EVALUATION OF TRAFFIC SAFETY BY USING TIME TO COLLISION: A CASE STUDY OF RAJKOT CITY

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Dedicated to,

For every success of my life, for

Being worm and caring, great

Enthusiasm, Inspiration, Support &

Love is Heart of my Achievement.

Thank you.

My Mom, Dad &

My beloved Friends

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Research brings about dramatic changes in the traditional lookout of science & technology. It has widened our vision, opened newer avenues and lightened the dark obscure facts of mysterious universe. Behind every success there are lot many efforts, but efforts are fruitful due to hands making the passage smoother. I express my deep sense of gratitude for hands, people extended to me during my work.

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ABSTRACT

Traffic safety is extremely important, especially on city streets where traffic volumes are high and traffic conflicts are common. As a result, it is critical to design a methodology for assessing traffic safety. The study's issues are as follows: The common roadway is used by a large number of venerable road users and vehicular traffic. Driving standards are poor, and traffic safety is limited along that section of the road. The time to collision (TTC) samples from traffic videos taken from kotecha circle to indira circle with different locations and traffic conditions are first analyzed in this paper. However, according to field survey data, a lateral separation between the leader and the follower occurs frequently in complex traffic conditions. As a result, we redefined the time-to-collision equation by taking in lateral separation (TTC). TTC samples can be categorized into three groups: risky scenarios, relative safe situations, and absolute safe situations. Following that, the proposed traffic safety indictor is used to represent the assessment results of urban road traffic safety.

KEYWORDS: Time to collision, traffic safety, traffic volume study, spot speed study

CHAPTER 1 INTRODUCTION

1.1 GENERAL

One of the fundamental measures of traffic on a road system is the volume of traffic using the road in a given interval of time. Knowledge of the vehicular volume using a road network is important for understanding the efficiency at which the system work at present and the general quality of service offered to the road users. Knowing the flow characteristics one can easily determine whether a particular section of the road is handling traffic much above or below its capacity. If the traffic is heavy, the road suffers from congestion with consequent loss in journey speed. Lower speed cause economic loss to the community due to time lost by the occupants of the vehicles and the higher operational cost of the vehicles. Congestion also leads to traffic hazards. Volume counts are, therefore, indicators of the need to improve the transport facilities and are an invaluable tool in the hands of a transport planner. They enable him to draw up schemes for improvement of roads based on a system of relative priorities and to allocate the scare economic resources most advantageously.

1.1.1 TRAFFIC COLLISION

Any vehicle accident occurring on a public roadway is referred to as a traffic collision. A vehicle accident is assumed to have occurred on a public highway, with the exception of accidents involving only off-road motor vehicles, which are categorized as non-traffic accidents unless otherwise mentioned. When a vehicle collides with another vehicle, pedestrian, animal, road debris, or other, it is known as a traffic collision.

There are 3 stages of traffic collision: vehicle, human, internal. The advantage of the collision is the vehicles have the ability to spot obstacles in front of or behind them. And the disadvantage of the collision is the difficult for the technology to recognize every possible scenario that can happen on the road. There are many factors affecting collision

Like vehicle design, speed and operation road design, road environment, driver skill impairment due to alcohol and drugs, behavior speeding and street racing etc.

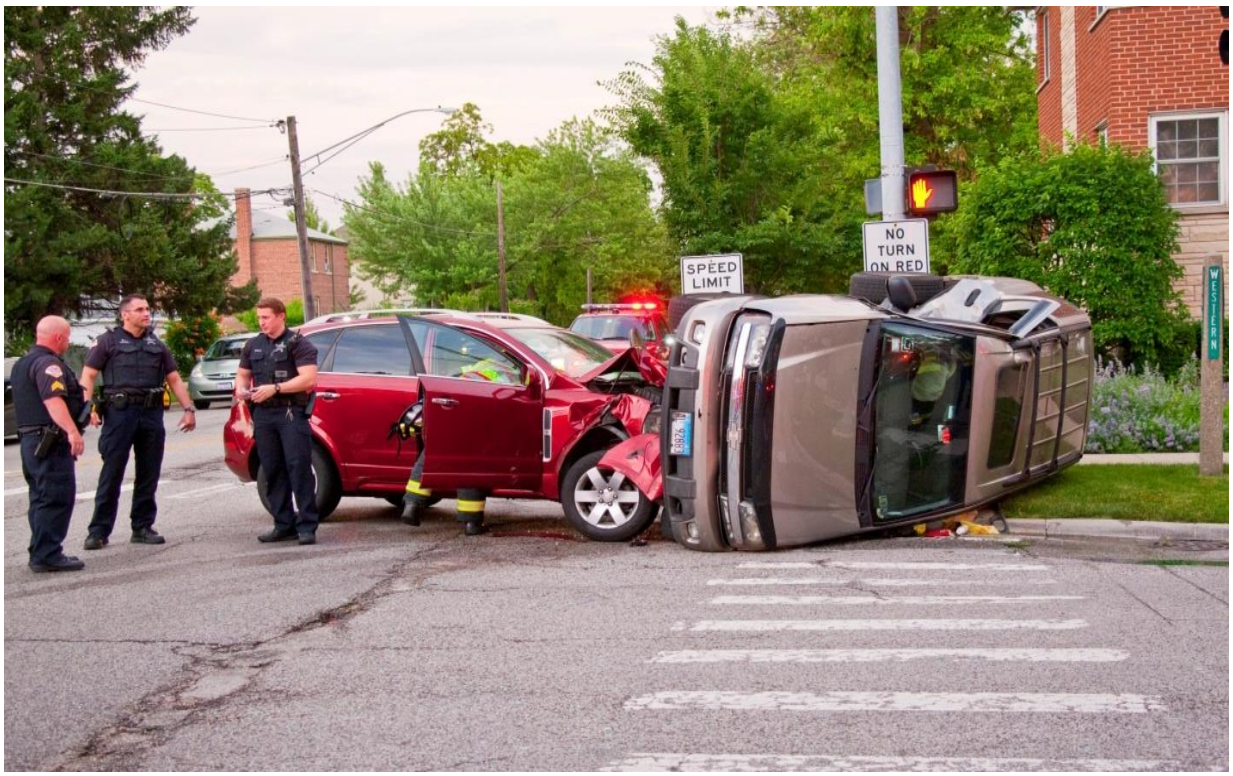


Fig 1.1 traffic collisions

1.1.2 TRAFFIC SAFETY

Most car manufacturers are currently focusing on vehicle technology to improve driver comfort, which may have an impact on traffic flow characteristics and traffic safety. Recent technical improvements in the field of automated driving activities, such as the development of Autonomous Intelligent Cruise Control (AICC) or Collision Avoidance Systems, as well as their proper implementation, justify the safety impact assessments.

The introduction of new technologies is projected to have a positive impact. The impact of vehicular technologies on traffic safety will be both good and bad. Direct safety indicators such as accident and death frequencies cannot be collected in many situations because

Intelligent driver support systems are not yet widely used in the car traffic flow. Because empirical accident data collection is not currently possible, different safety assessment methods are required.

1.2 TYPES OF COLLISION

Road traffic collisions generally fall into one of four common types:

- Lane departure crashes, which occur when a driver leaves the lane they are in and collide with another vehicle or a roadside object. These include head-on collisions and run-off-road collisions.
- Collisions at junctions include rear-end collision and angle or side impacts.
- Collisions involving pedestrians and cyclists.
- Collisions with animals.

Head-on collisions: Because of the high speed involved when a head-on collision occurs, the results are usually poor. Inadvertently crossing into the path of an approaching vehicle is the most common cause of head-on crashes. However, after drifting to the side of the road instead of the centre, the root cause is sometimes a steering overcorrection.

On highways with limited lanes, severe curves, no separation of opposing traffic lanes, and large traffic volumes, the risk of a head-on collision is greatest. As speed rises, crash severity, as measured by the risk of death and injury, as well as car repair costs, starts to rise.

Collisions involving pedestrians and cyclists: A frontal collision kills the majority of pedestrians. A pedestrian is struck by a car in the front; for example, the bumper touches the leg or knee-joint area; the lower half of the body is driven forward, while the upper part of the body turns and accelerates to the automobile; the pelvis and thorax are likely to be damaged.

The head then slams into the windscreen at the same speed as the impacting vehicle. The victim finally collapses on the ground.

Collisions at junctions: Intersection (road junction) collisions are a typical form of traffic collision. When one vehicle crosses an opposing lane of traffic to turn at a junction, or when one vehicle enters the path of an adjoining vehicle at an intersection, collisions can occur.

Collisions with animals: When a single road vehicle collides with another vehicle, it is referred to as a single-vehicle collision.

They frequently have the same root reasons as head-on crashes, but there was no other vehicle in the path of the vehicle that swerved out of its lane. On highways, severe crashes of this nature are more likely to occur since speeds are higher, increasing the severity.

Run-off-road collisions, collisions with fallen boulders or debris in the road, rollover crashes in the roadway, and collisions with animals all fall into this category.

1.3 MAJOR CAUSES OF COLLISION

Distracted driving: Distracted driving is one of the most common causes of car accidents. In recent decades, the incidence of accidents caused by distracted driving has increased. While driving, drivers must pay complete attention to what is going on around them, and this should be instilled in them. Driving while reading messages, responding to texts, answering calls, reading, grooming, and other activities might be dangerous.

Drunk driving: One of the most hazardous causes of road accidents is driving while under the influence of any medication. Take a cab or give your keys to a sober buddy who can drive you home if you've had a drink or anything. It is not worth the danger to drive while drunk.

Speeding/ Reckless Driving: When you're late or driving on a deserted road, it's all too easy to hit the accelerator and raise your speed. Speeding increases the intensity of accidents and has been proven to be lethal in the majority of cases. As a result, even if you are running late, it is best to drive within the legal limits. Reckless driving almost always results in horrible accidents. To avoid unintentional accidents caused by carelessness, take your time and remain cool behind the wheel.

Not Wearing Seat Belt: When driving, it is mandatory to wear a seat belt. It not only maintains your posture in control, but it also lowers your risk of injury in the event of a head-on accident. It also enhances the chances of the drivers surviving without suffering any severe injury.

Rain or Wet Roads: Wet roads are slick, and as a result, they can be dangerous for vehicles because the wheels lose traction. While driving in the rain isn't always Possible, the slippery streets should be avoided whenever possible. You should also pull over if visibility is very low and wait until the rain stops.

Potholes and Bad Road Condition: Poor road conditions are unavoidable and extremely inconvenient for motorists. To avoid damaging your car, be very cautious around potholes. Avoiding potholes by smearing your vehicle might be dangerous.

Breaking Traffic Rules: The roads will be a safer place to be if everyone follows the traffic rules. The rules are straightforward, but few individuals follow them. Stop is always indicated by a red signal. Running a red light and disobeying the law, even if no other vehicles are approaching, might result in a serious accident. Recognize that life is more important than all of your excuses put together, and it's always better to be safe than sorry.

Tailgating: There's no excuse to get too close to the cars in front of you, no matter how excruciatingly sluggish they may be moving. Maintain a safe distance from other vehicles to allow enough time to react to unexpected turns. All of these factors may appear to be simple, but they are the primary causes of accidents on Indian roadways. Accidents have a slew of disadvantages. Having your vehicle insured can provide you with a sense of relief. As a result, for your four-wheelers and bikes, we recommend that you have a valid car insurance or two-wheeler insurance policy. If your automobile or Two-wheeler insurance coverage has expired, you can renew it online in a matter of minutes.

1.4 TRAFFIC COLLISION IN INDIA

Every year, traffic collisions are a major cause of deaths, injuries, and property damage in India. According to the National Crime Records Bureau's (NCRB) 2016 report, there were 496,762 traffic collisions involving roads, trains, and railway crossings in 2015. Road

Crashes accounted for 464,674 collisions in India, resulting in 148,707 traffic-related deaths.

The three states with the highest overall number of deaths were Uttar Pradesh, Maharashtra, and Tamil Nadu, which together accounted for roughly 33% of all traffic fatalities in India in 2015. In 2015, India reported a traffic collision rate of roughly 0.8 per 1000 vehicles, compared to 0.9 per 1000 vehicles in 2012, and an 11.35 death rate per 100,000 people, adjusted for 182.45 million vehicles and its 1.31 billion populations. According to Gururaj, Tamil Nadu, Goa, and Haryana had the top three

Highest traffic mortality rates per 100,000 people in 2005, with a male: female fatality ratio of roughly 5:1. Sources differ in terms of total fatalities, rates per 100,000 people, and regional variation in traffic crashes per 100,000 people.

For example, in 2018, Rahul Goel reported an average death rate of 11.6 per 100,000 persons in India, with Goa having the highest fatality rate. According to the UN World Health Organization's 2013 global survey of traffic incidents, India had a road death rate of 16.6 per 100,000 people in 2013. India's average traffic collision mortality rate was 17.4 fatalities per 100,000 people, close to the global average of 17.4 deaths per 100,000, lower than the 24.1 deaths per 100,000 reported by low-income nations, and higher than the 9.2 deaths per 100,000 reported by high-income countries in 2013.

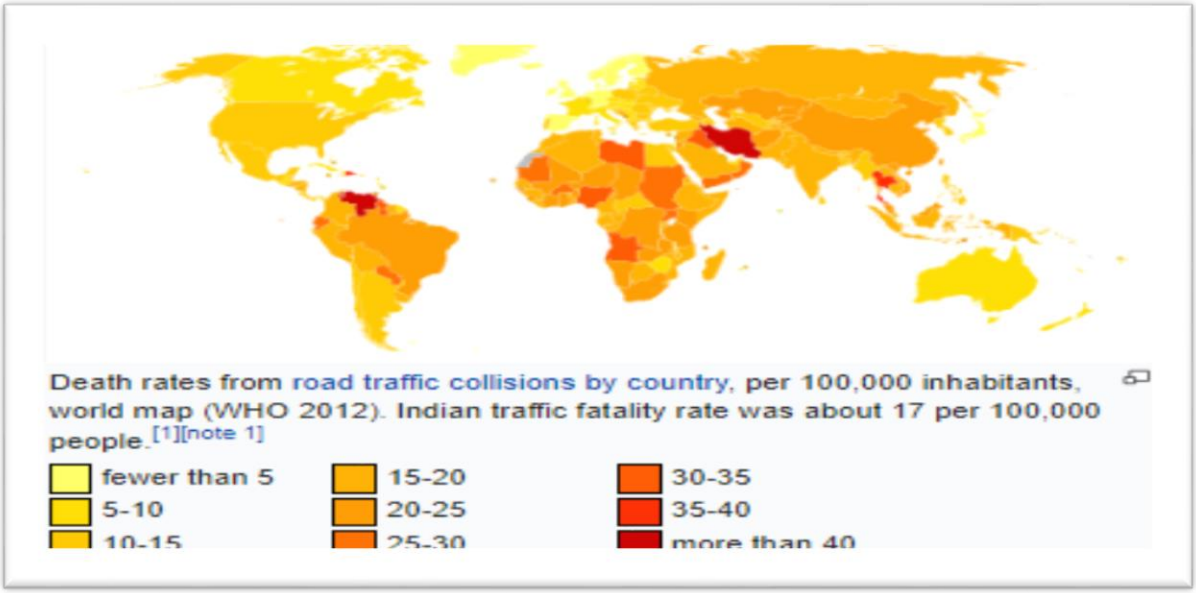


Fig 1.2 Road traffic collisions by country

1.5 NEED OF THE STUDY

1) For increasing traffic safety at road level

2) Reducing accidents.

3) For carried out to analyze the different traffic characteristics and parameters of the studies.

4) The various traffic survey studies generally carried out are:

- speed study
- Traffic volume study
- Vehicle headway study etc..

1.6 PROBLEM OF THE STUDY

1) Large numbers of pedestrians and animals share the common roadway
2) Low driving standards
3) Availability of traffic safety are low at that road section.
4) Defective roads, poor street lighting, defective layout of cross roads and speed breakers.

1.7 OBJECTIVES OF THE STUDY

1) To determine time to collision on urban road.
2) To reduce accident from remedial measures on urban road.

1.8 STASTICAL ACCIDENT DATA

Road traffic accidents are the leading cause of death among young people and the eighth leading cause of death worldwide, with 1.24 million deaths predicted each year. Developing countries represent approximately 85% of all deaths. Males, particularly those between the ages of 15 and 44, are disproportionately affected by road accidents. Countries spend between 1% and 2% of their total national product on traffic accidents.

Although developing nations accounted for only 52 percent of all automobiles on the road, they account for 80 percent of all road traffic deaths (WHO, 2013). Road traffic accident fatalities and injuries are an important and growing medical, social, and economic issue in India.

Every year, almost 2,650 people die and 9,000 people are injured in traffic accidents. In India, 137,423 people died and 469,900 people were injured in road accidents in 2013, the most recent year for which statistics is available. With about 140,000 deaths each year, India has overtaken China as the world's leading cause of road deaths.

Table 1.1 comparisons of international fatality rates

Country	Motorization Rate (No. of Vehicles per 1,000 People)	Fatality Rate (No. of Fatalities per 10,000 Vehicles	Fatality Risk (No. of Fatalities per 100,000 People)
India (2013)	130	8.6	11.2
Germany (2012)	657	0.67	4.4
Japan (2012)	651	0.63	4.1
New Zealand (2012)	733	0.91	6.9
Sweden (2012)	599	0.50	3.0
United Kingdom (2012)	599	0.51	2.8
United States of America (2012)	846	1.26	10.7

In 2019, as many as 2900 accidents reported in the 11 police station limits, according to the data compiled by the police department. It is estimated that the mortality in these accidents is at least 10%. The analysis of the accidents revealed that kuvadva road and the road from Greenland chowkdi to gondal chowkdi on the city's outskirts reported maximum number of accidents, while both these roads connect to the GIDCs and other industrial areas, heavy vehicles also these roads as it merges with the highway.

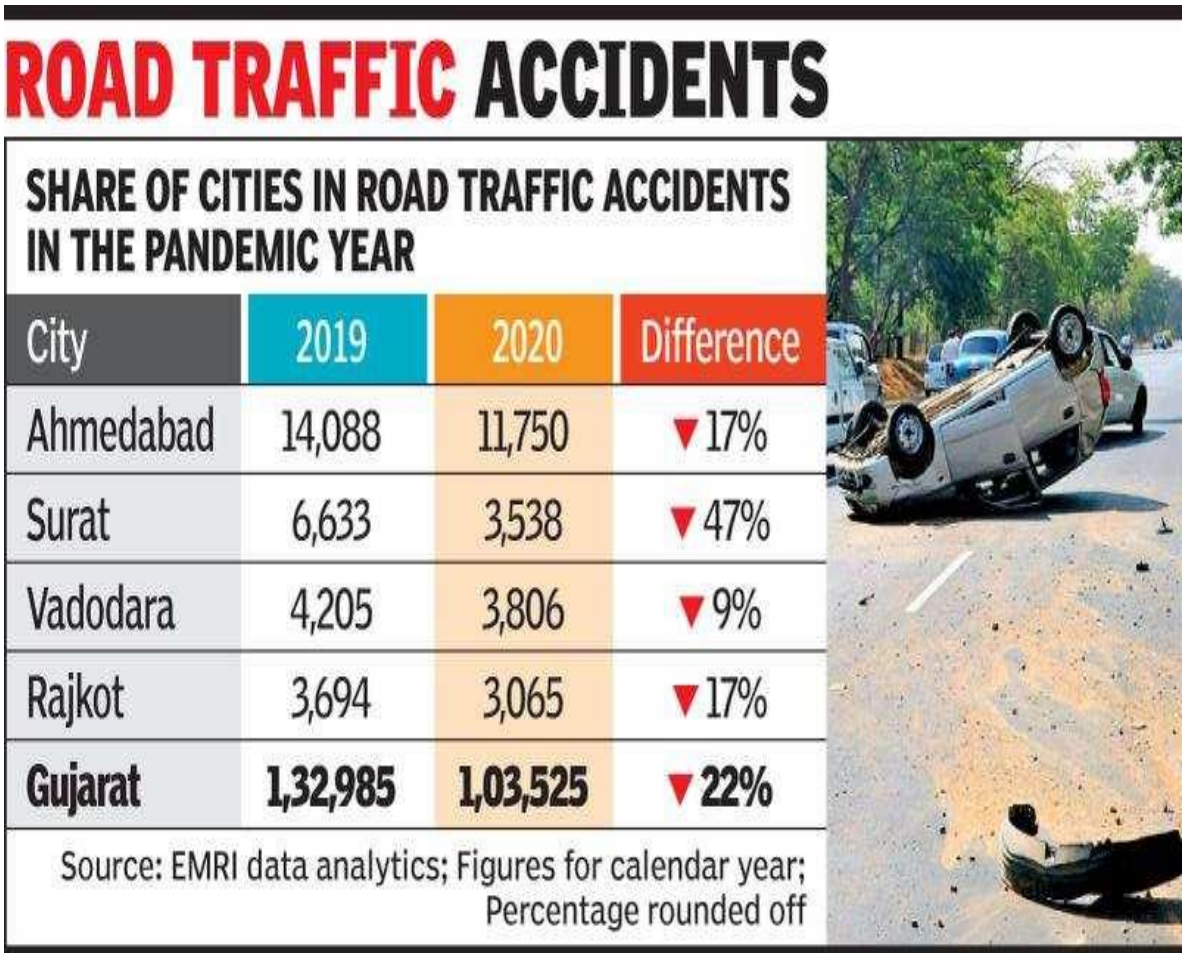


Fig 1.3 city wise road traffic accidents

CHAPTER 2 LITERATURE REVIEWS

2.1 GENERAL

A review of literature is important in any research work. In this aspect the studies carried out on evaluation of traffic safety using time to collision as well as relevant information pertaining to how to find Gaussian mixture model using time to collision on urban road.

2.2 LITERATURE REVIEW

A literature review is a text written by expert on current issues related to field is contributes on the basis of current knowledge including substantive finding, as well as theoretical and methodological contributes to a particular topic. Also, a literature review can be interpreted as a review of an abstract accomplishment.

2.3 RESEARCH WORK

SR NO.	PAPER NAME	AUTHOR	YEAR	WORK DESCRIPTION	PUBLICATION
1	Modeling vehicle accidents and highway geometric design relationships	miaou et.al	1993	The statistical properties of four regression models are explored in terms of their ability to model car accidents and highway geometric design relations, including two typical linear regression models and two Poisson regression models. As a result, these models are improper for making probabilistic statements about car collisions, and the test data produced from them are questionable.	Center for Transportation Analysis, U.S. Department of Transportation
2	Extended time-to-collision measures for road traffic safety assessment	minderhoud et.al	2001	This paper introduces two new safety indicators based on the time-to-collision concept that may be used to compare road traffic safety. the improved safety indicators calculate the overall safety indicator value using vehicle trajectories recorded over a given time horizon for a specific roadway segment.	Accident Analysis and Prevention-Elsevier
3	A comparison of headway and time to collision as safety indicators	katja vogel	2003	The usefulness of the two safety indicators "headway" and "time to collision (TTC)" in determining the safety of different traffic conditions, such as different locations in a junction, is discussed and compared.	Accident Analysis and Prevention-Elsevier

4	Robust Speaker Identification System Based on Wavelet Transform and Gaussian Mixture Model	hsieh et. al	2003	This article proposed a methodology for collecting features for speech processing that is both effective and reliable. Finally, using the Gaussian Mixture Model (GMM) identifier, the proposed feature extraction approachis tested on the MAT telephone speech database for text-independent speaker identification.	Journal of information science and engineering-research gate
5	A tree-based kernel selection approach to efficient Gaussian mixture model–universal background model based speaker identification	xiong et.al	2006	They propose the tree-based kernel selection (TBKS) algorithm as a computationally efficient approach to speaker identification using the Gaussian mixture model–universal background model (GMM–UBM). Computation complexity can be significantly lowered as a result of the TBKS method.	Speech Communication-Elsevier
6	Texture classification and segmentation using wavelet packet frame and Gaussian mixture model	kim et.al	2007	They suggest a texture classification and segmentation scheme in this study. The procedure includes employing the wavelet packet frame decomposition to extract texture features. A Gaussian mixture model is used to represent each subnet of the classifier, and each texture image is given to the class in which the pixels of the image belong the most.	Pattern Recognition-Elsevier

7	Non-Lane-Based Car-Following Model with Visual Angle Information	jin et.al	2011	The existing car-following theory is based on the assumption that in a single lane, cars travel in the middle. The time-to-collision is taken into account for both the follower and the leader.	Journal of the Transportation Research Board
8	Car-following theory of steady-state traffic flow using time-to-collision	jin et.al	2011	The conventional car-following approach is predicated on the idea that vehicles will proceed along the lane's centre line. As a result, they redefined the time-to-collision (TTC) equation using visual angle information by taking lateral separation into account.	Journal of Zhejiang University-SCIENCE A (Applied Physics & Engineering)

9	Assessment of Expressway Traffic Safety Using Gaussian Mixture Model based on Time to Collision	jin et.al	2011	Traffic safety is extremely important, especially on city expressways where traffic levels are high and traffic conflicts are common. As a result, it is critical to design a system for assessing traffic safety. The time to collision (TTC) samples from traffic videos gathered from the Beijing highway with diverse locations, lanes, and traffic situations are first analyzed in this research. And based on K-S goodness of fit tests, it is stated that the Gaussian mixture model (GMM) distribution is the best-fitted distribution to TTC samples.	International Journal of Computational Intelligence Systems
10	Choice of time-headway in car-following and the role of time-to-collision information in braking	winsum et.al	2014	In a driving simulator, time-headway (THW) during car-following and braking response were investigated with the idea that maneuvering behavior (e.g. THW choice) could be connected to operational competence of vehicle control (e.g. braking) through an adaptation process. . At the time the lead car started to brake, the time-to-collision (TTC) had an impact on both the initiation and control of braking.	Ergonomics- Taylor & Francis

2.4 STUDY AREA

Location of the area: Kotecha Circle to Indira Circle (Sadhuvasvani Road)

