									(Unit:P	•									من من بين بين من من بين من من بين من المن المن المن المن المن المن المن			erson)
	Survey	Route	Ctl'	Dire-	m = = = = = = :		Vehicle		3 11 11 11 11 11 11 11	:=====:			Survey F	loute	Ctl'	Dire-	. <u> </u>	,	Vehicle			
seq	Station Code	NO.	sect.	ction	PC	LB	МВ	НВ	PP	Total		oeq	Station Code	nv.		CEION	PC	LB	MB	HB	PP	Total
1	101030	340	201	IN	5.2	12.3	14.1	60.0	12.1	17.1	·	21	1061090	1	301	IN OUT	4.2 4.8	12.9 13.0	23.0 18.8	50.8 51.1	9.0 11.9	43.1 41.9
				100	5.0	13.5	18.3	41.8	13.1	17.5			·			BOTH	4.5	13.0	21.1	51.0	10.7	42.4
2	101071	303	100	BOTH In	5.1 4.9	12.6 11.2	15.0 23.7	51.3 60.2	12.6 10.5	17.3 37.1		22	1063050	33	101	IN	5.0	11.7	29.1	55.9	11.3	18.6
4	101011	000	100	0 V T	4.9	12.4	18.6	53.2	5.1	20.8	<i>i.</i> 5					OUT	4.9	13.5	20.0	50.8	13.0	23.3
				BOTH	4.9	12.3	19.8	57.6	7.4	28.8	* *					BOTH	5.0	12.8	28.3	52.9	12.0	20.7 18.2
3	101072	3	200	1 N	5.0	13.2	20.4	44.4	11.3	13.2		23	1064060	2	101	IN	5.0 5.0	12.0 12.6	10.9 18.5	60.1 60.0	12.0 13.0	21.0
				7U0	5.0	14.3	26.3	42.0	11.9	15.1		,	,			BOTH	5.0	12.3	12.8	60.0	12.4	19.6
4	103020	304	202	BOTH In	5.0 5.0	13.7 12.8	23.5 17.5	43.2 75.6	11.6 12.9	14.1 15:1		24	1073021	34	100	IN	5.0	13.9	23.3	40.5	13.6	19.0
4	100020	304	2.02	OUT	4.6	12.3	30.0	72.6	11.9	14.2			1010021			OUT	5.0	13.9	20.3	60.1	13.6	20.4
				BOTH	4.8	12.6	25.0	74.1	12.3	14.6					Ä.	BOTH	5.0	13.9	21.4	50.1	13.6	19.8
5	105071	4	100	IN	5.0	12.9	18.3	70.0	10.9	28.3		25	1073022	3	301	IN	5.0 5.0	20.0 13.3	28.6 30.0	55.4 56.0	14.5 12.0	20.5 18.3
				OUT	5.0	13.2	19.4	68.3	11.9	23.7					. *	OUT Both	5.0	14.7	29.2	55 6	13.4	19.5
e	105072	35	100	BOTH In	5.0 5.1	13.1 13.6	18.9 22.7	69.2 51.9	11.5 12.2	25.8 17.5		26	1082090	21	501	IN	5.0	12.0	18.2	60.0	12.0	16.0
6	100012	33	100	001	5.0	11.5	13.8	61.5	12.1	16.2		20	100200			OUT	5.0	12.8	16.8	60.0	12.2	17.1
				BOTH	5.1	13.4	18.1	55.0	12.1	17.0						BOTH	5.0	12.4	17.8	60.0	12.1	16.5
8	1022111	1	900	1 14	5.0	15.6	14.0	59.5	12.7	18.8		27	1082110	1	7.00	IN	5.1	12.0	15.0 60.0	64.8	12.9 14.6	17.8 20.4
				OUT	5.0	12.0	27.5	59.9	12.0	15.7						OUT Both	5.0 5.1	0.0 12.0	55.7	60.0 62.6	13.7	19.1
^	4800440	4	4404	BOTH	5.0	12.6	23.0	59.7	12.3	17.0		28	1084030	205	501	IN	5.0	15.0	20.0	52.5	13.3	18:1
9	1022112	1	1101	N I Tuo	5.1 5.0	12.1 12.2	$30.0 \\ 25.6$	58.4 56.8	12.9 12.8	14.8 17.7		20	1007000	200		OŪŤ	5.2	12.0	20.0	52.8	12.5	17.4
				BOTH	5.1	12.2	26.3	57.5	12.9	16.1			÷		٠.	BOTH	5.1	13.5	20.0	52.6	12.9	17.8
10	1025060	340	600	ΙN	5.0	12.5	20.0	59.4	12.4	12.0		29	2012040	1	1600	IN	5.0	12.2	23.6	54.1	10.4 11.9	.12.4 15.3
				OUT	5.1	12.5	20.0	59.7	14.1	13.2						OUT Both	5.2 5.1	12.1 12.2	24.8 24.2	55.3 54.8	11.3	13.9
A 4	4004040	0.40	900	BOTH	5.1	12.5	20.0	59.6	13.5	12.8 15.3		30	2012070	115	200	IN	5.1	14.3	40.0	51.0	14.3	14.9
11	1031040	346	300	IN OUT	5.0 5.0	13.6 12.9	15.0 14.0	76.5 71.4	12.1 13.0	14.9		00	E012010		200	OUT	5.0	15.0	40.0	61.1	13.8	15.7
				BOTH	5.0	13.4	14.3	74.0	12.5	15.1						BOTH	5.0	14.4	40.0	55.6	14.0	15.3
14	1043050	305	102	IN	4.6	12.0	25.0	58.0	11.3	11.4		31	2012110	1	1301	IN	5.0	16.6	27.5	59.3	14.4	18.7 14.1
				OUT	4.5	11.8	28.1	56.5	10.5	11.2					ŕ	OUT Both	5.0 5.0	15.0 16.4	20.0 26.0	58.5 59.0	12.3 13.3	16.4
4.0	4054000	044	400	BOTH	4.5	12.0	26.6	57.1	10.9	11.3 15.6		32	2012150	101	301	IN	5.0	12.3	20.0	49.1	12.4	15.1
15	1051080	311	100	N I Tuo	5.0 5.0	12.4 12.4	20.0 20.0	57.0 50.4	14.4 11.9	13.5		UL	2012100	101	00,	ουτ	4.9	12.0	20.0	62.9	13.1	17.1
				BOTH	5.0	12.4	20.0	54.0	13.1	14.6						BOTH	4.9	12.2	20.0	56.2	12.8	16.1
16	1051101	309	302	IN	5.0	12.1	20.0	43.6	13.5	13.6		33	2022030	1019	200	IN	5.4	15.1	0.0	56.0	14.0	13.6
				OUT	5.0	13.0	18.0	44.8	12.4	13.4					:	OUT	5.4	16.1 15.6	25.0 25.0	58.5 57.2	14.4 14.2	13.5 13.6
. ~	4854480	0.0		BOTH	5.0	12.5	19.2	44.3	12.8	13.5	•	9.4	2022060	1	2903	BOTH In	5.4 5.0	12.8	10.0	59.1	12.0	13.9
1/	1051102	32	500	IN OUT	5.0 5.1	12.9 12.0	19.8 17.2	37.7 59.1	11.9 11.4	16.4 17.3		04	Z V Z Z V V V	,	2000	OUT	5.1	12.6	40.0	59.8	12.0	18.2
				BOTH	5.1	12.6	18.3	45.0	11.7	16.8						BOTH	5.0	12.7	25.0	59.6	12.0	15.9
18	1052110	11	101	IN	5.0	11.7	22.0	80.0	12.0	14.3	•	35	2032120	106	602	11	5:0	25.2	50.0	60.0	11.9	17.6
				OUT	5.0	12.0	22.0	58.4	12.0	13.8						OUT	5.0	26.3	50.0	60.0 60.0	12.2 12.1	19.3 18.5
	4004004	4	F 7 7	BOTH	5.0	11.8	22.0	68.0	12.0	14.1		26	2032140	108	500	BOTH In	5:0 5.0	25.8 13.8	50.0 18.7	57.5	13.9	14.6
19	1061081	1	500	N I Tuo	5.0 5.0	12.3 12.3	12.5 10.0	59.7 38.4	11.9 12.1	15.2 13.7			CUUL 14V	100	JVV	OUT	5.1	15.6	0.0	55.0	13.9	13.5
				BOTH	5.0 5.0	12.3	11.7	46.0	12.0	14.3						BOTH	5.0	15.2	18.7	56.3	13.9	14.0
20	1061082	21	200	IN	5.1	12.9	20.0	50.0	12.7	13.0	et e	37	2042130	1	1901	IN	5.1	15.0	40.0	58.5	14.0	14.3
				OUT	5.0	14.7	20.0	59.9	14.1	14.4						TUO	5.3	14.6	26.0 30.0	59.0 58.8	14.7 14.4	13.9 14.1
				BOTH	5.1	14.1	20.0	55.2	13.3	13.7 ======			=======================================		======	BOTH	5.2	14.8		50.0 ========	.7.7	17.1

Appendix 6.12 AVERAGE CAPACITY OF PASSENGER VEHICLES - 1990

									(Unit:P			:========								(Unit:P	· ·
	Survey	Route	Ctl'	Dire-			Vehicle					Survey Station	Route	Ctl'	Dire-	• .		Vehicle	Type		
Seq	Station Code	NO.	sect.	ction	PC	LB	MB	HB	PP	Total		Code				PC	LB	МВ	НВ	PP	Total
38	2052100	101	1100	IN	5.0	12.0	12.0	60.0	12.0	16.2	55	3013040	3	1300	IN	7.0	14.0	40.0	57.0	3.0	6.0
				OUT	5.0	12.0	60.0	60.0	12.0	16.0					OUT	6.9 6.9	13.6 13.8	15.0 21.3	57,6 57,4	3.1 3.0	7.0 6.5
40	0000100	4	2002	BOTH	5.0	12.0	40.8	60.0	12.0	16.1		3013060	317	302	BOTH IN	7.0	14.0	21.6	60.0	11.9	18.9
39	2062130	ı	2603	INOUT	5.2 5.1	11.9 15.1	20.0	56.6 55.5	14.1 14.0	14.3 18.3	30	3013000	311	302	OUT	7.0	14.0	24.7	60.0	8.7	15.3
				BOTH	5.1	13.1	20.0	55.8	14. 0	16.3					BOTH	7.0	14.1	24.7	60.0	10.3	17.1
40	2072081	117	400	IN	5.0	12.0	10.0	60.3	12.0	14.6	58	3023031	3	402	IN	5.0	13.5	42.0	44.3	12.8	40.1
40	2012001		400	OUT	5.0	12.0	10.0	60.3	12.0	14.3	•	.002000	Ť		OUT	4.9	13.7	22.0	45.6	14.4	27.9
				BOTH	5.0	12.0	10.0	60.3	12.0	14.5					BOTH	4.9	13.7	40.3	45.1	14.0	31.9
41	2072082	11	502	IN	5.3	19.2	25.0	50.6	13.6	15.5	59	3023032	315	200	IN	5.0	13.5	23.6	58.6	13.4	13.9
				OUT	5.3	15.0	20.0	60.0	14.5	15.0				\mathcal{O}_{i}	OUT	5.0	12.5	20.0	58.9	13.4	13.8
				BOTH	5.3	18.0	23.3	54.6	14.1	15.3					BOTH	5.0	13.1	22.6	58.7	13.4	13.8
42	2072090	113	202	IN	5.0	12.0	17.0	60.0	12.0	15.4	60	3023033	331	400	- IN	5.0	13.7	30.0	69.8	12.0	13.0
		•		OUT	5.0	12.0	60.0	60.0	12.0	14.2					OUT	5.0	13.4	22.5	74.3	13.0	14.7
		- * .		BOTH	5.0	12.0	38.5	60.0	12.0	14.8					BOTH	5.0	13.6	26.3	72.2	12.4	13.8
43	2072111	117	200	IN	5.0	11.1	20.0	59.5	12.1	16.4	61	3023061	319	200	IN	5.1	14.3	21.5	61.1	13.0	12.3
				OUT	5.1	15.6	28.5	58.8	12.0	13.6					OUT	5.0	12.8	20.0	41.9	11.7	11.2
				BOTH	· 5 . O	12.7	27.3	59.2	12.1	15.0			0.0.4	400	BOTH	5.1	13.7	21.3	50.6	12.4	11.7
44	2072112	11	201	IN	5.0	20.0	18.5	56.3	14.4	16.8	62	3023062	304	400	IN	5.0	12.6	19.4	60.0	13.5	13.8
				OUT	5.1	12.0	20.0	63.2	13.8	14.6					OUT	5.1	12.8	20.0	59.8	13.6	13.9
				BOTH	5.1	16.0	19.3	59.3	14.1	15.6	6.0	0000071	0	0.00	BOTH	5.0	12.7	19.5	59.9	13.5	13.9
45	2082150	12	400	IN	5.0	12.0	60.0	60.0	12.0	16.6	63	3033071	3	800	IN	6.9	14.0	22.5	56.5	3.0	9.8
		· - ·		OUT	5.1	12.0	60.0	60.0	12.0	18.0					TUO	7.0	14.0	20.0	58.3	11.9	15.2
	0000470	4.4	700	BOTH	5.0	12.0	60.0	60.0	12.0	17.3		2022073	20	. 200	BOTH	6.9	14.0	21.7	57.4	7.1	12.2
46	2082170	11	700	IN	5.0	15.0	40.0	59.1	14.2	16.7	04	3033072	36	200	IN	7.0 6.9	13.9	17.0 10.0	47.5	3.0	7.2
				TUO	5.1	13.2	20.0	49.5	12.5	11.7					OUT Both	7.0	14.0 13.9	13.5	49.1 48.3	3.0	7.3 7.2
47	2004020	10	1000	BOTH	5.1	13.8	30.0	56.0	13.3	14.3	2.2	3033073	344	300	IN	7.0	14.1	24.9	49.3	3.0 3.0	8.6
41	2094020	12	1000	IN	5.1	15.0	30.0	76.5	15.0	20.3	03	3033013	544	300	OUT	6.9	13.9	26.8	45.9	3.0	8.3
				OUT Both	5.3 5.2	15.0 15.0	26.7 28.8	80.0 78.4	15.0	22.2 21.2					BOTH	7.0	14.1	25.8	47.6	3.0	8.5
ΛQ	2094030	225	600	DUIII IN	5.0	12.0	17.0	80.0	15.0	15.2	- 67	3064060	304.	700	IN	6.8	13.6	23.5	60.0	3.1	10.4
40	2004000	Z Z J	OVV	001	5.0	12.0	20.8	60.0	12.0 12.0	18.1	. 01	3004000	004.		OUT	7.0	13.8	21.8	59.0	3.0	11.4
				BOTH	5.0	12.0	20.2	64.4	12.0	17.0					вотн	6.9	13.7	22.5	59.5	3.1	10.8
40	2094120	203	202	IN	5.0	14.1	30.0	57.6	12.1	18.9	68	4014090	213	102	IN	5.0	15.9	30.0	51.6	12.5	22.9
40	2004120	200	202	OUT	5.0	15.7	27.3	51.6	13.2	18.8					OŪŤ	5.0	14.5	26.7	53.2	13.2	23.6
				BOTH	5.0	15.1	28.4	54.4	12.7	18.9					BOTH	5.0	15.2	27.5	52.4	12.8	23.2
50	2102131	103	100	IN	5.1	12.0	22.0	60.3	12.0	14.2	69	4014110	214	200	IN	5.1	14.2	23.4	59.9	14.9	19.8
00	2102101	100	100	OUT	5.0	12.3	22.0	60.8	12.0	14.1					OUT	5.0	14.5	45.0	68.0	11.9	22.5
				BOTH	5.0	12.1	22.0	60.5	12.0	14.1					BOTH	5.1	14.3	35.6	63.4	14.2	20.9
51	2102132	11	1200	IN	5.2	14.4	25.0	58.4	13.6	11.8	70	4014130	213	303	IN	5.0	12.0	32.2	80.0	13.9	20.4
~ .				OŪŤ	5.2	15.0	20.0	59.1	14.1	12.6					OUT	5.0	15.0	30.0	75.0	14.6	20.1
				BOTH	5.2	14.6	22.5	58.8	13.9	12.2					BOTH	5.0	14.5	30.4	77.2	14.4	20.3
52	2102150	101	700	IN	5.3	15.4	22.9	60.0	14.1	13.3	· 71	4024030	201	702	IN	5.0	13.5	25.5	71.5	15.0	22.3
				OUT	5.1	17.8	21.8	60.0	13.2	13.9					OUT	5.2	15.0	27.6	75.0	15.0	20.6
				BOTH	5.2	16.7	22.4	60.0	13.7	13.6					BOTH	5.1	14.0	26.7	72.6	15.0	21.7
53	2122130	11	1300	IN	5.0	12.0	30.0	60.0	12.0	15.2	72	4024060	2	702	IN	5.1	11.7	17.5	72.3	13.3	31.0
				OUT	5.0	19.9	10.0	55.9	12.5	16.3				÷	OUT	5.0	13.0	30.0	78.4	14.2	27.4
				BOTH	5.0	16.3	27.1	58.1	12.3	15.7		400.00			BOTH	5.0	12.6	21.7	74.9	13.7	29.3
54	2152170	102	100	IN	5.0	12.0	41.4	59.2	12.0	16.9	73	4024091	208	102	11	5.0	15.4	24.4	54.3	12.5	31.8
				OUT	5.1	12.0	34.0	60.0	12.0	14.4					001	4.9	15.7	25.8	53.4	12.0	29.7
		*		BOTH	5.0	12.0	38.3	59.5	12.0	15.7	•				BOTH	4.9	15.6	25.0	53.8	12.1	30.7
			#####			======	======			======	====:		=====				=======		======		======

Appendix 6.12 AVERAGE CAPACITY OF PASSENGER VEHICLES - 1990

(Unit:Person) (Unit:Person) Survey Route Ctl' Dire-Vehicle Type Vehicle Type Survey Route Ctl' Dire-Seq Station No. Sect. ction -----PC: LB MB PP Total PC PP Total Code Code .15.0 80.0 13.8 74 4024092 23 103 IN .14.5 29.5 70.7 14.6 27.0 91 4114140 214 500 IN 5.0 23.8 5.0 24.1 73.3 14.5 16.0 OUT 5.1: 15.0 80.0 OUT 5.2 29.071.4 14.7 24.4 22.7 45.0 80.0 . 14.1 BOTH :14.7 29.3 71.1 14.6 25.6 BOTH 5.0 15.0 5.1 11.2 24.7 75 4024120 201 800 13.9 22.3 56.3 IN 5.1 15.0 30.0 73.2 15.0 23.5 302 IN 5.0 92 4124160 210 12.1 23.6 56.3 23.4 OUT 15.0 17.9 75.5 15.0 23.3 OUT 13.9 5, 1 5.0° 111.7 24.0 15.0 15.0 23.2 56.3 BOTH -5.119.4 74.4 23.4 BOTH 5.0 -13.930.0 77.4 14.4 26.3 76 4024160 2 1100 5.0 13.8 20.0 53.8 12.4 24.1 301 IN 5.0 .12.0 IN 93 4134160 22 65.080.0 14.5 26.9 14.3 27.6 11.5 OUT 15.0 OUT 5.0 55.1 21.2 5.2 60.6 78.7 14.4 26.6 **BOTH** 5.0 14.1 26.8 54.4 11.9 22.6 BOTH 5, 1 13.5 226 800 IN 12.8 21.7 48.8 12.2 16.1 77 4034061 5.0 12.0 :30.0 60.0 12.7 25.4 94 4144150 5.0 205 702 IN OUT 15.3 20.7 49.9 9.515.2 4.8 OUT 12.0 60.0 60.4 14.7 5.1 21.7 BOTH 14.1 21.4 49.4 10.6 15.6 4.9 BOTH 5.0 12.0 51 4 60.2 14,4 23.1 226 1200 23.5 46.1 11.1 13.7 95 4154170 IN 5.0 13.7 78 4034062 202 301 IN 4,8 12.0 27.5 60.014.4 19.3 OUT 5.0 13.8 27.0 47.8 11.9 14.4 OUT 4.6 12.0 27.0 60.012.7 21.2 BOTH 25.3 47.0 11.5 14.0 5.0 13.8 BOTH 4.7 12.0 27.2 60.013.7 20.2 18.0 103 23.5 77.5 12.9 96 5015050 323 IN 4.9 13.8 79 4044080 212 1302 IN 5.0 14.4 30.0 52.4 10.7 21.9 15.5 OUT 20.9 12.1 OUT 5.0 13.7 27.552.8 11.7 21.5 4.8 13.0 69.922.3 16.7 14.0 29.0 52.6 11.1 21.7 BOTH 4.9 13.2 73.7 -12.4 BOTH 5.0 324 202 · IN 10.0 25.0 56.9 13.2 15.9 22 502 22.8 11.4 20.2 97 5015060 4.8 80 4044130 13.6 50.1 IN 5.0 OUT 15.0 20.0 27.4 12.4 12.5 4.7 30 0 52.8 11.5 19.4 OUT 5.0 14.4 14.3 BOTH 4.8 13.3 21.0 43.0 12.8 5.0 14.0 26.4 51.3 11.5 19.8 BOTH 98 5025050 302 IN 4.9 10.0 27.5 78.3 12.2 44.0 2 1303 13.6 18.5 12.0 16.1 81 4054160 IN -5.053.8 OUT 10.0 18.3 58.0 12.8 40.6 4.7 30.0 12.9 OUT 5.0 14.1 51.4 16.1 BOTH 10 0 22.0 65.512.5 42.1 4.8 5.0 13.9 25.4 52.5 12.5 16.1 BOTH 321 202 23.9 16.1 99 5025060 ΙN 10.7 55.2 11.8 4.9 300 13.1 10.0 57.8 12.2 18.8 82 4064071 24 IN 4.7 OUT 25.0 53.7 19.9 5.0 14.1 13.3 OUT 14.0 30.0 57.7 14.6 20.1 5.0 13.5 20.0 13.5 19.5 BOTH 5.0 11.9 24.2 54,3 12.7 18.1 4.9 57.7 BOTH 800 12.4 21.1 50.0 15.6 100 5035040 IN 5.1 14.5 226 400 15.0 13.0 14.2 83 4064072 IN 6.3 12.1 50.1 OUT 5.0 13.1 22.5 48.6 14.9 18.2 22.5 12.2 OUT 5.0 13.1 51.9 11.7 BOTH 12.5 21.4 49.3 14.7 16.7 5.0 BOTH 5.5 12.6 20.0 50.9 12.7 13.1 i in 20.0 60.8 12.1 14 1 84 4074141 226 600 4.6 14.2 17.8 38.3 9.610.3 101 5036020 4 1400 5.1 12.6 IN OUT 14.1 15.0 36.6 13.5 13.2 OUT 4.9 13.7 20.0 63.2 11.4 13.2 5.0 17.4 11.4 11.6 BOTH 5.0 13 2 20.0 62.0 11.7 13.6 BOTH 4.8 14.2 37.3 103 5055081 35 300 13.8 16.0 55.8 13.0 24.1 219 400 15.0 30.0 77.0 15.0 36.9 · IN 5.0 85 4074142 IN 5.1 OUT 23.4 OUT 15.0 17.5 75.0 13.8 32.9 4.9 12.4 16.0 55.4 13.1 5.2 21.7 76.0 14.2 BOTH 5.0 12.7 16.0 55.513.0 23.7 15.0 34.8 BOTH 5.2 104 5055082 325 200 IN 14.1 19.6 58.4 15.0 17.4 5.0 212 1400 15.9 36.7 54.1 11.5 24.4 86 4084100 IN 5.0 OUT 13.3 22.9 27.0 11.5 11.5 4.6 11.7 22.4 OUT 4.5 12.4 32.0 53.7 BOTH 20.8 14.6 13.7 45.7 13.2 4.8 **BOTH** 4.8 14.2 34.3 53.9 11.6 23.5 25.0 201 ìN 14.1 30.0 12.9 13.2 105 5075080 35 4.8 303 10.0 23.3 76.2 15.0 31.8 87 4094111 23 IN 5.1 OUT 14.7 17.7 55.3 15.0 16.7 20.0 14.7 28.1 5.0 OUT 5.0 12.0 78.7 BOTH 20.0 42.3 15.0 14.9 30.1 4.9 14.5 13.7 BOTH 5.0 11.5 22.5 77.2 106 6016030 4 3500 IN 5.2 12.9 25.0 56.0 11, 1 13.0 88 4094112 202 700 5.4 13.8 27.9 7.1.7 15.0 23.2 IN OUT 13.5 15.0 60.0 10.3 11.3 OUT 5.1 12.9 21.7 76.0 14.5 31.6 5.527.4 BOTH 5.4 13.4 21.7 57.4 10.7 12.2 BOTH 5.3 13.2 24.3 74.4 14.8 107 6016070 4 3200 . IN 5.1 14.4 20.0 85.0 12.6 13.2 -19.9 89 4104110 23 501 IN 5.0 12.0 24.3 67.1 :13.4 25.3 OUT 5.1 13.7 63.4 13.0 14.4 THO 15.0 23.3 69.0 15.0 20.9 5.0 13.9 BOTH 13.9 24.6 69.9 12.8 14.1 20.4 5.1 BOTH 5.0 13.5 24.1 68.1 200 48.7 12.6 13.6 20.0 108 6016140 4035 - IN 5.2 14.1 18.3 12.4 30.0 49.9 12.0 23 600 IN 4.9 90 4104170 15.2 OUT 15.0 25.5 56.3 14.3 OUT 11.4 21.8 5.0 30.0 52.9 4.9 14.3 BOTH 14.5 23.5 53.0 13.3 14.4 20.8 5.1 11.7 BOTH 4.9 13.4 30.0 51.3

Appendix 6.12 AVERAGE CAPACITY OF PASSENGER VEHICLES - 1990

(Unit:Person)

===:	Survey Station	====: Route	ct!'	Dir`e-	:=======	======================================	====== Vehicle	:====== Type		
Seq	Station Code	No.	Sect.	ction	PC	LB	MB	НВ	PP	Total
109	6026100	4	1800	IN	5.2 5.0 5.1	12.9	27.0	79.7	13.1	14.1
110	6026140	41	300	IN TUO	5.0 5.0	14.4 14.5	18.8 20.0	49.2 51.6	14 / 14 5	11.6 11. 1
	6036040		302	IN TUO	5.1	1 / 0	19.4 20.0 29.2	51 Q	117	10 /
112	6036060	4	3800	BOTH IN OUT	5.1 5.3 5.4	14.8 13.3 12.7	29. 2 26. 1 30. 0 56. 3 51. 0	59.4 60.0	12.7 11.8	12.5 11.6 12.1
113	6046060	41	1100	BUIN IN OUT	5. 2 5. 1	15.0 15.0	20.0	46.9 50.5	14.8 15.0 14.9	12.2
114	6046120	408	302	N I Tuo	5. 2 5. 1 5. 2	14.9 14.5	40.0	51.4 53.6	14.9	13.5 13.9
115	6046141	41	800	IN Dut	5.1 5.0 5.1	12.8 13.5	0.0 40.0 40.0	60.0 60.0	12.2 12.9	10.9 11.8
116	6046142	401	801	IN OUT	5.2	14.8	12.0 22.5 19.0 40.0	58.1 59.8	12.0 12.7 12.4	12.6
	6056080			OUT	5.1 5.1	13.5	40.0 25.0 37.0	52.7 42.0	14.3 14.7 14.7	12.9 13.0
	6066120			B A T 11	5.0 5.2	13.7 14.5	25.0 17.0 19.3	48.9 60.4	15.0 12.6	12.1 12.3
119	6076100	4		BUTH IN OUT BOTH	5 1	146	0.0	58.5	12.1	14.4
120	6076110	402	101	IN OUT	5. 2 5. 1 5. 0 5. 1 5. 1	14.8 14.8 14.3	20.8 21.0 20.9	53.7 52.1 52.8	14.4 14.9 14.6	15.5 15.3 15.4
121	6086090	410	102	BOTH IN OUT	5.3 5.1	13.9 14.6	19.2 15.8	60.0 60.0 60.0	11.4 12.9 12.3	14.5 16.1 15.3
122	6086120	4086	300	BOTH IN OUT	5.2 5.1 5.3		17.5 25.0 15.0	52.9 53.0 52.9	14.9 14.3 14.8	10.5 7.9 9.4
123	6126130	406	200	BOTH IN OUT BOTH	5.2 5.1 5.4 5.3	14.9 13.9 13.8 13.8	21.7 15.0 20.0 16.7	60.0 60.0 60.0	13.0 11.4 12.2	13.4 12.1 12.8
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Appendix 6.13 AVERAGE OCCUPANCY OF PASSENGER VEHICLES - 1990

									(Unit:P						: ·					(Unit:	•
Seq	Survey (Station	Route		Dire-			Vehicle		****	. E = E = E		Survey Station	Route		Dire-			Vehicle			
	Code	8V.			PC	LB	MB	нв	PP	Total		Code				PC	LB	НВ	НВ	PP	Total
1	101030	340	201	IN	2.5	6.5	3.4	49.2	4.4	11.5	2 1	1061090	1	301	IN	2.4	7.7	19.0	50.5	3.8	42.7
				OUT	1.8	6.5	16.7	27.0	3.3	8.8					TUO	3.4	5.0	12.5	50.8	4.3	41.3
۸	404074	000	400	BOTH	2.3	6.5	6.2	38.5	3.8	10.4	o a	4000000	9.0	101	BOTH	2.9	6.0	17.1	50.7	4.1	42.0
2	101071	303	100	IN	1.7	7.8	20.2	29.5	2.3	17.7	22	1063050	33	101	· IN	2.5	6.8	22.1	47.1	3.1	12.3
				TUO	1.9	3.6	7.7	35.5	2.3	12.9					OUT Both	2.2	3.2 4.6	15.5	31.2 37.6	3.0	12.0
ŋ	101079	ŋ	ባለሴ	BOTH	1.8	4.0	10.6	31.8	2.3	15.2	2.2	1064060	2	101	POIN	2.3	4.0	21.5 2.9	48.8	3.1	12.2
3	101072	3	200	IN	1.8	3.7	8.6	27.9	2.6	6.2	2.0	1004000	Z	1 1 1	0 UT	3.1	4.0	15.5	58.9	3.1 5.5	10.9 17.1
				OUT Both	2.0	5.4	13.6 11.2	24.7 26.2	2.7	6.9 6.5					BOTH	2.9	4.4	6, 1	54.5	4.1	13.9
4	103020	304	202	IN	1.9 2.3	4.5 4.5	4.0	34.3	2.7 3.2	5.6	9 /	1073021	34	100	IN	2.8	5.4	10.8	41.6	4.0	15. 4
4	103020	304	202	OUT	2.2	4.3	14.7	20.4	3.0	4.2	2.4	1010021	04	. 100	OUT	2.5	4.7	5.6	44.7	3.6	12.5
				BOTH	2.2	4.4	10.4	27.1	3.1	4.9					BOTH	2.6	5.1	7.7	43.1	3.8	13.7
5	105071	4	100	IN	2.0	3.5	9.3	47.5	2.3	17.2	25	1073022	3	301	IN	2.2	9.0	20.5	44.1	3.1	11.8
J	103011	7	100	TUO	1.9	3.1	4.0	30.1	2.3	9.5	2.0	1010022	U	001	OUT	2.1	5.0	15.0	33.9	2.9	8.5
				BOTH	1.9	3.3	6.3	39.1	2,3	13.0					BOTH	2.1	5.9	18.0	40.0	3.0	10.3
6	105072	35	100	IN	2.8	6.5	14.2	49.9	3,3	13.0	26	1082090	21	501	IN	2.8	4.1	8.4	50.7	3.5	9.0
·	100012	00		οûτ	2.7	2.0	8.1	54.3	3.2	10.3			_ ,		OUT	2.7	4.3	1.8	48.5	3.2	9.0
				BOTH	2.7	6.1	11.0	51.3	3, 3	11.9		•			BOTH	2.7	4.2	6.4	49.6	3.4	9.0
8	1022111	1	900	IN	2.6	3.6	6.0	49.2	3.2	10.7	27	1082110	1	700	ŦΝ	3.1	5.3	2.5	35.8	3.2	7.3
-		•	- • -	OUT	2.5	3.5	26.3	48.0	2.6	7.5					OUT	3.1	0.0	20.5	22.1	3.6	6.7
				BOTH	2.5	3.5	19.5	48.6	2.9	8.9				•	BOTH	3.1	5.3	18.8	29.5	3.4	7.0
9	1022112	1	1101	ΙN	3.1	8.8	20.0	40.1	3.8	7.9	28	1084030	205	501	IN	2.8	2.0	10.0	33.1	4.0	8.6
				OUT	2.8	3.9	20.6	26.7	3.7	7.5				-	OUT	2.8	2.0	17.0	25.3	3.1	6.5
				BOTH	3.0	6.1	20.5	32.6	3.8	7.7					BOTH	2.8	2.0	14.7	29.7	3.6	7.6
10	1025060	340	600	IN	2.9	6.5	4.0	42.8	3.4	5.2	29	2012040	1	1600	IN	3.1	8.2	15.1	40.2	4 4	7.5
				OUT	2.8	10.2	12.7	28.1	3,6	4.7					OUT	3.1	9.0	19.0	28.7	4.0	7.3
				BOTH	2.9	9.3	10.5	33.4	3.6	4.9			_		BOTH	3.1	8.6	17.1	33.5	4.2	7.4
11	1031040	346	300	IN	2.3	3.4	6.0	20.5	3.0	4,2	30	2012070	115	200	IN	2.9	8.8	10.0	33.6	5.6	7.2
				OUT	2.4	3.4	10.3	18, 1	2.6	3.8					OUT	2.3	20.0	2.0	32.3	5.0	6.5
				BOTH	2.3	3.4	9.3	19.3	2.8	4.0	6.4	0040440	4	4004	BOTH	2.6	10.4	6.0	33.0	5.3	6.9
14	1043050	305	102	IN	2.7	4.8	8.3	20.8	3.9	4.5	31	2012110	1	1301	IN	2.7	5.4	15.0	19.1	3.2	5.8
				001	2.2	7.0	16.7	27.2	3.4	4.8					OUT	2.9	1.0	10.0	54.5	3.4	8.5
4.5	4054000	0.4.4	600	BOTH	2.5	5.2	12.9	24.5	3.7	4.6	2.0	0040460	101	201	BOTH	2.9	5.0	14.0	33.1	3.3	7.2
15	1051080	311	100	IN	2.8	4.5	20.0	30.1	5.6	7.2	32	2012150	101	301	IN.	2.2	8.4	12.0	30.1	3.6	6.8
				OUT	2.2	2.2	14.0	24.9	2.6	4.7					OUT Name	2.1	9.1 8.7	9.9	45.9 38.2	3.2	8.0 7.4
4.0	1051104	200	2 ሴ ብ	BOTH	2.5	4.1	17.0	27.7	4.0	6.0 4.9	2.2	2022030	1010	200	BOTH In	2.2 3.8	11.5	10.7 0.0	44.8	3.4 4.2	7.2
10	1051101	309	302	IN OUT	2.4 2.6	6.4 5.5	20.1 5.6	17.0 20.6	2.8 2.9	4.9	งง	2022030	IVIJ	200	0UT	3.4	10.2	15.0	29.2	3.8	5.6
				BOTH	2.5	6.1	14.1	19.0	2.9	4.9					BOTH	3.5	10.2	15.0	37.3	4.0	6.4
17	1051102	32	500	IN	2.8	4.8	9.5	38.4	3.6	12.2	3.1	2022060	1	2903	IN	2.8	3.2	1.0	46.3	3.6	6.3
1 (1001102	32	300	OUT	3.1	4.2	4.8	51.0	3.6	11.6	. 04	2022000	•	2000	001	3.0	6.6	9.0	44.4	4.3	10.4
				BOTH	3.0	4.6	6.9	42.6	3.6	12.0					BOTH	2.9	5.0	5.0	45.0	3.9	8.2
1 8	1052110	11	101	IN	2.5	2.9	20.0	69.0	2.7	6.7	35	2032120	106	602	IN	2.1	22.5	43.9	61.0	2.8	12.5
10	1032110	1.1	101	007	3.2	5.0	18.0	53.7	4.4	8.2	00	2002120	- 100	001	TUO	2.1	22.8	39.7	50.0	2.7	13.0
				BOTH	2.9	3.5	19.0	60.5	3.5	7.4					BOTH	2.1	22.7	41.6	55.5	2.7	12.7
10	1061081	1	500	IN	2.3	3,4	1.5	50.5	2.8	8.5	36	2032140	108	500	IN	2.8	6.2	13.7	33.8	4.1	5.5
Ιď	1001001	1	9.00	ουτ	2.2	3.4	2.0	40.1	2.8	8.3	30				OUT	2.9	12.2	0.0	23.8	3.6	5.0
				BOTH	2.2	3.4	1.7	43.8	2.8	8.4					BOTH	2.9	10.6	13.7	28.8	3.8	5.2
20	1061082	21	200		2.9	5.1	10.5	41.1	3.0	6.1	37	2042130	1	1901	IN	3.4	8.4	26.0	38.7	3.4	6.8
2.0		1	0 0	OUT	2.9	4.6	12.0	43.8	4.0	7.1				•	OUT	3.3	10.4	13.8	34.0	4.1	6.3
				BOTH	2.9	4.7	11.5	42.5	3.5	6.6					BOTH	3.3	9.6	17.3	36.3	3.8	6.5

Appendix 6.13 AVERAGE OCCUPANCY OF PASSENGER VEHICLES - 1990

									(Unit:P	•											(Un)t:P	
	Survey f	Route	ctl'	Dire-		ı	Vehicle				_		survey R Station	Route	ctl'	Dire-			Vehicle		*=====	*=====
Seq	Station Code	NV.	SECT.	CLION .	PC	LB	НВ	НВ	PP	Total		. .	Code	NU.		CCIOH "	PC	LB	МВ	НВ	PP	Total
38	2052100	101	1100	IN	2.7	5.0	2.0	52.7	2.8	9.2	5	5 3	3013040	3	1300	IN	3.0	7.8	40.0	50.4	2.4	4.2
				OUT	2.2	4.3	40.3	49.0	3.5	8.4						TÜO	3.3	5.7	3.0	44.2	2.8	4.9
λΛ	0000400	4	0000	BOTH	2.5	4.6	25.0	51.2	3.1	8.8	C.	· e	3013060	917	302	BOTH In	3.2	6.9	12.3	46:5	2.6	4.5
ა ყ	2062130	1	2603	IN OUT	3.1	7.5 7.6	11.0	44.0 33.9	3.5	6.7	์ เ	, 0	3013000	317	302	OUT	2.4 3.2	5.6 7.6	17.0 17.8	31.3 42.3	$\frac{3.1}{3.2}$	7.9 8.5
				BOTH	3.0 3.0	7.5	0.0 11.0	აა. ყ 36, 9	$\frac{3.8}{3.6}$	8.7 7.8				•		BOTH	2.9	6.5	17.4	36.2	3.2	8.2
A A	2072081	117	400	IN	2.1	3.1	1.0	43.1	3.4	6.9	5	A S	3023031	3	402	IN	2.2	7.5	40.4	43.8	4.8	38.8
4 V	2012001	1 6 6	400	OUT	2.1	3.6	1.0	57.8	3.4	7.9	Ü		0020001	V	402	οÛΤ	2.7	5.7	12.2	39.7	5.3	23.3
				вотн	2.1	3.3	1.0	50.2	3.4	7.4						BOTH	2.6	5.8	38.0	41.4	5.1	28.5
41	2072082	11	502	IN	3.3	12.8	15.5	31.2	5.3	7.7	5	9 3	3023032	315	200	IN	2.7	6.6	16.4	32.7	3.3	5.8
• •				OUT	3.7	3.0	8.0	30.1	5.6	6.8						OUT	2.6	5.2	9.5	29.6	3.3	5.2
				BOTH	3.5	10.0	13.0	30.7	5.4	7.2						BOTH	2.7	6.0	14.5	31.3	3.3	5.5
42	2072090	113	202	IN	2.3	2.5	3.3	49.0	2.9	7.2	6	0 3	3023033	331	400	IN	2.9	8.1	14.5	40.3	3.6	5.2
				OUT	2.2	4.5	43.3	49.6	2.4	5.4						OUT	2.9	6.9	8.0	36.1	3.6	5.6
				BOTH	2.3	3.7	23.3	49.3	2.6	6.2						BOTH	2.9	7.5	11.3	38.0	3.6	5.4
43	2072111	117	200	IN	2.7	2.8	2.0	46.4	3.5	8.7	6	1 3	3023061	319	200	IN	2,5	3.8	7.4	51.9	4.4	5.4
				OUT	3.1	3.7	9.3	50.1	4.2	7.2						OUT	2.3	3,6	3.0	36.3	3.1	4.4
4.4	0.070110	4.1	0.04	BOTH	2.9	3.1	8.3	47.8	3.9	7.9	c	9 9	1022062	ባለ ል	400	BOTH	2.4	3.7	6.9	43.3	3.8	5.0
44	2072112	11	201	IN	2.8	1.0 4.0	11.0	28.7 45.2	3.3	6.3 7.0	O	Z	3023062	304	400	HI TUO	2.5 2.8	4.6 6.4	5.0 12.0	50.2 48.3	3.0 3.4	7.3 8.0
				OUT Both	2.8 2.8	2.5	20.0 15.5	45.2 35.9	4.0 3.7	6.7						BOTH	2.0	5.5	6.2	49.3	3.4	8.0 7.7
15	2082150	12	400	IN	1.9	2.5	46.8	56.5	2.7	9.0	6	3 3	3033071	3	800	IN	2.6	5.D	3.0	38.9	2.3	5.3
43	2002130	12	400	OUT	2.8	3.9	47.3	47.7	3.9	10.3	v		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	v	000	OUT	2.4	4.4	3.0	28.6	2.2	4.9
			•	BOTH	2.3	3.3	47.1	51.6	3.3	9.6						BOTH	2, 5	4.8	3.0	33.6	2.3	5.2
46	2082170	11	700	IN	3.0	8.3	20.0	19.3	4.0	5.7	. 6	4 3	3033072	36	200	IN:	2.6	5.6	15.5	37.5	2.3	4.0
• •				OUT	3.3	6.8	20.0	44 0	3.7	6.4						OUT	2.5	4.3	4.0	37.0	3.1	4.4
				BOTH	3.1	7.3	20.0	27.3	3.8	6.0						BOTH	2.6	5. 0	9.8	37.2	2.7	4.2
47	2094020	12	1000	IN	2.9	10.3	16.2	33.0	7.5	9.6	6	5 3	3033073	344	300	IN	2.6	6.2	16.8	45.0	2.2	5.7
				OUT	3.2	13.0	14.0	27.9	9.0	9.1						OUT	2.8	5.0	14.8	38.7	2.7	5.8
4.0	0004000	0.5.5		BOTH	3.1	11.4	15,4	30.2	7.7	9.3	_			.		BOTH	2.7	5.8	15.8	41.8	2.4	5.7
48	2094030	225	600	IN	1.9	4.6	3.0	80.0	4.3	8.6	6	7 3	3064060	304	700	IN	2.5	8.6	17.3	39.6	2.9	7.3
				007	3.1	3.7	15.8	41.4	3.7	ე. ა ი ი						TUO	2.8	6.5	12.8	36.9	2.8	7.1
4.0	2094120	203	202	BOTH In	2.6 2.2	4.2 9.7	13.7 19.6	50.0 30.4	4.0 2.2	$9.0 \\ 9.8$	e	0 4	1014090	949	102	BOTH	2.7	7.5	14.5	38.3 32.0	2.9	7.2
40	2034120	2.00	202	OUT	3.0	8.4	12.6	32.1	2.0	8.9	U	0 4	1014000	213	102	IN OUT	2.3	6.6 5.3	25.0 19.0	36.8	2.9 2.8	12.6 13.9
				BOTH	2.6	8.9	15.6	31.3	2.1	9.3						вотн	2.3	5.9	20.5	34.3	2.8	13.2
50	2102131	103	100	IN	2.9	4.3	4,0	44.0	4.5	7.0	6	9 4	1014110	214	200	IN	2.7	10.5	14.9	35.9	4.7	10.7
• •	_,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,		OUT	2.9	5.6	1.0	46.9	3.8	7.0	_					OUT	2.4	4.7	21.7	27.6	3.9	9.4
				BOTH	2.9	4.7	3.0	45.5	4.2	7.0						BOTH	2.6	7.6	18.7	32.3	4.5	10.2
51	2102132	11	1200	IN	2.9	10.7	9.5	49.6	3.9	5.4	7	0 4	014130	213	303	IN	2.7	8.0	22.3	65.3	5.5	14.8
	•			OUT	3.2	12.0	2.0	51.9	3.9	5.5						OUT	2.8	10.4	16.9	61.3	5.1	13.2
		4		BOTH	3.0	11.0	5.8	50.8	3.9	5.4	_					BOTH	2.7	10.0	18.0	63.0	5.3	13.8
52	2102150	101	700	IN	3.4	11.6	19.0	40.0	3.7	5.5	7	1 4	1024030	201	702	IN	2.7	4.5	21.8	43.1	5.5	13.6
				001	3.0	6.4	11.2	38.3	3.1	4.5						100	2.6	1.0	19.5	51.3	2.5	12.6
ť s	9499494	11	1200	BOTH	3.2	8.7	15.5	38.8	3.4	5.0	-	n 4	A	^	77 0 0	BOTH	2.7	3.3	20.5	45.5	3.4	13.2
ეკ	2122130	H	1300	IN	2.5	5.4	7.1	42.1	2.9	7.2	(1)	4	024060	2	702	IN	2.4	4.0	11.0	38.9	3.4	15.4
				OUT BOTH	2.8 2.6	13.8	1.7	47.5	3.6	9.4 8.3						100	2.6	5.8 5.2	1.0 7.7	$68.2 \\ 51.3$	4.7	21.0 18.1
5.4	2152170	102	100	IN	2.0	10.0 6.0	6.3 37.1	44.6 42.1	$\frac{3.3}{2.9}$	8.2	7	3 A	024091	208	102	BOTH In	2.5 2.4	5.2 8.3	12.6	39.7	4.0 2.9	21.4
J 13	CIULIIV	102	100	OUT	2.3	6.0	25.4	43.2	2.9	6.3	Γ.	u 4	V . T V V [~ A O	1 7 2	OUT	2.7	8.4	18.8	45.3	3.3	22.5
				вотн	2.3	6.0	32.3	42.6	2.9	7.2						BOTH	2.5	8.4	15.3	42.5	3.2	22.0
						- · v	•											-··	• •	- · · -	–	

