RWE

Tween Bridge Solar Farm

7.7 Outline Construction Traffic Management Plan Part 3

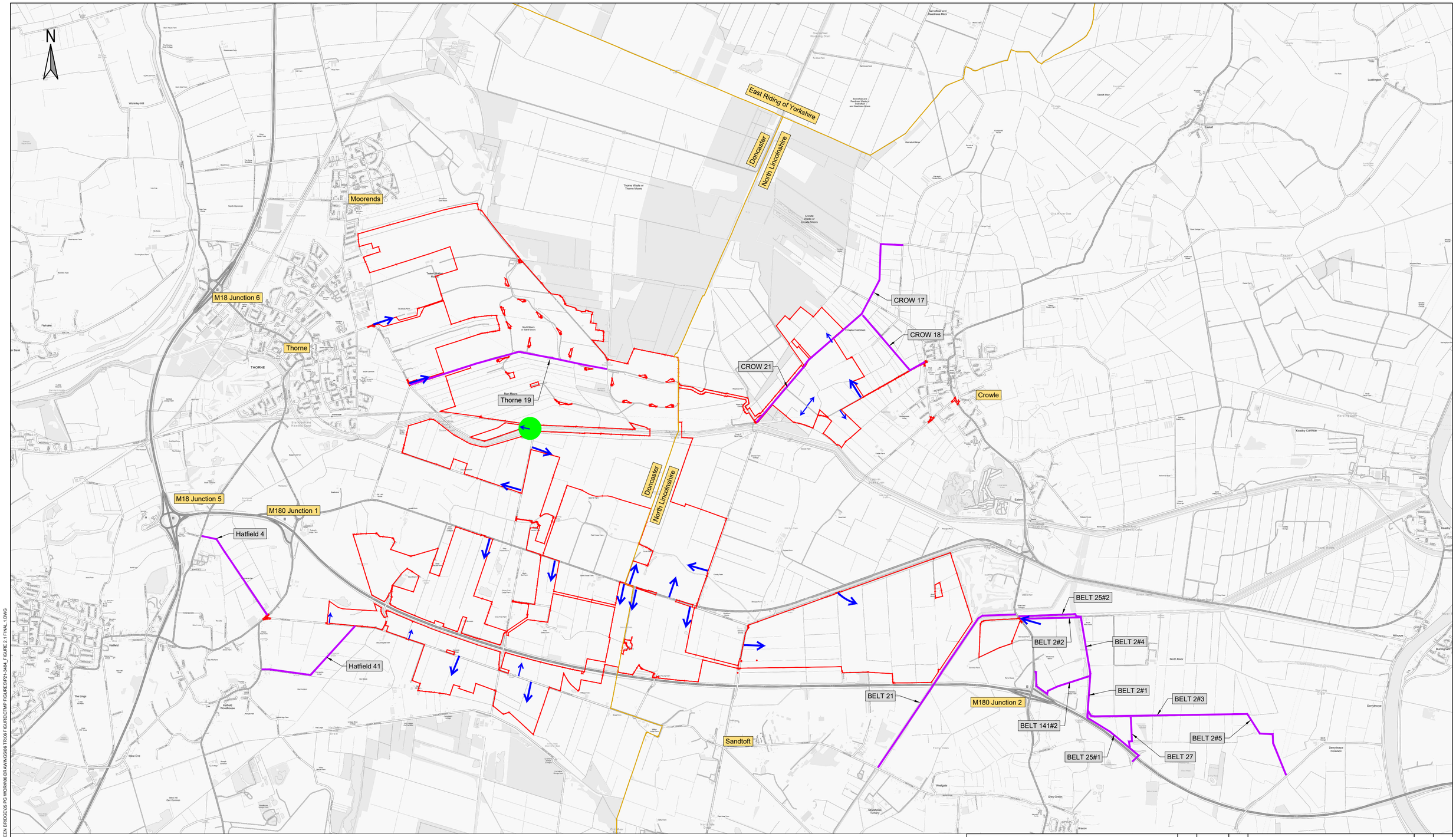
Planning Act 2008
Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

APFP Regulation 5(2)(q)

Document Reference: 7.7

June 2026

Revision 3



Key:

- Order Limits
- Weak Bridge (7.5 tonne)
- Public Right of Way
- Approximate Access Locations
- Local Authority Boundaries

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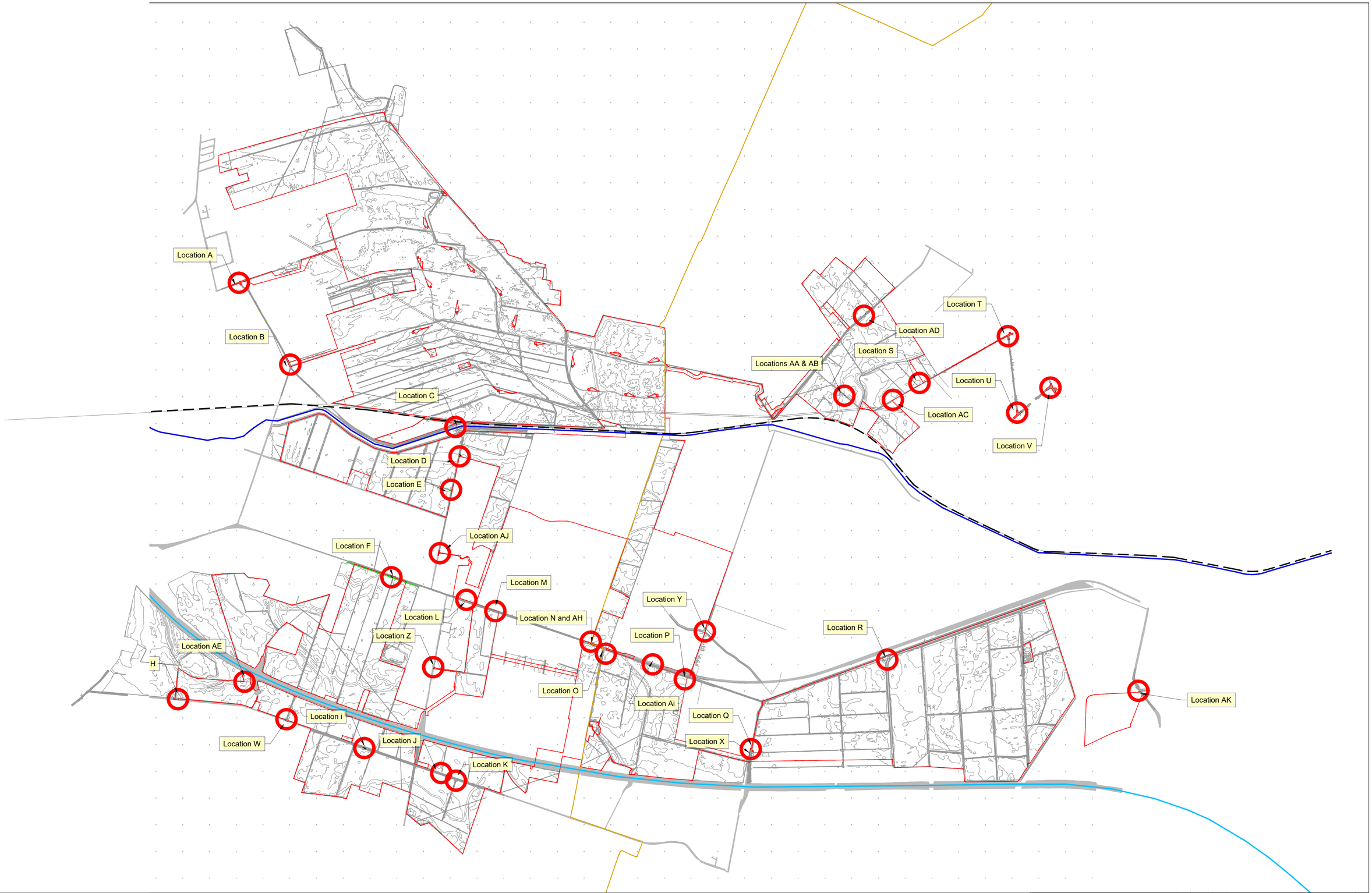
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Figure 3.1 Proposed Access Arrangements Master



Key:

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

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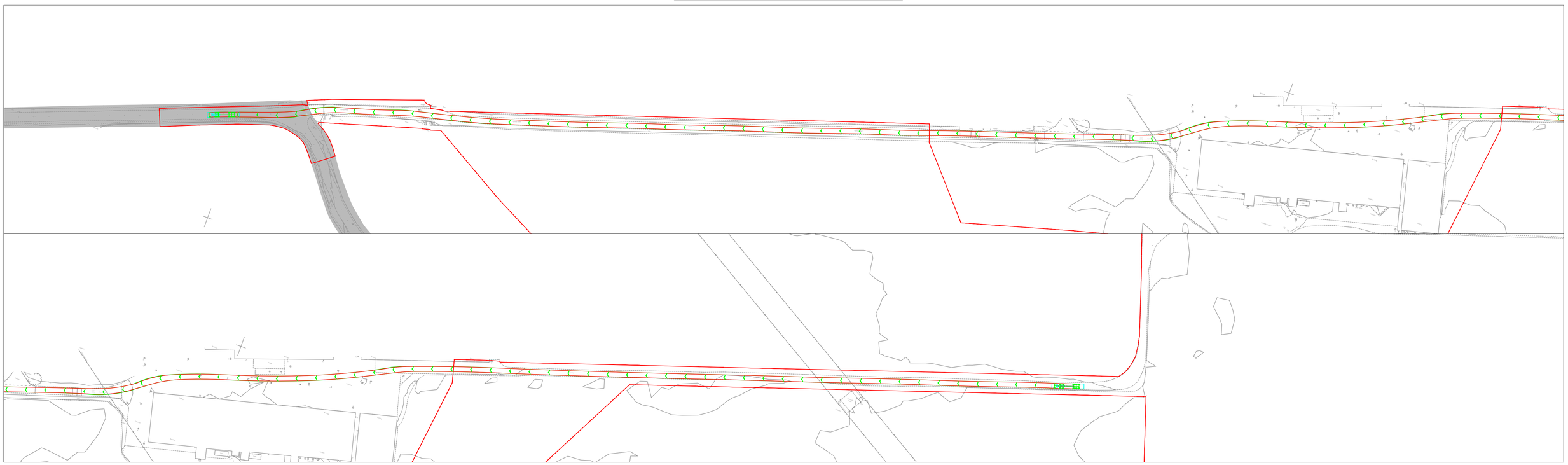
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RWE RENEWABLES UK SOLAR AND STORAGE LTD	NTS	ADWS	KSS
PROJECT: TWEEN BRIDGE SOLAR FARM	DATE: 09/07/2025	DESIGN-DRAWN: JAN	[redacted]STATUS: FINAL
TITLE: PROPOSED ACCESS ARRANGEMENTS - MASTER	PROJECT No: P21-3484	DRAWING No: FIGURE 3.1	REV: 1

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Figure 3.2 Proposed Access Arrangements – Access A

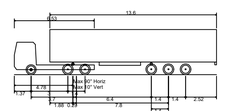


Swept Path Analysis of a 16.5m Articulated Vehicle Entering Access A



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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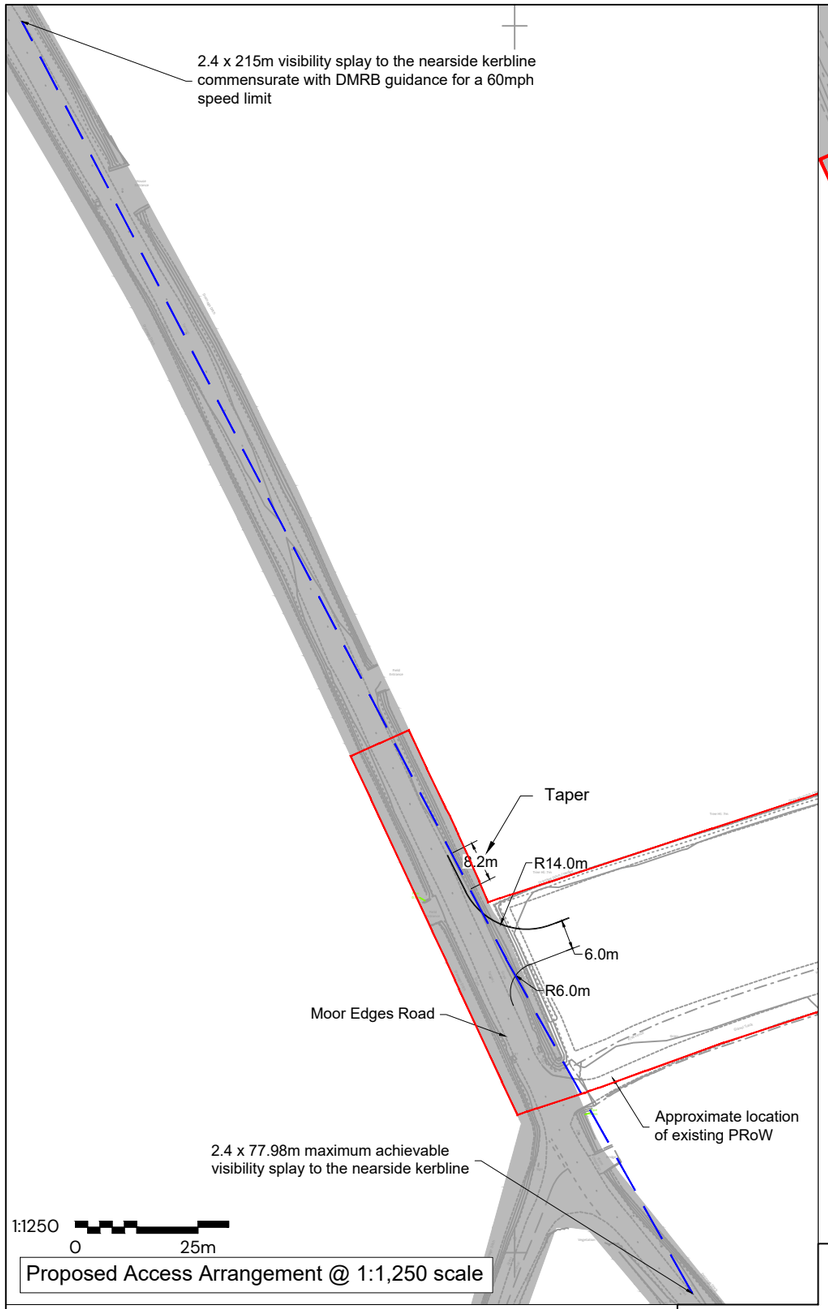
PROJECT: TWEEN BRIDGE SOLAR FARM

TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION A

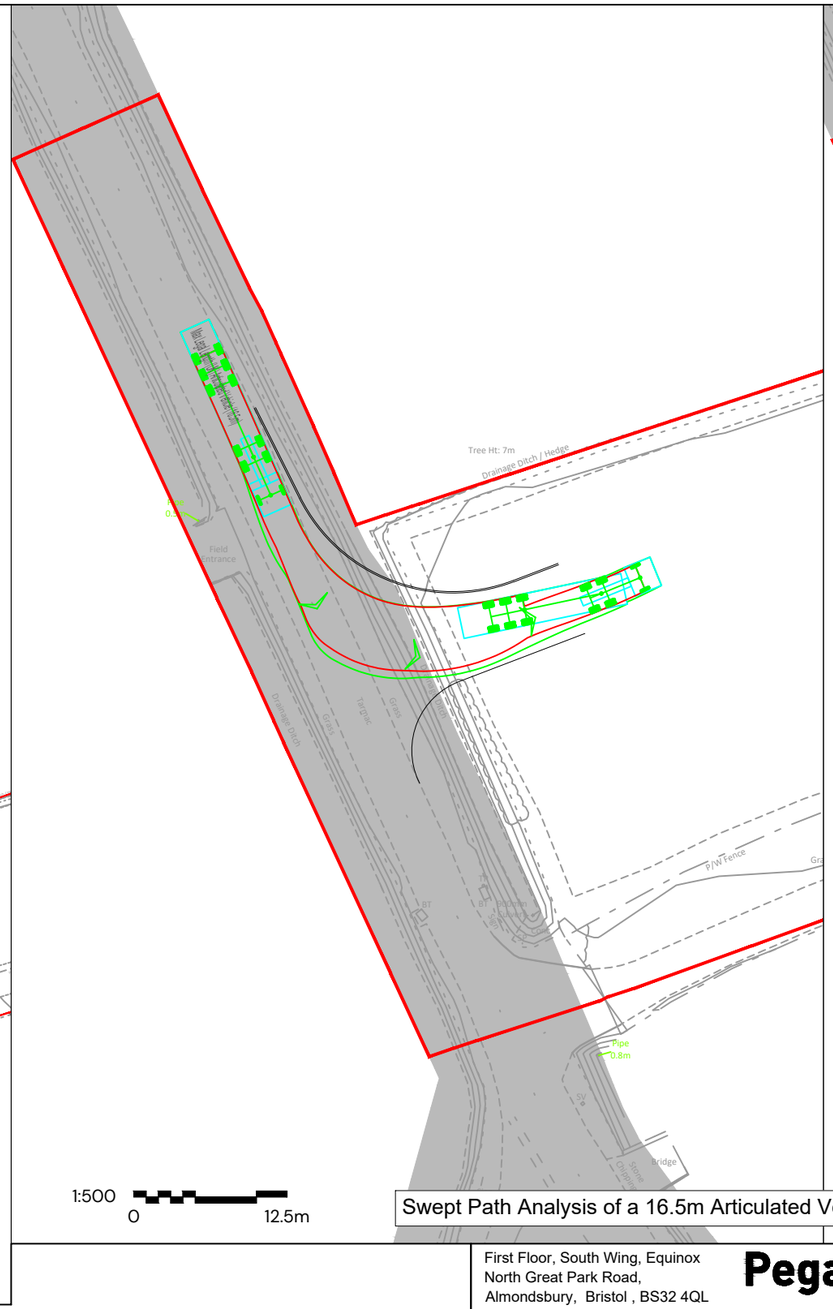
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Figure 3.3 Proposed Access Arrangements – Access B



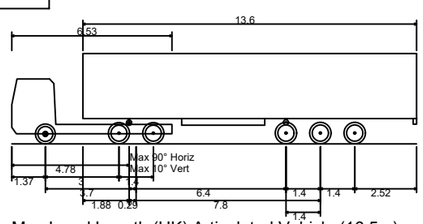
Proposed Access Arrangement @ 1:1,250 scale



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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TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION B

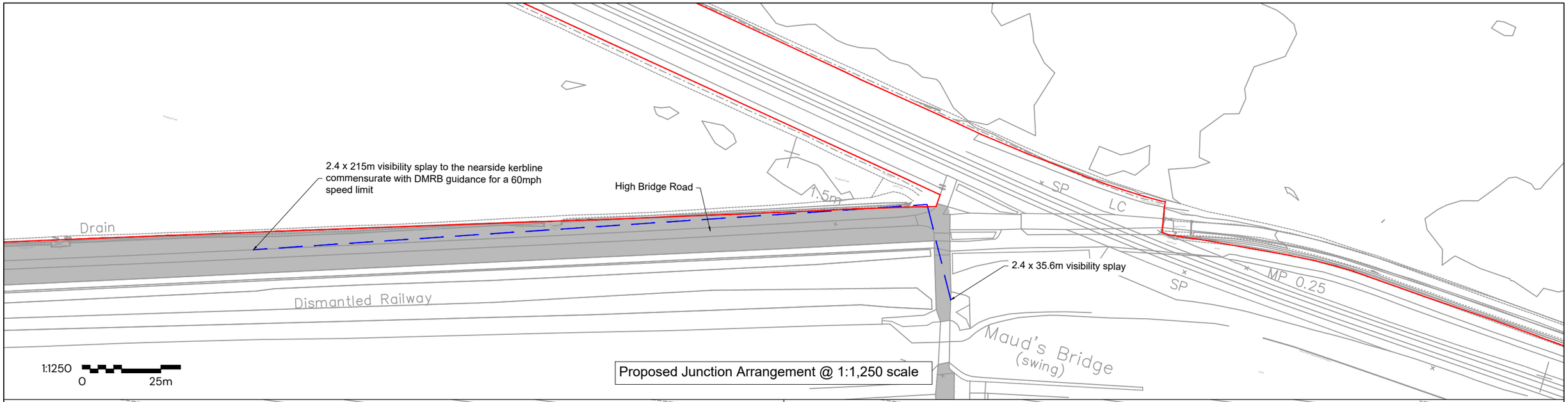
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PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.3	1

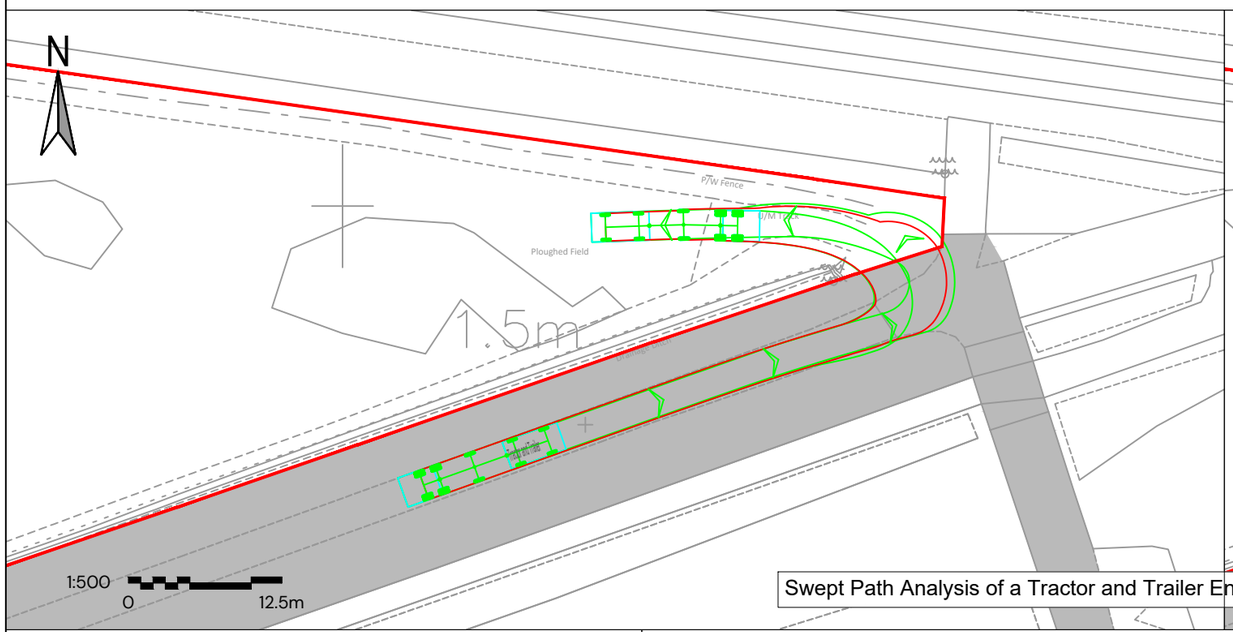
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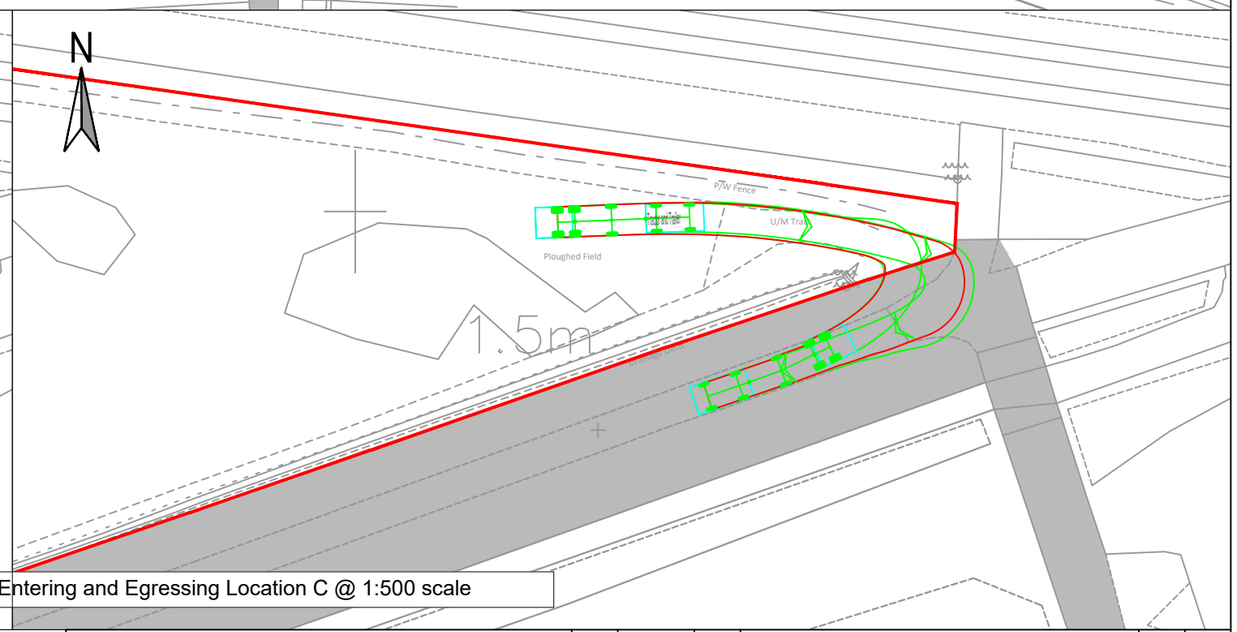
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Figure 3.4 Proposed Access Arrangements – Access C

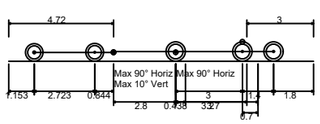


Proposed Junction Arrangement @ 1:1,250 scale





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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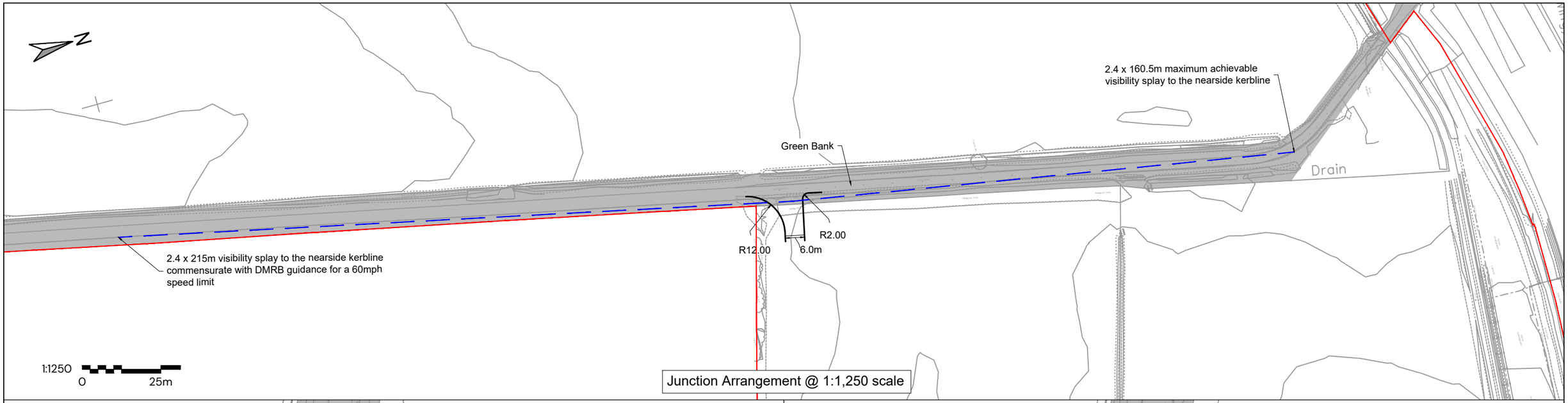
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TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION C	PROJECT No: P21-3484	DRAWING No: FIGURE 3.4	REV: 1

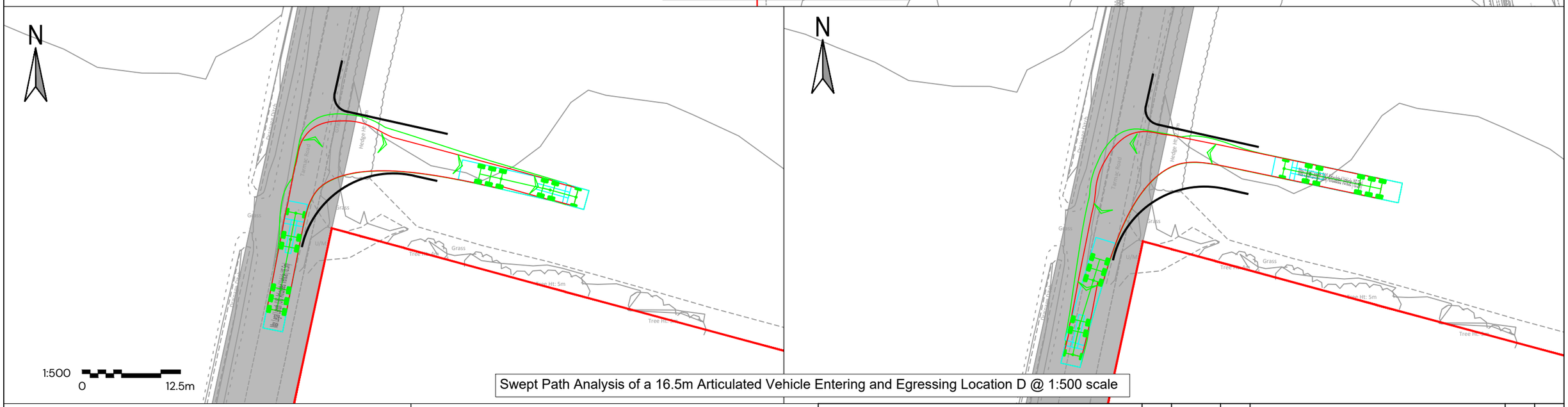
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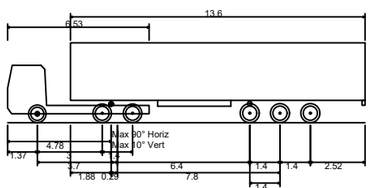
Figure 3.5 Proposed Access Arrangements – Access D



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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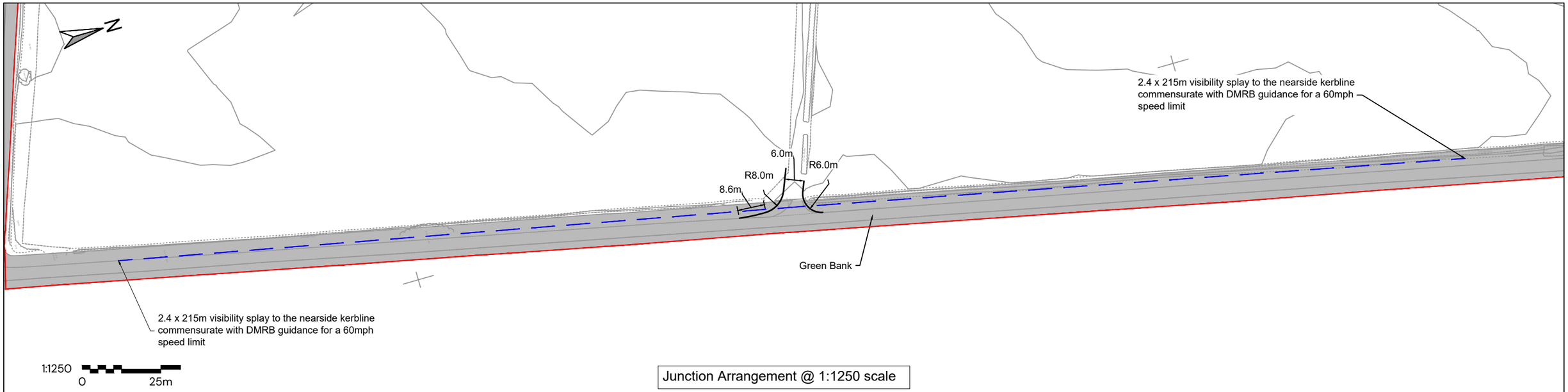
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P21-3484	FIGURE 3.5	1

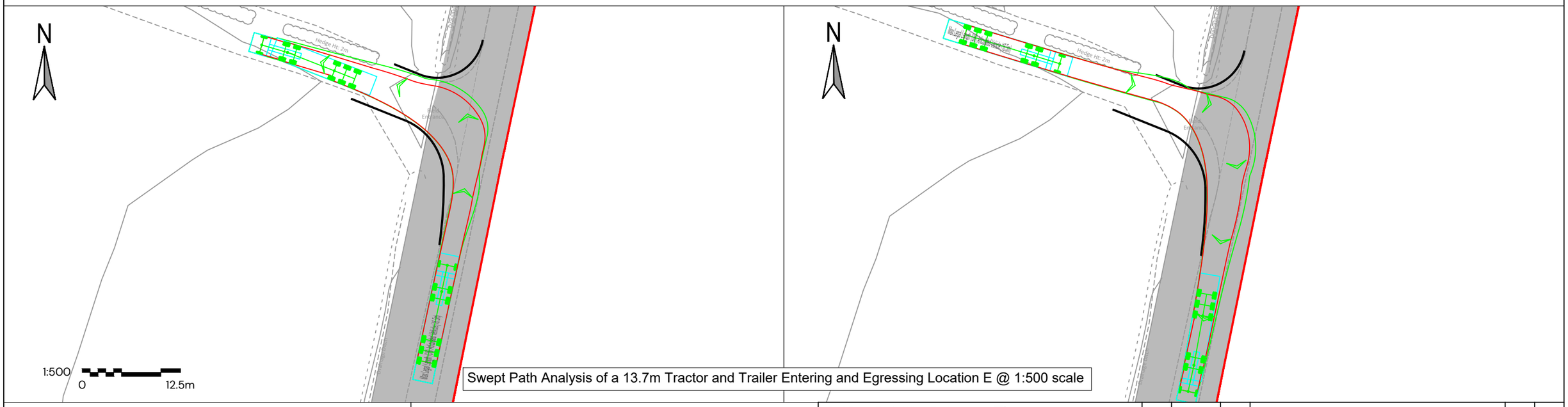
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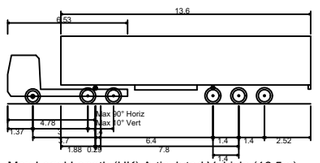
Figure 3.6 Proposed Access Arrangements – Access E



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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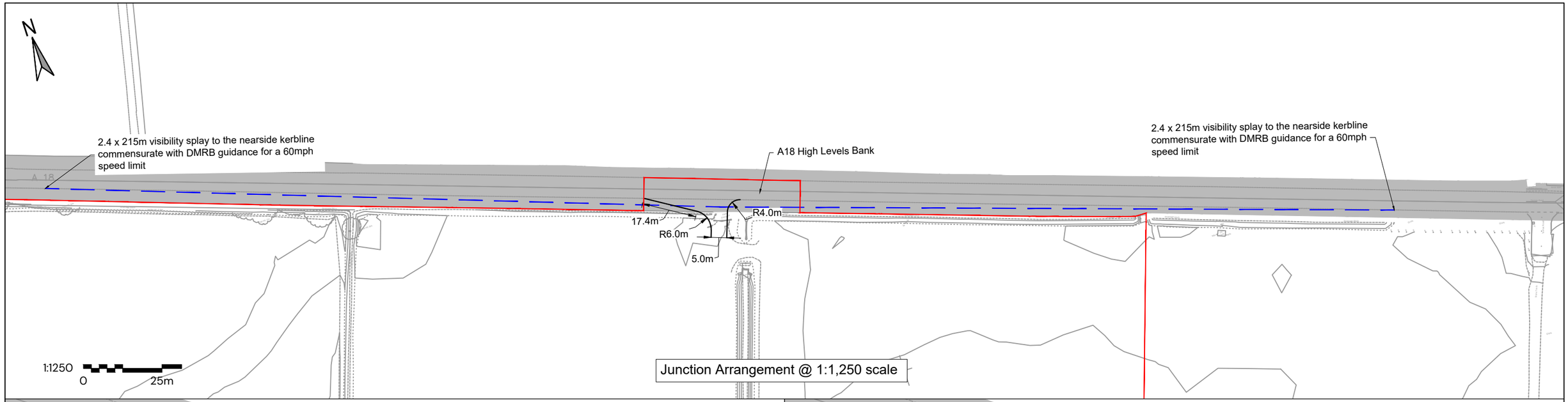
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TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION E	PROJECT No: P21-3484	DRAWING No: FIGURE 3.6

APPROVED: KS
DRAWING-STATUS: FINAL
REV: 1

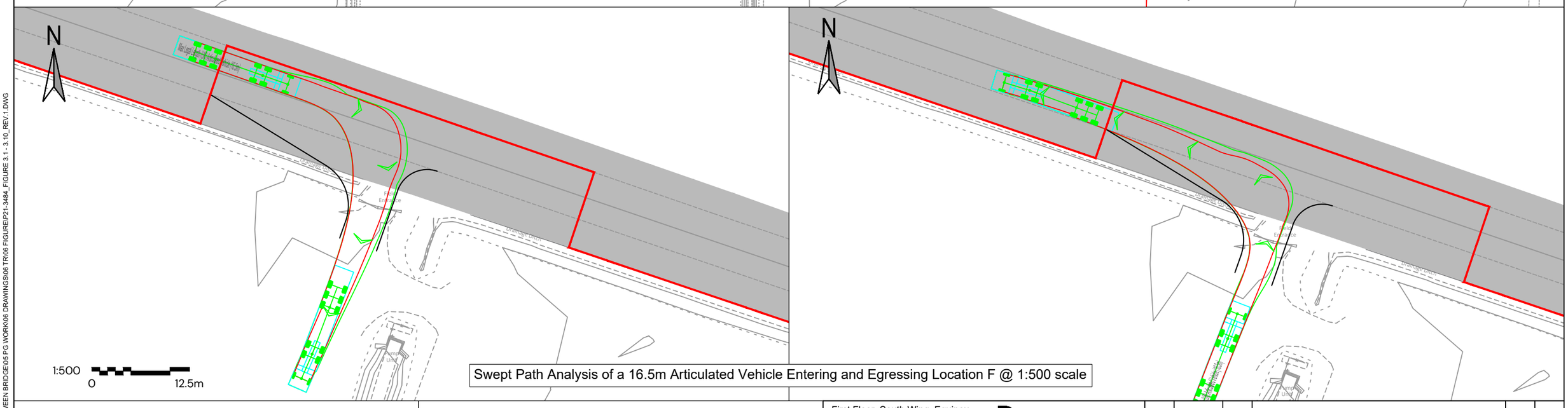
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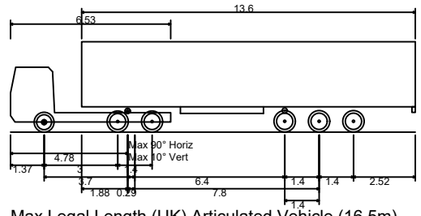
Figure 3.7 Proposed Access Arrangements – Access F



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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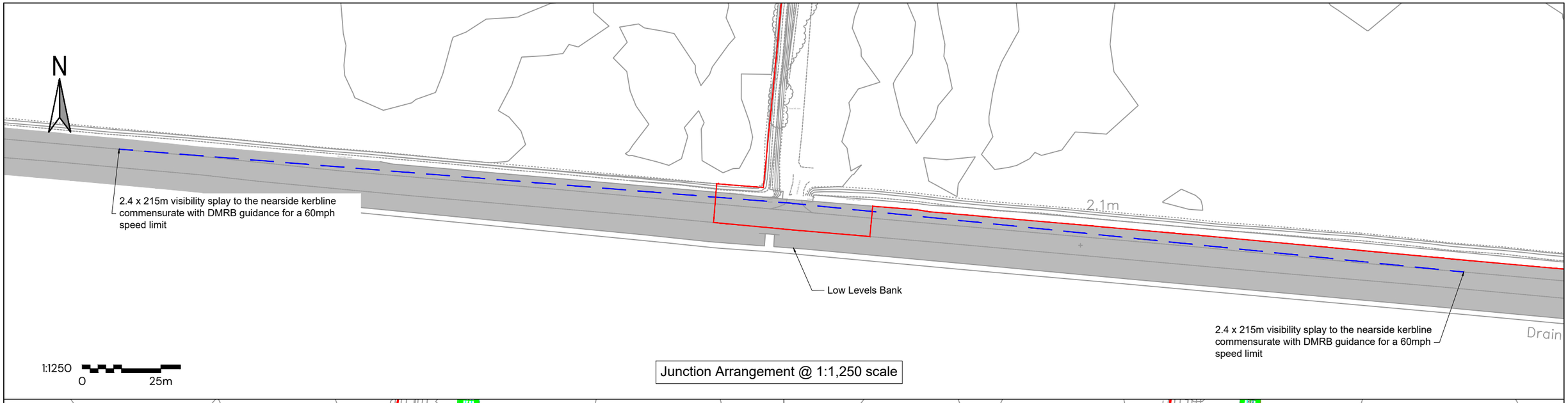
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P21-3484	FIGURE 3.7	1

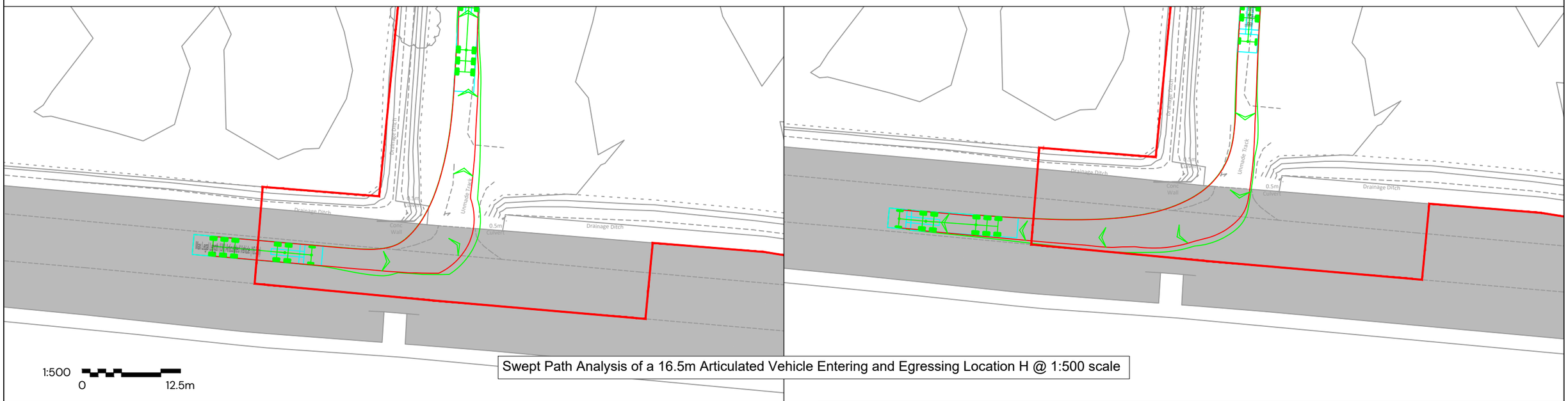
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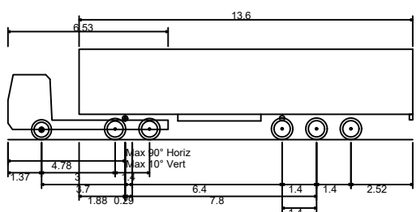
Figure 3.9 Proposed Access Arrangements – Access H



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

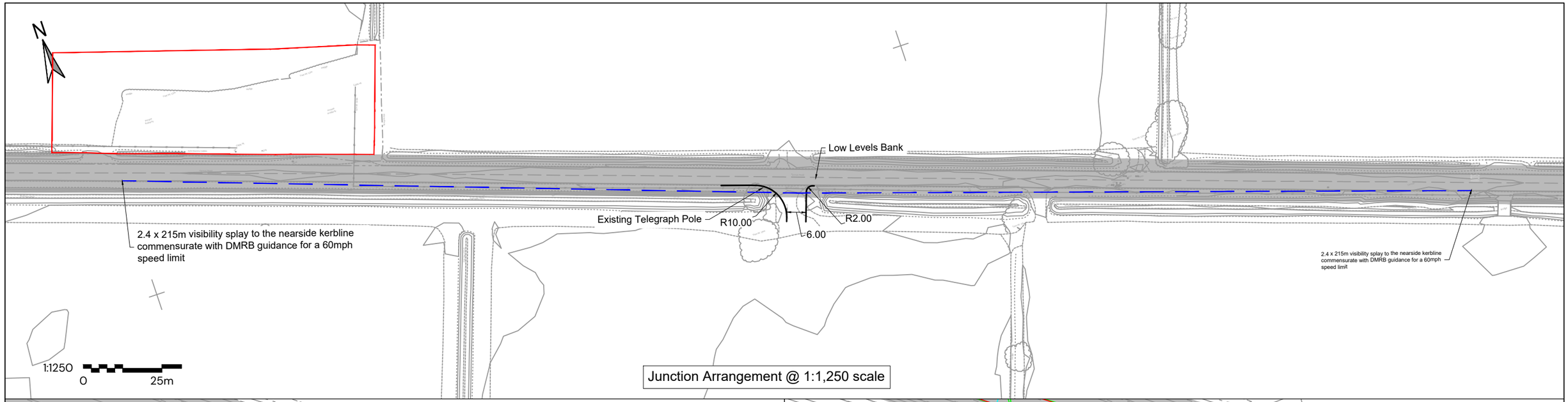
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PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.9	1

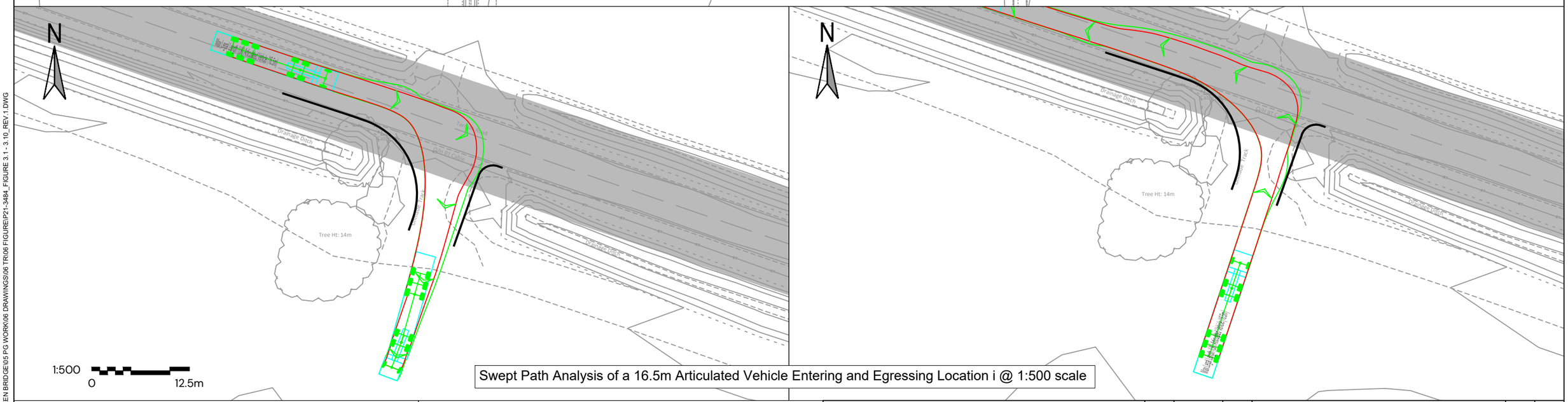
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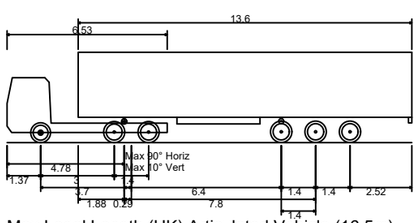
Figure 3.10 Proposed Access Arrangements – Access i



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

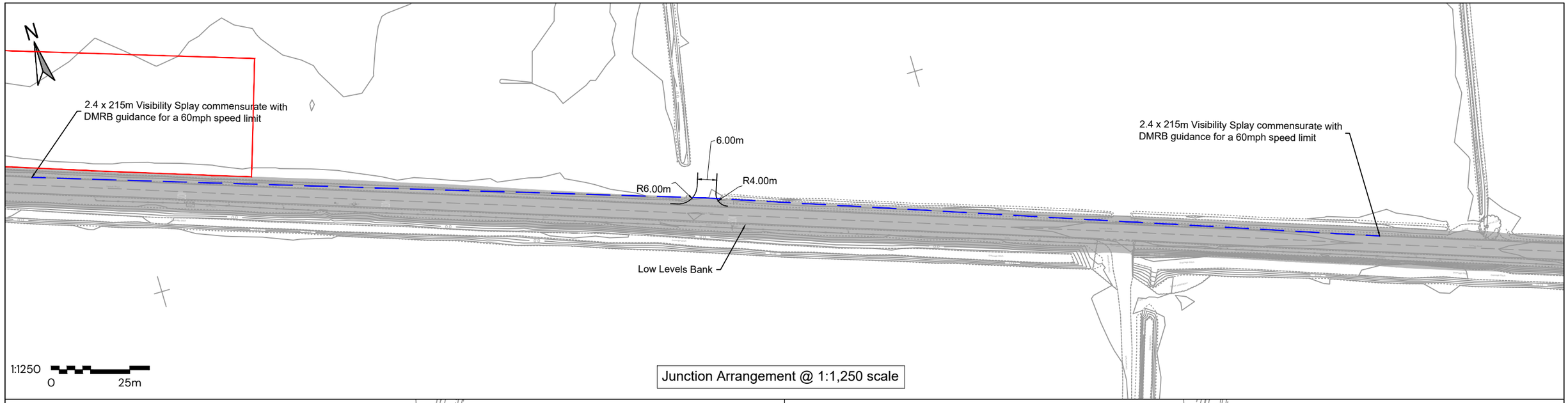
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION i

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P21-3484	FIGURE 3.10	1

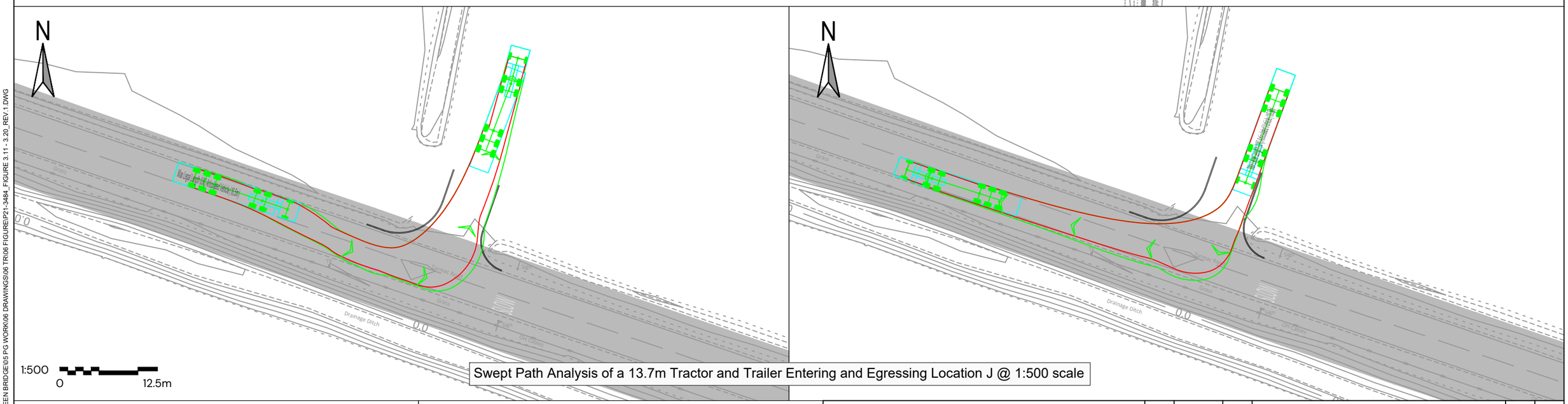
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Figure 3.11 Proposed Access Arrangements – Access J



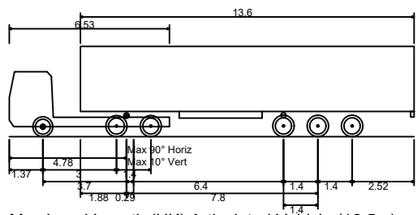
Junction Arrangement @ 1:1,250 scale



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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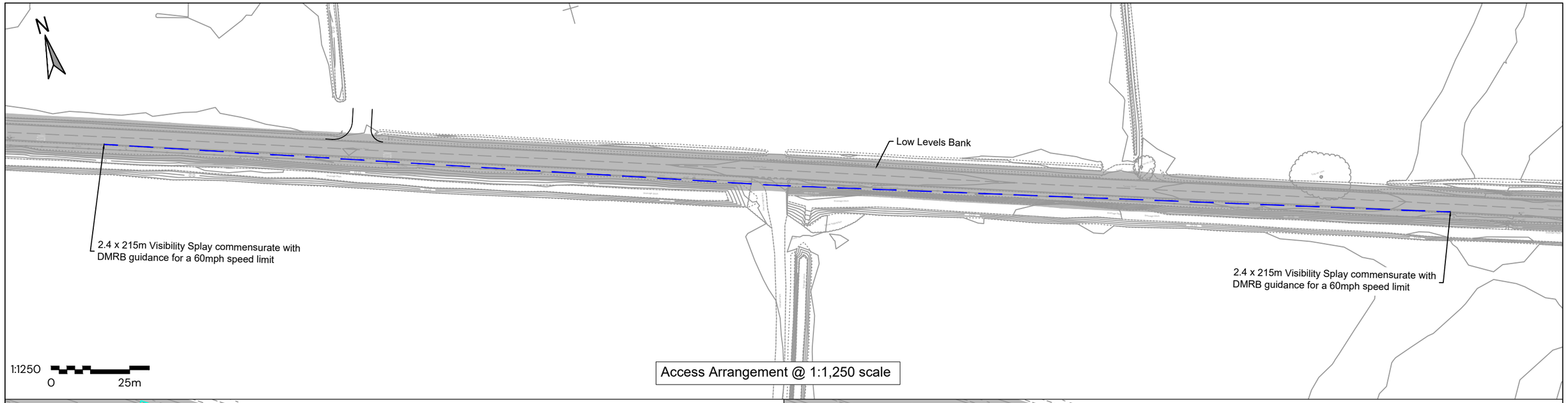
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION J

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

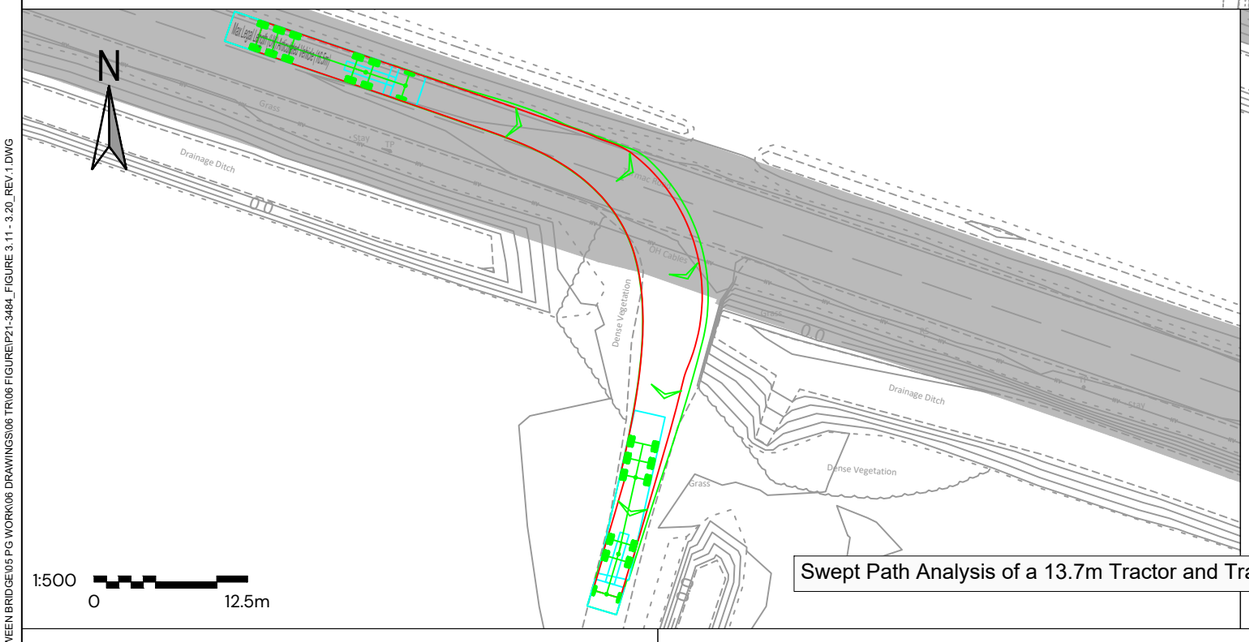
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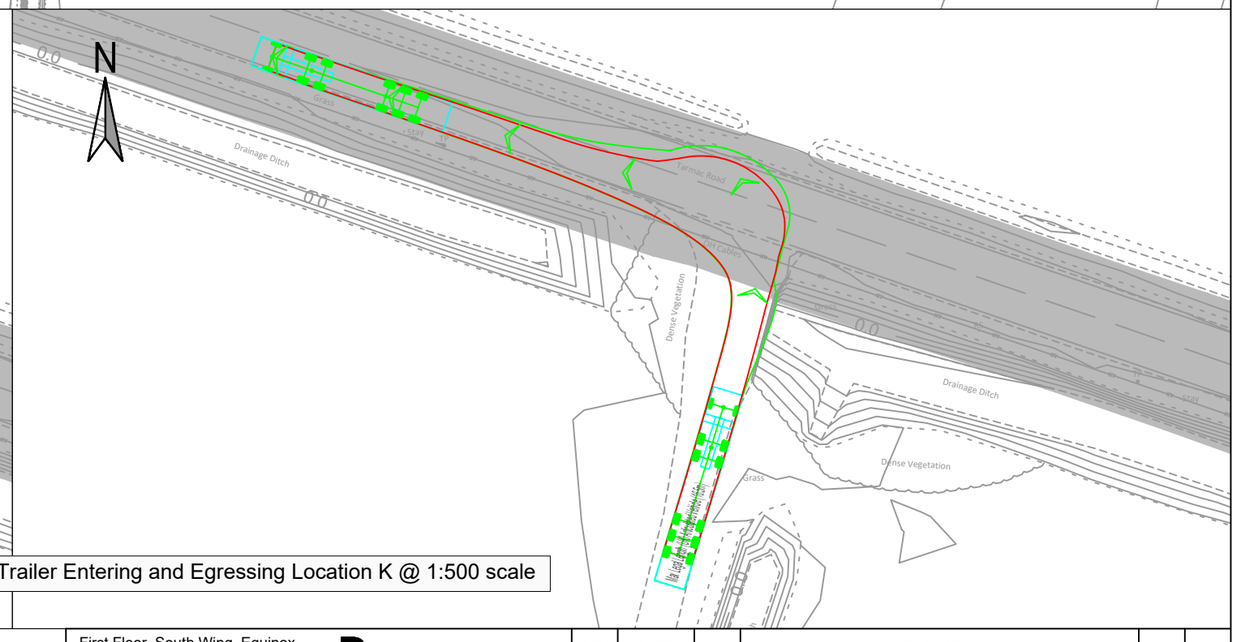
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Figure 3.12 Proposed Access Arrangements – Access K



