	278	0	0	0	0	0	0	0	0	0	4206
08:00 - 09:00	102	1599	0	0	1701	0	2439	196	0	2635	264	0	0	0	264	0	0	0	0	0	0	0	0	0	4600
09:00 - 10:00	153	2123	0	0	2276	0	2299	143	1	2443	243	0	0	0	243	0	0	0	0	0	0	0	0	0	4962
10:00 - 11:00	170	2158	0	0	2328	0	2131	159	1	2291	274	0	0	0	274	0	0	0	0	0	0	0	0	0	4893
11:00 - 12:00	171	2207	0	0	2378	0	2087	133	2	2222	257	0	0	0	257	0	0	0	0	0	0	0	0	0	4857
12:00 - 13:00	146	2246	0	0	2392	0	1913	107	2	2022	223	0	0	0	223	0	0	0	0	0	0	0	0	0	4637
13:00 - 14:00	137	2116	0	0	2253	0	2052	114	0	2166	354	0	0	0	354	0	0	0	0	0	0	0	0	0	4773
14:00 - 15:00	153	2150	0	0	2303	0	1918	131	0	2049	286	0	0	0	286	0	0	0	0	0	0	0	0	0	4638
15:00 - 16:00	178	2567	0	0	2745	0	1911	111	0	2022	337	0	0	0	337	0	0	0	0	0	0	0	0	0	5104
16:00 - 17:00	195	2481	0	0	2676	0	1957	1	0	1958	272	0	0	0	272	0	0	0	0	0	0	0	0	0	4906
17:00 - 18:00	175	2466	0	0	2641	0	1969	0	0	1969	302	0	0	0	302	0	0	0	0	0	0	0	0	0	4912
18:00 - 19:00	171	2307	0	0	2478	0	1668	0	0	1668	271	0	0	0	271	0	0	0	0	0	0	0	0	0	4417
19:00 - 20:00	184	1789	0	0	1973	0	1298	0	0	1298	210	0	0	0	210	0	0	0	0	0	0	0	0	0	3481
20:00 - 21:00	124	2160	0	0	2284	0	1350	8	0	1358	219	0	0	0	219	0	0	0	0	0	0	0	0	0	3861
21:00 - 22:00	125	2302	0	0	2427	0	1390	13	0	1403	211	0	0	0	211	0	0	0	0	0	0	0	0	0	4041
22:00 - 23:00	101	1759	0	0	1860	0	1455	65	2	1522	181	0	0	0	181	0	0	0	0	0	0	0	0	0	3563
23:00 - 24:00	53	1279	0	0	1332	0	1067	43	1	1111	94	0	0	0	94	0	0	0	0	0	0	0	0	0	2537
24:00 - 01:00	51	982	0	0	1033	0	681	32	2	715	78	0	0	0	78	0	0	0	0	0	0	0	0	0	1826
01:00 - 02:00	28	823	0	0	851	0	480	31	0	511	71	0	0	0	71	0	0	0	0	0	0	0	0	0	1433
02:00 - 03:00	28	639	0	0	667	0	466	26	2	494	40	0	0	0	40	0	0	0	0	0	0	0	0	0	1201
03:00 - 04:00	32	567	0	0	599	0	499	23	4	526	52	0	0	0	52	0	0	0	0	0	0	0	0	0	1177
04:00 - 05:00	14	425	0	0	439	0	491	29	7	527	51	0	0	0	51	0	0	0	0	0	0	0	0	0	1017
05:00 - 06:00	38	671	0	0	709	0	1082	64	8	1154	103	0	0	0	103	0	0	0	0	0	0	0	0	0	1966
Total 24 hrs.	2724	40956	0	0	43680	0	37202	1711	34	38947	4837	0	0	0	4837	0	0	0	0	0	0	0	0	0	87464

Remark : The traffic on SB approach was not allowed to turn right during 16:00-21:45 hr.

TURNING MOVEMENT VOLUME
 Intersection : RAMKHAMHAENG RD. / SOI RAMKHAMHAENG 24 (H: Ban Seri)

Date : Wednesday 16th August 1989

Time	Traffic Volume (pcu/hr)																				
	NB Approach			SB Approach			EB Approach			WB Approach			TOTAL								
	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	
06:00 - 07:00	0	1295	191	0	1486	81	2867	0	0	2948						562	0	46	0	608	5042
07:00 - 08:00	0	1994	549	1	2544	72	2077	0	0	2149						872	0	0	0	872	5565
08:00 - 09:00	0	1647	479	1	2127	154	2572	0	0	2726						718	0	55	0	773	5626
09:00 - 10:00	0	2066	497	0	2563	168	2319	0	0	2487						610	0	211	0	821	5871
10:00 - 11:00	0	2151	526	2	2679	168	2002	0	0	2170						516	0	176	0	692	5541
11:00 - 12:00	0	2221	406	0	2627	168	1744	0	0	1912						477	0	155	0	632	5171
12:00 - 13:00	0	2254	389	1	2644	146	2050	0	0	2196						486	0	138	0	624	5464
13:00 - 14:00	0	2073	351	0	2424	131	2164	0	0	2295						417	0	181	0	598	5317
14:00 - 15:00	0	2158	342	0	2500	100	2085	0	0	2185						610	0	148	0	758	5423
15:00 - 16:00	0	2565	430	1	2996	153	2116	0	0	2269						546	0	180	0	726	5991
16:00 - 17:00	0	2561	562	0	3123	145	1770	0	0	1915						455	0	114	0	569	5607
17:00 - 18:00	0	2440	671	0	3111	149	1988	0	0	2137						476	0	201	0	677	5925
18:00 - 19:00	0	2314	832	0	3146	147	1561	0	0	1708						408	0	164	0	572	5426
19:00 - 20:00	0	1842	467	0	2309	114	1653	0	0	1767						290	0	131	0	421	4497
20:00 - 21:00	0	2195	476	0	2671	103	1520	0	0	1623						269	0	89	0	358	4652
21:00 - 22:00	0	2290	394	2	2686	129	1441	0	0	1570						359	0	137	0	496	4752
22:00 - 23:00	0	1771	279	10	2060	121	1433	0	0	1554						174	0	89	0	263	3877
23:00 - 24:00	0	1276	172	10	1458	68	959	0	0	1027						115	0	57	0	172	2657
24:00 - 01:00	0	967	100	7	1074	39	775	0	0	814						82	0	67	0	149	2037
01:00 - 02:00	0	825	84	5	914	23	547	0	0	570						53	0	27	0	80	1564
02:00 - 03:00	0	650	63	2	715	14	520	0	0	534						57	0	21	0	78	1327
03:00 - 04:00	0	568	60	4	632	26	434	0	0	460						52	0	32	0	84	1176
04:00 - 05:00	0	414	44	1	459	39	422	0	0	461						28	0	27	0	55	975
05:00 - 06:00	0	655	63	3	721	50	963	0	0	1013						107	0	53	0	160	1894
Total 24 hrs.	0	41192	8427	50	49669	2508	37962	0	0	40470						8739	0	2499	0	11238	101377

Remark : The traffic on WB approach was not allowed to turn right during 06:30-08:30 hr.

TURNING MOVEMENT VOLUME

25 - PCU

Intersection : RAMKHAMHAENG RD. / NEW PHETCHABURI RD. / PHATTHANAKAN RD.

Date : Wednesday 16th August 1989

Traffic Volume (pcu/hr)

Time	NB Approach						SB Approach						EB Approach						WB Approach						TOTAL	
	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT		TOTAL
06:00 - 07:00	327	427	245	20	1019	235	620	1213	0	2068	399	281	129	14	823	556	1254	380	18	2208	6118					
07:00 - 08:00	364	533	362	20	1279	250	606	842	0	1698	759	530	156	7	1452	950	1208	321	24	2503	6932					
08:00 - 09:00	298	417	286	23	1024	536	990	1164	0	2690	817	528	184	8	1537	798	1060	481	57	2396	7647					
09:00 - 10:00	313	659	417	13	1402	539	597	749	0	1885	960	805	280	26	2071	697	769	497	47	2010	7368					
10:00 - 11:00	324	569	338	12	1243	711	711	675	1	2098	1006	648	217	33	1904	603	642	606	40	1891	7136					
11:00 - 12:00	284	553	325	11	1173	613	653	594	0	1860	1051	946	265	25	2287	645	654	583	50	1932	7252					
12:00 - 13:00	351	628	392	20	1391	606	759	667	0	2032	1019	773	271	26	2089	550	532	574	48	1704	7216					
13:00 - 14:00	329	617	329	18	1293	688	742	709	0	2139	1011	725	220	12	1968	563	580	554	41	1738	7138					
14:00 - 15:00	302	651	352	19	1324	551	648	605	3	1807	903	806	239	26	1974	598	500	505	37	1640	6745					
15:00 - 16:00	290	539	462	9	1300	646	834	716	1	2197	1122	1013	249	25	2409	706	592	486	36	1820	7726					
16:00 - 17:00	326	627	510	13	1476	669	775	645	0	2089	1273	1067	288	15	2643	672	527	440	50	1689	7897					
17:00 - 18:00	343	641	493	10	1487	585	591	512	1	1689	1401	1246	243	10	2900	601	425	510	59	1595	7671					
18:00 - 19:00	189	558	350	9	1106	641	649	498	1	1789	1210	1146	218	7	2581	482	360	468	37	1347	6823					
19:00 - 20:00	177	495	334	2	1008	521	520	383	0	1424	935	1036	178	15	2164	387	382	411	43	1223	5819					
20:00 - 21:00	240	571	346	0	1157	662	506	418	1	1587	1158	1104	212	7	2481	476	375	463	52	1366	6591					
21:00 - 22:00	225	447	329	10	1011	707	664	443	1	1915	740	822	172	17	1751	470	469	431	69	1439	6016					
22:00 - 23:00	261	445	244	22	972	580	560	507	3	1650	694	623	214	16	1547	421	440	287	52	1200	5369					
23:00 - 24:00	247	386	156	16	805	344	369	370	0	1083	609	480	195	13	1297	259	270	198	45	772	3957					
24:00 - 01:00	295	294	151	14	754	213	277	324	3	817	561	429	273	25	1288	203	272	172	27	674	3533					
01:00 - 02:00	216	203	88	16	523	169	175	264	2	610	426	370	192	18	1006	176	161	110	23	470	2609					
02:00 - 03:00	163	179	93	10	445	147	162	272	5	586	403	243	151	9	806	110	153	107	16	386	2223					
03:00 - 04:00	153	144	65	8	370	116	141	206	2	465	304	194	166	14	678	107	115	78	11	311	1824					
04:00 - 05:00	119	162	87	7	375	108	160	155	0	423	205	174	84	14	477	99	132	97	13	341	1616					
05:00 - 06:00	160	278	153	16	607	192	248	307	0	747	265	172	105	9	551	149	295	203	11	658	2563					
Total 24 hrs.	6296	11023	6907	318	24544	11029	12957	13238	24	37248	19231	16161	4901	391	40684	11278	12167	8962	906	33313	135789					

TURNING MOVEMENT VOLUME
 Intersection : NEW PHETCHABURI RD. / SOI SUKHUMVIT 63 (Ekamai)

Date : Wednesday 16th August 1989

Time	Traffic Volume (pcu/hr)																								
	NB Approach						SB Approach						EB Approach						WB Approach						TOTAL
	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	
06:00 - 07:00	527	0	251	0	778						0	824	409	40	1273	311	2507	0	0	2818	4869				
07:00 - 08:00	912	0	550	0	1462						0	1452	901	129	2482	348	2076	0	0	2424	6368				
08:00 - 09:00	891	0	647	0	1538						0	1539	1190	102	2831	692	1838	0	0	2530	6899				
09:00 - 10:00	746	0	694	0	1440						0	2071	1212	131	3414	524	1331	0	0	1855	6709				
10:00 - 11:00	724	0	706	0	1430						0	1901	1377	152	3430	487	1185	0	0	1672	6532				
11:00 - 12:00	523	0	696	0	1219						0	2289	1236	115	3640	583	1014	0	0	1597	6456				
12:00 - 13:00	515	0	671	0	1186						0	2090	1050	108	3248	559	1020	0	0	1579	6013				
13:00 - 14:00	531	0	617	0	1148						0	1967	735	134	2836	617	1018	0	0	1635	5619				
14:00 - 15:00	548	0	585	0	1133						0	1873	685	196	2854	418	1016	0	0	1434	5421				
15:00 - 16:00	537	0	711	0	1248						0	2411	945	373	3729	568	1067	0	0	1635	6612				
16:00 - 17:00	690	0	767	0	1457						0	2644	974	321	3939	520	996	0	0	1516	6912				
17:00 - 18:00	508	0	790	0	1298						0	2899	985	243	4127	432	861	0	0	1293	6718				
18:00 - 19:00	601	0	827	0	1428						0	2581	1065	177	3823	419	637	0	0	1056	6307				
19:00 - 20:00	402	0	685	0	1087						0	2163	1016	158	3337	348	612	0	0	960	5384				
20:00 - 21:00	524	0	680	0	1204						0	2483	774	171	3428	405	640	0	0	1045	5677				
21:00 - 22:00	491	0	580	0	1071						0	1750	509	88	2347	432	722	0	0	1154	4572				
22:00 - 23:00	405	0	514	0	919						0	1548	538	112	2198	535	693	0	0	1228	4345				
23:00 - 24:00	324	0	335	0	659						0	1297	348	124	1769	367	532	0	0	899	3327				
24:00 - 01:00	240	0	283	0	523						0	1287	304	141	1732	290	626	0	0	916	3171				
01:00 - 02:00	238	0	253	0	491						0	1006	201	114	1321	206	457	0	0	663	2475				
02:00 - 03:00	201	0	202	0	403						0	804	182	93	1079	179	418	0	0	597	2079				
03:00 - 04:00	151	0	126	0	277						0	679	149	68	896	147	342	0	0	489	1662				
04:00 - 05:00	147	0	92	0	239						0	475	139	50	664	108	312	0	0	420	1323				
05:00 - 06:00	242	0	125	0	367						0	551	208	40	799	147	629	0	0	776	1942				
Total 24 hrs.	11618	0	12387	0	24005						0	40684	17132	3380	61196	9842	22549	0	0	32191	117392				

27 - PCU

TURNING MOVEMENT VOLUME
 Intersection : NEW PHETCHABURI RD. / SOI PHETCHABURI 47 (Sunwichai)

Date : Wednesday 16th August 1989

Time	Traffic Volume (pcu/hr)												TOTAL			
	NB Approach			SB Approach			EB Approach			WB Approach						
	LT	ST	TOTAL	LT	RT	TOTAL	LT	RT	TOTAL	LT	RT	TOTAL				
06:00 - 07:00	136	0	374	0	510	102	954	0	0	1056	0	2690	121	0	2811	4377
07:00 - 08:00	204	0	478	0	682	173	1506	0	0	1679	0	3252	222	0	3474	5835
08:00 - 09:00	265	0	364	0	629	266	1468	0	0	1734	0	2714	320	0	3034	5397
09:00 - 10:00	242	0	336	0	578	248	1980	0	0	2228	0	1977	326	0	2303	5109
10:00 - 11:00	281	0	277	0	558	249	1937	0	0	2186	0	1816	355	0	2171	4915
11:00 - 12:00	271	0	257	0	528	297	2317	0	0	2614	0	1536	282	0	1818	4960
12:00 - 13:00	260	0	262	0	522	263	1801	0	0	2064	0	1511	273	0	1784	4370
13:00 - 14:00	259	0	252	0	511	240	1844	0	0	2084	0	1577	280	0	1857	4452
14:00 - 15:00	375	0	207	0	582	281	2095	0	0	2376	0	1611	314	0	1925	4883
15:00 - 16:00	536	0	2	0	538	315	2538	0	0	2853	0	1815	342	0	2157	5548
16:00 - 17:00	577	0	0	0	577	404	2772	0	0	3176	0	1733	351	0	2084	5837
17:00 - 18:00	471	0	0	0	471	569	2736	0	0	3305	0	1484	410	0	1894	5670
18:00 - 19:00	370	0	0	0	370	550	2307	0	0	2857	0	1352	337	0	1689	4916
19:00 - 20:00	429	0	0	0	429	326	2056	0	0	2382	0	959	314	0	1273	4084
20:00 - 21:00	315	0	77	0	392	339	2389	0	0	2728	0	1200	287	0	1487	4607
21:00 - 22:00	154	0	129	0	283	196	1903	0	0	2099	0	1164	258	0	1422	3804
22:00 - 23:00	151	0	161	0	312	148	1666	0	0	1814	0	1116	258	0	1374	3500
23:00 - 24:00	119	0	92	0	211	126	1513	0	0	1639	0	923	195	0	1118	2968
24:00 - 01:00	87	0	98	0	185	113	1445	0	0	1558	0	987	220	0	1207	2950
01:00 - 02:00	39	0	42	0	81	75	1032	0	0	1107	0	738	179	0	917	2105
02:00 - 03:00	32	0	49	0	81	51	841	0	0	892	0	620	170	0	790	1763
03:00 - 04:00	26	0	35	0	61	39	680	0	0	719	0	553	135	0	688	1468
04:00 - 05:00	20	0	19	0	39	16	569	0	0	585	0	450	84	0	534	1158
05:00 - 06:00	34	0	41	0	75	40	645	0	0	685	0	711	76	0	787	1547
Total 24 hrs.	5653	0	3552	0	9205	5426	40994	0	0	46420	0	34489	6109	0	40598	96223

Remark : The traffic on SB approach was not allowed to turn right during 14:45-20:30 hr.

TURNING MOVEMENT VOLUME

28 - PCU

Intersection : NEW PHETCHABURI RD. / SOI SUKHUMVIT 39 (Phrompong)

Date : Wednesday 16th August 1989

Time	Traffic Volume (pcu/hr)																		
	NB Approach			SD Approach			EB Approach			WB Approach			TOTAL						
	LT	RT	UT	TOTAL	LT	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	
06:00 - 07:00	148	0	34	183					0	1025	165	87	1277	144	2584	0	0	2728	4188
07:00 - 08:00	524	0	153	678					0	1545	299	158	2002	302	2503	0	0	2805	5485
08:00 - 09:00	471	0	160	631					0	1767	373	152	2292	373	2801	0	2	3176	6099
09:00 - 10:00	311	0	112	423					0	2004	456	171	2631	241	2013	0	2	2256	5310
10:00 - 11:00	265	0	145	411					0	1921	472	170	2563	214	2010	0	0	2224	5198
11:00 - 12:00	208	0	131	340					0	2047	499	127	2673	266	1762	0	0	2028	5041
12:00 - 13:00	195	0	101	296					0	1803	470	114	2387	258	1295	0	0	1553	4236
13:00 - 14:00	240	0	120	361					0	1737	441	124	2302	225	1382	0	0	1607	4270
14:00 - 15:00	255	0	152	407					0	2129	501	123	2753	263	1359	0	1	1623	4783
15:00 - 16:00	294	0	196	490					0	1567	624	142	2333	287	1280	0	0	1567	4390
16:00 - 17:00	355	0	215	570					0	2579	718	143	3440	280	1240	0	1	1521	5531
17:00 - 18:00	447	0	336	783					0	2918	770	152	3840	344	1063	0	0	1407	6030
18:00 - 19:00	417	0	300	717					0	2461	669	102	3232	251	1068	0	0	1319	5268
19:00 - 20:00	218	0	126	344					0	2145	538	104	2787	169	716	0	1	886	4017
20:00 - 21:00	196	0	51	247					0	2219	457	120	2796	111	888	0	0	999	4042
21:00 - 22:00	130	0	78	208					0	1961	256	156	2373	115	914	0	0	1029	3610
22:00 - 23:00	88	0	53	141					0	1730	240	152	2122	86	1118	0	2	1206	3469
23:00 - 24:00	51	0	40	91					0	1348	162	159	1669	82	927	0	3	1012	2772
24:00 - 01:00	37	0	24	63					0	1256	120	172	1548	43	984	0	1	1028	2639
01:00 - 02:00	23	0	17	40					0	868	40	89	997	41	732	0	3	776	1813
02:00 - 03:00	13	0	12	25					0	732	23	94	849	30	650	0	1	681	1555
03:00 - 04:00	8	0	7	15					0	617	21	53	691	13	561	0	0	574	1280
04:00 - 05:00	7	0	6	13					0	515	28	53	596	13	408	0	1	422	1031
05:00 - 06:00	33	0	13	46					0	555	58	49	662	34	668	0	0	702	1410
Total 24 hrs.	4934	0	2582	7523	0	39449	8400	2966	50815	4185	30926	0	18	35129	93467				

29 - PCU
Date : Wednesday 16th August 1989

TURNING MOVEMENT VOLUME
Intersection : RATCHADAPHISEK RD. / NEW PHETCHABURI RD.

