

APPENDIX 15.4 – TRAFFIC DATA AND ASSESSMENT

Loddon Garden Village

1 INTRODUCTION

- 1.1.1 This Traffic Data and Assessment Appendix presents the source data, methodology and results of the operational traffic noise assessment undertaken for the Loddon Garden Village (henceforth referred to as the Proposed Development).
- 1.1.2 The road traffic movements associated with the Proposed Development have the potential to cause an adverse noise effect on the existing noise sensitive receptors surrounding the site and future noise sensitive receptors within the site. Any effect is likely to be highest for those receptors which are located along the site access roads, or those directly adjacent to the main roads surrounding the Proposed Development.
- 1.1.3 The information from this Appendix informs the assessment of the likely significant effects of changes to the local acoustic environment as a result of road traffic linked to the Proposed Development.

2 METHODOLOGY

2.1.1 The assessment of development led road traffic noise has been undertaken in accordance with CRTN, and using the impact magnitude criteria set out in Table 2-1. The assessment relies upon the predicted traffic data which has been provided by Abley Letchford via email on 28th August 2025. The data has been provided as an 18hr AAWT with HGV % and road speeds and a relevant subset is summarised in Annex A.

2.1.2 These terms are calculated as follows:

- Short term: Do Minimum Opening Year (DMOY) compared against Do Something Opening Year (DSOY); and
- Long-term: DMOY compared against Do Something Future Year (DSFY)

2.1.3 In the context of this assessment, the following years have been selected from the provided traffic data:

- Opening Year: 2028
- Future Year: 2040

2.1.4 Magnitude of impact has been assessed in line with the guidance provided in DMRB LA111, summarised in Table 2-1 and Table 2-2.

Table 2-1 Magnitude of Impact – Operational Traffic

Magnitude	Change in Noise Level	
	Short-term	Long-term
High	> 5 dB	> 10 dB
Medium	3.0 – 4.9 dB	5.0 – 9.9 dB
Low	1.0 – 2.9 dB	3.0 – 4.9 dB
Negligible	0.1 – 0.9 dB	0.1 – 2.9 dB

Table 2-2 Traffic Noise LOAEL and SOAEL

Time Period	SOAEL	LOAEL
Daytime	68 dB L _{A10,18h} (façade)	55 dB L _{A10,18h} (façade)
	63 dB L _{Aeq,16h} (free-field)	50 dB L _{Aeq,16h} (free-field)
Night	55 dB L _{night,outside} (free-field)	40 dB L _{night,outside} (free-field)

Results

2.1.5 The results of the daytime assessment for existing links are presented in Table 2-3.

Table 2-3 Daytime change in Traffic Noise (Freefield Levels)

Link	WSTM Reference	BNL $L_{A10,18h}$			Short Term Impact			Long Term Impact		
		DMOY	DSOY	DSFY	Level	Change dB	Magnitude	LOAEL/SOAEL	Change dB	Magnitude
1	103	78.7	78.7	79.3	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	0.6	Negligible Adverse
2	105	78.3	78.3	79.4	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	1.1	Negligible Adverse
3	262	67.5	67.5	67.5	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	0.0	Negligible Adverse
4	264	65.7	65.7	66.3	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	0.6	Negligible Adverse
5	268	65.9	65.9	66.3	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	0.4	Negligible Adverse
6	269	67.4	67.4	68.0	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	0.6	Negligible Adverse
7	310	70.6	70.7	70.7	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	0.1	Negligible Adverse
8	447	61.7	61.7	63.1	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	1.4	Negligible Adverse
9	460	68.3	68.3	68.9	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	0.6	Negligible Adverse
10	461	61.8	61.9	62.3	Between LOAEL and SOAEL	0.1	Negligible Adverse	Between LOAEL and SOAEL	0.5	Negligible Adverse
11	10425	66.1	66.1	67.2	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	1.1	Negligible Adverse
12	10772	65.4	65.4	67.8	Between LOAEL and SOAEL	0.0	Negligible Adverse	Above SOAEL	2.4	Negligible Adverse
13	10774	69.2	69.3	70.6	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	1.4	Negligible Adverse
14	10775	61.7	61.7	63.0	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	1.3	Negligible Adverse
15	10775	61.7	61.7	63.0	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	1.3	Negligible Adverse