Access Arrangement @ 1:1,250 scale



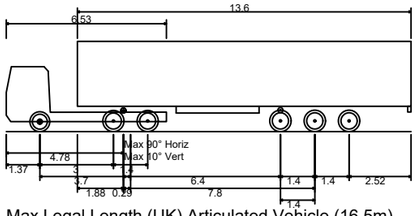


Swept Path Analysis of a 13.7m Tractor and Trailer Entering and Egressing Location K @ 1:500 scale

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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PROJECT: TWEEN BRIDGE SOLAR FARM

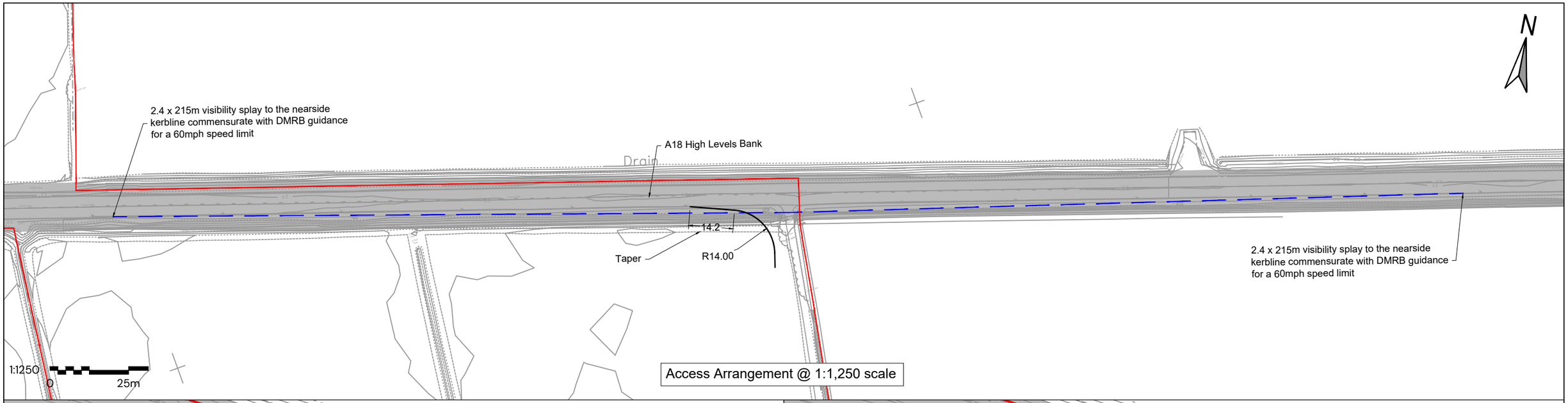
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P21-3484	FIGURE 3.12	1

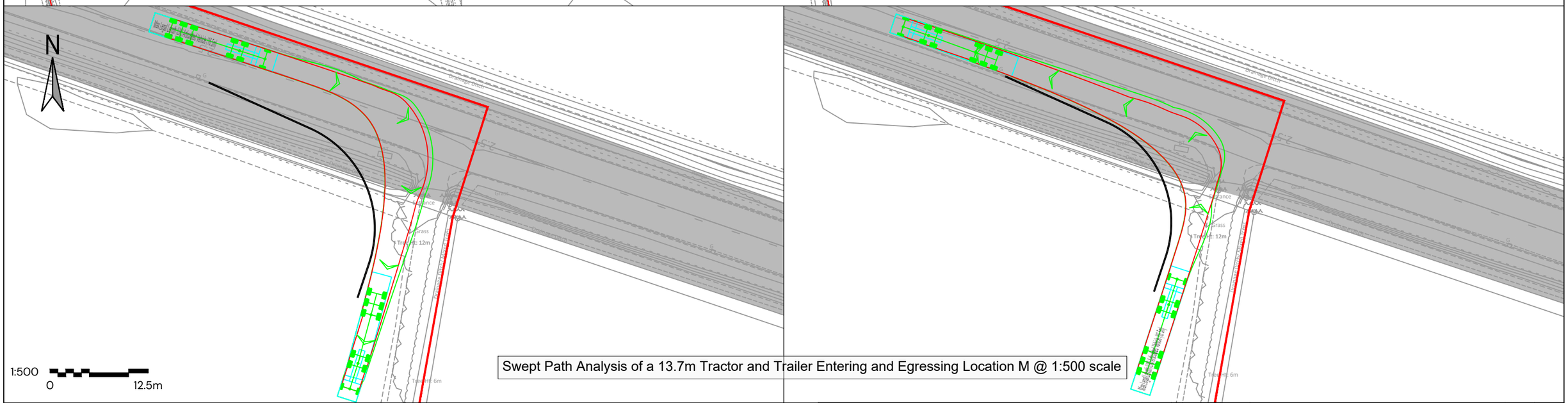
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Figure 3.14 Proposed Access Arrangements – Access M



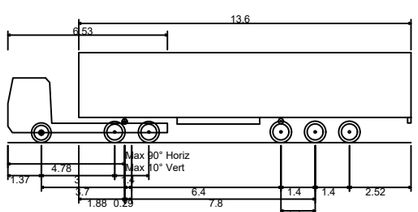
Access Arrangement @ 1:1,250 scale



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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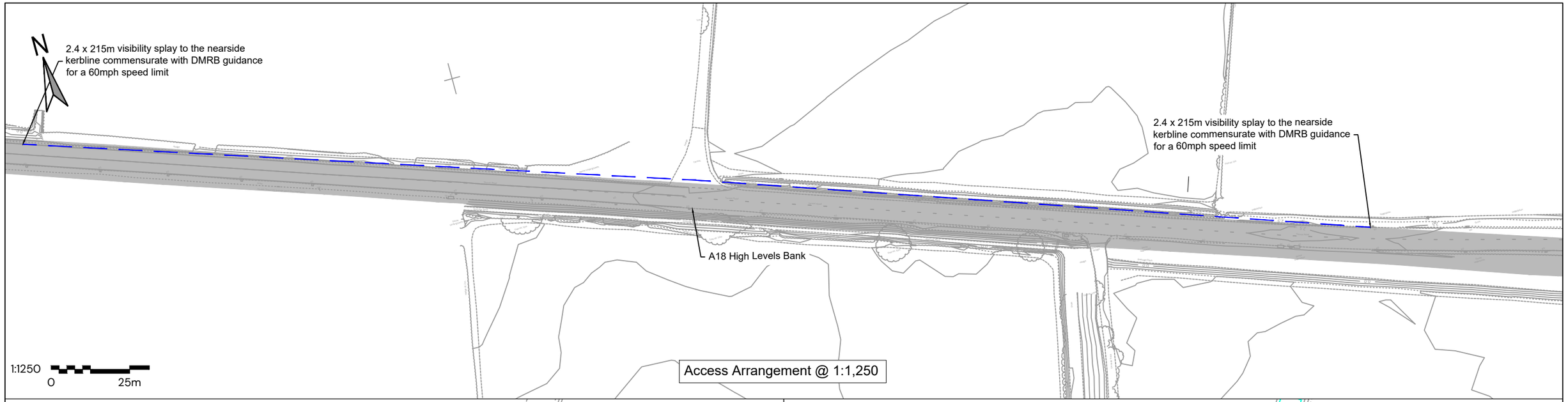
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TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION M	PROJECT No: P21-3484	DRAWING No: FIGURE 3.14	REV: 1

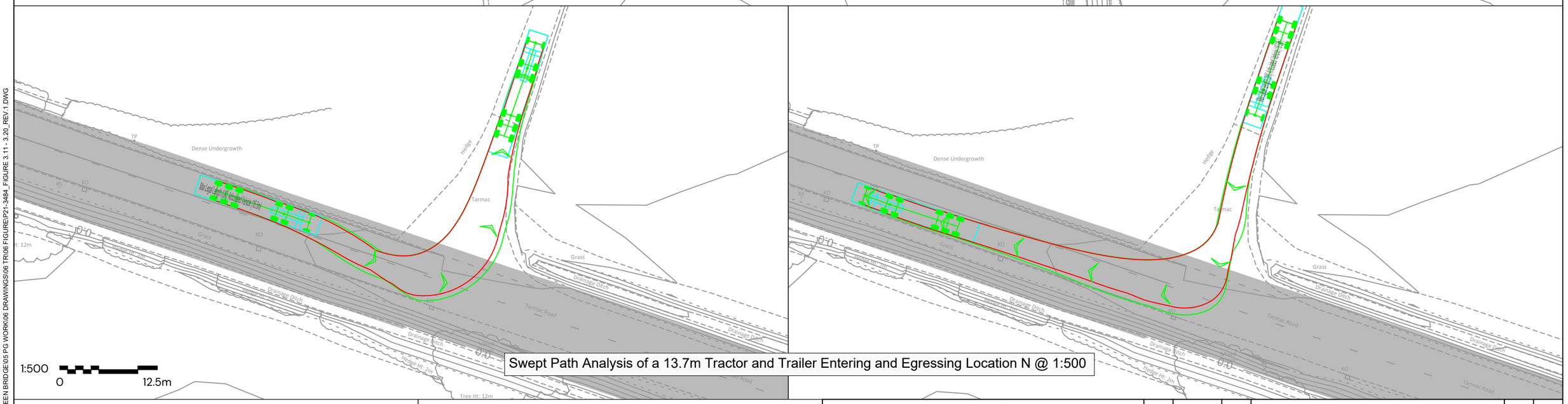
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Figure 3.15 Proposed Access Arrangements – Access N



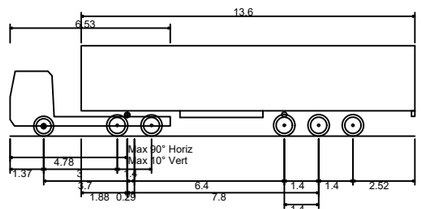
Access Arrangement @ 1:1,250



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

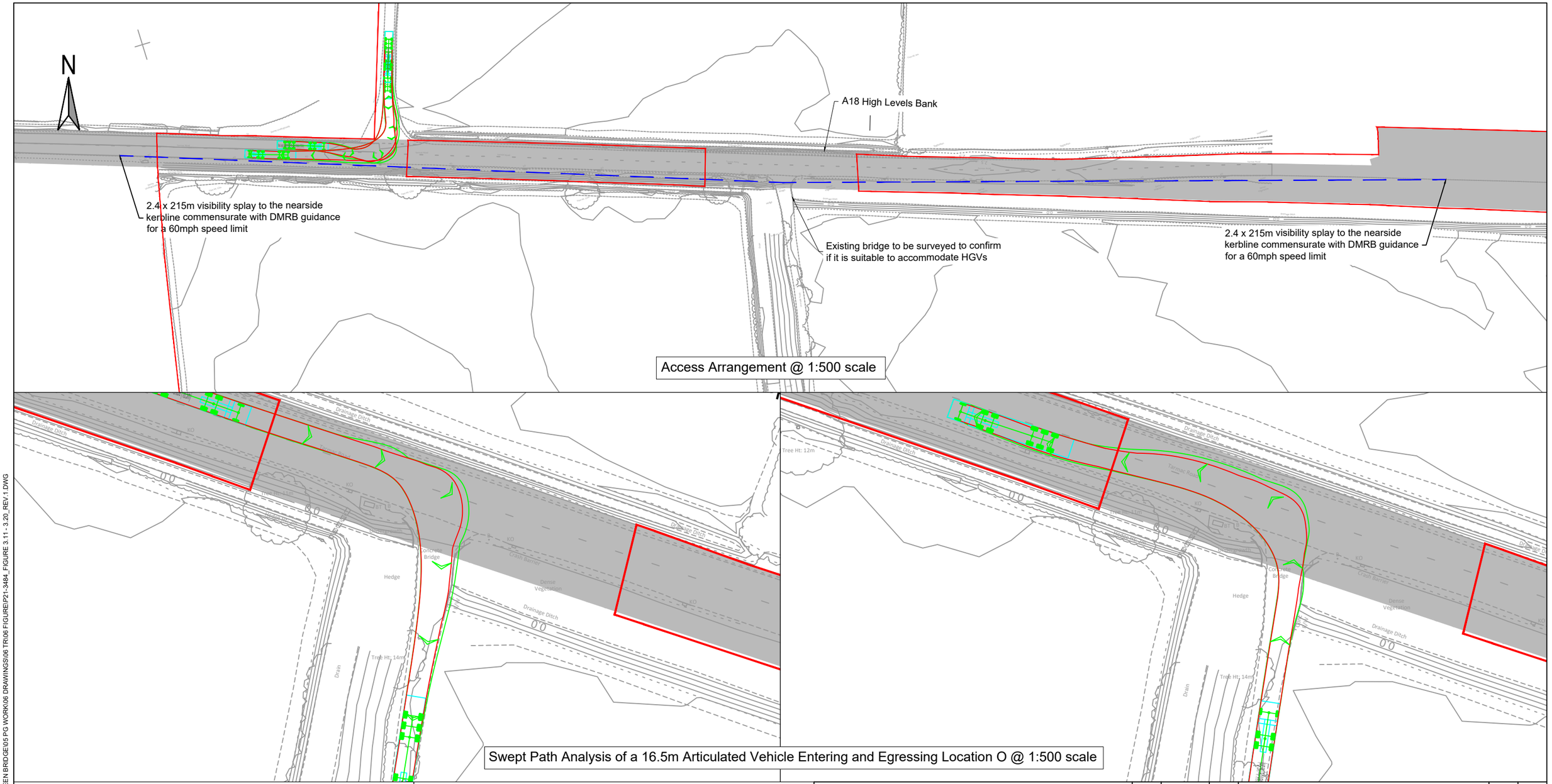
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P21-3484	FIGURE 3.15	1

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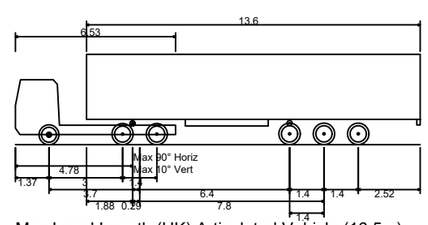
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Figure 3.16 Proposed Access Arrangements – Access O



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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PROJECT: TWEEN BRIDGE, THORNE

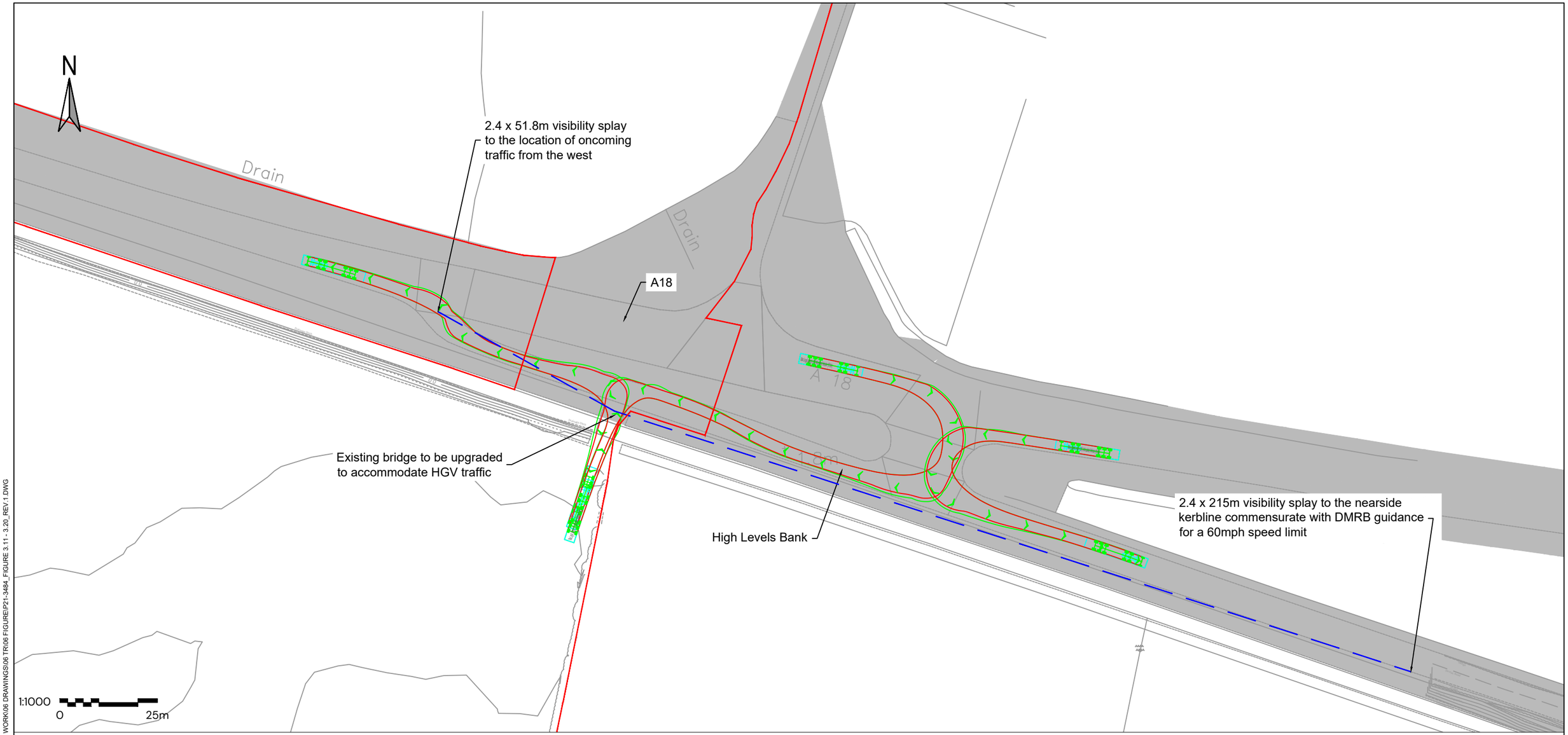
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P21-3484	FIGURE 3.16	1

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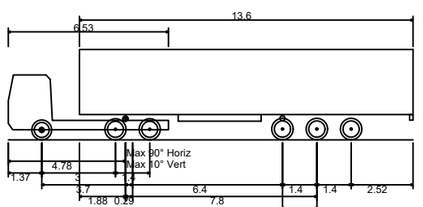
Figure 3.17 Proposed Access Arrangements – Access P



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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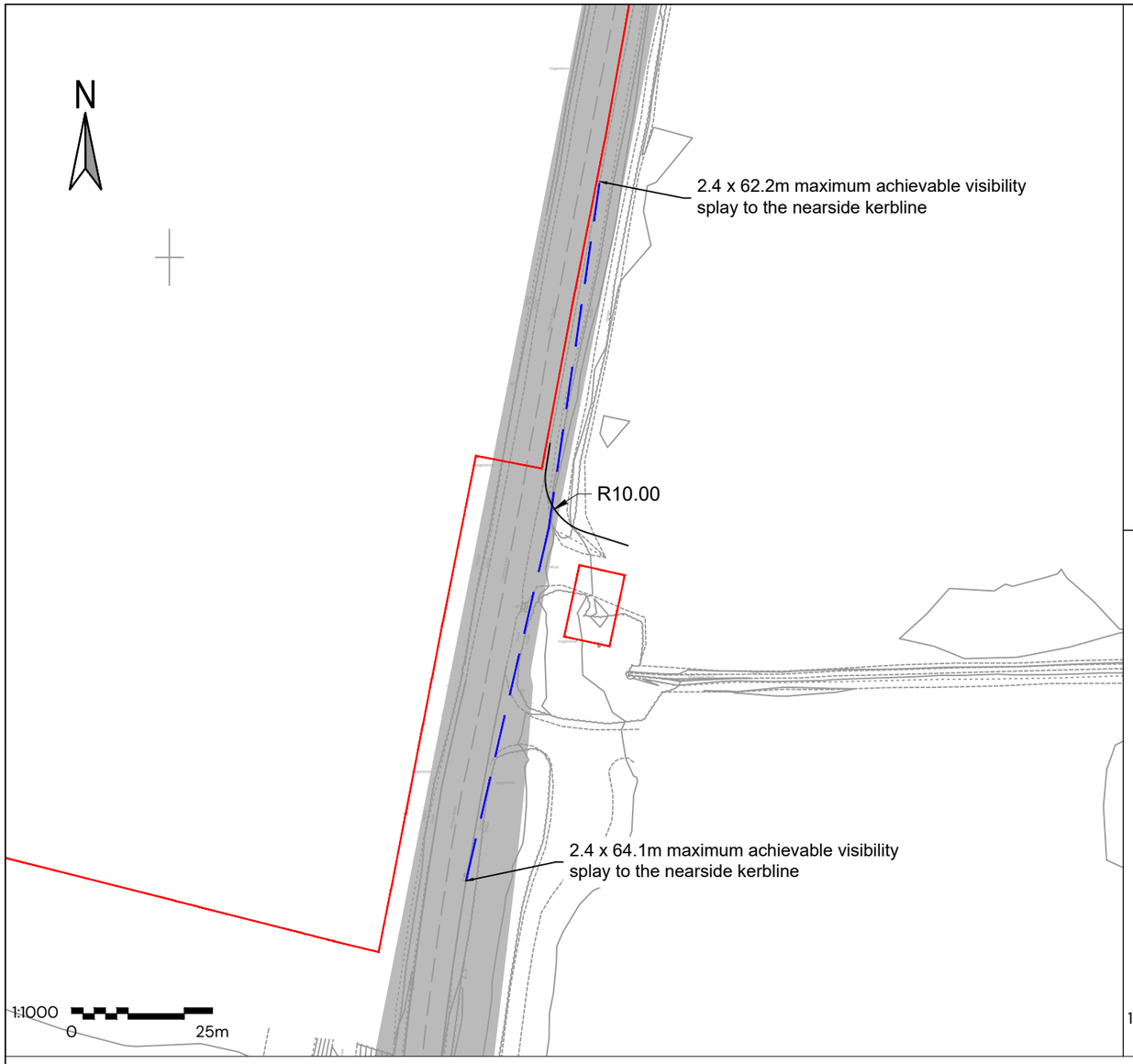
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Figure 3.18 Proposed Access Arrangements – Access Q



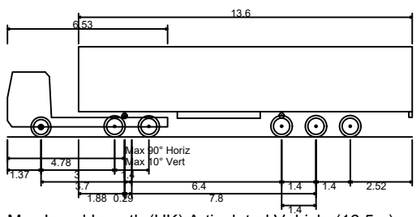
General Arrangement - Location Q
Scale @ 1:1,000



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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TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION Q

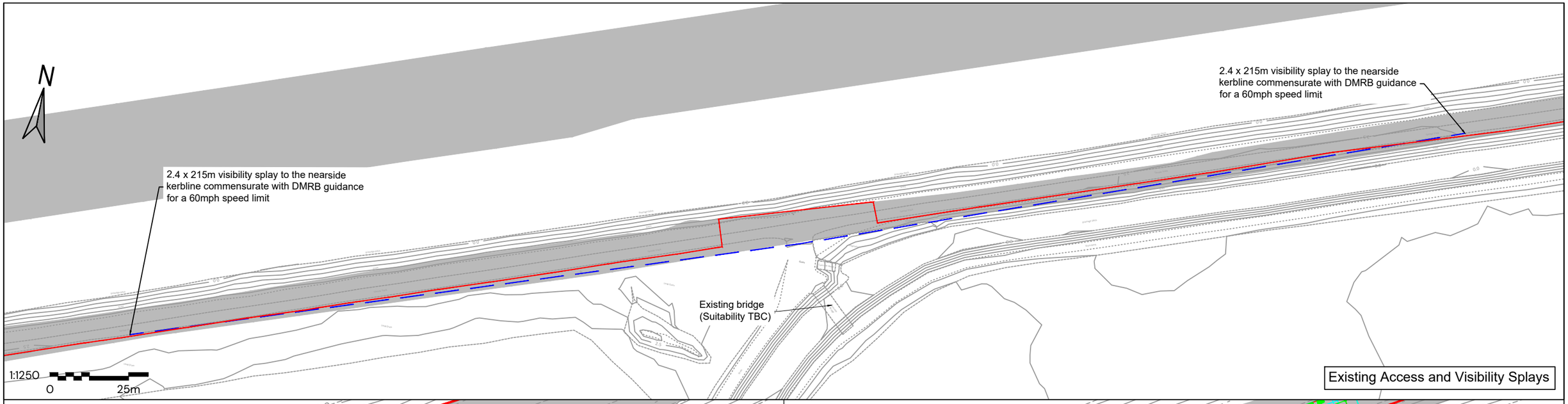
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PROJECT No:	DRAWING No:	REV:
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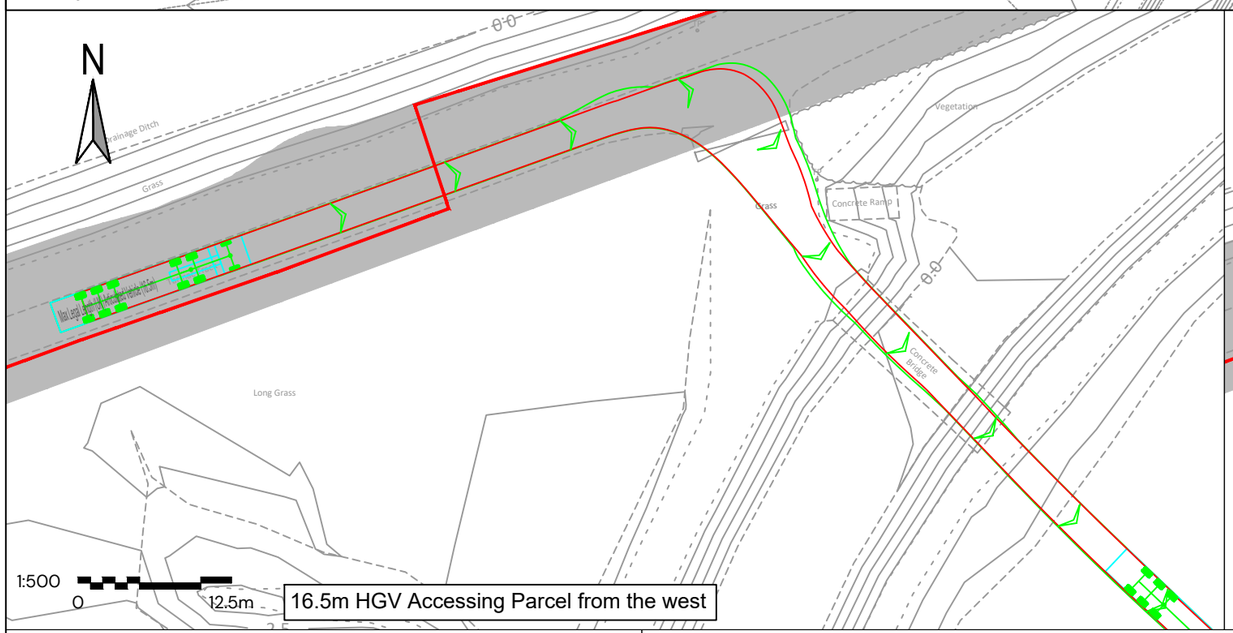
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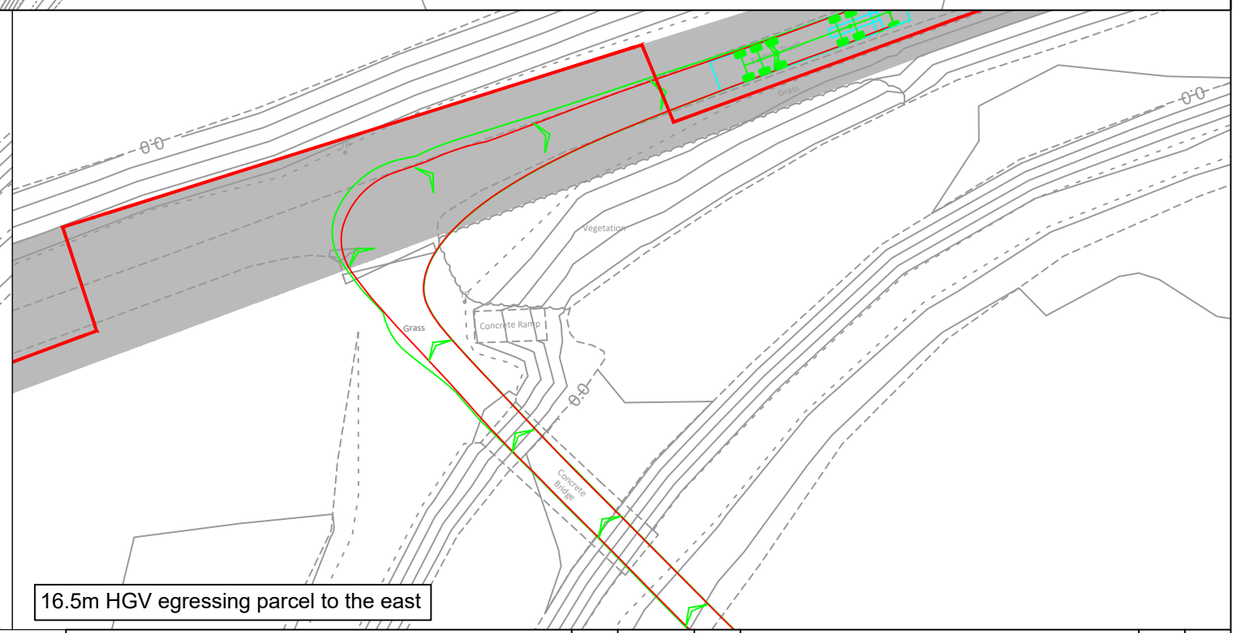
Figure 3.19 Proposed Access Arrangements – Access R



Existing Access and Visibility Splays



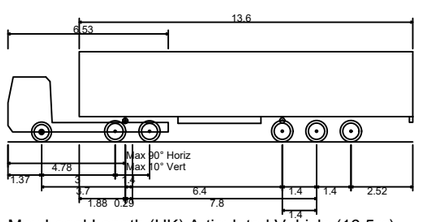
16.5m HGV Accessing Parcel from the west



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
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 R

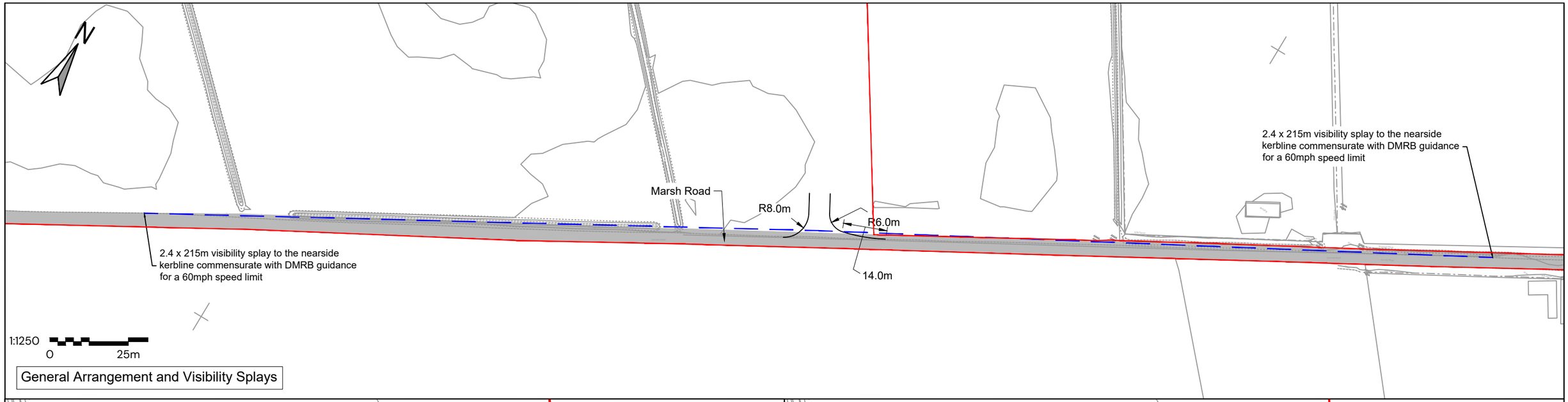
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P21-3484	FIGURE 3.19	1

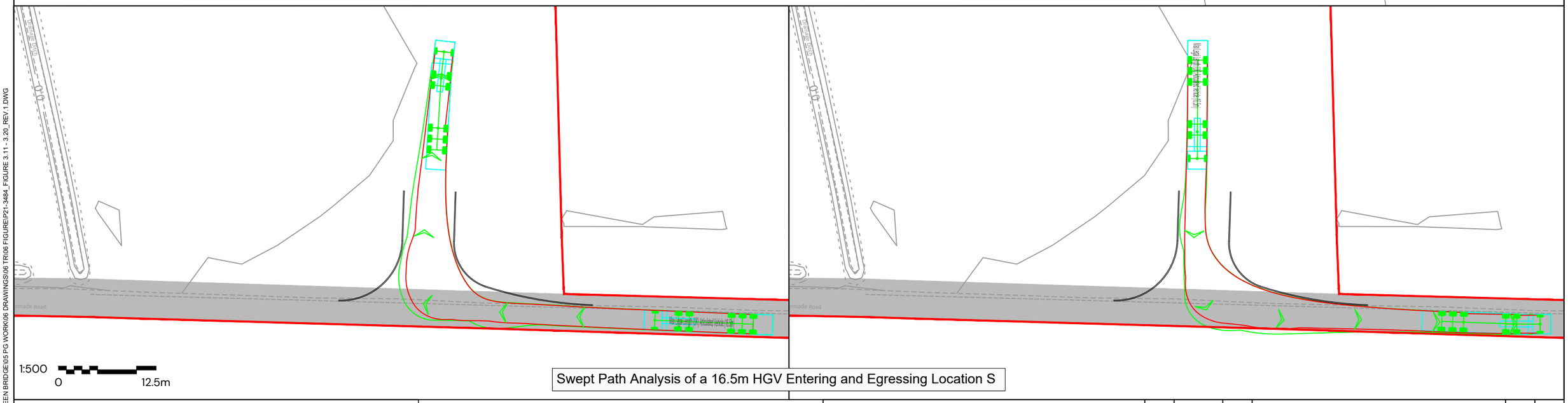
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Figure 3.20 Proposed Access Arrangements – Access S



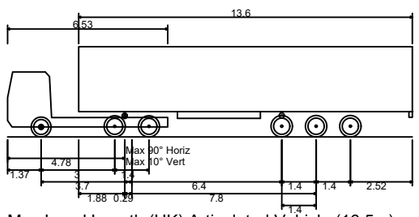
General Arrangement and Visibility Splays



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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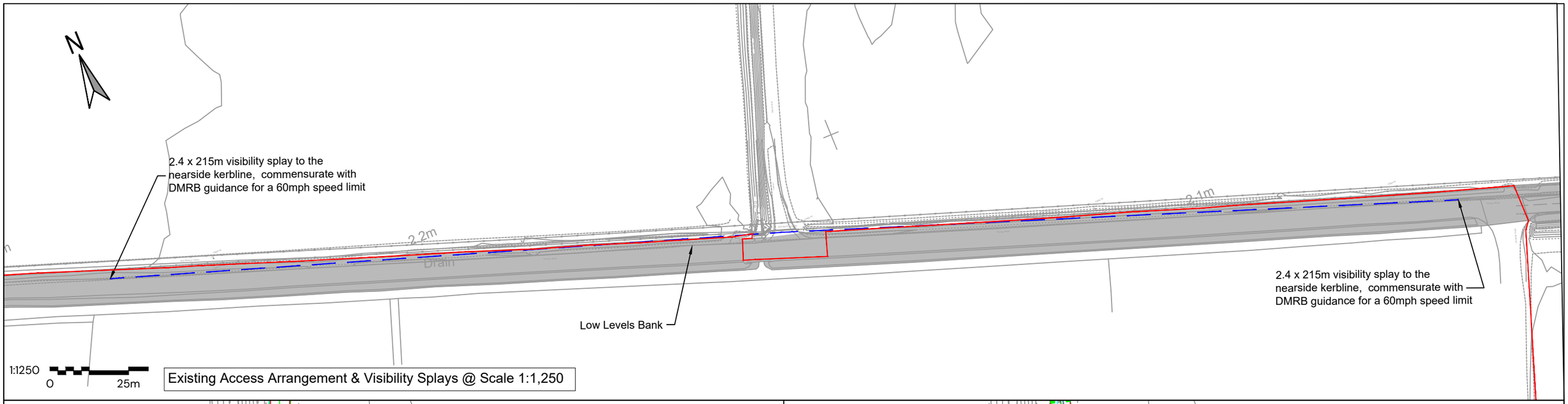
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P21-3484	FIGURE 3.20	1

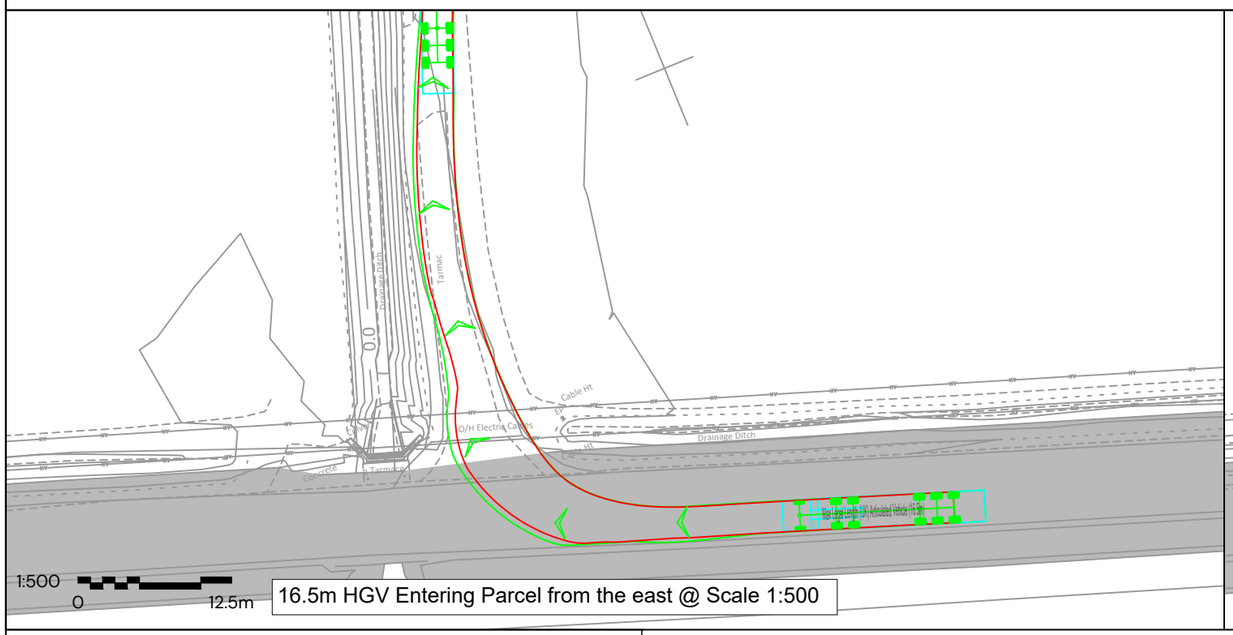
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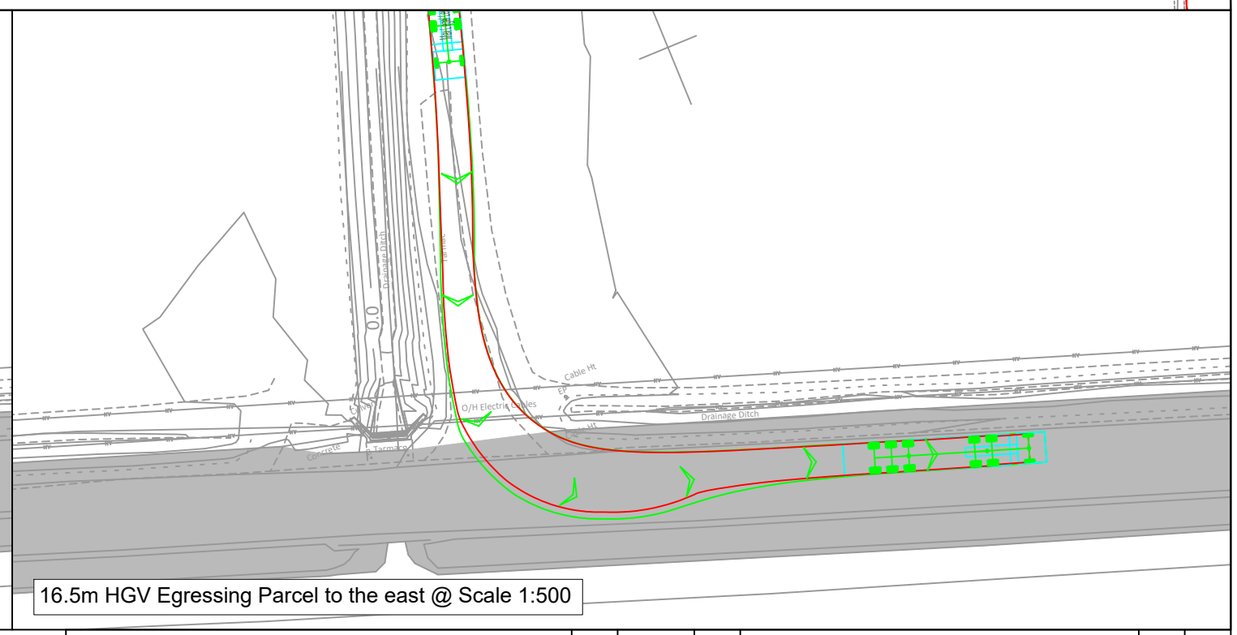
Figure 3.24 Proposed Access Arrangements – Access W



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



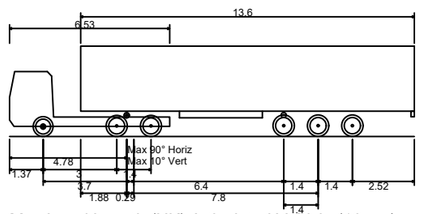
16.5m HGV Entering Parcel from the east @ Scale 1:500



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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PROJECT: TWEEN BRIDGE SOLAR FARM

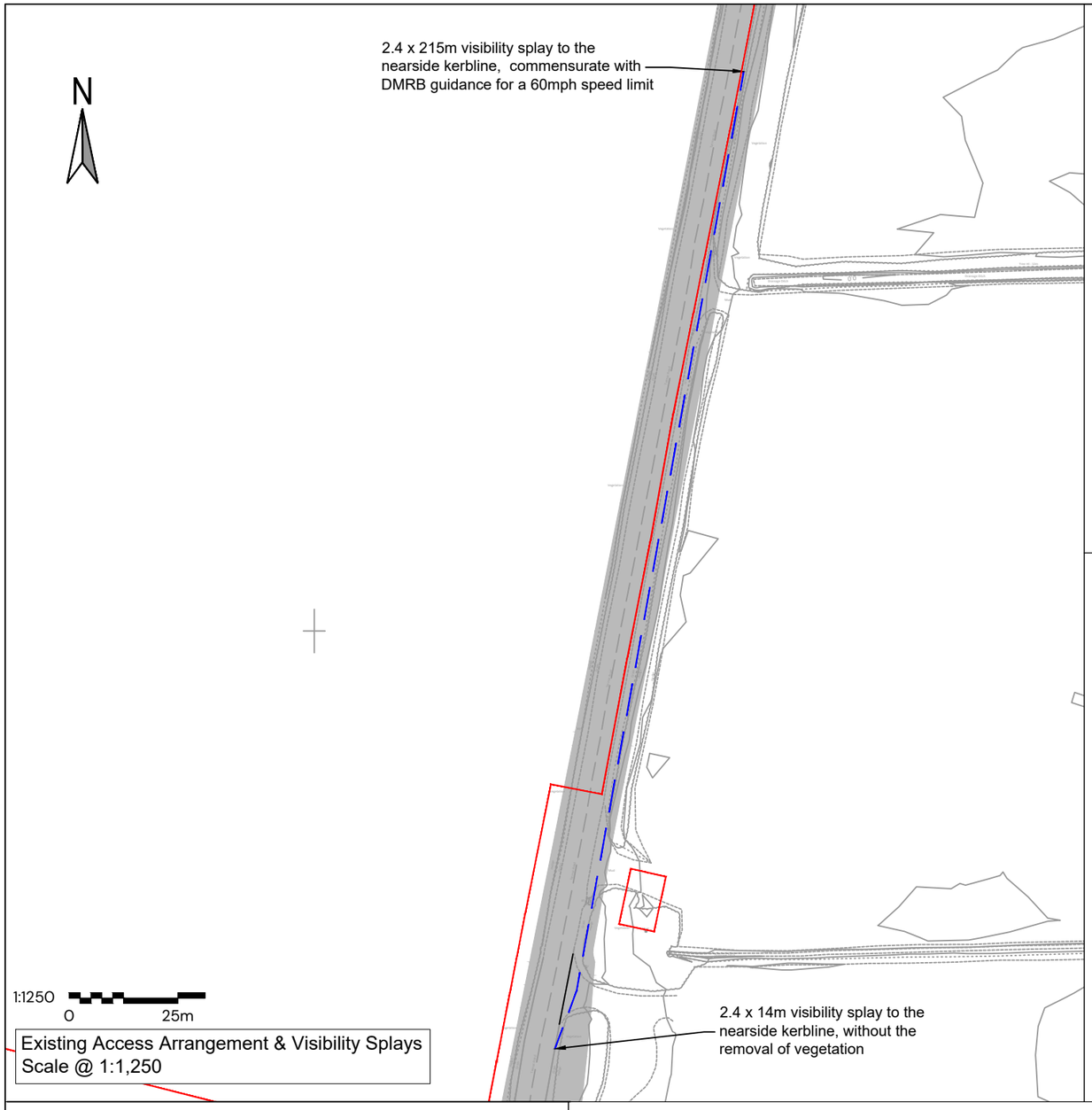
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P21-3484	FIGURE 3.24	1

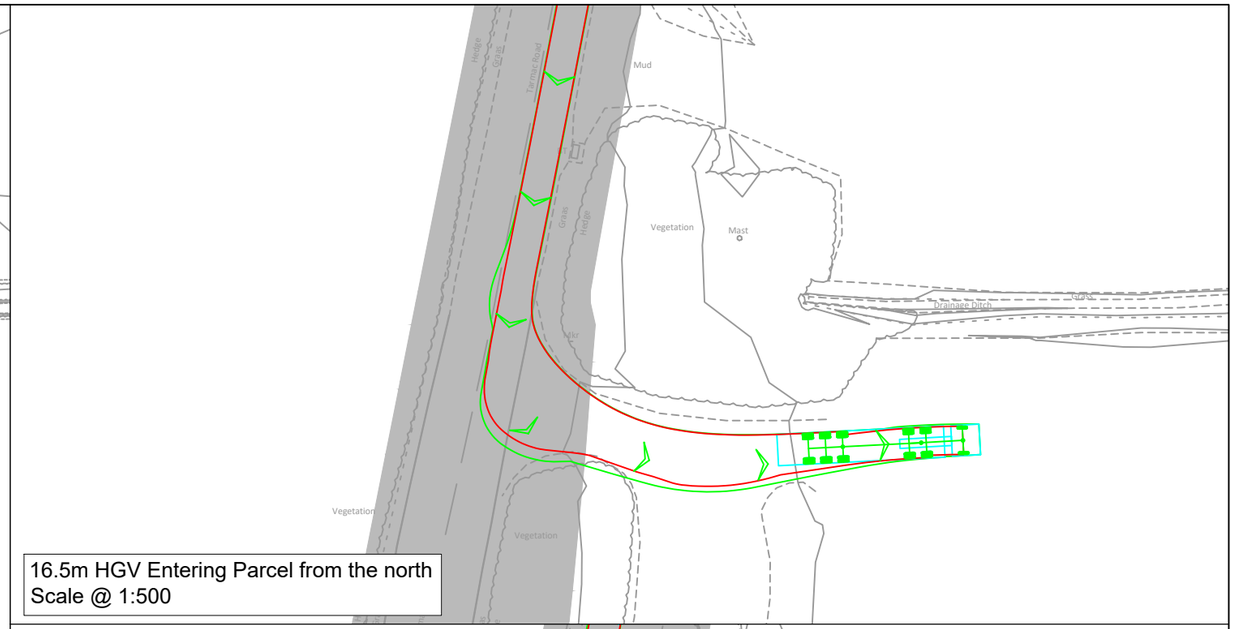
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Figure 3.25 Proposed Access Arrangements – Access X



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



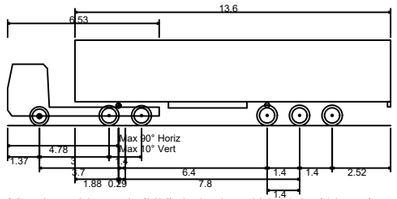
16.5m HGV Entering Parcel from the north
Scale @ 1:500



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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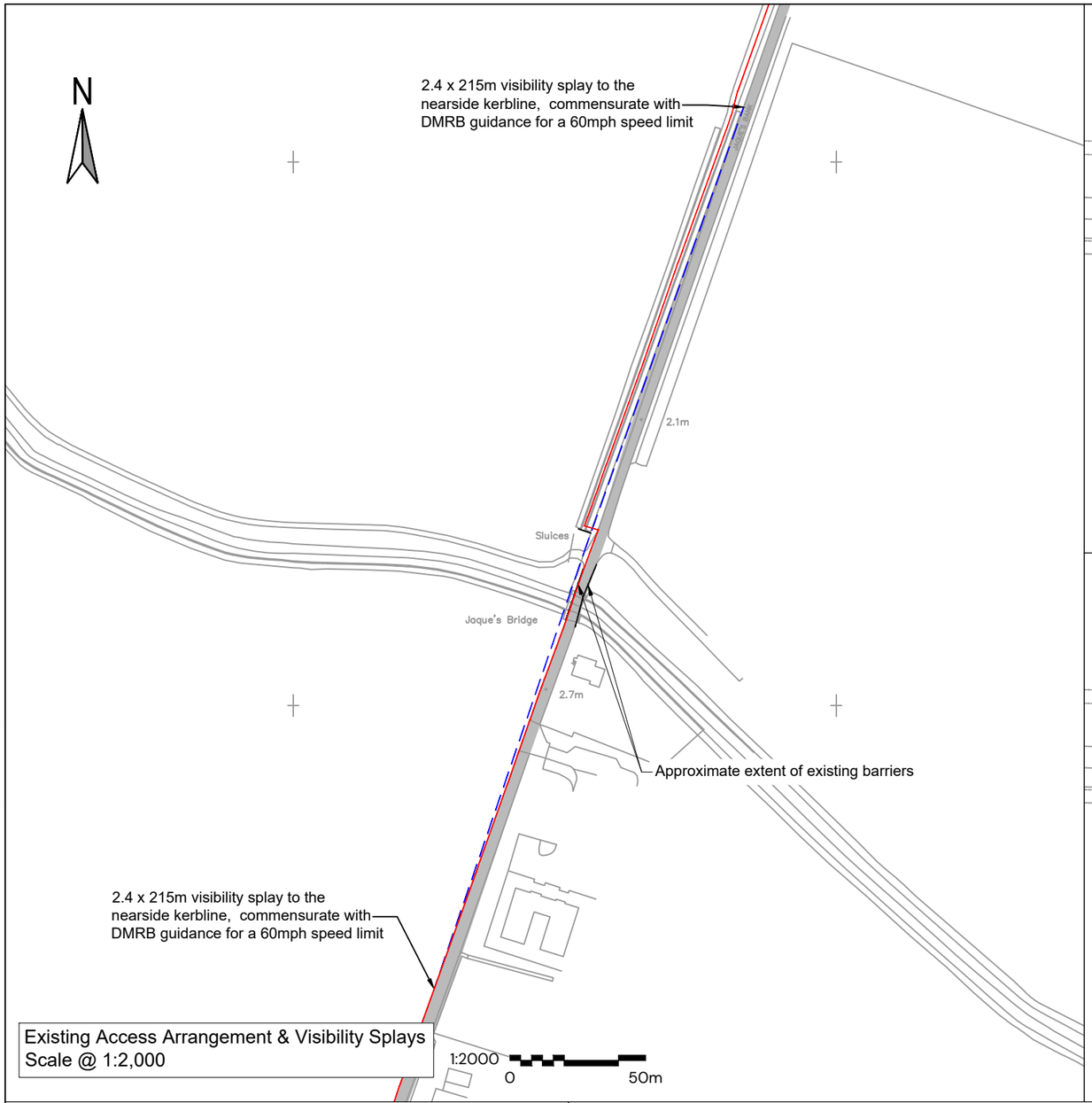
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P21-3484	FIGURE 3.25	1

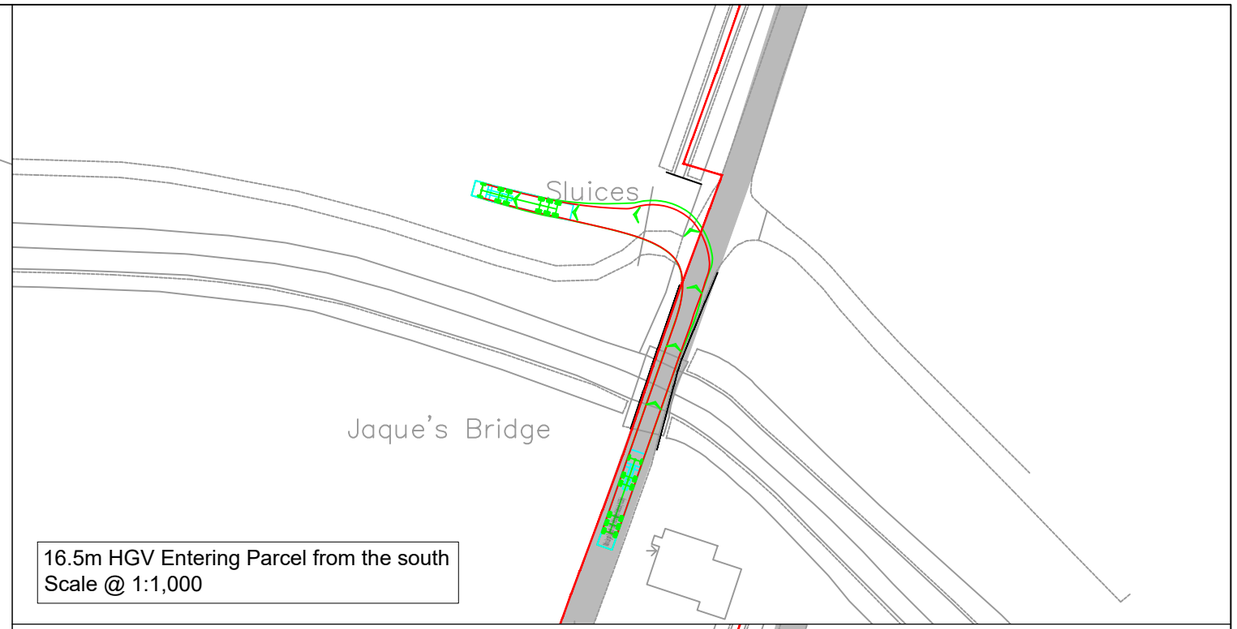
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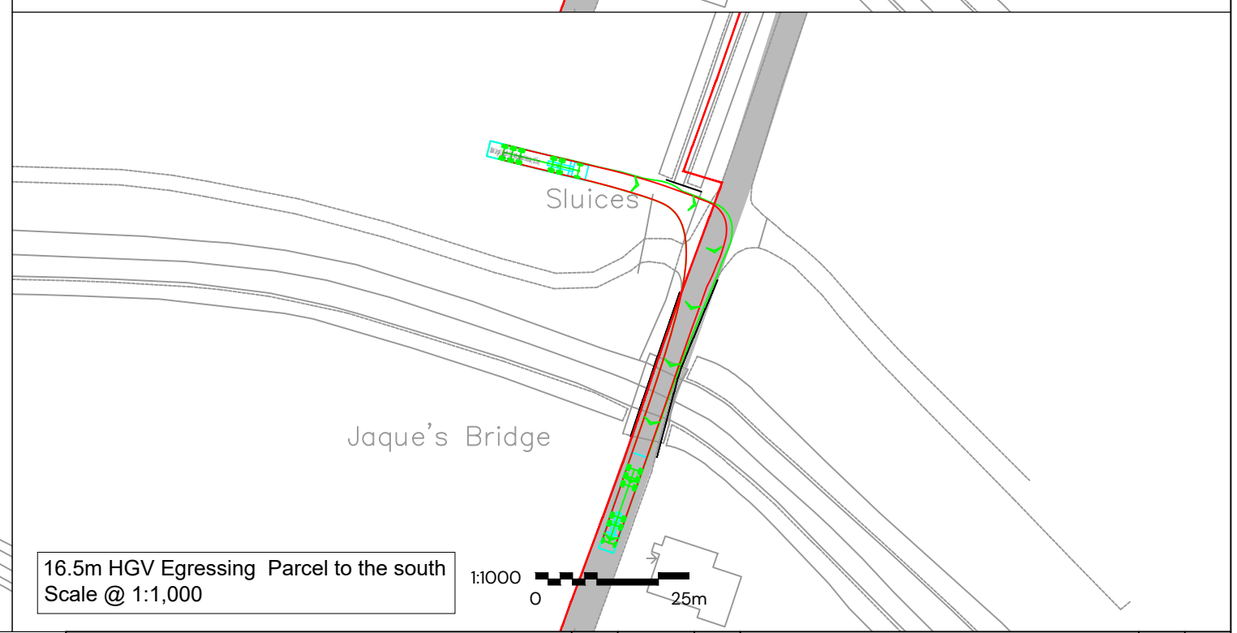
Figure 3.26 Proposed Access Arrangements – Access Y



