Appendix 4.8

Traffic Forecast

Peak Traffic Flow in Year 2020 (for Construction Dust Assessment)

Flow ID	Road Type	Design Spd	MC	Car	Taxi	PrLB	PLB	LGV	M&HGV	NFB	FBSD	FBDD	Total
SR4	RR	50	1	56	15	2	0	20	6	1	0	0	101
SR5	RR	50	1	43	11	1	0	15	5	1	0	0	77
SR7	RR	50	1	46	12	1	0	17	5	1	0	0	83
SR8	RR	50	1	58	16	2	0	23	7	1	0	0	108
SR9	RR	50	5	196	53	6	8	221	68	3	1	2	563
SR10	RR	50	6	253	68	8	8	349	107	4	1	2	806
SR11	RR	50	1	25	7	1	0	12	4	0	0	0	50
SR12	RR	50	1	43	11	1	0	18	6	1	0	0	81
SR13	RR	50	5	190	51	6	8	215	66	3	1	2	547
SR14	RR	50	6	230	62	7	8	337	103	3	1	2	759
SR16	RR	50	5	190	51	6	8	215	66	3	1	2	547
SR17	RR	50	6	230	62	7	8	337	103	3	1	2	759
SR18a	RR	50	1	46	12	1	0	17	5	1	0	0	83
SR19	RR	50	6	230	62	7	8	336	103	3	1	2	758
SR20	RR	50	4	145	39	4	8	198	61	2	1	2	464
SR21	RR	50	2	68	18	2	0	26	8	1	0	0	125
SR22	RR	50	5	183	49	5	8	318	97	3	1	2	671
SR23	RR	50	4	151	41	5	8	200	61	2	1	2	475
SR25	RR	50	1	22	6	1	0	8	2	0	0	0	40
SR26	RR	50	1	36	10	1	0	16	5	1	0	0	70
SR31	RR	50	1	20	5	1	0	6	2	0	0	0	35
SR32	RR	50	1	34	9	1	0	15	5	1	0	0	66
SR36	RR	50	4	148	40	4	8	198	61	2	1	2	468
SR37	RR	50	5	181	49	5	8	316	97	3	1	2	667
SR39	RR	50	3	131	35	4	8	196	60	2	1	2	442
SR40	RR	50	4	164	44	5	8	313	96	2	1	2	639
SR44	RR	50	3	128	34	4	8	194	60	2	1	2	436
SR45	RR	50	4	163	44	5	8	311	95	2	1	2	635
SR47	RR	50	3	128	34	4	8	194	60	2	1	2	436
SR48	RR	50	4	163	44	5	8	311	95	2	1	2	635
SR50	RR	50	3	128	34	4	8	194	60	2	1	2	436
SR51	RR	50	4	163	44	5	8	311	95	2	1	2	635
SR52	RR	50	0	0	0	0	0	186	57	0	0	0	243
SR53	RR	50	3	128	34	4	8	7	2	2	1	2	191
SR54	RR	50	4	163	44	5	8	311	95	2	1	2	635
SR55	RR	50	2	64	17	2	0	188	58	1	0	0	332
SR57	RR	50	2	64	17	2	0	186	57	1	0	0	329
SR58	RR	50	1	45	12	1	0	160	49	1	0	0	269
SR101	See Note [1]												
SR102													
SR103													
SR104													
SR105													
SR108													
SR109													
SR110													
SR112													
SR113													
SR114													
SR115													
SR118													
SR119													
SR120													
SR121													
SR122													
SR123													
LM101	LD	50	5	105	34	4	2	21	12	7	0	2	192
LM102	LD	50	6	145	47	6	2	130	74	10	0	2	422
LM103	LD	50	4	98	32	4	2	21	12	7	0	2	182
LM104	LD	50	6	130	42	5	2	130	74	9	0	2	400
LM105	LD	50	4	87	28	3	2	16	9	6	0	2	157
LM106	LD	50	4	82	27	3	2	89	50	6	0	2	265
LM107	LD	50	3	77	25	3	2	16	9	5	0	2	142
LM108	LD	50	2	46	15	2	2	70	39	3	0	2	181
LM109	LD	50	3	77	25	3	2	16	9	5	0	2	142
LM110	LD	50	2	46	15	2	2	70	39	3	0	2	181
LM111	LD	50	3	64	21	13	2	16	9	4	0	2	134
LM112	LD	50	1	36	10	7	2	19	11	2	0	2	90
LM113	LD	50	1	56	5	13	0	13	5	1	0	0	94
LM114	LD	50	3	57	3	7	0	10	5	1	0	0	86
LM115	LD	50	1	56	5	13	0	13	5	1	0	0	94
LM116	LD	50	3	57	3	7	0	10	5	1	0	0	86
LM117	LD	50	1	61	5	13	0	13	5	1	0	0	99
LM118	LD	50	3	61	3	7	0	10	5	1	0	0	90
LM119	LD	50	2	81	7	17	0	20	6	2	0	0	135
LM120	LD	50	4	77	3	9	0	15	7	1	0	0	116

Note [1] No traffic flow for these new roads under this project during construction stage.

Peak Traffic Flow in Year 2022 (Normal Day - for Operational Air Quality Assessment)

Flow ID	Road Type	Design Spd	MC	Car	Taxi	PrLB	PLB	LGV	M&HGV	NFB	FBSD	FBDD	Total
SR4	RR	50	1	56	15	2	0	20	6	1	0	0	101
SR5	RR	50	1	43	12	1	0	15	5	1	0	0	78
SR7	RR	50	1	50	13	1	0	18	6	1	0	0	90
SR8	RR	50	2	60	16	2	0	23	7	1	0	0	111
SR9	RR	50	5	208	56	6	11	221	68	3	2	2	582
SR10	RR	50	7	260	70	8	11	350	107	4	2	2	821
SR11	RR	50	1	25	7	1	0	11	3	0	0	0	48
SR12	RR	50	1	43	12	1	0	18	6	1	0	0	82
SR13	RR	50	5	203	54	6	11	215	66	3	2	2	567
SR14	RR	50	6	236	63	7	11	338	103	4	2	2	772
SR16	RR	50	5	203	54	6	11	215	66	3	2	2	567
SR17	RR	50	6	236	63	7	11	338	103	4	2	2	772
SR19	RR	50	6	236	63	7	11	338	103	4	2	2	772
SR20	RR	50	4	160	43	5	11	199	61	2	2	2	489
SR21	RR	50	2	67	18	2	0	25	8	1	0	0	123
SR22	RR	50	5	190	51	6	11	319	98	3	2	2	687
SR23	RR	50	4	167	45	5	11	202	62	2	2	2	502
SR25	RR	50	1	22	6	1	0	7	2	0	0	0	39
SR26	RR	50	1	37	10	1	0	16	5	1	0	0	71
SR31	RR	50	1	20	5	1	0	6	2	0	0	0	35
SR32	RR	50	1	34	9	1	0	15	5	1	0	0	66
SR36	RR	50	4	161	43	5	11	199	61	2	2	2	490
SR37	RR	50	5	187	50	6	11	317	97	3	2	2	680
SR39	RR	50	3	134	36	4	11	196	60	2	2	2	450
SR40	RR	50	4	162	44	5	11	314	96	2	2	2	642
SR44	RR	50	3	129	35	4	11	193	59	2	2	2	440
SR45	RR	50	4	160	43	5	11	312	96	2	2	2	637
SR47	RR	50	3	129	35	4	11	193	59	2	2	2	440
SR48	RR	50	4	160	43	5	11	312	96	2	2	2	637
SR50	RR	50	3	129	35	4	11	193	59	2	2	2	440
SR51	RR	50	4	160	43	5	11	312	96	2	2	2	637
SR52	RR	50	0	0	0	0	0	187	57	0	0	0	244
SR53	RR	50	3	129	35	4	11	6	2	2	2	2	196
SR54	RR	50	4	160	43	5	11	312	96	2	2	2	637
SR55	RR	50	2	63	17	2	0	187	57	1	0	0	329
SR57	RR	50	2	63	17	2	0	187	57	1	0	0	329
SR58	RR	50	1	45	12	1	0	158	48	1	0	0	266
SR104	RR	50	0	7	0	0	0	0	0	0	0	0	7
SR106	RR	50	0	4	0	0	0	0	0	0	0	0	4
SR108	RR	50	0	7	0	0	0	0	0	0	0	0	7
SR109	RR	50	0	20	0	0	0	0	0	0	0	0	20
SR110	RR	50	0	20	0	0	0	0	0	0	0	0	20
SR113	RR	50	0	3	0	0	0	0	0	0	0	0	3
SR116	RR	50	0	0	2	0	0	0	0	8	0	0	10
SR121	RR	50	0	0	2	0	0	0	0	8	0	0	10
SR122	RR	50	0	20	0	0	0	0	0	0	0	0	20
SR123	RR	50	0	20	0	0	0	0	0	0	0	0	20
SR124	RR	50	0	20	0	0	0	0	0	0	0	0	20
SR125	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR18a	RR	50	1	43	11	1	0	16	5	1	0	0	78
SRP1	RR	50	0	59	10	0	0	0	0	16	0	0	85
SRP2	RR	50	0	40	4	0	0	0	0	16	0	0	60
SRP3	RR	50	0	40	0	0	0	0	0	0	0	0	40
SRP9	RR	50	0	14	0	0	0	0	0	0	0	0	14
SRP12	RR	50	0	6	0	0	0	0	0	0	0	0	6
SRP14	RR	50	0	0	4	0	0	0	0	16	0	0	20
SRP15	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP19	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP20	RR	50	0	0	0	0	0	0	0	0	0	0	0
LM101	LD	50	4	102	33	4	3	20	11	7	0	4	188
LM102	LD	50	6	137	44	5	3	133	75	10	0	4	417
LM103	LD	50	4	95	31	4	3	20	11	7	0	4	179
LM104	LD	50	5	122	39	5	3	133	75	9	0	4	395
LM105	LD	50	4	84	27	3	3	16	9	6	0	4	156
LM106	LD	50	3	75	24	3	3	91	52	5	0	4	260
LM107	LD	50	3	74	24	3	3	16	9	5	0	4	141
LM108	LD	50	2	39	12	1	3	72	41	3	0	4	177
LM109	LD	50	3	74	24	3	3	16	9	5	0	4	141
LM110	LD	50	2	39	12	1	3	72	41	3	0	4	177
LM111	LD	50	3	60	19	13	3	16	9	4	0	4	131
LM112	LD	50	1	39	10	7	3	22	12	1	0	4	99
LM113	LD	50	1	59	6	13	0	14	5	1	0	0	99
LM114	LD	50	4	60	3	7	0	11	6	1	0	0	92
LM115	LD	50	1	59	6	13	0	14	5	1	0	0	99
LM116	LD	50	4	60	3	7	0	11	6	1	0	0	92
LM117	LD	50	1	64	6	13	0	14	5	1	0	0	104
LM118	LD	50	4	64	3	7	0	11	6	1	0	0	96
LM119	LD	50	2	85	7	18	0	21	6	2	0	0	141
LM120	LD	50	5	80	3	9	0	17	7	1	0	0	122

Peak Traffic Flow in Year 2022 (Festival Day - for Operational Air Quality Assessment)

