

APPENDIX B



Kent County Council
Transport and Development Planning Team
Ashford Highway Depot,
Henwood Industrial Estate,
4 Javelin Way,
Ashford,
Kent, TN24 8AD

23 November 2017
Our Ref: MLKN/17/3752

Dear Sirs,

RE: HIGHWAY PRE-APPLICATION ADVICE - RED LION PUBLIC HOUSE, RUSTHALL

I write on behalf of Shepherd Neame Limited to formally request pre-application highways advice with respect to the proposed development of land to the rear of the Red Lion Public House, Lower Green Road, Rusthall, TN4 8TW.

This request follows pre-application planning advice from Tunbridge Wells District Council (TWDC) included within their letter dated 28th September 2017. A copy of this letter is enclosed for information purposes.

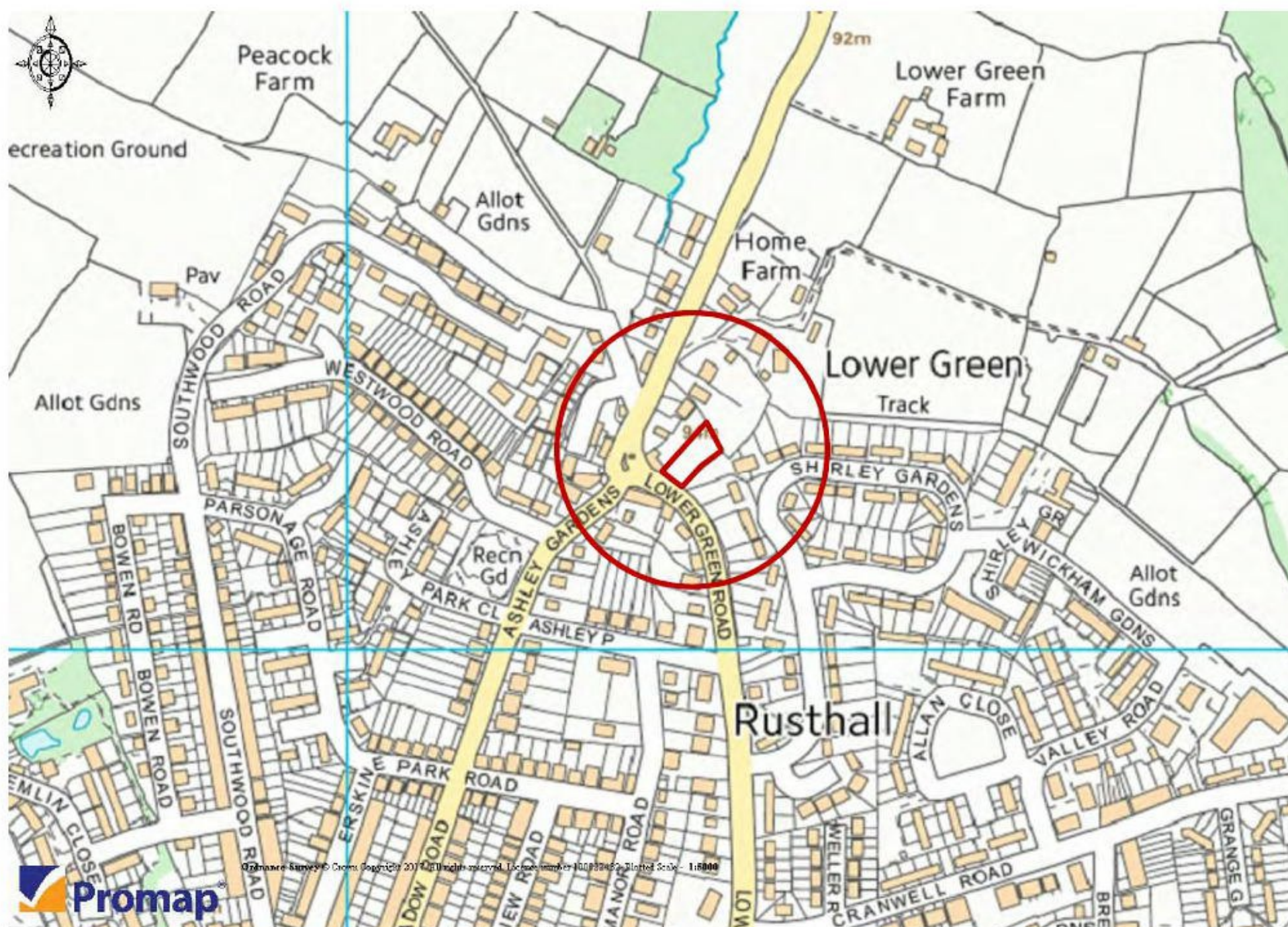
Please also find enclosed the completed 'Request for pre-planning application advice' form and a cheque made payable to Kent County Council for £250 plus VAT (£300) for the required pre-application advice fee.

The proposals seek to develop land surrounding the existing Public House to provide three 3-bedroom terraced houses. The proposals include the formation of a new vehicular access to serve the residential dwellings and as such, pre-application advice is sought to determine the suitability of such arrangements.

The key transport-related aspects of the proposals, specifically the proposed access and parking arrangements to serve to development proposals are set out below for further consideration.

Site Location

The site is located on Lower Green Road, close to its junction with Ashley Gardens and approximately 450 metres north from the village centre of Rusthall. The location of the site is illustrated on the plan below.



Site Location Plan

The development site comprises an area of open space adjacent public house at a raised level from the existing building and the adjacent public highway.

The existing Public House and its car park is served via an existing vehicle crossover on the northern side of the building, positioned on the inside of a bend on Lower Green Road and opposite its junction with Ashley Gardens.

Scheme

The proposals comprise the erection of 3 terraced dwellings located to the rear of the Public House. The proposals would include the formation of a new vehicle crossover off Lower Green Road, positioned towards the south-eastern boundary of the site to serve an area of car parking for the

residential dwellings. The proposed access would serve vehicular traffic only, with separate pedestrian access provided.

A number of options have been considered to provide suitable access to serve the proposed dwellings, including the use of the existing access serving the Public House. However, given the positioning of this historic access on a bend with limited visibility to oncoming traffic and limited opportunity to improve its position due to various constraints, a separate access has been considered appropriate.

The proposed development would not impact on the operations of the existing Public House, with the existing access, parking and servicing arrangements remaining unchanged.

Proposed Access Arrangements

As detailed on drawing **2017/3752/001** enclosed with this letter, the proposed dwellings would be accessed via a single point of access at the south-eastern extent of the site off Lower Green Road, serving all residential traffic. The proposed access has been positioned away from the Public House building to maximise visibility in both directions.

The form and layout of the proposed access arrangement has also been considered in accordance with the design requirements of KCC published within their 'Kent Design Guide' (2006). An assessment has also been undertaken of existing conditions on the adjacent public highway, principally existing vehicle speeds on Lower Green Road.