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



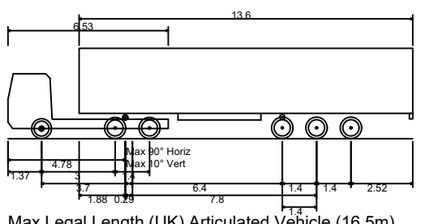
16.5m HGV Entering Parcel from the south
Scale @ 1:1,000



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

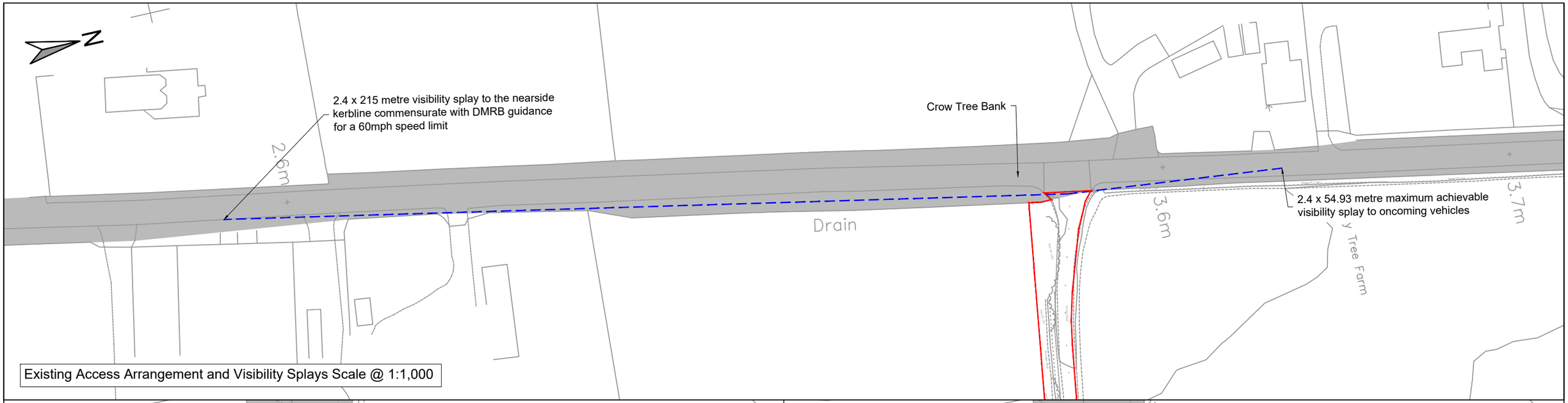
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P21-3484	FIGURE 3.26	1

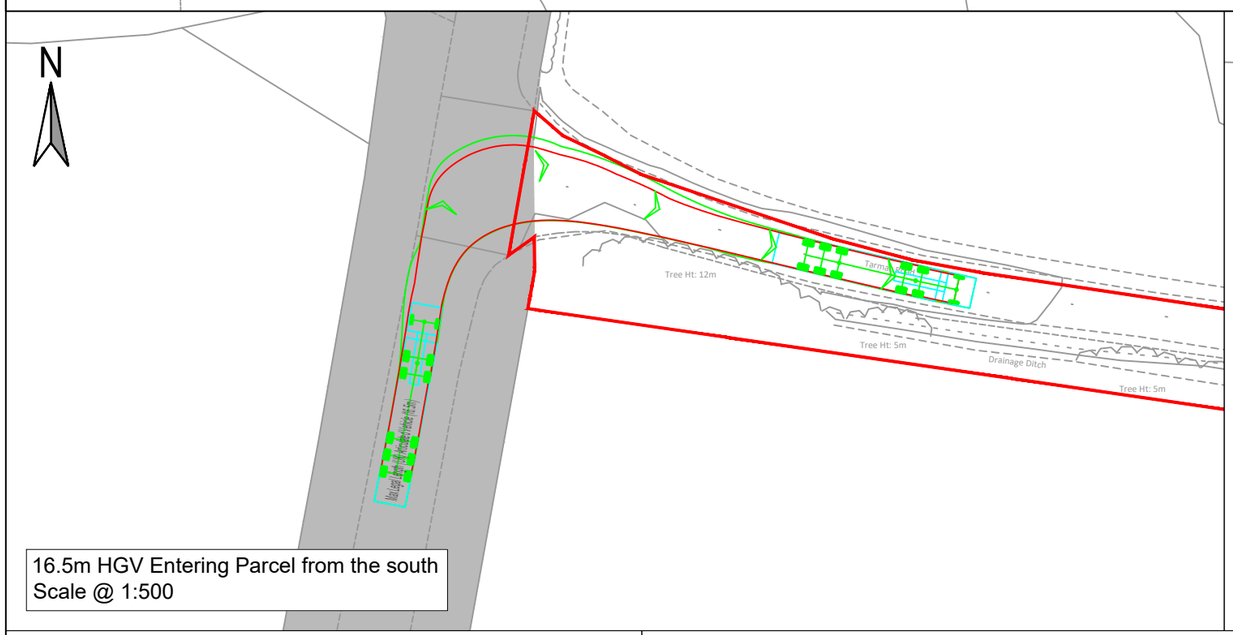
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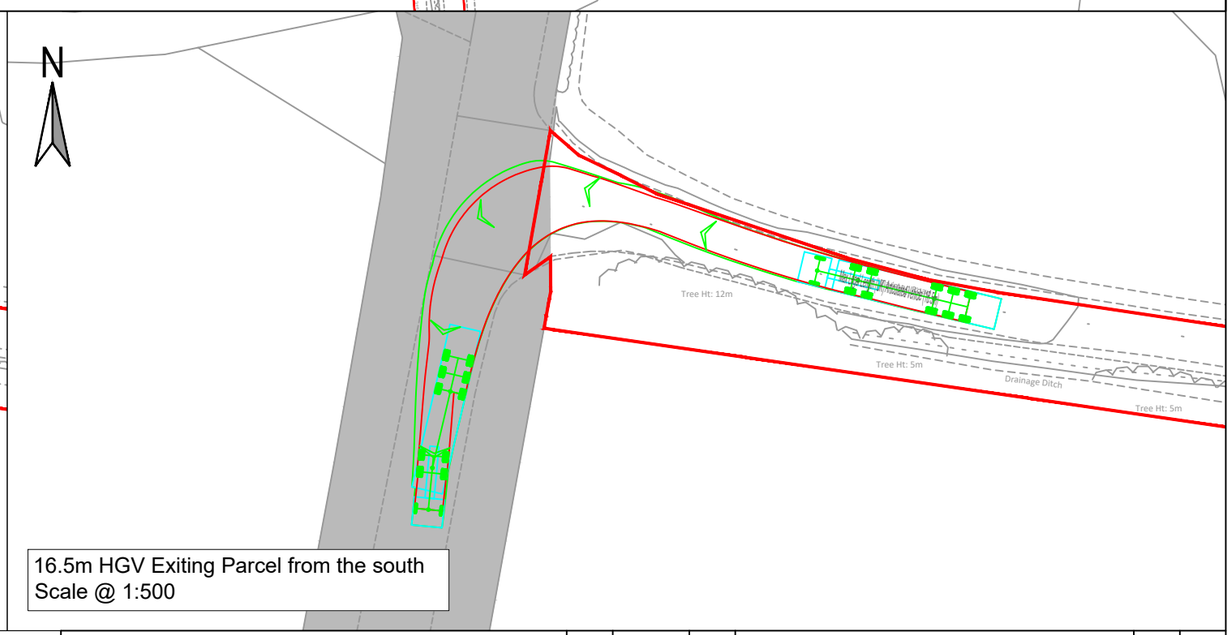
Figure 3.27 Proposed Access Arrangements – Access Z



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



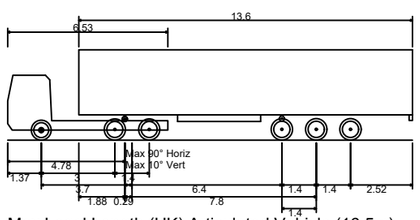
16.5m HGV Entering Parcel from the south
Scale @ 1:500



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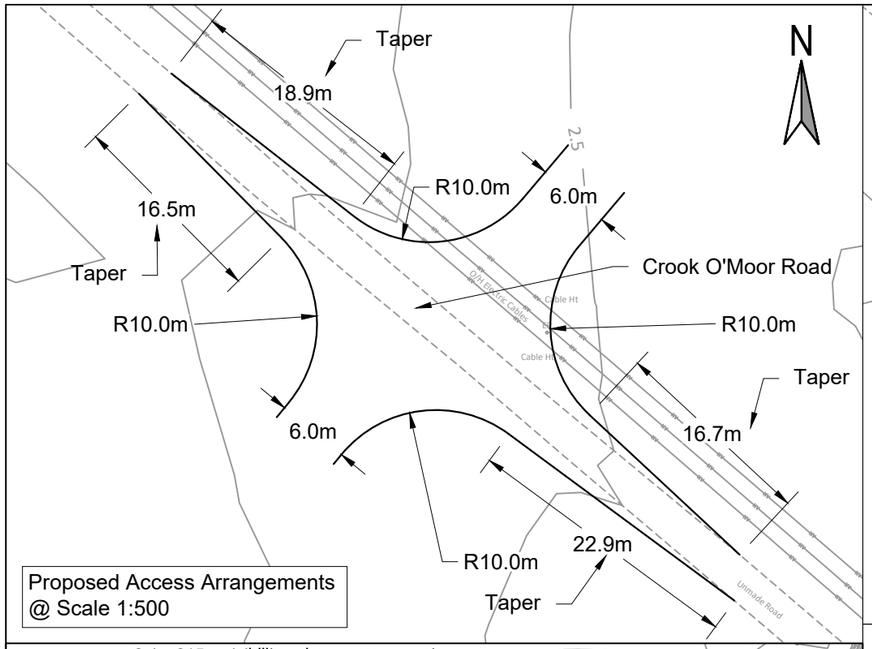
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PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.27	1

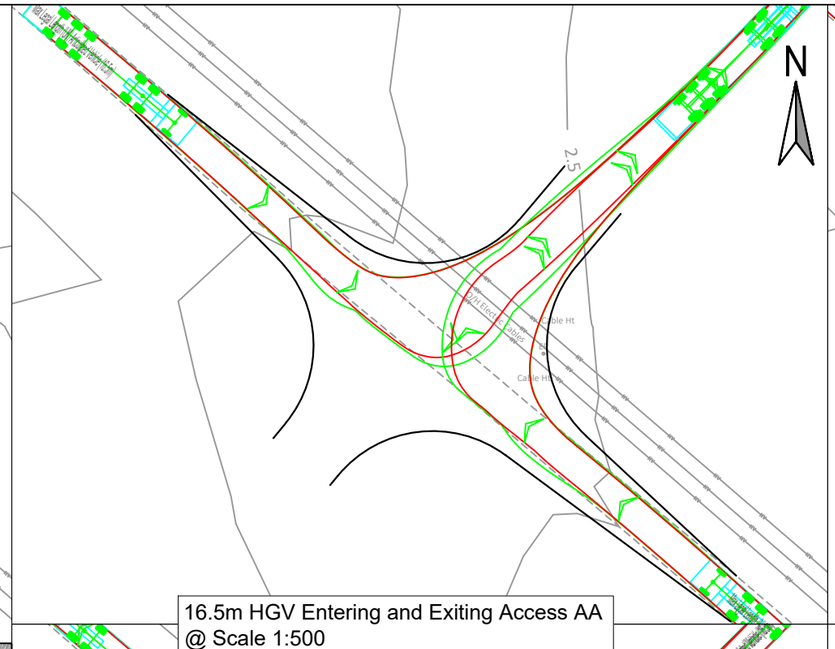
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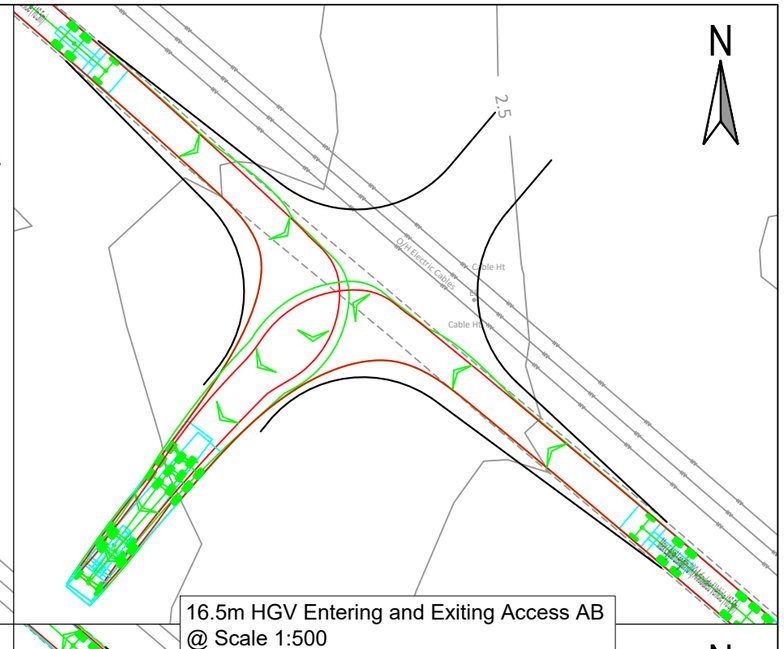
Figure 3.28 Proposed Access Arrangements – Access AA and AB



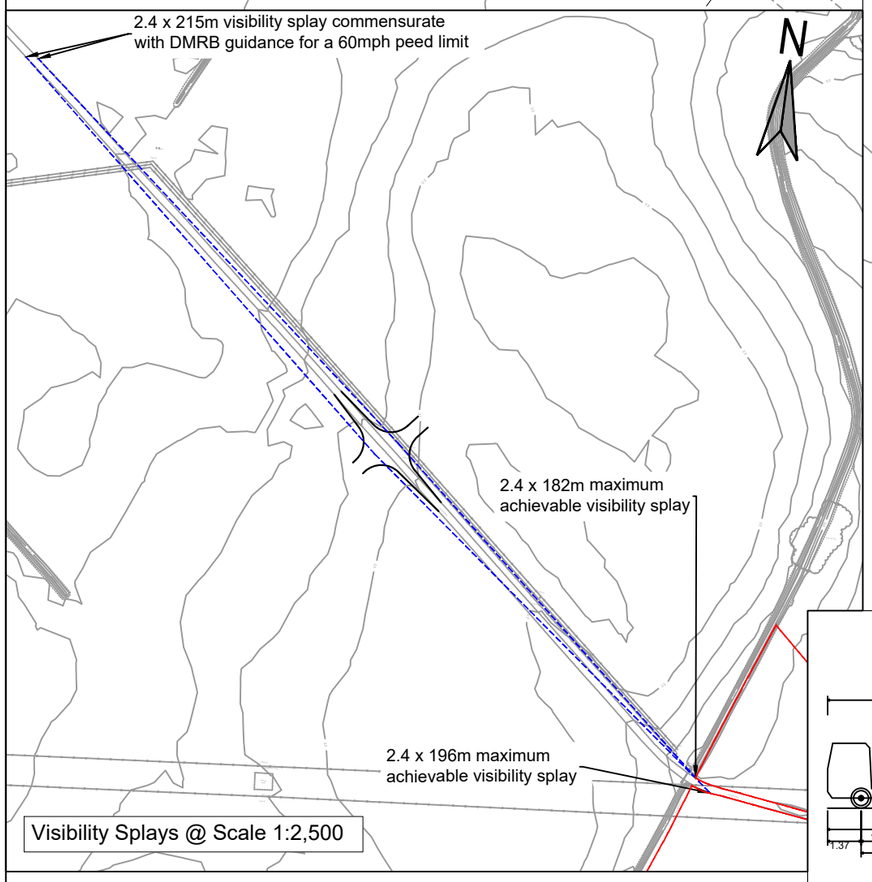
Proposed Access Arrangements
@ Scale 1:500



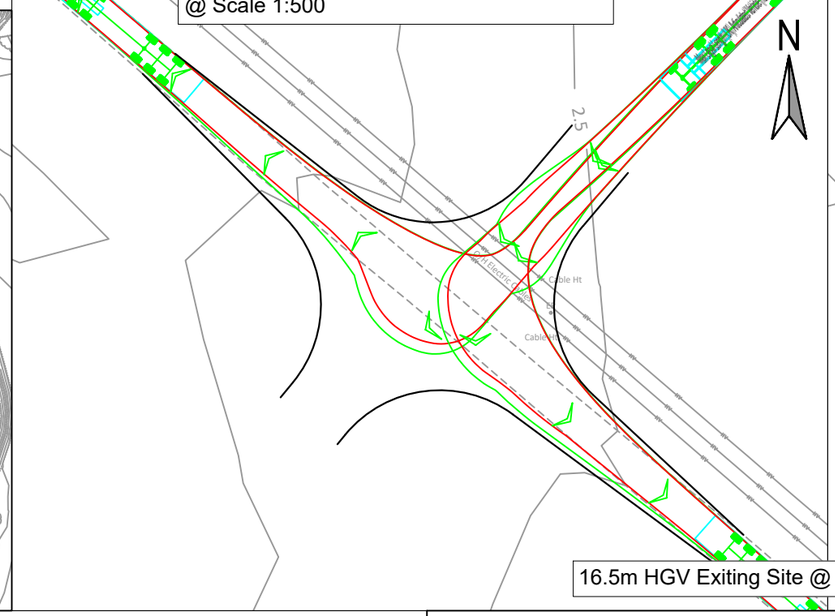
16.5m HGV Entering and Exiting Access AA
@ Scale 1:500



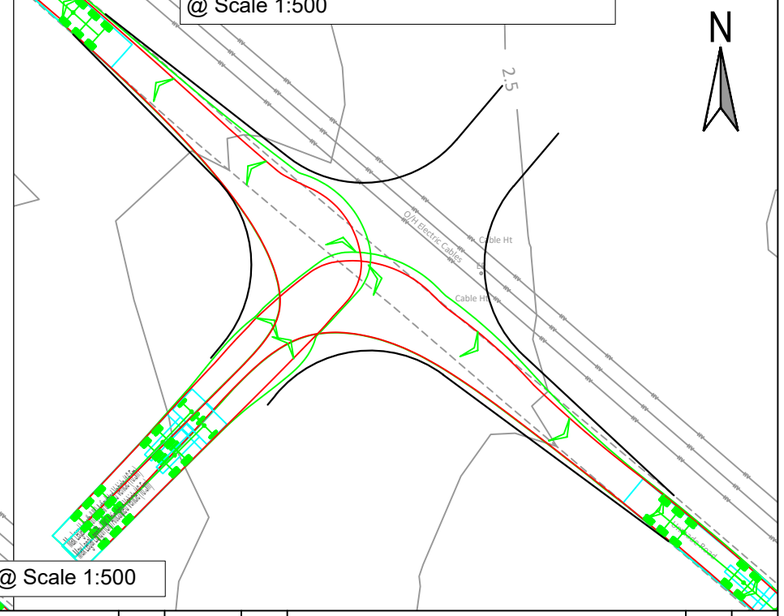
16.5m HGV Entering and Exiting Access AB
@ Scale 1:500



Visibility Splays @ Scale 1:2,500

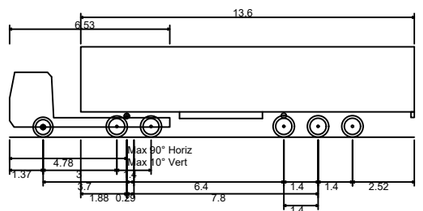


16.5m HGV Exiting Site @ Scale 1:500



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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CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD

PROJECT: TWEEN BRIDGE SOLAR FARM

TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION AA AND LOCATION AB

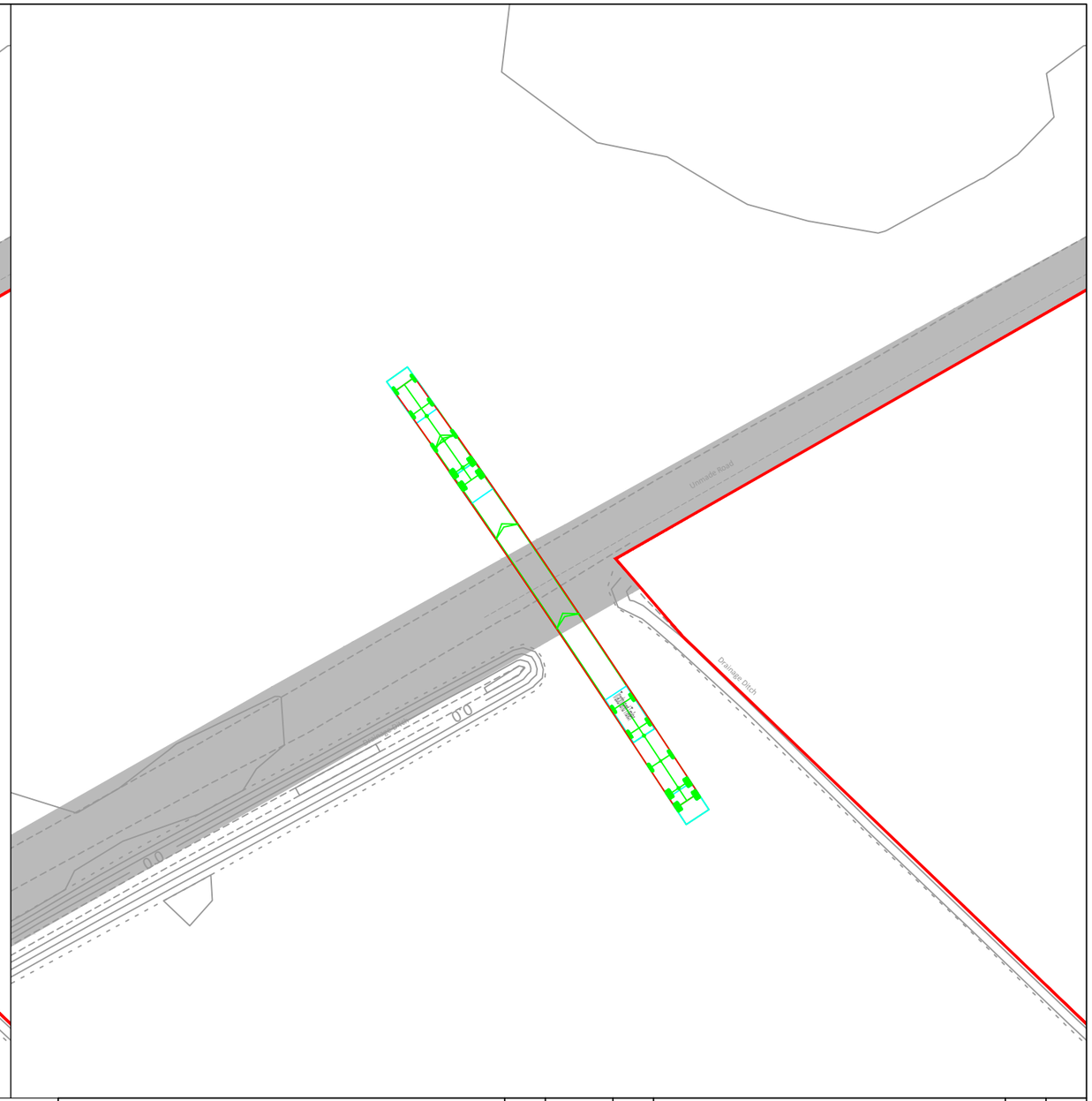
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AS SHOWN	ADWS	KS
DATE:	DESIGN-DRAWN:	DRAWING-STATUS:
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PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.28	1

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Figure 3.29 Proposed Access Arrangements – Access AC



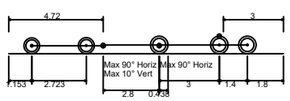


N

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

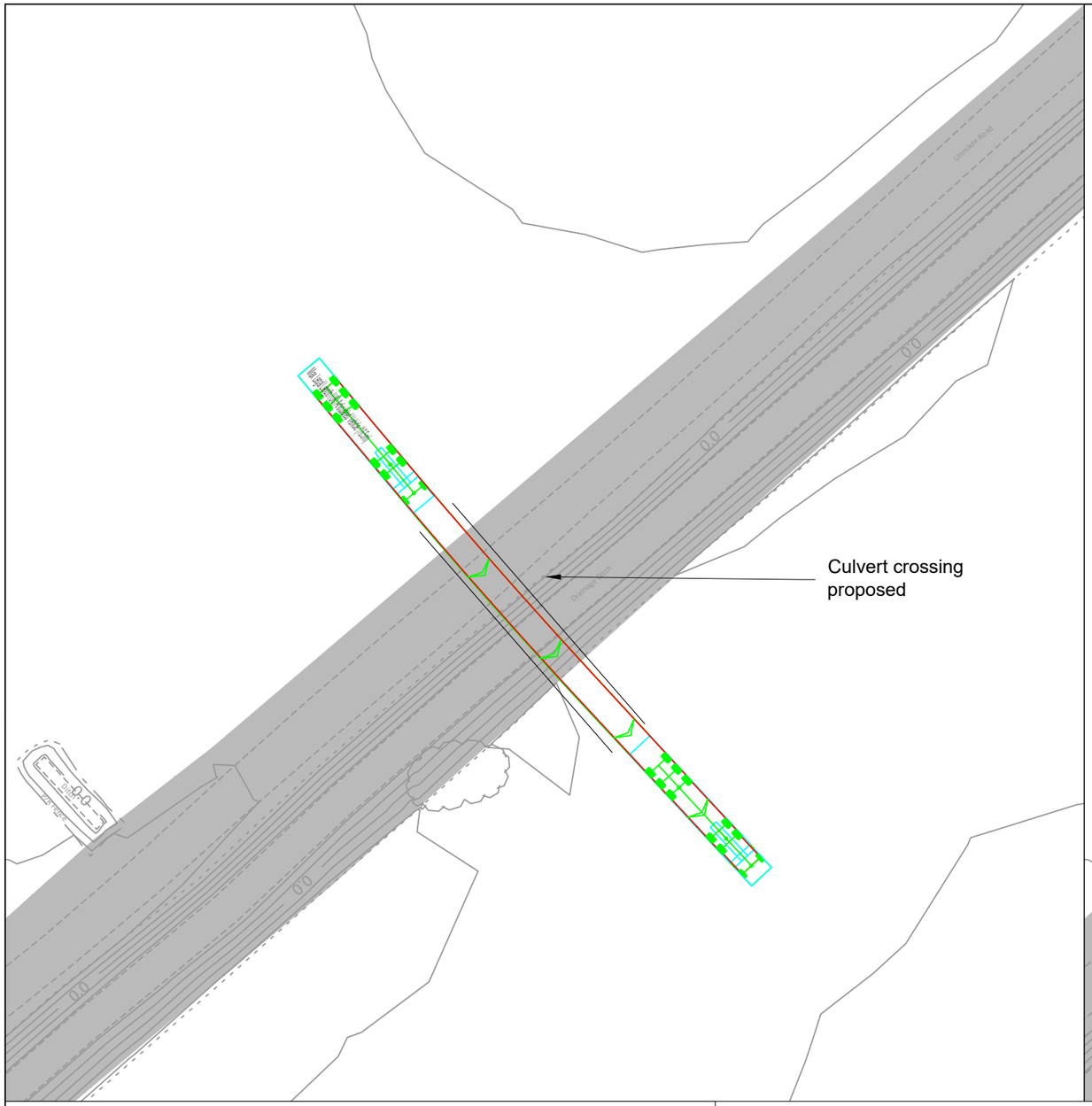
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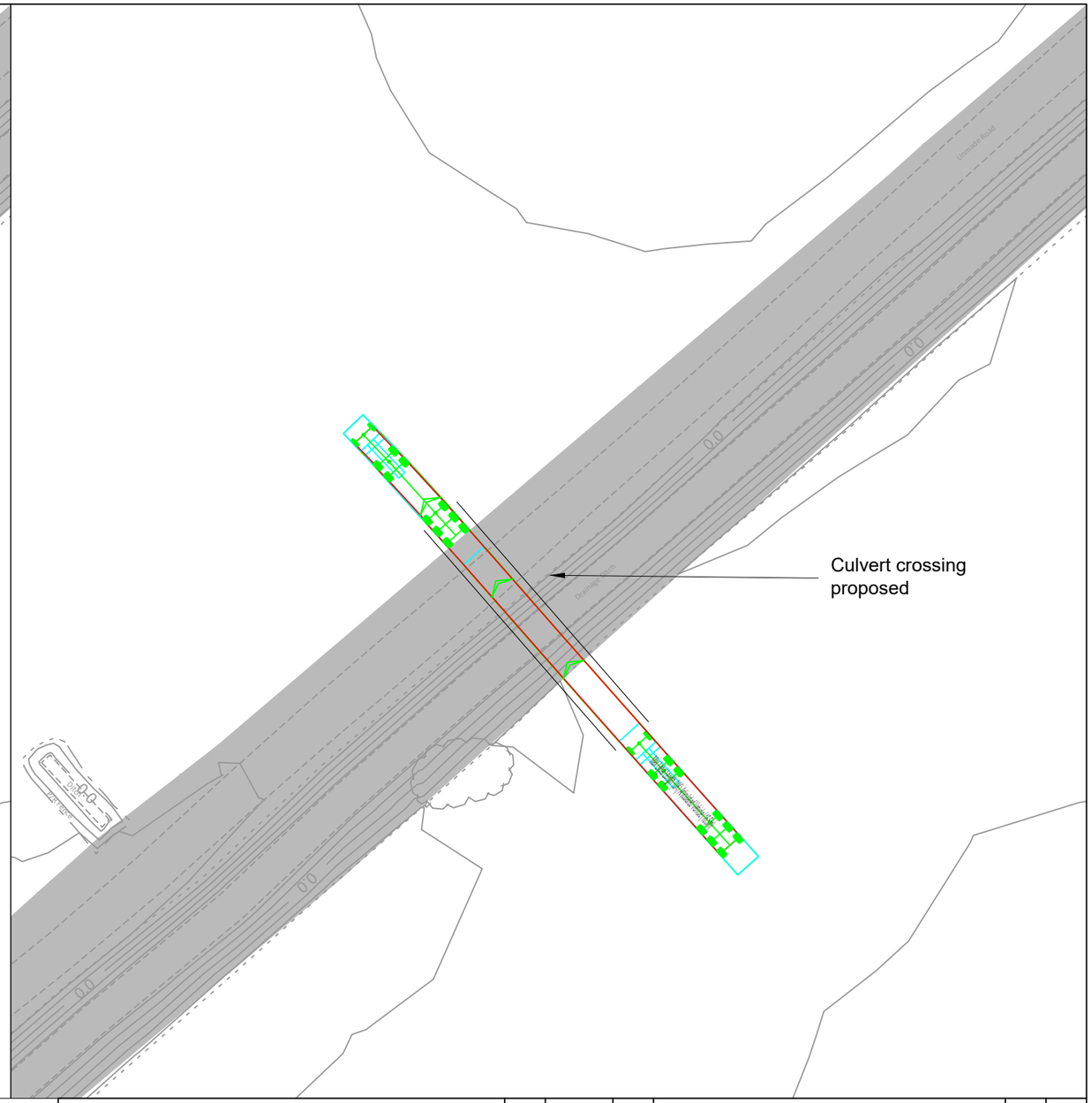
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DATE:	DESIGN-DRAWN:	DRAWING-STATUS:
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PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.29	1

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Figure 3.30 Proposed Access Arrangements – Access AD

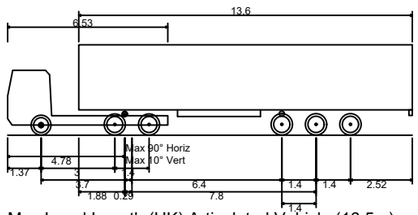




N

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

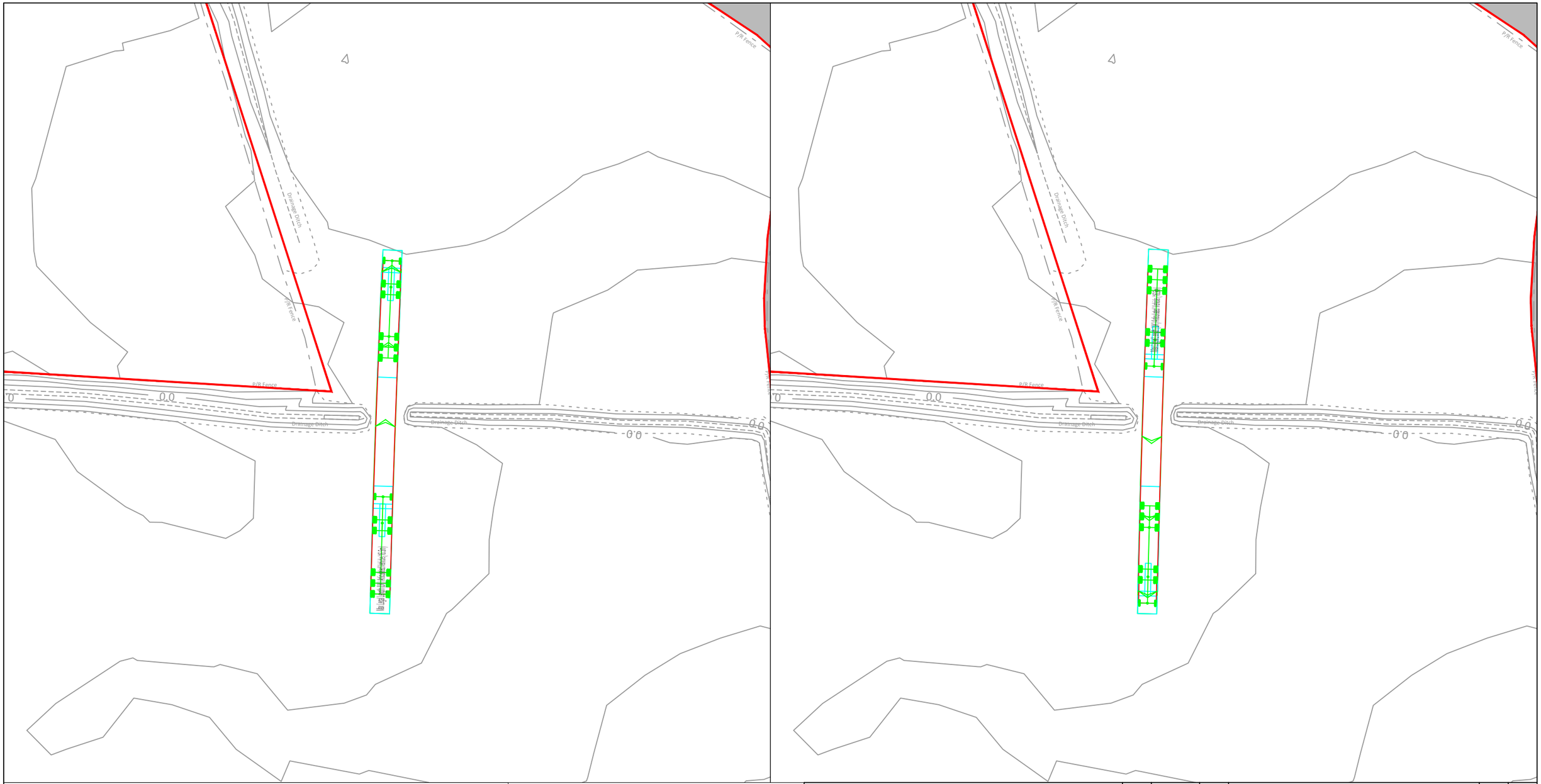
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION AD

SCALE @ A3:	CHECKED:	APPROVED:
1:500	ADWS	KS
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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PROJECT: TWEEN BRIDGE SOLAR FARM

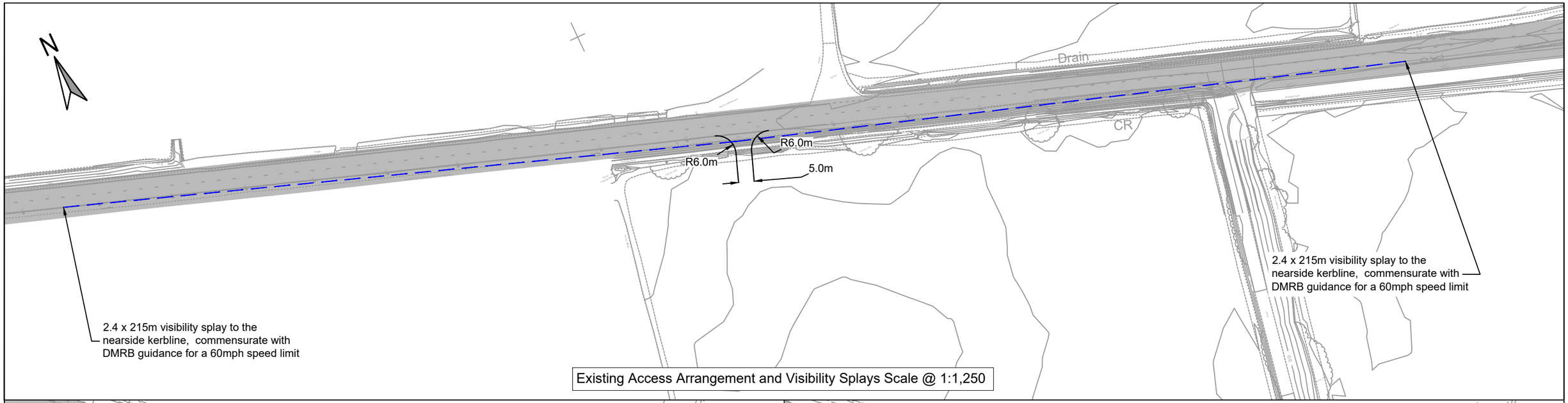
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DATE:	DESIGN-DRAWN:	DRAWING-STATUS:
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PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.31	1

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Figure 3.34 Proposed Access Arrangements – Access AH



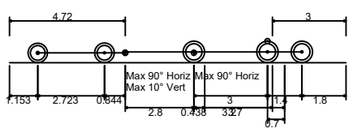
Existing Access Arrangement and Visibility Splays Scale @ 1:1,250



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

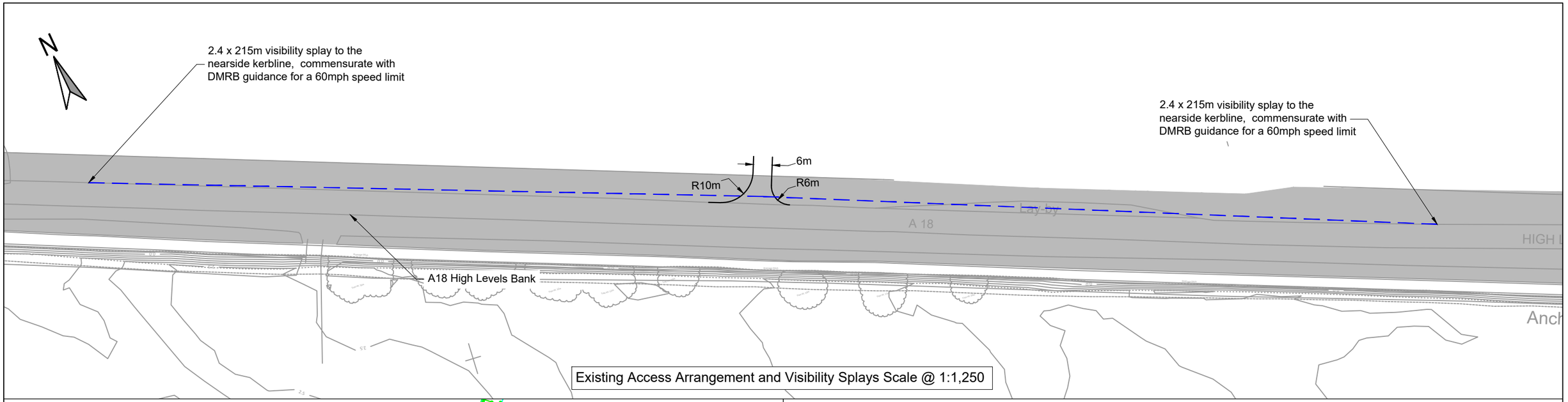
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION AH

SCALE @ A3:	CHECKED:	APPROVED:
AS SHOWN	KSS	KSS
DATE:	DESIGN-DRAWN:	DRAWING-STATUS:
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PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.34	1

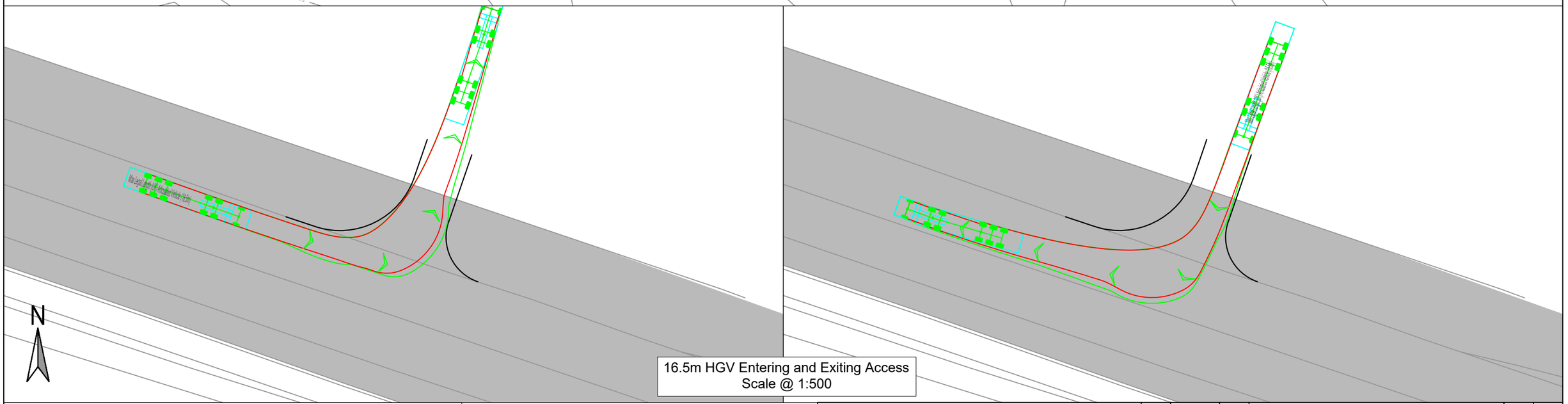
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Figure 3.35 Proposed Access Arrangements – Access Ai



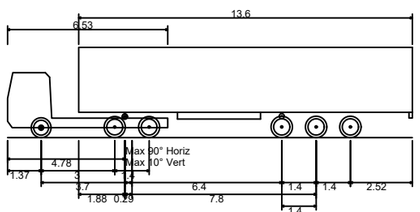
Existing Access Arrangement and Visibility Splays Scale @ 1:1,250



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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PROJECT: TWEEN BRIDGE SOLAR FARM

TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION Ai

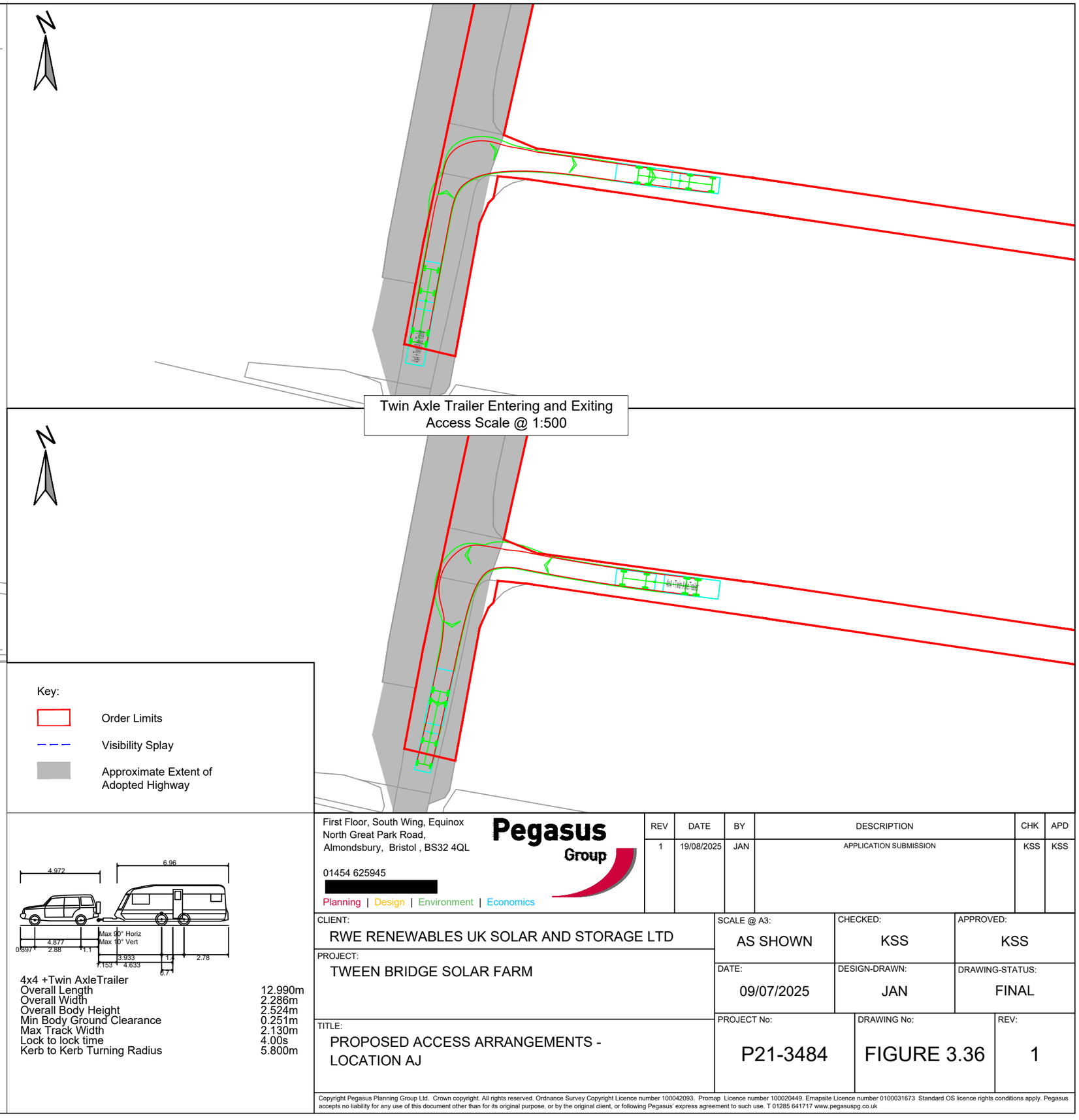
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P21-3484	FIGURE 3.35	1

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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

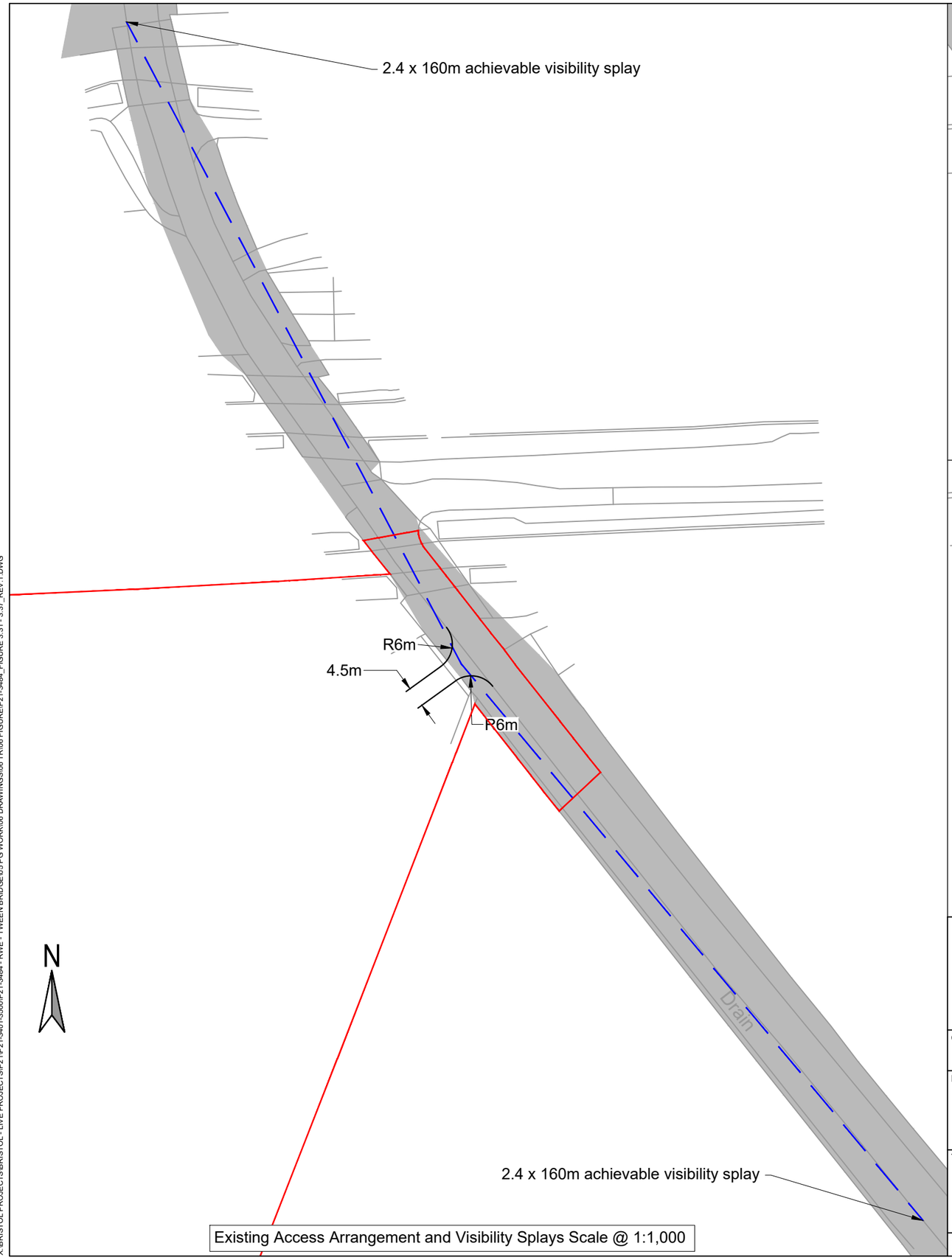
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SCALE @ A3:	CHECKED:	APPROVED:
AS SHOWN	KSS	KSS
DATE:	DESIGN-DRAWN:	DRAWING-STATUS:
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PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.36	1

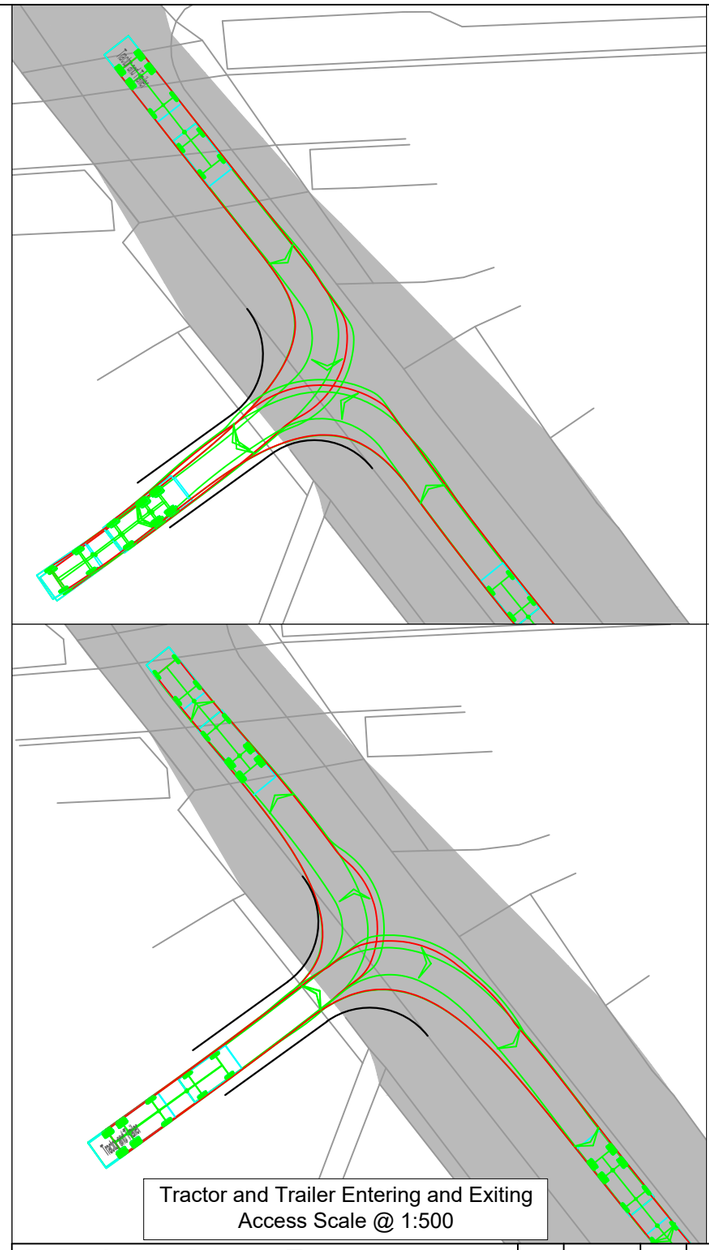
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Figure 3.37 Proposed Access Arrangements – Access AK



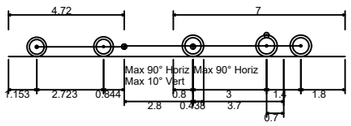
Existing Access Arrangement and Visibility Splays Scale @ 1:1,000



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

Marsh Road

Crowle

A161

A18 High Levels Bank

M180 Junction 1

M18 Junction 5

A18 Tudworth Road

Sandtoft Road

Low Levels Bank

High Levels Bank

A18

A161

A18

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	DATE: 19/08/2025	DESIGN-DRAWN: JAN	DRAWING-STATUS: FINAL
TITLE: CONSTRUCTION TRAFFIC ROUTE PLAN TO LAND PARCELS	PROJECT No: P21-3484	DRAWING No: FIGURE 4.1	REV: 1

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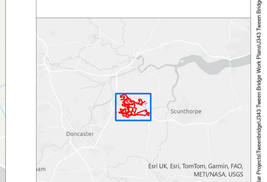
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Appendix A – Order Limits

Tween Bridge Solar Farm

LEGEND

OrderLimits_Rev_AJ



Site Location Plan - Rev AJ

0 155 310 620 Metres

Coordinate System: British National Grid Projection: Transverse Mercator Datum: OSGB 1936		© Crown copyright and database rights 2025. Ordnance Survey AC0000808122
Scale: 1:10,000	Paper Size: A0	DCO Application