Flow ID	Road Type	Design Spd	MC	Car	Taxi	PrLB	PLB	LGV	M&HGV	NFB	FBSD	FBDD	Total
SR4	RR	50	1	21	6	1	0	3	1	0	0	0	33
SR5	RR	50	0	11	3	0	0	12	4	0	0	0	30
SR7	RR	50	0	14	4	0	0	13	4	0	0	0	35
SR8	RR	50	1	24	6	1	0	4	1	0	0	0	37
SR9	RR	50	2	85	23	3	6	113	35	1	1	1	270
SR10	RR	50	3	103	28	3	6	140	43	2	1	1	330
SR11	RR	50	0	3	1	0	0	5	2	0	0	0	11
SR12	RR	50	0	13	4	0	0	61	19	0	0	0	97
SR13	RR	50	2	83	22	2	6	109	33	1	1	1	260
SR14	RR	50	2	90	24	3	6	81	25	1	1	1	234
SR16	RR	50	2	83	22	2	6	109	33	1	1	1	260
SR17	RR	50	2	90	24	3	6	81	25	1	1	1	234
SR19	RR	50	2	90	24	3	6	47	14	1	1	1	189
SR20	RR	50	2	76	20	2	6	102	31	1	1	1	242
SR21	RR	50	1	31	8	1	0	10	3	0	0	0	54
SR22	RR	50	2	83	22	2	6	85	26	1	1	1	229
SR23	RR	50	2	85	23	3	6	104	32	1	1	1	258
SR25	RR	50	0	2	1	0	0	3	1	0	0	0	7
SR26	RR	50	0	11	3	0	0	59	18	0	0	0	91
SR31	RR	50	0	2	0	0	0	2	1	0	0	0	5
SR32	RR	50	0	10	3	0	0	59	18	0	0	0	90
SR36	RR	50	2	82	22	2	6	103	32	1	1	1	252
SR37	RR	50	2	81	22	2	6	84	26	1	1	1	226
SR39	RR	50	2	79	21	2	6	103	31	1	1	1	247
SR40	RR	50	2	78	21	2	6	83	26	1	1	1	221
SR44	RR	50	2	77	21	2	6	102	31	1	1	1	244
SR45	RR	50	2	77	21	2	6	83	25	1	1	1	219
SR47	RR	50	2	77	21	2	6	102	31	1	1	1	244
SR48	RR	50	2	77	21	2	6	83	25	1	1	1	219
SR50	RR	50	2	77	21	2	6	102	31	1	1	1	244
SR51	RR	50	2	77	21	2	6	83	25	1	1	1	219
SR52	RR	50	0	0	0	0	0	68	21	0	0	0	89
SR53	RR	50	2	77	21	2	6	34	11	1	1	1	156
SR54	RR	50	2	77	21	2	6	83	25	1	1	1	219
SR55	RR	50	1	35	10	1	0	68	21	1	0	0	137
SR57	RR	50	1	35	10	1	0	68	21	1	0	0	137
SR58	RR	50	1	40	11	1	0	61	19	1	0	0	134
SR104	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR106	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR108	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR109	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR110	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR113	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR116	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR121	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR122	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR123	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR124	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR125	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR18a	RR	50	0	7	2	0	0	7	2	0	0	0	18
SRP1	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP2	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP3	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP9	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP12	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP14	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP15	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP19	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP20	RR	50	0	0	0	0	0	0	0	0	0	0	0
LM101	LD	50	2	39	13	2	2	37	21	3	0	2	121
LM102	LD	50	1	30	10	1	2	28	16	2	0	2	92
LM103	LD	50	1	34	11	1	2	37	21	2	0	2	111
LM104	LD	50	1	22	7	1	2	28	16	2	0	2	81
LM105	LD	50	1	15	5	1	2	31	18	1	0	2	76
LM106	LD	50	0	4	1	0	2	19	11	0	0	2	39
LM107	LD	50	1	23	8	1	2	26	15	2	0	2	80
LM108	LD	50	1	14	4	1	2	15	8	1	0	2	48
LM109	LD	50	1	23	8	1	2	26	15	2	0	2	80
LM110	LD	50	1	14	4	1	2	15	8	1	0	2	48
LM111	LD	50	1	34	11	6	2	18	10	2	0	2	86
LM112	LD	50	1	22	7	6	2	6	3	2	0	2	51
LM113	LD	50	1	34	3	9	0	9	2	2	0	0	60
LM114	LD	50	1	28	1	7	0	5	1	1	0	0	44
LM115	LD	50	1	34	3	9	0	9	2	2	0	0	60
LM116	LD	50	1	28	1	7	0	5	1	1	0	0	44
LM117	LD	50	1	37	3	9	0	9	2	2	0	0	63
LM118	LD	50	1	31	1	7	0	5	1	1	0	0	47
LM119	LD	50	1	47	4	11	0	12	3	3	0	0	81
LM120	LD	50	2	44	1	10	0	9	2	2	0	0	70

Peak Traffic Flow in Year 2027 (Normal Day - for Operational Air Quality Assessment)

Flow ID	Road Type	Design Spd	MC	Car	Taxi	PrLB	PLB	LGV	M&HGV	NFB	FBSD	FBDD	Total
SR4	RR	50	2	59	16	2	0	21	6	1	0	0	107
SR5	RR	50	1	45	12	1	0	16	5	1	0	0	81
SR7	RR	50	2	66	18	2	0	22	7	1	0	0	118
SR8	RR	50	2	68	18	2	0	26	8	1	0	0	125
SR9	RR	50	6	221	59	7	11	239	73	3	2	2	623
SR10	RR	50	7	275	74	8	11	360	110	4	2	2	853
SR11	RR	50	1	26	7	1	0	15	4	0	0	0	54
SR12	RR	50	0	17	5	1	0	16	5	0	0	0	44
SR13	RR	50	5	212	57	6	11	228	70	3	2	2	596
SR14	RR	50	7	274	74	8	11	349	107	4	2	2	838
SR16	RR	50	5	212	57	6	11	228	70	3	2	2	596
SR17	RR	50	7	274	74	8	11	349	107	4	2	2	838
SR19	RR	50	7	274	74	8	11	349	107	4	2	2	838
SR20	RR	50	4	156	42	5	11	210	64	2	2	2	498
SR21	RR	50	2	75	20	2	0	29	9	1	0	0	138
SR22	RR	50	6	224	60	7	11	330	101	3	2	2	746
SR23	RR	50	4	163	44	5	11	213	65	2	2	2	511
SR25	RR	50	1	24	6	1	0	10	3	0	0	0	45
SR26	RR	50	0	12	3	0	0	14	4	0	0	0	33
SR31	RR	50	1	22	6	1	0	8	3	0	0	0	41
SR32	RR	50	0	9	2	0	0	13	4	0	0	0	28
SR36	RR	50	4	145	39	4	11	208	64	2	2	2	481
SR37	RR	50	6	216	58	6	11	327	100	3	2	2	731
SR39	RR	50	3	105	28	3	11	211	62	2	2	2	429
SR40	RR	50	5	187	50	6	11	331	99	3	2	2	696
SR44	RR	50	2	91	24	3	11	207	61	1	2	2	404
SR45	RR	50	5	181	49	5	11	328	98	3	2	2	684
SR47	RR	50	2	91	24	3	11	207	61	1	2	2	404
SR48	RR	50	5	181	49	5	11	328	98	3	2	2	684
SR50	RR	50	2	91	24	3	11	207	61	1	2	2	404
SR51	RR	50	5	181	49	5	11	328	98	3	2	2	684
SR52	RR	50	0	0	0	0	0	189	58	0	0	0	247
SR53	RR	50	2	91	24	3	11	17	2	1	2	2	155
SR54	RR	50	5	181	49	5	11	328	98	3	2	2	684
SR55	RR	50	2	64	17	2	0	191	58	1	0	0	335
SR57	RR	50	2	64	17	2	0	190	58	1	0	0	334
SR58	RR	50	1	43	12	1	0	162	50	1	0	0	270
SR104	RR	50	0	7	0	0	0	0	0	0	0	0	7
SR106	RR	50	0	4	0	0	0	0	0	0	0	0	4
SR108	RR	50	0	7	0	0	0	0	0	0	0	0	7
SR109	RR	50	0	20	0	0	0	0	0	0	0	0	20
SR110	RR	50	0	20	0	0	0	0	0	0	0	0	20
SR113	RR	50	0	3	0	0	0	0	0	0	0	0	3
SR116	RR	50	0	0	2	0	0	9	0	8	0	0	19
SR121	RR	50	0	0	2	0	0	9	0	8	0	0	19
SR122	RR	50	0	20	0	0	0	0	0	0	0	0	20
SR123	RR	50	0	20	0	0	0	0	0	0	0	0	20
SR124	RR	50	0	20	0	0	0	0	0	0	0	0	20
SR125	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR18a	RR	50	1	55	15	2	0	18	5	1	0	0	97
SRP1	RR	50	0	59	10	0	0	0	0	16	0	0	85
SRP2	RR	50	0	40	4	0	0	0	0	16	0	0	60
SRP3	RR	50	0	40	0	0	0	0	0	0	0	0	40
SRP9	RR	50	0	14	0	0	0	0	0	0	0	0	14
SRP12	RR	50	0	6	0	0	0	0	0	0	0	0	6
SRP14	RR	50	0	0	4	0	0	0	0	16	0	0	20
SRP15	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP19	RR	50	0	0	0	0	0	18	0	0	0	0	18
SRP20	RR	50	0	0	0	0	0	18	0	0	0	0	18
LM101	LD	50	3	58	19	2	3	25	9	4	0	4	127
LM102	LD	50	6	145	47	6	3	138	73	10	0	4	432
LM103	LD	50	2	50	16	2	3	25	9	3	0	4	114
LM104	LD	50	6	127	41	5	3	138	73	9	0	4	406
LM105	LD	50	2	43	14	2	3	20	6	3	0	4	97
LM106	LD	50	4	86	28	3	3	99	51	6	0	4	284
LM107	LD	50	2	43	14	2	3	20	6	3	0	4	97
LM108	LD	50	3	57	18	2	3	80	40	4	0	4	211
LM109	LD	50	2	43	14	2	3	20	6	3	0	4	97
LM110	LD	50	3	57	18	2	3	80	40	4	0	4	211
LM111	LD	50	2	43	14	14	3	20	6	3	0	4	109
LM112	LD	50	2	45	15	7	3	29	11	3	0	4	119
LM113	LD	50	1	61	6	14	0	24	5	1	0	0	112
LM114	LD	50	4	61	3	7	0	21	6	1	0	0	103
LM115	LD	50	1	61	6	14	0	24	5	1	0	0	112
LM116	LD	50	4	61	3	7	0	21	6	1	0	0	103
LM117	LD	50	1	66	6	14	0	24	5	1	0	0	117
LM118	LD	50	4	66	3	7	0	21	6	1	0	0	108
LM119	LD	50	2	87	7	18	0	32	7	2	0	0	155
LM120	LD	50	5	82	3	9	0	26	7	1	0	0	133

Peak Traffic Flow in Year 2027 (Festival Day - for Operational Air Quality Assessment)

Flow ID	Road Type	Design Spd	MC	Car	Taxi	PrLB	PLB	LGV	M&HGV	NFB	FBSD	FBDD	Total
SR4	RR	50	1	22	6	1	0	3	1	0	0	0	34
SR5	RR	50	0	12	3	0	0	12	4	0	0	0	31
SR7	RR	50	1	20	5	1	0	14	4	0	0	0	45
SR8	RR	50	1	29	8	1	0	5	2	0	0	0	46
SR9	RR	50	3	111	240	3	6	106	32	2	1	113	617
SR10	RR	50	3	132	245	4	6	118	36	2	1	113	660
SR11	RR	50	0	10	3	0	0	7	2	0	0	0	22
SR12	RR	50	0	17	4	0	0	37	11	0	0	0	69
SR13	RR	50	3	109	239	3	6	101	31	2	1	113	608
SR14	RR	50	3	127	244	4	6	84	26	2	1	113	610
SR16	RR	50	3	109	239	3	6	101	31	2	1	113	608
SR17	RR	50	3	127	244	4	6	84	26	2	1	113	610
SR19	RR	50	3	127	244	4	6	63	19	2	1	113	582
SR20	RR	50	2	97	236	3	6	89	27	1	1	113	575
SR21	RR	50	1	38	10	1	0	7	3	0	0	0	60
SR22	RR	50	3	114	241	3	6	82	25	2	1	113	590
SR23	RR	50	3	104	238	3	6	90	28	2	1	113	588
SR25	RR	50	0	9	2	0	0	4	1	0	0	0	16
SR26	RR	50	0	14	4	0	0	36	11	0	0	0	65
SR31	RR	50	0	8	2	0	0	3	1	0	0	0	14
SR32	RR	50	0	14	4	0	0	35	11	0	0	0	64
SR36	RR	50	2	96	236	3	6	88	27	1	1	113	573
SR37	RR	50	3	106	239	3	6	80	25	2	1	113	578
SR39	RR	50	2	88	161	3	6	86	26	1	1	9	383
SR40	RR	50	3	99	164	3	6	88	24	1	1	9	398
SR44	RR	50	2	83	22	2	6	94	26	1	1	9	246
SR45	RR	50	2	94	25	3	6	86	24	1	1	9	251
SR47	RR	50	2	83	22	2	6	94	26	1	1	9	246
SR48	RR	50	2	94	25	3	6	86	24	1	1	9	251
SR50	RR	50	2	83	22	2	6	94	26	1	1	9	246
SR51	RR	50	2	94	25	3	6	86	24	1	1	9	251
SR52	RR	50	2	80	22	2	0	56	17	1	0	0	180
SR53	RR	50	2	83	22	2	6	38	9	1	1	9	173
SR54	RR	50	2	94	25	3	6	86	24	1	1	9	251
SR55	RR	50	1	34	9	1	0	56	17	1	0	0	119
SR57	RR	50	1	34	9	1	0	56	17	1	0	0	119
SR58	RR	50	1	39	11	1	0	57	17	1	0	0	127
SR104	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR106	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR108	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR109	RR	50	0	0	0	0	0	0	0	0	0	120	120
SR110	RR	50	0	0	0	0	0	0	0	0	0	120	120
SR113	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR116	RR	50	0	0	0	0	0	9	0	0	0	120	129
SR121	RR	50	0	0	0	0	0	9	0	0	0	0	9
SR122	RR	50	0	0	0	0	0	0	0	0	0	120	120
SR123	RR	50	0	0	0	0	0	0	0	0	0	120	120
SR124	RR	50	0	0	0	0	0	0	0	0	0	120	120
SR125	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR18a	RR	50	0	11	3	0	0	12	4	0	0	0	30
SRP1	RR	50	0	1	0	0	0	10	0	0	0	120	131
SRP2	RR	50	0	0	0	0	0	9	0	0	0	120	129
SRP3	RR	50	0	0	0	0	0	0	0	0	0	240	240
SRP9	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP12	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP14	RR	50	0	0	0	0	0	9	0	0	0	120	129
SRP15	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP19	RR	50	0	0	0	0	0	9	0	0	0	120	129
SRP20	RR	50	0	0	0	0	0	9	0	0	0	120	129
LM101	LD	50	1	23	7	1	2	39	17	2	0	10	102
LM102	LD	50	1	34	11	1	2	34	14	2	0	10	109
LM103	LD	50	1	15	5	1	2	39	17	1	0	10	91
LM104	LD	50	1	25	8	1	2	34	14	2	0	10	97
LM105	LD	50	0	-1	0	0	2	31	12	0	0	10	54
LM106	LD	50	0	5	2	0	2	25	9	0	0	10	53
LM107	LD	50	0	-2	-1	0	2	27	10	0	0	10	46
LM108	LD	50	0	1	0	0	2	21	7	0	0	10	41
LM109	LD	50	0	-2	-1	0	2	27	10	0	0	10	46
LM110	LD	50	0	1	0	0	2	21	7	0	0	10	41
LM111	LD	50	0	11	4	6	2	19	6	1	0	10	59
LM112	LD	50	1	12	4	6	2	13	2	1	0	10	51
LM113	LD	50	1	36	3	10	0	19	3	2	0	117	191
LM114	LD	50	2	29	1	7	0	15	1	1	0	117	173
LM115	LD	50	1	36	3	10	0	19	3	2	0	117	191
LM116	LD	50	2	29	1	7	0	15	1	1	0	117	173
LM117	LD	50	1	39	3	10	0	19	3	2	0	117	194
LM118	LD	50	2	32	1	7	0	15	1	1	0	117	176
LM119	LD	50	1	49	4	12	0	22	3	3	0	117	211
LM120	LD	50	2	46	1	10	0	18	2	2	0	117	198

