Tween Bridge Solar Farm

7.7 Outline Construction Traffic Management Plan Part 1

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

APFP Regulation 5(2)(q)

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Table of Contents:

1 Introduction 8
2 Scheme Context 9

2.1. Scheme Location and Description 9
2.2. Strategic Road Network 10
2.3. Local Highway Network 10
2.4. Existing Site Accesses 15

3 Proposed Scheme Access Arrangements 15

3.1. Order Limits Access 15
3.2. Location A 18
3.3. Location B 19
3.4. Location C 20
3.5. Location D 20
3.6. Location E 21
3.7. Location F 21
3.8. Location H 22
3.9. Location i 22
3.10. Location J 23
3.11. Location K 23
3.12. Location M 24
3.13. Location N 24
3.14. Location O 25
3.15. Location P 25
3.16. Location Q 26
3.17. Location R 26
3.18. Location S 26
3.19. Location W 27
3.20. Location X 27
3.21. Location Y 28
3.22. Location Z 28
3.23. Location AA 29
3.24. Location AB 29
3.25. Location AC 30
3.26. Location AD 30
3.27. Location AE 31
3.28. Location AH 31
3.29. Location Ai 31
3.30. Location AJ 32
3.31. Location AK 32
3.32. Surfacing 32
3.33. Stage One Road Safety Audits 33

3.34. Proposed Operational Access 34

4 Construction Traffic Routing 34

4.2. Land Parcel A 35
4.3. Land Parcel B 35
4.4. Land Parcel C 36
4.5. Land Parcel D 36
4.6. Land Parcel E 37
4.7. Construction Route Mitigation 38

5 Vehicle Trip Attraction 39

5.1. Construction Phase 39
5.2. Summary 44

6 Proposed Mitigation Measures 44

6.2. Construction Compounds 44
6.3. Management of HGVs 46
6.4. Operation and Management of Banksmen 47
6.5. Temporary Signage 47
6.6. Public Rights of Way 48
6.7. Traffic Management 50
6.8. Condition Survey 51
6.9. Abnormal Indivisible Loads (AIL) Plan 52
6.10. Consultation / Liaison with Local Communities 53
6.11. M180 Renewal 54

7 References 55
8 Glossary 55
Appendix A – Order Limits 89
Appendix B – Speed Survey Data 90
Appendix C – Road Safety Audit Briefs 91
Appendix D – Road Safety Audit Reports 92
Appendix E – Road Safety Audit Designer's Responses 93
Appendix F – Swept Path Assessments (Godnow Road, Windsor Road and Marsh Road) 94
Appendix G – Swept Path Assessments (A189 Tudworth Road / Sandtoft Road) 95
Appendix H - Swept Path Assessment (Unnamed Road / A161) 96
Appendix i – Swept Path Assessment (A18 / High Levels Bank (Idles Bank) 97
Appendix J – Temporary Signage 98
~~1 Introduction 5~~
~~2 Scheme Context 6~~

~~2.1. Scheme Location and Description 6~~
~~2.2. Strategic Road Network 7~~

2.3. Local Highway Network 7
2.4. Existing Site Accesses 12

3 Proposed Scheme Access Arrangements 12

3.1. Order Limits Access 12
3.2. Location A 15
3.3. Location B 16
3.4. Location C 16
3.5. Location D 17
3.6. Location E 17
3.7. Location F 18
3.8. Location H 18
3.9. Location i 19
3.10. Location J 19
3.11. Location K 20
3.12. Location M 20
3.13. Location N 21
3.14. Location O 21
3.15. Location P 22
3.16. Location Q 22
3.17. Location R 23
3.18. Location S 23
3.19. Location W 24
3.20. Location X 24
3.21. Location Y 24
3.22. Location Z 25
3.23. Location AA 25
3.24. Location AB 26
3.25. Location AC 27
3.26. Location AD 27
3.27. Location AE 27
3.28. Location AH 27
3.29. Location Ai 28
3.30. Location AJ 28
3.31. Location AK 29
3.32. Surfacing 29
3.33. Stage One Road Safety Audits 30
3.34. Proposed Operational Access 30

4 Construction Traffic Routing 31

4.2. Land Parcel A 31
4.3. Land Parcel B 32
4.4. Land Parcel C 32

~~4.5. Land Parcel D ..... 33~~
~~4.6. Land Parcel E ..... 34~~
~~4.7. Construction Route Mitigation ..... 35~~

~~5 Vehicle Trip Attraction ..... 35~~

~~5.1. Construction Phase ..... 36~~
~~5.2. Summary ..... 41~~

~~6 Proposed Mitigation Measures ..... 41~~

~~6.2. Construction Compounds ..... 41~~
~~6.3. Management of HGVs ..... 43~~
~~6.4. Operation and Management of Banksmen ..... 43~~
~~6.5. Temporary Signage ..... 44~~
~~6.6. Public Rights of Way ..... 45~~
~~6.7. Traffic Management ..... 46~~
~~6.8. Condition Survey ..... 47~~
~~6.9. Abnormal Indivisible Loads (AIL) Plan ..... 48~~
~~6.10. Consultation / Liaison with Local Communities ..... 50~~
~~6.11. M180 Renewal ..... 50~~

~~7 References ..... 52~~
~~8 Glossary ..... 52~~
~~Appendix A Order Limits ..... 86~~
~~Appendix B – Speed Survey Data ..... 87~~
~~Appendix C Road Safety Audit Briefs ..... 88~~
~~Appendix D – Road Safety Audit Reports ..... 89~~
~~Appendix E Road Safety Audit Designer's Responses ..... 90~~
~~Appendix F – Swept Path Assessments (Godnow Road, Windsor Road and Marsh Road) ..... 91~~
~~Appendix G Swept Path Assessments (A189 Tudworth Road / Sandtoft Road) ..... 92~~
~~Appendix H – Swept Path Assessment (Unnamed Road / A161) ..... 93~~
~~Appendix i Swept Path Assessment (A18 / High Levels Bank (Idles Bank) ..... 94~~
~~Appendix J – Temporary Signage ..... 95~~

Table 3-1: Proposed Points of Access to the Scheme during the Construction Phase 15
Table 3-2: AADT at each access point 42
Table 9-1: Glossary for Transport and Access 55
~~Table 3-1: Proposed Points of Access to the Scheme during the Construction Phase ..... 12~~
~~Table 3-2: AADT at each access point ..... 38~~
~~Table 9-1: Glossary for Transport and Access ..... 52~~

List of Figures:

Figure 2.1 Revision 3 Indicative Access Strategy 57
Figure 3.1 Revision 3 Proposed Access Arrangements Master 58
Figure 3.2 Revision 3 Proposed Access Arrangements – Access A 59
Figure 3.3 Revision 3 Proposed Access Arrangements – Access B 60
Figure 3.4 Revision 4 Proposed Access Arrangements – Access C 61
Figure 3.5 Revision 3 Proposed Access Arrangements – Access D 62
Figure 3.6 Revision 3 Proposed Access Arrangements – Access E 63
Figure 3.7 Revision 3 Proposed Access Arrangements – Access F 64
Figure 3.9 Revision 3 Proposed Access Arrangements – Access H 65
Figure 3.10 Revision 3 Proposed Access Arrangements – Access i 66
Figure 3.11 Revision 3 Proposed Access Arrangements – Access J 67
Figure 3.12 Revision 3 Proposed Access Arrangements – Access K 68
Figure 3.14 Revision 3 Proposed Access Arrangements – Access M 69
Figure 3.15 Revision 3 Proposed Access Arrangements – Access N 70
Figure 3.16 Revision 3 Proposed Access Arrangements – Access O 71
Figure 3.17 Revision 3 Proposed Access Arrangements – Access P 72
Figure 3.18 Revision 3 Proposed Access Arrangements – Access Q 73
Figure 3.19 Revision 3 Proposed Access Arrangements – Access R 74
Figure 3.20 Revision 3 Proposed Access Arrangements – Access S 75
Figure 3.24 Revision 3 Proposed Access Arrangements – Access W 76
Figure 3.25 Revision 4 Proposed Access Arrangements – Access X 77
Figure 3.26 Revision 3 Proposed Access Arrangements – Access Y 78
Figure 3.27 Revision 3 Proposed Access Arrangements – Access Z 79
Figure 3.28 Revision 3 Proposed Access Arrangements – Access AA and AB 80
Figure 3.29 Revision 3 Proposed Access Arrangements – Access AC 81
Figure 3.30 Revision 3 Proposed Access Arrangements – Access AD 82
Figure 3.31 Revision 3 Proposed Access Arrangements – Access AE 83
Figure 3.35 Revision 3 Proposed Access Arrangements – Access Ai 85
Figure 3.36 Revision 4 Proposed Access Arrangements – Access AJ 86
Figure 3.37 Revision 3 Proposed Access Arrangements – Access AK 87

Figure 4.1 Revision 3 Construction Traffic Route Plan to Land Areas 88
~~Figure 2.1 Revision 3 – Indicative Access Strategy ..... 54~~
~~Figure 3.1 Revision 3 – Proposed Access Arrangements Master ..... 55~~
~~Figure 3.2 Revision 3 – Proposed Access Arrangements – Access A ..... 56~~
~~Figure 3.3 Revision 3 – Proposed Access Arrangements – Access B ..... 57~~
~~Figure 3.4 Revision 3 – Proposed Access Arrangements – Access C ..... 58~~
~~Figure 3.5 Revision 3 – Proposed Access Arrangements – Access D ..... 59~~
~~Figure 3.6 Revision 3 – Proposed Access Arrangements – Access E ..... 60~~
~~Figure 3.7 Revision 3 – Proposed Access Arrangements – Access F ..... 61~~
~~Figure 3.9 Revision 3 – Proposed Access Arrangements – Access H ..... 62~~
~~Figure 3.10 Revision 3 – Proposed Access Arrangements – Access i ..... 63~~
~~Figure 3.11 Revision 3 – Proposed Access Arrangements – Access J ..... 64~~
~~Figure 3.12 Revision 3 – Proposed Access Arrangements – Access K ..... 65~~
~~Figure 3.14 Revision 3 – Proposed Access Arrangements – Access M ..... 66~~
~~Figure 3.15 Revision 3 – Proposed Access Arrangements – Access N ..... 67~~
~~Figure 3.16 Revision 3 – Proposed Access Arrangements – Access O ..... 68~~
~~Figure 3.17 Revision 3 – Proposed Access Arrangements – Access P ..... 69~~
~~Figure 3.18 Revision 3 – Proposed Access Arrangements – Access Q ..... 70~~
~~Figure 3.19 Revision 3 – Proposed Access Arrangements – Access R ..... 71~~
~~Figure 3.20 Revision 3 – Proposed Access Arrangements – Access S ..... 72~~
~~Figure 3.24 Revision 3 – Proposed Access Arrangements – Access W ..... 73~~
~~Figure 3.25 Revision 3 – Proposed Access Arrangements – Access X ..... 74~~
~~Figure 3.26 Revision 3 – Proposed Access Arrangements – Access Y ..... 75~~
~~Figure 3.27 Revision 3 – Proposed Access Arrangements – Access Z ..... 76~~
~~Figure 3.28 Revision 3 – Proposed Access Arrangements – Access AA and AB ..... 77~~
~~Figure 3.29 Revision 3 – Proposed Access Arrangements – Access AC ..... 78~~
~~Figure 3.30 Revision 3 – Proposed Access Arrangements – Access AD ..... 79~~
~~Figure 3.31 Revision 3 – Proposed Access Arrangements – Access AE ..... 80~~
~~Figure 3.35 Revision 3 – Proposed Access Arrangements – Access Ai ..... 82~~
~~Figure 3.36 Revision 3 – Proposed Access Arrangements – Access AJ ..... 83~~
~~Figure 3.37 Revision 3 – Proposed Access Arrangements – Access AK ..... 84~~

~~Figure 4.1 Revision 3 – Construction Traffic Route Plan to Land Areas..... 85~~

1 Introduction

1.1.1. This **Outline Construction Traffic Management Plan (CTMP) [Document Reference 7.7 Revision 45]** has been prepared by Pegasus Group on behalf of RWE Renewables UK Solar and Storage Ltd (the Applicant) in order to address the traffic and transportation issues associated with the construction of a ground mounted solar park with an intended design capacity of over 50MWp (megawatts peak), and a battery energy storage facility (the Scheme).

1.1.2. The Scheme is located within the Yorkshire and Humber regions. The Order Limits extends to approximately 1,831 hectares, centred at approximately 10 kilometres to the northeast of Doncaster and 14 kilometres to the west of Scunthorpe. From the largest Land Parcel, Junction 5 of the M18 is approximately 2.5 kilometres to the west and Junction 1 of the M180 is approximately four kilometres to the southwest.

1.1.3. Due to the size of the Scheme and the number of associated Land Parcels, access to the Scheme will be provided in a number of locations.

1.1.4. This Outline CTMP has been updated further to discussions with the local highway authority stakeholders at City of Doncaster Council (CDC), North Lincolnshire Council (NLC) and National Highways (NH) at pre-examination and examination stage. It describes the arrangements that are proposed for the period of construction activities at the Scheme and sets out the following:

- Proposed access arrangements;
- Routing for construction traffic;
- Vehicle numbers, size and frequency; and
- Proposed mitigation, including condition surveys.

1.1.5. It will be the responsibility of the appointed contractor(s) to comply with all statutory regulations and guidelines as appropriate, in relation to construction and movement activities.

1.1.6. The Outline CTMP will ultimately become the CTMP post consent and will be kept under review and updated as required. The appointed contractor(s) will be

provided with a copy of the CTMP and will comply with it in accordance with the DCO. The CTMP will form part of the information provided as part of the construction personnel's on-site induction processes. The contact details of the contractor(s), including a 24-hour emergency contact number, and those of the highway department at CDC and NLC will be exchanged before commencement of the works within the Order Limits to deliver the Scheme.

2 Scheme Context

2.1. Scheme Location and Description

2.1.1. The Scheme is centred at approximately ten kilometres to the northeast of Doncaster and 14 kilometres to the west of Scunthorpe. The Order Limits is split across the administrative boundaries of the City of Doncaster Council (CDC) and North Lincolnshire Council (NLC). The location of the Scheme in its wider geographical context is shown in **Figure 2.1 Revision 3 - Indicative Access Strategy** of this oCTMP.

2.1.2. The Order Limits comprises five separate Land Parcels and extends to approximately 1,831 hectares. The Land Parcels comprise of a number of Panel Areas, as summarised below:

- Land Parcel A, comprising of 23 Panel Areas.
- Land Parcel B, comprising of 8 Panel Areas.
- Land Parcel C, comprising of 9 Panel Areas.
- Land Parcel D, comprising of 16 Panel Areas;
- Land Parcel E, comprising of 20 Panel Areas.

2.1.3. The Land Parcels are shown on **ES Figure 1.2 Land Parcel Plan [APP-130]**, with a breakdown of the Land Parcels into Panel Areas within the Order Limits shown on **ES Figure 1.3 Development Parcel Plan [APP-131].**

2.1.4. A Scheme location plan is included at **Figure 2.1 Revision 3 – Indicative Access Strategy** and indicative layouts are included within the wider submission (see– **Indicative Operational Layout Plan (Fixed Solar Panel) [REP4-037]/ Figure 2.2b**

– Indicative Operational Layout Plan (Fixed and Tracker Solar Panel) [REP4-038]) of the ES.

2.1.5. The Order Limits are included at **Appendix A**.

2.1.6. The Stainforth and Keadby Canal and the South Humberside Mainline railway line run in an east to west direction to the south of Land Parcel A.

2.2. Strategic Road Network

2.2.1. It is anticipated that all materials associated with the construction of the Scheme will use the Strategic Road Network (SRN) operated by National Highways (NH) to access the local highway network, from which the Land Parcels are served. The SRN is managed by National Highways. A summary of the sections of the SRN which are closest to the site is provided below.

M18

2.2.2. The M18 motorway routes between M1 Junction 32 in the northeast to M62 Junction 35 in the southwest. It is located to the west of Thorne, approximately 1.5 kilometres as the crow flies from the closest point of Land Parcel A. M18 Junction 6, the 'Waterside Roundabout', located to the northwest of Thorne, and Junction 5 (which connects to the M180), located to the southwest of Thorne, are the two closest SRN junctions to the Scheme.

M180

2.2.3. The M180 routes west to east between M18 Junction 5 and The Barnetby Interchange to the north of Barnetby Le Wold, approximately 14 kilometres west of Immingham, where it becomes the A180. The M180 Junction 1 (which connects to the A18 and the 'Tudworth Roundabout') and Junction 2 (which connects with the A161 with on/off slips) are located within the vicinity of the Scheme.

2.3. Local Highway Network

2.3.1. A network of local roads connects the different Land Parcels as well as providing links to the wider local and strategic road networks. The road network is shown on **Figure 2.1 Revision 3**.

2.3.2. The roads summarised below form the traffic routes that will be used to deliver materials and personnel to the Scheme during its construction.

A18

2.3.3. The A18 is a single carriageway road which is approximately seven metres wide. It is subject to the National Speed Limit (60mph) and facilitates travel between the towns of Hatfield to the west and Scunthorpe to the east. It provides direct access to farmland along its extent. The section of the A18 within the vicinity of the Scheme is generally unlit. Streetlighting and footways are generally provided within the vicinity of local settlements.

A161

2.3.4. The A161 is a single carriageway road which is approximately seven metres wide. It connects to the A18 via a gyratory junction to the south of Ealand, and can be used to join the M180 via Junction 2 in the south. The A161 passes through Crowle to the east of the Scheme. It is subject to varying speed limits along its length, with the National Speed Limit south of the A18 and 40mph and 30mph sections through Crowle.

Sandtoft Road

2.3.5. Sandtoft Road is a single carriageway road measuring around five to six metres in width. It is subject to the National Speed Limit and subject to a 7.5 tonne weight restriction, except for access, which extends to the junction with Crow Tree Bank. To the east it becomes Low Levels Bank Road and to the west it connects to the A18 via a priority junction. It provides direct access to farmland along its extent. There are no footways or street lighting provided.

Low Levels Bank

2.3.6. Low Levels Bank consists of a single carriageway measuring approximately five metres in width. It is subject to the National Speed Limit. To the east, it becomes Thorne Road and to the west it becomes Sandtoft Road. It provides direct access to farmland along its extent. There are no footways or street lighting provided.

Coulman Street

2.3.7. Coulman Street is a single carriageway road that measures approximately seven to eight metres in width and is subject to a 30mph speed limit. It connects with King Edward/Marshland Road via a priority junction to the north and connects to Church Balk/Moor Edges Road and Wike Gate Road via a crossroad junction to the south.

2.3.8. A footway on the eastern side of the carriageway extends approximately 230 metres south of the King Edward/Marshland Road junction and a continuous footway route along the western side of the carriageway. Street lighting is provided along its extent. It provides direct access to residential properties and industrial land uses along its extent.

Marshland Road

2.3.9. Marshland Road is a single carriageway urban street that measures approximately 6.5 to seven metres wide. It is subject to a 30mph speed limit. Footways are provided on both sides of the road, and it is lit. It provides direct access to residential properties, retail, leisure and industrial land uses along its extent.

2.3.10. Approximately 1.7 kilometres to the north of its junction with Coulman Street it crosses the Hull and Doncaster Branch Line railway via a level crossing where it becomes Moorends Road.

North Common Road

2.3.11. North Common Road is a single carriageway road that measures approximately six metres wide. It reduces to a single lane over a ditch around 450 metres southwest of its junction with Marshland Road, although visibility along the road is good. It connects to Marshland Road in the east and Selby Road in the west, both via priority junctions.

Moor Edges Road

2.3.12. Moor Edges Road is a single carriageway that measures approximately four metres wide and is subject to the National Speed Limit. To the west it becomes Church Balk, leading into Thorne, and to the south it becomes High Bridge Road. It provides direct access to farmland and industrial land uses along its extent. There are no footways or street lighting provided.

High Bridge Road

2.3.13. High Bridge Road is a single carriageway road measuring approximately three to four metres in width. It is subject to the National Speed Limit. To the east it becomes Green Bank. To the west it becomes Moor Edges Road. High Bridge Road provides direct access to farmland and industrial land uses along its extent. There are no footways or street lighting provided. Approximately 480 metres to the south of Moor Edges Road, High Bridge Road crosses the South Humberside Main Line railway via a level crossing.

Green Bank

2.3.14. Green Bank is a single carriageway road measuring approximately four metres in width. It is subject to the National Speed Limit. To the north it narrows to three metres as it crosses over the Stainforth and Keadby Canal before connecting to High Bridge Road. To the south it connects onto the A18 via a priority junction. Where the road crosses the canal there is a 7.5 tonne weight restriction. It provides direct access to farmland along its extent.

Marsh Road

2.3.15. Marsh Road is an unmarked single carriageway that measures approximately four metres wide and currently serves a small number of dwellings and agricultural buildings. No footways are provided, and street lighting is provided at its north eastern extent only, within the vicinity of dwellings within Crowle.

2.3.16. To the southwest it becomes Crook O'Moor Road and to the northeast it forms the minor arm of a priority junction with Cross Street and Windsor Road.

2.3.17. Marsh Road is subject to the national speed limit which reduces to a 30mph speed limit approximately 90 metres southwest of the junction with Cross Street and Windsor Road. There are double yellow lines on both sides of the carriageway at this junction.

Crow Tree Bank

2.3.18. Crow Tree Bank is a single carriageway road measuring approximately six to seven metres wide. It is subject to the National Speed Limit. It connects onto High Levels Bank to the north and High Bridge Road to the south, both via priority junctions. It provides direct access to farmland and industrial land uses along its extent. A

short section of footway extends south for approximately 60 metres from the High Levels Bank junction. There is no street lighting provided.

Clay Bank Road

2.3.19. Clay Bank Road is a single carriageway road measuring approximately three to four metres wide. It is subject to the National Speed Limit. It connects to Green Bank to the east and to South End/Double Bridges Road to the west via priority junctions. It provides direct access to farmland along its extent. There are no footways or street lighting provided.

Godnow Road

2.3.20. Godnow Road is a single carriageway residential road in the south of the built environment of Crowle that measures approximately 6.5 metres wide, serve directly from the A161. It has an approximate 20 metre wide bell mouth at its connection to the A161, with an approximate 15 metre taper on the southern side. It has a 30mph speed limit, with footways measuring between one and 1.5 metres provided on both sides of the carriageway street lighting also provided.

Windsor Road

2.3.21. Windsor Road is a single carriageway residential road in the west of the built environment of Crowle that measures approximately five metres wide, accessed from Godnow Road in the south and providing a connection to Marsh Road/Cross Street in the north. Footways measuring approximately one metre wide are provided on both sides of the carriageway, with street lighting also provided.

2.3.22. Approximately 100 metres south of the junction between Marsh Road/Cross Street/Windsor Road is Crowle Primary School. Warning signage indicating the school is nearby and that a reduction of the speed limit to 20mph 'when lights show' is present approximately five metres south of the junction between Marsh Road, Cross Street and Windsor Road. The school day runs from 08:30 until 15:00.

Informal Lanes / Farm Tracks

2.3.23. Due to the more rural nature of the Order Limits, some of the Panel Areas are accessed by smaller informal lanes and farm tracks including:

- Thorne Waste Drain Road.
- Moor Owners Road; and

- Crook O'Moor Road.

2.3.24. These roads consist of rural lanes within the Order Limits with no kerbs, footways or street lighting. They generally measure around four metres in width.

2.3.25. Public Right of Way (PRoW) Byway Open to All Traffic (CROW21) runs south-west from Dole Road to Medge Hall for around 2.2 kilometres along Crook O'Moor Road (part of this length is also known as either Yorkshire Moors Bottom Road or Moor Bottom Road (the first 1,200m from Dole Road)). It is understood that the Yorkshire Moors Bottom Road /Moor Bottom Road part of CROW21 has a legal width of 20.11m and The Crook O'Moor Road part of CROW21 has a legal width of 12.19m.

2.4. Existing Site Accesses

2.4.1. The Scheme currently comprises agricultural land uses. Access to the Order Limits is currently provided via agricultural access points in multiple locations, as shown on **Figure 2.1 Revision 3 – Indicative Access Strategy**.

3 Proposed Scheme Access Arrangements

3.1. Order Limits Access

3.1.1. HGVs will route directly to the parcels from the public highway where large equipment is required to be delivered.

3.1.2. Due to the large-scale nature of the Scheme, there are multiple access points proposed, as shown in **Figure 3.1 Revision 3 – Proposed Access Arrangements Master** of this document and summarised in **Table 3-1.**

Table 3-1: Proposed Points of Access to the Scheme during the Construction Phase

Access Location Ref.	Accessed from	Details	Access into Panel Area	Figure Ref.
A	Moor Edges Road	Existing industrial access	A6	3.2 Revision 3
B	Moor Edges Road	New access	A10	3.3 Revision 3

C*	High Bridge Road	Existing agricultural access	Bird Mitigation area (M3(A)	3.4 Revision 3
D	Green Bank	Existing agricultural access (improvements needed)	C1	3.5 Revision 3
E	Green Bank	Existing agricultural access (improvements needed)	C4	3.6 Revision 3
F	A18 High Levels Bank	New access	D3/D5	3.7 Revision 3
H	Low Levels Bank	Existing agricultural access	D7	3.9 Revision 3
i	Low Levels Bank	Existing agricultural access (improvements needed)	D15	3.10 Revision 3
J	Low Levels Bank	Existing agricultural access (improvements needed)	D14	3.11 Revision 3
K	Low Levels Bank	Existing agricultural access	D16	3.12 Revision 3
M	A18 High Levels Bank	Existing agricultural access (improvements needed)	D4	3.14 Revision 3
N	A18 High Levels Bank	Existing agricultural access	Land west of C9	3.15 Revision 3
O	A18 High Levels Bank	Existing agricultural access	E1	3.16 Revision 3

P	High Levels Bank	Existing agricultural access	E1	3.17 Revision 3
Q	Unnamed Road	Existing agricultural access (improvements needed)	E7	3.18 Revision 3
R	Unnamed Road	Existing agricultural access (improvements needed)	E13	3.19 Revision 3
S	Marsh Road	New access	B5	3.20 Revision 3
W	Low Levels Bank	Existing agricultural access	D12	3.24 Revision 3
X	High Levels Bank	Existing agricultural access (improvements needed)	Land south of E7	3.25 Revision 3
Y	Jaque's Bank	Existing agricultural access (improvements needed)	C9	3.26 Revision 3
Z	Crow Tree Bank	Existing agricultural access	D9	3.27 Revision 3
AA	Crook O'Moor Road	New access	B6 & B7	3.28 Revision 3
AB	Crook O'Moor Road	New access	B6 & B7	3.28 Revision 3
AC*	Marsh Road	Internal access between panel areas	B5 & B8	3.29 Revision 3

AD	Internal Crossing	Internal access between panel areas	B5 & B2	3.30 Revision 3
AE*	Internal Crossing	Internal access between panel areas	D7 & D10	3.31 Revision 3
AH*	A18	New access	E2	3.34 Revision 3
AI	A18	New access	C9	3.35 Revision 3
AJ*	Green Bank	Existing agricultural access	-	3.36 Revision 3
AK	A161	Existing agricultural access	Bird Mitigation Area (M15(E))	3.37 Revision 3

Note: further to changes as the Scheme has evolved, there is no access L, AF or AG but the lettering has been retained for ease of reference. Locations G, T, U and V are off-site junctions which do not provide direct access to the Scheme and therefore are not included above.

* Access locations denoted by an asterix do not require access by HGVs.

3.1.3. It is considered that suitable visibility splays can be provided for each access location within the extents of the Order Limits and all construction vehicles will enter and exit the Scheme in forward gear, as shown on **Figure 3.2 Revision 3** to **Figure 3.33 Revision 3 (Proposed Access Arrangements – Access A to Access AG)**. Vegetation within the visibility splays will be maintained at a height of no more than 600mm, and any loss of vegetation is set out in the **Outline Landscape Ecological Management Plan (LEMP)** within Volume 7 of the ES **[~~REP4-055CR1-021~~Document Reference 7.6 Revision 6]**.

3.1.4. A description of each access point is summarised below.

3.2. Location A

3.2.1. Access A is an existing access to Causeway Farm which measures approximately eight metres wide and is served via Moor Edges Road. A swept path assessment has been undertaken at **Figure 3.2 Revision 3 - Proposed Access Arrangements**

- Access A, which indicates that the existing junction dimensions are of a suitable size to facilitate access by a 16.5m long HGV.

3.2.2. As shown at **Figure 3.2 Revision 3 - Proposed Access Arrangements - Access A,** a visibility splay of 2.4 x 215 metres is shown to be achievable to the nearside kerbline west of the access, commensurate with DMRB guidance **[Ref-1]** for the National Speed Limit (60mph). A visibility splay of 2.4 x 60 metres to the nearside kerbline south of the access is the maximum achievable splay. Speed surveys undertaken in June 2023 confirm a recorded 85th percentile speeds for westbound traffic in this location of 34.4mph. The raw data is included at **Appendix B**. This existing access is frequented by large, slow moving agricultural vehicles on a regular basis with no apparent highway safety issue (as set out in **ES Appendix 12.1 - Transport Statement [APP-111]).** With reference to Manual for Streets **[Ref-4]**, which is typically used for speeds of up to 37mph, the visibility splays are considered to be acceptable.

3.3. Location B

3.3.1. Access B proposes the construction of a new access from Moor Edges Road. As shown at **Figure 3.3 Revision 3 - Proposed Access Arrangements - Access B** it will be provided with a six metre wide carriageway and junction radii of 14 metres on the northern side and six metres on the southern side. An 8.2 metre taper will also be provided on the northern side of the access to facilitate the arrival and departure of the largest HGVs. The location of the access is generally open, and limited vegetation will need to be removed to accommodate it. A new ditch crossing, and culvert will be required and sufficient edge clearance will be provided between the carriageway and culvert headwalls at detailed design.

3.3.2. A visibility splay of 2.4 x 215 metres to the north is shown to be achievable to the nearside kerbline commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit. A maximum achievable visibility splay to the south of 2.4 x 77.98 metres to the is shown to be achievable to the nearside kerbline. Speed surveys undertaken in June 2023 confirm a recorded 85th percentile speeds for northbound traffic in this location of 32mph. The raw data is included at **Appendix B**. With reference to Manual for Streets **[Ref-4]**, which is typically used for speeds of up to 37mph, the visibility splays are considered to be acceptable. This will be managed during the construction phase via banksmen, as set out further at **Chapter 6** of this document**.**

3.3.3. A swept path assessment for a 16.5m long HGV has been undertaken at **Figure 3.3 Revision 3 - Proposed Access Arrangements - Access B**, which indicates that a vehicle of this size is able to enter and exit the proposed access arrangement.

3.4. Location C

3.4.1. Access C is an existing agricultural access from High Bridge Road. As shown at **Figure 3.4 Revision ~~3~~4 - Proposed Access Arrangements - Access C**. Visibility splays of 2.4 x 215 metres to the nearside kerbline are shown to be achievable to the west, commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit in this location, and 2.4 x 35.6 metres towards Maud's swing Bridge where there is a sharp turn in the road where it crosses the canal.

3.4.2. **Figure 3.4 Revision ~~3~~4 - Proposed Access Arrangements - Access C** also contains a swept path assessment for a 13.7 metre long tractor and trailer confirming that a vehicle of this size is able to enter and exit in a forward gear at the existing access with no improvements required.

3.5. Location D

3.5.1. Access D proposes a new access to be served from the eastern side of Green Bank.

3.5.2. As shown at **Figure 3.5 Revision 3 - Proposed Access Arrangements - Access D** it will be provided with a six metre wide carriageway with a 12 metre junction radius on the southern side and a two metre radius on the northern side of the bell mouth, proposed to prevent construction vehicles entering and exiting the Order Limits to the north. Further mitigation and management is set out in **Chapter 6** of this document.

3.5.3. A visibility splay of 2.4 x 215 metres to the nearside kerbline is shown to be achievable to the south, commensurate with DMRB guidance for the speed limit of the road (national speed limit; 60mph). A maximum 2.4 x 160.5 metre visibility splay to the nearside kerbline to the north is shown to be achievable. Speed surveys undertaken in June 2023 confirm a recorded 85th percentile speeds for southbound traffic in this location of 31.2mph. The raw data is included at **Appendix B**. With reference to Manual for Streets **[Ref-4]**, which is typically used for speeds of up to 37mph, the visibility splays are considered to be acceptable.

3.5.4. In order to provide the access point and provide the visibility splays, hedgerow to the north of the access will need to be removed and/or reduced in height.

3.5.5. **Figure 3.5 Revision 3 - Proposed Access Arrangements - Access D** contains a swept path assessment for a 16.5 metre long HGV confirming that a vehicle of this size is able to enter and exit in a forward gear, from the south only.

3.6. Location E

3.6.1. Access E proposes the use of an existing agricultural access from the western side of Green Bank. As shown at **Figure 3.6 Revision 3 - Proposed Access Arrangements - Access E,** the access will be upgraded with a six metre wide carriageway, with an eight metre radii on the southern side and a six metre radii on the northern side of the access. An 8.6 metre taper will also be provided on the southern side of the junction to assist the largest HGVs entering and exiting the Order Limits. Visibility splays of 2.4 x 215 metres to the nearside kerbline are shown to be achievable in both directions commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit of the road.

3.6.2. The location of the access is generally open and limited vegetation will need to be removed to accommodate it. An extended ditch crossing and culvert will be required.

3.6.3. **Figure 3.6 Revision 3 - Proposed Access Arrangements - Access E** also contains a swept path assessment for a 16.5 metre long HGV confirming that a vehicle of this size is able to enter and exit in a forward gear.

3.7. Location F

3.7.1. Access F proposes the use of an existing agricultural field gate access to the south of High Levels Bank. As shown at **Figure 3.7 Revision 3 - Proposed Access Arrangements - Access F,** the access is proposed to be formalised with a 10 metre junction radius and 17.4 metre long taper provided on the western side of the access. Visibility splays of 2.4 x 215 metres to the nearside kerbline are shown to be achievable in both directions commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit of the road.

3.7.2. The location of the access is generally open, and limited vegetation will need to be removed to accommodate it. An extended ditch crossing and culvert will be required. Due to level differences between the carriageway and the site, a level dwell area will be provided on the immediate approach to the access at detailed design stage.

3.7.3. **Figure 3.7 Revision 3 - Proposed Access Arrangements - Access F** also contains a swept path assessment for a 16.5 metre long HGV confirming that a vehicle of this size is able to enter and exit in a forward gear to and from the west.

3.8. Location H

3.8.1. Access H will utilise an existing agricultural access consisting of a culvert over a drainage ditch on the northern side of High Levels Bank. A swept path assessment has been undertaken at **Figure 3.9 Revision 3 - Proposed Access Arrangements - Access H**, which indicates that the existing junction dimensions are of a suitable size to facilitate access by a 16.5m long HGV to and from the west, in accordance with the construction traffic routes set out in **Chapter 4** of this document. Further mitigation and management is set out in **Chapter 6** of this document. Therefore, no further upgrades to the access are proposed.

3.8.2. As shown at **Figure 3.9 Revision 3 - Proposed Access Arrangements - Access H** visibility splays of 2.4 x 215 metres are shown to be achievable to the nearside kerbline in both directions commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit of the road.

3.9. Location i

3.9.1. Access i proposes the use of an existing agricultural access consisting of a culvert over a drainage ditch on the southern side of Low Levels Bank. As shown at **Figure 3.10 Revision 3 - Proposed Access Arrangements - Access i** the access is proposed to be upgraded with a six metre wide carriageway, with a 10 metre radii on the western side and a two metre radii on the eastern side of the junction. This is proposed to prevent construction vehicles entering and exiting the Order Limits to the east, in accordance with the construction traffic routes set out in **Chapter 4** of this document. Visibility splays of 2.4 x 215 metres are shown to be achievable to the nearside kerbline in both directions commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit of the road.

3.9.2. The location of the access is generally open, and limited vegetation will need to be removed to accommodate it. An extended ditch crossing, and culvert will be required. There is a row of telegraph poles along the carriageway edge. However, in accordance with DMRB these less than 550mm and are considered to be intermittent obstructions to the visibility splays and it is therefore considered appropriate for them to remain in situ.

3.9.3. **Figure 3.10 Revision 3 - Proposed Access Arrangements - Access i** also contains a swept path assessment for a 16.5 metre long HGV confirming that a vehicle of this size is able to enter and exit in a forward gear.

3.10. Location J

3.10.1. Access J proposes the use of an existing agricultural access on the northern side of Low Levels Bank. As shown at **Figure 3.11 Revision 3 - Proposed Access Arrangements - Access J,** the access is proposed to be upgraded with a six metre wide carriageway, with a six metre radii on the western side and a four metre radii on the eastern side of the junction. This is proposed to prevent construction vehicles entering and exiting the Order Limits to the east, in accordance with the construction traffic routes set out in **Chapter 4** of this document. Visibility splays of 2.4 x 215 metres are shown to be achievable to the nearside kerbline in both directions commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit of the road.

3.10.2. The location of the access is generally open and limited vegetation will need to be removed to accommodate it. An extended ditch crossing, and culvert will be required.

3.10.3. **Figure 3.11 Revision 3** - **Proposed Access Arrangements - Access J** also contains a swept path assessment for a 16.5m long HGV confirming that a vehicle of this size is able to enter and exit in a forward gear.

3.11. Location K

3.11.1. Access K is an existing agricultural access consisting of a culvert over a drainage ditch on the southern side of Low Levels Bank, approximately 140 metres east of Access J. A swept path assessment has been undertaken at **Figure 3.12 Revision 3 - Proposed Access Arrangements - Access K** which indicates that the existing junction dimensions are of a suitable size to facilitate access by a 16.5m long HGV. The access is therefore considered to be suitable to accommodate construction vehicles. Temporary traffic measures will be implemented at the access, such as banksmen or temporary signals, in order to control the vehicle flow and speeds of Low Levels Bank when large construction vehicles are entering and egressing the Order Limits. The precise location and details will be agreed with the highway authority in due course.

3.11.2. **Figure 3.12 Revision 3 - Proposed Access Arrangements - Access K** also shows that visibility splays of 2.4 x 215 metres are shown to be achievable to the nearside kerbline in both directions commensurate with DMRB guidance for the national (60mph) speed limit for the road.

3.12. Location M

3.12.1. Access M is an existing agricultural access consisting of a culvert over a drainage ditch on the southern side of the A18 High Levels Bank. A swept path assessment has been undertaken at **Figure 3.14 Revision 3 - Proposed Access Arrangements - Access M**, which indicates that the existing junction will need to be widened with a 14 metre radius and 14.2 metre taper on the western side to facilitate access by a 16.5m long HGV. Construction vehicles will be advised that access will only be available to and from the west, in accordance with the construction traffic routes set out in **Chapter 4** of this document. Temporary traffic measures will be implemented at the access, such as banksmen or temporary signals, in order to control the vehicle flow and speeds of High Levels Bank when large construction vehicles are entering and egressing the Order Limits, and to ensure that vehicles approach and exit in the right direction. The precise location and details will be agreed with the highway authority in due course.

3.12.2. **Figure 3.14 Revision 3 - Proposed Access Arrangements - Access M** also shows that visibility splays of 2.4 x 215 metres are shown to be achievable to the nearside kerbline in both directions commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit.

3.13. Location N

3.13.1. Access N is an existing agricultural access which measures approximately 15 metres wide at the connection point of the bell mouth with the northern side of the A18 High Level Bank. A swept path assessment has been undertaken at **Figure 3.15 Revision 3 - Proposed Access Arrangements - Access N**, which indicates that the existing junction dimensions are of a suitable size to facilitate access by 16.5m long HGV. The access is therefore considered to be suitable to accommodate construction vehicles

3.13.2. **Figure 3.15 Revision 3 - Proposed Access Arrangements - Access N** also shows that existing visibility splays of 2.4 x 215 metres achievable to the nearside kerb lines in both directions commensurate with DMRB guidance **[Ref-1]** for the national

(60 mph) speed limit of the road. The access is therefore considered to be suitable to accommodate construction vehicles.

3.14. Location O

3.14.1. Access O is an existing agricultural access consisting of a concrete bridge over a drainage ditch on the southern side of the A18 High Levels Bank. A swept path assessment has been undertaken at **Figure 3.16 Revision 3 - Proposed Access Arrangements - Access O**, which indicates that the existing junction dimensions are of a suitable size to facilitate access by a 16.5m long HGV accessing and egressing to and from the west. A survey of the bridge will be carried out as appropriate to confirm the suitability of the bridge to accommodate the anticipated construction vehicle movements. If required, the bridge will be reinforced or replaced to accommodate construction traffic. Temporary traffic measures will be implemented at the access, such as banksmen or temporary signals, in order to control the vehicle flow and speeds of High Levels Bank when large construction vehicles are entering and egressing the Order Limits. The precise location and details will be agreed with the highway authority in due course.

3.14.2. **Figure 3.16 Revision 3** - **Proposed Access Arrangements - Access O** also shows that visibility splays of 2.4 x 215 metres are shown to be achievable to the nearside kerbline in both directions commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit of the road.

3.15. Location P

3.15.1. Access P is an existing agricultural access consisting of a concrete bridge over a drainage ditch served from the southern side of an unnamed road which measures approximately 125 metres long between High Levels Bank in the east and the A18 in the west. The swept path assessment of a 16.5m long HGV shown in **Figure 3.17 Revision 3 - Proposed Access Arrangements - Access P** indicates that the bridge will be required to be upgraded/widened in order to accommodate large construction vehicles.

3.15.2. **Figure 3.17 Revision 3 - Proposed Access Arrangements - Access P** shows a visibility splay of 2.4 metres x 215 metres to the nearside kerb in both directions is shown to be achievable, extending along High Levels Bank. Although the visibility splay is outside of the red line boundary to the east, it crosses a ditch and is within the adopted highway boundary. On this basis, it is considered to be unlikely that a structure will be built within or over the highway ditch to a height which impedes

visibility 0.6 metres above the High Levels Bank or unnamed road ground level. The access arrangement is considered to be appropriate, although it can be supported by temporary traffic management and mitigation measures if considered necessary.

3.16. Location Q

3.16.1. Access Q is an existing agricultural access which measures approximately 20 metres wide where the bell mouth meets the carriageway on the eastern side of High Levels Bank / Idles Bank. The access is proposed to be widened by approximately four metres to the north, in order to avoid an easement to an existing telecoms mast, with a 10 metre junction radii to be provided. As shown at **Figure 3.18 Revision 3 - Proposed Access Arrangements - Access Q**, existing visibility splays of 2.4 metres x 160 metres in both directions are shown to be achievable to the nearside kerbline in line with DMRB requirements for the signed 50mph speed limit.

3.16.2. **Figure 3.18 Revision 3 - Proposed Access Arrangements - Access Q** also contains a swept path assessment for a 16.5m long HGV confirming that a vehicle of this size is able to enter and exit in a forward gear.

3.17. Location R

3.17.1. Access R is an existing agricultural access consisting of a concrete bridge over a drainage ditch located to the south of an unnamed road which routes east to west between the A161 and High Levels Bank. The existing access dimensions are suitable to accommodate a 16.5 metre long HGV as shown at **Figure 3.19 Revision 3 - Proposed Access Arrangements - Access R**. The bridge will be surveyed by others, as appropriate, to confirm its suitability to accommodate construction vehicles. Temporary traffic measures will be implemented on the unnamed road, such as banksmen or temporary signals, when large construction vehicles are entering and egressing the site.

3.17.2. **Figure 3.19 Revision 3 - Proposed Access Arrangements - Access R** also shows that visibility splays of 2.4 x 215 metres are shown to be achievable to the nearside kerbline in both directions commensurate with DMRB guidance for the national speed limit.

3.18. Location S

3.18.1. Access S proposes a new access from the northern side of Marsh Road. As identified at **Figure 3.20 Revision 3 - Proposed Access Arrangements - Access S**, the junction will feature a six metre wide carriageway with an eight metre radii on the southern side and a six metre radii with 14 metre taper on the northern side of the bell mouth. Visibility splays of 2.4 x 215 metres to the nearside kerbline are shown to be achievable in both directions, commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit of the road.

3.18.2. **Figure 3.20 Revision 3 - Proposed Access Arrangements - Access S** also contains a swept path assessment for a 16.5 metre long HGV confirming that a vehicle of this size is able to enter and exit in a forward gear.

3.19. Location W

3.19.1. Access W is an existing agricultural access which measures approximately 17 metres wide at its point of connection with the northern side of Low Levels Bank. A swept path assessment has been undertaken at **Figure 3.24 Revision 3 - Proposed Access Arrangements - Access W**, which indicates that the existing junction dimensions are of a suitable size to facilitate access by a 16.5m long HGV to and from the east, from which construction vehicles are anticipated to be routing to the Order Limits.

3.19.2. **Figure 3.24 Revision 3 - Proposed Access Arrangements - Access W** also confirms that visibility splays of 2.4 metres x 215 metres are shown to be achievable to the nearside kerbline using land within the Order Limits and adopted highway boundary in both directions, commensurate with DMRB guidelines **[Ref-1]** for the national (60mph) speed limit of the road.

3.20. Location X

3.20.1. Access X is an existing agricultural access which measures approximately 16 metres wide where the bell mouth meets the carriageway on the eastern side of High Levels Bank. The access is approximately 30 metres south of Access Q. A swept path assessment has been undertaken at **Figure 3.25 Revision ~~3~~4 - Proposed Access Arrangements - Access X** which indicates that the existing access arrangement can facilitate access by a 16.5m long HGV to and from the north, from which construction vehicles are anticipated to be routing to the Order Limits.

3.20.2. As shown at **Figure 3.25 Revision ~~3~~4 - Proposed Access Arrangements - Access X**, a visibility splay of 2.4 metres x 215 metres is shown to be achievable in both directions However, existing vegetation and gradients may impact the achievable visibility. If considered to be necessary, temporary traffic measures will be implemented on the unnamed road, such as banksmen or temporary signals, when large construction vehicles are entering and egressing the Order Limits. The precise location and details will be agreed with the highway authority in due course.

3.21. Location Y

3.21.1. Access Y is an existing agricultural access which measures approximately 12 metres wide at its point of connection with the carriageway, located to the west of Jaque's Bank. A swept path assessment has been undertaken at **Figure 3.26 Revision 3 - Proposed Access Arrangements - Access Y** which indicates that the existing junction dimensions are of a suitable size to facilitate access by a 16.5m long HGV without requiring amendments to the adjacent ditches. Therefore, no further upgrades to the access are proposed. Temporary traffic measures will be implemented on Jaque's Bank, such as banksmen or temporary signals, when large construction vehicles are entering and egressing the Order Limits. The precise location and details will be agreed with the highway authority in due course.

3.21.2. **Figure 3.26 Revision 3 - Proposed Access Arrangements - Access Y** also confirms that visibility splays of 2.4 x 215 metres are shown to be achievable to the nearside kerbline in both directions commensurate with the national (60mph) speed limit of the road.

3.22. Location Z

3.22.1. Access Z is an existing agricultural access which measures approximately 11 metres wide at its point of connection with the eastern side of Crow Tree Bank. A swept path assessment has been undertaken at **Figure 3.27 Revision 3 - Proposed Access Arrangements - Access Z** which indicates that the existing junction dimensions are of a suitable size to facilitate access by a 16.5m long HGV. Therefore, no further upgrades to the access are proposed.

3.22.2. **Figure 3.27 Revision 3 - Proposed Access Arrangements - Access Z** also confirms that existing visibility splays of 2.4 x 215 metres to the south to the nearside kerbline and 2.4 x 54.93 metres to the north to oncoming vehicles are shown to be achievable without removing vegetation. However, this is an existing situation with no highway safety record (as set out in **ES Appendix 12.1 - Transport**

Statement [APP-111]). Temporary traffic measures will be implemented on the unnamed road, such as banksmen or temporary signals, when large construction vehicles are entering and egressing the Order Limits. The precise location and details will be agreed with the highway authority in due course.

3.23. Location AA

3.23.1. Access AA proposes a new access on the northern side of Crook O'Moor Road, as shown at **Figure 3.28 Revision 3 - Proposed Access Arrangements - Access AA.** The access will be located opposite to Access AB. Crook O'Moor Road in this location is not adopted highway and there is no access for general traffic. Access AA will have a six metre wide carriageway with 10 metre junction radii on both sides. An 18.9 metre taper will be provided on the western side and a 16.7m taper on the eastern side within the Order Limits. These tapers will facilitate 16.5m long HGVs entering exiting the access. A swept path assessment of a 16.5m long HGV has been undertaken confirming that this vehicle is able to enter and exit the access from all directions in a forward gear.

3.23.2. **Figure 3.28 Revision 3 - Proposed Access Arrangements - Access AA** also confirms that a visibility splay of 2.4 x 215 metres to the north and 2.4 x 182 metres to the south are shown to be achievable to the nearside kerbline. On site observations suggest that vehicles speeds in this location are much lower than the signed national (60mph) speed limit. However, temporary traffic measures will be implemented at the access, such as banksmen or temporary signals, in order to control the vehicle flow and speeds of Crook O'Moor Road when construction vehicles are entering and egressing the Order Limits. The precise location and details will be agreed with the highway authority in due course.

3.24. Location AB

3.24.1. Access AB proposes a new access on the southern side of Crook O'Moor Road, as shown at **Figure 3.28 Revision 3 - Proposed Access Arrangements - Access AB** which is located opposite Access AA. Crook O'Moor Road in this location is not adopted highway and there is no access for general traffic. Access AB will have a six metre wide carriageway with 10 metre junction radii on both sides. A 16.5 metre taper will be provided on the western side and a 22.9m taper will be provided on the eastern side. These tapers will facilitate 16.5m long HGVs entering and exiting the access. A swept path assessment of a 16.5m HGV has also been undertaken

confirming that this vehicle is able to enter and exit the access from all directions in a forward gear.

3.24.2. **Figure 3.28 Revision 3 - Proposed Access Arrangements - Access AB** also confirms that a visibility splay of 2.4 x 215 metres to the north and 2.4 x 196 metres to the south are shown to be achievable to the nearside kerbline. On site observations suggest that vehicles speeds in this location are much lower than the signed national (60mph) speed limit. However, temporary traffic measures will be implemented at the access, such as banksmen or temporary signals, in order to control the vehicle flow and speeds of Crook O'Moor Road when large construction vehicles are entering and egressing the Order Limits. The precise location and details will be agreed with the highway authority in due course.

3.25. Location AC

3.25.1. Access AC is an internal crossing over Marsh Road to connect two panel areas within Land Parcel B, as shown at **Figure 3.29 Revision 3 - Proposed Access Arrangements - Access AC.** A swept path assessment for a tractor and trailer has been undertaken confirming that a vehicle of this size is able to perform the required manoeuvre.

3.25.2. Appropriate mitigation will be implemented, anticipated at this stage to consist of banksmen, to control vehicles as they cross Marsh Road.

3.26. Location AD

3.26.1. Access AD is an internal crossing within Land Area B between the panel areas either side of an unnamed road, as shown at **Figure 3.30 Revision 3 - Proposed Access Arrangements - Access AD.** A swept path assessment for a 16.5 metre HGV has been undertaken confirming that a vehicle of this size is able to perform the required manoeuvre.

3.26.2. A potential crossing in the form of a culvert may be required to facilitate crossing between the two panel areas. The details will be agreed with the highway authority in due course.

3.26.3. PRoW CROW21 follows Crook O'Moor Road in this location. The PRoW will be temporarily diverted to enable construction of Access AD as that will involve bridge/culvert works to cross the adjacent drain and some resurfacing works. This is considered further in Section 6 of this oCTMP.

3.27. Location AE

3.27.1. Access AE is an internal crossing between the panel areas within Land Area D which are separated by a ditch, as shown at **Figure 3.31 Revision 3 - Proposed Access Arrangements - Access AE.** A swept path assessment for a 16.5 metre long HGV has been undertaken confirming that a vehicle of this size is able to perform the required manoeuvre.

3.28. Location AH

3.28.1. Access AH proposes a new access to the south of the A18 as shown at **Figure 3.34 Revision 3 - Proposed Access Arrangements - Access AH.** A swept path assessment for a tractor and trailer has been undertaken confirming that a vehicle of this size is able to turn into and out of the access to and from the east from/to a construction compound that will be located in the adjacent panel area.

3.28.2. **Figure 3.34 Revision 3 - Proposed Access Arrangements - Access AH** also confirms that a visibility splay of 2.4 x 215 metres is shown to be achievable to the nearside kerbline in both directions, commensurate with DMRB for the national (60mph) speed limit. The access point is therefore considered suitable to accommodate construction traffic associated with the laying of the cable route for the solar farm.

3.29. Location Ai

3.29.1. Access Ai proposes a new access to the south of the A18, around 390 metres west of Jaque's Bank, as shown at **Figure 3.35 Revision 3 - Proposed Access Arrangements - Access Ai.** A swept path assessment for a 16.5m long HGV has been undertaken confirming that a vehicle of this size is able to turn into and out of the access to and from the west, in accordance with the construction traffic routes set out in **Chapter 4** of this document.

3.29.2. **Figure 3.35 Revision 3 - Proposed Access Arrangements - Access Ai** also confirms that a visibility splay of 2.4 x 215 metres is shown to be achievable to the nearside kerbline in both directions, commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit.

3.29.3. The location of the access is generally open and limited vegetation will need to be removed to accommodate it. An existing layby on the eastbound carriageway will be temporarily closed, if considered necessary by the highway authority. The precise details will be agreed with the highway authority in due course.

3.30. Location AJ

3.30.1. Access AJ is an existing agricultural access from Green Bank as shown at **Figure 3.36 Revision ~~3~~4 - Proposed Access Arrangements - Access AJ.** A swept path assessment for a 4x4 vehicle and a trailer has been undertaken confirming that a vehicle of this size is able to perform the required manoeuvre. This access point is required as an access to the cable run to the south of Land Parcel C.

3.30.2. **Figure 3.36 Revision ~~3~~4 - Proposed Access Arrangements - Access A~~i~~J** also confirms that a visibility splay of 2.4 x 215 metres is shown to be achievable to the nearside kerbline in both directions, commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit.

3.31. Location AK

3.31.1. Access AK is an existing agricultural access from the A161 as shown at **Figure 3.37 Revision 3 - Proposed Access Arrangements - Access AK.** This will serve as the access to land area M15(E) for retained agricultural purposes and mitigation. A swept path assessment for a tractor and trailer has been undertaken confirming that a vehicle of this size is able to perform the required manoeuvres.

3.31.2. **Figure 3.33 Revision 3 - Proposed Access Arrangements - Access A~~G~~K** also confirms that visibility splays of 2.4 x 160 metres can be achieved to the nearside kerbline in both directions, commensurate with the 50mph speed limit in place on the A161 within the vicinity of the access.

3.32. Surfacing

3.32.1. Further to discussions with CDC and NLC, the Applicant is willing to provide a bound surface on those accesses which are to be used permanently for operational purposes where the existing access isn't surfaced to an acceptable standard (and therefore excluding (i) construction access only and (ii) those already at suitable standard). A bound surface of 20 metres is considered appropriate based upon the maximum vehicle size of 16.5m long.

3.32.2. Access A, N, O, and Z are proposed to remain as existing as they comprise a suitable bound surface for at least 20 metres back from the adopted highway. Recent photographs of these locations are included on the relevant access arrangement drawings.

~~3.32.1.~~3.32.3. It is proposed that Access C, X and AJ will remain as existing and unbound, but temporary matting can be provided in these locations. Temporary matting will be provided at these access points (20m back from carriageway edge) during the construction phase. Matting will be capable of accommodating HGVs and will be removed upon completion of construction activities at the site.

~~3.32.2.~~3.32.4. Access C is land allocated for ecological mitigation and will only require access for tractors and trailers, as per the existing arrangement.

~~3.32.3.~~3.32.5. Access X will provide access to an easement strip for cabling works only and currently comprises a partly bound / partly compacted gravel surface.

~~3.32.4.~~3.32.6. Access AJ is required only for cable works and currently comprises and existing farm track with a compacted gravel surface.

3.33. Stage One Road Safety Audits

3.33.1. Further to discussion with the highway officers at both CDC and NLC, Stage One Road Safety Audit's (s1RSA) have been carried out by an independent auditor for all the proposed site access arrangements. The audit briefs were issued to highway officers at both CDC and NLC and are included at **Appendix C**.

3.33.2. Separate RSA reports have been provided for those access points within CDC and NLC respectively. The s1RSA reports received from the independent auditor are included at **Appendix D.**

3.33.3. The CDC RSA identifies two problems with individual access points; Access B (the need for the ditch in this location to be piped and culverted with sufficient edge clearance) and Access F (for a level dwell area to be provided).

3.33.4. The NLC RSA identifies one problem with Access AH (the need for the ditch in this location to be piped and culverted with sufficient edge clearance).

3.33.5. Both RSA reports identify the same two general problems; the condition of carriageway surfaces and signage.

3.33.6. Designers Responses have been prepared for each of the s1RSAs which are included at **Appendix E**. In summary, the Applicant agrees to the

recommendations of the RSAs, and these matters have been addressed elsewhere within this oCTMP.

