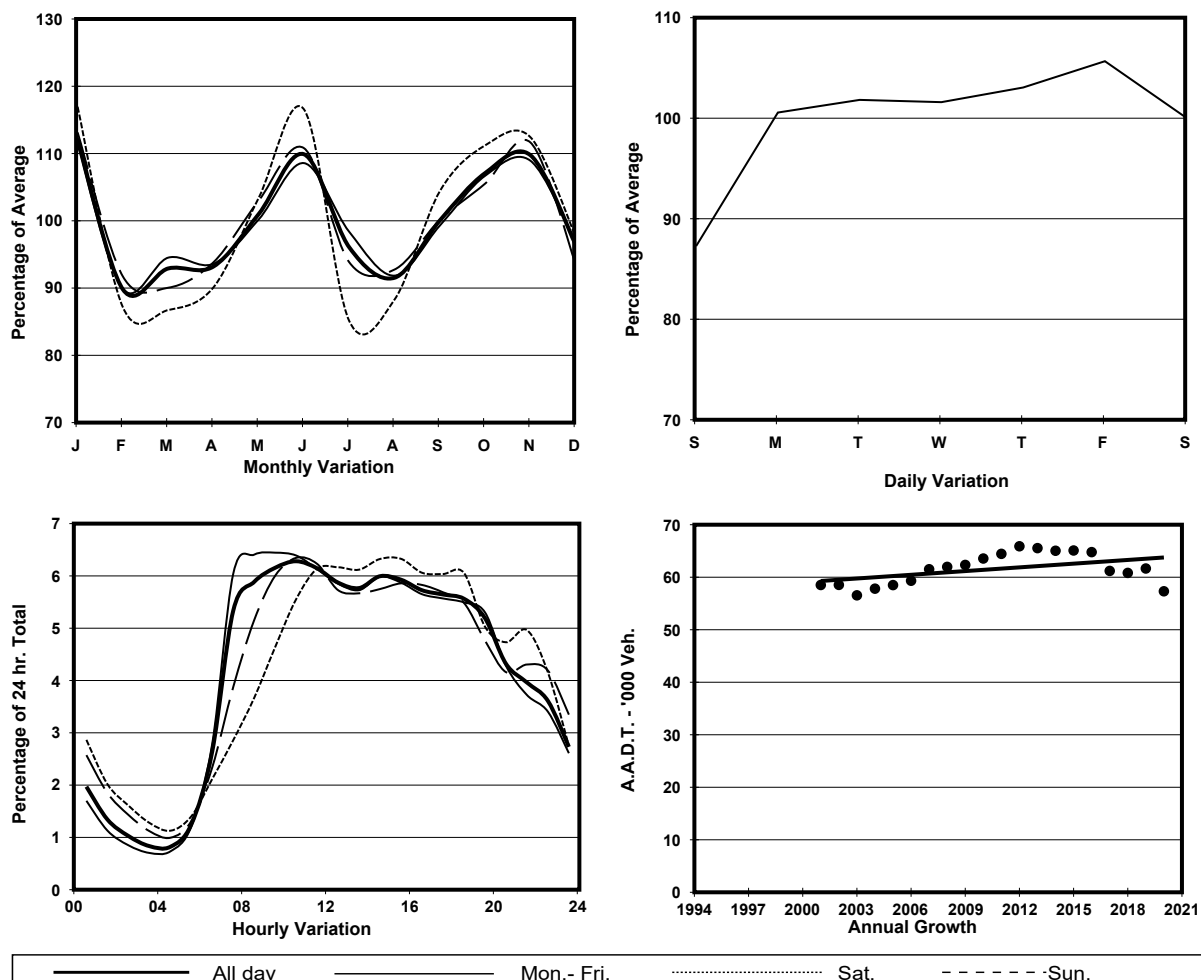


YEAR 2020
CORE STATION 1004
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

LINK ABERDEEN TUNNEL (from TOLL PLAZA to NORTH PORTAL)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	30340	31460	30290	26100
R 12 / 24 - %	68.6	69.7	66.5	64.5
R 16 / 24 - %	87	88	84.3	83.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1860	2050	1720	1170
T - % (AM)	-	12.5	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	1830	1930	1820	1610
T - % (PM)	-	6.9	-	-
Prop.of commercial vehicles - 16 hr.	-	9.5	-	-
NORTH BOUND				
A.A.D.T.	26980	27630	27410	24580
R 12 / 24 - %	72.2	73.7	68.9	67.5
R 16 / 24 - %	87.9	88.6	85.9	85.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1670	1800	1750	1180
T - % (AM)	-	10	-	-
PM Peak Hour	1700-1800	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	1560	1590	1570	1540
T - % (PM)	-	10.1	-	-
Prop.of commercial vehicles - 16 hr.	-	11	-	-