Traffic Volume (pcu/hr)

Time	NB Approach			SB Approach			EB Approach			WB Approach			TOTAL										
	LT	ST	RT	LT	ST	RT	LT	ST	RT	LT	ST	RT	LT	ST	RT	LT	ST	RT	UT	UT	UT	TOTAL	
06:00 - 07:00	265	567	0	0	832	471	2214	0	0	2685	563	6	843	326	0	1738	345	390	1619	440	0	2792	8047
07:00 - 08:00	378	736	0	0	1114	680	2410	0	0	3090	935	0	1610	592	0	3137	327	854	1778	512	0	3470	10811
08:00 - 09:00	356	984	0	0	1340	695	2174	0	0	2869	1051	7	1764	653	0	3475	434	267	1635	555	0	2891	10575
09:00 - 10:00	351	1150	0	0	1501	656	1830	0	0	2486	1180	7	1712	615	0	3514	498	56	1542	689	0	2785	10286
10:00 - 11:00	338	1175	0	0	1513	620	1917	0	0	2537	1258	26	1888	636	0	3808	339	72	1278	699	0	2388	10246
11:00 - 12:00	297	1076	0	0	1373	474	1526	0	0	2000	1491	15	2319	645	0	4473	748	273	0	789	0	1810	9656
12:00 - 13:00	235	1111	0	0	1346	543	1391	0	0	1934	1292	15	2062	688	0	4057	697	250	0	767	0	1713	9050
13:00 - 14:00	290	1052	0	0	1342	614	1308	0	0	1922	1277	15	2207	707	0	4206	727	207	0	966	0	1899	9369
14:00 - 15:00	224	973	0	0	1197	484	1359	0	0	1843	1234	15	2453	684	0	4386	538	258	0	848	0	1644	9070
15:00 - 16:00	233	1061	0	0	1294	517	1368	0	0	1885	1385	19	2670	606	0	4680	672	267	0	863	0	1802	9661
16:00 - 17:00	216	1027	0	0	1243	609	1457	0	0	2066	1635	6	2737	767	0	5145	612	236	0	912	0	1760	10214
17:00 - 18:00	229	1094	0	0	1323	532	1390	0	0	1922	1510	5	2967	697	0	5179	489	240	0	1066	0	1795	10219
18:00 - 19:00	217	1181	0	0	1398	512	1344	0	0	1856	1432	12	2608	655	0	4707	551	219	0	895	0	1664	9625
19:00 - 20:00	133	1259	0	0	1392	568	1428	0	0	1996	1427	18	2441	633	0	4519	510	194	0	954	0	1658	9565
20:00 - 21:00	198	1220	0	0	1418	610	1284	0	0	1874	1240	1	2376	558	0	4175	563	143	0	787	0	1493	8960
21:00 - 22:00	178	1146	0	0	1324	539	1260	0	0	1799	1224	18	1623	367	0	3232	602	83	624	0	7	1316	7671
22:00 - 23:00	212	1044	0	0	1256	551	1388	0	0	1939	1022	17	1532	394	0	2965	684	50	651	0	62	1446	7606
23:00 - 24:00	240	751	0	0	991	375	996	0	0	1371	758	19	1145	317	0	2239	536	25	546	0	76	1182	5783
24:00 - 01:00	210	700	0	0	910	355	791	0	0	1136	611	25	965	228	0	1829	503	32	562	0	63	1160	5035
01:00 - 02:00	215	562	0	0	777	248	646	0	0	894	486	17	694	213	0	1410	360	38	442	0	43	883	3964
02:00 - 03:00	223	533	0	0	756	182	533	0	0	715	372	19	564	133	0	1088	327	58	335	0	51	770	3329
03:00 - 04:00	112	397	0	0	509	210	480	0	0	690	320	6	382	123	0	831	251	40	280	0	30	602	2632
04:00 - 05:00	74	334	0	0	408	150	601	0	0	751	201	13	359	92	0	665	200	29	242	0	27	498	2322
05:00 - 06:00	106	386	0	0	492	227	715	0	0	942	252	7	488	112	0	859	253	128	330	0	9	720	3013
Total 24 hrs.	5530	21519	0	0	27049	11422	31780	0	0	43202	24156	308	40409	11444	0	76317	11764	4407	11862	11741	368	40143	186711

TURNING MOVEMENT VOLUME
Intersection : RATCHADAPHISEK RD. / RAMA IX RD.

Date : Wednesday 16th August 1989

Traffic Volume (pcu/hr)

Time	NB Approach												SB Approach												EB Approach												WB Approach												TOTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
	LT			RT			UT			TOTAL			LT			RT			UT			TOTAL			LT			RT			UT			TOTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
	LT	RT	UT	ST	RT	UT	ST	RT	UT	TOTAL	LT	RT	UT	ST	RT	UT	TOTAL	LT	RT	UT	ST	RT	UT	TOTAL	LT	RT	UT	ST	RT	UT	TOTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
06:00 - 07:00	560	671	273	9	1513	194	1433	194	1433	749	0	2376	275	374	748	34	1431	626	793	209	2	1630	6950	559	878	567	20	2024	362	1418	650	0	2430	280	479	799	38	1596	811	875	379	8	2073	8123	667	1252	457	28	2404	462	1221	574	0	2257	325	623	799	34	1771	573	791	463	12	1839	8271	911	1458	532	36	2937	381	1213	549	0	2143	466	592	834	28	1920	513	891	439	4	1847	8947	921	1546	480	20	2967	331	1163	537	0	2031	545	665	714	13	1937	515	793	454	4	1766	8701	1041	1584	590	49	3264	414	858	585	0	1857	537	645	751	24	1957	475	854	503	5	1837	8915	1015	1611	565	46	3237	407	942	601	0	1950	557	699	765	45	2066	401	817	433	6	1657	8910	1099	1557	512	37	3205	444	903	552	0	1899	564	674	673	33	1944	460	885	376	0	1721	8769	1045	1522	481	37	3085	495	747	494	0	1736	421	622	617	40	1700	444	803	350	2	1599	8120	1040	1902	378	25	3345	535	966	424	0	1925	405	692	553	30	1680	410	793	529	0	1732	8682	901	1709	580	30	3220	372	799	389	0	1560	771	780	592	37	2180	374	808	474	2	1658	8618	978	2077	538	36	3629	422	823	410	0	1655	1048	687	692	40	2467	417	915	505	0	1837	9588	926	1856	360	22	3164	371	768	535	0	1674	1104	656	625	36	2421	351	805	559	2	1717	8976	893	1932	312	20	3157	396	1022	620	0	2038	659	677	618	37	1991	329	770	478	1	1578	8764	903	1911	368	23	3205	354	928	425	0	1707	958	610	783	61	2412	296	646	450	1	1393	8717	775	1546	542	20	2883	372	891	500	0	1763	730	612	564	25	1931	347	585	390	0	1322	7599	825	1334	529	57	2745	287	864	454	0	1605	622	601	523	40	1786	244	526	286	0	1056	7192	709	1019	380	52	2160	194	662	310	0	1186	431	363	554	29	1377	202	407	220	0	829	5532	684	670	283	54	1691	101	427	229	0	757	292	263	380	20	955	146	325	141	1	613	4016	624	633	229	39	1525	65	351	154	0	570	212	172	366	12	762	85	231	117	0	433	3290	511	597	188	48	1344	67	322	135	0	524	177	151	291	14	633	102	180	116	0	398	2899	405	407	127	31	970	40	286	120	0	446	150	104	349	5	608	77	177	69	0	323	2347	306	462	90	19	877	59	274	118	0	451	127	117	390	18	652	68	153	69	0	290	2270	472	513	101	21	1107	101	432	167	0	700	158	269	533	7	967	164	334	90	0	588	3362
Total 24 hrs.	18770	30647	9462	779	59658	7226	19713	10261	0	37220	11814	12127	14503	700	39144	8430	15157	8099	150	31736	167758																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					

TURNING MOVEMENT VOLUME
 Intersection : RATCHADAPHISEK RD. / THIAM RUAMMIT RD.

Date : Wednesday 16th August 1989

Time	Traffic Volume (pcu/hr)												TOTAL							
	NB Approach			SB Approach			EB Approach			WB Approach				TOTAL						
	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST			RT	UT	TOTAL			
06:00 - 07:00	0	1155	0	0	1155	169	1983	0	0	2152					391	0	0	0	391	3698
07:00 - 08:00	0	1536	0	0	1536	498	2060	0	0	2558					371	0	0	0	371	4465
08:00 - 09:00	0	2041	0	0	2041	487	1902	0	0	2389					357	0	0	0	357	4787
09:00 - 10:00	0	2363	0	0	2363	314	1749	0	0	2063					399	0	0	0	399	4825
10:00 - 11:00	0	2545	0	0	2545	390	1612	0	0	2002					421	0	0	0	421	4968
11:00 - 12:00	0	2623	0	0	2623	379	1483	0	0	1862					420	0	0	0	420	4905
12:00 - 13:00	0	2599	0	0	2599	492	1619	0	0	2111					331	0	0	0	331	5041
13:00 - 14:00	0	2497	0	0	2497	404	1526	0	0	1930					426	0	0	0	426	4853
14:00 - 15:00	0	2294	0	0	2294	426	1428	0	0	1854					308	0	0	0	308	4456
15:00 - 16:00	0	2836	0	0	2836	435	1637	0	0	2072					287	0	0	0	287	5195
16:00 - 17:00	0	2954	0	0	2954	513	1195	0	0	1708					365	0	0	0	365	5027
17:00 - 18:00	0	3631	0	0	3631	550	1342	0	0	1892					314	0	0	0	314	5837
18:00 - 19:00	0	3519	0	0	3519	455	1478	0	0	1933					199	0	0	0	199	5651
19:00 - 20:00	0	3068	0	0	3068	276	1812	0	0	2088					227	0	0	0	227	5383
20:00 - 21:00	0	3319	0	0	3319	306	1513	0	0	1819					200	0	0	0	200	5338
21:00 - 22:00	0	2667	0	0	2667	259	1598	0	0	1857					166	0	0	0	166	4690
22:00 - 23:00	0	2241	0	0	2241	163	1408	0	0	1571					198	0	0	0	198	4010
23:00 - 24:00	0	1670	0	0	1670	120	1062	0	0	1182					105	0	0	0	105	2957
24:00 - 01:00	0	1103	0	0	1103	93	669	0	0	762					90	0	0	0	90	1955
01:00 - 02:00	0	962	0	0	962	64	496	0	0	560					72	0	0	0	72	1594
02:00 - 03:00	0	891	0	0	891	51	461	0	0	512					62	0	0	0	62	1465
03:00 - 04:00	0	626	0	0	626	36	404	0	0	440					41	0	0	0	41	1107
04:00 - 05:00	0	658	0	0	658	31	404	0	0	435					48	0	0	0	48	1141
05:00 - 06:00	0	761	0	0	761	56	631	0	0	687					67	0	0	0	67	1515
Total 24 hrs.	0	50559	0	0	50559	6967	31472	0	0	38439					5865	0	0	0	5865	94863

TURNING MOVEMENT VOLUME

32 - PCU

Intersection : RATCHADAPHISEK RD. (East Side) / PRACHARAT BAHPHEN RD.
 : RATCHADAPHISEK RD. (West Side) / PRACHA SONGKHO RD.

Date : Wednesday 16th August 1989

Traffic Volume (pcu/hr)

Time	NB Approach			SB Approach			EB Approach			WB Approach			TOTAL								
	LT	ST	RT	LT	ST	RT	LT	ST	RT	LT	ST	RT	LT	ST	RT	LT	ST	RT	UT	TOTAL	
06:00 - 07:00	171	495	402	1	1069	126	1786	292	2	2206	9	31	8	0	48	508	470	49	0	1027	4350
07:00 - 08:00	216	1078	475	0	1769	174	1846	460	4	2484	16	11	4	0	31	347	560	111	0	1018	5302
08:00 - 09:00	232	1157	669	3	2061	178	1882	472	2	2534	15	15	2	0	32	341	509	106	0	956	5583
09:00 - 10:00	240	1719	674	1	2634	196	1621	300	5	2122	10	32	3	0	45	339	451	77	0	867	5668
10:00 - 11:00	255	1924	700	3	2892	186	1830	285	4	2305	18	30	4	0	52	325	356	88	0	769	6018
11:00 - 12:00	311	1633	730	3	2677	185	1906	274	3	2368	12	16	2	0	30	262	393	84	0	739	5814
12:00 - 13:00	329	1724	696	1	2750	178	1997	270	7	2452	17	19	4	0	40	223	343	87	0	653	5895
13:00 - 14:00	315	1756	668	6	2745	207	2164	275	6	2652	10	26	5	0	41	284	342	92	0	718	6156
14:00 - 15:00	273	1782	632	0	2687	187	2151	254	7	2599	9	17	4	0	30	163	356	59	0	578	5894
15:00 - 16:00	356	1899	771	0	3026	213	2193	328	0	2734	8	42	3	0	53	232	419	86	0	737	6550
16:00 - 17:00	327	2405	841	0	3573	227	2235	293	3	2758	10	7	1	0	18	225	431	73	0	729	7078
17:00 - 18:00	384	2354	1007	0	3745	229	2182	336	0	2747	8	7	1	0	16	201	364	90	0	655	7163
18:00 - 19:00	367	1283	1090	1	2741	229	1955	258	1	2443	14	11	2	0	27	222	384	86	0	692	5903
19:00 - 20:00	333	1308	716	0	2357	184	1585	200	0	1969	10	17	2	0	29	179	345	43	0	567	4922
20:00 - 21:00	362	1108	821	0	2291	157	1475	197	0	1829	7	40	1	0	48	232	350	82	0	664	4832
21:00 - 22:00	408	1446	693	0	2547	179	1822	176	0	2177	10	35	6	0	51	200	265	59	0	524	5299
22:00 - 23:00	384	1312	536	0	2232	114	1426	146	0	1686	10	35	6	0	51	205	219	41	0	465	4434
23:00 - 24:00	282	974	362	0	1618	115	915	122	1	1153	13	27	3	0	43	141	137	23	1	302	3116
24:00 - 01:00	191	698	272	0	1161	75	634	98	0	807	16	21	6	0	43	105	98	21	0	224	2235
01:00 - 02:00	194	586	208	0	988	60	517	81	1	659	14	11	5	0	30	56	58	23	0	137	1814
02:00 - 03:00	185	339	155	0	679	43	439	73	2	557	4	15	6	0	25	43	74	8	1	126	1387
03:00 - 04:00	130	361	163	0	654	42	453	56	1	552	9	30	6	0	45	24	110	12	1	147	1398
04:00 - 05:00	146	274	111	0	531	29	404	73	2	508	15	42	9	0	66	26	119	17	0	162	1267
05:00 - 06:00	160	393	120	0	673	55	620	98	0	773	15	49	12	0	76	116	219	40	0	375	1897
Total 24 hrs.	6561	30008	13512	19	50100	3568	36038	5417	51	45074	279	586	105	0	970	4999	7372	1457	3	13831	109875

TURNING MOVEMENT VOLUME
 Intersection : RATCHADAPHISEK RD. (East Side) / SOI CHANTIMA 11
 : RATCHADAPHISEK RD. (West Side) / SOI INTAMARA 45 (Santi)
 Date : Wednesday 16th August 1989

33 - PCU

Time	Traffic Volume (pcu/hr)																								
	NB Approach						SB Approach						EB Approach						WB Approach						TOTAL
	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	
06:00 - 07:00	444	376	0	0	820	126	1599	0	0	1725	223	0	0	0	223	606	0	0	0	606	3374				
07:00 - 08:00	578	694	0	0	1272	257	1689	0	0	1946	300	0	0	0	300	796	0	0	0	796	4314				
08:00 - 09:00	499	782	0	0	1281	280	1973	0	0	2253	455	0	0	0	455	562	0	0	0	562	4551				
09:00 - 10:00	388	1422	0	0	1810	209	1805	0	0	2014	409	0	0	0	409	314	0	0	0	314	4547				
10:00 - 11:00	369	1667	0	0	2036	199	2045	0	0	2244	495	0	0	0	495	258	0	0	0	258	5033				
11:00 - 12:00	342	1345	0	0	1687	177	2191	0	0	2368	453	0	0	0	453	176	0	0	0	176	4684				
12:00 - 13:00	388	1449	0	0	1837	205	2242	0	0	2447	495	0	0	0	495	210	0	0	0	210	4989				
13:00 - 14:00	399	1465	0	0	1864	205	2438	0	0	2643	490	0	0	0	490	211	0	0	0	211	5208				
14:00 - 15:00	359	1504	0	0	1863	250	2420	0	0	2670	511	0	0	0	511	180	0	0	0	180	5224				
15:00 - 16:00	418	1577	0	0	1995	340	2489	0	0	2829	578	0	0	0	578	244	0	0	0	244	5646				
16:00 - 17:00	348	2143	0	0	2491	326	2538	0	0	2864	720	0	0	0	720	221	0	0	0	221	6296				
17:00 - 18:00	446	2004	0	0	2450	442	2528	0	0	2970	849	0	0	0	849	218	0	0	0	218	6487				
18:00 - 19:00	359	1129	0	0	1488	408	2256	0	0	2664	755	0	0	0	755	187	0	0	0	187	5094				
19:00 - 20:00	285	1076	0	0	1361	285	1810	0	0	2095	555	0	0	0	555	160	0	0	0	160	4171				
20:00 - 21:00	227	969	0	0	1196	259	1699	0	0	1958	467	0	0	0	467	139	0	0	0	139	3760				
21:00 - 22:00	190	1325	0	0	1515	190	2068	0	0	2258	351	0	0	0	351	108	0	0	0	108	4232				
22:00 - 23:00	120	1244	0	0	1364	61	1598	0	0	1659	215	0	0	0	215	87	0	0	0	87	3325				
23:00 - 24:00	88	923	0	0	1011	32	1097	0	0	1129	123	0	0	0	123	57	0	0	0	57	2320				
24:00 - 01:00	49	684	0	0	733	26	772	0	0	798	66	0	0	0	66	38	0	0	0	38	1635				
01:00 - 02:00	32	593	0	0	625	24	650	0	0	674	46	0	0	0	46	8	0	0	0	8	1353				
02:00 - 03:00	14	340	0	0	354	23	548	0	0	571	33	0	0	0	33	10	0	0	0	10	968				
03:00 - 04:00	6	375	0	0	381	15	533	0	0	548	19	0	0	0	19	19	0	0	0	19	967				
04:00 - 05:00	35	274	0	0	309	15	477	0	0	492	35	0	0	0	35	31	0	0	0	31	867				
05:00 - 06:00	101	350	0	0	451	57	659	0	0	716	111	0	0	0	111	114	0	0	0	114	1392				
Total 24 hrs.	6484	25710	0	0	32194	4411	40124	0	0	44535	8754	0	0	0	8754	4954	0	0	0	4954	90437				

TURNING MOVEMENT VOLUME

34 - PCU

Intersection : RATCHADAPHISEK RD. / SUTTHISAN WINITCHAI RD.

Date : Wednesday 16th August 1989

Time	Traffic Volume (pcu/hr)																														
	NB Approach						SB Approach						EB Approach						WB Approach						TOTAL						
	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	LT	ST	RT	UT	TOTAL	
06:00 - 07:00	48	728	166	1	943	57	1127	31	1	1216	21	90	50	0	161	669	324	181	0	1174	3494										
07:00 - 08:00	80	1545	246	2	1873	79	1722	68	0	1869	44	105	104	0	253	530	310	407	0	1247	5242										
08:00 - 09:00	78	1647	325	1	2051	107	1624	69	1	1801	35	134	79	0	248	475	310	222	0	1007	5107										
09:00 - 10:00	63	1644	370	3	2080	105	1324	47	0	1476	40	139	80	0	259	392	234	148	0	774	4589										
10:00 - 11:00	78	1743	431	1	2253	102	1288	53	0	1443	38	110	76	0	224	362	204	197	0	763	4683										
11:00 - 12:00	67	1879	508	3	2457	124	1210	49	0	1383	29	122	88	0	239	308	182	160	0	650	4729										
12:00 - 13:00	65	1779	384	2	2230	93	1258	32	0	1383	28	140	74	0	242	357	153	85	0	595	4450										
13:00 - 14:00	59	1831	378	4	2272	99	1280	49	2	1430	33	103	57	0	193	341	186	181	0	708	4603										
14:00 - 15:00	48	1688	477	1	2214	119	1240	29	0	1388	25	98	42	0	165	301	70	174	0	545	4312										
15:00 - 16:00	61	2073	495	1	2630	150	1064	51	1	1286	34	138	54	0	226	348	139	236	0	723	4845										
16:00 - 17:00	63	2475	611	2	3151	156	1375	61	1	1593	26	152	60	0	238	322	114	192	0	628	5610										
17:00 - 18:00	71	2352	860	1	3284	126	1379	54	4	1563	22	149	93	0	264	343	115	151	0	609	5720										
18:00 - 19:00	46	1926	833	0	2805	166	1348	52	0	1566	22	136	57	0	215	315	134	135	0	584	5170										
19:00 - 20:00	65	1948	654	0	2667	125	1236	43	1	1405	17	152	59	0	228	267	121	87	0	475	4775										
20:00 - 21:00	48	1902	564	1	2515	138	1020	34	3	1195	14	123	50	0	187	269	284	65	0	618	4515										
21:00 - 22:00	67	1856	436	2	2361	112	1137	50	4	1303	14	50	20	0	84	222	105	68	0	395	4143										
22:00 - 23:00	70	1177	318	0	1565	83	918	20	0	1021	39	89	26	0	154	170	74	62	0	306	3046										
23:00 - 24:00	35	847	215	0	1097	54	671	21	0	746	22	40	30	0	92	132	34	32	0	198	2133										
24:00 - 01:00	40	663	152	0	855	38	529	18	0	585	22	29	11	0	62	76	21	35	0	132	1634										
01:00 - 02:00	28	568	127	0	723	30	344	12	0	386	22	27	18	0	67	52	18	26	0	96	1272										
02:00 - 03:00	24	451	93	0	568	45	330	13	0	388	28	22	15	0	65	57	15	27	0	99	1120										
03:00 - 04:00	16	394	80	0	490	38	277	19	0	334	17	26	12	0	55	43	27	16	0	88	967										
04:00 - 05:00	15	356	62	0	433	30	326	22	0	378	15	25	15	0	55	64	34	32	0	130	996										
05:00 - 06:00	19	367	79	0	465	26	343	13	0	382	27	53	23	0	103	108	71	46	0	225	1175										
Total 24 hrs.	1254	33839	8864	25	43982	2202	24370	910	18	27500	634	2252	1193	0	4079	6523	3279	2967	0	12769	88330										