The proposed access has also been designed with similar characteristics to that of a "Shared Private Drive" considered suitable for developments of between 2 and 5 dwellings. As detailed above, the proposed access would serve vehicular traffic only, with separate and segregated access for pedestrians provided to the west.

As illustrated on drawing **2017/3752/001**, the proposed access has been shown with a 3.0 metre carriageway width, in accordance with the minimum 3.0 metre width required to allow a fire tender access. Suitable consideration would be given to ensuring that the gradient of the access road is appropriate.

To ensure suitable visibility is provided from the proposed site access, further investigation has been undertaken to determine the current traffic conditions and vehicle speeds on the adjacent section of Lower Green Road. Lower Green Road is subject to a 30mph speed limit across the site, although given its alignment, vehicle speeds are believed to be lower.

Manual for Streets (MfS) provides detailed guidance with respect to stopping sight distances for residential development, suitable for access to major roads subject to speeds of 37mph (60kph) or less. MfS confirms that *"for existing streets, the 85th percentile wet-weather speed is used"*.

To determine the *"85th percentile wet-weather speed"* and ensure that suitable visibility is provided in both directions for drivers emerging from the site access an Automatic Traffic Counter (ATC) survey has been undertaken, recording all vehicle approach speeds passing the site. The ATC survey, undertaken by specialist survey company Modal Data Limited, was carried out between the 2nd

November and 8th November 2017. The location of the ATC survey is shown on drawing **2017/3752/001**.

The results of the ATC survey are enclosed. **Table 1** below provides a summary of the recorded 85th percentile speeds in both directions.

	WESTBOUND	EASTBOUND
Recorded 85 th Percentile Speeds	24.6mph (39.6kph)	26.4mph (42.5kph)

Table 1 Recorded 85th Percentile Speeds – Lower Green Road

As demonstrated by the table above, existing vehicle approach speeds are lower than the posted 30mph speed limit. To determine an appropriate level of visibility to be provided from the site access, the results of the speed survey conducted have been interrogated further to determine the appropriate '85th percentile wet-weather speed' as quoted by Manual for Streets.

In accordance with DMRB design standard TA 22/81 "Vehicle Speed Measurement on All Purpose Roads", the Design Speed upon which visibility splays should be based should be calculated based on the speeds in wet weather conditions, with a correctional factor (wet weather reduction) applied to recorded speeds in dry weather. The weather and road surface during the period of the survey was dry and therefore the wet weather reduction has been applied in this instance. The further table below summarises the appropriate Design Speed.

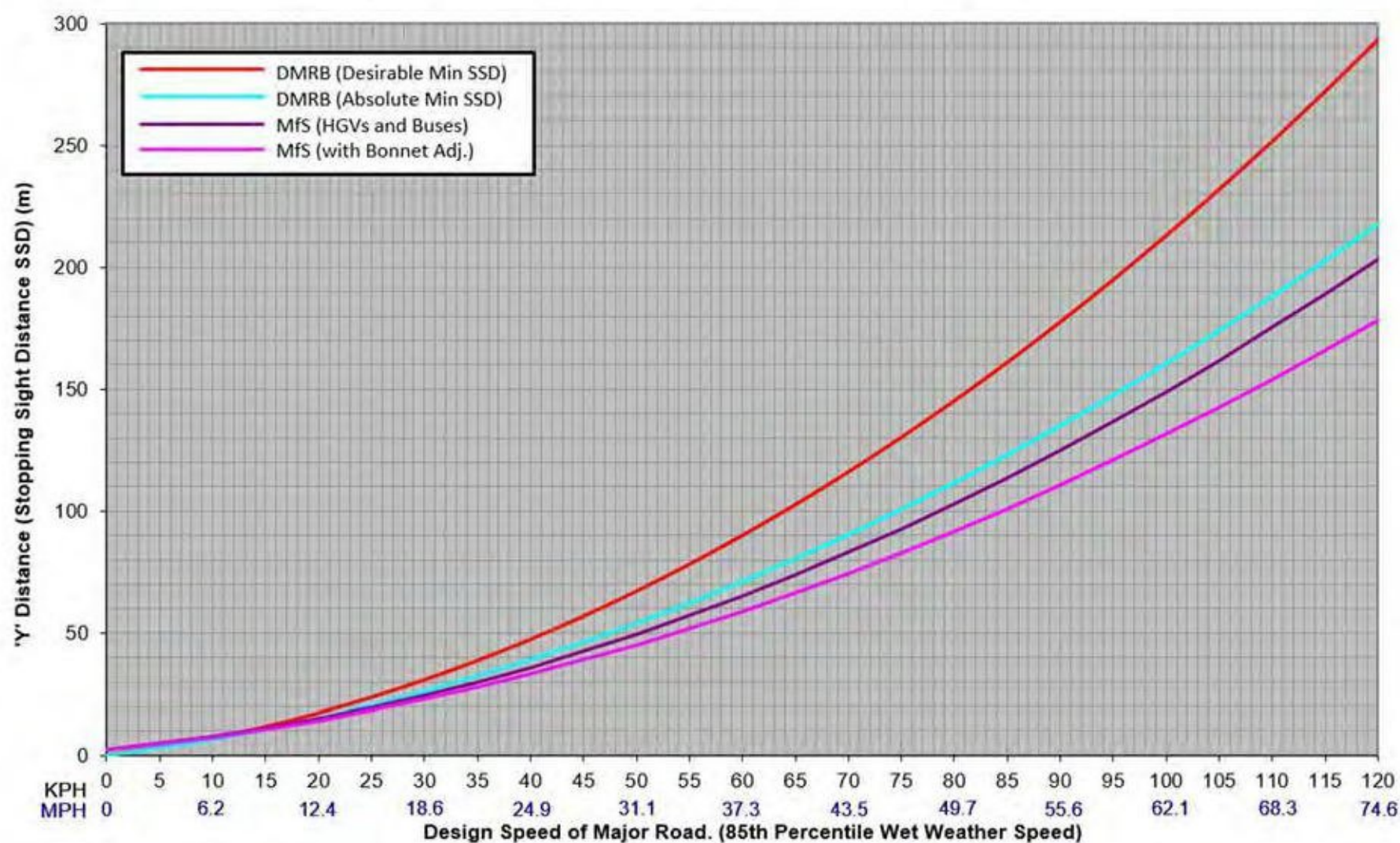
	WESTBOUND	EASTBOUND
'Wet Weather' Design Speed (-4kph reduction)	22.11mph (35.6kph)	23.42mph (38.5kph)

Table 2 Calculated Design Speed – Lower Green Road

It is noteworthy that the ATC was positioned to the south-east of the proposed access location along Lower Green Road, away from the existing bend at the Public House. This represents a robust assessment, particularly for the eastbound approach speeds of vehicles that are likely to be slower that recorded having negotiated the tight bend. It is therefore considered that the calculated Design Speed (with a wet weather reduction) also allows for this reduction.

