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APPENDICES

Table A1 Headings of the Table for Origin-Destination Survey

| ORIGIN-DESTINATION SURVEY | | Route No.Direction..... |
|---|----------------------|--|
| | | Date.....Interviewer..... |
| 1. Licence Plate Number | <input type="text"/> | 10. For What Reason Are You Making This Journey |
| 2. Vehicle Make | <input type="text"/> | <input type="text"/> Vacation <input type="text"/> Business <input type="text"/> Others |
| 3. Time of Leaving | <input type="text"/> | 11. Why Are You Using This Road |
| 4. Occupancy | <input type="text"/> | <input type="text"/> Quicker <input type="text"/> More Comfortable <input type="text"/> Safer |
| 5. Load Category | <input type="text"/> | <input type="text"/> Cheaper <input type="text"/> Geographic Constraint <input type="text"/> Other |
| 6. Where Did You Start This Journey | <input type="text"/> | 12. What Is Your Professional |
| 7. Where Are Any Essential Stops on the Way | <input type="text"/> | <input type="text"/> Employed <input type="text"/> Self-Employed |
| 8. Where Are Any Next Stop | <input type="text"/> | 13. Remarks |
| 9. Where Is Your Final Destination | <input type="text"/> | |

SAMPLE OF FORM FOR DATA COLLECTION USED IN THIS RESEARCH

APPENDIX A

Table B1 Hourly Volume at Bang Pa In Toll Gate on Monday 8th December 1975

| Period | Hourly Volume, vph | | | | | | | | | | | | | |
|-------------|--------------------|----|-----|-----|-----------|----|-----------|----|-------------|----|-------------------|----|-------------------|----|
| | Motorcycle | | Car | | Light Bus | | Heavy Bus | | Light Truck | | Heavy Truck (2HT) | | Heavy Truck (3HT) | |
| | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 00.00-01.00 | - | 6 | 22 | 11 | 7 | - | 17 | 2 | 2 | 3 | 5 | 1 | 25 | 5 |
| 01.00-02.00 | - | 6 | 12 | 11 | 1 | - | 17 | 2 | 1 | 3 | 7 | 4 | 29 | 2 |
| 02.00-03.00 | - | 5 | 31 | 8 | 6 | - | 7 | 1 | 4 | 1 | 10 | 3 | 35 | 2 |
| 03.00-04.00 | - | - | 10 | 3 | - | - | 8 | - | 5 | 1 | 23 | 2 | 10 | - |
| 04.00-05.00 | - | - | 15 | 8 | 1 | - | 8 | 3 | 4 | 4 | 37 | 3 | 28 | 6 |
| 05.00-06.00 | - | - | 30 | 19 | 3 | 3 | 9 | 4 | 9 | 3 | 24 | 3 | 4 | 3 |
| 06.00-07.00 | 8 | 2 | 60 | 49 | 10 | 7 | 7 | 3 | 15 | 6 | 11 | 5 | 9 | 6 |
| 07.00-08.00 | 10 | 3 | 32 | 62 | 5 | 8 | 6 | 4 | 3 | 11 | 12 | 8 | 26 | 1 |
| 08.00-09.00 | 6 | 10 | 69 | 90 | 5 | 16 | 4 | 8 | 8 | 10 | 4 | 10 | 3 | 15 |
| 09.00-10.00 | 7 | 6 | 100 | 31 | 14 | 7 | 5 | 4 | 29 | 18 | 10 | 6 | 4 | 11 |
| 10.00-11.00 | 7 | 5 | 31 | 112 | 4 | 17 | 6 | 9 | 10 | 22 | 12 | 17 | 4 | 17 |
| 11.00-12.00 | 4 | 6 | 97 | 62 | 11 | 9 | 8 | 3 | 21 | 17 | 9 | 10 | 13 | 13 |
| 12.00-13.00 | 2 | 4 | 114 | 61 | 21 | 9 | 9 | 7 | 30 | 15 | 3 | 16 | 11 | 13 |
| 13.00-14.00 | 4 | 12 | 57 | 82 | 9 | 6 | 8 | 6 | 14 | 25 | 16 | 17 | 40 | 7 |
| 14.00-15.00 | 13 | 9 | 90 | 67 | 10 | 9 | 4 | 6 | 17 | 19 | 11 | 7 | 24 | 4 |
| 15.00-16.00 | 10 | 5 | 100 | 78 | 15 | 19 | 4 | 5 | 24 | 25 | 17 | 7 | 24 | 4 |
| 16.00-17.00 | 5 | 9 | 99 | 107 | 22 | 13 | 17 | 15 | 20 | 29 | 7 | 4 | 7 | 1 |
| 17.00-18.00 | 6 | 4 | 59 | 53 | 24 | 5 | 12 | 5 | 26 | 30 | 4 | 14 | 9 | 2 |
| 18.00-19.00 | 3 | 3 | 45 | 65 | 9 | 9 | 7 | 2 | 23 | 18 | 5 | 8 | 3 | 1 |
| 19.00-20.00 | 2 | 1 | 71 | 69 | 11 | 1 | 4 | 6 | 10 | 2 | 8 | 5 | 2 | 7 |
| 20.00-21.00 | 2 | 4 | 28 | 31 | 6 | 5 | 4 | 2 | 19 | 20 | 16 | 6 | 2 | 4 |
| 21.00-22.00 | 1 | 6 | 37 | 26 | 2 | 2 | 15 | - | 5 | 8 | 23 | 7 | 20 | 7 |
| 22.00-23.00 | 1 | - | 89 | 20 | 13 | - | 24 | 1 | 30 | - | 13 | 6 | 75 | 9 |
| 23.00-24.00 | 1 | 1 | 15 | 15 | - | - | 9 | - | 3 | 6 | 12 | 6 | 75 | 14 |