Appendix 6.13 AVERAGE OCCUPANCY OF PASSENGER VEHICLES - 1990

	~			ŧ				((Unit:P	erson)							•				(Unit:P	erson)
===	Survey				######:		vehicle		======	. = = = = = = =	•		Survey	Route	Ctl'	Dire-			vehicle		======	
Seq	Station Code	No.	Sect.	ction	PC	LB	НВ	H B	PP	Total		Seq	Station Code	No.	Sect.	ction -	PC	LB	МВ	НВ	PP	Total
74	4024092	23	103	IN	2.5	8.5	19.0	53.6	4.3	17.9		91	4114140	214	500	. IN	3.3	7.9	16.8	31.4	6.2	9.8
				OUT	3.5	11.0	21.7	68.1	9.1	21.5						OUT Both	2.8	4.0 7.1	46.7 29.6	45.4 37.9	5.0 5.6	12.8 11.1
75	4024120	201	800	BOTH IN	3.2 3.1	8.9 5.0	20,1 15.0	61, 2 57, 7	6.2 4.6	19.8 17.2		92	4124160	210	302	IN	3.1 2.6	7.2	8.3	33.2	2.5	13.2
	1001120			OUT	2.8	2.5	17.1	67.1	5.8	18.6		0.5	4121100			OUT	2.2	5.8	12.1	35.5	2.4	12.8
		_		BOTH	3.0	3.3	16.9	62.4	5.4	18.0					2.2.4	BOTH	2.4	6.3	11.0	34.3	2.5	13.0
76	4024160	2	1100	IN	2.2	$\frac{3}{7}$, $\frac{5}{9}$	2.0	40.1	3.0	15.7		93	4134160	22	301	IN Tuo	2.4 2.7	2.0 1.0	$7.0 \\ 39.3$	$34.0 \\ 39.0$	5.7 3.4	11.5 13.3
				OUT Both	2.6 2.4	7.2 6.2	23.1 21.0	43.2 41.5	3.0 3.0	14.3 15.0						BOTH	2.6	1.5	35.3	36.6	5.0	12.5
77	4034061	205	702	IN	2.5	3.7	17.5	27.4	4.9	11.6	٠.	94	4144150	226	800	IN	$\tilde{2}.\tilde{3}$	5.2	12.8	34.3	3.7	9.4
				OUT	2.3	3.7	29.0	30.8	3.2	8.4						OUT	2.4	4.7	15.9	32.3	2.2	8.2
70	4004000	0.00	0.04	BOTH	2.4	3.7	25.7	29.1	3.4	9.5			4454470		4000	BOTH	2.3	4.9	13.9	33.3	2.8	8.8
18	4034062	202	301	IN	2.5 2.6	6.5 2.0	20.3 19.6	28.6 26.3	7.3 4.8	9, 8 9, 8		95	4154170	226	1200	N I Tuo	2.5, 2.7	4 0 3 1	13.7 15.5	29.2 30.7	$\frac{3.0}{3.0}$	6.9 7.0
				BOTH	2.5	4.3	19.9	27.4	6.2	9.8						BOTH	2.6	3.4	14.6	29.9	3.0	6.9
79	4044080	212	1302	ÍN	2.5	8.2	20.0	37.8	2.5	13.5		96	5015050	323	103	IN	2.2	5.0	12.7	38.9	2.7	6.9
				OUT	2.4	4.9	20.0	35.0	2.5	11.9						001	2.3	5.7	6.7	45.1	2.6	6.9
0.14	4044400	0.0		BOTH	2.5	6.5	20.0	36.5	2.5	12.7		0.7	C D 4 E D 2 D	224	202	BOTH	2.3	5,5 3,0	10.0 20.0	42.0 29.8	2.7 3.0	6.9 5.1
80	4044130	22	502	IN OUT	2.5 2.6	6.9 7.0	18.1 18.2	29.3 26.7	2.8 3.9	11.0 9.4		97	5015060	324	202	IN OUT	2.4 2.3	3. V 3. 5	6.5	25.4	3.0	4.9
				BOTH	2.5	7.0	18.2	28.2	3.4	10.2						BOTH	2.4	3.3	9.2	27.7	3.1	5.1
81	4054160	2	1303	IN	2.2	4.2	12.5	30.3	3.0	7.5		98	5025050	4	302	IN	2.2	2.0	19.0	56.1	2.5	30.2
	•	•		OUT	2:5	5.2	20.0	29.8	2.7	7.5				•	•	OUT	2.2	5.0	12.3	55.8	2.8	37.6
	4004074	n. 4	0.00	BOTH	2.3	4.8	17.0	30.0	2.8	7.5		0.0	EAGEARA	201	202	BOTH	2:2	3.0 6.3	15.0 18.5	55.9 41.3	2.6 3.8	34.4 10.0
82	4064071	24	300	in Tuo	2.5 2.6	4.5 3.8	1, 5 11, 0	37.7 39.8	2.9 3.8	8.7 9.6		99	5025060	321	202	IN OUT	2.9 2.5	5.5	13.7	31.8	2.8	9.3
				BOTH	2.5	4.3	6.3	38.8	3.4	9.2						BOTH	2.8	6.0	17.2	35.5	3.2	9.6
83	4064072	226	400	IN	3.1	4.8	11.5	30.9	3.3	5.1		100	5035040	4	800	IN	2.9	4.0	12.2	41.2	3.1	9.4
				OUT	2.7	6.3	16.3	29.2	2.8	4.2						007	2.6	3.9	5.5	34.4	3.1	9.2
0.4	4074444	0.00	000	BOTH	2.8	5.5	14.7	30.1	3.2	4.6		101	E 0.3 C 0.3 D		1400	BOTH	2 8 3 2	4:0 5.7	10.7 18.0	38.0 31.8	3. 1 3. 2	9.3 5.9
84	4074141	226	600	INOUT	1.9 2.3	8.0 6.6	6.8 8.0	28.8 27.5	2.5 3.0	4.5 5.3		101	5036020	4	1400	IN OUT	2.9	4 9	11.7	38.6	3.3	6.1
				BOTH	2.1	7.4	7.0	28.0	2.7	4.8						BOTH	3.0	5.3	13.3	35.2	3.3	6.0
85	4074142	219	400	IN	2.6	3.5	17.5	51.5	7.1	23.8		103	5055081	35	300	IN	2.7	7.5	11.5	37.9	3.8	14.7
				OUT	3.0	15.0	13.5	50.3	3.3	20.7						OUT	2.4	5.4	16.5	41.4	3.1	15.3
0.0	4004400	0.40	4.400	BOTH	2.8	7.3	14.8	50.9	4.5	22.1		104	rotenoa	205	200	BOTH	2.6	6.0	14.0 8.4	39.8	3.5 3.4	15.0 6.3
86	4084100	212	1400	IN OUT	2.5 2.5	7.9 4.9	12.3 15.0	36.6 39.7	2.8 2.8	13.9 13.6		104	5055082	325	200	IN	2.8 2.2	5.6 3.9	6.6	22.7 29.2	3.4	5.7
				BOTH	2.5	6.4	13.7	37.9	2.8	13.8						вотн	2.5	4.8	7.7	25.3	3.3	6.0
87	4094111	23	303	IN	2.5	3.0	12.3	49.1	4.5	19.5		105	5075080	35	201	IN	2.9	6.8	12.0	31.7	3.8	8.7
				OUT	2.8	4.7	2.0	66.1	4.9	22.2						OUT	2.9	4.9	9.2	35.4	4.3	8.9
	4504460	0.00	, 70 Å	BOTH	2.7	4.3	9.8	56.4	4.6	20.8	4	100	en4enan		2500	BOTH	2.9	5.6	10.1 12.0	33.5	4.0	8.8 8.0
88	4094112	202	700	IN-	3.7	8.6	22.8	60.5	5.5	17.0	•	100	6016030	4	3500	IN OUT	4.2 4.4	5.1 7.1	5.0	50.8 48.6	3,9 4.0	6.5
				OUT Both	2.7 3.3	4.7 5.8	14.9 18.2	43.9 50.1	4.2 5.0	17.5 17.2						BOTH	4.3	6.8	9.7	50.1	3.9	7.3
89	4104110	23	501	IN	2.4	4.0	10.5	46.8	3.6	11.8		107	6016070	4	3200	IN	3.2	7.0	10.0	82.5	2.8	6.3
				OUT	2.4	12.0	4.3	51.4	4.0	13.6						OUT	3.4	9.5	13.5	60.4	3.4	8.4
	4404470	0.0	000	BOTH	2.4	8.0	9.5	49.2	3.8	12.6		100	0010140	4025	200	BOTH In	3:3 2.4	9.0 9.9	13.0 17.0	67.1 46.7	3.1 4.6	7.4 8.1
90	4104170	23	600	IN: OUT	2.5 2.9	5.3 7.6	7.5 19.7	$34.9 \\ 33.8$	3.1 4.0	11.7 13.0		108	6016140	4000	200	OUT	2.9	11.8	15.1	46.7.	4.1	9.2
•				BOTH	2.7	6.4	11.6	34.3	3.5	12.3						BOTH	2.7	10.7	15.6	46.7	4.4	8.6
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Appendix 6.13 AVERAGE OCCUPANCY OF PASSENGER VEHICLES - 1990

(Unit:Person)

===:		=====					======	======		
Sea	Survey Station	Route No.	Ctl' Sect.	Dire- ction			Vehicle	Type		
,	Code				PC	LB	HB	H B	PP	Total
109	6026100	4	1800	IN	3.6	8.0	13.0	59.4	3.7	6.9
				BOTH	2.9					6.9
110	6026140	41	200	Y 31	3.3	гΛ	40.0	47 0	0. 4	0.4
ΙŧV	6026140	4 (300	LIIO	3.1	J. Z	12.3 0:9	47.2	.A. A	6.1
				POTH	2.0	4.3	10.0	31.0	2 0	6.3
111	6036040	411.2	eΛe	DUTH	3. 1 2. 8 3. 0 3. 3 3. 9 3. 5 4. 3 4. 1 4. 2 3. 3	4.J 10	6.3	40.Z	0.0 6.0	0.5 g 5
111	0030040	400	302	THO	ა.ა გი	4.0 2.6	10.3	30.0 22.0	0. V	7 K
				DOL	ง. ฮ ช ธ	S.U	0.7	აა. ი ვგე	4.0 5.9	7.J
110	6036060	A	2000	DUIII	1 2	77	9.2 10 A	00.Z	J. Z.	6 G
112	0030000	4	3000	TBO	4 , 3 1 1	[,	AA A	49.4 40.5	4.V	0, 0 6
				DOTH	4. l	5.U 6. A	4 V , V	40.J	4.1	0.0 6.8
110	6046060	11	1100	IN	3 3	0.4 1.1	199	40.4	4.V	7 0
113	0040000	4 1	1100	OUT	3.3	4.4 7.4	12.2	42.4	3.0 1 Q	8 6
				BOTH	3.3	T . 4	12.3			
111	6046120	448	303	IN	3.8	10 1		44.5		7.0
114	0040120	400	302	OHT	3 1	0.6	4 A A	A A O	O A	10 5
				ROTH	3 5	9 9	40.0	11.0	3 6	8 2
115	6046141	/11	800	IN	3. 5 3. 8 3. 4 3. 6 3. 5 3. 6	6.7	0.0	52 9	4 9	6.3
110	0040141	41	OVE	UILL	3 4	7.9	40.0	50.8	4.1	5.8
				ROTH	3 6	7.0	40.0	51.7	4.4	6.0
116	6046142	401	801	IN	3 5	7.2	2.0	46.9	4.4	6.9
110	3510500	401	001	OIIT	3 6	6 0	5.0	58.9	3.6	7.5
				ROTH	3.6	6.8	4.0	53.3	4.0	7.2
117	6056080	42	701	IN	4.0	6.5	25.6	32.0	3.9	8.1
	0000000	7 -		OUT	3.7	6.0	14.0	27.5	3,4	5.5
				BOTH		6.2				6.5
118	6066120	4	4100	IN	3.8			47.3		8.3
				NIIT	4.0	7.3	13.2	53.3	3.6	6.7
	6076100			BOTH	3.9 2.8 3.4 3.0 2.8	7.3	16.6	50.1	3.9	7.3
119	6076100	4	2300	IN	2.8	4.1	0.0	42.1	3.6	7.7
				OUT	3.4	5.5	20.0	53.3	3.3	8.4
				BOTH	3.0	4.7	20.0	48.8	3.3	8.2
120	6076110	402	101	IN	2.8	10.0	18.3	48.5	3.9	10.8
				OUT	2.7	8.5	10.7	47.9	3.5	10.3
				BOTH	2.7	9.2	13.6	48.2	3.7	10.5
121	6086090	410	102	IN	3.6	5.4	12.3	26.9	3.2	6.1
				OUT	3.3	4.6	11.2	39.6	2.9	7.1
				BOTH	3.5	5.1	11.8	33.6	3.0	6.6
122	6086120	4086	300	IN	4.1	7.4	19.0	38.1	3.6	5.1
				OUT	4.4	10.1	1.0	41.8	4.9	5,9
				BOTH	4.3	8.4		39,9	3.8	5.5
123	6126130	406	200	IN	4.1	7.6	15.0	49.1	3.1	7.0
				OUT	4.6	8.2	25.0	55.7	4.1	8.0
				BOTH	4.4	8.0	18.3	52.4	3.6	7.5
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Appendix 6.14 PERCENTAGE OF TRIP PURPOSE - 1990

(Unit:%) (Unit:%) . 在我们我是我们是是我们们们们们的是我们们可以在自己的,但是我们们就是是我们的,我们就是我们的的,我们就是我们的是我们是我们的,我们也不是我们的。 Survey Route Ctl' Dire- Passenger Car Pickup-Passenger Survey Route Ctl' Dire- Passenger Car Pickup-Passenger Seq Station No. Sect. ction Seq Station No. Sect. ction -----Work Priv. Tour Other Work Priv. Tour Other Work Priv. Tour Other Work Priv. Tour Other Code Code 26.0 1 301 IN 0.0 58.5 36.6 1 101030 340 201 IN 44.9 44.2 46.4 40.4 21 1061090 1.3 0.0 21.3 77.3 0.00.0 0111 42.9 50.6 4.5 1.9 OUT 36.2 63.8 47.0 2.6 6.1 44,3 0.072.8 4.0 0.0 23.2 47.6 5.5 3.1 2.3 BOTH 42.4 7.1 4.7 43.8 BOTII 36.4 61.4 45.8 1.8 2.6 47.1 48.5 0.0 2.3 43.7 0.8 60.538,8 0.7 0.023.4 74.2 2 101071 303 100 IN 55.3 0.3101 22 1063050 33 0.7 4.3 39.0 56.0 0.943.6 4.6 3.8 49.6 2.2 39 6 OUT 50,6 43.3 1.9 4.1 OUT 55.7 2.7 1.9 44.0 51.4 0.4 41.6 2.6 38.0 58.5 3.0 BOIH 43.4 1.3 2.9 54.3 1.5 BOTH 52,4 0.09 4 57.6 33.1 0.050.8 10.1 61.5 33.0 1.5 4.1 39.0 3 101072 3 200 ΙN 47.0 46.8 1.8 4.4 2 101 23 1064060 10.6 0.0 47.8 41.6 11.4 0.2 2.2 42.8 45.5 40.1 2.2 OUT 57.2 39.0 2.0 1.8 55.60.0 53.4 36.7 0.1 41.1 48.0 10.8 58.3 36.8 1.9 3.0 BOTH BOTH 51.1 43.7 1.9 3.3 23.8 5.6 37.4 33.2 22.7 3.0 29.8 44.5 37.7 2.6 100 41.0 11.5 3.2 52.7 6.9 24 1073021 34 4 103020 304 202 IN 44.4 10.9 3.8 60.5 24.8 10.6 1.6 OHT 36.7 51.0 66.39.0 36.1 57.1 6.8 0.0OUT 24.7 0.0 28.0 15.9 2.1 51.5 34,1 48.6 .15.2 43.2 48.8 6 9 1.1 BOTH 10.2 BOTH 34.4 53.8 1.6 7.4 0.0 50.4 48.9 0.7 301 18.5 74.1 25 1073022 3 IN 3.9 54.3 42.8 1,6 1.3 100 48.6 1.4 5 105071 4 או 46.1 0.9 3.7 36.1 OUT 20.0 75.7 4.3 0.0 59.351.7 44.2 1.2 2.9 OUT 46.7 49.1 1.4 2.8 0.8 54.2 43.4 1.6 6.00.0 BOTH 19.2 74.8 2.2 43.6 48.9 2.4 2.2 52.8 1.4 BOTH 46.5 47.4 7.0 0.6 5.1 0.0 45.1 21 501 35.0 59.951.1 3.1 0.3 26 1082090 IN 45.5 54.9 14.3 6 105072 35 100 ΙN 30.5 0.2 1.6 3.1 1.0 75.7 19.7 2.9 OUT 63.9 32.0 59.9 40.4 54.5 5.1 0.0 ABT 8.2 0.0 31.9 5.1 1.0 59.3 34 6 BOTH 47.0 48.3 4.3 0.4 52.8 0.1 BOTH 31.1 56.9 11.9 0.1 43.0 4.1 0.0 0.0 41.6 56.0 1 700 71.4 3.6 27 1082110 25.0 61.7 3.8 0.3 10.6 34.1 8 1022111 900 26.9 61.5 1.0 0.0 0.0 0.0 49.0 51.0 THO 51.6 46.8 1.6 39.1 1.0 0.0 OUT 49.6 0.0 59.8 4.6 45.8 0.0 45.2 53.6 1.2 BOTH 39.0 58.5 2.5 0.0 54.9 0.4 48.9 48.8 2.2 0.1 BOTH 37.4 7.2 0.0 61.0 37:3 1.7 34.1 0.0 0.0 28 1084030 205 501 IN 65.9 0.042,4 5.3 9 1022112 1 1101 37.8 53.0 9.0 0.2 52.3 TN 0.942.0 56.3 0.9OUT 37.0 7.4 0.0 55.6 29.0 60.8 6.6 3.5 54.8 6.0 niit 34.9 4.3 0.4 51.7 46.5 1.3 2.9 0.0BOTH 54.4 42.6 36.2 1.6 BOTH 53.8 7.7 1.9 56.3 36.6 1.0 15.6 74.0 11.4 0.0 1 1600 IN 11.4 77.1 29 2012040 45.5 1.0 2.5 52.2 5.2 51.0 10 1025060 340 600 38.1 2.4 8 / 0 0 8.9 83.4 AHT 24.4 67 2 49.4 1.4 0.0 2.7 0.0 49.2 OUT 58.5 38.8 1.8 10.2 11.8 79.3 7.1 BOTH 16.7 73.1 0.0 48.0 1.3 0.943.9 49.8 BOTH 50.8 3.6 1.7 19.1 1.2 115 200 56.1 23.751.5 35.3 13,2 0.0 30 2012070 0.048.5 49.9 1.6 300 41.1 56.3 1.3 1.3 11 1031040 346 I N 26.7 47.7 21.5 2.2 89 NIIT 31.1 57.8 49.7 4.5 41.8 39 50.8 2.5 6.0 OUT 40.7 11.5 0.9 40.5 36.4 20.4 2.7 BOTH 43.4 44 2 45.4 49.8 2.7 2.1 53.1 2.0 4.0 BOTH 40.9 0.0 39 8 4.1 31 2012110 1 1301 54.1 34.4 11.5 0.0 56.1 35.6 61.5 1.5 1.5 305 102 37.8 61.2 0.50.5 14 1043050 IN 36.9 49.1 11.5 0.5 31.1 OUT 25.9 42.5 1 3 41.3 56.3 1.0 65.0 0.4 OUT 33.8 46.4 44.5 7.8 1.2 22.5 0.3 BOTH 38.2 38.9 58.8 1.2 1.4 38.6 63.30.7 0.5 BOTH 35.6 0.014.3 0.0 25.6 70.1 4 3 32 2012150 101 301 42.9 42.9 39.3 2.3 0.4 54.1 44.4 1.4 0.015 1051080 311 100 IN 58.0 2.2 0.0 76.1 21 6 OUT 81.5 18.5 0 0 0 0 56.9 0.3 42.9 0.0 39.8 59.7 0.5 0.0 0.0 7.3 0.0 52.6 44.2 3.2 30.9 BOTH 61.8 48.2 51.0 0.7 0.1 48.6 1.5 0.2 BOTH 49.7 40.4 40.4 19.3 0.0 26.0 38.6 0.0 33 2022030 1019 200 IN 35.4 44.3 2.3 0.033.0 53.4 3.3 1.1 309 302 62.6 16 1051101 IN 46.7 39.4 13.9 0.0 37.2 0.0 OUT 28.9 33.9 47.4 49,6 3.0 0 0 OUT 38.2 60.8 1.0 0.0 16.7 0.0 37.9 0.0 43.4 39 9 BOTH 32.0 30.1 47.5 2.7 0.0 49.7 47.7 2.1 0.549.8 BOTH 5,9 51.9 33.4 1 2903 50.0 36.2 10 0 3 8 1.9 34 2022060 ΪN 48.5 40.7 9.0 7.8 1.8 17 1051102 32 500 36.7 53.7 0.6 11.6 55.4 32.5 OHT 25.5 17.3 0.0 57.1 33.8 5.1 4.6 37.9 9.9 2.0 56.5 TUO 50.2 10.0 3.5 53.533.0 13.2 2.2 BOTH 53.1 31.6 37.6 7.2 3.1 46.1 8.8 1.9 52.1 BOTH 43.2 9.5 0.0 45.5 51.1 3.4 0.0 35 2032120 106 602 36.1 54.4 46.8 0.0 51.8 1 4 61.6 2.3 0.018 1052110 11 101 ΙN 36.0 0.9 52.0 38.7 5.6 3.7 UILL 46.5 48.7 4.0 33.9 6.7 1.7 6.7 3.3 57.8 OUT 44.4 45.6 A 7 2 1 7.0 0.4 49.2 44.1 BOTH 40.9 51.7 41.0 3.8 0.8 1.7 54.5 BOTH 40.3 53.4 4.5 73.1 21.0 0 0 0 0 500 65.5 27.6 69 0 0 36 2032140 108 4.0 69.926.1 500 58.1 32.4 8.1 1.4 19 1061081 1 IN 18.8 0.0 54:5 37.5 0 0 39.6 NIIT 41.7 29.6 7.5 0.0 62.9 OUT 47.8 46.1 6.1 0.0 0.0 29.0 6.9 50.6 35.1 14.3 0.0 64.1 BOTH 0.0 06 66.0 28.0 6.0 BOTH 52.2 40.3 6.912.2 1.5 53.1 0.5 33.2 37 2042130 1 1901 23.2 42.4 33.8 0.0 61.2 37.0 1.8 200 45.5 52.5 2.0 0.0 20 1061082 21 IN 0.4 20.2 37.2 48.4 13.9 0 0 49.2 0.3BHT 30.6 42.3 19 OUT 41.3 55.2 3.5 0.055.5 46.1 26.4 50.6 13.1 1.0 0.2 35.3BOTH 27.3 39.4 43.2 54.0 2.8 0.0 58.6 BOTH

Appendix 6.14 PERCENTAGE OF TRIP PURPOSE - 1990

											-	Init:%)			٠.									-	nit:%)
	===== Survey Station	Route	Ctl'	Dire-		Passeng				Pickup-	_			Survey	Route	ctl'	Dire-		Passeng	er Car			Pickup-I	_	
Seq	Code	nv. 			Work	Priv.	Tour	Other	Work	Priv.	Tour	Other	500	Station Code	. NO.	.~= <u>==</u> ==		Work	Priv.		Other	Work	Priv.	Tour	Other
38 2	052100	101	1100	IN OUT	61.9 46.3	34.9 46.3	3.2 7.3	0.0 0.0	57.8 64.2	37.5 30.8	4.7 5.0	0.0	5.5	3013040	3	1300	OUT	55.0 58.8	$\begin{array}{c} 35.6 \\ 34.6 \end{array}$	9.4 6.6	0.0 0.0	62.0 59.1	35.7 37.3	2.3	0.0
39 2	062130	1	2603	BOTH IN	55.8 30.1	39.4 45.4	4.8 24.5	0.0 0.0	60.9 42.0	34.3 50.5	4.8 7.5	0.0	. 50	3013060	317	302	BOTH IN OUT	56.8 65.5 50.0	35.2 31.0 45.0	8.1 3.4 5.0	0.0 0.0 0.0	60.6 57.3 57.0	36.5 39.7 42.2	2.8 2.2 0.8	0.1 0.9 0.0
40 2	072081	117	400	OUT BOTH IN	43.7 36.7 51.7	31.7 38.8 35.0	24.6 24.5 12.8	0.0 0.0 0.5	43.3 42.7 50.8	42.4 46.4 34.5	14.0 10.8 14.3	0.3 0.2 0.5	5.6	3023031	3	402	BOTH	56.5 18.2	39.1 63.6	4.3 18.2	0.0 0.0	57.1 52.2	41.0	1.5 8.7	0.4 4.3
40 L	V 1 2 0 0 1	• • • •	100	OUT Both	51.7 51.7	35.0 35.0	12.8 12.8	0.5 0.5	50.4 50.6	35.1 34.8	14.1	0.5 0.5					OUT Both	33.5 32.7	48.7 49.5	13.2 13.5	4.6 4.3	35.8 39.4	43.2 41.3	16.0 14.4	4.9 4.8
41 2	072082	11	502	IN OUT	48.6	29.1 35.5	22.3 15.7	0.0	33.4 44.4	36.9 40.5	27.8	1.9	59	3023032	315	200	IN OUT BOTH	38.5 37.2 37.9	51.4 58.7 54.7	10.1 2.9 6.8	0.0 1.2 0.5	38.6 46.5 42.1	50.3 48.6 49.5	7.5 2.9 5.4	3.6 2.0 2.9
42 2	072090	113	202	BOTH IN OUT	48.7 52.7 46.8	32.8 43.6 53.2	18.6 1.8 0.0	0.0 1.8 0.0	39.0 63.9 67.2	38.8 32.2 31.5	21.3 2.2 1.3	0.9 1.8 0.0	60	3023033	331	400		22.1 21.6	45.5 56.1	31.7 16.5	0.7 5.8	37.0 41.2	53.8	9.2	0.0
43 2	072111	117	200	BOTH In	50.0 31.7	48.0 49.1	1.0 19.2	1.0 0.0	65.8 41.8	31.8 47.3	1.7 10.9	0.7 0.0	61	3023061	319	200		21.8 52.1	50.7 44.9	24.3	3.2 0.6	38.8 40.7	50.6 55.2	10.1 3.2	0.6 0.9
44 9	072112	11	201	OUT Both In	27.8 29.5 55.7	50.4 49.9 44.3	21.7 20.7 0.0	0.0 0.0 0.0	38.5 40.1 60.0	36.2 41.5 37.8	25.3 18.3 2.2	0.0 0.0 0.0	62	3023062	304	400	OUT BOTH In	44.7 48.7 52.2	48.2 46.4 42.9	7.1 4.5 4.9	0.0 0.3 0.0	44.2 42.4 40.6	52.1 53.7 55.8	3.6 3.4 2.4	0.0 0.5 1.2
44 2	0:2112	11	201	OUT	36.9 44.5	44.6	15.5 9.2	3.0 1.8	40.0 49.7	48.2	8.6 5.5	3.3 1.7	0.0	0010001	004	,,,,	OUT BOTH	47.9 50.1	44.5 43.7	7.1 5.9	0.5 0.2	49.6 44.3	47.8 52.5	1.7 2.1	0.9 1.1
45 2	082150	12	400	OUT	63.3 42.3	29.4 42.3	7.3 8.2	0.0 7.2	61.8 51.6	33.8 36.2	4.3 6.3	0.0 6.0	63	3033071	3	800	TUO	41.9	40.2 39.2 39.8	17.1 20.1	0.8 0.0 0.4	60.0 51.4 56.0	34.7 40.7 37.4	5.3 8.0 6.5	0.0 0.0 0.0
46 2	082170	11	700	BOTH IN OUT	53.4 47.6 23.8	35.4 34.6 50.0	7.8 17.8 25.9	`3.4 0.0 0.3	56.5 49.2 56.3	35.1 44.2 32.3	5.3 6.6 11.3	3.1 0.0 0.0	64	3033072	36	200	BOTH In Out	41.3 49.0 45.2	33.8 35.7	18.4 16.9 19.1	0.4 0.3 0.0	54.6 38.2	39.5 46.1	5.6 15.2	0.0 0.2 0.5
47 2	094020	12	1000	BOTH In	35.2 24.6	42.6 70.5	22.0 4.9	0.2 0.0	52.7 45.5	38.3 27.3	9.0 27.3	0.0	65	3033073	344	300	BOTH IN	47.3 47.5	34.7 39.9	17.9 11.8	0.2	46.3 46.5	42.8 47.1	10.5	0.3 0.4
# Q 9	094030	225	600	OUT BOTH In	53.5 40.2 76.9	43.7 56.1 23.1	2.8 3.8 0.0	0.0 0.0 0.0	50.0 46.2 90.3	50.0 30.8 8.3	0.0 23.1 0.0	0.0 0.0 1.4	6.7	3064060	304	700	OUT BOTH IN	32.7 41.7 54.1	62.0 48.6 31.1	4.7 9.0 14.8	0.6 0.7 0.0	36.0 41.3 61.4	57.4 52.3 33.1	6.4 6.2 5.5	0.2 0.3 0.0
40 2	004000	777	000	OUT BOTH	36.8 53.1	63.2 46.9	0.0	0. 0 0. 0	54.5 69.6	45.5 29.8	0.0	0.0	01	3004000	504	100	OUT BOTH	42.4 47.3	48.2 41.1	9.4 11.6	0.0 0.0	59.0 60.4	36.5 34.4	4.5 5.1	0.0
49 2	094120	203	202	IN TUO	53.3 38.5	46.7 53.8	0.0 7.7	0.0	50.0 33.3	42.9 61.9	7.1	0.0 4.8	68	4014090	213	102	IN OUT	31.3 53.6	64.1 33.6	4.6 9.1	0.0 3.6	41.6	55.1 25.6 40.6	3.4 12.8 8.0	0.0 3.5 1.7
50 2	102131	103	100	BOTH IN OUT	46.4 46.7 49.5	50.0 43.3 35.9	3.6 8.9 12.6	0.0 1.1 1.9	40.0 52.4 51.9	54.3 34.7 29.1	2.9 11.8 9.7	2.9 1.0 9.3	69	4014110	214	200	BOTH In Out	41.5 45.3 62.7	50.2 54.7 34.9	6.6 0.0 2.4	1.7 0.0 0.0	49.7 24.0 93.3	76.0 6.7	0.0	0.0
51 2	102132	11	1200	BOTH In	48.2 28.4	39.4 40.7	10.9 28.7	1.6 2.2	52.2 50.6	32.0 32.5	10.8 15.7	5.0 1.2	70	4014130	213	303	BOTH · IN	53.4 59.1	45.5 37.9	1,1 3.0	0.0 0.0	40.0 64.3	60.0 14.3	0.0	0.0 0.0
52.2	102150	101	700	OUT BOTH IN	49.4 38.6 29.7	31.3 36.1 35.1	19.3 24.2 35,1	0.0 1.1 0.0	52.0 51.4 45.2	41.5 37.6 50.0	6.5 10.5 4.0	0.0 0.5 0.8	71	4024030	201	702	OUT BOTH IN	19.6 36.1 29.0	79.3 62.0 69.9	1.1 1.9 1.1	0.0 0.0 0.0	23.1 37.5 25.0	73.1 52.5 50.0	3.8 10.0 25.0	0.0 0.0 0.0
37,7	102100	101	100	OUT BOTH	48.1	33.3	18.5 28.1	0. 0 0. 0	76.1 60.1	21.4 36.2	2.6 3.3	0.0 0.4	()	4024008	201		OUT Both	69.2 43.4	30.8 55.9	0.0 0.7	0.0 0.0	80.0 64.3	20.0 28.6	0.0 7.1	0.0 0.0
53 2	122130	11	1300	IN OUT	41.3	46.7 34.8	12.0 17.6	0.0	45.8 57.0	50.1 31.3	4.1 11.7	0.0	72	4024060	2	702	IN OUT	40.1	57.0 54.2	2.8	0.0 4.5	39.7 56.5	55.4 37.0	5.0 5.4	0.0 1.1
54 2	152170	102	100	BOTH In Qut	43.9 63.6 61.8	41.8 33.3 38.2	14.3 3.0 0.0	0.0 0.0 0.0	51.2 70.4 69.4	41.1 26.4 27.9	7.7 3.1 2.7	0.0 0.0 0.0	73	4024091	208	102	BOTH IN OUT	38.9 15.2 20.0	55.5 72.7 60.0	3.1 12.1 20.0	2.5 0.0 0.0	46.9 17.2 70.4	47.4 65.5 22.2	5.2 17.2 7.4	0.5 0.0 0.0
				BOTH	62.5	36.4	1.1	0.0	69.9	27.1	2.9	0.0	~=#		*****		BOTH	17.2	67.2	15.5	0.0	51.8	37.3	10.8	0.0

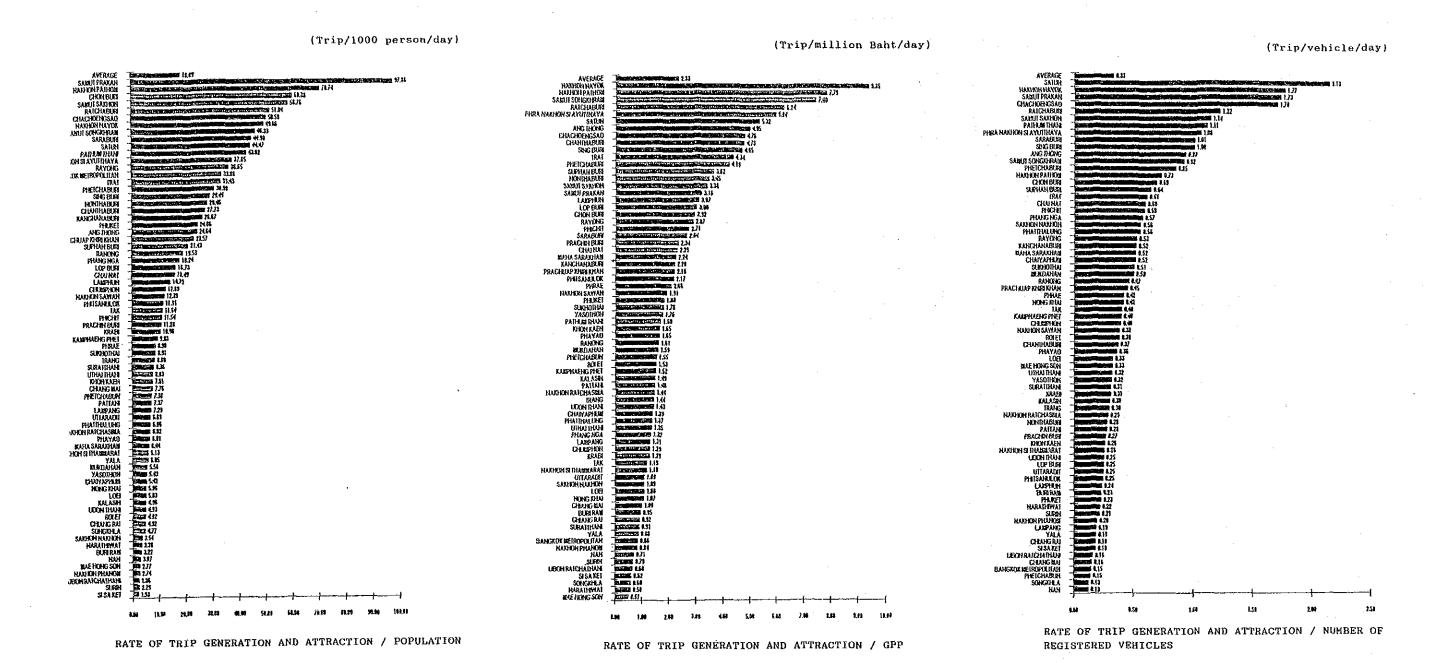
Appendix 6.14 PERCENTAGE OF TRIP PURPOSE - 1990

												Unit:%)											:		(4)	(C+3 *** *
	Survey	Route	Ctl'	Dire-		Passenge	r Car			Pickup-				S	urvey R	oute	Ctl'	Dire-		Passenge	er var			Pickap	rasseng.	,
Seq	Station Code	NO.	Sect.	CIION	Work	Priv.	Tour	Other	Nork	Priv.	Tour	Other	Se	eq S	tation Code .		Sect.	ction	Work	Priv.	Tour	Other	Hork	Priv.	Tour	Other
74	4024092	23	103	I N TU O	31.5 45.6	67.4 50.0	1.1 4.4	0.0 0.0	54.0 82.9	44.4 × 12.2	1.6 4.9	0.0 0.0	9	91 41	14140	214	500	IN OUT	28.6 46.9	71.4 46.9	0.0 6.3	0.0	30.4 84.2	65.2	4.3 5.3	0.0 10.5
75	4024120	201	800	BOTH In	40.5 68.4	56.3 29.1	3.2	0.0 0.0	65.4 70.0	31.7 30.0	2.9 0.0	0.0 0.0		\ 0 ∦1	24160	210	302	BOTH IN	37.3 21.2	59.7 66.7	3.0 12.1	0.0	54.8 31.0	35.7 65.5	4.8 3.4	4.8 0.0
				OUT	28.6 48.7	64.9 46.8	6.5 4.5	0.0	10.5 31.0	89.5 69.0	0.0 0.0	0.0 0.0	t	92 41	24160	2.10	002	OUT BOTH	26.3 23.9	63.2 64.8	7.9 9.9	2.6 1.4	48.1 39.3	37.0 51.8	3.7 3.6	11.1
76	4024160	2	1100	IN	50.0 29.8	32.3 59.5	9.7 10.7	8.1 0.0	52.5 36.4	30.5 54.5	9.1	5.1 0.0	· (93 41	34160	22	301	IN OUT	29.0 56.9	71.0 41.6	0.0	0.0	29.6 72.7	63.0	7.4 0.0 5.3	0.0 27.3 7.9
77	4034061	205	702	BOTH	40.0	45.7 55.6	10.2	4.1	43.4 24.1	44.1 72.4	10.3	2.2 3.4	ç	94 41	44150	226	800	BOTH	44.7 42.9 31.3	54.5 55.6 65.7	0.8 0.0 0.0	0.0 1.6 3.0	42.1 77.8 65.4	44.7 22.2 34.6	0.0 0.0	0.0
70	4034062	202	301	BOTH IN	41.2 43.1 22.6	52.9 54.5 74.2	2.0 0.8 3.2	3.9 1.6 0.0	50.9 47.0 21.4	46.7 50.5 75.0	0.6 0.5 3.6	1.8 2.0 0.0	o	95 <i>1</i> 1	54170	226	1200	OUT BOTH In	36.9 51.8	60.8 40.9	0.0	2.3	70.5 59.2	29.5 36.6	0.0	0.0
10	4004002	LVL		700 1108 11708	32.0 26.8	64.0 69.6	4.0 3.6	0.0	71.4 42.9	28.6 55.1	0.0 2.0	0.0 0.0		JU 71				OUT BOTH	34.3 43.1	$38.9 \\ 39.9$	14.8 11.0	12.0 6.0	38.6 48.9	38.6 37.6	14.3	8.6 4.3
79	4044080	212	1302	IN OUT	44.0 19.2	48.0 46.2	$\begin{array}{c} 8.0 \\ 34.6 \end{array}$	0.0 0.0	57.1 26.9	20.0 46.2	22.9 26.9	0.0:	Ç	96 50	15050	323	103	IN OUT	29.4 51.2	57.7 42.8	4.0 6.0	8.9	42.6 56.4	48.8	2.4 2.0 2.2	6.2 0.1
80	4044130	22	502	BOTH In OUT	31.4 44.4 15.8	47.1 24.4 78.9	21.6 15.6 5.3	0.0 15.6 0.0	44.3 43.8 59.1	31.1 21.9 31.8	24.6 21.9 9.1	0.0 12.5 0.0	. 9	97 50	15060	324	202	BOTH IN OUT	41.3 12.1 27.4	49.5 84.5 62.9	5.1 3.4 8.1	4.0 0.0 1.6	50.0 19.2 39.6	44.9 80.5 56.8	0.3 2.5	0.0
81	4054160	2	1303	BOTH IN	31.3 39.8	49.4 46.4	10.8 5.5	8.4 8.3	52.6 46.1	27.6 41.2	14.5	5.3 5.9	g	38 50	25050	4	302	BOTH IN	20.0 40.0	73.3 57.1	5.8 2.9	0.8	28.8 50.8	69.3 47.7	1.3	0.5
01	4007100			OUT BOTH	40.4 40.1	48.6 47.5	10.9 8.2	0.0 4.1	47.9 47.0	42.7 42.0	9.4 8.2	0.0 2.7		.a. FA	0.5.0.0	204	000	OUT	20.5 29.1	79.5 69.6	0.0 1.3 5.4	0.0 0.0 0.0	30.6 41.4 27.8	68.5 57.3 68.7	0.9 0.8 3.5	0.0 0.4 0.0
82	4064071	24	300	IN OUT	24.5 33.7	75.5 56.2 63.4	0.0 6.7 4.2	0.0 3.4 2.1	46.7 25.8 35.5	52.5 69.5 61.6	0.4 1.3 0.9	0.4 3.4 2.0	y	99 DV	25060	321	202.	IN OUT Both	28.6 21.1 25.1	66.1 74.7 70.0	3. 2	1.1	18.5 22.6	80.8 75.6	0.7 1.9	0.0
83	4064072	226	400	BOTH IN OUT	30.3 30.2 47 3 1	64.6 49.3	3.1 3.6	2.1	31.4 54.5	68.6 36.4	0.0 0.0	0. 0 9. 1	10	0 50	35040	4	800	IN	23.5 35.1	61.0 42.3	9.5 20.8	6.0 1.8	38.4 42.4	41.1 41.9	8.2 13.3	12.3
84	4074141	226	600	BOTH IN	40.1 45.6	55.6 52.4	3.4	0.9 0.0	37.0 53.4	60.9 42.5	0.0 2.3	2.2	10)1 50	36020	4	1400	BOTH	27.5 35.8	54.5 41.9	13.5 18.9	4.6 3.4	40.7 40.1 43.1	41.5 48.1 50.2	11.2 4.6 5.1	6.6 7.2 1.6
0.5	4074440	040	400	OUT BOTH	47.9 46.6	49.3 51.1	1.4 1.7 2.6	1.4 0.6 0.0	50.0 51.9 80.0	48.6 45.3 20.0	0.7 1.6 0.0	0.7 1.3 0.0	1.0	12 50	55081	35	300	OUT BOTH IN	27.7 31.3 29.4	62.5 53.3 58.7	8.7 13.3 11.9	1.1 2.1 0.0	41.6 46.2	49.2 46.2	4.9 7.6	4.3
83	4074142	219	400	IN OUT BOTH	31.6 27.8 29.7	65.8 72.2 68.9	0.0	0.0 0.0	43.5	56.5 45.5	0.0	0.0 0.0	10	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	33001	00	000	OUT HTOB	40.1 35.5	43.9 50.3	16.0 14.2	0.0	33.6 40.2	58.2 52.0	8.2 7.9	0.0
86	4084100	212	1400	IN OUT	26.3 33.3	42.1 38.9	31.6 27.8	0.0 0.0	53.3 54.5	30.0 40.9	13.3	3.3 0.0	10)4 50	55082	325	200	IN TUO	42.4 38.0	50.6 46.5	5.2	1.7	66.1 51.4	28.6 44.1	3.1 4.1	2.2 0.4
87	4094111	23	303	BOTH IN	29.7 67.9	40.5 32.1	29.7 0.0	0.0 0.0	53.8 90.0 36.4	34.6 3.3 63.6	9.6 3.3 0.0	1.9 3.3 0.0	10	5 50	75080	35	201	BOTH In Out	40.5 27.2 29.2	48.8 38.1 61.5	8.3 33.5 8.4	2.3 1.2 0 .9	58.5 41.9 44.1	36.7 41.4 47.4	3,6 15,1 6,5	1.3 1.5 2.0
88	4094112	202	700	OUT BOTH IN	27.5 46.9 35.7	67.8 50.7 61.9	4,7 2,4 2,4	0.0 0.0 0.0	75.6 33.3	19.5 66.7	2.4	2.4 0.0	10	06 60	16030	4	3500	BOTH IN	28.4 53.9	51.7 35.1	18.9 10.5	1.0 0.5	42.8 46.5	43.7 44.0	11.8 9.5	1.7 0.0
				OUT Both	39.4 37.3	60.6 61.3	0.0 1.3	0.0 0.0	22.2 29.4	77.8 70.6	0.0 0.0	0.0 0.0				_		OUT Both	34.9 44.6	45.7 40.3	19.4 14.9	0.0 0.3	29.2 38.5	63.7 53.1	7.1 8.4	0.0
89	4104110	23	501	IN OUT	52.1 40.6	47.9 59.4	0.0	0.0	28.6 85.0	71 4 15 0	0.0	0.0	10	07 60	16070	4	3200	NI TUO UTOO	33.3 24.5	54.5 59.5	12.2 14.7	0.0 1.2 0.7	41.2 31.4 36.4	54.3 62.3 58.2	3.7 3.4 3.5	0.8 3.0 1.9
90	4104170	23	600	BOTH In Out	46.4 33.3 35.6	53.6 50.0 51.1	0.0 15.0 11.1	0.0 1.7 2.2	52.1 39.3 57.1	47.9 39.3 39.3	0.0 21.4 0.0	0.0 0.0 3.6	10)8 60	16140	4035	200	BOTH IN OUT	28.3 21.9 30.5	57.3 65.8 39.0	13.6 12.3 30.5	0.0	67.4 53.8	22.0 40.9	6.8 4.3	3.8 1.1
				BOTH	34.3	50.5	13.3	1.9	48.2	39.3	10.7	1.8						BOTH	27.0	50.0	23.0	0.0	61.8	29.8	5.8	2.7

Appendix 6.14 PERCENTAGE OF TRIP PURPOSE - 1990

(Unit:%)

	Survey Station	Route	ct!	Bire-	표정트 또는 효율	eeeeee Passengo	r Car	=====:		Pickup-l	asseng	6L =======
Seq	Station Code	NO.	Sect.	Ction	Work	Priv.	Tour	Other	Work	Priv.	Tour	Other
109	6026100	4	1800	NI Tuo	20.7 48.1	52.3 43.2	7.4	0.9	32.4 64.2	28.5	4.5 3.6	1.7
110	6026140	41	300	BOTH IN OUT	18.3 49.7		15.2 18.9	1,0 0,9 0,0	48.9 25.9 38.5	62.0 43.1	4.0 9.3 17.7	2.7 2.8 0.8
111	6036040	403	302	BOTH IN OUT		49.3 55.1 31.3	17.0 15.8 15.4	0.5 0.0 2.9 1.1	19.8	54.9 27.5 52.3	12.4 35.0 16.3	2.0 2.5 11.6
112	6036060	4	3800	HTOB I N TUO	37.2 51.4 38.4	46.0 34.1 51.1	14.5	1.1 0.0 0.0 0.0	24.6 54.3 37.7	54.1	22.2 7.8 7.8	0.3 0.4
113	6046060	41	1100	BOTH IN OUT	44.7 31.1 30.0	42.8 46.1 49.4	20.9 20.6	1.9 0.0	47.4 51.9 48.5	44.5 35.8 39.4	7.8 2.5 9.1	0.4 9.9 3.0
114	6046120	408	302	BOTH In OUT	30.5 65.1 35.4	C 4 A	20.7 3.6 3.1	0.9 0.7 0.4	50.9 51.4 30.8	36.8 47.2 46.2	4.4 1.4 23.1	7.9 0.0 0.0
115	6046141	41	800	BOTH IN OUT	50.9 44.4 30.1	46.8 65.4	8.7 4.4	0.6 0.0 0.0	50.5 44.9 41.0	47.2 52.1 53.3	2.3 3.0 5.5	0.0 0.0 0.3
116	6046142	401	801	BOTH IN OUT	37.0 50.6 55.0	39.2 36.1	Q Q	0.0 0.0 0.0	42.5 46.6 57.5	52.8 45.8 39.6	4.5 7.6 2.8	0.2 0.0 0.0
117	6056080	42	701	BOTH IN OUT	52.5 39.9 59.9	$57.1 \\ 33.3$	-1.5	0.0 1.5 1.0	52.7 64.3 43.2	42.4 21.4 53.1	5.0 14.3 2.9	0.0 0.0 0.8
118	6066120	4	4100	BOTH IN OUT	50.0 51.7 61.1	43.5 36.2	3. t 4. 7 2. 7	0.2 0.0	38.3 56.1	51.4 53.9 42.2	3.5 7.8 1.7	0.8 0.0 0.0
119	6076100	4	2300	BOTH IN OUT	56.3 35.2 42.4	51.9 36.4	13.0 21,2	0.1 0.0 0.0	51.5 51.6 44.9	45.2 45.2 47.1	3.3 3.2 8.0	0.0 0.0 0.0
120	6076110	402	101	BOTH IN OUT	37.9 43.8 30.8	46.0 37.2 42.8	16.1 19.0 24.4	0, 0 0, 0 2, 0	46.2 61.5 48.1	46.7 29.1 34.6	7.1 8.8 13.6	0.0 0.7 3.7
121	6086090	410	102	BOTH IN OUT	36.9 60.6 69.1	35.0 30.4	21.9 4.3 0.5		54.5 50.2 61.1		11.3 2.4 1.4	2.3 0.0 0.0
122	6086120	4086	300	BOTH IN OUT	64.3 58.5 56.7	33.0 36.2 40.8	2.7 5.4 2.3	0.0 0.0 0.2	56.6 42.2 73.8	41.6 54.2 26.2	1.8 3.2 0.0	0.0 0.4 0.0
123	6126130	406	200	BOTH IN OUT BOTH	57.5 73.7 54.8 63.3	38.7 22.1 39.1 31.4	3.7 4.2 5.7 5.0	0.1 0.0 0.4 0.2	46.7 57.9 30.8 45.2	50.2 35.3 64.1 48.8	2.7 6.8 5.1 6.0	0.3 0.0 0.0 0.0