Link	WSTM Reference	BNL L _{A10,18h}			Short Term Impact			Long Term Impact		
		DMOY	DSOY	DSFY	Level	Change dB	Magnitude	LOAEL/SOAEL	Change dB	Magnitude
16	10781	62.4	62.4	62.8	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	0.4	Negligible Adverse
17	10787	69.4	69.4	70.0	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	0.6	Negligible Adverse
18	10788	67.9	68.0	68.5	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	0.6	Negligible Adverse
19	10789	61.4	61.4	61.5	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	0.1	Negligible Adverse
20	11671	70.6	70.7	72.1	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	1.5	Negligible Adverse
21	11676	61.0	61.0	60.7	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	-0.3	Negligible Beneficial
22	11851	62.0	62.0	62.1	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	0.1	Negligible Adverse
23	12105	60.8	60.8	61.1	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	0.3	Negligible Adverse
24	12106	60.2	60.2	66.5	Between LOAEL and SOAEL	0.0	Negligible Adverse	Above SOAEL	6.3	Medium Adverse
25	12107	62.1	62.1	67.0	Between LOAEL and SOAEL	0.0	Negligible Adverse	Above SOAEL	4.9	Low Adverse
26	12108	62.1	62.1	67.0	Between LOAEL and SOAEL	0.0	Negligible Adverse	Above SOAEL	4.9	Low Adverse
27	12109	62.8	62.8	63.1	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	0.3	Negligible Adverse
28	12110	67.4	67.5	66.7	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	-0.7	Negligible Beneficial
29	12111	67.4	67.5	66.6	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	-0.8	Negligible Beneficial
30	12112	65.7	65.8	65.9	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	0.2	Negligible Adverse
31	12113	65.7	65.8	65.2	Above SOAEL	0.1	Negligible Adverse	Between LOAEL and SOAEL	-0.5	Negligible Beneficial

2.1.6 The results of the night-time assessment are presented in Table 2-4.

Table 2-4 Night-time change in Traffic Noise (Freefield levels)

Link	WSTM Reference	BNL L _{night}			Short Term Impact			Long Term Impact		
		DMOY	DSOY	DSFY	Level	Change dB	Magnitude	LOAEL/SOAEL	Change dB	Magnitude
1	103	67.1	67.1	67.6	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	0.5	Negligible Adverse
2	105	66.7	66.7	67.7	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	1.0	Negligible Adverse
3	262	57.0	57.0	57.0	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	0.0	Negligible Adverse
4	264	55.4	55.4	55.9	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	0.5	Negligible Adverse
5	268	55.5	55.5	55.9	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	0.4	Negligible Adverse
6	269	56.9	56.9	57.4	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	0.5	Negligible Adverse
7	310	59.8	59.9	59.9	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	0.1	Negligible Adverse
8	447	51.8	51.8	53.0	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	1.3	Negligible Adverse
9	460	57.7	57.7	58.2	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	0.5	Negligible Adverse
10	461	51.9	51.9	52.3	Between LOAEL and SOAEL	0.1	Negligible Adverse	Between LOAEL and SOAEL	0.5	Negligible Adverse
11	10425	55.7	55.7	56.7	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	1.0	Negligible Adverse
12	10772	55.1	55.1	57.3	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	2.2	Negligible Adverse
13	10774	58.5	58.6	59.8	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	1.3	Negligible Adverse
14	10775	51.8	51.8	52.9	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	1.2	Negligible Adverse
15	10775	51.8	51.8	52.9	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	1.2	Negligible Adverse
16	10781	52.4	52.4	52.8	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	0.4	Negligible Adverse

Link	WSTM Reference	BNL L _{night}			Short Term Impact			Long Term Impact		
		DMOY	DSOY	DSFY	Level	Change dB	Magnitude	LOAEL/SOAEL	Change dB	Magnitude
17	10787	58.7	58.7	59.2	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	0.5	Negligible Adverse
18	10788	57.3	57.4	57.9	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	0.5	Negligible Adverse
19	10789	51.5	51.5	51.6	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	0.1	Negligible Adverse
20	11671	59.8	59.9	61.1	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	1.4	Negligible Adverse
21	11676	51.1	51.1	50.9	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	-0.3	Negligible Beneficial
22	11851	52.0	52.0	52.1	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	0.1	Negligible Adverse
23	12105	51.0	51.0	51.2	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	0.3	Negligible Adverse
24	12106	50.4	50.4	56.1	Between LOAEL and SOAEL	0.0	Negligible Adverse	Above SOAEL	5.7	Medium Adverse
25	12107	52.1	52.1	56.5	Between LOAEL and SOAEL	0.0	Negligible Adverse	Above SOAEL	4.4	Low Adverse
26	12108	52.1	52.1	56.5	Between LOAEL and SOAEL	0.0	Negligible Adverse	Above SOAEL	4.4	Low Adverse
27	12109	52.8	52.8	53.0	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	0.3	Negligible Adverse
28	12110	56.9	57.0	56.3	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	-0.6	Negligible Beneficial
29	12111	56.9	57.0	56.2	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	-0.7	Negligible Beneficial
30	12112	55.4	55.5	55.5	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	0.2	Negligible Adverse
31	12113	55.4	55.5	54.9	Above SOAEL	0.1	Negligible Adverse	Between LOAEL and SOAEL	-0.4	Negligible Beneficial

