



# Trammon Quarry, Co. Meath

## TRAFFIC ASSESSMENT

September 2020



## Trammon Quarry, Co. Meath Traffic Assessment Report

**Document No:** ..... 06140-ROD-GEN-SW\_AE-RP-CH-4001

**Author:**..... John Ahern (JA)

**Checker:** ..... John Bell (JB)

**Approver:**..... John Bell (JB)

Rev.	Status	Suitability	By	Checked	Approved	Date
P01	S3	For Review and Comment	JA	JB	JB	14/09/2020
P02	S4	For Issue	JA	JB	JB	25/09/2020

# Trammon Quarry, Co. Meath Traffic & Transport Assessment Report

## TABLE OF CONTENTS

<b>1. INTRODUCTION .....</b>	<b>3</b>
1.1 Statement of Authority .....	3
1.2 Background .....	3
1.3 Methodology and Percentage Impact Threshold for Assessment.....	4
1.4 Consultation with Planning Authority .....	4
<b>2. EXISTING CONDITIONS.....</b>	<b>4</b>
2.1 The site.....	4
2.2 Traffic Volumes.....	5
<b>3. PROPOSED DEVELOPMENT .....</b>	<b>6</b>
3.1 Traffic Generation .....	6
3.2 Haul Routes.....	7
<b>4. IMPACT ASSESSMENT .....</b>	<b>8</b>
4.1 Network Capacity Analysis.....	8
4.2 HGV Impacts .....	9
<b>5. CUMULATIVE IMPACTS .....</b>	<b>9</b>
5.1 Cumulative HGV Impacts.....	9
<b>6. SIGHT LINES .....</b>	<b>10</b>
<b>7. SUMMARY .....</b>	<b>15</b>
<b>APPENDIX A</b>	<b>TRAFFIC SURVEY DATA</b>
<b>APPENDIX B</b>	<b>TII TRAFFIC COUNTER DATA</b>

## 1. INTRODUCTION

Roughan & O'Donovan Consulting Engineers have been engaged by Keegan Quarries to undertake a traffic impact assessment for the proposed further development of Trammon Quarry, Co. Meath. The assessment was commissioned in response to planning register reference TA200151, RFI Item 5, which is copied below.

5. The Applicant is requested to submit the following information in relation to transportation.
  - a. The Applicant is requested to submit an updated Traffic and Transport Assessment in accordance with the NRA/TII Traffic and Transport Assessment Guidelines 2014. The TTA should include the following:
    - i. Traffic counts on the R156, R160, R161 and R159 should be included in the assessment with a breakdown of the percentage of HGV's.
    - ii. Distribution of HGV to the public roads.
    - iii. Haul routes.
  - b. The Applicant shall submit details of all works required to achieve the required sightlines at the proposed access.
  - c. The Applicant shall be requested to pay a special levy as a contribution towards the costs to complete the upgrading and strengthening works of the haul routes required to facilitate the proposed development. The amount will be based on the anticipated traffic volumes and will be calculated on receipt of a Traffic and Transport Assessment. (item a above).

### 1.1 Statement of Authority

Roughan and O'Donovan (ROD) is a leading provider of transport planning services, including traffic and transport assessments, traffic modelling analysis and traffic engineering design. This traffic impact assessment was prepared by John Ahern (B.A.I.) who is a Design Engineer with over 10 years' experience in traffic and transportation issues.

### 1.2 Background

The subject site is situated on the north side of the R156 regional road at the existing Keegan Quarries site, which is located approximately 2km west of Rathmolyan, 6km south of Trim, 9km north of Enfield and 1km east of the R156 / R160 Regional Roads junction. The regional road (R156) provides an east-west link between Dunboyne and Mullingar. The R159 and R160 are both regional roads linking Trim with the M4.

The existing site access is located on the north side of the R156 regional road. As the development provides for further quarrying within the existing site footprint, the existing site access will remain unchanged. The extraction rate of the proposed development will remain at current levels and therefore the proposed development will not generate any additional external trips.

A site generation of 110 HGV movements associated with an extraction of 250,000 tonnes per annum was previously assessed in 2013 under planning reference TA/30334. The trip rate was reviewed by Keegan Quarries in the proposed development's EIAR which found that a shift in market demands has led to a greater proportion of lower volume but high value products being produced by the site, resulting in more efficient deliveries and a lower HGV trip rate than previously assessed.

### 1.3 Methodology and Percentage Impact Threshold for Assessment

This traffic impact assessment generally follows the 'Traffic and Transport Assessment Guidelines' published by the TII (PE-PDV-02045) and the 'Guidelines for Transport Impact Assessment' published by the Institution of Highways and Transportation (IHT). The TII Traffic and Transport Guidelines (PE-PDV-02045) suggests that a transport assessment should normally be produced where the following thresholds on National Roads are exceeded;

- "100 trips in / out combined in the peak hours for the proposed development"
- "Development traffic exceeds 10% of turning movements at junctions with and on National Roads."
- "Development traffic exceeds 5% of turning movements at junctions with National Roads if location has potential to become congested or sensitive".

It is important to note that impacts above this level do not suggest that there is a significant impact, only that further consideration is required.

### 1.4 Consultation with Planning Authority

It is essential to establish the existing traffic conditions to assess the traffic impacts of a proposed development. This is normally achieved using traffic count surveys which are not feasible at this time given the Covid19 public health emergency restrictions. Traffic volumes are significantly lower than normal at present and would not be representative of normal traffic conditions.

The solution arrived at and agreed upon in consultation Meath County Council Roads Department was to apply a growth factor to traffic data available from previous surveys. The traffic growth will be estimated based on traffic growth at the nearest permanently fixed TII traffic counter. This will give a good indication of general background traffic growth in the region.

## 2. EXISTING CONDITIONS

### 2.1 The site

The site is bounded to the west by Kilsaran's Tromman Quarry, to the south by the regional road R156 and to the north and east by agricultural fields. The site has a single access on the R156 which is located to the south west of the site. There is a former site access to the south west of the site which is now permanently closed. There are four existing accesses (3 residential and 1 agricultural) that join on to R156 within the vicinity of the existing site access, all on the southern side of the R156.

Approximately five hundred metres to the west of the quarry entrance exists two adjoining bungalows. Between these bungalows and the R156/160 junction to the west, the northern margin of the public road is characterised by almost continuous ribbon development.

Agriculture is the dominant land use in the surrounding area with small pockets of forestry approximately 1 km west and 6 km northeast of the site. Agricultural lands in the locality of the site are generally used for cattle and sheep grazing with some tillage farming.

## 2.2 Traffic Volumes

An Automatic Traffic Counts (ATC) survey on the R156, R159, R160 and R161 was carried by Nationwide Data Collection on Tuesday 3<sup>rd</sup> November 2009. These counts were sourced from planning register ref TA900976 which relates to the subject site. The traffic count information captured in the survey was converted to an Annual Average Daily Traffic (AADT) figure in accordance with TII guideline PE-PAG-02039 as shown below prior to the application of a growth factor. A growth factor was calculated using traffic growth data from a TII permanently fixed traffic counter on the M4 west of Junction 7 (Maynooth). This is the closest TII counter with traffic data extending back as far as 2009. The projected 2020 AADT baseline traffic is shown in the table below.

	NDC 24 hr ATC (2009)		AADT Conversion as per PE-PAG-02039		2016 AADT		2020 AADT	
	Total	HGV	Total	HGV	Total	HGV	Total	HGV
R156, E of Access Junct.	2,778	271	2,670	260	3,029	295	3,234	315
R159, S of R156	1,924	121	1,849	116	2,098	132	2,240	141
R160, N of R156	4,393	641	4,222	616	4,790	699	5,114	746
R161, S of R156	1,121	28	1,077	27	1,222	31	1,305	33

Table 1: Estimated 2020 Traffic Count Data

An analysis indicates that the 2020 baseline traffic volume is 3,234 vehicles per day with 315 HGVs (Heavy Good Vehicles) or 9.7%. This method of projecting the 2009 traffic survey information to subsequent years was verified using a 2016 ATC survey provided by Meath County Council. The survey was captured in June 2016 on the R159 west of R159. The projected 2016 AADT on the R156 is compared to the 2016 ATC survey information in the table below.

	2016 Projected		2016 ATC Survey		Difference	
	AADT	HGV	ADT	HGV	ADDT	HGV
R156	3,029	295	2,930	293	+ 3.4%	+0.6%

Table 2: Validation of Estimated AADT

The projected AADT in 2016 is 3.4% greater than the actual ADT recorded in 2016. The projected HGV is within 1% of the HGV survey. This shows that the method used to estimate the 2020 baseline traffic is acceptable in the absence of up-to-date data.

### 3. PROPOSED DEVELOPMENT

#### 3.1 Traffic Generation

The proposed development will not result in any intensification of site operations, but secure reserves for another 37 years at current extraction rates. It will not alter the number of staff / operatives on site or the volume of occasional visitors, which currently generates approximately 95 inbound and 95 outbound LV trips per day.

The current application EIAR produced by Keegan Quarries Limited provided HGV trip rates generated by the existing development based on the sales of different products and delivery trends. This information has been reproduced below for reference.

Products	2018 Sales	Truck Avg. Load Capacity	Annual Loads	Daily Avg. Loads
Ready-mix Concrete	17,656 m <sup>3</sup>	7m <sup>3</sup>	2,522	10
Block	26,290 t	19 t	1,384	5
Aggregates	85,151 t	25 t	3,406	13
Agg's Pre-cast	31,635 t	27 t	1,171	4
Lime	4,739 t	27 t	177	1
<b>Total Daily Avg. Loads</b>				<b>33</b>
<b>Daily Avg. Trips (inbound and outbound)</b>				<b>66</b>

Table 3: Current HGV Trip Generation

The site generated an average of 66 HGV trips per day in 2018. These are HGV trips already on the road network with the current ongoing quarry activities of the existing development. The proposed developed is not envisaged to increase the number of trips generated by the site but it is noted that the extraction rate in 2018 only accounts for 70-75% of the annual rate permitted under planning reg. ref. no. TA30334.

The potential maximum average daily HGV movements generated by the site has been calculated on a pro rata basis of quarry extraction in 2018 as shown in the table below.

	2018 Data (183,127 t/a)	Potential Maximum (250,000 t/a)
Average daily HGV Movements	66	90

Table 4: Current Extraction vs Permitted Extraction Comparison

The 250,000 tonnes/ annum permitted is unlikely to be realised but this level of extraction could potentially increase the 2018 average to 90 two-way HGV trips per day in future years in a worst-case scenario. This potential upper limit of 90 two-way HGV trips is assessed as a percentage of the 110 two-way HGV trips assessed in planning ref. reg. TA30334 in the table overleaf.

HGV trip generation previously assessed and permitted for existing development (two-way HGV trips per annum)	110
Potential upper limit of development associated with 250,000 tonnes/ annum (two-way HGV trips per annum)	90
Potential upper limit of development as a percentage of HGV volume previously assessed	82%

*Table 5: Current Trip Generation Rate against Previously Permitted*

The upper limit of the development is only 82% of the HGV traffic volume previously assessed and permitted under planning reg. ref. TA/30334. This significant reduction in trip generation has resulted from improved delivery efficiencies and a shift in sales to more low volume high value products than previously assessed.