Appendix 6.16 INTER-CHANGWAT OD TABLE - 1990

PRESENT O-D TABL	£ (1990	0)						VEHICL	E TYPE :	: TOTAL																												
	l	10	11	12	13	14	15	16	17	18	. 50	51	52	53	54	55	56	57	60	61	62	63	64	65	66	67	68	20	21	22	23	24	25	26	30	31	32	33
1 BANGKOK METROPOLITAN 10 CHAI NAT 11 SING BURI 12 LOP BURI 13 ANG THONG 14 SARABURI 15 PHRA NAKHON SI AYUTTHAYA 16 PATHUN THANI 17 NONTHABURI 18 SAMUT PRAKAN 50 CHAING RAI 51 MAE HONG SON 52 CHIANG MAI 53 PHAYAO 54 NAM 55 LAMPHUN 56 LAMPHUN 56 LAMPHUN 56 LAMPHUN 56 LAMPHUN 57 PHABE 60 UTTARADIT 61 SUKHOTHAI 62 TAK 63 PHITSAHULOK 64 KANPHAENG PHET 65 PHICHIT 66 PHETCHABUN 67 NAKHON SAMAN 68 UTHAI THANI 20 NAKHON NAYOK 21 PRACHIR BUBI 22 CHACHOENGSAO 23 CHON BURI 24 RAYONG 25 CHANTHABURI 26 TRAT 30 CHALYAPHUN 31 YASOTHON 32 UBON RATCHASIMA 33 SI SA KET 34 BURIRAN 35 NAKHON RATCHASIMA 36 SUBIH 40 NONG KHAI 41 LOEI 42 UDON THANI 43 NAKHON PHANON	1 0 0 306 379 472 660 3186 5796 1172 3843 27151 164 7 424 118 83 120 90 130 288 220 191 273 798 220 1177 863 5096 8581 1359 937 276 199 53 256 47 278 188 70 67 141 43 52		11 532 90 0 1188 372 107 117 73 19 41 2 2 2 2 2 14 33 2 2 2 2 1 1 2 1 0 0 0 0 0 0 0 0 0 0 0 0 0	12 1372 50 1444 06 2031 79 104 89 0 17 2 2 2 6 8 15 147 7 31 288 29 374 476 6 0 194 2 4 3 5 158 4 0 0 12 4 0 0	13 702 63 462 60 11 1707 31 39 20 00 20 51 18 7 58 7 58 18 4 15 00 00 00 00 00 00 00 00 00 00 00 00 00	3135 134 2231 5 0 1804 1263 189 84 19 0 34 2 0 145 42 2 19 33 16 17 6 220 114 0 0 1084 220 114 220 114 23 6 114 24 25 118 118 118 118 118 118 118 118 118 11	15 6054 53 205 882 1300 1562 615 120 0 5 0 2 2 7 15 18 34 16 95 18 18 19 10 10 10 10 10 10 10 10 10 10		17		50 252 2 3 11 0 5 13 9 5 14 0 5 747 818 36 33 2001 179 37 0 20 34 0 4 8 45 3 0 13 3 6 3 4 0 0 0 0 0 0 0	51 900 00 00 00 00 00 00 00 00 00 00 00 00	52 616 3 7 43 3 33 14 2 29 11 783 199 0 165 52 23199 1002 171 54 19 98 92 25 12 13 67 3 0 0 18 14 13 5 0 0 0 0 0 0 0 0 0 0 0 0 0	53 109 2 0 6 0 10 7 3 5 2 889 4 156 0 2 17 385 100 0 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	54 6005502340061151202490882007740000000000000000000000000000000	55 74 0 6 2 0 50 3 5 2 2 48 26 23 36 23 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	56 216 0 8 11 3 26 9 3 3 5 24 2 9 3 5 2 4 9 3 5 5 6 1 2 6 2 6 9 3 6 1 6 1 6 1 6 1 6 1 6 1 6 1 6 1 6 1 6	57 96 10 31 00 21 8 129 14 125 307 41 55 00 388 75 26 10 17 05 30 30 30 30 30 30 30 30 30 30	60 138 2 2 11 2 6 3 0 4 18 18 1 43 2 26 19 65 443 0 336 7 326 12 32 18 46 4 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	61 165 2 4 5 11 20 4 7 6 0 21 130 7 112 7 260 0 117 260 0 355 43 17 158 7 4 0 5 2 0 0 0 6 10 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	62 145 8 0 6 0 26 14 11 8 0 74 6 6 15 205 4 19 427 0 125 668 39 11 133 3 0 8 0 0 0 0 8 0 0 0 8 0 0 0 0 8 0 0 0 0 8	350 39 14 96 2 53 39 2 3 8 20 0 80 21 72 25 49 111 390 983 117 0 57	286 39 29 37 21 44 42 14 24 4 36 0 3 10 40 11 12 702 96 0 245 9	65 243 34 34 36 49 42 14 7 6 4 10 11 13 19 46 20 32 12 10 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	402 12 11 355 10 183 22 30 10 12 4 0 10 0 4 6 4 19 19 24 15 5 544 18 18	209 1157 385 359 142 116 84 39 28 0 22 28 2 6 10 42 157 268 191 268 195 268 195 268 195 268 195 268 268 27 286 286 286 286 286 286 286 286 286 286	253 681 29 27 7 11 26 0 4 30 2 0 0 0 0 0 0 0 2 2 4 30 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1431 2 5 5 5 0 813 89 957 141 42 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 2 46 0 280 0 33 159 40 120 2 0 4 0 2 2 0 0 2 2 0 0 2 2 0 0 0 2 2 0	0 9 12 0 74 160 105 1264 9 2 2 0 0 0 2 2 3 0 0 0 7 7 0 0 7 12 2 36 1309 0 7014 149 40 19 2 2 7 116 2 10 0 39 0	23 9494 10 17 1 2 116 53 347 4625 2 2 1 2 2 6 6 2 5 4 8 12 6 7 5 6 13 7 6 14 15 16 16 16 16 16 16 16 16 16 16 16 16 16	24 1274 0 0 7 0 75 0 42 7 638 2 0 5 0 0 2 2 0 0 2 0 4 2 5 2 0 0 7 6487 638 10 70 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	25 717 0 2 0 0 62 24 24 23 36 142 5 5 0 11 2 2 2 1 2 4 4 0 0 4 7 7 7 3 14 0 4 529 41 1338 0 2 208 6 0 0 2 16 81 4 0 0 2 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	26 394 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	30 170 1 176 6 41 34 32 0 0 7 2 2 0 3 7 4 1 2 4 1 2 1 6 0 0 1 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0	31 60 00 01 10 80 00 00 00 00 00 00 00 00 00 00 00 00	32 179 0 0 7 0 0 0 7 0 0 0 0 0 0 0 0 0 0 0 0 0	33 77 00 00 00 00 00 00 00 00 00 00 00 00
41 LOEI 42 UDON THANI	67 141 43 52 232 64 70 219 34 4961 1834 9686 3667 5473 1168 1287 1023 404 73 208 27 81 26 105 17 34 178 28 39	0 0 0 0 0 5 2 0 124 2 11 9 0 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 2 0 0 0 0 2 0 1 2 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 4 0 16 0 2 0 0 8 0 73 13 14 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 14 0 52 4 8 22 9 1 0 70 5 31 7 2 9 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 9 14 2 0 3 3 6 0 0 0 263 0 0 119 18 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 27 5 0 0 123 260 1012 268 132 38 53 52 9 0 0 0 0 0 13 0 0 0 0 14 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 0 0 2 0 2 0 0 379 227 1128 230 315 98 168 51 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 34 9 9 7 15 241 171 820 359 84 174 86 19 2 4 0 6 0 11 4 9 9	0 0 0 10 2 0 0 0 0 0 2 2 5 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	000000000000000000000000000000000000000	0 2 0 0 19 0 0 1 0 39 16 0 5 0 8 6 4 0 2 0 0 0 5 0 2 0 4 0 0 0 0 6006	0 0 0 0 2 0 1 0 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 12 6 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 2 0 0 7 0 5 0 0 6 2 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 8 0 10 0 2 0 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 6 0 17 17 1 2 0 19 11 19 10 4 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6	0 5 6 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	25 279 3 8 10 0 12 3 5 0 0 4 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	32 63 0 1 8 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ű	0 3 15 0 2 6 0 3 0 7 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 39 0 3 32 11 0 0 31 64 191 15 50 2 2 0 0 2 2 0 0 0 0 0 0 0 0 0 0 0 0	11 26 20 8 13 0 0 0 111 9 0 0 0 111 17 4 0 0 0 0 4 6 2 4 18 6	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 2 6 0 0 7 0 0 0 3 0 7 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	26 1 0 969 4 1 0 5 3 0 1 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 2 27 11 56 11 33 391 253 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 31 30 23 53 26 6 45 101 142 0 0 2 2 15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 0 0 5 13 1 1 5 7 5 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Appendix 6.16 INTER-CHANGWAT OD TABLE - 1990

PRESENT O-D TABLE (1990)

(MEDIN O D INC.		-,									**	40	70	71	70				20	77	00	01	00 01		or	0.0			o.e	00	0.4		
	34	35	36	40	41	42	43	44		16 47	48	49	70	71	72	73	74	75	76		80	81	82 83		85	86	90	91	92	93	94 99	53	THE IS.
1 BANGKOK METROPOLITAN 10 CHAI NAT	173	1849 4	156 0	53 0	70 0	190 8	29 0	66 0	261 10 2	0 53 0 0	192 0	31 0	4183 250	2201 12	9585 22	3697 9	7586 4	1259 3	1282 2	1053 3	268 0	B1 0	137 36	146	28 0	113 0	9	34 0	152 0	34 0	42 in 6		1.315
11 SING BURI	٥	17	0	0	2	0	2	. 0	0	B 0	0	0	20	7	27	11	.0	0	0	0	0	0	0 0	0	0	3	0	0	0 3	3	0 0	· 6	3487
12 LOP BURI 13 ANG THONG	4	144 25	1	D.	5	0	0	n n	16 '	0 0	2 0	0	0 0	5 0	4B 40	0	11 86	0	Ö	ű	Ď	0	0 0	0	0	ő	0	0	3	3	0 0	. 0	5812 3679
14 SARABURI	6	798	5	ž	8	ŏ	ő	. 7	•	0 17	25	- 11	2	11	122	11	42	ě	Ŏ	21	6	3	3 0	26	Ô	õ	0	3	Ö	3	0 0	0	11495
15 PHRA NAKHON SI AYUTTHAYA		345	0	0	2	13	6	0	2	6 0	0	6	0	0	177	. 0	7	7	0	0 17	2 9	0	0 2	.0	0	0	0	0	0	0	0 0	. 0	12780
16 PATHUM THANI 17 NONTHABURI	5 0	127 32	0	0	0	11 2	0	2	B O	0 0	10 0	0	75 854	176 215	1120 1997	92 415	387 292	100 39	156 101	30	6	0	8 0	11 3	0	3	Ö	0	6	Ö	0 3	5 0	10255 9953
18 SAMUT PRAKAN	19	123	2	Õ	2	13	ŏ	5	11	0 6	3	Ô	226	284	758	492	577	144	194	83	24	8	12 0	5	4	3	0	3	9	0	0 3	0	38376
50 CHAING RAI	0	10 0	0	0	0	0	0	0	9 '	2 0	2	0	2	2	2	6 0	0	2	0	4 n	0	0	0 0	0	0	0	0	0	2	0	0 0	0	2516 265
51 MAE HONG SON 52 CHIANG MAI	3	21	4	0	0	4	0	2	15	4 4	4	2	4	2	6	13	0	0	ŏ	2	0	Ö	0 0	2	ŏ	ŏ	õ	Õ	9	0	0 0	2	4658
53 PHAYAG	0	0	2	0	0	0	2	0	5	0 0	0	0	2	2	0	0	2	0	0	0	0	0	0 0	0	0	0	. 0	2	2	0	0 0	0	1630
54 nan 55 lamphun	0	0	n n	U B	0	Q A	0	0	2 1	0 0	9 5	0	U 2	0	0 8	0 2	0	Ú	0	ů	0	0	2 0	0	0	0	0	D D	ս 5	O O	0 0	0	639 3129
56 LAMPANG	2	2	ŏ	ŏ	Ö	ő	2	ŏ	9	2 0	Ö	Ö	õ	2	ŏ	2	2	ů.	Ď	ō	2	Ō	0 0	ŏ	Ö	ŏ	ŏ	ő	ŏ	Ö	0 0	1	3206
57 PHARE	0	3	0	0	0	. 0	0	0 0	6	2 5	. 0	0	0	2	2	0	0	2	0	0	0	0	0 0	0	0	0	2	0	0	0	0 0	0	2422 1564
60 UTTARADIT 61 SUKHOTHAI	2	10 13	4	0	0 2	0	0	ō	12	0 2	2	0	ŏ	2	5	2	ŏ	0	Ö	ĕ	Õ	Ö	0 0	0	Ö	Ö	ů.	0	ŏ	Ö	0 0	ő	2587
52 TAK	3	11	1	0	0	2	0	0	9	0 0	0	0	0	2	0	. 9	2	0	0	2	0	0	0 0	0	0	0	0	0	0	0	0 0	0	2071
63 PHITSANULOK 64 KAMPHAENG PHET	7	32 11	3	0	1	9	0	0	8 9	0 4	0 1	0 2	9 21	8 11	11 10	13 n	2 0	0	2 0	6	0	0	. 0 0	0	0	4	0	0	0	0	0 2	3	4349 3283
65 PHICHIT	4	13	Ö	4	5	6	ő	Ö	18	o i	2	2	â	5	6	8	ŏ	ŏ	ō	õ	č	ō	0 0	ő	ō	ŏ	ŏ	ō	õ	Õ	2 0	ō	3161
66 PHETCHABUN	3	84	10	1	182	24	3	0	291 16	4 14	2	0 0	6 236	2 17	8 19	4	3 10	0 14	0	2	1 11	0	2 0	2	0	0	0	0	2	0	0 0	0	3628 72 7 9
67 nakhon savan 68 uthai thani	4 0	60 2	2 5	0	3 0	0	0	0	8	0 2	0	Õ	30	í	11	3	0	3	Ó	5	0	3	0 0	0	ŏ	0	Ö	Ö	ŏ	0	0 0	ő	1174
20 HAKHON NAYOK	ō	42	0	0	0	5	0	0	0	0 2	2	0	5	4	19	6	26	0	0	0	0 .	0	0 0	0	0	0	0	0	0	0	0 0	0	5615
21 PRACHIN BURI 22 CHACHOENGSAO	9 13	258 191	4	2 n	2	7 16	5	2	3	3 2 6 0	4 0	0 2	13 22	3 25	9 50	0 26	6 26	Q 3	8 12	Q 2	0	2	2 0	0	. 0	υ 0	0	3	0	0	0 0	3	5121 13795
23 CHACHGERGSAG 23 CHON BURI	22	252	26	2	ō	7	2	ō	12 2	4 19	12	ō	0	75	141	60	108	13	13	ō	13	3	6 0	8	Ō	3	Ō	3	15	0	0 6	Ö	28539
24 RAYONG	9	74	2	0	0	7	0	3	4	0 2	Z 9	0	5 13	0	16 15	17 6	6 6	0	2	0	17	2	7 0	3	0	2	0	6	0 A	0	0 0	2	8432 6541
25 CHANTHABURI 26 TRAT	21 0	83 15	ő	Õ	. 0	4	ŏ	. 4	3	3 0	ő	Ď	ő	ŏ	Õ	ŏ	ŏ	ő	õ	Õ	3	ŏ	0 0	0	. ŏ	ŏ	Ö	õ	5	ŏ	0 0	ō	3101
30 CHAIYAPHUM	27	1016	- 8	11	73	42	0	2 9	922	4 5	16	0 276	2	11	2	0	0	0	5	0	0	0	3 0	0	0	0	0	0	0	0	0 0	0	2948 1442
31 YASOTHOR 32 UBON RATCHATHANI	31 21	35 87	41 96	6 3	0 5	5 53	18 51	9 16	49 I 70 I		426 45	142	0	2	9	0	Ö	4	ő	0	Q O	0	ŏŏ	Ö	ŏ	Ö	Ô	o	Õ	0	0 0	9	2369
33 SI SA KET	22	42	256	Ō	0	3	0	0		5 10		7	10	2	0	0	0	. 0	0	0	0	0	0 0	2	0	0	0	0	0	0	0 0	0	1368
34 BURIRAN 35 NAKHON RATCHASIMA	0 1167	1122 0	340 167	2 40	0 15	3 215		17 44	43 1: 664 2:		149 78	16 8	0 35	20	23	5 32	10	9	0	14	5	4	5 0	0	Ô	2	3	0	9	4	0 5	0	2221 8112
36 SURIN	420	62	0	3	2	3	5	5 、	39 20	0 16		12	0	0	ō	0	0	0	2	0	0	Ō	0 0	0	. 0	0	Ū	0	0	Ò	0 0	0	1497
40 NONG KHAI	2	10	1	9	12 0	1518 540	138 0		136 1: 454	1 9 1 12	8 11	5 0	0	2	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0 0	6 0	2306 1481
41 LOEI 42 UDON THANI	0	31 173	ő	1319	514	0			170 3		36	5	ģ	ő	ŏ	2	ŏ	ŏ	2	ő	ŏ	ő	0 0	ō	ŏ	ő	õ	ō	ő	Õ	0 0	Õ	4469
43 NAKHON PHANON	0	9	2	145	1	77		245	35		4	235	4	0	9	0	0	0	0	0	0	0	0 0	2	0	0	0	0	0	0 1)	0 0	0	893 1642
44 SAKHON NAKUON 45 KHON KAEN	3 35	24 889	18	290 158	11 427	677 1064	227 37	0 98	77 17		13 258	30	7	2	5	14	5	4	0	ů	0	0 .	0 0	0	ŏ	0	ŏ	ő	ő	0	0 0	Ö	6748
46 KALASIN	10	23	0	î	1	41	31	176	624	0 467	672	0	0	0	0	0	0	4	0	0	0	0	0 0	0	0	0	0	0	0	0	0 0	0	2226
47 MAHA SARAKHAK 48 RGI ET	272 105	72 46	16 302	11 10	7 17	25 33.	3		.198 48: 365 601		666 n	19 8	2 0	0	9	0	0	0	0 5	0	0	0	0 0	0	0	0	0	0	0	0	0 0	0	3022 3091
49 MUKDAHAN	5	4	7	11	ò	1	238	71		0 2	7	ō	Ŏ	Ŏ	Đ	0	0	0	Ō,	0	Ö	0	0 0	0	0	ō	0.	o o	0	Õ	0 0	0	837
70 SUPHAN BURI	0	9 18	0	0	2	0	0	0	3 '	6 0	8 5	0	0 760	921 0	1333 1370	22 3443	275 132	0 58	5 71	0 81	0 15	Û	2 3	0	0	0	0	0	0	2	0 0	0	8893 8580
71 KANCHANABURI 72 NAKHON PATHON	4	9J	5	ŏ	0	5	ő	Û	ő	0 0	ő	6	1454	1855	Q.	7200	0			141	12	ő	15 0	6	2	2	ŏ	3	17	3	0 3	5	25082
73 RATCHABURI	9	21	ō	0	0	0	0	0	16	δ 0	6	0	115 213	3924 78	4635 39	0 840	768 0		1331 286	234 54	35 11	2 32	6 0	5	0	0	0	9	5	3	0 0	3 0	17357
74 SAMUT SAKHON 75 SAMUT SONGKHRAM	0	33 11	0	0	0	0	0	9	0	0 0	0	. 0	13	94	164	1798	1023			107	28	5	6 0	3	0	0	Ö	0	3	0	0 0	0	9405 5092
76 PHETCHABURI	ŏ	8	ŏ	0	Ö	2	Ó	0	0	0 6	0	0	20	183	283	1614	213	258	0 2	2392	45	13	9 3	3	ō	4	0	0	12	0	3 0	3	6871
77 PRACHUAP KHIRI KHAN 80 CHUMPHON	0	0 8	0	0	0 0	0 4	0	6	0	0 0 2 0	0 2	0 3	17 6	80 10	70 19	278 30	110 44	77 2 4	2342 58	0 543		52 465 - 6	43 12 537 38	29 <i>63</i>	22	33 8	3	2 13	32 53	0	3 3 12 0	8	5194 2586
81 RANONG	0	4	ŏ	Õ	ő	Ď	õ	ō	ō	0 0	ō	Ō	Ö	Õ	Ö	5	24	0	18	42	512	0 1	178	11	6	50	2	8	29	6	5 3	2	1089
82 SURATTHANI	0	0	0	0	0	7	2	2	2 (0 0	0 0	0	0 0	0 n	2 0	6 2	8 2	0	14 2	51 0		131 179	0 14 33 0	1360 30	272 334	33 1351		109 : 20	138 7	3 0	7 1	8 1	3056 2018
83 Phang nga 84 Nakhon Si Thanmarat	0	4	0	Ö	0	Ö	Ö	0	•	0 0	ő	ŏ	Ĭ	õ	14	9	ō	ŏ	9	37	67	18 13	387 19	0	167	60	537	556 13	130	-	18 40	17	4351
85 KRABI	Ō	Ō	Ò	0	0	0	0	0	-	0 0	0	0	0	0	6	0	0	0	0	10 20	8 23		95 1278	183 106	0 174	203 0			7.7	0	1 0 5 1	0 2	1674 2014
86 PHUKET 90 PHATTHALUNG	0	2	0	0 8	0	0	0	0 8	0 1	0 2	8	Đ	Õ	ő	õ	0	D	Ď	Đ	0	6 6	4	42 10	538	42	15				•	3 21	17	2065
91 TEANG	0	ő	ŏ	ō	ŏ	4	ō	Ō	0	0 0	0	0	Ö	0	0	.0	4	0	0	2	8		88 14	736	500	93	425			0	7 7	8	2314
92 SONGXHLA	0	2	0	0	0	0	0	0	2 1	0 0	0 n	0	4	0	11 0	10 0	0	0	0	15 0	32 1	51 1	161 24 7 0	1160 25	69 0	69 0	790 3	195 0 7		63 71 0	79 367 11 11	217 2	5266 893
93 SATUN 94 PATTANI	0	0	ő	0	ŏ	ŏ	0	Ö	ŏ	o o	0	ő	ŏ	2	4	ő	18	ō	ŏ	ŏ	ē	Ō	8 0	49	ž	4	6	9 7	756	6	0 1173	535	2628
95 YALA	Õ	0	0	0	0	0	0	0	0 1	0 0	0	0	0	0	4	0	0	0	0	0 11	0 3	0 2	3 2 7 2	46 26	4	1	1 21			0 118 7 60		19 0	1376
96 MARATHIYAT	0 2461	4 8481	0 1511	0 2094	0 1379	0 4672	9 878 1	0 828 6	744 220	0 0 9 2872	3004	930	8679	10272	22254	20226	-	•	_		_	-	16 1974	46D0	-	2067 1				90 272			1239 §88232
TOTAL	*401	0401	-414	2007	22.5		•											_	-				<u>-</u>		_	_							-

Appendix 6.17 GENERATION AND ATTRACTION OF INTER-CHANGWAT TRIPS - 1990

GENERATION			William West											(rip/day))	GENERATION, ATTRACTION										ripend/day							
		VEHICLE TYPE VEHICLE TYPS Code Changuat name PC LR MB HB PP PT LT MT MT TOTAL PC LO NB HB PP PT LT																			VEIL	CLE TYPE	E										
Code Changwat name	IC.	TC LR MB HB PP PT LT MT HT 34676 7341 606 10774 14839 8593 1978 10231 15993								TOTAL		PC	LO	NB	HB	Ьb	PT	LT	ИT	HT	TOTAL	Code Changwat name	PC	LB		MB	HB	PP	PT	LT	TK	er Ti	OTAL
1 BANGKOK METROPOLITAN		7341		10774	14839		1978		15993	105030	1 BANGKOX METROPOLITAN	34547	4195	1332	9101	15032	7328	1274	9943	15812	98564	1 BANGKOK METROPOLÍTAN	69223	11536	19	37 198	75 29	871 15	5921 462		20174 524	31805 20	3594 5890
10 CHAI NAT	811	70	9	119	1108	265	70	245	550	2917	10 CHAI NAT	649	73	9	430	986	197	38	279	312	2973	10 CHAI NAT 11 SING BURI	1460 1626	143 88				094 133	608	157	808		6724
11 SING BURI	797	54	66	168	1133	361	78	368	462	3487	11 SING BURI	829	34	72	124	1000	247	79	440	412	3237	12 LOP BURI	2070	00			56 4		1344	261	1288		2735
12 LOP BURI	1008	95	87	452	2220	631	141	541	637	5812	12 LOP BURI	1062	847	102	504	2276	713	120	747	552	6923	13 ANG THONG	1889	992					547	327	786		7062
13 ARG THUNG	1107	380	129	329	354	173	166	416	625	3679	13 ANG THONG	782	421	106	428	. 351	374	161	370	390	3383	14 SARABURI	3939	1001	- 1		42 4	815 2	2649	323	2125		3860
14 SARABURI	1198	231	101	272	2597	1216	117	827	4936	11495	14 SARABURI	2741	860	. 44	270	2218	1433	206 367	1298	3295	12365 13353	15 PHRA NAKHON SI AYUTTHAYA	6883	4476	å		17 2	660	1377	685	4396		6133
15 PHRA NAKHON SI AYUTTHAYA	3235	2019	169	251	1367	762	318	2089	2510	12780	15 PHRA NAKION SI AYUTTHAYA	3648	2397 108	146	120	1293 1537	895 913	395	2307 1129	2214 3882	9147	THANT KINTAG OF	3686	280				243	1704	817	2755	6553 1	9402
16 PATHUN THANI	2658	172	16	212	1706	802	422	1626	2671	10255	16 PATHUR THAN	1058		16 23	202	1557	927	390	1123	3002	3141	17 NONTHABURI	5227	773			18 3		1945	365	2963	2711 1	7665
17 NONTHABURI	3089	544	23	316	1660		223	1617	1463	9953	17 NONTHABURI	2138	229	23	202	1491	2102	145	4500	8537	42638	18 SAMUT PRAKAN	30195	1819		15 73	12 9	733	5589	1043	8342	14856 83	1014
18 SAMUT FRAKAN	14937	928	858	3360	4680	3162	489	3743	6319	38376	18 SANUT PRAKAN	15258	991	257	182	3033	226	23	189	126	2573	50 CHAING RAI	1072	195			38 2	355	380	43	369	319	5089
50 CHAING RAI	524	101	6	156	1181	154	20	181	193	2516	50 CHAING RAI	548	9.9	12	102	1114	110		100	26	220	51 MAE HONG SON	76	21		Ď.	27	195	36	5	71	54	485
51 MAE HONG SON	47	16	0	15	103	21	4	31	28	265	51 MAE HONG SON	29 1407	493	141	277	2015	1051	45	331	212	2003	52 CHIANG MAI	2481	888	2	99 5	08 3:	288 2	2064	86	629	421 16	0664
52 CHIANG MAI	1074	395	155	231	1243	1013	41	298	208	4658	52 CHIANG MAI	276	492	144	51	1016	124	10	185	73	1790	53 PHAYAO	546	97		6	98 1	827	283	49	353	161	3420
53 PHAYAO	270	50	6	47	812	159	30	160	88	1630	53 PHAYAO	143	91	2	82	1013	100	13	42	40	736	54 NAN	224	27		4 1	33	508	243	55	81	100	1375
54 MAN	81	16	0	51	232	143	17	39	60	639	54 NAN		242	150	16	210	1025	33	145	134	3122	55 LAMPRUN	838	702	2.	B6	42 1	759 1	1885	68	329		6251
55 LAMPHUN	375	359	136	26	946	861	35	184	207	3129	55 LAMPHUN	463 448	343	120	A7	1220	207	53	178	190	2456	56 LAMPANG	993	152	_	15 1	94 2	727	646	101	453	381 6	5662
58 LAMPANG	545	8.5	12	103	1507	439	48	275	191	3206	58 LAMPANG	539	10	3	64	240	210	76	215	106	2095	57 PHRAE	1222	135		23 1	31 1	858	392	167	406		4517
57 PHRAE	683	70	19	67	1042	182	91	191	77	2422	57 PHRAE	570	94	- ac	40	521	73	22	188	160	1636	60 UTTARADIT	952	61		36 1	66 1	007	145	58	428	347	3200
60 UTTARADIT	382	37	8	126	476	72	36	240	187	1564	60 UTTARADIT	537	20	A0	102	1111	216	42	234	307	2754	61 SUKHOTHAI	1023	138	1	17 3	11 2	116	420	102	486	628	5341
61 SUKHOTHAI	486	€8	67	129	1005	204	55	252	321	2587	61 SUKBOTHAI 62 TAK	452	92	10	30	701	345	71	167	167	2032	62 TAK	923	166		39 2	13 1	342	733	16	340		4103
62 TAK	471	83	21	117	641	388	13	173	164	2071	63 PHITSANULOK	1127	E9	59	449	1021	293	65	409	539	4913	63 PHITSANULOX	2164	108	1	00 8	54 3	782	559	109	769		9262
63 PRITSANULOK	1037	56	41	406	1861	266	44	360	278	4349	64 KAMPHAENG PHET	466	60	30	143	1321	541	31	326	354	3433	64 KAMPHAENG PHET	942	138		45 2	38 2	938 1	1074	69	602		6716
64 KAMPHAENG PHET	476	80	20	95	1449	533	38	276	316	3283		515	C.E	19	313	1614	288	56	190	370	3423	65 PHICHIT	955	112		26 6	16 3	142	594	85	396		658
65 PHICHIT	440	47	14	303	1528	308	29	206	288	3161	65 PHICHIT 66 PHETCHARDN	938	125	53	271	964	642	67	321	312	3693	66 PHETCHABUN	1845	245	1	15 5	28 1	943 1	1253	141	621		7321
66 PHETCHABUN	907	120	62	257	979	611	74	300	318	3628	67 NAKHON SAWAN	1029	110	28	409	2346	609	109	671	910	6230	67 NAKHON SAWAN	2394	248		88 10		144 1	1254	201	1277		3509
67 NAKHON SAWAN	1365	129	60	593	2798	645	92	606	991	7279	68 UTHAI THANI	380	66	20	205	338	81	13	101	159	1339	68 UTHAL THANL	760	112		7 2	83 (157	32	202		2513
68 UTHAI THANI	360	56	5	78	345	76	15	101	118	1174	20 NAKION NAYOK	1254	103	20	74	986	585	336	318	1903	5588	20 NAKHON NAYOK	2116	194			01 2		1383	420	583		120
ZO NAKHON NAYOK	862	91	28	127	1151	798	84	265	2209	5615	21 PRACHIN BURI	933	243	41	361	1481	663	252	379	802	5155	21 PRACHIN BURI	1934	376		61 5			574	374	836		027
21 PRACHIN BURI	1001	133	20	219	1471	911	122	457	787	5121	22 CHACHOENGSAO	2333	775	100	416	3776	2617	312	1165	4003	15487	22 CHACHOENGSAO	4481	1161			47 7	744 4	1063	467	2354		928
22 CHACHOENGSAO	2148	386	25	331	3988	1446	165	1199		13795	23 CHON BURI	4724	1570	216	803	5982	2961	277	1567	8544	26644	23 CHON BURI	9763	2792		02 16	20 13	676 5	5900	147	3010		518
23 CHON BURI	5039	1555	186	817	7694	2939	170	1443	9029	28539	24 RAYONG	1681	786	72	253	2919	954	55	661	1416	8807	24 RAYONG	3205	1829			30 5°	757 1	1852	195	1192		723
24 HAYONG	1524	1043	48	277	2838	888	140	531	1143	8432	25 CHANTHABURI	946	481	27	254	1820	1079	109	526	731	5973	25 CHANTHABURI	2186	1293					1790	212	1118		251
25 CHANTHABURI	1240	812	36	253	2004	711	103	592	790	6541	26 TRAT	536	659	2	61	1298	379	25	215	327	3502	26 TRAT	1054	998			37 2	0,20	1035	45	.434		660
26 TRAT	518	333	3	76	1020	656	50	219	250	3101	30 CHAIYAPHUM	346	28	83	179	392	727	140	324	516	2735	30 CHAIYAPHUM	645	69	1	65 3	32 · '		1757	243	639		568
30 CHAIYAPHUN	299	41	82	193	383	1030	103	315	502	2948	31 YASOTHON	151	43	28	22	91	619	93	165	208	1420	31 YABOTHON	312	69		80	54		1260	159	343		2862
31 YASOTHON	161	26	52	32	75	641	66	178	511	1442	32 UBON RATCHATHANI	390	65	23	143	202	798	67	217	292	2197	32 UBON RATCHATHANI	874	203		31 3			1566	145	408		456
32 UBON RATCHATHANI	284	143	8	173	175	768	78	191	549	2369	33 SI SA KET	152	108	9	59	128	493	50	109	161	1269	33 SI SA KET	410	145			26	249	990	115	233		263
33 SI SA KET	258	37	. 5	67	121	497	65	124	194	1368	34 BURIRAM	334	128	23	160	538	423	81	264	510	2461	34 BURIRAM	804	219		41 2	89	945	801	104	504		468
34 BURIKAM	470	91	18	129	407	378	23	240	465	2221	35 NAKHON RATCHASINA	1204	146	96	675	2109	1018	166	787	2280	848)	35 NAKHON BATCHASIMA	2410	308	1	56 14	09 4	096 2	2012	346	1762		6593
35 NAKHON RATCHASIMA	1206	162	60	734	1987	994	180	975	1814	8112	36 SURIN	225	74	20	133	239	407	57	181	175	1511	36 SURIN	396	155			~~	457	869	136	353		3008
36 SURIN	171	81	6	70	218	461	19	172	239	1497	20 DENTE	223	, ,			227	40.	• .															

GENERATION									tonic: irip/day/								GENERATION, ATTRACTION									ripend/day)							
						VEHICI	E TYPE	ĕ									1	AEHICLE .	TYPE					Code Changwat name					VEHICLE	TYPE			
Code Changwat name	1C		LB	MB	HB	ŧ	P.	PT	LT	HT	HT	TOTAL	Code Changwat name	PC	LB	MB	BB	PP	PT	LT	ЖT	HT			ıc	LB	MB	HB	pp	PT	LŦ	MT	HT TOTAL
40 NONG KHAI	430			7	123	16	 34	897	41	207	356	2306	40 NONG KHAI	393	74	7	129	177	825	51	183	255	2094	40 NONG KHAI	823	155	14	252	341	1722	92	390	611 4400 292 2860
41 LOBI	200		14	20	118		39	657	41	170	172	1491	41 LOE1	198	26	12	120	90	582	57	174	120	1379	41 LOEI	398	40	32	238	179	1239 3394	98	344	292 2650
42 UDON THANI	724	1.	RO .	21	392	25	9 1	1621	136	443	693	4469	42 UDON THANI	771	104	15	448	318	1773	121	478	644	4672	42 UDON TRANI	1495	284	36	840	577		257	921	1337 9141
43 NAKHON PHANON	133	•	58	- 9	77	9	12	355	23	00	86	893	43 NAKHON PHANON	161	56	14	103	65	333	20	68	58	878	43 NAKHON PRANOM	294	114	23	189	157	688	43	128	114 1771
44 SAKHON NAKHON	217		29	51	138	11	7	589	37	184	220	1642	44 SAKHON MAKHON	276	60	43	127	112	713	38	220	239	1828	44 SAKHON NAKIION	553	89	94	265	229	1302	/0	406	109 3410
45 KHON KAEN	969	1	56	146	483	41	3 2	2590	229	757	1005	6748	45 KHON KAEN	923	258	197	490	471	2558	180	691	976	6744	45 KHON KAEN	1892	414	343	973	330	5148	409	1448	1981 1492
46 KALASIN	314	-	12	39	233	15		918	29	197	305	2226	46 KALASIN	294	37	47	241	171	826	39	247	307	2209	46 KALASIN	608	69	86	474	330	1744	68	515	612 4433
47 MAHA SARAKHAN	398	j	98	113	236	22	ñ i	1230	96	408	232	3022	47 MAHA SARAKHAN	345	70	92	191	144	1215	91	453	271	2872	47 MAHA SARAKHAM	743	158	205	427	365	2445	187	861	503 5694 831 6095
48 ROI ET	020		30	65	212	9	18 1	3265	111	423	032	3091	48 ROI ET	441	14	70	215	216	1186	122	369	371	3004	48 ROI ET	901	42	135	427	302	2432	233	79Z	831 6095
49 MUKDAHAN	100		70	9	512	ì	. 3	357	34	78	135	837	49 MUKDAHAN	58	45	2	52	68	353	32	66	144	830	49 HUKDAHAN	97	115	10	112	134	710	56	144	279 1667
70 SUPHAN BURI	2088		6.3	71	562	110	14	010	277	1640	1460	8893	70 SUPHAN BURI	1790	970	10	928	1187	1028	133	964	1669	8679	70 SUPHAN BURI	3878	1623	81	1490	2381	1967	410	2604	3138 17572
71 KANCHANABURI	963		04	180	250	226	.c 1	1002	272	495	2927	2580	71 KANCHANABURI	1445	551	178	266	2512	1623	354	440	2903	10272	71 KANCHANABURI	2408	735	358	516	4778	2626	726	875	5830 18852
71 KANCHARABURI 72 NAKHON PATHON	5917	:	04	143	494	140	10 1	3105	587	2623	7243	25082	72 NAKHON PATHON	5975	895	44	494	3357	2315	402	2618	6154	22254	72 NAKHON PATHON	11892	1383	187	988	7839	5420	989	5241	13397 47336
	2866	4	0D	263	413	328		2877	301	1089	5737	17357	73 RATCHABURI	2799	264	249	434	4860	3284	656	1321	6359	20226	73 RATCHABURI	5665	644	512	847	8147	6161	1101	2410	12096 37583
73 RAYCHABURI 74 SAMUT SAKHON	2652	3	50	94	413	176		070	100	1444	9146	0432	74 SAMUT SAKHON	3245	373	110	117	2542	1092	332	1256	2764	11831	74 SAMUT SAKHON	5897	574	204	201	4307	1971	501	2700	4909 21264
		- 2	0.4	59	330	120	10 10	742	120	1734	1431	5092	75 SANUT SONGKHRAN	683	136	61	322	1394	617	123	386	858	4490	75 SAMUT SONGKHRAM	1276	230	120	652	2593	1359	251	812	2289 9582
75 SANUT SONGKHRAM	593 1848	2	91	39	23D	128		112	180	667	1010	6071	76 PHETCHABURI	1558	135	27	317	1506	1224	230	575	959	6541	76 PHETCHABURI	3406	397	98	547	3021	2303	410	1242	1988 13412
76 PHETCHABURI			20	11	230	110	. J	070	100	545	620	6104	77 PRACHUAP KHIRI KHAN	1080	111	34	379	1191	680	145	478	822	4920	77 PRACHUAP KHIRI KHAN	2204	233	64	826	2375	1558	330	1023	1501 10114
77 PRACHUAP KHIRI KHAN	1124	1	42	30	94/	118		818	100	040	019	2586	во сноимной	443	224	10	220	671	331	42	276	471	2538	80 CHUMPHON	866	157	52	457	1449	602	73	518	959 5124
во сниирном	423		83	42	237	76	9	112	31	696	488	4380	81 RANONG	162	37	22	83	271	191	12	92	273	1143	81 RANONG	379	71	29	158	654	295	28	173	445 2232
81 RANONG	217		34		75	38	33	104	10	81	172	1055	82 SURATTHANI	628	119	28	265	452	451	40	228	505	3216	82 SURATTHANI	1280	234	42	405	1897	891	79	510	934 6272
82 SURATTHANI	652	1	15	14	140	34	15	440	39	282	429	3036	83 PHANG NGA	418	32	0	000	641	391	15	152	232	1974	83 PHANG NGA	749	167	68	135	1103	930	58	314	468 3992
83 PHANG NGA	331	ŀ	11	59	75	46	32	539	4.3	162	236	2018	84 NAKHON SI THAMMARAT	997	162	19	202	100	1259	48	452	567	4600	84 NAKHON SI THAXWARAT	1963	332	34	415	2157	2089	89	836	1036 8951
TARAKKAHT IZ KOHXAK 18	986	1	10	15	213	126	53	830	41	384	469	4351		298	90	20	35	561	282	22	152	181	1631	85 KRABI	589	139	68	Ř9	1203	499	33	298	387 3305
85 KRABI	291		59	48	54	64	2	217	11	146	206	1674	85 KRABI		100	66	109	426	460	42	138	219	2067	86 PHUKET	964	212	76	232	906	868	60	288	475 4081
86 PHUKET	488	1	39	10	124	46	30	399	18	150	256	2014	86 PHUKET	476	123		7.6	708	225	12	150	176	1900	90 PHATTHALUNG	885	112	36	158	1246	919	49	315	245 3965
90 PHATTHALUNG	472		39	13	83	53	88	594	32	165	129	2065	90 PHATTHALUNG	413	73	23	60	750	228	16	183	211	2277	91 TRANG	1226	183	36	200	1405	697	45	360	439 4591
91 TRANG	617	1.	12	22	112	64	7	369	30	177	228	2314	91 TRANG	609	71	14	225	108	240	£4	103	411	4724	92 SONGKHLA	2992	120	33	427	2169	1913	85	786	1165 9990
92 SONGKRUA	1598	2	15	2.7	202	92	:3 1	1169	31	414	687	5266	92 SONGKHLA	1394	205	- 6	220	1246	199	34 £	3/2	110	2164	93 SATUN	513	47	19	921	603	213	7	169	221 1883
93 SATUN	257		19	0	44	25	8	130	2	80	103	893	93 SATUR	256	28	19	47	345	63	20	122	185	2723	94 PATTANI	1297	212	65	230	1564	1104	6.3	330	385 5351
94 PATTANI	659	1:	55	29	311	88	15	397	35	157	200	2628	94 PATTANI	638	158	36	119	679	101	28	173	100	1831	95 YALA	793	175	40	181	1113	376	39	198	293 3207
95 YALA	248		32	22	98	61	3	78	23	90	122	1376	95 YALA	535	93	27	83	500	298	16	108	111	1031	96 NARATHIWAT	464	121	11	100	924	713	31	106	343 2158
96 RARATHIWAT	265		71	10	48	3	31	524	15	52	217	1239	96 NARATHIWAT	199	44	1	52 	238	189	16		126	212	20 0004101491	704								
TOTAL	117689				29043				9559	46863	92444	488232	тотац	117689	22646	4980	29043	100811	64197	9559	46863	92444	488232	TOTAL		45292	9960	58086	201622	128394		*	84888 976464

Appendix 6.18 DIVISIONAL OD TABLES - 1990

#11 N2 N3 NE1 NE2 N53 NE1 NE2 NE3	O-D TABLE [1990] VEHICLE TYPE: PX No. 1	O-D TABLE (1990) VEHICLE TYPE : PT NJ
K1 M2 M3 ME1 ME2 ME3 ME3 MC1 C2 C3 BMR S1 92 S3 TOTAL	N1 N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3 BMR S1 S2 S3 TOTAL 746 89 13 0 0 0 1 1 0 0 2 0 0 0 0 0 852 110 141 8 1 0 0 1 3 0 0 8 0 0 1 1 0 0 0 852 110 141 8 1 0 0 0 1 3 0 0 8 0 0 2 274 133 2 314 3 0 2 2 105 2 0 11 0 0 0 0 454 0 0 2 304 97 0 21 1 12 0 1 0 0 0 438 0 0 0 7 119 44 7 0 3 0 0 0 0 0 0 0 270 0 1 0 7 11 131 43 0 6 0 5 0 0 0 0 270 0 1 0 7 11 131 43 0 6 0 5 0 0 0 0 0 234 0 0 0 9 34 5 36 231 3 42 1 144 0 0 0 5 375 2 4 105 1 1 0 8 274 145 5 3 12 0 0 0 6 835 2 0 2 9 9 8 27 22 3260 8 686 3 3 0 0 4028 33 0 0 0 0 0 0 0 39 4 1397 215 3 0 3 4154 0 0 0 0 0 0 0 0 0 39 4 1397 215 3 0 3 4154 0 0 0 0 0 0 0 0 0 0 9 19 320 376 1989 4617 4985 6791 230 492 601 22646	N1
61 R2 83 NE1 NE2 RE3 C1 C2 C3 849 S1 S2 S3 TOTAL	O-D TABLE (1990) YEHICLE TYPE: MB N1 N2 N3 NEI NE2 NE3 NE4 C1 C2 C3 BMR S1 S2 S3 TOTAL 290 4 3 0 0 0 0 0 3 0 0 3 0 0 0 3 30 0 3 39 2 2 0 9 0 0 0 0 2 6 0 0 0 0 0 39 3 18 141 21 0 0 29 11 0 0 0 2 0 0 0 25 0 0 23 178 12 17 69 0 1 0 0 0 0 0 0 500 0 0 0 15 86 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O-D RABLE (1990) VEHICLE TYPE: NC N1
N1 N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3 SMR SJ S2 S3 TOTAL	0-D TABLE (1990) VEHICLE TYPE: HB Mi N2 N3 NEI NE2 NE3 NE4 C1 C2 C3 EMR S1 S2 S3 TOTAL 65 87 25 15 0 0 12 0 4 0 171 0 0 0 379 105 123 100 4 0 0 0 2 0 0 0 113 0 0 0 447 42 54 557 49 0 0 48 211 0 0 216 0 0 0 1307 8 5 31 458 323 78 118 9 0 0 189 0 0 1229 0 0 0 300 158 76 3 0 0 0 74 0 0 0 621 1 0 0 76 65 82 74 1 1 1 0 180 0 0 0 0 0 1229 1 1 0 0 76 65 82 74 1 1 1 0 180 0 0 0 444 0 0 0 42 163 3 87 330 55 79 0 364 0 0 3 1172 7 0 327 6 0 0 77 568 51 130 0 0 0 1125 7 0 327 6 0 0 77 568 51 130 0 0 0 1822 2 0 0 0 0 0 77 568 51 130 0 0 0 1822 2 0 0 0 0 0 77 568 51 130 0 0 0 0 1822 2 1 0 0 0 0 0 77 568 51 130 0 0 0 0 1822 2 1 0 0 0 0 0 77 568 51 130 0 0 0 1822 1 18 150 268 168 102 110 386 950 1509 2487 8753 83 68 47 15240 0 0 0 0 0 0 0 0 0 0 0 0 0 111 70 171 89 20 452 0 0 0 0 0 0 0 0 0 0 0 0 0 111 70 171 89 20 452 0 0 0 0 0 0 0 0 0 0 0 0 0 111 70 171 89 20 452 0 0 0 0 0 0 0 0 0 0 0 0 0 111 70 171 89 20 452 0 0 0 0 0 0 0 0 0 0 0 0 0 111 70 171 89 20 452 0 0 0 0 0 0 0 0 0 0 0 0 0 111 70 171 89 20 452 0 0 0 0 0 0 0 0 0 0 0 0 0 111 70 171 89 20 452 0 0 0 0 0 0 0 0 0 0 0 0 0 111 70 171 89 20 452 0 0 0 0 0 0 0 0 0 0 0 0 0 111 70 171 89 20 452 0 0 0 0 0 0 0 0 0 0 0 0 0 111 70 171 89 20 452 0 0 0 0 0 0 0 0 0 0 0 0 0 111 70 171 89 20 452 0 0 0 0 0 0 0 0 0 0 0 0 0 0 111 70 171 89 20 452	O-D TABLE (1990) VEHICLE TYPE : NU N1 N2 K3 NE1 KE2 NE3 NE4 C1 C2 C3 EMR S1 S2 S3 N1 1E9 71 41 2 0 0 2 234 7 18 78 0 0 12 N2 88 119 128 2 0 0 4 50 27 6 168 0 0 3 N3 20 75 683 62 5 0 41 424 18 67 284 0 2 3 NE1 0 2 51 568 379 84 669 42 95 61 153 0 0 0 NE2 0 0 6 475 166 182 18 13 58 30 154 0 0 0 NE3 0 0 2 171 191 260 162 48 114 37 429 0 0 0 NE4 0 0 34 427 72 171 1016 283 242 319 444 4 0 8 C1 123 53 529 59 29 92 247 1265 473 1074 3352 15 35 18 C2 4 12 31 20 76 46 218 71 72 18 18 19 18 18 18 18 18 18 18 18 18 18 18 18 18
N1 N2 N3 ME3 ME2 ME3 E2 C1 C2 C3 BMR S1 S2 S3 TOTAL	O-D TABLE (1990) VEHICLE TYPE: PP Ki NZ N3 NEI NEZ NE3 NE4 CI CZ C3 ENR S1 SZ S3 TOTAL 2134 1181 306 0 0 2 7 44 23 15 79 4 2 2 3799 1295 1689 509 0 2 2 9 59 24 28 121 0 2 2 3743 317 513 4282 76 4 10 136 1571 34 123 336 4 2 6 7463 0 0 0 56 328 231 63 99 43 26 15 120 2 0 0 982 0 0 0 0 227 198 81 14 5 10 9 44 0 0 0 5588 0 0 0 2 237 198 81 14 5 10 9 44 0 0 0 5588 0 0 0 2 237 198 81 14 5 10 9 44 0 0 0 5588 0 0 0 2 13 42 219 82 12 24 5 56 0 2 0 457 5 6 167 90 14 68 937 542 270 126 747 13 0 10 2995 87 125 1684 44 3 17 591 5284 132 819 1083 2 0 0 10201 36 68 96 55 17 48 385 291 12289 177 6681 12 4 6 20146 38 38 168 12 0 13 134 122 819 1283 1983 2 0 0 10201 36 58 96 55 17 48 385 291 12289 177 6681 12 4 6 20146 38 38 168 12 0 13 134 122 819 183 5993 4834 284 21 2 12455 255 188 513 164 76 110 870 550 4336 6628 14503 77 55 28 29132 2 2 0 0 6 6 2 8 2 8 2 8 202 117 785 879 84 2097 0 0 0 0 0 2 3 4 0 0 0 4 2 0 30 42 701 8800 999 3494 0 0 0 0 0 0 0 2 2 0 4 10 0 0 4 2 0 30 42 701 8800 999 3494 0 0 0 0 0 0 0 0 2 2 0 0 4 14 36 10 513 2667 3248 4170 3812 7800 1023 593 537 3278 9164 18262 14204 28978 1894 3280 3716 100811	NI