2.1.7 The short-term increase on all links was less than 1 dB.

2.1.8 The worst-case long-term increases were 6.3 dB on Link 12107 and 4.9 dB on Links 12108 and 12109. Increases on all other links were less than 3 dB.

2.1.9 It is noted that these links comprise Cutbush Lane East, as highlighted in yellow in Figure 2-1. This is to become one of the main access roads into the new development and has no existing sensitive receptors.

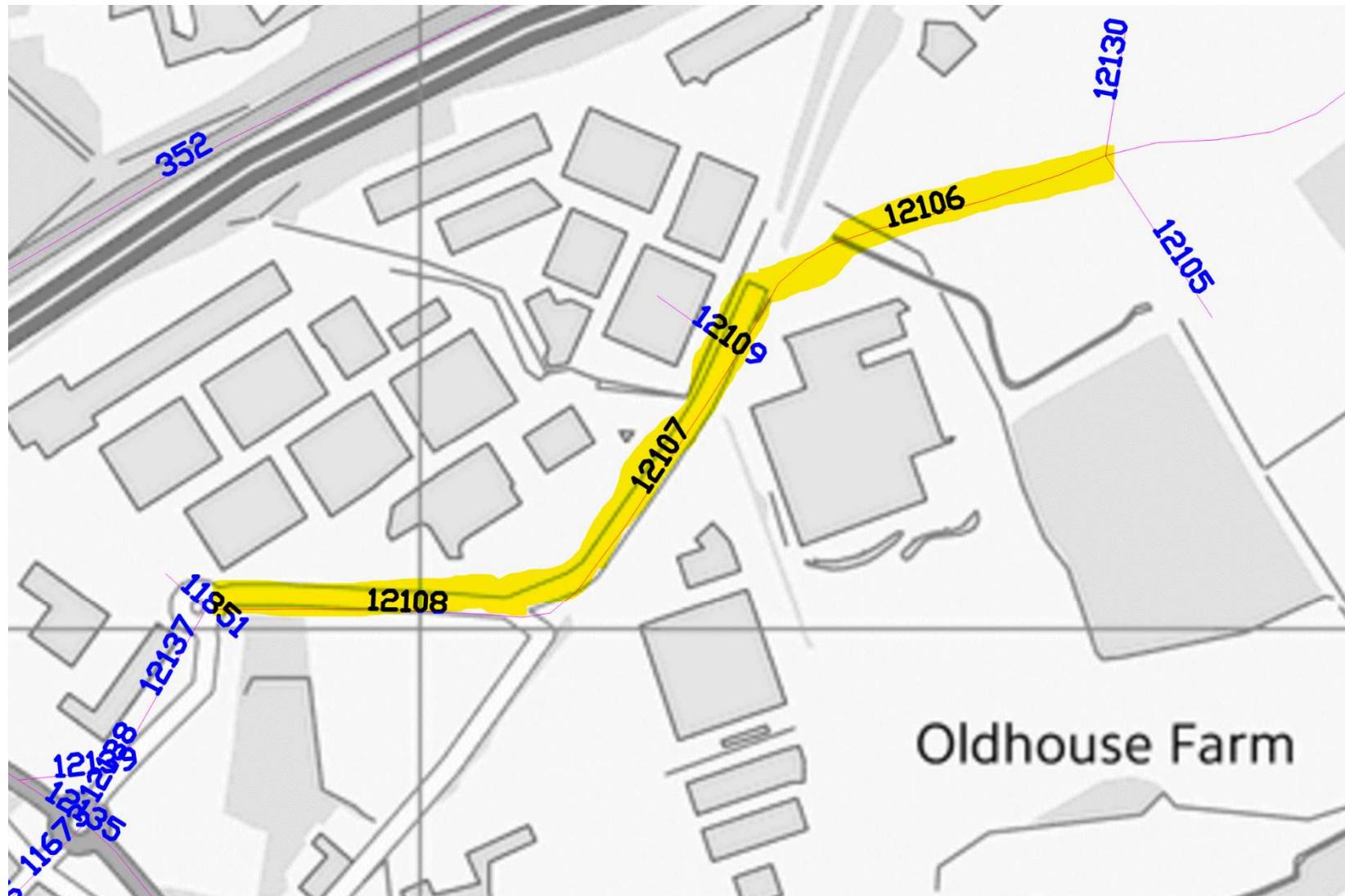


Figure 2-1 Location of links 12106, 12107 and 12108

Cumulative Results

2.1.10 The results of the daytime assessment taking into consideration the wider Loddon Garden Village scheme are presented in Table 2-5.

Table 2-5 Cumulative Daytime change in Traffic Noise (Freefield Levels)

Link No.	WSTM Reference	BNL $L_{A10,18h}$			Short Term Impact			Long Term Impact		
		DMOY	DSOY	DSFY	Level	Change dB	Magnitude	LOAEL/SOAEL	Change dB	Magnitude
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3	262	67.5	67.6	67.7	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	0.2	Negligible Adverse
4	264	65.7	65.9	66.5	Above SOAEL	0.2	Negligible Adverse	Above SOAEL	0.8	Negligible Adverse
5	268	65.9	66.1	66.5	Above SOAEL	0.2	Negligible Adverse	Above SOAEL	0.6	Negligible Adverse
6	269	67.4	67.5	68.1	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	0.7	Negligible Adverse
7	310	70.6	70.7	70.8	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	0.2	Negligible Adverse
8	447	61.7	61.7	63.2	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	1.5	Negligible Adverse
9	460	68.3	68.6	69.1	Above SOAEL	0.3	Negligible Adverse	Above SOAEL	0.8	Negligible Adverse
10	461	61.8	61.9	62.4	Between LOAEL and SOAEL	0.1	Negligible Adverse	Between LOAEL and SOAEL	0.6	Negligible Adverse