ภาคผนวก ง

ข้อมูลปริมาณการจราจรบนช่วงถนน 7 ตำแหน่ง ในหน่วย veh/hr และ pcu/hr



ศูนย์วิจัยทรัพยากร
จุฬาลงกรณ์มหาวิทยาลัย

CLASSIFIED MID-BLOCK VOLUME

Station : MBI

Location : Between Soi Latphrao 48 and Chokchai 4

Date : Wednesday 16th August 1989

MB1

Time	EB (from Soi Latphrao 48)										WB (from Chokchai 4)									
	MC	PC	TX	PU	LB	LT	HB	HT	TOTAL	MC	PC	TX	PU	LB	LT	HB	HT	TOTAL		
06:00 - 07:00	161	397	274	143	26	15	82	6	1104	233	1266	181	231	40	25	128	27	2131		
07:00 - 08:00	507	770	215	280	30	0	111	3	1916	652	939	173	246	21	2	141	0	2174		
08:00 - 09:00	533	847	248	294	35	8	122	20	2107	778	1187	247	389	22	5	122	2	2752		
09:00 - 10:00	432	664	275	396	35	43	137	32	2014	537	983	286	496	32	45	99	18	2496		
10:00 - 11:00	563	715	323	470	22	73	132	60	2358	530	1007	297	517	24	63	119	40	2597		
11:00 - 12:00	473	698	290	395	27	58	109	70	2120	514	855	318	418	26	56	115	43	2345		
12:00 - 13:00	410	736	339	394	27	40	115	49	2110	476	905	392	445	27	53	128	40	2466		
13:00 - 14:00	430	801	539	452	34	68	117	51	2492	421	904	396	463	24	33	103	32	2376		
14:00 - 15:00	285	775	251	426	26	57	95	40	1955	270	790	331	419	29	48	114	46	2047		
15:00 - 16:00	460	908	237	449	22	40	108	22	2246	475	976	276	444	29	54	131	19	2406		
16:00 - 17:00	558	1222	246	417	46	31	130	6	2656	464	911	288	377	26	22	153	9	2250		
17:00 - 18:00	615	1467	245	370	32	5	137	6	2877	608	975	296	358	35	7	153	0	2432		
18:00 - 19:00	619	1348	287	395	29	6	169	7	2860	504	893	314	338	24	5	109	6	2193		
19:00 - 20:00	333	983	300	336	33	38	104	11	2138	215	751	365	315	16	16	94	13	1785		
20:00 - 21:00	400	1005	388	337	24	15	107	4	2280	365	763	432	296	26	14	74	13	1983		
21:00 - 22:00	281	914	356	291	18	11	62	56	1989	311	784	522	260	12	9	51	22	1971		
22:00 - 23:00	202	736	411	214	8	15	56	46	1688	235	663	549	273	11	13	31	31	1806		
23:00 - 24:00	143	413	318	122	6	5	17	19	1043	113	430	393	175	6	3	11	23	1154		
24:00 - 01:00	96	272	240	101	3	6	3	22	743	73	241	346	107	7	4	4	38	820		
01:00 - 02:00	79	165	177	73	10	5	4	21	534	58	121	253	43	5	12	2	42	536		
02:00 - 03:00	46	156	153	51	6	6	4	28	450	30	95	202	65	5	8	2	16	423		
03:00 - 04:00	51	90	128	60	3	3	3	31	369	59	82	190	83	7	5	3	12	441		
04:00 - 05:00	104	126	236	93	11	8	8	38	624	84	115	241	89	6	14	16	25	590		
05:00 - 06:00	129	137	277	92	20	12	27	46	740	162	412	347	162	36	21	86	39	1265		
Total 24 hrs.	7910	16345	6753	6651	533	568	1959	694	41413	8167	17048	7637	7009	496	537	1989	556	43439		

CLASSIFIED MID-BLOCK VOLUME
 Station : MB2
 Location : Between Soi Latphrao 122 and Srinakarintara Road
 Date : Wednesday 16th August 1989
 MB2

Time	EB (from Soi Latphrao 122)											WB (from Srinakarintara Rd.)										
	MC	PC	TX	PU	LB	LT	HB	HT	TOTAL	MC	PC	TX	PU	LB	LT	HB	HT	TOTAL				
06:00 - 07:00	210	502	238	206	31	19	77	20	1303	308	1506	208	341	71	13	161	16	2624				
07:00 - 08:00	563	873	218	329	30	4	85	5	2107	965	1416	209	371	33	5	130	2	3131				
08:00 - 09:00	648	1037	282	451	24	16	121	18	2597	629	1555	308	568	39	16	131	6	3252				
09:00 - 10:00	490	719	259	470	35	72	150	28	2223	500	914	242	526	61	22	97	34	2396				
10:00 - 11:00	532	779	366	593	20	70	130	64	2554	586	984	299	534	34	83	112	35	2667				
11:00 - 12:00	523	698	291	434	27	76	98	61	2208	552	841	323	496	35	77	117	40	2481				
12:00 - 13:00	406	766	364	514	36	48	135	71	2340	499	891	325	483	28	70	112	38	2446				
13:00 - 14:00	287	662	241	431	28	63	111	59	1882	450	934	323	527	30	65	109	37	2475				
14:00 - 15:00	316	789	232	472	33	66	91	36	2035	388	831	261	539	27	79	101	43	2269				
15:00 - 16:00	544	936	263	537	34	77	100	36	2527	415	902	230	509	25	46	134	28	2289				
16:00 - 17:00	628	1302	272	549	42	34	125	11	2963	497	966	248	467	35	20	141	9	2383				
17:00 - 18:00	697	1297	242	464	37	9	157	8	2911	592	1076	272	426	56	6	130	5	2563				
18:00 - 19:00	577	1343	237	423	25	8	154	5	2772	379	799	231	366	24	6	103	4	1912				
19:00 - 20:00	461	1229	328	387	33	31	109	14	2592	224	726	297	318	20	24	87	14	1710				
20:00 - 21:00	372	905	299	316	29	12	70	3	2006	364	843	331	395	28	18	70	13	2062				
21:00 - 22:00	342	1222	382	387	26	15	87	57	2518	308	697	429	276	14	7	58	27	1816				
22:00 - 23:00	210	607	344	226	7	6	52	25	1477	213	544	366	228	8	17	37	23	1436				
23:00 - 24:00	159	406	291	136	7	7	22	14	1042	158	355	379	126	6	11	6	16	1057				
24:00 - 01:00	113	251	292	106	7	10	7	19	805	109	213	315	102	7	10	4	37	797				
01:00 - 02:00	89	142	157	77	5	6	3	18	497	56	116	225	50	4	12	3	25	491				
02:00 - 03:00	50	116	163	67	4	9	2	24	435	47	72	165	60	4	10	2	10	370				
03:00 - 04:00	43	72	126	54	4	12	4	24	339	55	78	160	77	5	4	3	11	393				
04:00 - 05:00	66	74	140	80	9	9	4	23	405	77	100	175	85	6	15	15	13	486				
05:00 - 06:00	119	143	215	90	29	39	20	27	682	126	292	255	115	34	27	91	20	960				
Total 24 hrs.	8445	16870	6242	7799	562	718	1914	670	43220	8497	17651	6576	7985	634	663	1954	506	44466				

MB3

CLASSIFIED MID-BLOCK VOLUME

Station : MB3

Location : between Soi Ramkhamhaeng 30 and 32

Date : Wednesday 16th August 1989

Time	EB (from Ramkhamhaeng University)										WB (from Bangkapi)									
	MC	PC	TX	PU	LB	LT	HB	HT	TOTAL	MC	PC	TX	PU	LB	LT	HB	HT	TOTAL		
06:00 - 07:00	205	383	172	139	34	22	133	18	1106	356	1465	129	203	93	35	166	73	2520		
07:00 - 08:00	370	642	150	170	49	5	168	0	1554	946	812	116	222	91	4	164	0	2355		
08:00 - 09:00	443	576	182	183	55	4	124	2	1569	717	842	154	374	105	2	185	14	2393		
09:00 - 10:00	453	580	198	239	60	28	185	13	1756	638	600	172	391	64	10	156	27	2058		
10:00 - 11:00	453	582	157	282	59	48	151	28	1760	496	635	204	374	60	27	163	13	1972		
11:00 - 12:00	345	507	175	276	63	43	195	20	1624	491	686	195	303	88	50	166	28	2007		
12:00 - 13:00	222	511	172	141	45	30	158	14	1293	442	710	196	324	65	54	204	10	2005		
13:00 - 14:00	297	502	180	177	46	33	155	26	1416	531	690	250	347	43	36	155	28	2080		
14:00 - 15:00	354	644	161	296	60	50	140	38	1743	420	740	179	339	40	35	178	28	1959		
15:00 - 16:00	450	785	159	339	71	49	174	32	2059	349	721	177	319	41	33	170	22	1832		
16:00 - 17:00	446	754	136	400	66	50	179	19	2050	411	700	168	298	66	43	182	3	1871		
17:00 - 18:00	580	1110	166	351	47	10	145	4	2413	451	839	206	312	73	5	169	0	2055		
18:00 - 19:00	524	1078	134	273	53	8	140	2	2212	320	737	157	317	51	2	163	0	1747		
19:00 - 20:00	242	815	132	335	40	10	138	7	1719	134	586	135	289	42	20	108	3	1317		
20:00 - 21:00	229	789	131	309	37	8	143	10	1656	205	408	157	230	36	17	110	3	1166		
21:00 - 22:00	331	734	230	262	30	6	123	7	1723	215	423	264	210	49	13	89	11	1274		
22:00 - 23:00	287	713	275	245	26	11	71	26	1654	150	430	440	153	9	8	57	24	1271		
23:00 - 24:00	204	429	353	141	3	1	32	32	1195	120	281	391	109	10	6	15	31	963		
24:00 - 01:00	140	324	292	119	10	4	4	17	910	79	149	255	80	10	5	9	10	597		
01:00 - 02:00	91	232	247	75	4	0	4	22	675	42	94	231	43	8	5	4	7	434		
02:00 - 03:00	60	170	216	85	5	3	5	11	555	43	68	246	48	4	1	4	7	421		
03:00 - 04:00	82	154	175	67	6	3	6	10	503	40	78	207	66	9	10	16	16	442		
04:00 - 05:00	78	129	158	80	9	3	20	16	493	66	111	156	60	4	4	20	30	451		
05:00 - 06:00	89	146	180	88	26	21	66	16	632	155	314	185	145	27	25	101	14	966		
Total 24 hrs.	6975	13289	4531	5072	904	450	2659	390	34270	7817	13119	4970	5556	1088	450	2754	402	36156		

CLASSIFIED MID-BLOCK VOLUME

MB4

Station : MB4

Location : Between Rama IX Rd. and Soi Ramkhamhaeng 7

Date : Wednesday 16th August 1989

Time	NB (from Rama IX Rd.)										SB (from Ramkhamkaeng University)									
	MC	PC	TX	PV	LB	LT	HB	HT	TOTAL	MC	PC	TX	PV	LB	LT	HB	HT	TOTAL		
06:00 - 07:00	237	530	436	130	38	34	179	4	1588	510	2633	196	365	50	21	170	58	4003		
07:00 - 08:00	522	1059	242	242	39	3	162	1	2269	920	1524	145	277	32	1	131	1	3031		
08:00 - 09:00	762	1043	277	194	41	6	107	5	2435	1018	1593	237	392	46	1	212	3	3502		
09:00 - 10:00	673	951	315	353	59	59	179	65	2654	599	1039	250	420	31	36	152	49	2576		
10:00 - 11:00	769	1006	323	407	39	60	195	48	2847	696	1052	338	457	41	52	151	45	2832		
11:00 - 12:00	746	1044	336	430	47	43	195	51	2892	639	970	367	421	47	44	154	47	2689		
12:00 - 13:00	647	1245	337	321	63	52	178	52	2895	557	938	341	393	52	30	148	34	2493		
13:00 - 14:00	591	1050	310	340	41	35	150	45	2562	589	1153	403	444	63	30	165	28	2875		
14:00 - 15:00	613	979	287	346	67	28	158	51	2528	553	1189	307	383	47	35	157	35	2706		
15:00 - 16:00	802	1246	300	399	48	53	168	39	3055	622	1178	314	431	55	25	195	30	2850		
16:00 - 17:00	759	1678	247	449	50	37	173	16	3409	592	1083	241	338	49	10	170	4	2487		
17:00 - 18:00	1021	1658	256	324	44	11	147	5	3466	696	1198	268	340	59	6	253	6	2826		
18:00 - 19:00	726	1550	227	318	38	4	154	3	3020	399	856	208	233	51	2	143	4	1896		
19:00 - 20:00	411	1225	234	322	67	16	148	12	2438	327	945	280	282	31	9	138	8	2020		
20:00 - 21:00	579	1217	189	187	52	3	179	10	2416	428	884	345	260	31	10	92	13	2063		
21:00 - 22:00	382	703	296	201	55	7	98	10	1752	363	1044	469	266	40	4	100	25	2311		
22:00 - 23:00	259	847	438	242	15	7	52	34	1894	247	586	553	139	7	7	59	25	1623		
23:00 - 24:00	218	626	516	175	4	3	27	33	1602	161	403	435	148	11	5	17	32	1212		
24:00 - 01:00	131	451	423	137	9	2	4	14	1171	112	304	402	75	5	4	10	12	924		
01:00 - 02:00	108	362	363	105	3	1	7	25	974	59	176	426	61	9	2	4	9	746		
02:00 - 03:00	96	252	330	81	7	1	7	11	785	55	108	331	66	31	14	4	15	624		
03:00 - 04:00	91	183	240	88	5	5	9	16	637	37	82	217	53	8	5	6	27	435		
04:00 - 05:00	51	120	170	64	11	3	22	17	458	52	83	188	70	0	5	12	30	440		
05:00 - 06:00	92	152	200	94	28	7	112	27	712	140	368	159	115	14	24	99	30	949		
Total 24 hrs.	11286	21180	7292	5949	869	480	2810	594	50460	10371	21389	7420	6429	810	382	2742	570	50113		

CLASSIFIED MID-BLOCK VOLUME
 Station : MB5
 Location : Between Soi Phetchaburi 47 and Soi Sukhumvit 63
 Date : Wednesday 16th August 1989
 MB5

Time	Traffic Volume (veh/hr)																	
	EB (from Soi Phetchaburi 47)						WB (from Soi Sukhumvit 63)											
	MC	PC	TX	PU	LB	LT	HB	HT	TOTAL	MC	PC	TX	PU	LB	LT	HB	HT	TOTAL
06:00 - 07:00	203	388	321	119	6	13	75	15	1140	233	1802	173	251	50	34	160	33	2736
07:00 - 08:00	654	800	284	194	22	12	122	3	2101	869	2401	196	281	118	9	116	4	3994
08:00 - 09:00	769	839	318	219	26	7	73	8	2259	918	1860	309	344	24	5	145	5	3610
09:00 - 10:00	739	832	443	351	22	56	117	42	2602	676	1187	289	292	27	53	91	42	2657
10:00 - 11:00	835	897	364	344	21	47	121	44	2673	569	1065	285	333	29	30	101	35	2447
11:00 - 12:00	787	1007	487	418	26	41	128	68	2962	474	839	244	289	31	35	97	24	2033
12:00 - 13:00	534	849	377	287	20	30	120	51	2268	420	716	345	256	34	14	121	27	1933
13:00 - 14:00	461	893	396	318	15	27	112	47	2269	435	874	320	249	15	24	106	23	2046
14:00 - 15:00	716	1133	436	376	17	70	88	33	2869	421	891	317	296	23	34	104	18	2104
15:00 - 16:00	903	1383	631	427	40	60	111	37	3592	661	1055	298	280	42	22	120	24	2502
16:00 - 17:00	985	1975	460	411	20	24	113	11	3999	589	1002	310	292	20	8	146	11	2378
17:00 - 18:00	964	2098	316	302	16	13	123	8	3840	713	1062	239	223	27	3	88	6	2361
18:00 - 19:00	639	1750	282	276	17	7	99	5	3075	314	941	206	207	24	6	103	7	1808
19:00 - 20:00	501	1397	407	254	25	17	114	14	2729	213	659	195	176	13	19	62	9	1346
20:00 - 21:00	544	1457	574	285	20	5	113	7	3005	257	711	338	215	10	10	62	7	1610
21:00 - 22:00	306	1109	497	191	12	8	65	16	2204	204	645	331	224	9	5	56	19	1493
22:00 - 23:00	233	801	580	211	5	13	59	13	1915	170	637	462	133	8	5	31	10	1456
23:00 - 24:00	205	657	676	159	4	6	16	22	1745	128	446	513	94	6	4	8	4	1203
24:00 - 01:00	170	527	765	131	10	2	12	14	1631	130	409	666	76	3	3	9	2	1298
01:00 - 02:00	141	311	579	84	1	4	15	13	1148	101	265	524	63	8	3	10	4	978
02:00 - 03:00	111	235	486	54	8	0	9	19	922	96	241	438	54	6	4	10	2	851
03:00 - 04:00	89	157	428	44	3	4	10	12	747	100	161	412	49	11	0	9	5	747
04:00 - 05:00	63	98	298	62	10	5	11	30	577	66	97	299	53	4	8	12	12	551
05:00 - 06:00	129	145	306	72	7	12	33	14	718	104	196	233	74	12	10	81	25	735
Total 24 hrs.	11691	21738	10711	5569	373	483	1859	546	52990	8861	20162	7942	4804	554	348	1848	358	44877

CLASSIFIED MID-BLOCK VOLUME
 Station : MB6
 Location : between Tiamruammit Rd. and Pracharat Bamphen Rd.
 Date : Wednesday 16th August 1989
 MB6

Time	NB (from Tiamruammit Rd.)											SB (from Pracharat Bamphen Rd.)										
	MC	PC	TX	PU	LB	LT	HB	HT	TOTAL	MC	PC	TX	PU	LB	LT	HB	HT	TOTAL				
06:00 - 07:00	201	415	259	141	1	7	48	11	1083	364	1363	219	269	47	10	65	13	2350				
07:00 - 08:00	664	896	257	252	19	3	37	3	2131	1714	1146	171	286	4	0	60	8	3389				
08:00 - 09:00	1036	1012	298	287	8	2	52	6	2701	1594	957	259	370	1	1	73	9	3264				
09:00 - 10:00	1015	995	501	473	5	42	45	34	3110	1075	1015	174	274	8	8	35	31	2620				
10:00 - 11:00	971	1097	410	565	0	63	59	60	3225	817	918	222	398	7	37	50	44	2493				
11:00 - 12:00	915	1073	390	470	3	47	32	83	3013	758	855	254	394	13	34	43	72	2423				
12:00 - 13:00	761	1140	522	404	2	46	40	77	2992	696	910	328	383	8	35	42	55	2457				
13:00 - 14:00	687	1130	474	470	7	39	28	75	2910	677	1051	284	500	3	36	35	49	2635				
14:00 - 15:00	785	1186	418	463	10	22	34	52	2970	512	1088	285	437	2	41	27	32	2424				
15:00 - 16:00	984	1462	433	472	20	28	41	37	3477	878	1128	253	434	2	44	35	40	2814				
16:00 - 17:00	1099	1942	460	521	12	14	50	22	4120	841	1204	323	420	6	17	32	22	2865				
17:00 - 18:00	1513	2322	390	437	4	2	30	16	4714	983	1328	225	338	12	7	39	16	2948				
18:00 - 19:00	811	1497	348	374	1	0	43	25	3099	660	1239	261	285	6	6	52	14	2503				
19:00 - 20:00	389	1331	352	253	2	14	50	32	2423	312	948	213	210	5	17	48	40	1793				
20:00 - 21:00	467	1326	315	272	4	6	43	21	2454	273	856	315	227	2	6	46	14	1739				
21:00 - 22:00	455	1331	419	320	5	9	49	45	2633	376	1104	361	190	6	9	52	32	2130				
22:00 - 23:00	357	1003	585	243	12	5	34	46	2285	273	681	471	204	5	8	17	30	1689				
23:00 - 24:00	267	616	584	164	6	3	18	29	1687	149	388	395	114	2	7	9	19	1083				
24:00 - 01:00	207	478	410	91	5	5	6	28	1230	72	219	321	66	4	2	1	33	718				
01:00 - 02:00	183	366	382	95	1	4	5	16	1052	85	143	240	56	28	6	3	16	577				
02:00 - 03:00	115	256	360	69	0	3	2	16	821	63	127	234	44	2	4	2	15	491				
03:00 - 04:00	69	225	266	50	3	9	3	19	644	52	134	219	39	1	8	2	18	473				
04:00 - 05:00	38	116	201	49	2	7	4	25	442	55	111	132	46	2	7	15	29	397				
05:00 - 06:00	109	153	258	76	10	15	30	11	662	136	235	176	82	18	12	35	29	723				
Total 24 hrs.	14098	23368	9292	7011	142	395	783	789	55878	13415	19148	6335	6046	194	362	818	680	46998				

CLASSIFIED MID-BLOCK VOLUME
 Station : MB7
 Location : Between Krungthekpretha Rd. and Phatthanakan Rd.
 Date : Wednesday 16th August 1989
 MB7

Time	NE (from Phatthanakan Rd.)											SB (from Krungthekpretha Rd.)										
	MC	PC	TX	PU	LB	LT	HB	HT	TOTAL	MC	PC	TX	PU	LB	LT	HB	HT	TOTAL				
06:00 - 07:00	164	298	87	119	33	26	27	40	794	210	1094	113	316	29	13	35	68	1878				
07:00 - 08:00	423	613	168	293	34	12	27	19	1589	743	1166	155	408	37	4	41	13	2567				
08:00 - 09:00	381	578	203	342	27	7	15	28	1561	506	960	219	494	29	14	28	23	2273				
09:00 - 10:00	269	477	151	347	27	55	16	107	1449	329	626	182	473	29	93	17	76	1825				
10:00 - 11:00	251	428	164	394	34	59	18	151	1499	255	478	193	477	29	97	16	129	1674				
11:00 - 12:00	238	319	147	367	22	61	14	130	1298	210	411	147	382	32	86	25	129	1422				
12:00 - 13:00	237	466	134	383	28	56	20	122	1446	238	432	143	327	25	57	18	102	1342				
13:00 - 14:00	231	494	110	391	19	32	18	100	1395	256	451	145	394	27	77	26	113	1489				
14:00 - 15:00	211	521	141	1109	31	29	22	136	2200	154	470	129	365	25	46	26	170	1385				
15:00 - 16:00	259	571	120	379	32	39	18	142	1560	213	500	134	334	33	51	28	123	1416				
16:00 - 17:00	333	741	161	424	26	37	20	63	1805	247	641	157	425	24	33	34	57	1618				
17:00 - 18:00	479	919	154	412	40	4	55	37	2100	323	651	158	406	36	7	27	32	1640				
18:00 - 19:00	362	883	144	403	30	2	36	40	1900	245	591	153	317	30	10	41	25	1412				
19:00 - 20:00	84	591	170	350	23	6	19	80	1323	110	395	124	249	22	9	28	44	981				
20:00 - 21:00	268	718	224	326	12	8	13	51	1620	160	342	146	216	21	24	25	25	959				
21:00 - 22:00	190	560	180	261	9	5	13	58	1276	134	366	153	228	12	6	39	69	1007				
22:00 - 23:00	126	362	158	178	12	5	10	38	889	102	239	164	168	8	5	15	47	748				
23:00 - 24:00	78	164	90	103	1	3	1	46	486	45	154	118	93	2	5	13	42	472				
24:00 - 01:00	38	111	58	75	0	4	0	30	316	26	87	76	53	0	2	1	29	274				
01:00 - 02:00	23	69	57	38	1	10	0	35	233	18	66	63	32	0	3	0	37	219				
02:00 - 03:00	17	50	54	38	0	8	0	27	194	8	35	32	31	0	6	0	24	136				
03:00 - 04:00	17	33	39	47	0	4	1	25	166	19	43	67	39	1	6	0	58	233				
04:00 - 05:00	30	29	43	51	7	5	6	23	194	33	34	54	60	5	6	7	74	273				
05:00 - 06:00	84	83	72	65	14	24	36	42	420	73	121	60	71	13	17	9	117	481				
Total 24 hrs.	4793	10078	3029	6895	462	501	405	1570	27733	4657	10353	3085	6358	469	677	499	1626	27724				