RWE

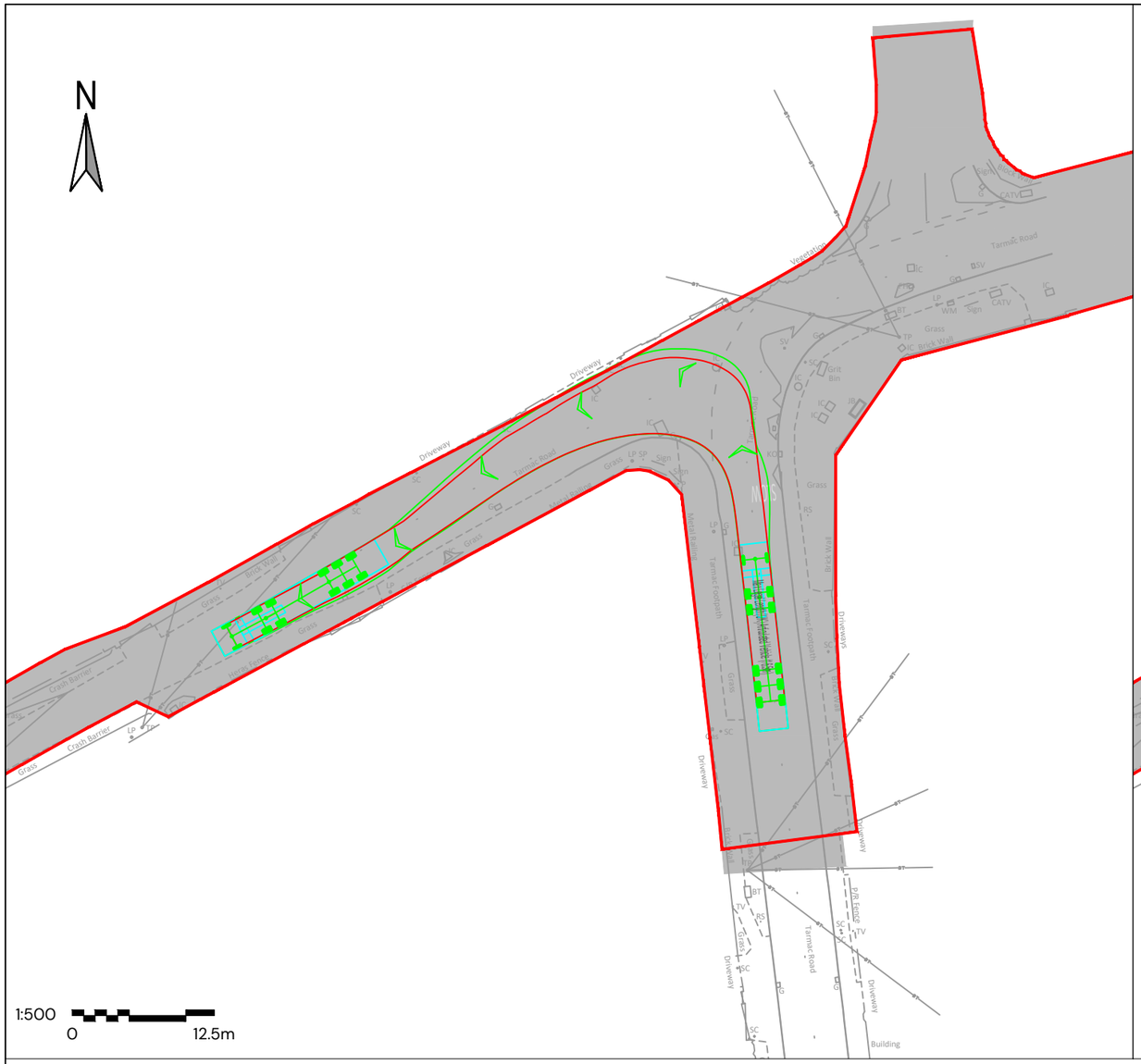
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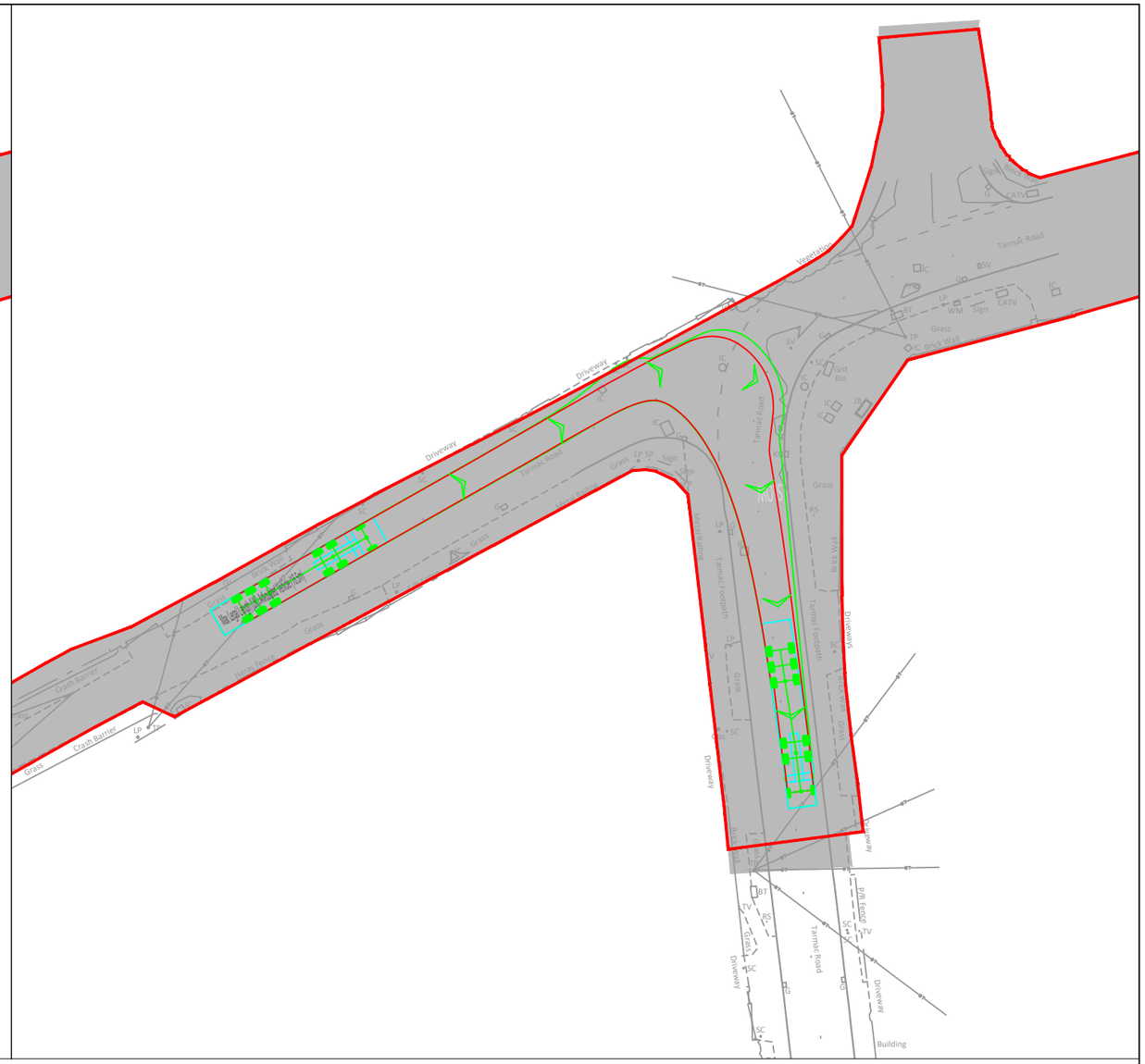
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0 320 640 1,280 Metres

Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, GeoTechnologies, Inc, METI/NASA, USGS

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

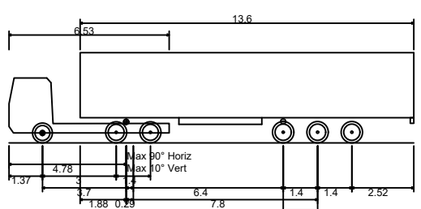




Swept Path Analysis of a 16.5m Articulated Vehicle Navigating Location T

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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PROJECT: TWEEN BRIDGE SOLAR FARM

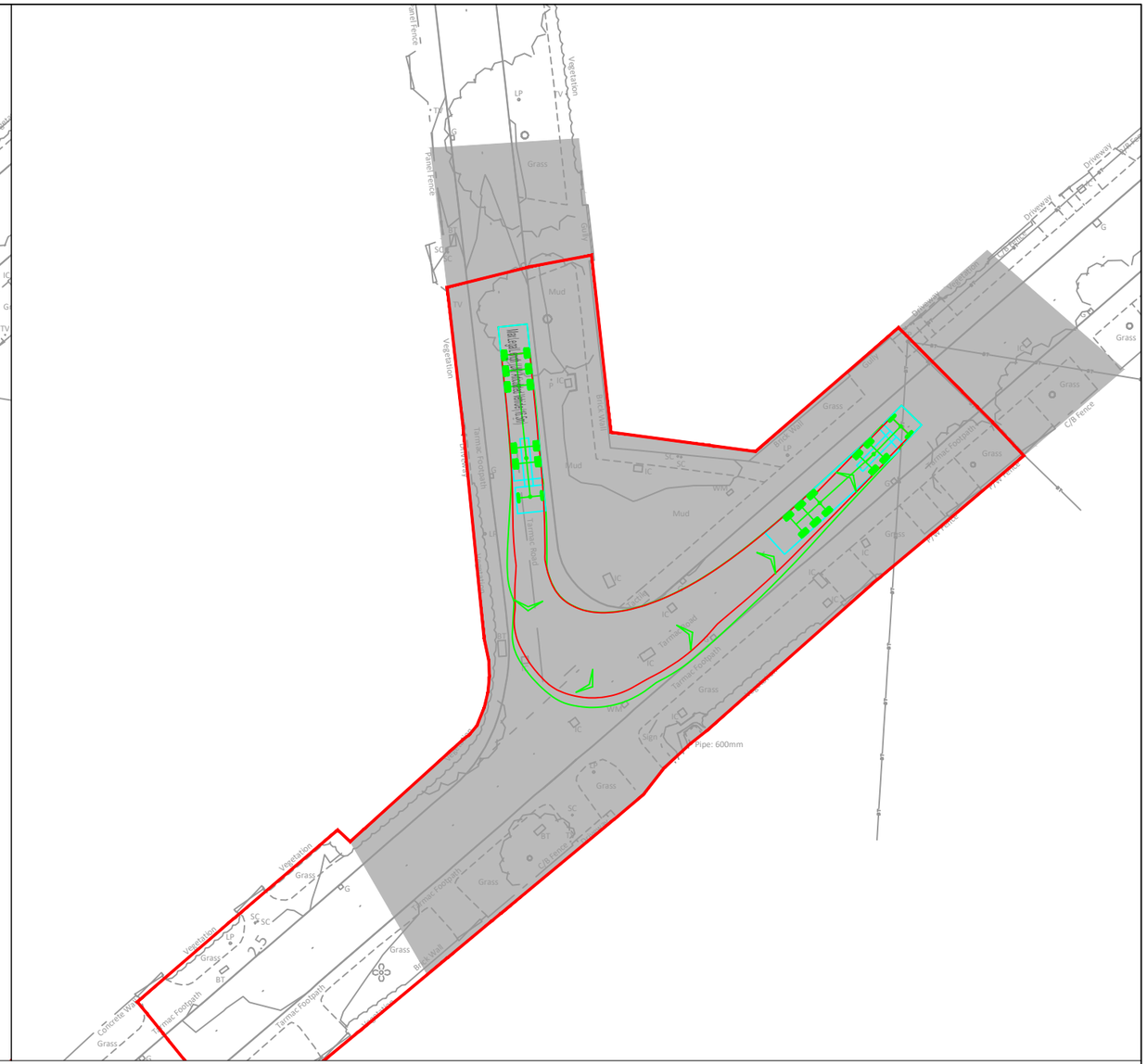
TITLE: LOCATION T - MARSH ROAD / WINDSOR ROAD JUNCITON

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 3.21	1

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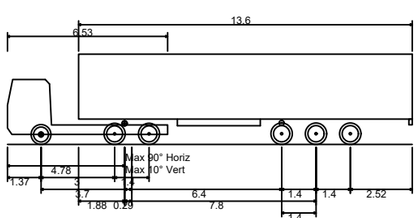




Swept Path Analysis of a 16.5m Articulated Vehicle Navigating Location U

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

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 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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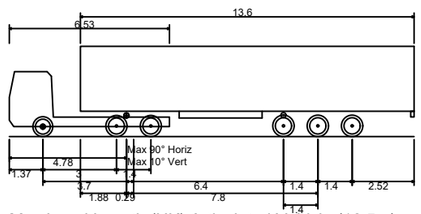


Swept Path Analysis of a 16.5m Articulated Vehicle Navigating Location V

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

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North Great Park Road,
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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

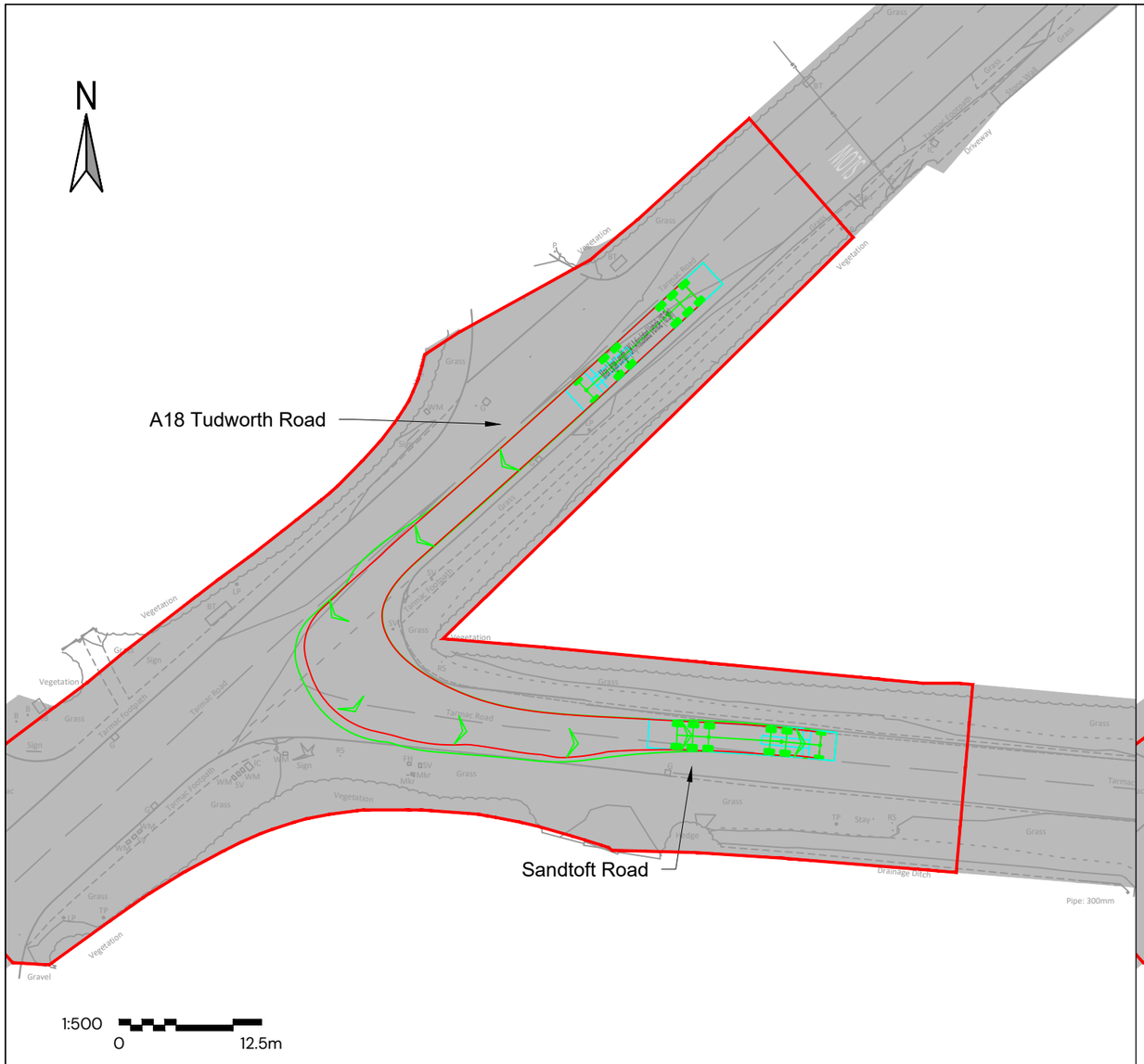
TITLE: LOCATION V - GODNOW ROAD / A161 JUNCTION

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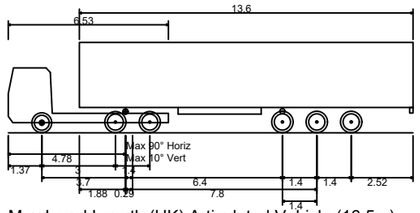
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Appendix C – Swept Path Assessments (A189 Tudworth Road / Sandtoft Road)





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

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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 19, Marsh Road



Direction: Southwestbound

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	1	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	1	1	1	1	1	1
06:00	0	2	1	1	2	0	0	1	1
07:00	2	7	1	3	0	0	4	3	2
08:00	10	9	5	7	4	1	2	7	5
09:00	6	2	12	7	3	5	9	7	6
10:00	4	7	5	3	5	2	3	4	4
11:00	5	3	2	6	2	3	5	4	4
12:00	5	6	5	5	4	1	0	4	4
13:00	7	7	7	3	5	5	6	6	6
14:00	2	3	6	4	2	6	9	5	5
15:00	2	4	2	5	4	6	2	3	4
16:00	5	5	3	4	0	1	3	4	3
17:00	7	4	5	10	5	2	1	5	5
18:00	5	4	5	4	6	5	3	4	5
19:00	0	2	6	2	3	2	2	2	2
20:00	0	0	1	1	4	0	0	0	1
21:00	0	1	0	1	1	0	2	1	1
22:00	0	1	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
Total									
12H(7-19)	60	61	58	61	40	37	47	57	52
16H(6-22)	60	66	66	66	50	39	51	62	57
18H(6-24)	60	67	66	66	50	39	51	62	57
24H(0-24)	61	67	67	67	51	40	52	63	58
AM Peak	08:00	08:00	09:00	08:00	10:00	09:00	09:00	09:00	09:00
	10	9	12	7	5	5	9	7	6
PM Peak	13:00	13:00	13:00	17:00	18:00	14:00	14:00	13:00	13:00
	7	7	7	10	6	6	9	6	6

Paul Castle Associates

Direction: Northeastbound

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	1	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	1	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	0	0	0	1	1	1	1	0	1
07:00	2	2	1	5	3	1	1	2	2
08:00	6	9	4	4	3	1	2	5	4
09:00	5	3	8	4	2	3	2	4	4
10:00	6	7	6	5	3	4	11	7	6
11:00	3	1	3	7	3	2	3	3	3
12:00	6	8	6	4	4	1	1	5	4
13:00	7	7	5	4	5	4	6	6	5
14:00	2	5	4	7	3	5	9	5	5
15:00	3	2	4	5	3	4	0	3	3
16:00	4	6	1	4	2	1	2	3	3
17:00	6	3	4	5	3	4	1	4	4
18:00	7	5	7	2	3	0	2	5	4
19:00	2	4	5	4	3	4	0	3	3
20:00	3	0	1	0	5	1	3	1	2
21:00	0	0	0	1	5	0	3	1	1
22:00	0	1	0	0	1	1	0	0	0
23:00	0	0	0	0	0	0	0	0	0
Total									
12H(7-19)	57	58	53	56	37	30	40	53	47
16H(6-22)	62	62	59	62	51	36	47	58	54
18H(6-24)	62	63	59	62	52	37	47	59	55
24H(0-24)	62	63	60	62	52	37	48	59	55
AM Peak	08:00	08:00	09:00	11:00	07:00	10:00	10:00	10:00	10:00
	6	9	8	7	3	4	11	7	6
PM Peak	13:00	12:00	18:00	14:00	13:00	14:00	14:00	13:00	13:00
	7	8	7	7	5	5	9	6	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	2	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	1	0	0
05:00	1	0	0	1	1	1	1	1	1
06:00	0	2	1	2	3	1	1	1	1
07:00	4	9	2	8	3	1	5	6	5
08:00	16	18	9	11	7	2	4	12	10
09:00	11	5	20	11	5	8	11	12	10
10:00	10	14	11	8	8	6	14	11	10
11:00	8	4	5	13	5	5	8	8	7
12:00	11	14	11	9	8	2	1	9	8
13:00	14	14	12	7	10	9	12	12	11
14:00	4	8	10	11	5	11	18	10	10
15:00	5	6	6	10	7	10	2	6	7
16:00	9	11	4	8	2	2	5	7	6
17:00	13	7	9	15	8	6	2	9	9
18:00	12	9	12	6	9	5	5	9	8
19:00	2	6	11	6	6	6	2	5	6
20:00	3	0	2	1	9	1	3	2	3
21:00	0	1	0	2	6	0	5	2	2
22:00	0	2	0	0	1	1	0	0	1
23:00	0	0	0	0	0	0	0	0	0
Total									
12H(7-19)	117	119	111	117	77	67	87	110	99
16H(6-22)	122	128	125	128	101	75	98	120	111
18H(6-24)	122	130	125	128	102	76	98	121	112
24H(0-24)	123	130	127	129	103	77	100	122	113
AM Peak	08:00	08:00	09:00	11:00	10:00	09:00	10:00	08:00	09:00
	16	18	20	13	8	8	14	12	10
PM Peak	13:00	12:00	13:00	17:00	13:00	14:00	14:00	13:00	13:00
	14	14	12	15	10	11	18	12	11

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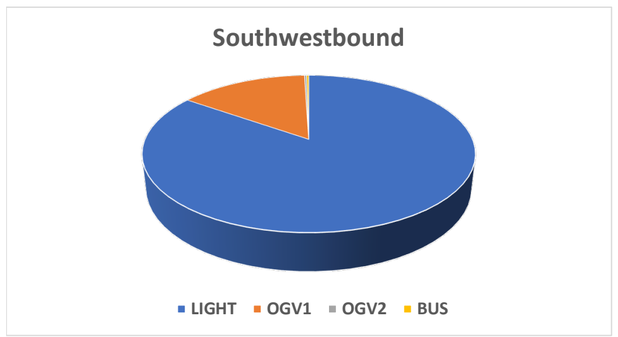
Tween Bridge ATC 19, Marsh Road

Direction: Southwestbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	61	48	13	0	0
Wed 7 Jun 2023	67	53	13	0	1
Thu 8 Jun 2023	67	59	8	0	0
Fri 9 Jun 2023	67	61	6	0	0
Sat 10 Jun 2023	51	44	7	0	0
Sun 11 Jun 2023	40	35	4	1	0
Mon 12 Jun 2023	52	43	9	0	0
5 Day Ave.	63	53	10	0	0
7 Day Ave.	58	49	9	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	100.0%	78.7%	21.3%	0.0%	0.0%
Wed 7 Jun 2023	100.0%	79.1%	19.4%	0.0%	1.5%
Thu 8 Jun 2023	100.0%	88.1%	11.9%	0.0%	0.0%
Fri 9 Jun 2023	100.0%	91.0%	9.0%	0.0%	0.0%
Sat 10 Jun 2023	100.0%	86.3%	13.7%	0.0%	0.0%
Sun 11 Jun 2023	100.0%	87.5%	10.0%	2.5%	0.0%
Mon 12 Jun 2023	100.0%	82.7%	17.3%	0.0%	0.0%
5 Day Ave.	100.0%	84.1%	15.6%	0.0%	0.3%
7 Day Ave.	100.0%	84.7%	14.8%	0.2%	0.2%

Paul Castle Associates

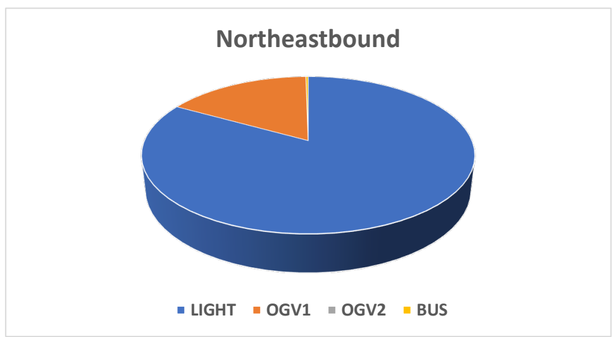


Direction: Northeastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	62	49	13	0	0
Wed 7 Jun 2023	63	48	14	0	1
Thu 8 Jun 2023	60	52	8	0	0
Fri 9 Jun 2023	62	54	8	0	0
Sat 10 Jun 2023	52	44	8	0	0
Sun 11 Jun 2023	37	33	4	0	0
Mon 12 Jun 2023	48	39	9	0	0
5 Day Ave.	59	48	10	0	0
7 Day Ave.	55	46	9	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	100.0%	79.0%	21.0%	0.0%	0.0%
Wed 7 Jun 2023	100.0%	76.2%	22.2%	0.0%	1.6%
Thu 8 Jun 2023	100.0%	86.7%	13.3%	0.0%	0.0%
Fri 9 Jun 2023	100.0%	87.1%	12.9%	0.0%	0.0%
Sat 10 Jun 2023	100.0%	84.6%	15.4%	0.0%	0.0%
Sun 11 Jun 2023	100.0%	89.2%	10.8%	0.0%	0.0%
Mon 12 Jun 2023	100.0%	81.3%	18.8%	0.0%	0.0%
5 Day Ave.	100.0%	82.0%	17.6%	0.0%	0.3%
7 Day Ave.	100.0%	83.1%	16.7%	0.0%	0.3%

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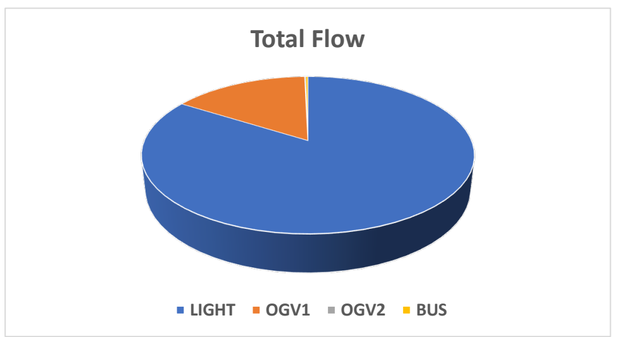


Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	123	97	26	0	0
Wed 7 Jun 2023	130	101	27	0	2
Thu 8 Jun 2023	127	111	16	0	0
Fri 9 Jun 2023	129	115	14	0	0
Sat 10 Jun 2023	103	88	15	0	0
Sun 11 Jun 2023	77	68	8	1	0
Mon 12 Jun 2023	100	82	18	0	0
5 Day Ave.	122	101	20	0	0
7 Day Ave.	113	95	18	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 6 Jun 2023	100.0%	78.9%	21.1%	0.0%	0.0%
Wed 7 Jun 2023	100.0%	77.7%	20.8%	0.0%	1.5%
Thu 8 Jun 2023	100.0%	87.4%	12.6%	0.0%	0.0%
Fri 9 Jun 2023	100.0%	89.1%	10.9%	0.0%	0.0%
Sat 10 Jun 2023	100.0%	85.4%	14.6%	0.0%	0.0%
Sun 11 Jun 2023	100.0%	88.3%	10.4%	1.3%	0.0%
Mon 12 Jun 2023	100.0%	82.0%	18.0%	0.0%	0.0%
5 Day Ave.	100.0%	83.1%	16.6%	0.0%	0.3%
7 Day Ave.	100.0%	83.9%	15.7%	0.1%	0.3%

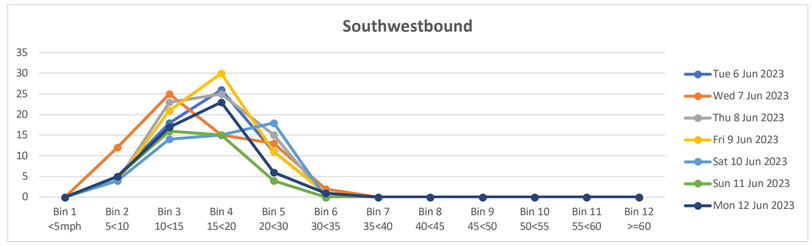
Paul Castle Associates



Tween Bridge ATC 19, Marsh Road

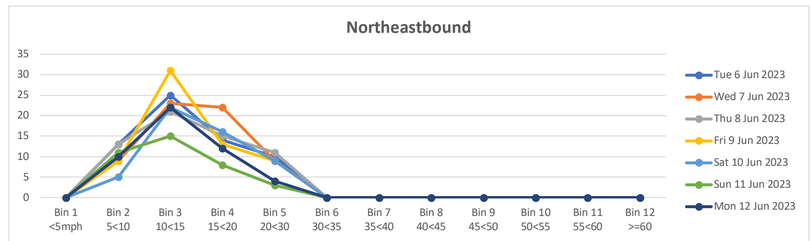
Direction: Southwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<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	61	22.4	16.8	5.4	0	5	18	26	11	1	0	0	0	0	0	0
Wed 7 Jun 2023	67	22.5	15.7	6.5	0	12	25	15	13	2	0	0	0	0	0	0
Thu 8 Jun 2023	67	22.3	16.9	5.2	0	4	23	25	15	0	0	0	0	0	0	0
Fri 9 Jun 2023	67	22.1	16.8	5.1	0	4	21	30	11	1	0	0	0	0	0	0
Sat 10 Jun 2023	51	24.1	18.0	5.9	0	4	14	15	18	0	0	0	0	0	0	0
Sun 11 Jun 2023	40	19.9	15.0	4.7	0	5	16	15	4	0	0	0	0	0	0	0
Mon 12 Jun 2023	52	21.4	16.1	5.2	0	5	17	23	6	1	0	0	0	0	0	0
5 Day Ave.	63	22.1	16.5	5.5	0	6	21	24	11	1	0	0	0	0	0	0
7 Day Ave.	58	22.1	16.5	5.4	0	6	19	21	11	1	0	0	0	0	0	0



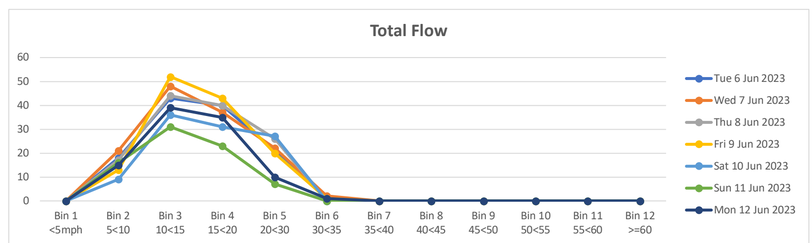
Direction: Northeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<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	62	20.5	14.6	5.7	0	13	25	14	10	0	0	0	0	0	0	0
Wed 7 Jun 2023	63	20.7	15.3	5.2	0	9	23	22	9	0	0	0	0	0	0	0
Thu 8 Jun 2023	60	21.1	15.0	5.9	0	13	21	15	11	0	0	0	0	0	0	0
Fri 9 Jun 2023	62	20.1	14.6	5.2	0	9	31	13	9	0	0	0	0	0	0	0
Sat 10 Jun 2023	52	21.1	15.7	5.2	0	5	22	16	9	0	0	0	0	0	0	0
Sun 11 Jun 2023	37	18.4	13.1	5.1	0	11	15	8	3	0	0	0	0	0	0	0
Mon 12 Jun 2023	48	18.8	13.8	4.8	0	10	22	12	4	0	0	0	0	0	0	0
5 Day Ave.	59	20.2	14.7	5.4	0	11	24	15	9	0	0	0	0	0	0	0
7 Day Ave.	55	20.1	14.6	5.3	0	10	23	14	8	0	0	0	0	0	0	0



Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<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	123	21.5	15.7	5.6	0	18	43	40	21	1	0	0	0	0	0	0
Wed 7 Jun 2023	130	21.7	15.5	5.9	0	21	48	37	22	2	0	0	0	0	0	0
Thu 8 Jun 2023	127	21.8	16.0	5.6	0	17	44	40	26	0	0	0	0	0	0	0
Fri 9 Jun 2023	129	21.2	15.8	5.3	0	13	52	43	20	1	0	0	0	0	0	0
Sat 10 Jun 2023	103	22.7	16.8	5.7	0	9	36	31	27	0	0	0	0	0	0	0
Sun 11 Jun 2023	77	19.2	14.1	5.0	0	16	31	23	7	0	0	0	0	0	0	0
Mon 12 Jun 2023	100	20.3	15.0	5.1	0	15	39	35	10	1	0	0	0	0	0	0
5 Day Ave.	122	21.3	15.6	5.5	0	17	45	39	20	1	0	0	0	0	0	0
7 Day Ave.	113	21.2	15.5	5.5	0	16	42	36	19	1	0	0	0	0	0	0



Tween Bridge ATC 19, Marsh Road

Direction: Southwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<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	9	22.8	16.9	5.7	0	1	2	4	2	0	0	0	0	0	0	0
Wed 7 Jun 2023	10	20.7	13.5	7.0	0	2	7	0	0	1	0	0	0	0	0	0
Thu 8 Jun 2023	7	23.5	18.2	5.1	0	0	2	3	2	0	0	0	0	0	0	0
Fri 9 Jun 2023	9	27.4	20.0	7.2	0	0	3	2	3	1	0	0	0	0	0	0
Sat 10 Jun 2023	7	25.7	18.6	6.9	0	1	1	2	3	0	0	0	0	0	0	0
Sun 11 Jun 2023	5	21.9	15.0	6.6	0	1	2	1	1	0	0	0	0	0	0	0
Mon 12 Jun 2023	8	22.2	15.6	6.4	0	1	4	1	2	0	0	0	0	0	0	0
5 Day Ave.	9	23.4	16.9	6.3	0	1	4	2	2	0	0	0	0	0	0	0
7 Day Ave.	8	23.5	16.8	6.4	0	1	3	2	2	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Northeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<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	9	17.1	13.1	3.9	0	2	4	3	0	0	0	0	0	0	0	0
Wed 7 Jun 2023	8	22.7	16.3	6.3	0	1	3	2	2	0	0	0	0	0	0	0
Thu 8 Jun 2023	9	24.0	18.3	5.4	0	0	3	3	3	0	0	0	0	0	0	0
Fri 9 Jun 2023	12	20.9	14.6	6.1	0	3	4	3	2	0	0	0	0	0	0	0
Sat 10 Jun 2023	6	24.3	19.2	4.9	0	0	1	3	2	0	0	0	0	0	0	0
Sun 11 Jun 2023	6	20.7	13.8	6.7	0	2	2	1	1	0	0	0	0	0	0	0
Mon 12 Jun 2023	14	18.6	13.0	5.4	0	5	4	4	1	0	0	0	0	0	0	0
5 Day Ave.	10	20.7	15.1	5.4	0	2	4	3	2	0	0	0	0	0	0	0
7 Day Ave.	9	21.2	15.5	5.5	0	2	3	3	2	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<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	18	20.3	15.0	5.1	0	3	6	7	2	0	0	0	0	0	0	0
Wed 7 Jun 2023	18	21.6	14.7	6.6	0	3	10	2	2	1	0	0	0	0	0	0
Thu 8 Jun 2023	16	23.6	18.3	5.1	0	0	5	6	5	0	0	0	0	0	0	0
Fri 9 Jun 2023	21	24.1	16.9	7.0	0	3	7	5	5	1	0	0	0	0	0	0
Sat 10 Jun 2023	13	24.9	18.8	5.8	0	1	2	5	5	0	0	0	0	0	0	0
Sun 11 Jun 2023	11	20.9	14.3	6.3	0	3	4	2	2	0	0	0	0	0	0	0
Mon 12 Jun 2023	22	19.9	14.0	5.8	0	6	8	5	3	0	0	0	0	0	0	0
5 Day Ave.	19	21.9	15.8	5.9	0	3	7	5	3	0	0	0	0	0	0	0
7 Day Ave.	17	22.2	16.0	6.0	0	3	6	5	3	0	0	0	0	0	0	0

Paul Castle Associates

Tween Bridge ATC 19, Marsh Road

Direction: Southwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<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	4	23.4	15.6	7.5	0	1	1	1	1	0	0	0	0	0	0	0
Wed 7 Jun 2023	7	25.1	18.6	6.3	0	0	3	1	3	0	0	0	0	0	0	0
Thu 8 Jun 2023	8	24.0	16.6	7.2	0	1	4	0	3	0	0	0	0	0	0	0
Fri 9 Jun 2023	9	16.8	14.2	2.5	0	0	6	3	0	0	0	0	0	0	0	0
Sat 10 Jun 2023	6	24.2	18.3	5.6	0	0	2	2	2	0	0	0	0	0	0	0
Sun 11 Jun 2023	12	19.5	14.4	4.9	0	2	5	4	1	0	0	0	0	0	0	0
Mon 12 Jun 2023	11	18.6	16.1	2.3	0	0	3	8	0	0	0	0	0	0	0	0
5 Day Ave.	8	21.6	16.2	5.2	0	0	3	3	1	0	0	0	0	0	0	0
7 Day Ave.	8	21.6	16.3	5.2	0	1	3	3	1	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Northeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<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	5	16.2	12.5	3.5	0	1	3	1	0	0	0	0	0	0	0	0
Wed 7 Jun 2023	7	21.5	15.7	5.5	0	1	2	3	1	0	0	0	0	0	0	0
Thu 8 Jun 2023	8	19.9	13.4	6.3	0	3	2	2	1	0	0	0	0	0	0	0
Fri 9 Jun 2023	12	18.9	13.5	5.2	0	3	5	3	1	0	0	0	0	0	0	0
Sat 10 Jun 2023	6	24.2	18.3	5.6	0	0	2	2	2	0	0	0	0	0	0	0
Sun 11 Jun 2023	9	20.7	15.6	5.0	0	1	3	4	1	0	0	0	0	0	0	0
Mon 12 Jun 2023	9	16.8	14.2	2.5	0	0	6	3	0	0	0	0	0	0	0	0
5 Day Ave.	8	18.6	13.9	4.6	0	2	4	2	1	0	0	0	0	0	0	0
7 Day Ave.	8	19.7	14.7	4.8	0	1	3	3	1	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<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	9	19.6	13.9	5.5	0	2	4	2	1	0	0	0	0	0	0	0
Wed 7 Jun 2023	14	23.2	17.1	5.9	0	1	5	4	4	0	0	0	0	0	0	0
Thu 8 Jun 2023	16	22.0	15.0	6.7	0	4	6	2	4	0	0	0	0	0	0	0
Fri 9 Jun 2023	21	18.1	13.8	4.2	0	3	11	6	1	0	0	0	0	0	0	0
Sat 10 Jun 2023	12	23.9	18.3	5.4	0	0	4	4	4	0	0	0	0	0	0	0
Sun 11 Jun 2023	21	19.9	14.9	4.8	0	3	8	8	2	0	0	0	0	0	0	0
Mon 12 Jun 2023	20	17.9	15.3	2.6	0	0	9	11	0	0	0	0	0	0	0	0
5 Day Ave.	16	20.1	15.0	5.0	0	2	7	5	2	0	0	0	0	0	0	0
7 Day Ave.	16	20.6	15.5	5.0	0	2	7	5	2	0	0	0	0	0	0	0

Paul Castle Associates

Tween Bridge ATC 19, Marsh Road

Direction: Southwestbound

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	0	0	0	0	0
07:00	2	2	0	0	0
08:00	10	7	3	0	0
09:00	6	5	1	0	0
10:00	4	3	1	0	0
11:00	5	4	1	0	0
12:00	5	3	2	0	0
13:00	7	5	2	0	0
14:00	2	2	0	0	0
15:00	2	1	1	0	0
16:00	5	5	0	0	0
17:00	7	6	1	0	0
18:00	5	4	1	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)	60	47	13	0	0
16H(6-22)	60	47	13	0	0
18H(6-24)	60	47	13	0	0
24H(0-24)	61	48	13	0	0
AM Peak	08:00	08:00	08:00	00:00	00:00
	10	7	3	0	0
PM Peak	13:00	17:00	12:00	12:00	12:00
	7	6	2	0	0

Paul Castle Associates

Direction: Northeastbound

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	2	2	0	0	0
08:00	6	3	3	0	0
09:00	5	5	0	0	0
10:00	6	5	1	0	0
11:00	3	2	1	0	0
12:00	6	4	2	0	0
13:00	7	5	2	0	0
14:00	2	1	1	0	0
15:00	3	2	1	0	0
16:00	4	3	1	0	0
17:00	6	6	0	0	0
18:00	7	6	1	0	0
19:00	2	2	0	0	0
20:00	3	3	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)	57	44	13	0	0
16H(6-22)	62	49	13	0	0
18H(6-24)	62	49	13	0	0
24H(0-24)	62	49	13	0	0
AM Peak	08:00	09:00	08:00	00:00	00:00
	6	5	3	0	0
PM Peak	13:00	17:00	12:00	12:00	12:00
	7	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	1	1	0	0	0
06:00	0	0	0	0	0
07:00	4	4	0	0	0
08:00	16	10	6	0	0
09:00	11	10	1	0	0
10:00	10	8	2	0	0
11:00	8	6	2	0	0
12:00	11	7	4	0	0
13:00	14	10	4	0	0
14:00	4	3	1	0	0
15:00	5	3	2	0	0
16:00	9	8	1	0	0
17:00	13	12	1	0	0
18:00	12	10	2	0	0
19:00	2	2	0	0	0
20:00	3	3	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)	117	91	26	0	0
16H(6-22)	122	96	26	0	0
18H(6-24)	122	96	26	0	0
24H(0-24)	123	97	26	0	0
AM Peak	08:00	08:00	08:00	00:00	00:00
	16	10	6	0	0
PM Peak	13:00	17:00	12:00	12:00	12:00
	14	12	4	0	0

Paul Castle Associates

Tween Bridge ATC 19, Marsh Road

Direction: Southwestbound

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	2	2	0	0	0
07:00	7	5	2	0	0
08:00	9	6	3	0	0
09:00	2	2	0	0	0
10:00	7	6	1	0	0
11:00	3	3	0	0	0
12:00	6	5	1	0	0
13:00	7	5	1	0	1
14:00	3	3	0	0	0
15:00	4	3	1	0	0
16:00	5	4	1	0	0
17:00	4	3	1	0	0
18:00	4	4	0	0	0
19:00	2	1	1	0	0
20:00	0	0	0	0	0
21:00	1	0	1	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	61	49	11	0	1
16H(6-22)	66	52	13	0	1
18H(6-24)	67	53	13	0	1
24H(0-24)	67	53	13	0	1
AM Peak	08:00	08:00	08:00	00:00	00:00
	9	6	3	0	0
PM Peak	13:00	12:00	12:00	12:00	13:00
	7	5	1	0	1

Paul Castle Associates

Direction: Northeastbound

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	2	1	1	0	0
08:00	9	6	3	0	0
09:00	3	3	0	0	0
10:00	7	6	1	0	0
11:00	1	1	0	0	0
12:00	8	7	1	0	0
13:00	7	5	1	0	1
14:00	5	4	1	0	0
15:00	2	1	1	0	0
16:00	6	4	2	0	0
17:00	3	2	1	0	0
18:00	5	3	2	0	0
19:00	4	4	0	0	0
20:00	0	0	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	43	14	0	1
16H(6-22)	62	47	14	0	1
18H(6-24)	63	48	14	0	1
24H(0-24)	63	48	14	0	1
AM Peak	08:00	08:00	08:00	00:00	00:00
	9	6	3	0	0
PM Peak	12:00	12:00	16:00	12:00	13:00
	8	7	2	0	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	0	0	0	0	0
06:00	2	2	0	0	0
07:00	9	6	3	0	0
08:00	18	12	6	0	0
09:00	5	5	0	0	0
10:00	14	12	2	0	0
11:00	4	4	0	0	0
12:00	14	12	2	0	0
13:00	14	10	2	0	2
14:00	8	7	1	0	0
15:00	6	4	2	0	0
16:00	11	8	3	0	0
17:00	7	5	2	0	0
18:00	9	7	2	0	0
19:00	6	5	1	0	0
20:00	0	0	0	0	0
21:00	1	0	1	0	0
22:00	2	2	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	119	92	25	0	2
16H(6-22)	128	99	27	0	2
18H(6-24)	130	101	27	0	2
24H(0-24)	130	101	27	0	2
AM Peak	08:00	08:00	08:00	00:00	00:00
	18	12	6	0	0
PM Peak	12:00	12:00	16:00	12:00	13:00
	14	12	3	0	2

Paul Castle Associates

Tween Bridge ATC 19, Marsh Road

Direction: Southwestbound

08/06/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	1	1	0	0	0
02:00	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	12	11	1	0	0
10:00	5	4	1	0	0
11:00	2	2	0	0	0
12:00	5	4	1	0	0
13:00	7	7	0	0	0
14:00	6	6	0	0	0
15:00	2	2	0	0	0
16:00	3	2	1	0	0
17:00	5	4	1	0	0
18:00	5	4	1	0	0
19:00	6	5	1	0	0
20:00	1	0	1	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	52	6	0	0
16H(6-22)	66	58	8	0	0
18H(6-24)	66	58	8	0	0
24H(0-24)	67	59	8	0	0
AM Peak	09:00	09:00	09:00	00:00	00:00
	12	11	1	0	0
PM Peak	13:00	13:00	12:00	12:00	12:00
	7	7	1	0	0

Paul Castle Associates

Direction: Northeastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	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	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	4	3	1	0	0
09:00	8	7	1	0	0
10:00	6	6	0	0	0
11:00	3	2	1	0	0
12:00	6	5	1	0	0
13:00	5	5	0	0	0
14:00	4	4	0	0	0
15:00	4	4	0	0	0
16:00	1	1	0	0	0
17:00	4	2	2	0	0
18:00	7	6	1	0	0
19:00	5	4	1	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)	53	46	7	0	0
16H(6-22)	59	51	8	0	0
18H(6-24)	59	51	8	0	0
24H(0-24)	60	52	8	0	0
AM Peak	09:00	09:00	08:00	00:00	00:00
	8	7	1	0	0
PM Peak	18:00	18:00	17:00	12:00	12:00
	7	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	2	2	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	9	8	1	0	0
09:00	20	18	2	0	0
10:00	11	10	1	0	0
11:00	5	4	1	0	0
12:00	11	9	2	0	0
13:00	12	12	0	0	0
14:00	10	10	0	0	0
15:00	6	6	0	0	0
16:00	4	3	1	0	0
17:00	9	6	3	0	0
18:00	12	10	2	0	0
19:00	11	9	2	0	0
20:00	2	1	1	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)	111	98	13	0	0
16H(6-22)	125	109	16	0	0
18H(6-24)	125	109	16	0	0
24H(0-24)	127	111	16	0	0
AM Peak	09:00	09:00	09:00	00:00	00:00
	20	18	2	0	0
PM Peak	13:00	13:00	17:00	12:00	12:00
	12	12	3	0	0

Paul Castle Associates

Tween Bridge ATC 19, Marsh Road

Direction: Southwestbound

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	1	1	0	0	0
06:00	1	1	0	0	0
07:00	3	3	0	0	0
08:00	7	7	0	0	0
09:00	7	6	1	0	0
10:00	3	3	0	0	0
11:00	6	6	0	0	0
12:00	5	5	0	0	0
13:00	3	1	2	0	0
14:00	4	4	0	0	0
15:00	5	5	0	0	0
16:00	4	3	1	0	0
17:00	10	9	1	0	0
18:00	4	3	1	0	0
19:00	2	2	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)	61	55	6	0	0
16H(6-22)	66	60	6	0	0
18H(6-24)	66	60	6	0	0
24H(0-24)	67	61	6	0	0
AM Peak	08:00	08:00	09:00	00:00	00:00
	7	7	1	0	0
PM Peak	17:00	17:00	13:00	12:00	12:00
	10	9	2	0	0

Paul Castle Associates

Direction: Northeastbound

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	4	1	0	0
08:00	4	4	0	0	0
09:00	4	4	0	0	0
10:00	5	3	2	0	0
11:00	7	7	0	0	0
12:00	4	4	0	0	0
13:00	4	3	1	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	5	0	0	0
18:00	2	2	0	0	0
19:00	4	3	1	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)	56	49	7	0	0
16H(6-22)	62	54	8	0	0
18H(6-24)	62	54	8	0	0
24H(0-24)	62	54	8	0	0
AM Peak	11:00	11:00	10:00	00:00	00:00
	7	7	2	0	0
PM Peak	14:00	14:00	13:00	12:00	12:00
	7	6	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	2	2	0	0	0
07:00	8	7	1	0	0
08:00	11	11	0	0	0
09:00	11	10	1	0	0
10:00	8	6	2	0	0
11:00	13	13	0	0	0
12:00	9	9	0	0	0
13:00	7	4	3	0	0
14:00	11	10	1	0	0
15:00	10	9	1	0	0
16:00	8	6	2	0	0
17:00	15	14	1	0	0
18:00	6	5	1	0	0
19:00	6	5	1	0	0
20:00	1	1	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)	117	104	13	0	0
16H(6-22)	128	114	14	0	0
18H(6-24)	128	114	14	0	0
24H(0-24)	129	115	14	0	0
AM Peak	11:00	11:00	10:00	00:00	00:00
	13	13	2	0	0
PM Peak	17:00	17:00	13:00	12:00	12:00
	15	14	3	0	0

Paul Castle Associates

Tween Bridge ATC 19, Marsh Road

Direction: Southwestbound

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	2	2	0	0	0
07:00	0	0	0	0	0
08:00	4	4	0	0	0
09:00	3	2	1	0	0
10:00	5	4	1	0	0
11:00	2	1	1	0	0
12:00	4	4	0	0	0
13:00	5	4	1	0	0
14:00	2	2	0	0	0
15:00	4	4	0	0	0
16:00	0	0	0	0	0
17:00	5	3	2	0	0
18:00	6	6	0	0	0
19:00	3	2	1	0	0
20:00	4	4	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)	40	34	6	0	0
16H(6-22)	50	43	7	0	0
18H(6-24)	50	43	7	0	0
24H(0-24)	51	44	7	0	0
AM Peak	10:00	08:00	09:00	00:00	00:00
	5	4	1	0	0
PM Peak	18:00	18:00	17:00	12:00	12:00
	6	6	2	0	0

Paul Castle Associates

Direction: Northeastbound

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	3	2	1	0	0
08:00	3	2	1	0	0
09:00	2	2	0	0	0
10:00	3	2	1	0	0
11:00	3	2	1	0	0
12:00	4	4	0	0	0
13:00	5	5	0	0	0
14:00	3	3	0	0	0
15:00	3	2	1	0	0
16:00	2	2	0	0	0
17:00	3	2	1	0	0
18:00	3	2	1	0	0
19:00	3	3	0	0	0
20:00	5	4	1	0	0
21:00	5	5	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	37	30	7	0	0
16H(6-22)	51	43	8	0	0
18H(6-24)	52	44	8	0	0
24H(0-24)	52	44	8	0	0
AM Peak	07:00	07:00	07:00	00:00	00:00
	3	2	1	0	0
PM Peak	13:00	13:00	15:00	12:00	12:00
	5	5	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	3	3	0	0	0
07:00	3	2	1	0	0
08:00	7	6	1	0	0
09:00	5	4	1	0	0
10:00	8	6	2	0	0
11:00	5	3	2	0	0
12:00	8	8	0	0	0
13:00	10	9	1	0	0
14:00	5	5	0	0	0
15:00	7	6	1	0	0
16:00	2	2	0	0	0
17:00	8	5	3	0	0
18:00	9	8	1	0	0
19:00	6	5	1	0	0
20:00	9	8	1	0	0
21:00	6	6	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	77	64	13	0	0
16H(6-22)	101	86	15	0	0
18H(6-24)	102	87	15	0	0
24H(0-24)	103	88	15	0	0
AM Peak	10:00	08:00	10:00	00:00	00:00
	8	6	2	0	0
PM Peak	13:00	13:00	17:00	12:00	12:00
	10	9	3	0	0

Paul Castle Associates

Tween Bridge ATC 19, Marsh Road

Direction: Southwestbound 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	0	0	0	0	0
07:00	0	0	0	0	0
08:00	1	1	0	0	0
09:00	5	3	2	0	0
10:00	2	1	0	1	0
11:00	3	3	0	0	0
12:00	1	1	0	0	0
13:00	5	5	0	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	2	0	0	0
18:00	5	5	0	0	0
19:00	2	1	1	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)	37	33	3	1	0
16H(6-22)	39	34	4	1	0
18H(6-24)	39	34	4	1	0
24H(0-24)	40	35	4	1	0
AM Peak	09:00	09:00	09:00	10:00	00:00
	5	3	2	1	0
PM Peak	14:00	15:00	14:00	12:00	12:00
	6	6	1	0	0

Paul Castle Associates

Direction: Northeastbound

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	1	1	0	0	0
09:00	3	2	1	0	0
10:00	4	3	1	0	0
11:00	2	2	0	0	0
12:00	1	1	0	0	0
13:00	4	4	0	0	0
14:00	5	5	0	0	0
15:00	4	3	1	0	0
16:00	1	1	0	0	0
17:00	4	4	0	0	0
18:00	0	0	0	0	0
19:00	4	3	1	0	0
20:00	1	1	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)	30	27	3	0	0
16H(6-22)	36	32	4	0	0
18H(6-24)	37	33	4	0	0
24H(0-24)	37	33	4	0	0
AM Peak	10:00	10:00	09:00	00:00	00:00
	4	3	1	0	0
PM Peak	14:00	14:00	15:00	12:00	12:00
	5	5	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	1	1	0	0	0
08:00	2	2	0	0	0
09:00	8	5	3	0	0
10:00	6	4	1	1	0
11:00	5	5	0	0	0
12:00	2	2	0	0	0
13:00	9	9	0	0	0
14:00	11	10	1	0	0
15:00	10	9	1	0	0
16:00	2	2	0	0	0
17:00	6	6	0	0	0
18:00	5	5	0	0	0
19:00	6	4	2	0	0
20:00	1	1	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)	67	60	6	1	0
16H(6-22)	75	66	8	1	0
18H(6-24)	76	67	8	1	0
24H(0-24)	77	68	8	1	0
AM Peak	09:00	09:00	09:00	10:00	00:00
	8	5	3	1	0
PM Peak	14:00	14:00	19:00	12:00	12:00
	11	10	2	0	0

Paul Castle Associates

Tween Bridge ATC 19, Marsh Road

Direction: Southwestbound

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	1	1	0	0	0
06:00	0	0	0	0	0
07:00	4	4	0	0	0
08:00	2	2	0	0	0
09:00	9	8	1	0	0
10:00	3	3	0	0	0
11:00	5	4	1	0	0
12:00	0	0	0	0	0
13:00	6	5	1	0	0
14:00	9	6	3	0	0
15:00	2	1	1	0	0
16:00	3	1	2	0	0
17:00	1	1	0	0	0
18:00	3	3	0	0	0
19:00	2	2	0	0	0
20:00	0	0	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)	47	38	9	0	0
16H(6-22)	51	42	9	0	0
18H(6-24)	51	42	9	0	0
24H(0-24)	52	43	9	0	0
AM Peak	09:00	09:00	09:00	00:00	00:00
	9	8	1	0	0
PM Peak	14:00	14:00	14:00	12:00	12:00
	9	6	3	0	0

Paul Castle Associates

Direction: Northeastbound

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	0	1	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	2	1	1	0	0
09:00	2	2	0	0	0
10:00	11	11	0	0	0
11:00	3	2	1	0	0
12:00	1	1	0	0	0
13:00	6	5	1	0	0
14:00	9	5	4	0	0
15:00	0	0	0	0	0
16:00	2	1	1	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	3	3	0	0	0
21:00	3	3	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	40	32	8	0	0
16H(6-22)	47	39	8	0	0
18H(6-24)	47	39	8	0	0
24H(0-24)	48	39	9	0	0
AM Peak	10:00	10:00	04:00	00:00	00:00
	11	11	1	0	0
PM Peak	14:00	13:00	14:00	12:00	12:00
	9	5	4	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	0	1	0	0
05:00	1	1	0	0	0
06:00	1	1	0	0	0
07:00	5	5	0	0	0
08:00	4	3	1	0	0
09:00	11	10	1	0	0
10:00	14	14	0	0	0
11:00	8	6	2	0	0
12:00	1	1	0	0	0
13:00	12	10	2	0	0
14:00	18	11	7	0	0
15:00	2	1	1	0	0
16:00	5	2	3	0	0
17:00	2	2	0	0	0
18:00	5	5	0	0	0
19:00	2	2	0	0	0
20:00	3	3	0	0	0
21:00	5	5	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	87	70	17	0	0
16H(6-22)	98	81	17	0	0
18H(6-24)	98	81	17	0	0
24H(0-24)	100	82	18	0	0
AM Peak	10:00	10:00	11:00	00:00	00:00
	14	14	2	0	0
PM Peak	14:00	14:00	14:00	12:00	12:00
	18	11	7	0	0

Paul Castle Associates

Tween Bridge ATC 19, Marsh Road

Direction: Southwestbound

06/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<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	-	12.5	-	0	0	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	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
08:00	10	17.7	15.0	2.6	0	0	5	5	0	0	0	0	0	0	0	0
09:00	6	26.2	17.5	8.4	0	1	1	3	0	1	0	0	0	0	0	0
10:00	4	18.0	15.0	2.9	0	0	2	2	0	0	0	0	0	0	0	0
11:00	5	26.0	18.5	7.2	0	1	0	2	2	0	0	0	0	0	0	0
12:00	5	25.1	19.5	5.4	0	0	1	2	2	0	0	0	0	0	0	0
13:00	7	25.2	20.0	5.0	0	0	1	3	3	0	0	0	0	0	0	0
14:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
15:00	2	29.1	16.3	12.4	0	1	0	0	1	0	0	0	0	0	0	0
16:00	5	22.3	17.0	5.1	0	0	2	2	1	0	0	0	0	0	0	0
17:00	7	21.5	15.7	5.5	0	1	2	3	1	0	0	0	0	0	0	0
18:00	5	22.8	16.0	6.5	0	1	1	2	1	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)	9	22.8	16.9	5.7	0	1	2	4	2	0	0	0	0	0	0	0
2H(14-16)	4	23.4	15.6	7.5	0	1	1	1	1	0	0	0	0	0	0	0
12H(7-19)	60	22.5	16.9	5.4	0	5	17	26	11	1	0	0	0	0	0	0
24H(0-24)	61	22.4	16.8	5.4	0	5	18	26	11	1	0	0	0	0	0	0
AM Peak	08:00	09:00	11:00	09:00	00:00	09:00	08:00	08:00	11:00	09:00	00:00	00:00	00:00	00:00	00:00	00:00
	10	**26.2**	**18.5**	**8.4**	**0**	**1**	**5**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	13:00	15:00	13:00	15:00	12:00	15:00	16:00	13:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	7	**29.1**	**20.0**	**12.4**	**0**	**1**	**2**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Direction: Northeastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<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	2	7.5	7.5	0.0	0	2	0	0	0	0	0	0	0	0	0	0
08:00	6	21.4	16.3	4.9	0	0	3	2	1	0	0	0	0	0	0	0
09:00	5	22.6	18.0	4.5	0	0	1	3	1	0	0	0	0	0	0	0
10:00	6	18.4	14.2	4.1	0	1	2	3	0	0	0	0	0	0	0	0
11:00	3	13.8	10.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
12:00	6	20.8	14.6	6.0	0	1	3	1	1	0	0	0	0	0	0	0
13:00	7	18.6	12.1	6.2	0	3	3	0	1	0	0	0	0	0	0	0
14:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
15:00	3	17.7	12.5	5.0	0	1	1	1	0	0	0	0	0	0	0	0
16:00	4	23.0	16.9	5.9	0	0	2	1	1	0	0	0	0	0	0	0
17:00	6	21.4	13.8	7.4	0	3	0	2	1	0	0	0	0	0	0	0
18:00	7	23.1	16.1	6.7	0	1	3	1	2	0	0	0	0	0	0	0
19:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
20:00	3	28.3	20.8	7.2	0	0	1	0	2	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)	9	17.1	13.1	3.9	0	2	4	3	0	0	0	0	0	0	0	0
2H(14-16)	5	16.2	12.5	3.5	0	1	3	1	0	0	0	0	0	0	0	0
12H(7-19)	57	20.1	14.3	5.6	0	13	22	14	8	0	0	0	0	0	0	0
24H(0-24)	62	20.5	14.6	5.7	0	13	25	14	10	0	0	0	0	0	0	0
AM Peak	08:00	09:00	09:00	08:00	00:00	07:00	08:00	09:00	08:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	6	**22.6**	**18.0**	**4.9**	**0**	**2**	**3**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	13:00	20:00	20:00	17:00	12:00	13:00	12:00	17:00	18:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	7	**28.3**	**20.8**	**7.4**	**0**	**3**	**3**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<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	-	12.5	-	0	0	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	4	16.2	11.3	4.8	0	2	1	1	0	0	0	0	0	0	0	0
08:00	16	19.2	15.5	3.6	0	0	8	7	1	0	0	0	0	0	0	0
09:00	11	24.5	17.7	6.6	0	1	2	6	1	1	0	0	0	0	0	0
10:00	10	18.1	14.5	3.5	0	1	4	5	0	0	0	0	0	0	0	0
11:00	8	22.8	15.6	6.9	0	2	2	2	2	0	0	0	0	0	0	0
12:00	11	23.1	16.8	6.0	0	1	4	3	3	0	0	0	0	0	0	0
13:00	14	23.1	16.1	6.8	0	3	4	3	4	0	0	0	0	0	0	0
14:00	4	16.3	13.8	2.5	0	0	3	1	0	0	0	0	0	0	0	0
15:00	5	21.7	14.0	7.4	0	2	1	1	1	0	0	0	0	0	0	0
16:00	9	22.3	16.9	5.1	0	0	4	3	2	0	0	0	0	0	0	0
17:00	13	21.3	14.8	6.2	0	4	2	5	2	0	0	0	0	0	0	0
18:00	12	22.6	16.0	6.3	0	2	4	3	3	0	0	0	0	0	0	0
19:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
20:00	3	28.3	20.8	7.2	0	0	1	0	2	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)	18	20.3	15.0	5.1	0	3	6	7	2	0	0	0	0	0	0	0
2H(14-16)	9	19.6	13.9	5.5	0	2	4	2	1	0	0	0	0	0	0	0
12H(7-19)	117	21.5	15.6	5.6	0	18	39	40	19	1	0	0	0	0	0	0
24H(0-24)	123	21.5	15.7	5.6	0	18	43	40	21	1	0	0	0	0	0	0
AM Peak	08:00	09:00	09:00	11:00	00:00	07:00	08:00	08:00	11:00	09:00	00:00	00:00	00:00	00:00	00:00	00:00
	16	**24.5**	**17.7**	**6.9**	**0**	**2**	**8**	**7**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	13:00	20:00	20:00	15:00	12:00	17:00	12:00	17:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	14	**28.3**	**20.8**	**7.4**	**0**	**4**	**4**	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Tween Bridge ATC 19, Marsh Road

