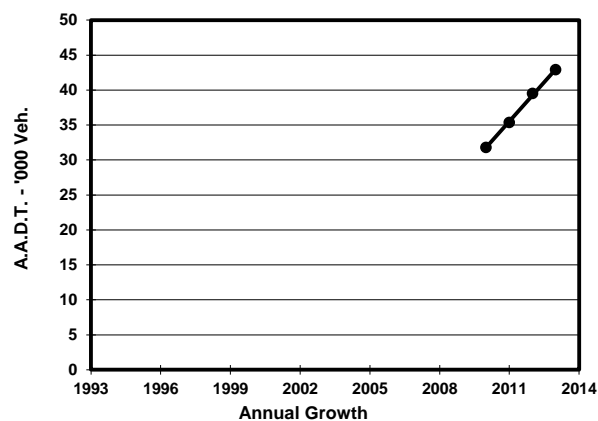
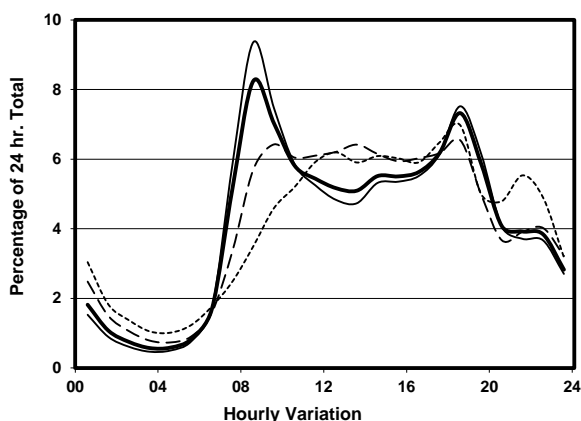
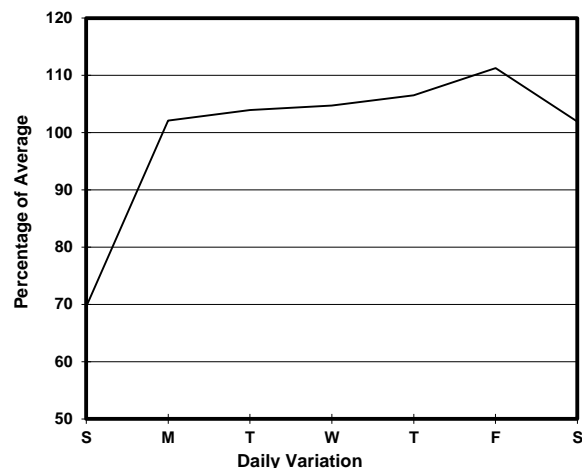
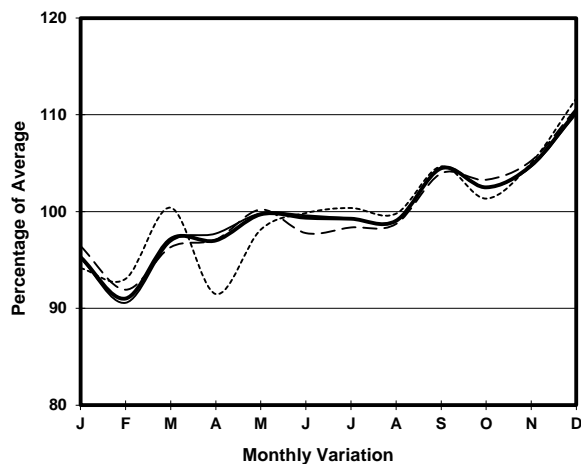


YEAR 2013  
CORE STATION 5037  
ROAD NETWORK MAJOR  
ROAD TYPE EXPRESSWAY

LINK EAGLE'S NEST TUNNEL (from TOLL PLAZA to SOUTH PORTAL)



## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	21030	22560	21930	15010
R 12 / 24 - %	77.8	79.4	75.1	70.1
R 16 / 24 - %	90.8	91.7	89.1	87.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2380	2940	1720	850
T - % (AM)	-	10.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1240	1280	1340	1100
T - % (PM)	-	16.7	-	-
Prop.of commercial vehicles - 16 hr.	-	18.4	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	21870	23570	22520	15310
R 12 / 24 - %	66.7	67.4	67.2	60.6
R 16 / 24 - %	88.9	90	86.4	83.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1210	1390	1140	550
T - % (AM)	-	25.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1900	2200	1560	1010
T - % (PM)	-	10	-	-
Prop.of commercial vehicles - 16 hr.	-	19.3	-	-