MID-BLOCK VOLUME

MB1234567 - PCU

Station : MB1, MB2, MB3, MB4, MB5, MB6 and MB7

Date : Wednesday 16th August 1989

Time	MB1		MB2		MB3		MB4		MB5		MB6		MB7						
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB					
	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL					
06:00 - 07:00	1072	2140	1253	2598	1126	2573	3700	1601	3878	5479	1065	2799	3864	972	2154	3126	772	1858	2630
07:00 - 08:00	1624	1791	1745	2485	1450	1794	3244	2022	4446	4446	1689	3460	5149	1621	2043	3664	1309	2028	3338
08:00 - 09:00	1836	2244	2223	2892	1360	2069	3428	1936	2907	4842	1711	3013	4724	1897	2026	3922	1328	1927	3255
09:00 - 10:00	1876	2207	2061	2166	1635	1769	3404	2430	2339	4769	2192	2282	4474	2362	1814	4176	1436	1735	3170
10:00 - 11:00	2154	2373	2373	2397	1637	1791	3428	2526	2514	5040	2192	2151	4342	2582	1946	4528	1573	1724	3297
11:00 - 12:00	1977	2131	2007	2248	1625	1882	3507	2589	2422	5011	2555	1801	4356	2416	1959	4374	1343	1518	2862
12:00 - 13:00	1982	2287	2277	2241	1330	1926	3256	2669	2264	4933	2035	1760	3795	2511	2010	4521	1488	1349	2838
13:00 - 14:00	2356	2191	1884	2304	1407	1876	3284	2323	2631	4954	2076	1835	3911	2476	2188	4664	1392	1518	2910
14:00 - 15:00	1908	2034	1962	2159	1706	1875	3581	2301	2494	4795	2438	1904	4342	2425	2081	4505	2274	1568	3842
15:00 - 16:00	2033	2209	2279	2155	1976	1789	3765	2666	2614	5281	3030	2136	5166	2759	2193	4953	1606	1488	3094
16:00 - 17:00	2369	2053	2518	2152	1956	1779	3735	3023	2204	5228	3317	2061	5378	3282	2228	5510	1667	1555	3222
17:00 - 18:00	2531	2099	2527	2237	2117	1893	4010	2802	2553	5355	3184	1877	5061	3498	2198	5696	1832	1462	3294
18:00 - 19:00	2543	1899	2473	1717	1958	1678	3636	2600	1742	4342	2656	1673	4330	2491	2024	4515	1707	1302	3009
19:00 - 20:00	2009	1721	2362	1643	1697	1351	3048	2305	1914	4219	2455	1254	3709	2188	1644	3833	1397	994	2391
20:00 - 21:00	2066	1773	1780	1958	1653	1138	2791	2164	1827	3991	2663	1463	4126	2130	1567	3698	1484	904	2388
21:00 - 22:00	1899	1777	2411	1647	1598	1224	2821	1570	2148	3718	2022	1399	3421	2357	1907	4264	1215	1041	2256
22:00 - 23:00	1635	1666	1381	1322	1534	1224	2757	1769	1490	3259	1776	1339	3115	2064	1501	3565	850	746	1596
23:00 - 24:00	955	1084	943	939	1087	908	1995	1469	1123	2592	1584	1081	2665	1494	975	2469	487	507	995
24:00 - 01:00	688	802	736	753	811	546	1357	1064	837	1901	1477	1160	2637	1084	690	1774	328	293	620
01:00 - 02:00	500	544	448	478	622	405	1027	907	691	1598	1030	880	1910	906	534	1441	268	257	525
02:00 - 03:00	454	417	427	344	516	386	902	711	605	1316	839	760	1599	729	450	1179	221	166	387
03:00 - 04:00	371	406	343	361	449	446	895	584	443	1027	676	639	1335	606	448	1055	190	303	493
04:00 - 05:00	597	569	389	457	470	457	926	461	445	905	569	513	1082	443	407	850	213	366	580
05:00 - 06:00	729	1289	665	999	666	983	1649	803	995	1799	657	770	1427	616	695	1311	467	617	1084
Total 24 hrs.	38161	39705	39566	40553	32385	33760	66145	45295	45505	90800	45887	40032	85919	45910	37685	83595	26849	27227	54076

ภาคผนวก จ

ข้อมูลเวลาที่ใช้ในการเดินทางและความล่าช้า บนเส้นทาง 9 สาย



ศูนย์วิทยทรัพยากร
จุฬาลงกรณ์มหาวิทยาลัย

TRAVEL TIME AND DELAY STUDIES

1 - TT1

SUMMARY OF RESULTS FOR EACH RUN AND EACH DIRECTION

Study Route : No. 1 - LATPHRAO ROAD

Total Distance : 8,748 metres

Date : Wednesday 16th August 1989

Period	Run No.	Starting Time (h:m)	Control Point	Travel Time (sec)	Delay Time (sec)	Running Time (sec)	Speed (kph)	
							Travel	Running
	1-EB	06:39	1 ->11	1069.00	194.00	875.00	29.5	36.0
	2-EB	07:53	1 ->11	1013.00	185.00	828.00	31.1	38.0
	3-EB	08:52	1 ->11	1029.00	138.00	891.00	30.6	35.3
	Average for EB			1037.00	172.33	864.67	30.4	36.4
	4-WB	07:10	11 -> 1	1942.00	518.00	1424.00	16.2	22.1
	5-WB	08:26	11 -> 1	938.00	51.00	887.00	33.6	35.5
	6-WB	08:39	11 -> 1	787.00	39.00	748.00	40.0	42.1
	Average for WB			1222.33	202.67	1019.67	25.8	30.9
	7-EB	16:06	1 ->11	903.86	86.03	817.83	34.8	38.5
	8-EB	11:48	1 ->11	958.67	53.96	904.71	32.9	34.8
	9-EB	13:05	1 ->11	1728.00	380.00	1348.00	18.2	23.4
	Average for EB			1196.84	173.33	1023.51	26.3	30.8
	10-WB	15:25	11 -> 1	1001.29	117.63	883.66	31.5	35.6
	11-WB	13:43	11 -> 1	941.39	200.34	741.05	33.5	42.5
	12-WB	11:26	11 -> 1	1049.39	36.20	1013.19	30.0	31.1
	Average for WB			997.35	118.06	879.30	31.6	35.8
	13-EB	18:55	1 ->11	1283.07	175.85	1107.22	24.5	28.4
	14-EB	18:09	1 ->11	1456.76	266.74	1190.02	21.6	26.5
	15-EB	19:27	1 ->11	1451.79	246.53	1205.26	21.7	26.1
	Average for EB			1397.21	229.71	1167.50	22.5	27.0
	16-WB	17:58	11 -> 1	844.35	23.10	821.25	37.3	38.3
	17-WB	18:25	11 -> 1	968.81	65.77	903.04	32.5	34.9
	18-WB	19:06	11 -> 1	966.33	58.31	908.02	32.6	34.7
	Average for WB			926.50	49.06	877.44	34.0	35.9

TRAVEL TIME AND DELAY STUDIES

1 - TT2

SUMMARY OF AVERAGE TRAVEL TIME AND TRAVEL SPEED OVER EACH SEGMENT AND EACH DIRECTION

Study Route : No. 1 - LATPHRAO ROAD

Date : Wednesday 16th August 1989

Period	Direction	Control Point	Distance (m)		Travel Time (sec)		Travel Speed for Each Segment (kph)
			Each	Accumu.	Each	Accumu.	
	EB	1 -> 4	2340	2340	288.00	288.00	29.3
		4 ->10	3790	6130	335.33	623.33	40.7
		10 ->11	2618	8748	413.67	1037.00	22.8
Average Travel Speed over Entire Route for EB							30.4
	WB	11 ->10	2618	2618	329.67	329.67	28.6
		10 -> 4	3790	6408	437.00	766.67	31.2
		4 -> 1	2340	8748	455.67	1222.33	18.5
Average Travel Speed over Entire Route for WB							25.8
	EB	1 -> 4	2340	2340	256.82	256.82	32.8
		4 ->10	3790	6130	553.37	810.19	24.7
		10 ->11	2618	8748	386.66	1196.84	24.4
Average Travel Speed over Entire Route for EB							26.3
	WB	11 ->10	2618	2618	236.17	236.17	39.9
		10 -> 4	3790	6408	413.99	650.16	33.0
		4 -> 1	2340	8748	347.20	997.36	24.3
Average Travel Speed over Entire Route for WB							31.6
	EB	1 -> 4	2340	2340	250.79	250.79	33.6
		4 ->10	3790	6130	589.33	840.12	23.2
		10 ->11	2618	8748	557.08	1397.21	16.9
Average Travel Speed over Entire Route for EB							22.5
	WB	11 ->10	2618	2618	277.64	277.64	33.9
		10 -> 4	3790	6408	426.70	704.33	32.0
		4 -> 1	2340	8748	222.16	926.50	37.9
Average Travel Speed over Entire Route for WB							34.0

TRAVEL TIME AND DELAY STUDIES

2 - TT1

SUMMARY OF RESULTS FOR EACH RUN AND EACH DIRECTION

Study Route : No. 2 - SRINAKARINTARA ROAD

Total Distance : 3,056 metres

Date : Wednesday 16th August 1989

Period	Run No.	Starting Time (h:m)	Control Point	Travel Time (sec)	Delay Time (sec)	Running Time (sec)	Speed (kph)	
							Travel	Running
	1-NB	07:35	16 ->14	813.74	526.73	287.01	13.5	38.3
	2-NB	08:00	16 ->14	859.18	511.12	348.06	12.8	31.6
	3-NB	08:24	16 ->14	767.71	451.89	315.82	14.3	34.8
	Average for NB			813.54	496.58	316.96	13.5	34.7
	4-SB	07:50	14 ->16	277.99	36.67	241.32	39.6	45.6
	5-SB	08:15	14 ->16	277.73	24.92	252.81	39.6	43.5
	6-SB	08:40	14 ->16	298.61	41.08	257.53	36.8	42.7
	Average for SB			284.78	34.22	250.55	38.6	43.9
	7-NB	11:20	16 ->14	683.00	425.00	258.00	16.1	42.6
	8-NB	13:50	16 ->14	433.00	173.00	260.00	25.4	42.3
	9-NB	15:19	16 ->14	503.00	174.00	329.00	21.9	33.4
	Average for NB			539.67	257.33	282.33	20.4	39.0
	10-SB	11:00	14 ->16	317.00	44.00	273.00	34.7	40.3
	11-SB	13:40	14 ->16	252.00	27.00	225.00	43.7	48.9
	12-SB	15:07	14 ->16	299.00	57.00	242.00	36.8	45.5
	Average for SB			289.33	42.67	246.67	38.0	44.6
	13-NB	17:00	16 ->14	828.36	515.34	313.02	13.3	35.1
	14-NB	17:30	16 ->14	1466.03	552.62	913.41	7.5	12.0
	15-NB	19:50	16 ->14	842.03	34.44	807.59	13.1	13.6
	Average for NB			1045.47	367.47	678.01	10.5	16.2
	16-SB	17:25	14 ->16	227.60	25.66	201.92	48.3	54.5
	17-SB	18:08	14 ->16	301.08	43.81	257.27	36.5	42.8
	18-SB	19:53	14 ->16	281.71	36.54	245.17	39.1	44.9
	Average for SB			270.13	35.34	234.79	40.7	46.9

TRAVEL TIME AND DELAY STUDIES

2 - TT2

SUMMARY OF AVERAGE TRAVEL TIME AND TRAVEL SPEED OVER EACH SEGMENT AND EACH DIRECTION

Study Route : No. 2 - SRINAKARINTARA ROAD

Date : Wednesday 16th August 1989

Period	Direction	Control Point	Distance (m)		Travel Time (sec)		Travel Speed for Each Segment (kph)
			Each	Accumu.	Each	Accumu.	
	NB	16 ->15	1860	1860	163.67	163.67	40.9
		15 ->14	1196	3056	649.87	813.54	6.6
Average Travel Speed over Entire Route for NB							13.5
	SB	14 ->15	1196	1196	96.51	96.51	44.6
		15 ->16	1860	3056	188.26	284.78	35.6
Average Travel Speed over Entire Route for SB							38.6
	NB	16 ->15	1860	1860	125.33	125.33	53.4
		15 ->14	1196	3056	414.33	539.67	
Average Travel Speed over Entire Route for NB							20.4
	SB	14 ->15	1196	1196	91.67	91.67	47.0
		15 ->16	1860	3056	197.67	289.33	33.9
Average Travel Speed over Entire Route for SB							38.0
	NB	16 ->15	1860	1860	197.92	197.92	33.8
		15 ->14	1196	3056	847.55	1045.47	5.1
Average Travel Speed over Entire Route for NB							10.5
	SB	14 ->15	1196	1196	98.81	98.81	43.6
		15 ->16	1860	3056	171.32	270.13	39.1
Average Travel Speed over Entire Route for SB							40.7

TRAVEL TIME AND DELAY STUDIES

3 - TT1

SUMMARY OF RESULTS FOR EACH RUN AND EACH DIRECTION

Study Route : No. 3 - RAMKHAMHAENG ROAD

Total Distance : 5,802 metres

Date : Wednesday 16th August 1989

Period	Run No.	Starting Time (h:m)	Control Point	Travel Time (sec)	Delay Time (sec)	Running Time (sec)	Speed (kph)	
							Travel	Running
	1-EB	06:37	25 ->14	866.58	398.89	467.69	24.1	44.7
	2-EB	07:01	25 ->14	914.26	411.27	502.99	22.8	41.5
	3-EB	08:15	25 ->14	871.49	317.47	554.02	24.0	37.7
	Average for EB			884.11	375.88	508.23	23.6	41.1
	4-WB	07:15	14 ->25	2081.09	1177.95	903.14	10.0	23.1
	5-WB	07:50	14 ->25	812.11	342.41	469.70	25.7	44.5
	6-WB	08:30	14 ->25	1873.40	1116.39	757.01	11.1	27.6
	Average for WB			1588.87	878.92	709.95	13.1	29.4
	7-EB	11:10	25 ->14	744.24	125.75	618.49	28.1	33.8
	8-EB	13:25	25 ->14	1082.96	314.81	768.15	19.3	27.2
	9-EB	14:55	25 ->14	1175.24	407.85	767.39	17.8	27.2
	Average for EB			1000.81	282.80	718.01	20.9	29.1
	10-WB	12:09	14 ->25	824.19	307.15	517.04	25.3	40.4
	11-WB	13:35	14 ->25	1154.79	503.03	651.76	18.1	32.0
	12-WB	15:48	14 ->25	1215.00	589.00	626.00	17.2	33.4
	Average for WB			1064.66	466.39	598.27	19.6	34.9
	13-EB	17:03	25 ->14	1261.14	452.31	808.83	16.6	25.8
	14-EB	17:30	25 ->14	1641.52	563.99	1077.53	12.7	19.4
	15-EB	18:10	25 ->14	1700.17	579.82	1120.35	12.3	18.6
	Average for EB			1534.28	532.04	1002.24	13.6	20.8
	16-WB	17:13	14 ->25	1096.82	629.60	467.22	19.0	44.7
	17-WB	17:26	14 ->25	998.84	244.49	754.35	20.9	27.7
	18-WB	17:55	14 ->25	971.17	208.18	762.99	21.5	27.4
	Average for WB			1022.28	360.76	661.52	20.4	31.6

TRAVEL TIME AND DELAY STUDIES

3 - TT2

SUMMARY OF AVERAGE TRAVEL TIME AND TRAVEL SPEED OVER EACH SEGMENT AND EACH DIRECTION

Study Route : No. 3 - RAMKHAMHAENG ROAD

Date : Wednesday 16th August 1989

Period	Direction	Control Point	Distance (m)		Travel Time (sec)		Travel Speed for Each Segment (kph)
			Each	Accumu.	Each	Accumu.	
	EB	25 ->24	916	916	156.53	156.53	21.1
		24 ->22	1230	2146	107.30	263.83	41.3
		22 ->19	1364	3510	112.36	376.19	43.7
		19 ->17	1214	4724	119.50	495.70	36.6
		17 ->14	1078	5802	388.41	884.11	10.0
Average Travel Speed over Entire Route for EB							23.6
	WB	14 ->17	1078	1078	98.50	98.50	39.4
		17 ->19	1214	2292	410.69	509.19	10.6
		19 ->22	1364	3656	403.10	912.29	12.2
		22 ->24	1230	4886	217.72	1130.02	20.3
		24 ->25	916	5802	458.85	1588.87	7.2
Average Travel Speed over Entire Route for WB							13.1
	EB	25 ->24	916	916	162.82	162.82	20.3
		24 ->22	1230	2146	167.78	330.60	26.4
		22 ->19	1364	3510	189.05	519.65	26.0
		19 ->17	1214	4724	114.64	634.29	38.1
		17 ->14	1078	5802	366.52	1000.81	10.6
Average Travel Speed over Entire Route for EB							20.9
	WB	14 ->17	1078	1078	93.18	93.18	41.6
		17 ->19	1214	2292	102.53	195.71	42.6
		19 ->22	1364	3656	168.13	363.84	29.2
		22 ->24	1230	4886	141.98	505.82	31.2
		24 ->25	916	5802	558.84	1064.66	5.9
Average Travel Speed over Entire Route for WB							19.6
	EB	25 ->24	916	916	245.44	245.44	13.4
		24 ->22	1230	2146	273.15	518.59	16.2
		22 ->19	1364	3510	201.72	720.32	24.3
		19 ->17	1214	4724	232.94	953.26	18.8
		17 ->14	1078	5802	581.02	1534.28	6.7
Average Travel Speed over Entire Route for EB							13.6
	WB	14 ->17	1078	1078	106.81	106.81	36.3
		17 ->19	1214	2292	120.47	227.28	36.3
		19 ->22	1364	3656	218.56	445.84	22.5
		22 ->24	1230	4886	172.74	618.58	25.6
		24 ->25	916	5802	403.69	1022.28	8.2
Average Travel Speed over Entire Route for WB							20.4

TRAVEL TIME AND DELAY STUDIES

4 - TT1

SUMMARY OF RESULTS FOR EACH RUN AND EACH DIRECTION

Study Route : No. 4 - PHATTHANAKAN ROAD

Total Distance : 4,460 metres

Date : Wednesday 16th August 1989

Period	Run No.	Starting Time (h:m)	Control Point	Travel Time (sec)	Delay Time (sec)	Running Time (sec)	Speed (kph)	
							Travel	Running
	1-EB	06:15	25 ->16	380.31	101.74	278.57	42.2	57.6
	2-EB	07:30	25 ->16	315.96	6.29	309.67	50.8	51.8
	3-EB	08:05	25 ->16	293.28	0.00	293.28	54.7	54.7
	Average for EB			329.85	36.01	293.84	48.7	54.6
	4-WB	06:25	16 ->25	661.85	269.50	392.35	24.3	40.9
	5-WB	07:45	16 ->25	662.74	280.13	382.61	24.2	42.0
	6-WB	08:10	16 ->25	674.60	301.54	373.06	23.8	43.0
	Average for WB			666.40	283.72	382.67	24.1	42.0
	7-EB	12:23	25 ->16	375.65	71.00	304.65	42.7	52.7
	8-EB	13:36	25 ->16	308.69	3.01	305.68	52.0	52.5
	9-EB	15:39	25 ->16	348.73	10.19	338.54	46.0	47.4
	Average for EB			344.36	28.07	316.29	46.6	50.8
	10-WB	12:32	16 ->25	534.04	72.75	461.29	30.1	34.8
	11-WB	13:45	16 ->25	670.17	6.34	663.83	24.0	24.2
	12-WB	15:47	16 ->25	974.02	19.56	954.46	16.5	16.8
	Average for WB			726.08	32.88	693.19	22.1	23.2
	13-EB	17:08	25 ->16	423.14	44.64	378.5	37.9	42.4
	14-EB	18:17	25 ->16	511.54	146.29	365.25	31.4	44.0
	15-EB	19:41	25 ->16	441.66	22.42	419.24	36.4	38.3
	Average for EB			458.78	71.12	387.66	35.0	41.4
	16-WB	17:15	16 ->25	1064.92	9.97	1054.95	15.1	15.2
	17-WB	18:04	16 ->25	774.36	311.72	462.64	20.7	34.7
	18-WB	19:25	16 ->25	499.82	152.73	347.09	32.1	46.3
	Average for WB			779.70	158.14	621.56	20.6	25.8

TRAVEL TIME AND DELAY STUDIES

4 - TT2

SUMMARY OF AVERAGE TRAVEL TIME AND TRAVEL SPEED OVER EACH SEGMENT AND EACH DIRECTION
 Study Route : No. 4 - PHATTHANAKAN ROAD