Table B2 Hourly Volume at Bang Pa In Toll Gate on Tuesday 9th December 1975

| Period | Hourly Volume, vph | | | | | | | | | | | | | |
|-------------|--------------------|----|-----|-----|-----------|----|-----------|----|-------------|----|-------------------|----|-------------------|----|
| | Motorcycle | | Car | | Light Bus | | Heavy Bus | | Light Truck | | Heavy Truck (2HT) | | Heavy Truck (3HT) | |
| | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 00.00-01.00 | - | - | 16 | 23 | - | - | 2 | 3 | - | - | 9 | 4 | 28 | 24 |
| 01.00-02.00 | - | - | 13 | 27 | - | 1 | - | 2 | - | - | 4 | 7 | 21 | 25 |
| 02.00-03.00 | 3 | - | 6 | 16 | - | - | 1 | 4 | 2 | 4 | 2 | 8 | 9 | 24 |
| 03.00-04.00 | - | - | 8 | 2 | 1 | - | 1 | 3 | 4 | 6 | 2 | 11 | 6 | 16 |
| 04.00-05.00 | - | - | 5 | 26 | 2 | - | - | 7 | 3 | 1 | 4 | 20 | 4 | 21 |
| 05.00-06.00 | 1 | - | 10 | 15 | 4 | 2 | 2 | 6 | 10 | 3 | 1 | 21 | 6 | 30 |
| 06.00-07.00 | 2 | 3 | 41 | 30 | 2 | 1 | 4 | 2 | 7 | 3 | 15 | 12 | 7 | 35 |
| 07.00-08.00 | 2 | 7 | 52 | 69 | 3 | 3 | 6 | 8 | 4 | 6 | 9 | 2 | 2 | 7 |
| 08.00-09.00 | 4 | 4 | 67 | 85 | 7 | 6 | 4 | 6 | 12 | 4 | 4 | 6 | 4 | 11 |
| 09.00-10.00 | 5 | 3 | 110 | 74 | 10 | 7 | 7 | 7 | 7 | 3 | 5 | 5 | 4 | 16 |
| 10.00-11.00 | 6 | 6 | 122 | 90 | 11 | 9 | 5 | 5 | 5 | 5 | 5 | 7 | 7 | 14 |
| 11.00-12.00 | 7 | 10 | 153 | 66 | 13 | 13 | 13 | 9 | 2 | 5 | 30 | 13 | 25 | 14 |
| 12.00-13.00 | 7 | 3 | 110 | 77 | 12 | 6 | 15 | 10 | 8 | 16 | 5 | 6 | 25 | 16 |
| 13.00-14.00 | 8 | 1 | 58 | 90 | 15 | 8 | 6 | 6 | 12 | 7 | 7 | 12 | 48 | 11 |
| 14.00-15.00 | 7 | 5 | 58 | 107 | 13 | 10 | 8 | 8 | 6 | 11 | 10 | 7 | 17 | 4 |
| 15.00-16.00 | 14 | 4 | 113 | 102 | 9 | 9 | 13 | 7 | 18 | 6 | 10 | 8 | 17 | 3 |
| 16.00-17.00 | - | 5 | 121 | 39 | 20 | 12 | 9 | 9 | 6 | 7 | 13 | 15 | 18 | 12 |
| 17.00-18.00 | - | 8 | 35 | 52 | 9 | 4 | 6 | 17 | 14 | 3 | 6 | 12 | 3 | 2 |
| 18.00-19.00 | - | 3 | 84 | 28 | 10 | 6 | 7 | 4 | 5 | 3 | 6 | 21 | 7 | 4 |
| 19.00-20.00 | 16 | 7 | 64 | 136 | 6 | - | 5 | 3 | 10 | 9 | 6 | 4 | 2 | 8 |
| 20.00-21.00 | 2 | 2 | 63 | 20 | 8 | 7 | 13 | 2 | 7 | 14 | 12 | 6 | 4 | 10 |
| 21.00-22.00 | - | 1 | 56 | 20 | 4 | 4 | 20 | 1 | - | 11 | 31 | 6 | 14 | 11 |
| 22.00-23.00 | - | 1 | 11 | 9 | 1 | 2 | 6 | - | 3 | 3 | 36 | 5 | 32 | 13 |
| 23.00-24.00 | 1 | - | 30 | 35 | - | 3 | 2 | 3 | 2 | 12 | 22 | 18 | 75 | 6 |

Table B3 Hourly Volume at Bang Pa In Toll Gate on Wednesday 10th December 1975

| Period | Hourly Volume, vph | | | | | | | | | | | | | |
|-------------|--------------------|----|-----|----|-----------|----|-----------|----|-------------|----|-------------------|----|-------------------|----|
| | Motorcycle | | Car | | Light Bus | | Heavy Bus | | Light Truck | | Heavy Truck (2HT) | | Heavy Truck (3HT) | |
| | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 00.00-01.00 | - | - | 12 | 10 | - | - | 5 | 3 | - | - | 6 | 4 | 28 | 24 |
| 01.00-02.00 | - | - | 9 | 8 | 1 | 1 | 3 | 2 | - | 3 | 4 | 10 | 21 | 25 |
| 02.00-03.00 | - | - | 6 | 10 | 2 | 3 | 1 | 4 | 6 | - | 2 | 12 | 9 | 24 |
| 03.00-04.00 | - | 1 | 10 | 5 | 4 | 1 | 2 | 3 | 5 | 5 | 3 | 30 | 6 | 16 |
| 04.00-05.00 | - | 2 | 3 | 7 | 3 | 4 | 4 | 7 | 10 | 7 | 10 | 24 | 4 | 21 |
| 05.00-06.00 | 1 | - | 15 | 20 | 10 | 7 | 6 | 6 | 6 | 2 | 5 | 6 | 6 | 30 |
| 06.00-07.00 | 2 | 3 | 22 | 30 | 9 | 5 | 2 | 2 | 6 | 5 | 12 | 12 | 7 | 35 |
| 07.00-08.00 | 2 | 7 | 62 | 74 | 10 | 6 | 4 | 8 | 5 | 4 | 4 | 3 | 2 | 7 |
| 08.00-09.00 | 2 | 3 | 79 | 91 | 5 | 16 | 3 | 7 | - | 4 | - | 10 | 2 | 12 |
| 09.00-10.00 | 4 | 4 | 89 | 72 | 8 | 16 | 10 | 6 | 8 | 22 | 9 | 14 | 3 | 18 |
| 10.00-11.00 | 8 | 6 | 129 | 91 | 15 | 11 | 11 | 5 | 13 | 9 | 14 | 11 | 10 | 18 |
| 11.00-12.00 | 10 | 8 | 62 | 63 | 28 | 19 | 9 | 9 | 4 | 13 | 12 | 15 | 17 | 12 |
| 12.00-13.00 | 2 | 4 | 67 | 48 | 25 | 15 | 7 | 9 | 16 | 19 | 20 | 16 | 25 | 6 |
| 13.00-14.00 | 11 | 4 | 63 | 60 | 14 | 14 | 4 | 6 | 28 | 26 | 19 | 16 | 41 | 6 |
| 14.00-15.00 | 5 | 6 | 74 | 85 | 23 | 13 | 7 | 10 | 23 | 33 | 20 | 11 | 26 | 4 |
| 15.00-16.00 | 10 | 6 | 77 | 64 | 7 | 14 | 6 | 8 | 28 | 25 | 10 | 7 | 26 | 2 |
| 16.00-17.00 | 5 | - | 59 | 99 | 19 | 4 | 16 | 17 | 25 | 15 | 7 | 8 | 25 | 4 |
| 17.00-18.00 | 5 | 2 | 90 | 69 | 2 | 12 | 5 | 9 | 7 | 20 | 4 | 12 | 6 | 6 |
| 18.00-19.00 | 7 | 2 | 49 | 51 | 7 | 4 | 6 | 4 | 7 | 19 | 4 | 11 | 3 | 10 |
| 19.00-20.00 | 2 | - | 53 | 40 | 2 | 3 | 10 | 4 | 3 | 8 | 13 | 7 | 3 | 8 |
| 20.00-21.00 | 4 | - | 38 | 39 | 12 | 12 | 20 | 2 | 12 | 7 | 19 | 7 | 6 | 9 |
| 21.00-22.00 | 2 | - | 18 | 27 | 9 | - | 16 | - | 12 | 5 | 20 | 11 | 6 | 22 |
| 22.00-23.00 | 3 | 3 | 13 | 13 | 7 | 4 | 21 | 1 | 5 | 7 | 21 | 14 | 72 | 19 |
| 23.00-24.00 | - | - | 13 | 13 | 4 | - | 5 | - | 2 | 6 | 6 | 13 | 71 | 19 |