11	10425	66.1	66.1	67.2	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	1.1	Negligible Adverse
12	10772	65.4	65.5	68.0	Between LOAEL and SOAEL	0.1	Negligible Adverse	Above SOAEL	2.6	Negligible Adverse
13	10774	69.2	69.4	70.7	Above SOAEL	0.2	Negligible Adverse	Above SOAEL	1.5	Negligible Adverse
14	10775	61.7	61.9	63.1	Between LOAEL and SOAEL	0.2	Negligible Adverse	Between LOAEL and SOAEL	1.4	Negligible Adverse
15	10775	61.7	61.9	63.1	Between LOAEL and SOAEL	0.2	Negligible Adverse	Between LOAEL and SOAEL	1.4	Negligible Adverse

Link No.	WSTM Reference	BNL L _{A10,18h}			Short Term Impact			Long Term Impact		
		DMOY	DSOY	DSFY	Level	Change dB	Magnitude	LOAEL/SOAEL	Change dB	Magnitude
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22	11851	62.0	62.0	62.1	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	0.1	Negligible Adverse
23	12105	60.8	60.8	61.1	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	0.3	Negligible Adverse
24	12106	60.2	60.2	66.7	Between LOAEL and SOAEL	0.0	Negligible Adverse	Above SOAEL	6.5	Medium Adverse
25	12107	62.1	62.1	67.1	Between LOAEL and SOAEL	0.0	Negligible Adverse	Above SOAEL	5.0	Low Adverse
26	12108	62.1	62.1	67.1	Between LOAEL and SOAEL	0.0	Negligible Adverse	Above SOAEL	5.0	Low Adverse
27	12109	62.8	62.8	63.1	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	0.3	Negligible Adverse
28	12110	67.4	67.7	66.9	Above SOAEL	0.3	Negligible Adverse	Above SOAEL	-0.5	Negligible Beneficial
29	12111	67.4	67.7	66.8	Above SOAEL	0.3	Negligible Adverse	Above SOAEL	-0.6	Negligible Beneficial
30	12112	65.7	66.5	66.2	Above SOAEL	0.8	Negligible Adverse	Above SOAEL	0.5	Negligible Adverse
31	12113	65.7	66.5	65.5	Above SOAEL	0.8	Negligible Adverse	Between LOAEL and SOAEL	-0.2	Negligible Beneficial