Date : Wednesday 16th August 1989

Period	Direction	Control Point	Distance (m)		Travel Time (sec)		Travel Speed for Each Segment (kph)
			Each	Accumu.	Each	Accumu.	
	EB	25 -> B	2010	2010	141.10	141.10	51.3
		B ->16	2450	4460	188.75	329.85	46.7
Average Travel Speed over Entire Route for EB							48.7
	WB	16 -> B	2450	2450	150.93	150.93	58.4
		B ->25	2010	4460	515.47	666.40	14.0
Average Travel Speed over Entire Route for WB							24.1
	EB	25 -> B	2010	2010	153.88	153.88	47.0
		B ->16	2450	4460	190.48	344.36	46.3
Average Travel Speed over Entire Route for EB							46.6
	WB	16 -> B	2450	2450	156.74	156.74	56.3
		B ->25	2010	4460	569.34	726.08	12.7
Average Travel Speed over Entire Route for WB							22.1
	EB	25 -> B	2010	2010	191.41	191.41	37.8
		B ->16	2450	4460	267.37	458.78	33.0
Average Travel Speed over Entire Route for EB							35.0
	WB	16 -> B	2450	2450	161.43	161.43	54.6
		B ->25	2010	4460	618.27	779.70	11.7
Average Travel Speed over Entire Route for WB							20.6

TRAVEL TIME AND DELAY STUDIES

5 - TT1

SUMMARY OF RESULTS FOR EACH RUN AND EACH DIRECTION

Study Route : No. 5 - NEW PHETCHABURI ROAD

Total Distance : 4,491 metres

Date : Wednesday 16th August 1989

Period	Run No.	Starting Time (h:m)	Control Point	Travel Time (sec)	Delay Time (sec)	Running Time (sec)	Speed (kph)	
							Travel	Running
	1-EB	06:20	29 ->25	363.00	65.00	298.00	44.5	54.3
	2-EB	06:42	29 ->25	677.00	379.00	298.00	23.9	54.3
	3-EB	07:18	29 ->25	506.00	181.00	325.00	32.0	49.7
	Average for EB			515.33	208.33	307.00	31.4	52.7
	4-WB	06:32	25 ->29	506.00	51.00	455.00	32.0	35.5
	5-WB	07:00	25 ->29	1008.00	366.00	642.00	16.0	25.2
	6-WB	07:28	25 ->29	1610.00	781.00	829.00	10.0	19.5
	Average for WB			1041.33	399.33	642.00	15.5	25.2
	7-EB	11:42	29 ->25	545.17	199.46	345.71	29.7	46.8
	8-EB	13:13	29 ->25	665.98	225.23	440.75	24.3	36.7
	9-EB	15:37	29 ->25	550.13	85.81	464.32	29.4	34.8
	Average for EB			587.09	170.17	416.93	27.5	38.8
	10-WB	12:30	25 ->29	665.76	217.07	448.69	24.3	36.0
	11-WB	13:56	25 ->29	849.88	269.67	580.21	19.0	27.9
	12-WB	15:12	25 ->29	607.00	256.00	351.00	26.6	46.1
	Average for WB			707.55	247.58	459.97	22.9	35.1
	13-EB	17:02	29 ->25	399.94	13.25	386.69	40.4	41.8
	14-EB	18:45	29 ->25	586.40	102.10	484.30	27.6	33.4
	15-EB	19:06	29 ->25	553.96	108.69	445.27	29.2	36.3
	Average for EB			513.43	74.68	438.75	31.5	36.8
	16-WB	18:11	25 ->29	843.33	386.30	457.03	19.2	35.4
	17-WB	19:15	25 ->29	652.00	247.76	404.24	24.8	40.0
	18-WB	19:36	25 ->29	438.59	38.84	399.75	36.9	40.4
	Average for WB			644.64	224.30	420.34	25.1	38.5

TRAVEL TIME AND DELAY STUDIES

5 - TT2

SUMMARY OF AVERAGE TRAVEL TIME AND TRAVEL SPEED OVER EACH SEGMENT AND EACH DIRECTION

Study Route : No. 5 - NEW PHETCHABURI ROAD

Date : Wednesday 16th August 1989

Period	Direction	Control Point	Distance (m)		Travel Time (sec)		Travel Speed for Each Segment (kph)
			Each	Accumu.	Each	Accumu.	
	EB	29 ->28	1090	1090	68.00	68.00	57.7
		28 ->27	1258	2348	110.33	178.33	41.0
		27 ->26	651	2999	53.33	231.67	43.9
		26 ->25	1492	4491	283.67	515.33	18.9
Average Travel Speed over Entire Route for EB							31.4
	WB	25 ->26	1492	1492	324.67	324.67	16.5
		26 ->27	651	2143	150.00	474.67	15.6
		27 ->28	1258	3401	294.67	769.33	15.4
		28 ->29	1090	4491	272.00	1041.33	14.4
Average Travel Speed over Entire Route for WB							15.5
	EB	29 ->28	1090	1090	92.65	92.65	42.4
		28 ->27	1258	2348	263.71	356.36	17.2
		27 ->26	651	2999	70.90	427.26	33.1
		26 ->25	1492	4491	159.83	587.09	33.6
Average Travel Speed over Entire Route for EB							27.5
	WB	25 ->26	1492	1492	188.47	188.47	28.5
		26 ->27	651	2143	55.65	244.12	42.1
		27 ->28	1258	3401	158.99	403.12	28.5
		28 ->29	1090	4491	304.43	707.55	12.9
Average Travel Speed over Entire Route for WB							22.9
	EB	29 ->28	1090	1090	100.40	100.40	39.1
		28 ->27	1258	2348	140.75	241.14	32.2
		27 ->26	651	2999	81.29	322.44	28.8
		26 ->25	1492	4491	191.00	513.43	28.1
Average Travel Speed over Entire Route for EB							31.5
	WB	25 ->26	1492	1492	208.71	208.71	25.7
		26 ->27	651	2143	56.88	265.58	41.2
		27 ->28	1258	3401	121.98	387.56	37.1
		28 ->29	1090	4491	257.08	644.64	15.3
Average Travel Speed over Entire Route for WB							25.1

TRAVEL TIME AND DELAY STUDIES

6 - TT1

SUMMARY OF RESULTS FOR EACH RUN AND EACH DIRECTION

Study Route : No. 6 - RATCHADAPHISEK ROAD

Total Distance : 6,510 metres

Date : Wednesday 16th August 1989

Period	Run No.	Starting Time (h:m)	Control Point	Travel Time (sec)	Delay Time (sec)	Running Time (sec)	Speed (kph)	
							Travel	Running
	1-NB	07:00	29 -> 1	889.35	405.69	483.66	26.4	48.5
	2-NB	07:45	29 -> 1	793.99	356.06	437.93	29.5	53.5
	3-NB	08:30	29 -> 1	914.93	427.85	487.08	25.0	48.1
	Average for NB			866.09	396.53	469.56	27.1	49.9
	4-SB	07:00	1 -> 29	1200.39	547.05	653.34	19.5	35.9
	5-SB	07:30	1 -> 29	1144.84	538.75	606.09	20.5	38.7
	6-SB	08:15	1 -> 29	935.32	369.16	566.16	25.1	41.4
	Average for SB			1093.52	484.99	608.53	21.4	38.5
	7-NB	10:42	29 -> 1	724.00	197.00	527.00	32.4	44.5
	8-NB	11:48	29 -> 1	599.00	120.00	479.00	39.1	48.9
	9-NB	12:52	29 -> 1	639.00	131.00	508.00	36.7	46.1
	Average for NB			654.00	149.33	504.67	35.8	46.4
	10-SB	10:57	1 -> 29	2334.00	1526.00	808.00	10.0	29.0
	11-SB	12:02	1 -> 29	2014.00	1309.00	705.00	11.6	33.2
	12-SB	15:44	1 -> 29	1181.65	496.03	685.62	19.8	34.2
	Average for SB			1843.22	1110.34	732.87	12.7	32.0
	13-NB	18:25	29 -> 1	1231.50	542.56	688.94	19.0	34.0
	14-NB	19:05	29 -> 1	1119.71	413.41	706.30	20.9	33.2
	15-NB	19:30	29 -> 1	879.07	296.02	583.05	26.7	40.2
	Average for NB			1076.76	417.33	659.43	21.8	35.5
	16-SB	17:21	1 -> 29	735.21	164.78	570.43	31.9	41.1
	17-SB	17:48	1 -> 29	756.89	177.80	579.09	31.0	40.5
	18-SB	18:35	1 -> 29	673.30	122.58	550.72	34.8	42.6
	Average for SB			721.80	155.05	566.75	32.5	41.4

TRAVEL TIME AND DELAY STUDIES

6 - TT2

SUMMARY OF AVERAGE TRAVEL TIME AND TRAVEL SPEED OVER EACH SEGMENT AND EACH DIRECTION
 Study Route : No. 6 - RATCHADAPHISEK ROAD

Date : Wednesday 16th August 1989

Period	Direction	Control Point	Distance (m)		Travel Time (sec)		Travel Speed for Each Segment (kph)
			Each	Accumu.	Each	Accumu.	
	NB	29 ->30	806	806	121.58	121.58	23.9
		30 ->32	2732	3538	311.95	433.54	31.5
		32 ->34	1247	4785	134.77	568.31	33.3
		34 -> 1	1725	6510	297.78	866.09	20.9
	Average Travel Speed over Entire Route for NB						
	SB	1 ->34	1725	1725	196.61	196.61	31.6
		34 ->32	1247	2972	161.85	358.46	27.7
		32 ->30	2732	5704	462.88	821.34	21.2
		30 ->29	806	6510	272.18	1093.52	10.7
	Average Travel Speed over Entire Route for SB						
	NB	29 ->30	806	806	181.33	181.33	16.0
		30 ->32	2732	3538	220.33	401.67	44.6
		32 ->34	1247	4785	139.33	541.00	32.2
		34 -> 1	1725	6510	113.00	654.00	55.0
	Average Travel Speed over Entire Route for NB						
	SB	1 ->34	1725	1725	175.54	175.54	35.4
		34 ->32	1247	2972	131.40	306.94	34.2
		32 ->30	2732	5704	884.05	1191.00	11.1
		30 ->29	806	6510	652.22	1843.22	4.4
	Average Travel Speed over Entire Route for SB						
	NB	29 ->30	806	806	282.26	282.26	10.3
		30 ->32	2732	3538	239.47	521.73	41.1
		32 ->34	1247	4785	108.38	630.11	41.4
		34 -> 1	1725	6510	446.65	1076.76	13.9
	Average Travel Speed over Entire Route for NB						
	SB	1 ->34	1725	1725	165.53	165.53	37.5
		34 ->32	1247	2972	180.48	346.01	24.9
		32 ->30	2732	5704	272.53	618.54	36.1
		30 ->29	806	6510	103.26	721.80	28.1
	Average Travel Speed over Entire Route for SB						

TRAVEL TIME AND DELAY STUDIES

7 - TT1

SUMMARY OF RESULTS FOR EACH RUN AND EACH DIRECTION

Study Route : No. 7 - SOI RAMKHAMHAENG 39 and TIAMRUAMMIT ROAD

Total Distance : 5,532 metres

Date : Wednesday 16th August 1989

Period	Run No.	Starting Time (h:m)	Control Point	Travel Time (sec)	Delay Time (sec)	Running Time (sec)	Speed (kph)	
							Travel	Running
	1-EB	06:45	31 ->21	624.79	20.16	604.63	31.9	32.9
	2-EB	07:13	31 ->21	671.46	43.64	627.82	29.7	31.7
	3-EB	08:10	31 ->21	658.79	31.07	627.72	30.2	31.7
	Average for EB			651.68	31.62	620.06	30.6	32.1
	4-WB	06:52	21 ->31	529.44	0.00	529.44	37.6	37.6
	5-WB	07:20	21 ->31	595.27	3.54	591.73	33.5	33.7
	6-WB	08:20	21 ->31	626.01	16.80	609.21	31.8	32.7
	Average for WB			583.57	6.78	576.79	34.1	34.5
	7-EB	09:34	31 ->21	548.80	26.76	522.04	36.3	38.1
	8-EB	12:58	31 ->21	560.13	18.47	541.66	35.6	36.8
	9-EB	15:54	31 ->21	675.08	37.94	637.14	29.5	31.3
	Average for EB			594.67	27.72	566.95	33.5	35.1
	10-WB	10:18	21 ->31	541.20	0.00	541.20	36.8	36.8
	11-WB	12:47	21 ->31	538.89	11.05	527.84	37.0	37.7
	12-WB	16:10	21 ->31	598.25	3.50	594.75	33.3	33.5
	Average for WB			559.45	4.85	554.60	35.6	35.9
	13-EB	17:47	31 ->21	651.76	26.05	625.71	30.6	31.8
	14-EB	18:05	31 ->21	664.01	32.17	631.84	30.0	31.5
	15-EB	19:25	31 ->21	652.70	40.52	612.18	30.5	32.5
	Average for EB			656.16	32.91	623.24	30.4	32.0
	16-WB	17:45	21 ->31	581.40	0.00	581.40	34.3	34.3
	17-WB	18:10	21 ->31	581.40	3.25	578.15	34.3	34.4
	18-WB	19:15	21 ->31	553.64	2.44	551.20	36.0	36.1
	Average for WB			572.15	1.90	570.25	34.8	34.9

TRAVEL TIME AND DELAY STUDIES

7 - TT2

SUMMARY OF AVERAGE TRAVEL TIME AND TRAVEL SPEED OVER EACH SEGMENT AND EACH DIRECTION
 Study Route : No. 7 - SOI RAMKHAMHAENG 39 and TIAMRUAMMIT ROAD

Date : Wednesday 16th August 1989

Period	Direction	Control Point	Distance (m)		Travel Time (sec)		Travel Speed for Each Segment (kph)
			Each	Accumu.	Each	Accumu.	
	EB	31 -> A	3290	3290	334.55	334.55	35.4
		A ->21	2242	5532	317.13	651.68	25.5
	Average Travel Speed over Entire Route for EB						
	WB	21 -> A	2242	2242	292.11	292.11	27.6
		A ->31	3290	5532	291.47	583.57	40.6
	Average Travel Speed over Entire Route for WB						
	EB	31 -> A	3290	3290	353.56	353.56	33.5
		A ->21	2242	5532	241.11	594.67	33.5
	Average Travel Speed over Entire Route for EB						
	WB	21 -> A	2242	2242	243.74	243.74	33.1
		A ->31	3290	5532	315.71	559.45	37.5
	Average Travel Speed over Entire Route for WB						
	EB	31 -> A	3290	3290	339.50	339.50	34.9
		A ->21	2242	5532	316.66	656.16	25.5
	Average Travel Speed over Entire Route for EB						
	WB	21 -> A	2242	2242	280.38	280.38	28.8
		A ->31	3290	5532	291.77	572.15	40.6
	Average Travel Speed over Entire Route for WB						

TRAVEL TIME AND DELAY STUDIES

8 - TT1

SUMMARY OF RESULTS FOR EACH RUN AND EACH DIRECTION

Study Route : No. 8 - SOI RAMKHAMHAENG 21 (NAWASI)

Total Distance : 2,358 metres

Date : Wednesday 16th August 1989

Period	Run No.	Starting Time (h:m)	Control Point	Travel Time (sec)	Delay Time (sec)	Running Time (sec)	Speed (kph)	
							Travel	Running
	1-EB	06:30	A ->23	343.26	17.54	325.72	24.7	26.1
	2-EB	07:02	A ->23	375.17	41.89	333.28	22.6	25.5
	3-EB	08:05	A ->23	329.98	8.03	321.95	25.7	26.4
	Average for EB			349.47	22.49	326.98	24.3	26.0
	4-WB	06:42	23 -> A	327.82	8.19	319.63	25.9	26.6
	5-WB	07:13	23 -> A	332.67	9.04	323.63	25.5	26.2
	6-WB	08:15	23 -> A	321.55	5.69	315.86	26.4	26.9
	Average for WB			327.35	7.64	319.71	25.9	26.6
	7-EB	11:43	A ->23	312.32	21.16	291.16	27.2	29.2
	8-EB	13:08	A ->23	381.44	99.29	282.15	22.3	30.1
	9-EB	15:05	A ->23	297.26	6.47	290.79	28.6	29.2
	Average for EB			330.34	42.31	288.03	25.7	29.5
	10-WB	11:49	23 -> A	301.21	3.89	297.32	28.2	28.6
	11-WB	13:15	23 -> A	287.76	4.71	283.05	29.5	30.0
	12-WB	15:14	23 -> A	310.15	22.46	287.69	27.4	29.5
	Average for WB			299.71	10.35	289.35	28.3	29.3
	13-EB	17:35	A ->23	335.17	12.83	322.34	25.3	26.3
	14-EB	18:10	A ->23	351.32	25.29	326.03	24.2	26.0
	15-EB	18:45	A ->23	384.19	54.58	329.61	22.1	25.8
	Average for EB			356.89	30.90	325.99	23.8	26.0
	16-WB	17:39	23 -> A	319.63	5.97	313.66	26.6	27.1
	17-WB	18:26	23 -> A	330.55	4.26	326.29	25.7	26.0
	18-WB	18:38	23 -> A	325.81	4.84	320.97	26.1	26.4
	Average for WB			325.33	5.02	320.31	26.1	26.5

TRAVEL TIME AND DELAY STUDIES

8 - TT2

SUMMARY OF AVERAGE TRAVEL TIME AND TRAVEL SPEED OVER EACH SEGMENT AND EACH DIRECTION
 Study Route : No. 8 - SOI RAMKHAMHAENG 21 (NAWASI)

Date : Wednesday 16th August 1989

Period	Direction	Control Point	Distance (m)		Travel Time (sec)		Travel Speed for Each Segment (kph)
			Each	Accumu.	Each	Accumu.	
	EB	A ->23	2358	2358	349.47	349.47	24.3
Average Travel Speed over Entire Route for EB							24.3
	WB	23 -> A	2358	2358	327.35	327.35	25.9
Average Travel Speed over Entire Route for WB							25.9
	EB	A ->23	2358	2358	330.34	330.34	25.7
Average Travel Speed over Entire Route for EB							25.7
	WB	23 -> A	2358	2358	299.71	299.71	28.3
Average Travel Speed over Entire Route for WB							28.3
	EB	A ->23	2358	2358	356.89	356.89	23.8
Average Travel Speed over Entire Route for EB							23.8
	WB	23 -> A	2358	2358	325.33	325.33	26.1
Average Travel Speed over Entire Route for WB							26.1

TRAVEL TIME AND DELAY STUDIES

9 - TT1

SUMMARY OF RESULTS FOR EACH RUN AND EACH DIRECTION

Study Route : No. 9 - SOI RAMKHAMHAENG 65 and SOI LATPHRAO 122

Total Distance : 1,992 metres

Date : Wednesday 16th August 1989

Period	Run No.	Starting Time (h:m)	Control Point	Travel Time (sec)	Delay Time (sec)	Running Time (sec)	Speed (kph)	
							Travel	Running
	1-NB	06:24	19 ->10	387.61	152.12	235.49	18.5	30.5
	2-NB	06:55	19 ->10	420.32	148.79	271.53	17.1	26.4
	3-NB	07:51	19 ->10	461.51	192.67	268.84	15.5	26.7
	Average for NB			423.15	164.53	258.62	16.9	27.7
	4-SB	06:32	10 ->19	493.09	268.87	224.22	14.5	32.0
	5-SB	07:05	10 ->19	435.77	201.45	234.32	16.5	30.6
	6-SB	08:00	10 ->19	427.28	179.12	248.16	16.8	28.9
	Average for SB			452.05	216.48	235.57	15.9	30.4
	7-NB	10:36	19 ->10	213.27	6.45	206.82	33.6	34.7
	8-NB	13:15	19 ->10	236.75	0.00	236.75	30.3	30.3
	9-NB	15:03	19 ->10	225.51	16.99	208.52	31.8	34.4
	Average for NB			225.18	7.81	217.36	31.8	33.0
	10-SB	10:52	10 ->19	236.09	38.23	197.86	30.4	36.2
	11-SB	13:19	10 ->19	316.37	86.27	230.10	22.7	31.2
	12-SB	15:10	10 ->19	255.03	65.09	189.94	28.1	37.8
	Average for SB			269.16	63.20	205.97	26.6	34.8
	13-NB	18:00	19 ->10	378.89	126.03	252.86	18.9	28.4
	14-NB	18:15	19 ->10	440.27	146.60	293.67	16.3	24.4
	15-NB	19:10	19 ->10	464.18	189.53	274.65	15.4	26.1
	Average for NB			427.78	154.05	273.73	16.8	26.2
	16-SB	17:36	10 ->19	389.23	118.46	270.77	18.4	26.5
	17-SB	17:45	10 ->19	399.64	132.85	266.79	17.9	26.9
	18-SB	18:08	10 ->19	415.04	153.70	261.34	17.3	27.4
	Average for SB			401.30	135.00	266.30	17.9	26.9

TRAVEL TIME AND DELAY STUDIES

9 - TT2

SUMMARY OF AVERAGE TRAVEL TIME AND TRAVEL SPEED OVER EACH SEGMENT AND EACH DIRECTION

Study Route : No. 9 - SOI RAMKHAMHAENG 65 and SOI LATPHRAO 122

Date : Wednesday 16th August 1989

Period	Direction	Control Point	Distance (m)		Travel Time (sec)		Travel Speed for Each Segment (kph)
			Each	Accumu.	Each	Accumu.	
	NB	19 ->10	1992	1992	423.15	423.15	16.9
Average Travel Speed over Entire Route for NB							16.9
	SB	10 ->19	1992	1992	452.05	452.05	15.9
Average Travel Speed over Entire Route for SB							15.9
	NB	19 ->10	1992	1992	225.18	225.18	31.8
Average Travel Speed over Entire Route for NB							31.8
	SB	10 ->19	1992	1992	269.16	269.16	26.6
Average Travel Speed over Entire Route for SB							26.6
	NB	19 ->10	1992	1992	427.78	427.78	16.8
Average Travel Speed over Entire Route for NB							16.8
	SB	10 ->19	1992	1992	401.30	401.30	17.9
Average Travel Speed over Entire Route for SB							17.9

