Tween Bridge Solar Farm

7.7 Outline Construction Traffic Management Plan Part 2

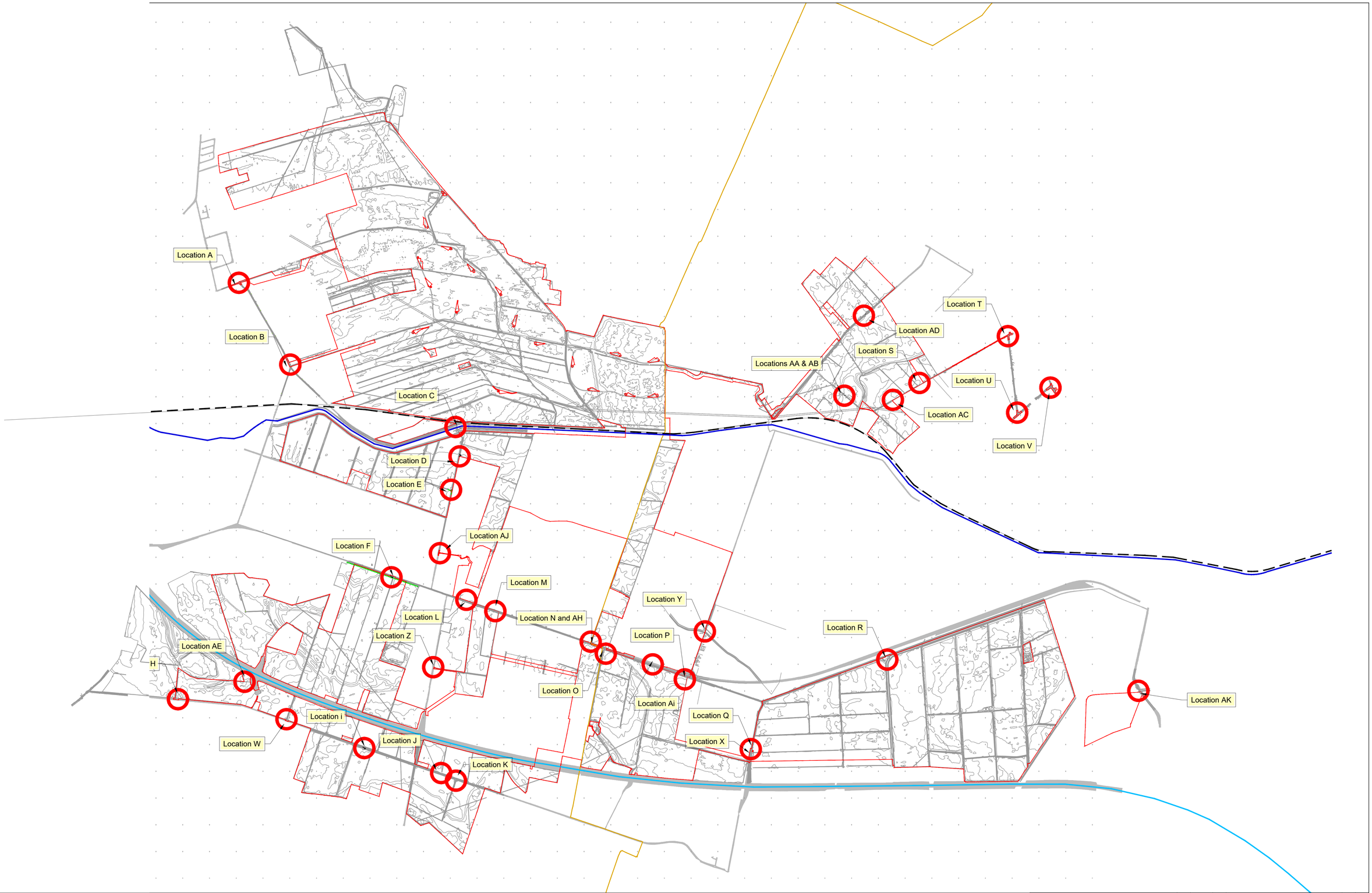
Planning Act 2008
Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

APFP Regulation 5(2)(q)

Document Reference: 7.7

June 2026

Revision 3



Key:

- Order Limits
- Approximate Extent of Adopted Highway
- Stainforth and Keadby Canal
- Railway Track
- Local Authority Boundary
- Motorway

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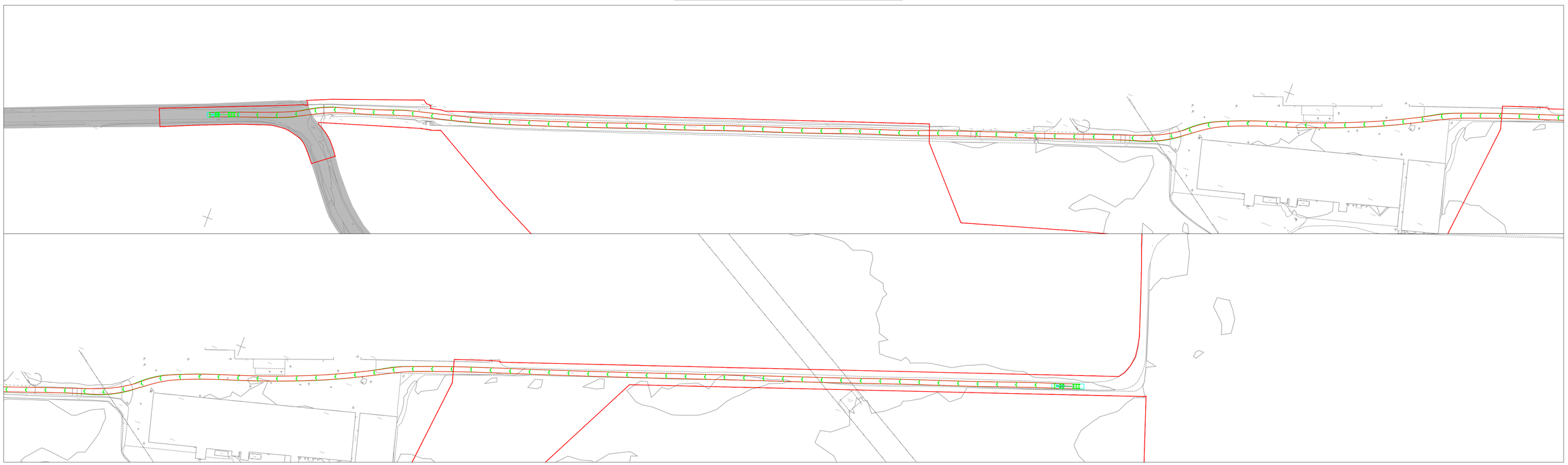
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PROJECT: TWEEN BRIDGE SOLAR FARM	DATE: 09/07/2025	DESIGN-DRAWN: JAN	[redacted]STATUS: FINAL
TITLE: PROPOSED ACCESS ARRANGEMENTS - MASTER	PROJECT No: P21-3484	DRAWING No: FIGURE 3.1	REV: 1

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Figure 3.2 Proposed Access Arrangements – Access A

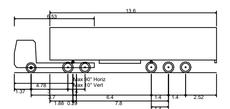


Swept Path Analysis of a 16.5m Articulated Vehicle Entering Access A



Swept Path Analysis of a 16.5m Articulated Vehicle Egressing Location A

1:1000
0 25m



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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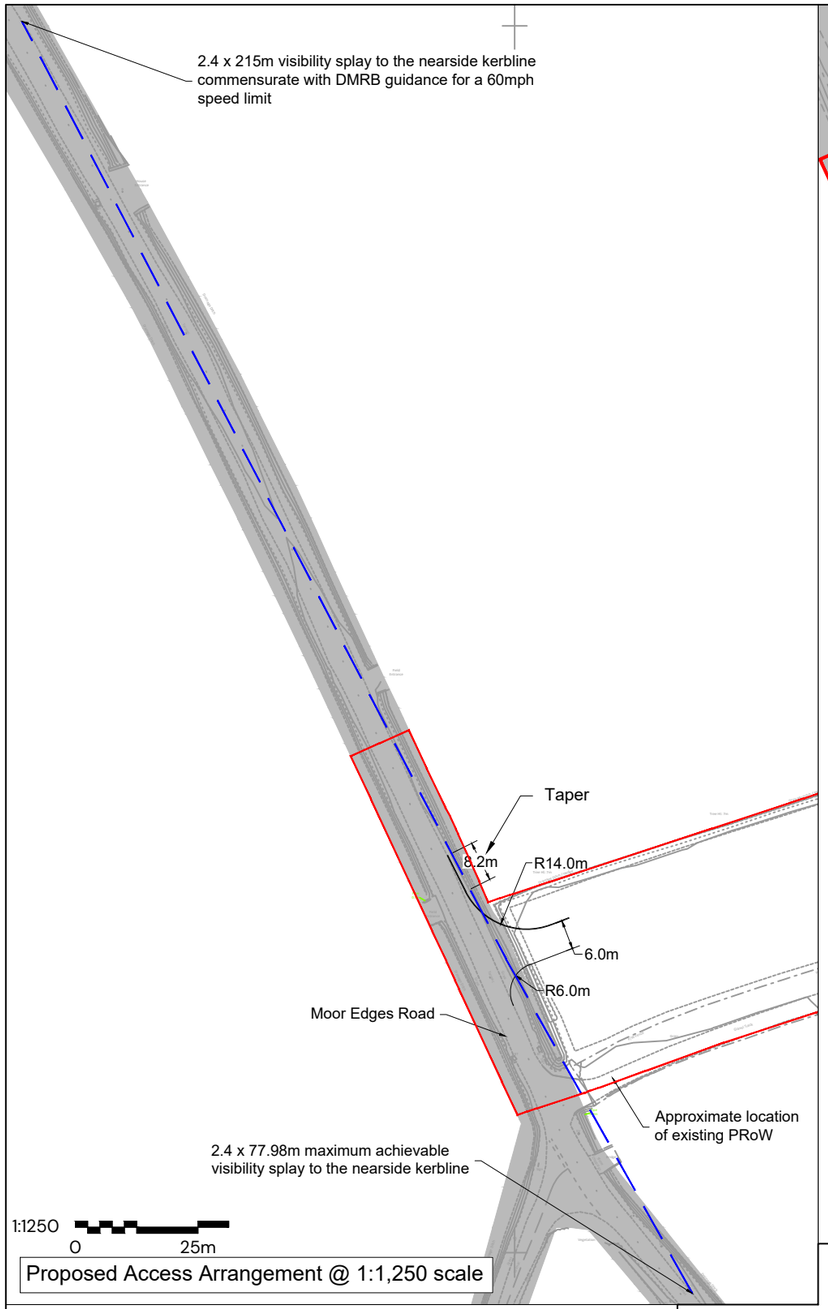
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TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION A

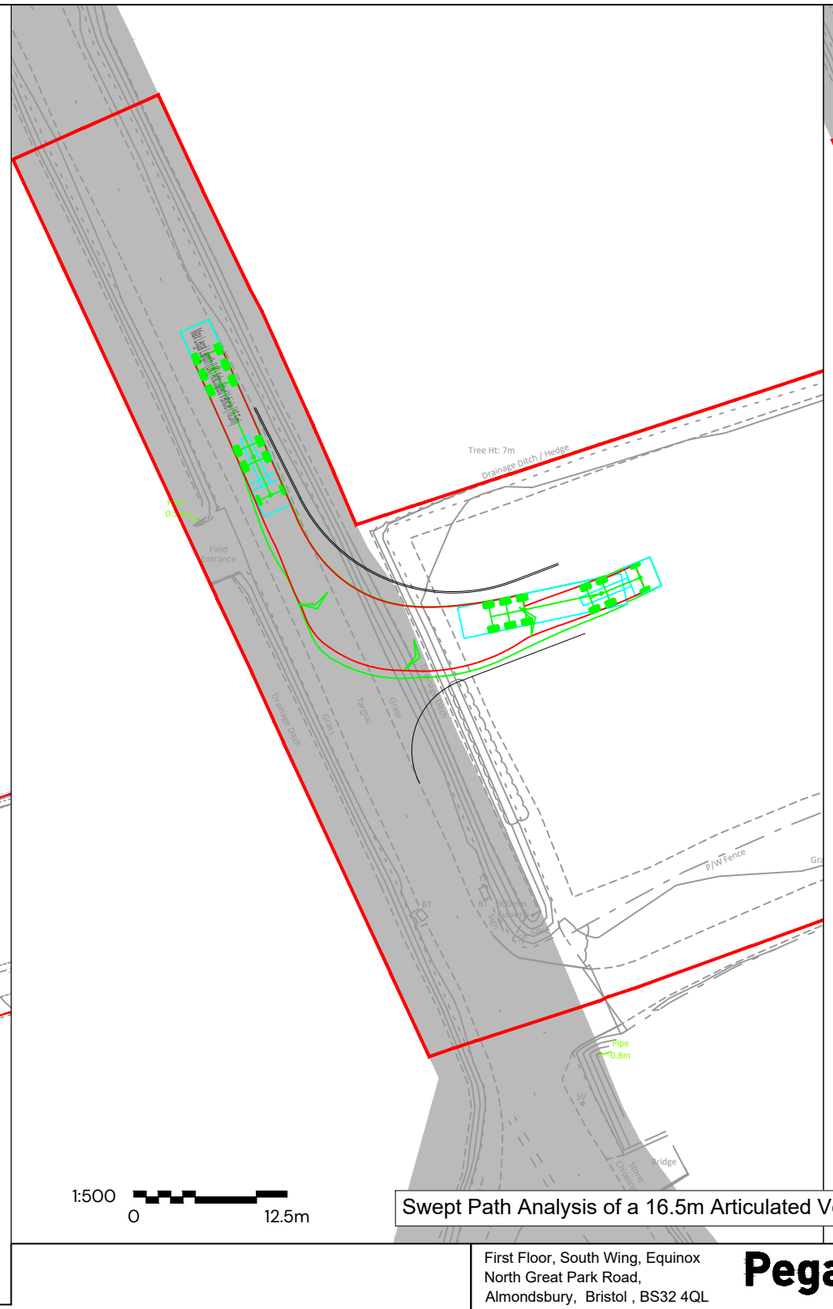
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Figure 3.3 Proposed Access Arrangements – Access B



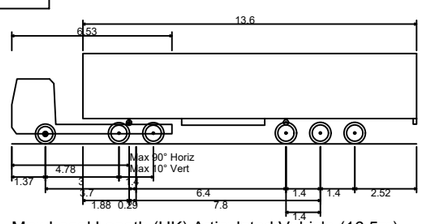
Proposed Access Arrangement @ 1:1,250 scale



Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Location B @ 1:500 scale



N



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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P21-3484	FIGURE 3.3	1

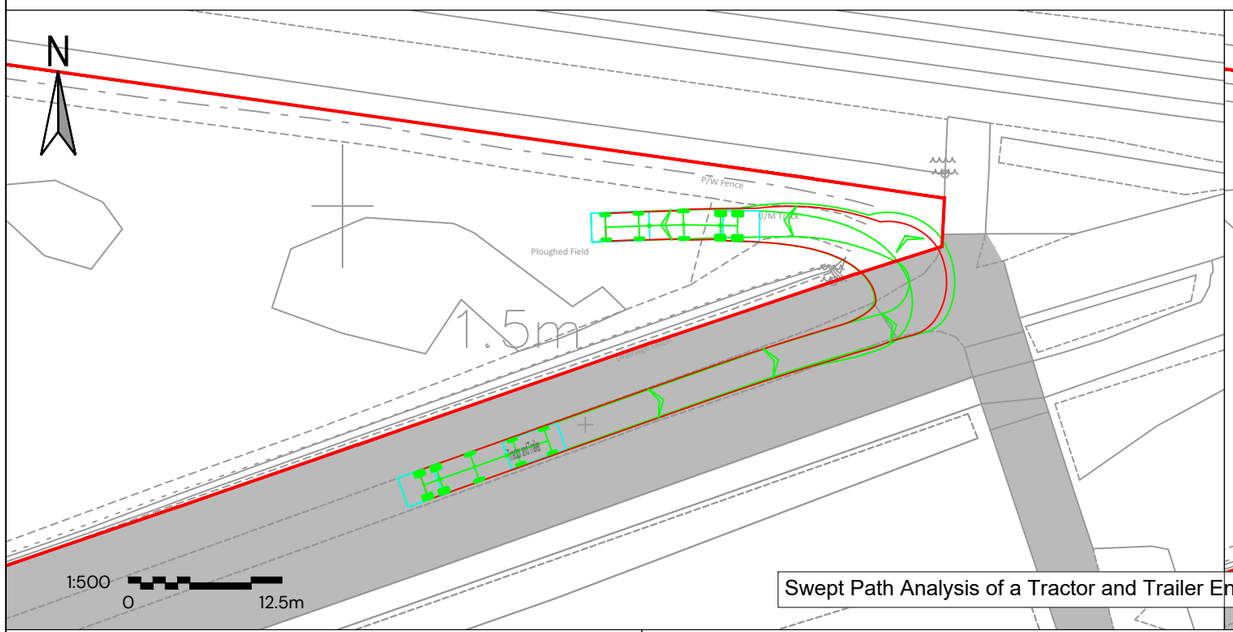
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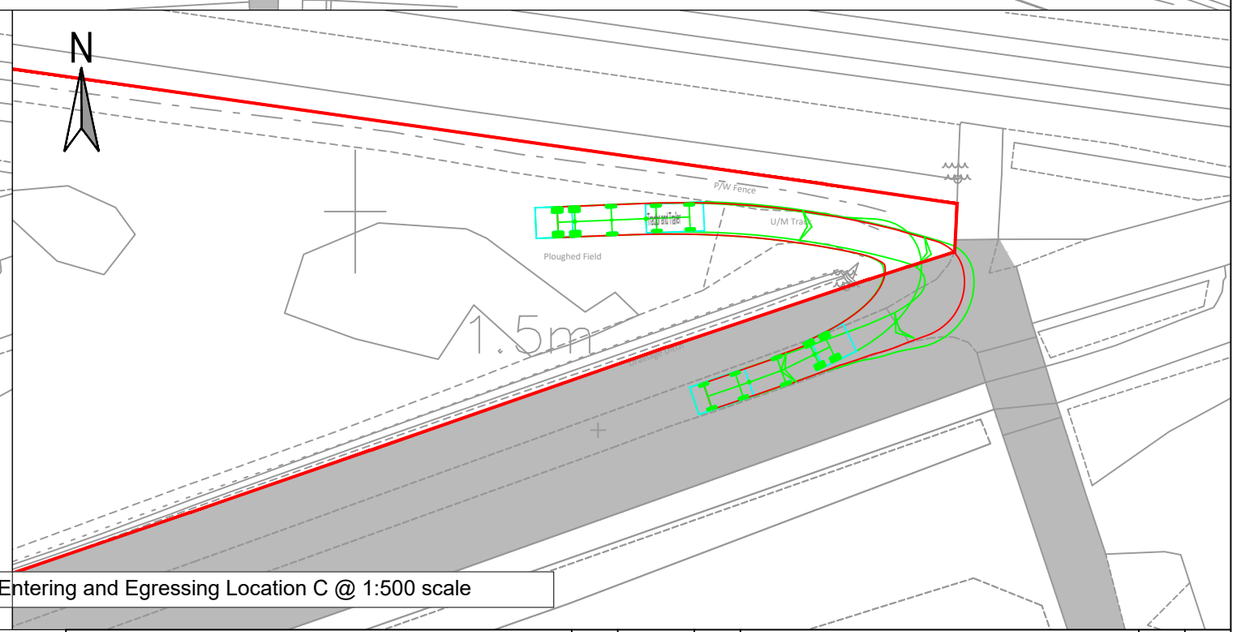
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Figure 3.4 Proposed Access Arrangements – Access C

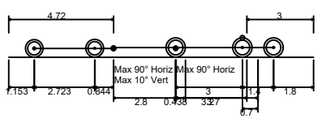


Proposed Junction Arrangement @ 1:1,250 scale





Swept Path Analysis of a Tractor and Trailer Entering and Egressing Location C @ 1:500 scale



Tractor and Trailer	
Overall Length	13.720m
Overall Width	2.500m
Overall Body Height	0.438m
Min Body Ground Clearance	0.398m
Max Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.620m

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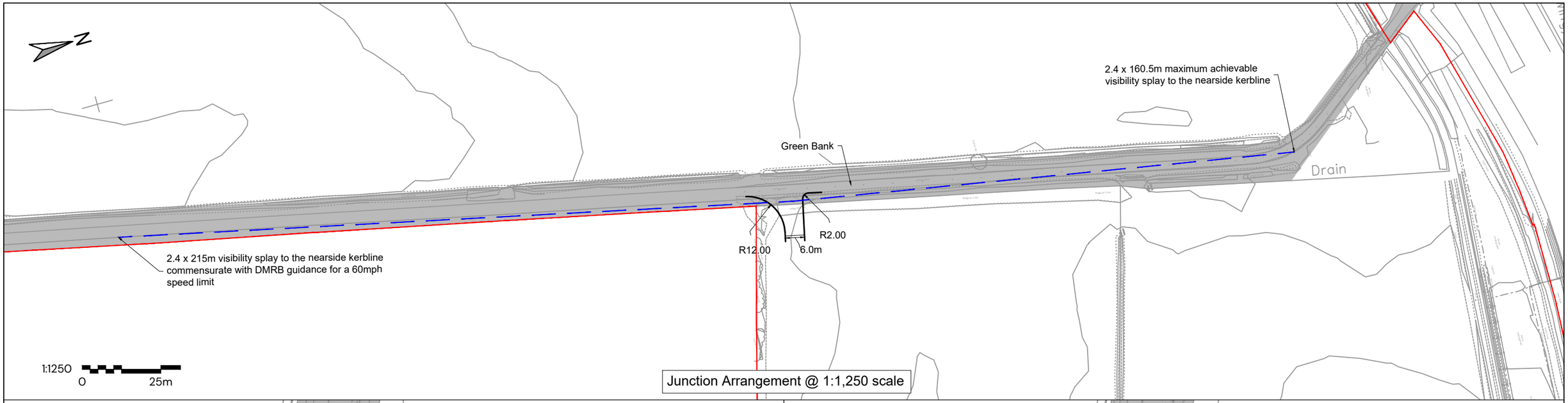
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PROJECT: TWEEN BRIDGE SOLAR FARM	DATE: 09/07/2025	DESIGN-DRAWN: JAN	DRAWING-STATUS: FINAL
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION C	PROJECT No: P21-3484	DRAWING No: FIGURE 3.4	REV: 1

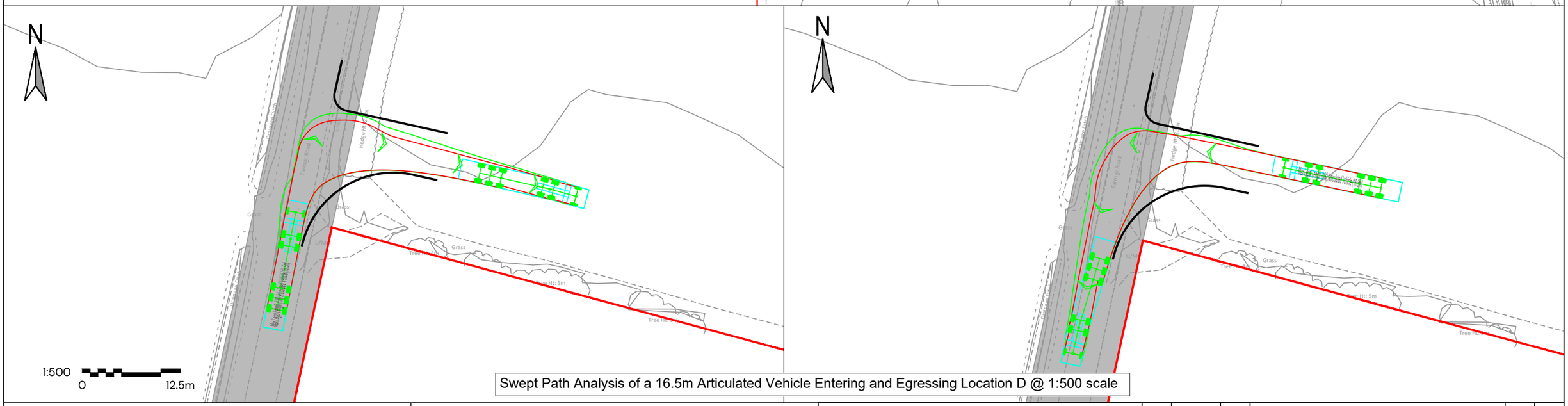
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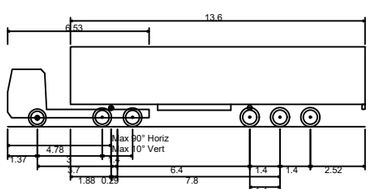
Figure 3.5 Proposed Access Arrangements – Access D



Junction Arrangement @ 1:1,250 scale



Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Location D @ 1:500 scale



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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PROJECT: TWEEN BRIDGE SOLAR FARM

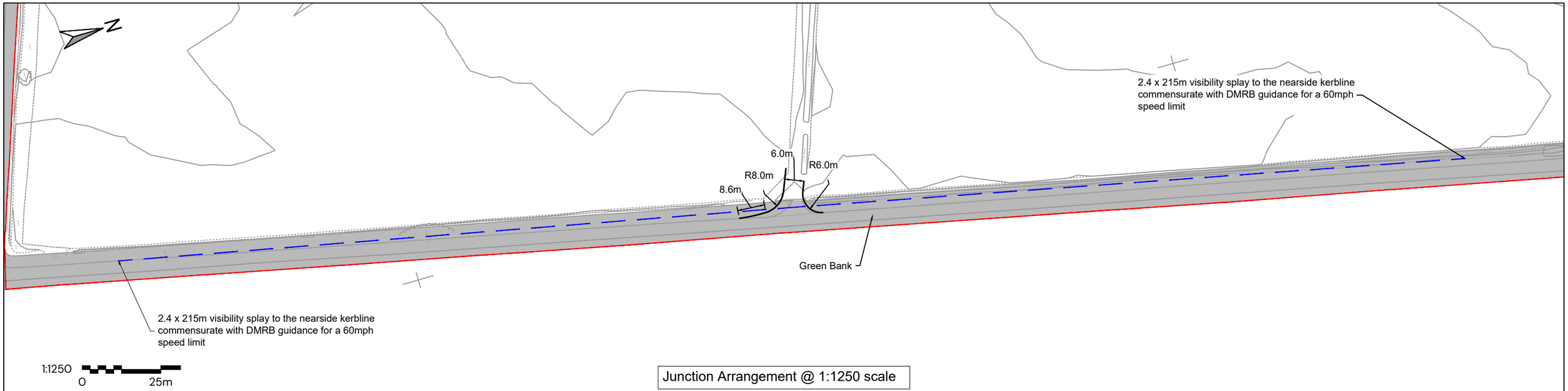
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P21-3484	FIGURE 3.5	1

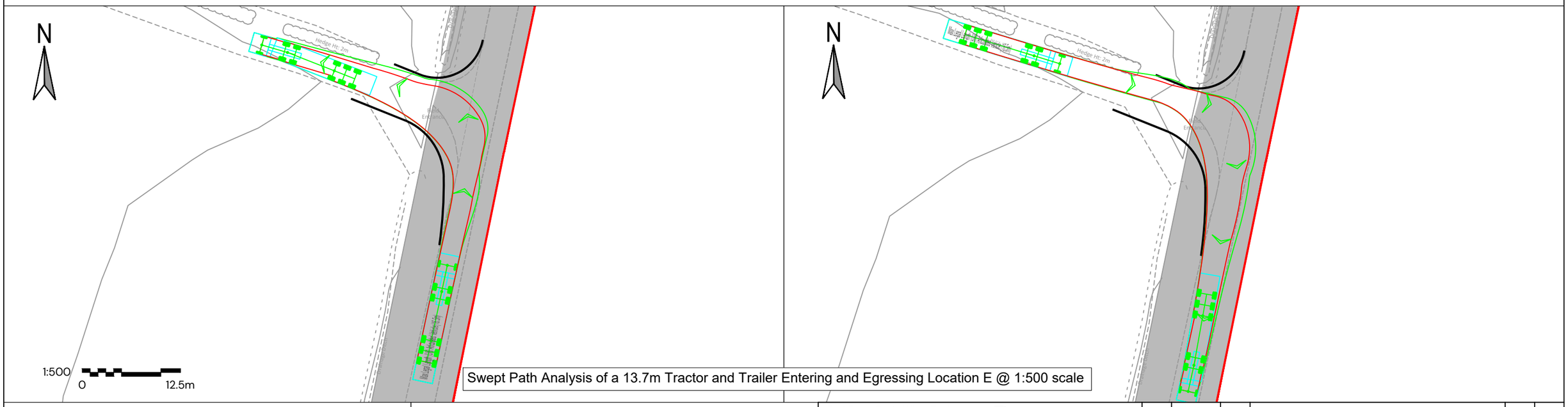
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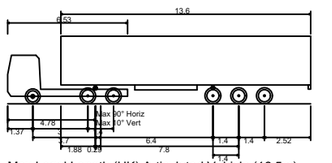
Figure 3.6 Proposed Access Arrangements – Access E



Junction Arrangement @ 1:1250 scale



Swept Path Analysis of a 13.7m Tractor and Trailer Entering and Egressing Location E @ 1:500 scale



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION E

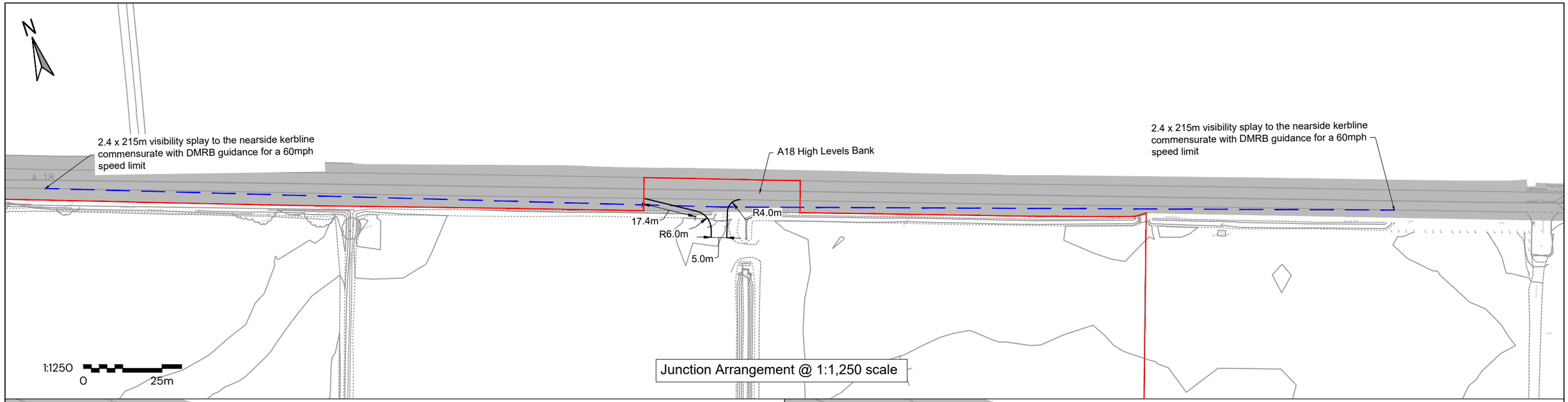
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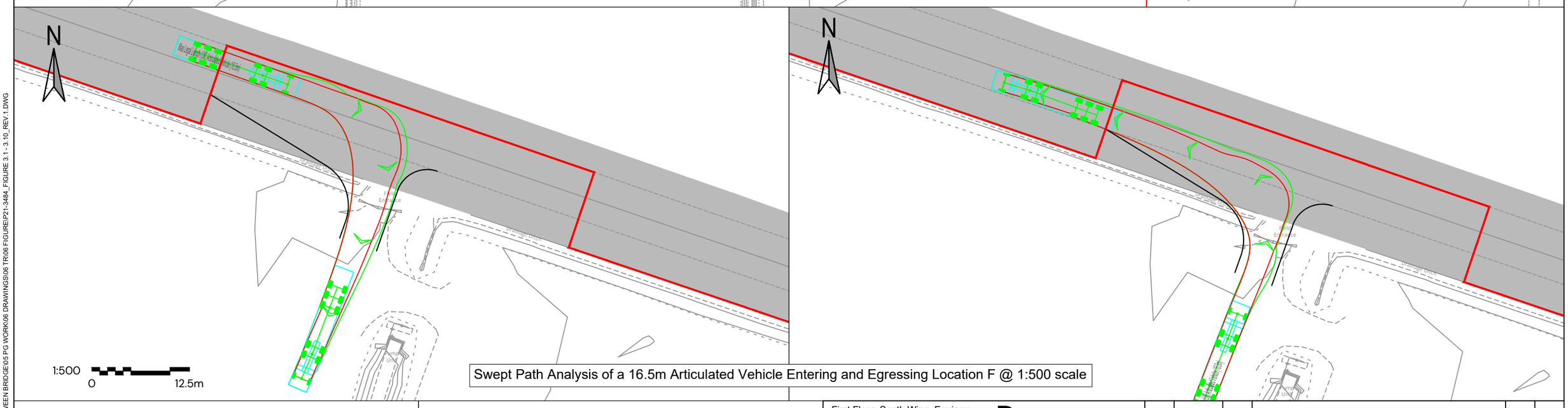
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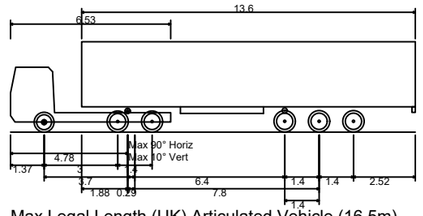
Figure 3.7 Proposed Access Arrangements – Access F



Junction Arrangement @ 1:1,250 scale



Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Location F @ 1:500 scale



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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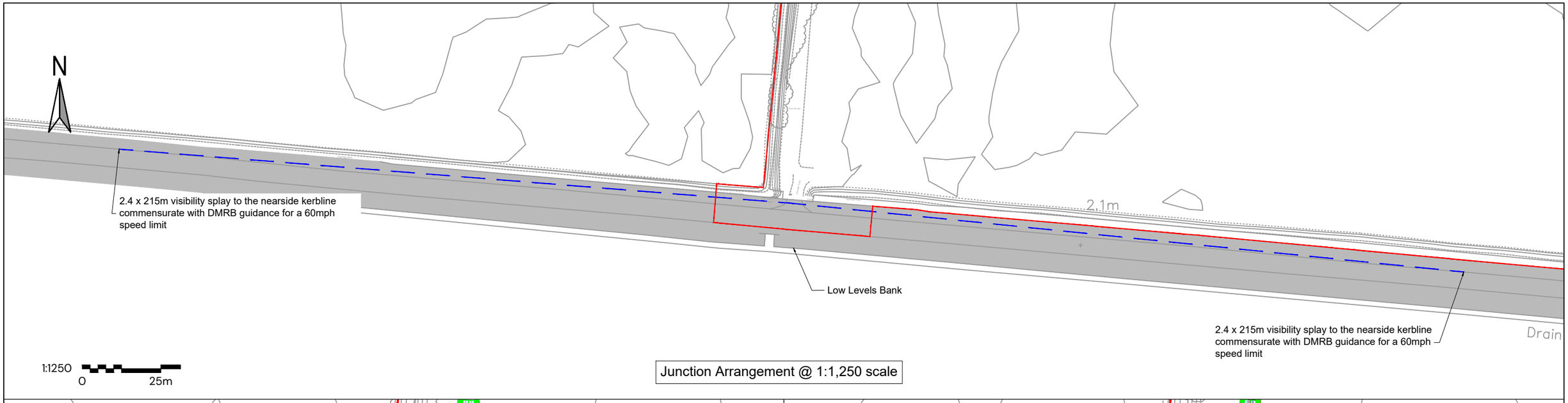
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P21-3484	FIGURE 3.7	1

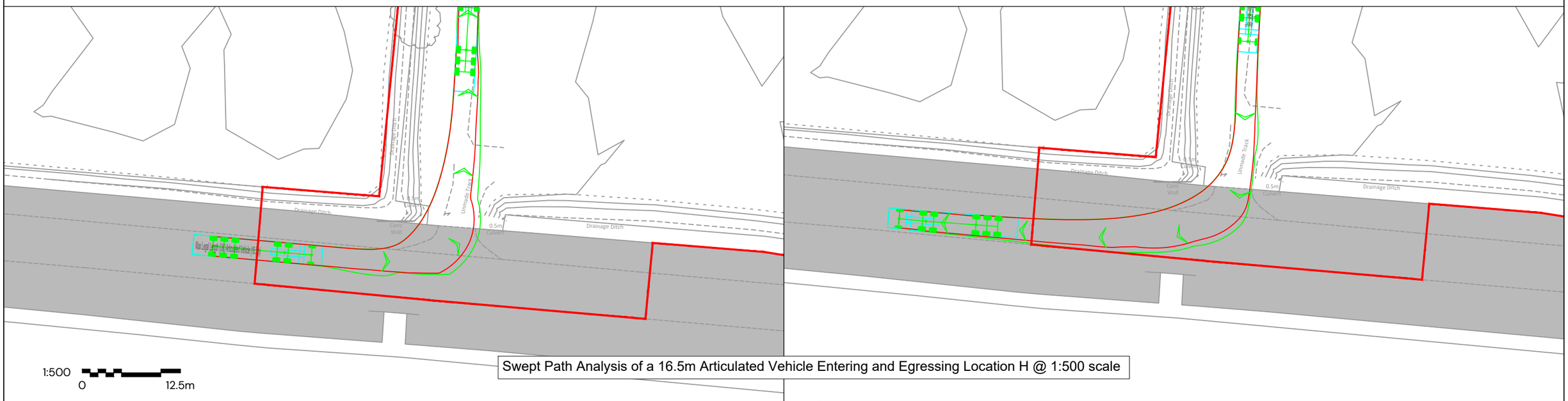
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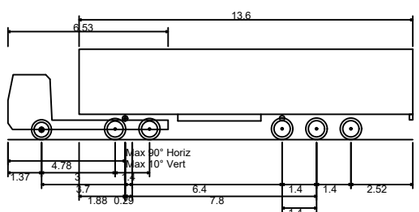
Figure 3.9 Proposed Access Arrangements – Access H



Junction Arrangement @ 1:1,250 scale



Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Location H @ 1:500 scale



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION H

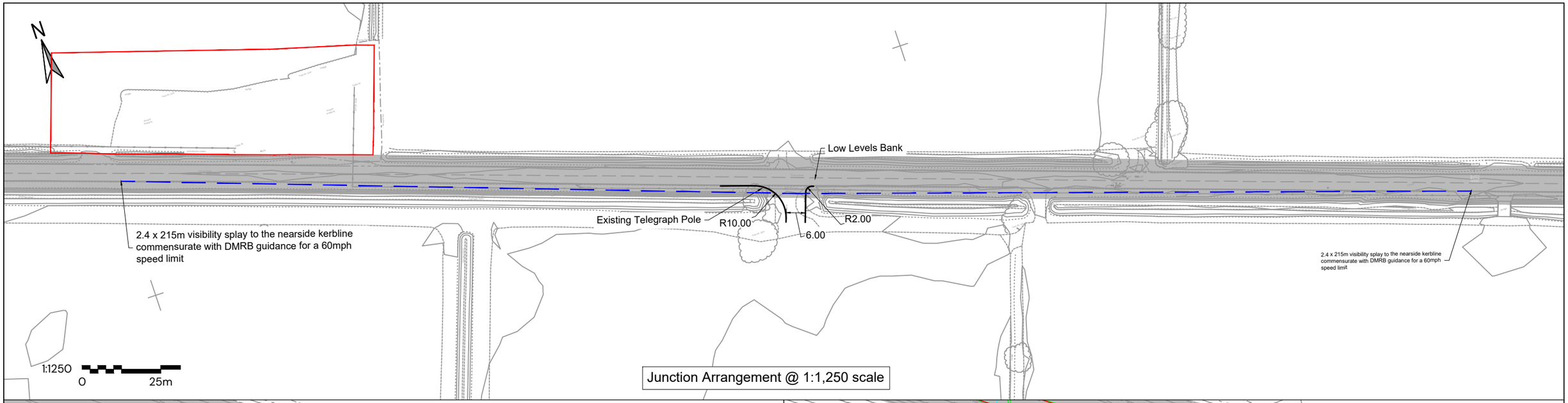
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PROJECT No:	DRAWING No:	REV:
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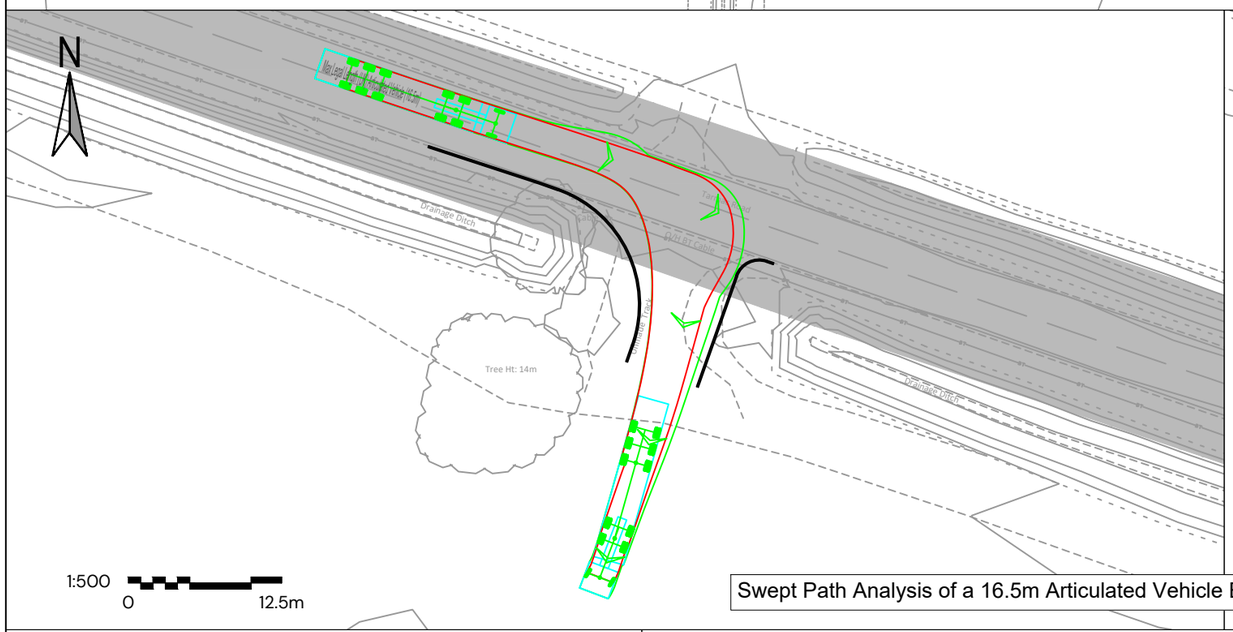
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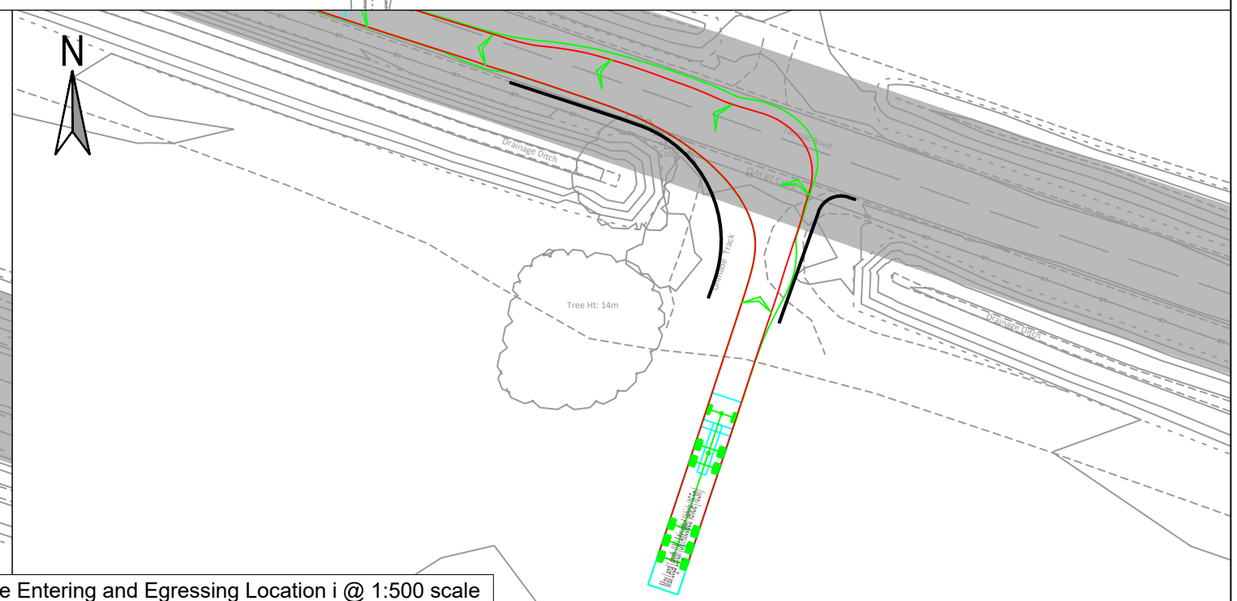
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Figure 3.10 Proposed Access Arrangements – Access i

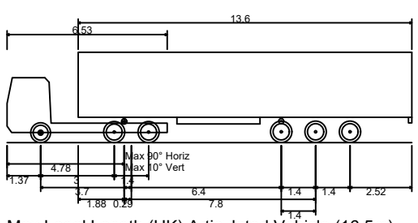


Junction Arrangement @ 1:1,250 scale





Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Location i @ 1:500 scale



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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PROJECT: TWEEN BRIDGE SOLAR FARM

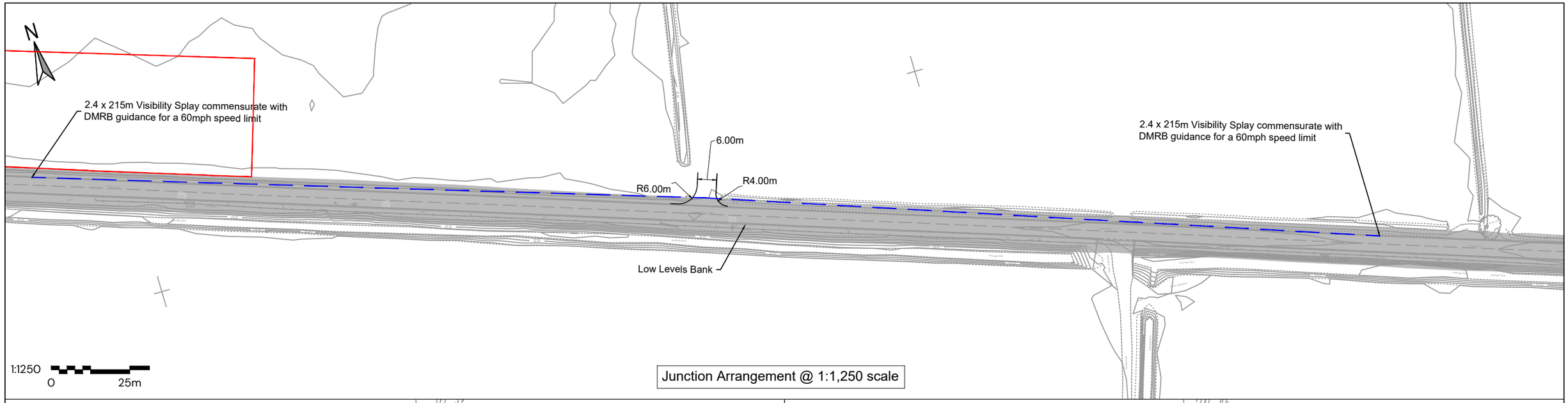
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION i

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PROJECT No:	**DRAWING No:**	**REV:**
P21-3484	FIGURE 3.10	1

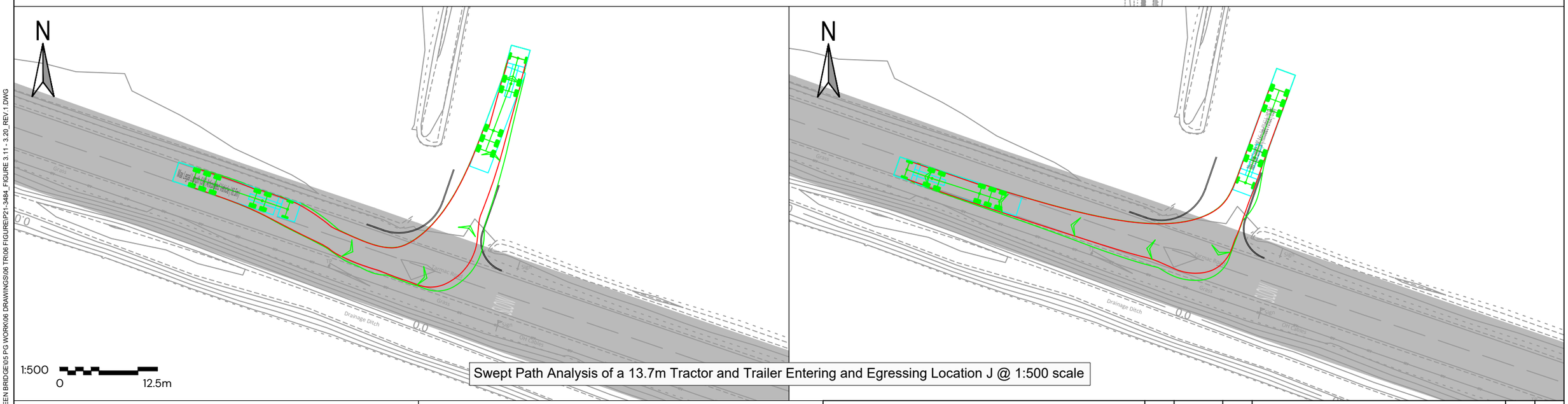
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Figure 3.11 Proposed Access Arrangements – Access J



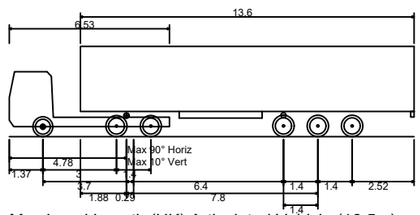
Junction Arrangement @ 1:1,250 scale



Swept Path Analysis of a 13.7m Tractor and Trailer Entering and Egressing Location J @ 1:500 scale

Key:

- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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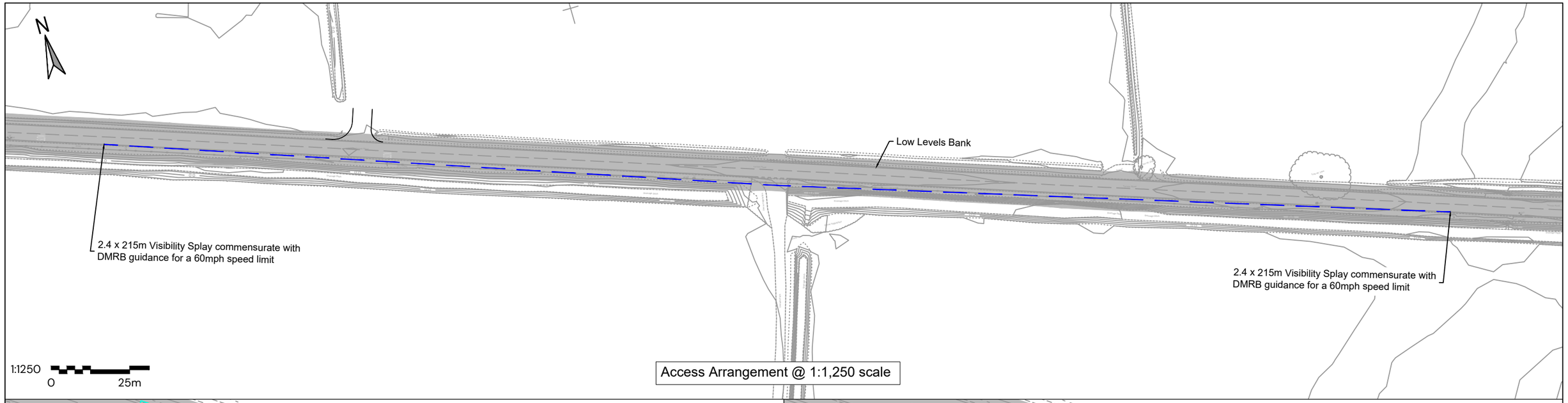
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PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.11	1

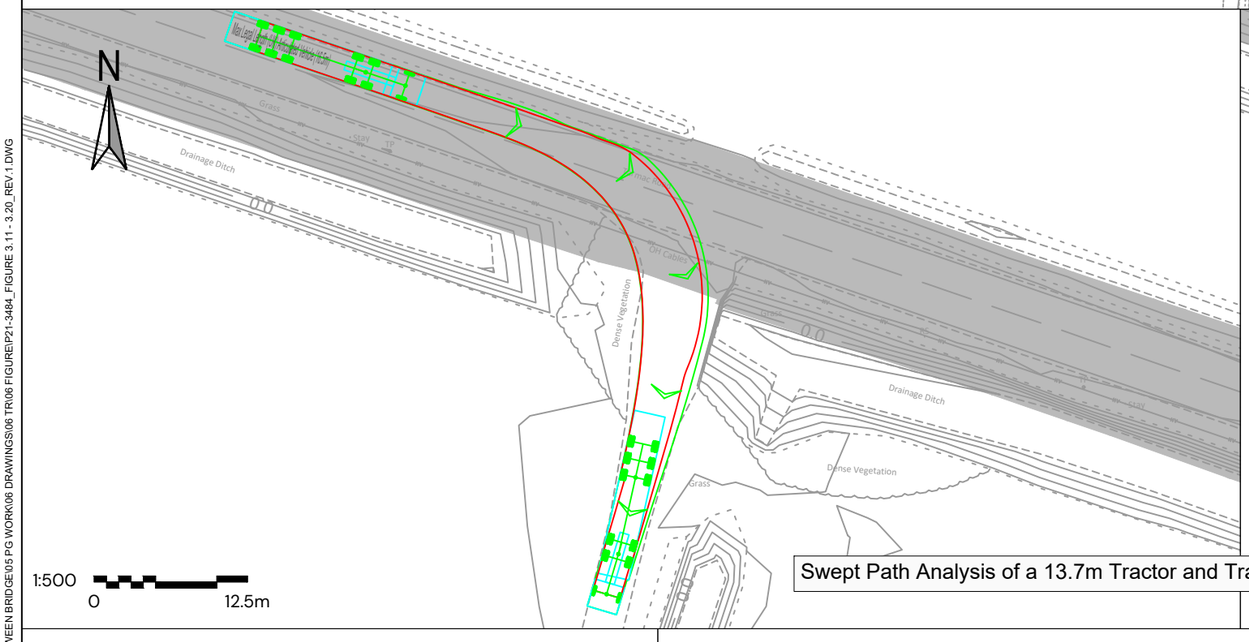
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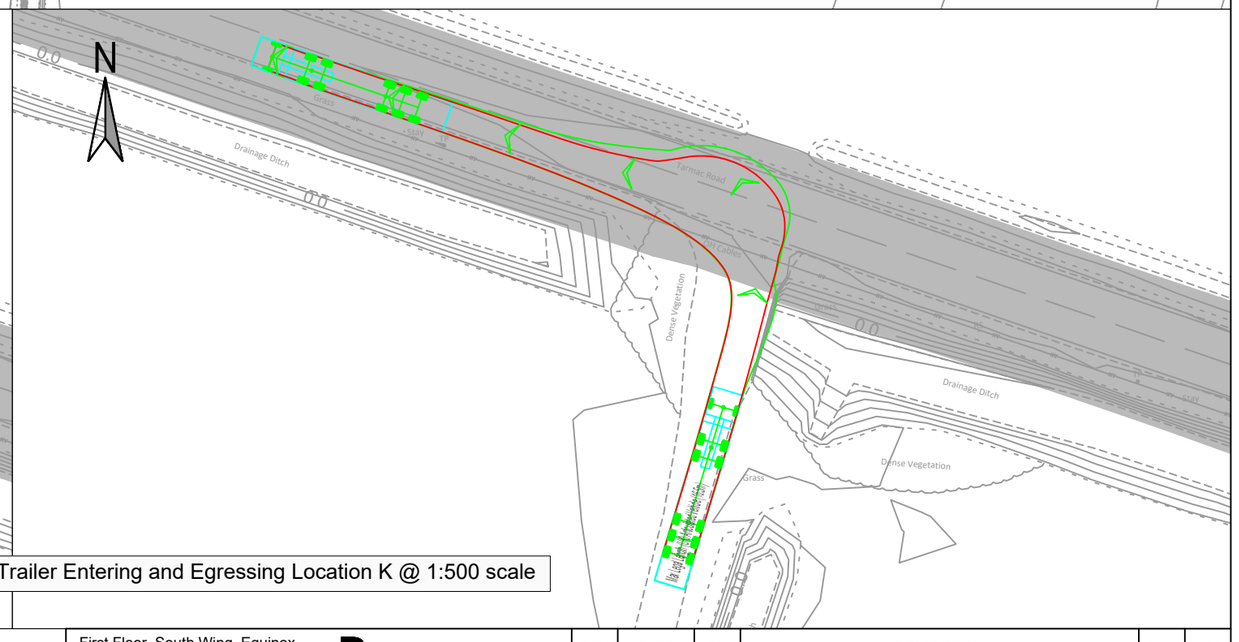
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Figure 3.12 Proposed Access Arrangements – Access K



Access Arrangement @ 1:1,250 scale



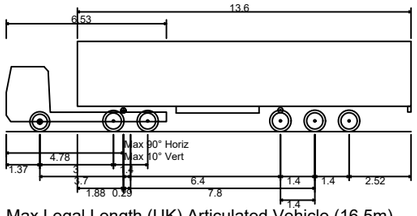


Swept Path Analysis of a 13.7m Tractor and Trailer Entering and Egressing Location K @ 1:500 scale

Key:

Visibility Splay

Approximate Extent of Adopted Highway



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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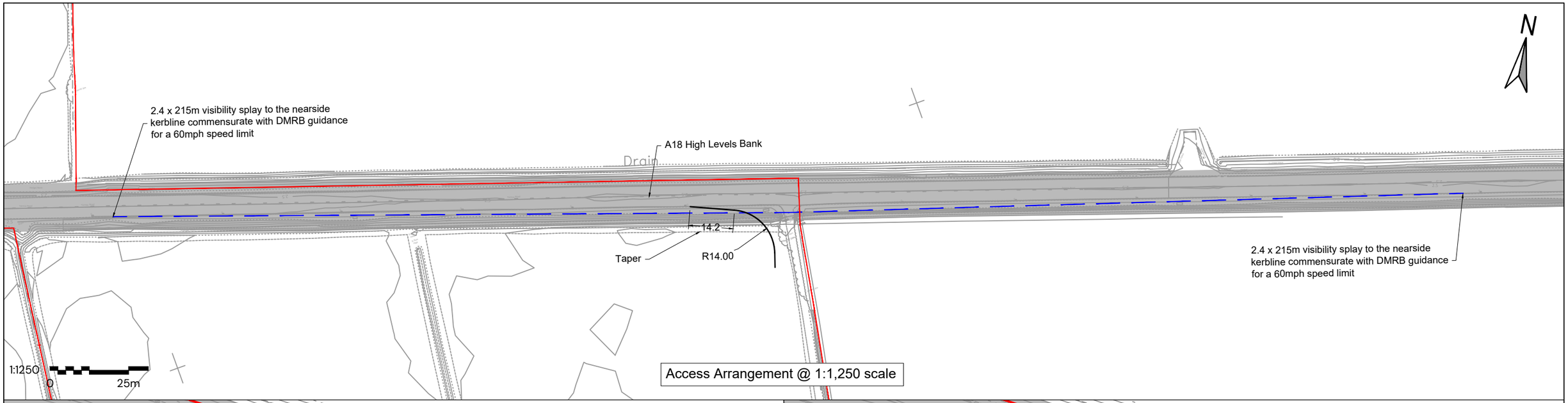
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION K

SCALE @ A3:	CHECKED:	APPROVED:
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PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.12	1

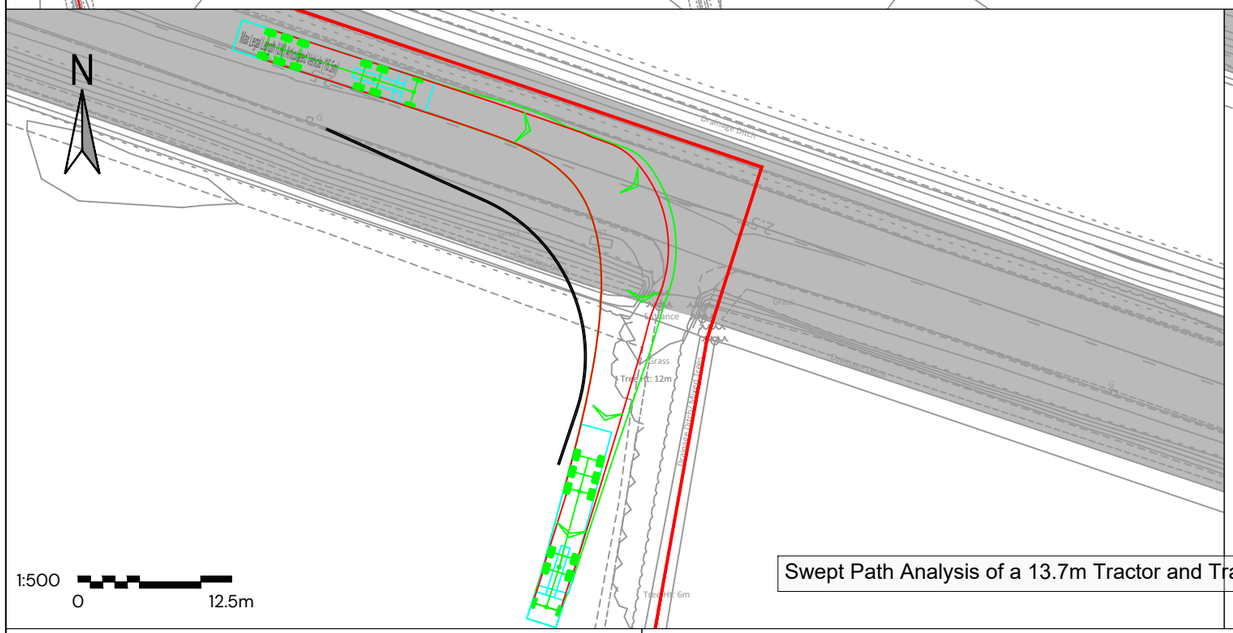
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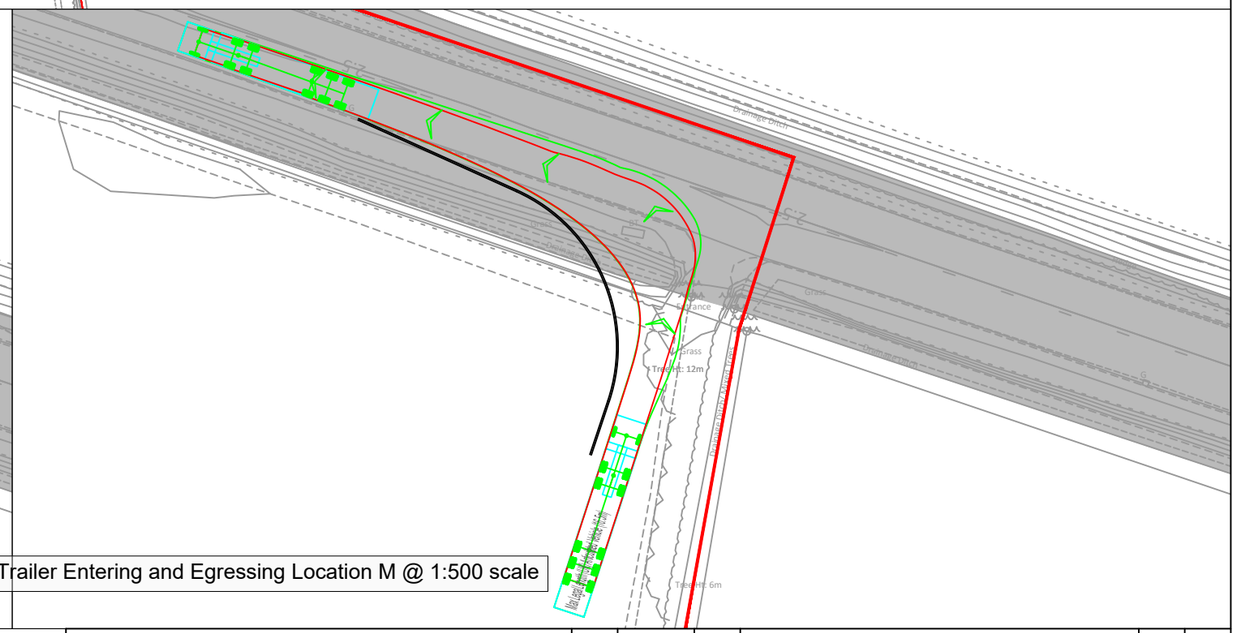
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Figure 3.14 Proposed Access Arrangements – Access M



Access Arrangement @ 1:1,250 scale

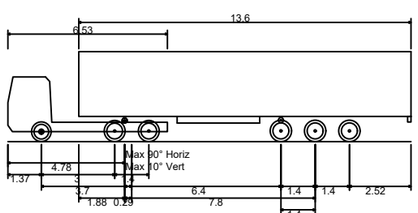




Swept Path Analysis of a 13.7m Tractor and Trailer Entering and Egressing Location M @ 1:500 scale

Key:

- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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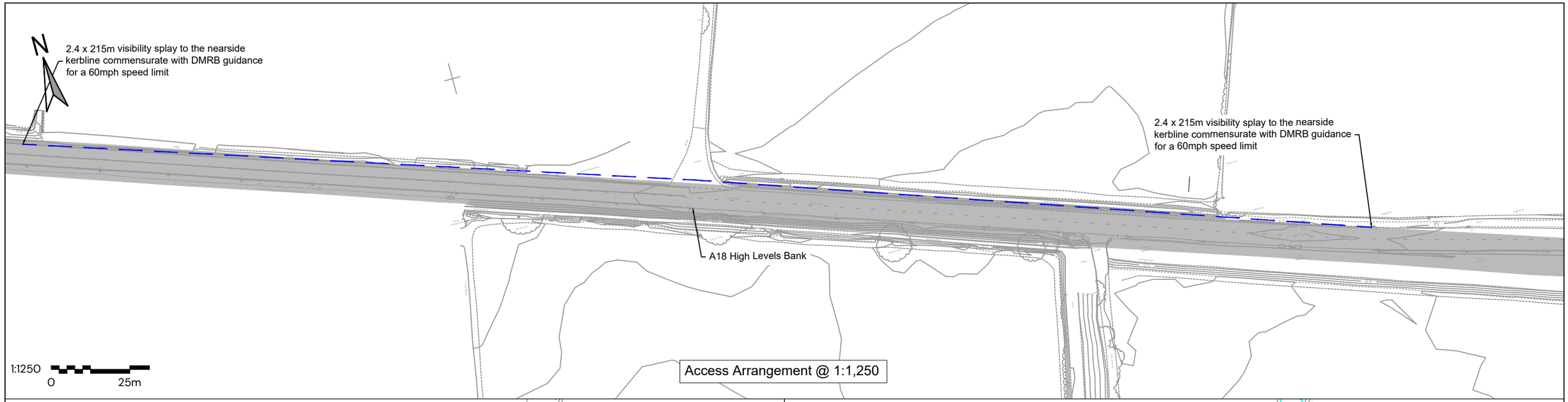
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION M

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P21-3484	FIGURE 3.14	1

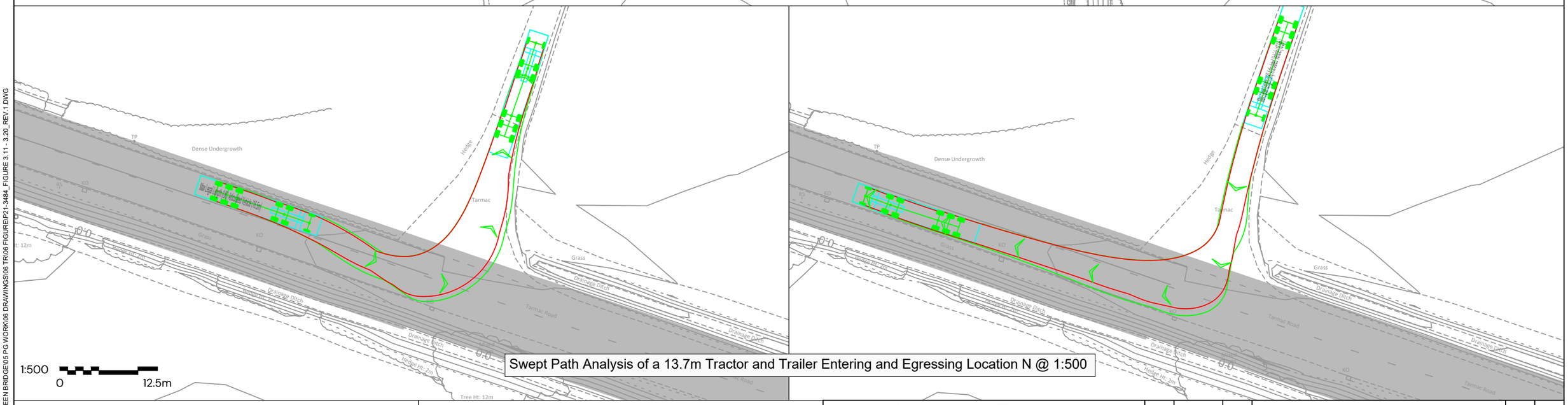
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Figure 3.15 Proposed Access Arrangements – Access N



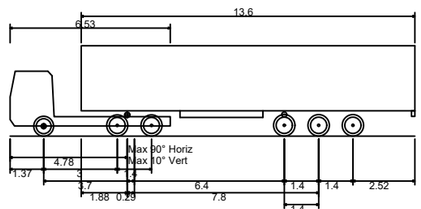
Access Arrangement @ 1:1,250



Swept Path Analysis of a 13.7m Tractor and Trailer Entering and Egressing Location N @ 1:500

Key:

- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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PROJECT: TWEEN BRIDGE SOLAR FARM

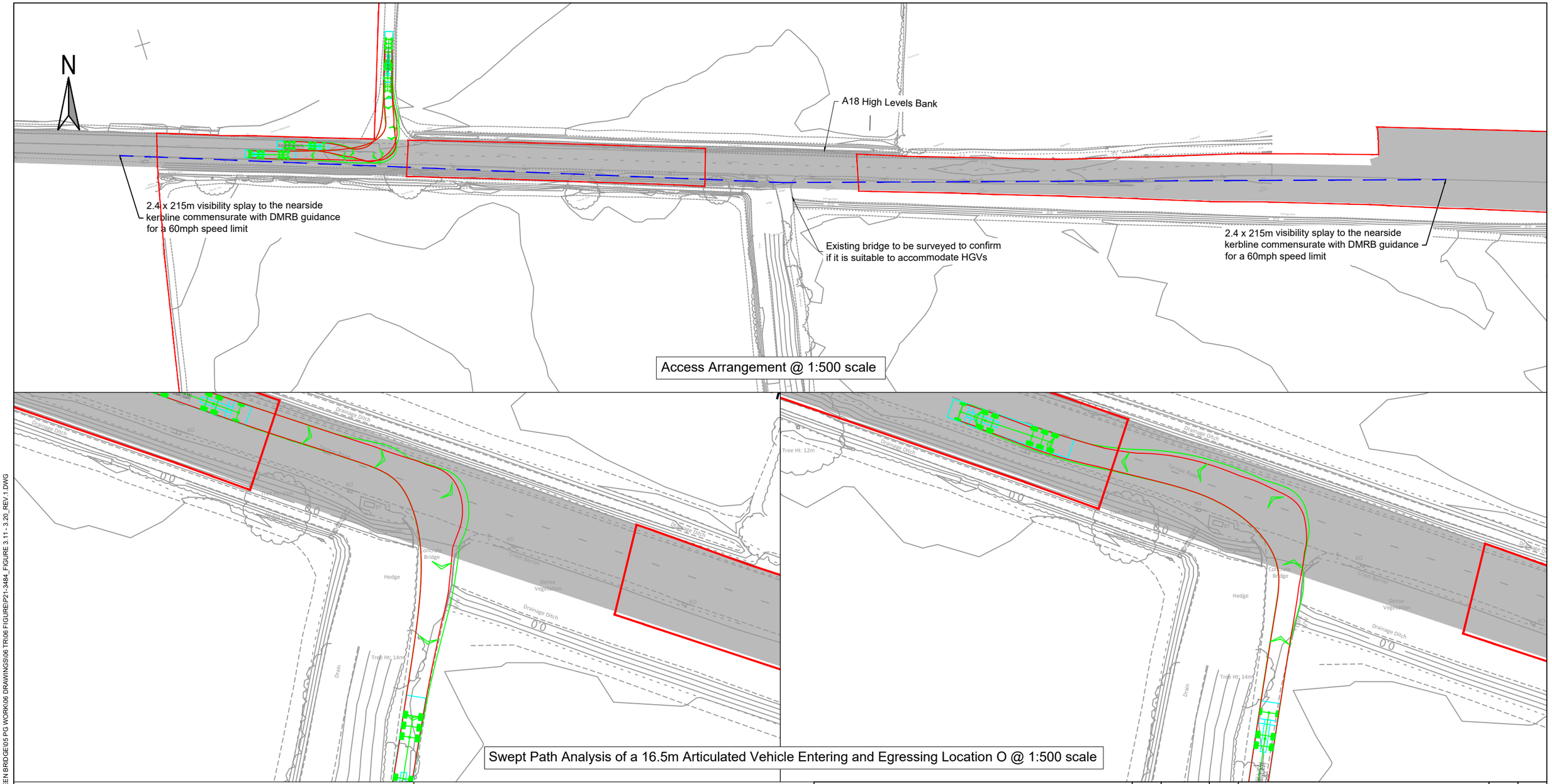
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SCALE @ A3:	CHECKED:	APPROVED:
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P21-3484	FIGURE 3.15	1

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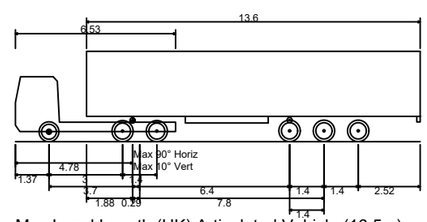
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Figure 3.16 Proposed Access Arrangements – Access O



Key:

- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION O

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P21-3484	FIGURE 3.16	1

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Figure 3.17 Proposed Access Arrangements – Access P

N

2.4 x 51.8m visibility splay to the location of oncoming traffic from the west

Drain

Drain

A18

A 18

Existing bridge to be upgraded to accommodate HGV traffic

High Levels Bank

2.4 x 215m visibility splay to the nearside kerbline commensurate with DMRB guidance for a 60mph speed limit

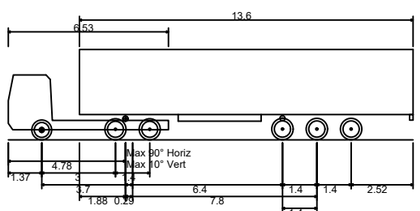
1:1000

0 25m

Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Location P

Key:

- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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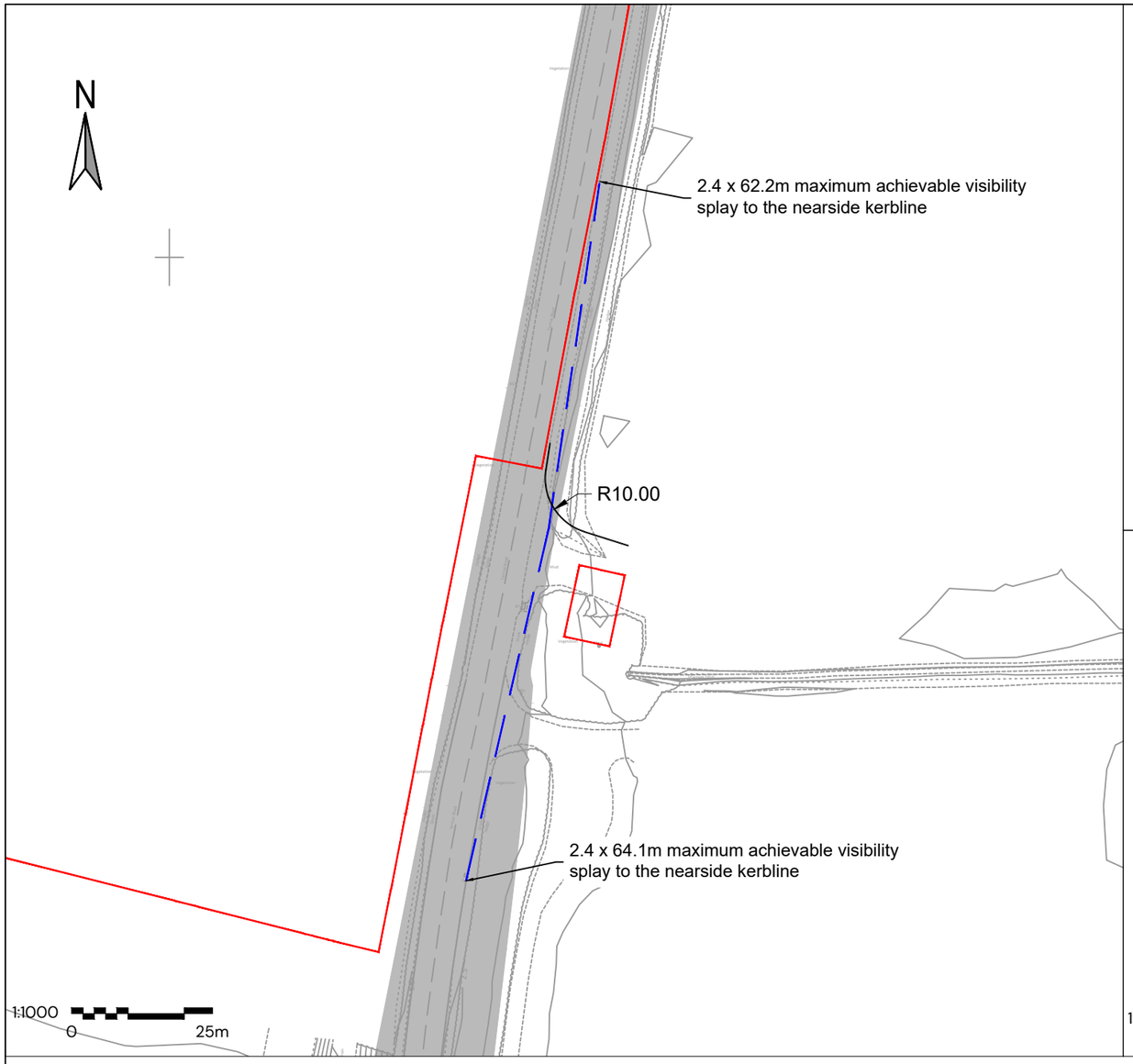
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SCALE @ A3:	CHECKED:	APPROVED:
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P21-3484	FIGURE 3.17	1

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Figure 3.18 Proposed Access Arrangements – Access Q



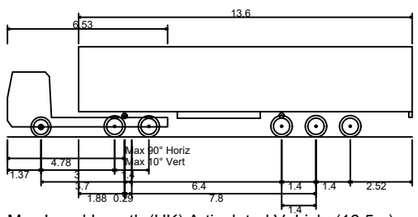
General Arrangement - Location Q
Scale @ 1:1,000



Swept Path Analysis of a 13.7m Tractor and Trailer Entering and Egressing Location Q
Scale @ 1:500

Key:

- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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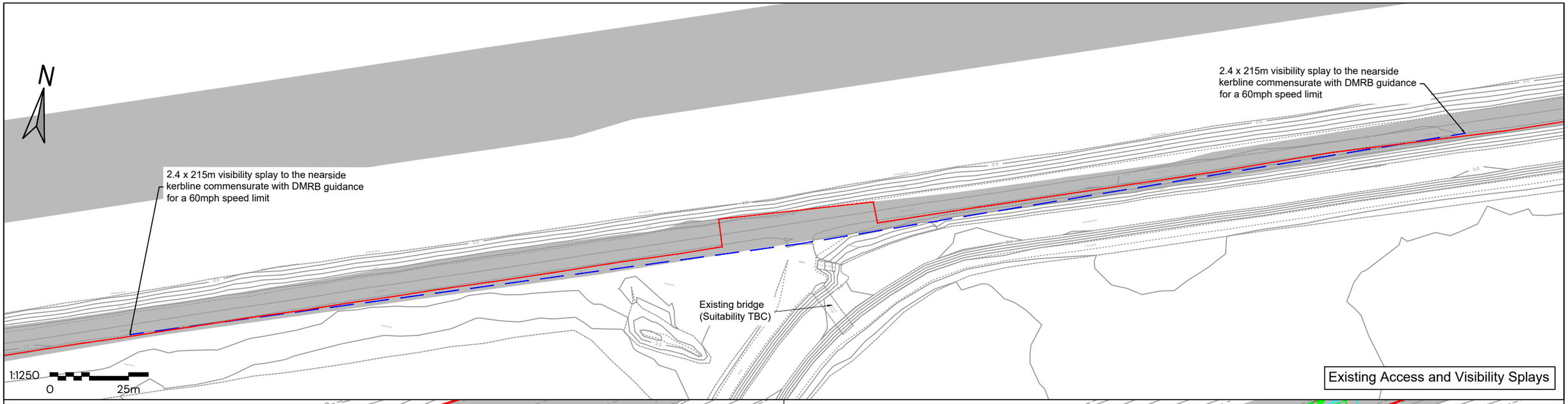
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TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION Q	PROJECT No: P21-3484	DRAWING No: FIGURE 3.18	REV: 1

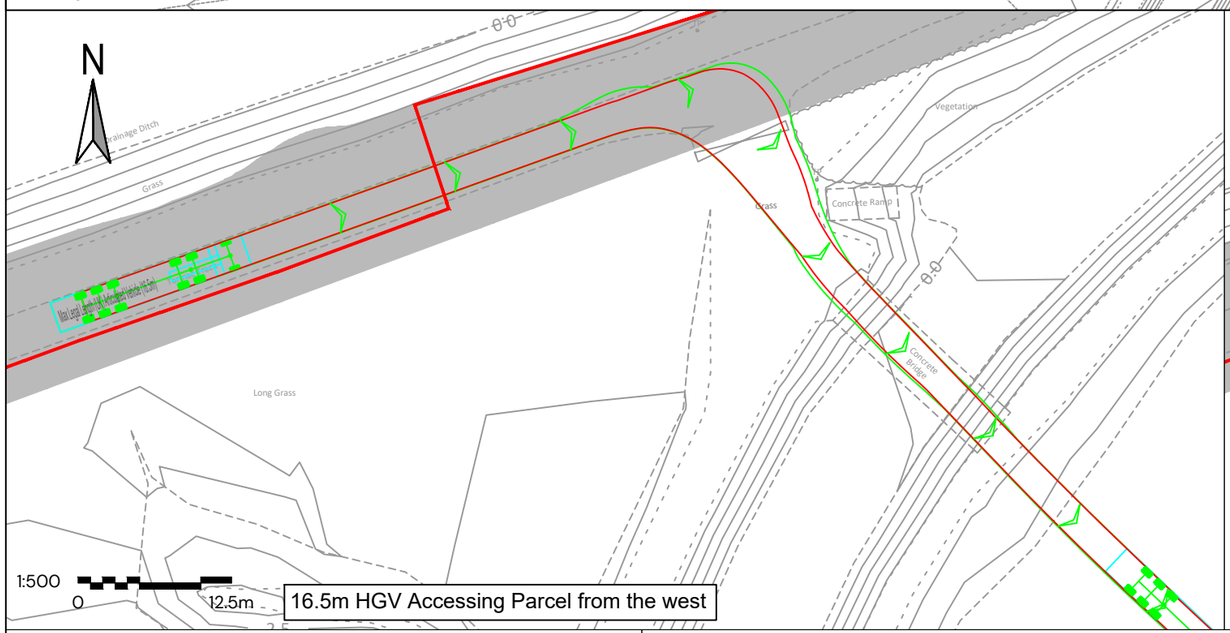
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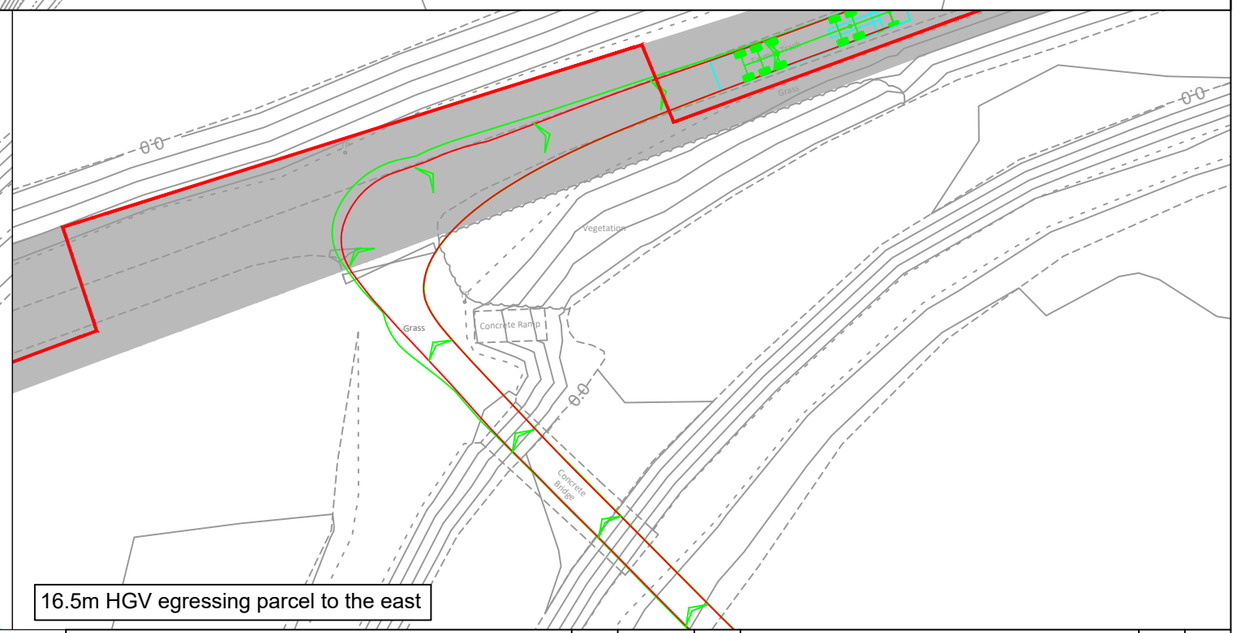
Figure 3.19 Proposed Access Arrangements – Access R



Existing Access and Visibility Splays



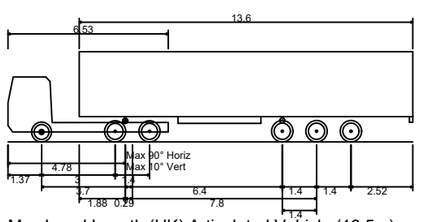
16.5m HGV Accessing Parcel from the west



16.5m HGV egressing parcel to the east

Key:

- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
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Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD

PROJECT: TWEEN BRIDGE SOLAR FARM

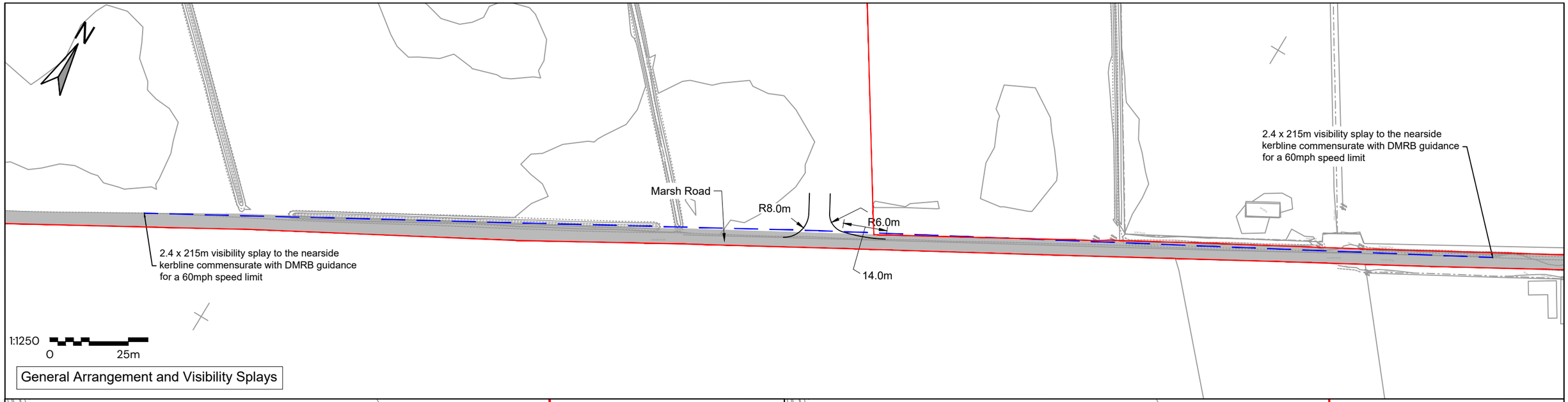
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION R

SCALE @ A3:	CHECKED:	APPROVED:
AS SHOWN	ADWS	KS
DATE:	**DESIGN-DRAWN:**	**DRAWING-STATUS:**
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PROJECT No:	**DRAWING No:**	**REV:**
P21-3484	FIGURE 3.19	1

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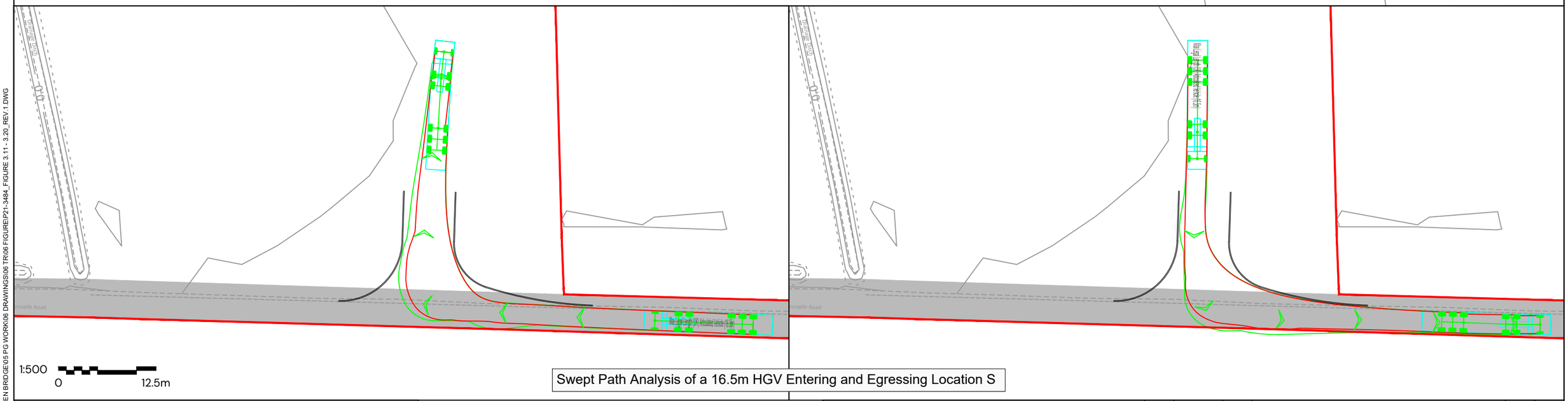
X:\BRISTOL PROJECTS\BRISTOL - LIVE PROJECTS\P21\P21-3401-3500\P21-3484 - RWE - TWEEN BRIDGE\05 PG WORK\06 DRAWINGS\06 TR\06 FIGURE\P21-3484_FIGURE 3.11 - 3.20_REV-1.DWG

Figure 3.20 Proposed Access Arrangements – Access S



1:1250
0 25m

General Arrangement and Visibility Splays

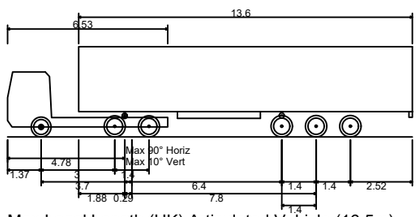


1:500
0 12.5m

Swept Path Analysis of a 16.5m HGV Entering and Egressing Location S

Key:

- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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PROJECT: TWEEN BRIDGE SOLAR FARM

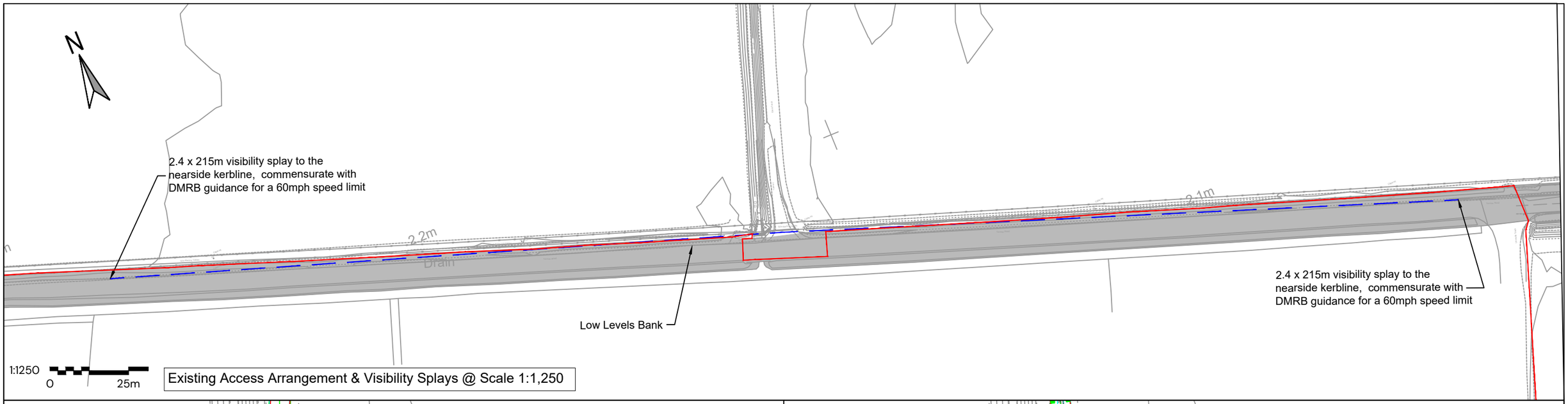
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION S

SCALE @ A3:	CHECKED:	APPROVED:
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DATE:	DESIGN-DRAWN:	DRAWING-STATUS:
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PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.20	1

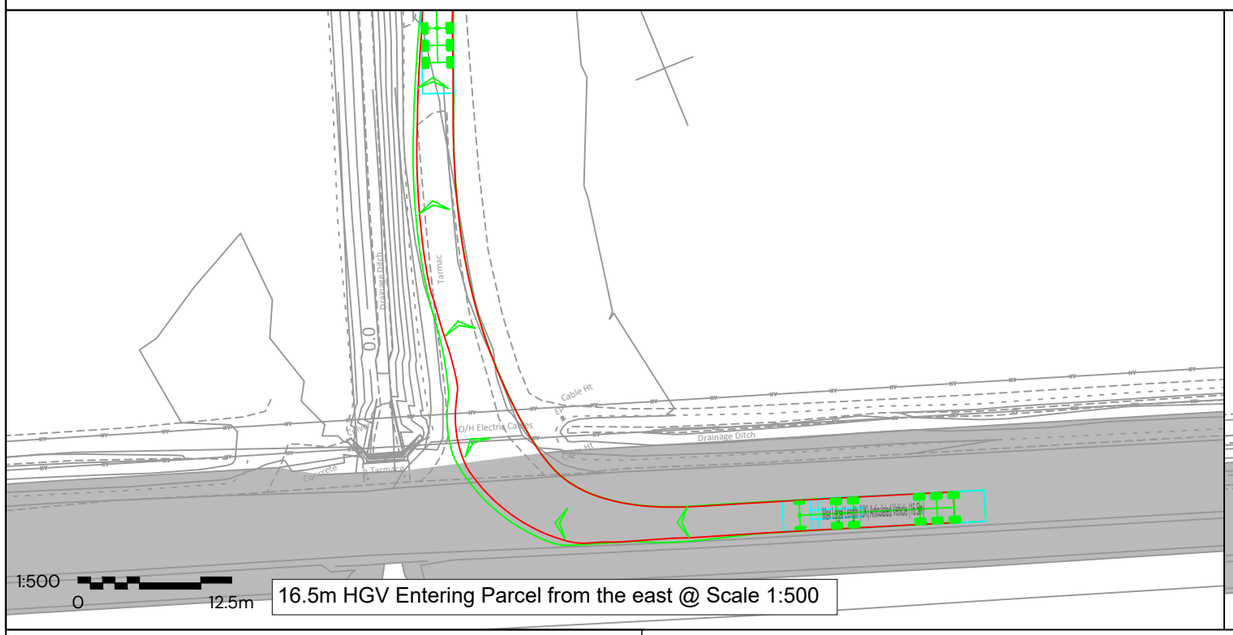
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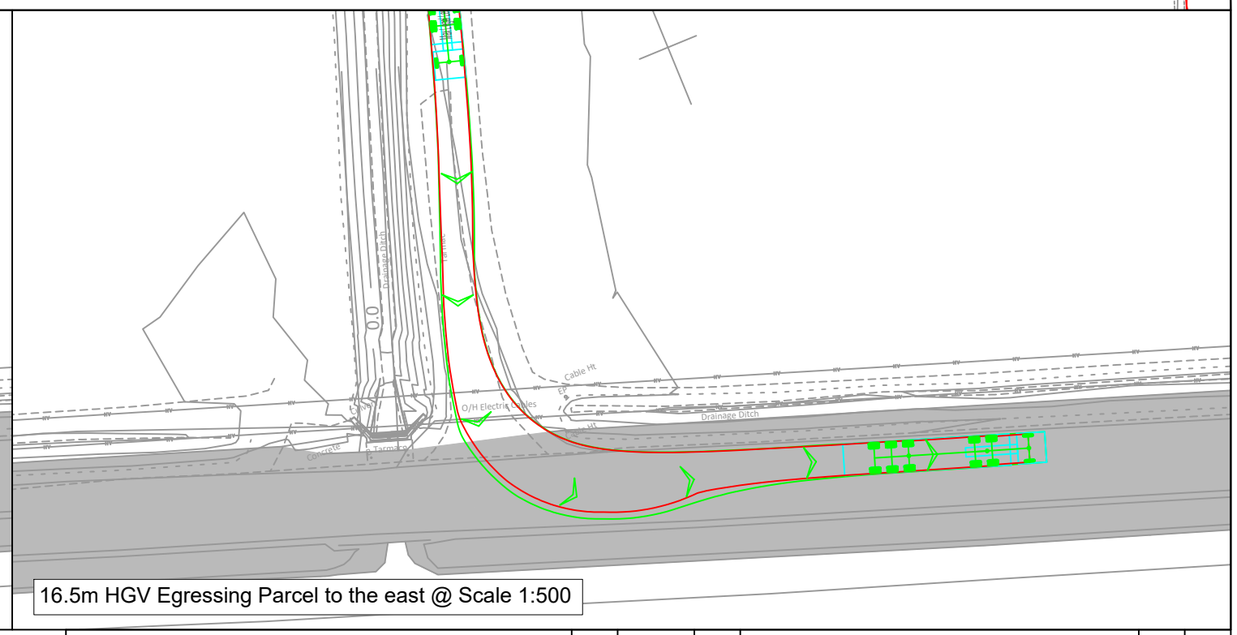
Figure 3.24 Proposed Access Arrangements – Access W



Existing Access Arrangement & Visibility Splays @ Scale 1:1,250



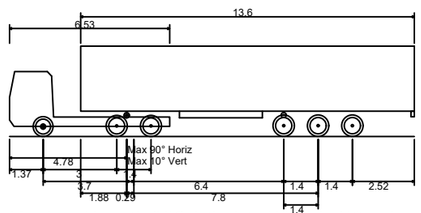
16.5m HGV Entering Parcel from the east @ Scale 1:500



16.5m HGV Egressing Parcel to the east @ Scale 1:500

Key:

- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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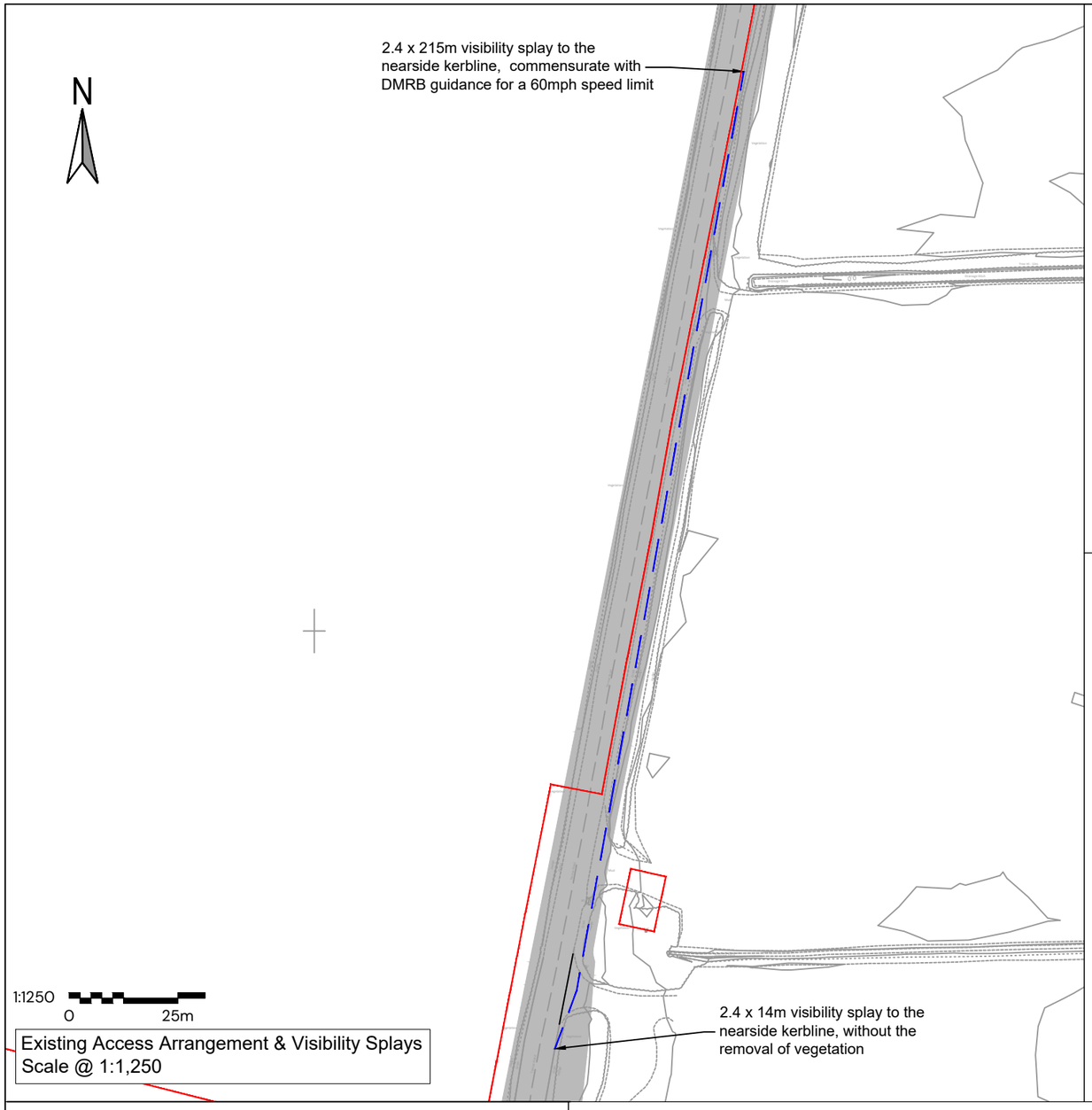
TITLE: PROPOSED ACCESS ARRANGEMENTS - ACCESS W

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PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.24	1

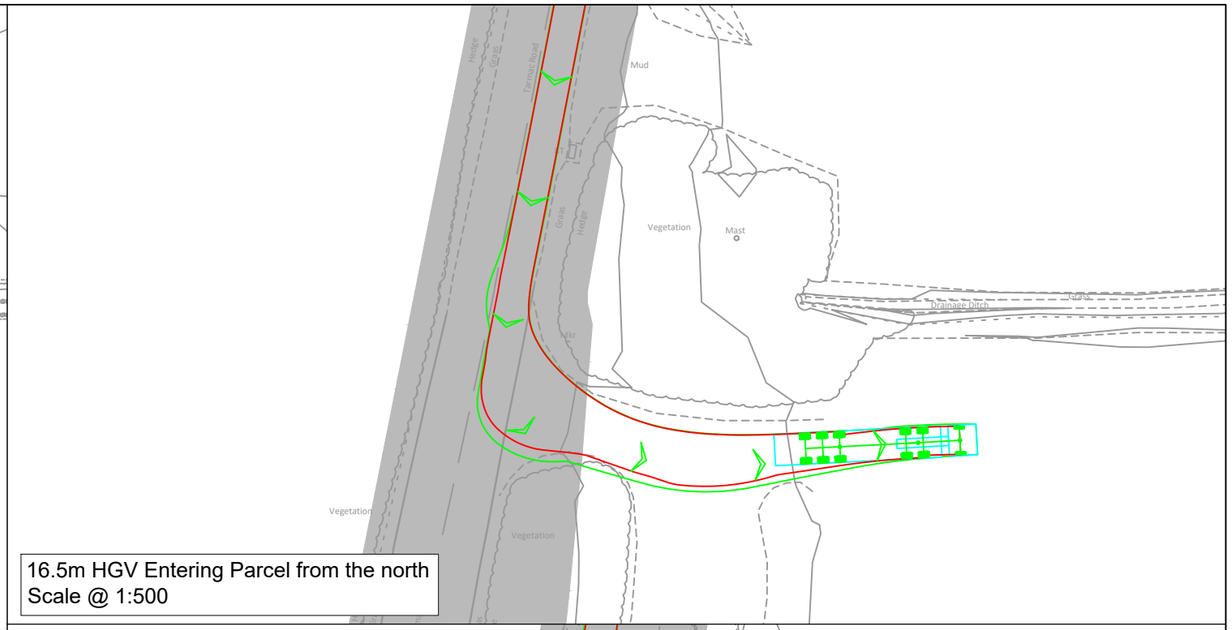
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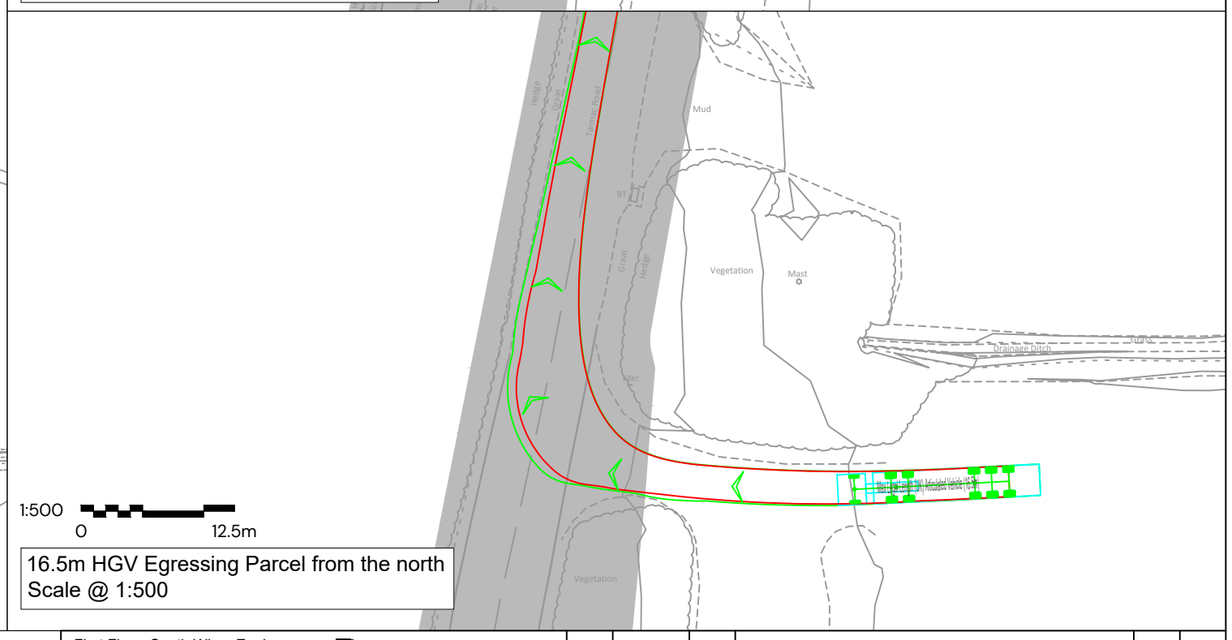
Figure 3.25 Proposed Access Arrangements – Access X



Existing Access Arrangement & Visibility Splays
Scale @ 1:1,250



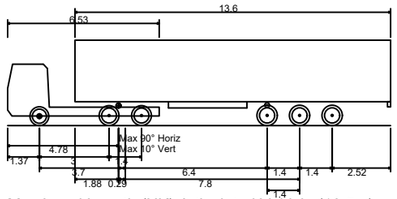
16.5m HGV Entering Parcel from the north
Scale @ 1:500



16.5m HGV Egressing Parcel from the north
Scale @ 1:500

Key:

- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION X

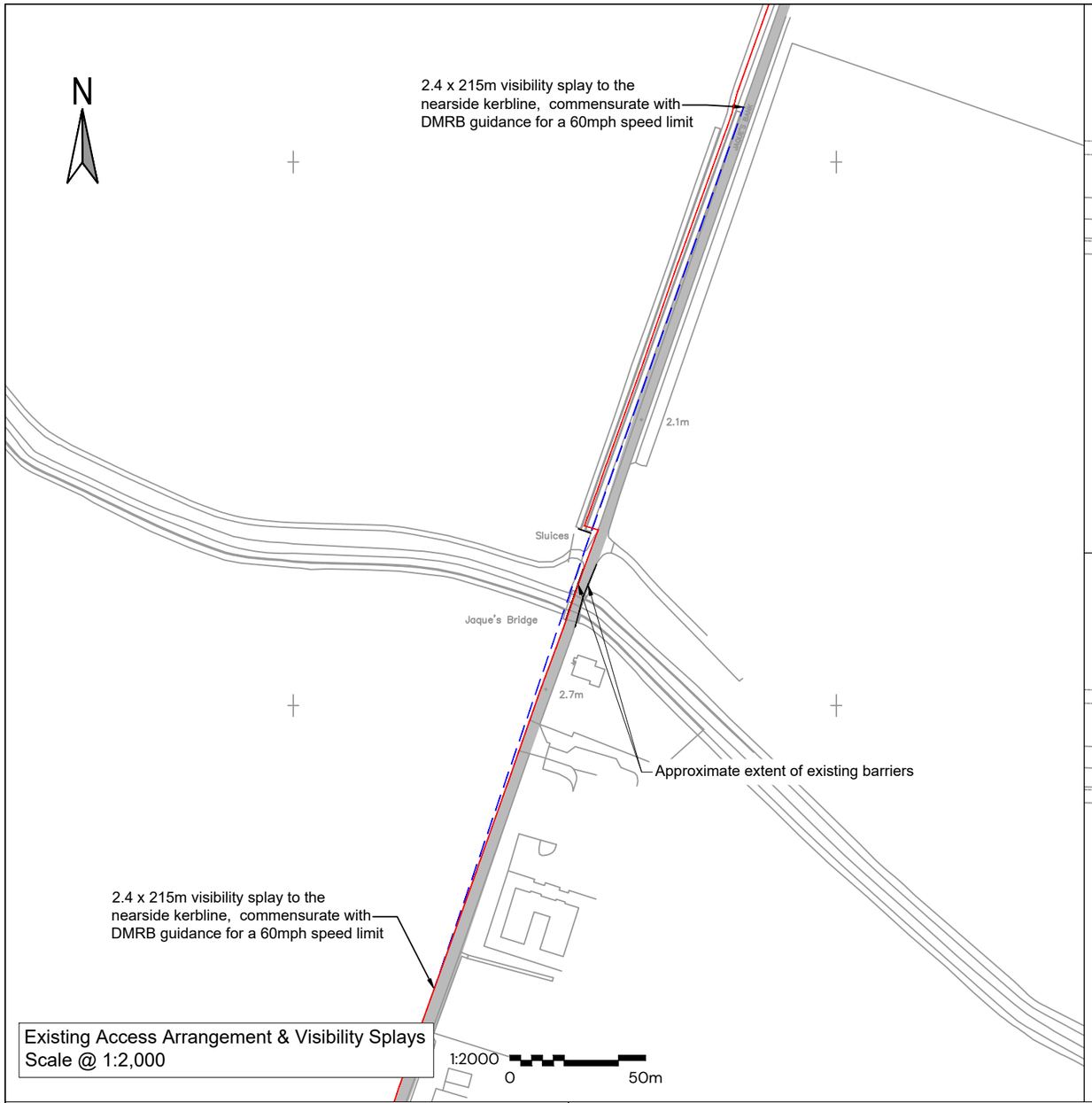
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PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.25	1

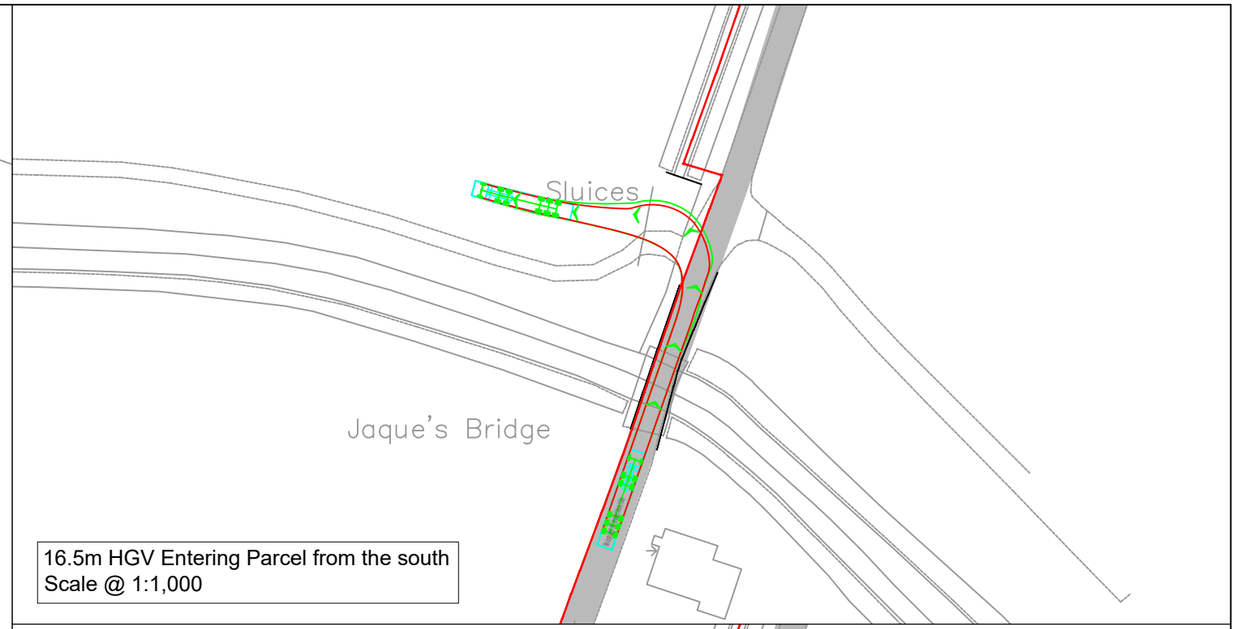
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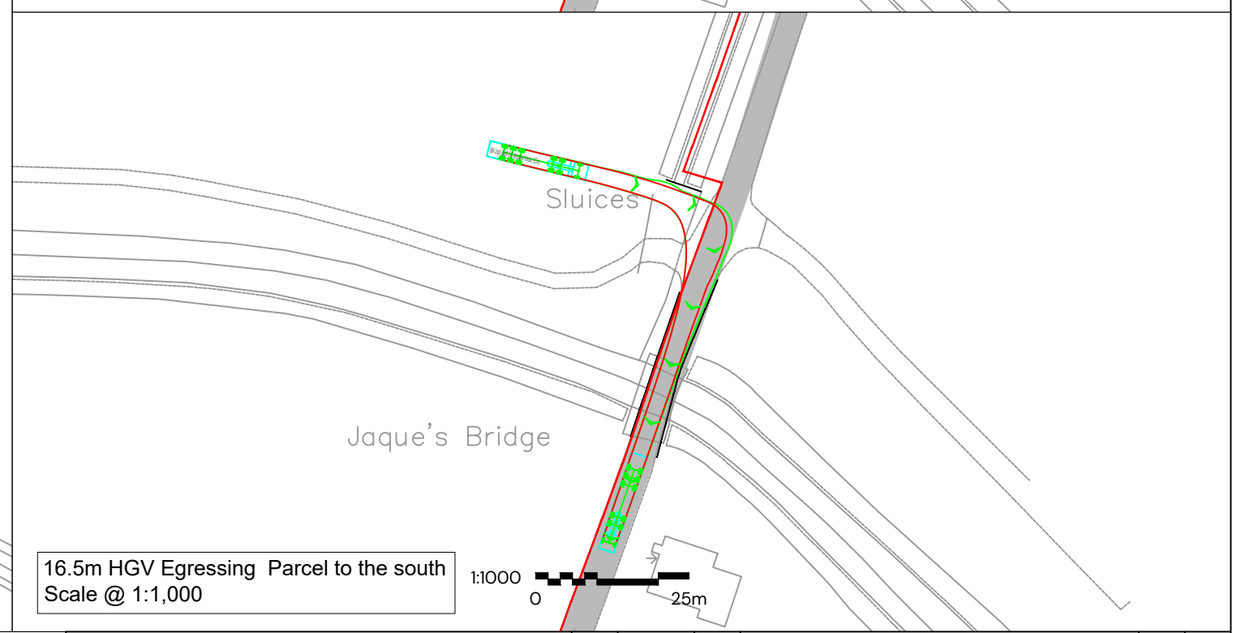
Figure 3.26 Proposed Access Arrangements – Access Y



Existing Access Arrangement & Visibility Splays
Scale @ 1:2,000



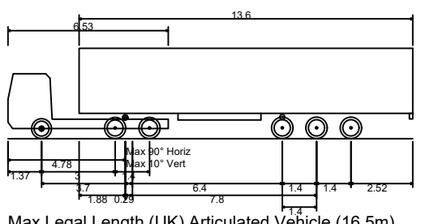
16.5m HGV Entering Parcel from the south
Scale @ 1:1,000



16.5m HGV Egressing Parcel to the south
Scale @ 1:1,000

Key:

- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION Y

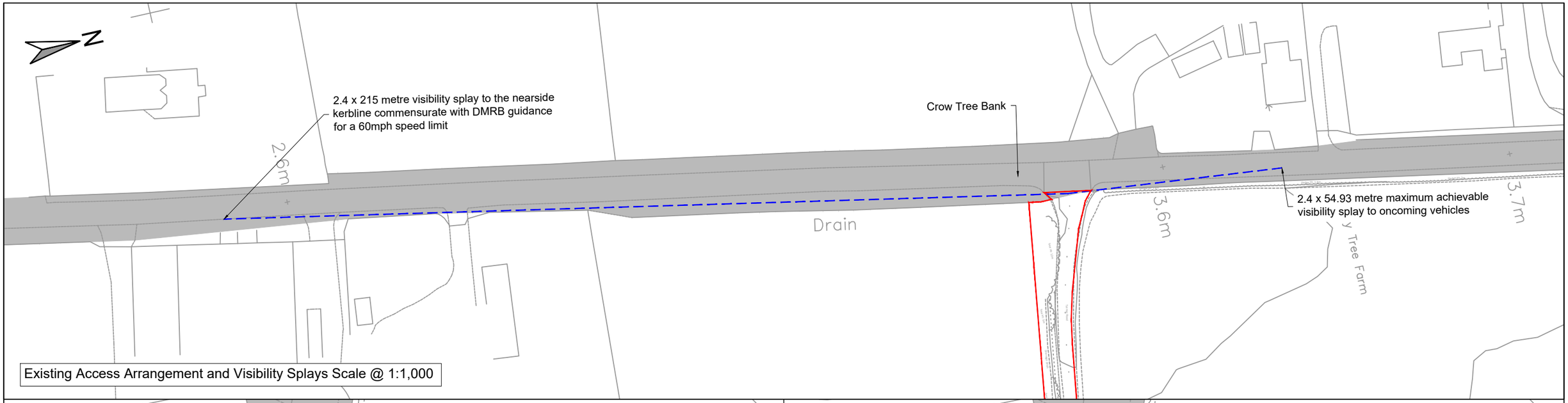
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PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.26	1