City: Rajkot

Total stretch: 1 KM

No. of intersection within stretch: 02

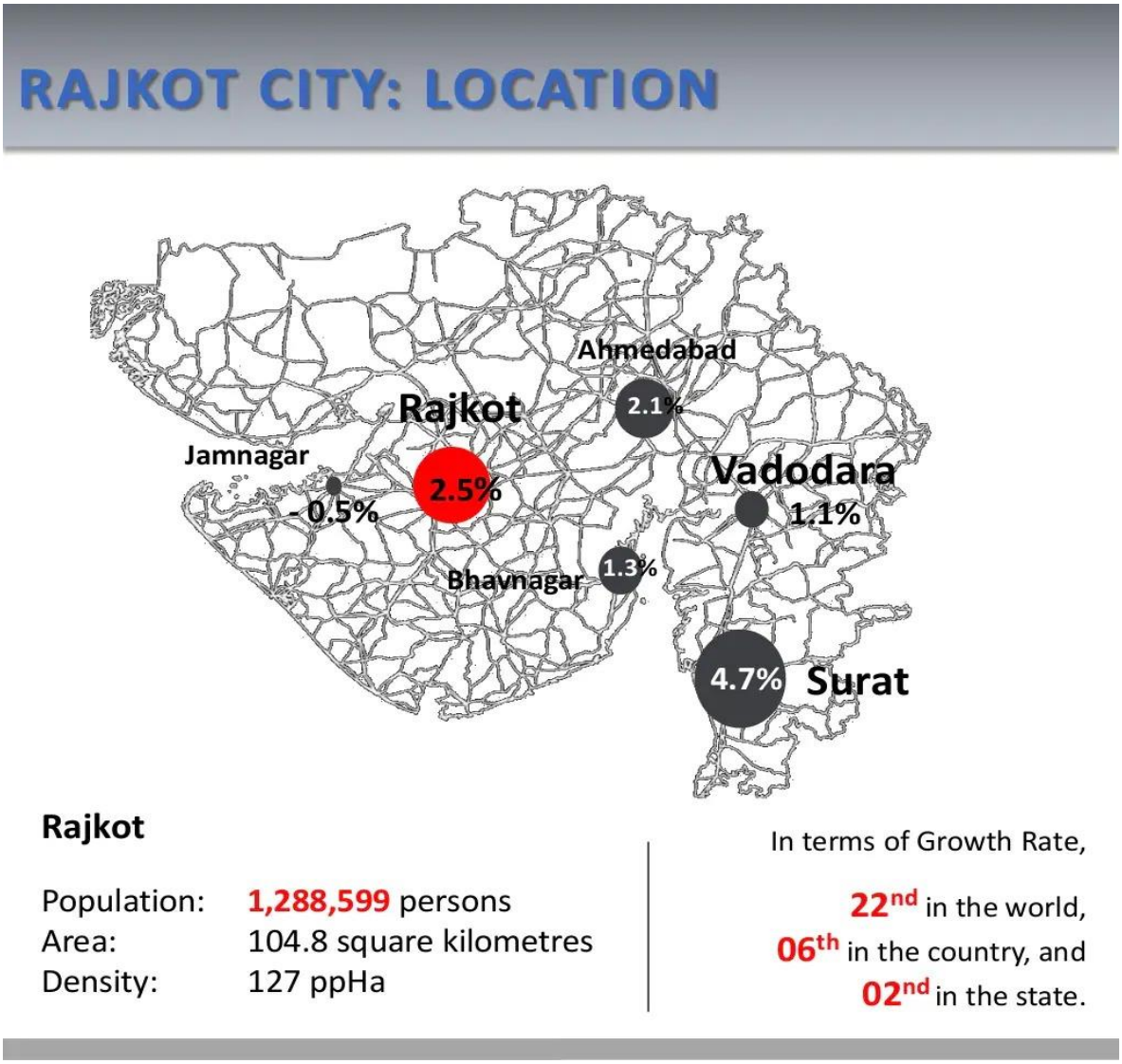


Fig 2.1 Rajkot city: location

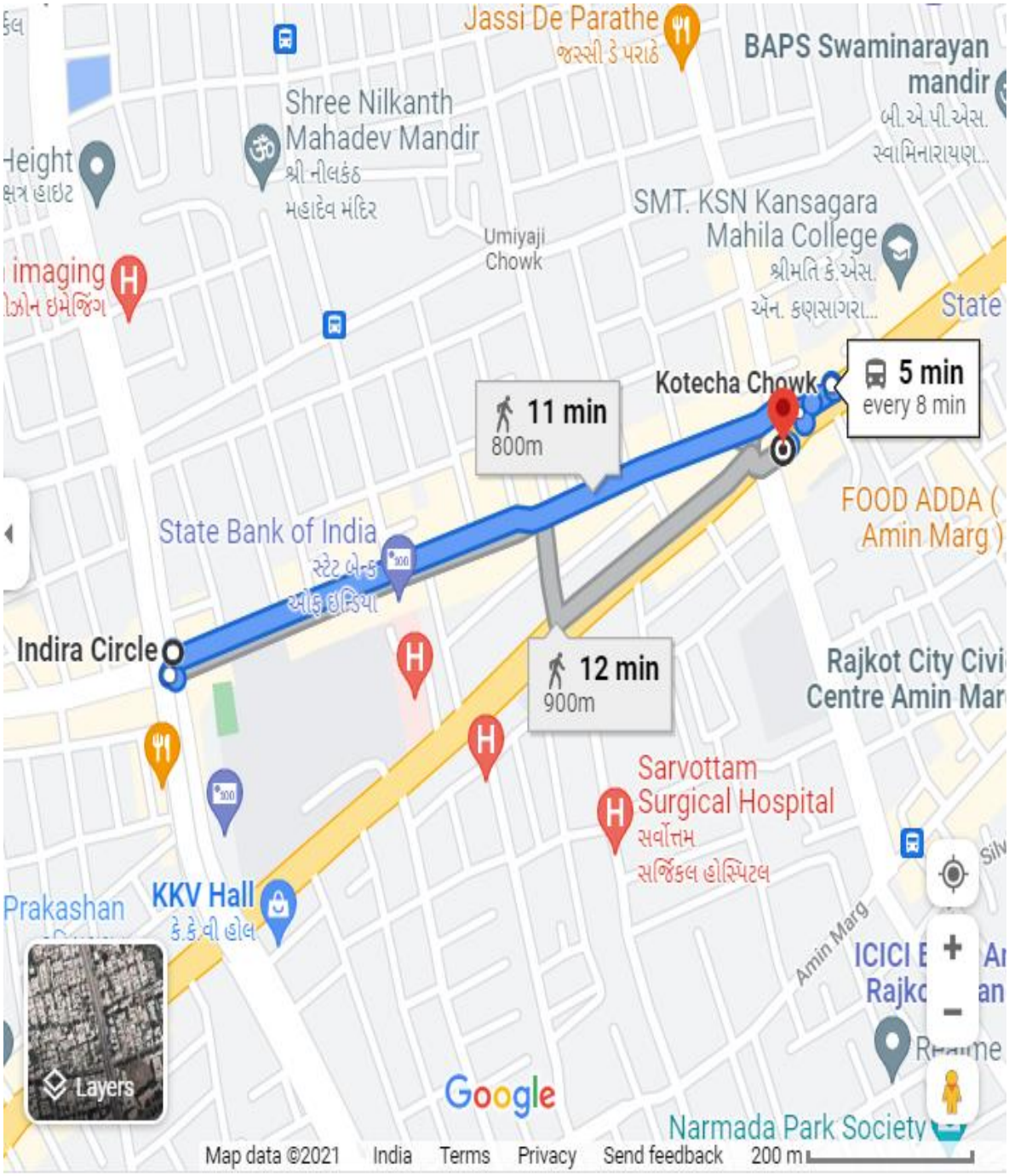


Fig 2.2 study areas – indira circle to kotecha circle

Fig 2.3 indira circle intersection

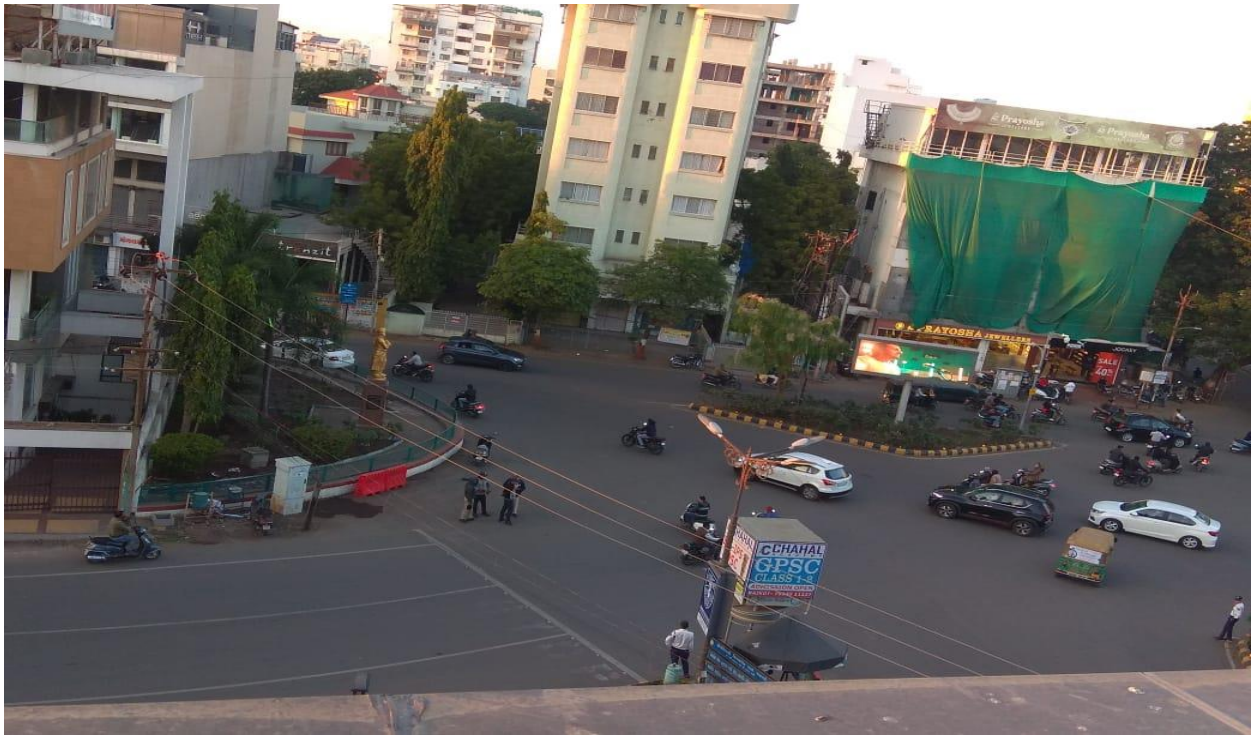


Fig 2.4 kotecha circle intersection

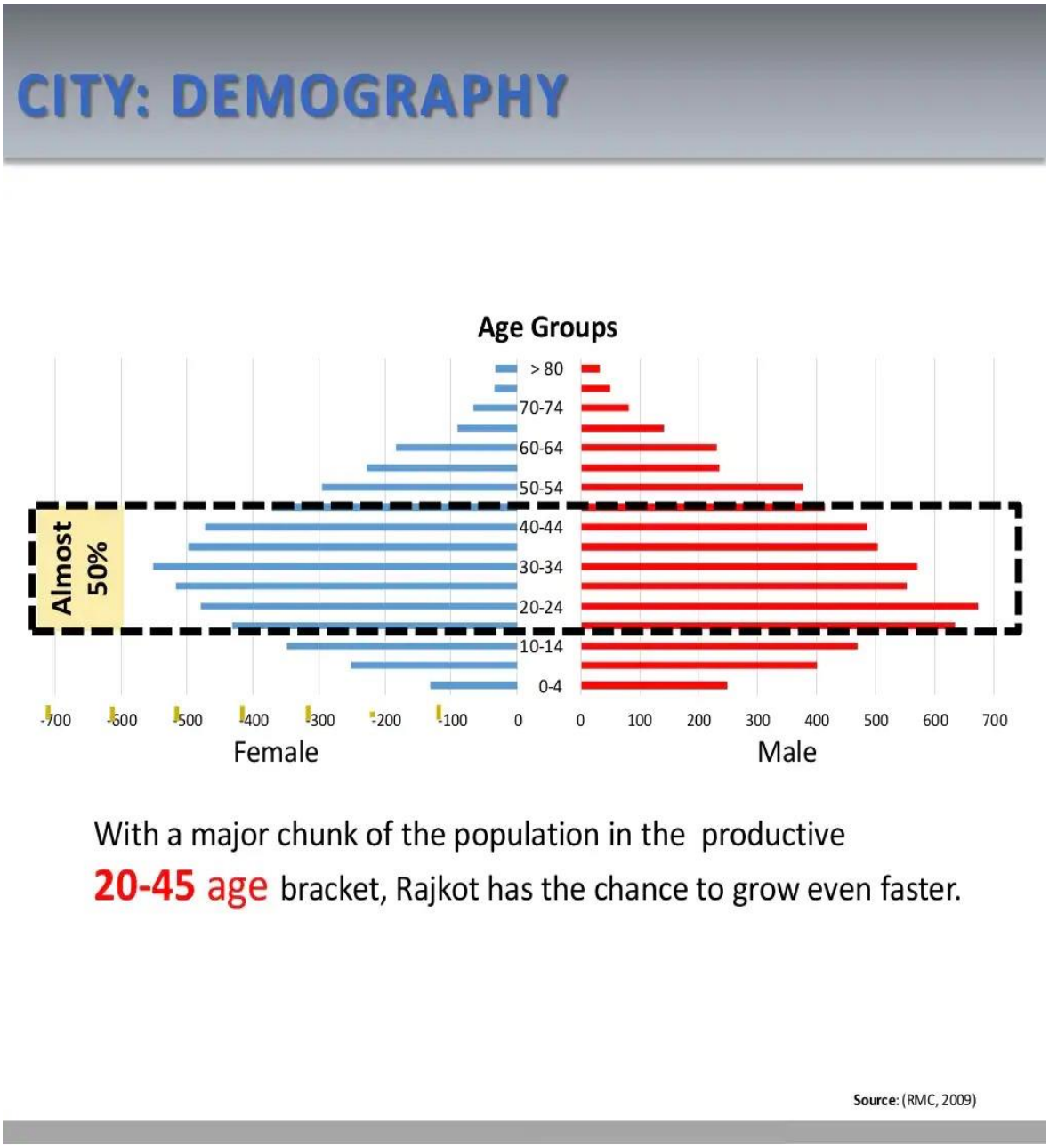
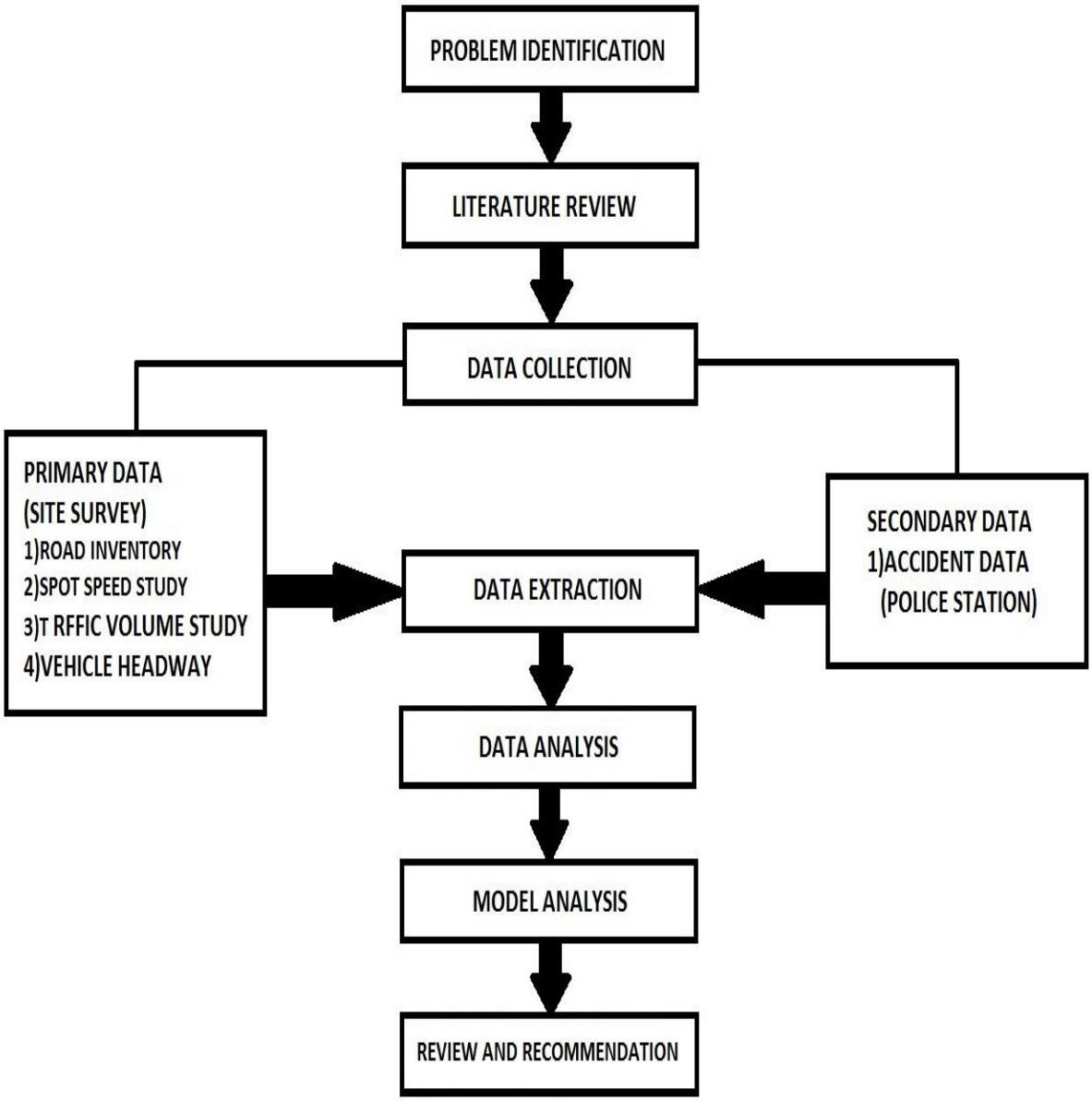


Fig 2.5 Rajkot city: Demography

CHAPTER 3 METHODOLOGY

3.1 METHODOLOGY CHART



First and initially, we must determine the study area and location. Then we have to figure out what the issues are in the case study we've chosen. In the problem identification we have to describe how things should be work and also explain the problem of the study and state why it matters. Then we need to figure out what the study's goal is. It describes what a project is supposed to accomplish.

After deciding on the objectives, we must determine the study's scope. The study's scope indicates the extent to which the research area will be investigated in the work and the parameters that will be used to perform it. To put it another way, you'll have to identify what the study will cover and what it will focus on. Data collection is the process of gathering and processing data on certain variables in a system, allowing one to answer pertinent questions and assess outcomes.

In all fields of study, including the physical and social sciences, the humanities, and education, data gathering is an important part of the research process. The study of the dynamic dynamics of systems in the frequency domain is known as modal analysis. Measurement of the vibration of a car’s body when attached to a shaker or the noise pattern in a room when agitated by a loudspeaker is examples.

The term "evaluation research," often known as "programmed evaluation," refers to the goal of the study instead of a specific approach. The systematic assessment of the worth or merit of time, money, effort, and investments made in order to achieve a goal is called evaluation study.

3.2 TIME TO COLLISION

In safety assessments, the time-to-collision concept has been used as a safety indicator. Hayward, a US researcher, proposed the time-to-collision (TTC) concept in 1971. A TTC value at an instant t is defined as the time that remains until a collision between two vehicles would have occurred if the collision course and speed difference are maintained.

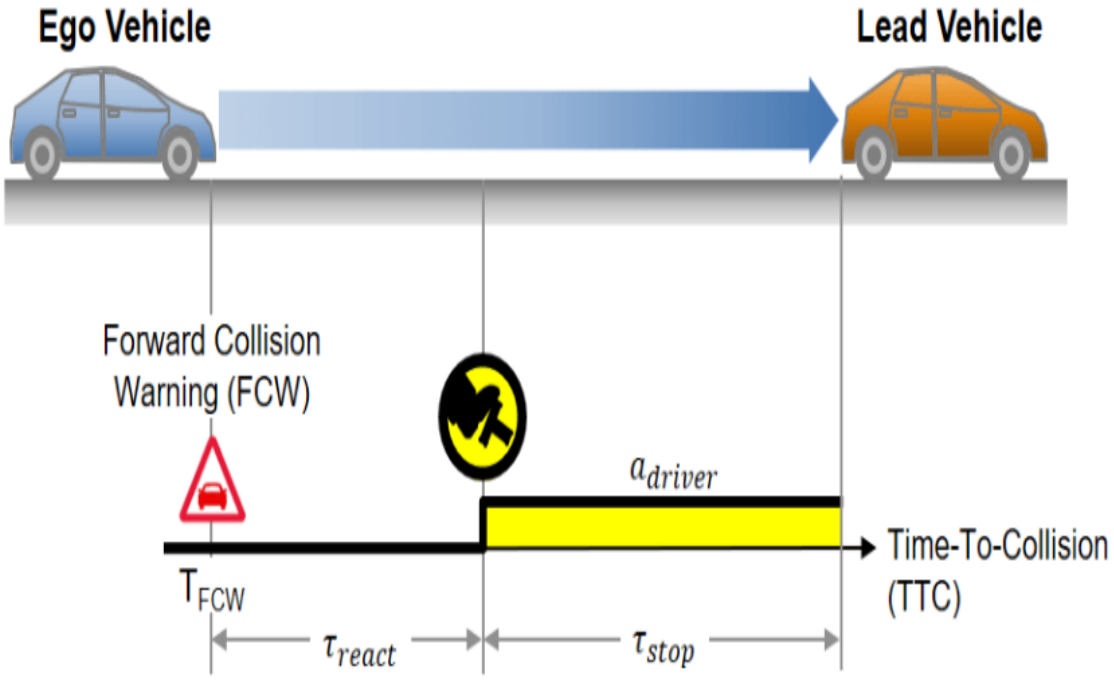
TTC is a common visual element for avoiding obstacles that is usually utilized in the research of driving behavior and the assessment of potential conflicts. TTC refers to the following driver's perception of the LV's safety in a driving environment. It is defined as "the time required for two vehicles to collide if they continue at their current speed and on the same path.

Deceleration and acceleration are strongly linked to TTC, according to various psychological principles, data, and investigations. A smaller TTC, on the one hand, results in a faster foot movement to the brake pedal and a larger deceleration; on the other hand, a negative TTC (which means the leader's speed is faster than the follower's) results in a faster foot movement to the brake pedal and a smaller deceleration.

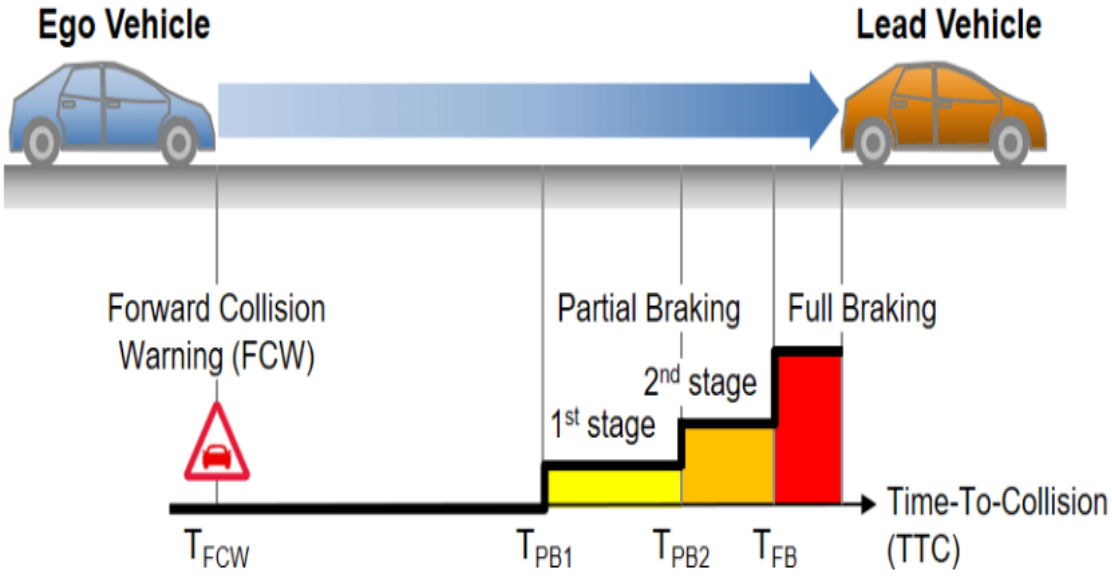
TTC can be perceived using one of two cognitive processes. Separate perceptions of distance and relative velocity are one technique. The other strategy is to compute the apparent dilation of the approaching vehicle from a distant focus of expansion using optic flow fields.

TTC is calculated by dividing the distance between a following and a leading vehicle by the relative velocity of two consecutive vehicles at a given period. TTCi(t) is the TTC of following vehicle i at time t, $xi-1(t)$ and xi(t) is the position of leading vehicle $i-1$ and following vehicle i at time t, Respectively, $vi-1(t)$ and vi(t) is the speed of leading vehicle $i-1$ and following vehicle i at time t, respectively, and $VLi-1$ is the vehicle length leader $i-1$, can be calculated with:

$$TTC_i(t) = \begin{cases} \dfrac{x_{i-1}(t) - x_i(t) - VL_{i-1}}{v_i(t) - v_{i-1}(t)} & \text{if } v_i(t) > v_{i-1}(t) \\ \infty & \text{otherwise} \end{cases}$$



3.1 figure of time to collision



3.2 figure of time to collision

A collision is sometimes unavoidable. There are several things you may do in those situations to reduce crash damage to your vehicle, yourself, and your passengers. When driving, you should always be aware of your surroundings and maintain a safe distance from other vehicles.

This allows you to recognize areas where you can move your car to avoid a direct collision. You should slow down your vehicle as much as possible if you can't identify an escape route and are certain to collide with something. If colliding with something else is your only way to avoid colliding with another vehicle, choose the object that would cause the least amount of harm.

CHAPTER 4 DATA COLLECTION

4.1GENERAL

The field data presented in this research came from a video study taken in Rajkot between the kotecha and indira circles (Gujarat). The urban road process works from Kotecha circle to Indira circle and is 1 kilometer long. On January 23rd to 27th (Sunday to Thursday), 2022, data was collected with various traffic conditions from 7:00 a.m. to 10:00 a.m. (including morning peak hour) and from 17:00 p.m. to 20:00 p.m. (including evening peak hour).

The study locations are chosen from three options. Location 1 is on the kotecha circle's entry side, location 2 is on the indira circle's exit side, and location 3 is midway between the kotecha circle and the indira circle. It is simple to obtain traffic data, such as speed, traffic volume, and time occupancy, using video image processing technologies.

The dataset for calculating TTC is obtained in a similar method, and includes speed, headway, vehicle length, and classification of vehicle types.

4.1.1 TYPES OF SURVEY

1) **Road inventory survey**: This is a detailed survey that may be used to examine the profile of the roads in the research area, including elements such as road/Pavement widths, road pavement kinds, street lighting, luminosity, drain types, encroachments, presence of vendors/street furniture, bus stops, and so on.
2) **Traffic volume survey:** The word "traffic volume study" is also known as "traffic flow survey" or "traffic survey." It is defined as a process for determining the volume of traffic moving on roadways in a specific section at a specific time.
3) **Spot speed survey:** Spot speed studies are used to determine the distribution of vehicle speeds in the traffic stream at a specific location on the roadway. This is achieved by collecting the vehicle's speed at the given location.
4) **Vehicle headway:** The distance or duration between vehicles in a transit system, measured in space or time, is known to as headway. The minimum headway is the shortest distance or time that a system can achieve without reducing vehicle speed.

5) **Accident analysis:** Accident analysis is carried out to determine the reason or causes of an accident (which might have a single or multiple outcomes) in order to prevent such accidents in the future. It is a component of accident or event investigation.

4.2 ROAD INVENTORY SURVEY

Road Inventory Survey			
Sr no.	**Variables**	**Avaiibility (Yes/no)**	**Descreption**
1	Straight Road length	yes	1 km strech
2	Number of curve	yes	
3	Street lights	yes	
4	Intersection	yes	2 intersection are there: 1) kotecha circle, 2) indira circle
5	Pedestrain way	yes	
6	Bus stop	yes	
7	Road condition	yes	Good road condition
8	Traffic police stand	yes	
9	Number of signs	yes	
10	Number of signals	yes	
11	Types of vehicles use the road	yes	Mix traffic (heavy vehicles restricted)
12	Width of road	yes	
13	School near the road	no	
14	Trees	yes	
15	Bridge	no	
16	Horizontal curve	yes	
17	Vertical curve	no	
18	Barriers	yes	
19	Drianage facillities	yes	
20	Bicycle facilities	no	
21	Speed limit	yes	Between 30 to 40 kmph
22	Pavement markings	yes	
23	Lane type	yes	Two lane
24	Railroad crossing	no	
25	Mail boxes	no	
26	side walk	yes	
27	Island	yes	

4.3TRAFFIC VOLUME STUDY

KOTECHA TO INDIRA (TIME – 8:00 TO 9:00 AM)

(DATE - 25/01/2022)TUESDAY

MIN	car/jeep/van	two wheeler	rikshaw	trucks	bus	tractor	cycle	pedestrain	other vehicle
1	6	34	2	0	0	0	0	0	0
2	4	20	7	0	0	0	0	3	0
3	9	21	4	0	1	0	1	0	0
4	6	18	7	0	2	0	0	0	0
5	8	25	4	0	0	0	1	0	0
6	4	19	11	0	1	0	0	0	0
7	5	27	6	0	0	0	0	0	1
8	5	23	8	0	0	0	0	0	1
9	4	20	2	0	0	0	0	0	1
10	9	22	7	0	1	0	0	0	1
11	5	25	4	0	1	1	1	1	0
12	6	24	5	0	0	0	0	0	0
13	7	23	6	0	1	0	0	0	1
14	3	25	8	0	1	0	0	0	0
15	5	17	5	0	0	0	0	0	2
16	4	28	6	0	1	0	0	1	0
17	5	23	6	0	0	0	0	0	0
18	8	20	3	0	0	0	0	0	2
19	9	18	6	0	0	0	0	0	0
20	9	20	3	0	0	0	1	0	0
21	9	25	7	0	0	0	0	0	0
22	8	26	2	0	0	0	0	0	0
23	7	19	3	0	0	0	0	3	0
24	6	22	9	0	0	0	0	1	0
25	10	24	6	0	1	1	0	1	1
26	10	27	8	0	0	0	1	0	1
27	9	22	5	0	1	0	0	0	1
28	2	32	9	0	0	0	0	0	0
29	4	28	4	0	0	0	0	0	2
30	6	20	8	0	0	0	1	0	0

31	6	20	9	0	0	0	0	1	0	
32	11	17	6	1	2	0	1	0	0	
33	4	19	2	0	0	0	0	3	1	
34	6	24	4	0	0	0	0	0	0	
35	4	25	9	0	0	0	0	0	1	
36	6	14	4	0	0	0	0	0	0	
37	5	16	7	0	1	0	0	0	1	
38	5	21	6	0	1	0	0	0	0	
39	4	22	9	0	0	0	0	0	1	
40	9	24	5	0	0	0	0	2	0	
41	6	28	5	0	1	0	0	2	3	
42	4	27	4	0	0	0	0	1	0	
43	6	20	9	0	0	0	0	0	0	
44	5	23	9	0	0	0	0	0	1	
45	1	28	6	0	0	0	0	1	1	
46	5	20	8	0	0	0	2	0	2	
47	5	31	10	0	0	0	0	0	2	
48	9	33	9	0	0	0	0	0	1	
49	5	29	3	0	0	0	0	0	1	
50	5	29	7	0	0	0	0	1	1	
51	4	29	9	0	0	0	0	0	1	
52	8	24	4	1	0	0	0	0	1	
53	9	13	7	0	0	1	0	0	0	
54	10	19	2	0	1	0	0	3	2	
55	8	23	9	1	2	0	0	0	1	
56	6	18	5	0	0	0	1	0	1	
57	11	26	5	0	0	0	0	0	0	
58	5	14	2	0	0	0	0	1	2	
59	7	22	3	1	0	0	1	0	1	
60	9	24	9	0	0	0	0	0	0	
TOTAL	380	1379	357	4	19	3	11	25	39	2217

INDIRA TO KOTECHA (TIME – 6:00 TO 7:00 PM)

(DATE - 25/01/2022)TUESDAY

MIN	car/jeep/van	two wheeler	rickshaw	trucks	bus	tractor	cycle	pedestrain	other vehicle
1	13	21	1	0	0	0	0	1	0
2	0	0	0	0	0	0	0	0	0
3	10	43	12	0	0	0	0	1	1
4	19	30	6	1	1	0	0	0	1
5	5	17	3	0	0	0	0	8	0
6	5	34	8	0	0	0	0	5	1
7	14	21	3	0	0	0	0	1	0
8	8	11	3	0	0	0	0	0	0
9	0	20	5	0	0	0	0	0	0
10	16	34	12	0	1	0	0	2	0
11	6	18	2	0	0	0	0	0	0
12	0	3	0	0	0	0	0	0	0
13	9	29	12	0	2	0	0	0	0
14	7	33	7	0	0	0	0	1	0
15	5	5	0	0	0	0	0	0	1
16	10	59	7	0	1	0	0	2	2
17	5	10	6	0	1	0	0	0	0
18	3	5	0	0	0	0	0	3	1
19	3	28	6	0	0	0	0	1	0
20	7	23	6	0	2	0	0	1	1
21	5	20	1	0	0	0	0	1	0
22	0	5	3	0	0	0	0	5	0
23	16	59	4	0	0	0	0	1	0
24	7	16	7	0	1	0	0	7	1
25	0	3	0	0	0	0	0	3	0
26	12	34	8	1	11	0	0	0	0
27	15	31	4	0	0	0	0	3	0
28	0	7	1	0	0	0	0	4	0
29	7	37	11	0	0	0	0	1	0
30	8	23	5	0	1	0	0	1	3

31	8	7	3	0	0	0	0	2	3	
32	1	26	4	0	0	0	0	0	0	
33	13	47	16	0	0	0	0	0	2	
34	8	12	7	0	0	0	0	4	0	
35	4	6	2	0	0	0	0	1	0	
36	17	53	11	0	0	0	0	2	0	
37	1	23	7	0	1	0	0	1	0	
38	1	3	2	0	0	0	0	5	0	
39	8	40	5	0	0	0	1	1	3	
40	17	33	1	0	0	0	0	2	0	
41	8	16	6	0	1	0	1	2	1	
42	8	25	4	0	0	0	0	7	0	
43	19	42	2	0	1	0	1	0	2	
44	7	15	9	0	0	0	0	5	0	
45	6	5	6	0	0	0	1	2	0	
46	14	52	4	0	1	0	0	0	2	
47	9	18	3	0	0	0	0	2	0	
48	5	4	4	0	0	0	0	1	0	
49	12	39	6	0	1	0	0	0	1	
50	14	41	5	0	1	0	0	2	2	
51	6	10	1	0	0	0	0	6	0	
52	7	36	3	0	0	0	0	4	1	
53	14	45	8	0	0	1	1	0	0	
54	3	10	3	0	0	0	0	0	0	
55	5	9	4	0	0	0	0	0	0	
56	19	55	6	0	0	0	0	1	0	
57	4	15	7	0	0	0	2	1	0	
58	4	2	2	0	0	0	0	5	0	
59	18	60	3	0	0	0	0	2	0	
60	10	28	4	0	1	0	0	1	0	
TOTAL	453	1450	291	2	28	1	7	111	29	2372

INDIRA TO KOTECHA (TIME – 8:00 TO 9:00 AM)

(DATE - 25/01/2022)TUESDAY

MIN	car/jeep/van	two wheeler	rikshaw	trucks	bus	tractor	cycle	pedestrain	other vehicle
1	10	28	8	0	0	0	0	0	0
2	9	25	5	0	0	0	0	0	0
3	6	26	6	0	0	0	0	0	2
4	8	24	9	0	1	0	0	0	0
5	9	28	9	0	0	0	1	4	1
6	2	29	2	0	0	0	0	0	1
7	5	27	9	0	2	1	0	0	0
8	8	30	6	0	0	0	0	1	0
9	9	32	9	1	0	0	0	0	0
10	10	34	9	0	1	0	1	0	1
11	12	31	9	0	0	0	0	0	0
12	14	30	9	0	0	0	0	0	0
13	10	29	9	0	0	0	0	0	2
14	8	26	4	0	0	0	0	2	0
15	9	30	9	0	2	0	0	0	0
16	7	25	3	0	1	0	0	0	1
17	6	24	7	0	0	0	0	0	0
18	8	28	9	0	1	0	1	0	0
19	9	21	9	0	0	0	0	0	2
20	9	29	9	0	0	0	0	1	0
21	10	25	6	0	0	0	0	0	0
22	9	27	4	0	0	0	0	0	0
23	7	24	9	0	2	0	0	0	0
24	8	15	2	0	0	0	0	0	1
25	6	17	5	0	0	0	0	1	0
26	9	9	6	0	1	0	0	0	0
27	9	20	9	0	0	0	0	0	0
28	9	18	8	0	0	0	1	0	0
29	8	25	9	0	0	1	0	0	0
30	9	27	4	0	0	0	0	0	1

31	9	13	9	0	0	0	0	1	2	
32	8	11	9	0	1	0	0	0	0	
33	7	8	8	0	0	0	0	0	0	
34	4	19	9	0	0	1	1	0	0	
35	9	16	9	0	0	0	1	0	0	
36	9	24	9	0	1	0	1	0	1	
37	8	15	8	0	0	0	0	10	0	
38	5	17	8	1	0	0	0	0	0	
39	4	24	9	0	0	0	1	0	0	
40	9	28	5	0	1	0	0	1	0	
41	3	23	7	1	0	0	2	0	1	
42	2	15	5	0	0	0	0	2	0	
43	7	18	9	0	1	0	1	0	0	
44	6	25	3	0	0	1	0	1	0	
45	2	17	4	0	0	0	0	0	0	
46	9	16	5	0	0	0	1	2	0	
47	5	22	9	0	0	0	0	1	0	
48	4	20	4	0	0	0	0	0	2	
49	6	24	7	0	0	0	1	1	0	
50	9	19	8	1	0	0	0	1	0	
51	6	17	9	0	1	0	0	0	0	
52	4	13	4	0	0	0	0	0	1	
53	8	14	9	0	0	1	1	0	0	
54	3	10	6	0	0	0	0	0	0	
55	9	26	2	0	0	0	1	0	0	
56	4	28	9	1	0	0	0	1	0	
57	10	24	4	0	0	0	0	0	1	
58	5	17	8	0	1	0	0	0	1	
59	7	14	5	0	0	1	0	0	1	
60	6	11	9	0	0	0	1	1	0	
TOTAL	439	1311	420	5	17	6	16	31	22	2267

KOTECHA TO INDIRA (TIME – 8:00 TO 9:00 AM)

(DATE - 25/01/2022)TUESDAY

MIN	car/jeep/van	two wheeler	rikshaw	trucks	bus	tractor	cycle	pedestrain	other vehicle
1	4	31	1	0	1	0	0	3	0
2	3	3	2	0	0	0	0	1	0
3	4	38	8	0	1	0	0	1	0
4	9	26	3	0	1	0	1	0	2
5	1	11	1	0	4	0	0	0	2
6	5	30	2	0	0	0	0	5	0
7	13	30	10	0	1	1	0	5	0
8	3	26	3	0	1	0	0	0	1
9	4	13	1	0	0	0	1	1	0
10	15	38	5	0	0	0	1	1	1
11	6	23	2	0	1	0	0	3	1
12	1	8	0	0	0	0	0	1	0
13	11	39	6	0	0	0	0	0	0
14	14	35	6	1	0	0	0	0	1
15	0	10	0	0	0	0	1	3	0
16	5	35	4	0	0	0	0	0	0
17	11	25	7	0	1	0	1	2	0
18	0	9	2	0	1	0	0	3	0
19	2	21	1	0	0	0	1	1	0
20	15	30	6	0	0	0	1	4	0
21	9	16	7	0	4	0	0	6	1
22	4	8	2	0	3	0	1	8	0
23	8	38	14	0	0	0	2	0	0
24	13	31	5	0	1	0	1	5	0
25	3	8	1	0	0	0	1	0	0
26	9	35	6	0	0	0	0	2	0
27	16	33	6	0	0	0	2	1	1
28	2	5	0	0	0	0	0	6	0
29	3	38	6	0	0	0	0	3	0
30	13	31	5	0	0	0	0	0	0

31	3	13	4	0	0	0	0	3	0	
32	4	16	1	0	0	0	0	4	0	
33	13	35	7	0	0	0	0	0	0	
34	6	20	2	0	1	0	0	5	0	
35	1	15	1	0	0	0	1	9	0	
36	8	32	10	0	0	0	2	1	0	
37	15	33	1	0	0	0	1	2	0	
38	5	1	1	0	0	0	0	4	0	
39	5	72	7	0	0	0	0	3	3	
40	5	30	5	0	1	0	1	10	1	
41	3	15	1	0	0	0	0	0	0	
42	8	52	2	0	0	0	2	1	0	
43	10	35	5	0	1	0	2	1	0	
44	1	10	1	0	1	0	0	6	0	
45	2	43	5	0	0	0	3	3	0	
46	12	41	8	0	0	0	1	3	2	
47	2	12	5	0	1	0	0	6	0	
48	5	21	2	0	0	0	0	0	0	
49	16	20	5	0	0	0	1	2	0	
50	8	8	2	0	1	0	1	13	1	
51	6	9	2	0	0	0	2	3	0	
52	8	57	12	0	0	0	0	3	0	
53	8	19	3	0	0	0	1	4	0	
54	1	10	1	0	3	0	0	8	0	
55	8	43	6	0	0	0	0	3	0	
56	12	25	6	0	0	0	0	12	1	
57	5	4	0	0	0	0	0	0	2	
58	7	32	3	0	0	0	3	15	0	
59	11	25	9	0	0	0	0	6	0	
60	4	11	1	0	1	0	0	0	0	
TOTAL	408	1483	240	1	30	1	35	195	20	2413

KOTECHA TO INDIRA (TIME – 8:00 TO 9:00 AM)

(DATE - 24/01/2022)MONDAY

MIN	car/jeep/van	two wheeler	rikshaw	trucks	bus	tractor	cycle	pedestrain	other vehicle
1	4	21	4	1	1	0	0	0	0
2	6	25	7	0	0	0	0	0	0
3	4	25	4	0	2	0	0	2	0
4	3	32	2	1	1	1	0	0	0
5	2	52	4	0	0	0	0	0	0
6	6	12	5	0	0	0	0	0	1
7	5	15	7	0	0	0	1	0	0
8	2	23	10	0	0	0	0	0	0
9	7	25	3	0	0	0	0	0	0
10	6	25	5	0	0	0	1	0	0
11	5	27	6	0	1	0	1	0	2
12	3	15	7	0	0	0	1	0	0
13	5	21	8	1	1	0	0	0	0
14	6	24	5	0	0	1	0	0	0
15	4	15	4	0	0	0	0	0	1
16	5	14	3	0	1	0	0	0	0
17	2	12	6	0	0	0	0	0	0
18	5	13	7	0	1	0	0	1	0
19	4	18	8	0	0	0	0	0	0
20	8	21	6	0	0	0	0	0	0
21	6	24	4	0	0	0	0	0	0
22	5	35	3	0	1	1	1	0	0
23	13	21	5	0	0	0	0	0	0
24	3	35	8	0	0	0	0	1	0
25	2	12	6	0	0	0	0	2	1
26	4	23	5	0	0	0	0	0	0
27	5	16	4	0	2	0	1	0	1
28	6	11	3	0	0	0	1	0	0
29	6	23	5	0	0	0	0	0	2
30	7	21	7	0	1	0	0	0	0