PUBLIC BUS TRAVEL TIME AND DELAY STUDIES

BUS - TT1

SUMMARY OF RESULTS FOR EACH RUN AND EACH DIRECTION

Study Route : RAMKHAMHAENG ROAD

Total Distance : 5,802 metres

Date : Wednesday 16th August 1989

Period	Run No.	Starting Time (h:m)	Control Point	Travel Time (sec)	Delay Time (sec)	Running Time (sec)	Speed (kph)	
							Travel	Running
	1-EB	08:35	25 ->14	830.26	139.73	690.53	25.2	30.2
	2-EB	08:05	25 ->14	978.60	173.21	805.39	21.3	25.9
	3-EB	09:20	25 ->14	801.74	82.75	718.99	26.1	29.1
	Average for EB			870.20	131.90	738.30	24.0	28.3
	4-WB	08:00	14 ->25	1180.07	433.68	746.39	17.7	28.0
	5-WB	08:55	14 ->25	1150.39	283.13	867.26	18.2	24.1
	6-WB	08:35	14 ->25	1233.36	451.50	781.86	16.9	26.7
	Average for WB			1187.94	389.44	798.50	17.6	26.2
	7-EB	11:33	25 ->14	997.64	116.35	881.29	20.9	23.7
	8-EB	12:34	25 ->14	1152.60	198.65	953.95	18.1	21.9
	9-EB	11:35	25 ->14	899.82	127.66	772.16	23.2	27.1
	Average for EB			1016.69	147.55	869.13	20.5	24.0
	10-WB	11:58	14 ->25	1195.06	414.45	780.61	17.5	26.8
	11-WB	13:00	14 ->25	1243.03	413.99	829.04	16.8	25.2
	12-WB	12:05	14 ->25	1409.62	631.19	778.43	14.8	26.8
	Average for WB			1282.57	486.54	796.03	16.3	26.2
	13-EB	17:38	25 ->14	1359.84	347.09	1012.75	15.4	20.6
	14-EB	19:11	25 ->14	2067.00	603.77	1463.23	10.1	14.3
	15-EB	18:00	25 ->14	1617.81	692.89	924.92	12.9	22.6
	Average for EB			1661.55	547.92	1133.63	12.4	18.4
	16-WB	17:05	14 ->25	1078.50	194.63	883.87	19.4	23.6
	17-WB	18:16	14 ->25	1326.10	401.29	924.81	15.8	22.6
	18-WB	17:30	14 ->25	1119.74	184.38	935.36	18.7	22.3
	Average for WB			1174.78	260.10	914.68	17.8	22.8

PUBLIC BUS TRAVEL TIME AND DELAY STUDIES

BUS - TT2

SUMMARY OF AVERAGE TRAVEL TIME AND TRAVEL SPEED OVER EACH SEGMENT AND EACH DIRECTION
 Study Route : RAMKHAMHAENG ROAD

Date : Wednesday 16th August 1989

Period	Direction	Control Point	Distance (m)		Travel Time (sec)		Travel Speed for Each Segment (kph)	
			Each	Accumu.	Each	Accumu.		
	EB	25 ->24	916	916	128.95	128.95	25.6	
		24 ->22	1230	2146	181.68	310.64	24.4	
		22 ->19	1364	3510	250.99	561.63	19.6	
		19 ->14	2292	5802	308.57	870.20	26.7	
	Average Travel Speed over Entire Route for EB							24.0
	WB	14 ->19	2292	2292	312.67	312.67	26.4	
		19 ->22	1364	3656	233.57	546.24	21.0	
		22 ->24	1230	4886	199.77	746.01	22.2	
		24 ->25	916	5802	441.93	1187.94	7.5	
	Average Travel Speed over Entire Route for WB							17.6
		EB	25 ->24	916	916	159.59	159.59	20.7
			24 ->22	1230	2146	259.98	419.57	17.0
			22 ->19	1364	3510	290.63	710.20	16.9
19 ->14			2292	5802	306.49	1016.69	26.9	
Average Travel Speed over Entire Route for EB							20.5	
WB		14 ->19	2292	2292	285.55	285.55	28.9	
		19 ->22	1364	3656	397.11	682.66	12.4	
		22 ->24	1230	4886	274.00	956.66	16.2	
		24 ->25	916	5802	325.91	1282.57	10.1	
Average Travel Speed over Entire Route for WB							16.3	
		EB	25 ->24	916	916	208.57	208.57	15.8
			24 ->22	1230	2146	286.38	494.95	15.5
			22 ->19	1364	3510	403.95	898.90	12.2
	19 ->14		2292	5802	782.65	1681.55	10.5	
	Average Travel Speed over Entire Route for EB							12.4
	WB	14 ->19	2292	2292	354.10	354.10	23.3	
		19 ->22	1364	3656	301.87	655.97	16.3	
		22 ->24	1230	4886	245.51	901.48	18.0	
		24 ->25	916	5802	273.30	1174.78	12.1	
	Average Travel Speed over Entire Route for WB							17.8

ภาคผนวก จ

ผลรวมของปริมาณการจราจรในแต่ละช่วงเวลา กับตลอด 24 ชั่วโมง

และอัตราส่วนระหว่างผลรวม 24 ชั่วโมง

ต่อผลรวมในช่วงเวลา

ของทุกทางแยก

- สำหรับช่วงเวลาที่เริ่มต้น 6:00 น.
- สำหรับช่วงเวลาที่เริ่มต้น 7:00 น.



ศูนย์วิทยทรัพยากร
จุฬาลงกรณ์มหาวิทยาลัย

SUMMATION OF TRAFFIC VOLUME FOR VARIOUS DURATIONS BEGINNING AT 06:00 A.M.

INTERSECTION & DIRECTION		sum 11 hrs [6-17]	sum 12 hrs [6-18]	sum 13 hrs [6-19]	sum 14 hrs [6-20]	sum 15 hrs [6-21]	sum 16 hrs [6-22]	sum 24 hrs
1	NB	17,710	19,795	21,868	23,543	25,191	26,900	31,748
	SB	16,471	18,222	19,958	21,607	23,192	24,483	28,393
	EB	15,613	17,882	19,932	21,658	23,333	24,772	28,884
	WB	25,536	27,595	29,664	31,529	33,549	35,513	42,408
2	SB	207	221	242	263	277	284	326
	EB	22,577	25,812	28,921	31,722	34,383	36,698	43,431
	WB	25,505	27,569	29,624	31,486	33,494	35,451	42,307
3	NB	1,724	1,971	2,162	2,349	2,516	2,628	2,993
	EB	22,633	25,851	28,949	31,755	34,406	36,718	43,444
	WB	26,020	28,047	30,056	31,896	33,912	35,916	42,781
4	SB	9,134	9,661	10,222	10,827	11,365	11,930	13,916
	EB	22,627	25,849	28,946	31,752	34,404	36,716	43,483
	WB	24,559	26,692	28,705	30,506	32,539	34,527	40,922
5	NB	2,733	3,219	3,666	4,030	4,361	4,599	5,189
	EB	24,293	27,344	30,291	33,021	35,519	37,652	44,002
	WB	25,796	27,750	29,505	31,153	33,026	34,942	41,113
6	NB	2,138	2,412	2,676	2,900	3,065	3,234	3,514
	SB	401	437	465	492	525	564	653
	EB	23,202	26,156	29,011	31,651	34,087	36,155	42,340
	WB	25,975	27,852	29,493	31,061	32,902	34,708	40,791
7	NB	821	957	1,038	1,114	1,212	1,266	1,342
	EB	23,281	26,230	29,061	31,679	34,111	36,187	42,398
	WB	26,357	28,157	29,772	31,314	33,113	34,917	40,968
8	SB	3,649	3,908	4,159	4,350	4,535	4,714	5,221
	EB	23,307	26,258	29,093	31,711	34,143	36,220	42,440
	WB	26,356	28,156	29,770	31,312	33,111	34,914	40,966
9	NB	1,474	1,739	1,925	2,087	2,179	2,243	2,426
	EB	24,268	27,137	29,794	32,335	34,726	36,794	42,957
	WB	26,329	28,261	29,878	31,683	33,613	35,146	41,183
10	NB	4,985	5,611	6,278	6,835	7,392	7,887	9,134
	EB	17,125	19,096	20,775	22,543	23,851	25,829	31,096
	WB	24,162	25,690	26,926	28,325	29,830	30,994	36,194
11	NB	17,679	19,378	21,192	22,680	24,197	25,576	30,581
	EB	16,411	18,102	19,644	21,084	22,291	23,863	27,834
	WB	17,720	19,321	20,735	21,727	22,908	23,935	27,388

SUMMATION OF TRAFFIC VOLUME FOR VARIOUS DURATIONS BEGINNING AT 06:00 A.M. (cont.)

INTERSECTION & DIRECTION	sum 11 hrs [6-17]	sum 12 hrs [6-18]	sum 13 hrs [6-19]	sum 14 hrs [6-20]	sum 15 hrs [6-21]	sum 16 hrs [6-22]	sum 24 hrs
12 NB	9,685	10,609	11,500	12,264	12,998	13,683	16,246
SB	11,685	12,699	13,615	14,383	15,062	15,868	19,426
EB	15,255	16,951	18,561	20,073	21,408	22,877	27,518
WB	15,242	16,634	17,911	18,835	19,996	20,862	23,196
13 SB	11,714	12,809	13,776	14,628	15,368	16,144	19,259
EB	14,316	15,982	17,585	19,171	20,769	22,318	27,042
WB	14,391	15,626	16,821	17,628	18,578	19,317	21,859
14 NB	12,901	14,084	15,193	16,404	17,442	18,479	21,967
SB	19,081	20,772	22,355	23,514	24,822	26,122	29,377
EB	19,380	21,468	23,470	25,254	27,035	28,639	34,557
WB	19,729	21,283	22,649	23,734	24,860	25,966	30,335
15 NB	15,637	17,580	19,297	20,702	22,203	23,431	26,494
SB	19,790	21,409	22,826	23,920	24,908	26,076	29,670
WB	2,111	2,317	2,481	2,600	2,794	2,944	3,334
16 NB	16,896	18,663	20,595	22,161	23,416	24,393	27,550
SB	18,619	20,143	21,589	22,821	23,909	24,659	28,282
EB	14,844	16,710	18,444	19,834	21,416	22,652	26,281
WB	9,243	10,011	10,731	11,236	11,649	11,956	13,055
17 NB	482	521	544	574	607	623	736
EB	19,379	21,468	23,469	25,253	27,035	28,639	34,558
WB	18,562	20,059	21,408	22,258	23,365	24,404	29,038
18 NB	2,123	2,393	2,553	2,639	2,719	2,792	2,988
EB	19,349	21,449	23,228	24,745	26,585	28,473	34,213
WB	18,635	20,123	21,454	22,284	23,379	24,411	29,108
19 SB	7,020	7,563	7,989	8,374	8,750	9,155	10,432
EB	22,747	25,382	27,718	29,636	32,083	34,543	41,569
WB	21,362	23,261	24,986	26,326	27,631	29,007	33,699
20 SB	931	999	1,055	1,121	1,182	1,235	1,418
EB	24,204	27,122	29,597	31,796	34,475	37,033	44,725
WB	24,691	26,660	28,328	29,626	30,984	32,387	38,948
21 NB	24,387	27,028	29,506	31,479	33,763	36,190	43,680
SB	24,691	26,660	28,328	29,626	30,984	32,387	38,947
EB	2,954	3,256	3,527	3,737	3,956	4,167	4,837

SUMMATION OF TRAFFIC VOLUME FOR VARIOUS DURATIONS BEGINNING AT 06:00 A.M. (cont.)

INTERSECTION & DIRECTION	sum 11 hrs [6-17]	sum 12 hrs [6-18]	sum 13 hrs [6-19]	sum 14 hrs [6-20]	sum 15 hrs [6-21]	sum 16 hrs [6-22]	sum 24 hrs
22 NB	27,713	30,824	33,970	36,279	38,950	41,636	49,669
SB	25,232	27,369	29,077	30,844	32,467	34,037	40,470
WB	7,673	8,350	8,922	9,343	9,701	10,197	11,238
23 NB	33,838	37,633	40,921	43,548	46,588	49,251	59,313
SB	30,015	32,479	34,448	36,391	38,180	39,980	46,701
EB	2,218	2,480	2,689	2,845	3,037	3,204	3,451
24 NB	27,519	30,541	33,202	35,364	38,003	40,019	48,468
SB	29,258	31,466	33,495	35,141	37,067	39,037	46,276
EB	15,913	17,452	18,836	19,965	21,224	22,735	27,400
25 NB	13,924	15,411	16,517	17,525	18,682	19,693	24,544
SB	22,563	24,252	26,041	27,465	29,052	30,867	37,248
EB	21,157	24,057	26,638	28,802	31,283	33,034	40,684
WB	21,531	23,126	24,473	25,696	27,062	28,501	33,313
26 NB	14,039	15,337	16,765	17,852	19,056	20,127	24,005
EB	33,676	37,803	41,626	44,963	48,391	50,738	61,196
WB	20,695	21,988	23,044	24,004	25,049	26,203	32,191
27 SB	6,215	6,686	7,056	7,485	7,877	8,160	9,205
EB	24,050	27,355	30,212	32,594	35,322	37,421	46,420
WB	25,418	27,312	29,001	30,274	31,761	33,183	40,598
28 NB	4,790	5,573	6,290	6,634	6,881	7,089	7,523
EB	26,653	30,493	33,725	36,512	39,308	41,681	50,815
WB	23,088	24,495	25,814	26,700	27,699	28,728	35,129
29 NB	14,095	15,418	16,816	18,208	19,626	20,950	27,049
SB	25,317	27,239	29,095	31,091	32,965	34,764	43,202
EB	42,619	47,798	52,505	57,024	61,199	64,431	76,317
WB	24,954	26,749	28,413	30,072	31,565	32,881	40,143
30 NB	31,201	34,830	37,994	41,151	44,356	47,239	59,658
SB	22,164	23,819	25,493	27,531	29,238	31,001	37,220
EB	20,182	22,649	25,070	27,061	29,473	31,404	39,144
WB	19,359	21,196	22,913	24,491	25,884	27,206	31,736
31 NB	25,443	29,074	32,593	35,661	38,980	41,647	50,559
SB	22,701	24,593	26,526	28,614	30,433	32,290	38,439
WB	4,076	4,390	4,589	4,816	5,016	5,182	5,865

SUMMATION OF TRAFFIC VOLUME FOR VARIOUS DURATIONS BEGINNING AT 06:00 A.M. (cont.)

INTERSECTION & DIRECTION		sum 11 hrs [6-17]	sum 12 hrs [6-18]	sum 13 hrs [6-19]	sum 14 hrs [6-20]	sum 15 hrs [6-21]	sum 16 hrs [6-22]	sum 24 hrs
32	NB	27,883	31,628	34,369	36,726	39,017	41,564	50,100
	SB	27,214	29,961	32,404	34,373	36,202	38,379	45,074
	EB	420	436	463	492	540	591	970
	WB	8,791	9,446	10,138	10,705	11,369	11,893	13,831
33	NB	18,956	21,406	22,894	24,255	25,451	26,966	32,194
	SB	26,003	28,973	31,637	33,732	35,690	37,948	44,535
	EB	5,129	5,978	6,733	7,288	7,755	8,106	8,754
	WB	3,778	3,996	4,183	4,343	4,482	4,590	4,954
34	NB	24,154	27,438	30,243	32,910	35,425	37,786	43,982
	SB	16,248	17,811	19,377	20,782	21,977	23,280	27,500
	EB	2,448	2,712	2,927	3,155	3,342	3,426	4,079
	WB	8,814	9,423	10,007	10,482	11,100	11,495	12,769
MB1	EB	21,185	23,716	26,259	28,268	30,334	32,233	38,161
	WB	23,658	25,757	27,656	29,377	31,150	32,927	39,705
MB2	EB	22,682	25,209	27,682	30,043	31,824	34,234	39,566
	WB	25,797	28,034	29,752	31,395	33,253	34,900	40,553
MB3	EB	17,208	19,325	21,283	22,980	24,632	26,230	32,385
	WB	21,123	23,016	24,694	26,046	27,183	28,407	33,760
MB4	NB	26,086	28,888	31,488	33,793	35,958	37,528	45,295
	SB	28,691	31,244	32,986	34,901	36,728	38,876	45,505
MB5	EB	24,299	27,483	30,139	32,594	35,257	37,280	45,887
	WB	25,203	27,079	28,753	30,007	31,470	32,869	40,032
MB6	NB	25,303	28,801	31,292	33,480	35,611	37,968	45,910
	SB	22,642	24,840	26,864	28,509	30,076	31,983	37,685
MB7	NB	16,189	18,021	19,728	21,125	22,609	23,824	26,849
	SB	18,269	19,731	21,032	22,026	22,930	23,972	27,227

SUMMATION OF TRAFFIC VOLUME FOR VARIOUS DURATIONS BEGINNING AT 07:00 A.M.

INTERSECTION & DIRECTION		sum 10 hrs [7-17]	sum 11 hrs [7-18]	sum 12 hrs [7-19]	sum 13 hrs [7-20]	sum 14 hrs [7-21]	sum 15 hrs [7-22]	sum 24 hrs
1	NB	16,918	19,003	21,076	22,751	24,399	26,108	31,748
	SB	15,146	16,897	18,633	20,282	21,867	23,158	28,393
	EB	14,969	17,238	19,288	21,014	22,689	24,128	28,884
	WB	23,100	25,159	27,228	29,093	31,113	33,077	42,408
2	SB	180	194	215	236	250	257	326
	EB	21,672	24,907	28,016	30,817	33,478	35,793	43,431
	WB	23,090	25,154	27,209	29,071	31,079	33,036	42,307
3	NB	1,586	1,833	2,024	2,211	2,378	2,490	2,993
	EB	21,731	24,949	28,047	30,853	33,504	35,816	43,444
	WB	23,548	25,575	27,584	29,424	31,440	33,444	42,781
4	SB	8,132	8,659	9,220	9,825	10,363	10,928	13,916
	EB	21,725	24,947	28,044	30,850	33,502	35,814	43,483
	WB	22,441	24,574	26,587	28,388	30,421	32,409	40,922
5	NB	2,576	3,062	3,509	3,873	4,204	4,442	5,189
	EB	23,135	26,186	29,133	31,863	34,361	36,494	44,002
	WB	23,241	25,195	26,950	28,598	30,471	32,387	41,113
6	NB	2,022	2,296	2,560	2,784	2,949	3,118	3,514
	SB	353	389	417	444	477	516	653
	EB	22,125	25,079	27,934	30,574	33,010	35,078	42,340
	WB	23,310	25,187	26,828	28,396	30,237	32,043	40,791
7	NB	781	917	998	1,074	1,172	1,226	1,342
	EB	22,170	25,119	27,950	30,568	33,000	35,076	42,398
	WB	23,563	25,363	26,978	28,520	30,319	32,123	40,968
8	SB	3,117	3,376	3,627	3,818	4,003	4,182	5,221
	EB	22,185	25,136	27,971	30,589	33,021	35,098	42,440
	WB	23,563	25,363	26,977	28,519	30,318	32,121	40,966
9	NB	1,399	1,664	1,850	2,012	2,104	2,168	2,426
	EB	22,864	25,733	28,390	30,931	33,322	35,390	42,957
	WB	23,782	25,714	27,331	29,136	31,066	32,599	41,183
10	NB	4,779	5,405	6,072	6,629	7,186	7,681	9,134
	EB	15,747	17,718	19,397	21,165	22,473	24,451	31,096
	WB	21,276	22,804	24,040	25,439	26,944	28,108	36,194
11	NB	16,461	18,160	19,974	21,462	22,979	24,358	30,581
	EB	15,130	16,821	18,363	19,803	21,010	22,582	27,834
	WB	15,640	17,241	18,655	19,647	20,828	21,855	27,388

SUMMATION OF TRAFFIC VOLUME FOR VARIOUS DURATIONS BEGINNING AT 07:00 A.M. (cont.)

INTERSECTION & DIRECTION	sum 10 hrs [7-17]	sum 11 hrs [7-18]	sum 12 hrs [7-19]	sum 13 hrs [7-20]	sum 14 hrs [7-21]	sum 15 hrs [7-22]	sum 24 hrs
12 NB	9,096	10,020	10,911	11,675	12,409	13,094	16,246
12 SB	10,315	11,329	12,245	13,013	13,692	14,498	19,426
12 EB	14,280	15,976	17,586	19,098	20,433	21,902	27,518
12 WB	13,754	15,146	16,423	17,347	18,508	19,374	23,196
13 SB	10,629	11,724	12,691	13,543	14,283	15,059	19,259
13 EB	13,682	15,348	16,951	18,537	20,135	21,684	27,042
13 WB	12,919	14,154	15,349	16,156	17,106	17,845	21,859
14 NB	12,126	13,309	14,418	15,629	16,667	17,704	21,967
14 SB	17,018	18,709	20,292	21,451	22,759	24,059	29,377
14 EB	18,309	20,397	22,399	24,183	25,964	27,568	34,557
14 WB	17,610	19,164	20,530	21,615	22,741	23,847	30,335
15 NB	14,850	16,793	18,510	19,915	21,416	22,644	26,494
15 SB	17,913	19,532	20,949	22,043	23,031	24,199	29,670
15 WB	1,929	2,135	2,299	2,418	2,612	2,762	3,334
16 NB	15,799	17,566	19,498	21,064	22,319	23,296	27,550
16 SB	16,780	18,304	19,750	20,982	22,070	22,820	28,282
16 EB	14,004	15,870	17,604	18,994	20,576	21,812	26,281
16 WB	8,156	8,924	9,644	10,149	10,562	10,869	13,055
17 NB	429	468	491	521	554	570	736
17 EB	18,308	20,397	22,398	24,182	25,964	27,568	34,558
17 WB	16,221	17,718	19,067	19,917	21,024	22,063	29,038
18 NB	1,830	2,100	2,260	2,346	2,426	2,499	2,988
18 EB	18,325	20,425	22,204	23,721	25,561	27,449	34,213
18 WB	16,262	17,750	19,081	19,911	21,006	22,038	29,108
19 SB	6,310	6,853	7,279	7,664	8,040	8,445	10,432
19 EB	21,590	24,225	26,561	28,479	30,926	33,386	41,569
19 WB	18,989	20,888	22,613	23,953	25,258	26,634	33,699
20 SB	864	932	988	1,054	1,115	1,168	1,418
20 EB	23,058	25,976	28,451	30,650	33,329	35,887	44,725
20 WB	21,742	23,711	25,379	26,677	28,035	29,438	38,948
21 NB	23,045	25,686	28,164	30,137	32,421	34,848	43,680
21 SB	21,743	23,712	25,380	26,678	28,036	29,439	38,947
21 EB	2,788	3,090	3,361	3,571	3,790	4,001	4,837

SUMMATION OF TRAFFIC VOLUME FOR VARIOUS DURATIONS BEGINNING AT 07:00 A.M. (cont.)