Appendix 6.19 REGIONAL OD TABLES - 1990

VEHICLE	TYPE	: PC				VEHIC	LE TYPE	: PT			
	И	NE.	C	S	JATOT		И	88	C	\$	JATOT
N	6156	151	1485	ô	7798	И	1884	467	664	0	5352
NE	148	5896	945	4	6793	NE	444	14064	721	0	15229
C	2144	811	92270	389	95614	C	685	310	36331	229	37555
S	10	4	403	7067	7484	\$	6	8	228	5819	6061
TOTAL	8458	6662	95103	7466	117689	JATOT	5356	14849	37944	6048	64197
VEHICLE	TYPE	: <u>6</u> 8				VEHIC	LE TYPE	: LT			
	И	NE	C	\$	TOTAL		H	NB	C	8	TOTAL
N	1436	11	131	2	1580	Й	461	43	69	2	575
NE	12	1217	88	0	1317	NE	25	1243	103	0	1371
C	152	103	18089	45	18389	G	93	113	7012	28	7246
S	5	5	74	1276	1360	S	0	6	19	342	367
TOTAL	1605	1336	18382	1323	22646	JATOT	579	1405	7203	372	9559
VERICLE	TYPE	: КВ				VEHICE	e type	: ዜፕ			
	N	NB	C	S	TOTAL		N	NE	E	S	TOTAL
N	490	52	25	0	567	H	2436	117	618	3	3174
NE	11	648	31	0	710	NR	122	4284	716	Q	5122
C	41	75	3269	0	3385	C	601	591	34528	265	35985
S	0	6	12	300	318	2	0	4	227	2351	2582
TOTAL	562	781	3337	300	4980	TOTAL	3159	4996	36089	2691	46863
VEHICLE	TYPE	: нв				Aeh I ci	39YT 3.	: HT			
	H	NE	C	\$	TOTAL		N	NE	C	2	TOTAL
N	1258	130	745	0	2133	, . И	1395	118	1391	20	2924
NE	87	2415	955	3	3460	NE	95	5009	2522	12	7638
C	919	952	19620	343	21834	· C	1595	2375	72935	1035	77940
S	0	0	300	1316	1616	S	32	25	1099	2786	3942
TOTAL	2264	3497	21620	1662	29043	TOTAL	3117	7527	77947	3853	32444
VEHICLE	TYPE	: PP			-	VEHICLE	TYPE :	TOTAL			
	H	NB	C	S	JATOT		N	HE	C	\$	JATOT
N	12227	248	2506	24	15005	H	30080	1337	7634	57	39108
NE	236	2715	2054	27	5032	NB	1200	37291	8135	46	46672
c	3313	2540	65591	491	71935	C	9543	7870	349645	2825	369883
\$	6	28	457	8348	8839	S	59	. 86	2819	29605	32569
TOTAL	15782	5531	70608	8890	100811	TOTAL	40882	46584	368233	32533	488232

Appendix 6.19 Appendix 6.20

Appendix 6.20 GENERATED AND ATTRACTED REGIONAL TRIPS - 1990

GENERATION:										(Trip/day)
Badian					VEHI	CLE TYPE				
Region	PC	LB	ИB	HD	PP	PT	LT	HT.	HT	Total
Northern	7798	1580	567	2133	15005	5352	575	3174	2924	39108
Northeastern	6793	1317	710	3460	5032	15229	1371	5122	7638	46672
Central	95614	18389	3385	21834	71935	37555	7246	35985	77940	369883
Southern	7484	1360	318	1616	8839	6061	367	2582	3942	32569
Total	117689	22646	4980	29043	100811	64197	9559	46863	92444	488232
ATTRACTION:			···							(Trip/day)
		·	. 		AEHICI	SE TYPE			•	·
Region	PC	L.B	ИB	HB	pp	PT	LT	HT	HT	TOTAL
	8458	1605	562	2264	15782	5356	579	3159	3117	40882
Northeastern	6662	1336	781	3497	5531	14849	1405	4996	7527	46584
Central	95103	18382	3337	21620	70608	37944	7203	36089	77947	368233
Southern	7466	1323	300	1662	8890	6048	372	2619	3853	32533
Total	117689	22646	4980	29043	190811	64197	9559	46863	92444	488232
GENERATION+ATTRA	CTION:			~~~~~~~	····			· · · · · · · · · · · · · · · · · · ·	(Tr	ip-end/day)
Annual Control of the	<u></u>				VEHIC	LE TYPE				
Region	PC	LB.	KB	KB	pp	PT	LT.	TH	HT	JATOT
Northern	16256	3185	1129	4397	30787	10708	1154	6333	6041	79990
Northeastern	13455	2653	1491	6957	10563	30078	2776	10118	15165	93256
Central	190717	36771	6722	43454	142543	75499	14449	72074	155887	738116
Southern	14950	2683	618	3278	17729	12109	739	5201	7795	65102
Total	235378	45292	9960	58086	201622	128394	19118	93726	184888	976464
GENERATION + ATT	RACTION:				,_ .	- 				(%)
					ARHIG	CLE TYPE				
Region .	PC	LB	HB	HB	PP	PT	€T	TH	HT	TOTAL
Northern	20.3	4.0	1.4	5.5	38.5	13.4	1.4	7.9	7.6	100.0
Northeastern	14.4	2.8	1.6	7.5	11.3	32.3	3.0	10.8	16.3	100.0
Central	25.8	5.0	0.9	5.9	19.3	10.2	2.0	9.8	21.1	100.0
	23.0	4.1	0.9	5.0	27.2	18.6	1.1	8.0	12.0	100.0
Southern	8010			• • • •						

Appendix 6.21 Appendix 6.22

Appendix 6.21 GENERATED AND ATTRACTED REGIONAL TRIPS BY COMMODITY GROUP

				- V		<u> </u>				{1990}
0.41.		CONMODITY	18009 (Trip/do	4}			CORRODITY	iROUP (Ton/da	14 }	
Region	AGRICULTURE	CONSTRUCTION	MANUFACTURE	OTHERS	TOTAL	AGRICULTURE	CONSTRUCTION	HANUFACTURE	OTHERS	ATOTA
Northern	1968	598	1714	1637	5917	8900	4074	12505	6954	32433
Hortheastern	3367	1164	1677	2195	8403	32337	10837	11903	12710	6778
Central	18115	27284	18853	21099	85351	114378	380546		173712	737021
Southern	2431	860	1060	1987	6338	12334	6299	7027	8438	34098
Total	25881	29906	23304	26918	106009	167949	341756	159821 2	201814	871340
ATTRACTION:										
D		CONNODE	ry GROUP (Trig	/day)			CONKODET	f GROUP (Ton)	/day)	
Region	AGRICULTURE	CONSTRUCTION	KANUFACTURE	OTHERS	TOTAL	AGRICULTURE	CONSTRUCTION	KANUFACTURE	OTHERS	TOTAL
Northern	1515	813	1533	1822	5683	5459	6239	9270	8454	29422
Northeastern		1450	1577	2131	7477	16146	13810	11749	12391	54098
Central	20147	26688	18999	20805	86639	139352	314723	130369	171252	755698
Southern	1900	955	1195	2160	6210	6992	6984	8433	9717	32128
Total	25881	29906	2304	26918	106009	167949	341756	159821	201814	871340
GENERATION:										(I)
		CONNODITY GRO	OUP (Trip/day,	1)		ÇC	NKODITY GROUP	(Ton/day, I		
Region	AGRICULTURE	CONSTRUCTION	KANUFACTURE	others	TOTAL	AGRICULTURE	CONSTRUCTION	MANUFACTURE	OTHERS	TOTAL
Northern	33.3	10.1	29.0	27.7	100.0	27.4	12.6	38.6	21.4	100.0
	40.1	12.0	20.0	26.1	100.0	47.7	16.0	17.5	18.7	100.0
Northeastern		13.9	-							
Northeastern Central	21.2	13.9 32.0	22.1	24.7	100.0	15.5	43.5	17.4	23.6	
				24.7 31.4	100.0 100.0		43.5 18.5	17.4 20.6	23.6 24.7	
Central	21.2	32.0	22.1			15.5				100.0
Central Southern	21.2 38.4	32.0 13.6	22.1 16.7	31.4	100.0	15.5 36.2	18.5	20.6	24.7	100.0
Central Southern Total ATTRACTION:	21.2 38.4	32.0 13.6	22.1 16.7 22.0	31.4	100.0	15.5 36.2 19.3	18.5	20.6	23.2	100.0
Central Southern Total	21.2 38.4	32.0 13.6 28.2 COMMODITY GROW	22.1 16.7 22.0	31.4	100.0	15.5 36.2 19.3	39.2	20.6 18.3 (Fon/day, 1	24.7	100.0 100.0 (x)
Central Southern Total ATTRACTION:	21.2 38.4 24.4	32.0 13.6 28.2 COMMODITY GROW	22.1 16.7 22.0 JP (Trip/day,	31.4 25.4	100.0	15.5 36.2 19.3	18.5 39.2 DHAODITY GROUP	20.6 18.3 (Fon/day, 1	24.7	100.01 100.01 (x)
Central Southern Total ATTRACTION: Region Northern	21.2 38.4 24.4 AGRICULTURE 26.7	32.0 13.6 28.2 COMMODITY GROUD CONSTRUCTION	22.1 16.7 22.0 JP (Trip/day,	31.4 25.4 x) others	100.0 100.0	15.5 36.2 19.3	18.5 39.2 WHODITY GROUP CONSTRUCTIO	20.6 18.3 (Fon/day, X	24.7 23.2 3.8 0 OTHER: 28.7 22.9	100.0 100.0 (x) 3 TOTA 100.1
Central Sonthern Total ATTRACTION: Region	21.2 38.4 24.4 AGRICULTURE 26.7	32.0 13.6 28.2 COMMODITY GROW CONSTRUCTION 14.3	22.1 16.7 22.0 JP (Trip/day, MANUFACTURE 27.0	31.4 25.4 x) OTHERS	100.0 100.0 5 TOTAL 100.0	15.5 36.2 19.3 CO AGRICULTURI	18.5 39.2 MNODITY GROUP CONSTRUCTION 21.2	20.6 18.3 (Fon/day, %) N MANUFACTUS 31.5 21.7 17.3	24.7 23.2 3.8 OTBER: 28.7 22.9 22.7	100.0 100.0 (x) 3 TOTAN 100.0 100.0
Central Southern Total ATTRACTION: Region Northern Fortheastern	21.2 38.4 24.4 AGRICULTURE 26.7 31.0	32.0 13.6 28.2 COMMODITY GROW CONSTRUCTION 14.3 19.4	22.1 16.7 22.0 JP (Trip/day, MANUFACTURE 27.0 21.1	31.4 25.4 x) OTHERS 32.1 28.5	100.0 100.0 100.0 100.0 100.0	15.5 36.2 19.3 CO AGRICULTURI	18.5 39.2 MMODITY GROUP CONSTRUCTIO 21.2 25.5	20.6 18.3 (Fon/day, X) N MAHUFACTUM 31.5 21.7	24.7 23.2 3.8 0 OTHER: 28.7 22.9	100.0 100.0 (x)

Appendix 6.22 GENERATED AND ATTRACTED REGIONAL TRIPS BY PURPOSE

GENERATION:										(1990)
BRAZON		TRIP PU	lpose (Trip/da	y	<u> </u>	TRIP PU	RPOSE (Person <i>j</i>	iay]
REGION	WORK	PRIVATE	TOUR	others	TOTAL	NORK	PRIVATE	TOUR	OTHERS	TCTAL
Northern	10418	8460	1821	182	20881	30838	25036	12501	762	68531
Northeastern	5279	5597	624	155	11655	14279	18279	3069	429	36056
Central	79669	73606	8113	3607	164995	191417	177979	37092		416483
Southern	7687	7470	1023	126	16306	28899	24687	5361	469	5941(
Total	103053	95133	11581	4070	213837	264827	245981	58023	11655	580486
ATTRACTION:										(1990)
		TRIP	PURPOSE	Trip/	day)		TRIP PU	RPOSE (Person/	iay)
REGION	WORK	PRIVATE	TOUR	OTHERS	TOTAL	WORK	PRIVATE	TOUR	OTHERS	TOTAL
Northern	10373	9271	2443	217	22034	29912	27662	15605	882	74061
Northeastern	5754	5573	547	125	12026	15161	15313	2577	418	33469
Central	79207	72899	7520	3538	163164	190854	178386	34268	9759	41326
Southern	7719	7390	1071	163	16343	28900	24620	5573	596	59689
Total	103053	95133	11581	4070	213837	264827	245981	58023	11655	580486
GENERATION:		<u></u>	·							(%)
ngatAV		TREP PURI	Pose (1	rip/day	, %)	T	RIP PURPO	OSE (Pe	rson/da	7, %)
REGION	WORK	PRIVATE	TOUR	OTHERS	TOTAL	WORK	PRIVATE	TOUR	OTHERS	TOTAL
Northern	49.9	40.5	8.7	0.9	100.0	44.1	36.5	18.2	1.1	100.0
Northeastern	45.3	48.0	5.4	1.3	100.0	39,6	50.7	8.5	1.2	100.0
Central	48.3	44.6	4.9	2.2	100.0	46.0	42.7	8.9	2.4	100.0
Southern	47.1	45.8	6.3	0.8	100.0	48.6	41.5	9.0	0.8	100.0
Total	48.2	44.5	5.4	1.9	100.0	45.6	42.4	10.0	2.0	100.0
ATTRACTION:										(%)
DEARAN		TRIP PUR	POSE (1	Trip/day	, %)	TR	IP PURPO	SE (Per	son/day	, %)
REGION	MOKK	PRIVATE	TOUR	OTHERS	TOTAL	NOSK	PRIVATE	TOUR	others	TOTAL
Northern	46.5	41.6	11.0	1.0	100.0	40,4	37.4	21.1	1.2	100.0
Northeastern	47.8	46.3	4.5	1.3	100.0	45.3	45.8	7.7	1.2	100.0
Central	48.5	44.7	4.6	2.2	100.0	46.2	43.2	8.3	2.4	100.0
Southern	47.2	45.2	6.6	1.0	100.0	48.4	41.2	9.3	1.0	100.0
Total	48.2	44.5	5.4	1.9	100.0	45.6	43.4	10.0	2.0	100.0

Appendix 6.23 COMMODITY FLOW FROM/TO BMR - 1990 i. From BMR

(TRIP/DAY)

DIV.	AGRICULTURE	CONSTRUCTION	MANUFACTURE	OTHERS	TOTAL
N1	5	18	35	72	130
N2	22	14	79	37	152
И3	33	65	170	103	371
NE1	12	12	65	55	144
NE2	0	23	18	12	53
NE3	7	38	51	59	155
NE4	111	151	183	85	530
C1	85	167	732	152	1136
C2	1237	1497	1916	2361	7011
С3	1470	972	3091	1625	7158
S1	32	17	79	115	243
S2	19	24	54	53	150
S3	44	15	45	63	167
Total	3077	3013	6518	4792	17400

(TON/DAY)

DIV.	AGRICULTURE	CONSTRUCTION	MANUFACTURE	OTHERS	TOTAL
	20	222	503	679	1424
N2	195	159	914	335	1603
N3	177	647	1890	738	3452
NE1	191	183	847	896	2117
NE2	0	391	252	138	781
NE3	83	444	643	644	1814
NE4	664	1176	2391	924	5155
C1	610	1513	3920	599	6642
C2	10170	14751	14769	24479	64169
С3	7534	8305	21447	9398	46684
S1	199	132	723	992	2046
\$2	177	174	517	491	1359
83	388	108	458	677	1631
Total	20408	28205	49274	40990	138877

Appendix 6.23

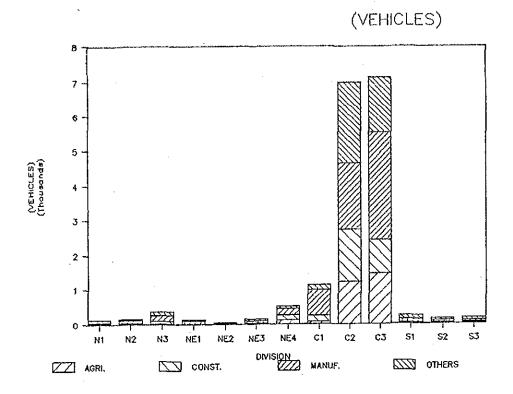
Appendix 6.23 COMMODITY FLOW FROM/TO BMR - 1990 ii. To BMR

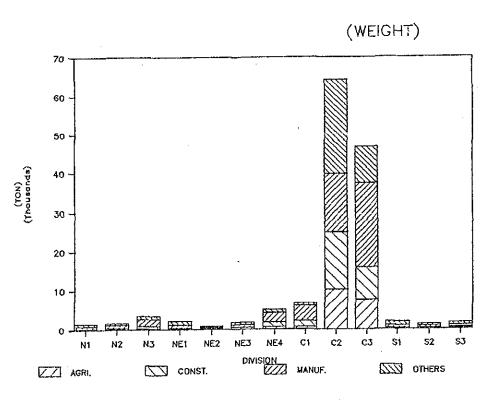
(TRIP/ DAY)

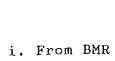
P/ DAY	(TRII				
TOTAI	OTHERS	MANUFACTURE	CONSTRUCTION	AGRICULTURE	DIV.
89	21	24	0	44	N 1
123	36	42	0	45	N2
313	75	96	19	121	И3
164	61	29	8	66	NE1
121	20	13	12	76	NE2
387	57	84	15	231	NE3
607	82	225	26	274	NE4
3853	326	268	2622	637	C1
10934	2779	803	5126	2226	C2
11756	2072	1857	4617	3210	С3
316	50	33	10	223	S1
125	29	10	2	84	\$2
342	62	7	17	256	S3
29128	5670	3491	12474	7493	Total
ON/DAY)	(TC		**************************************		
TOTAL	OTHERS	MANUFACTURE	CONSTRUCTION	AGRICULTURE	DIV.
876	218	200	0	458	N1
1519	438	605	0	476	N2
2673	626	938	143	966	м3
1887	783	357	47	700	NE1
1493	148	191	162	992	NE2

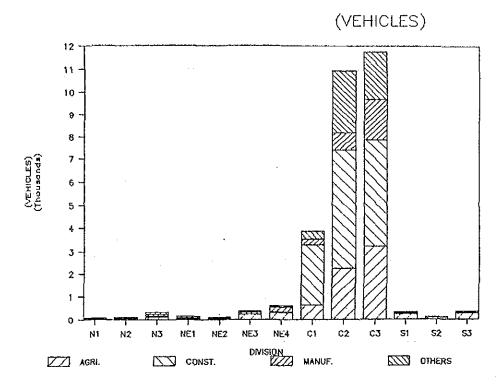
NE2NE3 NE4 C1 42968 157947 C220016 111887 .C3 s1S2S327667 71183 339332 Total

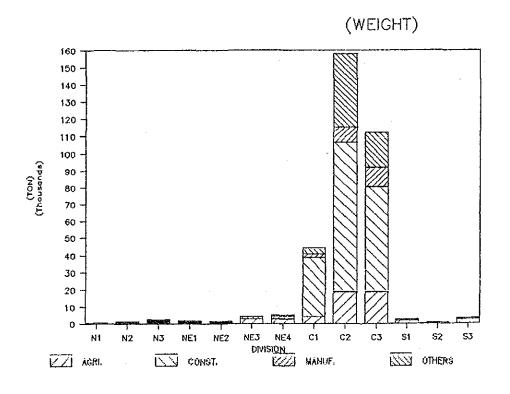
Appendix 6.24 COMMODITY FLOW COMPOSITION FROM/TO BMR - 1990











ii. To BMR

50 CHAING BAI 51 MAE HONG SON 51 MAE HONG SON 52 CHIANG HAI 53 PHAYAO 54 NAN 55 LAMPHUN 56 LAMPANO 57 PHEAE 60 UTTARADIT 61 SURHOTHAI 62 TAK 63 PHITSANULOK 64 KAMPHAENG PRET 65 PHICHIT 66 PHETCHABUN 67 NAKHON SAMAN 68 UTHAI THANI 20 NAKHON BANAN 62 I FRACHIN BURI 21 CHACHOENISAO 22 CHACHOENISAO 23 CHON BURI 24 RAYONG 25 CHATHABURI 26 CHATHABURI 27 CHACHOENISAO 33 SIS SA KET 30 CHALYACHUM 33 SIS SA KET 30 CHALYACHUM 34 BURIEAM 35 NAKHON RATCHASIMA 36 SURIN 40 NONG KHAI 41 LOFI 42 UDON THANI 43 NAKHON PHANOM 44 SAKHON NAKHON 45 KHON KAEN 46 KALASIN 47 MAHA SARAKHAH 48 BOL ET 49 MUKDAHAN 70 SUPHAN BURI 71 KARCHANABURI	
1 0 1361 1478 2319 1812 14295 16275 58046 107618 24 1433 1217 208 743 1217 208 743 1217 208 743 127 375 5605 1425 735 5605 1425 735 5605 1425 735 5605 1425 735 5605 1425 735 5605 1425 735 5605 1425 735 5605 1425 1651 560 774 209 8271 84927 658 4927 658 4927 658 6124 2065 516 145 254 1413 238 219 8271 3398 8271 3398 8271 3398 22161 3356 25601 33567 861 2661 2661 2661 2661 2661 2661 2661	
10 1390 113 129 128 1380 110 30 46 20 43 65 17 17 65 7 9 24 7 17 47 23 0 0 0 0 0 0 24 9 32 16 5 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	••
11 1532 120 0 1550 662 200 142 20 142 20 142 20 142 20 142 20 142 20 142 20 142 20 143 20 144 20 20 20 20 20 20 20 20 20 20	••
12 2502 131 1531 103 170 57 12 12 0 35 6 5 2 15 16 16 12 9 9 1 35 40 443 513 36 101 103 103 103 103 103 103 103	
13 1915 134 651 91 18 2243 64 70 2 0 2 5 0 0 0 4 21 17 25 14 38 0 0 3 0 0 0 2 2 0 0 0 0 6 6 9 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	••
99 281 3854 19	
83 205 2467 2736 0 1851 663 437 14 0 11 3 2 3 12 9 4 4 5 15 3 4 25 22 100 9 8 30 226 105 11 2 2 3 12 4 4 4 5 12 12 12 12 12 13 14 15 16 16 16 16 16 16 16 16 16 16 16 16 16	
119 145 173 182 3585 1808 976 1418 12 0 16 6 4 2 5 29 24 11 64 21 16 69 327 605 284 33 0 41 97 5 7 266 14 10 5 20 0 62 4 0 13 0 147 317	
3285 1180 33 31 58 99 476 659 595 50 595 50 659 50 659 659 659 659 659 659 659 659	rype : T01
100 5:3 47 83 12 170 163 181 191 104 170 163 181 191 104 170 170 170 170 170 170 170 170 170 170	
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4 1386	1 59
293 3 0 5 6 133 5 5 6 1210 5 2188 665 243 131 19 244 655 30 0 0 0 1 1 240 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
126 0 4 5 0 2 4 3 0 1 1 2 60 1 0 0 3 3 4 9 5 5 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	£.1
55 195 5 6 2 0 0 148 4 5 2 3 5 17 2971 1 8 3 3 5 10 2 2 0 0 0 0 1 1 2 2 0 0 0 0 0 0 0 0	23
56 702 01 113 46 12 3 8 10 90 5 7 17 668 8 5 2 8 5 7 3 7 4 1 2 1 5 2 0 0 0 0 0 2 0 2 1 1 0 0 0 0 8 5 3 4 4 0 2 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EC.
57 438324088822444255789921314404922626260000000000000000000000000000	57
60 358 5 2 16 3 5 4 5 5 4 36 2 2 56 4 4 7 4 7 0 0 0 0 1 0 0 0 0 0 1 0 0 0 0 0 0 0 0	en
61 484 17 51 19 4 27 13 14 13 21 14 16 59 228 423 423 423 423 423 423 423 423	61
13 1 9 1 59 13 21 11 10 13 0 114 9 4 58 385 13 18 745 0 214 957	62
63 1339 524 857 178 33 104 244 095 926 1825 1092 1482 1092 1482 1092 1482 1092 1482 1093 1005 1005 1005 1005 1005 1005 1005 100	63
711 57 52 53 53 53 53 53 53 53 53 53 53 53 53 53	64
	65
1217 25 418 12 433 24 52 15 29 0 17 0 10 11 6 33 25 39 23	66
1697 1721 1721 1721 1721 1721 1722 1732 173	67
372 716 40 25 9	68
	20
	21
14165 2 2 6 11 2 131 30 333 126 1784 1 1 0 13 3 14 0 12 4 18 16 1 54 2586 7096	22
	23
	24
	25
1746 0 0 0 0 0 16 0 0 0 16 0 0 0 0 0 0 0 0 0	26
551 14205 371 303 372 0 8 2 1 0 4 9 7 5 9 27 1120 9 7 5 9 27 1120 9 7 104 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	30
196 20 10 16 39 00 12 10 00 00 00 00 00 00 00 00 00 00 00 00	31
764 0 0 6 0 74 197 1 25 3 0 2 2 0 0 0 0 2 1 0 2 0 2 1 1 0 0 0 2 1 1 0 0 0 2 1 1 0 0 0 2 1 1 0 0 0 0	32
201 0 0 2 0 41 1 1 4 0 0 40 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	33

Appendix 6.25 INTER-CHANGWAT OD TABLE — 2000

VEHICLE TYPE : TOTAL

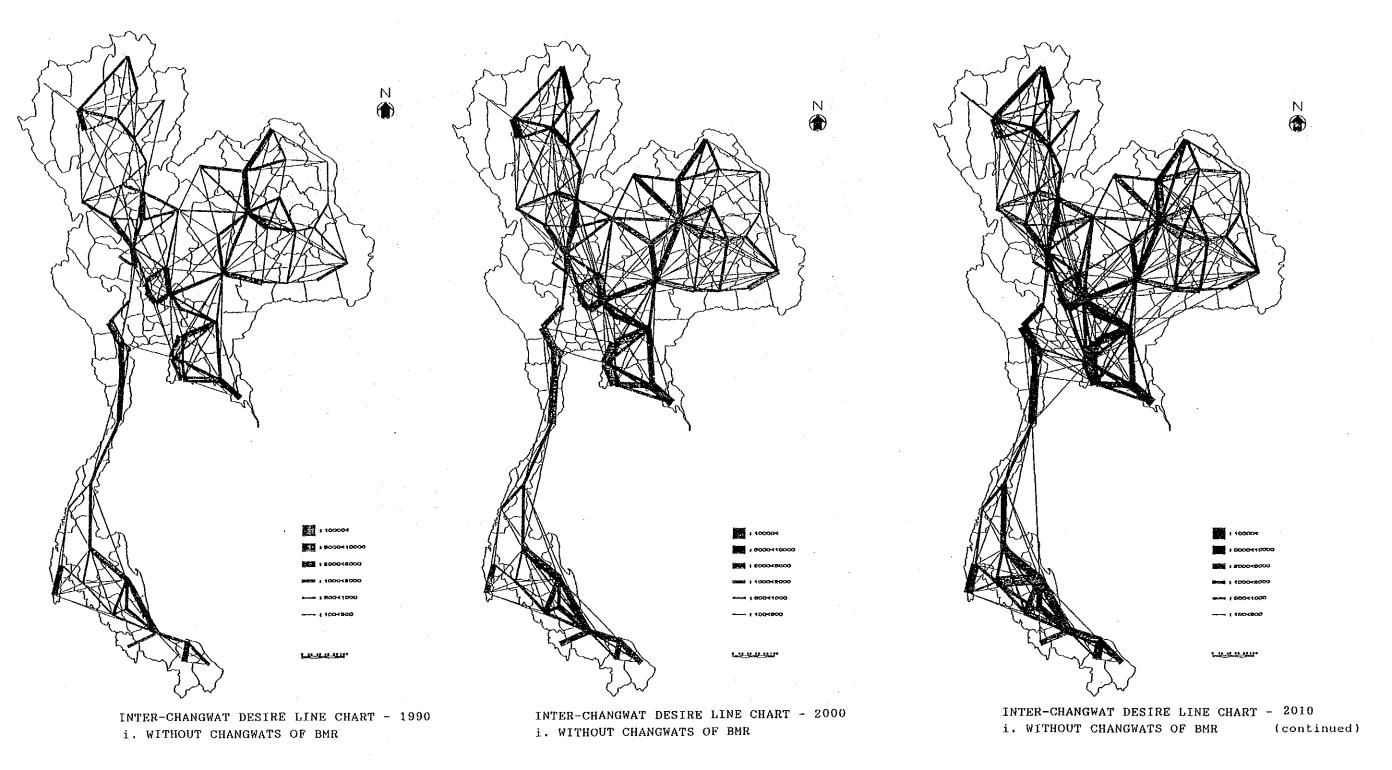
		25	10	. 40	43			ruiche i			400	*0	40	70	**	79	22		7,	40	77	DΩ	0.	ħο	02	04	05	20	90	91	92	93	94	95	96 TUTA	ı.
	. 34	35 4982	36 658	40 208	41 258	42	43	44	45	46	206	48 688	100	70 9020	71 4213	72 31452	73 12016	74 27980	75 5482	76 3514	77 2853	80 832	81 195	82 745	83 122	84 430	85 65	86 348	41	125	762	103	194		159 36038	
1 BANGKOK METROPOLITAN 10 CHAI NAT	703 2 0	8	0.36	0	0 2	496 0	144	243 0	1345 3 0	227 4 5	2	000	0	260 25	10	36 22	17	\$ 0	10	4	1 3	0 .	0	. 0	0	2	0	0	0	0	0	0 2	0	0	2 5244 3 5520	4
11 SING BURI 12 LOP BURI	7	181	3	0	11	9	ő	0	26	0	1	1	ŏ	9	,	76	7	19	ő	26	o .	ŏ	Ď.	ŏ.	ŏ.	2	ő	õ	ŏ	ō	2	0	Õ	0	0 10388	6
13 ANG THONG	2	29	0	1	1	0	0	0	1	0	2	0	0	0	0	90	.0	89	0	0	0 23	0	1	4	0.	0 28	0	0	0	0	7	3	0	0	0 603 ⁴ 0 3282 ⁴	
14 SARABURI 15 PHRA NAKHOH SI AYUTTHAYA	19 12	1428 408	48 3	6	12 1	14 31	7	8	161	11 4	22 0	14	21 8		7 0	187 283	15 0	95 73	18 17	0	0	2	ő	ő	2	0	ő	ő	ŏ	. ŏ	ŏ	ő.	ŏ	ŏ.	0 2240	8
16 PATHUM THANI	7	261	12	10	5	19	0	0	58	4	0	11	0	146	320	2432	378	685	191	163	60	15	0	0	6	14	0	3	. 0	0	20	0	0	3	7 25640 1 22099	
17 NONTHABURI 18 SAMUT PRAKAN	2 33	40 196	δ 2	1 11	2 8	2 31	0	5	79	0 10	6	0 125	0 19	722 340 -	270	2825 1494	507 832	637 1329	104 290	170 285	62 137	34	0 8	11 21	0	14	2	16	5	17	40	. ŭ	16	ĩ	1 13200	
50 CHAING BAI	i	6	ō	ō	ŏ	ō	ŏ	ŏ	16	2	Õ	1	Ō	1	2	- 11	. 8	5	2	. 1	4	0	0 .	0	0	0	0	1	0	0	4	0	0	2	0 3685 0 325	
51 MAE HONG SON 52 CHIANG MAI	0	0 14	0 2	0	0	0 3	0 0	0 2	0 29	0 2	0 2	Q 4	0 1	0 · 5	0 27	0 16	9	. 0 3	. 0	0 6	0 5	0 2	0	. 1	0	1	0	5	Ö	1	6	2	Ö	ŏ	1 764	
53 PHAYAO	ŏ	0	ī	ŏ	ŏ	ő	i	ō	9	ō	1 .	0	ō	5	1	. 0	0	2	3	1	1,	0	Ō	0	0.	0	0	0	0	Z	2	0	0	0	0 2884 0 1016	
54 NAN 55 LANPHUN	0.	. 0	1	0	1	0	0	0	2 11	0 0	0	4	0	7	1	0	1	. 0	. 0	4	0	0	0	U 2	υ.	0	ŏ	0	Ğ	ŏ	1	ŏ	Ů	o	0 4450	3
36 LANPANG	5	3	ŏ	ŏ	ŏ	ŏ	2	ŏ	21	ĭ	ŏ	Û	ō	9	5	2	5	Ĩ.	Ŏ,	2	Ŏ	1	0	ō	. 0	0	0	0	0	0	0	4	0	0	1 5485 0 4785	
57 PHRAE 60 UTTARADIT	0	8 .	0	0	0	0	0	0	21	2 n	5	1	0	. 1	2 0	10	4	3	3	0	. 0	0 1	0	0	0	0	0	1	0	0	2	ŏ	0	ő	0 2580	
61 SUXHOTHAL	10	17	7	ŏ	5	ž	ŏ	ö	26	ŏ	Ğ	2	ŏ.	4	3	4	4	Ŏ	ō	6	ĭ	ō	ŏ	0	ō	0	Ó	0	0	0	4	0	0	0	3 4963 0 3710	
62 TAK	5 14	13 40	1 5	0	3 3	7 10	0	0	23 76	0.	2	0	0	3 18	1 11	5 26	7 19	2	0 1	0	1	0.	0	0 5	0	0	0	0	0	2	0	Ö	0	1	2 8583	
63 PHITSAMULOK 64 KAMPHARNG PHET	0	16	0.	ŏ	7	9	Ď.	1	37	2	3	Ż	ì	31	11	15	3	Õ	ō	ō	å.	ö	Ö	ŏ	ŏ	Ŏ,	0	Ö	0	0	0	0 -	0	0	0 475 0 496	
65 PHICHIT	7	17 94	0	2 5	9 293	7 28	0	0	32 640	0 -	. 7 15	i	1	17 13	5	9.	10 5	1 8	0	0	0	0 3	,0 0	0 2	0 n	0 4	6	0	0	. บ	2	0	0	0	0 660	
66 PHETCHABUN 67 NAKHON SAWAN	á	57	î	o ·	5	7	ī	ő.	36	2	3	Õ	ŏ	271	31	28	25	62	12	2	8	7	ŏ	3	2	Ö	Ö.	ō	Ó	0	0	0	0	0	0 10143 0 1583	
68 UTHAI TRANI	0	5 59	3	0	0.	0 3	0	0	6 5	0	1	1	0	24	8 2	17. 103	3	33	2 1	0	4	0	3	0	0	0	U.	0	0	0	0	ŏ	0	Ö	0 1202	:0
20 NAKHON NAYOK 21 PRACHIN BUBI	20	523	6	11	4	ıĭ	ž	7	36	š	5	4	Ö	14	3	6	ō,	10	ō	6	8	ŏ	ŏ	3	ŏ.	ō	ō	ō	0	0	0	0	0	0	3 1509: 3 26900	
22 CHACHOENGSAO	15 69	188 323	. 3	7 24	1 14	31 30	0 7	3 18	- 30 79	9 37	0 36	0 35	1.	34 133	57 121	157 505	22 285	58 407	137 .	9 91	1 39	15 32	1 13	2 19	8	0 26	. 7	1 10	6	13	26	14	. 10	17	7 6298	13
23 CHON BURI 24 RAYONG	41	146	17	9	8	20	4	10	46	11 .	17	22	5	63	. 53	254	139	163	19	43	23	35	7	17	5 .	Z1	5	7	5	7	18	10	5	5 0	6 2201 0 1029	
25 CHANTRABURI	25 G	98 29	3	0	1 0	6 5	0	2	7 11	0	0	7 0	0	14 N	0	8	. 0	26 24	9 19	3	7	2	0	2	0	0	0	0	0	ŏ	6	ŏ	0.	ō	0 663	17
26 TRAT 30 CHAIYAPHUM	31	1063	9	7	101	43	1		1730	4	4	9 .	Ö	4	8	1	1	1	1.	4	Ö	Ō	Ŏ	3	0	0	0	0	0	0	0	0	0	0	0 448 0 256	
31 YASOTHON 32 UBON BATCHATRIANI	61 61	55 102	111 167	7 9	2 · 11	5 54	41 71	18 33	143 148	18 26 -	62 64	619 113	^{2]} 405 214	0	1	7	1	0	4	0 0	0 1	9	0	0	Ü	Ö	Ö	Ö	0	ő	ū	ŏ	ŏ	ŏ	0 411	6
33 SI SA KET	46	39	386	1	-ô	2	0	4	31	3	15	5	7	10	1	.0	0	0	0	ō	ō.	0	0	0	0	2	0	0	0	0	0	0	0	0	0 2150	
34 BURIRAM 35 NAKHON RATCHASINA	0 1814	1906 0	915 139	4 31	4 30	2 227	2 10		127 1441	19 25	439 71	246 78	20 8	0 27	3. 24	12 57	13 29	28	0 19	4	7	9	4	3	0	2	ő	2	3	ŏ	7	3	ō	4	2 1467	1
36 SURIN	913	145	Ō	Ĩ	4	2	8	8	7.7	13	26	531	14	0	0	5	0	5.	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 325	
40 NONG KHAI 41 LOEI	4	32 33	4.	17	19 0	1739 720	233 1	506 20	361 1173	12 1	15 14	14 23	12	2	2	4	0	ő	o.	0	0	0	0	2	Ö	õ	ŏ	ŏ	ŏ	0	Ö	ŏ	ő	ŏ	D = 282	8:
42 UDON TRANI	2	229	2	1702	729	0	92	941	2202	40	42	42 7	324	6	0	4	2	0	0	2	0	2	0	5	0	0	0	1	Ð	3 n	0	0	0	0	0 6961 0 1621	
43 NAKHON PHANON. 44 SAKHON NAKHON	3 25	11 49	9	233 503	20	93 955	0 442	442 0	100 253	24 248	28	29	374 61	ó	0	3	0	5	ő	0	0	3	0	2	ő	o o	ŏ	Ö	ŏ	ŏ	õ	0	o.	õ	0 302	23
45 KHON KAEN	132	1562	80	348	1175	2174	97	242	0 1196	1184 0	2442 517	722 763	54	8	1	9	31	9	.7	0	0	0	0	3	0	0 0	0	0	0	0	3	0	0	0	0 1544 0 327	
46 KALASIN 47 Maha Sarakhan	19 45 i	23 66	13 27	11	14	45	24 7		2127	512	0	861	12	1	ō	ö	ŏ	ō	Đ	3	ō	ô	ŏ	ö	ŏ	ຍັ	ŏ	ĭ	ŏ	Ŏ	ō	Ď	Ô	0	0 498: 0 516:	
48 ROI ET	251	83	542	14	24	42	7		716	774	867	0	11	5	. 3	7	4	6	0	3	0	1	0	0	0	0	0	4	. 0	0	0	0	0	0	0 138	
49 MUKDAHAN 70 SUPHAN BURI	22	8 28	16 0	11 0	2	4 6	373 2	61 0	54 7	D 0	12 1	11 5	0	0	1053	1665	84	313	8	0 17	0 10	4	0	1	1	2	Ö	.0	o	ŏ	3	1	ŏ	ō	0 1372	25
71 KANCHANABURI	3	23	ŏ	ì	2	Ŏ	0	ō	1	4	ō	3	0	1053	0	1998	4607	129	98	160	62	16	0	0	2	0	0	1	0	3	3 24	0	2 A	0 5	3 1347 6 5077	
72 HAKBON PATHOM 73 RATCHABURI	10 12	54 28	4 0	0	3 0	4	8	3 0	7 28	3	0	3	5 0	1658 84	1995 4607	8288	8203 0	36 1356	334 2788	338 1741	146 287	18 39	4	15 10	0 1	17 10	ō	4	ŏ	6	12	2	Ö	Ō	5 3324	1 1
74 SAMUT SAKHON	Õ	28	5	o ···	Õ	ō	0	5	7	0	0	6	0	312	128	36	1347	0	2160	355	124	36	41	17	4	10	0	3	0	4	B	7	25 0	3	0 3436 0 1212	
75 SAMUT SONGKHRAN 76 PHETCHABURI	0	18 4	0 1	0	0	0 2	U U	0	0	3 0	3	3	0	8 17	99 160	318 340	2779 1742	21 <i>77</i> 362	0 432	426 0	141 2847	21 67	3 21	14	3	8	ō	6	9	Ŏ	11	Õ	ž	Õ	3 1024	15
77 PRACHUAP KHIRI KHAN	Ō	7	ő	Ō	0	0	0	0	0	0	0	0	0	10	62	143	290	127	144	2725	0	787	55	64	8	41 76	8 20	33 18	2	3 13	31 53	0	2 11	3	13 757 4 366	
80 CHUNPHON 81 EAMONG	0	4	0	0	0	0	0	ა 0	0	0	8	0	0	0	16 0	20 Q	39 5	38 42	22 4	67 19	746 57	615	615 0	804 151	38 220	18	14	69	3	11	56	į.	4	3	2 154	15
82 SURATTHANI	Ō	4	Ō	Ö	2	5	Z	2	3	0	0	0	0	1	0	18	12	19	7	16	75	810	157	0	46	2634 46	366 369	108	54 7	186 36	325 34	8 0	20 0	2 1	8 581 2 311	
83 Phang NGA 84 Narhon SI Thannarat	0	0 2	0 0	0	0	0	2	0	0	0	0	0	υ 0	2	0	0 21	15	5 10	4	7	10 47	40 82	23B 19	49 2692	44	0	189	2101 125	761	1212	2368	28	138	54	24 846	58
85 KRABI	ó	Ö	Ö	ŏ	ō	Ō	Ŏ	ō	0	0	0	0	0	0.	9	4	0 5	0.	0	0	8	19	14	374	360 2051	193 126	0 2 3 1	236 0	41 14	587 95	86 100	0	2 10	3 1	0 201 3 334	
96 Phuket Orulahteah 00	0	2	. 0	0.	0	0	0	0	0	0	0	0	0	0	0	Ö	0	0	0	8	34 2	17 6	66 3	114 56	. 7	771	41	14	Ġ	697	1272	44	21	17	22 304	11
91 TRANG	ō	õ	Ŏ	9	Ó	3	0	.0	0	0	Ö	9	0	0	3	2	7	4	0 -	. 0	4	13	11	196	34	1231 2348	579 83	96 97	702 1238	0 781	802 0	0. 1506	22 2431	10 265	5 391 310 1067	
92 SONGXHLA 93 SATUN	0	8	0	0	9	0	0	0	3 0	0	Ö	0	0	3 1	Ö	27 2	15 2	7	0	11 0	35 0	56 1	58 4	334 10	31 0	28	0	0	44	0 .	1530	0	23	8	5 182	22
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95 Yala 96 Harathiwat	0	4 2	0	0	0	0	0	0	0	0	0	0	0	0	0 3	5 6	5	3 0	0	0 3	3 13	0	3 2	2 10	1 2	52 25	0	3	23	5	308	5	971	105	0 170	35
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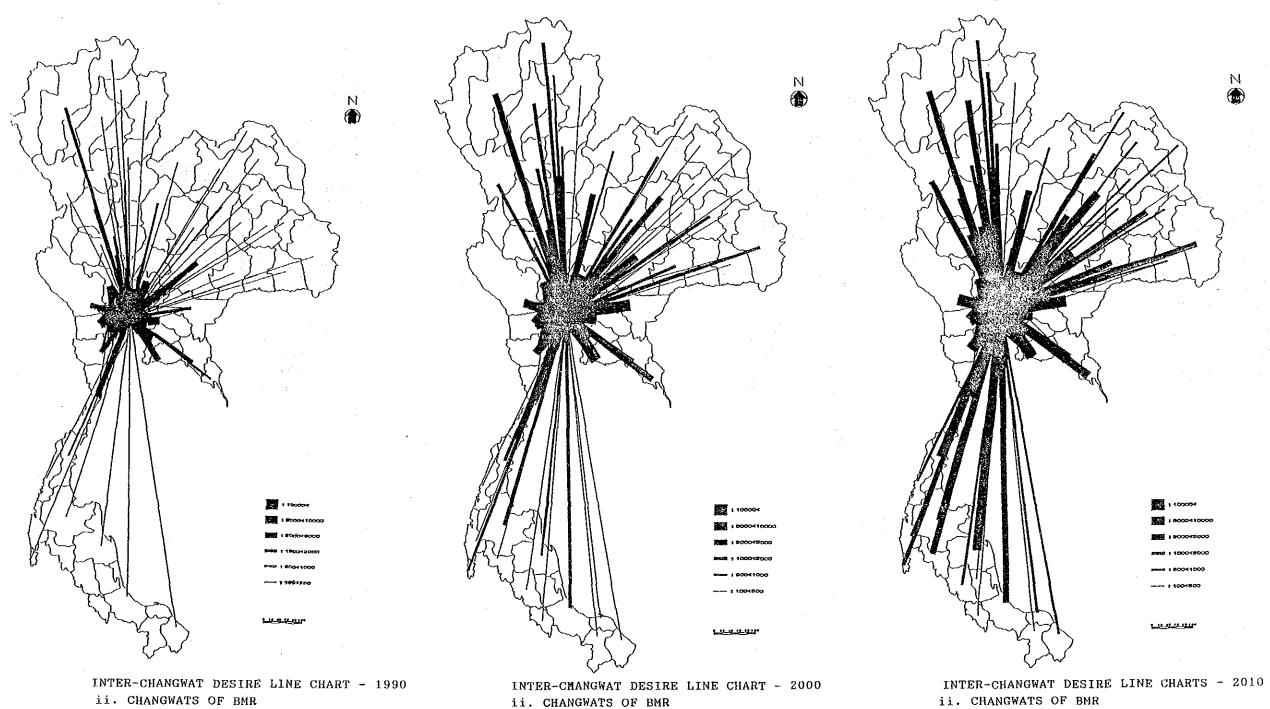
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I BANGKOK METROPOLITAN 10 CHAI NAT 11 SING BURI 12 LOP BURI 13 ANG THONG 14 SARABURI 15 PHRA NAKHON SI AYUTTRAY 16 PATTHUN THARI 17 NONTHABURI 18 SAMUT PRAKAN 10 CHAING BAI 51 MAE HONG SON 52 CHLANG MAI 53 PHAYAO 54 NAN 55 LAMPHUN 56 LAMPANG 57 PHRAE 66 UTTARABIT 61 SUKROTHAI 62 TAK 63 PHITSANULOK 64 KAMPHAENG PHET 65 PHICHIT 66 PHETCHABUN 67 NAKHON SAMAN 68 UTHAI THANI 20 NAKHON SAMAN 68 UTHAI THANI 21 CHACHOENGSAO 22 CHON BURI 22 CHACHOENGSAO 23 CHON BURI 24 RAYONG 25 CHANTHABURI 26 TRAT 30 CHAIYAPHUN 31 YASOTHON 31 USON RATCHATHANI 33 SI SA KET 34 BURIRAN 35 NAKHON RATCHASINA 36 SURIN 10 NONG KHAI 11 LOEI 12 UDON THANI 13 NAKHON PHANOM 14 SACHON NAKHON 15 KHON KAEN 16 KALSIN 17 MAHA SARAKHAN 18 ROI ET 19 MUKDAHAN 10 SUPHAN BURI 17 NACHANABURI 17 NACHANABURI 18 ROI ET 19 MUKDAHAN 10 SUPHAN BURI 17 NACHANABURI 17 NACHANABURI 18 ROI ET 19 MUKDAHAN 10 SUPHAN BURI 17 NACHANABURI 18 ROI ET 19 MUKDAHAN 10 SUPHAN BURI 17 NACHANABURI 18 ROI ET 19 MUKDAHAN 10 SUPHAN BURI 17 NACHANABURI 18 ROI 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912 44 23 151 121 127 319 148 32 151 121 122 135 137 148 159 160 160 160 160 160 160 160 160 160 160	265 235 312 297 11:5939 77 2910 97 2138 33 13 17 12 8 8 33 9 59 54 123 34 123 13 17 12 18 8 3 13 17 12 18 8 3 11 10 20 11 10 20 11 11 13 15 16 11 13 16 16 17 18 18 18 17 18 18 18 18 18 18 18 18 18 18 18 18 18	15 3783 0 1195 75 0 1 4 34 5 0 30 8 6 1 0 2 8 12 18 4 8 9 57 19 0 0 24 22 7 45 30 113 114 11 126 44 63 39 18 629 18 629 18 629 18 629 19 0 21 1 12 1 13 1 12 1 1 12 1 1 38 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0	10 0 0 0 0 5 0 0 0 5 0 0 0 0 0 0 0 0 0 0	2140 16 15 3 57 14 14 15 26 1120 275 26 1120 275 271 23596 876 287 711 338 143 26 15 19 19 20 20 21 21 21 22 23 25 26 27 27 27 27 27 27 27 27 27 27	507 107 116 117 11470 114	207 0 4 6 0 2 5 5 0 1 28 2 76 12 0 4 5 5 1 2 0 1 4 9 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	379 7 2 0 16 1 8 3 1 5 6 6 5 5 15 10 10 25 0 0 0 1 1 10 2 0 0 0 0 1 2 0 0 0 0 0 0	$ \begin{array}{c} 1241 \\ 0 \\ 12 \\ 17 \\ 4 \\ 101 \\ 16 \\ 107 \\ 357 \\ 902 \\ 36 \\ 717 \\ 0 \\ 892 \\ 723 \\ 64 \\ 105 \\ 34 \\ 0 \\ 0 \\ 172 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ $	781 18	631 7 39 11 5 8 6 53 39 6 53 39 15 102 1 0 2 2 6 6 1 0 1 2 7 7 7 0 8 0 3 0 0 0 5 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	23 5 1 4 9 1 5 1 9 0 1 7 1 0 1 1 6 6 7 6 9 9 0 6 6 1 7 1 2 6 3 9 1 9 0 4 7 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	20 1 14 17 8 17 46 17 20 17 0 151 13 4 74 509 16 21 904 0 293 1319 45	80 25 112 23 100 41 22 5 39 40 0 133 31 91 41 94 295 6677 2153 140 1684 1762 17 12 74 46 6 1 1 1 2 2 3 1 1 1 1 1 1 1 1 1 1 1 1 1	82 49 47 28 38 47 110 26 110 3 3 17 80 14 1363 14 1363 14 1363 15 18 614 1363 15 10 0 0 0 0 0 0 0 0 0 0 0 0 0	31 41 43 49 49 49 49 49 49 49 49 49 49 49 49 49	23 28 4 1 4 2 2 1 2 0 2 2 0 1 2 1 2 5 3 2 1 8 2 2 1 2 0 2 2 0 2 1 2 1 2 5 3 2 1 3 6 0 2 2 1 2 2 0 2 2 0 2 1 2 2 5 3 3 1 8 2 2 2 1 2 2 0 2 2 0 2 2 1 2 2 5 3 3 1 8 2 2 3 3 1 8	3187 22319 5617 1664 1203 57 1203 1203 1203 1203 1203 1203 1203 1203	18 31 2 0 4 0 1 0 1 0 6 5 5 5 6 5 3 2 2 9 9 0 0 2 1 2 9 9 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Appendix 6.26 INTER-CHANGWAT OD TABLE - 2010