Based on the recorded vehicle approach speeds, the level of visibility required from the site access has been considered based on guidance within Manual for Streets (MfS). The chart below provides a detailed graph of the required visibility based on the calculations provided with MfS to determine the exact requirement for the Design Speeds identified.

Design Speed against visibility along Major Road for new priority junctions.



Based on the stopping sight distance calculations in MfS, the visibility requirements from the site access are 28.3 metres towards the east (looking left) and 30.5 metres towards the west (looking to the right).

As confirmed by MfS and KCC's Interim Guidance Note 2 titled 'visibility' a 2.0 metre setback (x-distance) to measure visibility from the site access would be appropriate given the lightly trafficked nature of Lower Green Road. However, for a further element of robustness, visibility has been shown from a 2.4 metre setback in this instance.

Drawing **2017/3752/001** enclosed herewith therefore illustrates the proposed access arrangement and the level of visibility available from a 2.4 metre setback, demonstrating that the required visibility plays in excess if these requirements are achievable in both directions from the existing site access.

The photographs below illustrate the levels of visibility available from the location of the site access in both directions.



Visibility Splays from Proposed Access Location

The proposed access arrangement therefore considered to fully comply with the requirements of relevant design guidance.

Parking Arrangements

The proposed access arrangement would serve an area of allocated car parking for the proposed dwellings. The proposals would provide 2 allocated spaces per dwelling with an additional 2 unallocated spaces for visitors to ensure that no overspill parking occurs in the locality.

This level of car parking is considered to be appropriate and in accordance with KCC's 'Interim Guidance Note 3 entitled 'Residential Parking' (2008).

Scope of Planning Submission

As confirmed in paragraph 1.1.2 of KCC's 'Guidance on Transport Assessments and Travel Plans' (2008) "the transport impact of all but the smallest development will need to be assessed at Planning Application stage, either through submission of a Transport Statement or, if transport impact is likely to be significant, a full Transport Assessment".

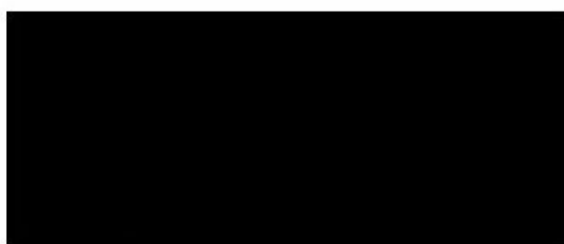
A formal Transport Assessment is not required in this instance, deemed appropriate for residential schemes above 100 units. However, given the proposed access arrangements a Transport Statement

is considered appropriate to support a future planning application. The TS would comprise the following scope:

- i) Review of existing highway conditions and site operations (as set out in this letter);
- ii) Summary of the site's accessibility credentials including access to local facilities and public transport;
- iii) Overview of the proposed access arrangements, internal layout design and servicing arrangements;
- iv) Review of proposed traffic generation and impact; and
- v) Outline of parking provision in relation to standards.

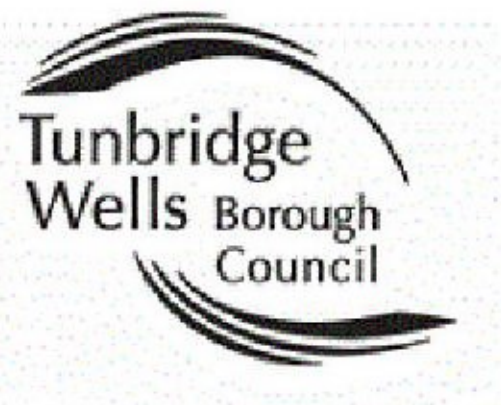
Through this pre-application process, KCC are respectfully requested to provide feedback on the suitability and acceptability of the proposed access and parking arrangements and confirm that the scope of works to support a future planning application is appropriate.

Yours faithfully,



Stuart Jones
RGP
Head Office

Encl. Pre-application Response from TWDC dated 28th September 2017
Completed 'Request for Pre-planning Advice' Form
RGP Drawing **2017/3752/001** – Proposed Access & Visibility Splays
ATC Survey Results



Mr Simon Milliken
1A The Pantiles
London Road
Tunbridge Wells
Kent, TN4 8TW

28 September 2017

Dear Mr Milliken

PRE-APPLICATION ADVICE: RESPONSE

Reference: 17/02829/PAMEET

Proposal: Pre Application Advice (Meeting) Erection of 3 No 3 bed terraced houses with new access and associated works

Location: Red Lion Lower Green Road Royal Tunbridge Wells Kent TN4 8TW

I refer to your request for pre-application advice regarding the above location and proposal. Your proposals have been considered and I have the following advice;

It was useful to meet you on site to discuss the proposals and look at the site context. I have noted that the site is inside the limits to built development where the principle of development is acceptable subject to considerations, in this case, the impact on the Red Lion Public House (a Grade II listed building), the cottages on the opposite side of the road (also Grade II listed buildings) and their settings, access, visual amenity and residential amenity. It is also necessary to consider whether the proposed dwellings will be compatible in such close proximity to a Public House and its garden.

The site provides an area of open space adjacent to the public house and there are clear views of the site from the corner of Ashley Gardens and Lower Green Road. We discussed whether the space provides a purpose in terms of the setting of the Public House and so considered that more investigation would be required regarding its historical context and how this site has still remained undeveloped. It is useful to start with consideration of this matter, in order to determine whether its loss to residential development, has any impact on the setting of the listed buildings within the vicinity of the site.

With regards to this matter, the Council's Conservation Officer, has provided me with some advice. She has advised that the open piece of land can be considered part of its setting. It may also form part of the setting of the listed Home Farm. Any proposals for development on this site would need to take into consideration the contribution of the setting of the building(s) (all of its surroundings and how it is experienced) towards its significance as part of an application, to be included in a heritage statement within a design and access statement. Historic England's GPA2 ('Managing Significance in Decision Taking) and GPA3 (Settings and Views) would need to be referred to, and the latter in particular.

It is likely that development at the site is likely to have some level of harm, however, at this stage, without the detailed proposals and supporting Heritage Statement, I am unable to confirm if this is so significant to result in refusal of the planning application.

With regards to the design of the proposals, it was noted that the depth of the proposed dwellings could potentially result in the ridge height being very high. My concern with this is that it could be too dominant in the street scene and not respect the scale of the cottages, opposite. I would therefore suggest that the depth of proposed dwellings could be of potential concern. The use of traditional roof forms and materials would be appropriate in the context.

The siting of the proposed dwellings may be able to be set back further, if the depth is reduced and this may also prevent the loss of any trees at the front of the site.

With regard to the design, I understand that you would seek to provide a traditional design with traditional materials, and this approach is considered to be appropriate in this location.

