

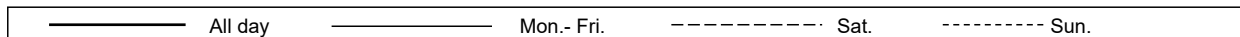
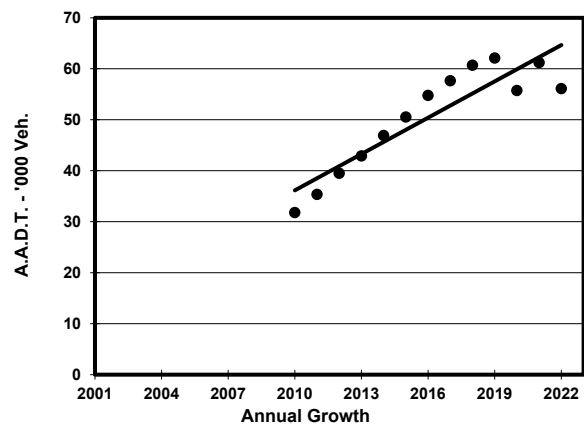
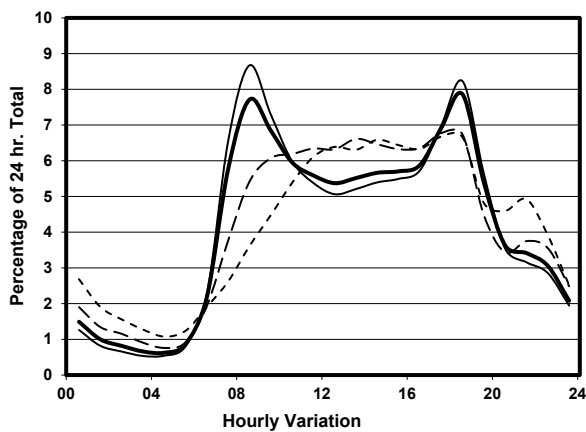
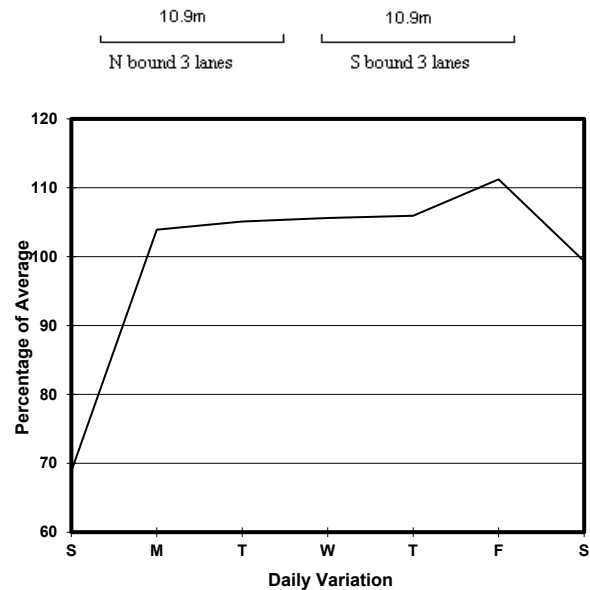
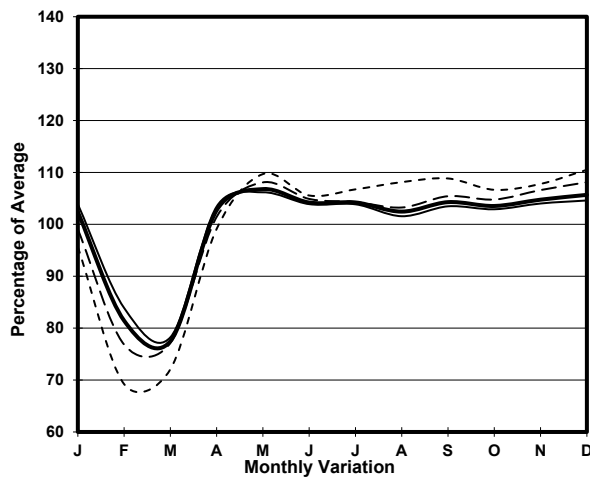
YEAR