	4.		26	40	4.5					4	48	49	70	71	72	73	74	75	76	77		81	82	83 4	31 8	- 00	90	91	92	93	94	07	9ē TOTAL
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11 SING BURI	Õ	36	ŏ	Õ	3	ŏ	2	ì	Ö	6	ō	ŏ	30	5	30	22	0	2	. 8	ā	ő	Ŏ	Ŏ	Ŏ	š (2	ŏ	1	ō	3	Ŏ	ō	3 6949
12 LOP BURI	9	213	ű	0	14	11	Q	0	31	0	1	0	11	5 0	128 163	. 8	32 133	. 0.	31	0	0	0	. 0	0	3 () 0	0	0	3	0	0	0	0 14721
13 ANG THONG 14 SARABURI	2 23	35 1635	45	i R	1 15	0 17	O O	9	2 199	0 : 12 2:	19	0 26	- 3	8	273	17	153	19	0	0 27	10	2	4	0 :	17 () 5	0	1	8	4	n ·	o o	0 8209 0 52266
15 PHRA NAKHON SI AVUTTHAYA		499	3	9	2	41	10	10	18	6	3	12	ō	Ō	395	. 0	104	19	Ô	Ö	2	ō	. 0	3	0 (Ď	ŏ	Ó	0	Ö	Ō	ŏ	0 33882
16 PATHUN THANI	14	442	20	24	11	35	0	0 .	120	8	19	0	205		6289	578 624	1692	310	248	96	31	6	0	16 3	32 (5	0	0	45	0	0	Ţ	15 55118
17 NONTHABURI	3 65	53 281	8	2 21	2 13	.3 49	0	1 1	133	0 17	208	0 34	872 419		5825 2939	1081	1364 2708	131 121	241 395	88 201	8 57	9	18 37	0 2	26 ;	3 21	9	29	14 74	0	30	3 2	1 47115 7 276901
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51 MAE HONG SON	0	0	. 0	0	0	0	Ð	0	0	0) 0	0	0	0	0		0	0	0	0	0	0	0	0	0 (0	. 0	0	0	0	0	0	0 403
52 CHIANG NAI	4	18	2	0	0	. 4	0	2	36 10	0	. 6	1	5 5	33	21	0	4	4	. 1	. Б	2	U N	. 0	D D	2 () 6	0	3	3	2 N	n	0	1 10116 0 3704
53 PHAYAO 54 NAN	ŏ	. 0	2	Ö	i	ŏ	ò	Ô	2	o i	ŏ	. 0	. 0	ì	0	1	. 0	0	4	ŏ	ő	Ď	õ	Ö	ŏ à	ŏ	ŏ	ō	õ	ŏ	ő	ŏ	0 1275
55 LANPHUN	Ō	0	Ö	0	0	0	0	0	14	0	4	0	8	0	0	1	2	0	0	0	0	0	2	0	0 0	0	0	0	8	ō	0	0	0 5116
56 LAMPANG	7	3	0	0	0		2	0 .	24 25	2	, ,	. 0	10	2	- 18	ŏ	i	3	0	8	2	0	n	0	5 6	, ,	2	. 0	0	0	0	n) 6997 0 6028
57 PHRAE 60 UTTARADIT	0	5	3	ő	. 3	ŏ	õ	ŏ	ŝ	0	1	0	1	0	. 7	5	0	0	Ö	0	ì	0	Ö	Ö	0 0) <u>i</u>	õ	0	2	0	0	0	0 3121
61 SUKHOTHAI	13	17	7	0	6	2	0	0	30	0	2	0	. 4	. 3	: 7 10	4	. 1	0	7	1	0	0	0	0	0 0) 0	0	Ó	ş	0	0	0	3 6189
62 TAK	8 20	16	1 7	0	4	9 12	0	U	31 99	1 1	2 0	0	22	13	42	21	11	ĭ	2	2 1	0	0	7	0	0 0	, , ,	Ô	2	ŏ	Ö	0	ı	0 5397 2 11749
63 PHITSANULOR 64 KAMPHAENG PHET	0	19	ò	ő	9	10	ŏ	2	16	3	3 2	1	31	13	25	3	0	0	. 0	. 0	0	0	0	Ŏ	o o	Ó	0	0	0	0	Ó	Ō	0 6198
65 PHICHIT	7	20	0	2	10	8	0	. 0	38	0 5 1	7 1	1 0	13 16	6	13 13	12	14	0	0	0	0	0	0	0	0 0	0	0	0	0	D	1	0	0 5925 0 8719.
66 PHETCHABUN 67 NAKHON SAWAN	8	106 66	8	ь 0	336 6	30 7) 1	0	752 41	5 1	0	0	326	38	47	29	95	13	2	8	8	ŏ	4	4	0 0	. 0	Ö	0	ŏ	. 0	0	Ö	0 13542
68 UTHAI THANI	Ö	6	3	Õ	ŏ	Ó	ô	Ō	6	0	1	0	29	0	21	2	1	2	. 0	5	0	4	Ð	0	0 0	0	0	. 0	0	0	0	0	0 1989
20 NAKHON NAYOK	1	71	0	0	. 0	13	0	0	6 39	0	1 5	0	5 17	3	132 8	: 3	11 39	0	0		0	0	0.	0	0 0	. 0	0	0	0	0	0	0	0 16505 3 21095
21 PRACHIN BURI 22 CHACHOENGSAO	25 18	606 227	4	8 14	i	33	Ö	į	34	10	ŏ	1	41	69	212	27	85	3	11	1	18	1	3	Õ	o o	ĭ	ő	1	Ď	ō	Õ	ō ·	4 39231
23 CHON BURI	85	395	62	28	19	37	10	21		47 4		9	173 80	154	773 410	3 5 9 165	672 283	189 105	121	51	42	16	25		3 9	12	9	17	31 22	20 15	13	23	8 88410 8 31891
24 RAYONG	58 .27	167 117	21	13 0	11	26 7	5 0	1 1 2	\$6 8	14 2	29	0	17	0	13	0	38	9	60	1E 1	45 3	0	23 5		6 6	. 9	ó	9	3	0	1	ó	0 13177
25 CHANTHABURI 26 TRAT	. 0	32	3	õ	ò	6	, o	4	13	2	0	. 0	0	0	0	0	39	22,	0	8	2	0	3	0	0 0	0	0	0	8	0	0	0	0 8951
30 CHAIYAPHUN	43	1239	10	. 9	125 2	5] 6	1 50		251 193	5 21 7	5 12 1 800	511	0	10	: 0	ô	ó	ó	0	0	0	0	4	0	0 0		0	0	0	0	0	0	0 5974 0 3312
31 YASOTHON 32 UBON RATCHATHANI	84 85	59 123	138 206	12	13	65	87			33 7		267	õ	1	. 9	Ţ	0	4	o	ĭ	10	ŏ	Õ	ō	0 0	ő	ô	ŏ	Ö	ō	ŏ	Ċ	0 5530
33 SI SA KET	66	43	465	1	0	2	0	5	42	5 1		9	12 0	1	0 22	1.1	0	0	0	0	0	0	0	0	2 0	0	0	0	. 0	0	0	0	0 28 (5 0 6792
34 BURIRAM 35 NAKHON RATCHASIMA	. 0 1975	2151	1186 164	34	31	3 267	3 11			26 54 29 8		29 8	33	28	77	34	38	20	5	8	11	4	3	0	2 0	2	;	0	8	3	e e	5	2 18966
36 SURIN	1193	170	0	5	5	3	9	8	91	14 2		14	0	. 0	7	0	i	0	i	0	0	0	0	0	0 0	0	0	0	0	0	G	0	0 1315
40 KONG KHAI	6	39 38	5	0 23	23 0	2231 822	310		531 1507	17 1 2 1		16 1	2	2	6	ő	ő	0	n O	0	U O	0	3	0	0 0 0 0		0	D D	Û	0	0	0	0 4542 0 3647
41 LOEI 42 UDON THANI	3		. 3	2132	852	0	102			48 4		5	7	0	7	2	0	0	2	ō	2	0	7	0	0 0	i	ō	3	ō	0	0	0	0 8751
43 МАКНОЙ РНАКОН	4	12	10	308	1	104	0	543		32		11 180	2	0	-20 6	. 0	8	u. G	D	0	0	0	3	0	2 0	0	0	0	. 0	C	0	0	0 2130 0 3951
44 SAKHON NAKBON 45 KHON KAEN	38 197	53 1801	10 96	491 491	27 1507	1109 2613	540 120	0 316		18 3 38 290		63	9	1	32	37	20	я,	0	0	0	0	3	0	0 0	0	0	ú	5	ũ	0	Û	0 20135
46 KALASIN	28	26	14	16	2	54	30	311 1	580	0 60		0	ē	5	0	3	Û	I,	0	0	1	0	0	0 (0 0	0	ŋ	0	G	0	0	Û	6 4300
47 MAHA SARAKHAN	591	75	29	16 17	18 29	51 50	8 8			93 55 97		14 13	1 5	3	36	5	9	ŏ	3	0	0	0	0	0 !	0 0	i	Ď.	0	0	0 0	0	0 Ú	0 689 9 6769
48 RO1 ET 49 HUKDAHAN	337 33	95 95	653 17	16	0	20	481	76	64	0 1		0	ő	0	8	0	0	ď	9	0	2	ò	a	0	0 0	. 0	å	. 0	G	G	a	O.	0 1837
70 SUPHAN BURI	0	34	0	0	2	1 7	2	0	8	0	5	0	0 1264	1264 0	2076 2779	101 5530	375 180	9 112	21	12	5	0	1	1	2 0	Ō	0.	Ö	3	ì	Ö	õ	0 17277
71 KANCHANABURI	4 17	27 12	0	1	2	6	0 13	3	12	0) 3	. 8	2061	2771	0	10241	66	498	192 477	75 219	19 31	· n	0 26	2 0 2	0 0	1	.u. 0	4	3 39	0 2	3	0	4 18151 10 102244
72 NAKHON PATHON 73 RATCHABURI	12	34	ó	ŏ	ó	· ĭ	ō	Õ	33	3	3	0	101	3530	10384	1672	1692	3346	2089	344	44	š	10	2 1		5	0	, }	13	2	ó	ó	10 102244 6 43753
74 SAMUT SAKHON	0	36	ī 0	0	0	0	0	î	11	0 () 0	0	375 9	178 113	66 478	1672 3335	3222	3186 C	\$17 177	177	61	46 3	30	î l	8 0	3	, o	ĭ	13	13	42	4	0 77137
75 SANUT SONGKHRAN 76 PHETCHABURI	0	5	1	ő	ő	2	ŏ	ŏ	ó	0	3	ő	21	192	479	2091	528	182	177 0	158 3327	25 81	3 26	16	4 1	0 0	U 6	0	0	3 11	0	. u	0	0 17598 4 13983
77 PRACHUAP KHIRI KHAN	0	. 8	0	0	0	0	0	0	0	0 1	0 2	0	12 5	75 19	221 35	46 349	66 183	16 f 26	3122	0	903	66	76	12 4		. 10	2	_1	34	0	2	1	16 10175
80 CHUMPHON 81 RANONG	0 0	11	υ 0	0	0	0	0	0	ő	Ô	Ō	0	ŏ	0	0-	6	43	4)	78 24	934 68	0 739		1119 179 :	58 10: 240 1:			9 3	17 13	69 65	1	15 5	0	5 5346 2 1847
82 SUBATTHANI	ä	4	ă	õ	3	7	3	2	4	0 1	0	0	1	. 0	36 0	13	35	9	22		1176	189	0	81 382	5 507	122	77	246	462	13	30	3	13 8857
83 PHANG NGA	0	0	0	0	0	0	0	0	0 0	0 9	, C , n	0	2 2	. 0	42	17	11 19	ā	5 10	15 en	68	282	91	0 8			14	.60	61	0	0	2	3 4438
84 NAKHON SI THANMARAT 85 KRABI	0	3 0	. 0	0	0	0	ő	ŏ	ő	o i	0	0	ō	ő	. 9	0	ō	o,	10 0	60 10	123 23	20 4 17		79 890-			1091 1091	1657 799	4353 991	13 0	204	72 1	34 23867 0 14139
86 PHUKET	ŏ	2	0	Ó	ð	2	0	0	0	0	2 4	0	0	1	6 0	6 0	U 1	0.	9	41	19	79	126 23	24 14	277	0	14	107	115	ō	10	l	3 4161
90 PHATTHALUNG	0	2	0	0	0	0 3	0	U D	. 0	0 0	, 0	0	Ö	4	4	. 7	7	ŏ	0	3	7	3 12	84 270	13 112: 58 1698			000		1806 1088	63 0			25 4331 8 5455
91 TRANG 92 SONGKHLA	0	10	0	ŏ	ő	ő	ō	ŏ	5	0 1	Ö	0	3	4	45	16	14	3	14	5 44	16 81		493	56 432:			969 1733	1052				338 4 13	8 5455 02 17684
93 SATUN	0	3	0	0	0	0	0	0	0	0	, ,	0	1	0	4 7	2	13 43	. 0	O	0	1	4	.14	0 44	. 0	0	63	0	2276	0	31	10	7 2778
94 PATTANI	0	0 5	0 n	0	0	0	o o	0	0	0	. 0	0	0	ō	7	ő	ĩ	Ŏ.	2	2	19 D	5 4	34 4	0 219 2 69		10 1	30 21		3740 346	36 10 2			13 9307 28 3740
95 YALA 96 BARATHIWAT	0	2	0	Ğ	0	Ġ	ő	ŏ	0	ō (0	0	4	11	6	0	0	4	16	5	2	13	3 30		3	21 25		105				28 3140 0 2149
TOTAL	6637	19333	4340	4340	3585	8686	2089	3833 19	835 42	31 596	6670	1793	18631	18718	110430	44700	84944	18360	1215 1	0820 5	5347	1869 8		99 23511		4201		5302 1					31 2091844

Appendix 6.27 PRESENT AND FUTURE INTER - CHANGWAT DESIRE LINE CHARTS





Appendix 6.27 PRESENT AND FUTURE INTER-CHANGWAT DESIRE LINE CHARTS

Appendix 6.28 GENERATED AND ATTRACTED INTER-CHANGWAT TRIPS - 2000

D 1 1 1 1 1		GENERATION			ATTRACTION			GENERATION + ATTRAC	CTION
KANK		Changwat	Trip	Cod	e Changwat	Trip	Cod	e Changwat	Trip-end
1	1	BANGKOK METROPOLITAN	360387	1	BANGKOK METROPOLITAN	338360	1	BANGROK HETROPOLITAN	698747
Ş	18	SAKUT PRAKAN	132003	18	SANUT PRAKAN	142690	18	SAHUT PRAKAN	274693
3	23	CHON BURI	62983	23	CHON BURI	64469	23	CHON BURI	127452
4	12	NAKHON PATHON	50777	72	NAKHON PATHON	53111	72	NAKHON PATHON	103888
5	74	SAMUT SARRON	34368	74	SARUT SARHON	36450	74	SAKUT SAKHON	70818
6	73	RATCHABURI	33241	14	SARABURE	33871	73	RATCHABURI	66827
7		SARABURT	32825	73	RATCHABURI	33586	14	SARABURI	66696
8		CHACHOENGSAO	26900	22	CHACHOENGSAO	27777	22	CHACHOENGSAO	54617
9		PATHUK THANI	25646	- 16	PATHUM THANT	25615	16	PATHUM THANI	51261
10		AYUTTHAYA	22406	15	AYUTTHAYA	24231	15	AYUTTHAYA	46637
11		NONTHABURI	22095	17	NONTHABURI	22983		NONTHABURE	45078
12		RAYONG	22015	24	RAYONG	21873		RAYONG	43888
13		KHON KAEN	15441		PRACHIN BURI	15377		KHON KAEN	30574
14		PRACHIN BURI.	15092		KHON KAEN	15133		PRACHIN BURI	30469
15		NAKHON RATCHASINA	14671	35	NAKHON RATCHASINA	14860		NAKHON RATCHASINA	29531
16		SUPHAN BURI	13725	70	SUPHAN BURI	14416	70	SUPHAN BURI	28141
17		KANCHANABURI	13476		KANCHANABURI	13698		KANCHANABURI	27174
18		SAKUT SONGKHRAN	12123		SANUT SONGEHRAN	12425		SANUT SONGKHRAN	24548
19		NAKHON NAYOK	12020		NARHON NAYOR	12321		NAKHON NAYOK	24341
20		SONGKHLA	10675		SONGKHLA	10719		SONGRHLA	21394
21		LOP BURI	10386		LOP BURI	10472		LOP BURI	20858
22		CHANTHABURI	10297		CHANTHABURI	10416		CHANTHABURT	20713
23		PHETCHABURI	10249		PHETCHABURI	10261		PHETCHABURI	20506
24		NAKHON SAYAN	10143	-	NAKHON SAYAN	10102		NAKHON SAWAN	20245
25		PHITSANULOK	8583		PHITSANULOK	8447		PHITSANULOK	17030
26		NAKHON SI THAHNARAT	8468		NAKHON SI THANKARAT	8339		NAKHON SI THAMHARAT	16807
27		PRACHUAP KHIRI KHAN	7673		PRACHUAP KHIRI KHAN	7908		PRACHUAP KHIRI KHAN	15581
28		CHIANG HAI	7641		CHIANG HAI	7626		CHIANG NAI	15267
29		UDON THANI	6961		UDON THANI	6958		UDON THANI	13919
3Ò		TRAT	6637		TRAT	6703		TRAT	13340
31		PHETCHABUN	6609		PHETCHABUN	6572		PHETCHABUN	13181
32		PATTANI	6268		PATTANI	5959		PATTANI	12227
33		ANG THONG	6034		ANG THONG	5909		ANG THONG	11943
34		SURATTHANI	5815		SURATTHANI	5805		SURATTHANI	11620
35		SING BURI	5520		SING BURI	5605		SING BURI	11125
36		LAKPANG	5485		LAMPANG	5431		LAMPANG	10916
37		CHAI NAT	5244		CHAI NAT	5185		CHAI NAT	10429
38		ROI ET	5164		ROI BT	5103		ROI ET	10267
39		NAHA SARAKHAN	4985		MAHA SARAKHAN	4988		MAHA SARAKHAM	9973

Appendix 6.28

Appendix 6.28 GENERATED AND ATTRACTED INTER-CHANGWAT - 2000

		GENERATION			ATTRACTION	(G	ENERATION + ATTRA	CTION
RANK	Code	Changwat	Trip	Code	Changwat	Trip	Code	Changwat	Trip-end
40	34	BURIRAH	4978	65	BURIRAN	4900	65	BURTRAN	9868
41	65	PHICHIT	4968	6 i	SUKHOTHAI	4879	34	BURIRAM	9856
42	61	SURHOTHAL	4962	. 34	BURIRAM	4878	61	SUKHOTHAI	9841
43	57	PHRAE	4789	64	KANPHAENG PHET	4764	64	KAMPHAENG PHET	9517
44	64	KANPHABNG PHET	4753	57	PHRAE	4663	57	PHRAE	9452
45	30	CHATYAPHUH	4462	30	CHAIYAPHUK	4565	30	CHAIYAPHUN	9027
46	55	LANPHUN	4453	55	LAMPHUN	4346	55	LANPHUN	8799
47	32	UBON RATCHATHANI	4116	32	UBON RATCHATHANI	4134	32	UBON RATCHATHANI	8250
48	91	TRANG	3916	91	TRANG	3849	91	TRANG	7765
49	62	TAK	3710	80	CHUMPHON	3688		TAK	7372
50	50	CHIANG RAI	3682	62	TAK	3662	80	CHUMPHON	7353
51	80	CHUMPHON	3665	50	CHIANG RAI	3658	50	CHIANG RAI	7340
52	86	PHUKET	3343	86	PHUKET	3340		PHURET	6683
53	40	NONG KHAI	3295	36	SURIN	3274	46	RALASIN	6536
54	46	KALASIN	3279	46	KALASIN	3257	36	SURIN	6528
55	36	SURIN	3254	40	NONG KHAI	3219	40	HONG KHAI	6514
56	83	PHANG NGA	3116	90	PHATTHALUNG	2998	83	PHANG NGA	6114
57	90	PHATTHALUNG	3041	83	PHANG NGA	2998	90	PHATTHALUNG	6039
58	44	SARHON NAKHON	3023	44	SAKHON NAKHON	2974	44	SAKHON NAKHON	5997
59	53	РНАЧАО	2888	53	PHAYAO	2853	53	PHAYAO	5741
60	41	LORI	2828	95	YALA	2822	41	LOEI	5629
61	95	YALA	2673	41	PORI	2801	95	YALA	5495
62	60	UTTARADIT	2580	60	UTTARADIT	2551	60	UTTARADIT	5131
63	31	YASOTHON	2564	31	YASOTHON	2531	31	YASOTHON	5095
64	33	SI SA KET	2156	33	SI SA KET	2126	33	SI SA KET	4282
65	85	KRABI	2012	85	KRABI	1988	85	KRABI	4000
66	93	SATUN	1822	93	SATUN	1783	93	SATUN	3605
67	96	NARATHIVAT	1705	96	NARATHIWAT	1758	96	NARATHIVAT	3463
68		HOKARY NOHXAK	1622		IKAHT IAHTU	1660	68	INART LABTU	3242
69	83	UTHAL THANI	1582	43	NAKHON PHANOK	1602	43	NORAHY NORXAN	3224
70	81	RANONG	1545	81	RANONG	1553	81	RANONG	3098
71	49	MUKDAHAN	1385	49	HURDAHAN	1369	49	HARAAN	2754
72	54	HAH	1010	54	NAN	1014	54	NAN	2024
73		KAE HONG SON	323	51	NAE HONG SON	316	51	HAE HONG SON	639
POTAL	_		1174527		·····	1174527			2349054

Note: The used code is the code of the Land Transport Department (LTD).

Appendix 6.29 GENERATED AND ATTRACTED INTER-CHANGWAT TRIPS - 2010

		GENERATION:			ATTRACTION			GENERATION + ATTRA	CTION
lane.		Changwat	Trip	Code	Changwat	Trip	Code	Changwat	Trip-end
1	1	BANGKOK KETROPOLITAN	748680	ı	BANGKOR METROPOLITAN	678457	1	BANGKOK HETROPOLITAN	1427137
2	18	SAKUT PRAKAN	276901	18	SAHUT PRAKAN	312273	18	SAHUT PRAKAN	589174
3	72	NAKHON PATHON	102244	72	NAKHON PATHOK	110423	72	NAKHON PATHON	212674
4	23	CHON BURI	88410	23	CHON BURI	91510	23	CHON BURI	[79920
5	74	SANUT SAKHON	77137	74	SANUT SAKHON	84944	74	SAKUT SAKHON	162081
6	16	PATHUN THANK	55118	16	PATHUN THANI	55417	16	PATHUK THANI	110535
1	14	SARABURI	52266	14	SARABURI	55064	14	SARABURI	107330
8	17	NONTHABURI	47115	17	NONTHABURI	50585	17	IRUBAHTHOK	97700
9	73	RATCHABURI	43753	73	RATCHABURI	44706	13	RATCHABURI	88459
10	22	CHACHOENGSAO	39231	22	CHACHOENGSAO	41398	22	CHACHOENGSAO	80629
11	15	AYAHTTUYA	33882	15	AYUTTHAYA	38020	15	AYUTTHAYA	71902
12	24	RAYONG	31891	24	RAYONG	31985	24	RAYONG	63876
13	84	NAKHON SI THAMMARAT	23867	84	NARHON SI THANNARAT	23511	84	NAKHON SI THAMMARAT	47378
14	21	PRACHIN BURI	21095	21	PRACHIN BURI	21892	21	PRACHIN BURI	42987
15	45	KHON KAEN	20435	45	KHON KAEN	19835	45	RHON KAEN	10270
16	35	NAKHON RATCHASINA	18966	35	NAKHON RATCHASINA	19333	35	NAKHON RATCHASINA	38299
17	71	KANCHANABURI	18151	71	RANCHANABURT	18718	71	KANCHANABURI	36869
18	92	SONGKHLA	17684	70	SUPHAN BURI	18631	75	SAHUT SONGKHRAK	35958
19	75	SANUT SONGKHRAN	17598	75	SAHUT SONGKHRAN	18360	,70	SUPHAN BURI	35908
20	70	SUPHAN BURI	17277	92	SONGRALA	17682	92	SONGAHLA	35366
21	20	HAKHON NAYOK	16505	20	NAKHON NAYOK	17201	20	NAKHON NAYOR	33706
22	12	LOP BURI	14721	12	LOP BURI	14937	12	LOP BURI	29658
23	85	KRABI	14139	76	PHETCHABURI	14215	85	KRABI	28223
24	76	PHETCHABURI	13983	85	RRABI	14084	76	PHETCHABURI	28198
25	67	NAKHON SAWAN	13542	25	CHANTHABURT	13641	67	NAKHON SAWAN	27054
26	25	CHANTHABURI	13177	67	NAKHON SAWAN	13512	25	CHANTHABURI	26818
27	63	PHITSANULOK	11749	63	PHITSANULOK	11486	63	PHITSANULOK	23235
28	77	PRACHUAP KHIRI KHAN	10175	77	PRACHUAP KHIRI KHAN	10820	77	PRACHUAP KHIRI KHAN	20995
29	52	CHIANG WAI	10116	52	CHIANG HAI	9985		CHIÁNG MAI	20101
30	94	PATTANI	9307	26	TRAT	9098	26	TRAT	18058
31	26	TRAT	8954	82	SURATTHANT	8828	94	PATTANI	18004
32	82	SURATTHANI	8857	94	PATTANI	8697	82	SURATTHANE	17685
33	42	UDON THANK	8751	42	UDON THANI	8686		UDON THANI	17437
34	66	PHETCHABUN	8719	66	PHETCHABUN	8568		PHETCHABUN	17287
35	13	ANG THONG	8209	13	ANG THONG	8121		ANG THONG	16330
36	10	CHAI NAT	7702	10	CHAI NAT	7689		CHAI NAT	15391
37	56	LAMPANG	8997	11	SING BURI	7097		SING BURI	14046
38	11	SING BURI	6949	56	LAMPANG	6873	56	LAMPANG	13870
39	34	BURIRAU	6792	48	ROI ET	6670	48	ROI ET	13458

		GENERATION			ATTRACTION				
lank		Changwat						Changwat	Trip-end
40	48	ROI ET	6788	34	BURIRAH	6637	34	BURTRAN	13429
41	64	RAMPHARNG PHET	6498	64	KAHPHAENG PHET	6476	64	KANPHARNG PHET	12974
42	81	SURHOTHAI	6139	30	CHAIYAPHUN	6166	61	SUKHOTHAI	12179
43	47	HAHA SARAKHAK	6089	61	SUKHOTHAI	5990	30	CHAIYAPHUH	12140
44	57	PHRAE	6028	47	HAHA SARAKHAK	5968	47	NAHA SARAKHAK	12057
45	30	CHAIYAPHUN	5974	65	PHICHIT	5938	65	PHICHET	11863
46	65	PHICHIT	5925	. 57	PHRAE	5800	57	PHRAE	11828
47		UBOH RATCHATHANI	5530	32	UBON RATCHATHANI	5541	32	UBON RATCHATHANI	11071
48		TRANG	5455	80	CHUMPHON	5347	91	TRANG	10757
49		LAMPHUN	5416		TRANG	5302	62	TAK	10698
50		TAK	5397		TAK	5301	80	CHUMPHON	10693
51		CHUMPHON	5346	55	LAMPHUN	5275	55	LAMPHUN	10691
52		CHIANG RAI	4744	50	CHIANG RAI	4678	50	CHIANG RAI	9422
53		NONG KHAI	4542		NONG KHAI	4340	40	NONG KHAI	8882
54		PHANG NGA	4438	36	SURIN	4340	. 36	SURIN	8655
55		PHATTHALUNG	4331		KALASIN	4231	90	PHATTHALUNG	8546
56		SURIN	4315		PHATTHALUNG	4215	83	PHANG NGA	8537
57		KALASIN	4305		PRUKET	4201	46	KALASIN	8536
58		PHUKET	4161		PHANG NGA	4099	86	PHUKET	8368
59		SARHON NAKHON	3951		YALA	3968	44	SAKHOR HAKHOR	7784
60		YALA	3740		SAKHON NAKHON	3833	95	YALA	7708
61		PHAYAO	3704		PHAYAO	3599	53	PHAYAO	7303
62		POEI	3647		LOEI	3585	41	PORI	7232
63		UTTARADIT	3421		UTTARADIT	3329	60	UTTARADIT	6750
64		YASOTHON	3312		YASOTHON	3220	31	YASOTHON	6532
65		SI SA KET	2845		SI SA KET	2775	33	SI SA KET	5620
66		SATUN	2778		SATUN	2686	93	SATUN	5464
67		NARATHIWAT	2449		NARATHIVAT	2531	96	HARATHIVAT	4980
68		NAKHON PHANON	2130		INAHT TAHTU	2110		NAKHON PHANON	4219
69		UTHAI THANI	1989		NAKHON PHANOK	2089		UTHAI THANE	4099
70		RANONG	1847		RANONG	1869		RANONG	3716
71		KUKDAHAN	1837		HURDAHAH	1793		HURDAHAN	3630
72		NAN	1275	•	NAN	1263		NAN .	2538
73		HAE HONG SON	403		NAE HONG SON	390		NAE HONG SON	79:
rota	L		2091844			2091844			4183688

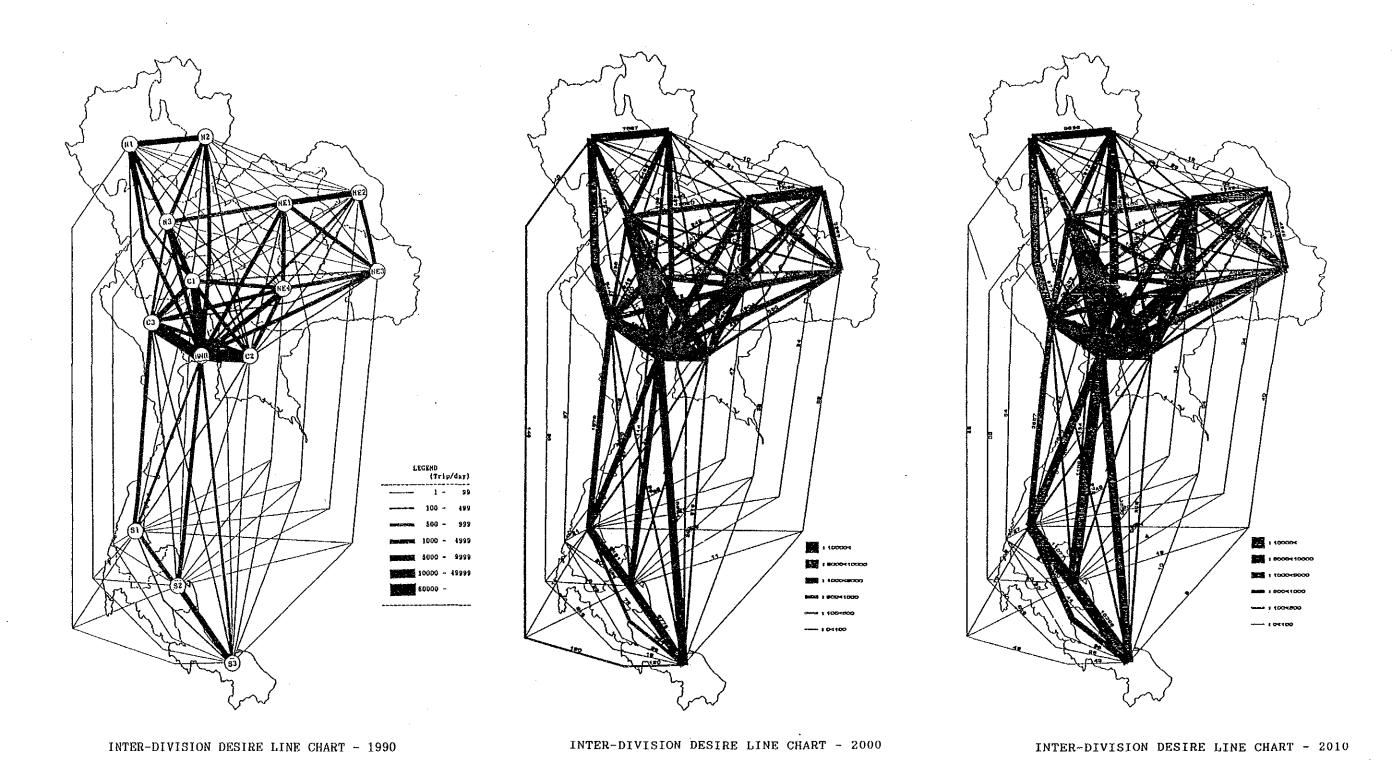
Note: The used code is the code of the Land Transport Department (LTD).

FUTURE O-D TABLE (2000)	VEHICLE TYPE : PC	FUTURE O-D TABLE (2000) VEHICLE TYPE : LT
N1 N2 N3 NE1	NE2 NE3 NE4 C1 C2 C3 BMR S1 S2 S3 TOTAL	N1 N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3 BMR S1 S2 S3 TOTAL
N1 1139 927 248 13 N2 949 1465 359 25 N3 248 349 3693 127 NE1 15 25 135 1673 NE2 2 1 7 1003 NE3 3 4 8 364 NE4 9 5 48 496 C1 93 39 1005 12 C2 63 61 134 52 C3 27 24 52 11 BMR 1008 498 1435 367 S1 2 0 0 0 S2 0 1 4 0 S3 3 2 0 0	15 1 4 5 40 54 20 529 0 1 2 3454 17 5 8 48 1040 134 55 1504 0 4 0 7215 3 965 373 546 15 50 12 426 3 0 0 4238 13 536 149 53 1 34 2 87 2 2 0 1879 4 146 809 208 7 39 4 299 0 0 0 1879 46 51 201 1536 108 158 33 1506 0 1 0 4152 2 1 6 117 4027 426 468 6379 5 0 0 12578 2 40 46 161 433 12580 546 18196 36 28	N1
TOTAL 3561 3401 7128 4146	• • • • • • • • • • • • • • • • • • • •	FUTURE 0-D TABLE (2000) VEHICLE TYPE: MT
FUTURE O-D TABLE (2000)	VEHICLE TYPE: LB	N1 N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3 BMR S1 S2 S3 TOTAL
N1 N2 N3 NE1		N1 633 263 89 5 1 0 9 20 18 4 160 0 0 0 1202
N2 155 201 10 1 N3 20 10 545 10 NEI 0 1 10 646 NE2 0 0 0 151 NE3 1 1 2 7 NE4 0 1 9 57 C1 1 5 135 1 C2 2 0 2 21 C3 21 0 0 0 BMR 0 30 43 14 S1 0 0 0 0 S2 3 0 0	1 0 1 1 5 0 0 38 0 0 2 414 0 0 0 2 10 142 3 0 48 0 0 0 790 6 164 8 64 1 25 0 17 0 0 0 936 1 200 70 9 1 9 0 0 0 0 0 0 440 7 69 218 75 0 12 0 16 0 4 0 405 17 8 65 386 7 50 0 149 0 0 0 732 1 1 0 7 330 106 100 2103 0 0 0 2789 11 9 10 49 107 5015 7 3758 8 3 0 8991 10 0 0 0 1 107 7 1896 6059 15 0 3 8109 14 0 14 156 2612 4310 7486 15332 155 31 56 30239 15 0 0 4 0 0 3 0 3 15 145 104 125 15 412 0 0 4 0 0 3 0 3 0 34 134 457 243 878 0 0 0 0 0 0 0 0 2 2 60 16 233 941 1254	N2 268 823 171 3 0 2 9 23 22 7 67 0 0 0 1395 N3 88 162 1494 132 1 4 53 486 50 21 346 3 0 0 2840 NEI 5 3 140 1755 490 324 527 48 44 8 134 0 0 3 3481 NE2 1 0 1 502 410 217 30 10 31 0 23 1 0 0 1226 NE3 0 2 4 322 209 535 262 11 22 4 164 0 0 0 1535 NE4 8 9 51 492 30 256 1075 185 178 9 784 0 0 0 0 3077 C1 22 19 455 42 9 9 176 1692 417 323 3159 2 4 0 6329 C2 16 18 44 42 25 20 175 424 4480 247 5743 17 21 16 11288 C3 3 9 22 6 0 3 9 323 233 2098 9241 132 21 18 12118 BMR 138 53 309 114 19 143 754 3179 5628 9484 47000 130 62 65 67078 S1 0 0 3 0 1 0 0 3 20 134 148 311 297 37 954 S2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 11895 TOTAL 1182 1361 2783 3418 1195 1513 3079 6410 11189 12385 67129 947 1725 1856 116172
FUTURE O-D TABLE (2000)	VEHICLE TYPE : HB	FUTURE O-D TABLE (2000) VEHICLE TYPE : HT
N1 N2 N3 NE1	CI NEZ NE3 NE4 C1 C2 C3 BMR S1 S2 S3 TOTAL	ni nz na nei nez nea ne4 ci cz ca bmr si sz sa total
N3 47 130 1137 115 NE1 16 6 121 1201 NE2 0 0 0 0 477 NE3 1 0 0 120 NE4 8 3 82 326 C1 9 4 348 16 C2 4 0 3 1 C3 3 1 2 0 BMR 524 400 1100 824 S1 0 0 0 0 S2 0 0 0 0	6 0 0 3 4 0 1 377 0 0 0 840 5 0 0 77 357 4 2 1058 0 0 0 2927 11 455 113 337 17 0 0 821 0 0 0 3087 7 363 93 3 0 0 0 343 0 0 0 1279 10 106 250 133 1 5 0 506 3 0 0 1125 16 3 131 545 98 145 0 1255 0 0 3 2599 6 0 1 98 978 150 185 2276 0 0 0 4065 1 0 5 143 146 1144 33 4529 0 0 0 6	N1
FUTURE O-D TABLE (2000)	VERICLE TYPE : PP	FUTURE O-D TABLE (2000) VEHICLE TYPE : TOTAL
N1 N2 N3 NE1	1 NE2 NE3 NE4 C1 C2 C3 BMR S1 S2 S3 TOTAL	NI N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3 BNR S1 S2 S3 TOTAL
N1 2861 2068 492 0 N2 2067 2666 825 0 N3 471 806 6720 128 NE1 0 0 118 594 NE2 0 1 2 318 NE3 1 1 10 61 NE4 9 11 225 133 C1 92 145 2088 99 C2 43 69 104 80 C3 35 41 189 20 BMR 436 443 1329 491 S1 4 1 4 2 S2 1 3 2 4 S3 2 6 0	8 2 11 236 2143 116 195 1479 4 2 6 12319 4 318 61 135 98 83 21 499 2 2 0 1931 8 317 91 19 6 22 5 176 4 0 0 961 1 89 345 120 34 64 11 264 1 2 1 1004 3 19 117 1385 957 525 165 1868 15 2 8 5439 9 6 35 978 8612 941 1282 2994 3 1 0 17276 0 21 61 518 900 19261 259 15722 10 3 8 37059 0 5 11 165 1239 261 7739 11757 307 30 12 21811 1 172 264 1870 2864 160	N1 9174 4127 1071 66 8 11 39 545 186 113 2528 6 7 21 17902 N2 4124 6209 1778 62 5 14 45 333 237 94 2027 1 8 12 14949 N3 1036 1738 16655 1258 24 46 583 5542 461 426 5781 10 10 15 33585 NEI 65 60 1318 13157 5316 2188 4535 339 433 118 2666 12 5 3 30215 NE2 7 5 28 5421 3815 1706 259 65 200 47 1039 10 2 0 12604 NE3 11 14 48 2186 1691 5298 1918 192 314 58 2253 10 6 1 14000 NE4 37 44 578 4328 249 1873 8095 2129 1760 639 7591 19 4 19 27365 C1 530 316 5383 321 62 189 2114 19788 4298 5170 27443 26 48 12 65700 C2 169 217 424 407 188 303 1707 4264 61296 2145 84409 156 113 146 155944 C3 114 97 415 109 46 56 634 5139 2106 33285 75544 1120 146 112 118923 BMR 2419 1890 5491 2543 1004 2193 7605 28468 87202 78952 402744 1993 1216 1556 625276 S1 6 1 10 12 11 10 20 26 164 1098 2115 3152 3835 565 11025 S2 5 8 10 7 2 6 4 53 121 168 1368 3944 9941 5218 20855 S3 22 13 15 3 0 1 19 12 158 121 1701 587 5173 18359 26184 TOTAL 17719 14739 33224 29880 12421 13894 27577 66895 158936 122434 619209 11046 20514 26039 1174527