Due to the location of the development, it would seem unlikely to result in any loss of residential amenity. However I am concerned about the impact on the amenities of the future occupiers, due to its close proximity to the public house and proposed pub garden. You mentioned that an acoustic fence could be provided adjacent to the boundary, but this could result in harm to the setting of the listed building, and so further thought needs to be given to this relationship. There could also be a corresponding impact on the public house, by virtue of the residential use. In this regard, paragraph 123 of the NPPF which advises among other criteria that planning policies and decisions should aim to:

recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established;

With regards to private amenity space, it is clear that the new dwellings will all be provided with suitable private gardens and parking.

Access to the site is to be provided near to the south east corner with a driveway leading to a parking area at the rear of the site. In view of the setting of the listed buildings opposite the site, careful attention would need to be given to the visual appearance of this access from the highway. We discussed concerns regarding the location of the access being near to a bend and the advice is to seek pre-app advice with KCC Highways.

With regard to refuse, I know that you are giving this some thought and are exploring where refuse bins will be stored and what arrangement will be made for their collection.

In summary, the principle of the development should be acceptable as the site lies within the limits to built development, however this is subject to consideration of the site's contribution to the setting of the public house, the cottages opposite, and potentially Home Farm. Further consideration will need to be given to the relationship between the pub and the new dwellings and whether this can work successfully in terms of enabling the business to thrive, resulting in no harm to residential amenity and no mitigation measures harming the setting of the listed building.

I would suggest a follow up pre-app meeting, once further assessment of the site's contribution to the setting of the listed buildings has been carried out and submitted to us for consideration and when pre-app advice has been received from KCC Highways.

Any advice given by Council Officers for pre-application enquiries does not indicate a formal decision by the Local Planning Authority. Any views or opinions are given in good faith, and to the best of ability, without prejudice to the formal consideration of any planning application.

Any pre-application advice provided will be carefully considered in reaching a decision or recommendation on any subsequent application; subject to the proviso that circumstances and information may change or come to light that could alter that position. It should be noted that the weight given to pre-application advice notes may decline over time.

The final decision on any subsequent application that you may make can only be taken after the Local Planning Authority has consulted local people, statutory consultees and any other interested parties.

Yours faithfully

Avril McNamara
01892 554009

Request for pre-planning application advice

Please complete all sections of the form and use BLOCK LETTERS

1) Address of Application Site
Red Lion Public House
82 Lower Green Road,
Rusthall,
Kent, TN4 8TW

2) Name/Address of Agent
Stuart Jones
RGP
Shackleford Suite,
Mill Pool House, Mill Lane,
Godalming, Surrey
Post Code: GU7 1EY
Telephone: 01483 861681
Email : s.jones@rgp.co.uk


3) Name/Address of Applicant
Shepherd Neame Limited
17 Court Street,
Faversham,
Kent,
Post Code: ME13 7AX
Telephone: Via Agent
Email: Via Agent

4) Description of Proposed Development
Erected of three 3-bedroom houses on land surrounding the existing Public House.
Formation of a new vehicle crossover and access road via Lower Green Road to serve a parking area to the rear of the site for the proposed dwellings.

5) Attached Information	
Please provide all of the following information	
Please tick the boxes	
Details of current use(s)	<input checked="" type="checkbox"/>
Area of site (In Hectares)	<input checked="" type="checkbox"/>
Site location plan (1:1250)	<input checked="" type="checkbox"/>
Photographs of site and surroundings	<input checked="" type="checkbox"/>
Layout plan of proposal (1:200 scale)	<input checked="" type="checkbox"/>
Sketch drawings showing height and scale of development	<input checked="" type="checkbox"/>
Fee (please refer to the pre-application guidance)	<input checked="" type="checkbox"/>
If additional material is submitted, please set out the details-	
RGP letter dated 13 th November 2017.	
RGP drawing no. 2017/3752/001.	
ATC Speed Survey Results	

Company to invoice..	[Redacted]
Purchase Order no:	3752
I / We agree to pay the fees of	£250 + VAT
14 working days	[Redacted]
Signed	[Redacted]
Print Name:	STUART JONES
Date:	14/11/2017



NOTES				A3
--- EXTENT OF PUBLIC HIGHWAY				
This map is based on or reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationary Office (c) Crown Copyright. Licence Number: AL100037123 This drawing is based upon Ordnance Survey mapping - RGP accept no liability for any inaccuracies with the data.				
 Transport Planning and Infrastructure Design Consultants Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY Tel: 01483 861681 Fax: 01483 861682 www.rgp.co.uk				
Client Shepherd's Neame				
Project The Red Lion Public House, Lower Green Road, Rusthall				
Drawing Title Proposed Access & Visibility Splays				
Scale As Shown	Drawn By CEW	Checked By SAJ	Approved By SAJ	
Date November 2017	Drawing No. 2017/3752/001	Rev. -		

Automatic Traffic Counter Survey
Direction: Eastbound (BA)

MODAL

modaldata.com

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Mean	Vpp 85
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Automatic Traffic Counter Survey
Direction: Eastbound (BA)

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0200	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	28.7	-
0300	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25.6	-
0600	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
0700	1	12	1	0	0	0	0	0	0	0	0	0	14	0	0	0	1	11	2	0	0	0	0	0	0	0	0	0	0	0	0	22.6	24.4
0800	0	37	0	3	6	0	0	1	0	0	0	0	47	0	0	0	10	24	12	1	0	0	0	0	0	0	0	0	0	0	0	23	25.7
0900	0	82	0	4	5	0	0	0	0	0	0	0	91	0	0	3	9	46	33	0	0	0	0	0	0	0	0	0	0	0	0	23.6	26.4
1000	0	84	0	3	11	0	0	0	0	0	0	0	98	0	0	2	12	67	15	2	0	0	0	0	0	0	0	0	0	0	0	22.8	25.3
1100	1	104	0	0	8	0	0	0	0	0	0	0	113	0	0	1	11	75	24	2	0	0	0	0	0	0	0	0	0	0	0	22.9	25.9
1200	0	106	0	4	8	0	0	0	0	0	0	0	118	0	0	1	17	79	21	0	0	0	0	0	0	0	0	0	0	0	0	22.6	25.3
1300	0	95	0	3	10	0	0	0	0	0	0	0	108	0	0	0	12	63	32	1	0	0	0	0	0	0	0	0	0	0	0	23.4	26.6
1400	0	89	0	3	7	0	0	0	0	0	0	0	99	0	0	0	12	57	29	1	0	0	0	0	0	0	0	0	0	0	0	23.3	25.7
1500	0	76	0	1	8	0	0	0	0	0	0	0	85	0	0	0	9	49	25	2	0	0	0	0	0	0	0	0	0	0	0	23.6	26.4
1600	0	65	0	0	16	0	0	0	0	0	0	0	81	0	0	2	10	39	29	1	0	0	0	0	0	0	0	0	0	0	0	23.6	27.3
1700	0	59	0	1	13	0</																											