2022

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

CORE STATION
ROAD NETWORK
ROAD TYPE5037
MAJOR
EXPRESSWAY

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	27430	29630	27920	19220
R 12 / 24 - %	79.4	80.7	77.4	72.2
R 16 / 24 - %	90.6	91.3	89.5	87.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2770	3420	2010	1010
T - % (AM)	-	11.3	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	1600	1710	1660	1200
T - % (PM)	-	9.8	-	-
Prop.of commercial vehicles - 16 hr.	-	13.9	-	-
NORTH BOUND				
A.A.D.T.	28680	31060	28880	20040
R 12 / 24 - %	70.4	71.5	69.5	63.2
R 16 / 24 - %	90	91.1	87.8	84.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1560	1850	1440	740
T - % (AM)	-	14.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2810	3280	2190	1420
T - % (PM)	-	7.5	-	-
Prop.of commercial vehicles - 16 hr.	-	13.1	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	2.9	43.8	16.5	2.3	0.0	19.9	8.5	2.1	0.1	3.9
	Ocp	1.0	1.3	2.3	10.4	0.0	1.3	1.3	19.3	1.0	31.2
0800-0900 Peak hour	Pro	1.2	52.2	15.9	0.4	0.0	17.9	7.2	2.6	0.1	2.7
	Ocp	1.0	1.2	2.2	3.4	0.0	1.4	1.2	20.2	1.0	56.7
0900-1000	Pro	0.4	47.2	15.9	0.1	0.0	20.7	12.7	1.1	0.0	1.8
	Ocp	1.0	1.3	2.0	1.0	0.0	1.4	1.2	13.6	0.0	28.2
1000-1100	Pro	2.0	40.6	16.5	0.1	0.0	25.0	12.8	1.2	0.1	1.9
	Ocp	1.1	1.4	2.1	3.0	0.0	1.4	1.2	9.7	1.0	23.1
1100-1200	Pro	1.1	40.4	17.5	0.2	0.0	19.9	17.6	1.2	0.1	2.0
	Ocp	1.2	1.4	2.0	2.5	0.0	1.4	1.2	1.8	1.0	20.5
1200-1300	Pro	0.8	46.8	12.8	0.5	0.0	21.1	14.4	1.4	0.1	2.1
	Ocp	1.0	1.4	2.0	3.3	0.0	1.4	1.3	13.9	1.0	22.5
1300-1400	Pro	0.3	40.4	14.9	2.3	0.0	24.2	14.9	1.1	0.0	2.0
	Ocp	1.5	1.4	2.1	13.4	0.0	1.4	1.3	8.0	0.0	25.3
1400-1500	Pro	1.4	43.5	12.5	0.1	0.0	24.8	14.6	1.2	0.1	1.8
	Ocp	1.0	1.4	2.2	6.0	0.0	1.4	1.3	8.7	1.0	21.7
1500-1600	Pro	1.1	43.9	11.7	0.6	0.0	24.5	13.9	2.6	0.0	1.7
	Ocp	1.1	1.4	2.0	5.2	0.0	1.4	1.3	2.8	0.0	26.6
1600-1700	Pro	0.9	49.8	14.1	0.0	0.0	21.5	10.4	1.2	0.1	2.1
	Ocp	1.0	1.5	2.1	0.0	0.0	1.5	1.1	9.5	1.0	27.6
1700-1800	Pro	2.4	51.8	13.0	0.3	0.0	21.7	7.0	1.7	0.0	2.2
	Ocp	1.0	1.3	2.1	1.0	0.0	1.2	1.1	10.3	0.0	32.9
1800-1900	Pro	2.1	66.9	10.1	0.1	0.0	12.4	4.2	1.5	0.0	2.7
	Ocp	1.4	1.4	2.6	1.0	0.0	1.3	1.1	10.8	0.0	51.8
1900-2000	Pro	1.1	71.7	12.9	0.1	0.0	8.1	2.3	0.8	0.0	3.2
	Ocp	1.1	1.4	2.3	1.0	0.0	1.2	1.1	12.4	0.0	32.5
2000-2100	Pro	1.2	65.9	13.3	0.0	0.0	10.4	4.8	0.9	0.0	3.4
	Ocp	1.1	1.5	2.4	0.0	0.0	1.3	1.1	1.3	0.0	20.0
2100-2200	Pro	2.9	59.2	16.8	0.0	0.0	11.4	5.6	0.4	0.0	3.6
	Ocp	1.1	1.6	2.3	0.0	0.0	1.3	1.0	1.0	0.0	21.0
2200-2300	Pro	1.6	64.0	20.1	0.0	0.0	6.5	3.6	1.3	0.0	2.9
	Ocp	1.1	1.5	2.1	0.0	0.0	1.3	1.2	1.6	0.0	25.3
16 hours	Pro	1.4	51.7	14.5	0.4	0.0	18.4	9.6	1.5	0.1	2.5
	Ocp	1.1	1.4	2.2	8.3	0.0	1.4	1.2	11.2	1.0	32.0

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

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

M&H Medium and Heavy

* All traffic data are collected from combined bounds