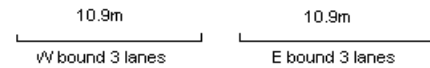


YEAR

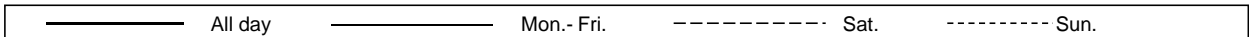
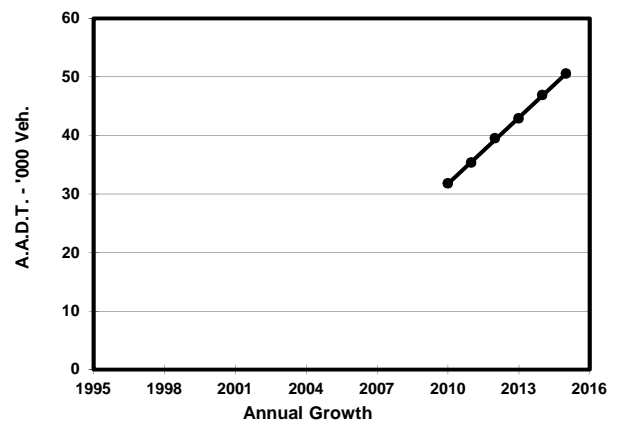
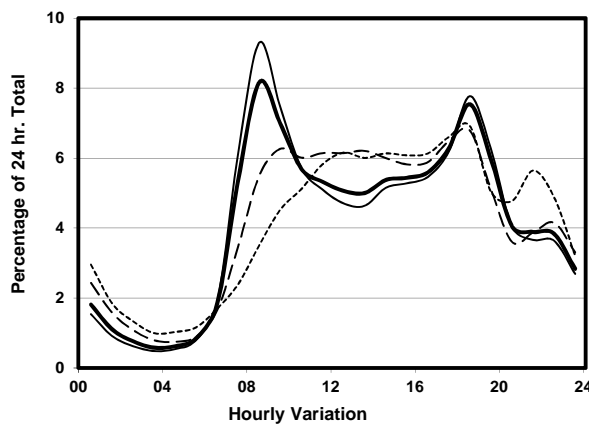
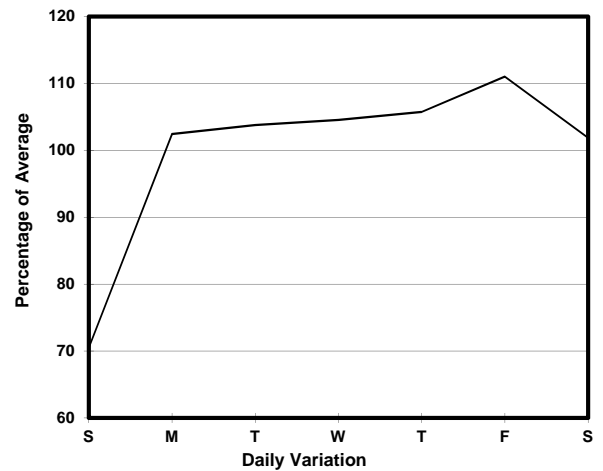
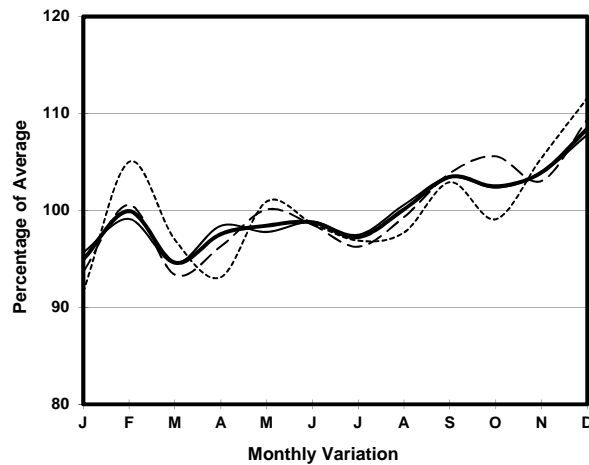
2015