31	4	15	6	0	0	0	0	0	1	
32	3	32	5	1	1	0	0	0	0	
33	2	11	3	0	0	0	0	0	1	
34	4	34	3	0	0	0	0	0	0	
35	5	21	5	0	0	1	0	0	0	
36	6	23	6	0	1	0	0	0	0	
37	7	33	7	0	0	0	0	1	0	
38	4	21	8	1	1	0	0	0	0	
39	5	36	7	0	0	0	0	0	0	
40	3	23	5	0	0	0	0	1	0	
41	6	26	4	0	0	0	0	2	1	
42	5	24	8	0	2	0	0	0	0	
43	5	22	7	0	0	0	0	0	0	
44	7	30	5	0	0	0	0	0	0	
45	8	28	4	0	0	0	0	0	0	
46	6	22	3	0	0	0	0	0	0	
47	9	20	3	0	0	0	0	0	2	
48	4	40	8	0	0	0	0	0	2	
49	5	31	4	0	0	0	0	0	1	
50	7	22	2	0	0	0	0	0	0	
51	7	25	10	0	1	0	0	0	0	
52	6	27	2	1	0	0	0	0	0	
53	5	32	4	0	0	0	0	1	0	
54	10	31	7	0	1	0	0	0	0	
55	5	39	8	1	1	0	0	0	0	
56	5	24	6	0	0	0	1	0	2	
57	3	21	5	0	0	0	0	3	0	
58	3	25	3	0	0	0	0	0	0	
59	5	21	2	1	1	0	1	0	0	
60	3	36	4	0	0	0	1	0	1	
TOTAL	306	1451	311	8	21	4	10	14	19	2144

INDIRA TO KOTECHA (TIME – 6:00 TO 7:00 PM)

(DATE - 24/01/2022)MONDAY

MIN	car/jeep/van	two wheeler	rikshaw	trucks	bus	tractor	cycle	pedestrain	other vehicle
1	10	24	6	0	1	0	0	2	0
2	15	16	4	1	0	0	0	0	2
3	2	38	2	0	0	0	0	2	1
4	0	29	10	1	1	0	1	0	1
5	6	14	5	0	0	0	0	2	0
6	4	17	8	0	1	0	0	5	0
7	12	24	3	1	0	0	0	1	0
8	3	28	2	0	0	0	0	0	0
9	5	27	0	0	0	0	0	1	0
10	13	16	12	1	1	0	1	2	0
11	7	20	11	0	0	0	0	1	1
12	6	19	3	0	0	0	0	0	0
13	0	16	5	0	2	0	0	0	0
14	5	21	7	0	0	0	0	1	0
15	7	15	9	1	0	0	0	1	1
16	8	24	3	0	1	0	0	2	1
17	11	29	2	0	1	0	0	0	1
18	16	20	6	0	0	0	0	2	1
19	4	15	4	0	0	0	0	12	0
20	8	21	9	0	2	0	0	1	1
21	0	26	7	0	0	0	0	1	1
22	15	18	5	0	0	0	0	1	0
23	7	15	3	0	2	0	0	1	0
24	9	16	5	0	1	0	0	2	0
25	4	28	7	0	0	0	0	3	0
26	7	27	4	1	2	0	0	2	0
27	14	16	2	0	0	0	0	2	1
28	2	28	2	0	0	1	0	3	0
29	0	25	0	0	0	0	1	1	0
30	17	17	6	0	1	0	0	1	1

31	13	26	13	0	0	0	0	4	2	
32	3	18	2	0	0	1	0	5	0	
33	16	27	5	0	0	0	0	0	2	
34	4	21	7	0	1	0	0	3	1	
35	8	11	8	0	0	0	0	1	0	
36	7	27	6	0	0	0	0	2	0	
37	6	41	5	0	1	0	0	1	0	
38	4	38	3	0	0	0	0	5	1	
39	3	30	2	0	0	0	1	3	0	
40	14	14	6	0	1	0	0	2	0	
41	6	19	6	0	1	0	1	4	1	
42	4	15	8	0	0	0	0	2	0	
43	4	16	9	0	1	0	1	0	1	
44	5	24	6	0	0	0	0	1	0	
45	3	18	5	0	0	0	1	2	0	
46	13	16	4	0	1	0	0	3	2	
47	2	13	4	0	0	0	0	2	0	
48	6	24	3	0	2	0	0	1	1	
49	4	32	2	0	1	0	0	0	2	
50	15	17	1	0	1	0	0	2	2	
51	13	15	4	0	0	0	1	6	2	
52	12	30	5	1	0	0	0	4	1	
53	3	25	6	0	0	1	1	2	0	
54	6	28	7	0	0	0	0	0	1	
55	8	25	8	0	2	0	0	0	2	
56	9	16	5	0	0	0	0	1	0	
57	3	35	7	0	0	0	0	1	0	
58	6	30	4	0	0	0	0	5	0	
59	5	29	3	0	2	0	0	2	2	
60	13	26	8	0	1	0	0	1	0	
TOTAL	424	1355	314	7	31	3	9	117	36	2296

INDIRA TO KOTECHA (TIME – 8:00 TO 9:00 AM)

(DATE - 24/01/2022)MONDAY

MIN	car/jeep/van	two wheeler	rikshaw	truck	bus	tractor	cycle	pedestrain	other vehicle
1	3	29	8	0	0	1	0	0	0
2	4	26	7	0	0	0	0	0	0
3	4	14	5	0	0	0	0	0	2
4	5	16	6	0	0	0	0	0	0
5	6	20	7	0	0	0	1	0	0
6	6	29	8	0	0	0	0	0	0
7	7	34	6	0	0	1	0	0	0
8	9	23	5	0	0	0	0	1	0
9	8	37	3	0	0	0	0	0	0
10	7	28	4	0	1	0	1	0	2
11	7	34	5	0	0	0	0	0	0
12	10	21	6	0	1	0	0	0	0
13	9	28	8	0	0	0	0	0	0
14	9	21	7	0	0	0	0	0	0
15	8	28	6	0	2	0	0	0	1
16	5	17	5	0	1	0	0	0	1
17	10	15	6	0	0	0	0	0	0
18	7	26	7	0	1	0	0	0	0
19	9	28	7	0	0	0	0	0	0
20	5	14	6	0	0	0	0	0	0
21	6	7	5	0	1	0	0	0	0
22	4	24	3	0	0	0	0	0	0
23	3	21	4	0	2	0	1	0	0
24	4	8	5	0	0	0	0	0	1
25	5	9	6	0	1	1	0	0	0
26	7	24	7	0	1	0	0	0	0
27	6	30	8	0	0	0	0	0	0
28	5	24	7	0	0	0	1	0	0
29	3	36	5	0	1	1	0	0	0
30	3	16	2	0	0	0	0	0	1

31	4	32	3	0	0	0	0	1	0	
32	5	22	3	0	2	0	0	0	0	
33	7	32	5	0	0	0	1	1	0	
34	6	15	6	0	0	1	0	0	0	
35	5	32	7	0	0	0	0	4	0	
36	3	31	9	0	0	0	0	0	0	
37	4	25	6	0	0	0	0	0	0	
38	4	22	6	1	0	0	0	4	2	
39	12	21	5	0	1	0	2	2	0	
40	6	25	4	0	1	0	0	0	0	
41	8	28	2	1	1	0	1	0	0	
42	5	14	3	0	0	0	0	0	0	
43	4	18	3	0	0	0	0	0	0	
44	5	20	4	0	0	0	0	0	0	
45	6	22	5	0	0	0	2	2	0	
46	11	25	6	1	0	0	0	0	0	
47	4	16	4	0	0	1	0	0	0	
48	2	21	2	0	0	0	0	0	1	
49	3	24	3	0	1	0	0	1	0	
50	5	21	5	0	0	0	0	0	0	
51	4	30	6	0	2	0	0	0	0	
52	7	24	7	0	0	0	0	0	0	
53	7	21	5	0	0	0	0	0	0	
54	5	24	8	0	0	1	0	0	0	
55	10	16	6	0	2	0	0	0	0	
56	4	13	2	1	0	0	0	0	0	
57	5	16	3	0	0	0	0	0	0	
58	8	21	8	0	0	0	1	0	1	
59	4	14	6	0	0	0	0	0	0	
60	6	29	5	0	1	1	0	0	1	
TOTAL	353	1361	316	4	23	8	11	16	13	2105

KOTECHA TO INDIRA (TIME – 6:00 TO 7:00 PM)

(DATE - 24/01/2022)MONDAY

MIN	car/jeep/van	two wheeler	rikshaw	truck	bus	tractor	cycle	pedestrain	other vehicle
1	7	18	2	0	1	0	0	3	0
2	6	24	3	0	0	0	0	1	0
3	4	14	6	0	1	0	0	0	0
4	2	15	1	0	0	0	1	0	2
5	4	23	5	0	0	0	0	0	0
6	5	26	4	0	0	0	0	5	0
7	8	25	3	0	1	1	0	6	0
8	7	29	1	0	1	0	0	0	0
9	5	12	3	1	0	0	0	1	1
10	2	15	4	0	0	0	1	0	2
11	3	21	6	0	1	0	0	3	1
12	6	23	6	0	0	0	0	0	2
13	14	16	8	0	1	0	1	0	0
14	15	20	8	1	0	0	0	0	1
15	24	15	0	0	0	0	1	3	1
16	15	16	7	0	0	0	0	0	0
17	0	14	6	0	1	0	1	2	2
18	2	27	6	0	1	0	0	3	0
19	3	27	5	0	0	0	1	0	2
20	4	21	3	0	0	0	1	4	1
21	6	22	7	0	0	0	0	6	1
22	7	26	2	1	3	0	1	8	1
23	2	26	3	0	0	0	2	0	0
24	13	15	4	0	1	0	1	5	2
25	3	25	5	0	0	0	1	0	0
26	5	17	7	0	0	0	0	2	1
27	14	27	0	0	0	0	2	3	1
28	5	19	6	0	0	0	2	4	0
29	2	22	5	0	0	0	0	3	2
30	13	24	2	0	0	0	0	6	1

31	15	15	2	0	1	0	1	6	0	
32	11	17	4	0	0	0	0	5	0	
33	7	25	7	0	0	0	0	0	0	
34	5	28	5	0	1	0	0	2	1	
35	3	15	1	0	0	0	1	9	0	
36	16	12	12	0	0	0	1	3	0	
37	7	11	6	0	2	0	1	2	1	
38	4	32	2	0	0	1	0	5	0	
39	3	48	7	0	0	0	0	3	2	
40	12	39	4	0	1	0	1	6	1	
41	6	31	6	0	0	0	0	0	0	
42	5	47	8	0	0	0	0	1	1	
43	7	34	6	0	1	0	0	5	0	
44	6	22	4	0	1	1	0	6	0	
45	5	33	3	0	0	0	3	4	0	
46	3	43	11	0	0	0	1	3	1	
47	11	21	2	0	1	0	2	2	0	
48	4	35	6	0	0	0	0	0	2	
49	7	32	3	0	2	1	1	2	0	
50	6	36	8	0	1	0	1	15	1	
51	3	31	7	0	0	0	0	0	2	
52	4	32	6	0	0	0	0	3	0	
53	5	26	5	0	0	0	1	2	1	
54	6	32	2	0	3	0	0	2	0	
55	4	12	3	0	2	0	0	12	11	
56	11	42	13	0	0	0	0	2	1	
57	2	12	9	0	0	0	0	1	2	
58	4	14	7	0	2	0	2	2	0	
59	7	15	5	0	0	0	0	3	0	
60	4	24	2	0	1	0	0	0	1	
TOTAL	399	1440	288	3	31	4	32	174	52	2423

KOTECHA TO INDIRA (TIME – 8:00 TO 9:00 AM)

(DATE - 23/01/2022)SUNDAY

MIN	car/jeep/van	two wheeler	rikshaw	trucks	bus	tractor	cycle	pedestrain	other vehicle
1	2	15	3	0	0	0	0	0	0
2	3	11	5	0	0	0	0	0	0
3	2	13	7	0	0	0	0	0	0
4	2	15	6	0	1	0	0	2	1
5	3	12	3	0	0	1	0	0	0
6	2	16	5	0	0	0	0	0	0
7	3	14	6	0	0	0	1	0	0
8	4	15	3	0	0	0	0	0	1
9	4	14	4	0	0	0	0	0	0
10	3	11	6	0	0	0	0	0	1
11	3	16	3	0	1	0	0	0	0
12	3	11	4	0	0	0	0	0	0
13	5	12	7	0	0	0	0	0	1
14	3	15	4	0	1	0	1	2	0
15	3	13	6	0	0	1	0	0	2
16	5	16	3	0	0	0	0	0	0
17	3	11	5	0	0	0	1	0	0
18	4	14	2	0	0	0	0	0	0
19	2	15	7	0	0	1	0	0	0
20	3	12	3	0	0	0	0	0	0
21	5	14	6	0	0	0	0	0	0
22	2	12	4	0	0	0	0	0	0
23	3	14	3	0	1	0	0	0	0
24	5	19	5	0	0	0	0	0	0
25	4	17	3	0	0	0	0	0	0
26	2	16	5	0	0	0	0	0	0
27	3	21	4	0	0	0	1	0	1
28	1	26	5	0	0	0	0	0	0
29	2	12	3	0	0	0	0	0	2
30	5	18	8	0	0	0	0	0	0

31	2	17	4	0	0	1	0	0	0	
32	4	16	3	1	0	0	0	0	0	
33	5	13	4	0	1	0	0	0	0	
34	3	13	4	0	0	0	0	0	0	
35	5	16	3	0	0	0	0	0	1	
36	8	15	5	0	0	0	0	0	0	
37	5	16	4	0	0	0	0	0	0	
38	8	18	3	0	0	0	0	0	0	
39	6	15	4	0	0	0	0	0	1	
40	2	14	3	0	0	0	0	0	0	
41	6	15	4	1	0	0	0	0	0	
42	3	18	5	0	0	0	0	1	0	
43	8	18	3	0	0	0	0	0	0	
44	6	11	3	0	0	0	0	0	1	
45	5	13	4	0	0	0	0	0	1	
46	4	15	6	0	0	0	0	0	0	
47	9	12	3	0	2	0	0	0	0	
48	7	27	5	1	0	0	0	0	1	
49	4	26	4	0	0	1	0	0	0	
50	6	12	7	0	1	0	0	0	1	
51	9	13	3	0	0	0	0	0	0	
52	7	16	5	0	0	0	0	0	1	
53	2	15	6	0	0	1	0	0	0	
54	7	14	2	0	0	0	0	0	0	
55	3	25	5	0	0	0	0	0	0	
56	8	21	3	0	0	0	0	0	0	
57	3	23	6	0	0	0	0	0	0	
58	7	26	4	0	0	0	0	0	0	
59	5	22	8	0	1	0	0	0	0	
60	4	25	4	0	0	0	0	0	0	
TOTAL	251	960	265	3	9	6	4	5	16	1519

INDIRA TO KOTECHA (TIME – 6:00 TO 6:00 PM)

(DATE - 23/01/2022)SUNDAY

MIN	car/jeep/van	two wheeler	rikshaw	trucks	bus	tractor	cycle	pedestrain	other vehicle
1	14	32	1	0	0	0	0	0	0
2	9	13	0	0	0	0	0	0	1
3	11	15	4	0	0	0	0	0	1
4	9	12	6	0	0	0	0	2	0
5	8	15	3	0	0	0	0	0	0
6	5	43	2	0	0	0	0	0	1
7	9	14	3	0	0	0	0	0	0
8	8	17	3	0	0	0	0	0	0
9	3	14	5	0	2	0	0	0	0
10	9	12	3	0	1	0	0	0	0
11	5	16	2	0	0	0	0	0	0
12	8	15	5	1	0	0	0	0	0
13	9	33	2	0	0	0	0	0	0
14	8	27	7	0	0	0	0	0	0
15	5	26	0	0	0	0	0	0	1
16	6	35	7	0	0	0	0	0	0
17	9	25	6	0	1	0	0	0	0
18	7	20	2	0	0	0	0	0	1
19	4	16	6	0	0	0	0	0	0
20	9	45	6	0	0	0	0	1	1
21	7	21	5	0	0	0	0	0	0
22	9	22	3	0	0	0	0	0	0
23	9	32	4	2	0	0	0	1	0
24	7	15	7	0	2	0	0	0	1
25	9	13	0	0	0	0	0	0	0
26	8	17	8	0	0	0	0	0	0
27	9	25	4	0	0	0	0	0	0
28	11	36	2	0	0	1	0	0	0
29	10	15	4	0	0	0	0	1	0
30	7	27	5	0	1	0	0	0	0

31	5	38	3	0	0	0	0	0	3	
32	11	16	2	0	1	0	0	0	0	
33	4	15	4	0	0	0	0	0	2	
34	11	47	2	0	0	0	0	0	0	
35	9	12	2	0	1	0	0	0	0	
36	4	52	4	0	0	0	0	0	0	
37	11	17	2	0	0	1	1	0	0	
38	5	48	3	0	0	0	0	2	0	
39	7	53	5	0	0	0	0	0	0	
40	5	59	3	0	0	0	0	0	0	
41	12	30	6	0	0	0	0	0	1	
42	9	17	4	0	1	0	0	0	0	
43	7	58	3	0	0	0	0	0	2	
44	3	21	3	0	0	0	0	0	1	
45	11	47	6	0	2	0	0	0	2	
46	10	14	1	0	0	0	0	0	0	
47	8	26	4	1	0	1	0	2	0	
48	4	60	3	0	0	0	0	0	0	
49	6	23	2	0	0	0	2	0	0	
50	11	14	5	0	0	0	0	0	0	
51	9	56	1	0	0	0	0	0	0	
52	8	24	3	0	0	0	0	0	0	
53	6	42	2	0	0	0	1	0	0	
54	3	15	3	0	0	0	0	1	0	
55	8	26	4	0	2	0	2	0	0	
56	6	37	3	0	0	0	0	0	0	
57	2	39	7	0	0	0	0	0	0	
58	11	29	2	0	0	0	1	0	1	
59	10	28	3	0	0	0	0	0	0	
60	6	40	3	0	0	0	0	0	0	
TOTAL	459	1671	213	4	14	3	7	10	19	2400

INDIRA TO KOTECHA (TIME – 8:00 TO 9:00 AM)

(DATE - 23/01/2022)SUNDAY

MIN	car/jeep/van	two wheeler	rikshaw	truck	bus	tractor	cycle	pedestrain	other vehicle
1	7	22	2	0	0	1	0	0	2
2	4	25	3	0	0	0	0	0	0
3	6	26	7	0	1	0	0	1	0
4	3	21	2	1	0	0	0	0	0
5	6	25	4	0	0	0	0	0	0
6	2	15	6	0	0	0	0	0	1
7	7	14	7	0	0	0	0	0	0
8	4	17	3	0	0	0	0	0	0
9	3	18	7	0	0	0	0	2	0
10	8	13	9	0	1	0	1	0	0
11	5	15	5	0	0	0	0	0	0
12	6	23	7	0	0	0	0	0	0
13	3	14	5	0	0	0	0	0	0
14	8	15	8	0	0	0	0	0	0
15	4	16	6	0	0	0	0	0	0
16	6	15	5	1	0	0	0	2	0
17	8	16	9	0	0	0	0	0	2
18	3	13	7	0	1	0	0	0	1
19	6	17	6	0	0	0	0	0	0
20	4	13	5	0	0	0	0	0	0
21	8	15	8	0	1	0	0	1	0
22	4	13	6	0	0	1	1	0	0
23	6	16	5	0	0	0	0	0	2
24	4	14	6	0	0	0	0	0	0
25	2	17	4	0	0	0	0	0	1
26	7	19	8	0	1	0	0	2	0
27	5	17	6	0	0	0	0	0	0
28	8	18	9	0	0	0	1	0	0
29	5	24	7	0	1	1	0	0	1
30	3	26	5	0	0	1	0	0	0

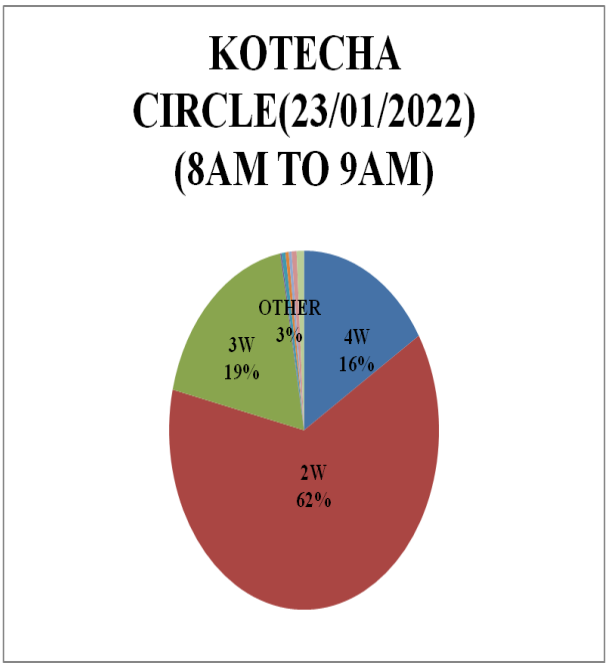
31	6	21	7	0	0	0	0	0	0	
32	4	14	8	0	0	0	0	0	1	
33	2	26	7	0	0	0	0	2	0	
34	6	13	6	0	0	0	0	0	0	
35	7	15	5	0	0	0	0	0	0	
36	5	26	8	0	0	0	1	0	0	
37	4	14	7	0	0	0	0	0	0	
38	7	28	6	0	0	0	0	0	0	
39	5	25	5	0	0	0	1	0	0	
40	8	12	7	0	0	1	0	0	0	
41	6	15	5	0	0	0	0	0	0	
42	5	15	5	0	0	0	0	2	0	
43	6	25	7	0	0	0	1	0	0	
44	5	23	8	0	0	0	0	0	0	
45	3	27	6	0	0	0	0	0	1	
46	5	28	5	0	0	0	0	2	0	
47	2	29	6	0	0	0	0	0	0	
48	6	14	7	0	0	0	1	0	0	
49	3	16	6	0	0	1	0	1	0	
50	7	26	6	0	0	0	0	0	0	
51	5	15	8	0	0	0	0	0	0	
52	4	17	6	0	0	0	0	0	0	
53	3	26	6	0	0	0	0	0	0	
54	2	24	5	0	1	0	0	0	0	
55	5	26	7	0	0	0	0	0	1	
56	6	27	6	0	0	0	1	0	0	
57	4	25	5	0	0	1	0	0	0	
58	3	15	8	0	0	0	0	0	1	
59	4	14	6	0	0	0	0	0	0	
60	5	26	3	0	0	0	0	0	0	
TOTAL	298	1159	364	2	7	7	8	15	14	1874

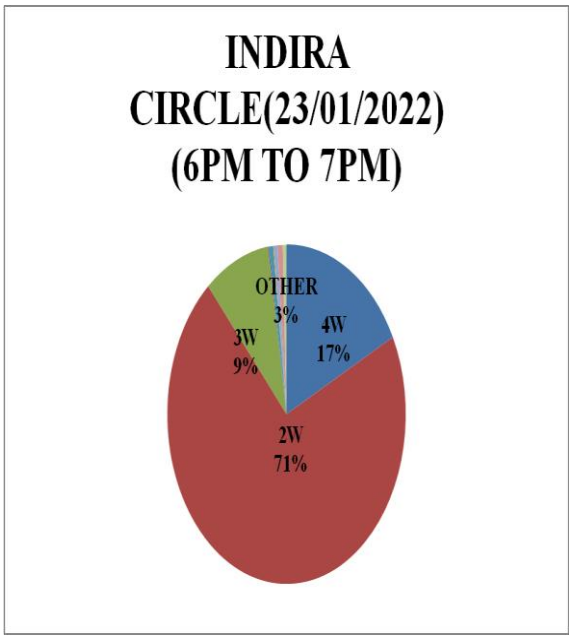
INDIRA TO KOTECHA (TIME – 6:00 TO 7:00 PM)

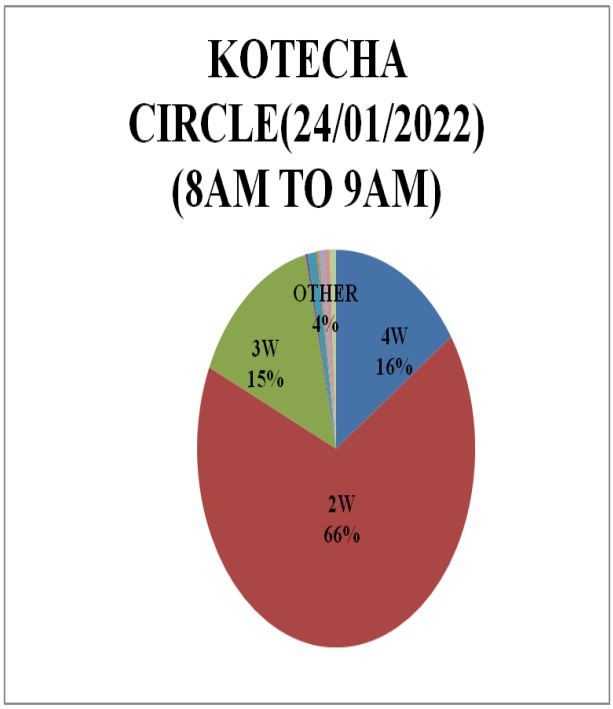
(DATE - 23/01/2022)SUNDAY

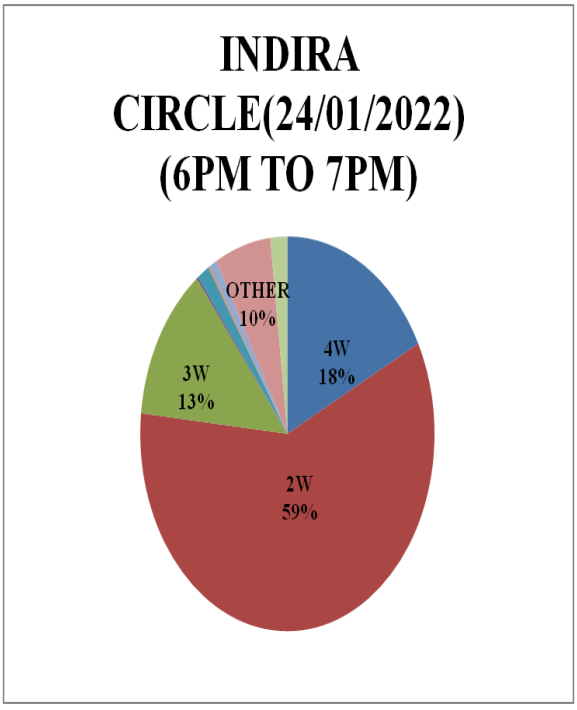
MIN	car/jeep/van	two wheeler	rikshaw	truck	bus	tractor	cycle	pedestrain	other vehicle
1	5	11	4	0	0	0	0	2	0
2	2	29	2	0	0	0	1	0	0
3	7	15	2	0	0	1	0	0	1
4	3	14	5	1	0	0	0	0	0
5	10	28	4	0	0	0	0	0	0
6	3	32	2	0	1	0	0	0	1
7	7	14	2	0	0	0	0	0	0
8	4	15	4	0	0	0	0	1	0
9	1	30	5	0	0	0	0	0	0
10	7	27	7	0	1	0	0	0	0
11	9	58	5	0	0	0	2	0	0
12	3	14	3	0	0	0	0	0	2
13	5	17	2	0	0	0	0	2	0
14	3	53	6	0	0	0	0	2	0
15	8	16	7	0	0	0	0	0	0
16	4	25	6	0	0	1	0	0	0
17	2	27	3	0	0	0	0	0	0
18	9	50	0	0	1	0	0	0	0
19	5	26	6	0	0	0	0	0	0
20	8	15	3	0	0	0	0	1	0
21	6	12	1	1	0	0	0	1	0
22	9	48	3	0	0	0	0	1	0
23	4	18	5	0	2	0	2	1	0
24	6	19	6	0	0	0	0	0	0
25	3	14	7	0	0	0	0	0	0
26	10	39	6	0	0	0	0	0	0
27	8	11	6	0	0	0	2	0	0
28	11	16	5	0	0	0	1	0	0
29	4	18	4	0	0	0	0	1	0
30	17	40	0	0	0	0	1	0	0

31	15	16	5	0	0	0	0	2	0	
32	3	20	3	0	2	0	0	1	0	
33	6	22	2	0	0	0	0	0	0	
34	13	38	6	0	0	0	0	0	0	
35	5	40	1	0	0	0	0	0	0	
36	3	56	7	0	0	0	0	1	0	
37	12	30	5	0	0	0	0	0	0	
38	4	47	1	0	0	0	1	0	0	
39	2	26	4	0	0	0	1	0	0	
40	7	50	5	0	2	0	0	2	0	
41	12	28	1	0	0	0	0	0	1	
42	4	43	2	0	0	0	0	0	0	
43	11	38	2	0	0	0	0	0	0	
44	4	51	1	0	0	0	0	0	0	
45	7	60	3	0	0	0	0	0	0	
46	10	36	8	0	0	0	0	0	0	
47	4	38	5	0	2	0	0	0	0	
48	13	72	2	0	0	0	2	0	0	
49	2	30	3	0	0	0	2	2	0	
50	8	38	2	0	0	0	0	2	0	
51	9	16	2	0	0	0	0	0	0	
52	6	40	5	0	0	0	0	0	0	
53	10	39	3	0	0	0	0	0	1	
54	8	54	1	0	0	0	2	0	0	
55	9	33	7	0	0	0	0	0	0	
56	7	16	6	0	0	0	0	0	0	
57	5	15	3	0	0	0	0	3	0	
58	4	39	3	1	0	0	0	0	0	
59	11	30	8	0	0	0	0	0	0	
60	5	20	2	0	1	0	0	0	0	
TOTAL	402	1832	226	3	12	2	17	25	6	2525


KOTECHA
CIRCLE(23/01/2022)
(8AM TO 9AM)
OTHER
3%
4W
16%
3W
19%
2W
62%


INDIRA
CIRCLE(23/01/2022)
(6PM TO 7PM)
OTHER
3%
4W
17%
3W
9%
2W
71%


KOTECHA
CIRCLE(24/01/2022)
(8AM TO 9AM)
OTHER
4%
4W
16%
3W
15%
2W
66%


INDIRA
CIRCLE(24/01/2022)
(6PM TO 7PM)
OTHER
10%
4W
18%
3W
13%
2W
59%

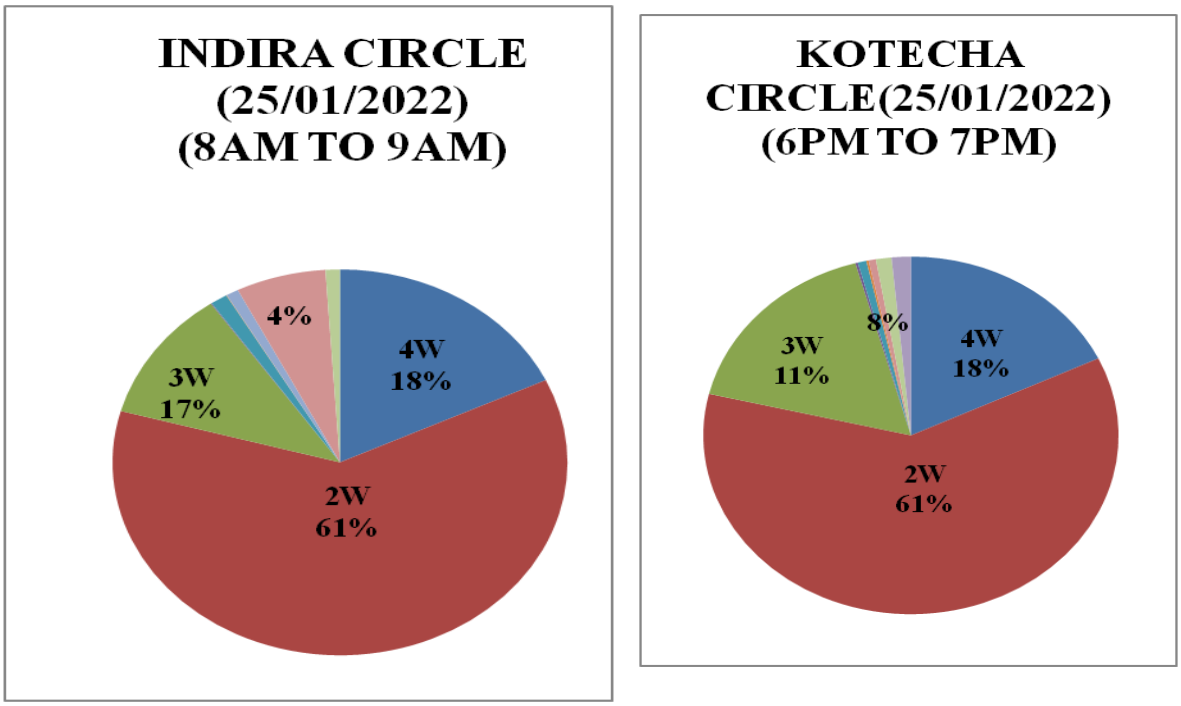


Fig. 4.1 kotecha circle and indira circle traffic volume pie charts

(2W- two wheeler, 3W - three wheeler, 4W- four wheeler, and other vehicles)

MIDDEL SECTION TRAFFIC VOLUME

PCU VALUES OF ALL VEHICLES:

Table 4.3 PCU for all vehicles

Type of Vehicle	PCU Values (IRC SP 41)
Car	1
Motor Cycle	0.5
Auto Rickshaw	1
Tempo	1
Truck	4.5
LCV	1.5
Bus	3

MIDDEL PART - (TIME - 8:00 TO 9:00 AM)

(DATE - 26/01/2022)WEDNESDAY

MIN	car/jeep/van	two wheeler	rickshaw	trucks	bus	tractor	cycle	pedestrain	other vehicle		pcu/hr
1	6	18	5	0	0	0	1	3	0		17.5
2	6	19	3	0	0	0	0	0	0		17
3	9	16	7	0	1	0	2	1	1		24
4	7	17	5	0	0	0	0	0	2		18
5	15	16	6	0	0	0	0	1	0		26
6	15	19	6	0	0	0	1	0	0		27.5
7	8	21	5	0	0	0	0	1	0		21
8	6	36	5	0	0	0	0	0	0		26.5
9	6	27	4	0	0	0	0	0	0		21.5
10	6	25	5	0	0	0	0	1	0		21
11	5	31	7	0	1	0	0	0	1		27.5
12	9	33	4	0	0	0	0	0	1		27.5
13	9	29	2	0	0	0	1	0	0		24.5
14	6	25	6	0	0	0	0	0	0		21.5
15	4	27	5	0	0	0	1	0	0		20
16	10	30	7	0	0	0	0	1	1		28.5
17	11	11	3	0	0	0	0	1	0		18
18	3	28	5	0	0	0	1	0	0		19.5
19	13	11	3	0	0	0	1	0	0		20
20	11	39	6	0	0	0	0	0	1		33.5
21	10	20	4	0	1	0	1	0	1		25.5
22	9	11	4	0	0	0	0	0	2		16.5
23	13	26	3	0	0	0	0	0	0		27.5
24	7	32	6	0	0	0	0	1	1		26
25	6	11	4	0	0	0	2	3	0		13.5
26	8	28	3	0	0	0	2	0	0		23.5
27	3	11	5	0	1	0	1	1	0		14.5
28	9	29	3	0	0	0	0	0	0		25
29	11	27	3	0	0	2	2	0	0		34
30	9	37	3	0	0	0	0	0	1		29