3.34. Proposed Operational Access

3.34.1. Once construction has finished, the Applicant has confirmed that all construction accesses are expected to be retained for operational purposes.

3.34.2. Once operational, it is anticipated that there could be around one visit to the Scheme per month on average associated with equipment maintenance, ground maintenance, security checks etc. This would typically be made by light van or 4x4 type vehicles.

3.34.3. Whilst the contractor's compounds will have been removed, space for parking and turning will remain within the Scheme.

Internal Roads

3.34.4. The extent of the access tracks within the Scheme is shown on the indicative layout included as part of the wider submission.

3.34.5. The Scheme will feature permanent four metre wide access tracks throughout allowing for the movement of construction vehicles. These access tracks will be completed during the initial phase of the construction process.

3.34.6. The access tracks will be made of stone on top of permeable matting to protect and support the ground, enabling it to bear the weight of the plant and HGVs.

3.34.7. Existing ditch crossings will be utilised within the Scheme, where appropriate.

4 Construction Traffic Routing

4.1.1. The majority of components required to construct the Scheme are likely to be shipped in 40ft containers which are typically carried to the site on 16.5m long articulated HGVs. Excluding any abnormal indivisible loads (AILs), this is the largest vehicle which will access the Scheme.

4.1.2. The designated routes for construction traffic accessing the Scheme to the Land Parcels are shown at **Figure 4.1 Revision 3** of this document and summarised below. The designated construction traffic routes will be provided to drivers by the Site Manager(s) in advance of departing for each respective Land Parcel.

4.1.3. These routes will be followed unless otherwise agreed with the relevant highway authority, or in an event outside the Applicant's control which means an alternative route needs to be followed (e.g. an unexpected road closure/diversion).

4.2. Land Parcel A

4.2.1. Accesses A and B serve Land Parcel A. Access C provides access to land required for bird mitigation within Land Parcel A. The arrival route vehicles will take is as follows:

- Exit the M18 motorway at Junction 6 turning north onto Selby Road.
- Turn right onto North Common Road following it along before turning right onto Marshland Road.
- Follow Marshland Road south and then turn left onto Coulman Street.
- Follow Coulman Street south before turning left onto Moor Edges Road
- For Access A, turn left onto the Private Road leading into Causeway Farm and into the Scheme;
- For Access B, continue on Moor Edges Road for 850 metres before turning left in to the Scheme; and
- For Access C, continue onto High Bridge Road before turning left in to the site before reaching Maud's Bridge.

4.3. Land Parcel B

4.3.1. Accesses S, AA, AB and AC serve Land Parcel B. Access AD is accessed internally from within Land Parcel B. The arrival route vehicles will take is as follows:

- Exit the M180 at Junction 2 onto the A161 and follow it northwards towards Crowle.
- Turn left onto Godnow Road, following the road southwest.
- Turn right onto Windsor Road and continue north to the junction with Marsh Road and Cross street; and
- Turn left onto Marsh Road, continuing west until turning into each access point.

4.3.2. Swept path assessment of junctions along the route the A161 (Godnow Road, Windsor Road and Marsh Road) from are included at **Appendix F**.

4.3.3. Land Parcel B is bisected by Crook O'Moor Road and PRoW CROW21. Panel areas B1, B2, B3 and B4 shown on **ES Figure 1.3 Development Parcels Plan [APP-131]** are located on land to the north of Crook O'Moor Road. Vehicles accessing panel areas B1, B2, B3 and B4 would enter panel area B5 via Access S from Marsh Road before crossing Crook O'Moor Road.

4.4. Land Parcel C

4.4.1. Access D, E, Y and Ai serve Land Parcel C. The arrival route vehicles will take to reach these access points is as follows:

- Construction traffic will exit the M180 at Junction 1 onto the Tudworth Roundabout turning east onto the A18; and
- Continue east along the A18 before either accessing the land parcel required directly from the A18 (Access Ai), or one of the minor roads (Green Bank (Access D and E) or Jaque's Bank (Access Y) from the A18.

4.5. Land Parcel D

4.5.1. Land Parcel D is bisected by the M180. The arrival route vehicles routing to parcels to the north of the M180 (Access F, M and Z) will take to reach their destination is as follows:

- Construction traffic will exit the M180 at Junction 1 onto the Tudworth Roundabout turning east onto the A18.
- Continue east along the A18 before either accessing the land parcel required directly from the A18 (Access F and M), or Crow Tree Bank (Access Z).

4.5.2. There is a 7.5 tonne except for access weight limit restriction on Low Levels Bank between the junction with the A18 Tudworth Road and Crow Tree Bank. As such, vehicles are only permitted to use this section of road if they are accessing land between the A18 and Crow Tree Bank and are not permitted to travel through the weight restriction. As such vehicles routing to access J and K on Low Levels Bank to the east of the weight restriction will need to access and egress to/from the east only.

4.5.3. Accesses H, i, and W are located on Low Levels Bank between the A18 Tudworth Road and Crow Tree Bank. The arrival route vehicles routing to parcels to the south of the M180 using accesses H, i and W will take to reach their destination is as follows:

- Vehicles will exit the M180 at Junction 1 onto the Tudworth roundabout turning south onto the A18.
- Upon reaching the Sandtoft Road junction turn left following it along as it becomes Low Levels Bank; and
- Continue following Low Levels Bank east into the access points either side of the Low Levels Bank carriageway.

4.5.4. Swept path assessment of the A18 Tudworth Road/ Sandtoft Road junction is included at **Appendix G**.

4.5.5. Accesses J and K are located on Low Levels Bank east of the Crow Tree Bank junction and therefore beyond the weight restriction. The arrival route vehicles routing to parcels to the south of the M180 using accesses J and K will take to reach their destination is as follows:

- Vehicles will exit the M180 at Junction 1 onto the Tudworth roundabout turning east onto the A18.
- Continue east along ~~Low~~ High Levels Bank before turning south onto Crow Tree Bank.
- Turn east at the Crow Tree Bank/ Low Levels Bank junction to travel to access points J and K.

4.6. Land Parcel E

4.6.1. Accesses P, R, Q, X and AK serve Land Parcel E. The arrival route vehicles will take is as follows:

- Exit the M180 at Junction 2 onto the A161 following it north: then:
- For Access P, turn left onto the A18 following it west before turning left onto High Levels Bank, from which Access P is served;

- For Access Q, turn left onto the A18 following it west before turning left onto High Levels Bank, from which Access Q is served; and
- For Access R, turn left onto the A18 following it west before turning left on to the unnamed road, form which Access R is served.
- For Access AK, continue north along the A161 for circa one kilometre, with Access AK on the western side of the road

4.6.2. NLC has said that consideration should also be given for a one-way route to Access Point R, to reduce the risk of construction vehicles passing each other with limited space with which to pass. The route to/from the east via the A161 has been considered and ruled out due to the presence of two large, stone pillars at the junction between the unnamed road and the A161. Swept path assessments of a 16.5m long HGV show that this movement would not be possible due to the stone pillars without adversely affecting the A161, as shown at **Appendix H.**

4.6.3. A swept path assessment of the A18 / High Levels Bank (Idles Bank) junction is included at **Appendix i**.

4.7. Construction Route Mitigation

4.7.1. The arrival and departure of HGVs at the Scheme will be strictly managed by the Site Manager(s). Drivers will adhere to a delivery schedule and will be required to call ahead to ensure that any emerging HGVs can be held within the construction compounds. No HGVs will be permitted to wait on the public highway and background traffic will always be given priority. This will be enforced by banksmen and the Site Manager(s).

4.7.2. Advisory signs will be provided along the construction traffic route, with the exact positions to be agreed with CDC and NLC officers in due course. The signs will be compliant with Chapter 8 of the Traffic Signs Manual **[Ref-2],** where applicable, and will be in place for the duration of the construction phase at the site.

4.7.3. Drivers will be informed of the required route to each access point prior to arriving at and / or departing from the Scheme. They will also be advised not to use Sat-Navs to reach the Scheme to avoid using inappropriate roads. A temporary signage scheme to direct drivers to each of the Land Parcels will be put in place from the strategic road network for the duration of the construction works.

4.7.4. There are no signed height restrictions on the routes, and no road closures will be required in order to facilitate access. However, temporary traffic management measures are proposed at each individual access point to assist drivers entering and leaving the Scheme.

4.7.5. Specifically in relation to Land Parcel B and the proposed construction traffic route, Crowle Primary School is located on Windsor Road around 95 metres south of Marsh Road. As such, any construction traffic movements through Crowle (a breakdown of which is provided in **ES Chapter 12 Transport and Access [Document Reference 6.2.12 Revision ~~2~~4]** as link 19 of the ES) would be strictly managed and would be timed to avoid the peak hours on the highway network and the busiest times of the school day. The school's hours are 08:30 to 15:00. As such, construction traffic movements will not be permitted on Godnow Road, Windsor Road or Marsh Road between the hours of 08:15 – 08:45 and 14:45 and 15:15.

5 Vehicle Trip Attraction

5.1. Construction Phase

5.1.1. The construction phase includes the preparation of the land, the temporary access roads, erection of security fencing, assembly and erection of the PV strings, installation of the inverters/transformers/battery units and grid connection, including cable connections between the panel areas and the intermediate substations.

5.1.2. The Applicant has confirmed the following construction periods for each of the Land Parcels for assessment purposes:

- Land Parcel A – 12 months (with peak construction over a four month period).
- Land Parcel B – 9 months (with peak construction over a two month period).
- Land Parcel C – 12 months (with peak construction over a three month period).
- Land Parcel D – 9 months (with peak construction over a three month period).
- Land Parcel E – 12 months (with peak construction over a three month period).

5.1.3. The Applicant has also confirmed for assessment purposes that they are likely to construct only two Land Parcels at any one time. The peak construction period in

Transport and Access terms would comprise the construction of Land Parcel C and Land Parcel E simultaneously, as these Land Parcels share sections of the proposed construction traffic route. However, in order to provide a robust assessment it has been assumed that the entire Scheme could come forward at the same time. This ensures that all potentially impacted links are considered and provides a robust assessment of the highway network.

5.1.4. HGV deliveries will be made to construction compounds located across the Land Parcels. The construction compounds will accommodate deliveries by HGVs where they will decant equipment and materials. Some Land Parcels will require the materials to be transported from other Parcels via smaller vehicles (i.e. tractor and trailer). Where this is required, it has been assumed that a total of three tractor and trailers are required for every HGV delivery.

5.1.5. There will also be a small number of construction movements associated with smaller vehicles such as the collection of skips for waste management, although these will be infrequent, and the transport of construction workers and sub-contractors.

5.1.6. The Applicant has confirmed that a maximum of up to 377 construction workers would be on Land Area C and E at any one time during the peak construction period. This is based on an assumption of 4.94 workers per acre. However, the assessment has been based on the construction of the Scheme occurring simultaneously and therefore a higher number of staff trips has been assessed with up to 880 staff across the entire Scheme.

5.1.7. The Applicant expects that 75% of the construction workers will travel to site via 15 seater minibus, whilst the other 25% will arrive via private vehicle with an average of three workers per car. This equates to 17 minibuses and 41 private cars per day (up to 116 two-way vehicle movements per day at peak times of construction). The majority of staff will travel from Doncaster, North Lincolnshire and East Riding of Yorkshire areas. Further details on the location of where staff will travel from is set out in **ES Chapter 11 Socio Economic [APP-048].**

5.1.8. As set out above, construction compounds will be provided across the Land Parcels. The number of deliveries will therefore be split between each Land Parcel and their respective compounds. The Applicant has confirmed for assessment purposes that each Land Parcel could be associated with the following daily vehicle movements, based upon the construction periods set out in **paragraph 5.1.2**:

- Land Parcel A – 90 two-way AADT movements per day (including 42 HGV AADT movements).
- Land Parcel B – 11 two-way AADT movements per day (including six HGV AADT movements).
- Land Parcel C - 42 two-way AADT movements per day (including 20 HGV AADT movements).
- Land Parcel D - 38 two-way AADT movements per day (including 18 HGV AADT movements).
- Land Parcel E - 54 two-way AADT movements per day (including 26 HGV AADT movements).

5.1.9. The Applicant has confirmed the following peak daily vehicle movements per Land Parcel Area:

- Land Parcel A – 4 month peak - 243 two-way movements per day (including 114 two-way HGV movements).
- Land Parcel B – 2 month peak - 55 two-way movements per day (including 26 two-way HGV movements).
- Land Parcel C – 3 month peak - 150 two-way movements per day (including 70 two-way HGV movements).
- Land Parcel D – 3 month peak - 143 two-way movements per day (including 67 two-way HGV movements).
- Land Parcel E – 3 month peak - 180 two-way AADT movements per day (including 85 two-way HGV movements).

5.1.10. The Applicant has confirmed the following non-peak daily vehicle movements per Land Parcel Area:

- Land Parcel A – 8 month non-peak - 32 two-way movements per day (including 16 two-way HGV movements).
- Land Parcel B – 7 month non-peak - 6 two-way movements per day (including 3 two-way HGV movements).

- Land Parcel C – 9 month non-peak - 16 two-way movements per day (including 8 two-way HGV movements).
- Land Parcel D – 6 month non-peak - 16 two-way movements per day (including 8 two-way HGV movements).
- Land Parcel E – 9 month non-peak - 24 two-way AADT movements per day (including 12 two-way HGV movements).

5.1.11. Each of the above peak and non-peak vehicle movements for each Land Parcel will be distributed between each of the individual access points listed at **Table 3-1**. The AADT at each access point is shown in **Table 3-2**.

Table 3-2: AADT at each access point

Access Location Ref	Accessed from	AADT		
		LGV	HGV	Total
A, B	Moor Edges Road	48	42	89
D	Green Bank	10	9	19
E	Green Bank	5	4	9
F	A18 High Levels Bank	0	24	24
H, AE	Low Levels Bank	0	5	5
i	Low Levels Bank	13	26	39
J	Low Levels Bank	0	18	18

K	Low Levels Bank	0	22	22
M, Z	A18 High Levels Bank	7	30	37
O, P	A18 High Levels Bank	7	9	16
Q	Unnamed Road	6	5	13
R	Unnamed Road	15	14	29
S, AA, AB, AC, AD	Marsh Road	7	6	11
W	Low Levels Bank	0	10	10
Y	Jaque's Bank	5	4	9
AH	A18	0	2	2
AI	A18	3	4	6

Abnormal Indivisible Loads

5.1.12. The construction of the Scheme will require Abnormal Indivisible Loads (AIL) for the substation component deliveries. The deliveries will be planned with an AIL route assessment and will be escorted and managed along the route from the port of entry into the UK and the Order Limits.

5.1.13. An abnormal load is one that cannot legally be carried on a vehicle within the maximum weights and/or dimensions in the Construction and Use Regulations and Road Vehicles (Authorised Weight) Regulations.

5.1.14. An AIL is defined as a vehicle carrying a load that has any of the following:

i. A weight of more than 44,000kg.

5.1.15. An axle load of more than 10,000kg for a single non-driving axle and 11,500kg for a single driving axle.

ii. A width of more than 2.9 metres.

iii. A rigid length of more than 18.65 metres.

5.1.16. Other measurements may apply if deliveries are being transported from abroad.

5.1.17. The 400kv substation is located in Land Parcel E. 132kv substations are located in Land Parcel A, C, D and E. It is anticipated that up to 15 AIL movement will be required across the Order Limits.

5.1.18. Any impacts will be minimised, and the arrangements will be secured through an AIL route assessment in conjunction with CDC, NLC, National Highways and the Police. The route assessment will provide information regarding the practicalities of delivering AILs to each of the Land Parcels.

5.1.19. The specific size and arrangement for AILs will be determined by the appointed heavy haulage contractor and included in the Construction Traffic Management Plan secured by Requirement 16 of the Draft DCO **[Document Reference 3.1 Revision 9~~6~~].**

5.1.20. An AIL Plan is included at **Chapter 6**.

5.2. Summary

5.2.1. The level of traffic during the temporary construction phase is not considered to be material and it is considered that this will not have a detrimental impact on the safety or operation of the local or strategic highway network.

6 Proposed Mitigation Measures

6.1.1. The appointed contractor(s) will introduce measures to minimise the impact on the local road network resulting from construction activities. These will be managed by the Project Manager and the Site Manager(s).

6.1.2. The Site Manager(s) will assume responsibility for the operation of the Scheme. The details of the Site Manager(s) will be provided to the highway authorities at CDC, NLC and NH in advance of any works being carried out.

6.2. Construction Compounds

6.2.1. Construction compounds will be located across the Order Limits within each Land Parcel, as shown in **ES Figure 2.1 – Indicative Construction Layout Plan [APP-139]** available as part of the wider submission. The construction compounds will be on flat ground. They will be surfaced with aggregate/ stone to support weight bearing plant and equipment. The construction compounds will be removed once the construction phase is complete. An indicative compound layout is included at page 11 of **ES Figure 2.6 – Indicative Layout and Cross Section Plans [~~APP-015~~REP3-005]**.

6.2.2. All of the construction compounds will be secured by mesh fencing and will include:

- reception area.
- office and welfare units.
- security cabin.
- turning area for delivery vehicles.
- laydown area.
- skip area.
- storage containers.
- parking area; and
- vehicle wheel wash area.

6.2.3. Parking for cars and minibuses will be provided within each of the compounds. Parking will therefore be contained within the Scheme and no unnecessary parking will occur on the local highway network. This will be monitored and managed by the Site Manager(s).

6.2.4. No parking by contractor(s), visitors or delivery vehicles will be permitted on any roads in the vicinity of the Scheme or the access tracks from the public highway leading to the construction compounds during the construction phase. Visitors will be advised of the parking arrangements in advance of travelling to the Scheme. The Site Manager(s) will monitor that parking is taking place in the designated area within the compounds.

6.2.5. The compounds will also include areas for the storage of plant and equipment. The material storage units will be used to contain materials, products, parts, crates, packing materials and waste for the duration of the construction phase.

6.2.6. Staff welfare facilities including toilets, and a canteen will be provided at each compound. An office block will be located at the entrance of the compounds for signing in and out and other administrative activities.

6.2.7. Loading and unloading of construction material and plant will take place within the construction compounds. A fenced and secured storage area will also be provided. The compounds will be large enough for heavy goods vehicles (HGVs) and a tractor and trailer to turn and exit the compound in a forward gear.

6.2.8. The arrival and departure of HGVs at the Scheme will be strictly managed by the Site Manager(s). Drivers will be required to adhere to a delivery schedule and will be required to call ahead to ensure that any emerging HGVs can be held within the construction compounds. No HGVs will be permitted to wait on the public highway. This will be communicated to drivers via the call-ahead system.

6.2.9. Wheel washing may be required until the internal access tracks are completed. A hose / pressure washer or dry-wheel wash will be provided at the exit of the construction compounds to ensure that vehicle's wheels are clear of mud and debris before exiting on to the local highway network.

6.3. Management of HGVs

6.3.1. A Delivery Management System will be put in place to plan deliveries entering all the site accesses and this will be controlled by the Site Manager(s) and banksmen.

6.3.2. The arrival and departure of HGVs at the site access points will be strictly managed by the Site Manager(s). Drivers and banksmen and will adhere to a delivery schedule and will be required to call ahead to ensure that any emerging HGVs can be held, if necessary, within the construction compound. No HGVs will be permitted to wait on the public highway. This will be communicated by the Site Manager(s) via the call ahead system. Should more than one HGV arrive at the site at the same time, then the construction compounds are large enough to be able to accommodate this.

6.3.3. National Highways have requested that delivery vehicles are limited to outside of the AM and PM peak hours of the Strategic Road Network (SRN). The peak hours on the SRN have been confirmed and agreed as being 07:00 – 08:00 and 16:00 –

17:00. HGV deliveries will therefore not be permitted to use the SRN to arrive at or depart from any of the Land Parcels between these hours.

6.3.4. Construction traffic will not be permitted to access Land Parcel B between the hours of 08:15 – 08:45 and 14:45 and 15:15 in order to avoid peak drop off and pick up times at Crowle Primary School.

6.4. Operation and Management of Banksmen

6.4.1. Trained banksmen will be deployed to manage inbound and outbound HGV movements associated with the Scheme.

6.4.2. Banksmen will be sited at all access points that are in use during the construction phase to manage the safe access and egress of all construction traffic.

6.4.3. They will wear high-visibility clothing at all times and will communicate to HGV drivers and colleagues via radio.

6.4.4. Banksmen will also be located within the construction compounds to assist turning manoeuvres by the largest vehicles, where required, and at PRoW crossing routes within the Scheme to ensure that users of the PRoW are given priority at all times.

6.4.5. Banksmen will not have the authority to hold traffic on the adopted highway. They will only be permitted to manage vehicle movements associated with the site access points at the Scheme.

6.4.6. The contact details of the contractor(s) and those of the highway department at NLC and CDC will be exchanged before commencement of the works at the Scheme.

6.5. Temporary Signage

6.5.1. Temporary warning signage will be placed in strategic locations to warn road users of the ongoing construction.

6.5.2. The signage will be provided in line with The Traffic Signs Manual: Chapter 8 (2020) **[Ref-2]** and is proposed to include (subject to agreement with the Highway Authority):

- Sign Ref: 2708 - Red signage stating 'CAUTION CONSTRUCTION TRAFFIC TURNING' at the access and egress points; and
- Sign Ref: 7305 – 'WORKS TRAFFIC' directional signage from the strategic road network.

6.5.3. During the construction phase, temporary signage in line with Diagram 7301 'WORKS TRAFFIC ONLY' of the Traffic Signs Regulations and General Directions 2016 (TSRGD) will be used to indicate that heavy construction vehicles are turning. Signage will be white text and red background 1050 x 750mm mounted in 'A' frame, as illustrated at **Appendix J.**

6.5.4. Advisory speed limit signs on high 'A' frames will be installed in the vicinity of the site access points on the A18 and Sandtoft Road /Low Levels Bank to encourage lower speeds during the construction phase.

6.5.5. In line with the recommendations of the RSA, additional signage will be provided at junctions to prevent large vehicles from using roads that are not appropriate for construction traffic and that are not on the designated construction routes set out in this oCTMP.

6.6. Public Rights of Way

6.6.1. Mitigation and management procedures will be put in place where the PRoWs cross through the Scheme. These measures will include:

- When construction plant and machinery are accessing a relevant Land Parcel, a banksman will be employed to control both movements on the PRoW and HGV traffic. Banksmen will ensure that users of the PRoW always have priority.
- Where possible fencing will be placed along the PRoW routes where they cross the Scheme with gated sections in the vicinity of the internal access tracks. Vehicles will only be permitted to cross the PRoW at designated crossing points. Only smaller vehicles will be required to cross the PRoW at the designated crossing points.
- Signage will be erected at either end of the affected PRoWs in the vicinity of the Scheme boundary advising users of ongoing construction activities. Further signage will be positioned on the approach to either side of each crossing point for both construction traffic and PRoW users.

6.6.2. The PRoW that are likely to be affected most by the construction phase are Thorne 19, CROW 18 and CROW 21. The affected PRoW are set out in Schedule 6 Part 2 of the draft DCO **[Document Reference 3.1 Revision ~~6~~9]**.

6.6.3. There would be no permanent closures or diversions of PRoW as part of the Scheme. However, temporary diversion of CROW21 may be required, as shown on the **Street Works, Access and Public Rights of Way Plan [REP3-004]** where cable installation works are taking place in order to separate members of the public from the construction vehicles and machinery. Any such diversion would only be in effect during the installation of the cable, and a suitable alternative route will be provided that is as equally as commodious as the existing PRoW. Where a temporary diversion is necessary, it will be implemented and managed appropriately in consultation with the local highway authority.

6.6.4. At this stage, it is anticipated that CROW21 could be diverted into panel areas B6 and B5, south of the culvert, before emerging again on to CROW21. This would result in a minimal extension to the length of the PRoW route for a temporary period. This would remove PRoW users from the extent of Crock O'Moor Road within the Order Limits that would be subject to the temporary construction works.

6.6.5. The Applicant will provide the diversion / alternative route prior to construction, so that local communities can continue to make use of the PRoW and enjoy the local area during this stage of the Scheme.

6.6.6. It has been agreed with CDC that PRoW Thorne 19 should remain open during the construction phase. Due to its 30ft / nine metre definitive width, CDC has advised that fencing should be provided down the centre of the PRoW so that one side can remain open for use by the general public.

6.6.7. Requirement 20 of the **Draft DCO [Document Reference 3.1 Revision ~~8~~9]** controls the exercise of the temporary closure and restriction powers in respect of PRoW by requiring that, prior to their exercise, (i) the scope of a pre-commencement condition survey must be submitted to and approved by the highway authority and the survey then carried out and submitted, and (ii) a reinstatement plan must also be submitted to and approved by the highway authority. The reinstatement plan must include details of the works required to reinstate the affected PRoW in accordance with the approved condition survey and a timetable for those works, and the authorised development must be carried out in accordance with the approved plan.

6.6.8. Any temporary diversion will cease following construction of the relevant works. Temporary diversion of the footpath would also take place during decommissioning.

6.7. Traffic Management

6.7.1. Where required, suitable traffic management would be implemented to ensure safe operation and to reduce as far as reasonably practicable the impact of the cable route works on the local highway network.

6.7.2. The following traffic management measures could be implemented at the site access points and along the cable route where it affects the adopted highway, depending on the nature of the carriageway within which the works are taking place. The details of traffic management will be agreed with the relevant highway authority in advance of any works taking place in the highway.

Banksmen

6.7.3. Where required, banksmen will be sited at the site access points and at either end of cable run areas to control traffic associated with the Scheme on the highway. Banksmen will communicate between vehicles / site management via CB radio. This will ensure traffic is controlled in a 'one way only' fashion in the vicinity of construction areas.

6.7.4. Banksmen will not have the authority to hold traffic on the adopted highway. They will only be permitted to manage vehicle movements associated with the site access points at the Scheme.

Stop / Go Boards

6.7.5. On roads along the route where the speed limit does not exceed 60mph (and where adequate visibility and lighting is available), stop/go boards shall be used to manage the flow of traffic past the cable works. Use of Stop/Go boards would be restricted to daylight hours.

6.7.6. Where manually rotated signs are in use and the operatives are not in direct line of sight, then two-way radio communication between operators must be used.

Portable traffic signals

6.7.7. Two way and / or multi-phase traffic signals will be considered where Stop/Go and Give and Take methods cannot be implemented. The details of traffic

management will be agreed with the relevant highway authority in advance of any works taking place in the highway.

Road Closure

6.7.8. Whilst this would be avoided, where possible, if it becomes necessary a Temporary Traffic Regulation Order (TTRO) could be applied for by the contractor(s) to close a road or part of a road along the construction route. If it becomes necessary, a road or part of a road along the construction route could be closed following the temporary traffic regulation procedure set out in Article 19 of the draft DCO **[Document Reference 3.1 Revision ~~8~~9]**.

6.7.9. Where required, pedestrian access to properties within the affected road/s will be maintained at all times.

6.7.10. Appropriate traffic control signage will be agreed and provided as part of any of the above traffic management measures, in line with the Traffic Signs Regulations and General Directions (TSRGD) 2016 **[Ref-3]** and Traffic Signs Manual Chapter 8 **[Ref-2].** The exact signage will be designed by a suitably competent contractor.

6.8. Condition Survey

6.8.1. A pre-commencement walk-over Condition Survey on the local highway network, PRoW Thorne 19, CROW 18 and CROW 21, and existing culvert crossings at Access K, O and P will be carried out to assess the baseline condition of the adopted highway, PRoW and culvert crossings before relevant construction activities commence. The extents of the surveys will be determined in consultation with highway officers at NLC and DC in due course.

6.8.2. The surveys will incorporate photographic records as appropriate. The surveys will be undertaken in the presence of highway officers at NLC and CDC should they wish to be present, as required, and a date for this survey will be determined before relevant construction activities commence.

6.8.3. This would be followed by further Condition Surveys with a further photographic record covering the same extents as previously assessed at the end of the relevant construction activities, in order to identify and agree any remedial works reasonably attributable to construction activities. A date for these surveys will be determined in consultation with the highway authority once construction of the Scheme is complete. Any remedial works will be agreed with CDC and NLC in advance.

6.9. Abnormal Indivisible Loads (AIL) Plan

6.9.1. The AILs will be routing through road networks owned and managed by National Highways, City of Doncaster Council, and North Lincolnshire Council. It is anticipated that all AIL will use the delivery routes outlined in this OCTMP, however each AIL movement will be reviewed on a case-by-case basis to ensure minimal disruption to the local highway network.

6.9.2. Notification of the AIL taking place and the intended routing will be undertaken with the three relevant highway authorities as follows:

i. National Highways email: abnormal.loads@nationalhighways.co.uk

ii. City of Doncaster Council email: abnormal_loads@doncaster.gov.uk

iii. North Lincolnshire email: roadsafety@northlincs.gov.uk

6.9.3. It will also be necessary for the haulier to contact South Yorkshire Police and Humberside Police Abnormal loads officers:

i. South Yorkshire Police AIL website: https://www.southyorkshire.police.uk/tua/tell-us-about/avl/v2/what-is-abnormal-load

ii. Humberside Police AIL website: https://www.humberside.police.uk/tua/tell-us-about/avl/v2/what-is-abnormal-load

6.9.4. Further information on the three highway authorities' procedures for transporting AILs on the road network are available as follows:

i. City of Doncaster Council website: https://www.doncaster.gov.uk/services/transport-streets-parking/abnormal-loads

ii. National Highways: https://nationalhighways.co.uk/road-safety/abnormal-loads-and-the-esdal-system/

iii. North Lincolnshire Council's website: https://www.northlincs.gov.uuk/roads-paths-and-transport/road-safety/road-safety-information/hgv-management-and-signing

6.9.5. As indicated on the National Highways, City of Doncaster, and South Yorkshire Police's websites, the appointed haulier transporting any AIL associated with the Scheme will follow regulations and notify highway authorities, police and bridge authorities, as appropriate, using the Electronic Service Delivery for Abnormal Loads (ESDAL) system (information available at: www.esdal.com and/or esdalenquiries@nationalhighways.co.uk). This system makes the process easier for hauliers, structure owners, highway authorities and the police to have the relevant information for:

i. The routing to ensure it is suitable for the AIL;

ii. Obtain full details of the organisations and authorities prior to delivery taking place;

iii. notify the police, highways and bridge authorities of the timescales for AIL movements on the road network;

iv. the haulier can submit their notifications on the system;

v. the hauliers are able to get advance notice of any possible route problems; and

vi. the system can save vehicle details and routes for future use.

6.9.6. The highway authorities will also advise on the following:

i. Restricted height/widths of any bridges or other structures;

ii. Restricted highway network such as known pinch-points along the route;

iii. Restricted weight on the routes; and

iv. Recommendations on how to minimise delays for other vehicles.

6.9.7. It is anticipated that any loads in excess of 150 tonnes will be moved by Special Orders, which will be made separately for each load. Movements up to 300 tonnes (which may be undertaken for transformer, for example) can be moved with agreement on the route, as above, which will be required between the authorities and the haulier.

6.10. Consultation / Liaison with Local Communities

6.10.1. The Applicant will notify local residents of likely peak construction periods, particularly through Crowle where construction traffic will pass through residential areas to reach Land Area B. The Applicant will also engage with Crowle Town Council and local Ward Members prior to construction commencing at Land Area B, and throughout the construction phase.

6.11. M180 Renewal

6.11.1. The Applicant is aware that National Highways have proposed renewal works to the M180 between Junctions 2 and 3 (in both directions) comprising full reconstruction of the ageing concrete road. It is understood that these works are currently programmed to commence in 2028/2029 with completion in 2030.

6.11.2. NH has suggested that cooperation between the Applicant and NH in respect of any interaction between the M180 renewal works and the Scheme may need to be achieved through an interface agreement. The interface agreement would regulate the carrying out of works in the vicinity of the SRN to the extent necessary to safeguard delivery of the M180 renewal works. The Applicant agrees that close coordination will be required during delivery.

~~6.11.2.~~6.11.3. If the M180 renewal works will commence or be ongoing during the construction phase of the authorised development and it is considered by NH (acting reasonably) that a construction coordination agreement is required to manage any interface between the works, the Applicant will use reasonable endeavours to enter into a construction coordination agreement with NH on such terms to be agreed between the parties.

~~6.11.3. The Applicant is willing to discuss entering into an interface agreement to the extent it proves necessary to do so.~~

7 References

- Ref-1: Design Manual for Roads and Bridges CD109 Highway Link Design (March 2020)
- Ref-2: Department for Transport Traffic Signs Manual Chapter 8: Traffic Safety Measures and Signs for Road Works and Temporary Situations (2009)
- Ref-3: The Traffic Signs Regulations and General Directions (TSRGD) 2016.
- Ref-4: Department for Transport Manual for Streets (2007)

8 Glossary

Table 9-1: Glossary for Transport and Access

Terminology	Definition
AADT	Annual Average Daily Traffic -
AIL	Abnormal Indivisible Load
CDC	City of Doncaster Council
CTMP	Construction Traffic Management Plan
DCO	Development Consent Order
DMRB	Design Manual for Roads and Bridges
ES	Environmental Statement
HGV	Heavy Goods Vehicle
LEMP	Landscape Ecological Management Plan
Mph	Miles per hour
MWp	Megawatts peak

NLC	North Lincolnshire Council
PRoW	Public Right of Way
SRN	Strategic Road Network

Figure 2.1 Revision 3 Indicative Access Strategy

N

Moorends Road
North Common Road
A614
Marshland Road
Moorends
M18 Junction 6
Coulman Street
Thorne
Moor Edges Road
High Bridge Road
Thorne 19
East Riding of Yorkshire
Doncaster
North Lincolnshire
CROW 17
CROW 18
Cross Street
CROW 21
Crowle
Marsh Road
A161
M18 Junction 5
M180 Junction 1
A18 High Levels Bank
Green Bank
Hatfield 4
A18 Tudworth Road
Sandtoft Road
Low Levels Bank
Hatfield 41
High Levels Bank
Sandtoft
A18
BELT 25#2
BELT 2#2
BELT 2#4
BELT 2#1
BELT 2#3
BELT 2#5
BELT 21
M180 Junction 2
BELT 141#2
BELT 25#1
BELT 27

Key:

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

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TITLE: INDICATIVE ACCESS STRATEGY	PROJECT No: P21-3484	DRAWING No: FIGURE 2.1	REV: 2

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Figure 3.1 Revision 3 Proposed Access Arrangements Master

N

Location A
Location B
Location C
Location D
Location E
Location AJ
Location F
Location M
Location N and AH
Location Z
Location AE
Location G
Location H
Location i
Location W
Location J
Location K
Location O
Location Y
Location P
Location Ai
Location Q
Location X
Location R
Location AK
Locations AA & AB
Location AD
Location S
Location T
Location U
Location AC
Location V

Key:

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

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TITLE: PROPOSED ACCESS ARRANGEMENTS - MASTER	PROJECT No: P21-3484	DRAWING No: FIGURE 3.1	REV: 3

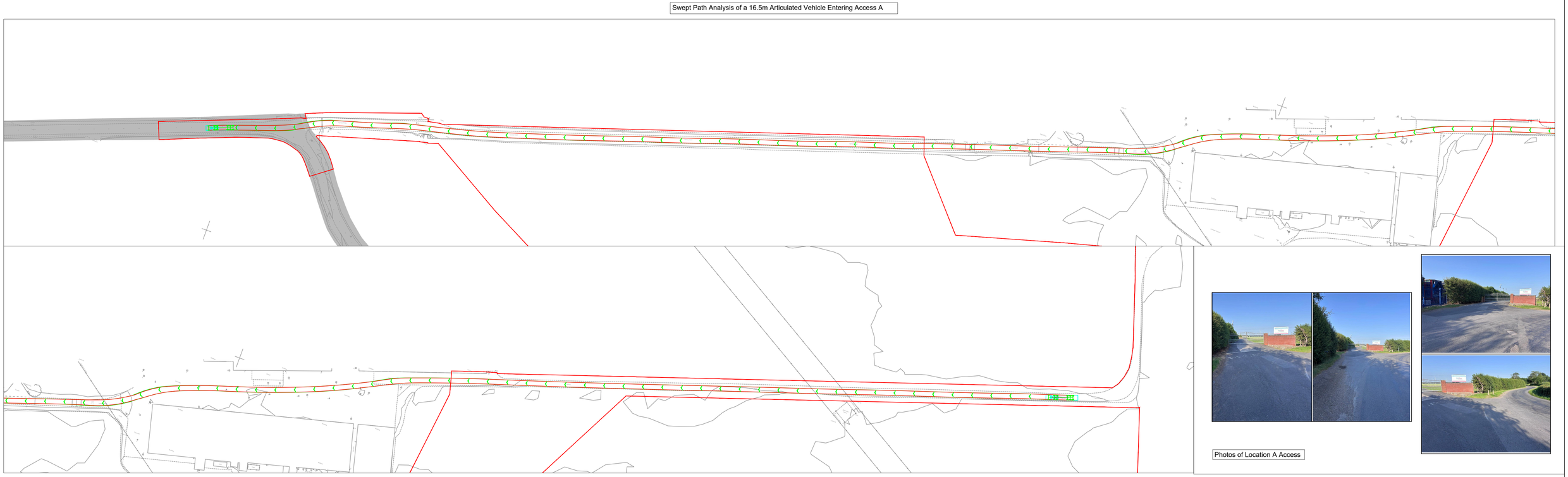
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Figure 3.2 Revision 3 Proposed Access Arrangements – Access A



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



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

Photos of Location A Access

Key:

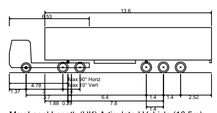
- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway

Note:

Existing bound surface to remain (see photos).

What3Words reference: angry.enveloped.wand

1:1000
0 25m



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

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

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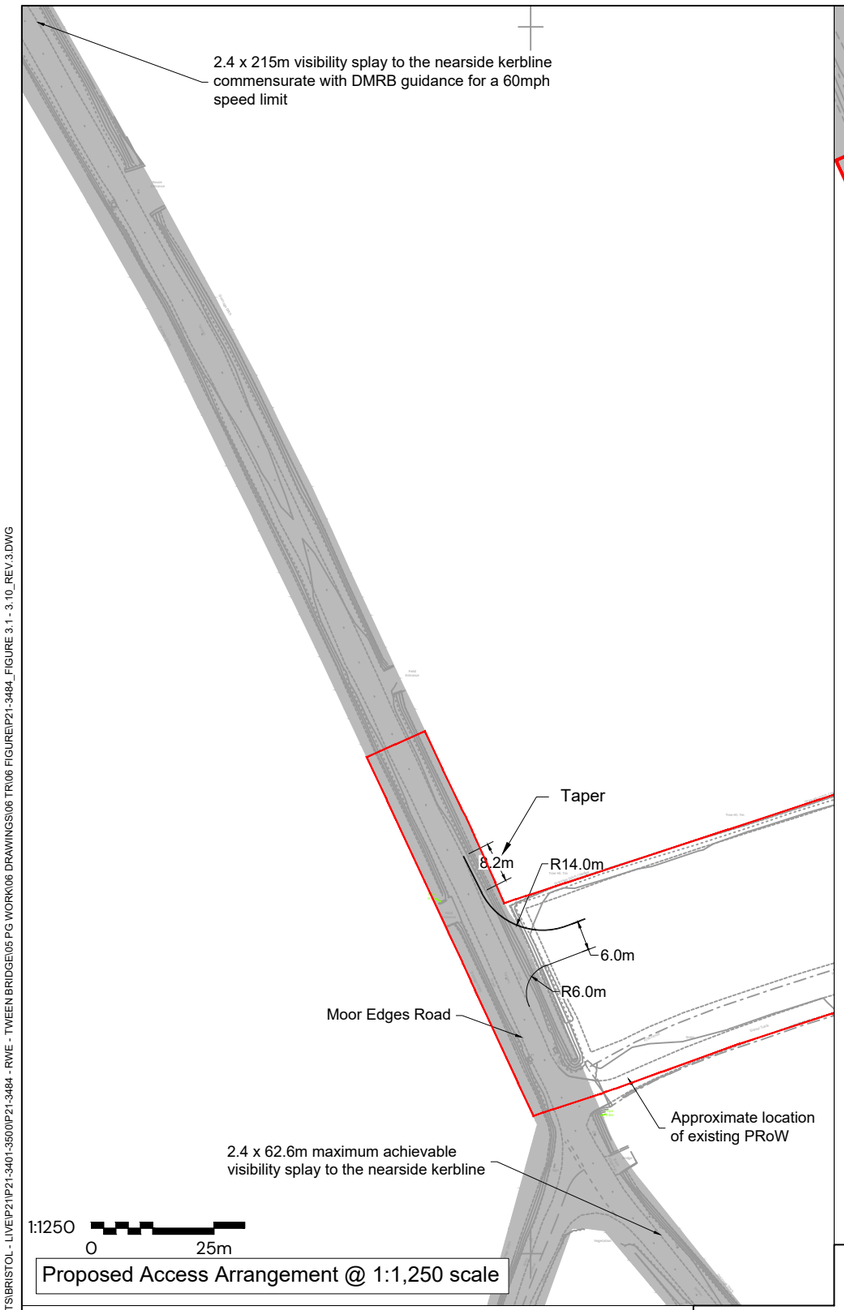
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TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION A	PROJECT No: P21-3484	DRAWING No: FIGURE 3.2	REV: 3

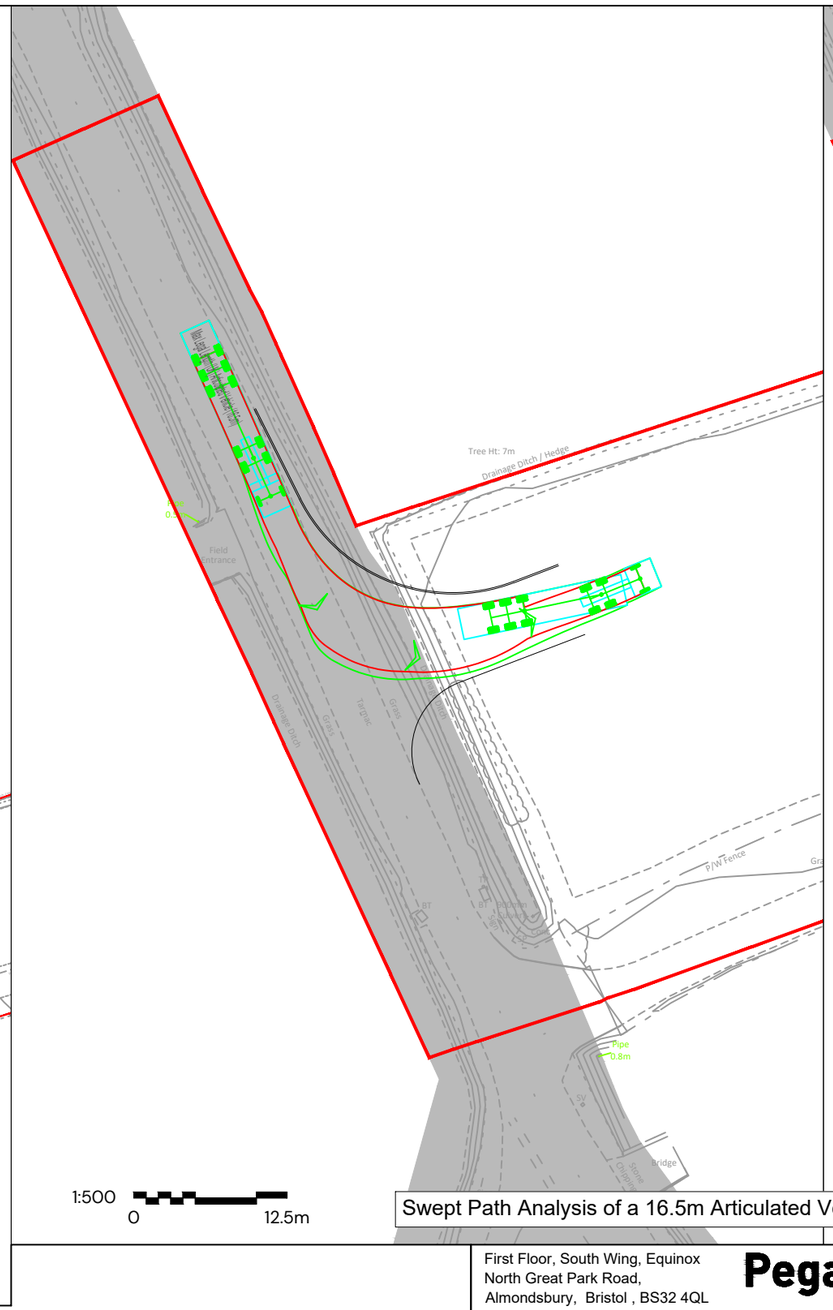
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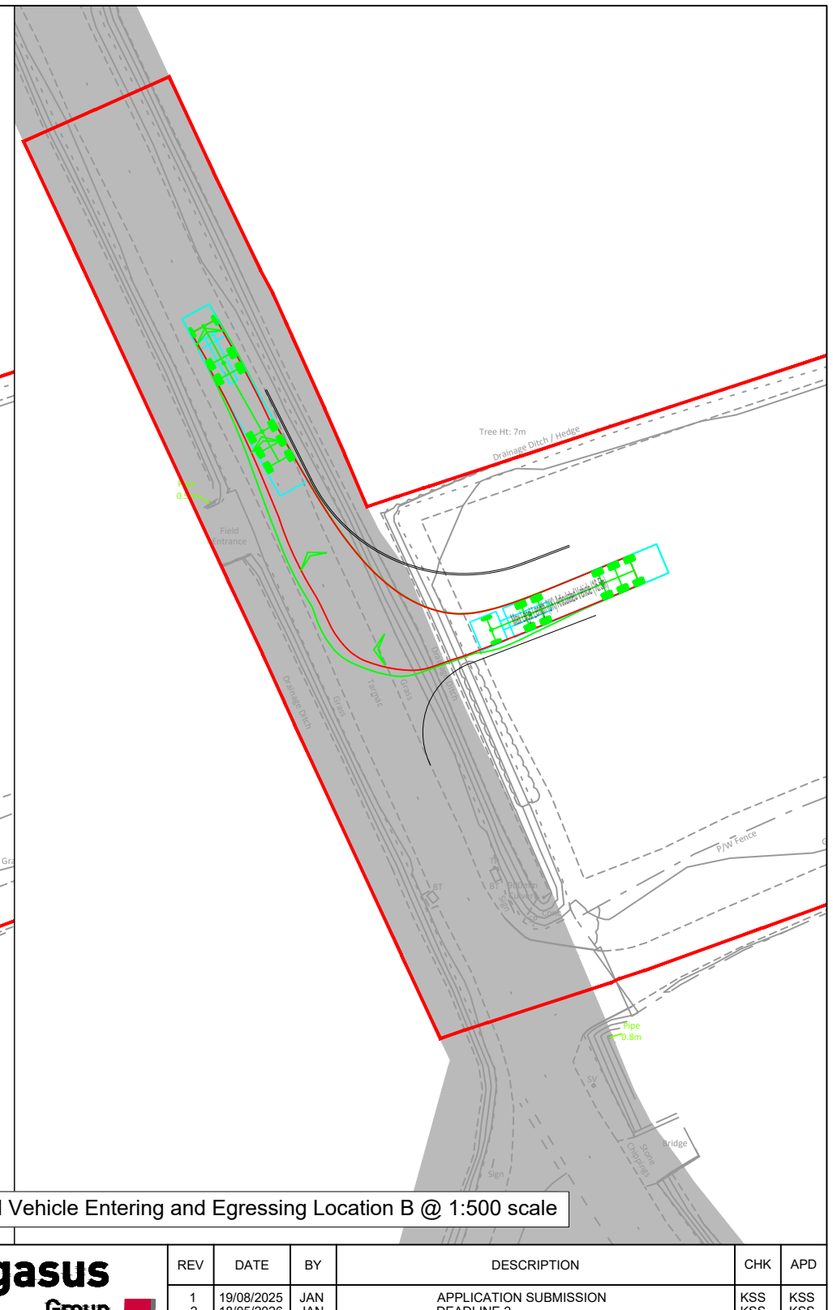
Figure 3.3 Revision 3 Proposed Access Arrangements – Access B



Proposed Access Arrangement @ 1:1,250 scale



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



Key:

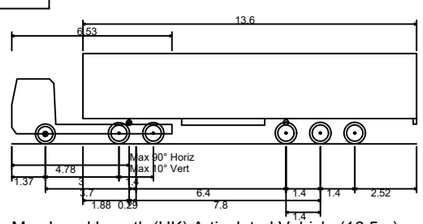
- Order Limits
- Visibility Splay
- Approximate Extent of Adopted Highway

N

Note:

Bound surface to be provided for 20 metres back from edge of carriageway.

What3Words reference: starring.duet.sports



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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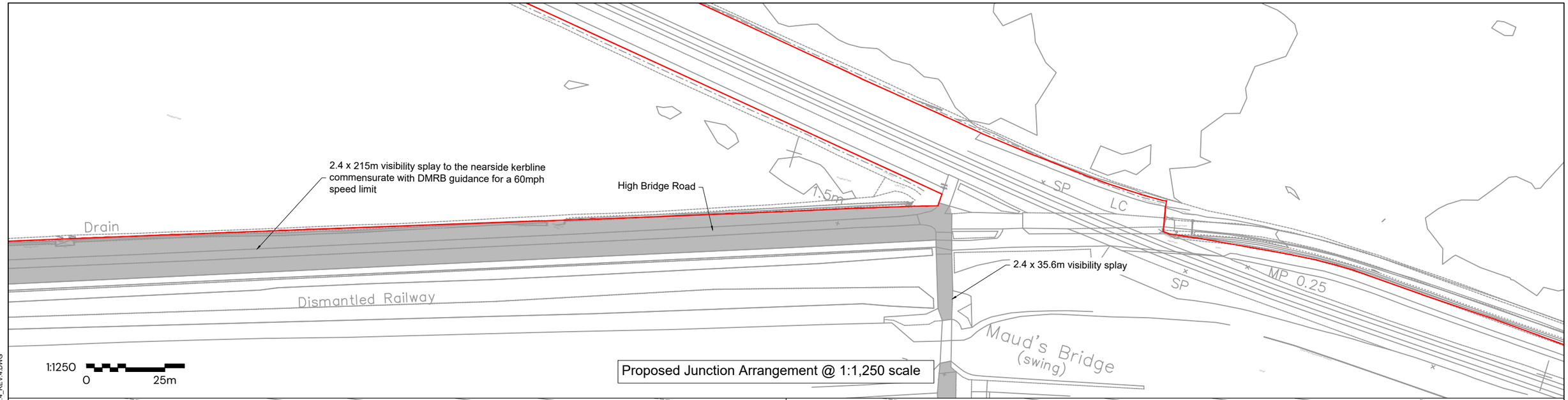
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P21-3484	FIGURE 3.3	3

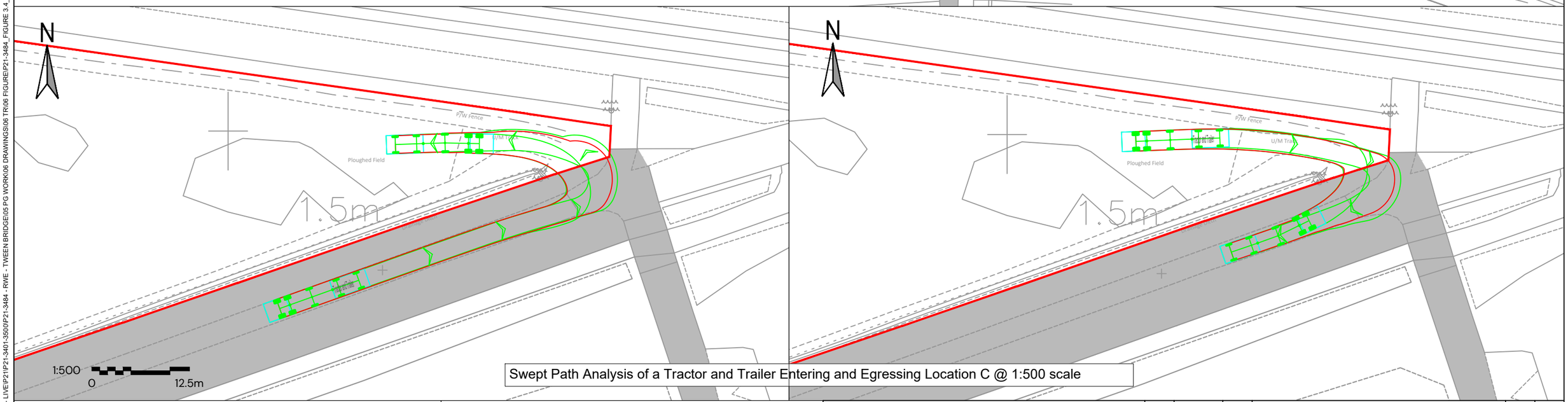
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Figure 3.4 Revision 43 Proposed Access Arrangements – Access C



Proposed Junction Arrangement @ 1:1,250 scale



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

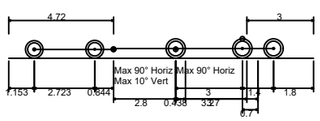
Key:

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

Note:

Temporary matting to be provided at access point (20m back from carriageway edge) during the construction phase. Matting will be capable of accommodating HGVs and will be removed upon completion of construction activities at the site.

What3Words reference: cabin.stunt.resides



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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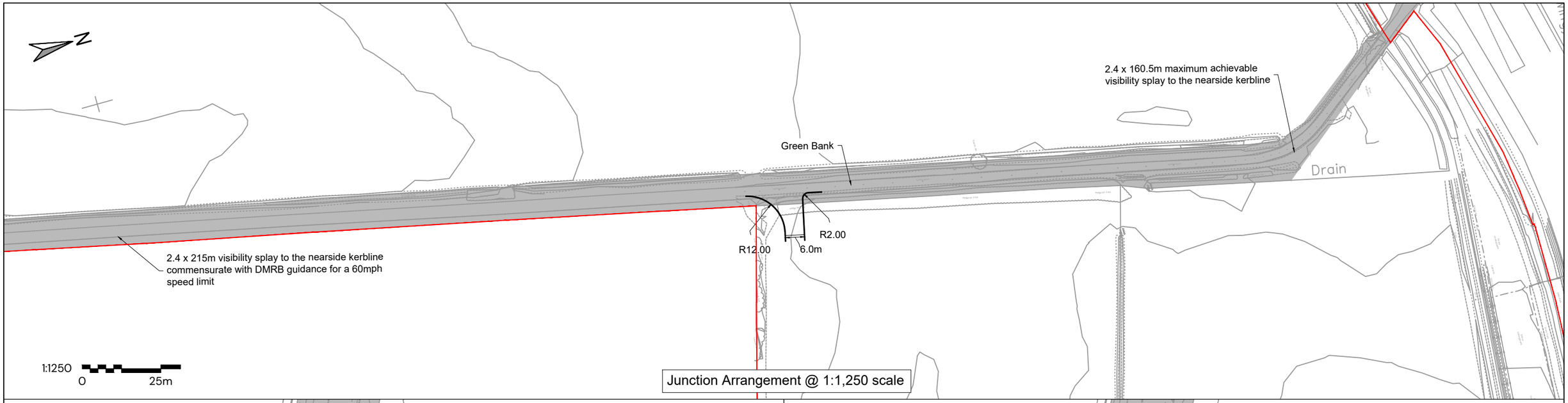
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION C

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P21-3484	FIGURE 3.4	4

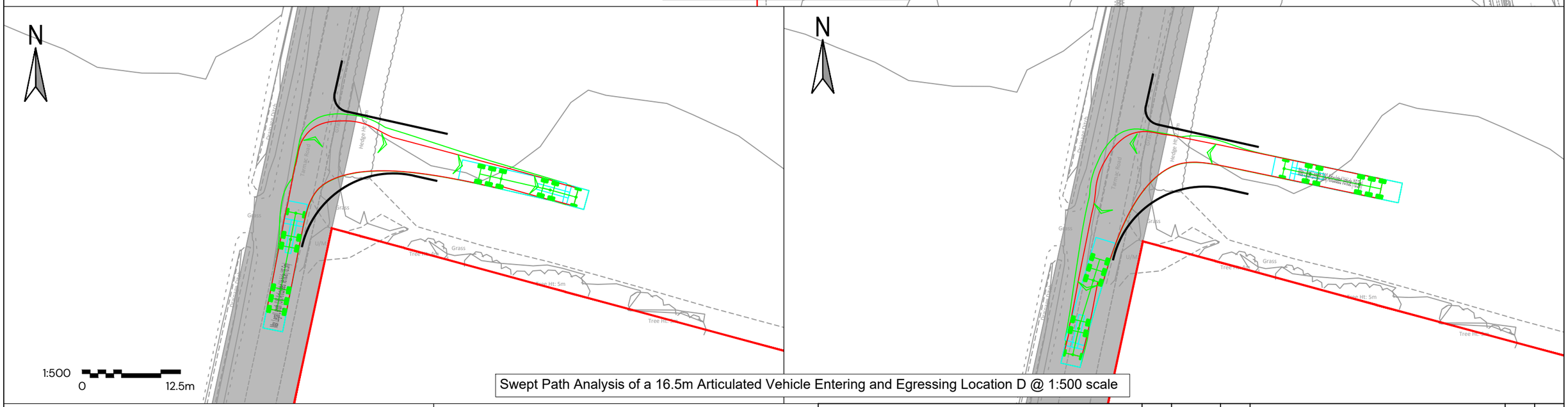
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Figure 3.5 Revision 3 Proposed Access Arrangements – Access D



Junction Arrangement @ 1:1,250 scale



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

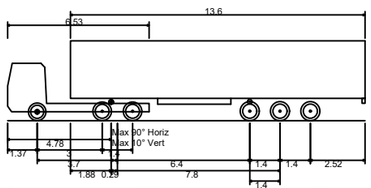
Key:

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

Note:

Bound surface to be provided for 20 metres back from edge of carriageway.