Table B4 Hourly Volume at Bang Pa In Toll Gate on Thursday 11th December 1975

| Period | Hourly Volume, vph | | | | | | | | | | | | | |
|-------------|--------------------|----|-----|----|-----------|----|-----------|----|-------------|----|-------------------|----|-------------------|----|
| | Motorcycle | | Car | | Light Bus | | Heavy Bus | | Light Truck | | Heavy Truck (2HT) | | Heavy Truck (3HT) | |
| | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 00.00-01.00 | 1 | - | 12 | 14 | - | - | 5 | 3 | - | - | 6 | 4 | 29 | 24 |
| 01.00-02.00 | 1 | 1 | 9 | 12 | - | 2 | 2 | - | - | - | 4 | 10 | 20 | 25 |
| 02.00-03.00 | 6 | 2 | 6 | 11 | 2 | - | 1 | 2 | - | - | 2 | 13 | 9 | 24 |
| 03.00-04.00 | 2 | - | 8 | 12 | 1 | - | 3 | 7 | 3 | 4 | 3 | 27 | 7 | 23 |
| 04.00-05.00 | 2 | - | 5 | 26 | - | 2 | 4 | 5 | 7 | 6 | 10 | 6 | 5 | 17 |
| 05.00-06.00 | 5 | - | 10 | 15 | 4 | 6 | 6 | 5 | 5 | 1 | 5 | 12 | 8 | 14 |
| 06.00-07.00 | 11 | 4 | 41 | 30 | 2 | 2 | 2 | 6 | 10 | 7 | 12 | 6 | 3 | 13 |
| 07.00-08.00 | 18 | 3 | 50 | 69 | 3 | 2 | 4 | 9 | 12 | 3 | 9 | 9 | 2 | 10 |
| 08.00-09.00 | 6 | 8 | 85 | 90 | 7 | 6 | 3 | 9 | 8 | 4 | 14 | 13 | 4 | 16 |
| 09.00-10.00 | 10 | 6 | 74 | 72 | 11 | 7 | 10 | 4 | 13 | 3 | 15 | 12 | 7 | 17 |
| 10.00-11.00 | 12 | 4 | 89 | 91 | 12 | 9 | 11 | 8 | 14 | 5 | 20 | 15 | 26 | 14 |
| 11.00-12.00 | 7 | 7 | 66 | 64 | 13 | 13 | 12 | 6 | 5 | 10 | 19 | 16 | 25 | 12 |
| 12.00-13.00 | 4 | 9 | 70 | 48 | 12 | 9 | 7 | 8 | 13 | 20 | 7 | 11 | 42 | 5 |
| 13.00-14.00 | 8 | 13 | 83 | 60 | 14 | 6 | 4 | 15 | 17 | 21 | 7 | 7 | 17 | 4 |
| 14.00-15.00 | 10 | 4 | 85 | 75 | 15 | 8 | 6 | 11 | 26 | 17 | 3 | 8 | 16 | 6 |
| 15.00-16.00 | 12 | 4 | 64 | 64 | 20 | 10 | 5 | 9 | 30 | 19 | 18 | 12 | 19 | 8 |
| 16.00-17.00 | 6 | 9 | 67 | 99 | 9 | 12 | 16 | 3 | 12 | 30 | 7 | 11 | 4 | 3 |
| 17.00-18.00 | 10 | 3 | 90 | 69 | 6 | 4 | 12 | 7 | 19 | 17 | 9 | 7 | 6 | 4 |
| 18.00-19.00 | 4 | - | 73 | 60 | 7 | 6 | 6 | 9 | 10 | 16 | 12 | 7 | 9 | 7 |
| 19.00-20.00 | - | - | 69 | 40 | 5 | - | 12 | 4 | 25 | 18 | 14 | 9 | 14 | 12 |
| 20.00-21.00 | 5 | - | 50 | 39 | 2 | 7 | 10 | 4 | 20 | 20 | 19 | 12 | 12 | 10 |
| 21.00-22.00 | 4 | - | 39 | 27 | - | - | 4 | 5 | 5 | 4 | 21 | 14 | 16 | 14 |
| 22.00-23.00 | 3 | - | 20 | 13 | 2 | - | 9 | 3 | 6 | - | 6 | 13 | 10 | 15 |
| 23.00-24.00 | - | - | 10 | 14 | - | 3 | 12 | 2 | - | 2 | 7 | 9 | 49 | 6 |

Table B5 Hourly Volume at Bang Pa In Toll Gate on Friday 12th December 1975

| Period | Hourly Volume, vph | | | | | | | | | | | | | |
|-------------|--------------------|----|-----|----|-----------|----|-----------|----|-------------|----|-------------------|----|-------------------|----|
| | Motorcycle | | Car | | Light Bus | | Heavy Bus | | Light Truck | | Heavy Truck (2HT) | | Heavy Truck (3HT) | |
| | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 00.00-01.00 | - | - | 15 | 14 | - | 2 | 3 | 4 | - | - | 6 | 10 | 25 | 32 |
| 01.00-02.00 | - | - | 11 | 11 | 3 | 2 | 4 | 3 | 2 | 4 | 4 | 11 | 5 | 30 |
| 02.00-03.00 | - | - | 4 | 12 | 4 | 1 | 4 | 1 | - | 6 | 3 | 8 | 6 | 38 |
| 03.00-04.00 | 3 | - | 10 | 5 | 3 | 3 | 4 | 2 | - | 1 | 5 | 24 | 6 | 62 |
| 04.00-05.00 | - | - | 7 | 3 | 2 | 2 | 2 | 2 | 3 | 3 | - | 31 | 1 | 10 |
| 05.00-06.00 | - | 2 | 22 | 6 | 8 | 1 | 7 | 1 | 5 | 3 | 5 | 30 | 12 | 5 |
| 06.00-07.00 | - | 2 | 17 | 21 | 12 | 3 | 2 | 4 | 10 | 7 | 10 | 8 | 12 | 8 |
| 07.00-08.00 | 6 | 4 | 49 | 77 | 6 | 5 | 4 | 8 | 2 | 6 | 15 | 11 | 15 | 22 |
| 08.00-09.00 | 8 | 4 | 80 | 75 | 10 | 13 | 3 | 10 | 8 | 15 | 10 | 15 | 4 | 25 |
| 09.00-10.00 | 6 | 10 | 85 | 84 | 9 | 17 | 7 | 5 | 14 | 21 | 10 | 7 | 4 | 6 |
| 10.00-11.00 | - | 11 | 71 | 96 | 5 | 9 | 4 | 10 | 5 | 13 | 7 | 22 | 10 | 30 |
| 11.00-12.00 | 15 | 3 | 71 | 76 | 19 | 4 | 5 | 3 | 13 | 8 | 7 | 10 | 14 | 20 |
| 12.00-13.00 | 6 | 5 | 76 | 84 | 6 | 9 | 7 | 11 | 11 | 28 | 7 | 19 | 15 | 22 |
| 13.00-14.00 | 9 | 6 | 102 | 73 | 14 | 9 | 8 | 7 | 17 | 14 | 14 | 11 | 27 | 6 |
| 14.00-15.00 | 7 | 9 | 113 | 86 | 13 | 6 | 6 | 6 | 26 | 19 | 18 | 10 | 25 | 3 |
| 15.00-16.00 | 12 | 8 | 100 | 73 | 16 | 31 | 5 | 3 | 20 | 26 | 13 | 13 | 31 | 6 |
| 16.00-17.00 | 9 | 14 | 103 | 89 | 22 | 13 | 8 | 7 | 30 | 25 | 18 | 12 | 14 | 2 |
| 17.00-18.00 | 12 | 9 | 89 | 84 | 17 | 15 | 11 | 7 | 35 | 22 | 2 | 14 | 18 | 3 |
| 18.00-19.00 | 3 | 5 | 106 | 93 | 7 | 12 | 9 | 5 | 12 | 11 | 3 | 9 | 14 | 10 |
| 19.00-20.00 | 5 | 2 | 109 | 52 | 13 | 6 | 17 | 9 | 7 | 9 | 5 | 7 | 15 | 14 |
| 20.00-21.00 | 3 | 3 | 66 | 32 | 15 | 8 | 29 | 5 | 28 | 17 | 17 | 7 | 24 | 5 |
| 21.00-22.00 | 6 | 1 | 49 | 26 | 6 | 6 | 57 | 6 | 15 | 4 | 39 | 5 | 24 | 12 |
| 22.00-23.00 | 2 | 7 | 32 | 20 | 3 | 2 | 69 | 4 | 5 | 6 | 22 | 7 | 54 | 9 |
| 23.00-24.00 | 1 | 1 | 39 | 27 | 4 | 2 | 68 | 2 | 15 | 2 | 12 | 4 | 55 | 13 |