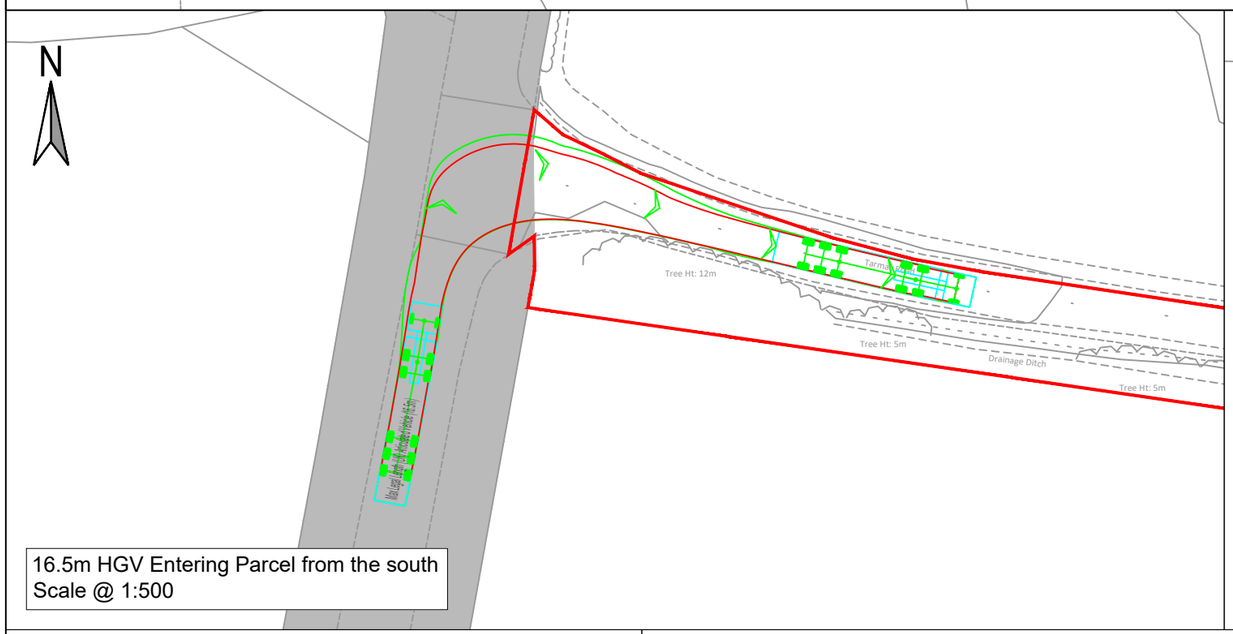
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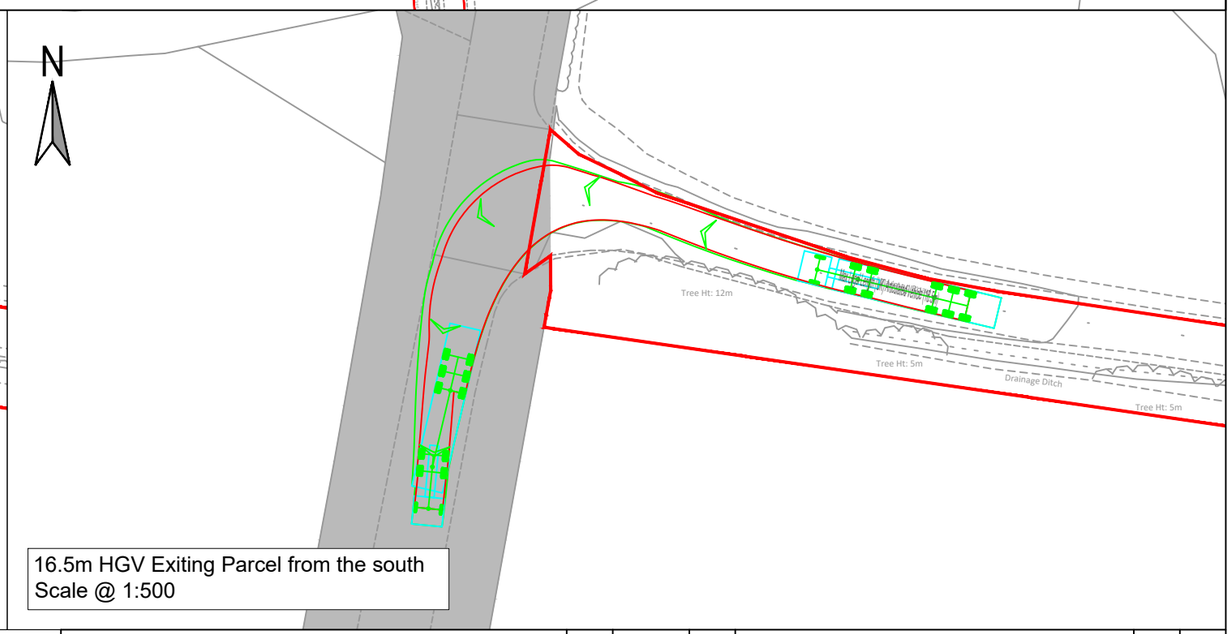
Figure 3.27 Proposed Access Arrangements – Access Z



Existing Access Arrangement and Visibility Splays Scale @ 1:1,000



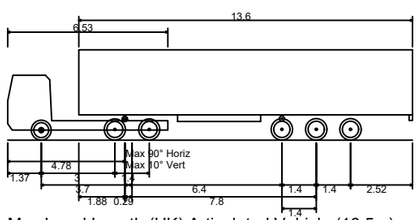
16.5m HGV Entering Parcel from the south
Scale @ 1:500



16.5m HGV Exiting Parcel from the south
Scale @ 1:500

Key:

- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION Z

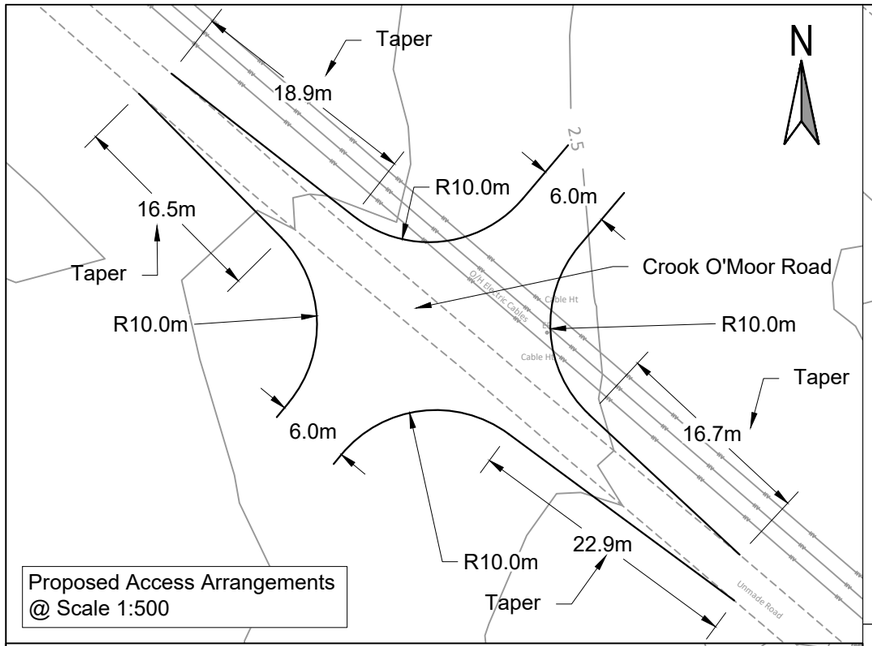
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PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.27	1

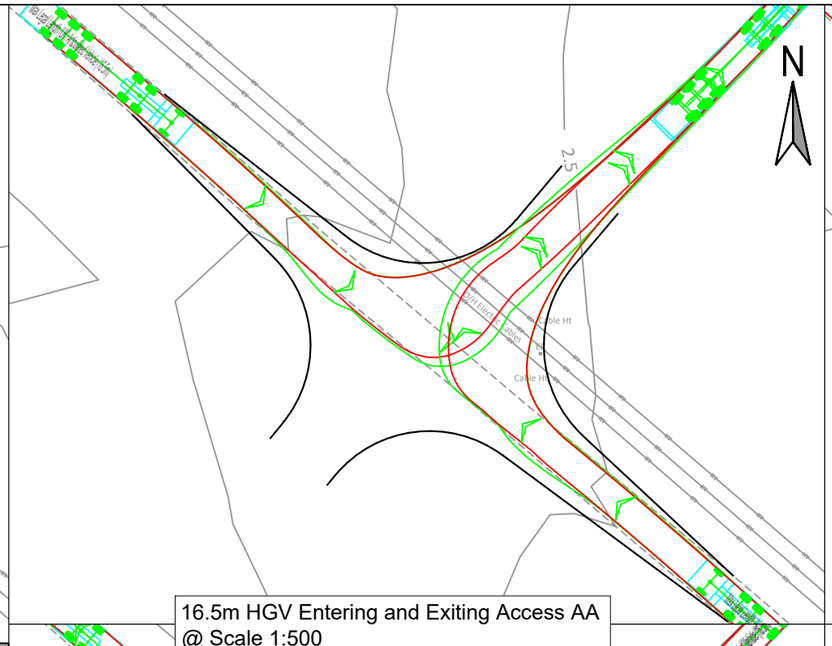
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Figure 3.28 Proposed Access Arrangements – Access AA and AB



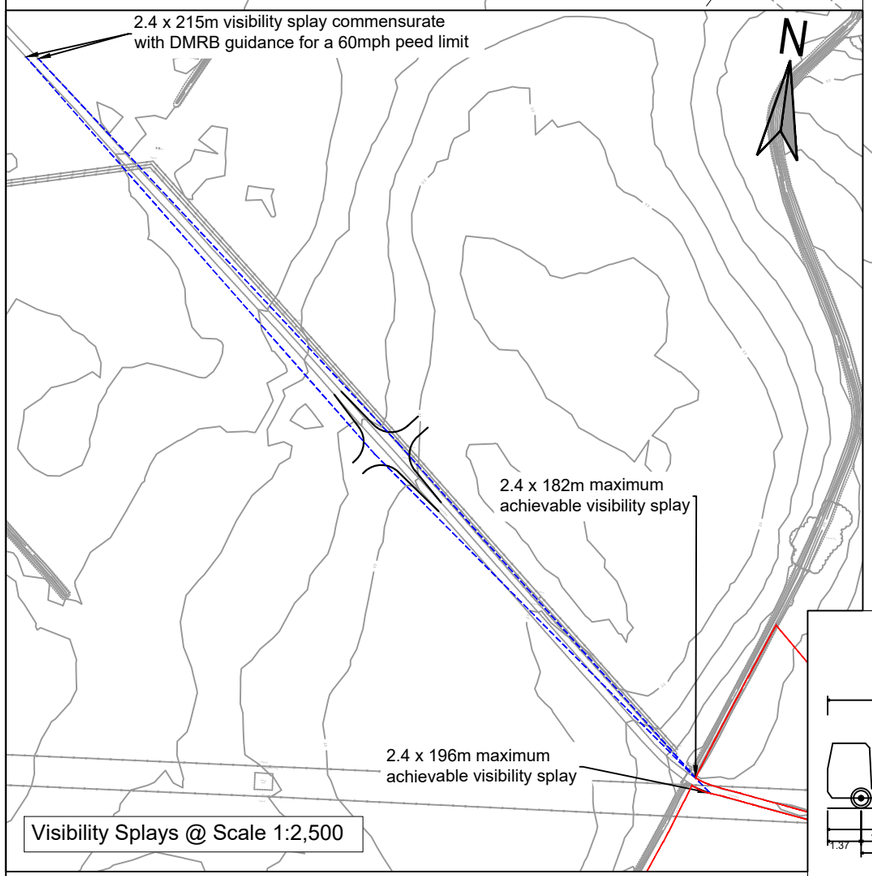
Proposed Access Arrangements
@ Scale 1:500



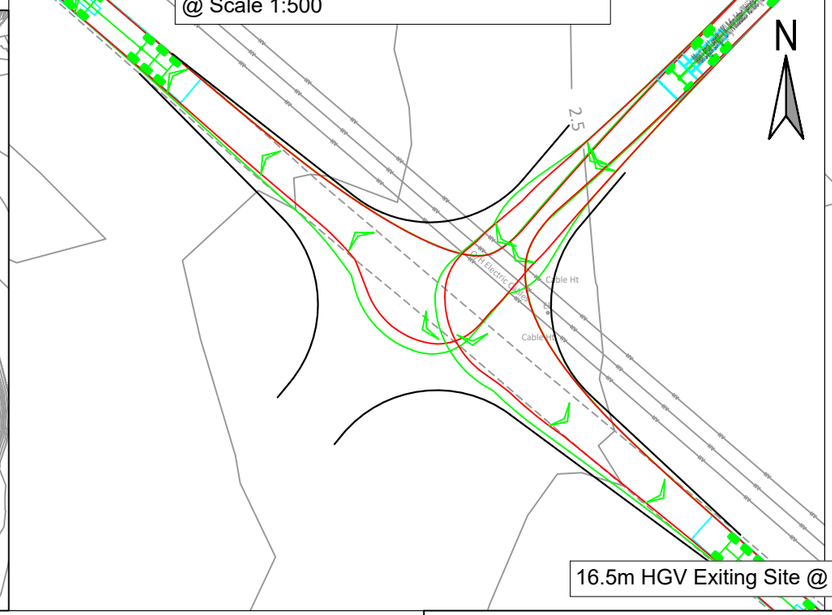
16.5m HGV Entering and Exiting Access AA
@ Scale 1:500



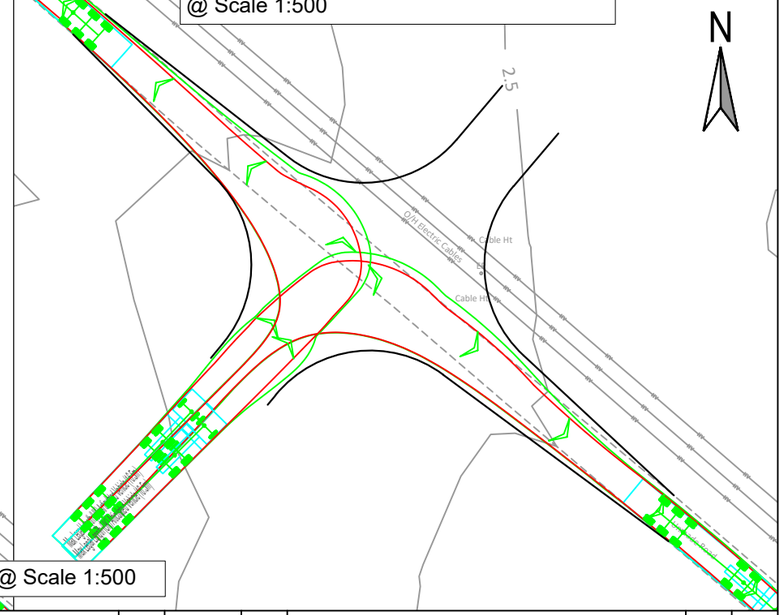
16.5m HGV Entering and Exiting Access AB
@ Scale 1:500



Visibility Splays @ Scale 1:2,500

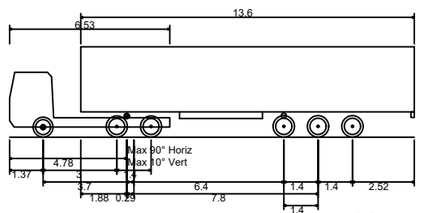


16.5m HGV Exiting Site @ Scale 1:500



Key:

- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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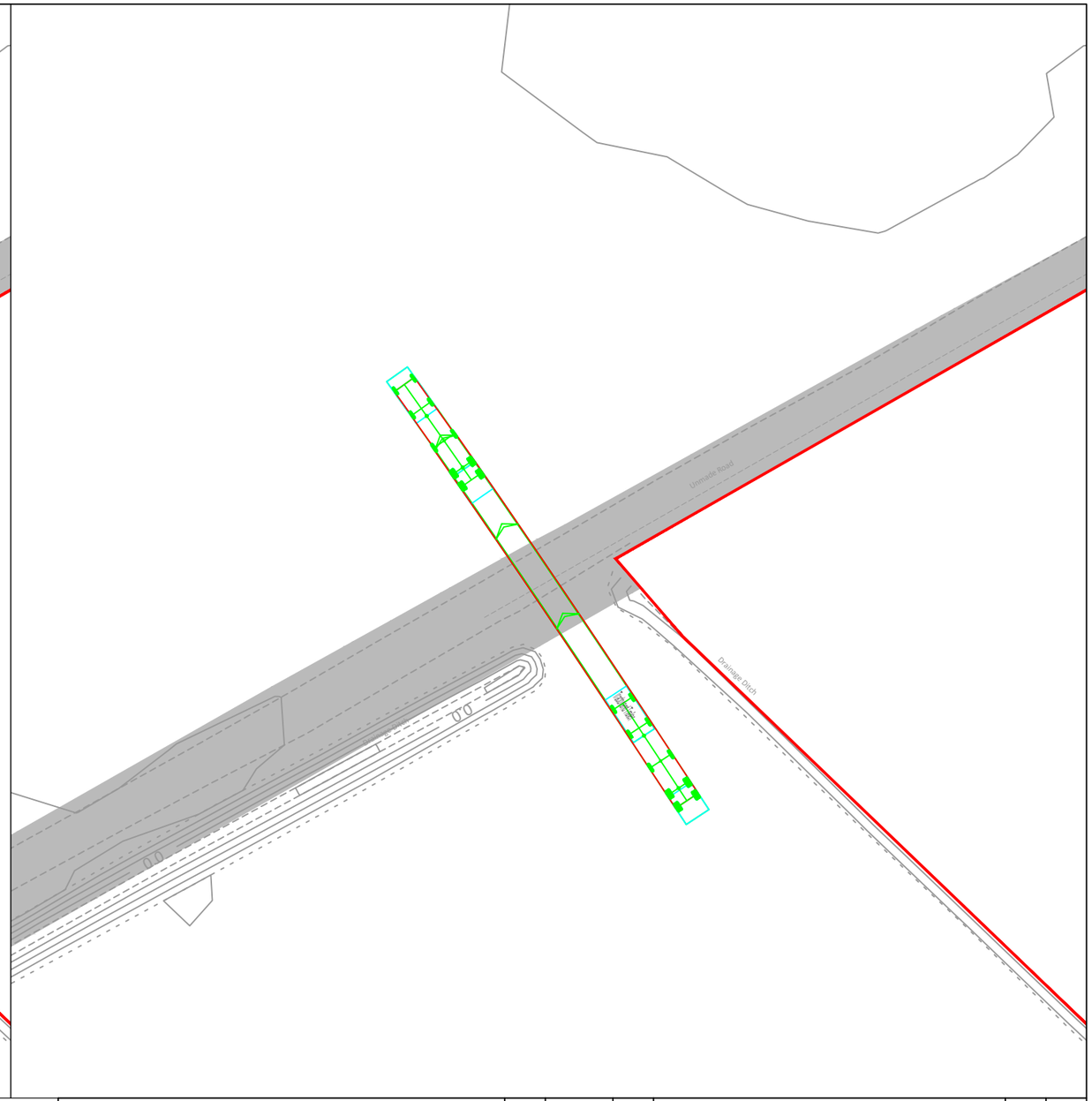
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PROJECT: TWEEN BRIDGE SOLAR FARM	DATE: 09/07/2025	DESIGN-DRAWN: LT / DRAWING-STATUS: FINAL
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION AA AND LOCATION AB	PROJECT No: P21-3484	DRAWING No: FIGURE 3.28 / REV: 1

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Figure 3.29 Proposed Access Arrangements – Access AC



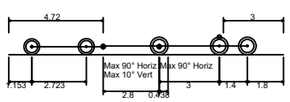


N

Key:

Order Limits

Approximate Extent of Adopted Highway



Tractor and Trailer	
Overall Length	13.720m
Overall Width	2.500m
Overall Body Height	0.438m
Min Body Ground Clearance	0.398m
Max Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.620m

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PROJECT: TWEEN BRIDGE SOLAR FARM

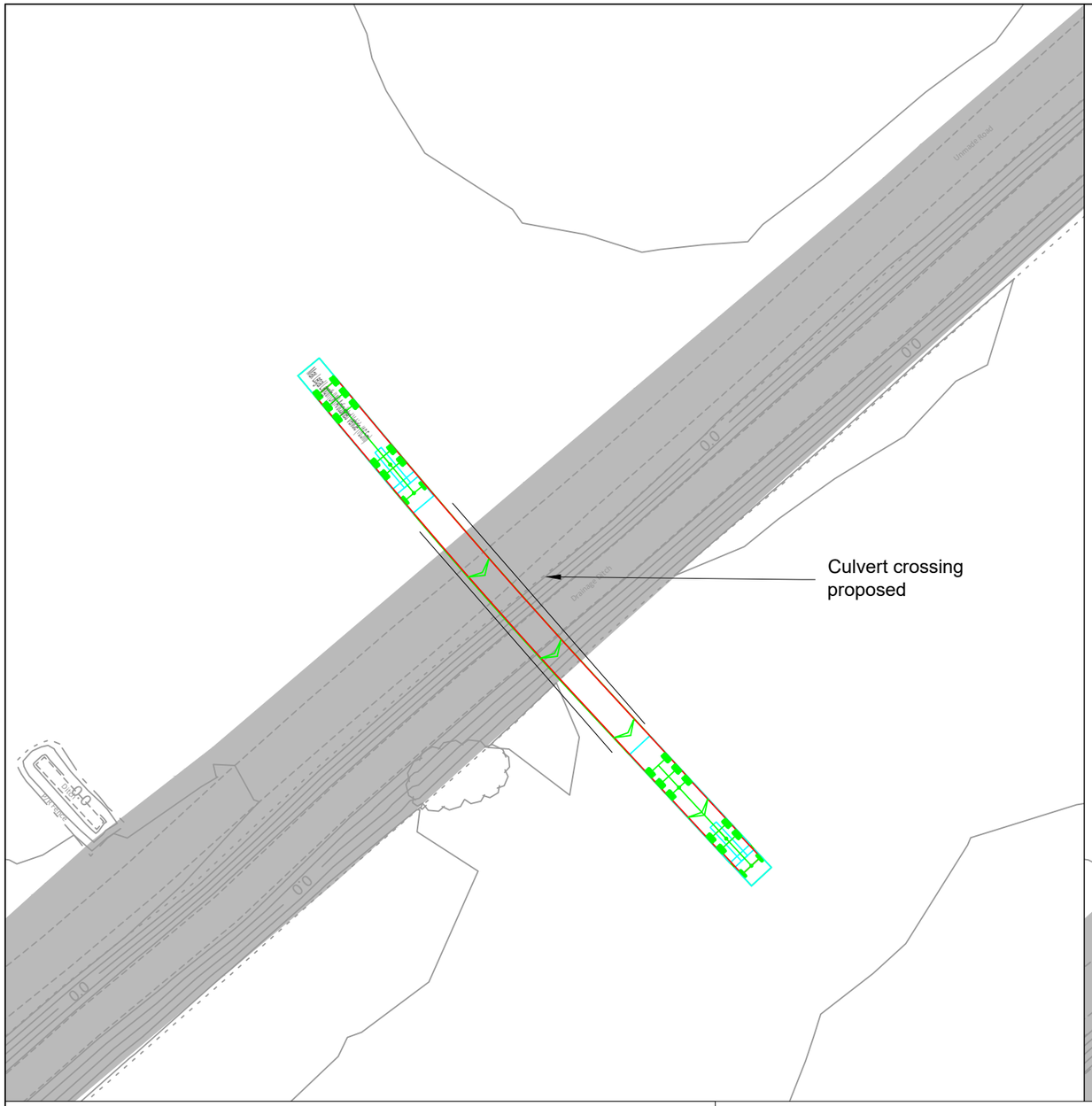
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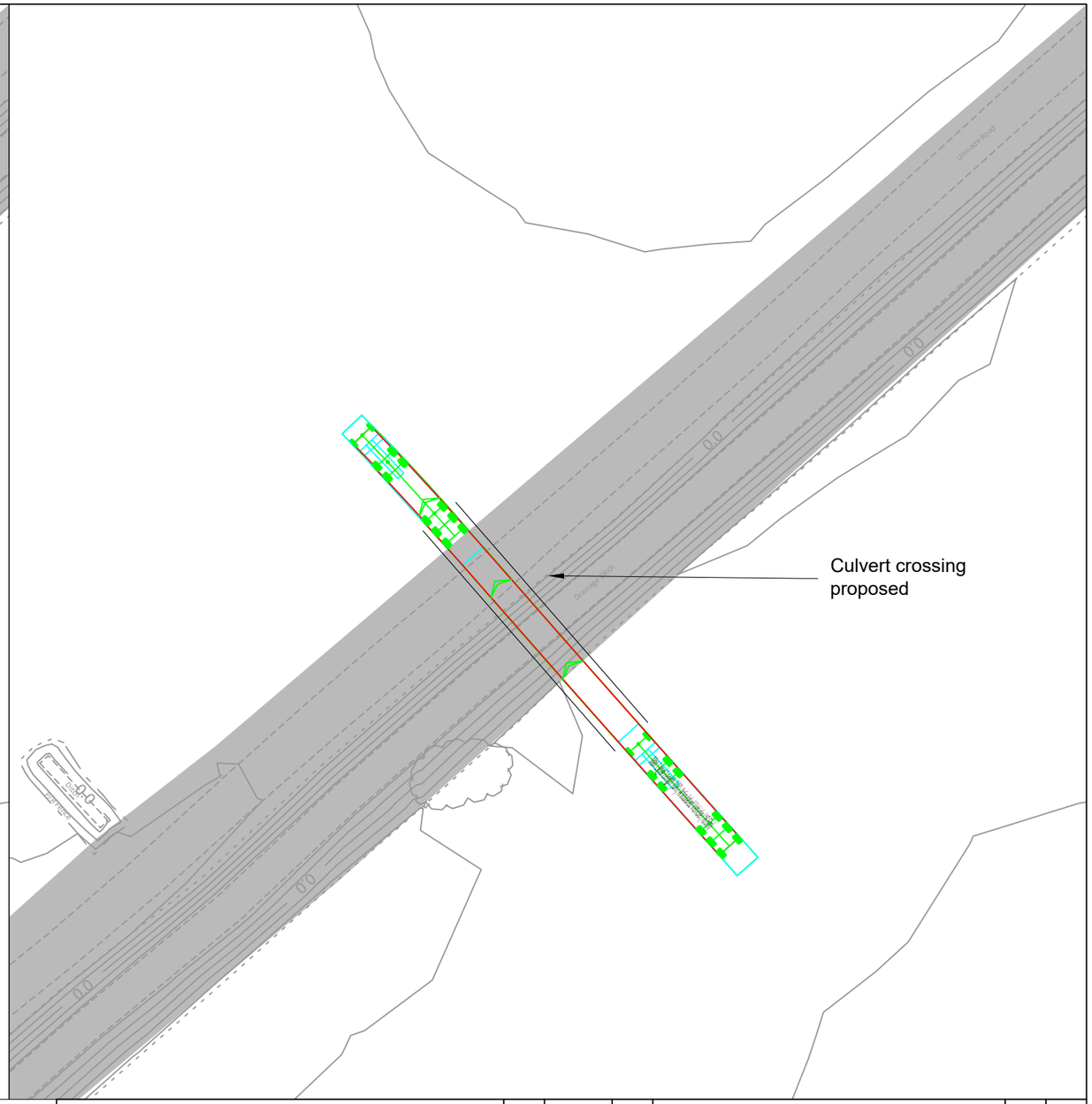
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DATE:	DESIGN-DRAWN:	DRAWING-STATUS:
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PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.29	1

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Figure 3.30 Proposed Access Arrangements – Access AD

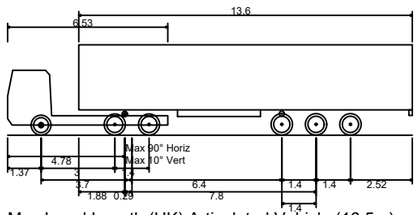




N

Key:

Approximate Extent of Adopted Highway



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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PROJECT: TWEEN BRIDGE SOLAR FARM

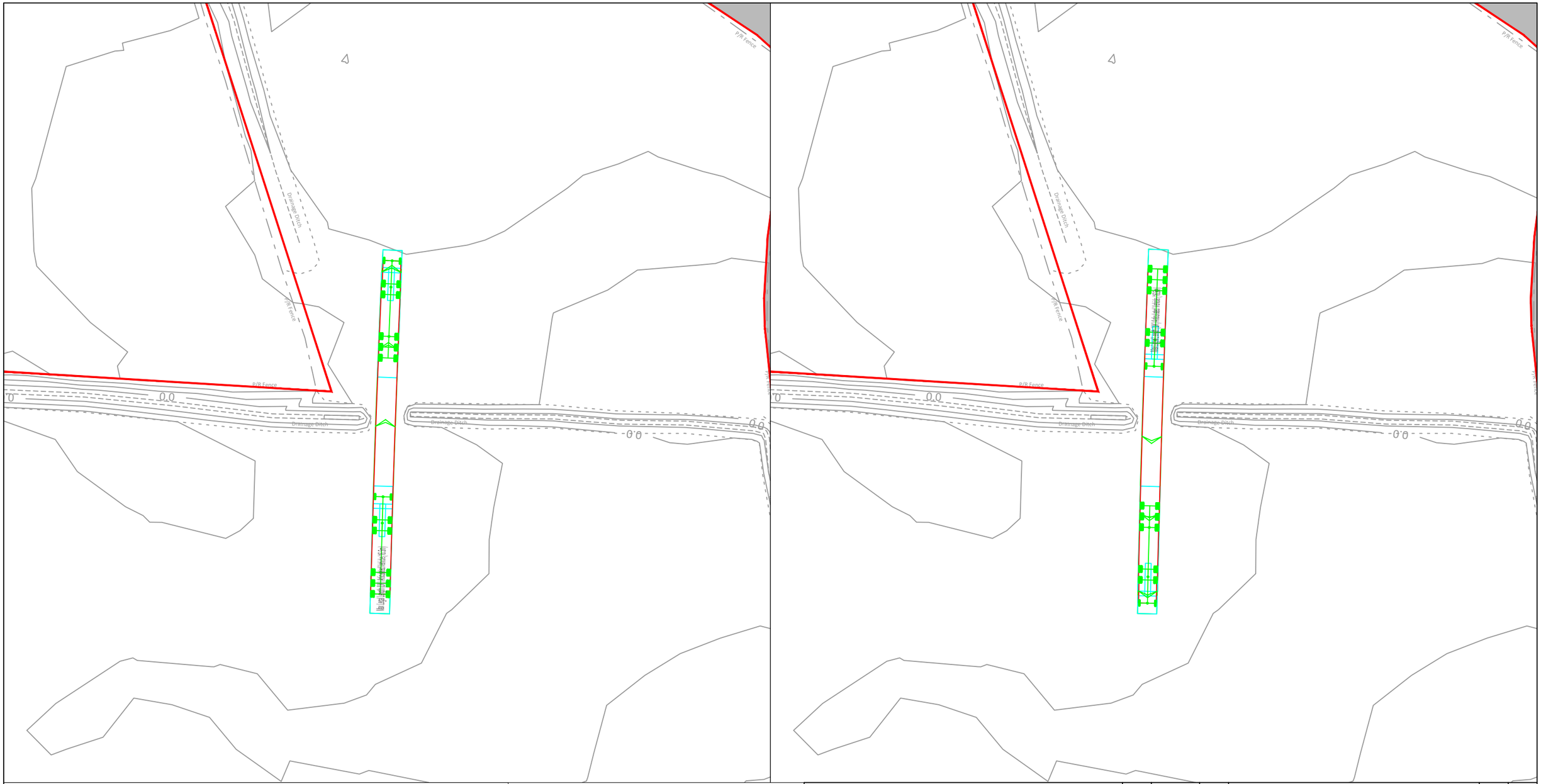
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SCALE @ A3:	CHECKED:	APPROVED:
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DATE:	DESIGN-DRAWN:	DRAWING-STATUS:
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P21-3484	FIGURE 3.30	1

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Figure 3.31 Proposed Access Arrangements – Access AE



N

Key:

Order Limits

Approximate Extent of Adopted Highway

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TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION AE

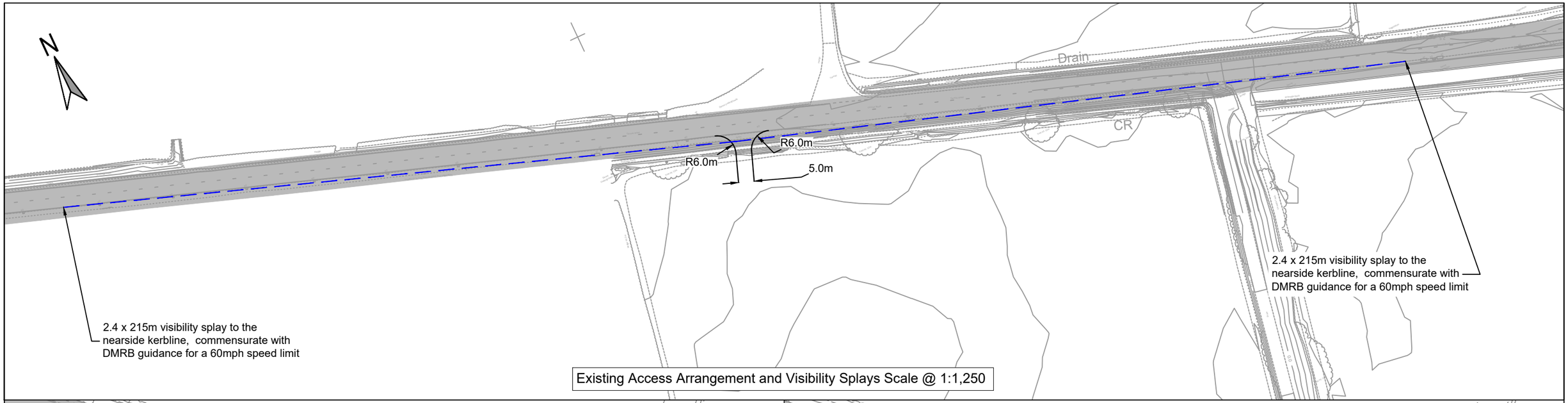
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DATE:	**DESIGN-DRAWN:**	**DRAWING-STATUS:**
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PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.31	1

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Figure 3.34 Proposed Access Arrangements – Access AH



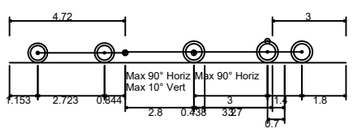
Existing Access Arrangement and Visibility Splays Scale @ 1:1,250



Tractor & Trailer Entering and Exiting Access
Scale @ 1:500

Key:

- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway



Tractor and Trailer	
Overall Length	13.720m
Overall Width	2.500m
Overall Body Height	0.438m
Min Body Ground Clearance	0.398m
Max Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.620m

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PROJECT: TWEEN BRIDGE SOLAR FARM

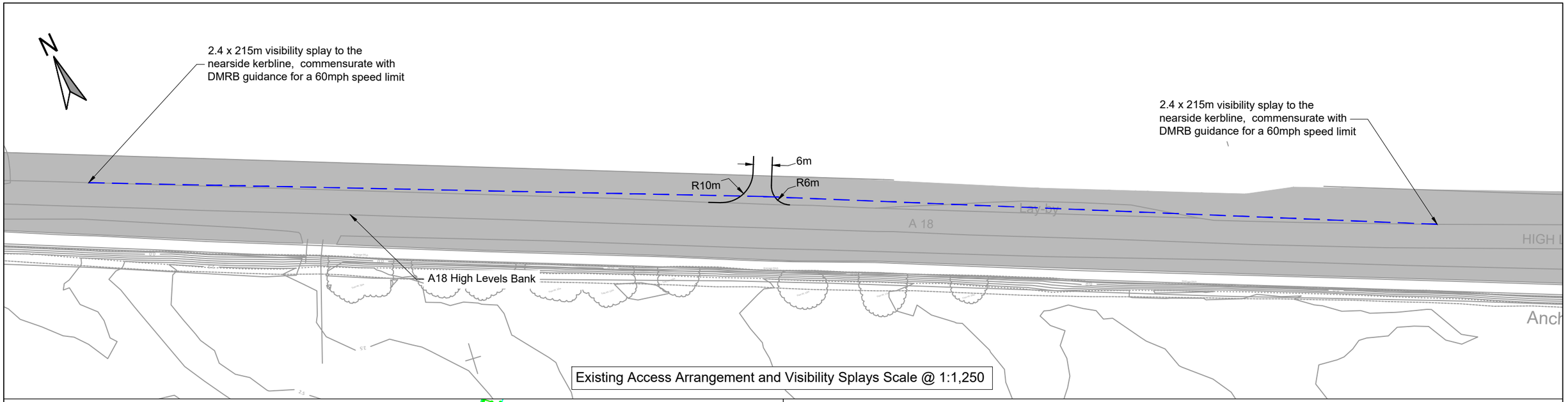
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SCALE @ A3:	CHECKED:	APPROVED:
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DATE:	DESIGN-DRAWN:	DRAWING-STATUS:
09/07/2025	JAN	FINAL
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P21-3484	FIGURE 3.34	1

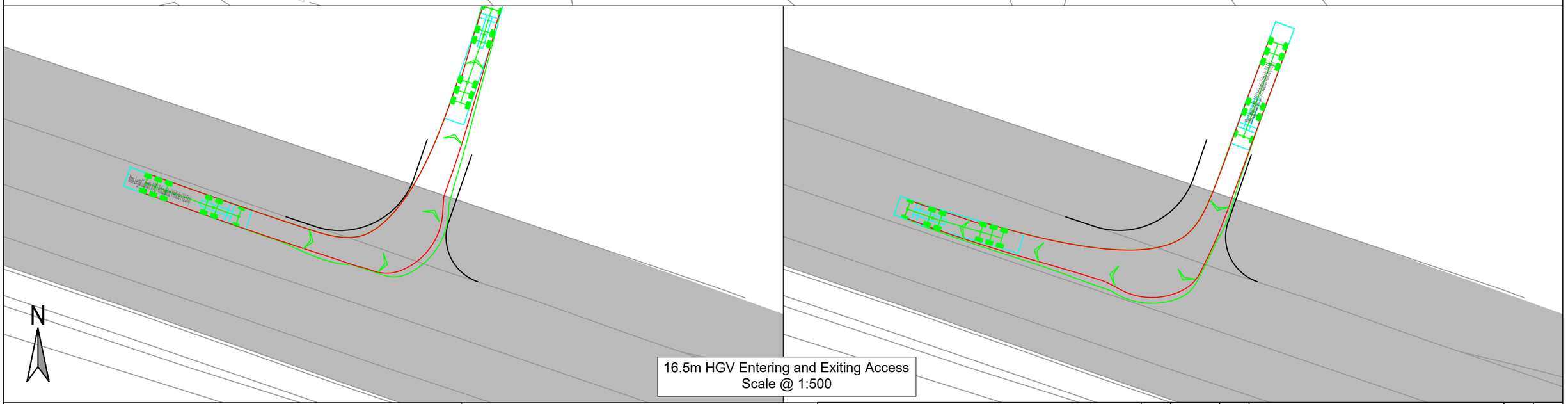
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Figure 3.35 Proposed Access Arrangements – Access Ai



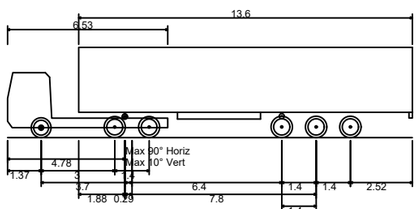
Existing Access Arrangement and Visibility Splays Scale @ 1:1,250



16.5m HGV Entering and Exiting Access
Scale @ 1:500

Key:

- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION Ai

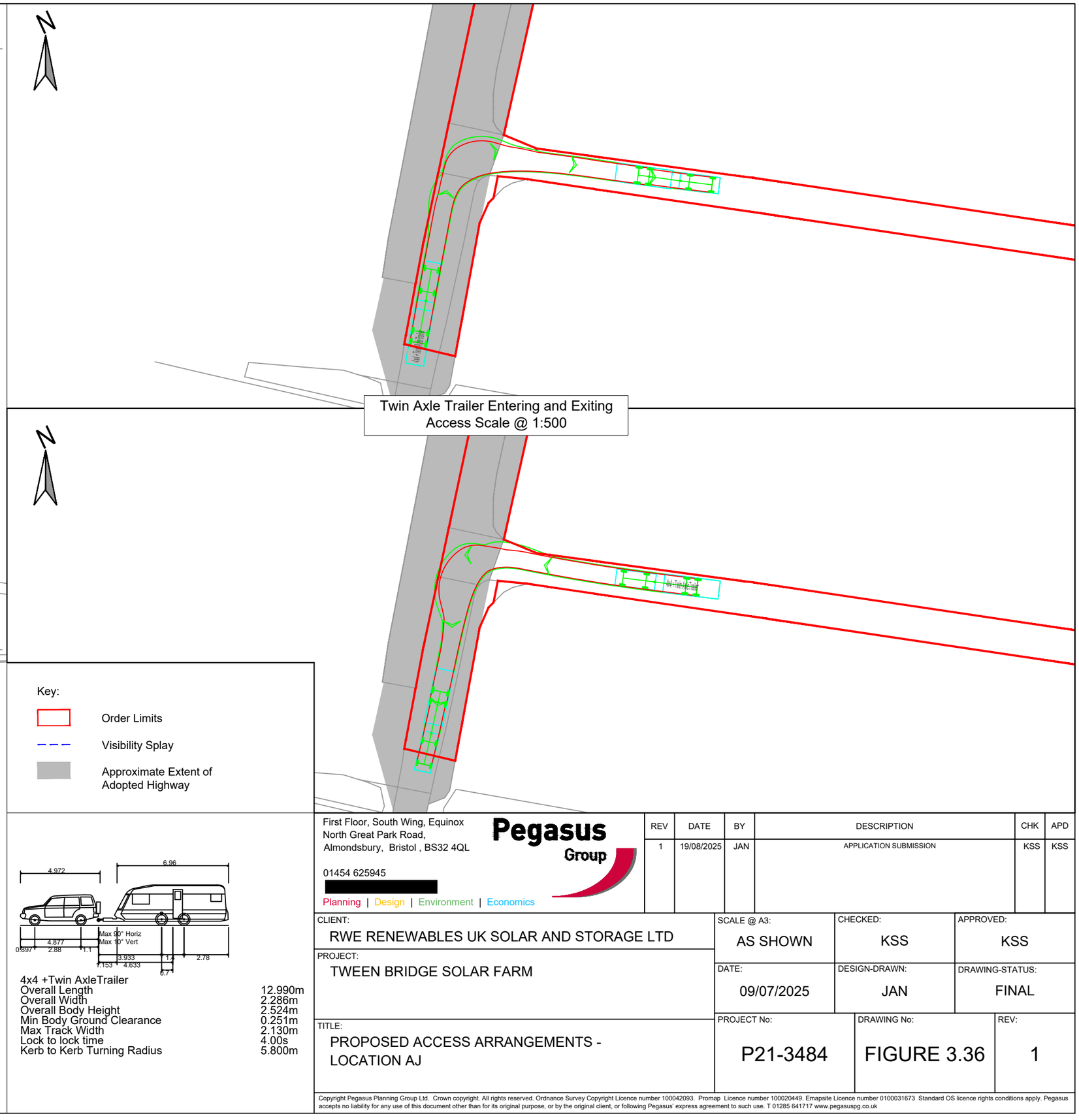
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AS SHOWN	KSS	KSS
DATE:	DESIGN-DRAWN:	DRAWING-STATUS:
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P21-3484	FIGURE 3.35	1

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Figure 3.36 Proposed Access Arrangements – Access AJ





Key:

- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway

4x4 +Twin AxleTrailer	
Overall Length	12.990m
Overall Width	2.286m
Overall Body Height	2.524m
Min Body Ground Clearance	0.251m
Max Track Width	2.130m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.800m

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PROJECT: TWEEN BRIDGE SOLAR FARM

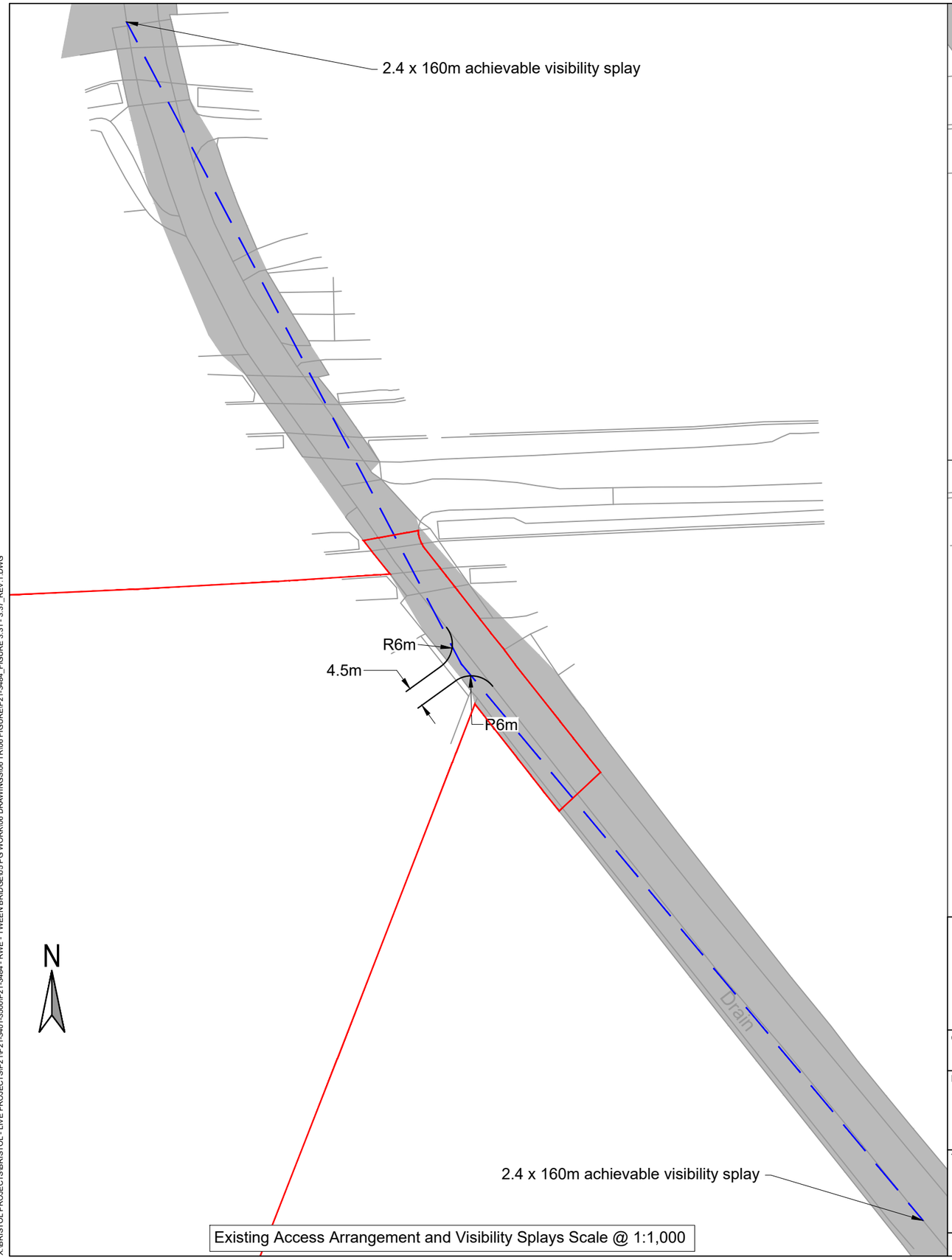
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SCALE @ A3:	CHECKED:	APPROVED:
AS SHOWN	KSS	KSS
DATE:	DESIGN-DRAWN:	DRAWING-STATUS:
09/07/2025	JAN	FINAL
PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.36	1

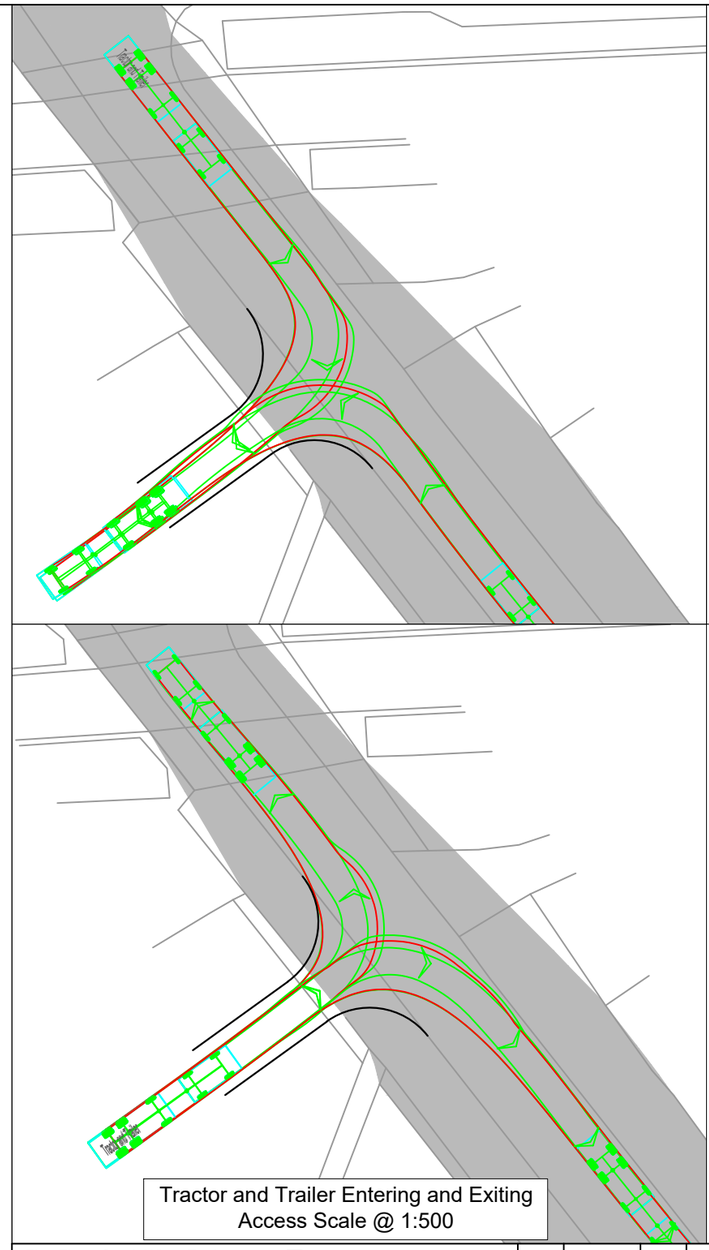
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Figure 3.37 Proposed Access Arrangements – Access AK



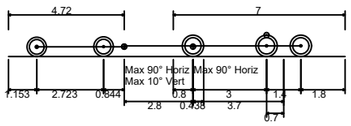
Existing Access Arrangement and Visibility Splays Scale @ 1:1,000



Tractor and Trailer Entering and Exiting Access Scale @ 1:500

Key:

- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway



Tractor and Trailer	
Overall Length	13.720m
Overall Width	2.500m
Overall Body Height	0.438m
Min Body Ground Clearance	0.398m
Max Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.620m

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PROJECT: TWEEN BRIDGE SOLAR FARM	DATE: 09/07/2025	DESIGN-DRAWN: JAN	DRAWING-STATUS: FINAL
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION AK	PROJECT No: P21-3484	DRAWING No: FIGURE 3.37	REV: 1

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Figure 4.1 Construction Traffic Route Plan to Land Areas

N

East Riding of Yorkshire

Doncaster

North Lincolnshire

North Common Road

A614

Marshland Road

M18 Junction 6

Coulman Street

Thorne

Moor Edges Road

Cross Street

Crowle

Marsh Road

A161

A18

M18 Junction 5

M180 Junction 1

A18 High Levels Bank

A18 Tudworth Road

Sandtoft Road

Low Levels Bank

High Levels Bank

M180 Junction 2

Key:

- Order Limits
- Local Authority Boundaries
- Construction Route to Land Parcel A
- Construction Route to Land Parcel B
- Construction Route to Land Parcel C
- Construction Route to Land Parcel D
- Construction Route to Land Parcel E

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TITLE: CONSTRUCTION TRAFFIC ROUTE PLAN TO LAND PARCELS

SCALE @ A2:	CHECKED:	APPROVED:
NTS	LT	KSS
DATE:	DESIGN-DRAWN:	DRAWING-STATUS:
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PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 4.1	1

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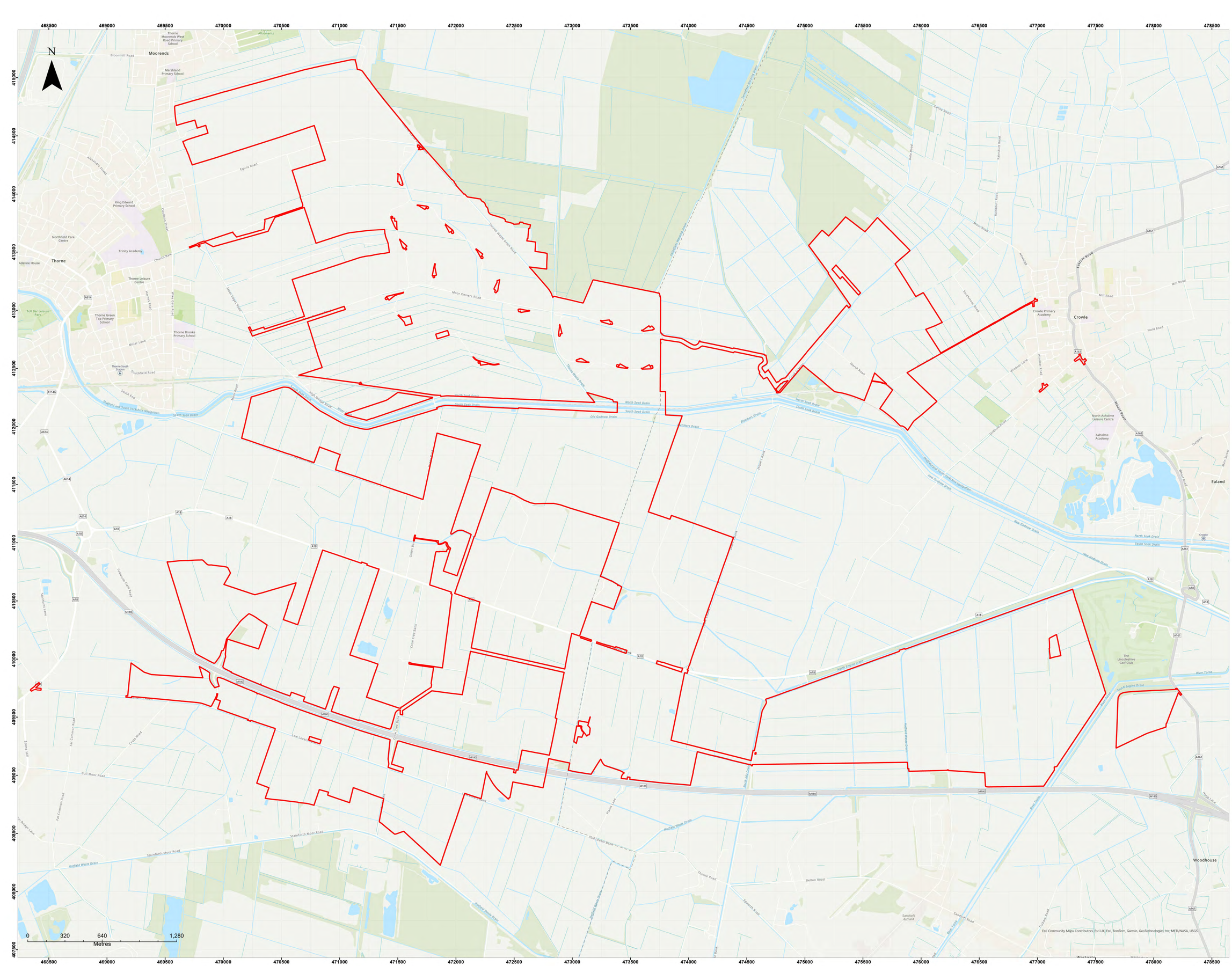
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Appendix A – Order Limits

Tween Bridge Solar Farm

LEGEND

- OrderLimits_Rev_AJ





Site Location Plan - Rev AJ

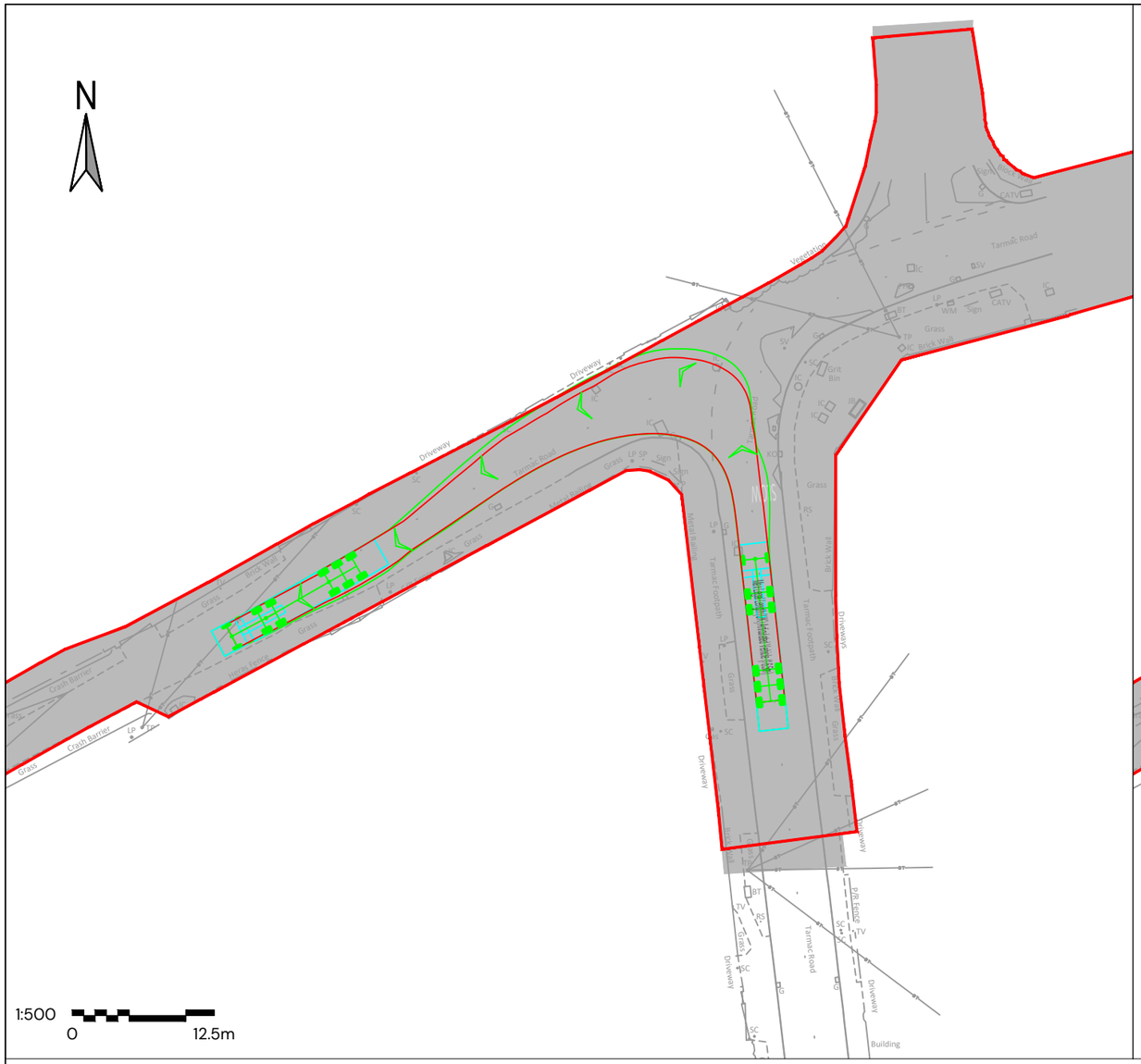
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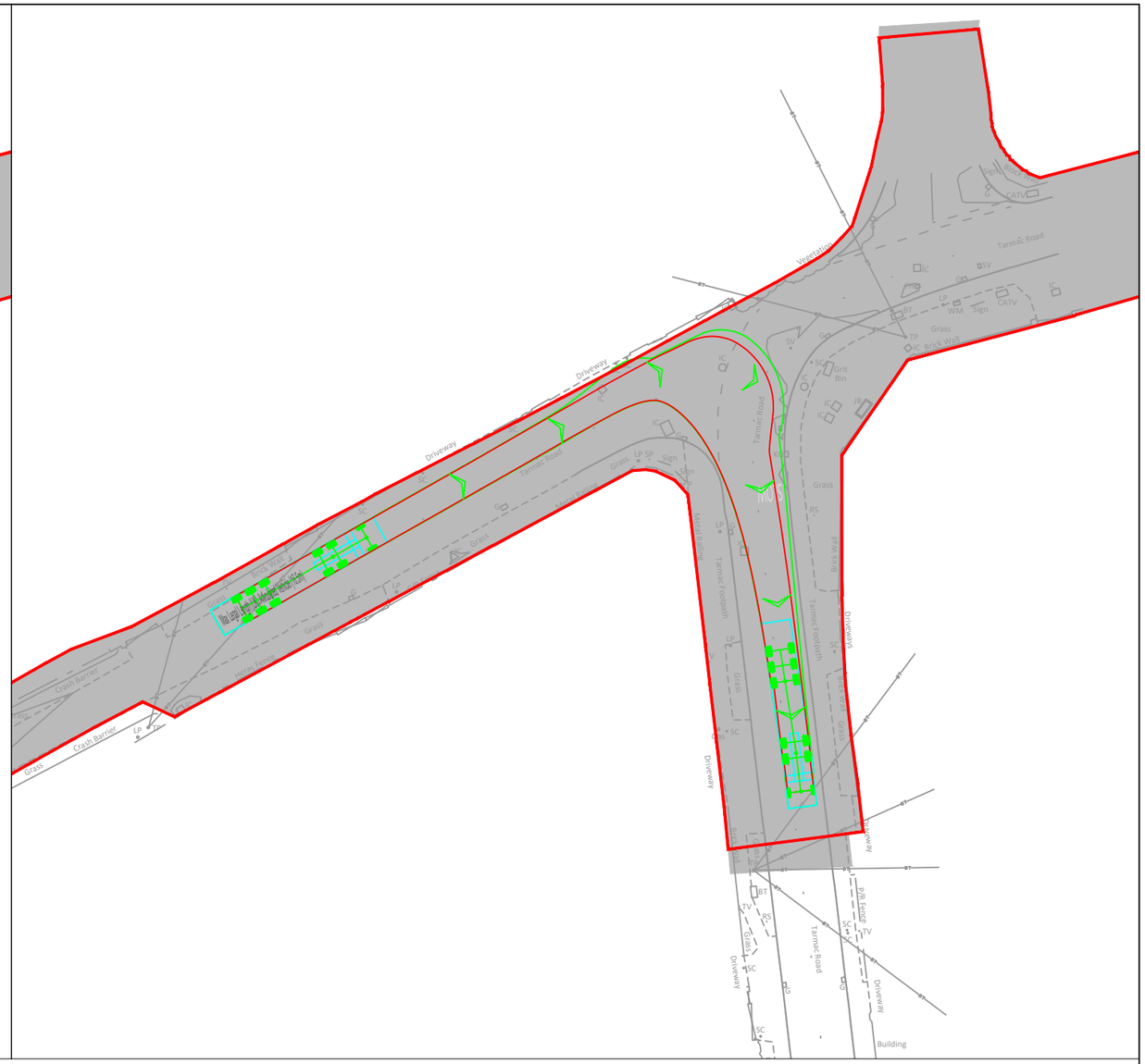
RWE

			Revision: 1
			Drawing Status: Final
Drawn: EH	Checked: AD	Approved: MB	Date: 20/08/2025

Path: C:\Users\40566668\OneDrive - RWE\Tween Bridge Work Plans - NAM\LOCKWOOD\Tween Bridge\243 Tween Bridge Work Plans\243 Tween Bridge Work Plans.aprx

Appendix B – Swept Path Assessments (Godnow Road, Windsor Road and Marsh Road)

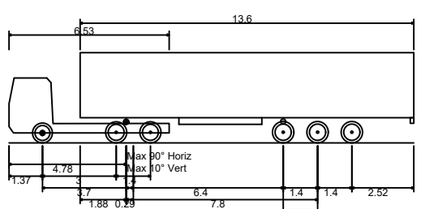




Swept Path Analysis of a 16.5m Articulated Vehicle Navigating Location T

Key:

- Order Limits
- Approximate Extent of Adopted Highway



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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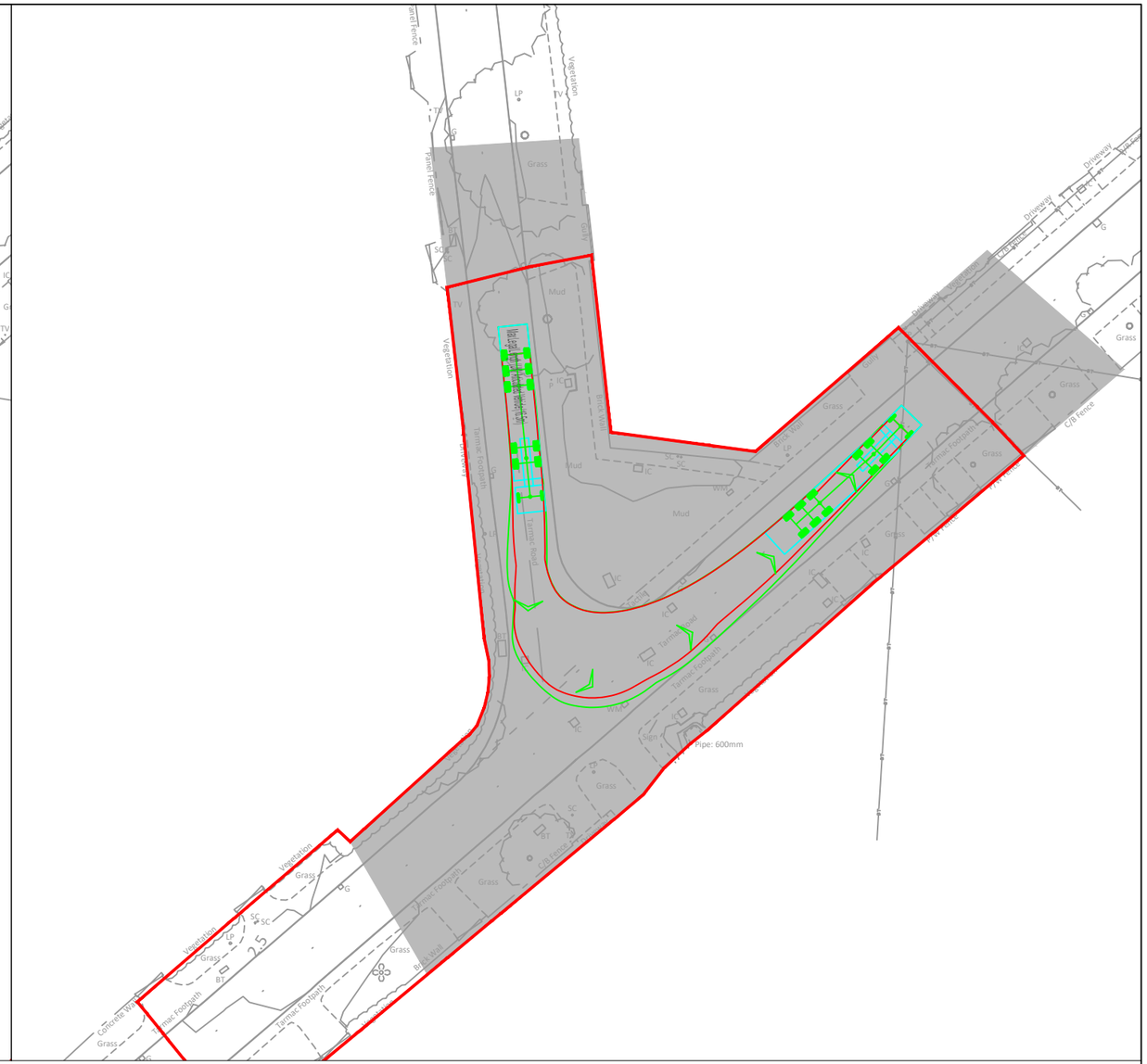
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SCALE @ A3:	CHECKED:	APPROVED:
1:500	ADWS	KS
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P21-3484	FIGURE 3.21	1

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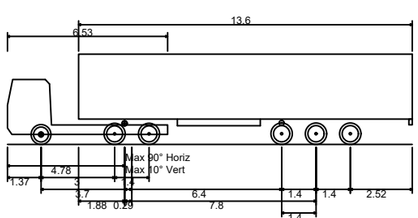




Swept Path Analysis of a 16.5m Articulated Vehicle Navigating Location U

Key:

- Order Limits
- Approximate Extent of Adopted Highway



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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TITLE: LOCATION U - WINDSOR ROAD / GODNOW ROAD JUNCTION

SCALE @ A3:	CHECKED:	APPROVED:
1:500	ADWS	KS
DATE:	DESIGN-DRAWN:	DRAWING-STATUS:
09/07/2025	LT	FINAL
PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.22	1

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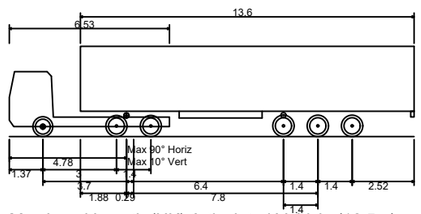


Swept Path Analysis of a 16.5m Articulated Vehicle Navigating Location V

Key:

Order Limits

Approximate Extent of Adopted Highway



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

First Floor, South Wing, Equinox
North Great Park Road,
Almondsbury, Bristol , BS32 4QL

01454 625945
[redacted]

Planning | Design | Environment | Economics

REV	DATE	BY	DESCRIPTION	CHK	APD
1	19/08/2025	JAN	APPLICATION SUBMISSION	KSS	KSS

CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD

PROJECT: TWEEN BRIDGE SOLAR FARM

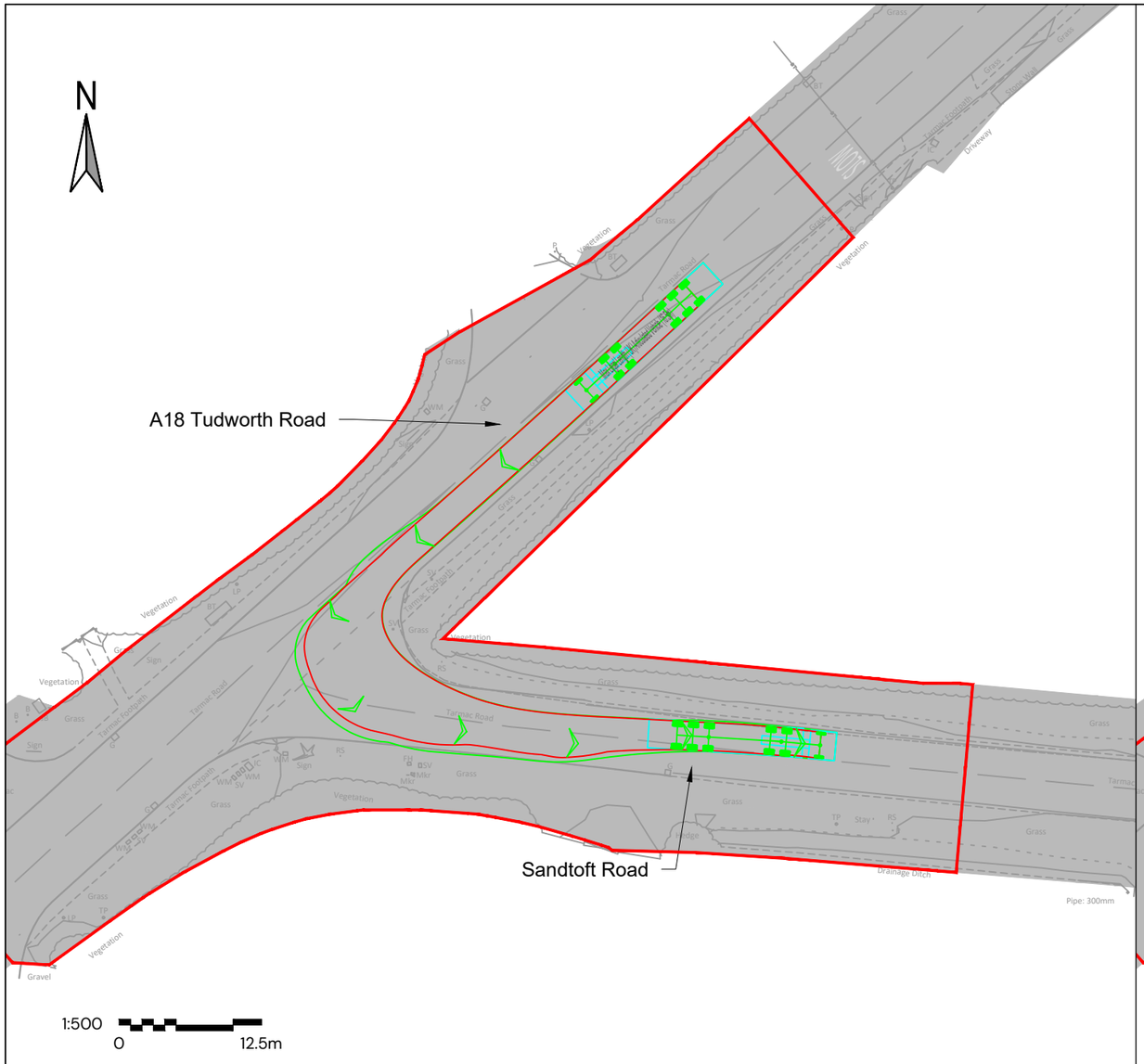
TITLE: LOCATION V - GODNOW ROAD / A161 JUNCTION

SCALE @ A3:	CHECKED:	APPROVED:
1:500	ADWS	KS
DATE:	DESIGN-DRAWN:	DRAWING-STATUS:
09/07/2025	LT	FINAL
PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.23	1

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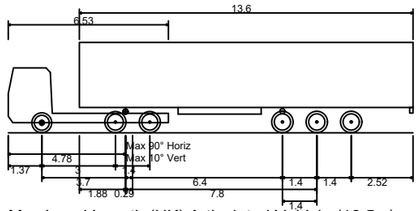
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Appendix C – Swept Path Assessments (A189 Tudworth Road / Sandtoft Road)





Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Location G



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

First Floor, South Wing, Equinox
North Great Park Road,
Almondsbury, Bristol , BS32 4QL

01454 625945 [redacted]

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REV	DATE	BY	DESCRIPTION	CHK	APD
1	19/08/2025	JAN	APPLICATION SUBMISSION	KSS	KSS

CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD

PROJECT: TWEEN BRIDGE SOLAR FARM

TITLE: LOCATION G - A18, TUDWORTH ROAD / SANDTOFT ROAD JUNCTION

SCALE @ A3:	CHECKED:	APPROVED:
1:500	ADWS	KS
DATE:	DESIGN-DRAWN:	DRAWING-STATUS:
09/07/2025	JAN	FINAL
PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.8	1

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Appendix D – Temporary Signage



1. Temporary Construction Traffic signage (Diagram 7301 'WORKS TRAFFIC' in the TSRGD)

Appendix C

Tween Bridge ATC 6, Moor Edges Road



Direction: Eastbound

Hour Beginning	Tue 06/06/2023	Wed 07/06/2023	Thu 08/06/2023	Fri 09/06/2023	Sat 10/06/2023	Sun 11/06/2023	Mon 12/06/2023	5-Day Ave.	7-Day Ave.
00:00	1	2	0	0	3	1	0	1	1
01:00	0	0	0	1	0	1	0	0	0
02:00	0	0	0	0	1	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	1	1	0	2	0	2	2	1	1
05:00	9	12	12	11	4	1	6	10	8
06:00	16	12	9	12	7	4	15	13	11
07:00	29	28	39	33	10	5	35	33	26
08:00	44	38	41	35	34	15	37	39	35
09:00	32	22	25	30	32	21	26	27	27
10:00	28	23	41	18	23	19	31	28	26
11:00	20	24	27	24	35	23	32	25	26
12:00	29	25	25	26	27	21	23	26	25
13:00	30	33	38	30	26	16	40	34	30
14:00	21	34	44	39	22	14	23	32	28
15:00	28	32	38	39	28	16	38	35	31
16:00	37	33	25	44	19	16	29	34	29
17:00	32	28	27	27	21	33	28	28	28
18:00	14	23	21	20	17	19	11	18	18
19:00	19	13	20	13	15	7	23	18	16
20:00	6	10	10	17	13	9	6	10	10
21:00	9	6	9	14	5	2	8	9	8
22:00	4	3	1	5	4	3	3	3	3
23:00	0	1	2	1	5	1	2	1	2
Total									
12H(7-19)	344	343	391	365	294	218	353	359	330
16H(6-22)	394	384	439	421	334	240	405	409	374
18H(6-24)	398	388	442	427	343	244	410	413	379
24H(0-24)	409	403	454	441	351	249	418	425	389
AM Peak	08:00	08:00	08:00	08:00	11:00	11:00	08:00	08:00	08:00
	44	38	41	35	35	23	37	39	35
PM Peak	16:00	14:00	14:00	16:00	15:00	17:00	13:00	15:00	15:00
	37	34	44	44	28	33	40	35	31

Paul Castle Associates

Direction: Westbound

Hour Beginning	Tue 06/06/2023	Wed 07/06/2023	Thu 08/06/2023	Fri 09/06/2023	Sat 10/06/2023	Sun 11/06/2023	Mon 12/06/2023	5-Day Ave.	7-Day Ave.
00:00	1	0	1	0	4	1	2	1	1
01:00	1	1	1	0	0	1	0	1	1
02:00	0	2	0	0	1	0	1	1	1
03:00	1	0	2	1	3	5	0	1	2
04:00	1	1	1	1	1	0	3	1	1
05:00	8	11	13	12	0	0	4	10	7
06:00	12	11	11	14	2	2	14	12	9
07:00	23	22	18	29	37	15	19	22	23
08:00	37	41	47	36	36	21	50	42	38
09:00	30	34	35	23	23	10	37	32	27
10:00	35	27	28	28	38	17	30	30	29
11:00	30	24	32	32	29	35	29	29	30
12:00	41	32	29	39	35	29	33	35	34
13:00	25	32	28	28	24	24	37	30	28
14:00	40	33	48	44	38	20	42	41	38
15:00	45	38	32	60	27	24	32	41	37
16:00	43	54	50	44	21	21	50	48	40
17:00	38	31	36	52	20	30	42	40	36
18:00	31	33	39	37	24	23	29	34	31
19:00	15	15	17	21	20	16	22	18	18
20:00	8	12	5	9	5	5	8	8	7
21:00	4	1	8	12	9	5	10	7	7
22:00	2	3	1	5	4	5	4	3	3
23:00	1	0	2	1	2	1	0	1	1
Total									
12H(7-19)	418	401	422	452	352	269	430	425	392
16H(6-22)	457	440	463	508	388	297	484	470	434
18H(6-24)	460	443	466	514	394	303	488	474	438
24H(0-24)	472	458	484	528	403	310	498	488	450
AM Peak	08:00	08:00	08:00	08:00	10:00	11:00	08:00	08:00	08:00
	37	41	47	36	38	35	50	42	38
PM Peak	15:00	16:00	16:00	15:00	14:00	17:00	16:00	16:00	16:00
	45	54	50	60	38	30	50	48	40

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Tue 06/06/2023	Wed 07/06/2023	Thu 08/06/2023	Fri 09/06/2023	Sat 10/06/2023	Sun 11/06/2023	Mon 12/06/2023	5-Day Ave.	7-Day Ave.
00:00	2	2	1	0	7	2	2	1	2
01:00	1	1	1	1	0	2	0	1	1
02:00	0	2	0	0	2	0	1	1	1
03:00	1	0	2	1	3	5	0	1	2
04:00	2	2	1	3	1	2	5	3	2
05:00	17	23	25	23	4	1	10	20	15
06:00	28	23	20	26	9	6	29	25	20
07:00	52	50	57	62	47	20	54	55	49
08:00	81	79	88	71	70	36	87	81	73
09:00	62	56	60	53	55	31	63	59	54
10:00	63	50	69	46	61	36	61	58	55
11:00	50	48	59	56	64	58	61	55	57
12:00	70	57	54	65	62	50	56	60	59
13:00	55	65	66	58	50	40	77	64	59
14:00	61	67	92	83	60	34	65	74	66
15:00	73	70	70	99	55	40	70	76	68
16:00	80	87	75	88	40	37	79	82	69
17:00	70	59	63	79	41	63	70	68	64
18:00	45	56	60	57	41	42	40	52	49
19:00	34	28	37	34	35	23	45	36	34
20:00	14	22	15	26	18	14	14	18	18
21:00	13	7	17	26	14	7	18	16	15
22:00	6	6	2	10	8	8	7	6	7
23:00	1	1	4	2	7	2	2	2	3
Total									
12H(7-19)	762	744	813	817	646	487	783	784	722
16H(6-22)	851	824	902	929	722	537	889	879	808
18H(6-24)	858	831	908	941	737	547	898	887	817
24H(0-24)	881	861	938	969	754	559	916	913	840
AM Peak	08:00	08:00	08:00	08:00	08:00	11:00	08:00	08:00	08:00
	81	79	88	71	70	58	87	81	73
PM Peak	16:00	16:00	14:00	15:00	12:00	17:00	16:00	16:00	16:00
	80	87	92	99	62	63	79	82	69

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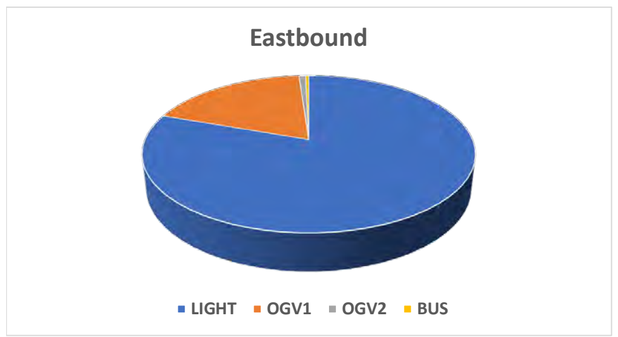
Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	409	323	83	1	2
Wed 7 Jun 2023	403	323	77	1	2
Thu 8 Jun 2023	454	364	84	4	2
Fri 9 Jun 2023	441	347	85	8	1
Sat 10 Jun 2023	351	296	53	1	1
Sun 11 Jun 2023	249	218	31	0	0
Mon 12 Jun 2023	418	319	91	6	2
5 Day Ave.	425	335	84	4	2
7 Day Ave.	389	313	72	3	1

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	100.0%	79.0%	20.3%	0.2%	0.5%
Wed 7 Jun 2023	100.0%	80.1%	19.1%	0.2%	0.5%
Thu 8 Jun 2023	100.0%	80.2%	18.5%	0.9%	0.4%
Fri 9 Jun 2023	100.0%	78.7%	19.3%	1.8%	0.2%
Sat 10 Jun 2023	100.0%	84.3%	15.1%	0.3%	0.3%
Sun 11 Jun 2023	100.0%	87.6%	12.4%	0.0%	0.0%
Mon 12 Jun 2023	100.0%	76.3%	21.8%	1.4%	0.5%
5 Day Ave.	100.0%	78.9%	19.8%	0.9%	0.4%
7 Day Ave.	100.0%	80.4%	18.5%	0.8%	0.4%

Paul Castle Associates

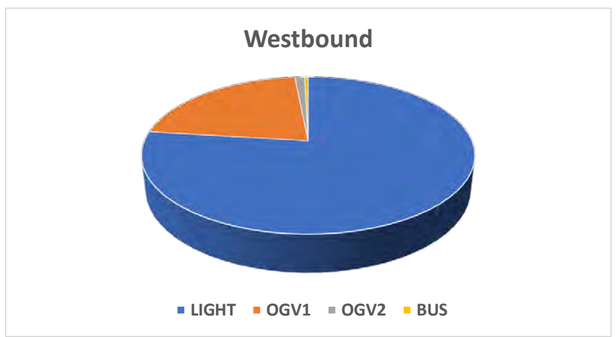


Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	472	344	122	3	3
Wed 7 Jun 2023	458	355	94	7	2
Thu 8 Jun 2023	484	365	108	7	4
Fri 9 Jun 2023	528	400	118	9	1
Sat 10 Jun 2023	403	330	72	1	0
Sun 11 Jun 2023	310	263	43	2	2
Mon 12 Jun 2023	498	369	121	7	1
5 Day Ave.	488	367	113	7	2
7 Day Ave.	450	347	97	5	2

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	100.0%	72.9%	25.8%	0.6%	0.6%
Wed 7 Jun 2023	100.0%	77.5%	20.5%	1.5%	0.4%
Thu 8 Jun 2023	100.0%	75.4%	22.3%	1.4%	0.8%
Fri 9 Jun 2023	100.0%	75.8%	22.3%	1.7%	0.2%
Sat 10 Jun 2023	100.0%	81.9%	17.9%	0.2%	0.0%
Sun 11 Jun 2023	100.0%	84.8%	13.9%	0.6%	0.6%
Mon 12 Jun 2023	100.0%	74.1%	24.3%	1.4%	0.2%
5 Day Ave.	100.0%	75.1%	23.1%	1.4%	0.5%
7 Day Ave.	100.0%	76.9%	21.5%	1.1%	0.4%

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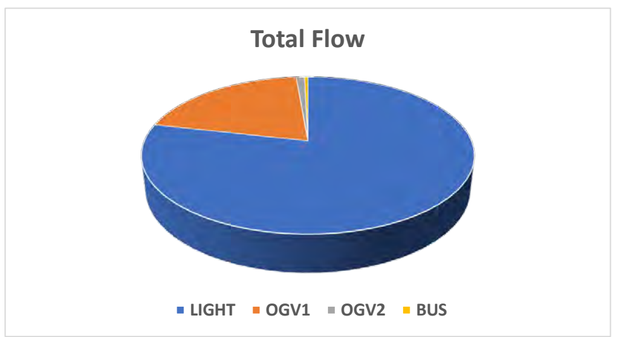


Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	881	667	205	4	5
Wed 7 Jun 2023	861	678	171	8	4
Thu 8 Jun 2023	938	729	192	11	6
Fri 9 Jun 2023	969	747	203	17	2
Sat 10 Jun 2023	754	626	125	2	1
Sun 11 Jun 2023	559	481	74	2	2
Mon 12 Jun 2023	916	688	212	13	3
5 Day Ave.	913	702	197	11	4
7 Day Ave.	840	659	169	8	3

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	100.0%	75.7%	23.3%	0.5%	0.6%
Wed 7 Jun 2023	100.0%	78.7%	19.9%	0.9%	0.5%
Thu 8 Jun 2023	100.0%	77.7%	20.5%	1.2%	0.6%
Fri 9 Jun 2023	100.0%	77.1%	20.9%	1.8%	0.2%
Sat 10 Jun 2023	100.0%	83.0%	16.6%	0.3%	0.1%
Sun 11 Jun 2023	100.0%	86.0%	13.2%	0.4%	0.4%
Mon 12 Jun 2023	100.0%	75.1%	23.1%	1.4%	0.3%
5 Day Ave.	100.0%	76.9%	21.5%	1.2%	0.4%
7 Day Ave.	100.0%	78.5%	20.1%	1.0%	0.4%

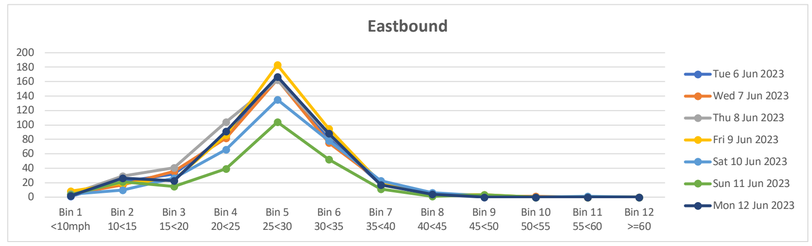
Paul Castle Associates



Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

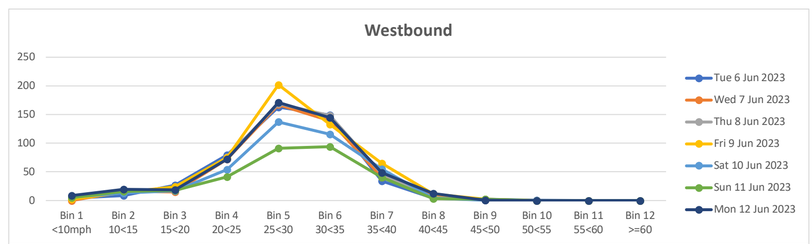
	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 6 Jun 2023	409	32.8	26.5	6.1	1	21	32	85	165	82	18	4	1	0	0	0
Wed 7 Jun 2023	403	33.0	26.4	6.4	4	17	36	82	163	75	21	3	1	1	0	0
Thu 8 Jun 2023	454	32.8	26.0	6.6	4	29	41	104	162	87	21	4	2	0	0	0
Fri 9 Jun 2023	441	33.4	26.8	6.4	8	19	24	86	183	95	19	4	3	0	0	0
Sat 10 Jun 2023	351	34.2	27.4	6.6	4	10	26	66	135	78	23	6	2	0	1	0
Sun 11 Jun 2023	249	33.6	26.4	6.9	3	21	15	39	104	52	11	1	3	0	0	0
Mon 12 Jun 2023	418	32.8	26.4	6.1	2	26	23	91	167	88	17	4	0	0	0	0
5 Day Ave.	425	33.0	26.4	6.3	4	22	31	90	168	85	19	4	1	0	0	0
7 Day Ave.	389	33.2	26.6	6.4	4	20	28	79	154	80	19	4	2	0	0	0



Paul Castle Associates

Direction: Westbound

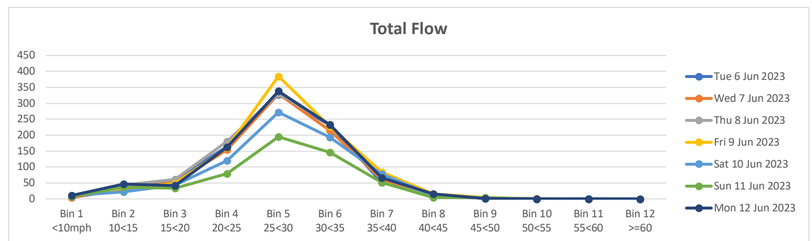
	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 6 Jun 2023	472	34.5	28.2	6.1	4	9	27	79	163	149	34	4	2	1	0	0
Wed 7 Jun 2023	458	34.7	28.6	5.9	0	16	15	72	167	139	40	8	1	0	0	0
Thu 8 Jun 2023	484	34.7	28.4	6.1	3	15	20	76	169	148	47	5	1	0	0	0
Fri 9 Jun 2023	528	35.2	28.7	6.2	2	14	24	75	202	133	65	11	2	0	0	0
Sat 10 Jun 2023	403	35.5	28.6	6.6	6	13	17	54	137	116	55	4	1	0	0	0
Sun 11 Jun 2023	310	35.7	28.3	7.2	5	16	18	41	91	94	40	3	2	0	0	0
Mon 12 Jun 2023	498	35.3	28.3	6.8	9	20	19	72	171	145	49	12	1	0	0	0
5 Day Ave.	488	34.9	28.4	6.2	4	15	21	75	174	143	47	8	1	0	0	0
7 Day Ave.	450	35.1	28.4	6.4	4	15	20	67	157	132	47	7	1	0	0	0



Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 6 Jun 2023	881	33.8	27.4	6.1	5	30	59	164	328	231	52	8	3	1	0	0
Wed 7 Jun 2023	861	34.0	27.6	6.2	4	33	51	154	330	214	61	11	2	1	0	0
Thu 8 Jun 2023	938	33.9	27.2	6.5	7	44	61	180	331	235	68	9	3	0	0	0
Fri 9 Jun 2023	969	34.5	27.8	6.4	10	33	48	161	385	228	84	15	5	0	0	0
Sat 10 Jun 2023	754	34.9	28.1	6.6	10	23	43	120	272	194	78	10	3	0	1	0
Sun 11 Jun 2023	559	34.8	27.4	7.1	8	37	33	80	195	146	51	4	5	0	0	0
Mon 12 Jun 2023	916	34.2	27.4	6.5	11	46	42	163	338	233	66	16	1	0	0	0
5 Day Ave.	913	34.1	27.5	6.3	7	37	52	164	342	228	66	12	3	0	0	0
7 Day Ave.	840	34.3	27.6	6.5	8	35	48	146	311	212	66	10	3	0	0	0



Paul Castle Associates

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 6 Jun 2023	48	32.4	25.7	6.5	0	5	2	13	15	11	2	0	0	0	0	0
Wed 7 Jun 2023	47	32.0	25.2	6.6	0	6	1	12	22	3	2	1	0	0	0	0
Thu 8 Jun 2023	68	29.3	22.0	7.0	3	11	11	17	17	9	0	0	0	0	0	0
Fri 9 Jun 2023	42	32.5	26.7	5.6	0	1	3	11	17	8	1	1	0	0	0	0
Sat 10 Jun 2023	58	33.6	27.2	6.2	0	3	4	11	21	14	5	0	0	0	0	0
Sun 11 Jun 2023	42	31.9	25.0	6.6	0	6	2	9	16	8	1	0	0	0	0	0
Mon 12 Jun 2023	63	31.9	25.1	6.6	0	7	3	19	23	7	3	1	0	0	0	0
5 Day Ave.	54	31.6	24.9	6.5	1	6	4	14	19	8	2	1	0	0	0	0
7 Day Ave.	53	31.9	25.3	6.5	0	6	4	13	19	9	2	0	0	0	0	0

Paul Castle Associates

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 6 Jun 2023	65	33.1	25.9	6.9	2	3	6	14	23	13	3	1	0	0	0	0
Wed 7 Jun 2023	51	31.8	26.4	5.2	0	2	1	17	19	10	2	0	0	0	0	0
Thu 8 Jun 2023	60	34.8	28.3	6.2	1	1	4	8	19	21	6	0	0	0	0	0
Fri 9 Jun 2023	60	34.0	28.8	5.0	0	0	2	8	31	11	7	1	0	0	0	0
Sat 10 Jun 2023	67	34.3	28.5	5.5	0	1	3	12	23	22	5	1	0	0	0	0
Sun 11 Jun 2023	52	34.1	26.8	7.0	0	4	3	12	16	13	3	0	1	0	0	0
Mon 12 Jun 2023	59	32.4	25.9	6.3	2	1	4	17	22	9	4	0	0	0	0	0
5 Day Ave.	59	33.2	27.1	5.9	1	1	3	13	23	13	4	0	0	0	0	0
7 Day Ave.	59	33.5	27.3	6.0	1	2	3	13	22	14	4	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 6 Jun 2023	113	32.8	25.8	6.7	2	8	8	27	38	24	5	1	0	0	0	0
Wed 7 Jun 2023	98	31.9	25.8	5.9	0	8	2	29	41	13	4	1	0	0	0	0
Thu 8 Jun 2023	128	32.6	25.0	7.4	4	12	15	25	36	30	6	0	0	0	0	0
Fri 9 Jun 2023	102	33.5	27.9	5.4	0	1	5	19	48	19	8	2	0	0	0	0
Sat 10 Jun 2023	125	34.0	27.9	5.9	0	4	7	23	44	36	10	1	0	0	0	0
Sun 11 Jun 2023	94	33.1	26.0	6.9	0	10	5	21	32	21	4	0	1	0	0	0
Mon 12 Jun 2023	122	32.2	25.5	6.4	2	8	7	36	45	16	7	1	0	0	0	0
5 Day Ave.	113	32.6	26.0	6.4	2	7	7	27	42	20	6	1	0	0	0	0
7 Day Ave.	112	32.9	26.3	6.4	1	7	7	26	41	23	6	1	0	0	0	0

Paul Castle Associates

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 6 Jun 2023	49	32.6	26.9	5.6	0	1	3	11	25	6	1	2	0	0	0	0
Wed 7 Jun 2023	66	32.5	25.5	6.7	0	3	10	15	27	8	1	1	0	1	0	0
Thu 8 Jun 2023	82	34.3	27.4	6.6	0	4	6	12	35	20	2	1	2	0	0	0
Fri 9 Jun 2023	78	34.3	27.0	7.0	1	5	5	14	27	19	6	0	1	0	0	0
Sat 10 Jun 2023	50	35.6	27.4	7.9	2	1	2	10	21	9	3	1	0	0	1	0
Sun 11 Jun 2023	30	35.4	28.0	7.1	0	2	2	2	14	7	2	0	1	0	0	0
Mon 12 Jun 2023	61	32.0	26.0	5.8	0	4	4	13	28	9	3	0	0	0	0	0
5 Day Ave.	67	33.1	26.6	6.3	0	3	6	13	28	12	3	1	1	0	0	0
7 Day Ave.	59	33.8	26.9	6.7	0	3	5	11	25	11	3	1	1	0	0	0

Paul Castle Associates

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 6 Jun 2023	85	35.0	28.6	6.2	0	3	5	12	27	28	9	1	0	0	0	0
Wed 7 Jun 2023	71	36.0	28.6	7.1	0	5	2	10	23	20	9	1	1	0	0	0
Thu 8 Jun 2023	80	34.6	27.9	6.5	1	3	3	17	23	25	7	1	0	0	0	0
Fri 9 Jun 2023	104	35.8	28.9	6.7	1	2	5	18	33	29	12	3	1	0	0	0
Sat 10 Jun 2023	65	36.7	26.9	9.4	6	4	4	6	17	17	9	1	1	0	0	0
Sun 11 Jun 2023	44	38.3	29.9	8.1	1	3	0	6	8	14	11	0	1	0	0	0
Mon 12 Jun 2023	74	36.4	28.5	7.7	1	6	2	9	23	21	8	4	0	0	0	0
5 Day Ave.	83	35.5	28.5	6.8	1	4	3	13	26	25	9	2	0	0	0	0
7 Day Ave.	75	36.1	28.5	7.4	1	4	3	11	22	22	9	2	1	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 6 Jun 2023	134	34.2	27.9	6.0	0	4	8	23	52	34	10	3	0	0	0	0
Wed 7 Jun 2023	137	34.5	27.1	7.1	0	8	12	25	50	28	10	2	1	1	0	0
Thu 8 Jun 2023	162	34.4	27.7	6.5	1	7	9	29	58	45	9	2	2	0	0	0
Fri 9 Jun 2023	182	35.2	28.1	6.9	2	7	10	32	60	48	18	3	2	0	0	0
Sat 10 Jun 2023	115	36.2	27.1	8.8	8	5	6	16	38	26	12	2	1	0	1	0
Sun 11 Jun 2023	74	37.1	29.1	7.7	1	5	2	8	22	21	13	0	2	0	0	0
Mon 12 Jun 2023	135	34.6	27.4	7.0	1	10	6	22	51	30	11	4	0	0	0	0
5 Day Ave.	150	34.6	27.6	6.7	1	7	9	26	54	37	12	3	1	0	0	0
7 Day Ave.	134	35.2	27.8	7.1	2	7	8	22	47	33	12	2	1	0	0	0

Paul Castle Associates

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

06/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	9	9	0	0	0
06:00	16	13	3	0	0
07:00	29	26	3	0	0
08:00	44	39	5	0	0
09:00	32	25	7	0	0
10:00	28	14	13	0	1
11:00	20	15	5	0	0
12:00	29	23	5	1	0
13:00	30	15	15	0	0
14:00	21	17	4	0	0
15:00	28	22	5	0	1
16:00	37	32	5	0	0
17:00	32	28	4	0	0
18:00	14	12	2	0	0
19:00	19	17	2	0	0
20:00	6	3	3	0	0
21:00	9	8	1	0	0
22:00	4	3	1	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	344	268	73	1	2
16H(6-22)	394	309	82	1	2
18H(6-24)	398	312	83	1	2
24H(0-24)	409	323	83	1	2
AM Peak	08:00	08:00	10:00	00:00	10:00
	44	39	13	0	1
PM Peak	16:00	16:00	13:00	12:00	15:00
	37	32	15	1	1

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	1	1	0	0	0
04:00	1	0	1	0	0
05:00	8	7	1	0	0
06:00	12	12	0	0	0
07:00	23	18	5	0	0
08:00	37	30	6	1	0
09:00	30	19	9	1	1
10:00	35	22	13	0	0
11:00	30	22	8	0	0
12:00	41	25	15	1	0
13:00	25	13	11	0	1
14:00	40	31	8	0	1
15:00	45	32	13	0	0
16:00	43	33	10	0	0
17:00	38	26	12	0	0
18:00	31	29	2	0	0
19:00	15	10	5	0	0
20:00	8	7	1	0	0
21:00	4	4	0	0	0
22:00	2	0	2	0	0
23:00	1	1	0	0	0
Total 12H(7-19)	418	300	112	3	3
16H(6-22)	457	333	118	3	3
18H(6-24)	460	334	120	3	3
24H(0-24)	472	344	122	3	3
AM Peak	08:00	08:00	10:00	08:00	09:00
	37	30	13	1	1
PM Peak	15:00	16:00	12:00	12:00	13:00
	45	33	15	1	1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	1	1	0	0	0
04:00	2	1	1	0	0
05:00	17	16	1	0	0
06:00	28	25	3	0	0
07:00	52	44	8	0	0
08:00	81	69	11	1	0
09:00	62	44	16	1	1
10:00	63	36	26	0	1
11:00	50	37	13	0	0
12:00	70	48	20	2	0
13:00	55	28	26	0	1
14:00	61	48	12	0	1
15:00	73	54	18	0	1
16:00	80	65	15	0	0
17:00	70	54	16	0	0
18:00	45	41	4	0	0
19:00	34	27	7	0	0
20:00	14	10	4	0	0
21:00	13	12	1	0	0
22:00	6	3	3	0	0
23:00	1	1	0	0	0
Total 12H(7-19)	762	568	185	4	5
16H(6-22)	851	642	200	4	5
18H(6-24)	858	646	203	4	5
24H(0-24)	881	667	205	4	5
AM Peak	08:00	08:00	10:00	08:00	09:00
	81	69	26	1	1
PM Peak	16:00	16:00	13:00	12:00	13:00
	80	65	26	2	1

Paul Castle Associates

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

07/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	1	1	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	12	12	0	0	0
06:00	12	11	1	0	0
07:00	28	23	5	0	0
08:00	38	34	4	0	0
09:00	22	20	2	0	0
10:00	23	18	5	0	0
11:00	24	18	6	0	0
12:00	25	16	8	0	1
13:00	33	21	12	0	0
14:00	34	23	11	0	0
15:00	32	23	9	0	0
16:00	33	28	3	1	1
17:00	28	25	3	0	0
18:00	23	19	4	0	0
19:00	13	12	1	0	0
20:00	10	9	1	0	0
21:00	6	6	0	0	0
22:00	3	2	1	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	343	268	72	1	2
16H(6-22)	384	306	75	1	2
18H(6-24)	388	309	76	1	2
24H(0-24)	403	323	77	1	2
AM Peak	08:00	08:00	11:00	00:00	00:00
	38	34	6	0	0
PM Peak	14:00	16:00	13:00	16:00	12:00
	34	28	12	1	1

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	1	1	0	0	0
02:00	2	2	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	11	10	1	0	0
06:00	11	9	2	0	0
07:00	22	18	3	1	0
08:00	41	34	7	0	0
09:00	34	24	8	2	0
10:00	27	24	3	0	0
11:00	24	17	6	1	0
12:00	32	24	7	1	0
13:00	32	21	10	0	1
14:00	33	19	13	1	0
15:00	38	26	11	1	0
16:00	54	45	8	0	1
17:00	31	28	3	0	0
18:00	33	27	6	0	0
19:00	15	14	1	0	0
20:00	12	8	4	0	0
21:00	1	1	0	0	0
22:00	3	2	1	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	401	307	85	7	2
16H(6-22)	440	339	92	7	2
18H(6-24)	443	341	93	7	2
24H(0-24)	458	355	94	7	2
AM Peak	08:00	08:00	09:00	09:00	00:00
	41	34	8	2	0
PM Peak	16:00	16:00	14:00	12:00	13:00
	54	45	13	1	1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	1	1	0	0
01:00	1	1	0	0	0
02:00	2	2	0	0	0
03:00	0	0	0	0	0
04:00	2	2	0	0	0
05:00	23	22	1	0	0
06:00	23	20	3	0	0
07:00	50	41	8	1	0
08:00	79	68	11	0	0
09:00	56	44	10	2	0
10:00	50	42	8	0	0
11:00	48	35	12	1	0
12:00	57	40	15	1	1
13:00	65	42	22	0	1
14:00	67	42	24	1	0
15:00	70	49	20	1	0
16:00	87	73	11	1	2
17:00	59	53	6	0	0
18:00	56	46	10	0	0
19:00	28	26	2	0	0
20:00	22	17	5	0	0
21:00	7	7	0	0	0
22:00	6	4	2	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	744	575	157	8	4
16H(6-22)	824	645	167	8	4
18H(6-24)	831	650	169	8	4
24H(0-24)	861	678	171	8	4
AM Peak	08:00	08:00	11:00	09:00	00:00
	79	68	12	2	0
PM Peak	16:00	16:00	14:00	12:00	16:00
	87	73	24	1	2

Paul Castle Associates

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

08/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	12	11	1	0	0
06:00	9	8	1	0	0
07:00	39	35	2	2	0
08:00	41	36	5	0	0
09:00	25	22	3	0	0
10:00	41	24	16	1	0
11:00	27	19	7	0	1
12:00	25	19	6	0	0
13:00	38	29	8	0	1
14:00	44	34	9	1	0
15:00	38	29	9	0	0
16:00	25	22	3	0	0
17:00	27	22	5	0	0
18:00	21	15	6	0	0
19:00	20	19	1	0	0
20:00	10	9	1	0	0
21:00	9	8	1	0	0
22:00	1	1	0	0	0
23:00	2	2	0	0	0
Total					
12H(7-19)	391	306	79	4	2
16H(6-22)	439	350	83	4	2
18H(6-24)	442	353	83	4	2
24H(0-24)	454	364	84	4	2
AM Peak	08:00	08:00	10:00	07:00	11:00
	41	36	16	2	1
PM Peak	14:00	14:00	14:00	14:00	13:00
	44	34	9	1	1

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	2	1	1	0	0
04:00	1	0	1	0	0
05:00	13	11	2	0	0
06:00	11	10	1	0	0
07:00	18	15	3	0	0
08:00	47	34	10	2	1
09:00	35	25	9	1	0
10:00	28	15	13	0	0
11:00	32	21	9	2	0
12:00	29	21	6	0	2
13:00	28	21	7	0	0
14:00	48	32	14	1	1
15:00	32	24	7	1	0
16:00	50	41	9	0	0
17:00	36	32	4	0	0
18:00	39	30	9	0	0
19:00	17	14	3	0	0
20:00	5	5	0	0	0
21:00	8	8	0	0	0
22:00	1	1	0	0	0
23:00	2	2	0	0	0
Total					
12H(7-19)	422	311	100	7	4
16H(6-22)	463	348	104	7	4
18H(6-24)	466	351	104	7	4
24H(0-24)	484	365	108	7	4
AM Peak	08:00	08:00	10:00	08:00	08:00
	47	34	13	2	1
PM Peak	16:00	16:00	14:00	14:00	12:00
	50	41	14	1	2

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	2	1	1	0	0
04:00	1	0	1	0	0
05:00	25	22	3	0	0
06:00	20	18	2	0	0
07:00	57	50	5	2	0
08:00	88	70	15	2	1
09:00	60	47	12	1	0
10:00	69	39	29	1	0
11:00	59	40	16	2	1
12:00	54	40	12	0	2
13:00	66	50	15	0	1
14:00	92	66	23	2	1
15:00	70	53	16	1	0
16:00	75	63	12	0	0
17:00	63	54	9	0	0
18:00	60	45	15	0	0
19:00	37	33	4	0	0
20:00	15	14	1	0	0
21:00	17	16	1	0	0
22:00	2	2	0	0	0
23:00	4	4	0	0	0
Total					
12H(7-19)	813	617	179	11	6
16H(6-22)	902	698	187	11	6
18H(6-24)	908	704	187	11	6
24H(0-24)	938	729	192	11	6
AM Peak	08:00	08:00	10:00	07:00	08:00
	88	70	29	2	1
PM Peak	14:00	14:00	14:00	14:00	12:00
	92	66	23	2	2

Paul Castle Associates

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

09/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	1	0	1	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	2	2	0	0	0
05:00	11	9	2	0	0
06:00	12	11	1	0	0
07:00	33	29	2	2	0
08:00	35	33	2	0	0
09:00	30	21	8	0	1
10:00	18	12	6	0	0
11:00	24	17	7	0	0
12:00	26	20	6	0	0
13:00	30	16	11	3	0
14:00	39	31	7	1	0
15:00	39	33	6	0	0
16:00	44	33	9	2	0
17:00	27	20	7	0	0
18:00	20	18	2	0	0
19:00	13	11	2	0	0
20:00	17	13	4	0	0
21:00	14	12	2	0	0
22:00	5	5	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	365	283	73	8	1
16H(6-22)	421	330	82	8	1
18H(6-24)	427	336	82	8	1
24H(0-24)	441	347	85	8	1
AM Peak	08:00	08:00	09:00	07:00	09:00
	35	33	8	2	1
PM Peak	16:00	15:00	13:00	13:00	12:00
	44	33	11	3	0

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	1	1	0	0	0
04:00	1	0	1	0	0
05:00	12	10	2	0	0
06:00	14	13	1	0	0
07:00	29	23	6	0	0
08:00	36	26	8	2	0
09:00	23	15	6	1	1
10:00	28	18	10	0	0
11:00	32	27	5	0	0
12:00	39	28	11	0	0
13:00	28	18	9	1	0
14:00	44	27	14	3	0
15:00	60	49	10	1	0
16:00	44	32	12	0	0
17:00	52	44	7	1	0
18:00	37	34	3	0	0
19:00	21	15	6	0	0
20:00	9	8	1	0	0
21:00	12	7	5	0	0
22:00	5	4	1	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	452	341	101	9	1
16H(6-22)	508	384	114	9	1
18H(6-24)	514	389	115	9	1
24H(0-24)	528	400	118	9	1
AM Peak	08:00	11:00	10:00	08:00	09:00
	36	27	10	2	1
PM Peak	15:00	15:00	14:00	14:00	12:00
	60	49	14	3	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	1	0	1	0	0
02:00	0	0	0	0	0
03:00	1	1	0	0	0
04:00	3	2	1	0	0
05:00	23	19	4	0	0
06:00	26	24	2	0	0
07:00	62	52	8	2	0
08:00	71	59	10	2	0
09:00	53	36	14	1	2
10:00	46	30	16	0	0
11:00	56	44	12	0	0
12:00	65	48	17	0	0
13:00	58	34	20	4	0
14:00	83	58	21	4	0
15:00	99	82	16	1	0
16:00	88	65	21	2	0
17:00	79	64	14	1	0
18:00	57	52	5	0	0
19:00	34	26	8	0	0
20:00	26	21	5	0	0
21:00	26	19	7	0	0
22:00	10	9	1	0	0
23:00	2	2	0	0	0
Total					
12H(7-19)	817	624	174	17	2
16H(6-22)	929	714	196	17	2
18H(6-24)	941	725	197	17	2
24H(0-24)	969	747	203	17	2
AM Peak	08:00	08:00	10:00	07:00	09:00
	71	59	16	2	2
PM Peak	15:00	15:00	14:00	13:00	12:00
	99	82	21	4	0

Paul Castle Associates

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

10/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	4	4	0	0	0
06:00	7	6	1	0	0
07:00	10	8	2	0	0
08:00	34	30	4	0	0
09:00	32	27	5	0	0
10:00	23	19	4	0	0
11:00	35	30	5	0	0
12:00	27	23	4	0	0
13:00	26	23	3	0	0
14:00	22	17	4	1	0
15:00	28	21	7	0	0
16:00	19	15	4	0	0
17:00	21	19	2	0	0
18:00	17	15	2	0	0
19:00	15	15	0	0	0
20:00	13	11	2	0	0
21:00	5	5	0	0	0
22:00	4	1	2	0	1
23:00	5	3	2	0	0
Total					
12H(7-19)	294	247	46	1	0
16H(6-22)	334	284	49	1	0
18H(6-24)	343	288	53	1	1
24H(0-24)	351	296	53	1	1
AM Peak	11:00	08:00	09:00	00:00	00:00
	35	30	5	0	0
PM Peak	15:00	12:00	15:00	14:00	22:00
	28	23	7	1	1

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	4	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	3	2	1	0	0
04:00	1	0	1	0	0
05:00	0	0	0	0	0
06:00	2	2	0	0	0
07:00	37	29	8	0	0
08:00	36	26	10	0	0
09:00	23	16	7	0	0
10:00	38	28	10	0	0
11:00	29	24	5	0	0
12:00	35	33	2	0	0
13:00	24	22	2	0	0
14:00	38	34	3	1	0
15:00	27	23	4	0	0
16:00	21	16	5	0	0
17:00	20	14	6	0	0
18:00	24	23	1	0	0
19:00	20	18	2	0	0
20:00	5	3	2	0	0
21:00	9	6	3	0	0
22:00	4	4	0	0	0
23:00	2	2	0	0	0
Total					
12H(7-19)	352	288	63	1	0
16H(6-22)	388	317	70	1	0
18H(6-24)	394	323	70	1	0
24H(0-24)	403	330	72	1	0
AM Peak	10:00	07:00	08:00	00:00	00:00
	38	29	10	0	0
PM Peak	14:00	14:00	17:00	14:00	12:00
	38	34	6	1	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	7	7	0	0	0
01:00	0	0	0	0	0
02:00	2	2	0	0	0
03:00	3	2	1	0	0
04:00	1	0	1	0	0
05:00	4	4	0	0	0
06:00	9	8	1	0	0
07:00	47	37	10	0	0
08:00	70	56	14	0	0
09:00	55	43	12	0	0
10:00	61	47	14	0	0
11:00	64	54	10	0	0
12:00	62	56	6	0	0
13:00	50	45	5	0	0
14:00	60	51	7	2	0
15:00	55	44	11	0	0
16:00	40	31	9	0	0
17:00	41	33	8	0	0
18:00	41	38	3	0	0
19:00	35	33	2	0	0
20:00	18	14	4	0	0
21:00	14	11	3	0	0
22:00	8	5	2	0	1
23:00	7	5	2	0	0
Total					
12H(7-19)	646	535	109	2	0
16H(6-22)	722	601	119	2	0
18H(6-24)	737	611	123	2	1
24H(0-24)	754	626	125	2	1
AM Peak	08:00	08:00	08:00	00:00	00:00
	70	56	14	0	0
PM Peak	12:00	12:00	15:00	14:00	22:00
	62	56	11	2	1

Paul Castle Associates

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

11/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	2	2	0	0	0
05:00	1	1	0	0	0
06:00	4	4	0	0	0
07:00	5	4	1	0	0
08:00	15	13	2	0	0
09:00	21	20	1	0	0
10:00	19	16	3	0	0
11:00	23	21	2	0	0
12:00	21	17	4	0	0
13:00	16	12	4	0	0
14:00	14	13	1	0	0
15:00	16	13	3	0	0
16:00	16	15	1	0	0
17:00	33	31	2	0	0
18:00	19	13	6	0	0
19:00	7	7	0	0	0
20:00	9	8	1	0	0
21:00	2	2	0	0	0
22:00	3	3	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	218	188	30	0	0
16H(6-22)	240	209	31	0	0
18H(6-24)	244	213	31	0	0
24H(0-24)	249	218	31	0	0
AM Peak	11:00	11:00	10:00	00:00	00:00
	23	21	3	0	0
PM Peak	17:00	17:00	18:00	12:00	12:00
	33	31	6	0	0

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	5	1	3	0	1
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	2	2	0	0	0
07:00	15	7	8	0	0
08:00	21	15	5	0	1
09:00	10	8	2	0	0
10:00	17	15	2	0	0
11:00	35	32	3	0	0
12:00	29	29	0	0	0
13:00	24	21	3	0	0
14:00	20	18	2	0	0
15:00	24	19	5	0	0
16:00	21	16	4	1	0
17:00	30	28	1	1	0
18:00	23	21	2	0	0
19:00	16	13	3	0	0
20:00	5	5	0	0	0
21:00	5	5	0	0	0
22:00	5	5	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	269	229	37	2	1
16H(6-22)	297	254	40	2	1
18H(6-24)	303	260	40	2	1
24H(0-24)	310	263	43	2	2
AM Peak	11:00	11:00	07:00	00:00	03:00
	35	32	8	0	1
PM Peak	17:00	12:00	15:00	16:00	12:00
	30	29	5	1	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	2	2	0	0	0
02:00	0	0	0	0	0
03:00	5	1	3	0	1
04:00	2	2	0	0	0
05:00	1	1	0	0	0
06:00	6	6	0	0	0
07:00	20	11	9	0	0
08:00	36	28	7	0	1
09:00	31	28	3	0	0
10:00	36	31	5	0	0
11:00	58	53	5	0	0
12:00	50	46	4	0	0
13:00	40	33	7	0	0
14:00	34	31	3	0	0
15:00	40	32	8	0	0
16:00	37	31	5	1	0
17:00	63	59	3	1	0
18:00	42	34	8	0	0
19:00	23	20	3	0	0
20:00	14	13	1	0	0
21:00	7	7	0	0	0
22:00	8	8	0	0	0
23:00	2	2	0	0	0
Total					
12H(7-19)	487	417	67	2	1
16H(6-22)	537	463	71	2	1
18H(6-24)	547	473	71	2	1
24H(0-24)	559	481	74	2	2
AM Peak	11:00	11:00	07:00	00:00	03:00
	58	53	9	0	1
PM Peak	17:00	17:00	15:00	16:00	12:00
	63	59	8	1	0

Paul Castle Associates

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

12/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	2	1	1	0	0
05:00	6	5	1	0	0
06:00	15	11	3	1	0
07:00	35	30	5	0	0
08:00	37	29	8	0	0
09:00	26	20	5	1	0
10:00	31	20	11	0	0
11:00	32	21	9	1	1
12:00	23	14	8	0	1
13:00	40	31	9	0	0
14:00	23	18	5	0	0
15:00	38	27	9	2	0
16:00	29	24	5	0	0
17:00	28	25	3	0	0
18:00	11	8	2	1	0
19:00	23	20	3	0	0
20:00	6	3	3	0	0
21:00	8	8	0	0	0
22:00	3	3	0	0	0
23:00	2	1	1	0	0
Total					
12H(7-19)	353	267	79	5	2
16H(6-22)	405	309	88	6	2
18H(6-24)	410	313	89	6	2
24H(0-24)	418	319	91	6	2
AM Peak	08:00	07:00	10:00	06:00	11:00
	37	30	11	1	1
PM Peak	13:00	13:00	13:00	15:00	12:00
	40	31	9	2	1

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	3	2	1	0	0
05:00	4	4	0	0	0
06:00	14	13	1	0	0
07:00	19	12	7	0	0
08:00	50	41	8	1	0
09:00	37	26	10	1	0
10:00	30	18	12	0	0
11:00	29	22	6	1	0
12:00	33	18	13	1	1
13:00	37	24	13	0	0
14:00	42	29	12	1	0
15:00	32	24	7	1	0
16:00	50	35	14	1	0
17:00	42	35	7	0	0
18:00	29	23	6	0	0
19:00	22	20	2	0	0
20:00	8	7	1	0	0
21:00	10	9	1	0	0
22:00	4	4	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	430	307	115	7	1
16H(6-22)	484	356	120	7	1
18H(6-24)	488	360	120	7	1
24H(0-24)	498	369	121	7	1
AM Peak	08:00	08:00	10:00	08:00	00:00
	50	41	12	1	0
PM Peak	16:00	16:00	16:00	12:00	12:00
	50	35	14	1	1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	5	3	2	0	0
05:00	10	9	1	0	0
06:00	29	24	4	1	0
07:00	54	42	12	0	0
08:00	87	70	16	1	0
09:00	63	46	15	2	0
10:00	61	38	23	0	0
11:00	61	43	15	2	1
12:00	56	32	21	1	2
13:00	77	55	22	0	0
14:00	65	47	17	1	0
15:00	70	51	16	3	0
16:00	79	59	19	1	0
17:00	70	60	10	0	0
18:00	40	31	8	1	0
19:00	45	40	5	0	0
20:00	14	10	4	0	0
21:00	18	17	1	0	0
22:00	7	7	0	0	0
23:00	2	1	1	0	0
Total					
12H(7-19)	783	574	194	12	3
16H(6-22)	889	665	208	13	3
18H(6-24)	898	673	209	13	3
24H(0-24)	916	688	212	13	3
AM Peak	08:00	08:00	10:00	09:00	11:00
	87	70	23	2	1
PM Peak	16:00	17:00	13:00	15:00	12:00
	79	60	22	3	2

Paul Castle Associates

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

06/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	9	35.4	28.6	6.5	0	0	1	2	1	4	1	0	0	0	0	0
06:00	16	31.8	24.1	7.5	0	3	1	4	5	2	1	0	0	0	0	0
07:00	29	32.6	27.8	4.6	0	1	0	5	13	10	0	0	0	0	0	0
08:00	44	32.5	25.7	6.6	0	4	5	8	14	12	1	0	0	0	0	0
09:00	32	32.4	26.0	6.2	1	1	3	5	15	6	1	0	0	0	0	0
10:00	28	31.9	26.1	5.6	0	1	2	9	9	6	1	0	0	0	0	0
11:00	20	33.2	25.3	7.7	0	4	0	4	6	5	1	0	0	0	0	0
12:00	29	31.9	24.7	6.9	0	4	2	7	11	3	2	0	0	0	0	0
13:00	30	32.7	27.0	5.5	0	1	2	4	17	5	0	1	0	0	0	0
14:00	21	30.6	25.6	4.9	0	1	2	3	13	2	0	0	0	0	0	0
15:00	28	34.0	27.9	5.9	0	0	1	8	12	4	1	2	0	0	0	0
16:00	37	33.7	28.3	5.2	0	0	2	7	15	9	4	0	0	0	0	0
17:00	32	33.2	26.6	6.4	0	1	5	5	12	6	3	0	0	0	0	0
18:00	14	31.9	27.1	4.6	0	0	2	0	9	3	0	0	0	0	0	0
19:00	19	36.4	28.6	7.6	0	0	2	5	4	5	2	0	1	0	0	0
20:00	6	28.4	24.2	4.1	0	0	1	2	3	0	0	0	0	0	0	0
21:00	9	27.5	24.7	2.6	0	0	0	5	4	0	0	0	0	0	0	0
22:00	4	38.7	27.5	10.8	0	0	1	1	1	0	0	1	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total 2H(10-12)	48	32.4	25.7	6.5	0	5	2	13	15	11	2	0	0	0	0	0
2H(14-16)	49	32.6	26.9	5.6	0	1	3	11	25	6	1	2	0	0	0	0
12H(7-19)	344	32.7	26.5	6.0	1	18	26	65	146	71	14	3	0	0	0	0
24H(0-24)	409	32.8	26.5	6.1	1	21	32	85	165	82	18	4	1	0	0	0
AM Peak	08:00	05:00	05:00	11:00	09:00	08:00	08:00	10:00	09:00	08:00	05:00	00:00	00:00	00:00	00:00	00:00
	44	**35.4**	**28.6**	**7.7**	**1**	**4**	**5**	**9**	**15**	**12**	**1**	**0**	**0**	**0**	**0**	**0**
PM Peak	16:00	22:00	19:00	22:00	12:00	12:00	17:00	15:00	13:00	16:00	16:00	15:00	19:00	12:00	12:00	12:00
	37	**38.7**	**28.6**	**10.8**	**0**	**4**	**5**	**8**	**17**	**9**	**4**	**2**	**1**	**0**	**0**	**0**