### 3.2 Haul Routes

The site uses haul routes which were previously agreed with Meath County Council Road's Department at the time of the last extraction permission. The proposed development will not create additional haul routes or modify the existing haul routes already permitted. It is envisaged that the percentage distribution of HGVs along these haul routes will continue to follow current general trends which are based on the location of custom received by Keegan Quarries Ltd.

The current distribution based on the destination of delivery trucks is as follows.

- 20% eastbound in the Dunboyne direction via the R156,
- 40% westbound along the M4/ M6 corridor via the R156 and R161 bypassing Kinnegad,
- 40% northbound along the N3 corridor via the R156 and R160 bypassing Trim,

The distribution of HGV delivery trucks is shown in the figure overleaf.

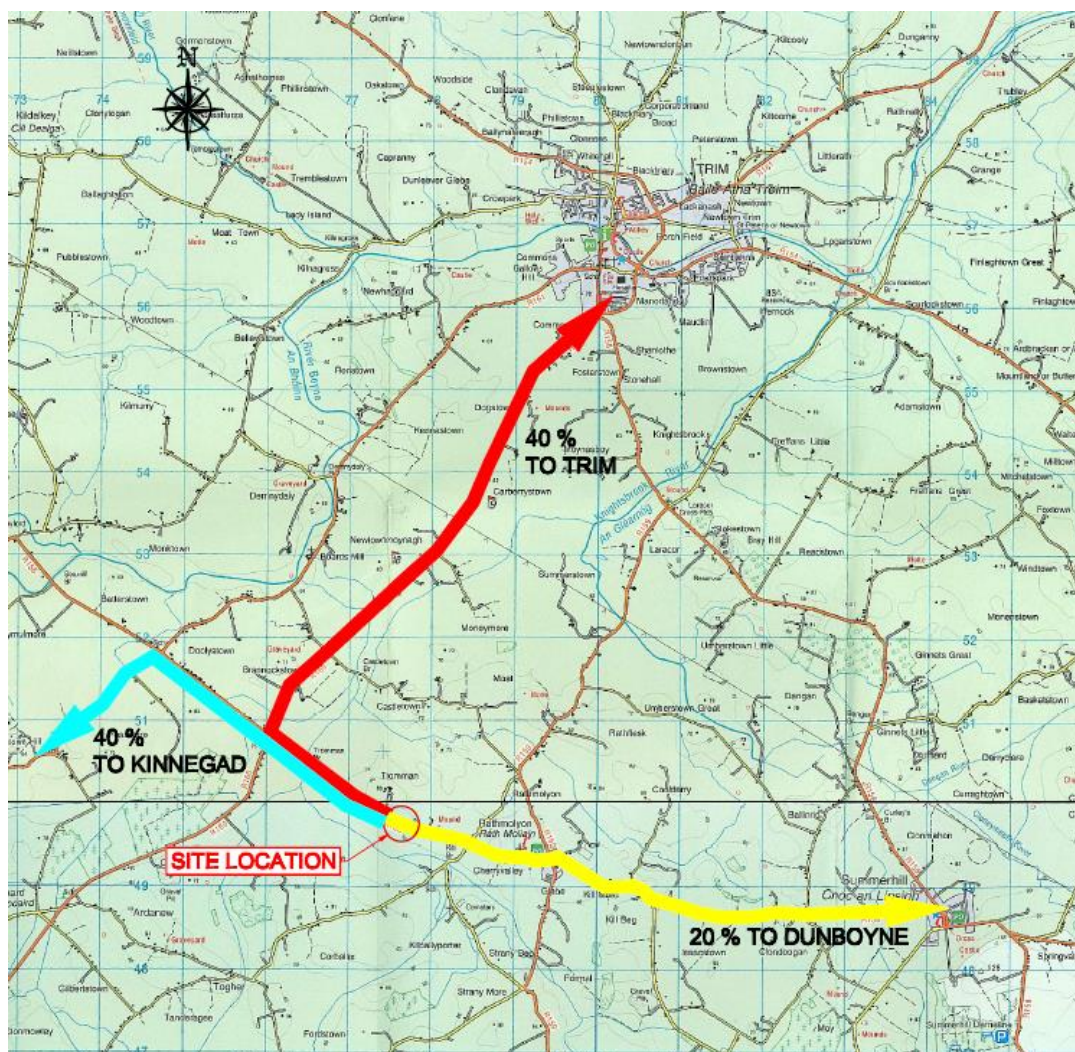


Figure 1: Haul Routes

## 4. IMPACT ASSESSMENT

### 4.1 Network Capacity Analysis

The proposed development will not intensify the production of quarry extraction and will therefore not create any additional traffic movements on the network. An increase in traffic movements associated with an increase from current to maximum permitted extraction levels as described in section 3.1 is assessed as a percentage of the existing traffic volume on the R156 in the table below.

	AADT
R156 Baseline Traffic	3,234
Potential increase to existing development associated with an increase from current to permitted quarry extraction	24
% Impact of additional traffic associated with an increase in production to maximum permitted extraction	0.7%

Table 6: Network Capacity Analysis

The analysis indicates that a potential increase in traffic to facilitate the existing development's maximum extraction rates to levels permitted under TA30334 will have a negligible percentage impact of less than 1%. Given the TTI threshold is "Development traffic exceeds 10% of turning movements at junctions with and on National Roads." a detailed network capacity analysis is not warranted and has not been carried out in this assessment report.

## 4.2 HGV Impacts

The proposed development will not increase existing HGV movements from the site. Indeed, the assessment in section 3.1 concluded that the site is operating with significantly less HGV movements than previously permitted. The HGV impact of the development as a percentage of AADT is assessed in the table below.

	Baseline without Keegan development traffic	With Existing Development Traffic	With development traffic at max operating capacity
R156, % HGV of AADT TRAFFIC	10%	11%	12%

Table 7: %HGV Impact of Existing Development

The assessment indicates that the %HGV traffic on the R156 increases by 2% with traffic generated by the development at maximum capacity. It is important to note that the baseline traffic includes existing development traffic from Castletown Quarry in 2016.

## 5. CUMULATIVE IMPACTS

### 5.1 Cumulative HGV Impacts

Kilsaran have submitted a planning application (reg. ref. no. TA200655) for the continuance of use and lateral extension at the Castletown Quarry neighbouring the subject site to the west. The proposed development will not increase the rate of extraction from the existing development.

A Traffic and Transport Assessment Report undertaken by Trafficwise Ltd. is included in the application. The assessment quantifies the existing and the potential maximum traffic generated by the site accounting for 450,000 tonnes of extraction per annum and a maximum permitted 800,000 tonnes of extraction per annum. The figures presented in Appendix 14-C of the report are reproduced below for reference.

	2016 Survey (equivalent to 450,000 t/a)		Pro-rata Potential (800,000 t/a)	
	Total Trips/day	HGVs/day	Total Trips/day	HGVs/day
R156 west of Access Junction	48	42	88	76
R156 east of Access Junction	146	132	271	243
Total	194	174	359	319

Table 8: Castletown Quarry Traffic Generation as per TA200655

Four scenarios have been considered in the table below in order to assess the cumulative impacts of both developments on the number of HGVs being generated as a percentage of AADT. The baseline scenario considers the %HGV without traffic generated from either development. It is compared to scenarios 2 to 4 which includes the increase in %HGV with the Tromman Quarry, with the Castletown Quarry and with both quarries operating at maximum permitted extraction rates.

	<b>Baseline Scenario - without Tromman or Castletown development traffic</b>	<b>Scenario 2- With Tromman Dev. traffic at Max Permitted Extraction (250,000 t/a)</b>	<b>Scenario 3- With Castletown Dev. traffic at Max Permitted Extraction (800,000 t/a)</b>	<b>Scenario 4- Cumulative Dev. traffic at Max Permitted Operating Levels</b>
R156, AADT %HGV	6%	8%	15%	16%

Table 9: Cumulative %HGV Impact at Maximum Permitted Extraction Rates

The results show that the traffic %HGV on the R156 increases from a baseline of 6% without either development to 16% with traffic from both developments operating at maximum permitted extraction rates.

## 6. SIGHT LINES

The sight lines at the access junction have been assessed in line with TII publication DN-GEO-03060. The assessment included a site visit carried out on Saturday, 05<sup>th</sup> September 2020. It is essential that drivers emerging from the quarry site access junction have adequate visibility in each direction to see the oncoming traffic along the R156 in sufficient time to permit them to make their manoeuvres safely.



Figure 2: Access Junction

The required visibility parameters to be assessed at the site access junction are lined in extract from DN-GEO-03060(Figure 5.15a)

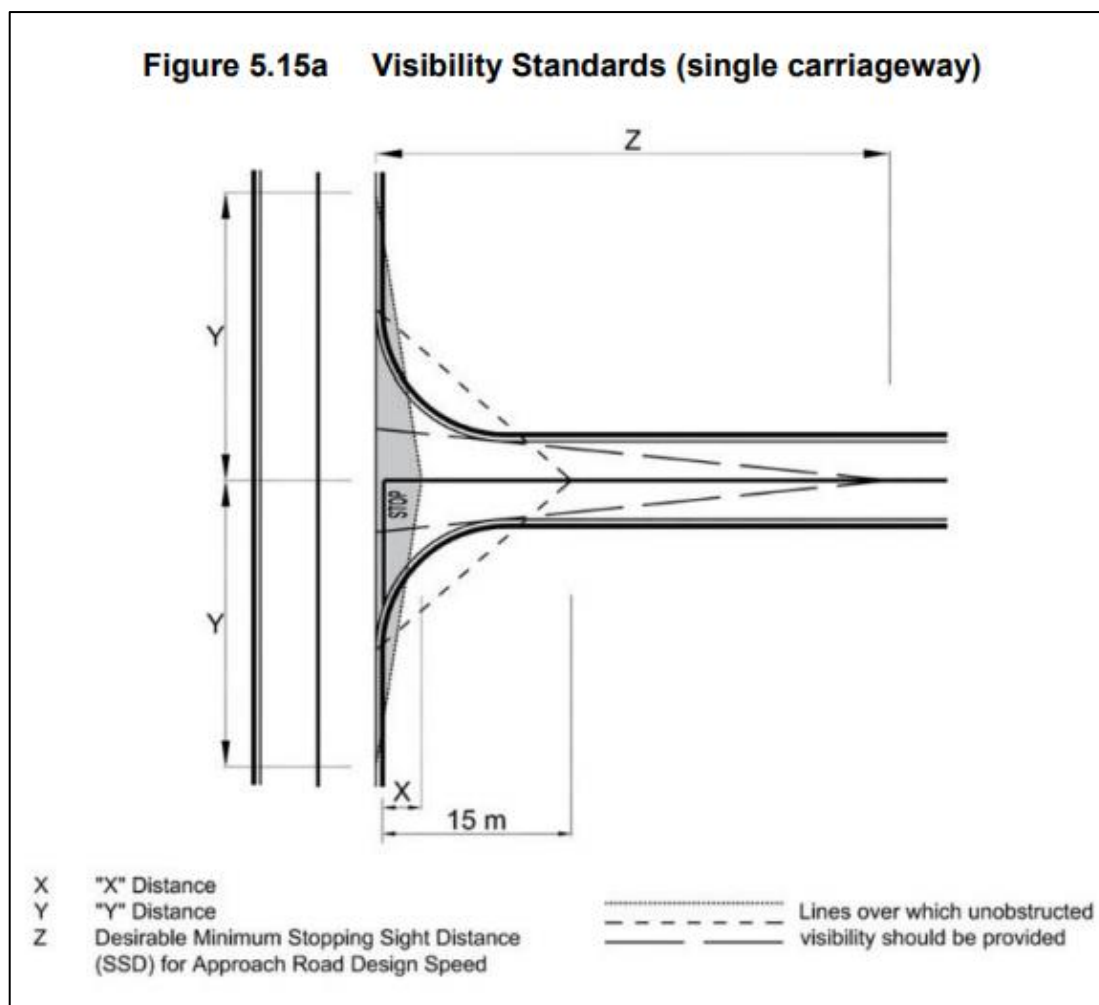


Figure 3: Visibility Standards (extract from DN-GEO-03060)

The junction has adequate 'Z' distance given the low speeds of outbound vehicles approaching the junction. The large corner radii allow drivers to clearly see the junction form and the peripheral elements of the junction from a 15m setback from the traffic edge.