Automatic Traffic Counter Survey
Direction: Eastbound (BA)

MODAL

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Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Mean	Vpp 85	
0000	0	4	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-	
0100	0	4	0	0	1	0	0	0	0	0	0	0	5	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-	
0200	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-	
0300	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	-
0400	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	26	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0600	2	6	0	0	0	0	0	0	0	0	0	0	8	0	0	0	1	4	1	2	0	0	0	0	0	0	0	0	0	0	0	24.6	-	
0700	0	7	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-	
0800	2	16	0	0	3	0	0	1	0	0	0	0	22	0	0	1	4	7	9	1	0	0	0	0	0	0	0	0	0	0	0	23.5	26.2	
0900	2	47	1	1	19	0	0	0	0	0	0	0	70	0	0	1	10	41	16	2	0	0	0	0	0	0	0	0	0	0	0	23.2	26.4	
1000	1	43	0	0	6	0	0	1	0	0	0	0	51	0	0	1	8	26	16	0	0	0	0	0	0	0	0	0	0	0	0	23.2	25.9	
1100	0	57	0	1	14	1	0	0	0	0	0	0	73	0	0	1	11	42	17	1	1	0	0	0	0	0	0	0	0	0	0	23.2	26.2	
1200	0	75	1	1	16	0	0	0	0	0	0	0	93	0	0	0	8	53	32	0	0	0	0	0	0	0	0	0	0	0	0	23.8	26.4	
1300	0	72	0	1	13	0	0	0	0	0	0	0	86	0	0	0	7	47	31	1	0	0	0	0	0	0	0	0	0	0	0	24.1	27.1	
1400	1	39	0	0	10	0	0	0	0	0	0	0	50	0	0	1	3	30	15	1	0	0	0	0	0	0	0	0	0	0	0	24.1	26.4	
1500	0	35	0	0	8	0	0	0	0	0	0	0	43	0	0	0	6	20	14	3	0	0	0	0	0	0	0	0	0	0	0	24.3	28.6	
1600	0	43	0	0	5	0	0	0	0	0	0	0	48	0	0	0	5	19	24	0	0	0	0	0	0	0	0	0	0	0	0	24.1	26.6	
1700	0	46	0	0	11	0	0																											

Automatic Traffic Counter Survey
Direction: Eastbound (BA)

MODAL

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Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Mean	Vpp 85
0000	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
0100	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	26.3	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	-
0400	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	26	-
0500	0	3	0	0	1	0	0	0	0	0	0	0	4	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-
0600	1	7	0	1	0	0	0	0	0	0	0	0	9	0	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	23	-
0700	1	55	2	2	5	0	3	0	0	0	0	0	68	0	0	2	13	36	14	3	0	0	0	0	0	0	0	0	0	0	0	23	26.2
0800	1	145	4	7	30	0	0	0	1	1	0	0	189	0	0	0	15	129	44	1	0	0	0	0	0	0	0	0	0	0	0	23.3	25.7
0900	0	92	0	2	16	0	2	0	0	0	0	0	112	0	0	0	9	74	28	1	0	0	0	0	0	0	0	0	0	0	0	23.3	25.7
1000	1	61	0	2	14	0	0	0	0	0	0	0	78	0	0	0	23	44	11	0	0	0	0	0	0	0	0	0	0	0	0	21.8	24.4
1100	0	58	0	2	13	0	0	0	0	0	0	0	73	0	1	2	18	37	14	1	0	0	0	0	0	0	0	0	0	0	0	22	25.7
1200	0	61	0	1	15	0	0	0	0	0	0	0	77	0	0	0	7	52	18	0	0	0	0	0	0	0	0	0	0	0	0	23.3	25.7
1300	0	63	0	0	15	0	0	0	0	0	0	0	78	0	0	0	3	46	28	1	0	0	0	0	0	0	0	0	0	0	0	24.2	26.6
1400	0	79	0	1	24	0	0	0	0	0	0	0	104	0	0	2	10	50	39	3	0	0	0	0	0	0	0	0	0	0	0	23.7	26.6
1500	4	120	0	3	28	0	0	0	0	0	0	0	155	0	2	0	11	95	45	2	0	0	0	0	0	0	0	0	0	0	0	23.7	26.2
1600	2	102	1	2	29	0	0	0	0	0	0	0	136	0	0	0	8	84	42	1	1	0	0	0	0	0	0	0	0	0	0	23.9	26.2
1700	0	116	0	0																													

Automatic Traffic Counter Survey
Direction: Eastbound (BA)

MODAL

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Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Mean	Vpp 85
0000	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-
0100	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	34.2	-
0200	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	27.8	-
0300	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-
0400	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-
0500	0	4	0	0	2	0	0	0	0	0	0	0	6	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-
0600	0	10	0	1	2	0	0	0	0	0	0	0	13	0	0	0	2	7	4	0	0	0	0	0	0	0	0	0	0	0	0	24.1	27.3
0700	1	57	0	4	7	0	0	0	0	0	0	0	69	0	0	1	4	33	30	1	0	0	0	0	0	0	0	0	0	0	0	24.4	26.6
0800	0	157	0	5	22	0	0	0	1	1	0	0	186	0	0	0	13	112	59	2	0	0	0	0	0	0	0	0	0	0	0	23.6	26.4
0900	0	121	1	8	20	0	0	0	0	0	0	0	150	0	0	1	14	94	41	0	0	0	0	0	0	0	0	0	0	0	0	23.2	25.9
1000	0	54	0	4	8	0	0	0	0	0	0	0	66	0	0	0	14	35	14	3	0	0	0	0	0	0	0	0	0	0	0	22.8	26.2
1100	0	73	0	7	5	0	0	0	0	0	0	0	85	0	0	3	30	38	13	1	0	0	0	0	0	0	0	0	0	0	0	21.5	25.3
1200	0	75	0	5	13	0	0	0	0	0	0	0	93	0	0	4	6	55	26	2	0	0	0	0	0	0	0	0	0	0	0	23.5	26.2
1300	0	65	0	3	13	0	0	0	0	0	0	0	81	0	0	1	7	47	26	0	0	0	0	0	0	0	0	0	0	0	0	23.9	27.3
1400	1	67	0	2	15	0	0	0	0	0	0	0	85	0	0	0	9	39	37	0	0	0	0	0	0	0	0	0	0	0	0	24.1	26.8
1500	1	101	0	3	28	0	0	0	0	0	0	0	133	0	0	0	15	82	35	1	0	0	0	0	0	0	0	0	0	0	0	23.5	26.4
1600	3	121	1	4	33	0	0	0	0	0	0	0	162	0	0	0	17	109	31	3	2	0	0	0	0	0	0	0	0	0	0	23.5	25.7
1700	2	154																															

Automatic Traffic Counter Survey
Direction: Eastbound (BA)