Peak Traffic Flow in Year 2029 (Normal Day - for Operational Air Quality Assessment)

Flow ID	Road Type	Design Spd	MC	Car	Taxi	PrLB	PLB	LGV	M&HGV	NFB	FBSD	FBDD	Total
SR4	RR	50	2	60	16	2	0	21	6	1	0	0	108
SR5	RR	50	1	45	12	1	0	16	5	1	0	0	81
SR7	RR	50	2	65	17	2	0	22	7	1	0	0	116
SR8	RR	50	2	67	18	2	0	25	8	1	0	0	123
SR9	RR	50	6	243	65	7	11	248	76	4	2	2	664
SR10	RR	50	7	282	76	8	11	364	112	4	2	2	868
SR11	RR	50	1	33	9	1	0	22	7	0	0	0	73
SR12	RR	50	1	20	5	1	0	20	6	0	0	0	53
SR13	RR	50	6	224	60	7	11	230	70	3	2	2	615
SR14	RR	50	7	276	74	8	11	349	107	4	2	2	840
SR16	RR	50	6	224	60	7	11	230	70	3	2	2	615
SR17	RR	50	7	276	74	8	11	349	107	4	2	2	840
SR19	RR	50	7	275	74	8	11	349	107	4	2	2	839
SR20	RR	50	4	168	45	5	11	212	65	3	2	2	517
SR21	RR	50	2	76	20	2	0	28	9	1	0	0	138
SR22	RR	50	6	225	60	7	11	330	101	3	2	2	747
SR23	RR	50	4	175	47	5	11	215	66	3	2	2	530
SR25	RR	50	1	29	8	1	0	17	5	0	0	0	61
SR26	RR	50	0	14	4	0	0	17	5	0	0	0	40
SR31	RR	50	1	27	7	1	0	16	5	0	0	0	57
SR32	RR	50	0	12	3	0	0	17	5	0	0	0	37
SR36	RR	50	4	158	43	5	11	210	64	2	2	2	501
SR37	RR	50	6	219	59	7	11	327	100	3	2	2	736
SR39	RR	50	3	120	32	4	11	213	62	2	2	2	451
SR40	RR	50	5	191	51	6	11	331	99	3	2	2	701
SR44	RR	50	3	106	29	3	11	209	61	2	2	2	428
SR45	RR	50	5	186	50	6	11	328	98	3	2	2	691
SR47	RR	50	3	106	29	3	11	209	61	2	2	2	428
SR48	RR	50	5	186	50	6	11	328	98	3	2	2	691
SR50	RR	50	3	106	29	3	11	209	61	2	2	2	428
SR51	RR	50	5	186	50	6	11	328	98	3	2	2	691
SR52	RR	50	0	0	0	0	0	188	58	0	0	0	246
SR53	RR	50	3	106	29	3	11	20	3	2	2	2	181
SR54	RR	50	5	186	50	6	11	328	98	3	2	2	691
SR55	RR	50	2	64	17	2	0	191	59	1	0	0	336
SR57	RR	50	2	64	17	2	0	190	58	1	0	0	334
SR58	RR	50	1	44	12	1	0	162	50	1	0	0	271
SR104	RR	50	0	7	0	0	0	0	0	0	0	0	7
SR106	RR	50	0	4	0	0	0	0	0	0	0	0	4
SR108	RR	50	0	7	0	0	0	0	0	0	0	0	7
SR109	RR	50	0	20	0	0	0	0	0	0	0	0	20
SR110	RR	50	0	20	0	0	0	0	0	0	0	0	20
SR113	RR	50	0	3	0	0	0	0	0	0	0	0	3
SR116	RR	50	0	0	2	0	0	9	0	8	0	0	19
SR121	RR	50	0	0	2	0	0	9	0	8	0	0	19
SR122	RR	50	0	20	0	0	0	0	0	0	0	0	20
SR123	RR	50	0	20	0	0	0	0	0	0	0	0	20
SR124	RR	50	0	20	0	0	0	0	0	0	0	0	20
SR125	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR18a	RR	50	1	55	15	2	0	18	6	1	0	0	98
SRP1	RR	50	0	59	10	0	0	0	0	16	0	0	85
SRP2	RR	50	0	40	4	0	0	0	0	16	0	0	60
SRP3	RR	50	0	40	0	0	0	0	0	0	0	0	40
SRP9	RR	50	0	14	0	0	0	0	0	0	0	0	14
SRP12	RR	50	0	6	0	0	0	0	0	0	0	0	6
SRP14	RR	50	0	0	4	0	0	0	0	16	0	0	20
SRP15	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP19	RR	50	0	0	0	0	0	18	0	0	0	0	18
SRP20	RR	50	0	0	0	0	0	18	0	0	0	0	18
LM101	LD	50	3	78	25	3	3	28	11	5	0	4	160
LM102	LD	50	7	151	49	6	3	141	75	11	0	4	447
LM103	LD	50	3	70	23	3	3	28	11	5	0	4	150
LM104	LD	50	6	134	43	5	3	141	75	9	0	4	420
LM105	LD	50	2	55	18	2	3	20	6	4	0	4	114
LM106	LD	50	4	98	32	4	3	101	52	7	0	4	305
LM107	LD	50	2	48	16	2	3	20	6	3	0	4	104
LM108	LD	50	3	63	20	2	3	82	41	4	0	4	222
LM109	LD	50	2	48	16	2	3	20	6	3	0	4	104
LM110	LD	50	3	63	20	2	3	82	41	4	0	4	222
LM111	LD	50	2	39	12	14	3	20	6	3	0	4	103
LM112	LD	50	2	42	13	8	3	31	12	3	0	4	118
LM113	LD	50	1	62	6	14	0	25	5	1	0	0	114
LM114	LD	50	4	62	3	8	0	21	6	1	0	0	105
LM115	LD	50	1	62	6	14	0	25	5	1	0	0	114
LM116	LD	50	4	62	3	8	0	22	6	1	0	0	106
LM117	LD	50	1	68	6	14	0	25	5	1	0	0	120
LM118	LD	50	4	67	3	8	0	22	6	1	0	0	111
LM119	LD	50	2	89	8	19	0	32	7	2	0	0	159
LM120	LD	50	5	84	4	9	0	27	7	1	0	0	137

Peak Traffic Flow in Year 2029 (Festival Day - for Operational Air Quality Assessment)

Flow ID	Road Type	Design Spd	MC	Car	Taxi	PrLB	PLB	LGV	M&HGV	NFB	FBSD	FBDD	Total
SR4	RR	50	1	21	6	1	0	3	1	0	0	0	33
SR5	RR	50	0	12	3	0	0	12	4	0	0	0	31
SR7	RR	50	1	21	6	1	0	15	4	0	0	0	48
SR8	RR	50	1	29	8	1	0	5	2	0	0	0	46
SR9	RR	50	3	135	246	4	6	111	34	2	1	89	631
SR10	RR	50	4	140	248	4	6	112	34	2	1	89	640
SR11	RR	50	1	28	8	1	0	13	4	0	0	0	55
SR12	RR	50	0	18	5	1	0	31	9	0	0	0	64
SR13	RR	50	3	129	245	4	6	104	32	2	1	89	615
SR14	RR	50	4	151	251	5	6	89	27	2	1	89	625
SR16	RR	50	3	129	245	4	6	104	32	2	1	89	615
SR17	RR	50	4	151	251	5	6	89	27	2	1	89	625
SR19	RR	50	4	151	250	4	6	78	24	2	1	89	609
SR20	RR	50	3	117	241	3	6	91	28	2	1	89	581
SR21	RR	50	1	36	10	1	0	7	2	0	0	0	57
SR22	RR	50	4	137	247	4	6	86	26	2	1	89	602
SR23	RR	50	3	124	243	4	6	92	28	2	1	89	592
SR25	RR	50	1	26	7	1	0	10	3	0	0	0	48
SR26	RR	50	0	16	4	0	0	29	9	0	0	0	58
SR31	RR	50	1	26	7	1	0	9	3	0	0	0	47
SR32	RR	50	0	15	4	0	0	28	9	0	0	0	56
SR36	RR	50	3	115	241	3	6	90	27	2	1	89	577
SR37	RR	50	3	130	245	4	6	84	26	2	1	89	590
SR39	RR	50	3	107	215	3	6	87	27	2	1	4	455
SR40	RR	50	3	122	219	4	6	91	25	2	1	168	641
SR44	RR	50	3	101	27	3	6	95	26	2	1	118	382
SR45	RR	50	3	117	31	3	6	90	25	2	1	118	396
SR47	RR	50	3	101	27	3	6	95	26	2	1	118	382
SR48	RR	50	3	117	31	3	6	90	25	2	1	118	396
SR50	RR	50	3	101	27	3	6	95	26	2	1	118	382
SR51	RR	50	3	117	31	3	6	90	25	2	1	118	396
SR52	RR	50	3	98	26	3	0	56	17	1	0	0	204
SR53	RR	50	3	101	27	3	6	38	9	2	1	118	308
SR54	RR	50	3	117	31	3	6	90	25	2	1	118	396
SR55	RR	50	1	34	9	1	0	56	17	1	0	0	119
SR57	RR	50	1	37	10	1	0	57	17	1	0	0	124
SR58	RR	50	1	41	11	1	0	57	18	1	0	0	130
SR104	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR106	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR108	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR109	RR	50	0	0	0	0	0	0	0	0	0	163	163
SR110	RR	50	0	0	0	0	0	0	0	0	0	163	163
SR113	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR116	RR	50	0	9	0	0	0	9	0	5	0	163	186
SR121	RR	50	0	9	0	0	0	9	0	5	0	0	23
SR122	RR	50	0	0	0	0	0	0	0	0	0	163	163
SR123	RR	50	0	0	0	0	0	0	0	0	0	163	163
SR124	RR	50	0	0	0	0	0	0	0	0	0	163	163
SR125	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR18a	RR	50	0	11	3	0	0	13	4	0	0	0	31
SRP1	RR	50	0	9	0	0	0	10	0	5	0	163	187
SRP2	RR	50	0	9	0	0	0	9	0	5	0	163	186
SRP3	RR	50	0	0	0	0	0	0	0	0	0	326	326
SRP9	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP12	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP14	RR	50	0	9	0	0	0	9	0	5	0	163	186
SRP15	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP19	RR	50	0	9	0	0	0	9	0	5	0	163	186
SRP20	RR	50	0	9	0	0	0	9	0	5	0	163	186
LM101	LD	50	2	54	18	2	2	37	16	4	0	119	254
LM102	LD	50	3	67	21	3	2	34	14	5	0	119	268
LM103	LD	50	2	47	15	2	2	37	16	3	0	119	243
LM104	LD	50	3	57	18	2	2	34	14	4	0	119	253
LM105	LD	50	1	31	10	1	2	28	11	2	0	119	205
LM106	LD	50	2	39	13	2	2	25	9	3	0	119	214
LM107	LD	50	1	19	6	1	2	24	8	1	0	119	181
LM108	LD	50	1	25	8	1	2	21	6	2	0	119	185
LM109	LD	50	1	19	6	1	2	24	8	1	0	119	181
LM110	LD	50	1	25	8	1	2	21	6	2	0	119	185
LM111	LD	50	1	26	5	6	2	16	4	1	0	119	180
LM112	LD	50	1	27	6	6	2	12	2	1	0	119	176
LM113	LD	50	1	37	3	10	0	20	3	2	0	153	229
LM114	LD	50	2	30	1	8	0	15	1	1	0	153	211
LM115	LD	50	1	37	3	10	0	20	3	2	0	153	229
LM116	LD	50	2	30	1	8	0	15	1	1	0	153	211
LM117	LD	50	1	40	3	10	0	20	3	2	0	153	232
LM118	LD	50	2	34	1	8	0	15	1	1	0	153	215
LM119	LD	50	1	50	4	12	0	23	3	3	0	153	249
LM120	LD	50	2	48	1	11	0	19	2	2	0	153	238

Peak Traffic Flow in Year 2030 (Normal Day - for Operational Air Quality Assessment)