The 'Y' distance to the nearside edge of the carriageway was measured in both directions from a 3m set back from the edge of the traffic lane. A set-back (X distance) of 3m is the minimum desirable set back on all junctions and accesses with stop control. The views left and right of the junction from a 3m set back are shown in the images below.



*Figure 4: Access Junction visibility left at 0m setback from road edge*



*Figure 5: Access Junction visibility left at 3m setback from road edge*



*Figure 6: Access Junction visibility right at 0m setback from road edge*



*Figure 7: Access Junction visibility right at 3m setback from road edge*

The measurements taken on site have been compared with the standard minimum 'Y' distance for an 85km/hr design speed in the table below.

	Y distance Left (m)	Y distance Right (m)
Site Measurement	48	60
Standard Minimum	160	160

*Table 11: Visibility at Access Junction vs Standard Minimum Comparison*

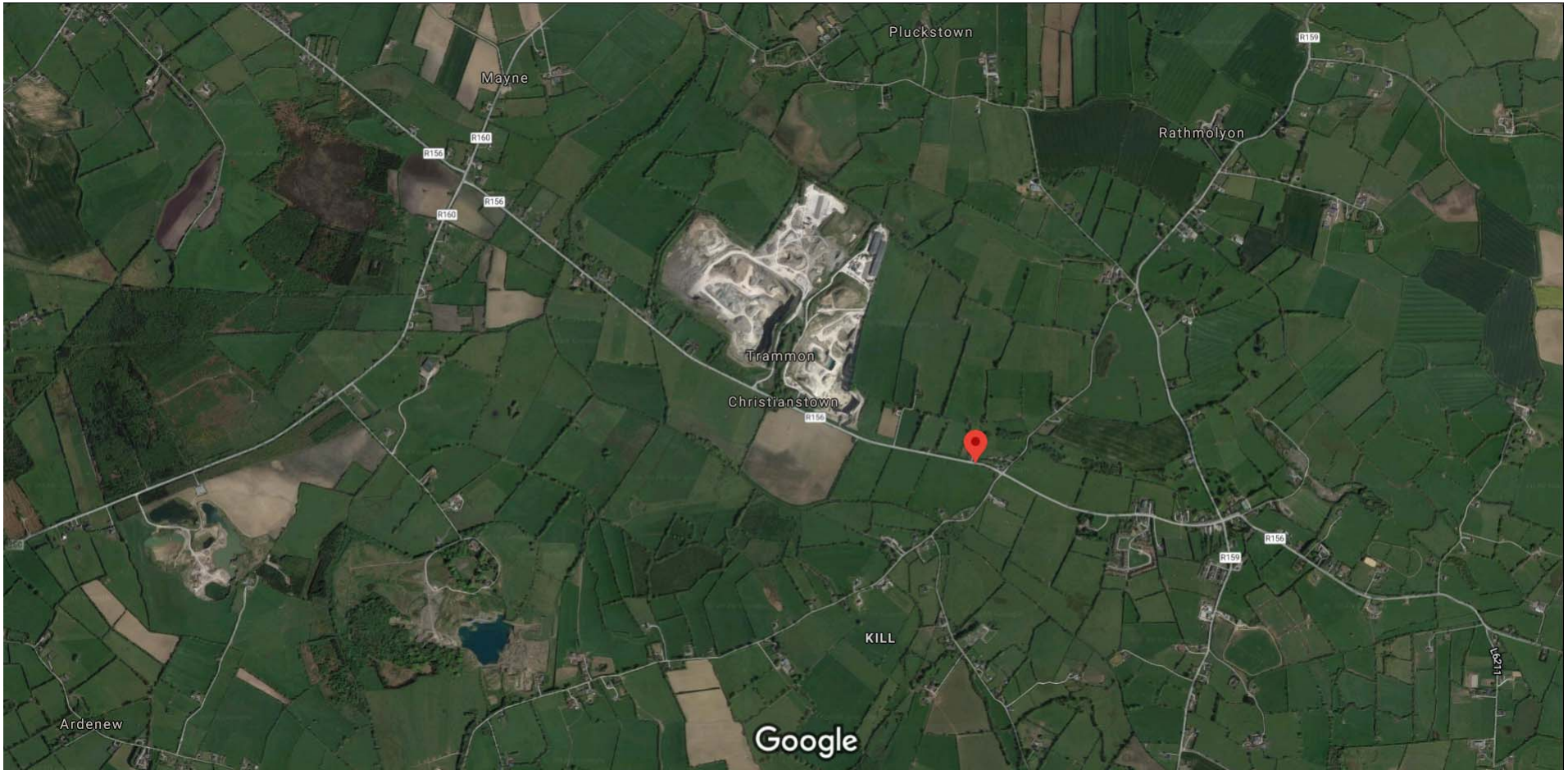
It is clear from the photos and site measurements that the current visibility lines at the access junction do not comply with minimum standard values. It is likely that the visibility at the junction has become an issue over several years of gradual hedge growth which can be rectified with cutting back of hedgerows.

**It is proposed to cut back and maintain the hedgerows to ensure a minimum Y distance of 160m is provided and maintained.**

## 7. SUMMARY

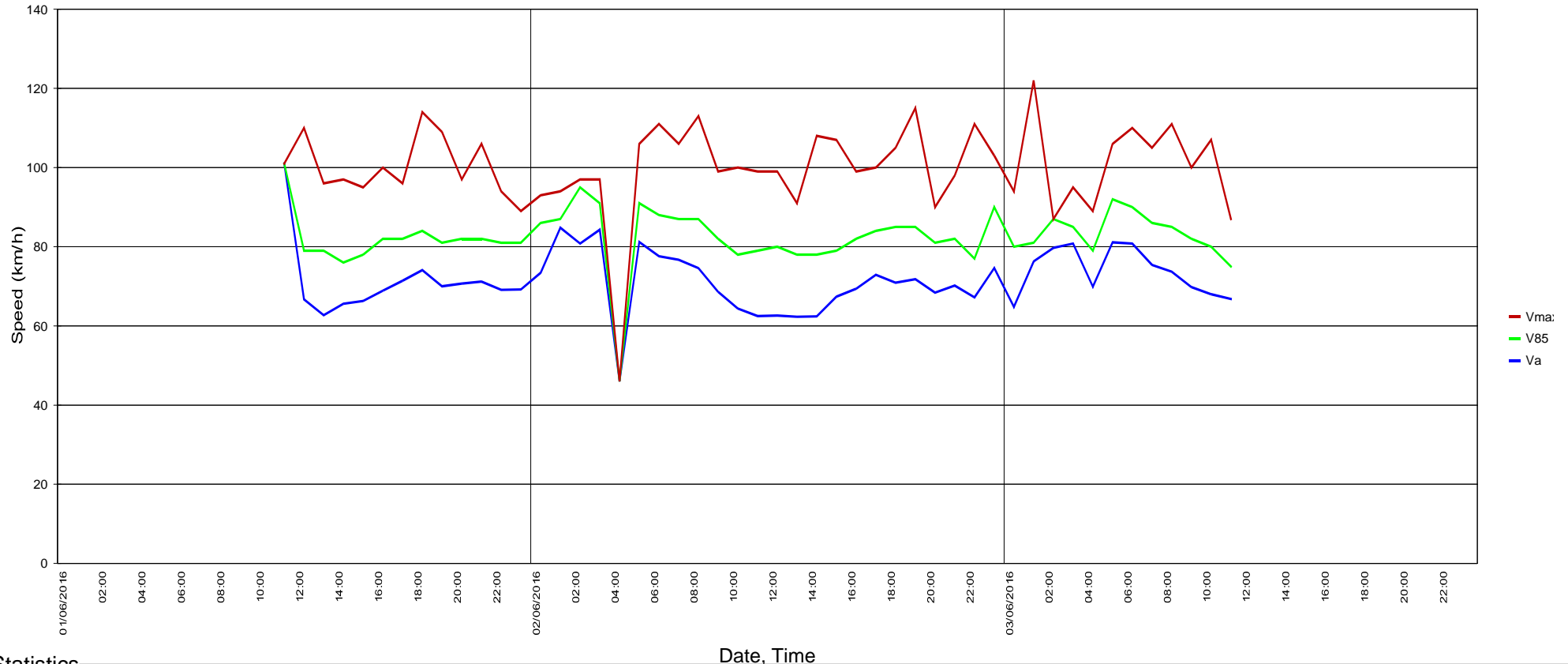
- Traffic surveys are not feasible at this time due to the Covid 19 Public Health Emergency restrictions. The baseline traffic conditions were set by applying growth factors to traffic survey data captured in previously agreed in consultation with Meath County Council. The method of setting baseline traffic conditions was validated by comparing 2016 projected traffic on the R156 with actual traffic figures surveyed in 2016.
- The proposed development will not result in any intensification of site operations but will secure reserves for another 37 years at current extraction rates. The existing development generates an average of 265 trips per day include 66 HGVs. The existing development at a maximum permitted extraction rate of 250,000 t/a is anticipated to generate an average of 280 trips per day including 90 HGVs.
- The potential maximum of 90 HGVs movements per day associated with 250,000 t/a is only 82% of the HGV movements assessed and permitted in previous applications. This significant reduction in trip generation has resulted from improved delivery efficiencies and a shift in sales to more low volume high value products than previously assessed.
- The site uses haul routes which were previously agreed with Meath County Council Road's Department at the time of the last extraction permission. The proposed development will not create additional haul routes or modify the existing haul routes already permitted. It is envisaged that the percentage distribution of HGVs along these haul routes will continue to follow current general trends which are based on the location of custom received by Keegan Quarries Ltd.
- The potential increase in existing traffic movements to maximum production output was assessed as less than 1% of baseline AADT on the R156. This is significantly less than TII Threshold and therefore a detailed network capacity analysis has not been included in this assessment.
- The existing development accounts for 1% of the existing %HGV on the R156 at current operating levels and 2% %HGV at maximum permitted operating levels.
- The Kilsaran Quarry at Castle neighbouring the site has submitted a planning application for the continuance of use and lateral extension. It is not proposed to increase the rate of extraction from the development. An assessment of the cumulative impact shows that the %HGV of traffic on the R156 increases from a baseline of 6% without either development to 1% with traffic from both developments operating at maximum permitted extraction rates.
- The proposed development proposes to cut back and maintain the hedgerows to ensure a minimum Y distance of 160m is provided and maintained at the access junction to Tromman Quarry.