Table B6 Hourly Volume at Bang Pa In Toll Gate on Saturday 13th December 1975

| Period | Hourly Volume, vph | | | | | | | | | | | | | |
|-------------|--------------------|----|-----|-----|-----------|----|-----------|----|-------------|----|-------------------|----|-------------------|----|
| | Motorcycle | | Car | | Light Bus | | Heavy Bus | | Light Truck | | Heavy Truck (2HT) | | Heavy Truck (3HT) | |
| | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 00.00-01.00 | 2 | 4 | 8 | 10 | - | - | 2 | 2 | 5 | 11 | 2 | 15 | 4 | 34 |
| 01.00-02.00 | 1 | 1 | 7 | 7 | - | - | - | - | 14 | 3 | 1 | 19 | 4 | 25 |
| 02.00-03.00 | 1 | - | 6 | 6 | - | - | 2 | - | 11 | 8 | 2 | 9 | 4 | 31 |
| 03.00-04.00 | - | 2 | 4 | 3 | 2 | 4 | 1 | 5 | 7 | 2 | 3 | 17 | 1 | 38 |
| 04.00-05.00 | - | 3 | 9 | 10 | 2 | - | - | 30 | 1 | 2 | 3 | 15 | 3 | 23 |
| 05.00-06.00 | 1 | 1 | 20 | 28 | 5 | 4 | - | 32 | 8 | 3 | 3 | 11 | 4 | 46 |
| 06.00-07.00 | 4 | 4 | 33 | 27 | 4 | 6 | 8 | 7 | 15 | 4 | 2 | 4 | 8 | 27 |
| 07.00-08.00 | 3 | 7 | 42 | 54 | 11 | 13 | 7 | 8 | 9 | 3 | 12 | 6 | 1 | 29 |
| 08.00-09.00 | 10 | 6 | 101 | 72 | 9 | 3 | 5 | 3 | 11 | 3 | 2 | 13 | 3 | 10 |
| 09.00-10.00 | 3 | 6 | 109 | 50 | 4 | 9 | 14 | 4 | 6 | 18 | 7 | 10 | 5 | 19 |
| 10.00-11.00 | 9 | 10 | 137 | 75 | 15 | 12 | 14 | 7 | 14 | 25 | 9 | 11 | 8 | 20 |
| 11.00-12.00 | 18 | 10 | 147 | 77 | 11 | 2 | 17 | 8 | 12 | 38 | 16 | 17 | 21 | 20 |
| 12.00-13.00 | 7 | 3 | 120 | 75 | 10 | 20 | 9 | 12 | 12 | 25 | 9 | 10 | 19 | 10 |
| 13.00-14.00 | 16 | 6 | 156 | 83 | 16 | 12 | 11 | 8 | 12 | 21 | 12 | 5 | 30 | 4 |
| 14.00-15.00 | 7 | 6 | 125 | 100 | 18 | 25 | 14 | 10 | 16 | 40 | 10 | 13 | 26 | 4 |
| 15.00-16.00 | 1 | 8 | 60 | 106 | 11 | 15 | 5 | 6 | 10 | 16 | 7 | 4 | 10 | 1 |
| 16.00-17.00 | 16 | 15 | 103 | 178 | 22 | 17 | 10 | 21 | 13 | 14 | 21 | 11 | 25 | 5 |
| 17.00-18.00 | 9 | 5 | 83 | 148 | 9 | 2 | 7 | 11 | 8 | 10 | 13 | 7 | 37 | 2 |
| 18.00-19.00 | 3 | 1 | 74 | 142 | 3 | 6 | 4 | 9 | 3 | 4 | 13 | 13 | 10 | 7 |
| 19.00-20.00 | 5 | 5 | 74 | 78 | 1 | 5 | 10 | 8 | - | 8 | 12 | 2 | 41 | 2 |
| 20.00-21.00 | 3 | 3 | 42 | 43 | 6 | 3 | 12 | 7 | 5 | 10 | 19 | 5 | 26 | 6 |
| 21.00-22.00 | 6 | 6 | 24 | 27 | 6 | 5 | 25 | 4 | 4 | 4 | 15 | 5 | 41 | 8 |
| 22.00-23.00 | 4 | 2 | 31 | 24 | 5 | 4 | 28 | 3 | 7 | 4 | 16 | 6 | 56 | 4 |
| 23.00-24.00 | - | 1 | 22 | 14 | 2 | 2 | 5 | 4 | 6 | 4 | 8 | 9 | 41 | 9 |

Table B7 Hourly Volume at Bang Pa In Toll Gate on Sunday 14th December 1975

| Period | Hourly Volume, vph | | | | | | | | | | | | | |
|-------------|--------------------|----|-----|-----|-----------|----|-----------|----|-------------|----|-------------------|----|-------------------|----|
| | Motorcycle | | Car | | Light Bus | | Heavy Bus | | Light Truck | | Heavy Truck (2HT) | | Heavy Truck (3HT) | |
| | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 00.00-01.00 | - | - | 15 | 19 | 2 | 3 | 5 | 7 | 3 | 4 | 3 | - | 7 | 8 |
| 01.00-02.00 | - | - | 5 | 6 | 4 | 3 | 5 | 4 | 1 | 6 | 4 | 2 | 3 | 5 |
| 02.00-03.00 | - | - | 8 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 1 | 3 | 5 | 6 |
| 03.00-04.00 | 1 | - | 3 | 6 | 2 | 2 | 1 | 3 | 1 | 4 | 1 | 2 | 1 | 3 |
| 04.00-05.00 | 1 | - | 2 | 9 | 1 | 5 | 2 | 4 | 1 | 2 | 2 | 3 | 1 | 7 |
| 05.00-06.00 | 1 | - | 2 | 6 | 4 | 3 | - | 2 | 2 | 2 | - | 6 | 1 | 3 |
| 06.00-07.00 | - | - | 5 | 7 | 2 | 2 | 4 | 4 | 5 | 3 | 3 | 2 | 4 | 1 |
| 07.00-08.00 | 1 | - | 9 | 8 | 3 | 2 | 2 | 4 | 2 | 5 | 2 | 7 | 1 | 8 |
| 08.00-09.00 | 11 | 12 | 113 | 49 | 23 | 24 | 7 | 12 | 44 | 18 | 12 | 4 | 3 | 12 |
| 09.00-10.00 | 22 | 17 | 154 | 72 | 13 | 13 | 27 | 9 | 49 | 33 | 7 | 4 | 6 | 4 |
| 10.00-11.00 | 27 | 14 | 98 | 98 | 11 | 17 | 12 | 9 | 29 | 37 | 5 | 3 | 6 | 6 |
| 11.00-12.00 | 15 | 8 | 89 | 77 | 18 | 12 | 4 | 14 | 8 | 15 | 2 | 5 | 5 | 4 |
| 12.00-13.00 | 16 | 14 | 128 | 147 | 11 | 2 | 20 | 12 | 34 | 15 | 8 | 5 | 9 | 4 |
| 13.00-14.00 | 12 | 40 | 134 | 154 | 26 | 21 | 14 | 19 | 47 | 20 | 17 | 11 | 34 | 6 |
| 14.00-15.00 | 8 | 9 | 83 | 175 | 17 | 24 | 12 | 6 | 34 | 34 | 6 | 18 | 10 | 3 |
| 15.00-16.00 | 7 | 13 | 67 | 195 | 17 | 35 | 3 | 15 | 37 | 40 | 18 | 11 | 7 | 2 |
| 16.00-17.00 | 42 | 2 | 246 | 81 | 90 | 24 | 20 | 8 | 95 | 22 | 12 | 7 | 6 | 8 |
| 17.00-18.00 | 26 | 4 | 150 | 64 | 75 | 25 | 25 | 7 | 50 | 5 | 15 | 3 | 7 | 11 |
| 18.00-19.00 | 6 | 6 | 150 | 62 | 50 | 10 | 30 | 7 | 25 | 11 | 10 | 3 | 12 | 10 |
| 19.00-20.00 | 3 | 2 | 100 | 48 | 25 | 5 | 20 | 16 | 26 | 7 | 13 | 9 | 7 | 10 |
| 20.00-21.00 | 11 | - | 50 | 45 | 20 | 4 | 8 | 10 | 50 | 3 | 5 | 11 | 7 | 10 |
| 21.00-22.00 | 6 | 1 | 55 | 18 | 15 | 5 | 16 | 13 | 15 | 10 | 10 | 15 | 8 | 17 |
| 22.00-23.00 | 4 | 5 | 37 | 25 | 5 | 5 | 7 | 19 | 20 | 10 | 5 | 15 | 19 | 8 |
| 23.00-24.00 | - | - | 20 | 16 | 3 | 4 | 5 | 6 | 19 | 2 | 10 | 5 | 28 | 3 |