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	5.1	49.5	13.7	3.9	2.4	11.1	3.1	5.7	0.0	5.5
	Ocp	1.1	1.3	2.1	6.3	15.5	1.4	1.2	13.4	0.0	37.4
0800-0900	Pro	5.3	50.8	13.7	0.8	2.0	16.9	2.8	1.6	0.0	6.1
	Ocp	1.1	1.3	2.0	3.0	14.2	1.5	1.3	10.3	0.0	34.0
0900-1000 Peak hour	Pro	3.4	44.6	14.0	1.0	2.7	23.3	5.3	0.5	0.0	5.2
	Ocp	1.0	1.3	2.1	2.9	9.4	1.6	1.4	3.4	0.0	23.3
1000-1100	Pro	3.2	44.6	15.2	0.7	1.9	23.5	5.4	1.0	0.0	4.6
	Ocp	1.0	1.3	2.0	2.6	10.4	1.5	1.4	8.8	0.0	19.4
1100-1200	Pro	2.4	46.0	15.3	0.6	1.6	23.7	5.4	0.7	0.0	4.4
	Ocp	1.0	1.4	2.0	1.6	13.1	1.6	1.4	4.8	0.0	18.3
1200-1300	Pro	2.7	47.6	14.3	0.4	2.6	18.7	7.4	1.8	0.0	4.6
	Ocp	1.1	1.4	2.1	2.3	7.8	1.4	1.6	5.1	0.0	17.3
1300-1400	Pro	3.6	51.1	12.8	3.2	2.3	18.3	2.3	2.1	0.0	4.1
	Ocp	1.1	1.5	2.1	4.7	9.7	1.5	1.4	6.4	0.0	23.1
1400-1500	Pro	2.6	51.8	12.4	0.8	2.2	21.2	3.6	1.3	0.0	4.3
	Ocp	1.1	1.5	2.2	2.3	12.4	1.4	1.2	3.0	0.0	20.6
1500-1600	Pro	3.1	54.5	12.0	1.0	2.5	16.6	4.4	1.5	0.0	4.4
	Ocp	1.1	1.4	2.0	2.9	7.8	1.4	1.7	10.4	0.0	20.2
1600-1700	Pro	3.9	54.7	11.8	1.4	2.3	17.0	2.8	1.0	0.0	4.9
	Ocp	1.1	1.5	1.9	1.7	12.4	1.5	1.3	2.1	0.0	24.1
1700-1800	Pro	7.3	59.5	11.3	0.6	2.1	11.2	1.5	0.7	0.0	5.9
	Ocp	1.2	1.4	2.4	2.6	14.8	1.4	1.3	5.2	0.0	35.0
1800-1900	Pro	4.4	62.4	15.4	0.1	2.3	7.1	1.2	1.2	0.0	6.0
	Ocp	1.1	1.5	2.2	1.0	18.1	1.4	1.8	13.7	0.0	45.0
1900-2000	Pro	3.6	63.4	16.6	0.1	2.5	5.5	0.4	2.1	0.0	5.9
	Ocp	1.1	1.4	2.1	2.0	15.5	1.5	1.7	7.3	0.0	28.2
2000-2100	Pro	4.1	53.9	23.8	0.5	2.8	6.0	0.7	0.3	0.0	7.9
	Ocp	1.1	1.4	1.9	1.7	11.6	1.3	1.5	1.0	0.0	19.1
2100-2200	Pro	5.9	48.2	26.3	0.0	3.6	6.5	1.4	0.7	0.0	7.4
	Ocp	1.1	1.5	1.9	0.0	10.2	1.4	1.3	2.3	0.0	18.3
2200-2300	Pro	5.2	50.2	26.7	0.0	2.7	5.4	1.6	0.2	0.0	7.9
	Ocp	1.1	1.3	1.8	0.0	10.2	1.3	1.1	12.0	0.0	16.0
16 hours	Pro	4.0	51.9	15.2	1.0	2.4	15.3	3.3	1.5	0.0	5.4
	Ocp	1.1	1.4	2.0	4.0	11.9	1.5	1.4	8.7	0.0	25.7

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