2.1.11 The results of the night-time assessment are presented in Table 2-6.

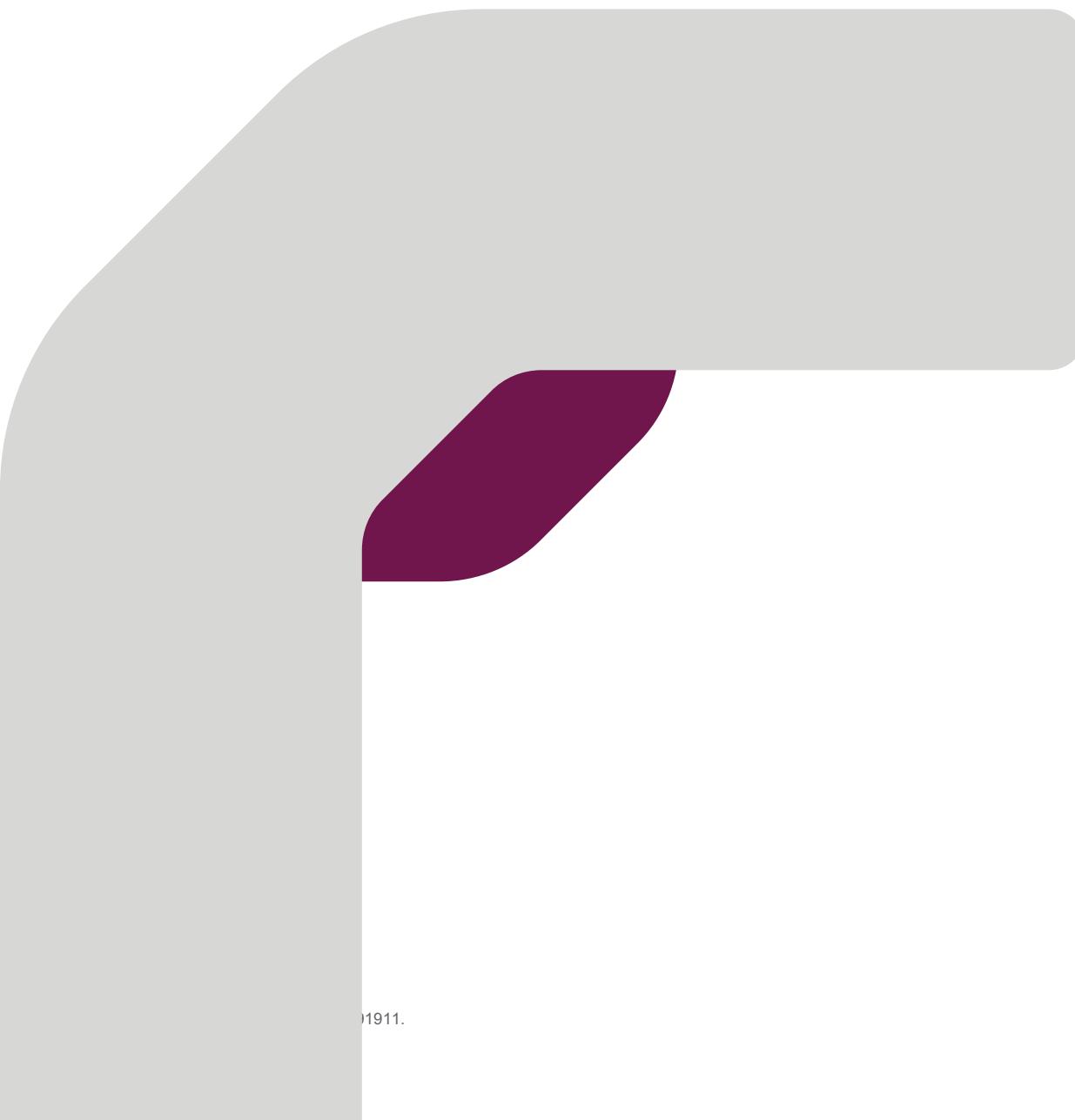
Table 2-6 Cumulative Night-time change in Traffic Noise (Freefield levels)