Flow ID	Road Type	Design Spd	MC	Car	Taxi	PrLB	PLB	LGV	M&HGV	NFB	FBSD	FBDD	Total
SR4	RR	50	2	60	16	2	0	21	6	1	0	0	108
SR5	RR	50	1	45	12	1	0	16	5	1	0	0	81
SR7	RR	50	2	64	17	2	0	22	7	1	0	0	115
SR8	RR	50	2	66	18	2	0	25	8	1	0	0	122
SR9	RR	50	6	254	68	8	11	253	78	4	2	2	686
SR10	RR	50	7	285	77	9	11	366	112	4	2	2	875
SR11	RR	50	1	36	10	1	0	26	8	1	0	0	83
SR12	RR	50	1	22	6	1	0	22	7	0	0	0	59
SR13	RR	50	6	230	62	7	11	231	71	3	2	2	625
SR14	RR	50	7	276	74	8	11	349	107	4	2	2	840
SR16	RR	50	6	230	62	7	11	231	71	3	2	2	625
SR17	RR	50	7	276	74	8	11	349	107	4	2	2	840
SR19	RR	50	7	276	74	8	11	349	107	4	2	2	840
SR20	RR	50	4	174	47	5	11	213	65	3	2	2	526
SR21	RR	50	2	76	20	2	0	28	9	1	0	0	138
SR22	RR	50	6	225	61	7	11	330	101	3	2	2	748
SR23	RR	50	5	181	49	5	11	216	66	3	2	2	540
SR25	RR	50	1	31	8	1	0	21	6	0	0	0	68
SR26	RR	50	0	15	4	0	0	19	6	0	0	0	44
SR31	RR	50	1	30	8	1	0	20	6	0	0	0	66
SR32	RR	50	0	13	3	0	0	18	6	0	0	0	40
SR36	RR	50	4	165	44	5	11	211	65	2	2	2	511
SR37	RR	50	6	220	59	7	11	327	100	3	2	2	737
SR39	RR	50	3	127	34	4	11	214	63	2	2	2	462
SR40	RR	50	5	192	52	6	11	331	99	3	2	2	703
SR44	RR	50	3	114	31	3	11	210	62	2	2	2	440
SR45	RR	50	5	188	50	6	11	329	98	3	2	2	694
SR47	RR	50	3	114	31	3	11	210	62	2	2	2	440
SR48	RR	50	5	188	50	6	11	329	98	3	2	2	694
SR50	RR	50	3	114	31	3	11	210	62	2	2	2	440
SR51	RR	50	5	188	50	6	11	329	98	3	2	2	694
SR52	RR	50	0	0	0	0	0	188	58	0	0	0	246
SR53	RR	50	3	114	31	3	11	22	4	2	2	2	194
SR54	RR	50	5	188	50	6	11	329	98	3	2	2	694
SR55	RR	50	2	64	17	2	0	191	59	1	0	0	336
SR57	RR	50	2	64	17	2	0	191	58	1	0	0	335
SR58	RR	50	1	44	12	1	0	162	50	1	0	0	271
SR104	RR	50	0	7	0	0	0	0	0	0	0	0	7
SR106	RR	50	0	4	0	0	0	0	0	0	0	0	4
SR108	RR	50	0	7	0	0	0	0	0	0	0	0	7
SR109	RR	50	0	20	0	0	0	0	0	0	0	0	20
SR110	RR	50	0	20	0	0	0	0	0	0	0	0	20
SR113	RR	50	0	3	0	0	0	0	0	0	0	0	3
SR116	RR	50	0	0	2	0	0	9	0	8	0	0	19
SR121	RR	50	0	0	2	0	0	9	0	8	0	0	19
SR122	RR	50	0	20	0	0	0	0	0	0	0	0	20
SR123	RR	50	0	20	0	0	0	0	0	0	0	0	20
SR124	RR	50	0	20	0	0	0	0	0	0	0	0	20
SR125	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR18a	RR	50	1	55	15	2	0	18	6	1	0	0	98
SRP1	RR	50	0	59	10	0	0	0	0	16	0	0	85
SRP2	RR	50	0	40	4	0	0	0	0	16	0	0	60
SRP3	RR	50	0	40	0	0	0	0	0	0	0	0	40
SRP9	RR	50	0	14	0	0	0	0	0	0	0	0	14
SRP12	RR	50	0	6	0	0	0	0	0	0	0	0	6
SRP14	RR	50	0	0	4	0	0	0	0	16	0	0	20
SRP15	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP19	RR	50	0	0	0	0	0	18	0	0	0	0	18
SRP20	RR	50	0	0	0	0	0	18	0	0	0	0	18
LM101	LD	50	4	88	28	3	3	30	12	6	0	4	178
LM102	LD	50	7	153	50	6	3	142	75	11	0	4	451
LM103	LD	50	4	80	26	3	3	30	12	6	0	4	168
LM104	LD	50	6	137	44	5	3	142	75	10	0	4	426
LM105	LD	50	3	61	20	2	3	21	6	4	0	4	124
LM106	LD	50	5	104	34	4	3	102	53	7	0	4	316
LM107	LD	50	2	51	16	2	3	21	6	4	0	4	109
LM108	LD	50	3	66	21	3	3	83	42	5	0	4	230
LM109	LD	50	2	51	16	2	3	21	6	4	0	4	109
LM110	LD	50	3	66	21	3	3	83	42	5	0	4	230
LM111	LD	50	2	37	12	14	3	21	6	3	0	4	102
LM112	LD	50	2	40	13	8	3	32	13	3	0	4	118
LM113	LD	50	1	63	6	14	0	25	5	1	0	0	115
LM114	LD	50	4	63	3	8	0	21	6	1	0	0	106
LM115	LD	50	1	63	6	14	0	25	5	1	0	0	115
LM116	LD	50	4	63	3	8	0	22	6	1	0	0	107
LM117	LD	50	1	69	6	14	0	25	5	1	0	0	121
LM118	LD	50	4	67	3	8	0	22	6	1	0	0	111
LM119	LD	50	2	90	8	19	0	33	7	2	0	0	161
LM120	LD	50	5	84	4	9	0	27	7	1	0	0	137

Peak Traffic Flow in Year 2030 (Festival Day - for Operational Air Quality Assessment)

Flow ID	Road Type	Design Spd	MC	Car	Taxi	PrLB	PLB	LGV	M&HGV	NFB	FBSD	FBDD	Total
SR4	RR	50	1	21	6	1	0	3	1	0	0	0	33
SR5	RR	50	0	12	3	0	0	12	4	0	0	0	31
SR7	RR	50	1	21	6	1	0	15	5	0	0	0	49
SR8	RR	50	1	29	8	1	0	6	2	0	0	0	47
SR9	RR	50	4	146	249	4	6	114	35	2	1	76	637
SR10	RR	50	4	145	249	4	6	109	33	2	1	76	629
SR11	RR	50	1	37	10	1	0	16	5	1	0	0	71
SR12	RR	50	0	19	5	1	0	27	8	0	0	0	60
SR13	RR	50	4	139	247	4	6	105	32	2	1	76	616
SR14	RR	50	4	163	254	5	6	92	28	2	1	76	631
SR16	RR	50	4	139	247	4	6	105	32	2	1	76	616
SR17	RR	50	4	163	254	5	6	92	28	2	1	76	631
SR19	RR	50	4	162	254	5	6	85	26	2	1	76	621
SR20	RR	50	3	127	244	4	6	92	28	2	1	76	583
SR21	RR	50	1	36	10	1	0	6	2	0	0	0	56
SR22	RR	50	4	149	250	4	6	88	27	2	1	76	607
SR23	RR	50	3	133	246	4	6	93	28	2	1	76	592
SR25	RR	50	1	35	9	1	0	13	4	1	0	0	64
SR26	RR	50	0	17	5	1	0	26	8	0	0	0	57
SR31	RR	50	1	35	9	1	0	12	4	1	0	0	63
SR32	RR	50	0	16	4	0	0	25	8	0	0	0	53
SR36	RR	50	3	125	244	4	6	90	28	2	1	76	579
SR37	RR	50	4	141	248	4	6	86	26	2	1	76	594
SR39	RR	50	3	116	241	3	6	88	27	2	1	1	488
SR40	RR	50	3	133	246	4	6	93	26	2	1	247	761
SR44	RR	50	3	110	30	3	6	96	27	2	1	172	450
SR45	RR	50	3	128	34	4	6	92	25	2	1	172	467
SR47	RR	50	3	110	30	3	6	96	27	2	1	172	450
SR48	RR	50	3	128	34	4	6	92	25	2	1	172	467
SR50	RR	50	3	110	30	3	6	96	27	2	1	172	450
SR51	RR	50	3	128	34	4	6	92	25	2	1	172	467
SR52	RR	50	3	107	29	3	0	57	17	2	0	0	218
SR53	RR	50	3	110	30	3	6	39	9	2	1	172	375
SR54	RR	50	3	128	34	4	6	92	25	2	1	172	467
SR55	RR	50	1	34	9	1	0	56	17	1	0	0	119
SR57	RR	50	1	38	10	1	0	57	18	1	0	0	126
SR58	RR	50	1	42	11	1	0	57	18	1	0	0	131
SR104	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR106	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR108	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR109	RR	50	0	0	0	0	0	0	0	0	0	184	184
SR110	RR	50	0	0	0	0	0	0	0	0	0	184	184
SR113	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR116	RR	50	0	13	0	0	0	9	0	8	0	184	214
SR121	RR	50	0	13	0	0	0	9	0	8	0	0	30
SR122	RR	50	0	0	0	0	0	0	0	0	0	184	184
SR123	RR	50	0	0	0	0	0	0	0	0	0	184	184
SR124	RR	50	0	0	0	0	0	0	0	0	0	184	184
SR125	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR18a	RR	50	0	11	3	0	0	13	4	0	0	0	31
SRP1	RR	50	0	13	0	0	0	10	0	8	0	184	215
SRP2	RR	50	0	13	0	0	0	9	0	8	0	184	214
SRP3	RR	50	0	0	0	0	0	0	0	0	0	368	368
SRP9	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP12	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP14	RR	50	0	13	0	0	0	9	0	8	0	184	214
SRP15	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP19	RR	50	0	13	0	0	0	9	0	8	0	184	214
SRP20	RR	50	0	13	0	0	0	9	0	8	0	184	214
LM101	LD	50	3	70	23	3	2	35	15	5	0	173	329
LM102	LD	50	4	83	27	3	2	34	14	6	0	173	346
LM103	LD	50	3	62	20	2	2	35	15	4	0	173	316
LM104	LD	50	3	73	24	3	2	34	14	5	0	173	331
LM105	LD	50	2	47	15	2	2	27	10	3	0	173	281
LM106	LD	50	2	56	18	2	2	25	9	4	0	173	291
LM107	LD	50	1	30	10	1	2	22	7	2	0	173	248
LM108	LD	50	2	37	12	1	2	20	6	3	0	173	256
LM109	LD	50	1	30	10	1	2	22	7	2	0	173	248
LM110	LD	50	2	37	12	1	2	20	6	3	0	173	256
LM111	LD	50	1	33	6	6	2	15	3	1	0	173	240
LM112	LD	50	1	35	7	6	2	12	2	2	0	173	240
LM113	LD	50	1	38	3	10	0	20	3	3	0	171	249
LM114	LD	50	2	31	1	8	0	15	1	1	0	171	230
LM115	LD	50	1	38	3	10	0	20	3	3	0	171	249
LM116	LD	50	2	31	1	8	0	15	1	1	0	171	230
LM117	LD	50	1	41	3	10	0	20	3	3	0	171	252
LM118	LD	50	2	34	1	8	0	15	1	1	0	171	233
LM119	LD	50	1	51	4	13	0	23	3	3	0	171	269
LM120	LD	50	2	49	1	11	0	19	2	2	0	171	257

Peak Traffic Flow in Year 2031 (Normal Day - for Operational Air Quality Assessment)