MODAL

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Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Mean	Vpp 85
0000	0	3	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	28	-
0100	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	25.5	-
0500	0	6	0	1	1	0	0	0	0	0	0	0	8	0	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-
0600	1	14	0	0	3	0	1	0	0	0	0	0	19	0	0	0	3	7	9	0	0	0	0	0	0	0	0	0	0	0	0	24.5	27.5
0700	2	69	0	6	13	1	0	0	0	0	0	0	91	0	1	2	12	54	20	2	0	0	0	0	0	0	0	0	0	0	0	22.8	26.2
0800	1	137	0	3	31	0	0	0	0	0	0	0	172	0	0	2	22	95	51	2	0	0	0	0	0	0	0	0	0	0	0	23.4	26.8
0900	0	78	1	5	17	0	0	0	0	0	0	0	101	0	0	1	10	48	42	0	0	0	0	0	0	0	0	0	0	0	0	24	26.6
1000	1	74	1	7	16	0	0	0	0	0	0	0	99	0	0	0	14	50	32	3	0	0	0	0	0	0	0	0	0	0	0	23.9	26.8
1100	1	57	0	4	12	0	0	0	0	1	0	0	75	0	0	2	6	41	26	0	0	0	0	0	0	0	0	0	0	0	0	23.6	26.8
1200	0	47	0	3	10	0	0	0	0	0	0	0	60	0	0	0	3	39	17	1	0	0	0	0	0	0	0	0	0	0	0	23.9	25.5
1300	1	54	0	6	15	0	0	0	0	0	0	0	76	0	0	1	11	43	18	3	0	0	0	0	0	0	0	0	0	0	0	23.1	26.6
1400	0	74	0	2	24	0	0	0	0	0	0	0	100	0	0	2	11	54	31	2	0	0	0	0	0	0	0	0	0	0	0	23.6	27.1
1500	2	124	2	7	30	0	0	0	0	0	0	0	165	0	3	0	14	96	48	4	0	0	0	0	0	0	0	0	0	0	0	23.5	26.2
1600	1	116	0	4	26	0	0	0	1	1	0	0	149	0	1	1	9	96	39	3	0	0	0	0	0	0	0	0	0	0	0	23.5	26.2
1700	2	144	0																														

MODAL

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[illegible]

Automatic Traffic Counter Survey
Direction: Westbound (AB)

MODAL

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Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-	
0300	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	0	9	0	3	0	0	0	0	0	0	0	0	12	0	0	0	1	6	5	0	0	0	0	0	0	0	0	0	0	0	24.5	28	
0600	0	33	1	1	0	0	0	0	0	0	0	0	35	0	0	0	6	23	6	0	0	0	0	0	0	0	0	0	0	0	22.7	25.1	
0700	0	129	0	2	3	0	0	0	0	0	0	0	134	0	0	0	9	108	16	1	0	0	0	0	0	0	0	0	0	0	22.8	24.6	
0800	0	168	0	1	0	0	0	0	0	0	0	0	169	0	1	0	35	111	22	0	0	0	0	0	0	0	0	0	0	0	22.1	24.8	
0900	0	96	1	4	1	0	0	0	0	0	0	0	102	0	1	8	55	37	1	0	0	0	0	0	0	0	0	0	0	0	18.9	21.3	
1000	1	46	0	2	0	0	0	0	0	0	0	0	49	0	0	4	19	24	2	0	0	0	0	0	0	0	0	0	0	0	19.8	21.9	
1100	0	74	0	8	1	0	0	0	0	0	0	0	83	0	0	7	35	40	1	0	0	0	0	0	0	0	0	0	0	0	19.7	23	
1200	0	72	1	5	0	0	0	0	0	0	0	0	78	0	1	4	30	40	3	0	0	0	0	0	0	0	0	0	0	0	20.1	22.6	
1300	1	54	0	2	0	0	0	0	0	0	0	0	57	0	0	3	32	20	2	0	0	0	0	0	0	0	0	0	0	0	19.1	22.4	
1400	0	83	0	7	2	1	0	0	0	0	0	0	93	0	1	5	42	43	2	0	0	0	0	0	0	0	0	0	0	0	19.7	22.6	
1500	0	96	0	5	0	0	0	0	0	0	0	0	101	0	1	4	41	49	5	1	0	0	0	0	0	0	0	0	0	0	20.3	23.3	
1600	0	125	1	10	1	0	0	0	0	0	0	0	137	0	0	3	42	85	7	0	0	0	0	0	0	0	0	0	0	0	21.1	23.7	
1700	1	117	0	5	1	0	0	0	0	0	0	0	124	0	0	1	39	68	15														

Automatic Traffic Counter Survey
Direction: Westbound (AB)

MODAL

modaldata.com

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Mean	Vpp 85
0000	1	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	29	-
0100	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	26.6	-
0200	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20	-
0300	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-
0400	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-
0500	0	11	0	2	0	0	0	0	0	0	0	0	13	0	0	0	1	6	4	2	0	0	0	0	0	0	0	0	0	0	0	25	26.8
0600	1	22	0	3	0	0	0	0	0	0	0	0	26	0	0	0	1	17	8	0	0	0	0	0	0	0	0	0	0	0	0	23.8	26.6
0700	1	105	0	11	3	0	0	0	0	0	0	0	120	0	0	0	18	82	18	2	0	0	0	0	0	0	0	0	0	0	0	22.8	25.1
0800	0	141	0	0	2	0	0	0	0	0	0	0	143	0	0	0	12	109	22	0	0	0	0	0	0	0	0	0	0	0	0	22.7	24.8
0900	0	75	0	4	2	0	0	0	0	0	0	0	81	0	0	1	15	54	11	0	0	0	0	0	0	0	0	0	0	0	0	21.8	24.6
1000	1	69	0	3	0	0	0	0	0	0	0	0	73	0	0	2	23	41	7	0	0	0	0	0	0	0	0	0	0	0	0	21	23.9
1100	0	74	0	6	0	0	0	0	0	0	0	0	80	0	0	1	14	54	10	1	0	0	0	0	0	0	0	0	0	0	0	22	24.6
1200	0	99	0	9	0	0	0	0	0	0	0	0	108	0	2	1	26	63	16	0	0	0	0	0	0	0	0	0	0	0	0	21.5	24.4
1300	0	72	0	9	0	0	0	0	0	0	0	0	81	0	0	0	27	41	12	1	0	0	0	0	0	0	0	0	0	0	0	21.8	25.3
1400	0	90	0	9	0	0	0	1	0	0	0	0	100	0	0	1	13	72	14	0	0	0	0	0	0	0	0	0	0	0	0	22.4	24.6
1500	0	110	1	8	0	0	0	0	0	0	0	0	119	0	0	4	35	66	14	0	0	0	0	0	0	0	0	0	0	0	0	21.2	24.2
1600	1	111	0	4	1	0	1	0	0	0	0	0	118	0	0	2	33	73	9	1	0	0	0	0	0	0	0	0	0	0	0	21.2	23.5
1700	1	126	1																														