What3Words reference:acting.computers.oils



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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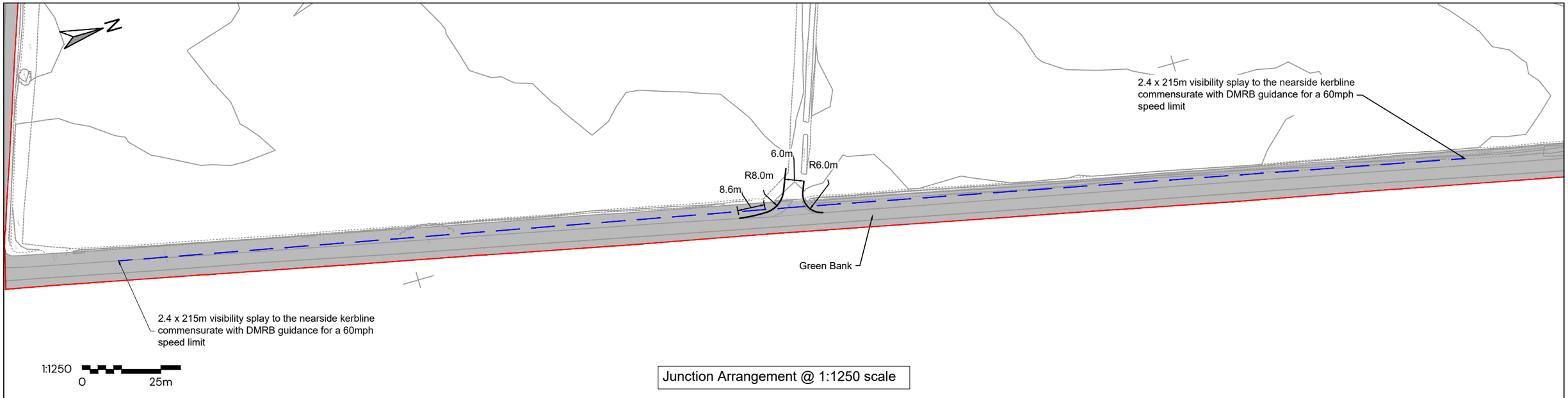
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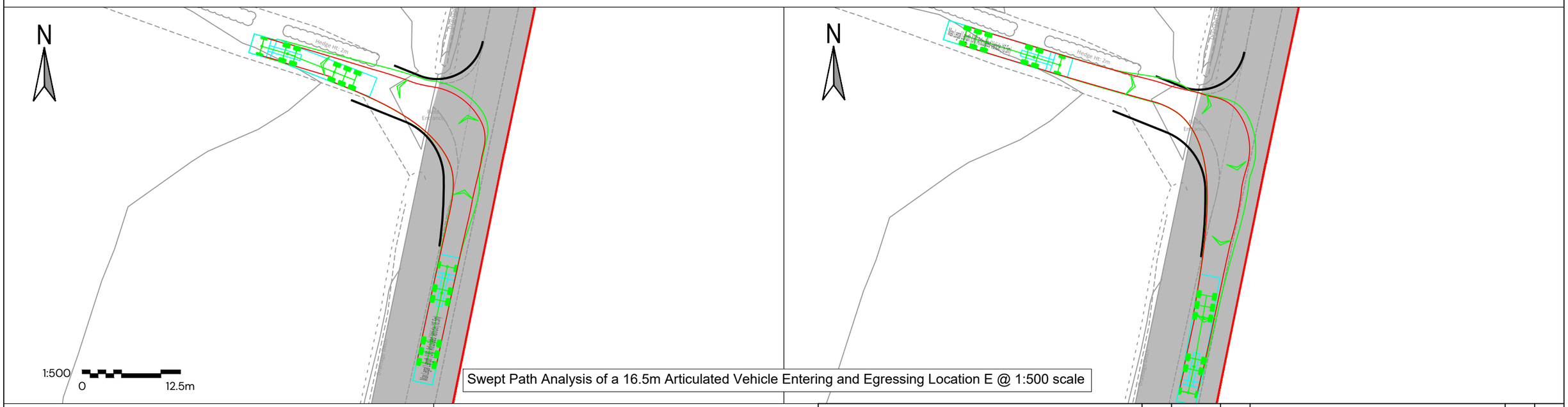
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Figure 3.6 Revision 3 Proposed Access Arrangements – Access E



Junction Arrangement @ 1:1250 scale



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

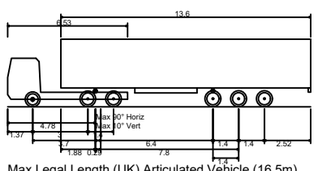
Key:

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

Note:

Bound surface to be provided for 20 metres back from edge of carriageway.

What3Words reference: interests.plunger.timidly



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

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

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TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION E

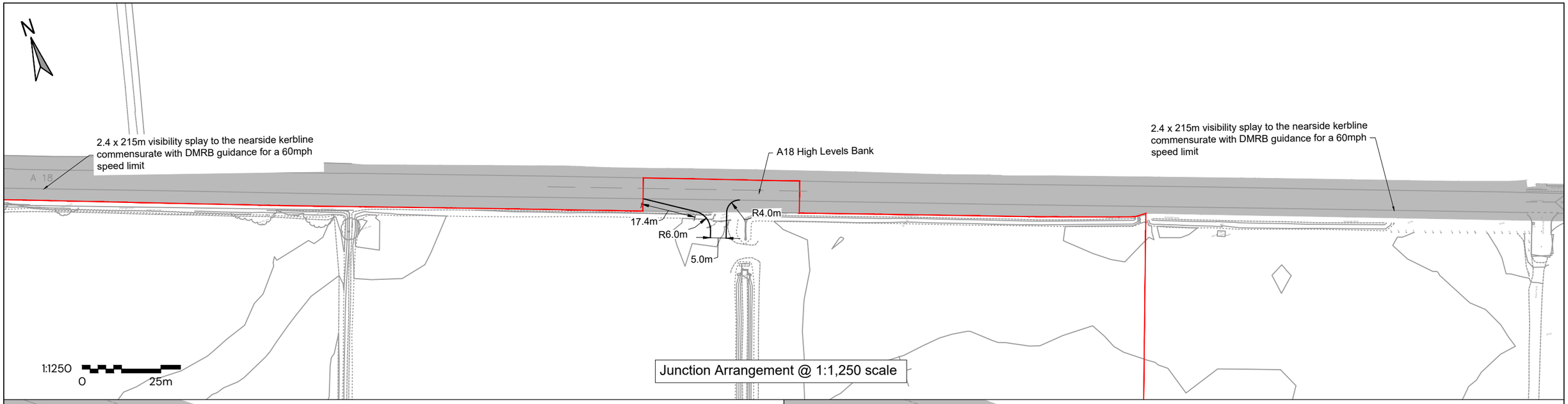
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PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.6	3

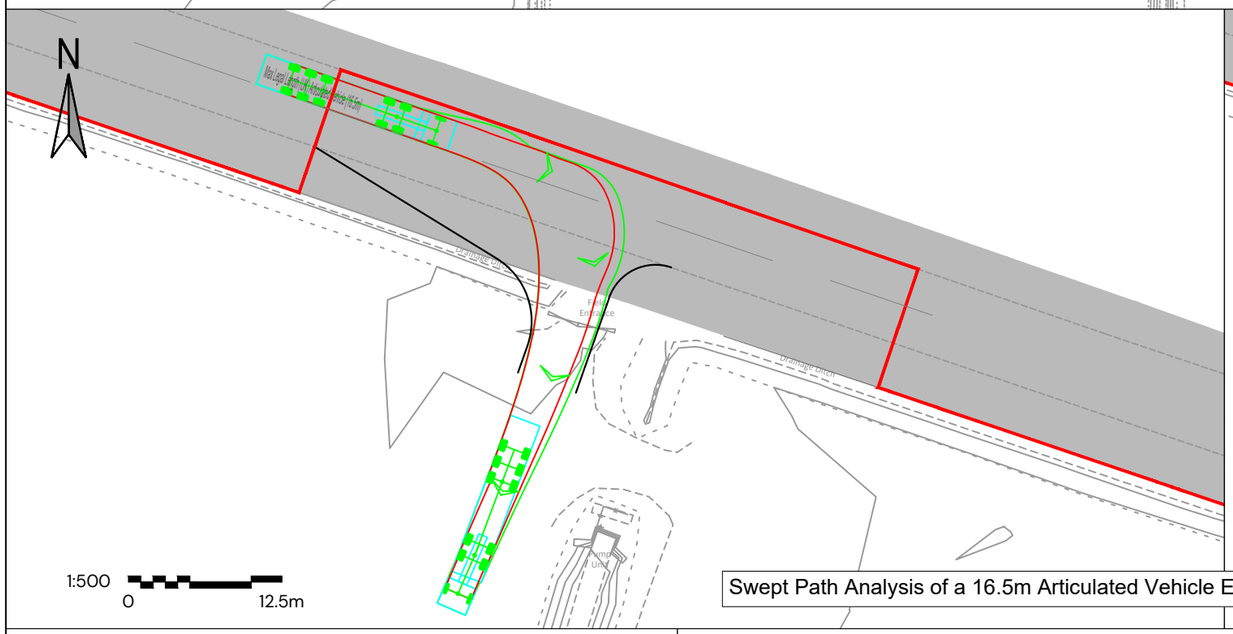
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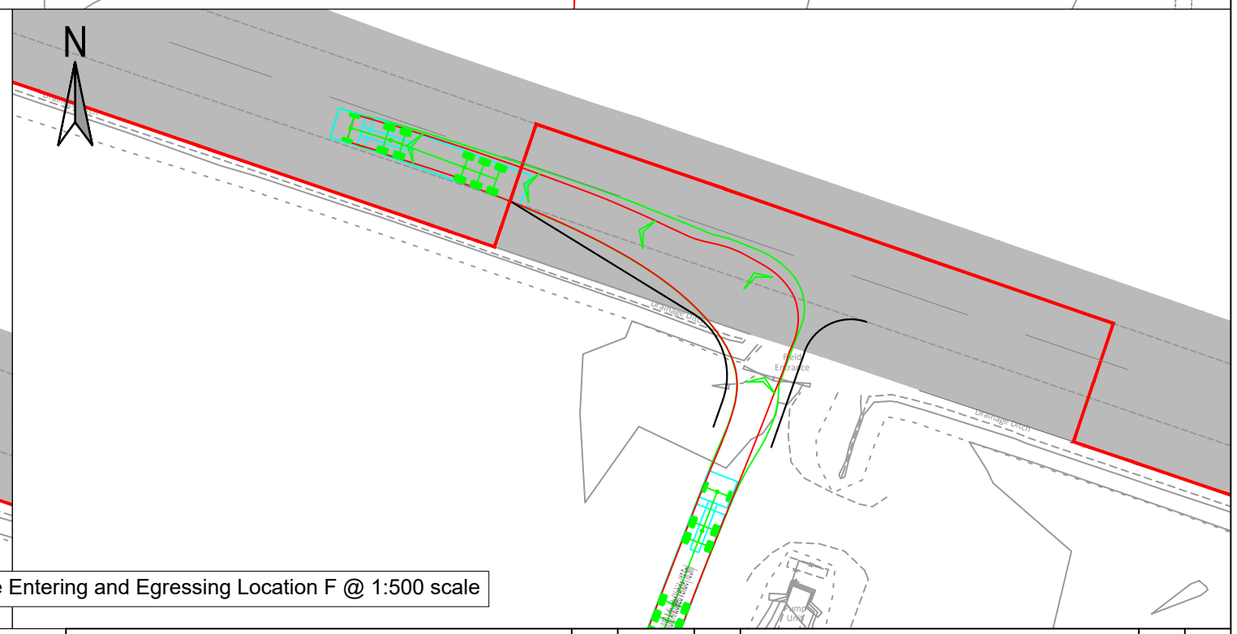
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Figure 3.7 Revision 3 Proposed Access Arrangements – Access F



Junction Arrangement @ 1:1,250 scale





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

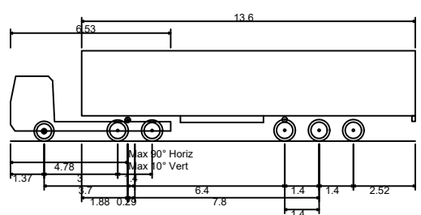
Key:

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

Note:

Bound surface to be provided for 20 metres back from edge of carriageway.

What3Words reference: nicely.disputes.eyelid



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 F

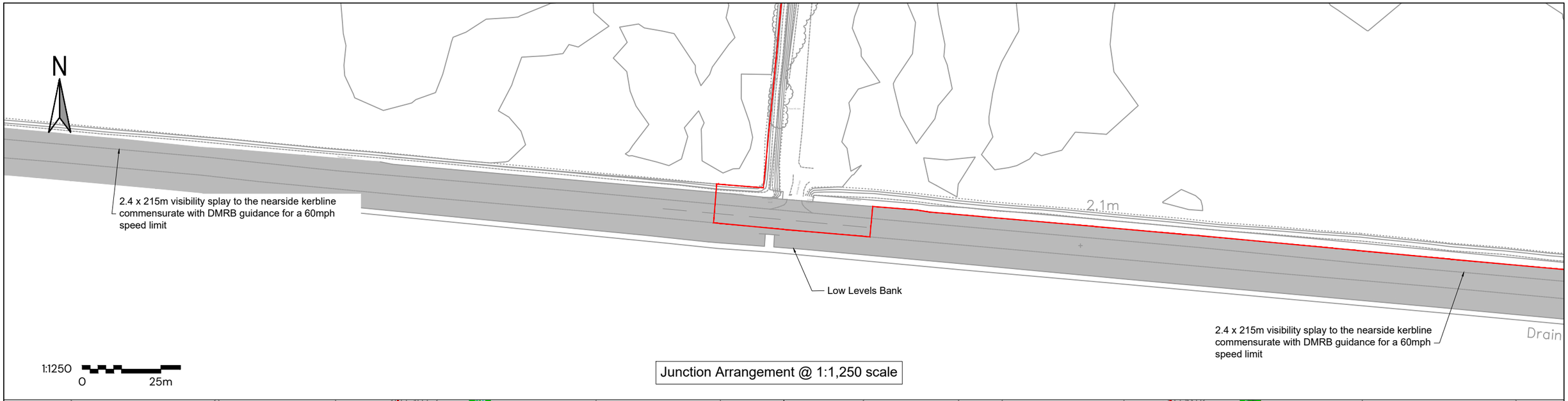
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P21-3484	FIGURE 3.7	3

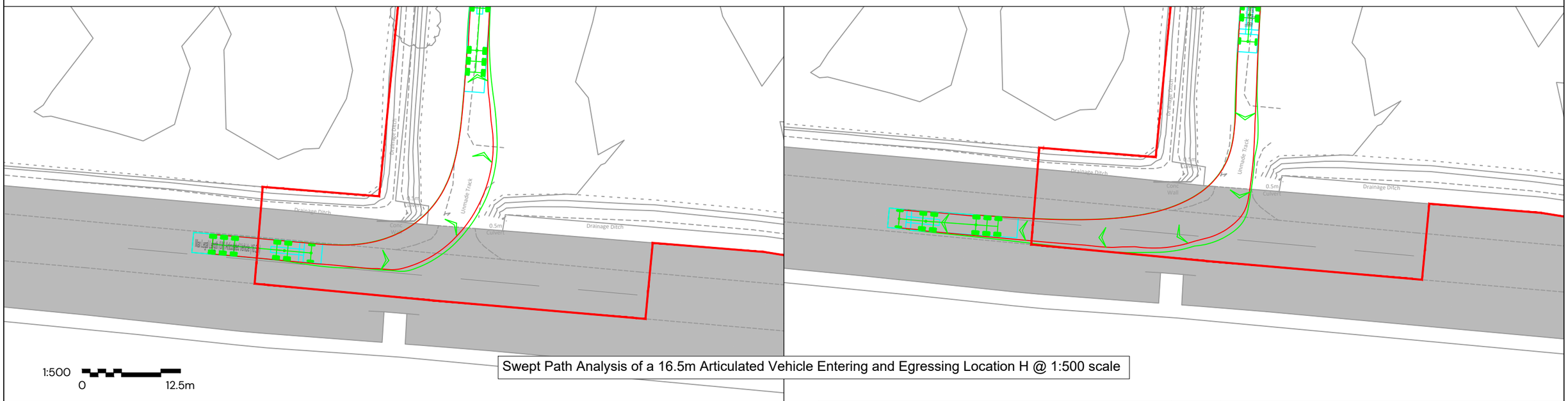
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Figure 3.9 Revision 3 Proposed Access Arrangements – Access H



Junction Arrangement @ 1:1,250 scale



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

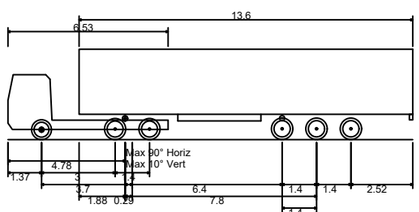
Key:

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

Note:

Bound surface to be provided for 20 metres back from edge of carriageway.

What3Words reference: stable.eagles.burglars



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

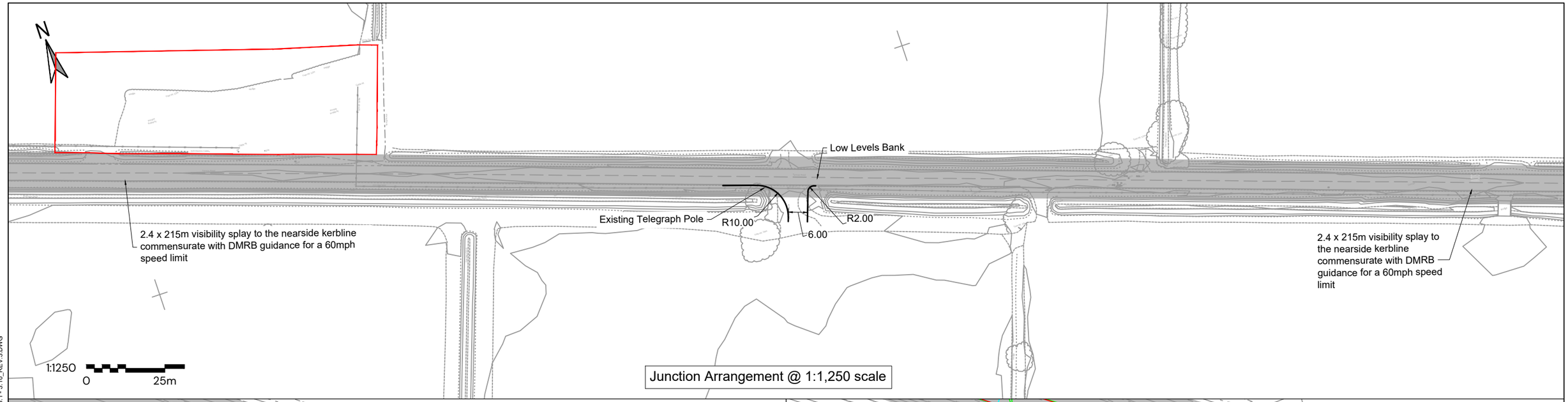
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P21-3484	FIGURE 3.9	3

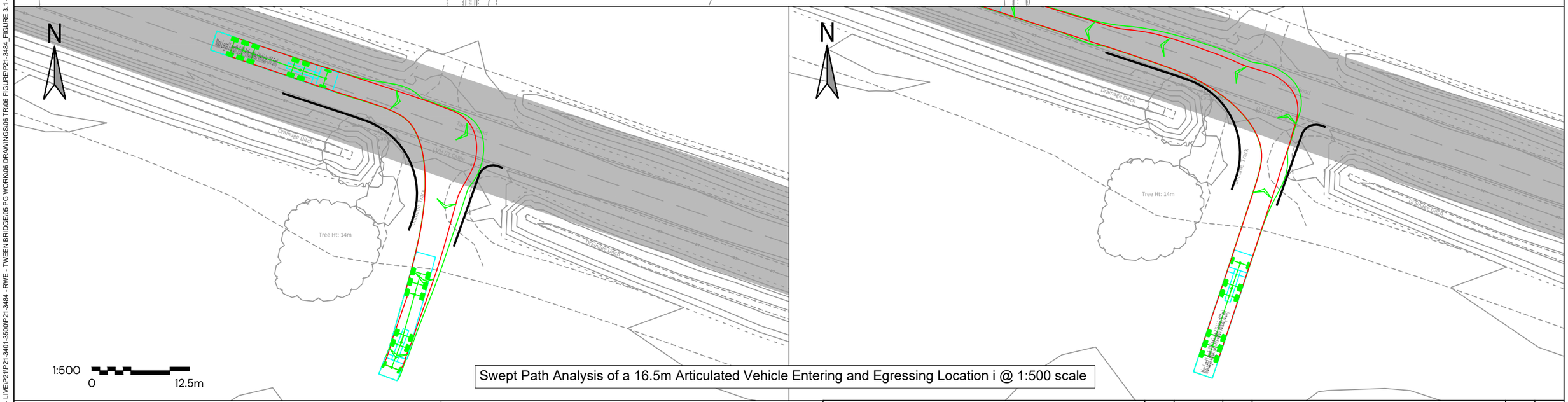
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Figure 3.10 Revision 3 Proposed Access Arrangements – Access i



Junction Arrangement @ 1:1,250 scale



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

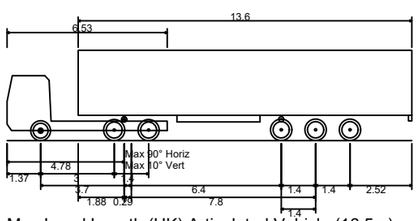
Key:

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

Note:

Bound surface to be provided for 20 metres back from edge of carriageway.

What3Words reference: track.lectured.revolts



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

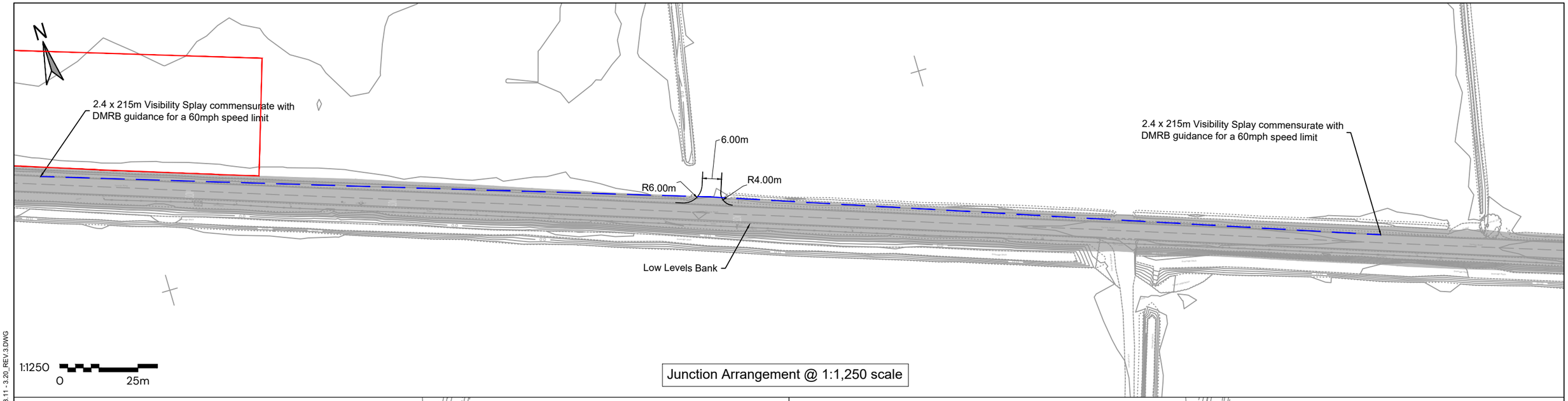
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P21-3484	FIGURE 3.10	3

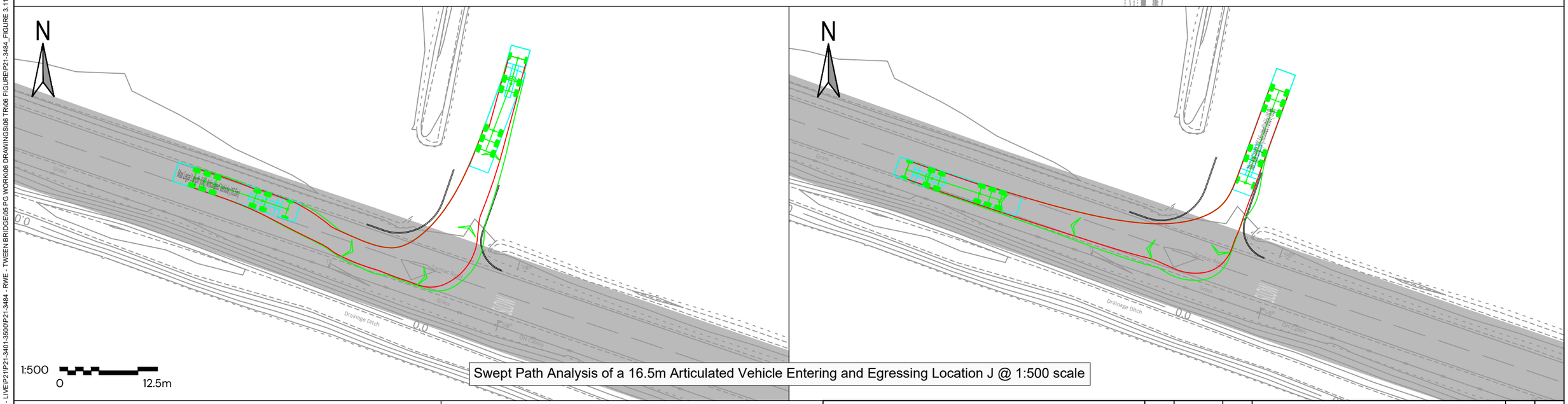
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Figure 3.11 Revision 3 Proposed Access Arrangements – Access J



Junction Arrangement @ 1:1,250 scale



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

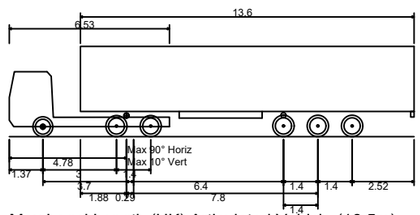
Key:

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

Note:

Bound surface to be provided for 20 metres back from edge of carriageway.

What3Words reference: florists.voucher.respected



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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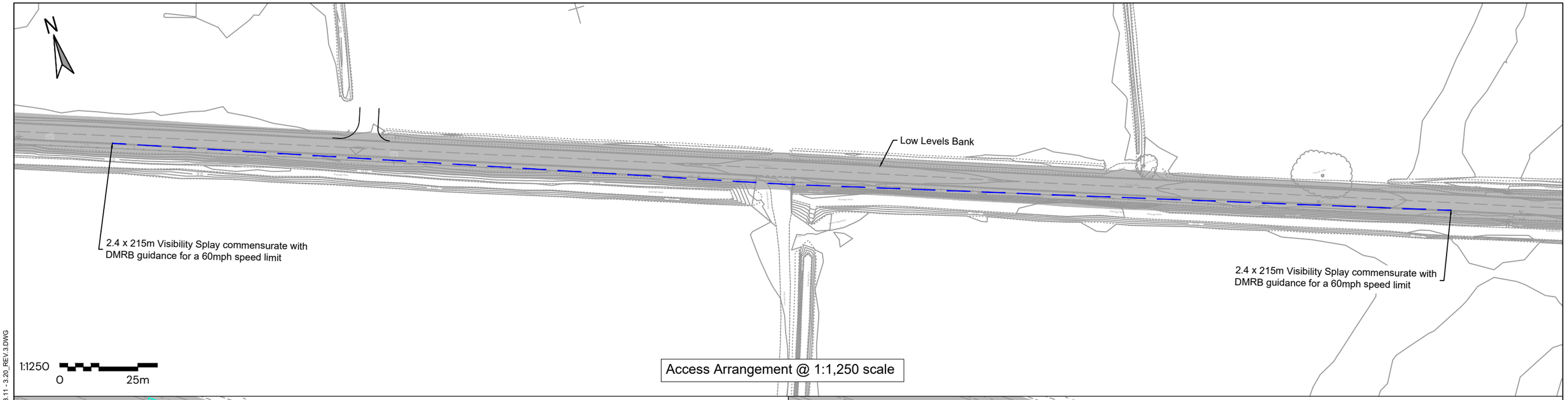
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P21-3484	FIGURE 3.11	3

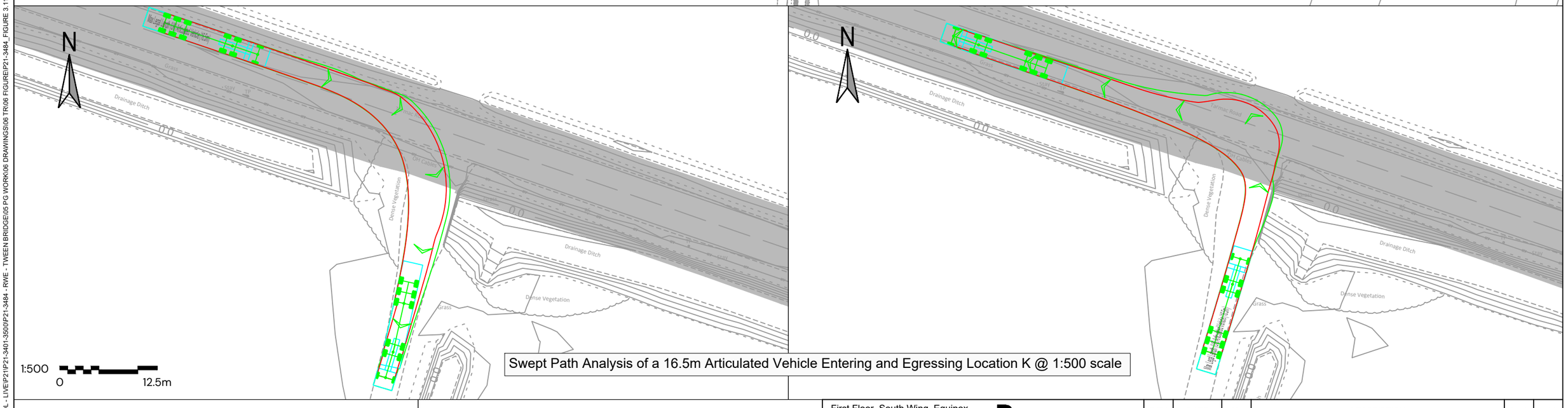
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Figure 3.12 Revision 3 – Access K Proposed Access Arrangements



Access Arrangement @ 1:1,250 scale



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

Key:

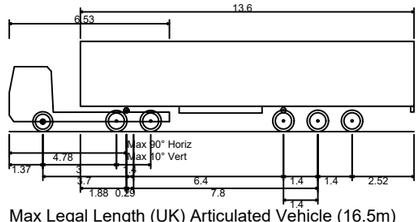
Visibility Splay

Approximate Extent of Adopted Highway

Note:

Bound surface to be provided for 20 metres back from edge of carriageway.

What3Words reference: flipping.incisions.overt



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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3	24/06/2026	JAN	DEADLINE 3	KSS	KSS

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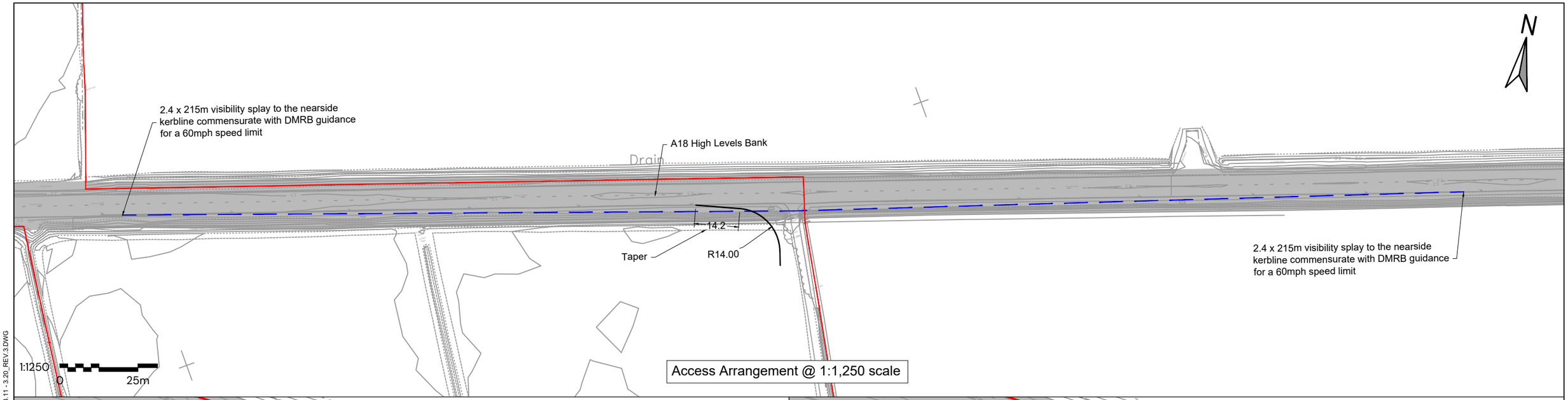
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION K

SCALE @ A3:	CHECKED:	APPROVED:
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P21-3484	FIGURE 3.12	3

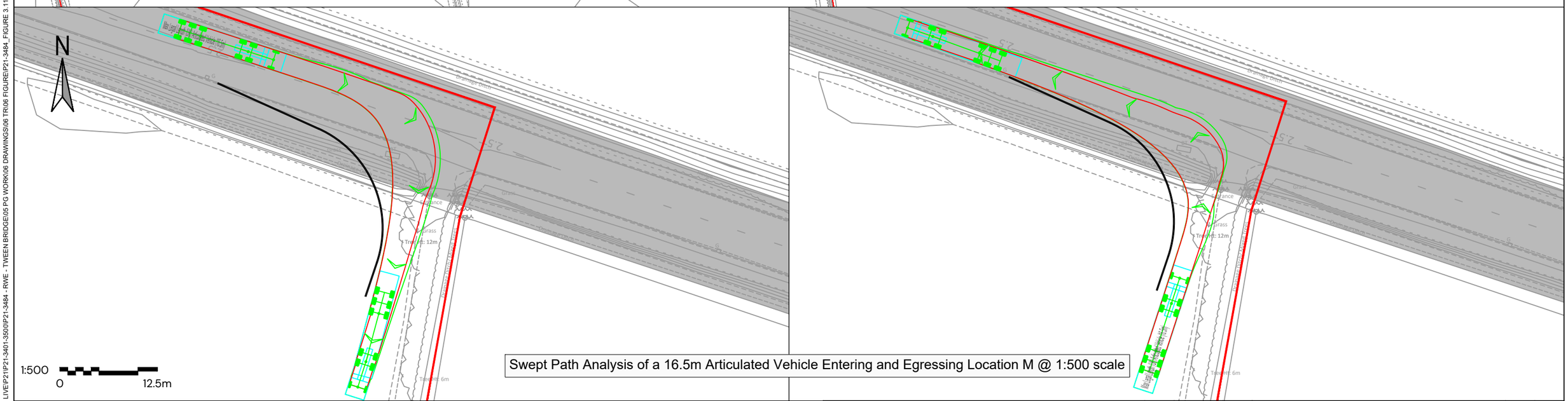
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Figure 3.14 Revision 3 Proposed Access Arrangements – Access M



Access Arrangement @ 1:1,250 scale



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

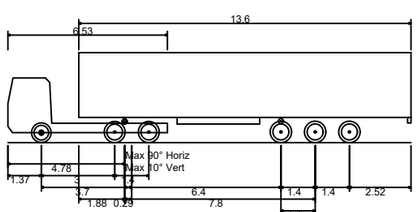
Key:

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

Note:

Bound surface to be provided for 20 metres back from edge of carriageway.

What3Words reference: replaces.organisms.paradise



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

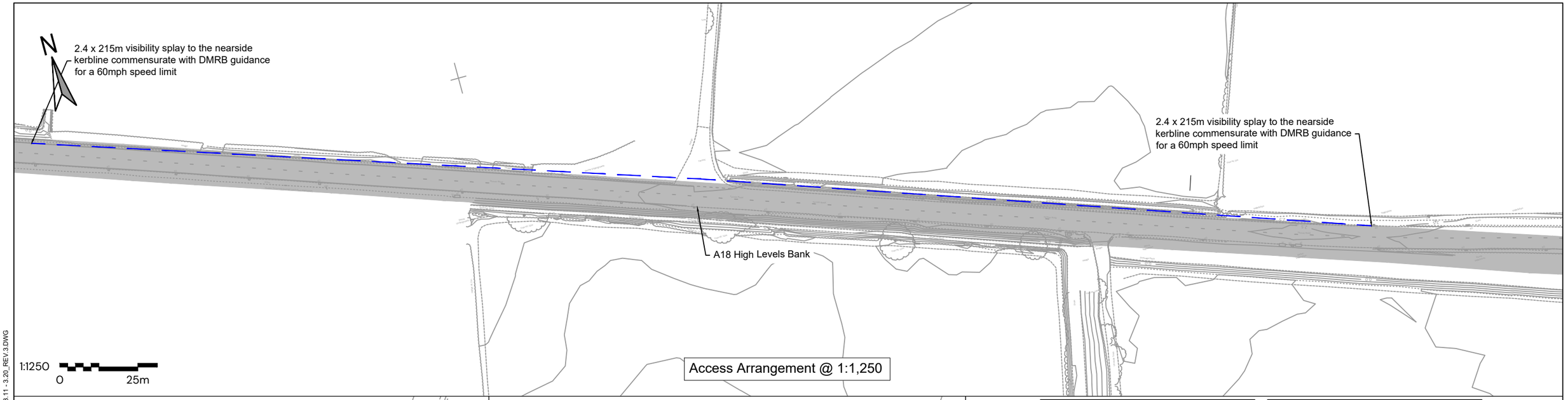
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DATE:	**DESIGN-DRAWN:**	**DRAWING-STATUS:**
09/07/2025	JAN	FINAL

PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.14	3

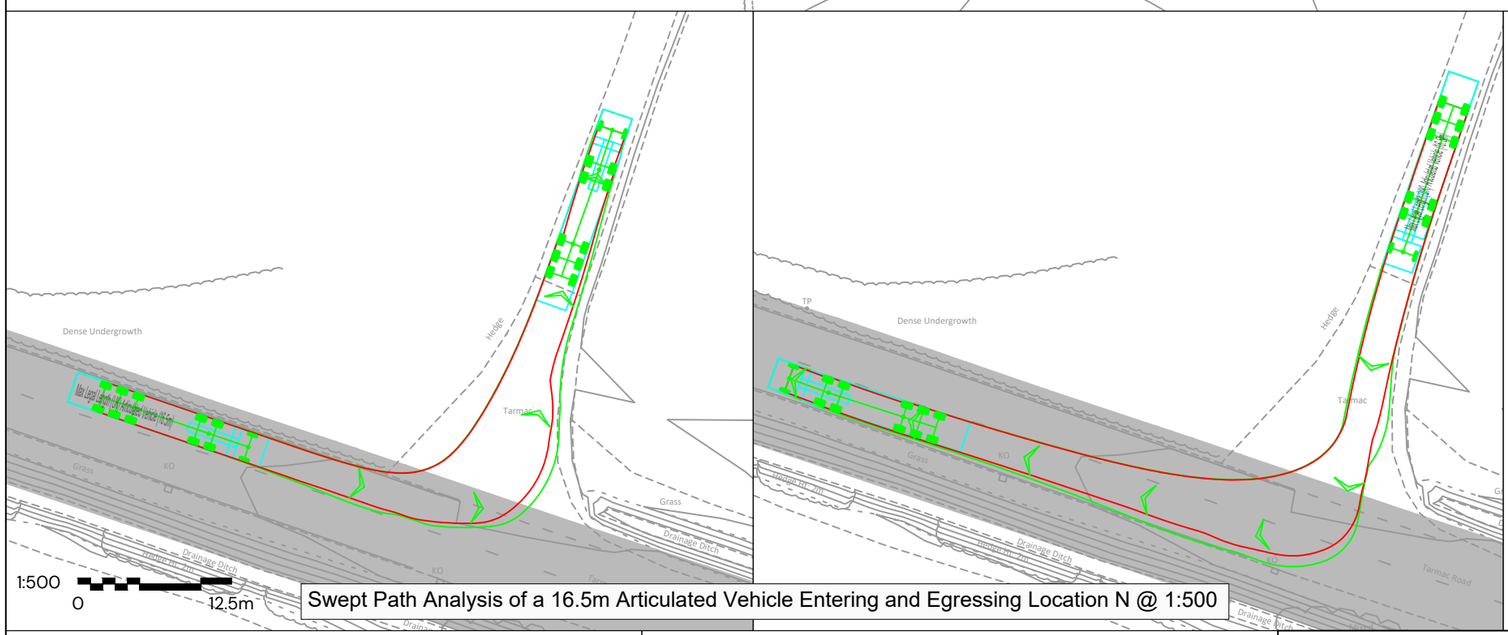
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Figure 3.15 Revision 3 Proposed Access Arrangements – Access N



Access Arrangement @ 1:1,250



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



Photos at Location N Access

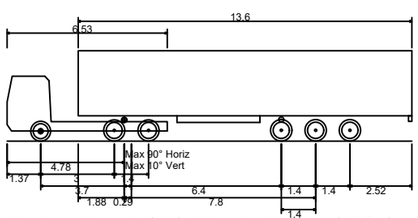
Key:

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

Note:

Existing bound surface to remain(see photos).

What3Words reference: warriors.remarried.droplet



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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3	24/06/2026	JAN	DEADLINE 3	KSS	KSS

CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD

PROJECT: TWEEN BRIDGE SOLAR FARM

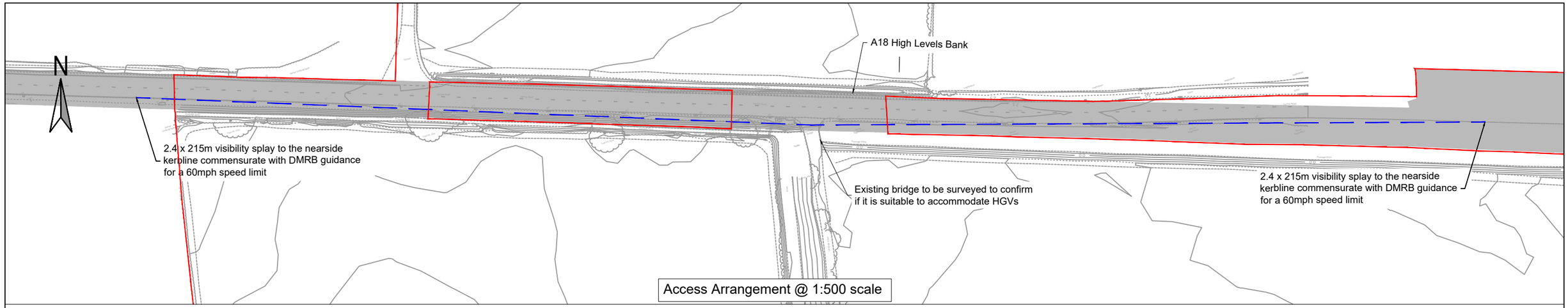
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION N

SCALE @ A3:	CHECKED:	APPROVED:
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DATE:	DESIGN-DRAWN:	DRAWING-STATUS:
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PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.15	3

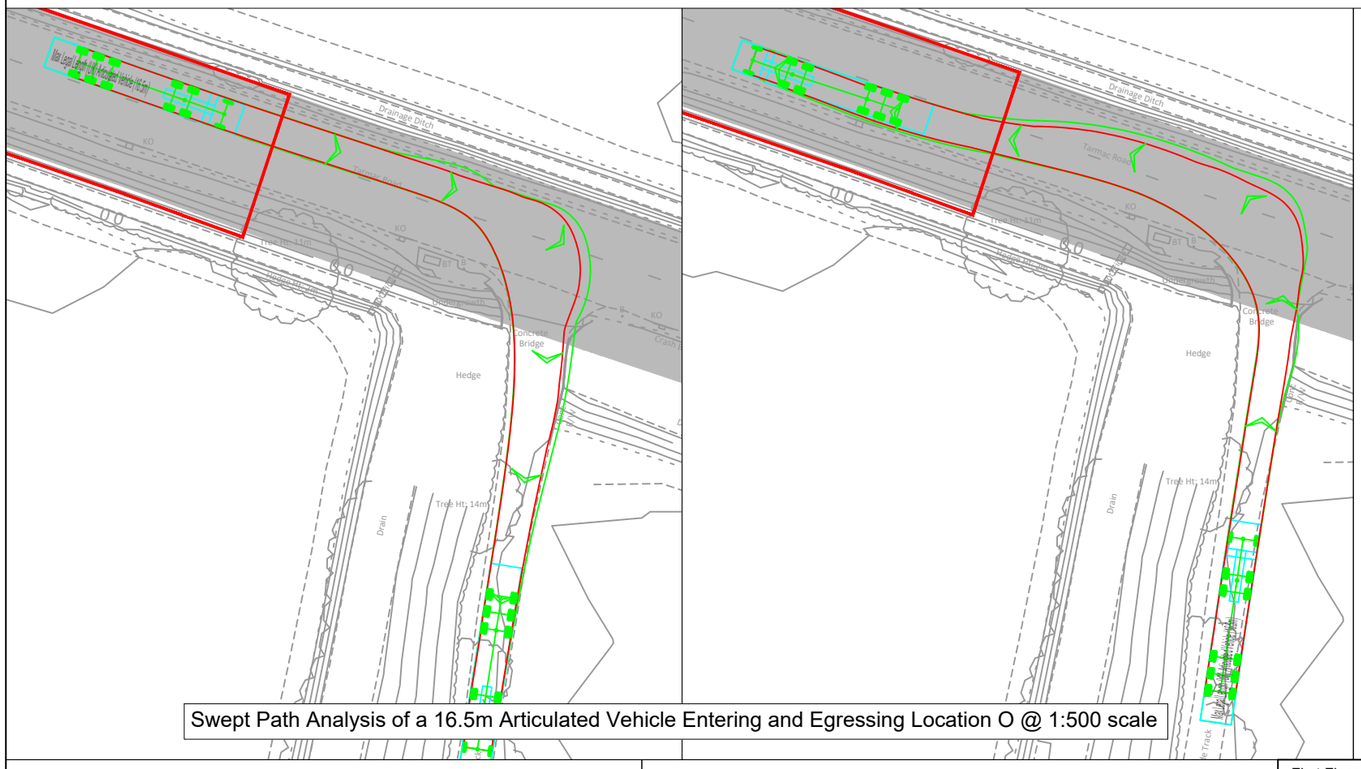
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Figure 3.16 Revision 3 Proposed Access Arrangements – Access O



Access Arrangement @ 1:500 scale



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



Photos at Location O Access

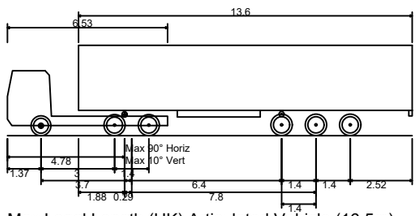
Key:

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

Note:

Existing bound surface to remain(see photos).

What3Words reference: energy.salmon.lakes



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

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

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PROJECT: TWEEN BRIDGE, THORNE

TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION O

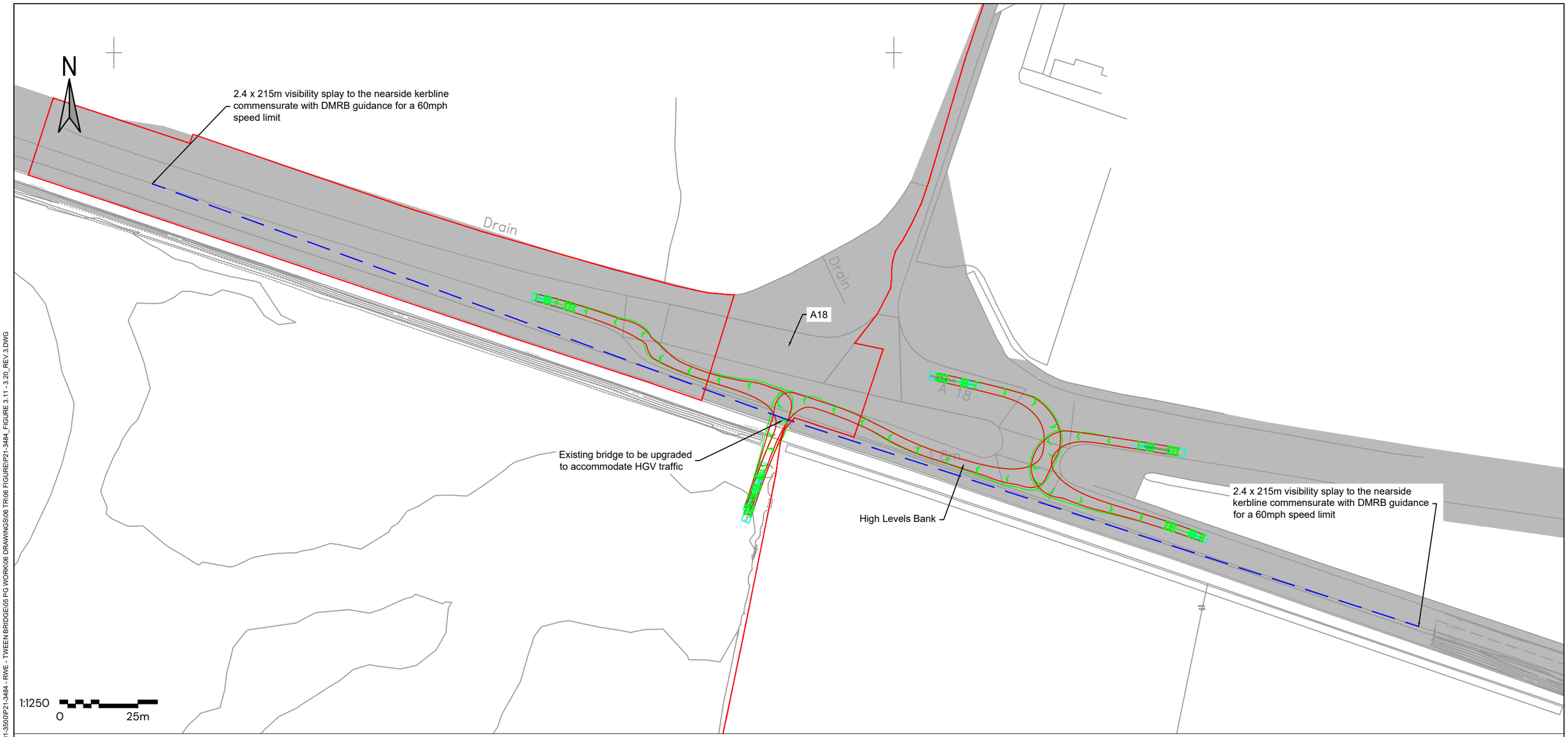
SCALE @ A3:	CHECKED:	APPROVED:
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P21-3484	FIGURE 3.16	3

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Figure 3.17 Revision 3 – Access P Proposed Access Arrangements



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

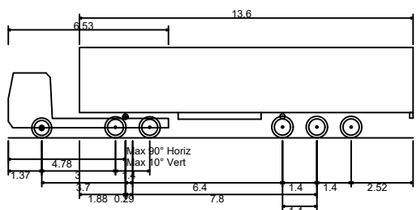
Key:

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

Note:

Bound surface to be provided for 20 metres back from edge of carriageway.

What3Words reference: much.hiked.neater



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

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

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PROJECT: TWEEN BRIDGE SOLAR FARM

TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION P

SCALE @ A3:	CHECKED:	APPROVED:
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P21-3484	FIGURE 3.17	3

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Figure 3.18 Revision 3 – Access Q Proposed Access Arrangements

N

1:1000
0 25m

General Arrangement - Location Q
Scale @ 1:1,250

2.4 x 160m visibility splay
based on 50mph speed limit

R10.00

2.4 x 160m visibility splay
based on 50mph speed limit

Key:

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

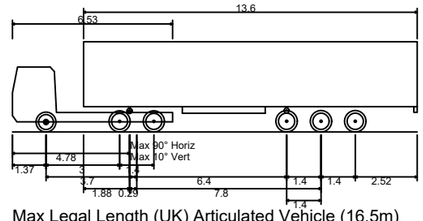
Note:

Bound surface to be provided for 20 metres back from edge of carriageway.