Flow ID	Road Type	Design Spd	MC	Car	Taxi	PrLB	PLB	LGV	M&HGV	NFB	FBSD	FBDD	Total
SR4	RR	50	2	63	17	2	0	16	5	1	0	0	106
SR5	RR	50	2	79	21	2	0	16	5	1	0	0	126
SR7	RR	50	2	88	24	3	0	23	7	1	0	0	148
SR8	RR	50	2	76	21	2	0	21	7	1	0	0	130
SR9	RR	50	7	270	73	8	10	272	83	4	1	2	730
SR10	RR	50	7	274	74	8	10	364	112	4	1	2	856
SR11	RR	50	1	31	8	1	0	27	8	0	0	0	76
SR12	RR	50	0	10	3	0	0	22	7	0	0	0	42
SR13	RR	50	7	254	68	8	10	247	76	4	1	2	677
SR14	RR	50	7	279	75	8	10	344	105	4	1	2	835
SR16	RR	50	7	254	68	8	10	247	76	4	1	2	677
SR17	RR	50	7	279	75	8	10	344	105	4	1	2	835
SR19	RR	50	7	279	75	8	10	344	105	4	1	2	835
SR20	RR	50	4	170	46	5	10	225	69	3	1	2	535
SR21	RR	50	2	81	22	2	0	23	7	1	0	0	138
SR22	RR	50	6	215	58	6	10	325	100	3	1	2	726
SR23	RR	50	5	177	48	5	10	227	69	3	1	2	547
SR25	RR	50	1	22	6	1	0	19	6	0	0	0	55
SR26	RR	50	0	7	2	0	0	19	6	0	0	0	34
SR31	RR	50	0	19	5	1	0	17	5	0	0	0	47
SR32	RR	50	0	6	2	0	0	18	6	0	0	0	32
SR36	RR	50	4	170	46	5	10	221	68	3	1	2	530
SR37	RR	50	5	204	55	6	10	320	98	3	1	2	704
SR39	RR	50	4	140	38	4	10	215	66	2	1	2	482
SR40	RR	50	4	171	46	5	10	314	96	3	1	2	652
SR44	RR	50	3	134	36	4	10	219	64	2	1	2	475
SR45	RR	50	4	162	44	5	10	320	95	2	1	2	645
SR47	RR	50	3	134	36	4	10	219	64	2	1	2	475
SR48	RR	50	4	162	44	5	10	320	95	2	1	2	645
SR50	RR	50	3	134	36	4	10	219	64	2	1	2	475
SR51	RR	50	4	162	44	5	10	320	95	2	1	2	645
SR52	RR	50	3	131	35	4	0	135	41	2	0	0	351
SR53	RR	50	3	134	36	4	10	79	21	2	1	2	292
SR54	RR	50	4	162	44	5	10	320	95	2	1	2	645
SR55	RR	50	1	47	13	1	0	136	42	1	0	0	241
SR57	RR	50	1	42	11	1	0	136	42	1	0	0	234
SR58	RR	50	2	63	17	2	0	211	65	1	0	0	361
SR104	RR	50	0	9	0	0	0	0	0	0	0	0	9
SR106	RR	50	0	5	0	0	0	0	0	0	0	0	5
SR108	RR	50	0	9	0	0	0	0	0	0	0	0	9
SR109	RR	50	0	22	0	0	0	0	0	0	0	0	22
SR110	RR	50	0	22	0	0	0	0	0	0	0	0	22
SR113	RR	50	0	4	0	0	0	0	0	0	0	0	4
SR116	RR	50	0	0	2	0	0	9	0	8	0	0	19
SR121	RR	50	0	0	2	0	0	9	0	8	0	0	19
SR122	RR	50	0	22	0	0	0	0	0	0	0	0	22
SR123	RR	50	0	22	0	0	0	0	0	0	0	0	22
SR124	RR	50	0	22	0	0	0	0	0	0	0	0	22
SR125	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR18a	RR	50	2	83	22	2	0	22	7	1	0	0	139
SRP1	RR	50	0	62	10	0	0	0	0	16	0	0	88
SRP2	RR	50	0	44	4	0	0	0	0	16	0	0	64
SRP3	RR	50	0	44	0	0	0	0	0	0	0	0	44
SRP9	RR	50	0	18	0	0	0	0	0	0	0	0	18
SRP12	RR	50	0	8	0	0	0	0	0	0	0	0	8
SRP14	RR	50	0	0	4	0	0	0	0	16	0	0	20
SRP15	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP19	RR	50	0	0	0	0	0	18	0	0	0	0	18
SRP20	RR	50	0	0	0	0	0	18	0	0	0	0	18
LM101	LD	50	6	127	41	5	3	72	36	9	0	4	303
LM102	LD	50	5	124	40	5	3	92	47	9	0	4	329
LM103	LD	50	5	117	38	5	3	72	36	8	0	4	288
LM104	LD	50	5	110	35	4	3	92	47	8	0	4	308
LM105	LD	50	4	93	30	4	3	54	25	6	0	4	223
LM106	LD	50	3	79	25	3	3	64	31	5	0	4	217
LM107	LD	50	3	71	23	3	3	44	20	5	0	4	176
LM108	LD	50	2	50	16	2	3	53	25	3	0	4	158
LM109	LD	50	3	71	23	3	3	44	20	5	0	4	176
LM110	LD	50	2	50	16	2	3	53	25	3	0	4	158
LM111	LD	50	2	56	18	2	3	26	9	4	0	4	124
LM112	LD	50	1	28	9	1	3	22	7	2	0	4	77
LM113	LD	50	2	59	5	16	0	36	7	4	0	0	129
LM114	LD	50	3	49	1	12	0	24	3	2	0	0	94
LM115	LD	50	2	59	5	16	0	36	7	4	0	0	129
LM116	LD	50	3	49	1	12	0	24	3	2	0	0	94
LM117	LD	50	2	64	5	16	0	36	7	4	0	0	134
LM118	LD	50	3	54	1	12	0	24	3	2	0	0	99
LM119	LD	50	2	80	7	20	0	45	9	5	0	0	168
LM120	LD	50	4	77	1	17	0	34	5	3	0	0	141

Peak Traffic Flow in Year 2031 (Festival Day - for Operational Air Quality Assessment)

Flow ID	Road Type	Design Spd	MC	Car	Taxi	PrLB	PLB	LGV	M&HGV	NFB	FBSD	FBDD	Total
SR4	RR	50	1	21	6	1	0	3	1	0	0	0	33
SR5	RR	50	0	12	3	0	0	12	4	0	0	0	31
SR7	RR	50	1	21	6	1	0	15	5	0	0	0	49
SR8	RR	50	1	29	8	1	0	6	2	0	0	0	47
SR9	RR	50	4	153	252	5	6	116	36	2	1	95	670
SR10	RR	50	4	146	250	4	6	108	33	2	1	95	649
SR11	RR	50	1	48	13	1	0	20	6	1	0	0	90
SR12	RR	50	1	20	5	1	0	26	8	0	0	0	61
SR13	RR	50	4	144	250	4	6	108	33	2	1	95	647
SR14	RR	50	4	170	257	5	6	94	29	3	1	95	664
SR16	RR	50	4	144	250	4	6	108	33	2	1	95	647
SR17	RR	50	4	170	257	5	6	94	29	3	1	95	664
SR19	RR	50	4	170	257	5	6	90	28	3	1	95	659
SR20	RR	50	3	132	246	4	6	94	29	2	1	95	612
SR21	RR	50	1	37	10	1	0	6	2	0	0	0	57
SR22	RR	50	4	156	253	5	6	90	28	2	1	95	640
SR23	RR	50	4	138	248	4	6	94	29	2	1	95	621
SR25	RR	50	1	47	13	1	0	17	5	1	0	0	85
SR26	RR	50	0	17	5	1	0	25	8	0	0	0	56
SR31	RR	50	1	47	13	1	0	16	5	1	0	0	84
SR32	RR	50	0	17	5	1	0	24	7	0	0	0	54
SR36	RR	50	3	130	246	4	6	92	28	2	1	95	607
SR37	RR	50	4	148	251	4	6	88	27	2	1	95	626
SR39	RR	50	3	122	244	4	6	90	28	2	1	1	501
SR40	RR	50	4	140	249	4	6	95	26	2	1	230	757
SR44	RR	50	3	116	31	3	6	97	27	2	1	137	423
SR45	RR	50	3	135	36	4	6	93	26	2	1	137	443
SR47	RR	50	3	116	31	3	6	97	27	2	1	137	423
SR48	RR	50	3	135	36	4	6	93	26	2	1	137	443
SR50	RR	50	3	116	31	3	6	97	27	2	1	137	423
SR51	RR	50	3	135	36	4	6	93	26	2	1	137	443
SR52	RR	50	3	112	30	3	0	58	18	2	0	0	226
SR53	RR	50	3	116	31	3	6	39	9	2	1	137	347
SR54	RR	50	3	135	36	4	6	93	26	2	1	137	443
SR55	RR	50	1	37	10	1	0	58	18	1	0	0	126
SR57	RR	50	1	39	10	1	0	58	18	1	0	0	128
SR58	RR	50	1	42	11	1	0	58	18	1	0	0	132
SR104	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR106	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR108	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR109	RR	50	0	0	0	0	0	0	0	0	0	198	198
SR110	RR	50	0	0	0	0	0	0	0	0	0	198	198
SR113	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR116	RR	50	0	13	0	0	0	9	0	8	0	198	228
SR121	RR	50	0	13	0	0	0	9	0	8	0	0	30
SR122	RR	50	0	0	0	0	0	0	0	0	0	198	198
SR123	RR	50	0	0	0	0	0	0	0	0	0	198	198
SR124	RR	50	0	0	0	0	0	0	0	0	0	198	198
SR125	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR18a	RR	50	0	12	3	0	0	14	4	0	0	0	33
SRP1	RR	50	0	13	0	0	0	10	0	8	0	198	229
SRP2	RR	50	0	13	0	0	0	9	0	8	0	198	228
SRP3	RR	50	0	0	0	0	0	0	0	0	0	396	396
SRP9	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP12	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP14	RR	50	0	13	0	0	0	9	0	8	0	198	228
SRP15	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP19	RR	50	0	13	0	0	0	9	0	8	0	198	228
SRP20	RR	50	0	13	0	0	0	9	0	8	0	198	228
LM101	LD	50	3	71	23	3	2	36	15	5	0	137	295
LM102	LD	50	4	82	27	3	2	34	14	6	0	137	309
LM103	LD	50	3	63	20	2	2	36	15	4	0	137	282
LM104	LD	50	3	73	24	3	2	34	14	5	0	137	295
LM105	LD	50	2	47	15	2	2	27	10	3	0	137	245
LM106	LD	50	2	55	18	2	2	25	9	4	0	137	254
LM107	LD	50	1	30	10	1	2	23	7	2	0	137	213
LM108	LD	50	2	36	12	1	2	21	6	3	0	137	220
LM109	LD	50	1	30	10	1	2	23	7	2	0	137	213
LM110	LD	50	2	36	12	1	2	21	6	3	0	137	220
LM111	LD	50	1	33	5	6	2	14	3	1	0	137	202
LM112	LD	50	1	35	7	6	2	12	1	2	0	137	203
LM113	LD	50	1	38	3	10	0	20	3	3	0	136	214
LM114	LD	50	2	31	1	8	0	15	1	1	0	136	195
LM115	LD	50	1	38	3	10	0	20	3	3	0	136	214
LM116	LD	50	2	31	1	8	0	15	1	1	0	136	195
LM117	LD	50	1	41	3	10	0	20	3	3	0	136	217
LM118	LD	50	2	34	1	8	0	15	1	1	0	136	198
LM119	LD	50	1	51	9	13	0	23	3	3	0	136	239
LM120	LD	50	2	49	6	11	0	19	2	2	0	136	227

Peak Traffic Flow in Year 2032 (Normal Day - for Operational Air Quality Assessment)

Flow ID	Road Type	Design Spd	MC	Car	Taxi	PrLB	PLB	LGV	M&HGV	NFB	FBSD	FBDD	Total
SR4	RR	50	2	63	17	2	0	16	5	1	0	0	106
SR5	RR	50	2	79	21	2	0	16	5	1	0	0	126
SR7	RR	50	2	88	24	3	0	23	7	1	0	0	148
SR8	RR	50	2	76	21	2	0	21	7	1	0	0	130
SR9	RR	50	7	284	76	8	10	276	85	4	1	2	753
SR10	RR	50	7	278	75	8	10	365	112	4	1	2	862
SR11	RR	50	1	32	9	1	0	29	9	0	0	0	81
SR12	RR	50	0	10	3	0	0	24	7	0	0	0	44
SR13	RR	50	7	266	72	8	10	250	77	4	1	2	697
SR14	RR	50	7	282	76	8	10	343	105	4	1	2	838
SR16	RR	50	7	266	72	8	10	250	77	4	1	2	697
SR17	RR	50	7	282	76	8	10	343	105	4	1	2	838
SR19	RR	50	7	282	76	8	10	343	105	4	1	2	838
SR20	RR	50	5	183	49	5	10	228	70	3	1	2	556
SR21	RR	50	2	82	22	2	0	23	7	1	0	0	139
SR22	RR	50	6	218	59	7	10	325	99	3	1	2	730
SR23	RR	50	5	191	51	6	10	230	70	3	1	2	569
SR25	RR	50	1	22	6	1	0	22	7	0	0	0	59
SR26	RR	50	0	7	2	0	0	22	7	0	0	0	38
SR31	RR	50	0	19	5	1	0	20	6	0	0	0	51
SR32	RR	50	0	6	2	0	0	21	6	0	0	0	35
SR36	RR	50	5	183	49	5	10	224	69	3	1	2	551
SR37	RR	50	5	207	56	6	10	320	98	3	1	2	708
SR39	RR	50	4	154	41	5	10	218	67	2	1	2	504
SR40	RR	50	4	173	47	5	10	314	96	3	1	2	655
SR44	RR	50	4	148	40	4	10	223	65	2	1	2	499
SR45	RR	50	4	164	44	5	10	319	95	2	1	2	646
SR47	RR	50	4	148	40	4	10	223	65	2	1	2	499
SR48	RR	50	4	164	44	5	10	319	95	2	1	2	646
SR50	RR	50	4	148	40	4	10	223	65	2	1	2	499
SR51	RR	50	4	164	44	5	10	319	95	2	1	2	646
SR52	RR	50	4	145	39	4	0	137	42	2	0	0	373
SR53	RR	50	4	148	40	4	10	80	22	2	1	2	313
SR54	RR	50	4	164	44	5	10	319	95	2	1	2	646
SR55	RR	50	1	49	13	1	0	138	42	1	0	0	245
SR57	RR	50	1	43	12	1	0	138	42	1	0	0	238
SR58	RR	50	2	64	17	2	0	211	65	1	0	0	362
SR104	RR	50	0	10	0	0	0	0	0	0	0	0	10
SR106	RR	50	0	5	0	0	0	0	0	0	0	0	5
SR108	RR	50	0	10	0	0	0	0	0	0	0	0	10
SR109	RR	50	0	23	0	0	0	0	0	0	0	0	23
SR110	RR	50	0	23	0	0	0	0	0	0	0	0	23
SR113	RR	50	0	5	0	0	0	0	0	0	0	0	5
SR116	RR	50	0	0	2	0	0	9	0	8	0	0	19
SR121	RR	50	0	0	2	0	0	9	0	8	0	0	19
SR122	RR	50	0	23	0	0	0	0	0	0	0	0	23
SR123	RR	50	0	23	0	0	0	0	0	0	0	0	23
SR124	RR	50	0	23	0	0	0	0	0	0	0	0	23
SR125	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR18a	RR	50	2	83	22	2	0	21	7	1	0	0	138
SRP1	RR	50	0	65	10	0	0	0	0	16	0	0	91
SRP2	RR	50	0	46	4	0	0	0	0	16	0	0	66
SRP3	RR	50	0	46	0	0	0	0	0	0	0	0	46
SRP9	RR	50	0	20	0	0	0	0	0	0	0	0	20
SRP12	RR	50	0	10	0	0	0	0	0	0	0	0	10
SRP14	RR	50	0	0	4	0	0	0	0	16	0	0	20
SRP15	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP19	RR	50	0	0	0	0	0	18	0	0	0	0	18
SRP20	RR	50	0	0	0	0	0	18	0	0	0	0	18
LM101	LD	50	6	130	42	5	3	73	36	9	0	4	308
LM102	LD	50	5	123	40	5	3	92	47	9	0	4	328
LM103	LD	50	5	120	39	5	3	73	36	8	0	4	293
LM104	LD	50	5	108	35	4	3	92	47	8	0	4	306
LM105	LD	50	4	95	31	4	3	55	26	7	0	4	229
LM106	LD	50	3	77	25	3	3	65	31	5	0	4	216
LM107	LD	50	3	73	23	3	3	44	20	5	0	4	178
LM108	LD	50	2	48	15	2	3	54	25	3	0	4	156
LM109	LD	50	3	73	23	3	3	44	20	5	0	4	178
LM110	LD	50	2	48	15	2	3	54	25	3	0	4	156
LM111	LD	50	3	57	18	2	3	26	9	4	0	4	126
LM112	LD	50	1	26	8	1	3	23	8	2	0	4	76
LM113	LD	50	2	59	5	16	0	36	7	4	0	0	129
LM114	LD	50	3	49	1	12	0	24	3	2	0	0	94
LM115	LD	50	2	59	5	16	0	36	7	4	0	0	129
LM116	LD	50	3	49	1	12	0	24	3	2	0	0	94
LM117	LD	50	2	64	5	16	0	36	7	4	0	0	134
LM118	LD	50	3	54	1	12	0	24	3	2	0	0	99
LM119	LD	50	2	81	7	20	0	45	9	5	0	0	169
LM120	LD	50	4	77	1	17	0	34	5	3	0	0	141