Direction: Southwestbound

07/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<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	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
07:00	7	21.5	15.7	5.5	0	1	2	3	1	0	0	0	0	0	0	0
08:00	9	27.3	19.4	7.6	0	0	4	1	3	1	0	0	0	0	0	0
09:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
10:00	7	23.0	14.6	8.1	0	1	5	0	0	1	0	0	0	0	0	0
11:00	3	13.8	10.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
12:00	6	20.3	12.9	7.1	0	3	1	1	1	0	0	0	0	0	0	0
13:00	7	20.8	15.0	5.6	0	1	3	2	1	0	0	0	0	0	0	0
14:00	3	28.3	20.8	7.2	0	0	1	0	2	0	0	0	0	0	0	0
15:00	4	23.0	16.9	5.9	0	0	2	1	1	0	0	0	0	0	0	0
16:00	5	21.7	14.0	7.4	0	2	1	1	1	0	0	0	0	0	0	0
17:00	4	23.5	18.1	5.2	0	0	1	2	1	0	0	0	0	0	0	0
18:00	4	15.2	10.0	5.0	0	3	0	1	0	0	0	0	0	0	0	0
19:00	2	26.7	21.3	5.3	0	0	0	1	1	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	1	-	25.0	-	0	0	0	0	1	0	0	0	0	0	0	0
22:00	1	-	17.5	-	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	20.7	13.5	7.0	0	2	7	0	0	1	0	0	0	0	0	0
2H(14-16)	7	25.1	18.6	6.3	0	0	3	1	3	0	0	0	0	0	0	0
12H(7-19)	61	22.2	15.4	6.6	0	12	24	12	11	2	0	0	0	0	0	0
24H(0-24)	67	22.5	15.7	6.5	0	12	25	15	13	2	0	0	0	0	0	0
AM Peak	08:00	08:00	08:00	10:00	00:00	07:00	10:00	07:00	08:00	08:00	00:00	00:00	00:00	00:00	00:00	00:00
	9	**27.3**	**19.4**	**8.1**	**0**	**1**	**5**	**3**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	13:00	14:00	21:00	16:00	12:00	12:00	13:00	13:00	14:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	7	**28.3**	**25.0**	**7.4**	**0**	**3**	**3**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Direction: Northeastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<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	2	19.8	12.5	7.1	0	1	0	1	0	0	0	0	0	0	0	0
08:00	9	22.7	18.1	4.5	0	0	2	5	2	0	0	0	0	0	0	0
09:00	3	17.2	14.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
10:00	7	23.6	16.8	6.6	0	1	2	2	2	0	0	0	0	0	0	0
11:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
12:00	8	21.4	15.3	5.9	0	2	1	4	1	0	0	0	0	0	0	0
13:00	7	15.5	12.5	2.9	0	1	5	1	0	0	0	0	0	0	0	0
14:00	5	21.9	15.0	6.6	0	1	2	1	1	0	0	0	0	0	0	0
15:00	2	17.5	17.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
16:00	6	24.6	17.5	6.9	0	1	1	2	2	0	0	0	0	0	0	0
17:00	3	24.9	18.3	6.3	0	0	1	1	1	0	0	0	0	0	0	0
18:00	5	16.2	12.5	3.5	0	1	3	1	0	0	0	0	0	0	0	0
19:00	4	16.7	12.5	4.1	0	1	2	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	1	-	12.5	-	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)	8	22.7	16.3	6.3	0	1	3	2	2	0	0	0	0	0	0	0
2H(14-16)	7	21.5	15.7	5.5	0	1	2	3	1	0	0	0	0	0	0	0
12H(7-19)	58	21.0	15.6	5.3	0	8	20	21	9	0	0	0	0	0	0	0
24H(0-24)	63	20.7	15.3	5.2	0	9	23	22	9	0	0	0	0	0	0	0
AM Peak	08:00	10:00	08:00	07:00	00:00	07:00	08:00	08:00	08:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	9	**23.6**	**18.1**	**7.1**	**0**	**1**	**2**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	12:00	17:00	17:00	16:00	12:00	12:00	13:00	12:00	16:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	8	**24.9**	**18.3**	**6.9**	**0**	**2**	**5**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<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	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
07:00	9	20.8	15.0	5.6	0	2	2	4	1	0	0	0	0	0	0	0
08:00	18	25.0	18.8	6.1	0	0	6	6	5	1	0	0	0	0	0	0
09:00	5	15.8	13.5	2.2	0	0	4	1	0	0	0	0	0	0	0	0
10:00	14	23.1	15.7	7.2	0	2	7	2	2	1	0	0	0	0	0	0
11:00	4	13.8	11.3	2.5	0	1	3	0	0	0	0	0	0	0	0	0
12:00	14	20.8	14.3	6.3	0	5	2	5	2	0	0	0	0	0	0	0
13:00	14	18.4	13.8	4.5	0	2	8	3	1	0	0	0	0	0	0	0
14:00	8	24.4	17.2	7.0	0	1	3	1	3	0	0	0	0	0	0	0
15:00	6	21.8	17.1	4.6	0	0	2	3	1	0	0	0	0	0	0	0
16:00	11	23.2	15.9	7.0	0	3	2	3	3	0	0	0	0	0	0	0
17:00	7	23.5	18.2	5.1	0	0	2	3	2	0	0	0	0	0	0	0
18:00	9	15.7	11.4	4.2	0	4	3	2	0	0	0	0	0	0	0	0
19:00	6	21.6	15.4	6.0	0	1	2	2	1	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	1	-	25.0	-	0	0	0	0	1	0	0	0	0	0	0	0
22:00	2	18.7	15.0	3.5	0	0	1	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)	18	21.6	14.7	6.6	0	3	10	2	2	1	0	0	0	0	0	0
2H(14-16)	14	23.2	17.1	5.9	0	1	5	4	4	0	0	0	0	0	0	0
12H(7-19)	119	21.7	15.5	6.0	0	20	44	33	20	2	0	0	0	0	0	0
24H(0-24)	130	21.7	15.5	5.9	0	21	48	37	22	2	0	0	0	0	0	0
AM Peak	08:00	08:00	08:00	10:00	00:00	07:00	10:00	08:00	08:00	08:00	00:00	00:00	00:00	00:00	00:00	00:00
	18	**25.0**	**18.8**	**7.2**	**0**	**2**	**7**	**6**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	12:00	14:00	21:00	16:00	12:00	12:00	13:00	12:00	14:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	14	**24.4**	**25.0**	**7.0**	**0**	**5**	**8**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Tween Bridge ATC 19, Marsh Road

Direction: Southwestbound

08/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<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	-	17.5	-	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	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	0	1	0	0	0	0	0	0	0	0
07:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
08:00	5	22.6	18.0	4.5	0	0	1	3	1	0	0	0	0	0	0	0
09:00	12	22.8	16.9	5.8	0	1	4	4	3	0	0	0	0	0	0	0
10:00	5	25.0	18.5	6.3	0	0	2	1	2	0	0	0	0	0	0	0
11:00	2	17.5	17.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
12:00	5	18.8	16.5	2.2	0	0	1	4	0	0	0	0	0	0	0	0
13:00	7	23.5	18.2	5.1	0	0	2	3	2	0	0	0	0	0	0	0
14:00	6	23.5	15.8	7.4	0	1	3	0	2	0	0	0	0	0	0	0
15:00	2	27.9	18.8	8.8	0	0	1	0	1	0	0	0	0	0	0	0
16:00	3	24.5	20.0	4.3	0	0	0	2	1	0	0	0	0	0	0	0
17:00	5	17.3	14.5	2.7	0	0	3	2	0	0	0	0	0	0	0	0
18:00	5	21.7	16.0	5.5	0	0	3	1	1	0	0	0	0	0	0	0
19:00	6	20.8	14.6	6.0	0	1	3	1	1	0	0	0	0	0	0	0
20:00	1	-	25.0	-	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)	7	23.5	18.2	5.1	0	0	2	3	2	0	0	0	0	0	0	0
2H(14-16)	8	24.0	16.6	7.2	0	1	4	0	3	0	0	0	0	0	0	0
12H(7-19)	58	22.3	16.9	5.2	0	3	20	22	13	0	0	0	0	0	0	0
24H(0-24)	67	22.3	16.9	5.2	0	4	23	25	15	0	0	0	0	0	0	0
AM Peak	09:00	10:00	10:00	10:00	00:00	07:00	09:00	09:00	09:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	12	**25.0**	**18.5**	**6.3**	**0**	**1**	**4**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	13:00	15:00	20:00	15:00	12:00	14:00	14:00	12:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	7	**27.9**	**25.0**	**8.8**	**0**	**1**	**3**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Direction: Northeastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<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	-	7.5	-	0	1	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	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
08:00	4	22.1	14.4	7.5	0	1	2	0	1	0	0	0	0	0	0	0
09:00	8	22.0	15.9	5.8	0	2	0	5	1	0	0	0	0	0	0	0
10:00	6	24.2	18.3	5.6	0	0	2	2	2	0	0	0	0	0	0	0
11:00	3	24.9	18.3	6.3	0	0	1	1	1	0	0	0	0	0	0	0
12:00	6	15.6	11.7	3.8	0	2	3	1	0	0	0	0	0	0	0	0
13:00	5	27.1	20.0	6.8	0	0	2	0	3	0	0	0	0	0	0	0
14:00	4	23.4	15.6	7.5	0	1	1	1	1	0	0	0	0	0	0	0
15:00	4	16.2	11.3	4.8	0	2	1	1	0	0	0	0	0	0	0	0
16:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
17:00	4	18.7	13.8	4.8	0	1	1	2	0	0	0	0	0	0	0	0
18:00	7	15.5	12.5	2.9	0	1	5	1	0	0	0	0	0	0	0	0
19:00	5	24.8	16.5	8.0	0	1	2	0	2	0	0	0	0	0	0	0
20:00	1	-	7.5	-	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)	9	24.0	18.3	5.4	0	0	3	3	3	0	0	0	0	0	0	0
2H(14-16)	8	19.9	13.4	6.3	0	3	2	2	1	0	0	0	0	0	0	0
12H(7-19)	53	21.0	15.1	5.7	0	10	19	15	9	0	0	0	0	0	0	0
24H(0-24)	60	21.1	15.0	5.9	0	13	21	15	11	0	0	0	0	0	0	0
AM Peak	09:00	11:00	10:00	08:00	00:00	09:00	08:00	09:00	10:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	8	**24.9**	**18.3**	**7.5**	**0**	**2**	**2**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	18:00	13:00	13:00	19:00	12:00	12:00	18:00	17:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	7	**27.1**	**20.0**	**8.0**	**0**	**2**	**5**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<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	2	19.8	12.5	7.1	0	1	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	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	0	1	0	0	0	0	0	0	0	0
07:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
08:00	9	22.5	16.4	5.9	0	1	3	3	2	0	0	0	0	0	0	0
09:00	20	22.3	16.5	5.6	0	3	4	9	4	0	0	0	0	0	0	0
10:00	11	24.2	18.4	5.6	0	0	4	3	4	0	0	0	0	0	0	0
11:00	5	22.6	18.0	4.5	0	0	1	3	1	0	0	0	0	0	0	0
12:00	11	17.9	13.9	3.9	0	2	4	5	0	0	0	0	0	0	0	0
13:00	12	24.9	19.0	5.7	0	0	4	3	5	0	0	0	0	0	0	0
14:00	10	23.0	15.8	7.0	0	2	4	1	3	0	0	0	0	0	0	0
15:00	6	20.7	13.8	6.7	0	2	2	1	1	0	0	0	0	0	0	0
16:00	4	23.3	19.4	3.8	0	0	0	3	1	0	0	0	0	0	0	0
17:00	9	17.8	14.2	3.5	0	1	4	4	0	0	0	0	0	0	0	0
18:00	12	18.4	14.0	4.3	0	1	8	2	1	0	0	0	0	0	0	0
19:00	11	22.4	15.5	6.7	0	2	5	1	3	0	0	0	0	0	0	0
20:00	2	29.1	16.3	12.4	0	1	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)	16	23.6	18.3	5.1	0	0	5	6	5	0	0	0	0	0	0	0
2H(14-16)	16	22.0	15.0	6.7	0	4	6	2	4	0	0	0	0	0	0	0
12H(7-19)	111	21.7	16.1	5.5	0	13	39	37	22	0	0	0	0	0	0	0
24H(0-24)	127	21.8	16.0	5.6	0	17	44	40	26	0	0	0	0	0	0	0
AM Peak	09:00	10:00	10:00	01:00	00:00	09:00	09:00	09:00	09:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	20	**24.2**	**18.4**	**7.1**	**0**	**3**	**4**	**9**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	13:00	20:00	16:00	20:00	12:00	12:00	18:00	12:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	12	**29.1**	**19.4**	**12.4**	**0**	**2**	**8**	**5**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Tween Bridge ATC 19, Marsh Road

Direction: Southwestbound

09/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<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	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
06:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
07:00	3	17.5	17.5	0.0	0	0	0	3	0	0	0	0	0	0	0	0
08:00	7	22.0	16.4	5.4	0	1	1	4	1	0	0	0	0	0	0	0
09:00	7	24.0	17.5	6.3	0	1	1	3	2	0	0	0	0	0	0	0
10:00	3	28.3	20.8	7.2	0	0	1	0	2	0	0	0	0	0	0	0
11:00	6	27.7	19.6	7.8	0	0	2	2	1	1	0	0	0	0	0	0
12:00	5	22.6	18.0	4.5	0	0	1	3	1	0	0	0	0	0	0	0
13:00	3	27.0	22.5	4.3	0	0	0	1	2	0	0	0	0	0	0	0
14:00	4	12.5	12.5	0.0	0	0	4	0	0	0	0	0	0	0	0	0
15:00	5	18.3	15.5	2.7	0	0	2	3	0	0	0	0	0	0	0	0
16:00	4	23.0	16.9	5.9	0	0	2	1	1	0	0	0	0	0	0	0
17:00	10	18.9	14.5	4.2	0	2	2	6	0	0	0	0	0	0	0	0
18:00	4	18.0	15.0	2.9	0	0	2	2	0	0	0	0	0	0	0	0
19:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
20:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
21:00	1	-	25.0	-	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)	9	27.4	20.0	7.2	0	0	3	2	3	1	0	0	0	0	0	0
2H(14-16)	9	16.8	14.2	2.5	0	0	6	3	0	0	0	0	0	0	0	0
12H(7-19)	61	22.2	16.8	5.2	0	4	18	28	10	1	0	0	0	0	0	0
24H(0-24)	67	22.1	16.8	5.1	0	4	21	30	11	1	0	0	0	0	0	0
AM Peak	08:00	10:00	10:00	11:00	00:00	08:00	11:00	08:00	09:00	11:00	00:00	00:00	00:00	00:00	00:00	00:00
	7	**28.3**	**20.8**	**7.8**	**0**	**1**	**2**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	17:00	13:00	21:00	16:00	12:00	17:00	14:00	17:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	10	**27.0**	**25.0**	**5.9**	**0**	**2**	**4**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Direction: Northeastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<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	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
07:00	5	20.8	15.0	5.6	0	0	4	0	1	0	0	0	0	0	0	0
08:00	4	16.3	13.8	2.5	0	0	3	1	0	0	0	0	0	0	0	0
09:00	4	18.0	15.0	2.9	0	0	2	2	0	0	0	0	0	0	0	0
10:00	5	24.7	15.5	8.9	0	2	1	0	2	0	0	0	0	0	0	0
11:00	7	17.8	13.9	3.8	0	1	3	3	0	0	0	0	0	0	0	0
12:00	4	16.3	13.8	2.5	0	0	3	1	0	0	0	0	0	0	0	0
13:00	4	26.7	17.5	8.9	0	1	1	0	2	0	0	0	0	0	0	0
14:00	7	20.0	14.3	5.5	0	1	4	1	1	0	0	0	0	0	0	0
15:00	5	17.7	12.5	5.0	0	2	1	2	0	0	0	0	0	0	0	0
16:00	4	23.5	18.1	5.2	0	0	1	2	1	0	0	0	0	0	0	0
17:00	5	25.5	17.5	7.7	0	1	1	1	2	0	0	0	0	0	0	0
18:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
19:00	4	13.8	11.3	2.5	0	1	3	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	1	-	12.5	-	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)	12	20.9	14.6	6.1	0	3	4	3	2	0	0	0	0	0	0	0
2H(14-16)	12	18.9	13.5	5.2	0	3	5	3	1	0	0	0	0	0	0	0
12H(7-19)	56	20.5	15.0	5.4	0	8	26	13	9	0	0	0	0	0	0	0
24H(0-24)	62	20.1	14.6	5.2	0	9	31	13	9	0	0	0	0	0	0	0
AM Peak	11:00	10:00	10:00	10:00	00:00	10:00	07:00	11:00	10:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	7	**24.7**	**15.5**	**8.9**	**0**	**2**	**4**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	14:00	13:00	16:00	13:00	12:00	15:00	14:00	15:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	7	**26.7**	**18.1**	**8.9**	**0**	**2**	**4**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<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	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
06:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
07:00	8	20.5	15.9	4.4	0	0	4	3	1	0	0	0	0	0	0	0
08:00	11	20.2	15.5	4.6	0	1	4	5	1	0	0	0	0	0	0	0
09:00	11	22.1	16.6	5.3	0	1	3	5	2	0	0	0	0	0	0	0
10:00	8	26.0	17.5	8.2	0	2	2	0	4	0	0	0	0	0	0	0
11:00	13	23.2	16.5	6.4	0	1	5	5	1	1	0	0	0	0	0	0
12:00	9	20.4	16.1	4.2	0	0	4	4	1	0	0	0	0	0	0	0
13:00	7	27.2	19.6	7.3	0	1	1	1	4	0	0	0	0	0	0	0
14:00	11	18.2	13.6	4.4	0	1	8	1	1	0	0	0	0	0	0	0
15:00	10	18.3	14.0	4.1	0	2	3	5	0	0	0	0	0	0	0	0
16:00	8	22.9	17.5	5.2	0	0	3	3	2	0	0	0	0	0	0	0
17:00	15	21.2	15.5	5.5	0	3	3	7	2	0	0	0	0	0	0	0
18:00	6	16.8	14.2	2.6	0	0	4	2	0	0	0	0	0	0	0	0
19:00	6	13.8	11.7	2.0	0	1	5	0	0	0	0	0	0	0	0	0
20:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
21:00	2	27.9	18.8	8.8	0	0	1	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)	21	24.1	16.9	7.0	0	3	7	5	5	1	0	0	0	0	0	0
2H(14-16)	21	18.1	13.8	4.2	0	3	11	6	1	0	0	0	0	0	0	0
12H(7-19)	117	21.5	15.9	5.3	0	12	44	41	19	1	0	0	0	0	0	0
24H(0-24)	129	21.2	15.8	5.3	0	13	52	43	20	1	0	0	0	0	0	0
AM Peak	11:00	10:00	10:00	10:00	00:00	10:00	11:00	08:00	10:00	11:00	00:00	00:00	00:00	00:00	00:00	00:00
	13	**26.0**	**17.5**	**8.2**	**0**	**2**	**5**	**5**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	17:00	21:00	13:00	21:00	12:00	17:00	14:00	17:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	15	**27.9**	**19.6**	**8.8**	**0**	**3**	**8**	**7**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Tween Bridge ATC 19, Marsh Road

Direction: Southwestbound

10/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<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	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
06:00	2	27.9	18.8	8.8	0	0	1	0	1	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
08:00	4	25.7	21.3	4.3	0	0	0	2	2	0	0	0	0	0	0	0
09:00	3	24.9	18.3	6.3	0	0	1	1	1	0	0	0	0	0	0	0
10:00	5	25.1	19.5	5.4	0	0	1	2	2	0	0	0	0	0	0	0
11:00	2	29.1	16.3	12.4	0	1	0	0	1	0	0	0	0	0	0	0
12:00	4	23.0	16.9	5.9	0	0	2	1	1	0	0	0	0	0	0	0
13:00	5	24.8	20.5	4.1	0	0	0	3	2	0	0	0	0	0	0	0
14:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
15:00	4	26.3	20.0	6.1	0	0	1	1	2	0	0	0	0	0	0	0
16:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
17:00	5	25.0	18.5	6.3	0	0	2	1	2	0	0	0	0	0	0	0
18:00	6	20.7	13.8	6.7	0	2	2	1	1	0	0	0	0	0	0	0
19:00	3	27.0	22.5	4.3	0	0	0	1	2	0	0	0	0	0	0	0
20:00	4	22.1	14.4	7.5	0	1	2	0	1	0	0	0	0	0	0	0
21:00	1	-	17.5	-	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)	7	25.7	18.6	6.9	0	1	1	2	3	0	0	0	0	0	0	0
2H(14-16)	6	24.2	18.3	5.6	0	0	2	2	2	0	0	0	0	0	0	0
12H(7-19)	40	24.2	18.1	5.8	0	3	10	13	14	0	0	0	0	0	0	0
24H(0-24)	51	24.1	18.0	5.9	0	4	14	15	18	0	0	0	0	0	0	0
AM Peak	10:00	11:00	08:00	11:00	00:00	11:00	05:00	08:00	08:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	5	**29.1**	**21.3**	**12.4**	**0**	**1**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	18:00	19:00	19:00	20:00	12:00	18:00	12:00	13:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	6	**27.0**	**22.5**	**7.5**	**0**	**2**	**2**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Direction: Northeastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<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	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
07:00	3	24.9	18.3	6.3	0	0	1	1	1	0	0	0	0	0	0	0
08:00	3	17.2	14.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
09:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
10:00	3	24.5	20.0	4.3	0	0	0	2	1	0	0	0	0	0	0	0
11:00	3	24.9	18.3	6.3	0	0	1	1	1	0	0	0	0	0	0	0
12:00	4	23.4	15.6	7.5	0	1	1	1	1	0	0	0	0	0	0	0
13:00	5	13.8	11.5	2.2	0	1	4	0	0	0	0	0	0	0	0	0
14:00	3	24.5	20.0	4.3	0	0	0	2	1	0	0	0	0	0	0	0
15:00	3	24.1	16.7	7.2	0	0	2	0	1	0	0	0	0	0	0	0
16:00	2	26.7	21.3	5.3	0	0	0	1	1	0	0	0	0	0	0	0
17:00	3	24.3	15.0	9.0	0	1	1	0	1	0	0	0	0	0	0	0
18:00	3	17.7	12.5	5.0	0	1	1	1	0	0	0	0	0	0	0	0
19:00	3	24.9	18.3	6.3	0	0	1	1	1	0	0	0	0	0	0	0
20:00	5	17.3	14.5	2.7	0	0	3	2	0	0	0	0	0	0	0	0
21:00	5	17.3	14.5	2.7	0	0	3	2	0	0	0	0	0	0	0	0
22:00	1	-	7.5	-	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)	6	24.3	19.2	4.9	0	0	1	3	2	0	0	0	0	0	0	0
2H(14-16)	6	24.2	18.3	5.6	0	0	2	2	2	0	0	0	0	0	0	0
12H(7-19)	37	22.0	16.1	5.6	0	4	14	11	8	0	0	0	0	0	0	0
24H(0-24)	52	21.1	15.7	5.2	0	5	22	16	9	0	0	0	0	0	0	0
AM Peak	07:00	07:00	10:00	07:00	00:00	00:00	08:00	10:00	07:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	3	**24.9**	**20.0**	**6.3**	**0**	**0**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	13:00	16:00	16:00	17:00	12:00	12:00	13:00	14:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	5	**26.7**	**21.3**	**9.0**	**0**	**1**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<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	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
06:00	3	24.1	16.7	7.2	0	0	2	0	1	0	0	0	0	0	0	0
07:00	3	24.9	18.3	6.3	0	0	1	1	1	0	0	0	0	0	0	0
08:00	7	23.5	18.2	5.1	0	0	2	3	2	0	0	0	0	0	0	0
09:00	5	22.3	17.0	5.1	0	0	2	2	1	0	0	0	0	0	0	0
10:00	8	24.6	19.7	4.7	0	0	1	4	3	0	0	0	0	0	0	0
11:00	5	25.5	17.5	7.7	0	1	1	1	2	0	0	0	0	0	0	0
12:00	8	22.7	16.3	6.3	0	1	3	2	2	0	0	0	0	0	0	0
13:00	10	21.9	16.0	5.7	0	1	4	3	2	0	0	0	0	0	0	0
14:00	5	22.6	18.0	4.5	0	0	1	3	1	0	0	0	0	0	0	0
15:00	7	25.1	18.6	6.3	0	0	3	1	3	0	0	0	0	0	0	0
16:00	2	26.7	21.3	5.3	0	0	0	1	1	0	0	0	0	0	0	0
17:00	8	24.4	17.2	7.0	0	1	3	1	3	0	0	0	0	0	0	0
18:00	9	19.4	13.3	5.9	0	3	3	2	1	0	0	0	0	0	0	0
19:00	6	26.0	20.4	5.3	0	0	1	2	3	0	0	0	0	0	0	0
20:00	9	19.6	14.4	5.0	0	1	5	2	1	0	0	0	0	0	0	0
21:00	6	17.8	15.0	2.7	0	0	3	3	0	0	0	0	0	0	0	0
22:00	1	-	7.5	-	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)	13	24.9	18.8	5.8	0	1	2	5	5	0	0	0	0	0	0	0
2H(14-16)	12	23.9	18.3	5.4	0	0	4	4	4	0	0	0	0	0	0	0
12H(7-19)	77	23.2	17.2	5.8	0	7	24	24	22	0	0	0	0	0	0	0
24H(0-24)	103	22.7	16.8	5.7	0	9	36	31	27	0	0	0	0	0	0	0
AM Peak	10:00	11:00	10:00	11:00	00:00	11:00	06:00	10:00	10:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	8	**25.5**	**19.7**	**7.7**	**0**	**1**	**2**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	13:00	16:00	16:00	17:00	12:00	18:00	20:00	13:00	15:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	10	**26.7**	**21.3**	**7.0**	**0**	**3**	**5**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Tween Bridge ATC 19, Marsh Road

Direction: Southwestbound

11/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<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	-	12.5	-	0	0	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	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
09:00	5	21.9	15.0	6.6	0	1	2	1	1	0	0	0	0	0	0	0
10:00	2	29.1	16.3	12.4	0	1	0	0	1	0	0	0	0	0	0	0
11:00	3	17.2	14.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
12:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
13:00	5	22.3	17.0	5.1	0	0	2	2	1	0	0	0	0	0	0	0
14:00	6	18.4	14.2	4.1	0	1	2	3	0	0	0	0	0	0	0	0
15:00	6	20.8	14.6	6.0	0	1	3	1	1	0	0	0	0	0	0	0
16:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
17:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
18:00	5	17.8	13.5	4.2	0	1	2	2	0	0	0	0	0	0	0	0
19:00	2	17.5	17.5	0.0	0	0	0	2	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	21.9	15.0	6.6	0	1	2	1	1	0	0	0	0	0	0	0
2H(14-16)	12	19.5	14.4	4.9	0	2	5	4	1	0	0	0	0	0	0	0
12H(7-19)	37	20.0	14.9	4.9	0	5	15	13	4	0	0	0	0	0	0	0
24H(0-24)	40	19.9	15.0	4.7	0	5	16	15	4	0	0	0	0	0	0	0
AM Peak	09:00	10:00	10:00	10:00	00:00	09:00	09:00	09:00	09:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	5	**29.1**	**16.3**	**12.4**	**0**	**1**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	14:00	13:00	12:00	15:00	12:00	14:00	15:00	14:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	6	**22.3**	**17.5**	**6.0**	**0**	**1**	**3**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Direction: Northeastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<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	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
07:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
08:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
09:00	3	12.5	12.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
10:00	4	23.2	14.4	8.5	0	2	0	1	1	0	0	0	0	0	0	0
11:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
12:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
13:00	4	23.4	15.6	7.5	0	1	1	1	1	0	0	0	0	0	0	0
14:00	5	22.8	16.0	6.5	0	1	1	2	1	0	0	0	0	0	0	0
15:00	4	18.0	15.0	2.9	0	0	2	2	0	0	0	0	0	0	0	0
16:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
17:00	4	16.7	12.5	4.1	0	1	2	1	0	0	0	0	0	0	0	0
18:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
19:00	4	13.8	11.3	2.5	0	1	3	0	0	0	0	0	0	0	0	0
20:00	1	-	7.5	-	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	1	-	17.5	-	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	20.7	13.8	6.7	0	2	2	1	1	0	0	0	0	0	0	0
2H(14-16)	9	20.7	15.6	5.0	0	1	3	4	1	0	0	0	0	0	0	0
12H(7-19)	30	19.1	13.6	5.3	0	8	12	7	3	0	0	0	0	0	0	0
24H(0-24)	37	18.4	13.1	5.1	0	11	15	8	3	0	0	0	0	0	0	0
AM Peak	10:00	10:00	10:00	10:00	00:00	10:00	09:00	10:00	10:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	4	**23.2**	**14.4**	**8.5**	**0**	**2**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	14:00	13:00	22:00	13:00	12:00	12:00	19:00	14:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	5	**23.4**	**17.5**	**7.5**	**0**	**1**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<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	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
06:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
07:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
08:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
09:00	8	19.4	14.1	5.2	0	1	5	1	1	0	0	0	0	0	0	0
10:00	6	24.0	15.0	8.7	0	3	0	1	2	0	0	0	0	0	0	0
11:00	5	15.8	13.5	2.2	0	0	4	1	0	0	0	0	0	0	0	0
12:00	2	19.8	12.5	7.1	0	1	0	1	0	0	0	0	0	0	0	0
13:00	9	22.5	16.4	5.9	0	1	3	3	2	0	0	0	0	0	0	0
14:00	11	20.3	15.0	5.1	0	2	3	5	1	0	0	0	0	0	0	0
15:00	10	19.7	14.8	4.8	0	1	5	3	1	0	0	0	0	0	0	0
16:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
17:00	6	17.2	13.3	3.8	0	1	3	2	0	0	0	0	0	0	0	0
18:00	5	17.8	13.5	4.2	0	1	2	2	0	0	0	0	0	0	0	0
19:00	6	17.2	13.3	3.8	0	1	3	2	0	0	0	0	0	0	0	0
20:00	1	-	7.5	-	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	1	-	17.5	-	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)	11	20.9	14.3	6.3	0	3	4	2	2	0	0	0	0	0	0	0
2H(14-16)	21	19.9	14.9	4.8	0	3	8	8	2	0	0	0	0	0	0	0
12H(7-19)	67	19.6	14.3	5.1	0	13	27	20	7	0	0	0	0	0	0	0
24H(0-24)	77	19.2	14.1	5.0	0	16	31	23	7	0	0	0	0	0	0	0
AM Peak	09:00	10:00	10:00	10:00	00:00	10:00	09:00	09:00	10:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	8	**24.0**	**15.0**	**8.7**	**0**	**3**	**5**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	14:00	13:00	22:00	12:00	12:00	14:00	15:00	14:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	11	**22.5**	**17.5**	**7.1**	**0**	**2**	**5**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Tween Bridge ATC 19, Marsh Road

Direction: Southwestbound

12/06/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<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	-	12.5	-	0	0	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	4	20.2	15.0	5.0	0	1	0	3	0	0	0	0	0	0	0	0
08:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
09:00	9	20.7	15.6	5.0	0	1	3	4	1	0	0	0	0	0	0	0
10:00	3	13.8	10.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
11:00	5	25.0	18.5	6.3	0	0	2	1	2	0	0	0	0	0	0	0
12:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
13:00	6	27.7	19.6	7.8	0	0	2	2	1	1	0	0	0	0	0	0
14:00	9	18.4	15.8	2.5	0	0	3	6	0	0	0	0	0	0	0	0
15:00	2	17.5	17.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
16:00	3	24.5	20.0	4.3	0	0	0	2	1	0	0	0	0	0	0	0
17:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
18:00	3	13.8	10.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
19:00	2	18.7	15.0	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	2	26.7	21.3	5.3	0	0	0	1	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)	8	22.2	15.6	6.4	0	1	4	1	2	0	0	0	0	0	0	0
2H(14-16)	11	18.6	16.1	2.3	0	0	3	8	0	0	0	0	0	0	0	0
12H(7-19)	47	21.4	16.0	5.3	0	5	15	21	5	1	0	0	0	0	0	0
24H(0-24)	52	21.4	16.1	5.2	0	5	17	23	6	1	0	0	0	0	0	0
AM Peak	09:00	11:00	11:00	11:00	00:00	07:00	09:00	09:00	11:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	9	**25.0**	**18.5**	**6.3**	**0**	**1**	**3**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	14:00	13:00	21:00	13:00	12:00	17:00	14:00	14:00	13:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00
	9	**27.7**	**21.3**	**7.8**	**0**	**1**	**3**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

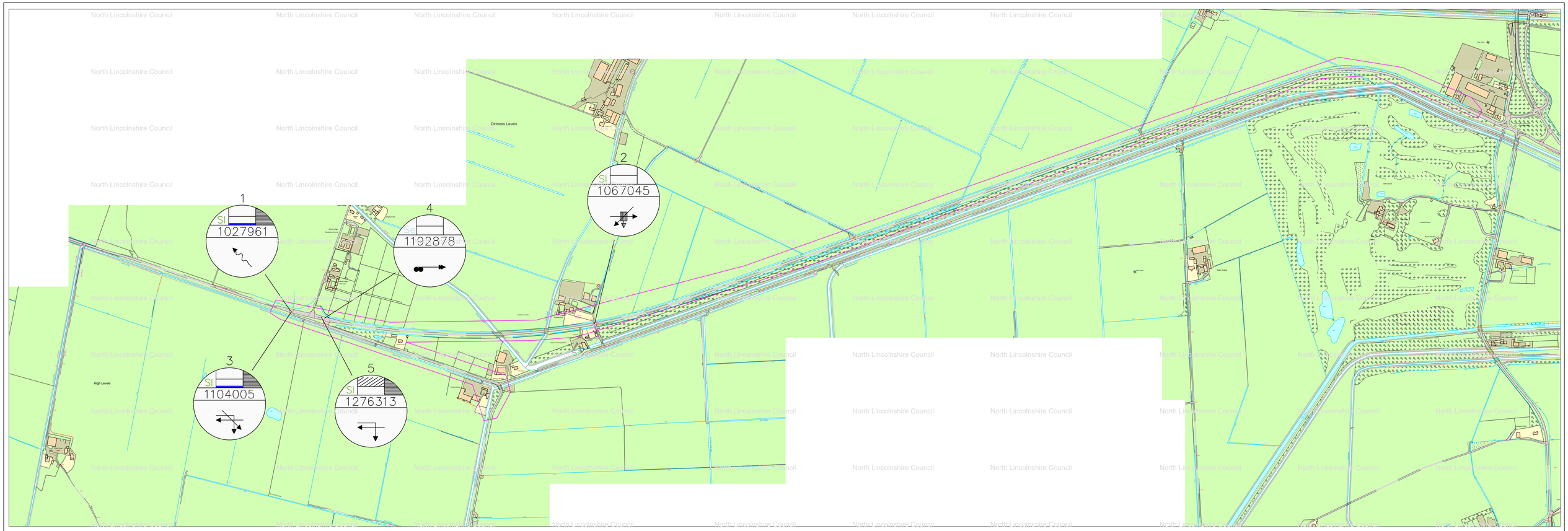
Direction: Northeastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<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	-	25.0	-	0	0	0	0	1	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	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
07:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
08:00	2	27.9	18.8	8.8	0	0	1	0	1	0	0	0	0	0	0	0
09:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
10:00	11	16.9	12.0	4.7	0	5	2	4	0	0	0	0	0	0	0	0
11:00	3	24.1	16.7	7.2	0	0	2	0	1	0	0	0	0	0	0	0
12:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
13:00	6	21.6	15.4	6.0	0	1	2	2	1	0	0	0	0	0	0	0
14:00	9	16.8	14.2	2.5	0	0	6	3	0	0	0	0	0	0	0	0
15:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
16:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
17:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
18:00	2	13.7	10.0	3.5	0	1	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	3	12.2	9.2	2.9	0	2	1	0	0	0	0	0	0	0	0	0
21:00	3	17.2	14.2	2.9	0	0	2	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)	14	18.6	13.0	5.4	0	5	4	4	1	0	0	0	0	0	0	0
2H(14-16)	9	16.8	14.2	2.5	0	0	6	3	0	0	0	0	0	0	0	0
12H(7-19)	40	18.7	13.9	4.6	0	7	19	11	3	0	0	0	0	0	0	0
24H(0-24)	48	18.8	13.8	4.8	0	10	22	12	4	0	0	0	0	0	0	0
AM Peak	10:00	08:00	04:00	08:00	00:00	10:00	10:00	10:00	04:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	11	**27.9**	**25.0**	**8.8**	**0**	**5**	**2**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	14:00	13:00	12:00	13:00	12:00	20:00	14:00	14:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	9	**21.6**	**17.5**	**6.0**	**0**	**2**	**6**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<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	-	25.0	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
06:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
07:00	5	19.1	14.5	4.5	0	1	1	3	0	0	0	0	0	0	0	0
08:00	4	23.0	16.9	5.9	0	0	2	1	1	0	0	0	0	0	0	0
09:00	11	20.2	15.5	4.6	0	1	4	5	1	0	0	0	0	0	0	0
10:00	14	16.3	11.8	4.3	0	6	4	4	0	0	0	0	0	0	0	0
11:00	8	24.2	17.8	6.2	0	0	4	1	3	0	0	0	0	0	0	0
12:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
13:00	12	24.7	17.5	7.0	0	1	4	4	2	1	0	0	0	0	0	0
14:00	18	17.7	15.0	2.6	0	0	9	9	0	0	0	0	0	0	0	0
15:00	2	17.5	17.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
16:00	5	22.3	17.0	5.1	0	0	2	2	1	0	0	0	0	0	0	0
17:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
18:00	5	13.3	10.5	2.7	0	2	3	0	0	0	0	0	0	0	0	0
19:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
20:00	3	12.2	9.2	2.9	0	2	1	0	0	0	0	0	0	0	0	0
21:00	5	22.3	17.0	5.1	0	0	2	2	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)	22	19.9	14.0	5.8	0	6	8	5	3	0	0	0	0	0	0	0
2H(14-16)	20	17.9	15.3	2.6	0	0	9	11	0	0	0	0	0	0	0	0
12H(7-19)	87	20.3	15.0	5.1	0	12	34	32	8	1	0	0	0	0	0	0
24H(0-24)	100	20.3	15.0	5.1	0	15	39	35	10	1	0	0	0	0	0	0
AM Peak	10:00	11:00	04:00	11:00	00:00	10:00	09:00	09:00	11:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	14	**24.2**	**25.0**	**6.2**	**0**	**6**	**4**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	14:00	13:00	12:00	13:00	12:00	18:00	14:00	14:00	13:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00
	18	**24.7**	**17.5**	**7.0**	**0**	**2**	**9**	**9**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

Appendix D



	1	2	3	4	5
Reference Number	1027 961	1067 045	1104 005	1192 878	1276 313
Date / Day	Su 14	Fr 16	Fr 29	Mo 13	Tu 14
Month	Mar	Jul	Oct	Jun	Feb
Year	2021	2021	2021	2022	2023
Time	0001	1755	2039	1727	1900
Severity	SI	SI	SI	Se	SI
Dark / Lit					
Weather Conditions					
Road Surface					
Special Conditions					
Carriageway Hazards					
Vehicle Manoeuvres					
Vehicle 1 5 e	??	26	33	30	83
Vehicle 2 6 t		71	21	52	35
Vehicle 3 7 c		36	64		
Vehicle 4 8					
Casualty /age	??	26 36	33 18 20 18 21	30	83 39
Failed to Give-Way					
Signal Ignored					
Loss of Control					
Hit Object IN C'way					
Hit Object OFF C'way					
Vehicle Left C'way	0		0		
Breath Test					
Contributory Factors 1/2	V1 * 503	V2 * 405 V2 * 406	V1 ** 602 V1 ** 406	V1 * 406	V1 ** 602 V1 ** 405
3/4		V1 * 409			V1 ** 707
5/6					
* possible, ** very likely					
School No./Ref.					
User fields: 1					
2					
3					
4					

REV	DETAILS	APPROVED BY	DATE APPROVED

North Lincolnshire Council

Director Communities
Lesley Potts

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NORTH LINCOLNSHIRE COUNCIL 2018 0100023560

Drawing Title: 5 Year Injury related Collisions A18 area (23/05/2020 - 22/05/2025)

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Reference Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
	9695 74	9662 94	9682 79	9823 61	1001 316	1014 594	1021 774	1023 042	1032 036	1033 389	1059 973	1079 593	1113 999	1096 525	1109 822	1177 497	1159 783	1175 687	1245 707	1176 814
Date / Day	Th16	Tu21	Tu28	Fr18	We25	Th14	Tu16	Mo22	We17	We07	Sa26	Sa21	We06	Fr08	Su14	We05	Fr11	We23	Tu05	Fr13
Month	Jul	Jul	Jul	Sep	Nov	Jan	Feb	Feb	Mar	Apr	Jun	Aug	Oct	Oct	Nov	Jan	Mar	Mar	Apr	May
Year	2020	2020	2020	2020	2020	2021	2021	2021	2021	2021	2021	2021	2021	2021	2021	2022	2022	2022	2022	2022
Time	1330	2338	1321	1047	0639	1339	0401	0815	2022	0945	0906	1602	1630	1252	1525	1229	2045	1555	1000	0739
Severity	Sl	Fa	Se	Sl	Sl	Sl	Sl	Sl	Sl	Se	Sl	Se	Sl	Sl	Sl	Sl	Sl	Sl	Sl	Sl
Dark / Lit																				
Weather Conditions																				
Road Surface																				
Special Conditions																				
Carriageway Hazards																				
Vehicle Manoeuvres																				
Vehicle 1	77	39	13	35	61	29	31	60	28	50	25	28	21	47	37	60	19	69	40	33
Vehicle 2	37		47	31	35			77	50	29			77	73	42	17	77			
Vehicle 3			77	80																
Vehicle 4																				
Casualty /age	37	22 39	13 31 47 30 77	35 65 80	35	29	31	72	50	29	25	28	21	47 23 73	42 14 38	17 ??	20 19	16	70	33
Failed to Give-Way																				
Signal Ignored																				
Loss of Control																				
Hit Object IN C'way																				
Hit Object OFF C'way		N	O				O				N	N	O				N			N
Vehicle Left C'way																				
Breath Test																				
Contributory Factors 1/2	V1 * 405	V1 ** 602	V1 ** 602	V1 ** 405	V1 ** 602	V1 ** 707	V1 ** 503	V2 ** 602	V1 ** 602	V2 ** 406	V1 ** 102	V1 * 601		V1 ** 405	V1 * 406	V1 * 405	V2 * 405	V1 * 509	C1 * 806	V1 ** 502
3/4	V1 * 406				V1 ** 305	V1 * 307		V2 ** 406	V1 * 406			V1 ** 602				V1 * 308	V2 * 406			V1 ** 505
5/6								V2 ** 302				V1 ** 306								
* possible, ** very likely								V2 ** 405				V1 ** 501								
School No./Ref.												V1 ** 502								
User fields: 1																				
2																				
3																				
4																				

Reference Number	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39
	1194 775	1204 871	1210 162	1220 608	1236 454	1236 169	1296 598	1290 674	1299 938	1350 746	1396 754	1415 252	1422 007	1474 082	1531 405	1549 569	1550 010	1554 336	1575 726
Date / Day	Mo04	Tu02	We17	Su18	Tu27	Su30	Mo13	Sa25	Su23	Sa09	Fr05	Su25	Fr15	Tu30	Mo16	Su02	Mo03	Fr14	Tu08
Month	Jul	Aug	Aug	Sep	Sep	Oct	Mar	Mar	Apr	Sep	Jan	Feb	Mar	Jul	Dec	Feb	Feb	Feb	Apr
Year	2022	2022	2022	2022	2022	2022	2023	2023	2023	2023	2024	2024	2024	2024	2024	2025	2025	2025	2025
Time	0749	0630	2250	0955	1840	2303	0755	1240	0901	1230	1924	1100	2120	2025	1710	1948	2026	1155	1600
Severity	Sl	Se	Se	Se	Sl	Fa	Sl	Sl	Sl	Sl	Sl	Sl	Sl	Sl	Sl	Sl	Sl	Sl	Sl
Dark / Lit																			
Weather Conditions																			
Road Surface																			
Special Conditions																			
Carriageway Hazards																			
Vehicle Manoeuvres																			
Vehicle 1	70	45	39	62	63	39	52	59	76	53	27	80	28	33	36	20	64	28	38
Vehicle 2	36	34	??		31		32	52		19	62	73	??	44	60	38	16	44	??
Vehicle 3		58																	
Vehicle 4																			
Casualty /age	70 36	45 13 15	39	62	63	39	52	59 43 52	76	19	27 55	80 73 74	28	44	60	20 38 32	16	44	38 12 38 6
Failed to Give-Way																			
Signal Ignored																			
Loss of Control																			
Hit Object IN C'way																			
Hit Object OFF C'way																			
Vehicle Left C'way	N	O	O	O		S			O										
Breath Test																			
Contributory Factors 1/2	V1 * 602	V1 ** 406	V2 ** 999	V1 * 102	V2 * 403	V1 * 602	V2 * 406	V1 ** 405	V1 ** 503	V1 ** 706	V2 * 302	V1 ** 405		V1 ** 602	V1 * 602	V1 * 405	V1 * 405	V2 * 406	
3/4			V1 ** 406	V1 * 410	V2 * 406	V1 * 307				V1 * 405	V2 ** 406						V2 * 507	V2 * 405	
5/6					V1 * 406	V1 * 401											V2 * 605		
* possible, ** very likely																			
School No./Ref.																			
User fields: 1																			
2																			
3																			
4																			

REV	DETAILS	APPROVED BY	DATE APPROVED

North Lincolnshire Council

Director Communities
Lesley Potts

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NORTH LINCOLNSHIRE COUNCIL 2018 0100023560

Drawing Title: 5 Year Injury related Collisions A161 area (23/05/2020 - 22/05/2025)

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North Lincolnshire Council

CROWLE

7 Lake Country Park

North Moor

REV	DETAILS	APPROVED BY	DATE APPROVED

North Lincolnshire Council

Director Communities
Lesley Potts

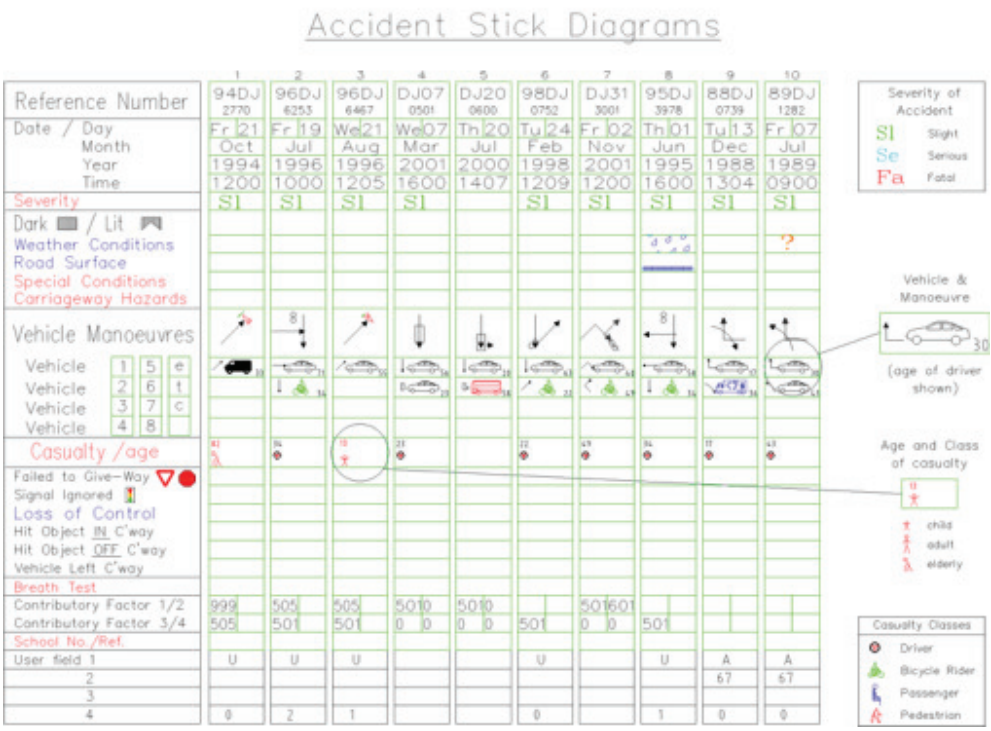
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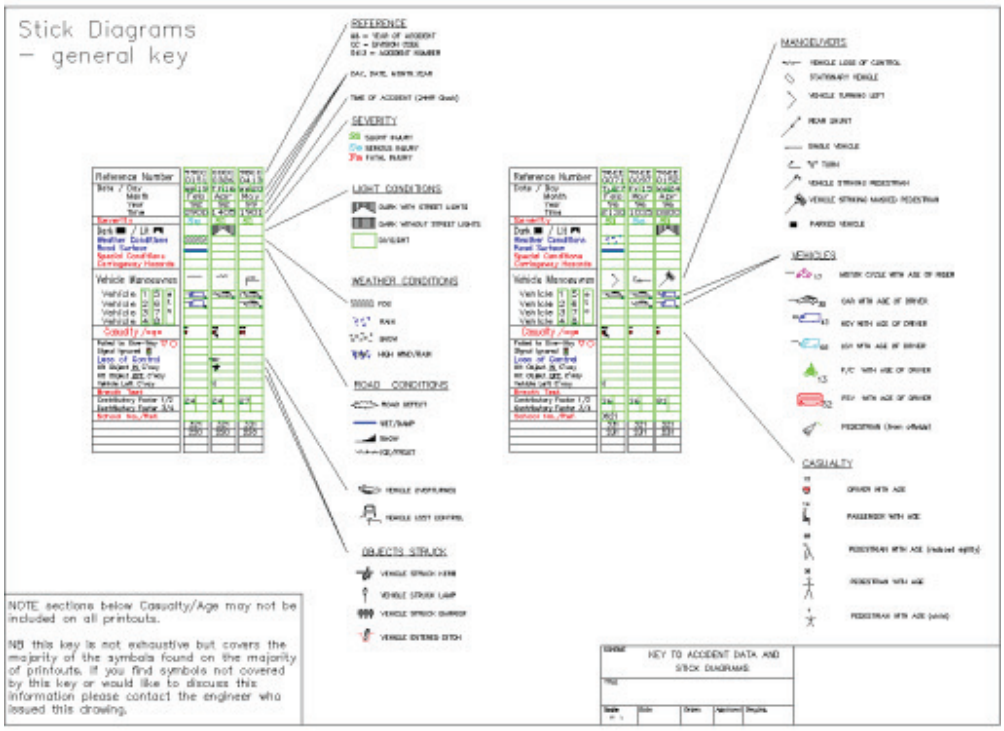
NORTH LINCOLNSHIRE COUNCIL 2018 0100023560

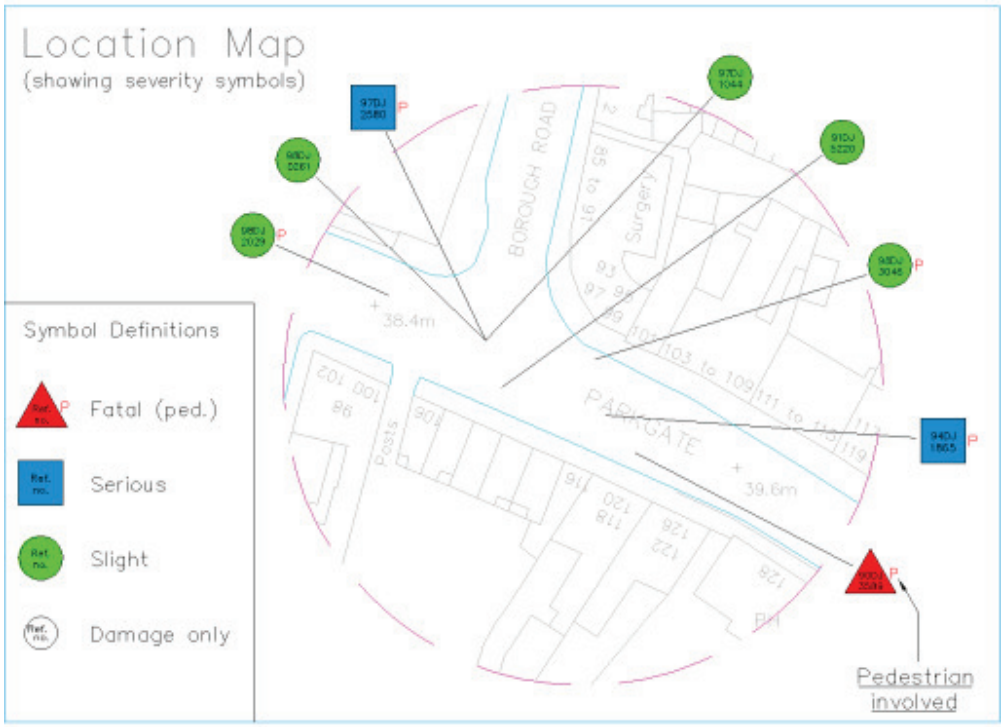
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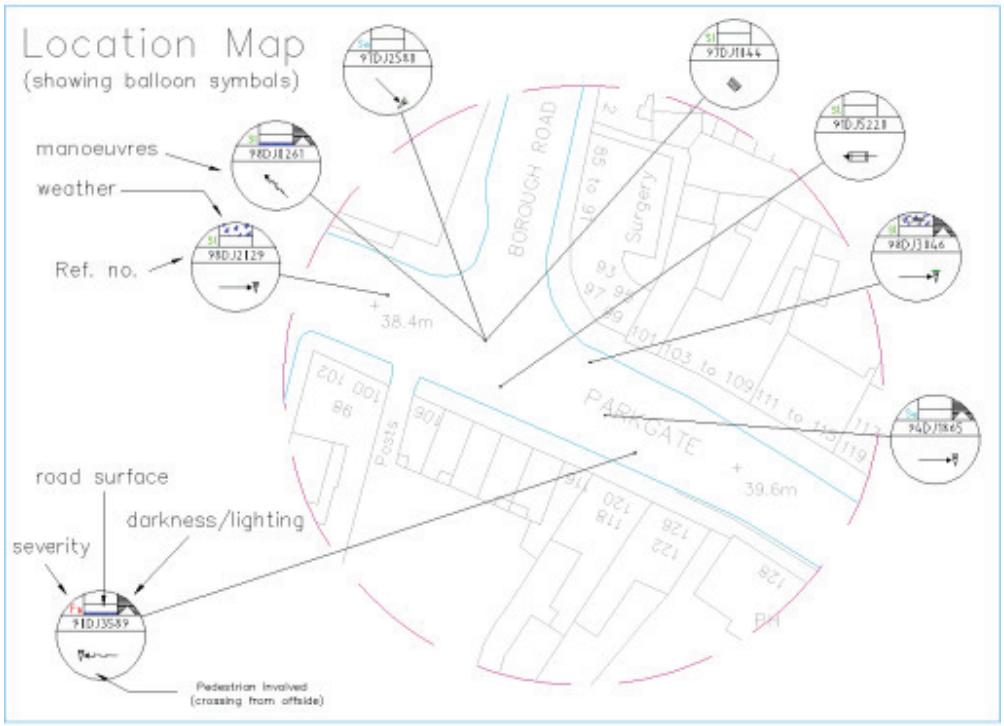
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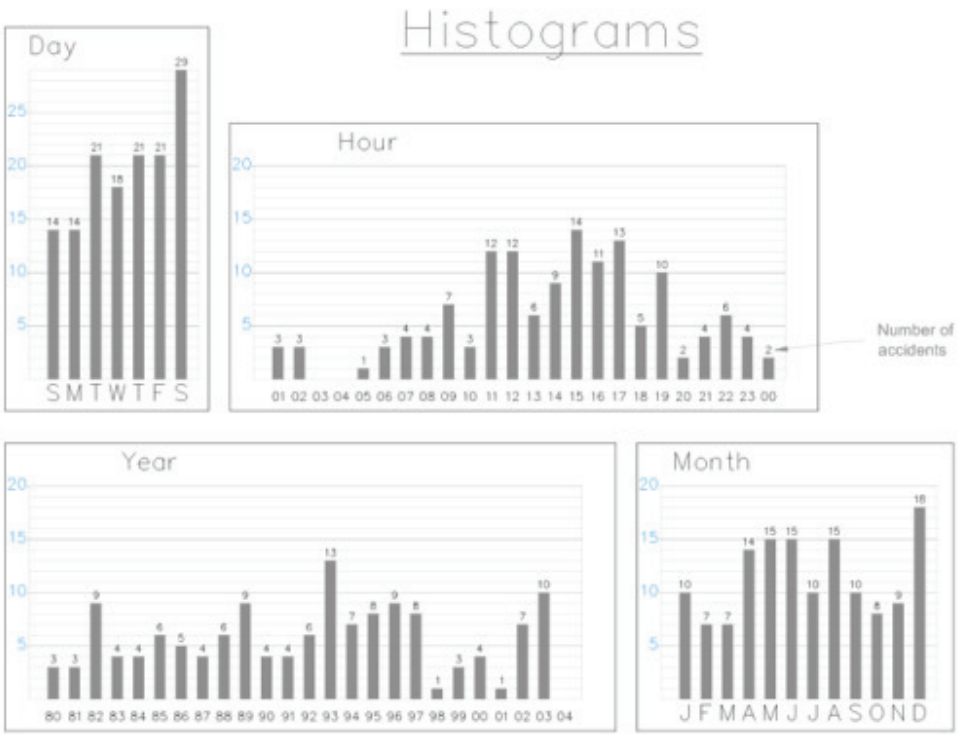
Appendix B – Help Slides