Fig. B1 TRAFFIC COUNT STATIONS AND O-D INTERVIEW LOCATIONS

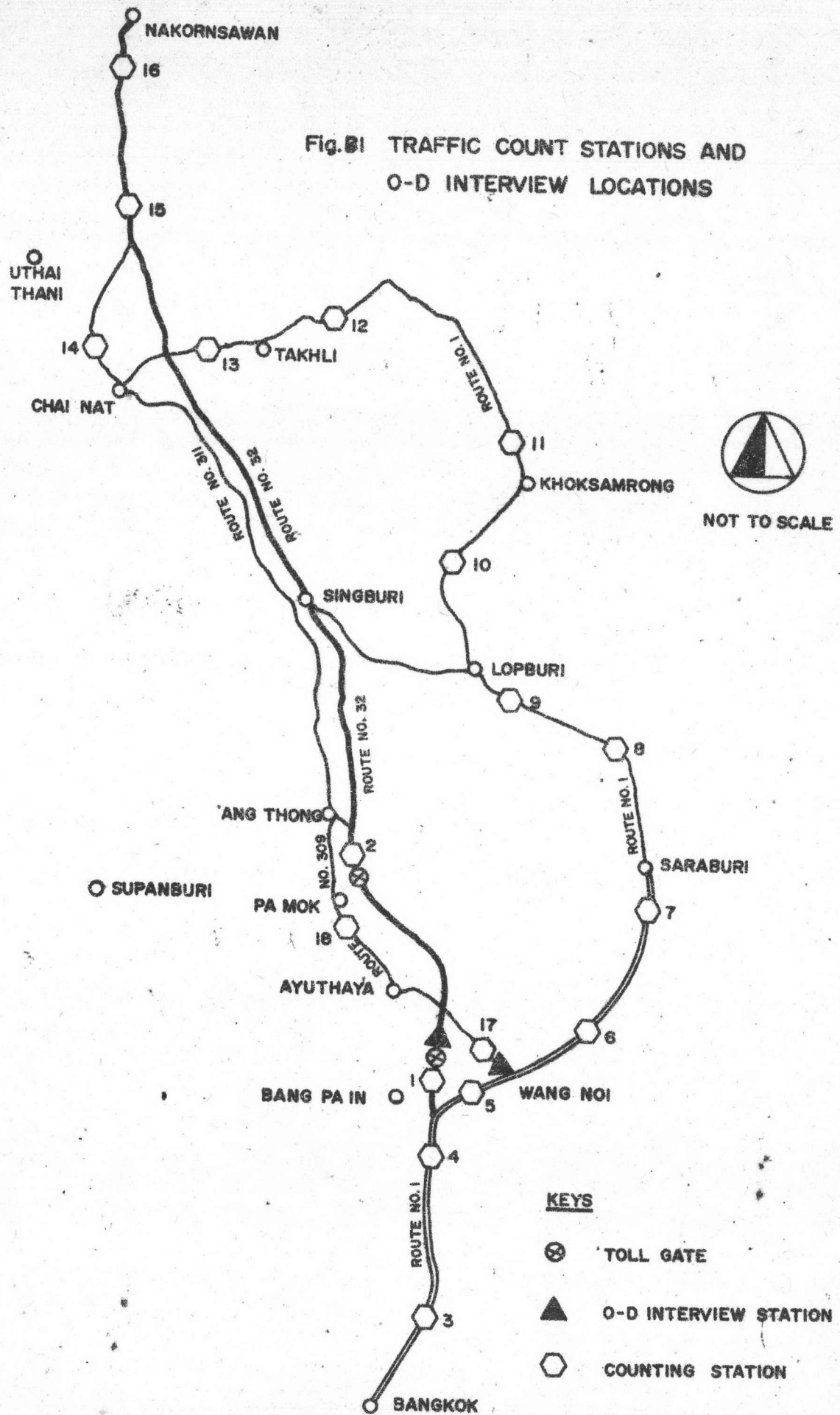


Table B 8 Number of Sample of Cars Interviewed at Bang Pa In Toll Station

| O-D Pairs | | Number of Sample | | | |
|--------------|----------|------------------|-----|--------------|-----|
| | | Wednesday | | Saturday | |
| | | 10th Dec. 75 | | 13th Dec. 75 | |
| Zone No. | Zone No. | NB | SB | NB | SB |
| 0 | 1 | 52 | 81 | 68 | 85 |
| | 2 | 27 | 42 | 40 | 29 |
| | 3 | 5 | 7 | 7 | 5 |
| | 4 | 21 | 22 | 23 | 12 |
| | 5 | 10 | 21 | 17 | 13 |
| | 6 | 6 | | | |
| | 7 | 20 | 24 | 25 | 24 |
| | 8 | 15 | 20 | 19 | 10 |
| | 9 | 10 | 17 | 16 | 10 |
| | 10 | 10 | 9 | 8 | 4 |
| | 11 | 24 | 30 | 32 | 21 |
| | 12 | 41 | 32 | 32 | 16 |
| | 13 | 2 | - | - | 3 |
| Total | | 243 | 305 | 287 | 232 |

Table B 9 Number of Sample of Light Trucks Interviewed at Bang Pa In Toll Station

| O-D Pairs | | Number of Sample | | | |
|--------------|----------|------------------|----|--------------|----|
| | | Wednesday | | Saturday | |
| | | 10th Dec. 75 | | 13th Dec. 75 | |
| Zone No. | Zone No. | NB | SB | NB | SB |
| 0 | 1 | 7 | 17 | 17 | 14 |
| | 2 | 5 | 5 | 9 | 9 |
| | 3 | - | 1 | 2 | 1 |
| | 4 | 4 | 2 | 3 | 3 |
| | 5 | 2 | 2 | 3 | 1 |
| | 6 | 1 | 1 | 1 | - |
| | 7 | 3 | 6 | 2 | 5 |
| | 8 | 3 | 4 | 4 | 3 |
| | 9 | 2 | 1 | 1 | 2 |
| | 10 | 6 | 2 | 1 | 2 |
| | 11 | 1 | 4 | 8 | 6 |
| | 12 | 5 | 4 | 1 | 2 |
| | 13 | - | - | - | - |
| Total | | 39 | 49 | 52 | 48 |

Table B10 Number of Sample of Heavy Trucks (2HT)
Interviewed at Bang Pa In Toll Station

| O-D Pairs | | Number of Sample | | | |
|-----------|----------|---------------------------|----|--------------------------|----|
| | | Wednesday 10th Dec. 75 | | Saturday 13th Dec. 75 | |
| Zone No. | Zone No. | NB | SB | NB | SB |
| 0 | 1 | 7 | 12 | 7 | 8 |
| | 2 | 8 | 8 | 6 | 3 |
| | 3 | - | - | - | 1 |
| | 4 | 3 | 9 | 2 | 2 |
| | 5 | 2 | 2 | 3 | 2 |
| | 6 | 1 | 1 | 1 | 1 |
| | 7 | 6 | 5 | 4 | 3 |
| | 8 | 4 | 2 | 2 | 2 |
| | 9 | 2 | 2 | 3 | 3 |
| | 10 | 4 | 2 | 1 | 2 |
| | 11 | 7 | 8 | 10 | 6 |
| | 12 | 7 | 10 | 7 | 11 |
| | 13 | - | - | - | - |
| Total | | 51 | 61 | 46 | 44 |