INTERSECTION & DIRECTION	sum 10 hrs [7-17]	sum 11 hrs [7-18]	sum 12 hrs [7-19]	sum 13 hrs [7-20]	sum 14 hrs [7-21]	sum 15 hrs [7-22]	sum 24 hrs
22 NB	26,227	29,338	32,484	34,793	37,464	40,150	49,669
SB	22,284	24,421	26,129	27,896	29,519	31,089	40,470
WB	7,065	7,742	8,314	8,735	9,093	9,589	11,238
23 NB	32,082	35,877	39,165	41,792	44,832	47,495	59,313
SB	26,586	29,050	31,019	32,962	34,751	36,551	46,701
EB	2,079	2,341	2,550	2,706	2,898	3,065	3,451
24 NB	25,995	29,017	31,678	33,840	36,479	38,495	48,468
SB	25,824	28,032	30,061	31,707	33,633	35,603	46,276
EB	15,157	16,696	18,080	19,209	20,468	21,979	27,400
25 NB	12,905	14,392	15,498	16,506	17,663	18,674	24,544
SB	20,495	22,184	23,973	25,397	26,984	28,799	37,248
EB	20,334	23,234	25,815	27,979	30,460	32,211	40,684
WB	19,323	20,918	22,265	23,488	24,854	26,293	33,313
26 NB	13,261	14,559	15,987	17,074	18,278	19,349	24,005
EB	32,403	36,530	40,353	43,690	47,118	49,465	61,196
WB	17,877	19,170	20,226	21,186	22,231	23,385	32,191
27 SB	5,705	6,176	6,546	6,975	7,367	7,650	9,205
EB	22,994	26,299	29,156	31,538	34,266	36,365	46,420
WB	22,607	24,501	26,190	27,463	28,950	30,372	40,598
28 NB	4,607	5,390	6,107	6,451	6,698	6,906	7,523
EB	25,376	29,216	32,448	35,235	38,031	40,404	50,815
WB	20,360	21,767	23,086	23,972	24,971	26,000	35,129
29 NB	13,263	14,586	15,984	17,376	18,794	20,118	27,049
SB	22,632	24,554	26,410	28,406	30,280	32,079	43,202
EB	40,881	46,060	50,767	55,286	59,461	62,693	76,317
WB	22,162	23,956	25,621	27,279	28,772	30,088	40,143
30 NB	29,688	33,317	36,481	39,638	42,843	45,726	59,658
SB	19,788	21,443	23,117	25,155	26,862	28,625	37,220
EB	18,751	21,218	23,639	25,630	28,042	29,973	39,144
WB	17,729	19,566	21,283	22,861	24,254	25,576	31,736
31 NB	24,288	27,919	31,438	34,506	37,825	40,492	50,559
SB	20,549	22,441	24,374	26,462	28,281	30,138	38,439
WB	3,685	3,999	4,198	4,425	4,625	4,791	5,865

SUMMATION OF TRAFFIC VOLUME FOR VARIOUS DURATIONS BEGINNING AT 07:00 A.M. (cont.)

INTERSECTION & DIRECTION	sum 10 hrs [7-17]	sum 11 hrs [7-18]	sum 12 hrs [7-19]	sum 13 hrs [7-20]	sum 14 hrs [7-21]	sum 15 hrs [7-22]	sum 24 hrs
32 NB	26,814	30,559	33,300	35,657	37,948	40,495	50,100
32 SB	25,008	27,755	30,198	32,167	33,996	36,173	45,074
32 EB	372	388	415	444	492	543	970
32 WB	7,764	8,419	9,111	9,678	10,342	10,866	13,831
33 NB	18,136	20,586	22,074	23,435	24,631	26,146	32,194
33 SB	24,278	27,248	29,912	32,007	33,965	36,223	44,535
33 EB	4,906	5,755	6,510	7,065	7,532	7,883	8,754
33 WB	3,172	3,390	3,577	3,737	3,876	3,984	4,954
34 NB	23,211	26,495	29,300	31,967	34,482	36,843	43,982
34 SB	15,032	16,595	18,161	19,566	20,761	22,064	27,500
34 EB	2,287	2,551	2,766	2,994	3,181	3,265	4,079
34 WB	7,640	8,249	8,833	9,308	9,926	10,321	12,769
MB1 EB	20,114	22,644	25,187	27,196	29,262	31,161	38,161
MB1 WB	21,519	23,618	25,516	27,237	29,010	30,787	39,705
MB2 EB	21,429	23,956	26,429	28,791	30,571	32,982	39,566
MB2 WB	23,199	25,436	27,153	28,796	30,654	32,301	40,553
MB3 EB	16,082	18,199	20,156	21,853	23,506	25,104	32,385
MB3 WB	18,550	20,443	22,121	23,472	24,610	25,834	33,760
MB4 NB	24,485	27,287	29,888	32,192	34,357	35,927	45,295
MB4 SB	24,813	27,366	29,108	31,023	32,850	34,998	45,505
MB5 EB	23,234	26,418	29,075	31,530	34,193	36,215	45,887
MB5 WB	22,403	24,280	25,954	27,208	28,671	30,070	40,032
MB6 NB	24,330	27,829	30,320	32,508	34,639	36,995	45,910
MB6 SB	20,488	22,686	24,710	26,355	27,922	29,829	37,685
MB7 NB	15,417	17,249	18,956	20,353	21,837	23,052	26,849
MB7 SB	16,411	17,872	19,174	20,168	21,072	22,113	27,227

EXPANSION FACTOR OF TRAFFIC VOLUME IN VARIOUS DURATIONS CORRESPONDING TO 24 HRS. TRAFFIC VOLUME
(for durations beginning at 06:00 a.m.)

INTERSECTION & DIRECTION	a	b	c	d	e	f	a ²	b ²	c ²	d ²	e ²	f ²	
	24/11 [06-17]	24/12 [06-18]	24/13 [06-19]	24/14 [06-20]	24/15 [06-21]	24/16 [06-22]							
1	NB	1.793	1.604	1.452	1.349	1.260	1.180	3.214	2.572	2.108	1.818	1.588	1.393
	SB	1.724	1.558	1.423	1.314	1.224	1.160	2.972	2.428	2.024	1.727	1.499	1.345
	EB	1.850	1.615	1.449	1.334	1.238	1.166	3.422	2.609	2.100	1.779	1.532	1.360
	WB	1.661	1.537	1.430	1.345	1.264	1.194	2.758	2.362	2.044	1.809	1.598	1.426
2	SB	1.575	1.475	1.347	1.240	1.177	1.148	2.480	2.176	1.815	1.536	1.385	1.318
	EB	1.924	1.683	1.502	1.369	1.263	1.183	3.701	2.831	2.255	1.874	1.596	1.401
	WB	1.659	1.535	1.428	1.344	1.263	1.193	2.752	2.355	2.040	1.805	1.595	1.424
3	NB	1.736	1.519	1.384	1.274	1.190	1.139	3.014	2.306	1.916	1.623	1.415	1.297
	EB	1.919	1.681	1.501	1.368	1.263	1.183	3.684	2.824	2.252	1.872	1.594	1.400
	WB	1.644	1.525	1.423	1.341	1.262	1.191	2.703	2.327	2.026	1.799	1.591	1.419
4	SB	1.524	1.440	1.361	1.285	1.224	1.166	2.321	2.075	1.853	1.652	1.499	1.361
	EB	1.922	1.682	1.502	1.369	1.264	1.184	3.693	2.830	2.257	1.875	1.597	1.403
	WB	1.666	1.533	1.426	1.341	1.258	1.185	2.776	2.350	2.032	1.799	1.582	1.405
5	NB	1.899	1.612	1.415	1.288	1.190	1.128	3.605	2.599	2.003	1.658	1.416	1.273
	EB	1.811	1.609	1.453	1.333	1.239	1.169	3.281	2.590	2.110	1.776	1.535	1.366
	WB	1.594	1.482	1.393	1.320	1.245	1.177	2.540	2.195	1.942	1.742	1.550	1.384
6	NB	1.644	1.457	1.313	1.212	1.146	1.087	2.701	2.123	1.724	1.468	1.314	1.181
	SB	1.628	1.494	1.404	1.327	1.244	1.158	2.652	2.233	1.972	1.762	1.547	1.341
	EB	1.825	1.619	1.459	1.338	1.242	1.171	3.330	2.620	2.130	1.789	1.543	1.371
	WB	1.570	1.465	1.383	1.313	1.240	1.175	2.466	2.145	1.913	1.725	1.537	1.381
7	NB	1.635	1.402	1.293	1.205	1.107	1.060	2.672	1.966	1.672	1.451	1.226	1.124
	EB	1.821	1.616	1.459	1.338	1.243	1.172	3.317	2.613	2.128	1.791	1.545	1.373
	WB	1.554	1.455	1.376	1.308	1.237	1.173	2.416	2.117	1.894	1.712	1.531	1.377
8	SB	1.431	1.336	1.255	1.200	1.151	1.108	2.047	1.785	1.576	1.441	1.325	1.227
	EB	1.821	1.616	1.459	1.338	1.243	1.172	3.316	2.612	2.128	1.791	1.545	1.373
	WB	1.554	1.455	1.376	1.308	1.237	1.173	2.416	2.117	1.894	1.712	1.531	1.377
9	NB	1.646	1.395	1.260	1.162	1.113	1.082	2.709	1.946	1.588	1.351	1.240	1.170
	EB	1.770	1.583	1.442	1.328	1.237	1.168	3.133	2.506	2.079	1.765	1.530	1.363
	WB	1.564	1.457	1.378	1.300	1.225	1.172	2.447	2.124	1.900	1.690	1.501	1.373
10	NB	1.832	1.628	1.455	1.336	1.236	1.158	3.357	2.650	2.117	1.786	1.527	1.341
	EB	1.816	1.628	1.497	1.379	1.304	1.204	3.297	2.652	2.240	1.903	1.700	1.449
	WB	1.498	1.409	1.344	1.278	1.213	1.168	2.244	1.985	1.807	1.633	1.472	1.364
11	NB	1.730	1.578	1.443	1.348	1.264	1.196	2.992	2.490	2.082	1.818	1.597	1.430
	EB	1.696	1.538	1.417	1.320	1.249	1.166	2.877	2.364	2.008	1.743	1.559	1.361
	WB	1.546	1.418	1.321	1.261	1.196	1.144	2.389	2.009	1.745	1.589	1.429	1.309
12	NB	1.677	1.531	1.413	1.325	1.250	1.187	2.814	2.345	1.996	1.755	1.562	1.410
	SB	1.662	1.530	1.427	1.351	1.290	1.224	2.764	2.340	2.036	1.824	1.663	1.499
	EB	1.804	1.623	1.483	1.371	1.285	1.203	3.254	2.635	2.198	1.879	1.652	1.447
	WB	1.522	1.394	1.295	1.232	1.160	1.112	2.316	1.945	1.677	1.517	1.346	1.236
13	SB	1.644	1.504	1.398	1.317	1.253	1.193	2.703	2.261	1.954	1.733	1.570	1.423
	EB	1.889	1.692	1.538	1.411	1.302	1.212	3.568	2.863	2.365	1.990	1.695	1.468
	WB	1.519	1.399	1.300	1.240	1.177	1.132	2.307	1.957	1.689	1.538	1.384	1.281
14	NB	1.703	1.560	1.446	1.339	1.259	1.189	2.899	2.433	2.091	1.793	1.586	1.413
	SB	1.540	1.414	1.314	1.249	1.184	1.125	2.370	2.000	1.727	1.561	1.401	1.265
	EB	1.783	1.610	1.472	1.368	1.278	1.207	3.180	2.591	2.168	1.872	1.634	1.456
	WB	1.538	1.425	1.339	1.278	1.220	1.168	2.364	2.032	1.794	1.634	1.489	1.365

EXPANSION FACTOR OF TRAFFIC VOLUME IN VARIOUS DURATIONS CORRESPONDING TO 24 HRS. TRAFFIC VOLUME (cont.)
(for durations beginning at 06:00 a.m.)

INTERSECTION & DIRECTION	a	b	c	d	e	f	a ²	b ²	c ²	d ²	e ²	f ²	
	24/11 [06-17]	24/12 [06-18]	24/13 [06-19]	24/14 [06-20]	24/15 [06-21]	24/16 [06-22]							
15 NB	1.694	1.507	1.373	1.280	1.193	1.131	2.871	2.271	1.885	1.638	1.424	1.279	
	SB	1.499	1.386	1.300	1.240	1.191	1.138	2.248	1.921	1.690	1.539	1.419	1.295
	WB	1.579	1.439	1.344	1.282	1.193	1.132	2.494	2.071	1.806	1.644	1.424	1.282
16 NB	1.631	1.476	1.338	1.243	1.177	1.129	2.659	2.179	1.789	1.545	1.384	1.276	
	SB	1.519	1.404	1.310	1.239	1.183	1.147	2.307	1.971	1.716	1.536	1.399	1.315
	EB	1.770	1.573	1.425	1.325	1.227	1.160	3.135	2.474	2.030	1.756	1.506	1.346
17 NB	1.412	1.304	1.217	1.162	1.121	1.092	1.995	1.701	1.480	1.350	1.256	1.192	
	EB	1.527	1.413	1.353	1.282	1.213	1.181	2.332	1.996	1.830	1.644	1.470	1.396
	WB	1.783	1.610	1.472	1.368	1.278	1.207	3.180	2.591	2.168	1.873	1.634	1.456
18 NB	1.564	1.448	1.356	1.305	1.243	1.190	2.447	2.096	1.840	1.702	1.545	1.416	
	EB	1.407	1.249	1.170	1.132	1.099	1.070	1.981	1.559	1.370	1.282	1.208	1.145
	WB	1.768	1.595	1.473	1.383	1.287	1.202	3.127	2.544	2.169	1.912	1.656	1.444
19 NB	1.562	1.447	1.357	1.306	1.245	1.192	2.440	2.092	1.841	1.706	1.550	1.422	
	SB	1.486	1.379	1.306	1.246	1.192	1.139	2.208	1.903	1.705	1.552	1.421	1.298
	EB	1.827	1.638	1.500	1.403	1.296	1.203	3.340	2.682	2.249	1.967	1.679	1.448
20 NB	1.578	1.449	1.349	1.280	1.220	1.162	2.489	2.099	1.819	1.639	1.487	1.350	
	SB	1.523	1.419	1.344	1.265	1.200	1.148	2.320	2.015	1.807	1.600	1.439	1.318
	EB	1.848	1.649	1.511	1.407	1.297	1.208	3.414	2.719	2.284	1.979	1.683	1.459
21 NB	1.577	1.461	1.375	1.315	1.257	1.203	2.488	2.134	1.890	1.728	1.580	1.446	
	SB	1.791	1.616	1.480	1.388	1.294	1.207	3.208	2.612	2.192	1.925	1.674	1.457
	EB	1.577	1.461	1.375	1.315	1.257	1.203	2.488	2.134	1.890	1.728	1.580	1.446
22 NB	1.637	1.486	1.371	1.294	1.223	1.161	2.681	2.207	1.881	1.675	1.495	1.347	
	SB	1.792	1.611	1.462	1.369	1.275	1.193	3.212	2.597	2.138	1.874	1.626	1.423
	WB	1.604	1.479	1.392	1.312	1.246	1.189	2.573	2.186	1.937	1.722	1.554	1.414
23 NB	1.465	1.346	1.260	1.203	1.158	1.102	2.145	1.811	1.587	1.447	1.342	1.215	
	SB	1.753	1.576	1.449	1.362	1.273	1.204	3.072	2.484	2.101	1.855	1.621	1.450
	EB	1.556	1.438	1.356	1.283	1.223	1.168	2.421	2.068	1.838	1.647	1.496	1.364
24 NB	1.556	1.392	1.283	1.213	1.136	1.077	2.421	1.936	1.647	1.471	1.291	1.160	
	SB	1.761	1.587	1.460	1.371	1.275	1.211	3.102	2.519	2.131	1.878	1.627	1.467
	EB	1.582	1.471	1.382	1.317	1.248	1.185	2.502	2.163	1.909	1.734	1.559	1.405
25 NB	1.722	1.570	1.455	1.372	1.291	1.205	2.965	2.465	2.116	1.883	1.667	1.452	
	SB	1.763	1.593	1.486	1.401	1.314	1.246	3.107	2.536	2.208	1.961	1.726	1.553
	EB	1.651	1.536	1.430	1.356	1.282	1.207	2.725	2.359	2.046	1.839	1.644	1.456
26 NB	1.923	1.691	1.527	1.413	1.301	1.232	3.698	2.860	2.333	1.995	1.691	1.517	
	SB	1.547	1.440	1.361	1.296	1.231	1.169	2.394	2.075	1.853	1.681	1.515	1.366
	EB	1.710	1.565	1.432	1.345	1.260	1.193	2.924	2.450	2.050	1.808	1.587	1.422
27 NB	1.817	1.619	1.470	1.361	1.265	1.206	3.302	2.621	2.161	1.852	1.599	1.455	
	SB	1.555	1.464	1.397	1.341	1.285	1.229	2.420	2.143	1.951	1.798	1.652	1.509
	EB	1.481	1.377	1.305	1.230	1.169	1.128	2.194	1.895	1.702	1.512	1.366	1.273
28 NB	1.930	1.697	1.536	1.424	1.314	1.240	3.725	2.880	2.361	2.028	1.727	1.539	
	SB	1.597	1.486	1.400	1.341	1.278	1.223	2.551	2.210	1.960	1.798	1.634	1.497
	EB	1.571	1.350	1.196	1.134	1.093	1.061	2.467	1.822	1.430	1.286	1.195	1.126
29 NB	1.907	1.666	1.507	1.392	1.293	1.219	3.635	2.777	2.270	1.937	1.671	1.486	
	SB	1.522	1.434	1.361	1.316	1.268	1.223	2.315	2.057	1.852	1.731	1.608	1.495

EXPANSION FACTOR OF TRAFFIC VOLUME IN VARIOUS DURATIONS CORRESPONDING TO 24 HRS. TRAFFIC VOLUME (cont.)
(for durations beginning at 06:00 a.m.)

INTERSECTION & DIRECTION	a 24/11 [06-17]	b 24/12 [06-18]	c 24/13 [06-19]	d 24/14 [06-20]	e 24/15 [06-21]	f 24/16 [06-22]	a ²	b ²	c ²	d ²	e ²	f ²
29 NB	1.919	1.754	1.609	1.486	1.378	1.291	3.683	3.078	2.587	2.207	1.899	1.667
29 SB	1.706	1.586	1.485	1.390	1.311	1.243	2.912	2.516	2.205	1.931	1.718	1.544
29 EB	1.791	1.597	1.454	1.338	1.247	1.184	3.207	2.549	2.113	1.791	1.555	1.403
29 WB	1.609	1.501	1.413	1.335	1.272	1.221	2.588	2.252	1.996	1.782	1.617	1.490
30 NB	1.912	1.713	1.570	1.450	1.345	1.263	3.656	2.934	2.466	2.102	1.809	1.595
30 SB	1.679	1.563	1.460	1.352	1.273	1.201	2.820	2.442	2.132	1.828	1.621	1.441
30 EB	1.940	1.728	1.561	1.447	1.328	1.246	3.762	2.987	2.438	2.092	1.764	1.554
30 WB	1.639	1.497	1.385	1.296	1.226	1.167	2.687	2.242	1.918	1.679	1.503	1.361
31 NB	1.987	1.739	1.551	1.418	1.297	1.214	3.949	3.024	2.406	2.010	1.682	1.474
31 SB	1.693	1.563	1.449	1.343	1.263	1.190	2.867	2.443	2.100	1.805	1.595	1.417
31 WB	1.439	1.336	1.278	1.218	1.169	1.132	2.070	1.785	1.633	1.483	1.367	1.281
32 NB	1.797	1.584	1.458	1.364	1.284	1.205	3.228	2.509	2.125	1.861	1.649	1.453
32 SB	1.656	1.504	1.391	1.311	1.245	1.174	2.743	2.263	1.935	1.720	1.550	1.379
32 EB	2.310	2.225	2.095	1.972	1.796	1.641	5.334	4.950	4.389	3.887	3.227	2.694
32 WB	1.573	1.464	1.364	1.292	1.217	1.163	2.475	2.144	1.861	1.669	1.480	1.352
33 NB	1.698	1.504	1.406	1.327	1.265	1.194	2.884	2.262	1.977	1.762	1.600	1.425
33 SB	1.713	1.537	1.408	1.320	1.248	1.174	2.933	2.363	1.982	1.743	1.557	1.377
33 EB	1.707	1.464	1.300	1.201	1.129	1.080	2.913	2.144	1.690	1.443	1.274	1.166
33 WB	1.311	1.240	1.184	1.141	1.105	1.079	1.719	1.537	1.403	1.301	1.222	1.165
34 NB	1.821	1.603	1.454	1.336	1.242	1.164	3.316	2.569	2.115	1.786	1.541	1.355
34 SB	1.693	1.544	1.419	1.323	1.251	1.181	2.865	2.384	2.014	1.751	1.566	1.395
34 EB	1.666	1.504	1.394	1.293	1.221	1.191	2.776	2.262	1.942	1.672	1.490	1.418
34 WB	1.449	1.355	1.276	1.218	1.150	1.111	2.099	1.836	1.628	1.484	1.323	1.234
MB1 EB	1.801	1.609	1.453	1.350	1.258	1.184	3.245	2.589	2.112	1.822	1.583	1.402
MB1 WB	1.678	1.542	1.436	1.352	1.275	1.206	2.817	2.376	2.061	1.827	1.625	1.454
MB2 EB	1.744	1.570	1.429	1.317	1.243	1.156	3.043	2.463	2.043	1.734	1.546	1.336
MB2 WB	1.572	1.447	1.363	1.292	1.220	1.162	2.471	2.093	1.858	1.668	1.487	1.350
MB3 EB	1.882	1.676	1.522	1.409	1.315	1.235	3.542	2.808	2.315	1.986	1.729	1.524
MB3 WB	1.598	1.467	1.367	1.296	1.242	1.188	2.554	2.152	1.869	1.680	1.542	1.412
MB4 NB	1.736	1.568	1.438	1.340	1.260	1.207	3.015	2.458	2.069	1.797	1.587	1.457
MB4 SB	1.586	1.456	1.380	1.304	1.239	1.171	2.516	2.121	1.903	1.700	1.535	1.370
MB5 EB	1.888	1.670	1.523	1.408	1.302	1.231	3.566	2.788	2.318	1.982	1.694	1.515
MB5 WB	1.588	1.478	1.392	1.334	1.272	1.218	2.523	2.185	1.938	1.780	1.618	1.483
MB6 NB	1.814	1.594	1.467	1.371	1.289	1.209	3.292	2.541	2.153	1.880	1.662	1.462
MB6 SB	1.664	1.517	1.403	1.322	1.253	1.178	2.770	2.302	1.968	1.747	1.570	1.388
MB7 NB	1.658	1.490	1.361	1.271	1.188	1.127	2.751	2.220	1.852	1.615	1.410	1.270
MB7 SB	1.490	1.380	1.295	1.236	1.187	1.136	2.221	1.904	1.676	1.528	1.410	1.290
sum ->	213.50	193.68	178.85	167.68	157.78	149.64	361.77	297.25	253.17	222.36	196.68	176.75
mean ->	1.681	1.525	1.408	1.320	1.242	1.178						
variance ->	0.023	0.015	0.010	0.008	0.005	0.004						
std. dev. ->	0.151	0.122	0.102	0.088	0.073	0.059						
n ^{0.5} ->	11.269	11.269	11.269	11.269	11.269	11.269						

***** NOTE : Sample size is 127 *****

EXPANSION FACTOR OF TRAFFIC VOLUME IN VARIOUS DURATIONS CORRESPONDING TO 24 HRS. TRAFFIC VOLUME
(for durations beginning at 07:00 a.m.)