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	8	38.4	30.6	7.5	0	0	0	1	4	2	0	0	1	0	0	0
06:00	12	33.9	27.1	6.6	0	0	1	5	2	2	2	0	0	0	0	0
07:00	23	31.2	27.1	4.0	0	0	1	5	12	5	0	0	0	0	0	0
08:00	37	33.4	27.9	5.3	0	0	3	8	11	13	2	0	0	0	0	0
09:00	30	33.3	28.5	4.6	0	0	1	6	10	12	1	0	0	0	0	0
10:00	35	32.4	25.9	6.3	0	1	5	9	12	6	1	1	0	0	0	0
11:00	30	33.9	25.9	7.7	2	2	1	5	11	7	2	0	0	0	0	0
12:00	41	34.4	27.4	6.7	1	1	4	5	15	11	4	0	0	0	0	0
13:00	25	35.0	28.9	5.9	0	0	1	6	7	8	2	1	0	0	0	0
14:00	40	34.7	28.3	6.3	0	1	4	4	16	9	6	0	0	0	0	0
15:00	45	35.2	28.8	6.2	0	2	1	8	11	19	3	1	0	0	0	0
16:00	43	35.8	29.8	5.8	0	1	2	3	12	22	2	0	1	0	0	0
17:00	38	34.4	28.6	5.6	0	1	1	5	18	9	3	1	0	0	0	0
18:00	31	34.3	29.9	4.3	0	0	0	5	8	16	2	0	0	0	0	0
19:00	15	32.8	27.8	4.8	0	0	1	2	8	3	1	0	0	0	0	0
20:00	8	39.2	29.4	9.5	1	0	0	0	2	3	2	0	0	0	0	0
21:00	4	47.3	35.0	11.9	0	0	0	0	2	1	0	0	0	1	0	0
22:00	2	41.0	30.0	10.6	0	0	0	1	0	0	1	0	0	0	0	0
23:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
Total 2H(10-12)	65	33.1	25.9	6.9	2	3	6	14	23	13	3	1	0	0	0	0
2H(14-16)	85	35.0	28.6	6.2	0	3	5	12	27	28	9	1	0	0	0	0
12H(7-19)	418	34.3	28.1	5.9	3	9	24	69	143	137	28	4	1	0	0	0
24H(0-24)	472	34.5	28.2	6.1	4	9	27	79	163	149	34	4	2	1	0	0
AM Peak	08:00	05:00	04:00	11:00	11:00	11:00	10:00	10:00	07:00	08:00	06:00	10:00	05:00	00:00	00:00	00:00
	37	**38.4**	**32.5**	**7.7**	**2**	**2**	**5**	**9**	**12**	**13**	**2**	**1**	**1**	**0**	**0**	**0**
PM Peak	15:00	21:00	21:00	21:00	12:00	15:00	12:00	15:00	17:00	16:00	14:00	13:00	16:00	21:00	12:00	12:00
	45	**47.3**	**35.0**	**11.9**	**1**	**2**	**4**	**8**	**18**	**22**	**6**	**1**	**1**	**1**	**0**	**0**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
01:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	2	33.7	30.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
05:00	17	36.7	29.6	6.9	0	0	1	3	5	6	1	0	1	0	0	0
06:00	28	32.7	25.4	7.1	0	3	2	9	7	4	3	0	0	0	0	0
07:00	52	32.0	27.5	4.3	0	1	1	10	25	15	0	0	0	0	0	0
08:00	81	33.0	26.7	6.1	0	4	8	16	25	25	3	0	0	0	0	0
09:00	62	33.0	27.2	5.6	1	1	4	11	25	18	2	0	0	0	0	0
10:00	63	32.1	26.0	5.9	0	2	7	18	21	12	2	1	0	0	0	0
11:00	50	33.5	25.6	7.6	2	6	1	9	17	12	3	0	0	0	0	0
12:00	70	33.4	26.3	6.9	1	5	6	12	26	14	6	0	0	0	0	0
13:00	55	33.8	27.9	5.7	0	1	3	10	24	13	2	2	0	0	0	0
14:00	61	33.5	27.3	5.9	0	2	6	7	29	11	6	0	0	0	0	0
15:00	73	34.7	28.5	6.0	0	2	2	16	23	23	4	3	0	0	0	0
16:00	80	34.9	29.1	5.6	0	1	4	10	27	31	6	0	1	0	0	0
17:00	70	33.9	27.6	6.0	0	2	6	10	30	15	6	1	0	0	0	0
18:00	45	33.7	29.1	4.5	0	0	2	5	17	19	2	0	0	0	0	0
19:00	34	34.9	28.2	6.4	0	0	3	7	12	8	3	0	1	0	0	0
20:00	14	35.3	27.2	7.9	1	0	1	2	5	3	2	0	0	0	0	0
21:00	13	36.2	27.9	8.0	0	0	0	5	6	1	0	0	0	1	0	0
22:00	6	38.4	28.3	9.7	0	0	1	2	1	0	1	1	0	0	0	0
23:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	113	32.8	25.8	6.7	2	8	8	27	38	24	5	1	0	0	0	0
2H(14-16)	134	34.2	27.9	6.0	0	4	8	23	52	34	10	3	0	0	0	0
12H(7-19)	762	33.6	27.4	6.0	4	27	50	134	289	208	42	7	1	0	0	0
24H(0-24)	881	33.8	27.4	6.1	5	30	59	164	328	231	52	8	3	1	0	0
AM Peak	08:00	05:00	04:00	11:00	11:00	11:00	08:00	10:00	07:00	08:00	06:00	10:00	05:00	00:00	00:00	00:00
	81	**36.7**	**30.0**	**7.6**	**2**	**6**	**8**	**18**	**25**	**25**	**3**	**1**	**1**	**0**	**0**	**0**
PM Peak	16:00	22:00	16:00	22:00	12:00	12:00	12:00	15:00	17:00	16:00	12:00	15:00	16:00	21:00	12:00	12:00
	80	**38.4**	**29.1**	**9.7**	**1**	**5**	**6**	**16**	**30**	**31**	**6**	**3**	**1**	**1**	**0**	**0**

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

07/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	2	29.8	22.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	12	36.4	30.8	5.4	0	0	0	2	2	7	0	1	0	0	0	0
06:00	12	34.0	27.9	5.8	0	0	1	3	3	4	1	0	0	0	0	0
07:00	28	33.3	27.3	5.8	1	0	2	2	15	7	1	0	0	0	0	0
08:00	38	33.7	27.4	6.1	0	1	4	6	15	8	4	0	0	0	0	0
09:00	22	31.1	25.7	5.2	0	0	3	7	8	3	1	0	0	0	0	0
10:00	23	30.7	25.5	4.9	0	1	1	7	12	1	1	0	0	0	0	0
11:00	24	33.0	24.8	7.9	0	5	0	5	10	2	1	1	0	0	0	0
12:00	25	31.6	24.1	7.2	2	2	0	7	11	2	1	0	0	0	0	0
13:00	33	33.0	26.0	6.7	1	1	3	8	12	5	3	0	0	0	0	0
14:00	34	33.4	25.3	7.8	0	3	5	7	13	4	1	0	0	1	0	0
15:00	32	31.5	25.8	5.5	0	0	5	8	14	4	0	1	0	0	0	0
16:00	33	35.3	27.0	7.9	0	3	4	4	9	10	2	0	1	0	0	0
17:00	28	32.4	26.8	5.4	0	1	2	4	16	3	2	0	0	0	0	0
18:00	23	31.4	27.9	3.3	0	0	0	4	13	6	0	0	0	0	0	0
19:00	13	33.6	27.1	6.3	0	0	2	3	3	4	1	0	0	0	0	0
20:00	10	33.9	28.5	5.2	0	0	0	3	3	3	1	0	0	0	0	0
21:00	6	32.0	24.2	7.5	0	0	2	2	1	0	1	0	0	0	0	0
22:00	3	36.5	27.5	8.7	0	0	1	0	0	2	0	0	0	0	0	0
23:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
Total																
2H(10-12)	47	32.0	25.2	6.6	0	6	1	12	22	3	2	1	0	0	0	0
2H(14-16)	66	32.5	25.5	6.7	0	3	10	15	27	8	1	1	0	1	0	0
12H(7-19)	343	32.8	26.2	6.4	4	17	29	69	148	55	17	2	1	1	0	0
24H(0-24)	403	33.0	26.4	6.4	4	17	36	82	163	75	21	3	1	1	0	0
AM Peak	08:00	05:00	05:00	11:00	07:00	11:00	08:00	09:00	07:00	08:00	08:00	05:00	00:00	00:00	00:00	00:00
	38	**36.4**	**30.8**	**7.9**	**1**	**5**	**4**	**7**	**15**	**8**	**4**	**1**	**0**	**0**	**0**	**0**
PM Peak	14:00	22:00	20:00	22:00	12:00	14:00	14:00	13:00	17:00	16:00	13:00	15:00	16:00	14:00	12:00	12:00
	34	**36.5**	**28.5**	**8.7**	**2**	**3**	**5**	**8**	**16**	**10**	**3**	**1**	**1**	**1**	**0**	**0**

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	2	27.5	27.5	0.0	0	0	0	0	2	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	11	37.7	31.1	6.4	0	0	0	2	3	3	2	1	0	0	0	0
06:00	11	34.3	28.0	6.1	0	0	1	3	2	4	1	0	0	0	0	0
07:00	22	37.0	30.2	6.5	0	0	2	2	6	7	4	1	0	0	0	0
08:00	41	34.2	28.8	5.1	0	0	1	9	14	12	5	0	0	0	0	0
09:00	34	35.7	29.1	6.4	0	2	0	4	13	10	4	1	0	0	0	0
10:00	27	32.3	26.0	6.0	0	2	1	7	12	3	2	0	0	0	0	0
11:00	24	31.3	26.9	4.3	0	0	0	10	7	7	0	0	0	0	0	0
12:00	32	32.8	25.8	6.8	0	4	2	5	12	8	1	0	0	0	0	0
13:00	32	33.4	27.8	5.4	0	2	0	3	18	7	2	0	0	0	0	0
14:00	33	35.9	28.6	7.0	0	2	0	7	11	8	4	0	1	0	0	0
15:00	38	36.2	28.7	7.2	0	3	2	3	12	12	5	1	0	0	0	0
16:00	54	34.2	29.3	4.8	0	0	2	6	22	20	3	1	0	0	0	0
17:00	31	35.0	29.1	5.7	0	1	0	4	13	11	0	2	0	0	0	0
18:00	33	36.3	30.7	5.4	0	0	1	4	8	14	5	1	0	0	0	0
19:00	15	34.1	28.5	5.4	0	0	1	3	4	6	1	0	0	0	0	0
20:00	12	33.8	29.2	4.4	0	0	1	0	5	6	0	0	0	0	0	0
21:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
22:00	3	37.9	27.5	10.0	0	0	1	0	1	0	1	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	51	31.8	26.4	5.2	0	2	1	17	19	10	2	0	0	0	0	0
2H(14-16)	71	36.0	28.6	7.1	0	5	2	10	23	20	9	1	1	0	0	0
12H(7-19)	401	34.7	28.5	6.0	0	16	11	64	148	119	35	7	1	0	0	0
24H(0-24)	458	34.7	28.6	5.9	0	16	15	72	167	139	40	8	1	0	0	0
AM Peak	08:00	05:00	01:00	07:00	00:00	09:00	07:00	11:00	08:00	08:00	08:00	05:00	00:00	00:00	00:00	00:00
	41	**37.7**	**32.5**	**6.5**	**0**	**2**	**2**	**10**	**14**	**12**	**5**	**1**	**0**	**0**	**0**	**0**
PM Peak	16:00	22:00	18:00	22:00	12:00	12:00	12:00	14:00	16:00	16:00	15:00	17:00	14:00	12:00	12:00	12:00
	54	**37.9**	**30.7**	**10.0**	**0**	**4**	**2**	**7**	**22**	**20**	**5**	**2**	**1**	**0**	**0**	**0**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	2	29.8	22.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
01:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	2	27.5	27.5	0.0	0	0	0	0	2	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	27.5	27.5	0.0	0	0	0	0	2	0	0	0	0	0	0	0
05:00	23	36.9	31.0	5.7	0	0	0	4	5	10	2	2	0	0	0	0
06:00	23	34.0	27.9	5.8	0	0	2	6	5	8	2	0	0	0	0	0
07:00	50	35.1	28.6	6.2	1	0	4	4	21	14	5	1	0	0	0	0
08:00	79	34.0	28.1	5.6	0	1	5	15	29	20	9	0	0	0	0	0
09:00	56	34.1	27.8	6.1	0	2	3	11	21	13	5	1	0	0	0	0
10:00	50	31.5	25.8	5.5	0	3	2	14	24	4	3	0	0	0	0	0
11:00	48	32.5	25.8	6.4	0	5	0	15	17	9	1	1	0	0	0	0
12:00	57	32.3	25.1	7.0	2	6	2	12	23	10	2	0	0	0	0	0
13:00	65	33.2	26.9	6.1	1	3	3	11	30	12	5	0	0	0	0	0
14:00	67	34.7	26.9	7.6	0	5	5	14	24	12	5	0	1	1	0	0
15:00	70	34.2	27.4	6.6	0	3	7	11	26	16	5	2	0	0	0	0
16:00	87	34.9	28.4	6.2	0	3	6	10	31	30	5	1	1	0	0	0
17:00	59	33.8	28.0	5.6	0	2	2	8	29	14	2	2	0	0	0	0
18:00	56	34.6	29.6	4.8	0	0	1	8	21	20	5	1	0	0	0	0
19:00	28	33.8	27.9	5.8	0	0	3	6	7	10	2	0	0	0	0	0
20:00	22	33.7	28.9	4.7	0	0	1	3	8	9	1	0	0	0	0	0
21:00	7	31.9	24.6	7.0	0	0	2	2	2	0	1	0	0	0	0	0
22:00	6	36.2	27.5	8.4	0	0	2	0	1	2	1	0	0	0	0	0
23:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
Total																
2H(10-12)	98	31.9	25.8	5.9	0	8	2	29	41	13	4	1	0	0	0	0
2H(14-16)	137	34.5	27.1	7.1	0	8	12	25	50	28	10	2	1	1	0	0
12H(7-19)	744	33.9	27.4	6.3	4	33	40	133	296	174	52	9	2	1	0	0
24H(0-24)	861	34.0	27.6	6.2	4	33	51	154	330	214	61	11	2	1	0	0
AM Peak	08:00	05:00	01:00	00:00	07:00	11:00	08:00	08:00	08:00	08:00	08:00	05:00	00:00	00:00	00:00	00:00
	79	**36.9**	**32.5**	**7.1**	**1**	**5**	**5**	**15**	**29**	**20**	**9**	**2**	**0**	**0**	**0**	**0**
PM Peak	16:00	22:00	18:00	22:00	12:00	12:00	15:00	14:00	16:00	16:00	13:00	15:00	14:00	14:00	12:00	12:00
	87	**36.2**	**29.6**	**8.4**	**2**	**6**	**7**	**14**	**31**	**30**	**5**	**2**	**1**	**1**	**0**	**0**

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

08/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	12	31.7	26.3	5.3	0	0	2	2	5	3	0	0	0	0	0	0
06:00	9	31.2	28.1	3.0	0	0	0	1	6	2	0	0	0	0	0	0
07:00	39	34.8	28.5	6.1	0	0	5	4	13	13	3	1	0	0	0	0
08:00	41	33.2	26.2	6.8	0	3	4	9	14	8	2	1	0	0	0	0
09:00	25	32.9	26.9	5.8	0	2	0	5	11	6	1	0	0	0	0	0
10:00	41	29.1	21.3	7.5	3	8	5	10	10	5	0	0	0	0	0	0
11:00	27	29.5	23.1	6.3	0	3	6	7	7	4	0	0	0	0	0	0
12:00	25	31.2	24.1	6.8	1	2	1	10	8	1	2	0	0	0	0	0
13:00	38	32.9	26.6	6.1	0	2	1	12	14	6	2	1	0	0	0	0
14:00	44	33.0	25.9	6.9	0	3	6	8	15	11	0	0	1	0	0	0
15:00	38	35.3	29.2	5.8	0	1	0	4	20	9	2	1	1	0	0	0
16:00	25	33.3	26.7	6.4	0	1	1	10	5	5	3	0	0	0	0	0
17:00	27	33.6	26.6	6.8	0	2	2	6	9	5	3	0	0	0	0	0
18:00	21	32.3	26.8	5.3	0	0	2	6	7	5	1	0	0	0	0	0
19:00	20	31.3	24.5	6.6	0	1	5	4	6	3	1	0	0	0	0	0
20:00	10	32.9	26.5	6.1	0	1	0	1	7	0	1	0	0	0	0	0
21:00	9	28.7	24.2	4.3	0	0	1	5	2	1	0	0	0	0	0	0
22:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
23:00	2	27.5	27.5	0.0	0	0	0	0	2	0	0	0	0	0	0	0
Total																
2H(10-12)	68	29.3	22.0	7.0	3	11	11	17	17	9	0	0	0	0	0	0
2H(14-16)	82	34.3	27.4	6.6	0	4	6	12	35	20	2	1	2	0	0	0
12H(7-19)	391	33.0	26.0	6.8	4	27	33	91	133	78	19	4	2	0	0	0
24H(0-24)	454	32.8	26.0	6.6	4	29	41	104	162	87	21	4	2	0	0	0
AM Peak	08:00	07:00	07:00	10:00	10:00	10:00	11:00	10:00	08:00	07:00	07:00	07:00	00:00	00:00	00:00	00:00
	41	**34.8**	**28.5**	**7.5**	**3**	**8**	**6**	**10**	**14**	**13**	**3**	**1**	**0**	**0**	**0**	**0**
PM Peak	14:00	15:00	15:00	14:00	12:00	14:00	14:00	13:00	15:00	14:00	16:00	13:00	14:00	12:00	12:00	12:00
	44	**35.3**	**29.2**	**6.9**	**1**	**3**	**6**	**12**	**20**	**11**	**3**	**1**	**1**	**0**	**0**	**0**

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	27.5	27.5	0.0	0	0	0	0	2	0	0	0	0	0	0	0
04:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	13	33.0	28.7	4.2	0	0	0	3	4	6	0	0	0	0	0	0
06:00	11	36.6	28.9	7.4	0	0	1	3	2	3	1	1	0	0	0	0
07:00	18	31.5	28.6	2.7	0	0	0	1	12	5	0	0	0	0	0	0
08:00	47	33.6	27.2	6.2	0	3	1	13	12	15	3	0	0	0	0	0
09:00	35	34.5	27.9	6.3	1	0	2	7	10	12	3	0	0	0	0	0
10:00	28	34.4	28.1	6.1	1	0	1	4	11	9	2	0	0	0	0	0
11:00	32	35.3	28.6	6.4	0	1	3	4	8	12	4	0	0	0	0	0
12:00	29	31.8	25.1	6.5	0	2	5	6	9	6	1	0	0	0	0	0
13:00	28	32.2	25.4	6.6	0	3	2	6	12	3	2	0	0	0	0	0
14:00	48	35.2	28.1	6.9	1	2	2	8	12	19	3	1	0	0	0	0
15:00	32	33.7	27.5	6.0	0	1	1	9	11	6	4	0	0	0	0	0
16:00	50	36.3	31.1	5.1	0	0	1	2	19	18	9	0	1	0	0	0
17:00	36	37.4	30.7	6.5	0	2	0	1	13	12	6	2	0	0	0	0
18:00	39	36.0	31.0	4.9	0	1	0	0	16	14	8	0	0	0	0	0
19:00	17	32.2	27.2	4.8	0	0	1	4	8	3	1	0	0	0	0	0
20:00	5	38.4	30.5	7.6	0	0	0	1	2	1	0	1	0	0	0	0
21:00	8	31.4	27.5	3.8	0	0	0	2	4	2	0	0	0	0	0	0
22:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
23:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
Total																
2H(10-12)	60	34.8	28.3	6.2	1	1	4	8	19	21	6	0	0	0	0	0
2H(14-16)	80	34.6	27.9	6.5	1	3	3	17	23	25	7	1	0	0	0	0
12H(7-19)	422	34.9	28.5	6.2	3	15	18	61	145	131	45	3	1	0	0	0
24H(0-24)	484	34.7	28.4	6.1	3	15	20	76	169	148	47	5	1	0	0	0
AM Peak	08:00	06:00	00:00	06:00	09:00	08:00	11:00	08:00	07:00	08:00	11:00	06:00	00:00	00:00	00:00	00:00
	47	**36.6**	**32.5**	**7.4**	**1**	**3**	**3**	**13**	**12**	**15**	**4**	**1**	**0**	**0**	**0**	**0**
PM Peak	16:00	20:00	16:00	20:00	14:00	13:00	12:00	15:00	16:00	14:00	16:00	17:00	16:00	12:00	12:00	12:00
	50	**38.4**	**31.1**	**7.6**	**1**	**3**	**5**	**9**	**19**	**19**	**9**	**2**	**1**	**0**	**0**	**0**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	27.5	27.5	0.0	0	0	0	0	2	0	0	0	0	0	0	0
04:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	25	32.5	27.5	4.8	0	0	2	5	9	9	0	0	0	0	0	0
06:00	20	34.5	28.5	5.8	0	0	1	4	8	5	1	1	0	0	0	0
07:00	57	34.0	28.6	5.2	0	0	5	5	25	18	3	1	0	0	0	0
08:00	88	33.4	26.7	6.5	0	6	5	22	26	23	5	1	0	0	0	0
09:00	60	33.8	27.5	6.1	1	2	2	12	21	18	4	0	0	0	0	0
10:00	69	32.0	24.1	7.7	4	8	6	14	21	14	2	0	0	0	0	0
11:00	59	33.2	26.1	6.9	0	4	9	11	15	16	4	0	0	0	0	0
12:00	54	31.5	24.6	6.6	1	4	6	16	17	7	3	0	0	0	0	0
13:00	66	32.6	26.1	6.3	0	5	3	18	26	9	4	1	0	0	0	0
14:00	92	34.2	27.1	6.9	1	5	8	16	27	30	3	1	1	0	0	0
15:00	70	34.6	28.4	5.9	0	2	1	13	31	15	6	1	1	0	0	0
16:00	75	35.7	29.6	5.9	0	1	2	12	24	23	12	0	1	0	0	0
17:00	63	36.0	28.9	6.9	0	4	2	7	22	17	9	2	0	0	0	0
18:00	60	35.1	29.5	5.4	0	1	2	6	23	19	9	0	0	0	0	0
19:00	37	31.9	25.7	5.9	0	1	6	8	14	6	2	0	0	0	0	0
20:00	15	34.7	27.8	6.7	0	1	0	2	9	1	1	1	0	0	0	0
21:00	17	30.2	25.7	4.3	0	0	1	7	6	3	0	0	0	0	0	0
22:00	2	27.5	27.5	0.0	0	0	0	0	2	0	0	0	0	0	0	0
23:00	4	28.8	26.3	2.5	0	0	0	1	3	0	0	0	0	0	0	0
Total 2H(10-12)	128	32.6	25.0	7.4	4	12	15	25	36	30	6	0	0	0	0	0
2H(14-16)	162	34.4	27.7	6.5	1	7	9	29	58	45	9	2	2	0	0	0
12H(7-19)	813	34.1	27.3	6.6	7	42	51	152	278	209	64	7	3	0	0	0
24H(0-24)	938	33.9	27.2	6.5	7	44	61	180	331	235	68	9	3	0	0	0
AM Peak	08:00	06:00	00:00	10:00	10:00	10:00	11:00	08:00	08:00	08:00	08:00	06:00	00:00	00:00	00:00	00:00
	88	**34.5**	**32.5**	**7.7**	**4**	**8**	**9**	**22**	**26**	**23**	**5**	**1**	**0**	**0**	**0**	**0**
PM Peak	14:00	17:00	16:00	14:00	12:00	13:00	14:00	13:00	15:00	14:00	16:00	17:00	14:00	12:00	12:00	12:00
	92	**36.0**	**29.6**	**6.9**	**1**	**5**	**8**	**18**	**31**	**30**	**12**	**2**	**1**	**0**	**0**	**0**

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

09/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	42.5	-	0	0	0	0	0	0	0	1	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	44.8	37.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
05:00	11	29.5	25.2	4.1	0	0	1	4	5	1	0	0	0	0	0	0
06:00	12	33.3	27.5	5.6	0	1	0	1	6	4	0	0	0	0	0	0
07:00	33	32.0	26.3	5.5	1	1	0	8	17	5	1	0	0	0	0	0
08:00	35	32.9	25.7	7.0	2	2	1	8	11	11	0	0	0	0	0	0
09:00	30	32.4	26.8	5.4	0	2	0	6	15	6	1	0	0	0	0	0
10:00	18	30.1	25.3	4.6	0	0	2	7	6	3	0	0	0	0	0	0
11:00	24	34.1	27.7	6.2	0	1	1	4	11	5	1	1	0	0	0	0
12:00	26	33.4	26.0	7.1	1	2	1	4	12	4	2	0	0	0	0	0
13:00	30	31.7	23.9	7.6	2	2	5	5	10	5	1	0	0	0	0	0
14:00	39	32.9	25.5	7.2	1	2	4	9	17	3	2	0	1	0	0	0
15:00	39	35.4	28.5	6.6	0	3	1	5	10	16	4	0	0	0	0	0
16:00	44	33.6	27.1	6.3	1	2	2	6	20	10	3	0	0	0	0	0
17:00	27	33.4	28.2	4.9	0	0	2	3	13	7	2	0	0	0	0	0
18:00	20	37.3	30.8	6.3	0	0	1	0	10	6	1	1	1	0	0	0
19:00	13	29.4	24.8	4.4	0	0	1	7	3	2	0	0	0	0	0	0
20:00	17	35.7	27.2	8.2	0	1	2	3	6	3	1	0	1	0	0	0
21:00	14	30.2	26.8	3.3	0	0	0	4	8	2	0	0	0	0	0	0
22:00	5	28.3	25.5	2.7	0	0	0	2	3	0	0	0	0	0	0	0
23:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
Total																
2H(10-12)	42	32.5	26.7	5.6	0	1	3	11	17	8	1	1	0	0	0	0
2H(14-16)	78	34.3	27.0	7.0	1	5	5	14	27	19	6	0	1	0	0	0
12H(7-19)	365	33.5	26.7	6.5	8	17	20	65	152	81	18	2	2	0	0	0
24H(0-24)	441	33.4	26.8	6.4	8	19	24	86	183	95	19	4	3	0	0	0
AM Peak	08:00	04:00	01:00	04:00	08:00	08:00	10:00	07:00	07:00	08:00	07:00	01:00	00:00	00:00	00:00	00:00
	35	**44.8**	**42.5**	**7.1**	**2**	**2**	**2**	**8**	**17**	**11**	**1**	**1**	**0**	**0**	**0**	**0**
PM Peak	16:00	18:00	23:00	20:00	13:00	15:00	13:00	14:00	16:00	15:00	15:00	18:00	14:00	12:00	12:00	12:00
	44	**37.3**	**32.5**	**8.2**	**2**	**3**	**5**	**9**	**20**	**16**	**4**	**1**	**1**	**0**	**0**	**0**

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	12	33.2	28.8	4.3	0	0	0	2	6	3	1	0	0	0	0	0
06:00	14	35.6	29.6	5.8	0	0	1	1	6	3	3	0	0	0	0	0
07:00	29	36.1	29.6	6.3	0	1	1	4	8	9	6	0	0	0	0	0
08:00	36	32.4	27.8	4.5	0	0	1	9	14	11	1	0	0	0	0	0
09:00	23	32.1	25.5	6.3	0	1	4	5	7	5	1	0	0	0	0	0
10:00	28	32.1	27.3	4.6	0	0	2	4	17	3	2	0	0	0	0	0
11:00	32	35.4	30.2	5.1	0	0	0	4	14	8	5	1	0	0	0	0
12:00	39	35.3	29.3	5.8	0	1	1	5	15	10	7	0	0	0	0	0
13:00	28	34.2	28.4	5.6	0	1	1	3	13	7	3	0	0	0	0	0
14:00	44	35.1	28.6	6.3	0	0	3	10	14	10	5	2	0	0	0	0
15:00	60	36.3	29.0	7.0	1	2	2	8	19	19	7	1	1	0	0	0
16:00	44	36.4	28.4	7.7	0	2	5	5	15	8	7	1	1	0	0	0
17:00	52	36.9	29.8	6.8	1	2	0	3	21	17	4	4	0	0	0	0
18:00	37	37.3	30.6	6.5	0	2	0	1	15	10	7	2	0	0	0	0
19:00	21	35.0	27.5	7.2	0	1	3	2	8	3	4	0	0	0	0	0
20:00	9	35.0	29.7	5.1	0	0	0	2	2	4	1	0	0	0	0	0
21:00	12	32.2	27.1	5.0	0	0	0	5	4	2	1	0	0	0	0	0
22:00	5	31.2	23.5	7.4	0	1	0	2	1	1	0	0	0	0	0	0
23:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
Total																
2H(10-12)	60	34.0	28.8	5.0	0	0	2	8	31	11	7	1	0	0	0	0
2H(14-16)	104	35.8	28.9	6.7	1	2	5	18	33	29	12	3	1	0	0	0
12H(7-19)	452	35.4	28.9	6.3	2	12	20	61	172	117	55	11	2	0	0	0
24H(0-24)	528	35.2	28.7	6.2	2	14	24	75	202	133	65	11	2	0	0	0
AM Peak	08:00	07:00	11:00	09:00	00:00	07:00	09:00	08:00	10:00	08:00	07:00	11:00	00:00	00:00	00:00	00:00
	36	**36.1**	**30.2**	**6.3**	**0**	**1**	**4**	**9**	**17**	**11**	**6**	**1**	**0**	**0**	**0**	**0**
PM Peak	15:00	18:00	18:00	16:00	15:00	15:00	16:00	14:00	17:00	15:00	12:00	17:00	15:00	12:00	12:00	12:00
	60	**37.3**	**30.6**	**7.7**	**1**	**2**	**5**	**10**	**21**	**19**	**7**	**4**	**1**	**0**	**0**	**0**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	42.5	-	0	0	0	0	0	0	0	1	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	3	42.1	34.2	7.6	0	0	0	0	1	1	0	1	0	0	0	0
05:00	23	31.7	27.1	4.5	0	0	1	6	11	4	1	0	0	0	0	0
06:00	26	34.6	28.7	5.7	0	1	1	2	12	7	3	0	0	0	0	0
07:00	62	34.2	27.8	6.1	1	2	1	12	25	14	7	0	0	0	0	0
08:00	71	32.9	26.7	5.9	2	2	2	17	25	22	1	0	0	0	0	0
09:00	53	32.3	26.3	5.8	0	3	4	11	22	11	2	0	0	0	0	0
10:00	46	31.4	26.5	4.7	0	0	4	11	23	6	2	0	0	0	0	0
11:00	56	35.0	29.1	5.6	0	1	1	8	25	13	6	2	0	0	0	0
12:00	65	34.7	28.0	6.5	1	3	2	9	27	14	9	0	0	0	0	0
13:00	58	33.3	26.1	7.0	2	3	6	8	23	12	4	0	0	0	0	0
14:00	83	34.3	27.1	6.9	1	2	7	19	31	13	7	2	1	0	0	0
15:00	99	35.9	28.8	6.8	1	5	3	13	29	35	11	1	1	0	0	0
16:00	88	35.0	27.7	7.1	1	4	7	11	35	18	10	1	1	0	0	0
17:00	79	35.7	29.3	6.2	1	2	2	6	34	24	6	4	0	0	0	0
18:00	57	37.3	30.7	6.4	0	2	1	1	25	16	8	3	1	0	0	0
19:00	34	33.1	26.5	6.4	0	1	4	9	11	5	4	0	0	0	0	0
20:00	26	35.6	28.1	7.3	0	1	2	5	8	7	2	0	1	0	0	0
21:00	26	31.2	26.9	4.1	0	0	0	9	12	4	1	0	0	0	0	0
22:00	10	30.1	24.5	5.4	0	1	0	4	4	1	0	0	0	0	0	0
23:00	2	33.7	30.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
Total 2H(10-12)	102	33.5	27.9	5.4	0	1	5	19	48	19	8	2	0	0	0	0
2H(14-16)	182	35.2	28.1	6.9	2	7	10	32	60	48	18	3	2	0	0	0
12H(7-19)	817	34.6	27.9	6.5	10	29	40	126	324	198	73	13	4	0	0	0
24H(0-24)	969	34.5	27.8	6.4	10	33	48	161	385	228	84	15	5	0	0	0
AM Peak	08:00	04:00	01:00	04:00	08:00	09:00	09:00	08:00	07:00	08:00	07:00	11:00	00:00	00:00	00:00	00:00
	71	**42.1**	**42.5**	**7.6**	**2**	**3**	**4**	**17**	**25**	**22**	**7**	**2**	**0**	**0**	**0**	**0**
PM Peak	15:00	18:00	18:00	20:00	13:00	15:00	14:00	14:00	16:00	15:00	15:00	17:00	14:00	12:00	12:00	12:00
	99	**37.3**	**30.7**	**7.3**	**2**	**5**	**7**	**19**	**35**	**35**	**11**	**4**	**1**	**0**	**0**	**0**

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

10/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	3	47.9	37.5	10.0	0	0	0	0	1	0	1	0	1	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	30.3	23.8	6.3	0	0	1	2	0	1	0	0	0	0	0	0
06:00	7	32.7	27.5	5.0	0	0	0	2	4	0	1	0	0	0	0	0
07:00	10	31.5	24.5	6.7	0	1	2	1	4	2	0	0	0	0	0	0
08:00	34	31.6	26.3	5.1	0	0	4	7	18	4	0	1	0	0	0	0
09:00	32	33.7	27.3	6.2	0	2	1	6	13	7	3	0	0	0	0	0
10:00	23	33.2	26.8	6.1	0	0	3	6	8	3	3	0	0	0	0	0
11:00	35	33.9	27.4	6.4	0	3	1	5	13	11	2	0	0	0	0	0
12:00	27	32.3	26.0	6.0	0	1	3	8	7	7	1	0	0	0	0	0
13:00	26	35.9	27.3	8.3	0	2	4	3	7	6	2	2	0	0	0	0
14:00	22	38.0	28.9	8.8	1	0	0	4	10	4	2	0	0	0	1	0
15:00	28	33.6	26.3	7.1	1	1	2	6	11	5	1	1	0	0	0	0
16:00	19	38.3	31.2	6.8	0	0	0	3	7	4	3	1	1	0	0	0
17:00	21	32.9	27.5	5.2	0	0	2	4	8	6	1	0	0	0	0	0
18:00	17	36.3	29.3	6.8	0	0	2	2	5	5	2	1	0	0	0	0
19:00	15	35.4	26.6	8.5	2	0	0	2	5	5	1	0	0	0	0	0
20:00	13	30.5	27.5	2.9	0	0	0	2	9	2	0	0	0	0	0	0
21:00	5	31.2	27.5	3.5	0	0	0	1	3	1	0	0	0	0	0	0
22:00	4	33.0	30.0	2.9	0	0	0	0	2	2	0	0	0	0	0	0
23:00	5	34.2	28.5	5.5	0	0	0	2	0	3	0	0	0	0	0	0
Total 2H(10-12)	58	33.6	27.2	6.2	0	3	4	11	21	14	5	0	0	0	0	0
2H(14-16)	50	35.6	27.4	7.9	2	1	2	10	21	9	3	1	0	0	1	0
12H(7-19)	294	34.3	27.4	6.7	2	10	24	55	111	64	20	6	1	0	1	0
24H(0-24)	351	34.2	27.4	6.6	4	10	26	66	135	78	23	6	2	0	1	0
AM Peak	11:00	00:00	00:00	00:00	00:00	11:00	08:00	08:00	08:00	11:00	09:00	08:00	00:00	00:00	00:00	00:00
	35	**47.9**	**37.5**	**10.0**	**0**	**3**	**4**	**7**	**18**	**11**	**3**	**1**	**1**	**0**	**0**	**0**
PM Peak	15:00	16:00	16:00	14:00	19:00	13:00	13:00	12:00	15:00	12:00	16:00	13:00	16:00	12:00	14:00	12:00
	28	**38.3**	**31.2**	**8.8**	**2**	**2**	**4**	**8**	**11**	**7**	**3**	**2**	**1**	**0**	**1**	**0**

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	4	33.0	30.0	2.9	0	0	0	0	2	2	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	3	32.2	29.2	2.9	0	0	0	0	2	1	0	0	0	0	0	0
04:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	32.5	32.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
07:00	37	32.9	27.6	5.1	0	1	1	7	17	9	2	0	0	0	0	0
08:00	36	34.3	27.4	6.7	0	3	0	9	12	7	5	0	0	0	0	0
09:00	23	35.7	29.9	5.6	0	1	0	1	10	7	4	0	0	0	0	0
10:00	38	33.8	28.0	5.5	0	1	2	7	12	14	2	0	0	0	0	0
11:00	29	35.0	29.2	5.6	0	0	1	5	11	8	3	1	0	0	0	0
12:00	35	34.4	27.5	6.6	0	1	5	4	13	7	5	0	0	0	0	0
13:00	24	35.4	28.5	6.6	0	1	2	2	8	9	1	1	0	0	0	0
14:00	38	38.0	27.2	10.5	4	3	2	4	7	9	7	1	1	0	0	0
15:00	27	34.8	26.6	7.9	2	1	2	2	10	8	2	0	0	0	0	0
16:00	21	37.4	31.5	5.6	0	0	1	0	8	6	5	1	0	0	0	0
17:00	20	36.8	30.0	6.6	0	1	0	3	5	6	5	0	0	0	0	0
18:00	24	35.9	31.7	4.1	0	0	0	1	7	11	5	0	0	0	0	0
19:00	20	34.4	29.3	4.9	0	0	0	4	8	5	3	0	0	0	0	0
20:00	5	37.5	30.5	6.7	0	0	0	1	2	0	2	0	0	0	0	0
21:00	9	37.4	31.9	5.3	0	0	0	1	2	3	3	0	0	0	0	0
22:00	4	31.2	26.3	4.8	0	0	0	2	1	1	0	0	0	0	0	0
23:00	2	23.7	20.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
Total 2H(10-12)	67	34.3	28.5	5.5	0	1	3	12	23	22	5	1	0	0	0	0
2H(14-16)	65	36.7	26.9	9.4	6	4	4	6	17	17	9	1	1	0	0	0
12H(7-19)	352	35.5	28.5	6.8	6	13	16	45	120	101	46	4	1	0	0	0
24H(0-24)	403	35.5	28.6	6.6	6	13	17	54	137	116	55	4	1	0	0	0
AM Peak	10:00	09:00	02:00	08:00	00:00	08:00	10:00	08:00	07:00	10:00	08:00	11:00	00:00	00:00	00:00	00:00
	38	**35.7**	**37.5**	**6.7**	**0**	**3**	**2**	**9**	**17**	**14**	**5**	**1**	**0**	**0**	**0**	**0**
PM Peak	14:00	14:00	21:00	14:00	14:00	14:00	12:00	12:00	12:00	18:00	14:00	13:00	14:00	12:00	12:00	12:00
	38	**38.0**	**31.9**	**10.5**	**4**	**3**	**5**	**4**	**13**	**11**	**7**	**1**	**1**	**0**	**0**	**0**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	7	40.8	33.2	7.3	0	0	0	0	3	2	1	0	1	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	42.2	27.5	14.1	0	0	1	0	0	0	1	0	0	0	0	0
03:00	3	32.2	29.2	2.9	0	0	0	0	2	1	0	0	0	0	0	0
04:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	4	30.3	23.8	6.3	0	0	1	2	0	1	0	0	0	0	0	0
06:00	9	33.6	28.6	4.9	0	0	0	2	4	2	1	0	0	0	0	0
07:00	47	32.7	27.0	5.5	0	2	3	8	21	11	2	0	0	0	0	0
08:00	70	33.0	26.9	6.0	0	3	4	16	30	11	5	1	0	0	0	0
09:00	55	34.6	28.4	6.0	0	3	1	7	23	14	7	0	0	0	0	0
10:00	61	33.5	27.6	5.7	0	1	5	13	20	17	5	0	0	0	0	0
11:00	64	34.5	28.2	6.0	0	3	2	10	24	19	5	1	0	0	0	0
12:00	62	33.5	26.9	6.4	0	2	8	12	20	14	6	0	0	0	0	0
13:00	50	35.7	27.9	7.5	0	3	6	5	15	15	3	3	0	0	0	0
14:00	60	38.0	27.8	9.8	5	3	2	8	17	13	9	1	1	0	1	0
15:00	55	34.1	26.4	7.4	3	2	4	8	21	13	3	1	0	0	0	0
16:00	40	37.7	31.4	6.1	0	0	1	3	15	10	8	2	1	0	0	0
17:00	41	34.9	28.7	6.0	0	1	2	7	13	12	6	0	0	0	0	0
18:00	41	36.3	30.7	5.4	0	0	2	3	12	16	7	1	0	0	0	0
19:00	35	35.1	28.1	6.7	2	0	0	6	13	10	4	0	0	0	0	0
20:00	18	32.8	28.3	4.3	0	0	0	3	11	2	2	0	0	0	0	0
21:00	14	35.6	30.4	5.1	0	0	0	2	5	4	3	0	0	0	0	0
22:00	8	32.4	28.1	4.2	0	0	0	2	3	3	0	0	0	0	0	0
23:00	7	32.6	26.1	6.3	0	0	1	3	0	3	0	0	0	0	0	0
Total																
2H(10-12)	125	34.0	27.9	5.9	0	4	7	23	44	36	10	1	0	0	0	0
2H(14-16)	115	36.2	27.1	8.8	8	5	6	16	38	26	12	2	1	0	1	0
12H(7-19)	646	34.9	28.0	6.7	8	23	40	100	231	165	66	10	2	0	1	0
24H(0-24)	754	34.9	28.1	6.6	10	23	43	120	272	194	78	10	3	0	1	0
AM Peak	08:00	02:00	00:00	02:00	00:00	08:00	10:00	08:00	08:00	11:00	09:00	08:00	00:00	00:00	00:00	00:00
	70	**42.2**	**33.2**	**14.1**	**0**	**3**	**5**	**16**	**30**	**19**	**7**	**1**	**1**	**0**	**0**	**0**
PM Peak	12:00	14:00	16:00	14:00	14:00	13:00	12:00	12:00	15:00	18:00	14:00	13:00	14:00	12:00	14:00	12:00
	62	**38.0**	**31.4**	**9.8**	**5**	**3**	**8**	**12**	**21**	**16**	**9**	**3**	**1**	**0**	**1**	**0**

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

11/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	33.7	30.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
05:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
06:00	4	33.0	30.0	2.9	0	0	0	0	2	2	0	0	0	0	0	0
07:00	5	28.8	26.5	2.2	0	0	0	1	4	0	0	0	0	0	0	0
08:00	15	30.3	24.8	5.3	0	0	4	2	7	2	0	0	0	0	0	0
09:00	21	32.6	24.2	8.1	0	5	1	3	8	2	2	0	0	0	0	0
10:00	19	31.9	25.9	5.8	0	2	0	4	9	4	0	0	0	0	0	0
11:00	23	31.8	24.2	7.3	0	4	2	5	7	4	1	0	0	0	0	0
12:00	21	31.9	24.6	7.0	0	3	2	4	8	3	1	0	0	0	0	0
13:00	16	35.6	28.4	6.9	0	1	1	1	6	6	0	1	0	0	0	0
14:00	14	35.3	26.1	8.9	0	2	1	2	6	2	0	0	1	0	0	0
15:00	16	34.7	29.7	4.8	0	0	1	0	8	5	2	0	0	0	0	0
16:00	16	34.7	24.1	10.2	2	3	0	1	5	3	2	0	0	0	0	0
17:00	33	30.7	26.0	4.6	0	1	2	8	17	5	0	0	0	0	0	0
18:00	19	36.8	28.8	7.7	1	0	0	3	7	6	1	0	1	0	0	0
19:00	7	30.4	26.8	3.5	0	0	0	2	4	1	0	0	0	0	0	0
20:00	9	38.1	30.3	7.5	0	0	0	2	3	3	0	0	1	0	0	0
21:00	2	38.7	35.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0
22:00	3	33.8	30.8	2.9	0	0	0	0	1	2	0	0	0	0	0	0
23:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
Total 2H(10-12)	42	31.9	25.0	6.6	0	6	2	9	16	8	1	0	0	0	0	0
2H(14-16)	30	35.4	28.0	7.1	0	2	2	2	14	7	2	0	1	0	0	0
12H(7-19)	218	33.2	26.0	7.0	3	21	14	34	92	42	9	1	2	0	0	0
24H(0-24)	249	33.6	26.4	6.9	3	21	15	39	104	52	11	1	3	0	0	0
AM Peak	11:00	04:00	01:00	09:00	00:00	09:00	08:00	11:00	10:00	10:00	09:00	00:00	00:00	00:00	00:00	00:00
	23	**33.7**	**37.5**	**8.1**	**0**	**5**	**4**	**5**	**9**	**4**	**2**	**0**	**0**	**0**	**0**	**0**
PM Peak	17:00	21:00	21:00	16:00	16:00	12:00	12:00	17:00	17:00	13:00	15:00	13:00	14:00	12:00	12:00	12:00
	33	**38.7**	**35.0**	**10.2**	**2**	**3**	**2**	**8**	**17**	**6**	**2**	**1**	**1**	**0**	**0**	**0**

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	5	34.1	29.5	4.5	0	0	0	1	1	3	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	46.0	35.0	10.6	0	0	0	0	1	0	0	1	0	0	0	0
07:00	15	36.9	30.5	6.2	0	0	1	1	5	5	2	1	0	0	0	0
08:00	21	35.1	27.5	7.3	1	0	3	1	7	7	2	0	0	0	0	0
09:00	10	36.6	27.0	9.3	0	1	2	1	2	1	3	0	0	0	0	0
10:00	17	37.3	29.0	8.1	0	1	1	2	6	4	2	0	1	0	0	0
11:00	35	32.3	25.8	6.3	0	3	2	10	10	9	1	0	0	0	0	0
12:00	29	32.8	25.1	7.5	1	3	2	7	7	8	1	0	0	0	0	0
13:00	24	34.5	28.8	5.6	0	1	0	4	8	9	2	0	0	0	0	0
14:00	20	36.8	28.5	8.0	0	2	0	6	1	6	5	0	0	0	0	0
15:00	24	39.4	31.1	8.1	1	1	0	0	7	8	6	0	1	0	0	0
16:00	21	35.5	27.7	7.5	0	1	3	3	5	5	4	0	0	0	0	0
17:00	30	37.6	29.3	7.9	0	2	4	0	8	7	9	0	0	0	0	0
18:00	23	35.5	27.1	8.1	2	1	0	2	9	8	0	1	0	0	0	0
19:00	16	34.8	30.6	4.0	0	0	0	1	6	7	2	0	0	0	0	0
20:00	5	31.2	27.5	3.5	0	0	0	1	3	1	0	0	0	0	0	0
21:00	5	32.8	28.5	4.2	0	0	0	1	2	2	0	0	0	0	0	0
22:00	5	33.3	30.5	2.7	0	0	0	0	2	3	0	0	0	0	0	0
23:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
Total 2H(10-12)	52	34.1	26.8	7.0	0	4	3	12	16	13	3	0	1	0	0	0
2H(14-16)	44	38.3	29.9	8.1	1	3	0	6	8	14	11	0	1	0	0	0
12H(7-19)	269	35.7	28.0	7.5	5	16	18	37	75	77	37	2	2	0	0	0
24H(0-24)	310	35.7	28.3	7.2	5	16	18	41	91	94	40	3	2	0	0	0
AM Peak	11:00	06:00	06:00	06:00	08:00	11:00	08:00	11:00	11:00	11:00	09:00	06:00	10:00	00:00	00:00	00:00
	35	**46.0**	**35.0**	**10.6**	**1**	**3**	**3**	**10**	**10**	**9**	**3**	**1**	**1**	**0**	**0**	**0**
PM Peak	17:00	15:00	23:00	18:00	18:00	12:00	17:00	12:00	18:00	13:00	17:00	18:00	15:00	12:00	12:00	12:00
	30	**39.4**	**37.5**	**8.1**	**2**	**3**	**4**	**7**	**9**	**9**	**9**	**1**	**1**	**0**	**0**	**0**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	2	33.7	30.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
01:00	2	39.8	32.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	5	34.1	29.5	4.5	0	0	0	1	1	3	0	0	0	0	0	0
04:00	2	33.7	30.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
05:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
06:00	6	37.7	31.7	5.8	0	0	0	0	3	2	0	1	0	0	0	0
07:00	20	35.4	29.5	5.7	0	0	1	2	9	5	2	1	0	0	0	0
08:00	36	33.3	26.4	6.6	1	0	7	3	14	9	2	0	0	0	0	0
09:00	31	33.8	25.1	8.5	0	6	3	4	10	3	5	0	0	0	0	0
10:00	36	34.6	27.4	7.0	0	3	1	6	15	8	2	0	1	0	0	0
11:00	58	32.1	25.2	6.7	0	7	4	15	17	13	2	0	0	0	0	0
12:00	50	32.4	24.9	7.2	1	6	4	11	15	11	2	0	0	0	0	0
13:00	40	34.9	28.6	6.0	0	2	1	5	14	15	2	1	0	0	0	0
14:00	34	36.2	27.5	8.3	0	4	1	8	7	8	5	0	1	0	0	0
15:00	40	37.7	30.5	6.9	1	1	1	0	15	13	8	0	1	0	0	0
16:00	37	35.3	26.2	8.8	2	4	3	4	10	8	6	0	0	0	0	0
17:00	63	34.4	27.6	6.6	0	3	6	8	25	12	9	0	0	0	0	0
18:00	42	36.1	27.9	7.9	3	1	0	5	16	14	1	1	1	0	0	0
19:00	23	33.8	29.5	4.2	0	0	0	3	10	8	2	0	0	0	0	0
20:00	14	35.9	29.3	6.4	0	0	0	3	6	4	0	0	1	0	0	0
21:00	7	35.4	30.4	4.9	0	0	0	1	2	3	1	0	0	0	0	0
22:00	8	33.3	30.6	2.6	0	0	0	0	3	5	0	0	0	0	0	0
23:00	2	41.0	30.0	10.6	0	0	0	1	0	0	1	0	0	0	0	0
Total																
2H(10-12)	94	33.1	26.0	6.9	0	10	5	21	32	21	4	0	1	0	0	0
2H(14-16)	74	37.1	29.1	7.7	1	5	2	8	22	21	13	0	2	0	0	0
12H(7-19)	487	34.7	27.1	7.3	8	37	32	71	167	119	46	3	4	0	0	0
24H(0-24)	559	34.8	27.4	7.1	8	37	33	80	195	146	51	4	5	0	0	0
AM Peak	11:00	01:00	01:00	09:00	08:00	11:00	08:00	11:00	11:00	11:00	09:00	06:00	10:00	00:00	00:00	00:00
	58	**39.8**	**32.5**	**8.5**	**1**	**7**	**7**	**15**	**17**	**13**	**5**	**1**	**1**	**0**	**0**	**0**
PM Peak	17:00	23:00	22:00	23:00	18:00	12:00	17:00	12:00	17:00	13:00	17:00	13:00	14:00	12:00	12:00	12:00
	63	**41.0**	**30.6**	**10.6**	**3**	**6**	**6**	**11**	**25**	**15**	**9**	**1**	**1**	**0**	**0**	**0**

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

12/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	33.7	30.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
05:00	6	31.2	25.8	5.2	0	0	1	1	3	1	0	0	0	0	0	0
06:00	15	34.1	28.5	5.4	0	0	1	2	7	3	2	0	0	0	0	0
07:00	35	33.1	26.7	6.2	1	2	0	8	12	12	0	0	0	0	0	0
08:00	37	33.4	27.1	6.1	0	3	1	6	14	12	1	0	0	0	0	0
09:00	26	32.5	26.2	6.1	0	1	3	7	7	7	1	0	0	0	0	0
10:00	31	32.0	24.6	7.2	0	5	1	8	13	2	1	1	0	0	0	0
11:00	32	31.9	25.6	6.1	0	2	2	11	10	5	2	0	0	0	0	0
12:00	23	32.1	25.8	6.1	0	2	1	4	14	1	0	1	0	0	0	0
13:00	40	32.9	27.3	5.4	0	1	3	7	17	10	2	0	0	0	0	0
14:00	23	31.5	25.3	6.0	0	2	2	4	12	2	1	0	0	0	0	0
15:00	38	32.4	26.4	5.7	0	2	2	9	16	7	2	0	0	0	0	0
16:00	29	33.2	28.7	4.4	0	0	0	5	14	9	0	1	0	0	0	0
17:00	28	32.9	26.4	6.3	0	1	4	5	10	6	2	0	0	0	0	0
18:00	11	33.6	24.8	8.5	0	2	0	4	3	1	0	1	0	0	0	0
19:00	23	32.8	24.9	7.6	1	3	1	4	7	7	0	0	0	0	0	0
20:00	6	39.1	30.0	8.8	0	0	1	1	1	0	3	0	0	0	0	0
21:00	8	29.5	25.6	3.7	0	0	0	4	3	1	0	0	0	0	0	0
22:00	3	32.2	29.2	2.9	0	0	0	0	2	1	0	0	0	0	0	0
23:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
Total																
2H(10-12)	63	31.9	25.1	6.6	0	7	3	19	23	7	3	1	0	0	0	0
2H(14-16)	61	32.0	26.0	5.8	0	4	4	13	28	9	3	0	0	0	0	0
12H(7-19)	353	32.7	26.4	6.1	1	23	19	78	142	74	12	4	0	0	0	0
24H(0-24)	418	32.8	26.4	6.1	2	26	23	91	167	88	17	4	0	0	0	0
AM Peak	08:00	06:00	04:00	10:00	07:00	10:00	09:00	11:00	08:00	07:00	06:00	10:00	00:00	00:00	00:00	00:00
	37	**34.1**	**30.0**	**7.2**	**1**	**5**	**3**	**11**	**14**	**12**	**2**	**1**	**0**	**0**	**0**	**0**
PM Peak	13:00	20:00	20:00	20:00	19:00	19:00	17:00	15:00	13:00	13:00	20:00	12:00	12:00	12:00	12:00	12:00
	40	**39.1**	**30.0**	**8.8**	**1**	**3**	**4**	**9**	**17**	**10**	**3**	**1**	**0**	**0**	**0**	**0**

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	2	34.8	27.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	38.8	35.8	2.9	0	0	0	0	0	1	2	0	0	0	0	0
05:00	4	40.1	31.3	8.5	0	0	0	1	1	1	0	1	0	0	0	0
06:00	14	35.2	28.9	6.0	0	1	0	1	5	6	1	0	0	0	0	0
07:00	19	38.0	29.9	7.9	0	0	2	3	5	5	2	1	1	0	0	0
08:00	50	33.2	28.5	4.5	0	0	2	7	23	15	3	0	0	0	0	0
09:00	37	32.8	26.8	5.8	0	2	2	8	13	11	1	0	0	0	0	0
10:00	30	33.1	27.2	5.7	0	0	3	8	10	6	3	0	0	0	0	0
11:00	29	31.5	24.6	6.7	2	1	1	9	12	3	1	0	0	0	0	0
12:00	33	31.9	24.8	6.9	0	4	3	9	10	5	2	0	0	0	0	0
13:00	37	35.4	29.3	5.9	0	2	1	3	10	18	3	0	0	0	0	0
14:00	42	35.8	28.6	6.9	0	3	1	5	16	11	4	2	0	0	0	0
15:00	32	37.3	28.3	8.7	1	3	1	4	7	10	4	2	0	0	0	0
16:00	50	36.1	29.8	6.1	0	1	2	5	18	15	7	2	0	0	0	0
17:00	42	37.6	31.2	6.2	1	0	1	1	13	16	8	2	0	0	0	0
18:00	29	35.8	31.3	4.4	0	0	0	1	11	12	4	1	0	0	0	0
19:00	22	34.3	24.4	9.5	4	1	0	3	8	4	2	0	0	0	0	0
20:00	8	33.5	22.6	10.6	1	2	0	1	2	1	1	0	0	0	0	0
21:00	10	37.0	31.0	5.8	0	0	0	1	4	3	1	1	0	0	0	0
22:00	4	31.3	28.8	2.5	0	0	0	0	3	1	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	59	32.4	25.9	6.3	2	1	4	17	22	9	4	0	0	0	0	0
2H(14-16)	74	36.4	28.5	7.7	1	6	2	9	23	21	8	4	0	0	0	0
12H(7-19)	430	35.2	28.4	6.5	4	16	19	63	148	127	42	10	1	0	0	0
24H(0-24)	498	35.3	28.3	6.8	9	20	19	72	171	145	49	12	1	0	0	0
AM Peak	08:00	05:00	04:00	05:00	11:00	09:00	10:00	11:00	08:00	08:00	08:00	05:00	07:00	00:00	00:00	00:00
	50	**40.1**	**35.8**	**8.5**	**2**	**2**	**3**	**9**	**23**	**15**	**3**	**1**	**1**	**0**	**0**	**0**
PM Peak	16:00	17:00	18:00	20:00	19:00	12:00	12:00	12:00	16:00	13:00	17:00	14:00	12:00	12:00	12:00	12:00
	50	**37.6**	**31.3**	**10.6**	**4**	**4**	**3**	**9**	**18**	**18**	**8**	**2**	**0**	**0**	**0**	**0**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	2	34.8	27.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	5	37.8	33.5	4.2	0	0	0	0	1	2	2	0	0	0	0	0
05:00	10	35.1	28.0	6.9	0	0	1	2	4	2	0	1	0	0	0	0
06:00	29	34.5	28.7	5.6	0	1	1	3	12	9	3	0	0	0	0	0
07:00	54	35.0	27.8	6.9	1	2	2	11	17	17	2	1	1	0	0	0
08:00	87	33.3	27.9	5.2	0	3	3	13	37	27	4	0	0	0	0	0
09:00	63	32.6	26.5	5.9	0	3	5	15	20	18	2	0	0	0	0	0
10:00	61	32.7	25.9	6.6	0	5	4	16	23	8	4	1	0	0	0	0
11:00	61	31.7	25.1	6.3	2	3	3	20	22	8	3	0	0	0	0	0
12:00	56	32.0	25.2	6.5	0	6	4	13	24	6	2	1	0	0	0	0
13:00	77	34.1	28.2	5.7	0	3	4	10	27	28	5	0	0	0	0	0
14:00	65	34.4	27.4	6.8	0	5	3	9	28	13	5	2	0	0	0	0
15:00	70	34.8	27.3	7.2	1	5	3	13	23	17	6	2	0	0	0	0
16:00	79	35.1	29.4	5.5	0	1	2	10	32	24	7	3	0	0	0	0
17:00	70	36.2	29.3	6.6	1	1	5	6	23	22	10	2	0	0	0	0
18:00	40	36.1	29.5	6.4	0	2	0	5	14	13	4	2	0	0	0	0
19:00	45	33.5	24.7	8.5	5	4	1	7	15	11	2	0	0	0	0	0
20:00	14	36.4	25.8	10.2	1	2	1	2	3	1	4	0	0	0	0	0
21:00	18	34.4	28.6	5.6	0	0	0	5	7	4	1	1	0	0	0	0
22:00	7	31.5	28.9	2.4	0	0	0	0	5	2	0	0	0	0	0	0
23:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
Total																
2H(10-12)	122	32.2	25.5	6.4	2	8	7	36	45	16	7	1	0	0	0	0
2H(14-16)	135	34.6	27.4	7.0	1	10	6	22	51	30	11	4	0	0	0	0
12H(7-19)	783	34.1	27.5	6.4	5	39	38	141	290	201	54	14	1	0	0	0
24H(0-24)	916	34.2	27.4	6.5	11	46	42	163	338	233	66	16	1	0	0	0
AM Peak	08:00	04:00	04:00	00:00	11:00	10:00	09:00	11:00	08:00	08:00	08:00	05:00	07:00	00:00	00:00	00:00
	87	**37.8**	**33.5**	**7.1**	**2**	**5**	**5**	**20**	**37**	**27**	**4**	**1**	**1**	**0**	**0**	**0**
PM Peak	16:00	20:00	18:00	20:00	19:00	12:00	17:00	12:00	16:00	13:00	17:00	16:00	12:00	12:00	12:00	12:00
	79	**36.4**	**29.5**	**10.2**	**5**	**6**	**5**	**13**	**32**	**28**	**10**	**3**	**0**	**0**	**0**	**0**

Tween Bridge ATC 7, High Bridge Road



Direction: Southeastbound

Hour Beginning	Tue 06/06/2023	Wed 07/06/2023	Thu 08/06/2023	Fri 09/06/2023	Sat 10/06/2023	Sun 11/06/2023	Mon 12/06/2023	5-Day Ave.	7-Day Ave.
00:00	0	1	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	1	1	0	0	0	0	0	0	0
05:00	1	1	2	2	1	1	2	2	1
06:00	1	0	1	1	1	1	0	1	1
07:00	3	1	3	3	5	1	2	2	3
08:00	6	5	5	6	8	5	10	6	6
09:00	13	4	4	8	5	9	5	7	7
10:00	10	4	12	5	7	6	13	9	8
11:00	4	8	7	7	8	12	10	7	8
12:00	7	5	5	7	6	7	10	7	7
13:00	5	6	6	8	6	5	8	7	6
14:00	6	7	10	8	2	5	9	8	7
15:00	4	5	2	12	4	5	3	5	5
16:00	10	4	5	9	2	5	5	7	6
17:00	7	5	8	8	5	10	7	7	7
18:00	5	4	3	3	5	4	7	4	4
19:00	3	1	1	1	4	2	4	2	2
20:00	0	2	2	6	3	3	3	3	3
21:00	3	0	1	3	1	2	2	2	2
22:00	1	1	1	1	3	1	1	1	1
23:00	0	0	0	0	4	0	0	0	1
Total									
12H(7-19)	80	58	70	84	63	74	89	76	74
16H(6-22)	87	61	75	95	72	82	98	83	81
18H(6-24)	88	62	76	96	79	83	99	84	83
24H(0-24)	90	65	78	98	80	84	101	86	85
AM Peak	09:00	11:00	10:00	09:00	08:00	11:00	10:00	10:00	10:00
	13	8	12	8	8	12	13	9	8
PM Peak	16:00	14:00	14:00	15:00	12:00	17:00	12:00	14:00	17:00
	10	7	10	12	6	10	10	8	7

Paul Castle Associates

Direction: Northwestbound

Hour Beginning	Tue 06/06/2023	Wed 07/06/2023	Thu 08/06/2023	Fri 09/06/2023	Sat 10/06/2023	Sun 11/06/2023	Mon 12/06/2023	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0
02:00	0	0	0	0	1	2	0	0	0
03:00	0	0	0	0	0	5	0	0	1
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	1	0	0
06:00	3	2	1	1	0	1	2	2	1
07:00	1	1	2	2	5	1	1	1	2
08:00	5	4	6	4	6	4	7	5	5
09:00	3	6	4	8	2	6	6	5	5
10:00	7	6	3	6	10	3	9	6	6
11:00	6	8	10	8	6	11	12	9	9
12:00	7	9	4	4	9	5	11	7	7
13:00	8	6	5	3	3	6	8	6	6
14:00	8	3	10	8	7	3	7	7	7
15:00	5	5	4	10	3	4	2	5	5
16:00	6	6	4	8	5	11	3	5	6
17:00	10	2	7	9	2	6	8	7	6
18:00	1	2	4	8	5	4	5	4	4
19:00	1	2	2	4	3	3	2	2	2
20:00	1	0	2	3	0	1	4	2	2
21:00	0	0	1	0	1	0	1	0	0
22:00	0	0	0	1	0	3	2	1	1
23:00	0	0	0	0	0	0	0	0	0
Total									
12H(7-19)	67	58	63	78	63	64	79	69	67
16H(6-22)	72	62	69	86	67	69	88	75	73
18H(6-24)	72	62	69	87	67	72	90	76	74
24H(0-24)	72	63	69	87	68	79	91	76	76
AM Peak	10:00	11:00	11:00	09:00	10:00	11:00	11:00	11:00	11:00
	7	8	10	8	10	11	12	9	9
PM Peak	17:00	12:00	14:00	15:00	12:00	16:00	12:00	14:00	12:00
	10	9	10	10	9	11	11	7	7

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Tue 06/06/2023	Wed 07/06/2023	Thu 08/06/2023	Fri 09/06/2023	Sat 10/06/2023	Sun 11/06/2023	Mon 12/06/2023	5-Day Ave.	7-Day Ave.
00:00	0	1	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0
02:00	0	0	0	0	1	2	0	0	0
03:00	0	0	0	0	0	5	0	0	1
04:00	1	1	0	0	0	0	0	0	0
05:00	1	1	2	2	1	1	3	2	2
06:00	4	2	2	2	1	2	2	2	2
07:00	4	2	5	5	10	2	3	4	4
08:00	11	9	11	10	14	9	17	12	12
09:00	16	10	8	16	7	15	11	12	12
10:00	17	10	15	11	17	9	22	15	14
11:00	10	16	17	15	14	23	22	16	17
12:00	14	14	9	11	15	12	21	14	14
13:00	13	12	11	11	9	11	16	13	12
14:00	14	10	20	16	9	8	16	15	13
15:00	9	10	6	22	7	9	5	10	10
16:00	16	10	9	17	7	16	8	12	12
17:00	17	7	15	17	7	16	15	14	13
18:00	6	6	7	11	10	8	12	8	9
19:00	4	3	3	5	7	5	6	4	5
20:00	1	2	4	9	3	4	7	5	4
21:00	3	0	2	3	2	2	3	2	2
22:00	1	1	1	2	3	4	3	2	2
23:00	0	0	0	0	4	0	0	0	1
Total									
12H(7-19)	147	116	133	162	126	138	168	145	141
16H(6-22)	159	123	144	181	139	151	186	159	155
18H(6-24)	160	124	145	183	146	155	189	160	157
24H(0-24)	162	128	147	185	148	163	192	163	161
AM Peak	10:00	11:00	11:00	09:00	10:00	11:00	10:00	11:00	11:00
	17	16	17	16	17	23	22	16	17
PM Peak	17:00	12:00	14:00	15:00	12:00	16:00	12:00	14:00	12:00
	17	14	20	22	15	16	21	15	14

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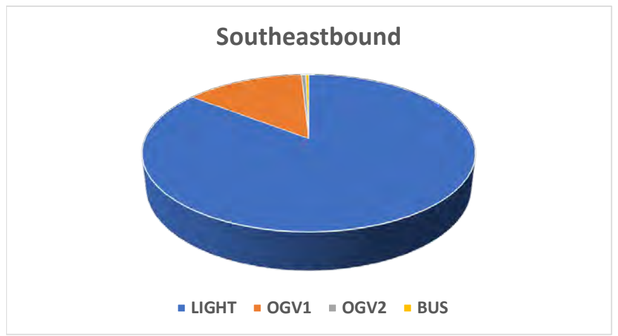
Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	90	72	18	0	0
Wed 7 Jun 2023	65	55	10	0	0
Thu 8 Jun 2023	78	68	9	1	0
Fri 9 Jun 2023	98	86	11	0	1
Sat 10 Jun 2023	80	66	14	0	0
Sun 11 Jun 2023	84	74	8	2	0
Mon 12 Jun 2023	101	88	12	0	1
5 Day Ave.	86	74	12	0	0
7 Day Ave.	85	73	12	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	100.0%	80.0%	20.0%	0.0%	0.0%
Wed 7 Jun 2023	100.0%	84.6%	15.4%	0.0%	0.0%
Thu 8 Jun 2023	100.0%	87.2%	11.5%	1.3%	0.0%
Fri 9 Jun 2023	100.0%	87.8%	11.2%	0.0%	1.0%
Sat 10 Jun 2023	100.0%	82.5%	17.5%	0.0%	0.0%
Sun 11 Jun 2023	100.0%	88.1%	9.5%	2.4%	0.0%
Mon 12 Jun 2023	100.0%	87.1%	11.9%	0.0%	1.0%
5 Day Ave.	100.0%	85.4%	13.9%	0.2%	0.5%
7 Day Ave.	100.0%	85.4%	13.8%	0.5%	0.3%

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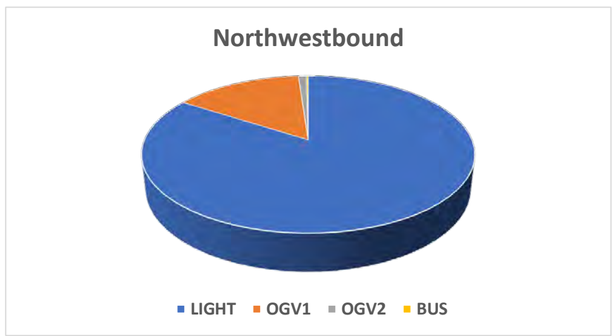


Direction: Northwestbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	72	59	13	0	0
Wed 7 Jun 2023	63	50	12	1	0
Thu 8 Jun 2023	69	60	9	0	0
Fri 9 Jun 2023	87	74	11	2	0
Sat 10 Jun 2023	68	59	9	0	0
Sun 11 Jun 2023	79	67	11	1	0
Mon 12 Jun 2023	91	76	13	1	1
5 Day Ave.	76	64	12	1	0
7 Day Ave.	76	64	11	1	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	100.0%	81.9%	18.1%	0.0%	0.0%
Wed 7 Jun 2023	100.0%	79.4%	19.0%	1.6%	0.0%
Thu 8 Jun 2023	100.0%	87.0%	13.0%	0.0%	0.0%
Fri 9 Jun 2023	100.0%	85.1%	12.6%	2.3%	0.0%
Sat 10 Jun 2023	100.0%	86.8%	13.2%	0.0%	0.0%
Sun 11 Jun 2023	100.0%	84.8%	13.9%	1.3%	0.0%
Mon 12 Jun 2023	100.0%	83.5%	14.3%	1.1%	1.1%
5 Day Ave.	100.0%	83.5%	15.2%	1.0%	0.3%
7 Day Ave.	100.0%	84.1%	14.7%	0.9%	0.2%

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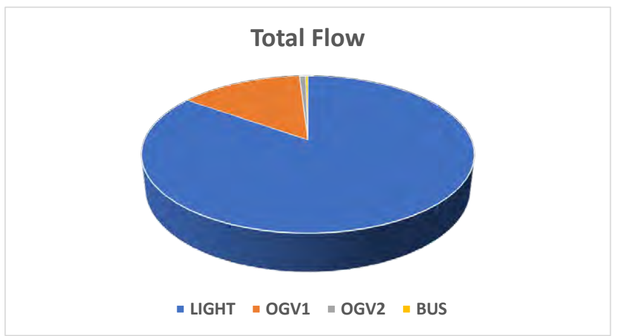


Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	162	131	31	0	0
Wed 7 Jun 2023	128	105	22	1	0
Thu 8 Jun 2023	147	128	18	1	0
Fri 9 Jun 2023	185	160	22	2	1
Sat 10 Jun 2023	148	125	23	0	0
Sun 11 Jun 2023	163	141	19	3	0
Mon 12 Jun 2023	192	164	25	1	2
5 Day Ave.	163	138	24	1	1
7 Day Ave.	161	136	23	1	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	100.0%	80.9%	19.1%	0.0%	0.0%
Wed 7 Jun 2023	100.0%	82.0%	17.2%	0.8%	0.0%
Thu 8 Jun 2023	100.0%	87.1%	12.2%	0.7%	0.0%
Fri 9 Jun 2023	100.0%	86.5%	11.9%	1.1%	0.5%
Sat 10 Jun 2023	100.0%	84.5%	15.5%	0.0%	0.0%
Sun 11 Jun 2023	100.0%	86.5%	11.7%	1.8%	0.0%
Mon 12 Jun 2023	100.0%	85.4%	13.0%	0.5%	1.0%
5 Day Ave.	100.0%	84.5%	14.5%	0.6%	0.4%
7 Day Ave.	100.0%	84.8%	14.2%	0.7%	0.3%

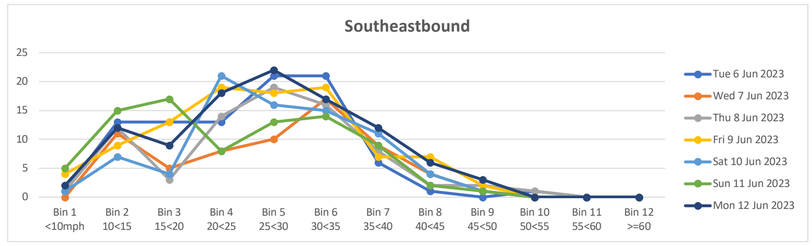
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Tween Bridge ATC 7, High Bridge Road

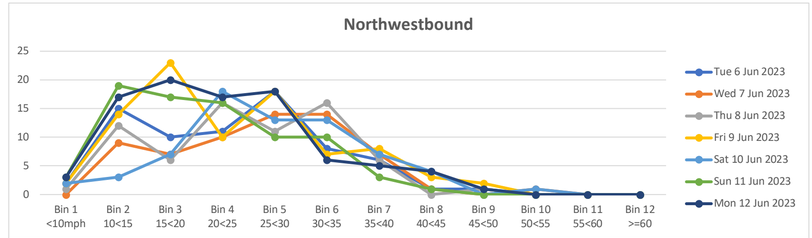
Direction: Southeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 6 Jun 2023	90	34.0	25.2	8.5	1	13	13	13	21	21	6	1	0	1	0	0
Wed 7 Jun 2023	65	37.4	27.5	9.5	0	11	5	8	10	17	9	4	1	0	0	0
Thu 8 Jun 2023	78	36.7	26.9	9.4	1	12	3	14	19	16	8	2	2	1	0	0
Fri 9 Jun 2023	98	36.0	26.2	9.5	4	9	13	19	18	19	7	7	2	0	0	0
Sat 10 Jun 2023	80	36.2	27.4	8.5	1	7	4	21	16	15	11	4	1	0	0	0
Sun 11 Jun 2023	84	33.9	23.7	9.8	5	15	17	8	13	14	9	2	1	0	0	0
Mon 12 Jun 2023	101	36.9	27.1	9.5	2	12	9	18	22	17	12	6	3	0	0	0
5 Day Ave.	86	36.2	26.6	9.3	2	11	9	14	18	18	8	4	2	0	0	0
7 Day Ave.	85	35.9	26.3	9.2	2	11	9	14	17	17	9	4	1	0	0	0



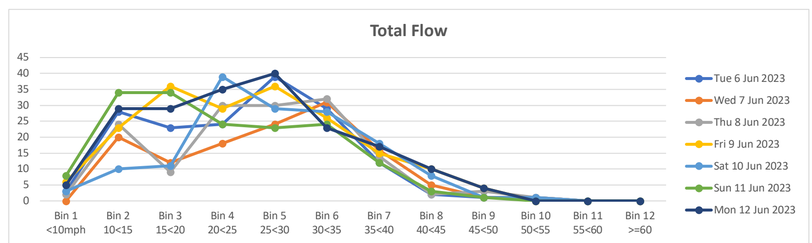
Direction: Northwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 6 Jun 2023	72	32.9	23.6	9.0	2	15	10	11	18	8	6	1	1	0	0	0
Wed 7 Jun 2023	63	35.4	26.3	8.8	0	9	7	10	14	14	7	1	0	1	0	0
Thu 8 Jun 2023	69	33.8	24.9	8.6	1	12	6	16	11	16	6	0	1	0	0	0
Fri 9 Jun 2023	87	33.5	23.7	9.4	2	14	23	10	18	7	8	3	2	0	0	0
Sat 10 Jun 2023	68	36.2	27.1	8.7	2	3	7	18	13	13	7	4	0	1	0	0
Sun 11 Jun 2023	79	29.6	21.2	8.1	3	19	17	16	10	10	3	1	0	0	0	0
Mon 12 Jun 2023	91	32.0	22.7	9.0	3	17	20	17	18	6	5	4	1	0	0	0
5 Day Ave.	76	33.5	24.2	8.9	2	13	13	13	16	10	6	2	1	0	0	0
7 Day Ave.	76	33.3	24.2	8.8	2	13	13	14	15	11	6	2	1	0	0	0



Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 6 Jun 2023	162	33.5	24.5	8.7	3	28	23	24	39	29	12	2	1	1	0	0
Wed 7 Jun 2023	128	36.4	26.9	9.1	0	20	12	18	24	31	16	5	1	1	0	0
Thu 8 Jun 2023	147	35.4	26.0	9.0	2	24	9	30	30	32	14	2	3	1	0	0
Fri 9 Jun 2023	185	34.9	25.0	9.5	6	23	36	29	36	26	15	10	4	0	0	0
Sat 10 Jun 2023	148	36.2	27.3	8.6	3	10	11	39	29	28	18	8	1	1	0	0
Sun 11 Jun 2023	163	31.9	22.5	9.1	8	34	34	24	23	24	12	3	1	0	0	0
Mon 12 Jun 2023	192	34.8	25.0	9.5	5	29	29	35	40	23	17	10	4	0	0	0
5 Day Ave.	163	35.0	25.5	9.2	3	25	22	27	34	28	15	6	3	1	0	0
7 Day Ave.	161	34.7	25.3	9.1	4	24	22	28	32	28	15	6	2	1	0	0



Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 6 Jun 2023	14	32.3	23.2	8.7	0	4	2	0	5	2	1	0	0	0	0	0
Wed 7 Jun 2023	12	30.4	21.3	8.8	0	5	0	3	2	1	1	0	0	0	0	0
Thu 8 Jun 2023	19	32.1	23.3	8.5	1	4	1	3	6	3	1	0	0	0	0	0
Fri 9 Jun 2023	12	34.4	24.2	9.8	0	3	1	3	2	1	1	1	0	0	0	0
Sat 10 Jun 2023	15	37.9	27.9	9.6	1	1	0	4	2	3	3	1	0	0	0	0
Sun 11 Jun 2023	18	25.2	17.8	7.1	1	8	3	2	3	1	0	0	0	0	0	0
Mon 12 Jun 2023	23	32.0	24.3	7.4	1	3	1	6	6	6	0	0	0	0	0	0
5 Day Ave.	16	32.2	23.2	8.7	0	4	1	3	4	3	1	0	0	0	0	0
7 Day Ave.	16	32.0	23.1	8.6	1	4	1	3	4	2	1	0	0	0	0	0

Paul Castle Associates

Direction: Northwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 6 Jun 2023	13	29.3	21.0	8.0	0	5	1	2	3	2	0	0	0	0	0	0
Wed 7 Jun 2023	14	32.0	25.0	6.7	0	2	0	4	6	1	1	0	0	0	0	0
Thu 8 Jun 2023	13	30.7	22.5	7.9	0	4	1	1	5	2	0	0	0	0	0	0
Fri 9 Jun 2023	14	31.1	22.5	8.3	0	3	3	3	3	0	2	0	0	0	0	0
Sat 10 Jun 2023	16	31.9	24.4	7.2	1	0	2	7	2	3	1	0	0	0	0	0
Sun 11 Jun 2023	14	27.3	20.4	6.7	0	4	3	3	3	1	0	0	0	0	0	0
Mon 12 Jun 2023	21	27.8	19.9	7.6	2	3	7	4	3	1	1	0	0	0	0	0
5 Day Ave.	15	30.2	22.2	7.7	0	3	2	3	4	1	1	0	0	0	0	0
7 Day Ave.	15	30.0	22.2	7.5	0	3	2	3	4	1	1	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 6 Jun 2023	27	30.7	22.1	8.3	0	9	3	2	8	4	1	0	0	0	0	0
Wed 7 Jun 2023	26	31.4	23.3	7.8	0	7	0	7	8	2	2	0	0	0	0	0
Thu 8 Jun 2023	32	31.4	23.0	8.1	1	8	2	4	11	5	1	0	0	0	0	0
Fri 9 Jun 2023	26	32.5	23.3	8.9	0	6	4	6	5	1	3	1	0	0	0	0
Sat 10 Jun 2023	31	34.9	26.1	8.5	2	1	2	11	4	6	4	1	0	0	0	0
Sun 11 Jun 2023	32	26.1	18.9	7.0	1	12	6	5	6	2	0	0	0	0	0	0
Mon 12 Jun 2023	44	30.2	22.2	7.7	3	6	8	10	9	7	1	0	0	0	0	0
5 Day Ave.	31	31.3	22.8	8.2	1	7	3	6	8	4	2	0	0	0	0	0
7 Day Ave.	31	31.0	22.7	8.1	1	7	4	6	7	4	2	0	0	0	0	0

Paul Castle Associates

Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 6 Jun 2023	10	34.0	25.5	8.2	0	2	1	0	3	4	0	0	0	0	0	0
Wed 7 Jun 2023	12	41.0	30.8	9.8	0	1	1	1	1	5	1	1	1	0	0	0
Thu 8 Jun 2023	12	40.5	29.6	10.5	0	2	0	1	3	3	1	1	1	0	0	0
Fri 9 Jun 2023	20	41.7	30.8	10.5	0	2	1	3	4	2	4	2	2	0	0	0
Sat 10 Jun 2023	6	39.7	30.0	9.4	0	1	0	0	1	2	2	0	0	0	0	0
Sun 11 Jun 2023	10	38.5	29.0	9.1	0	0	2	1	3	2	1	0	1	0	0	0
Mon 12 Jun 2023	12	36.2	25.0	10.8	0	2	3	2	2	0	1	2	0	0	0	0
5 Day Ave.	13	38.7	28.3	10.0	0	2	1	1	3	3	1	1	1	0	0	0
7 Day Ave.	12	38.8	28.7	9.8	0	1	1	1	2	3	1	1	1	0	0	0

Paul Castle Associates

Direction: Northwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 6 Jun 2023	13	31.6	21.7	9.5	0	5	1	2	3	1	0	1	0	0	0	0
Wed 7 Jun 2023	8	41.1	28.8	11.9	0	1	1	0	3	2	0	0	0	1	0	0
Thu 8 Jun 2023	14	31.9	23.9	7.7	0	3	0	5	3	2	1	0	0	0	0	0
Fri 9 Jun 2023	18	37.7	26.7	10.6	0	2	5	1	4	1	3	1	1	0	0	0
Sat 10 Jun 2023	10	35.2	24.6	10.2	1	1	1	2	2	2	0	1	0	0	0	0
Sun 11 Jun 2023	7	26.9	19.6	7.0	0	2	2	2	0	1	0	0	0	0	0	0
Mon 12 Jun 2023	9	26.6	19.7	6.7	0	3	2	1	3	0	0	0	0	0	0	0
5 Day Ave.	12	33.8	24.2	9.3	0	3	2	2	3	1	1	0	0	0	0	0
7 Day Ave.	11	33.0	23.6	9.1	0	2	2	2	3	1	1	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 6 Jun 2023	23	32.7	23.4	9.0	0	7	2	2	6	5	0	1	0	0	0	0
Wed 7 Jun 2023	20	40.8	30.0	10.5	0	2	2	1	4	7	1	1	1	1	0	0
Thu 8 Jun 2023	26	36.3	26.5	9.4	0	5	0	6	6	5	2	1	1	0	0	0
Fri 9 Jun 2023	38	39.8	28.8	10.6	0	4	6	4	8	3	7	3	3	0	0	0
Sat 10 Jun 2023	16	36.9	26.6	10.0	1	2	1	2	3	4	2	1	0	0	0	0
Sun 11 Jun 2023	17	34.9	25.1	9.4	0	2	4	3	3	3	1	0	1	0	0	0
Mon 12 Jun 2023	21	32.5	22.7	9.4	0	5	5	3	5	0	1	2	0	0	0	0
5 Day Ave.	26	36.4	26.3	9.8	0	5	3	3	6	4	2	2	1	0	0	0
7 Day Ave.	23	36.3	26.2	9.7	0	4	3	3	5	4	2	1	1	0	0	0

Paul Castle Associates

Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

06/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	1	1	0	0	0
06:00	1	1	0	0	0
07:00	3	3	0	0	0
08:00	6	5	1	0	0
09:00	13	10	3	0	0
10:00	10	6	4	0	0
11:00	4	3	1	0	0
12:00	7	5	2	0	0
13:00	5	3	2	0	0
14:00	6	6	0	0	0
15:00	4	3	1	0	0
16:00	10	9	1	0	0
17:00	7	5	2	0	0
18:00	5	4	1	0	0
19:00	3	3	0	0	0
20:00	0	0	0	0	0
21:00	3	3	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	80	62	18	0	0
16H(6-22)	87	69	18	0	0
18H(6-24)	88	70	18	0	0
24H(0-24)	90	72	18	0	0
AM Peak	09:00	09:00	10:00	00:00	00:00
	13	10	4	0	0
PM Peak	16:00	16:00	12:00	12:00	12:00
	10	9	2	0	0

Paul Castle Associates

Direction: Northwestbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	3	3	0	0	0
07:00	1	1	0	0	0
08:00	5	3	2	0	0
09:00	3	3	0	0	0
10:00	7	6	1	0	0
11:00	6	5	1	0	0
12:00	7	4	3	0	0
13:00	8	6	2	0	0
14:00	8	7	1	0	0
15:00	5	5	0	0	0
16:00	6	5	1	0	0
17:00	10	8	2	0	0
18:00	1	1	0	0	0
19:00	1	1	0	0	0
20:00	1	1	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	67	54	13	0	0
16H(6-22)	72	59	13	0	0
18H(6-24)	72	59	13	0	0
24H(0-24)	72	59	13	0	0
AM Peak	10:00	10:00	08:00	00:00	00:00
	7	6	2	0	0
PM Peak	17:00	17:00	12:00	12:00	12:00
	10	8	3	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	1	1	0	0	0
06:00	4	4	0	0	0
07:00	4	4	0	0	0
08:00	11	8	3	0	0
09:00	16	13	3	0	0
10:00	17	12	5	0	0
11:00	10	8	2	0	0
12:00	14	9	5	0	0
13:00	13	9	4	0	0
14:00	14	13	1	0	0
15:00	9	8	1	0	0
16:00	16	14	2	0	0
17:00	17	13	4	0	0
18:00	6	5	1	0	0
19:00	4	4	0	0	0
20:00	1	1	0	0	0
21:00	3	3	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	147	116	31	0	0
16H(6-22)	159	128	31	0	0
18H(6-24)	160	129	31	0	0
24H(0-24)	162	131	31	0	0
AM Peak	10:00	09:00	10:00	00:00	00:00
	17	13	5	0	0
PM Peak	17:00	16:00	12:00	12:00	12:00
	17	14	5	0	0

Paul Castle Associates

Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

07/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	0	1	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	1	1	0	0	0
06:00	0	0	0	0	0
07:00	1	1	0	0	0
08:00	5	5	0	0	0
09:00	4	4	0	0	0
10:00	4	3	1	0	0
11:00	8	7	1	0	0
12:00	5	5	0	0	0
13:00	6	3	3	0	0
14:00	7	6	1	0	0
15:00	5	4	1	0	0
16:00	4	3	1	0	0
17:00	5	4	1	0	0
18:00	4	4	0	0	0
19:00	1	1	0	0	0
20:00	2	2	0	0	0
21:00	0	0	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	58	49	9	0	0
16H(6-22)	61	52	9	0	0
18H(6-24)	62	53	9	0	0
24H(0-24)	65	55	10	0	0
AM Peak	11:00	11:00	00:00	00:00	00:00
	8	7	1	0	0
PM Peak	14:00	14:00	13:00	12:00	12:00
	7	6	3	0	0

Paul Castle Associates

Direction: Northwestbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	1	0	1	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	2	2	0	0	0
07:00	1	1	0	0	0
08:00	4	3	1	0	0
09:00	6	4	1	1	0
10:00	6	4	2	0	0
11:00	8	6	2	0	0
12:00	9	8	1	0	0
13:00	6	4	2	0	0
14:00	3	3	0	0	0
15:00	5	5	0	0	0
16:00	6	4	2	0	0
17:00	2	2	0	0	0
18:00	2	2	0	0	0
19:00	2	2	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	58	46	11	1	0
16H(6-22)	62	50	11	1	0
18H(6-24)	62	50	11	1	0
24H(0-24)	63	50	12	1	0
AM Peak	11:00	11:00	10:00	09:00	00:00
	8	6	2	1	0
PM Peak	12:00	12:00	13:00	12:00	12:00
	9	8	2	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	0	1	0	0
01:00	1	0	1	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	1	1	0	0	0
06:00	2	2	0	0	0
07:00	2	2	0	0	0
08:00	9	8	1	0	0
09:00	10	8	1	1	0
10:00	10	7	3	0	0
11:00	16	13	3	0	0
12:00	14	13	1	0	0
13:00	12	7	5	0	0
14:00	10	9	1	0	0
15:00	10	9	1	0	0
16:00	10	7	3	0	0
17:00	7	6	1	0	0
18:00	6	6	0	0	0
19:00	3	3	0	0	0
20:00	2	2	0	0	0
21:00	0	0	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	116	95	20	1	0
16H(6-22)	123	102	20	1	0
18H(6-24)	124	103	20	1	0
24H(0-24)	128	105	22	1	0
AM Peak	11:00	11:00	10:00	09:00	00:00
	16	13	3	1	0
PM Peak	12:00	12:00	13:00	12:00	12:00
	14	13	5	0	0

Paul Castle Associates

Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

08/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	2	2	0	0	0
06:00	1	1	0	0	0
07:00	3	2	1	0	0
08:00	5	5	0	0	0
09:00	4	4	0	0	0
10:00	12	10	2	0	0
11:00	7	7	0	0	0
12:00	5	4	0	1	0
13:00	6	6	0	0	0
14:00	10	8	2	0	0
15:00	2	2	0	0	0
16:00	5	3	2	0	0
17:00	8	7	1	0	0
18:00	3	2	1	0	0
19:00	1	1	0	0	0
20:00	2	2	0	0	0
21:00	1	1	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	70	60	9	1	0
16H(6-22)	75	65	9	1	0
18H(6-24)	76	66	9	1	0
24H(0-24)	78	68	9	1	0
AM Peak	10:00	10:00	10:00	00:00	00:00
	12	10	2	0	0
PM Peak	14:00	14:00	14:00	12:00	12:00
	10	8	2	1	0

Paul Castle Associates

Direction: Northwestbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	1	1	0	0	0
07:00	2	2	0	0	0
08:00	6	4	2	0	0
09:00	4	4	0	0	0
10:00	3	2	1	0	0
11:00	10	9	1	0	0
12:00	4	4	0	0	0
13:00	5	4	1	0	0
14:00	10	9	1	0	0
15:00	4	3	1	0	0
16:00	4	3	1	0	0
17:00	7	7	0	0	0
18:00	4	3	1	0	0
19:00	2	2	0	0	0
20:00	2	2	0	0	0
21:00	1	1	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	63	54	9	0	0
16H(6-22)	69	60	9	0	0
18H(6-24)	69	60	9	0	0
24H(0-24)	69	60	9	0	0
AM Peak	11:00	11:00	08:00	00:00	00:00
	10	9	2	0	0
PM Peak	14:00	14:00	13:00	12:00	12:00
	10	9	1	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	2	2	0	0	0
06:00	2	2	0	0	0
07:00	5	4	1	0	0
08:00	11	9	2	0	0
09:00	8	8	0	0	0
10:00	15	12	3	0	0
11:00	17	16	1	0	0
12:00	9	8	0	1	0
13:00	11	10	1	0	0
14:00	20	17	3	0	0
15:00	6	5	1	0	0
16:00	9	6	3	0	0
17:00	15	14	1	0	0
18:00	7	5	2	0	0
19:00	3	3	0	0	0
20:00	4	4	0	0	0
21:00	2	2	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	133	114	18	1	0
16H(6-22)	144	125	18	1	0
18H(6-24)	145	126	18	1	0
24H(0-24)	147	128	18	1	0
AM Peak	11:00	11:00	10:00	00:00	00:00
	17	16	3	0	0
PM Peak	14:00	14:00	14:00	12:00	12:00
	20	17	3	1	0

Paul Castle Associates

Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

09/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	2	2	0	0	0
06:00	1	1	0	0	0
07:00	3	3	0	0	0
08:00	6	5	1	0	0
09:00	8	7	1	0	0
10:00	5	2	3	0	0
11:00	7	5	2	0	0
12:00	7	6	1	0	0
13:00	8	7	1	0	0
14:00	8	7	0	0	1
15:00	12	12	0	0	0
16:00	9	8	1	0	0
17:00	8	7	1	0	0
18:00	3	3	0	0	0
19:00	1	1	0	0	0
20:00	6	6	0	0	0
21:00	3	3	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	84	72	11	0	1
16H(6-22)	95	83	11	0	1
18H(6-24)	96	84	11	0	1
24H(0-24)	98	86	11	0	1
AM Peak	09:00	09:00	10:00	00:00	00:00
	8	7	3	0	0
PM Peak	15:00	15:00	12:00	12:00	14:00
	12	12	1	0	1

Paul Castle Associates

Direction: Northwestbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	1	1	0	0	0
07:00	2	2	0	0	0
08:00	4	2	2	0	0
09:00	8	8	0	0	0
10:00	6	3	3	0	0
11:00	8	7	1	0	0
12:00	4	4	0	0	0
13:00	3	2	1	0	0
14:00	8	8	0	0	0
15:00	10	8	1	1	0
16:00	8	6	2	0	0
17:00	9	7	1	1	0
18:00	8	8	0	0	0
19:00	4	4	0	0	0
20:00	3	3	0	0	0
21:00	0	0	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	78	65	11	2	0
16H(6-22)	86	73	11	2	0
18H(6-24)	87	74	11	2	0
24H(0-24)	87	74	11	2	0
AM Peak	09:00	09:00	10:00	00:00	00:00
	8	8	3	0	0
PM Peak	15:00	14:00	16:00	15:00	12:00
	10	8	2	1	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	2	2	0	0	0
06:00	2	2	0	0	0
07:00	5	5	0	0	0
08:00	10	7	3	0	0
09:00	16	15	1	0	0
10:00	11	5	6	0	0
11:00	15	12	3	0	0
12:00	11	10	1	0	0
13:00	11	9	2	0	0
14:00	16	15	0	0	1
15:00	22	20	1	1	0
16:00	17	14	3	0	0
17:00	17	14	2	1	0
18:00	11	11	0	0	0
19:00	5	5	0	0	0
20:00	9	9	0	0	0
21:00	3	3	0	0	0
22:00	2	2	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	162	137	22	2	1
16H(6-22)	181	156	22	2	1
18H(6-24)	183	158	22	2	1
24H(0-24)	185	160	22	2	1
AM Peak	09:00	09:00	10:00	00:00	00:00
	16	15	6	0	0
PM Peak	15:00	15:00	16:00	15:00	14:00
	22	20	3	1	1

Paul Castle Associates

Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

10/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	1	1	0	0	0
07:00	5	4	1	0	0
08:00	8	7	1	0	0
09:00	5	4	1	0	0
10:00	7	6	1	0	0
11:00	8	8	0	0	0
12:00	6	5	1	0	0
13:00	6	6	0	0	0
14:00	2	2	0	0	0
15:00	4	4	0	0	0
16:00	2	2	0	0	0
17:00	5	3	2	0	0
18:00	5	5	0	0	0
19:00	4	4	0	0	0
20:00	3	2	1	0	0
21:00	1	1	0	0	0
22:00	3	0	3	0	0
23:00	4	1	3	0	0
Total					
12H(7-19)	63	56	7	0	0
16H(6-22)	72	64	8	0	0
18H(6-24)	79	65	14	0	0
24H(0-24)	80	66	14	0	0
AM Peak	08:00	11:00	07:00	00:00	00:00
	8	8	1	0	0
PM Peak	12:00	13:00	22:00	12:00	12:00
	6	6	3	0	0

Paul Castle Associates

Direction: Northwestbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	5	4	1	0	0
08:00	6	4	2	0	0
09:00	2	2	0	0	0
10:00	10	8	2	0	0
11:00	6	6	0	0	0
12:00	9	9	0	0	0
13:00	3	3	0	0	0
14:00	7	6	1	0	0
15:00	3	3	0	0	0
16:00	5	4	1	0	0
17:00	2	0	2	0	0
18:00	5	5	0	0	0
19:00	3	3	0	0	0
20:00	0	0	0	0	0
21:00	1	1	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	63	54	9	0	0
16H(6-22)	67	58	9	0	0
18H(6-24)	67	58	9	0	0
24H(0-24)	68	59	9	0	0
AM Peak	10:00	10:00	08:00	00:00	00:00
	10	8	2	0	0
PM Peak	12:00	12:00	17:00	12:00	12:00
	9	9	2	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	1	1	0	0	0
07:00	10	8	2	0	0
08:00	14	11	3	0	0
09:00	7	6	1	0	0
10:00	17	14	3	0	0
11:00	14	14	0	0	0
12:00	15	14	1	0	0
13:00	9	9	0	0	0
14:00	9	8	1	0	0
15:00	7	7	0	0	0
16:00	7	6	1	0	0
17:00	7	3	4	0	0
18:00	10	10	0	0	0
19:00	7	7	0	0	0
20:00	3	2	1	0	0
21:00	2	2	0	0	0
22:00	3	0	3	0	0
23:00	4	1	3	0	0
Total					
12H(7-19)	126	110	16	0	0
16H(6-22)	139	122	17	0	0
18H(6-24)	146	123	23	0	0
24H(0-24)	148	125	23	0	0
AM Peak	10:00	10:00	08:00	00:00	00:00
	17	14	3	0	0
PM Peak	12:00	12:00	17:00	12:00	12:00
	15	14	4	0	0

Paul Castle Associates

Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

11/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	1	1	0	0	0
07:00	1	1	0	0	0
08:00	5	4	1	0	0
09:00	9	8	1	0	0
10:00	6	5	0	1	0
11:00	12	11	1	0	0
12:00	7	5	2	0	0
13:00	5	3	2	0	0
14:00	5	5	0	0	0
15:00	5	5	0	0	0
16:00	5	4	1	0	0
17:00	10	9	0	1	0
18:00	4	4	0	0	0
19:00	2	2	0	0	0
20:00	3	3	0	0	0
21:00	2	2	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	74	64	8	2	0
16H(6-22)	82	72	8	2	0
18H(6-24)	83	73	8	2	0
24H(0-24)	84	74	8	2	0
AM Peak	11:00	11:00	08:00	10:00	00:00
	12	11	1	1	0
PM Peak	17:00	17:00	12:00	17:00	12:00
	10	9	2	1	0

Paul Castle Associates

Direction: Northwestbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	2	1	1	0	0
03:00	5	0	5	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	1	1	0	0	0
07:00	1	1	0	0	0
08:00	4	3	1	0	0
09:00	6	5	1	0	0
10:00	3	3	0	0	0
11:00	11	11	0	0	0
12:00	5	5	0	0	0
13:00	6	5	1	0	0
14:00	3	3	0	0	0
15:00	4	4	0	0	0
16:00	11	8	2	1	0
17:00	6	6	0	0	0
18:00	4	4	0	0	0
19:00	3	3	0	0	0
20:00	1	1	0	0	0
21:00	0	0	0	0	0
22:00	3	3	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	64	58	5	1	0
16H(6-22)	69	63	5	1	0
18H(6-24)	72	66	5	1	0
24H(0-24)	79	67	11	1	0
AM Peak	11:00	11:00	03:00	00:00	00:00
	11	11	5	0	0
PM Peak	16:00	16:00	16:00	16:00	12:00
	11	8	2	1	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	2	1	1	0	0
03:00	5	0	5	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	2	2	0	0	0
07:00	2	2	0	0	0
08:00	9	7	2	0	0
09:00	15	13	2	0	0
10:00	9	8	0	1	0
11:00	23	22	1	0	0
12:00	12	10	2	0	0
13:00	11	8	3	0	0
14:00	8	8	0	0	0
15:00	9	9	0	0	0
16:00	16	12	3	1	0
17:00	16	15	0	1	0
18:00	8	8	0	0	0
19:00	5	5	0	0	0
20:00	4	4	0	0	0
21:00	2	2	0	0	0
22:00	4	4	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	138	122	13	3	0
16H(6-22)	151	135	13	3	0
18H(6-24)	155	139	13	3	0
24H(0-24)	163	141	19	3	0
AM Peak	11:00	11:00	03:00	10:00	00:00
	23	22	5	1	0
PM Peak	16:00	17:00	13:00	16:00	12:00
	16	15	3	1	0

Paul Castle Associates

Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

12/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	2	2	0	0	0
06:00	0	0	0	0	0
07:00	2	2	0	0	0
08:00	10	10	0	0	0
09:00	5	4	1	0	0
10:00	13	10	3	0	0
11:00	10	9	0	0	1
12:00	10	8	2	0	0
13:00	8	7	1	0	0
14:00	9	7	2	0	0
15:00	3	3	0	0	0
16:00	5	4	1	0	0
17:00	7	7	0	0	0
18:00	7	7	0	0	0
19:00	4	4	0	0	0
20:00	3	1	2	0	0
21:00	2	2	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	89	78	10	0	1
16H(6-22)	98	85	12	0	1
18H(6-24)	99	86	12	0	1
24H(0-24)	101	88	12	0	1
AM Peak	10:00	08:00	10:00	00:00	11:00
	13	10	3	0	1
PM Peak	12:00	12:00	12:00	12:00	12:00
	10	8	2	0	0

Paul Castle Associates

Direction: Northwestbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	2	2	0	0	0
07:00	1	1	0	0	0
08:00	7	6	1	0	0
09:00	6	5	1	0	0
10:00	9	6	3	0	0
11:00	12	10	2	0	0
12:00	11	9	1	0	1
13:00	8	6	2	0	0
14:00	7	6	1	0	0
15:00	2	2	0	0	0
16:00	3	2	1	0	0
17:00	8	7	1	0	0
18:00	5	5	0	0	0
19:00	2	1	0	1	0
20:00	4	4	0	0	0
21:00	1	1	0	0	0
22:00	2	2	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	79	65	13	0	1
16H(6-22)	88	73	13	1	1
18H(6-24)	90	75	13	1	1
24H(0-24)	91	76	13	1	1
AM Peak	11:00	11:00	10:00	00:00	00:00
	12	10	3	0	0
PM Peak	12:00	12:00	13:00	19:00	12:00
	11	9	2	1	1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	3	3	0	0	0
06:00	2	2	0	0	0
07:00	3	3	0	0	0
08:00	17	16	1	0	0
09:00	11	9	2	0	0
10:00	22	16	6	0	0
11:00	22	19	2	0	1
12:00	21	17	3	0	1
13:00	16	13	3	0	0
14:00	16	13	3	0	0
15:00	5	5	0	0	0
16:00	8	6	2	0	0
17:00	15	14	1	0	0
18:00	12	12	0	0	0
19:00	6	5	0	1	0
20:00	7	5	2	0	0
21:00	3	3	0	0	0
22:00	3	3	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	168	143	23	0	2
16H(6-22)	186	158	25	1	2
18H(6-24)	189	161	25	1	2
24H(0-24)	192	164	25	1	2
AM Peak	10:00	11:00	10:00	00:00	11:00
	22	19	6	0	1
PM Peak	12:00	12:00	12:00	19:00	12:00
	21	17	3	1	1

Paul Castle Associates

Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

06/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
05:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
07:00	3	31.6	20.8	10.4	0	1	1	0	0	1	0	0	0	0	0	0
08:00	6	34.8	27.5	7.1	0	0	1	1	2	1	1	0	0	0	0	0
09:00	13	30.2	24.0	5.9	0	1	1	6	4	0	1	0	0	0	0	0
10:00	10	34.4	25.5	8.6	0	2	1	0	4	2	1	0	0	0	0	0
11:00	4	24.8	17.5	7.1	0	2	1	0	1	0	0	0	0	0	0	0
12:00	7	35.4	24.6	10.4	0	2	1	0	1	2	1	0	0	0	0	0
13:00	5	24.2	18.5	5.5	0	1	3	0	1	0	0	0	0	0	0	0
14:00	6	33.5	25.0	8.2	0	1	1	0	2	2	0	0	0	0	0	0
15:00	4	36.1	26.3	9.5	0	1	0	0	1	2	0	0	0	0	0	0
16:00	10	37.8	29.0	8.5	0	1	0	2	2	3	1	1	0	0	0	0
17:00	7	29.5	19.7	9.4	1	1	3	0	0	2	0	0	0	0	0	0
18:00	5	35.8	31.5	4.2	0	0	0	0	2	2	1	0	0	0	0	0
19:00	3	35.2	29.2	5.8	0	0	0	1	0	2	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	3	32.7	27.5	5.0	0	0	0	1	1	1	0	0	0	0	0	0
22:00	1	-	52.5	-	0	0	0	0	0	0	0	0	0	1	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	14	32.3	23.2	8.7	0	4	2	0	5	2	1	0	0	0	0	0
2H(14-16)	10	34.0	25.5	8.2	0	2	1	0	3	4	0	0	0	0	0	0
12H(7-19)	80	33.2	24.6	8.3	1	13	13	9	20	17	6	1	0	0	0	0
24H(0-24)	90	34.0	25.2	8.5	1	13	13	13	21	21	6	1	0	1	0	0
AM Peak	09:00	08:00	06:00	07:00	00:00	10:00	07:00	09:00	09:00	10:00	08:00	00:00	00:00	00:00	00:00	00:00
	13	**34.8**	**32.5**	**10.4**	**0**	**2**	**1**	**6**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**
PM Peak	16:00	16:00	22:00	12:00	17:00	12:00	13:00	16:00	14:00	16:00	12:00	16:00	12:00	22:00	12:00	12:00
	10	**37.8**	**52.5**	**10.4**	**1**	**2**	**3**	**2**	**2**	**3**	**1**	**1**	**0**	**1**	**0**	**0**

Direction: Northwestbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	3	40.0	29.2	10.4	0	0	1	0	0	1	1	0	0	0	0	0
07:00	1	-	47.5	-	0	0	0	0	0	0	0	0	1	0	0	0
08:00	5	29.8	22.5	7.1	0	1	1	0	3	0	0	0	0	0	0	0
09:00	3	22.7	17.5	5.0	0	1	1	1	0	0	0	0	0	0	0	0
10:00	7	28.8	21.1	7.5	0	2	1	2	1	1	0	0	0	0	0	0
11:00	6	30.5	20.8	9.3	0	3	0	0	2	1	0	0	0	0	0	0
12:00	7	32.7	21.9	10.5	1	1	1	2	0	1	1	0	0	0	0	0
13:00	8	36.0	25.1	10.6	1	0	2	1	1	1	2	0	0	0	0	0
14:00	8	28.9	20.6	8.0	0	3	1	1	2	1	0	0	0	0	0	0
15:00	5	36.4	23.5	12.4	0	2	0	1	1	0	0	1	0	0	0	0
16:00	6	33.6	26.7	6.6	0	0	1	1	3	0	1	0	0	0	0	0
17:00	10	32.9	25.5	7.1	0	1	1	2	4	1	1	0	0	0	0	0
18:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
19:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
20:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	13	29.3	21.0	8.0	0	5	1	2	3	2	0	0	0	0	0	0
2H(14-16)	13	31.6	21.7	9.5	0	5	1	2	3	1	0	1	0	0	0	0
12H(7-19)	67	32.5	23.3	8.9	2	14	9	11	18	6	5	1	1	0	0	0
24H(0-24)	72	32.9	23.6	9.0	2	15	10	11	18	8	6	1	1	0	0	0
AM Peak	10:00	06:00	07:00	06:00	00:00	11:00	06:00	10:00	08:00	06:00	06:00	00:00	07:00	00:00	00:00	00:00
	7	**40.0**	**47.5**	**10.4**	**0**	**3**	**1**	**2**	**3**	**1**	**1**	**0**	**1**	**0**	**0**	**0**
PM Peak	17:00	15:00	19:00	15:00	12:00	14:00	13:00	12:00	17:00	12:00	13:00	15:00	12:00	12:00	12:00	12:00
	10	**36.4**	**32.5**	**12.4**	**1**	**3**	**2**	**2**	**4**	**1**	**2**	**1**	**0**	**0**	**0**	**0**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
05:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	4	39.0	30.0	8.7	0	0	1	0	0	2	1	0	0	0	0	0
07:00	4	43.9	27.5	15.8	0	1	1	0	0	1	0	0	1	0	0	0
08:00	11	32.7	25.2	7.2	0	1	2	1	5	1	1	0	0	0	0	0
09:00	16	29.2	22.8	6.2	0	2	2	7	4	0	1	0	0	0	0	0
10:00	17	32.2	23.7	8.2	0	4	2	2	5	3	1	0	0	0	0	0
11:00	10	28.0	19.5	8.2	0	5	1	0	3	1	0	0	0	0	0	0
12:00	14	33.7	23.3	10.1	1	3	2	2	1	3	2	0	0	0	0	0
13:00	13	32.2	22.5	9.3	1	1	5	1	2	1	2	0	0	0	0	0
14:00	14	30.9	22.5	8.1	0	4	2	1	4	3	0	0	0	0	0	0
15:00	9	35.7	24.7	10.6	0	3	0	1	2	2	0	1	0	0	0	0
16:00	16	36.1	28.1	7.7	0	1	1	3	5	3	2	1	0	0	0	0
17:00	17	31.8	23.1	8.4	1	2	4	2	4	3	1	0	0	0	0	0
18:00	6	35.1	30.8	4.1	0	0	0	0	3	2	1	0	0	0	0	0
19:00	4	35.2	30.0	5.0	0	0	0	1	0	3	0	0	0	0	0	0
20:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
21:00	3	32.7	27.5	5.0	0	0	0	1	1	1	0	0	0	0	0	0
22:00	1	-	52.5	-	0	0	0	0	0	0	0	0	0	1	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total 2H(10-12)	27	30.7	22.1	8.3	0	9	3	2	8	4	1	0	0	0	0	0
2H(14-16)	23	32.7	23.4	9.0	0	7	2	2	6	5	0	1	0	0	0	0
12H(7-19)	147	32.9	24.0	8.6	3	27	22	20	38	23	11	2	1	0	0	0
24H(0-24)	162	33.5	24.5	8.7	3	28	23	24	39	29	12	2	1	1	0	0
AM Peak	10:00	07:00	06:00	07:00	00:00	11:00	08:00	09:00	08:00	10:00	06:00	00:00	07:00	00:00	00:00	00:00
	17	**43.9**	**30.0**	**15.8**	**0**	**5**	**2**	**7**	**5**	**3**	**1**	**0**	**1**	**0**	**0**	**0**
PM Peak	17:00	16:00	22:00	15:00	12:00	14:00	13:00	16:00	16:00	12:00	12:00	15:00	12:00	22:00	12:00	12:00
	17	**36.1**	**52.5**	**10.6**	**1**	**4**	**5**	**3**	**5**	**3**	**2**	**1**	**0**	**1**	**0**	**0**

Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

07/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	-	42.5	-	0	0	0	0	0	0	0	1	0	0	0	0
08:00	5	37.8	33.5	4.2	0	0	0	0	1	2	2	0	0	0	0	0
09:00	4	30.1	21.3	8.5	0	1	1	1	0	1	0	0	0	0	0	0
10:00	4	36.7	30.0	6.5	0	0	0	1	1	1	1	0	0	0	0	0
11:00	8	23.3	16.9	6.2	0	5	0	2	1	0	0	0	0	0	0	0
12:00	5	32.1	21.5	10.2	0	2	1	0	0	2	0	0	0	0	0	0
13:00	6	40.0	31.7	8.0	0	0	0	2	0	2	1	1	0	0	0	0
14:00	7	45.0	33.2	11.3	0	1	0	0	1	2	1	1	1	0	0	0
15:00	5	34.8	27.5	7.1	0	0	1	1	0	3	0	0	0	0	0	0
16:00	4	41.7	28.8	12.5	0	1	0	0	1	1	0	1	0	0	0	0
17:00	5	36.2	25.5	10.4	0	1	1	0	1	1	1	0	0	0	0	0
18:00	4	36.2	31.3	4.8	0	0	0	0	2	1	1	0	0	0	0	0
19:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
20:00	2	37.5	37.5	0.0	0	0	0	0	0	0	2	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total 2H(10-12)	12	30.4	21.3	8.8	0	5	0	3	2	1	1	0	0	0	0	0
2H(14-16)	12	41.0	30.8	9.8	0	1	1	1	1	5	1	1	1	0	0	0
12H(7-19)	58	37.5	27.3	9.8	0	11	4	7	8	16	7	4	1	0	0	0
24H(0-24)	65	37.4	27.5	9.5	0	11	5	8	10	17	9	4	1	0	0	0
AM Peak	11:00	08:00	07:00	09:00	00:00	11:00	09:00	11:00	00:00	08:00	08:00	07:00	00:00	00:00	00:00	00:00
	8	**37.8**	**42.5**	**8.5**	**0**	**5**	**1**	**2**	**1**	**2**	**2**	**1**	**0**	**0**	**0**	**0**
PM Peak	14:00	14:00	20:00	16:00	12:00	12:00	12:00	13:00	18:00	15:00	20:00	13:00	14:00	12:00	12:00	12:00
	7	**45.0**	**37.5**	**12.5**	**0**	**2**	**1**	**2**	**2**	**3**	**2**	**1**	**1**	**0**	**0**	**0**

Direction: Northwestbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	41.0	30.0	10.6	0	0	0	1	0	0	1	0	0	0	0	0
07:00	1	-	42.5	-	0	0	0	0	0	0	0	1	0	0	0	0
08:00	4	37.0	27.5	9.1	0	0	1	1	0	1	1	0	0	0	0	0
09:00	6	34.4	24.2	9.8	0	2	0	1	0	3	0	0	0	0	0	0
10:00	6	29.4	23.3	5.8	0	1	0	2	3	0	0	0	0	0	0	0
11:00	8	34.0	26.3	7.4	0	1	0	2	3	1	1	0	0	0	0	0
12:00	9	32.9	23.1	9.5	0	2	3	0	1	2	1	0	0	0	0	0
13:00	6	37.6	25.0	12.1	0	2	1	0	0	1	2	0	0	0	0	0
14:00	3	51.8	30.8	20.2	0	1	0	0	1	0	0	0	0	1	0	0
15:00	5	33.8	27.5	6.1	0	0	1	0	2	2	0	0	0	0	0	0
16:00	6	34.8	27.5	7.1	0	0	1	1	2	1	1	0	0	0	0	0
17:00	2	32.5	32.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
18:00	2	22.5	22.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
19:00	2	33.7	30.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total 2H(10-12)	14	32.0	25.0	6.7	0	2	0	4	6	1	1	0	0	0	0	0
2H(14-16)	8	41.1	28.8	11.9	0	1	1	0	3	2	0	0	0	1	0	0
12H(7-19)	58	35.3	26.0	9.0	0	9	7	9	12	13	6	1	0	1	0	0
24H(0-24)	63	35.4	26.3	8.8	0	9	7	10	14	14	7	1	0	1	0	0
AM Peak	11:00	06:00	07:00	06:00	00:00	09:00	08:00	10:00	10:00	09:00	06:00	07:00	00:00	00:00	00:00	00:00
	8	**41.0**	**42.5**	**10.6**	**0**	**2**	**1**	**2**	**3**	**3**	**1**	**1**	**0**	**0**	**0**	**0**
PM Peak	12:00	14:00	17:00	14:00	12:00	12:00	12:00	18:00	15:00	12:00	13:00	12:00	12:00	14:00	12:00	12:00
	9	**51.8**	**32.5**	**20.2**	**0**	**2**	**3**	**2**	**2**	**2**	**2**	**0**	**0**	**1**	**0**	**0**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	2	41.0	30.0	10.6	0	0	0	1	0	0	1	0	0	0	0	0
07:00	2	42.5	42.5	0.0	0	0	0	0	0	0	0	2	0	0	0	0
08:00	9	38.2	30.8	7.1	0	0	1	1	1	3	3	0	0	0	0	0
09:00	10	32.3	23.0	9.0	0	3	1	2	0	4	0	0	0	0	0	0
10:00	10	32.9	26.0	6.7	0	1	0	3	4	1	1	0	0	0	0	0
11:00	16	30.1	21.6	8.2	0	6	0	4	4	1	1	0	0	0	0	0
12:00	14	32.2	22.5	9.4	0	4	4	0	1	4	1	0	0	0	0	0
13:00	12	39.1	28.3	10.4	0	2	1	2	0	3	3	1	0	0	0	0
14:00	10	46.3	32.5	13.3	0	2	0	0	2	2	1	1	1	1	0	0
15:00	10	34.0	27.5	6.2	0	0	2	1	2	5	0	0	0	0	0	0
16:00	10	37.3	28.0	9.0	0	1	1	1	3	2	1	1	0	0	0	0
17:00	7	37.0	27.5	9.1	0	1	1	0	1	3	1	0	0	0	0	0
18:00	6	34.4	28.3	5.8	0	0	0	2	2	1	1	0	0	0	0	0
19:00	3	33.7	25.8	7.6	0	0	1	0	1	1	0	0	0	0	0	0
20:00	2	37.5	37.5	0.0	0	0	0	0	0	0	2	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total 2H(10-12)	26	31.4	23.3	7.8	0	7	0	7	8	2	2	0	0	0	0	0
2H(14-16)	20	40.8	30.0	10.5	0	2	2	1	4	7	1	1	1	1	0	0
12H(7-19)	116	36.4	26.7	9.4	0	20	11	16	20	29	13	5	1	1	0	0
24H(0-24)	128	36.4	26.9	9.1	0	20	12	18	24	31	16	5	1	1	0	0
AM Peak	11:00	07:00	07:00	06:00	00:00	11:00	08:00	11:00	10:00	09:00	08:00	07:00	00:00	00:00	00:00	00:00
	16	**42.5**	**42.5**	**10.6**	**0**	**6**	**1**	**4**	**4**	**4**	**3**	**2**	**0**	**0**	**0**	**0**
PM Peak	12:00	14:00	20:00	14:00	12:00	12:00	12:00	13:00	16:00	15:00	13:00	13:00	14:00	14:00	12:00	12:00
	14	**46.3**	**37.5**	**13.3**	**0**	**4**	**4**	**2**	**3**	**5**	**3**	**1**	**1**	**1**	**0**	**0**

Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

08/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	22.5	22.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
06:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
07:00	3	37.7	32.5	5.0	0	0	0	0	1	1	1	0	0	0	0	0
08:00	5	44.4	31.5	12.4	0	0	0	2	1	1	0	0	0	1	0	0
09:00	4	36.7	30.0	6.5	0	0	0	1	1	1	1	0	0	0	0	0
10:00	12	32.5	22.1	10.0	1	4	0	1	3	2	1	0	0	0	0	0
11:00	7	30.4	25.4	4.9	0	0	1	2	3	1	0	0	0	0	0	0
12:00	5	36.4	23.5	12.4	0	2	0	1	1	0	0	1	0	0	0	0
13:00	6	40.2	27.5	12.2	0	1	1	0	2	1	0	0	1	0	0	0
14:00	10	37.6	27.5	9.7	0	2	0	1	3	2	1	1	0	0	0	0
15:00	2	51.0	40.0	10.6	0	0	0	0	0	1	0	0	1	0	0	0
16:00	5	36.4	30.5	5.7	0	0	0	1	1	2	1	0	0	0	0	0
17:00	8	33.2	23.8	9.2	0	2	1	1	2	1	1	0	0	0	0	0
18:00	3	41.5	32.5	8.7	0	0	0	1	0	0	2	0	0	0	0	0
19:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
20:00	2	37.2	22.5	14.1	0	1	0	0	0	1	0	0	0	0	0	0
21:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
22:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	19	32.1	23.3	8.5	1	4	1	3	6	3	1	0	0	0	0	0
2H(14-16)	12	40.5	29.6	10.5	0	2	0	1	3	3	1	1	1	0	0	0
12H(7-19)	70	37.1	27.1	9.6	1	11	3	11	18	13	8	2	2	1	0	0
24H(0-24)	78	36.7	26.9	9.4	1	12	3	14	19	16	8	2	2	1	0	0
AM Peak	10:00	08:00	06:00	08:00	10:00	10:00	11:00	05:00	10:00	10:00	07:00	00:00	00:00	08:00	00:00	00:00
	12	**44.4**	**32.5**	**12.4**	**1**	**4**	**1**	**2**	**3**	**2**	**1**	**0**	**0**	**1**	**0**	**0**
PM Peak	14:00	15:00	15:00	20:00	12:00	12:00	13:00	12:00	14:00	14:00	18:00	12:00	13:00	12:00	12:00	12:00
	10	**51.0**	**40.0**	**14.1**	**0**	**2**	**1**	**1**	**3**	**2**	**2**	**1**	**1**	**0**	**0**	**0**