What3Words reference: buzz.surgical.wheat



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



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

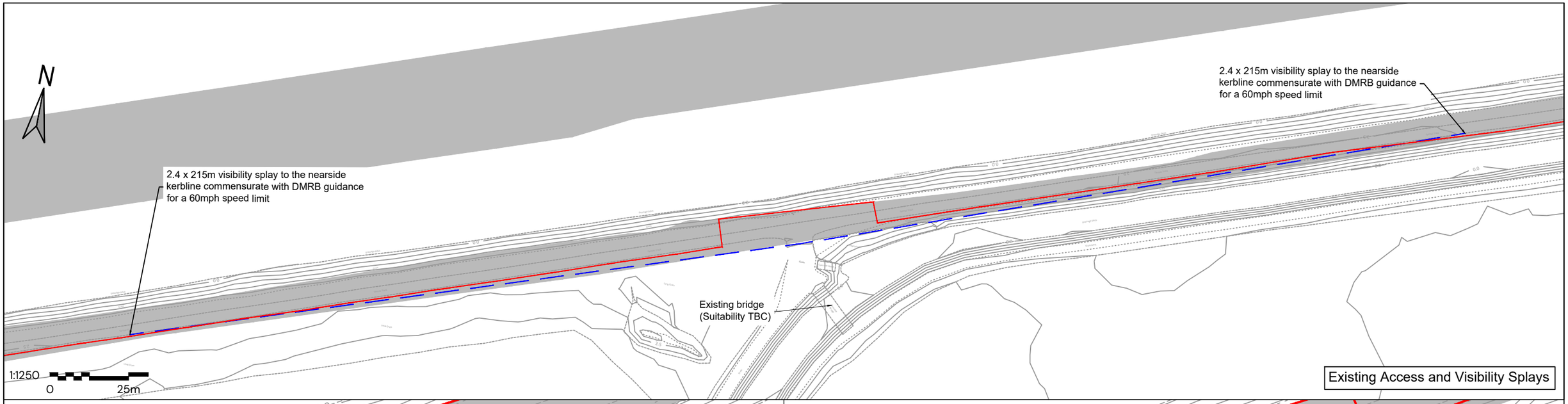
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P21-3484	FIGURE 3.18	3

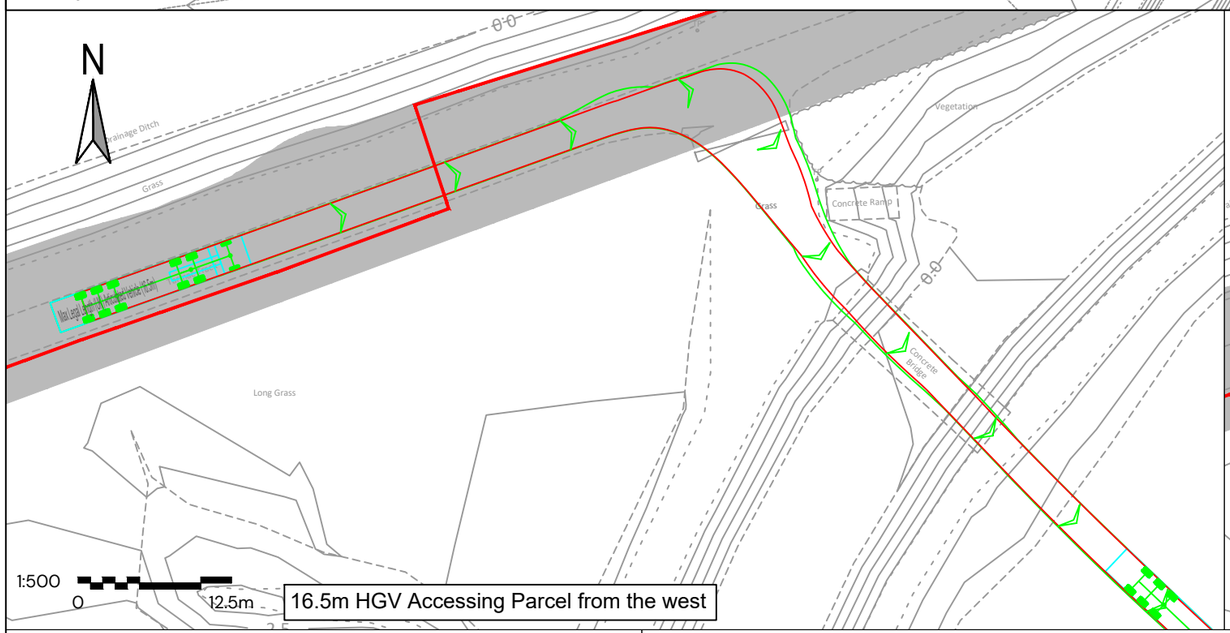
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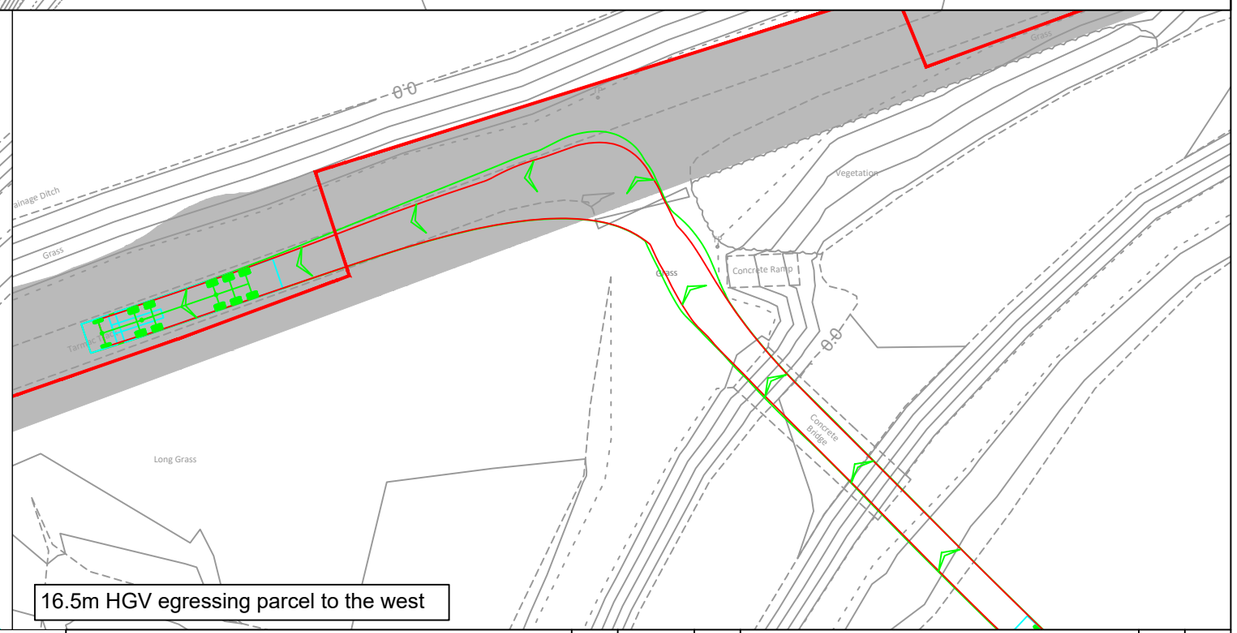
Figure 3.19 Revision 3 Proposed Access Arrangements – Access R



Existing Access and Visibility Splays



16.5m HGV Accessing Parcel from the west



16.5m HGV egressing parcel to the west

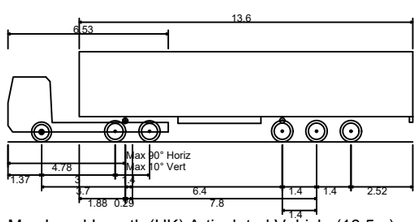
Key:

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

Note:

Bound surface to be provided for 20 metres back from edge of carriageway.

What3Words reference: skirting.convinces.bigger



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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3	24/06/2026	JAN	DEADLINE 3	KSS	KSS

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PROJECT: TWEEN BRIDGE SOLAR FARM

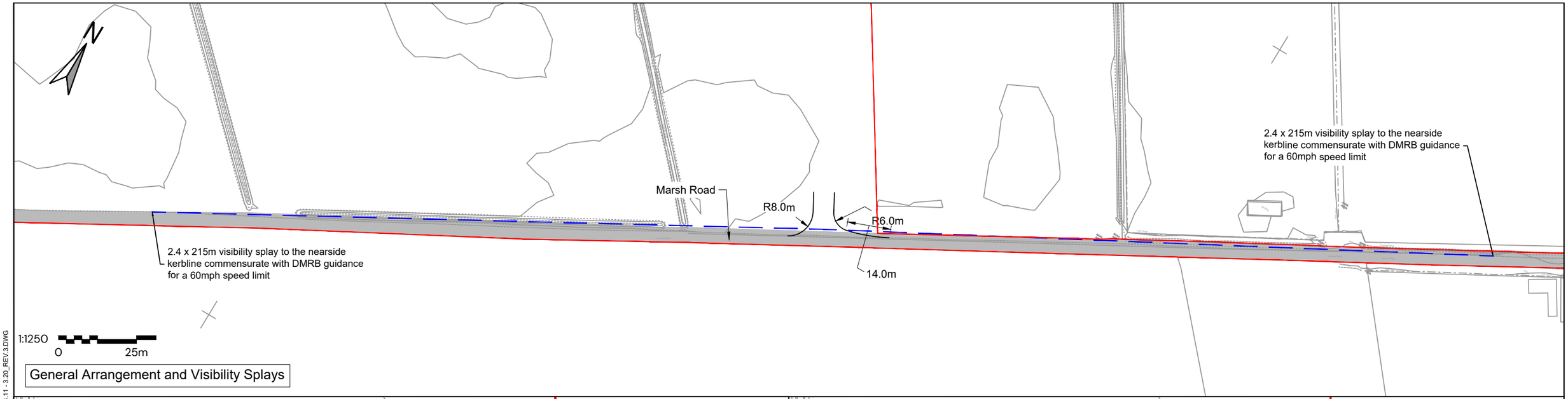
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION R

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P21-3484	FIGURE 3.19	3

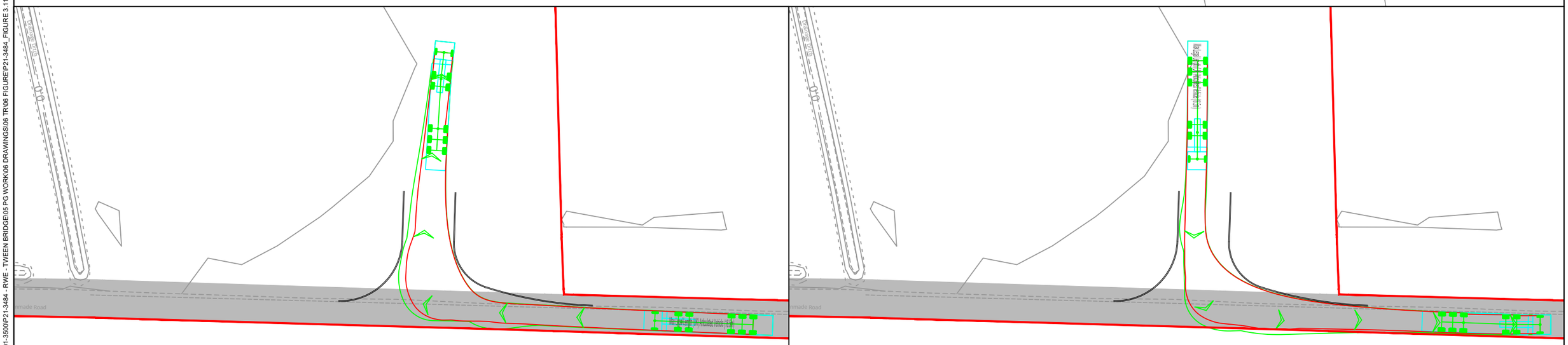
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Figure 3.20 Revision 3 Proposed Access Arrangements – Access S



General Arrangement and Visibility Splays



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

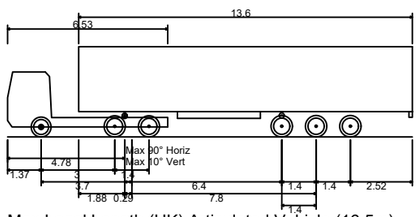
Key:

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

Note:

Bound surface to be provided for 20 metres back from edge of carriageway.

What3Words reference: flanks.comply.breaches



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

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

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PROJECT: TWEEN BRIDGE SOLAR FARM

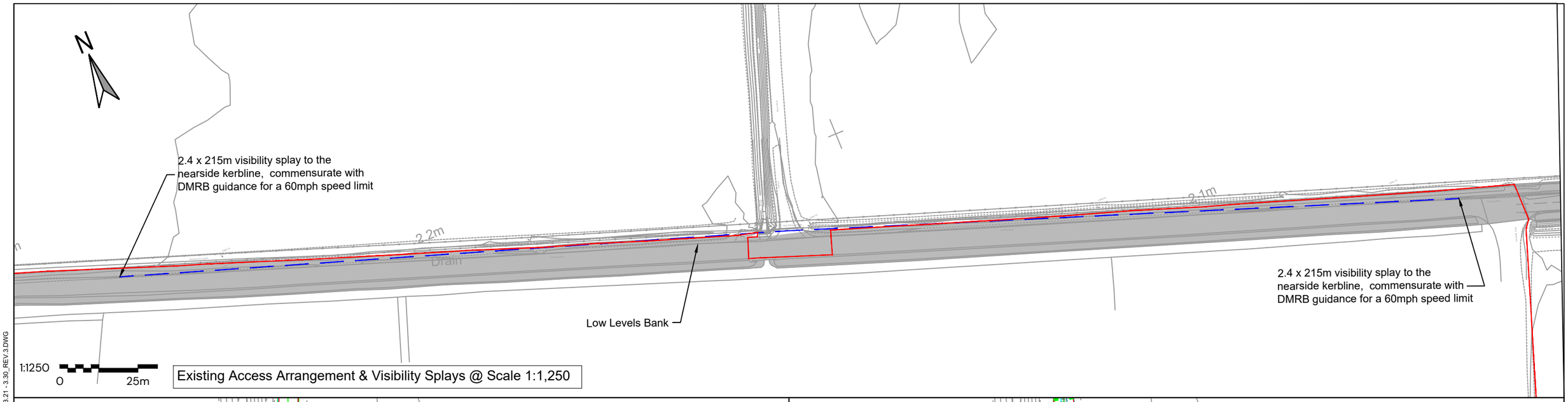
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION S

SCALE @ A3:	CHECKED:	APPROVED:
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PROJECT No:	**DRAWING No:**	**REV:**
P21-3484	FIGURE 3.20	3

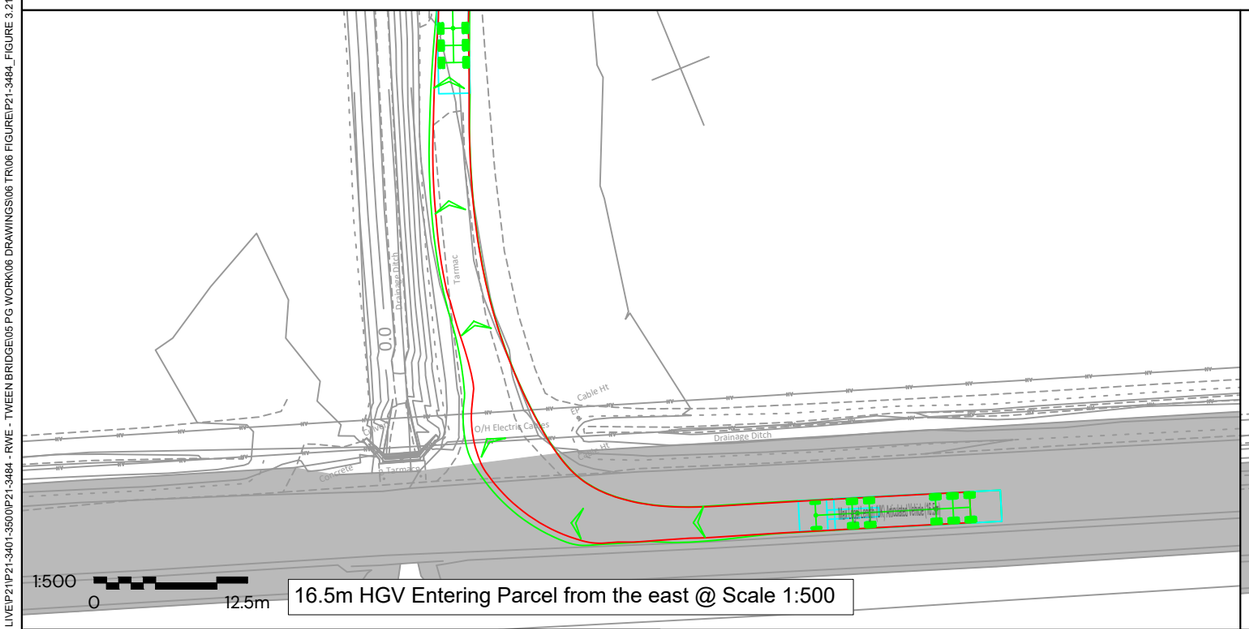
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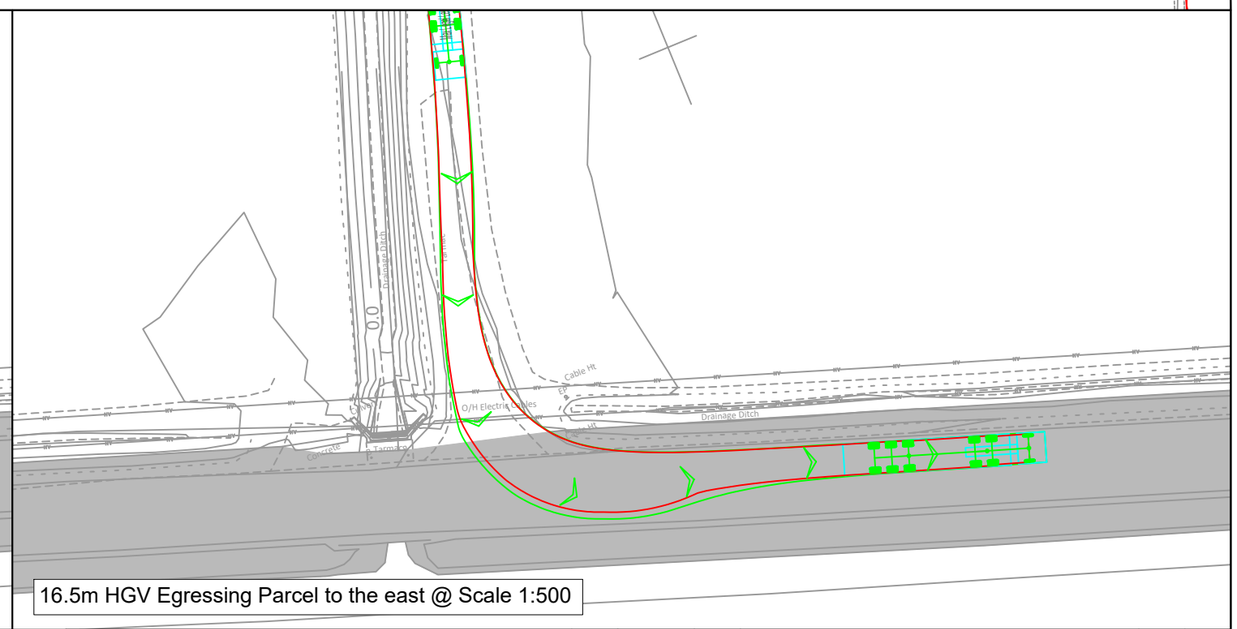
Figure 3.24 Revision 3 Proposed Access Arrangements – Access W



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

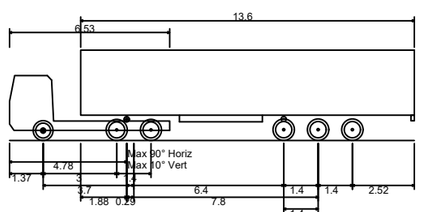
Key:

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

Note:

Bound surface to be provided for 20 metres back from edge of carriageway.

What3Words reference: kipper.reclaimed.gossiped



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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3	24/06/2026	JAN	DEADLINE 3	KSS	KSS

CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD

PROJECT: TWEEN BRIDGE SOLAR FARM

TITLE: PROPOSED ACCESS ARRANGEMENTS - ACCESS W

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P21-3484	FIGURE 3.24	3

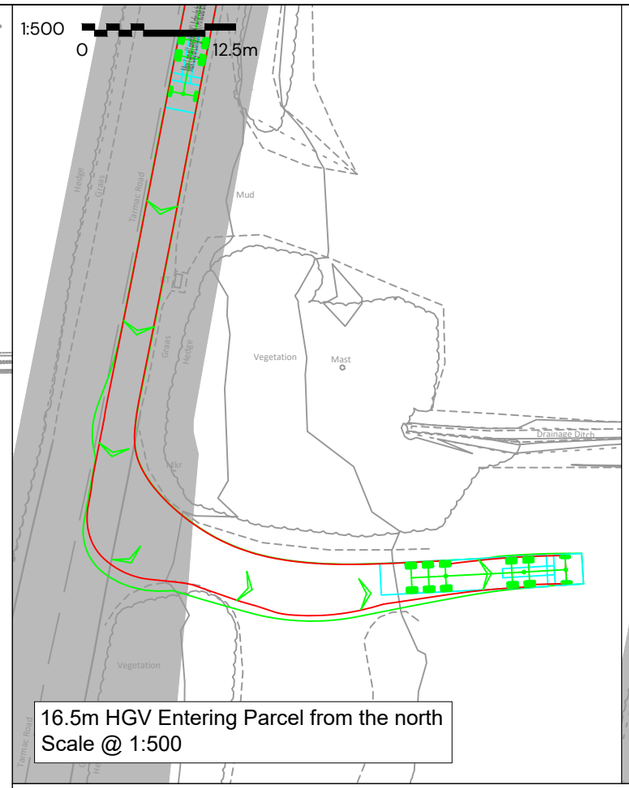
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Figure 3.25 Revision ~~3~~4 Proposed Access Arrangements – Access X



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



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



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

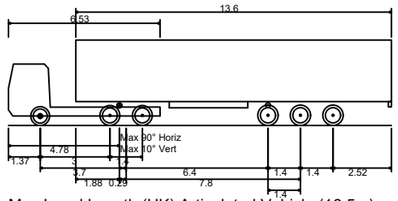
Key:

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

Note:

Temporary matting to be provided at access point (20m back from carriageway edge) during the construction phase. Matting will be capable of accommodating HGVs and will be removed upon completion of construction activities at the site.

What3Words reference: available.defectors.staples



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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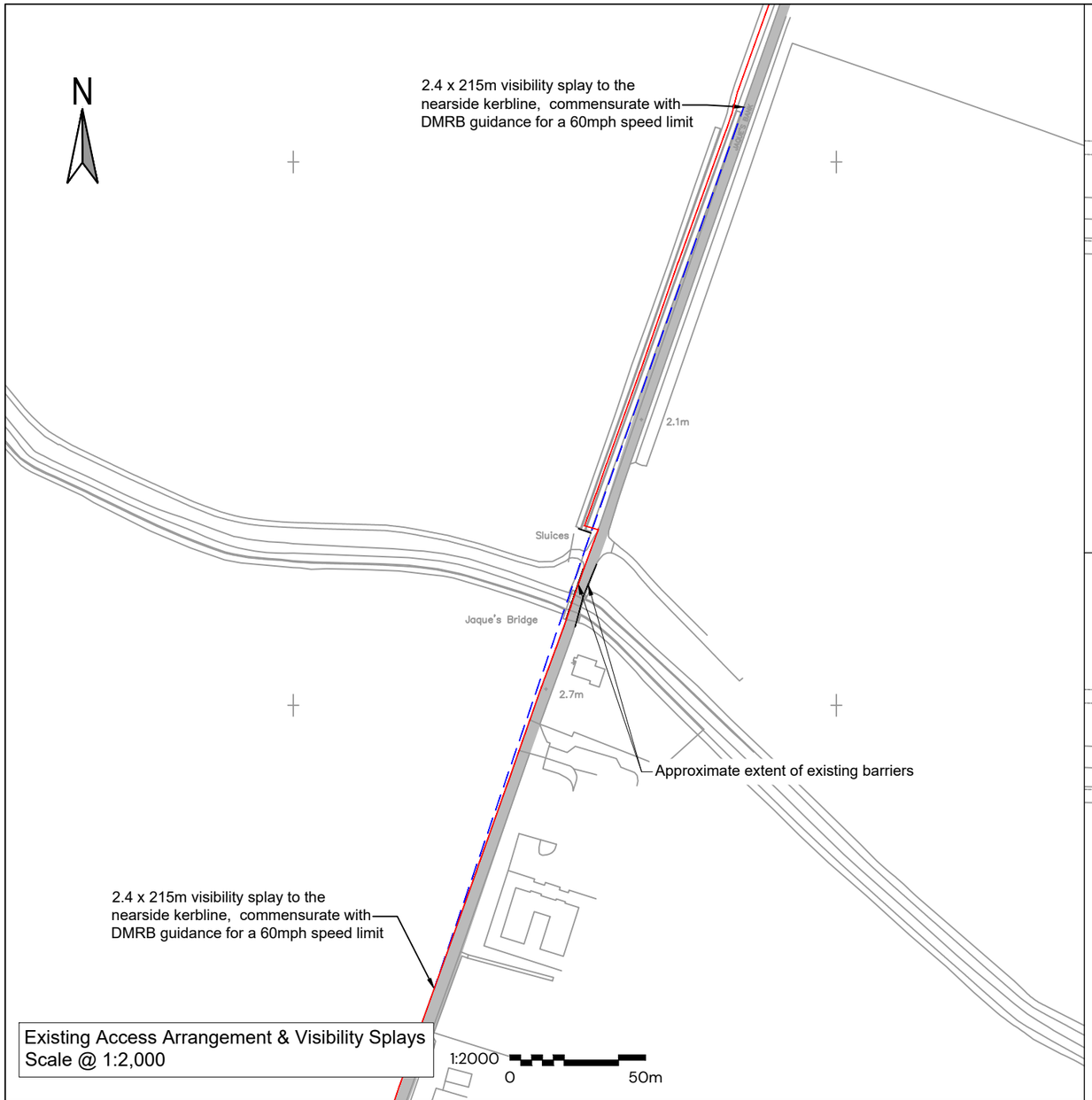
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3	24/06/2026	JAN	DEADLINE 3	KSS	KSS
4	07/09/2026	JAN	DEADLINE 6	KSS	KSS

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PROJECT: TWEEN BRIDGE SOLAR FARM	DATE: 09/07/2025	DESIGN-DRAWN: LT	DRAWING-STATUS: FINAL
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION X	PROJECT No: P21-3484	DRAWING No: FIGURE 3.25	REV: 4

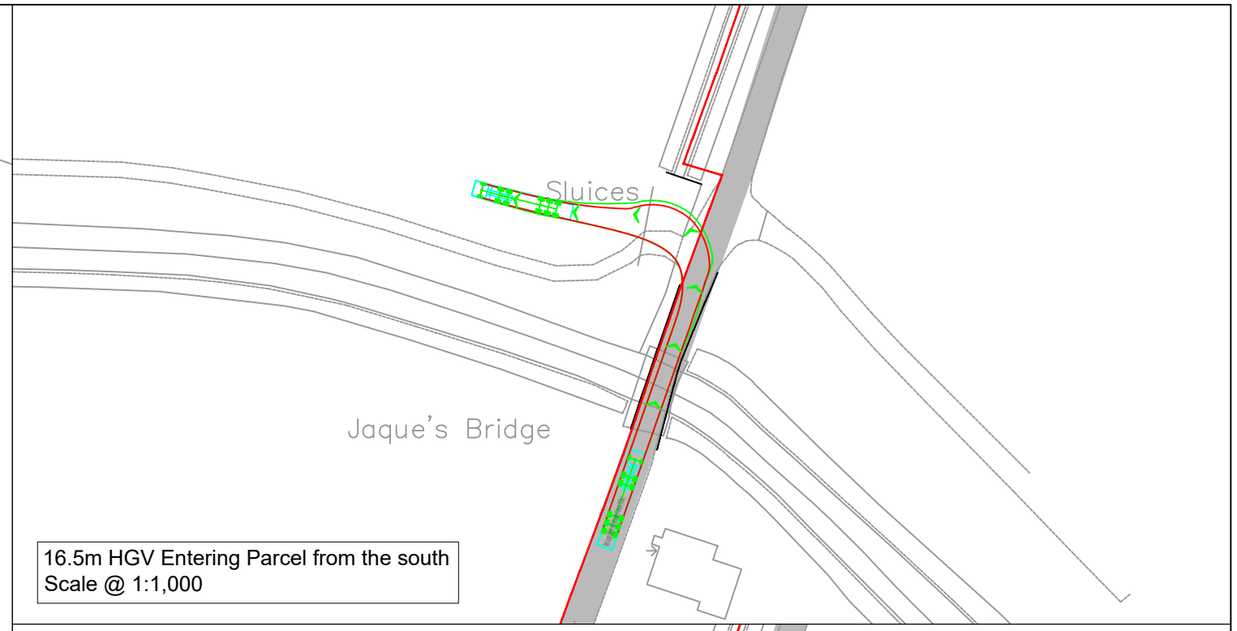
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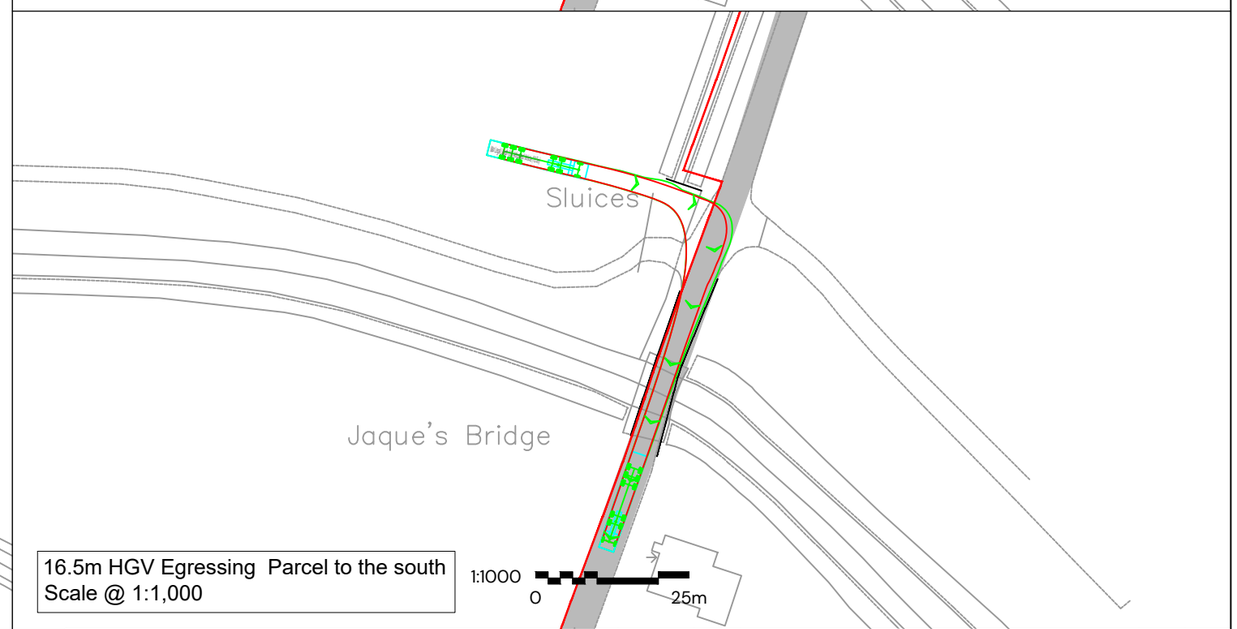
Figure 3.26 Revision 3 Proposed Access Arrangements – Access Y



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

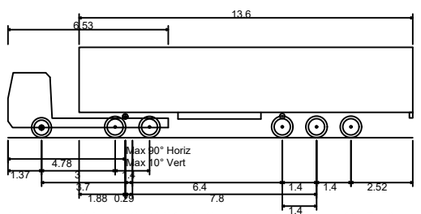
Key:

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

Note:

Bound surface to be provided for 20 metres back from edge of carriageway.

What3Words reference: sourced.caressing.reds



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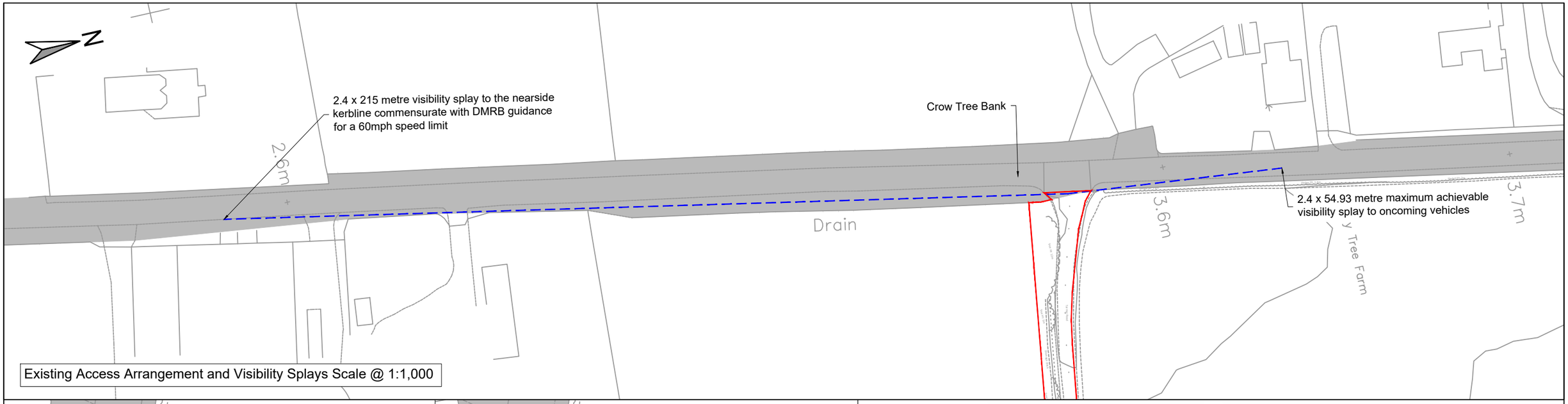
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2	18/05/2026	JAN	DEADLINE 2	KSS	KSS
3	24/06/2026	JAN	DEADLINE 3	KSS	KSS

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PROJECT: TWEEN BRIDGE SOLAR FARM	DATE: 09/07/2025	DESIGN-DRAWN: LT	DRAWING-STATUS: FINAL
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION Y	PROJECT No: P21-3484	DRAWING No: FIGURE 3.26	REV: 3

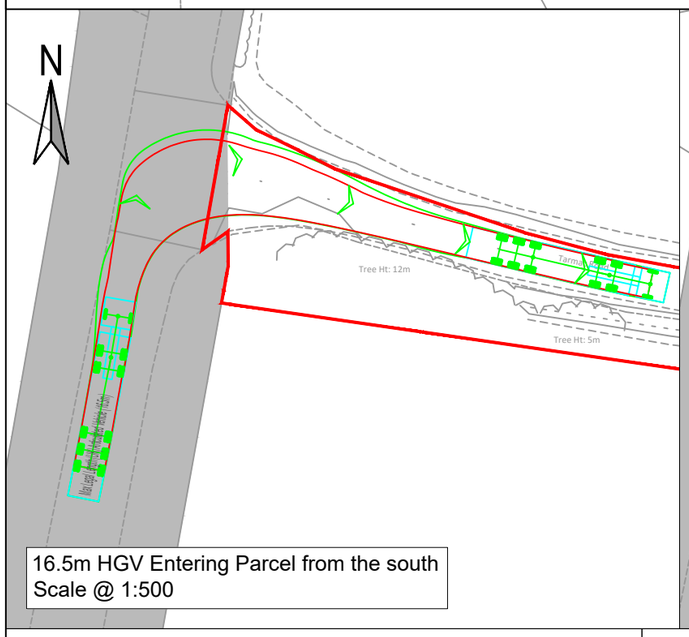
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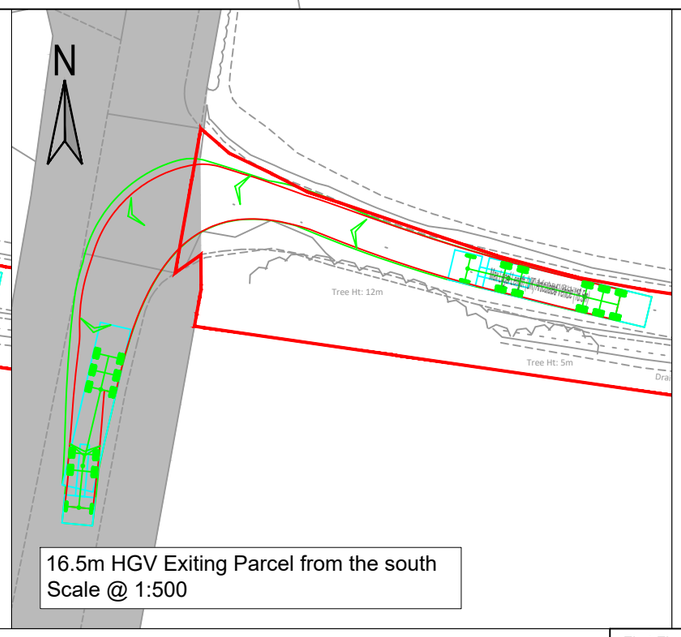
Figure 3.27 Revision 3 Proposed Access Arrangements – Access Z



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



Photos at Location Z Access

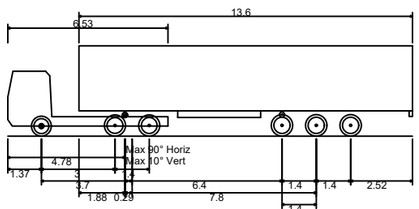
Key:

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

Note:

Existing bound surface to remain (see photos).

What3Words reference: surviving.testers.twinkled



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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3	24/06/2026	JAN	DEADLINE 3	KSS	KSS

CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD

PROJECT: TWEEN BRIDGE SOLAR FARM

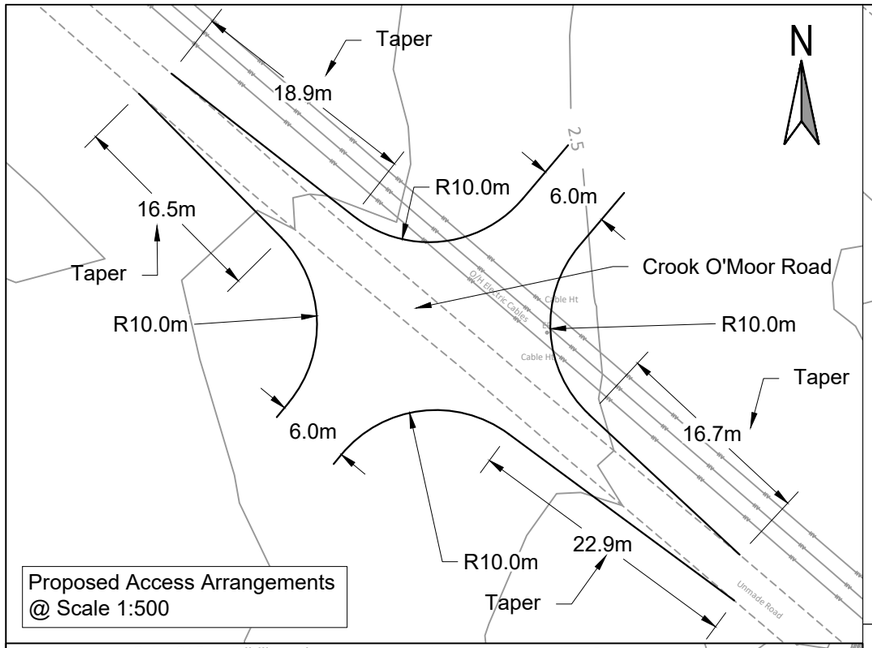
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION Z

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P21-3484	FIGURE 3.27	3

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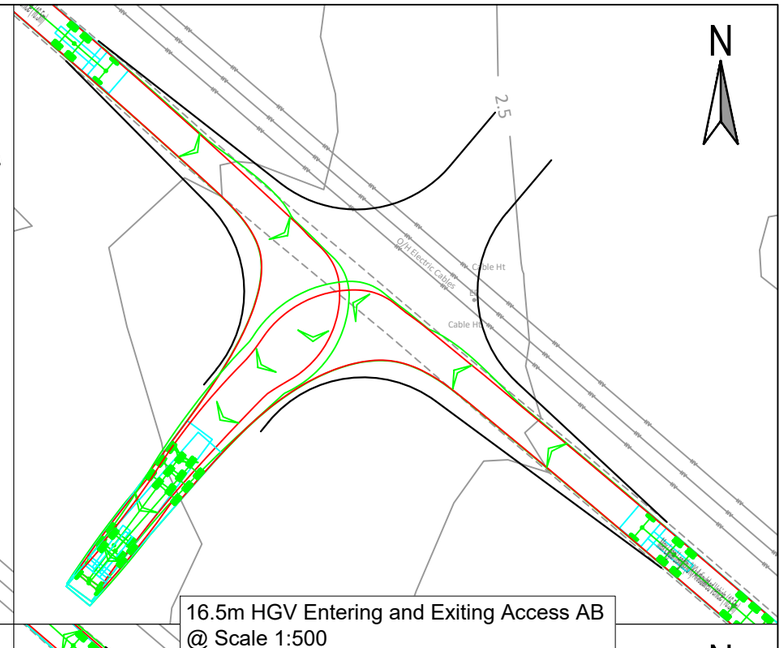
Figure 3.28 Revision 3 Proposed Access Arrangements – Access AA and AB



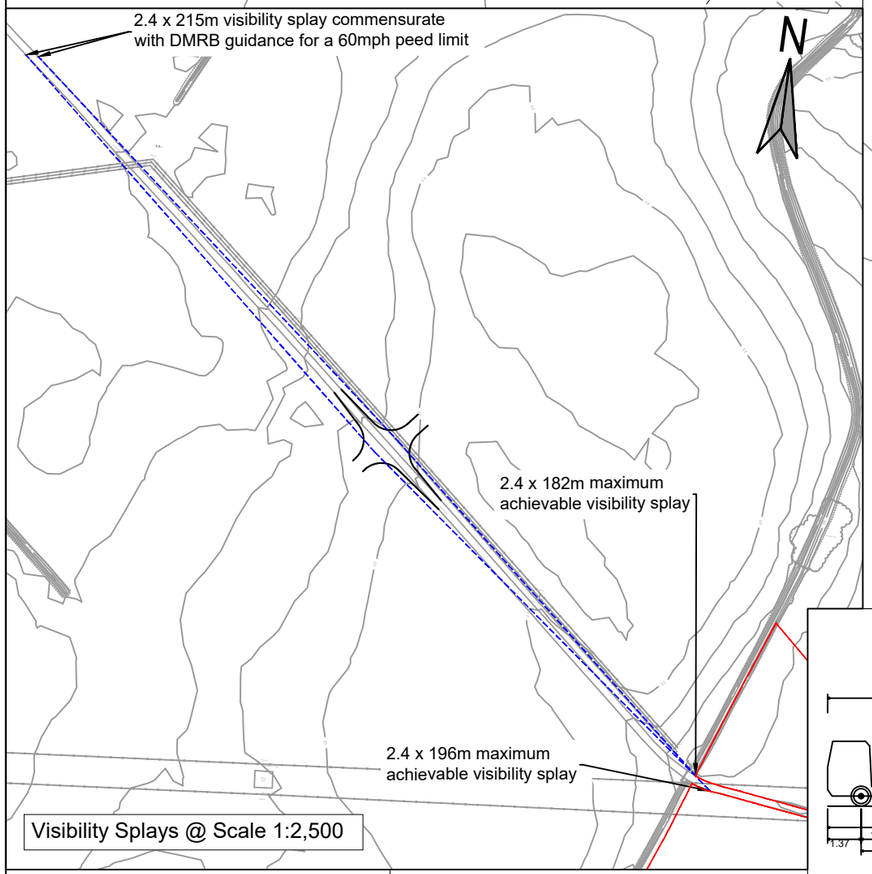
Proposed Access Arrangements
@ Scale 1:500



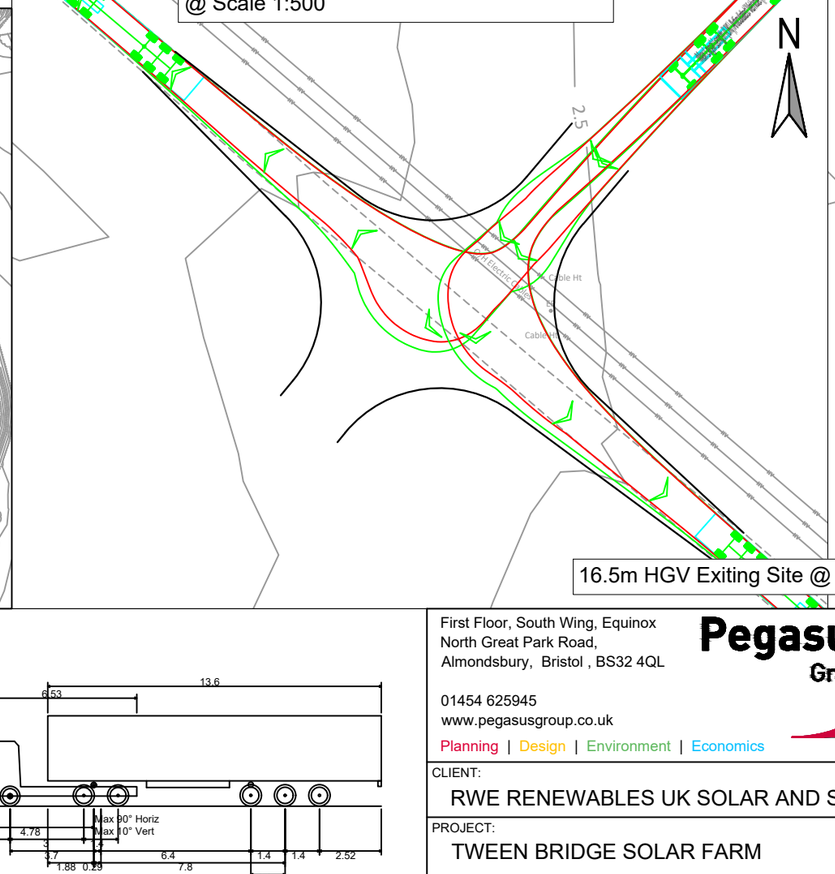
16.5m HGV Entering and Exiting Access AA
@ Scale 1:500



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

Note:

Bound surface to be provided for
20 metres back from edge of carriageway.

What3Words reference: marmalade.bugs.overpower

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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3	24/06/2026	JAN	DEADLINE 3	KSS	KSS

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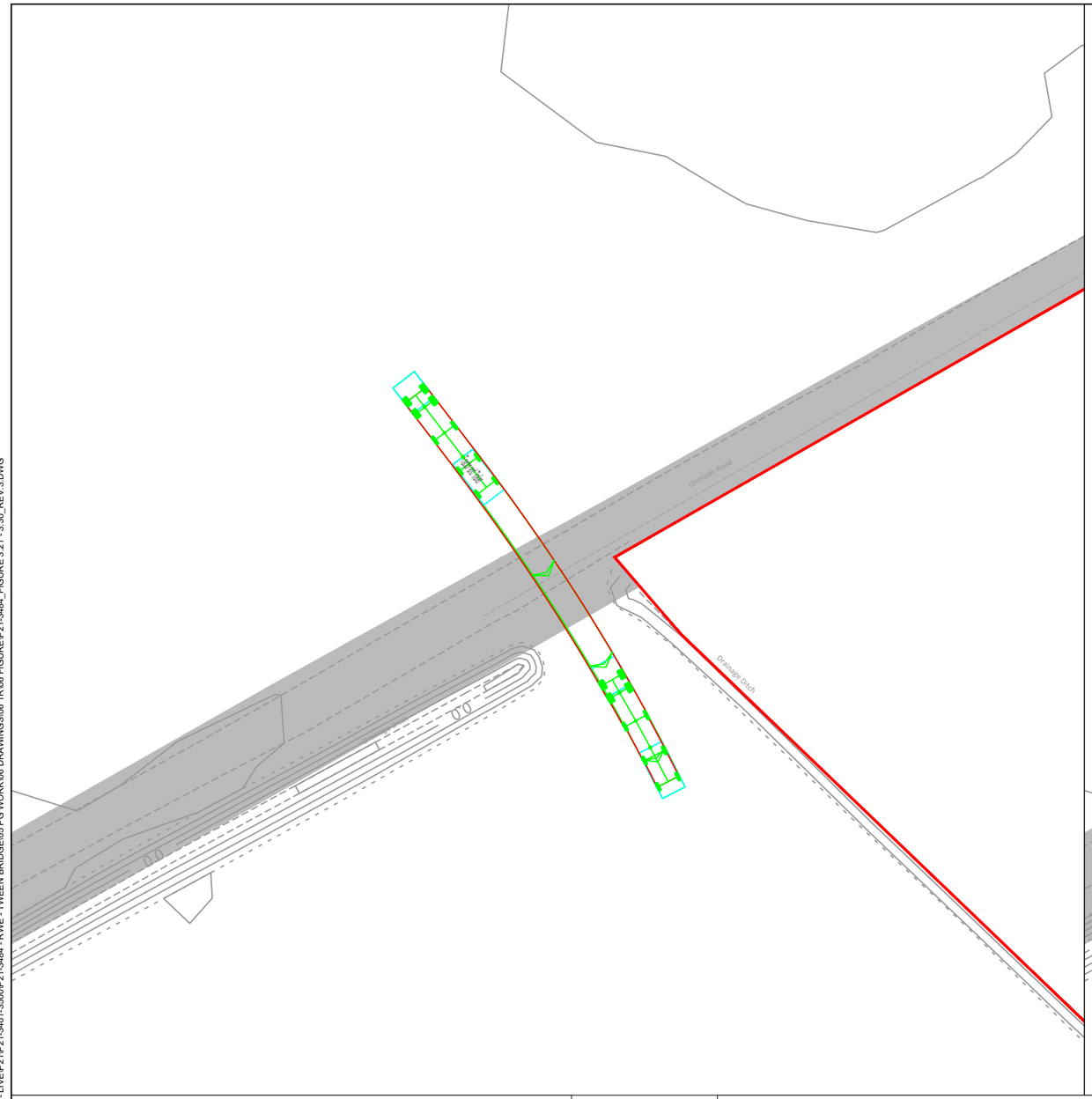
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION AA AND LOCATION AB

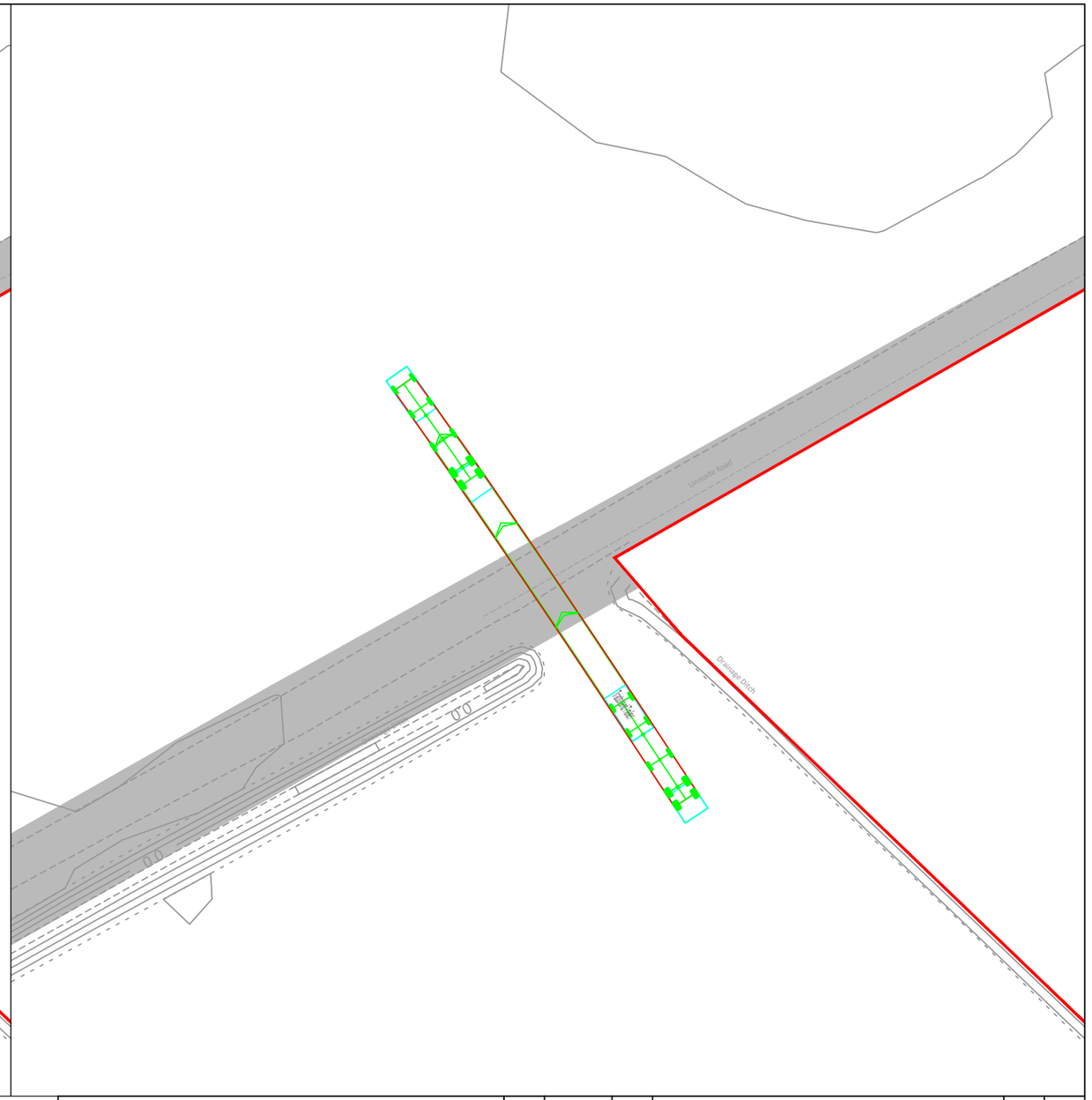
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DATE:	**DESIGN-DRAWN:**	**DRAWING-STATUS:**
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P21-3484	FIGURE 3.28	3

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Figure 3.29 Revision 3 Proposed Access Arrangements – Access AC





N

Key:

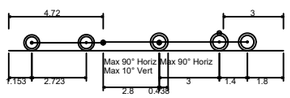
Order Limits

Approximate Extent of Adopted Highway

Note:

Bound surface to be provided for 20 metres back from edge of carriageway.

What3Words reference: prominent.reclaimed.ships



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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3	24/06/2026	JAN	DEADLINE 3	KSS	KSS

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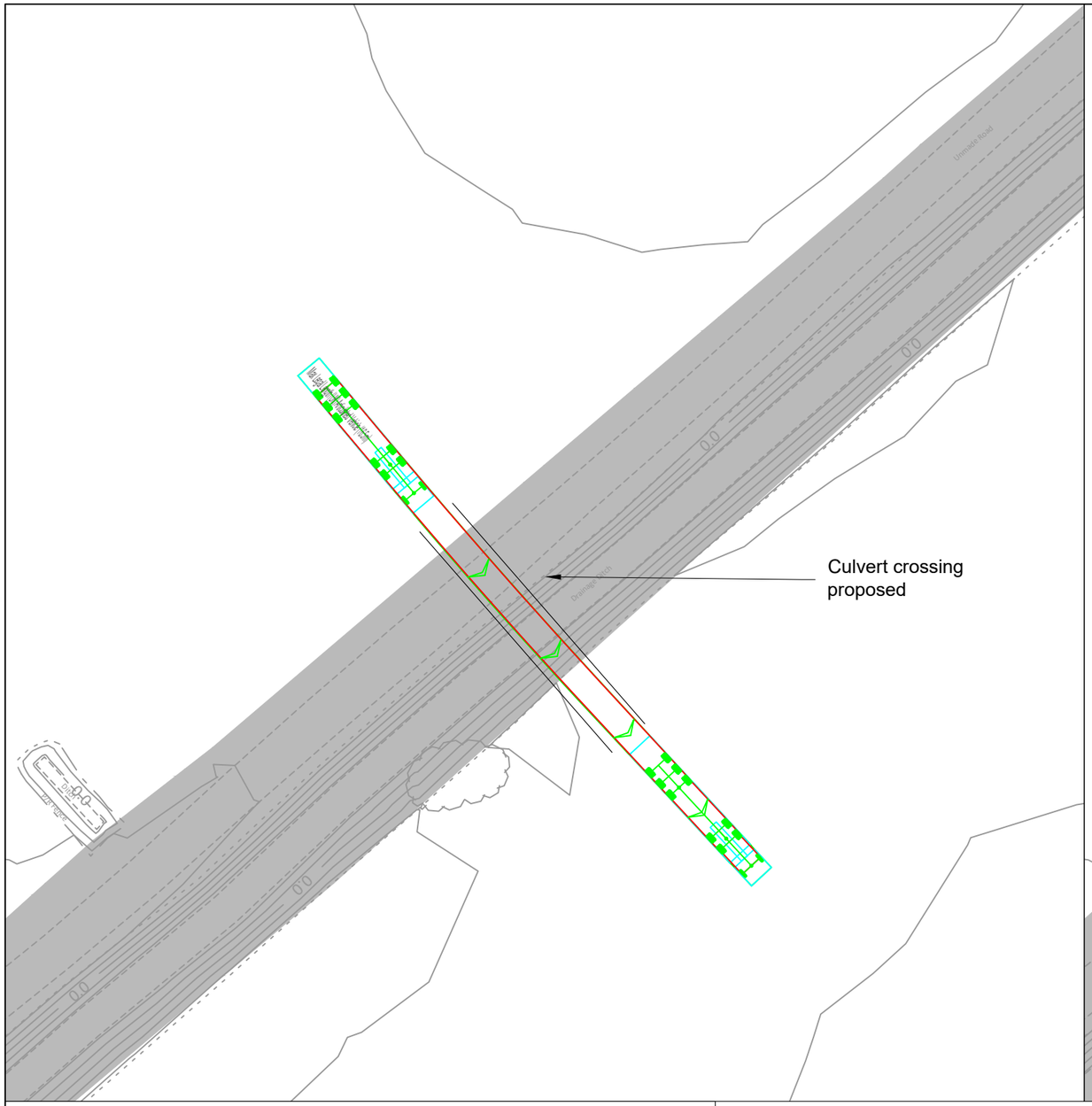
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION AC

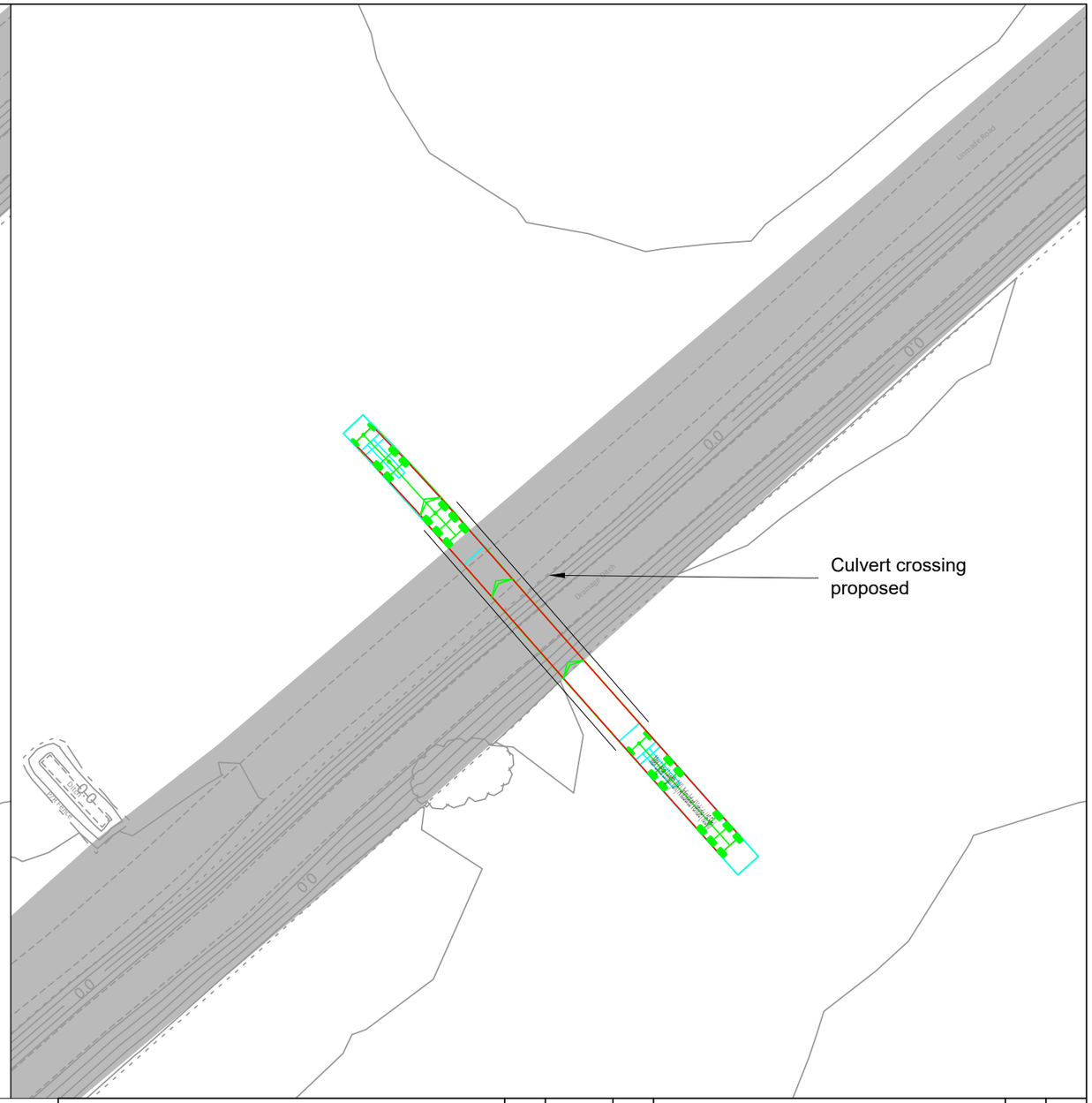
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PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.29	3

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Figure 3.30 Revision 3 Proposed Access Arrangements – Access AD





N

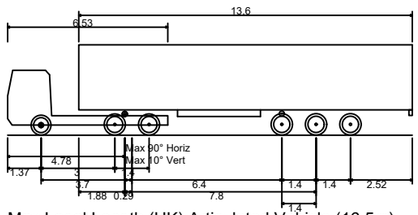
Key:

Approximate Extent of Adopted Highway

Note:

Bound surface to be provided for 20 metres back from edge of carriageway.