## 3. OTHER INFORMATION AND COMMENT

**4. Vehicle classification and occupancy - Monday to Friday**

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	1.2	34.5	21.3	1.8	0.0	17.6	17.2	5.3	0.0	1.1
	Ocp	1.0	1.4	2.0	11.0	0.0	1.3	1.2	12.4	0.0	30.7
0800-0900 Peak hour	Pro	1.6	47.9	21.0	0.1	0.0	13.4	12.4	2.7	0.0	0.9
	Ocp	1.1	1.4	1.4	1.0	0.0	1.4	1.3	27.4	0.0	41.6
0900-1000	Pro	0.5	45.7	17.5	0.2	0.0	17.8	16.3	1.1	0.0	0.9
	Ocp	1.3	1.4	1.9	3.5	0.0	1.4	1.2	17.8	0.0	19.8
1000-1100	Pro	0.7	36.8	15.6	0.4	0.0	22.5	22.2	1.3	0.0	0.4
	Ocp	1.2	1.5	1.9	1.7	0.0	1.5	1.2	1.9	0.0	15.6
1100-1200	Pro	0.4	40.2	12.6	1.3	0.0	22.5	21.1	1.3	0.1	0.5
	Ocp	1.0	1.4	2.0	5.1	0.0	1.4	1.2	6.4	1.0	14.2
1200-1300	Pro	0.8	41.6	13.9	0.2	0.0	22.1	19.9	0.8	0.1	0.6
	Ocp	1.3	1.4	1.8	1.0	0.0	1.4	1.3	28.3	1.0	15.5
1300-1400	Pro	0.4	37.9	12.0	0.2	0.0	24.4	24.2	0.4	0.0	0.4
	Ocp	1.0	1.6	2.2	1.0	0.0	1.4	1.2	9.5	0.0	26.4
1400-1500	Pro	0.2	36.8	11.6	0.4	0.0	26.1	23.4	0.9	0.1	0.5
	Ocp	2.0	1.4	1.9	1.0	0.0	1.4	1.2	34.6	1.0	15.3
1500-1600	Pro	1.9	33.9	11.9	0.6	0.0	22.8	26.4	1.9	0.2	0.4
	Ocp	1.1	1.3	1.9	5.7	0.0	1.4	1.3	12.8	1.0	19.6
1600-1700	Pro	0.2	45.6	11.8	0.9	0.0	21.1	17.8	1.7	0.0	1.0
	Ocp	1.0	1.4	2.1	4.0	0.0	1.5	1.2	13.2	0.0	13.5
1700-1800	Pro	1.3	40.9	17.0	0.5	0.0	21.5	16.1	1.6	0.0	1.1
	Ocp	1.0	1.7	2.2	7.0	0.0	1.6	1.1	12.0	0.0	23.2
1800-1900	Pro	2.1	60.7	12.9	0.1	0.0	11.5	9.3	2.2	0.1	1.1
	Ocp	1.2	1.5	2.7	1.0	0.0	1.4	1.2	20.2	1.0	30.6
1900-2000	Pro	0.5	66.8	15.1	0.3	0.0	5.5	9.6	1.2	0.0	0.9
	Ocp	1.0	1.4	2.3	1.0	0.0	1.6	1.1	15.0	0.0	29.8
2000-2100	Pro	0.8	58.8	21.4	0.2	0.0	9.5	8.2	0.2	0.0	0.8
	Ocp	1.3	1.4	2.1	1.0	0.0	1.5	1.1	1.0	0.0	19.2
2100-2200	Pro	0.8	46.4	27.2	0.0	0.0	7.2	16.3	0.8	0.0	1.3
	Ocp	1.3	1.8	2.2	0.0	0.0	1.3	1.1	1.0	0.0	8.5
2200-2300	Pro	0.6	59.5	24.3	0.0	0.0	7.2	6.1	1.4	0.0	1.0
	Ocp	1.0	1.4	2.0	0.0	0.0	1.2	1.2	15.4	0.0	12.8
16 hours	Pro	0.9	46.4	16.5	0.4	0.0	17.0	16.4	1.6	0.1	0.8
	Ocp	1.1	1.4	2.0	5.2	0.0	1.4	1.2	16.5	1.0	23.4

**Legend**

- Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)
- Ocp.** Average occupancy of vehicles
- M&H** Medium and Heavy