Appendix 6.31 DIVISIONAL OD TABLES - 2010

£I;	TURE O-D	TABLE	(2010)		VEH1CI	E TYPE	: 90	,																							
							•			0	DUD	. 61	0.0	6.3	ምስጥ L1	Fl	JTURE O-D					LE TYPE									
	81	N2	N3	NE1	NE2	NE3	NE4	Cl	C2	C3	BMR	` S1	S2	83	TOTAL		N1	N2	N3	NE1	NE2	NE3	NE4	C1	C2	C3	BNR	Sl	S2	S3	TOTAL
N1 N2	1251 1093	1068 1729	312 494	15 28	2 1	-4 5	10 5	115 45	88 77	34 22	1841 959	0	1	2	4745 4461	N1 N2	3469 504	552 810	165 173	27	3	6 8	4 15	31 37	13 20	9	142 218	0	0	0	4443 1819
N3 NE1	315 19	468 31	4442 163	148 1928	5 1196	9 424	58 646	1249 19	205 80	67 14	2994 896	0 4	0.4	0	9964 5420	N3 NE1	139 36	160 29	2547 909	754 7681	12 2934	23 1365	128 2523	839 44	32 75	58 16	699 213	3	2 0	0	5394 15828
NE2 NE3	2 4	2 4	8 10	1277 403	680 171	179 939	71 246	1 9	56 60	2 4	201 583	. 3	0	0	2184 2433	NE2 NE3	6	3	14 29	3038 1366	2270 1052	1088 3568	110 1104	5 4	11 26	0 10	50 319	0	0	0	6599 7493
NE4 C1	10 115	5 42	57 1182	597 14	64 1	237 6	1781 143	133 4938	225 630		2495 11196	6	.0	0	5644 18837	NE4 C1	2 21	15 31	142 770	2296 28	95 4	1054 2	2044 340	423 2881	339 1043	48 691	584 4418	0	1 2 2		7045 10231 25176
C2 C3	88 34	92 29	204 63	87 11	63 2	72 4	235 39	642 565	17309 861	874 7302	28388 22532	53 139	46 35	51 14	48204 31630	C2 C3 BMR	.8 8 74	13 3 140	25 47 491	50 10 123	5 0 27	15	275 39	1024 668 4233	9582 159 14201	157 8361 14340	14247	209 179	23 98	12	23794 136266
BMR S1	1865 3	898 0	2887	706 4	141	505 0	2580 0	12530 3	32987 48	25379 3 142	882	754 735	2013 908	487 192 2499	110100 2919	S1 S2	0 2	0	1 2	3	5	186 0 0	415 2 1	0 2	11 3	226 36	248 167	626 913	844 3141	197 1888	2163 6155
S2 S3	0 6	1	5	0	0	0	0	0	42	.35	2190 739	226	10857 2518 16385	6208	16640 9768 573249	S3 TOTAL	3 4278	0 1765	0 5315	0 15117	0 6413	0 7323	0 7000	0 10191	3 25518	17 23973	109	208 2153	1885 6000	5294	7519 259925
TOTAL.	4805 TURE O-D	4372 TABLE	9827	5218	2330 VEHICI	2384 LE TYPE		20249 R	52716	34498	402204	2930	10363	3400	313243		TURE O-D					LE TYPE									
FU	токе о-Б N1	N2	N3	NE1	NE2	NE3	NE4	C1	C2	C3	BMR	S1	52	\$3	TOTAL		N1	N2	N3	NE1	NE2	NE3	NE4	C1	C2	C3	BMR	Sl	S2	s 3	TOTAL
N1	1400	222	28	0	0	1	1	2	6	24	0	0	6	0	1690	N1	753	304	127	6	1	0.	11	24	20	. 5 7	295	0	0	0	1546 1777
N2 N3	184 27	245 12	11 699	1 12	. 0	2 2	1 12	6 164	0 3	0 0	83 113	0 0	0 0	3 0	536 1044	N2 N3	323 120	1024 200	228 1897	3 162	0	2	11 64	28 600	25 55	23	126 687	4	0	0	3817 4505
NE1 NE2	0 0	1 0	16 0	849 202	198 264	12 94	88 11	1 1	32 11	0 0	41 0	0	0	0	1238 583	NE1 NE2	6 1 0	3 0 2	189 1 5	2174 657 396	626 573 261	405 278	703 38	63 15 14	49 39 27	0 9	273 48 324	2	0	0	1652 .2024
NE3 NE4	1 0	1 1	2 11	11 73	88 9	283 77	94 459	0 8	16 58	0	37 298	0	0	0	537 994	NE3 NE4 C1	11 26	12 22	62 537	620 48	37 9	661 314 10	330 1349 210	226 2095	206 487	10 381	1262 5658	0	0 5	0	4109 9490
C1 C2	1 3	6 0	154 2	1 23	1 11	0 11	8 60	386 130	128 5610	130	3270 6690	9 18	4	0	4085 12561 11985	C2 C3	17 3	19 11	47 25	45 6	26 0	21 3	206 10	502 384	5173 263	274	9092 13187	21 156	23 24		15487 16613
C3 BMR	25 0	0 53	96 96	29	0 0 0	0 28	304 0	146 4411 0	8161 9	2389 12609 18	9394 40214 278	315 124	60 150	132 17	66412 596	BMR S1	232	89	568 5	190	32 2	248	1157	5746 4	9002 24		108299 298	247 414	532 417		40239 1375
\$1 \$2 \$3	4	0	0	. 0	0	0 4 0	0	0	4	0	76 152	179 19	640 344	362 1380	1269 1899	S2 S3	0	0	0	0 5	0	0	0	8	28 24	33 23	-579 166	450 60	3304 847	849 1841	5251 2966
TOTAL	1645	543	1019	1201	571	514	1039	5255	14046	15180		664	1208	1898	105429	TOTAL	1492	1686	3691	4312	1568	1946	4089	9709	15422	17227 1	140294	1356	5152	2907 2	10851
Fl	TURE O-D					LE TYPE			20	22	DMD		c o	e î	TOTAL	FU	TURE O-D					LE TYPE							20	6.3	TOTAL
	N1	N2	N3	NE1	VEHIC NE2	LE TYPE NE3	NE4	Ç1	C2 5	C3	BNR 795	S1 0	S2 0	s3 0	TOTAL		N1	N2	N3	NE1	NE2	LE TYPE NE3	: H	C1	C2	C3	BMR	S1	S2	S3	TOTAL
N1 N2	N1 449 158	N2 159 222	N3 54 152	15 6	NE2 0 0	NE3 1 0	NE4 10 3	C1 11 5	C2 5 0 6	C3 4 1 2	795 595	s1 0 0	_		TOTAL 1503 1142 3996	N1 N2	N1 239 144	N2 139 190	N3 55 162	3 4	NE2 0 0		NE4 1 2	C1 340 86	42 75	20 25	445 605	S1 0 0	S2 0 5	15 7	1299 1305
N1 N2 N3 NE1	N1 449 158 53 17	N2 159	N3 54	15 6 125 1333	NE2 0 0 0 529	NE3 1 0 0 133	NE4 10 3 91 393	C1 11	C2 5 0 6 2	C3 4 1 2 0	795	S1 0 0 0 0	_	0	1503 1142	N1 N2 N3 NE1	N1 239 144 55 3	N2 139	N3 55	3 4 125 1370	NE2 0 0 8 762	NE3 0 0 1 258	NE4 1 2 52 1165	C1 340 86 827 153	42 75 147 197	20 25 132 86	445 605 1695 1269	S1 0 0 2 6	0	15	1299 1305 4426 5404
N1 N2 N3 NE1 NE2 NE3	N1 449 158 53 17 0	N2 159 222 153 6 0	N3 54 152 1270 133	15 6 125 1333 572 143	NE2 0 0	NE3 1 0 0	NE4 10 3 91	C1 11 5 404 20	C2 5 0 6 2 0 6	C3 4 1 2 0 0 0	795 595 1892 1475	S1 0 0 0 0 0 0 0 3	_	0	1503 1142 3996 4041	N1 N2 N3 NE1 NE2 NE3	N1 239 144 55	N2 139 190	55 162 1208 128 8	3 4 125 1370 760 255	NE2 0 0 8 762 349 292	NE3 0 0 1 258 294 370	NE4 1 2 52 1165 70 308	C1 340 86 827 153 51 150	42 75 147 197 110 173	20 25 132 86 55 41	445 605 1695 1269 740 1477	S1 0 0 2 6 0 7	0	15 7 10	1299 1305 4426
N1 N2 N3 NE1 NE2 NE3 NE4	N1 449 158 53 17	N2 159 222 153 6 0	N3 54 152 1270 133 0 0 96 393	15 6 125 1333 572	NE2 0 0 0 529 421 126	NE3 1 0 0 133 106 282	NE4 10 3 91 393 3 154	C1 11 5 404 20 0	5 0 6 2 0 6	4 1 2 0 0	795 595 1892 1475 631 845	S1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	_	0	1503 1142 3996 4041 1733 1561	N1 N2 N3 NE1 NE2 NE3 NE4 C1	N1 239 144 55 3 0 0 1	N2 139 190 162 4 0 0 2 81	55 162 1208 128 8 1 52 823	3 4 125 1370 760 255 1165 148	NE2 0 0 8 762 349 292 69 49	NE3 0 0 1 258 294 370 307 147	NE4 1 2 52 1165 70 308 1739 520	C1 340 86 827 153 51 150 471 2139	42 75 147 197 110 173 491 1577	20 25 132 86 55 41 488 3001	445 605 1695 1269 740 1477 2903 15096	S1 0 0 2 6 0 7 2 20 95	0	15 7 10 0 0 0 9	1299 1305 4426 5404 2437 3074
N1 N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3	N1 449 158 53 17 0 1 10 11 5	N2 159 222 153 6 0 0 3 5 0	N3 54 152 1270 133 0 0 96 393 12 2	15 6 125 1333 572 143 375 18 2	NE2 0 0 0 529 421 126 3 0 0	NE3 1 0 0 133 106 282 148 1 6 0	NE4 10 3 91 393 3 154 593 116 170 0	C1 11 5 404 20 0 1 116 1183	5 0 6 2 0 6 171 181	4 1 2 0 0 0 0 0 221	795 595 1892 1475 631 845 2008 3979	0 0 0 0 0 0 3 0	_	0	1503 1142 3996 4041 1733 1561 3527 6108	N1 N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3	N1 239 144 55 3 0 1 334 36 20	N2 139 190 162 4 0 2 81 66 25	55 162 1208 128 8 11 52 823 129	3 4 125 1370 760 255 1165 148 183 83	NE2 0 0 8 762 349 292 69 49 102 55	NE3 0 0 1 258 294 370 307 147 173 40	NE4 1 2 52 1165 70 308 1739 520 480 487	C1 340 86 827 153 51 150 471 2139 1598 3050	42 75 147 197 110 173 491 1577 12233 1070	20 25 132 86 55 41 488 3001 1097 8291	445 605 1695 1269 740 1477 2903 15096 42597 25385	0 0 2 6 0 7 2 20 95 260	0 5 2 3 0 0 0 56	15 7 10 0 0 0 9 15 109 59	1299 1305 4426 5404 2437 3074 7699 24006
N1 N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3 BMR S1	N1 449 158 53 17 0 1	N2 159 222 153 6 0 0 3 5	N3 54 152 1270 133 0 96 393 12	15 6 125 1333 572 143 375	NE2 0 0 0 529 421 126 3 0	NE3 1 0 0 133 106 282 148 1 6	NE4 10 3 91 393 3 154 593 116	C1 11 5 404 20 0 1 116 1183 177 222	5 0 6 2 0 6 171 181 1427 47	4 1 2 0 0 0 0 0 221 47 1898	795 595 1892 1475 631 845 2008 3979 6606 7799	0 0 0 0 0 0 3 0 0 0 0 187 577 347 299	0 0 0 0 0 0 0 5 568 288 909	0 0 0 0 0 0 4 0 0 3 325 54	1503 1142 3996 4041 1733 1561 3527 6108 8452 10168 131533 1444 2178	N1 N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3 BMR S1	N1 239 144 55 3 0 1 1 334 36	N2 139 190 162 4 0 0 2 81 66	55 162 1208 128 8 1 52 823 129	3 4 125 1370 760 255 1165 148 183	NE2 0 0 8 762 349 292 69 49 102	NE3 0 0 1 258 294 370 307 147 173	NE4 1 2 52 1165 70 308 1739 520 480 487	C1 340 86 827 153 51 150 471 2139 1598 3050 15298 20	42 75 147 197 110 173 491 1577 12233 1070 41790 103	20 25 132 86 55 41 488 3001 1097	445 605 1695 1269 740 1477 2903 15903 42597 25385 141849 1227	0 0 2 6 0 7 2 20 95	0 5 2 3 0 0 0 56 66 47	15 7 10 0 0 0 9 15 109 59 1682 2	1299 1305 4426 5404 2437 3074 7699 24006 58964 39005
N1 N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3 BMR	N1 449 158 53 17 0 1 10 11 5 4 888	N2 159 222 153 6 0 0 3 5 0 1	N3 54 152 1270 133 0 96 393 12 2	15 6 125 1333 572 143 375 18 2	NE2 0 0 0 529 421 126 3 0 0	NE3 1 0 0 133 106 282 148 1 6 0 930 3	NE4 10 3 91 393 3 154 593 116 170 0 2233	C1 11 5 404 20 0 1 116 1183 177 222 4548	5 0 6 2 0 6 171 181 1427 47 7747 0 0	4 1 2 0 0 0 0 0 221 47 1898 9087 187	795 595 1892 1475 631 845 2008 3979 6606 7799 99758 565 591 361	0 0 0 0 0 3 0 0 0 0 187 577 347	0 0 0 0 0 0 0 0 5 568 288	0 0 0 0 0 0 0 4 0 0 3 325 54 374	1503 1142 3996 4041 1733 1561 3527 6108 452 10168 131533 1444	N1 N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3 BMR	N1 239 144 555 3 0 0 1 334 36 20 446	N2 139 190 162 4 0 0 2 81 66 25 605	N3 55 162 1208 128 8 1 52 823 129 133 1687	3 4 125 1370 760 255 1165 148 183 83	NE2 0 0 8 762 349 292 69 102 55 721 0	NE3 0 0 1 258 294 370 307 147 173 40	NE4 1 2 52 1165 70 308 1739 520 480 487 2877 2 0 9	C1 340 86 827 153 51 150 471 2139 1598 3050 15298 20 58 15	42 75 147 197 110 173 491 1577 12233 1070 41790 103 73 119	20 25 132 86 55 41 488 3001 1097 8291 25522 1	445 605 1695 1269 740 1477 2903 15096 42597 25385 141849 1227 2221 1695	0 0 2 6 0 7 2 20 95 260 1221 418	0 5 2 3 0 0 0 56 66 67 2189 674 7924 1204	15 7 10 0 0 0 9 15 109 59 1682 2 136 1211	1299 1305 4426 5404 2437 3074 7699 24006 58964 39005 38586 2856
N1 N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3 BMR S1 S2 S3 TOTAL	N1 449 158 53 17 0 1 10 11 5 4 888 0 0	N2 159 222 153 6 0 0 1 660 0 0 1209	N3 54 152 1270 133 0 0 96 393 12 2 2050 0 0 1162	15 6 125 1333 572 143 375 18 2 0 0 0 0	NE2 0 0 0 529 421 126 3 0 0 653 0 0 1732	NE3 1 0 0 133 106 282 148 1 6 0 930 3 0 0 0	NE4 10 3 91 393 3 154 593 116 170 0 2233 0 0 2 3768	C1 11 5 404 20 0 116 1183 177 222 4548 0 0 0 6687	5 0 6 2 0 6 171 181 1427 47 7747 0 0	4 1 2 0 0 0 0 0 221 47 1898 9087 187 5 4	795 595 1892 1475 631 845 2008 3979 6606 7799 99758 565 591 361	0 0 0 0 0 0 3 0 0 0 0 187 577 347 299 57	0 0 0 0 0 0 0 0 0 5 568 288 909 378	0 0 0 0 0 0 0 4 0 0 3 325 54 374	1503 1142 3996 4041 1733 1561 3527 6108 8452 10168 131533 1444 2178 2222	N1 N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3 BMR S1 S2 S3 TOTAL	N1 239 144 55 3 0 1 334 36 20 446 0 15	N2 139 190 162 4 0 0 2 81 66 25 605 0 5 7 1286	N3 55 162 1208 128 8 1 52 823 129 133 1687 2 10 4400	3 4 125 1370 760 255 1165 148 183 83 1230 6 3	NE2 0 0 8 762 349 292 69 49 102 55 721 0 0 2407	NE3 0 0 1 258 294 370 307 147 173 40 1469 7 0 0	NE4 1 2 52 1165 70 308 1739 520 480 487 2877 2 0 9 7712	C1 340 86 827 153 51 150 471 2139 1598 3050 15298 20 58 15 24256	42 75 147 197 110 173 491 1577 12233 1070 41790 103 73 119	20 25 132 86 55 41 488 3001 1097 8291 25522 48 61	445 605 1695 1269 740 1477 2903 15096 42597 25385 141849 1227 2221 1695	0 0 2 6 0 7 2 20 95 260 1221 418 684 137	0 5 2 3 0 0 0 56 66 67 2189 674 7924 1204	15 7 10 0 0 0 9 15 109 59 1682 2 136 1211	1299 1305 4426 5404 2437 3074 7699 24006 58964 39005 38586 2856 12229 4942
N1 N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3 BMR S1 S2 S3 TOTAL	N1 449 158 53 17 0 1 10 11 5 4 888 0 0 1596	N2 159 222 153 6 0 0 1 660 0 1209	N3 54 152 1270 133 0 0 96 393 12 2 2050 0 0 1162	15 6 125 1333 572 143 375 18 2 0 0 0 0	NE2 0 0 0 529 421 126 3 0 0 653 0 0 1732	NE3 1 0 0 0 1333 106 282 148 1 6 0 930 3 0 0 1610	NE4 10 3 91 393 3 154 593 116 170 0 2233 0 0 2 3768	C1 11 5 404 20 0 116 1183 177 222 4548 0 0 0 6687	5 0 6 2 0 6 171 181 1427 47 7747 0 0	4 1 2 0 0 0 0 0 221 47 1898 9087 187 5 4	795 595 1892 1475 631 845 2008 3979 6606 7799 99758 565 591 361	0 0 0 0 0 0 3 0 0 0 0 187 577 347 299 57	0 0 0 0 0 0 0 0 0 5 568 288 909 378	0 0 0 0 0 0 0 4 0 0 3 325 54 374	1503 1142 3996 4041 1733 1561 3527 6108 8452 10168 131533 1444 2178 2222	N1 N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3 BMR S1 S2 S3 TOTAL	N1 239 144 555 3 0 0 1 334 36 20 446 0 15 1293	N2 139 190 162 4 0 0 2 81 66 25 605 0 5 7 1286	N3 55 162 1208 128 8 1 52 823 129 133 1687 2 10 4400	3 4 125 1370 760 255 1165 148 183 83 1230 6 3	NE2 0 0 8 762 349 292 69 49 102 55 721 0 0 2407	NE3 0 0 1 258 294 370 307 147 173 40 1469 7 0 3066	NE4 1 2 52 1165 70 308 1739 520 480 487 2877 2 0 9 7712	C1 340 86 827 153 51 150 471 2139 1598 3050 15298 20 58 15 24256	42 75 147 197 110 173 491 1577 12233 1070 41790 103 73 119	20 25 132 86 55 41 488 3001 1097 8291 25522 48 61	445 605 1695 1269 740 1477 2903 15096 42597 25385 141849 1227 2221 1695	0 0 2 6 0 7 2 20 95 260 1221 418 684 137	0 5 2 3 0 0 0 56 66 67 2189 674 7924 1204	15 7 10 0 0 0 9 15 109 59 1682 2 136 1211 1670 4923 4	1299 1305 4426 5404 2437 3074 7699 24006 58964 39005 38586 2856 12229 4942
N1 N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3 BMR S1 S2 S3 TOTAL	N1 449 158 53 17 0 10 11 5 4 888 0 0 1596 UTURE O-D N1 3368	N2 159 222 153 6 0 0 3 5 0 1 660 0 0 1209 TABLE N2	N3 54 152 1270 133 0 0 96 393 12 2 2050 0 01162 (2010) N3 - 618	15 6 125 1333 572 143 375 18 2 0 1509 0 0 0 4098	NE2 0 0 0 529 421 126 3 0 0 0 653 0 0 1732 VEHICL	NE3 1 0 0 1333 1066 2822 148 1 6 6 0 930 3 0 0 1610 LE TYPE NE3 2	NE4 10 3 91 393 3 154 593 116 170 0 2233 0 0 2 3768 : P	C1 11 5 404 20 0 116 1183 177 222 4548 0 0 6687	5 0 6 2 0 6 171 181 1427 47 7747 0 0 9592	4 1 2 0 0 0 0 0 221 47 1898 9087 187 5 4 11456	795 595 1892 1475 631 845 2008 3979 6606 7799 99758 565 591 361 127900	0 0 0 0 0 0 3 0 0 0 187 577 347 299 57	0 0 0 0 0 0 0 0 5 568 288 909 378 2148	0 0 0 0 0 0 4 0 0 3 325 54 374 1420 2180	1503 1142 3996 4041 1733 1561 3527 6108 8452 10168 131533 1444 2178 2222 179608	N1 N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3 BMR S1 S2 S3 TOTAL	N1 239 144 555 3 0 0 1 334 36 20 446 0 15 1293 TURE O-D N1	N2 139 190 162 4 0 0 2 81 66 25 605 7 1286 TABLE N2 4936	N3 55 162 1208 128 8 11 52 823 129 133 1687 2 10 4400 (2010) N3 1359	3 4 125 1370 760 255 1165 148 183 1230 6 3 0 5335	NE2 0 0 8 762 349 292 69 49 102 55 721 0 0 2407 VEHICI	NE3 0 0 1 258 294 370 307 147 173 40 1469 7 0 3066 E TYPE NE3	NE4 1 2 52 1165 70 308 1739 520 480 487 2877 2 0 9 7712 : TOTAI	C1 340 86 827 153 51 150 471 2139 1598 3050 15298 20 58 15 24256	42 75 147 197 110 173 491 1577 12233 1070 41790 103 73 119 58200	20 25 132 86 55 41 488 3001 1097 8291 25522 261 48 61 39128 2	445 605 1695 1269 740 1477 2903 15096 42597 25385 141849 1227 2221 1695 239204	0 0 2 6 0 7 2 20 95 260 1221 418 684 137 2852	0 5 2 3 0 0 0 56 66 47 2189 674 7924 1204 12170	15 7 10 0 0 0 9 15 109 59 1682 2 136 1211 1670 4923 4	1299 1305 4426 5404 2437 3074 7699 24006 58964 39005 38586 2856 12229 4942 06232
N1 N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3 BMR S1 S2 S3 TOTAL	N1 449 158 53 17 0 1 10 11 5 4 888 0 0 1596 DTURE O-D N1 3368 2494 572	N2 159 222 153 6 0 0 159 0 11 660 0 1209 0 TABLE N2 2492 3271 947	N3 54 152 1270 133 0 06 96 393 12 2 2050 0 0 1162 (2010) N3 - 618 992 8064	15 6 125 1333 572 143 375 18 2 0 1509 0 0 4098	NE2 0 0 0 529 421 126 3 0 0 653 0 1732 VEHICE NE2 0 2 3	NE3 1 0 0 0 1333 106 282 148 1 6 0 930 3 0 0 1610 LE TYPE NE3 2 2 12	NE4 10 3 91 393 3 154 593 116 170 0 2233 0 0 2 3768 : P NE4 12 14 288	C1 11 5 404 20 0 1 116 1183 177 222 4548 0 0 6687 P C1 123 202 2677	5 0 6 2 0 6 171 181 1427 47 7747 0 0 9592	4 1 2 0 0 0 0 221 47 1898 9087 187 5 4 11456	795 595 1892 1475 631 845 2008 3979 6606 7799 99758 565 591 127900 BMR 987 1005 2733	0 0 0 0 0 0 3 0 0 0 187 577 347 299 57	0 0 0 0 0 0 0 0 5 568 288 909 378 2148	0 0 0 0 0 0 4 0 0 3 325 54 374 1420 2180	1503 1142 3996 4041 1733 1561 3527 6108 8452 10168 131533 1444 2178 2222 179608 TOTAL 7706 8132 15836	N1 N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3 BMR S1 S2 S3 TOTAL FU	N1 239 144 555 3 0 0 1 334 36 20 446 0 15 1293 TURE O-D N1 10929 4900 1281	N2 139 190 162 4 0 0 2 81 66 625 605 7 1286 TABLE N2 4936 7491 2102	N3 55 162 1208 128 8 1 52 823 129 133 1687 2 2 10 4400 (2010) N3 1359 2212 20127	3 4 125 1370 760 255 1165 148 183 83 1230 6 3 0 5335	NE2 0 0 8 762 349 292 69 49 102 55 721 0 0 2407 VEHICI	NE3 0 0 1 258 294 370 307 147 173 40 1469 7 0 3066	NE4 1 2 52 1165 70 308 1739 520 480 487 2877 2 0 9 7712 : TOTAL	C1 340 86 827 153 51 150 471 2139 1598 3050 15298 20 58 15 24256	42 75 147 197 110 173 491 1577 12233 1070 41790 103 73 119 58200	20 25 132 86 55 41 488 3001 1097 8291 25522 48 61 39128 2	445 605 1695 1269 740 1477 2903 15096 42597 25385 141849 1227 2221 1695 239204	0 0 2 6 0 7 2 20 95 260 1221 418 684 137 2852	0 5 2 3 0 0 0 56 66 47 2189 674 7924 1204 12170	15 7 10 0 0 0 9 15 109 59 1682 2 136 1211 1670 4923 4	1299 1305 4426 5404 2437 3074 7699 24006 58964 39005 38586 2856 12229 4942 06232
N1 N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3 BMR S1 S2 S3 TOTAL FU	N1 449 158 53 17 0 1 10 11 5 4 888 0 0 1596 PTURE O-D N1 3368 2494	N2 159 222 153 6 0 0 3 5 0 1 660 0 1209 TABLE N2 2492 3271	N3 54 152 1270 133 0 96 393 12 2 2050 0 4162 (2010) N3 • 618 992 8064 137 2	15 6 125 1333 572 143 375 18 2 0 1509 0 0 4098 NE1 0 0 155 645 373	NE2 0 0 0 529 421 126 3 0 0 653 0 0 1732 VEHICE NE2 0 2 3 370 398	NE3 1 0 0 1333 1066 2822 1488 1 6 6 0 930 0 1610 LE TYPE NE3 2 2 2 112	NE4 10 3 91 393 3 154 593 116 170 0 2233 0 0 2 3768 : P NE4 12 14 288 160 19	C1 11 5 404 20 0 1 116 1183 177 222 4548 0 0 6687 P C1 123 202 2677 124 8	5 0 6 2 0 6 171 181 1427 7747 0 0 9592	4 1 2 0 0 0 0 221 1898 9087 187 5 4 11456	795 595 1892 1475 631 845 2008 3979 6606 7799 99758 565 591 361 127900 BMR 987 1005 2733 857 327	0 0 0 0 0 0 0 187 577 347 299 57 1470	0 0 0 0 0 0 0 0 5 568 288 909 378 2148	0 0 0 0 0 0 4 0 0 3 325 54 374 1420 2180	1503 1142 3996 4041 1733 1561 3527 6108 8452 10168 131533 1444 2178 2222 179608 TOTAL 7706 8132 15836 2486 1277	N1 N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3 BMR S1 S2 S3 TOTAL	N1 239 144 555 3 0 0 1 334 36 20 446 0 15 1293 TURE O-D N1 10929 4900	N2 139 190 162 4 0 0 2 81 66 25 605 7 1286 TABLE N2 4936 7491	N3 55 162 1208 128 8 1 52 823 129 133 1687 2 10 4400 (2010) N3 1359 2212	3 4 4 125 1370 760 255 1165 148 183 1230 6 3 0 5335	NE2 0 0 8 762 349 292 69 102 55 721 0 0 2107 VEHICI NE2 9 6 29	NE3 0 0 1 258 294 370 307 147 173 40 1469 7 0 3066 E TYPE NE3 14 19 51	NE4 1 2 52 1165 70 308 1739 520 480 487 2877 2 0 9 7712 : TOTAL NE4 49 51 693	C1 340 86 827 153 51 150 471 2139 1598 20 58 20 58 15 24256 C1 646 409 6760	42 75 147 197 110 173 491 1577 12233 1070 41790 103 73 119 58200	20 25 132 86 55 41 488 3001 1097 8291 25522 261 48 61 39128 2 39128 2	445 605 1695 1269 740 1477 2903 15096 42597 25385 141849 1227 2221 1695 239204 BMR 4505 3591 10813	0 0 2 6 0 7 2 20 95 260 1221 418 684 137 2852	0 5 2 3 0 0 0 5 6 66 47 2189 674 7924 1204 12170	15 7 10 0 0 0 0 9 15 109 59 1682 2 136 1211 1670 4923 4	1299 1305 4426 5404 2437 3074 7699 24006 58964 39005 38586 2856 12229 4942 06232 TOTAL 22932 19172 44477 38922 16765 18475
N1 N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3 BMR S1 S2 S3 TOTAL FU N1 N2 N3 NE1 N2 N3 NE2 N3 NE2	N1 449 158 53 17 0 1 10 11 5 4 888 0 0 1596 DTURE O-D N1 3368 2494 572 0 0 1 11	N2 159 222 153 6 0 0 3 5 0 1 660 0 1209 TABLE N2 2492 3271 947 0 1 1 14	N3 54 152 1270 133 0 0 96 393 12 2 2050 0 0 4162 (2010) N3 • 618 992 8064 137	15 6 125 1333 572 143 375 18 2 0 1509 0 0 4098	NE2 0 0 0 529 421 126 3 0 0 653 0 1732 VEHICE NE2 0 2 3 370	NE3 1 0 0 0 1333 106 282 148 1 6 0 930 3 0 0 1610 UE TYPE NE3 2 2 12 72	NE4 10 3 91 393 3 154 593 116 170 0 2233 0 0 2 3768 : P NE4 12 14 288 160	C1 11 5 404 20 0 1 116 1183 177 222 4548 0 0 6687 P C1 123 202 2677 124	5 0 6 2 0 6 171 181 1427 47 7747 0 0 9592	4 1 2 0 0 0 0 221 1898 9087 187 5 4 11456	795 595 1892 1475 631 845 2008 3979 6606 7799 99758 565 591 361 127900 BMR 987 1005 2733 857	0 0 0 0 0 0 3 0 0 0 187 577 347 299 57	0 0 0 0 0 0 0 0 5 568 288 909 378 2148	0 0 0 0 0 0 0 3 325 54 374 1420 2180	1503 1142 3996 4041 1733 1561 3527 6108 8452 10168 131533 1444 2178 2222 179608 TOTAL 7706 8132 15836 2486	N1 N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3 BMR S1 S2 S3 TOTAL FU'	N1 239 144 55 3 0 0 1 334 36 20 446 0 15 1293 TURE O-D N1 10929 4900 1281 81 9	N2 139 190 162 4 0 0 2 81 66 25 605 0 5 7 1286 TABLE N2 4936 7491 2102 74 6	N3 55 162 1208 128 8 11 52 823 129 133 1687 2 2 10 4400 (2010) N3 1359 2212 20127 1675 33	3 4 125 1370 760 255 1165 148 183 1230 6 3 0 5335 NE1 80 69 1481 15980 6879	NE2 0 0 8 762 349 292 69 49 102 55 721 0 0 2407 VEHICI NE2 9 6615 4955	NE3 0 0 1 258 294 370 307 147 173 40 1469 7 0 3066 E TYPE NE3 14 19 51 2669 2151	NE4 1 2 52 1165 70 308 1739 520 480 487 2877 2 0 9 7712 : TOTAL NE4 49 51 693 5678 322 2376 9506	C1 340 86 827 153 51 150 471 2139 3050 15298 20 58 15 24256 C1 646 409 6760 424 81 224 2478 25078	42 75 147 197 110 173 491 1577 12233 1070 41790 103 73 119 58200 C2 229 291 584 527 252 381 2113 5227	20 25 132 86 55 41 488 3001 1097 8291 25522 261 48 61 39128 2 39128 2 39128 2 70 783 6597	445 605 1695 1269 740 1477 2903 15096 42597 25385 141849 1227 2221 1695 239204 BMR 4505 3591 10813 5024 1997 4060 12477 49608	0 0 2 6 0 7 2 20 95 260 1221 418 684 137 2852	0 5 2 3 0 0 0 5 6 6 6 47 2 189 674 7924 1204 12170 5 2 6 4 10 10 5 5 6 6 4 7 7 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	15 7 10 0 0 0 9 15 109 59 1682 2 136 1211 1670 4923 4	1299 1305 4426 5404 2437 3074 7699 24006 38586 2856 12229 4942 06232 TOTAL 22932 19172 44477 38922 19172 44477 38925 18475 36647 97169
N1 N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3 BMR S1 S2 S3 TOTAL FC N1 N2 N3 NE1 N2 N3 NE1 NE2 NE3	N1 449 158 53 17 0 1 10 11 5 4 888 0 0 1596 UTURE O-D N1 3368 2494 572 0 0 1	N2 159 222 153 6 0 0 155 0 1 660 0 1209 0 TABLE N2 2492 3271 947 0 1	N3 54 152 1270 133 0 06 96 393 12 2 2050 0 01162 (2010) N3 618 992 8064 137 2 10 269	15 6 125 1333 572 143 375 18 2 0 1509 0 0 4098 NE1 0 0 155 645 373 70 158	NE2 0 0 0 529 421 126 3 0 0 653 0 0 1732 VEHICE NE2 0 2 3 370 398 108 19	NE3 1 0 0 0 1333 106 2822 148 1 6 0 930 3 0 0 1610 LE TYPE NE3 2 2 12 72 112 413 139	NE4 10 3 91 393 3 154 593 116 170 0 2233 0 0 2 3768 P NE4 12 14 288 160 19 140 1541	C1 11 5 404 20 0 116 1183 177 222 4548 0 0 6687 P C1 123 202 2677 124 8 46 1101	5 0 6 2 0 6 171 1827 47 7747 0 0 9592 C2 55 94 136 92 25 73 623	4 1 2 0 0 0 0 221 17 1898 9087 187 5 4 11456	795 595 1892 1475 631 845 2008 3979 6606 7799 99758 565 591 361 127900 BMR 987 1005 2733 857 327 475 2927	0 0 0 0 0 0 3 0 0 0 187 577 347 299 57 1470	0 0 0 0 0 0 0 0 5 568 288 909 378 2148	0 0 0 0 0 0 0 3 325 54 374 1420 2180 53 2 2 8 0 0 1 9	1503 1142 3996 4041 1733 1561 3527 6108 8452 10168 131533 1444 2178 2222 179608 TOTAL 7706 8132 15836 2486 1277 1353 7029	N1 N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3 BMR S1 S2 S3 TOTAL FU' N1 N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3	N1 239 144 55 3 0 0 1 334 36 20 446 0 15 1293 TURE O-D N1 10929 4900 1281 81 9 13 45 615 207 135	N2 139 190 162 4 0 0 2 81 66 25 605 7 1286 TABLE N2 4936 7491 2102 74 6 17 52 369 265 115	N3 55 162 1208 128 8 129 133 1687 2 10 4400 (2010) N3 1359 2212 20127 1675 33 57 689 6122 542 489	3 4 125 1370 760 255 1165 148 183 1230 6 3 0 5335 NE1 80 69 1481 15980 6879 2614 5284 384 484 133	NE2 0 0 8 762 349 292 69 49 102 55 721 0 0 0 2407 VEHICI NE2 9 6 629 6615 4955 2098 296 74 231 63	NE3 0 0 1 258 294 370 307 147 173 40 1469 7 0 0 3066 E TYPE NE3 14 19 51 2669 2151 6516 2276 213 368 66	NE4 1 2 52 1165 70 308 1739 520 480 487 2877 2 0 9 7712 : TOTAL NE4 49 51 693 5678 322 2376 9506 2471 2044 773	C1 340 86 827 153 51 150 471 2139 1598 3050 15298 15 24256 C1 646 409 6760 424 81 224 2478 25078 5195 6570	42 75 147 197 110 173 491 15233 1070 41790 103 73 119 58200 C2 229 291 584 527 252 381 2113 5227 73726 2708	20 25 132 86 55 41 488 3001 1097 8291 25522 1261 48 61 39128 2 3 2 3 2 3 2 3 3 3 3 2 3 3 2 3 3 3 3	445 605 1695 1269 740 1477 2903 15096 42597 25385 141849 1227 2221 1695 239204 BMR 4505 3591 10813 5024 1997 4060 12477 49608 132904	0 0 0 2 6 0 7 2 20 95 95 96 1221 418 684 137 2852 81 7 1 1 3 16 15 12 2 2 2 0 0 12 12 13 14 15 16 16 16 16 16 16 16 16 16 16 16 16 16	0 5 2 3 0 0 0 5 6 6 47 2189 674 7924 1204 12170 5 2 6 6 4 10 10 10 5 6 4 17	15 7 10 0 0 0 9 15 109 59 1682 2 136 1211 1670 4923 4 83 23 14 18 5 0 1 2 15 10 10 10 10 10 10 10 10 10 10	1299 1305 4426 5404 7699 24006 58964 39005 38586 2856 12229 4942 06232 TOTAL 22932 19172 44477 38922 16765 18475 36047 97169 19263 63028
N1 N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3 BMR S1 S2 S3 TOTAL FI N1 N2 N3 NE1 NE2 NE3 NE1 NE2 NE3 NE4 C1 C2	N1 449 158 53 17 0 1 10 11 5 4 888 0 0 0 1596 TURE O-D N1 3368 2494 572 0 0 1 11 107 50	N2 159 222 153 6 0 0 159 1 660 0 1209 1209 140 11 141 182 75	N3 54 152 1270 133 0 0 96 393 12 2 2050 0 0 4162 (2010) N3 • 618 992 8064 137 2 10 269 2563 123	15 6 125 1333 572 143 375 18 2 0 1509 0 0 4098 NE1 0 0 155 645 373 70 158 127 94	NE2 0 0 0 0 529 421 126 3 0 0 0 653 0 0 0 1732 VEHICE NE2 0 2 2 3 370 398 108 19 10 24	NE3 1 0 0 0 1333 1066 2822 1488 1 1 66 0 930 3 0 0 1610 LE TYPE NE3 2 2 12 72 112 413 139 47 70	NE4 10 3 91 393 3 154 593 116 170 0 2233 0 0 2 3768 : P NE4 12 14 288 160 19 140 1541 1134 618	C1 11 5 404 20 0 116 1183 177 222 4548 0 0 6687 P C1 123 202 2677 124 8 46 1101 11456 1122 1535 5661 5	5 0 6 2 0 6 171 181 1427 7747 0 0 0 9592 C2 55 94 136 92 25 73 623 1181 22392 300 26228 16	4 1 2 0 0 0 0 221 47 1898 9087 187 5 4 11456 11456 11 198 1609 302 9060 18160 1368	795 595 1892 1475 631 845 2008 3979 6606 7799 99758 565 591 361 127900 BMR 987 1005 2733 857 327 475 2927 5991 25521 18013 124656 553	0 0 0 0 0 0 0 187 577 347 299 57 1470 S1 5 1 6 3 6 2 18 4 147 4 147 147	0 0 0 0 0 0 0 0 0 5 568 288 909 378 2148 2 2 2 2 2 2 1 4 40 263 2104	0 0 0 0 0 0 0 3 325 54 374 1420 2180 53 2 2 8 0 0 1 9 0 1 1 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1	1503 1142 3996 4041 1733 1561 3527 6108 8452 10168 131533 1444 2178 2222 179608 TOTAL 7706 8132 15836 2486 1277 1353 7029 24412 50419 29833 184059 4697	N1 N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3 BMR S1 S2 S3 TOTAL FU' N1 N2 N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3 BMR S1	N1 239 144 555 3 0 0 1 334 36 20 446 0 15 1293 TURE O-D N1 10929 4900 1281 81 9 13 45 615 207 135 4266 8	N2 139 190 162 4 0 0 2 81 66 25 605 7 1286 TABLE N2 4936 7491 2102 74 6 17 52 369 265 115 3217	N3 55 162 1208 128 8 11 52 823 129 133 1687 2 10 4400 (2010) N3 1359 2212 20127 1675 33 57 689 6122 542 489 10111	3 4 4 125 1370 760 255 1165 148 183 83 1230 6 3 3 0 5335 NE1 80 69 1481 15980 6879 2614 5284 384 484 133 4628 16	NE2 0 0 8 762 349 292 69 49 102 55 721 0 0 0 2407 VEHICI NE2 9 6 6 29 6615 4955 2098 296 74 231 893 15	NE3 0 0 1 258 294 370 307 147 173 40 1469 7 0 3066 E TYPE NE3 14 19 5619 2151 6516 2276 213 368 3842 12	NE4 1 2 52 1165 70 308 1739 520 480 487 2877 2 0 9 7712 : TOTAI NE4 49 51 693 5678 322 2376 9506 2471 20463 23	C1 340 86 827 153 51 150 471 2139 1598 3050 15298 20 58 15 24256 C1 646 409 6760 424 81 224 2478 25078 5195 52427 1	42 75 147 197 110 173 491 1577 12233 1070 41790 103 73 119 58200 C2 229 291 584 527 252 381 2113 5227 73726 2708 40116 1211	20 25 132 86 55 41 488 3001 1097 8291 25522 261 48 39128 2 39128 2 39128 2 39128 2 39128 2 39128	445 605 1695 1269 740 1477 2903 15096 42597 25385 141849 1227 2221 1695 239204 BMR 4505 3591 10813 5024 1997 4060 12477 49608 132904 10557 1042835 4051	0 0 0 2 6 0 7 2 20 95 260 1221 418 684 137 2852 S1 7 1 13 16 15 12 22 32 200 129 121 141 141 141 141 141 141 141 141 141	00 55 22 3 00 00 05 66 47 2189 674 7924 12170 S2 10 10 10 5 2 6 6 4 4 12170 5 10 10 10 5 5 6 6 4 7	15 7 10 0 0 0 9 15 109 59 1682 2 136 1211 1670 4923 4 83 23 14 18 5 0 1 22 15 19 18 21 18 18 18 18 18 18 18 18 18 1	1299 1305 4426 5404 2437 3074 7699 244006 58964 39005 38586 2856 12229 4942 06232 TOTAL 22932 19172 44477 38922 19172 44477 38925 18475 36047 97169 19263 07195 16050
N1 N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3 BMR S1 S2 S3 TOTAL FU N1 N2 N3 NE1 N2 N2 N3 NE1 N2 N3 NE4 C1 C2 C3 BMR	N1 449 158 53 17 0 1 10 11 5 44 888 0 0 0 1596 UTURE O-D N1 3368 2494 572 0 0 1 11 107 50 41 761	N2 159 222 153 6 0 0 159 1660 0 1209 1209 1209 141 141 182 75 466 772 14 2	N3 54 152 1270 133 0 96 393 12 2 2050 0 0162 (2010) N3 • 618 992 8064 137 2 10 269 2563 123 219 2332	15 6 125 1333 572 143 375 18 2 0 1509 0 0 4098 NE1 0 0 155 645 373 70 158 127 94 23	NE2 0 0 0 0 529 421 126 3 0 0 0 653 0 0 0 1732 VEHICA NE2 0 2 3 370 398 198 108 19 10 24 6 6 319	NE3 1 0 0 1333 1066 2822 148 1 6 6 0 930 0 1610 UE TYPE NE3 2 2 12 72 72 112 413 139 47 70 11 476	NE4 10 3 91 393 3 154 593 116 170 0 2233 0 0 2 3768 : P NE1 12 14 288 160 19 140 1541 1134 618 197 2897 19 3 11	C1 11 5 404 20 0 1 1116 1183 177 222 4548 0 0 6687 P C1 123 202 2677 124 8 46 1101 11156 1122 1535 5661 5 2 0	5 0 6 2 0 6 171 181 1427 47 7747 0 0 9592 C2 55 94 136 92 25 73 181 22392 300 26228 16 4 12	4 1 2 0 0 0 0 221 1898 9087 187 5 4 11456 233 24 6 11 198 1609 302 9060 18160	795 595 1892 1475 631 845 2008 3979 6606 7799 99758 565 591 361 127900 BMR 987 1005 2733 857 327 475 2927 5991 25521 18013 124656 553 347 291	0 0 0 0 0 0 0 187 577 347 299 57 1470 81 5 14 3 6 2 18 4 4 14 147 2159 133	0 0 0 0 0 0 0 0 0 5 568 288 909 378 2148 2 2 4 2 2 2 2 2 1 4 4 4 0 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 0 0 0 0 0 3 325 54 374 1420 2180 8 3 2 2 8 0 0 0 1 9 0 1 9 1 9 1 9 1 9 1 9 1 9 1 9	1503 1142 3996 4041 1733 1561 3527 6108 8152 10168 131533 1444 2178 2222 179608 TOTAL 7706 8132 15836 2486 1277 1353 24412 50419 29833 184059 4697 8338 10973	N1 N2 N3 NE1 NE2 NE3 NE4 C1 C2 C3 BMR S1 S2 S3 TOTAL FU' N1 N2 N2 N2 NE1 NE2 NE3 NE4 C1 C2 C3 BMR	N1 239 144 555 3 0 0 1 334 36 20 446 0 15 1293 TURE O-D N1 10929 4900 1281 81 9 13 45 615 207 135 4266 8 8 8	N2 139 190 162 4 0 0 2 81 66 25 605 7 1286 TABLE N2 4936 7491 2102 74 6 17 52 369 265 115 3217	N3 55 162 1208 128 8 129 133 1687 2 2 10 4400 (2010) N3 1359 2212 20127 1675 33 57 689 6122 542 489 10111 14 11	3 4 125 1370 760 255 1165 148 183 1230 6 3 0 5335 NE1 80 69 1481 15980 6879 2614 5284 133 4628 167 75	NE2 0 0 8 762 349 292 69 49 102 55 721 0 0 0 2407 VEHICI NE2 9 6 615 4955 2098 296 74 231 63 1893 15 2 0	NE3 0 0 1 258 294 370 307 147 173 40 1469 7 0 0 3066 E TYPE NE3 14 19 51 2669 2151 6516 2276 213 368 66 3842 12 7 2	NE4 1 2 52 1165 70 308 1739 520 480 487 2877 2 0 9 7712 : TOTAL NE4 49 51 693 5678 322 2376 9506 2471 2044 773 12463 23 522	C1 340 86 827 153 51 150 471 2139 1598 3050 15298 20 58 15 24256 C1 646 409 6760 424 81 224 2478 25078 5195 6570 52427 15	42 75 147 197 110 173 491 1577 12233 1070 41790 103 73 119 58200 C2 229 291 584 527 252 381 3113 5227 73726 2708 40116 1 211 154 206	20 25 132 86 55 41 488 3001 1097 8291 25522 261 48 61 39128 2 39128 2 39128 2 39128 2 136 149 63 70 783 6597 2759 1368 1368 1488 1555 1655 1788 1	445 605 1695 1269 740 1477 2903 15096 42597 25385 141849 1227 2221 1695 239204 BMR 4505 3591 10813 5024 1997 4060 12477 49608 (32904 (10557 (1057) (1	0 0 0 2 6 0 7 2 20 95 260 1221 418 684 137 2852 81 7 1 1 3 16 15 12 2 2 2 0 0 1221 13 16 15 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	0 55 2 3 0 0 0 56 66 47 2189 674 7924 1204 12170 5 2 6 4 145 174 5723 5385 9121	15 7 10 0 0 0 9 15 109 59 1682 2 136 1211 1670 4923 4 83 23 14 18 5 0 1 22 15 193 2 127 10 3042 130 780 9177	1299 1305 4426 5404 2437 3074 7699 24006 58964 39005 38586 2856 12229 4942 06232 TOTAL 22932 19172 44477 38922 16765 18475 36047 97169 19263 63028 07195 16050 52060 40289

Appendix 6.32 PRESENT AND FUTURE INTER-DIVISION DESIRE LINE CHARTS



Appendix 6.33

Appendix 6.34

Appendix 6.33 REGIONAL OD TABLES - 2000

VEHICI	LE CATEGO	ORY: PC				VEHICLE	CATEGOR	Y:			
	N	NE	· C	s	TOTAL		¥	NB	C	S	TOTAL
Ņ	9377	250	4593	12	14232	H	6933	866	1381	7	9187
ŊE	262	9109	2781	8	12160	NE	916	26298	1404	8	28626
C	4439	2725	260462	1123	268749	C	1238	1186	104783	415	107622
\$	12	8	1297	11530	12847	S	. ?	9	487	10615	11118
TOTAL	14090	12092	269133	12673	307988	TOTAL	9094	28359	108055	11045	156553
VBHLCI	SE CATEGO	ORY: LB				VEH I CLE	CATEGOR	Y: HT			
	И	NE	C	\$	TOTAL		И	NE	C	S	TOTAL
K	2219	27	261	7	2514	N	3991	219	1224	3	5437
NE	25	2197	287	4	2513	NE	224	7436	1655	4	9319
c	239	283	49335	271	50128	C	1108		93671	488	96813
\$	5	4	267	2268	2544	. \$	3	4	563	4033	4603
TOTAL	2488	2511	50150	2550	57699	JATOT	5326	9205	97113	4528	116172
AEHICI	SE CATEGO)RY: MB+	НВ			ARHICL	E CATEGO	AY: HT			
	N	NE	C	\$	TOTAL		N	NE	C	S	TOTAL
N	2363	225	2311	0	4899	И	2053	173	3075	36	5337
NB	237	4656	3191	б	8090	NE	173	8217	5727	24	14141
C	2398	3302	70921	188	77502	C	3029	5643	188668	2598	199938
S	0	5	906	2685	3596	· \$	38	2,4	2660	4519	7241
TOTAL	4998	8188	77329	3572	94087	TOTAL	5293	14057	200130	7177	226657
VEHICL	E CATEGO	RY: PP				VEHICL	E CATEGOI	RY: TOTAL	J		
	N	NE	С	S	TOTAL		H	NB	c	S	TOTAL
N	18976	401		25	24830	N	45912	2161	18273	90	6643
NE	378	4122		37	9335	NE	2215	62035	19843	91	
C	5014		154413	868	165091	c	17465	19481	922253	6644	
S				15194	16115	S	90	0.6	#1AE	C 0.771	raac
u	25	41	925	19144	16115	ð	30	95	7105	50774	5806

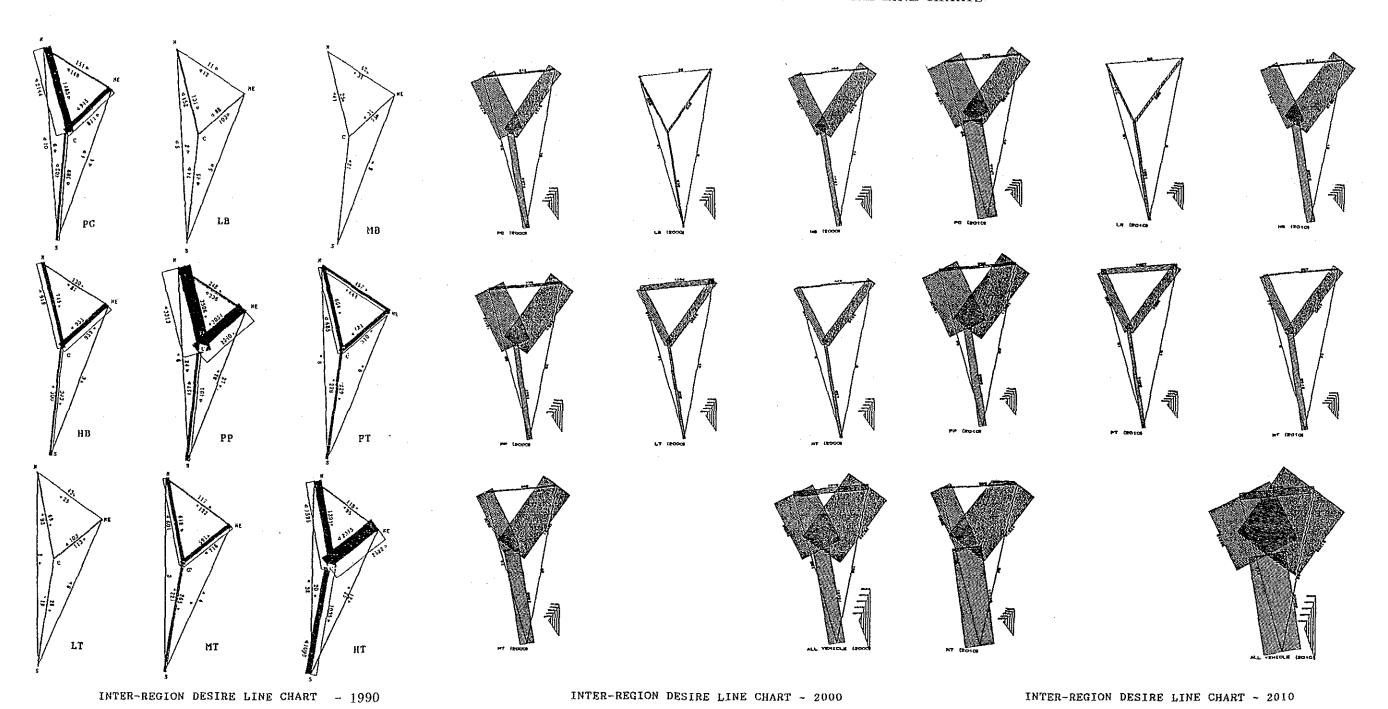
Appendix 6.34 REGIONAL OD TABLES - 2010

ARHICP:	E CATEGO	KY: PC				AEHICP	E CATEGO	RY: PT+6	1		
	N	NE	C	S	TOTAL		N	NE	C	S	1014
Ņ	11172	290	7696	12	19170	N	8519	1027	2102	8	1165
NE	315	10839	4817	10	15981	NE	1200	33588	2167	10	3696
C	7499	4609	193065	3598	508771	C	1631	1527	191706	603	19546
S	18	9	4149	25151	29327	\$	8	11	822	14996	1583
TOTAL	19004	15747	509727	28771	573249	TOTAL	11358	36153	196797	15617	25992
VERICLI	3 CATEGO	RY: LB				VEHICLI	E CATEGOI	₹ ሃ ∶ ዘፕ			
	N	NE			TOTAL			NE			TOTAL
N	2828		401		3270	N	4976				7140
	33		503		3352	NE					12290
C			93684			C	1596		176842		181829
S	6		539		3764	S	5		1346		959
TOTAL	3207	3325	95127	3770	105429	TOTAL	6869	11915	182652	9415	210851
AEKICPE	CATEGO	RY: WB+	₹B			AEHICTE	CATEGOR	.Y: HT			
	N	NE	c	S	TOTAL		N	HE	C	S	lator
N	2670	251	3720	0	6641	N	2354	196	4439	41	7030
NE	266	5314	5275	7	10862	NE	199	9533	8855	27	18614
C	4031	5638	144927	1665	156261	C	4385	8764	341593	5819	360561
S	0	. 5	1713	4126	5844	\$	41	27	5901	14058	20027
ТОТАЬ	6967	11208	155635	5 79 8	179608	TOTAL	6979	18520	360788	19945	406232
VEHICLE	CATEGOI	RY: PP				VEHICLE	CATEGOR	Y: TOTAE	1,		
_	N	NE	C	S	TOTAL		Ŋ	ИE	c	S	TOTA
N	22818	499	8334	32	31674	N	55337	2551	28587	106	8658
HE	446	4737	6917	45	12145	NE	2751	76245	31103	110	11020
C	7271		273187		288723	C	26753		1715004		178665
S	32	53	1667		24008	S	110	116			10839

TOTAL 84951 109042 1790831 107020 2091844

TOTAL 30567 12174 290105 23704 356550

Appendix 6.35 PRESENT AND FUTURE INTER-REGION DESIRE LINE CHARTS.