31	5	11	3	0	0	0	0	0	2		12
32	4	27	7	0	2	0	0	0	1		28
33	7	17	3	0	0	0	1	1	0		17
34	3	20	3	0	0	0	2	2	1		14.5
35	3	11	3	0	2	0	0	0	0		17
36	3	19	5	0	2	0	0	0	0		22
37	8	27	3	0	0	0	1	0	2		23
38	3	11	5	0	0	0	0	0	1		11
39	6	28	3	0	0	0	0	0	0		21.5
40	2	29	4	0	0	0	0	0	0		18.5
41	9	16	3	0	0	0	0	2	0		18.5
42	8	11	9	0	0	0	1	0	1		18
43	6	37	5	0	0	0	0	1	0		27
44	2	36	7	0	0	0	0	0	0		23.5
45	5	11	2	0	1	0	0	1	0		15
46	2	18	3	0	0	0	0	1	1		12.5
47	8	15	4	0	0	0	0	1	0		17.5
48	6	11	2	0	1	1	3	0	1		20
49	8	25	5	0	0	0	2	1	0		23
50	6	20	4	0	1	0	1	2	0		21.5
51	5	27	2	0	1	0	0	1	0		23
52	4	11	2	0	2	0	0	1	0		17.5
53	5	17	5	0	0	0	0	0	0		16
54	7	24	6	0	0	0	0	1	0		22
55	5	11	1	0	1	0	0	1	0		14.5
56	9	11	3	0	0	0	0	0	0		16
57	7	33	5	0	0	0	0	0	0		26
58	7	16	2	0	1	0	0	0	0		19.5
59	9	11	3	0	0	0	0	2	1		16
60	5	34	3	0	0	0	1	1	2		23.5
TOTAL	417	1305	252	0	18	3	28	33	25	2081	1270.5
										MAX	34

MIDDEL PART - (TIME - 6:00 TO 7:00 PM)

(DATE - 26/01/2022)WEDNESDAY

MIN	car/jeep/van	two wheeler	rickshaw	truck	bus	tractor	cycle	pedestrain	other vehicle		pcu/hr
1	9	33	2	0	0	0	0	3	0		26.5
2	4	17	3	0	0	0	0	1	0		14
3	11	22	2	0	0	0	0	0	0		23
4	11	35	2	0	1	0	0	1	1		33
5	11	19	3	0	1	0	1	3	0		25.5
6	5	30	1	0	0	0	0	0	0		20.5
7	12	33	5	0	0	0	0	1	0		31
8	7	37	2	0	1	0	1	0	1		30
9	6	25	1	0	0	0	1	0	0		19
10	10	52	4	0	0	0	0	0	0		38
11	11	24	4	0	1	0	0	2	0		28.5
12	7	12	5	0	1	0	0	0	0		19
13	11	42	4	0	0	0	1	0	0		34
14	12	37	8	0	0	0	2	0	0		34.5
15	11	39	3	0	0	0	0	0	0		32
16	7	39	2	0	2	0	0	3	0		34.5
17	3	47	3	0	0	0	1	0	0		28
18	15	30	5	0	0	0	1	1	0		32.5
19	6	12	2	0	0	0	0	1	0		13
20	9	36	4	0	0	0	0	0	1		29
21	16	29	6	0	0	0	1	5	0		33.5
22	8	12	2	0	0	0	0	1	1		15
23	4	55	3	0	1	0	1	2	0		36.5
24	10	42	3	0	0	0	1	1	1		32.5
25	11	12	4	0	0	0	0	0	0		19
26	9	46	2	0	1	0	0	2	0		36.5
27	8	29	3	0	0	0	0	0	0		24
28	7	12	3	0	0	0	0	0	0		14.5
29	5	27	2	0	0	0	2	1	0		19.5
30	8	29	3	0	0	1	1	0	0		28

31	6	28	3	0	1	0	1	1	0		25
32	10	12	5	0	0	0	1	1	0		18.5
33	11	39	5	0	0	0	2	1	0		33
34	4	27	3	0	0	0	0	0	0		19
35	5	12	4	0	1	0	1	1	0		16.5
36	10	36	3	0	0	0	0	4	0		29.5
37	3	12	3	0	1	0	4	2	0		14
38	8	45	1	0	0	0	0	1	0		31
39	9	40	3	0	0	0	2	1	0		30.5
40	10	12	4	0	0	0	1	2	0		18
41	7	22	3	0	0	0	1	0	1		19.5
42	6	41	2	0	0	0	1	1	0		27.5
43	12	12	3	0	1	0	1	0	0		23
44	17	25	3	0	0	0	1	0	0		31
45	6	46	8	0	1	0	1	0	0		36.5
46	15	39	4	0	0	0	2	5	0		36.5
47	3	12	3	0	0	0	1	0	0		10.5
48	2	40	1	0	0	0	0	2	0		22.5
49	17	12	3	0	0	0	2	0	0		24.5
50	7	12	3	0	0	0	2	0	0		14.5
51	4	21	3	0	0	0	1	0	0		16
52	7	30	1	0	1	0	1	0	0		26
53	11	36	3	0	0	0	1	3	0		30.5
54	10	26	3	0	0	0	1	0	1		24.5
55	9	49	4	0	0	0	1	0	0		35.5
56	13	34	3	0	0	0	1	3	0		31.5
57	5	12	3	0	0	0	0	4	0		12.5
58	4	45	3	0	0	0	0	0	0		28
59	10	30	1	0	0	0	0	1	0		25.5
60	5	28	3	0	1	0	1	1	0		24
TOTAL	510	1749	190	199	16	1	45	62	7	2778.5	1539.5
										MAX	38

MIDDEL PART - (TIME - 8:00 TO 9:00 AM)

(DATE - 26/01/2022)WEDNESDAY

MIN	car/jeep/van	two wheeler	rickshaw	trucks	bus	tractor	cycle	pedestrain	other vehicle		pcu/hr
1	6	34	5	0	0	0	1	3	0		25.5
2	13	19	4	0	0	0	0	0	0		24.5
3	9	16	7	0	1	0	2	1	1		24
4	7	17	5	0	0	0	0	0	2		18
5	15	31	6	0	0	0	0	1	0		33.5
6	15	43	6	0	0	0	1	0	0		39.5
7	8	46	5	0	0	0	0	1	0		33.5
8	6	36	5	0	0	0	0	0	0		26.5
9	6	27	4	0	0	0	0	0	0		21.5
10	6	25	5	0	0	0	0	1	0		21
11	5	31	7	0	1	0	0	0	1		27.5
12	9	33	4	0	0	0	0	0	1		27.5
13	12	29	2	0	0	0	1	0	0		27.5
14	17	25	6	0	0	0	0	0	0		32.5
15	4	27	5	0	0	0	1	0	0		20
16	10	30	7	0	0	0	0	1	1		28.5
17	11	35	3	0	0	0	0	1	0		30
18	3	28	5	0	0	0	1	0	0		19.5
19	13	11	3	0	0	0	1	0	0		20
20	11	39	6	0	0	0	0	0	1		33.5
21	10	20	4	0	1	0	1	0	1		25.5
22	9	11	4	0	0	0	0	0	2		16.5
23	13	26	3	0	0	0	0	0	0		27.5
24	7	32	6	0	0	0	0	1	1		26
25	6	11	4	0	0	0	2	3	0		13.5
26	8	28	3	0	0	0	2	0	0		23.5
27	3	11	5	0	1	0	1	1	0		14.5
28	9	29	3	0	0	0	0	0	0		25
29	11	27	3	0	0	2	2	0	0		34
30	9	37	4	0	0	0	0	0	1		29.5

31	5	11	3	0	0	0	0	0	2		12
32	4	27	7	0	2	0	0	0	1		28
33	7	40	3	0	0	0	1	1	0		28.5
34	3	20	3	0	0	0	2	2	1		14.5
35	3	11	3	0	2	0	0	0	0		17
36	3	41	5	0	2	0	0	0	0		33
37	8	27	3	0	0	0	1	0	2		23
38	3	11	5	0	0	0	0	0	1		11
39	6	28	3	0	0	0	0	0	0		21.5
40	2	29	4	0	0	0	0	0	0		18.5
41	9	41	3	0	0	0	0	2	0		31
42	8	11	9	0	0	0	1	0	1		18
43	10	37	5	0	0	0	0	1	0		31
44	2	36	7	0	0	0	0	0	0		23.5
45	5	11	2	0	1	0	0	1	0		15
46	2	30	3	0	0	0	0	1	1		18.5
47	10	47	4	0	0	0	0	1	0		35.5
48	6	11	2	0	1	1	3	0	1		20
49	8	25	5	0	0	0	2	1	0		23
50	12	20	4	0	1	0	1	2	0		27.5
51	5	27	2	0	1	0	0	1	0		23
52	12	11	2	0	2	0	0	1	0		25.5
53	10	37	5	0	0	0	0	0	0		31
54	7	24	6	0	0	0	0	1	0		22
55	12	11	1	0	1	0	0	1	0		21.5
56	12	11	4	0	0	0	0	0	0		19.5
57	7	33	5	0	0	0	0	0	0		26
58	12	36	2	0	1	0	0	0	0		34.5
59	9	11	3	0	0	0	0	2	1		16
60	11	34	3	0	0	0	1	1	2		29.5
TOTAL	484	1563	255	0	18	3	28	33	25	2409	1468
										MAX	39.5

MIDDEL PART - (TIME - 6:00 TO 7:00 PM)

(DATE - 26/01/2022)WEDNESDAY

MIN	car/jeep/van	two wheeler	rickshaw	trucks	bus	tractor	cycle	pedestrain	other vehicle		pcu/hr
1	3	23	3	1	0	0	2	0	1		20
2	5	25	6	0	1	0	0	1	0		24
3	8	21	4	0	0	0	0	1	0		20.5
4	3	14	2	1	0	0	0	1	2		15
5	3	15	7	0	0	1	0	1	1		18
6	15	13	5	0	0	0	0	1	2		24
7	3	11	3	0	0	0	0	0	0		10
8	4	23	8	0	0	0	0	0	0		19.5
9	6	25	5	0	0	0	0	0	0		21
10	3	26	4	0	0	0	0	0	0		18
11	5	24	2	0	0	0	0	0	0		18
12	6	23	4	0	0	0	0	0	0		19.5
13	1	27	5	0	1	0	1	0	0		20.5
14	1	28	6	0	0	0	0	0	0		18
15	2	25	5	0	0	0	0	0	0		17
16	3	21	5	1	0	1	0	0	1		24
17	4	23	3	0	0	0	0	1	2		17
18	3	38	3	0	0	0	0	0	0		23.5
19	2	12	2	0	0	0	0	0	0		9
20	1	27	2	0	0	0	0	0	0		15.5
21	2	20	4	0	0	0	2	0	0		14
22	5	24	5	0	0	0	2	0	0		19.5
23	2	24	7	0	0	0	0	0	0		17.5
24	8	25	5	0	1	0	0	1	0		26.5
25	4	26	4	0	0	0	0	0	0		19
26	5	21	3	0	0	0	0	0	0		17
27	3	30	4	0	0	0	0	0	0		20
28	3	25	7	0	0	0	0	0	0		19
29	2	26	6	0	0	0	0	0	2		18
30	11	40	4	0	0	0	0	0	0		33

31	2	13	4	0	1	0	2	0	0		14
32	6	20	7	0	0	0	1	0	1		19.5
33	7	24	5	0	0	0	0	0	0		21.5
34	2	15	4	0	0	0	0	0	1		11.5
35	2	11	2	0	0	0	0	0	0		8.5
36	10	11	7	0	0	0	0	1	0		19
37	8	13	6	0	0	0	0	0	2		17.5
38	7	11	4	0	1	0	0	1	0		18
39	6	13	2	0	0	0	0	0	0		13.5
40	2	32	6	0	0	0	0	0	0		21
41	5	22	8	0	0	0	0	1	0		20
42	2	32	2	0	0	0	0	0	0		19
43	3	11	1	0	0	0	0	1	0		9
44	3	25	6	0	0	0	0	1	0		18.5
45	4	40	9	0	0	0	0	0	0		28.5
46	10	22	4	0	0	0	2	0	0		23
47	2	16	6	0	0	0	0	0	0		13
48	3	39	5	0	0	0	0	0	0		25
49	2	29	4	0	0	0	0	0	0		18.5
50	7	23	3	0	0	0	0	0	0		20
51	11	21	2	0	0	0	0	0	0		22.5
52	8	17	1	0	0	0	0	0	0		17
53	6	15	4	0	1	0	0	0	0		19
54	5	11	6	0	0	0	0	0	0		13.5
55	4	22	7	0	0	0	0	0	0		18.5
56	2	30	5	0	0	0	0	0	0		19.5
57	6	26	4	0	0	0	1	0	0		21
58	7	22	3	0	0	0	0	0	0		19.5
59	8	17	2	0	1	0	0	0	0		21
60	9	15	2	0	0	0	0	0	0		17.5
TOTAL	285	1323	264	3	7	2	13	12	15	1924	1123
										MAX	18.72

MIDDEL PART(8:00 TO 9:00 AM)
(DATE - 27/01/2022)THURSDAY

MIN	car/jeep/van	two wheeler	rickshaw	trucks	bus	tractor	cycle	pedestrain	other vehicle		pcu/hr
1	4	14	3	0	0	0	0	1	0		12.5
2	4	19	0	0	0	0	2	0	0		13.5
3	5	16	4	0	0	0	0	1	1		15
4	3	21	3	0	0	0	0	0	0		15
5	1	15	1	0	0	0	0	0	0		9
6	2	14	4	0	0	0	0	0	0		11
7	3	13	3	0	0	0	0	0	0		11
8	4	24	2	0	0	0	0	0	0		17
9	4	21	1	1	0	0	0	1	0		19
10	5	22	6	0	0	0	0	0	0		19
11	48	35	4	0	0	0	0	0	0		67.5
12	6	24	4	0	0	0	0	0	1		20
13	2	21	2	0	0	0	0	0	0		13.5
14	4	24	2	0	0	1	0	0	0		21
15	2	21	6	0	0	0	0	0	0		15.5
16	8	22	4	0	0	0	0	1	0		21
17	6	20	3	0	0	0	0	0	0		17.5
18	3	16	2	0	0	0	0	0	0		12
19	6	15	6	0	0	0	0	0	1		16.5
20	1	16	4	0	0	0	1	0	0		11
21	5	12	3	0	0	0	0	0	1		12.5
22	3	32	2	0	1	0	1	0	0		23.5
23	6	39	4	0	0	0	0	0	0		27.5
24	4	18	3	0	0	0	0	0	0		14.5
25	2	22	2	1	0	0	0	0	0		18
26	2	27	2	0	0	0	0	0	0		16.5
27	5	15	2	0	0	0	0	0	0		13.5
28	4	12	2	0	0	0	0	0	0		11
29	2	14	2	0	0	0	0	0	0		10
30	1	12	2	0	0	0	0	0	0		8

31	2	16	1	0	0	0	0	0	0		10.5
32	4	29	2	0	0	0	0	0	0		19.5
33	3	30	3	0	0	0	0	0	0		19.5
34	2	13	2	0	0	0	0	0	0		9.5
35	4	19	1	0	0	0	0	0	2		14
36	3	15	2	0	0	0	0	0	0		11.5
37	5	14	4	0	0	0	0	1	0		14
38	3	22	2	0	1	0	0	0	0		18.5
39	2	13	1	0	0	0	0	1	0		9
40	5	11	2	0	0	0	0	0	0		11.5
41	2	17	3	1	0	0	0	0	0		16
42	2	16	2	0	1	0	1	0	0		14.5
43	2	22	1	0	0	0	0	0	0		13.5
44	4	29	2	0	0	0	0	0	0		19.5
45	3	11	3	0	0	0	2	2	0		10
46	2	16	2	0	0	0	0	0	0		11
47	3	29	2	0	1	0	0	0	0		22
48	6	17	2	0	0	0	0	0	0		15.5
49	5	14	3	0	1	0	0	0	0		17
50	3	19	2	0	0	0	0	0	0		13.5
51	2	17	1	0	0	0	0	0	0		11
52	3	31	1	0	0	1	0	0	0		23
53	4	11	4	0	0	0	0	0	0		11.5
54	5	12	3	0	2	0	0	1	0		19.5
55	5	14	2	0	0	0	0	0	1		13
56	4	17	3	0	0	0	1	0	0		14
57	3	11	2	0	0	1	0	1	0		13.5
58	5	15	3	0	0	0	0	0	0		14
59	6	12	2	0	0	0	0	0	1		13
60	3	15	4	0	0	0	1	0	0		12.5
TOTAL	260	1123	155	3	7	3	9	10	8	1578	947.5
										MAX	67.5

MIDDEL PART(6:00 TO 7:00 PM)

(DATE - 27/01/2022)THURSDAY

MIN	car/jeep/van	two wheeler	rickshaw	truck	bus	tractor	cycle	pedestrain	other vehicle		pcu/hr
1	9	33	2	0	0	0	0	0	0		26.5
2	4	17	4	0	0	0	0	1	0		14.5
3	11	22	2	0	0	0	0	0	0		23
4	11	35	2	0	1	0	0	1	1		33
5	4	19	3	0	0	0	1	0	0		15
6	5	30	1	0	0	0	0	0	0		20.5
7	12	33	5	0	0	0	0	1	0		31
8	7	37	2	0	1	0	1	0	1		30
9	6	25	1	0	0	0	1	0	0		19
10	10	11	4	0	0	0	0	0	0		17.5
11	11	24	4	0	1	0	0	0	0		28.5
12	7	12	5	0	1	0	0	0	0		19
13	11	42	4	0	0	0	1	0	0		34
14	3	37	8	0	0	0	0	0	0		25.5
15	3	39	3	0	0	0	0	0	0		24
16	7	39	2	0	2	0	0	3	0		34.5
17	3	15	3	0	0	0	1	0	0		12
18	3	30	5	0	0	0	1	1	0		20.5
19	6	12	2	0	0	0	0	1	0		13
20	9	36	4	0	0	0	0	0	1		29
21	3	29	6	0	0	0	1	0	0		20.5
22	8	12	2	0	0	0	0	1	1		15
23	3	11	3	0	0	0	1	0	0		10
24	5	16	3	0	0	0	1	1	1		14.5
25	3	12	4	0	0	0	0	0	0		11
26	9	11	2	0	1	0	0	0	0		19
27	8	29	3	0	0	0	0	0	0		24
28	7	12	3	0	0	0	0	0	0		14.5
29	5	27	2	0	0	0	0	1	0		19.5
30	8	29	3	0	0	1	1	0	0		28

31	6	28	3	0	0	0	0	0	0		21.5
32	4	12	5	0	0	0	0	1	0		12.5
33	3	11	5	0	0	0	0	1	0		11
34	4	27	3	0	0	0	0	0	0		19
35	5	12	4	0	1	0	1	1	0		16.5
36	4	12	3	0	0	0	0	0	0		11.5
37	3	12	3	0	1	0	4	2	0		14
38	8	45	1	1	0	0	0	1	0		35
39	9	11	3	0	0	0	2	1	0		16
40	6	12	4	0	0	0	1	2	0		14
41	7	22	3	0	0	0	1	0	1		19.5
42	6	15	2	0	0	0	1	1	0		14.5
43	6	12	3	0	1	0	1	0	0		17
44	4	21	3	0	0	0	1	0	0		16
45	6	18	8	0	1	0	1	0	0		22.5
46	6	39	4	0	0	0	2	0	0		27.5
47	3	12	3	0	0	0	0	0	0		10.5
48	2	15	1	0	0	0	0	0	0		10
49	4	12	3	1	0	0	2	0	0		15.5
50	7	17	3	0	0	0	0	0	0		17
51	4	12	3	0	0	0	1	0	0		11.5
52	7	16	1	0	0	0	0	0	0		15.5
53	7	15	3	0	0	0	1	0	0		16
54	10	26	3	1	0	0	0	0	1		28.5
55	9	18	4	0	0	0	1	0	0		20
56	5	12	3	0	0	0	1	0	0		12.5
57	5	12	3	0	0	0	0	0	0		12.5
58	4	10	4	0	0	0	0	0	0		11
59	10	17	1	0	0	0	0	0	0		19
60	5	28	3	0	0	0	1	1	0		20.5
TOTAL	370	1267	192	3	11	1	32	22	7	1905	957
										MAX	35

MIDDEL PART(8:00 TO 9:00 AM)
(DATE - 27/01/2022)THURSDAY

MIN	car/jeep/van	two wheeler	rickshaw	truck	bus	tractor	cycle	pedestrain	other vehicle		pcu/hr
1	4	21	6	0	0	0	0	0	0		17.5
2	4	18	2	0	0	0	0	0	1		14
3	2	24	4	0	0	0	2	0	0		16
4	3	16	4	0	0	0	0	0	0		13
5	4	15	3	0	0	0	1	0	0		13
6	4	15	4	0	0	0	0	0	0		13.5
7	3	12	5	1	1	0	0	0	11		19
8	7	11	5	0	0	0	0	1	0		15
9	6	16	1	0	0	0	1	0	0		14.5
10	4	15	4	0	0	0	0	0	0		13.5
11	4	13	4	0	0	1	0	0	0		16.5
12	2	14	2	0	0	0	0	0	1		10
13	3	38	3	0	0	0	0	0	0		23.5
14	4	11	4	0	0	0	0	0	0		11.5
15	3	15	6	0	0	0	1	0	0		13.5
16	2	11	2	0	0	0	0	0	0		8.5
17	3	15	5	0	0	0	0	0	0		13
18	4	11	4	0	1	0	0	0	1		15
19	4	11	3	0	0	0	1	1	0		11
20	2	21	2	0	0	0	0	0	0		13.5
21	5	15	6	0	0	0	0	0	0		15.5
22	2	15	2	0	0	0	0	1	0		10.5
23	3	13	6	0	0	1	0	0	0		16.5
24	4	28	2	0	0	0	0	1	0		19
25	3	22	4	0	0	0	1	0	0		16
26	2	32	3	0	0	0	0	0	0		19.5
27	2	14	3	0	0	0	0	0	0		10.5
28	3	39	5	0	0	0	0	0	0		25
29	4	13	2	0	0	0	0	1	0		11.5
30	3	16	3	0	0	0	0	0	0		12.5

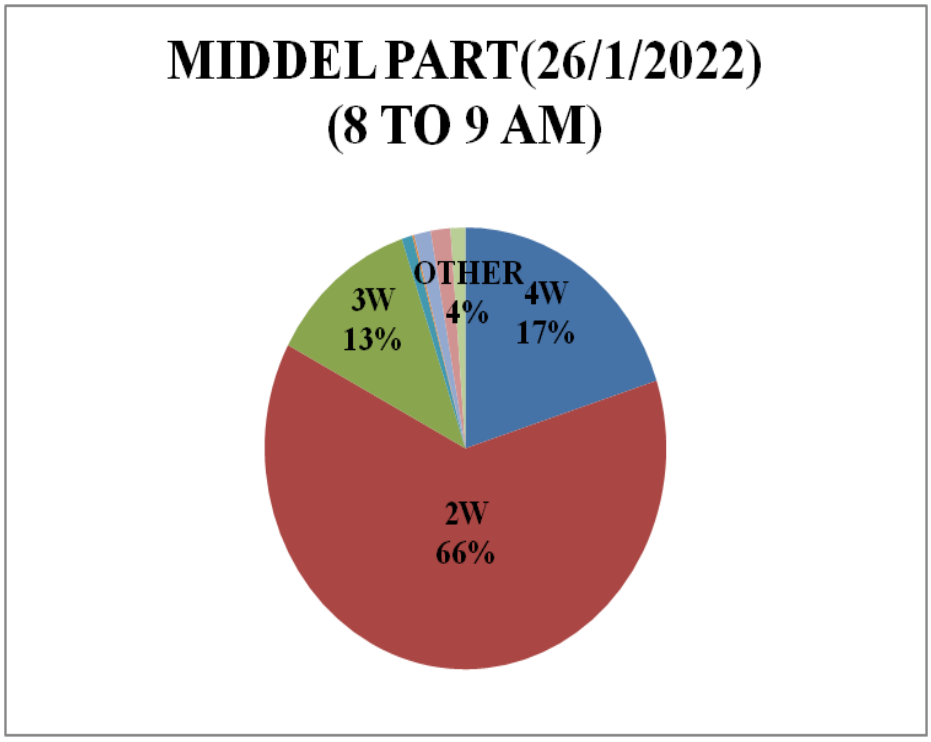
31	1	37	4	0	0	0	1	1	0		21.5
32	2	17	3	0	0	0	0	0	0		12
33	3	32	5	0	0	0	0	1	0		21.5
34	3	15	2	0	0	0	0	0	0		11.5
35	5	15	1	0	0	0	0	0	1		13
36	2	40	3	0	0	0	0	0	0		23.5
37	3	37	4	0	0	0	0	2	0		23.5
38	4	38	1	0	1	0	0	0	0		27
39	3	28	3	0	0	0	0	1	0		18.5
40	2	32	4	0	0	0	1	0	0		20
41	7	17	2	0	0	0	0	0	0		16.5
42	3	32	2	0	0	0	1	1	0		20
43	4	26	3	0	0	0	0	0	0		18.5
44	8	23	2	0	0	0	0	0	0		20.5
45	6	22	4	1	0	0	1	0	0		23
46	4	30	6	0	0	0	0	2	0		22
47	9	25	2	0	0	0	1	0	0		22.5
48	2	26	4	0	0	0	0	0	0		17
49	2	31	2	0	0	0	0	0	0		18.5
50	7	23	5	0	0	0	2	0	0		21
51	4	24	6	0	0	0	0	0	0		19
52	7	25	1	0	0	0	1	0	0		20
53	3	36	3	0	0	0	1	0	0		22.5
54	4	22	5	0	0	0	0	2	0		17.5
55	2	31	4	0	0	0	0	0	0		19.5
56	2	37	6	0	0	0	0	0	0		23.5
57	5	22	3	0	0	0	0	0	0		17.5
58	3	20	5	0	0	0	0	0	0		15.5
59	4	15	2	0	1	0	0	0	0		16
60	3	11	3	0	0	0	0	1	0		10
TOTAL	220	1319	209	1	4	2	16	16	15	1698	1014
										MAX	27

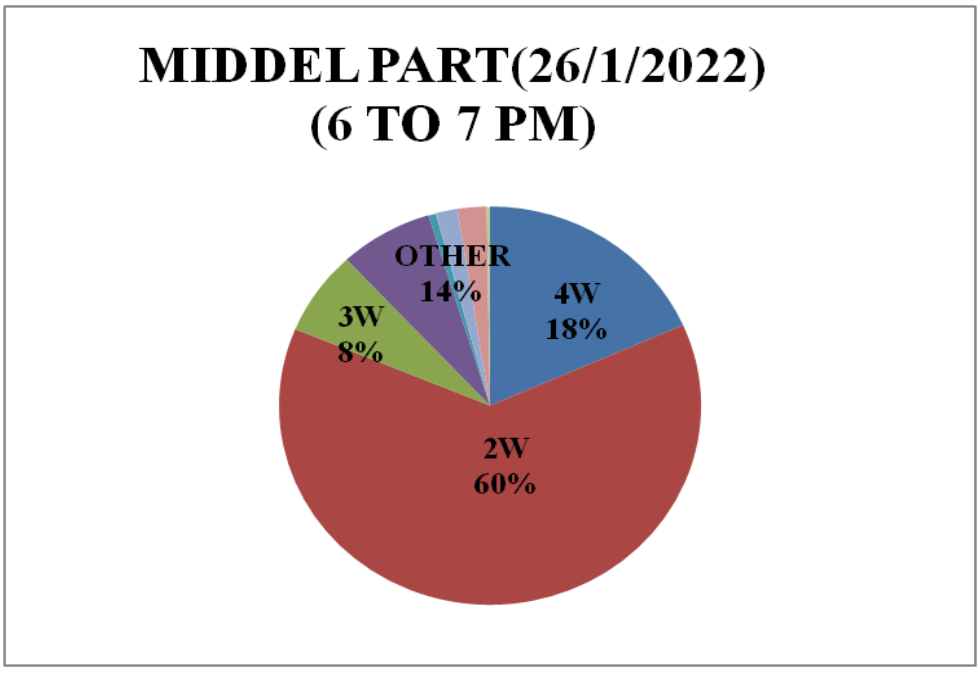
MIDDEL PART(6:00 TO 7:00 PM)

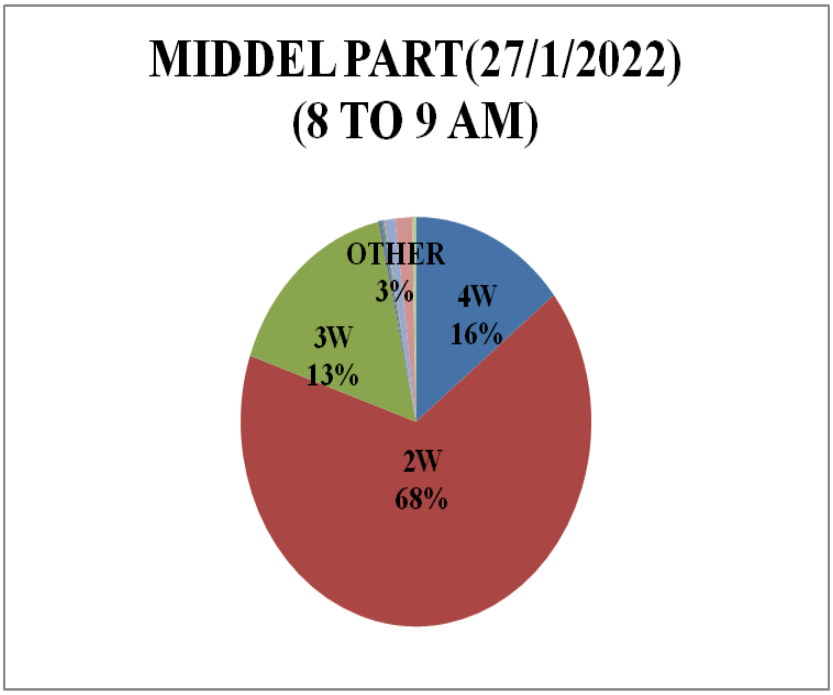
(DATE - 27/01/2022)THURSDAY

MIN	car/jeep/van	two wheeler	rickshaw	truck	bus	tractor	cycle	pedestrain	other vehicle		pcu/hr
1	7	27	5	0	0	0	0	0	0		23
2	7	29	2	0	0	0	1	0	0		22.5
3	6	26	3	0	0	0	0	0	0		20.5
4	2	20	4	0	0	0	0	0	0		14
5	4	27	5	0	0	0	0	0	0		20
6	5	21	8	0	0	0	0	0	0		19.5
7	5	24	5	0	0	0	0	0	0		19.5
8	2	23	6	0	0	0	0	3	0		16.5
9	6	25	5	0	0	0	1	3	0		21
10	7	23	2	0	1	0	0	0	1		23
11	2	21	3	0	0	0	0	0	0		14
12	9	11	4	0	0	0	0	0	0		16.5
13	2	21	5	0	0	0	0	0	1		15
14	8	11	6	0	0	0	0	0	0		16.5
15	8	13	4	0	0	0	0	0	0		16.5
16	2	12	2	0	0	0	1	0	1		9
17	6	15	3	0	0	0	0	0	0		15
18	6	11	5	0	0	0	0	0	0		14
19	3	14	8	0	0	0	0	1	0		14
20	2	21	7	0	0	0	0	0	0		16
21	4	21	2	0	0	0	0	0	0		15.5
22	8	23	3	0	0	0	0	0	0		21
23	5	26	5	0	0	0	0	0	0		20.5
24	6	25	7	0	1	0	0	0	0		25.5
25	2	11	4	0	0	0	0	5	1		9.5
26	2	17	2	1	0	0	1	0	0		15.5
27	7	25	4	0	0	0	1	3	0		21.5
28	7	10	5	0	0	0	1	2	0		14.5
29	2	13	7	0	0	0	0	0	1		12
30	6	18	6	0	0	1	0	1	0		22

31	7	17	2	0	0	0	0	1	0		16.5
32	2	17	2	0	0	0	0	0	1		11.5
33	4	16	4	0	0	0	0	0	0		14
34	4	15	3	0	0	0	0	2	0		13
35	2	17	8	0	0	0	0	0	0		14.5
36	7	13	5	0	0	0	0	1	0		16
37	7	14	3	0	0	0	0	0	0		15.5
38	2	21	4	0	0	0	0	0	0		14.5
39	3	17	5	0	1	0	0	0	0		17.5
40	2	11	6	0	0	0	1	0	0		10.5
41	2	16	8	0	0	0	0	2	0		14
42	2	14	4	0	0	0	1	0	0		11
43	1	16	3	0	0	0	2	0	0		10.5
44	2	11	5	0	0	0	0	0	0		10
45	3	12	7	0	0	0	0	0	0		12.5
46	2	15	5	0	0	0	0	0	0		12
47	2	21	2	0	0	0	0	0	0		13.5
48	1	25	3	0	0	0	0	0	0		15
49	4	11	6	0	0	0	0	2	0		12.5
50	2	16	8	1	0	0	0	0	0		18
51	2	12	2	0	0	0	0	0	0		9
52	2	11	3	0	0	0	2	0	0		9
53	3	15	6	0	0	0	2	0	0		13.5
54	2	`2	8	0	0	1	2	0	0		5
55	2	15	5	0	0	0	0	0	0		12
56	6	23	4	1	1	0	0	0	0		27
57	2	24	2	0	0	0	0	0	0		15
58	3	45	7	0	0	0	0	0	0		29
59	2	24	3	0	0	0	0	0	0		15.5
60	6	23	1	0	0	0	0	0	0		18
TOTAL	239	1091	271	3	4	2	16	26	6	1658	947
										MAX	29