Table B11 Number of Sample of Heavy Trucks (3HT)
Interviewed at Bang Pa In Toll Station

| O-D Pairs | | Number of Sample | | | |
|-----------|----------|---------------------------|----|--------------------------|----|
| | | Wednesday 10th Dec. 75 | | Saturday 13th Dec. 75 | |
| Zone No. | Zone No. | NB | SB | NB | SB |
| 0 | 1 | 4 | 6 | 7 | 5 |
| | 2 | 6 | 3 | 8 | 4 |
| | 3 | 2 | 1 | - | - |
| | 4 | 10 | 4 | 6 | 2 |
| | 5 | 2 | 2 | 6 | 4 |
| | 6 | 1 | 1 | 1 | 1 |
| | 7 | 11 | 10 | 14 | 10 |
| | 8 | 5 | 6 | 5 | 2 |
| | 9 | 8 | 4 | 5 | 1 |
| | 10 | 8 | 3 | 6 | 2 |
| | 11 | 20 | 8 | 29 | 13 |
| | 12 | 28 | 24 | 31 | 30 |
| | 13 | 1 | - | 2 | 2 |
| Total | | 106 | 72 | 120 | 76 |

Table B12 Computation of Mean and Standard Deviation for Cars

| Occupancy x | Wed 10th Dec 75 | | | | | | Sat 13th Dec 75 | | | | | |
|-------------------|-----------------|-----|-----------------|------------|-----|-----------------|-----------------|-----|-----------------|------------|-----|-----------------|
| | NB | | | SB | | | NB | | | SB | | |
| | f | fx | fx ² | f | fx | fx ² | f | fx | fx ² | f | fx | fx ² |
| 1 | 45 | 45 | 45 | 48 | 48 | 48 | 25 | 25 | 25 | 17 | 17 | 17 |
| 2 | 86 | 172 | 344 | 81 | 162 | 324 | 69 | 138 | 276 | 71 | 142 | 284 |
| 3 | 57 | 171 | 513 | 70 | 210 | 630 | 69 | 207 | 621 | 48 | 144 | 432 |
| 4 | 30 | 120 | 480 | 46 | 184 | 736 | 57 | 228 | 912 | 52 | 208 | 832 |
| 5 | 11 | 55 | 275 | 29 | 145 | 725 | 33 | 165 | 825 | 23 | 115 | 575 |
| 6 | 7 | 42 | 252 | 14 | 84 | 504 | 15 | 90 | 540 | 5 | 30 | 180 |
| 7 | 5 | 35 | 245 | 11 | 77 | 539 | 12 | 84 | 588 | 7 | 49 | 343 |
| 8 | 2 | 16 | 128 | 3 | 24 | 192 | 5 | 40 | 320 | 7 | 56 | 448 |
| 9 | - | - | - | 2 | 18 | 162 | 1 | 9 | 81 | 1 | 9 | 81 |
| 10 | - | - | - | 1 | 10 | 100 | 1 | 10 | 100 | 1 | 10 | 100 |
| Total | 248 | 656 | 2282 | 305 | 962 | 3960 | 287 | 996 | 4288 | 232 | 780 | 3192 |
| \bar{x} , s^2 | 2.64, 2.21 | | | 3.15, 3.05 | | | 3.48, 2.91 | | | 3.36, 2.47 | | |

Table B13 Computation of Mean and Standard Deviation for Light Trucks

| Occupancy x | Wednesday 10th Dec. 75 | | | | | | Saturday 13th December 1975 | | | | | |
|-------------------|------------------------|-----|-----------------|------------|-----|-----------------|-----------------------------|-----|-----------------|------------|-----|-----------------|
| | NB | | | SB | | | NB | | | SB | | |
| | f | fx | fx ² | f | fx | fx ² | f | fx | fx ² | f | fx | fx ² |
| 1 | 6 | 6 | 6 | 2 | 2 | 2 | 4 | 4 | 4 | 2 | 2 | 2 |
| 2 | 15 | 30 | 60 | 17 | 34 | 68 | 18 | 36 | 72 | 20 | 40 | 80 |
| 3 | 11 | 33 | 99 | 12 | 36 | 108 | 19 | 57 | 171 | 10 | 30 | 90 |
| 4 | 2 | 8 | 32 | 8 | 32 | 128 | 5 | 20 | 80 | 6 | 24 | 96 |
| 5 | 1 | 5 | 25 | 3 | 15 | 75 | 3 | 15 | 75 | 3 | 15 | 75 |
| 6 | 2 | 12 | 72 | 1 | 6 | 36 | - | - | - | 1 | 6 | 36 |
| 7 | 2 | 14 | 98 | 3 | 21 | 147 | 1 | 7 | 49 | 3 | 21 | 147 |
| 8 | - | - | - | 2 | 16 | 128 | 1 | 8 | 64 | 2 | 16 | 128 |
| 9 | - | - | - | 1 | 9 | 81 | 1 | 9 | 81 | 1 | 9 | 81 |
| 10 | - | - | - | - | - | - | - | - | - | - | - | - |
| Total | 39 | 108 | 392 | 49 | 171 | 773 | 52 | 156 | 596 | 48 | 163 | 735 |
| \bar{x} , s^2 | 2.76, 2.45 | | | 3.49, 3.67 | | | 3.00, 2.46 | | | 3.40, 3.86 | | |

Table B14 Computation of Mean and Standard Deviation for Six-Wheel Trucks

| Occupancy x | Wednesday 10th December 1975 | | | | | | Saturday 13th December 1975 | | | | | |
|----------------|------------------------------|-----|-----------------|------------|-----|-----------------|-----------------------------|-----|-----------------|------------|-----|-----------------|
| | NB | | | SB | | | NB | | | SB | | |
| | f | fx | fx ² | f | fx | fx ² | f | fx | fx ² | f | fx | fx ² |
| 1 | 5 | 5 | 5 | 7 | 7 | 7 | 3 | 3 | 3 | 7 | 7 | 7 |
| 2 | 31 | 62 | 124 | 30 | 60 | 120 | 24 | 48 | 96 | 25 | 50 | 100 |
| 3 | 9 | 27 | 81 | 14 | 42 | 126 | 12 | 36 | 108 | 6 | 18 | 54 |
| 4 | 4 | 16 | 64 | 5 | 20 | 80 | 5 | 20 | 80 | 5 | 20 | 80 |
| 5 | 1 | 5 | 25 | 1 | 5 | 25 | 1 | 5 | 25 | - | - | - |
| 6 | 1 | 6 | 36 | - | - | - | 1 | 6 | 36 | 1 | 6 | 36 |
| 7 | - | - | - | 4 | 28 | 196 | - | - | - | - | - | - |
| Total | 51 | 121 | 335 | 61 | 162 | 554 | 46 | 118 | 348 | 44 | 101 | 277 |
| \bar{x}, s^2 | 2.37, 0.96 | | | 2.65, 2.06 | | | 2.56, 1.01 | | | 2.30, 1.05 | | |

Table B15 Computation of Mean and Standard Deviation for 10-Wheel Trucks

| Occupancy x | Wednesday 10th December 1975 | | | | | | Saturday 13th December 1975 | | | | | |
|----------------|------------------------------|-----|-----------------|------------|-----|-----------------|-----------------------------|-----|-----------------|------------|-----|-----------------|
| | NB | | | SB | | | NB | | | SB | | |
| | f | fx | fx ² | f | fx | fx ² | f | fx | fx ² | f | fx | fx ² |
| 1 | 13 | 13 | 13 | 13 | 13 | 13 | 20 | 20 | 20 | 11 | 11 | 11 |
| 2 | 70 | 140 | 280 | 39 | 78 | 156 | 63 | 126 | 252 | 45 | 90 | 180 |
| 3 | 17 | 51 | 153 | 14 | 42 | 126 | 24 | 72 | 216 | 15 | 45 | 135 |
| 4 | 5 | 20 | 80 | 3 | 12 | 48 | 9 | 36 | 144 | 3 | 12 | 48 |
| 5 | 1 | 5 | 25 | 1 | 5 | 25 | 2 | 10 | 50 | 2 | 10 | 50 |
| 6 | - | - | - | 2 | 12 | 72 | 2 | 12 | 72 | 1 | 6 | 36 |
| 7 | - | - | - | - | - | - | - | - | - | - | - | - |
| Total | 106 | 229 | 551 | 72 | 162 | 440 | 120 | 276 | 754 | 76 | 174 | 460 |
| \bar{x}, s^2 | 2.16, 0.54 | | | 2.25, 1.06 | | | 2.30, 0.99 | | | 2.29, 0.82 | | |