Link No. WSTM Reference	BNL L _{night}			Short Term Impact			Long Term Impact		
	DMOY	DSOY	DSFY	Level	Change dB	Magnitude	LOAEL/SOAEL	Change dB	Magnitude
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3 262	57.0	57.1	57.2	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	0.2	Negligible Adverse
4 264	55.4	55.5	56.1	Above SOAEL	0.2	Negligible Adverse	Above SOAEL	0.7	Negligible Adverse
5 268	55.5	55.7	56.1	Above SOAEL	0.2	Negligible Adverse	Above SOAEL	0.5	Negligible Adverse
6 269	56.9	57.0	57.5	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	0.6	Negligible Adverse
7 310	59.8	59.9	60.0	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	0.2	Negligible Adverse
8 447	51.8	51.8	53.1	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	1.4	Negligible Adverse
9 460	57.7	58.0	58.4	Above SOAEL	0.3	Negligible Adverse	Above SOAEL	0.7	Negligible Adverse
10 461	51.9	51.9	52.4	Between LOAEL and SOAEL	0.1	Negligible Adverse	Between LOAEL and SOAEL	0.5	Negligible Adverse
11 10425	55.7	55.7	56.7	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	1.0	Negligible Adverse
12 10772	55.1	55.2	57.4	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	2.3	Negligible Adverse
13 10774	58.5	58.7	59.9	Above SOAEL	0.2	Negligible Adverse	Above SOAEL	1.4	Negligible Adverse
14 10775	51.8	51.9	53.0	Between LOAEL and SOAEL	0.2	Negligible Adverse	Between LOAEL and SOAEL	1.3	Negligible Adverse
15 10775	51.8	51.9	53.0	Between LOAEL and SOAEL	0.2	Negligible Adverse	Between LOAEL and SOAEL	1.3	Negligible Adverse
16 10781	52.4	52.4	52.8	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	0.4	Negligible Adverse

Link No.	WSTM Reference	BNL L _{night}			Short Term Impact			Long Term Impact		
		DMOY	DSOY	DSFY	Level	Change dB	Magnitude	LOAEL/SOAEL	Change dB	Magnitude
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18	10788	57.3	57.5	58.1	Above SOAEL	0.2	Negligible Adverse	Above SOAEL	0.7	Negligible Adverse
19	10789	51.5	51.5	51.7	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	0.2	Negligible Adverse
20	11671	59.8	60.0	61.1	Above SOAEL	0.2	Negligible Adverse	Above SOAEL	1.4	Negligible Adverse
21	11676	51.1	51.1	50.9	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	-0.3	Negligible Beneficial
22	11851	52.0	52.0	52.1	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	0.1	Negligible Adverse
23	12105	51.0	51.0	51.2	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	0.3	Negligible Adverse
24	12106	50.4	50.4	56.3	Between LOAEL and SOAEL	0.0	Negligible Adverse	Above SOAEL	5.8	Medium Adverse
25	12107	52.1	52.1	56.6	Between LOAEL and SOAEL	0.0	Negligible Adverse	Above SOAEL	4.5	Low Adverse
26	12108	52.1	52.1	56.6	Between LOAEL and SOAEL	0.0	Negligible Adverse	Above SOAEL	4.5	Low Adverse
27	12109	52.8	52.8	53.0	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	0.3	Negligible Adverse
28	12110	56.9	57.2	56.4	Above SOAEL	0.3	Negligible Adverse	Above SOAEL	-0.4	Negligible Beneficial
29	12111	56.9	57.2	56.4	Above SOAEL	0.3	Negligible Adverse	Above SOAEL	-0.5	Negligible Beneficial
30	12112	55.4	56.1	55.8	Above SOAEL	0.7	Negligible Adverse	Above SOAEL	0.5	Negligible Adverse
31	12113	55.4	56.1	55.2	Above SOAEL	0.7	Negligible Adverse	Above SOAEL	-0.2	Negligible Beneficial

2.1.12 The short-term cumulative increase on all links was less than 1 dB.

2.1.13 The worst-case long-term cumulative increases were 6.5 dB on Link 12106 and 5.0 dB on Links 12107 and 12108. Increases on all other links were less than 3 dB.