Direction: Northwestbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
07:00	2	32.5	32.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
08:00	6	39.2	25.8	12.9	0	1	2	0	1	1	0	0	1	0	0	0
09:00	4	29.8	22.5	7.1	0	0	2	1	0	1	0	0	0	0	0	0
10:00	3	33.8	30.8	2.9	0	0	0	0	1	2	0	0	0	0	0	0
11:00	10	27.4	20.0	7.2	0	4	1	1	4	0	0	0	0	0	0	0
12:00	4	30.1	21.3	8.5	0	1	1	1	0	1	0	0	0	0	0	0
13:00	5	37.5	24.5	12.5	0	2	0	1	0	0	2	0	0	0	0	0
14:00	10	33.5	25.0	8.2	0	2	0	3	2	2	1	0	0	0	0	0
15:00	4	27.8	21.3	6.3	0	1	0	2	1	0	0	0	0	0	0	0
16:00	4	33.7	28.8	4.8	0	0	0	1	1	2	0	0	0	0	0	0
17:00	7	33.2	25.4	7.6	0	1	0	3	0	3	0	0	0	0	0	0
18:00	4	41.0	26.4	14.1	1	0	0	1	0	0	2	0	0	0	0	0
19:00	2	32.5	32.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
20:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
21:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	13	30.7	22.5	7.9	0	4	1	1	5	2	0	0	0	0	0	0
2H(14-16)	14	31.9	23.9	7.7	0	3	0	5	3	2	1	0	0	0	0	0
12H(7-19)	63	33.5	24.5	8.7	1	12	6	14	10	14	5	0	1	0	0	0
24H(0-24)	69	33.8	24.9	8.6	1	12	6	16	11	16	6	0	1	0	0	0
AM Peak	11:00	08:00	06:00	08:00	00:00	11:00	08:00	09:00	11:00	07:00	06:00	00:00	08:00	00:00	00:00	00:00
	10	**39.2**	**37.5**	**12.9**	**0**	**4**	**2**	**1**	**4**	**2**	**1**	**0**	**1**	**0**	**0**	**0**
PM Peak	14:00	18:00	19:00	18:00	18:00	13:00	12:00	14:00	14:00	17:00	13:00	12:00	12:00	12:00	12:00	12:00
	10	**41.0**	**32.5**	**14.1**	**1**	**2**	**1**	**3**	**2**	**3**	**2**	**0**	**0**	**0**	**0**	**0**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	22.5	22.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
06:00	2	38.7	35.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0
07:00	5	36.2	32.5	3.5	0	0	0	0	1	3	1	0	0	0	0	0
08:00	11	41.3	28.4	12.4	0	1	2	2	2	2	0	0	1	1	0	0
09:00	8	34.0	26.3	7.4	0	0	2	2	1	2	1	0	0	0	0	0
10:00	15	33.9	23.9	9.7	1	4	0	1	4	4	1	0	0	0	0	0
11:00	17	29.2	22.2	6.7	0	4	2	3	7	1	0	0	0	0	0	0
12:00	9	33.2	22.5	10.3	0	3	1	2	1	1	0	1	0	0	0	0
13:00	11	38.4	26.1	11.9	0	3	1	1	2	1	2	0	1	0	0	0
14:00	20	35.4	26.3	8.9	0	4	0	4	5	4	2	1	0	0	0	0
15:00	6	39.8	27.5	11.8	0	1	0	2	1	1	0	0	1	0	0	0
16:00	9	35.0	29.7	5.1	0	0	0	2	2	4	1	0	0	0	0	0
17:00	15	33.0	24.5	8.2	0	3	1	4	2	4	1	0	0	0	0	0
18:00	7	41.1	29.0	11.7	1	0	0	2	0	0	4	0	0	0	0	0
19:00	3	33.8	30.8	2.9	0	0	0	0	1	2	0	0	0	0	0	0
20:00	4	32.6	23.8	8.5	0	1	0	1	1	1	0	0	0	0	0	0
21:00	2	34.8	27.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
22:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	32	31.4	23.0	8.1	1	8	2	4	11	5	1	0	0	0	0	0
2H(14-16)	26	36.3	26.5	9.4	0	5	0	6	6	5	2	1	1	0	0	0
12H(7-19)	133	35.5	25.9	9.3	2	23	9	25	28	27	13	2	3	1	0	0
24H(0-24)	147	35.4	26.0	9.0	2	24	9	30	30	32	14	2	3	1	0	0
AM Peak	11:00	08:00	06:00	08:00	10:00	10:00	08:00	11:00	11:00	10:00	06:00	00:00	08:00	08:00	00:00	00:00
	17	**41.3**	**35.0**	**12.4**	**1**	**4**	**2**	**3**	**7**	**4**	**1**	**0**	**1**	**1**	**0**	**0**
PM Peak	14:00	18:00	19:00	13:00	18:00	14:00	12:00	14:00	14:00	14:00	18:00	12:00	13:00	12:00	12:00	12:00
	20	**41.1**	**30.8**	**11.9**	**1**	**4**	**1**	**4**	**5**	**4**	**4**	**1**	**1**	**0**	**0**	**0**

Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

09/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	34.8	27.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
06:00	1	-	8.0	-	1	0	0	0	0	0	0	0	0	0	0	0
07:00	3	32.7	27.5	5.0	0	0	0	1	1	1	0	0	0	0	0	0
08:00	6	36.4	25.9	10.2	1	0	0	1	2	1	1	0	0	0	0	0
09:00	8	34.0	26.3	7.4	0	1	1	0	3	3	0	0	0	0	0	0
10:00	5	39.7	28.5	10.8	0	1	0	0	2	1	0	1	0	0	0	0
11:00	7	29.9	21.1	8.5	0	2	1	3	0	0	1	0	0	0	0	0
12:00	7	33.8	26.1	7.5	0	0	2	1	2	1	1	0	0	0	0	0
13:00	8	32.9	22.5	10.0	0	1	4	1	0	1	0	1	0	0	0	0
14:00	8	42.8	33.8	8.8	0	0	1	0	2	0	3	2	0	0	0	0
15:00	12	40.7	28.8	11.5	0	2	0	3	2	2	1	0	2	0	0	0
16:00	9	33.8	23.1	10.3	1	1	1	3	1	1	0	1	0	0	0	0
17:00	8	35.0	24.4	10.2	1	0	1	3	1	1	0	1	0	0	0	0
18:00	3	42.9	32.5	10.0	0	0	0	1	0	1	0	1	0	0	0	0
19:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
20:00	6	31.2	22.5	8.4	0	1	2	1	0	2	0	0	0	0	0	0
21:00	3	33.8	30.8	2.9	0	0	0	0	1	2	0	0	0	0	0	0
22:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	12	34.4	24.2	9.8	0	3	1	3	2	1	1	1	0	0	0	0
2H(14-16)	20	41.7	30.8	10.5	0	2	1	3	4	2	4	2	2	0	0	0
12H(7-19)	84	36.4	26.4	9.7	3	8	11	17	16	13	7	7	2	0	0	0
24H(0-24)	98	36.0	26.2	9.5	4	9	13	19	18	19	7	7	2	0	0	0
AM Peak	09:00	10:00	10:00	10:00	06:00	11:00	09:00	11:00	09:00	09:00	08:00	10:00	00:00	00:00	00:00	00:00
	8	**39.7**	**28.5**	**10.8**	**1**	**2**	**1**	**3**	**3**	**3**	**1**	**1**	**0**	**0**	**0**	**0**
PM Peak	15:00	18:00	14:00	15:00	16:00	15:00	13:00	15:00	12:00	15:00	14:00	14:00	15:00	12:00	12:00	12:00
	12	**42.9**	**33.8**	**11.5**	**1**	**2**	**4**	**3**	**2**	**2**	**3**	**2**	**2**	**0**	**0**	**0**

Direction: Northwestbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
07:00	2	46.0	35.0	10.6	0	0	0	0	1	0	0	1	0	0	0	0
08:00	4	31.7	25.0	6.5	0	0	1	1	1	1	0	0	0	0	0	0
09:00	8	27.3	20.0	7.1	0	2	3	1	1	1	0	0	0	0	0	0
10:00	6	27.7	21.7	5.8	0	1	1	2	2	0	0	0	0	0	0	0
11:00	8	33.6	23.1	10.2	0	2	2	1	1	0	2	0	0	0	0	0
12:00	4	34.9	25.0	9.6	0	0	2	0	1	0	1	0	0	0	0	0
13:00	3	30.2	24.2	5.8	0	0	1	0	2	0	0	0	0	0	0	0
14:00	8	34.3	24.4	9.6	0	1	3	0	2	0	2	0	0	0	0	0
15:00	10	40.4	28.5	11.5	0	1	2	1	2	1	1	1	1	0	0	0
16:00	8	28.8	20.0	8.5	0	2	4	0	1	0	1	0	0	0	0	0
17:00	9	28.1	19.2	8.6	1	3	1	1	2	1	0	0	0	0	0	0
18:00	8	31.5	21.3	9.8	1	1	2	2	0	1	1	0	0	0	0	0
19:00	4	43.6	33.8	9.5	0	0	0	0	2	1	0	0	1	0	0	0
20:00	3	41.2	27.5	13.2	0	0	1	1	0	0	0	1	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	14	31.1	22.5	8.3	0	3	3	3	3	0	2	0	0	0	0	0
2H(14-16)	18	37.7	26.7	10.6	0	2	5	1	4	1	3	1	1	0	0	0
12H(7-19)	78	32.5	23.1	9.1	2	13	22	9	16	5	8	2	1	0	0	0
24H(0-24)	87	33.5	23.7	9.4	2	14	23	10	18	7	8	3	2	0	0	0
AM Peak	09:00	07:00	07:00	07:00	00:00	09:00	09:00	10:00	10:00	06:00	11:00	07:00	00:00	00:00	00:00	00:00
	8	**46.0**	**35.0**	**10.6**	**0**	**2**	**3**	**2**	**2**	**1**	**2**	**1**	**0**	**0**	**0**	**0**
PM Peak	15:00	19:00	19:00	20:00	17:00	17:00	16:00	18:00	13:00	15:00	14:00	15:00	15:00	12:00	12:00	12:00
	10	**43.6**	**33.8**	**13.2**	**1**	**3**	**4**	**2**	**2**	**1**	**2**	**1**	**1**	**0**	**0**	**0**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	34.8	27.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
06:00	2	38.2	20.3	17.3	1	0	0	0	0	1	0	0	0	0	0	0
07:00	5	38.4	30.5	7.6	0	0	0	1	2	1	0	1	0	0	0	0
08:00	10	34.3	25.6	8.4	1	0	1	2	3	2	1	0	0	0	0	0
09:00	16	31.1	23.1	7.7	0	3	4	1	4	4	0	0	0	0	0	0
10:00	11	33.9	24.8	8.8	0	2	1	2	4	1	0	1	0	0	0	0
11:00	15	31.7	22.2	9.2	0	4	3	4	1	0	3	0	0	0	0	0
12:00	11	33.8	25.7	7.8	0	0	4	1	3	1	2	0	0	0	0	0
13:00	11	32.1	23.0	8.8	0	1	5	1	2	1	0	1	0	0	0	0
14:00	16	39.5	29.1	10.1	0	1	4	0	4	0	5	2	0	0	0	0
15:00	22	40.3	28.6	11.2	0	3	2	4	4	3	2	1	3	0	0	0
16:00	17	31.3	21.6	9.3	1	3	5	3	2	1	1	1	0	0	0	0
17:00	17	31.5	21.7	9.5	2	3	2	4	3	2	0	1	0	0	0	0
18:00	11	35.5	24.4	10.7	1	1	2	3	0	2	1	1	0	0	0	0
19:00	5	42.0	33.5	8.2	0	0	0	0	2	2	0	0	1	0	0	0
20:00	9	34.2	24.2	9.7	0	1	3	2	0	2	0	1	0	0	0	0
21:00	3	33.8	30.8	2.9	0	0	0	0	1	2	0	0	0	0	0	0
22:00	2	31.0	20.0	10.6	0	1	0	0	1	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	26	32.5	23.3	8.9	0	6	4	6	5	1	3	1	0	0	0	0
2H(14-16)	38	39.8	28.8	10.6	0	4	6	4	8	3	7	3	3	0	0	0
12H(7-19)	162	34.7	24.8	9.5	5	21	33	26	32	18	15	9	3	0	0	0
24H(0-24)	185	34.9	25.0	9.5	6	23	36	29	36	26	15	10	4	0	0	0
AM Peak	09:00	07:00	07:00	06:00	06:00	11:00	09:00	11:00	09:00	09:00	11:00	07:00	00:00	00:00	00:00	00:00
	16	**38.4**	**30.5**	**17.3**	**1**	**4**	**4**	**4**	**4**	**4**	**3**	**1**	**0**	**0**	**0**	**0**
PM Peak	15:00	19:00	19:00	15:00	17:00	15:00	13:00	15:00	14:00	15:00	14:00	14:00	15:00	12:00	12:00	12:00
	22	**42.0**	**33.5**	**11.2**	**2**	**3**	**5**	**4**	**4**	**3**	**5**	**2**	**3**	**0**	**0**	**0**

Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

10/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
06:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
07:00	5	32.5	25.5	6.7	0	0	1	2	0	2	0	0	0	0	0	0
08:00	8	37.9	28.1	9.4	0	0	1	3	1	2	0	0	1	0	0	0
09:00	5	33.4	25.5	7.6	0	0	1	2	1	0	1	0	0	0	0	0
10:00	7	38.1	26.9	10.8	1	0	0	2	1	2	0	1	0	0	0	0
11:00	8	38.2	28.8	9.2	0	1	0	2	1	1	3	0	0	0	0	0
12:00	6	38.2	29.2	8.8	0	0	0	3	1	0	1	1	0	0	0	0
13:00	6	30.5	20.8	9.3	0	3	0	0	2	1	0	0	0	0	0	0
14:00	2	37.2	22.5	14.1	0	1	0	0	0	1	0	0	0	0	0	0
15:00	4	38.7	33.8	4.8	0	0	0	0	1	1	2	0	0	0	0	0
16:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
17:00	5	36.4	30.5	5.7	0	0	0	1	1	2	1	0	0	0	0	0
18:00	5	35.8	31.5	4.2	0	0	0	0	2	2	1	0	0	0	0	0
19:00	4	40.5	25.0	15.0	0	2	0	0	0	1	0	1	0	0	0	0
20:00	3	37.1	29.2	7.6	0	0	0	1	1	0	1	0	0	0	0	0
21:00	1	-	42.5	-	0	0	0	0	0	0	0	1	0	0	0	0
22:00	3	36.5	27.5	8.7	0	0	0	2	0	0	1	0	0	0	0	0
23:00	4	26.7	22.5	4.1	0	0	1	2	1	0	0	0	0	0	0	0
Total																
2H(10-12)	15	37.9	27.9	9.6	1	1	0	4	2	3	3	1	0	0	0	0
2H(14-16)	6	39.7	30.0	9.4	0	1	0	0	1	2	2	0	0	0	0	0
12H(7-19)	63	36.2	27.6	8.3	1	5	3	16	12	14	9	2	1	0	0	0
24H(0-24)	80	36.2	27.4	8.5	1	7	4	21	16	15	11	4	1	0	0	0
AM Peak	08:00	11:00	11:00	10:00	10:00	11:00	07:00	08:00	05:00	07:00	11:00	10:00	08:00	00:00	00:00	00:00
	8	**38.2**	**28.8**	**10.8**	**1**	**1**	**1**	**3**	**1**	**2**	**3**	**1**	**1**	**0**	**0**	**0**
PM Peak	12:00	19:00	21:00	19:00	12:00	13:00	23:00	12:00	13:00	17:00	15:00	12:00	12:00	12:00	12:00	12:00
	6	**40.5**	**42.5**	**15.0**	**0**	**3**	**1**	**3**	**2**	**2**	**2**	**1**	**0**	**0**	**0**	**0**

Direction: Northwestbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	52.5	-	0	0	0	0	0	0	0	0	0	1	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	5	33.9	24.5	9.1	0	1	0	2	1	0	1	0	0	0	0	0
08:00	6	37.0	29.2	7.5	0	0	1	0	3	0	2	0	0	0	0	0
09:00	2	29.8	22.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
10:00	10	30.7	23.6	6.9	1	0	0	6	1	2	0	0	0	0	0	0
11:00	6	34.3	25.8	8.2	0	0	2	1	1	1	1	0	0	0	0	0
12:00	9	36.8	27.5	9.0	0	0	1	4	2	0	0	2	0	0	0	0
13:00	3	31.6	20.8	10.4	0	1	1	0	0	1	0	0	0	0	0	0
14:00	7	38.1	26.9	10.8	1	0	0	2	1	2	0	1	0	0	0	0
15:00	3	27.1	19.2	7.6	0	1	1	0	1	0	0	0	0	0	0	0
16:00	5	37.2	31.5	5.5	0	0	0	1	0	3	1	0	0	0	0	0
17:00	2	38.7	35.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0
18:00	5	34.2	28.5	5.5	0	0	0	2	0	3	0	0	0	0	0	0
19:00	3	36.8	30.8	5.8	0	0	0	0	2	0	1	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	1	-	42.5	-	0	0	0	0	0	0	0	1	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	16	31.9	24.4	7.2	1	0	2	7	2	3	1	0	0	0	0	0
2H(14-16)	10	35.2	24.6	10.2	1	1	1	2	2	2	0	1	0	0	0	0
12H(7-19)	63	34.8	26.3	8.1	2	3	7	18	11	13	6	3	0	0	0	0
24H(0-24)	68	36.2	27.1	8.7	2	3	7	18	13	13	7	4	0	1	0	0
AM Peak	10:00	08:00	02:00	07:00	10:00	07:00	11:00	10:00	08:00	10:00	08:00	00:00	00:00	02:00	00:00	00:00
	10	**37.0**	**52.5**	**9.1**	**1**	**1**	**2**	**6**	**3**	**2**	**2**	**0**	**0**	**1**	**0**	**0**
PM Peak	12:00	17:00	21:00	14:00	14:00	13:00	12:00	12:00	12:00	16:00	16:00	12:00	12:00	12:00	12:00	12:00
	9	**38.7**	**42.5**	**10.8**	**1**	**1**	**1**	**4**	**2**	**3**	**1**	**2**	**0**	**0**	**0**	**0**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	52.5	-	0	0	0	0	0	0	0	0	0	1	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
06:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
07:00	10	32.8	25.0	7.5	0	1	1	4	1	2	1	0	0	0	0	0
08:00	14	37.2	28.6	8.4	0	0	2	3	4	2	2	0	1	0	0	0
09:00	7	31.9	24.6	7.0	0	0	2	2	2	0	1	0	0	0	0	0
10:00	17	33.8	24.9	8.6	2	0	0	8	2	4	0	1	0	0	0	0
11:00	14	36.4	27.5	8.5	0	1	2	3	2	2	4	0	0	0	0	0
12:00	15	37.1	28.2	8.6	0	0	1	7	3	0	1	3	0	0	0	0
13:00	9	30.2	20.8	9.0	0	4	1	0	2	2	0	0	0	0	0	0
14:00	9	37.1	25.9	10.8	1	1	0	2	1	3	0	1	0	0	0	0
15:00	7	37.4	27.5	9.6	0	1	1	0	2	1	2	0	0	0	0	0
16:00	7	35.5	29.6	5.7	0	0	0	2	1	3	1	0	0	0	0	0
17:00	7	37.3	31.8	5.3	0	0	0	1	1	3	2	0	0	0	0	0
18:00	10	35.0	30.0	4.9	0	0	0	2	2	5	1	0	0	0	0	0
19:00	7	39.5	27.5	11.5	0	2	0	0	2	1	1	1	0	0	0	0
20:00	3	37.1	29.2	7.6	0	0	0	1	1	0	1	0	0	0	0	0
21:00	2	42.5	42.5	0.0	0	0	0	0	0	0	0	2	0	0	0	0
22:00	3	36.5	27.5	8.7	0	0	0	2	0	0	1	0	0	0	0	0
23:00	4	26.7	22.5	4.1	0	0	1	2	1	0	0	0	0	0	0	0
Total																
2H(10-12)	31	34.9	26.1	8.5	2	1	2	11	4	6	4	1	0	0	0	0
2H(14-16)	16	36.9	26.6	10.0	1	2	1	2	3	4	2	1	0	0	0	0
12H(7-19)	126	35.5	27.0	8.2	3	8	10	34	23	27	15	5	1	0	0	0
24H(0-24)	148	36.2	27.3	8.6	3	10	11	39	29	28	18	8	1	1	0	0
AM Peak	10:00	08:00	02:00	10:00	10:00	07:00	08:00	10:00	08:00	10:00	11:00	10:00	08:00	02:00	00:00	00:00
	17	**37.2**	**52.5**	**8.6**	**2**	**1**	**2**	**8**	**4**	**4**	**4**	**1**	**1**	**1**	**0**	**0**
PM Peak	12:00	21:00	21:00	19:00	14:00	13:00	12:00	12:00	12:00	18:00	15:00	12:00	12:00	12:00	12:00	12:00
	15	**42.5**	**42.5**	**11.5**	**1**	**4**	**1**	**7**	**3**	**5**	**2**	**3**	**0**	**0**	**0**	**0**

Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

11/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
06:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
07:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
08:00	5	32.0	23.5	8.2	0	0	3	0	0	2	0	0	0	0	0	0
09:00	9	38.6	28.1	10.1	0	2	0	0	3	2	1	1	0	0	0	0
10:00	6	28.2	19.2	8.8	0	3	1	0	1	1	0	0	0	0	0	0
11:00	12	23.9	17.1	6.5	1	5	2	2	2	0	0	0	0	0	0	0
12:00	7	29.4	21.8	7.3	0	1	3	0	2	1	0	0	0	0	0	0
13:00	5	34.7	23.5	10.8	0	1	2	0	0	1	1	0	0	0	0	0
14:00	5	35.7	27.5	7.9	0	0	1	1	1	1	1	0	0	0	0	0
15:00	5	41.9	30.5	11.0	0	0	1	0	2	1	0	0	1	0	0	0
16:00	5	22.3	14.7	7.4	2	1	0	2	0	0	0	0	0	0	0	0
17:00	10	39.8	28.0	11.4	0	2	2	0	0	1	5	0	0	0	0	0
18:00	4	30.2	17.8	12.0	2	0	0	1	0	1	0	0	0	0	0	0
19:00	2	22.5	22.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
20:00	3	37.9	27.5	10.0	0	0	1	0	1	0	1	0	0	0	0	0
21:00	2	44.8	37.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
22:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	18	25.2	17.8	7.1	1	8	3	2	3	1	0	0	0	0	0	0
2H(14-16)	10	38.5	29.0	9.1	0	0	2	1	3	2	1	0	1	0	0	0
12H(7-19)	74	33.3	23.0	9.9	5	15	15	6	12	11	8	1	1	0	0	0
24H(0-24)	84	33.9	23.7	9.8	5	15	17	8	13	14	9	2	1	0	0	0
AM Peak	11:00	09:00	06:00	09:00	11:00	11:00	08:00	11:00	09:00	08:00	09:00	09:00	00:00	00:00	00:00	00:00
	12	**38.6**	**32.5**	**10.1**	**1**	**5**	**3**	**2**	**3**	**2**	**1**	**1**	**0**	**0**	**0**	**0**
PM Peak	17:00	21:00	21:00	18:00	16:00	17:00	12:00	16:00	12:00	12:00	17:00	21:00	15:00	12:00	12:00	12:00
	10	**44.8**	**37.5**	**12.0**	**2**	**2**	**3**	**2**	**2**	**1**	**5**	**1**	**1**	**0**	**0**	**0**

Direction: Northwestbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	12.5	12.5	0.0	0	2	0	0	0	0	0	0	0	0	0	0
03:00	5	34.8	27.5	7.1	0	0	0	3	0	1	1	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
07:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
08:00	4	34.9	25.0	9.6	0	1	0	1	0	2	0	0	0	0	0	0
09:00	6	29.3	21.7	7.4	0	2	0	1	3	0	0	0	0	0	0	0
10:00	3	35.0	24.2	10.4	0	1	0	0	1	1	0	0	0	0	0	0
11:00	11	25.1	19.3	5.6	0	3	3	3	2	0	0	0	0	0	0	0
12:00	5	17.6	12.7	4.8	2	1	2	0	0	0	0	0	0	0	0	0
13:00	6	29.3	21.7	7.4	0	1	2	1	1	1	0	0	0	0	0	0
14:00	3	18.8	15.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
15:00	4	31.0	22.5	8.2	0	1	0	2	0	1	0	0	0	0	0	0
16:00	11	27.1	19.3	7.5	0	3	5	1	1	0	1	0	0	0	0	0
17:00	6	32.8	22.6	9.9	1	0	1	2	1	0	1	0	0	0	0	0
18:00	4	16.3	13.8	2.5	0	3	1	0	0	0	0	0	0	0	0	0
19:00	3	42.9	32.5	10.0	0	0	0	1	0	1	0	1	0	0	0	0
20:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	3	32.7	27.5	5.0	0	0	0	1	1	1	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	14	27.3	20.4	6.7	0	4	3	3	3	1	0	0	0	0	0	0
2H(14-16)	7	26.9	19.6	7.0	0	2	2	2	0	1	0	0	0	0	0	0
12H(7-19)	64	27.9	20.0	7.6	3	17	16	11	9	6	2	0	0	0	0	0
24H(0-24)	79	29.6	21.2	8.1	3	19	17	16	10	10	3	1	0	0	0	0
AM Peak	11:00	10:00	07:00	10:00	00:00	11:00	11:00	03:00	09:00	08:00	03:00	00:00	00:00	00:00	00:00	00:00
	11	**35.0**	**32.5**	**10.4**	**0**	**3**	**3**	**3**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**
PM Peak	16:00	19:00	19:00	19:00	12:00	16:00	16:00	15:00	13:00	13:00	16:00	19:00	12:00	12:00	12:00	12:00
	11	**42.9**	**32.5**	**10.0**	**2**	**3**	**5**	**2**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**0**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	12.5	12.5	0.0	0	2	0	0	0	0	0	0	0	0	0	0
03:00	5	34.8	27.5	7.1	0	0	0	3	0	1	1	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
06:00	2	36.0	25.0	10.6	0	0	1	0	0	1	0	0	0	0	0	0
07:00	2	33.7	30.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
08:00	9	32.8	24.2	8.3	0	1	3	1	0	4	0	0	0	0	0	0
09:00	15	35.3	25.5	9.4	0	4	0	1	6	2	1	1	0	0	0	0
10:00	9	30.2	20.8	9.0	0	4	1	0	2	2	0	0	0	0	0	0
11:00	23	24.4	18.2	6.0	1	8	5	5	4	0	0	0	0	0	0	0
12:00	12	26.0	18.0	7.7	2	2	5	0	2	1	0	0	0	0	0	0
13:00	11	31.5	22.5	8.7	0	2	4	1	1	2	1	0	0	0	0	0
14:00	8	32.1	23.1	8.6	0	1	3	1	1	1	1	0	0	0	0	0
15:00	9	37.5	26.9	10.1	0	1	1	2	2	2	0	0	1	0	0	0
16:00	16	25.7	17.9	7.5	2	4	5	3	1	0	1	0	0	0	0	0
17:00	16	37.2	26.0	10.9	1	2	3	2	1	1	6	0	0	0	0	0
18:00	8	24.3	15.8	8.3	2	3	1	1	0	1	0	0	0	0	0	0
19:00	5	37.8	28.5	8.9	0	0	0	3	0	1	0	1	0	0	0	0
20:00	4	37.6	28.8	8.5	0	0	1	0	1	1	1	0	0	0	0	0
21:00	2	44.8	37.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
22:00	4	33.7	28.8	4.8	0	0	0	1	1	2	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	32	26.1	18.9	7.0	1	12	6	5	6	2	0	0	0	0	0	0
2H(14-16)	17	34.9	25.1	9.4	0	2	4	3	3	3	1	0	1	0	0	0
12H(7-19)	138	30.9	21.6	9.0	8	32	31	17	21	17	10	1	1	0	0	0
24H(0-24)	163	31.9	22.5	9.1	8	34	34	24	23	24	12	3	1	0	0	0
AM Peak	11:00	06:00	07:00	06:00	11:00	11:00	11:00	11:00	09:00	08:00	03:00	09:00	00:00	00:00	00:00	00:00
	23	**36.0**	**30.0**	**10.6**	**1**	**8**	**5**	**5**	**6**	**4**	**1**	**1**	**0**	**0**	**0**	**0**
PM Peak	16:00	21:00	21:00	17:00	12:00	16:00	12:00	16:00	12:00	13:00	17:00	19:00	15:00	12:00	12:00	12:00
	16	**44.8**	**37.5**	**10.9**	**2**	**4**	**5**	**3**	**2**	**2**	**6**	**1**	**1**	**0**	**0**	**0**

Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

12/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	41.0	30.0	10.6	0	0	0	1	0	0	1	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	2	46.0	35.0	10.6	0	0	0	0	1	0	0	1	0	0	0	0
08:00	10	35.2	26.5	8.4	0	1	1	2	3	2	0	1	0	0	0	0
09:00	5	33.8	27.5	6.1	0	0	0	2	2	0	1	0	0	0	0	0
10:00	13	34.8	27.2	7.4	1	0	1	1	4	6	0	0	0	0	0	0
11:00	10	26.6	20.5	5.9	0	3	0	5	2	0	0	0	0	0	0	0
12:00	10	32.0	23.0	8.6	0	2	2	3	0	2	1	0	0	0	0	0
13:00	8	39.4	30.6	8.4	0	0	1	1	2	1	2	1	0	0	0	0
14:00	9	34.5	24.2	10.0	0	1	3	2	1	0	1	1	0	0	0	0
15:00	3	43.0	27.5	15.0	0	1	0	0	1	0	0	1	0	0	0	0
16:00	5	41.4	29.5	11.5	0	0	1	1	1	1	0	0	1	0	0	0
17:00	7	42.9	30.4	12.0	1	0	0	0	2	2	1	0	1	0	0	0
18:00	7	42.2	28.9	12.8	0	2	0	0	1	2	1	0	1	0	0	0
19:00	4	38.7	33.8	4.8	0	0	0	0	1	1	2	0	0	0	0	0
20:00	3	44.1	29.2	14.4	0	1	0	0	0	0	2	0	0	0	0	0
21:00	2	46.0	35.0	10.6	0	0	0	0	1	0	0	1	0	0	0	0
22:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	23	32.0	24.3	7.4	1	3	1	6	6	6	0	0	0	0	0	0
2H(14-16)	12	36.2	25.0	10.8	0	2	3	2	2	0	1	2	0	0	0	0
12H(7-19)	89	36.3	26.6	9.3	2	10	9	17	20	16	7	5	3	0	0	0
24H(0-24)	101	36.9	27.1	9.5	2	12	9	18	22	17	12	6	3	0	0	0
AM Peak	10:00	07:00	07:00	05:00	10:00	11:00	08:00	11:00	10:00	10:00	05:00	07:00	00:00	00:00	00:00	00:00
	13	**46.0**	**35.0**	**10.6**	**1**	**3**	**1**	**5**	**4**	**6**	**1**	**1**	**0**	**0**	**0**	**0**
PM Peak	12:00	21:00	21:00	15:00	17:00	12:00	14:00	12:00	13:00	12:00	13:00	13:00	16:00	12:00	12:00	12:00
	10	**46.0**	**35.0**	**15.0**	**1**	**2**	**3**	**3**	**2**	**2**	**2**	**1**	**1**	**0**	**0**	**0**

Direction: Northwestbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
06:00	2	49.5	27.5	21.2	0	1	0	0	0	0	0	1	0	0	0	0
07:00	1	-	47.5	-	0	0	0	0	0	0	0	0	1	0	0	0
08:00	7	33.3	23.2	9.8	0	1	2	2	1	0	0	1	0	0	0	0
09:00	6	29.8	22.5	7.1	0	1	1	2	1	1	0	0	0	0	0	0
10:00	9	25.5	20.3	5.1	0	1	4	2	2	0	0	0	0	0	0	0
11:00	12	29.3	19.7	9.3	2	2	3	2	1	1	1	0	0	0	0	0
12:00	11	26.5	18.9	7.4	1	3	3	0	4	0	0	0	0	0	0	0
13:00	8	29.4	21.3	7.9	0	2	1	4	0	0	1	0	0	0	0	0
14:00	7	28.2	21.1	6.9	0	2	1	1	3	0	0	0	0	0	0	0
15:00	2	18.7	15.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
16:00	3	46.5	37.5	8.7	0	0	0	0	1	0	0	2	0	0	0	0
17:00	8	32.9	25.6	7.0	0	0	2	2	2	1	1	0	0	0	0	0
18:00	5	37.0	28.5	8.2	0	0	1	1	0	2	1	0	0	0	0	0
19:00	2	43.3	25.0	17.7	0	1	0	0	0	0	1	0	0	0	0	0
20:00	4	24.8	17.5	7.1	0	2	1	0	1	0	0	0	0	0	0	0
21:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
22:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	21	27.8	19.9	7.6	2	3	7	4	3	1	1	0	0	0	0	0
2H(14-16)	9	26.6	19.7	6.7	0	3	2	1	3	0	0	0	0	0	0	0
12H(7-19)	79	31.6	22.5	8.8	3	13	19	16	15	5	4	3	1	0	0	0
24H(0-24)	91	32.0	22.7	9.0	3	17	20	17	18	6	5	4	1	0	0	0
AM Peak	11:00	06:00	07:00	06:00	11:00	11:00	10:00	08:00	10:00	05:00	11:00	06:00	07:00	00:00	00:00	00:00
	12	**49.5**	**47.5**	**21.2**	**2**	**2**	**4**	**2**	**2**	**1**	**1**	**1**	**1**	**0**	**0**	**0**
PM Peak	12:00	16:00	16:00	19:00	12:00	12:00	12:00	13:00	12:00	18:00	13:00	16:00	12:00	12:00	12:00	12:00
	11	**46.5**	**37.5**	**17.7**	**1**	**3**	**3**	**4**	**4**	**2**	**1**	**2**	**0**	**0**	**0**	**0**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	38.7	30.8	7.6	0	0	0	1	0	1	1	0	0	0	0	0
06:00	2	49.5	27.5	21.2	0	1	0	0	0	0	0	1	0	0	0	0
07:00	3	50.0	39.2	10.4	0	0	0	0	1	0	0	1	1	0	0	0
08:00	17	34.3	25.1	8.9	0	2	3	4	4	2	0	2	0	0	0	0
09:00	11	31.9	24.8	6.8	0	1	1	4	3	1	1	0	0	0	0	0
10:00	22	31.9	24.3	7.3	1	1	5	3	6	6	0	0	0	0	0	0
11:00	22	28.1	20.0	7.8	2	5	3	7	3	1	1	0	0	0	0	0
12:00	21	29.2	20.9	8.1	1	5	5	3	4	2	1	0	0	0	0	0
13:00	16	35.5	25.9	9.3	0	2	2	5	2	1	3	1	0	0	0	0
14:00	16	31.8	22.8	8.7	0	3	4	3	4	0	1	1	0	0	0	0
15:00	5	35.7	22.5	12.7	0	2	1	0	1	0	0	1	0	0	0	0
16:00	8	43.6	32.5	10.7	0	0	1	1	2	1	0	2	1	0	0	0
17:00	15	37.9	27.9	9.6	1	0	2	2	4	3	2	0	1	0	0	0
18:00	12	39.8	28.8	10.7	0	2	1	1	1	4	2	0	1	0	0	0
19:00	6	41.0	30.8	9.8	0	1	0	0	1	1	3	0	0	0	0	0
20:00	7	34.5	22.5	11.5	0	3	1	0	1	0	2	0	0	0	0	0
21:00	3	41.5	32.5	8.7	0	0	0	0	2	0	0	1	0	0	0	0
22:00	3	28.7	20.8	7.6	0	1	0	1	1	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	44	30.2	22.2	7.7	3	6	8	10	9	7	1	0	0	0	0	0
2H(14-16)	21	32.5	22.7	9.4	0	5	5	3	5	0	1	2	0	0	0	0
12H(7-19)	168	34.3	24.7	9.3	5	23	28	33	35	21	11	8	4	0	0	0
24H(0-24)	192	34.8	25.0	9.5	5	29	29	35	40	23	17	10	4	0	0	0
AM Peak	10:00	07:00	07:00	06:00	11:00	11:00	10:00	11:00	10:00	10:00	05:00	08:00	07:00	00:00	00:00	00:00
	22	**50.0**	**39.2**	**21.2**	**2**	**5**	**5**	**7**	**6**	**6**	**1**	**2**	**1**	**0**	**0**	**0**
PM Peak	12:00	16:00	16:00	15:00	12:00	12:00	12:00	13:00	12:00	18:00	13:00	16:00	16:00	12:00	12:00	12:00
	21	**43.6**	**32.5**	**12.7**	**1**	**5**	**5**	**5**	**4**	**4**	**3**	**2**	**1**	**0**	**0**	**0**

Tween Bank ATC 8, Green Bank Road



Direction: Northbound

Hour Beginning	Tue 06/06/2023	Wed 07/06/2023	Thu 08/06/2023	Fri 09/06/2023	Sat 10/06/2023	Sun 11/06/2023	Mon 12/06/2023	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	1	0	0	0	0	0	0	0	0
06:00	2	1	1	0	1	0	1	1	1
07:00	4	8	4	6	5	1	4	5	5
08:00	5	3	5	0	1	2	1	3	2
09:00	6	6	2	6	3	4	2	4	4
10:00	5	1	5	3	3	6	2	3	4
11:00	1	4	0	1	0	0	3	2	1
12:00	3	4	1	4	5	2	0	2	3
13:00	9	2	3	1	2	2	3	4	3
14:00	2	1	6	3	4	0	2	3	3
15:00	4	5	6	3	2	2	0	4	3
16:00	2	3	1	2	2	2	4	2	2
17:00	3	3	2	5	1	1	3	3	3
18:00	1	1	4	5	2	1	4	3	3
19:00	0	2	0	3	0	2	0	1	1
20:00	0	0	0	1	1	2	1	0	1
21:00	0	0	0	1	1	0	1	0	0
22:00	0	0	0	0	1	1	0	0	0
23:00	0	0	0	0	0	0	0	0	0
Total 12H(7-19)	45	41	39	39	30	23	28	38	35
16H(6-22)	47	44	40	44	33	27	31	41	38
18H(6-24)	47	44	40	44	34	28	31	41	38
24H(0-24)	48	44	40	44	34	28	31	41	38
AM Peak	09:00	07:00	08:00	07:00	07:00	10:00	07:00	07:00	07:00
	6	8	5	6	5	6	4	5	5
PM Peak	13:00	15:00	14:00	17:00	12:00	12:00	16:00	13:00	13:00
	9	5	6	5	5	2	4	4	3

Paul Castle Associates

Direction: Southbound

Hour Beginning	Tue 06/06/2023	Wed 07/06/2023	Thu 08/06/2023	Fri 09/06/2023	Sat 10/06/2023	Sun 11/06/2023	Mon 12/06/2023	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	3	2	2	2	1	0	2	2	2
06:00	1	0	1	1	0	1	0	1	1
07:00	2	2	0	2	3	0	2	2	2
08:00	4	5	5	3	112	3	2	4	19
09:00	6	4	4	3	60	6	2	4	12
10:00	4	2	2	3	13	3	2	3	4
11:00	2	3	3	3	3	4	1	2	3
12:00	6	2	2	3	1	4	1	3	3
13:00	4	5	3	4	4	3	4	4	4
14:00	4	4	6	9	4	2	3	5	5
15:00	6	2	6	4	1	3	4	4	4
16:00	8	5	2	3	2	4	4	4	4
17:00	4	4	5	5	3	7	6	5	5
18:00	1	2	5	1	2	3	3	2	2
19:00	2	2	1	0	1	0	0	1	1
20:00	0	2	1	1	2	2	2	1	1
21:00	1	0	0	1	2	0	1	1	1
22:00	1	1	0	1	0	0	1	1	1
23:00	0	0	0	0	0	0	0	0	0
Total 12H(7-19)	51	40	43	43	208	42	34	42	66
16H(6-22)	55	44	46	46	213	45	37	46	69
18H(6-24)	56	45	46	47	213	45	38	46	70
24H(0-24)	59	47	48	49	214	45	40	49	72
AM Peak	09:00	08:00	08:00	08:00	08:00	09:00	05:00	08:00	08:00
	6	5	5	3	112	6	2	4	19
PM Peak	16:00	13:00	14:00	14:00	13:00	17:00	17:00	14:00	17:00
	8	5	6	9	4	7	6	5	5

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Tue 06/06/2023	Wed 07/06/2023	Thu 08/06/2023	Fri 09/06/2023	Sat 10/06/2023	Sun 11/06/2023	Mon 12/06/2023	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	4	2	2	2	1	0	2	2	2
06:00	3	1	2	1	1	1	1	2	1
07:00	6	10	4	8	8	1	6	7	6
08:00	9	8	10	3	113	5	3	7	22
09:00	12	10	6	9	63	10	4	8	16
10:00	9	3	7	6	16	9	4	6	8
11:00	3	7	3	4	3	4	4	4	4
12:00	9	6	3	7	6	6	1	5	5
13:00	13	7	6	5	6	5	7	8	7
14:00	6	5	12	12	8	2	5	8	7
15:00	10	7	12	7	3	5	4	8	7
16:00	10	8	3	5	4	6	8	7	6
17:00	7	7	7	10	4	8	9	8	7
18:00	2	3	9	6	4	4	7	5	5
19:00	2	4	1	3	1	2	0	2	2
20:00	0	2	1	2	3	4	3	2	2
21:00	1	0	0	2	3	0	2	1	1
22:00	1	1	0	1	1	1	1	1	1
23:00	0	0	0	0	0	0	0	0	0
Total 12H(7-19)	96	81	82	82	238	65	62	81	101
16H(6-22)	102	88	86	90	246	72	68	87	107
18H(6-24)	103	89	86	91	247	73	69	88	108
24H(0-24)	107	91	88	93	248	73	71	90	110
AM Peak	09:00	07:00	08:00	09:00	08:00	09:00	07:00	09:00	08:00
	12	10	10	9	113	10	6	8	22
PM Peak	13:00	16:00	14:00	14:00	14:00	17:00	17:00	14:00	17:00
	13	8	12	12	8	8	9	8	7

Paul Castle Associates

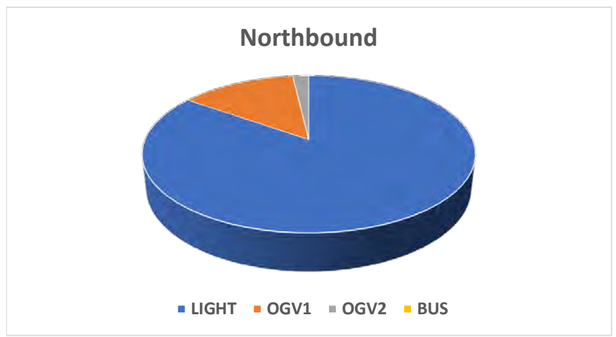
Tween Bank ATC 8, Green Bank Road

Direction: Northbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	48	40	7	1	0
Wed 7 Jun 2023	44	35	8	1	0
Thu 8 Jun 2023	40	35	5	0	0
Fri 9 Jun 2023	44	35	8	1	0
Sat 10 Jun 2023	34	31	3	0	0
Sun 11 Jun 2023	28	25	2	1	0
Mon 12 Jun 2023	31	27	3	1	0
5 Day Ave.	41	34	6	1	0
7 Day Ave.	38	33	5	1	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	100.0%	83.3%	14.6%	2.1%	0.0%
Wed 7 Jun 2023	100.0%	79.5%	18.2%	2.3%	0.0%
Thu 8 Jun 2023	100.0%	87.5%	12.5%	0.0%	0.0%
Fri 9 Jun 2023	100.0%	79.5%	18.2%	2.3%	0.0%
Sat 10 Jun 2023	100.0%	91.2%	8.8%	0.0%	0.0%
Sun 11 Jun 2023	100.0%	89.3%	7.1%	3.6%	0.0%
Mon 12 Jun 2023	100.0%	87.1%	9.7%	3.2%	0.0%
5 Day Ave.	100.0%	83.1%	15.0%	1.9%	0.0%
7 Day Ave.	100.0%	84.8%	13.4%	1.9%	0.0%

Paul Castle Associates

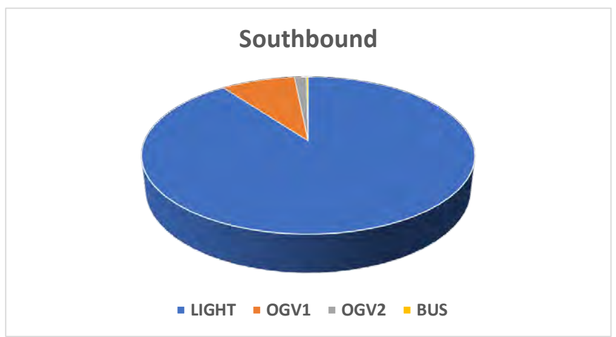


Direction: Southbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	59	47	9	2	1
Wed 7 Jun 2023	47	38	9	0	0
Thu 8 Jun 2023	48	44	4	0	0
Fri 9 Jun 2023	49	39	10	0	0
Sat 10 Jun 2023	214	205	4	5	0
Sun 11 Jun 2023	45	44	1	0	0
Mon 12 Jun 2023	40	34	6	0	0
5 Day Ave.	49	40	8	0	0
7 Day Ave.	72	64	6	1	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	100.0%	79.7%	15.3%	3.4%	1.7%
Wed 7 Jun 2023	100.0%	80.9%	19.1%	0.0%	0.0%
Thu 8 Jun 2023	100.0%	91.7%	8.3%	0.0%	0.0%
Fri 9 Jun 2023	100.0%	79.6%	20.4%	0.0%	0.0%
Sat 10 Jun 2023	100.0%	95.8%	1.9%	2.3%	0.0%
Sun 11 Jun 2023	100.0%	97.8%	2.2%	0.0%	0.0%
Mon 12 Jun 2023	100.0%	85.0%	15.0%	0.0%	0.0%
5 Day Ave.	100.0%	83.1%	15.6%	0.8%	0.4%
7 Day Ave.	100.0%	89.8%	8.6%	1.4%	0.2%

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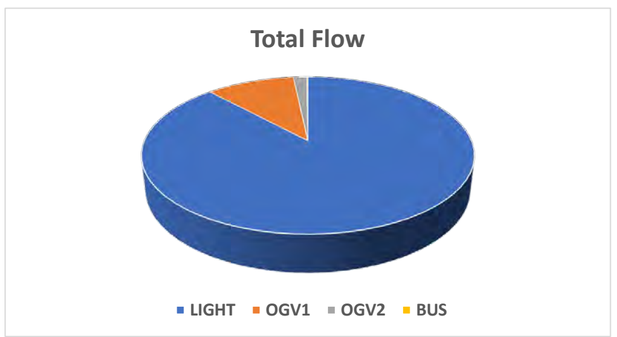


Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	107	87	16	3	1
Wed 7 Jun 2023	91	73	17	1	0
Thu 8 Jun 2023	88	79	9	0	0
Fri 9 Jun 2023	93	74	18	1	0
Sat 10 Jun 2023	248	236	7	5	0
Sun 11 Jun 2023	73	69	3	1	0
Mon 12 Jun 2023	71	61	9	1	0
5 Day Ave.	90	75	14	1	0
7 Day Ave.	110	97	11	2	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	100.0%	81.3%	15.0%	2.8%	0.9%
Wed 7 Jun 2023	100.0%	80.2%	18.7%	1.1%	0.0%
Thu 8 Jun 2023	100.0%	89.8%	10.2%	0.0%	0.0%
Fri 9 Jun 2023	100.0%	79.6%	19.4%	1.1%	0.0%
Sat 10 Jun 2023	100.0%	95.2%	2.8%	2.0%	0.0%
Sun 11 Jun 2023	100.0%	94.5%	4.1%	1.4%	0.0%
Mon 12 Jun 2023	100.0%	85.9%	12.7%	1.4%	0.0%
5 Day Ave.	100.0%	83.1%	15.3%	1.3%	0.2%
7 Day Ave.	100.0%	88.1%	10.2%	1.6%	0.1%

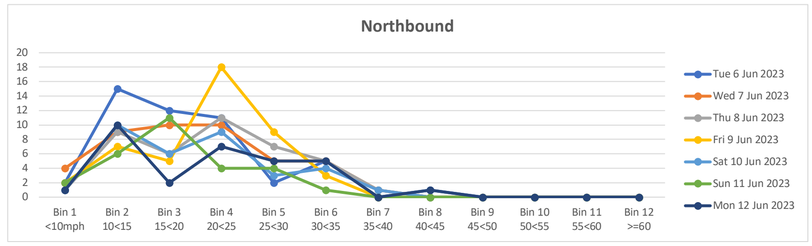
Paul Castle Associates



Tween Bank ATC 8, Green Bank Road

Direction: Northbound

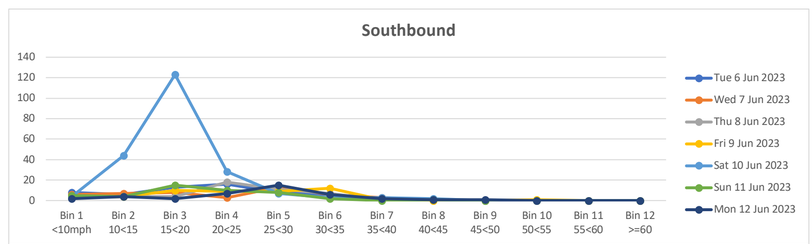
	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 6 Jun 2023	48	27.0	19.2	7.5	2	15	12	11	2	5	0	1	0	0	0	0
Wed 7 Jun 2023	44	28.1	20.0	7.7	4	9	10	10	5	5	1	0	0	0	0	0
Thu 8 Jun 2023	40	29.3	21.6	7.4	1	9	6	11	7	5	1	0	0	0	0	0
Fri 9 Jun 2023	44	27.9	21.4	6.3	2	7	5	18	9	3	0	0	0	0	0	0
Sat 10 Jun 2023	34	28.2	20.3	7.6	1	10	6	9	3	4	1	0	0	0	0	0
Sun 11 Jun 2023	28	24.8	18.4	6.2	2	6	11	4	4	1	0	0	0	0	0	0
Mon 12 Jun 2023	31	30.5	21.5	8.7	1	10	2	7	5	5	0	1	0	0	0	0
5 Day Ave.	41	28.6	20.8	7.5	2	10	7	11	6	5	0	0	0	0	0	0
7 Day Ave.	38	28.0	20.4	7.3	2	9	7	10	5	4	0	0	0	0	0	0



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Direction: Southbound

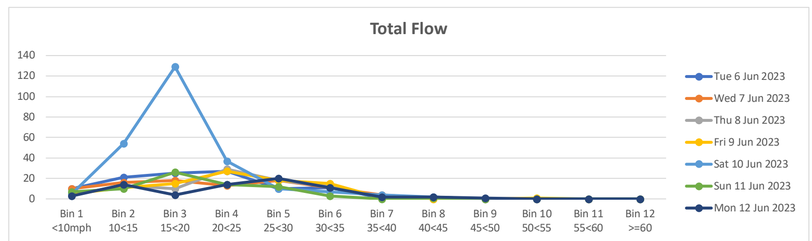
	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 6 Jun 2023	59	29.1	20.7	8.1	8	6	13	16	8	6	1	1	0	0	0	0
Wed 7 Jun 2023	47	32.2	22.4	9.5	6	7	8	3	13	6	3	1	0	0	0	0
Thu 8 Jun 2023	48	30.5	23.3	7.0	3	4	4	18	11	7	1	0	0	0	0	0
Fri 9 Jun 2023	49	33.2	24.1	8.8	3	4	10	9	9	12	1	0	0	1	0	0
Sat 10 Jun 2023	214	23.5	18.0	5.3	4	44	123	28	7	3	3	2	0	0	0	0
Sun 11 Jun 2023	45	27.7	20.1	7.3	5	4	15	10	8	2	0	1	0	0	0	0
Mon 12 Jun 2023	40	34.7	25.8	8.6	2	4	2	7	15	6	2	1	1	0	0	0
5 Day Ave.	49	31.9	23.2	8.4	4	5	7	11	11	7	2	1	0	0	0	0
7 Day Ave.	72	30.1	22.0	7.8	4	10	25	13	10	6	2	1	0	0	0	0



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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 6 Jun 2023	107	28.2	20.0	7.9	10	21	25	27	10	11	1	2	0	0	0	0
Wed 7 Jun 2023	91	30.3	21.2	8.7	10	16	18	13	18	11	4	1	0	0	0	0
Thu 8 Jun 2023	88	30.0	22.5	7.2	4	13	10	29	18	12	2	0	0	0	0	0
Fri 9 Jun 2023	93	30.9	22.8	7.8	5	11	15	27	18	15	1	0	0	1	0	0
Sat 10 Jun 2023	248	24.2	18.3	5.7	5	54	129	37	10	7	4	2	0	0	0	0
Sun 11 Jun 2023	73	26.6	19.5	6.9	7	10	26	14	12	3	0	1	0	0	0	0
Mon 12 Jun 2023	71	33.1	23.9	8.8	3	14	4	14	20	11	2	2	1	0	0	0
5 Day Ave.	90	30.5	22.1	8.1	6	15	14	22	17	12	2	1	0	0	0	0
7 Day Ave.	110	29.0	21.2	7.6	6	20	32	23	15	10	2	1	0	0	0	0



Paul Castle Associates

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 6 Jun 2023	6	18.4	14.2	4.1	0	5	0	1	0	0	0	0	0	0	0	0
Wed 7 Jun 2023	5	22.7	17.5	5.0	0	2	1	2	0	0	0	0	0	0	0	0
Thu 8 Jun 2023	5	22.7	17.5	5.0	0	2	1	2	0	0	0	0	0	0	0	0
Fri 9 Jun 2023	4	23.5	17.5	5.8	0	2	0	2	0	0	0	0	0	0	0	0
Sat 10 Jun 2023	3	23.8	20.8	2.9	0	0	1	2	0	0	0	0	0	0	0	0
Sun 11 Jun 2023	6	24.9	16.8	7.8	2	0	2	1	1	0	0	0	0	0	0	0
Mon 12 Jun 2023	5	28.3	21.5	6.5	0	1	1	1	2	0	0	0	0	0	0	0
5 Day Ave.	5	23.1	17.6	5.3	0	2	1	2	0	0	0	0	0	0	0	0
7 Day Ave.	5	23.5	18.0	5.3	0	2	1	2	0	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 6 Jun 2023	6	27.1	20.8	6.1	0	0	4	1	0	1	0	0	0	0	0	0
Wed 7 Jun 2023	5	27.7	18.6	8.8	1	1	1	0	2	0	0	0	0	0	0	0
Thu 8 Jun 2023	5	28.3	25.5	2.7	0	0	0	2	3	0	0	0	0	0	0	0
Fri 9 Jun 2023	6	32.6	24.2	8.2	0	1	1	1	1	2	0	0	0	0	0	0
Sat 10 Jun 2023	16	28.7	20.0	8.3	1	3	6	3	1	0	2	0	0	0	0	0
Sun 11 Jun 2023	7	18.8	14.1	4.5	2	1	4	0	0	0	0	0	0	0	0	0
Mon 12 Jun 2023	3	27.7	22.5	5.0	0	0	1	1	1	0	0	0	0	0	0	0
5 Day Ave.	5	28.7	22.3	6.2	0	0	1	1	1	1	0	0	0	0	0	0
7 Day Ave.	7	27.3	20.8	6.2	1	1	2	1	1	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 6 Jun 2023	12	23.7	17.5	6.0	0	5	4	2	0	1	0	0	0	0	0	0
Wed 7 Jun 2023	10	25.1	18.1	6.8	1	3	2	2	2	0	0	0	0	0	0	0
Thu 8 Jun 2023	10	27.4	21.5	5.7	0	2	1	4	3	0	0	0	0	0	0	0
Fri 9 Jun 2023	10	29.5	21.5	7.7	0	3	1	3	1	2	0	0	0	0	0	0
Sat 10 Jun 2023	19	28.1	20.2	7.7	1	3	7	5	1	0	2	0	0	0	0	0
Sun 11 Jun 2023	13	21.7	15.3	6.1	4	1	6	1	1	0	0	0	0	0	0	0
Mon 12 Jun 2023	8	27.7	21.9	5.6	0	1	2	2	3	0	0	0	0	0	0	0
5 Day Ave.	10	26.7	20.1	6.4	0	3	2	3	2	1	0	0	0	0	0	0
7 Day Ave.	12	26.2	19.4	6.5	1	3	3	3	2	0	0	0	0	0	0	0

Paul Castle Associates

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 6 Jun 2023	6	37.0	25.8	10.8	0	1	1	1	1	1	0	1	0	0	0	0
Wed 7 Jun 2023	6	27.9	20.8	6.8	0	1	2	2	0	1	0	0	0	0	0	0
Thu 8 Jun 2023	12	31.6	23.3	7.9	0	3	1	2	3	3	0	0	0	0	0	0
Fri 9 Jun 2023	6	29.8	20.9	8.6	1	1	0	1	3	0	0	0	0	0	0	0
Sat 10 Jun 2023	6	31.2	22.5	8.4	0	1	2	1	0	2	0	0	0	0	0	0
Sun 11 Jun 2023	2	17.5	17.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
Mon 12 Jun 2023	2	34.8	27.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
5 Day Ave.	6	32.2	23.7	8.2	0	1	1	1	1	1	0	0	0	0	0	0
7 Day Ave.	6	30.0	22.6	7.1	0	1	1	1	1	1	0	0	0	0	0	0

Paul Castle Associates

Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 6 Jun 2023	10	27.3	21.6	5.5	1	0	1	6	2	0	0	0	0	0	0	0
Wed 7 Jun 2023	6	33.2	27.5	5.5	0	0	1	0	3	2	0	0	0	0	0	0
Thu 8 Jun 2023	12	30.7	22.6	7.8	2	0	0	6	2	2	0	0	0	0	0	0
Fri 9 Jun 2023	13	36.9	25.6	10.9	0	1	5	1	1	4	0	0	0	1	0	0
Sat 10 Jun 2023	5	40.7	27.5	12.7	0	1	1	0	1	0	1	1	0	0	0	0
Sun 11 Jun 2023	5	28.8	19.6	8.9	1	1	0	1	2	0	0	0	0	0	0	0
Mon 12 Jun 2023	7	40.4	32.5	7.6	0	0	0	0	4	1	1	0	1	0	0	0
5 Day Ave.	10	33.7	25.9	7.5	1	0	1	3	2	2	0	0	0	0	0	0
7 Day Ave.	8	34.0	25.3	8.4	1	0	1	2	2	1	0	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 6 Jun 2023	16	31.3	23.2	7.9	1	1	2	7	3	1	0	1	0	0	0	0
Wed 7 Jun 2023	12	31.3	24.2	6.9	0	1	3	2	3	3	0	0	0	0	0	0
Thu 8 Jun 2023	24	30.9	23.0	7.7	2	3	1	8	5	5	0	0	0	0	0	0
Fri 9 Jun 2023	19	34.7	24.1	10.2	1	2	5	2	4	4	0	0	0	1	0	0
Sat 10 Jun 2023	11	35.5	24.8	10.3	0	2	3	1	1	2	1	1	0	0	0	0
Sun 11 Jun 2023	7	26.6	19.0	7.4	1	1	2	1	2	0	0	0	0	0	0	0
Mon 12 Jun 2023	9	39.1	31.4	7.4	0	0	0	1	4	2	1	0	1	0	0	0
5 Day Ave.	16	33.5	25.2	8.0	1	1	2	4	4	3	0	0	0	0	0	0
7 Day Ave.	14	32.8	24.2	8.3	1	1	2	3	3	2	0	0	0	0	0	0

Paul Castle Associates

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

06/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	2	2	0	0	0
07:00	4	3	1	0	0
08:00	5	5	0	0	0
09:00	6	3	2	1	0
10:00	5	4	1	0	0
11:00	1	1	0	0	0
12:00	3	2	1	0	0
13:00	9	8	1	0	0
14:00	2	2	0	0	0
15:00	4	3	1	0	0
16:00	2	2	0	0	0
17:00	3	3	0	0	0
18:00	1	1	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	45	37	7	1	0
16H(6-22)	47	39	7	1	0
18H(6-24)	47	39	7	1	0
24H(0-24)	48	40	7	1	0
AM Peak	09:00	08:00	09:00	09:00	00:00
	6	5	2	1	0
PM Peak	13:00	13:00	12:00	12:00	12:00
	9	8	1	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	3	3	0	0	0
06:00	1	1	0	0	0
07:00	2	2	0	0	0
08:00	4	2	2	0	0
09:00	6	4	1	1	0
10:00	4	1	2	0	1
11:00	2	0	1	1	0
12:00	6	5	1	0	0
13:00	4	4	0	0	0
14:00	4	4	0	0	0
15:00	6	5	1	0	0
16:00	8	8	0	0	0
17:00	4	4	0	0	0
18:00	1	1	0	0	0
19:00	2	1	1	0	0
20:00	0	0	0	0	0
21:00	1	1	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	51	40	8	2	1
16H(6-22)	55	43	9	2	1
18H(6-24)	56	44	9	2	1
24H(0-24)	59	47	9	2	1
AM Peak	09:00	09:00	08:00	09:00	10:00
	6	4	2	1	1
PM Peak	16:00	16:00	12:00	12:00	12:00
	8	8	1	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	4	4	0	0	0
06:00	3	3	0	0	0
07:00	6	5	1	0	0
08:00	9	7	2	0	0
09:00	12	7	3	2	0
10:00	9	5	3	0	1
11:00	3	1	1	1	0
12:00	9	7	2	0	0
13:00	13	12	1	0	0
14:00	6	6	0	0	0
15:00	10	8	2	0	0
16:00	10	10	0	0	0
17:00	7	7	0	0	0
18:00	2	2	0	0	0
19:00	2	1	1	0	0
20:00	0	0	0	0	0
21:00	1	1	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	96	77	15	3	1
16H(6-22)	102	82	16	3	1
18H(6-24)	103	83	16	3	1
24H(0-24)	107	87	16	3	1
AM Peak	09:00	08:00	09:00	09:00	10:00
	12	7	3	2	1
PM Peak	13:00	13:00	12:00	12:00	12:00
	13	12	2	0	0

Paul Castle Associates

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

07/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	1	1	0	0	0
07:00	8	8	0	0	0
08:00	3	1	2	0	0
09:00	6	5	1	0	0
10:00	1	0	1	0	0
11:00	4	2	2	0	0
12:00	4	3	1	0	0
13:00	2	2	0	0	0
14:00	1	1	0	0	0
15:00	5	4	0	1	0
16:00	3	2	1	0	0
17:00	3	3	0	0	0
18:00	1	1	0	0	0
19:00	2	2	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	41	32	8	1	0
16H(6-22)	44	35	8	1	0
18H(6-24)	44	35	8	1	0
24H(0-24)	44	35	8	1	0
AM Peak	07:00	07:00	08:00	00:00	00:00
	8	8	2	0	0
PM Peak	15:00	15:00	12:00	15:00	12:00
	5	4	1	1	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	2	2	0	0	0
06:00	0	0	0	0	0
07:00	2	2	0	0	0
08:00	5	4	1	0	0
09:00	4	4	0	0	0
10:00	2	2	0	0	0
11:00	3	1	2	0	0
12:00	2	1	1	0	0
13:00	5	2	3	0	0
14:00	4	3	1	0	0
15:00	2	2	0	0	0
16:00	5	5	0	0	0
17:00	4	3	1	0	0
18:00	2	2	0	0	0
19:00	2	2	0	0	0
20:00	2	2	0	0	0
21:00	0	0	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	40	31	9	0	0
16H(6-22)	44	35	9	0	0
18H(6-24)	45	36	9	0	0
24H(0-24)	47	38	9	0	0
AM Peak	08:00	08:00	11:00	00:00	00:00
	5	4	2	0	0
PM Peak	13:00	16:00	13:00	12:00	12:00
	5	5	3	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	2	2	0	0	0
06:00	1	1	0	0	0
07:00	10	10	0	0	0
08:00	8	5	3	0	0
09:00	10	9	1	0	0
10:00	3	2	1	0	0
11:00	7	3	4	0	0
12:00	6	4	2	0	0
13:00	7	4	3	0	0
14:00	5	4	1	0	0
15:00	7	6	0	1	0
16:00	8	7	1	0	0
17:00	7	6	1	0	0
18:00	3	3	0	0	0
19:00	4	4	0	0	0
20:00	2	2	0	0	0
21:00	0	0	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	81	63	17	1	0
16H(6-22)	88	70	17	1	0
18H(6-24)	89	71	17	1	0
24H(0-24)	91	73	17	1	0
AM Peak	07:00	07:00	11:00	00:00	00:00
	10	10	4	0	0
PM Peak	16:00	16:00	13:00	15:00	12:00
	8	7	3	1	0

Paul Castle Associates

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

08/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	1	1	0	0	0
07:00	4	4	0	0	0
08:00	5	5	0	0	0
09:00	2	0	2	0	0
10:00	5	5	0	0	0
11:00	0	0	0	0	0
12:00	1	1	0	0	0
13:00	3	2	1	0	0
14:00	6	5	1	0	0
15:00	6	6	0	0	0
16:00	1	1	0	0	0
17:00	2	1	1	0	0
18:00	4	4	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	39	34	5	0	0
16H(6-22)	40	35	5	0	0
18H(6-24)	40	35	5	0	0
24H(0-24)	40	35	5	0	0
AM Peak	08:00	08:00	09:00	00:00	00:00
	5	5	2	0	0
PM Peak	14:00	15:00	13:00	12:00	12:00
	6	6	1	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	2	2	0	0	0
06:00	1	1	0	0	0
07:00	0	0	0	0	0
08:00	5	5	0	0	0
09:00	4	4	0	0	0
10:00	2	2	0	0	0
11:00	3	2	1	0	0
12:00	2	2	0	0	0
13:00	3	3	0	0	0
14:00	6	6	0	0	0
15:00	6	4	2	0	0
16:00	2	1	1	0	0
17:00	5	5	0	0	0
18:00	5	5	0	0	0
19:00	1	1	0	0	0
20:00	1	1	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	43	39	4	0	0
16H(6-22)	46	42	4	0	0
18H(6-24)	46	42	4	0	0
24H(0-24)	48	44	4	0	0
AM Peak	08:00	08:00	11:00	00:00	00:00
	5	5	1	0	0
PM Peak	14:00	14:00	15:00	12:00	12:00
	6	6	2	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	2	2	0	0	0
06:00	2	2	0	0	0
07:00	4	4	0	0	0
08:00	10	10	0	0	0
09:00	6	4	2	0	0
10:00	7	7	0	0	0
11:00	3	2	1	0	0
12:00	3	3	0	0	0
13:00	6	5	1	0	0
14:00	12	11	1	0	0
15:00	12	10	2	0	0
16:00	3	2	1	0	0
17:00	7	6	1	0	0
18:00	9	9	0	0	0
19:00	1	1	0	0	0
20:00	1	1	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total 12H(7-19)	82	73	9	0	0
16H(6-22)	86	77	9	0	0
18H(6-24)	86	77	9	0	0
24H(0-24)	88	79	9	0	0
AM Peak	08:00	08:00	09:00	00:00	00:00
	10	10	2	0	0
PM Peak	14:00	14:00	15:00	12:00	12:00
	12	11	2	0	0

Paul Castle Associates

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

09/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	6	5	1	0	0
08:00	0	0	0	0	0
09:00	6	5	1	0	0
10:00	3	2	1	0	0
11:00	1	0	1	0	0
12:00	4	3	1	0	0
13:00	1	1	0	0	0
14:00	3	2	1	0	0
15:00	3	1	1	1	0
16:00	2	2	0	0	0
17:00	5	4	1	0	0
18:00	5	5	0	0	0
19:00	3	3	0	0	0
20:00	1	1	0	0	0
21:00	1	1	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	39	30	8	1	0
16H(6-22)	44	35	8	1	0
18H(6-24)	44	35	8	1	0
24H(0-24)	44	35	8	1	0
AM Peak	07:00	07:00	07:00	00:00	00:00
	6	5	1	0	0
PM Peak	17:00	18:00	12:00	15:00	12:00
	5	5	1	1	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	2	2	0	0	0
06:00	1	1	0	0	0
07:00	2	2	0	0	0
08:00	3	3	0	0	0
09:00	3	2	1	0	0
10:00	3	1	2	0	0
11:00	3	1	2	0	0
12:00	3	2	1	0	0
13:00	4	3	1	0	0
14:00	9	7	2	0	0
15:00	4	4	0	0	0
16:00	3	3	0	0	0
17:00	5	4	1	0	0
18:00	1	1	0	0	0
19:00	0	0	0	0	0
20:00	1	1	0	0	0
21:00	1	1	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	43	33	10	0	0
16H(6-22)	46	36	10	0	0
18H(6-24)	47	37	10	0	0
24H(0-24)	49	39	10	0	0
AM Peak	08:00	08:00	10:00	00:00	00:00
	3	3	2	0	0
PM Peak	14:00	14:00	14:00	12:00	12:00
	9	7	2	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	2	2	0	0	0
06:00	1	1	0	0	0
07:00	8	7	1	0	0
08:00	3	3	0	0	0
09:00	9	7	2	0	0
10:00	6	3	3	0	0
11:00	4	1	3	0	0
12:00	7	5	2	0	0
13:00	5	4	1	0	0
14:00	12	9	3	0	0
15:00	7	5	1	1	0
16:00	5	5	0	0	0
17:00	10	8	2	0	0
18:00	6	6	0	0	0
19:00	3	3	0	0	0
20:00	2	2	0	0	0
21:00	2	2	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	82	63	18	1	0
16H(6-22)	90	71	18	1	0
18H(6-24)	91	72	18	1	0
24H(0-24)	93	74	18	1	0
AM Peak	09:00	07:00	10:00	00:00	00:00
	9	7	3	0	0
PM Peak	14:00	14:00	14:00	15:00	12:00
	12	9	3	1	0

Paul Castle Associates

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

10/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	1	1	0	0	0
07:00	5	5	0	0	0
08:00	1	1	0	0	0
09:00	3	3	0	0	0
10:00	3	2	1	0	0
11:00	0	0	0	0	0
12:00	5	5	0	0	0
13:00	2	2	0	0	0
14:00	4	2	2	0	0
15:00	2	2	0	0	0
16:00	2	2	0	0	0
17:00	1	1	0	0	0
18:00	2	2	0	0	0
19:00	0	0	0	0	0
20:00	1	1	0	0	0
21:00	1	1	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	30	27	3	0	0
16H(6-22)	33	30	3	0	0
18H(6-24)	34	31	3	0	0
24H(0-24)	34	31	3	0	0
AM Peak	07:00	07:00	10:00	00:00	00:00
	5	5	1	0	0
PM Peak	12:00	12:00	14:00	12:00	12:00
	5	5	2	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	0	0	0	0	0
07:00	3	3	0	0	0
08:00	112	109	1	2	0
09:00	60	57	1	2	0
10:00	13	12	0	1	0
11:00	3	3	0	0	0
12:00	1	1	0	0	0
13:00	4	4	0	0	0
14:00	4	3	1	0	0
15:00	1	1	0	0	0
16:00	2	2	0	0	0
17:00	3	2	1	0	0
18:00	2	2	0	0	0
19:00	1	1	0	0	0
20:00	2	2	0	0	0
21:00	2	2	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	208	199	4	5	0
16H(6-22)	213	204	4	5	0
18H(6-24)	213	204	4	5	0
24H(0-24)	214	205	4	5	0
AM Peak	08:00	08:00	08:00	08:00	00:00
	112	109	1	2	0
PM Peak	13:00	13:00	14:00	12:00	12:00
	4	4	1	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	1	1	0	0	0
07:00	8	8	0	0	0
08:00	113	110	1	2	0
09:00	63	60	1	2	0
10:00	16	14	1	1	0
11:00	3	3	0	0	0
12:00	6	6	0	0	0
13:00	6	6	0	0	0
14:00	8	5	3	0	0
15:00	3	3	0	0	0
16:00	4	4	0	0	0
17:00	4	3	1	0	0
18:00	4	4	0	0	0
19:00	1	1	0	0	0
20:00	3	3	0	0	0
21:00	3	3	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	238	226	7	5	0
16H(6-22)	246	234	7	5	0
18H(6-24)	247	235	7	5	0
24H(0-24)	248	236	7	5	0
AM Peak	08:00	08:00	08:00	08:00	00:00
	113	110	1	2	0
PM Peak	14:00	12:00	14:00	12:00	12:00
	8	6	3	0	0

Paul Castle Associates

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

11/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	1	1	0	0	0
08:00	2	2	0	0	0
09:00	4	4	0	0	0
10:00	6	6	0	0	0
11:00	0	0	0	0	0
12:00	2	2	0	0	0
13:00	2	2	0	0	0
14:00	0	0	0	0	0
15:00	2	1	1	0	0
16:00	2	1	0	1	0
17:00	1	1	0	0	0
18:00	1	1	0	0	0
19:00	2	2	0	0	0
20:00	2	1	1	0	0
21:00	0	0	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	23	21	1	1	0
16H(6-22)	27	24	2	1	0
18H(6-24)	28	25	2	1	0
24H(0-24)	28	25	2	1	0
AM Peak	10:00	10:00	00:00	00:00	00:00
	6	6	0	0	0
PM Peak	12:00	12:00	15:00	16:00	12:00
	2	2	1	1	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	1	1	0	0	0
07:00	0	0	0	0	0
08:00	3	3	0	0	0
09:00	6	6	0	0	0
10:00	3	3	0	0	0
11:00	4	4	0	0	0
12:00	4	3	1	0	0
13:00	3	3	0	0	0
14:00	2	2	0	0	0
15:00	3	3	0	0	0
16:00	4	4	0	0	0
17:00	7	7	0	0	0
18:00	3	3	0	0	0
19:00	0	0	0	0	0
20:00	2	2	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	42	41	1	0	0
16H(6-22)	45	44	1	0	0
18H(6-24)	45	44	1	0	0
24H(0-24)	45	44	1	0	0
AM Peak	09:00	09:00	00:00	00:00	00:00
	6	6	0	0	0
PM Peak	17:00	17:00	12:00	12:00	12:00
	7	7	1	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	1	1	0	0	0
07:00	1	1	0	0	0
08:00	5	5	0	0	0
09:00	10	10	0	0	0
10:00	9	9	0	0	0
11:00	4	4	0	0	0
12:00	6	5	1	0	0
13:00	5	5	0	0	0
14:00	2	2	0	0	0
15:00	5	4	1	0	0
16:00	6	5	0	1	0
17:00	8	8	0	0	0
18:00	4	4	0	0	0
19:00	2	2	0	0	0
20:00	4	3	1	0	0
21:00	0	0	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	65	62	2	1	0
16H(6-22)	72	68	3	1	0
18H(6-24)	73	69	3	1	0
24H(0-24)	73	69	3	1	0
AM Peak	09:00	09:00	00:00	00:00	00:00
	10	10	0	0	0
PM Peak	17:00	17:00	12:00	16:00	12:00
	8	8	1	1	0

Paul Castle Associates

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

12/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	1	1	0	0	0
07:00	4	4	0	0	0
08:00	1	1	0	0	0
09:00	2	2	0	0	0
10:00	2	1	1	0	0
11:00	3	3	0	0	0
12:00	0	0	0	0	0
13:00	3	1	1	1	0
14:00	2	2	0	0	0
15:00	0	0	0	0	0
16:00	4	3	1	0	0
17:00	3	3	0	0	0
18:00	4	4	0	0	0
19:00	0	0	0	0	0
20:00	1	1	0	0	0
21:00	1	1	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	28	24	3	1	0
16H(6-22)	31	27	3	1	0
18H(6-24)	31	27	3	1	0
24H(0-24)	31	27	3	1	0
AM Peak	07:00	07:00	10:00	00:00	00:00
	4	4	1	0	0
PM Peak	16:00	18:00	13:00	13:00	12:00
	4	4	1	1	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	2	2	0	0	0
06:00	0	0	0	0	0
07:00	2	2	0	0	0
08:00	2	2	0	0	0
09:00	2	1	1	0	0
10:00	2	2	0	0	0
11:00	1	1	0	0	0
12:00	1	1	0	0	0
13:00	4	3	1	0	0
14:00	3	1	2	0	0
15:00	4	2	2	0	0
16:00	4	4	0	0	0
17:00	6	6	0	0	0
18:00	3	3	0	0	0
19:00	0	0	0	0	0
20:00	2	2	0	0	0
21:00	1	1	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	34	28	6	0	0
16H(6-22)	37	31	6	0	0
18H(6-24)	38	32	6	0	0
24H(0-24)	40	34	6	0	0
AM Peak	05:00	05:00	09:00	00:00	00:00
	2	2	1	0	0
PM Peak	17:00	17:00	14:00	12:00	12:00
	6	6	2	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	2	2	0	0	0
06:00	1	1	0	0	0
07:00	6	6	0	0	0
08:00	3	3	0	0	0
09:00	4	3	1	0	0
10:00	4	3	1	0	0
11:00	4	4	0	0	0
12:00	1	1	0	0	0
13:00	7	4	2	1	0
14:00	5	3	2	0	0
15:00	4	2	2	0	0
16:00	8	7	1	0	0
17:00	9	9	0	0	0
18:00	7	7	0	0	0
19:00	0	0	0	0	0
20:00	3	3	0	0	0
21:00	2	2	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	62	52	9	1	0
16H(6-22)	68	58	9	1	0
18H(6-24)	69	59	9	1	0
24H(0-24)	71	61	9	1	0
AM Peak	07:00	07:00	09:00	00:00	00:00
	6	6	1	0	0
PM Peak	17:00	17:00	13:00	13:00	12:00
	9	9	2	1	0

Paul Castle Associates

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

06/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	2	22.5	22.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
07:00	4	31.0	22.5	8.2	0	1	0	2	0	1	0	0	0	0	0	0
08:00	5	30.4	24.5	5.7	0	0	1	2	1	1	0	0	0	0	0	0
09:00	6	22.1	17.5	4.5	0	2	2	2	0	0	0	0	0	0	0	0
10:00	5	19.1	14.5	4.5	0	4	0	1	0	0	0	0	0	0	0	0
11:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
12:00	3	32.1	19.3	12.4	1	0	1	0	0	1	0	0	0	0	0	0
13:00	9	23.6	16.4	6.9	1	3	4	0	0	1	0	0	0	0	0	0
14:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
15:00	4	40.5	26.3	13.8	0	1	1	0	0	1	0	1	0	0	0	0
16:00	2	18.7	15.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
17:00	3	17.2	14.2	2.9	0	2	1	0	0	0	0	0	0	0	0	0
18:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	6	18.4	14.2	4.1	0	5	0	1	0	0	0	0	0	0	0	0
2H(14-16)	6	37.0	25.8	10.8	0	1	1	1	1	1	0	1	0	0	0	0
12H(7-19)	45	26.9	19.0	7.7	2	15	12	8	2	5	0	1	0	0	0	0
24H(0-24)	48	27.0	19.2	7.5	2	15	12	11	2	5	0	1	0	0	0	0
AM Peak	09:00	07:00	08:00	07:00	00:00	10:00	09:00	06:00	08:00	07:00	00:00	00:00	00:00	00:00	00:00	00:00
	6	**31.0**	**24.5**	**8.2**	**0**	**4**	**2**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	13:00	15:00	15:00	15:00	12:00	13:00	13:00	14:00	14:00	12:00	12:00	15:00	12:00	12:00	12:00	12:00
	9	**40.5**	**26.3**	**13.8**	**1**	**3**	**4**	**1**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	27.1	19.2	7.6	0	1	1	0	1	0	0	0	0	0	0	0
06:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
07:00	2	23.7	20.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
08:00	4	30.2	18.9	10.9	1	1	0	1	0	1	0	0	0	0	0	0
09:00	6	27.8	18.5	8.9	2	0	1	1	2	0	0	0	0	0	0	0
10:00	4	29.8	22.5	7.1	0	0	2	1	0	1	0	0	0	0	0	0
11:00	2	17.5	17.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
12:00	6	17.1	12.7	4.3	2	2	2	0	0	0	0	0	0	0	0	0
13:00	4	30.1	21.3	8.5	0	1	1	1	0	1	0	0	0	0	0	0
14:00	4	24.7	17.6	6.8	1	0	1	2	0	0	0	0	0	0	0	0
15:00	6	26.8	24.2	2.6	0	0	0	4	2	0	0	0	0	0	0	0
16:00	8	31.4	20.1	10.9	2	1	1	2	0	1	1	0	0	0	0	0
17:00	4	23.8	21.3	2.5	0	0	1	3	0	0	0	0	0	0	0	0
18:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
19:00	2	33.7	30.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
22:00	1	-	42.5	-	0	0	0	0	0	0	0	1	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	6	27.1	20.8	6.1	0	0	4	1	0	1	0	0	0	0	0	0
2H(14-16)	10	27.3	21.6	5.5	1	0	1	6	2	0	0	0	0	0	0	0
12H(7-19)	51	27.7	19.7	7.6	8	5	12	16	4	5	1	0	0	0	0	0
24H(0-24)	59	29.1	20.7	8.1	8	6	13	16	8	6	1	1	0	0	0	0
AM Peak	09:00	08:00	06:00	08:00	09:00	05:00	10:00	07:00	09:00	08:00	00:00	00:00	00:00	00:00	00:00	00:00
	6	**30.2**	**27.5**	**10.9**	**2**	**1**	**2**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	16:00	19:00	22:00	16:00	12:00	12:00	12:00	15:00	15:00	13:00	16:00	22:00	12:00	12:00	12:00	12:00
	8	**33.7**	**42.5**	**10.9**	**2**	**2**	**2**	**4**	**2**	**1**	**1**	**1**	**0**	**0**	**0**	**0**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	26.7	20.0	6.5	0	1	1	1	1	0	0	0	0	0	0	0
06:00	3	27.2	24.2	2.9	0	0	0	2	1	0	0	0	0	0	0	0
07:00	6	28.6	21.7	6.6	0	1	1	3	0	1	0	0	0	0	0	0
08:00	9	30.7	22.0	8.4	1	1	1	3	1	2	0	0	0	0	0	0
09:00	12	25.0	18.0	6.8	2	2	3	3	2	0	0	0	0	0	0	0
10:00	9	25.1	18.1	6.8	0	4	2	2	0	1	0	0	0	0	0	0
11:00	3	18.8	15.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
12:00	9	23.0	14.9	7.8	3	2	3	0	0	1	0	0	0	0	0	0
13:00	13	25.6	17.9	7.4	1	4	5	1	0	2	0	0	0	0	0	0
14:00	6	27.0	20.1	6.7	1	0	1	3	1	0	0	0	0	0	0	0
15:00	10	33.5	25.0	8.2	0	1	1	4	2	1	0	1	0	0	0	0
16:00	10	29.3	19.1	9.9	2	2	2	2	0	1	1	0	0	0	0	0
17:00	7	22.9	18.2	4.5	0	2	2	3	0	0	0	0	0	0	0	0
18:00	2	36.0	25.0	10.6	0	0	1	0	0	1	0	0	0	0	0	0
19:00	2	33.7	30.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
22:00	1	-	42.5	-	0	0	0	0	0	0	0	1	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	12	23.7	17.5	6.0	0	5	4	2	0	1	0	0	0	0	0	0
2H(14-16)	16	31.3	23.2	7.9	1	1	2	7	3	1	0	1	0	0	0	0
12H(7-19)	96	27.3	19.4	7.6	10	20	24	24	6	10	1	1	0	0	0	0
24H(0-24)	107	28.2	20.0	7.9	10	21	25	27	10	11	1	2	0	0	0	0
AM Peak	09:00	08:00	06:00	08:00	09:00	10:00	09:00	07:00	09:00	08:00	00:00	00:00	00:00	00:00	00:00	00:00
	12	**30.7**	**24.2**	**8.4**	**2**	**4**	**3**	**3**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	13:00	18:00	22:00	18:00	12:00	13:00	13:00	15:00	15:00	13:00	16:00	15:00	12:00	12:00	12:00	12:00
	13	**36.0**	**42.5**	**10.6**	**3**	**4**	**5**	**4**	**2**	**2**	**1**	**1**	**0**	**0**	**0**	**0**

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

07/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
07:00	8	26.2	17.6	8.4	1	3	2	0	1	1	0	0	0	0	0	0
08:00	3	36.6	21.0	15.1	1	0	1	0	0	0	1	0	0	0	0	0
09:00	6	24.9	16.8	7.8	2	0	2	1	1	0	0	0	0	0	0	0
10:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
11:00	4	23.7	18.8	4.8	0	1	1	2	0	0	0	0	0	0	0	0
12:00	4	31.5	23.8	7.5	0	1	0	0	3	0	0	0	0	0	0	0
13:00	2	34.8	27.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
14:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
15:00	5	22.8	18.5	4.2	0	1	2	2	0	0	0	0	0	0	0	0
16:00	3	35.2	29.2	5.8	0	0	0	1	0	2	0	0	0	0	0	0
17:00	3	22.7	17.5	5.0	0	1	1	1	0	0	0	0	0	0	0	0
18:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
19:00	2	23.7	20.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	5	22.7	17.5	5.0	0	2	1	2	0	0	0	0	0	0	0	0
2H(14-16)	6	27.9	20.8	6.8	0	1	2	2	0	1	0	0	0	0	0	0
12H(7-19)	41	28.3	20.0	8.0	4	9	9	8	5	5	1	0	0	0	0	0
24H(0-24)	44	28.1	20.0	7.7	4	9	10	10	5	5	1	0	0	0	0	0
AM Peak	07:00	08:00	06:00	08:00	09:00	07:00	07:00	11:00	07:00	07:00	08:00	00:00	00:00	00:00	00:00	00:00
	8	**36.6**	**22.5**	**15.1**	**2**	**3**	**2**	**2**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
PM Peak	15:00	16:00	14:00	12:00	12:00	12:00	15:00	15:00	12:00	16:00	12:00	12:00	12:00	12:00	12:00	12:00
	5	**35.2**	**32.5**	**7.5**	**0**	**1**	**2**	**2**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	24.8	17.5	7.1	0	1	0	1	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	2	32.0	17.8	13.8	1	0	0	0	1	0	0	0	0	0	0	0
08:00	5	32.2	22.5	9.4	0	2	0	0	2	1	0	0	0	0	0	0
09:00	4	13.7	11.4	2.3	1	3	0	0	0	0	0	0	0	0	0	0
10:00	2	13.5	10.3	3.2	1	1	0	0	0	0	0	0	0	0	0	0
11:00	3	30.2	24.2	5.8	0	0	1	0	2	0	0	0	0	0	0	0
12:00	2	36.0	25.0	10.6	0	0	1	0	0	1	0	0	0	0	0	0
13:00	5	35.8	26.5	8.9	0	0	2	0	1	1	1	0	0	0	0	0
14:00	4	33.0	30.0	2.9	0	0	0	0	2	2	0	0	0	0	0	0
15:00	2	29.8	22.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
16:00	5	34.0	20.7	12.8	2	0	0	1	1	0	1	0	0	0	0	0
17:00	4	28.7	23.8	4.8	0	0	1	1	2	0	0	0	0	0	0	0
18:00	2	17.5	17.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
19:00	2	44.4	22.8	20.9	1	0	0	0	0	0	1	0	0	0	0	0
20:00	2	44.8	37.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	5	27.7	18.6	8.8	1	1	1	0	2	0	0	0	0	0	0	0
2H(14-16)	6	33.2	27.5	5.5	0	0	1	0	3	2	0	0	0	0	0	0
12H(7-19)	40	30.9	21.7	8.9	5	6	8	2	12	5	2	0	0	0	0	0
24H(0-24)	47	32.2	22.4	9.5	6	7	8	3	13	6	3	1	0	0	0	0
AM Peak	08:00	08:00	11:00	07:00	07:00	09:00	11:00	05:00	08:00	08:00	00:00	00:00	00:00	00:00	00:00	00:00
	5	**32.2**	**24.2**	**13.8**	**1**	**3**	**1**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	13:00	20:00	20:00	19:00	16:00	12:00	13:00	16:00	14:00	14:00	13:00	20:00	12:00	12:00	12:00	12:00
	5	**44.8**	**37.5**	**20.9**	**2**	**0**	**2**	**1**	**2**	**2**	**1**	**1**	**0**	**0**	**0**	**0**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	24.8	17.5	7.1	0	1	0	1	0	0	0	0	0	0	0	0
06:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
07:00	10	26.6	17.6	8.7	2	3	2	0	2	1	0	0	0	0	0	0
08:00	8	33.1	21.9	10.7	1	2	1	0	2	1	1	0	0	0	0	0
09:00	10	21.5	14.7	6.6	3	3	2	1	1	0	0	0	0	0	0	0
10:00	3	13.7	11.0	2.6	1	2	0	0	0	0	0	0	0	0	0	0
11:00	7	26.8	21.1	5.6	0	1	2	2	2	0	0	0	0	0	0	0
12:00	6	32.0	24.2	7.5	0	1	1	0	3	1	0	0	0	0	0	0
13:00	7	34.9	26.8	7.9	0	0	2	1	1	2	1	0	0	0	0	0
14:00	5	33.3	30.5	2.7	0	0	0	0	2	3	0	0	0	0	0	0
15:00	7	24.7	19.6	4.9	0	1	3	2	1	0	0	0	0	0	0	0
16:00	8	35.3	23.9	11.1	2	0	0	2	1	2	1	0	0	0	0	0
17:00	7	26.8	21.1	5.6	0	1	2	2	2	0	0	0	0	0	0	0
18:00	3	18.8	15.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
19:00	4	34.1	21.4	12.3	1	0	1	1	0	0	1	0	0	0	0	0
20:00	2	44.8	37.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	10	25.1	18.1	6.8	1	3	2	2	2	0	0	0	0	0	0	0
2H(14-16)	12	31.3	24.2	6.9	0	1	3	2	3	3	0	0	0	0	0	0
12H(7-19)	81	29.6	20.8	8.4	9	15	17	10	17	10	3	0	0	0	0	0
24H(0-24)	91	30.3	21.2	8.7	10	16	18	13	18	11	4	1	0	0	0	0
AM Peak	07:00	08:00	06:00	08:00	09:00	07:00	07:00	11:00	07:00	07:00	08:00	00:00	00:00	00:00	00:00	00:00
	10	**33.1**	**22.5**	**10.7**	**3**	**3**	**2**	**2**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
PM Peak	16:00	20:00	20:00	19:00	16:00	12:00	15:00	15:00	12:00	14:00	13:00	20:00	12:00	12:00	12:00	12:00
	8	**44.8**	**37.5**	**12.3**	**2**	**1**	**3**	**2**	**3**	**3**	**1**	**1**	**0**	**0**	**0**	**0**

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

08/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
07:00	4	26.5	18.8	7.5	0	2	0	1	1	0	0	0	0	0	0	0
08:00	5	23.2	16.6	6.3	1	1	1	2	0	0	0	0	0	0	0	0
09:00	2	43.3	25.0	17.7	0	1	0	0	0	0	1	0	0	0	0	0
10:00	5	22.7	17.5	5.0	0	2	1	2	0	0	0	0	0	0	0	0
11:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
13:00	3	35.2	29.2	5.8	0	0	0	1	0	2	0	0	0	0	0	0
14:00	6	32.6	24.2	8.2	0	1	1	1	1	2	0	0	0	0	0	0
15:00	6	31.2	22.5	8.4	0	2	0	1	2	1	0	0	0	0	0	0
16:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
17:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
18:00	4	23.0	20.0	2.9	0	0	2	2	0	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total 2H(10-12)	5	22.7	17.5	5.0	0	2	1	2	0	0	0	0	0	0	0	0
2H(14-16)	12	31.6	23.3	7.9	0	3	1	2	3	3	0	0	0	0	0	0
12H(7-19)	39	29.2	21.5	7.4	1	9	6	11	6	5	1	0	0	0	0	0
24H(0-24)	40	29.3	21.6	7.4	1	9	6	11	7	5	1	0	0	0	0	0
AM Peak	08:00	09:00	06:00	09:00	08:00	07:00	08:00	08:00	06:00	00:00	09:00	00:00	00:00	00:00	00:00	00:00
	5	**43.3**	**27.5**	**17.7**	**1**	**2**	**1**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
PM Peak	14:00	13:00	13:00	15:00	12:00	15:00	18:00	18:00	15:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00
	6	**35.2**	**29.2**	**8.4**	**0**	**2**	**2**	**2**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	17.5	17.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
06:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
08:00	5	29.5	19.6	9.6	1	1	0	2	0	1	0	0	0	0	0	0
09:00	4	25.2	20.0	5.0	0	1	0	3	0	0	0	0	0	0	0	0
10:00	2	27.5	27.5	0.0	0	0	0	0	2	0	0	0	0	0	0	0
11:00	3	27.2	24.2	2.9	0	0	0	2	1	0	0	0	0	0	0	0
12:00	2	33.7	30.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
13:00	3	37.1	29.2	7.6	0	0	0	1	1	0	1	0	0	0	0	0
14:00	6	30.1	25.8	4.1	0	0	0	3	2	1	0	0	0	0	0	0
15:00	6	29.3	19.3	9.6	2	0	0	3	0	1	0	0	0	0	0	0
16:00	2	33.7	30.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
17:00	5	28.4	20.5	7.6	0	1	2	1	0	1	0	0	0	0	0	0
18:00	5	27.2	21.5	5.5	0	1	0	3	1	0	0	0	0	0	0	0
19:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
20:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total 2H(10-12)	5	28.3	25.5	2.7	0	0	0	2	3	0	0	0	0	0	0	0
2H(14-16)	12	30.7	22.6	7.8	2	0	0	6	2	2	0	0	0	0	0	0
12H(7-19)	43	30.5	23.1	7.1	3	4	2	18	9	6	1	0	0	0	0	0
24H(0-24)	48	30.5	23.3	7.0	3	4	4	18	11	7	1	0	0	0	0	0
AM Peak	08:00	08:00	06:00	08:00	08:00	08:00	05:00	09:00	10:00	06:00	00:00	00:00	00:00	00:00	00:00	00:00
	5	**29.5**	**32.5**	**9.6**	**1**	**1**	**2**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	14:00	13:00	12:00	15:00	15:00	17:00	17:00	14:00	14:00	12:00	13:00	12:00	12:00	12:00	12:00	12:00
	6	**37.1**	**30.0**	**9.6**	**2**	**1**	**2**	**3**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	17.5	17.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
06:00	2	33.7	30.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
07:00	4	26.5	18.8	7.5	0	2	0	1	1	0	0	0	0	0	0	0
08:00	10	26.2	18.1	7.8	2	2	1	4	0	1	0	0	0	0	0	0
09:00	6	31.2	21.7	9.2	0	2	0	3	0	0	1	0	0	0	0	0
10:00	7	27.0	20.4	6.4	0	2	1	2	2	0	0	0	0	0	0	0
11:00	3	27.2	24.2	2.9	0	0	0	2	1	0	0	0	0	0	0	0
12:00	3	33.7	25.8	7.6	0	0	1	0	1	1	0	0	0	0	0	0
13:00	6	35.4	29.2	6.1	0	0	0	2	1	2	1	0	0	0	0	0
14:00	12	31.4	25.0	6.2	0	1	1	4	3	3	0	0	0	0	0	0
15:00	12	30.0	20.9	8.7	2	2	0	4	2	2	0	0	0	0	0	0
16:00	3	32.2	29.2	2.9	0	0	0	0	2	1	0	0	0	0	0	0
17:00	7	28.8	21.8	6.7	0	1	2	2	1	1	0	0	0	0	0	0
18:00	9	25.3	20.8	4.3	0	1	2	5	1	0	0	0	0	0	0	0
19:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
20:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total 2H(10-12)	10	27.4	21.5	5.7	0	2	1	4	3	0	0	0	0	0	0	0
2H(14-16)	24	30.9	23.0	7.7	2	3	1	8	5	5	0	0	0	0	0	0
12H(7-19)	82	29.9	22.3	7.3	4	13	8	29	15	11	2	0	0	0	0	0
24H(0-24)	88	30.0	22.5	7.2	4	13	10	29	18	12	2	0	0	0	0	0
AM Peak	08:00	06:00	06:00	09:00	08:00	07:00	05:00	08:00	10:00	06:00	09:00	00:00	00:00	00:00	00:00	00:00
	10	**33.7**	**30.0**	**9.2**	**2**	**2**	**2**	**4**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
PM Peak	14:00	13:00	13:00	15:00	15:00	15:00	17:00	18:00	14:00	14:00	13:00	12:00	12:00	12:00	12:00	12:00
	12	**35.4**	**29.2**	**8.7**	**2**	**2**	**2**	**5**	**3**	**3**	**1**	**0**	**0**	**0**	**0**	**0**

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

09/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	6	30.4	20.9	9.2	1	1	0	2	1	1	0	0	0	0	0	0
08:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
09:00	6	24.1	17.5	6.3	0	3	1	1	1	0	0	0	0	0	0	0
10:00	3	25.2	19.2	5.8	0	1	0	2	0	0	0	0	0	0	0	0
11:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
12:00	4	30.2	25.0	5.0	0	0	0	3	0	1	0	0	0	0	0	0
13:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
14:00	3	29.8	19.3	10.1	1	0	0	1	1	0	0	0	0	0	0	0
15:00	3	31.5	22.5	8.7	0	1	0	0	2	0	0	0	0	0	0	0
16:00	2	34.8	27.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
17:00	5	25.8	21.5	4.2	0	0	2	2	1	0	0	0	0	0	0	0
18:00	5	26.2	22.5	3.5	0	0	1	3	1	0	0	0	0	0	0	0
19:00	3	27.2	24.2	2.9	0	0	0	2	1	0	0	0	0	0	0	0
20:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
21:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total 2H(10-12)	4	23.5	17.5	5.8	0	2	0	2	0	0	0	0	0	0	0	0
2H(14-16)	6	29.8	20.9	8.6	1	1	0	1	3	0	0	0	0	0	0	0
12H(7-19)	39	27.9	21.1	6.5	2	7	4	16	7	3	0	0	0	0	0	0
24H(0-24)	44	27.9	21.4	6.3	2	7	5	18	9	3	0	0	0	0	0	0
AM Peak	07:00	07:00	07:00	07:00	07:00	09:00	09:00	07:00	07:00	07:00	00:00	00:00	00:00	00:00	00:00	00:00
	6	**30.4**	**20.9**	**9.2**	**1**	**3**	**1**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	17:00	16:00	16:00	14:00	14:00	15:00	17:00	12:00	15:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	5	**34.8**	**27.5**	**10.1**	**1**	**1**	**2**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	24.8	17.5	7.1	0	1	0	1	0	0	0	0	0	0	0	0
06:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
07:00	2	25.9	15.3	10.3	1	0	0	1	0	0	0	0	0	0	0	0
08:00	3	31.5	22.5	8.7	0	1	0	0	2	0	0	0	0	0	0	0
09:00	3	27.8	17.7	9.8	1	0	1	0	1	0	0	0	0	0	0	0
10:00	3	32.7	27.5	5.0	0	0	0	1	1	1	0	0	0	0	0	0
11:00	3	31.6	20.8	10.4	0	1	1	0	0	1	0	0	0	0	0	0
12:00	3	30.2	24.2	5.8	0	0	1	0	2	0	0	0	0	0	0	0
13:00	4	35.2	30.0	5.0	0	0	0	1	0	3	0	0	0	0	0	0
14:00	9	31.4	23.1	8.1	0	1	4	0	1	3	0	0	0	0	0	0
15:00	4	47.3	31.3	15.5	0	0	1	1	0	1	0	0	0	1	0	0
16:00	3	40.0	29.2	10.4	0	0	1	0	0	1	1	0	0	0	0	0
17:00	5	32.1	22.6	9.2	1	0	0	2	1	1	0	0	0	0	0	0
18:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
21:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
22:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total 2H(10-12)	6	32.6	24.2	8.2	0	1	1	1	1	2	0	0	0	0	0	0
2H(14-16)	13	36.9	25.6	10.9	0	1	5	1	1	4	0	0	0	1	0	0
12H(7-19)	43	33.6	24.2	9.1	3	3	10	6	8	11	1	0	0	1	0	0
24H(0-24)	49	33.2	24.1	8.8	3	4	10	9	9	12	1	0	0	1	0	0
AM Peak	08:00	10:00	10:00	11:00	07:00	05:00	09:00	05:00	08:00	10:00	00:00	00:00	00:00	00:00	00:00	00:00
	3	**32.7**	**27.5**	**10.4**	**1**	**1**	**1**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	14:00	15:00	20:00	15:00	17:00	14:00	14:00	17:00	12:00	13:00	16:00	12:00	12:00	15:00	12:00	12:00
	9	**47.3**	**32.5**	**15.5**	**1**	**1**	**4**	**2**	**2**	**3**	**1**	**0**	**0**	**1**	**0**	**0**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	24.8	17.5	7.1	0	1	0	1	0	0	0	0	0	0	0	0
06:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
07:00	8	28.9	19.5	9.1	2	1	0	3	1	1	0	0	0	0	0	0
08:00	3	31.5	22.5	8.7	0	1	0	0	2	0	0	0	0	0	0	0
09:00	9	24.8	17.6	7.0	1	3	2	1	2	0	0	0	0	0	0	0
10:00	6	30.2	23.3	6.6	0	1	0	3	1	1	0	0	0	0	0	0
11:00	4	28.6	18.8	9.5	0	2	1	0	0	1	0	0	0	0	0	0
12:00	7	29.7	24.6	4.9	0	0	1	3	2	1	0	0	0	0	0	0
13:00	5	34.2	28.5	5.5	0	0	0	2	0	3	0	0	0	0	0	0
14:00	12	30.7	22.1	8.3	1	1	4	1	2	3	0	0	0	0	0	0
15:00	7	40.9	27.5	12.9	0	1	1	1	2	1	0	0	0	1	0	0
16:00	5	37.0	28.5	8.2	0	0	1	1	0	2	1	0	0	0	0	0
17:00	10	29.0	22.1	6.7	1	0	2	4	2	1	0	0	0	0	0	0
18:00	6	25.6	21.7	3.8	0	0	2	3	1	0	0	0	0	0	0	0
19:00	3	27.2	24.2	2.9	0	0	0	2	1	0	0	0	0	0	0	0
20:00	2	33.7	30.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
21:00	2	29.8	22.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
22:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	10	29.5	21.5	7.7	0	3	1	3	1	2	0	0	0	0	0	0
2H(14-16)	19	34.7	24.1	10.2	1	2	5	2	4	4	0	0	0	1	0	0
12H(7-19)	82	31.1	22.7	8.1	5	10	14	22	15	14	1	0	0	1	0	0
24H(0-24)	93	30.9	22.8	7.8	5	11	15	27	18	15	1	0	0	1	0	0
AM Peak	09:00	08:00	10:00	11:00	07:00	09:00	09:00	07:00	08:00	07:00	00:00	00:00	00:00	00:00	00:00	00:00
	9	**31.5**	**23.3**	**9.5**	**2**	**3**	**2**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	14:00	15:00	20:00	15:00	14:00	14:00	14:00	17:00	12:00	13:00	16:00	12:00	12:00	15:00	12:00	12:00
	12	**40.9**	**30.0**	**12.9**	**1**	**1**	**4**	**4**	**2**	**3**	**1**	**0**	**0**	**1**	**0**	**0**

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

10/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
07:00	5	32.8	23.5	8.9	0	1	0	3	0	0	1	0	0	0	0	0
08:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
09:00	3	13.7	11.0	2.6	1	2	0	0	0	0	0	0	0	0	0	0
10:00	3	23.8	20.8	2.9	0	0	1	2	0	0	0	0	0	0	0	0
11:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12:00	5	33.8	27.5	6.1	0	0	1	0	2	2	0	0	0	0	0	0
13:00	2	12.5	12.5	0.0	0	2	0	0	0	0	0	0	0	0	0	0
14:00	4	34.0	26.3	7.5	0	0	1	1	0	2	0	0	0	0	0	0
15:00	2	18.7	15.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
16:00	2	18.7	15.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
17:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
18:00	2	22.5	22.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
21:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
22:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total 2H(10-12)	3	23.8	20.8	2.9	0	0	1	2	0	0	0	0	0	0	0	0
2H(14-16)	6	31.2	22.5	8.4	0	1	2	1	0	2	0	0	0	0	0	0
12H(7-19)	30	28.9	20.9	7.8	1	8	5	8	3	4	1	0	0	0	0	0
24H(0-24)	34	28.2	20.3	7.6	1	10	6	9	3	4	1	0	0	0	0	0
AM Peak	07:00	07:00	07:00	07:00	09:00	09:00	10:00	07:00	00:00	00:00	07:00	00:00	00:00	00:00	00:00	00:00
	5	32.8	23.5	8.9	1	2	1	3	0	0	1	0	0	0	0	0
PM Peak	12:00	14:00	12:00	14:00	12:00	13:00	12:00	18:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	5	34.0	27.5	7.5	0	2	1	2	2	2	0	0	0	0	0	0

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	3	26.8	20.8	5.8	0	0	2	0	1	0	0	0	0	0	0	0
08:00	112	20.8	17.3	3.4	0	23	73	14	1	1	0	0	0	0	0	0
09:00	60	21.6	17.0	4.5	1	14	39	5	0	0	0	1	0	0	0	0
10:00	13	21.3	16.8	4.4	1	3	6	3	0	0	0	0	0	0	0	0
11:00	3	40.2	34.2	5.8	0	0	0	0	1	0	2	0	0	0	0	0
12:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
13:00	4	31.0	22.5	8.2	0	1	0	2	0	1	0	0	0	0	0	0
14:00	4	35.2	23.8	11.1	0	1	1	0	1	0	1	0	0	0	0	0
15:00	1	-	42.5	-	0	0	0	0	0	0	0	1	0	0	0	0
16:00	2	38.2	20.3	17.3	1	0	0	0	0	1	0	0	0	0	0	0
17:00	3	27.8	17.7	9.8	1	0	1	0	1	0	0	0	0	0	0	0
18:00	2	29.8	22.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
19:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
20:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
21:00	2	22.5	22.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total 2H(10-12)	16	28.7	20.0	8.3	1	3	6	3	1	0	2	0	0	0	0	0
2H(14-16)	5	40.7	27.5	12.7	0	1	1	0	1	0	1	1	0	0	0	0
12H(7-19)	208	23.3	17.9	5.3	4	43	123	24	6	3	3	2	0	0	0	0
24H(0-24)	214	23.5	18.0	5.3	4	44	123	28	7	3	3	2	0	0	0	0
AM Peak	08:00	11:00	11:00	07:00	09:00	08:00	08:00	08:00	07:00	08:00	11:00	09:00	00:00	00:00	00:00	00:00
	112	40.2	34.2	5.8	1	23	73	14	1	1	2	1	0	0	0	0
PM Peak	13:00	16:00	15:00	16:00	16:00	12:00	14:00	13:00	14:00	13:00	14:00	15:00	12:00	12:00	12:00	12:00
	4	38.2	42.5	17.3	1	1	1	2	1	1	1	1	0	0	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
07:00	8	30.3	22.5	7.6	0	1	2	3	1	0	1	0	0	0	0	0
08:00	113	20.8	17.3	3.4	0	24	73	14	1	1	0	0	0	0	0	0
09:00	63	21.5	16.7	4.6	2	16	39	5	0	0	0	1	0	0	0	0
10:00	16	22.1	17.5	4.4	1	3	7	5	0	0	0	0	0	0	0	0
11:00	3	40.2	34.2	5.8	0	0	0	0	1	0	2	0	0	0	0	0
12:00	6	33.5	25.0	8.2	0	1	1	0	2	2	0	0	0	0	0	0
13:00	6	27.6	19.2	8.2	0	3	0	2	0	1	0	0	0	0	0	0
14:00	8	34.2	25.0	8.9	0	1	2	1	1	2	1	0	0	0	0	0
15:00	3	40.8	24.2	16.1	0	1	1	0	0	0	0	1	0	0	0	0
16:00	4	28.7	17.6	10.6	1	1	1	0	0	1	0	0	0	0	0	0
17:00	4	29.8	20.1	9.4	1	0	1	0	2	0	0	0	0	0	0	0
18:00	4	26.7	22.5	4.1	0	0	1	2	1	0	0	0	0	0	0	0
19:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
20:00	3	27.7	22.5	5.0	0	0	1	1	1	0	0	0	0	0	0	0
21:00	3	25.2	19.2	5.8	0	1	0	2	0	0	0	0	0	0	0	0
22:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	19	28.1	20.2	7.7	1	3	7	5	1	0	2	0	0	0	0	0
2H(14-16)	11	35.5	24.8	10.3	0	2	3	1	1	2	1	1	0	0	0	0
12H(7-19)	238	24.2	18.3	5.7	5	51	128	32	9	7	4	2	0	0	0	0
24H(0-24)	248	24.2	18.3	5.7	5	54	129	37	10	7	4	2	0	0	0	0
AM Peak	08:00	11:00	11:00	07:00	09:00	08:00	08:00	08:00	07:00	08:00	11:00	09:00	00:00	00:00	00:00	00:00
	113	**40.2**	**34.2**	**7.6**	**2**	**24**	**73**	**14**	**1**	**1**	**2**	**1**	**0**	**0**	**0**	**0**
PM Peak	14:00	15:00	12:00	15:00	16:00	13:00	14:00	13:00	12:00	12:00	14:00	15:00	12:00	12:00	12:00	12:00
	8	**40.8**	**25.0**	**16.1**	**1**	**3**	**2**	**2**	**2**	**2**	**1**	**1**	**0**	**0**	**0**	**0**

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

11/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
08:00	2	18.7	15.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
09:00	4	24.8	17.5	7.1	0	2	1	0	1	0	0	0	0	0	0	0
10:00	6	24.9	16.8	7.8	2	0	2	1	1	0	0	0	0	0	0	0
11:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12:00	2	23.7	20.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
13:00	2	17.5	17.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
14:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
15:00	2	17.5	17.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
16:00	2	12.5	12.5	0.0	0	2	0	0	0	0	0	0	0	0	0	0
17:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
18:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
19:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
20:00	2	34.8	27.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	6	24.9	16.8	7.8	2	0	2	1	1	0	0	0	0	0	0	0
2H(14-16)	2	17.5	17.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
12H(7-19)	23	22.9	17.1	5.5	2	6	10	2	3	0	0	0	0	0	0	0
24H(0-24)	28	24.8	18.4	6.2	2	6	11	4	4	1	0	0	0	0	0	0
AM Peak	10:00	10:00	07:00	10:00	10:00	09:00	10:00	10:00	09:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	6	**24.9**	**17.5**	**7.8**	**2**	**2**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	12:00	20:00	18:00	20:00	12:00	16:00	13:00	12:00	18:00	20:00	12:00	12:00	12:00	12:00	12:00	12:00
	2	**34.8**	**27.5**	**7.1**	**0**	**2**	**2**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
08:00	3	26.8	20.8	5.8	0	0	2	0	1	0	0	0	0	0	0	0
09:00	6	27.2	18.4	8.5	1	1	2	1	0	1	0	0	0	0	0	0
10:00	3	12.2	9.5	2.6	2	1	0	0	0	0	0	0	0	0	0	0
11:00	4	17.5	17.5	0.0	0	0	4	0	0	0	0	0	0	0	0	0
12:00	4	38.7	27.5	10.8	0	0	1	1	1	0	0	1	0	0	0	0
13:00	3	22.2	19.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
14:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
15:00	3	26.6	16.0	10.2	1	1	0	0	1	0	0	0	0	0	0	0
16:00	4	25.1	16.4	8.4	1	1	1	0	1	0	0	0	0	0	0	0
17:00	7	26.5	23.9	2.4	0	0	0	5	2	0	0	0	0	0	0	0
18:00	3	32.7	27.5	5.0	0	0	0	1	1	1	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	2	17.5	17.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	7	18.8	14.1	4.5	2	1	4	0	0	0	0	0	0	0	0	0
2H(14-16)	5	28.8	19.6	8.9	1	1	0	1	2	0	0	0	0	0	0	0
12H(7-19)	42	28.1	20.3	7.6	5	4	12	10	8	2	0	1	0	0	0	0
24H(0-24)	45	27.7	20.1	7.3	5	4	15	10	8	2	0	1	0	0	0	0
AM Peak	09:00	09:00	08:00	09:00	10:00	09:00	11:00	09:00	08:00	09:00	00:00	00:00	00:00	00:00	00:00	00:00
	6	**27.2**	**20.8**	**8.5**	**2**	**1**	**4**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	17:00	12:00	12:00	12:00	15:00	15:00	13:00	17:00	17:00	18:00	12:00	12:00	12:00	12:00	12:00	12:00
	7	**38.7**	**27.5**	**10.8**	**1**	**1**	**2**	**5**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
07:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
08:00	5	24.2	18.5	5.5	0	1	3	0	1	0	0	0	0	0	0	0
09:00	10	25.9	18.1	7.5	1	3	3	1	1	1	0	0	0	0	0	0
10:00	9	21.9	14.4	7.3	4	1	2	1	1	0	0	0	0	0	0	0
11:00	4	17.5	17.5	0.0	0	0	4	0	0	0	0	0	0	0	0	0
12:00	6	34.7	25.0	9.4	0	0	2	2	1	0	0	1	0	0	0	0
13:00	5	20.8	18.5	2.2	0	0	4	1	0	0	0	0	0	0	0	0
14:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
15:00	5	24.1	16.6	7.3	1	1	2	0	1	0	0	0	0	0	0	0
16:00	6	22.1	15.1	6.8	1	3	1	0	1	0	0	0	0	0	0	0
17:00	8	27.3	22.5	4.6	0	1	0	5	2	0	0	0	0	0	0	0
18:00	4	31.7	27.5	4.1	0	0	0	1	2	1	0	0	0	0	0	0
19:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
20:00	4	29.8	22.5	7.1	0	0	2	1	0	1	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	13	21.7	15.3	6.1	4	1	6	1	1	0	0	0	0	0	0	0
2H(14-16)	7	26.6	19.0	7.4	1	1	2	1	2	0	0	0	0	0	0	0
12H(7-19)	65	26.5	19.2	7.0	7	10	22	12	11	2	0	1	0	0	0	0
24H(0-24)	73	26.6	19.5	6.9	7	10	26	14	12	3	0	1	0	0	0	0
AM Peak	09:00	09:00	08:00	09:00	10:00	09:00	11:00	09:00	08:00	09:00	00:00	00:00	00:00	00:00	00:00	00:00
	10	**25.9**	**18.5**	**7.5**	**4**	**3**	**4**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	17:00	12:00	18:00	12:00	15:00	16:00	13:00	17:00	17:00	18:00	12:00	12:00	12:00	12:00	12:00	12:00
	8	**34.7**	**27.5**	**9.4**	**1**	**3**	**4**	**5**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

12/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
07:00	4	36.1	26.3	9.5	0	1	0	0	1	2	0	0	0	0	0	0
08:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
09:00	2	12.5	12.5	0.0	0	2	0	0	0	0	0	0	0	0	0	0
10:00	2	29.8	22.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
11:00	3	28.7	20.8	7.6	0	1	0	1	1	0	0	0	0	0	0	0
12:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
13:00	3	12.5	12.5	0.0	0	3	0	0	0	0	0	0	0	0	0	0
14:00	2	34.8	27.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
15:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
16:00	4	39.2	26.3	12.5	0	1	0	1	1	0	0	1	0	0	0	0
17:00	3	31.8	25.8	5.8	0	0	0	2	0	1	0	0	0	0	0	0
18:00	4	21.6	15.1	6.3	1	1	1	1	0	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
21:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total 2H(10-12)	5	28.3	21.5	6.5	0	1	1	1	2	0	0	0	0	0	0	0
2H(14-16)	2	34.8	27.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
12H(7-19)	28	30.0	20.9	8.8	1	10	2	6	4	4	0	1	0	0	0	0
24H(0-24)	31	30.5	21.5	8.7	1	10	2	7	5	5	0	1	0	0	0	0
AM Peak	07:00	07:00	07:00	07:00	00:00	09:00	10:00	06:00	07:00	07:00	00:00	00:00	00:00	00:00	00:00	00:00
	4	36.1	26.3	9.5	0	2	1	1	1	2	0	0	0	0	0	0
PM Peak	16:00	16:00	20:00	16:00	18:00	13:00	18:00	17:00	16:00	14:00	12:00	16:00	12:00	12:00	12:00	12:00
	4	39.2	32.5	12.5	1	3	1	2	1	1	0	1	0	0	0	0

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	18.7	15.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	2	24.8	17.5	7.1	0	1	0	1	0	0	0	0	0	0	0	0
08:00	2	25.9	15.3	10.3	1	0	0	1	0	0	0	0	0	0	0	0
09:00	2	31.0	20.0	10.6	0	1	0	0	1	0	0	0	0	0	0	0
10:00	2	23.7	20.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
11:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
12:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
13:00	4	41.0	32.5	8.2	0	0	0	1	0	2	0	1	0	0	0	0
14:00	3	32.2	29.2	2.9	0	0	0	0	2	1	0	0	0	0	0	0
15:00	4	44.9	35.0	9.6	0	0	0	0	2	0	1	0	1	0	0	0
16:00	4	31.2	26.3	4.8	0	0	0	2	1	1	0	0	0	0	0	0
17:00	6	34.5	29.2	5.2	0	0	0	1	3	1	1	0	0	0	0	0
18:00	3	35.0	24.2	10.4	0	1	0	0	1	1	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	2	32.0	17.8	13.8	1	0	0	0	1	0	0	0	0	0	0	0
21:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
22:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total 2H(10-12)	3	27.7	22.5	5.0	0	0	1	1	1	0	0	0	0	0	0	0
2H(14-16)	7	40.4	32.5	7.6	0	0	0	0	4	1	1	0	1	0	0	0
12H(7-19)	34	35.4	26.8	8.3	1	3	1	7	12	6	2	1	1	0	0	0
24H(0-24)	40	34.7	25.8	8.6	2	4	2	7	15	6	2	1	1	0	0	0
AM Peak	05:00	09:00	11:00	09:00	08:00	05:00	05:00	07:00	09:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	2	31.0	27.5	10.6	1	1	1	1	1	0	0	0	0	0	0	0
PM Peak	17:00	15:00	15:00	20:00	20:00	18:00	12:00	16:00	17:00	13:00	15:00	13:00	15:00	12:00	12:00	12:00
	6	44.9	35.0	13.8	1	1	0	2	3	2	1	1	1	0	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	18.7	15.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
06:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
07:00	6	32.8	23.3	9.2	0	2	0	1	1	2	0	0	0	0	0	0
08:00	3	22.0	14.3	7.4	1	1	0	1	0	0	0	0	0	0	0	0
09:00	4	24.0	16.3	7.5	0	3	0	0	1	0	0	0	0	0	0	0
10:00	4	26.2	21.3	4.8	0	0	2	1	1	0	0	0	0	0	0	0
11:00	4	29.8	22.5	7.1	0	1	0	1	2	0	0	0	0	0	0	0
12:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
13:00	7	36.5	23.9	12.1	0	3	0	1	0	2	0	1	0	0	0	0
14:00	5	32.8	28.5	4.2	0	0	0	1	2	2	0	0	0	0	0	0
15:00	4	44.9	35.0	9.6	0	0	0	0	2	0	1	0	1	0	0	0
16:00	8	35.3	26.3	8.8	0	1	0	3	2	1	0	1	0	0	0	0
17:00	9	33.5	28.1	5.3	0	0	0	3	3	2	1	0	0	0	0	0
18:00	7	28.2	19.0	8.9	1	2	1	1	1	1	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	3	36.1	22.7	12.9	1	0	0	0	1	1	0	0	0	0	0	0
21:00	2	27.5	27.5	0.0	0	0	0	0	2	0	0	0	0	0	0	0
22:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	8	27.7	21.9	5.6	0	1	2	2	3	0	0	0	0	0	0	0
2H(14-16)	9	39.1	31.4	7.4	0	0	0	1	4	2	1	0	1	0	0	0
12H(7-19)	62	33.4	24.1	9.0	2	13	3	13	16	10	2	2	1	0	0	0
24H(0-24)	71	33.1	23.9	8.8	3	14	4	14	20	11	2	2	1	0	0	0
AM Peak	07:00	07:00	07:00	07:00	08:00	09:00	10:00	06:00	11:00	07:00	00:00	00:00	00:00	00:00	00:00	00:00
	6	**32.8**	**23.3**	**9.2**	**1**	**3**	**2**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	17:00	15:00	15:00	20:00	18:00	13:00	18:00	16:00	17:00	13:00	15:00	13:00	15:00	12:00	12:00	12:00
	9	**44.9**	**35.0**	**12.9**	**1**	**3**	**1**	**3**	**3**	**2**	**1**	**1**	**1**	**0**	**0**	**0**

Tween Bridge ATC 12, A18 High Levels Bank



Direction: Eastbound

Hour Beginning	Tue 06/06/2023	Wed 07/06/2023	Thu 08/06/2023	Fri 09/06/2023	Sat 10/06/2023	Sun 11/06/2023	Mon 12/06/2023	5-Day Ave.	7-Day Ave.
00:00	7	15	13	15	27	27	8	12	16
01:00	2	3	5	8	10	17	9	5	8
02:00	8	6	10	6	10	7	11	8	8
03:00	10	11	14	20	7	6	16	14	12
04:00	16	16	21	24	8	7	26	21	17
05:00	121	120	111	103	47	27	122	115	93
06:00	193	178	197	170	62	53	165	181	145
07:00	389	386	386	388	146	134	365	383	313
08:00	369	373	364	336	251	132	394	367	317
09:00	260	276	237	291	254	213	290	271	260
10:00	265	252	266	256	287	234	257	259	260
11:00	244	273	262	283	273	242	236	260	259
12:00	250	268	235	291	251	231	286	266	259
13:00	289	287	286	317	223	249	287	293	277
14:00	326	288	310	361	252	210	316	320	295
15:00	326	311	383	344	206	224	347	342	306
16:00	438	388	422	457	226	209	387	418	361
17:00	401	442	387	387	217	196	401	404	347
18:00	256	243	258	267	161	155	181	241	217
19:00	153	182	191	160	129	104	133	164	150
20:00	96	136	126	114	99	71	91	113	105
21:00	60	72	87	92	58	55	62	75	69
22:00	44	39	40	52	51	43	35	42	43
23:00	14	9	29	26	28	16	19	19	20
Total									
12H(7-19)	3813	3787	3796	3978	2747	2429	3747	3824	3471
16H(6-22)	4315	4355	4397	4514	3095	2712	4198	4356	3941
18H(6-24)	4373	4403	4466	4592	3174	2771	4252	4417	4004
24H(0-24)	4537	4574	4640	4768	3283	2862	4444	4593	4158
AM Peak	07:00	07:00	07:00	07:00	10:00	11:00	08:00	07:00	08:00
	389	386	386	388	287	242	394	383	317
PM Peak	16:00	17:00	16:00	16:00	14:00	13:00	17:00	16:00	16:00
	438	442	422	457	252	249	401	418	361