Stick Diagrams
– general key
REFERENCE
SEVERITY
LIGHT CONDITIONS
WEATHER CONDITIONS
ROAD CONDITIONS
OBJECTS STRUCK
MANOEUVRES
VEHICLES
CASUALTY
NOTE sections below Casualty/Age may not be included on all printouts.
NB this key is not exhaustive but covers the majority of the symbols found on the majority of printouts. If you find symbols not covered by this key or would like to discuss this information please contact the engineer who issued this drawing.
KEY TO ACCIDENT DATA AND STICK DIAGRAMS

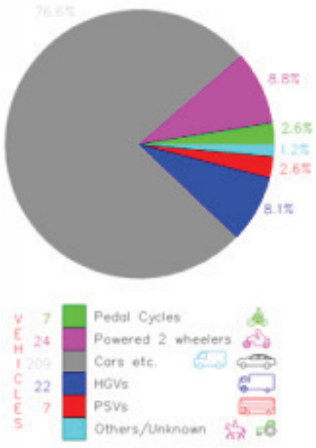

Location Map
(showing severity symbols)
Symbol Definitions
Fatal (ped.)
Serious
Slight
Damage only
BOROUGH ROAD
Surgery
PARKGATE
38.4m
39.6m
Pedestrian involved


Location Map
(showing balloon symbols)
manoeuvres
weather
Ref. no.
road surface
darkness/lighting
severity
Pedestrian Involved
(crossing from offside)
BOROUGH ROAD
Surgery
PARKGATE
38.4m
39.6m
PH
Posts

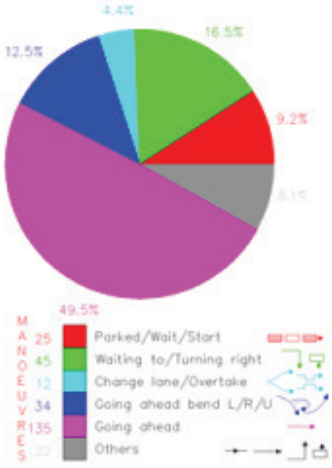

Histograms
Day
S M T W T F S
Hour
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 00
Number of accidents
Year
80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01 02 03 04
Month
J F M A M J J A S O N D

Pie Charts 1

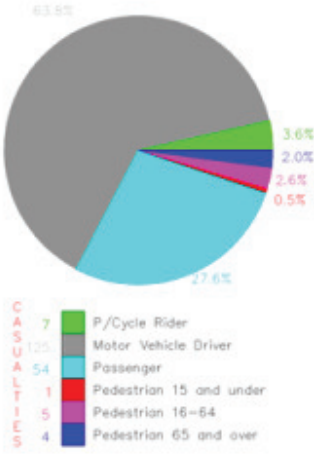
Vehicles



Manoeuvres

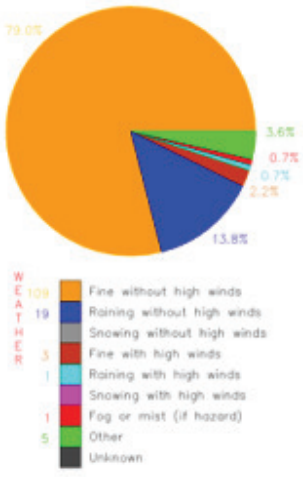


Casualties

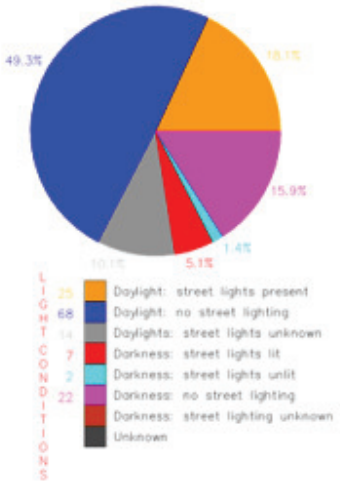


Pie Charts 2

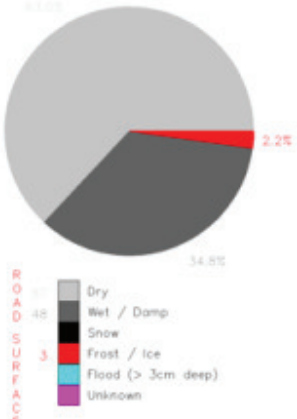
Weather

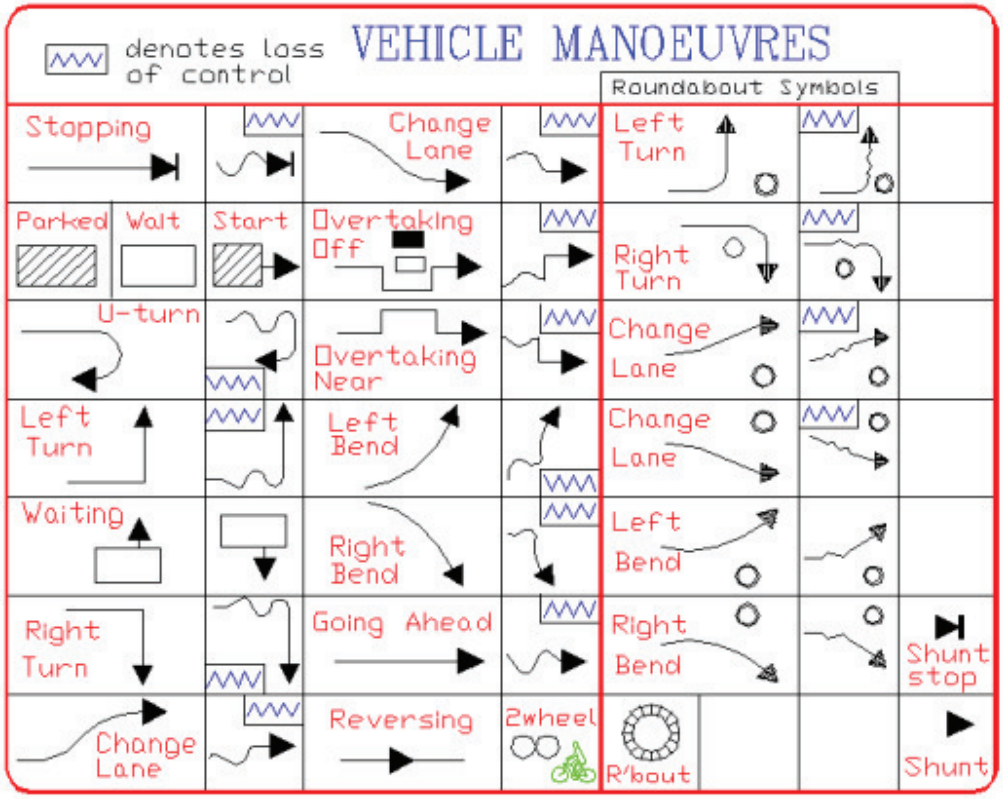


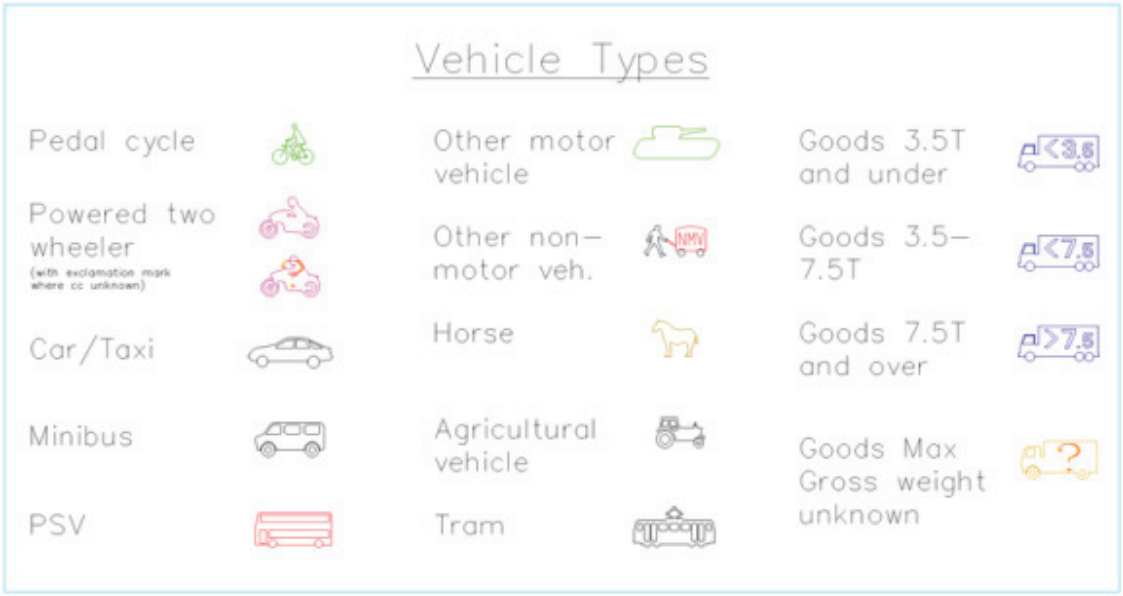
Light Conditions

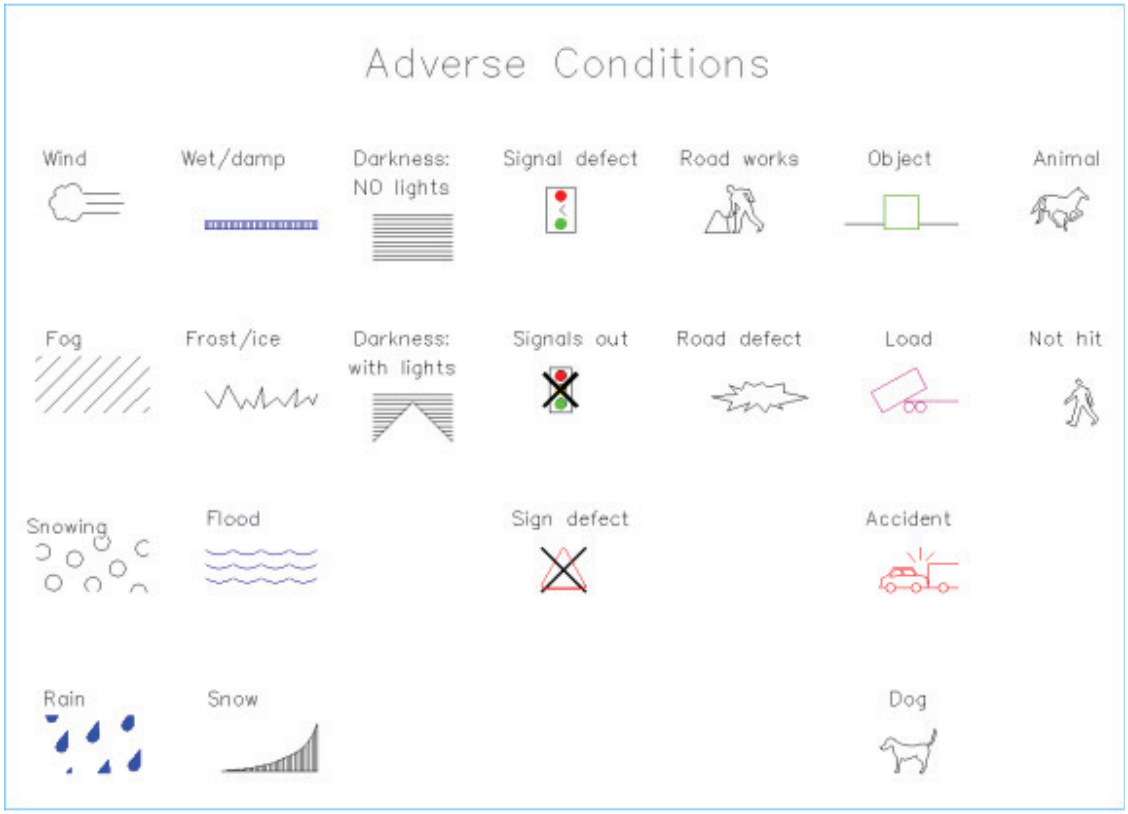


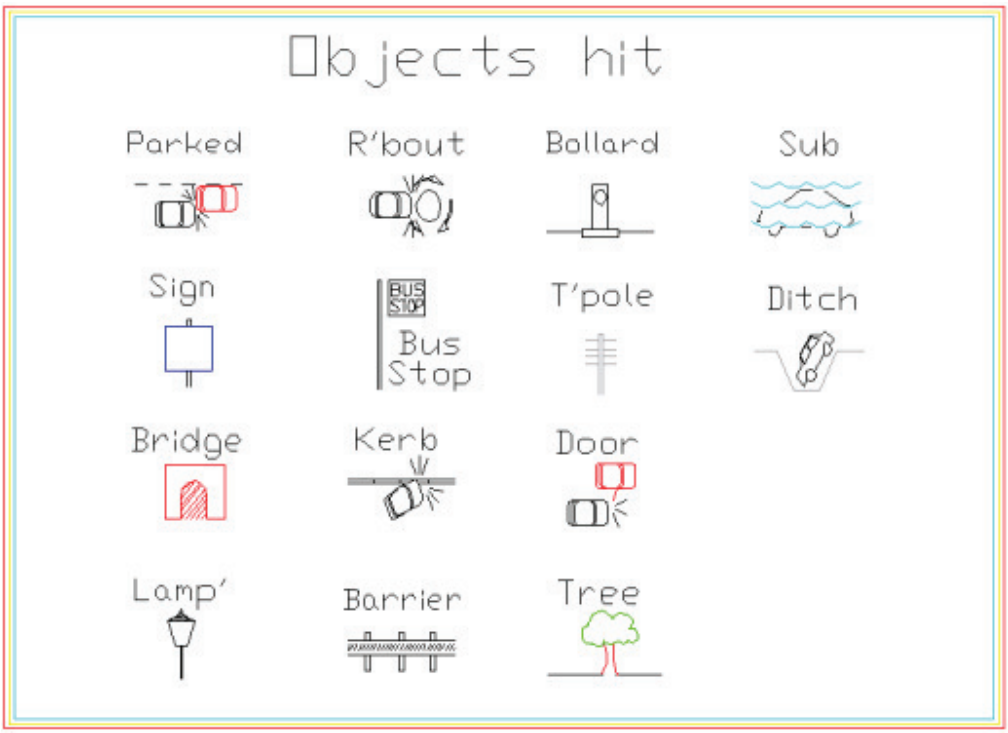
Road Conditions

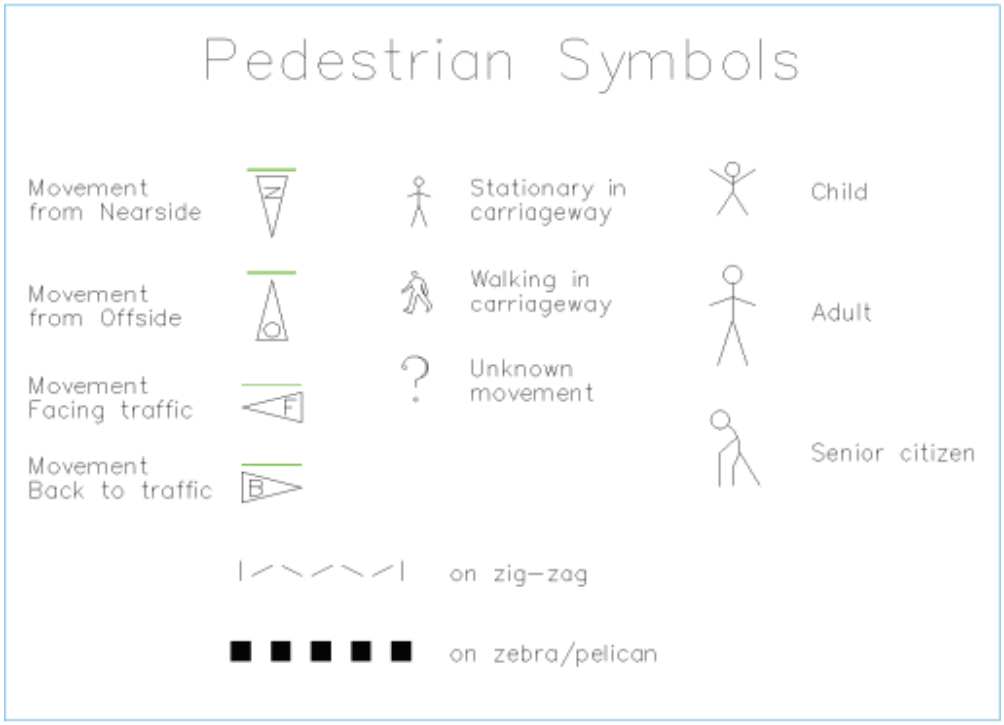



denotes loss of control
VEHICLE MANOEUVRES
Roundabout Symbols
Stopping
Change Lane
Left Turn
Parked
Wait
Start
Overtaking Off
Right Turn
U-turn
Overtaking Near
Change Lane
Left Turn
Left Bend
Change Lane
Waiting
Right Bend
Left Bend
Right Turn
Going Ahead
Right Bend
Shunt stop
Change Lane
Reversing
2wheel
R'bout
Shunt


Vehicle Types
Pedal cycle
Powered two wheeler
(with exclamation mark where cc unknown)
Car/Taxi
Minibus
PSV
Other motor vehicle
Other non-motor veh.
Horse
Agricultural vehicle
Tram
Goods 3.5T and under
Goods 3.5-7.5T
Goods 7.5T and over
Goods Max Gross weight unknown


Adverse Conditions
Wind
Wet/damp
Darkness: NO lights
Signal defect
Road works
Object
Animal
Fog
Frost/ice
Darkness: with lights
Signals out
Road defect
Load
Not hit
Snowing
Flood
Sign defect
Accident
Rain
Snow
Dog


Objects hit
Parked
R'bout
Bollard
Sub
Sign
BUS STOP
Bus Stop
T'pole
Ditch
Bridge
Kerb
Door
Lamp'
Barrier
Tree


Pedestrian Symbols
Movement from Nearside
Movement from Offside
Movement Facing traffic
Movement Back to traffic
Stationary in carriageway
Walking in carriageway
Unknown movement
Child
Adult
Senior citizen
on zig-zag
on zebra/pelican

Appendix D – Road Safety Audit Reports

safer roads for everyone

Tween Bridge Solar Farm, Thorne, Doncaster

Section 278 Highway Works

Road Safety Audit Stage 1

on behalf of City of Doncaster Council

TMS Client – Pegasus Group
for RWE Renewables UK Solar & Storage Ltd

TMS Reference No: 19925
Date: 15th May 2026
Revision: 1

Unit 36, Business Innovation Centre
Binley Business Park, Harry Weston Road,
Coventry, CV3 2TX

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Email: info@tmsconsultancy.co.uk
Web: [redacted]

THE CHARTERED INSTITUTION OF HIGHWAYS & TRANSPORTATION

INSTITUTE OF HIGHWAY ENGINEERS

Citation ISO Certification — Quality management — ISO 9001: 2015 — REGISTERED
Certificate No:79362021

1. Project Details

Report Title:	Tween Bridge Solar Farm, Thorne, Doncaster Section 278 Highway Works Road Safety Audit Stage 1
Author	[redacted]
Document Ref No:	TMS Report Ref No: 19925
Revision	1
Prepared by:	TMS Consultancy
On behalf of:	City of Doncaster Council (Overseeing Organisation)
TMS Client	Pegasus Group for RWE Renewables UK Solar and Storage Ltd

Document Control Sheet

Issue No	Revision	Audit Team	Completion Date	TMS Issue Date
1	0	DN/RM	13/05/2026	13/05/2026
2	1	DN/RM	15/05/2026	15/05/2026

2. Introduction

2.1 This report describes a Stage 1 Road Safety Audit carried out on the Section 278 Highway Works associated with a Solar Farm development at Tween Bridge, Thorne, Doncaster.

2.2 The audit team members are as follows:

Audit Team Leader

[redacted] – MSc, BSc (Hons), MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency
Principal Engineer, TMS Consultancy

Audit Team Member

[redacted] – CertEd, ACFS, FCIHT, FSoRSA, MITAI
National Highways Approved RSA Certificate of Competency
Road Safety Engineer, TMS Consultancy

2.3 The audit comprised an examination of the documents listed in **Appendix A**. The Road Safety Audit was undertaken in accordance with the Audit Brief supplied by Alex Snartt of Pegasus Group.

2.4 The site was visited by the Audit Team on Tuesday 12th May 2026 between 11am and 1.30pm. The weather was cloudy and dry. Traffic flows were low. No pedestrian or cycle flows were observed.

2.5 The terms of reference of the Road Safety Audit are as described in GG 119 Revision 2. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

2.6 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise collision occurrence.

2.7 A scheme drawing is included in **Appendix B**, where the locations of specific problems are referenced. A location plan of the scheme is also included in this Appendix.

2.8 Scheme Description

The scheme consists of various site accesses associated with a ground mounted solar farm development (Tween Bridge Solar Farm).

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 scheme is generally surrounded by open land with agricultural land uses.

The accesses are a combination of existing accesses to be retained in present form, existing accesses to be improved and new accesses.

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.

This Stage 1 Road Safety Audit covers the accesses located within the administrative boundary of **City of Doncaster Council**.

The accesses related to this element of the scheme are listed below:

- Location A Moor Edges Road (existing industrial access)
- Location B Moor Edges Road (new access)
- Location C High Bridge Road (existing agricultural access)
- Location D Green Bank Road (improved existing access)
- Location E Green Bank (improved existing access)
- Location F A18 High Levels Bank (new access)
- Location H Low Levels Bank (existing agricultural access)
- Location I Low Levels Bank (improved existing access)
- Location J Low Levels Bank (existing agricultural access)
- Location K Low Levels Bank (existing agricultural access)
- Location M A18 High Levels Bank (improved existing access)
- Location W Low Levels Bank (existing agricultural access)
- Location Z Crow Tree Bank (existing agricultural access)
- Location AJ Green Bank (existing agricultural access)

2.9 Road Safety Audit Response Report

Following the completion of the road safety audit, the design team should prepare a road safety audit response report in collaboration with the Overseeing Organisation.

The response report should incorporate the following:

- **Decision Log** spreadsheet, where each Problem and Recommendation in the Safety Audit report is reiterated.
- In the Decision Log, a response should be provided by the Design Team and Overseeing Organisation for each problem raised in the RSA report, together with an agreed action.

Further information is provided in **GG 119 Sections 4.11 to 4.19** and **Appendix F** (where a road safety audit response report template is available).

The response report should be produced and finalised within *one month* of the issue of the RSA report. A copy of the response report should be issued to the Audit Team for their information.

3. Items resulting from the Stage 1 Audit Road Safety Audit

3.1 PROBLEM

Location: Location B (Moor Edges Road)

Summary: Lack of protection from ditch may result in vehicles leaving the carriageway and overturning into drainage ditch

The proposed access B will cross an existing drainage ditch that runs parallel along the east side of Moor Edges Road. A lack of protection from them the ditch for vehicles making turning manoeuvres into / from the access may result in vehicles leaving the carriageway and descending / overturning into the ditch.

RECOMMENDATION

At detailed design stage the drainage ditch should be piped and culverted and sufficient edge clearance provided between the carriageway and the culvert headwalls.

3.2 PROBLEM

Location: Location F (A18 High Levels Bank)

Summary: Levels difference between site and existing carriageway may increase the risk of pull-out type vehicle collisions

At Location F on A18 High levels Bank there is a significant levels difference between the existing carriageway and the land to the south which will become the site access road. Due to the uphill gradient, large and high sided vehicles may have difficulty egressing from the access onto A18 High levels Bank, which may increase the risk of pull-out type vehicle collisions.

RECOMMENDATION

A level dwell area should be provided on the immediate approach to the access.

3.3 PROBLEM

Location: General – carriageway

Summary: Poor carriageway surface may lead to skid and loss of control type vehicle collisions

Throughout the wider extents of the scheme the existing carriageway surface at some locations is already in a poor state of repair, with evidence of potholes, loose material, surface cracking etc. The intensified usage of the accesses by large vehicles may lead to increased degradation of the carriageway and thus increase the risk of skid and loss of control type vehicle collisions.

RECOMMENDATION

Where required, works to resurface, repair or strengthen the existing carriageway should be carried.

3.4 PROBLEM

Location: General – signage

Summary: Inappropriate routes by large vehicles may lead to vehicle collisions on the wider network

Some routes around the site are inappropriate for usage by large vehicles (for example due to narrow widths and weight restrictions). If construction traffic uses these routes there may be an increased risk of vehicle collisions.

RECOMMENDATION

At detailed design stage, as well as the Traffic Management Plan and driver training, route signage may be required.

4. Audit Team Statement

We certify that the terms of reference of the road safety audit are as described in GG 119 Revision 2.

Audit Team Leader

[redacted]– MSc, BSc (Hons), MCIHT, MSoRSA National Highways Approved RSA Certificate of Competency Principal Engineer, TMS Consultancy

Signed	[redacted]
Date	15th May 2026

Audit Team Member

[redacted]– CertEd, ACFS, FCIHT, FSoRSA, MITAI National Highways Approved RSA Certificate of Competency Road Safety Engineer, TMS Consultancy

Signed	[redacted]
Date	15th May 2026

TMS Consultancy
Unit 36, Business Innovation Centre
Binley Business Park
Harry Weston Road
Coventry, CV3 2TX

☎ + 44 (0)24 [redacted]
✉ info@tmsconsultancy.co.uk
w [redacted]

Appendix A

Documents Examined:

- Drawing No. P21-3484_Figure 3.11 - 3.14.pdf
- Drawing No. P21-3484_Figure 3.24, 3.27.pdf
- Drawing No. P21-3484_Figure 3.36.pdf
- Drawing No. Figure 4.1_Routes Final.2.pdf
- Drawing No. P21-3484_Figure 2.1_ATC Locations Final AUG25.pdf
- Drawing No. P21-3484_Figure 3.1-3.7, 3.9, 3.10.pdf

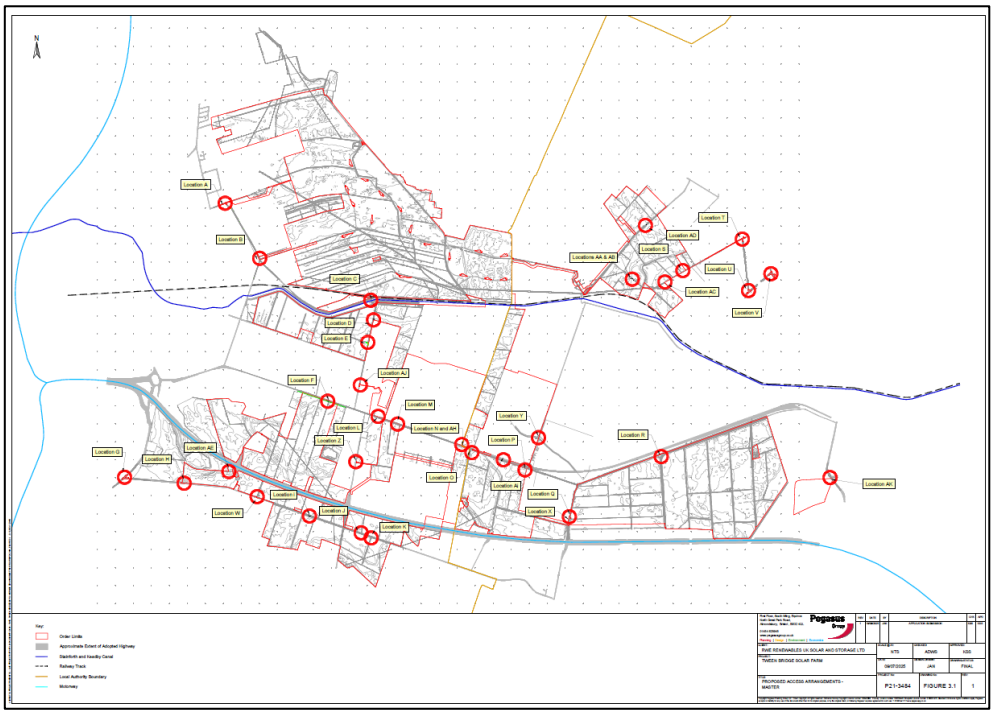
Other Information Provided:

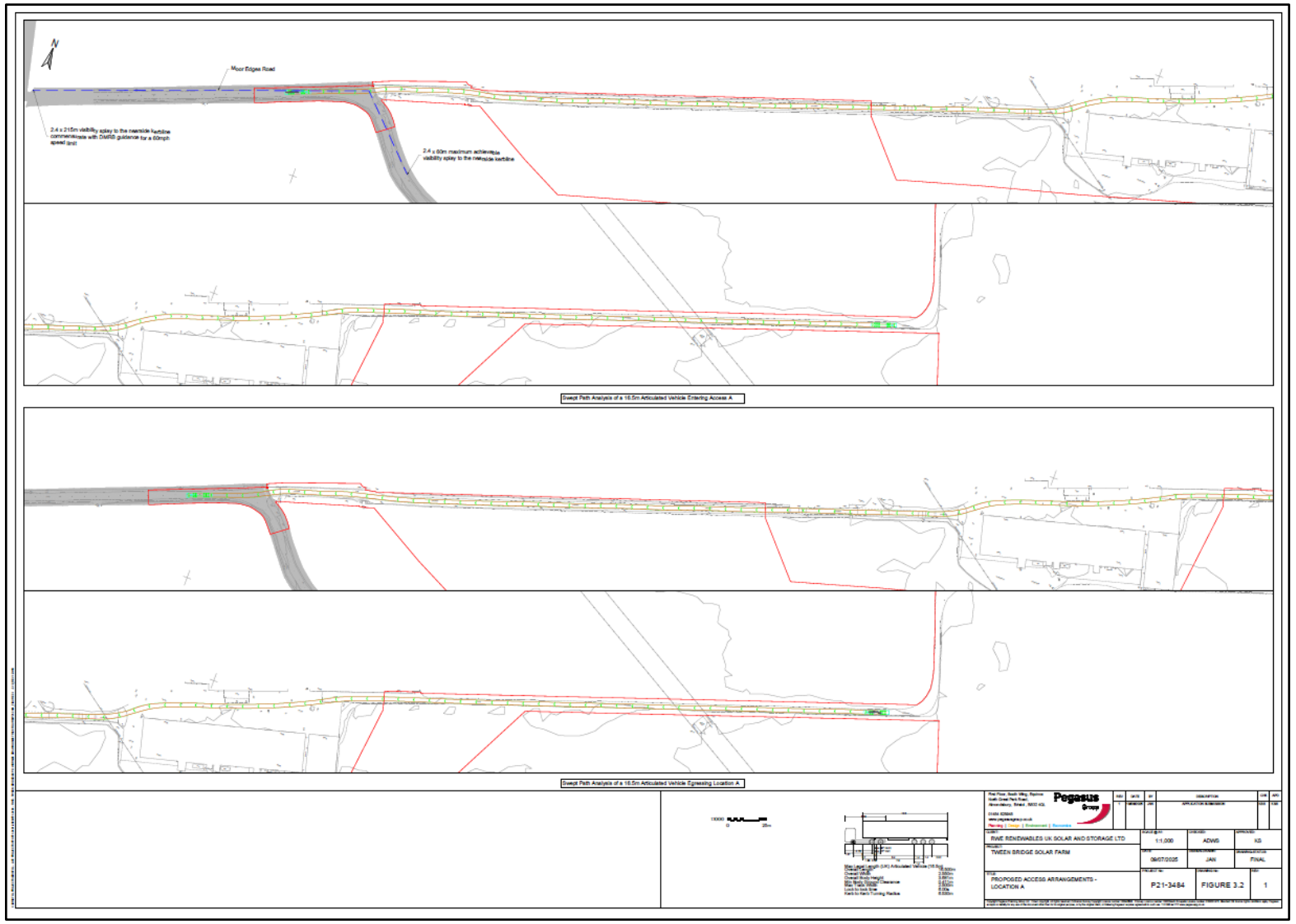
- Road Safety Audit Brief
- Traffic Management Plan
- ATC Data
- Collision Data
- Access Table

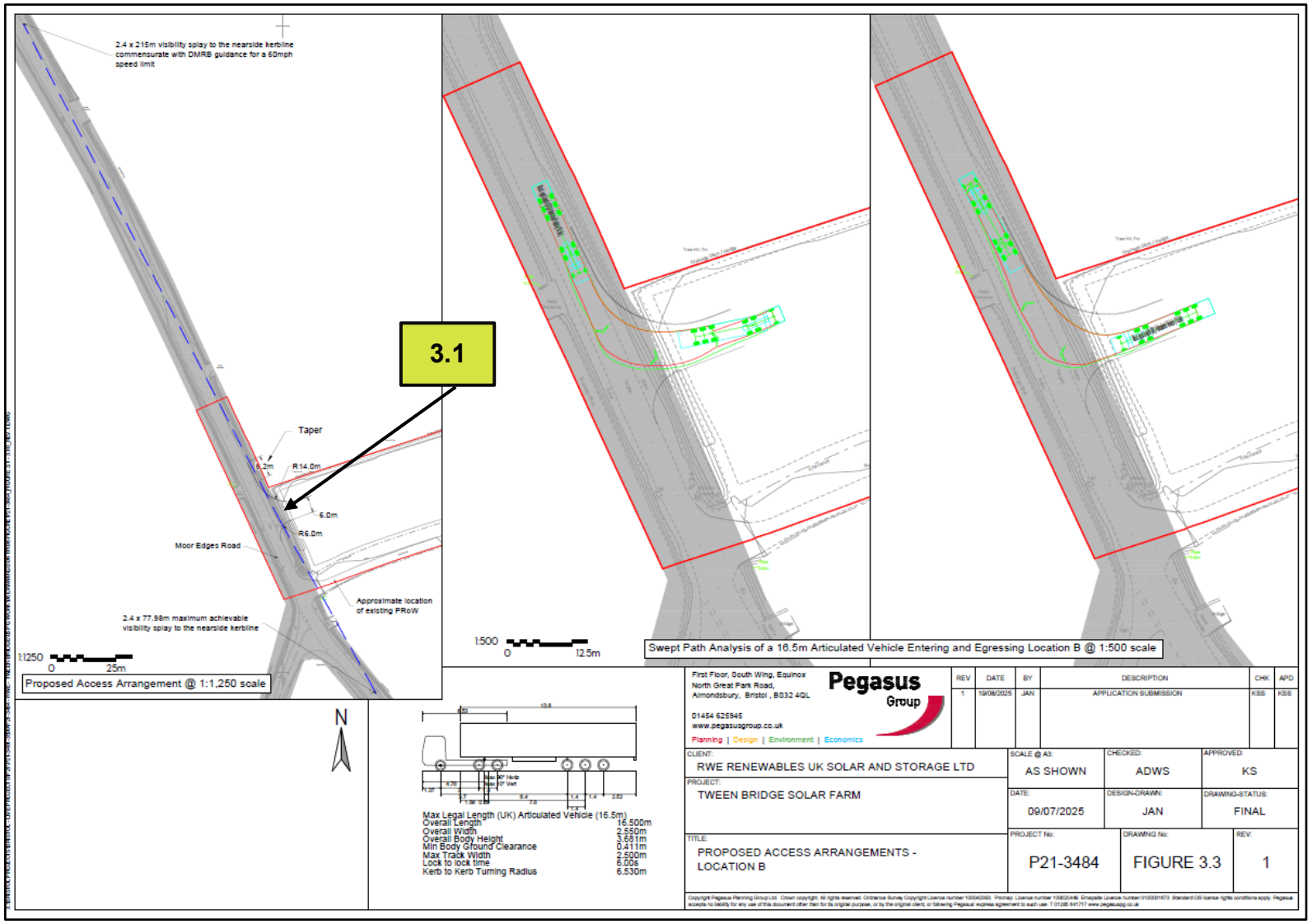
Appendix B

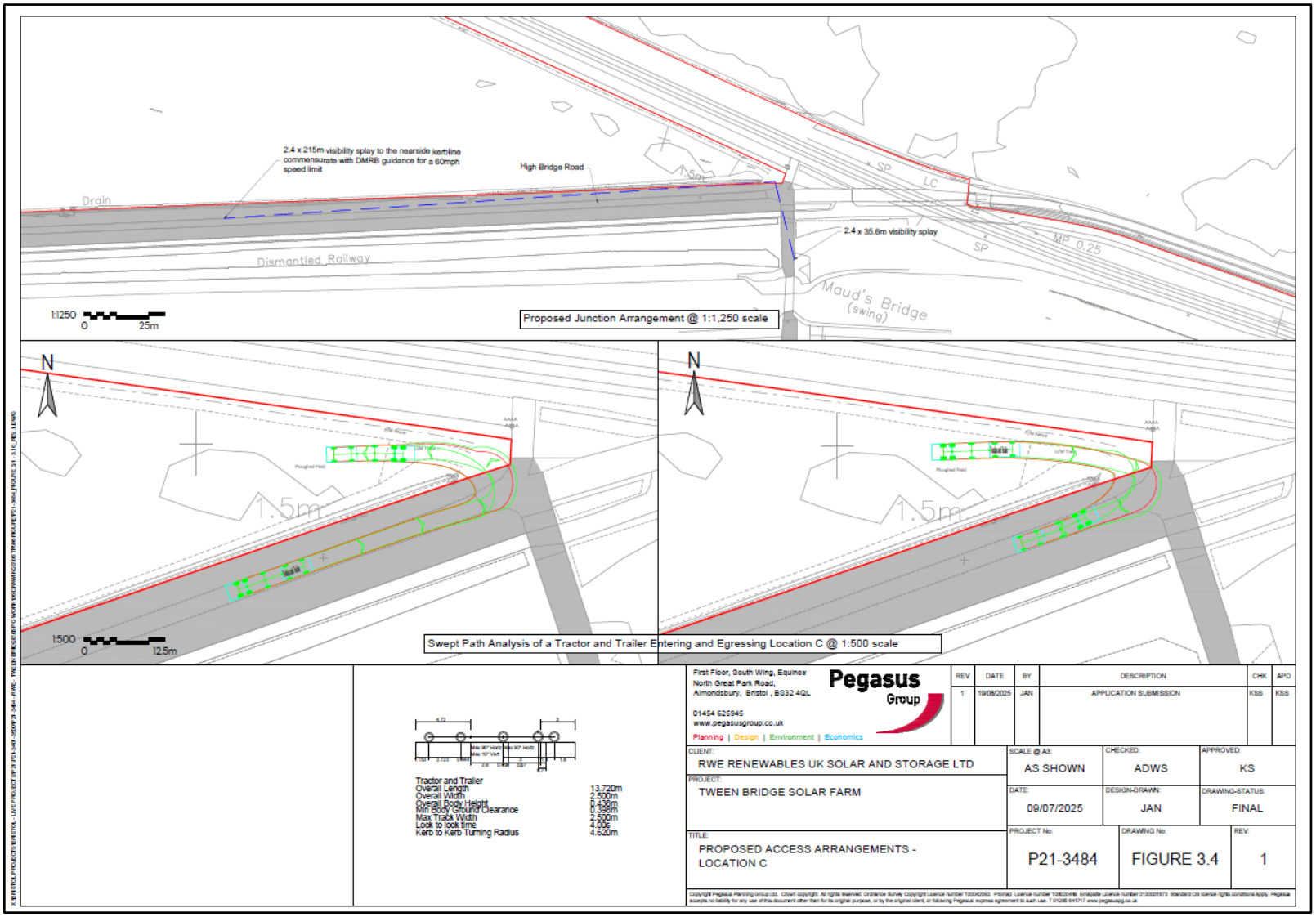
Please refer to the following page for a plan illustrating the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

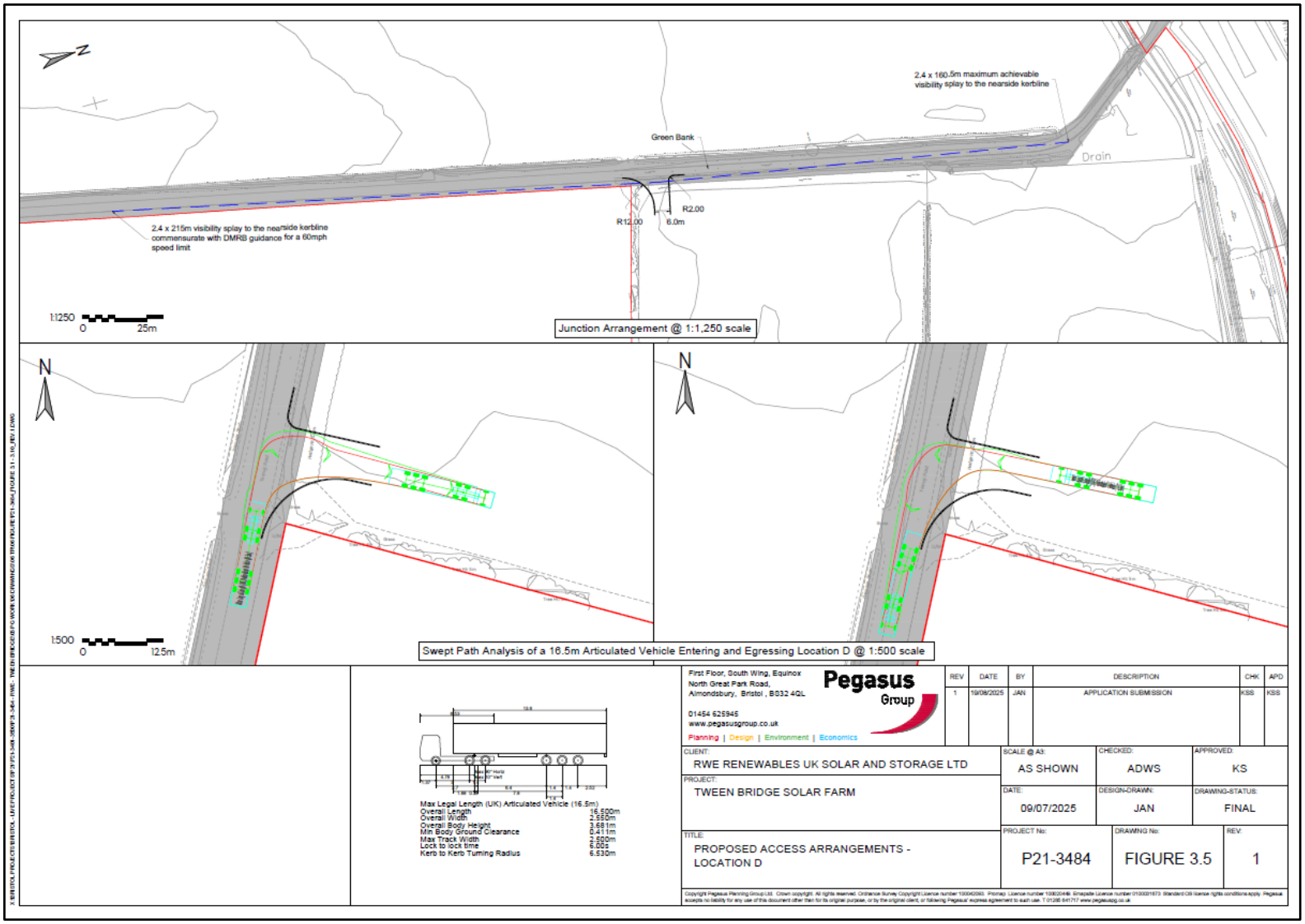
The location of the scheme is shown below:

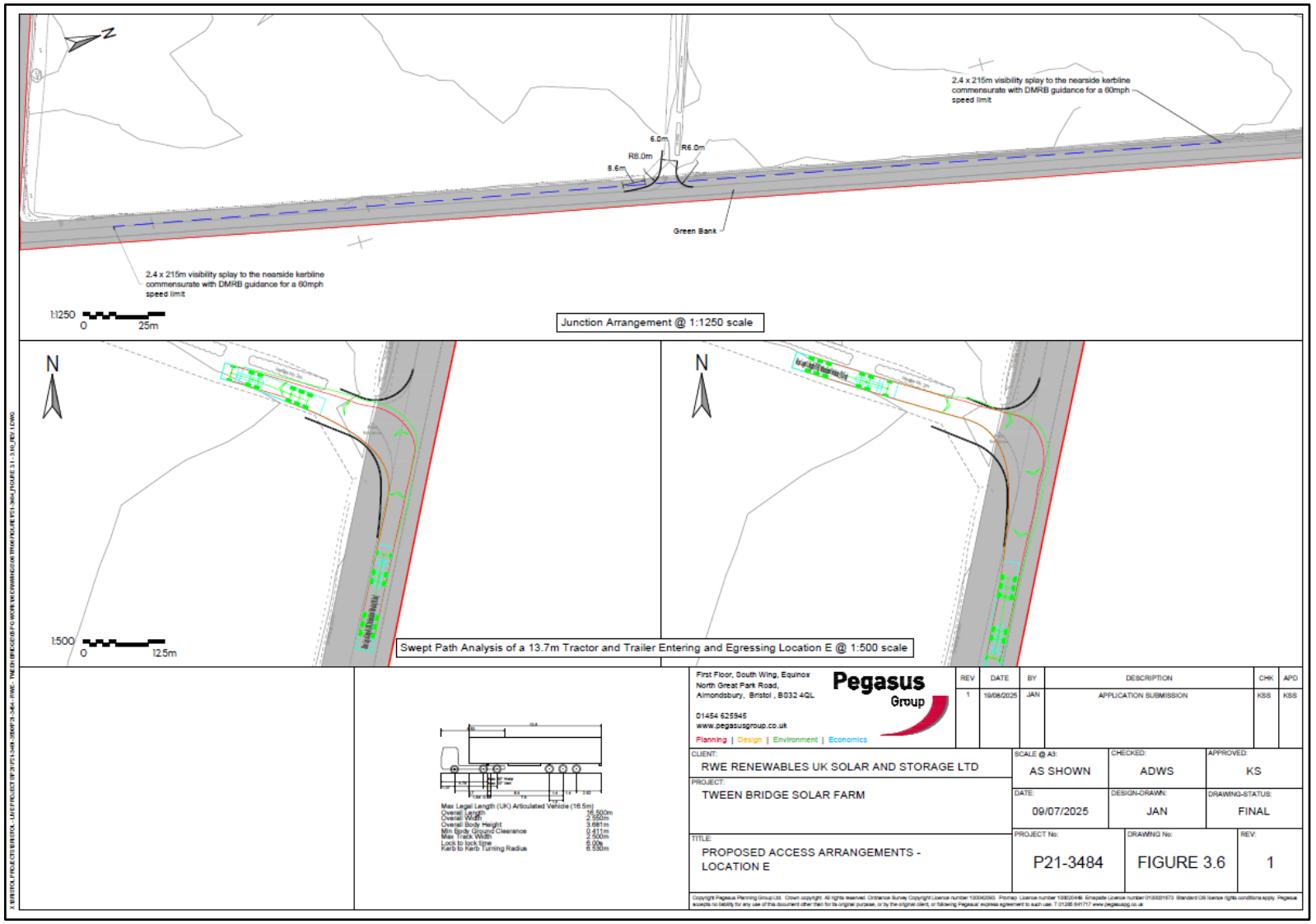


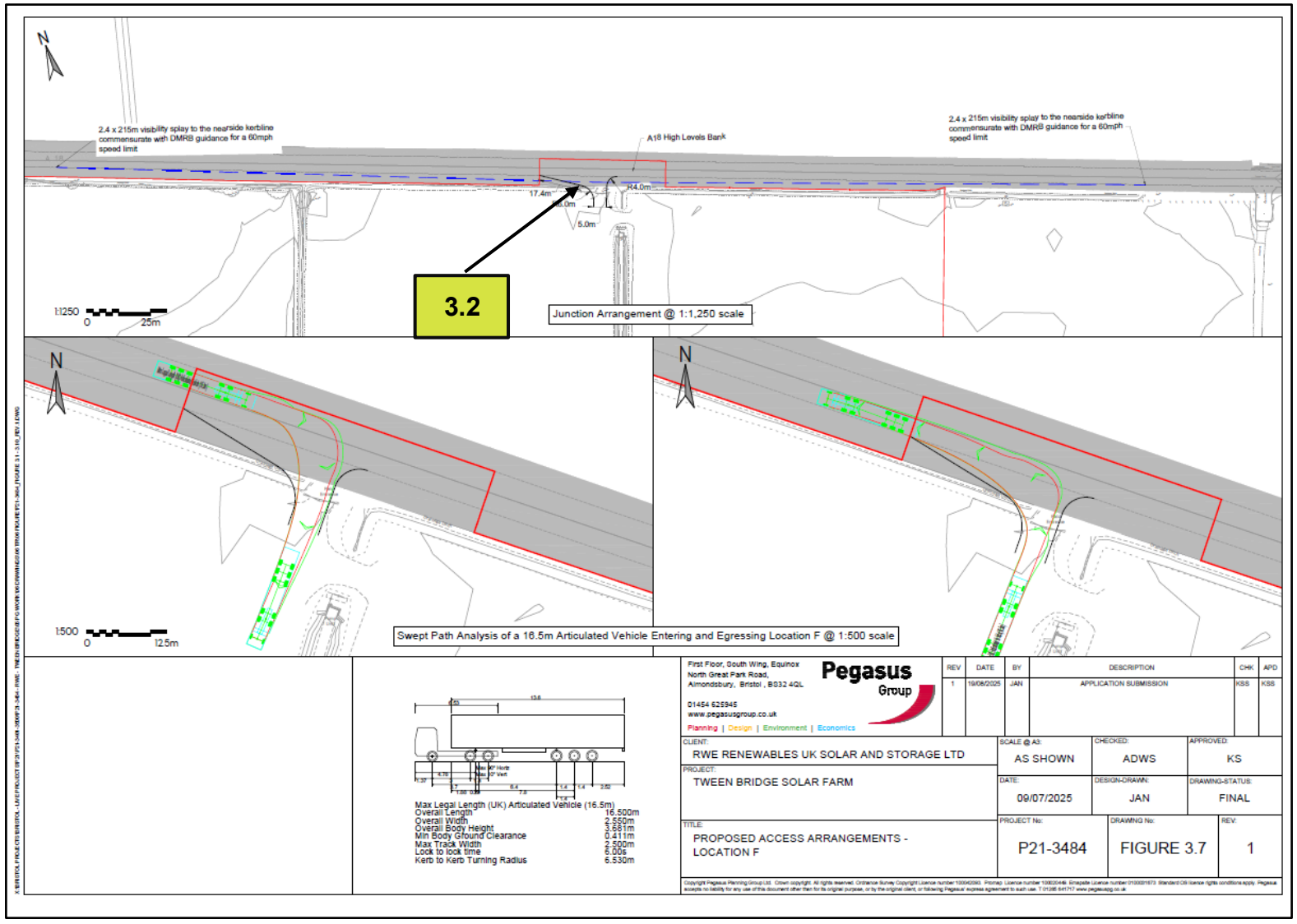

Moor Edges Road
2.4 x 215m visibility splay to the nearside kerbline commensurate with DMRB guidance for a 60mph speed limit
2.4 x 60m maximum achievable visibility splay to the nearside kerbline
Swept Path Analysis of a 16.5m Articulated Vehicle Entering Access A
Swept Path Analysis of a 16.5m Articulated Vehicle Egressing Location A
Pegasus Group
RWE RENEWABLES UK SOLAR AND STORAGE LTD
TWEEN BRIDGE SOLAR FARM
PROPOSED ACCESS ARRANGEMENTS - LOCATION A
1:1,000
ADWS
KS
09/07/2025
JAN
FINAL
P21-3484
FIGURE 3.2
1

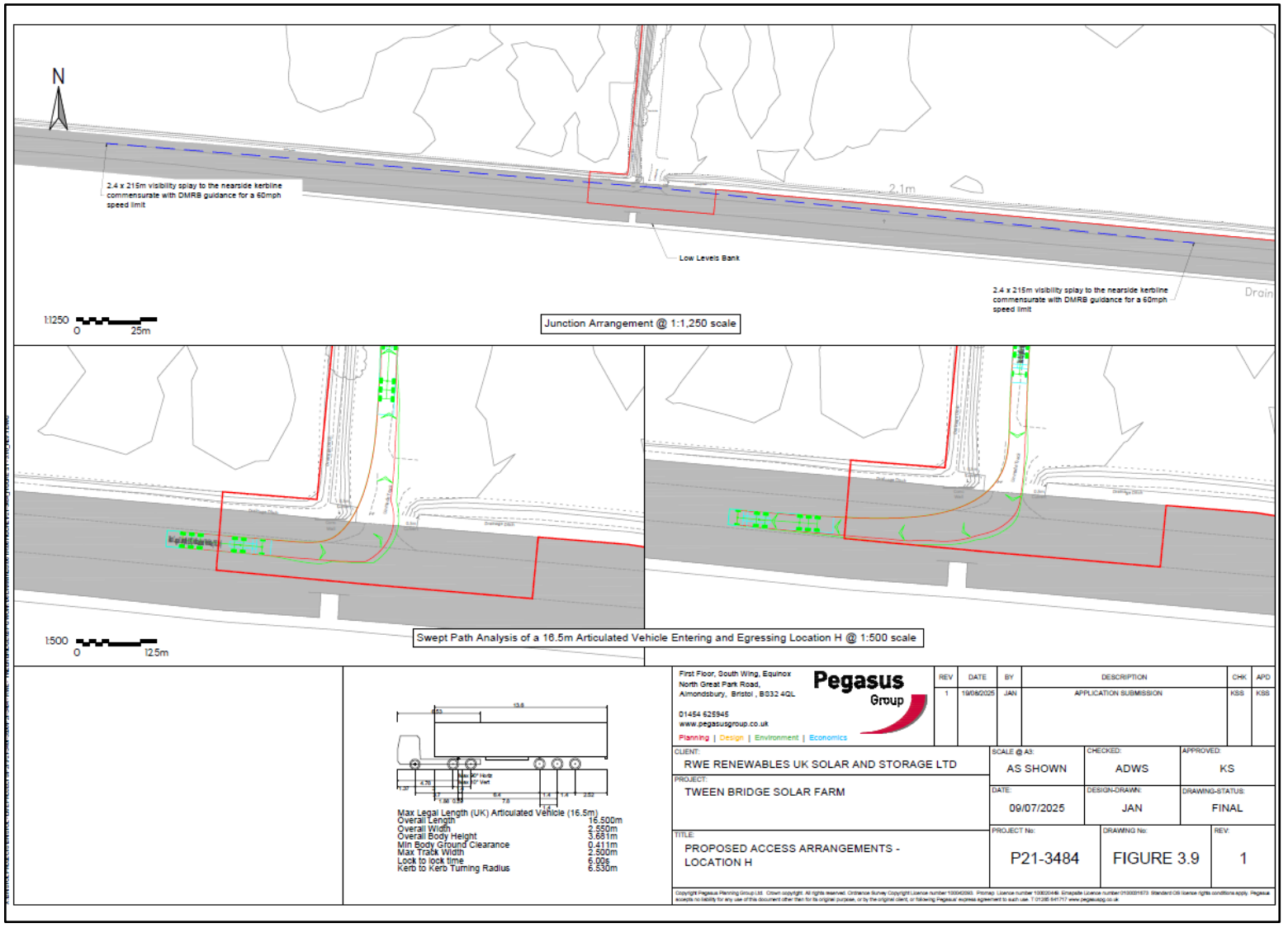

2.4 x 215m visibility splay to the nearside kerbline commensurate with DMRB guidance for a 60mph speed limit
3.1
Taper
6.2m
R14.0m
6.0m
R6.0m
Moor Edges Road
Approximate location of existing PRoW
2.4 x 77.98m maximum achievable visibility splay to the nearside kerbline
1:1250
0
25m
Proposed Access Arrangement @ 1:1,250 scale
1:500
0
12.5m
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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APPROVED: KS
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DATE: 09/07/2025
DESIGN-DRAWN: JAN
DRAWING-STATUS: FINAL
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION B
PROJECT No: P21-3484
DRAWING No: FIGURE 3.3
REV: 1