MODAL

04 November 2017

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Mean	Vpp 85
0000	0	10	0	0	1	0	0	0	0	0	0	0	11	0	0	0	3	7	0	1	0	0	0	0	0	0	0	0	0	0	0	21.2	21.9
0100	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-
0200	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-
0300	1	3	0	0	0	0	0	0	0	0	0	0	4	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-
0400	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-
0500	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-
0600	0	7	0	1	0	0	0	0	0	0	0	0	8	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	23	-
0700	0	21	0	2	0	0	0	0	0	0	0	0	23	0	0	1	3	16	3	0	0	0	0	0	0	0	0	0	0	0	0	22.5	24.6
0800	0	54	1	3	1	0	0	0	0	0	0	0	59	0	0	0	10	39	10	0	0	0	0	0	0	0	0	0	0	0	0	22.6	25.3
0900	1	82	1	2	0	1	0	0	0	0	0	0	87	0	0	4	22	52	9	0	0	0	0	0	0	0	0	0	0	0	0	21.4	23.9
1000	0	99	0	4	0	0	0	0	0	0	0	0	103	0	0	1	21	71	10	0	0	0	0	0	0	0	0	0	0	0	0	21.7	24.2
1100	0	84	1	2	0	0	0	0	0	0	0	0	87	0	0	0	18	60	9	0	0	0	0	0	0	0	0	0	0	0	0	21.7	24.2
1200	0	104	0	6	0	0	0	0	0	0	0	0	110	0	0	0	25	73	11	1	0	0	0	0	0	0	0	0	0	0	0	21.9	24.2
1300	0	84	0	1	0	0	0	0	0	0	0	0	85	0	0	0	23	50	12	0	0	0	0	0	0	0	0	0	0	0	0	21.8	24.4
1400	0	87	1	2	2	0	0	0	0	0	0	0	92	0	0	0	16	65	11	0	0	0	0	0	0	0	0	0	0	0	0	22.1	24.4
1500	0	62	0	2	0	0	0	0	0	0	0	0	64	0	0	1	11	46	6	0	0	0	0	0	0	0	0	0	0	0	0	21.8	24.2
1600	0	76	0	0	0	0	0	0	0	0	0	0	76	0	0	1	18	49	7	1	0	0	0	0	0	0	0	0	0	0	0	21.9	24.2
1700	1	62	0	1	1	0	0	0	0	0	0	0	65	0	0	1	12	48	4	0	0	0	0	0	0	0	0	0	0	0	0	21.7	23
1800	2	54	0	0	0	0	0	0	0	0	0	0	56	0	0	1	19	26	10	0	0	0	0	0	0	0	0	0	0	0	0	21.3	25.1
1900	0	39	0	2	2	0	0	0	0	0	0	0	43	0	0	0	14	22	7	0	0	0	0	0	0	0	0	0	0	0	0	21.8	25.1
2000	0	25	0	1	0	0	0	0	0	0	0	0	26	0	0	0	5	18	3	0	0	0	0	0	0	0	0	0	0	0	0	22.1	24.4
2100	0	27	0	2	0	0	0	0	0	0	0	0	29	0	0	0	5	19	4	1	0	0	0	0	0	0	0	0	0	0	0	22.7	25.7
2200	0	25	0	0	0	0	0	0	0	1	0	0	26	0	0	2	3	18	2	1	0	0	0	0	0	0	0	0	0	0	0	21.8	24.8
2300	0	16	0	2	0	0	0	0	0	0	0	0	18	0	0	0	1	13	4	0	0	0	0	0	0	0	0	0	0	0	0	23.4	25.3
08-09	0	54	1	3	1	0	0	0	0	0	0	0	59	0	0	0	10	39	10	0	0	0	0	0	0	0	0	0	0	0	0	22.6	25.3
17-18	1	62	0	1	1	0	0	0	0	0	0	0	65	0	0	1	12	48	4	0	0	0	0	0	0	0	0	0	0	0	0	21.7	23
10-16	0	520	2	17	2	0	0	0	0	0	0	0	541	0	0	2	114	365	59	1	0	0	0	0	0	0	0	0	0	0	0	21.9	24.4
00-05	1	19	0	0	1	0	0	0	0	0	0	0	21	0	0	1	6	13	0	1	0	0	0	0	0	0	0	0	0	0	0	21	22.8
00-00	5	1030	4	33	7	1	0	0	0	1	0	0	1081	0	0	13	232	707	124	5	0	0	0	0	0	0	0	0	0	0	0	21.9	24.4

Automatic Traffic Counter Survey
Direction: Westbound (AB)

MODAL

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Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Mean	Vpp 85
0000	0	6	0	1	0	0	0	0	0	0	0	0	7	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-
0100	0	3	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-
0200	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	22	-
0300	0	2	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-
0400	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-
0500	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	-
0600	0	7	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	25.4	-
0700	2	12	0	1	0	1	0	0	0	0	0	0	16	0	1	0	5	4	6	0	0	0	0	0	0	0	0	0	0	0	0	21.4	26.2
0800	0	18	0	0	0	0	0	0	0	0	0	0	18	0	0	0	2	14	2	0	0	0	0	0	0	0	0	0	0	0	0	22.4	23.7
0900	0	60	0	0	0	0	0	0	0	0	0	0	60	0	0	0	10	36	14	0	0	0	0	0	0	0	0	0	0	0	0	22.4	25.3
1000	0	71	0	6	1	0	0	0	0	0	0	0	78	0	0	1	12	53	11	1	0	0	0	0	0	0	0	0	0	0	0	22.5	24.8
1100	0	71	1	2	0	0	0	0	1	0	0	0	75	0	0	0	11	46	16	2	0	0	0	0	0	0	0	0	0	0	0	23	25.7
1200	1	82	0	0	1	0	0	0	0	0	0	0	84	0	0	0	15	45	24	0	0	0	0	0	0	0	0	0	0	0	0	22.8	25.7
1300	0	61	0	0	0	0	0	0	0	0	0	0	61	0	0	1	9	45	6	0	0	0	0	0	0	0	0	0	0	0	0	22.2	24.6
1400	0	60	0	0	0	0	0	0	0	0	0	0	60	0	0	0	10	42	7	1	0	0	0	0	0	0	0	0	0	0	0	22.5	24.4
1500	1	55	0	1	0	0	0	0	0	0	0	0	57	0	0	0	10	47	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	23.5
1600	2	75	0	0	3	0	0	0	0	0	0	0	80	0	0	1	22	48	9	0	0	0	0	0	0	0	0	0	0	0	0	21.7	24.6
1700	0	55	0	0	1	0	0																										

Automatic Traffic Counter Survey
Direction: Westbound (AB)