Paul Castle Associates

Direction: Westbound

Hour Beginning	Tue 06/06/2023	Wed 07/06/2023	Thu 08/06/2023	Fri 09/06/2023	Sat 10/06/2023	Sun 11/06/2023	Mon 12/06/2023	5-Day Ave.	7-Day Ave.
00:00	4	3	4	8	10	14	7	5	7
01:00	1	2	4	6	2	5	5	4	4
02:00	5	6	6	5	3	3	6	6	5
03:00	8	13	15	8	7	1	14	12	9
04:00	41	44	39	52	9	4	54	46	35
05:00	111	105	111	127	35	20	129	117	91
06:00	204	207	183	175	55	32	218	197	153
07:00	341	337	353	323	139	63	328	336	269
08:00	324	290	311	291	162	84	289	301	250
09:00	229	195	253	219	227	145	237	227	215
10:00	200	224	196	255	236	180	183	212	211
11:00	210	233	217	240	235	233	249	230	231
12:00	209	236	208	241	221	202	183	215	214
13:00	203	180	209	233	196	244	209	207	211
14:00	231	239	250	259	214	193	271	250	237
15:00	295	271	258	319	186	204	289	286	260
16:00	306	314	353	306	176	189	335	323	283
17:00	310	310	325	309	192	202	309	313	280
18:00	178	242	179	196	154	173	171	193	185
19:00	98	105	101	120	98	101	104	106	104
20:00	63	89	74	79	51	72	60	73	70
21:00	61	45	56	69	61	39	61	58	56
22:00	25	32	38	34	36	19	28	31	30
23:00	13	12	19	19	11	8	19	16	14
Total									
12H(7-19)	3036	3071	3112	3191	2338	2112	3053	3093	2845
16H(6-22)	3462	3517	3526	3634	2603	2356	3496	3527	3228
18H(6-24)	3500	3561	3583	3687	2650	2383	3543	3575	3272
24H(0-24)	3670	3734	3762	3893	2716	2430	3758	3763	3423
AM Peak	07:00	07:00	07:00	07:00	10:00	11:00	07:00	07:00	07:00
	341	337	353	323	236	233	328	336	269
PM Peak	17:00	16:00	16:00	15:00	12:00	13:00	16:00	16:00	16:00
	310	314	353	319	221	244	335	323	283

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Direction: Total Flow

Hour Beginning	Tue 06/06/2023	Wed 07/06/2023	Thu 08/06/2023	Fri 09/06/2023	Sat 10/06/2023	Sun 11/06/2023	Mon 12/06/2023	5-Day Ave.	7-Day Ave.
00:00	11	18	17	23	37	41	15	17	23
01:00	3	5	9	14	12	22	14	9	11
02:00	13	12	16	11	13	10	17	14	13
03:00	18	24	29	28	14	7	30	26	21
04:00	57	60	60	76	17	11	80	67	52
05:00	232	225	222	230	82	47	251	232	184
06:00	397	385	380	345	117	85	383	378	299
07:00	730	723	739	711	285	197	693	719	583
08:00	693	663	675	627	413	216	683	668	567
09:00	489	471	490	510	481	358	527	497	475
10:00	465	476	462	511	523	414	440	471	470
11:00	454	506	479	523	508	475	485	489	490
12:00	459	504	443	532	472	433	469	481	473
13:00	492	467	495	550	419	493	496	500	487
14:00	557	527	560	620	466	403	587	570	531
15:00	621	582	641	663	392	428	636	629	566
16:00	744	702	775	763	402	398	722	741	644
17:00	711	752	712	696	409	398	710	716	627
18:00	434	485	437	463	315	328	352	434	402
19:00	251	287	292	280	227	205	237	269	254
20:00	159	225	200	193	150	143	151	186	174
21:00	121	117	143	161	119	94	123	133	125
22:00	69	71	78	86	87	62	63	73	74
23:00	27	21	48	45	39	24	38	36	35
Total									
12H(7-19)	6849	6858	6908	7169	5085	4541	6800	6917	6316
16H(6-22)	7777	7872	7923	8148	5698	5068	7694	7883	7169
18H(6-24)	7873	7964	8049	8279	5824	5154	7795	7992	7277
24H(0-24)	8207	8308	8402	8661	5999	5292	8202	8356	7582
AM Peak	07:00	07:00	07:00	07:00	10:00	11:00	07:00	07:00	07:00
	730	723	739	711	523	475	693	719	583
PM Peak	16:00	17:00	16:00	16:00	12:00	13:00	16:00	16:00	16:00
	744	752	775	763	472	493	722	741	644

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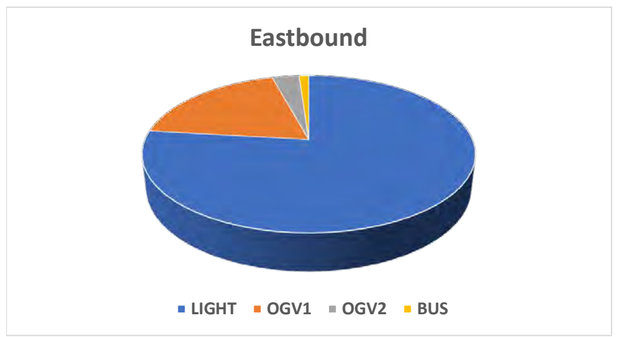
Tween Bridge ATC 12, A18 High Levels Bank

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	4537	3389	945	151	52
Wed 7 Jun 2023	4574	3465	867	176	66
Thu 8 Jun 2023	4640	3535	869	180	56
Fri 9 Jun 2023	4768	3641	920	161	46
Sat 10 Jun 2023	3283	2758	480	30	15
Sun 11 Jun 2023	2862	2340	467	20	35
Mon 12 Jun 2023	4444	3244	953	191	56
5 Day Ave.	4593	3455	911	172	55
7 Day Ave.	4158	3196	786	130	47

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	100.0%	74.7%	20.8%	3.3%	1.1%
Wed 7 Jun 2023	100.0%	75.8%	19.0%	3.8%	1.4%
Thu 8 Jun 2023	100.0%	76.2%	18.7%	3.9%	1.2%
Fri 9 Jun 2023	100.0%	76.4%	19.3%	3.4%	1.0%
Sat 10 Jun 2023	100.0%	84.0%	14.6%	0.9%	0.5%
Sun 11 Jun 2023	100.0%	81.8%	16.3%	0.7%	1.2%
Mon 12 Jun 2023	100.0%	73.0%	21.4%	4.3%	1.3%
5 Day Ave.	100.0%	75.2%	19.8%	3.7%	1.2%
7 Day Ave.	100.0%	76.9%	18.9%	3.1%	1.1%

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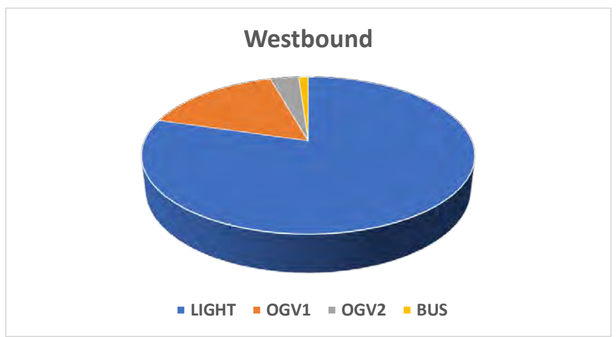


Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	3670	2834	651	137	48
Wed 7 Jun 2023	3734	2891	611	183	49
Thu 8 Jun 2023	3762	2905	663	146	48
Fri 9 Jun 2023	3893	3109	626	116	42
Sat 10 Jun 2023	2716	2367	318	15	16
Sun 11 Jun 2023	2430	2085	310	17	18
Mon 12 Jun 2023	3758	2876	661	180	41
5 Day Ave.	3763	2923	642	152	46
7 Day Ave.	3423	2724	549	113	37

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	100.0%	77.2%	17.7%	3.7%	1.3%
Wed 7 Jun 2023	100.0%	77.4%	16.4%	4.9%	1.3%
Thu 8 Jun 2023	100.0%	77.2%	17.6%	3.9%	1.3%
Fri 9 Jun 2023	100.0%	79.9%	16.1%	3.0%	1.1%
Sat 10 Jun 2023	100.0%	87.2%	11.7%	0.6%	0.6%
Sun 11 Jun 2023	100.0%	85.8%	12.8%	0.7%	0.7%
Mon 12 Jun 2023	100.0%	76.5%	17.6%	4.8%	1.1%
5 Day Ave.	100.0%	77.7%	17.1%	4.0%	1.2%
7 Day Ave.	100.0%	79.6%	16.0%	3.3%	1.1%

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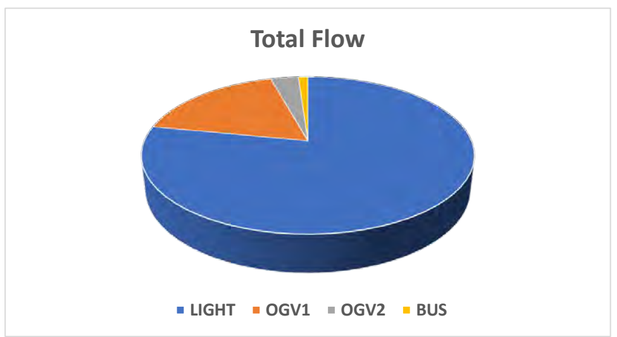


Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	8207	6223	1596	288	100
Wed 7 Jun 2023	8308	6356	1478	359	115
Thu 8 Jun 2023	8402	6440	1532	326	104
Fri 9 Jun 2023	8661	6750	1546	277	88
Sat 10 Jun 2023	5999	5125	798	45	31
Sun 11 Jun 2023	5292	4425	777	37	53
Mon 12 Jun 2023	8202	6120	1614	371	97
5 Day Ave.	8356	6378	1553	324	101
7 Day Ave.	7582	5920	1334	243	84

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	100.0%	75.8%	19.4%	3.5%	1.2%
Wed 7 Jun 2023	100.0%	76.5%	17.8%	4.3%	1.4%
Thu 8 Jun 2023	100.0%	76.6%	18.2%	3.9%	1.2%
Fri 9 Jun 2023	100.0%	77.9%	17.9%	3.2%	1.0%
Sat 10 Jun 2023	100.0%	85.4%	13.3%	0.8%	0.5%
Sun 11 Jun 2023	100.0%	83.6%	14.7%	0.7%	1.0%
Mon 12 Jun 2023	100.0%	74.6%	19.7%	4.5%	1.2%
5 Day Ave.	100.0%	76.3%	18.6%	3.9%	1.2%
7 Day Ave.	100.0%	78.1%	17.6%	3.2%	1.1%

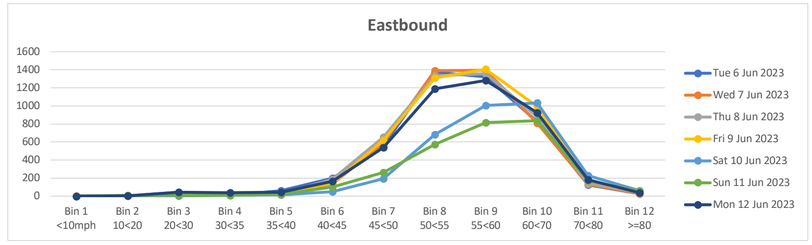
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Tween Bridge ATC 12, A18 High Levels Bank

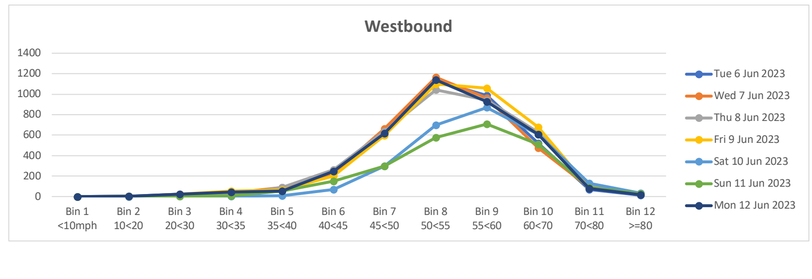
Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Tue 6 Jun 2023	4537	63.9	55.4	8.1	0	5	41	10	60	198	554	1373	1320	827	125	24
Wed 7 Jun 2023	4574	63.7	55.7	7.7	1	3	7	40	40	138	592	1393	1395	808	129	28
Thu 8 Jun 2023	4640	64.1	55.9	7.9	0	3	18	8	23	188	653	1332	1357	879	142	37
Fri 9 Jun 2023	4768	64.8	56.4	8.1	0	1	3	40	41	139	622	1310	1406	991	169	46
Sat 10 Jun 2023	3283	68.1	59.5	8.3	0	3	3	10	13	51	194	684	1006	1032	228	59
Sun 11 Jun 2023	2862	67.8	58.4	9.1	0	7	8	9	22	100	263	576	816	836	172	53
Mon 12 Jun 2023	4444	65.3	56.2	8.7	0	1	41	37	41	163	539	1189	1282	927	184	40
5 Day Ave.	4593	64.4	56.0	8.1	0	3	22	27	41	165	592	1319	1352	886	150	35
7 Day Ave.	4158	65.4	56.8	8.3	0	3	17	22	34	140	488	1122	1226	900	164	41



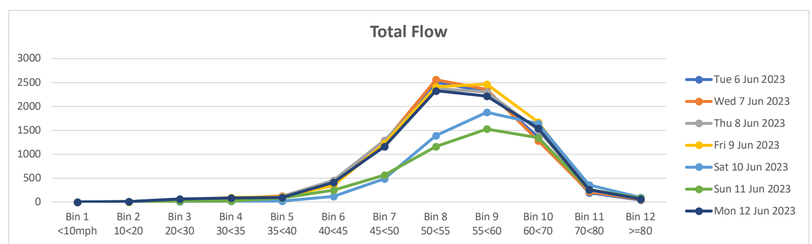
Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Tue 6 Jun 2023	3670	62.4	54.2	7.9	0	4	22	22	54	232	610	1130	988	523	70	15
Wed 7 Jun 2023	3734	62.3	54.0	8.1	0	3	9	35	88	225	661	1164	962	476	88	23
Thu 8 Jun 2023	3762	63.3	54.6	8.4	0	1	12	17	87	263	637	1042	942	628	106	27
Fri 9 Jun 2023	3893	63.5	54.8	8.4	0	0	22	54	66	200	598	1099	1058	680	91	25
Sat 10 Jun 2023	2716	65.6	57.4	7.9	0	0	5	5	6	68	296	699	869	606	131	31
Sun 11 Jun 2023	2430	65.2	56.1	8.8	0	2	5	7	56	148	297	578	708	511	89	29
Mon 12 Jun 2023	3758	62.8	54.3	8.3	0	3	23	45	55	245	615	1139	928	609	78	18
5 Day Ave.	3763	62.9	54.4	8.2	0	2	18	35	70	233	624	1115	976	583	87	22
7 Day Ave.	3423	63.6	55.1	8.2	0	2	14	26	59	197	531	979	922	576	93	24



Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Tue 6 Jun 2023	8207	63.2	54.9	8.1	0	9	63	32	114	430	1164	2503	2308	1350	195	39
Wed 7 Jun 2023	8308	63.2	54.9	7.9	1	6	16	75	128	363	1253	2557	2357	1284	217	51
Thu 8 Jun 2023	8402	63.8	55.3	8.2	0	4	30	25	110	451	1290	2374	2299	1507	248	64
Fri 9 Jun 2023	8661	64.2	55.7	8.2	0	1	25	94	107	339	1220	2409	2464	1671	260	71
Sat 10 Jun 2023	5999	67.1	58.6	8.2	0	3	8	15	19	119	490	1383	1875	1638	359	90
Sun 11 Jun 2023	5292	66.7	57.3	9.0	0	9	13	16	78	248	560	1154	1524	1347	261	82
Mon 12 Jun 2023	8202	64.2	55.3	8.6	0	4	64	82	96	408	1154	2328	2210	1536	262	58
5 Day Ave.	8356	63.7	55.2	8.2	0	5	40	62	111	398	1216	2434	2328	1470	236	57
7 Day Ave.	7582	64.6	56.0	8.3	0	5	31	48	93	337	1019	2101	2148	1476	257	65



Tween Bridge ATC 12, A18 High Levels Bank

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Tue 6 Jun 2023	509	61.3	53.5	7.5	0	0	2	2	13	35	86	185	118	57	9	2
Wed 7 Jun 2023	525	61.1	52.8	8.0	0	3	5	13	8	22	83	200	141	44	4	2
Thu 8 Jun 2023	528	60.4	53.4	6.8	0	0	0	0	2	37	119	200	100	62	6	2
Fri 9 Jun 2023	539	61.9	54.8	6.9	0	0	0	1	8	23	78	183	158	78	9	1
Sat 10 Jun 2023	560	66.8	59.1	7.4	0	0	1	0	0	7	30	130	175	190	18	9
Sun 11 Jun 2023	476	65.3	56.1	8.9	0	2	2	3	2	23	76	107	128	113	15	5
Mon 12 Jun 2023	493	62.0	54.9	6.8	0	0	1	2	2	17	71	173	155	59	12	1
5 Day Ave.	519	61.3	53.9	7.2	0	1	2	4	7	27	87	188	134	60	8	2
7 Day Ave.	519	62.7	54.9	7.5	0	1	2	3	5	23	78	168	139	86	10	3

Paul Castle Associates

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Tue 6 Jun 2023	410	60.7	52.6	7.8	0	0	3	9	5	44	76	125	90	57	1	0
Wed 7 Jun 2023	457	60.0	51.9	7.8	0	2	1	5	21	35	90	170	98	28	4	3
Thu 8 Jun 2023	413	60.3	52.1	8.0	0	0	5	2	16	36	101	116	88	46	1	2
Fri 9 Jun 2023	495	62.0	53.1	8.5	0	0	0	10	8	60	99	127	110	70	6	5
Sat 10 Jun 2023	471	64.6	56.5	7.8	0	0	0	2	0	23	61	117	155	87	24	2
Sun 11 Jun 2023	413	63.8	55.7	7.8	0	0	1	1	4	16	64	117	122	75	8	5
Mon 12 Jun 2023	432	60.3	52.8	7.2	0	0	0	1	7	31	115	146	79	45	6	2
5 Day Ave.	441	60.6	52.5	7.9	0	0	2	5	11	41	96	137	93	49	4	2
7 Day Ave.	442	61.7	53.5	7.9	0	0	1	4	9	35	87	131	106	58	7	3

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Tue 6 Jun 2023	919	61.0	53.1	7.7	0	0	5	11	18	79	162	310	208	114	10	2
Wed 7 Jun 2023	982	60.6	52.4	7.9	0	5	6	18	29	57	173	370	239	72	8	5
Thu 8 Jun 2023	941	60.4	52.8	7.3	0	0	5	2	18	73	220	316	188	108	7	4
Fri 9 Jun 2023	1034	62.0	54.0	7.8	0	0	0	11	16	83	177	310	268	148	15	6
Sat 10 Jun 2023	1031	65.9	57.9	7.7	0	0	1	2	0	30	91	247	330	277	42	11
Sun 11 Jun 2023	889	64.6	55.9	8.4	0	2	3	4	6	39	140	224	250	188	23	10
Mon 12 Jun 2023	925	61.3	53.9	7.0	0	0	1	3	9	48	186	319	234	104	18	3
5 Day Ave.	960	61.1	53.2	7.6	0	1	3	9	18	68	184	325	227	109	12	4
7 Day Ave.	960	62.3	54.3	7.7	0	1	3	7	14	58	164	299	245	144	18	6

Paul Castle Associates

Tween Bridge ATC 12, A18 High Levels Bank

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Tue 6 Jun 2023	652	62.2	53.1	8.7	0	0	21	2	15	38	105	206	166	89	10	0
Wed 7 Jun 2023	599	61.5	54.5	6.8	0	0	0	4	4	32	84	217	171	76	10	1
Thu 8 Jun 2023	693	63.2	54.4	8.5	0	1	13	1	2	30	153	173	186	114	18	2
Fri 9 Jun 2023	705	63.5	55.1	8.1	0	0	0	19	6	21	100	229	190	118	16	6
Sat 10 Jun 2023	458	68.0	59.8	7.9	0	0	0	0	0	10	27	79	155	147	32	8
Sun 11 Jun 2023	434	67.2	58.1	8.7	0	1	4	0	7	7	25	96	150	116	22	6
Mon 12 Jun 2023	663	62.6	53.8	8.5	0	0	13	2	12	40	125	171	192	94	11	3
5 Day Ave.	662	62.6	54.2	8.1	0	0	9	6	8	32	113	199	181	98	13	2
7 Day Ave.	601	64.0	55.6	8.2	0	0	7	4	7	25	88	167	173	108	17	4

Paul Castle Associates

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Tue 6 Jun 2023	526	60.3	53.3	6.7	0	0	0	0	6	34	122	178	126	52	6	2
Wed 7 Jun 2023	510	60.0	52.5	7.2	0	0	0	8	16	34	106	182	109	50	4	1
Thu 8 Jun 2023	508	61.9	53.6	8.0	0	1	0	0	11	61	79	154	122	67	11	2
Fri 9 Jun 2023	578	62.6	53.6	8.7	0	0	7	26	7	16	95	172	167	77	8	3
Sat 10 Jun 2023	400	64.9	57.2	7.5	0	0	0	0	3	8	34	126	123	90	10	6
Sun 11 Jun 2023	397	64.8	55.0	9.5	0	0	0	1	25	36	42	91	115	61	23	3
Mon 12 Jun 2023	560	59.4	51.6	7.5	0	0	0	13	14	72	119	183	104	51	2	2
5 Day Ave.	536	60.8	52.9	7.6	0	0	1	9	11	43	104	174	126	59	6	2
7 Day Ave.	497	62.0	53.8	7.9	0	0	1	7	12	37	85	155	124	64	9	3

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Tue 6 Jun 2023	1178	61.4	53.2	7.9	0	0	21	2	21	72	227	384	292	141	16	2
Wed 7 Jun 2023	1109	60.9	53.6	7.1	0	0	0	12	20	66	190	399	280	126	14	2
Thu 8 Jun 2023	1201	62.7	54.1	8.3	0	2	13	1	13	91	232	327	308	181	29	4
Fri 9 Jun 2023	1283	63.1	54.4	8.4	0	0	7	45	13	37	195	401	357	195	24	9
Sat 10 Jun 2023	858	66.7	58.6	7.8	0	0	0	0	3	18	61	205	278	237	42	14
Sun 11 Jun 2023	831	66.2	56.6	9.2	0	1	4	1	32	43	67	187	265	177	45	9
Mon 12 Jun 2023	1223	61.2	52.8	8.1	0	0	13	15	26	112	244	354	296	145	13	5
5 Day Ave.	1199	61.9	53.6	8.0	0	0	11	15	19	76	218	373	307	158	19	4
7 Day Ave.	1098	63.2	54.8	8.1	0	0	8	11	18	63	174	322	297	172	26	6

Paul Castle Associates

Tween Bridge ATC 12, A18 High Levels Bank

Direction: Eastbound

06/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	7	7	0	0	0
01:00	2	1	1	0	0
02:00	8	7	1	0	0
03:00	10	6	2	2	0
04:00	16	12	3	0	1
05:00	121	110	9	2	0
06:00	193	149	37	4	3
07:00	389	307	74	6	2
08:00	369	260	90	13	6
09:00	260	171	68	14	7
10:00	265	179	66	14	6
11:00	244	164	64	11	5
12:00	250	172	64	11	3
13:00	289	202	78	7	2
14:00	326	242	66	12	6
15:00	326	226	83	15	2
16:00	438	345	72	17	4
17:00	401	331	56	14	0
18:00	256	202	47	5	2
19:00	153	129	23	0	1
20:00	96	73	21	2	0
21:00	60	47	11	1	1
22:00	44	34	8	1	1
23:00	14	13	1	0	0
Total					
12H(7-19)	3813	2801	828	139	45
16H(6-22)	4315	3199	920	146	50
18H(6-24)	4373	3246	929	147	51
24H(0-24)	4537	3389	945	151	52
AM Peak	07:00	07:00	08:00	09:00	09:00
	389	307	90	14	7
PM Peak	16:00	16:00	15:00	16:00	14:00
	438	345	83	17	6

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	3	0	1	0
01:00	1	1	0	0	0
02:00	5	4	1	0	0
03:00	8	6	0	2	0
04:00	41	25	8	7	1
05:00	111	90	7	14	0
06:00	204	149	34	16	5
07:00	341	274	54	12	1
08:00	324	267	45	9	3
09:00	229	148	67	12	2
10:00	200	137	48	12	3
11:00	210	150	50	6	4
12:00	209	155	43	7	4
13:00	203	126	52	16	9
14:00	231	175	49	5	2
15:00	295	222	60	8	5
16:00	306	240	57	3	6
17:00	310	277	29	3	1
18:00	178	158	19	1	0
19:00	98	84	13	1	0
20:00	63	55	7	0	1
21:00	61	56	5	0	0
22:00	25	22	2	1	0
23:00	13	10	1	1	1
Total					
12H(7-19)	3036	2329	573	94	40
16H(6-22)	3462	2673	632	111	46
18H(6-24)	3500	2705	635	113	47
24H(0-24)	3670	2834	651	137	48
AM Peak	07:00	07:00	09:00	06:00	06:00
	341	274	67	16	5
PM Peak	17:00	17:00	15:00	13:00	13:00
	310	277	60	16	9

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	11	10	0	1	0
01:00	3	2	1	0	0
02:00	13	11	2	0	0
03:00	18	12	2	4	0
04:00	57	37	11	7	2
05:00	232	200	16	16	0
06:00	397	298	71	20	8
07:00	730	581	128	18	3
08:00	693	527	135	22	9
09:00	489	319	135	26	9
10:00	465	316	114	26	9
11:00	454	314	114	17	9
12:00	459	327	107	18	7
13:00	492	328	130	23	11
14:00	557	417	115	17	8
15:00	621	448	143	23	7
16:00	744	585	129	20	10
17:00	711	608	85	17	1
18:00	434	360	66	6	2
19:00	251	213	36	1	1
20:00	159	128	28	2	1
21:00	121	103	16	1	1
22:00	69	56	10	2	1
23:00	27	23	2	1	1
Total					
12H(7-19)	6849	5130	1401	233	85
16H(6-22)	7777	5872	1552	257	96
18H(6-24)	7873	5951	1564	260	98
24H(0-24)	8207	6223	1596	288	100
AM Peak	07:00	07:00	08:00	09:00	08:00
	730	581	135	26	9
PM Peak	16:00	17:00	15:00	13:00	13:00
	744	608	143	23	11

Paul Castle Associates

Tween Bridge ATC 12, A18 High Levels Bank

Direction: Eastbound

07/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	15	12	2	0	1
01:00	3	1	2	0	0
02:00	6	5	1	0	0
03:00	11	7	2	2	0
04:00	16	15	1	0	0
05:00	120	110	8	2	0
06:00	178	140	32	5	1
07:00	386	311	63	7	5
08:00	373	286	70	9	8
09:00	276	192	66	10	8
10:00	252	174	58	14	6
11:00	273	183	67	19	4
12:00	268	184	64	12	8
13:00	287	205	64	12	6
14:00	288	211	48	23	6
15:00	311	203	78	26	4
16:00	388	306	61	18	3
17:00	442	365	70	7	0
18:00	243	193	44	2	4
19:00	182	143	33	5	1
20:00	136	120	13	3	0
21:00	72	59	13	0	0
22:00	39	33	6	0	0
23:00	9	7	1	0	1
Total					
12H(7-19)	3787	2813	753	159	62
16H(6-22)	4355	3275	844	172	64
18H(6-24)	4403	3315	851	172	65
24H(0-24)	4574	3465	867	176	66
AM Peak	07:00	07:00	08:00	11:00	08:00
	386	311	70	19	8
PM Peak	17:00	17:00	15:00	15:00	12:00
	442	365	78	26	8

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	2	1	0	0	1
02:00	6	6	0	0	0
03:00	13	9	1	3	0
04:00	44	33	2	9	0
05:00	105	79	7	17	2
06:00	207	140	43	19	5
07:00	337	276	43	15	3
08:00	290	238	42	8	2
09:00	195	142	37	14	2
10:00	224	160	48	15	1
11:00	233	166	49	14	4
12:00	236	160	53	13	10
13:00	180	121	45	12	2
14:00	239	182	42	12	3
15:00	271	204	54	7	6
16:00	314	258	37	13	6
17:00	310	266	37	6	1
18:00	242	207	30	5	0
19:00	105	93	11	0	1
20:00	89	71	17	1	0
21:00	45	39	6	0	0
22:00	32	29	3	0	0
23:00	12	8	4	0	0
Total					
12H(7-19)	3071	2380	517	134	40
16H(6-22)	3517	2723	594	154	46
18H(6-24)	3561	2760	601	154	46
24H(0-24)	3734	2891	611	183	49
AM Peak	07:00	07:00	11:00	06:00	06:00
	337	276	49	19	5
PM Peak	16:00	17:00	15:00	12:00	12:00
	314	266	54	13	10

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	18	15	2	0	1
01:00	5	2	2	0	1
02:00	12	11	1	0	0
03:00	24	16	3	5	0
04:00	60	48	3	9	0
05:00	225	189	15	19	2
06:00	385	280	75	24	6
07:00	723	587	106	22	8
08:00	663	524	112	17	10
09:00	471	334	103	24	10
10:00	476	334	106	29	7
11:00	506	349	116	33	8
12:00	504	344	117	25	18
13:00	467	326	109	24	8
14:00	527	393	90	35	9
15:00	582	407	132	33	10
16:00	702	564	98	31	9
17:00	752	631	107	13	1
18:00	485	400	74	7	4
19:00	287	236	44	5	2
20:00	225	191	30	4	0
21:00	117	98	19	0	0
22:00	71	62	9	0	0
23:00	21	15	5	0	1
Total					
12H(7-19)	6858	5193	1270	293	102
16H(6-22)	7872	5998	1438	326	110
18H(6-24)	7964	6075	1452	326	111
24H(0-24)	8308	6356	1478	359	115
AM Peak	07:00	07:00	11:00	11:00	08:00
	723	587	116	33	10
PM Peak	17:00	17:00	15:00	14:00	12:00
	752	631	132	35	18

Paul Castle Associates

Tween Bridge ATC 12, A18 High Levels Bank

Direction: Eastbound

08/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	13	12	1	0	0
01:00	5	2	2	1	0
02:00	10	8	2	0	0
03:00	14	11	2	1	0
04:00	21	14	4	3	0
05:00	111	96	14	1	0
06:00	197	165	29	2	1
07:00	386	310	61	12	3
08:00	364	270	77	7	10
09:00	237	150	69	16	2
10:00	266	171	77	12	6
11:00	262	175	64	14	9
12:00	235	154	59	21	1
13:00	286	203	63	13	7
14:00	310	226	61	19	4
15:00	383	289	67	22	5
16:00	422	324	69	23	6
17:00	387	338	43	5	1
18:00	258	219	35	4	0
19:00	191	163	27	0	1
20:00	126	102	22	2	0
21:00	87	73	14	0	0
22:00	40	36	3	1	0
23:00	29	24	4	1	0
Total 12H(7-19)	3796	2829	745	168	54
16H(6-22)	4397	3332	837	172	56
18H(6-24)	4466	3392	844	174	56
24H(0-24)	4640	3535	869	180	56
AM Peak	07:00	07:00	08:00	09:00	08:00
	386	310	77	16	10
PM Peak	16:00	17:00	16:00	16:00	13:00
	422	338	69	23	7

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	3	1	0	0
01:00	4	3	0	1	0
02:00	6	6	0	0	0
03:00	15	11	2	2	0
04:00	39	29	3	7	0
05:00	111	90	15	6	0
06:00	183	121	43	14	5
07:00	353	275	55	20	3
08:00	311	247	53	10	1
09:00	253	183	61	7	2
10:00	196	140	41	9	6
11:00	217	148	52	15	2
12:00	208	142	49	11	6
13:00	209	163	31	12	3
14:00	250	170	68	9	3
15:00	258	192	54	6	6
16:00	353	288	51	7	7
17:00	325	287	32	4	2
18:00	179	153	23	3	0
19:00	101	93	8	0	0
20:00	74	59	12	2	1
21:00	56	52	4	0	0
22:00	38	36	2	0	0
23:00	19	14	3	1	1
Total 12H(7-19)	3112	2388	570	113	41
16H(6-22)	3526	2713	637	129	47
18H(6-24)	3583	2763	642	130	48
24H(0-24)	3762	2905	663	146	48
AM Peak	07:00	07:00	09:00	07:00	10:00
	353	275	61	20	6
PM Peak	16:00	16:00	14:00	13:00	16:00
	353	288	68	12	7

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	17	15	2	0	0
01:00	9	5	2	2	0
02:00	16	14	2	0	0
03:00	29	22	4	3	0
04:00	60	43	7	10	0
05:00	222	186	29	7	0
06:00	380	286	72	16	6
07:00	739	585	116	32	6
08:00	675	517	130	17	11
09:00	490	333	130	23	4
10:00	462	311	118	21	12
11:00	479	323	116	29	11
12:00	443	296	108	32	7
13:00	495	366	94	25	10
14:00	560	396	129	28	7
15:00	641	481	121	28	11
16:00	775	612	120	30	13
17:00	712	625	75	9	3
18:00	437	372	58	7	0
19:00	292	256	35	0	1
20:00	200	161	34	4	1
21:00	143	125	18	0	0
22:00	78	72	5	1	0
23:00	48	38	7	2	1
Total 12H(7-19)	6908	5217	1315	281	95
16H(6-22)	7923	6045	1474	301	103
18H(6-24)	8049	6155	1486	304	104
24H(0-24)	8402	6440	1532	326	104
AM Peak	07:00	07:00	08:00	07:00	10:00
	739	585	130	32	12
PM Peak	16:00	17:00	14:00	12:00	16:00
	775	625	129	32	13

Paul Castle Associates

Tween Bridge ATC 12, A18 High Levels Bank

Direction: Eastbound

09/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	15	13	1	1	0
01:00	8	6	2	0	0
02:00	6	4	1	1	0
03:00	20	14	5	1	0
04:00	24	20	4	0	0
05:00	103	89	13	1	0
06:00	170	138	26	4	2
07:00	388	306	70	8	4
08:00	336	259	58	10	9
09:00	291	206	64	15	6
10:00	256	178	57	17	4
11:00	283	182	76	20	5
12:00	291	214	63	12	2
13:00	317	216	79	18	4
14:00	361	252	90	15	4
15:00	344	261	69	14	0
16:00	457	379	67	11	0
17:00	387	320	60	5	2
18:00	267	223	38	4	2
19:00	160	125	34	0	1
20:00	114	96	15	2	1
21:00	92	73	19	0	0
22:00	52	43	7	2	0
23:00	26	24	2	0	0
Total					
12H(7-19)	3978	2996	791	149	42
16H(6-22)	4514	3428	885	155	46
18H(6-24)	4592	3495	894	157	46
24H(0-24)	4768	3641	920	161	46
AM Peak	07:00	07:00	11:00	11:00	08:00
	388	306	76	20	9
PM Peak	16:00	16:00	14:00	13:00	13:00
	457	379	90	18	4

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	8	7	1	0	0
01:00	6	5	1	0	0
02:00	5	4	1	0	0
03:00	8	8	0	0	0
04:00	52	37	6	8	1
05:00	127	97	15	15	0
06:00	175	117	42	11	5
07:00	323	261	45	15	2
08:00	291	231	52	7	1
09:00	219	168	35	11	5
10:00	255	185	59	7	4
11:00	240	191	37	7	5
12:00	241	187	42	7	5
13:00	233	172	44	12	5
14:00	259	200	50	7	2
15:00	319	265	47	5	2
16:00	306	258	45	1	2
17:00	309	272	35	0	2
18:00	196	171	24	1	0
19:00	120	100	20	0	0
20:00	79	71	7	0	1
21:00	69	60	9	0	0
22:00	34	28	6	0	0
23:00	19	14	3	2	0
Total					
12H(7-19)	3191	2561	515	80	35
16H(6-22)	3634	2909	593	91	41
18H(6-24)	3687	2951	602	93	41
24H(0-24)	3893	3109	626	116	42
AM Peak	07:00	07:00	10:00	05:00	06:00
	323	261	59	15	5
PM Peak	15:00	17:00	14:00	13:00	12:00
	319	272	50	12	5

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	23	20	2	1	0
01:00	14	11	3	0	0
02:00	11	8	2	1	0
03:00	28	22	5	1	0
04:00	76	57	10	8	1
05:00	230	186	28	16	0
06:00	345	255	68	15	7
07:00	711	567	115	23	6
08:00	627	490	110	17	10
09:00	510	374	99	26	11
10:00	511	363	116	24	8
11:00	523	373	113	27	10
12:00	532	401	105	19	7
13:00	550	388	123	30	9
14:00	620	452	140	22	6
15:00	663	526	116	19	2
16:00	763	637	112	12	2
17:00	696	592	95	5	4
18:00	463	394	62	5	2
19:00	280	225	54	0	1
20:00	193	167	22	2	2
21:00	161	133	28	0	0
22:00	86	71	13	2	0
23:00	45	38	5	2	0
Total					
12H(7-19)	7169	5557	1306	229	77
16H(6-22)	8148	6337	1478	246	87
18H(6-24)	8279	6446	1496	250	87
24H(0-24)	8661	6750	1546	277	88
AM Peak	07:00	07:00	10:00	11:00	09:00
	711	567	116	27	11
PM Peak	16:00	16:00	14:00	13:00	13:00
	763	637	140	30	9

Paul Castle Associates

Tween Bridge ATC 12, A18 High Levels Bank

Direction: Eastbound

10/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	27	22	4	1	0
01:00	10	8	2	0	0
02:00	10	9	0	0	1
03:00	7	7	0	0	0
04:00	8	5	1	2	0
05:00	47	38	8	1	0
06:00	62	49	11	1	1
07:00	146	112	31	1	2
08:00	251	208	36	6	1
09:00	254	211	40	3	0
10:00	287	249	36	1	1
11:00	273	228	42	3	0
12:00	251	214	34	0	3
13:00	223	189	30	2	2
14:00	252	215	32	5	0
15:00	206	161	44	0	1
16:00	226	187	36	1	2
17:00	217	183	32	2	0
18:00	161	142	19	0	0
19:00	129	114	14	0	1
20:00	99	89	10	0	0
21:00	58	51	6	1	0
22:00	51	42	9	0	0
23:00	28	25	3	0	0
Total					
12H(7-19)	2747	2299	412	24	12
16H(6-22)	3095	2602	453	26	14
18H(6-24)	3174	2669	465	26	14
24H(0-24)	3283	2758	480	30	15
AM Peak	10:00	10:00	11:00	08:00	07:00
	287	**249**	**42**	**6**	**2**
PM Peak	14:00	14:00	15:00	14:00	12:00
	252	**215**	**44**	**5**	**3**

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	10	10	0	0	0
01:00	2	2	0	0	0
02:00	3	3	0	0	0
03:00	7	6	1	0	0
04:00	9	9	0	0	0
05:00	35	27	6	1	1
06:00	55	42	11	1	1
07:00	139	114	22	2	1
08:00	162	136	25	1	0
09:00	227	191	34	0	2
10:00	236	208	26	1	1
11:00	235	211	23	0	1
12:00	221	191	27	2	1
13:00	196	172	22	1	1
14:00	214	195	17	1	1
15:00	186	165	17	1	3
16:00	176	157	19	0	0
17:00	192	166	24	1	1
18:00	154	130	21	2	1
19:00	98	84	13	0	1
20:00	51	48	3	0	0
21:00	61	54	6	1	0
22:00	36	35	1	0	0
23:00	11	11	0	0	0
Total					
12H(7-19)	2338	2036	277	12	13
16H(6-22)	2603	2264	310	14	15
18H(6-24)	2650	2310	311	14	15
24H(0-24)	2716	2367	318	15	16
AM Peak	10:00	11:00	09:00	07:00	09:00
	236	**211**	**34**	**2**	**2**
PM Peak	12:00	14:00	12:00	12:00	15:00
	221	**195**	**27**	**2**	**3**

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	37	32	4	1	0
01:00	12	10	2	0	0
02:00	13	12	0	0	1
03:00	14	13	1	0	0
04:00	17	14	1	2	0
05:00	82	65	14	2	1
06:00	117	91	22	2	2
07:00	285	226	53	3	3
08:00	413	344	61	7	1
09:00	481	402	74	3	2
10:00	523	457	62	2	2
11:00	508	439	65	3	1
12:00	472	405	61	2	4
13:00	419	361	52	3	3
14:00	466	410	49	6	1
15:00	392	326	61	1	4
16:00	402	344	55	1	2
17:00	409	349	56	3	1
18:00	315	272	40	2	1
19:00	227	198	27	0	2
20:00	150	137	13	0	0
21:00	119	105	12	2	0
22:00	87	77	10	0	0
23:00	39	36	3	0	0
Total					
12H(7-19)	5085	4335	689	36	25
16H(6-22)	5698	4866	763	40	29
18H(6-24)	5824	4979	776	40	29
24H(0-24)	5999	5125	798	45	31
AM Peak	10:00	10:00	09:00	08:00	07:00
	523	**457**	**74**	**7**	**3**
PM Peak	12:00	14:00	12:00	14:00	12:00
	472	**410**	**61**	**6**	**4**

Paul Castle Associates

Tween Bridge ATC 12, A18 High Levels Bank

Direction: Eastbound

11/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	27	25	2	0	0
01:00	17	15	2	0	0
02:00	7	7	0	0	0
03:00	6	6	0	0	0
04:00	7	5	2	0	0
05:00	27	24	3	0	0
06:00	53	42	8	0	3
07:00	134	94	36	1	3
08:00	132	99	28	0	5
09:00	213	171	34	2	6
10:00	234	189	38	3	4
11:00	242	192	45	3	2
12:00	231	196	30	3	2
13:00	249	210	35	2	2
14:00	210	177	30	3	0
15:00	224	180	41	1	2
16:00	209	178	31	0	0
17:00	196	164	29	2	1
18:00	155	127	26	0	2
19:00	104	90	13	0	1
20:00	71	58	13	0	0
21:00	55	42	12	0	1
22:00	43	34	9	0	0
23:00	16	15	0	0	1
Total 12H(7-19)	2429	1977	403	20	29
16H(6-22)	2712	2209	449	20	34
18H(6-24)	2771	2258	458	20	35
24H(0-24)	2862	2340	467	20	35
AM Peak	11:00	11:00	11:00	10:00	09:00
	242	192	45	3	6
PM Peak	13:00	13:00	15:00	12:00	12:00
	249	210	41	3	2

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	14	14	0	0	0
01:00	5	5	0	0	0
02:00	3	2	1	0	0
03:00	1	1	0	0	0
04:00	4	4	0	0	0
05:00	20	18	1	1	0
06:00	32	29	3	0	0
07:00	63	48	14	0	1
08:00	84	66	18	0	0
09:00	145	130	13	2	0
10:00	180	158	21	1	0
11:00	233	201	28	3	1
12:00	202	169	31	1	1
13:00	244	211	26	4	3
14:00	193	160	29	1	3
15:00	204	188	16	0	0
16:00	189	161	25	0	3
17:00	202	160	37	2	3
18:00	173	152	20	0	1
19:00	101	87	11	2	1
20:00	72	61	11	0	0
21:00	39	36	2	0	1
22:00	19	16	3	0	0
23:00	8	8	0	0	0
Total 12H(7-19)	2112	1804	278	14	16
16H(6-22)	2356	2017	305	16	18
18H(6-24)	2383	2041	308	16	18
24H(0-24)	2430	2085	310	17	18
AM Peak	11:00	11:00	11:00	11:00	07:00
	233	201	28	3	1
PM Peak	13:00	13:00	17:00	13:00	13:00
	244	211	37	4	3

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	41	39	2	0	0
01:00	22	20	2	0	0
02:00	10	9	1	0	0
03:00	7	7	0	0	0
04:00	11	9	2	0	0
05:00	47	42	4	1	0
06:00	85	71	11	0	3
07:00	197	142	50	1	4
08:00	216	165	46	0	5
09:00	358	301	47	4	6
10:00	414	347	59	4	4
11:00	475	393	73	6	3
12:00	433	365	61	4	3
13:00	493	421	61	6	5
14:00	403	337	59	4	3
15:00	428	368	57	1	2
16:00	398	339	56	0	3
17:00	398	324	66	4	4
18:00	328	279	46	0	3
19:00	205	177	24	2	2
20:00	143	119	24	0	0
21:00	94	78	14	0	2
22:00	62	50	12	0	0
23:00	24	23	0	0	1
Total 12H(7-19)	4541	3781	681	34	45
16H(6-22)	5068	4226	754	36	52
18H(6-24)	5154	4299	766	36	53
24H(0-24)	5292	4425	777	37	53
AM Peak	11:00	11:00	11:00	11:00	09:00
	475	393	73	6	6
PM Peak	13:00	13:00	17:00	13:00	13:00
	493	421	66	6	5

Paul Castle Associates

Tween Bridge ATC 12, A18 High Levels Bank

Direction: Eastbound

12/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	8	8	0	0	0
01:00	9	7	2	0	0
02:00	11	9	2	0	0
03:00	16	14	2	0	0
04:00	26	20	5	1	0
05:00	122	103	19	0	0
06:00	165	135	29	1	0
07:00	365	277	71	10	7
08:00	394	281	87	14	12
09:00	290	204	71	10	5
10:00	257	167	67	14	9
11:00	236	139	81	14	2
12:00	286	184	79	19	4
13:00	287	196	63	22	6
14:00	316	213	75	23	5
15:00	347	236	95	15	1
16:00	387	288	76	23	0
17:00	401	337	46	15	3
18:00	181	151	23	6	1
19:00	133	103	27	3	0
20:00	91	74	17	0	0
21:00	62	53	8	1	0
22:00	35	30	4	0	1
23:00	19	15	4	0	0
Total 12H(7-19)	3747	2673	834	185	55
16H(6-22)	4198	3038	915	190	55
18H(6-24)	4252	3083	923	190	56
24H(0-24)	4444	3244	953	191	56
AM Peak	08:00	08:00	08:00	08:00	08:00
	394	281	87	14	12
PM Peak	17:00	17:00	15:00	14:00	13:00
	401	337	95	23	6

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	7	6	0	1	0
01:00	5	1	4	0	0
02:00	6	6	0	0	0
03:00	14	9	3	2	0
04:00	54	32	5	17	0
05:00	129	93	16	18	2
06:00	218	155	40	21	2
07:00	328	270	45	10	3
08:00	289	230	49	9	1
09:00	237	171	50	11	5
10:00	183	126	47	8	2
11:00	249	173	59	12	5
12:00	183	136	35	7	5
13:00	209	145	49	12	3
14:00	271	185	64	20	2
15:00	289	204	64	15	6
16:00	335	280	44	7	4
17:00	309	265	37	7	0
18:00	171	151	18	1	1
19:00	104	91	13	0	0
20:00	60	51	9	0	0
21:00	61	53	8	0	0
22:00	28	25	1	2	0
23:00	19	18	1	0	0
Total 12H(7-19)	3053	2336	561	119	37
16H(6-22)	3496	2686	631	140	39
18H(6-24)	3543	2729	633	142	39
24H(0-24)	3758	2876	661	180	41
AM Peak	07:00	07:00	11:00	06:00	09:00
	328	270	59	21	5
PM Peak	16:00	16:00	14:00	14:00	15:00
	335	280	64	20	6

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	15	14	0	1	0
01:00	14	8	6	0	0
02:00	17	15	2	0	0
03:00	30	23	5	2	0
04:00	80	52	10	18	0
05:00	251	196	35	18	2
06:00	383	290	69	22	2
07:00	693	547	116	20	10
08:00	683	511	136	23	13
09:00	527	375	121	21	10
10:00	440	293	114	22	11
11:00	485	312	140	26	7
12:00	469	320	114	26	9
13:00	496	341	112	34	9
14:00	587	398	139	43	7
15:00	636	440	159	30	7
16:00	722	568	120	30	4
17:00	710	602	83	22	3
18:00	352	302	41	7	2
19:00	237	194	40	3	0
20:00	151	125	26	0	0
21:00	123	106	16	1	0
22:00	63	55	5	2	1
23:00	38	33	5	0	0
Total 12H(7-19)	6800	5009	1395	304	92
16H(6-22)	7694	5724	1546	330	94
18H(6-24)	7795	5812	1556	332	95
24H(0-24)	8202	6120	1614	371	97
AM Peak	07:00	07:00	11:00	11:00	08:00
	693	547	140	26	13
PM Peak	16:00	17:00	15:00	14:00	12:00
	722	602	159	43	9

Paul Castle Associates

Tween Bridge ATC 12, A18 High Levels Bank

Direction: Eastbound

06/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	7	76.6	65.4	10.8	0	0	0	0	0	0	1	0	0	5	0	1
01:00	2	79.1	66.3	12.4	0	0	0	0	0	0	0	0	1	0	1	0
02:00	8	71.8	61.9	9.6	0	0	0	0	0	0	0	3	1	2	2	0
03:00	10	72.1	58.8	12.9	0	0	0	0	1	1	1	0	2	3	2	0
04:00	16	69.4	61.7	7.4	0	0	0	0	0	0	0	4	3	7	2	0
05:00	121	70.7	60.6	9.7	0	0	2	0	2	2	2	18	36	44	12	3
06:00	193	66.3	58.3	7.7	0	0	0	0	1	5	14	48	59	53	12	1
07:00	389	61.5	55.6	5.7	0	0	0	0	0	6	39	151	135	53	4	1
08:00	369	62.0	54.4	7.4	0	0	0	3	10	20	44	131	104	48	9	0
09:00	260	60.4	53.2	6.9	0	0	4	0	2	15	44	102	62	31	0	0
10:00	265	60.8	52.7	7.8	0	0	1	2	12	22	39	102	61	20	4	2
11:00	244	61.7	54.4	7.1	0	0	1	0	1	13	47	83	57	37	5	0
12:00	250	61.5	54.5	6.8	0	0	0	0	3	9	43	92	69	26	8	0
13:00	289	60.8	53.5	7.0	0	0	0	0	5	22	70	69	83	37	3	0
14:00	326	62.9	52.5	10.0	0	0	20	0	9	20	43	104	78	45	7	0
15:00	326	61.1	53.8	7.1	0	0	1	2	6	18	62	102	88	44	3	0
16:00	438	62.5	55.8	6.4	0	0	2	2	0	12	37	150	153	77	5	0
17:00	401	65.0	55.1	9.6	0	5	10	1	6	14	34	104	131	91	4	1
18:00	256	67.4	59.3	7.9	0	0	0	0	0	11	9	50	85	85	11	5
19:00	153	69.5	60.8	8.4	0	0	0	0	0	2	11	21	48	53	14	4
20:00	96	68.8	59.7	8.8	0	0	0	0	2	3	3	17	32	29	8	2
21:00	60	69.5	60.3	8.9	0	0	0	0	0	1	6	8	19	19	5	2
22:00	44	67.8	58.9	8.6	0	0	0	0	0	2	4	12	6	16	4	0
23:00	14	72.6	61.1	11.1	0	0	0	0	0	0	1	2	7	2	0	2
Total																
2H(10-12)	509	61.3	53.5	7.5	0	0	2	2	13	35	86	185	118	57	9	2
2H(14-16)	652	62.2	53.1	8.7	0	0	21	2	15	38	105	206	166	89	10	0
12H(7-19)	3813	62.6	54.6	7.7	0	5	39	10	54	182	511	1240	1106	594	63	9
24H(0-24)	4537	63.9	55.4	8.1	0	5	41	10	60	198	554	1373	1320	827	125	24
AM Peak	07:00	01:00	01:00	03:00	00:00	00:00	09:00	08:00	10:00	10:00	11:00	07:00	07:00	06:00	05:00	05:00
	389	**79.1**	**66.3**	**12.9**	**0**	**0**	**4**	**3**	**12**	**22**	**47**	**151**	**135**	**53**	**12**	**3**
PM Peak	16:00	23:00	23:00	23:00	12:00	17:00	14:00	15:00	14:00	13:00	13:00	16:00	16:00	17:00	19:00	18:00
	438	**72.6**	**61.1**	**11.1**	**0**	**5**	**20**	**2**	**9**	**22**	**70**	**150**	**153**	**91**	**14**	**5**

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	4	77.2	63.8	13.0	0	0	0	0	0	0	0	2	0	0	2	0
01:00	1	-	57.5	-	0	0	0	0	0	0	0	0	1	0	0	0
02:00	5	65.0	58.5	6.3	0	0	0	0	0	0	0	2	1	2	0	0
03:00	8	64.3	56.3	7.8	0	0	0	0	0	1	1	0	4	2	0	0
04:00	41	69.7	59.5	9.9	0	0	0	0	0	2	2	14	7	9	6	1
05:00	111	64.3	56.2	7.9	0	0	0	0	1	7	11	32	35	20	4	1
06:00	204	64.4	55.0	9.1	0	1	0	5	2	9	33	57	53	36	5	3
07:00	341	61.1	54.6	6.3	0	0	0	0	3	12	54	118	107	44	2	1
08:00	324	61.5	52.5	8.7	0	0	10	1	11	27	52	92	91	36	4	0
09:00	229	59.9	51.9	7.7	0	1	6	0	1	15	52	86	52	15	0	1
10:00	200	61.1	51.9	8.9	0	0	3	9	4	19	39	55	41	29	1	0
11:00	210	60.0	53.2	6.6	0	0	0	0	1	25	37	70	49	28	0	0
12:00	209	60.5	52.4	7.8	0	0	0	0	7	25	45	75	28	24	4	1
13:00	203	60.2	52.1	7.8	0	0	0	3	15	11	46	62	39	26	1	0
14:00	231	61.0	53.6	7.1	0	0	0	0	2	17	52	73	58	25	2	2
15:00	295	59.8	53.1	6.4	0	0	0	0	4	17	70	105	68	27	4	0
16:00	306	61.6	54.5	6.9	0	0	0	2	1	24	41	88	109	37	3	1
17:00	310	62.7	55.1	7.4	0	0	3	1	0	18	36	93	104	50	4	1
18:00	178	66.0	57.9	7.9	0	1	0	0	1	1	19	42	54	51	9	0
19:00	98	67.3	58.7	8.3	0	0	0	0	1	0	8	26	31	23	7	2
20:00	63	68.5	58.7	9.4	0	1	0	0	0	0	6	12	20	18	6	0
21:00	61	66.4	59.1	7.0	0	0	0	0	0	1	2	13	25	15	5	0
22:00	25	67.0	57.2	9.4	0	0	0	0	0	1	4	7	6	5	1	1
23:00	13	61.5	53.8	7.4	0	0	0	1	0	0	0	6	5	1	0	0
Total																
2H(10-12)	410	60.7	52.6	7.8	0	0	3	9	5	44	76	125	90	57	1	0
2H(14-16)	526	60.3	53.3	6.7	0	0	0	0	6	34	122	178	126	52	6	2
12H(7-19)	3036	61.4	53.6	7.6	0	2	22	16	50	211	543	959	800	392	34	7
24H(0-24)	3670	62.4	54.2	7.9	0	4	22	22	54	232	610	1130	988	523	70	15
AM Peak	07:00	00:00	00:00	00:00	00:00	06:00	08:00	10:00	08:00	08:00	07:00	07:00	07:00	07:00	04:00	06:00
	341	**77.2**	**63.8**	**13.0**	**0**	**1**	**10**	**9**	**11**	**27**	**54**	**118**	**107**	**44**	**6**	**3**
PM Peak	17:00	20:00	21:00	22:00	12:00	18:00	17:00	13:00	13:00	12:00	15:00	15:00	16:00	18:00	18:00	14:00
	310	**68.5**	**59.1**	**9.4**	**0**	**1**	**3**	**3**	**15**	**25**	**70**	**105**	**109**	**51**	**9**	**2**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	11	76.2	64.8	11.0	0	0	0	0	0	0	1	2	0	5	2	1
01:00	3	73.8	63.3	10.1	0	0	0	0	0	0	0	0	2	0	1	0
02:00	13	69.2	60.6	8.4	0	0	0	0	0	0	0	5	2	4	2	0
03:00	18	68.7	57.6	10.7	0	0	0	0	1	2	2	0	6	5	2	0
04:00	57	69.7	60.1	9.3	0	0	0	0	0	2	2	18	10	16	8	1
05:00	232	67.9	58.5	9.1	0	0	2	0	3	9	13	50	71	64	16	4
06:00	397	65.5	56.6	8.6	0	1	0	5	3	14	47	105	112	89	17	4
07:00	730	61.3	55.1	6.0	0	0	0	0	3	18	93	269	242	97	6	2
08:00	693	61.9	53.5	8.1	0	0	10	4	21	47	96	223	195	84	13	0
09:00	489	60.2	52.6	7.3	0	1	10	0	3	30	96	188	114	46	0	1
10:00	465	60.9	52.3	8.3	0	0	4	11	16	41	78	157	102	49	5	2
11:00	454	61.0	53.8	6.9	0	0	1	0	2	38	84	153	106	65	5	0
12:00	459	61.2	53.6	7.3	0	0	0	0	10	34	88	167	97	50	12	1
13:00	492	60.6	52.9	7.4	0	0	0	3	20	33	116	131	122	63	4	0
14:00	557	62.2	53.0	9.0	0	0	20	0	11	37	95	177	136	70	9	2
15:00	621	60.5	53.5	6.8	0	0	1	2	10	35	132	207	156	71	7	0
16:00	744	62.1	55.3	6.6	0	0	2	4	1	36	78	238	262	114	8	1
17:00	711	64.1	55.1	8.7	0	5	13	2	6	32	70	197	235	141	8	2
18:00	434	66.9	58.7	7.9	0	1	0	0	1	12	28	92	139	136	20	5
19:00	251	68.7	60.0	8.4	0	0	0	0	1	2	19	47	79	76	21	6
20:00	159	68.7	59.3	9.0	0	1	0	0	2	3	9	29	52	47	14	2
21:00	121	68.0	59.7	8.0	0	0	0	0	0	2	8	21	44	34	10	2
22:00	69	67.5	58.3	8.9	0	0	0	0	0	3	8	19	12	21	5	1
23:00	27	68.0	57.6	10.0	0	0	0	1	0	0	1	8	12	3	0	2
Total																
2H(10-12)	919	61.0	53.1	7.7	0	0	5	11	18	79	162	310	208	114	10	2
2H(14-16)	1178	61.4	53.2	7.9	0	0	21	2	21	72	227	384	292	141	16	2
12H(7-19)	6849	62.1	54.2	7.7	0	7	61	26	104	393	1054	2199	1906	986	97	16
24H(0-24)	8207	63.2	54.9	8.1	0	9	63	32	114	430	1164	2503	2308	1350	195	39
AM Peak	07:00	00:00	00:00	00:00	00:00	06:00	08:00	10:00	08:00	08:00	08:00	07:00	07:00	07:00	06:00	05:00
	730	**76.2**	**64.8**	**11.0**	**0**	**1**	**10**	**11**	**21**	**47**	**96**	**269**	**242**	**97**	**17**	**4**
PM Peak	16:00	19:00	19:00	23:00	12:00	17:00	14:00	16:00	13:00	14:00	15:00	16:00	16:00	17:00	19:00	19:00
	744	**68.7**	**60.0**	**10.0**	**0**	**5**	**20**	**4**	**20**	**37**	**132**	**238**	**262**	**141**	**21**	**6**

Tween Bridge ATC 12, A18 High Levels Bank

Direction: Eastbound

07/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	15	67.8	61.2	6.4	0	0	0	0	0	0	0	3	4	7	1	0
01:00	3	75.9	64.2	11.3	0	0	0	0	0	0	0	1	0	1	1	0
02:00	6	73.7	63.8	9.6	0	0	0	0	0	0	0	1	2	1	2	0
03:00	11	68.9	58.2	10.4	0	0	0	0	1	0	1	2	2	4	1	0
04:00	16	68.6	61.3	7.1	0	0	0	0	0	0	1	3	2	9	1	0
05:00	120	68.5	60.6	7.6	0	0	0	0	0	1	3	20	45	40	8	3
06:00	178	65.7	57.8	7.6	0	0	0	3	0	2	18	37	57	54	7	0
07:00	386	62.5	55.7	6.6	0	0	0	3	1	7	51	113	146	58	5	2
08:00	373	60.3	53.5	6.6	0	0	0	4	9	9	79	129	101	39	3	0
09:00	276	61.6	53.3	8.0	0	0	1	3	12	11	57	86	70	31	2	3
10:00	252	61.1	52.9	7.9	0	0	5	8	1	10	29	104	75	17	2	1
11:00	273	61.1	52.6	8.2	0	3	0	5	7	12	54	96	66	27	2	1
12:00	268	61.6	54.5	6.9	0	0	0	4	3	7	37	103	72	38	4	0
13:00	287	59.8	53.6	5.9	0	0	0	0	0	20	53	105	76	33	0	0
14:00	288	61.2	54.2	6.8	0	0	0	4	2	13	36	121	73	34	5	0
15:00	311	61.9	54.8	6.9	0	0	0	0	2	19	48	96	98	42	5	1
16:00	388	62.2	56.0	6.0	0	0	0	0	0	10	33	135	139	68	1	2
17:00	442	64.5	57.4	6.9	0	0	0	5	0	3	33	122	159	107	11	2
18:00	243	67.8	59.5	8.0	0	0	0	1	1	3	15	38	97	66	18	4
19:00	182	68.8	59.1	9.4	0	0	1	0	0	8	16	33	55	49	15	5
20:00	136	68.5	59.3	8.9	0	0	0	0	1	1	20	28	28	40	18	0
21:00	72	72.7	61.5	10.9	1	0	0	0	0	1	3	11	18	25	11	2
22:00	39	71.7	61.7	9.7	0	0	0	0	0	1	3	6	8	15	4	2
23:00	9	72.2	61.7	10.2	0	0	0	0	0	0	2	0	2	3	2	0
Total 2H(10-12)	525	61.1	52.8	8.0	0	3	5	13	8	22	83	200	141	44	4	2
2H(14-16)	599	61.5	54.5	6.8	0	0	0	4	4	32	84	217	171	76	10	1
12H(7-19)	3787	62.4	54.9	7.2	0	3	6	37	38	124	525	1248	1172	560	58	16
24H(0-24)	4574	63.7	55.7	7.7	1	3	7	40	40	138	592	1393	1395	808	129	28
AM Peak	07:00	01:00	01:00	01:00	00:00	11:00	10:00	10:00	09:00	11:00	08:00	08:00	07:00	07:00	05:00	05:00
	386	**75.9**	**64.2**	**11.3**	**0**	**3**	**5**	**8**	**12**	**12**	**79**	**129**	**146**	**58**	**8**	**3**
PM Peak	17:00	21:00	22:00	21:00	21:00	12:00	19:00	17:00	12:00	13:00	13:00	16:00	17:00	17:00	18:00	19:00
	442	**72.7**	**61.7**	**10.9**	**1**	**0**	**1**	**5**	**3**	**20**	**53**	**135**	**159**	**107**	**18**	**5**

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	3	75.2	58.3	16.3	0	0	0	0	0	1	0	0	1	0	1	0
01:00	2	67.9	58.8	8.8	0	0	0	0	0	0	0	1	0	1	0	0
02:00	6	69.8	58.3	11.0	0	0	0	0	0	1	0	1	2	1	1	0
03:00	13	67.4	58.1	9.0	0	0	0	0	0	2	1	1	2	7	0	0
04:00	44	65.3	57.6	7.5	0	0	0	0	0	2	4	10	14	12	2	0
05:00	105	65.0	56.0	8.7	0	0	0	0	3	3	18	30	24	22	3	2
06:00	207	62.2	53.7	8.2	0	0	0	3	3	18	50	46	45	38	4	0
07:00	337	62.6	53.4	8.9	0	0	5	6	14	21	46	91	110	36	5	3
08:00	290	61.0	53.6	7.2	0	0	0	3	8	18	45	99	77	37	3	0
09:00	195	60.6	52.4	7.9	0	0	3	5	3	10	39	73	39	21	2	0
10:00	224	59.7	51.9	7.6	0	2	1	0	11	16	36	93	47	17	1	0
11:00	233	60.2	51.8	8.1	0	0	0	5	10	19	54	77	51	11	3	3
12:00	236	61.4	53.6	7.5	0	0	0	0	0	16	63	78	48	22	7	2
13:00	180	61.0	52.2	8.4	0	1	0	0	6	18	45	55	39	9	5	2
14:00	239	60.0	51.6	8.1	0	0	0	8	12	20	45	87	46	16	4	1
15:00	271	59.8	53.4	6.2	0	0	0	0	4	14	61	95	63	34	0	0
16:00	314	61.0	53.3	7.4	0	0	0	4	3	34	45	107	86	28	6	1
17:00	310	62.6	55.5	6.8	0	0	0	1	2	8	38	97	120	37	3	4
18:00	242	63.5	55.9	7.3	0	0	0	0	4	2	42	74	63	50	6	1
19:00	105	71.3	61.3	9.7	0	0	0	0	2	0	8	16	30	30	15	4
20:00	89	68.1	59.4	8.3	0	0	0	0	1	0	11	15	25	27	10	0
21:00	45	65.8	57.1	8.4	0	0	0	0	1	1	7	10	12	11	3	0
22:00	32	66.9	59.6	7.1	0	0	0	0	0	0	2	5	14	8	3	0
23:00	12	64.8	54.6	9.8	0	0	0	0	1	1	1	3	4	1	1	0
Total 2H(10-12)	457	60.0	51.9	7.8	0	2	1	5	21	35	90	170	98	28	4	3
2H(14-16)	510	60.0	52.5	7.2	0	0	0	8	16	34	106	182	109	50	4	1
12H(7-19)	3071	61.3	53.3	7.7	0	3	9	32	77	196	559	1026	789	318	45	17
24H(0-24)	3734	62.3	54.0	8.1	0	3	9	35	88	225	661	1164	962	476	88	23
AM Peak	07:00	00:00	01:00	00:00	00:00	10:00	07:00	07:00	07:00	07:00	11:00	08:00	07:00	06:00	07:00	07:00
	337	**75.2**	**58.8**	**16.3**	**0**	**2**	**5**	**6**	**14**	**21**	**54**	**99**	**110**	**38**	**5**	**3**
PM Peak	16:00	19:00	19:00	23:00	12:00	13:00	12:00	14:00	14:00	16:00	12:00	16:00	17:00	18:00	19:00	17:00
	314	**71.3**	**61.3**	**9.8**	**0**	**1**	**0**	**8**	**12**	**34**	**63**	**107**	**120**	**50**	**15**	**4**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	18	69.1	60.7	8.1	0	0	0	0	0	1	0	3	5	7	2	0
01:00	5	71.9	62.0	9.6	0	0	0	0	0	0	0	2	0	2	1	0
02:00	12	71.7	61.0	10.3	0	0	0	0	0	1	0	2	4	2	3	0
03:00	24	67.9	58.1	9.4	0	0	0	0	1	2	2	3	4	11	1	0
04:00	60	66.3	58.6	7.5	0	0	0	0	0	2	5	13	16	21	3	0
05:00	225	67.2	58.5	8.4	0	0	0	0	3	4	21	50	69	62	11	5
06:00	385	64.1	55.6	8.2	0	0	0	6	3	20	68	83	102	92	11	0
07:00	723	62.7	54.6	7.8	0	0	5	9	15	28	97	204	256	94	10	5
08:00	663	60.6	53.5	6.9	0	0	0	7	17	27	124	228	178	76	6	0
09:00	471	61.2	52.9	8.0	0	0	4	8	15	21	96	159	109	52	4	3
10:00	476	60.5	52.4	7.7	0	2	6	8	12	26	65	197	122	34	3	1
11:00	506	60.7	52.3	8.1	0	3	0	10	17	31	108	173	117	38	5	4
12:00	504	61.5	54.1	7.2	0	0	0	4	3	23	100	181	120	60	11	2
13:00	467	60.4	53.1	7.0	0	1	0	0	6	38	98	160	115	42	5	2
14:00	527	60.8	53.0	7.5	0	0	0	12	14	33	81	208	119	50	9	1
15:00	582	61.0	54.1	6.6	0	0	0	0	6	33	109	191	161	76	5	1
16:00	702	61.8	54.8	6.8	0	0	0	4	3	44	78	242	225	96	7	3
17:00	752	63.8	56.6	6.9	0	0	0	6	2	11	71	219	279	144	14	6
18:00	485	65.8	57.7	7.9	0	0	0	1	5	5	57	112	160	116	24	5
19:00	287	69.8	59.9	9.5	0	0	1	0	2	8	24	49	85	79	30	9
20:00	225	68.3	59.3	8.7	0	0	0	0	2	1	31	43	53	67	28	0
21:00	117	70.3	59.8	10.2	1	0	0	0	1	2	10	21	30	36	14	2
22:00	71	69.7	60.7	8.6	0	0	0	0	0	1	5	11	22	23	7	2
23:00	21	68.3	57.6	10.4	0	0	0	0	1	1	3	3	6	4	3	0
Total																
2H(10-12)	982	60.6	52.4	7.9	0	5	6	18	29	57	173	370	239	72	8	5
2H(14-16)	1109	60.9	53.6	7.1	0	0	0	12	20	66	190	399	280	126	14	2
12H(7-19)	6858	62.0	54.2	7.5	0	6	15	69	115	320	1084	2274	1961	878	103	33
24H(0-24)	8308	63.2	54.9	7.9	1	6	16	75	128	363	1253	2557	2357	1284	217	51
AM Peak	07:00	01:00	01:00	02:00	00:00	11:00	10:00	11:00	08:00	11:00	08:00	08:00	07:00	07:00	05:00	05:00
	723	**71.9**	**62.0**	**10.3**	**0**	**3**	**6**	**10**	**17**	**31**	**124**	**228**	**256**	**94**	**11**	**5**
PM Peak	17:00	21:00	22:00	23:00	21:00	13:00	19:00	14:00	14:00	16:00	15:00	16:00	17:00	17:00	19:00	19:00
	752	**70.3**	**60.7**	**10.4**	**1**	**1**	**1**	**12**	**14**	**44**	**109**	**242**	**279**	**144**	**30**	**9**

Tween Bridge ATC 12, A18 High Levels Bank

Direction: Eastbound

08/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	13	75.4	65.6	9.5	0	0	0	0	0	0	0	1	4	4	3	1
01:00	5	71.9	62.0	9.6	0	0	0	0	0	0	0	2	0	2	1	0
02:00	10	78.1	65.8	11.9	0	0	0	0	0	0	0	1	4	2	1	2
03:00	14	67.7	58.0	9.3	0	0	0	0	1	0	2	0	6	4	1	0
04:00	21	69.4	61.4	7.7	0	0	0	0	0	0	2	3	3	11	2	0
05:00	111	69.3	61.0	8.0	0	0	0	0	0	1	4	20	33	41	9	3
06:00	197	66.4	58.7	7.5	0	0	0	0	0	5	7	52	71	47	13	2
07:00	386	62.1	54.5	7.3	0	0	2	6	2	20	52	112	133	54	5	0
08:00	364	61.6	55.3	6.1	0	0	0	0	0	6	51	141	111	49	4	2
09:00	237	62.0	54.8	6.9	0	0	0	0	0	13	38	83	67	29	6	1
10:00	266	60.8	53.8	6.8	0	0	0	0	0	17	57	105	48	34	4	1
11:00	262	60.0	53.1	6.7	0	0	0	0	2	20	62	95	52	28	2	1
12:00	235	62.5	53.8	8.5	0	1	0	0	5	17	52	66	59	28	3	4
13:00	286	61.0	53.8	6.9	0	0	2	0	2	11	63	98	71	36	2	1
14:00	310	64.8	54.6	9.8	0	1	11	1	2	14	50	73	94	51	11	2
15:00	383	61.8	54.3	7.3	0	0	2	0	0	16	103	100	92	63	7	0
16:00	422	62.3	55.5	6.6	0	1	0	0	1	21	36	143	148	65	7	0
17:00	387	63.5	56.2	7.0	0	0	0	0	7	15	31	106	149	68	10	1
18:00	258	67.7	59.7	7.8	0	0	0	1	0	2	18	50	79	89	15	4
19:00	191	68.3	60.0	7.9	0	0	0	0	0	5	8	35	61	66	12	4
20:00	126	70.8	61.8	8.7	0	0	0	0	0	2	4	20	35	49	10	6
21:00	87	69.5	60.7	8.5	0	0	0	0	1	1	6	15	19	35	9	1
22:00	40	68.2	59.4	8.5	0	0	0	0	0	1	6	4	10	17	1	1
23:00	29	69.5	58.5	10.6	0	0	1	0	0	1	1	7	8	7	4	0
Total 2H(10-12)	528	60.4	53.4	6.8	0	0	0	0	2	37	119	200	100	62	6	2
2H(14-16)	693	63.2	54.4	8.5	0	1	13	1	2	30	153	173	186	114	18	2
12H(7-19)	3796	62.7	55.0	7.5	0	3	17	8	21	172	613	1172	1103	594	76	17
24H(0-24)	4640	64.1	55.9	7.9	0	3	18	8	23	188	653	1332	1357	879	142	37
AM Peak	07:00	02:00	02:00	02:00	00:00	00:00	07:00	07:00	07:00	07:00	11:00	08:00	07:00	07:00	06:00	05:00
	386	**78.1**	**65.8**	**11.9**	**0**	**0**	**2**	**6**	**2**	**20**	**62**	**141**	**133**	**54**	**13**	**3**
PM Peak	16:00	20:00	20:00	23:00	12:00	12:00	14:00	14:00	17:00	16:00	15:00	16:00	17:00	18:00	18:00	20:00
	422	**70.8**	**61.8**	**10.6**	**0**	**1**	**11**	**1**	**7**	**21**	**103**	**143**	**149**	**89**	**15**	**6**

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	4	80.3	68.1	11.8	0	0	0	0	0	0	0	0	1	2	0	1
01:00	4	54.0	46.3	7.5	0	0	0	0	1	1	0	2	0	0	0	0
02:00	6	57.2	53.3	3.8	0	0	0	0	0	0	1	3	2	0	0	0
03:00	15	60.3	52.5	7.5	0	0	0	0	0	2	6	0	5	2	0	0
04:00	39	69.6	59.8	9.4	0	0	0	0	0	2	3	7	9	15	1	2
05:00	111	66.3	58.6	7.4	0	0	0	0	0	1	16	19	29	41	5	0
06:00	183	63.2	55.1	7.9	0	0	1	1	3	7	32	53	43	39	4	0
07:00	353	62.0	54.2	7.5	0	0	0	3	6	27	54	110	90	57	6	0
08:00	311	61.6	53.0	8.4	0	0	3	2	10	24	66	90	78	28	8	2
09:00	253	63.4	54.0	9.0	0	0	0	0	8	20	57	77	47	28	12	4
10:00	196	60.0	51.5	8.2	0	0	4	0	13	18	37	62	41	20	1	0
11:00	217	60.6	52.6	7.8	0	0	1	2	3	18	64	54	47	26	0	2
12:00	208	61.6	52.8	8.5	0	0	1	1	9	17	50	62	38	22	7	1
13:00	209	61.8	53.4	8.1	0	0	0	0	8	21	39	61	46	30	2	2
14:00	250	60.8	53.3	7.2	0	0	0	0	2	31	43	83	57	29	5	0
15:00	258	62.9	53.8	8.7	0	1	0	0	9	30	36	71	65	38	6	2
16:00	353	62.8	54.0	8.5	0	0	0	6	8	34	61	86	85	65	7	1
17:00	325	64.6	56.9	7.4	0	0	1	0	0	5	39	89	115	63	8	5
18:00	179	66.0	58.6	7.2	0	0	0	0	0	0	16	41	64	46	11	1
19:00	101	68.6	59.2	9.1	0	0	1	0	3	1	5	22	23	38	7	1
20:00	74	68.6	58.2	10.1	0	0	0	2	1	1	4	24	17	16	7	2
21:00	56	67.2	59.1	7.8	0	0	0	0	0	1	4	11	20	16	3	1
22:00	38	63.1	56.1	6.8	0	0	0	0	2	0	1	12	17	5	1	0
23:00	19	71.0	57.9	12.6	0	0	0	0	1	2	3	3	3	2	5	0
Total 2H(10-12)	413	60.3	52.1	8.0	0	0	5	2	16	36	101	116	88	46	1	2
2H(14-16)	508	61.9	53.6	8.0	0	1	0	0	11	61	79	154	122	67	11	2
12H(7-19)	3112	62.6	54.0	8.2	0	1	10	14	76	245	562	886	773	452	73	20
24H(0-24)	3762	63.3	54.6	8.4	0	1	12	17	87	263	637	1042	942	628	106	27
AM Peak	07:00	00:00	00:00	00:00	00:00	00:00	10:00	07:00	10:00	07:00	08:00	07:00	07:00	07:00	09:00	09:00
	353	**80.3**	**68.1**	**11.8**	**0**	**0**	**4**	**3**	**13**	**27**	**66**	**110**	**90**	**57**	**12**	**4**
PM Peak	16:00	23:00	19:00	23:00	12:00	15:00	12:00	16:00	12:00	16:00	16:00	17:00	17:00	16:00	18:00	17:00
	353	**71.0**	**59.2**	**12.6**	**0**	**1**	**1**	**6**	**9**	**34**	**61**	**89**	**115**	**65**	**11**	**5**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	17	76.3	66.2	9.7	0	0	0	0	0	0	0	1	5	6	3	2
01:00	9	67.1	55.0	11.7	0	0	0	0	1	1	0	4	0	2	1	0
02:00	16	72.8	61.1	11.3	0	0	0	0	0	0	1	4	6	2	1	2
03:00	29	64.2	55.2	8.7	0	0	0	0	1	2	8	0	11	6	1	0
04:00	60	69.5	60.4	8.8	0	0	0	0	0	2	5	10	12	26	3	2
05:00	222	67.9	59.8	7.8	0	0	0	0	0	2	20	39	62	82	14	3
06:00	380	65.1	56.9	7.9	0	0	1	1	3	12	39	105	114	86	17	2
07:00	739	62.0	54.4	7.4	0	0	2	9	8	47	106	222	223	111	11	0
08:00	675	61.8	54.2	7.3	0	0	3	2	10	30	117	231	189	77	12	4
09:00	490	62.8	54.4	8.1	0	0	0	0	8	33	95	160	114	57	18	5
10:00	462	60.6	52.8	7.5	0	0	4	0	13	35	94	167	89	54	5	1
11:00	479	60.3	52.8	7.2	0	0	1	2	5	38	126	149	99	54	2	3
12:00	443	62.1	53.3	8.5	0	1	1	1	14	34	102	128	97	50	10	5
13:00	495	61.3	53.6	7.4	0	0	2	0	10	32	102	159	117	66	4	3
14:00	560	63.1	54.0	8.8	0	1	11	1	4	45	93	156	151	80	16	2
15:00	641	62.3	54.1	7.9	0	1	2	0	9	46	139	171	157	101	13	2
16:00	775	62.6	54.8	7.5	0	1	0	6	9	55	97	229	233	130	14	1
17:00	712	64.0	56.5	7.2	0	0	1	0	7	20	70	195	264	131	18	6
18:00	437	67.0	59.2	7.5	0	0	0	1	0	2	34	91	143	135	26	5
19:00	292	68.4	59.7	8.4	0	0	1	0	3	6	13	57	84	104	19	5
20:00	200	70.1	60.5	9.3	0	0	0	2	1	3	8	44	52	65	17	8
21:00	143	68.6	60.1	8.2	0	0	0	0	1	2	10	26	39	51	12	2
22:00	78	65.9	57.8	7.8	0	0	0	0	2	1	7	16	27	22	2	1
23:00	48	70.0	58.3	11.3	0	0	1	0	1	3	4	10	11	9	9	0
Total																
2H(10-12)	941	60.4	52.8	7.3	0	0	5	2	18	73	220	316	188	108	7	4
2H(14-16)	1201	62.7	54.1	8.3	0	2	13	1	13	91	232	327	308	181	29	4
12H(7-19)	6908	62.7	54.6	7.8	0	4	27	22	97	417	1175	2058	1876	1046	149	37
24H(0-24)	8402	63.8	55.3	8.2	0	4	30	25	110	451	1290	2374	2299	1507	248	64
AM Peak	07:00	00:00	00:00	01:00	00:00	00:00	10:00	07:00	10:00	07:00	11:00	08:00	07:00	07:00	09:00	09:00
	739	**76.3**	**66.2**	**11.7**	**0**	**0**	**4**	**9**	**13**	**47**	**126**	**231**	**223**	**111**	**18**	**5**
PM Peak	16:00	20:00	20:00	23:00	12:00	12:00	14:00	16:00	12:00	16:00	15:00	16:00	17:00	18:00	18:00	20:00
	775	**70.1**	**60.5**	**11.3**	**0**	**1**	**11**	**6**	**14**	**55**	**139**	**229**	**264**	**135**	**26**	**8**

Tween Bridge ATC 12, A18 High Levels Bank

Direction: Eastbound

09/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	15	72.8	64.0	8.5	0	0	0	0	0	0	0	3	1	9	1	1
01:00	8	76.2	62.5	13.2	0	0	0	0	0	1	0	1	2	2	1	1
02:00	6	76.6	64.6	11.6	0	0	0	0	0	0	0	2	1	0	3	0
03:00	20	72.0	61.1	10.5	0	0	0	1	0	0	2	2	2	10	3	0
04:00	24	78.1	65.2	12.4	0	0	0	0	0	1	1	3	5	6	4	4
05:00	103	69.8	62.2	7.4	0	0	0	0	0	1	2	10	33	45	10	2
06:00	170	68.3	59.5	8.4	0	0	0	0	0	2	17	31	53	52	10	5
07:00	388	62.3	55.4	6.7	0	0	1	1	0	12	60	121	117	71	5	0
08:00	336	62.6	54.9	7.4	0	0	2	0	5	12	57	103	95	55	6	1
09:00	291	60.5	53.3	6.9	0	0	0	9	2	8	55	109	76	29	3	0
10:00	256	62.0	54.8	6.9	0	0	0	1	2	8	41	91	73	34	5	1
11:00	283	61.9	54.8	6.9	0	0	0	0	6	15	37	92	85	44	4	0
12:00	291	62.8	55.0	7.5	0	0	0	5	0	9	47	96	80	47	5	2
13:00	317	61.1	54.4	6.5	0	0	0	0	1	10	63	110	95	30	7	1
14:00	361	62.1	55.0	6.8	0	0	0	4	0	5	57	137	97	56	2	3
15:00	344	64.8	55.1	9.4	0	0	0	15	6	16	43	92	93	62	14	3
16:00	457	63.9	55.8	7.8	0	0	0	0	18	27	40	106	160	95	10	1
17:00	387	65.4	57.7	7.5	0	0	0	4	1	1	42	84	138	104	8	5
18:00	267	68.7	60.3	8.1	0	0	0	0	0	1	18	51	81	88	22	6
19:00	160	69.5	60.6	8.6	0	0	0	0	0	4	11	24	46	58	12	5
20:00	114	69.9	61.2	8.4	0	0	0	0	0	1	12	13	28	44	15	1
21:00	92	69.1	59.3	9.4	0	0	0	0	0	3	13	15	24	25	10	2
22:00	52	70.1	59.2	10.5	0	1	0	0	0	2	4	7	16	15	7	0
23:00	26	72.2	62.5	9.4	0	0	0	0	0	0	0	7	5	10	2	2
Total 2H(10-12)	539	61.9	54.8	6.9	0	0	0	1	8	23	78	183	158	78	9	1
2H(14-16)	705	63.5	55.1	8.1	0	0	0	19	6	21	100	229	190	118	16	6
12H(7-19)	3978	63.4	55.6	7.6	0	0	3	39	41	124	560	1192	1190	715	91	23
24H(0-24)	4768	64.8	56.4	8.1	0	1	3	40	41	139	622	1310	1406	991	169	46
AM Peak	07:00	04:00	04:00	01:00	00:00	00:00	08:00	09:00	11:00	11:00	07:00	07:00	07:00	07:00	05:00	06:00
	388	**78.1**	**65.2**	**13.2**	**0**	**0**	**2**	**9**	**6**	**15**	**60**	**121**	**117**	**71**	**10**	**5**
PM Peak	16:00	23:00	23:00	22:00	12:00	22:00	12:00	15:00	16:00	16:00	13:00	14:00	16:00	17:00	18:00	18:00
	457	**72.2**	**62.5**	**10.5**	**0**	**1**	**0**	**15**	**18**	**27**	**63**	**137**	**160**	**104**	**22**	**6**

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	8	69.2	61.3	7.7	0	0	0	0	0	0	0	2	2	3	1	0
01:00	6	69.1	59.2	9.6	0	0	0	0	0	1	0	1	0	4	0	0
02:00	5	70.6	57.5	12.6	0	0	0	0	0	1	0	2	0	1	1	0
03:00	8	63.1	58.8	4.2	0	0	0	0	0	0	0	1	5	2	0	0
04:00	52	64.9	55.6	9.0	0	0	0	0	1	4	9	15	9	10	4	0
05:00	127	64.8	56.1	8.3	0	0	0	0	3	11	10	31	39	28	4	1
06:00	175	64.7	56.3	8.1	0	0	0	0	0	8	26	55	44	30	11	1
07:00	323	62.7	54.8	7.6	0	0	1	1	6	12	61	99	76	59	8	0
08:00	291	60.8	54.4	6.2	0	0	0	0	0	12	55	94	100	26	2	2
09:00	219	62.6	53.5	8.8	0	0	6	1	6	11	39	60	59	33	4	0
10:00	255	61.2	53.0	7.8	0	0	0	0	4	26	62	83	43	31	3	3
11:00	240	62.8	53.2	9.3	0	0	0	10	4	34	37	44	67	39	3	2
12:00	241	61.6	51.5	9.8	0	0	4	9	19	21	33	79	45	24	5	2
13:00	233	61.5	53.7	7.6	0	0	0	0	14	12	48	51	69	38	1	0
14:00	259	62.7	53.3	9.1	0	0	3	17	6	8	31	72	81	38	3	0
15:00	319	62.6	53.8	8.4	0	0	4	9	1	8	64	100	86	39	5	3
16:00	306	62.3	54.1	7.9	0	0	4	3	1	15	57	96	76	49	4	1
17:00	309	64.0	56.6	7.2	0	0	0	3	0	6	34	100	81	78	6	1
18:00	196	66.1	58.6	7.3	0	0	0	0	0	0	15	52	64	54	8	3
19:00	120	68.2	59.6	8.3	0	0	0	0	0	4	4	23	45	34	6	4
20:00	79	68.7	60.3	8.0	0	0	0	0	0	2	4	11	29	24	8	1
21:00	69	66.6	58.8	7.5	0	0	0	0	1	1	3	16	22	23	2	1
22:00	34	65.4	57.2	7.9	0	0	0	0	0	2	4	7	11	8	2	0
23:00	19	63.9	55.0	8.6	0	0	0	1	0	1	2	5	5	5	0	0
Total 2H(10-12)	495	62.0	53.1	8.5	0	0	0	10	8	60	99	127	110	70	6	5
2H(14-16)	578	62.6	53.6	8.7	0	0	7	26	7	16	95	172	167	77	8	3
12H(7-19)	3191	62.7	54.2	8.3	0	0	22	53	61	165	536	930	847	508	52	17
24H(0-24)	3893	63.5	54.8	8.4	0	0	22	54	66	200	598	1099	1058	680	91	25
AM Peak	07:00	02:00	00:00	02:00	00:00	00:00	09:00	11:00	07:00	11:00	10:00	07:00	08:00	07:00	06:00	10:00
	323	**70.6**	**61.3**	**12.6**	**0**	**0**	**6**	**10**	**6**	**34**	**62**	**99**	**100**	**59**	**11**	**3**
PM Peak	15:00	20:00	20:00	12:00	12:00	12:00	12:00	14:00	12:00	12:00	15:00	15:00	15:00	17:00	18:00	19:00
	319	**68.7**	**60.3**	**9.8**	**0**	**0**	**4**	**17**	**19**	**21**	**64**	**100**	**86**	**78**	**8**	**4**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	23	71.5	63.0	8.2	0	0	0	0	0	0	0	5	3	12	2	1
01:00	14	73.0	61.1	11.5	0	0	0	0	0	2	0	2	2	6	1	1
02:00	11	73.8	61.4	12.0	0	0	0	0	0	1	0	4	1	1	4	0
03:00	28	69.9	60.4	9.1	0	0	0	1	0	0	2	3	7	12	3	0
04:00	76	70.1	58.6	11.1	0	0	0	0	1	5	10	18	14	16	8	4
05:00	230	67.6	58.8	8.5	0	0	0	0	3	12	12	41	72	73	14	3
06:00	345	66.6	57.9	8.4	0	0	0	0	0	10	43	86	97	82	21	6
07:00	711	62.5	55.1	7.1	0	0	2	2	6	24	121	220	193	130	13	0
08:00	627	61.8	54.6	6.9	0	0	2	0	5	24	112	197	195	81	8	3
09:00	510	61.5	53.4	7.8	0	0	6	10	8	19	94	169	135	62	7	0
10:00	511	61.6	53.9	7.4	0	0	0	1	6	34	103	174	116	65	8	4
11:00	523	62.4	54.0	8.1	0	0	0	10	10	49	74	136	152	83	7	2
12:00	532	62.5	53.4	8.8	0	0	4	14	19	30	80	175	125	71	10	4
13:00	550	61.3	54.1	7.0	0	0	0	0	15	22	111	161	164	68	8	1
14:00	620	62.5	54.3	7.9	0	0	3	21	6	13	88	209	178	94	5	3
15:00	663	63.7	54.5	8.9	0	0	4	24	7	24	107	192	179	101	19	6
16:00	763	63.3	55.1	7.9	0	0	4	3	19	42	97	202	236	144	14	2
17:00	696	64.8	57.2	7.4	0	0	0	7	1	7	76	184	219	182	14	6
18:00	463	67.7	59.6	7.8	0	0	0	0	0	1	33	103	145	142	30	9
19:00	280	68.9	60.2	8.5	0	0	0	0	0	8	15	47	91	92	18	9
20:00	193	69.4	60.8	8.3	0	0	0	0	0	3	16	24	57	68	23	2
21:00	161	68.0	59.1	8.6	0	0	0	0	1	4	16	31	46	48	12	3
22:00	86	68.4	58.4	9.6	0	1	0	0	0	4	8	14	27	23	9	0
23:00	45	69.4	59.3	9.7	0	0	0	1	0	1	2	12	10	15	2	2
Total																
2H(10-12)	1034	62.0	54.0	7.8	0	0	0	11	16	83	177	310	268	148	15	6
2H(14-16)	1283	63.1	54.4	8.4	0	0	7	45	13	37	195	401	357	195	24	9
12H(7-19)	7169	63.1	54.9	7.9	0	0	25	92	102	289	1096	2122	2037	1223	143	40
24H(0-24)	8661	64.2	55.7	8.2	0	1	25	94	107	339	1220	2409	2464	1671	260	71
AM Peak	07:00	02:00	00:00	02:00	00:00	00:00	09:00	09:00	11:00	11:00	07:00	07:00	08:00	07:00	06:00	06:00
	711	**73.8**	**63.0**	**12.0**	**0**	**0**	**6**	**10**	**10**	**49**	**121**	**220**	**195**	**130**	**21**	**6**
PM Peak	16:00	23:00	20:00	23:00	12:00	22:00	12:00	15:00	12:00	16:00	13:00	14:00	16:00	17:00	18:00	18:00
	763	**69.4**	**60.8**	**9.7**	**0**	**1**	**4**	**24**	**19**	**42**	**111**	**209**	**236**	**182**	**30**	**9**

Tween Bridge ATC 12, A18 High Levels Bank

Direction: Eastbound

10/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	27	76.8	66.6	9.9	0	0	0	0	0	0	2	1	4	10	8	2
01:00	10	76.1	66.8	9.1	0	0	0	0	0	0	0	0	3	4	2	1
02:00	10	73.3	66.5	6.6	0	0	0	0	0	0	0	0	2	5	3	0
03:00	7	66.8	54.6	11.8	0	0	0	0	0	1	3	0	1	1	1	0
04:00	8	73.1	59.4	13.2	0	0	0	0	1	0	1	1	1	2	2	0
05:00	47	68.1	60.4	7.4	0	0	0	0	1	0	3	7	9	25	2	0
06:00	62	69.8	60.9	8.6	0	0	0	0	0	1	4	8	23	16	9	1
07:00	146	67.0	58.5	8.2	0	0	0	0	0	1	10	44	51	26	10	4
08:00	251	64.4	54.9	9.2	0	3	2	4	0	6	28	102	51	45	9	1
09:00	254	64.6	56.5	7.9	0	0	0	6	1	8	19	71	87	51	11	0
10:00	287	66.9	59.0	7.7	0	0	0	0	0	6	22	60	85	101	7	6
11:00	273	66.6	59.2	7.1	0	0	1	0	0	1	8	70	90	89	11	3
12:00	251	67.2	59.4	7.5	0	0	0	0	0	2	17	51	84	80	13	4
13:00	223	67.6	59.0	8.3	0	0	0	0	9	2	12	36	74	74	15	1
14:00	252	67.7	59.0	8.4	0	0	0	0	0	9	22	50	75	74	18	4
15:00	206	68.3	60.9	7.2	0	0	0	0	0	1	5	29	80	73	14	4
16:00	226	68.0	59.7	8.1	0	0	0	0	1	1	16	45	78	62	19	4
17:00	217	70.2	62.1	7.8	0	0	0	0	0	2	5	27	66	89	22	6
18:00	161	69.8	61.3	8.3	0	0	0	0	0	1	7	33	36	66	13	5
19:00	129	71.0	62.8	7.9	0	0	0	0	0	2	1	12	40	55	15	4
20:00	99	70.8	61.5	8.9	0	0	0	0	0	2	2	20	27	33	11	4
21:00	58	69.9	61.3	8.4	0	0	0	0	0	1	2	8	20	20	5	2
22:00	51	70.3	60.3	9.6	0	0	0	0	0	3	5	4	15	18	4	2
23:00	28	72.4	63.0	9.0	0	0	0	0	0	1	0	5	4	13	4	1
Total 2H(10-12)	560	66.8	59.1	7.4	0	0	1	0	0	7	30	130	175	190	18	9
2H(14-16)	458	68.0	59.8	7.9	0	0	0	0	0	10	27	79	155	147	32	8
12H(7-19)	2747	67.5	59.0	8.2	0	3	3	10	11	40	171	618	857	830	162	42
24H(0-24)	3283	68.1	59.5	8.3	0	3	3	10	13	51	194	684	1006	1032	228	59
AM Peak	10:00	00:00	01:00	04:00	00:00	08:00	08:00	09:00	04:00	09:00	08:00	08:00	11:00	10:00	09:00	10:00
	287	**76.8**	**66.8**	**13.2**	**0**	**3**	**2**	**6**	**1**	**8**	**28**	**102**	**90**	**101**	**11**	**6**
PM Peak	14:00	23:00	23:00	22:00	12:00	12:00	12:00	12:00	13:00	14:00	14:00	12:00	12:00	17:00	17:00	17:00
	252	**72.4**	**63.0**	**9.6**	**0**	**0**	**0**	**0**	**9**	**9**	**22**	**51**	**84**	**89**	**22**	**6**

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	10	68.0	60.0	7.7	0	0	0	0	0	0	1	1	4	3	1	0
01:00	2	77.3	70.0	7.1	0	0	0	0	0	0	0	0	0	1	1	0
02:00	3	74.9	65.8	8.8	0	0	0	0	0	0	0	0	1	1	1	0
03:00	7	69.9	63.2	6.4	0	0	0	0	0	0	0	0	3	3	1	0
04:00	9	65.6	58.6	6.7	0	0	0	0	0	0	1	2	2	4	0	0
05:00	35	68.5	60.1	8.1	0	0	0	0	0	2	1	7	7	15	3	0
06:00	55	67.1	59.0	7.8	0	0	0	0	0	2	3	12	18	15	5	0
07:00	139	66.6	57.1	9.1	0	0	2	0	2	5	12	32	48	28	8	2
08:00	162	66.0	57.8	7.9	0	0	1	0	0	2	17	41	51	40	9	1
09:00	227	63.4	56.0	7.0	0	0	0	0	1	3	32	78	67	38	6	2
10:00	236	64.3	56.6	7.4	0	0	0	0	0	11	26	57	93	36	12	1
11:00	235	65.0	56.4	8.3	0	0	0	2	0	12	35	60	62	51	12	1
12:00	221	63.8	55.7	7.7	0	0	0	0	0	10	44	51	70	38	5	3
13:00	196	65.9	57.5	8.1	0	0	0	3	0	2	20	51	66	41	11	2
14:00	214	64.7	56.6	7.9	0	0	0	0	3	8	19	66	67	44	2	5
15:00	186	65.0	57.8	6.9	0	0	0	0	0	0	15	60	56	46	8	1
16:00	176	65.5	57.1	8.1	0	0	0	0	0	8	17	57	41	46	3	4
17:00	192	67.0	58.8	7.9	0	0	0	0	0	0	21	42	64	49	13	3
18:00	154	66.6	59.3	7.0	0	0	0	0	0	0	8	31	64	40	9	2
19:00	98	66.8	59.5	7.1	0	0	0	0	0	0	5	21	37	26	9	0
20:00	51	69.2	60.1	8.7	0	0	0	0	0	1	6	3	22	12	6	1
21:00	61	68.5	57.6	10.5	0	0	2	0	0	0	9	13	16	16	3	2
22:00	36	68.0	58.9	8.8	0	0	0	0	0	1	3	10	8	11	2	1
23:00	11	65.8	56.4	9.1	0	0	0	0	0	1	1	4	2	2	1	0
Total 2H(10-12)	471	64.6	56.5	7.8	0	0	0	2	0	23	61	117	155	87	24	2
2H(14-16)	400	64.9	57.2	7.5	0	0	0	0	3	8	34	126	123	90	10	6
12H(7-19)	2338	65.2	57.1	7.8	0	0	3	5	6	61	266	626	749	497	98	27
24H(0-24)	2716	65.6	57.4	7.9	0	0	5	5	6	68	296	699	869	606	131	31
AM Peak	10:00	01:00	01:00	07:00	00:00	00:00	07:00	11:00	07:00	11:00	11:00	09:00	10:00	11:00	10:00	07:00
	236	**77.3**	**70.0**	**9.1**	**0**	**0**	**2**	**2**	**2**	**12**	**35**	**78**	**93**	**51**	**12**	**2**
PM Peak	12:00	20:00	20:00	21:00	12:00	12:00	21:00	13:00	14:00	12:00	12:00	14:00	12:00	17:00	17:00	14:00
	221	**69.2**	**60.1**	**10.5**	**0**	**0**	**2**	**3**	**3**	**10**	**44**	**66**	**70**	**49**	**13**	**5**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	37	74.8	64.8	9.7	0	0	0	0	0	0	3	2	8	13	9	2
01:00	12	76.2	67.3	8.6	0	0	0	0	0	0	0	0	3	5	3	1
02:00	13	73.3	66.3	6.7	0	0	0	0	0	0	0	0	3	6	4	0
03:00	14	69.4	58.9	10.1	0	0	0	0	0	1	3	0	4	4	2	0
04:00	17	69.3	59.0	10.0	0	0	0	0	1	0	2	3	3	6	2	0
05:00	82	68.2	60.3	7.7	0	0	0	0	1	2	4	14	16	40	5	0
06:00	117	68.6	60.0	8.3	0	0	0	0	0	3	7	20	41	31	14	1
07:00	285	66.8	57.8	8.7	0	0	2	0	2	6	22	76	99	54	18	6
08:00	413	65.2	56.0	8.8	0	3	3	4	0	8	45	143	102	85	18	2
09:00	481	64.0	56.3	7.5	0	0	0	6	2	11	51	149	154	89	17	2
10:00	523	65.8	57.9	7.6	0	0	0	0	0	17	48	117	178	137	19	7
11:00	508	66.0	57.9	7.8	0	0	1	2	0	13	43	130	152	140	23	4
12:00	472	65.8	57.7	7.8	0	0	0	0	0	12	61	102	154	118	18	7
13:00	419	66.8	58.3	8.2	0	0	0	3	9	4	32	87	140	115	26	3
14:00	466	66.4	57.9	8.2	0	0	0	0	3	17	41	116	142	118	20	9
15:00	392	66.9	59.4	7.2	0	0	0	0	0	1	20	89	136	119	22	5
16:00	402	67.0	58.5	8.2	0	0	0	0	1	9	33	102	119	108	22	8
17:00	409	68.9	60.6	8.0	0	0	0	0	0	2	26	69	130	138	35	9
18:00	315	68.3	60.3	7.7	0	0	0	0	0	1	15	64	100	106	22	7
19:00	227	69.4	61.4	7.7	0	0	0	0	0	2	6	33	77	81	24	4
20:00	150	70.2	61.1	8.9	0	0	0	0	0	3	8	23	49	45	17	5
21:00	119	69.4	59.4	9.7	0	0	2	0	0	1	11	21	36	36	8	4
22:00	87	69.3	59.7	9.2	0	0	0	0	0	4	8	14	23	29	6	3
23:00	39	70.9	61.2	9.4	0	0	0	0	0	2	1	9	6	15	5	1
Total																
2H(10-12)	1031	65.9	57.9	7.7	0	0	1	2	0	30	91	247	330	277	42	11
2H(14-16)	858	66.7	58.6	7.8	0	0	0	0	3	18	61	205	278	237	42	14
12H(7-19)	5085	66.5	58.1	8.1	0	3	6	15	17	101	437	1244	1606	1327	260	69
24H(0-24)	5999	67.1	58.6	8.2	0	3	8	15	19	119	490	1383	1875	1638	359	90
AM Peak	10:00	01:00	01:00	03:00	00:00	08:00	08:00	09:00	07:00	10:00	09:00	09:00	10:00	11:00	11:00	10:00
	523	**76.2**	**67.3**	**10.1**	**0**	**3**	**3**	**6**	**2**	**17**	**51**	**149**	**178**	**140**	**23**	**7**
PM Peak	12:00	23:00	19:00	21:00	12:00	12:00	21:00	13:00	13:00	14:00	12:00	14:00	12:00	17:00	17:00	14:00
	472	**70.9**	**61.4**	**9.7**	**0**	**0**	**2**	**3**	**9**	**17**	**61**	**116**	**154**	**138**	**35**	**9**

Tween Bridge ATC 12, A18 High Levels Bank

Direction: Eastbound

11/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	27	78.0	64.2	13.3	0	0	0	1	0	0	0	6	6	6	3	5
01:00	17	72.5	64.6	7.6	0	0	0	0	0	0	1	0	4	8	4	0
02:00	7	65.9	61.8	4.0	0	0	0	0	0	0	0	0	3	4	0	0
03:00	6	68.8	58.3	10.1	0	0	0	0	0	0	1	2	1	1	1	0
04:00	7	65.7	58.6	6.9	0	0	0	0	0	0	1	1	2	3	0	0
05:00	27	71.9	61.9	9.6	0	0	0	0	0	1	1	4	7	9	4	1
06:00	53	69.1	60.0	8.8	0	0	0	0	0	1	2	12	20	11	5	2
07:00	134	65.7	55.9	9.5	0	0	0	0	3	9	22	40	24	26	7	3
08:00	132	69.2	58.8	10.0	0	1	0	0	0	10	14	16	36	39	15	1
09:00	213	66.1	55.9	9.9	0	2	1	1	2	16	33	43	49	54	11	1
10:00	234	65.1	55.9	8.9	0	1	2	3	1	7	36	51	75	49	7	2
11:00	242	65.6	56.3	8.9	0	1	0	0	1	16	40	56	53	64	8	3
12:00	231	63.7	56.1	7.4	0	0	0	2	4	7	29	54	80	50	5	0
13:00	249	68.0	59.0	8.7	0	0	0	1	1	15	13	40	83	76	15	5
14:00	210	67.8	59.0	8.5	0	0	1	0	2	1	15	40	80	54	11	6
15:00	224	66.5	57.3	8.9	0	1	3	0	5	6	10	56	70	62	11	0
16:00	209	66.8	59.0	7.5	0	0	0	0	0	7	13	43	58	79	7	2
17:00	196	69.7	60.7	8.7	0	0	0	0	2	0	11	37	60	62	17	7
18:00	155	68.5	59.7	8.5	0	0	1	1	0	2	10	27	46	56	9	3
19:00	104	70.4	61.6	8.5	0	0	0	0	0	2	3	19	25	41	11	3
20:00	71	70.0	61.6	8.1	0	0	0	0	0	0	3	14	15	31	6	2
21:00	55	77.7	65.0	12.2	0	1	0	0	0	0	1	8	8	20	11	6
22:00	43	71.1	62.9	7.9	0	0	0	0	1	0	1	3	9	24	4	1
23:00	16	65.2	57.7	7.3	0	0	0	0	0	0	3	4	2	7	0	0
Total 2H(10-12)	476	65.3	56.1	8.9	0	2	2	3	2	23	76	107	128	113	15	5
2H(14-16)	434	67.2	58.1	8.7	0	1	4	0	7	7	25	96	150	116	22	6
12H(7-19)	2429	66.9	57.7	8.9	0	6	8	8	21	96	246	503	714	671	123	33
24H(0-24)	2862	67.8	58.4	9.1	0	7	8	9	22	100	263	576	816	836	172	53
AM Peak	11:00	00:00	01:00	00:00	00:00	09:00	10:00	10:00	07:00	09:00	11:00	11:00	10:00	11:00	08:00	00:00
	242	**78.0**	**64.6**	**13.3**	**0**	**2**	**2**	**3**	**3**	**16**	**40**	**56**	**75**	**64**	**15**	**5**
PM Peak	13:00	21:00	21:00	21:00	12:00	15:00	15:00	12:00	15:00	13:00	12:00	15:00	13:00	16:00	17:00	17:00
	249	**77.7**	**65.0**	**12.2**	**0**	**1**	**3**	**2**	**5**	**15**	**29**	**56**	**83**	**79**	**17**	**7**

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	14	65.7	52.3	12.9	0	0	0	3	0	0	2	2	4	2	1	0
01:00	5	70.6	61.5	8.8	0	0	0	0	0	0	0	1	2	1	1	0
02:00	3	64.4	50.0	13.9	0	0	0	0	1	0	1	0	0	1	0	0
03:00	1	-	65.0	-	0	0	0	0	0	0	0	0	0	1	0	0
04:00	4	66.7	57.5	8.9	0	0	0	0	0	0	1	1	0	2	0	0
05:00	20	69.2	60.6	8.2	0	0	0	0	0	0	1	5	5	6	3	0
06:00	32	64.8	57.5	7.1	0	0	0	0	0	1	1	11	11	6	2	0
07:00	63	65.5	58.5	6.8	0	0	0	0	0	1	6	11	22	21	2	0
08:00	84	69.1	61.1	7.7	0	0	0	0	0	2	0	18	20	37	5	2
09:00	145	65.9	57.9	7.7	0	0	0	0	0	7	14	26	50	41	6	1
10:00	180	64.2	56.2	7.7	0	0	0	1	0	9	19	55	55	34	5	2
11:00	233	63.4	55.2	7.9	0	0	1	0	4	7	45	62	67	41	3	3
12:00	202	63.1	54.9	7.9	0	0	2	1	7	5	25	62	60	36	4	0
13:00	244	64.2	54.5	9.3	0	1	0	1	6	25	36	61	69	35	4	6
14:00	193	65.3	54.5	10.4	0	0	0	1	13	28	17	42	51	23	16	2
15:00	204	64.2	55.4	8.5	0	0	0	0	12	8	25	49	64	38	7	1
16:00	189	63.4	54.9	8.2	0	0	0	0	6	22	22	34	66	35	3	1
17:00	202	62.6	53.9	8.4	0	0	0	0	3	25	41	48	50	28	5	2
18:00	173	66.0	57.2	8.5	0	1	0	0	2	4	18	47	46	49	3	3
19:00	101	68.8	59.7	8.8	0	0	1	0	0	2	5	20	30	35	5	3
20:00	72	69.2	58.5	10.4	0	0	1	0	2	2	7	14	16	23	5	2
21:00	39	66.2	58.2	7.7	0	0	0	0	0	0	6	8	12	10	3	0
22:00	19	76.0	63.9	11.6	0	0	0	0	0	0	4	0	4	4	6	1
23:00	8	63.5	57.5	5.8	0	0	0	0	0	0	1	1	4	2	0	0
Total 2H(10-12)	413	63.8	55.7	7.8	0	0	1	1	4	16	64	117	122	75	8	5
2H(14-16)	397	64.8	55.0	9.5	0	0	0	1	25	36	42	91	115	61	23	3
12H(7-19)	2112	64.6	55.7	8.6	0	2	3	4	53	143	268	515	620	418	63	23
24H(0-24)	2430	65.2	56.1	8.8	0	2	5	7	56	148	297	578	708	511	89	29
AM Peak	11:00	01:00	03:00	02:00	00:00	00:00	11:00	00:00	11:00	10:00	11:00	11:00	11:00	09:00	09:00	11:00
	233	**70.6**	**65.0**	**13.9**	**0**	**0**	**1**	**3**	**4**	**9**	**45**	**62**	**67**	**41**	**6**	**3**
PM Peak	13:00	22:00	22:00	22:00	12:00	13:00	12:00	12:00	14:00	14:00	17:00	12:00	13:00	18:00	14:00	13:00
	244	**76.0**	**63.9**	**11.6**	**0**	**1**	**2**	**1**	**13**	**28**	**41**	**62**	**69**	**49**	**16**	**6**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	41	74.8	60.1	14.2	0	0	0	4	0	0	2	8	10	8	4	5
01:00	22	71.9	63.9	7.8	0	0	0	0	0	0	1	1	6	9	5	0
02:00	10	67.9	58.3	9.3	0	0	0	0	1	0	1	0	3	5	0	0
03:00	7	69.2	59.3	9.5	0	0	0	0	0	0	1	2	1	2	1	0
04:00	11	65.7	58.2	7.3	0	0	0	0	0	0	2	2	2	5	0	0
05:00	47	70.7	61.4	9.0	0	0	0	0	0	1	2	9	12	15	7	1
06:00	85	67.6	59.0	8.3	0	0	0	0	0	2	3	23	31	17	7	2
07:00	197	65.8	56.7	8.8	0	0	0	0	3	10	28	51	46	47	9	3
08:00	216	69.3	59.7	9.3	0	1	0	0	0	12	14	34	56	76	20	3
09:00	358	66.2	56.7	9.1	0	2	1	1	2	23	47	69	99	95	17	2
10:00	414	64.7	56.0	8.4	0	1	2	4	1	16	55	106	130	83	12	4
11:00	475	64.5	55.8	8.5	0	1	1	0	5	23	85	118	120	105	11	6
12:00	433	63.4	55.5	7.7	0	0	2	3	11	12	54	116	140	86	9	0
13:00	493	66.4	56.8	9.3	0	1	0	2	7	40	49	101	152	111	19	11
14:00	403	66.9	56.9	9.7	0	0	1	1	15	29	32	82	131	77	27	8
15:00	428	65.4	56.4	8.7	0	1	3	0	17	14	35	105	134	100	18	1
16:00	398	65.4	57.1	8.1	0	0	0	0	6	29	35	77	124	114	10	3
17:00	398	66.7	57.2	9.2	0	0	0	0	5	25	52	85	110	90	22	9
18:00	328	67.3	58.4	8.6	0	1	1	1	2	6	28	74	92	105	12	6
19:00	205	69.7	60.7	8.7	0	0	1	0	0	4	8	39	55	76	16	6
20:00	143	69.8	60.1	9.4	0	0	1	0	2	2	10	28	31	54	11	4
21:00	94	73.6	62.2	11.0	0	1	0	0	0	0	7	16	20	30	14	6
22:00	62	72.7	63.2	9.1	0	0	0	0	1	0	5	3	13	28	10	2
23:00	24	64.5	57.6	6.7	0	0	0	0	0	0	4	5	6	9	0	0
Total																
2H(10-12)	889	64.6	55.9	8.4	0	2	3	4	6	39	140	224	250	188	23	10
2H(14-16)	831	66.2	56.6	9.2	0	1	4	1	32	43	67	187	265	177	45	9
12H(7-19)	4541	65.9	56.8	8.8	0	8	11	12	74	239	514	1018	1334	1089	186	56
24H(0-24)	5292	66.7	57.3	9.0	0	9	13	16	78	248	560	1154	1524	1347	261	82
AM Peak	11:00	00:00	01:00	00:00	00:00	09:00	10:00	00:00	11:00	09:00	11:00	11:00	10:00	11:00	08:00	11:00
	475	**74.8**	**63.9**	**14.2**	**0**	**2**	**2**	**4**	**5**	**23**	**85**	**118**	**130**	**105**	**20**	**6**
PM Peak	13:00	21:00	22:00	21:00	12:00	13:00	15:00	12:00	15:00	13:00	12:00	12:00	13:00	16:00	14:00	13:00
	493	**73.6**	**63.2**	**11.0**	**0**	**1**	**3**	**3**	**17**	**40**	**54**	**116**	**152**	**114**	**27**	**11**

Tween Bridge ATC 12, A18 High Levels Bank

Direction: Eastbound

12/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	8	77.1	65.6	11.1	0	0	0	0	0	0	1	0	1	4	1	1
01:00	9	75.3	63.9	11.0	0	0	0	0	0	0	1	0	3	3	1	1
02:00	11	68.6	61.6	6.7	0	0	0	0	0	0	0	2	3	5	1	0
03:00	16	67.6	58.6	8.7	0	0	0	0	1	0	2	2	2	9	0	0
04:00	26	72.0	63.0	8.7	0	0	0	0	0	1	1	1	8	9	6	0
05:00	122	70.4	63.1	7.1	0	0	0	0	0	0	1	13	30	65	9	4
06:00	165	68.6	60.6	7.8	0	0	0	0	0	0	10	31	48	60	13	3
07:00	365	63.0	56.6	6.2	0	0	0	0	0	2	38	121	124	72	7	1
08:00	394	63.2	53.9	9.0	0	0	16	3	4	16	33	145	112	57	8	0
09:00	290	62.3	53.8	8.2	0	0	0	8	13	13	38	92	80	39	7	0
10:00	257	61.5	54.5	6.7	0	0	0	2	2	9	40	97	71	30	6	0
11:00	236	62.5	55.4	6.9	0	0	1	0	0	8	31	76	84	29	6	1
12:00	286	63.0	54.8	7.9	0	0	0	0	2	24	40	99	70	41	6	4
13:00	287	62.6	52.5	9.8	0	0	8	15	0	11	60	88	66	30	6	3
14:00	316	62.6	53.0	9.2	0	0	13	2	7	10	67	78	94	38	7	0
15:00	347	62.5	54.6	7.7	0	0	0	0	5	30	58	93	98	56	4	3
16:00	387	63.3	55.5	7.5	0	0	0	4	6	11	53	119	112	69	13	0
17:00	401	67.2	58.1	8.8	0	1	3	2	0	8	38	80	135	107	21	6
18:00	181	69.6	60.9	8.4	0	0	0	0	0	8	11	20	49	70	22	1
19:00	133	70.9	61.5	9.1	0	0	0	0	1	8	3	12	37	53	16	3
20:00	91	72.6	62.9	9.4	0	0	0	0	0	2	3	11	26	29	16	4
21:00	62	69.9	61.5	8.2	0	0	0	1	0	0	4	4	18	29	5	1
22:00	35	73.5	62.5	10.7	0	0	0	0	0	1	4	3	5	18	0	4
23:00	19	69.5	59.9	9.3	0	0	0	0	0	1	2	2	6	5	3	0
Total																
2H(10-12)	493	62.0	54.9	6.8	0	0	1	2	2	17	71	173	155	59	12	1
2H(14-16)	663	62.6	53.8	8.5	0	0	13	2	12	40	125	171	192	94	11	3
12H(7-19)	3747	63.8	55.2	8.3	0	1	41	36	39	150	507	1108	1095	638	113	19
24H(0-24)	4444	65.3	56.2	8.7	0	1	41	37	41	163	539	1189	1282	927	184	40
AM Peak	08:00	00:00	00:00	00:00	00:00	00:00	08:00	09:00	09:00	08:00	10:00	08:00	07:00	07:00	06:00	05:00
	394	**77.1**	**65.6**	**11.1**	**0**	**0**	**16**	**8**	**13**	**16**	**40**	**145**	**124**	**72**	**13**	**4**
PM Peak	17:00	22:00	20:00	22:00	12:00	17:00	14:00	13:00	14:00	15:00	14:00	16:00	17:00	17:00	18:00	17:00
	401	**73.5**	**62.9**	**10.7**	**0**	**1**	**13**	**15**	**7**	**30**	**67**	**119**	**135**	**107**	**22**	**6**

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	7	75.4	65.4	9.7	0	0	0	0	0	0	0	1	2	1	3	0
01:00	5	63.5	57.0	6.2	0	0	0	0	0	0	1	0	3	1	0	0
02:00	6	64.0	60.0	3.9	0	0	0	0	0	0	0	0	4	2	0	0
03:00	14	64.0	54.1	9.6	0	0	0	0	1	1	4	2	1	5	0	0
04:00	54	63.0	52.8	9.8	0	0	1	1	2	4	11	18	7	7	3	0
05:00	129	66.1	58.1	7.7	0	0	0	0	0	4	15	20	50	32	7	1
06:00	218	62.6	54.0	8.3	0	0	2	3	0	14	46	73	31	44	5	0
07:00	328	62.7	53.9	8.5	0	0	3	7	3	22	64	84	80	58	7	0
08:00	289	64.2	53.5	10.3	0	3	16	1	0	15	33	74	91	54	2	0
09:00	237	60.3	52.4	7.6	0	0	0	4	10	20	40	92	44	24	2	1
10:00	183	60.4	53.1	7.0	0	0	0	0	0	7	64	57	31	21	1	2
11:00	249	60.2	52.6	7.3	0	0	0	1	7	24	51	89	48	24	5	0
12:00	183	59.6	53.2	6.1	0	0	0	0	1	14	32	75	46	12	3	0
13:00	209	60.5	52.9	7.4	0	0	0	1	5	19	43	73	43	21	3	1
14:00	271	58.1	51.1	6.8	0	0	0	1	7	44	65	91	39	23	1	0
15:00	289	60.5	52.0	8.1	0	0	0	12	7	28	54	92	65	28	1	2
16:00	335	62.1	55.6	6.2	0	0	0	0	5	5	34	121	109	58	2	1
17:00	309	64.3	55.8	8.2	0	0	1	11	1	12	27	78	100	74	5	0
18:00	171	66.9	59.0	7.6	0	0	0	0	0	1	12	39	63	41	13	2
19:00	104	68.1	58.7	9.1	0	0	0	0	2	7	6	17	30	34	6	2
20:00	60	67.0	57.4	9.2	0	0	0	0	2	2	4	18	16	14	2	2
21:00	61	69.9	59.3	10.1	0	0	0	0	2	1	5	14	14	18	4	3
22:00	28	68.4	59.8	8.3	0	0	0	0	0	0	2	7	7	10	1	1
23:00	19	66.8	53.7	12.7	0	0	0	3	0	1	2	4	4	3	2	0
Total																
2H(10-12)	432	60.3	52.8	7.2	0	0	0	1	7	31	115	146	79	45	6	2
2H(14-16)	560	59.4	51.6	7.5	0	0	0	13	14	72	119	183	104	51	2	2
12H(7-19)	3053	62.0	53.7	8.0	0	3	20	38	46	211	519	965	759	438	45	9
24H(0-24)	3758	62.8	54.3	8.3	0	3	23	45	55	245	615	1139	928	609	78	18
AM Peak	07:00	00:00	00:00	08:00	00:00	08:00	08:00	07:00	09:00	11:00	07:00	09:00	08:00	07:00	05:00	10:00
	328	**75.4**	**65.4**	**10.3**	**0**	**3**	**16**	**7**	**10**	**24**	**64**	**92**	**91**	**58**	**7**	**2**
PM Peak	16:00	21:00	22:00	23:00	12:00	12:00	17:00	15:00	14:00	14:00	14:00	16:00	16:00	17:00	18:00	21:00
	335	**69.9**	**59.8**	**12.7**	**0**	**0**	**1**	**12**	**7**	**44**	**65**	**121**	**109**	**74**	**13**	**3**