Annex A – Traffic Data

Table 2-7 Collated Traffic Data for Existing Links

Traffic Data		DMOY		DSOY		Cumulative OY		DSFY		Cumulative FY			
Link No.	Link ID	18Hr AAW HGV (%)	NETSPEED										
1	103	47851	5.14	91.5	47872	0.05	91.5	47888	0.05	91.5	56645	4.67	91.5
2	105	48837	3.79	89.5	48856	0.04	89.5	48870	0.04	89.5	63362	3.23	89.5
3	262	17258	0.87	34	17403	0.01	34	17672	0.01	34	17693	0.75	37
4	264	10443	1.07	37.3	10500	0.01	37.3	10679	0.01	37.3	12193	0.96	36
5	268	10528	1.39	37.5	10585	0.01	37.5	10762	0.02	37.5	11748	1.27	36.3
6	269	17372	1.25	26.3	17428	0.01	26.3	17604	0.01	26.3	19372	1.58	20.8
7	310	17736	1	63	17829	0.01	63	17938	0.01	63	18602	0.58	65.5
8	447	3777	0.7	41.8	3935	0.01	41.8	3963	0.01	41.8	5526	0.59	41.5
9	460	8336	1.5	71	8336	0.02	71	8584	0.02	71	9690	1.14	70.3
10	461	3883	0.4	43.8	4042	0.00	43.8	4072	0.00	43.8	4533	0.24	44.3
11	10425	9521	0.06	50	9531	0.00	50	9550	0.00	50	12196	0.04	50
12	10772	6270	0.48	58.5	6299	0.00	58.5	6351	0.00	58.5	11062	0.34	55.8
13	10774	16450	2.34	47.8	16676	0.03	47.8	16829	0.03	47.8	23725	1.96	43.8
14	10775	3737	0.7	42	3895	0.01	42	3981	0.01	42	5396	0.61	41.8
15	10775	3737	0.7	42	3895	0.01	42	3981	0.01	42	5396	0.61	41.8
16	10781	3734	0.34	50	3734	0.00	50	3734	0.00	50	4342	0.26	50
17	10787	12087	1.17	66.5	12243	0.01	66.5	12507	0.01	66.5	14351	0.89	65.5
18	10788	12087	1.17	52.8	12243	0.01	52.8	12511	0.01	52.8	14323	0.89	52.3
19	10789	1134	0.53	50	1145	0.01	50	1156	0.01	50	1412	0.37	50
20	11671	13222	2.78	70.3	13419	0.03	70.3	13520	0.03	70.3	19041	2.33	64.5
21	11676	706	0.5	50	706	0.01	50	706	0.01	50	690	0	50
22	11851	1654	1.07	50	1654	0.01	50	1654	0.01	50	1621	1.37	50
23	12105	502	0.85	50	502	0.01	50	502	0.01	50	718	0.76	50
24	12106	502	0.85	44	502	0.01	44	550	0.01	44	11407	0.65	37
25	12107	3327	1.83	41.8	3327	0.02	41.8	3376	0.02	41.8	13539	0.59	35.3
26	12108	3327	1.83	41.8	3327	0.02	41.8	3376	0.02	41.8	13539	0.59	35.3
27	12109	2829	2	50	2829	0.02	50	2829	0.02	50	4137	1.6	50
28	12110	17010	0.87	34	17258	0.87	34	18250	0.85	34	14438	0.92	65.3
29	12111	17010	0.87	34	17258	0.87	34	18250	0.85	34	13987	0.91	66
30	12112	11021	1.65	28	11479	1.65	28	13312	1.71	39	13485	0.65	39
31	12113	11021	1.65	28	11479	1.65	28	13312	1.71	41.3	11295	0.73	41.3