Appendix 6.36 Appendix 6.37

TOTAL

Appendix 6.36 GENERATED AND ATTRACTED REGIONAL TRIPS - 2000

		-	VEH	ICLE CAT	EGORY			
Region	PC	LB	НВ	PP	LT	МТ	НТ	TOTAI
Northern	14232	2514	4899	24830	9187	5437	5337	66436
Northeastern	12160	2513	8090	9335	28626	9319	14141	84184
Central	268749	50128	77502	165091	107622	96813	199938	965843
Southern	12847	2544	3596	16115	11118	4603	7241	58064
TOTAL	307988	57699	94087	215371	156553	116172	226657	1174527
				<u></u>		4*		
ATTRACTION:							(T	rip/day)
			VEH	ICLE CAT	EGORY			
Region			<u> </u>			:		
<u> </u>	PC	LB	НВ	PP	LT	MT	НТ	TOTAL
Northern	14090	2488	4998	24393	9094.	5326	5293	65682
Northeastern	12092	2511	8188	9360	28359	9205	14057	83772
Central	269133	50150	77329	165664	108055	97113	200130	967474
Southern	12673	2550	3572	16054	11045	4528	7177	57599
TOTAL	307988	57699	94087	215371	156553	116172	226657	1174527
			· · · · · · · · · · · · · · · · · · ·					
GENERATION +	ATTRACT	ION:				•	(Trip-en	nd/day)
		<u> </u>	VEH	ICLE CAT	EGORY			
Region	PC	LB	НВ	PP	LT	тм	НТ	TOTAL
Northern	28322	5002	9897	49223	18281	10763	10630	132118
Northeastern	24252	5024	16278	18695	56985	18524	28198	167956
Central	537882	100278	154831	330655	215677	193926	400068	1933317
Southern	25520	5094	7168	32169	22163	9131	14418	115663

615976 115398 188174 430742 313106 232344 453314 2349054

Appendix 6.37 GENERATED AND ATTRACTED REGIONAL TRIPS - 2010

GENERATION:							(Tr	ip/day)
Danian			VEH	IICLE CAT	EGORY			٠
Region	PC	LB	НВ	pР	LT	MT	НТ	IATOT
Northern	19170	3270	6641	31674	11656	7140	7030	86581
Northeastern	15981	3352	10862	12145	36965	12290	18614	110209
Central	508771	95043	156261	288723	195467	181829	360561	1786655
Southern	29327	3764	5844	24008	15837	9592	20027	108399
TOTAL	573249	105429	179608	356550	259925	210851	406232	2091844
	1 4 4			· ·				
ATTRACTION:							(T	rip/day)
		<u> </u>	VEH	ICLE CAT	EGORY	······································		
Region -	·	·						
_	PC	LB	НВ	PP	LT	МТ	HT	TOTAL
Northern	19004	3207	6967	30567	11358	6869	6979	84951
Northeastern	15747	3325	11208	12174	36153	11915	18520	109042
Central	509727	95127	155635	290105	196797	182652	360788	1790831
Southern	28771	3770	5798	23704	15617	9415	19945	107020
TOTAL	573249	105429	179608	356550	259925	210851	395592	2091844
GENERATION +	ATTRACT	ION:					(Trip-e	nd/day)
	·		VEH	ICLE CAT	EGORY			
Region —	PC	LB	НВ	pp	LT	мт	НТ	TOTAL
Northern	38174	6477	13608	62241	23014	14009	14009	171532
Northeastern	31728	6677	22070	24319	73118	24205	37134	219251
	1018498	190170	311896	578828	392264	364481		3577486
Southern	58098	7534	11642	47712	31454	19007	29972	215419
TOTAL 1	146498	210858	359216	713100	519850	421702	812464	4183688

-90-

Appendix 6.38 GROWTH RATES OF GENERATED AND ATTRACTED INTER-CHANGWAT TRIP-ENDS (1990=1.0)

Code	Changwat	2000									2010							
		PC	E3	ab	PP	LT	714	HT	TOTAL	PC	LB	ĦВ	PP	LT	ħŢ	ar	TOTAL	
1	BANGKOK NETROPOLITAN	3.32	3.47	3.47	3.40	3.52	3.53	3.54	3.43	8.69	7.14	7.11	6.91	7.30	7,29	7.34	7.01	
10	CHAI BAT	1.71	1.74	1.99	1.79	1.62	1.70	1.90	1.77	2.42	2.55	3.07	2.69	2.31	2.43	2.88	2.51	
11	SING BURI	1.70	2.25	1.77	1.58	1.53	1.69	1.70	1.65	2,20	2.94	2,42	1.93	1.81	2.24	2.13	2.09	
12	LOP BURI	1.67	1.88	1.79	1.56	1.54	1.66	1.66	1.64	2.45	2.76	2.77	2.11	2.10	2.44	2.36	2.33	
13	ANG THONG	1.63	1.54	1.91	1.66	1.62	1.81	1.70	1.69	2.40	2.02	2.62	2.16	2.12	2.48	2.23	2.31	
14	SARABURI	3.05	3.10	3.04	2.57	2.53	2.88	2.82	2.80	5.10	5.02	5.19	3.99	3.84	4.70	4.57	4.50	
15	PARA NAKRON SI AYUTTHAYA	1.64	2.09	1.90	1.84	1.85	1.70	1,78	1.78	2.34	3.59	2.95	2.96	2.44	2.52	2.75	2.75	
16	PATHUK THANI	2.65	3.45	3.38	2.48	2.67	2.71	2.60	2.64	5.77	7.95	8.41	5.15	5.90	5.91	5.52	5.70	
17	KONTHABURI	2.52	3.16	3.73	2.43	2.53	2.42	2.49	2.55	4,96	8.51	10.68	5.26	5.77	5.10	5.28	5.53	
18	SANUT PRAKAN	3.31	4.31	3.97	3.19	3.39	3.34	3.26	3.39	6.97	10.11	9.30	6.69	7.38	7.08	8.82	7.27	
50	CHIANG RAI	1.11	1.38	1.63	1.45	1.31	1.37	1.57	1.44	1.81	1.85	2.21	1.86	1.60	1.69	2.08	1.85	
51	NAE HONG SON	1.33	1.24	1.81	1.26	1.27	1.27	1.39	1.32	1.59	1.76	2.48	1.56	1.51	1.54	1.70	1.84	
52	CHIANG MAI	1.53	1.44	1.59	1.35	1.35	1.45	1.56	1.43	2.09	1.88	2.16	1.74	1.72	1.90	2.09	1.88	
	PHAYAO	1.81	1.61	1.98	1.70	1.59	1.62	1.86	1.68	2.10	2.19	2.69	2.15	1.95	1.99	2.45	2.14	
54	HAH	1.44	1.56	1.64	1.46	1.39	1.44	1.59	1.47	1.75	1.89	2.27	1.84	1.70	1.79	1.99	1.85	
	HORPMAJ	1.43	1.44	1.45	1.37	1.38	1.45	1.54	1.41	1.79	1.82	1.81	1.61	1.68	1.77	1.85	1.71	
56	LANPANG	2.04	1.85	2.36	1.86	1.83	2.00	2.06	1.93	2.77	2.30	3.32	2.30	2.24	2.53	2.60	2.45	
57	PRRAE	2.03	2.06	2.18	2.12	2.03	2.11	2.35	2.09	2.55	2.56	3.03	2.65	2.47	2.62	2.95	2.62	
60	UTTARADIT	1.74	1.46	1.77	1.43	1.49	1.64	1.68	1.60	2.35	1.82	2.51	1.78	1.86	2.18	2.29	2.11	
	SUKHOTHAI	1.78	1.89	1.85	1.86	1.79	1.81	1.92	1.84	2.18	2.38	2.33	2.31	2.19	2.23	2.42	2.28	
62	TAK	2.10	1.56	2.20	1.54	1.62	2.04	1.95	1.80	3.21	2.10	3,45	2.12	2.24	3.06	2.88	2.61	
63	PRITSANULOR	2.04	1.91	1.99	1.67	1.78	1.92	1.86	1.84	3.04	2.71	2.89	2.11	2.32	2.68	2.48	2.51	
64	KAMPHARNG PHET	1.46	1.35	1.58	1.37	1.36	1.41	1.60	1.42	2.05	1.75	2.29	1.85	1.81	1.90	2.24	1.93	
65	PHICHIT	1.63	1.66	1.55	1.44	1.47	1.51	1.52	1.50	2.02	1.95	1.91	1.72	1.67	1.79	1.90	1.80	
66	PHETCHABUN	1.75	1.91	1.89	1.81	1.75	1.81	1.87	1.80	2.26	2.58	2.58	2.39	2.25	2.37	2.50	2.36	
67	HAKHON SAWAR	1.67	1.51	1.78	1.36	1.41	1.53	1.54	1.50	2.34	1.96	2.56	1.74	1.82	2.07	2.06	2.00	
68	OTHAL THANK	1.28	1.15	1,29	1:27	1.24	1.28	1.47	1.29	1.62	1.38	1.68	1.59	1.51	1.60	1.92	1.63	
20	HAKEON NAYOK	2.26	2.36	2.26	2.14	2.04	2.21	2.18	2.17	3.27	3.52	3.22	2.89	2.86	3.00	3.05	3.01	
21	PRACHIE BURI	2.82	3.41	3.02	3.02	2.80	2.87	3.18	2.97	4.05	5.46	4.24	4.30	3.76	3.83	4.52	4.18	
22	CHACHOENGSAO	2.12	2.07	2.28	1.60	1.64	1.95	1.85	1.87	3.76	2.96	3.56	2.27	2.32	2.88	2.75	2.75	
	CHON BURI	2.95	2.39	2.35	1.97	1.91	2.35	2.34	2.31	4.35	3.48	3.27	2.69	2.58	3.24	3.31	3.26	
	RAYONG			2.82						5.78	2.75	4.29	2.55	2.53	4.99	4.58	3.71	
	CHANTHABGRI			1.93								2.67						
	TRAT			2.35								3.33						
	CHAIYAPHUN								1.59			2.47						
	YASOTHON			1.80								2.36						
	UBON RATCHATHANI			2.04								2.92						

Code	Changwat	2000									2010							
		PC	LB	88	PP	LŤ	TH	ar	JA7OT	PC	LB	HB	PP	LT	KT	HT	TOTAL	
33	SI SA KET	1.50	1.63	1.71	1.76	1.59	1.62	1.74	1.62	1,90	2.14	2.33	2.38	2.05	2.13	2.39	2.13	
34	BURIRAN	2.30	1.94	2.33	1.87	1.99	2.22	2.18	2.11	3.27	2.58	3.35	2.41	2.64	3.10	2.97	2.87	
35	HARDON RATCHASINA	1.92	1.94	1.95	1.70	1.69	1.82	1.73	1.78	2.59	2.68	2.54	2.17	2.11	2.38	2.21	2.31	
36	SURIN	2.18	2.28	2.27	2.10	2.10	2.21	2.28	2.17	2.96	3.12	3.23	2.73	2.70	2.91	3.08	2.88	
40	NONG RHAI	1.52	1.39	1.66	1.36	1.42	1.56	1.57	1.48	2.09	1.71	2.39	1.79	1:91	2.16	2.19	2.02	
41	LOEI	1.89	1.98	2.17	1.99	1.92	1.97	2.11	1.97	2.38	2.58	2.98	2.61	2.43	2.52	2.75	2.53	
42	UDON THANI	1.44	1.81	1.64	1.60	1.49	1.51	1.55	1.52	1.74	2.42	2.13	2.07	1.86	1.85	1.95	1.91	
43	NAKHON PHANON	1.70	1.88	1.88	1.95	1.78	1.82	2.00	1.82	2.12	2.50	2.55	2.67	2.31	2.35	2.71	2.38	
44	SARHON NAKHON	1.36	1.79	1.84	1.83	1.67	1.72	1.87	1.73	2.05	2.28	2.47	2.40	2.14	2.26	2.50	2.24	
45	KHON KAEN	2.24	2.34	2.33	2.23	2.21	2.31	2.38	2.27	2.95	3.16	3.12	2.94	2.88	3.08	3.15	2.98	
48	KALASIN	1.48	1.67	1.54	1.50	1.41	1.47	1.56	1.47	1.88	2:25	2.05	1.97	1.83	1.93	2.08	1.92	
47	NAHA SARAKHAN	1.67	1.78	1.75	1.69	1.65	1.72	1.80	1.69	2.04	2.15	2.18	1.97	1.98	2.11	2.19	2.05	
48	ROI ET	1.61	1.71	1.90	1.82	1.62	1.67	1.81	1.68	2.05	2.26	2.70	2.48	2.08	2.16	2.41	2.21	
49	HORDAHAN	1.60	1.63	1.68	1.74	1.59	1.61	1.83	1.65.	2.00	2.14	2.29	2.35	2.05	2.12	2.50	2.48	
70	SUPHAN BURT	1.66	1.59	1.69	1.59		1.61	1.59	1.60	2.11	1.96	2.20	2.08	1.86	2.02	2.05	2.04	
71	KANCHANA BURI	1.54	1.55	1.62	1.36	1.36	1.47	1.47	1.44	2.09	2.03	2.23	1.89	1.88	1.96	1.95	1.98	
72	HARHON PATHON	2.10	2.97	3.11	2.18	2.20		-		3.91	7.39	8.27	4.68	4.73	4.16		4.49	
	RATCHABURI	1.86	2.22	2.05				1.80		2.56	3.09	2.85	2.16	2.23	2.48	2.34	2.35	
74	SANUT SANHON	3.39	4.59	5.55	2.97	3.27	3.41	3.23	3.33	7.70	12.62	16.77	6.40	7.60	7.86	7.15	7.62	
75	SANUT SONGKERAN	2.70	2.75	2.73	2,45	2.43	2.59	2.62	2.56	3.99	4.58	4.09	3.52	3.48	3.75	3.89	3.75	
76	PHETCHABURI	1.59	2.00	1.78	1 (1	1.37	1.56	1.63	1.53	2.23	2.82	2.49	1.89	1.84	2.16	2.26	2.10	
	PRACHUAP KHIRI KHAN	1.67	1.97	1.80		1.37	1.56	1.64	1,54	2.31	2.73	2.52	1.74	1.79	2.10	2.25	2.08	
80	CHUMPHON	1,44	1.75	1.59			1.39	1.49	1.44	1.96	2.66	2.40	2.03	1.90	1.98	2.22	2.09	
	RANONG	1.47	1.35	1.42	1.34			1.47	1.39	1.82	1.63	1.70	1.58	1.50	1.62	1.78	1.88	
	SURAT THANI	1.81	2.02	1.94	1.85	1.76	1.85		1.85	2.70	3.11	3.07	2.83	2.63	2.79	2.98	2.82	
	PHANG NGA	1.48	1.50	1.60		1.49		1.63	1.53	2.00	2.08	2.36	2.21	2.01	2.17	2.36	2.14	
84	NAKHON SI THAKKARAT	1.79	1.95	2.00	1.91	1.83	1.89	1.99	1.88	7.97	2.95	4.08	2.89	2.68	6.08	11.36	5.29	
85	KRABI	1.26	1.25	1.36	1.20	1.12	1.19	1.23	1.21	19.71	1.91	4.89	1.77	1.62	10.89	24.16	8.54	
36	PHUKET	1.58	1.81	1.71	1.71	1.56	1.64	1.74	1.64	1.95	2.04	2.18	2.14	1.96	2.00	2.19	2.05	
	PHATTHALUNG			1.59								2.33						
	TRANG	1.54										2.48						
	SONGKHLA	2.01										3.71						
	SATUR			1.97								3.09						
	PATTANI								2.28			3.25						
	YALA									1.80								
	NARATHINAT									1.75								
•••	TOTAL	2.62	2.55	2.77	2.14	2.12	2.48	2.45	2.41	4.87	4.66	5.28	3.54	3.52	4.50	4.39	4.28	

Note: The used code is the code of the Land Transport Department (LTD).

Appendix 6.39 Appendix 6.40 Appendix 6.41

Appendix 6.39 GROWTH RATES OF DIVISIONAL TRIP-ENDS (1990=1.0)

	DIMIGION	VEHICLE CATEGORY							
YEAR	DIVISION	PC	LB	нв	PP	LT	MT	нт	TOTAL
	N1	1.62	1.48	1.68	1.53	1.43	1.61	1.70	1.54
	N2	1.71	1.62	1.79	1.67	1.62	1.68	1.78	1.69
	NЗ	1.83	1.73	1.84	1.60	1.62	1.75	1.77	1.70
	NE1	1.85	2.06	2.00	1.93	1.87	1.93	2.02	1.91
	NE2	1.56	1.64	1.69	1.61	1.53	1.60	1.70	1.59
	NE3	1.64	1.72	1.91	1.83	1.66	1.72	1.85	1.73
	NE4	1.97	1.99	1.98	1.74	1.74	1.89	1.81	1.83
2000	C1	2.10	2.33	1.98	1.78	1.90	2.05	2.38	2.03
	C2	2.70	2.15	2.43	1.94	1.91	2.36	2.29	2.21
	C3	1.72	1.93	1.92	1.64	1.60	1.73	1.75	1.72
	BMR	3.16	3.54	3.62	3.07	3.17	3.18	3.09	3.19
	S1	1.63	1.83	1.70	1.59	1.54	1.58	1.66	1.62
	S2	1.59	1.68	1.75	1.68	1.62	1.67	1.76	1.66
	S3	1.82	2.12	2.04	2.07	1.89	`1.96	2.11	1.97
	TOTAL	2.62	2.55	2.77	2.14	2.12	2.48	2.45	2.41
	N1	2.18	1.89	2.26	1.90	1.78	2.05	2.17	1.97
	N2	2.20	2.10	2.47	2.11	1.97	2.12	2.33	2.15
	N3	2.52	2.27	2.55	2.04	2.08	2.34	2.36	2.24
	NE1	2.35	2.72	2.63	2.48	2.37	2.47	2.61	2.45
	NE2	2.03	2.13	2.29	2.13	2.00	2.13	2.30	2.10
	NE3	2.10	2.27	2.68	2.48	2.15	2.24	2.51	2.27
	NE4	2.69	2.71	2.74	2.24	2.24	2.52	2.37	2.42
2010	C1	3.19	3.56	3.04	2.50	2.70	3.08	3.71	3.03
	C2	4.08	3.08	3.50	2.65	2.57	3.24	3.25	3.13
	C3	2.40	2.97	2.69	2.25	2.16	2.39	2.40	2.38
	BMR	6.44	7.76	7.92	6.35	6.75	6.65	6.44	6.66
-	S1	2.32	2.73	2.55	2.33	2.19	2.27	2.44	2.36
	S2	6.01	2.40	3.20	2.43	2.26	4.96	8.70	4.14
	S3	2.77	3.20	3.14	3.15	2.72	3.08	3.72	3.02
	TOTAL	4.87	4.66	5.28	3.54	3.52	4.50	4.39	4.28

Appendix 6.40 GROWTH RATES OF INTER-REGION AND INTRA-REGION TRIP-ENDS (1990=1.0)

VEAD	ramen ta	SIRED A			V	EHICLE	CATEG	ORY		
TBAK .	INTER-, INTER-, INTER-	PC	LB	НВ	PP	LT	МТ	НТ	TOTAL	
0000	INTER-	N - NE N - C N - S NE - C NE - S C - S	1.71 2.49 1.50 3.14 2.00 3.06	2.26 1.77 1.71 2.98 1.60 4.52	1.54 2.72 3.23 1.22 2.73	1.61 1.79 1.67 2.09 1.42 1.89	1.82 1.73 1.75 2.08 1.21 1.79	1.85 1.91 2.00 2.45 2.00 2.14	1.62 2.04 1.42 2.32 1.30 2.46	1.72 2.08 1.55 2.46 1.41 2.44
2000	INTRA- REGION	N - N NE - NE C - C S - S	1.52 1.60 2.82 1.63	1.55 1.81 2.73 1.78	1.35 1.52 3.10 1.66	1.55 1.52 2.35 1.81	1.48 1.72 2.42 1.72	1.64 1.74 2.71 1.72	1.47 1.64 2.59 1.62	1.53 1.66 2.64 1.72
2010	INTER- REGION	N - NE N - C N - S NE - C NE - S C - S	2.02 4.19 1.88 5.37 2.38 9.78	2.83 2.62 2.14 5.13 1.60 9.08	1.72 4.48 - 5.42 1.33 5.16	1.93 2.68 2.13 3.01 1.78 3.20	2.27 2.47 2.00 2.96 1.50 2.83	2.33 2.86 3.00 3.66 3.50 5.11	1.85 2.96 1.58 3.60 1.46 5.49	2.09 3.22 1.86 3.83 1.71 5.48
2010	INTRA REGION	N - N NE - NE C - C S - S	1.81 1.90 5.34 3.56	1.97 2.31 5.18 2.52	1.53 1.73 6.33 2.55	1.87 1.74 4.17 2.67	1.82 2.19 4.42 2.43	2.04 2.20 5.12 2.43	1.69 1.90 4.68 5.05	1.84 2.04 4.90 3.11

Appendix 6.41 GROWTH RATES OF REGIONAL GENERATED AND ATTRACTED TRIPS 2000/1990 (1990 = 1.0)

			VE	HICLE	CATEGO	RY		
Region —	PC	LB	НВ	PP	LT	МТ	ΗΤ	TOTAL
Northern Northeastern Central Southern	1.74 1.80 2.82 1.71	1.57 1.89 2.73 1.90	1.79 1.93 3.09 1.84	1.60 1.77 2.32 1.81	1.54 1.73 2.40 1.73	1.70 1.83 2.69 1.76	1.76 1.86 2.57 1.85	1.65 1.80 2.62 1.78
TOTAL	2.62	2.55	2.77	2.14	2.12	2.48	2.45	2.41
2010/1990								
		· · · · · · · · · · · · · · · · · · ·	VΕ	HICLE	CATEGO	RY		
Region	PC	LB	НВ	PР	LT	MT	НТ	TOTAL
Northern Northeastern Central Southern	2.35 2.36 5.34 3.89	2.03 2.52 5.17 2.81	2.46 2.61 6.22 2.99	2.02 2.30 4.06 2.69	1.94 2.23 4.36 2.45	2.21 2.39 5.06 3.65	2.32 2.45 4.63 5.13	2.14 2.35 4.85 3.31
TOTAL	4.87	4.66	5.28	3.54	3.52	4.50	4.39	4.28

Appendix 6.42 TRIP LENGTH DISTRIBUTION BY VEHICLE CATEGORY - 1990

ATD TENIOMET /	,				VE	HICLE	FYPE			
RIP LENGTH (PC	I.B	МВ	HB	PP	PT	LT	TM	НТ	TOTA
0- 50	39.3	19.4	40.8	30.5	24.6	26.1	26.2	25.8	18.9	27.
50- 100	31.5	42.6	31.1	25.0	34.5	34.4	40.0	38.2	45.2	36.
100- 150	14.2	27.0	12.9	15.5	19.6	17.9	16.9	18.9	15.6	17.
150- 200	6.7	5.6	6.9	8.5	7.5	10.6	7.7	7.1	6.3	7.
200- 250	2.4	2.0	4.8	4.9	4.9	5.3	5.0	3.7	3.5	3.
250- 300	1.9	1.0	0.7	3.4	2.6	1.9	1.7	2.4	2.2	2.
300- 350	1.1	0.9	0.5	3.2	1.8	1.4	0.7	1.2	1.5	1.
350- 400	0.5	0.3	1.1	1.1	0.9	0.8	0.4	0.5	0.8	0.
400- 450	0.4	0.2	0.3	1.5	0.8	0.3	0.2	0.3	0.9	0.
450- 500	0.4	0.3	0.3	1.3	0.6	0.4	0.3	0.4	0.8	0.
500- 550	0.2	0.1	0.1	0.6	0.5	0.2	0.3	0.2	0.8	0.
550- 600	0.3	0.0	0.3	0.9	0.4	0.2	0.2	0.2	0.6	0.
600- 650	0.2	0.1	0.0	0.9	0.2	0.2	0.0	0.1	0.9	0.
650- 700	0.5	0.4	0.1	1.1	0.4	0.1	0.1	0.3	0.5	0.
700- 750	0.1	0.0	0.0	0.3	0.2	0.1	0.0	0.1	0.2	0.
750- 800	0.1	0.0	0.1	0.5	0.2	0.0	0.1	0.1	0.2	0.
800- 850	0.1	0.0	0.0	0.3	0.1	0.0	0.1	0.1	0.2	0.
850- 900	0.1	0.0	0.0	0.3	0.1	0.1	0.0	0.1	0.2	0.
900- 950	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.
950-1000	0.1	0.1	0.0	2.0	1.0	0.0	0.0	0.1	0.2	0.
1000-	0.1	0.1	0.1	0.2	0.1	0.0	0.1	0.1	0.6	0.
TRIP LENGT	א פס שיו	96.5	90.0	119 Q	110 7	107 6	100 6	103.4	120 0	111.

Appendix 6,42 Appendix 6,43

Appendix 6.43 TRIP LENGTH DISTRIBUTION OF PASSENGER VEHICLES BY TRIP PURPOSE - 1990

	BY TI	RIP PURPOS	E - 1990			(%)
mo to I muo	carr (7714)		TRI	P PURPOSE		
TRIP LENG	TH (KM)	WORK	PRIVATE	TOUR	OTHERS	TOTAL
0	50	35.3	31.3	9.0	35.9	32.1
50-	100	32.3	33.4	38.7	31.7	33.2
100-	150	16.8	17.3	15.7	20.1	17.0
150-	200	5.8	7.1	11.6	6.6	6.7
200-	250	3.4	3.6	5.1	2.8	3.6
250-	300	2.1	2.1	5.2	0.8	2.2
300-	350	1.3	1.5	2.7	0.3	1.5
350-	400	0.6	0.7	1.4	0.2	0.7
400-	450	0.5	0.7	1.5	0.3	0.6
450-	500	0.4	0.5	0.9	0.1	0.8
500-	550	0.3	0.3	0.7	0.1	0.3
550-	600	0.3	0.4	1.0	0.1	0.3
600-	650	0.2	0.2	0.5	0.0	0.2
650-	700	0.3	0.4	3.2	0.3	0.5
700-	750	0.1	0.1	0.7	0.0	0.1
750-	800	0.1	0.1	0.9	0.0	0.3
800-	850	0.1	0.1	0.4	0.2	0.1
850-	900	0.0	0.1	0.2	0.1	0.3
900-	950	0.0	0.0	0.1	0.0	0.0
950-	1000	0.0	0.1	0.4	0.0	0.5
1000-		0.0	0.1	0.3	0.2	0.3
AVE. TRI	P LENGTH	97.3	105.9	179.1	86.5	105.4

Appendix 6.44
Appendix 6.45
Appendix 6.44 TRIP LENGTH DISTRIBUTION OF COMMODITY VEHICLES
BY COMMODITY GROUP - 1990

		TRIF	PURPOSE		(%)
TRIP LENGTH (KM)	AGRI.	CONST.	MANUF	OTHERS	TOTAL
0- 50	17.9	22.9	23.2	28.6	23.2
50~ 100	36.4	50.3	35.9	40.8	41.3
100- 150	18.7	16.9	19.3	13.6	17.1
150- 200	8.0	4.5	7.0	5.8	6.2
200- 250	5.3	1.8	4.2	3.4	3.€
250- 300	2.8	1.1	2.7	1.5	2.0
300- 350	1.9	0.6	1.7	1.2	1.3
350- 400	0.9	0.4	0.9	0.8	0.7
400- 450	1.0	0.2	0.9	0.5	0.7
450~ 500	0.8	0.3	0.6	0.8	0.6
500- 550	1.0	0.3	0.7	0.5	0.6
550- 600	0.8	0.1	0.5	0.4	0.5
600~ 650	1.2	0.2	1.0	0.3	0.7
650- 700	0.6	0.1	0.5	0.6	0.4
700~ 750	0.1	0.1	0.1	0.1	0.3
750- 800	0.3	0.0	0,2	0.1	0.2
800- 850	0.3	0.1	0.2	0.2	0.2
850- 900	0.2	0.0	0.2	0.2	0.1
900- 950	0.0	0.1	0.1	0.0	0.1
950- 1000	0.4	0.0	0.1	0.3	0.2
1000-	1.2	. 0.1	0.2	0.3	0.5
AVE. TRIP LENGTH	154.6	91.8	125.2	113.6	120.0

Appendix 6.45 TRIP LENGTH DISTRIBUTION BY VEHICLE CATEGORY - 2000

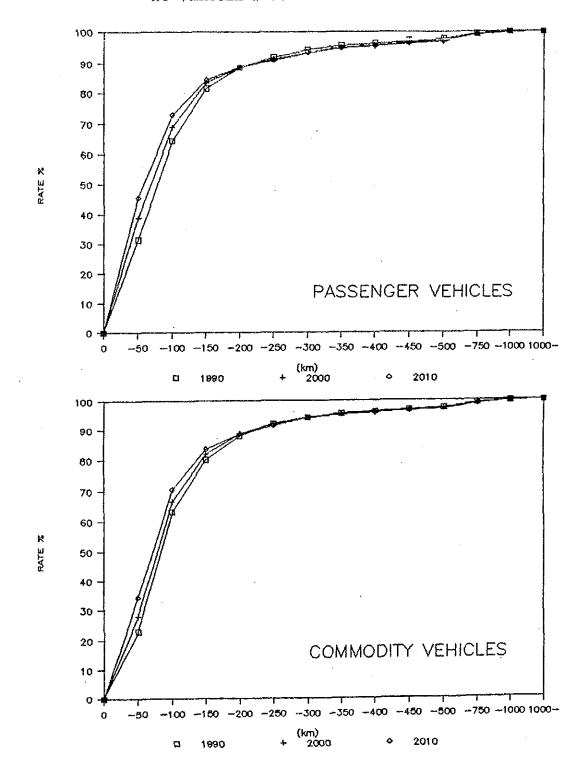
mys r s	cuama (1)				VEHICLE	CATEGO	RY		
TRIP L	ENGTH (km)	PC	LB	НВ	PP	LT	M'r	НТ	TOTAI
0-	50	46.9	25.9	41.9	29.1	31.5	35.7	21.4	34.1
50-	100	27.4	40.1	22.3	34.4	34.2	33.1	44.1	33.6
100	150	11.8	22.8	11.9	17.5	16.1	15.9	15.4	15.
150-	200	5.2	4.6	5.5	6.0	8.4	5.8	5.6	5.9
200-	250	2.1	1.8	3.4	3.9	4.5	3.1	3.0	3.1
250-	300	1.8	1.1	3.0	2.4	1.8	2.4	2.0	2.1
300-	350	1.1	1.8	2.2	1.9	1.2	1.0	1.3	1.4
350-	400	0.6	0.2	1.1	0.9	0.6	0.5	0.7	0.5
400-	450	0.7	0.3	2.2	1.0	0.3	0.4	1.2	0.9
450-	500	0.4	0.3	1.2	0.6	0.4	0.5	0.7	0.6
500-	550	0.2	0.1	.0.6	0.5	0.2	0.2	0.7	0.4
550-	600	0.4	0.0	1.0	0.5	0.2	0.3	0.6	0.4
600-	650	0.2	0.1	0.9	0.3	0.2	0.2	8.0	0.4
650-	700	0.6	0.5	1.0	0.5	0.1	0.4	0.5	0.5
700-	750	0.1	0.0	0.3	0.1	0.0	0.1	0.2	0.1
750-	800	0.1	0.0	0.5	0.2	0.0	0.1	0.2	0.2
800-	850	0.1	0.1	0.3	0.1	0.0	0.1	0.3	0.2
850-	900	0.1	0.1	0.3	0.1	0.1	0.1	0.2	0.1
900-	950	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
950-	1000	0.1	0.2	0.3	0.1	0.0	0.1	0.3	0.2
1000-		0.1	0.0	0.1	0.1	0.0	0.1	0.6	0.2
AVE. T	RIP LENGTH	90.9	95.0	130.5	114.0	99.8	96.8	128.2	107.5

Appendix 6.46 TRIP LENGTH DISTRIBUTION BY VEHICLE CATEGORY - 2010

							······································		(%)
TRIP LENGTH (km)					VEHICLE	CATEGO	S.A.		
		PC	LB	HB	PP	LT	мт	HT	TOTAL
0-	50	52.8	32.8	51.2	34.5	38.2	43.8	26.7	40.7
50-	100	23.6	39.2	19.6	33.5	33.0	29.7	41.7	30.0
100-	150	9.4	17.6	9.3	14.9	13.7	12.7	13.1	12.
150-	200	4.1	4.1	3.9	5.1	6.8	4.4	4.4	4.
200-	250	1.7	1.6	2.6	3.2	3.6	2.4	2.3	2.
250-	300	3.1	1.0	2.5	2.1	1.5	3.0	3.4	2.
300-	350	1.0	1.8	1.8	1.8	1.1	0.9	1.3	1.
350-	400	0.6	0.1	1.1	0.9	0.5	0.5	0.6	0.
400-	450	0.7	0.3	2.1	1.0	0.3	0.4	1.1	0.
450-	500	0.4	0.3	1.1	0.5	0.4	0.4	0.7	0.
500-	550	0.2	0.1	0.5	0.4	0.2	0.2	0.6	0.
550-	600	0.3	0.0	0.9	0.5	0.1	0.2	0.6	0.
600~	650	0.2	0.1	0.8	0.2	0.1	0.2	0.7	0.
650-	700	0.6	0.5	0.9	0.5	0.1	0.3	0.5	0.
700-	750	0.3	0.0	0.3	0.1	0.0	0.2	0.5	0.
750-	800	0.1	0.0	0.4	0.2	0.0	0.1	0.2	0.
800-	850	0.4	0.1	0.4	0.1	0.0	0.3	0.6	0.
850-	900	0.1	0.1	0.3	0.1	0.1	0.0	0.2	0.
900-	950	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.
950-	1000	0.2	0.3	0.3	0.1	0.0	0.1	0.4	0.
1000-		0.1	0.0	0.1	0.1	0.0	0.1	0.6	0.
AV. TRI	P LENGTH	91.4	88.2	116.4	107.0	90.5	91.2	125.8	102

Appendix 6.46 Appendix 6.47

Appendix 6.47 PRESENT AND FUTURE TRIP LENGTH DISTRIUTION BY VEHICLE GROUP

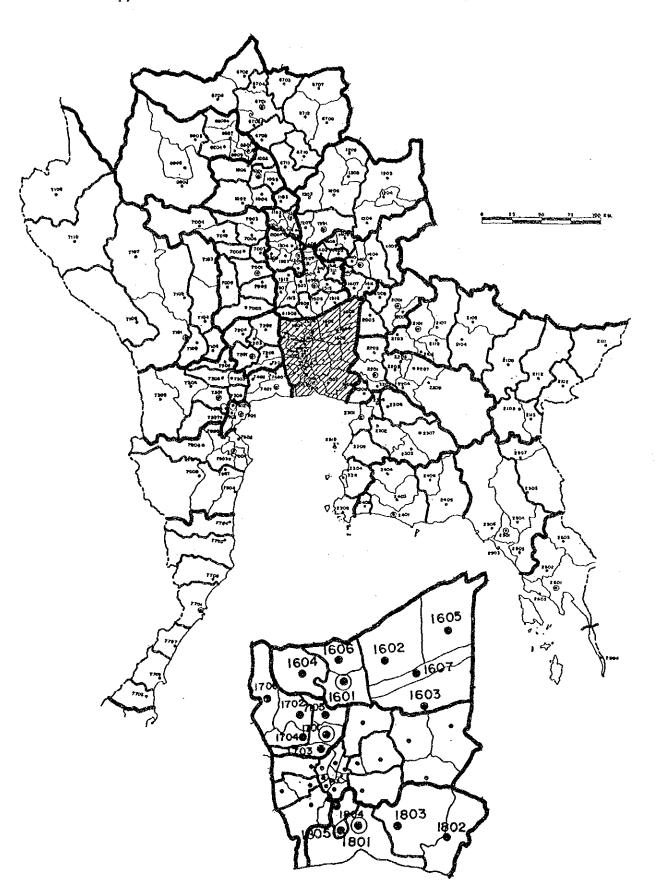


Appendix 6.48 NUMBER OF SUB - ZONES FOR TRAFFIC ASSIGNMENT BY CHANGWAT

ODE	CHANGWAT S	NO. OF SUB-ZONES	CODE	CHANGWAT	NO. OF SUB-ZONES	CODE		NO. OF SUB-ZONES
1	BANGKOK METROPOLITAN *	8	41	LORI	.6	68	UTHAI THANI	2
10	CHAI NAT	3	42	UDON THANI	5	70	SUPHAN BURI	8
11	SING BURI	3	43	NAKHON PHANON	4	71	KANCHANABURI	7
12	LOP BURI	3	44	SAKHON NAKHON	5	72	NAKHON PATHON	4
13	ANG THONG	1	15	KHON KAEN	6	73	RATCHABURI	5
14	SARABURI	5	46	KALASIN	2	74	SAHUT SAKHON	1
15	PHRA NAKHON SI AYUTTHAYA	5	47	HAHA SARAKHAN	5	75	SAHUT SONGKHRAK	1
16	PATHUK THANE *	3	48	ROI BY	4-	76	PHETCHABURI	2
17	* IRUGAKTHON	2	49	HURDAHAN	2	77	PRACHUAP KHIRI KH	1 14
18	SAHUT PRAKAN *	3	50	CHIANG RAI	7	80	CHUMPHON	4
20	NYKHON NAAOK	3	51	HAE HONG SON	3	81	RANONG	4
21	PRACHIN BURI	. 7	52	CHIANG MAI	9	82	SURATTHANI	7
22	CHACHOENGSAO	3	53	PHAYAO	3	83	PHANG NGA	4
23	CHON BURI	6	54	NAN	3	84	NAKHON SI THAMMARA	T 7
24	RAYONG	3	55	LAMPHON	^ 4	85	KRABI	3
25	CHANTHA BURI	2	56	LAMPANG	6	86	PHUKET	2
26	TRAT	2	57	PHRAB	4	90	PHATTHALUNG	2
30	CHAIYAPHUK	5	60	UTTARADIT	2	91	TRANG	4
31	YASOTHON	2	61	SUKHOTHAI	6	92	SONGKHLA	8
32	UBON RATCHATHANI	6	6 2	TAK	4	93	SATUN	3
33	SI SA KET	5	63	PHITSANULOK	3	94	PATTANI	4
34	BURIRAN	4	64	KAMPHAENG PHET	4	95	YALA	4
35	NAKHON RATCHASIMA	11	65	PHICHIT	5	96	NARATHIWAT	3
36	SURIN	6	66	PHETCHABUN	7			
40	NONG KHAI	4	67	NAKHON SAWAN	?	TOTA	L	317

Notes:

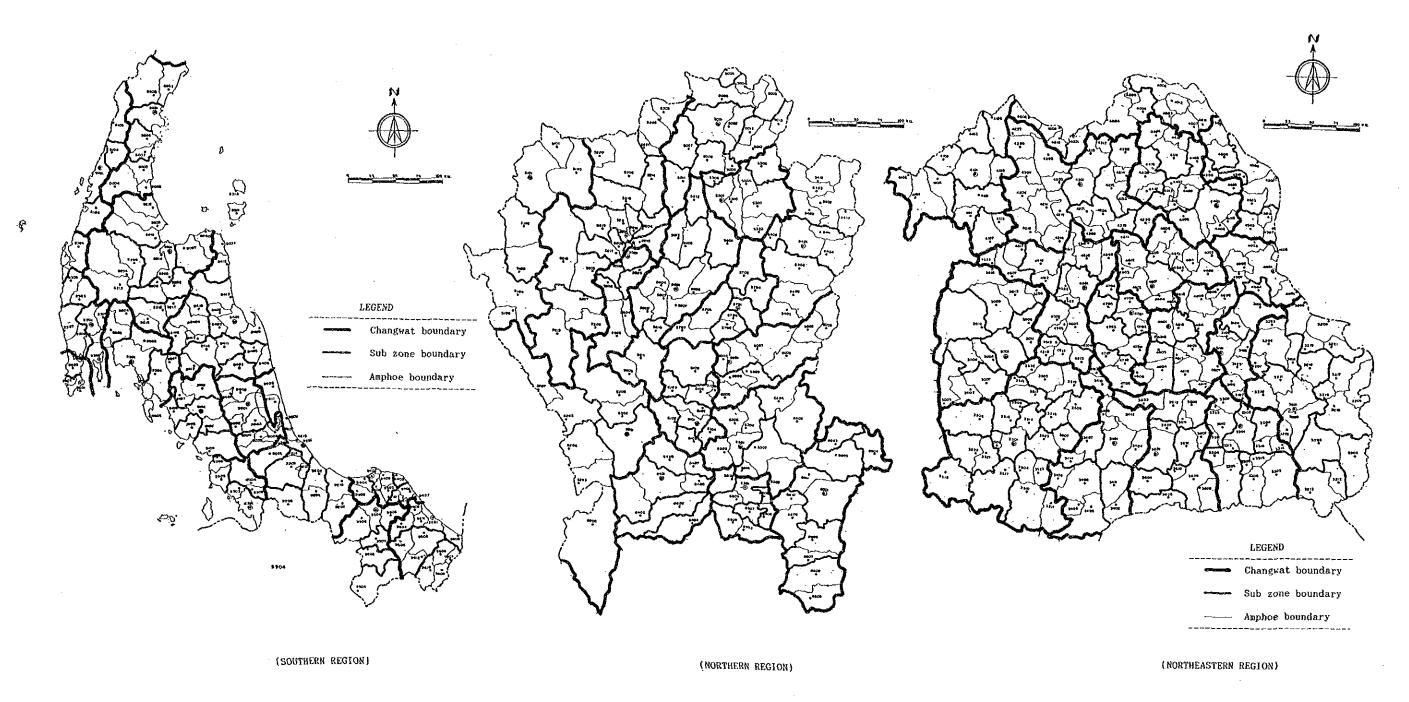
Appendix 6.49 SUB-ZONING SYSTEM OF THE STUDY AREA



^{1. *} Sub-zone OD table is estimated from BNA OD data.

^{2.} The used code is the code of the Land Transport Department (LTD).