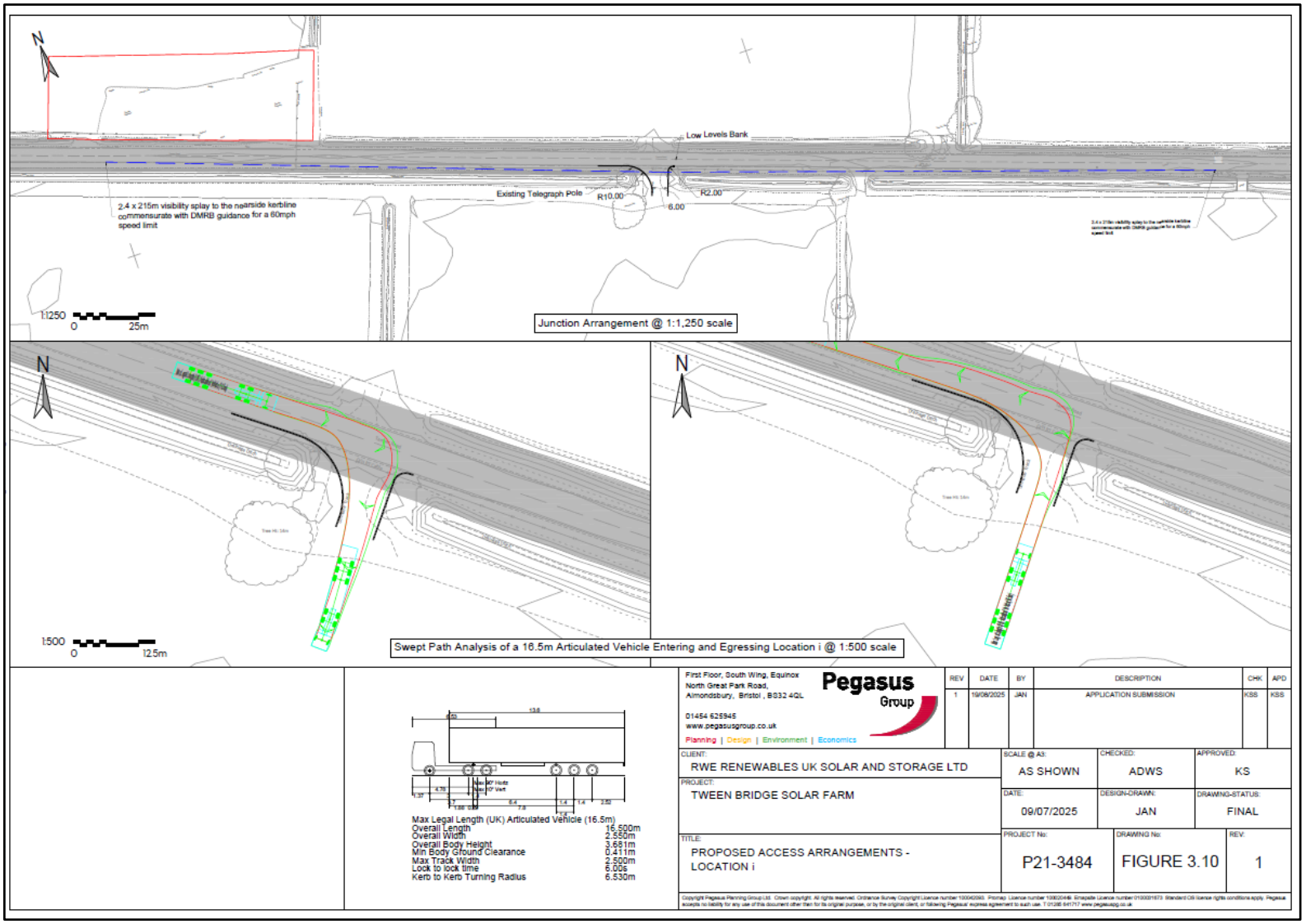

2.4 x 215m visibility splay to the nearside kerbline commensurate with DMRB guidance for a 60mph speed limit
High Bridge Road
Drain
Dismantled Railway
2.4 x 35.6m visibility splay
SP
LC
MP 0.25
Maud's Bridge (swing)
1:1250
0
25m
Proposed Junction Arrangement @ 1:1,250 scale
N
1.5m
1:500
0
12.5m
Swept 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 3.438m
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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DESIGN-DRAWN:
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DRAWING-STATUS:
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TITLE:
PROPOSED ACCESS ARRANGEMENTS - LOCATION C
PROJECT No:
P21-3484
DRAWING No:
FIGURE 3.4
REV:
1

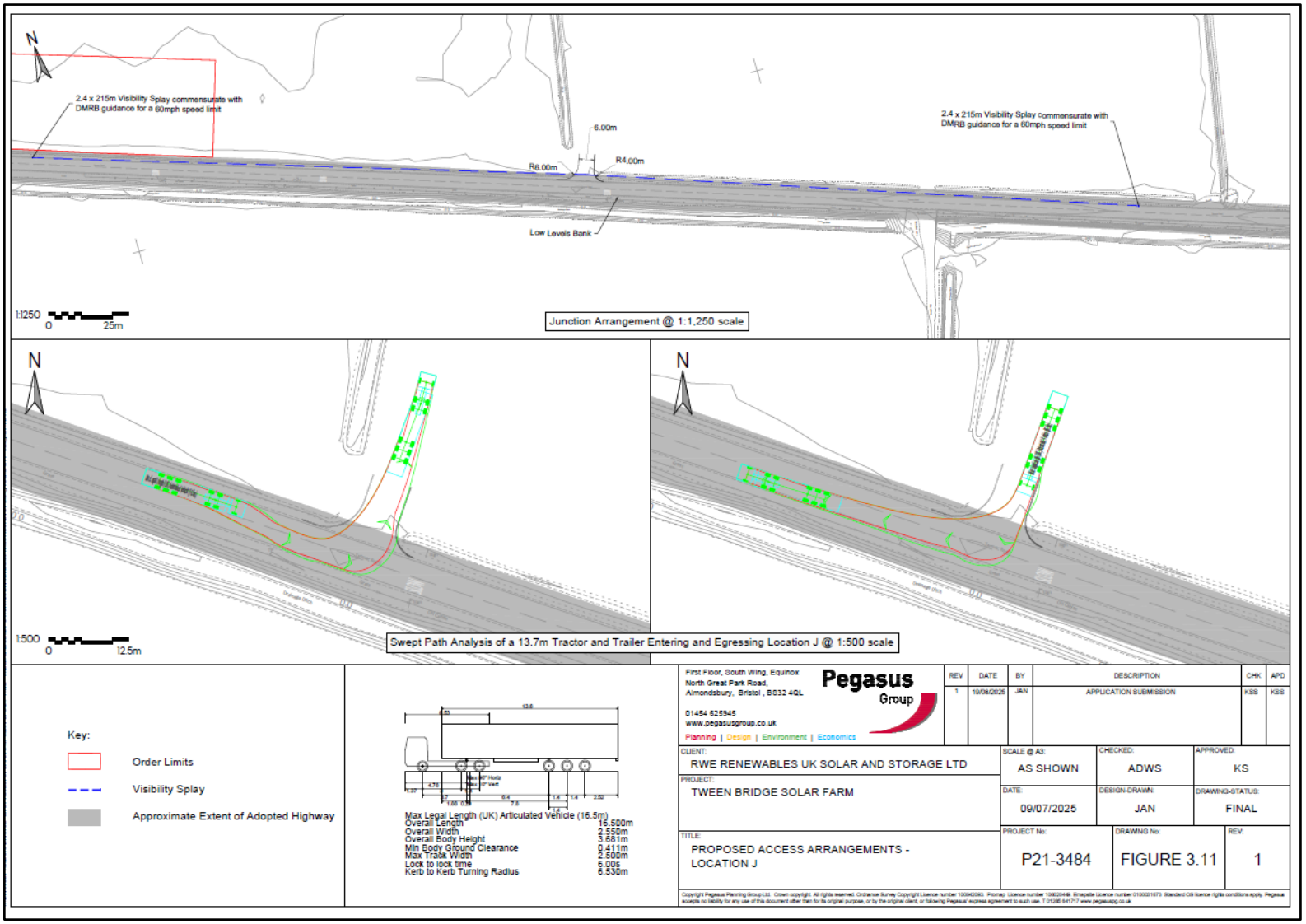

2.4 x 160.5m maximum achievable visibility splay to the nearside kerbline
Green Bank
Drain
2.4 x 215m visibility splay to the nearside kerbline commensurate with DMRB guidance for a 60mph speed limit
R12.00
R2.00
6.0m
1:1250
0
25m
Junction Arrangement @ 1:1,250 scale
N
1:500
0
12.5m
Swept Path Analysis 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 3.661m
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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SCALE @ A3: AS SHOWN
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DRAWING No: FIGURE 3.5
REV: 1

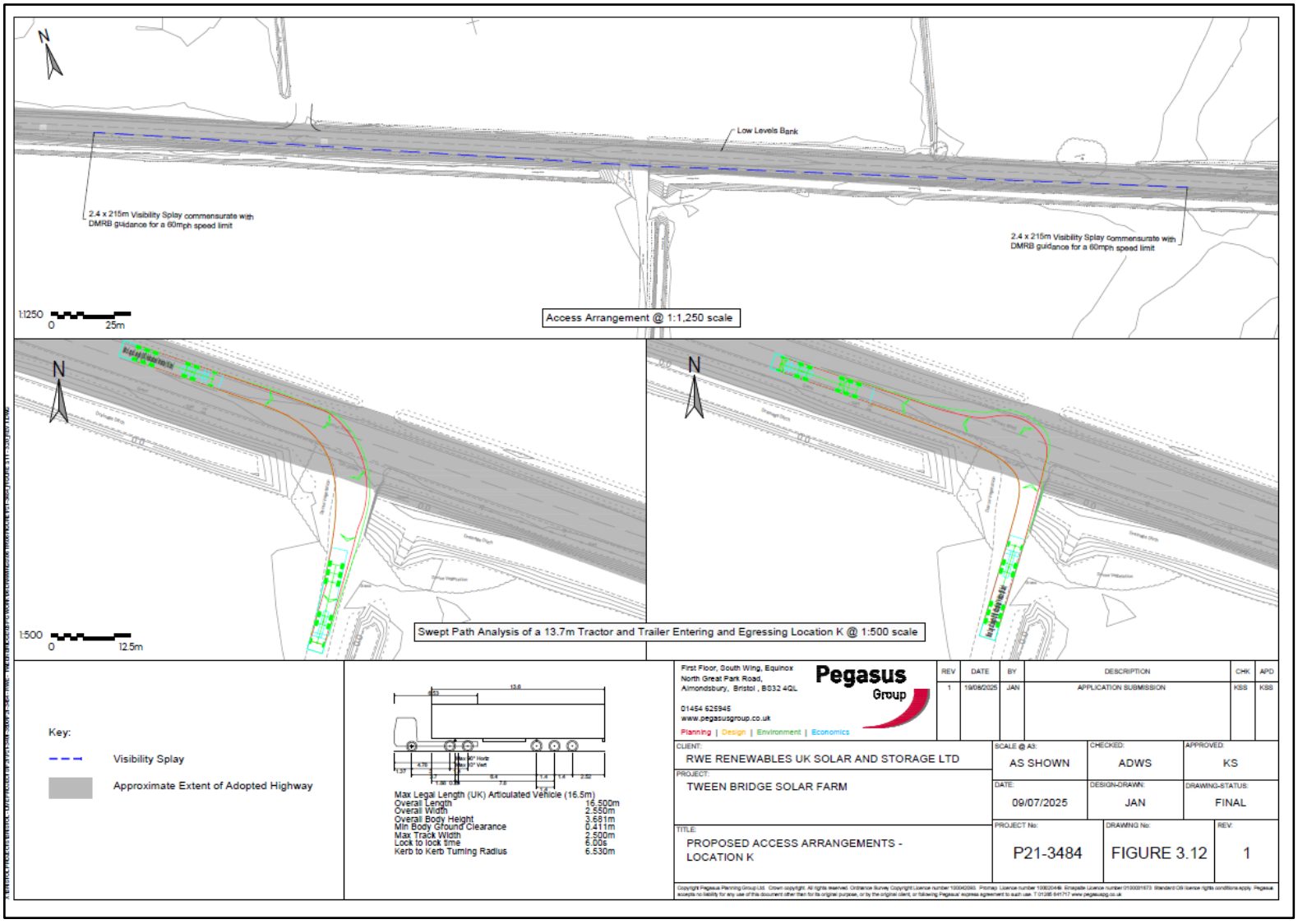

2.4 x 215m visibility splay to the nearside kerbline commensurate with DMRB guidance for a 60mph speed limit
6.0m
R6.0m
R8.0m
8.6m
Green Bank
2.4 x 215m visibility splay to the nearside kerbline commensurate with DMRB guidance for a 60mph speed limit
1:1250
0
25m
Junction Arrangement @ 1:1250 scale
N
N
1:500
0
12.5m
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 3.661m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.530m
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TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION E
SCALE @ A3: AS SHOWN
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DRAWING-STATUS: FINAL
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DRAWING No: FIGURE 3.6
REV: 1

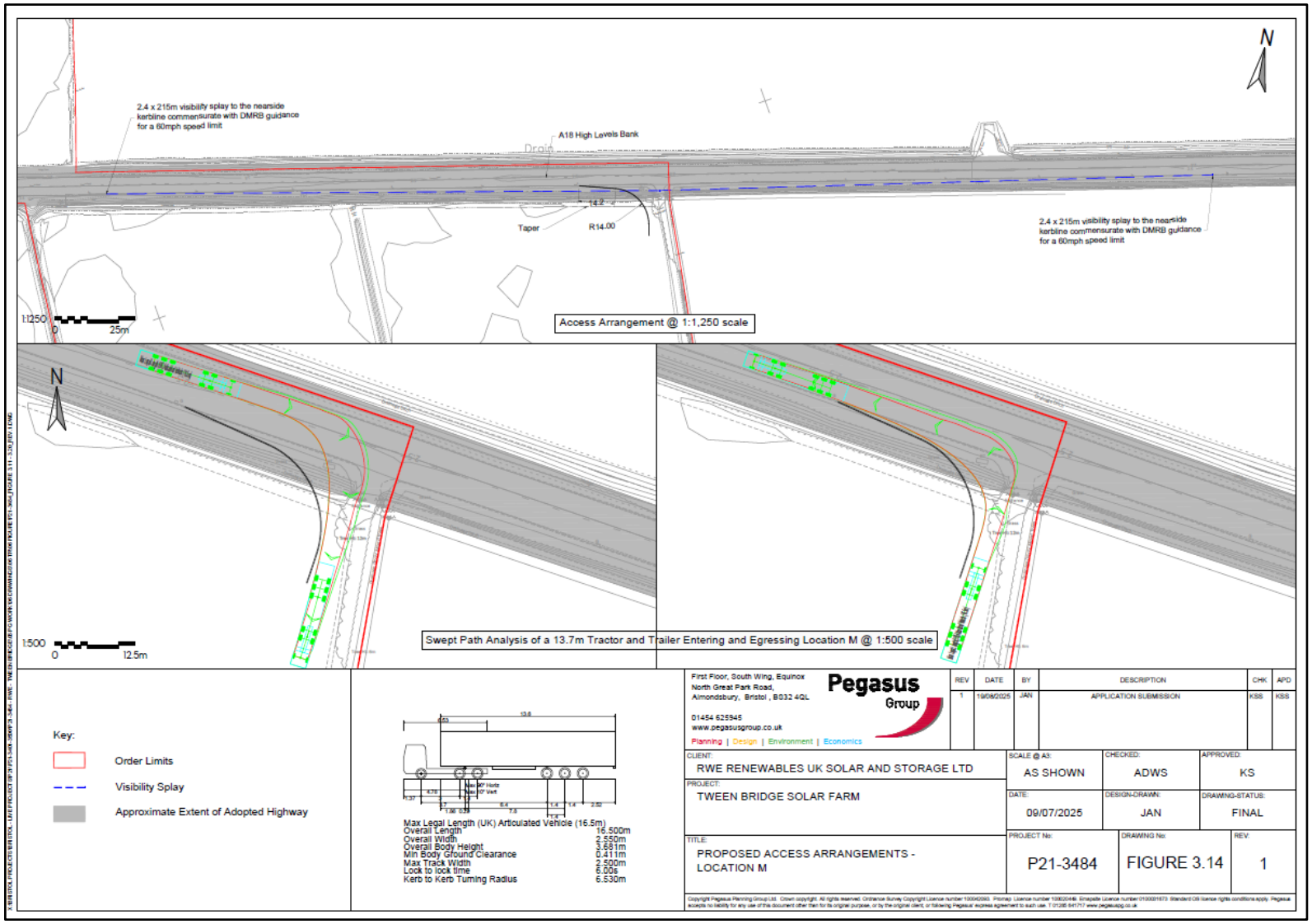

2.4 x 215m visibility splay to the nearside kerbline commensurate with DMRB guidance for a 60mph speed limit
A18 High Levels Bank
2.4 x 215m visibility splay to the nearside kerbline commensurate with DMRB guidance for a 60mph speed limit
17.4m
R4.0m
5.0m
3.2
Junction Arrangement @ 1:1,250 scale
1:1250
0
25m
N
N
1:500
0
12.5m
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 3.661m
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 F
SCALE @ A3: AS SHOWN
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APPROVED: KS
DATE: 09/07/2025
DESIGN-DRAWN: JAN
DRAWING-STATUS: FINAL
PROJECT No: P21-3484
DRAWING No: FIGURE 3.7
REV: 1

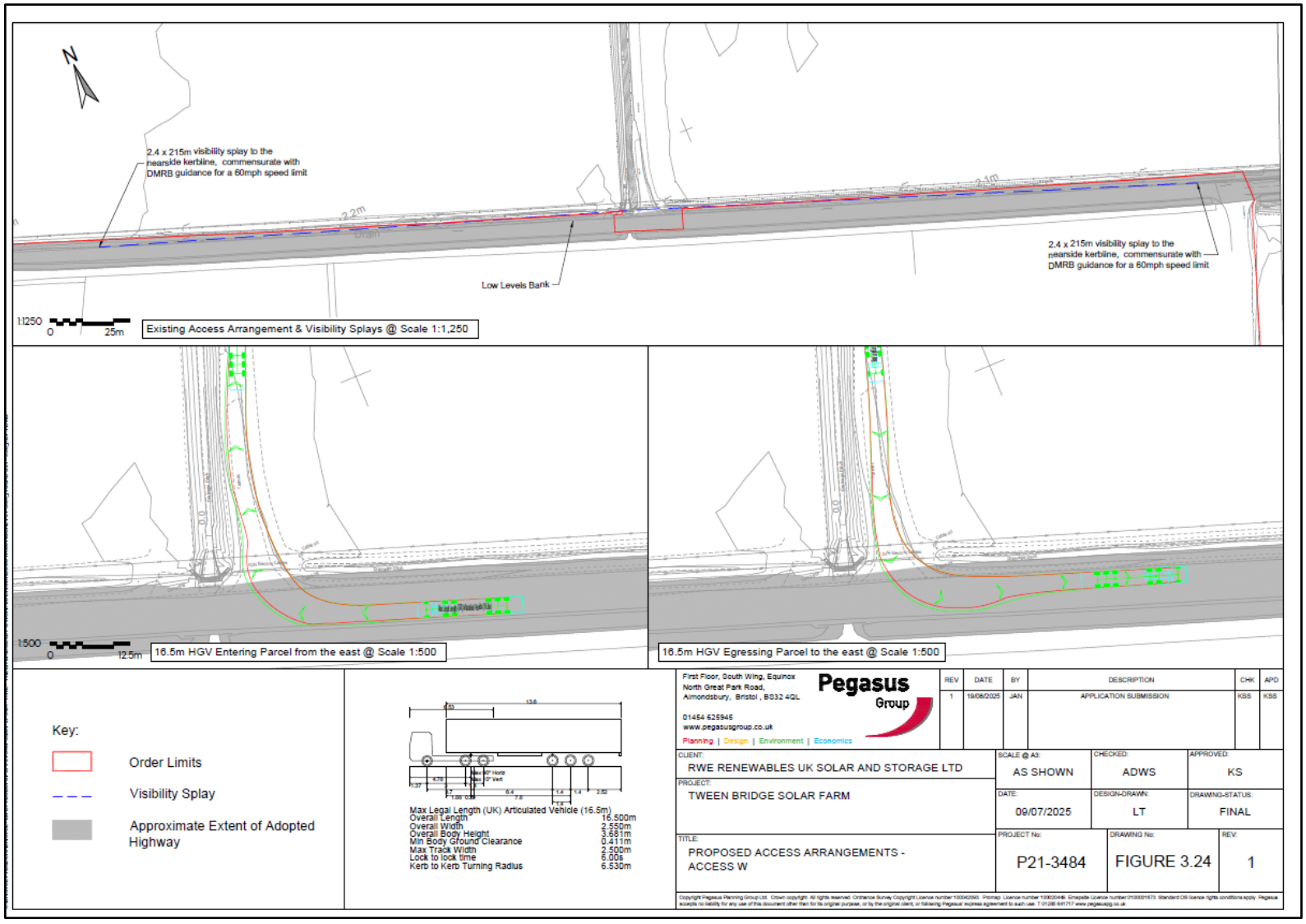

N
2.4 x 215m visibility splay to the nearside kerbline commensurate with DMRB guidance for a 60mph speed limit
2.1m
Low Levels Bank
2.4 x 215m visibility splay to the nearside kerbline commensurate with DMRB guidance for a 60mph speed limit
Drain
1:1250
0
25m
Junction Arrangement @ 1:1,250 scale
1:500
0
12.5m
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 Trakk 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
SCALE @ A3: AS SHOWN
CHECKED: ADWS
APPROVED: KS
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DESIGN-DRAWN: JAN
DRAWING-STATUS: FINAL
PROJECT No: P21-3484
DRAWING No: FIGURE 3.9
REV: 1

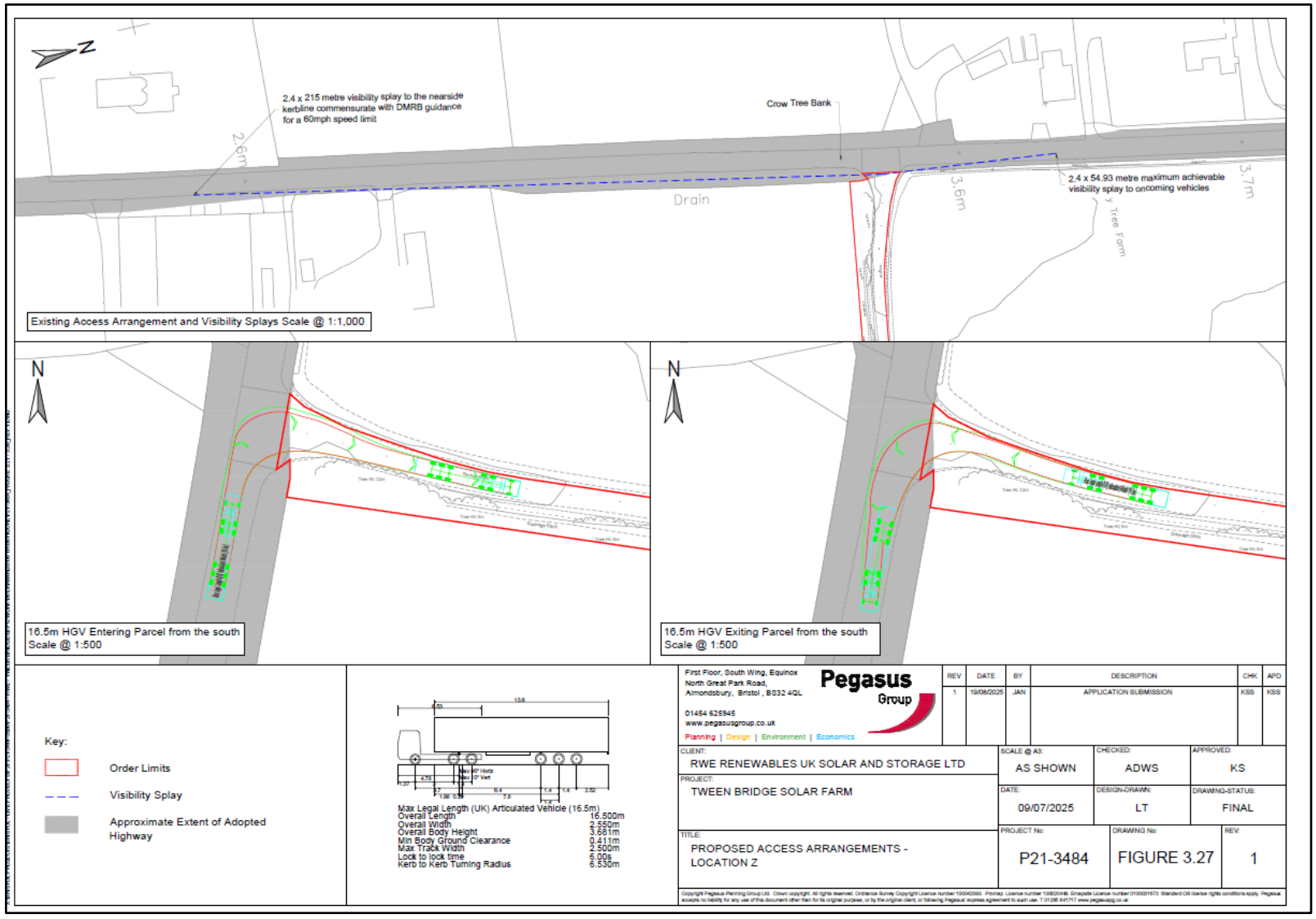

N
Low Levels Bank
Existing Telegraph Pole
R10.00
R2.00
6.00
2.4 x 215m visibility splay to the nearside kerbline commensurate with DMRB guidance for a 60mph speed limit
1:1250
0
25m
Junction Arrangement @ 1:1,250 scale
N
N
1:500
0
12.5m
Swept Path Analysis of a 16.5m Articulated Vehicle Entering and 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:
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DATE:
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DESIGN-DRAWN:
JAN
DRAWING-STATUS:
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TITLE:
PROPOSED ACCESS ARRANGEMENTS - LOCATION i
PROJECT No:
P21-3484
DRAWING No:
FIGURE 3.10
REV:
1

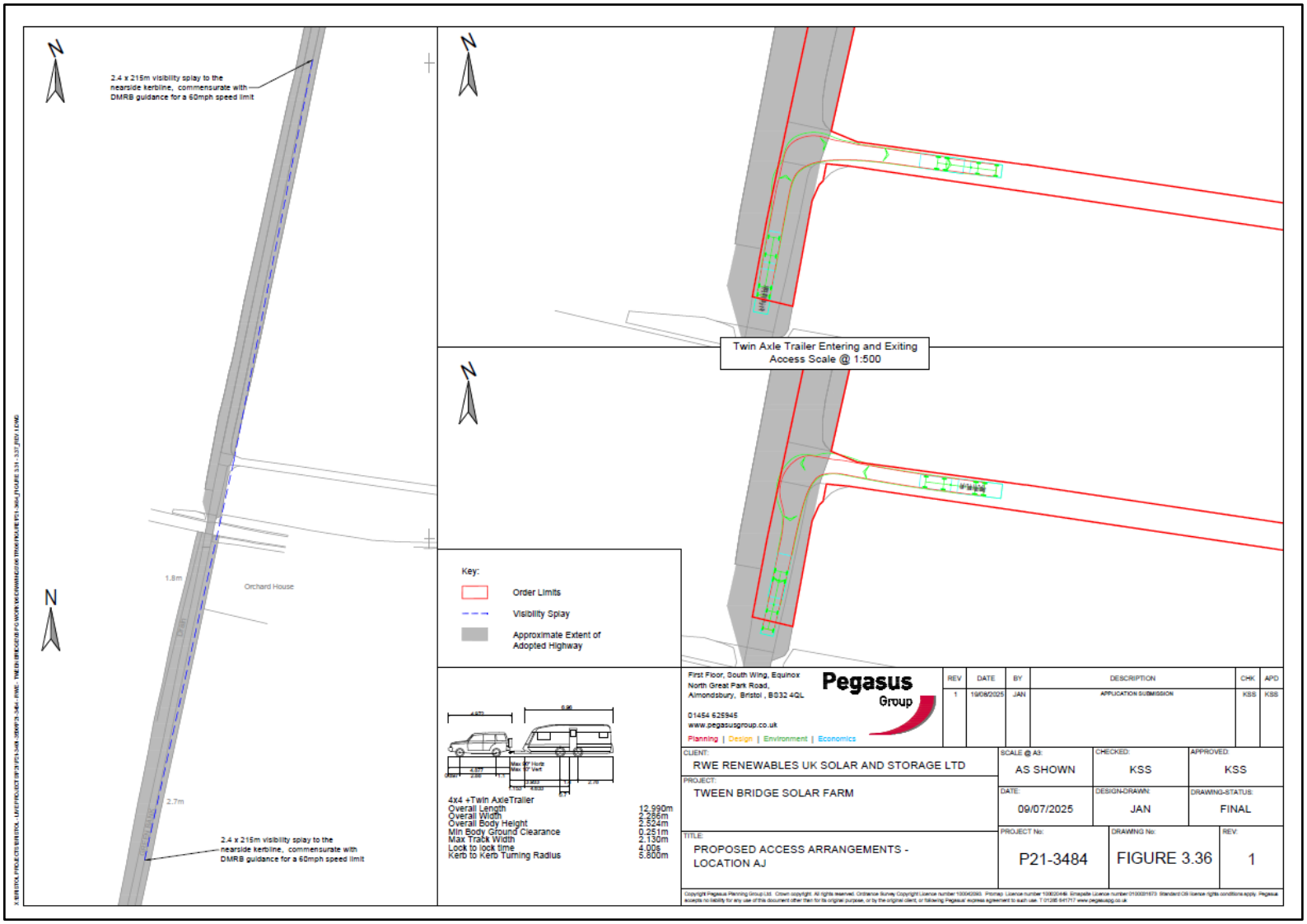

N
2.4 x 215m Visibility Splay commensurate with DMRB guidance for a 60mph speed limit
6.00m
R6.00m
R4.00m
2.4 x 215m Visibility Splay commensurate with DMRB guidance for a 60mph speed limit
Low Levels Bank
1:1250
0
25m
Junction Arrangement @ 1:1,250 scale
N
N
1:500
0
12.5m
Swept Path Analysis of a 13.7m 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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PROJECT: TWEEN BRIDGE SOLAR FARM
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION J
SCALE @ A3: AS SHOWN
CHECKED: ADWS
APPROVED: KS
DATE: 09/07/2025
DESIGN-DRAWN: JAN
DRAWING-STATUS: FINAL
PROJECT No: P21-3484
DRAWING No: FIGURE 3.11
REV: 1


N
Low Levels Bank
2.4 x 215m Visibility Splay commensurate with DMRB guidance for a 60mph speed limit
2.4 x 215m Visibility Splay commensurate with DMRB guidance for a 60mph speed limit
1:1250
0
25m
Access Arrangement @ 1:1,250 scale
N
N
1:500
0
12.5m
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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CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD
PROJECT: TWEEN BRIDGE SOLAR FARM
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION K
SCALE @ A3: AS SHOWN
CHECKED: ADWS
APPROVED: KS
DATE: 09/07/2025
DESIGN-DRAWN: JAN
DRAWING-STATUS: FINAL
PROJECT No: P21-3484
DRAWING No: FIGURE 3.12
REV: 1


2.4 x 215m visibility splay to the nearside kerbline commensurate with DMRB guidance for a 60mph speed limit
A18 High Levels Bank
Drain
Taper
R14.00
2.4 x 215m visibility splay to the nearside kerbline commensurate with DMRB guidance for a 60mph speed limit
N
1:1250
0
25m
Access Arrangement @ 1:1,250 scale
N
1:500
0
12.5m
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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PROJECT: TWEEN BRIDGE SOLAR FARM
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION M
SCALE @ A3: AS SHOWN
CHECKED: ADWS
APPROVED: KS
DATE: 09/07/2025
DESIGN-DRAWN: JAN
DRAWING-STATUS: FINAL
PROJECT No: P21-3484
DRAWING No: FIGURE 3.14
REV: 1


2.4 x 215m visibility splay to the nearside kerbline, commensurate with DMRB guidance for a 60mph speed limit
Low Levels Bank
2.4 x 215m visibility splay to the nearside kerbline, commensurate with DMRB guidance for a 60mph speed limit
1:1250
0
25m
Existing Access Arrangement & Visibility Splays @ Scale 1:1,250
1:500
0
12.5m
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 3.661m
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 - ACCESS W
SCALE @ A3: AS SHOWN
CHECKED: ADWS
APPROVED: KS
DATE: 09/07/2025
DESIGN-DRAWN: LT
DRAWING-STATUS: FINAL
PROJECT No: P21-3484
DRAWING No: FIGURE 3.24
REV: 1


2.4 x 215 metre visibility splay to the nearside kerbline commensurate with DMRB guidance for a 60mph speed limit
Crow Tree Bank
2.4 x 54.93 metre maximum achievable visibility splay to oncoming vehicles
Drain
2.6m
3.6m
3.7m
Existing Access Arrangement and Visibility Splays Scale @ 1:1,000
N
16.5m HGV Entering Parcel from the south
Scale @ 1:500
N
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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REV 1 DATE 19/08/2025 BY JAN DESCRIPTION APPLICATION SUBMISSION CHK KSS APD KSS
CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD
PROJECT: TWEEN BRIDGE SOLAR FARM
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION Z
SCALE @ A3: AS SHOWN
CHECKED: ADWS
APPROVED: KS
DATE: 09/07/2025
DESIGN-DRAWN: LT
DRAWING-STATUS: FINAL
PROJECT No: P21-3484
DRAWING No: FIGURE 3.27
REV: 1


2.4 x 215m visibility splay to the nearside kerbline, commensurate with DMRB guidance for a 60mph speed limit
Orchard House
1.8m
2.7m
2.4 x 215m visibility splay to the nearside kerbline, commensurate with DMRB guidance for a 60mph speed limit
Twin Axle Trailer Entering and Exiting Access Scale @ 1:500
Key:
Order Limits
Visibility Splay
Approximate Extent of Adopted Highway
4x4 +Twin AxleTrailer
Overall Length 12.990m
Overall Width 2.356m
Overall Body Height 2.524m
Min Body Ground Clearance 0.251m
Max Track Width 2.130m
Lock to lock time 4.05s
Kerb to Kerb Turning Radius 5.800m
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REV 1 DATE 19/08/2025 BY JAN DESCRIPTION APPLICATION SUBMISSION CHK KSS APD KSS
CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD
PROJECT: TWEEN BRIDGE SOLAR FARM
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION AJ
SCALE @ A3: AS SHOWN
CHECKED: KSS
APPROVED: KSS
DATE: 09/07/2025
DESIGN-DRAWN: JAN
DRAWING-STATUS: FINAL
PROJECT No: P21-3484
DRAWING No: FIGURE 3.36
REV: 1

safer roads for everyone

Tween Bridge Solar Farm, Thorne, Doncaster

Section 278 Highway Works

Road Safety Audit Stage 1

on behalf of North Lincolnshire Council

TMS Client – Pegasus Group
for RWE Renewables UK Solar & Storage Ltd

TMS Reference No: 19926
Date: 15th May 2026
Revision: 1

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Coventry, CV3 2TX

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THE CHARTERED INSTITUTION OF HIGHWAYS & TRANSPORTATION

INSTITUTE OF HIGHWAY ENGINEERS

Citation ISO Certification — Quality management — ISO 9001: 2015 — REGISTERED
Certificate No:79362021

1. Project Details

Report Title:	Tween Bridge Solar Farm, Thorne, Doncaster Section 278 Highway Works Road Safety Audit Stage 1
Author	[redacted]
Document Ref No:	TMS Report Ref No: 19926
Revision	1
Prepared by:	TMS Consultancy
On behalf of:	North Lincolnshire Council (Overseeing Organisation)
TMS Client	Pegasus Group for RWE Renewables UK Solar and Storage Ltd

Document Control Sheet

Issue No	Revision	Audit Team	Completion Date	TMS Issue Date
1	0	DN / RM	13/05/2026	13/05/2026
2	1	DN / RM	15/05/2026	15/05/2026

2. Introduction

2.1 This report describes a Stage 1 Road Safety Audit carried out on the Section 278 highway works associated with a Solar Farm development at Tween Bridge, Thorne, Doncaster.

2.2 The audit team members are as follows:

Audit Team Leader

[redacted] – MSc, BSc (Hons), MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency
Principal Engineer, TMS Consultancy

Audit Team Member

[redacted] – CertEd, ACFS, FCIHT, FSoRSA, MITAI
National Highways Approved RSA Certificate of Competency
Road Safety Engineer, TMS Consultancy

2.3 The audit comprised an examination of the documents listed in **Appendix A**. The Road Safety Audit was undertaken in accordance with the Audit Brief supplied by Alex Snartt of Pegasus Group.

2.4 The site was visited by the Audit Team on Tuesday 12th May 2026 between 11am and 1.30pm. The weather was cloudy and dry. Traffic flows were low. No pedestrian or cycle flows were observed.

2.5 The terms of reference of the Road Safety Audit are as described in GG 119 Revision 2. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

2.6 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise collision occurrence.

2.7 A scheme drawing is included in **Appendix B**, where the locations of specific problems are referenced. A location plan of the scheme is also included in this Appendix.

2.8 Scheme Description

The scheme consists of various site accesses associated with a ground mounted solar farm development (Tween Bridge Solar Farm).

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 Scheme is generally surrounded by open land with agricultural land uses.

The accesses are a combination of existing accesses to be retained in present form, existing accesses to be improved and new accesses.

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.

This Stage 1 Road Safety Audit covers the accesses located within the administrative boundary of **North Lincolnshire Council (NLC).** The accesses related to this element of the scheme are listed below:

- Location N A18 High Levels Bank (existing agricultural access)
- Location O A18 High Levels Bank (existing agricultural access)
- Location P High Levels Bank (existing agricultural access)
- Location Q South of High Levels Bank (existing agricultural access)
- Location R East of High Levels Bank (existing agricultural access)
- Location S Marsh Road (existing access)
- Location X South of High Levels Bank (existing agricultural access)
- Location Y Jaque's Bank (existing agricultural access)
- Location AA/AB Crock O'Moor Road (existing agricultural access)
- Location AH A18 High Levels Bank (new access)
- Location AI High Levels Bank (existing agricultural access)
- Location AK A161 (existing agricultural access)

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.

2.9 Road Safety Audit Response Report

Following the completion of the road safety audit, the design team should prepare a road safety audit response report in collaboration with the Overseeing Organisation.

The response report should incorporate the following:

- **Decision Log** spreadsheet, where each Problem and Recommendation in the Safety Audit report is reiterated.
- In the Decision Log, a response should be provided by the Design Team and Overseeing Organisation for each problem raised in the RSA report, together with an agreed action.

Further information is provided in **GG 119 Sections 4.11 to 4.19** and **Appendix F** (where a road safety audit response report template is available).

The response report should be produced and finalised within *one month* of the issue of the RSA report. A copy of the response report should be issued to the Audit Team for their information.

3. Items resulting from the Stage 1 Audit Road Safety Audit

3.1 PROBLEM

Location: Location AH

Summary: Lack of protection from ditch may result in vehicles leaving the carriageway and overturning into drainage ditch

The proposed access AH will cross an existing drainage ditch that runs parallel along the east side of Moor Edges Road. A lack of protection from them the ditch for vehicles making turning manoeuvres into / from the access may result in vehicles leaving the carriageway and descending / overturning into the ditch.

RECOMMENDATION

At detailed design stage the drainage ditch should be piped and culverted and sufficient edge clearance provided between the carriageway and the culvert headwalls.

3.2 PROBLEM

Location: General – carriageway

Summary: Poor carriageway surface may lead to skid and loss of control type vehicle collisions

Throughout the wider extents of the scheme the existing carriageway surface at some locations is already in a poor state of repair, with evidence of potholes, loose material, surface cracking etc. The intensified usage of the accesses by large vehicles may lead to increased degradation of the carriageway and thus increase the risk of skid and loss of control type vehicle collisions.

RECOMMENDATION

Where required, works to resurface, repair or strengthen the existing carriageway should be carried.

3.3 PROBLEM

Location: General – signage

Summary: Inappropriate routes by large vehicles may lead to vehicle collisions on the wider network

Some routes around the site are inappropriate for usage by large vehicles (for example due to narrow widths and weight restrictions). In the event that construction traffic uses these routes there may be an increased risk of vehicle collisions.

RECOMMENDATION

At detailed design stage, as well as the Traffic Management Plan and driver training, route signage may be required.

4. Audit Team Statement

We certify that the terms of reference of the road safety audit are as described in GG 119 Revision 2.

Audit Team Leader

[redacted] – MSc, BSc (Hons), MCIHT, MSoRSA National Highways Approved RSA Certificate of Competency Principal Engineer, TMS Consultancy

Signed	[redacted]
Date	

Audit Team Member

[redacted] – CertEd, ACFS, FCIHT, FSoRSA, MITAI National Highways Approved RSA Certificate of Competency Road Safety Engineer, TMS Consultancy

Signed	[redacted]
Date	15th May 2026

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✉ info@tmsconsultancy.co.uk
[redacted]

Appendix A

Documents Examined:

- Drawing No. P21-3484_Figure 2.1_ATC Locations Final AUG25.pdf
- Drawing No. P21-3484_Figure 3.15 - 3.20.pdf
- Drawing No. P21-3484_Figure 3.25, 3.26, 3.28.pdf
- Drawing No. P21-3484_Figure 3.34, 3.35, 3.37.pdf
- Drawing No. Figure 3.1.pdf
- Drawing No. Figure 4.1_Routes Final.2.pdf
- Drawing No. P21-3484_Access Overview.pdf

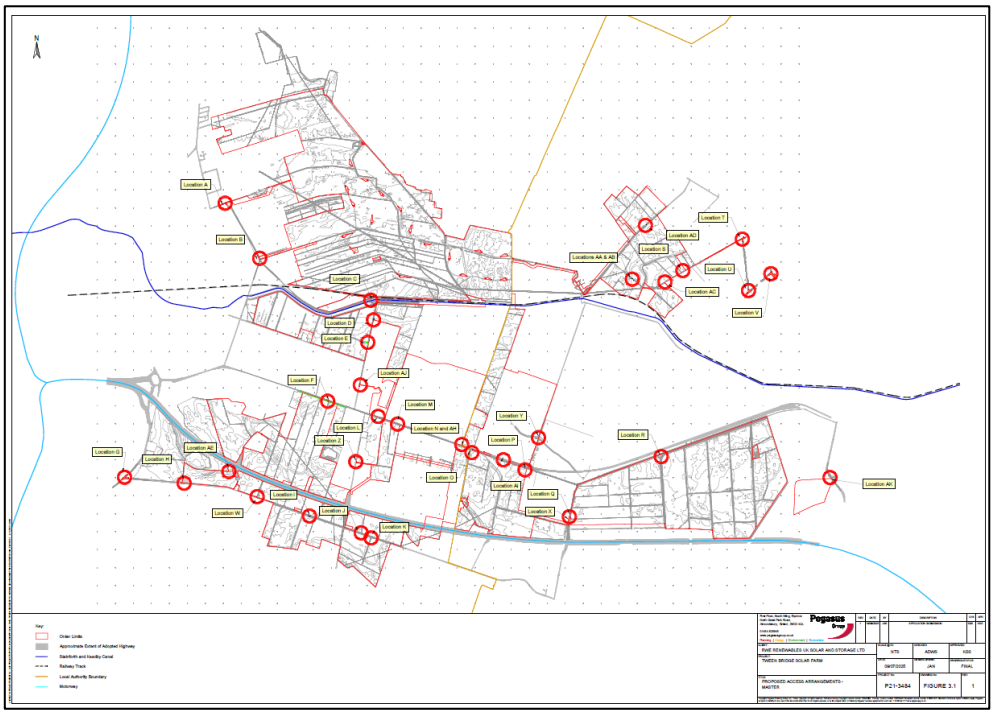
Other Information Provided:

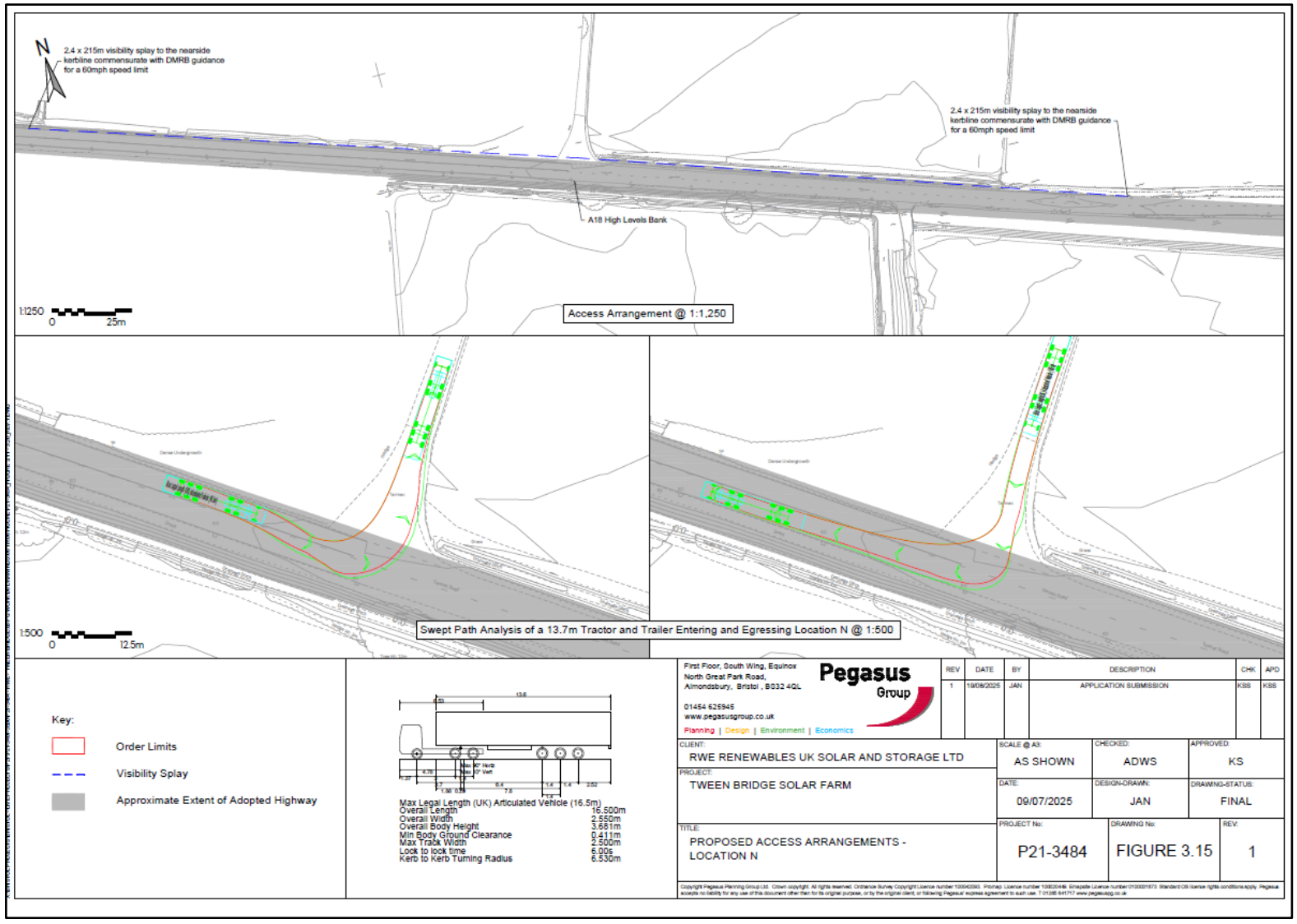
- Road Safety Audit Brief
- Traffic Management Plan
- ATC Data
- Collision Data
- Access Table

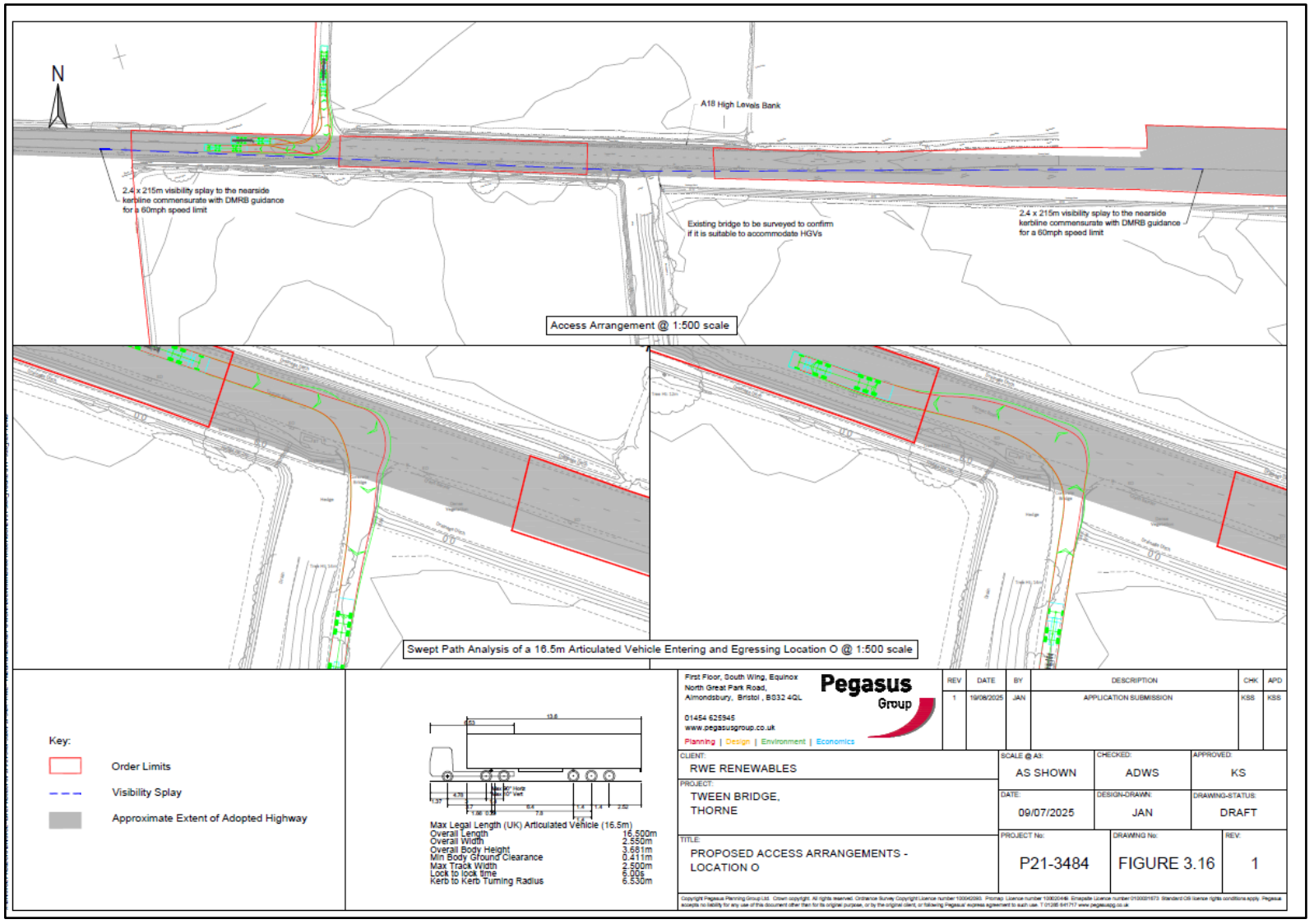
Appendix B

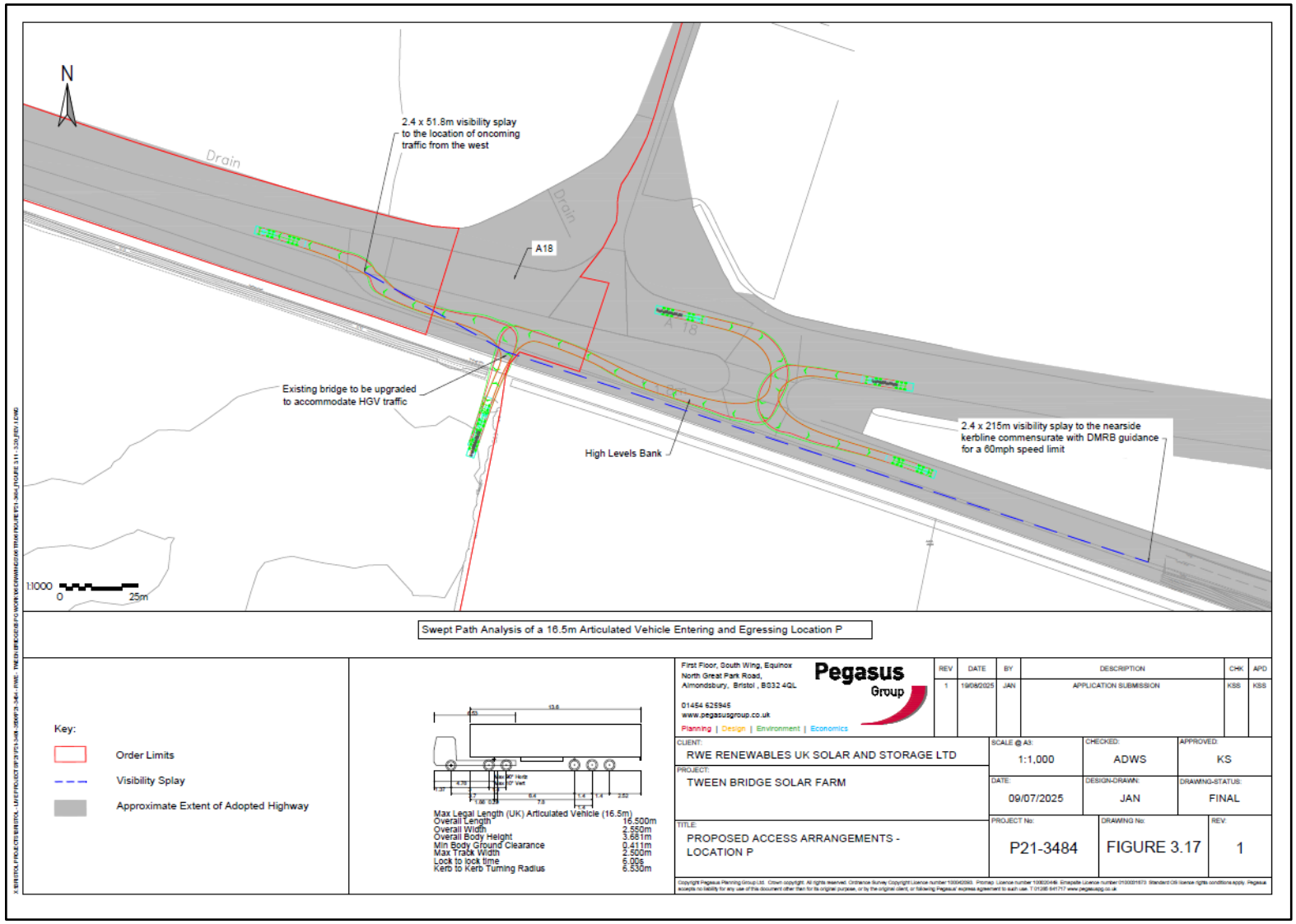
Please refer to the following page for a plan illustrating the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

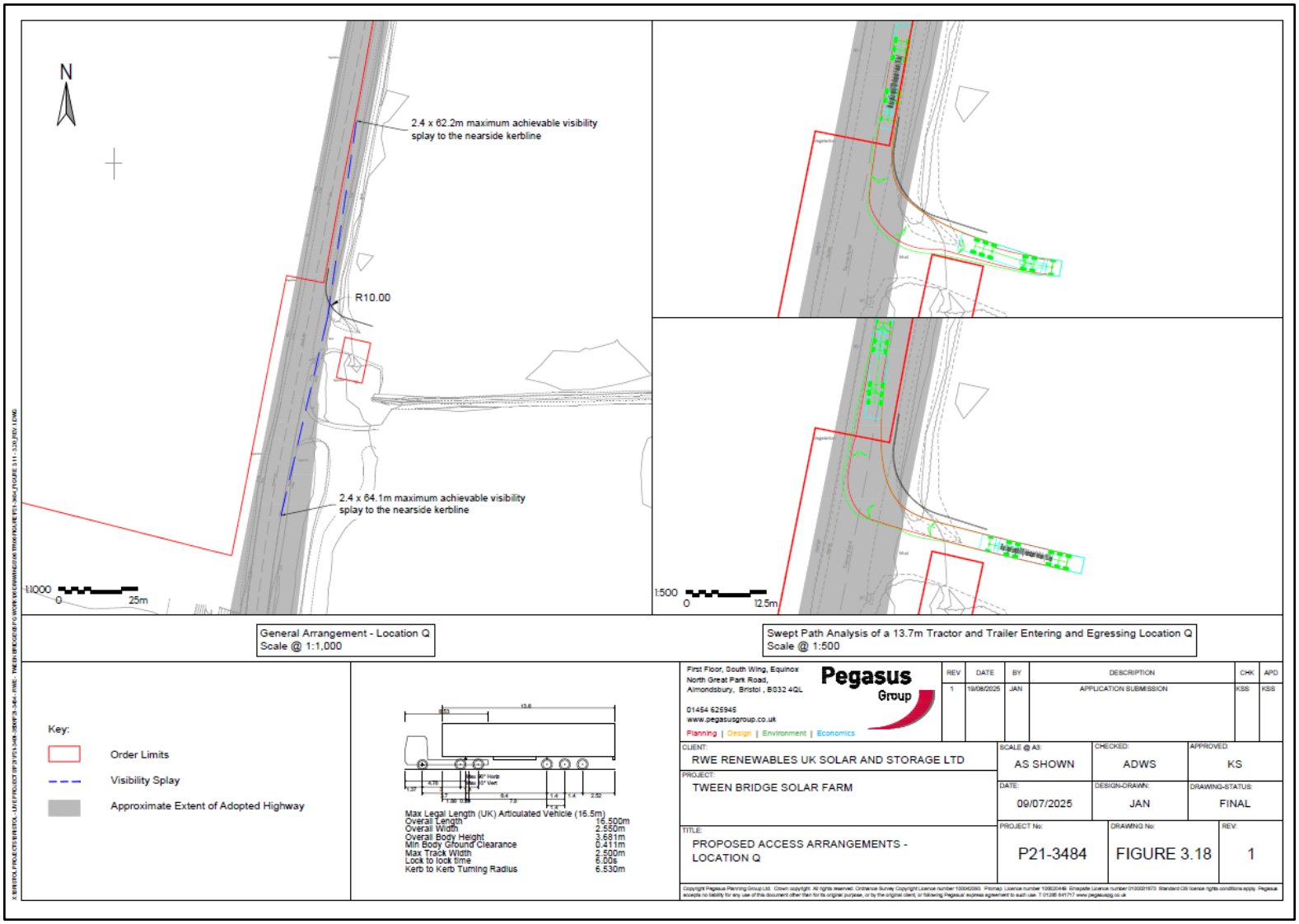
The location of the scheme is shown below:

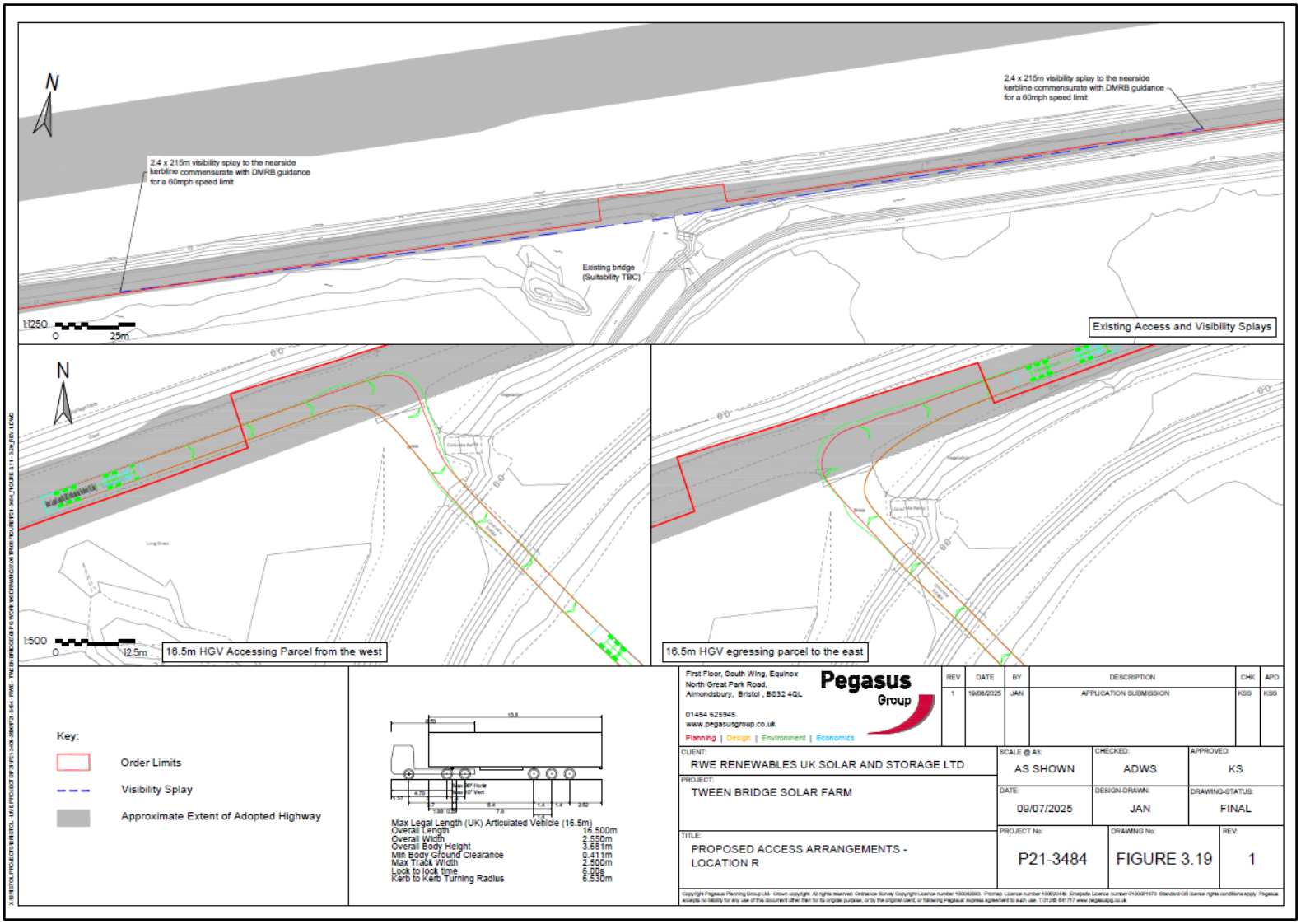


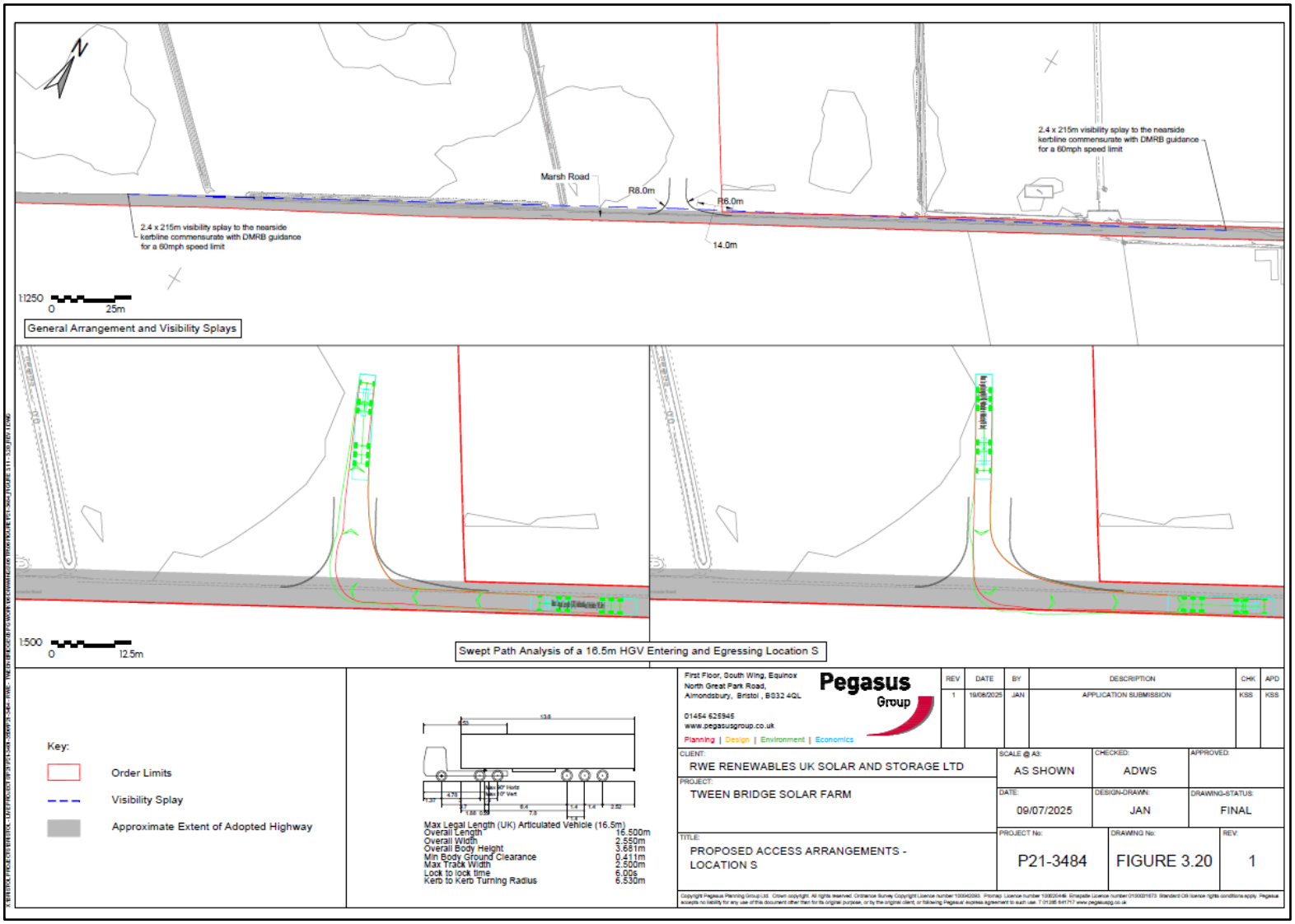

N
2.4 x 215m visibility splay to the nearside kerbline commensurate with DMRB guidance for a 60mph speed limit
2.4 x 215m visibility splay to the nearside kerbline commensurate with DMRB guidance for a 60mph speed limit
A18 High Levels Bank
1:1250
0
25m
Access Arrangement @ 1:1,250
1:500
0
12.5m
Swept 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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REV 1 DATE 19/09/2025 BY JAN DESCRIPTION APPLICATION SUBMISSION CHK KSS APD KSS
CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD
PROJECT: TWEEN BRIDGE SOLAR FARM
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION N
SCALE @ A3: AS SHOWN
CHECKED: ADWS
APPROVED: KS
DATE: 09/07/2025
DESIGN-DRAWN: JAN
DRAWING-STATUS: FINAL
PROJECT No: P21-3484
DRAWING No: FIGURE 3.15
REV: 1

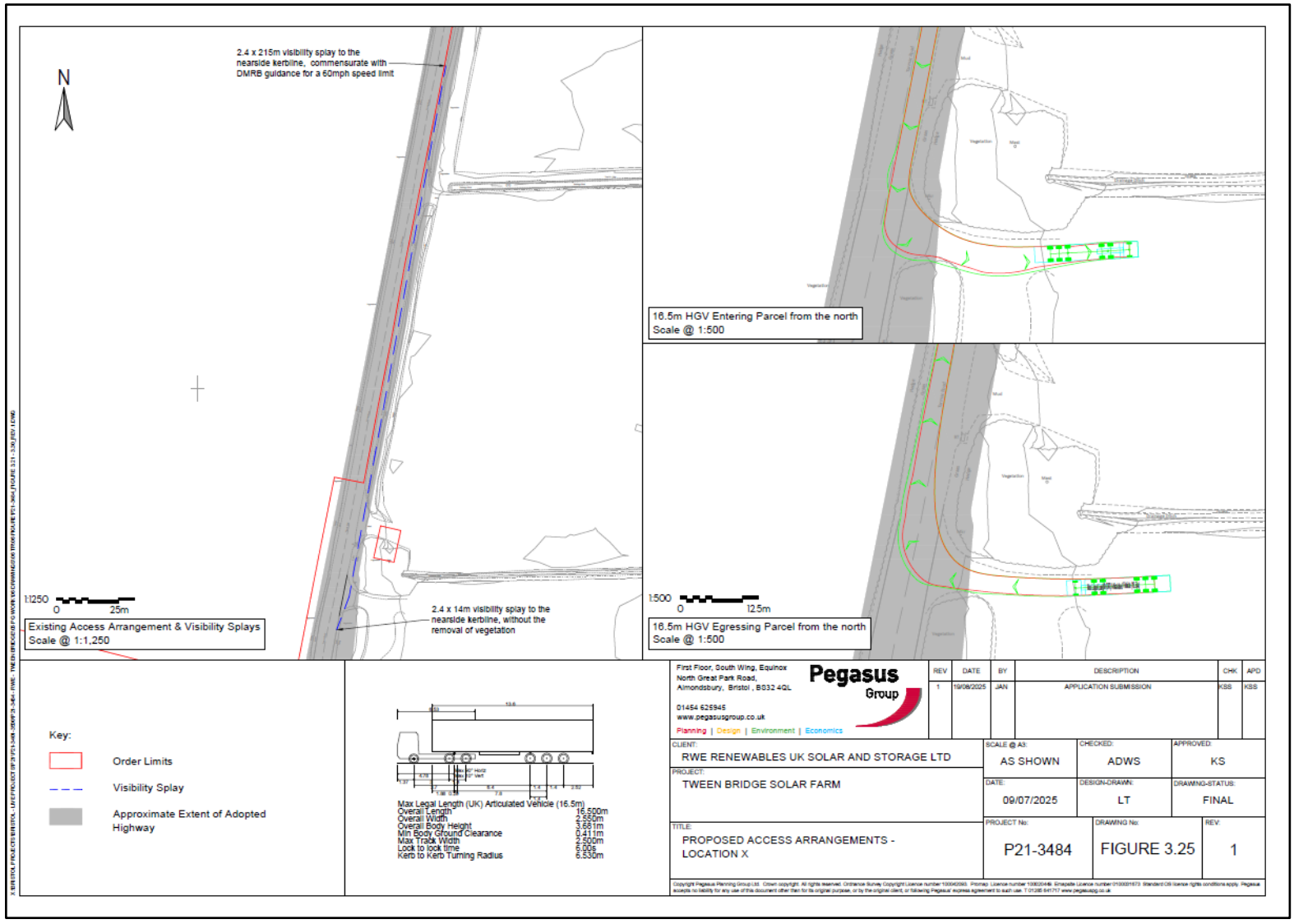

N
A18 High Levels Bank
2.4 x 215m visibility splay to the nearside kerbline commensurate with DMRB guidance for a 60mph speed limit
Existing bridge to be surveyed to confirm if it is suitable to accommodate HGVs
2.4 x 215m visibility splay to the nearside kerbline commensurate with DMRB guidance for a 60mph speed limit
Access Arrangement @ 1:500 scale
Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Location O @ 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 3.661m
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
PROJECT: TWEEN BRIDGE, THORNE
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION O
SCALE @ A3: AS SHOWN
CHECKED: ADWS
APPROVED: KS
DATE: 09/07/2025
DESIGN-DRAWN: JAN
DRAWING-STATUS: DRAFT
PROJECT No: P21-3484
DRAWING No: FIGURE 3.16
REV: 1

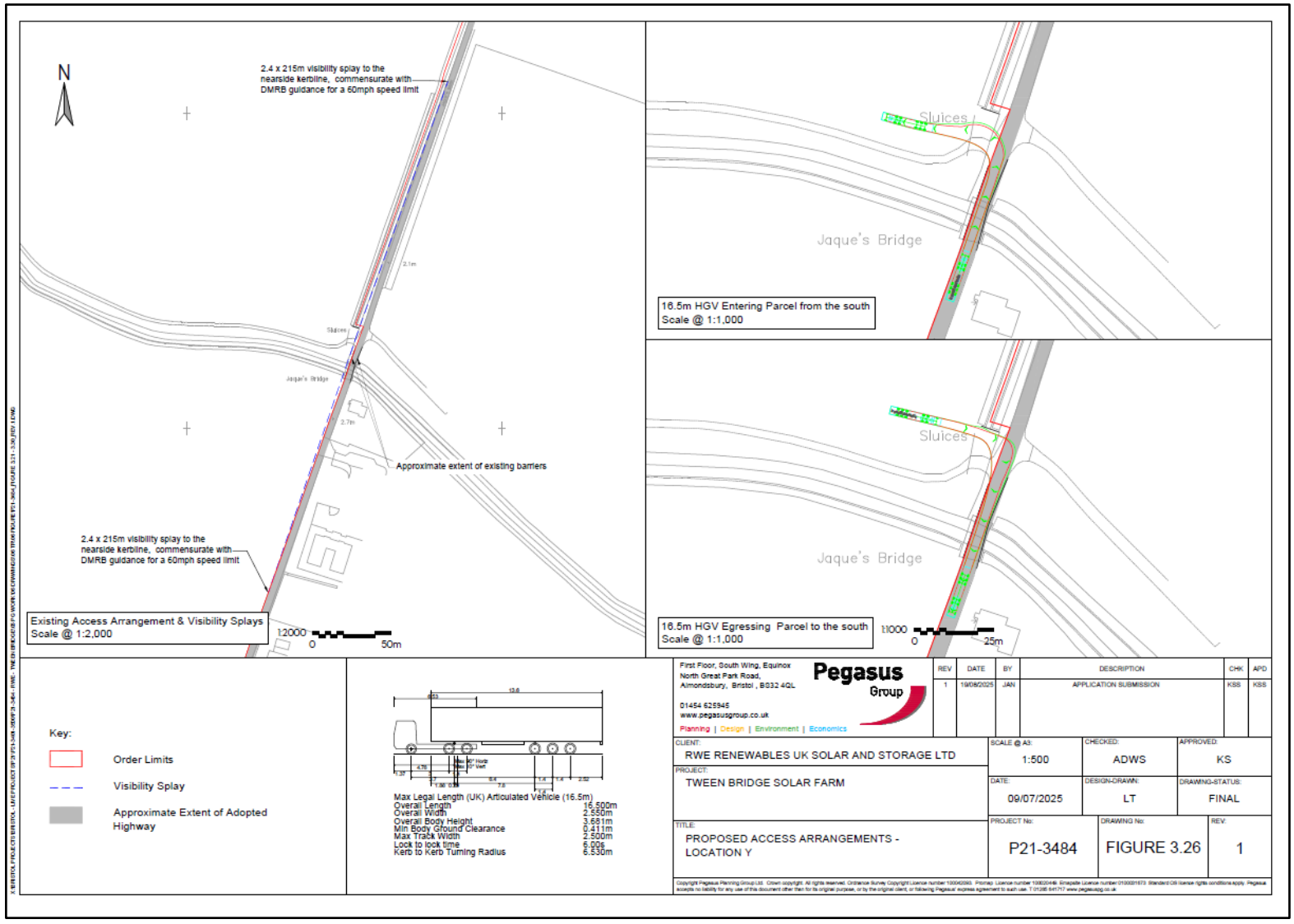

N
2.4 x 51.8m visibility splay to the location of oncoming traffic from the west
Drain
Drain
A18
Existing bridge to be upgraded to accommodate HGV traffic
High Levels Bank
2.4 x 215m visibility splay to the nearside kerbline commensurate with DMRB guidance for a 60mph speed limit
1:1000
0
25m
Swept Path 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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CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD
PROJECT: TWEEN BRIDGE SOLAR FARM
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION P
SCALE @ A3: 1:1,000
CHECKED: ADWS
APPROVED: KS
DATE: 09/07/2025
DESIGN-DRAWN: JAN
DRAWING-STATUS: FINAL
PROJECT No: P21-3484
DRAWING No: FIGURE 3.17
REV: 1

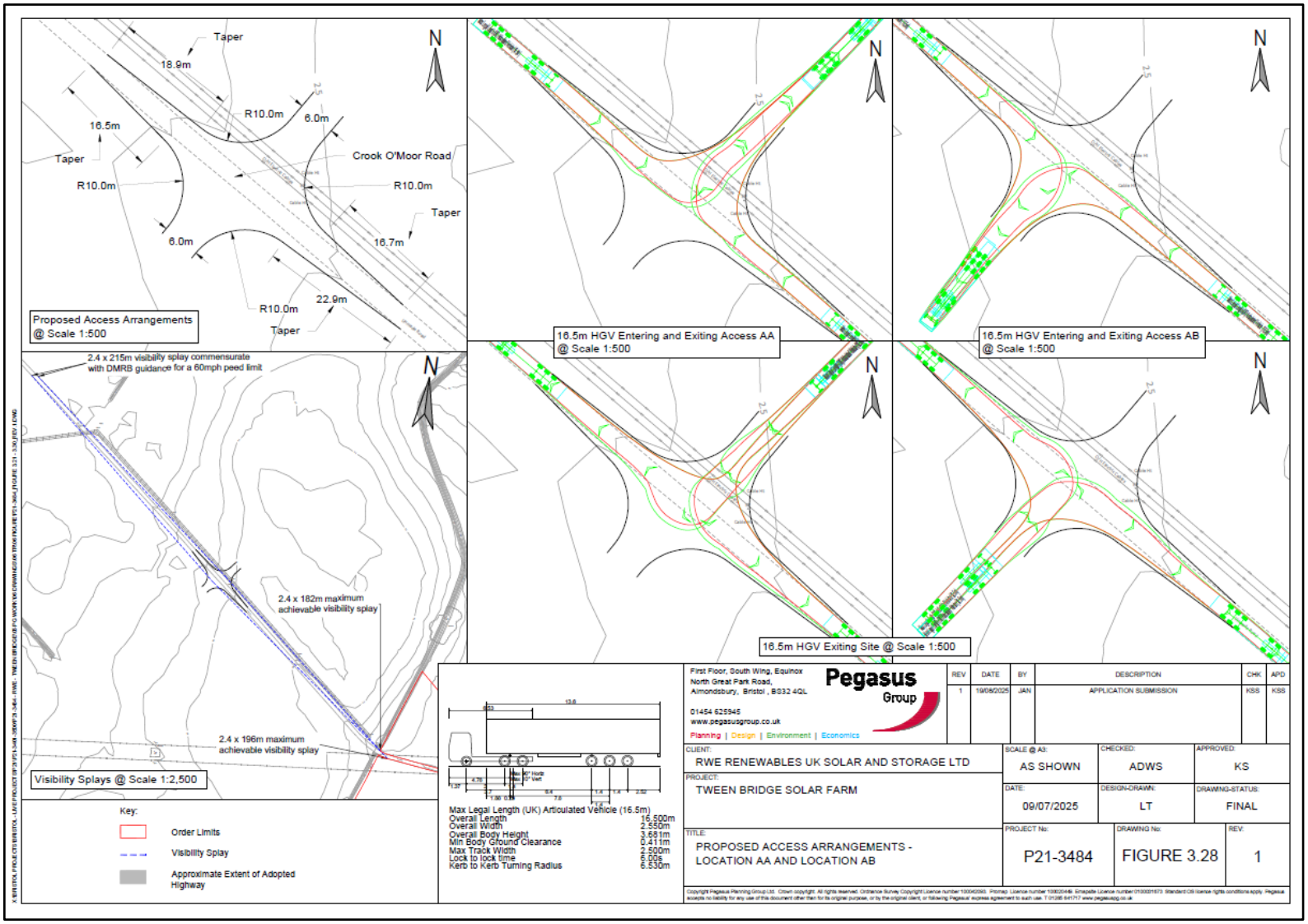

N
2.4 x 62.2m maximum achievable visibility splay to the nearside kerbline
R10.00
2.4 x 64.1m maximum achievable visibility splay to the nearside kerbline
1:1000
0
25m
1:500
0
12.5m
General Arrangement - Location Q
Scale @ 1:1,000
Swept Path Analysis of a 13.7m Tractor and Trailer Entering and Egressing 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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1 19/08/2025 JAN APPLICATION SUBMISSION KSS KSS
CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD
SCALE @ A3: AS SHOWN
CHECKED: ADWS
APPROVED: KS
PROJECT: TWEEN BRIDGE SOLAR FARM
DATE: 09/07/2025
DESIGN-DRAWN: JAN
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TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION Q
PROJECT No: P21-3484
DRAWING No: FIGURE 3.18
REV: 1

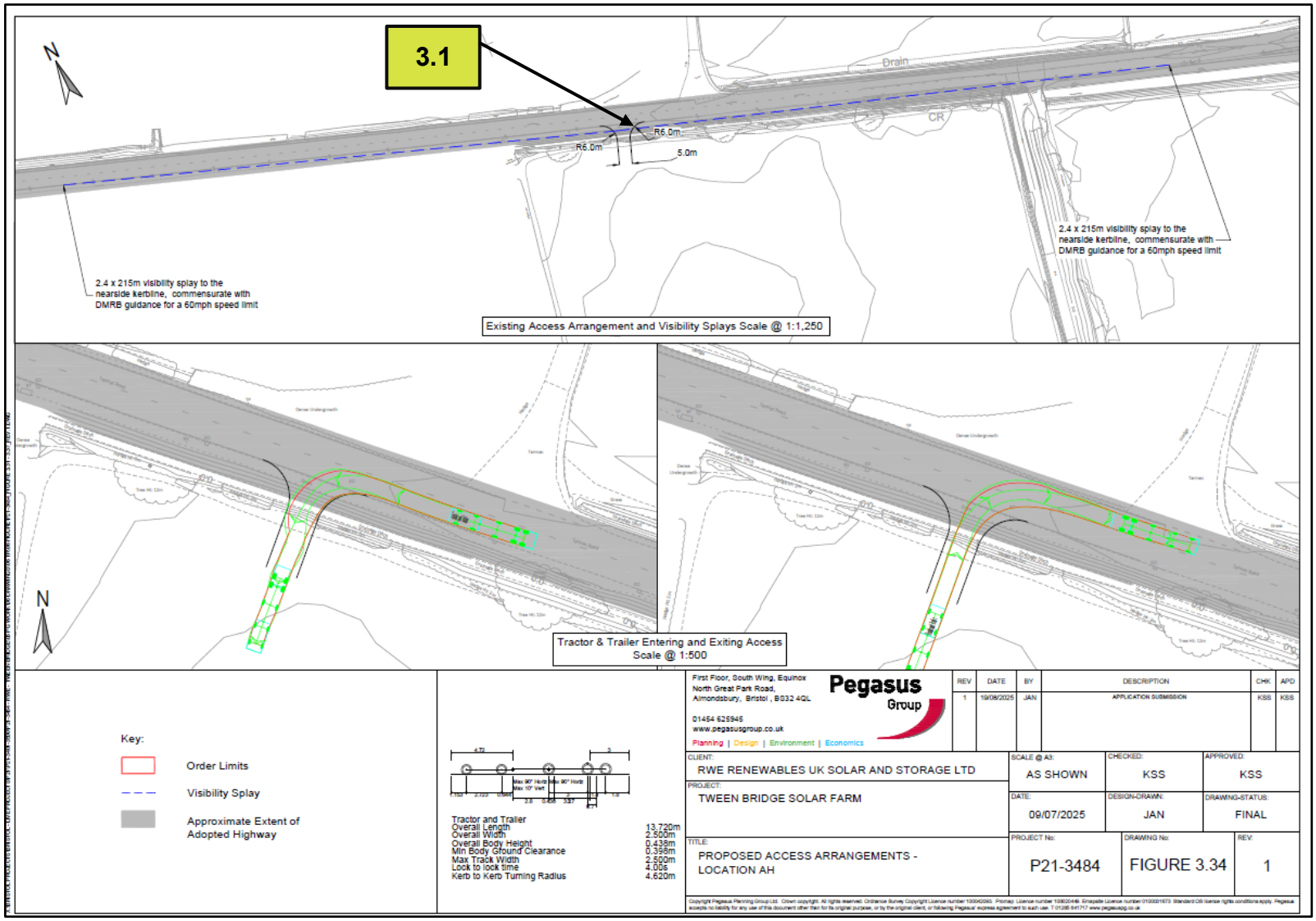

N
2.4 x 215m visibility splay to the nearside kerbline commensurate with DMRB guidance for a 60mph speed limit
2.4 x 215m visibility splay to the nearside kerbline commensurate with DMRB guidance for a 60mph speed limit
Existing bridge (Suitability TBC)
1:1250
0
25m
Existing Access and Visibility Splays
N
1:500
0
12.5m
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
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1 | 19/08/2025 | JAN | APPLICATION SUBMISSION | KSS | KSS
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TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION R
SCALE @ A3: AS SHOWN
CHECKED: ADWS
APPROVED: KS
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PROJECT No: P21-3484
DRAWING No: FIGURE 3.19
REV: 1

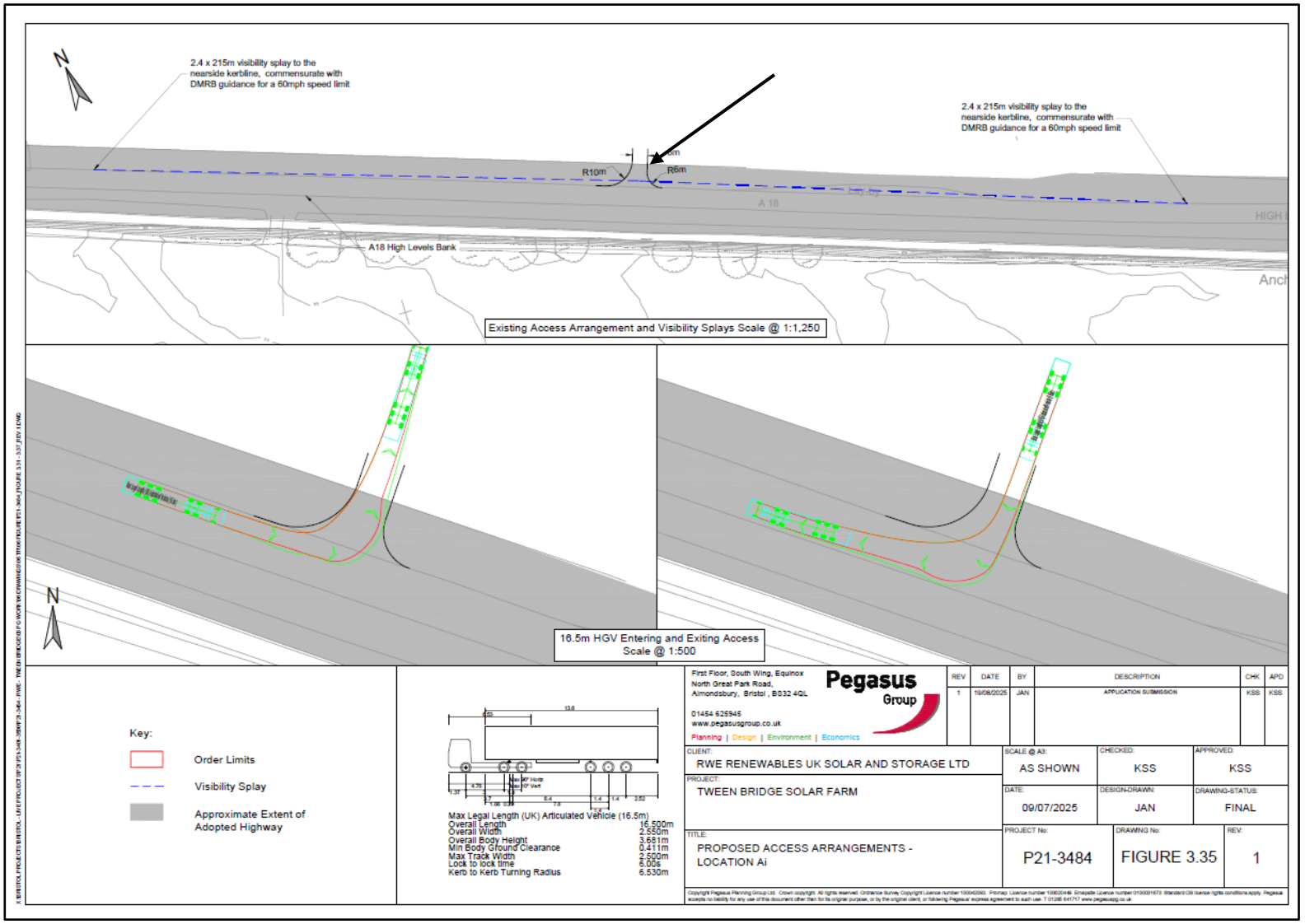

Marsh Road
R8.0m
R8.0m
14.0m
2.4 x 215m visibility splay to the nearside kerbline commensurate with DMRB guidance for a 60mph speed limit
2.4 x 215m visibility splay to the nearside kerbline commensurate with DMRB guidance for a 60mph speed limit
1:1250
0
25m
General Arrangement and Visibility Splays
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 6.006
Kerb to Kerb Turning Radius 6.530m
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PROJECT: TWEEN BRIDGE SOLAR FARM
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SCALE @ A3: AS SHOWN
CHECKED: ADWS
APPROVED:
DATE: 09/07/2025
DESIGN-DRAWN: JAN
DRAWING-STATUS: FINAL
PROJECT No: P21-3484
DRAWING No: FIGURE 3.20
REV: 1

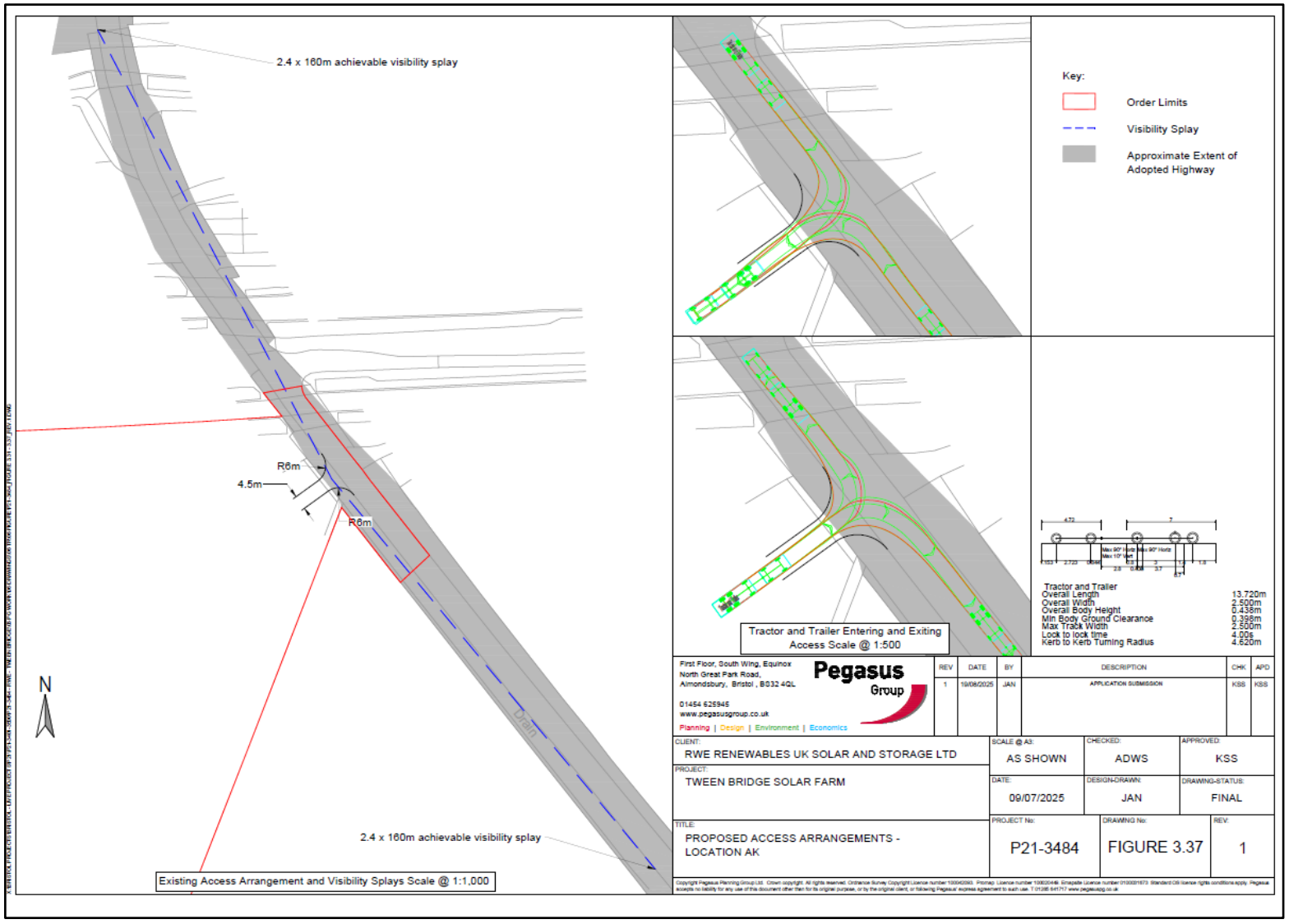

2.4 x 215m visibility splay to the nearside kerbline, commensurate with DMRB guidance for a 60mph speed limit
N
1:250
0
25m
Existing Access Arrangement & Visibility Splays
Scale @ 1:1,250
2.4 x 14m visibility splay to the nearside kerbline, without the removal of vegetation
16.5m HGV Entering Parcel 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 3.661m
Min Body Ground Clearance 0.411m
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Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.500m
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SCALE @ A3: AS SHOWN
CHECKED: ADWS
APPROVED: KS
DATE: 09/07/2025
DESIGN-DRAWN: LT
DRAWING-STATUS: FINAL
PROJECT No: P21-3484
DRAWING No: FIGURE 3.25
REV: 1


N
2.4 x 215m visibility splay to the nearside kerbline, commensurate with DMRB guidance for a 60mph speed limit
Sluices
Jaque's Bridge
Approximate extent of existing barriers
2.4 x 215m visibility splay to the nearside kerbline, commensurate with DMRB guidance for a 60mph speed limit
Existing Access Arrangement & Visibility Splays
Scale @ 1:2,000
1:2000
0
50m
16.5m HGV Entering Parcel from the south
Scale @ 1:1,000
16.5m HGV Egressing Parcel to the south
Scale @ 1:1,000
1:1000
0
25m
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 6.006
Kerb to Kerb Turning Radius 6.530m
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REV 1 DATE 19/08/2025 BY JAN DESCRIPTION APPLICATION SUBMISSION CHK KSS APD KSS
CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD
PROJECT: TWEEN BRIDGE SOLAR FARM
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION Y
SCALE @ A3: 1:500
CHECKED: ADWS
APPROVED: KS
DATE: 09/07/2025
DESIGN-DRAWN: LT
DRAWING-STATUS: FINAL
PROJECT No: P21-3484
DRAWING No: FIGURE 3.26
REV: 1


Taper
18.9m
R10.0m
6.0m
16.5m
Taper
Crook O'Moor Road
R10.0m
R10.0m
Taper
6.0m
16.7m
22.9m
R10.0m
Taper
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
16.5m HGV Exiting Site @ Scale 1:500
2.4 x 215m visibility splay commensurate
with DMRB guidance for a 60mph peed limit
2.4 x 182m maximum
achievable visibility splay
2.4 x 196m maximum
achievable visibility splay
Visibility Splays @ Scale 1:2,500
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 AA AND LOCATION AB
SCALE @ A3: AS SHOWN
CHECKED: ADWS
APPROVED: KS
DATE: 09/07/2025
DESIGN-DRAWN: LT
DRAWING-STATUS: FINAL
PROJECT No: P21-3484
DRAWING No: FIGURE 3.28
REV: 1


3.1
N
Drain
CR
R6.0m
R6.0m
5.0m
2.4 x 215m visibility splay to the nearside kerbline, commensurate with DMRB guidance for a 60mph speed limit
2.4 x 215m visibility splay to the nearside kerbline, commensurate with DMRB guidance for a 60mph speed limit
Existing Access Arrangement and Visibility Splays Scale @ 1:1,250
N
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 0.435m
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
SCALE @ A3: AS SHOWN
CHECKED: KSS
APPROVED: KSS
DATE: 09/07/2025
DESIGN-DRAWN: JAN
DRAWING-STATUS: FINAL
PROJECT No: P21-3484
DRAWING No: FIGURE 3.34
REV: 1


2.4 x 215m visibility splay to the nearside kerbline, commensurate with DMRB guidance for a 60mph speed limit
2.4 x 215m visibility splay to the nearside kerbline, commensurate with DMRB guidance for a 60mph speed limit
R10m
R6m
A18 High Levels Bank
A 18
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 3.661m
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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REV 1 DATE 19/08/2025 BY JAN DESCRIPTION APPLICATION SUBMISSION CHK KSS APD KSS
CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD
PROJECT: TWEEN BRIDGE SOLAR FARM
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION Ai
SCALE @ A3: AS SHOWN
CHECKED: KSS
APPROVED: KSS
DATE: 09/07/2025
DESIGN-DRAWN: JAN
DRAWING-STATUS: FINAL
PROJECT No: P21-3484
DRAWING No: FIGURE 3.35
REV: 1


2.4 x 160m achievable visibility splay
R6m
4.5m
R6m
Drain
N
2.4 x 160m achievable visibility splay
Existing Access Arrangement and Visibility Splays Scale @ 1:1,000
Key:
Order Limits
Visibility Splay
Approximate Extent of Adopted Highway
Tractor and Trailer Entering and Exiting Access Scale @ 1:500
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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CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD
PROJECT: TWEEN BRIDGE SOLAR FARM
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION AK
SCALE @ A3: AS SHOWN
CHECKED: ADWS
APPROVED: KSS
DATE: 09/07/2025
DESIGN-DRAWN: JAN
DRAWING-STATUS: FINAL
PROJECT No: P21-3484
DRAWING No: FIGURE 3.37
REV: 1

Appendix E – Road Safety Audit Designer's Responses

GG 119 - ROAD SAFETY AUDIT RESPONSE

Project/Report Title:	Tween Bridge Solar Farm, Thorne, Doncaster - Designer's Response
Audit Stage:	Stage 1
Date:	14/05/2026
Document Reference:	P21-3484_TR11
Document Revision:	-
Prepared by (Design Organisation):	Pegasus Group
On behalf of (Overseeing Organisation):	City of Doncaster Council
Scheme Summary:	The site consists of various site accesses associated with a ground mounted solar farm development (Tween Bridge Solar Farm). 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.
Audit Report Reference	Stage 1 Road Safety Audit Section 278 highway works associated with a Solar Farm development at Tween Bridge, Thorne, Doncaster.
Details of Personnel: Overseeing Organisation	City of Doncaster Council
Road Safety Audit Team	[redacted] – MSc, BSc (Hons), MCIHT, MSoRSA Principal Engineer -TMS Consultancy [redacted] – CertEd, ACFS, FCIHT, FSoRSA, MITARoad Safety Engineer -TMS Consultancy
Design Organisation	[redacted] Senior Director of Transport - Pegasus Group [redacted], Principal Transport Planner - Pegasus Group

RSA Problem		RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
Audit Ref	**Problem**				
3.1	The proposed access B will cross an existing drainage ditch that runs parallel along the east side of Moor Edges Road. A lack of protection from them the ditch for vehicles making turning manoeuvres into / from the access may result in vehicles leaving the carriageway and descending / overturning into the ditch.	At detailed design stage the drainage ditch should be piped and culverted and sufficient edge clearance provided between the carriageway and the culvert headwalls.	Agreed. This will be addressed at detailed design stage.		
3.2	At Location F on A18 High levels Bank there is a significant levels difference between the existing carriageway and the land to the south which will become the site access road. Due to the uphill gradient, large and high sided vehicles may have difficulty egressing from the access onto A18 High levels Bank, which may increase the risk of pull-out type vehicle collisions.	A level dwell area should be provided on the immediate approach to the access	Agreed. This will be addressed at detailed design stage.		
3.3	Throughout the wider extents of the scheme the existing carriageway surface at some locations is already in a poor state of repair, with evidence of potholes, loose material, surface cracking etc. The intensified usage of the accesses by large vehicles may lead to increased degradation of the carriageway and thus increase the risk of skid and loss of control type vehicle collisions.	Where required, works to resurface, repair or strengthen the existing carriageway should be carried.	Agreed. It is the responsibility of the local highway authority to maintain adopted highway extents. However, A pre-commencement highway condition survey of the existing carriageway surfaces at the scheme will be carried out to assess the baseline conditions. This would be followed by a further Condition Survey 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.		
3.4	Some routes around the site are inappropriate for usage by large vehicles (for example due to narrow widths and weight restrictions). If construction traffic uses these routes there may be an increased risk of vehicle collisions.	At detailed design stage, as well as the Traffic Management Plan and driver training, route signage may be required.	Agreed. This is set out in the Outline Construction Traffic Management Plan.		

DESIGN ORGANISATION AND OVERSEEING ORGANISATION STATEMENTS	**On behalf of the design organisation I certify that:** **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.**		**On behalf of the Overseeing Organisation I certify that:** **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and** **2) the agreed RSA actions will be progressed.**	
	Name:	[redacted]	Name:	
	Signed	[redacted]	Signed	
	Position:	Senior Director - Transport	Position:	
	Organisation:	Pegasus Group	Organisation:	
	Date:	14/05/2026	Date:	

GG 119 - ROAD SAFETY AUDIT RESPONSE

Project/Report Title:	Tween Bridge Solar Farm, Thorne, Doncaster - Designer's Response
Audit Stage:	Stage 1
Date:	14/05/2026
Document Reference:	P21-3484_TR12
Document Revision:	-
Prepared by (Design Organisation):	Pegasus Group
On behalf of (Overseeing Organisation):	North Lincolnshire Council
Scheme Summary:	The site consists of various site accesses associated with a ground mounted solar farm development (Tween Bridge Solar Farm). 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.
Audit Report Reference	Stage 1 Road Safety Audit Section 278 highway works associated with a Solar Farm development at Tween Bridge, Thorne, Doncaster.
Details of Personnel: **Overseeing Organisation**	North Lincolnshire Council
Road Safety Audit Team	[redacted] – MSc, BSc (Hons), MCIHT, MSoRSA - Principal Engineer -TMS Consultancy [redacted] – CertEd, ACFS, FCIHT, FSoRSA, MITA - Road Safety Engineer -TMS Consultancy
Design Organisation	[redacted] Senior Director - Transport, Pegasus Group [redacted], Principal Transport Planner, Pegasus Group

RSA Problem		RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
Audit Ref	**Problem**				
3.1	The proposed access AH will cross an existing drainage ditch that runs parallel along the east side of Moor Edges Road. A lack of protection from them the ditch for vehicles making turning manoeuvres into / from the access may result in vehicles leaving the carriageway and descending / overturning into the ditch.	At detailed design stage the drainage ditch should be piped and culverted and sufficient edge clearance provided between the carriageway and the culvert headwalls.	Agreed. This will be addressed at detailed design stage.		
3.2	Throughout the wider extents of the scheme the existing carriageway surface at some locations is already in a poor state of repair, with evidence of potholes, loose material, surface cracking etc. The intensified usage of the accesses by large vehicles may lead to increased degradation of the carriageway and thus increase the risk of skid and loss of control type vehicle collisions.	Where required, works to resurface, repair or strengthen the existing carriageway should be carried.	Agreed. It is the responsibility of the local highway authority to maintain adopted highway extents. However, A pre-commencement highway condition survey of the existing carriageway surfaces at the scheme will be carried out to assess the baseline conditions. This would be followed by a further Condition Survey 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.		
3.3	Some routes around the site are inappropriate for usage by large vehicles (for example due to narrow widths and weight restrictions). If construction traffic uses these routes there may be an increased risk of vehicle collisions.	At detailed design stage, as well as the Traffic Management Plan and driver training, route signage may be required.	Agreed. This is set out in the Outline Construction Traffic Management Plan.		

DESIGN ORGANISATION AND OVERSEEING ORGANISATION STATEMENTS	**On behalf of the design organisation I certify that:** **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.**		**On behalf of the Overseeing Organisation I certify that:** **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and** **2) the agreed RSA actions will be progressed.**	
	Name:	[redacted]	Name:	
	Signed	[redacted]	Signed	
	Position:	Senior Director - Transport	Position:	
	Organisation:	Pegasus Group	Organisation:	
	Date:	14/05/2026	Date:	

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

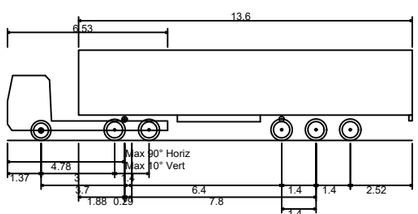


Swept Path Analysis of a 16.5m Articulated Vehicle Navigating Location U

Key:

- Order Limits
- Approximate Extent of Adopted Highway

What3Words reference: beside.reworked.intend



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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2	18/05/2026	JAN	DEADLINE 2	KSS	KSS
3	24/06/2026	JAN	DEADLINE 3	KSS	KSS

CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD

PROJECT: TWEEN BRIDGE SOLAR FARM

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	3

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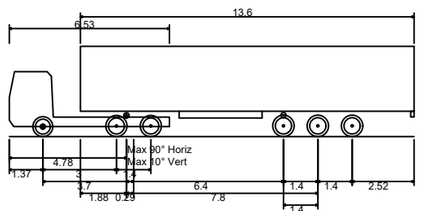


Swept Path Analysis of a 16.5m Articulated Vehicle Navigating Location V

Key:

- Order Limits
- Approximate Extent of Adopted Highway

What3Words reference: reckons.multiply.guru



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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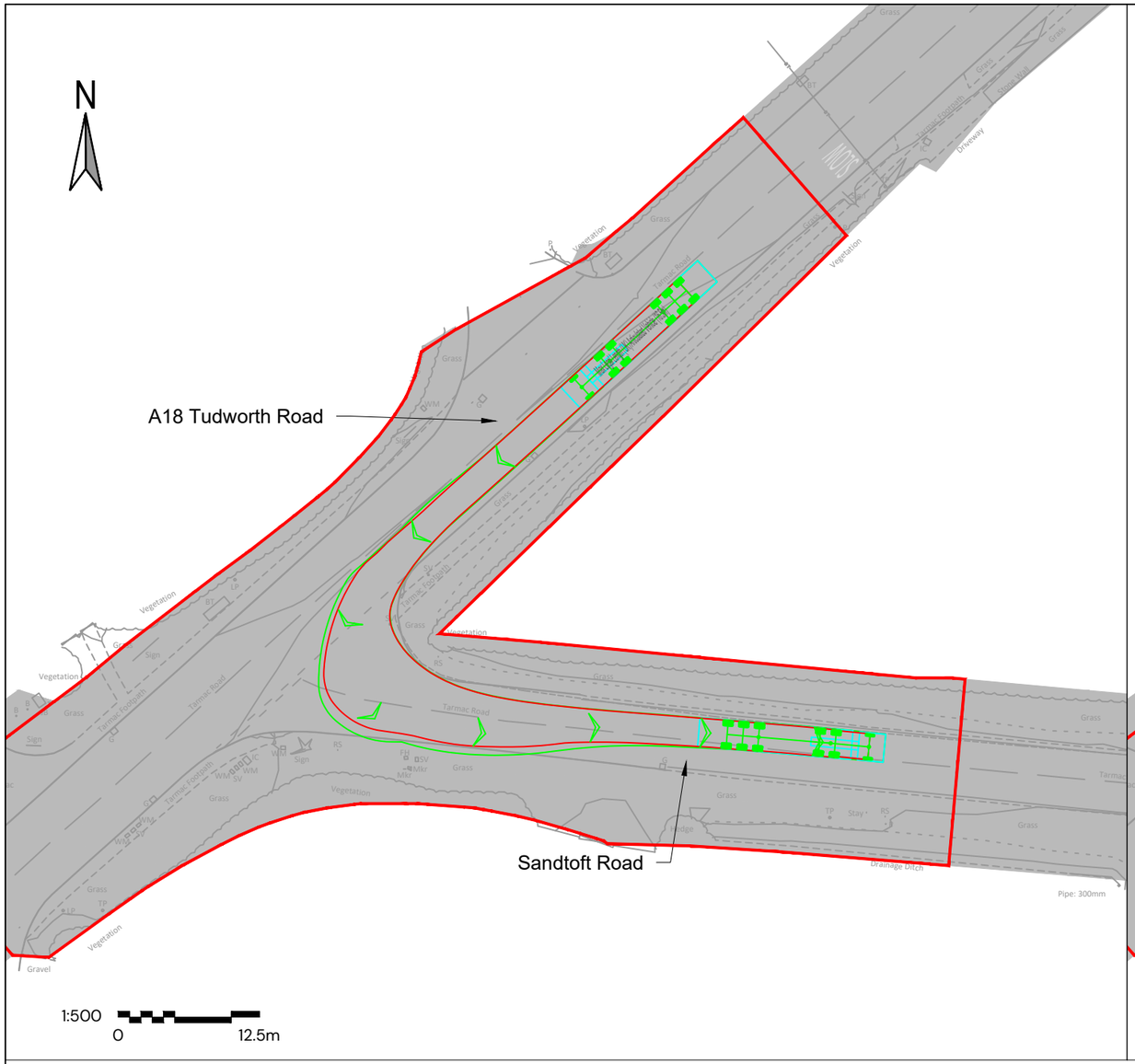
REV	DATE	BY	DESCRIPTION	CHK	APD
1	19/08/2025	JAN	APPLICATION SUBMISSION	KSS	KSS
2	18/05/2026	JAN	DEADLINE 2	KSS	KSS
3	24/06/2026	JAN	DEADLINE 3	KSS	KSS

CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD	SCALE @ A3: 1:500	CHECKED: ADWS	APPROVED: KS
PROJECT: TWEEN BRIDGE SOLAR FARM	DATE: 09/07/2025	DESIGN-DRAWN: LT	DRAWING-STATUS: FINAL
TITLE: LOCATION V - GODNOW ROAD / A161 JUNCTION	PROJECT No: P21-3484	DRAWING No: FIGURE 3.23	REV: 3

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



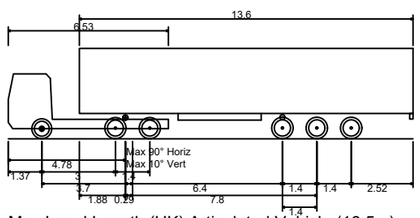


Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Location G

Key:

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

What3Words reference: reconnect.surnames.stews



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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2	18/05/2026	JAN	DEADLINE 2	KSS	KSS
3	24/06/2026	JAN	DEADLINE 3	KSS	KSS

CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD

PROJECT: TWEEN BRIDGE SOLAR FARM

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

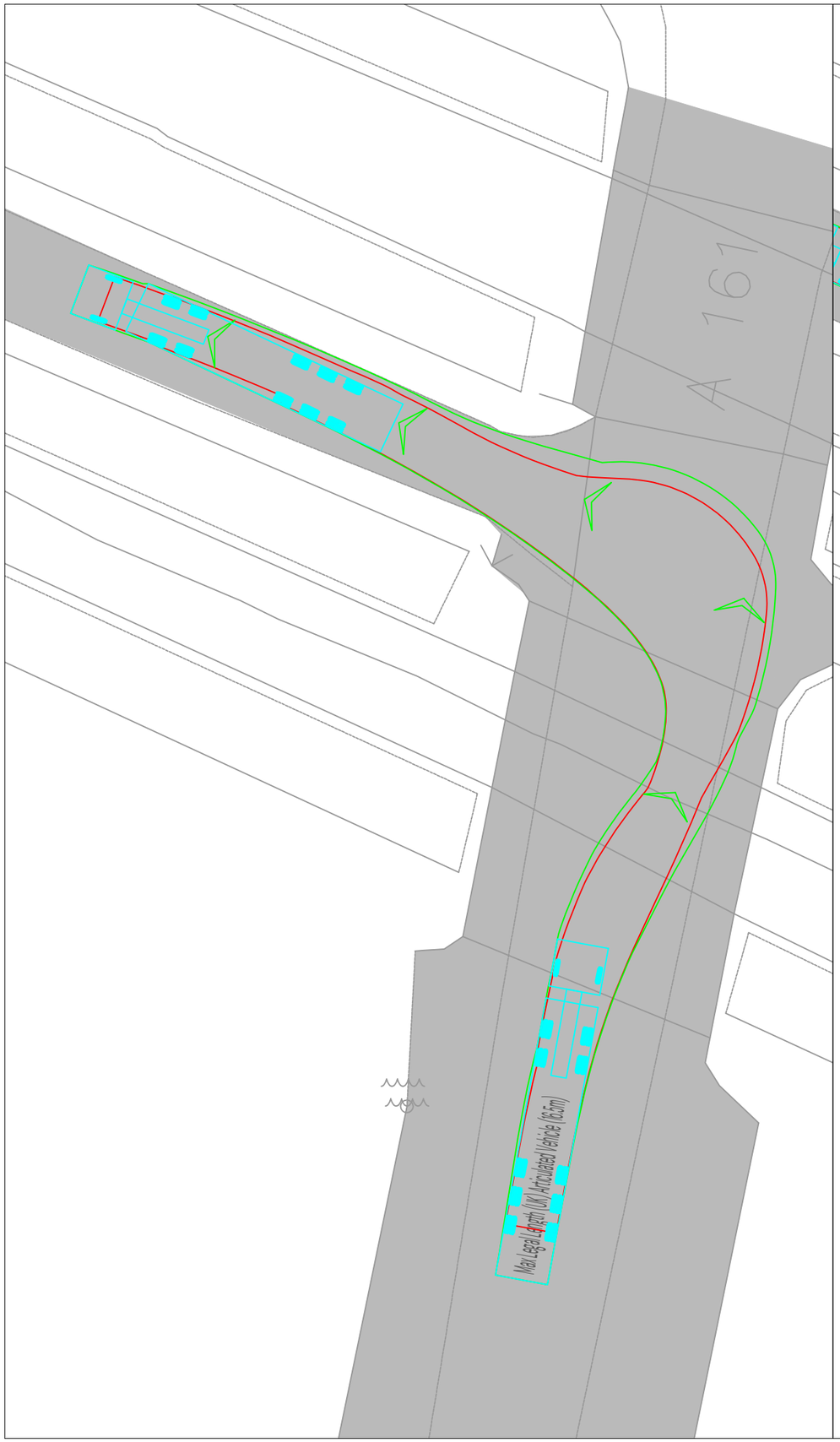
SCALE @ A3:	CHECKED:	APPROVED:
1:500	ADWS	KS
DATE:	DESIGN-DRAWN:	DRAWING-STATUS:
09/07/2025	JAN	FINAL
PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.8	3

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Appendix H – Swept Path Assessment (Unnamed Road / A161)

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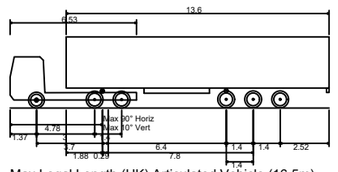
N

1:250
0 5m

Key:

Approximate Adopted Highway Boundary

Notes;
1. Vehicle tracked at default forward speed of 5mph.



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

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
-	DD.MM.YYYY			

SWEPT PATH ASSESSMENT OF A 16.5M HGV AT A161 JUNCTION

TWEEN BIRDGE SOLAR FARM

CLIENT:
RWE RENEWABLES UK SOLAR AND STORAGE LTD

DATE:	SCALE:	DRAWING STATUS	REVISION
13/05/2026	1:250 @ A3	INDICATIVE	-

DRAWING NUMBER:
P21-3484_SK23

DRAWN BY:	APPROVED BY:	OFFICE:
LT/AS	KSS	BRS

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Appendix i – Temporary Signage



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