MODAL

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Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Mean	Vpp 85
0000	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-
0100	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	15	0	2	1	0	0	0	0	0	0	0	18	0	0	0	0	12	5	1	0	0	0	0	0	0	0	0	0	0	0	24.4	26.4
0600	0	23	0	1	0	0	0	0	0	0	0	0	24	0	0	1	1	16	6	0	0	0	0	0	0	0	0	0	0	0	0	23.4	25.9
0700	0	114	0	4	3	0	0	0	0	0	0	0	121	0	0	0	17	87	16	1	0	0	0	0	0	0	0	0	0	0	0	22.5	24.8
0800	2	194	1	6	5	1	0	0	0	0	0	0	209	0	0	4	52	140	13	0	0	0	0	0	0	0	0	0	0	0	0	21.6	23.7
0900	1	93	1	3	2	0	0	0	0	0	0	0	100	0	0	0	20	73	7	0	0	0	0	0	0	0	0	0	0	0	0	21.7	23.7
1000	2	73	0	2	0	0	0	0	0	0	0	0	77	0	0	0	20	49	8	0	0	0	0	0	0	0	0	0	0	0	0	21.8	23.7
1100	0	84	0	2	1	0	0	0	0	0	0	0	87	0	0	1	30	50	6	0	0	0	0	0	0	0	0	0	0	0	0	21.1	23.9
1200	0	66	0	3	0	0	0	0	0	0	0	0	69	0	0	1	5	56	7	0	0	0	0	0	0	0	0	0	0	0	0	22.5	24.6
1300	1	78	0	4	1	0	0	0	0	0	0	0	84	0	0	0	16	55	13	0	0	0	0	0	0	0	0	0	0	0	0	22.3	24.8
1400	0	91	0	7	1	0	0	0	0	0	0	0	99	0	0	4	26	64	5	0	0	0	0	0	0	0	0	0	0	0	0	21.2	23.7
1500	0	121	1	5	1	0	0	0	0	0	0	0	128	0	0	1	22	95	10	0	0	0	0	0	0	0	0	0	0	0	0	21.6	23.5
1600	0	138	1	10	2	0	0	0	0	0	0	0	151	0	0	0	34	106	10	1	0	0	0	0	0	0	0	0	0	0	0	21.6	23.9
1700	0	130	0</																														

Automatic Traffic Counter Survey
Direction: Westbound (AB)

MODAL

modaldata.com

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-
0300	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	-
0400	0	2	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-
0500	0	13	0	2	0	0	0	0	0	0	0	0	15	0	0	0	0	9	6	0	0	0	0	0	0	0	0	0	0	0	0	24.3	26.6
0600	2	24	0	2	0	0	0	0	0	0	0	0	28	0	0	0	1	18	9	0	0	0	0	0	0	0	0	0	0	0	0	23.8	26.2
0700	0	113	0	9	2	0	0	0	0	0	0	0	124	0	0	0	17	78	28	1	0	0	0	0	0	0	0	0	0	0	0	23.1	26.2
0800	3	181	0	9	2	0	0	0	0	0	0	0	195	0	0	0	46	124	24	1	0	0	0	0	0	0	0	0	0	0	0	21.9	24.6
0900	0	107	0	7	1	0	0	0	0	0	0	0	115	0	0	2	20	73	20	0	0	0	0	0	0	0	0	0	0	0	0	22.2	25.1
1000	0	58	0	5	0	0	0	0	0	0	0	0	63	0	0	1	16	38	8	0	0	0	0	0	0	0	0	0	0	0	0	21.5	24.6
1100	0	65	0	7	1	0	0	0	0	0	0	0	73	0	0	4	24	37	8	0	0	0	0	0	0	0	0	0	0	0	0	21.1	24.6
1200	0	83	0	1	2	0	0	0	0	0	0	0	86	0	0	0	19	53	14	0	0	0	0	0	0	0	0	0	0	0	0	22.3	25.1
1300	0	70	0	6	0	0	0	0	0	0	0	0	76	0	0	1	16	43	16	0	0	0	0	0	0	0	0	0	0	0	0	22.2	25.3
1400	1	97	0	7	3	0	0	0	0	0	0	0	108	0	0	2	28	62	14	2	0	0	0	0	0	0	0	0	0	0	0	21.9	24.8
1500	0	132	0	12	1	0	0	0	0	0	0	0	145	0	0	2	30	97	16	0	0	0	0	0	0	0	0	0	0	0	0	21.9	24.6
1600	0	121	0	7	0	0	0	0	0	0	0	0	128	0	0	2	36	79	9	0	2	0	0	0	0	0	0	0	0	0	0	21.5	23.9
1700	0	166																															

Automatic Traffic Counter Survey
Direction: Westbound (AB)

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Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Mean	Vpp 85
0000	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	-
0400	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	-
0500	0	19	0	3	0	0	0	0	0	0	0	0	22	0	0	0	3	8	9	2	0	0	0	0	0	0	0	0	0	0	0	24.6	28.2
0600	1	27	0	4	1	0	0	0	0	0	0	0	33	0	0	0	3	18	12	0	0	0	0	0	0	0	0	0	0	0	0	23.8	26.4
0700	2	116	1	3	1	0	0	0	0	0	0	0	123	0	0	0	17	82	23	1	0	0	0	0	0	0	0	0	0	0	0	22.7	25.3
0800	3	197	1	10	3	0	0	0	0	0	0	0	214	0	0	6	39	149	20	0	0	0	0	0	0	0	0	0	0	0	0	21.8	24.4
0900	1	83	1	2	1	0	0	0	0	0	0	0	88	0	0	2	12	61	13	0	0	0	0	0	0	0	0	0	0	0	0	22.3	24.8
1000	1	51	0	3	0	0	0	0	0	0	0	0	55	0	0	0	8	41	6	0	0	0	0	0	0	0	0	0	0	0	0	21.9	23.9
1100	0	76	0	10	3	0	0	0	0	0	0	0	89	0	0	1	17	64	6	1	0	0	0	0	0	0	0	0	0	0	0	21.8	24.2
1200	1	79	0	5	2	0	1	0	0	0	0	0	88	0	0	3	24	51	10	0	0	0	0	0	0	0	0	0	0	0	0	21.4	24.4
1300	0	77	0	2	0	0	0	0	0	0	0	0	79	0	0	1	10	53	15	0	0	0	0	0	0	0	0	0	0	0	0	22.8	25.1
1400	0	104	0	9	1	0	0	0	0	0	0	0	114	0	0	1	26	75	11	1	0	0	0	0	0	0	0	0	0	0	0	22.1	24.4
1500	1	113	0	9	3	1	0	0	0	0	0	0	127	0	2	1	24	77	23	0	0	0	0	0	0	0	0	0	0	0	0	22.1	25.3
1600	1	125	0	10	2	1	0	0	0	0	0	0	139	0	0	1	21	103	12	2	0	0	0	0	0	0	0	0	0	0	0	22.3	24.4
1700	0	120</																															

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