Peak Traffic Flow in Year 2032 (Festival Day - for Operational Air Quality Assessment)

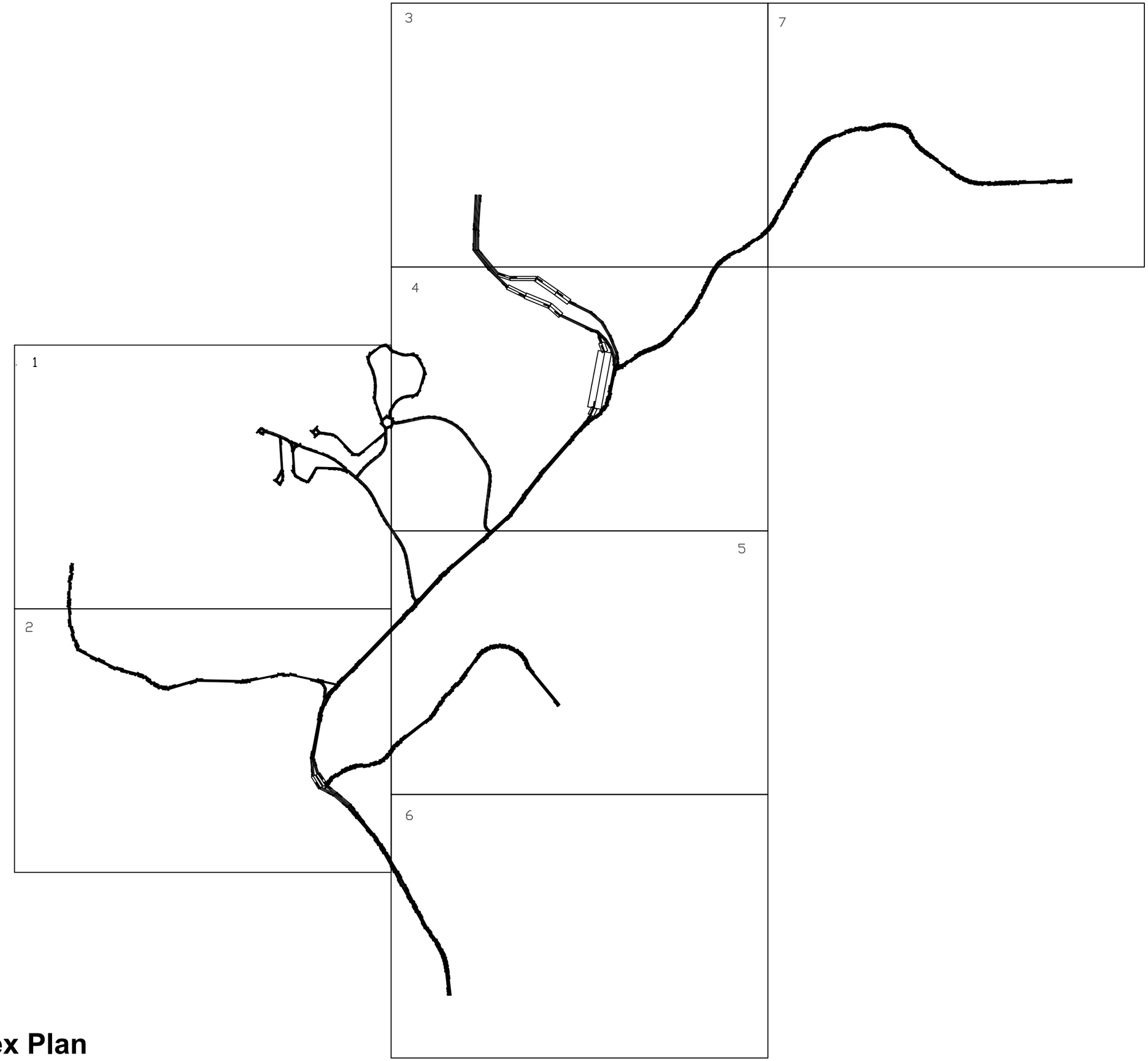
Flow ID	Road Type	Design Spd	MC	Car	Taxi	PrLB	PLB	LGV	M&HGV	NFB	FBSD	FBDD	Total
SR4	RR	50	1	21	6	1	0	3	1	0	0	0	33
SR5	RR	50	0	12	3	0	0	12	4	0	0	0	31
SR7	RR	50	1	21	6	1	0	15	5	0	0	0	49
SR8	RR	50	1	29	8	1	0	6	2	0	0	0	47
SR9	RR	50	4	160	255	5	6	119	37	2	1	113	702
SR10	RR	50	4	148	252	4	6	108	33	2	1	113	671
SR11	RR	50	2	60	16	2	0	23	7	1	0	0	111
SR12	RR	50	1	20	5	1	0	25	8	0	0	0	60
SR13	RR	50	4	150	252	4	6	110	34	2	1	113	676
SR14	RR	50	5	178	260	5	6	96	29	3	1	113	696
SR16	RR	50	4	150	252	4	6	110	34	2	1	113	676
SR17	RR	50	5	178	260	5	6	96	29	3	1	113	696
SR19	RR	50	5	178	260	5	6	94	29	3	1	113	694
SR20	RR	50	4	137	249	4	6	96	29	2	1	113	641
SR21	RR	50	1	37	10	1	0	7	2	0	0	0	58
SR22	RR	50	4	163	256	5	6	92	28	2	1	113	670
SR23	RR	50	4	143	251	4	6	96	29	2	1	113	649
SR25	RR	50	2	59	16	2	0	20	6	1	0	0	106
SR26	RR	50	0	18	5	1	0	24	7	0	0	0	55
SR31	RR	50	1	58	16	2	0	20	6	1	0	0	104
SR32	RR	50	0	18	5	1	0	23	7	0	0	0	54
SR36	RR	50	3	136	248	4	6	94	29	2	1	113	636
SR37	RR	50	4	156	254	5	6	90	28	2	1	113	659
SR39	RR	50	3	127	246	4	6	92	28	2	1	1	510
SR40	RR	50	4	147	252	4	6	97	27	2	1	213	753
SR44	RR	50	3	121	32	4	6	99	28	2	1	101	397
SR45	RR	50	4	142	38	4	6	95	26	2	1	101	419
SR47	RR	50	3	121	32	4	6	99	28	2	1	101	397
SR48	RR	50	4	142	38	4	6	95	26	2	1	101	419
SR50	RR	50	3	121	32	4	6	99	28	2	1	101	397
SR51	RR	50	4	142	38	4	6	95	26	2	1	101	419
SR52	RR	50	3	117	31	3	0	59	18	2	0	0	233
SR53	RR	50	3	121	32	4	6	40	9	2	1	101	319
SR54	RR	50	4	142	38	4	6	95	26	2	1	101	419
SR55	RR	50	1	40	11	1	0	59	18	1	0	0	131
SR57	RR	50	1	40	11	1	0	59	18	1	0	0	131
SR58	RR	50	1	43	11	1	0	59	18	1	0	0	134
SR104	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR106	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR108	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR109	RR	50	0	0	0	0	0	0	0	0	0	212	212
SR110	RR	50	0	0	0	0	0	0	0	0	0	212	212
SR113	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR116	RR	50	0	13	0	0	0	9	0	8	0	212	242
SR121	RR	50	0	13	0	0	0	9	0	8	0	0	30
SR122	RR	50	0	0	0	0	0	0	0	0	0	212	212
SR123	RR	50	0	0	0	0	0	0	0	0	0	212	212
SR124	RR	50	0	0	0	0	0	0	0	0	0	212	212
SR125	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR18a	RR	50	0	12	3	0	0	14	4	0	0	0	33
SRP1	RR	50	0	13	0	0	0	10	0	8	0	212	243
SRP2	RR	50	0	13	0	0	0	9	0	8	0	212	242
SRP3	RR	50	0	0	0	0	0	0	0	0	0	424	424
SRP9	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP12	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP14	RR	50	0	13	0	0	0	9	0	8	0	212	242
SRP15	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP19	RR	50	0	13	0	0	0	9	0	8	0	212	242
SRP20	RR	50	0	13	0	0	0	9	0	8	0	212	242
LM101	LD	50	3	72	23	3	2	36	15	5	0	102	261
LM102	LD	50	4	82	26	3	2	35	14	6	0	102	274
LM103	LD	50	3	63	20	2	2	36	15	4	0	102	247
LM104	LD	50	3	72	23	3	2	35	14	5	0	102	259
LM105	LD	50	2	48	15	2	2	27	10	3	0	102	211
LM106	LD	50	2	55	18	2	2	26	9	4	0	102	220
LM107	LD	50	1	30	10	1	2	23	8	2	0	102	179
LM108	LD	50	2	35	11	1	2	21	7	2	0	102	183
LM109	LD	50	1	30	10	1	2	23	8	2	0	102	179
LM110	LD	50	2	35	11	1	2	21	7	2	0	102	183
LM111	LD	50	1	33	5	6	2	14	3	1	0	102	167
LM112	LD	50	1	35	7	6	2	12	1	1	0	102	167
LM113	LD	50	1	38	3	10	0	20	3	3	0	100	178
LM114	LD	50	2	31	1	8	0	15	1	1	0	100	159
LM115	LD	50	1	38	3	10	0	20	3	3	0	100	178
LM116	LD	50	2	31	1	8	0	15	1	1	0	100	159
LM117	LD	50	1	41	3	10	0	20	3	3	0	100	181
LM118	LD	50	2	34	1	8	0	15	1	1	0	100	162
LM119	LD	50	1	52	13	13	0	23	3	3	0	100	208
LM120	LD	50	2	49	10	11	0	19	2	2	0	100	195

Peak Traffic Flow in Year 2037 (Normal Day - for Operational Air Quality Assessment)