MIDDEL PART(26/1/2022)
(8 TO 9 AM)
OTHER
4%
4W
17%
3W
13%
2W
66%


MIDDEL PART(26/1/2022)
(6 TO 7 PM)
OTHER
14%
4W
18%
3W
8%
2W
60%



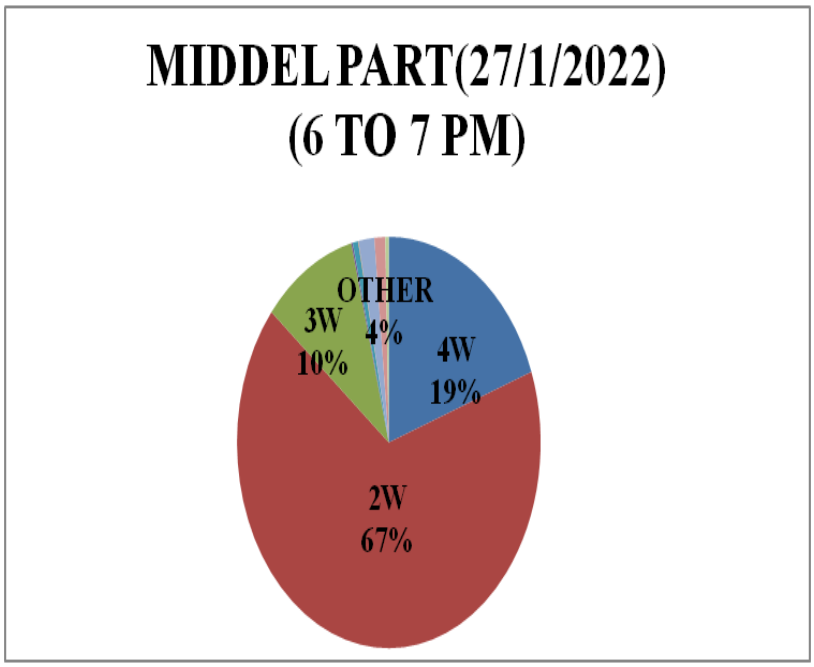


Fig. 4.2 middle part volume pie charts

(2W- two wheeler, 3W - three wheeler, 4W- four wheeler, and other vehicles)

4.4 SPOT SPEED STUDY

MIDDEL PART - (TIME - 8:00 TO 9:00 AM)

(DATE - 26/01/2022)WEDNESDAY

MIN	car/jeep/van kmph	two wheeler kmph	rickshaw kmph	truck kmph	bus kmph	tractor kmph	cycle kmph	pedestrain kmph	other vehicle kmph
1	20.38	14.32	21.91	0	0	0	20.112	4.22	0
2	19.53	18.06	21.9	0	0	0	0	0	0
3	38.57	24.88	23.48	0	29.43	0	12.646	4.72	22.04
4	12.46	20.11	23.68	0	0	0	0	0	20.3
5	23.48	19.89	12.3	0	0	0	0	3.52	0
6	43.2	16.02	18.75	0	0	0	14.324	0	0
7	19.01	28.72	24.27	0	0	0	0	3.74	0
8	25.65	23.23	30.34	0	0	0	0	0	0
9	19.82	22.18	37.63	0	0	0	0	0	0
10	21.69	18.75	18.31	0	0	0	0	4.38	0
11	27.76	15.93	25	0	21.34	0	0	0	24.66
12	21.69	33.23	28.57	0	0	0	0	0	25
13	42.19	25.41	29.35	0	0	0	17.97	0	0
14	36.24	30.25	33.44	0	0	0	0	0	0
15	30.51	23.68	24.66	0	0	0	18.336	0	0
16	23.13	22.69	20.3	0	0	0	0	5.5	18.4
17	25.41	30.17	25.47	0	0	0	0	5.79	0
18	30.34	18.4	30.17	0	0	0	18.06	0	0
19	30.34	24.77	29.59	0	0	0	17.851	0	0
20	30.34	29.35	25.65	0	0	0	0	0	22.69
21	25.47	22.59	24.6	0	21.69	0	18.212	0	29.43
22	30.25	30.34	20.3	0	0	0	0	0	22.83
23	42.19	22.59	23.13	0	0	0	0	0	0
24	29.43	28.57	19.74	0	0	0	0	5.51	23.13
25	30.59	22.09	24.6	0	0	0	19.048	5.72	0
26	30.34	31.21	22.18	0	0	0	18.336	0	0
27	23.68	27.91	20.04	0	20.15	0	17.97	5.41	0
28	30.25	23.08	37.24	0	0	0	0	0	0
29	23.08	22.59	19.53	0	0	22.59	18.305	0	0
30	22.59	23.08	20.3	0	0	0	0	0	27.69

31	27.14	30.17	18.34	0	0	0	0	0	36.24
32	22.55	23.08	24.66	0	23.23	0	0	0	23.13
33	29.27	27.98	33.44	0	0	0	15.929	5.72	0
34	22.69	25.41	22.69	0	0	0	18.06	5.49	22.69
35	30.68	30.34	25	0	22.59	0	0	0	0
36	22.55	23.68	28.57	0	21.34	0	0	0	0
37	25.41	30.25	19.82	0	0	0	18.685	0	25
38	33.64	29.43	20.22	0	0	0	0	0	25.65
39	39.13	23.68	24.71	0	0	0	0	0	0
40	38.85	28.57	20.3	0	0	0	0	0	0
41	27.14	23.84	20.15	0	0	0	0	5.78	0
42	37.24	30.25	19.82	0	0	0	18.336	0	29.43
43	64.29	23.13	16.46	0	0	0	0	5.46	0
44	39.13	27.14	19.42	0	0	0	0	0	0
45	69.23	18.65	16.19	0	21.77	0	0	0	0
46	44.44	22.69	21.69	0	0	0	0	0	18.4
47	28.72	30.17	16.19	0	0	0	0	0	0
48	33.23	29.27	19.49	0	25.12	24	19.048	0	23.23
49	42.02	22.69	16.41	0	0	0	18.399	5.48	0
50	30.34	23.13	25	0	20.69	0	19.817	0	0
51	30.51	23.63	18.75	0	25.17	0	0	0	0
52	40.45	25.35	16.17	0	21.05	0	0	0	0
53	29.83	23.08	33.13	0	0	0	0	0	0
54	27.91	29.35	22.04	0	0	0	0	5.49	0
55	36	23.28	19.05	0	23.03	0	0	5.81	0
56	42.19	29.27	29.59	0	0	0	0	0	0
57	29.19	26.09	24.6	0	0	0	0	0	0
58	42.52	34.18	19.89	0	23.58	0	0	0	0
59	37.24	23.13	19.49	0	0	0	0	5.52	28.8
60	42.19	28.72	20.3	0	0	0	18.305	5.89	24.88
total	1895.31	1503.71	1344.2	0	320.2	46.59	357.75	99.13	493.61

MIDDEL PART - (TIME - 6:00 TO 7:00 PM)

(DATE - 26/01/2022)WEDNESDAY

Min	Car/jeep/van Kmph	Two wheeler Kmph	Rickshaw Kmph	Truck Kmph	Bus Kmph	Tractor Kmph	Cycle Kmph	Pedestrain Kmph	Other vehicle Kmph
1	28.72	39.87	38.65	0	0	0	0	10.14	0
2	30.86	33.44	23.78	0	0	0	0	12.62	0
3	43.9	31.3	23.13	0	0	0	0	0	0
4	38.85	24.88	23.13	0	22.09	0	0	10.82	21.69
5	34.95	33.13	30.34	0	22.59	0	19.01	12.34	0
6	38.85	23.23	18.75	0	0	0	0	0	0
7	27.76	27.76	23.23	0	0	0	0	29.35	0
8	40.75	37.24	42.52	0	21.47	0	18.06	0	22.09
9	42.19	25.35	25.41	0	0	0	19.12	0	0
10	22.83	30.17	23.13	0	0	0	0	0	0
11	44.08	23.08	19.01	0	21.14	0	0	11.07	0
12	37.37	33.23	23.23	0	20.3	0	0	0	0
13	42.02	23.08	22.55	0	0	0	18.75	0	0
14	29.35	29.59	28.5	0	0	0	19.71	0	0
15	33.64	30.17	25.96	0	0	0	0	0	0
16	40.45	23.08	30.34	0	23.53	0	0	10.12	0
17	28.72	23.68	29.43	0	0	0	18.4	0	0
18	42.19	30.17	25.47	0	0	0	19.15	10.82	0
19	43.72	23.08	23.13	0	0	0	0	12.07	0
20	27.14	24.16	30.34	0	0	0	0	0	22.69
21	42.86	29.43	23.13	0	0	0	19.89	12.34	0
22	22.59	23.23	30.34	0	0	0	0	11.03	24.77
23	25.65	25.35	22.69	0	22.09	0	19.49	12.57	0
24	19.42	30.34	29.59	0	0	0	19.01	12.13	28.5
25	27.91	25	22.69	0	0	0	0	0	0
26	42.02	23.18	28.8	0	20.61	0	0	10.21	0
27	25.35	30.17	22.09	0	0	0	0	0	0
28	42.19	23.03	29.59	0	0	0	0	0	0
29	29.43	30.34	23.84	0	0	0	18.75	11.07	0
30	42.19	23.03	30.08	0	0	23.13	17.79	0	0

31	30.34	23.08	23.23	0	21.26	0	18.06	11.29	0
32	34.29	30.34	28.72	0	0	0	18.88	12.37	0
33	29.43	21.69	29.35	0	0	0	18.75	12.43	0
34	33.33	29.35	25	0	0	0	0	0	0
35	22.18	23.68	30.34	0	21.34	0	18.34	11.15	0
36	25.35	29.43	23.79	0	0	0	0	12.07	0
37	25.35	25.29	28.57	0	21.73	0	19.89	11.38	0
38	29.43	33.23	29.59	0	0	0	0	12.15	0
39	37.24	33.33	27.91	0	0	0	19.01	12.36	0
40	29.35	25.41	23.79	0	0	0	19.71	11.15	0
41	33.23	30.51	33.44	0	0	0	18.09	0	22.69
42	33.23	29.27	23.13	0	0	0	20.15	12.57	0
43	42.19	23.23	32.34	0	22.04	0	18.75	0	0
44	31.3	29.35	25.35	0	0	0	20.19	0	0
45	30.25	23.03	33.23	0	20.61	0	19.08	0	0
46	33.33	30.08	23.13	0	0	0	18.37	11.37	0
47	23.58	22.69	31.3	0	0	0	17.85	0	0
48	41.86	22.55	23.13	0	0	0	0	12.72	0
49	42.19	27.14	32.53	0	0	0	18.4	0	0
50	37.37	22.59	23.68	0	0	0	18.75	0	0
51	42.52	23.08	29.59	0	0	0	18.75	0	0
52	34.73	28.57	22.69	0	21.43	0	20.11	0	0
53	23.63	29.59	28.57	0	0	0	19.78	12.78	0
54	39.13	31.12	21.69	0	0	0	18.75	0	20.3
55	30.34	23.13	23.68	0	0	0	18.34	0	0
56	42.02	23.23	29.43	0	0	0	19.05	11.15	0
57	27.14	19.82	23.13	0	0	0	0	10.94	0
58	30.51	38.71	30.34	0	0	0	0	0	0
59	42.19	33.44	22.69	0	0	0	0	11.15	0
60	29.59	19.89	30.17	0	22.09	0	18.06	10.91	0
total	2024.58	1638.58	1582.55	0	324.31	23.13	662.24	388.62	162.72

MIDDEL PART (8:00 TO 9:00 AM)
(DATE - 26/01/2022)WEDNESDAY

Min	car/jeep/van kmph	two wheeler kmph	rickshaw kmph	trucks kmph	bus kmph	tractor kmph	cycle kmph	pedestrian kmph	other vehicle kmph
1	30.42	29.59	29.59	18.62	0	0	20.69	0	29.43
2	19.42	27.07	29.51	0	18.62	0	0	6.36	0
3	34.62	23.48	21.95	0	0	0	0	6.04	0
4	17.31	25.53	23.23	25.71	0	0	0	6.4	22.59
5	18.69	20.22	25.23	0	0	22.04	0	6	18.4
6	25.35	30.34	19.05	0	0	0	0	6.36	27.91
7	21.09	22.69	32.53	0	0	0	0	0	0
8	26.15	19.89	36.12	0	0	0	0	0	0
9	25.84	30.34	37.37	0	0	0	0	0	0
10	27.14	27.69	31.3	0	0	0	0	0	0
11	20.53	28.57	20.65	0	0	0	0	0	0
12	49.32	22.04	25.29	0	0	0	0	0	0
13	25.84	25.53	27.69	0	25.71	0	26.87	0	0
14	17.56	33.33	42.19	0	0	0	0	0	0
15	24.27	19.89	25.59	0	0	0	0	0	0
16	21.14	22.69	29.59	22.18	0	23.48	0	0	20.38
17	17.53	19.89	38.99	0	0	0	0	6.27	22.04
18	33.96	29.43	22.18	0	0	0	0	0	0
19	38.85	36.12	18.37	0	0	0	0	0	0
20	25.35	20.22	45.96	0	0	0	0	0	0
21	19.05	25	23.89	0	0	0	19.78	0	0
22	25.9	28.65	23.13	0	0	0	17.73	0	0
23	50	24.66	28.57	0	0	0	0	0	0
24	20.89	19.67	37.24	0	21.18	0	0	6.38	0
25	28.72	30.34	28.57	0	0	0	0	0	0
26	26.47	29.03	20.49	0	0	0	0	0	0
27	34.29	19.74	0	0	0	0	0	0	0
28	20.61	29.59	28.95	0	0	0	0	0	0
29	42.19	18.75	25.53	0	0	0	0	0	23.13
30	27.84	29.59	18.31	0	0	0	0	0	0

31	21.05	37.24	19.89	0	18.31	0	15.65	0	0
32	30.42	29.43	18.37	0	0	0	23.13	0	20.3
33	22.59	20.3	22.69	0	0	0	0	0	0
34	19.89	29.51	32.24	0	0	0	0	0	23.13
35	26.02	23.68	25.17	0	0	0	0	0	0
36	20.61	20.22	22.59	0	0	0	0	6.36	0
37	21.05	34.73	18.88	0	0	0	0	0	18.75
38	26.02	29.43	25.59	0	26.34	0	0	6.23	0
39	20.69	24.71	21.64	0	0	0	0	0	0
40	30.42	25	28.27	0	0	0	0	0	0
41	20.19	20.11	20.3	0	0	0	0	6.23	0
42	34.39	33.23	20.3	0	0	0	0	0	0
43	20.57	24.77	21.64	0	0	0	0	6.34	0
44	23.68	37.5	27.55	0	0	0	0	6.42	0
45	19.85	22.45	39.13	0	0	0	0	0	0
46	23.13	29.43	21.9	0	0	0	15.65	0	0
47	18.37	22.69	25.53	0	0	0	0	0	0
48	21.64	23.68	19.89	0	0	0	0	0	0
49	17.34	20.19	28.65	0	0	0	0	0	0
50	20.26	29.43	20.65	0	0	0	0	0	0
51	23.74	21.01	21.69	0	0	0	0	0	0
52	20.73	22.41	25.23	0	0	0	0	0	0
53	29.43	23.23	25.59	0	22.98	0	0	0	0
54	27.91	29.43	20.77	0	0	0	0	0	0
55	25.53	21.95	28.27	0	0	0	0	0	0
56	18.37	24.88	20.53	0	0	0	0	0	0
57	36.36	27.14	28.27	0	0	0	18.18	0	0
58	21.77	24.71	29.83	0	0	0	0	0	0
59	25.17	30.51	18.06	0	19.64	0	0	0	0
60	30	24.77	25.53	0	0	0	0	0	0
TOTAL	1533.54	1857.35	1519.84	66.51	152.77	45.52	157.68	75.39	226.05

MIDDEL PART (6:00 TO 7:00 PM)
(DATE - 26/01/2022)WEDNESDAY

Min	Car/jeep/van Kmph	Two wheeler Kmph	Rickshaw Kmph	Trucks Kmph	Bus Kmph	Tractor Kmph	Cycle Kmph	Pedestrain Kmph	Other vehicle Kmph
1	18.69	19.82	25.53	0	0	0	0	0	0
2	20.53	25.59	20.65	0	0	0	16.19	0	0
3	31.4	20.53	24.38	0	0	0	0	0	0
4	20.93	39.85	20.22	0	0	0	0	0	0
5	30.34	20.53	41.22	0	0	0	0	0	0
6	23.68	21.64	22.18	0	0	0	0	0	0
7	28.57	40.75	18.88	0	0	0	0	0	0
8	46.15	30.51	27.55	0	0	0	0	6.65	0
9	24.27	25.41	25.53	0	0	0	20.04	6.23	0
10	20.15	33.96	27.41	0	19.82	0	0	6.4	18.62
11	18.06	38.16	20.42	0	0	0	0	0	0
12	23.28	18.88	28.57	0	0	0	0	0	0
13	21.56	32.93	42.69	0	0	0	0	0	23.23
14	20.26	25.29	22.04	0	0	0	0	0	0
15	29.35	20.89	20.45	0	0	0	0	0	0
16	37.11	22.59	38.3	0	0	0	14.08	0	28.57
17	24.77	49.77	21.91	0	0	0	0	0	0
18	28.27	27.69	18.88	0	0	0	0	0	0
19	37.5	18.88	27.14	0	0	0	0	6.27	0
20	20.69	47.37	25.29	0	0	0	0	0	0
21	20.57	25.29	28.72	0	0	0	0	0	0
22	22.59	25.35	22.88	0	0	0	0	0	0
23	19.82	33.54	28.27	0	0	0	0	0	0
24	25.35	20.42	18.72	0	17.7	0	0	0	0
25	21.56	19.82	23.74	0	0	0	0	6.15	19.82
26	22.45	18.06	46.35	18.31	0	0	18.34	0	0
27	42.19	25.35	20.49	0	0	0	17.06	6.35	0
28	27.14	38.3	48	0	0	0	20.97	6.73	0
29	28.65	22.04	20.65	0	0	0	0	0	23.13
30	20.22	28.27	20.65	0	0	22.5	0	6.23	0

31	20.77	20.42	20.42	0	0	0	0	6.03	0
32	28.57	32.93	36.24	0	0	0	0	0	25
33	22.41	48.21	25.59	0	0	0	0	0	0
34	38.3	29.59	20.65	0	0	0	0	6.71	0
35	18.24	25.23	45.19	0	0	0	0	0	0
36	22.13	20.69	40.45	0	0	0	0	6.39	0
37	29.03	25.53	25.23	0	0	0	0	0	0
38	20.65	21.95	20.65	0	0	0	0	0	0
39	23.68	20.42	18.56	0	18.31	0	0	0	0
40	22.69	31.3	25.53	0	0	0	18.34	0	0
41	23.89	25.17	37.24	0	0	0	0	6.4	0
42	33.54	20.42	21.67	0	0	0	18.37	0	0
43	20.26	18.69	22.41	0	0	0	17.34	0	0
44	23.23	29.43	27.69	0	0	0	0	0	0
45	21.69	25.59	28.27	0	0	0	0	0	0
46	27.84	25.17	37.37	0	0	0	0	0	0
47	37.5	19.05	37.37	0	0	0	0	0	0
48	19.25	42.19	37.63	0	0	0	0	0	0
49	31.3	31.86	37.24	0	0	0	0	6.57	0
50	20.26	22.13	38.85	22.98	0	0	0	0	0
51	18.69	18.27	25.53	0	0	0	0	0	0
52	27.84	25.59	23.89	0	0	0	20.04	0	0
53	23.43	25	36.12	0	0	0	18.4	0	0
54	30.42	44.08	38.85	0	0	18.31	17.34	0	0
55	25	22.18	27.69	0	0	0	0	0	0
56	26.28	30.68	20.07	19.29	23.48	0	0	0	0
57	18.34	46.55	20.42	0	0	0	0	0	0
58	32.53	23.38	38.99	0	0	0	0	0	0
59	22.59	46.15	32.93	0	0	0	0	0	0
60	29.11	23.13	20.65	0	0	0	0	0	0
TOTAL	1511.66	1678.49	551.98	60.57	79.3	40.81	216.49	83.11	138.36

MIDDEL PART(8:00 TO 9:00 AM)
(DATE - 27/01/2022)THURSDAY

MIN	car/jeep/van kmph	two wheeler kmph	rickshaw kmph	trucks kmph	bus kmph	tractor kmph	cycle kmph	pedestrain kmph	other vehicle kmph
1	38.65	21.88	27.63	0	0	0	0	11.37	0
2	27	29.5	23.9	0	0	0	30.34	0	0
3	21.08	19.29	28.54	0	0	0	0	11.03	23.68
4	18.58	26.25	21.43	0	0	0	0	0	0
5	42.64	23.73	25.89	0	0	0	0	0	0
6	28.71	16.51	18.35	0	0	0	0	0	0
7	32.82	29.5	20.79	0	0	0	0	0	0
8	23.2	24.29	31.84	0	0	0	0	0	0
9	18.93	16.89	17.25	24.77	0	0	0	12.13	0
10	25.34	26.92	22.91	0	0	0	0	0	0
11	23.2	23.43	44.95	0	0	0	0	0	0
12	18.85	18.5	19.8	0	0	0	0	0	29.43
13	37.05	27.63	21.33	0	0	0	0	0	0
14	28.71	21.43	28.54	0	0	0	0	0	0
15	22.97	18.31	20.38	0	0	0	0	0	0
16	18.54	23.43	20.89	0	0	0	0	0	0
17	21.28	32.93	18.42	0	0	0	0	0	0
18	23.2	21.88	26.77	0	0	0	0	0	0
19	20.79	18.31	20.89	0	0	0	0	0	0
20	28.2	29.5	18.85	0	0	0	0	0	0
21	19.34	19.13	25.96	0	0	0	0	0	19.74
22	31.64	28.45	18.5	0	0	0	19.64	0	0
23	17.25	22.86	19.89	0	0	1	0	0	0
24	21.28	16.6	20.89	0	0	0	0	0	0
25	31.33	27.63	18.09	30.34	0	0	0	0	0
26	20.79	22.86	25.34	0	0	0	0	0	0
27	18.46	18.46	18.02	0	0	0	0	0	0
28	28.45	34.32	30.73	0	0	0	0	0	0
29	22.97	21.68	18.24	0	0	0	0	0	0
30	17.91	28.37	21.78	0	0	0	0	0	0

31	23.14	18.73	28.45	0	0	0	0	0	0
32	18.42	22.91	21.83	0	0	0	0	0	0
33	27.55	20.38	18.02	0	0	0	0	0	0
34	22.86	16.23	31.64	0	0	0	0	0	0
35	18.39	22.91	21.33	0	0	0	0	0	0
36	29.78	20.79	22.97	0	0	0	0	0	0
37	21.78	18.35	20.47	0	0	0	0	12.78	0
38	17.35	34.32	37.05	0	29.43	0	0	0	0
39	32.82	21.23	16.6	0	0	0	0	10.94	0
40	27.79	18.42	18.5	0	0	0	0	0	0
41	18.46	20.79	20.89	0	0	0	0	0	0
42	22.86	18.35	25.34	0	24.83	0	0	0	0
43	22.91	19.89	23.03	0	0	0	0	0	0
44	19.34	18.65	17.35	0	0	0	0	0	0
45	22.8	22.86	40.39	0	0	0	0	12.13	0
46	18.81	31.33	19.89	0	0	0	0	0	0
47	29.87	20.79	18.09	0	0	0	0	0	0
48	35.44	17.94	21.88	0	0	0	0	0	0
49	20.89	25.96	18.05	0	0	0	0	0	0
50	18.5	18.5	22.91	0	0	0	0	0	0
51	25.96	21.33	28.54	0	0	0	0	0	0
52	23.03	16.54	22.97	0	0	0	0	0	0
53	27.55	34.44	18.81	0	0	0	0	0	0
54	34.44	16.89	28.54	0	19.05	0	0	14.29	0
55	23.73	20.38	16.95	0	0	0	0	0	0
56	27	18.02	21.78	0	0	0	0	0	0
57	17.98	31.64	28.54	0	0	29.59	0	15.47	0
58	26.92	26.92	17.15	0	0	0	0	0	0
59	21.88	21.88	22.91	0	0	0	0	0	30.34
60	28.54	23.73	27.79	0	0	0	33.64	0	0
TOTAL	1475.94	1371.6	1371.52	55.11	73.3	30.59	83.62	100.15	103.19

MIDDEL PART(6:00 TO 7:00 PM)

(DATE - 27/01/2022)THURSDAY

Min	Car/jeep/van Kmph	Two wheeler Kmph	Rickshaw Kmph	Trucks Kmph	Bus Kmph	Tractor Kmph	Cycle Kmph	Pedestrain Kmph	Other vehicle Kmph
1	40.45	23.68	29.43	0	0	0	0	11.37	0
2	28.8	31.3	23.9	0	0	0	30.34	0	0
3	22.88	21.09	30.34	0	0	0	0	11.03	23.68
4	20.38	28.05	23.23	0	0	0	0	0	0
5	44.44	25.53	27.69	0	0	0	0	0	0
6	30.51	18.31	20.15	0	0	0	0	0	0
7	34.62	31.3	22.59	0	0	0	0	0	0
8	25	26.09	33.64	0	0	0	0	0	0
9	20.73	18.69	19.05	24.77	0	0	0	12.13	0
10	27.14	28.72	24.71	0	0	0	0	0	0
11	25	25.23	46.75	0	0	0	0	0	0
12	20.65	20.3	21.6	0	0	0	0	0	29.43
13	38.85	29.43	23.13	0	0	0	0	0	0
14	30.51	23.23	30.34	0	0	0	0	0	0
15	24.77	20.11	22.18	0	0	0	0	0	0
16	20.34	25.23	22.69	0	0	0	0	0	0
17	23.08	34.73	20.22	0	0	0	0	0	0
18	25	23.68	28.57	0	0	0	0	0	0
19	22.59	20.11	22.69	0	0	0	0	0	0
20	30	31.3	20.65	0	0	0	0	0	0
21	21.14	20.93	27.76	0	0	0	0	0	19.74
22	33.44	30.25	20.3	0	0	0	19.64	0	0
23	19.05	24.66	21.69	0	0	1	0	0	0
24	23.08	18.4	22.69	0	0	0	0	0	0
25	33.13	29.43	19.89	30.34	0	0	0	0	0
26	22.59	24.66	27.14	0	0	0	0	0	0
27	20.26	20.26	19.82	0	0	0	0	0	0
28	30.25	36.12	32.53	0	0	0	0	0	0
29	24.77	23.48	20.04	0	0	0	0	0	0
30	19.71	30.17	23.58	0	0	0	0	0	0

31	24.94	20.53	30.25	0	0	0	0	0	0
32	20.22	24.71	23.63	0	0	0	0	0	0
33	29.35	22.18	19.82	0	0	0	0	0	0
34	24.66	18.03	33.44	0	0	0	0	0	0
35	20.19	24.71	23.13	0	0	0	0	0	23.13
36	31.58	22.59	24.77	0	0	0	0	0	0
37	23.58	20.15	22.27	0	0	0	0	12.78	0
38	19.15	36.12	38.85	0	29.43	0	0	0	0
39	34.62	23.03	18.4	0	0	0	0	10.94	0
40	29.59	20.22	20.3	0	0	0	0	0	0
41	20.26	22.59	22.69	22.69	0	0	0	0	0
42	24.66	20.15	27.14	0	24.83	0	30.25	0	0
43	24.71	21.69	24.83	0	0	0	0	0	0
44	21.14	20.45	19.15	0	0	0	0	0	0
45	24.6	24.66	42.19	0	0	0	22.59	12.13	0
46	20.61	33.13	21.69	0	0	0	0	0	0
47	31.67	22.59	19.89	0	31.3	0	0	0	0
48	37.24	19.74	23.68	0	0	0	0	0	0
49	22.69	27.76	19.85	0	23.23	0	0	0	0
50	20.3	20.3	24.71	0	0	0	0	0	0
51	27.76	23.13	30.34	0	0	0	0	0	0
52	24.83	18.34	24.77	0	0	23.13	0	0	0
53	29.35	36.24	20.61	0	0	0	0	0	0
54	36.24	18.69	30.34	0	19.05	0	0	14.29	0
55	25.53	22.18	18.75	0	0	0	0	0	24.71
56	28.8	19.82	23.58	0	0	0	20.22	0	0
57	19.78	33.44	30.34	0	0	29.59	0	15.47	0
58	28.72	28.72	18.95	0	0	0	0	0	0
59	23.68	23.68	24.71	0	0	0	0	0	30.34
60	30.34	25.53	29.59	0	0	0	33.64	0	0
TOTAL	1583.94	1479.6	1477.72	77.8	127.83	53.72	156.69	100.15	151.03

MIDDEL PART(8:00 TO 9:00 AM)

(DATE - 27/01/2022)THURSDAY

MIN	car/jeep/van kmph	two wheeler kmph	rikshaw kmph	truck kmph	bus kmph	tractor kmph	cycle kmph	pedestrain kmph	other vehicle kmph
1	36.61	27.63	29.5	0	0	0	0	0	0
2	26.6	23.2	22.91	0	0	0	0	0	19.89
3	22.41	16.95	18.31	0	0	0	23.68	0	0
4	35.29	21.88	20.38	0	0	0	0	0	0
5	24.11	26.77	23.49	0	0	0	0	0	0
6	20.53	20.38	18.27	0	0	0	0	0	0
7	38.99	18.93	21.28	0	24.83	0	0	0	0
8	22.18	27.63	38.2	0	0	0	0	12.13	0
9	29.11	34.44	21.43	0	0	0	18.34	0	0
10	35.88	20.38	26.11	0	0	0	0	0	0
11	25.23	21.33	18.69	0	0	19.82	0	0	0
12	22.13	28.54	29.5	0	0	0	0	0	24.83
13	26.02	20.89	18.42	0	0	0	0	0	0
14	39.13	16.89	25.96	0	0	0	0	0	0
15	20.45	28.71	18.93	0	0	0	15.72	0	0
16	38.99	20.89	28.62	0	0	0	0	0	0
17	27.84	18.93	23.2	0	0	0	0	0	0
18	22.18	20.79	16.95	0	19.89	0	0	0	23.13
19	31.76	18.31	27.63	0	0	0	18.69	18.69	0
20	29.92	29.5	23.03	0	0	0	0	0	0
21	22.83	17.98	18.42	0	0	0	0	0	0
22	25.35	22.91	27.79	0	0	0	0	13.67	0
23	39.13	18.09	20.79	0	0	24.77	0	0	0
24	20.45	20.29	18.5	0	0	0	0	12.07	0
25	27.91	27.79	20.79	0	0	0	16.67	0	0
26	39.27	21.94	20.79	0	0	0	0	0	0
27	25.35	18.65	27.63	0	0	0	0	0	0
28	35.53	23.49	21.33	0	0	0	0	0	0
29	22.88	27.55	20.89	0	0	0	0	13.53	0
30	25.35	19.13	26.77	0	0	0	0	0	0

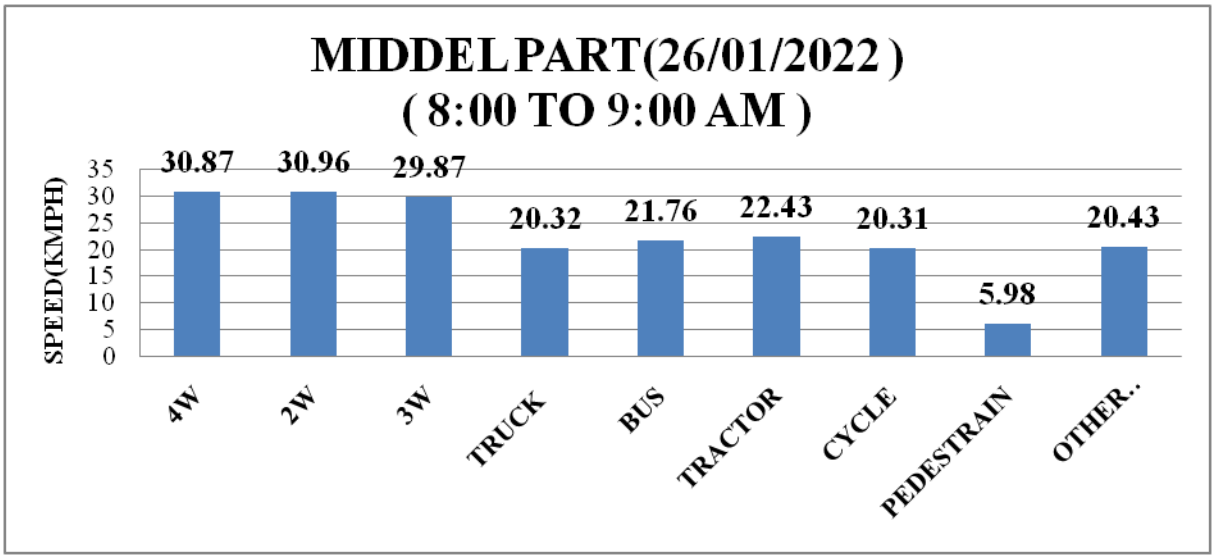
31	39.13	20.75	18.73	0	0	0	18.4	12.46	0
32	27.98	21.88	27.79	0	0	0	0	0	0
33	29.11	18.35	18.09	0	0	0	0	13.67	0
34	27.84	26.92	20.29	0	0	0	0	0	0
35	34.29	23.49	18.69	0	0	0	0	0	33.13
36	27	16.54	20.89	0	0	0	0	0	0
37	22.18	23.08	27.79	0	0	0	0	0	0
38	33.13	28.54	21.78	0	27.69	0	0	14.08	0
39	28.65	18.31	16.54	0	0	0	0	0	0
40	26.73	34.32	28.54	0	0	0	16.44	0	0
41	34.29	28.71	35.44	0	0	0	0	0	0
42	35.29	18.09	27.63	0	0	0	15.65	16.46	0
43	22.69	20.38	16.89	0	0	0	0	0	0
44	31.86	31.33	25.89	0	0	0	0	0	0
45	34.29	21.88	22.91	29.43	0	0	15.47	0	0
46	28.2	18.89	18.73	0	0	0	0	18.34	0
47	22.18	20.79	27.63	0	0	0	16.19	0	0
48	29.11	27.79	27.63	0	0	0	0	0	0
49	41.38	16.51	18.05	0	0	0	0	0	0
50	25.84	35.44	22.86	0	0	0	18.69	0	0
51	24.11	20.89	26.11	0	0	0	0	0	0
52	34.07	16.95	17.91	0	0	0	14.94	0	0
53	22.41	21.43	27.47	0	0	0	16.46	0	0
54	26.02	26.92	20.38	0	0	0	0	14.12	0
55	32.05	16.54	18.93	0	0	0	0	0	0
56	25.35	20.89	21.43	0	0	0	0	0	0
57	22.31	27.79	26.11	0	0	0	0	0	0
58	26.02	23.2	18.85	0	0	0	0	0	0
59	33.13	16.51	27.55	0	24.83	0	0	0	0
60	21.64	18.05	21.88	0	0	0	0	12.3	0
TOTAL	1727.68	1361.93	1383.92	29.43	97.24	44.59	225.33	171.52	100.97

MIDDEL PART(6:00 TO 7:00 PM)