# Appendix A





## R156 - Approaching Rathmolyon - 80kmh zone (53.4904699,-6.8203527)



### Statistics

Date, Time

Period: Wednesday 1 June 2016, 11:59 o'clock to Friday 3 June 2016, 11:13 o'clock

		Count +	%	Count -	%	Total	%	V15 +	Va +	V85 +	Vmax+	V15 -	Va -	V85 -	Vmax -
Speed violations:	22 %	83	2.8	61	2.2	144	2.5	24	57	82	113	27	66	85	115
Average time interval:	1.3 sec	2602	88.7	2455	86.6	5057	87.7	60	73	86	111	60	72	83	122
Traffic in column:	22 %	241	8.2	279	9.8	520	9	46	58	70	101	46	58	70	89
ADT:	2930	6	0.2	39	1.4	45	0.8	46	54	59	67	42	55	66	76
Truck Share:	10 %	2932	50.8	2834	49.2	5766	100	57	71	85	113	58	70	82	122



## Ireland

6 Bridge Court,  
City Gate,  
St. Augustine Street,  
Dublin 8

Tel: 01 633 4725  
Fax: 01 633 4562

# ROUGHAN & O'DONOVAN TROMMAN QUARRY, MEATH TRAFFIC SURVEY

## SURVEY REPORT NOVEMBER 2009

PROJECT NO.	534
CHECKED	P. MURRAY
DATE	05/11/2009
CONTACT	J. FAULDS
REVISION	

**CONTENTS**

Introduction

Automatic Traffic Counts

Diagram 534-01

Appendix A – Vehicle Categories

Appendix B – Survey Results

**INTRODUCTION**

Nationwide Data Collection (NDC) was instructed by Roughan & O'Donovan to undertake Automatic Traffic Counts around the Tromman Quarry, Co. Meath.

A general location plan is given in Diagram 534-01, with site photos included within the results.

**AUTOMATIC TRAFFIC COUNTS**

Automatic traffic counts were undertaken at the following sites:

Site No.	Location.	Day / Date
1	R161 - south of R156	Tuesday 3rd November 2009
2	R160 - north of R156	
3	R156 - west of Rathmoylon Cross	
4	4 / R159 - south of R156	

METROCOUNT 5600 series automatic traffic counters, attached to pneumatic tubes, were used at all the sites. Data was collected in both directions at all locations, with one counter being used for the single carriageway sites (1 lane per direction).

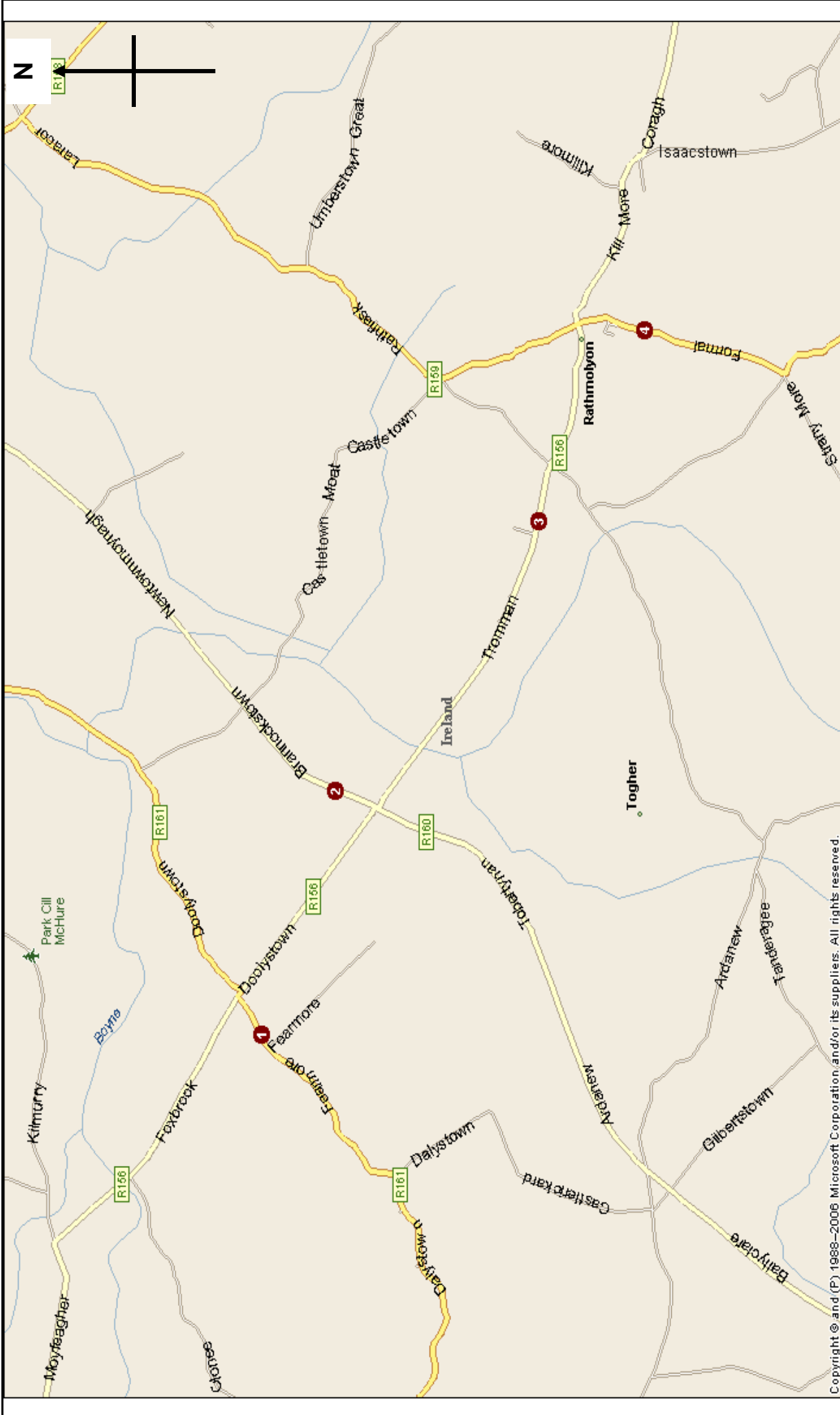
The survey was carried out with survey hours of 00:00 to 00(24):00.

The results have been provided in excel, in hourly totals and includes the following information:


- Total Vehicles
- Class Bin Totals (12 Class)
- Number of Vehicles over Speed Limit
- Percentage of Vehicles over Speed Limit
- Number of Vehicles over Speed Limit 1 (Speed Limit + 5kph)
- Percentage of Vehicles over Speed Limit 1
- Number of Vehicles over Speed Limit 2 – (Speed Limit + 10kph)
- Percentage of Vehicles over Speed Limit 2
- Mean Speed
- 85<sup>th</sup> Percentile Speed
- Speed Bin Totals (Range 0 to 140kph)

12hr (07:00 to 19:00), 16hr (06:00 to 22:00), 18hr (06:00 to 00:00) and 24hr (00:00 to 00:00) totals are also included along with a virtual week and grand total. The peak time period for both the a.m (00:00 to 12:00) and p.m (12:00 to 24:00) are also highlighted.

A detailed description of the vehicles included in each category is provided in Appendix A.














Copyright © and (P) 1988-2006 Microsoft Corporation and/or its suppliers. All rights reserved.

	<b>Sites / Location:</b>	1 to 4 / Tromman Quarry, Meath	<b>Project No.:</b>	534	<b>Diagram No.:</b>	534-01	<b>Drawn By:</b>	JF
	<b>Survey Date:</b>	Tuesday 3rd November 2009	<b>Project Name:</b>	TROMMAN QUARRY, MEATH				
<b>Survey Times:</b>	00:00 to 00(24):00	<b>Diagram Title:</b>	General Location Plan					

# **APPENDIX A**

# **VEHICLE CATEGORIES**


**ATC VEHICLE CATEGORIES**

Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	d(1)<1.7m & axles=2		
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	d(1)>=1.7m, d(1)<=3.2m & axles=2		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		1 (Light)
2	2	Two axle truck or Bus	TB2	4	d(1)>3.2m & axles=2		
3	2	Three axle truck or Bus	TB3	5	axles=3 & groups=2		
>3	2	Four axle truck	T4	6	axles>3 & groups=2		2 (Medium)
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	d(1)>3.2m, axles=3 & groups=3		
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles=5 & groups>2		
>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	axles=6 & groups>2 or axles>6 & groups=3		
>6	4	B-Double or Heavy truck and trailer	BD	11	groups=4 & axles>6		
>6	>=5	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	groups>=5 & axles>6		3 (Heavy)

# **APPENDIX B**

# **SURVEY RESULTS**



		<b>Site / Location:</b> I / R161 - south of R156		<b>Project No.:</b> 534	<b>Photo No.:</b> 534-01	<b>Drawn By.:</b> JF
		<b>Survey Date:</b> Tuesday 3rd November 2009		<b>Project Name:</b> TROMMAN QUARRY, MEATH		
		<b>Survey Times:</b> 00:00 to 00:24:00		<b>Title:</b> Site Photograph - looking north		

Site No.	Location.	Direction.	Speed Limit (km/h)	Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > Speed Limit (+5km/h).	% > Speed Limit (+5km/h).	No. > Speed Limit (+10km/h).	% > Speed Limit (+10km/h).	Mean Speed	85%ile Speed
1	R161 - south of R156	North	80	Tuesday 03 November 2009	570	570	570	29	5.1	10	1.8	1	0.2	62.6	74.2
		South	80	Tuesday 03 November 2009	551	551	551	1	0.2	0	0.0	0	0.0	57.2	66.2
		North South	80	Tuesday 03 November 2009	1121	1121	1121	30	2.7	10	0.9	1	0.1	60.0	70.9

534 / Tromman Quarry, Meath  
November 2009  
Automatic Traffic Count

Site 1  
Location R161 - south of R156  
Direction North

Tuesday 03 November 2009

Time	Total	Classification												>PSL 80	>PSL% 80	>SL1 85 +5kph	>SL1% 85 +5kph	>SL2 90 +10kph	>SL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64.7	-		
0100	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	-	-		
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	49.5	-		
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79.6	-		
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	100	0	80.8	-		
0600	25	0	24	0	1	0	0	0	0	0	0	0	0	0	3	12	4	64.9	73.4		
0700	38	0	30	2	4	0	1	0	0	0	0	0	0	0	3	7.9	2.6	63.4	71.6		
0800	58	0	52	0	5	0	0	0	0	0	0	0	0	0	3	5.2	1.7	65.4	75.6		
0900	42	0	36	0	6	0	0	0	0	0	0	0	0	0	0	0	0	62.9	75.2		
1000	39	1	27	3	5	1	0	0	1	1	0	0	0	0	2	5.1	2.6	59.2	72		
1100	32	1	25	2	3	0	0	0	1	0	0	0	0	0	1	3.1	0	59.4	71.3		
1200	27	0	24	2	1	0	0	0	0	0	0	0	0	0	3	11.1	7.4	62.9	73.1		
1300	30	0	24	1	3	0	0	0	0	0	0	0	0	0	0	0	0	59.4	65.9		
1400	53	1	41	5	4	0	0	0	0	0	0	0	0	0	2	3.8	1.9	57.6	69.8		
1500	46	0	38	4	4	0	0	0	0	0	0	0	0	0	6	13	4.3	65.6	78.5		
1600	29	0	26	1	2	0	0	0	0	0	0	0	0	0	0	0	0	61.7	74.2		
1700	37	0	28	0	9	0	0	0	0	0	0	0	0	0	0	0	0	60.6	68		
1800	36	0	34	0	2	0	0	0	0	0	0	0	0	0	0	0	0	62.1	70.6		
1900	34	0	32	0	2	0	0	0	0	0	0	0	0	0	2	5.9	2.9	66.7	76.3		
2000	21	0	19	0	2	0	0	0	0	0	0	0	0	0	1	4.8	0	67.1	74.2		
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69.1	-		
2200	8	0	7	0	1	0	0	0	0	0	0	0	0	0	1	12.5	0	68.2	-		
2300	6	0	6	0	0	0	0	0	0	0	0	0	0	0	1	16.7	0	62	-		
07-19	467	3	385	20	48	1	1	0	0	0	0	0	0	0	20	4.3	1.7	61.8	73.1		
06-22	551	3	464	20	53	1	1	0	0	0	0	0	0	0	26	4.7	1.8	62.5	73.8		
06-00	565	3	477	20	54	1	1	0	0	0	0	0	0	0	28	5	1.8	62.6	74.2		
00-00	570	3	480	20	56	1	1	0	0	0	0	0	0	0	29	5.1	1.8	62.6	74.2		