What3Words reference: healers.dealings.dimension



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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3	24/06/2026	JAN	DEADLINE 3	KSS	KSS

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PROJECT: TWEEN BRIDGE SOLAR FARM

TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION AD

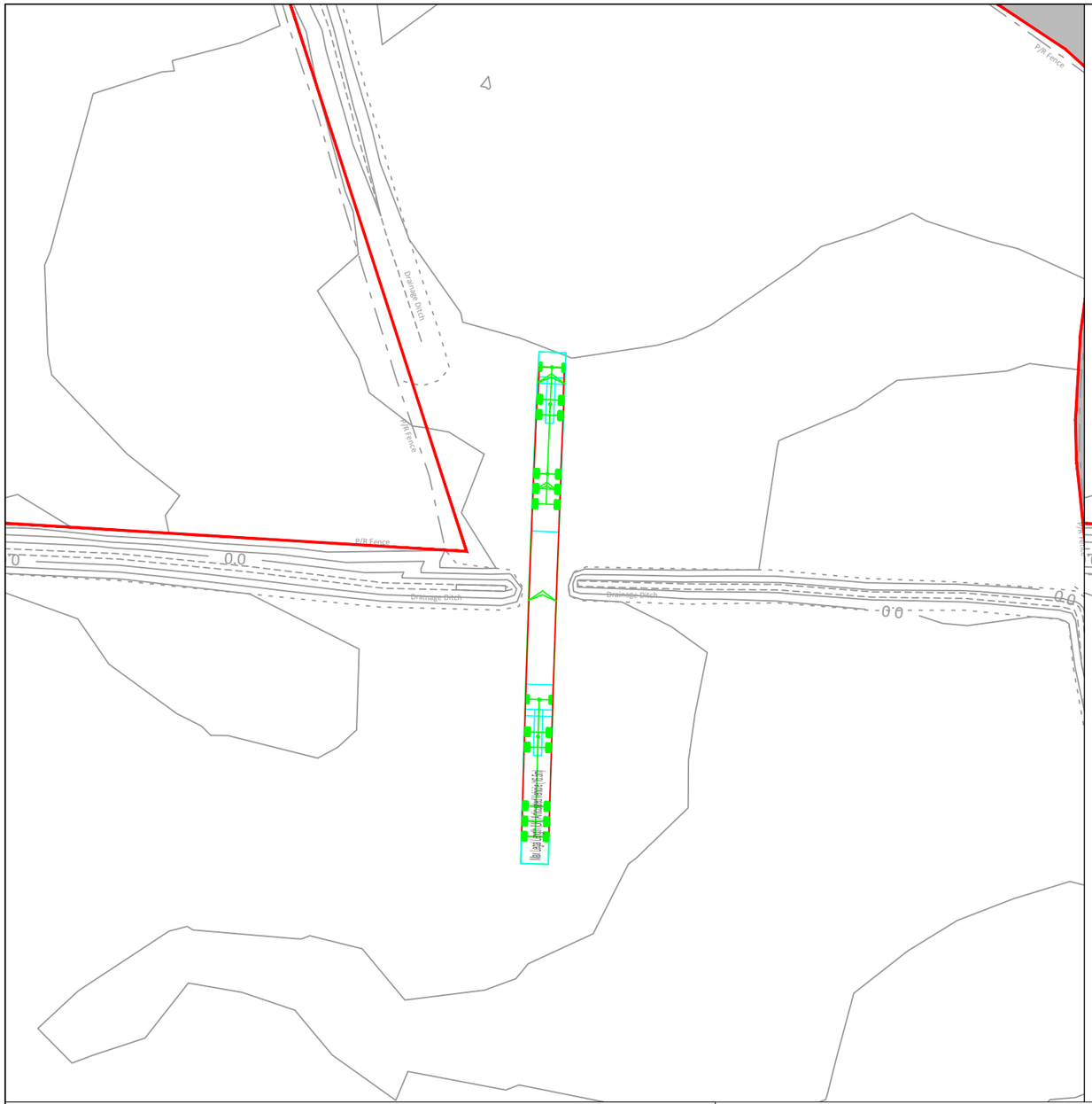
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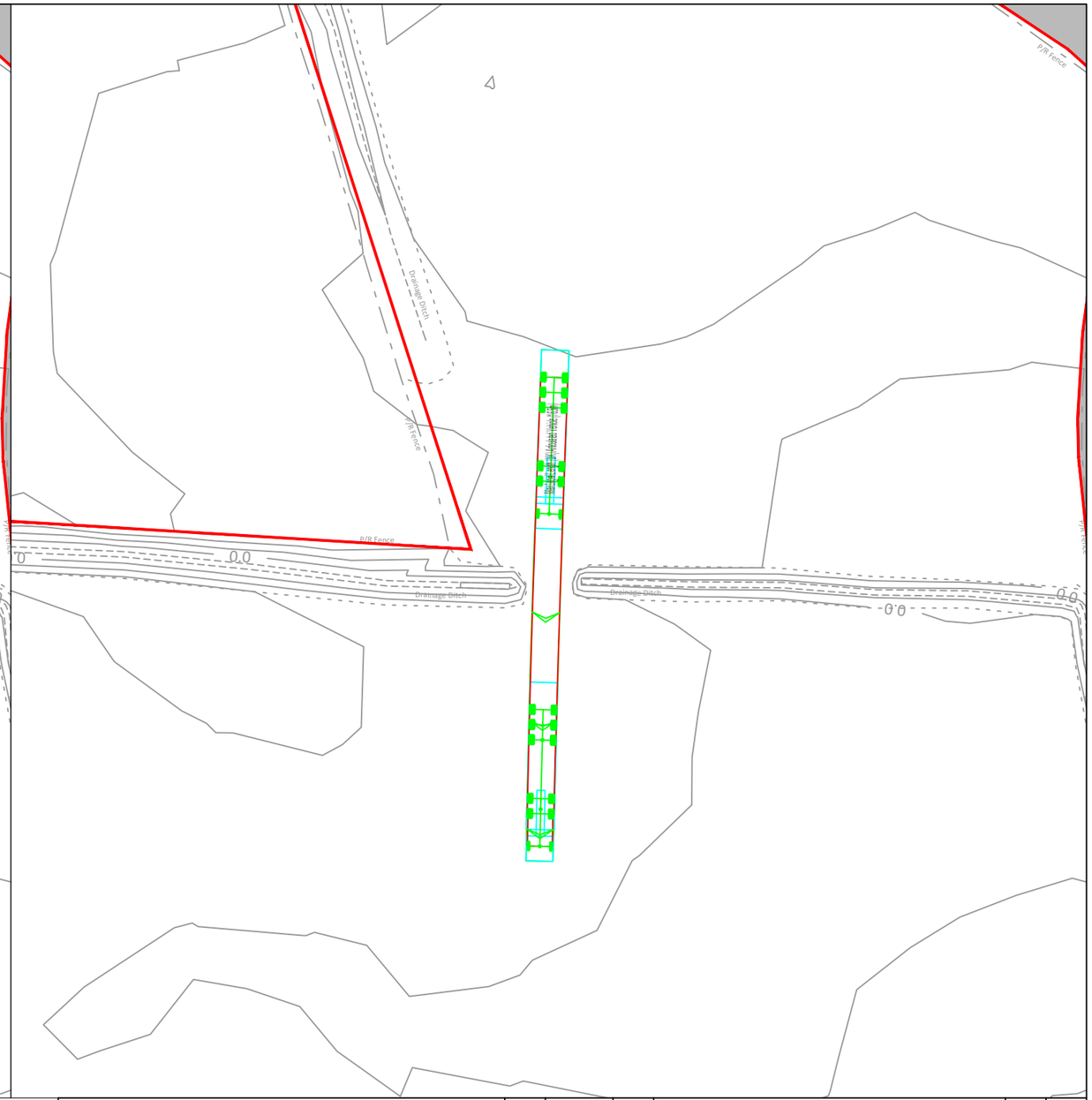
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P21-3484	FIGURE 3.30	3

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Figure 3.31 Revision 3 – Access AE Proposed Access Arrangements



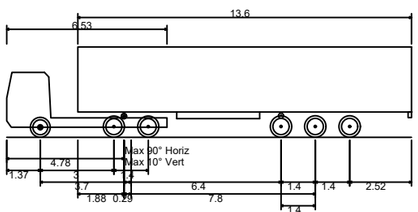


N

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

What3Words reference: widen.wordplay.assemble

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3	24/06/2026	JAN	DEADLINE 3	KSS	KSS

CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD

PROJECT: TWEEN BRIDGE SOLAR FARM

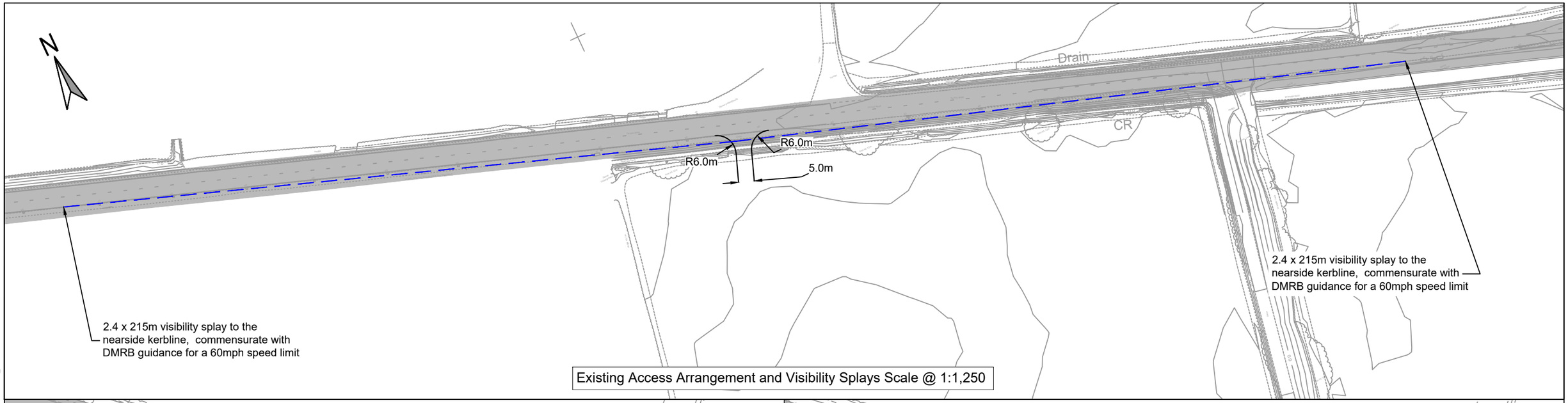
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P21-3484	FIGURE 3.31	3

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Figure 3.34 Revision 3 Proposed Access Arrangements – Access AH



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



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

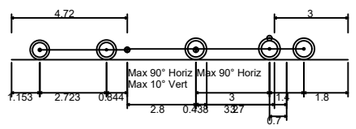
Key:

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

Note:

Bound surface to be provided for 20 metres back from edge of carriageway.

What3Words reference: passwords.decline.crockery



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

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PROJECT: TWEEN BRIDGE SOLAR FARM

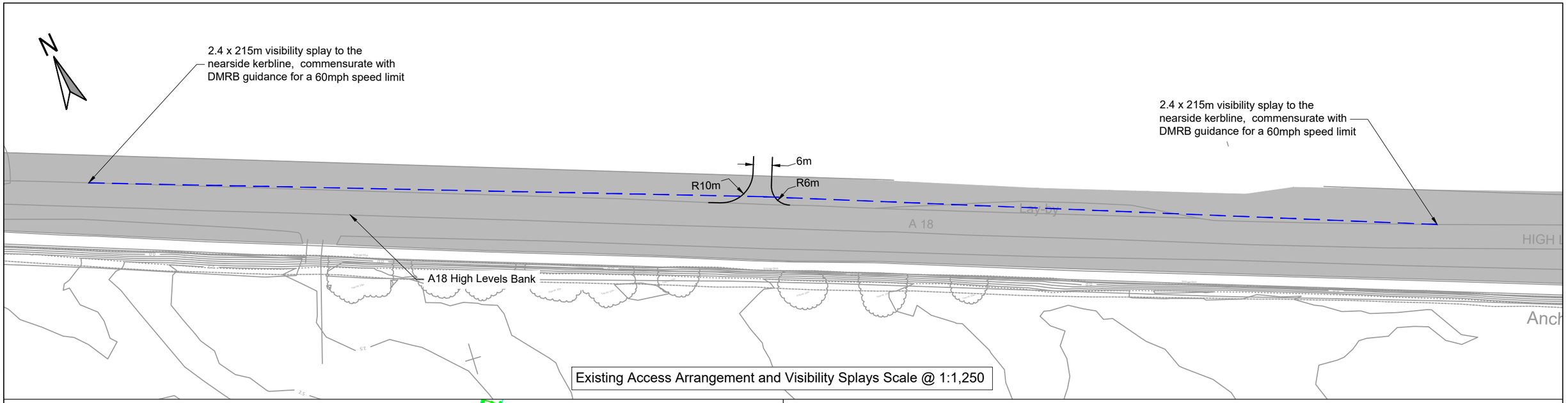
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SCALE @ A3:	CHECKED:	APPROVED:
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PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.34	3

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Figure 3.35 Revision 3 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

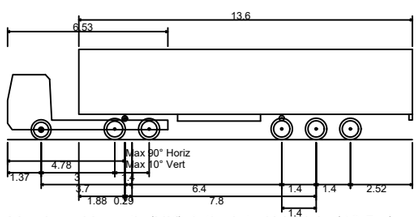
Key:

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

Note:

Bound surface to be provided for 20 metres back from edge of carriageway.

What3Words reference: nightlife.nipping.sunshine



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
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: PROPOSED ACCESS ARRANGEMENTS - LOCATION Ai

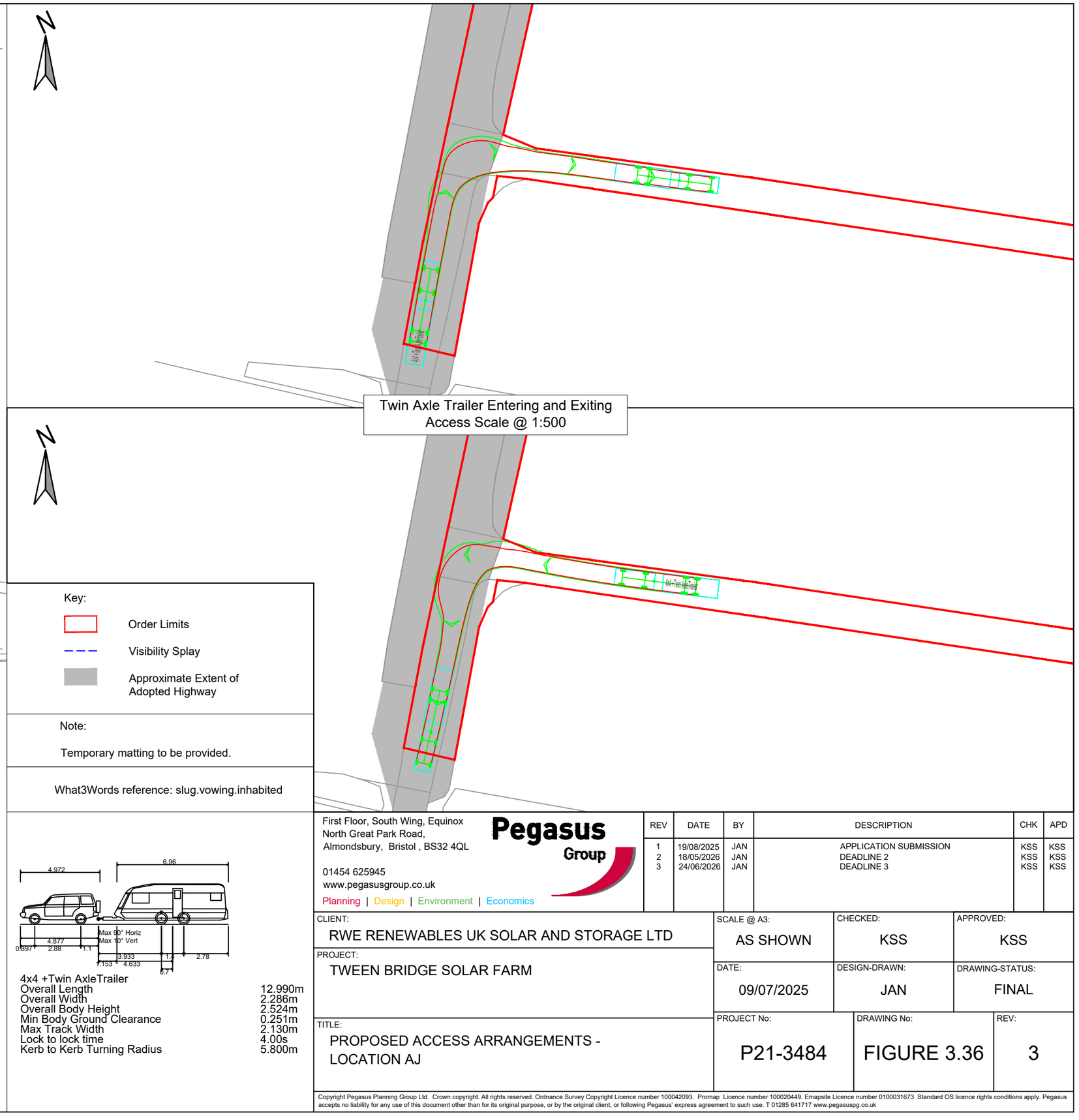
SCALE @ A3:	CHECKED:	APPROVED:
AS SHOWN	KSS	KSS
DATE:	DESIGN-DRAWN:	DRAWING-STATUS:
09/07/2025	JAN	FINAL
PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.35	3

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Figure 3.36 Revision ~~3~~4 Proposed Access Arrangements – Access AJ





Key:

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

Note:

Temporary matting to be provided.

What3Words reference: slug.vowing.inhabited

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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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

PROJECT: TWEEN BRIDGE SOLAR FARM

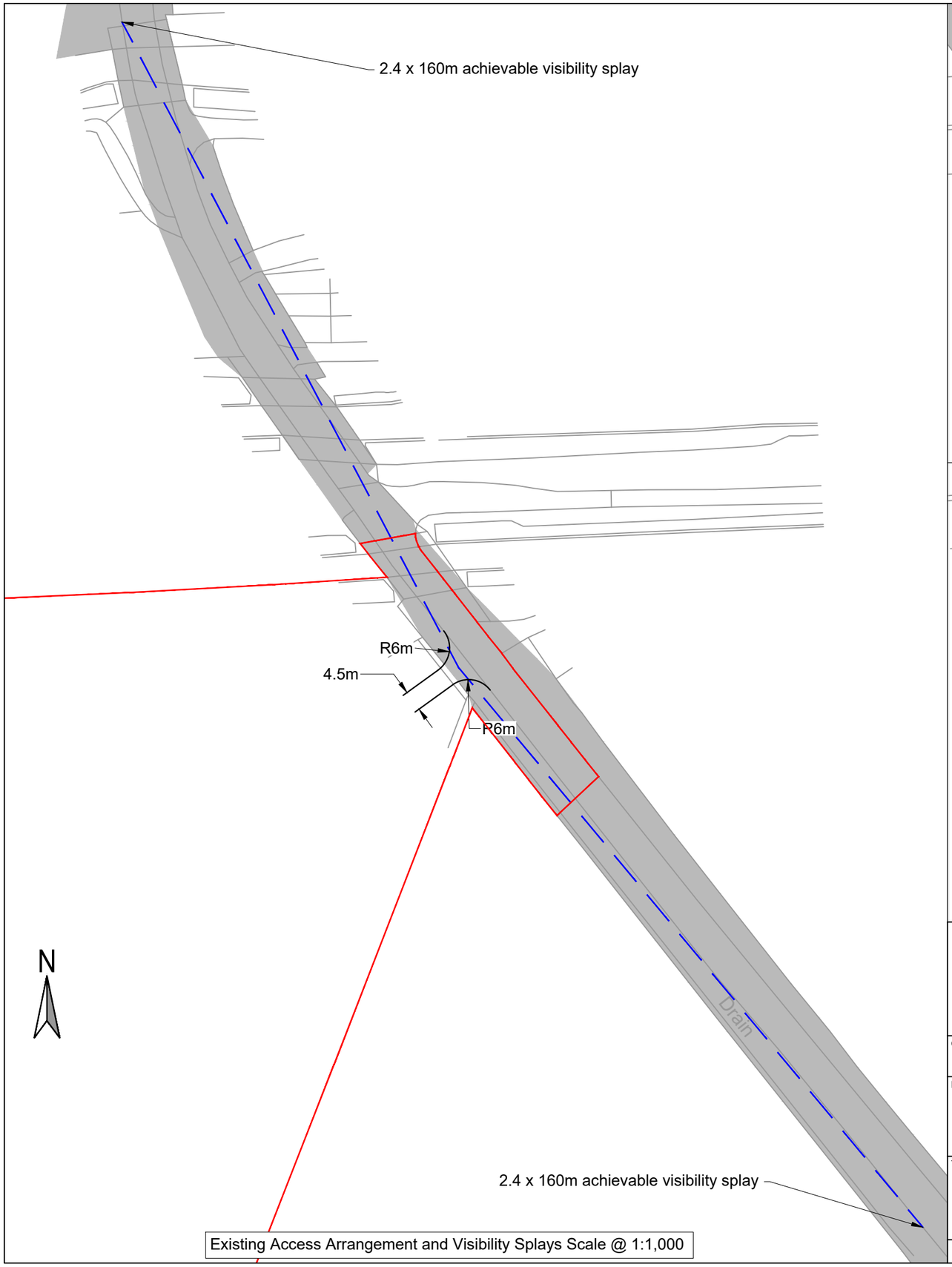
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION AJ

SCALE @ A3:	CHECKED:	APPROVED:
AS SHOWN	KSS	KSS
DATE:	DESIGN-DRAWN:	DRAWING-STATUS:
09/07/2025	JAN	FINAL
PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.36	3

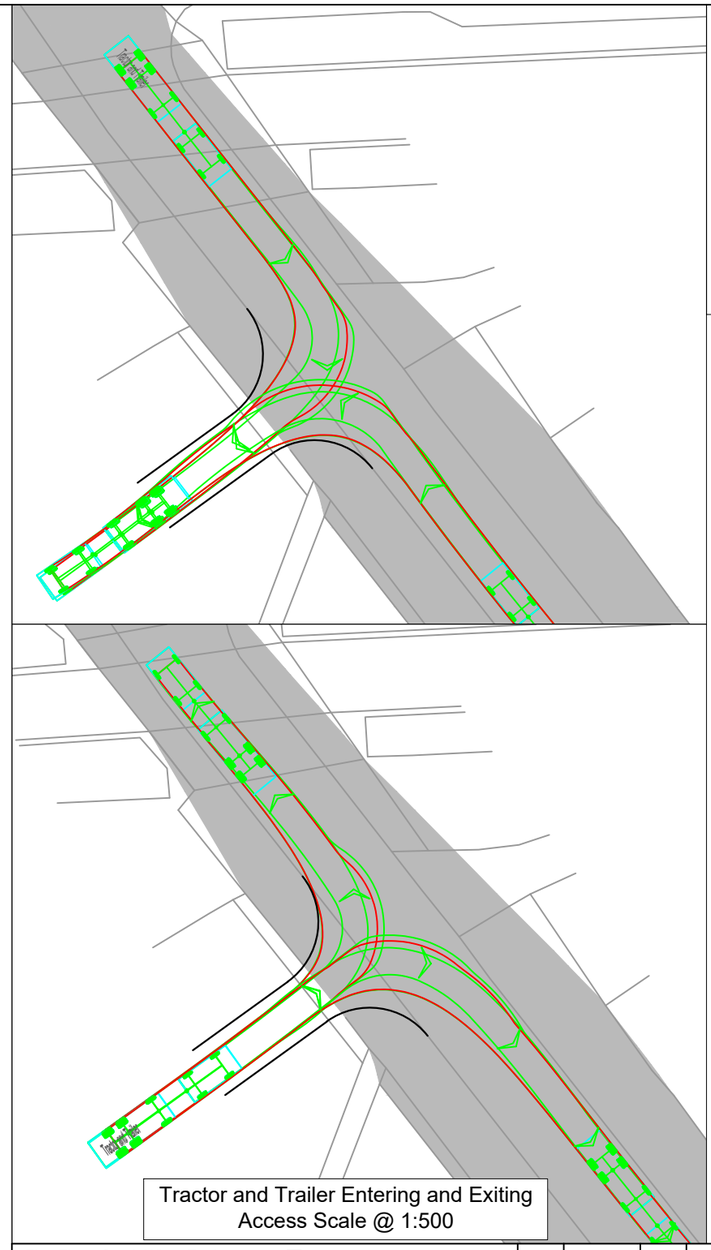
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Figure 3.37 Revision 3 Proposed Access Arrangements – Access AK



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



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

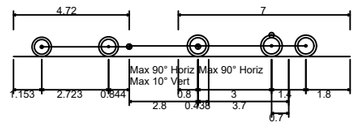
Key:

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

Note:

Bound surface to be provided for 20 metres back from edge of carriageway.

What3Words reference: slept.crouch.deflect



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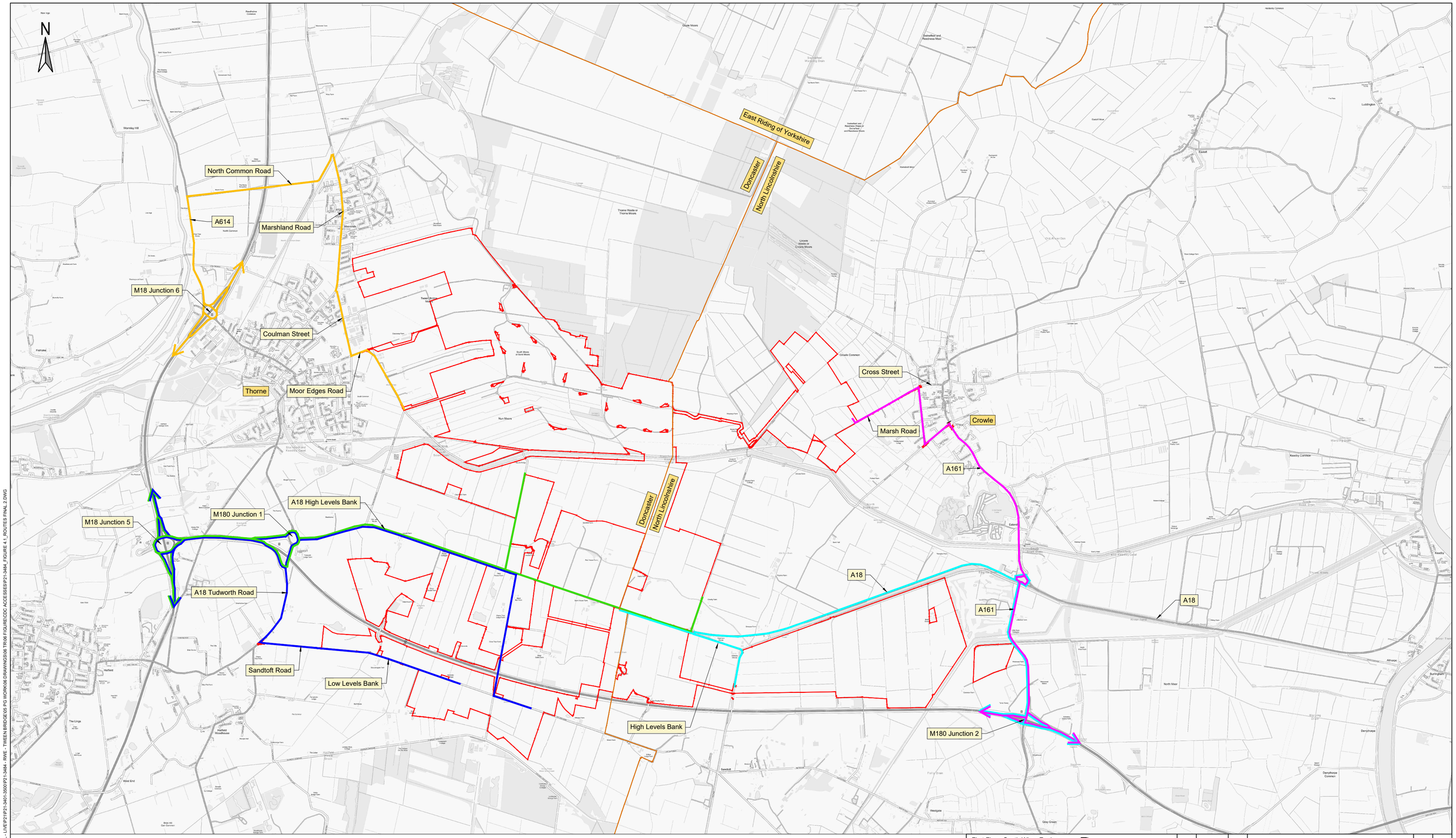
REV	DATE	BY	DESCRIPTION	CHK	APD
1	19/08/2025	JAN	APPLICATION SUBMISSION	KSS	KSS
2	18/05/2026	JAN	DEADLINE 2	KSS	KSS
3	24/06/2026	JAN	DEADLINE 3	KSS	KSS

CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD	SCALE @ A3: AS SHOWN	CHECKED: ADWS	APPROVED: KSS
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: 3

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Figure 4.1 Revision 3 Construction Traffic Route Plan to Land Areas



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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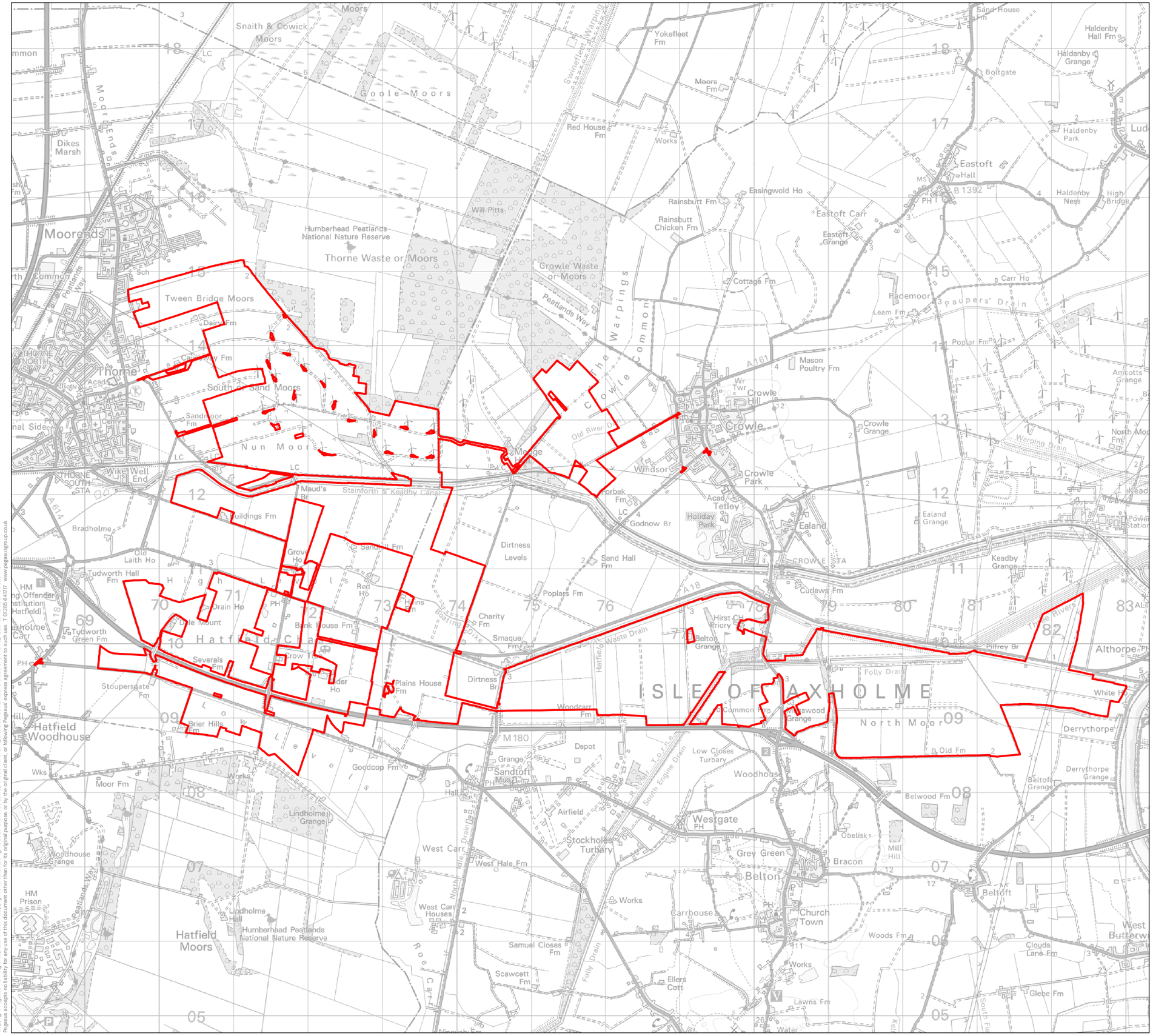
REV	DATE	BY	DESCRIPTION	CHK	APD
2	12/05/2026	AS	DEADLINE 2	AS	KSS

CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD	SCALE @ A2: NTS	CHECKED: LT	APPROVED: KSS
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: 2

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Appendix A – Order Limits



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KEY

DRAFT ORDER LIMITS

REV	DATE	DESCRIPTION
A	21/09/22	UPDATES TO THE DRAFT ORDER LIMITS
B	29/09/22	UPDATES TO THE DRAFT ORDER LIMITS
C	11/10/22	UPDATES TO THE DRAFT ORDER LIMITS
D	21/10/22	UPDATES TO THE DRAFT ORDER LIMITS
E	25/10/22	UPDATES TO THE DRAFT ORDER LIMITS
F	29/11/22	UPDATES TO THE DRAFT ORDER LIMITS
G	19/12/22	UPDATES TO THE DRAFT ORDER LIMITS
H	05/04/23	UPDATES TO THE DRAFT ORDER LIMITS
I	12/04/23	UPDATES TO THE DRAFT ORDER LIMITS
J	13/04/23	UPDATES TO THE DRAFT ORDER LIMITS
K	19/04/23	UPDATES TO THE DRAFT ORDER LIMITS
L	04/05/23	UPDATES TO THE DRAFT ORDER LIMITS
M	23/05/23	UPDATES TO THE DRAFT ORDER LIMITS
N	25/05/23	UPDATES TO THE DRAFT ORDER LIMITS
O	08/06/23	UPDATES TO THE DRAFT ORDER LIMITS
P	13/06/23	UPDATES TO THE DRAFT ORDER LIMITS
Q	23/01/24	UPDATES TO THE DRAFT ORDER LIMITS
R	04/03/24	UPDATES TO THE DRAFT ORDER LIMITS
S	13/03/24	UPDATES TO THE DRAFT ORDER LIMITS
T	22/03/24	UPDATES TO THE DRAFT ORDER LIMITS
U	31/07/24	UPDATES TO THE DRAFT ORDER LIMITS
V	14/08/24	UPDATES TO THE DRAFT ORDER LIMITS
W	17/10/24	UPDATES TO THE DRAFT ORDER LIMITS
X	11/11/24	UPDATES TO THE DRAFT ORDER LIMITS
Y	18/11/24	UPDATES TO THE DRAFT ORDER LIMITS
Z	26/11/24	UPDATES TO THE DRAFT ORDER LIMITS
AA	03/12/24	UPDATES TO THE DRAFT ORDER LIMITS
AB	20/12/24	UPDATES TO THE DRAFT ORDER LIMITS
AC	17/01/25	UPDATES TO THE DRAFT ORDER LIMITS
AD	30/01/25	UPDATES TO THE DRAFT ORDER LIMITS
AE	07/02/25	UPDATES TO THE DRAFT ORDER LIMITS

SITE LAYOUT PLAN

TWEEN BRIDGE SOLAR

RWE

DATE	SCALE	TEAM/DRAWN	APPROVED
07/02/2025	1:50,000@A3	EN/RL	GR

SHEET	REV	N	0	1KM
-	AE			

DRAWING NUMBER
P21-3484_PR_0006

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Appendix B – Speed Survey Data

Tween Bridge ATC 6, Moor Edges Road



Direction: Eastbound

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

Paul Castle Associates

Direction: Westbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

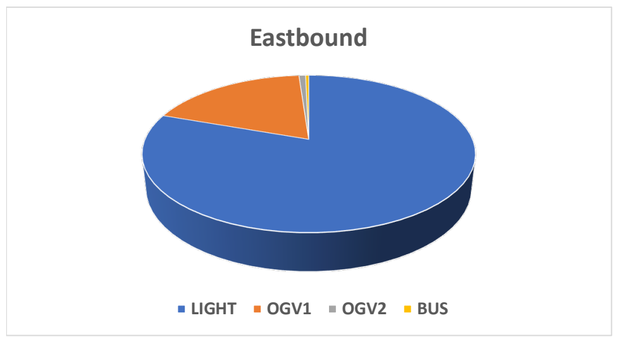
Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

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

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

Paul Castle Associates

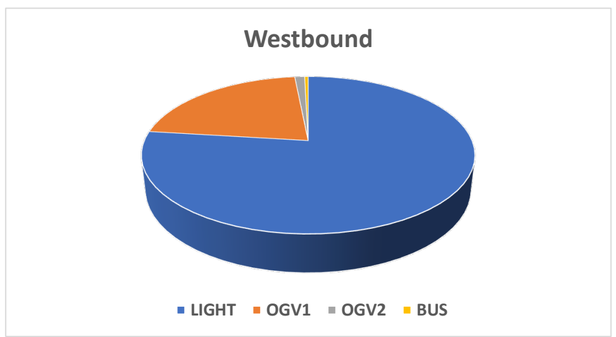


Direction: Westbound

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

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

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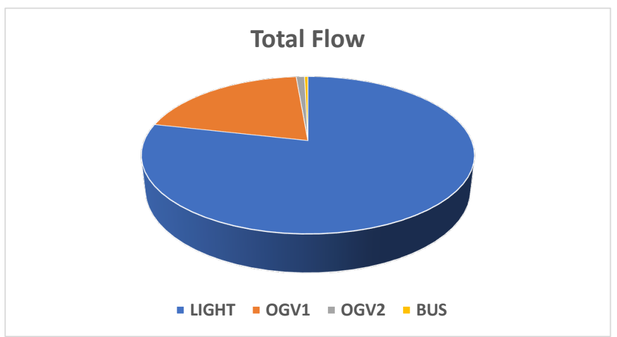


Direction: Total Flow

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

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

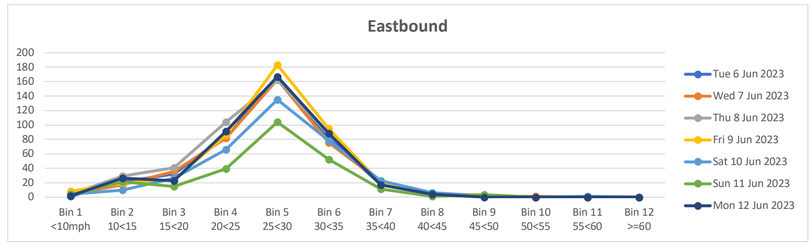
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Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

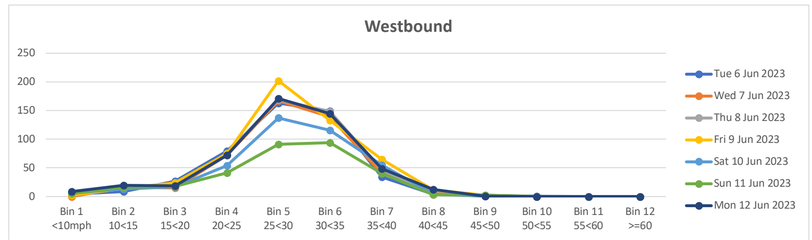
	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 6 Jun 2023	409	32.8	26.5	6.1	1	21	32	85	165	82	18	4	1	0	0	0
Wed 7 Jun 2023	403	33.0	26.4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



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Direction: Westbound

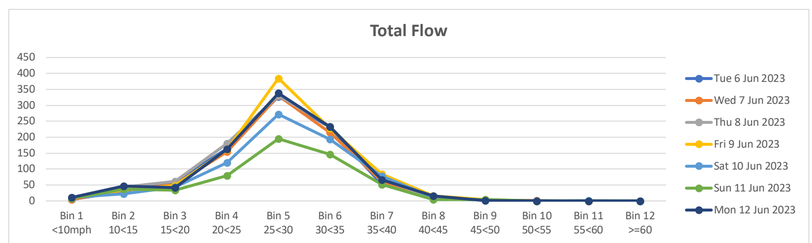
	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 6 Jun 2023	472	34.5	28.2	6.1	4	9	27	79	163	149	34	4	2	1	0	0
Wed 7 Jun 2023	458	34.7	28.6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



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Direction: Total Flow

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



Paul Castle Associates

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

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

Paul Castle Associates

Direction: Westbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

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

Paul Castle Associates

Direction: Westbound

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

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Direction: Total Flow

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

Paul Castle Associates

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

06/06/2023

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

Paul Castle Associates

Direction: Westbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

07/06/2023

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

Paul Castle Associates

Direction: Westbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

08/06/2023

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

Paul Castle Associates

Direction: Westbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

09/06/2023

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

Paul Castle Associates

Direction: Westbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

10/06/2023

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

Paul Castle Associates

Direction: Westbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

11/06/2023

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

Paul Castle Associates

Direction: Westbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

12/06/2023

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

Paul Castle Associates

Direction: Westbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

06/06/2023

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

Direction: Westbound

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

Direction: Total Flow

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

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

07/06/2023

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

Direction: Westbound

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

Direction: Total Flow

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

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

08/06/2023

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

Direction: Westbound

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

Direction: Total Flow

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

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

09/06/2023

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

Direction: Westbound

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

Direction: Total Flow

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

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

10/06/2023

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

Direction: Westbound

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

Direction: Total Flow

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

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

11/06/2023

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

Direction: Westbound

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

Direction: Total Flow

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

Tween Bridge ATC 6, Moor Edges Road

Direction: Eastbound

12/06/2023

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

Direction: Westbound

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

Direction: Total Flow

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

Tween Bridge ATC 7, High Bridge Road



Direction: Southeastbound

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

Paul Castle Associates

Direction: Northwestbound

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

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Direction: Total Flow

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

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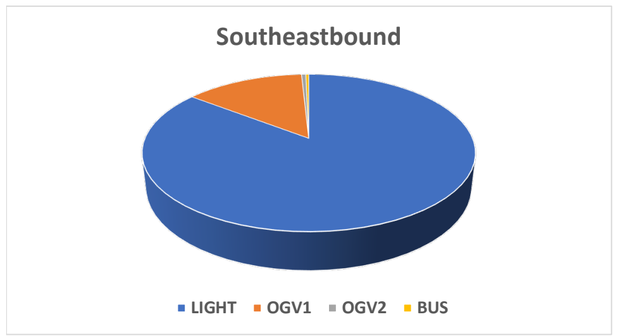
Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

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

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

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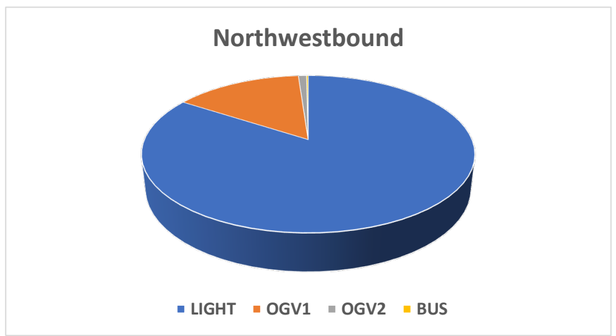


Direction: Northwestbound

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

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

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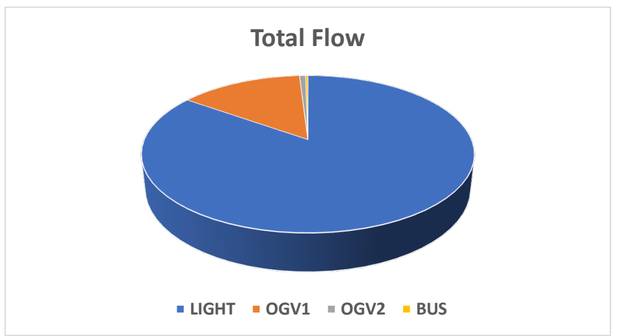


Direction: Total Flow

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

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

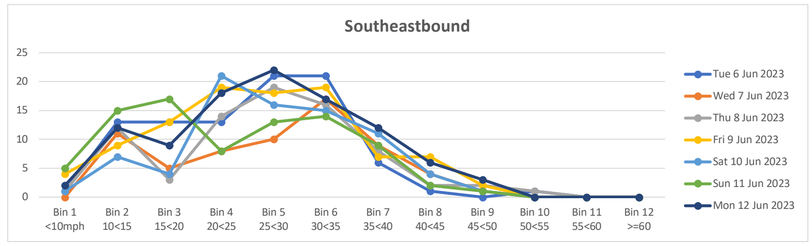
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Tween Bridge ATC 7, High Bridge Road

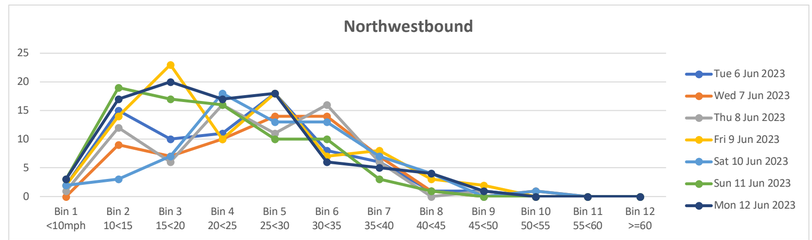
Direction: Southeastbound

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



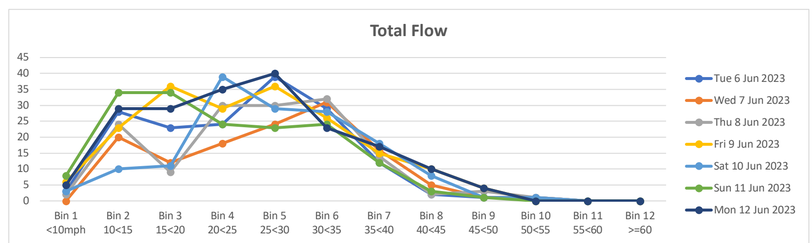
Direction: Northwestbound

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



Direction: Total Flow

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



Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

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

Paul Castle Associates

Direction: Northwestbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

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

Paul Castle Associates

Direction: Northwestbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

06/06/2023

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

Paul Castle Associates

Direction: Northwestbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

07/06/2023

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

Paul Castle Associates

Direction: Northwestbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

08/06/2023

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

Paul Castle Associates

Direction: Northwestbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

09/06/2023

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

Paul Castle Associates

Direction: Northwestbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

10/06/2023

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

Paul Castle Associates

Direction: Northwestbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

11/06/2023

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

Paul Castle Associates

Direction: Northwestbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

12/06/2023

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

Paul Castle Associates

Direction: Northwestbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

06/06/2023

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

Direction: Northwestbound

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

Direction: Total Flow

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

Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

07/06/2023

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

Direction: Northwestbound

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

Direction: Total Flow

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

Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

08/06/2023

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

Direction: Northwestbound

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

Direction: Total Flow

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

Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

09/06/2023

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

Direction: Northwestbound

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

Direction: Total Flow

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

Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

10/06/2023

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

Direction: Northwestbound

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

Direction: Total Flow

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

Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

11/06/2023

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

Direction: Northwestbound

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

Direction: Total Flow

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

Tween Bridge ATC 7, High Bridge Road

Direction: Southeastbound

12/06/2023

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

Direction: Northwestbound

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

Direction: Total Flow

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

Tween Bank ATC 8, Green Bank Road



Direction: Northbound

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

Paul Castle Associates

Direction: Southbound

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

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Direction: Total Flow

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

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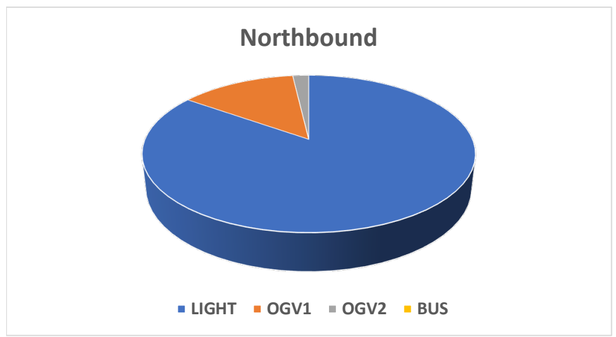
Tween Bank ATC 8, Green Bank Road

Direction: Northbound

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

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

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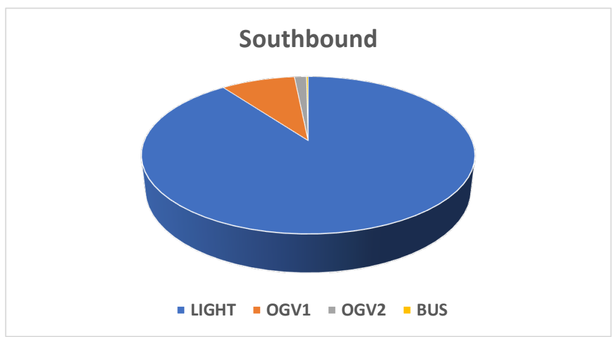


Direction: Southbound

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

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

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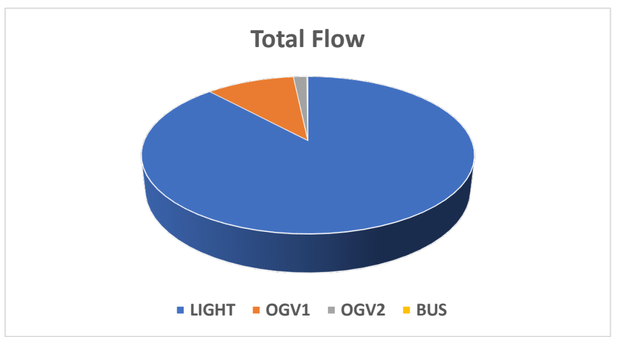


Direction: Total Flow

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

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

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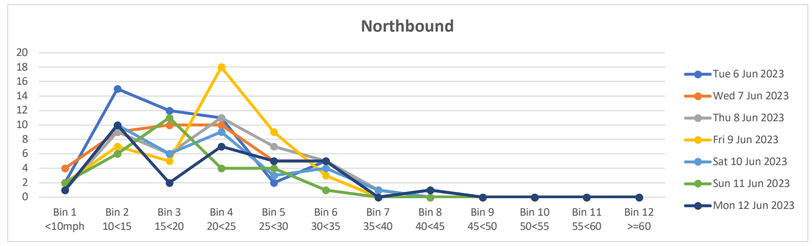


Tween Bank ATC 8, Green Bank Road

Direction: Northbound

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

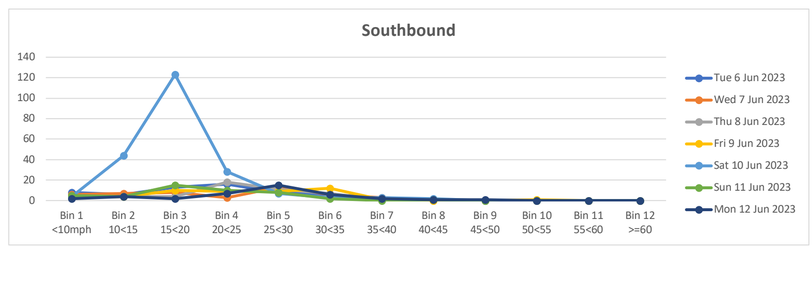
Paul Castle Associates



Direction: Southbound

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

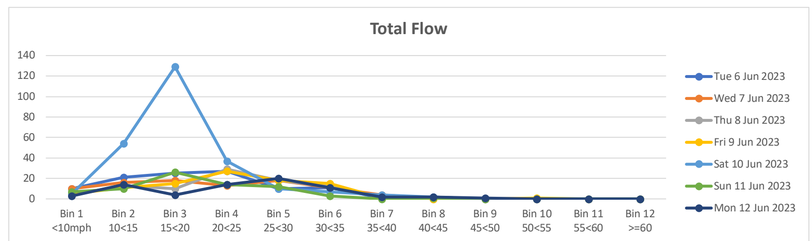
Paul Castle Associates



Direction: Total Flow

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

Paul Castle Associates



Tween Bank ATC 8, Green Bank Road

Direction: Northbound

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

Paul Castle Associates

Direction: Southbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

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

Paul Castle Associates

Direction: Southbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

06/06/2023

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

Paul Castle Associates

Direction: Southbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

07/06/2023

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

Paul Castle Associates

Direction: Southbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

08/06/2023

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

Paul Castle Associates

Direction: Southbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

09/06/2023

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

Paul Castle Associates

Direction: Southbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

10/06/2023

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

Paul Castle Associates

Direction: Southbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

11/06/2023

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

Paul Castle Associates

Direction: Southbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

12/06/2023

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

Paul Castle Associates

Direction: Southbound

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

Paul Castle Associates

Direction: Total Flow

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

Paul Castle Associates

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

06/06/2023

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

Direction: Southbound

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

Direction: Total Flow

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

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

07/06/2023

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

Direction: Southbound

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

Direction: Total Flow

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

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

08/06/2023

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

Direction: Southbound

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

Direction: Total Flow

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

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

09/06/2023

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

Direction: Southbound

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

Direction: Total Flow

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

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

10/06/2023

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

Direction: Southbound

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

Direction: Total Flow

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

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

11/06/2023

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

Direction: Southbound

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

Direction: Total Flow

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

Tween Bank ATC 8, Green Bank Road

Direction: Northbound

12/06/2023

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

Direction: Southbound

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

Direction: Total Flow

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

Appendix C – Road Safety Audit Briefs

ROAD SAFETY AUDIT BRIEF

Project Summary	
Date:	06/05/2026
Document Reference:	P21-3484_TR09_S1 RSA BRIEF_01
Prepared by:	Pegasus Group
On Behalf of:	RWE Renewables UK Solar and Storage Ltd.
AUTHORISATION SHEET	
Project:	Tween Bridge Solar Farm
Report title:	Stage 1 Road Safety Audit Brief – Tween Bridge Solar Farm
PREPARED BY:	
Name:	[redacted]
Signed:	[redacted]
Organisation:	Pegasus Group
Date:	11/05/2026
I APPROVE THE RSA BRIEF AND INSTRUCT THE RSA TO TAKE PLACE ON BEHALF OF THE OVERSEEING ORGANISATION:	
Name:	
Signed:	
Organisation:	City of Doncaster Council
Date:	

<table>
<tr><th colspan="5">General Details</th></tr>
<tr><td>Highway Scheme Name & Road Number</td><td colspan="4">P21-3484_TR09_s1RSA – Tween Bridge DCO – Accesses within City of Doncaster Council authority area</td></tr>
<tr><td colspan="5">Type of Scheme
e.g. new road scheme, smart motorway, junction improvement, traffic signs and road markings improvement, traffic calming, etc.</td></tr>
<tr><td colspan="5">Access arrangements for construction and operational period of solar farm</td></tr>
<tr><td rowspan="2">RSA Stage
Tick as appropriate ✓</td><td>1 ✓</td><td>2</td><td>3</td><td rowspan="2">4</td></tr>
<tr><td colspan="3">Interim</td></tr>
<tr><td colspan="2">Overseeing Organisation Details</td><td colspan="3">Design Organisation Details</td></tr>
<tr><td colspan="2">City of Doncaster Council
Civic Office
Waterdale
Doncaster
DN1 3BU</td><td colspan="3">Pegasus Planning Group Ltd
First Floor, South Wing
Equinox North
Great Park Road
Almondsbury
Bristol
BS32 4QL</td></tr>
<tr><td colspan="2">Police Contact Details (RSA3 Only)</td><td colspan="3">Maintaining Agent Contact Details</td></tr>
<tr><td colspan="2">N/A</td><td colspan="3"></td></tr>
<tr><td colspan="5">RSA Team Membership</td></tr>
<tr><td colspan="5">[redacted] – MSC, MCIHT, MSoRSA, National Highways Approved RSA Certificate of Competency – TMS Consultancy
[redacted] – Certificate of Education (University of Huddersfield), FCIHT, MITAI, National Highways Approved RSA Certificate of Competency, CFPAB Accredited Counter Fraud Specialist (ACFS) – TMS Consultancy</td></tr>
<tr><td colspan="5">Terms of Reference
Make reference to relevant DMRB documents and other guidance where appropriate.</td></tr>
<tr><td colspan="5">DMRB GG 119, CA185</td></tr>
</table>

Scheme Details

Scheme Description/Objective

General
Define the extents of the RSA, include a brief scheme description, the scheme objectives, a start date for construction if known and a completion date. In addition, for stage 4 RSAs, confirm when all related traffic management has been removed.