(DATE - 27/01/2022)THURSDAY

Min	Car/jeep/van Kmph	Two wheeler Kmph	Rickshaw Kmph	Truck Kmph	Bus Kmph	Tractor Kmph	Cycle Kmph	Pedestrain Kmph	Other vehicle Kmph
1	31.3	29.43	31.3	0	0	0	0	0	0
2	23.68	25	24.71	0	0	0	0	0	19.89
3	20.3	18.75	20.11	0	0	0	23.68	0	0
4	30.34	23.68	22.18	0	0	0	0	0	0
5	21.69	28.57	25.29	0	0	0	0	0	0
6	18.75	22.18	20.07	0	0	0	0	0	0
7	33.03	20.73	23.08	0	24.83	0	0	0	0
8	20.11	29.43	40	0	0	0	0	12.13	0
9	25.65	36.24	23.23	0	0	0	18.34	0	0
10	30.77	22.18	27.91	0	0	0	0	0	0
11	22.59	23.13	20.49	0	0	19.82	0	0	0
12	20.07	30.34	31.3	0	0	0	0	0	24.83
13	23.23	22.69	20.22	0	0	0	0	0	0
14	33.13	18.69	27.76	0	0	0	0	0	0
15	18.69	30.51	20.73	0	0	0	15.72	0	0
16	33.03	22.69	30.42	0	0	0	0	0	0
17	24.66	20.73	25	0	0	0	0	0	0
18	20.11	22.59	18.75	0	19.89	0	0	0	23.13
19	27.69	20.11	29.43	0	0	0	18.69	18.69	0
20	26.28	31.3	24.83	0	0	0	0	0	0
21	20.65	19.78	20.22	0	0	0	0	0	0
22	22.69	24.71	29.59	0	0	0	0	13.67	0
23	33.13	19.89	22.59	0	0	24.77	0	0	0
24	18.69	22.09	20.3	0	0	0	0	12.07	0
25	24.71	29.59	22.59	0	0	0	16.67	0	0
26	33.23	23.74	22.59	0	0	0	0	0	0
27	22.69	20.45	29.43	0	0	0	0	0	0
28	30.51	25.29	23.13	0	0	0	0	0	0
29	20.69	29.35	22.69	0	0	0	0	13.53	0
30	22.69	20.93	28.57	0	0	0	0	0	0

31	33.13	22.55	20.53	0	0	0	18.4	12.46	0
32	24.77	23.68	29.59	0	0	0	0	0	0
33	25.65	20.15	19.89	0	0	0	0	13.67	0
34	24.66	28.72	22.09	0	0	0	0	0	0
35	29.59	25.29	20.49	0	0	0	0	0	33.13
36	24	18.34	22.69	0	0	0	0	0	0
37	20.11	24.88	29.59	0	0	0	0	0	0
38	28.72	30.34	23.58	0	27.69	0	0	14.08	0
39	25.29	20.11	18.34	0	0	0	0	0	0
40	23.79	36.12	30.34	0	0	0	16.44	0	0
41	29.59	30.51	37.24	0	0	0	0	0	0
42	30.34	19.89	29.43	0	0	0	15.65	16.46	0
43	20.53	22.18	18.69	0	0	0	0	0	0
44	27.76	33.13	27.69	0	0	0	0	0	0
45	29.59	23.68	24.71	29.43	0	0	15.47	0	0
46	24.94	20.69	20.53	0	0	0	0	18.34	0
47	20.11	22.59	29.43	0	0	0	16.19	0	0
48	25.65	29.59	29.43	0	0	0	0	0	0
49	34.73	18.31	19.85	0	0	0	0	0	0
50	23.08	37.24	24.66	0	0	0	18.69	0	0
51	21.69	22.69	27.91	0	0	0	0	0	0
52	29.43	18.75	19.71	0	0	0	14.94	0	0
53	20.3	23.23	29.27	0	0	0	16.46	0	0
54	23.23	28.72	22.18	0	0	0	0	14.12	0
55	27.91	18.34	20.73	0	0	0	0	0	0
56	22.69	22.69	23.23	0	0	0	0	0	0
57	20.22	29.59	27.91	0	0	0	0	0	0
58	23.23	25	20.65	0	0	0	0	0	0
59	28.72	18.31	29.35	0	24.83	0	0	0	0
60	19.67	19.85	23.68	0	0	0	0	12.3	0
TOTAL	1517.89	1469.93	1491.92	29.43	97.24	44.59	225.33	171.52	100.97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(8:00 TO 9:00 AM)
SPEED(KMPH)
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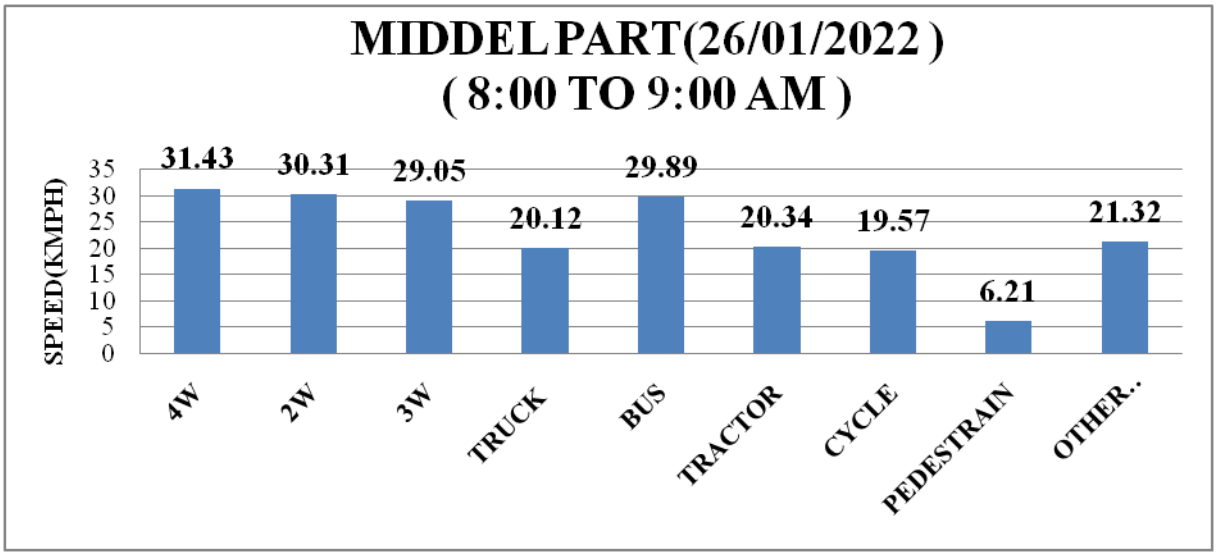
30
25
20
15
10
5
0
30.87
30.96
29.87
20.32
21.76
22.43
20.31
5.98
20.43
4W
2W
3W
TRUCK
BUS
TRACTOR
CYCLE
PEDESTRAIN
OTHER..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(8:00 TO 9:00 AM)
SPEED(KMPH)
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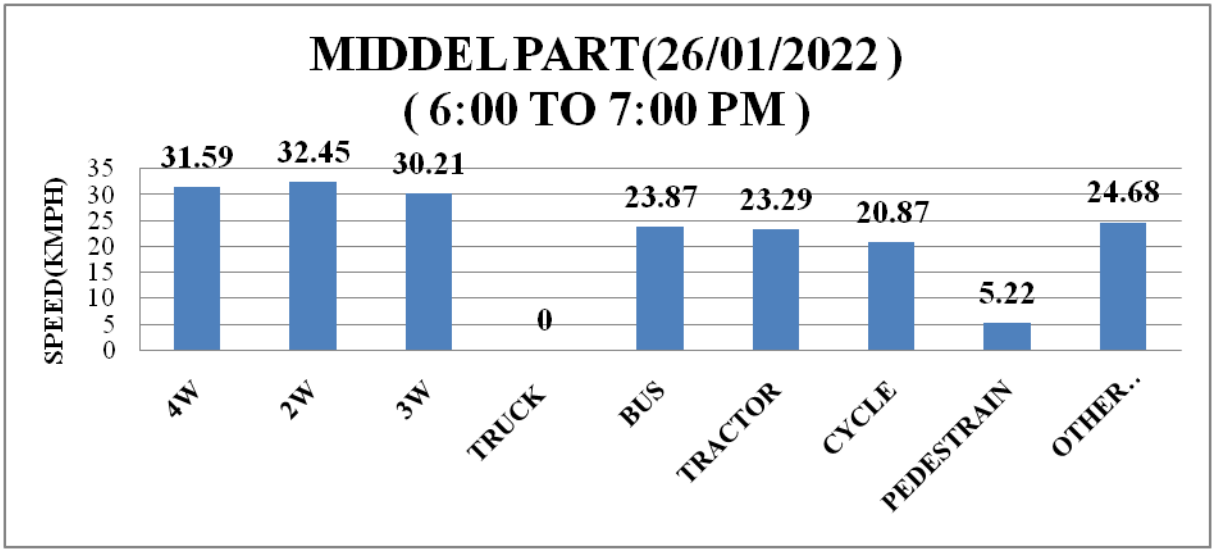
30
25
20
15
10
5
0
31.43
30.31
29.05
20.12
29.89
20.34
19.57
6.21
21.32
4W
2W
3W
TRUCK
BUS
TRACTOR
CYCLE
PEDESTRAIN
OTHER..


MIDDEL PART(26/01/2022)
(6:00 TO 7:00 PM)
SPEED(KMPH)
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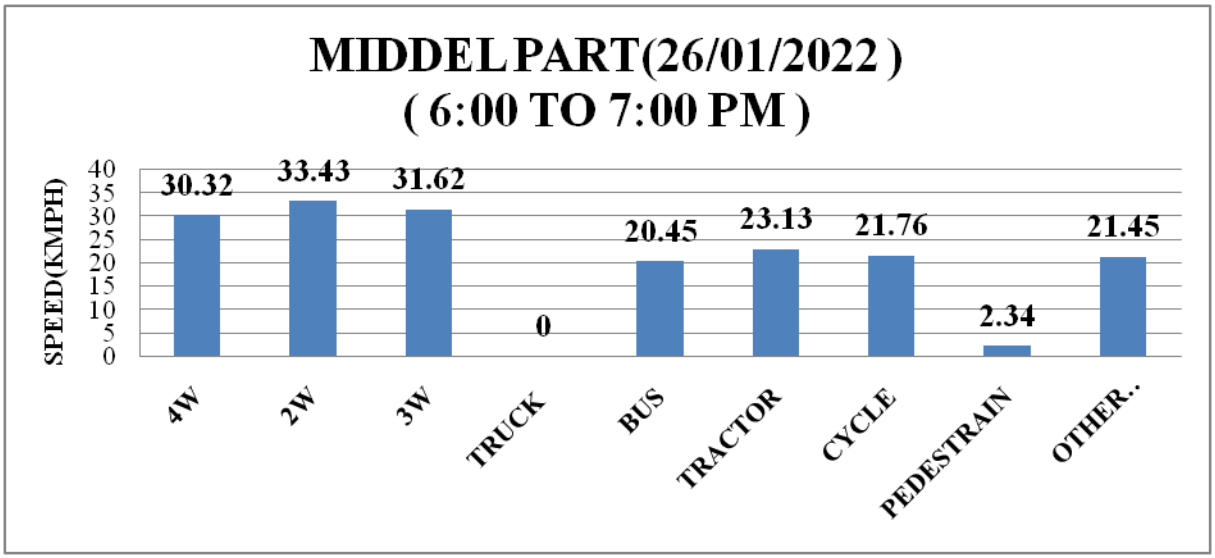
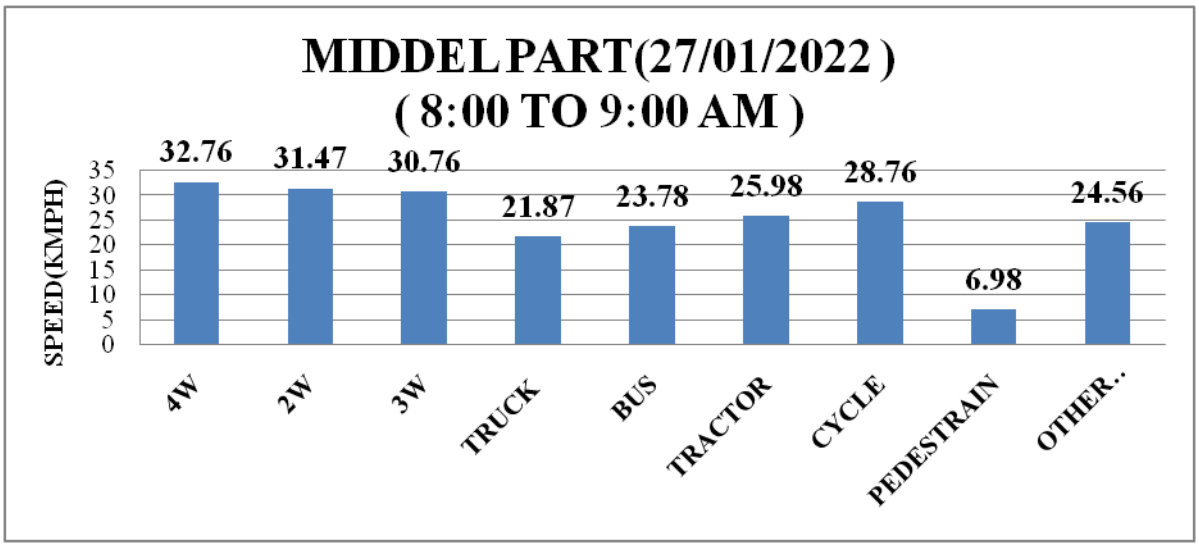
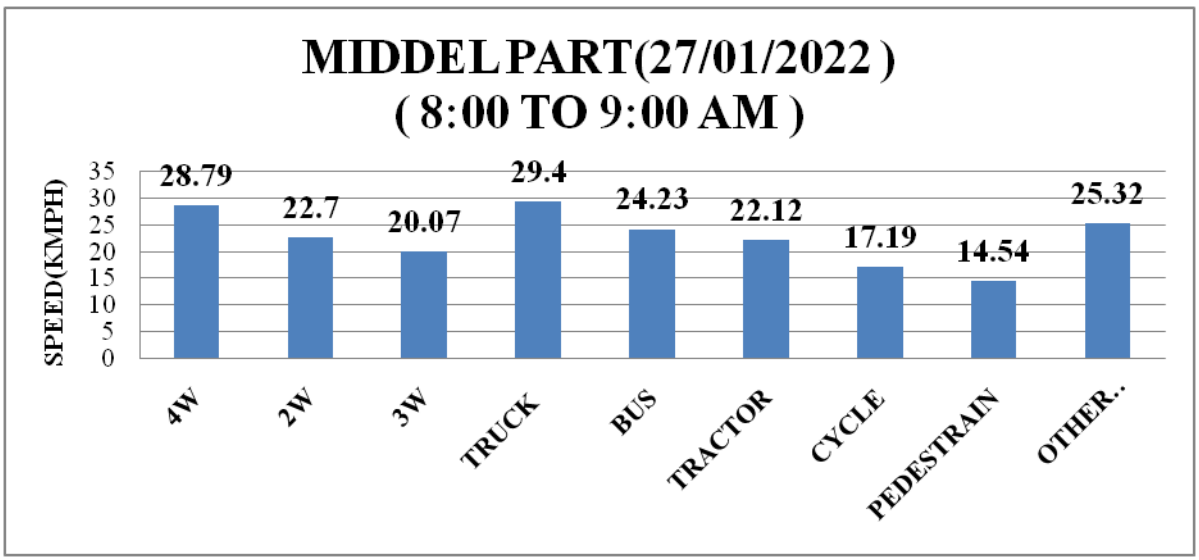
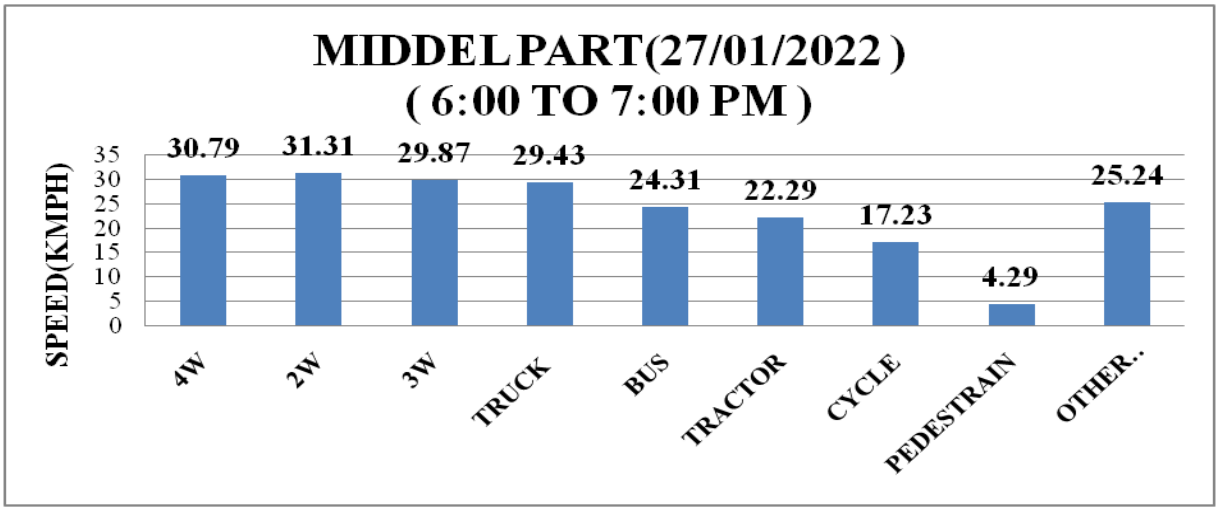
30
25
20
15
10
5
0
31.59
32.45
30.21
0
23.87
23.29
20.87
5.22
24.68
4W
2W
3W
TRUCK
BUS
TRACTOR
CYCLE
PEDESTRAIN
OTHER..


MIDDEL PART(26/01/2022)
(6:00 TO 7:00 PM)
SPEED(KMPH)
40
35
30
25
20
15
10
5
0
30.32
33.43
31.62
0
20.45
23.13
21.76
2.34
21.45
4W
2W
3W
TRUCK
BUS
TRACTOR
CYCLE
PEDESTRAIN
OTHER..


MIDDEL PART(27/01/2022)
(8:00 TO 9:00 AM)
SPEED(KMPH)
35
30
25
20
15
10
5
0
32.76
31.47
30.76
21.87
23.78
25.98
28.76
6.98
24.56
4W
2W
3W
TRUCK
BUS
TRACTOR
CYCLE
PEDESTRAIN
OTHER..


MIDDEL PART(27/01/2022)
(8:00 TO 9:00 AM)
SPEED(KMPH)
35
30
25
20
15
10
5
0
28.79
22.7
20.07
29.4
24.23
22.12
17.19
14.54
25.32
4W
2W
3W
TRUCK
BUS
TRACTOR
CYCLE
PEDESTRAIN
OTHER..



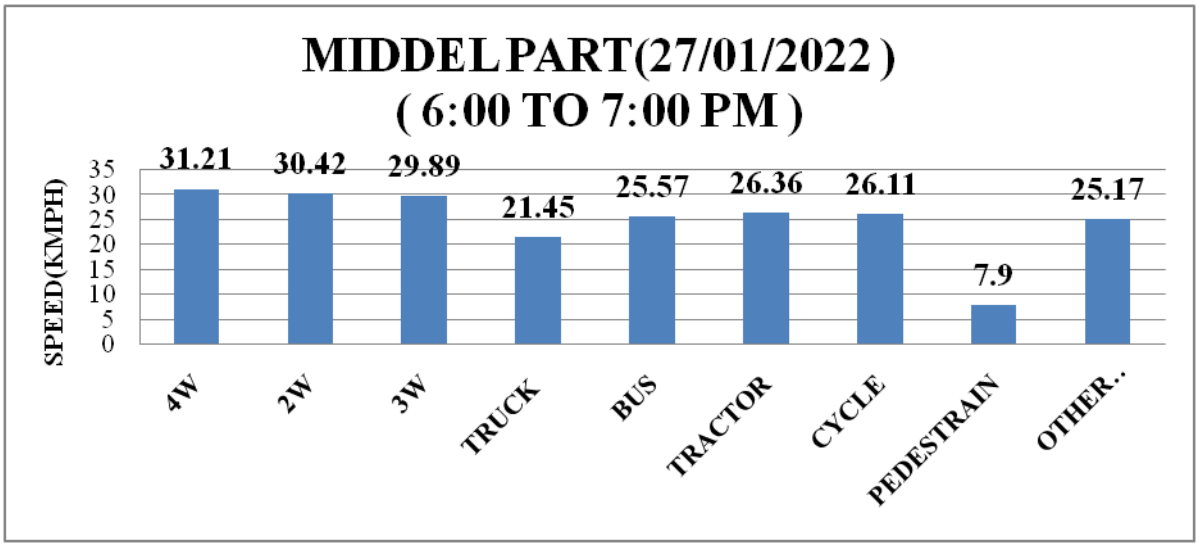


Fig 4.3 middle part spot speed study pie chart

(2W- two wheeler, 3W - three wheeler, 4W- four wheeler)

4.5 VEHICLE HEADWAY

MIDDEL PART - (TIME - 8:00 TO 9:00 AM)

(DATE - 26/01/2022)WEDNESDAY

Min	Car/jeep/van	Two wheeler	Rikshaw
	m/s	m/s	m/s
1	8.2	4.17	6.57
2	8.51	3.99	6.83
3	6.62	5.34	5.23
4	21.31	1.48	15.98
5	10.77	3.07	8.65
6	10.91	3.03	8.75
7	5.78	6.28	4.49
8	8	4.29	6.4
9	8.72	3.89	7
10	11.36	2.89	9.11
11	6.48	5.48	5.1
12	18.07	1.76	13.91
13	9.74	3.43	7.83
14	18.06	1.76	13.9
15	11.36	2.89	9.11
16	5.73	6.34	4.45
17	18.38	1.73	14.11
18	10.91	3.03	8.75
19	8.7	3.9	6.98
20	10.91	3.03	8.75
21	9.53	3.52	7.66
22	6.17	5.8	4.84
23	10.83	3.05	8.69
24	6.01	5.99	4.7
25	8.67	3.91	6.96
26	12.88	2.53	10.25
27	11.36	2.89	9.11
28	6.37	5.59	5.01
29	6.15	5.83	4.82
30	7.77	4.43	6.21

31	5.82	6.22	4.53	
32	10.91	3.03	8.75	
33	4.48	8.62	3.33	
34	7.52	4.6	6	
35	10.42	3.19	8.37	
36	6.37	5.59	5.01	
37	5.82	6.22	4.53	
38	7.52	4.6	6	
39	6.26	5.7	4.92	
40	10.83	3.05	8.69	
41	7	5	5.55	
42	11.28	2.92	9.04	
43	6.42	5.53	5.06	
44	3.85	10.51	2.75	
45	7.59	4.55	6.06	
46	4.15	9.52	3.02	
47	12.16	2.69	9.71	
48	5.22	7.1	4	
49	20.9	1.51	15.73	
50	6.88	5.11	5.45	
51	3.83	10.61	2.73	
52	6.21	5.76	4.87	
53	7.52	4.6	6	
54	7.56	4.58	6.03	
55	8	4.29	6.4	
56	12.16	2.69	9.71	
57	6.76	5.21	5.35	
58	5.11	7.3	3.89	
59	10.83	3.05	8.69	
60	7.32	4.75	5.83	
TOTAL	540.95	273.38	426.12	9415.7

MIDDEL PART - (TIME - 6:00 TO 7:00 PM)

(DATE - 26/01/2022)WEDNESDAY

Min	Car/jeep/van	Two wheeler	Rickshaw
	m/s	m/s	m/s
1	5.9	6.13	6
2	6.17	5.81	5.69
3	3.79	2.78	3.78
4	5.42	6.81	6.64
5	5.91	6.13	5.99
6	8.43	4.04	3.99
7	6.79	5.19	5.1
8	8.75	3.88	3.82
9	8.62	3.94	3.89
10	9.15	3.69	3.64
11	6.58	5.39	5.28
12	4.89	2.78	2.76
13	8.62	3.94	3.89
14	5.5	6.67	6.52
15	8	4.29	4.23
16	6.8	5.18	5.08
17	5.49	6.69	6.53
18	5.67	6.44	6.29
19	4.37	8.93	8.65
20	8.43	4.04	3.99
21	6.04	5.97	5.84
22	8.65	3.93	3.87
23	5.35	6.91	6.74
24	6.71	5.26	5.16
25	9.8	3.41	3.37
26	8.88	3.81	3.76
27	4.76	3.21	7.77
28	6.61	5.36	5.26
29	5.37	6.88	6.71
30	9.43	3.56	3.52

31	6.77	5.21	5.11	
32	4.27	9.2	8.9	
33	7.35	4.73	4.65	
34	6.34	5.63	5.51	
35	8.7	3.9	3.85	
36	6.61	5.36	5.26	
37	6.77	5.21	5.11	
38	8.7	3.9	3.85	
39	6.64	5.33	5.23	
40	5.89	6.15	6.01	
41	6.45	5.51	5.4	
42	5.79	6.28	6.13	
43	6.59	5.37	5.27	
44	7.77	4.44	4.37	
45	6.33	5.64	5.53	
46	7.56	4.58	4.51	
47	5.79	6.27	6.13	
48	6.99	5.01	4.92	
49	5.42	6.8	6.63	
50	6.48	5.48	5.38	
51	7.79	4.42	4.35	
52	6.65	5.32	5.22	
53	5.37	6.88	6.71	
54	9.46	3.55	3.5	
55	8.5	4.01	3.95	
56	5.79	6.27	6.13	
57	4.68	8.17	7.94	
58	7.04	4.97	4.88	
59	8.36	4.08	4.02	
60	4.89	2.65	7.52	
TOTAL	406.62	311.41	315.71	10281.8

MIDDEL PART - (TIME - 8:00 TO 9:00 AM)

(DATE - 26/01/2022)WEDNESDAY

Min	Car/jeep/van	Two wheeler	Rickshaw
	m/s	m/s	m/s
1	6.58	4.58	5.63
2	15.78	2.67	3.72
3	2.9	1.78	2.83
4	13	3.67	1.67
5	8.14	3.89	4.94
6	2.9	3.56	4.61
7	4.92	2.92	3.97
8	2.69	2.56	3.61
9	2.77	1.98	3.03
10	2.47	2.56	3.61
11	5.42	3.42	4.47
12	12.66	2.67	3.72
13	2.77	1.89	2.94
14	11.71	1.89	2.94
15	3.24	1.24	2.29
16	12.56	2.9	3.95
17	11.85	3.9	4.95
18	2.56	2.78	3.83
19	13.65	5.34	6.39
20	2.9	3.78	4.83
21	12.65	4.69	5.74
22	2.75	4.23	5.28
23	3.89	1.89	2.94
24	5.09	3.09	4.14
25	15.74	5.43	6.48
26	2.62	2.56	3.61
27	2.67	1.67	2.72
28	5.35	3.35	4.4
29	3.21	1.21	2.26
30	2.34	1.76	2.81

31	4.96	2.96	4.01	
32	15.26	3.78	4.83	
33	3.95	1.95	3	
34	13.67	4.78	5.83	
35	2.72	2.45	3.5	
36	5.35	3.35	4.4	
37	4.96	2.96	4.01	
38	2.72	1.65	2.7	
39	10.59	3.67	4.72	
40	3.24	1.24	2.29	
41	5.78	3.78	4.83	
42	2.7	2.56	3.61	
43	12.5	3.89	4.94	
44	3.45	1.45	2.5	
45	13.58	3.89	4.94	
46	14.67	4.89	5.94	
47	8.91	6.91	7.96	
48	17.56	3.9	4.95	
49	14.4	2.34	3.39	
50	5.7	3.7	4.75	
51	3.43	3.56	4.61	
52	5.24	3.24	4.29	
53	18.38	3.68	4.73	
54	2.32	0.32	1.37	
55	2.85	3.21	4.26	
56	8.91	6.91	7.96	
57	13.86	4.8	5.85	
58	4.43	2.43	3.48	
59	16.49	3.89	4.94	
60	3.9	1.9	2.95	
TOTAL	444.25	189.9	249.85	12334

MIDDEL PART - (TIME - 6:00 TO 7:00 PM)

(DATE - 26/01/2022)WEDNESDAY

Min	Car/jeep/van	Two wheeler	Rickshaw
	m/s	m/s	m/s
1	1.34	2.65	6.43
2	0.67	1.87	5.8
3	1.56	3.56	3.9
4	0.48	2.67	4.68
5	2.56	1.78	4.78
6	1.9	18.75	1.65
7	3.78	1.89	3.68
8	4.35	7.41	4.41
9	2.45	13.95	2.25
10	2.57	13.22	2.38
11	1.9	0.59	2.78
12	2.79	12.05	2.62
13	3.58	9.15	3.51
14	4.32	7.46	4.37
15	3.65	8.96	3.59
16	4.9	1.21	4.67
17	2.78	12.1	2.61
18	8.24	3.78	9.44
19	6.91	4.54	7.62
20	8.24	3.78	9.44
21	7.43	4.21	8.32
22	5.22	1.65	3.26
23	8.2	3.8	9.38
24	5.1	1.78	4.67
25	6.9	4.55	7.6
26	9.32	3.33	3.87
27	8.5	2.21	3.67
28	5.36	5.93	5.63
29	5.2	1.56	2.78
30	6.32	4.99	6.84

31	4.96	6.43	5.14	
32	8.24	3.56	3.67	
33	3.96	0.9	3.98	
34	6.15	5.13	6.62	
35	7.96	4.67	7.37	
36	5.36	5.93	5.63	
37	4.96	1.65	2.56	
38	6.15	5.13	6.62	
39	5.28	0.45	3.9	
40	8.2	3.8	9.38	
41	5.79	5.46	6.17	
42	8.45	3.68	9.74	
43	5.39	5.89	5.67	
44	3.46	1.23	2.87	
45	6.19	5.09	6.68	
46	3.7	1.21	5.43	
47	8.94	4.89	6.99	
48	4.52	2.78	3.21	
49	2.67	12.66	2.49	
50	5.71	5.54	6.07	
51	3.44	3.89	9.12	
52	5.25	0.56	3.9	
53	6.15	5.13	6.62	
54	6.17	5.11	6.65	
55	6.47	4.87	7.03	
56	8.94	4.78	7.18	
57	5.63	5.63	5.96	
58	4.44	1.23	4.67	
59	8.2	3.8	9.38	
60	6.01	5.25	6.45	
TOTAL	313.23	291.68	323.78	8067.4

MIDDEL PART - (TIME - 8:00 TO 9:00 AM)

(DATE - 27/01/2022)THURSDAY

Min	Car/jeep/van	Two wheeler	Rickshaw
	m/s	m/s	m/s
1	7.87	2.45	4.6
2	8.43	4.04	6.61
3	5.7	3.76	3.76
4	7.08	4.94	5.52
5	3.28	3.6	7.32
6	8.59	3.95	4.76
7	9.62	3.48	7.53
8	7.5	4.62	7.54
9	4.75	8	3.76
10	6.49	5.46	4.29
11	9.2	3.66	7.22
12	3.56	4.32	3.54
13	5.78	6.28	4.63
14	7.23	4.82	5.64
15	7.53	4.59	5.89
16	9.65	3.47	7.56
17	7.21	4.83	5.63
18	8.4	3.67	2.56
19	2.75	2.56	3.5
20	8.58	3.96	4.32
21	8.17	3.57	7.37
22	7.49	4.62	3.68
23	3.76	2.8	4.28
24	9.46	3.54	7.42
25	7.48	4.63	5.85
26	6.89	5.09	4.32
27	7.5	3.76	4.65
28	9.26	2.9	8.82
29	9.54	3.78	7.01
30	6.89	5.09	8.34

31	9.58	3.49	7.51	
32	8.56	3.67	7.19	
33	8.67	3.91	6.8	
34	7.32	4.75	5.72	
35	7.65	3.67	7.19	
36	9.26	3.63	7.26	
37	9.58	3.49	7.51	
38	9.65	2.54	9.87	
39	9.32	3.78	7.01	
40	6.79	2.67	9.46	
41	8.96	3.77	7.02	
42	5.4	2.65	3.9	
43	9.23	3.64	7.24	
44	7.14	3.21	8.09	
45	8.72	2.15	2.58	
46	5.6	6.52	4.27	
47	7.73	3.56	7.39	
48	7.58	4.56	5.93	
49	7.09	6.89	4.06	
50	9.01	3.75	7.07	
51	7.54	4.59	3.28	
52	7.11	4.91	5.54	
53	4.3	9.09	3.13	
54	6.93	5.06	5.4	
55	4.75	8	3.21	
56	7.73	4.46	6.05	
57	8.49	3.78	7.01	
58	5.34	6.91	4.05	
59	5.84	6.2	2.78	
60	4.89	3.21	8.09	
TOTAL	441.4	258.77	349.52	10909

MIDDEL PART - (TIME - 6:00 TO 7:00 PM)

(DATE - 27/01/2022)THURSDAY

Min	Car/jeep/van	Two wheeler	Rickshaw
	m/s	m/s	m/s
1	3.55	2.55	3.05
2	5.56	4.56	5.06
3	3.12	2.12	2.62
4	6.24	5.24	5.74
5	1.15	0.15	0.65
6	4.26	3.26	3.76
7	5.12	4.12	4.62
8	4.13	3.13	3.63
9	4.18	3.18	3.68
10	3.98	2.98	3.48
11	5.26	4.26	4.76
12	2.19	1.19	1.69
13	4.18	3.18	3.68
14	6.15	5.15	5.65
15	4.45	3.45	3.95
16	5.11	4.11	4.61
17	6.16	5.16	5.66
18	3.18	2.18	2.68
19	2.78	1.78	2.28
20	4.26	3.26	3.76
21	5.67	4.67	5.17
22	4.17	3.17	3.67
23	2.16	1.16	1.66
24	5.17	4.17	4.67
25	6.01	5.01	5.51
26	4.08	3.08	3.58
27	3.15	2.15	2.65
28	5.24	4.24	4.74
29	2.56	1.56	2.06
30	3.88	2.88	3.38

31	5.13	4.13	4.63	
32	3.55	2.55	3.05	
33	4.78	3.78	4.28	
34	6.1	5.1	5.6	
35	4.15	3.15	3.65	
36	5.24	4.24	4.74	
37	5.13	4.13	4.63	
38	4.15	3.15	3.65	
39	5.22	4.22	4.72	
40	3.55	2.55	3.05	
41	5.35	4.35	4.85	
42	3.14	2.14	2.64	
43	5.25	4.25	4.75	
44	6.2	5.2	5.7	
45	5.44	4.44	4.94	
46	4.67	3.67	4.17	
47	5.88	4.88	5.38	
48	4.99	3.99	4.49	
49	6.23	5.23	5.73	
50	5.33	4.33	4.83	
51	4.55	3.55	4.05	
52	6.22	5.22	5.72	
53	4.99	3.99	4.49	
54	6.33	5.33	5.83	
55	4.23	3.23	3.73	
56	5.88	4.88	5.38	
57	2.97	1.97	2.47	
58	4.96	3.96	4.46	
59	4.29	3.29	3.79	
60	1.92	0.92	1.42	
TOTAL	272.92	212.92	242.92	11172