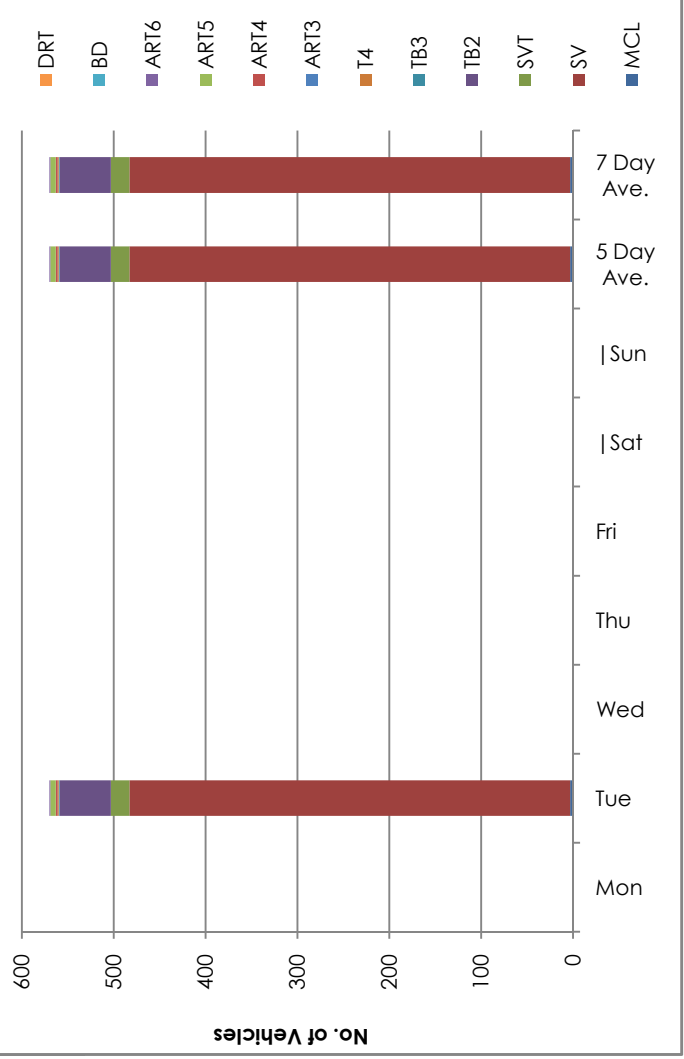


534 / Tromman Quarry, Meath  
November 2009  
Automatic Traffic Count

Site: 1  
Location: R161 - south of R156  
Direction: North

Virtual Week (1)

Time	Total	Classification												>PSL 80	>PSL% 80	>SL1 85 +5kph	>SL1% 85 +5kph	>SL2 90 +10kph	>SL2% 90 +10kph	Mean	Vpp 85			
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT											
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Tue	570	3	480	20	56	1	0	2	6	1	0	0	29	5.1	10	1.8	1	0.2	62.6	74.2				
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Thu	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Sat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Sun	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	570	3	480	20	56	1	1	2	6	1	0	2	29	5.1	10	1.8	1	0.2	63.0	74.0				
7 Day Ave.	570	3	480	20	56	1	1	2	6	1	0	2	29	5.1	10	1.8	1	0.2	62.6	74.2				
Total	570	3	480	20	56	1	1	2	6	1	0	2	29	5.1	10	1.8	1	0.2	62.6	74.2				



Summary Graphs



534 / Tromman Quarry, Meath  
November 2009  
Automatic Traffic Count

Site 1  
Location R161 - south of R156  
Direction North

Tuesday 03 November 2009

Time	Total	Speed Bins (km/h)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	2	0	0	0	0	0	0	0	0	0	0	1	0	1	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
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
0300	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	25	0	0	0	0	0	0	0	1	1	2	3	9	1	5	0	2	1	0	0	0	0	0	0	0	0	0	0	0
0700	38	0	0	0	0	0	0	1	2	2	3	4	3	6	13	0	2	1	0	0	0	0	0	0	0	0	0	0	0
0800	58	0	1	0	0	0	0	1	0	1	6	5	12	10	6	13	2	1	0	0	0	0	0	0	0	0	0	0	0
0900	42	0	0	0	1	0	0	0	2	0	6	6	8	7	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	39	1	0	0	0	1	1	0	3	2	3	7	6	7	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0
1100	32	0	0	1	0	1	0	2	3	0	0	3	7	5	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1200	27	0	0	0	0	0	0	0	1	1	4	4	5	4	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0
1300	30	0	0	0	0	0	0	1	1	0	2	5	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	53	0	0	0	0	1	1	3	4	7	7	5	9	8	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0
1500	46	0	0	0	0	0	0	0	1	0	3	7	8	10	4	4	4	2	0	0	0	0	0	0	0	0	0	0	0
1600	29	0	0	0	0	0	0	0	3	0	1	3	7	7	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	37	0	0	0	0	0	0	0	2	2	3	11	7	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	36	0	0	0	0	0	0	0	2	0	4	3	5	8	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	34	0	0	0	0	0	0	0	1	2	0	1	4	5	8	6	1	1	0	0	0	0	0	0	0	0	0	0	0
2000	21	0	0	0	0	0	0	0	1	0	0	2	3	6	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	4	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	8	0	0	0	0	0	0	0	0	0	1	1	1	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	0	0	0	0	0	0	0	2	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	467	1	1	1	1	2	2	5	16	14	26	43	65	88	58	39	12	7	1	0	0	0	0	0	0	0	0	0	0
06-22	551	1	1	1	1	2	2	5	18	17	27	46	75	105	98	77	49	16	9	1	0	0	0	0	0	0	0	0	0
06-00	565	1	1	1	1	2	2	5	18	17	29	47	77	107	100	78	51	18	9	1	0	0	0	0	0	0	0	0	0
00-00	570	1	1	1	1	2	2	5	18	17	30	47	78	107	101	78	52	19	9	1	0	0	0	0	0	0	0	0	0



534 / Tromman Quarry, Meath  
November 2009  
Automatic Traffic Count

Site 1  
Location R161 - south of R156  
Direction South

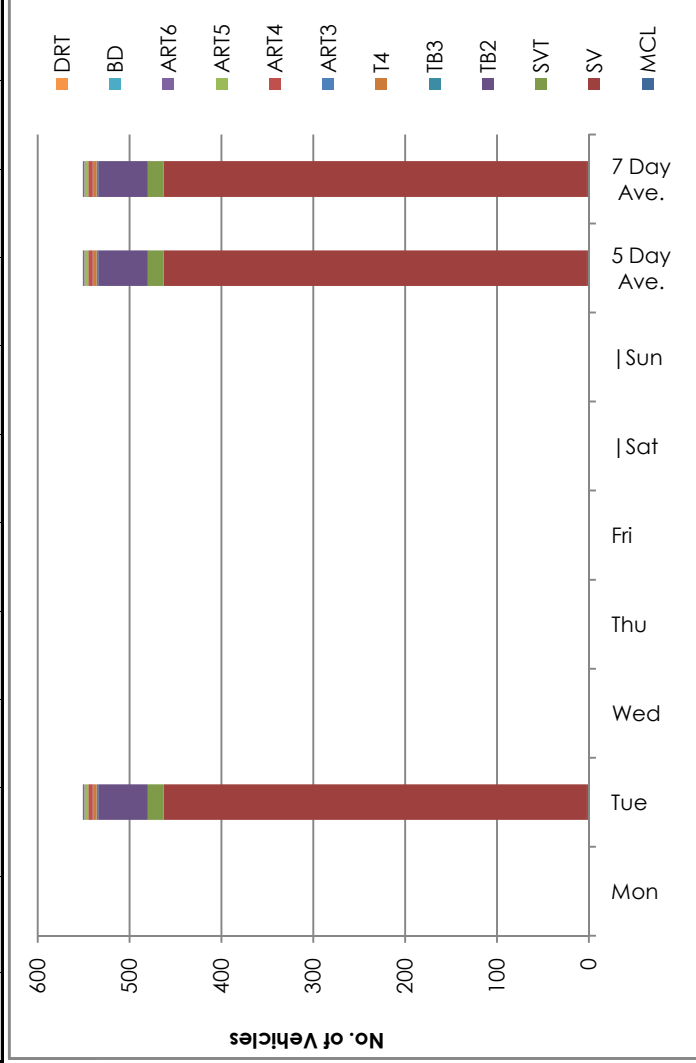
Tuesday 03 November 2009

Time	Total	Classification												>PSL 80	>PSL% 80	>SL1 85 +5kph	>SL1% 85 +5kph	>SL2 90 +10kph	>SL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55.4	-		
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56.8	-		
0200	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	-	-		
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0500	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	50.3	-		
0600	12	0	8	0	2	0	2	0	1	1	0	0	0	0	0	0	0	56.3	66.2		
0700	9	0	8	0	1	0	1	0	0	0	0	0	0	0	1	11.1	0	60.6	-		
0800	30	0	24	1	3	0	3	0	1	1	0	0	0	0	0	0	0	56.8	61.6		
<b>0900</b>	<b>42</b>	<b>0</b>	<b>28</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53.3</b>	<b>63.4</b>		
1000	29	0	22	1	4	0	4	0	0	0	0	1	1	0	0	0	0	55.5	63.7		
1100	32	0	27	3	2	0	2	0	0	0	0	0	0	0	0	0	0	53.6	65.2		
1200	38	0	28	2	8	0	8	0	0	0	0	0	0	0	0	0	0	57.1	64.8		
1300	23	1	17	1	3	1	3	1	0	0	0	0	0	0	0	0	0	58.2	67		
1400	40	0	36	0	1	0	1	0	1	0	0	2	0	0	0	0	0	54.2	64.1		
1500	43	0	35	1	5	1	5	1	1	0	0	0	0	0	0	0	0	57.1	67		
1600	49	0	42	3	4	0	4	0	0	0	0	0	0	0	0	0	0	59.9	68.8		
<b>1700</b>	<b>70</b>	<b>1</b>	<b>62</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57.6</b>	<b>65.2</b>		
1800	37	0	33	0	4	0	4	0	0	0	0	0	0	0	0	0	0	59.2	66.6		
1900	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59.5	65.5		
2000	32	0	31	0	1	0	1	0	0	0	0	0	0	0	0	0	0	59	65.2		
2100	23	0	20	0	3	0	3	0	0	0	0	0	0	0	0	0	0	60.4	70.6		
2200	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61.3	-		
2300	9	0	8	0	1	0	1	0	0	0	0	0	0	0	0	0	0	56.5	-		
<b>07-19</b>	<b>442</b>	<b>2</b>	<b>362</b>	<b>17</b>	<b>47</b>	<b>2</b>	<b>47</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0.2</b>	<b>0</b>	<b>56.8</b>	<b>65.5</b>	
<b>06-22</b>	<b>529</b>	<b>2</b>	<b>441</b>	<b>17</b>	<b>53</b>	<b>2</b>	<b>53</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0.2</b>	<b>0</b>	<b>57.2</b>	<b>66.2</b>	
<b>06-00</b>	<b>546</b>	<b>2</b>	<b>457</b>	<b>17</b>	<b>54</b>	<b>2</b>	<b>54</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0.2</b>	<b>0</b>	<b>57.2</b>	<b>66.2</b>	
<b>00-00</b>	<b>551</b>	<b>2</b>	<b>461</b>	<b>17</b>	<b>54</b>	<b>2</b>	<b>54</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0.2</b>	<b>0</b>	<b>57.2</b>	<b>66.2</b>	