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	15	76.0	65.5	10.1	0	0	0	0	0	0	1	1	3	5	4	1
01:00	14	71.7	61.4	9.9	0	0	0	0	0	0	2	0	6	4	1	1
02:00	17	67.0	61.0	5.8	0	0	0	0	0	0	0	2	7	7	1	0
03:00	30	66.1	56.5	9.3	0	0	0	0	2	1	6	4	3	14	0	0
04:00	80	67.1	56.1	10.5	0	0	1	1	2	5	12	19	15	16	9	0
05:00	251	68.6	60.5	7.8	0	0	0	0	0	4	16	33	80	97	16	5
06:00	383	65.8	56.8	8.7	0	0	2	3	0	14	56	104	79	104	18	3
07:00	693	63.1	55.3	7.5	0	0	3	7	3	24	102	205	204	130	14	1
08:00	683	63.6	53.8	9.5	0	3	32	4	4	31	66	219	203	111	10	0
09:00	527	61.4	53.1	8.0	0	0	0	12	23	33	78	184	124	63	9	1
10:00	440	61.0	53.9	6.9	0	0	0	2	2	16	104	154	102	51	7	2
11:00	485	61.5	54.0	7.2	0	0	1	1	7	32	82	165	132	53	11	1
12:00	469	61.7	54.2	7.3	0	0	0	0	3	38	72	174	116	53	9	4
13:00	496	61.8	52.7	8.8	0	0	8	16	5	30	103	161	109	51	9	4
14:00	587	60.7	52.1	8.2	0	0	13	3	14	54	132	169	133	61	8	0
15:00	636	61.7	53.4	8.0	0	0	0	12	12	58	112	185	163	84	5	5
16:00	722	62.8	55.6	7.0	0	0	0	4	11	16	87	240	221	127	15	1
17:00	710	66.0	57.1	8.6	0	1	4	13	1	20	65	158	235	181	26	6
18:00	352	68.3	60.0	8.1	0	0	0	0	0	9	23	59	112	111	35	3
19:00	237	69.8	60.3	9.2	0	0	0	0	3	15	9	29	67	87	22	5
20:00	151	70.7	60.7	9.7	0	0	0	0	2	4	7	29	42	43	18	6
21:00	123	70.0	60.4	9.2	0	0	0	1	2	1	9	18	32	47	9	4
22:00	63	71.4	61.3	9.7	0	0	0	0	0	1	6	10	12	28	1	5
23:00	38	68.6	56.8	11.4	0	0	0	3	0	2	4	6	10	8	5	0
Total																
2H(10-12)	925	61.3	53.9	7.0	0	0	1	3	9	48	186	319	234	104	18	3
2H(14-16)	1223	61.2	52.8	8.1	0	0	13	15	26	112	244	354	296	145	13	5
12H(7-19)	6800	63.0	54.5	8.2	0	4	61	74	85	361	1026	2073	1854	1076	158	28
24H(0-24)	8202	64.2	55.3	8.6	0	4	64	82	96	408	1154	2328	2210	1536	262	58
AM Peak	07:00	00:00	00:00	04:00	00:00	08:00	08:00	09:00	09:00	09:00	10:00	08:00	07:00	07:00	06:00	05:00
	693	**76.0**	**65.5**	**10.5**	**0**	**3**	**32**	**12**	**23**	**33**	**104**	**219**	**204**	**130**	**18**	**5**
PM Peak	16:00	22:00	22:00	23:00	12:00	17:00	14:00	13:00	14:00	15:00	14:00	16:00	17:00	17:00	18:00	17:00
	722	**71.4**	**61.3**	**11.4**	**0**	**1**	**13**	**16**	**14**	**58**	**132**	**240**	**235**	**181**	**35**	**6**

Tween Bridge ATC 15, Low Levels Bank



Direction: Westbound

Hour Beginning	Tue 06/06/2023	Wed 07/06/2023	Thu 08/06/2023	Fri 09/06/2023	Sat 10/06/2023	Sun 11/06/2023	Mon 12/06/2023	5-Day Ave.	7-Day Ave.
00:00	0	1	3	1	10	2	0	1	2
01:00	1	2	1	0	3	2	2	1	2
02:00	2	1	2	0	6	0	1	1	2
03:00	1	1	1	1	1	1	2	1	1
04:00	6	9	4	10	3	2	5	7	6
05:00	17	14	16	14	8	6	13	15	13
06:00	65	56	58	55	19	7	60	59	46
07:00	130	118	117	113	32	9	130	122	93
08:00	116	114	99	108	57	28	100	107	89
09:00	79	71	88	87	84	48	112	87	81
10:00	66	94	101	90	62	54	74	85	77
11:00	86	86	65	99	80	78	93	86	84
12:00	86	89	93	82	107	80	81	86	88
13:00	70	73	96	110	134	69	76	85	90
14:00	97	104	100	103	143	86	109	103	106
15:00	124	122	115	111	129	77	123	119	114
16:00	168	137	164	164	74	64	143	155	131
17:00	164	165	171	106	76	84	142	150	130
18:00	71	51	71	82	50	60	73	70	65
19:00	43	33	48	40	36	26	40	41	38
20:00	21	28	32	24	12	18	23	26	23
21:00	19	23	20	15	14	13	17	19	17
22:00	8	12	15	8	13	9	15	12	11
23:00	6	3	4	6	6	0	2	4	4
Total 12H(7-19)	1257	1224	1280	1255	1028	737	1256	1254	1148
16H(6-22)	1405	1364	1438	1389	1109	801	1396	1398	1272
18H(6-24)	1419	1379	1457	1403	1128	810	1413	1414	1287
24H(0-24)	1446	1407	1484	1429	1159	823	1436	1440	1312
AM Peak	07:00	07:00	07:00	07:00	09:00	11:00	07:00	07:00	07:00
	130	118	117	113	84	78	130	122	93
PM Peak	16:00	17:00	17:00	16:00	14:00	14:00	16:00	16:00	16:00
	168	165	171	164	143	86	143	155	131

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Tue 06/06/2023	Wed 07/06/2023	Thu 08/06/2023	Fri 09/06/2023	Sat 10/06/2023	Sun 11/06/2023	Mon 12/06/2023	5-Day Ave.	7-Day Ave.
00:00	3	1	3	1	5	3	1	2	2
01:00	0	0	1	2	3	3	2	1	2
02:00	0	0	0	0	2	0	1	0	0
03:00	1	2	3	4	2	1	5	3	3
04:00	7	5	3	7	2	0	8	6	5
05:00	38	37	32	34	22	13	40	36	31
06:00	55	60	59	44	13	7	54	54	42
07:00	94	97	101	84	45	24	88	93	76
08:00	106	86	100	87	59	47	91	94	82
09:00	40	63	61	62	50	54	62	58	56
10:00	50	51	54	75	48	46	60	58	55
11:00	47	58	66	54	49	37	45	54	51
12:00	42	47	60	58	74	37	53	52	53
13:00	50	54	62	67	53	52	59	58	57
14:00	66	60	79	64	46	31	58	65	58
15:00	90	67	79	71	46	46	64	74	66
16:00	100	81	92	102	34	31	85	92	75
17:00	92	81	79	81	43	37	86	84	71
18:00	47	56	66	50	29	31	46	53	46
19:00	32	36	35	31	20	23	29	33	29
20:00	19	27	19	21	13	22	22	22	20
21:00	11	20	18	15	10	8	17	16	14
22:00	17	13	20	7	9	10	12	14	13
23:00	5	6	3	7	8	3	2	5	5
Total 12H(7-19)	824	801	899	855	576	473	797	835	746
16H(6-22)	941	944	1030	966	632	533	919	960	852
18H(6-24)	963	963	1053	980	649	546	933	978	870
24H(0-24)	1012	1008	1095	1028	685	566	990	1027	912
AM Peak	08:00	07:00	07:00	08:00	08:00	09:00	08:00	08:00	08:00
	106	97	101	87	59	54	91	94	82
PM Peak	16:00	16:00	16:00	16:00	12:00	13:00	17:00	16:00	16:00
	100	81	92	102	74	52	86	92	75

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Direction: Total Flow

Hour Beginning	Tue 06/06/2023	Wed 07/06/2023	Thu 08/06/2023	Fri 09/06/2023	Sat 10/06/2023	Sun 11/06/2023	Mon 12/06/2023	5-Day Ave.	7-Day Ave.
00:00	3	2	6	2	15	5	1	3	5
01:00	1	2	2	2	6	5	4	2	3
02:00	2	1	2	0	8	0	2	1	2
03:00	2	3	4	5	3	2	7	4	4
04:00	13	14	7	17	5	2	13	13	10
05:00	55	51	48	48	30	19	53	51	43
06:00	120	116	117	99	32	14	114	113	87
07:00	224	215	218	197	77	33	218	214	169
08:00	222	200	199	195	116	75	191	201	171
09:00	119	134	149	149	134	102	174	145	137
10:00	116	145	155	165	110	100	134	143	132
11:00	133	144	131	153	129	115	138	140	135
12:00	128	136	153	140	181	117	134	138	141
13:00	120	127	158	177	187	121	135	143	146
14:00	163	164	179	167	189	117	167	168	164
15:00	214	189	194	182	175	123	187	193	181
16:00	268	218	256	266	108	95	228	247	206
17:00	256	246	250	187	119	121	228	233	201
18:00	118	107	137	132	79	91	119	123	112
19:00	75	69	83	71	56	49	69	73	67
20:00	40	55	51	45	25	40	45	47	43
21:00	30	43	38	30	24	21	34	35	31
22:00	25	25	35	15	22	19	27	25	24
23:00	11	9	7	13	14	3	4	9	9
Total 12H(7-19)	2081	2025	2179	2110	1604	1210	2053	2090	1895
16H(6-22)	2346	2308	2468	2355	1741	1334	2315	2358	2124
18H(6-24)	2382	2342	2510	2383	1777	1356	2346	2393	2157
24H(0-24)	2458	2415	2579	2457	1844	1389	2426	2467	2224
AM Peak	07:00	07:00	07:00	07:00	09:00	11:00	07:00	07:00	08:00
	224	215	218	197	134	115	218	214	171
PM Peak	16:00	17:00	16:00	16:00	14:00	15:00	16:00	16:00	16:00
	268	246	256	266	189	123	228	247	206

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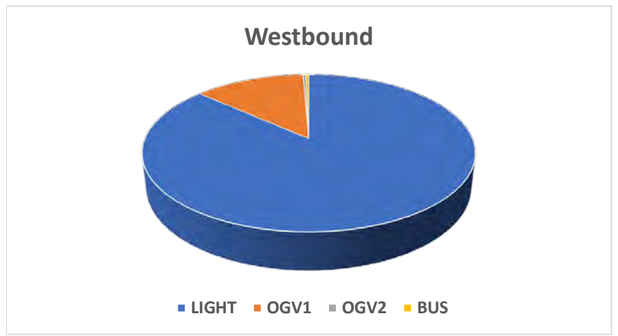
Tween Bridge ATC 15, Low Levels Bank

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	1446	1232	202	3	9
Wed 7 Jun 2023	1407	1216	183	5	3
Thu 8 Jun 2023	1484	1245	226	7	6
Fri 9 Jun 2023	1429	1210	210	3	6
Sat 10 Jun 2023	1159	1093	64	1	1
Sun 11 Jun 2023	823	758	61	1	3
Mon 12 Jun 2023	1436	1195	229	8	4
5 Day Ave.	1440	1220	210	5	6
7 Day Ave.	1312	1136	168	4	5

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	100.0%	85.2%	14.0%	0.2%	0.6%
Wed 7 Jun 2023	100.0%	86.4%	13.0%	0.4%	0.2%
Thu 8 Jun 2023	100.0%	83.9%	15.2%	0.5%	0.4%
Fri 9 Jun 2023	100.0%	84.7%	14.7%	0.2%	0.4%
Sat 10 Jun 2023	100.0%	94.3%	5.5%	0.1%	0.1%
Sun 11 Jun 2023	100.0%	92.1%	7.4%	0.1%	0.4%
Mon 12 Jun 2023	100.0%	83.2%	15.9%	0.6%	0.3%
5 Day Ave.	100.0%	84.7%	14.6%	0.4%	0.4%
7 Day Ave.	100.0%	86.6%	12.8%	0.3%	0.3%

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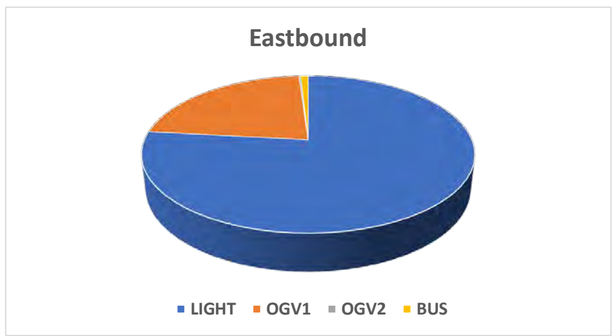


Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	1012	755	245	1	11
Wed 7 Jun 2023	1008	775	225	1	7
Thu 8 Jun 2023	1095	808	271	2	14
Fri 9 Jun 2023	1028	787	232	1	8
Sat 10 Jun 2023	685	564	119	0	2
Sun 11 Jun 2023	566	470	94	0	2
Mon 12 Jun 2023	990	741	230	8	11
5 Day Ave.	1027	773	241	3	10
7 Day Ave.	912	700	202	2	8

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	100.0%	74.6%	24.2%	0.1%	1.1%
Wed 7 Jun 2023	100.0%	76.9%	22.3%	0.1%	0.7%
Thu 8 Jun 2023	100.0%	73.8%	24.7%	0.2%	1.3%
Fri 9 Jun 2023	100.0%	76.6%	22.6%	0.1%	0.8%
Sat 10 Jun 2023	100.0%	82.3%	17.4%	0.0%	0.3%
Sun 11 Jun 2023	100.0%	83.0%	16.6%	0.0%	0.4%
Mon 12 Jun 2023	100.0%	74.8%	23.2%	0.8%	1.1%
5 Day Ave.	100.0%	75.3%	23.4%	0.3%	1.0%
7 Day Ave.	100.0%	76.8%	22.2%	0.2%	0.9%

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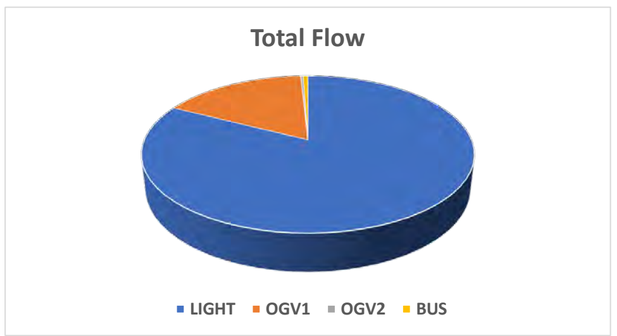


Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	2458	1987	447	4	20
Wed 7 Jun 2023	2415	1991	408	6	10
Thu 8 Jun 2023	2579	2053	497	9	20
Fri 9 Jun 2023	2457	1997	442	4	14
Sat 10 Jun 2023	1844	1657	183	1	3
Sun 11 Jun 2023	1389	1228	155	1	5
Mon 12 Jun 2023	2426	1936	459	16	15
5 Day Ave.	2467	1993	451	8	16
7 Day Ave.	2224	1836	370	6	12

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	100.0%	80.8%	18.2%	0.2%	0.8%
Wed 7 Jun 2023	100.0%	82.4%	16.9%	0.2%	0.4%
Thu 8 Jun 2023	100.0%	79.6%	19.3%	0.3%	0.8%
Fri 9 Jun 2023	100.0%	81.3%	18.0%	0.2%	0.6%
Sat 10 Jun 2023	100.0%	89.9%	9.9%	0.1%	0.2%
Sun 11 Jun 2023	100.0%	88.4%	11.2%	0.1%	0.4%
Mon 12 Jun 2023	100.0%	79.8%	18.9%	0.7%	0.6%
5 Day Ave.	100.0%	80.8%	18.3%	0.3%	0.6%
7 Day Ave.	100.0%	82.5%	16.6%	0.3%	0.6%

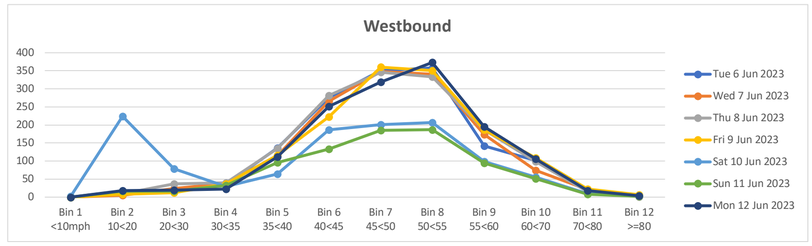
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Tween Bridge ATC 15, Low Levels Bank

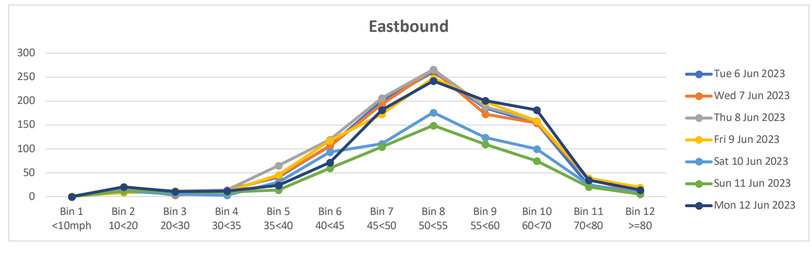
Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Tue 6 Jun 2023	1446	58.0	48.7	9.0	0	9	17	36	136	275	350	358	142	101	18	4
Wed 7 Jun 2023	1407	57.9	48.7	8.9	0	5	24	38	114	266	348	340	174	74	21	3
Thu 8 Jun 2023	1484	57.9	48.3	9.2	0	9	37	40	135	282	346	334	187	98	15	1
Fri 9 Jun 2023	1429	59.1	49.6	9.2	0	8	12	37	116	222	360	350	186	109	23	6
Sat 10 Jun 2023	1159	57.2	40.8	15.8	2	224	79	29	64	187	201	206	99	55	10	3
Sun 11 Jun 2023	823	58.1	47.6	10.1	0	16	17	33	96	133	185	187	95	51	8	2
Mon 12 Jun 2023	1436	59.0	49.3	9.4	0	18	19	22	112	251	319	373	195	106	18	3
5 Day Ave.	1440	58.4	48.9	9.1	0	10	22	35	123	259	345	351	177	98	19	3
7 Day Ave.	1312	58.2	47.6	10.2	0	41	29	34	110	231	301	307	154	85	16	3



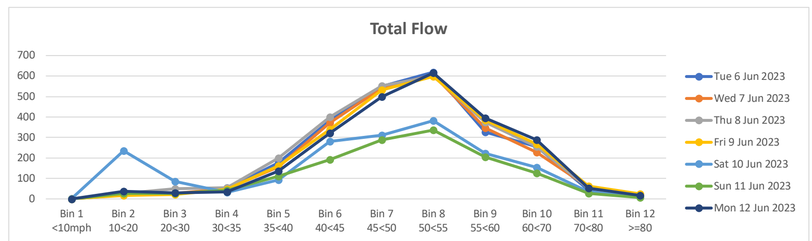
Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Tue 6 Jun 2023	1012	63.0	52.6	10.0	0	11	7	14	41	106	200	261	185	154	24	9
Wed 7 Jun 2023	1008	63.6	52.8	10.5	0	16	3	12	43	105	193	265	172	154	37	8
Thu 8 Jun 2023	1095	63.6	52.2	11.0	0	18	12	14	65	119	206	266	188	158	38	11
Fri 9 Jun 2023	1028	64.6	53.4	10.8	1	8	11	10	45	117	173	248	199	158	39	19
Sat 10 Jun 2023	685	63.8	52.6	10.8	0	12	5	3	30	93	111	176	123	100	25	7
Sun 11 Jun 2023	566	63.8	52.3	11.1	0	12	10	9	14	59	104	149	109	75	20	5
Mon 12 Jun 2023	990	65.2	53.8	11.1	0	20	10	12	24	71	181	242	201	181	34	14
5 Day Ave.	1027	64.0	52.9	10.7	0	15	9	12	44	104	191	256	189	161	34	12
7 Day Ave.	912	63.9	52.8	10.7	0	14	8	11	37	96	167	230	168	140	31	10



Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Tue 6 Jun 2023	2458	60.3	50.3	9.7	0	20	24	50	177	381	550	619	327	255	42	13
Wed 7 Jun 2023	2415	60.5	50.4	9.8	0	21	27	50	157	371	541	605	346	228	58	11
Thu 8 Jun 2023	2579	60.5	50.0	10.2	0	27	49	54	200	401	552	600	375	256	53	12
Fri 9 Jun 2023	2457	61.6	51.2	10.1	1	16	23	47	161	339	533	598	385	267	62	25
Sat 10 Jun 2023	1844	61.0	45.2	15.2	2	236	84	32	94	280	312	382	222	155	35	10
Sun 11 Jun 2023	1389	60.7	49.5	10.8	0	28	27	42	110	192	289	336	204	126	28	7
Mon 12 Jun 2023	2426	61.8	51.1	10.3	0	38	29	34	136	322	500	615	396	287	52	17
5 Day Ave.	2467	61.0	50.6	10.0	0	24	30	47	166	363	535	607	366	259	53	16
7 Day Ave.	2224	60.9	49.7	10.9	0	55	38	44	148	327	468	536	322	225	47	14



Tween Bridge ATC 15, Low Levels Bank

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Tue 6 Jun 2023	152	54.0	44.4	9.3	0	2	1	14	32	39	29	17	9	8	1	0
Wed 7 Jun 2023	180	56.4	47.0	9.1	0	1	3	6	22	42	49	31	19	2	4	1
Thu 8 Jun 2023	166	53.9	44.5	9.1	0	1	10	10	23	47	25	32	14	4	0	0
Fri 9 Jun 2023	189	56.7	47.5	8.9	0	0	5	3	26	35	54	37	18	8	2	1
Sat 10 Jun 2023	142	58.7	43.9	14.3	0	21	2	2	7	25	32	33	12	7	0	1
Sun 11 Jun 2023	132	58.5	48.7	9.5	0	4	0	1	10	22	35	32	21	5	2	0
Mon 12 Jun 2023	167	54.8	44.9	9.6	0	6	4	5	24	39	43	29	12	5	0	0
5 Day Ave.	171	55.2	45.6	9.2	0	2	5	8	25	40	40	29	14	5	1	0
7 Day Ave.	161	56.2	45.8	10.0	0	5	4	6	21	36	38	30	15	6	1	0

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Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Tue 6 Jun 2023	97	60.1	48.5	11.2	0	3	3	1	9	14	24	17	17	8	0	1
Wed 7 Jun 2023	109	59.3	49.3	9.6	0	2	0	2	9	19	28	25	12	10	2	0
Thu 8 Jun 2023	120	59.8	48.6	10.8	0	3	0	4	10	33	18	21	16	12	3	0
Fri 9 Jun 2023	129	60.6	49.7	10.5	1	2	0	2	11	26	22	29	19	16	0	1
Sat 10 Jun 2023	97	62.3	50.8	11.1	0	3	1	0	8	14	12	28	15	14	2	0
Sun 11 Jun 2023	83	65.9	53.0	12.5	0	3	1	1	2	8	16	15	18	14	4	1
Mon 12 Jun 2023	105	62.5	50.1	11.9	0	6	1	2	1	9	27	25	23	9	1	1
5 Day Ave.	112	60.4	49.2	10.8	0	3	1	2	8	20	24	23	17	11	1	1
7 Day Ave.	106	61.5	50.0	11.1	0	3	1	2	7	18	21	23	17	12	2	1

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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Tue 6 Jun 2023	249	56.6	46.0	10.2	0	5	4	15	41	53	53	34	26	16	1	1
Wed 7 Jun 2023	289	57.5	47.9	9.4	0	3	3	8	31	61	77	56	31	12	6	1
Thu 8 Jun 2023	286	56.6	46.2	10.0	0	4	10	14	33	80	43	53	30	16	3	0
Fri 9 Jun 2023	318	58.4	48.4	9.6	1	2	5	5	37	61	76	66	37	24	2	2
Sat 10 Jun 2023	239	60.7	46.7	13.5	0	24	3	2	15	39	44	61	27	21	2	1
Sun 11 Jun 2023	215	61.6	50.3	10.9	0	7	1	2	12	30	51	47	39	19	6	1
Mon 12 Jun 2023	272	58.1	46.9	10.8	0	12	5	7	25	48	70	54	35	14	1	1
5 Day Ave.	283	57.4	47.1	10.0	0	5	5	10	33	61	64	53	32	16	3	1
7 Day Ave.	267	58.5	47.5	10.6	0	8	4	8	28	53	59	53	32	17	3	1

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Tween Bridge ATC 15, Low Levels Bank

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Tue 6 Jun 2023	221	55.6	46.7	8.6	0	0	3	9	33	51	55	44	13	9	4	0
Wed 7 Jun 2023	226	55.4	46.6	8.5	0	0	7	11	25	47	57	53	17	7	2	0
Thu 8 Jun 2023	215	57.2	47.8	9.1	0	1	9	3	21	39	53	54	20	14	1	0
Fri 9 Jun 2023	214	59.0	49.5	9.2	0	0	0	6	29	36	44	43	35	15	6	0
Sat 10 Jun 2023	272	47.1	31.3	15.3	0	96	52	9	12	37	26	23	13	4	0	0
Sun 11 Jun 2023	163	56.7	46.5	9.9	0	4	4	5	22	32	32	42	13	8	1	0
Mon 12 Jun 2023	232	57.5	48.2	9.0	0	4	3	2	20	48	51	66	27	9	1	1
5 Day Ave.	222	57.0	47.8	8.9	0	1	4	6	26	44	52	52	22	11	3	0
7 Day Ave.	220	55.5	45.2	9.9	0	15	11	6	23	41	45	46	20	9	2	0

Paul Castle Associates

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Tue 6 Jun 2023	156	61.7	50.8	10.5	0	4	2	2	13	12	30	40	30	22	1	0
Wed 7 Jun 2023	127	62.5	51.1	11.0	0	2	3	5	9	13	15	32	27	19	2	0
Thu 8 Jun 2023	158	62.9	51.2	11.3	0	4	0	2	17	20	22	41	23	22	7	0
Fri 9 Jun 2023	135	62.1	53.6	8.3	0	0	2	1	3	12	21	39	30	27	0	0
Sat 10 Jun 2023	92	59.3	50.8	8.2	0	0	0	1	4	23	12	27	16	7	2	0
Sun 11 Jun 2023	77	62.9	50.9	11.6	0	1	2	4	5	8	12	17	17	8	2	1
Mon 12 Jun 2023	122	61.7	51.5	9.9	0	1	3	4	3	12	25	34	21	17	2	0
5 Day Ave.	140	62.2	51.6	10.2	0	2	2	3	9	14	23	37	26	21	2	0
7 Day Ave.	124	61.9	51.4	10.1	0	2	2	3	8	14	20	33	23	17	2	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Tue 6 Jun 2023	377	58.4	48.4	9.6	0	4	5	11	46	63	85	84	43	31	5	0
Wed 7 Jun 2023	353	58.3	48.2	9.7	0	2	10	16	34	60	72	85	44	26	4	0
Thu 8 Jun 2023	373	59.8	49.2	10.2	0	5	9	5	38	59	75	95	43	36	8	0
Fri 9 Jun 2023	349	60.5	51.1	9.0	0	0	2	7	32	48	65	82	65	42	6	0
Sat 10 Jun 2023	364	53.0	36.2	16.2	0	96	52	10	16	60	38	50	29	11	2	0
Sun 11 Jun 2023	240	58.9	47.9	10.6	0	5	6	9	27	40	44	59	30	16	3	1
Mon 12 Jun 2023	354	59.1	49.3	9.4	0	5	6	6	23	60	76	100	48	26	3	1
5 Day Ave.	361	59.2	49.3	9.6	0	3	6	9	35	58	75	89	49	32	5	0
7 Day Ave.	344	58.3	47.2	10.7	0	17	13	9	31	56	65	79	43	27	4	0

Paul Castle Associates

Tween Bridge ATC 15, Low Levels Bank

Direction: Westbound

06/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	1	1	0	0	0
02:00	2	2	0	0	0
03:00	1	1	0	0	0
04:00	6	5	1	0	0
05:00	17	16	1	0	0
06:00	65	59	6	0	0
07:00	130	116	13	1	0
08:00	116	102	14	0	0
09:00	79	62	16	0	1
10:00	66	51	14	1	0
11:00	86	66	19	0	1
12:00	86	62	22	0	2
13:00	70	49	19	1	1
14:00	97	81	15	0	1
15:00	124	96	26	0	2
16:00	168	155	13	0	0
17:00	164	152	11	0	1
18:00	71	67	4	0	0
19:00	43	40	3	0	0
20:00	21	17	4	0	0
21:00	19	19	0	0	0
22:00	8	8	0	0	0
23:00	6	5	1	0	0
Total					
12H(7-19)	1257	1059	186	3	9
16H(6-22)	1405	1194	199	3	9
18H(6-24)	1419	1207	200	3	9
24H(0-24)	1446	1232	202	3	9
AM Peak	07:00	07:00	11:00	07:00	09:00
	130	116	19	1	1
PM Peak	16:00	16:00	15:00	13:00	12:00
	168	155	26	1	2

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	1	1	0	0	0
04:00	7	5	2	0	0
05:00	38	32	6	0	0
06:00	55	43	11	0	1
07:00	94	72	22	0	0
08:00	106	75	27	0	4
09:00	40	26	13	0	1
10:00	50	38	12	0	0
11:00	47	34	11	0	2
12:00	42	26	14	0	2
13:00	50	34	15	0	1
14:00	66	45	21	0	0
15:00	90	68	22	0	0
16:00	100	70	29	1	0
17:00	92	72	20	0	0
18:00	47	41	6	0	0
19:00	32	25	7	0	0
20:00	19	18	1	0	0
21:00	11	8	3	0	0
22:00	17	14	3	0	0
23:00	5	5	0	0	0
Total					
12H(7-19)	824	601	212	1	10
16H(6-22)	941	695	234	1	11
18H(6-24)	963	714	237	1	11
24H(0-24)	1012	755	245	1	11
AM Peak	08:00	08:00	08:00	00:00	08:00
	106	75	27	0	4
PM Peak	16:00	17:00	16:00	16:00	12:00
	100	72	29	1	2

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	1	1	0	0	0
02:00	2	2	0	0	0
03:00	2	2	0	0	0
04:00	13	10	3	0	0
05:00	55	48	7	0	0
06:00	120	102	17	0	1
07:00	224	188	35	1	0
08:00	222	177	41	0	4
09:00	119	88	29	0	2
10:00	116	89	26	1	0
11:00	133	100	30	0	3
12:00	128	88	36	0	4
13:00	120	83	34	1	2
14:00	163	126	36	0	1
15:00	214	164	48	0	2
16:00	268	225	42	1	0
17:00	256	224	31	0	1
18:00	118	108	10	0	0
19:00	75	65	10	0	0
20:00	40	35	5	0	0
21:00	30	27	3	0	0
22:00	25	22	3	0	0
23:00	11	10	1	0	0
Total					
12H(7-19)	2081	1660	398	4	19
16H(6-22)	2346	1889	433	4	20
18H(6-24)	2382	1921	437	4	20
24H(0-24)	2458	1987	447	4	20
AM Peak	07:00	07:00	08:00	07:00	08:00
	224	188	41	1	4
PM Peak	16:00	16:00	15:00	13:00	12:00
	268	225	48	1	4

Paul Castle Associates

Tween Bridge ATC 15, Low Levels Bank

Direction: Westbound

07/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	2	2	0	0	0
02:00	1	0	1	0	0
03:00	1	1	0	0	0
04:00	9	8	1	0	0
05:00	14	13	1	0	0
06:00	56	50	6	0	0
07:00	118	109	8	1	0
08:00	114	104	9	1	0
09:00	71	60	11	0	0
10:00	94	73	21	0	0
11:00	86	62	24	0	0
12:00	89	76	13	0	0
13:00	73	52	20	0	1
14:00	104	89	13	1	1
15:00	122	100	20	1	1
16:00	137	123	14	0	0
17:00	165	155	10	0	0
18:00	51	45	6	0	0
19:00	33	30	3	0	0
20:00	28	26	1	1	0
21:00	23	22	1	0	0
22:00	12	12	0	0	0
23:00	3	3	0	0	0
Total 12H(7-19)	1224	1048	169	4	3
16H(6-22)	1364	1176	180	5	3
18H(6-24)	1379	1191	180	5	3
24H(0-24)	1407	1216	183	5	3
AM Peak	07:00	07:00	11:00	07:00	00:00
	118	109	24	1	0
PM Peak	17:00	17:00	13:00	14:00	13:00
	165	155	20	1	1

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	2	2	0	0	0
04:00	5	3	2	0	0
05:00	37	33	4	0	0
06:00	60	51	8	0	1
07:00	97	71	26	0	0
08:00	86	66	20	0	0
09:00	63	36	27	0	0
10:00	51	36	15	0	0
11:00	58	47	9	0	2
12:00	47	30	17	0	0
13:00	54	39	14	0	1
14:00	60	44	16	0	0
15:00	67	48	15	1	3
16:00	81	64	17	0	0
17:00	81	72	9	0	0
18:00	56	47	9	0	0
19:00	36	28	8	0	0
20:00	27	22	5	0	0
21:00	20	17	3	0	0
22:00	13	12	1	0	0
23:00	6	6	0	0	0
Total 12H(7-19)	801	600	194	1	6
16H(6-22)	944	718	218	1	7
18H(6-24)	963	736	219	1	7
24H(0-24)	1008	775	225	1	7
AM Peak	07:00	07:00	09:00	00:00	11:00
	97	71	27	0	2
PM Peak	16:00	17:00	12:00	15:00	15:00
	81	72	17	1	3

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	2	2	0	0	0
02:00	1	0	1	0	0
03:00	3	3	0	0	0
04:00	14	11	3	0	0
05:00	51	46	5	0	0
06:00	116	101	14	0	1
07:00	215	180	34	1	0
08:00	200	170	29	1	0
09:00	134	96	38	0	0
10:00	145	109	36	0	0
11:00	144	109	33	0	2
12:00	136	106	30	0	0
13:00	127	91	34	0	2
14:00	164	133	29	1	1
15:00	189	148	35	2	4
16:00	218	187	31	0	0
17:00	246	227	19	0	0
18:00	107	92	15	0	0
19:00	69	58	11	0	0
20:00	55	48	6	1	0
21:00	43	39	4	0	0
22:00	25	24	1	0	0
23:00	9	9	0	0	0
Total 12H(7-19)	2025	1648	363	5	9
16H(6-22)	2308	1894	398	6	10
18H(6-24)	2342	1927	399	6	10
24H(0-24)	2415	1991	408	6	10
AM Peak	07:00	07:00	09:00	07:00	11:00
	215	180	38	1	2
PM Peak	17:00	17:00	15:00	15:00	15:00
	246	227	35	2	4

Paul Castle Associates

Tween Bridge ATC 15, Low Levels Bank

Direction: Westbound

08/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	2	1	0	0
01:00	1	1	0	0	0
02:00	2	2	0	0	0
03:00	1	1	0	0	0
04:00	4	4	0	0	0
05:00	16	15	1	0	0
06:00	58	50	8	0	0
07:00	117	110	7	0	0
08:00	99	87	12	0	0
09:00	88	70	18	0	0
10:00	101	80	20	0	1
11:00	65	50	14	1	0
12:00	93	68	24	1	0
13:00	96	71	23	1	1
14:00	100	80	19	0	1
15:00	115	88	24	3	0
16:00	164	139	23	0	2
17:00	171	161	9	0	1
18:00	71	59	12	0	0
19:00	48	43	5	0	0
20:00	32	28	4	0	0
21:00	20	18	2	0	0
22:00	15	14	0	1	0
23:00	4	4	0	0	0
Total 12H(7-19)	1280	1063	205	6	6
16H(6-22)	1438	1202	224	6	6
18H(6-24)	1457	1220	224	7	6
24H(0-24)	1484	1245	226	7	6
AM Peak	07:00	07:00	10:00	11:00	10:00
	117	110	20	1	1
PM Peak	17:00	17:00	12:00	15:00	16:00
	171	161	24	3	2

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	3	2	1	0	0
04:00	3	3	0	0	0
05:00	32	28	4	0	0
06:00	59	47	12	0	0
07:00	101	78	23	0	0
08:00	100	66	31	0	3
09:00	61	42	18	0	1
10:00	54	34	18	0	2
11:00	66	36	27	1	2
12:00	60	43	17	0	0
13:00	62	49	12	0	1
14:00	79	52	25	0	2
15:00	79	55	23	1	0
16:00	92	66	23	0	3
17:00	79	68	11	0	0
18:00	66	58	8	0	0
19:00	35	25	10	0	0
20:00	19	16	3	0	0
21:00	18	16	2	0	0
22:00	20	18	2	0	0
23:00	3	2	1	0	0
Total 12H(7-19)	899	647	236	2	14
16H(6-22)	1030	751	263	2	14
18H(6-24)	1053	771	266	2	14
24H(0-24)	1095	808	271	2	14
AM Peak	07:00	07:00	08:00	11:00	08:00
	101	78	31	1	3
PM Peak	16:00	17:00	14:00	15:00	16:00
	92	68	25	1	3

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	6	5	1	0	0
01:00	2	2	0	0	0
02:00	2	2	0	0	0
03:00	4	3	1	0	0
04:00	7	7	0	0	0
05:00	48	43	5	0	0
06:00	117	97	20	0	0
07:00	218	188	30	0	0
08:00	199	153	43	0	3
09:00	149	112	36	0	1
10:00	155	114	38	0	3
11:00	131	86	41	2	2
12:00	153	111	41	1	0
13:00	158	120	35	1	2
14:00	179	132	44	0	3
15:00	194	143	47	4	0
16:00	256	205	46	0	5
17:00	250	229	20	0	1
18:00	137	117	20	0	0
19:00	83	68	15	0	0
20:00	51	44	7	0	0
21:00	38	34	4	0	0
22:00	35	32	2	1	0
23:00	7	6	1	0	0
Total 12H(7-19)	2179	1710	441	8	20
16H(6-22)	2468	1953	487	8	20
18H(6-24)	2510	1991	490	9	20
24H(0-24)	2579	2053	497	9	20
AM Peak	07:00	07:00	08:00	11:00	08:00
	218	188	43	2	3
PM Peak	16:00	17:00	15:00	15:00	16:00
	256	229	47	4	5

Paul Castle Associates

Tween Bridge ATC 15, Low Levels Bank

Direction: Westbound

09/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	1	1	0	0	0
04:00	10	9	1	0	0
05:00	14	12	2	0	0
06:00	55	49	6	0	0
07:00	113	107	6	0	0
08:00	108	92	16	0	0
09:00	87	66	20	0	1
10:00	90	65	25	0	0
11:00	99	78	18	2	1
12:00	82	63	17	0	2
13:00	110	90	19	0	1
14:00	103	82	21	0	0
15:00	111	95	15	0	1
16:00	164	140	24	0	0
17:00	106	96	10	0	0
18:00	82	75	7	0	0
19:00	40	38	1	1	0
20:00	24	24	0	0	0
21:00	15	13	2	0	0
22:00	8	8	0	0	0
23:00	6	6	0	0	0
Total					
12H(7-19)	1255	1049	198	2	6
16H(6-22)	1389	1173	207	3	6
18H(6-24)	1403	1187	207	3	6
24H(0-24)	1429	1210	210	3	6
AM Peak	07:00	07:00	10:00	11:00	09:00
	113	107	25	2	1
PM Peak	16:00	16:00	16:00	19:00	12:00
	164	140	24	1	2

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	2	2	0	0	0
02:00	0	0	0	0	0
03:00	4	3	1	0	0
04:00	7	4	3	0	0
05:00	34	34	0	0	0
06:00	44	36	8	0	0
07:00	84	64	20	0	0
08:00	87	58	28	1	0
09:00	62	43	18	0	1
10:00	75	52	22	0	1
11:00	54	34	19	0	1
12:00	58	42	15	0	1
13:00	67	52	13	0	2
14:00	64	49	15	0	0
15:00	71	56	14	0	1
16:00	102	84	18	0	0
17:00	81	66	14	0	1
18:00	50	44	6	0	0
19:00	31	21	10	0	0
20:00	21	17	4	0	0
21:00	15	13	2	0	0
22:00	7	6	1	0	0
23:00	7	6	1	0	0
Total					
12H(7-19)	855	644	202	1	8
16H(6-22)	966	731	226	1	8
18H(6-24)	980	743	228	1	8
24H(0-24)	1028	787	232	1	8
AM Peak	08:00	07:00	08:00	08:00	09:00
	87	64	28	1	1
PM Peak	16:00	16:00	16:00	12:00	13:00
	102	84	18	0	2

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	2	2	0	0	0
02:00	0	0	0	0	0
03:00	5	4	1	0	0
04:00	17	13	4	0	0
05:00	48	46	2	0	0
06:00	99	85	14	0	0
07:00	197	171	26	0	0
08:00	195	150	44	1	0
09:00	149	109	38	0	2
10:00	165	117	47	0	1
11:00	153	112	37	2	2
12:00	140	105	32	0	3
13:00	177	142	32	0	3
14:00	167	131	36	0	0
15:00	182	151	29	0	2
16:00	266	224	42	0	0
17:00	187	162	24	0	1
18:00	132	119	13	0	0
19:00	71	59	11	1	0
20:00	45	41	4	0	0
21:00	30	26	4	0	0
22:00	15	14	1	0	0
23:00	13	12	1	0	0
Total					
12H(7-19)	2110	1693	400	3	14
16H(6-22)	2355	1904	433	4	14
18H(6-24)	2383	1930	435	4	14
24H(0-24)	2457	1997	442	4	14
AM Peak	07:00	07:00	10:00	11:00	09:00
	197	171	47	2	2
PM Peak	16:00	16:00	16:00	19:00	12:00
	266	224	42	1	3

Paul Castle Associates

Tween Bridge ATC 15, Low Levels Bank

Direction: Westbound

10/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	10	10	0	0	0
01:00	3	2	1	0	0
02:00	6	6	0	0	0
03:00	1	1	0	0	0
04:00	3	3	0	0	0
05:00	8	7	1	0	0
06:00	19	18	1	0	0
07:00	32	29	3	0	0
08:00	57	49	7	1	0
09:00	84	78	6	0	0
10:00	62	58	4	0	0
11:00	80	73	7	0	0
12:00	107	101	6	0	0
13:00	134	128	6	0	0
14:00	143	137	5	0	1
15:00	129	127	2	0	0
16:00	74	73	1	0	0
17:00	76	68	8	0	0
18:00	50	49	1	0	0
19:00	36	32	4	0	0
20:00	12	12	0	0	0
21:00	14	14	0	0	0
22:00	13	13	0	0	0
23:00	6	5	1	0	0
Total					
12H(7-19)	1028	970	56	1	1
16H(6-22)	1109	1046	61	1	1
18H(6-24)	1128	1064	62	1	1
24H(0-24)	1159	1093	64	1	1
AM Peak	09:00	09:00	08:00	08:00	00:00
	84	78	7	1	0
PM Peak	14:00	14:00	17:00	12:00	14:00
	143	137	8	0	1

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	5	0	0	0
01:00	3	2	1	0	0
02:00	2	2	0	0	0
03:00	2	2	0	0	0
04:00	2	2	0	0	0
05:00	22	20	2	0	0
06:00	13	12	1	0	0
07:00	45	27	18	0	0
08:00	59	44	14	0	1
09:00	50	39	11	0	0
10:00	48	38	10	0	0
11:00	49	43	6	0	0
12:00	74	61	13	0	0
13:00	53	47	6	0	0
14:00	46	43	3	0	0
15:00	46	42	4	0	0
16:00	34	24	9	0	1
17:00	43	39	4	0	0
18:00	29	20	9	0	0
19:00	20	19	1	0	0
20:00	13	10	3	0	0
21:00	10	7	3	0	0
22:00	9	9	0	0	0
23:00	8	7	1	0	0
Total					
12H(7-19)	576	467	107	0	2
16H(6-22)	632	515	115	0	2
18H(6-24)	649	531	116	0	2
24H(0-24)	685	564	119	0	2
AM Peak	08:00	08:00	07:00	00:00	08:00
	59	44	18	0	1
PM Peak	12:00	12:00	12:00	12:00	16:00
	74	61	13	0	1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	15	15	0	0	0
01:00	6	4	2	0	0
02:00	8	8	0	0	0
03:00	3	3	0	0	0
04:00	5	5	0	0	0
05:00	30	27	3	0	0
06:00	32	30	2	0	0
07:00	77	56	21	0	0
08:00	116	93	21	1	1
09:00	134	117	17	0	0
10:00	110	96	14	0	0
11:00	129	116	13	0	0
12:00	181	162	19	0	0
13:00	187	175	12	0	0
14:00	189	180	8	0	1
15:00	175	169	6	0	0
16:00	108	97	10	0	1
17:00	119	107	12	0	0
18:00	79	69	10	0	0
19:00	56	51	5	0	0
20:00	25	22	3	0	0
21:00	24	21	3	0	0
22:00	22	22	0	0	0
23:00	14	12	2	0	0
Total					
12H(7-19)	1604	1437	163	1	3
16H(6-22)	1741	1561	176	1	3
18H(6-24)	1777	1595	178	1	3
24H(0-24)	1844	1657	183	1	3
AM Peak	09:00	09:00	07:00	08:00	08:00
	134	117	21	1	1
PM Peak	14:00	14:00	12:00	12:00	14:00
	189	180	19	0	1

Paul Castle Associates

Tween Bridge ATC 15, Low Levels Bank

Direction: Westbound

11/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	2	2	0	0	0
02:00	0	0	0	0	0
03:00	1	1	0	0	0
04:00	2	1	1	0	0
05:00	6	5	1	0	0
06:00	7	7	0	0	0
07:00	9	8	1	0	0
08:00	28	27	1	0	0
09:00	48	46	2	0	0
10:00	54	52	2	0	0
11:00	78	74	3	0	1
12:00	80	74	6	0	0
13:00	69	67	2	0	0
14:00	86	76	10	0	0
15:00	77	68	7	1	1
16:00	64	58	6	0	0
17:00	84	76	8	0	0
18:00	60	50	9	0	1
19:00	26	26	0	0	0
20:00	18	17	1	0	0
21:00	13	12	1	0	0
22:00	9	9	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	737	676	57	1	3
16H(6-22)	801	738	59	1	3
18H(6-24)	810	747	59	1	3
24H(0-24)	823	758	61	1	3
AM Peak	11:00	11:00	11:00	00:00	11:00
	78	74	3	0	1
PM Peak	14:00	14:00	14:00	15:00	15:00
	86	76	10	1	1

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	2	1	0	0
01:00	3	3	0	0	0
02:00	0	0	0	0	0
03:00	1	0	1	0	0
04:00	0	0	0	0	0
05:00	13	13	0	0	0
06:00	7	6	1	0	0
07:00	24	19	5	0	0
08:00	47	38	9	0	0
09:00	54	38	15	0	1
10:00	46	38	8	0	0
11:00	37	29	7	0	1
12:00	37	33	4	0	0
13:00	52	40	12	0	0
14:00	31	25	6	0	0
15:00	46	43	3	0	0
16:00	31	26	5	0	0
17:00	37	29	8	0	0
18:00	31	30	1	0	0
19:00	23	21	2	0	0
20:00	22	18	4	0	0
21:00	8	6	2	0	0
22:00	10	10	0	0	0
23:00	3	3	0	0	0
Total					
12H(7-19)	473	388	83	0	2
16H(6-22)	533	439	92	0	2
18H(6-24)	546	452	92	0	2
24H(0-24)	566	470	94	0	2
AM Peak	09:00	08:00	09:00	00:00	09:00
	54	38	15	0	1
PM Peak	13:00	15:00	13:00	12:00	12:00
	52	43	12	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	4	1	0	0
01:00	5	5	0	0	0
02:00	0	0	0	0	0
03:00	2	1	1	0	0
04:00	2	1	1	0	0
05:00	19	18	1	0	0
06:00	14	13	1	0	0
07:00	33	27	6	0	0
08:00	75	65	10	0	0
09:00	102	84	17	0	1
10:00	100	90	10	0	0
11:00	115	103	10	0	2
12:00	117	107	10	0	0
13:00	121	107	14	0	0
14:00	117	101	16	0	0
15:00	123	111	10	1	1
16:00	95	84	11	0	0
17:00	121	105	16	0	0
18:00	91	80	10	0	1
19:00	49	47	2	0	0
20:00	40	35	5	0	0
21:00	21	18	3	0	0
22:00	19	19	0	0	0
23:00	3	3	0	0	0
Total					
12H(7-19)	1210	1064	140	1	5
16H(6-22)	1334	1177	151	1	5
18H(6-24)	1356	1199	151	1	5
24H(0-24)	1389	1228	155	1	5
AM Peak	11:00	11:00	09:00	00:00	11:00
	115	103	17	0	2
PM Peak	15:00	15:00	14:00	15:00	15:00
	123	111	16	1	1

Paul Castle Associates

Tween Bridge ATC 15, Low Levels Bank

Direction: Westbound

12/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	2	2	0	0	0
02:00	1	1	0	0	0
03:00	2	2	0	0	0
04:00	5	5	0	0	0
05:00	13	12	1	0	0
06:00	60	54	6	0	0
07:00	130	113	17	0	0
08:00	100	87	13	0	0
09:00	112	90	20	0	2
10:00	74	50	23	1	0
11:00	93	65	25	2	1
12:00	81	62	19	0	0
13:00	76	59	15	2	0
14:00	109	84	24	1	0
15:00	123	100	22	0	1
16:00	143	127	14	2	0
17:00	142	125	17	0	0
18:00	73	70	3	0	0
19:00	40	37	3	0	0
20:00	23	19	4	0	0
21:00	17	16	1	0	0
22:00	15	15	0	0	0
23:00	2	0	2	0	0
Total					
12H(7-19)	1256	1032	212	8	4
16H(6-22)	1396	1158	226	8	4
18H(6-24)	1413	1173	228	8	4
24H(0-24)	1436	1195	229	8	4
AM Peak	07:00	07:00	11:00	11:00	09:00
	130	113	25	2	2
PM Peak	16:00	16:00	14:00	13:00	15:00
	143	127	24	2	1

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	2	2	0	0	0
02:00	1	1	0	0	0
03:00	5	1	4	0	0
04:00	8	7	1	0	0
05:00	40	34	6	0	0
06:00	54	48	5	0	1
07:00	88	61	25	1	1
08:00	91	67	24	0	0
09:00	62	39	21	2	0
10:00	60	39	19	1	1
11:00	45	25	18	0	2
12:00	53	36	15	0	2
13:00	59	42	13	3	1
14:00	58	37	20	1	0
15:00	64	52	12	0	0
16:00	85	68	16	0	1
17:00	86	75	11	0	0
18:00	46	36	9	0	1
19:00	29	25	4	0	0
20:00	22	17	4	0	1
21:00	17	17	0	0	0
22:00	12	10	2	0	0
23:00	2	1	1	0	0
Total					
12H(7-19)	797	577	203	8	9
16H(6-22)	919	684	216	8	11
18H(6-24)	933	695	219	8	11
24H(0-24)	990	741	230	8	11
AM Peak	08:00	08:00	07:00	09:00	11:00
	91	67	25	2	2
PM Peak	17:00	17:00	14:00	13:00	12:00
	86	75	20	3	2

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	4	4	0	0	0
02:00	2	2	0	0	0
03:00	7	3	4	0	0
04:00	13	12	1	0	0
05:00	53	46	7	0	0
06:00	114	102	11	0	1
07:00	218	174	42	1	1
08:00	191	154	37	0	0
09:00	174	129	41	2	2
10:00	134	89	42	2	1
11:00	138	90	43	2	3
12:00	134	98	34	0	2
13:00	135	101	28	5	1
14:00	167	121	44	2	0
15:00	187	152	34	0	1
16:00	228	195	30	2	1
17:00	228	200	28	0	0
18:00	119	106	12	0	1
19:00	69	62	7	0	0
20:00	45	36	8	0	1
21:00	34	33	1	0	0
22:00	27	25	2	0	0
23:00	4	1	3	0	0
Total					
12H(7-19)	2053	1609	415	16	13
16H(6-22)	2315	1842	442	16	15
18H(6-24)	2346	1868	447	16	15
24H(0-24)	2426	1936	459	16	15
AM Peak	07:00	07:00	11:00	09:00	11:00
	218	174	43	2	3
PM Peak	16:00	17:00	14:00	13:00	12:00
	228	200	44	5	2

Paul Castle Associates

Tween Bridge ATC 15, Low Levels Bank

Direction: Westbound

06/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	42.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	2	53.7	50.0	3.5	0	0	0	0	0	0	1	1	0	0	0	0
03:00	1	-	65.0	-	0	0	0	0	0	0	0	0	0	1	0	0
04:00	6	59.6	48.8	10.5	0	0	0	0	2	0	1	2	0	1	0	0
05:00	17	60.4	52.4	7.8	0	0	0	0	1	2	2	8	1	3	0	0
06:00	65	62.3	52.6	9.4	0	1	0	0	3	4	17	18	11	9	2	0
07:00	130	57.9	50.5	7.1	0	0	0	1	3	27	30	42	16	10	1	0
08:00	116	60.4	50.6	9.5	0	0	3	1	8	15	31	25	20	10	2	1
09:00	79	58.3	48.9	9.0	0	1	0	0	8	20	15	19	8	7	1	0
10:00	66	52.7	43.4	8.9	0	0	1	10	12	17	17	4	1	3	1	0
11:00	86	55.0	45.1	9.5	0	2	0	4	20	22	12	13	8	5	0	0
12:00	86	56.0	46.5	9.2	0	0	5	0	12	18	23	18	7	2	0	1
13:00	70	53.6	44.2	9.1	0	1	2	3	14	20	15	10	2	2	1	0
14:00	97	53.9	45.8	7.8	0	0	1	3	22	19	26	15	7	4	0	0
15:00	124	56.9	47.5	9.1	0	0	2	6	11	32	29	29	6	5	4	0
16:00	168	59.6	50.8	8.5	0	2	0	1	4	23	44	62	18	9	4	1
17:00	164	59.3	51.1	7.9	0	1	2	0	6	14	49	54	22	14	2	0
18:00	71	57.1	47.9	8.9	0	1	1	1	5	19	17	13	9	5	0	0
19:00	43	59.6	50.1	9.1	0	0	0	3	1	10	6	13	3	7	0	0
20:00	21	59.5	48.9	10.2	0	0	0	0	2	5	8	4	0	1	0	1
21:00	19	58.4	49.6	8.5	0	0	0	1	1	4	3	6	2	2	0	0
22:00	8	49.3	42.5	6.5	0	0	0	2	0	2	4	0	0	0	0	0
23:00	6	61.6	51.3	10.0	0	0	0	0	1	1	0	2	1	1	0	0
Total																
2H(10-12)	152	54.0	44.4	9.3	0	2	1	14	32	39	29	17	9	8	1	0
2H(14-16)	221	55.6	46.7	8.6	0	0	3	9	33	51	55	44	13	9	4	0
12H(7-19)	1257	57.7	48.4	9.0	0	8	17	30	125	246	308	304	124	76	16	3
24H(0-24)	1446	58.0	48.7	9.0	0	9	17	36	136	275	350	358	142	101	18	4
AM Peak	07:00	06:00	03:00	04:00	00:00	11:00	08:00	10:00	11:00	07:00	08:00	07:00	08:00	07:00	06:00	08:00
	130	**62.3**	**65.0**	**10.5**	**0**	**2**	**3**	**10**	**20**	**27**	**31**	**42**	**20**	**10**	**2**	**1**
PM Peak	16:00	23:00	23:00	20:00	12:00	16:00	12:00	15:00	14:00	15:00	17:00	16:00	17:00	17:00	15:00	12:00
	168	**61.6**	**51.3**	**10.2**	**0**	**2**	**5**	**6**	**22**	**32**	**49**	**62**	**22**	**14**	**4**	**1**

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	3	67.0	62.5	4.3	0	0	0	0	0	0	0	0	1	2	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	65.0	-	0	0	0	0	0	0	0	0	0	1	0	0
04:00	7	68.7	58.2	10.1	0	0	0	0	0	1	0	1	3	1	1	0
05:00	38	64.7	56.6	7.7	0	0	0	0	0	1	6	12	8	9	2	0
06:00	55	68.0	57.3	10.3	0	0	0	1	0	3	4	17	16	10	0	4
07:00	94	64.0	55.3	8.4	0	0	0	0	1	8	16	28	15	22	4	0
08:00	106	63.5	53.3	9.8	0	0	0	5	0	15	19	28	14	21	3	1
09:00	40	63.6	50.8	12.4	0	2	0	1	2	3	8	10	9	4	0	1
10:00	50	59.8	48.7	10.7	0	1	1	1	3	11	11	11	7	3	0	1
11:00	47	60.5	48.2	11.8	0	2	2	0	6	3	13	6	10	5	0	0
12:00	42	60.6	50.0	10.2	0	0	0	1	2	11	13	6	3	4	1	1
13:00	50	60.2	50.8	9.1	0	1	0	0	2	8	11	15	6	7	0	0
14:00	66	62.0	50.8	10.8	0	2	1	2	2	5	14	19	12	8	1	0
15:00	90	61.5	50.8	10.3	0	2	1	0	11	7	16	21	18	14	0	0
16:00	100	61.5	52.2	9.0	0	0	0	2	4	16	20	26	14	15	3	0
17:00	92	60.6	53.4	7.0	0	0	0	0	1	4	27	27	23	7	3	0
18:00	47	63.7	52.7	10.7	0	0	1	1	2	6	9	11	7	7	3	0
19:00	32	65.1	54.5	10.3	0	1	0	0	0	1	6	10	6	7	1	0
20:00	19	62.6	52.5	9.8	0	0	1	0	0	3	2	4	6	3	0	0
21:00	11	68.6	54.5	13.6	0	0	0	0	3	0	0	3	2	1	2	0
22:00	17	65.1	53.5	11.2	0	0	0	0	2	0	5	4	3	2	0	1
23:00	5	62.3	57.0	5.1	0	0	0	0	0	0	0	2	2	1	0	0
Total																
2H(10-12)	97	60.1	48.5	11.2	0	3	3	1	9	14	24	17	17	8	0	1
2H(14-16)	156	61.7	50.8	10.5	0	4	2	2	13	12	30	40	30	22	1	0
12H(7-19)	824	62.2	51.9	9.9	0	10	6	13	36	97	177	208	138	117	18	4
24H(0-24)	1012	63.0	52.6	10.0	0	11	7	14	41	106	200	261	185	154	24	9
AM Peak	08:00	04:00	03:00	09:00	00:00	09:00	11:00	08:00	11:00	08:00	08:00	07:00	06:00	07:00	07:00	06:00
	106	**68.7**	**65.0**	**12.4**	**0**	**2**	**2**	**5**	**6**	**15**	**19**	**28**	**16**	**22**	**4**	**4**
PM Peak	16:00	21:00	23:00	21:00	12:00	14:00	14:00	14:00	15:00	16:00	17:00	17:00	17:00	16:00	16:00	12:00
	100	**68.6**	**57.0**	**13.6**	**0**	**2**	**1**	**2**	**11**	**16**	**27**	**27**	**23**	**15**	**3**	**1**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	3	67.0	62.5	4.3	0	0	0	0	0	0	0	0	1	2	0	0
01:00	1	-	42.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	2	53.7	50.0	3.5	0	0	0	0	0	0	1	1	0	0	0	0
03:00	2	65.0	65.0	0.0	0	0	0	0	0	0	0	0	0	2	0	0
04:00	13	65.2	53.8	11.0	0	0	0	0	2	1	1	3	3	2	1	0
05:00	55	63.5	55.3	7.9	0	0	0	0	1	3	8	20	9	12	2	0
06:00	120	65.1	54.8	10.0	0	1	0	1	3	7	21	35	27	19	2	4
07:00	224	60.8	52.5	8.0	0	0	0	1	4	35	46	70	31	32	5	0
08:00	222	62.0	51.9	9.7	0	0	3	6	8	30	50	53	34	31	5	2
09:00	119	60.2	49.6	10.3	0	3	0	1	10	23	23	29	17	11	1	1
10:00	116	56.1	45.7	10.0	0	1	2	11	15	28	28	15	8	6	1	1
11:00	133	57.1	46.2	10.5	0	4	2	4	26	25	25	19	18	10	0	0
12:00	128	57.6	47.6	9.7	0	0	5	1	14	29	36	24	10	6	1	2
13:00	120	56.9	47.0	9.6	0	2	2	3	16	28	26	25	8	9	1	0
14:00	163	57.6	47.8	9.4	0	2	2	5	24	24	40	34	19	12	1	0
15:00	214	59.0	48.9	9.7	0	2	3	6	22	39	45	50	24	19	4	0
16:00	268	60.3	51.3	8.7	0	2	0	3	8	39	64	88	32	24	7	1
17:00	256	59.8	51.9	7.7	0	1	2	0	7	18	76	81	45	21	5	0
18:00	118	60.0	49.8	9.9	0	1	2	2	7	25	26	24	16	12	3	0
19:00	75	62.1	52.0	9.8	0	1	0	3	1	11	12	23	9	14	1	0
20:00	40	61.1	50.6	10.1	0	0	1	0	2	8	10	8	6	4	0	1
21:00	30	62.5	51.4	10.7	0	0	0	1	4	4	3	9	4	3	2	0
22:00	25	61.5	50.0	11.1	0	0	0	2	2	2	9	4	3	2	0	1
23:00	11	62.5	53.9	8.3	0	0	0	0	1	1	0	4	3	2	0	0
Total																
2H(10-12)	249	56.6	46.0	10.2	0	5	4	15	41	53	53	34	26	16	1	1
2H(14-16)	377	58.4	48.4	9.6	0	4	5	11	46	63	85	84	43	31	5	0
12H(7-19)	2081	59.6	49.8	9.5	0	18	23	43	161	343	485	512	262	193	34	7
24H(0-24)	2458	60.3	50.3	9.7	0	20	24	50	177	381	550	619	327	255	42	13
AM Peak	07:00	00:00	03:00	04:00	00:00	11:00	08:00	10:00	11:00	07:00	08:00	07:00	08:00	07:00	07:00	06:00
	224	**67.0**	**65.0**	**11.0**	**0**	**4**	**3**	**11**	**26**	**35**	**50**	**70**	**34**	**32**	**5**	**4**
PM Peak	16:00	21:00	23:00	22:00	12:00	13:00	12:00	15:00	14:00	15:00	17:00	16:00	17:00	16:00	16:00	12:00
	268	**62.5**	**53.9**	**11.1**	**0**	**2**	**5**	**6**	**24**	**39**	**76**	**88**	**45**	**24**	**7**	**2**

Tween Bridge ATC 15, Low Levels Bank

Direction: Westbound

07/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	1	-	42.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	2	48.7	45.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0
02:00	1	-	57.5	-	0	0	0	0	0	0	0	0	1	0	0	0
03:00	1	-	42.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	9	59.7	52.8	6.7	0	0	0	0	0	1	2	3	2	1	0	0
05:00	14	62.6	52.7	9.6	0	0	0	0	2	2	0	4	3	3	0	0
06:00	56	60.7	53.2	7.2	0	0	0	0	0	4	15	19	12	5	0	1
07:00	118	59.7	51.6	7.9	0	0	2	1	2	11	32	39	19	10	2	0
08:00	114	60.6	49.4	10.8	0	1	5	0	8	19	32	24	11	8	6	0
09:00	71	57.9	48.6	9.0	0	0	3	0	6	15	17	13	11	6	0	0
10:00	94	56.5	47.3	8.9	0	1	2	1	13	17	25	20	13	0	2	0
11:00	86	56.4	46.7	9.4	0	0	1	5	9	25	24	11	6	2	2	1
12:00	89	53.9	44.2	9.4	0	3	1	8	10	26	17	16	6	2	0	0
13:00	73	54.2	45.6	8.3	0	0	0	5	13	23	9	16	4	2	1	0
14:00	104	54.9	46.6	8.0	0	0	1	5	13	25	27	23	5	4	1	0
15:00	122	55.9	46.6	8.9	0	0	6	6	12	22	30	30	12	3	1	0
16:00	137	57.1	50.1	6.8	0	0	0	0	8	18	45	44	14	6	2	0
17:00	165	58.6	51.3	7.1	0	0	0	0	6	26	38	50	32	11	2	0
18:00	51	60.6	50.6	9.6	0	0	0	1	3	12	11	9	10	3	1	1
19:00	33	59.2	48.2	10.6	0	0	1	5	1	3	8	7	4	4	0	0
20:00	28	59.9	48.8	10.7	0	0	2	0	2	5	5	9	2	2	1	0
21:00	23	56.8	48.5	8.0	0	0	0	1	2	5	6	3	5	1	0	0
22:00	12	54.1	45.2	8.6	0	0	0	0	4	3	3	0	1	1	0	0
23:00	3	57.1	49.2	7.6	0	0	0	0	0	1	1	0	1	0	0	0
Total																
2H(10-12)	180	56.4	47.0	9.1	0	1	3	6	22	42	49	31	19	2	4	1
2H(14-16)	226	55.4	46.6	8.5	0	0	7	11	25	47	57	53	17	7	2	0
12H(7-19)	1224	57.6	48.5	8.8	0	5	21	32	103	239	307	295	143	57	20	2
24H(0-24)	1407	57.9	48.7	8.9	0	5	24	38	114	266	348	340	174	74	21	3
AM Peak	07:00	05:00	02:00	08:00	00:00	08:00	08:00	11:00	10:00	11:00	07:00	07:00	07:00	07:00	08:00	06:00
	118	**62.6**	**57.5**	**10.8**	**0**	**1**	**5**	**5**	**13**	**25**	**32**	**39**	**19**	**10**	**6**	**1**
PM Peak	17:00	18:00	17:00	20:00	12:00	12:00	15:00	12:00	13:00	12:00	16:00	17:00	17:00	17:00	16:00	18:00
	165	**60.6**	**51.3**	**10.7**	**0**	**3**	**6**	**8**	**13**	**26**	**45**	**50**	**32**	**11**	**2**	**1**

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	1	-	47.5	-	0	0	0	0	0	0	1	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	49.8	42.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
04:00	5	62.8	56.0	6.5	0	0	0	0	0	0	1	1	2	1	0	0
05:00	37	64.4	55.8	8.3	0	0	0	0	1	2	2	15	10	4	3	0
06:00	60	65.8	55.6	9.8	0	1	0	0	2	1	10	15	14	14	3	0
07:00	97	65.4	55.6	9.4	0	0	0	0	2	9	12	31	19	17	5	2
08:00	86	66.6	55.7	10.5	0	1	0	0	2	5	14	27	12	17	7	1
09:00	63	62.1	51.2	10.5	0	2	0	1	1	4	23	13	10	8	0	1
10:00	51	59.4	48.8	10.3	0	1	0	2	6	9	8	13	7	4	1	0
11:00	58	59.2	49.7	9.1	0	1	0	0	3	10	20	12	5	6	1	0
12:00	47	59.9	49.0	10.5	0	2	0	0	4	9	8	10	10	4	0	0
13:00	54	59.7	50.9	8.5	0	0	0	0	2	11	16	14	3	6	2	0
14:00	60	62.1	50.5	11.2	0	2	2	0	3	6	9	20	10	7	1	0
15:00	67	62.8	51.6	10.8	0	0	1	5	6	7	6	12	17	12	1	0
16:00	81	66.4	53.2	12.7	0	4	0	0	3	9	8	22	15	14	6	0
17:00	81	64.1	54.5	9.2	0	0	0	0	2	4	23	23	10	15	2	2
18:00	56	64.5	52.5	11.7	0	1	0	2	4	5	8	14	12	8	0	2
19:00	36	63.2	52.7	10.1	0	0	0	1	1	5	9	9	4	4	3	0
20:00	27	64.6	54.3	10.0	0	0	0	1	0	3	5	8	3	5	2	0
21:00	20	62.7	53.8	8.6	0	0	0	0	0	3	6	3	2	6	0	0
22:00	13	64.8	51.2	13.1	0	1	0	0	0	2	2	1	5	2	0	0
23:00	6	57.7	51.7	5.8	0	0	0	0	0	1	1	2	2	0	0	0
Total																
2H(10-12)	109	59.3	49.3	9.6	0	2	0	2	9	19	28	25	12	10	2	0
2H(14-16)	127	62.5	51.1	11.0	0	2	3	5	9	13	15	32	27	19	2	0
12H(7-19)	801	63.4	52.4	10.6	0	14	3	10	38	88	155	211	130	118	26	8
24H(0-24)	1008	63.6	52.8	10.5	0	16	3	12	43	105	193	265	172	154	37	8
AM Peak	07:00	08:00	04:00	09:00	00:00	09:00	00:00	10:00	10:00	11:00	09:00	07:00	07:00	07:00	08:00	07:00
	97	**66.6**	**56.0**	**10.5**	**0**	**2**	**0**	**2**	**6**	**10**	**23**	**31**	**19**	**17**	**7**	**2**
PM Peak	16:00	16:00	17:00	22:00	12:00	16:00	14:00	15:00	15:00	13:00	17:00	17:00	15:00	17:00	16:00	17:00
	81	**66.4**	**54.5**	**13.1**	**0**	**4**	**2**	**5**	**6**	**11**	**23**	**23**	**17**	**15**	**6**	**2**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	2	48.7	45.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0
01:00	2	48.7	45.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0
02:00	1	-	57.5	-	0	0	0	0	0	0	0	0	1	0	0	0
03:00	3	47.7	42.5	5.0	0	0	0	0	1	1	1	0	0	0	0	0
04:00	14	60.7	53.9	6.6	0	0	0	0	0	1	3	4	4	2	0	0
05:00	51	63.9	55.0	8.7	0	0	0	0	3	4	2	19	13	7	3	0
06:00	116	63.5	54.4	8.7	0	1	0	0	2	5	25	34	26	19	3	1
07:00	215	62.5	53.4	8.8	0	0	2	1	4	20	44	70	38	27	7	2
08:00	200	63.6	52.1	11.1	0	2	5	0	10	24	46	51	23	25	13	1
09:00	134	60.0	49.8	9.8	0	2	3	1	7	19	40	26	21	14	0	1
10:00	145	57.5	47.8	9.4	0	2	2	3	19	26	33	33	20	4	3	0
11:00	144	57.6	47.9	9.4	0	1	1	5	12	35	44	23	11	8	3	1
12:00	136	56.2	45.8	10.0	0	5	1	8	14	35	25	26	16	6	0	0
13:00	127	56.9	47.9	8.7	0	0	0	5	15	34	25	30	7	8	3	0
14:00	164	57.8	48.0	9.4	0	2	3	5	16	31	36	43	15	11	2	0
15:00	189	58.7	48.4	9.9	0	0	7	11	18	29	36	42	29	15	2	0
16:00	218	61.1	51.2	9.5	0	4	0	0	11	27	53	66	29	20	8	0
17:00	246	60.6	52.4	8.0	0	0	0	0	8	30	61	73	42	26	4	2
18:00	107	62.7	51.6	10.7	0	1	0	3	7	17	19	23	22	11	1	3
19:00	69	61.5	50.5	10.5	0	0	1	6	2	8	17	16	8	8	3	0
20:00	55	62.5	51.5	10.6	0	0	2	1	2	8	10	17	5	7	3	0
21:00	43	59.9	50.9	8.6	0	0	0	1	2	8	12	6	7	7	0	0
22:00	25	60.1	48.3	11.4	0	1	0	0	4	5	5	1	6	3	0	0
23:00	9	57.2	50.8	6.1	0	0	0	0	0	2	2	2	3	0	0	0
Total																
2H(10-12)	289	57.5	47.9	9.4	0	3	3	8	31	61	77	56	31	12	6	1
2H(14-16)	353	58.3	48.2	9.7	0	2	10	16	34	60	72	85	44	26	4	0
12H(7-19)	2025	60.2	50.0	9.8	0	19	24	42	141	327	462	506	273	175	46	10
24H(0-24)	2415	60.5	50.4	9.8	0	21	27	50	157	371	541	605	346	228	58	11
AM Peak	07:00	05:00	02:00	08:00	00:00	08:00	08:00	11:00	10:00	11:00	08:00	07:00	07:00	07:00	08:00	07:00
	215	**63.9**	**57.5**	**11.1**	**0**	**2**	**5**	**5**	**19**	**35**	**46**	**70**	**38**	**27**	**13**	**2**
PM Peak	17:00	18:00	17:00	22:00	12:00	12:00	15:00	15:00	15:00	12:00	17:00	17:00	17:00	17:00	16:00	18:00
	246	**62.7**	**52.4**	**11.4**	**0**	**5**	**7**	**11**	**18**	**35**	**61**	**73**	**42**	**26**	**8**	**3**

Tween Bridge ATC 15, Low Levels Bank

Direction: Westbound

08/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	3	51.6	40.8	10.4	0	0	0	1	1	0	0	1	0	0	0	0
01:00	1	-	47.5	-	0	0	0	0	0	0	1	0	0	0	0	0
02:00	2	53.7	50.0	3.5	0	0	0	0	0	0	1	1	0	0	0	0
03:00	1	-	47.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	4	63.4	55.6	7.5	0	0	0	0	0	0	1	1	1	1	0	0
05:00	16	64.6	54.7	9.6	0	0	0	0	1	0	4	4	5	0	2	0
06:00	58	61.9	53.7	8.0	0	0	0	0	1	5	15	14	13	8	2	0
07:00	117	59.2	52.2	6.7	0	0	0	1	2	12	25	46	17	14	0	0
08:00	99	58.6	50.3	8.0	0	0	0	3	3	13	38	19	13	8	2	0
09:00	88	55.4	47.2	8.0	0	1	1	3	8	18	23	21	12	1	0	0
10:00	101	52.8	42.7	9.8	0	1	9	9	14	33	10	18	3	4	0	0
11:00	65	54.8	47.2	7.3	0	0	1	1	9	14	15	14	11	0	0	0
12:00	93	53.8	44.9	8.5	0	1	1	2	20	31	16	10	9	2	1	0
13:00	96	53.7	43.2	10.2	0	4	3	10	14	23	14	21	5	2	0	0
14:00	100	56.4	48.2	8.0	0	0	2	1	13	17	22	29	11	5	0	0
15:00	115	57.8	47.4	10.0	0	1	7	2	8	22	31	25	9	9	1	0
16:00	164	58.2	48.4	9.5	0	0	8	0	17	30	39	37	20	10	3	0
17:00	171	60.3	51.2	8.8	0	1	1	0	8	23	51	39	27	17	3	1
18:00	71	59.5	50.4	8.7	0	0	1	1	6	12	13	15	15	8	0	0
19:00	48	57.7	47.3	10.0	0	0	2	3	3	13	11	6	4	6	0	0
20:00	32	56.9	48.0	8.6	0	0	0	0	4	11	7	3	5	1	1	0
21:00	20	55.7	48.8	6.7	0	0	0	0	3	2	6	5	4	0	0	0
22:00	15	60.7	47.7	12.6	0	0	1	3	0	2	1	3	3	2	0	0
23:00	4	53.7	48.8	4.8	0	0	0	0	0	1	1	2	0	0	0	0
Total 2H(10-12)	166	53.9	44.5	9.1	0	1	10	10	23	47	25	32	14	4	0	0
2H(14-16)	215	57.2	47.8	9.1	0	1	9	3	21	39	53	54	20	14	1	0
12H(7-19)	1280	57.6	48.0	9.2	0	9	34	33	122	248	297	294	152	80	10	1
24H(0-24)	1484	57.9	48.3	9.2	0	9	37	40	135	282	346	334	187	98	15	1
AM Peak	07:00	05:00	04:00	00:00	00:00	09:00	10:00	10:00	10:00	10:00	08:00	07:00	07:00	07:00	05:00	00:00
	117	**64.6**	**55.6**	**10.4**	**0**	**1**	**9**	**9**	**14**	**33**	**38**	**46**	**17**	**14**	**2**	**0**
PM Peak	17:00	22:00	17:00	22:00	12:00	13:00	16:00	13:00	12:00	12:00	17:00	17:00	17:00	17:00	16:00	17:00
	171	**60.7**	**51.2**	**12.6**	**0**	**4**	**8**	**10**	**20**	**31**	**51**	**39**	**27**	**17**	**3**	**1**

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	3	65.9	51.7	13.8	0	0	0	0	1	0	0	1	0	1	0	0
01:00	1	-	37.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	56.8	50.8	5.8	0	0	0	0	0	0	2	0	1	0	0	0
04:00	3	58.8	55.8	2.9	0	0	0	0	0	0	0	1	2	0	0	0
05:00	32	66.3	55.2	10.7	0	1	0	0	0	0	8	6	9	6	2	0
06:00	59	65.6	55.8	9.5	0	0	1	0	1	5	5	17	14	12	4	0
07:00	101	66.2	55.6	10.2	0	0	0	0	3	8	22	24	15	21	5	3
08:00	100	65.3	53.2	11.7	0	2	0	0	5	7	28	26	11	14	3	4
09:00	61	63.0	50.5	12.0	0	1	3	0	3	14	7	9	15	7	1	1
10:00	54	60.4	49.2	10.8	0	1	0	2	4	15	8	9	8	5	2	0
11:00	66	59.4	48.2	10.8	0	2	0	2	6	18	10	12	8	7	1	0
12:00	60	62.0	47.7	13.8	0	4	3	2	6	3	10	16	9	5	2	0
13:00	62	61.4	49.1	11.9	0	1	2	3	5	10	13	12	8	4	4	0
14:00	79	62.5	53.4	8.8	0	0	0	1	3	10	11	24	15	12	3	0
15:00	79	62.5	49.0	13.0	0	4	0	1	14	10	11	17	8	10	4	0
16:00	92	63.4	52.5	10.5	0	1	1	0	4	12	21	19	18	11	4	1
17:00	79	64.3	55.2	8.8	0	0	0	0	5	2	10	29	13	17	2	1
18:00	66	62.3	52.8	9.2	0	1	1	1	2	0	16	19	15	11	0	0
19:00	35	62.1	55.0	6.9	0	0	0	0	0	0	11	9	6	9	0	0
20:00	19	59.1	53.9	5.0	0	0	0	0	0	0	5	5	8	1	0	0
21:00	18	59.7	50.0	9.4	0	0	0	1	0	4	5	5	1	1	1	0
22:00	20	66.0	52.6	12.9	0	0	1	1	1	1	3	5	4	3	0	1
23:00	3	65.9	51.7	13.8	0	0	0	0	1	0	0	1	0	1	0	0
Total 2H(10-12)	120	59.8	48.6	10.8	0	3	0	4	10	33	18	21	16	12	3	0
2H(14-16)	158	62.9	51.2	11.3	0	4	0	2	17	20	22	41	23	22	7	0
12H(7-19)	899	63.4	51.7	11.2	0	17	10	12	60	109	167	216	143	124	31	10
24H(0-24)	1095	63.6	52.2	11.0	0	18	12	14	65	119	206	266	188	158	38	11
AM Peak	07:00	05:00	04:00	00:00	00:00	08:00	09:00	10:00	11:00	11:00	08:00	08:00	07:00	07:00	07:00	08:00
	101	**66.3**	**55.8**	**13.8**	**0**	**2**	**3**	**2**	**6**	**18**	**28**	**26**	**15**	**21**	**5**	**4**
PM Peak	16:00	22:00	17:00	12:00	12:00	12:00	12:00	13:00	15:00	16:00	16:00	17:00	16:00	17:00	13:00	16:00
	92	**66.0**	**55.2**	**13.8**	**0**	**4**	**3**	**3**	**14**	**12**	**21**	**29**	**18**	**17**	**4**	**1**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	6	59.1	46.3	12.4	0	0	0	1	2	0	0	2	0	1	0	0
01:00	2	49.8	42.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
02:00	2	53.7	50.0	3.5	0	0	0	0	0	0	1	1	0	0	0	0
03:00	4	55.2	50.0	5.0	0	0	0	0	0	0	3	0	1	0	0	0
04:00	7	61.5	55.7	5.5	0	0	0	0	0	0	1	2	3	1	0	0
05:00	48	65.7	55.1	10.2	0	1	0	0	1	0	12	10	14	6	4	0
06:00	117	63.8	54.7	8.8	0	0	1	0	2	10	20	31	27	20	6	0
07:00	218	62.8	53.8	8.7	0	0	0	1	5	20	47	70	32	35	5	3
08:00	199	62.2	51.8	10.1	0	2	0	3	8	20	66	45	24	22	5	4
09:00	149	58.8	48.5	9.9	0	2	4	3	11	32	30	30	27	8	1	1
10:00	155	55.9	45.0	10.6	0	2	9	11	18	48	18	27	11	9	2	0
11:00	131	57.3	47.7	9.2	0	2	1	3	15	32	25	26	19	7	1	0
12:00	153	57.3	46.0	10.9	0	5	4	4	26	34	26	26	18	7	3	0
13:00	158	57.2	45.5	11.2	0	5	5	13	19	33	27	33	13	6	4	0
14:00	179	59.5	50.5	8.7	0	0	2	2	16	27	33	53	26	17	3	0
15:00	194	59.8	48.0	11.3	0	5	7	3	22	32	42	42	17	19	5	0
16:00	256	60.3	49.9	10.0	0	1	9	0	21	42	60	56	38	21	7	1
17:00	250	61.8	52.5	9.0	0	1	1	0	13	25	61	68	40	34	5	2
18:00	137	60.9	51.6	9.0	0	1	2	2	8	12	29	34	30	19	0	0
19:00	83	60.5	50.5	9.6	0	0	2	3	3	13	22	15	10	15	0	0
20:00	51	58.5	50.2	8.0	0	0	0	0	4	11	12	8	13	2	1	0
21:00	38	57.6	49.3	8.0	0	0	0	1	3	6	11	10	5	1	1	0
22:00	35	63.8	50.5	12.8	0	0	2	4	1	3	4	8	7	5	0	1
23:00	7	59.1	50.0	8.8	0	0	0	0	1	1	1	3	0	1	0	0
Total 2H(10-12)	286	56.6	46.2	10.0	0	4	10	14	33	80	43	53	30	16	3	0
2H(14-16)	373	59.8	49.2	10.2	0	5	9	5	38	59	75	95	43	36	8	0
12H(7-19)	2179	60.2	49.6	10.3	0	26	44	45	182	357	464	510	295	204	41	11
24H(0-24)	2579	60.5	50.0	10.2	0	27	49	54	200	401	552	600	375	256	53	12
AM Peak	07:00	05:00	04:00	00:00	00:00	08:00	10:00	10:00	10:00	10:00	08:00	07:00	07:00	07:00	06:00	08:00
	218	**65.7**	**55.7**	**12.4**	**0**	**2**	**9**	**11**	**18**	**48**	**66**	**70**	**32**	**35**	**6**	**4**
PM Peak	16:00	22:00	17:00	22:00	12:00	12:00	16:00	13:00	12:00	16:00	17:00	17:00	17:00	17:00	16:00	17:00
	256	**63.8**	**52.5**	**12.8**	**0**	**5**	**9**	**13**	**26**	**42**	**61**	**68**	**40**	**34**	**7**	**2**

Tween Bridge ATC 15, Low Levels Bank

Direction: Westbound

09/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	1	-	42.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	47.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	10	59.3	52.8	6.3	0	0	0	0	0	1	2	4	2	1	0	0
05:00	14	59.9	50.7	8.8	0	0	0	1	0	2	4	3	2	2	0	0
06:00	55	63.2	54.5	8.4	0	0	0	0	0	6	11	14	14	8	1	1
07:00	113	60.7	51.9	8.5	0	1	2	1	0	12	27	34	20	16	0	0
08:00	108	60.8	51.4	9.1	0	1	0	0	6	16	27	25	20	9	4	0
09:00	87	54.1	46.4	7.3	0	0	1	3	12	19	23	25	2	1	1	0
10:00	90	53.5	46.0	7.3	0	0	3	1	14	17	28	21	5	1	0	0
11:00	99	59.2	48.9	9.9	0	0	2	2	12	18	26	16	13	7	2	1
12:00	82	57.1	47.7	9.1	0	2	0	3	6	15	26	15	10	5	0	0
13:00	110	58.9	48.6	9.9	0	2	1	7	7	9	38	25	11	8	2	0
14:00	103	56.4	47.5	8.6	0	0	0	4	16	23	27	13	14	4	2	0
15:00	111	61.1	51.4	9.3	0	0	0	2	13	13	17	30	21	11	4	0
16:00	164	59.4	48.9	10.1	0	2	1	9	14	28	32	44	18	12	3	1
17:00	106	59.0	50.8	8.0	0	0	1	2	3	14	31	30	13	11	1	0
18:00	82	62.1	52.6	9.2	0	0	0	0	5	11	12	31	11	9	1	2
19:00	40	63.0	52.4	10.2	0	0	0	0	2	7	10	9	6	3	2	1
20:00	24	51.1	45.6	5.3	0	0	0	1	3	4	12	4	0	0	0	0
21:00	15	54.3	47.5	6.5	0	0	0	1	0	4	5	3	2	0	0	0
22:00	8	56.6	48.1	8.2	0	0	0	0	2	1	1	2	2	0	0	0
23:00	6	60.3	45.8	13.9	0	0	1	0	1	1	0	2	0	1	0	0
Total																
2H(10-12)	189	56.7	47.5	8.9	0	0	5	3	26	35	54	37	18	8	2	1
2H(14-16)	214	59.0	49.5	9.2	0	0	0	6	29	36	44	43	35	15	6	0
12H(7-19)	1255	58.9	49.4	9.2	0	8	11	34	108	195	314	309	158	94	20	4
24H(0-24)	1429	59.1	49.6	9.2	0	8	12	37	116	222	360	350	186	109	23	6
AM Peak	07:00	06:00	06:00	11:00	00:00	07:00	10:00	09:00	10:00	09:00	10:00	07:00	07:00	07:00	08:00	06:00
	113	**63.2**	**54.5**	**9.9**	**0**	**1**	**3**	**3**	**14**	**19**	**28**	**34**	**20**	**16**	**4**	**1**
PM Peak	16:00	19:00	18:00	23:00	12:00	12:00	13:00	16:00	14:00	16:00	13:00	16:00	15:00	16:00	15:00	18:00
	164	**63.0**	**52.6**	**13.9**	**0**	**2**	**1**	**9**	**16**	**28**	**38**	**44**	**21**	**12**	**4**	**2**

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	1	-	57.5	-	0	0	0	0	0	0	0	0	1	0	0	0
01:00	2	66.7	61.3	5.3	0	0	0	0	0	0	0	0	1	1	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	4	62.5	50.6	11.4	0	0	0	0	1	0	1	1	0	1	0	0
04:00	7	74.1	61.8	11.9	0	0	0	0	0	1	0	1	1	2	2	0
05:00	34	65.1	53.6	11.0	0	0	1	0	0	6	7	7	3	9	0	1
06:00	44	64.2	55.0	8.9	0	0	0	0	2	3	11	2	16	8	2	0
07:00	84	69.2	58.5	10.3	0	0	1	0	0	0	11	28	15	17	9	3
08:00	87	66.0	54.0	11.6	0	2	0	1	2	9	13	25	14	15	4	2
09:00	62	65.8	51.1	14.2	0	1	3	1	10	5	9	7	13	9	1	3
10:00	75	60.9	49.9	10.6	0	2	0	2	3	17	13	14	16	7	0	1
11:00	54	60.2	49.3	10.5	1	0	0	0	8	9	9	15	3	9	0	0
12:00	58	65.9	54.1	11.4	0	0	1	0	0	11	10	15	8	7	4	2
13:00	67	64.1	51.8	11.9	0	1	2	1	4	11	8	11	17	9	2	1
14:00	64	62.0	53.4	8.4	0	0	1	1	2	4	11	16	18	11	0	0
15:00	71	62.2	53.7	8.2	0	0	1	0	1	8	10	23	12	16	0	0
16:00	102	61.4	51.9	9.2	0	1	0	0	3	17	23	27	16	11	4	0
17:00	81	68.6	56.0	12.2	0	0	0	0	5	8	16	15	14	12	6	5
18:00	50	62.0	53.1	8.7	0	0	0	3	0	2	10	18	10	5	2	0
19:00	31	65.4	56.5	8.5	0	0	0	0	0	2	2	11	10	4	1	1
20:00	21	64.5	53.6	10.5	0	0	1	0	0	3	2	5	6	3	1	0
21:00	15	63.1	49.7	13.0	0	1	0	1	1	0	2	5	3	2	0	0
22:00	7	54.2	47.5	6.5	0	0	0	0	1	1	3	1	1	0	0	0
23:00	7	64.2	50.7	13.0	0	0	0	0	2	0	2	1	1	0	1	0
Total																
2H(10-12)	129	60.6	49.7	10.5	1	2	0	2	11	26	22	29	19	16	0	1
2H(14-16)	135	62.1	53.6	8.3	0	0	2	1	3	12	21	39	30	27	0	0
12H(7-19)	855	64.6	53.2	10.9	1	7	9	9	38	101	143	214	156	128	32	17
24H(0-24)	1028	64.6	53.4	10.8	1	8	11	10	45	117	173	248	199	158	39	19
AM Peak	08:00	04:00	04:00	09:00	11:00	08:00	09:00	10:00	09:00	10:00	08:00	07:00	06:00	07:00	07:00	07:00
	87	**74.1**	**61.8**	**14.2**	**1**	**2**	**3**	**2**	**10**	**17**	**13**	**28**	**16**	**17**	**9**	**3**
PM Peak	16:00	17:00	19:00	23:00	12:00	13:00	13:00	18:00	17:00	16:00	16:00	16:00	14:00	15:00	17:00	17:00
	102	**68.6**	**56.5**	**13.0**	**0**	**1**	**2**	**3**	**5**	**17**	**23**	**27**	**18**	**16**	**6**	**5**

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	2	61.0	50.0	10.6	0	0	0	0	0	1	0	0	1	0	0	0
01:00	2	66.7	61.3	5.3	0	0	0	0	0	0	0	0	1	1	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	5	60.4	50.0	10.0	0	0	0	0	1	0	2	1	0	1	0	0
04:00	17	66.6	56.5	9.8	0	0	0	0	0	2	2	5	3	3	2	0
05:00	48	63.6	52.8	10.4	0	0	1	1	0	8	11	10	5	11	0	1
06:00	99	63.6	54.7	8.6	0	0	0	0	2	9	22	16	30	16	3	1
07:00	197	64.9	54.7	9.8	0	1	3	1	0	12	38	62	35	33	9	3
08:00	195	63.3	52.6	10.3	0	3	0	1	8	25	40	50	34	24	8	2
09:00	149	59.7	48.4	11.0	0	1	4	4	22	24	32	32	15	10	2	3
10:00	165	57.2	47.8	9.1	0	2	3	3	17	34	41	35	21	8	0	1
11:00	153	59.5	49.1	10.1	1	0	2	2	20	27	35	31	16	16	2	1
12:00	140	61.3	50.4	10.5	0	2	1	3	6	26	36	30	18	12	4	2
13:00	177	61.0	49.8	10.8	0	3	3	8	11	20	46	36	28	17	4	1
14:00	167	59.0	49.7	9.0	0	0	1	5	18	27	38	29	32	15	2	0
15:00	182	61.6	52.3	9.0	0	0	1	2	14	21	27	53	33	27	4	0
16:00	266	60.3	50.0	9.9	0	3	1	9	17	45	55	71	34	23	7	1
17:00	187	63.7	53.0	10.3	0	0	1	2	8	22	47	45	27	23	7	5
18:00	132	62.1	52.8	9.0	0	0	0	3	5	13	22	49	21	14	3	2
19:00	71	64.2	54.2	9.7	0	0	0	0	2	9	12	20	16	7	3	2
20:00	45	58.6	49.3	9.0	0	0	1	1	3	7	14	9	6	3	1	0
21:00	30	59.1	48.6	10.1	0	1	0	2	1	4	7	8	5	2	0	0
22:00	15	55.3	47.8	7.2	0	0	0	0	3	2	4	3	3	0	0	0
23:00	13	62.0	48.5	13.1	0	0	1	0	3	1	2	3	1	1	1	0
Total 2H(10-12)	318	58.4	48.4	9.6	1	2	5	5	37	61	76	66	37	24	2	2
2H(14-16)	349	60.5	51.1	9.0	0	0	2	7	32	48	65	82	65	42	6	0
12H(7-19)	2110	61.4	51.0	10.1	1	15	20	43	146	296	457	523	314	222	52	21
24H(0-24)	2457	61.6	51.2	10.1	1	16	23	47	161	339	533	598	385	267	62	25
AM Peak	07:00	01:00	01:00	09:00	11:00	08:00	09:00	09:00	09:00	10:00	10:00	07:00	07:00	07:00	07:00	07:00
	197	**66.7**	**61.3**	**11.0**	**1**	**3**	**4**	**4**	**22**	**34**	**41**	**62**	**35**	**33**	**9**	**3**
PM Peak	16:00	19:00	19:00	23:00	12:00	13:00	13:00	16:00	14:00	16:00	16:00	16:00	16:00	15:00	16:00	17:00
	266	**64.2**	**54.2**	**13.1**	**0**	**3**	**3**	**9**	**18**	**45**	**55**	**71**	**34**	**27**	**7**	**5**

Tween Bridge ATC 15, Low Levels Bank

Direction: Westbound

10/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	10	67.4	55.8	11.2	0	0	0	0	1	1	1	1	3	2	1	0
01:00	3	56.2	42.5	13.2	0	0	0	1	1	0	0	0	1	0	0	0
02:00	6	53.6	45.8	7.5	0	0	0	1	0	1	2	2	0	0	0	0
03:00	1	-	42.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	3	73.5	60.0	13.0	0	0	0	0	0	0	0	2	0	0	1	0
05:00	8	56.5	48.8	7.4	0	0	0	1	0	0	3	3	1	0	0	0
06:00	19	64.0	51.4	12.1	0	1	0	0	0	2	6	3	4	2	1	0
07:00	32	63.8	50.6	12.7	0	2	0	0	1	6	5	7	3	8	0	0
08:00	57	58.6	48.3	9.9	0	2	0	1	4	11	11	18	7	2	1	0
09:00	84	57.4	46.6	10.4	0	4	0	4	7	17	17	23	7	5	0	0
10:00	62	60.6	47.4	12.8	0	6	1	0	2	8	10	22	9	4	0	0
11:00	80	56.7	41.3	14.9	0	15	1	2	5	17	22	11	3	3	0	1
12:00	107	53.4	36.6	16.2	0	33	5	3	3	20	17	17	7	2	0	0
13:00	134	52.3	35.2	16.4	2	39	12	4	9	24	18	16	3	6	1	0
14:00	143	46.3	31.4	14.4	0	43	36	2	7	24	17	7	5	2	0	0
15:00	129	48.0	31.2	16.3	0	53	16	7	5	13	9	16	8	2	0	0
16:00	74	57.7	39.3	17.8	0	19	7	1	3	6	12	14	9	1	1	1
17:00	76	59.2	48.5	10.4	0	4	0	0	1	14	26	15	11	4	1	0
18:00	50	60.7	49.7	10.7	0	2	0	0	4	5	13	15	5	5	1	0
19:00	36	58.7	47.0	11.3	0	1	1	0	6	9	6	4	6	2	1	0
20:00	12	62.9	51.3	11.3	0	0	0	0	2	2	2	2	2	1	1	0
21:00	14	56.9	52.1	4.6	0	0	0	0	0	1	3	6	4	0	0	0
22:00	13	63.6	49.0	14.0	0	0	0	1	2	4	1	2	1	1	0	1
23:00	6	67.2	51.3	15.4	0	0	0	1	1	1	0	0	0	3	0	0
Total 2H(10-12)	142	58.7	43.9	14.3	0	21	2	2	7	25	32	33	12	7	0	1
2H(14-16)	272	47.1	31.3	15.3	0	96	52	9	12	37	26	23	13	4	0	0
12H(7-19)	1028	56.1	39.6	15.9	2	222	78	24	51	165	177	181	77	44	5	2
24H(0-24)	1159	57.2	40.8	15.8	2	224	79	29	64	187	201	206	99	55	10	3
AM Peak	09:00	04:00	04:00	11:00	00:00	11:00	10:00	09:00	09:00	09:00	11:00	09:00	10:00	07:00	00:00	11:00
	84	**73.5**	**60.0**	**14.9**	**0**	**15**	**1**	**4**	**7**	**17**	**22**	**23**	**9**	**8**	**1**	**1**
PM Peak	14:00	23:00	21:00	16:00	13:00	15:00	14:00	15:00	13:00	13:00	17:00	12:00	17:00	13:00	13:00	16:00
	143	**67.2**	**52.1**	**17.8**	**2**	**53**	**36**	**7**	**9**	**24**	**26**	**17**	**11**	**6**	**1**	**1**

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	5	79.0	59.0	19.3	0	0	0	0	1	1	0	0	0	2	0	1
01:00	3	66.9	55.0	11.5	0	0	0	0	0	1	0	0	1	1	0	0
02:00	2	69.1	56.3	12.4	0	0	0	0	0	0	1	0	0	1	0	0
03:00	2	42.5	42.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
04:00	2	91.4	71.3	19.4	0	0	0	0	0	0	0	0	1	0	0	1
05:00	22	68.0	54.4	13.0	0	1	0	0	0	1	7	4	1	6	2	0
06:00	13	65.3	58.8	6.3	0	0	0	0	0	0	0	3	7	2	1	0
07:00	45	68.9	56.6	11.8	0	0	0	0	1	5	8	11	8	4	6	2
08:00	59	65.1	52.1	12.6	0	2	3	0	2	4	10	12	11	14	1	0
09:00	50	66.7	51.3	14.9	0	4	1	0	4	3	4	14	7	10	3	0
10:00	48	63.4	52.7	10.3	0	1	0	0	2	7	7	13	7	10	1	0
11:00	49	60.9	48.9	11.6	0	2	1	0	6	7	5	15	8	4	1	0
12:00	74	60.0	50.6	9.0	0	1	0	0	4	12	17	22	11	6	0	1
13:00	53	62.8	51.8	10.6	0	1	0	1	2	9	8	14	10	5	3	0
14:00	46	59.9	51.8	7.9	0	0	0	1	1	6	10	15	8	4	1	0
15:00	46	58.6	49.8	8.5	0	0	0	0	3	17	2	12	8	3	1	0
16:00	34	61.5	54.5	6.8	0	0	0	0	0	2	7	11	7	7	0	0
17:00	43	62.7	52.8	9.6	0	0	0	1	3	2	11	12	7	4	3	0
18:00	29	66.8	56.2	10.2	0	0	0	0	0	4	5	5	6	7	1	1
19:00	20	63.6	53.8	9.5	0	0	0	0	1	4	1	5	5	3	1	0
20:00	13	60.1	52.5	7.3	0	0	0	0	0	2	3	4	2	2	0	0
21:00	10	58.6	50.3	8.0	0	0	0	0	0	4	1	2	2	1	0	0
22:00	9	64.5	57.2	7.0	0	0	0	0	0	0	2	1	3	3	0	0
23:00	8	71.3	58.8	12.1	0	0	0	0	0	0	2	1	3	1	0	1
Total 2H(10-12)	97	62.3	50.8	11.1	0	3	1	0	8	14	12	28	15	14	2	0
2H(14-16)	92	59.3	50.8	8.2	0	0	0	1	4	23	12	27	16	7	2	0
12H(7-19)	576	63.3	52.1	10.7	0	11	5	3	28	78	94	156	98	78	21	4
24H(0-24)	685	63.8	52.6	10.8	0	12	5	3	30	93	111	176	123	100	25	7
AM Peak	08:00	04:00	04:00	04:00	00:00	09:00	08:00	00:00	11:00	10:00	08:00	11:00	08:00	08:00	07:00	07:00
	59	**91.4**	**71.3**	**19.4**	**0**	**4**	**3**	**0**	**6**	**7**	**10**	**15**	**11**	**14**	**6**	**2**
PM Peak	12:00	23:00	23:00	23:00	12:00	12:00	12:00	13:00	12:00	15:00	12:00	12:00	12:00	16:00	13:00	12:00
	74	**71.3**	**58.8**	**12.1**	**0**	**1**	**0**	**1**	**4**	**17**	**17**	**22**	**11**	**7**	**3**	**1**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	15	71.1	56.8	13.8	0	0	0	0	2	2	1	1	3	4	1	1
01:00	6	62.2	48.8	13.0	0	0	0	1	1	1	0	0	2	1	0	0
02:00	8	58.0	48.4	9.3	0	0	0	1	0	1	3	2	0	1	0	0
03:00	3	42.5	42.5	0.0	0	0	0	0	0	3	0	0	0	0	0	0
04:00	5	79.8	64.5	14.7	0	0	0	0	0	0	0	2	1	0	1	1
05:00	30	65.3	52.9	12.0	0	1	0	1	0	1	10	7	2	6	2	0
06:00	32	65.5	54.5	10.7	0	1	0	0	0	2	6	6	11	4	2	0
07:00	77	67.0	54.1	12.5	0	2	0	0	2	11	13	18	11	12	6	2
08:00	116	62.1	50.2	11.4	0	4	3	1	6	15	21	30	18	16	2	0
09:00	134	61.3	48.4	12.4	0	8	1	4	11	20	21	37	14	15	3	0
10:00	110	62.1	49.7	12.0	0	7	1	0	4	15	17	35	16	14	1	0
11:00	129	58.9	44.2	14.2	0	17	2	2	11	24	27	26	11	7	1	1
12:00	181	58.2	42.3	15.3	0	34	5	3	7	32	34	39	18	8	0	1
13:00	187	57.3	39.9	16.8	2	40	12	5	11	33	26	30	13	11	4	0
14:00	189	52.7	36.3	15.8	0	43	36	3	8	30	27	22	13	6	1	0
15:00	175	53.4	36.1	16.8	0	53	16	7	8	30	11	28	16	5	1	0
16:00	108	61.4	44.1	16.7	0	19	7	1	3	8	19	25	16	8	1	1
17:00	119	60.7	50.0	10.3	0	4	0	1	4	16	37	27	18	8	4	0
18:00	79	63.4	52.1	10.9	0	2	0	0	4	9	18	20	11	12	2	1
19:00	56	60.9	49.4	11.1	0	1	1	0	7	13	7	9	11	5	2	0
20:00	25	61.5	51.9	9.2	0	0	0	0	2	4	5	6	4	3	1	0
21:00	24	57.7	51.4	6.2	0	0	0	0	0	5	4	8	6	1	0	0
22:00	22	65.0	52.4	12.2	0	0	0	1	2	4	3	3	4	4	0	1
23:00	14	69.6	55.5	13.6	0	0	0	1	1	1	2	1	3	4	0	1
Total																
2H(10-12)	239	60.7	46.7	13.5	0	24	3	2	15	39	44	61	27	21	2	1
2H(14-16)	364	53.0	36.2	16.2	0	96	52	10	16	60	38	50	29	11	2	0
12H(7-19)	1604	60.2	44.1	15.5	2	233	83	27	79	243	271	337	175	122	26	6
24H(0-24)	1844	61.0	45.2	15.2	2	236	84	32	94	280	312	382	222	155	35	10
AM Peak	09:00	04:00	04:00	04:00	00:00	11:00	08:00	09:00	09:00	11:00	11:00	09:00	08:00	08:00	07:00	07:00
	134	**79.8**	**64.5**	**14.7**	**0**	**17**	**3**	**4**	**11**	**24**	**27**	**37**	**18**	**16**	**6**	**2**
PM Peak	14:00	23:00	23:00	15:00	13:00	15:00	14:00	15:00	13:00	13:00	17:00	12:00	12:00	18:00	13:00	12:00
	189	**69.6**	**55.5**	**16.8**	**2**	**53**	**36**	**7**	**11**	**33**	**37**	**39**	**18**	**12**	**4**	**1**

Tween Bridge ATC 15, Low Levels Bank

Direction: Westbound

11/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	2	61.0	50.0	10.6	0	0	0	0	0	1	0	0	1	0	0	0
01:00	2	71.4	51.3	19.4	0	0	0	0	1	0	0	0	0	1	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	37.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	2	54.8	47.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
05:00	6	60.1	48.8	10.9	0	0	0	1	0	1	1	2	0	1	0	0
06:00	7	60.9	44.6	15.7	0	1	0	0	0	3	1	0	1	1	0	0
07:00	9	60.6	52.8	7.5	0	0	0	0	0	2	1	2	3	1	0	0
08:00	28	57.8	44.3	13.1	0	3	1	0	2	6	6	7	1	2	0	0
09:00	48	58.9	50.2	8.4	0	1	0	1	1	6	14	10	13	2	0	0
10:00	54	61.3	48.6	12.2	0	4	0	0	1	9	15	11	10	2	2	0
11:00	78	56.1	48.8	7.1	0	0	0	1	9	13	20	21	11	3	0	0
12:00	80	58.4	47.1	10.9	0	2	1	5	15	6	17	18	9	6	1	0
13:00	69	58.2	47.2	10.6	0	0	5	3	5	16	9	19	8	3	0	1
14:00	86	57.1	49.2	7.6	0	0	0	1	11	12	20	28	9	4	1	0
15:00	77	55.0	43.5	11.2	0	4	4	4	11	20	12	14	4	4	0	0
16:00	64	58.1	46.9	10.8	0	1	1	3	11	11	18	9	2	6	2	0
17:00	84	56.3	46.5	9.5	0	0	3	5	16	7	25	15	8	4	1	0
18:00	60	58.9	47.8	10.7	0	0	2	6	6	7	12	14	9	3	0	1
19:00	26	63.4	53.6	9.5	0	0	0	1	0	3	5	9	1	6	1	0
20:00	18	54.7	45.7	8.7	0	0	0	1	5	3	4	2	2	1	0	0
21:00	13	58.1	51.2	6.7	0	0	0	0	0	3	2	5	2	1	0	0
22:00	9	51.5	44.2	7.1	0	0	0	1	1	3	3	0	1	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	132	58.5	48.7	9.5	0	4	0	1	10	22	35	32	21	5	2	0
2H(14-16)	163	56.7	46.5	9.9	0	4	4	5	22	32	32	42	13	8	1	0
12H(7-19)	737	57.9	47.4	10.2	0	15	17	29	88	115	169	168	87	40	7	2
24H(0-24)	823	58.1	47.6	10.1	0	16	17	33	96	133	185	187	95	51	8	2
AM Peak	11:00	01:00	07:00	01:00	00:00	10:00	08:00	05:00	11:00	11:00	11:00	11:00	09:00	11:00	10:00	00:00
	78	**71.4**	**52.8**	**19.4**	**0**	**4**	**1**	**1**	**9**	**13**	**20**	**21**	**13**	**3**	**2**	**0**
PM Peak	14:00	19:00	19:00	15:00	12:00	15:00	13:00	18:00	17:00	15:00	17:00	14:00	12:00	12:00	16:00	13:00
	86	**63.4**	**53.6**	**11.2**	**0**	**4**	**5**	**6**	**16**	**20**	**25**	**28**	**9**	**6**	**2**	**1**

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	3	79.6	69.2	10.1	0	0	0	0	0	0	0	0	1	0	2	0
01:00	3	57.7	52.5	5.0	0	0	0	0	0	0	1	1	1	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	42.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	13	68.7	57.7	10.6	0	0	0	0	0	1	3	2	2	3	2	0
06:00	7	80.7	56.4	23.4	0	1	0	0	0	1	1	0	0	2	1	1
07:00	24	60.8	50.3	10.1	0	1	0	0	0	1	12	5	1	4	0	0
08:00	47	65.6	53.0	12.2	0	1	3	0	0	3	7	12	10	9	2	0
09:00	54	65.4	54.2	10.8	0	0	2	1	0	1	13	14	13	7	1	2
10:00	46	65.5	51.6	13.3	0	3	0	0	0	6	10	9	11	4	2	1
11:00	37	66.2	54.6	11.2	0	0	1	1	2	2	6	6	7	10	2	0
12:00	37	61.8	47.8	13.5	0	3	2	1	0	4	3	16	4	4	0	0
13:00	52	62.0	51.3	10.3	0	2	0	0	2	4	10	18	10	5	1	0
14:00	31	63.7	52.3	10.9	0	0	0	4	0	4	3	5	9	5	1	0
15:00	46	62.4	49.9	12.1	0	1	2	0	5	4	9	12	8	3	1	1
16:00	31	63.5	53.7	9.5	0	0	0	0	1	5	5	9	4	5	2	0
17:00	37	58.7	51.4	7.1	0	0	0	1	1	5	5	16	6	3	0	0
18:00	31	60.6	51.9	8.3	0	0	0	0	2	5	5	8	8	2	1	0
19:00	23	58.5	51.0	7.3	0	0	0	0	0	7	3	6	5	2	0	0
20:00	22	62.2	52.6	9.2	0	0	0	1	0	3	5	4	6	2	1	0
21:00	8	62.7	51.9	10.4	0	0	0	0	1	2	0	2	1	2	0	0
22:00	10	67.4	58.0	9.1	0	0	0	0	0	0	2	3	1	3	1	0
23:00	3	57.7	52.5	5.0	0	0	0	0	0	0	1	1	1	0	0	0
Total																
2H(10-12)	83	65.9	53.0	12.5	0	3	1	1	2	8	16	15	18	14	4	1
2H(14-16)	77	62.9	50.9	11.6	0	1	2	4	5	8	12	17	17	8	2	1
12H(7-19)	473	63.4	51.9	11.1	0	11	10	8	13	44	88	130	91	61	13	4
24H(0-24)	566	63.8	52.3	11.1	0	12	10	9	14	59	104	149	109	75	20	5
AM Peak	09:00	06:00	00:00	06:00	00:00	10:00	08:00	09:00	11:00	10:00	09:00	09:00	09:00	11:00	00:00	09:00
	54	**80.7**	**69.2**	**23.4**	**0**	**3**	**3**	**1**	**2**	**6**	**13**	**14**	**13**	**10**	**2**	**2**
PM Peak	13:00	22:00	22:00	12:00	12:00	12:00	12:00	14:00	15:00	19:00	13:00	13:00	13:00	13:00	16:00	15:00
	52	**67.4**	**58.0**	**13.5**	**0**	**3**	**2**	**4**	**5**	**7**	**10**	**18**	**10**	**5**	**2**	**1**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	5	75.8	61.5	13.8	0	0	0	0	0	1	0	0	2	0	2	0
01:00	5	62.7	52.0	10.4	0	0	0	0	1	0	1	1	1	1	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	43.7	40.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
04:00	2	54.8	47.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
05:00	19	66.5	54.9	11.3	0	0	0	1	0	2	4	4	2	4	2	0
06:00	14	71.4	50.5	20.1	0	2	0	0	0	4	2	0	1	3	1	1
07:00	33	60.7	51.0	9.4	0	1	0	0	0	3	13	7	4	5	0	0
08:00	75	63.3	49.7	13.1	0	4	4	0	2	9	13	19	11	11	2	0
09:00	102	62.6	52.3	9.9	0	1	2	2	1	7	27	24	26	9	1	2
10:00	100	63.2	50.0	12.8	0	7	0	0	1	15	25	20	21	6	4	1
11:00	115	60.0	50.6	9.0	0	0	1	2	11	15	26	27	18	13	2	0
12:00	117	59.5	47.4	11.7	0	5	3	6	15	10	20	34	13	10	1	0
13:00	121	60.0	49.0	10.6	0	2	5	3	7	20	19	37	18	8	1	1
14:00	117	59.0	50.0	8.7	0	0	0	5	11	16	23	33	18	9	2	0
15:00	123	58.2	45.9	11.9	0	5	6	4	16	24	21	26	12	7	1	1
16:00	95	60.3	49.1	10.8	0	1	1	3	12	16	23	18	6	11	4	0
17:00	121	57.4	48.0	9.1	0	0	3	6	17	12	30	31	14	7	1	0
18:00	91	59.7	49.2	10.1	0	0	2	6	8	12	17	22	17	5	1	1
19:00	49	61.2	52.3	8.5	0	0	0	1	0	10	8	15	6	8	1	0
20:00	40	59.4	49.5	9.6	0	0	0	2	5	6	9	6	8	3	1	0
21:00	21	59.8	51.4	8.0	0	0	0	0	1	5	2	7	3	3	0	0
22:00	19	62.5	51.4	10.7	0	0	0	1	1	3	5	3	2	3	1	0
23:00	3	57.7	52.5	5.0	0	0	0	0	0	0	1	1	1	0	0	0
Total																
2H(10-12)	215	61.6	50.3	10.9	0	7	1	2	12	30	51	47	39	19	6	1
2H(14-16)	240	58.9	47.9	10.6	0	5	6	9	27	40	44	59	30	16	3	1
12H(7-19)	1210	60.3	49.2	10.8	0	26	27	37	101	159	257	298	178	101	20	6
24H(0-24)	1389	60.7	49.5	10.8	0	28	27	42	110	192	289	336	204	126	28	7
AM Peak	11:00	00:00	00:00	06:00	00:00	10:00	08:00	09:00	11:00	10:00	09:00	11:00	09:00	11:00	10:00	09:00
	115	**75.8**	**61.5**	**20.1**	**0**	**7**	**4**	**2**	**11**	**15**	**27**	**27**	**26**	**13**	**4**	**2**
PM Peak	15:00	22:00	23:00	15:00	12:00	12:00	15:00	12:00	17:00	15:00	17:00	13:00	13:00	16:00	16:00	13:00
	123	**62.5**	**52.5**	**11.9**	**0**	**5**	**6**	**6**	**17**	**24**	**30**	**37**	**18**	**11**	**4**	**1**

Tween Bridge ATC 15, Low Levels Bank

Direction: Westbound

12/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	42.5	42.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
02:00	1	-	65.0	-	0	0	0	0	0	0	0	0	0	1	0	0
03:00	2	69.1	56.3	12.4	0	0	0	0	0	0	1	0	0	1	0	0
04:00	5	67.0	61.0	5.8	0	0	0	0	0	0	0	1	1	3	0	0
05:00	13	63.4	52.1	10.8	0	0	0	0	2	2	1	3	3	1	1	0
06:00	60	61.0	52.3	8.4	0	0	0	0	4	7	11	21	8	7	2	0
07:00	130	59.1	52.5	6.3	0	0	0	1	2	3	40	50	20	13	1	0
08:00	100	60.5	52.0	8.2	0	0	1	0	3	9	31	31	10	12	3	0
09:00	112	55.4	46.4	8.7	0	2	1	1	16	30	28	18	12	3	1	0
10:00	74	52.9	44.7	7.9	0	1	1	5	9	20	23	9	5	1	0	0
11:00	93	56.1	45.0	10.7	0	5	3	0	15	19	20	20	7	4	0	0
12:00	81	55.6	46.7	8.5	0	0	1	3	12	24	12	17	8	3	1	0
13:00	76	57.2	46.2	10.6	0	2	3	6	8	9	16	20	8	4	0	0
14:00	109	57.0	47.3	9.4	0	2	2	1	14	20	25	32	10	1	1	1
15:00	123	57.8	48.9	8.5	0	2	1	1	6	28	26	34	17	8	0	0
16:00	143	60.8	50.9	9.5	0	1	4	1	2	28	23	42	26	12	4	0
17:00	142	60.8	51.8	8.7	0	0	2	2	1	23	31	36	30	14	2	1
18:00	73	62.6	52.4	9.9	0	1	0	0	2	11	18	15	13	11	1	1
19:00	40	60.0	50.3	9.4	0	0	0	0	7	7	5	7	10	3	1	0
20:00	23	61.1	49.5	11.2	0	1	0	0	3	3	2	8	3	3	0	0
21:00	17	56.5	48.5	7.7	0	0	0	0	3	3	2	7	1	1	0	0
22:00	15	54.6	43.3	10.8	0	1	0	1	3	3	3	2	2	0	0	0
23:00	2	59.8	52.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0
Total																
2H(10-12)	167	54.8	44.9	9.6	0	6	4	5	24	39	43	29	12	5	0	0
2H(14-16)	232	57.5	48.2	9.0	0	4	3	2	20	48	51	66	27	9	1	1
12H(7-19)	1256	58.7	49.1	9.3	0	16	19	21	90	224	293	324	166	86	14	3
24H(0-24)	1436	59.0	49.3	9.4	0	18	19	22	112	251	319	373	195	106	18	3
AM Peak	07:00	03:00	02:00	03:00	00:00	11:00	11:00	10:00	09:00	09:00	07:00	07:00	07:00	07:00	08:00	00:00
	130	**69.1**	**65.0**	**12.4**	**0**	**5**	**3**	**5**	**16**	**30**	**40**	**50**	**20**	**13**	**3**	**0**
PM Peak	16:00	18:00	23:00	20:00	12:00	13:00	16:00	13:00	14:00	15:00	17:00	16:00	17:00	17:00	16:00	14:00
	143	**62.6**	**52.5**	**11.2**	**0**	**2**	**4**	**6**	**14**	**28**	**31**	**42**	**30**	**14**	**4**	**1**

Paul Castle Associates

Direction: Eastbound

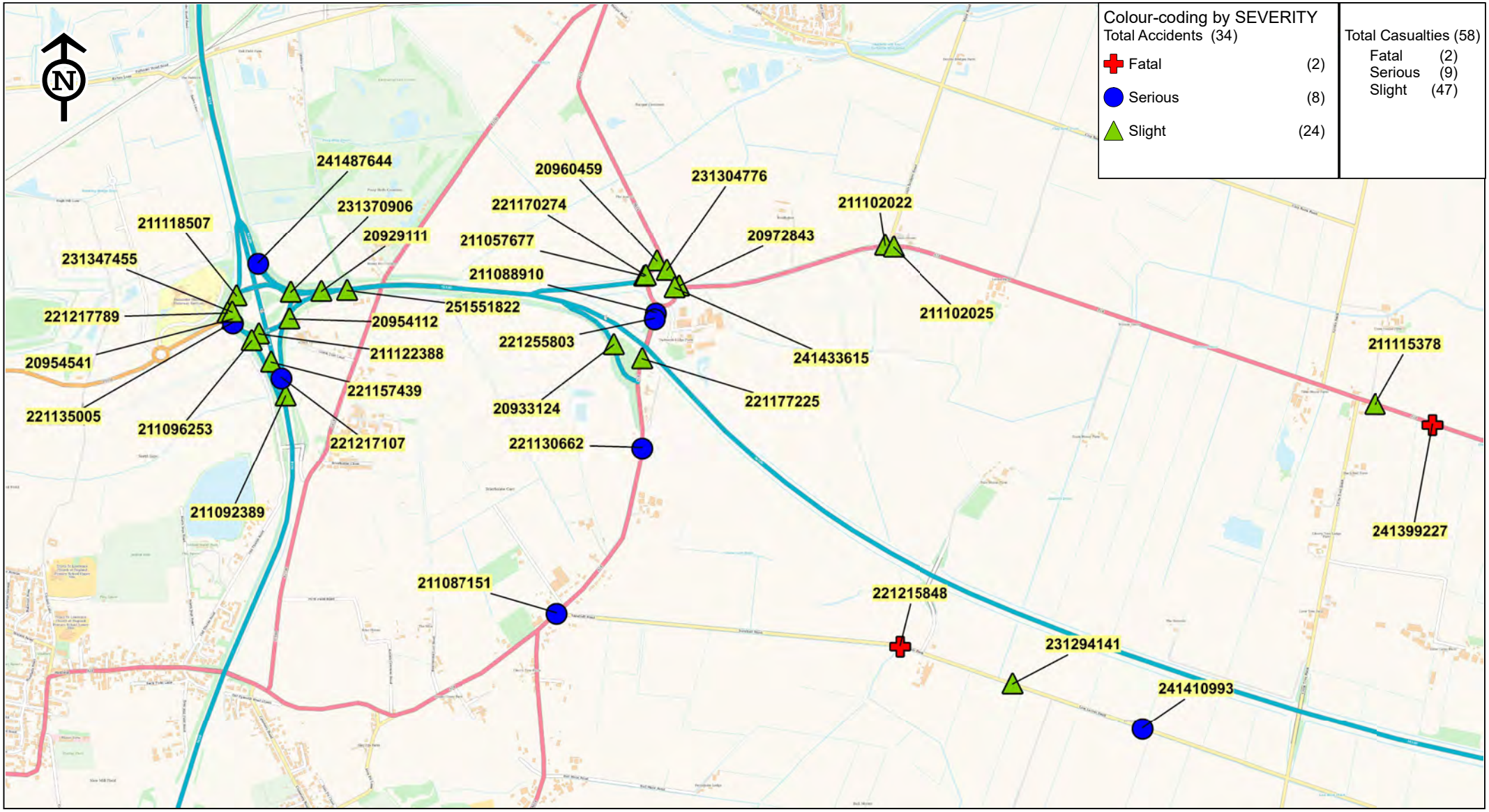
Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	1	-	57.5	-	0	0	0	0	0	0	0	0	1	0	0	0
01:00	2	59.8	52.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0
02:00	1	-	47.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	5	78.1	62.0	15.6	0	0	0	0	0	0	2	0	0	2	0	1
04:00	8	66.8	58.8	7.8	0	0	0	0	0	0	0	3	3	1	1	0
05:00	40	68.1	58.9	8.8	0	0	0	0	0	0	6	9	10	11	3	1
06:00	54	65.7	56.1	9.2	0	1	0	0	0	2	5	16	17	10	3	0
07:00	88	68.2	57.5	10.4	0	0	2	0	1	1	12	26	13	25	6	2
08:00	91	65.1	53.9	10.8	0	1	0	0	2	14	15	24	16	13	3	3
09:00	62	61.9	49.9	11.6	0	3	0	1	2	7	20	12	8	7	2	0
10:00	60	61.9	50.6	10.9	0	3	0	0	1	7	15	13	15	5	1	0
11:00	45	63.2	49.4	13.3	0	3	1	2	0	2	12	12	8	4	0	1
12:00	53	64.1	49.0	14.5	0	5	0	0	5	7	8	11	6	9	2	0
13:00	59	60.4	50.0	10.0	0	0	3	2	3	7	12	12	13	7	0	0
14:00	58	60.9	49.8	10.8	0	0	3	4	3	4	14	13	7	10	0	0
15:00	64	62.1	53.0	8.8	0	1	0	0	0	8	11	21	14	7	2	0
16:00	85	64.8	54.7	9.7	0	1	0	0	2	6	17	17	23	15	3	1
17:00	86	66.3	56.1	9.8	0	1	1	0	1	3	10	24	21	21	3	1
18:00	46	66.5	55.2	10.9	0	1	0	1	1	1	9	11	6	14	2	0
19:00	29	72.2	59.3	12.4	0	0	0	0	2	1	4	4	5	8	3	2
20:00	22	67.0	56.4	10.3	0	0	0	1	0	1	2	6	6	5	0	1
21:00	17	61.7	53.5	7.9	0	0	0	1	0	0	3	7	3	3	0	0
22:00	12	65.6	57.1	8.2	0	0	0	0	1	0	1	1	5	4	0	0
23:00	2	93.7	66.3	26.5	0	0	0	0	0	0	1	0	0	0	0	1
Total																
2H(10-12)	105	62.5	50.1	11.9	0	6	1	2	1	9	27	25	23	9	1	1
2H(14-16)	122	61.7	51.5	9.9	0	1	3	4	3	12	25	34	21	17	2	0
12H(7-19)	797	64.5	52.9	11.2	0	19	10	10	21	67	155	196	150	137	24	8
24H(0-24)	990	65.2	53.8	11.1	0	20	10	12	24	71	181	242	201	181	34	14
AM Peak	08:00	03:00	03:00	03:00	00:00	09:00	07:00	11:00	08:00	08:00	09:00	07:00	06:00	07:00	07:00	08:00
	91	**78.1**	**62.0**	**15.6**	**0**	**3**	**2**	**2**	**2**	**14**	**20**	**26**	**17**	**25**	**6**	**3**
PM Peak	17:00	23:00	23:00	23:00	12:00	12:00	13:00	14:00	12:00	15:00	16:00	17:00	16:00	17:00	16:00	19:00
	86	**93.7**	**66.3**	**26.5**	**0**	**5**	**3**	**4**	**5**	**8**	**17**	**24**	**23**	**21**	**3**	**2**

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	1	-	57.5	-	0	0	0	0	0	0	0	0	1	0	0	0
01:00	4	54.8	47.5	7.1	0	0	0	0	0	2	1	0	1	0	0	0
02:00	2	69.1	56.3	12.4	0	0	0	0	0	0	1	0	0	1	0	0
03:00	7	74.8	60.4	14.0	0	0	0	0	0	0	3	0	0	3	0	1
04:00	13	66.8	59.6	6.9	0	0	0	0	0	0	0	4	4	4	1	0
05:00	53	67.3	57.3	9.7	0	0	0	0	2	2	7	12	13	12	4	1
06:00	114	63.4	54.1	9.0	0	1	0	0	4	9	16	37	25	17	5	0
07:00	218	63.4	54.5	8.5	0	0	2	1	3	4	52	76	33	38	7	2
08:00	191	62.8	52.9	9.6	0	1	1	0	5	23	46	55	26	25	6	3
09:00	174	57.9	47.7	9.9	0	5	1	2	18	37	48	30	20	10	3	0
10:00	134	57.5	47.4	9.8	0	4	1	5	10	27	38	22	20	6	1	0
11:00	138	58.6	46.4	11.8	0	8	4	2	15	21	32	32	15	8	0	1
12:00	134	59.3	47.6	11.3	0	5	1	3	17	31	20	28	14	12	3	0
13:00	135	58.7	47.9	10.5	0	2	6	8	11	16	28	32	21	11	0	0
14:00	167	58.4	48.2	9.9	0	2	5	5	17	24	39	45	17	11	1	1
15:00	187	59.5	50.3	8.8	0	3	1	1	6	36	37	55	31	15	2	0
16:00	228	62.5	52.4	9.7	0	2	4	1	4	34	40	59	49	27	7	1
17:00	228	63.1	53.4	9.3	0	1	3	2	2	26	41	60	51	35	5	2
18:00	119	64.2	53.4	10.3	0	2	0	1	3	12	27	26	19	25	3	1
19:00	69	66.1	54.1	11.6	0	0	0	0	9	8	9	11	15	11	4	2
20:00	45	64.4	52.8	11.2	0	1	0	1	3	4	4	14	9	8	0	1
21:00	34	59.4	51.0	8.1	0	0	0	1	3	3	5	14	4	4	0	0
22:00	27	61.7	49.4	11.9	0	1	0	1	4	3	4	3	7	4	0	0
23:00	4	77.7	59.4	17.7	0	0	0	0	0	0	2	0	1	0	0	1
Total																
2H(10-12)	272	58.1	46.9	10.8	0	12	5	7	25	48	70	54	35	14	1	1
2H(14-16)	354	59.1	49.3	9.4	0	5	6	6	23	60	76	100	48	26	3	1
12H(7-19)	2053	61.2	50.6	10.2	0	35	29	31	111	291	448	520	316	223	38	11
24H(0-24)	2426	61.8	51.1	10.3	0	38	29	34	136	322	500	615	396	287	52	17
AM Peak	07:00	03:00	03:00	03:00	00:00	11:00	11:00	10:00	09:00	09:00	07:00	07:00	07:00	07:00	07:00	08:00
	218	**74.8**	**60.4**	**14.0**	**0**	**8**	**4**	**5**	**18**	**37**	**52**	**76**	**33**	**38**	**7**	**3**
PM Peak	16:00	23:00	23:00	23:00	12:00	12:00	13:00	13:00	12:00	15:00	17:00	17:00	17:00	17:00	16:00	17:00
	228	**77.7**	**59.4**	**17.7**	**0**	**5**	**6**	**8**	**17**	**36**	**41**	**60**	**51**	**35**	**7**	**2**

Appendix D



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AC0000828038.
South Yorkshire SRP

Selected Range of Accidents between dates 01/01/2020 and 17/03/2025
Blue and Green Route data

SCALE	1 : 22000
DATE	05/06/2025
DRWG No.	**46002/411/LB**
DRN BY	Louise Banks

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

20929111 10/02/2020 Monday Time: 1405 Vehicles 2 Casualties 1 Slight
Easting: 467,386 Northing: 411,096
Fine with high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: M180 EASTBOUND DONCASTER
Description: VEHICLE 1 TRAVELLING FROM DONCASTER TO THORNE ALONG THE M18 AND AT THE MOTO ROUNDABOUT TURNED OFF ONTO THE M180 IN THE MIDDLE LANE WHEN VEHICLE 2 WHO WAS IN THE OUTSIDE LANE PULLED INTO THE MIDDLE LANE COLLIDING WITH VEHICLE 1 OFFSIDE CAUSING VEHICLE 1 T O SPIN 360 ONTO THE CENTRAL RESERVATION. VEHICLE 2 STOPPED INITIALLY AND THE DRIVER SUGGESTED THEY MEET IN THE LAYBY FURTHER UP THE ROAD BUT WHEN VEHICLE 1 WENT TO THE LOCATION VEHICLE 2 HAD LEFT THEREFORE NO DETAILS EXCHANGED AND THE DRIVER OF VEHICLE 1 DID NOT MAKE A RECORD OF THE VRN. POSSIBLE CCTV ON MOTTO ROUNDABOUT WHICH MAY HAVCE CAPTURED VEHICLE 2 WHICH WAS A LORRY. DAMAGE TO OFFSIDE OF VEHICLE 1 WHICH IS ALL DENTED AND THE DRIVER IS COMPLAINING OF STIFF NECK AND IS SHAKEN FROM THE INCIDENT. NO WITNESSES. NO DASHCAM

Vehicle Reference: 1 Car Going ahead
First point of impact: Offside
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : 54 Breath test: Driver not contacted

Contributory Factors :

Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Goods vehicle - unknown Changing lane to left
First point of impact: Nearside
Vehicle direction: W to E Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors :

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

20933124 24/02/2020 Monday Time: 0710 Vehicles 2 Casualties 1 Slight
Easting: 468,609 Northing: 410,874
Raining without high winds Road Surface: Wet/Damp Daylight
Road Type: Slip road Speed Limit: 70

Location: M180 J1 WESTBOUND ENTRY DONCASTER
Description: VEHICLE 1 WAS ON A TWO LANE SLIP ROAD FIRSTLY IN THE LEFT LANE THEN SHE WENT INTO THE RIGHT HAND TO OVERTAKE A LORRY VEHICLE 1 HAS STAYED IN THE RIGHT HAND LANE ON THE SLIP ROAD, VEHICLE 2 A LORRY HAS THEN COME FROM THE LEFT HAND LANE INTO THE RIGHT HAND LANE HITTING VEHICLE 1'S PASSENGER SIDE DOOR AND WING MIRROR. BOTH VEHICLES HAVE JOINED THE MOTORWAY, VEHICLE 1 HAS FLASHED AND BEEPED VEHICLE 2 TO TRY AND STOP. VEHICLE 2 HAS JUST DRIVEN OFF. THE
N COME OFF AT THE MOTO SERVICES. AND PHONED 101. SHE HAS MANAGED TO OBTAIN VEHICLE 2 NUMBER PLATE

Vehicle Reference: 1 Car Going ahead
First point of impact: Nearside
Vehicle direction: SE to NW Journey: Other
Age of Driver : 38 Breath test: Not requested

Contributory Factors :

Casualty Reference: 1 Age: 38 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Goods vehicle - unknown Changing lane to right
First point of impact: Offside
Vehicle direction: SE to NW Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors :

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

20954112 26/05/2020 Tuesday Time: 1320 Vehicles 1 Casualties 4 Slight
Easting: 467,252 Northing: 410,981
Fine without high winds Road Surface: Dry Daylight
Road Type: Slip road Speed Limit: 70

Location: M18 J5 SOUTHBOUND ENTRY DONCASTER
Description: VEHICLE 1 SEEN SPEEDING ON THE M180 BY POLICE PATROL AND REQUESTED TO STOP. VEHICLE MAKES OFF FROM PATROL INCREASING TO SPEEDS NO LESS THEN 130MPH. UPON APPROACHING THE INTERSECTION WITH JUNCTION 5 M18 VEHICLE 1 FAILS TO AJUST HIS SPEED ACORDINGLY AND CO NNECTS WITH THE OFFSIDE KERB WHICH HAS SPUN HIM OFF TO THE NEARSIDE COMING OFF THE ROAD ONTO THE GRASS VERGE HITTING THE AMCO BARRIER AND KNOCKING DOWN A LAMP POST. HUMBERSIDE OFFICERS
E COLLISION HERE.