INTERSECTION & DIRECTION	a	b	c	d	e	f	a ²	b ²	c ²	d ²	e ²	f ²	
	24/10 [07-17]	24/11 [07-18]	24/12 [07-19]	24/13 [07-20]	24/14 [07-21]	24/15 [07-22]							
1	NB	1.877	1.671	1.506	1.395	1.301	1.216	3.522	2.791	2.269	1.947	1.693	1.479
	SB	1.875	1.680	1.524	1.400	1.298	1.226	3.514	2.824	2.322	1.960	1.686	1.503
	EB	1.930	1.676	1.498	1.375	1.273	1.197	3.723	2.808	2.243	1.889	1.621	1.433
	WB	1.836	1.686	1.558	1.458	1.363	1.282	3.370	2.841	2.426	2.125	1.858	1.644
2	SB	1.811	1.680	1.516	1.381	1.304	1.268	3.280	2.824	2.299	1.908	1.700	1.609
	EB	2.004	1.744	1.550	1.409	1.297	1.213	4.016	3.041	2.403	1.986	1.683	1.472
	WB	1.832	1.682	1.555	1.455	1.361	1.281	3.357	2.829	2.418	2.118	1.853	1.640
3	NB	1.887	1.633	1.479	1.354	1.259	1.202	3.561	2.666	2.187	1.832	1.584	1.445
	EB	1.999	1.741	1.549	1.408	1.297	1.213	3.997	3.032	2.399	1.983	1.681	1.471
	WB	1.817	1.673	1.551	1.454	1.361	1.279	3.301	2.798	2.405	2.114	1.852	1.636
4	SB	1.711	1.607	1.509	1.416	1.343	1.273	2.928	2.583	2.278	2.006	1.803	1.622
	EB	2.002	1.743	1.551	1.409	1.298	1.214	4.006	3.038	2.404	1.987	1.685	1.474
	WB	1.824	1.665	1.539	1.442	1.345	1.263	3.325	2.773	2.369	2.078	1.810	1.594
5	NB	2.014	1.695	1.479	1.340	1.234	1.168	4.058	2.872	2.187	1.795	1.523	1.365
	EB	1.902	1.680	1.510	1.381	1.281	1.206	3.617	2.824	2.281	1.907	1.640	1.454
	WB	1.769	1.632	1.526	1.438	1.349	1.269	3.129	2.663	2.327	2.067	1.820	1.611
6	NB	1.738	1.530	1.373	1.262	1.192	1.127	3.020	2.342	1.884	1.593	1.420	1.270
	SB	1.850	1.679	1.566	1.471	1.369	1.266	3.422	2.818	2.452	2.163	1.874	1.602
	EB	1.914	1.688	1.516	1.385	1.283	1.207	3.662	2.850	2.297	1.918	1.645	1.457
	WB	1.750	1.620	1.520	1.437	1.349	1.273	3.062	2.623	2.312	2.064	1.820	1.621
7	NB	1.718	1.463	1.345	1.250	1.145	1.095	2.953	2.142	1.808	1.561	1.311	1.198
	EB	1.912	1.688	1.517	1.387	1.285	1.209	3.657	2.849	2.301	1.924	1.651	1.461
	WB	1.739	1.615	1.519	1.436	1.351	1.275	3.023	2.609	2.306	2.063	1.826	1.627
8	SB	1.675	1.547	1.439	1.367	1.304	1.248	2.806	2.392	2.072	1.870	1.701	1.559
	EB	1.913	1.698	1.517	1.387	1.285	1.209	3.660	2.851	2.302	1.925	1.652	1.462
	WB	1.739	1.615	1.519	1.436	1.351	1.275	3.023	2.609	2.306	2.063	1.826	1.627
9	NB	1.734	1.458	1.311	1.206	1.153	1.119	3.007	2.126	1.720	1.454	1.330	1.252
	EB	1.879	1.669	1.513	1.389	1.289	1.214	3.530	2.787	2.289	1.929	1.662	1.473
	WB	1.732	1.602	1.507	1.413	1.326	1.263	2.999	2.565	2.271	1.998	1.757	1.596
10	NB	1.911	1.690	1.504	1.378	1.271	1.189	3.653	2.856	2.263	1.899	1.616	1.414
	EB	1.975	1.755	1.603	1.469	1.384	1.272	3.900	3.080	2.570	2.159	1.915	1.617
	WB	1.701	1.587	1.506	1.423	1.343	1.288	2.894	2.519	2.267	2.024	1.804	1.658
11	NB	1.858	1.684	1.531	1.425	1.331	1.255	3.451	2.836	2.344	2.030	1.771	1.576
	EB	1.840	1.655	1.516	1.406	1.325	1.233	3.384	2.738	2.298	1.976	1.755	1.519
	WB	1.751	1.589	1.468	1.394	1.315	1.253	3.067	2.523	2.155	1.943	1.729	1.570
12	NB	1.786	1.621	1.489	1.392	1.309	1.241	3.190	2.629	2.217	1.936	1.714	1.539
	SB	1.883	1.715	1.586	1.493	1.419	1.340	3.547	2.940	2.517	2.228	2.013	1.795
	EB	1.927	1.722	1.565	1.441	1.347	1.256	3.713	2.967	2.448	2.076	1.814	1.579
	WB	1.686	1.531	1.412	1.337	1.253	1.197	2.844	2.345	1.995	1.788	1.571	1.433
13	SB	1.812	1.643	1.518	1.422	1.348	1.279	3.283	2.698	2.303	2.022	1.818	1.636
	EB	1.976	1.762	1.595	1.459	1.343	1.247	3.906	3.104	2.545	2.128	1.804	1.555
	WB	1.692	1.544	1.424	1.353	1.278	1.225	2.863	2.385	2.028	1.831	1.633	1.500
14	NB	1.812	1.651	1.524	1.406	1.318	1.241	3.282	2.724	2.321	1.976	1.737	1.540
	SB	1.726	1.570	1.448	1.369	1.291	1.221	2.980	2.466	2.096	1.876	1.666	1.491
	EB	1.887	1.694	1.543	1.429	1.331	1.254	3.562	2.870	2.380	2.042	1.771	1.571
	WB	1.723	1.583	1.478	1.403	1.334	1.272	2.967	2.506	2.183	1.970	1.779	1.618

EXPANSION FACTOR OF TRAFFIC VOLUME IN VARIOUS DURATIONS CORRESPONDING TO 24 HRS. TRAFFIC VOLUME (cont.)
(for durations beginning at 07:00 a.m.)

INTERSECTION & DIRECTION	a	b	c	d	e	f	a ²	b ²	c ²	d ²	e ²	f ²
	24/10 [07-17]	24/11 [07-18]	24/12 [07-19]	24/13 [07-20]	24/14 [07-21]	24/15 [07-22]						
15 NB	1.784	1.578	1.431	1.330	1.237	1.170	3.183	2.489	2.049	1.770	1.530	1.369
	1.656	1.519	1.416	1.346	1.288	1.226	2.743	2.307	2.006	1.812	1.660	1.503
	1.728	1.562	1.450	1.379	1.276	1.207	2.987	2.439	2.103	1.901	1.629	1.457
16 NB	1.744	1.568	1.413	1.308	1.234	1.183	3.041	2.460	1.996	1.711	1.524	1.399
	1.685	1.545	1.432	1.348	1.281	1.239	2.841	2.387	2.051	1.817	1.642	1.536
	1.877	1.656	1.493	1.384	1.277	1.205	3.522	2.742	2.229	1.914	1.631	1.452
17 NB	1.601	1.463	1.354	1.286	1.236	1.201	2.562	2.140	1.832	1.655	1.528	1.443
	1.716	1.573	1.499	1.413	1.329	1.291	2.943	2.473	2.247	1.996	1.765	1.667
	1.888	1.694	1.543	1.429	1.331	1.254	3.563	2.871	2.381	2.042	1.772	1.571
18 NB	1.790	1.639	1.523	1.458	1.381	1.316	3.205	2.686	2.319	2.126	1.908	1.732
	1.633	1.423	1.322	1.274	1.232	1.196	2.666	2.025	1.748	1.622	1.517	1.430
	1.867	1.675	1.541	1.442	1.338	1.246	3.486	2.806	2.374	2.080	1.792	1.554
19 NB	1.790	1.640	1.525	1.462	1.386	1.321	3.204	2.689	2.327	2.137	1.920	1.745
	1.653	1.522	1.433	1.361	1.298	1.235	2.733	2.317	2.054	1.853	1.684	1.526
	1.925	1.716	1.565	1.460	1.344	1.245	3.707	2.945	2.449	2.131	1.807	1.550
20 NB	1.775	1.613	1.490	1.407	1.334	1.265	3.149	2.603	2.221	1.979	1.780	1.601
	1.641	1.521	1.435	1.345	1.272	1.214	2.694	2.315	2.060	1.810	1.617	1.474
	1.940	1.722	1.572	1.459	1.342	1.246	3.762	2.965	2.471	2.129	1.801	1.553
21 NB	1.791	1.643	1.535	1.460	1.389	1.323	3.209	2.698	2.355	2.132	1.930	1.750
	1.895	1.701	1.551	1.449	1.347	1.253	3.593	2.892	2.405	2.101	1.815	1.571
	1.791	1.643	1.535	1.460	1.389	1.323	3.209	2.698	2.355	2.131	1.930	1.750
22 NB	1.735	1.565	1.439	1.355	1.276	1.209	3.010	2.450	2.071	1.835	1.629	1.462
	1.894	1.693	1.529	1.428	1.326	1.237	3.587	2.866	2.338	2.038	1.758	1.530
	1.816	1.657	1.549	1.451	1.371	1.302	3.298	2.746	2.399	2.105	1.880	1.695
23 NB	1.591	1.452	1.352	1.287	1.236	1.172	2.530	2.107	1.827	1.655	1.527	1.374
	1.849	1.653	1.514	1.419	1.323	1.249	3.418	2.733	2.294	2.014	1.750	1.560
	1.757	1.608	1.506	1.417	1.344	1.278	3.086	2.584	2.267	2.007	1.806	1.633
24 NB	1.660	1.474	1.353	1.275	1.191	1.126	2.755	2.173	1.832	1.626	1.418	1.268
	1.865	1.670	1.530	1.432	1.329	1.259	3.476	2.790	2.341	2.051	1.765	1.585
	1.792	1.651	1.539	1.459	1.376	1.300	3.211	2.725	2.370	2.130	1.893	1.689
25 NB	1.808	1.641	1.515	1.426	1.339	1.247	3.268	2.693	2.297	2.035	1.792	1.554
	1.902	1.705	1.584	1.487	1.390	1.314	3.617	2.908	2.508	2.211	1.931	1.727
	1.817	1.679	1.554	1.467	1.380	1.293	3.303	2.819	2.414	2.151	1.905	1.673
26 NB	2.001	1.751	1.576	1.454	1.336	1.263	4.003	3.066	2.484	2.114	1.784	1.595
	1.724	1.593	1.496	1.418	1.340	1.267	2.972	2.536	2.239	2.012	1.797	1.605
	1.810	1.649	1.502	1.406	1.313	1.241	3.277	2.719	2.255	1.977	1.725	1.539
27 NB	1.889	1.675	1.517	1.401	1.299	1.237	3.567	2.806	2.300	1.962	1.687	1.531
	1.801	1.679	1.592	1.519	1.448	1.377	3.242	2.820	2.533	2.309	2.097	1.895
	1.613	1.490	1.406	1.320	1.249	1.203	2.603	2.221	1.977	1.742	1.561	1.448
28 NB	2.019	1.765	1.592	1.472	1.355	1.277	4.076	3.116	2.535	2.166	1.835	1.629
	1.796	1.657	1.550	1.478	1.402	1.337	3.225	2.746	2.403	2.185	1.967	1.787
	1.633	1.396	1.232	1.166	1.123	1.089	2.667	1.948	1.517	1.360	1.262	1.187
28 NB	2.002	1.739	1.566	1.442	1.336	1.258	4.010	3.025	2.452	2.080	1.785	1.582
	1.725	1.614	1.522	1.465	1.407	1.351	2.977	2.605	2.315	2.147	1.979	1.826

EXPANSION FACTOR OF TRAFFIC VOLUME IN VARIOUS DURATIONS CORRESPONDING TO 24 HRS. TRAFFIC VOLUME (cont.)
(for durations beginning at 07:00 a.m.)

INTERSECTION & DIRECTION	a	b	c	d	e	f	a ²	b ²	c ²	d ²	e ²	f ²
	24/10 [07-17]	24/11 [07-18]	24/12 [07-19]	24/13 [07-20]	24/14 [07-21]	24/15 [07-22]						
29 NB	2.039	1.854	1.692	1.557	1.439	1.345	4.159	3.439	2.864	2.423	2.071	1.808
	1.909	1.759	1.636	1.521	1.427	1.347	3.644	3.096	2.676	2.313	2.036	1.814
	1.867	1.657	1.503	1.380	1.283	1.217	3.485	2.745	2.260	1.906	1.647	1.482
	1.811	1.676	1.567	1.472	1.395	1.334	3.281	2.808	2.455	2.165	1.947	1.780
30 NB	2.009	1.791	1.635	1.505	1.392	1.305	4.038	3.206	2.674	2.265	1.939	1.702
	1.881	1.736	1.610	1.480	1.386	1.300	3.538	3.013	2.592	2.189	1.920	1.691
	2.088	1.845	1.656	1.527	1.396	1.306	4.358	3.403	2.742	2.333	1.949	1.706
	1.790	1.622	1.491	1.388	1.308	1.241	3.204	2.631	2.224	1.927	1.712	1.540
31 NB	2.082	1.811	1.608	1.465	1.337	1.249	4.333	3.279	2.586	2.147	1.787	1.559
	1.871	1.713	1.577	1.453	1.359	1.275	3.499	2.934	2.487	2.110	1.847	1.627
	1.592	1.467	1.397	1.325	1.268	1.224	2.533	2.151	1.952	1.757	1.608	1.499
32 NB	1.868	1.639	1.505	1.405	1.320	1.237	3.491	2.688	2.264	1.974	1.743	1.531
	1.802	1.624	1.493	1.401	1.326	1.246	3.249	2.637	2.228	1.964	1.758	1.553
	2.608	2.500	2.337	2.185	1.972	1.786	6.799	6.250	5.463	4.773	3.887	3.191
	1.781	1.643	1.518	1.429	1.337	1.273	3.173	2.699	2.304	2.042	1.789	1.620
33 NB	1.775	1.564	1.458	1.374	1.307	1.231	3.151	2.446	2.127	1.887	1.708	1.516
	1.834	1.634	1.489	1.391	1.311	1.229	3.365	2.671	2.217	1.936	1.719	1.512
	1.784	1.521	1.345	1.239	1.162	1.110	3.184	2.314	1.808	1.535	1.351	1.233
	1.562	1.461	1.385	1.326	1.278	1.243	2.439	2.136	1.918	1.757	1.634	1.546
34 NB	1.895	1.660	1.501	1.376	1.276	1.194	3.591	2.756	2.253	1.893	1.627	1.425
	1.829	1.657	1.514	1.405	1.325	1.246	3.347	2.746	2.293	1.975	1.755	1.553
	1.784	1.599	1.475	1.362	1.282	1.249	3.181	2.557	2.175	1.856	1.644	1.561
	1.671	1.548	1.446	1.372	1.286	1.237	2.793	2.396	2.090	1.822	1.655	1.531
NB1	1.897	1.685	1.515	1.403	1.304	1.225	3.600	2.840	2.296	1.969	1.701	1.500
	1.845	1.681	1.556	1.458	1.369	1.290	3.404	2.826	2.421	2.125	1.873	1.663
NB2	1.846	1.652	1.497	1.374	1.294	1.200	3.409	2.728	2.241	1.889	1.675	1.439
	1.748	1.594	1.493	1.408	1.323	1.255	3.056	2.542	2.231	1.983	1.750	1.576
NB3	2.014	1.779	1.607	1.482	1.378	1.290	4.055	3.167	2.582	2.196	1.898	1.664
	1.820	1.651	1.526	1.438	1.372	1.307	3.312	2.727	2.329	2.069	1.882	1.708
NB4	1.850	1.660	1.515	1.407	1.318	1.261	3.422	2.755	2.297	1.980	1.738	1.589
	1.834	1.663	1.563	1.467	1.385	1.300	3.363	2.765	2.444	2.152	1.919	1.691
NB5	1.975	1.737	1.578	1.455	1.342	1.267	3.901	3.017	2.491	2.118	1.801	1.605
	1.787	1.649	1.542	1.471	1.396	1.331	3.193	2.718	2.379	2.165	1.950	1.772
NB6	1.887	1.650	1.514	1.412	1.325	1.241	3.561	2.722	2.293	1.995	1.757	1.540
	1.839	1.661	1.525	1.430	1.350	1.263	3.383	2.759	2.326	2.045	1.822	1.596
NB7	1.742	1.557	1.416	1.319	1.230	1.165	3.033	2.423	2.006	1.740	1.512	1.357
	1.659	1.523	1.420	1.350	1.292	1.231	2.753	2.321	2.016	1.823	1.670	1.516
sum ->	231.87	208.94	191.95	179.26	168.07	158.91	425.48	345.42	291.47	254.15	223.27	199.47
mean ->	1.826	1.645	1.511	1.411	1.323	1.251						
variance ->	0.017	0.013	0.011	0.009	0.007	0.005						
std. dev. ->	0.130	0.115	0.104	0.095	0.082	0.071						
n ^{0.5} ->	11.269	11.269	11.269	11.269	11.269	11.269						

***** NOTE : Sample size is 127 *****

ประวัติผู้เขียน

นายทวีชัย พัฒนาศักดิ์ เกิดเมื่อวันที่ 12 มีนาคม พุทธศักราช 2506 ที่จังหวัดแพร่ สำเร็จการศึกษาระดับปริญญาตรี สาขาวิศวกรรมโยธา จากภาควิชาวิศวกรรมโยธา คณะวิศวกรรมศาสตร์ สถาบันเทคโนโลยีพระจอมเกล้าธนบุรี ในปี พ.ศ. 2527 แล้วเข้าทำงานที่ บริษัท เมอิตะคอนสตรัคชั่น จำกัด ในตำแหน่งวิศวกรโยธา ประจำหน่วยงานก่อสร้าง โครงการสะพานพระราม 9 ข้ามแม่น้ำเจ้าพระยา สัญญาที่ 2 (เชิงลาดสะพานฝั่งธนบุรี) สัญญาที่ 3 (เชิงลาดสะพานฝั่งกรุงเทพมหานคร) และสัญญาที่ 4 (ทางแยกต่างระดับสุขสวัสดิ์) ซึ่งเป็นส่วนหนึ่งของทางด่วนสาย ดาวคะนอง-ท่าเรือ หนึ่งในสามสายของทางด่วนขั้นที่หนึ่งในเขตกรุงเทพมหานคร ของการทางพิเศษแห่งประเทศไทย ตั้งแต่ปี พ.ศ. 2527 ถึง พ.ศ. 2531 จากนั้นจึงเข้าศึกษาต่อในระดับปริญญาตรี สาขาวิศวกรรมศาสตรมหาบัณฑิต ที่บัณฑิตวิทยาลัย จุฬาลงกรณ์มหาวิทยาลัย เมื่อปีการศึกษา 2531



ศูนย์วิทยุสื่อสาร
จุฬาลงกรณ์มหาวิทยาลัย