Virtual Week (1)

Time	Total	Classification												>PSL 80	>PSL% 80	>SL1 85 +5kph	>SL1% 85 +5kph	>SL2 90 +10kph	>SL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Tue	551	2	461	17	54	2	3	1	5	4	2	0	0	1	0.2	0	0	0	57.2	66.2	
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
Thu	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
Sat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
Sun	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
5 Day Ave.	551	2	461	17	54	2	3	1	5	4	2	0	0	1	0.2	0	0.0	0	57.0	66.0	
7 Day Ave.	551	2	461	17	54	2	3	1	5	4	2	0	0	1	0.2	0	0.0	0	57.2	66.2	
Total	551	2	461	17	54	2	3	1	5	4	2	0	0	1	0.2	0	0.0	0	57.2	66.2	

Summary Graphs



534 / Tromman Quarry, Meath  
November 2009  
Automatic Traffic Count

Site 1  
Location R161 - south of R156  
Direction South

Tuesday 03 November 2009

Time	Total	Speed Bins (km/h)																											
		0-5 5	5-10 10	10-15 15	15-20 20	20-25 25	25-30 30	30-35 35	35-40 40	40-45 45	45-50 50	50-55 55	55-60 60	60-65 65	65-70 70	70-75 75	75-80 80	80-85 85	85-90 90	90-95 95	95-100 100	100-105 105	105-110 110	110-115 115	115-120 120	120-125 125	125-130 130	130-135 135	135-140 140
0000	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	0	0	0	0	0	2	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
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
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
0500	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	12	0	0	0	0	0	0	0	0	5	2	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	9	0	0	0	0	0	0	0	0	1	2	2	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0800	30	0	0	0	0	0	0	0	0	3	5	10	7	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	42	0	0	1	0	1	0	1	2	7	9	6	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	29	1	0	0	0	0	0	1	0	2	1	5	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	32	0	0	2	0	1	0	0	0	2	5	4	7	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	38	0	0	0	0	0	0	0	0	2	4	7	11	8	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0
1300	23	0	0	0	0	0	0	0	0	0	4	5	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	40	0	0	0	1	1	0	0	0	1	9	6	13	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	43	0	0	0	0	0	0	0	1	8	7	9	7	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	49	0	0	0	0	0	0	0	0	6	5	14	14	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	70	0	0	0	0	0	0	2	1	4	14	23	12	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	37	0	0	0	0	0	0	0	0	4	8	10	6	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	20	0	0	0	0	0	0	0	0	1	3	8	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	32	0	0	0	0	0	0	0	0	1	8	9	6	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	23	0	0	0	0	0	0	0	0	3	5	3	5	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	8	0	0	0	0	0	0	0	0	0	1	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	9	0	0	0	0	0	0	0	0	2	0	1	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	442	1	0	2	2	2	2	4	4	14	55	77	118	82	52	21	5	1	0	0	0	0	0	0	0	0	0	0	0
06-22	529	1	0	2	2	2	2	4	4	15	65	95	138	98	65	28	7	1	0	0	0	0	0	0	0	0	0	0	0
06-00	546	1	0	2	2	2	2	4	4	17	65	97	144	101	68	29	7	1	0	0	0	0	0	0	0	0	0	0	0
00-00	551	1	0	2	2	2	2	4	4	17	66	98	147	101	68	29	7	1	0	0	0	0	0	0	0	0	0	0	0



Site  
Location  
Direction

1  
R161 - south of R156  
North South

534 / Tromman Quarry, Meath  
November 2009  
Automatic Traffic Count

Tuesday 03 November 2009

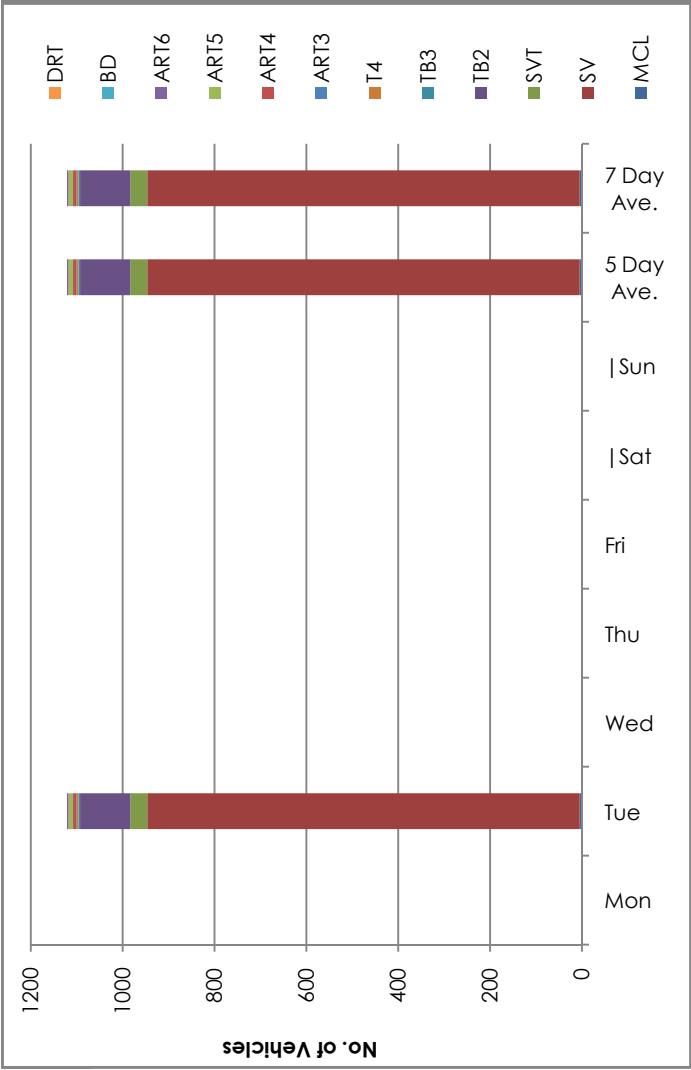
Time	Total	Classification											>PSL 80	>PSL% 80	>SL1 85 +5kph	>SL1% 85 +5kph	>SL2 90 +10kph	>SL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD								
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61.6	-	
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56.8	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	49.5	-	
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79.6	-	
0500	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	33.3	60.5	-	
0600	37	0	32	0	3	0	0	1	1	0	0	0	0	0	0	0	8.1	62.1	72.7	
0700	47	0	38	2	5	0	1	0	1	0	0	0	0	0	0	0	8.5	62.9	71.6	
<b>0800</b>	<b>88</b>	<b>0</b>	<b>76</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3.4</b>	<b>1.1</b>	<b>62.5</b>	<b>75.2</b>		
0900	84	0	64	3	14	0	0	1	0	1	0	0	0	0	0	0	0	58.1	69.8	
1000	68	1	49	4	9	1	0	0	2	2	0	0	0	2	2.9	1.5	57.7	68.4		
1100	64	1	52	5	5	0	0	0	1	0	0	0	0	1	1.6	0	56.5	70.9		
1200	65	0	52	4	9	0	0	0	0	0	0	0	0	3	4.6	2	59.5	70.6		
1300	53	1	41	2	6	1	0	0	0	1	0	0	0	0	0	0	58.9	65.9		
1400	93	1	77	5	5	0	1	0	2	2	0	0	0	2	2.2	1.1	56.1	68		
1500	89	0	73	5	9	1	1	0	0	0	0	0	0	6	6.7	2	61.5	71.3		
1600	78	0	68	4	6	0	0	0	0	0	0	0	0	0	0	0	60.6	69.1		
<b>1700</b>	<b>107</b>	<b>1</b>	<b>90</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58.7</b>	<b>67.7</b>		
1800	73	0	67	0	6	0	0	0	0	0	0	0	0	0	0	0	60.6	69.5		
1900	54	0	52	0	2	0	0	0	0	0	0	0	0	2	3.7	1	64.1	74.2		
2000	53	0	50	0	3	0	0	0	0	0	0	0	0	1	1.9	0	62.2	71.3		
2100	27	0	24	0	3	0	0	0	0	0	0	0	0	0	0	0	61.7	71.6		
2200	16	0	15	0	1	0	0	0	0	0	0	0	0	1	6.3	0	64.7	73.8		
2300	15	0	14	0	1	0	0	0	0	0	0	0	0	1	6.7	0	58.7	69.8		
<b>07-19</b>	<b>909</b>	<b>5</b>	<b>747</b>	<b>37</b>	<b>95</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>6</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>2.3</b>	<b>8</b>	<b>59.4</b>	<b>70.2</b>		
<b>06-22</b>	<b>1080</b>	<b>5</b>	<b>905</b>	<b>37</b>	<b>106</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>7</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>2.5</b>	<b>10</b>	<b>59.9</b>	<b>70.6</b>		
<b>06-00</b>	<b>1111</b>	<b>5</b>	<b>934</b>	<b>37</b>	<b>108</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>7</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>2.6</b>	<b>10</b>	<b>60</b>	<b>70.9</b>		
<b>00-00</b>	<b>1121</b>	<b>5</b>	<b>941</b>	<b>37</b>	<b>110</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>7</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>2.7</b>	<b>10</b>	<b>60</b>	<b>70.9</b>		

534 / Tromman Quarry, Meath  
November 2009  
Automatic Traffic Count

Site 1  
Location R161 - south of R156  
Direction North South

Virtual Week (1)

Time	Total	Classification												>PSL 80	>PSL% 80	>SL1 85 +5kph	>SL1% 85 +5kph	>SL2 90 +10kph	>SL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Tue	1121	5	941	37	110	3	4	1	7	10	3	0	0	30	2.7	10	0.9	1	0.1	60	70.9
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	1121	5	941	37	110	3	4	1	7	10	3	0	0	30	2.7	10	0.9	1	0.1	60.0	71.0
7 Day Ave.	1121	5	941	37	110	3	4	1	7	10	3	0	0	30	2.7	10	0.9	1	0.1	60.0	70.9
Total	1121	5	941	37	110	3	4	1	7	10	3	0	0	30	2.7	10	0.9	1	0.1	60.0	70.9