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

Vehicle Reference: 1 Car Going ahead left hand bend
First point of impact: Front
Vehicle direction: NE to SW Journey: Other
Age of Driver : 31 Breath test: Negative

Contributory Factors : 601 602 502

Casualty Reference: 1 Age: 4 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 5 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 3 Age: 24 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 4 Age: 2 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

20954541 01/06/2020 Monday Time: 1211 Vehicles 3 Casualties 1 Slight
Easting: 467,013 Northing: 410,980
Fine without high winds Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 60

Location: M180 ROUNDABOUT DONCASTER AT OR NR JN WITH M180 DONCASTER NORTH SERVICES
Description: COLLISION ON ROUNDABOUT BETWEEN LGV AND TWO CARS

Vehicle Reference: 1 Goods >= 7.5 tonnes mgw Going ahead right hand bend
First point of impact: Offside
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : 22 Breath test: Negative

Contributory Factors : 405

Vehicle Reference: 2 Car Changing lane to left
First point of impact: Nearside
Vehicle direction: S to N Journey: Not known
Age of Driver : 43 Breath test: Negative

Contributory Factors : 405

Vehicle Reference: 3 Car Waiting to go ahead but held up
First point of impact: Nearside
Vehicle direction: S to N Journey: Not known
Age of Driver : 51 Breath test: Negative

Contributory Factors : 405

Casualty Reference: 1 Age: 52 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

20960459 28/06/2020 Sunday Time: 1425 Vehicles 1 Casualties 1 Slight
Easting: 468,789 Northing: 411,223
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 60

Location: TUDWORTH ROAD (A614) DONCASTER
Description: VEHICLE NEGOTIATES ROUNDABOUT TOO FAST. LOSES CONTROL, MOUNTS WEARSIDE KERB AND ROLLS.

Vehicle Reference: 1 Car Turning left
First point of impact: Front
Vehicle direction: SW to N Journey: Other
Age of Driver : 18 Breath test: Negative

Contributory Factors : 601

Casualty Reference: 1 Age: 18 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

20972843 16/08/2020 Sunday Time: 1151 Vehicles 1 Casualties 1 Slight
Easting: 468,881 Northing: 411,118
Raining without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 60

Location: HIGH LEVELS BANK (A18) DONCASTER AT OR NR JN WITH TUDWORTH ROUNDABOUT (A18)
Description: VEHICLES HAS EXITED ROUNDBOUT (TUDWORTH ROUNABOUT) ONTO THE A18 TOWARDS SCUNTHORPE. AS THE VEHICLE HAS NEGIOTIATED THE CORNER EXITING THE ROUNDABOUT IT HAS EXITED THE ROAD AND THE VEHICLE HAS TURNED 180' AND ENDEDSIDEWAYS INTO A DITCH.

Vehicle Reference: 1 Car Turning left
First point of impact: Front
Vehicle direction: N to E Journey: Other
Age of Driver : 50 Breath test: Not requested

Contributory Factors : 103

Casualty Reference: 1 Age: 49 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211057677 17/06/2021 Thursday Time: 1830 Vehicles 2 Casualties 1 Slight
Easting: 468,736 Northing: 411,159
Fine without high winds Road Surface: Dry Daylight
Road Type: Slip road Speed Limit: 70

Location: M180 - 23 METRES FROM JUNCTION WITH TUDWORTH ROUNDABOUT (A18)
Description: V001 - STATIONARY AT THE TUDWORTH ROUNDABOUT FROM M180 TOWARDS GOOLE V002 - COLLIDED WITH REAR OF V001

Vehicle Reference: 1 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: SW to NE Journey: Not known
Age of Driver : 21 Breath test: Not requested

Contributory Factors :

Casualty Reference: 1 Age: 21 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Moving off
First point of impact: Front
Vehicle direction: SW to NE Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors :

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211087151 03/09/2021 Friday Time: 0842 Vehicles 2 Casualties 1 Serious
Easting: 468,370 Northing: 409,752
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location:
Description: VEHICLE 1 HAS ARRIVED AT A JUNCTION TO THE A18. AFTER LOOKING BOTH WAYS HE HAS PULLED OUT ONTO THE A18, MISSED SEEING A MOTORCYCLE (VEHICLE 2) WHICH HAS THEN COLLIDED WITH THE FRONT OF VEHICLE 1.

Vehicle Reference: 1 Goods vehicle - unknown Turning right
First point of impact: Front
Vehicle direction: E to NE Journey: Not known
Age of Driver : 32 Breath test: Negative

Contributory Factors : 602

Vehicle Reference: 2 Motorcycle - unknown cc Going ahead
First point of impact: Front
Vehicle direction: SW to NE Journey: Not known
Age of Driver : 56 Breath test: Not provided (medical)

Contributory Factors : 602

Casualty Reference: 1 Age: 56 Male Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211088910 17/09/2021 Friday Time: 1845 Vehicles 2 Casualties 1 Serious
Easting: 468,784 Northing: 411,008
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 40

Location: TUDWORTH ROAD (A18) - 41 METRES FROM JUNCTION WITH TUDWORTH ROUNDABOUT (A18)
Description: MOTORBIKE TRAVELLING AROUND THE ROUNDABOUT IN THE OUTSIDE LANE WHEN A VEHICLE HAS THEN ALIGHTED FROM THE JUNCTION TO JOIN THE ROUNDABOUT AND HAS THEN COLLIDED WITH THE BIKE CAUSING THE BIKE TO FALL ON ITS SIDE AND THE RIDER AND PILLION PASSENGER TO COME OFF . PILLION PASSENGER SUSPECTED TO HAVE A COUPLE OF BROKEN FINGERS DRIVER APPEARS FINE WITH JUST SUPERFICIAL CUTS AND ACHING

Vehicle Reference: 1 Car Moving off
First point of impact: Offside
Vehicle direction: N to NE Journey: Commuting to/from work
Age of Driver : 37 Breath test: Negative

Contributory Factors : 405

Vehicle Reference: 2 Motorcycle over 500cc Going ahead
First point of impact: Nearside
Vehicle direction: N to NE Journey: Other
Age of Driver : 65 Breath test: Negative

Contributory Factors : 405

Casualty Reference: 1 Age: 63 Female Passenger Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211092389 24/09/2021 Friday Time: 1029 Vehicles 3 Casualties 2 Slight
Easting: 467,236 Northing: 410,660
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: M18 SOUTHBOUND - 45 METRES FROM JUNCTION WITH M180
Description: IT WOULD APPEAR THAT VEHICLE 2 HAS ENTERED THE MOTORWAY AT JUNCTION 5 AND MISJUDGED THE SPEED OF VEHICLE 1 AND COLLIDED WITH THE REAR OF IT LOSING CONTROL AND CAUSING VEHICLE 3 TO RUN INTO THE BACK OF HER. VEHICLE 2 SUBSEQUENTLY OVERTURNED AND DRIVER SU STAINED MINOR INJURIES WHILST VEHICLE 3 TRYING TO AVOID THE COLILSION COLLIDED WITH THE CENTRAL BARRIER CAUSING MINOR WHIPLASH TYPE INJURIES

Vehicle Reference: 1 Goods vehicle - unknown Going ahead
First point of impact: Back
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : 53 Breath test: Not requested

Contributory Factors : 602

Vehicle Reference: 2 Car Changing lane to right
First point of impact: Front
Vehicle direction: N to S Journey: Other
Age of Driver : 38 Breath test: Negative

Contributory Factors : 602

Casualty Reference: 1 Age: 38 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

Vehicle Reference: 3 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Other
Age of Driver : 51 Breath test: Negative

Contributory Factors : 602

Casualty Reference: 2 Age: 51 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211096253 28/09/2021 Tuesday Time: 1420 Vehicles 2 Casualties 1 Slight
Easting: 467,095 Northing: 410,891
Unknown Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: M18
Description: VEHICLE 1 LEAVING THE MOTO SERVICES AND WAITING IN TRAFFIC IN THE RIGHT HAND LANE AT THE ROUNDABOUT JUNCTION M18, JUNCTION 5. VEHICLE 1 SET OFF TO ENTER THE ROUNDABOUT AND THEN BRAKED AND VEHICLE 2 HIT THE REAR OF VEHICLE 1. THE DRIVER OF VEHICLE 1 SUSTA
INED WHIPLASH AND SOUGHT MEDICAL ATTENTION HE HAS A SPRAINED NECK.
BOTH DRIVERS HAVE EXCHANGED DETAILS NOW BUT RECORDED DUE TO

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: SE to NW Journey: Other
Age of Driver : 29 Breath test: Not requested

Contributory Factors :

Casualty Reference: 1 Age: 29 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Back
Vehicle direction: SE to NW Journey: Not known
Age of Driver : 37 Breath test: Not requested

Contributory Factors :

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211102025 24/10/2021 Sunday Time: 2350 Vehicles 1 Casualties 1 Slight
Easting: 469,777 Northing: 411,281
Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 60

Location: HIGH LEVELS BANK (A18) NEAR JUNCTION WITH DOUBLE BRIDGES ROAD
Description: COLLISION OCCURED WHEN DRIVER OF VEHCILE 1 HIT A RAISED AREA WHICH WAS UNLIT. THIS CAUSED THE DRIVER TO LOSE CONTROL OF THE VEHICLE TO THE OFFSIDE. THE VEHICLE SKIDDED AND OVERTURNED COMING TO A HALT IN A DITCH

Vehicle Reference: 1 Car Going ahead right hand bend
First point of impact: Front
Vehicle direction: E to W Journey: Not known
Age of Driver : 57 Breath test: Negative

Contributory Factors : 101

Casualty Reference: 1 Age: 57 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211102022 25/10/2021 Monday Time: 0050 Vehicles 1 Casualties 1 Slight
Easting: 469,741 Northing: 411,288
Raining without high winds Road Surface: Wet/Damp Darkness: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: HIGH LEVELS BANK (A18) NEAR JUNCTION WITH DOUBLE BRIDGES ROAD
Description: COLLISION OCCURRED WHEN VEHICLE 1 WAS TRAVELLING ALONG THE A18 FROM TUDWORTH ROUNDABOUT IN THE DIRECTION OF SANDTOFT WHEN IT WAS DESCRIBED THERE WAS A VEHICLE TRAVELLING IN THE OPPOSITE DIRECTION, ON THE WRONG SIDE OF THE ROAD WITH NO LIGHTS ON. THE DRI VER OF VEHICLE 1 THEN SWERVED TO AVOID THIS VEHICLE AND CLIPPED A TRAFFIC ISLAND WHICH IS POORLY LIT. THIS HAS CAUSED THE VEHICLE TO LOSE CONTROL AND LEAVE THE ROAD TO THE NEARSIDE. VEHICLE 1 OVERTURNED NUMEROUS TIMES. DRIVER WAS BREATHALYSED AT SCENE.

Vehicle Reference: 1 Car Going ahead right hand bend
First point of impact: Front
Vehicle direction: W to E Journey: Not known
Age of Driver : 20 Breath test: Negative

Contributory Factors : 108 601 103

Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211115378 29/11/2021 Monday Time: 0700 Vehicles 2 Casualties 1 Slight
Easting: 471,790 Northing: 410,625
Other Road Surface: Frost/Ice Daylight
Road Type: Single carriageway Speed Limit: 60

Location: HIGH LEVELS BANK (A18) - 21 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD
Description: VEHICLE 1 WAS TRAVELLING ON THE A18 FROM HUMBERSIDE AREA TO SOUTH YORKSHIRE AREA, IT HAS THEN LOST CONTROL AT THE REAR AND SPUN INTO THE MIDDLE OF THE ROAD AND HAS BEEN UNABLE TO STOP, VEHICLE 2 WHICH WAS TRAVELLING FROM THORNE AREA TOWARDS HUMBERSIDE HA
S THEN COLLIDED WITH VEHICLE 1.

Vehicle Reference: 1 Car Going ahead
First point of impact: Offside
Vehicle direction: E to W Journey: Not known
Age of Driver : 30 Breath test: Negative

Contributory Factors : 410

Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Other
Age of Driver : 66 Breath test: Negative

Contributory Factors : 410

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211118507 06/12/2021 Monday Time: 1732 Vehicles 2 Casualties 2 Slight
Easting: 467,031 Northing: 411,077
Raining without high winds Road Surface: Wet/Damp Darkness: no street lighting
Road Type: Roundabout Speed Limit: 70

Location: M18 0- JUNCTION 5
Description: WHILST NEGOTIATING THE ROUNDABOUT AT JUNCTION 5 IT WOULD APPEAR THAT THE FOREIGN REGISTERED HGV (VEHICLE 1) HAS COLLIDED WITH THE NEARSIDE OF VEHICLE 2 THAT WAS TRAVELLING IN THE CENTER LANE, IT WOULD APPEAR THAT THIS IS DOWN TO VEHICLE POSSTION ON THE R OAD BY THE FOREIGN REGIOSTERED VEHICLE. MINOR INJURIES RESULTED

Vehicle Reference: 1 Goods >= 7.5 tonnes mgw Going ahead
First point of impact: Offside
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : 34 Breath test: Negative

Contributory Factors : 405

Vehicle Reference: 2 Car Going ahead
First point of impact: Nearside
Vehicle direction: E to W Journey: Other
Age of Driver : 23 Breath test: Negative

Contributory Factors : 405

Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 29 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211122388 14/12/2021 Tuesday Time: 0950 Vehicles 2 Casualties 1 Slight
Easting: 467,124 Northing: 410,919
Fine without high winds Road Surface: Wet/Damp Daylight
Road Type: Roundabout Speed Limit: 70

Location: M180 - 62 METRES FROM JUNCTION WITH M18
Description: V001 ON ROUNDABOUT WHEN HIT BY HGV CAUSING HER TO CRASH INTO ARMCO BARRIER.

Vehicle Reference: 1 Goods >= 7.5 tonnes mgw Changing lane to left
First point of impact: Nearside
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 43 Breath test: Negative

Contributory Factors : 406

Vehicle Reference: 2 Car Going ahead
First point of impact: Back
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 29 Breath test: Negative

Contributory Factors : 406

Casualty Reference: 1 Age: 29 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

221130662 11/01/2022 Tuesday Time: 0620 Vehicles 2 Casualties 2 Serious
Easting: 468,727 Northing: 410,446
Fine without high winds Road Surface: Dry Darkness: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: TUDWORTH ROAD (A18) - 75 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD
Description: VEHICLE 1 HAS BEEN DRIVING ALONG TUDWORTH ROAD, HATFIELD TOWARDS THE M180. VEHICLE 2 HAS BEEN DRIVING ALONG TUDWORTH ROAD, HATFIELD AWAY FROM THE M180 AND HAS COLLIDED WITH VEHICLE 1.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: S to N Journey: Commuting to/from work
Age of Driver : 37 Breath test: Negative

Contributory Factors : 602

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Commuting to/from work
Age of Driver : 73 Breath test: Not requested

Contributory Factors : 602

Casualty Reference: 1 Age: 73 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 57 Female Passenger Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

221135005 21/01/2022 Friday Time: 1611 Vehicles 1 Casualties 1 Serious
Easting: 467,016 Northing: 410,967
Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Roundabout Speed Limit: 60

Location: M18 ROUNDABOUT NEAR JUNCTION WITH SERVICES
Description: V1 HAS BEEN TRAVELLING FROM JUNCTION 5 OF THE M18 TOWARDS STAINFORTH. AS THE VEHICLE HAS APPROACHED THE ROUNDABOUT TO THE JUNCTION 5 SERVICES, IT IS BELIEVED THAT THE DRIVER OF V1 HAS HAD A DIABETIC ATTACK AND GONE INTO HYPOGLYCEMIA, THEREFORE GOING STRA IGHT TO THE LEFT OF THE R/A AND DOWN A BANKING COLLIDING WITH A WOODEN FENCE.

Vehicle Reference: 1 Car Going ahead left hand bend
First point of impact: Front
Vehicle direction: SE to NW Journey: Other
Age of Driver : 58 Breath test: Not requested

Contributory Factors : 505

Casualty Reference: 1 Age: 58 Female Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

221157439 25/03/2022 Friday Time: 1325 Vehicles 2 Casualties 5 Slight
Easting: 467,176 Northing: 410,801
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: M18 - 192 METRES FROM JUNCTION WITH M180, DONCASTER, DONCASTER
Description: VEHICLE 1 TRAVELLING IN LANE 1 OF THE M18 AND SLOWS DUE TO TRAFFIC. DRIVER OF VEHICLE 1 CHECKS HIS REAR VIEW MIRROR TO SEE VEHICLE 2 APPROACHING AT SPEED. DRIVER OF VEHICLE 1 TRIES TO DRIVE AWAY IN TO LANE 2 BUT VEHICLE 2 COLLIDES WITH VEHICLE 1.

Vehicle Reference: 1 Car Slowing or Stopping
First point of impact: Back
Vehicle direction: S to N Journey: Other
Age of Driver : 49 Breath test: Negative

Contributory Factors : 406 405

Casualty Reference: 1 Age: 46 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 14 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 3 Age: 12 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 4 Age: 10 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020** **and** **17/03/2025** **(63) months**
Selection: **Notes:**
Selected using Manual Selection

Vehicle Reference: 2 Goods vehicle - unknown Changing lane to left
First point of impact: Front
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : 21 Breath test: Negative

Contributory Factors : 406 405

Casualty Reference: 5 Age: 30 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

221170274 26/04/2022 Tuesday Time: 1048 Vehicles 2 Casualties 2 Slight
Easting: 468,742 Northing: 411,162
Fine without high winds Road Surface: Dry Daylight
Road Type: Slip road Speed Limit: 60

Location: M180 NEAR JUNCTION WITH TUDWORTH ROUNDABOUT (A18), DONCASTER
Description: VEHICLE 1 HAS COME OFF JUNCTION 1 OF THE M180 OF THE DIRECTION OF TUDWORTH ROUNDERBOUT, VEHICLE 1 THEN COMES TO A STOP AT THE JUNCTION. VEHICLE 2 FOLLOWS VEHICLE 1 AND ON APPROACH TO THE JUNCTION VEHICLE 2 HAS THEN CRASHED INTO THE BACK OF VEHICLE 1.

Vehicle Reference: 1 Car Waiting to turn left
First point of impact: Back
Vehicle direction: SW to NE Journey: Journey as part of work
Age of Driver : 32 Breath test: Negative

Contributory Factors : 509

Casualty Reference: 1 Age: 32 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Goods vehicle - unknown Going ahead
First point of impact: Front
Vehicle direction: SW to E Journey: Journey as part of work
Age of Driver : 28 Breath test: Negative

Contributory Factors : 509

Casualty Reference: 2 Age: 28 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

221177225 13/05/2022 Friday Time: 2328 Vehicles 2 Casualties 2 Slight
Easting: 468,727 Northing: 410,815
Fine without high winds Road Surface: Dry Darkness: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: TUDWORTH ROAD (A18), HATFIELD, DONCASTER, DONCASTER
Description: VEHICLE 1 HAS BEEN TRAVELING TOWARDS TUDWORTH ROUNDABOUT AND FOR REASONS UNKNOWN V1 HAS CROSSED THE CENTRE OF THE CARRIAGEWAY AND COLLIDED HEAD ON WITH V2 WHICH WAS TRAVELLING IN THE OPPOSITE DIRECTION. BOTH DRIVERS SUFFERED INJURIES CONSTANT WITH AIR
BAG DEPLOYMENT.

Vehicle Reference: 1 Goods vehicle - unknown weight Going ahead
First point of impact: Front
Vehicle direction: SW to NE Journey: Other
Age of Driver : 18 Breath test: Not requested

Contributory Factors : 602

Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: NE to SW Journey: Commuting to/from work
Age of Driver : 21 Breath test: Not requested

Contributory Factors : 602

Casualty Reference: 2 Age: 21 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

221215848 05/09/2022 Monday Time: 1825 Vehicles 2 Casualties 5 Fatal
Easting: 469,803 Northing: 409,615
Fine without high winds Road Surface: Dry Darkness: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: LOW LEVELS BANK - HATFIELD, DONCASTER, DONCASTER
Description: V1 TRAVELLING AT SPEED FAILS TO NAVIGATE BEND IN ROAD AND COLLIDES WITH V2

Vehicle Reference: 1 Car Going ahead left hand bend
First point of impact: Front
Vehicle direction: E to W Journey: Not known
Age of Driver : 52 Breath test: Not requested

Contributory Factors : 306

Casualty Reference: 1 Age: 52 Male Driver/rider Severity: Fatal
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020** **and** **17/03/2025** **(63) months**
Selection: **Notes:**
Selected using Manual Selection

Vehicle Reference: 2 Car — Going ahead right hand bend
First point of impact: Front
Vehicle direction: W to E — Journey: Not known
Age of Driver : 18 — Breath test: Negative

Contributory Factors : 306

Casualty Reference: 2 Age: 18 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 3 Age: 19 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 4 Age: 17 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 5 Age: 18 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

221217107 07/09/2022 Wednesda Time: 2200 Vehicles 2 Casualties 1 Serious
Easting: 467,219 Northing: 410,738
Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Dual carriageway Speed Limit: 70

Location: M18 - 125 METRES FROM JUNCTION WITH M180, DONCASTER, DONCASTER
Description: VEHICLE 1 WAS DRIVING ALONG THE SOUTHBOUND CARRIAGEWAY BETWEEN JUNCTIONS 4 AND 5. VEHICLE 1 WAS IN THE LEFT HAND LANE AND WAS INDICATING TO MOVE INTO THE RIGHT HAND LANE DUE TO OTHER CARS IN FRONT. VEHICLE 2 WHICH WAS TRAVELLING IN THE RIGHT HAND LANE BEHIND VEHICLE 1 FLASHED VEHICLE 1 TO LET HIM PULL OUT. ONCE HE HAD PULLED OUT INTO RIGHT HAND LANE VEHICLE 2 THEN SUDDENLY SPED UP AND HIT VEHICLE 1 TO THE REAR. VEHICLE 1 DRIVER INDICATED AND PULLED OVER
ED AS IF THEY WERE GOING TO PULL OVER PULLED INTO LEFT LANE AS IF THEY WERE GOING TO STOP BUT THEN AS THEY GOT TO THE FRONT OF VEHICLE 1 THEY SPED OFF ALONG THE MOTORWAY WITHOUT STOPPING OR LEAVING ANY DETAILS. VEHICLE 1 DRIVER WAS UNABLE TO GET A REG
ISTRATION NUMBER OF VEHICLE 2 BUT STATES IT WAS A 4X4 WITH CIRCLE HEADLIGHTS AND SQUARE REAR LIGHTS WAS SHINY BLACK NEW CAR POSSIBLY JEEP WRANGLER OR SIMILAR. CALLER IS UNSURE IF THERE IS ANY CCTV ON THAT STRETCH OF THE ROAD OR IF THERE ARE ANY OTHER RE

Vehicle Reference: 1 Car Going ahead
First point of impact: Back
Vehicle direction: N to S Journey: Not known
Age of Driver : 23 Breath test: Not requested

Contributory Factors : 307 308 406

Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Serious

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Changing lane to right
First point of impact: Front
Vehicle direction: N to S Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 307 308 406

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

221217789 10/09/2022 Saturday Time: 0845 Vehicles 2 Casualties 2 Slight
Easting: 466,994 Northing: 411,005
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: SERVICE ROAD NEAR JUNCTION WITH M18 / M180, DONCASTER
Description: V001 - STATIONARY AT THE M18 / M180 ROUNDABOUT FROM THE SERVICES
V002 - COLLIDED WITH REAR OF V001 DETAILS EXCHANGED - INJURY FROM BOTH DRIVERS

Vehicle Reference: 1 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: SW to NE Journey: Other
Age of Driver : 36 Breath test: Not requested

Contributory Factors :

Casualty Reference: 1 Age: 36 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Slowing or Stopping
First point of impact: Front
Vehicle direction: SW to NE Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors :

Casualty Reference: 2 Age: Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

221255803 19/12/2022 Monday Time: 1716 Vehicles 2 Casualties 2 Serious
Easting: 468,780 Northing: 410,984
Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 60

Location: TUDWORTH ROAD (A18), HATFIELD, DONCASTER
Description: VEHICLE 1 HAS SLOWED DOWN COMING TO A ROUNDABOUT AFTER COMING OFF THE M180 TO WAIT FOR ANOTHER CAR ALREADY ON THE ROUNDABOUT TO PASS. VEHICLE 2 HAS FAILED TO SEE VEHICLE 1 STOP AT THE ROUNDABOUT AND HAS HIT THE REAR END OF THE VEHICLE 1.

Vehicle Reference: 1 Car Slowing or Stopping
First point of impact: Back
Vehicle direction: S to N Journey: Not known
Age of Driver : 22 Breath test: Not requested

Contributory Factors : 406

Casualty Reference: 1 Age: 22 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 19 Female Passenger Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Slowing or Stopping
First point of impact: Front
Vehicle direction: S to N Journey: Not known
Age of Driver : 38 Breath test: Not requested

Contributory Factors : 406

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

231294141 05/04/2023 Wednesda Time: 1840 Vehicles 2 Casualties 2 Slight
Easting: 470,275 Northing: 409,455
Raining without high winds Road Surface: Wet/Damp Darkness: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: LOW LEVELS BANK - HATFIELD, DONCASTER
Description: VEHICLE 1 RED FIAT 500 - TRAVELLING IN THE DIRECTION FROM SANDTOFT ROAD/GREEN TREE INN. VEHICLE 2 BLACK VAUXHALL TIGRA TRAVELLING IN THE DIRECTION OF SANDTOFT. 2 HAS GONE ONTO THE WRONG SIDE OF THE ROAD HITTING VEHICLE 1 HEAD ON. VEHICLE 1 HAS LEFT THE ROAD HITTING A FARMERS FIELD UPSIDE DOWN. VEHICLE 2 HAS REMAINED ON THE ROAD. ROAD SURFACE WAS WET AND APPEARED TO HAVE OIL ON THE SURFACE.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: NE to NW Journey: Not known
Age of Driver : 18 Breath test: Not requested

Contributory Factors : 501 707 103 103

Casualty Reference: 1 Age: 18 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: NW to NE Journey: Not known
Age of Driver : 45 Breath test: Positive

Contributory Factors : 501 707 103 103

Casualty Reference: 2 Age: 45 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

231304776 06/05/2023 Saturday Time: 1832 Vehicles 2 Casualties 1 Slight
Easting: 468,830 Northing: 411,184
Raining without high winds Road Surface: Wet/Damp Daylight
Road Type: Roundabout Speed Limit: 60

Location: TUDWORTH ROUNDABOUT (A18) AT JUNCTION WITH TUDWORTH ROAD (A614), HATFIELD, DONCASTER
Description: VICTIM HAS BEEN LEAVING THE M180 ONTO THE ROUNDABOUT AT TUDWORTH CORNER IN A BLACK VW TIGUAN, WHILST ON THE ROUNDABOUT AS THEY WERE TURNING RIGHT, A SILVER PICK UP TRUCK, WITH A COVERED BOX AREA, POSSIBLY A FORD RANGER HAS COME FROM THE THORNE DIRECTION HEADING TOWARDS HATFIELD AND NOT STOPPED AT THE ROUNDABOUT JUNCTION. THE VW TIGUAN HAS ATTEMPTED TO SWERVE TO AVOID THE VEHICLE AND MOUNTED THE KERB, THE SILVER PICK UP HAS STILL HIT THE VW. THE SILVER PICK UP HAD DAMAGE TO THE WING MIRROR AND HAS DRIVEN OFF FROM THE SCENE. NO DETAILS WERE EXCHANGED BETWEEN DRIVERS. THE VW HAS SUSTAINED BLOWN TYRES AND AIR BAGS DEPLOYED. REPORTING OFFICERS OBSERVATIONS AND NOTES - VISITED THE INCIDENT SITE, THE MARKS THAT HAVE BEEN LEFT BY TYRES AND DEBRIS ON THE ROA D FROM THE INCIDENT MATCH THE DESCRIPTION OF TRAVEL AND INCIDENT DESCRIPTION GIVEN BY THE VICTIM.

Vehicle Reference: 1 Car Going ahead right hand bend
First point of impact: Back
Vehicle direction: W to SE Journey: Not known
Age of Driver : 44 Breath test: Not requested

Contributory Factors : 602 302

Casualty Reference: 1 Age: 11 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: NW to SE Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 602 302

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

231347455 31/08/2023 Thursday Time: 1451 Vehicles 3 Casualties 2 Slight
Easting: 467,013 Northing: 411,009
Fine without high winds Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 30

Location:
Description:

Vehicle Reference: 1 Car Overtaking moving vehicle on its offside
First point of impact: Front
Vehicle direction: E to N Journey: Not known
Age of Driver : Breath test:

Contributory Factors : 901

Vehicle Reference: 2 Car Overtaking stationary vehicle on its offside
First point of impact: Front
Vehicle direction: E to N Journey: Journey as part of work
Age of Driver : 34 Breath test:

Contributory Factors : 901

Casualty Reference: 2 Age: 34 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement : Not pedestrian
Ped Location: Not pedestrian

Vehicle Reference: 3 Car Slowing or Stopping
First point of impact: Back
Vehicle direction: S to N Journey: Commuting to/from work
Age of Driver : 48 Breath test:

Contributory Factors : 901

Casualty Reference: 1 Age: 48 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement : Not pedestrian
Ped Location: Not pedestrian

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

231370906 05/11/2023 Sunday Time: 1430 Vehicles 2 Casualties 1 Slight
Easting: 467,258 Northing: 411,092
Fine without high winds Road Surface: Wet/Damp Daylight
Road Type: Slip road Speed Limit: 70

Location: M180 - 47 METRES FROM JUNCTION WITH M180, DONCASTER
Description: BOTH VEHICLES WERE ON THE M18 SOUTHBOUND AND LEFT AT JUNCTION 5 SLIP ROAD. AT THE TOP OF THE SLIP ROAD IS A SET OF TRAFFIC LIGHTS BEFORE ENTERING THE ROUNDABOUT. V1 WAS IN FRONT WITH V2 BEHIND, THEY STOPPED AT THE TRAFFIC LIGHTS. WHEN THE LIGHTS CH ANGED TO GREEN V1 PULLED AWAY ONTO THE ROUNDABOUT AND FOR AN UNKNOWN REASON IT BRAKED HARD CAUSING V2 TO COLLIDE WITH THE REAR OF V1. V2 WAS TOWING A HORSE BOX WITH A HORSE INSIDE.

Vehicle Reference: 1 Car Moving off
First point of impact: Back
Vehicle direction: E to W Journey: Not known
Age of Driver : 35 Breath test: Negative

Contributory Factors : 406 408

Casualty Reference: 1 Age: 46 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Moving off
First point of impact: Front
Vehicle direction: E to W Journey: Not known
Age of Driver : 26 Breath test: Negative

Contributory Factors : 406 408

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

241399227 16/01/2024 Tuesday Time: 1940 Vehicles 3 Casualties 2 Fatal
Easting: 472,030 Northing: 410,544
Fine without high winds Road Surface: Wet/Damp Darkness: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location:
Description: V1 TRAVELS A18 AWAY FROM TUDWORTH WHEN IT IS STRUCK HEAD ON BY V2 TRAVELLING THE OTHER WAY, WHO IS OVERTAKING V3. RIDER OF V1 PRONOUNCED DECEASED AT THE SCENE. (V3 DOES NOT REMAIN AT SCENE -

Vehicle Reference: 1 Motorcycle over 50cc and up Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Not known
Age of Driver : 20 Breath test: Not provided (medical)

Contributory Factors : 405

Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Fatal
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Overtaking moving vehicle on its offside
First point of impact: Front
Vehicle direction: E to W Journey: Not known
Age of Driver : 22 Breath test: Negative

Contributory Factors : 405

Casualty Reference: 2 Age: 22 Male Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

Vehicle Reference: 3 Goods vehicle - unknown Going ahead
First point of impact: Did not impact
Vehicle direction: E to W Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 405

241410993 17/02/2024 Saturday Time: 1119 Vehicles 2 Casualties 1 Serious
Easting: 470,818 Northing: 409,270
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: LOW LEVELS BANK, HATFIELD, DONCASTER
Description: V1 HAS BEEN DRIVING PAST A SCHOOL OF CYCLISTS. WHEN HE HAS OVERTAKEN AND REVERSES INTO HIS DRIVEWAY. THIS MANEUVER HAS CAUSED THE CYCLISTS TO STOP IN WHICH THE IP HAS FALLEN FROM THEIR BIKE ONTO THE FLOOR, CAUSING INJURIES TO HIS FACE.

Vehicle Reference: 1 Car Reversing
First point of impact: Did not impact
Vehicle direction: E to W Journey: Other
Age of Driver : 55 Breath test: Negative

Contributory Factors : 407 405

Vehicle Reference: 2 Pedal cycle Slowing or Stopping
First point of impact: Front
Vehicle direction: E to W Journey: Other
Age of Driver : Breath test: Not provided (medical)

Contributory Factors : 407 405

Casualty Reference: 1 Age: Male Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

241433615 19/04/2024 Friday Time: 1630 Vehicles 1 Casualties 2 Slight
Easting: 468,863 Northing: 411,111
Fine without high winds Road Surface: Dry Daylight
Road Type: Speed Limit: 60

Location: TUDWORTH ROUNDABOUT (A18) - 25 METRES FROM JUNCTION WITH HIGH LEVELS BANK (A18), HATFIELD, DONCASTER
Description: VEHICLE 1 WAS DRIVING ALONG THE ROUNDABOUT AND ALLEGED AN UNKNOWN VEHICLE CUT HIM UP ON THE ROUNDABOUT, RESULTING IN VEHICLE 1 HAVING TO SWERVE OUT OF THE WAY, DRIVING UP ONTO THE CURB AND HITTING THE LAMP POST. OTHER UNKNOWN VEHICLE DROVE OFF AND DID N OT STOP. NO DETAILS OF THIS VEHICLE, NO WITNESSES STOPPED.

Vehicle Reference: 1 Car Changing lane to left
First point of impact: Front
Vehicle direction: N to S Journey: Not known
Age of Driver : 33 Breath test: Not requested

Contributory Factors : 704

Casualty Reference: 1 Age: 33 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 26 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

241487644 30/07/2024 Tuesday Time: 1045 Vehicles 2 Casualties 3 Serious
Easting: 467,122 Northing: 411,215
Fine without high winds Road Surface: Dry Daylight
Road Type: Slip road Speed Limit: 60

Location: M18 - JUNCTION 5 WITH M180, DONCASTER
Description: V1 WAS ON THE MOTORWAY TAKING JUNCTION 5, THEY SLOWED DOWN AS ALWAYS WHEN ENTERING A SLIP ROAD TO JOIN ANOTHER ROAD. V1 WAS ON THE SLIP ROAD JUNCTION 5, V2 INFRONT HAD SLAMMED ON THIER BREAKS AND LEFT TYRE MARKS, LEADING V1 TO SLAM ON THE BREAKS, V1 DRIV ER TRIED TO AVOID A COLLISION BY STEARING TO THE RIGHT BUT UNFORTUNATELY HIT THE BACK OF V2. V2 DRIVER CAME OUT OF V2 AT THE SAME TIME AS V1 DRIVER EXITED V1 AND V1 DRIVER SAID 'ARE YOU OK?' AND V2 DRIVER SAID 'YEAH IM FINE, IT WAS THE CAR INFRONT, HES D

ROVE OFF NOW. HE SLAMMED ON, LEADING ME TO SLAM ON' AND THATS WHEN V1 DRIVER SAID 'LEADING ME TO SLAM ON AND HIT THE BACK OF YOU'. DURING THIS CHILDREN PASSENGERS IN V1 WERE CRYING, IN PAIN AND ALSO IN SHOCK AND SCARED AS THEY DIDNT KNOW WHAT HAPPENED.

WHILST V1 DRIVER WAS CALMING SON AND DAUGHTER DOWN, V2 TOOK PICTURES ASKED FOR V1 INSURANCE. V1 DRIVER SENT DETAILS ACROSS THE ONCES SHE COULD FIND. V1 DRIVER SPENT ALL DAY IN A&E, LATER THAT DAY V1 DRIVER RANG AND MESSAGED V2 DRIVER FOR INSURANCE DETAIL

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Other
Age of Driver : 31 Breath test: Driver not contacted

Contributory Factors :

Casualty Reference: 1 Age: 31 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 5 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 3 Age: 3 Male Passenger Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Slowing or Stopping
First point of impact: Back
Vehicle direction: N to S Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors :

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

251551822 07/02/2025 Friday Time: 1205 Vehicles 3 Casualties 1 Slight
Easting: 467,493 Northing: 411,100
Fine without high winds Road Surface: Wet/Damp Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: M180 - 114 METRES FROM JUNCTION WITH M180, DONCASTER
Description: VEHICLE 1 HAS BEEN TRAVELLING ALONG THE M180 WESTBOUND. UPON APPROACH TO THE ROUNDABOUT AT JUNCTION 5 OF THE M18, TRAFFIC WAS QUEUEING AND STATIONARY. VEHICLE 1 WAS IN LANE 2 AND HAS FAILED TO SEE THAT VEHICLE 2, A PETROL TANKER WAS STATIONARY. VEHICLE 1 HAS ATTEMPTED TO SWERVE AT THE LAST MINUTE BUT HAS COLLIDED WITH THE REAR OFFSIDE OF THE TANKER. THIS HAS CAUSED VEHICLE 1 TO LOSE ITS TRAILER WHICH WAS CARRYING A CAR. VEHICLE 1 HAS THEN CONTINUED IN LANE 3 WHERE IT HAS COLLIDED WITH THE REAR OF VEHIC

LE 3 WHICH WAS ALSO STATIONARY. THE DRIVER OF VEHICLE 1 HAS FAILED TO REMAIN AT THE SCENE LEAVING HIS HEAVILY DAMAGED VEHICLE, TRAILER AND CAR BEING CARRIED IN SITU. THE DRIVER OF VEHICLE 3 HAS GONE TO HOSPITAL WITH BACK PAIN AND A HEADACHE FROM BANGING

HIS HEAD IN THE COLLISION. INJURIES ARE NOT LIFE THREATENING OR LIFE ALTERING.

Vehicle Reference: 1 Goods vehicle - unknown Going ahead
First point of impact: Front
Vehicle direction: E to W Journey: Not known
Age of Driver : 41 Breath test: Driver not contacted

Contributory Factors : 602 509 701

Vehicle Reference: 2 Other Vehicle Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 60 Breath test: Negative

Contributory Factors : 602 509 701

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

Vehicle Reference: 3 Goods vehicle - unknown Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 48 Breath test: Negative

Contributory Factors : 602 509 701

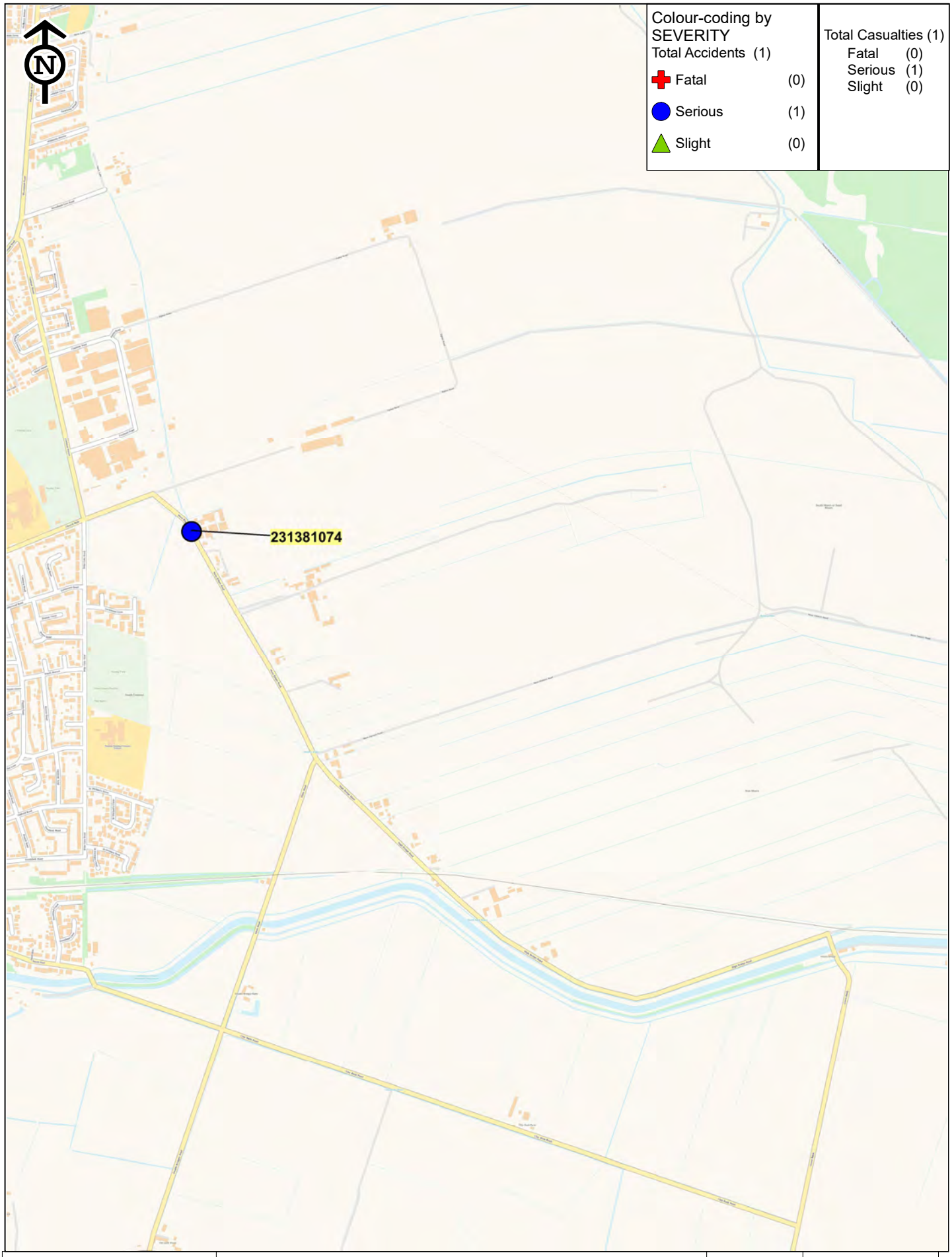
Casualty Reference: 1 Age: 48 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	1	5	24	30
2-wheeled motor vehicles	1	2	0	3
Pedal cycles	0	1	0	1
Horses & other	0	0	0	0
Total	2	8	24	34

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	1	4	27	32
Passenger	0	4	20	24
Motorcycle rider	1	1	0	2
Cyclist	0	1	0	1
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	2	9	47	58



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Selected Range of Accidents between dates 01/01/2020 and 17/03/2025
Moor Edges Rd & HIgh Bridge Rd

SCALE	1 : 15000
DATE	05/06/2025
DRWG No.	46002/411/LB
DRN BY	Louise Banks

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

231381074 30/11/2023 Thursday Time: 1805 Vehicles 1 Casualties 1 Serious
Easting: 469,888 Northing: 413,455
Raining without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 60

Location: MOOR EDGES ROAD THORNE, DONCASTER
Description: DRIVER HAS LOST CONTROL ON A SLIPPY, UNLIT BACK ROAD. VEHICLE HAS SPUN AND SLID INTO A DITCH.

Vehicle Reference: 1 Car Going ahead
First point of impact: Nearside
Vehicle direction: N to S Journey: Not known
Age of Driver : 32 Breath test: Negative

Contributory Factors : 707

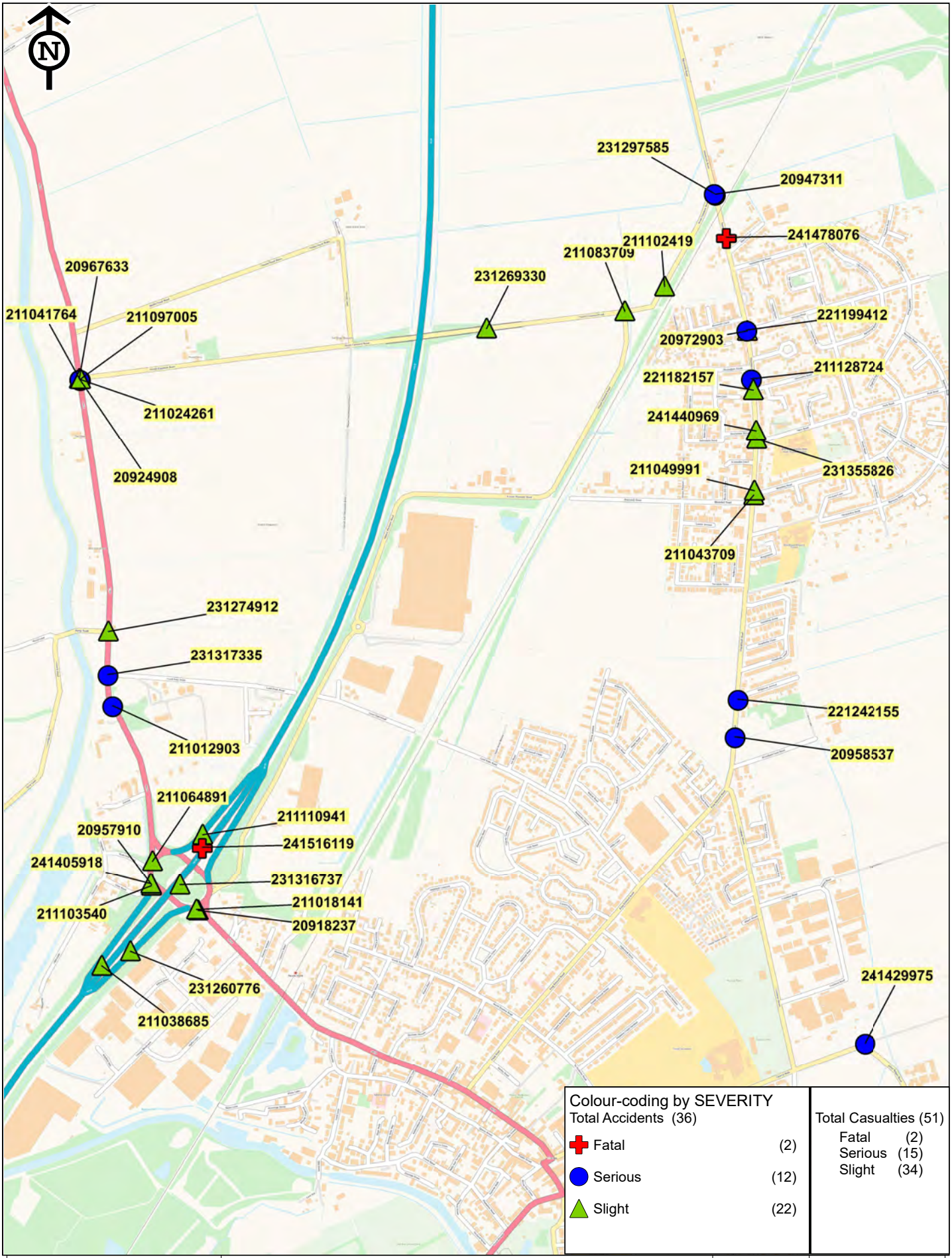
Casualty Reference: 1 Age: 5 Male Passenger Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	1	0	1
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	1	0	1

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	0	0
Passenger	0	1	0	1
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	1	0	1



MAKING SOUTH YORKSHIRE ROADS SAFER

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Selected Range of Accidents between dates 01/01/2020 and 17/03/2025 Yellow Route Collision data

SCALE	1 : 15000
DATE	05/06/2025
DRWG No.	46002/411/LB
DRN BY	Louise Banks

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

20918237 12/01/2020 Sunday Time: 1245 Vehicles 2 Casualties 1 Slight
Easting: 467,780 Northing: 413,966
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: SELBY ROAD (A614) DONCASTER AT OR NR JN WITH WATERSIDE ROUNDABOUT (A614)
Description: V1 HEADING TOWARD DONCASTER ON SELBY ROAD, THORNE, TOWARD THE M18, WHEN V2 RAN INTO THE BACK OF V1 , AT THE ROUNDABOUT FOR THE M18. THE PASSENGER GOT OUT OF V2, AND ASKED THE DRIVER OF V1 TO FOLLOW THEM, BUT THEY DROVE OFF. REGISTRATION NUMBER OBTA INED FOR V2. THE DRIVER OF V2 IS DESCRIBED AS WHITE, FEMALE, MID 30S, WITH BLOND HAIR WEARING SPECTACLES. WEATHER FINE AND DRY, VISIBILITY GOOD.

Vehicle Reference: 1 Car Waiting to turn left
First point of impact: Back
Vehicle direction: SE to SW Journey: Other
Age of Driver : 40 Breath test: Not provided (medical)

Contributory Factors :

Casualty Reference: 1 Age: 40 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: SE to NW Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors :

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

20924908 29/01/2020 Wednesda Time: 2130 Vehicles 2 Casualties 3 Serious
Easting: 467,426 Northing: 415,556
Unknown Road Surface: Dry Darkness: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: SELBY ROAD (A614) DONCASTER AT OR NR JN WITH NORTH COMMON ROAD
Description: VEHICLE 1 HAS BEEN TRAVELLING ALONG SELBY ROAD WHEN VEHICLE 2 HAS PULLED OUT OF THE JUNCTION AT NORTH COMMON ROAD COLLIDING WITH VEHICLE 1.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Not known
Age of Driver : 21 Breath test: Not requested

Contributory Factors : 405

Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 31 Male Passenger Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Moving off
First point of impact: Front
Vehicle direction: E to W Journey: Not known
Age of Driver : 26 Breath test: Not requested

Contributory Factors : 405

Casualty Reference: 3 Age: 26 Female Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

20947311 21/04/2020 Tuesday Time: 1922 Vehicles 2 Casualties 2 Serious
Easting: 469,328 Northing: 416,111
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: MOORENDS ROAD DONCASTER AT OR NR JN WITH NORTH COMMON ROAD
Description: V01 TRAVELLING ON GOOLE ROAD IN DIRECTION OF MOORENDS, FOLLOWED BY V002 IN CONVOY. V001 INITIATED A RIGHT TURN ONTO NORTH COMMON ROAD AS V002 COMMENCES AN OVERTAKE. COLLISION OCCURRED IN CENTRE OF CARRIAGEWAY. NO ROAD FURNITURE DAMAGE

Vehicle Reference: 1 Motorcycle over 500cc Turning right
First point of impact: Offside
Vehicle direction: N to SW Journey: Other
Age of Driver : 30 Breath test: Negative

Contributory Factors : 602

Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Motorcycle over 50cc and up Overtaking moving vehicle on its offside
First point of impact: Front
Vehicle direction: N to S Journey: Other
Age of Driver : 19 Breath test: Negative

Contributory Factors : 602

Casualty Reference: 2 Age: 19 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

20957910 14/06/2020 Sunday Time: 1400 Vehicles 2 Casualties 1 Slight
Easting: 467,640 Northing: 414,044
Fine without high winds Road Surface: Dry Daylight
Road Type: Slip road Speed Limit: 70

Location: M18 J6 NORTHBOUND EXIT DONCASTER AT OR NR JN WITH WATERSIDE ROUNDABOUT (A614)
Description: V1 HAS BEEN WAITING AT M18 JUNCTION NORTH EXIT SLIP ROAD ROUNDABOUT WHEN V2 HAS COLLIDED INTO THE REAR OF IT .

Vehicle Reference: 1 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: SW to N Journey: Other
Age of Driver : 53 Breath test: Not requested

Contributory Factors : 602

Vehicle Reference: 2 Car Slowing or Stopping
First point of impact: Front
Vehicle direction: SW to N Journey: Other
Age of Driver : 29 Breath test: Negative

Contributory Factors : 602

Casualty Reference: 1 Age: 11 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

20958537 18/06/2020 Thursday Time: 1650 Vehicles 2 Casualties 1 Serious
Easting: 469,387 Northing: 414,486
Raining with high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 40

Location: MARSHLAND ROAD DONCASTER
Description: IP HAS BEEN RIDING HIS BIKE IN CONVOY WITH A FRIEND ON THEIR BIKE ALSO. THE DRIVER OF THE BMW HAS SEEN ONE BIKE GO PAST AND DECIDED TO PULL OUT BUT COLLIDED WITH CAS, CAUSING HIM TO SUFFER HEAVY BLEEDING FROM HIS LEG. CAS TELLS OFFICERS THAT BOTH PAR
TIES WERE EQUALLY AT FAULT AND THAT THE BMW DRIVER HAS OFFERED TO PAY FOR THE DAMAGE TO HIS BIKE.

Vehicle Reference: 1 Car Moving off
First point of impact: Front
Vehicle direction: S to N Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors :

Vehicle Reference: 2 Pedal cycle Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Not known
Age of Driver : 43 Breath test: Not applicable

Contributory Factors :

Casualty Reference: 1 Age: 43 Male Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

20967633 25/07/2020 Saturday Time: 1035 Vehicles 2 Casualties 1 Slight
Easting: 467,424 Northing: 415,558
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: SELBY ROAD (A614) DONCASTER AT OR NR JN WITH NORTH COMMON ROAD
Description: VEHICLE 2 WAS TURNING RIGHT ONTO SELBY FROM NORTH COMMON ROAD AS HE DID SO HE COLLIDED WITH AN ONCOMING VEHICLE (VEHICLE 1) THAT WAS TRAVELLING IN THE DIRECTION TOWARDS SUTTON BRIDGE. VEHICLE 1 TRIED TO AVERT A COLLISION AND ONLY GLANCED VEHICLE 2 ON ITS NEAR SIDE, VEHICLE 1 ENDED UP IN THE DITCH AT THE SIDE OF THE ROAD. HEDGES BELONGING TO THE THIRD PARTY LANDOWNER WERE ALSO DAMAGED. VEHICLE 1 FRONT SEAT PASSENGER SUSTAINED MINOR INJURIES TO HER HAND.

Vehicle Reference: 1 Car Going ahead
First point of impact: Offside
Vehicle direction: S to N Journey: Not known
Age of Driver : 24 Breath test: Negative

Contributory Factors : 406 405

Casualty Reference: 1 Age: 25 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Turning right
First point of impact: Nearside
Vehicle direction: E to N Journey: Not known
Age of Driver : 83 Breath test: Negative

Contributory Factors : 406 405

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

20972903 16/08/2020 Sunday Time: 1530 Vehicles 2 Casualties 2 Slight
Easting: 469,424 Northing: 415,701
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: MARSHLAND ROAD DONCASTER AT OR NR JN WITH GRANGE ROAD
Description: V1 WAS TURNING AROUND AT THE MOUTH OF JUNCTION GRANGE ROAD/MARSHLAND ROAD IN ORDER TO HEAD IN THE DIRECTION HEADING OUT OF MOORENDS. HE'S LOOKED AND INDICATED TO MAKE A TURN BUT V2 WHICH WAS TRAVELLING IN THE DIRECTION COMING INTO MOORENDS, ALONG MARSHLA
ND ROAD, COLLIDED WITH V1. BOTH VEHICLES ENDED UP TOGETHER SIDE BY SIDE ACROSS THE ROAD ON THE SIDE OF THE PREMIER SHOP. DRIVER OF V1 HAS A BRUISE ON HIS ARM FROM THE COLLISION BUT IS OTHERWISE OKAY. THE YOUNG DAUGHTER OF THE DRIVER OF V2 COMPLAINED OF A
VERY MINOR LEG INJURY. SHE WILL BE GOING TO DRI WITH HER MOTHER TO BE CHECKED OVER.

Vehicle Reference: 1 Car U turn
First point of impact: Offside
Vehicle direction: N to N Journey: Not known
Age of Driver : 46 Breath test: Not requested

Contributory Factors : 406 405

Casualty Reference: 1 Age: 46 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Not known
Age of Driver : 32 Breath test: Not requested

Contributory Factors : 406 405

Casualty Reference: 2 Age: 13 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211012903 04/01/2021 Monday Time: 2220 Vehicles 1 Casualties 1 Serious
Easting: 467,524 Northing: 414,579
Other Road Surface: Wet/Damp Darkness: street lighting unknown
Road Type: Single carriageway Speed Limit: 60

Location: SELBY ROAD (A614) - 93 METRES FROM JUNCTION WITH LAND ENDS ROAD
Description: CALLER STATES HE HAS BEEN DRIVING DOWN THE ROAD WHEN SOMETHING HAS SHOT OUT OF A BUSH, CALLER HAS BRAKED HARD AND AT FIRST ON THE INCIDENT STATES HIS BACK END HAS SLID AND CAR WENT IN A DITCH, IT THEN STATES THAT CALLER HAS HIT A FENCE AND GONE INTO A ST
EEP DYKE THEN A 10 FT EMBAKEMENT IS MENTIONED. CALLER HAS A DISLOCATED SHOULDER, CUT HEAD, CUT FINGERS AND STATES HE PASSES OUT AFTER THE ACCIDENT.

Vehicle Reference: 1 Car Going ahead
First point of impact: Back
Vehicle direction: N to S Journey: Not known
Age of Driver : 23 Breath test: Not requested

Contributory Factors : 410

Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211018141 28/01/2021 Thursday Time: 0830 Vehicles 2 Casualties 1 Slight
Easting: 467,775 Northing: 413,969
Fine without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 60

Location: SELBY ROAD (A614) NEAR JUNCTION WITH SELBY ROAD (A614)
Description: V1 HIT FROM BEHIND BY V2 ON SELBY ROAD THORNE - EXCHANGED DETAILS BUT DRIVER OF V1 HAS INJURIES

Vehicle Reference: 1 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: SE to NW Journey: Not known
Age of Driver : 31 Breath test: Not requested

Contributory Factors : 308

Casualty Reference: 1 Age: 31 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Goods vehicle - unknown Going ahead
First point of impact: Front
Vehicle direction: SE to NW Journey: Journey as part of work
Age of Driver : Breath test: Not requested

Contributory Factors : 308

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211024261 26/02/2021 Friday Time: 1150 Vehicles 2 Casualties 1 Serious
Easting: 467,427 Northing: 415,556
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: SELBY ROAD (A614) AT JUNCTION WITH NORTH COMMON ROAD
Description: BOTH VEHICLE 1 AND 2 TRAVELLING ALONG SELBY ROAD A614 AWAY FROM DIRECTION OF M18 TOWARDS SELBY. VEHICLE 1 OVERTAKES A SLOW MOVING TRACTOR AND MOVES ONTO CORRECT SIDE OF ROAD BEFORE THEN COMMENCING RIGHT HAND TURN ONTO NORTH COMMON ROAD. VEHICLE 2 ALSO
OVERTAKING SLOW MOVING TRACTOR AND STARTS TO COMMENCE OVERTAKE OFF VEHICLE 1 AND COLLIDES INTO OFFSIDE OF VEHICLE 1. VEHICLE 2 EXITS ROAD INTO FIELD ON OFFSIDE.

Vehicle Reference: 1 Car Turning right
First point of impact: Offside
Vehicle direction: S to E Journey: Journey as part of work
Age of Driver : 37 Breath test: Negative

Contributory Factors : 405 405

Vehicle Reference: 2 Motorcycle over 500cc Overtaking moving vehicle on its offside
First point of impact: Front
Vehicle direction: S to N Journey: Other
Age of Driver : 45 Breath test: Not provided (medical)

Contributory Factors : 405 405

Casualty Reference: 1 Age: 45 Male Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211038685 24/04/2021 Saturday Time: 1025 Vehicles 2 Casualties 2 Slight
Easting: 467,491 Northing: 413,801
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: M18 - 104 METRES FROM JUNCTION WITH M18, NB JCT 6
Description: VEHICLE 2 TRAVELLING LANE 1 OR 2 M18 NB, VEHICLE 1 OVERTAKES AND CUTS BACK INTO LEFT HAND LANE COLLIDING WITH VEHICLE 2

Vehicle Reference: 1 Car Changing lane to left
First point of impact: Nearside
Vehicle direction: SW to NE Journey: Journey as part of work
Age of Driver : 38 Breath test: Negative

Contributory Factors : 406

Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: SW to NE Journey: Other
Age of Driver : 66 Breath test: Negative

Contributory Factors : 406

Casualty Reference: 2 Age: 66 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211041764 01/05/2021 Saturday Time: 1148 Vehicles 2 Casualties 1 Serious
Easting: 467,425 Northing: 415,557
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: SELBY ROAD (A614) AT JUNCTION WITH NORTH COMMON ROAD
Description: V1 TURNED ACROSS V2 CAUSING COLLISION.

Vehicle Reference: 1 Car Turning right
First point of impact: Front
Vehicle direction: S to E Journey: Other
Age of Driver : 21 Breath test: Negative

Contributory Factors : 405

Vehicle Reference: 2 Motorcycle over 50cc and up Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Other
Age of Driver : 53 Breath test: Not provided (medical)

Contributory Factors : 405

Casualty Reference: 1 Age: 53 Male Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211043709 09/05/2021 Sunday Time: 1338 Vehicles 2 Casualties 1 Slight
Easting: 469,443 Northing: 415,209
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: MARSHLAND ROAD AT JUNCTION WITH WEMBLEY ROAD
Description: V1 ARRIVED AT JUNCTION AND FAILED TO SEE CYCLIST ON MAIN ROAD AND COLLIDED WITH THE SIDE OF THEM KNOCKING THEM OFF

Vehicle Reference: 1 Car Turning left
First point of impact: Offside
Vehicle direction: E to S Journey: Other
Age of Driver : 31 Breath test: Negative

Contributory Factors :

Vehicle Reference: 2 Pedal cycle Going ahead
First point of impact: Nearside
Vehicle direction: N to S Journey: Other
Age of Driver : 64 Breath test: Not applicable

Contributory Factors :

Casualty Reference: 1 Age: 64 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211049991 27/05/2021 Thursday Time: 1000 Vehicles 2 Casualties 1 Slight
Easting: 469,445 Northing: 415,222
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: MARSHLAND ROAD NEAR JUNCTION WITH WEMBLEY ROAD
Description: VEH 1 WAS DRIVING AT THE T JUNCTION AROUND 5 METRES BEHIND - VEH 2 CUT HIM OFF HITTING FRONT DRIVERS SIDE, VEH 2 DROVE AWAY. AN AMBULANCE WAS CALLED SO AFTER 4 HOURS ON THE SCENE HE WENT HOME AND THE AMBULANCE WENT THERE . VEH 1 HAS DASHCAM FOOTAGE W AN IMAGE. A NEIGHBOUR CONFIRMS WHO IT WAS A WITNESS HAS THE REGISTRATION NUMBER. THE AIR BAGS WERE DEPLOYED

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Not known
Age of Driver : 54 Breath test: Not requested

Contributory Factors : 403

Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Overtaking moving vehicle on its offside
First point of impact: Nearside
Vehicle direction: N to S Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 403

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211064891 10/07/2021 Saturday Time: 1910 Vehicles 1 Casualties 2 Slight
Easting: 467,643 Northing: 414,114
Raining without high winds Road Surface: Wet/Damp Daylight
Road Type: Roundabout Speed Limit: 60

Location: SELBY ROAD (A614) AT JUNCTION WITH SELBY ROAD (A614)
Description: THE DRIVER WAS OPL. SHE HAD BEEN FOR A MEAL AND WAS DRINKING IN YORK. THEY CAUGHT THE TRAIN BACK AND DROVE FROM THE STATION BACK HOME. ON THE ROUNDABOUT AT J6 M18, THE DRIVER AND HER PARTNER WHO WAS FRONT SEAT PASSENGER WERE ARGUING AND BY HER OWN ADMIS SION SHE ACCELERATED HARD AROUND THE ROUNDABOUT FROM SELBY RD, THORNE AND LOST CONTROL LEAVING THE ROUNDABOUT BETWEEN WATERSIDE AND A614 SELBY RD, AND THE CAR WENT INTO A LARGE DITCH 40 FEET DOWN, CAUSING SIGNIFICANT DAMAGE. BOTH OCCUPANTS HAVE MINOR INJ
URIES, CUTS AND BRUISES.

Vehicle Reference: 1 Car Turning right
First point of impact: Front
Vehicle direction: SW to SE Journey: Other
Age of Driver : 35 Breath test: Positive

Contributory Factors : 501

Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 43 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211083709 02/09/2021 Thursday Time: 1435 Vehicles 2 Casualties 1 Slight
Easting: 469,058 Northing: 415,759
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: NORTH COMMON ROAD AT JUNCTION WITH MOUNT PLEASANT ROAD
Description: D1 WAS AT THE JUNCTION, AND AS D1 STARTED TO PULL OUT HE CLIPPED A VEHICLE CAUSING D2 TO HIT A WALL AND SWERVE INTO A FIELD.

Vehicle Reference: 1 Car Turning right
First point of impact: Front
Vehicle direction: S to E Journey: Journey as part of work
Age of Driver : 46 Breath test: Not requested

Contributory Factors : 602

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : 57 Breath test: Not requested

Contributory Factors : 602

Casualty Reference: 1 Age: 57 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211097005 06/10/2021 Wednesda Time: 1418 Vehicles 2 Casualties 2 Slight
Easting: 467,428 Northing: 415,557
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: SELBY ROAD (A614) AT JUNCTION WITH NORTH COMMON ROAD
Description: V1 TURNING RIGHT ON TO SELBY ROAD FROM NORTH COMMON RD. V1 EDGING OUT TO GET A VIEW, DRIVER STATES THAT HE WAS TRYING TO PULL OUT TO GET A VIEW PAST THE HEDGE/SHRUBBERY, BECAUSE THE FRONT END IS FAIRLY LONG ON HIS VEHICLE, V2 TRAVELLING WEST ON SELBY RD, TRIED TO SWERVE BUT COULD NOT IN TIME, COLLIDED WITH V1 AT THE JUNCTION.

Vehicle Reference: 1 Car Turning right
First point of impact: Front
Vehicle direction: E to N Journey: Not known
Age of Driver : 91 Breath test: Not requested

Contributory Factors : 405 406

Casualty Reference: 1 Age: 91 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Van or Goods <= 3.5 tonnes Going ahead
First point of impact: Nearside
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : 32 Breath test: Not requested

Contributory Factors : 405 406

Casualty Reference: 2 Age: 32 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211102419 22/10/2021 Friday Time: 1335 Vehicles 2 Casualties 3 Slight
Easting: 469,177 Northing: 415,833
Raining without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 60

Location: NORTH COMMON ROAD - 141 METRES FROM JUNCTION WITH MOUNT PLEASANT ROAD
Description: VEHICLE 1 HAS BEEN TRAVELLING ON NORTH COMMON ROAD, MOORENDS,DONCASTER TOWARDS THE JUNCTION OF MARSHLAND ROAD, MOORENDS DONCASTER AND COLLIDED WITH VEHICLE 2 WHICH WAS TRAVELLING IN THE OPPOSITE DIRECTION.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: NE to SW Journey: Other
Age of Driver : 52 Breath test: Not requested

Contributory Factors : 602 503

Casualty Reference: 1 Age: 75 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: NE to SW Journey: Other
Age of Driver : 82 Breath test: Not requested

Contributory Factors : 602 503

Casualty Reference: 2 Age: 82 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 3 Age: 55 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211103540 23/10/2021 Saturday Time: 1600 Vehicles 2 Casualties 1 Slight
Easting: 467,640 Northing: 414,040
Other Road Surface: Wet/Damp Daylight
Road Type: Slip road Speed Limit: 70

Location: M18 NORTHBOUND
Description: VEHICLE 1 WAS ON THE EXIT OF JUNCTION 6 M18 IN THE LEFT HAND LANE AND VEHICLE 2 FAILED TO STOP AND COLLIDES WITH THE REAR OF VEHICLE 1. THEY DID EXCHANGE REGISTRATIONS BUT THE DRIVER OF VEHICLE 1 HAS SUSTAINED MINOR WHIPLASH INJURIES.

Vehicle Reference: 1 Car Going ahead
First point of impact: Back
Vehicle direction: SW to NE Journey: Other
Age of Driver : 28 Breath test: Not requested

Contributory Factors : 308

Casualty Reference: 1 Age: 28 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: SW to NE Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 308

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211110941 27/10/2021 Wednesda Time: 1812 Vehicles 1 Casualties 1 Slight
Easting: 467,793 Northing: 414,194
Fine without high winds Road Surface: Dry Darkness: no street lighting
Road Type: Slip road Speed Limit: 70

Location: M18 - ENTRY SLIP AT JUNCTION SLIP
Description: UNKNOWN REASON THE DRIVER OF V1 HAS VEERED ACROSS THE ON SLIP FROM THE M18 AND THEN DOWN AN EMBANKMENT.

Vehicle Reference: 1 Goods >= 7.5 tonnes mgw Going ahead
First point of impact: Front
Vehicle direction: S to N Journey: Journey as part of work
Age of Driver : 53 Breath test: Negative

Contributory Factors : 999

Casualty Reference: 1 Age: 53 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

211128724 21/12/2021 Tuesday Time: 2032 Vehicles 5 Casualties 1 Serious
Easting: 469,436 Northing: 415,558
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: MARSHLAND ROAD - 34 METRES FROM JUNCTION WITH ALEXANDRA ROAD
Description: VEHICLE 1, WAS PARKED ON THE SIDE OF MARSHLAND ROAD OUTSIDE NUMBER 80. IT PULLED OUT AND VEHICLE 2 COLLIDED WITH VEHICLE 1 AS IT WAS TRAVELLING DOWN MARSHAL ROAD AWAY FROM THORNE, FROM BEHIND VEHICLE 1. THE FRONT RIGHT END OF VEHICLE ONE HIT THE FRONT LEFT SIDE OF VEHICLE 2. VEHICLE 2 THEN COLLIDED WITH THE REAR OF VEHICLE 3, WHICH IN TURN HIT THE FRONT OF VEHICLE 4, WHICH THEN HIT THE REAR OF VEHICLE 5, VEHICLES 3, 4 AND 5 WERE PARKED ONTHE SIDE OF THE ROAD, ON THE RIGHT HAND SIDE, IN THE DIRECTION A WAY FROM THORNE. DAMAGE WAS CAUSED TO THE FRONT OF VEHICLE 5, THE FRONT AND REAR OF VEHICLE 4, THE FRONT AND REAR OF VEHICLE 3. THESE 3 VEHICLES WERE ALL PUSHED APPROXIMATELY 5 METRES BACKWARDS DOWN THE ROAD BY VEHICLE 2 WHEN IT WAS HIT. NONE OF THESE V EHICLES HAS OCCUPANTS AT THE TIME OF THE COLLISION. SEVERE DAMAGE WAS CAUSED TO VEHICLE 2 ON THE ENTIRE LEFT SIDE AND FRONT. DAMAGE WAS CAUSED TO THE WHOLE FRONT OF VEHICLE 1.

Vehicle Reference: 1 Car Moving off
First point of impact: Front
Vehicle direction: S to N Journey: Other
Age of Driver : 30 Breath test: Negative

Contributory Factors : 602

Vehicle Reference: 2 Car Overtaking stationary vehicle on its offside
First point of impact: Offside
Vehicle direction: S to N Journey: Other
Age of Driver : 39 Breath test: Negative

Contributory Factors : 602

Casualty Reference: 1 Age: 36 Female Passenger Severity: Serious

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020** **and** **17/03/2025** **(63) months**
Selection: **Notes:**
Selected using Manual Selection

Vehicle Reference: 3 Car Parked
First point of impact: Back
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : Breath test: Not requested

Contributory Factors : 602

Vehicle Reference: 4 Car Parked
First point of impact: Front
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : Breath test: Not requested

Contributory Factors : 602

Vehicle Reference: 5 Car Parked
First point of impact: Back
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : Breath test: Not requested

Contributory Factors : 602

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

221182157 21/05/2022 Saturday Time: 1300 Vehicles 2 Casualties 4 Slight
Easting: 469,442 Northing: 415,524
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location:
Description: V1 AND V2 IN A COLLISION, AT JUNCTION OF ALEXANDRA ROAD, AND MARSHLAND ROAD, MOORENDS. V1 HEADING IN ONE DIRECTION, V2 HEADING
IN THE OPPOSITE DIRECTION, SUDDENLY CAME INTO THE PATH OF V1. MINOR OK UP, MINOR SPRAIN AND STRAINS, STIFFNESS. BOTH VEHICLES POSSIBLE WRITE OFF.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: N to NE Journey: Other
Age of Driver : 54 Breath test: Not requested

Contributory Factors : 999 999

Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 74 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 3 Age: 29 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: S to SW Journey: Not known
Age of Driver : 78 Breath test: Not requested

Contributory Factors : 999 999

Casualty Reference: 4 Age: 78 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

221199412 15/07/2022 Friday Time: 1200 Vehicles 1 Casualties 1 Serious
Easting: 469,422 Northing: 415,703
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: MARSHLAND ROAD AT JUNCTION WITH GRANGE ROAD, MOORENDS, DONCASTER, DONCASTER
Description: DPD DELIEVERY DRIVER DRIVING FROM GRANGE ROAD AND TURNING RIGHT ONTO MARSHLAND ROAD AND IN DOING SO HAS HIT A LADY WHO WAS WALKING CROSS THE ROAD AT THE TIME.

Vehicle Reference: 1 Goods vehicle - unknown Turning right
First point of impact: Front
Vehicle direction: E to N Journey: Journey as part of work
Age of Driver : 21 Breath test: Not requested

Contributory Factors : 602 802

Casualty Reference: 1 Age: 54 Female Pedestrian Severity: Serious
Ped Dir: Pedestrian Ped Movement : Driver's offside
Ped Location: In carr elsewhere

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

221242155 14/11/2022 Monday Time: 1730 Vehicles 2 Casualties 1 Serious
Easting: 469,396 Northing: 414,598
Raining without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 40

Location:
Description: FEMALE WAS TRAVELLING ON HER PUSH BIKE ON MARSHLAND ROAD IN THE DIRECTION OF THORNE, DONCASTER AT THE JUNCTION OF WILKINSON AVENUNE, THE FEMALE IS ON THE FOOT PATH AND RECALLS ATTEMPTING TO CROSS THE ROAD, WHEN SHE HAS DONE THIS SHE HAS BEEN STRUCK BY A BLACK VEHICLE, RESULTING IN HER BEING KNOCKED OF HER PUSH BIKE AND BEING THROWN IN THE AIR LANDING ON HER BACK CAUSING PAIN AT THE TOP OF HER BACK. THE FEMALE CANNOT RECALL THE EXACT CIRCUMSTANCES AS SHE BELIEVES SHE MAY HAVE BEEN KNOCKED OUT. IT CAN
NOT BE CONFIRMED IF THE VEHICLE HAS MOUNTED THE KERB OR REMAINED IN THE CARRIGEWAY.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 601

Vehicle Reference: 2 Pedal cycle Moving off
First point of impact: Front
Vehicle direction: SE to SW Journey: Not known
Age of Driver : 13 Breath test: Not applicable

Contributory Factors : 601

Casualty Reference: 1 Age: 13 Female Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

231260776 07/01/2023 Saturday Time: 1540 Vehicles 2 Casualties 2 Slight
Easting: 467,577 Northing: 413,844
Fine without high winds Road Surface: Dry Darkness: no street lighting
Road Type: Slip road Speed Limit: 70

Location:
Description: IT WOULD APPEAR THAT V2 HAS SLOWED DOWN DUE TO EXTREMELY BRIGHT LOW SETTING SUN, THE DRIVER OF V1 HAS HAD THE SAME PROBLEM AND NOT SEEN V2 SLOWING DOWN. V1 HAS THEN COLLIDED WITH THE REAR OF V2.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Other
Age of Driver : 30 Breath test: Negative

Contributory Factors : 706

Casualty Reference: 2 Age: 69 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Back
Vehicle direction: N to S Journey: Other
Age of Driver : 69 Breath test: Negative

Contributory Factors : 706

Casualty Reference: 1 Age: 69 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

231269330 28/01/2023 Saturday Time: 2249 Vehicles 1 Casualties 1 Slight
Easting: 468,645 Northing: 415,708
Fine without high winds Road Surface: Dry Darkness: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: NORTH COMMON ROAD, THORNE, DONCASTER, DONCASTER
Description: 3 X BLACK/BROWN HORSES HAD ESCAPED OUT OF THEIR FIELD AND WERE RUNNING DOWN THE ROAD, WHICH IS UNLIT, THE VEHICLE INVOLVED IN THE COLLISION WAS TRAVELLING AT APPROXIMATELY 60 MPH WHEN 1 OF THE HORSES COLLIDED WITH THE FRONT OF THE VEHICLE, CAUSING THE BO NNET TO CRUMPLE AND ALL AIRBAGS INSIDE THE VEHICLE WERE DEPLOYED. THE HORSE'S HEAD STRUCK THE WINDSCREEN AND PROTRUDED THROUGH THE VEHICLE. THE HORSE HAS THEN COLLAPSED AT THE SIDE OF THE ROAD AND DIED A COUPLE OF MINUTES AFTER THE IMPACT.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Other
Age of Driver : 49 Breath test: Not requested

Contributory Factors : 999

Casualty Reference: 1 Age: 49 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

231274912 09/02/2023 Thursday Time: 1500 Vehicles 2 Casualties 1 Slight
Easting: 467,511 Northing: 414,802
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: SELBY ROAD (A614) AT JUNCTION WITH FERRY ROAD, THORNE, DONCASTER
Description: V1 FAILED TO LOOK PROPERLY AS HE EMERGED FROM JUNCTION ENTERING MAIN CARRIAGEWAY AND V2 NOT HAD TIME TO STOP SUFFICIENTLY. V2 HAS THEN TRIED TO AVOID V1 AND COLLIDED V2'S N/S/F COLLIDED WITH V1'S O/S/R SPINNING IT INTO THE GRASS VERGE AND DOWN A DITCH

Vehicle Reference: 1 Car Moving off
First point of impact: Back
Vehicle direction: E to S Journey: Other
Age of Driver : 66 Breath test: Not requested

Contributory Factors : 405

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Other
Age of Driver : 27 Breath test: Not requested

Contributory Factors : 405

Casualty Reference: 1 Age: 27 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

231297585 17/04/2023 Monday Time: 2023 Vehicles 2 Casualties 2 Serious
Easting: 469,325 Northing: 416,113
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location:
Description: V1 HAS BEEN DRIVING AT SPEED AND DURING THE OVERTAKE OF V2 IT HAS COLLIDED INTO THE OFFSIDE OF V2 CAUSING DAMAGE TO BOTH VEHICLES. DRIVER OF V1 HAS LEFT THE SCENE ON FOOT.

Vehicle Reference: 1 Car Overtaking moving vehicle on its offside
First point of impact: Nearside
Vehicle direction: N to S Journey: Not known
Age of Driver : 38 Breath test: Driver not contacted

Contributory Factors : 601

Casualty Reference: 2 Age: 41 Female Passenger Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Turning right
First point of impact: Offside
Vehicle direction: N to SW Journey: Other
Age of Driver : 36 Breath test: Not requested

Contributory Factors : 601

Casualty Reference: 1 Age: 36 Female Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

231316737 09/06/2023 Friday Time: 0700 Vehicles 2 Casualties 1 Slight
Easting: 467,725 Northing: 414,043
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: M18, SOUTHBOUND JUNCTION 6, DONCASTER
Description: V1, UNKNOWN VAN, WAS TRAVELLING SOUTHBOUND ON THE M18 IN LANE 2, V2 AN ARTICULATED HGV WITH HAZCHEM ON BOARD WAS BEHIND V1 IN LANE 1. AS THE VEHICLES PASSED OVER J6 V1 RAN OVER A METAL OBJECT THROWING IT UPWARDS INTO THE PATH OF V2 AND INTO THE OFFSIDE W INDSCREEN AREA CAUSING THE WINDOW TO SMASH PROJECTING GLASS INTO THE CAB AND CAUSING MINOR CUTS TO HIS FACE. THE DRIVER WAS ABLE TO MAINTAIN CONTROL OF THE VEHICLE AND HAD THE PRESENCE OF MIND TO BRING IT TO A CONTROLLED STOP ON THE ENTRY SLIP OF THE M18 JUNCTION 6. FIRST AID GIVEN BY HETO. AMB REFUSED.

Vehicle Reference: 1 Goods vehicle - unknown weight Going ahead
First point of impact: Did not impact
Vehicle direction: N to S Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 109

Vehicle Reference: 2 Goods vehicle - unknown weight Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : 61 Breath test: Negative

Contributory Factors : 109

Casualty Reference: 1 Age: 61 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

231317335 10/06/2023 Saturday Time: 1450 Vehicles 2 Casualties 1 Serious
Easting: 467,510 Northing: 414,672
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: SELBY ROAD (A614) AT JUNCTION WITH LAND ENDS ROAD, THORNE, DONCASTER

Description: DRIVER OF VEHICLE 1 HAS BEEN DRIVING ON THE A614, SELBY ROAD IN THE DIRECTION OF RAWCLIFFE. DRIVER OF VEHICLE 1 HAS APPROACHED THE JUNCTION OF LAND ENDS ROAD AND HAS THEN INDICATED TO TURN, HE HAS COME TO A STOP AND BEGAN TO TURN AND VEHICLE 2 A MOTORCYC
LE HAS OVERTAKEN AT THIS POINT ON THE JUNCTION CAUSING THE OFFSIDE OF VEHICLE 1 TO COLLIDE WITH THE MOTORCYCLE. RIDER OF VEHICLE 2 HAS THEN BEEN KNOCKED OFF THE MOTORCYCLE. INJURY CAUSED TO THE RIDERS LEFT COLLAR BONE WITH AN ABRASION AND LACERATION.

RIDER OF VEHICLE 2 HAS OVERTAKEN AT THE SITE OF A JUNCTION, THE SUN
WAS VERY BRIGHT THAT DAY AND THE RIDER NOTED THAT HE DID NOT SEE THE INDICATORS ON THE VEHICLE. BOTH PARTIES WERE HAPPY TO
ANCE. BOTH PARTIES BLEW ZERO AT THE ROAD SIDE.

Vehicle Reference: 1 Car Turning right
First point of impact: Offside
Vehicle direction: S to E Journey: Not known
Age of Driver : 27 Breath test: Negative

Contributory Factors : 706

Vehicle Reference: 2 Motorcycle - unknown cc Overtaking moving vehicle on its offside
First point of impact: Nearside
Vehicle direction: S to N Journey: Not known
Age of Driver : 41 Breath test: Negative

Contributory Factors : 706

Casualty Reference: 1 Age: 41 Male Driver/rider Severity: Serious

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

231355826 24/09/2023 Sunday Time: 1600 Vehicles 2 Casualties 1 Slight
Easting: 469,452 Northing: 415,377
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: MARSHLAND ROAD NEAR JUNCTION WITH WEST ROAD, MOORENDS, DONCASTER
Description: V1 HAS BEEN DRIVING DOWN MARSHLAND ROAD, MOORENDS APPROACHING THE JUNCTION AT WEST ROAD. V2 HAS PULLED OUT WITHOUT INDICATING INTO THE PATH OF V1 CAUSING A COLLISION. DAMAGE HAS BEEN CAUSED TO THE BUMPER, BONNET, WINDSCREEN AND REAR LEFT BRAKE LIGHT.
THE DRIVER OF V2 HAS EXITED THE VEHICLE TO CHECK THE WELFARE OF THE DRIVER OF V1 BUT THEN HAS GOT BACK INTO HIS CAR AND DRIVEN AWAY FROM THE SCENE WITHOUT EXCHANGING INSURANCE DETAILS.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : 43 Breath test: Not requested

Contributory Factors : 302 602 508

Casualty Reference: 1 Age: 43 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Turning right
First point of impact: Offside
Vehicle direction: E to N Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 302 602 508

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

241405918 11/01/2024 Thursday Time: 1030 Vehicles 2 Casualties 1 Slight
Easting: 467,638 Northing: 414,046
Fine without high winds Road Surface: Dry Daylight
Road Type: Slip road Speed Limit: 40

Location: M18, THORNE, DONCASTER
Description: V001 - TRAVELING NORTH ON M18 J6 EXIT SLIP ROAD LEFT LANE STATIONARY WAITING TO PULL ONTO ROUNDABOUT V002 - COLLIDED WITH REAR OF V001

Vehicle Reference: 1 Car Moving off
First point of impact: Back
Vehicle direction: S to N Journey: Other
Age of Driver : 53 Breath test: Not requested

Contributory Factors : 308

Casualty Reference: 1 Age: 53 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Goods vehicle - unknown Slowing or Stopping
First point of impact: Front
Vehicle direction: S to N Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 308

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

241429975 10/04/2024 Wednesda Time: 0710 Vehicles 2 Casualties 1 Serious
Easting: 469,777 Northing: 413,570
Fine without high winds Road Surface: Dry Daylight
Road Type: Unknown Speed Limit: 60

Location: CHURCH BALK NEAR JUCNTION WITH MOOR EDGES ROAD
Description: V1 HAS BEEN DRIVING DOWN MOOREDGES ROAD. HIS VISION HAS BECOME RESTRICTED DUE TO THE SUN SHINING IN HIS FACE. HE HAS ATTEMPTED TO PULL DOWN THE SUN VISOR AND HAS DRIFTED ONTO THE OPPOSITE SIDE OF THE ROAD HITTING V2 IN THE FRONT.

Vehicle Reference: 1 Car Going ahead right hand bend
First point of impact: Front
Vehicle direction: SE to SW Journey: Journey as part of work
Age of Driver : 26 Breath test: Not requested

Contributory Factors : 706

Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Serious

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: SW to SE Journey: Journey as part of work
Age of Driver : 53 Breath test: Not requested

Contributory Factors : 706

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

241440969 09/05/2024 Thursday Time: 1614 Vehicles 2 Casualties 1 Slight
Easting: 469,450 Northing: 415,402
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: MARSHLAND ROAD NEAR JUNCTION WITH NEWHOLME DRIVE, MOORENDS, DONCASTER
Description: RIDER OF V1 HAS BEEN TRAVELLING NORTH ALONG MARSHLAND ROAD WHEN V2 HAS PULLED OUT OF THE JUNCTION OF NEWHOLME DRIVE, MOORENDS. V1
HAS HIT THE OFFSIDE FRONT CORNER OF V2. V1 HAS BEEN RIDDEN BY A

Vehicle Reference: 1 Motorcycle - unknown cc Going ahead
First point of impact: Front
Vehicle direction: S to N Journey: Other
Age of Driver : 16 Breath test: Negative

Contributory Factors : 605

Casualty Reference: 1 Age: 16 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Turning right
First point of impact: Offside
Vehicle direction: W to S Journey: Other
Age of Driver : 64 Breath test: Negative

Contributory Factors : 605

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

241478076 09/08/2024 Friday Time: 1644 Vehicles 2 Casualties 2 Fatal
Easting: 469,361 Northing: 415,980
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: MARSHLAND ROAD - 48 METRES FROM JUNCTION WITH THE AVENUE, MOORENDS, DONCASTER, DONCASTER
Description: V1 TRAVELS FROM DIRECTION OF RAWCLIFFE INTO MOORENDS WHEN IT LOSES CONTROL, COLLIDING WITH PROPERTY AND A PARKED VEHICLE. FATAL INJURIES SUSTAINED TO DRIVER OF V1 AND SERIOUS INJURIES TO PASSENGER OF V1. NO FURTHER PERSONS INJURED. **CAUSES EXTENSIVE DAMAGE TO PROPERTY, PARKED VEHICLE AND FENCING. ALSO REPORTS OF DAMAGED GAS METRE BOX/GAS PIPE**

Vehicle Reference: 1 Car Going ahead
First point of impact: Nearside
Vehicle direction: N to S Journey: Commuting to/from work
Age of Driver : 40 Breath test: Not provided (medical)

Contributory Factors : 410

Casualty Reference: 1 Age: 40 Male Driver/rider Severity: Fatal
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 45 Male Passenger Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Parked
First point of impact: Offside
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : Breath test: 7

Contributory Factors : 410

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

241516119 13/11/2024 Wednesda Time: 1045 Vehicles 5 Casualties 1 Fatal
Easting: 467,792 Northing: 414,156
Fine without high winds Road Surface: Dry Daylight
Road Type: Dual carriageway Speed Limit: 70

Location: M18, DONCASTER
Description: VEHICLES HAVE BEEN QUEUING IN TRAFFIC DUE TO A BACK LOG ON THE M18. VEHICLE 5 HAS COLLIDED WITH THE REAR OF VEHICLE 4, APPEARING NOT TO SLOW OR BRAKE. THIS HAS SUBSEQUENTLY SHUNTED VEHICLE 3, 2 AND 1 INTO ONE ANOTHER.

Vehicle Reference: 1 Car Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: N to S Journey: Other
Age of Driver : 63 Breath test: Negative

Contributory Factors : 406

Vehicle Reference: 2 Goods vehicle - unknown Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : 67 Breath test: Negative

Contributory Factors : 406

Vehicle Reference: 3 Goods vehicle - unknown Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : 47 Breath test: Negative

Contributory Factors : 406

Vehicle Reference: 4 Goods vehicle - unknown Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : 30 Breath test: Negative

Contributory Factors : 406

Accidents between dates **01/01/2020 and 17/03/2025 (63) months**
Selection: **Notes:**
Selected using Manual Selection

Vehicle Reference: 5 Goods vehicle - unknown Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Journey as part of work
Age of Driver : 68 Breath test: Not requested

Contributory Factors : 406

Casualty Reference: 1 Age: 68 Male Driver/rider Severity: Fatal
Ped Dir: Ped Movement :
Ped Location:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	2	6	20	28
2-wheeled motor vehicles	0	4	1	5
Pedal cycles	0	2	1	3
Horses & other	0	0	0	0
Total	2	12	22	36

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	2	5	23	30
Passenger	0	4	9	13
Motorcycle rider	0	4	2	6
Cyclist	0	2	1	3
Pedestrian	0	1	0	1
Other	0	0	0	0
Total	2	15	34	51

ROAD SAFETY AUDIT BRIEF

Project Summary	
Date:	04/05/2026
Document Reference:	P21-3484_TR10_S1 RSA BRIEF_01
Prepared by:	Pegasus Group
On Behalf of:	RWE Renewables UK Solar and Storage Ltd.
AUTHORISATION SHEET	
Project:	Tween Bridge Solar Farm
Report title:	Stage 1 Road Safety Audit Brief – Tween Bridge Solar Farm
PREPARED BY:	
Name:	A. Snartt
Signed:	[redacted]
Organisation:	Pegasus Group
Date:	11/05/2026
I APPROVE THE RSA BRIEF AND INSTRUCT THE RSA TO TAKE PLACE ON BEHALF OF THE OVERSEEING ORGANISATION:	
Name:	
Signed:	
Organisation:	North Lincolnshire Council
Date:	

<table>
<tr><th colspan="5">General Details</th></tr>
<tr><td>Highway Scheme Name & Road Number</td><td colspan="4">P21-3484_TR10_s1RSA – Tween Bridge DCO – Accesses within North Lincolnshire Council authority area</td></tr>
<tr><td colspan="5">Type of Scheme
e.g. new road scheme, smart motorway, junction improvement, traffic signs and road markings improvement, traffic calming, etc.</td></tr>
<tr><td colspan="5">Access arrangements for construction and operational period of solar farm</td></tr>
<tr><td rowspan="2">RSA Stage
Tick as appropriate ✓</td><td>1 ✓</td><td>2</td><td>3</td><td rowspan="2">4</td></tr>
<tr><td colspan="3">Interim</td></tr>
<tr><td colspan="2">Overseeing Organisation Details</td><td colspan="3">Design Organisation Details</td></tr>
<tr><td colspan="2">North Lincolnshire Council
Church Square House
30-40 High Street
Scunthorpe
DN15 6NL</td><td colspan="3">Pegasus Planning Group Ltd
First Floor, South Wing
Equinox North
Great Park Road
Almondsbury
Bristol
BS32 4QL</td></tr>
<tr><td colspan="2">Police Contact Details (RSA3 Only)</td><td colspan="3">Maintaining Agent Contact Details</td></tr>
<tr><td colspan="2">N/A</td><td colspan="3"></td></tr>
<tr><td colspan="5">RSA Team Membership</td></tr>
<tr><td colspan="5">Darren Newbold – MSC, MCIHT, MSoRSA, National Highways Approved RSA Certificate of Competency – TMS Consultancy
Richard Marriot – Certificate of Education (University of Huddersfield), FCIHT, MITAI, National Highways Approved RSA Certificate of Competency, CFPAB Accredited Counter Fraud Specialist (ACFS) – TMS Consultancy</td></tr>
<tr><td colspan="5">Terms of Reference
Make reference to relevant DMRB documents and other guidance where appropriate.</td></tr>
<tr><td colspan="5">DMRB GG119, CA185</td></tr>
</table>

Scheme Details

Scheme Description/Objective

General
Define the extents of the RSA, include a brief scheme description, the scheme objectives, a start date for construction if known and a completion date. In addition, for stage 4 RSAs, confirm when all related traffic management has been removed.

This Stage 1 Road Safety Audit brief has been prepared by Pegasus Group on behalf of RWE UK in respect of the proposed site accesses associated with the proposed construction of a ground mounted solar park to be known as Tween Bridge Solar Farm (the Scheme). The scheme is subject to a Development Consent Order (DCO).

The Scheme is located between the settlements of Thorne and Crowle, centred at approximately 10 kilometres to the northeast of Doncaster and 14 kilometres to the west of Scunthorpe. The Order Limits (scheme boundary) is split across the administrative boundaries of the City of Doncaster Council (CDC) and North Lincolnshire Council (NLC). The site in its wider geographical context is shown in drawing **Figure 4.1.** The Scheme is generally surrounded by open land with agricultural land uses.

Access to the Scheme is proposed by a number of accesses across the local highway network. This Stage One Road Safety Audit covers the accesses located within the administrative boundary of North Lincolnshire Council.

Site Accesses

Due to the large-scale nature of the Scheme, there are multiple access points proposed, as shown in the Access Overview in **Figure 3.1**.

Appendix A includes a summary table of each proposed site access listed above, including a GoogleMaps location for each of the access points, the road from which it would be served, the speed limit of the road from which it would be served, the achievable visibility splays and the Figure reference. The accesses comprise of both existing agricultural access points and new access points. All Figures/drawings are included within the drawings list as part of this audit brief.

Swept path assessments of the largest construction related vehicle (a 16.5 metre long HGV) are shown in the access drawing Figures. All construction vehicles will access and egress the Scheme in a forward gear, with turning areas provided internal of the Scheme.

Internal of the site, access tracks will be surfaced with loose gravel. For those access points which are currently unsurfaced, it is proposed that the extent of the access point which falls within the extent of adopted highway shall be laid with temporary matting. This shall protect the verge and also collect any loose material from the site as vehicles exit on to the adjacent highway.

The scheme is supported by an Outline Construction Traffic Management Plan, which is included at **Appendix B**.

Design Standards Applied to the Scheme Design
For example, DMRB.

DMRB

Design Speeds
Provide details of applied and/or existing design speeds.

50mph, 60mph

Speed Limits
State whether mandatory or advisory, available speed data.

50mph, 60mph (see Appendix A). ATC survey data for relevant links is enclosed at **Appendix C**. **Figure 2.1** shows the locations of the ATCs undertaken.

Existing Traffic Flows/Queues
To include current automatic traffic counter (ATC) data, up-to-date turning count and queue information etc.

Two-way Annual Average Daily Traffic (AADT) flows were recorded in 2023 for the following roads:

A18 High Levels Bank – 7,582
Marsh Road - 113

The Department for Transport has a count point (reference 38499) located on the A161 within the vicinity of the proposed Access AK location. The AADT estimated using flows on the link from the previous years is 5,342 two-way AADT movements in 2024.

Forecast Traffic Flows
Where available and relevant, provide future traffic flow data including vehicle proportions.

It is anticipated that during the temporary construction period associated with the Scheme, each of the accesses could be associated with an average of up to 18 vehicles per day, comprising of 15 HGVs and 3 LGV movements. In reality, vehicle movements could be lower, dependant on the size of the development area which the access serves. The movements will be outside of the typical AM (0700-0800) and PM (1600-1700) peak hours, which would be secured as a requirement of the DCO, if the Scheme is consented.

Once the Scheme becomes operational, the accesses will be retained and associated with around two trips per day.

Pedestrian, Cyclist & Equestrian Desire Lines
Include details of pedestrian, cyclist and equestrian movements in the vicinity of the scheme and, when applicable the relevant walking, cycling and horse-riding assessment and review reports HD 42/17 [Ref 7.1].

N/A

Environmental Constraints
Include all environmental constraints within the scheme extents, for example sites of special scientific interest (SSSI), conservation areas, listed properties etc.

None

Locality

Description of Locality.

The Scheme is located between the settlements of Thorne and Crowle, centred at approximately 10 kilometres to the northeast of Doncaster and 14 kilometres to the west of Scunthorpe. The Order Limits (scheme boundary) is split across the administrative boundaries of the City of Doncaster Council (CDC) and North Lincolnshire Council (NLC). The site in its wider geographical context is shown in drawing **Figure 4.1.**

General Description
Include road network, road type, relevant land uses etc.

A18 (High Levels Bank)
The A18 is a single carriageway road which is approximately seven metres wide. It is subject to the National Speed Limit (60mph) and facilitates travel between the towns of Hatfield to the west and Scunthorpe to the east. It provides direct access to farmland along its extent. The section of the A18 within the vicinity of the Scheme is generally unlit. Streetlighting and footways are generally provided within the vicinity of local settlements.

A161
The A161 is a single carriageway road which is approximately seven metres wide. It connects to the A18 via a gyratory junction to the south of Ealand, and can be used to join the M180 via Junction 2 in the south. The A161 passes through Crowle to the east of the Scheme. It is subject to varying speed limits along its length, with the National Speed Limit south of the A18 and 40mph and 30mph sections through Crowle.

Marsh Road
Marsh Road is an unmarked single carriageway that measures approximately four metres wide and currently serves a small number of dwellings and agricultural buildings. No footways are provided, and street lighting is provided at its northeastern extent only, within the vicinity of dwellings within Crowle.

To the southwest it becomes Crook O'Moor Road and to the northeast it forms the minor arm of a priority junction with Cross Street and Windsor Road.

Marsh Road is subject to the national speed limit which reduces to a 30mph speed limit approximately 90 metres southwest of the junction with Cross Street and Windsor Road. There are double yellow lines on both sides of the carriageway at this junction.

Relevant Factors Which May Affect Road Safety
Factors known to the Design Organisation and considered as part of the design. This should also include anything that would not be immediately obvious to the RSA Team – such as school crossing patrols and large events, for example.

N/A

Analysis

Collision Data Analysis
Stages 1,2, and 3 provide a summary of road traffic collision data covering both the extent of the scheme and the adjoining sections of highway. As a minimum, the most recent 36 month of data. At Stage 4, provide 12 months of post-opening validated road traffic collision data. Raw data should be provided as an appendix.

Personal Injury Collision (PIC) data has been obtained from NLC for the five-year period between May 2020 – May 2025. NLC has since confirmed that no further incidents have been recorded between May 2025 and April 2026.

The study area comprises the roads of the local highway network that will provide access to the Scheme. The full PIC reports including a breakdown of where the recorded incidents occurred is set out at **Appendix D**.

Departures from Standards
Include status details, i.e. approved/pending/rejected, and any design strategy records produced for improvements to existing trunk roads and motorways.

The access designs are not provided in full accordance with DMRB geometric requirements due to their temporary nature.

Previous Road Safety Audit Stage Reports, Road Safety Audit Response Reports & Evidence of Agreed Actions
Attach previous reports to the RSA Brief, or provide an explanation where these are not available.

n/a

Strategic Decisions
Includes items outside the scope of this RSA, which will not change irrespective of the RSA, for example route choice, junction type, approved departures from standard.

n/a

List of Included Documents and Drawings
For example: previous RSA reports; Design Responses; Departures; Road Traffic Collision Data; Walking, Cycling and Horse-Riding Assessment and Reviews. This could include any relevant operational data such as damage-only collision data or incident logs.
This list could be included as an attachment to the RSA Brief or a hyperlink to a shared electronic location where the RSA Brief information has been collated.

Documents

Reference/ Revision	Title	Date
Appendix A	Site Access Summary Table	May 2026
Appendix B	Outline CTMP	August 2025
Appendix C	ATC survey data	June 2023
Appendix D	PIC data	May 2020-2025

Drawings

Reference/ Revision	Title	Date
Figure 2.1	Scheme Location and Automatic Traffic Count Locations	19/08/2025
Figure 3.1	Access Overview	15/08/2025
Figure 3.15	Proposed Access Arrangements – Location N	22/04/2026
Figure 3.16	Proposed Access Arrangements – Location O	22/04/2026
Figure 3.17	Proposed Access Arrangements – Location P	22/04/2026
Figure 3.18	Proposed Access Arrangements – Location Q	22/04/2026
Figure 3.19	Proposed Access Arrangements – Location R	22/04/2026
Figure 3.20	Proposed Access Arrangements – Location S	22/04/2026
Figure 3.25	Proposed Access Arrangements – Location X	22/04/2026
Figure 3.26	Proposed Access Arrangements – Location Y	22/04/2026
Figure 3.28	Proposed Access Arrangements – Location AA / AB	22/04/2026
Figure 3.34	Proposed Access Arrangements – Location AH	22/04/2026
Figure 3.35	Proposed Access Arrangements – Location Ai	22/04/2026
Figure 3.37	Proposed Access Arrangements – Location AK	22/04/2026
Figure 4.1	Construction Traffic Route Plan to Land Parcels	26/03/2026

Checklist

Tick all that are included and provide reasons for those that are not included.

Site Location plan	✓	Scale Layout Plans	✓
Departures and Relaxations from Standards	✓	Construction/Typical Details	
Previous RSA Reports		Previous RSA Response Reports & Evidence of Agreed Actions	
Collision Data and Collision Data Analysis	✓	Road Traffic Collision Plot	✓
Traffic Signal Staging		Traffic Counts	✓
Speed Surveys	✓	Pedestrian, Cyclist, Horse-Riding Desire Lines & Volumes	
Walking, Cycling and Horse-Riding Assessment & Reviews		Items Outside the Scope of the RSA/Strategic Decisions	
Other Factors that may Impact Upon Road Safety		Design Speeds/Speed Limits	✓
Design Standards Used	✓	Adjacent Land Uses	✓

Construction/Typical Details – None provided.
Previous RSA Reports – No previous RSAs undertaken.
Previous RSA Response Reports & Evidence of Agreed Actions – No previous RSAs undertaken.
Traffic Signal Staging – Non signalised junctions.
Pedestrian, Cyclist, Horse-Riding Desire Lines & Volumes – none provided.
Walking, Cycling and Horse-Riding Assessment & Reviews – None provided.
Items Outside the Scope of the RSA/ Strategic Decisions – N/A.
Other Factors that may Impact Upon Road Safety – N/A.