Table B16 Computation of Average Travel Time for Cars Between
Bang Pa In and Ang Thong Toll Gates

| Travel Time (min) | Wed 10th Dec 75 | | | | Sat 13th Dec 75 | | | |
|----------------------|-----------------|------|-------|------|-----------------|------|-------|------|
| | NB | | SB | | NB | | SB | |
| | f | fx | f | fx | f | fx | f | fx |
| x | | | | | | | | |
| 20 | 2 | 40 | 1 | 20 | 2 | 40 | - | - |
| 21 | 4 | 84 | 3 | 63 | 4 | 84 | 1 | 21 |
| 22 | 2 | 44 | 1 | 22 | 8 | 176 | 3 | 66 |
| 23 | 13 | 299 | 2 | 46 | 5 | 115 | 2 | 46 |
| 24 | 11 | 264 | 12 | 288 | 6 | 144 | 3 | 72 |
| 25 | 26 | 650 | 12 | 300 | 17 | 425 | 8 | 200 |
| 26 | 2 | 52 | 12 | 312 | 11 | 286 | 6 | 156 |
| 27 | 15 | 405 | 7 | 189 | 13 | 351 | 5 | 135 |
| 28 | 15 | 420 | 21 | 588 | 22 | 616 | 17 | 476 |
| 29 | 8 | 232 | 7 | 203 | 15 | 435 | 13 | 377 |
| 30 | 5 | 150 | 15 | 450 | 5 | 150 | 7 | 210 |
| 31 | 6 | 186 | 8 | 248 | 5 | 155 | 6 | 186 |
| 32 | 4 | 128 | 2 | 64 | 10 | 320 | 5 | 160 |
| 33 | - | - | 10 | 330 | 3 | 99 | 3 | 99 |
| 34 | 1 | 34 | 4 | 136 | - | - | 3 | 102 |
| 35 | 1 | 35 | 4 | 140 | 6 | 210 | 3 | 105 |
| 36 | 2 | 72 | 3 | 108 | 2 | 72 | 1 | 36 |
| 37 | 2 | 74 | 3 | 111 | - | - | 2 | 74 |
| 38 | 2 | 76 | 2 | 76 | 1 | 38 | 3 | 114 |
| 39 | - | - | 1 | 39 | 1 | 39 | 3 | 117 |
| 40 | 1 | 40 | - | - | 1 | 40 | 4 | 160 |
| 41 | 1 | 41 | 1 | 41 | 1 | 41 | 1 | 41 |
| 42 | - | - | - | - | - | - | - | - |
| 43 | - | - | 2 | 86 | - | - | - | - |
| 44 | 1 | 44 | - | - | - | - | 1 | 44 |
| 45 | 1 | 45 | 1 | 45 | - | - | - | - |
| >45 | - | - | - | - | - | - | - | - |
| Total | 125 | 3415 | 134 | 3905 | 138 | 3836 | 100 | 2997 |
| \bar{x} | 27.32 | | 29.14 | | 27.80 | | 29.97 | |

Table B17 Computation of Average Travel Time for Light Trucks
Between Bang Pa In and Ang Thong Toll Gates

| Travel Time (min) x | Wed 10th Dec 75 | | | | Sat 13th Dec 75 | | | |
|---------------------------|-----------------|-----|-------|-----|-----------------|-----|-------|-----|
| | NB | | SB | | NB | | SB | |
| | f | fx | f | fx | f | fx | f | fx |
| 24 | 1 | 24 | - | - | 1 | 24 | 1 | 24 |
| 25 | 1 | 25 | 1 | 25 | - | - | 2 | 50 |
| 26 | 2 | 52 | 1 | 26 | 2 | 52 | - | - |
| 27 | 1 | 27 | 1 | 27 | - | - | 3 | 81 |
| 28 | 1 | 28 | 3 | 84 | 4 | 112 | 2 | 56 |
| 29 | 2 | 58 | 1 | 29 | 1 | 29 | 2 | 58 |
| 30 | 5 | 150 | 5 | 150 | 3 | 90 | 1 | 30 |
| 31 | 1 | 31 | 4 | 124 | 4 | 124 | 4 | 124 |
| 32 | 6 | 192 | 2 | 64 | 2 | 64 | 1 | 32 |
| 33 | 2 | 66 | 3 | 99 | 2 | 66 | 1 | 33 |
| 34 | - | - | 1 | 34 | 4 | 136 | 2 | 68 |
| 35 | 1 | 35 | 3 | 105 | 1 | 35 | 2 | 70 |
| 36 | - | - | 1 | 36 | - | - | - | - |
| 37 | - | - | 1 | 37 | - | - | 1 | 37 |
| 38 | - | - | 2 | 76 | 2 | 76 | 1 | 38 |
| 39 | 1 | 39 | - | - | - | - | 1 | 39 |
| 40 | 1 | 40 | 1 | 40 | 1 | 40 | 1 | 40 |
| 41 | - | - | - | - | - | - | 1 | 41 |
| 42 | - | - | - | - | 1 | 42 | 1 | 42 |
| 43 | - | - | 1 | 43 | - | - | - | - |
| 44 | - | - | - | - | - | - | - | - |
| 45 | - | - | - | - | - | - | 1 | 45 |
| Total | 25 | 767 | 32 | 999 | 28 | 890 | 28 | 908 |
| \bar{x} | 30.68 | | 31.22 | | 31.79 | | 32.43 | |

Table B18 Computation of Average Travel Time for Heavy Trucks
6-Wheel Between Bang Pa In and Ang, Thong Toll Gates

| Travel Time (min) x | Wed 10th Dec 75 | | | | Sat 13th Dec 75 | | | |
|---------------------------|-----------------|------|-------|------|-----------------|------|-------|------|
| | NB | | SB | | NB | | SB | |
| | f | fx | f | fx | f | fx | f | fx |
| 27 | - | - | 1 | 27 | - | - | - | - |
| 28 | 2 | 56 | 1 | 28 | 1 | 28 | 1 | 28 |
| 29 | 2 | 58 | - | - | 1 | 29 | - | - |
| 30 | 2 | 60 | - | - | 2 | 60 | - | - |
| 31 | 2 | 62 | 1 | 31 | - | - | 1 | 31 |
| 32 | 4 | 128 | 3 | 96 | 1 | 32 | - | - |
| 33 | 4 | 132 | 4 | 132 | 3 | 99 | 2 | 66 |
| 34 | 1 | 34 | 3 | 102 | 2 | 68 | 2 | 68 |
| 35 | 1 | 35 | 3 | 105 | 2 | 70 | 2 | 70 |
| 36 | 2 | 72 | 3 | 108 | 2 | 72 | 2 | 72 |
| 37 | 2 | 74 | 5 | 185 | 5 | 185 | 5 | 185 |
| 38 | 4 | 152 | 3 | 114 | 2 | 76 | 6 | 228 |
| 39 | 2 | 78 | 3 | 117 | 6 | 234 | 8 | 312 |
| 40 | 1 | 40 | 3 | 120 | 3 | 120 | 3 | 120 |
| 41 | 1 | 41 | 1 | 41 | 1 | 41 | 5 | 205 |
| 42 | 3 | 126 | 1 | 42 | 1 | 42 | 3 | 126 |
| 43 | - | - | - | - | - | - | 1 | 43 |
| 44 | - | - | - | - | 1 | 44 | - | - |
| 45 | - | - | - | - | - | - | 1 | 45 |
| 46 | - | - | 2 | 92 | - | - | - | - |
| 47 | - | - | 2 | 94 | - | - | - | - |
| 48 | - | - | - | - | - | - | - | - |
| 49 | - | - | - | - | - | - | - | - |
| 50 | - | - | - | - | - | - | 1 | 50 |
| Total | 33 | 1148 | 39 | 1434 | 33 | 1200 | 43 | 1649 |
| \bar{x} | 34.79 | | 36.77 | | 36.36 | | 38.35 | |