This Stage 1 Road Safety Audit brief has been prepared by Pegasus Group on behalf of RWE UK in respect of the proposed site accesses associated with the proposed construction of a ground mounted solar park to be known as Tween Bridge Solar Farm (the Scheme). The scheme is subject to a Development Consent Order (DCO).

The Scheme is located between the settlements of Thorne and Crowle, centred at approximately 10 kilometres to the northeast of Doncaster and 14 kilometres to the west of Scunthorpe. The Order Limits (scheme boundary) is split across the administrative boundaries of the City of Doncaster Council (CDC) and North Lincolnshire Council (NLC). The site in its wider geographical context is shown in drawing **Figure 4.1.** The Scheme is generally surrounded by open land with agricultural land uses.

Access to the Scheme is proposed by a number of accesses across the local highway network. This Stage One Road Safety Audit covers the accesses located within the administrative boundary of City of Doncaster Council.

Site Accesses

Due to the large-scale nature of the Scheme, there are multiple access points proposed, as shown in the Access Overview in **Figure 3.1**.

Appendix A includes a summary table of each proposed site access listed above, including a GoogleMaps location for each of the access points, the road from which it would be served, the speed limit of the road from which it would be served, the achievable visibility splays and the Figure reference. The accesses comprise of both existing agricultural access points and new access points. All Figures/drawings are included within the drawings list as part of this audit brief.

Swept path assessments of the largest construction related vehicle (a 16.5 metre long HGV) are shown in the access drawing Figures. All construction vehicles will access and egress the Scheme in a forward gear, with turning areas provided internal of the Scheme.

Internal of the site, access tracks will be surfaced with loose gravel. For those access points which are currently unsurfaced, it is proposed that the extent of the access point which falls within the extent of adopted highway shall be laid with temporary matting. This shall protect the verge and also collect any loose material from the site as vehicles exit on to the adjacent highway.

The scheme is supported by an Outline Construction Traffic Management Plan, which is included at **Appendix B**.

Design Standards Applied to the Scheme Design
For example, DMRB.

DMRB

Design Speeds
Provide details of applied and/or existing design speeds.

50mph, 60mph

Speed Limits
State whether mandatory or advisory, available speed data.

50mph, 60mph (see Appendix A). ATC survey data for relevant links is enclosed at **Appendix C**. **Figure 2.1** shows the locations of the ATCs undertaken.

Existing Traffic Flows/Queues
To include current automatic traffic counter (ATC) data, up-to-date turning count and queue information etc.

Two-way Annual Average Daily Traffic (AADT) flows were recorded in 2023 for the following roads:

Moor Edges Road - 840
Green Bank - 110
A18 (High Levels Bank) -7,582
Low Levels Bank -2,224

Forecast Traffic Flows
Where available and relevant, provide future traffic flow data including vehicle proportions.

It is anticipated that during the temporary construction period associated with the Scheme, Access A (which serves the largest development parcel associated with the Scheme) could be associated with 45 vehicles per day, comprising of 21 HGVs and 24 LGV movements.

The other accesses are associated with smaller development parcels, and it is anticipated that there could be a maximum average of 18 vehicles per day, comprising of 15 HGVs and 3 LGV movements. In reality, vehicle movements could be lower, dependant on the size of the development area which the access serves.

The movements will be outside of the typical AM (0700-0800) and PM (1600-1700) peak hours, which would be secured in a Construction Traffic Management Plan.

Once the Scheme becomes operational, the accesses will be retained and associated with around two trips per day.

Pedestrian, Cyclist & Equestrian Desire Lines
Include details of pedestrian, cyclist and equestrian movements in the vicinity of the scheme and, when applicable the relevant walking, cycling and horse-riding assessment and review reports HD 42/17 [Ref 7.1].

N/A

Environmental Constraints
Include all environmental constraints within the scheme extents, for example sites of special scientific interest (SSSI), conservation areas, listed properties etc.

None

Locality

Description of Locality.

The Scheme is located between the settlements of Thorne and Crowle, centred at approximately 10 kilometres to the northeast of Doncaster and 14 kilometres to the west of Scunthorpe. The Order Limits (scheme boundary) is split across the administrative boundaries of the City of Doncaster Council (CDC) and North Lincolnshire Council (NLC). The site in its wider geographical context is shown in drawing **Figure 4.1.**

General Description
Include road network, road type, relevant land uses etc.

Moor Edges Road
Moor Edges Road is a single carriageway that measures approximately four metres wide and is subject to the National Speed Limit. To the west it becomes Church Balk, leading into Thorne, and to the south it becomes High Bridge Road. It provides direct access to farmland and industrial land uses along its extent. There are no footways or street lighting provided.

Green Bank
Green Bank is a single carriageway road measuring approximately four metres in width. It is subject to the National Speed Limit. To the north it narrows to three metres as it crosses over the Stainforth and Keadby Canal before connecting to High Bridge Road. To the south it connects onto the A18 via a priority junction. Where the road crosses the canal there is a 7.5 tonne weight restriction. It provides direct access to farmland along its extent.

A18 (High Levels Bank)
The A18 is a single carriageway road which is approximately seven metres wide. It is subject to the National Speed Limit (60mph) and facilitates travel between the towns of Hatfield to the west and Scunthorpe to the east. It provides direct access to farmland along its extent. The section of the A18 within the vicinity of the Scheme is generally unlit. Streetlighting and footways are generally provided within the vicinity of local settlements.

Low Levels Bank
Low Levels Bank consists of a single carriageway measuring approximately five metres in width. It is subject to the National Speed Limit. To the east, it becomes Thorne Road and to the west it becomes Sandtoft Road. It provides direct access to farmland along its extent. There are no footways or street lighting provided.

Crow Tree Bank
Crow Tree Bank is a single carriageway road measuring approximately six to seven metres wide. It is subject to the National Speed Limit. It connects onto High Levels Bank to the north and High Bridge Road to the south, both via priority junctions. It provides direct access to farmland and industrial land uses along its extent. A short section of footway extends south for approximately 60 metres from the High Levels Bank junction. There is no street lighting provided.

Relevant Factors Which May Affect Road Safety
Factors known to the Design Organisation and considered as part of the design. This should also include anything that would not be immediately obvious to the RSA Team – such as school crossing patrols and large events, for example.

N/A

Analysis

Collision Data Analysis
Stages 1,2, and 3 provide a summary of road traffic collision data covering both the extent of the scheme and the adjoining sections of highway. As a minimum, the most recent 36 month of data. At Stage 4, provide 12 months of post-opening validated road traffic collision data. Raw data should be provided as an appendix.

Personal Injury Collision (PIC) data has been obtained from City of Doncaster for the most recent five-year period between January 2020 – March 2025.

The study area comprises the roads of the local highway network that will provide access to the Scheme. The full PIC reports including a breakdown of where the recorded incidents occurred is set out at **Appendix D**.

Departures from Standards
Include status details, i.e. approved/pending/rejected, and any design strategy records produced for improvements to existing trunk roads and motorways.

The access designs are not provided in full accordance with DMRB geometric requirements due to their temporary nature.

Previous Road Safety Audit Stage Reports, Road Safety Audit Response Reports & Evidence of Agreed Actions
Attach previous reports to the RSA Brief, or provide an explanation where these are not available.

n/a

Strategic Decisions
Includes items outside the scope of this RSA, which will not change irrespective of the RSA, for example route choice, junction type, approved departures from standard.

n/a

List of Included Documents and Drawings
For example: previous RSA reports; Design Responses; Departures; Road Traffic Collision Data; Walking, Cycling and Horse-Riding Assessment and Reviews. This could include any relevant operational data such as damage-only collision data or incident logs.
This list could be included as an attachment to the RSA Brief or a hyperlink to a shared electronic location where the RSA Brief information has been collated.

Documents

Reference/ Revision	Title	Date
Appendix A	Site Access Summary Table	May 2026
Appendix B	Outline CTMP	August 2025

Appendix C	ATC survey data	June 2023
Appendix D	PIC data	January 2020- March 2025

Drawings

Reference/ Revision	Title	Date
Figure 2.1	Scheme Location and Automatic Traffic Count Locations	19/08/2025
Figure 3.1	Access Overview	15/08/2025
Figure 3.2	Proposed Access Arrangements – Location A	22/04/2026
Figure 3.3	Proposed Access Arrangements – Location B	22/04/2026
Figure 3.4	Proposed Access Arrangements – Location C	22/04/2026
Figure 3.5	Proposed Access Arrangements – Location D	22/04/2026
Figure 3.6	Proposed Access Arrangements – Location E	22/04/2026
Figure 3.7	Proposed Access Arrangements – Location F	22/04/2026
Figure 3.9	Proposed Access Arrangements – Location H	22/04/2026
Figure 3.10	Proposed Access Arrangements – Location i	22/04/2026
Figure 3.11	Proposed Access Arrangements – Location J	22/04/2026
Figure 3.12	Proposed Access Arrangements – Location K	22/04/2026
Figure 3.14	Proposed Access Arrangements – Location M	22/04/2026
Figure 3.24	Proposed Access Arrangements – Location W	22/04/2026
Figure 3.27	Proposed Access Arrangements – Location Z	22/04/2026
Figure 3.36	Proposed Access Arrangements – Location AJ	22/04/2026
Figure 4.1	Construction Traffic Route Plan to Land Parcels	26/03/2026

Checklist			
Tick all that are included and provide reasons for those that are not included.			
Site Location plan	✓	Scale Layout Plans	✓
Departures and Relaxations from Standards	✓	Construction/Typical Details	
Previous RSA Reports		Previous RSA Response Reports & Evidence of Agreed Actions	
Collision Data and Collision Data Analysis	✓	Road Traffic Collision Plot	✓
Traffic Signal Staging		Traffic Counts	✓
Speed Surveys	✓	Pedestrian, Cyclist, Horse-Riding Desire Lines & Volumes	✓
Walking, Cycling and Horse-Riding Assessment & Reviews		Items Outside the Scope of the RSA/Strategic Decisions	✓
Other Factors that may Impact Upon Road Safety		Design Speeds/Speed Limits	✓
Design Standards Used	✓	Adjacent Land Uses	✓

Construction/Typical Details – None provided.
Previous RSA Reports – No previous RSAs undertaken.
Previous RSA Response Reports & Evidence of Agreed Actions – No previous RSAs undertaken.
Traffic Signal Staging – Non signalised junctions.
Pedestrian, Cyclist, Horse-Riding Desire Lines & Volumes – none provided.
Walking, Cycling and Horse-Riding Assessment & Reviews – None provided.
Items Outside the Scope of the RSA/ Strategic Decisions – N/A.
Other Factors that may Impact Upon Road Safety – N/A.

DRAWINGS

N

Moorends Road
North Common Road
A614
Marshland Road
Moorends
M18 Junction 6
Coulman Street
Thorne
Moor Edges Road
High Bridge Road
Thorne 19
East Riding of Yorkshire
Doncaster
North Lincolnshire
CROW 17
CROW 18
Cross Street
CROW 21
Crowle
Marsh Road
A161
M18 Junction 5
M180 Junction 1
A18 High Levels Bank
Green Bank
Hatfield 4
A18 Tudworth Road
Sandtoft Road
Low Levels Bank
Hatfield 41
High Levels Bank
Sandtoft
A18
BELT 25#2
BELT 2#2
BELT 2#4
BELT 2#1
BELT 2#3
BELT 2#5
BELT 21
M180 Junction 2
BELT 141#2
BELT 25#1
BELT 27

Key:

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

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

01454 625945
www.pegasusgroup.co.uk
Planning | Design | Environment | Economics

REV	DATE	BY	DESCRIPTION	CHK	APD
2	12.05.2026	JAN	DEADLINE 2	KSS	KSS

CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD	SCALE @ A2: NTS	CHECKED: ADWS	APPROVED: KSS
PROJECT: TWEEN BRIDGE SOLAR FARM	DATE: 19/08/2025	DESIGN-DRAWN: JAN	DRAWING-STATUS: FINAL
TITLE: INDICATIVE ACCESS STRATEGY	PROJECT No: P21-3484	DRAWING No: FIGURE 2.1	REV: 2

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N

Location A
Location B
Location C
Location D
Location E
Location F
Location AJ
Location M
Location L
Location N and AH
Location Z
Location Y
Location P
Location R
Location O
Location Ai
Location Q
Location X
Location AK
Location G
Location H
Location AE
Location i
Location W
Location J
Location K
Location T
Location AD
Location S
Locations AA & AB
Location U
Location AC
Location V

Key:

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

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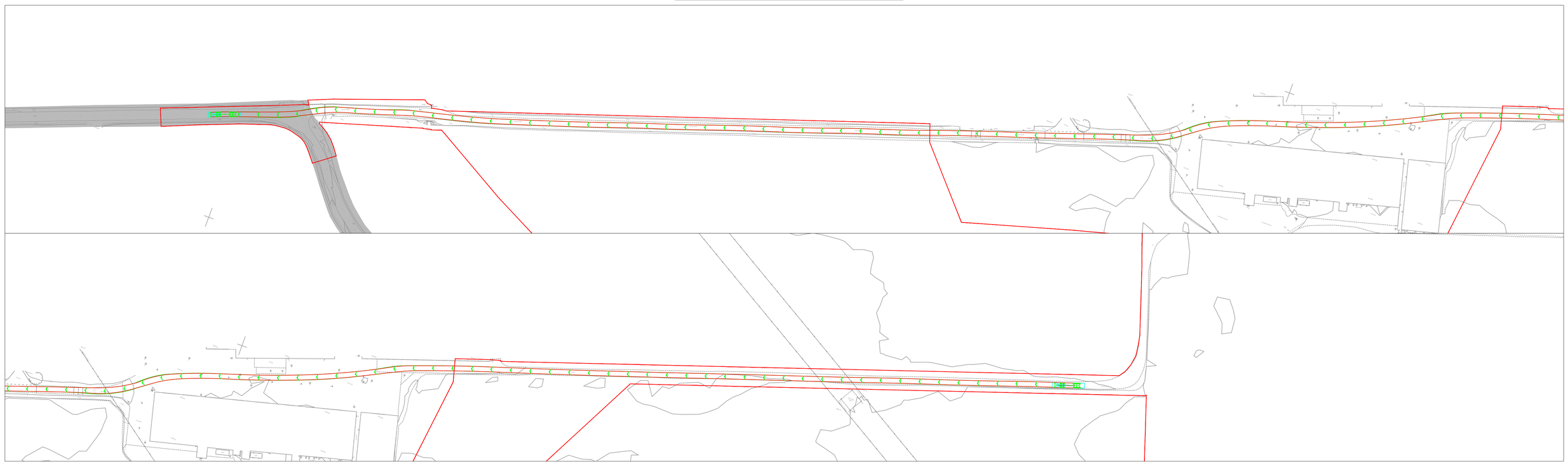
CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD	SCALE @ A1: NTS	CHECKED: ADWS	APPROVED: KSS
PROJECT: TWEEN BRIDGE SOLAR FARM	DATE: 09/07/2025	DESIGN-DRAWN: JAN	DRAWING-STATUS: FINAL
TITLE: PROPOSED ACCESS ARRANGEMENTS - MASTER	PROJECT No: P21-3484	DRAWING No: FIGURE 3.1	REV: 1

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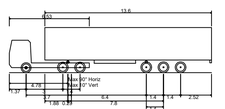


Swept Path Analysis of a 16.5m Articulated Vehicle Entering Access A



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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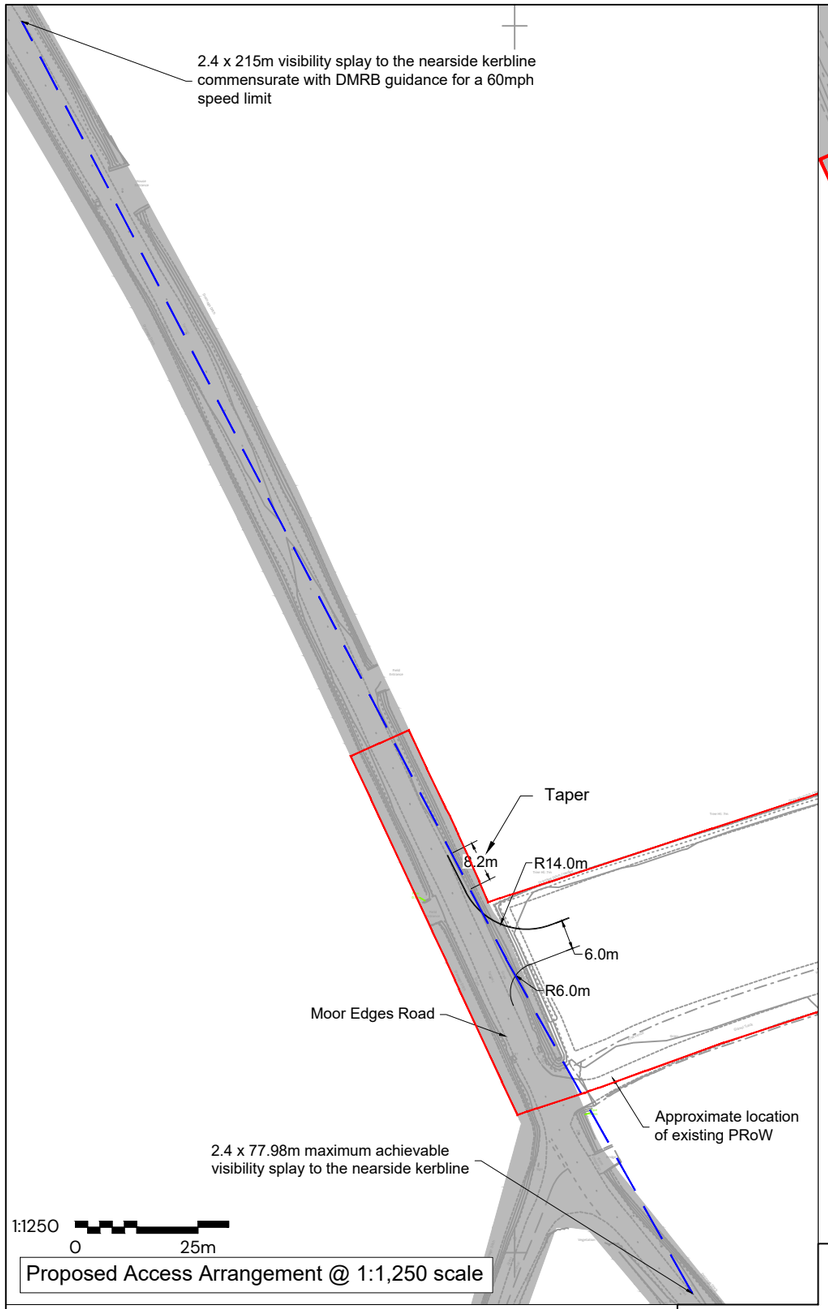
PROJECT: TWEEN BRIDGE SOLAR FARM

TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION A

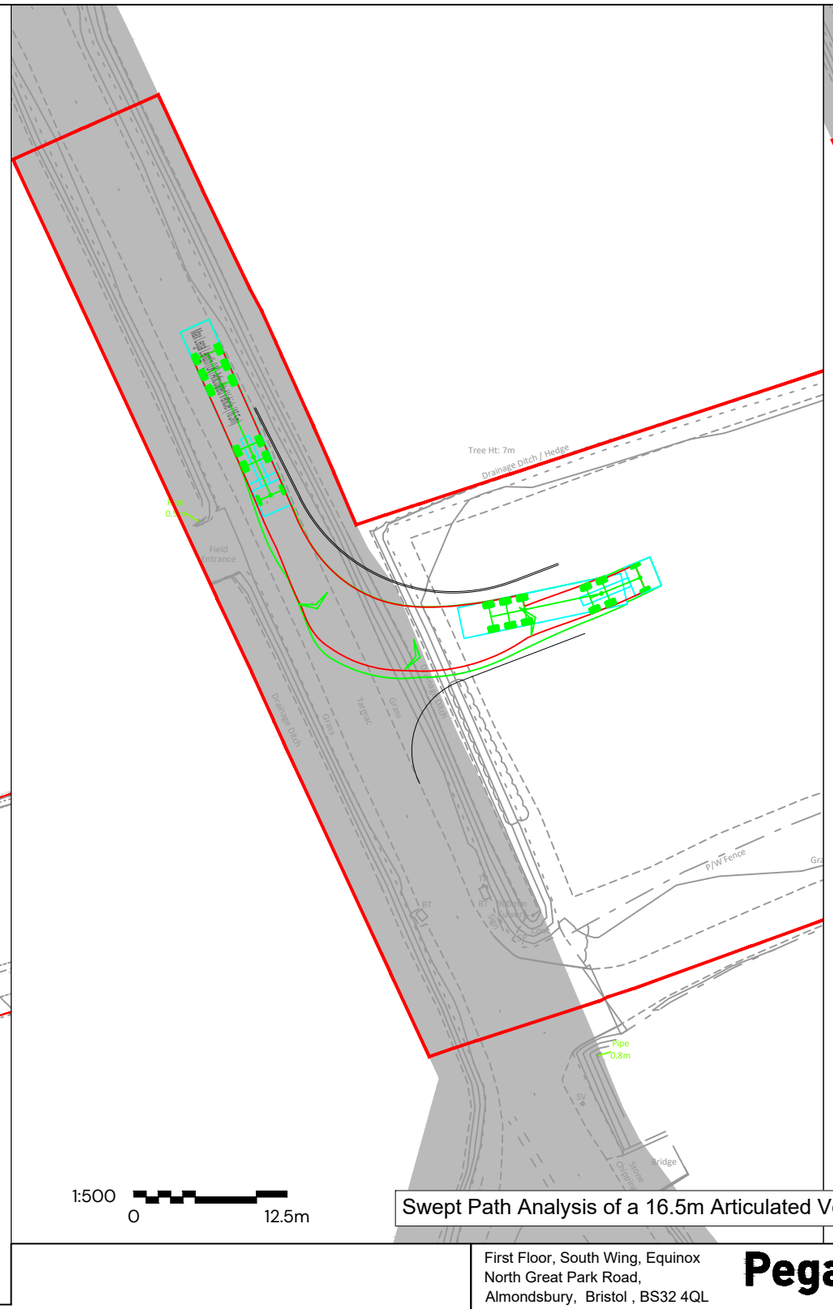
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DATE:	DESIGN-DRAWN:	DRAWING-STATUS:
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P21-3484	FIGURE 3.2	1

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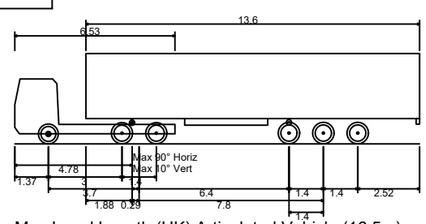
Proposed Access Arrangement @ 1:1,250 scale



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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PROJECT: TWEEN BRIDGE SOLAR FARM

TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION B

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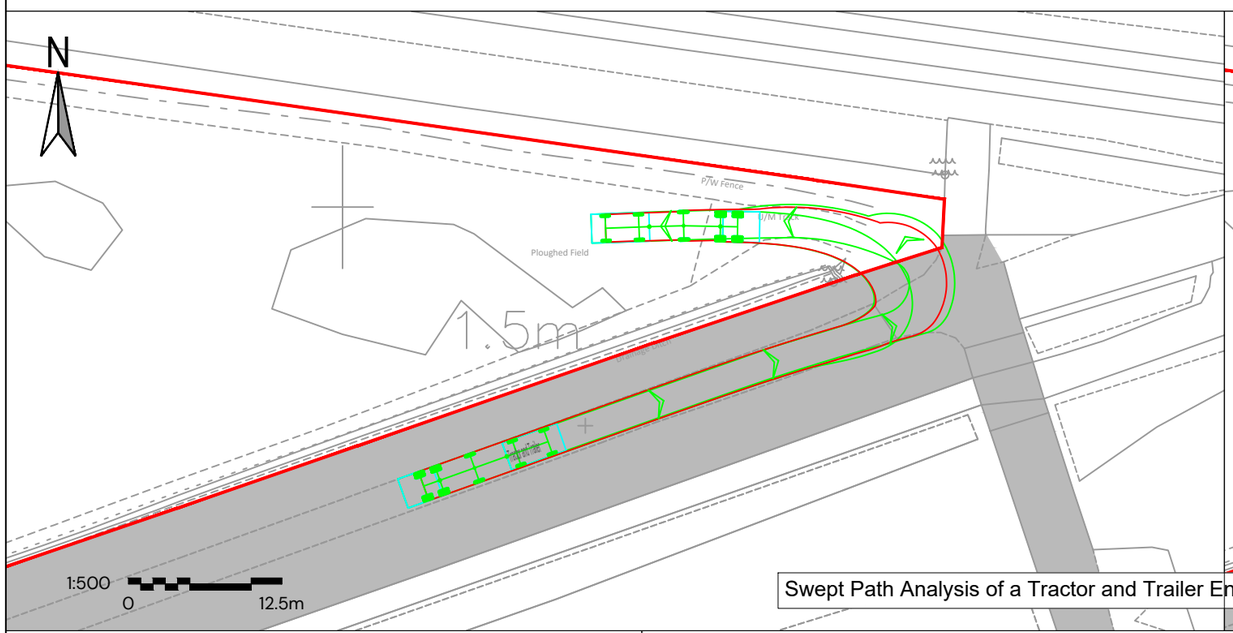
PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.3	1

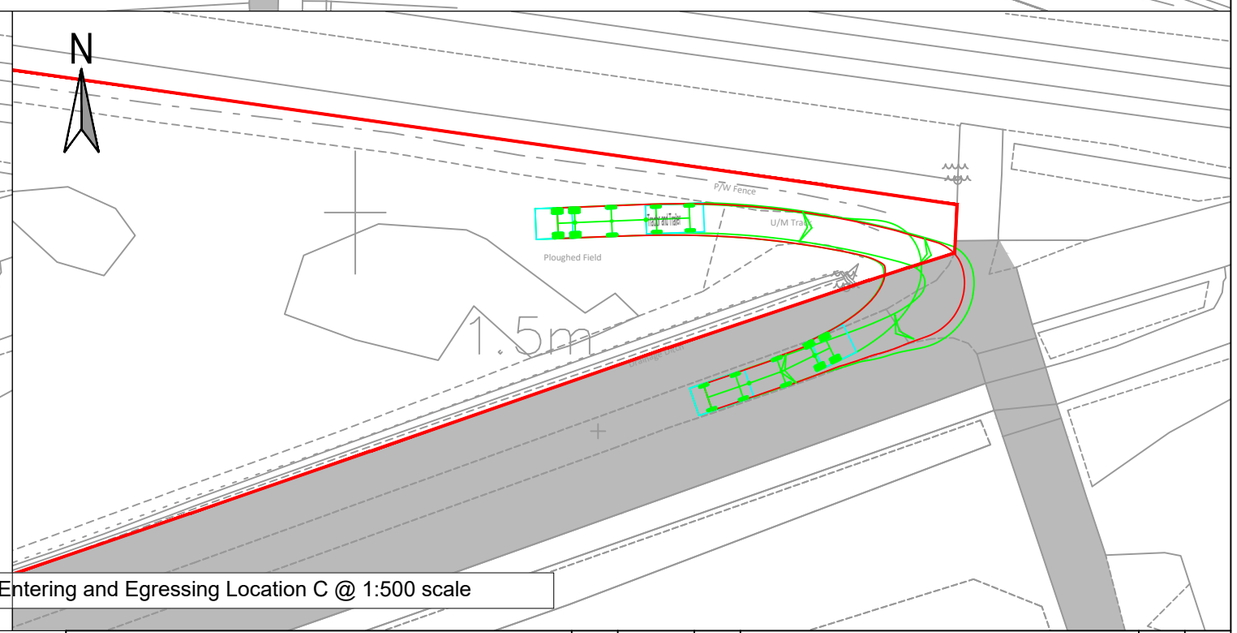
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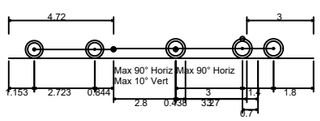


Proposed Junction Arrangement @ 1:1,250 scale





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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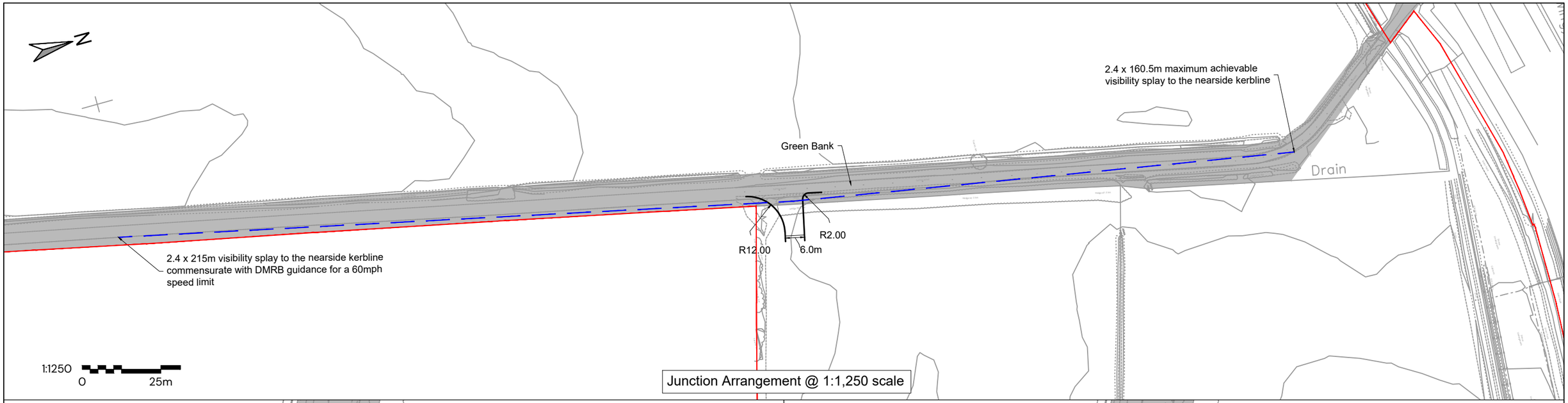
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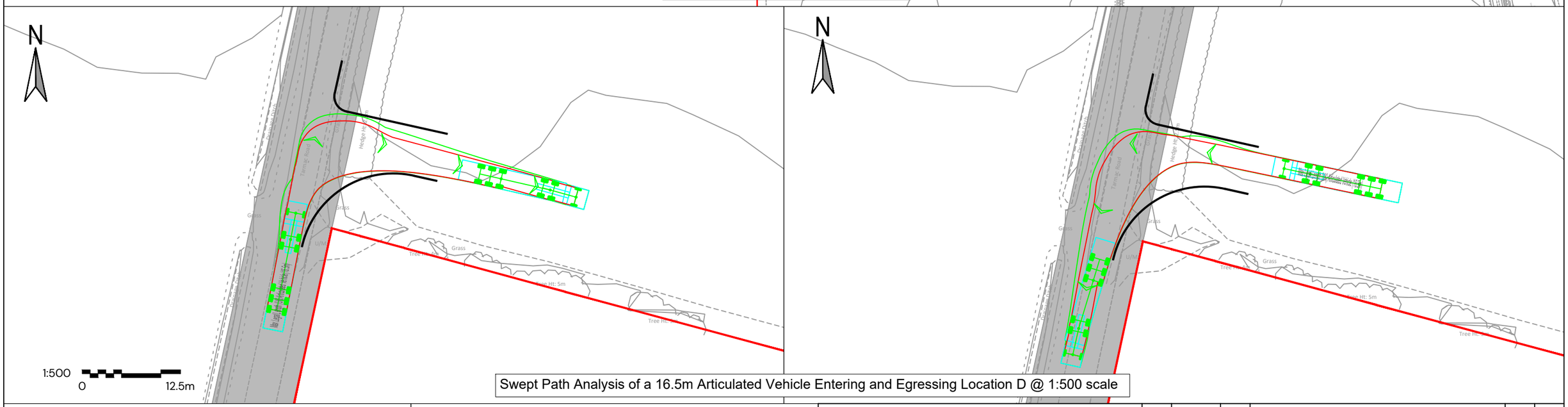
CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD	SCALE @ A3: AS SHOWN	CHECKED: ADWS	APPROVED: KS
PROJECT: TWEEN BRIDGE SOLAR FARM	DATE: 09/07/2025	DESIGN-DRAWN: JAN	DRAWING-STATUS: FINAL
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION C	PROJECT No: P21-3484	DRAWING No: FIGURE 3.4	REV: 1

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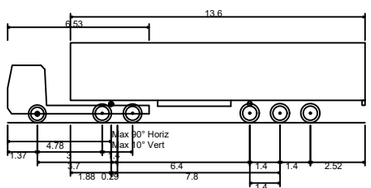
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Junction Arrangement @ 1:1,250 scale



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



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

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

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PROJECT: TWEEN BRIDGE SOLAR FARM

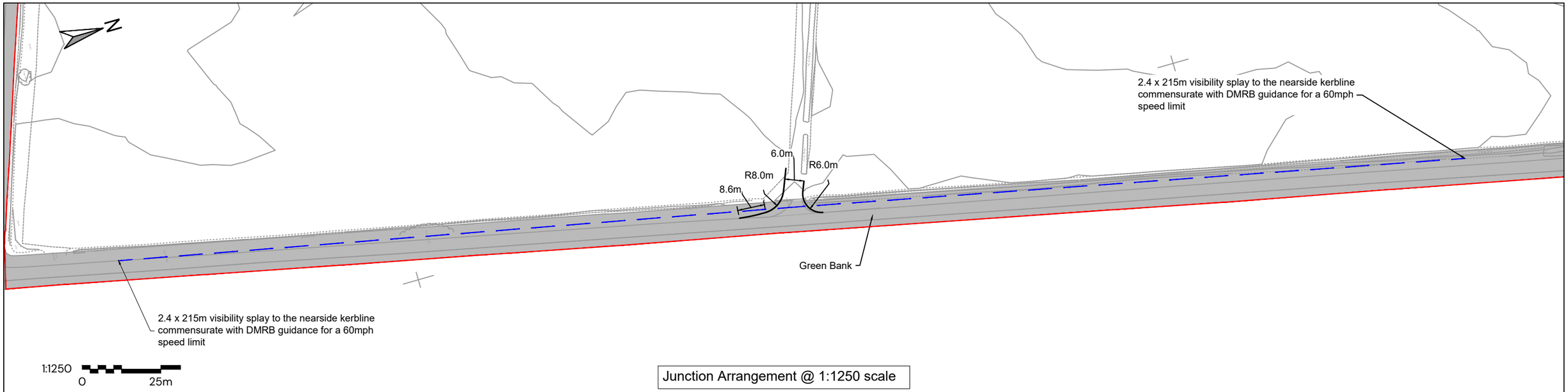
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SCALE @ A3:	CHECKED:	APPROVED:
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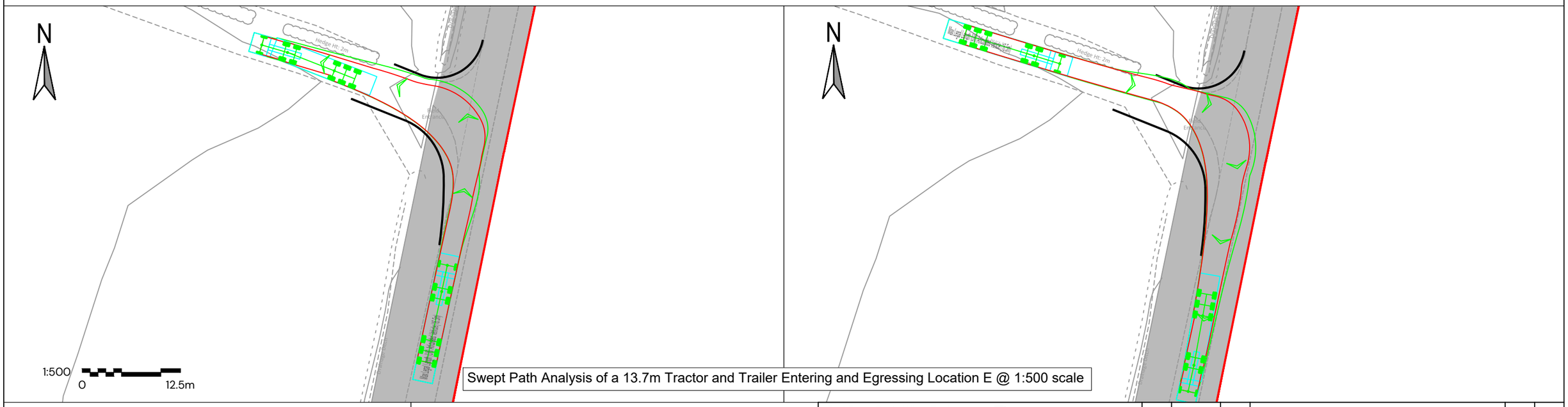
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P21-3484	FIGURE 3.5	1

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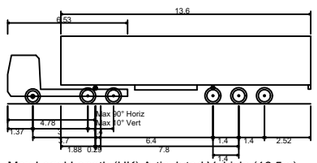
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Junction Arrangement @ 1:1250 scale



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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PROJECT: TWEEN BRIDGE SOLAR FARM

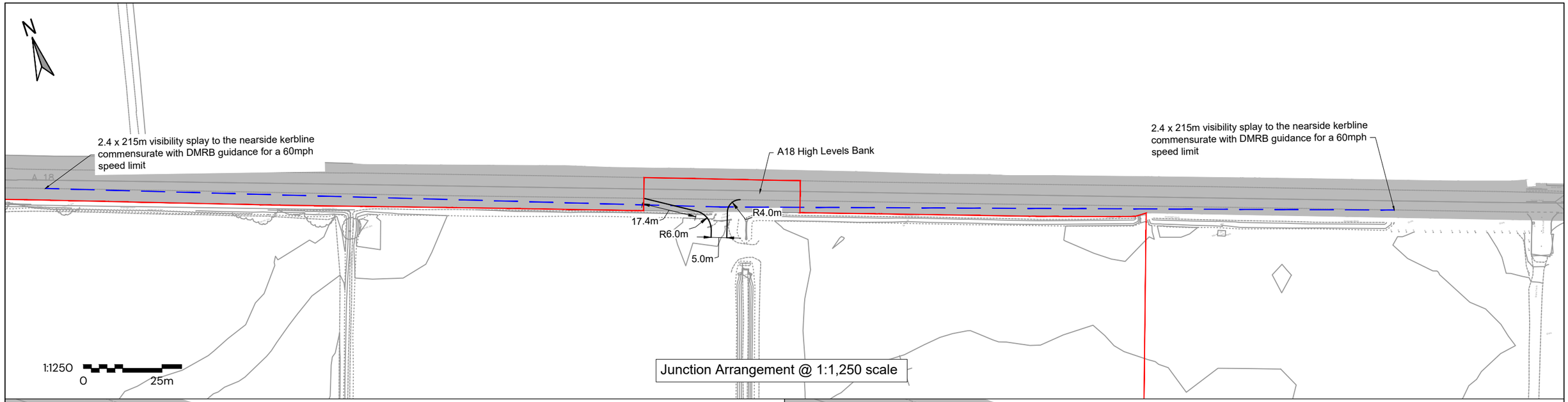
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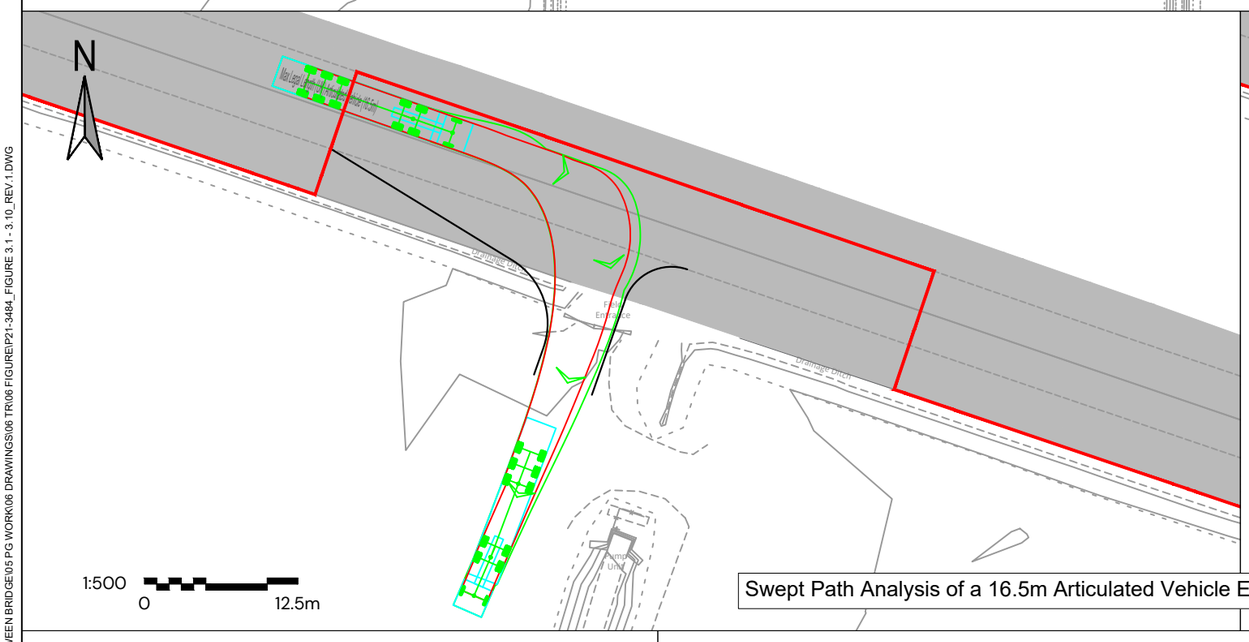
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P21-3484	FIGURE 3.6	1

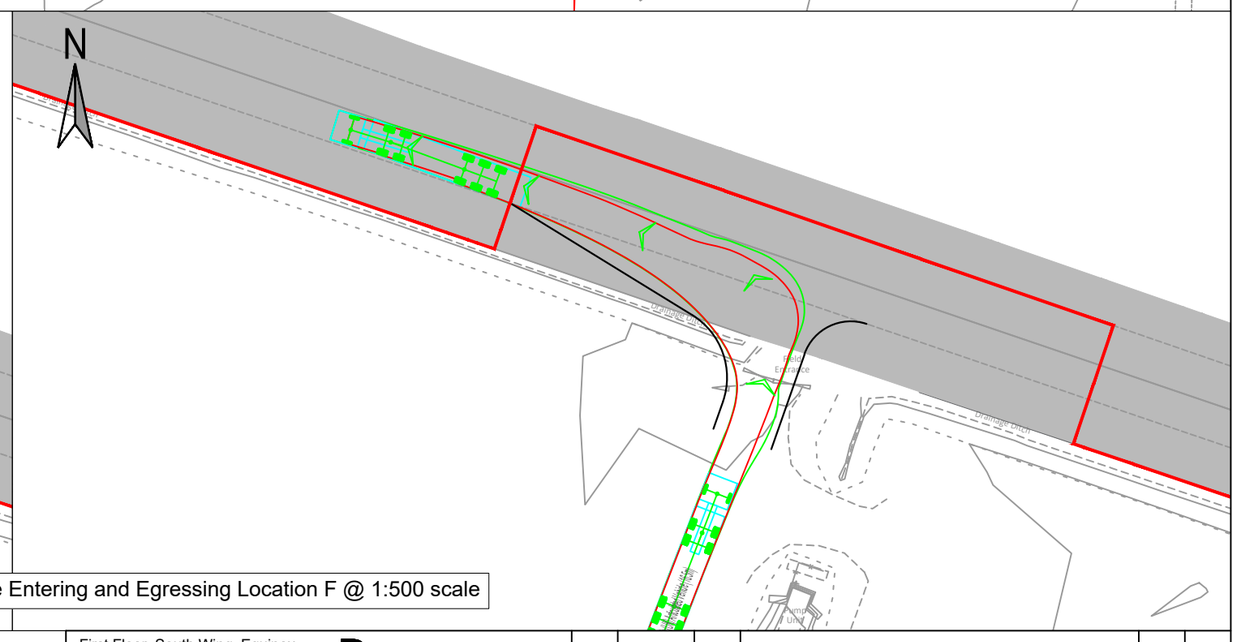
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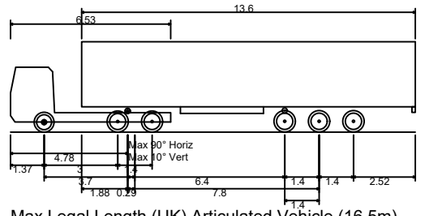


Junction Arrangement @ 1:1,250 scale





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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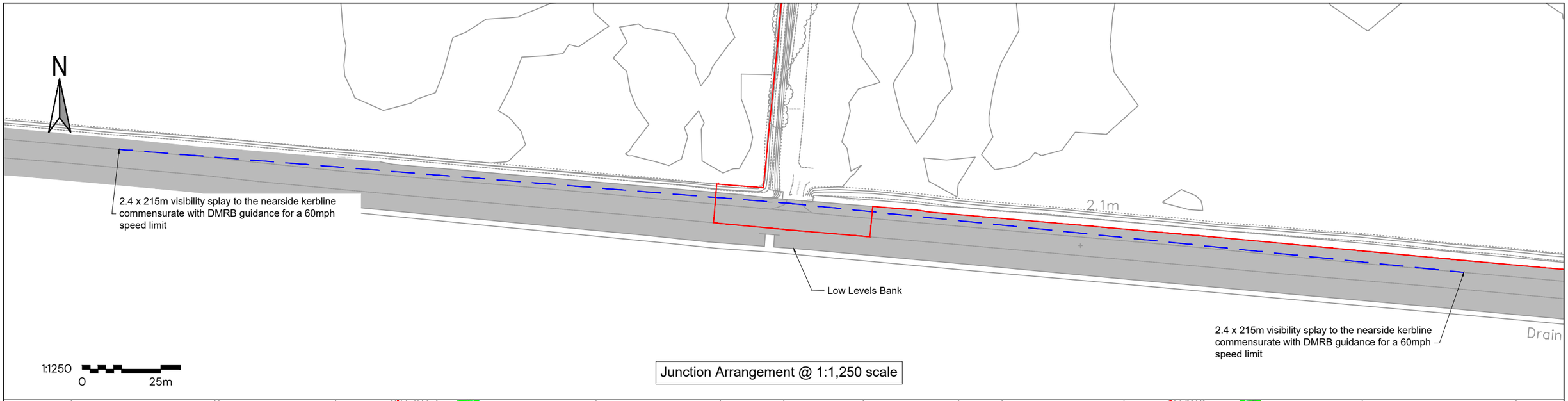
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TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION F

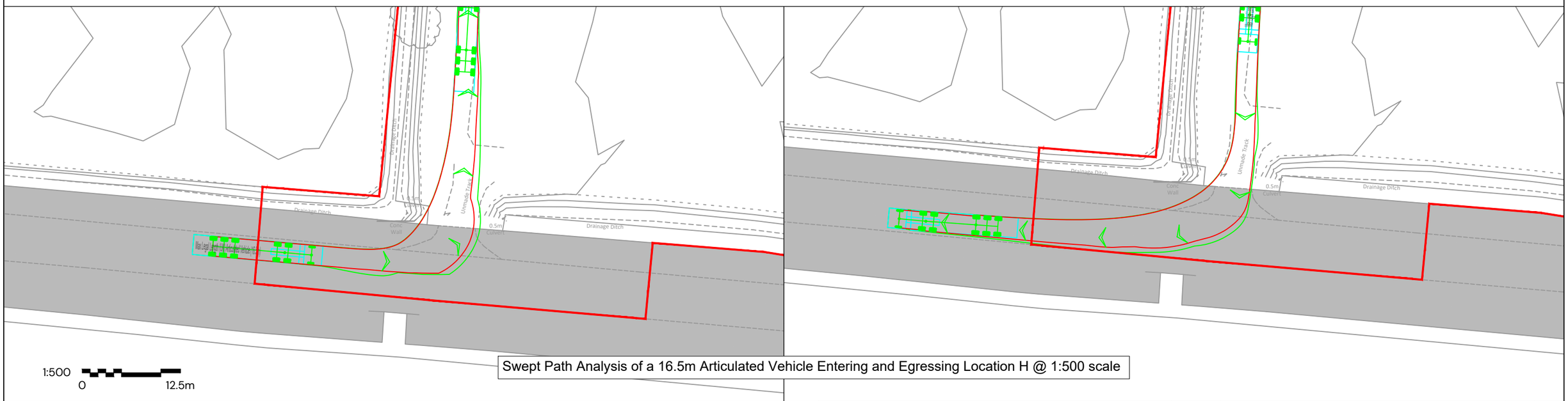
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P21-3484	FIGURE 3.7	1

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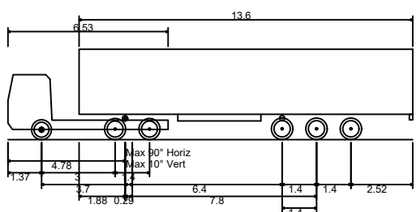
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Junction Arrangement @ 1:1,250 scale



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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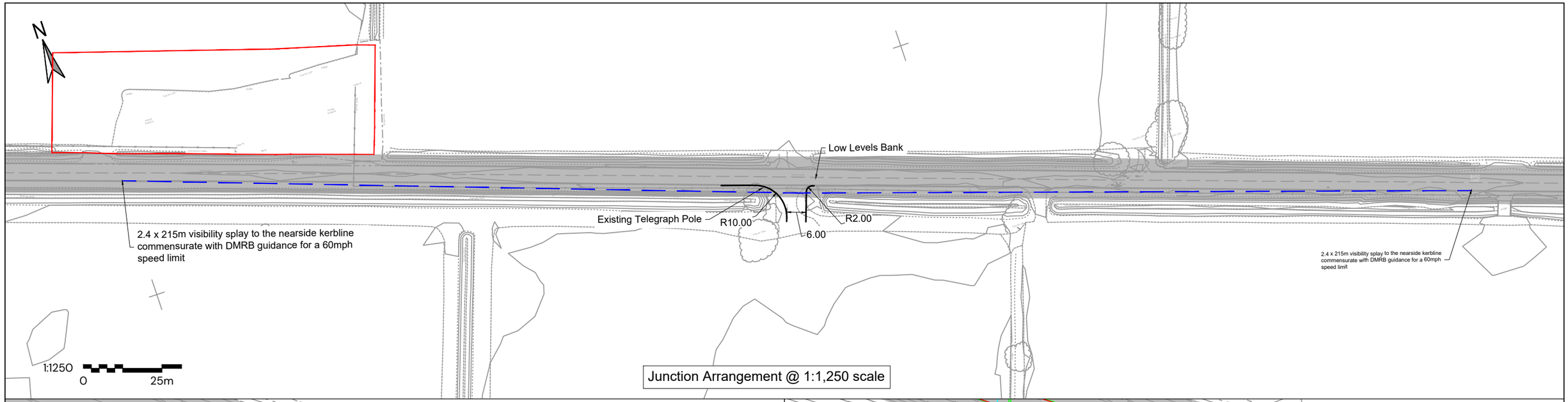
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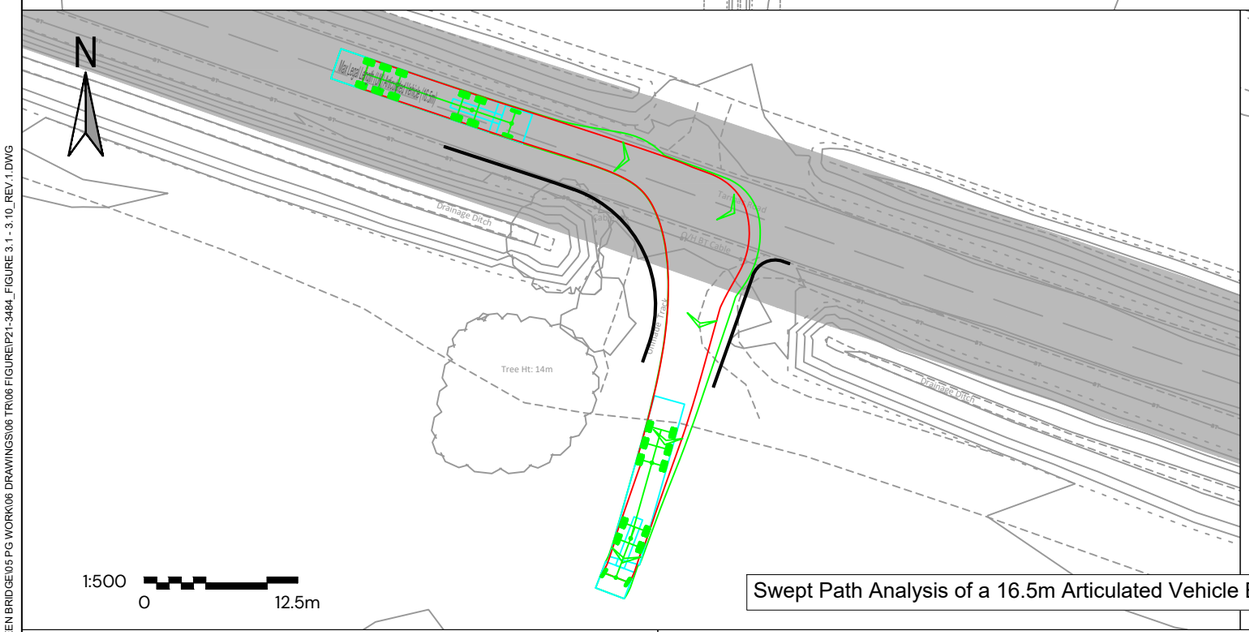
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P21-3484	FIGURE 3.9	1