Table 2-8 Collated Traffic Data for New Links

Traffic Data		DMOY		DSOY		Cumulative OY		DSFY		Cumulative FY			
Link No.	Link ID	18Hr AAW HGV (%)	NETSPEED 18Hr AAW HGV (%)	5	NETSPEED 18Hr AAWT	10	NETSPEED 18Hr AAW HGV (%)	11	NETSPEED 18Hr AAW HGV (%)	12	NETSPEED 18Hr AAW HGV (%)	13	NETSPEED
32	12116	0	0	50	0	0.00	0	421	0.09	44.3	7789	0.06	44.3
33	12120	0	0	50	0	0.00	0	48	0.00	43.5	9034	0.89	43.5
34	12121	0	0	50	0	0.00	0	48	0.00	43.8	9574	0.78	43.8
35	12124	0	0	50	388	0.10	0	462	0.08	43.3	10023	0.1	43.3
36	12126	0	0	50	-11	0.00	0	27	0.00	48.8	3037	0	48.8
37	12127	0	0	50	237	0.00	0	604	0.04	48	3187	0	48
38	12130	0	0	50	0	0.00	0	0	0.00	50	4696	0.95	50
39	12131	0	0	50	0	0.00	0	342	0.00	50	413	0	50
40	12132	0	0	50	240	0.00	0	240	0.00	50	6358	0.17	50
41	12133	0	0	50	230	0.00	0	542	0.00	50	300	0	50
42	12134	0	0	50	75	0.00	0	301	0.00	35.8	11300	0.73	35.8
43	12135	0	0	50	43	0.00	0	116	0.00	45.3	22749	1.98	45.3
44	12136	0	0	50	197	0.20	0	342	0.16	48.5	27898	1.88	48.5
45	12137	0	0	50	0	0.00	0	48	0	40	14731	0.69	40
46	12141	0	0	50	0	0	0	23	0	41.8	11305	0.09	41.8
47	12142	0	0	50	0	0	0	9	0	46	6731	0	46
48	12143	0	0	50	0	0	0	9	0	43.8	9195	0.06	43.8
49	12144	0	0	50	0	0	0	0	0	44	800	0	44
50	12145	0	0	50	0	0	0	0	0	44	0	0	44
51	12147	0	0	50	0	0	0	9	0	45.8	7036	0	45.8
52	12148	0	0	50	0	0	0	101	0	45.3	7532	0	45.3
53	12150	0	0	50	0	0	0	54	0	46.3	6545	0.08	46.3
54	12151	0	0	50	0	0	0	68	0	44.5	8499	0.12	44.5
55	12152	0	0	50	0	0	0	13	0	42.3	10384	0.15	42.3
56	12153	0	0	50	0	0	0	31	0	41.8	10920	0.19	41.8
57	12155	0	0	50	0	0	0	66	0	45.3	7329	0.07	45.3
58	12156	0	0	50	0	0	0	27	0	48.8	3037	0	48.8
59	12157	0	0	50	0	0	0	27	0	48.5	3214	0	48.5
60	12158	0	0	50	0	0	0	14	0	43.5	2105	0.24	43.5
61	12159	0	0	50	0	0	0	0	0	44	0	0	44
62	12160	0	0	50	0	0	0	14	0	43.5	2105	0.24	43.5
63	12161	0	0	50	0	0	0	0	0	44	67	0	44
64	12165	0	0	50	0	0	0	0	0	50	4696	0.95	50

Traffic Data		DMOY		DSOY				Cumulative OY				DSFY				Cumulative FY				
Link No.	Link ID	18Hr AAW	HGV (%)	NETSPEED	18Hr AAW	HGV (%)	5	NETSPEED	18Hr AAW	WT (%)	1	NETSPEED	18Hr AAW	HGV (%)	1	NETSPEED	18Hr AAW	HGV (%)	2	NETSPEED
65	12166	0	0	50	0	0	0	0	0	0	50	1633	0	50	1633	0	50	0	50	
66	12167	0	0	50	0	0	0	0	-17	0	39	14401	0.56	39	14942	0.56	39	0	39	
67	12168	0	0	50	0	0	0	0	14	0	43.5	1963	0.26	43.5	2080	0.26	43.5	0	43.5	
68	12169	0	0	50	0	0	0	0	14	0	43.5	2165	0.24	43.5	2282	0.24	43.5	0	43.5	
69	12170	0	0	50	0	0	0	0	0	0	50	1566	0	50	1566	0	50	0	50	
70	12171	0	0	50	0	0	0	0	0	0	43	3307	0	43	3307	0	43	0	43	
71	12172	0	0	50	0	0	0	0	0	0	44	800	0	44	801	0	44	0	44	
72	12174	0	0	50	0	0	0	0	0	0	20	1138	0.48	20	1138	0.48	20	0	20	
73	12175	0	0	50	0	0	0	0	0	0	20	658	0	20	657	0	20	0	20	
74	12176	0	0	50	0	0	0	0	0	0	50	1789	0.3	50	1789	0.3	50	0	50	
75	12177	0	0	50	0	0	0	0	9	0	45.3	7532	0	45.3	7910	0	45.3	0	45.3	
76	12178	0	0	50	0	0	0	0	8	0	45.8	6983	0	45.8	7352	0	45.8	0	45.8	
77	12179	0	0	50	0	0	0	0	0	0	50	3772	0	50	3772	0	50	0	50	
78	12180	0	0	50	0	0	0	0	75	0	44.5	7669	0.06	44.5	8770	0.06	44.5	0	44.5	
79	12181	0	0	50	0	0	0	0	75	0	44.5	7656	0.06	44.5	8668	0.06	44.5	0	44.5	
80	12182	0	0	50	0	0	0	0	0	0	50	105	0	50	660	0	50	0	50	