Summary Graphs



Nationwide Data Collection  
for  
Roughan and O'Donovan

534 / Tromman Quarry, Meath  
November 2009  
Automatic Traffic Count

Site 1  
Location R161 - south of R156  
Direction North South


Tuesday 03 November 2009

Time	Total	Speed Bins (km/h)																												
		0-5 5	5-10 10	10-15 15	15-20 20	20-25 25	25-30 30	30-35 35	35-40 40	40-45 45	45-50 50	50-55 55	55-60 60	60-65 65	65-70 70	70-75 75	75-80 80	80-85 85	85-90 90	90-95 95	95-100 100	100-105 105	105-110 110	110-115 115	115-120 120	120-125 125	125-130 130	130-135 135	135-140 140	
0000	3	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	0	0	0	0	0	2	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
0300	1	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	1	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	3	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	37	0	0	0	0	0	0	0	0	0	0	3	11	2	7	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	47	0	0	0	0	0	0	0	0	0	0	6	4	8	13	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0
0800	88	0	1	0	0	0	0	0	0	0	0	11	19	11	7	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0900	84	0	0	0	2	0	1	1	1	1	1	12	16	10	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	68	2	0	0	0	1	1	1	1	1	0	16	12	10	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1100	64	0	0	3	0	2	0	2	0	2	3	8	14	9	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	65	0	0	0	0	0	0	0	0	0	2	15	13	5	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1300	53	0	0	0	0	0	0	0	0	0	1	11	14	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	93	0	0	0	1	1	1	1	1	1	3	18	12	14	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	89	0	0	0	0	0	0	0	0	0	1	16	15	18	6	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0
1600	78	0	0	0	0	0	0	0	0	0	3	17	21	11	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	107	0	0	0	0	0	0	0	0	0	2	34	19	17	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	73	0	0	0	0	0	0	0	0	0	0	15	11	16	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	54	0	0	0	0	0	0	0	0	0	1	12	8	9	9	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	53	0	0	0	0	0	0	0	0	0	1	11	9	11	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	27	0	0	0	0	0	0	0	0	0	0	4	5	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	16	0	0	0	0	0	0	0	0	0	0	4	3	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	15	0	0	0	0	0	0	0	0	0	0	4	2	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	909	2	1	3	3	4	4	4	9	20	28	183	170	137	79	44	13	7	1	0	0	0	0	0	0	0	0	0	0	0
06-22	1080	2	1	3	3	4	4	4	9	22	32	213	203	163	105	56	17	9	1	0	0	0	0	0	0	0	0	0	0	0
06-00	1111	2	1	3	3	4	4	4	9	22	34	144	208	168	107	58	19	9	1	0	0	0	0	0	0	0	0	0	0	0
00-00	1121	2	1	3	3	4	4	4	9	22	34	145	208	169	107	59	20	9	1	0	0	0	0	0	0	0	0	0	0	0







		<b>Site / Location:</b> 2 / R150 - north of R156		<b>Project No.:</b> 534		<b>Photo No.:</b> 534-01		<b>Drawn By.:</b> JF	
		<b>Survey Date:</b> Tuesday 3rd November 2009		<b>Project Name:</b> TROMMAN QUARRY, MEATH					
<b>Survey Times:</b> 00:00 to 00(24):00				<b>Title:</b>		Site Photograph - looking north			

Site No.	Location.	Direction.	Speed Limit (km/h)	Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > Speed Limit (+5km/h).	% > Speed Limit (+5km/h).	No. > Speed Limit (+10km/h).	% > Speed Limit (+10km/h).	Mean Speed	85%ile Speed
2	R160 - north of R156	North	80	Tuesday 03 November 2009	2170	2170	2170	750	34.6	516	23.8	343	15.8	72.7	90.4
		South	80	Tuesday 03 November 2009	2223	2223	2223	458	20.6	264	11.9	141	6.3	70.2	82.8
		North South	80	Tuesday 03 November 2009	4393	4393	4393	1208	27.5	780	17.8	484	11.0	71.4	86.8

Site  
Location  
Direction

2  
R160 - north of R156  
North

534 / Tromman Quarry, Meath  
November 2009  
Automatic Traffic Count

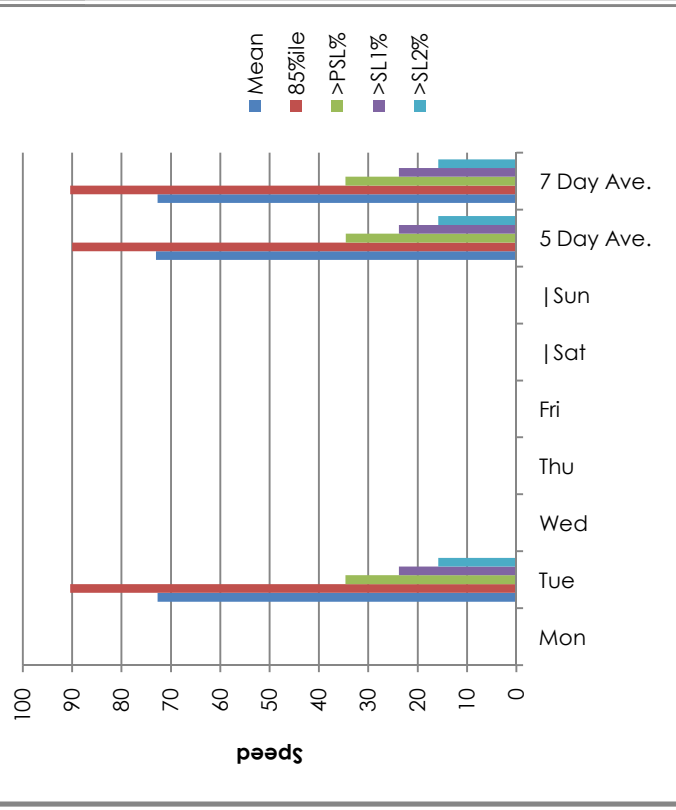
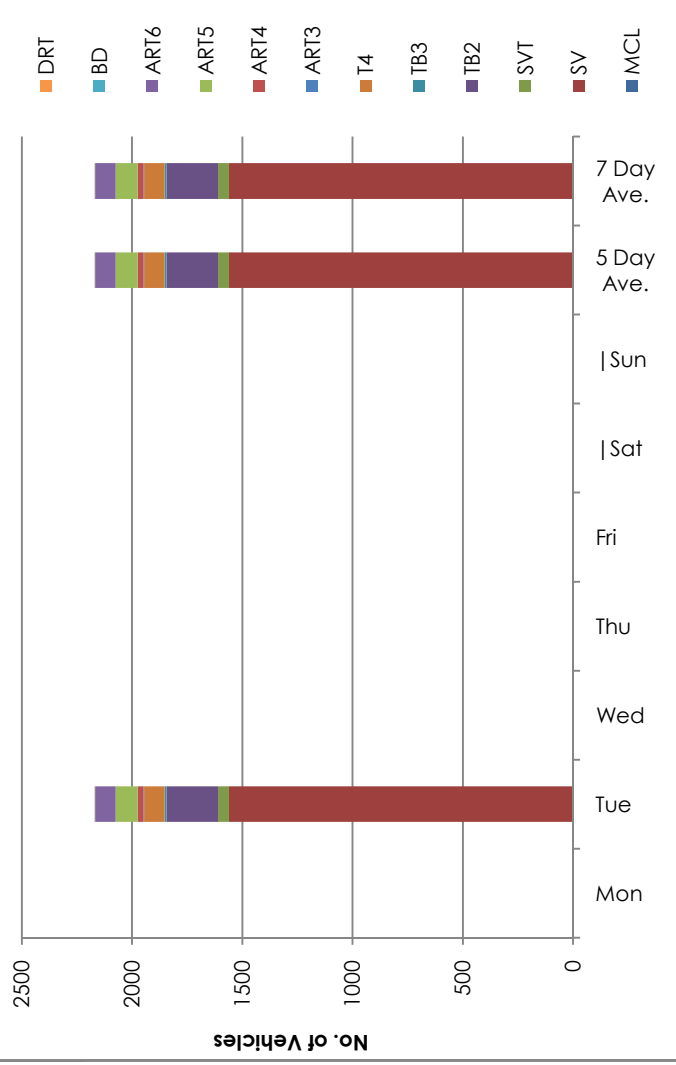
Tuesday 03 November 2009

Time	Total	Classification												>PSL 80	>PSL% 80	>SL1 +5kph 85	>SL1% +5kph 85	>SL2 +10kph 90	>SL2% +10kph 90	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	8	0	8	0	0	0	0	0	0	0	0	0	0	0	3	37.5	2	25	2	25	73.5	-
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78.2	-
0200	4	0	2	0	0	0	0	0	0	0	0	0	0	0	4	100	3	75	2	50	101	-
0300	3	0	1	0	2	0	0	0	0	0	0	0	0	0	2	66.7	2	66.7	2	66.7	80.7	-
0400	7	0	2	0	2	0	0	0	0	0	0	2	1	0	3	42.9	3	42.9	3	42.9	81.3	-
0500	21	0	15	0	1	0	0	0	0	0	0	0	2	3	14	66.7	12	57.1	10	47.6	86	102.6
0600	45	0	29	1	4	1	3	0	0	0	0	1	2	4	20	44.4	15	33.3	10	22.2	80.6	99
0700	167	1	117	3	19	1	9	0	0	0	0	2	9	6	55	32.9	42	25.1	29	17.4	71.3	91.1
<b>0800</b>	<b>217</b>	<b>0</b>	<b>163</b>	<b>3</b>	<b>20</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>35.5</b>	<b>44</b>	<b>20.3</b>	<b>31</b>	<b>14.3</b>	<b>71.9</b>	<b>89.3</b>
0900	193	1	149	2	15	2	7	1	3	7	6	0	0	0	59	30.6	40	20.7	29	15	69.7	89.3
1000	157	0	110	6	13	0	8	0	2	9	9	0	0	0	54	34.4	35	22.3	20	12.7	72.1	87.5
1100	150	0	89	8	19	2	10	1	1	10	8	1	1	0	42	28	36	24	22	14.7	70.6	89.6
1200	126	1	78	2	10	2	16	0	3	6	8	0	0	0	34	27	22	17.5	17	13.5	69.5	87.5
1300	136	2	86	4	17	0	6	0	2	12	7	0	0	0	39	28.7	21	15.4	13	9.6	66	85.3
1400	139	0	94	1	14	0	6	0	3	12	9	0	0	0	27	19.4	18	12.9	14	10.1	67	82.1
<b>1500</b>	<b>165</b>	<b>0</b>	<b>112</b>	<b>6</b>	<b>18</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>32.7</b>	<b>34</b>	<b>20.6</b>	<b>19</b>	<b>11.5</b>	<b>72.7</b>	<b>87.5</b>
1600	146	0	100	6	27	0	1	1	2	7	2	0	0	0	55	37.7	40	27.4	30	20.5	76.1	95
1700	134	0	102	2	19	0	3	0	0	5	3	0	0	0	45	33.6	25	18.7	11	8.2	72.7	85.3
1800	144	0	122	4	14	0	0	0	2	1	1	0	0	0	54	37.5	32	22.2	17	11.8	74.9	86.4
1900	92	0	77	1	11	1	0	0	0	0	2	0	0	0	39	42.4	28	30.4	19	20.7	78.3	93.6
2000	53	0	49	0	3	0	0	0	0	0	1	0	0	0	33	62.3	28	52.8	20	37.7	85.7	105.5
2100	30	0	25	0	2	0	0	0	0	0	3	0	0	0	14	46.7	12	40	11	36.7	79.4	97.2
2200	18	0	15	0	1	0	0	0	1	0	1	0	0	0	13	72.2	13	72.2	5	27.8	84.9	92.5
2300	14	0	11	0	3	0	0	0	0	0	0	0	0	0	10	71.4	9	64.3	7	50	89.1	108.4
<b>07-19</b>	<b>1874</b>	<b>5</b>	<b>1322</b>	<b>47</b>	<b>205</b>	<b>7</b>	<b>89</b>	<b>3</b>	<b>23</b>	<b>92</b>	<b>79</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>595</b>	<b>31.8</b>	<b>389</b>	<b>20.8</b>	<b>252</b>	<b>13.4</b>	<b>71.3</b>	<b>88.2</b>
<b>06-22</b>	<b>2094</b>	<b>5</b>	<b>1502</b>	<b>49</b>	<b>225</b>	<b>9</b>	<b>92</b>	<b>3</b>	<b>24</b>	<b>94</b>	<b>89</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>701</b>	<b>33.5</b>	<b>472</b>	<b>22.5</b>	<b>312</b>	<b>14.9</b>	<b>72.3</b>	<b>89.6</b>
<b>06-00</b>	<b>2126</b>	<b>5</b>	<b>1528</b>	<b>49</b>	<b>229</b>	<b>9</b>	<b>92</b>	<b>3</b>	<b>25</b>	<b>94</b>	<b>90</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>724</b>	<b>34.1</b>	<b>494</b>	<b>23.2</b>	<b>324</b>	<b>15.2</b>	<b>72.5</b>	<b>90</b>
<b>00-00</b>	<b>2170</b>	<b>5</b>	<b>1556</b>	<b>49</b>	<b>234</b>	<b>9</b>	<b>92</b>	<b>3</b>	<b>27</b>	<b>100</b>	<b>93</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>750</b>	<b>34.6</b>	<b>516</b>	<b>23.8</b>	<b>343</b>	<b>15.8</b>	<b>72.7</b>	<b>90.4</b>