DRAWINGS

N

Moorends Road
North Common Road
A614
Moorends
Marshland Road
M18 Junction 6
Coulman Street
Thorne
Moor Edges Road
High Bridge Road
Thorne 19
East Riding of Yorkshire
Doncaster
North Lincolnshire
CROW 17
CROW 18
Cross Street
CROW 21
Marsh Road
Crowle
A161
A18 High Levels Bank
M180 Junction 1
M18 Junction 5
Green Bank
Hatfield 4
A18 Tudworth Road
Sandtoft Road
Low Levels Bank
Hatfield 41
High Levels Bank
Sandtoft
A18
A161
BELT 25#2
BELT 2#2
BELT 2#4
BELT 2#1
BELT 2#3
BELT 2#5
BELT 21
M180 Junction 2
BELT 141#2
BELT 25#1
BELT 27

Key:

- Order Limits
- Weak Bridge (7.5 tonne)
- Public Right of Way
- Approximate Access Locations
- Local Authority Boundaries

First Floor, South Wing, Equinox
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PROJECT: TWEEN BRIDGE SOLAR FARM	DATE: 19/08/2025	DESIGN-DRAWN: JAN	DRAWING-STATUS: FINAL
TITLE: INDICATIVE ACCESS STRATEGY	PROJECT No: P21-3484	DRAWING No: FIGURE 2.1	REV: 2

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N

Location A
Location B
Location C
Location D
Location E
Location F
Location AJ
Location M
Location L
Location N and AH
Location Z
Location G
Location H
Location AE
Location i
Location W
Location J
Location K
Location O
Location Y
Location P
Location Ai
Location Q
Location X
Location R
Location AK
Locations AA & AB
Location S
Location AD
Location T
Location U
Location AC
Location V

Key:

- Order Limits
- Approximate Extent of Adopted Highway
- Stainforth and Keadby Canal
- Railway Track
- Local Authority Boundary
- Motorway

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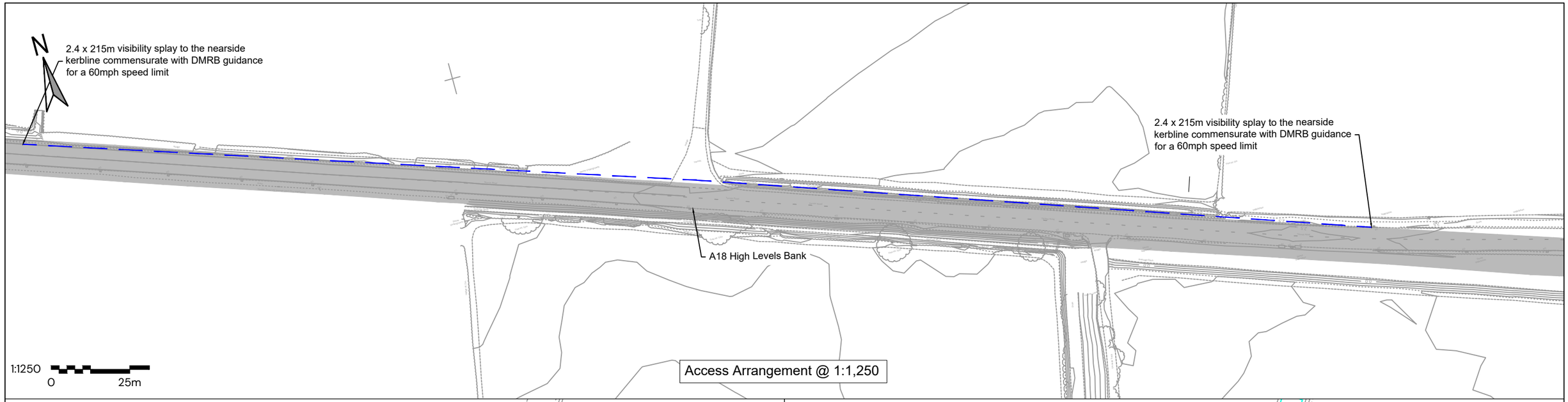
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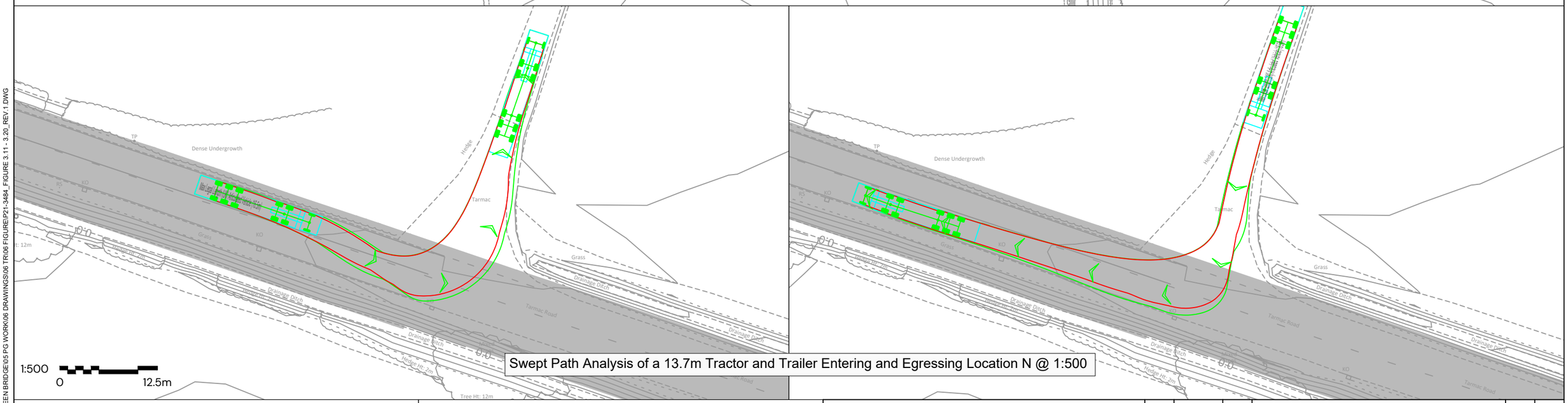
CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD	SCALE @ A1: NTS	CHECKED: ADWS	APPROVED: KSS
PROJECT: TWEEN BRIDGE SOLAR FARM	DATE: 09/07/2025	DESIGN-DRAWN: JAN	DRAWING-STATUS: FINAL
TITLE: PROPOSED ACCESS ARRANGEMENTS - MASTER	PROJECT No: P21-3484	DRAWING No: FIGURE 3.1	REV: 1

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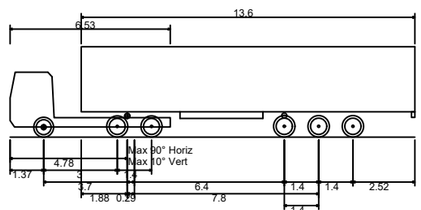
Access Arrangement @ 1:1,250



Swept Path Analysis of a 13.7m Tractor and Trailer Entering and Egressing Location N @ 1:500

Key:

- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD

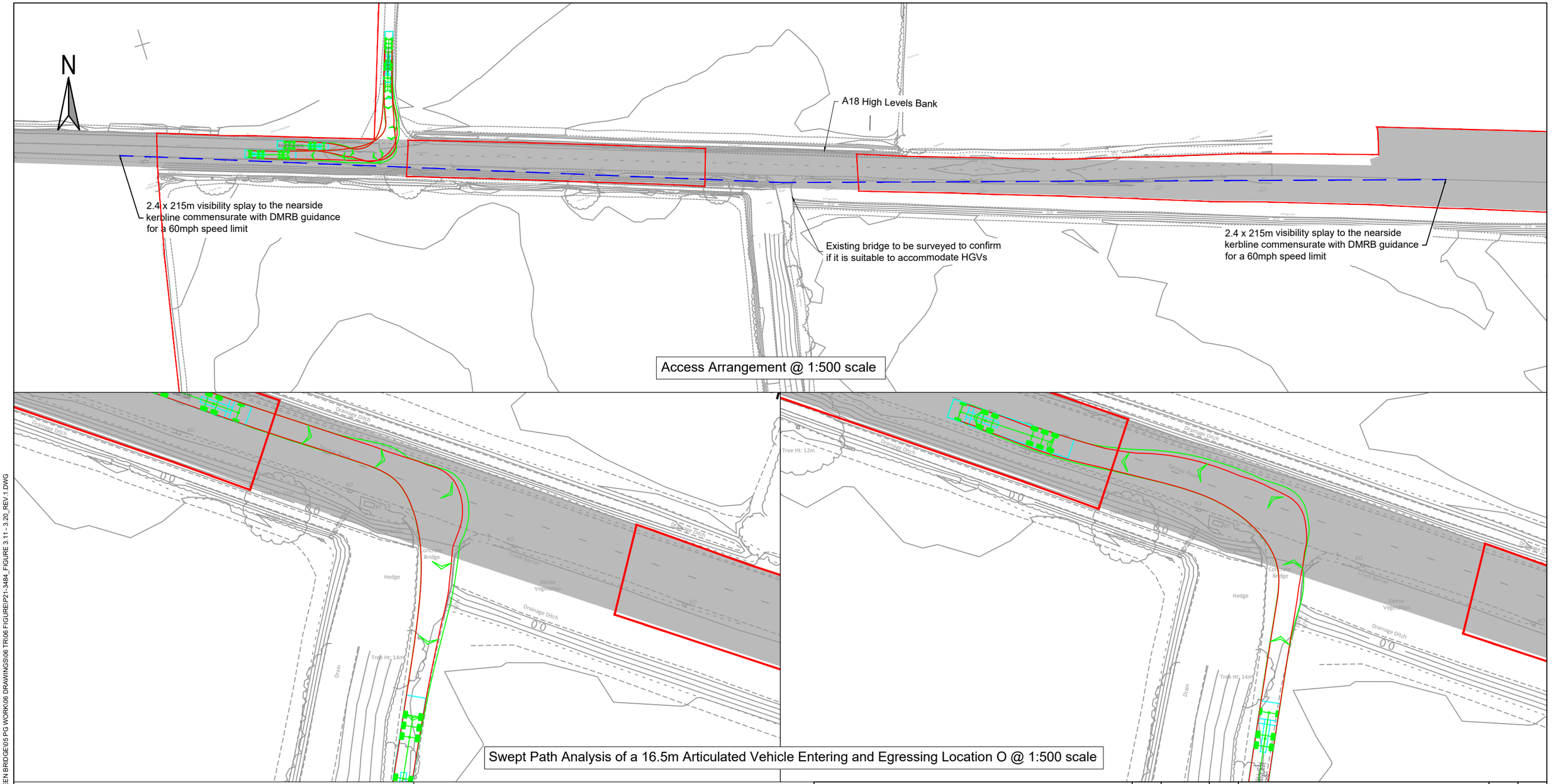
PROJECT: TWEEN BRIDGE SOLAR FARM

TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION N

SCALE @ A3:	CHECKED:	APPROVED:
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PROJECT No:	**DRAWING No:**	**REV:**
P21-3484	FIGURE 3.15	1

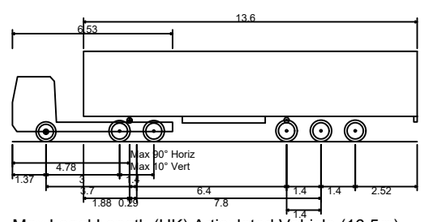
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Key:

- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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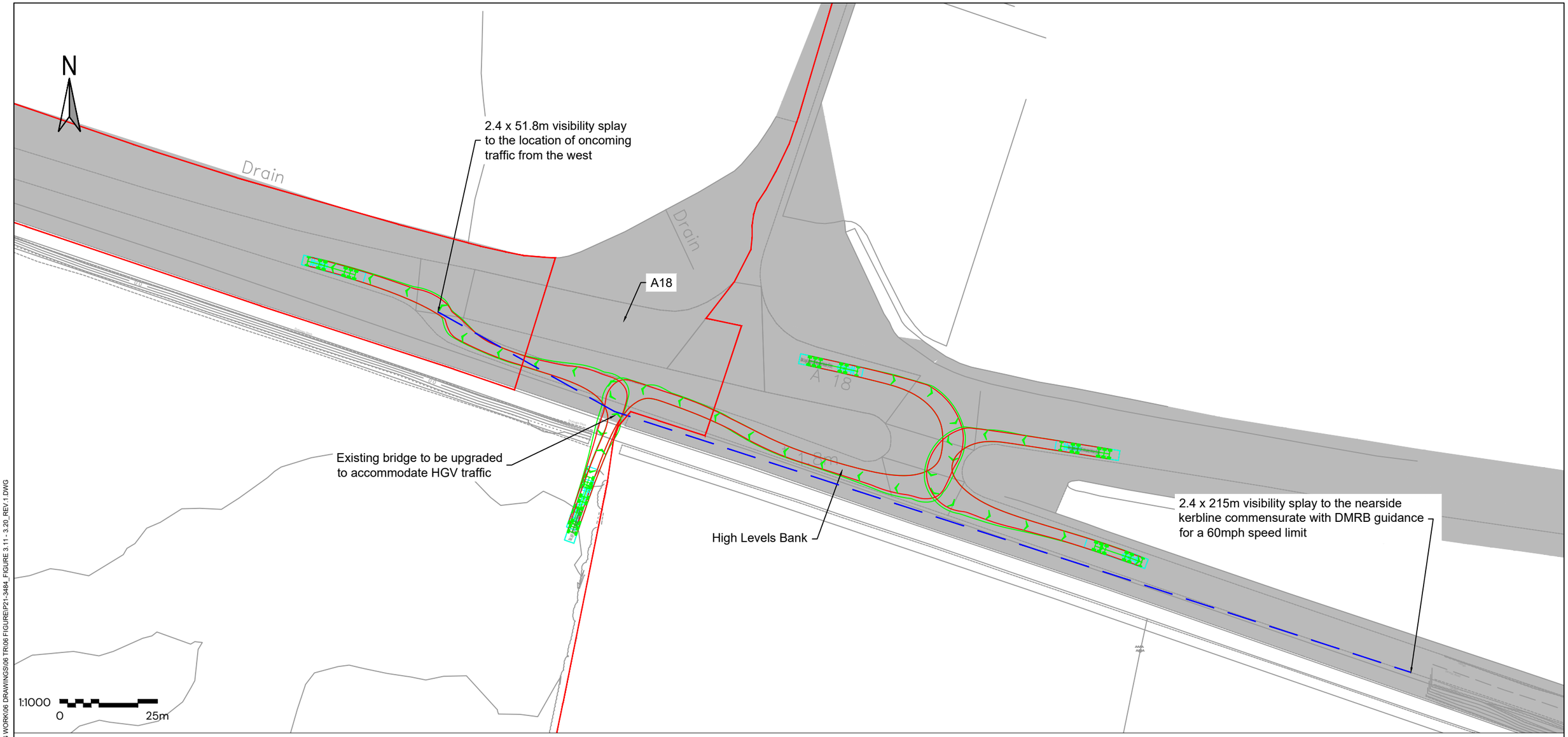
PROJECT: TWEEN BRIDGE, THORNE

TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION O

SCALE @ A3:	CHECKED:	APPROVED:
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PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.16	1

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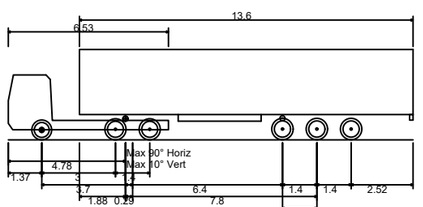
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Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Location P

Key:

- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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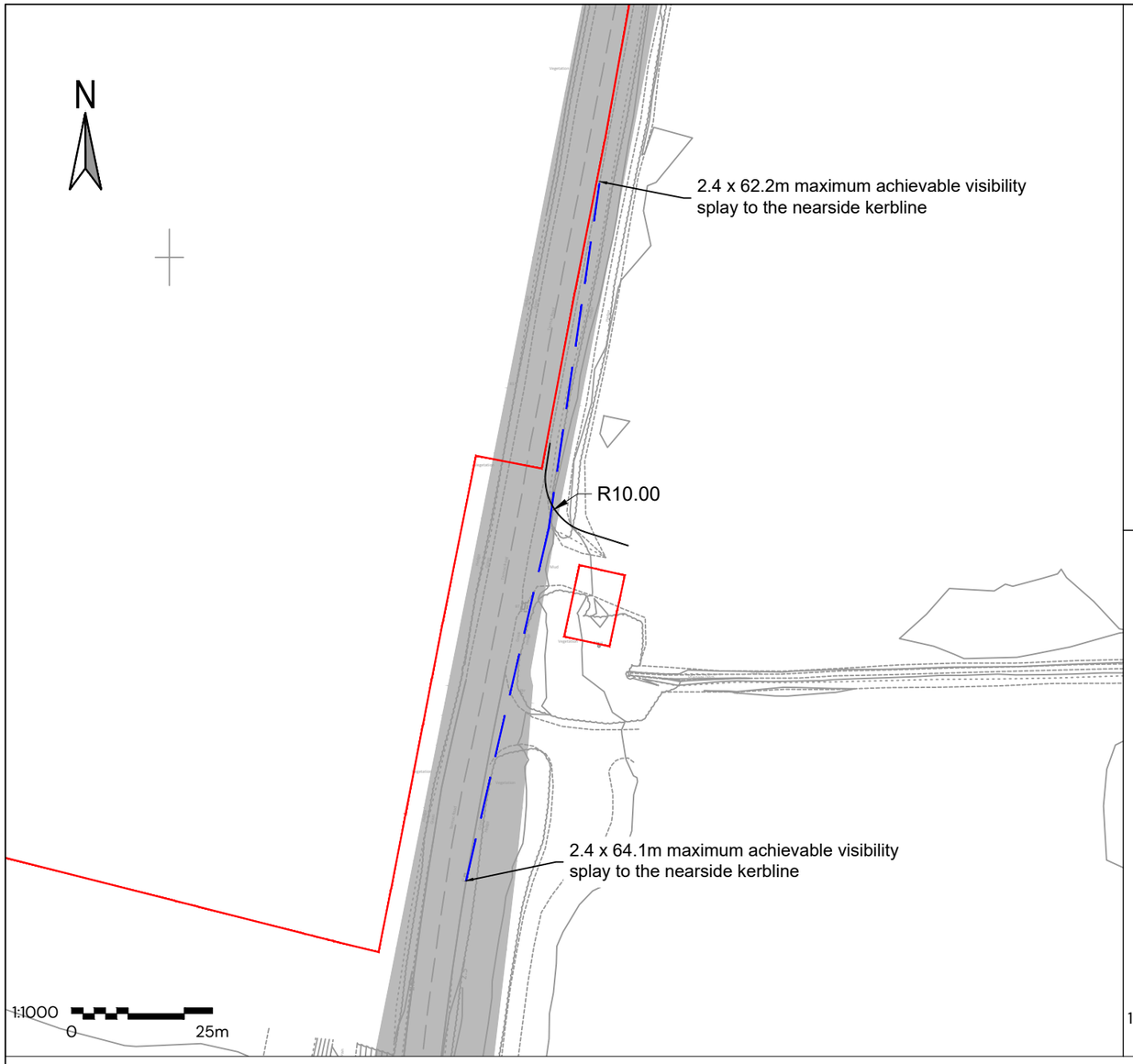
PROJECT: TWEEN BRIDGE SOLAR FARM

TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION P

SCALE @ A3:	CHECKED:	APPROVED:
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P21-3484	FIGURE 3.17	1

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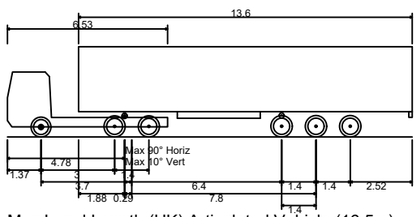
General Arrangement - Location Q
Scale @ 1:1,000



Swept Path Analysis of a 13.7m Tractor and Trailer Entering and Egressing Location Q
Scale @ 1:500

Key:

- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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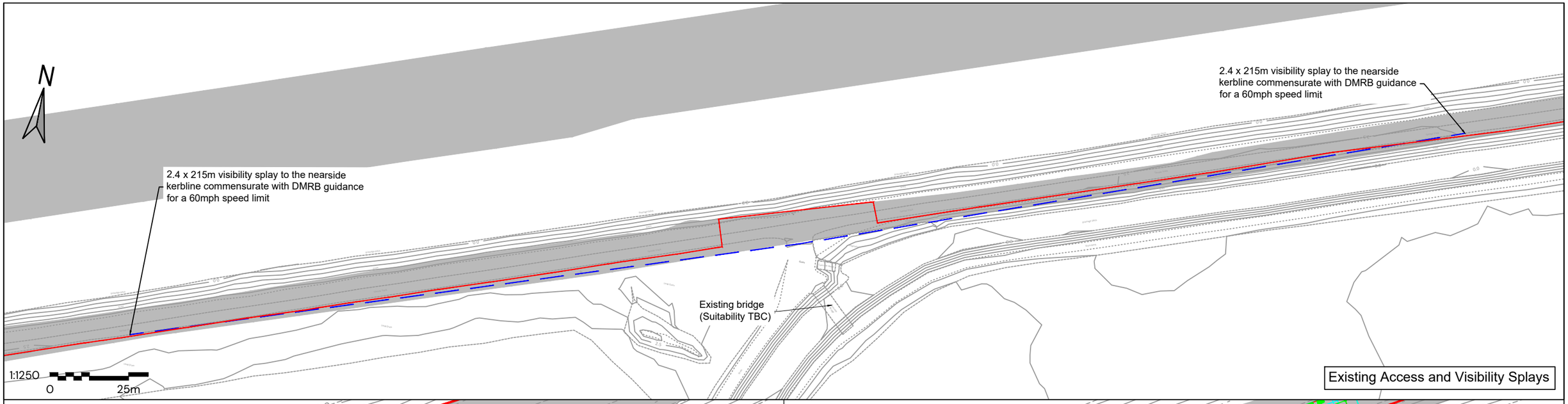
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION Q

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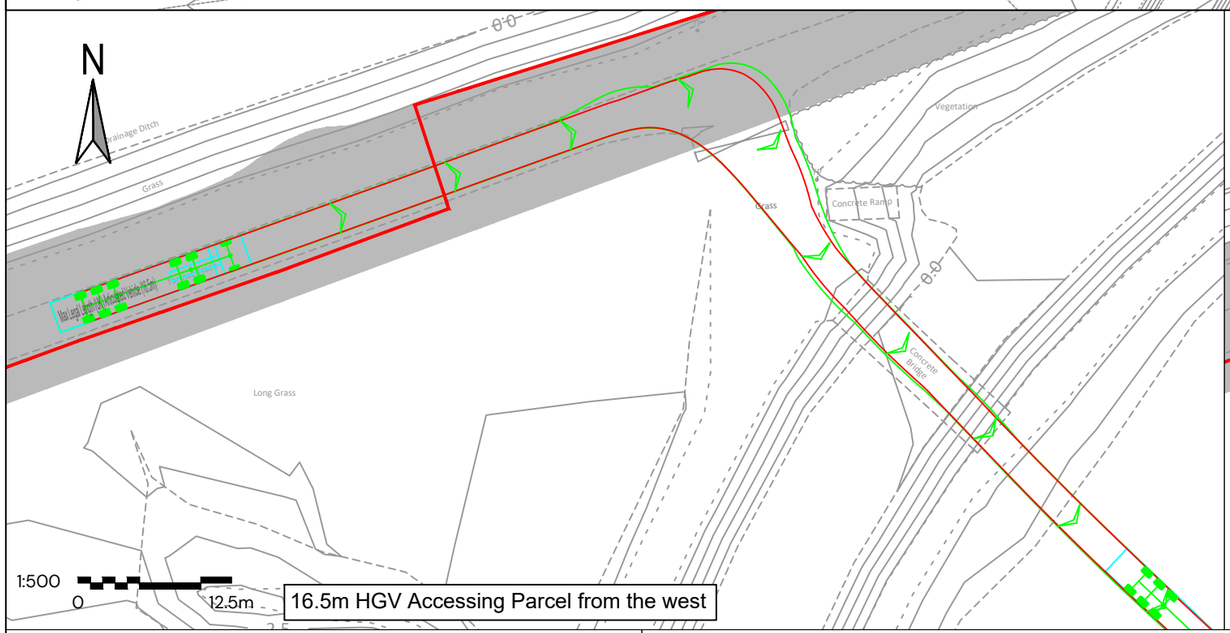
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P21-3484	FIGURE 3.18	1

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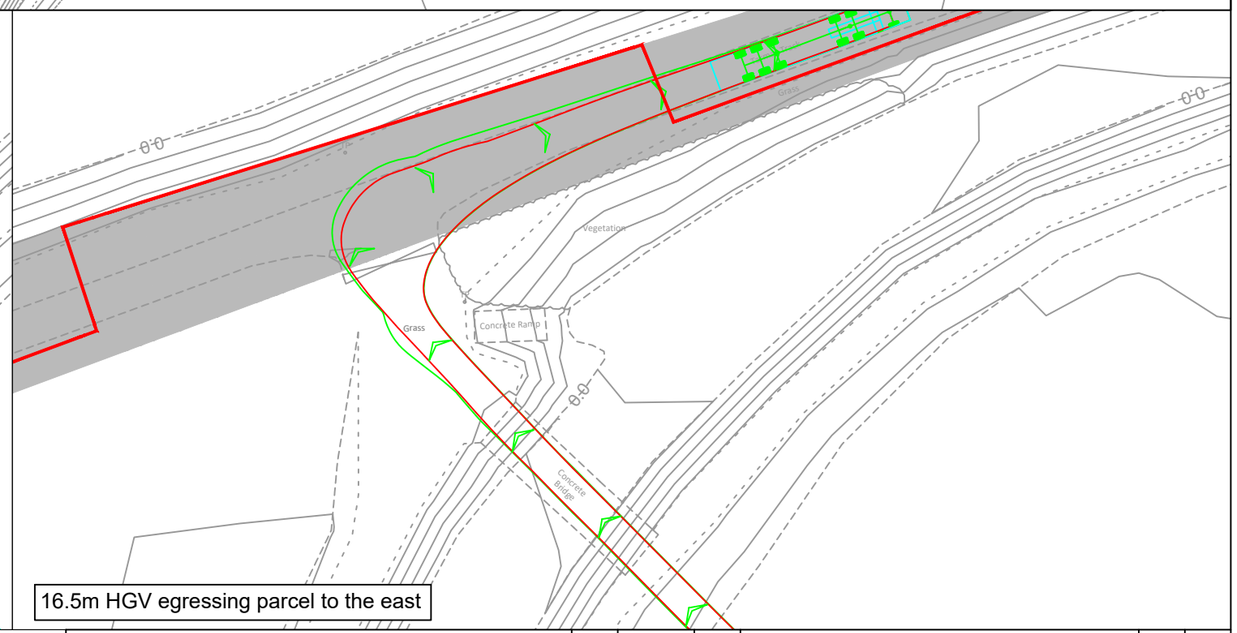
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Existing Access and Visibility Splays



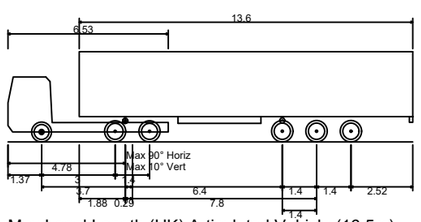
16.5m HGV Accessing Parcel from the west



16.5m HGV egressing parcel to the east

Key:

- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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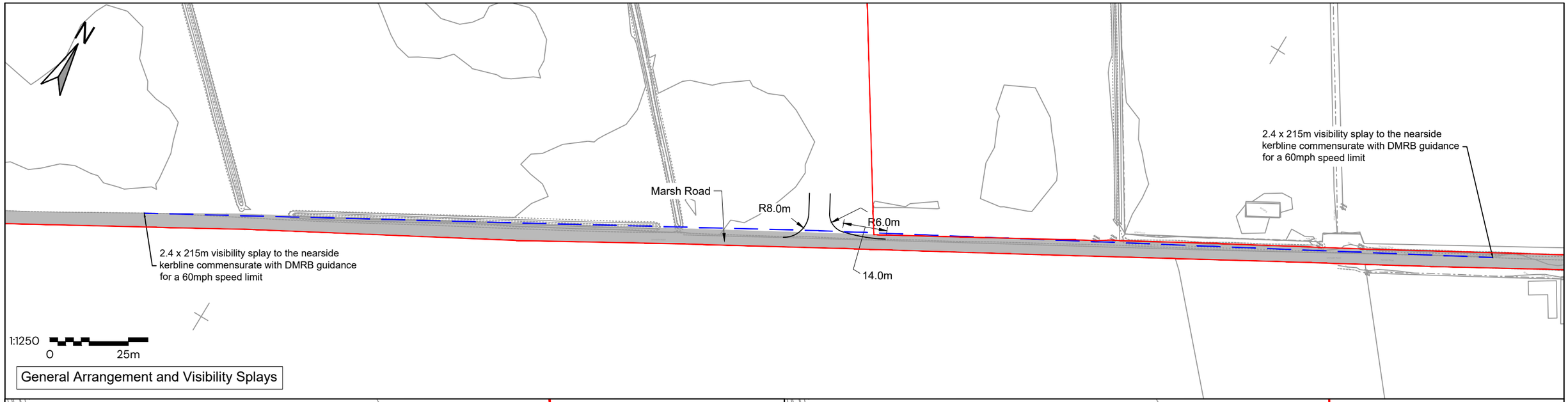
PROJECT: TWEEN BRIDGE SOLAR FARM

TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION R

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P21-3484	FIGURE 3.19	1

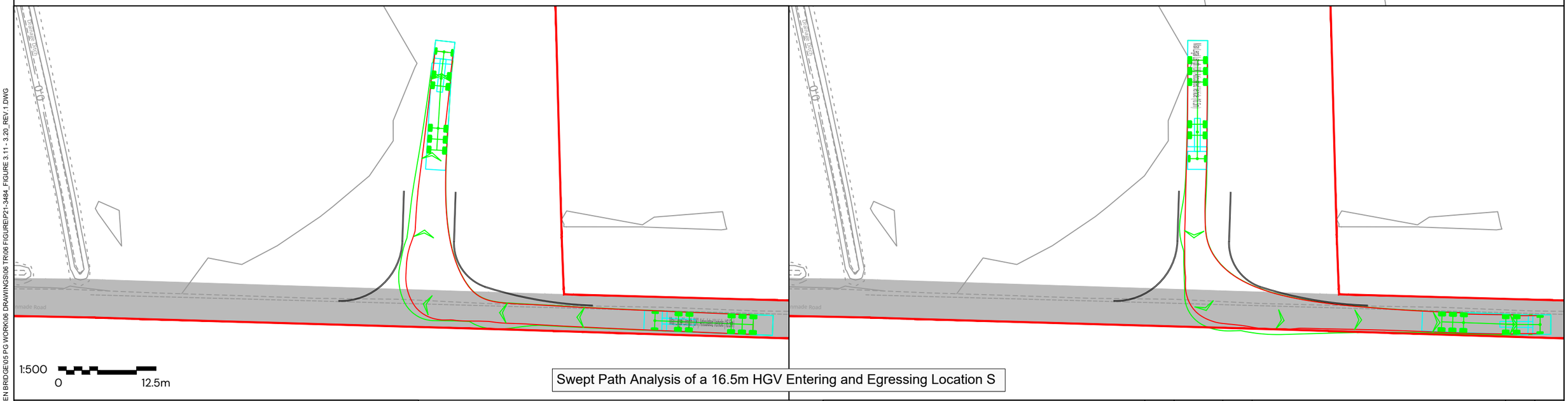
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1:1250
0 25m

General Arrangement and Visibility Splays

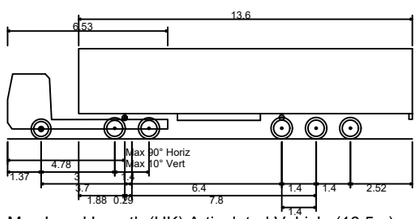


1:500
0 12.5m

Swept Path Analysis of a 16.5m HGV Entering and Egressing Location S

Key:

- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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PROJECT: TWEEN BRIDGE SOLAR FARM

TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION S

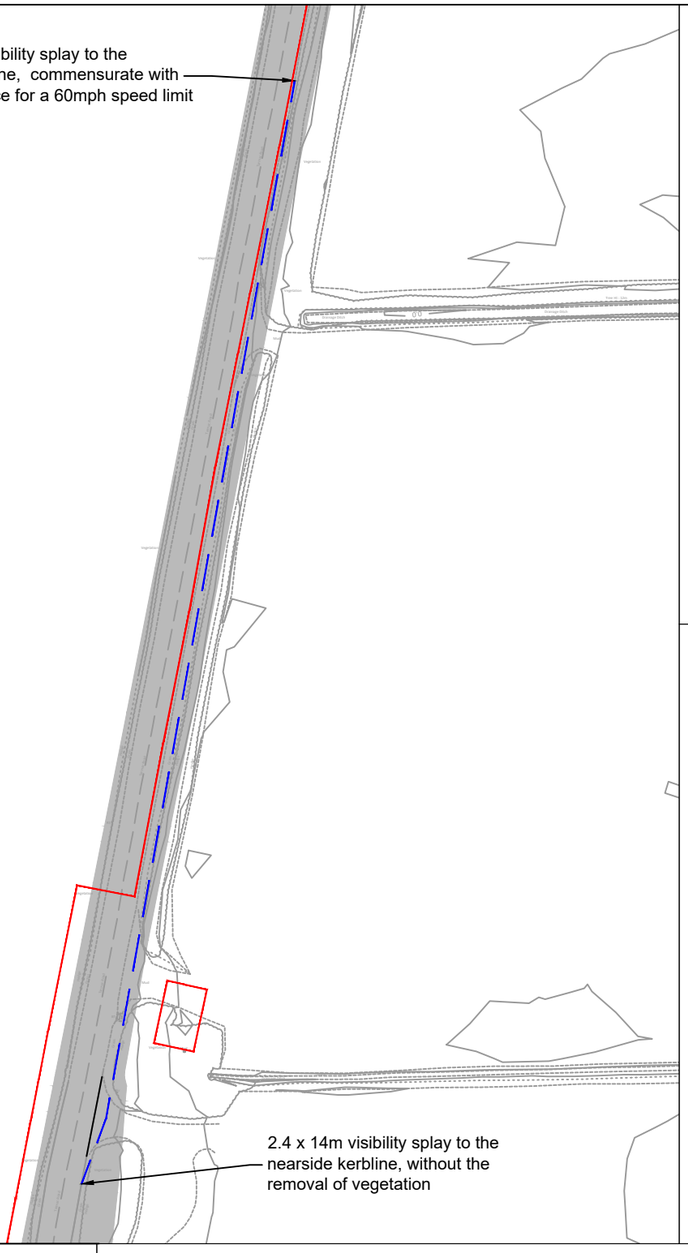
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AS SHOWN	ADWS	
DATE:	DESIGN-DRAWN:	DRAWING-STATUS:
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P21-3484	FIGURE 3.20	1

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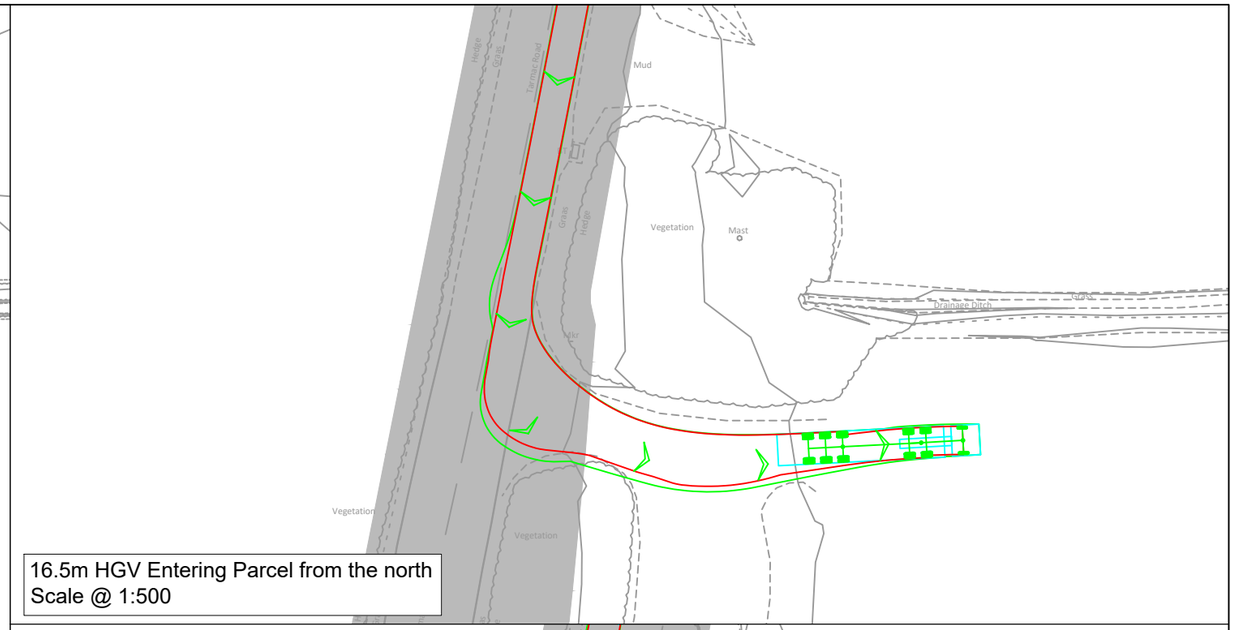
2.4 x 215m visibility splay to the nearside kerbline, commensurate with DMRB guidance for a 60mph speed limit



2.4 x 14m visibility splay to the nearside kerbline, without the removal of vegetation

1:1250
0 25m

Existing Access Arrangement & Visibility Splays
Scale @ 1:1,250



16.5m HGV Entering Parcel from the north
Scale @ 1:500

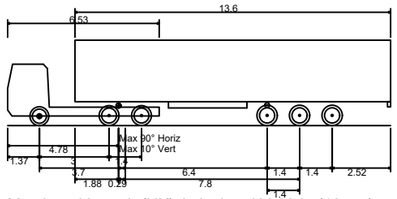


1:500
0 12.5m

16.5m HGV Egressing Parcel from the north
Scale @ 1:500

Key:

- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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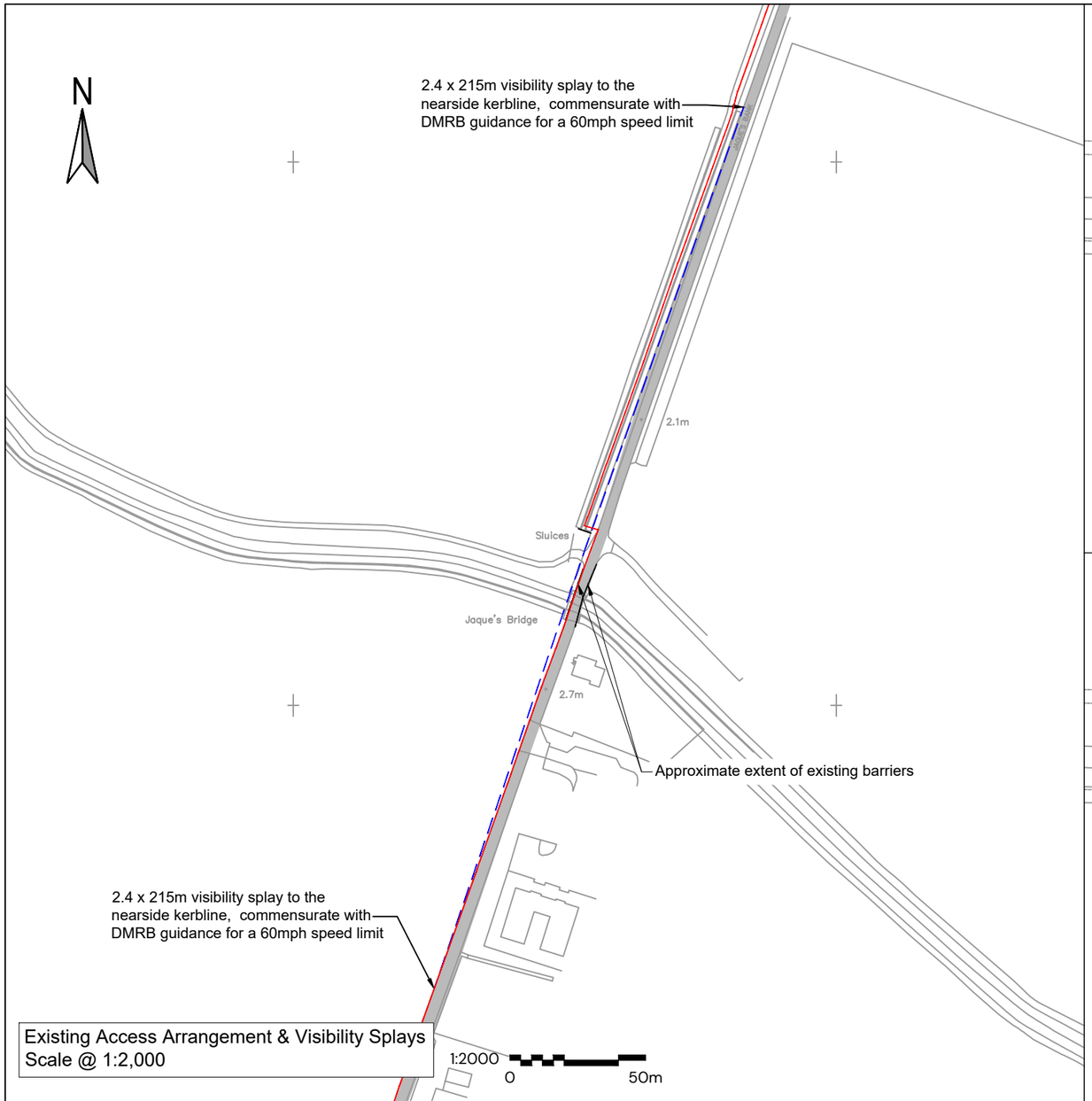
PROJECT: TWEEN BRIDGE SOLAR FARM

TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION X

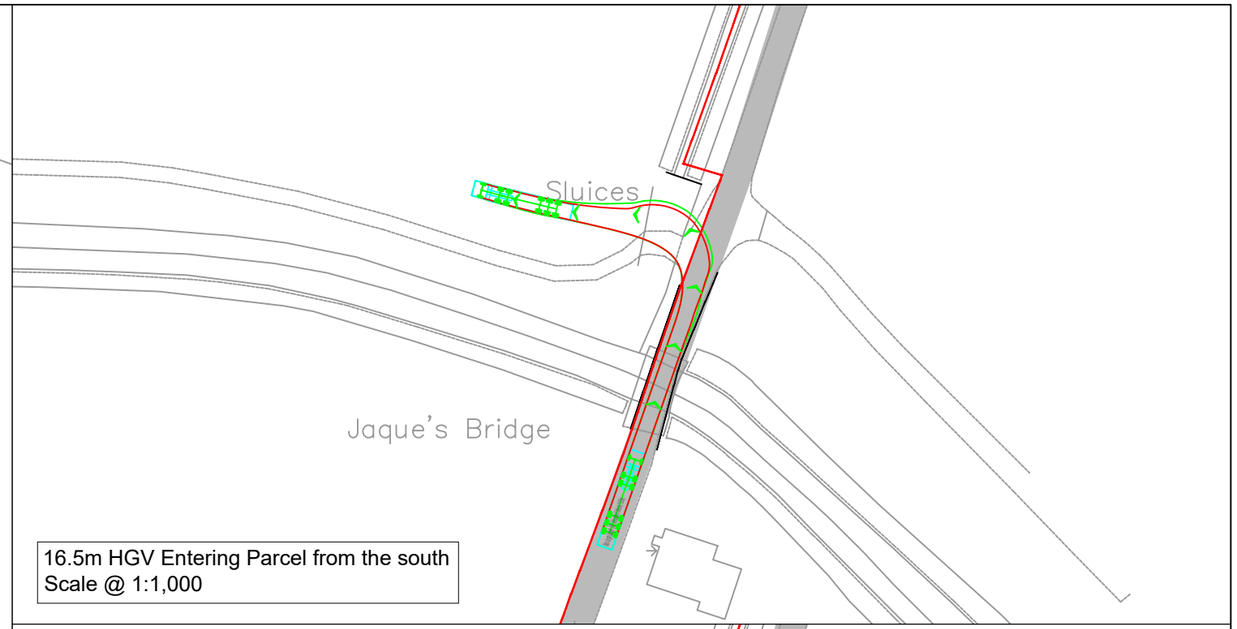
SCALE @ A3:	CHECKED:	APPROVED:
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DATE:	DESIGN-DRAWN:	DRAWING-STATUS:
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PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.25	1

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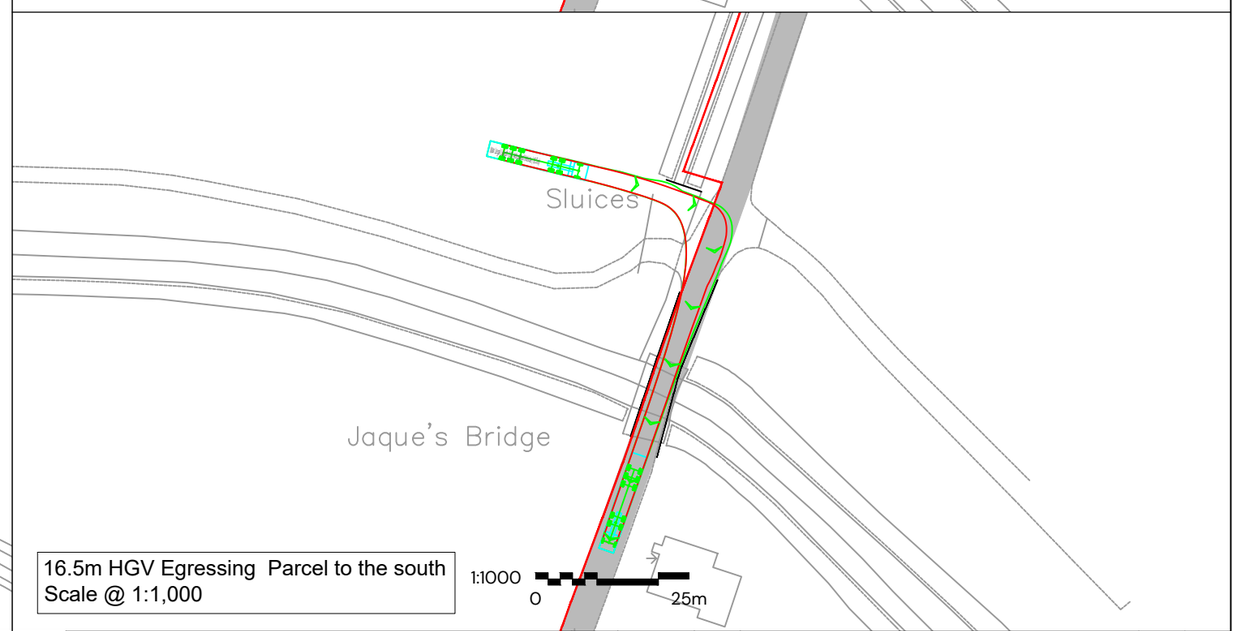
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Existing Access Arrangement & Visibility Splays
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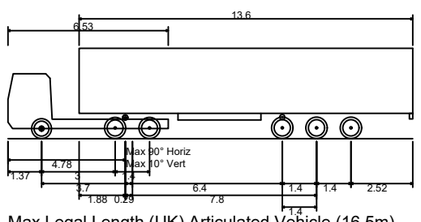
16.5m HGV Entering Parcel from the south
Scale @ 1:1,000



16.5m HGV Egressing Parcel to the south
Scale @ 1:1,000

Key:

- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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PROJECT: TWEEN BRIDGE SOLAR FARM

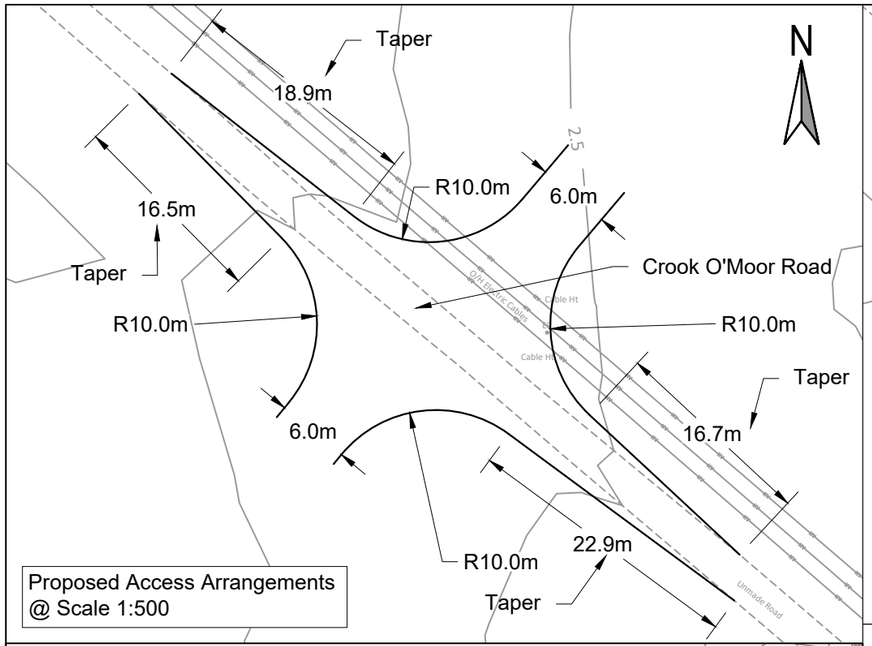
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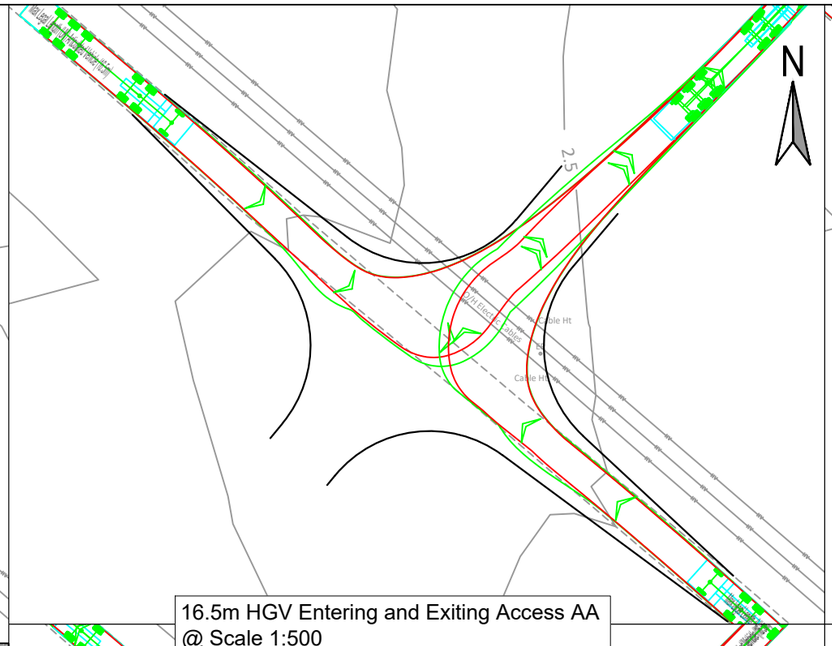
PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.26	1

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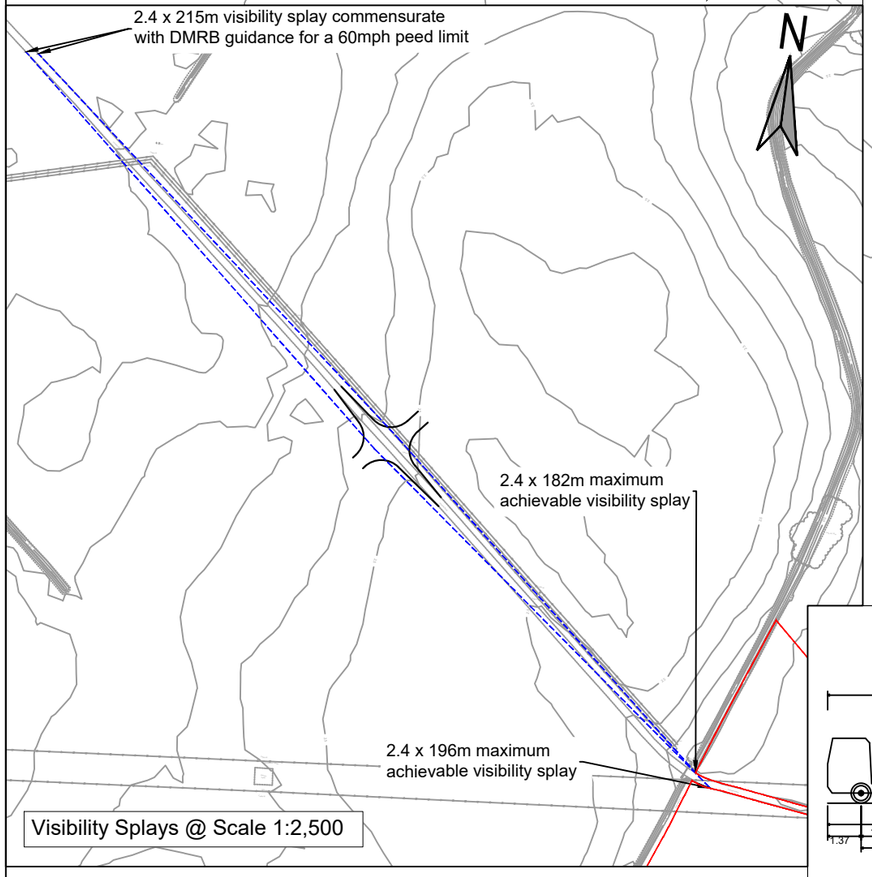
Proposed Access Arrangements
@ Scale 1:500



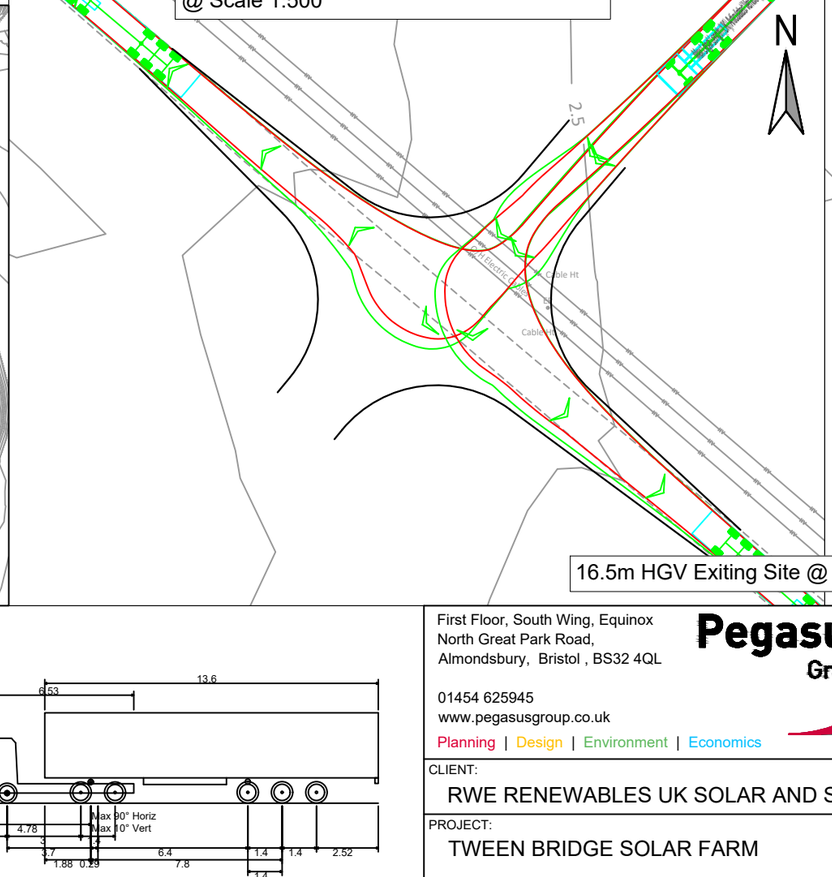
16.5m HGV Entering and Exiting Access AA
@ Scale 1:500



16.5m HGV Entering and Exiting Access AB
@ Scale 1:500



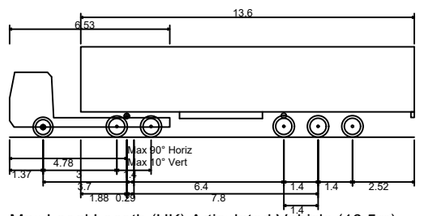
Visibility Splays @ Scale 1:2,500



16.5m HGV Exiting Site @ Scale 1:500

Key:

- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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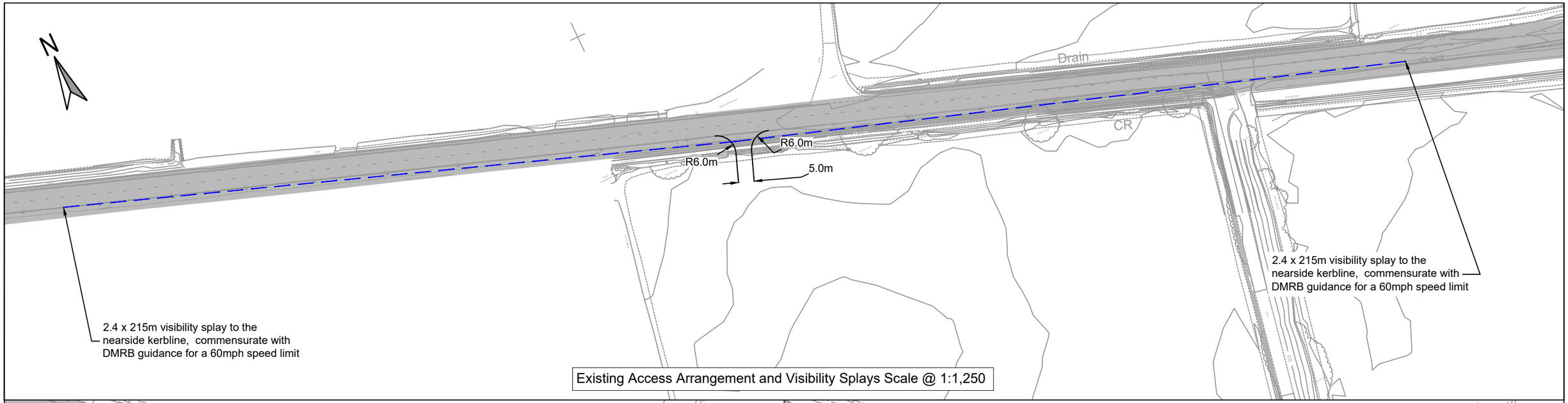
PROJECT: TWEEN BRIDGE SOLAR FARM

TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION AA AND LOCATION AB

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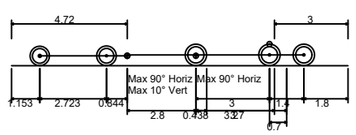
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Tractor & Trailer Entering and Exiting Access
Scale @ 1:500

Key:

- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway



Tractor and Trailer	
Overall Length	13.720m
Overall Width	2.500m
Overall Body Height	0.438m
Min Body Ground Clearance	0.398m
Max Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.620m

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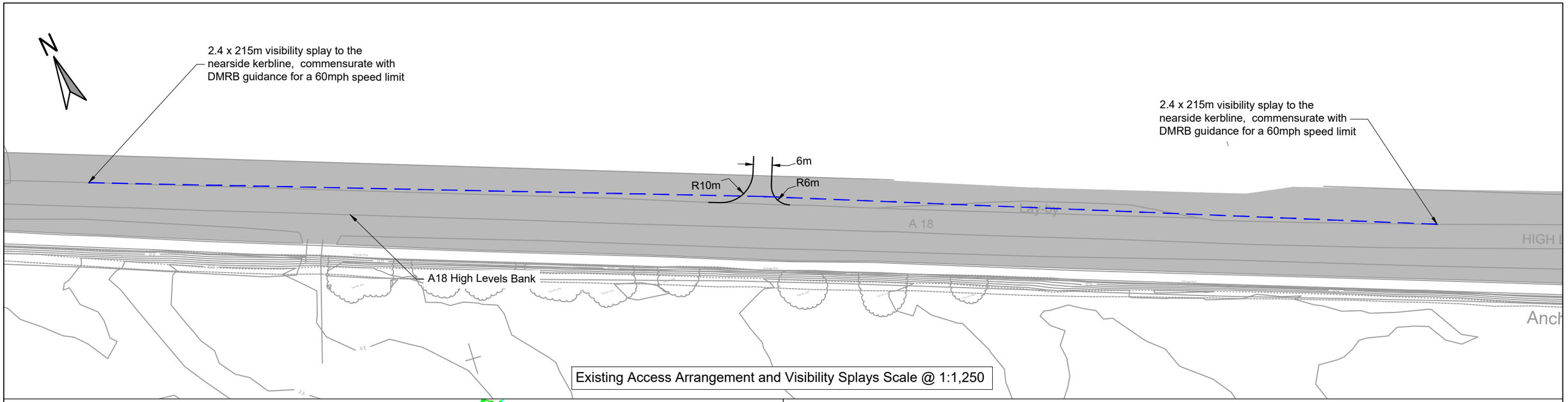
PROJECT: TWEEN BRIDGE SOLAR FARM

TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION AH

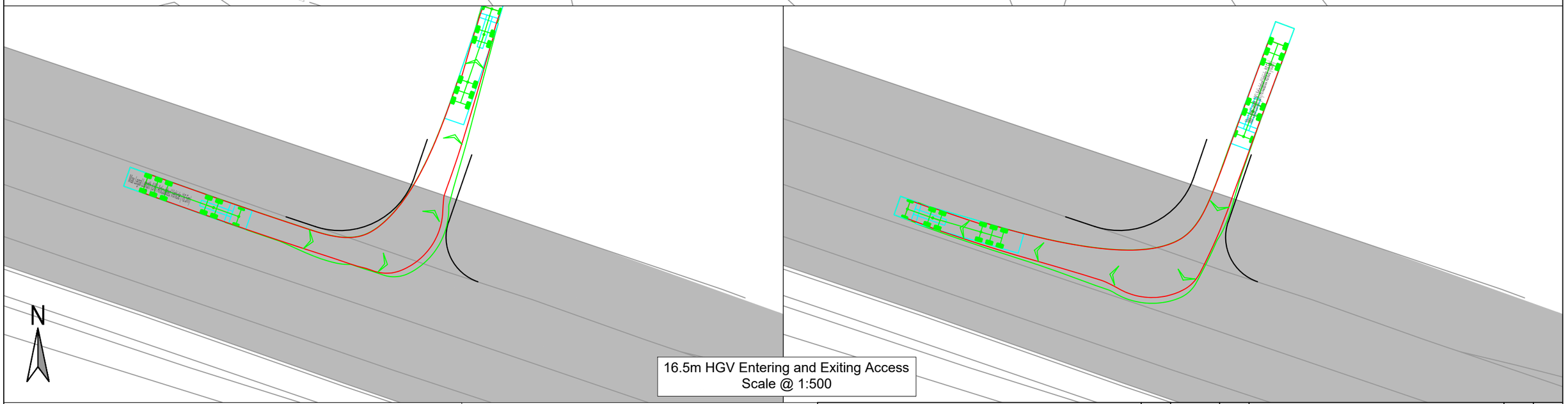
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P21-3484	FIGURE 3.34	1

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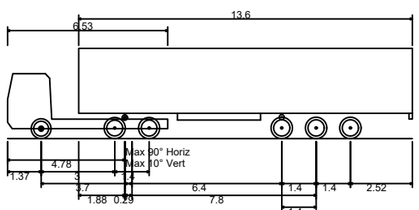
Existing Access Arrangement and Visibility Splays Scale @ 1:1,250



16.5m HGV Entering and Exiting Access
Scale @ 1:500

Key:

- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
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Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
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Kerb to Kerb Turning Radius	6.530m

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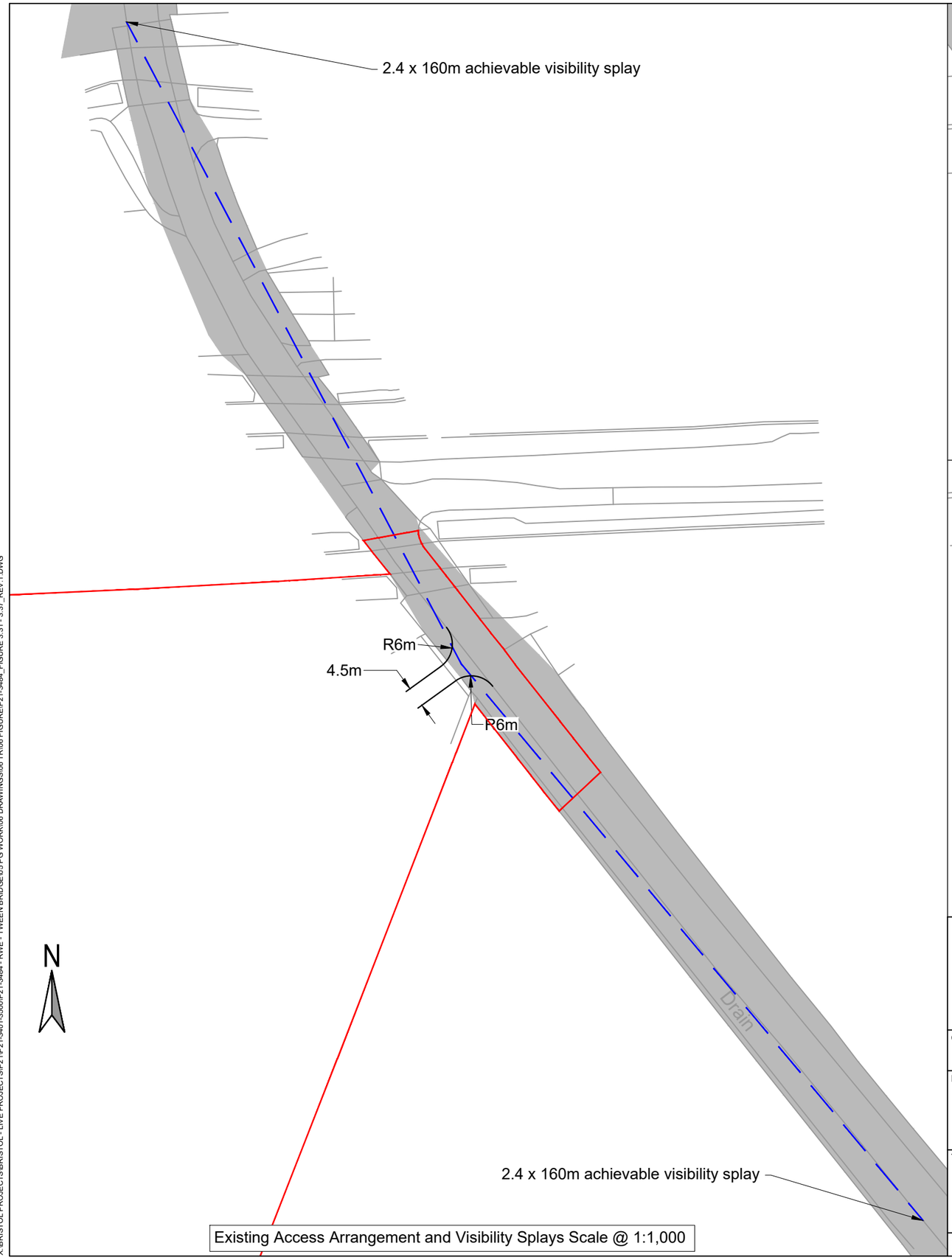
PROJECT: TWEEN BRIDGE SOLAR FARM

TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION Ai

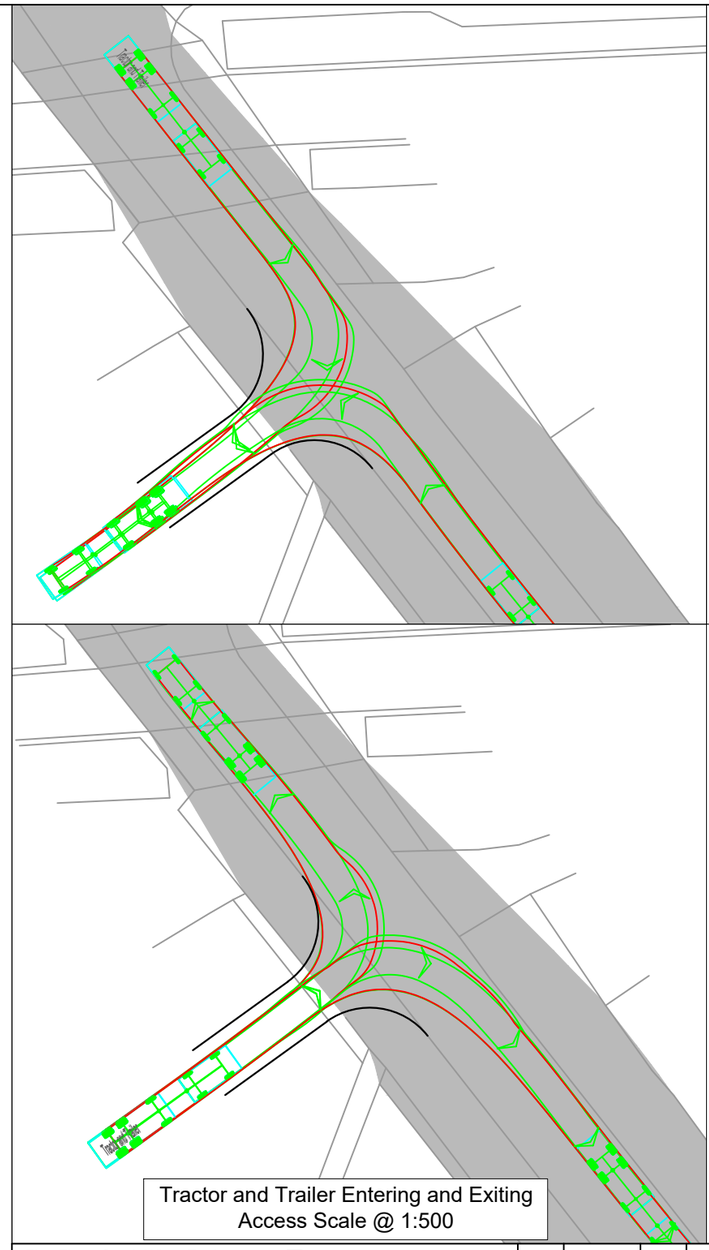
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P21-3484	FIGURE 3.35	1

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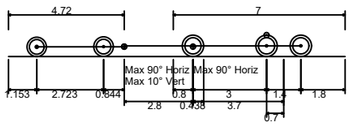
Existing Access Arrangement and Visibility Splays Scale @ 1:1,000



Tractor and Trailer Entering and Exiting Access Scale @ 1:500

Key:

- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway



Tractor and Trailer	
Overall Length	13.720m
Overall Width	2.500m
Overall Body Height	0.438m
Min Body Ground Clearance	0.398m
Max Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.620m

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PROJECT: TWEEN BRIDGE SOLAR FARM	DATE: 09/07/2025	DESIGN-DRAWN: JAN	DRAWING-STATUS: FINAL
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION AK	PROJECT No: P21-3484	DRAWING No: FIGURE 3.37	REV: 1

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N

East Riding of Yorkshire

Doncaster

North Lincolnshire

North Common Road

A614

Marshland Road

M18 Junction 6

Coulman Street

Thorne

Moor Edges Road

Cross Street

Crowle

Marsh Road

A161

A18

M180 Junction 1

M18 Junction 5

A18 High Levels Bank

A18 Tudworth Road

Sandtoft Road

Low Levels Bank

High Levels Bank

M180 Junction 2

Key:

- Order Limits
- Local Authority Boundaries
- Construction Route to Land Parcel A
- Construction Route to Land Parcel B
- Construction Route to Land Parcel C
- Construction Route to Land Parcel D
- Construction Route to Land Parcel E

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PROJECT: TWEEN BRIDGE SOLAR FARM

TITLE: CONSTRUCTION TRAFFIC ROUTE PLAN TO LAND PARCELS

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Appendix A

Access Points for Tween Bridge Solar Farm within North Lincolnshire Council

Access Location Ref	Accessed from	Signed Speed Limit	Visibility splays	OCTMP Figure Reference
N	A18 High Levels Bank	National Speed Limit (60mph)	2.4 x 215 metres in both directions	3.15
O	A18 High Levels Bank	National Speed Limit (60mph)	2.4 x 215 metres in both directions	3.16
P	High Levels Bank	National Speed Limit (60mph)	2.4 x 51.8 to the west 2.4 x 215 to the east	3.17
Q	South of High Levels Bank	National Speed Limit (60mph)	2.4 x 62.2 to the north 2.4 x 64.1 to the south	3.18
R	East of High Levels Bank	National Speed Limit (60mph)	2.4 x 215 metres in both directions	3.19
S	Marsh Road	National Speed Limit (60mph)	2.4 x 215 metres in both directions	3.20
X	South of High Levels Bank	National Speed Limit (60mph)	2.4 x 14 metres to the south without vegetation removal 2.4 x 215 metres to the north	3.25
Y	Jaque's Bank	National Speed Limit (60mph)	2.4 x 215 metres in both directions	3.26
AA / AB	Crock O'Moor Road	National Speed Limit (60mph)	2.4 x 215 metres to the northwest 2.4 x 182 metres to the southwest	3.28
Ai	High Levels Bank	National Speed Limit (60mph)	2.4 x 215 metres in both directions	3.35
AK	A161	50mph	2.4 x 160 metres in both directions	3.37

Appendix B

RWE

Tween Bridge Solar Farm

7.7 Outline Construction Traffic Management Plan

Planning Act 2008
Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

APFP Regulation 5(2)(q)

Document Reference: 7.7

August 2025

Revision 1

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1 Introduction

1.1.1. This **Outline Construction Traffic Management Plan (CTMP) [Document Reference 7.9.7]** has been prepared by Pegasus Group on behalf of RWE Renewables UK Solar and Storage Ltd (the Applicant) in order to address the traffic and transportation issues associated with the construction of a ground mounted solar park with an intended design capacity of over 50MWp (megawatts peak), and a battery energy storage facility.

1.1.2. The Scheme is located within the Yorkshire and Humber regions. The Order Limits extends to approximately 1,831 hectares, centred at approximately 10 kilometres to the northeast of Doncaster and 14 kilometres to the west of Scunthorpe. From the largest Land Parcel, Junction 5 of the M18 is approximately 2.5 kilometres to the west and Junction 1 of the M180 is approximately four kilometres to the southwest.

1.1.3. Due to the size of the Scheme and the number of associated Land Parcels, access to the Scheme will be provided in a number of locations.

1.1.4. This Outline CTMP describes the arrangements that are proposed for the period of construction activities at the Scheme and sets out the following:

- Proposed access arrangements;
- Routing for construction traffic;
- Vehicle numbers, size and frequency; and
- Proposed mitigation, including condition surveys.

1.1.5. It will be the responsibility of the appointed contractor(s) to comply with all statutory regulations and guidelines as appropriate, in relation to construction and movement activities.

1.1.6. The Outline CTMP will ultimately become the CTMP post consent. The appointed contractor(s) will be provided with a copy of the CTMP and will comply with it in accordance with the DCO. The CTMP will form part of the information provided as part of the construction personnel's on-site induction processes. The contact details of the contractor(s), including a 24-hour emergency contact number, and those of the highway department at City of Doncaster Council (CDC) and North

Lincolnshire Council (NLC) will be exchanged before commencement of the works within the Order Limits to deliver the Scheme.

2 Scheme Context

2.1. Scheme Location and Description

2.1.1. The Scheme is centred at approximately ten kilometres to the northeast of Doncaster and 14 kilometres to the west of Scunthorpe. The Order Limits is split across the administrative boundaries of the City of Doncaster Council (CDC) and North Lincolnshire Council (NLC). The location of the Scheme in its wider geographical context is shown in **Figure 2.1 - Indicative Access Strategy.**

2.1.2. The Order Limits comprises five separate Land Parcels and extends to approximately 1,831 hectares. The Land Parcels comprise of a number of Panel Areas, as summarised below:

- Land Parcel A, comprising of 23 Panel Areas.
- Land Parcel B, comprising of 8 Panel Areas.
- Land Parcel C, comprising of 9 Panel Areas.
- Land Parcel D, comprising of 16 Panel Areas;
- Land Parcel E, comprising of 20 Panel Areas.

2.1.3. The Land Parcels are shown on **ES Figure 1.2 Land Parcel Plan [Document Reference 6.4.1.2]**, with a breakdown of the Land Parcels into Panel Areas within the Order Limits shown on **ES Figure 1.3 Development Parcel Plan [Document Reference 6.4.1.3].**

2.1.4. A Scheme location plan is included at **Figure 2.1 – Indicative Access Strategy** and indicative layouts are included within the wider submission (see**– Indicative Operational Layout Plan (Fixed Solar Panel)/2.2b – Indicative Operational Layout Plan (Fixed and Tracker Solar Panel)** [**Document Reference 6.4.2.2]**) of the ES.

2.1.5. The Order Limits are included at **Appendix A**.

2.1.6. The Stainforth and Keadby Canal and the South Humberside Mainline railway line run in an east to west direction to the south of Land Parcel A.

2.2. Strategic Road Network

2.2.1. It is anticipated that all materials associated with the construction of the Scheme will use the Strategic Road Network (SRN) to access the local highway network, from which the Land Parcels are served. The SRN is managed by National Highways. A summary of the sections of the SRN which are closest to the site is provided below.

M18

2.2.2. The M18 motorway routes between M1 Junction 32 in the northeast to M62 Junction 35 in the southwest. It is located to the west of Thorne, approximately 1.5 kilometres as the crow flies from the closest point of Land Parcel A. M18 Junction 6, the 'Waterside Roundabout', located to the northwest of Thorne, and Junction 5 (which connects to the M180), located to the southwest of Thorne, are the two closest SRN junctions to the Scheme.

M180

2.2.3. The M180 routes west to east between M18 Junction 5 and The Barnetby Interchange to the north of Barnetby Le Wold, approximately 14 kilometres west of Immingham, where it becomes the A180. The M180 Junction 1 (which connects to the A18 and the 'Tudworth Roundabout') and Junction 2 (which connects with the A161 with on/off slips) are located within the vicinity of the Scheme.

2.3. Local Highway Network

2.3.1. A network of local roads connects the different Land Parcels as well as providing links to the wider local and strategic road networks. The road network is shown on Figure 2.1 within **Appendix 12.3 – Baseline Traffic Survey Report [Document Reference 6.3.12.3].**

2.3.2. The roads summarised below form the traffic routes that will be used to deliver materials and personnel to the Scheme during its construction.

A18

2.3.3. The A18 is a single carriageway road which is approximately seven metres wide. It is subject to the National Speed Limit (60mph) and facilitates travel between the towns of Hatfield to the west and Scunthorpe to the east. It provides direct access to farmland along its extent. The section of the A18 within the vicinity of the

Scheme is generally unlit. Streetlighting and footways are generally provided within the vicinity of local settlements.

A161

2.3.4. The A161 is a single carriageway road which is approximately seven metres wide. It connects to the A18 via a gyratory junction to the south of Ealand, and can be used to join the M180 via Junction 2 in the south. The A161 passes through Crowle to the east of the Scheme. It is subject to varying speed limits along its length, with the National Speed Limit south of the A18 and 40mph and 30mph sections through Crowle.

Sandtoft Road

2.3.5. Sandtoft Road is a single carriageway road measuring around five to six metres in width. It is subject to the National Speed Limit and subject to a 7.5 tonne weight restriction, except for access. To the east it becomes Low Levels Bank Road and to the west it connects to the A18 via a priority junction. It provides direct access to farmland along its extent. There are no footways or street lighting provided.

Low Levels Bank

2.3.6. Low Levels Bank consists of a single carriageway measuring approximately five metres in width. It is subject to the National Speed Limit. To the east, it becomes Thorne Road and to the west it becomes Sandtoft Road. It provides direct access to farmland along its extent. There are no footways or street lighting provided.

Coulman Street

2.3.7. Coulman Street is a single carriageway road that measures approximately seven to eight metres in width and is subject to a 30mph speed limit. It connects with King Edward/Marshland Road via a priority junction to the north and connects to Church Balk/Moor Edges Road and Wike Gate Road via a crossroad junction to the south.

2.3.8. A footway on the eastern side of the carriageway extends approximately 230 metres south of the King Edward/Marshland Road junction and a continuous footway route along the western side of the carriageway. Street lighting is provided along its extent. It provides direct access to residential properties and industrial land uses along its extent.

Marshland Road

2.3.9. Marshland Road is a single carriageway urban street that measures approximately 6.5 to seven metres wide. It is subject to a 30mph speed limit. Footways are provided on both sides of the road, and it is lit. It provides direct access to residential properties, retail, leisure and industrial land uses along its extent.

2.3.10. Approximately 1.7 kilometres to the north of its junction with Coulman Street it crosses the Hull and Doncaster Branch Line railway via a level crossing where it becomes Moorends Road.

North Common Road

2.3.11. North Common Road is a single carriageway road that measures approximately six metres wide. It reduces to a single lane over a ditch around 450 metres southwest of its junction with Marshland Road, although visibility along the road is good. It connects to Marshland Road in the east and Selby Road in the west, both via priority junctions.

Moor Edges Road

2.3.12. Moor Edges Road is a single carriageway that measures approximately four metres wide and is subject to the National Speed Limit. To the west it becomes Church Balk, leading in to Thorne, and to the south it becomes High Bridge Road. It provides direct access to farmland and industrial land uses along its extent. There are no footways or street lighting provided.

High Bridge Road

2.3.13. High Bridge Road is a single carriageway road measuring approximately three to four metres in width. It is subject to the National Speed Limit. To the east it becomes Green Bank. To the west it becomes Moor Edges Road. High Bridge Road provides direct access to farmland and industrial land uses along its extent. There are no footways or street lighting provided. Approximately 480 metres to the south of Moor Edges Road, High Bridge Road crosses the South Humberside Main Line railway via a level crossing.

Green Bank

2.3.14. Green Bank is a single carriageway road measuring approximately four metres in width. It is subject to the National Speed Limit. To the north it narrows to three metres as it crosses over the Stainforth and Keadby Canal before connecting to High Bridge Road. To the south it connects onto the A18 via a priority junction.

Where the road crosses the canal there is a 7.5 tonne weight restriction. It provides direct access to farmland along its extent.

Marsh Road

2.3.15. Marsh Road is an unmarked single carriageway that measures approximately four metres wide and currently serves a small number of dwellings and agricultural buildings. No footways are provided, and street lighting is provided at its north eastern extent only, within the vicinity of dwellings within Crowle.

2.3.16. To the southwest it becomes Crook O'Moor Road and to the northeast it forms the minor arm of a priority junction with Cross Street and Windsor Road.

2.3.17. Marsh Road is subject to the national speed limit which reduces to a 30mph speed limit approximately 90 metres southwest of the junction with Cross Street and Windsor Road. There are double yellow lines on both sides of the carriageway at this junction.

Crow Tree Bank

2.3.18. Crow Tree Bank is a single carriageway road measuring approximately six to seven metres wide. It is subject to the National Speed Limit. It connects onto High Levels Bank to the north and High Bridge Road to the south, both via priority junctions. It provides direct access to farmland and industrial land uses along its extent. A short section of footway extends south for approximately 60 metres from the High Levels Bank junction. There is no street lighting provided.

Clay Bank Road

2.3.19. Clay Bank Road is a single carriageway road measuring approximately three to four metres wide. It is subject to the National Speed Limit. It connects to Green Bank to the east and to South End/Double Bridges Road to the west via priority junctions. It provides direct access to farmland along its extent. There are no footways or street lighting provided.

Godnow Road

2.3.20. Godnow Road is a single carriageway residential road in the south of the built environment of Crowle that measures approximately 6.5 metres wide, serve directly from the A161. It has an approximate 20 metre wide bell mouth at its connection to the A161, with an approximate 15 metre taper on the southern side. It has a 30mph speed limit, with footways measuring between one and 1.5 metres provided on both sides of the carriageway street lighting also provided.

Windsor Road

2.3.21. Windsor Road is a single carriageway residential road in the west of the built environment of Crowle that measures approximately five metres wide, accessed from Godnow Road in the south and providing a connection to Marsh Road/Cross Street in the north. Footways measuring approximately one metre wide are provided on both sides of the carriageway, with street lighting also provided.

2.3.22. Approximately 100 metres south of the junction between Marsh Road/Cross Street/Windsor Road is Crowle Primary School. Warning signage indicating the school is nearby and that a reduction of the speed limit to 20mph 'when lights show' is present approximately five metres south of the junction between Marsh Road, Cross Street and Windsor Road.

Informal Lanes / Farm Tracks

2.3.23. Due to the more rural nature of the Order Limits, some of the Panel Areas are accessed by smaller informal lanes and farm tracks including:

- Thorne Waste Drain Road.
- Moor Owners Road; and
- Crook O'Moor Road.

2.3.24. These roads consist of rural lanes within the Order Limits with no kerbs, footways or street lighting. They generally measure around four metres in width.

2.4. Existing Site Accesses

2.4.1. The Scheme currently comprises agricultural land uses. Access to the Order Limits is currently provided via agricultural access points in multiple locations, as shown on **Figure 2.1 – Indicative Access Strategy**.

3 Proposed Scheme Access Arrangements

3.1. Order Limits Access

3.1.1. HGVs will route directly to the parcels from the public highway where large equipment is required to be delivered.

3.1.2. Due to the large-scale nature of the Scheme, there are multiple access points proposed, as shown in **Figure 3.1 – Proposed Access Arrangements Master** of this document and summarised in **Table 3-1.**

Table 3-1: Proposed Points of Access to the Scheme during the Construction Phase

Access Location Ref.	Accessed from	Details	Access into Panel Area	Figure Ref.
A	Moor Edges Road	Existing industrial access	A6	3.2
B	Moor Edges Road	New access	A10	3.3
C*	High Bridge Road	Existing agricultural access	Bird Mitigation area (M3(A)	3.4
D	Green Bank	Existing agricultural access (improvements needed)	C1	3.5
E	Green Bank	Existing agricultural access (improvements needed)	C4	3.6
F	A18 High Levels Bank	New access	D3/D5	3.7
H	Low Levels Bank	Existing agricultural access	D7	3.9
i	Low Levels Bank	Existing agricultural access (improvements needed)	D15	3.10
J	Low Levels Bank	Existing agricultural access (improvements needed)	D14	3.11
K	Low Levels Bank	Existing agricultural access	D16	3.12

M	A18 High Levels Bank	Existing agricultural access (improvements needed)	D4	3.14
O	A18 High Levels Bank	Existing agricultural access	E1	3.16
P	High Levels Bank	Existing agricultural access	E1	3.17
Q	Unnamed Road	Existing agricultural access (improvements needed)	E7	3.18
R	Unnamed Road	Existing agricultural access (improvements needed)	E13	3.19
S	Marsh Road	New access	B5	3.20
W	Low Levels Bank	Existing agricultural access	D12	3.24
Y	Jaque's Bank	Existing agricultural access (improvements needed)	C9	3.26
Z	Crow Tree Bank	Existing agricultural access	D9	3.27
AA	Crook O'Moor Road	New access	B6 & B7	3.28
AB	Crook O'Moor Road	New access	B6 & B7	3.28
AC*	Marsh Road	Internal access between panel areas	B5 & B8	3.29
AD	Internal Crossing	Internal access between panel areas	B5 & B2	3.30
AE*	Internal Crossing	Internal access between panel areas	D7 & D10	3.31

AH*	A18	New access	E2	3.34
AI	A18	New access	C9	3.35
AJ	Green Bank	Existing agricultural access	-	3.36
AK	A161	Existing agricultural access	Bird Mitigation Area (M15(E))	3.37

Note: further to changes as the Scheme has evolved, there is no access L, AF or AG but the lettering has been retained for ease of reference. Locations G, T, U and V are off-site junctions which do not provide direct access to the Scheme and therefore are not included above.

* Access locations denoted by an asterix do not require access by HGVs.

3.1.3. It is considered that suitable visibility splays can be provided for each access location within the extents of the Order Limits and all construction vehicles will enter and exit the Scheme in forward gear, as shown on **Figure 3.2** to **Figure 3.33 (Proposed Access Arrangements – Access A to Access AG)**. Vegetation within the visibility splays will be maintained at a height of no more than 600mm, and any loss of vegetation is set out in the **Outline Landscape Ecological Management Plan (LEMP)** within Volume 7 of this ES **[Document Reference 7.6].**

3.1.4. A description of each access point is summarised below.

3.2. Location A

3.2.1. Access A is an existing access to Causeway Farm which measures approximately eight metres wide and is served via Moor Edges Road. A swept path assessment has been undertaken at **Figure 3.2 - Proposed Access Arrangements - Access A,** which indicates that the existing junction dimensions are of a suitable size to facilitate access by a 16.5m long HGV.

3.2.2. As shown at **Figure 3.2 - Proposed Access Arrangements - Access A,** a visibility splay of 2.4 x 215 metres is shown to be achievable to the nearside kerbline west of the access, commensurate with DMRB guidance **[Ref-1]** for the National Speed Limit (60mph). A visibility splay of 2.4 x 60 metres to the nearside kerbline south of the access is the maximum achievable splay. On site observations suggest that vehicle speeds on Moor Edges Road to the south of the access are much lower

than the signed 60mph speed limit, and this existing access is frequented by large, slow moving agricultural vehicles on a regular basis with no apparent highway safety issue (as set out in **ES Appendix 12.1 - Transport Statement [Document Reference 6.3.12.1]).** Therefore, whilst the southern visibility splay does not accord with the guidance, the visibility splays are considered to be acceptable.

3.3. Location B

3.3.1. Access B proposes the construction of a new access from Moor Edges Road. As shown at **Figure 3.3 - Proposed Access Arrangements - Access B** it will be provided with a six metre wide carriageway and junction radii of 14 metres on the northern side and six metres on the southern side. An 8.2 metre taper will also be provided on the northern side of the access to facilitate the arrival and departure of the largest HGVs. The location of the access is generally open and limited vegetation will need to be removed to accommodate it. A new ditch crossing, and culvert will be required.

3.3.2. A visibility splay of 2.4 x 215 metres to the north is shown to be achievable to the nearside kerbline commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit. A maximum achievable visibility splay to the south of 2.4 x 77.98 metres to the is shown to be achievable to the nearside kerbline. This will be managed during the construction phase via banksmen, as set out further at **Chapter 6** of this document**.**

3.3.3. A swept path assessment for a 16.5m long HGV has been undertaken at **Figure 3.3 - Proposed Access Arrangements - Access B**, which indicates that a vehicle of this size is able to enter and exit the proposed access arrangement.

3.4. Location C

3.4.1. Access C is an existing agricultural access from High Bridge Road. As shown at **Figure 3.4 - Proposed Access Arrangements - Access C** . Visibility splays of 2.4 x 215 metres to the nearside kerbline are shown to be achievable to the west, commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit in this location, and 2.4 x 35.6 metres towards Maud's swing Bridge.

3.4.2. **Figure 3.4 - Proposed Access Arrangements - Access C** also contains a swept path assessment for a 13.7 metre long tractor and trailer confirming that a vehicle of this size is able to enter and exit in a forward gear at the existing access with no improvements required.

3.5. Location D

3.5.1. Access D proposes a new access to be served from the eastern side of Green Bank.

3.5.2. As shown at **Figure 3.5 - Proposed Access Arrangements - Access D** it will be provided with a six metre wide carriageway with a 12 metre junction radius on the southern side and a two metre radius on the northern side of the bell mouth, proposed to prevent construction vehicles entering and exiting the Order Limits to the north. Further mitigation and management is set out in **Chapter 6** of this document.

3.5.3. A visibility splay of 2.4 x 215 metres to the nearside kerbline is shown to be achievable to the south, commensurate with DMRB guidance for the speed limit of the road (national speed limit; 60mph). A maximum 2.4 x 160.5 metre visibility splay to the nearside kerbline to the north is shown to be achievable which would be commensurate with DMRB guidance **[Ref-1]** for vehicle speeds of circa 50mph. However, based on on-site observations it is anticipated that vehicle speeds along Green Bank are lower in reality, given its rural nature.

3.5.4. In order to provide the access point and provide the visibility splays, hedgerow to the north of the access will need to be removed and/or reduced in height.

3.5.5. **Figure 3.5 - Proposed Access Arrangements - Access D** contains a swept path assessment for a 16.5 metre long HGV confirming that a vehicle of this size is able to enter and exit in a forward gear, from the south only.

3.6. Location E

3.6.1. Access E proposes the use of an existing agricultural access from the western side of Green Bank. As shown at **Figure 3.6 Proposed Access Arrangements - Access E,** the access will be upgraded with a six metre wide carriageway, with an eight metre radii on the southern side and a six metre radii on the northern side of the access. An 8.6 metre taper will also be provided on the southern side of the junction to assist the largest HGVs entering and exiting the Order Limits. Visibility splays of 2.4 x 215 metres to the nearside kerbline are shown to be achievable in both directions commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit of the road.

3.6.2. The location of the access is generally open and limited vegetation will need to be removed to accommodate it. An extended ditch crossing and culvert will be required.

3.6.3. **Figure 3.6 - Proposed Access Arrangements - Access E** also contains a swept path assessment for a 16.5 metre long HGV confirming that a vehicle of this size is able to enter and exit in a forward gear.

3.7. Location F

3.7.1. Access F proposes the use of an existing agricultural field gate access to the south of High Levels Bank. As shown at **Figure 3.7 - Proposed Access Arrangements - Access F,** the access is proposed to be formalised with a 10 metre junction radius and 17.4 metre long taper provided on the western side of the access. Visibility splays of 2.4 x 215 metres to the nearside kerbline are shown to be achievable in both directions commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit of the road.

3.7.2. The location of the access is generally open and limited vegetation will need to be removed to accommodate it. An extended ditch crossing and culvert will be required.

3.7.3. **Figure 3.7 - Proposed Access Arrangements - Access F** also contains a swept path assessment for a 16.5 metre long HGV confirming that a vehicle of this size is able to enter and exit in a forward gear to and from the west.

3.8. Location H

3.8.1. Access H will utilise an existing agricultural access consisting of a culvert over a drainage ditch on the northern side of High Levels Bank. A swept path assessment has been undertaken at **Figure 3.9 - Proposed Access Arrangements - Access H**, which indicates that the existing junction dimensions are of a suitable size to facilitate access by a 16.5m long HGV to and from the west, in accordance with the construction traffic routes set out in **Chapter 4** of this document. Further mitigation and management is set out in **Chapter 6** of this document. Therefore, no further upgrades to the access are proposed.

3.8.2. As shown at **Figure 3.9 - Proposed Access Arrangements - Access H** visibility splays of 2.4 x 215 metres are shown to be achievable to the nearside kerbline in both directions commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit of the road.

3.9. Location i

3.9.1. Access i proposes the use of an existing agricultural access consisting of a culvert over a drainage ditch on the southern side of Low Levels Bank. As shown at **Figure**

3.10 - Proposed Access Arrangements - Access i the access is proposed to be upgraded with a six metre wide carriageway, with a 10 metre radii on the western side and a two metre radii on the eastern side of the junction. This is proposed to prevent construction vehicles entering and exiting the Order Limits to the east, in accordance with the construction traffic routes set out in **Chapter 4** of this document. Visibility splays of 2.4 x 215 metres are shown to be achievable to the nearside kerbline in both directions commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit of the road.

3.9.2. The location of the access is generally open and limited vegetation will need to be removed to accommodate it. An extended ditch crossing, and culvert will be required. There is a row of telegraph poles along the carriageway edge. However, in accordance with DMRB these less than 550mm and are considered to be intermittent obstructions to the visibility splays and it is therefore considered appropriate for them to remain in situ.

3.9.3. **Figure 3.10 - Proposed Access Arrangements - Access i** also contains a swept path assessment for a 16.5 metre long HGV confirming that a vehicle of this size is able to enter and exit in a forward gear.

3.10. Location J

3.10.1. Access J proposes the use of an existing agricultural access on the northern side of Low Levels Bank. As shown at **Figure 3.11 - Proposed Access Arrangements - Access J,** the access is proposed to be upgraded with a six metre wide carriageway, with a six metre radii on the western side and a four metre radii on the eastern side of the junction. This is proposed to prevent construction vehicles entering and exiting the Order Limits to the east, in accordance with the construction traffic routes set out in **Chapter 4** of this document. Visibility splays of 2.4 x 215 metres are shown to be achievable to the nearside kerbline in both directions commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit of the road.

3.10.2. The location of the access is generally open and limited vegetation will need to be removed to accommodate it. An extended ditch crossing, and culvert will be required.

3.10.3. **Figure 3.11** - **Proposed Access Arrangements - Access J** also contains a swept path assessment for a 16.5m long HGV confirming that a vehicle of this size is able to enter and exit in a forward gear.

3.11. Location K

3.11.1. Access K is an existing agricultural access consisting of a culvert over a drainage ditch on the southern side of Low Levels Bank, approximately 140 metres east of Access J. A swept path assessment has been undertaken at **Figure 3.12 - Proposed Access Arrangements - Access K** which indicates that the existing junction dimensions are of a suitable size to facilitate access by a 16.5m long HGV. The access is therefore considered to be suitable to accommodate construction vehicles. Temporary traffic measures will be implemented at the access, such as banksmen or temporary signals, in order to control the vehicle flow and speeds of Low Levels Bank when large construction vehicles are entering and egressing the Order Limits. The precise location and details will be agreed with the highway authority in due course.

3.11.2. **Figure 3.12 - Proposed Access Arrangements - Access K** also shows that visibility splays of 2.4 x 215 metres are shown to be achievable to the nearside kerbline in both directions commensurate with DMRB guidance for the national (60mph) speed limit for the road.

3.12. Location M

3.12.1. Access M is an existing agricultural access consisting of a culvert over a drainage ditch on the southern side of the A18 High Levels Bank. A swept path assessment has been undertaken at **Figure 3.14 - Proposed Access Arrangements - Access M**, which indicates that the existing junction will need to be widened with a 14 metre radius and 14.2 metre taper on the western side to facilitate access by a 16.5m long HGV. Construction vehicles will be advised that access will only be available to and from the west, in accordance with the construction traffic routes set out in **Chapter 4** of this document. Temporary traffic measures will be implemented at the access, such as banksmen or temporary signals, in order to control the vehicle flow and speeds of High Levels Bank when large construction vehicles are entering and egressing the Order Limits, and to ensure that vehicles approach and exit in the right direction. The precise location and details will be agreed with the highway authority in due course.

3.12.2. **Figure 3.14- Proposed Access Arrangements - Access M** also shows that visibility splays of 2.4 x 215 metres are shown to be achievable to the nearside kerbline in both directions commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit.

3.13. Location N

3.13.1. Access N is an existing agricultural access which measures approximately 15 metres wide at the connection point of the bell mouth with the northern side of the A18 High Level Bank. A swept path assessment has been undertaken at **Figure 3.15 - Proposed Access Arrangements - Access N**, which indicates that the existing junction dimensions are of a suitable size to facilitate access by 16.5m long HGV. The access is therefore considered to be suitable to accommodate construction vehicles

3.13.2. **Figure 3.15 - Proposed Access Arrangements - Access N** also shows that existing visibility splays of 2.4 x 215 metres achievable to the nearside kerb lines in both directions commensurate with DMRB guidance **[Ref-1]** for the national (60 mph) speed limit of the road. The access is therefore considered to be suitable to accommodate construction vehicles.

3.14. Location O

3.14.1. Access O is an existing agricultural access consisting of a concrete bridge over a drainage ditch on the southern side of the A18 High Levels Bank. A swept path assessment has been undertaken at **Figure 3.16 - Proposed Access Arrangements - Access O**, which indicates that the existing junction dimensions are of a suitable size to facilitate access by a 16.5m long HGV accessing and egressing to and from the west. A survey of the bridge will be carried out as appropriate to confirm the suitability of the bridge to accommodate the anticipated construction vehicle movements. If required, the bridge will be reinforced or replaced to accommodate construction traffic. Temporary traffic measures will be implemented at the access, such as banksmen or temporary signals, in order to control the vehicle flow and speeds of High Levels Bank when large construction vehicles are entering and egressing the Order Limits. The precise location and details will be agreed with the highway authority in due course.

3.14.2. **Figure 3.16** - **Proposed Access Arrangements - Access O** also shows that visibility splays of 2.4 x 215 metres are shown to be achievable to the nearside kerbline in both directions commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit of the road.

3.15. Location P

3.15.1. Access P is an existing agricultural access consisting of a concrete bridge over a drainage ditch served from the southern side of an unnamed road which measures

approximately 125 metres long between High Levels Bank in the east and the A18 in the west. The swept path assessment of a 16.5m long HGV shown in **Figure 3.17 - Proposed Access Arrangements - Access P** indicates that the bridge will be required to be upgraded/widened in order to accommodate large construction vehicles.

3.15.2. **Figure 3.17 - Proposed Access Arrangements - Access P** shows a visibility splay of 2.4 metres x 215 metres to the east is shown to be achievable, extending along High Levels Bank. Although the visibility splay is outside of the red line boundary to the east, it crosses a ditch and is within the adopted highway boundary. On this basis, it is considered to be unlikely that a structure will be built within or over the highway ditch to a height which impedes visibility 0.6 metres above the High Levels Bank or unnamed road ground level. A visibility splay of 2.4 metres x 51.8 metres is also shown to be achievable to the centre of the unnamed road's junction with the A18 from which oncoming traffic will be travelling from.

3.16. Location Q

3.16.1. Access Q is an existing agricultural access which measures approximately 20 metres wide where the bell mouth meets the carriageway on the eastern side of High Levels Bank. The access is proposed to be widened by approximately four metres to the north, in order to avoid an easement to an existing telecoms mast, with a 10 metre junction radii to be provided. As shown at **Figure 3.18 - Proposed Access Arrangements - Access Q**, existing visibility splays of 2.4 metres x 62.2 metres to the north and 2.4 metres x 64.1 metres to the south are shown to be achievable to the nearside kerbline. Temporary traffic measures will be implemented at the access, such as banksmen or temporary signals, in order to control the vehicle flow and speeds of High Levels Bank when large construction vehicles are entering and egressing the Order Limits. The precise location and details will be agreed with the highway authority in due course.

3.16.2. **Figure 3.18 - Proposed Access Arrangements - Access Q** also contains a swept path assessment for a 16.5m long HGV confirming that a vehicle of this size is able to enter and exit in a forward gear.

3.17. Location S

3.17.1. Access S proposes a new access from the northern side of Marsh Road. As identified at **Figure 3.20 - Proposed Access Arrangements - Access S**, the junction will feature a six metre wide carriageway with an eight metre radii on the southern side and a six metre radii with 14 metre taper on the northern side of the

bell mouth. Visibility splays of 2.4 x 215 metres to the nearside kerbline are shown to be achievable in both directions, commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit of the road.

3.17.2. **Figure 3.13 - Proposed Access Arrangements - Access S** also contains a swept path assessment for a 16.5 metre long HGV confirming that a vehicle of this size is able to enter and exit in a forward gear.

3.18. Location W

3.18.1. Access W is an existing agricultural access which measures approximately 17 metres wide at its point of connection with the northern side of Low Levels Bank. A swept path assessment has been undertaken at **Figure 3.24 - Proposed Access Arrangements - Access W**, which indicates that the existing junction dimensions are of a suitable size to facilitate access by a 16.5m long HGV to and from the east, from which construction vehicles are anticipated to be routing to the Order Limits.

3.18.2. **Figure 3.24 - Proposed Access Arrangements - Access W** also confirms that visibility splays of 2.4 metres x 215 metres are shown to be achievable to the nearside kerbline using land within the Order Limits and adopted highway boundary in both directions, commensurate with DMRB guidelines **[Ref-1]** for the national (60mph) speed limit of the road.

3.19. Location X

3.19.1. Access X is an existing agricultural access which measures approximately 16 metres wide where the bell mouth meets the carriageway on the eastern side of High Levels Bank. The access is approximately 30 metres south of Access R. A swept path assessment has been undertaken at **Figure 3.25 - Proposed Access Arrangements - Access X** which indicates that the existing access arrangement can facilitate access by a 16.5m long HGV to and from the north, from which construction vehicles are anticipated to be routing to the Order Limits.

3.19.2. As shown at **Figure 3.25 - Proposed Access Arrangements - Access X**, a visibility splay of 2.4 metres x 215 metres is shown to be achievable to the north, and 2.4 metres x 14 metres is achievable to the south without the removal of vegetation to increase the visibility splay. However, this is an existing situation with no highway safety record (as set out in **ES Appendix 12.1 - Transport Statement [Document Reference 6.3.12.1]).** Temporary traffic measures will be implemented on the unnamed road, such as banksmen or temporary signals, when large construction vehicles are entering and egressing the Order Limits. The precise location and details will be agreed with the highway authority in due course.

3.20. Location Y

3.20.1. Access Y is an existing agricultural access which measures approximately 12 metres wide at its point of connection with the carriageway, located to the west of Jaque's Bank. A swept path assessment has been undertaken at **Figure 3.26 - Proposed Access Arrangements - Access Y** which indicates that the existing junction dimensions are of a suitable size to facilitate access by a 16.5m long HGV without requiring amendments to the adjacent ditches. Therefore, no further upgrades to the access are proposed. Temporary traffic measures will be implemented on Jaque's Bank, such as banksmen or temporary signals, when large construction vehicles are entering and egressing the Order Limits. The precise location and details will be agreed with the highway authority in due course.

3.20.2. **Figure 3.26 - Proposed Access Arrangements - Access Y** also confirms that visibility splays of 2.4 x 215 metres are shown to be achievable to the nearside kerbline in both directions commensurate with the national (60mph) speed limit of the road.

3.21. Location Z

3.21.1. Access Z is an existing agricultural access which measures approximately 11 metres wide at its point of connection with the eastern side of Crow Tree Bank. A swept path assessment has been undertaken at **Figure 3.27 - Proposed Access Arrangements - Access z** which indicates that the existing junction dimensions are of a suitable size to facilitate access by a 16.5m long HGV. Therefore, no further upgrades to the access are proposed.

3.21.2. **Figure 3.27 - Proposed Access Arrangements - Access Z** also confirms that existing visibility splays of 2.4 x 215 metres to the south to the nearside kerbline and 2.4 x 54.93 metres to the north to oncoming vehicles are shown to be achievable without removing vegetation. However, this is an existing situation with no highway safety record (as set out in **ES Appendix 12.1 - Transport Statement [Document Reference 6.3.12.1]).** Temporary traffic measures will be implemented on the unnamed road, such as banksmen or temporary signals, when large construction vehicles are entering and egressing the Order Limits. The precise location and details will be agreed with the highway authority in due course.

3.22. Location AA

3.22.1. Access AA proposes a new access on the northern side of Crook O'Moor Road, as shown at **Figure 3.28 - Proposed Access Arrangements - Access AA.** The access

will be located opposite to Access AB. Access AA will have a six metre wide carriageway with 10 metre junction radii on both sides. An 18.9 metre taper will be provided on the western side and a 16.7m taper on the eastern side within the Order Limits. These tapers will facilitate 16.5m long HGVs entering exiting the access. A swept path assessment of a 16.5m long HGV has been undertaken confirming that this vehicle is able to enter and exit the access from all directions in a forward gear.

3.22.2. **Figure 3.28 - Proposed Access Arrangements - Access AA** also confirms that a visibility splay of 2.4 x 215 metres to the north and 2.4 x 182 metres to the south are shown to be achievable to the nearside kerbline. On site observations suggest that vehicles speeds in this location are much lower than the signed national (60mph) speed limit. However, temporary traffic measures will be implemented at the access, such as banksmen or temporary signals, in order to control the vehicle flow and speeds of Crook O'Moor Road when construction vehicles are entering and egressing the Order Limits. The precise location and details will be agreed with the highway authority in due course.

3.23. Location AB

3.23.1. Access AB proposes a new access on the southern side of Crook O'Moor Road, as shown at **Figure 3.28 - Proposed Access Arrangements - Access AB** which is located opposite Access AA. Access AB will have a six metre wide carriageway with 10 metre junction radii on both sides. A 16.5 metre taper will be provided on the western side and a 22.9m taper will be provided on the eastern side. These tapers will facilitate 16.5m long HGVs entering and exiting the access. A swept path assessment of a 16.5m HGV has also been undertaken confirming that this vehicle is able to enter and exit the access from all directions in a forward gear.

3.23.2. **Figure 3.28 - Proposed Access Arrangements - Access AB** also confirms that a visibility splay of 2.4 x 215 metres to the north and 2.4 x 196 metres to the south are shown to be achievable to the nearside kerbline. On site observations suggest that vehicles speeds in this location are much lower than the signed national (60mph) speed limit. However, temporary traffic measures will be implemented at the access, such as banksmen or temporary signals, in order to control the vehicle flow and speeds of Crook O'Moor Road when large construction vehicles are entering and egressing the Order Limits. The precise location and details will be agreed with the highway authority in due course.

3.24. Location AC

3.24.1. Access AC is an internal crossing over Marsh Road to connect two panel areas within Land Parcel B, as shown at **Figure 3.29 - Proposed Access Arrangements - Access AC.** A swept path assessment for a tractor and trailer has been undertaken confirming that a vehicle of this size is able to perform the required manoeuvre.

3.24.2. Appropriate mitigation will be implemented, anticipated at this stage to consist of banksmen, to control vehicles as they cross Marsh Road.

3.25. Location AD

3.25.1. Access AD is an internal crossing within Land Area B between the panel areas either side of an unnamed road, as shown at **Figure 3.30 - Proposed Access Arrangements - Access AD.** A swept path assessment for a 16.5 metre HGV has been undertaken confirming that a vehicle of this size is able to perform the required manoeuvre.

3.25.2. A potential crossing in the form of a culvert may be required to facilitate crossing between the two panel areas. The details will be agreed with the highway authority in due course.

3.26. Location AE

3.26.1. Access AE is an internal crossing between the panel areas within Land Area D which are separated by a ditch, as shown at **Figure 3.31 - Proposed Access Arrangements - Access AE.** A swept path assessment for a 16.5 metre long HGV has been undertaken confirming that a vehicle of this size is able to perform the required manoeuvre.

3.27. Location AH

3.27.1. Access AH proposes a new access to the south of the A18 as shown at **Figure 3.34 - Proposed Access Arrangements - Access AH.** A swept path assessment for a tractor and trailer has been undertaken confirming that a vehicle of this size is able to turn into and out of the access to and from the east from/to a construction compound that will be located in the adjacent panel area.

3.27.2. **Figure 3.34 - Proposed Access Arrangements - Access AH** also confirms that a visibility splay of 2.4 x 215 metres is shown to be achievable to the nearside kerbline in both directions, commensurate with DMRB for the national (60mph)

speed limit. The access point is therefore considered suitable to accommodate construction traffic associated with the laying of the cable route for the solar farm.

3.28. Location Ai

3.28.1. Access Ai proposes a new access to the south of the A18, around 390 metres west of Jaque's Bank, as shown at **Figure 3.35- Proposed Access Arrangements - Access Ai.** A swept path assessment for a 16.5m long HGV has been undertaken confirming that a vehicle of this size is able to turn into and out of the access to and from the west, in accordance with the construction traffic routes set out in **Chapter 4** of this document.

3.28.2. **Figure 3.35 - Proposed Access Arrangements - Access Ai** also confirms that a visibility splay of 2.4 x 215 metres is shown to be achievable to the nearside kerbline in both directions, commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit.

3.28.3. The location of the access is generally open and limited vegetation will need to be removed to accommodate it. An existing layby on the eastbound carriageway will be temporarily closed, if considered necessary by the highway authority. The precise details will be agreed with the highway authority in due course.

3.29. Location AJ

3.29.1. Access AJ is an existing agricultural access from Green Bank as shown at **Figure 3.36 - Proposed Access Arrangements - Access AJ.** A swept path assessment for a 4x4 vehicle and a trailer has been undertaken confirming that a vehicle of this size is able to perform the required manoeuvre. This access point is required as an access to the cable run to the south of Land Parcel C.

3.30. Location AK

3.30.1. Access AK is an existing agricultural access from the A161 as shown at **Figure 3.37 - Proposed Access Arrangements - Access AK.** This will serve as the access to land area M15(E) for retained agricultural purposes and mitigation. A swept path assessment for a tractor and trailer has been undertaken confirming that a vehicle of this size is able to perform the required manoeuvres.

3.30.2. **Figure 3.33 - Proposed Access Arrangements - Access AG** also confirms that visibility splays of 2.4 x 160 metres can be achieved to the nearside kerbline in both directions, commensurate with the 50mph speed limit in place on the A161 within the vicinity of the access.

3.31. Proposed Operational Access

3.31.1. Once construction has finished, all construction accesses are expected to be retained for operational purposes.

3.31.2. Once operational, it is anticipated that there could be around one visit to the Scheme per month on average associated with equipment maintenance, ground maintenance, security checks etc. This would typically be made by light van or 4x4 type vehicles.

3.31.3. Whilst the contractor's compounds will have been removed, space for parking and turning will remain within the Scheme.

Internal Roads

3.31.4. The extent of the access tracks within the Scheme is shown on the indicative layout included as part of the wider submission.

3.31.5. The Scheme will feature permanent four metre wide access tracks throughout allowing for the movement of construction vehicles. These access tracks will be completed during the initial phase of the construction process.

3.31.6. The access tracks will be made of stone on top of permeable matting to protect and support the ground, enabling it to bear the weight of the plant and HGVs.

3.31.7. Existing ditch crossings will be utilised within the Scheme, where appropriate.

4 Construction Traffic Routing

4.1.1. The majority of components required to construct the Scheme are likely to be shipped in 40ft containers which are typically carried to the site on 16.5m long articulated HGVs. Excluding any abnormal indivisible loads (AILs), this is the largest vehicle which will access the Scheme.

4.1.2. The designated routes for construction traffic accessing the Scheme to the Land Parcels are shown at **Figure 4.1** of this document and summarised below. The designated construction traffic routes will be provided to drivers by the Site Manager(s) in advance of departing for each respective Land Parcel.

4.1.3. These routes will be followed unless otherwise agreed with the relevant highway authority, or in an event outside the Applicant's control which means an alternative route needs to be followed (e.g. an unexpected road closure/diversion).

4.2. Land Parcel A

4.2.1. Accesses A and B serve Land Parcel A. Access C provides access to land required for bird mitigation within Land Parcel A. The arrival route vehicles will take is as follows:

- Exit the M18 motorway at Junction 6 turning north onto Selby Road.
- Turn right onto North Common Road following it along before turning right onto Marshland Road.
- Follow Marshland Road south and then turn left onto Coulman Street.
- Follow Coulman Street south before turning left onto Moor Edges Road
- For Access A, turn left onto the Private Road leading into Causeway Farm and into the Scheme;
- For Access B, continue on Moor Edges Road for 850 metres before turning left in to the Scheme; and
- For Access C, continue onto High Bridge Road before turning left in to the site before reaching Maud's Bridge.

4.3. Land Parcel B

4.3.1. Accesses S, AA, AB and AC serve Land Parcel B. The arrival route vehicles will take is as follows:

- Exit the M180 at Junction 2 onto the A161 and follow it northwards towards Crowle.
- Turn left onto Godnow Road, following the road southwest.
- Turn right onto Windsor Road and continue north to the junction with Marsh Road and Cross street; and
- Turn left onto Marsh Road, continuing west until turning into each access point.

4.3.2. Swept path assessment of junctions along the route the A161 (Godnow Road, Windsor Road and Marsh Road) from are included at **Appendix B**.

4.4. Land Parcel C

4.4.1. Access D, E, Y and Ai serve Land Parcel C. The arrival route vehicles will take to reach these access points is as follows:

- Construction traffic will exit the M180 at Junction 1 onto the Tudworth Roundabout turning east onto the A18; and
- Continue east along the A18 before either accessing the land parcel required directly from the A18 (Access Ai), or one of the minor roads (Green Bank (Access D and E) or Jaque's Bank (Access Y) from the A18.

4.5. Land Parcel D

4.5.1. Land Parcel D is bisected by the M180. The arrival route vehicles routing to parcels to the north of the M180 (Access F, M and Z) will take to reach their destination is as follows:

- Construction traffic will exit the M180 at Junction 1 onto the Tudworth Roundabout turning east onto the A18
- Continue east along the A18 before either accessing the land parcel required directly from the A18 (Access F and M), or Crow Tree Bank (Access Z).

4.5.2. The arrival route vehicles routing to parcels to the south of the M180 using accesses H, i, J, K and W will take to reach their destination are as follows:

- Vehicles will exit the M180 at Junction 1 onto the Tudworth roundabout turning south onto the A18.
- Upon reaching the Sandtoft Road junction turn left following it along as it becomes Low Levels Bank; and
- Continue following Low Levels Bank east into the access points either side of the Low Levels Bank carriageway.

4.5.3. Swept path assessment of the A18 Tudworth Road/ Sandtoft Road junction is included at **Appendix C**.

4.6. Land Parcel E

4.6.1. Accesses P, R, Q, X and Ai serve Land Parcel E. The arrival route vehicles will take is as follows:

- Exit the M180 at Junction 2 onto the A161 following it north: then:
- For Access P, turn left onto the unnamed road that runs parallel to the A18 following it west before routing west on High Levels Bank, from which Access P is served;
- For Access Q, turn left onto the unnamed road that runs parallel to the A18 following it west before routing south on High Levels Bank, from which Access Q is served; and
- For Access R, turn left onto the unnamed road that runs parallel to the A18 following it west, form which Access R is served.
- For Access AK, continue north along the A161 for circa one kilometre, with Access AK on the western side of the road

4.7. Construction Route Mitigation

4.7.1. The arrival and departure of HGVs at the Scheme will be strictly managed by the Site Manager(s). Drivers will adhere to a delivery schedule and will be required to call ahead to ensure that any emerging HGVs can be held within the construction compounds. No HGVs will be permitted to wait on the public highway and background traffic will always be given priority. This will be effected by banksmen and the Site Manager(s).

4.7.2. Advisory signs will be provided along the construction traffic route, with the exact positions to be agreed with CDC and NLC officers in due course. The signs will be compliant with Chapter 8 of the Traffic Signs Manual **[Ref-2],** where applicable, and will be in place for the duration of the construction phase at the site.

4.7.3. Drivers will be informed of the required route to each access point prior to arriving at and / or departing from the Scheme. They will also be advised not to use Sat-Navs to reach the Scheme to avoid using inappropriate roads. A temporary signage scheme to direct drivers to each of the Land Parcels will be put in place from the strategic road network for the duration of the construction works.

4.7.4. There are no signed height restrictions on the routes, and no road closures will be required in order to facilitate access. However, temporary traffic management measures are proposed at each individual access point to assist drivers entering and leaving the Scheme.

4.7.5. Specifically in relation to Land Parcel B and the proposed construction traffic route, Crowle Primary School is located on Windsor Road around 95 metres south of Marsh Road. As such, any construction traffic movements through Crowle (a breakdown of which is provided in **ES Chapter 12 Transport and Access [Document Reference 6.1.12]** as link 19 of the ES) would be strictly managed and would be timed to avoid the peak hours on the highway network and the busiest times of the school day.

5 Vehicle Trip Attraction

5.1. Construction Phase

5.1.1. The construction phase includes the preparation of the land, the temporary access roads, erection of security fencing, assembly and erection of the PV strings, installation of the inverters/transformers/battery units and grid connection, including cable connections between the panel areas and the intermediate substations.

5.1.2. The Applicant has confirmed the following construction periods for each of the Land Parcels for assessment purposes:

- Land Parcel A – 12 months (with peak construction over a four month period).
- Land Parcel B – 9 months (with peak construction over a two month period).
- Land Parcel C – 12 months (with peak construction over a three month period).
- Land Parcel D – 9 months (with peak construction over a three month period).
- Land Parcel E – 12 months (with peak construction over a three month period).

5.1.3. The Applicant has also confirmed for assessment purposes that they are likely to construct only two Land Parcels at any one time. The peak construction period in Transport and Access terms would comprise the construction of Land Parcel C and Land Parcel E simultaneously, as these Land Parcel share sections of the proposed construction traffic route. However, in order to provide a robust assessment it has been assumed that the entire Scheme could come forward at the same time. This ensures that all potentially impacted links are considered and provides a robust assessment of the highway network.

5.1.4. HGV deliveries will be made to construction compounds located across the Land Parcels. The construction compounds will accommodate deliveries by HGVs where

they will decant equipment and materials. Some Land Parcels will require the materials to be transported from other Parcels via smaller vehicles (i.e. tractor and trailer). Where this is required, it has been assumed that a total of three tractor and trailers are required for every HGV delivery.

5.1.5. The construction of the Scheme will require Abnormal Indivisible Loads (AIL) for the transformer and substation deliveries. The deliveries will be planned with an AIL route assessment and will be escorted and managed along the route from the port of entry into the UK and the Order Limits. Any impacts will be minimised, and the arrangements will be secured through an AIL assessment in due course in conjunction with CDC, NLC and the Police.

5.1.6. There will also be a small number of construction movements associated with smaller vehicles such as the collection of skips for waste management, although these will be infrequent, and the transport of construction workers and sub-contractors.

5.1.7. The Applicant has confirmed that a maximum of up to 377 construction workers would be on Land Area C and E at any one time during the peak construction period. This is based on an assumption of 4.94 workers per acre. However, the assessment has been based on the construction of the Scheme occurring simultaneously and therefore a higher number of staff trips has been assessed with up to 880 staff across the entire Scheme.

5.1.8. The Applicant expects that 75% of the construction workers will travel to site via 15 seater minibus, whilst the other 25% will arrive via private vehicle with an average of three workers per car. This equates to 17 minibuses and 41 private cars per day (up to 116 two-way vehicle movements per day at peak times of construction). The majority of staff will travel from Doncaster, North Lincolnshire and East Riding of Yorkshire areas. Further details on the location of where staff will travel from is set out in **ES Chapter 11 Socio Economic [Document Reference 6.2.11].**

5.1.9. As set out above, construction compounds will be provided across the Land Parcels. The number of deliveries will therefore be split between each Land Parcel and their respective compounds. The Applicant has confirmed for assessment purposes that each Land Parcel could be associated with the following daily vehicle movements, based upon the construction periods set out in **paragraph 5.2**:

- Land Parcel A – 90 two-way AADT movements per day (including 42 HGV AADT movements).

- Land Parcel B – 11 two-way AADT movements per day (including six HGV AADT movements).
- Land Parcel C - 42 two-way AADT movements per day (including 20 HGV AADT movements).
- Land Parcel D - 38 two-way AADT movements per day (including 18 HGV AADT movements).
- Land Parcel E - 54 two-way AADT movements per day (including 26 HGV AADT movements).

5.2. Summary

5.2.1. The level of traffic during the temporary construction phase is not considered to be material and it is considered that this will not have a detrimental impact on the safety or operation of the local or strategic highway network.

6 Proposed Mitigation Measures

6.1.1. The appointed contractor(s) will introduce measures to minimise the impact on the local road network resulting from construction activities. These will be managed by the Project Manager and the Site Manager(s).

6.1.2. The Site Manager(s) will assume responsibility for the operation of the Scheme. The details of the Site Manager(s) will be provided to the highway authority at CDC and NLC in advance of any works being carried out.

6.2. Construction Compounds

6.2.1. Construction compounds will be located across the Order Limits within each Land Parcel, as shown in **ES Figure 2.1 – Indicative Construction Layout Plan [Document Reference 6.4.2.1]** available as part of the wider submission. The construction compounds will be on flat ground. They will be surfaced with aggregate/ stone to support weight bearing plant and equipment. The construction compounds will be removed once the construction phase is complete.

6.2.2. All of the construction compounds will be secured by mesh fencing and will include:

- reception area.
- office and welfare units.

- security cabin.
- turning area for delivery vehicles.
- laydown area.
- skip area.
- storage containers.
- parking area; and
- vehicle wheel wash area.

6.2.3. Parking for cars and minibuses will be provided within each of the compounds. Parking will therefore be contained within the Scheme and no unnecessary parking will occur on the local highway network. This will be monitored and managed by the Site Manager(s).

6.2.4. No parking by contractor(s), visitors or delivery vehicles will be permitted on any roads in the vicinity of the Scheme or the access tracks from the public highway leading to the construction compounds during the construction phase. Visitors will be advised of the parking arrangements in advance of travelling to the Scheme. The Site Manager(s) will monitor that parking is taking place in the designated area within the compounds.

6.2.5. The compounds will also include areas for the storage of plant and equipment. The material storage units will be used to contain materials, products, parts, crates, packing materials and waste for the duration of the construction phase.

6.2.6. Staff welfare facilities including toilets, and a canteen will be provided at each compound. An office block will be located at the entrance of the compounds for signing in and out and other administrative activities.

6.2.7. Loading and unloading of construction material and plant will take place within the construction compounds. A fenced and secured storage area will also be provided. The compounds will be large enough for heavy goods vehicles (HGVs) and a tractor and trailer to turn and exit the compound in a forward gear.

6.2.8. The arrival and departure of HGVs at the Scheme will be strictly managed by the Site Manager(s). Drivers will be required to adhere to a delivery schedule and will be required to call ahead to ensure that any emerging HGVs can be held within the

construction compounds. No HGVs will be permitted to wait on the public highway. This will be communicated to drivers via the call-ahead system.

6.2.9. Wheel washing may be required until the internal access tracks are completed. A hose / pressure washer or dry-wheel wash will be provided at the exit of the construction compounds to ensure that vehicle's wheels are clear of mud and debris before exiting on to the local highway network.

6.3. Management of HGVs

6.3.1. A Delivery Management System will be put in place to plan deliveries entering all the site accesses and this will be controlled by the Site Manager(s) and banksmen.

6.3.2. The arrival and departure of HGVs at the site access points will be strictly managed by the Site Manager(s). Drivers and banksmen and will adhere to a delivery schedule and will be required to call ahead to ensure that any emerging HGVs can be held, if necessary, within the construction compound. No HGVs will be permitted to wait on the public highway. This will be communicated by the Site Manager(s) via the call ahead system. Should more than one HGV arrive at the site at the same time, then the construction compounds are large enough to be able to accommodate this.

6.3.3. National Highways have requested that delivery vehicles are limited to outside of the AM and PM peak hours of the Strategic Road Network (SRN) (i.e. avoiding 0800-0900 and 1700-1800 on the SRN).

6.4. Operation and Management of Banksmen

6.4.1. Trained banksmen will be deployed to manage inbound and outbound HGV movements associated with the Scheme.

6.4.2. Banksmen will be sited at all access points that are in use during the construction phase to manage the safe access and egress of all construction traffic.

6.4.3. They will wear high-visibility clothing at all times and will communicate to HGV drivers and colleagues via radio.

6.4.4. Banksmen will also be located within the construction compounds to assist turning manoeuvres by the largest vehicles, where required, and at PRoW crossing routes within the Scheme to ensure that users of the PRoW are given priority at all times.

6.4.5. The contact details of the contractor(s) and those of the highway department at NLC and CDC will be exchanged before commencement of the works at the Scheme.

6.5. Temporary Signage

6.5.1. Temporary warning signage will be placed in strategic locations to warn road users of the ongoing construction.

6.5.2. The signage will be provided in line with The Traffic Signs Manual: Chapter 8 (2020) **[Ref-2]** and is proposed to include (subject to agreement with the Highway Authority):

- Sign Ref: 2708 - Red signage stating 'CAUTION CONSTRUCTION TRAFFIC TURNING' at the access and egress points; and
- Sign Ref: 7305 – 'WORKS TRAFFIC' directional signage from the strategic road network.

6.5.3. During the construction phase, temporary signage in line with Diagram 7301 'WORKS TRAFFIC ONLY' of the Traffic Signs Regulations and General Directions 2016 (TSRGD) will be used to indicate that heavy construction vehicles are turning. Signage will be white text and red background 1050 x 750mm mounted in 'A' frame, as illustrated at **Appendix D.**

6.6. Public Rights of Way

6.6.1. Mitigation and management procedures will be put in place where the PRoWs cross through the Scheme. These measures will include:

- When construction plant and machinery are accessing a relevant Land Parcel, a banksman will be employed to control both movements on the PRoW and HGV traffic. Banksmen will ensure that users of the PRoW always have priority.
- Where possible fencing will be placed along the PRoW routes where they cross the Scheme with gated sections in the vicinity of the internal access tracks. Vehicles will only be permitted to cross the PRoW at designated crossing points. Only smaller vehicles will be required to cross the PRoW at the designated crossing points.
- Signage will be erected at either end of the affected PRoWs in the vicinity of the Scheme boundary advising users of ongoing construction activities. Further signage will be positioned on the approach to either side of each crossing point for both construction traffic and PRoW users.

6.6.2. Temporary diversion of a sections of PRoWs Thorne 19 and CROW 21, which traverse the site, may be required during the construction period in order to separate and keep apart members of the public from the construction vehicles and machinery. If a PRoW needs to be closed temporarily during construction, an alternative path will be provided.

6.6.3. The temporary diversion will cease following construction of the relevant works. Temporary diversion of the footpath would also take place during decommissioning.

6.7. Traffic Management

6.7.1. Where required, suitable traffic management would be implemented to ensure safe operation and to reduce as far as reasonably practicable the impact of the cable route works on the local highway network.

6.7.2. The following traffic management measures could be implemented at the site access points and along the cable route where it affects the adopted highway, depending on the nature of the carriageway within which the works are taking place. The details of traffic management will be agreed with the relevant highway authority in advance of any works taking place in the highway.

Banksmen

6.7.3. Where required, banksmen will be sited at the site access points and at either end of cable run areas to control traffic associated with the Scheme on the highway. Banksmen will communicate between vehicles / site management via CB radio. This will ensure traffic is controlled in a 'one way only' fashion in the vicinity of construction areas.

Stop / Go Boards

6.7.4. On roads along the route where the speed limit does not exceed 60mph (and where adequate visibility and lighting is available), stop/go boards shall be used to manage the flow of traffic past the cable works. Use of Stop/Go boards would be restricted to daylight hours.

6.7.5. Where manually rotated signs are in use and the operatives are not in direct line of sight, then two-way radio communication between operators must be used.

Portable traffic signals

6.7.6. Two way and / or multi-phase traffic signals will be considered where Stop/Go and Give and Take methods cannot be implemented. The details of traffic management will be agreed with the relevant highway authority in advance of any works taking place in the highway.

Road Closure

6.7.7. Whilst this would be avoided, where possible, if it becomes necessary a Temporary Traffic Regulation Order (TTRO) could be applied for by the contractor(s) to close a road or part of a road along the construction route. Whilst this would be avoided, where possible, if it becomes necessary a road or part of a road along the construction route could be closed following the temporary traffic regulation procedure set out in the DCO.

6.7.8. Where required, pedestrian access to properties within the affected road/s will be maintained at all times.

6.7.9. Appropriate traffic control signage will be agreed and provided as part of any of the above traffic management measures, in line with the Traffic Signs Regulations and General Directions (TSRGD) 2016 **[Ref-3]** and Traffic Signs Manual Chapter 8 **[Ref-2].** The exact signage will be designed by a suitably competent contractor.

6.8. Condition Survey

6.8.1. A pre-commencement walk-over Condition Survey on the local highway network will be carried out to assess the baseline condition of the adopted highway before relevant construction activities commence. The extents of the surveys will be determined in consultation with highway officers at NLC and DC in due course.

6.8.2. The survey will incorporate photographic records as appropriate. The survey will be undertaken in the presence of highway officers at NLC and CDC should they wish to be present, as required, and a date for this survey will be determined before relevant construction activities commence.

6.8.3. This would be followed by a further Condition Survey with a further photographic record covering the same extents as previously assessed at the end of the relevant construction activities, in order to identify and agree any remedial works reasonably attributable to construction activities. A date for this survey will be determined in consultation with the highway authority once construction of the Scheme is complete.

7 References

- Ref-1: Design Manual for Roads and Bridges CD109 Highway Link Design (March 2020)
- Ref-2: Department for Transport Traffic Signs Manual Chapter 8: Traffic Safety Measures and Signs for Road Works and Temporary Situations (2009)
- Ref-3: The Traffic Signs Regulations and General Directions (TSRGD) 2016.

8 Glossary

Table 9-1: Glossary for Transport and Access

Terminology	Definition
AADT	Annual Average Daily Traffic -
AIL	Abnormal Indivisible Load
CDC	City of Doncaster Council
CTMP	Construction Traffic Management Plan
DCO	Development Consent Order
DMRB	Design Manual for Roads and Bridges
ES	Environmental Statement
HGV	Heavy Goods Vehicle
LEMP	Landscape Ecological Management Plan
Mph	Miles per hour
MWp	Megawatts peak
NLC	North Lincolnshire Council

PRoW	Public Right of Way
SRN	Strategic Road Network

Figure 2.1 Indicative Access Strategy