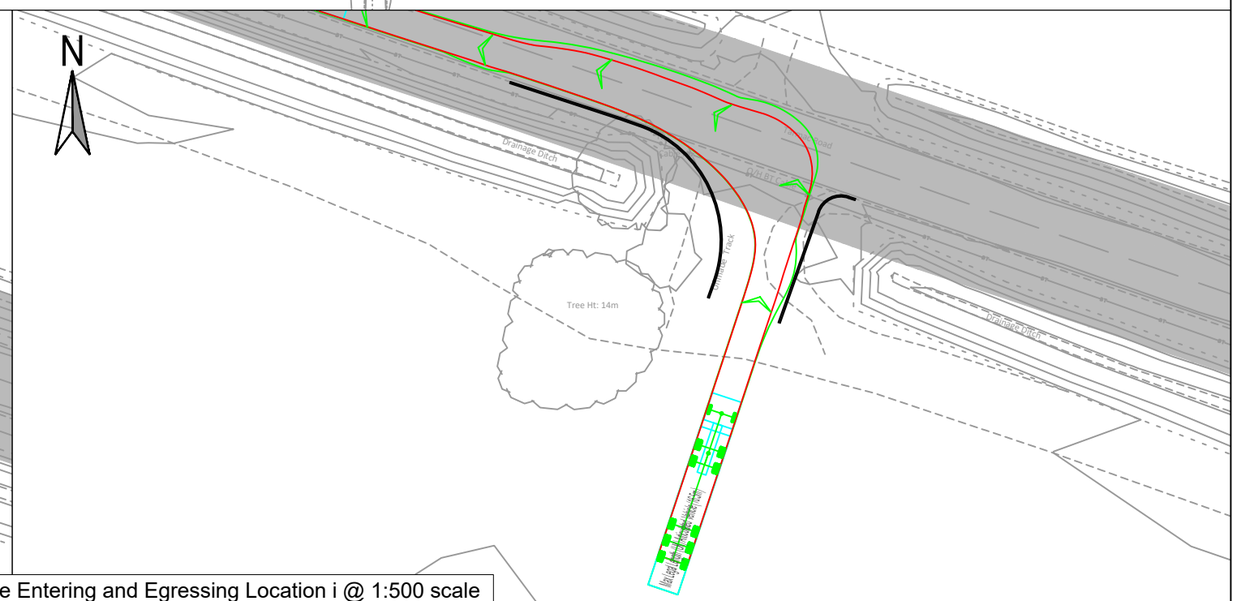
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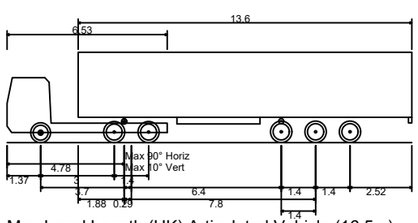


Junction Arrangement @ 1:1,250 scale





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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CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD

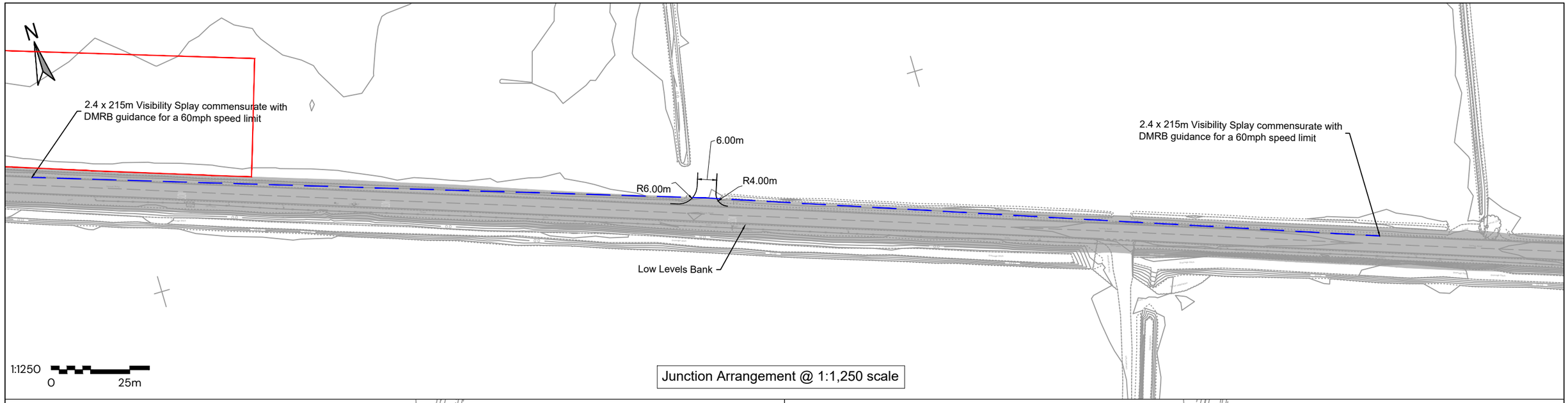
PROJECT: TWEEN BRIDGE SOLAR FARM

TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION i

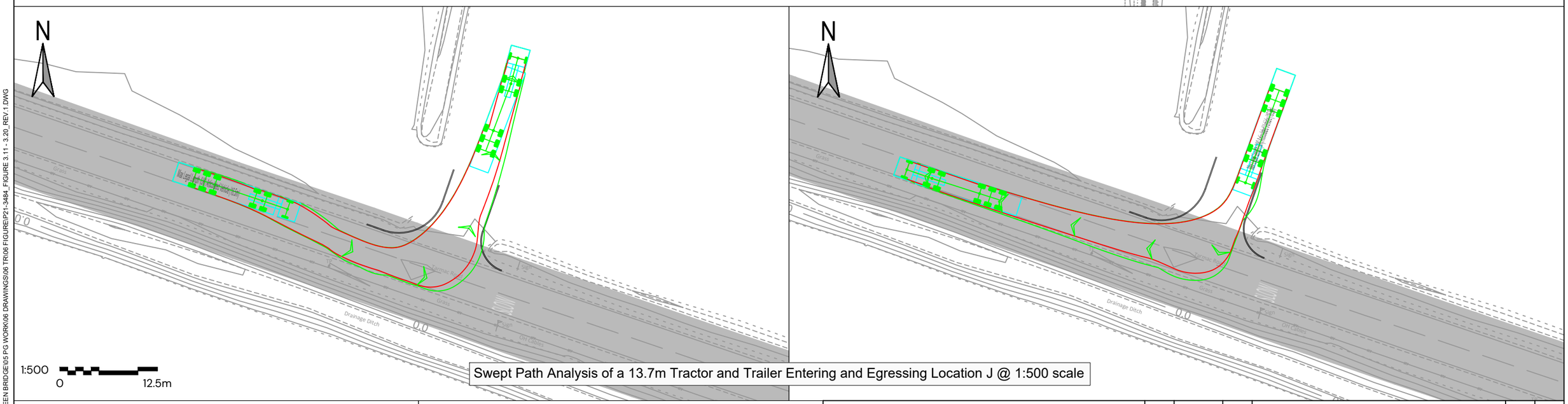
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AS SHOWN	ADWS	KS
DATE:	DESIGN-DRAWN:	DRAWING-STATUS:
09/07/2025	JAN	FINAL
PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.10	1

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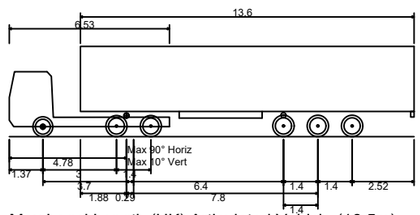
Junction Arrangement @ 1:1,250 scale



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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CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD

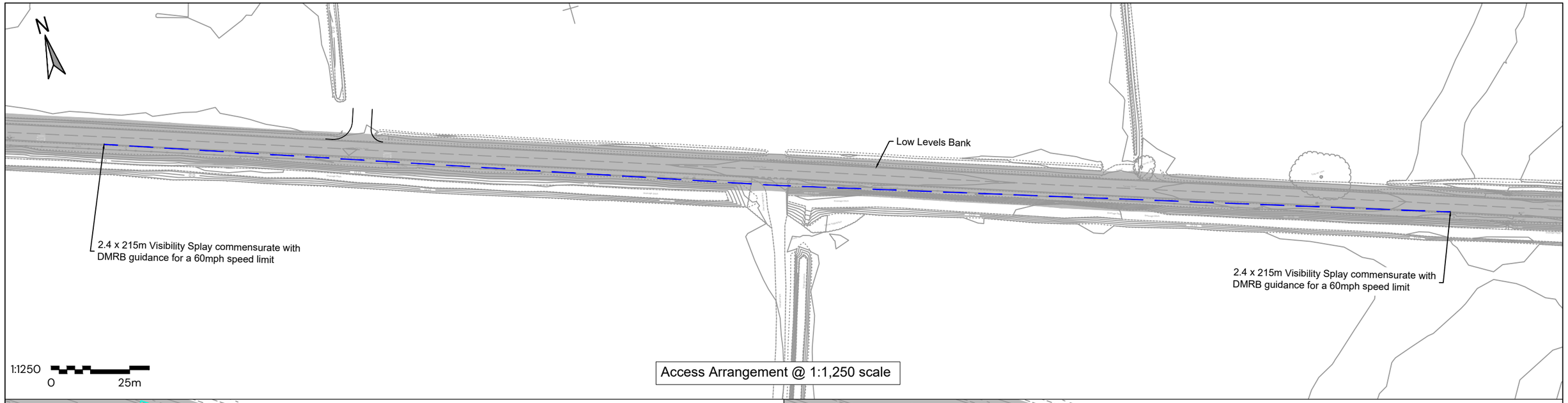
PROJECT: TWEEN BRIDGE SOLAR FARM

TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION J

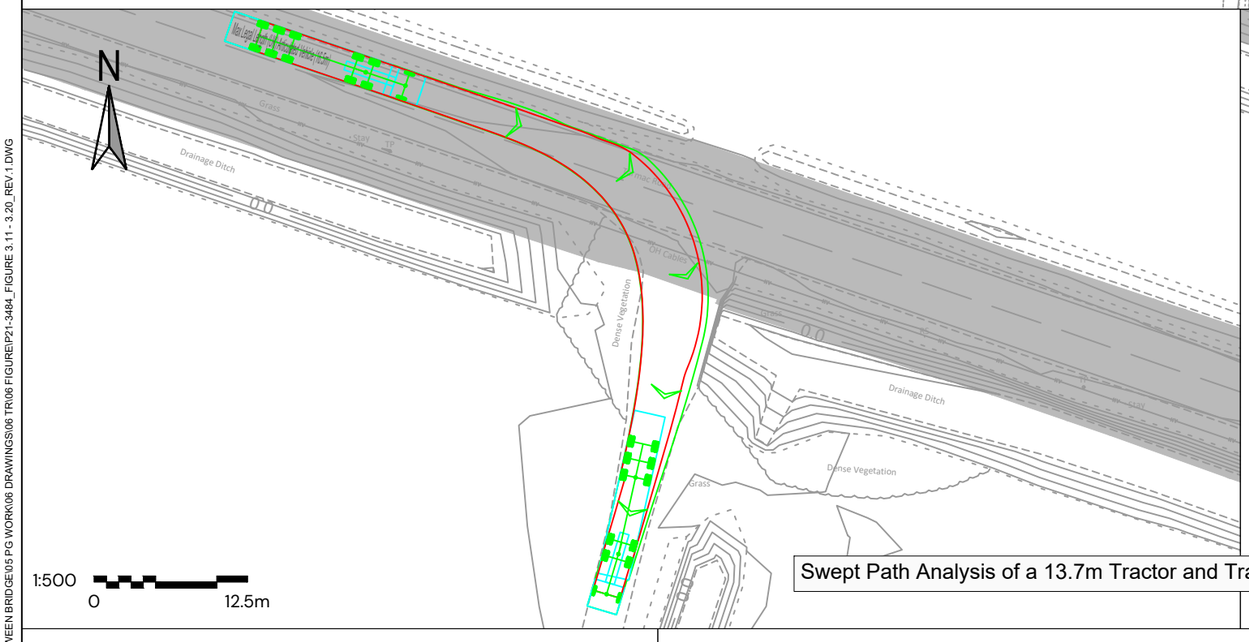
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DATE:	DESIGN-DRAWN:	DRAWING-STATUS:
09/07/2025	JAN	FINAL
PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.11	1

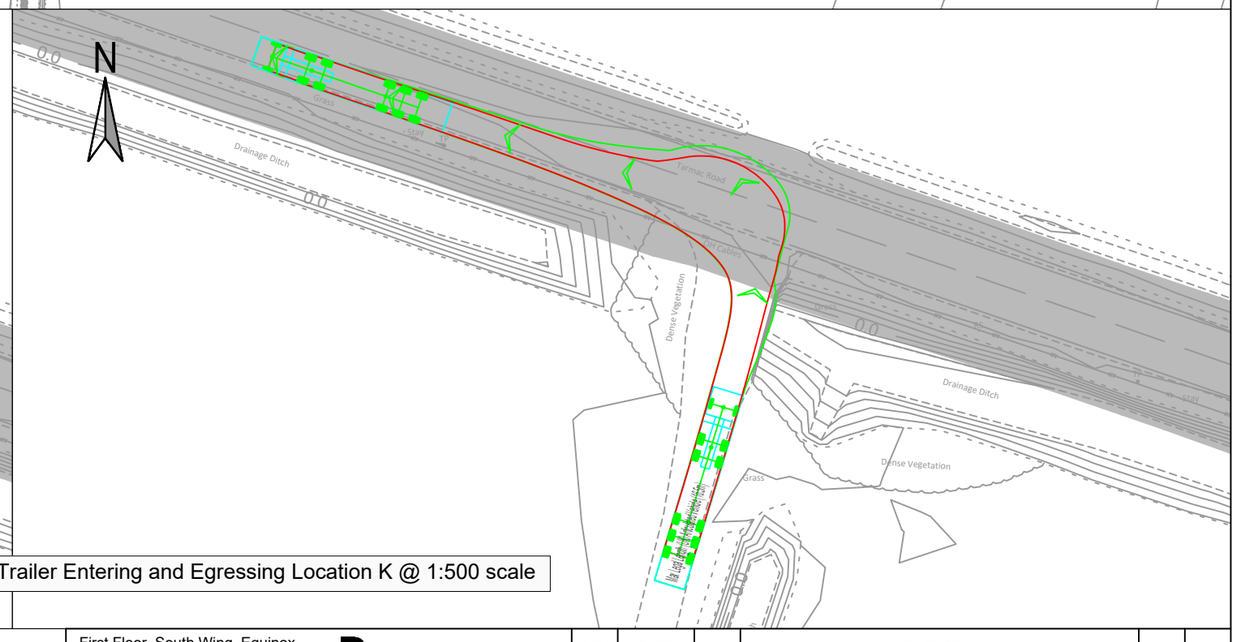
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Access Arrangement @ 1:1,250 scale



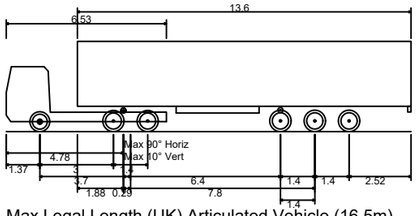


Swept Path Analysis of a 13.7m Tractor and Trailer Entering and Egressing Location K @ 1:500 scale

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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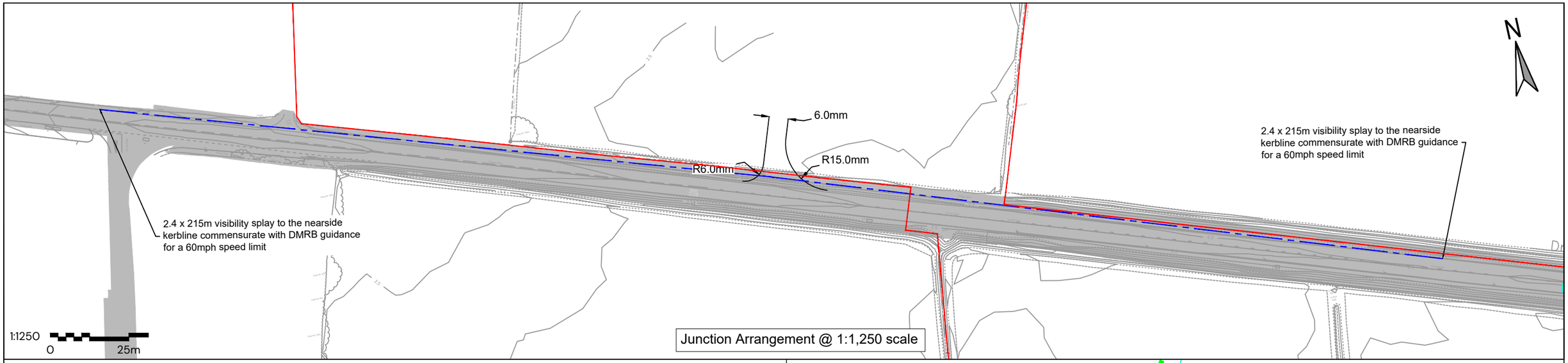
PROJECT: TWEEN BRIDGE SOLAR FARM

TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION K

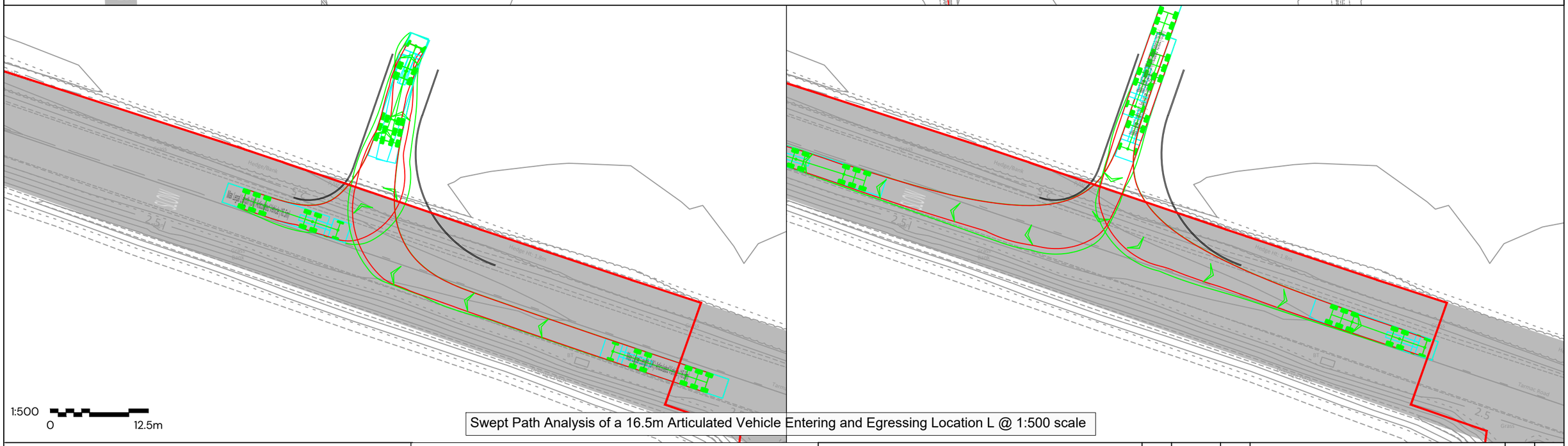
SCALE @ A3:	CHECKED:	APPROVED:
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P21-3484	FIGURE 3.12	1

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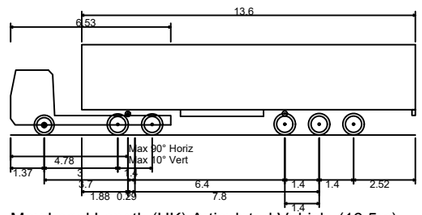
Junction Arrangement @ 1:1,250 scale



Swept Path Analysis of a 16.5m Articulated Vehicle Entering and Egressing Location L @ 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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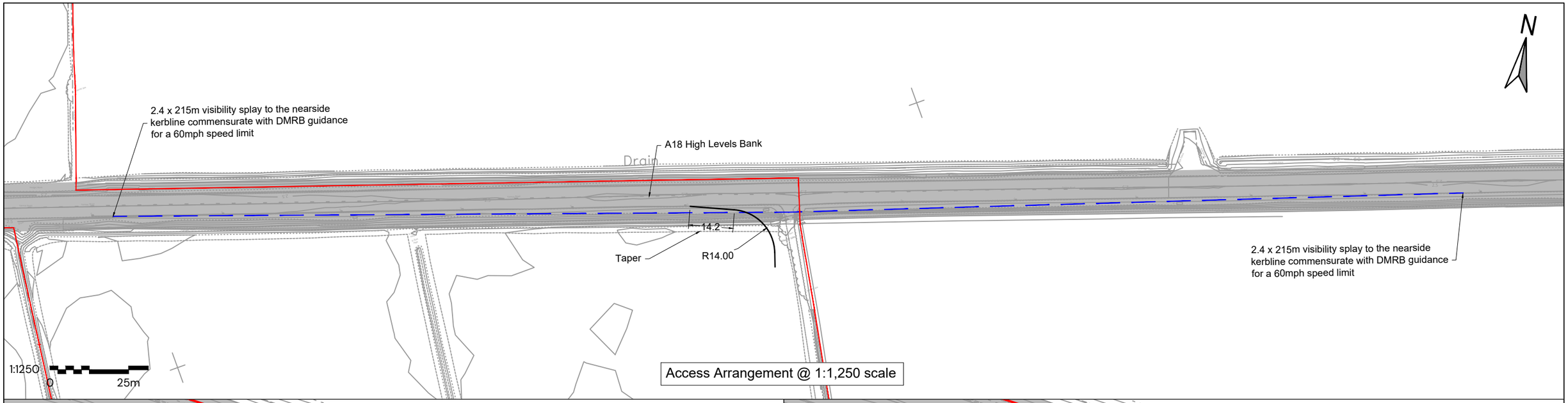
PROJECT: TWEEN BRIDGE SOLAR FARM

TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION L

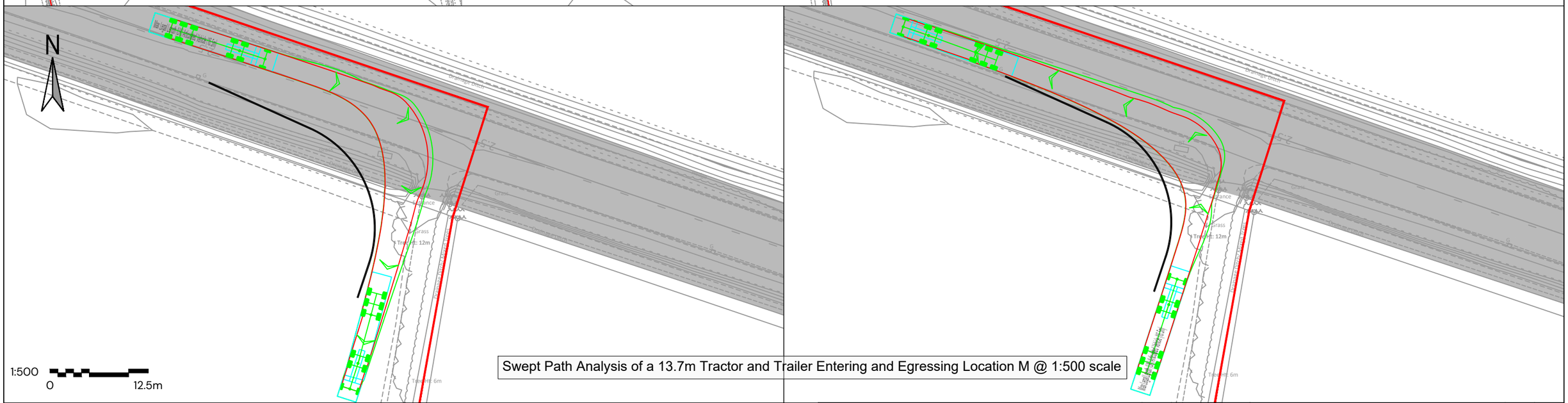
SCALE @ A3:	CHECKED:	APPROVED:
AS SHOWN	ADWS	KS
DATE:	DESIGN-DRAWN:	DRAWING-STATUS:
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PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.13	1

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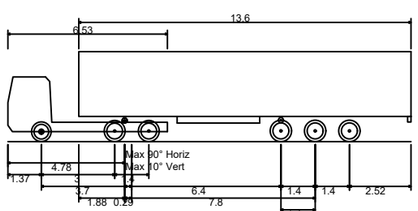
Access Arrangement @ 1:1,250 scale



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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CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD

PROJECT: TWEEN BRIDGE SOLAR FARM

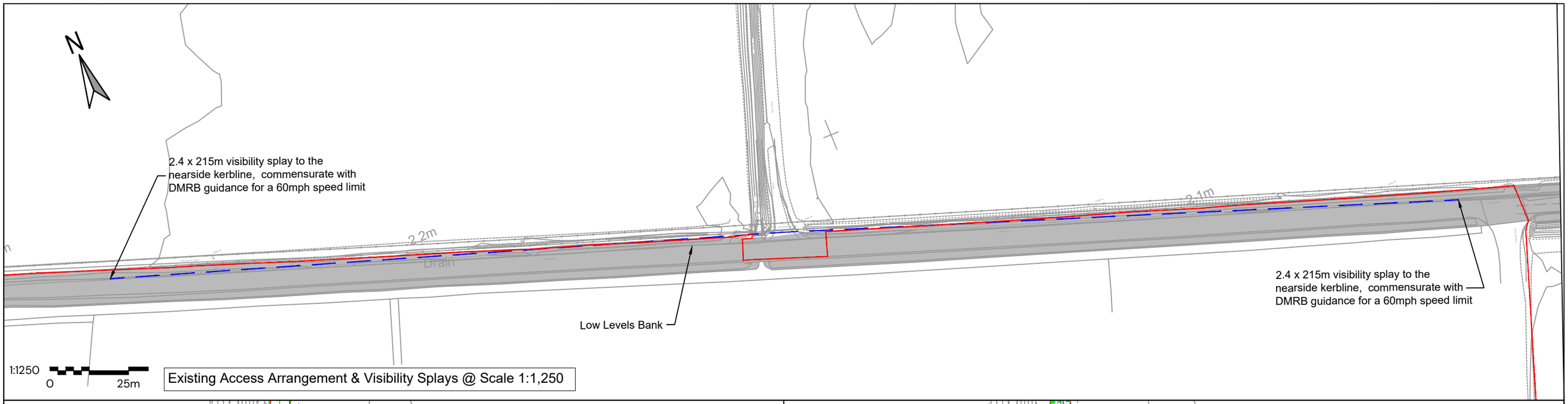
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION M

SCALE @ A3:	CHECKED:	APPROVED:
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DATE:	DESIGN-DRAWN:	DRAWING-STATUS:
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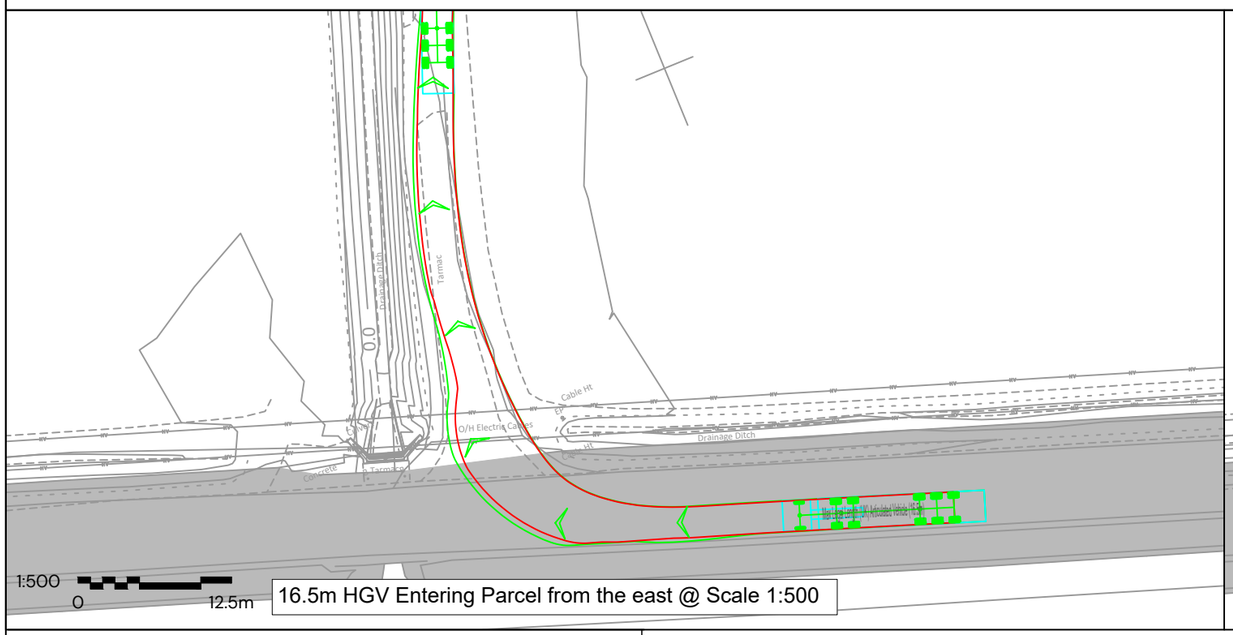
PROJECT No:	DRAWING No:	REV:
P21-3484	FIGURE 3.14	1

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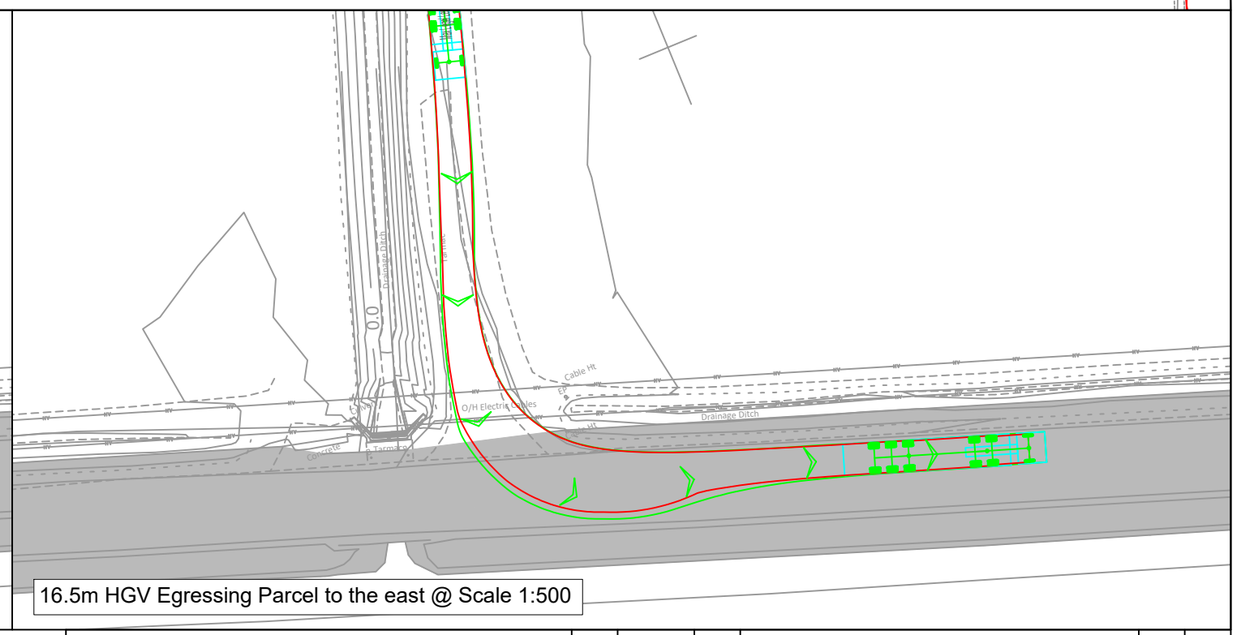
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Existing Access Arrangement & Visibility Splays @ Scale 1:1,250



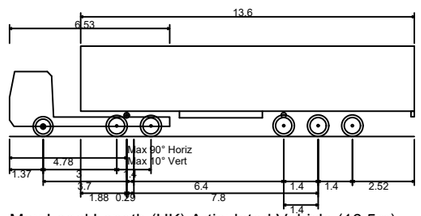
16.5m HGV Entering Parcel from the east @ Scale 1:500



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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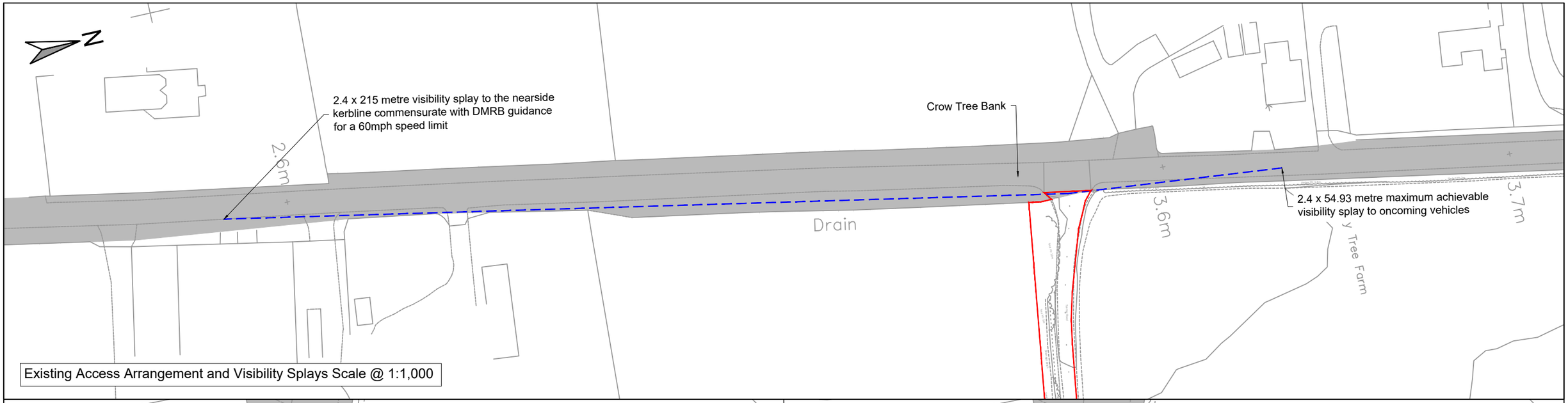
PROJECT: TWEEN BRIDGE SOLAR FARM

TITLE: PROPOSED ACCESS ARRANGEMENTS - ACCESS W

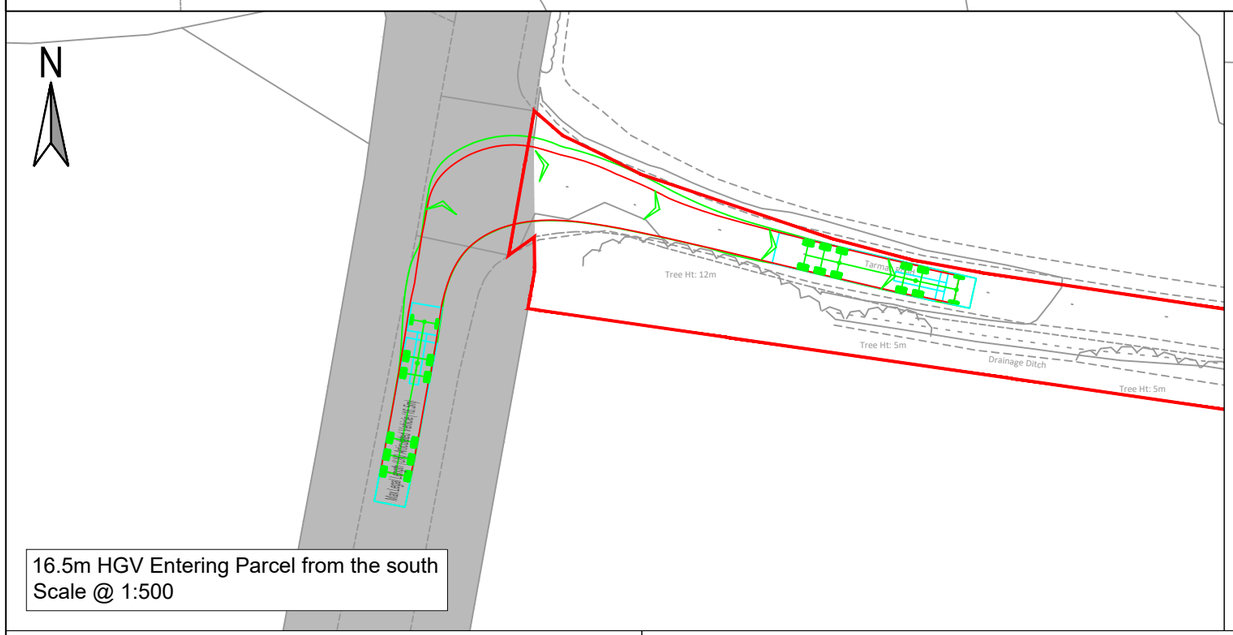
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AS SHOWN	ADWS	KS
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P21-3484	FIGURE 3.24	1

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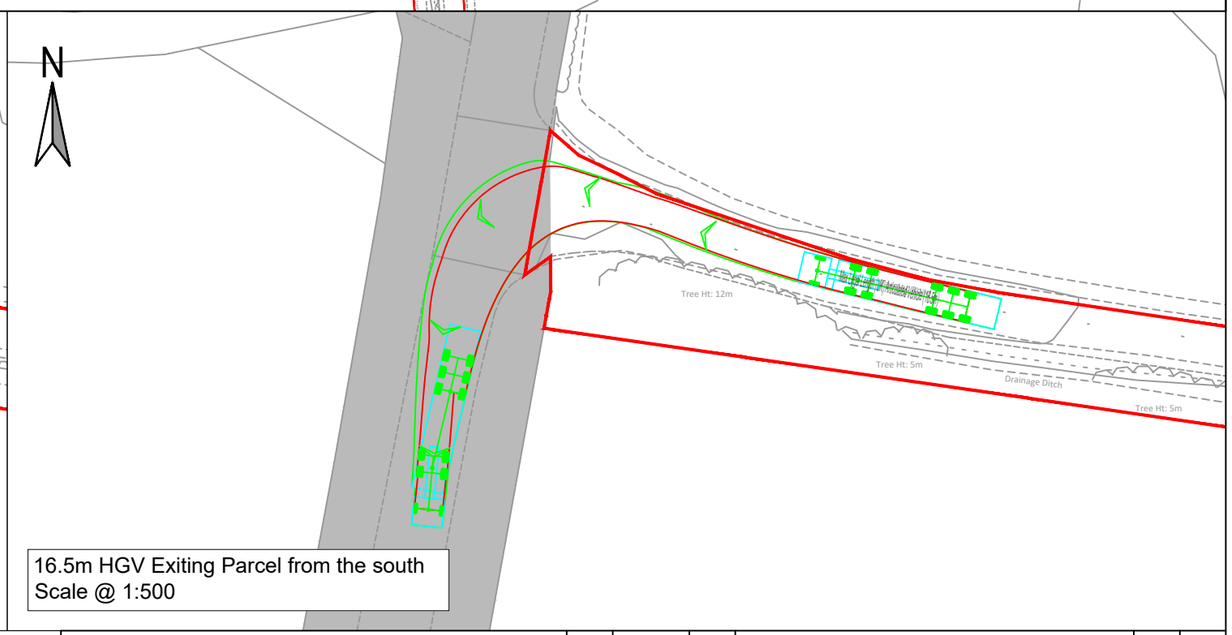
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Existing Access Arrangement and Visibility Splays Scale @ 1:1,000



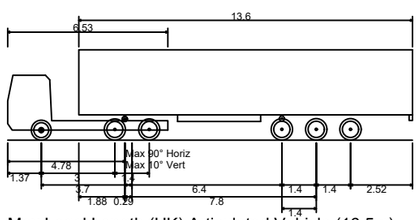
16.5m HGV Entering Parcel from the south
Scale @ 1:500



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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PROJECT: TWEEN BRIDGE SOLAR FARM

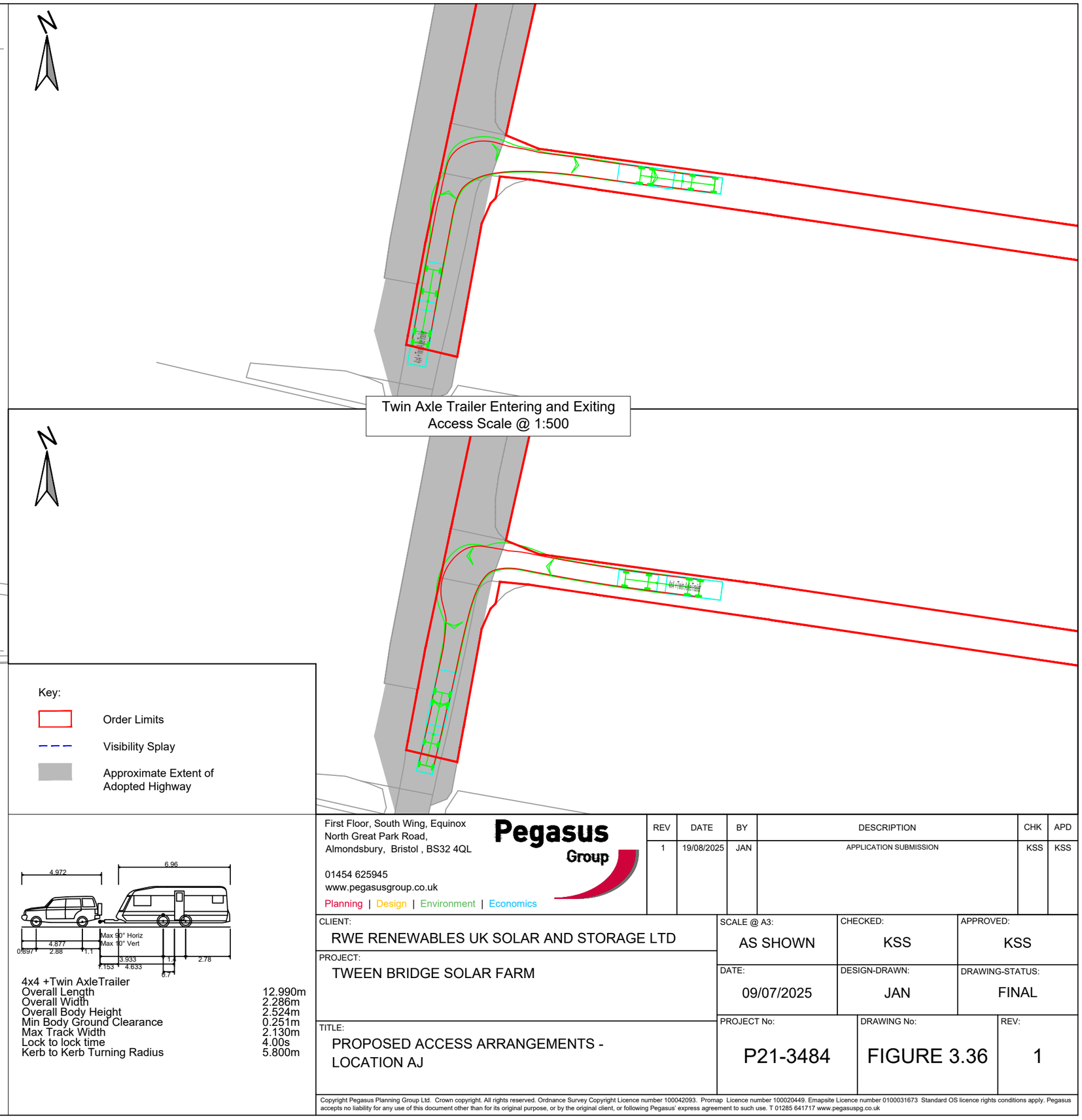
TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION Z

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P21-3484	FIGURE 3.27	1

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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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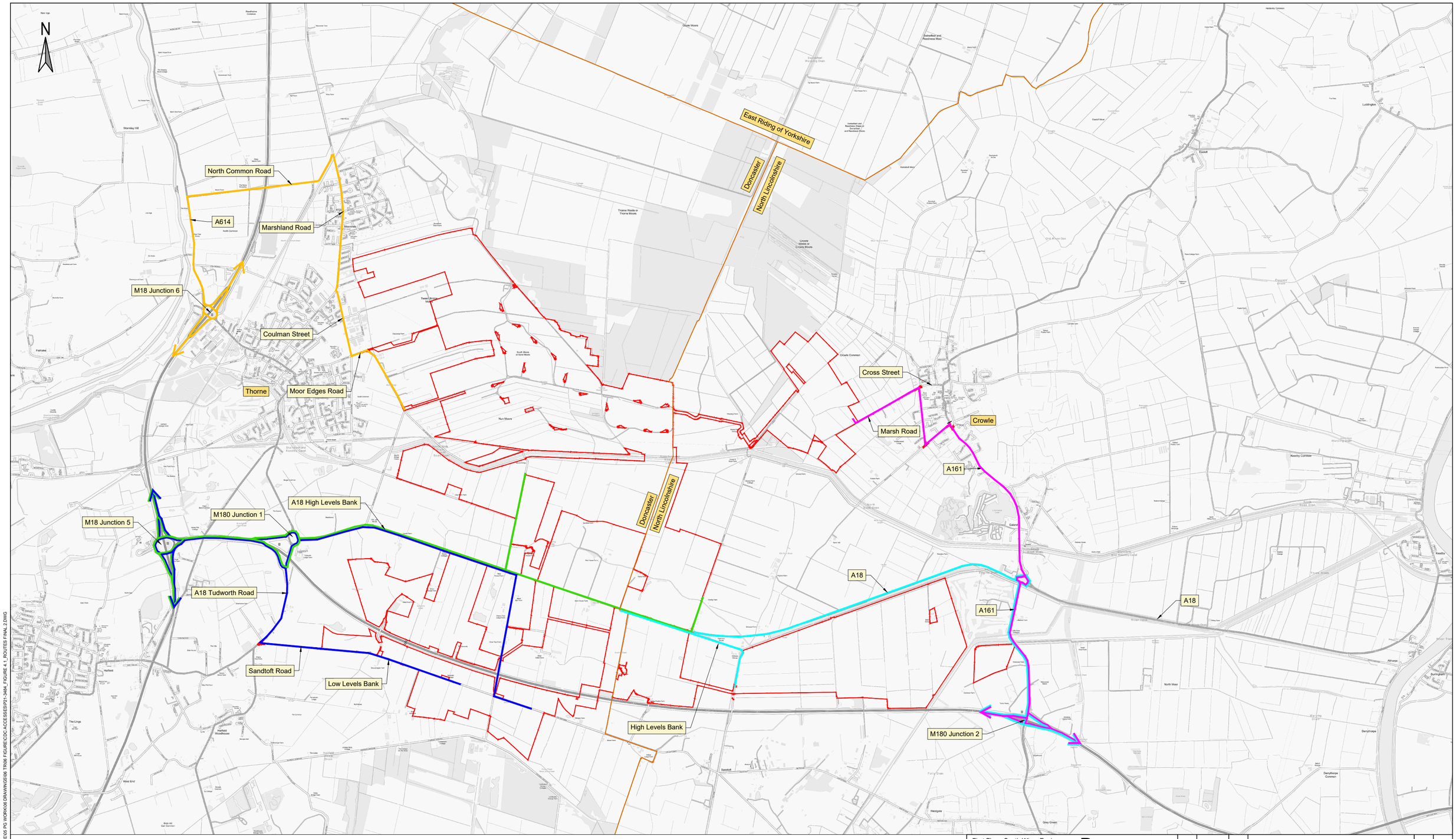
PROJECT: TWEEN BRIDGE SOLAR FARM

TITLE: PROPOSED ACCESS ARRANGEMENTS - LOCATION AJ

SCALE @ A3:	CHECKED:	APPROVED:
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P21-3484	FIGURE 3.36	1

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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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REV	DATE	BY	DESCRIPTION	CHK	APD
A	26/03/2026	AS	CONSTRUCTION TRAFFIC ROUTE TO LAND PARCEL D AMENDED FURTHER TO DISCUSSIONS WITH CDC HIGHWAY OFFICERS	AS	

CLIENT: RWE RENEWABLES UK SOLAR AND STORAGE LTD	SCALE @ A2: NTS	CHECKED: LT	APPROVED: KSS
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: 2

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B:\BRISTOL PROJECTS\BRISTOL - LIVE\P21\P21-3401-3500\P21-3484 - RWE - TWEEN BRIDGE\05 PG WORK\06 DRAWING\06 TR06 FIGURE\CDC ACCESSES\P21-3484_FIGURE 4.1_ROUTES FINAL 2.DWG

Appendix A

Access Points for Tween Bridge Solar Farm within City of Doncaster Council

Access Location Ref	Accessed from	Details	Purpose	Visibility splays	OCTMP Figure Reference
A	Moor Edges Road	Existing industrial access to Causeway Farm	Construction and operational access	2.4 x 215 metres to the west 2.4 x 60 metres to the east	3.2
B	Moor Edges Road	New access	Construction and operational access	2.4 x 215 metres to the north 2.4 x 77.98 metres to the south	3.3
C	High Bridge Road	Existing agricultural access	Ecological mitigation (no HGV required)	2.4 x 215 metres to the west 2.4 x 25.6 metres to the east	3.4
D	Green Bank	Existing agricultural access (improvements proposed)	Construction and operational access	2.4 x 215 metres to the south 2.4 x 160.5 metres to the north	3.5
E	Green Bank	Existing agricultural access (improvements proposed)	Construction and operational access	2.4 x 215 metres in both directions	3.6
F	A18 High Levels Bank	New access	Construction and operational access	2.4 x 215 metres in both directions	3.7

H	Low Levels Bank	Existing agricultural access	Construction and operational access	2.4 x 215 metres in both directions	3.9
i	Low Levels Bank	Existing agricultural access (improvements proposed)	Construction and operational access	2.4 x 215 metres in both directions	3.10
J	Low Levels Bank	Existing agricultural access (improvements proposed)	Construction and operational access	2.4 x 215 metres in both directions	3.11
K	Low Levels Bank	Existing agricultural access	Construction and operational access	2.4 x 215 metres in both directions	3.12
M	A18 High Levels Bank	Existing agricultural access (improvements proposed)	Construction and operational access	2.4 x 215 metres in both directions	3.14
W	Low Levels Bank	Existing agricultural access	Construction and operational access	2.4 x 215 metres in both directions	3.24
Z	Crow Tree Bank	Existing agricultural access	Construction and operational access	2.4 x 215 metres to the south 2.4 x 54.93 metres to the north	3.27
AH	A18	New access	Construction and operational access	2.4 x 215 metres in both directions	3.34
AJ	Green Bank	Existing agricultural access	Access to cable run only	2.4 x 215 metres in both directions	3.36

Appendix B

RWE

Tween Bridge Solar Farm

7.7 Outline Construction Traffic Management Plan

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

APFP Regulation 5(2)(q)

Document Reference: 7.7

August 2025

Revision 1

Table of Contents:

1 Introduction 4
2 Scheme Context 5

2.1. Scheme Location and Description 5
2.2. Strategic Road Network 6
2.3. Local Highway Network 6
2.4. Existing Site Accesses 10

3 Proposed Scheme Access Arrangements 10

3.1. Order Limits Access 10
3.2. Location A 13
3.3. Location B 14
3.4. Location C 14
3.5. Location D 14
3.6. Location E 15
3.7. Location F 16
3.8. Location H 16
3.9. Location i 16
3.10. Location J 17
3.11. Location K 18
3.12. Location M 18
3.13. Location N 19
3.14. Location O 19
3.15. Location P 19
3.16. Location Q 20
3.17. Location S 20
3.18. Location W 21
3.19. Location X 21
3.20. Location Y 22
3.21. Location Z 22
3.22. Location AA 22
3.23. Location AB 23
3.24. Location AC 24
3.25. Location AD 24
3.26. Location AE 24
3.27. Location AH 24
3.28. Location Ai 25
3.29. Location AJ 25
3.30. Location AK 25
3.31. Proposed Operational Access 26

4 Construction Traffic Routing 26

4.2. Land Parcel A 27
4.3. Land Parcel B 27
4.4. Land Parcel C 28
4.5. Land Parcel D 28
4.6. Land Parcel E 28
4.7. Construction Route Mitigation 29

5 Vehicle Trip Attraction 30

5.1. Construction Phase 30
5.2. Summary 32

6 Proposed Mitigation Measures 32

6.2. Construction Compounds 32
6.3. Management of HGVs 34
6.4. Operation and Management of Banksmen 34
6.5. Temporary Signage 35
6.6. Public Rights of Way 35
6.7. Traffic Management 36
6.8. Condition Survey 37

7 References 38
8 Glossary 38
Appendix A – Order Limits 72
Appendix B – Swept Path Assessments (Godnow Road, Windsor Road and Marsh Road) 73
Appendix C – Swept Path Assessments (A189 Tudworth Road / Sandtoft Road) 74
Appendix D – Temporary Signage 75

List of Tables:

Table 3-1: Proposed Points of Access to the Scheme during the Construction Phase 11
Table 9-1: Glossary for Transport and Access 38

List of Figures:

Figure 2.1 Indicative Access Strategy 40
Figure 3.1 Proposed Access Arrangements Master 41
Figure 3.2 Proposed Access Arrangements – Access A 42
Figure 3.3 Proposed Access Arrangements – Access B 43
Figure 3.4 Proposed Access Arrangements – Access C 44
Figure 3.5 Proposed Access Arrangements – Access D 45
Figure 3.6 Proposed Access Arrangements – Access E 46
Figure 3.7 Proposed Access Arrangements – Access F 47

Figure 3.9 Proposed Access Arrangements – Access H 48
Figure 3.10 Proposed Access Arrangements – Access i 49
Figure 3.11 Proposed Access Arrangements – Access J 50
Figure 3.12 Proposed Access Arrangements – Access K 51
Figure 3.14 Proposed Access Arrangements – Access M 52
Figure 3.15 Proposed Access Arrangements – Access N 53
Figure 3.16 Proposed Access Arrangements – Access O 54
Figure 3.17 Proposed Access Arrangements – Access P 55
Figure 3.18 Proposed Access Arrangements – Access Q 56
Figure 3.19 Proposed Access Arrangements – Access R 57
Figure 3.20 Proposed Access Arrangements – Access S 58
Figure 3.24 Proposed Access Arrangements – Access W 59
Figure 3.25 Proposed Access Arrangements – Access X 60
Figure 3.26 Proposed Access Arrangements – Access Y 61
Figure 3.27 Proposed Access Arrangements – Access Z 62
Figure 3.28 Proposed Access Arrangements – Access AA and AB 63
Figure 3.29 Proposed Access Arrangements – Access AC 64
Figure 3.30 Proposed Access Arrangements – Access AD 65
Figure 3.31 Proposed Access Arrangements – Access AE 66
Figure 3.35 Proposed Access Arrangements – Access Ai 68
Figure 3.36 Proposed Access Arrangements – Access AJ 69
Figure 3.37 Proposed Access Arrangements – Access AK 70
Figure 4.1 Construction Traffic Route Plan to Land Areas 71

1 Introduction

1.1.1. This **Outline Construction Traffic Management Plan (CTMP) [Document Reference 7.9.7]** has been prepared by Pegasus Group on behalf of RWE Renewables UK Solar and Storage Ltd (the Applicant) in order to address the traffic and transportation issues associated with the construction of a ground mounted solar park with an intended design capacity of over 50MWp (megawatts peak), and a battery energy storage facility.

1.1.2. The Scheme is located within the Yorkshire and Humber regions. The Order Limits extends to approximately 1,831 hectares, centred at approximately 10 kilometres to the northeast of Doncaster and 14 kilometres to the west of Scunthorpe. From the largest Land Parcel, Junction 5 of the M18 is approximately 2.5 kilometres to the west and Junction 1 of the M180 is approximately four kilometres to the southwest.

1.1.3. Due to the size of the Scheme and the number of associated Land Parcels, access to the Scheme will be provided in a number of locations.

1.1.4. This Outline CTMP describes the arrangements that are proposed for the period of construction activities at the Scheme and sets out the following:

- Proposed access arrangements;
- Routing for construction traffic;
- Vehicle numbers, size and frequency; and
- Proposed mitigation, including condition surveys.

1.1.5. It will be the responsibility of the appointed contractor(s) to comply with all statutory regulations and guidelines as appropriate, in relation to construction and movement activities.

1.1.6. The Outline CTMP will ultimately become the CTMP post consent. The appointed contractor(s) will be provided with a copy of the CTMP and will comply with it in accordance with the DCO. The CTMP will form part of the information provided as part of the construction personnel's on-site induction processes. The contact details of the contractor(s), including a 24-hour emergency contact number, and those of the highway department at City of Doncaster Council (CDC) and North

Lincolnshire Council (NLC) will be exchanged before commencement of the works within the Order Limits to deliver the Scheme.

2 Scheme Context

2.1. Scheme Location and Description

2.1.1. The Scheme is centred at approximately ten kilometres to the northeast of Doncaster and 14 kilometres to the west of Scunthorpe. The Order Limits is split across the administrative boundaries of the City of Doncaster Council (CDC) and North Lincolnshire Council (NLC). The location of the Scheme in its wider geographical context is shown in **Figure 2.1 - Indicative Access Strategy.**

2.1.2. The Order Limits comprises five separate Land Parcels and extends to approximately 1,831 hectares. The Land Parcels comprise of a number of Panel Areas, as summarised below:

- Land Parcel A, comprising of 23 Panel Areas.
- Land Parcel B, comprising of 8 Panel Areas.
- Land Parcel C, comprising of 9 Panel Areas.
- Land Parcel D, comprising of 16 Panel Areas;
- Land Parcel E, comprising of 20 Panel Areas.