Table B19 Computation of Average Travel Time for Heavy Trucks
10-Wheel Between Bang Pa In and Ang Thong Toll Gates

| Travel Time (min) x | Wed 10th Dec 75 | | | | Sat 13th Dec 75 | | | |
|---------------------------|-----------------|------|-------|------|-----------------|------|-------|------|
| | NB | | SB | | NB | | SB | |
| | f | fx | f | fx | f | fx | f | fx |
| 26 | 1 | 26 | - | - | 1 | 26 | - | - |
| 27 | 1 | 27 | - | - | 1 | 27 | - | - |
| 28 | 1 | 28 | 1 | 28 | 1 | 28 | 1 | 28 |
| 29 | - | - | - | - | 4 | 116 | 1 | 29 |
| 30 | 2 | 60 | 2 | 60 | 6 | 180 | - | - |
| 31 | 1 | 31 | 1 | 31 | 2 | 62 | 2 | 62 |
| 32 | 7 | 224 | 2 | 62 | 7 | 224 | 2 | 64 |
| 33 | 3 | 99 | - | - | 7 | 231 | 3 | 99 |
| 34 | 4 | 136 | 2 | 68 | 7 | 238 | 4 | 136 |
| 35 | 7 | 245 | 7 | 245 | 9 | 315 | 3 | 105 |
| 36 | 7 | 252 | 1 | 36 | 5 | 180 | 7 | 252 |
| 37 | 9 | 333 | 2 | 74 | 8 | 296 | 6 | 222 |
| 38 | 11 | 418 | 7 | 266 | 5 | 190 | 7 | 266 |
| 39 | 5 | 195 | 7 | 273 | 7 | 273 | 8 | 312 |
| 40 | 11 | 440 | 6 | 240 | 12 | 480 | 6 | 240 |
| 41 | 4 | 164 | 2 | 82 | 7 | 287 | 4 | 164 |
| 42 | 1 | 42 | 2 | 84 | 4 | 168 | 10 | 420 |
| 43 | 1 | 43 | 2 | 86 | - | - | 3 | 129 |
| 44 | - | - | - | - | 1 | 44 | 1 | 44 |
| 45 | 1 | 45 | 3 | 135 | - | - | 1 | 45 |
| 46 | 2 | 92 | 1 | 46 | 1 | 46 | 2 | 92 |
| 47 | 1 | 47 | 1 | 47 | - | - | - | - |
| 48 | 2 | 96 | 1 | 48 | 1 | 48 | - | - |
| 49 | 1 | 49 | - | - | - | - | 1 | 49 |
| 50 | - | - | - | - | - | - | 1 | 50 |
| Total | 83 | 3092 | 50 | 1911 | 96 | 3459 | 73 | 2758 |
| \bar{x} | 37.25 | | 38.22 | | 36.03 | | 37.78 | |

DATA COLLECTION FOR CHAPTER III AND CONVERSION FACTOR FOR VARIOUS
SPEED AND TYPES OF ROAD

Table C2 Number and Type of Light Trucks
Observed

| Make & Model | Number | Percent |
|---------------|--------|---------|
| Isuzu ELF. | 79 | 21 |
| Toyota Dyna | 64 | 17 |
| Toyota Hiace | 34 | 9 |
| Toyota Hilux | 46 | 12 |
| Datsun 1300 | 53 | 14 |
| Nissan Caball | 30 | 8 |
| Mazda 1200 | 30 | 8 |
| Other | 42 | 11 |
| Total | 378 | 100 |

Table C1 Number and Type of Cars Observed

| Make & Model | Number | Percent |
|---------------|--------|---------|
| Toyota | 102 | 24 |
| Datsun&Nissun | 64 | 15 |
| Ford | 38 | 9 |
| Mazda | 43 | 10 |
| Fiat | 26 | 6 |
| Benz | 17 | 4 |
| Subaru | 27 | 6 |
| Volkswagwn | 34 | 8 |
| BMW | 26 | 6 |
| Other | 50 | 12 |
| Total | 427 | 100 |

Source: Field Survey

Source: Field Survey

Table C3 Tyre Ware Cost at Different Speeds and on Different
Class of Roads

| Speed kph | Class I | Class II | Class III |
|--------------|---------|----------|-----------|
| 10 | 58 | 94 | 177 |
| 16 | 58 | 94 | 169 |
| 24 | 61 | 97 | 172 |
| 32 | 69 | 111 | 180 |
| 40 | 78 | 125 | 186 |
| 48 | 89 | 142 | 194 |
| 56 | 100 | 160 | 205 |
| 64 | 114 | 183 | 216 |
| 72 | 129 | 206 | 226 |
| 80 | 149 | 238 | - |
| 88 | 173 | - | - |

Source: TPO' Sullivan Technical Report No. 36

Table C4 Maintenance Cost Index (IBRD Study)

| Type of Vehicle | Class of Road | | |
|-----------------|---------------|----------|-----------|
| | Class I | Class II | Class III |
| Passenger Car | 100 | 130 | 180 |
| Truck & Bus | 100 | 150 | 250 |

Source: TPO' Sullivan Technical Report No. 36

Table C5 Fuel Indices for Different Speeds and Class of Road

| Speed kph | Car | | | Light Trucks/Buses | | | Heavy Trucks/Buses | | |
|--------------|---------|----------|-----------|--------------------|----------|-----------|--------------------|----------|----------|
| | Class I | Class II | Class III | Class I | Class II | Class III | Class I | Class II | ClassIII |
| 10 | 130 | +17 | +36 | 120 | +14 | +33 | 190 | +32 | +60 |
| 16 | 115 | +17 | +36 | 110 | +14 | +33 | 160 | +32 | +60 |
| 24 | 103 | +17 | +34 | 99 | +14 | +31 | 132 | +32 | +55 |
| 32 | 93 | +16 | +32 | 89 | +13 | +29 | 108 | +30 | +55 |
| 40 | 87 | +16 | +32 | 85 | +13 | +29 | 96 | +30 | +50 |
| 48 | 85 | +15 | +30 | 85 | +12 | +27 | 90 | +30 | +50 |
| 56 | 86 | +15 | +27 | 87 | +12 | +24 | 89 | +30 | +50 |
| 64 | 89 | +15 | +25 | 92 | +12 | +22 | 92 | +30 | +50 |
| 72 | 94 | +16 | +28 | 100 | +13 | +25 | 100 | +32 | +54 |
| 80 | 100 | +17 | +28 | 110 | +14 | +25 | 111 | +32 | +54 |

Source: TPO' Sullivan Technical Report No. 36

Table C6 Maintenance Cost Index at Different Speeds

| Speed kph | Type of Vehicles | | |
|--------------|------------------|-----------------|-----------------|
| | Cars | Light Truck/Bus | Heavy Truck/Bus |
| 10 | 147 | 140 | 193 |
| 16 | 134 | 127 | 168 |
| 24 | 122 | 116 | 146 |
| 32 | 110 | 105 | 119 |
| 40 | 103 | 100 | 105 |
| 48 | 100 | 100 | 100 |
| 56 | 106 | 105 | 108 |
| 64 | 111 | 111 | 114 |
| 72 | 119 | 117 | 127 |
| 80 | 124 | 123 | 141 |

Source: TPO' Sullivan Technical Report No. 36

VITA

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