LINK

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

CORE STATION
ROAD NETWORK
ROAD TYPE5037
MAJOR
EXPRESSWAY

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	24670	26340	25750	18020
R 12 / 24 - %	77.7	79.1	75.3	70.8
R 16 / 24 - %	90.5	91.2	89.1	87.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2770	3430	1980	1010
T - % (AM)	-	11.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1460	1490	1650	1270
T - % (PM)	-	15.5	-	-
Prop.of commercial vehicles - 16 hr.	-	17.8	-	-
NORTH BOUND				
A.A.D.T.	25860	27840	26510	18200
R 12 / 24 - %	66.3	67.1	66.4	60.1
R 16 / 24 - %	88.7	89.9	86	84
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1410	1620	1290	630
T - % (AM)	-	26.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2360	2720	1900	1240
T - % (PM)	-	9.1	-	-
Prop.of commercial vehicles - 16 hr.	-	16.9	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor	Private	Taxi	Private	PLB	Goods veh.		Non	Fr. Bus	
		Cycle	Car		LB		Light	M & H	Fr. Bus	SD	DD
0700-0800	Pro	2.8	36.3	22.8	1.7	0.0	17.5	12.1	3.5	0.0	3.3
	Ocp	1.0	1.3	1.7	8.2	0.0	1.5	1.2	17.0	0.0	28.9
0800-0900 Peak hour	Pro	1.7	48.3	19.7	0.2	0.0	14.8	11.1	2.7	0.1	1.5
	Ocp	1.1	1.4	2.0	4.7	0.0	1.6	1.3	22.4	1.0	53.9
0900-1000	Pro	0.8	47.9	16.0	0.1	0.0	16.9	15.4	1.6	0.1	1.4
	Ocp	1.1	1.4	1.9	1.0	0.0	1.4	1.2	7.3	1.0	17.7
1000-1100	Pro	0.1	38.3	17.7	0.3	0.0	22.8	18.6	1.1	0.0	1.1
	Ocp	1.0	1.3	1.9	1.0	0.0	1.3	1.2	7.3	0.0	14.3
1100-1200	Pro	0.8	35.8	18.0	0.2	0.0	20.2	22.1	1.8	0.0	1.1
	Ocp	1.2	1.4	2.0	8.0	0.0	1.4	1.2	4.1	0.0	14.6
1200-1300	Pro	0.3	39.2	14.3	0.7	0.0	21.5	21.3	1.7	0.0	1.1
	Ocp	1.0	1.3	2.0	3.8	0.0	1.4	1.2	7.8	0.0	21.4
1300-1400	Pro	0.7	38.3	14.5	0.2	0.0	21.6	22.5	0.9	0.0	1.2
	Ocp	1.0	1.4	2.0	2.0	0.0	1.6	1.3	5.6	0.0	20.3
1400-1500	Pro	0.7	32.9	13.5	0.7	0.0	25.8	24.1	1.5	0.0	0.9
	Ocp	1.0	1.3	2.3	2.3	0.0	1.6	1.3	2.8	0.0	25.0
1500-1600	Pro	0.8	42.9	12.7	0.2	0.0	25.1	16.7	0.5	0.0	1.2
	Ocp	1.2	1.3	2.0	2.0	0.0	1.2	1.1	10.7	0.0	23.7
1600-1700	Pro	0.8	44.4	15.4	0.9	0.0	20.9	14.3	2.0	0.0	1.3
	Ocp	1.0	1.3	2.0	2.8	0.0	1.5	1.2	18.7	0.0	22.8
1700-1800	Pro	0.9	48.0	15.8	0.6	0.0	18.5	13.1	1.5	0.0	1.6
	Ocp	1.1	1.4	2.0	2.8	0.0	1.2	1.1	20.5	0.0	21.6
1800-1900	Pro	1.4	62.2	14.7	0.1	0.0	10.2	7.7	2.0	0.1	1.6
	Ocp	1.1	1.1	2.1	1.0	0.0	1.3	1.2	27.1	1.0	35.0
1900-2000	Pro	1.2	67.4	14.6	0.2	0.0	6.9	6.8	1.2	0.0	1.8
	Ocp	1.2	1.2	2.2	3.0	0.0	1.2	1.0	13.5	0.0	24.1
2000-2100	Pro	1.5	57.9	18.9	0.4	0.0	6.9	10.9	0.7	0.0	2.9
	Ocp	1.4	1.4	2.1	2.5	0.0	1.2	1.1	2.0	0.0	14.2
2100-2200	Pro	1.7	52.6	26.2	0.0	0.0	7.7	8.3	1.5	0.0	2.0
	Ocp	1.0	1.4	2.0	0.0	0.0	1.2	1.0	2.6	0.0	24.3
2200-2300	Pro	1.7	55.5	27.7	0.2	0.0	6.2	5.8	1.0	0.0	1.8
	Ocp	1.3	1.3	1.9	1.0	0.0	1.1	1.0	6.6	0.0	20.4
16 hours	Pro	1.1	47.4	17.4	0.4	0.0	16.4	14.1	1.7	0.1	1.6
	Ocp	1.1	1.3	2.0	4.3	0.0	1.4	1.2	14.5	1.0	25.8

Legend

Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

* All traffic data are collected from combined bounds except for one way traffic