MIDDEL PART - (TIME - 8:00 TO 9:00 AM)

(DATE - 27/01/2022)THURSDAY

Min	Car/jeep/van	Two wheeler	Rickshaw
	m/s	m/s	m/s
1	4.67	6.29	6.71
2	5.37	5.48	3.57
3	1.54	3.56	3.56
4	3.21	2.56	9.96
5	4.67	6.29	3.78
6	4.56	6.44	6.88
7	2.49	3.25	6.47
8	3.56	8.2	8.93
9	6.45	4.58	4.8
10	3.07	3.25	4.78
11	6.48	4.56	4.78
12	3.56	8.2	8.93
13	7.56	3.92	4.08
14	2.47	3.56	5.76
15	2.58	4.25	4.37
16	2.49	3.45	7.45
17	8.2	3.61	3.75
18	3.56	3.12	8.93
19	4.48	6.55	7
20	5.68	5.19	5.47
21	3.64	8.02	2.68
22	6.48	4.56	4.78
23	2.47	3.25	5.78
24	4.37	6.71	7.19
25	8.08	3.67	3.81
26	2.45	4.25	6.57
27	7.58	3.91	4.07
28	3.16	4.25	7.56
29	3.27	3.57	3.56
30	6.9	4.29	2.68

31	2.47	5.36	7.45	
32	7.96	3.72	3.87	
33	6.45	4.58	4.8	
34	8.2	3.61	3.75	
35	3.49	4.36	9.11	
36	8.45	3.51	3.64	
37	3.56	8.2	3.68	
38	3.88	7.53	8.14	
39	6.99	4.23	4.42	
40	6.38	4.63	4.85	
41	3.49	8.35	6.45	
42	3.21	4.36	7.45	
43	3.26	8.93	5.34	
44	4.44	6.61	7.08	
45	3.49	8.35	4.36	
46	7.61	3.89	4.05	
47	3.56	8.2	8.93	
48	6.45	4.58	4.8	
49	2.19	4.26	5.37	
50	7.36	4.02	4.19	
51	8.47	3.5	3.56	
52	3.56	8.2	8.93	
53	3.87	7.56	8.17	
54	6.48	4.56	4.78	
55	4.34	6.75	7.24	
56	8.54	3.47	3.6	
57	4.26	6.88	7.39	
58	6.24	4.73	4.97	
59	3.88	7.53	8.14	
60	3.26	8.93	5.46	
TOTAL	290.87	316.17	342.6	4137.4

MIDDEL PART - (TIME - 6:00 TO 7:00 PM)

(DATE - 27/01/2022)THURSDAY

Min	Car/jeep/van	Two wheeler	Rickshaw
	m/s	m/s	m/s
1	2.43	2.53	2.23
2	3.21	3.31	3.01
3	3.27	3.37	3.07
4	2.9	3	2.7
5	2.43	2.53	2.23
6	4.36	4.46	4.16
7	2.3	2.4	2.1
8	3.76	3.86	3.56
9	5.31	5.41	5.11
10	2.79	2.89	2.59
11	2.43	2.53	2.23
12	4.32	4.42	4.12
13	9.3	3.25	9.1
14	2.29	2.39	2.09
15	4.32	4.42	4.12
16	2.3	2.4	2.1
17	6.44	6.54	6.24
18	2.65	2.75	2.98
19	3.9	4	3.7
20	4.78	4.88	4.58
21	3.56	3.66	3.36
22	3.52	3.62	3.32
23	2.29	2.39	2.09
24	3.56	3.66	3.36
25	6.36	6.46	6.16
26	2.27	2.37	2.07
27	3.25	3.35	3.05
28	2.85	2.95	2.65
29	4.32	4.42	4.12
30	3.56	3.66	3.36

31	2.29	2.39	2.09	
32	6.29	6.39	6.09	
33	5.31	5.41	5.11	
34	6.44	6.54	6.24	
35	3.13	3.23	2.93	
36	7.5	7.6	7.3	
37	3.76	3.86	2.45	
38	3.44	3.54	3.24	
39	5.67	5.77	5.47	
40	7.92	8.02	7.72	
41	3.13	3.23	2.93	
42	2.9	3	2.7	
43	3.56	3.66	3.36	
44	3.86	3.96	3.66	
45	3.13	3.23	2.93	
46	6.07	6.17	5.87	
47	2.67	2.77	1.56	
48	5.31	5.41	5.11	
49	2.04	2.14	1.84	
50	9.75	9.85	9.55	
51	2.56	2.66	2.36	
52	3.18	3.28	2.98	
53	3.56	3.66	3.36	
54	9.3	9.4	9.1	
55	3.79	3.89	3.59	
56	3.67	3.77	3.47	
57	4.87	4.97	4.67	
58	3.78	3.88	3.58	
59	3.44	3.54	3.24	
60	3.89	3.99	3.69	
TOTAL	247.23	247.08	233.74	3915.8

4.7 ACCIDENT ANALYSIS

અ.નં.	ગુ.ર.નં. કલમ	ગુ.બ.તા.ક	ગુ.જા. તા.ક	ગુનાનું સ્થળ	ફરીયાદીનું નામ	આરોપીનું નામ	ઉંમર	આરોપીનું વાહન	ફરીયાદીનું વાહન	ઇજા		તપાસ કરનાર અધિકારીનું નામ	કેસનો નિકાલ
										સ્ત્રી	પુરુષ		
૧.	૨૯/૧૩ ઇ.પી.કો. ક ૨૭૯,૩૩૭, એમવી એ	૨૪/૧/૧૩ ક.૮/૩૦	૨૪/૧/૧૩ ક.૧૩/૧૫	ઇન્દીરા સર્કલ પાસે રોડ ઉપર	સુનીલભાઇ પ્રતાપભાઇ ડોડીયા ઉ.વ.૨૪ રહે. હાલ ઢોલરીયાનગર-૭ રાજકોટ	નેમીષભાઇ મનહરલાલ શાહ રહે. બેબી લેન્ડ હોસ્ટેલ પાસે ઓમેન ટાવર ફ્લેટ નં.૪૦૧ કાલાવાડ રોડ રાજકોટ તા.૨૯/૧/૧૩ ક.૧૬/૦૦ અટક કરેલ	૫૦	સેન્ટ્રો કાર...	ડીસ્કવર મો.સા.નં. ---	-	૨૪	પો.હે.કો. ડોલુભાઇ બી. બાબરીયા	ચા.નં. ૪૪/૧૩ ૭/૨/૧૩
૨.	૩૨૮/૧૩ ઇ.પી.કો. -૨૭૯, ૩૦૪અ વિ.	૨૮/૧૧/૧૩ ના ક. ૨૪/૦૦ આસ પાસ,	૨૯/૧૧/૧૩ ના ક. ૧૩/૪૫	ઇન્દીરા સર્કલ પાસે, યુની. રોડ, રાજકોટ થાણા થી	જીવનભાઇ ધનબીર ભાઇ પરીવાર, જાતે : નેપાળી, ઉંવ. ૩૫, ધંધો :	મરનાર પોતે ભરતભાઇ સર્જનભાઇ પરીવાર, જાતે : નેપાળી, ઉંવ. ૩૩, ધંધો :	૩૩	મો.સા. સ્લીપ			૩૩	જે.કે.પટેલ પો.સ.ઇ. ગાંધીગ્રામ પો.સ્ટે.	એબેટેડ ૧૧૧/૧૩ ૨૧/૧૨/૧૩

				દક્ષીણે ક.મી. ૧ કુ૨ મહીષા કો. પી. ચોકી	વંચમન, રહે. મુળ- જમુનાબ જા૨, તા. રાકમજી, સુરખેત(ને પાળ) હાલ : નાગેશ્વર જૈન દે૨ાસ૨ પાસે, છબ્બરીયા એપાં.માં જામનગ૨ રોડ, રાજકોટ	મજુરી, રહે. મુળ કાફલ કોટ, વોર્ડ નં. ૮, જી. સુરખલ (નેપાળ) હાલ : નાણાવટી ચોક, પટેલ ફ્રનીચ૨ ઉપ૨ ૧૫૦ ફુટ રીંગ રોડ, રાજકોટ							
૩ ૬	૩૪૫/૧૩ ઇ.પી.કો. ક.૨૭૬, ૪૨૭, એમ.વી. એક્ટ ૧૩૪,૧૭ ૭,૧૮૪	૧૮/૧૨/ ૧૩ ક.૧૬/૧ ૫	૧૮/૧ ૨/૧૩ ક.૨૦/ ૪૫	કોટેચા ચોક થી યુની.રો ડ તરફ જતા રોડ પ૨	રાધેશ્યામ શ્રીપતભાઇ નિશાદ ઉં.વ.૪૩ રહે- અમીન માર્ગ રોડ નવીનગ૨ મે.રોડ આનંદ મકાન સામે રાજકોટ	નરેશ પરસોતમદા.સ ભાવાણી રહે- પુનીતનગ૨-૨ શ્રી રાંદલ કૃપા બજરંગવાડી -૧૩ કોર્નર રાજકોટ ૬/૧૧૪ ક.૧૨/૦૦ વાગ્યે અટક	૫૬	કા૨ જીજે- ૩સીએ ૭૨૩૧	કા૨ જીજે- ૩૭ આ૨ ૨૮૩૧		૪૩		ચા.નં. ૬/૧૪ ૧૪/૧/૧ ૪
૪ ૬	૧૧૦/૧૪ ઇ.પી.કો. -૨૭૬ ૩૩૭ વિ.	૧૨/૪/૧ ૪ ક.૮/૩ ૦	૧૨/૪/ ૧૪ ક.૧૧/ ૫૦	થાણા થી દક્ષીણે આશરે ૧ કિ.મી. કુ૨, ૧૫૦ ફુટ	હસમુખભા ઇ ભવાનીદા.સ કુપ૨જીયા બાવાજી ઉં.વ. ૪૫ રહે.ઘંટેશ્વ૨	વાળાને ૨૪/.૨૦/૦૦ વાગ્યે અટક કરેલ છે.	૪૫ ૩૦	કા૨ નં. જી.જે.- ૩- સી.આ ૨ ૪૧૩૨	રીક્ષા નં.જી. જે. ૧ એક્સ .એક્સ ૫૬૩		૪૫ ૩૦		૧૩/૧/૧ ૪ ૧૦/૩/૧ ૪

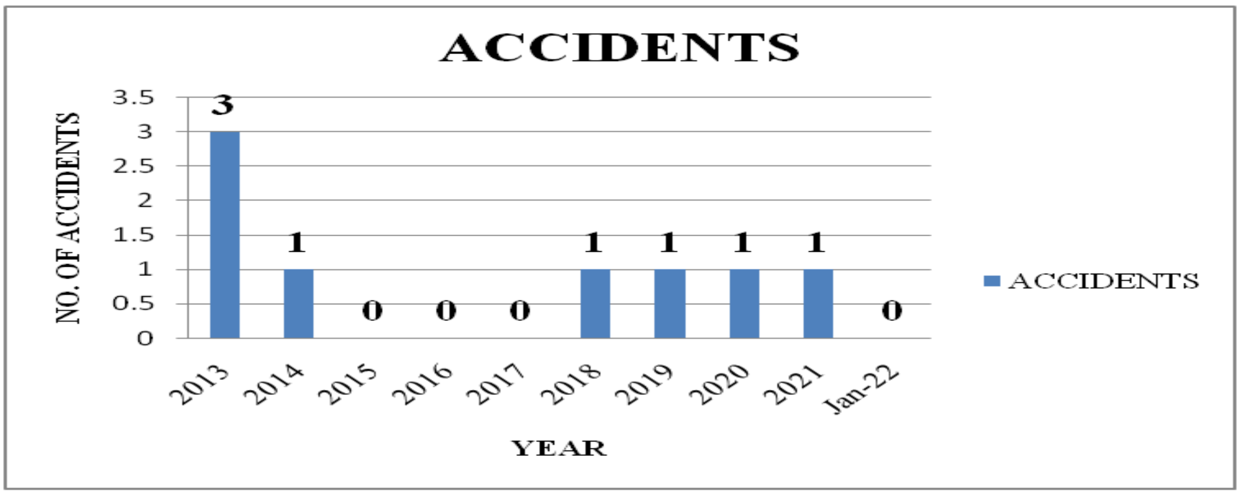
				રોગ રોડ ઇંદીરા સર્કલ પાસે હોલની સામે રોડ પર રાજકોટ .	રૂપ વારીયા ફવા.નં.૪૯ ૪ ચૌધરીયા પાંરનો દરગાહ પાછળ જામનગર રોડ રાજકોટ				૭				
૫ ક	૨૫/૧૫ ઇ.પી.કો. -૨૭૯ ૩૩૮ વિ.	૩/૨૧ ૫ ક.૭/૧ ૫	૩/૨૧ ૫ ક.૨૧/ ૧૫	થાણા થી દક્ષિણે ૧ કીમી દુર ઇન્દીરા સર્કલ નજીક ઓવર બ્રિજ ના પિલોર પાસે મ.પો. ચોકી બીટ રાજકોટ	પિયુશભાઇ ઘનશ્યામ ભાઇ મુંગરા જાતે પટેલ ઉવ-૨૧ ધંધો- અભ્યાસ રહે- અમી સોસા.બ્લો ક નં-૩૭ યુનિ રોડ રાજકોટ	વાળાને ૫૨/૧૫ ક.૧૪/૪૫ વાગ્યે અટક	૨૧	બજાજ સુપર સ્કુટર. -૧૨૧૮	હોન્ડા સ્પેલે ન્ડર પ્રો . ૩૮૩ ૯		૨૧		ચા.નં- ૪૩/૧૫ ૨/૩/૧ ૫
૬	૨૪/૧૮ ઇ.પી.કો. -૨૭૯ ૩૩૭ વિ.	૬/૧/૧૮ ક. ૧૧/૧૫ થી ૧૧/૩૦	૨/૨/૧ ૮ ક.૧૩/ ૦૦	કોટેચા ચોક થી યુની.રો ડ તરફ જતા રોડ પર	પ્રોયલબેન ડો/ઓ રાજેશભાઇ મનસુખભા ઇ જોબનપુત્રા ઉ.વ.૧૯ રહે નેમીનાથ સોસાયટી	આવડા રણમલભાઇ કારાવદરા ઉ.વ.૨૭. ગાંધવી ગામ તા. કલ્યાણપુર જી દેવભુમી	૧૯	ઇન્ડી કાકાર નંબર . ૩. 3136	એ ક્ટી વા મો. સા. નંબર .૩ . 3006	૧૯		આર.એ ન.પટેલ .	૪૬/૧૮ ૧૮/૪/૧ ૮

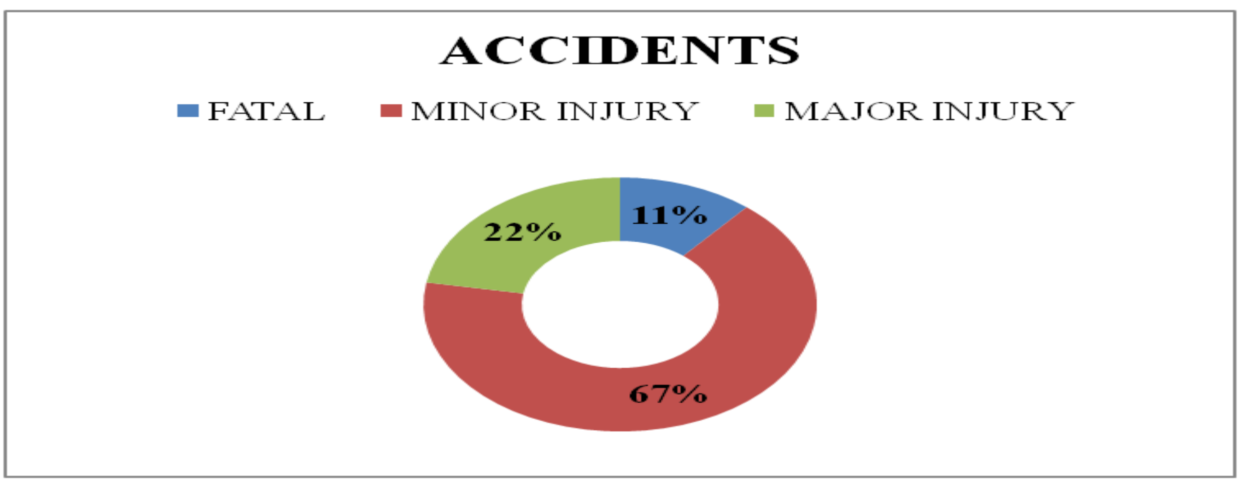
					બ્લોક નંબર ૩૮ ગાંધીગ્રામ રૈયારોડ રાજકોટ	દવારકા							
૭	ગાંધીગ્રામ પો.સ્ટે. .ગુ.૨.નં ૭૭૧૯ ઇ.પી.કો. ક. ૨૯૬૩૩ ૭૩૩૮	૪/૬/૧૯ ૬ ક. ૧૨/૪૫	૪/૬/૧૯ ૬ ક. ૨૦/૧૫	ઇન્દીરા સર્કલ પાસે રોડ ઉપર	માયાબેન વા/ઓ રવજીભાઇ મકવાણા ઉ.વ. ૫૫ રહે. મહાદેવ પાર્ક બ્લોક નં. ૧૩ બેકબોન રેસીડેન્સી પાસે માધાપર ચોકડી મોરબી બાયપાસ રોડ રાજકોટ	કોરમોક સ્કુલ ની બસ નં. જી જે ૦૩ એ.ટી.૬૪૫૩ નો ચાલક જયદીપભાઇ જયંતીભાઇ સાપરીયા ઉ.વ. ૨૭ રહે. આંબાળા ગામ તા.પડધરી જી. રાજકોટ મો.નં૩ ૮૧૬૦૪૩૧૦ ૧૩ વાળાને ત.ં૧ ૫૬/૧૬ ક. ૬/૫૦ અટક કરેલ	૫૫	કોરમોક સ્કુલ ની બસ નં. જી જે ૦૩ એ.ટી. ૬૪૫૩ નો	ચાલી ને	૫૫		એ.એસ.આઇ. જે.એસ. કુંભણ	ચા.ન ૧૦૦૧૬ ૧૦/૧૧/૧૬
૮	ગાંધીગ્રામ પો.સ્ટે. ૭૬૧૨૦ ૨૦ ઇ.પી.કો. ક.	૩૧/૦૮ /૨૦૨૦ ના કલાક ૦૬/૦૦ વા.ગ્યે	૦૬/૦ ૬/૨૦ ૨૦ ના કલાક ૦૦/૩ ૦	ઇન્દીરા સર્કલ પાસે રોડ ઉપર રાજકો ટ શહેર.	કૃષ્ણમોહ ન જવાહરલા લ યાદવ જાત.આ હીર ઉ.વ.૫૦ ધંધો.સેલ્સ	ચીરાગભાઇ રમેશભાઇ પેઢળીયા ઉ.વ. ૨૫ રહે. મનહરપુર ૧ માધાપર ની સામે	૫૦	એક ફોર વ્હીલ ડેટસુ ન કંમ્પ નીની જેના			૫૦	રાકુલ ભાઇ આર. વ્યાસ	ચા.નં. ૧૪૩૨/ ૨૦૨૦ ૨૧૧૨ ૦૨૦

	૨૭૯૩૩૭ એમ.વી. એક.. ૧૭૭૧૮૪			અક્ષાંશ - ૨૨.૩૩૧૪૯૨ રેખાંશ- ૭૦.૭૬૬૦૬.૭	મેન હાલ.રહે. શેઠનગર શેરી નં.૧૧ બ્લોક નં.૭૩ જામનગર રોડ રાજકોટ શહેર મુળ.રહે. ગામ તેપરી પોસ્ટ.તેપરી તા.પીપર જી.મુજફ્ફરપુર રાજય.બીહાર મો.નં.૮૫૧૧૨૨૮૭૦૩.	જામનગર રોડ રાજકોટ મો.નં.૭૫૬૭૭૬૯૫૭૭ વાળા ને તા. ૧૩/૬/૨૦૨૦ ના ક. ૨૨/૦૦ અ૮૬ કલ્લે.		રજી. નં.જી. જે.૦૩. કે.સી. ૬૫૧૭ નો ચાલક				પી.હેડ. કોન્સ. રાકુલભાઈ આર.વાસ	ચા.નં. ૧૦૦૧/૨૧ ૨૬/૪/૨૧
૬	ગાંધીગ્રામ પી.સ્ટે. ગુ.૨.નં. એ ૧૧૨૦૮૦૩૫૨૧ ૦૫૬૮ આઇપી.સી. કલમ- ૨૭૯,૩૩૭,૩૩૮ એમ.વી. એ.૬૨ કલમ	તા.૨૫/૦૨/૨૦૨૧ ના ક.૧૭/૩૦	તા.૨૫/૦૨/૨૦૨૧ ના ક.૧૭/૩૦	જામનગર રોડ ધંટેશ્વર પાર્કની સામે હાઇવે રોડ ઉપર બજરંગ વાડી ચોકી બીટ ગાંધીગ્રામ પો.સ્ટે.	વિશાખન ડી/ઓ વિજયભાઇ પીઠવા જાત.ગુહાર ઉ.વ.૧૯ ધંધો.અભ્યાસ રહે.આસો પાલવ રેસીડેન્ટ ડી.વિગ.	એક ફોરવ્હીલ ગાડી જેના રજી.નં. જી.જે.૧૦.બી .જી.૫૧૬૯ નો ચાલક		ફોર વ્હીલ ગાડી જેના રજી.નં. જી.જે. ૧૦.બી. જી.૫૧ ૬૯ નો ચાલક	એ કટી વા મો. સા. જેના રજી. નંજે. જી.૦ ૩.બી .ક્યું.૩ ૦૫૪				

	૧૭૭૧૮૪			રાજકોટ શહેર. અક્ષાંશ - ૨૨.૩૩ ૬૩૪૩ રેખાંશ- ૭૦.૭૫ ૨૨૬૫.									

COLOUR	ACCIDENT TYPE
2	FATAL ACCIDENT
1,3,4,6,8,9	MINOR INJURY
5,7	MAJOR INJURY





4.5 SUMMURY

In this chapter data analysis is presented in terms of pie chart and table for the classified traffic volume count data analysis and spot speed data analysis. This chapter is most important part of the research because the evaluations of traffic safety based on this data analysis.

CHAPTER 5 DATA ANALYSIS AND RESULTS

5.1 GENERAL

Data analysis is important part of the thesis to accomplice the objective with proper effectiveness. For evaluation of traffic safety using time to collision required length of vehicle to get the accurate outcome. Data analysis portion is giving the idea about the traffic pattern, speed, vehicle headway etc. at different two stretches. After data collection and data analysis, to find out the value of time to collision for all the vehicle like, two wheelers, three wheelers, rickshaw etc.

Table 5.1 vehicle dimensions

Vehicle Type	Length (m)	Width (m)	Area (m^2)
Standard Car (CS)	3.72	1.44	5.36
Big Car (CB)	4.58	1.77	8.11
Light Commercial Vehicles (LCV)	4.30	1.56	6.71
High Commercial Vehicles (HCV)	6.70	2.30	15.41
Multi Axle Vehicles (MAV)	11.50	2.42	27.83
Two-Wheeler (TW)	1.97	0.74	1.46
Auto (3W)	3.20	1.30	4.16
Bus (B)	10.60	2.40	25.44

5.2 TIME TO COLLISION DATA

MIDDEL PART - (TIME - 8:00 TO 9:00 AM)

(DATE - 26/01/2022)WEDNESDAY

MIN	car/jeep/van sec	two wheeler sec	rickshaw sec
1	8.01	4.04	6.42
2	8.51	3.99	6.68
3	6.62	5.34	5.23
4	21.31	1.48	15.98
5	10.77	3.07	8.65
6	10.91	3.03	8.75
7	5.78	6.28	4.49
8	8	4.29	6.4
9	8.72	3.89	7
10	11.36	2.89	9.11
11	6.48	5.48	5.1
12	18.07	1.76	13.91
13	9.74	3.43	7.83
14	18.06	1.76	13.9
15	11.36	2.89	9.11
16	5.73	6.34	4.45
17	18.38	1.73	14.11
18	10.91	3.03	8.75
19	8.7	3.9	6.98
20	10.91	3.03	8.75
21	9.53	3.52	7.66
22	6.17	5.8	4.84
23	10.83	3.05	8.69
24	6.01	5.99	4.7
25	8.67	3.91	6.96
26	12.88	2.53	10.25
27	11.36	2.89	9.11
28	6.37	5.59	5.01
29	6.15	5.83	4.82
30	7.77	4.43	6.21

31	5.82	6.22	4.53	
32	10.91	3.03	8.75	
33	4.48	8.62	3.33	
34	7.52	4.6	6	
35	10.42	3.19	8.37	
36	6.37	5.59	5.01	
37	5.82	6.22	4.53	
38	7.52	4.6	6	
39	6.26	5.7	4.92	
40	10.83	3.05	8.69	
41	7	5	5.55	
42	11.28	2.92	9.04	
43	6.42	5.53	5.06	
44	3.85	10.51	2.75	
45	7.59	4.55	6.06	
46	4.15	9.52	3.02	
47	12.16	2.69	9.71	
48	5.22	7.1	4	
49	20.9	1.51	15.73	
50	6.88	5.11	5.45	
51	3.83	10.61	2.73	
52	6.21	5.76	4.87	
53	7.52	4.6	6	
54	7.56	4.58	6.03	
55	8	4.29	6.4	
56	12.16	2.69	9.71	
57	6.76	5.21	5.35	
58	5.11	7.3	3.89	
59	10.83	3.05	8.69	
60	7.32	4.75	5.83	
TOTAL	540.95	273.38	426.12	1240.5

MIDDEL PART - (TIME - 6:00 TO 7:00 PM)

(DATE - 26/01/2022)WEDNESDAY

MIN	car/jeep/van	two wheeler	rickshaw
1	1.21	2.6	6.35
2	0.67	1.87	5.67
3	1.56	3.56	3.9
4	0.48	2.67	4.68
5	2.56	1.78	4.78
6	1.9	18.75	1.65
7	3.78	1.89	3.68
8	4.35	7.41	4.41
9	2.36	13.88	2.25
10	2.41	13.15	2.24
11	1.25	-1.14	0.75
12	1.96	11.04	1.6
13	2.54	7.79	2.48
14	3	6.62	3.56
15	2.61	7.86	2.42
16	3.94	0.2	4.05
17	1.81	10.92	1.82
18	7.28	2.54	7.77
19	5.95	3.44	6.52
20	7.4	2.53	8.68
21	6.4	3.42	7.49
22	3.56	0.22	2.49
23	6.56	2.89	8.38
24	3.59	0.8	3.71
25	5.69	3.34	6.45
26	8.35	2.33	2.82
27	7.37	1.42	2.34
28	4.36	4.62	4.76
29	3.71	0.8	1.81
30	5.67	3.94	5.83

31	3.55	5.16	4.15	
32	7.58	2.79	2.61	
33	3.08	-0.27	3.21	
34	5.57	4.1	5.44	
35	6.7	3.61	6.62	
36	3.7	5.15	4.41	
37	3.96	0.46	1.79	
38	4.71	4.44	5.62	
39	4.49	-0.46	3.05	
40	6.76	2.89	8.11	
41	4.88	4.7	5.48	
42	7.42	2.64	8.5	
43	4.7	4.96	4.76	
44	2.39	0.23	1.88	
45	5.46	4.06	5.77	
46	2.94	0.23	4.4	
47	7.86	3.78	6.08	
48	3.82	1.31	1.93	
49	1.79	11.43	1.63	
50	4.93	4.42	5.06	
51	2.66	2.57	7.99	
52	4.29	-0.46	2.88	
53	4.36	4.35	5.49	
54	5.37	4.17	5.49	
55	5.47	3.87	5.63	
56	8.14	3.48	6.39	
57	4.76	4.49	4.61	
58	3.06	0.65	3.91	
59	7.2	2.99	7.94	
60	4.75	4.12	5.66	
total	313.2	291.66	271.85	8288.1

MIDDEL PART - (TIME - 8:00 TO 9:00 AM)

(DATE - 26/01/2022)WEDNESDAY

MIN	car/jeep/van	two wheeler	rickshaw
1	6.46	4.47	5.57
2	15.78	2.67	3.72
3	2.9	1.78	2.83
4	13	3.54	1.67
5	8.14	3.73	4.94
6	2.9	3.56	4.51
7	4.92	2.78	3.92
8	2.69	2.4	3.61
9	2.77	0.98	3
10	2.47	1.86	3.55
11	5.42	2.21	4.33
12	12.66	1.88	3.56
13	2.77	1.16	2.76
14	11.71	1.13	2.8
15	3.24	0.18	2.01
16	12.56	1.75	3.68
17	11.85	2.6	4.72
18	2.56	1.86	3.38
19	13.65	4.77	5.79
20	2.9	1.34	4.57
21	12.65	3.66	5.2
22	2.75	3.62	4.67
23	3.89	0.91	2.42
24	5.09	2.02	3.71
25	15.74	4.85	5.89
26	2.62	1.39	2.73
27	2.67	-0.3	2.63
28	5.35	2.49	3.71
29	3.21	0.19	1.44
30	2.34	0.88	1.61

31	4.96	1.61	2.85	
32	15.26	3.07	3.52	
33	3.95	0.54	1.9	
34	13.67	3.88	5.02	
35	2.72	1	2.43	
36	5.35	2.33	3.16	
37	4.96	1.74	2.47	
38	2.72	0.7	1.53	
39	10.59	2.82	3.29	
40	3.24	0.02	1.16	
41	5.78	2.66	3.21	
42	2.7	1.96	1.94	
43	12.5	2.84	3.32	
44	3.45	1.39	1.2	
45	13.58	2.95	3.99	
46	14.67	4.01	4.2	
47	8.91	6	6.43	
48	17.56	2.62	2.94	
49	14.4	1.34	1.96	
50	5.7	2.53	2.72	
51	3.43	2.58	2.63	
52	5.24	2.18	2.54	
53	18.38	2.83	2.97	
54	2.32	-0.46	-0.84	
55	2.85	2.37	2.6	
56	8.91	6.04	5.62	
57	13.86	4.16	4.12	
58	4.43	1.61	1.8	
59	16.49	3.11	2.12	
60	3.9	1.06	0.91	
TOTAL	444.25	189.88	249.81	4603.4

MIDDEL PART - (TIME - 6:00 TO 7:00 PM)

(DATE - 26/01/2022)WEDNESDAY

MIN	car/jeep/van	two wheeler	rickshaw
1	5.7	5.97	5.93
2	6.17	5.81	5.69
3	3.79	2.78	3.78
4	5.42	6.81	6.64
5	5.91	6.13	5.99
6	8.43	4.04	3.99
7	6.79	5.19	5.1
8	8.75	3.88	3.82
9	8.62	3.94	3.89
10	9.15	3.69	3.64
11	6.58	5.39	5.28
12	4.89	2.78	2.76
13	8.62	3.94	3.89
14	5.5	6.67	6.52
15	8	4.29	4.23
16	6.8	5.18	5.08
17	5.49	6.69	6.53
18	5.67	6.44	6.29
19	4.37	8.93	8.65
20	8.43	4.04	3.99
21	6.04	5.97	5.84
22	8.65	3.93	3.87
23	5.35	6.91	6.74
24	6.71	5.26	5.16
25	9.8	3.41	3.37
26	8.88	3.81	3.76
27	4.76	3.21	7.77
28	6.61	5.36	5.26
29	5.37	6.88	6.71
30	9.43	3.56	3.52

31	6.77	5.21	5.11	
32	4.27	9.2	8.9	
33	7.35	4.73	4.65	
34	6.34	5.63	5.51	
35	8.7	3.9	3.85	
36	6.61	5.36	5.26	
37	6.77	5.21	5.11	
38	8.7	3.9	3.85	
39	6.64	5.33	5.23	
40	5.89	6.15	6.01	
41	6.45	5.51	5.4	
42	5.79	6.28	6.13	
43	6.59	5.37	5.27	
44	7.77	4.44	4.37	
45	6.33	5.64	5.53	
46	7.56	4.58	4.51	
47	5.79	6.27	6.13	
48	6.99	5.01	4.92	
49	5.42	6.8	6.63	
50	6.48	5.48	5.38	
51	7.79	4.42	4.35	
52	6.65	5.32	5.22	
53	5.37	6.88	6.71	
54	9.46	3.55	3.5	
55	8.5	4.01	3.95	
56	5.79	6.27	6.13	
57	4.68	8.17	7.94	
58	7.04	4.97	4.88	
59	8.36	4.08	4.02	
60	4.89	2.65	7.52	
TOTAL	406.62	311.41	315.71	2686.7

MIDDEL PART - (TIME - 8:00 TO 9:00 AM)

(DATE - 27/01/2022)THURSDAY

MIN	car/jeep/van	two wheeler	rickshaw
1	7.77	2.3	4.53
2	8.43	4.04	6.61
3	5.7	3.76	3.76
4	7.08	4.94	5.52
5	3.19	3.6	7.32
6	8.46	3.95	4.76
7	9.5	3.48	7.53
8	7.34	4.62	7.54
9	4.75	7.81	3.65
10	6.45	4.03	3.33
11	9.12	2.51	6.56
12	3.4	3.18	2.57
13	5.67	5.6	3.4
14	7.05	2.83	4.81
15	7.27	3.03	5.08
16	9.27	2.07	6.14
17	6.84	4.13	4.31
18	8.01	2.81	1.93
19	2.27	1.18	2.21
20	8.19	3.17	3.08
21	7.55	2.58	6.66
22	7.08	3.32	2.19
23	2.95	1.54	3.2
24	8.76	2.16	6.54
25	6.97	3.96	4.55
26	6.07	4.16	3.02
27	6.53	2.5	3.44
28	8.59	2.29	8.23
29	8.67	2.48	5.39
30	5.72	4.41	7.46

31	8.63	1.81	6.51	
32	7.31	2.92	6.15	
33	7.8	2.87	5.88	
34	6.22	2.82	4.84	
35	6.24	2.76	6.12	
36	8.35	2.74	6.46	
37	8.3	1.94	5.83	
38	7.98	1.87	9.28	
39	8.4	2.94	5.3	
40	5.67	1.41	8.45	
41	7.22	2.89	5.93	
42	3.96	1.15	3.1	
43	7.75	2.5	6.53	
44	5.33	2.22	6.77	
45	7.14	0.85	2.07	
46	3.63	5.83	3.35	
47	6.46	2.73	5.49	
48	6.48	2.73	4.96	
49	5.18	5.82	3.04	
50	6.79	2.75	6.16	
51	5.92	3.52	2.64	
52	5.24	3.53	4.68	
53	2.7	8.53	2.14	
54	5.62	3.71	4.59	
55	2.81	7.08	1.36	
56	5.99	2.8	5.1	
57	5.82	2.66	6.38	
58	3.52	6.14	2.53	
59	3.56	5.35	1.97	
60	3.1	2.12	7.32	
TOTAL	326.32	162.89	245.02	1730.8

MIDDEL PART - (TIME - 6:00 TO 7:00 PM)