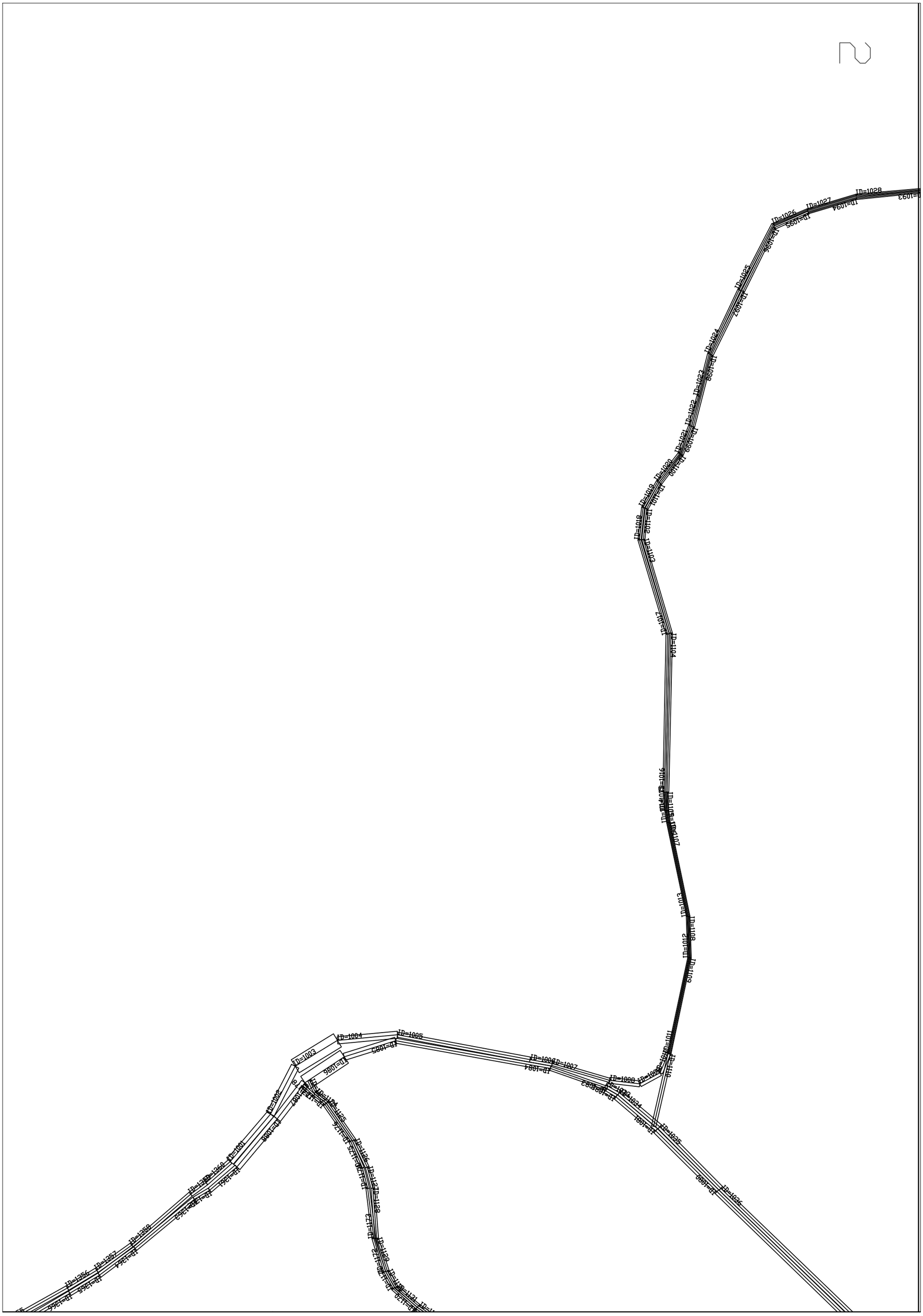
Flow ID	Road Type	Design Spd	MC	Car	Taxi	PrLB	PLB	LGV	M&HGV	NFB	FBSD	FBDD	Total
SR4	RR	50	2	63	17	2	0	16	5	1	0	0	106
SR5	RR	50	2	80	21	2	0	17	5	1	0	0	128
SR7	RR	50	2	88	24	3	0	23	7	1	0	0	148
SR8	RR	50	2	78	21	2	0	21	6	1	0	0	131
SR9	RR	50	9	333	90	10	10	299	92	5	1	2	851
SR10	RR	50	7	287	77	9	10	360	110	4	1	2	867
SR11	RR	50	1	30	8	1	0	28	9	0	0	0	77
SR12	RR	50	0	11	3	0	0	24	7	0	0	0	45
SR13	RR	50	8	317	85	9	10	273	84	5	1	2	794
SR14	RR	50	7	291	78	9	10	339	104	4	1	2	845
SR16	RR	50	8	317	85	9	10	273	84	5	1	2	794
SR17	RR	50	7	291	78	9	10	339	104	4	1	2	845
SR19	RR	50	7	291	78	9	10	339	104	4	1	2	845
SR20	RR	50	6	234	63	7	10	252	77	3	1	2	655
SR21	RR	50	2	83	22	2	0	22	6	1	0	0	138
SR22	RR	50	6	226	61	7	10	321	98	3	1	2	735
SR23	RR	50	6	242	65	7	10	253	78	4	1	2	668
SR25	RR	50	1	20	5	1	0	21	6	0	0	0	54
SR26	RR	50	0	8	2	0	0	21	6	0	0	0	37
SR31	RR	50	0	17	5	1	0	19	6	0	0	0	48
SR32	RR	50	0	7	2	0	0	20	6	0	0	0	35
SR36	RR	50	6	234	63	7	10	248	76	3	1	2	650
SR37	RR	50	5	214	57	6	10	316	97	3	1	2	711
SR39	RR	50	5	205	55	6	10	242	74	3	1	2	603
SR40	RR	50	5	180	48	5	10	311	95	3	1	2	660
SR44	RR	50	5	199	54	6	10	247	73	3	1	2	600
SR45	RR	50	4	170	46	5	10	317	94	3	1	2	652
SR47	RR	50	5	199	54	6	10	247	73	3	1	2	600
SR48	RR	50	4	170	46	5	10	317	94	3	1	2	652
SR50	RR	50	5	199	54	6	10	247	73	3	1	2	600
SR51	RR	50	4	170	46	5	10	317	94	3	1	2	652
SR52	RR	50	5	195	52	6	0	151	46	3	0	0	458
SR53	RR	50	5	199	54	6	10	91	25	3	1	2	396
SR54	RR	50	4	170	46	5	10	317	94	3	1	2	652
SR55	RR	50	1	58	16	2	0	153	47	1	0	0	278
SR57	RR	50	1	58	16	2	0	153	47	1	0	0	278
SR58	RR	50	2	68	18	2	0	206	63	1	0	0	360
SR104	RR	50	0	10	0	0	0	0	0	0	0	0	10
SR106	RR	50	0	5	0	0	0	0	0	0	0	0	5
SR108	RR	50	0	10	0	0	0	0	0	0	0	0	10
SR109	RR	50	0	23	0	0	0	0	0	0	0	0	23
SR110	RR	50	0	23	0	0	0	0	0	0	0	0	23
SR113	RR	50	0	5	0	0	0	0	0	0	0	0	5
SR116	RR	50	0	0	2	0	0	9	0	8	0	0	19
SR121	RR	50	0	0	2	0	0	9	0	8	0	0	19
SR122	RR	50	0	23	0	0	0	0	0	0	0	0	23
SR123	RR	50	0	23	0	0	0	0	0	0	0	0	23
SR124	RR	50	0	23	0	0	0	0	0	0	0	0	23
SR125	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR18a	RR	50	2	83	22	2	0	21	7	1	0	0	138
SRP1	RR	50	0	65	10	0	0	0	0	16	0	0	91
SRP2	RR	50	0	46	4	0	0	0	0	16	0	0	66
SRP3	RR	50	0	46	0	0	0	0	0	0	0	0	46
SRP9	RR	50	0	20	0	0	0	0	0	0	0	0	20
SRP12	RR	50	0	10	0	0	0	0	0	0	0	0	10
SRP14	RR	50	0	0	4	0	0	0	0	16	0	0	20
SRP15	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP19	RR	50	0	0	0	0	0	18	0	0	0	0	18
SRP20	RR	50	0	0	0	0	0	18	0	0	0	0	18
LM101	LD	50	7	167	54	6	3	80	40	12	0	4	373
LM102	LD	50	6	129	42	5	3	94	48	9	0	4	340
LM103	LD	50	7	150	48	6	3	80	40	10	0	4	348
LM104	LD	50	5	113	37	4	3	94	48	8	0	4	316
LM105	LD	50	5	118	38	5	3	59	28	8	0	4	268
LM106	LD	50	4	80	26	3	3	67	33	6	0	4	226
LM107	LD	50	4	88	29	3	3	48	22	6	0	4	207
LM108	LD	50	2	50	16	2	3	56	26	3	0	4	162
LM109	LD	50	4	88	29	3	3	48	22	6	0	4	207
LM110	LD	50	2	50	16	2	3	56	26	3	0	4	162
LM111	LD	50	3	67	22	3	3	25	9	5	0	4	141
LM112	LD	50	1	27	9	1	3	23	8	2	0	4	78
LM113	LD	50	2	62	5	16	0	37	7	4	0	0	133
LM114	LD	50	3	51	1	13	0	25	4	2	0	0	99
LM115	LD	50	2	62	5	16	0	38	7	4	0	0	134
LM116	LD	50	3	51	1	13	0	25	4	2	0	0	99
LM117	LD	50	2	67	5	16	0	38	7	4	0	0	139
LM118	LD	50	3	56	1	13	0	25	4	2	0	0	104
LM119	LD	50	2	84	7	20	0	47	9	5	0	0	174
LM120	LD	50	4	80	1	18	0	36	5	3	0	0	147

Peak Traffic Flow in Year 2037 (Festival Day - for Operational Air Quality Assessment)

Flow ID	Road Type	Design Spd	MC	Car	Taxi	PrLB	PLB	LGV	M&HGV	NFB	FBSD	FBDD	Total
SR4	RR	50	1	21	6	1	0	3	1	0	0	0	33
SR5	RR	50	0	12	3	0	0	12	4	0	0	0	31
SR7	RR	50	1	22	6	1	0	15	5	0	0	0	50
SR8	RR	50	1	30	8	1	0	6	2	0	0	0	48
SR9	RR	50	4	158	254	5	6	132	40	2	1	113	715
SR10	RR	50	4	143	250	4	6	117	36	2	1	113	676
SR11	RR	50	2	68	18	2	0	25	8	1	0	0	124
SR12	RR	50	1	22	6	1	0	28	9	0	0	0	67
SR13	RR	50	4	149	252	4	6	121	37	2	1	113	689
SR14	RR	50	5	180	260	5	6	104	32	3	1	113	709
SR16	RR	50	4	149	252	4	6	121	37	2	1	113	689
SR17	RR	50	5	180	260	5	6	104	32	3	1	113	709
SR19	RR	50	5	180	260	5	6	95	29	3	1	113	697
SR20	RR	50	4	137	249	4	6	107	33	2	1	113	656
SR21	RR	50	1	38	10	1	0	6	2	0	0	0	58
SR22	RR	50	4	166	256	5	6	100	31	2	1	113	684
SR23	RR	50	4	143	250	4	6	108	33	2	1	113	664
SR25	RR	50	2	67	18	2	0	23	7	1	0	0	120
SR26	RR	50	1	20	5	1	0	26	8	0	0	0	61
SR31	RR	50	2	67	18	2	0	23	7	1	0	0	120
SR32	RR	50	0	19	5	1	0	26	8	0	0	0	59
SR36	RR	50	3	135	248	4	6	106	32	2	1	113	650
SR37	RR	50	4	158	254	5	6	98	30	2	1	113	671
SR39	RR	50	3	124	245	4	6	103	31	2	1	1	520
SR40	RR	50	4	148	252	4	6	104	29	2	1	213	763
SR44	RR	50	3	117	32	4	6	110	31	2	1	101	407
SR45	RR	50	4	142	38	4	6	103	29	2	1	101	430
SR47	RR	50	3	117	32	4	6	110	31	2	1	101	407
SR48	RR	50	4	142	38	4	6	103	29	2	1	101	430
SR50	RR	50	3	117	32	4	6	110	31	2	1	101	407
SR51	RR	50	4	142	38	4	6	103	29	2	1	101	430
SR52	RR	50	3	114	31	3	0	65	20	2	0	0	238
SR53	RR	50	3	117	32	4	6	44	11	2	1	101	321
SR54	RR	50	4	142	38	4	6	103	29	2	1	101	430
SR55	RR	50	1	34	9	1	0	66	20	1	0	0	132
SR57	RR	50	1	34	9	1	0	66	20	1	0	0	132
SR58	RR	50	1	43	11	1	0	63	19	1	0	0	139
SR104	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR106	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR108	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR109	RR	50	0	0	0	0	0	0	0	0	0	212	212
SR110	RR	50	0	0	0	0	0	0	0	0	0	212	212
SR113	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR116	RR	50	0	13	0	0	0	9	0	8	0	212	242
SR121	RR	50	0	13	0	0	0	9	0	8	0	0	30
SR122	RR	50	0	0	0	0	0	0	0	0	0	212	212
SR123	RR	50	0	0	0	0	0	0	0	0	0	212	212
SR124	RR	50	0	0	0	0	0	0	0	0	0	212	212
SR125	RR	50	0	0	0	0	0	0	0	0	0	0	0
SR18a	RR	50	0	12	3	0	0	14	4	0	0	0	33
SRP1	RR	50	0	14	0	0	0	20	0	8	0	424	466
SRP2	RR	50	0	13	0	0	0	9	0	8	0	212	242
SRP3	RR	50	0	0	0	0	0	0	0	0	0	424	424
SRP9	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP12	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP14	RR	50	0	13	0	0	0	9	0	8	0	212	242
SRP15	RR	50	0	0	0	0	0	0	0	0	0	0	0
SRP19	RR	50	0	13	0	0	0	9	0	8	0	212	242
SRP20	RR	50	0	13	0	0	0	9	0	8	0	212	242
LM101	LD	50	3	73	24	3	2	36	15	5	0	102	263
LM102	LD	50	3	79	25	3	2	36	15	6	0	102	271
LM103	LD	50	3	63	20	2	2	36	15	4	0	102	247
LM104	LD	50	3	69	22	3	2	36	15	5	0	102	257
LM105	LD	50	2	47	15	2	2	26	10	3	0	102	209
LM106	LD	50	2	52	17	2	2	26	10	4	0	102	217
LM107	LD	50	1	30	10	1	2	21	7	2	0	102	176
LM108	LD	50	1	33	11	1	2	21	7	2	0	102	180
LM109	LD	50	1	30	10	1	2	21	7	2	0	102	176
LM110	LD	50	1	33	11	1	2	21	7	2	0	102	180
LM111	LD	50	1	33	6	1	2	12	1	1	0	102	159
LM112	LD	50	1	35	6	1	2	11	1	1	0	102	160
LM113	LD	50	1	40	3	10	0	20	3	3	0	100	180
LM114	LD	50	2	33	1	8	0	16	1	1	0	100	162
LM115	LD	50	1	40	12	10	0	20	3	3	0	100	189
LM116	LD	50	2	33	10	8	0	16	1	1	0	100	171
LM117	LD	50	1	43	12	10	0	20	3	3	0	100	192
LM118	LD	50	2	36	10	8	0	16	1	1	0	100	174
LM119	LD	50	1	54	13	13	0	24	4	3	0	100	212
LM120	LD	50	2	51	10	12	0	20	2	2	0	100	199