Appendix 6.49 SUB-ZONING SYSTEM OF THE STUDY AREA



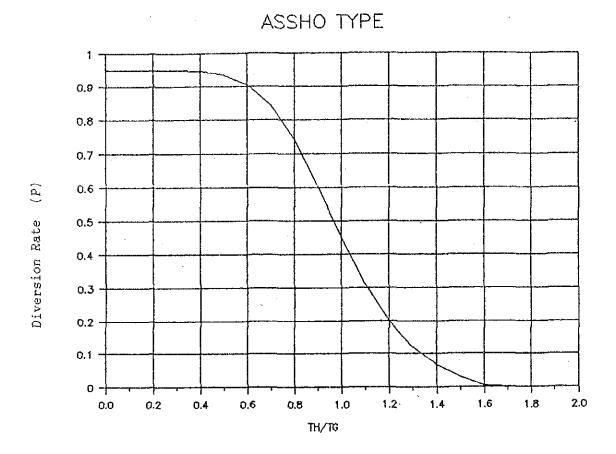
Appendix 6.50 LINK CLASSIFICATION AND Q-V EQUATION PARAMETERS

Condition Ligament LANES Vanax Vain DO Qmax Qov Qmax Qov Qmax Qov Qmax Qov Qmax Qov Qmax Qma	Çode	Standard	Class	Surface	Vertical	No of	Velo	c i t.y	C	apacity	
Toll Motorway	,	, , , ,					Vmax	Vmin			Qover
F	1			1							86400
R	_	Tall Mar	APUAV								
A		I OLI MOL	Ulwaj	1							
S		1									
		1								كما الربيد اسكان فيطالك أم مع الساء	57600
F		1 1 (2)	ν	6 6/1 1							38400
S		1			Mount						38400
Part			ŀ	FZP P							38400
Nount Section Sectio	8	1								32000	38400
11		İ	D	G G/F F				25	24000	48000	57600
11	10	1			Mount	6	70	20	24000	48000	57600
12	11			F/P P	FRH	6	70	20	24000	48000	57600
13											57600
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$			0	G G/F F	FRH						96000
F/P P		Ì	"	0 071							96000
16		j		F/P P							
1				171 1							
18				CCEE							
F/P P			1	0 0/1 1		- 4	30				9600
Color			1	F/6 5	Mount						9600
21				F/F F		2					9600
Mount 2 60 15 2000 4000 48				<u> </u>		2					9600
F/P P		1	2	G G/F F							4800
24		,	1		Mount	2	60	15		4000	4800
Second	23			F/P P	FRH	2	60	I 5	2000	4000	4800
25 3 G G/F F F R H 2 80 20 1000 2000 24 F/P P F R H 2 60 15 1000 2000 24 F/P P F R H 2 60 15 1000 2000 24 29 2 (S) D G G/F F F R H 4 80 20 16000 32000 384 30 31 F/P P F R H 4 60 15 16000 32000 384 31 F/P P F R H 4 60 15 16000 32000 384 32 Mount 4 40 10 16000 32000 384 33 B G G/F F F R H 6 80 20 24000 48000 576 34 Mount 6 60 15 24000 48000 576 35 F/P P F R H 6 60 15 24000 48000 576 36 Mount 6 40 10 24000 48000 576 37 1 G G/F F F R H 2 80 20 24000 48000 576 38 Mount 2 80 20 4000 8000 96 39 F/P P F R H 2 60 15 4000 8000 96 41 2 G G/F F F R H 2 60 15 4000 8000 96 41 2 G G/F F F R H 2 70 15 2000 4000 48 42 Mount 2 30 5 2000 4000 48 43 F/P P F R H 2 70 15 1000 2000 24 44 45 F/P P F R H 2 50 10 1000 2000 24 47 Mount 2 50 10 1000 2000 24 48 Mount 2 50 10 1000 2000 24 49 4 G G/F F F R H 2 50 10 1000 2000 24 49 4 G G/F F F R H 2 60 15 500 1000 12	24	j		ļ	Mount	2	40	10	2000	4000	4800
Mount 2 60 15 1000 2000 24]	3	G G/F F	FRH	2	80	20		2000	2400
F/P P			1			2					2400
28		j	j	F/P P		$\frac{1}{2}$					2400
29 2 (S) D G G/F F F R H 4 80 20 16000 32000 384 30		1									2400
Mount 4 60 15 16000 32000 384		1 2(5)	0	C C/F F							38400
F/P P		2 (3)	"	0 0/1 1							
Mount 4 40 10 16000 32000 384 33 34		ļ	ļ	E/D D							
D				177 1							
Mount 6 60 15 24000 48000 576		ļ	<u> </u>	C C (F F							
F/P P			ע	6 678 8		<u> </u>					57600
Mount 6 40 10 24000 48000 576 576 578 H 2 80 20 4000 8000 96 96 96 96 96 96 96											57600
37 1 G G/F F F R H 2 80 20 4000 8000 96 38 39 F/P P F R H 2 60 15 4000 8000 96 40 Mount 2 40 10 4000 8000 96 41 2 G G/F F F R H 2 70 15 2060 4000 48 42 Mount 2 50 10 2000 4000 48 43 F/P P F R H 2 50 10 2000 4000 48 44 Mount 2 30 5 2000 4000 48 45 Mount 2 30 5 2000 4000 48 46 Mount 2 50 10 1000 2000 24 47 Mount 2 50 10 1000 2000 24 48 Mount 2 30 5 1000 2000 24 49 4				F/PP							57600
Mount 2 60 15 4000 8000 96			L			6				48000	57600
39 F/P P	37		1	G G/F F		2					9600
39 F/P P	38	1	}		Mount	$\overline{2}$	60	15	4000	8000	9600
40 Mount 2 40 10 4000 8000 96 41 2 G G/F F F R H 2 70 15 2000 4000 48 42 Mount 2 50 10 2000 4000 48 43 F/P P F R H 2 50 10 2000 4000 48 44 Mount 2 30 5 2000 4000 48 45 Mount 2 70 15 1000 2000 24 46 Mount 2 50 10 1000 2000 24 47 F/P P F R H 2 50 10 1000 2000 24 48 Mount 2 30 5 1000 2000 24 49 4 G G/F F F R H 2 60 15 500 1000 1000	39			F/P P			60	15	4000	8000	9600
41 2 G G/F F F R H 2 70 15 2000 4000 48 42 Mount 2 50 10 2000 4000 48 43 F/P P F R H 2 50 10 2000 4000 48 44 Mount 2 30 5 2000 4000 48 45 Mount 2 70 15 1000 2000 24 46 Mount 2 50 10 1000 2000 24 47 F/P P F R H 2 50 10 1000 2000 24 48 Mount 2 30 5 1000 2000 24 49 4 G G/F F F R H 2 60 15 500 1000 1000 12				ļ	Mount	2	40	10		8000	9600
Mount 2 50 10 2000 4000 48 43 44		}	2	G G/F F	FRH						4800
43 44			1	1							4800
44 3 G G/F F F R H 2 30 5 2000 4000 48 45 3 G G/F F F R H 2 70 15 1000 2000 24 46 47 47 F/P P F R H 2 50 10 1000 2000 24 48 49 4 G G/F F F R H 2 60 15 500 1000 2000 12				F/P P	FRH	- 5	50		2000		
45 46 3 G G/F F F R H 2 70 15 1000 2000 24 Mount 2 50 10 1000 2000 24 F/P P F R H 2 50 10 1000 2000 24 Mount 2 30 50 10 1000 2000 24 Mount 2 30 5 1000 2000 24 49 4 G G/F F F R H 2 60 15 500 1000 12		1	1	1							4800
Mount 2 50 10 1000 2000 24			- -	C C/E E							2400
47 48 49		1	٥	0 0/ 5 5							2400
48 49		1	ł	F/D B							
49 4 C C/F F F R H 2 60 15 500 1000 12				r/rr						2000	2400
			ļ			<u>Z</u>				2000	2400
		1	4	G G/F F		2					1200
	50	ļ		·	Mount	2	40	10	500	1000	1200
			1	F/P P	FRH	2					1200
	52	}	1_		Mount		20	5	500		1200
5 G G/F F F R H 2 60 15 150 300 3			5	G G/F F	FRH	2	60	15	150	300	360
				1		2					360
		1	1	F/P P							360
56 Mount 2 20 5 150 300 3		1		1	<u> </u>						
	~~		 		, ., ., ., ., .,						

ode	Standard	Class		Vertical		Velo			apacity	
			Condition	Alignment	LANES	Vmax	Vmin	Q O	Qmax	llover
57	3(F)	D	G G/F F	[FRH]	4	80	2.0	16000	132000	j 38400
58		j	J	Mount	4	60	15	16000	1 32000	38400
59			F/P P	FRH	4	60	15	16000	32000	38400
60				Mount	4	40	1.0	16000	32000	38400
61		Đ	G G/F · F	FRH	6	80	20	24000	48000	57600
62				Mount	6	60	15	24000	48000	57600
63			F/P P	FRH	6	60	15	24000	48000	57600
64				Mount	6	40	10	24000	48000	57600
65		1	G G/F F	FRH	2	80	20	4000	8000	9600
66	i i			Mount	2	60	15	4000	8000	9600
67			F/P P	FRH	2	60	15	4000	8000	9600
68				Mount	2	40	10	4000	8000	9600
69		2	G G/F F	FRH	2	70	15	2000	4000	4800
70	,			Mount	2	50	10	2000	4000	4800
71			F/P P	FRH	2	50	10	2000	4000	4800
72				Mount	2	30	5	2000	4000	4800
73		3	G G/F F	FRH	2	70	15	1000	2000	2400
74				Mount	2	50	10	1000	2000	2400
75		·	F/P P	FRH	2	50	10	1000	2000	2400
76				Mount	2	30	5	1000	2000	2400
77		4	G G/F F	FRH	2	60	15	500	1000	1200
78			1	Mount	2	40	10	500	1000	1200
79			F/P P	FRH	2	40	10	500	1000	1200
80			}	Mount	2	20	5	500	1000	1200
81		5	G G/F F	FRH	2	60	15	150	300	360
82				Mount	2	40	10	150	300	360
83		İ	F/P P	FRH	2	40	10	150	300	360
84			<u> </u>	Mount	2	20	5	150	300	360
85		6	G G/F F	FRH	2	50	1.0	150	300	360
86				Mount	2	30_	5	150	300	360
87			F/P P	FRH	$\frac{2}{2}$	30	5	150	300	360
88	Mount					10	1	150	300	360
89	Expressway(ETA)					80	20	36000	72000	86400
90	Ordinary way in Bangkok					40	10	5000	10000	12000
91						40	10	20000	40000	48000
92						40	10	30000	60000	72000
93	Ramp					20	10	5000	10000	12000

Note: Surface G=Good, F=Fair, P=Poor Alignment F=Flat, R=Rolling, H=Hilly, Mount=Mountainous

Appendix 6.51 AASHYO DIBERSION CURVE



Example: Assume a trip on both motorways and ordinary highways in the year 2010 under the following conditions:

	Motorways	Ordinary highways
Length (km)	500	500
Speed (km/hr)	90	50 .
Time (min.)	333	250
Toll Rate "C" (Baht)	500	-

Time difference "T" = 333 ± 250 = 83 min.

C / T = 500 / 83 = 6.02

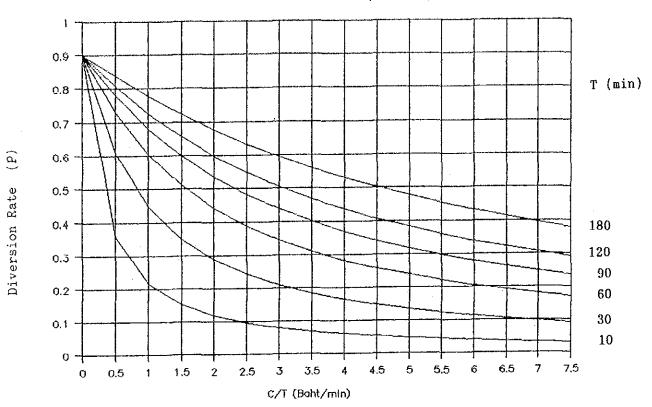
Using the curves of Nihon Doro Kodan in Appendix 6.52 for the case of passenger car:

Diversion Rate "P" = 35 % (approximately)

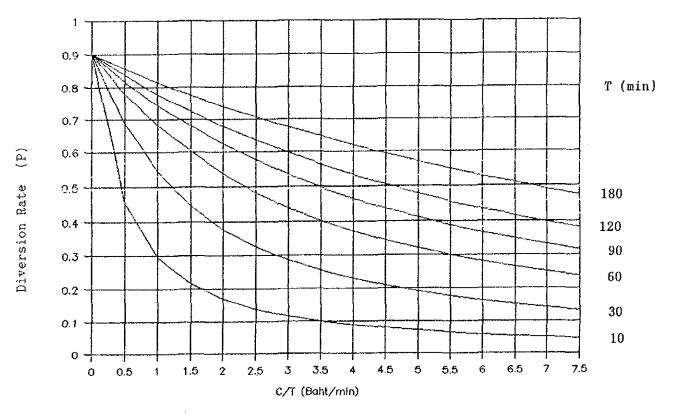
Appendix 6.51 Appendix 6.52(1/2)

Appendix 6.52 NIHON DORO KODAN DIVERSION CURVES

PASSENGER CAR (2000)

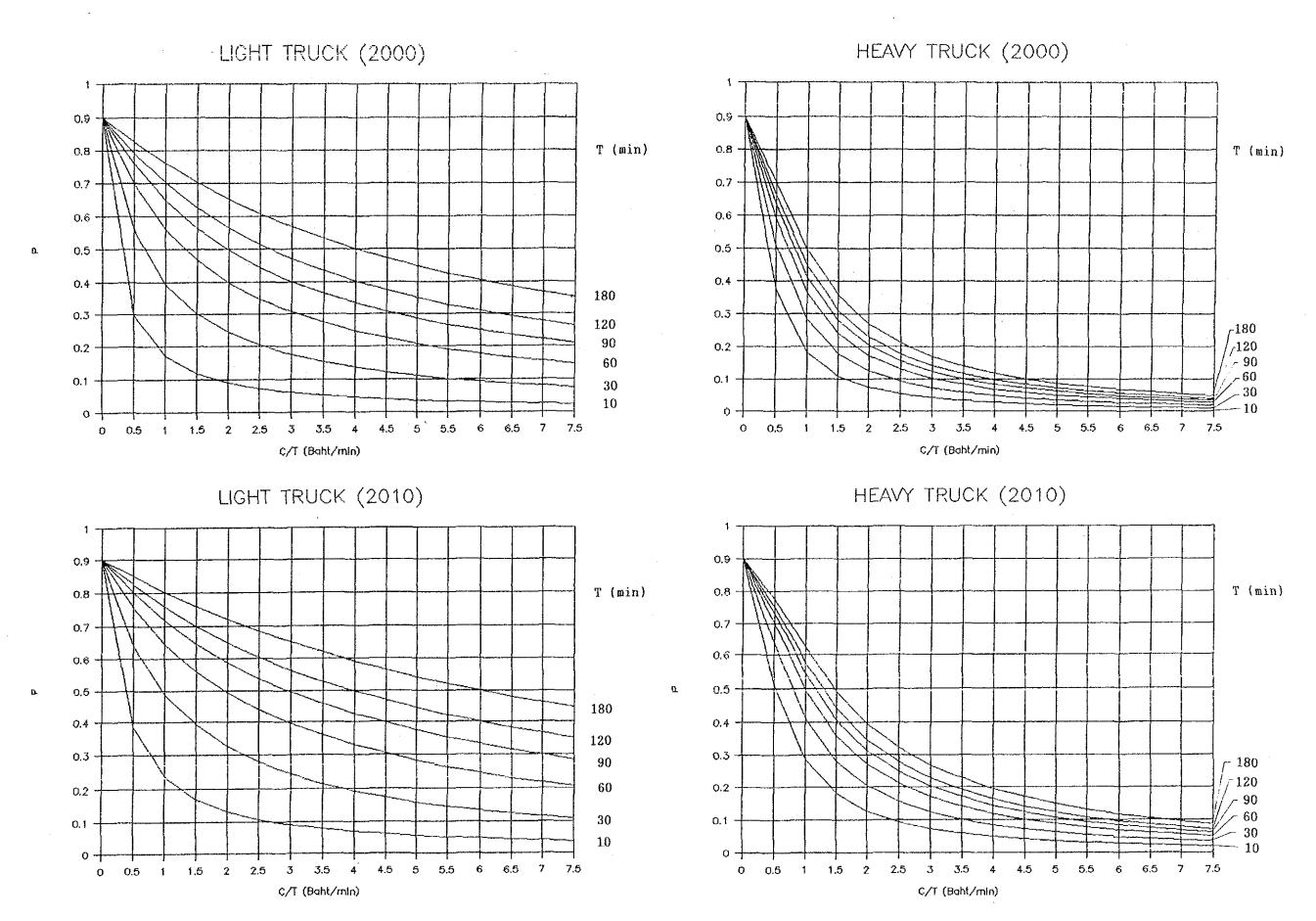


PASSENGER CAR (2010)



-- 99 --

Appendix 6.52 NIHON DORO KODAN DIVERSION CURVES



Appendix 6.53 TRAFFIC ASSIGNMENT CASES

Case Vo.	Year	Tol	l Motorways	S	Toll Rate	Induced Traffic	Diversion Formula
Y() •	1 c.a.ı	Network I	ength (km)	Lanes	(Bt/km)	Haiic	TOTINGEA
. "!	Withou	t Project <u>" C</u> a	ses (for na	tional hi	ghway netwo	ork only):	
1	1990						
2	2000						
3	2010			·			
Ι. '	"With	Project" Case	es (for both	networks	<u>:):</u>		•
4	2010	Tentative	5851	4-L	0.0	With	AASHTO
5					0.25		
6					0.5		
7					0.75		
8					1.0		
9					3.0		
10					5.0		
11					10.0		
12	2010	Tentative	5851	4-L	0.0	With	KODAN
13					0.25		
14					0.5		
15					0.75		
16					1.0		
17					3.0		
18					5.0		
19					10.0		
20	2010	Tentative	5851	4-L	0.0	Without	KODAN
21				ì	1.0		
22	2010	Proposed	4345	4-L	1.0	With	KODAN
23 24	2010	Proposed	4345	4&6-L	1.0	With Without	KODAN
			 				
II.	Imple	mentation Sta	ging Plans:	-			
25	1995	Scenario 1	701	4&6-L	1.0	With	KODAN
26	2000	Case 1-1	1891				
27	2000	Case 1-2	1201				
28	1995	Scenario 2	1004				
29	2000	Case 2-1	2126				
30	1995	Scenario 3	704				
31	2000	Case 3-1	1668				
32	2000	Case 3-2	1497				

Appendix 6.53 Appendix 6.54 Appendix 6.55

Appendix 6.54 TRAFFIC VOLUME MATCHING RATES ON REGION BOUNDARIES - 1990

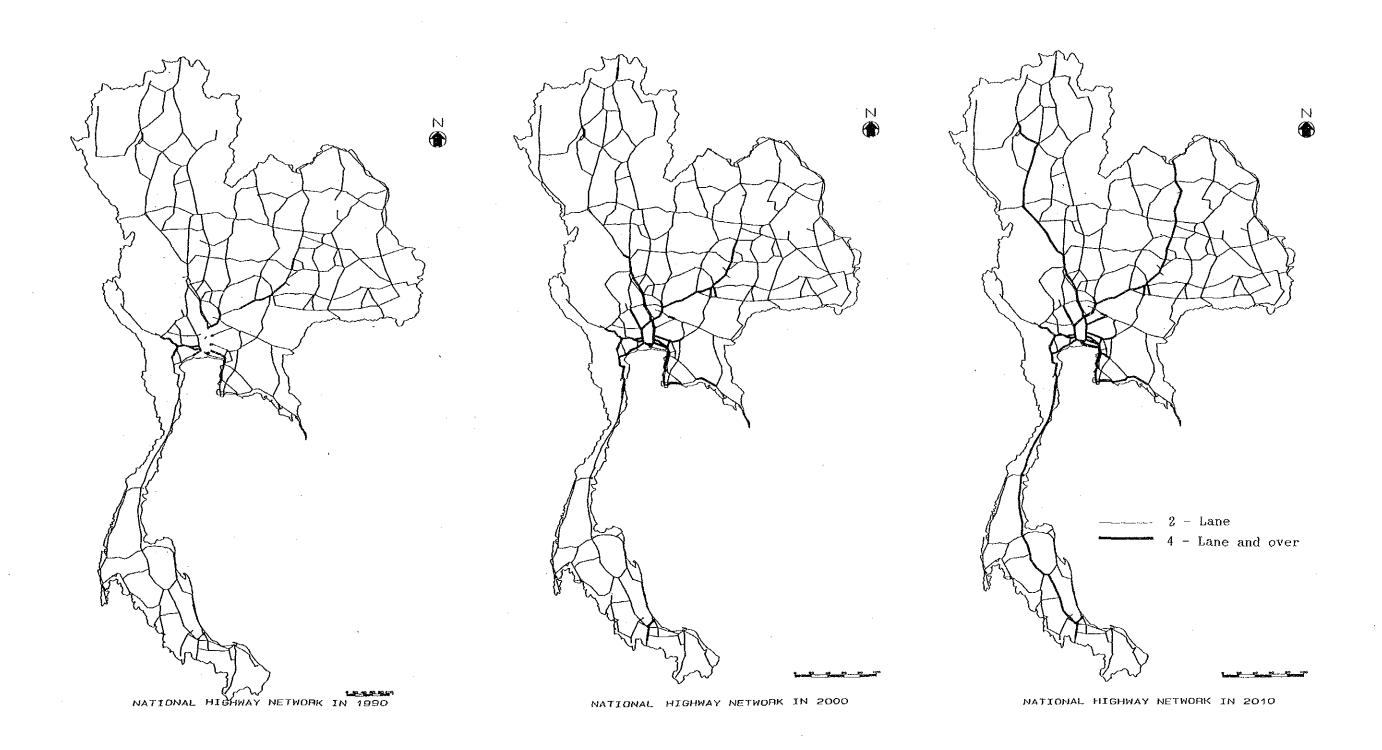
THMPS SPATAN	COUNT	ed trap	FIC VOL	UNE (A)	ASSIGN	ed traf	ELIC AOF	une (b)	¥4	TCHING	STAR	(B/A)
INTER-REGION	PC	BUS	PV+T	TOTAL	PC	BUS	<u>የ</u> ሀ+ፕ	TOTAL	PC	BUS	PU+T	TOTAL
N - NE	311	269	1987	2567	351	390	2260	3001	1.13	1.45	1.14	1.17
C - N	4048	2014	12222	18278	4080	2331	13317	19728	1.01	1.16	1,09	1.08
C - NE	1973	1985	11908	15866	1766	2184	12123	16073	0.90	1.10	1.02	1.01
C - S	837	645	4330	5812	816	795	4281	5892	0.97	1.23	0,99	1.01
TOTAL	7163	4913	30447	42523	7007	5681	31872	44560	0.98	1.16	1.05	1.05

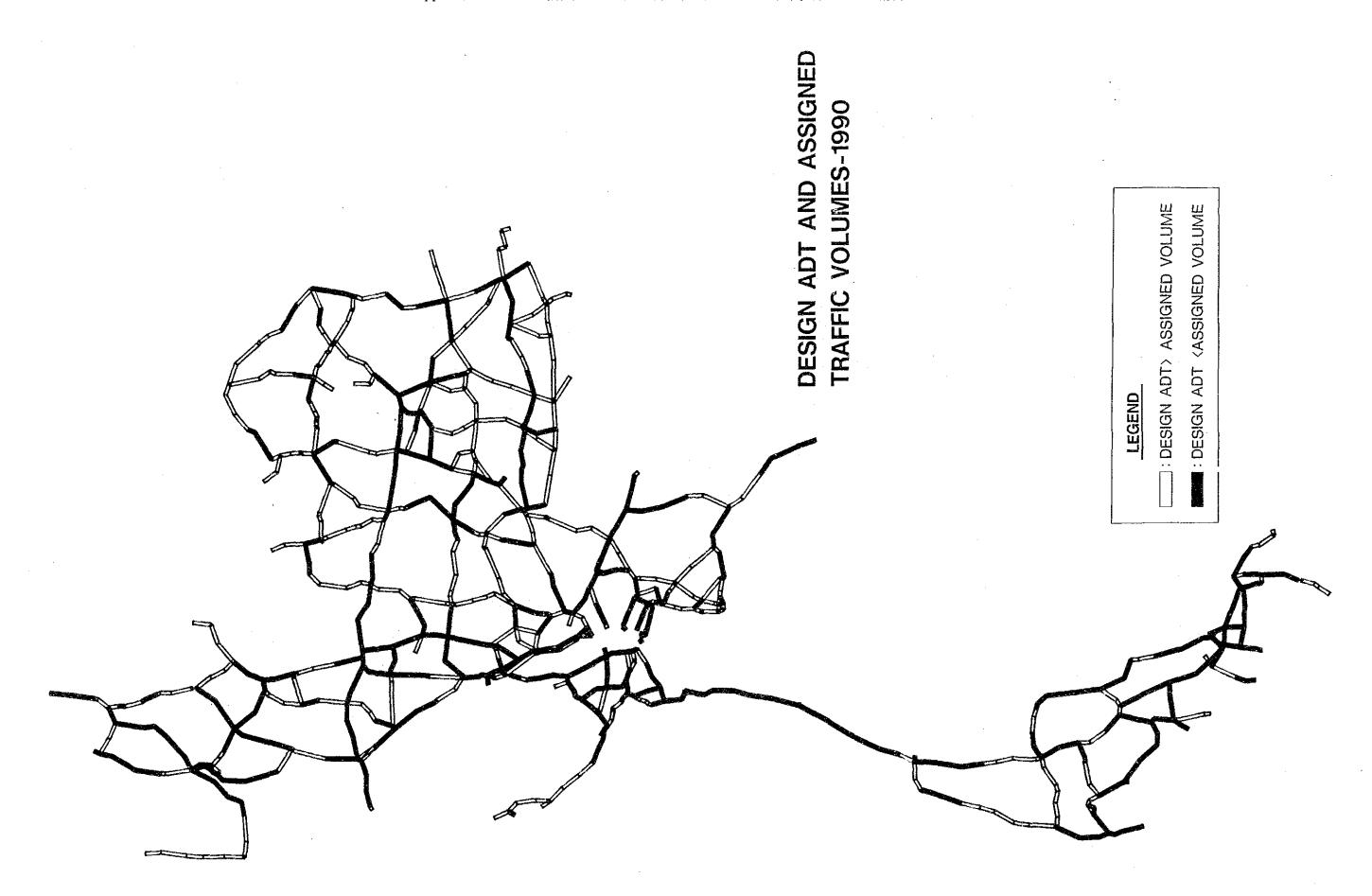
Appendix 6.55 TRAFFIC VOLUME MATCHING RATES ON DIVISION BOUNDARIES — 1990

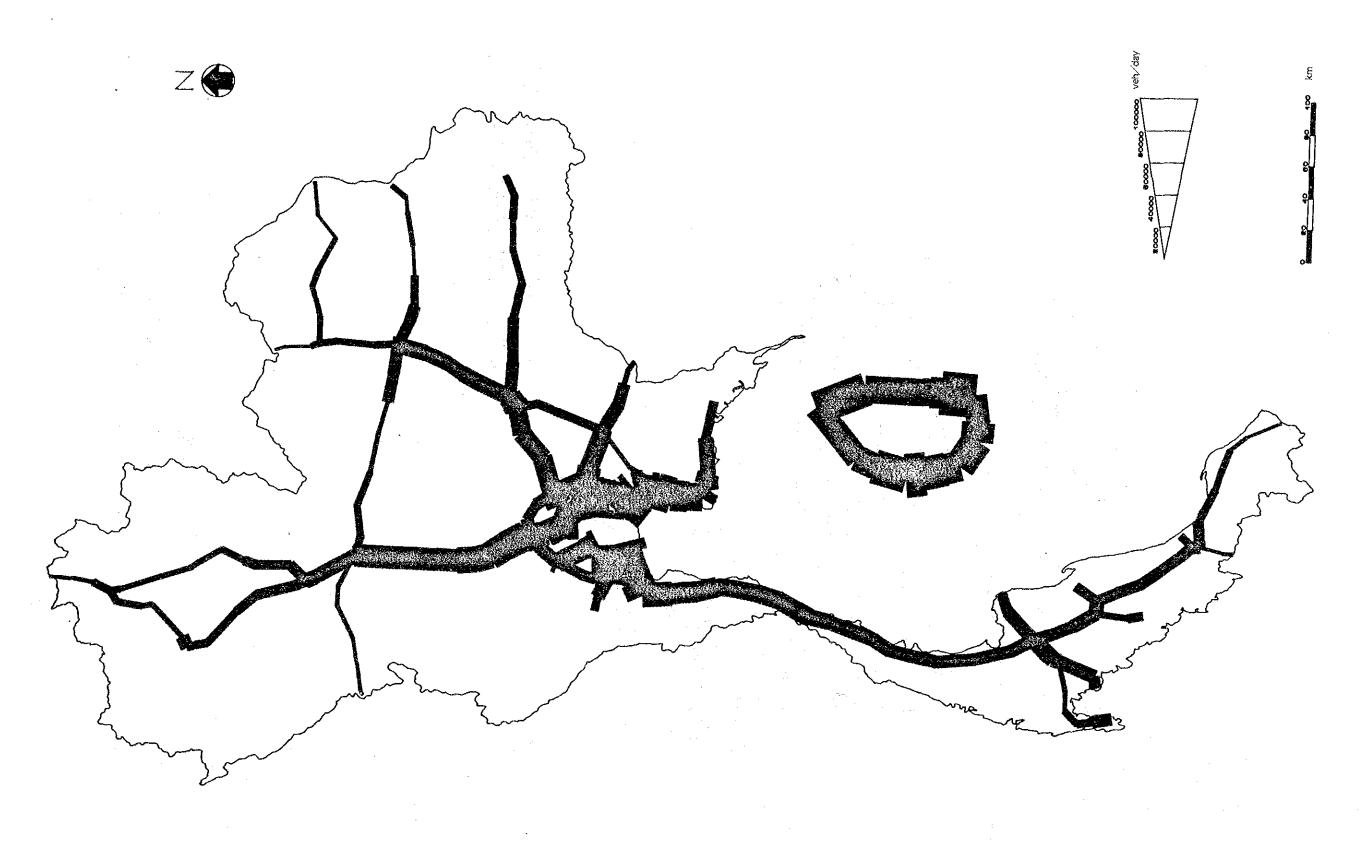
DDavan	rumpa artificat			FIC AOTE	HE (A)	ASSIGN	ED TRA	FFIC VOL	ONE (B)	HATO	HING	RATE	(B/A)
REGION	INTER-DIVISION -	PC	BUS	T+119	TOTAL	PC	BUS	PU+T	TOTAL	PC	BUS	PU+T	TOTAL
N	N1 - N2	2459	1107	6717	10283	2368	954	6436	9758	0.96	0.86	0.96	0.95
	N1 - N3	803	371	1837	3011	1088	502	2359	3949	1.35	1.35	1.28	1.31
•	N2 - N3	1349	566	2968	4883	1183	584	3503	5270	0.88	1.03	1.18	1.08
	REGION TOTAL	4611	2044	11522	18177	4639	2040	12298	18977	1.01	1.00	1.07	1.04
NB	NE1 - NE2	1604	1065	6216	8885	1682	1206	7121	10009	1.05	1.13	1.15	1.1
	nei – nes	552	405	2200	3157	499	337	2376	3212	0.30	0.33	1.08	1.03
	NB1 - NB4	1701	1480	6792	9973	1147	1353	7629	10129	0.67	0.91	1.12	1.0
	NE2 - NE3	389	360	2435	3184	377	389	2671	3437	0.97	1.08	1.10	1.0
	NE3 - NE4	569	667	3675	4911	469	498	3164	4131	0.82	0.75	0.86	0.8
	REGION TOTAL	4815	3977	21318	30110	4174	3783	22961	30918	0.87	0.95	1.08	1.0
С	C1 - C2	385	622	3372	4379	300	217	2488	3005	0.78	0.35	0.74	0.6
	C1 - C3	6247	3818	32307	42372	8031	6767	29456	44254	1.29	1.77	0.91	1.0
	C2 - BXR	12121	4375	43638	60134	12719	5446	45306	63471	1.05	1.24	1.04	1.0
	C3 - BNR	24027	13817	60496	98340	21071	15188	69945	106204	0.88	1.10	1.16	1.0
	REGION TOTAL	42780	22632	139813	205225	42121	27618	147195	216934	0.98	1.22	1.05	1.0
S	S1 - S2	1570	859	6310	8739	1466	887	5948	8301	0.93	1.03	0.94	0.3
	S2 - S3	1868	749	5035	7652	2002	797	5783	8582	1.07	1.06	1.15	1.1
	REGION TOTAL	3438	1608	11345	16391	3468	1684	11731	16333	1.01	1.05	1.03	1.0
IVESTON	BOUNDARY TOTAL	55644	30261	183998	269903	54402	35125	194185	283712	0.98	1.16	1.06	1.0

-101-

Appendix 6.56 PRESENT AND FUTURE NATIONAL HIGHWAY NETWORKS











Appendix 6.61 TRIP LENGTH DISTRIBUTION OF INDUCED TRIPS - 2010

			,					(%)
			Veh	icle C	ategor	· y		
Trip Length (km)	PC	LB	НВ	PP	LT	МТ	НТ	Total
0- 50	2.8	4.6	1.5	3.5	3.6	2.6	2.4	3.0
50- 100	30.1	29.1	18.9	32.9	38.2	34.6	43.0	34.5
100- 150	28.3	41.7	25.0	26.2	29.6	32.4	22.7	27.7
150- 200	12.9	11.2	10.5	12.9	14.3	11.3	7.7	11.9
200- 250	3.6	2.3	4.5	5.3	4.6	4.2	3.2	4.2
250- 300	4.4	2.0	6.0	3.8	2.7	4.2	2.9	3.6
300- 350	1.9	1.7	2.9	2.3	1.7	1.4	1.6	1.9
350- 400	2.1	0.4	3.3	2.0	1.2	1.4	1.1	1.6
400- 450	2.3	1.1	5.9	2.4	0.7	1.3	2.6	2.1
450- 500	1.3	1.2	3.2	1.3	0.9	1.2	1.5	1.3
500- 550	0.5	0.3	1.0	1.0	0.4	0.5	1.1	0.7
550- 600	1.7	0.1	3.3	1.4	0.4	0.9	1.4	1.3
600- 650	1.2	0.2	3.1	0.8	0.4	0.7	2.1	1.1
650- 700	3.8	1.9	4.4	1.9	0.5	1.7	1.6	2.1
700- 750	0.1	0.0	0.7	0.3	0.1	0.1	0.3	0.2
750- 800	0.6	0.2	1.3	0.6	0.1	0.2	0.4	0.4
800- 850	0.6	0.3	1.5	0.4	0.1	0.5	1.0	0.6
850- 900	0.4	0.3	1.2	0.3	0.2	0.2	0.6	0.4
900- 950	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.1
950-1000	1.0	1.3	1.4	0.3	0.2	0.5	1.3	0.7
1000-	0.3	0.1	0.3	0.3	0.1	0.3	1.5	0.5

Av. Trip Length 203.5 156.9 280.7 185.3 142.0 165.7 203.9 185.6

Appendix 6.61 Appendix 6.62 Appendix 6.62 ASSIGNED TRAFFIC VOLUMES OF IMPLEMENTATION PLANS

Plan		Route No.	Length (km)	1000 Veh-km	Veh-hr	Av. Vol.
Scenario 1	(1995)	1 3 4 31 32 36	264 196 108 46 47 40	2251 2179 1267 474 697 120	20192 19150 11172 4150 6123 1045	8528 11117 11735 10311 14839 2989
Case 1-1	(2000)	1 2 3 4 31 32 34 36 41	387 199 196 608 170 47 60 40	5621 4093 4728 8195 5314 1091 339 25 523	49862 36298 41748 72730 46626 9587 2961 223 4622	14525 20567 24125 13478 31260 23217 5649 636 2842
Case 1-2	(2000)	1 2 3 4 31 32 36	264 376 196 108 170 47 40	3341 6221 4674 2097 5182 1096 29	29781 55284 41195 18519 45526 9627 258	12654 16547 23848 19417 30481 23315 736
Scenario 2	(1995)	1 2 3 4 31 32 33 34 36	68 62 126 54 170 47 62 60 355	689 939 1781 191 2959 982 266 160 1355	6039 8317 15668 1683 25904 8619 2328 1403 11913	10130 15143 14139 3533 17405 20897 4295 2673 3817
Case 2-1	(2000)	1 2 3 4 31 32 33 34 36	449 376 126 481 170 47 62 60 355	6260 6090 3548 6509 5178 1090 325 255 2019	54937 54056 31419 57680 45578 9604 2831 2225 17799	13943 16198 28161 13532 30459 23185 5237 4247 5686
Scenario 3	(1995)	1 3	578 126	6332 1502	57451 13270	10955 11918
Case 3-1	(2000)	1 3 4 41	578 126 780 184	8190 3454 9845 452	74032 30705 87256 .3980	14170 24710 12622 2455
Case 3-2	(2000)	1 2 3 4	578 376 126 417	8225 6314 3535 6652	74346 56098 31501 58990	14229 16793 28055 15953

--107 --

Appendix 7.1 Appendix 7.2

Appendix 7.1 LENGTH OF MOTORWAYS AND INDICES IN VARIOUS COUNTRIES

	Length of Motorways	Population (1,000	Area	Per Capita GNP
	(km)	persons) (1988)	(1,000km) (1988)	(US\$) (1988)
USA	83,214	244,523	9,363	19,813
1 TALY	7,515	57,399	301	14,384
FRANCE	11,330	55,990	551	16,962
F.R. GERMANY	10,300	61,242	249	19,741
JAPAN	14,000	122,890	378	23,382
AUSTRIA	1,666	7,602	84	12,412
BELGIUM	1,567	9,865	31	15,125
SWITZERLAND	1,856	6,625	41	28,213
INDONESIA (JAVA	Is.)1,016	105,796	132	540
MALAYSIA (penir	· ·	10,267	132	2,356
TAIWAN	818	19,450	36	6,147
ROREA	3,500	42,080	99	1,082

Note: The length of motorways in each country is totaled by the existing, constructing and planning in 1988.

Appendix 7.2 RELATIONSHIP BETWEEN K AND G

$$L = K \sqrt{A \times P}$$
 (equation 1)

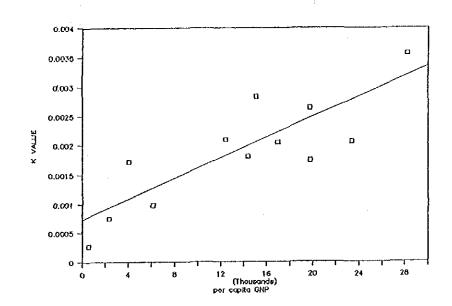
where, L: road length

K: function of GNP Per Capita Income (G)

A: area

P: population

$$K = 0.000686056 + 0.000000087 \times G$$
 (equation 2)



RELATIONSHIP BETWEEN K AND G

Appendix 7.3 DETAILS OF MAJOR POINTS BY CHANGWAT

NE 0 1 4 W	Attanian s		[GNA]	LED	MAI	10104				IGNATED		RGE DÚSTREAL	ALRPORT			HAT SEA	N	INI ON	ומה יעור	H TEREST	TOTAL
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	CAMPHUN		1								1	MORTHERN REGION					ļ				'
	SUKHOTHAI	†	 	 	1	1	 			 									1		1
	CHIANG RAI	-	 	+	 	 	1	<u> </u>	 	<u></u>		<u></u>	 						╁		3
	PHAYAO	1	 	- -	1	1															
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	KAN PHAENG PHET		1	1	.	\	1	}	1		1								1		
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ļ	SAKHON NAKHON	 	 	 		-	 	PHEBUN MANGSAHAN	1-		+			ī					1		2
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Appendix 7.3 DETAILS OF MAJOR POINTS BY CHANGWAT

REGION	Сномомат	DES		LED	HATI	N ICIP	ALIT	A.		IGNATED JUSTRIAL	LAF	RGE DUSTRIAL	ALRPORT			HAI		HALN INLANC	IAH THI	N EREST	TOTAL
				+3		••5						FATES ***	NAT LONAL			POR		PORT	PLA	CES	
	CHON BURI	1				1	1	AYATTAQ		LAEN CHABANG				1	U-TAPAO	2	STRACHA SATTAHIP			PATTAYA	18
	RAYONG			ſ			1		1	МАР ТА РЖИТ	1	DEASTERN				1					5
	CHACHOENGSAO			1			1				3	□BANG PAKONG □HELL GRON □GATE WAY CITY						·			5
EASTERN	NAKHON NAYOK																				
	PRACHIN BURI	1	\			1											Ţ		1		l
																					1
	TRAT															1					1
Í	CHANTHABURI						1														1
	SAMUT SONGKHRAM						1									1	MAEKLONG	1			3
	SUPHAN BURI	I																1			11_
	RATCHABURI		į į				1	,			1					1	l .	1	1		4
HESTERN	PHETCHABURI			t			1									1	DAN LAEH				3
	PRACHUAP KHIRI KHON						1	HUA HIN			_	-		1	, <u></u>	1			1	HUA K(N	
	KANCHANABURI	-		1		 	 	INUN NZA					·					1	1	11011	1
	ANG THONG	+		-	 	 	 									+			†		
	SING BURI	1			 -	1	 				 				···	1		1	1	 	1
SUB-	AYUTTHAYA					1						□HI-TECH □BANG PA-IN						1	1		8
CENTRAL	SARABUR I	-		1		1	-				2	ORPJANA SARABURI						 			4
i		<u> </u>				ļ	L			·····	L	NONG KAE							ļ	ļ	
	CHAI NAT						}	<u> </u>				<u> </u>			·		-	1	 	}	1 1
	LOP BUR(1	ļ			<u> </u>					 	- ANOKOK		┼-		
	ana i				1							LAT KRABANG BAN CHUN ONINBURI					BANGKOK	1	1		8
	NONTHABUR I					 	ļ	ļ			<u> </u>	Outurnkt				+	ļ	+	 		1 2
	SAMUT PRAKAN	 				1	 				2	BANG BO					 	 -	-	· · · · · · · · · · · · · · · · · · ·	
в и к	SHILL FARKHI						<u> </u>				} i	OTHEPARAKON. THALL					i :				4
	SAHUT SAKHOH					1						Ö				_	1	1			3
	NAKHON PATHOM					I	ī									1	I	1			2
	PATHUM THANI											♦ NAVA NAKHORN♦ BANGKADI♦ MAH BOOHKRONG						1			4
1			1	5	5	5	11		2		22	1	 	2		8	 	12	5	· · · · · · · · · · · · · · · · · · ·	77

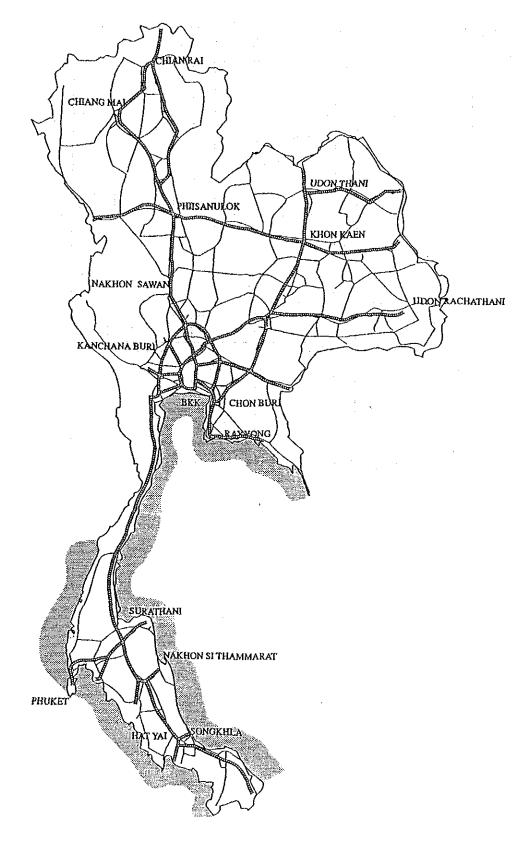
Appendix 7.3 DETAILS OF MAJOR POINTS BY CHANGWAT

REGION	CHANGUAT	DESI			na i n nun i		RLITY	·	ND	USTRIAL		USTRIAL	AIRPORT INTER-		na se	A	I NEAND	LNT	EREST	TOTAL
		-1	•5	*3	++1	* * 2	++3	D	ΕU	ELOPHENT		ATES ***	MOTTONO	4	PO	RT	PORT	PLA	CES	
	PHUKET		1								1	<u> </u>	1	<u> </u>	1	 	}	1	<u></u>	6
	PATTANI		*********	1_			1				-			1		·	<u> </u>			1
	SONGKIILA HAT YAT _	1			1	1					1	U D	1					1	HAT YAL	8
	NAKHON SI THANNARAT			i		1								1	2	SICHON				
٠																PAK PHANAN			. •	5
	PHATTHALUNG						1	· · · · · · · · · · · · · · · · · · ·												1
	NARATHINAT								\neg					1	1]	į	SUNGAL KOLIK	4
SOUTHER				7			1							1	. 1	KHANTANG			, 	3
	SATUN														1					1
	YALA					1													<u></u>	1
	СНИПРНОМ														1					1
	KRABI								1	KRABI					l	l				2
	SURAT THANI		1				1			KHANON BAN NA SAN				i	I	BANDON		1	KO SAMUI	7
	PHANG NGA				,					,										
	RANONG														1					1
	TOTAL	t	2	2	1	3	6		3		3		2		12		 	4		177
ĠR	AND TOTAL	5	ត	13	8	10	38		5	_	28		4	21	28		14	1.3		

LEGEND

- 1:Designated cities (1st Priority)2:Designated cities (2nd Priority)
- +3: Designated cities (3rd Priority) +1: Hore Than 188, 888 persons(us of 1888)
- --2:Nore Than 68,889 persons
- ++3: More Than 30,000 persons
- ****: # IEAT (EXISTING)
 - LIEAT (ON GOING OR PLANNED)
 - PRIVATE (EXISTING)
 - OPRIVATE (ON GOING OR PLANNED)

Appendix 7.4
Appendix 7.5 (1/3)
Appendix 7.4 TENTATIVE TOLL MOTORWAY NETWORK



TENTATIVE TOLL MOTORWAY NETWORK

Appendix 7.5 SUMMARY OF RESULTS OF TENTATIVE TOLL MOTORWAY ROUTING

STEP 1

No.	Origin, Destination (Changwats)
TR-1	OBRR (Bangkok), (Ayutthaya), (Ang Thong), (Sing Buri), (Chai Nat), (Nakhon Sawan), (Phichit), (Phrae), (Phitsanulok), (Uttaradit), (Lampang), (Lampun), Chiang Mai (Chiang Mai)
TR-2	OBRR (Bangkok), (Saraburi), (Nakhon Ratchasima), Khon Kaen (Khon Kaen)
TR-3	OBRR (Bangkok), (Chachoengsao), <u>Chon Buri</u> (Chonburi)
TR-4	OBRR (Bangkok), (Nakhon Pathum), (Ratchaburi), (Phetchaburi), (Prachuap Khiri khan), (Chumporn), (Surat Thani), (Nakhon Si Thammarat), (Phatthalung), Hat Yai - Songkhla (Songkhla)
, , _ 	
he mai	connecting Designated Cities (1st priority) and the border of n neighbour countries to promote the international exchange them.
i E CMC G I	
No.	Origin, Destination (Changwats)
	Origin, Destination (Changwats) Khon Kaen (Khon Kaen), (Udon Thani), <u>Nong Khai</u> (Nong Khai)Laos

Appendix 7.5 SUMMARY OF RESULTS OF TENTATIVE TOLL MOTORWAY ROUTING

 No.	Origin, Destination (Changwats)
TR-3	Chon Buri (Chon Buri), Phattaya (Chon Buri),
	Map Ta Phut (Rayong), Rayong (Rayong), Eastern Seaboard Development Area
	Edotorii Boaboara Bovogopiiono iii oa
TR-6	Krabi (Krabi), Distribution Centre (Surat Thani),
	Khanom (Nakhon Si Thammarat)
	Southern Seaboard Development Area
-	
Routes c	
	onnecting Bangkok and the main international interesting place
No.	Origin, Destination (Changwats)
	Origin, Destination (Changwats)
	Origin, Destination (Changwats) Bangkok - Ayutthaya - Chiang Ma covered by TR-1
No .	Origin, Destination (Changwats) Bangkok - Ayutthaya - Chiang Ma covered by TR-1 Bangkok - Hua Hin - Phattaya covered by TR-4
No.	Origin, Destination (Changwats) Bangkok - Ayutthaya - Chiang Ma covered by TR-1 Bangkok - Hua Hin - Phattaya covered by TR-4 orming Outer Bangkok Ring Road (OBRR) which has following role
No. Routes for to recommend to small	Origin, Destination (Changwats) Bangkok - Ayutthaya - Chiang Ma covered by TR-1 Bangkok - Hua Hin - Phattaya covered by TR-4 braing Outer Bangkok Ring Road (OBRR) which has following role organize the urban structure of Bangkok Metropolitan Region. boothly and effectively treat the extremely heavy traffic volum
No. Routes for to recommend to small	Origin, Destination (Changwats) Bangkok - Ayutthaya - Chiang Ma covered by TR-1 Bangkok - Hua Hin - Phattaya covered by TR-4 orming Outer Bangkok Ring Road (OBRR) which has following role organize the urban structure of Bangkok Metropolitan Region.
No. Routes for to recommend to small	Origin, Destination (Changwats) Bangkok - Ayutthaya - Chiang Ma covered by TR-1 Bangkok - Hua Hin - Phattaya covered by TR-4 braing Outer Bangkok Ring Road (OBRR) which has following role organize the urban structure of Bangkok Metropolitan Region. bothly and effectively treat the extremely heavy traffic volum

STEP 2

No.	Origin, Destination (Changwats)	
	Bangkok - <u>Nakhon Sawan</u> - Phitsanulok covered by TR - Chiang Mai	R-1
	Khon Kaen - <u>Udon Thani</u> covered by TR	R-2
	Bangkok – <u>Ratchaburi – Surat Thani</u> covered by TR	
TR-41	(Surat Thani TR-4), (Krabi), (Phangnga), <u>Phuket</u> (Phuket)	
adopted i	connecting the border of the neighbour countries and the r	
No.	Origin, Destination (Changwats)	
TR-11	(Phayao), <u>Mae Sai</u> (Chiang Rai)	
TR-12	Mae Sot (Tak), (Sukhothai), (Phitsanulok), (Phetchabun), (Khon Kaen), (Maha Sarakham), (Kalasin), (Roi Et), <u>Mukdahan</u> (Ubon Ratchathani) Myanmar, Laos	
TR-32	OBRR (Bangkok) (Pathum Thani), (Nakhon Nayok), Aranya Prathet (Prachin Buri)	
TR-42	Hat Yai (Songkhla, TR-4) (Pattani) Sungai Kolok (Narathiwat) Malaysia	
dopted i	onnecting other international interesting places and the resonance of the state of	out
No.	· · · · · · · · · · · · · · · · · · ·	
TR-33	Chon Buri (Chon Buri, TR-3), (Chachoengsao), (Prachin Buri), <u>Nakhon Ratchasima</u> (Nakhon Ratchasima)	

Appendix 7.5 SUMMARY OF RESULTS OF TENTATIVE TOLL MOTORWAY ROUTING

	connecting other international interesting In STEP 1.	places and the route
No.	Origin, Destination (Changwats)	
and the way the said of	Phitsanulok (TR-1) - <u>Sukhothai</u>	covered by TR-12
TR-31	Ratchaburi (Ratchaburi, TR-4), <u>Kanchanaburi</u> (Kanchanaburi)	
gang _{haran} a <u>kan</u> ayan gang sada akab 1949 s	(Surat Thani, TR-41), (Krabi), (Phang Nga), <u>Phuket</u> (Phuket)	covered by TR-41

STEP 3

 Routes connecting Designated Cities (3rd priority) and the Routes adopted STEP 1 or STEP 2.

No.	Origin, Destination (Changwats)
TR-101	Chiang Mai (Chiang mai), <u>Chiang Rai</u> (Chiang Rai)	
TR-201	Udon Thani (Udon Thani, TR-2), Sakhon Nakhon (Sakhon Nakhon)	
TR-202	Nakhon Ratchasima (Nakhon Ratchasima, (Buriram), <u>Surin</u> (Surin)(Si Sa Ket), <u>Ubon Ratchathani</u> (Ubon Ratchathani)	, TR-2),
TR-401	A. Ron Phibun (Nakhon Si Thammarat, Nakhon_Si_Thammarat (Nakhon_Si_Thammarat)	
****	Lampang	covered by TR-1, TR-11
	Roi Et	covered by TR-12
	Saraburi	covered by TR-2
	Chachoengsao	covered by TR-33
	Royong	covered by TR-3
	Kanchanaburi	covered by TR-31
	Phetchaburi	covered by TR-4
	Pattani	covered by TR-42

2. Routes bringing up the urban activities of satellite cities located within 50-100 km from Bangkok and encouraging the interrelation between them.

No.	Origin, Destination (Changwats)
TR-301	Ratchaburi, Tha Wung (Lop Buri)
TR-302	Tha Wung (Lop buri, Bang Pakong (Chachoengsao)
TR-303	OBRR, Suphan Buri (Suphan Buri)

STEP 4

1. Routes connecting Changwat Center with more than 30,000 population and the routes adopted in STEP 1 - STEP 3.

No.	Origin, Destination (Changwats)
TR-2001	Sakhon Nakhon (Sakhon Nakhon), Nakhon Phanom (Nakhon Phanom)
TR-3001	Rayong (Rayong), <u>Chanthaburi</u>
TR-4001	A. Thung Song (Nakhon Si thammarat), Trang (Trang)