2.1.3. The Land Parcels are shown on **ES Figure 1.2 Land Parcel Plan [Document Reference 6.4.1.2]**, with a breakdown of the Land Parcels into Panel Areas within the Order Limits shown on **ES Figure 1.3 Development Parcel Plan [Document Reference 6.4.1.3].**

2.1.4. A Scheme location plan is included at **Figure 2.1 – Indicative Access Strategy** and indicative layouts are included within the wider submission (see**– Indicative Operational Layout Plan (Fixed Solar Panel)/2.2b – Indicative Operational Layout Plan (Fixed and Tracker Solar Panel)** [**Document Reference 6.4.2.2]**) of the ES.

2.1.5. The Order Limits are included at **Appendix A**.

2.1.6. The Stainforth and Keadby Canal and the South Humberside Mainline railway line run in an east to west direction to the south of Land Parcel A.

2.2. Strategic Road Network

2.2.1. It is anticipated that all materials associated with the construction of the Scheme will use the Strategic Road Network (SRN) to access the local highway network, from which the Land Parcels are served. The SRN is managed by National Highways. A summary of the sections of the SRN which are closest to the site is provided below.

M18

2.2.2. The M18 motorway routes between M1 Junction 32 in the northeast to M62 Junction 35 in the southwest. It is located to the west of Thorne, approximately 1.5 kilometres as the crow flies from the closest point of Land Parcel A. M18 Junction 6, the 'Waterside Roundabout', located to the northwest of Thorne, and Junction 5 (which connects to the M180), located to the southwest of Thorne, are the two closest SRN junctions to the Scheme.

M180

2.2.3. The M180 routes west to east between M18 Junction 5 and The Barnetby Interchange to the north of Barnetby Le Wold, approximately 14 kilometres west of Immingham, where it becomes the A180. The M180 Junction 1 (which connects to the A18 and the 'Tudworth Roundabout') and Junction 2 (which connects with the A161 with on/off slips) are located within the vicinity of the Scheme.

2.3. Local Highway Network

2.3.1. A network of local roads connects the different Land Parcels as well as providing links to the wider local and strategic road networks. The road network is shown on Figure 2.1 within **Appendix 12.3 – Baseline Traffic Survey Report [Document Reference 6.3.12.3].**

2.3.2. The roads summarised below form the traffic routes that will be used to deliver materials and personnel to the Scheme during its construction.

A18

2.3.3. The A18 is a single carriageway road which is approximately seven metres wide. It is subject to the National Speed Limit (60mph) and facilitates travel between the towns of Hatfield to the west and Scunthorpe to the east. It provides direct access to farmland along its extent. The section of the A18 within the vicinity of the

Scheme is generally unlit. Streetlighting and footways are generally provided within the vicinity of local settlements.

A161

2.3.4. The A161 is a single carriageway road which is approximately seven metres wide. It connects to the A18 via a gyratory junction to the south of Ealand, and can be used to join the M180 via Junction 2 in the south. The A161 passes through Crowle to the east of the Scheme. It is subject to varying speed limits along its length, with the National Speed Limit south of the A18 and 40mph and 30mph sections through Crowle.

Sandtoft Road

2.3.5. Sandtoft Road is a single carriageway road measuring around five to six metres in width. It is subject to the National Speed Limit and subject to a 7.5 tonne weight restriction, except for access. To the east it becomes Low Levels Bank Road and to the west it connects to the A18 via a priority junction. It provides direct access to farmland along its extent. There are no footways or street lighting provided.

Low Levels Bank

2.3.6. Low Levels Bank consists of a single carriageway measuring approximately five metres in width. It is subject to the National Speed Limit. To the east, it becomes Thorne Road and to the west it becomes Sandtoft Road. It provides direct access to farmland along its extent. There are no footways or street lighting provided.

Coulman Street

2.3.7. Coulman Street is a single carriageway road that measures approximately seven to eight metres in width and is subject to a 30mph speed limit. It connects with King Edward/Marshland Road via a priority junction to the north and connects to Church Balk/Moor Edges Road and Wike Gate Road via a crossroad junction to the south.

2.3.8. A footway on the eastern side of the carriageway extends approximately 230 metres south of the King Edward/Marshland Road junction and a continuous footway route along the western side of the carriageway. Street lighting is provided along its extent. It provides direct access to residential properties and industrial land uses along its extent.

Marshland Road

2.3.9. Marshland Road is a single carriageway urban street that measures approximately 6.5 to seven metres wide. It is subject to a 30mph speed limit. Footways are provided on both sides of the road, and it is lit. It provides direct access to residential properties, retail, leisure and industrial land uses along its extent.

2.3.10. Approximately 1.7 kilometres to the north of its junction with Coulman Street it crosses the Hull and Doncaster Branch Line railway via a level crossing where it becomes Moorends Road.

North Common Road

2.3.11. North Common Road is a single carriageway road that measures approximately six metres wide. It reduces to a single lane over a ditch around 450 metres southwest of its junction with Marshland Road, although visibility along the road is good. It connects to Marshland Road in the east and Selby Road in the west, both via priority junctions.

Moor Edges Road

2.3.12. Moor Edges Road is a single carriageway that measures approximately four metres wide and is subject to the National Speed Limit. To the west it becomes Church Balk, leading in to Thorne, and to the south it becomes High Bridge Road. It provides direct access to farmland and industrial land uses along its extent. There are no footways or street lighting provided.

High Bridge Road

2.3.13. High Bridge Road is a single carriageway road measuring approximately three to four metres in width. It is subject to the National Speed Limit. To the east it becomes Green Bank. To the west it becomes Moor Edges Road. High Bridge Road provides direct access to farmland and industrial land uses along its extent. There are no footways or street lighting provided. Approximately 480 metres to the south of Moor Edges Road, High Bridge Road crosses the South Humberside Main Line railway via a level crossing.

Green Bank

2.3.14. Green Bank is a single carriageway road measuring approximately four metres in width. It is subject to the National Speed Limit. To the north it narrows to three metres as it crosses over the Stainforth and Keadby Canal before connecting to High Bridge Road. To the south it connects onto the A18 via a priority junction.

Where the road crosses the canal there is a 7.5 tonne weight restriction. It provides direct access to farmland along its extent.

Marsh Road

2.3.15. Marsh Road is an unmarked single carriageway that measures approximately four metres wide and currently serves a small number of dwellings and agricultural buildings. No footways are provided, and street lighting is provided at its north eastern extent only, within the vicinity of dwellings within Crowle.

2.3.16. To the southwest it becomes Crook O'Moor Road and to the northeast it forms the minor arm of a priority junction with Cross Street and Windsor Road.

2.3.17. Marsh Road is subject to the national speed limit which reduces to a 30mph speed limit approximately 90 metres southwest of the junction with Cross Street and Windsor Road. There are double yellow lines on both sides of the carriageway at this junction.

Crow Tree Bank

2.3.18. Crow Tree Bank is a single carriageway road measuring approximately six to seven metres wide. It is subject to the National Speed Limit. It connects onto High Levels Bank to the north and High Bridge Road to the south, both via priority junctions. It provides direct access to farmland and industrial land uses along its extent. A short section of footway extends south for approximately 60 metres from the High Levels Bank junction. There is no street lighting provided.

Clay Bank Road

2.3.19. Clay Bank Road is a single carriageway road measuring approximately three to four metres wide. It is subject to the National Speed Limit. It connects to Green Bank to the east and to South End/Double Bridges Road to the west via priority junctions. It provides direct access to farmland along its extent. There are no footways or street lighting provided.

Godnow Road

2.3.20. Godnow Road is a single carriageway residential road in the south of the built environment of Crowle that measures approximately 6.5 metres wide, serve directly from the A161. It has an approximate 20 metre wide bell mouth at its connection to the A161, with an approximate 15 metre taper on the southern side. It has a 30mph speed limit, with footways measuring between one and 1.5 metres provided on both sides of the carriageway street lighting also provided.

Windsor Road

2.3.21. Windsor Road is a single carriageway residential road in the west of the built environment of Crowle that measures approximately five metres wide, accessed from Godnow Road in the south and providing a connection to Marsh Road/Cross Street in the north. Footways measuring approximately one metre wide are provided on both sides of the carriageway, with street lighting also provided.

2.3.22. Approximately 100 metres south of the junction between Marsh Road/Cross Street/Windsor Road is Crowle Primary School. Warning signage indicating the school is nearby and that a reduction of the speed limit to 20mph 'when lights show' is present approximately five metres south of the junction between Marsh Road, Cross Street and Windsor Road.

Informal Lanes / Farm Tracks

2.3.23. Due to the more rural nature of the Order Limits, some of the Panel Areas are accessed by smaller informal lanes and farm tracks including:

- Thorne Waste Drain Road.
- Moor Owners Road; and
- Crook O'Moor Road.

2.3.24. These roads consist of rural lanes within the Order Limits with no kerbs, footways or street lighting. They generally measure around four metres in width.

2.4. Existing Site Accesses

2.4.1. The Scheme currently comprises agricultural land uses. Access to the Order Limits is currently provided via agricultural access points in multiple locations, as shown on **Figure 2.1 – Indicative Access Strategy**.

3 Proposed Scheme Access Arrangements

3.1. Order Limits Access

3.1.1. HGVs will route directly to the parcels from the public highway where large equipment is required to be delivered.

3.1.2. Due to the large-scale nature of the Scheme, there are multiple access points proposed, as shown in **Figure 3.1 – Proposed Access Arrangements Master** of this document and summarised in **Table 3-1.**

Table 3-1: Proposed Points of Access to the Scheme during the Construction Phase

Access Location Ref.	Accessed from	Details	Access into Panel Area	Figure Ref.
A	Moor Edges Road	Existing industrial access	A6	3.2
B	Moor Edges Road	New access	A10	3.3
C*	High Bridge Road	Existing agricultural access	Bird Mitigation area (M3(A)	3.4
D	Green Bank	Existing agricultural access (improvements needed)	C1	3.5
E	Green Bank	Existing agricultural access (improvements needed)	C4	3.6
F	A18 High Levels Bank	New access	D3/D5	3.7
H	Low Levels Bank	Existing agricultural access	D7	3.9
i	Low Levels Bank	Existing agricultural access (improvements needed)	D15	3.10
J	Low Levels Bank	Existing agricultural access (improvements needed)	D14	3.11
K	Low Levels Bank	Existing agricultural access	D16	3.12

M	A18 High Levels Bank	Existing agricultural access (improvements needed)	D4	3.14
O	A18 High Levels Bank	Existing agricultural access	E1	3.16
P	High Levels Bank	Existing agricultural access	E1	3.17
Q	Unnamed Road	Existing agricultural access (improvements needed)	E7	3.18
R	Unnamed Road	Existing agricultural access (improvements needed)	E13	3.19
S	Marsh Road	New access	B5	3.20
W	Low Levels Bank	Existing agricultural access	D12	3.24
Y	Jaque's Bank	Existing agricultural access (improvements needed)	C9	3.26
Z	Crow Tree Bank	Existing agricultural access	D9	3.27
AA	Crook O'Moor Road	New access	B6 & B7	3.28
AB	Crook O'Moor Road	New access	B6 & B7	3.28
AC*	Marsh Road	Internal access between panel areas	B5 & B8	3.29
AD	Internal Crossing	Internal access between panel areas	B5 & B2	3.30
AE*	Internal Crossing	Internal access between panel areas	D7 & D10	3.31

AH*	A18	New access	E2	3.34
AI	A18	New access	C9	3.35
AJ	Green Bank	Existing agricultural access	-	3.36
AK	A161	Existing agricultural access	Bird Mitigation Area (M15(E))	3.37

Note: further to changes as the Scheme has evolved, there is no access L, AF or AG but the lettering has been retained for ease of reference. Locations G, T, U and V are off-site junctions which do not provide direct access to the Scheme and therefore are not included above.

* Access locations denoted by an asterix do not require access by HGVs.

3.1.3. It is considered that suitable visibility splays can be provided for each access location within the extents of the Order Limits and all construction vehicles will enter and exit the Scheme in forward gear, as shown on **Figure 3.2** to **Figure 3.33 (Proposed Access Arrangements – Access A to Access AG)**. Vegetation within the visibility splays will be maintained at a height of no more than 600mm, and any loss of vegetation is set out in the **Outline Landscape Ecological Management Plan (LEMP)** within Volume 7 of this ES **[Document Reference 7.6].**

3.1.4. A description of each access point is summarised below.

3.2. Location A

3.2.1. Access A is an existing access to Causeway Farm which measures approximately eight metres wide and is served via Moor Edges Road. A swept path assessment has been undertaken at **Figure 3.2 - Proposed Access Arrangements - Access A,** which indicates that the existing junction dimensions are of a suitable size to facilitate access by a 16.5m long HGV.

3.2.2. As shown at **Figure 3.2 - Proposed Access Arrangements - Access A,** a visibility splay of 2.4 x 215 metres is shown to be achievable to the nearside kerbline west of the access, commensurate with DMRB guidance **[Ref-1]** for the National Speed Limit (60mph). A visibility splay of 2.4 x 60 metres to the nearside kerbline south of the access is the maximum achievable splay. On site observations suggest that vehicle speeds on Moor Edges Road to the south of the access are much lower

than the signed 60mph speed limit, and this existing access is frequented by large, slow moving agricultural vehicles on a regular basis with no apparent highway safety issue (as set out in **ES Appendix 12.1 - Transport Statement [Document Reference 6.3.12.1]).** Therefore, whilst the southern visibility splay does not accord with the guidance, the visibility splays are considered to be acceptable.

3.3. Location B

3.3.1. Access B proposes the construction of a new access from Moor Edges Road. As shown at **Figure 3.3 - Proposed Access Arrangements - Access B** it will be provided with a six metre wide carriageway and junction radii of 14 metres on the northern side and six metres on the southern side. An 8.2 metre taper will also be provided on the northern side of the access to facilitate the arrival and departure of the largest HGVs. The location of the access is generally open and limited vegetation will need to be removed to accommodate it. A new ditch crossing, and culvert will be required.

3.3.2. A visibility splay of 2.4 x 215 metres to the north is shown to be achievable to the nearside kerbline commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit. A maximum achievable visibility splay to the south of 2.4 x 77.98 metres to the is shown to be achievable to the nearside kerbline. This will be managed during the construction phase via banksmen, as set out further at **Chapter 6** of this document**.**

3.3.3. A swept path assessment for a 16.5m long HGV has been undertaken at **Figure 3.3 - Proposed Access Arrangements - Access B**, which indicates that a vehicle of this size is able to enter and exit the proposed access arrangement.

3.4. Location C

3.4.1. Access C is an existing agricultural access from High Bridge Road. As shown at **Figure 3.4 - Proposed Access Arrangements - Access C** . Visibility splays of 2.4 x 215 metres to the nearside kerbline are shown to be achievable to the west, commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit in this location, and 2.4 x 35.6 metres towards Maud's swing Bridge.

3.4.2. **Figure 3.4 - Proposed Access Arrangements - Access C** also contains a swept path assessment for a 13.7 metre long tractor and trailer confirming that a vehicle of this size is able to enter and exit in a forward gear at the existing access with no improvements required.

3.5. Location D

3.5.1. Access D proposes a new access to be served from the eastern side of Green Bank.

3.5.2. As shown at **Figure 3.5 - Proposed Access Arrangements - Access D** it will be provided with a six metre wide carriageway with a 12 metre junction radius on the southern side and a two metre radius on the northern side of the bell mouth, proposed to prevent construction vehicles entering and exiting the Order Limits to the north. Further mitigation and management is set out in **Chapter 6** of this document.

3.5.3. A visibility splay of 2.4 x 215 metres to the nearside kerbline is shown to be achievable to the south, commensurate with DMRB guidance for the speed limit of the road (national speed limit; 60mph). A maximum 2.4 x 160.5 metre visibility splay to the nearside kerbline to the north is shown to be achievable which would be commensurate with DMRB guidance **[Ref-1]** for vehicle speeds of circa 50mph. However, based on on-site observations it is anticipated that vehicle speeds along Green Bank are lower in reality, given its rural nature.

3.5.4. In order to provide the access point and provide the visibility splays, hedgerow to the north of the access will need to be removed and/or reduced in height.

3.5.5. **Figure 3.5 - Proposed Access Arrangements - Access D** contains a swept path assessment for a 16.5 metre long HGV confirming that a vehicle of this size is able to enter and exit in a forward gear, from the south only.

3.6. Location E

3.6.1. Access E proposes the use of an existing agricultural access from the western side of Green Bank. As shown at **Figure 3.6 Proposed Access Arrangements - Access E,** the access will be upgraded with a six metre wide carriageway, with an eight metre radii on the southern side and a six metre radii on the northern side of the access. An 8.6 metre taper will also be provided on the southern side of the junction to assist the largest HGVs entering and exiting the Order Limits. Visibility splays of 2.4 x 215 metres to the nearside kerbline are shown to be achievable in both directions commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit of the road.

3.6.2. The location of the access is generally open and limited vegetation will need to be removed to accommodate it. An extended ditch crossing and culvert will be required.

3.6.3. **Figure 3.6 - Proposed Access Arrangements - Access E** also contains a swept path assessment for a 16.5 metre long HGV confirming that a vehicle of this size is able to enter and exit in a forward gear.

3.7. Location F

3.7.1. Access F proposes the use of an existing agricultural field gate access to the south of High Levels Bank. As shown at **Figure 3.7 - Proposed Access Arrangements - Access F,** the access is proposed to be formalised with a 10 metre junction radius and 17.4 metre long taper provided on the western side of the access. Visibility splays of 2.4 x 215 metres to the nearside kerbline are shown to be achievable in both directions commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit of the road.

3.7.2. The location of the access is generally open and limited vegetation will need to be removed to accommodate it. An extended ditch crossing and culvert will be required.

3.7.3. **Figure 3.7 - Proposed Access Arrangements - Access F** also contains a swept path assessment for a 16.5 metre long HGV confirming that a vehicle of this size is able to enter and exit in a forward gear to and from the west.

3.8. Location H

3.8.1. Access H will utilise an existing agricultural access consisting of a culvert over a drainage ditch on the northern side of High Levels Bank. A swept path assessment has been undertaken at **Figure 3.9 - Proposed Access Arrangements - Access H**, which indicates that the existing junction dimensions are of a suitable size to facilitate access by a 16.5m long HGV to and from the west, in accordance with the construction traffic routes set out in **Chapter 4** of this document. Further mitigation and management is set out in **Chapter 6** of this document. Therefore, no further upgrades to the access are proposed.

3.8.2. As shown at **Figure 3.9 - Proposed Access Arrangements - Access H** visibility splays of 2.4 x 215 metres are shown to be achievable to the nearside kerbline in both directions commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit of the road.

3.9. Location i

3.9.1. Access i proposes the use of an existing agricultural access consisting of a culvert over a drainage ditch on the southern side of Low Levels Bank. As shown at **Figure**

3.10 - Proposed Access Arrangements - Access i the access is proposed to be upgraded with a six metre wide carriageway, with a 10 metre radii on the western side and a two metre radii on the eastern side of the junction. This is proposed to prevent construction vehicles entering and exiting the Order Limits to the east, in accordance with the construction traffic routes set out in **Chapter 4** of this document. Visibility splays of 2.4 x 215 metres are shown to be achievable to the nearside kerbline in both directions commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit of the road.

3.9.2. The location of the access is generally open and limited vegetation will need to be removed to accommodate it. An extended ditch crossing, and culvert will be required. There is a row of telegraph poles along the carriageway edge. However, in accordance with DMRB these less than 550mm and are considered to be intermittent obstructions to the visibility splays and it is therefore considered appropriate for them to remain in situ.

3.9.3. **Figure 3.10 - Proposed Access Arrangements - Access i** also contains a swept path assessment for a 16.5 metre long HGV confirming that a vehicle of this size is able to enter and exit in a forward gear.

3.10. Location J

3.10.1. Access J proposes the use of an existing agricultural access on the northern side of Low Levels Bank. As shown at **Figure 3.11 - Proposed Access Arrangements - Access J,** the access is proposed to be upgraded with a six metre wide carriageway, with a six metre radii on the western side and a four metre radii on the eastern side of the junction. This is proposed to prevent construction vehicles entering and exiting the Order Limits to the east, in accordance with the construction traffic routes set out in **Chapter 4** of this document. Visibility splays of 2.4 x 215 metres are shown to be achievable to the nearside kerbline in both directions commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit of the road.

3.10.2. The location of the access is generally open and limited vegetation will need to be removed to accommodate it. An extended ditch crossing, and culvert will be required.

3.10.3. **Figure 3.11** - **Proposed Access Arrangements - Access J** also contains a swept path assessment for a 16.5m long HGV confirming that a vehicle of this size is able to enter and exit in a forward gear.

3.11. Location K

3.11.1. Access K is an existing agricultural access consisting of a culvert over a drainage ditch on the southern side of Low Levels Bank, approximately 140 metres east of Access J. A swept path assessment has been undertaken at **Figure 3.12 - Proposed Access Arrangements - Access K** which indicates that the existing junction dimensions are of a suitable size to facilitate access by a 16.5m long HGV. The access is therefore considered to be suitable to accommodate construction vehicles. Temporary traffic measures will be implemented at the access, such as banksmen or temporary signals, in order to control the vehicle flow and speeds of Low Levels Bank when large construction vehicles are entering and egressing the Order Limits. The precise location and details will be agreed with the highway authority in due course.

3.11.2. **Figure 3.12 - Proposed Access Arrangements - Access K** also shows that visibility splays of 2.4 x 215 metres are shown to be achievable to the nearside kerbline in both directions commensurate with DMRB guidance for the national (60mph) speed limit for the road.

3.12. Location M

3.12.1. Access M is an existing agricultural access consisting of a culvert over a drainage ditch on the southern side of the A18 High Levels Bank. A swept path assessment has been undertaken at **Figure 3.14 - Proposed Access Arrangements - Access M**, which indicates that the existing junction will need to be widened with a 14 metre radius and 14.2 metre taper on the western side to facilitate access by a 16.5m long HGV. Construction vehicles will be advised that access will only be available to and from the west, in accordance with the construction traffic routes set out in **Chapter 4** of this document. Temporary traffic measures will be implemented at the access, such as banksmen or temporary signals, in order to control the vehicle flow and speeds of High Levels Bank when large construction vehicles are entering and egressing the Order Limits, and to ensure that vehicles approach and exit in the right direction. The precise location and details will be agreed with the highway authority in due course.

3.12.2. **Figure 3.14- Proposed Access Arrangements - Access M** also shows that visibility splays of 2.4 x 215 metres are shown to be achievable to the nearside kerbline in both directions commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit.

3.13. Location N

3.13.1. Access N is an existing agricultural access which measures approximately 15 metres wide at the connection point of the bell mouth with the northern side of the A18 High Level Bank. A swept path assessment has been undertaken at **Figure 3.15 - Proposed Access Arrangements - Access N**, which indicates that the existing junction dimensions are of a suitable size to facilitate access by 16.5m long HGV. The access is therefore considered to be suitable to accommodate construction vehicles

3.13.2. **Figure 3.15 - Proposed Access Arrangements - Access N** also shows that existing visibility splays of 2.4 x 215 metres achievable to the nearside kerb lines in both directions commensurate with DMRB guidance **[Ref-1]** for the national (60 mph) speed limit of the road. The access is therefore considered to be suitable to accommodate construction vehicles.

3.14. Location O

3.14.1. Access O is an existing agricultural access consisting of a concrete bridge over a drainage ditch on the southern side of the A18 High Levels Bank. A swept path assessment has been undertaken at **Figure 3.16 - Proposed Access Arrangements - Access O**, which indicates that the existing junction dimensions are of a suitable size to facilitate access by a 16.5m long HGV accessing and egressing to and from the west. A survey of the bridge will be carried out as appropriate to confirm the suitability of the bridge to accommodate the anticipated construction vehicle movements. If required, the bridge will be reinforced or replaced to accommodate construction traffic. Temporary traffic measures will be implemented at the access, such as banksmen or temporary signals, in order to control the vehicle flow and speeds of High Levels Bank when large construction vehicles are entering and egressing the Order Limits. The precise location and details will be agreed with the highway authority in due course.

3.14.2. **Figure 3.16** - **Proposed Access Arrangements - Access O** also shows that visibility splays of 2.4 x 215 metres are shown to be achievable to the nearside kerbline in both directions commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit of the road.

3.15. Location P

3.15.1. Access P is an existing agricultural access consisting of a concrete bridge over a drainage ditch served from the southern side of an unnamed road which measures

approximately 125 metres long between High Levels Bank in the east and the A18 in the west. The swept path assessment of a 16.5m long HGV shown in **Figure 3.17 - Proposed Access Arrangements - Access P** indicates that the bridge will be required to be upgraded/widened in order to accommodate large construction vehicles.

3.15.2. **Figure 3.17 - Proposed Access Arrangements - Access P** shows a visibility splay of 2.4 metres x 215 metres to the east is shown to be achievable, extending along High Levels Bank. Although the visibility splay is outside of the red line boundary to the east, it crosses a ditch and is within the adopted highway boundary. On this basis, it is considered to be unlikely that a structure will be built within or over the highway ditch to a height which impedes visibility 0.6 metres above the High Levels Bank or unnamed road ground level. A visibility splay of 2.4 metres x 51.8 metres is also shown to be achievable to the centre of the unnamed road's junction with the A18 from which oncoming traffic will be travelling from.

3.16. Location Q

3.16.1. Access Q is an existing agricultural access which measures approximately 20 metres wide where the bell mouth meets the carriageway on the eastern side of High Levels Bank. The access is proposed to be widened by approximately four metres to the north, in order to avoid an easement to an existing telecoms mast, with a 10 metre junction radii to be provided. As shown at **Figure 3.18 - Proposed Access Arrangements - Access Q**, existing visibility splays of 2.4 metres x 62.2 metres to the north and 2.4 metres x 64.1 metres to the south are shown to be achievable to the nearside kerbline. Temporary traffic measures will be implemented at the access, such as banksmen or temporary signals, in order to control the vehicle flow and speeds of High Levels Bank when large construction vehicles are entering and egressing the Order Limits. The precise location and details will be agreed with the highway authority in due course.

3.16.2. **Figure 3.18 - Proposed Access Arrangements - Access Q** also contains a swept path assessment for a 16.5m long HGV confirming that a vehicle of this size is able to enter and exit in a forward gear.

3.17. Location S

3.17.1. Access S proposes a new access from the northern side of Marsh Road. As identified at **Figure 3.20 - Proposed Access Arrangements - Access S**, the junction will feature a six metre wide carriageway with an eight metre radii on the southern side and a six metre radii with 14 metre taper on the northern side of the

bell mouth. Visibility splays of 2.4 x 215 metres to the nearside kerbline are shown to be achievable in both directions, commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit of the road.

3.17.2. **Figure 3.13 - Proposed Access Arrangements - Access S** also contains a swept path assessment for a 16.5 metre long HGV confirming that a vehicle of this size is able to enter and exit in a forward gear.

3.18. Location W

3.18.1. Access W is an existing agricultural access which measures approximately 17 metres wide at its point of connection with the northern side of Low Levels Bank. A swept path assessment has been undertaken at **Figure 3.24 - Proposed Access Arrangements - Access W**, which indicates that the existing junction dimensions are of a suitable size to facilitate access by a 16.5m long HGV to and from the east, from which construction vehicles are anticipated to be routing to the Order Limits.

3.18.2. **Figure 3.24 - Proposed Access Arrangements - Access W** also confirms that visibility splays of 2.4 metres x 215 metres are shown to be achievable to the nearside kerbline using land within the Order Limits and adopted highway boundary in both directions, commensurate with DMRB guidelines **[Ref-1]** for the national (60mph) speed limit of the road.

3.19. Location X

3.19.1. Access X is an existing agricultural access which measures approximately 16 metres wide where the bell mouth meets the carriageway on the eastern side of High Levels Bank. The access is approximately 30 metres south of Access R. A swept path assessment has been undertaken at **Figure 3.25 - Proposed Access Arrangements - Access X** which indicates that the existing access arrangement can facilitate access by a 16.5m long HGV to and from the north, from which construction vehicles are anticipated to be routing to the Order Limits.

3.19.2. As shown at **Figure 3.25 - Proposed Access Arrangements - Access X**, a visibility splay of 2.4 metres x 215 metres is shown to be achievable to the north, and 2.4 metres x 14 metres is achievable to the south without the removal of vegetation to increase the visibility splay. However, this is an existing situation with no highway safety record (as set out in **ES Appendix 12.1 - Transport Statement [Document Reference 6.3.12.1]).** Temporary traffic measures will be implemented on the unnamed road, such as banksmen or temporary signals, when large construction vehicles are entering and egressing the Order Limits. The precise location and details will be agreed with the highway authority in due course.

3.20. Location Y

3.20.1. Access Y is an existing agricultural access which measures approximately 12 metres wide at its point of connection with the carriageway, located to the west of Jaque's Bank. A swept path assessment has been undertaken at **Figure 3.26 - Proposed Access Arrangements - Access Y** which indicates that the existing junction dimensions are of a suitable size to facilitate access by a 16.5m long HGV without requiring amendments to the adjacent ditches. Therefore, no further upgrades to the access are proposed. Temporary traffic measures will be implemented on Jaque's Bank, such as banksmen or temporary signals, when large construction vehicles are entering and egressing the Order Limits. The precise location and details will be agreed with the highway authority in due course.

3.20.2. **Figure 3.26 - Proposed Access Arrangements - Access Y** also confirms that visibility splays of 2.4 x 215 metres are shown to be achievable to the nearside kerbline in both directions commensurate with the national (60mph) speed limit of the road.

3.21. Location Z

3.21.1. Access Z is an existing agricultural access which measures approximately 11 metres wide at its point of connection with the eastern side of Crow Tree Bank. A swept path assessment has been undertaken at **Figure 3.27 - Proposed Access Arrangements - Access z** which indicates that the existing junction dimensions are of a suitable size to facilitate access by a 16.5m long HGV. Therefore, no further upgrades to the access are proposed.

3.21.2. **Figure 3.27 - Proposed Access Arrangements - Access Z** also confirms that existing visibility splays of 2.4 x 215 metres to the south to the nearside kerbline and 2.4 x 54.93 metres to the north to oncoming vehicles are shown to be achievable without removing vegetation. However, this is an existing situation with no highway safety record (as set out in **ES Appendix 12.1 - Transport Statement [Document Reference 6.3.12.1]).** Temporary traffic measures will be implemented on the unnamed road, such as banksmen or temporary signals, when large construction vehicles are entering and egressing the Order Limits. The precise location and details will be agreed with the highway authority in due course.

3.22. Location AA

3.22.1. Access AA proposes a new access on the northern side of Crook O'Moor Road, as shown at **Figure 3.28 - Proposed Access Arrangements - Access AA.** The access

will be located opposite to Access AB. Access AA will have a six metre wide carriageway with 10 metre junction radii on both sides. An 18.9 metre taper will be provided on the western side and a 16.7m taper on the eastern side within the Order Limits. These tapers will facilitate 16.5m long HGVs entering exiting the access. A swept path assessment of a 16.5m long HGV has been undertaken confirming that this vehicle is able to enter and exit the access from all directions in a forward gear.

3.22.2. **Figure 3.28 - Proposed Access Arrangements - Access AA** also confirms that a visibility splay of 2.4 x 215 metres to the north and 2.4 x 182 metres to the south are shown to be achievable to the nearside kerbline. On site observations suggest that vehicles speeds in this location are much lower than the signed national (60mph) speed limit. However, temporary traffic measures will be implemented at the access, such as banksmen or temporary signals, in order to control the vehicle flow and speeds of Crook O'Moor Road when construction vehicles are entering and egressing the Order Limits. The precise location and details will be agreed with the highway authority in due course.

3.23. Location AB

3.23.1. Access AB proposes a new access on the southern side of Crook O'Moor Road, as shown at **Figure 3.28 - Proposed Access Arrangements - Access AB** which is located opposite Access AA. Access AB will have a six metre wide carriageway with 10 metre junction radii on both sides. A 16.5 metre taper will be provided on the western side and a 22.9m taper will be provided on the eastern side. These tapers will facilitate 16.5m long HGVs entering and exiting the access. A swept path assessment of a 16.5m HGV has also been undertaken confirming that this vehicle is able to enter and exit the access from all directions in a forward gear.

3.23.2. **Figure 3.28 - Proposed Access Arrangements - Access AB** also confirms that a visibility splay of 2.4 x 215 metres to the north and 2.4 x 196 metres to the south are shown to be achievable to the nearside kerbline. On site observations suggest that vehicles speeds in this location are much lower than the signed national (60mph) speed limit. However, temporary traffic measures will be implemented at the access, such as banksmen or temporary signals, in order to control the vehicle flow and speeds of Crook O'Moor Road when large construction vehicles are entering and egressing the Order Limits. The precise location and details will be agreed with the highway authority in due course.

3.24. Location AC

3.24.1. Access AC is an internal crossing over Marsh Road to connect two panel areas within Land Parcel B, as shown at **Figure 3.29 - Proposed Access Arrangements - Access AC.** A swept path assessment for a tractor and trailer has been undertaken confirming that a vehicle of this size is able to perform the required manoeuvre.

3.24.2. Appropriate mitigation will be implemented, anticipated at this stage to consist of banksmen, to control vehicles as they cross Marsh Road.

3.25. Location AD

3.25.1. Access AD is an internal crossing within Land Area B between the panel areas either side of an unnamed road, as shown at **Figure 3.30 - Proposed Access Arrangements - Access AD.** A swept path assessment for a 16.5 metre HGV has been undertaken confirming that a vehicle of this size is able to perform the required manoeuvre.

3.25.2. A potential crossing in the form of a culvert may be required to facilitate crossing between the two panel areas. The details will be agreed with the highway authority in due course.

3.26. Location AE

3.26.1. Access AE is an internal crossing between the panel areas within Land Area D which are separated by a ditch, as shown at **Figure 3.31 - Proposed Access Arrangements - Access AE.** A swept path assessment for a 16.5 metre long HGV has been undertaken confirming that a vehicle of this size is able to perform the required manoeuvre.

3.27. Location AH

3.27.1. Access AH proposes a new access to the south of the A18 as shown at **Figure 3.34 - Proposed Access Arrangements - Access AH.** A swept path assessment for a tractor and trailer has been undertaken confirming that a vehicle of this size is able to turn into and out of the access to and from the east from/to a construction compound that will be located in the adjacent panel area.

3.27.2. **Figure 3.34 - Proposed Access Arrangements - Access AH** also confirms that a visibility splay of 2.4 x 215 metres is shown to be achievable to the nearside kerbline in both directions, commensurate with DMRB for the national (60mph)

speed limit. The access point is therefore considered suitable to accommodate construction traffic associated with the laying of the cable route for the solar farm.

3.28. Location Ai

3.28.1. Access Ai proposes a new access to the south of the A18, around 390 metres west of Jaque's Bank, as shown at **Figure 3.35- Proposed Access Arrangements - Access Ai.** A swept path assessment for a 16.5m long HGV has been undertaken confirming that a vehicle of this size is able to turn into and out of the access to and from the west, in accordance with the construction traffic routes set out in **Chapter 4** of this document.

3.28.2. **Figure 3.35 - Proposed Access Arrangements - Access Ai** also confirms that a visibility splay of 2.4 x 215 metres is shown to be achievable to the nearside kerbline in both directions, commensurate with DMRB guidance **[Ref-1]** for the national (60mph) speed limit.

3.28.3. The location of the access is generally open and limited vegetation will need to be removed to accommodate it. An existing layby on the eastbound carriageway will be temporarily closed, if considered necessary by the highway authority. The precise details will be agreed with the highway authority in due course.

3.29. Location AJ

3.29.1. Access AJ is an existing agricultural access from Green Bank as shown at **Figure 3.36 - Proposed Access Arrangements - Access AJ.** A swept path assessment for a 4x4 vehicle and a trailer has been undertaken confirming that a vehicle of this size is able to perform the required manoeuvre. This access point is required as an access to the cable run to the south of Land Parcel C.

3.30. Location AK

3.30.1. Access AK is an existing agricultural access from the A161 as shown at **Figure 3.37 - Proposed Access Arrangements - Access AK.** This will serve as the access to land area M15(E) for retained agricultural purposes and mitigation. A swept path assessment for a tractor and trailer has been undertaken confirming that a vehicle of this size is able to perform the required manoeuvres.

3.30.2. **Figure 3.33 - Proposed Access Arrangements - Access AG** also confirms that visibility splays of 2.4 x 160 metres can be achieved to the nearside kerbline in both directions, commensurate with the 50mph speed limit in place on the A161 within the vicinity of the access.

3.31. Proposed Operational Access

3.31.1. Once construction has finished, all construction accesses are expected to be retained for operational purposes.

3.31.2. Once operational, it is anticipated that there could be around one visit to the Scheme per month on average associated with equipment maintenance, ground maintenance, security checks etc. This would typically be made by light van or 4x4 type vehicles.

3.31.3. Whilst the contractor's compounds will have been removed, space for parking and turning will remain within the Scheme.

Internal Roads

3.31.4. The extent of the access tracks within the Scheme is shown on the indicative layout included as part of the wider submission.

3.31.5. The Scheme will feature permanent four metre wide access tracks throughout allowing for the movement of construction vehicles. These access tracks will be completed during the initial phase of the construction process.

3.31.6. The access tracks will be made of stone on top of permeable matting to protect and support the ground, enabling it to bear the weight of the plant and HGVs.

3.31.7. Existing ditch crossings will be utilised within the Scheme, where appropriate.

4 Construction Traffic Routing

4.1.1. The majority of components required to construct the Scheme are likely to be shipped in 40ft containers which are typically carried to the site on 16.5m long articulated HGVs. Excluding any abnormal indivisible loads (AILs), this is the largest vehicle which will access the Scheme.

4.1.2. The designated routes for construction traffic accessing the Scheme to the Land Parcels are shown at **Figure 4.1** of this document and summarised below. The designated construction traffic routes will be provided to drivers by the Site Manager(s) in advance of departing for each respective Land Parcel.

4.1.3. These routes will be followed unless otherwise agreed with the relevant highway authority, or in an event outside the Applicant's control which means an alternative route needs to be followed (e.g. an unexpected road closure/diversion).

4.2. Land Parcel A

4.2.1. Accesses A and B serve Land Parcel A. Access C provides access to land required for bird mitigation within Land Parcel A. The arrival route vehicles will take is as follows:

- Exit the M18 motorway at Junction 6 turning north onto Selby Road.
- Turn right onto North Common Road following it along before turning right onto Marshland Road.
- Follow Marshland Road south and then turn left onto Coulman Street.
- Follow Coulman Street south before turning left onto Moor Edges Road
- For Access A, turn left onto the Private Road leading into Causeway Farm and into the Scheme;
- For Access B, continue on Moor Edges Road for 850 metres before turning left in to the Scheme; and
- For Access C, continue onto High Bridge Road before turning left in to the site before reaching Maud's Bridge.

4.3. Land Parcel B

4.3.1. Accesses S, AA, AB and AC serve Land Parcel B. The arrival route vehicles will take is as follows:

- Exit the M180 at Junction 2 onto the A161 and follow it northwards towards Crowle.
- Turn left onto Godnow Road, following the road southwest.
- Turn right onto Windsor Road and continue north to the junction with Marsh Road and Cross street; and
- Turn left onto Marsh Road, continuing west until turning into each access point.

4.3.2. Swept path assessment of junctions along the route the A161 (Godnow Road, Windsor Road and Marsh Road) from are included at **Appendix B**.

4.4. Land Parcel C

4.4.1. Access D, E, Y and Ai serve Land Parcel C. The arrival route vehicles will take to reach these access points is as follows:

- Construction traffic will exit the M180 at Junction 1 onto the Tudworth Roundabout turning east onto the A18; and
- Continue east along the A18 before either accessing the land parcel required directly from the A18 (Access Ai), or one of the minor roads (Green Bank (Access D and E) or Jaque's Bank (Access Y) from the A18.

4.5. Land Parcel D

4.5.1. Land Parcel D is bisected by the M180. The arrival route vehicles routing to parcels to the north of the M180 (Access F, M and Z) will take to reach their destination is as follows:

- Construction traffic will exit the M180 at Junction 1 onto the Tudworth Roundabout turning east onto the A18
- Continue east along the A18 before either accessing the land parcel required directly from the A18 (Access F and M), or Crow Tree Bank (Access Z).

4.5.2. The arrival route vehicles routing to parcels to the south of the M180 using accesses H, i, J, K and W will take to reach their destination are as follows:

- Vehicles will exit the M180 at Junction 1 onto the Tudworth roundabout turning south onto the A18.
- Upon reaching the Sandtoft Road junction turn left following it along as it becomes Low Levels Bank; and
- Continue following Low Levels Bank east into the access points either side of the Low Levels Bank carriageway.

4.5.3. Swept path assessment of the A18 Tudworth Road/ Sandtoft Road junction is included at **Appendix C**.

4.6. Land Parcel E

4.6.1. Accesses P, R, Q, X and Ai serve Land Parcel E. The arrival route vehicles will take is as follows:

- Exit the M180 at Junction 2 onto the A161 following it north: then:
- For Access P, turn left onto the unnamed road that runs parallel to the A18 following it west before routing west on High Levels Bank, from which Access P is served;
- For Access Q, turn left onto the unnamed road that runs parallel to the A18 following it west before routing south on High Levels Bank, from which Access Q is served; and
- For Access R, turn left onto the unnamed road that runs parallel to the A18 following it west, form which Access R is served.
- For Access AK, continue north along the A161 for circa one kilometre, with Access AK on the western side of the road

4.7. Construction Route Mitigation

4.7.1. The arrival and departure of HGVs at the Scheme will be strictly managed by the Site Manager(s). Drivers will adhere to a delivery schedule and will be required to call ahead to ensure that any emerging HGVs can be held within the construction compounds. No HGVs will be permitted to wait on the public highway and background traffic will always be given priority. This will be effected by banksmen and the Site Manager(s).

4.7.2. Advisory signs will be provided along the construction traffic route, with the exact positions to be agreed with CDC and NLC officers in due course. The signs will be compliant with Chapter 8 of the Traffic Signs Manual **[Ref-2],** where applicable, and will be in place for the duration of the construction phase at the site.

4.7.3. Drivers will be informed of the required route to each access point prior to arriving at and / or departing from the Scheme. They will also be advised not to use Sat-Navs to reach the Scheme to avoid using inappropriate roads. A temporary signage scheme to direct drivers to each of the Land Parcels will be put in place from the strategic road network for the duration of the construction works.

4.7.4. There are no signed height restrictions on the routes, and no road closures will be required in order to facilitate access. However, temporary traffic management measures are proposed at each individual access point to assist drivers entering and leaving the Scheme.

4.7.5. Specifically in relation to Land Parcel B and the proposed construction traffic route, Crowle Primary School is located on Windsor Road around 95 metres south of Marsh Road. As such, any construction traffic movements through Crowle (a breakdown of which is provided in **ES Chapter 12 Transport and Access [Document Reference 6.1.12]** as link 19 of the ES) would be strictly managed and would be timed to avoid the peak hours on the highway network and the busiest times of the school day.

5 Vehicle Trip Attraction

5.1. Construction Phase

5.1.1. The construction phase includes the preparation of the land, the temporary access roads, erection of security fencing, assembly and erection of the PV strings, installation of the inverters/transformers/battery units and grid connection, including cable connections between the panel areas and the intermediate substations.

5.1.2. The Applicant has confirmed the following construction periods for each of the Land Parcels for assessment purposes:

- Land Parcel A – 12 months (with peak construction over a four month period).
- Land Parcel B – 9 months (with peak construction over a two month period).
- Land Parcel C – 12 months (with peak construction over a three month period).
- Land Parcel D – 9 months (with peak construction over a three month period).
- Land Parcel E – 12 months (with peak construction over a three month period).

5.1.3. The Applicant has also confirmed for assessment purposes that they are likely to construct only two Land Parcels at any one time. The peak construction period in Transport and Access terms would comprise the construction of Land Parcel C and Land Parcel E simultaneously, as these Land Parcel share sections of the proposed construction traffic route. However, in order to provide a robust assessment it has been assumed that the entire Scheme could come forward at the same time. This ensures that all potentially impacted links are considered and provides a robust assessment of the highway network.

5.1.4. HGV deliveries will be made to construction compounds located across the Land Parcels. The construction compounds will accommodate deliveries by HGVs where

they will decant equipment and materials. Some Land Parcels will require the materials to be transported from other Parcels via smaller vehicles (i.e. tractor and trailer). Where this is required, it has been assumed that a total of three tractor and trailers are required for every HGV delivery.

5.1.5. The construction of the Scheme will require Abnormal Indivisible Loads (AIL) for the transformer and substation deliveries. The deliveries will be planned with an AIL route assessment and will be escorted and managed along the route from the port of entry into the UK and the Order Limits. Any impacts will be minimised, and the arrangements will be secured through an AIL assessment in due course in conjunction with CDC, NLC and the Police.

5.1.6. There will also be a small number of construction movements associated with smaller vehicles such as the collection of skips for waste management, although these will be infrequent, and the transport of construction workers and sub-contractors.

5.1.7. The Applicant has confirmed that a maximum of up to 377 construction workers would be on Land Area C and E at any one time during the peak construction period. This is based on an assumption of 4.94 workers per acre. However, the assessment has been based on the construction of the Scheme occurring simultaneously and therefore a higher number of staff trips has been assessed with up to 880 staff across the entire Scheme.

5.1.8. The Applicant expects that 75% of the construction workers will travel to site via 15 seater minibus, whilst the other 25% will arrive via private vehicle with an average of three workers per car. This equates to 17 minibuses and 41 private cars per day (up to 116 two-way vehicle movements per day at peak times of construction). The majority of staff will travel from Doncaster, North Lincolnshire and East Riding of Yorkshire areas. Further details on the location of where staff will travel from is set out in **ES Chapter 11 Socio Economic [Document Reference 6.2.11].**

5.1.9. As set out above, construction compounds will be provided across the Land Parcels. The number of deliveries will therefore be split between each Land Parcel and their respective compounds. The Applicant has confirmed for assessment purposes that each Land Parcel could be associated with the following daily vehicle movements, based upon the construction periods set out in **paragraph 5.2**:

- Land Parcel A – 90 two-way AADT movements per day (including 42 HGV AADT movements).

- Land Parcel B – 11 two-way AADT movements per day (including six HGV AADT movements).
- Land Parcel C - 42 two-way AADT movements per day (including 20 HGV AADT movements).
- Land Parcel D - 38 two-way AADT movements per day (including 18 HGV AADT movements).
- Land Parcel E - 54 two-way AADT movements per day (including 26 HGV AADT movements).

5.2. Summary

5.2.1. The level of traffic during the temporary construction phase is not considered to be material and it is considered that this will not have a detrimental impact on the safety or operation of the local or strategic highway network.

6 Proposed Mitigation Measures

6.1.1. The appointed contractor(s) will introduce measures to minimise the impact on the local road network resulting from construction activities. These will be managed by the Project Manager and the Site Manager(s).

6.1.2. The Site Manager(s) will assume responsibility for the operation of the Scheme. The details of the Site Manager(s) will be provided to the highway authority at CDC and NLC in advance of any works being carried out.

6.2. Construction Compounds

6.2.1. Construction compounds will be located across the Order Limits within each Land Parcel, as shown in **ES Figure 2.1 – Indicative Construction Layout Plan [Document Reference 6.4.2.1]** available as part of the wider submission. The construction compounds will be on flat ground. They will be surfaced with aggregate/ stone to support weight bearing plant and equipment. The construction compounds will be removed once the construction phase is complete.

6.2.2. All of the construction compounds will be secured by mesh fencing and will include:

- reception area.
- office and welfare units.

- security cabin.
- turning area for delivery vehicles.
- laydown area.
- skip area.
- storage containers.
- parking area; and
- vehicle wheel wash area.

6.2.3. Parking for cars and minibuses will be provided within each of the compounds. Parking will therefore be contained within the Scheme and no unnecessary parking will occur on the local highway network. This will be monitored and managed by the Site Manager(s).

6.2.4. No parking by contractor(s), visitors or delivery vehicles will be permitted on any roads in the vicinity of the Scheme or the access tracks from the public highway leading to the construction compounds during the construction phase. Visitors will be advised of the parking arrangements in advance of travelling to the Scheme. The Site Manager(s) will monitor that parking is taking place in the designated area within the compounds.

6.2.5. The compounds will also include areas for the storage of plant and equipment. The material storage units will be used to contain materials, products, parts, crates, packing materials and waste for the duration of the construction phase.

6.2.6. Staff welfare facilities including toilets, and a canteen will be provided at each compound. An office block will be located at the entrance of the compounds for signing in and out and other administrative activities.

6.2.7. Loading and unloading of construction material and plant will take place within the construction compounds. A fenced and secured storage area will also be provided. The compounds will be large enough for heavy goods vehicles (HGVs) and a tractor and trailer to turn and exit the compound in a forward gear.

6.2.8. The arrival and departure of HGVs at the Scheme will be strictly managed by the Site Manager(s). Drivers will be required to adhere to a delivery schedule and will be required to call ahead to ensure that any emerging HGVs can be held within the

construction compounds. No HGVs will be permitted to wait on the public highway. This will be communicated to drivers via the call-ahead system.

6.2.9. Wheel washing may be required until the internal access tracks are completed. A hose / pressure washer or dry-wheel wash will be provided at the exit of the construction compounds to ensure that vehicle's wheels are clear of mud and debris before exiting on to the local highway network.

6.3. Management of HGVs

6.3.1. A Delivery Management System will be put in place to plan deliveries entering all the site accesses and this will be controlled by the Site Manager(s) and banksmen.

6.3.2. The arrival and departure of HGVs at the site access points will be strictly managed by the Site Manager(s). Drivers and banksmen and will adhere to a delivery schedule and will be required to call ahead to ensure that any emerging HGVs can be held, if necessary, within the construction compound. No HGVs will be permitted to wait on the public highway. This will be communicated by the Site Manager(s) via the call ahead system. Should more than one HGV arrive at the site at the same time, then the construction compounds are large enough to be able to accommodate this.

6.3.3. National Highways have requested that delivery vehicles are limited to outside of the AM and PM peak hours of the Strategic Road Network (SRN) (i.e. avoiding 0800-0900 and 1700-1800 on the SRN).

6.4. Operation and Management of Banksmen

6.4.1. Trained banksmen will be deployed to manage inbound and outbound HGV movements associated with the Scheme.

6.4.2. Banksmen will be sited at all access points that are in use during the construction phase to manage the safe access and egress of all construction traffic.

6.4.3. They will wear high-visibility clothing at all times and will communicate to HGV drivers and colleagues via radio.

6.4.4. Banksmen will also be located within the construction compounds to assist turning manoeuvres by the largest vehicles, where required, and at PRoW crossing routes within the Scheme to ensure that users of the PRoW are given priority at all times.

6.4.5. The contact details of the contractor(s) and those of the highway department at NLC and CDC will be exchanged before commencement of the works at the Scheme.

6.5. Temporary Signage

6.5.1. Temporary warning signage will be placed in strategic locations to warn road users of the ongoing construction.

6.5.2. The signage will be provided in line with The Traffic Signs Manual: Chapter 8 (2020) **[Ref-2]** and is proposed to include (subject to agreement with the Highway Authority):

- Sign Ref: 2708 - Red signage stating 'CAUTION CONSTRUCTION TRAFFIC TURNING' at the access and egress points; and
- Sign Ref: 7305 – 'WORKS TRAFFIC' directional signage from the strategic road network.

6.5.3. During the construction phase, temporary signage in line with Diagram 7301 'WORKS TRAFFIC ONLY' of the Traffic Signs Regulations and General Directions 2016 (TSRGD) will be used to indicate that heavy construction vehicles are turning. Signage will be white text and red background 1050 x 750mm mounted in 'A' frame, as illustrated at **Appendix D.**

6.6. Public Rights of Way

6.6.1. Mitigation and management procedures will be put in place where the PRoWs cross through the Scheme. These measures will include:

- When construction plant and machinery are accessing a relevant Land Parcel, a banksman will be employed to control both movements on the PRoW and HGV traffic. Banksmen will ensure that users of the PRoW always have priority.
- Where possible fencing will be placed along the PRoW routes where they cross the Scheme with gated sections in the vicinity of the internal access tracks. Vehicles will only be permitted to cross the PRoW at designated crossing points. Only smaller vehicles will be required to cross the PRoW at the designated crossing points.
- Signage will be erected at either end of the affected PRoWs in the vicinity of the Scheme boundary advising users of ongoing construction activities. Further signage will be positioned on the approach to either side of each crossing point for both construction traffic and PRoW users.

6.6.2. Temporary diversion of a sections of PRoWs Thorne 19 and CROW 21, which traverse the site, may be required during the construction period in order to separate and keep apart members of the public from the construction vehicles and machinery. If a PRoW needs to be closed temporarily during construction, an alternative path will be provided.

6.6.3. The temporary diversion will cease following construction of the relevant works. Temporary diversion of the footpath would also take place during decommissioning.

6.7. Traffic Management

6.7.1. Where required, suitable traffic management would be implemented to ensure safe operation and to reduce as far as reasonably practicable the impact of the cable route works on the local highway network.

6.7.2. The following traffic management measures could be implemented at the site access points and along the cable route where it affects the adopted highway, depending on the nature of the carriageway within which the works are taking place. The details of traffic management will be agreed with the relevant highway authority in advance of any works taking place in the highway.

Banksmen

6.7.3. Where required, banksmen will be sited at the site access points and at either end of cable run areas to control traffic associated with the Scheme on the highway. Banksmen will communicate between vehicles / site management via CB radio. This will ensure traffic is controlled in a 'one way only' fashion in the vicinity of construction areas.

Stop / Go Boards

6.7.4. On roads along the route where the speed limit does not exceed 60mph (and where adequate visibility and lighting is available), stop/go boards shall be used to manage the flow of traffic past the cable works. Use of Stop/Go boards would be restricted to daylight hours.

6.7.5. Where manually rotated signs are in use and the operatives are not in direct line of sight, then two-way radio communication between operators must be used.

Portable traffic signals

6.7.6. Two way and / or multi-phase traffic signals will be considered where Stop/Go and Give and Take methods cannot be implemented. The details of traffic management will be agreed with the relevant highway authority in advance of any works taking place in the highway.

Road Closure

6.7.7. Whilst this would be avoided, where possible, if it becomes necessary a Temporary Traffic Regulation Order (TTRO) could be applied for by the contractor(s) to close a road or part of a road along the construction route. Whilst this would be avoided, where possible, if it becomes necessary a road or part of a road along the construction route could be closed following the temporary traffic regulation procedure set out in the DCO.

6.7.8. Where required, pedestrian access to properties within the affected road/s will be maintained at all times.

6.7.9. Appropriate traffic control signage will be agreed and provided as part of any of the above traffic management measures, in line with the Traffic Signs Regulations and General Directions (TSRGD) 2016 **[Ref-3]** and Traffic Signs Manual Chapter 8 **[Ref-2].** The exact signage will be designed by a suitably competent contractor.

6.8. Condition Survey

6.8.1. A pre-commencement walk-over Condition Survey on the local highway network will be carried out to assess the baseline condition of the adopted highway before relevant construction activities commence. The extents of the surveys will be determined in consultation with highway officers at NLC and DC in due course.

6.8.2. The survey will incorporate photographic records as appropriate. The survey will be undertaken in the presence of highway officers at NLC and CDC should they wish to be present, as required, and a date for this survey will be determined before relevant construction activities commence.

6.8.3. This would be followed by a further Condition Survey with a further photographic record covering the same extents as previously assessed at the end of the relevant construction activities, in order to identify and agree any remedial works reasonably attributable to construction activities. A date for this survey will be determined in consultation with the highway authority once construction of the Scheme is complete.

7 References

- Ref-1: Design Manual for Roads and Bridges CD109 Highway Link Design (March 2020)
- Ref-2: Department for Transport Traffic Signs Manual Chapter 8: Traffic Safety Measures and Signs for Road Works and Temporary Situations (2009)
- Ref-3: The Traffic Signs Regulations and General Directions (TSRGD) 2016.

8 Glossary

Table 9-1: Glossary for Transport and Access

Terminology	Definition
AADT	Annual Average Daily Traffic -
AIL	Abnormal Indivisible Load
CDC	City of Doncaster Council
CTMP	Construction Traffic Management Plan
DCO	Development Consent Order
DMRB	Design Manual for Roads and Bridges
ES	Environmental Statement
HGV	Heavy Goods Vehicle
LEMP	Landscape Ecological Management Plan
Mph	Miles per hour
MWp	Megawatts peak
NLC	North Lincolnshire Council

PRoW	Public Right of Way
SRN	Strategic Road Network

Figure 2.1 Indicative Access Strategy