Traffic ID Index Plan



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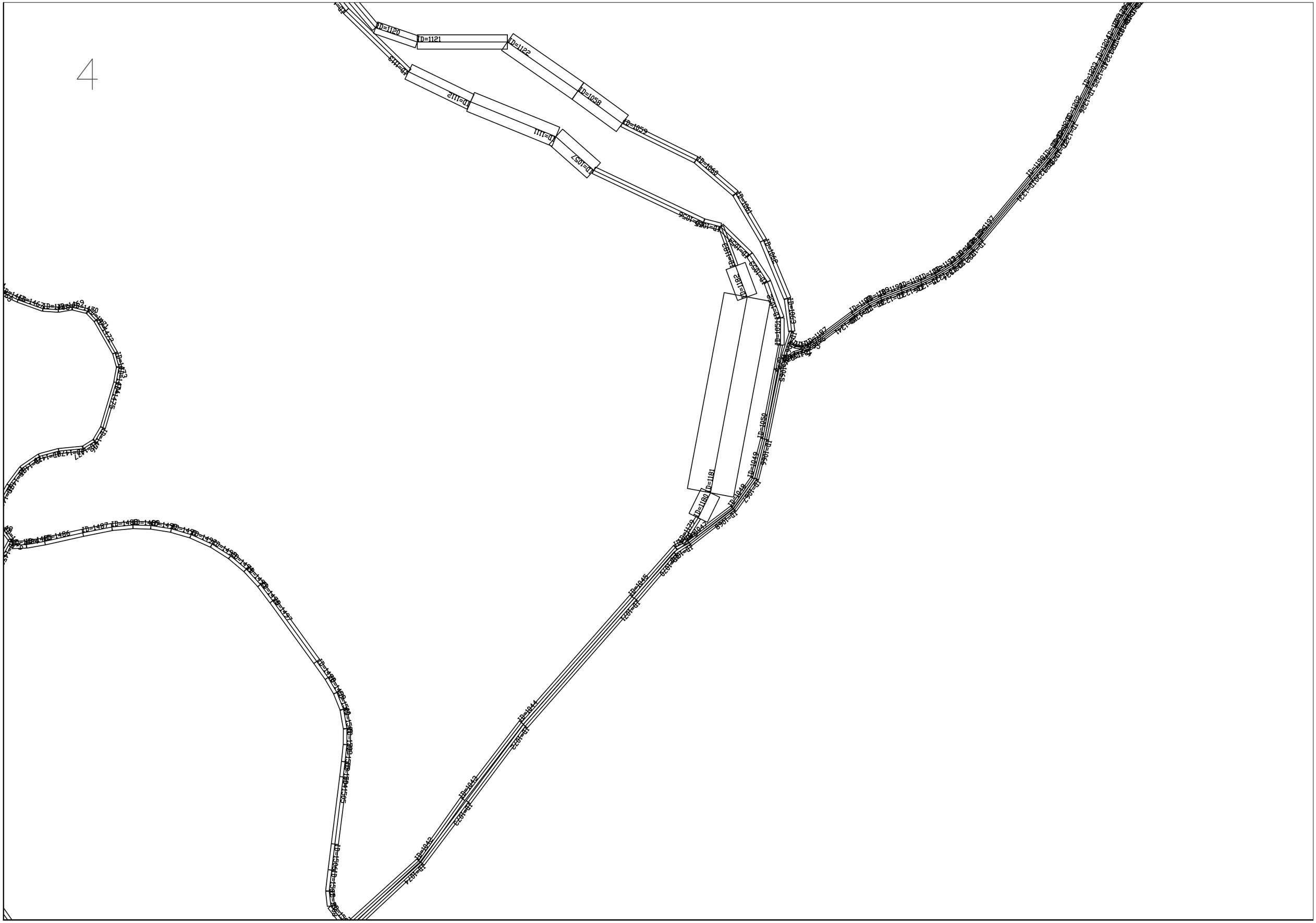

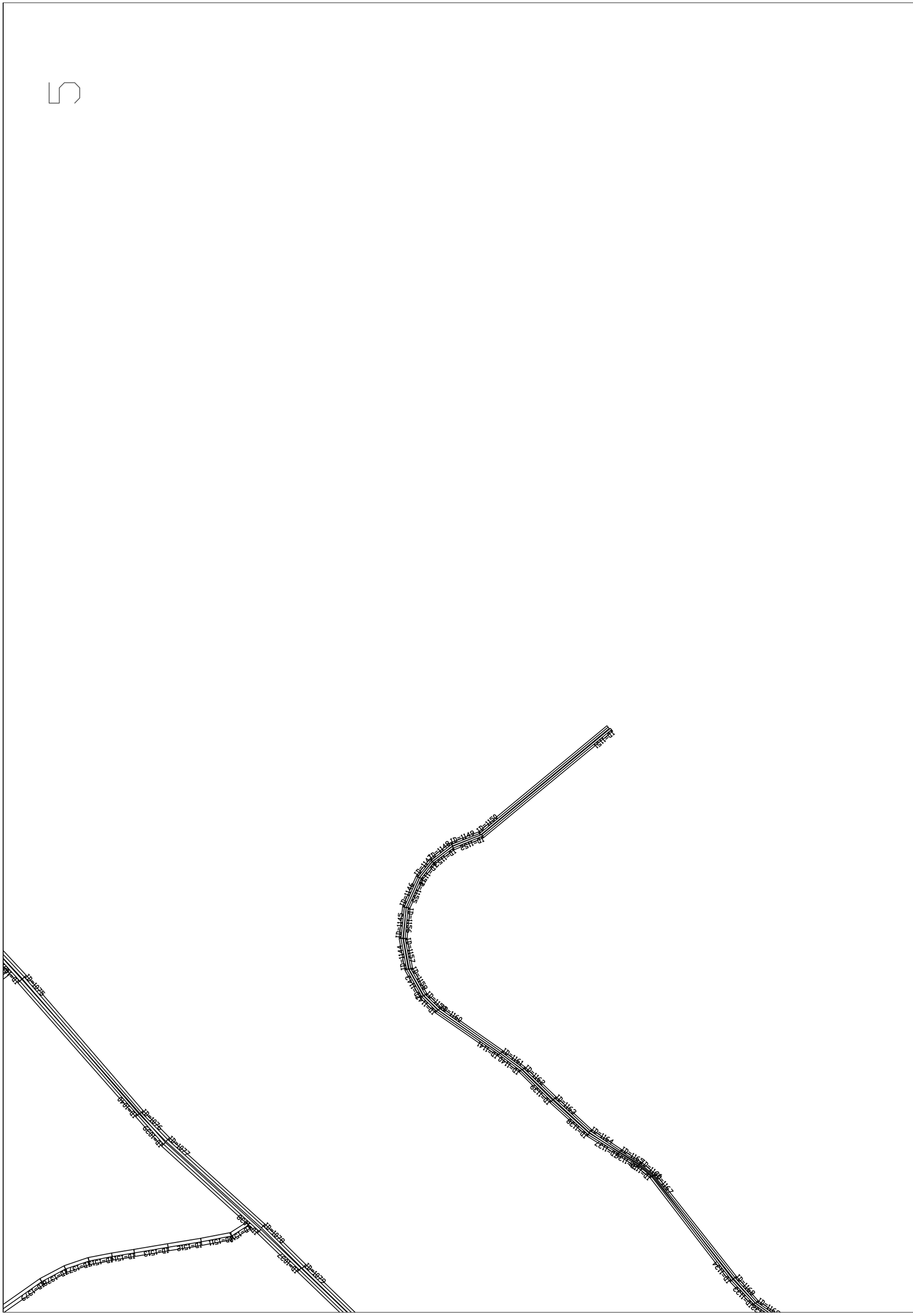

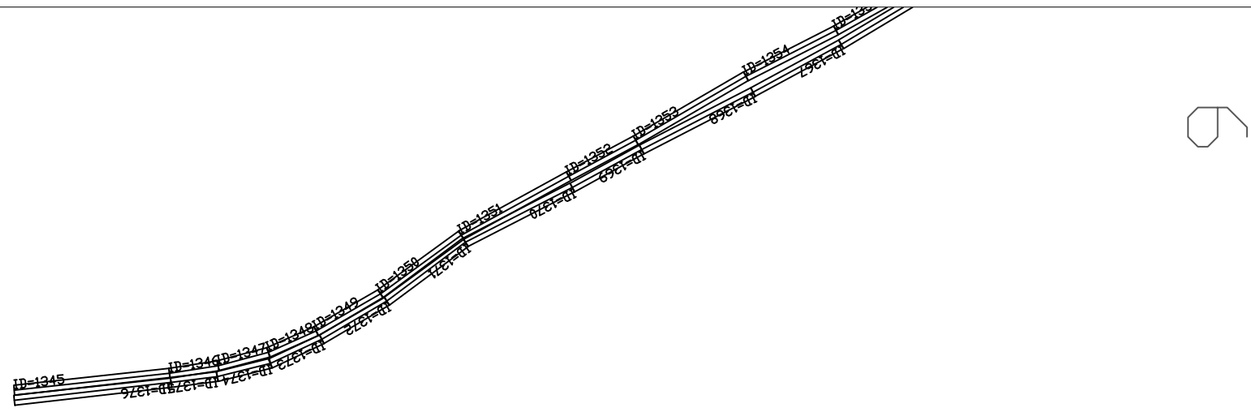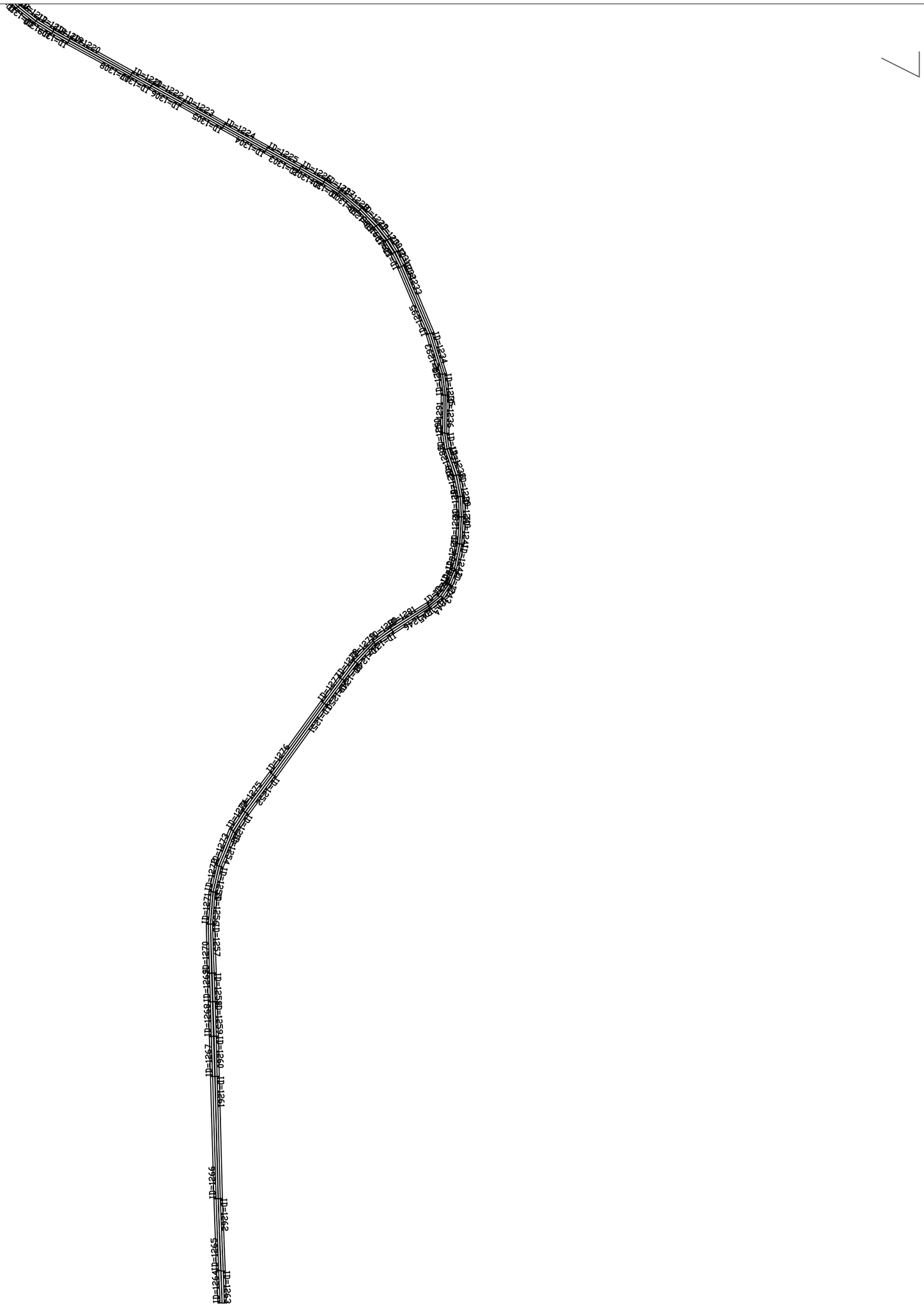
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