(DATE - 27/01/2022)THURSDAY

MIN	car/jeep/van	two wheeler	rickshaw
1	3.46	2.41	2.99
2	5.56	4.56	5.06
3	3.12	2.12	2.62
4	6.24	5.24	5.66
5	1.15	0.15	0.58
6	4.26	3.26	3.67
7	5.12	4.12	4.54
8	4.13	3.01	3.63
9	4.18	1.02	3.63
10	3.98	1.98	3.4
11	5.26	3.35	4.7
12	2.19	0.19	1.5
13	4.18	1.67	3.46
14	6.15	3.84	5.45
15	4.45	1.73	3.63
16	5.11	3.12	4.26
17	6.16	4.56	5.22
18	3.18	1.03	2.33
19	2.78	0.54	1.8
20	4.26	2.6	3.18
21	5.67	2.81	4.7
22	4.17	2.16	2.98
23	2.16	0.16	0.97
24	5.17	3.06	3.96
25	6.01	4.23	4.66
26	4.08	2.07	2.92
27	3.15	1.03	1.69
28	5.24	3.41	4.13
29	2.56	0.66	1.01
30	3.88	1.77	2.45

31	5.13	3.2	3.87	
32	3.55	1.62	2.03	
33	4.78	2.29	3.02	
34	6.1	3.85	4.82	
35	4.15	2.33	2.48	
36	5.24	2.9	3.61	
37	5.13	2.9	3.33	
38	4.15	2.6	2.88	
39	5.22	3.14	3.04	
40	3.55	1.55	1.47	
41	5.35	3.05	3.4	
42	3.14	0.92	1.39	
43	5.25	3.32	3.34	
44	6.2	3.66	3.82	
45	5.44	3.48	4.06	
46	4.67	3.09	2.42	
47	5.88	3.35	3.42	
48	4.99	2.49	2.8	
49	6.23	4.5	3.66	
50	5.33	3.12	3.13	
51	4.55	2.48	2.63	
52	6.22	4.07	3.94	
53	4.99	3.31	2.31	
54	6.33	4.23	4.31	
55	4.23	1.8	1.22	
56	5.88	3	3.34	
57	2.97	1.29	0.85	
58	4.96	3.25	1.82	
59	4.29	2.12	1.73	
60	1.92	-0.05	-0.34	
TOTAL	272.83	154.7	242.88	1208.8

MIDDEL PART - (TIME - 8:00 TO 9:00 AM)

(DATE - 27/01/2022)THURSDAY

MIN	car/jeep/van	two wheeler	rickshaw
1	4.57	6.17	6.65
2	5.37	5.48	3.57
3	1.54	3.56	3.56
4	3.21	2.56	9.96
5	4.52	6.29	3.78
6	4.38	6.44	6.88
7	2.4	3.25	6.47
8	3.39	8.2	8.93
9	6.45	4.49	4.71
10	3.04	1.45	3.72
11	6.4	3.31	3.54
12	3.42	7.41	8.35
13	7.41	2.23	2.89
14	2.35	2.13	4.73
15	2.29	3.53	3.29
16	2.31	1.58	6.79
17	7.91	2.44	2.56
18	3.15	1.72	6.9
19	4.17	4.59	6.27
20	5.32	4.33	4.54
21	3.11	6.79	1.13
22	5.97	3.42	4.03
23	2.12	1.09	4.97
24	3.64	5.7	5.64
25	7.5	2.27	2.8
26	2.02	2.98	5.66
27	6.87	2.72	3.31
28	2.62	2.9	6.7
29	2.4	2.48	2.15
30	6.07	3.09	2.01

31	1.91	4.14	6.23	
32	7.13	1.94	3.22	
33	5.62	3.47	3.68	
34	7.3	2.58	2.38	
35	2.73	2.69	7.94	
36	7.45	1.98	2.74	
37	2.3	6.66	2.83	
38	3.01	6.73	6.88	
39	5.94	2.85	3.26	
40	5.22	3.49	4.13	
41	2.56	7.38	5.83	
42	2.28	2.75	6.79	
43	1.76	7.56	3.75	
44	3.34	5.52	6.18	
45	2.44	7.12	3.64	
46	6.3	2.72	2.82	
47	1.85	6.6	7.9	
48	5.11	3.55	4.14	
49	1.22	2.64	3.47	
50	5.77	3.05	2.93	
51	6.73	1.81	2.87	
52	2.3	6.86	7.79	
53	1.91	6.07	7.03	
54	4.75	3.29	3.7	
55	2.91	5.05	6.24	
56	6.69	2.41	2.63	
57	2.11	5.83	6.32	
58	4.36	2.95	4.09	
59	2.38	5.96	6.86	
60	0.9	7.59	4.51	
TOTAL	212.81	201.39	342.59	1300

MIDDEL PART - (TIME - 6:00 TO 7:00 PM)

(DATE - 27/01/2022)THURSDAY

MIN	car/jeep/van	two wheeler	rickshaw
1	2.31	2.42	2.17
2	3.21	3.31	3.01
3	3.27	3.37	3.07
4	2.9	3	2.7
5	2.43	2.53	2.23
6	4.36	4.46	4.16
7	2.3	2.4	2.1
8	3.76	3.86	3.56
9	5.16	5.32	5.03
10	1.77	1.56	1.46
11	1.34	1.45	1.07
12	3.32	3.8	3.47
13	8.35	2.21	7.6
14	1.52	0.86	1.3
15	3.25	3.69	3.22
16	1.6	1.49	1.02
17	4.82	5.12	5.44
18	1.5	1.15	1.61
19	2.89	2.9	2.65
20	4	4.14	3.67
21	2.04	2.13	2.37
22	2.63	2.7	2.54
23	1.45	1.45	0.62
24	2.45	2.28	2.44
25	5.13	5.7	4.7
26	1.52	1.49	0.98
27	2.42	2.25	2.37
28	1.89	2.16	1.46
29	3.12	3.35	2.96
30	2.67	2.71	2.64

31	1.39	1.29	0.98	
32	5.38	5.55	4.97	
33	4.52	4.31	4.17	
34	5.52	5.51	5.12	
35	2.36	2.29	1.31	
36	6.27	6.48	6.3	
37	2.61	2.84	1.42	
38	2.65	2.57	2.36	
39	4.54	4.73	4.23	
40	7.06	7.39	6.63	
41	2.13	2.45	2.26	
42	2.25	1.99	1.83	
43	2.48	2.36	2.04	
44	3.13	3.2	2.6	
45	2.36	2.45	1.96	
46	4.88	4.97	4.89	
47	1.5	1.43	0.58	
48	4.59	4.73	4.25	
49	1.16	0.16	0.64	
50	8.14	9.03	8.35	
51	1.2	1.78	1.27	
52	2.55	2.1	1.94	
53	2.2	2.23	2.41	
54	8.24	8.58	7.77	
55	3.06	2.77	2.39	
56	2.37	2.77	2.6	
57	3.41	3.97	3.75	
58	2.93	3.15	1.9	
59	2.58	1.5	2.45	
60	2.47	2.85	2.77	
TOTAL	165.59	162.03	233.72	1104.6

5.3 TTC CALCUATION

$$TTC_i = \frac{TH_i \cdot v_i - VL_{i-1}}{v_i - v_{i-1}} \quad \forall\, v_i > v_{i-1}$$

CAR TO BIKE

Where, Total Vehicle headway (TH_i) =1.56, car speed (v_i)= 36.61 kmph, bike speed(v_{i-1})=27.63, standard vehicle length of car(VL_{i-1})=3.7m, so as per the formula,

TTC_i= (1.56*36.61)-3.7 / (36.61-27.63) =5.95sec

BIKE TO CAR

Where, Total Vehicle headway (TH_i) =2.42, bike speed (v_i)= 28.54 kmph, car speed(v_{i-1})=22.13, standard vehicle length of car(VL_{i-1})=3.2m, so as per the formula,

TTC_i= (2.42*28.54)-3.2 / (28.54-22.13) = 10.28sec

RICKSHAW TO CAR

Where, Total Vehicle headway (TH_i) =1.67, rickshaw speed (v_i)= 38.20 kmph, car speed (v_{i-1})=22.18, standard vehicle length of car(VL_{i-1})=1.87m, so as per the formula,

TTC_i= (1.67*38.20)-1.87 / (38.20-22.18) = 3.86sec

RICKSHAW TO BIKE

Where, Total Vehicle headway (TH_i) =2.46, rickshaw speed (v_i)= 38.20 kmph, bike speed (v_{i-1})=27.63, standard vehicle length of car(VL_{i-1})=3.2m, so as per the formula,

$$TTC_i = (2.46*38.20)-3.2 / (38.20-27.63) = 8.59sec$$

CAR TO RICKSHAW

Where, Total Vehicle headway (TH_i) =2.49, car speed (v_i)= 22.18 kmph, rickshaw speed (v_{i-1})=38.20, standard vehicle length of car(VL_{i-1})=3.7m, so as per the formula,

$$TTC_i = (2.49*22.18)-3.7 / (22.18-38.20) = -3.22sec$$

BIKE TO RICKSHAW

Where, Total Vehicle headway (TH_i) =1.56, bike speed (v_i)= 34.44 kmph, rickshaw speed (v_{i-1})=21.43, standard vehicle length of car(VL_{i-1})=3.2m, so as per the formula,

$$TTC_i = (1.56*34.44)-3.2 / (34.44-21.43) = 3.88sec$$

TIME TO COLLISION (TTC) RESULT

Table 5.2 TTC Results

SR NO	DATE	TIME	CAR TO BIKE	BIKE TO CAR	RICKSHAW TO CAR	RICKSHAW TO BIKE	BIKE TO RICKSHAW	CAR TO RICKSHAW
1	26/1/2021 Wednesday	8-9 Am	5.01	-3.52	3.20	5.02	9.51	3.20
2	26/1 /2021 Wednesday	6-7 Pm	5.79	-3.30	8.79	5.47	10.27	8.87
3	26/1/21 Wednesday	6-7 Pm	8.94	-4.57	10.07	10.19	4.06	3.35
4	26/1/2021 Wednesday	8-9 Am	8.84	6.59	-4.29	6.48	6.6	3.15
5	27/1/2021 Thursday	6-7 pm	6.22	5.61	8.42	-4.43	8.40	7.77
6	27/1/2021 Thursday	6-7 pm	6.37	6.47	4.83	8.56	7.44	-1.80
7	27/1/2021 Thursday	8-9 am	5.75	4.24	8.88	-7.52	7.07	3.34
8	27/1/2021 Thursday	8-9 am	5.95	10.28	3.86	6.28	3.88	-3.22

SR NO	DATE	TIME	AVG. CAR TO CAR	AVG. BIKE TO BIKE	AVG. RICSHAW TO RICKSHAW	PCU/hr
1	26/1/2021 Wednesday	8-9 Am	9.01	4.55	7.10	1270
2	26/1 /2021 Wednesday	6-7 Pm	6.78	5.19	5.26	1540
3	26/1/2021 Wednesday	6-7 Pm	4.34	3.98	4.53	1467
4	26/1/2021 Wednesday	8-9 Am	7.40	2.30	3.21	1123
5	27/1/2021 Thursday	6-7 pm	4.55	2.36	2.24	986
6	27/1/2021 Thursday	6-7 pm	3.17	3.38	3.22	957
7	27/1/2021 Thursday	8-9 am	5.74	3.44	4.71	947
8	27/1/2021 Thursday	8-9 am	3.01	4.28	4.78	1014

5.4 SUMMARY

In this chapter data analysis is presented in terms of table for the classified vehicle headway data analysis and spot speed data analysis. This chapter is most important part of the research because the evaluation of time to collision is based on this data analysis and its results.

CHAPTER 6 CONCULSION

6.1 CONCLUSION

An assessment approach for urban road traffic safety is proposed in this work to evaluate the incidence of vehicle crashes in various conditions. TTC sample data was collected in two locations on urban road. Following are the important conclusion that is drawn from the present study.

VEHICLE HEADWAY

RESULT:

Table 6.1 vehicle headway summary

SR NO.	DATE	TIME	LOCATION	4W	2W	3W
1	26/01/2022	6:00 TO 7:00 PM	MIDDEL PART	9.02	4.56	7.1
2	26/01/2022	6:00 TO 7:00 PM	MIDDEL PART	7.47	6	7.67
3	26/01/2022	8:00 TO 9:00 AM	MIDDEL PART	7.4	5.27	6.15
4	26/01/2022	8:00 TO 9:00 AM	MIDDEL PART	8.69	4.41	4.33
5	27/01/2022	6:00 TO 7:00 PM	MIDDEL PART	4.55	3.55	4.05
6	27/01/2022	6:00 TO 7:00 PM	MIDDEL PART	5.9	6	5.67
7	27/01/2022	8:00 TO 9:00 AM	MIDDEL PART	12.35	5.31	6.66
8	27/01/2022	8:00 TO 9:00 AM	MIDDEL PART	9.11	6.58	6.85

PROPOSED DESIRABLE VEHICLE HEADWAY:

Table 6.2 proposed desirable vehicle headway

Reference	Headway (s)	Critical situation
Ohta [33]	Between 1.1 and 1.7	Comfortable
Ohta [33]	>0.6	Danger
Taieb-Maimon and Shinar [34]	0.7	Minimum safe
Evans [35] & Michael et al. [32]	>2.0	Should not be considered safe enough to prevent possible conflicts

From the above table vehicle headways are laid in greater than 2 sec so it should not be considered safe enough to prevent possible conflicts.

TIME TO COLLISION (TTC)

RESULT:

Table 6.3 TTC result summary

SR NO	DATE	TIME	CAR TO BIKE	BIKE TO CAR	RICKSHAW TO CAR	RICKSHAW TO BIKE	BIKE TO RICKSHAW	CAR TO RICKSHAW
1	26/1/2021 Wednesday	8-9 Am	5.01	-3.52	3.20	5.02	9.51	3.20
2	26/1 /2021 Wednesday	6-7 Pm	5.79	-3.30	8.79	5.47	10.27	8.87
3	26/1/21 Wednesday	6-7 Pm	8.94	-4.57	10.07	10.19	4.06	3.35
4	26/1/2021 Wednesday	8-9 Am	8.84	6.59	-4.29	6.48	6.6	3.15
5	27/1/2021 Thursday	6-7 pm	6.22	5.61	8.42	-4.43	8.40	7.77
6	27/1/2021 Thursday	6-7 pm	6.37	6.47	4.83	8.56	7.44	-1.80
7	27/1/2021 Thursday	8-9 am	5.75	4.24	8.88	-7.52	7.07	3.34
8	27/1/2021 Thursday	8-9 am	5.95	10.28	3.86	6.28	3.88	-3.22

MINIMUM AND DESIRABLE TTC THRESHOLD VALUE

Table 6.4 TTC threshold values

Reference	Minimum (s)	Desirable (s)	Condition
Van der Horst [16]	1	1.5	Approaches at intersections
Sayed et al. [15]	1.6	2.0	Low level of conflict
	00	0.9	High level of conflict
Hogema and Janssen [17]	–	3.5	Non-supported drivers
Hogema and Janssen [17]	–	2.6	Supported drivers
Vogel [14]	1	2	Approaches at intersections
Meng and Qu [18]	2	4	Urban Road Tunnel (rear end crash)
Huang et al. [7]		1.6	Signalized Intersection
Sayed et al. [1]		3	Signalized Intersection
AASHTO [19]; Farah et al. [20] & Hegeman [21]		3	For 2-lane rural roads

TTC values are greater than 3.5 sec so it is non - supported to drivers. Mostly minimum TTC values are occurring in car to bike and bike to car categories.

6.2 FUTURE SCOPE

- Evaluation of time to collision (TTC) value is very important for accident analysis, traffic safety, signal design and coordination, and traffic flow models.

CHAPTER 7 REFERANCES

7.1 JOURNAL ARTICLE

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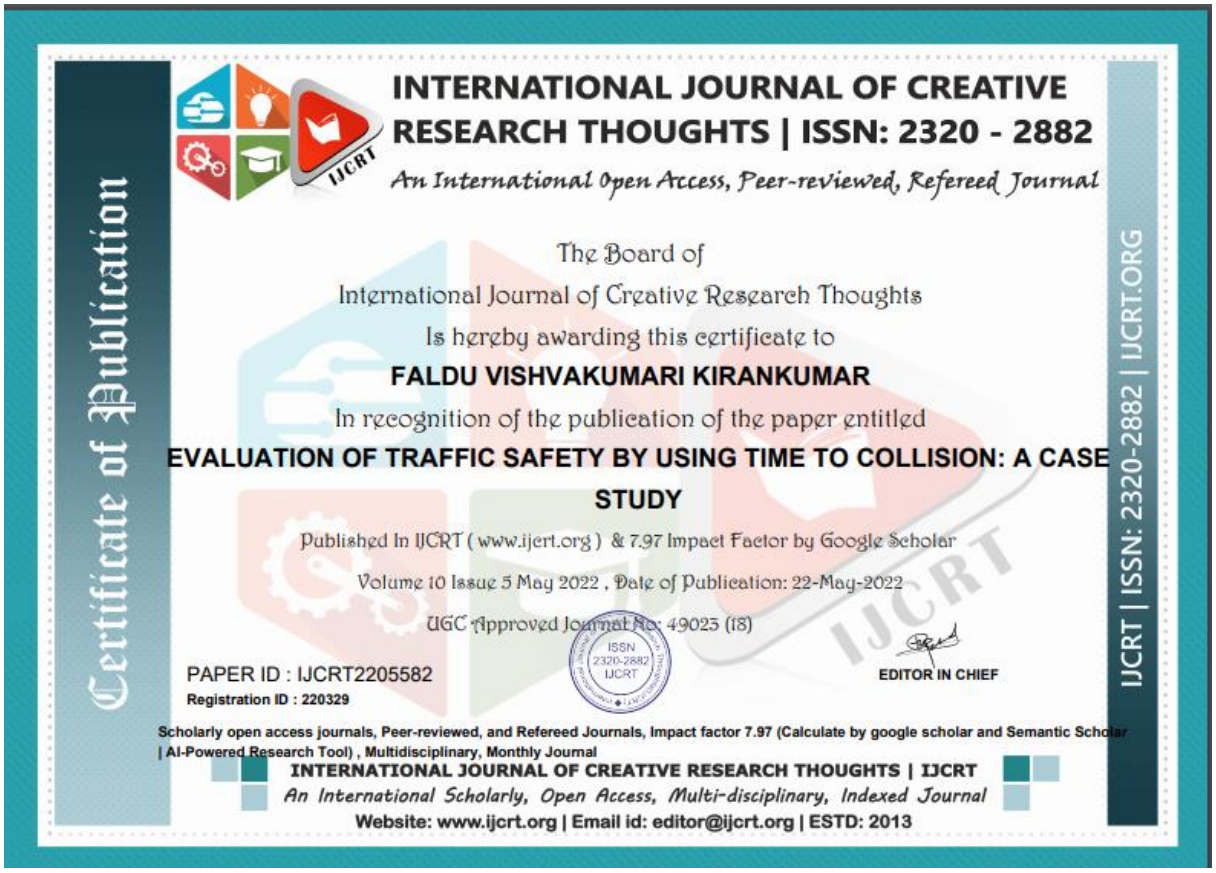
- S.M. Sohel Mahmud, Luis Ferreira, Md. Shamsul Hoque, and Ahmad Tavassoli "Application of proximal surrogate indicators for safety evaluation: A review of recent developments and research needs" – science direct – 2016

7.1 IMPORTANT LINKS

- https://opentransportationjournal.com/VOLUME/13/PAGE/65/FULLTEXT/
- https://en.wikipedia.org/wiki/Traffic_collisions_in_India
- https://timesofindia.indiatimes.com/city/rajkot/eight-accidents-occurred-on-city-roads-daily-in-2019/articleshow/74558105.cms
- https://timesofindia.indiatimes.com/city/ahmedabad/22-decrease-in-road-accidents-in-gujarat/articleshow/80438467.cms
- https://timesofindia.indiatimes.com/city/ahmedabad/50-of-accident-victims-between-18-and-35-yrs-old/articleshow/70220227.cms
- https://en.wikipedia.org/wiki/Road_collision_types

ANNEXURE 1

PAPER PUBLICATION CERTIFICATE



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Master of Technology

(Dissertation Review Card)

Name of Student : Faldu Vishvakumari Kirankuman

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College Code : 0 5 1

Branch Name : Transportation Engi.(civil)

Theme of Title : Traffic Engineering

Title of Thesis : Evalution of Traffic safety By using gussian mixture model based on time to collision : A case study.

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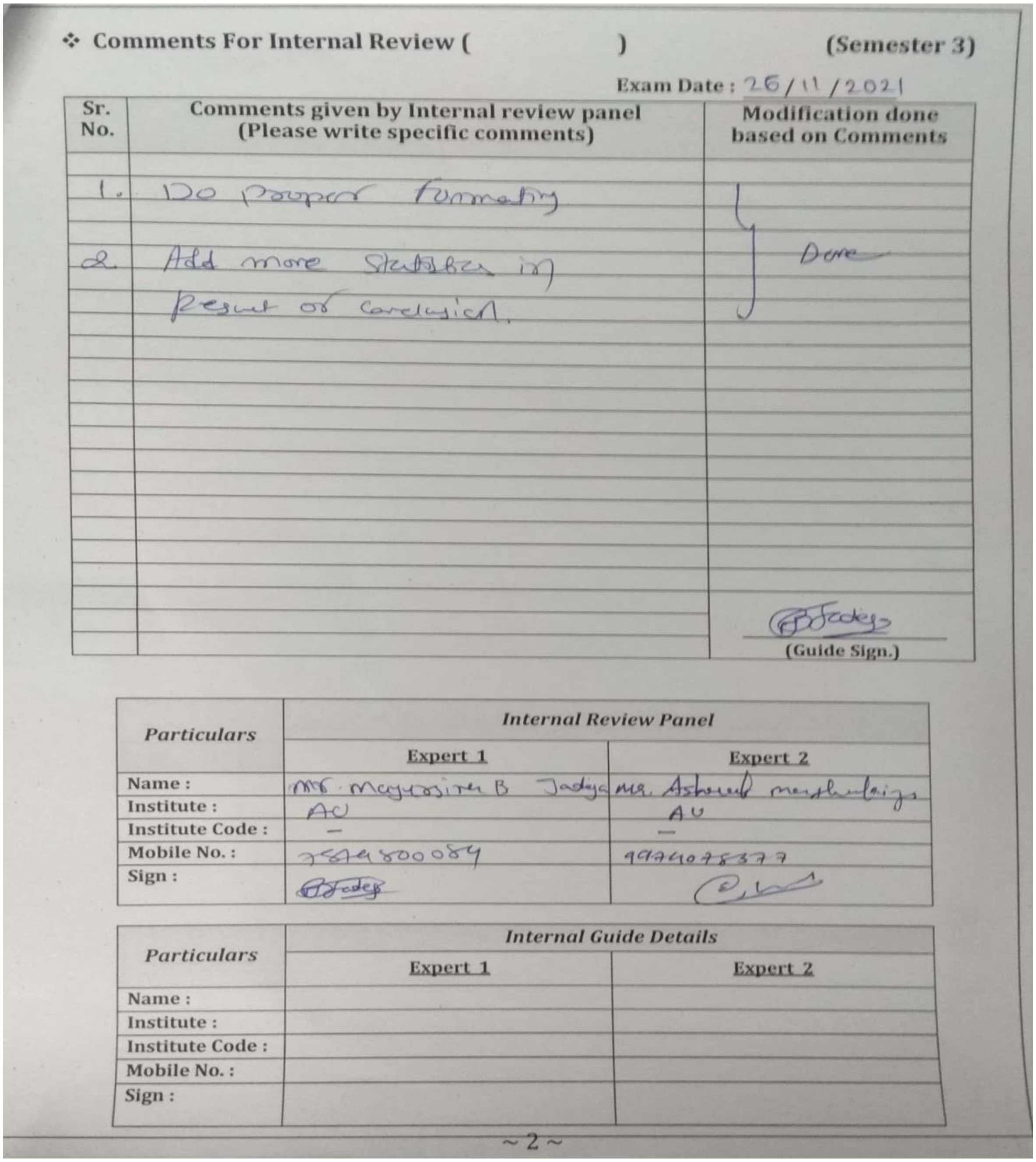
Co-supervisor's Detail	
Name :	
Institute :	
Institute Code :	
Mail Id :	
Mobile No. :	

~1~

ANNEXURE 4



❖ Comments For Internal Review ( ) (Semester 3)

Exam Date : 26/11/2021

Sr. No.	Comments given by Internal review panel (Please write specific comments)	Modification done based on Comments
1.	Do proper Formating	Done
2.	Add more statistics in Result or Conclusion.	

(Guide Sign.)

Particulars	Internal Review Panel	
	Expert 1	Expert 2
Name :	Mr. Mayursinh B Jadeja	Mr. Ashraf Mashalkar
Institute :	AU	AU
Institute Code :	–	–
Mobile No. :	7874800084	9974078377
Sign :	[signature]	[signature]

Particulars	Internal Guide Details	
	Expert 1	Expert 2
Name :		
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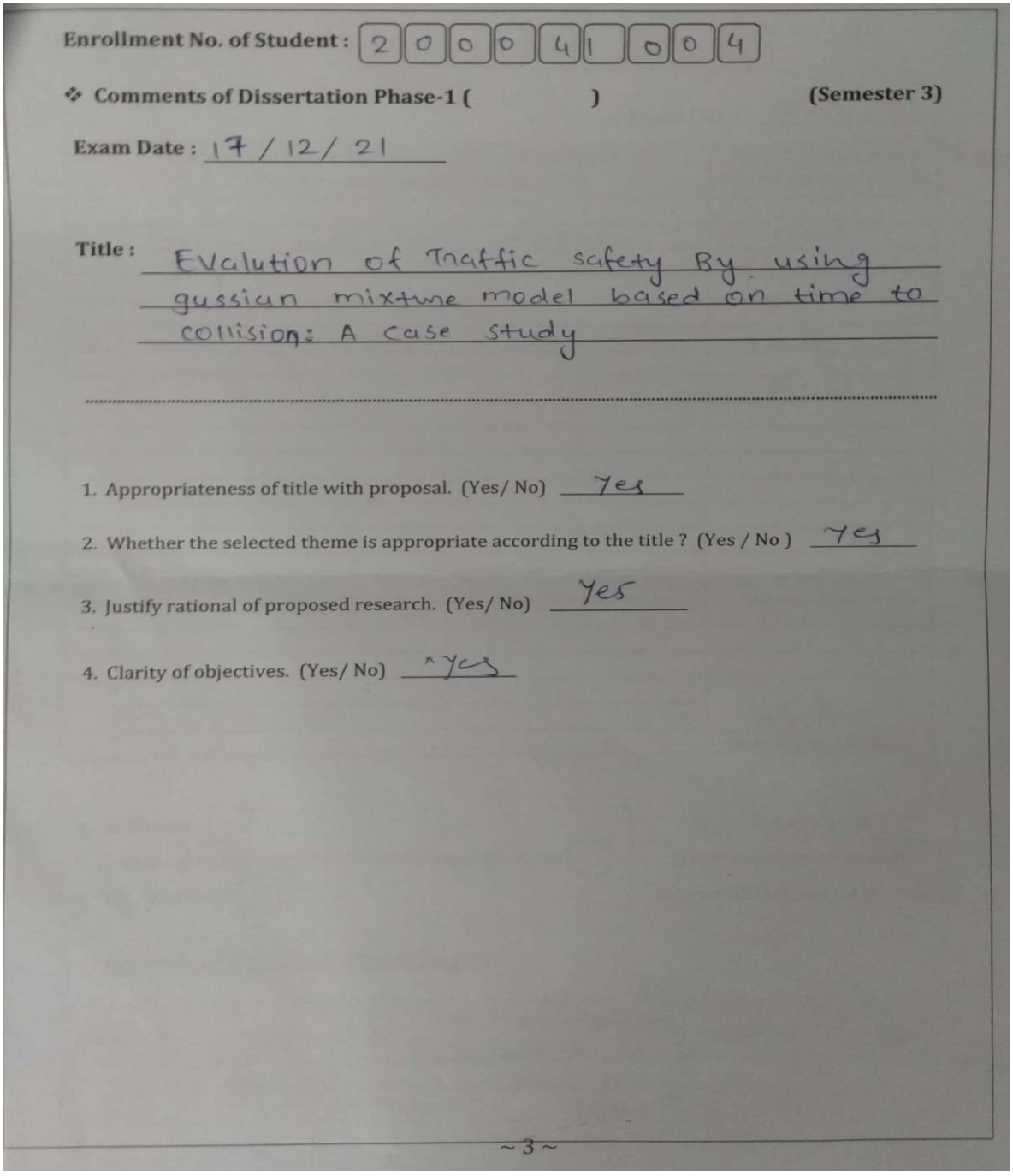
ANNEXURE 5



Enrollment No. of Student : 2 0 0 0 4 1 0 0 4

❖ Comments of Dissertation Phase-1 ( ) (Semester 3)

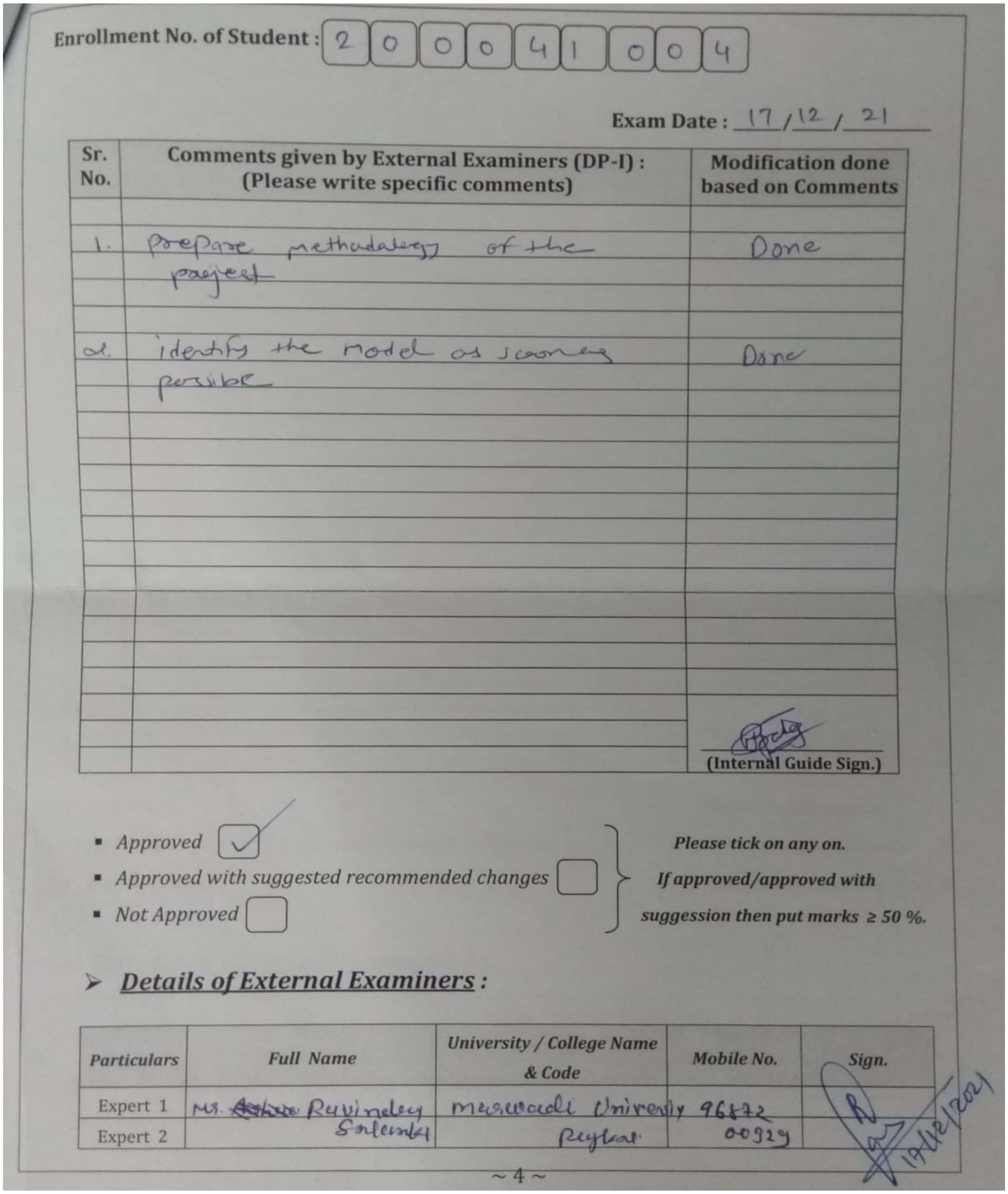
Exam Date : 17 / 12 / 21

Title : Evalution of Traffic safety By using gussian mixture model based on time to collision: A case study

1. Appropriateness of title with proposal. (Yes/ No) Yes
2. Whether the selected theme is appropriate according to the title ? (Yes / No) Yes
3. Justify rational of proposed research. (Yes/ No) Yes
4. Clarity of objectives. (Yes/ No) Yes

~ 3 ~

ANNEXURE 6



Enrollment No. of Student : 2 0 0 0 4 1 0 0 4

Exam Date : 17 / 12 / 21

Sr. No.	Comments given by External Examiners (DP-I) : (Please write specific comments)	Modification done based on Comments
1.	prepare methodology of the project	Done
2.	identify the model as scoring possible	Done

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- *Approved* ☑
- *Approved with suggested recommended changes* ☐
- *Not Approved* ☐

Please tick on any on. If approved/approved with suggession then put marks ≥ 50 %.

➢ ***Details of External Examiners*** **:**

Particulars	*Full Name*	*University / College Name & Code*	*Mobile No.*	*Sign.*
Expert 1	Mr. Ravindra Solanki	Marwadi University Rajkot	96872 00929	17/12/2021
Expert 2				

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❖ **Comments of Mid Sem Review ( )** **(Semester 4)**

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1)	Represent Data in proper graphs.	Done
2)	Insufficient traffic Volume data.	Done
3)	Do formatting as per guidelines.	Done

Internal Guide Sign.

- *Approved* ☐
- *Approved with suggested recommended changes* ☑
- *Not Approved* ☐

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Expert 2				

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ANNEXURE 9

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Sources included in the report

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SA	**MP-INTRODUCTION -CORRECTED.docx** Document MP-INTRODUCTION -CORRECTED.docx (D113290510)	1
SA	**Thesis_kartik_mtech.pdf** Document Thesis_kartik_mtech.pdf (D136607902)	1

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SR NO.	COMMENTS	COMPLIANCE
	Internal Review	
1	Do proper formatting	Formatting is done
2	Add more statistics in results or conclusion	Statistics is added
	Dissertation Phase-1	
1	Prepare methodology of the project	Methodology is added
2	Identify the model as soon as possible	Model is done
	Mid Semester Review	
1	Represent data in proper graph	Graphs are added
2	Insufficient traffic volume data	Traffic volume data are prepared
3	Do formatting as per guidelines.	Formatting is done