Virtual Week (1)

Time	Total	Classification											>PSL 80	>PSL% 80	>SL1 85 +5kph	>SL1% 85 +5kph	>SL2 90 +10kph	>SL2% 90 +10kph	Mean	Vpp 85			
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD									12 DRT		
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Tue	2170	5	1556	49	234	9	92	3	27	100	93	1	1	750	34.6	516	23.8	343	15.8	72.7	90.4	-	-
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Thu	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Sat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Sun	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
5 Day Ave.	2170	5	1556	49	234	9	92	3	27	100	93	1	1	750	34.6	516	23.8	343	15.8	73.0	90.0	-	-
7 Day Ave.	2170	5	1556	49	234	9	92	3	27	100	93	1	1	750	34.6	516	23.8	343	15.8	72.7	90.4	-	-
Total	2170	5	1556	49	234	9	92	3	27	100	93	1	1	750	34.6	516	23.8	343	15.8	72.7	90.4	-	-

Summary Graphs



Site

2

Location  
R160 - north of R156

534 / Tromman Quarry, Meath  
November 2009  
Automatic Traffic Count

North

Tuesday 03 November 2009

Time	Total	Speed Bins (km/h)																											
		0-5 5	5-10 10	10-15 15	15-20 20	20-25 25	25-30 30	30-35 35	35-40 40	40-45 45	45-50 50	50-55 55	55-60 60	60-65 65	65-70 70	70-75 75	75-80 80	80-85 85	85-90 90	90-95 95	95-100 100	100-105 105	105-110 110	110-115 115	115-120 120	120-125 125	125-130 130	130-135 135	135-140 140
0000	8	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0
0300	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
0400	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	1	0	2	0	0	0	0	0	0	0
0500	21	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	2	2	5	1	1	2	1	0	0	0	0	0
0600	45	0	0	0	0	0	0	0	0	2	0	2	0	1	3	10	5	5	2	1	1	1	1	2	1	2	0	0	0
0700	167	0	0	0	0	0	0	0	0	5	16	12	16	8	13	18	20	13	13	14	7	4	3	1	0	0	0	0	0
0800	217	0	0	0	0	0	0	0	0	9	8	14	14	25	22	15	28	33	13	16	9	4	1	1	0	0	0	0	0
0900	193	0	0	1	1	0	1	0	0	6	10	16	15	21	28	14	15	19	11	13	9	4	2	1	0	0	0	0	0
1000	157	0	0	1	0	0	0	0	0	7	7	7	12	11	13	18	22	19	15	8	3	5	2	1	1	0	0	0	0
1100	150	0	0	0	1	0	0	0	0	12	6	7	6	12	19	19	21	6	14	8	6	6	1	1	0	0	0	0	0
1200	126	0	0	0	1	0	0	0	0	9	8	12	6	7	13	16	16	12	5	8	2	3	2	0	0	0	1	0	1
1300	136	0	1	0	2	1	3	3	0	10	14	3	6	14	10	13	13	18	8	7	1	1	4	0	0	0	0	0	0
1400	139	0	0	0	0	0	0	0	1	7	11	11	15	17	15	20	13	9	4	8	6	0	0	0	0	0	0	0	0
1500	165	0	0	0	0	0	0	0	0	4	8	1	5	10	29	28	17	20	15	7	5	2	3	2	0	0	0	0	0
1600	146	0	0	0	0	1	0	0	1	0	3	8	10	18	20	16	15	15	10	7	6	11	3	3	0	0	0	0	0
1700	134	0	0	0	0	0	0	1	0	0	4	7	6	26	15	19	11	20	14	3	6	0	0	2	0	0	0	0	0
1800	144	0	0	0	0	0	0	0	0	0	3	6	6	13	24	22	15	22	15	9	5	1	2	0	0	0	0	0	0
1900	92	0	0	0	0	0	0	0	0	0	0	3	5	12	16	9	8	11	9	6	3	2	3	3	1	0	0	1	0
2000	53	0	0	0	0	0	0	0	0	0	0	0	3	5	4	5	3	5	8	4	5	1	6	1	2	0	0	1	0
2100	30	0	0	0	0	0	0	0	0	0	0	3	1	5	4	0	3	2	1	4	3	2	0	1	0	0	1	0	0
2200	18	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	1	0	8	3	1	0	1	0	0	0	0	0	0
2300	14	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1	2	1	1	2	1	1	0	1	0	0	0
07-19	1874	0	1	2	5	2	5	2	5	14	35	69	98	104	117	182	221	206	137	108	65	41	23	12	1	0	1	0	1
06-22	2094	0	1	2	5	2	5	2	5	14	35	71	100	110	127	207	249	230	160	124	77	47	33	19	5	2	2	2	1
06-00	2126	0	1	2	5	2	5	2	5	14	35	71	100	112	127	208	251	238	170	128	79	49	35	20	5	3	2	2	1
00-00	2170	0	1	2	5	2	5	2	5	14	36	71	101	112	131	211	252	244	173	136	81	53	38	21	5	3	2	3	1

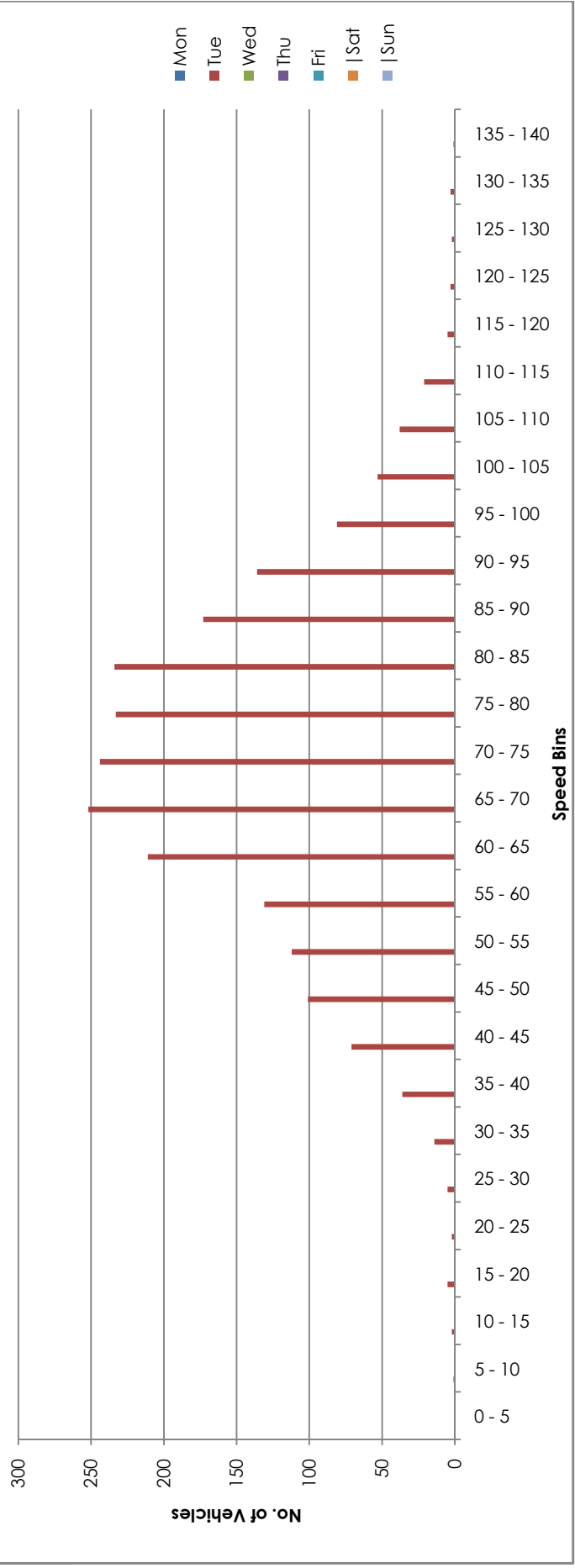


Nationwide Data Collection  
for  
Roughan and O'Donovan

Virtual Week (1)

Time	Total	Speed Bins (km/h)																													
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140		
Mon	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	
Tue	2170	0	1	2	5	2	5	2	5	14	36	71	101	112	131	211	252	244	233	234	173	136	81	53	38	21	5	3	2	3	1
Wed	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
Thu	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
Fri	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
Sat	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
Sun	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
<b>5 Day Ave.</b>	<b>2170</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>14</b>	<b>36</b>	<b>71</b>	<b>101</b>	<b>112</b>	<b>131</b>	<b>211</b>	<b>252</b>	<b>244</b>	<b>233</b>	<b>234</b>	<b>173</b>	<b>136</b>	<b>81</b>	<b>53</b>	<b>38</b>	<b>21</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>1</b>
<b>7 Day Ave.</b>	<b>2170</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>14</b>	<b>36</b>	<b>71</b>	<b>101</b>	<b>112</b>	<b>131</b>	<b>211</b>	<b>252</b>	<b>244</b>	<b>233</b>	<b>234</b>	<b>173</b>	<b>136</b>	<b>81</b>	<b>53</b>	<b>38</b>	<b>21</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>1</b>
<b>Total</b>	<b>2170</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>14</b>	<b>36</b>	<b>71</b>	<b>101</b>	<b>112</b>	<b>131</b>	<b>211</b>	<b>252</b>	<b>244</b>	<b>233</b>	<b>234</b>	<b>173</b>	<b>136</b>	<b>81</b>	<b>53</b>	<b>38</b>	<b>21</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>1</b>

Summary Graphs



Site  
Location  
Direction

2  
R160 - north of R156  
South

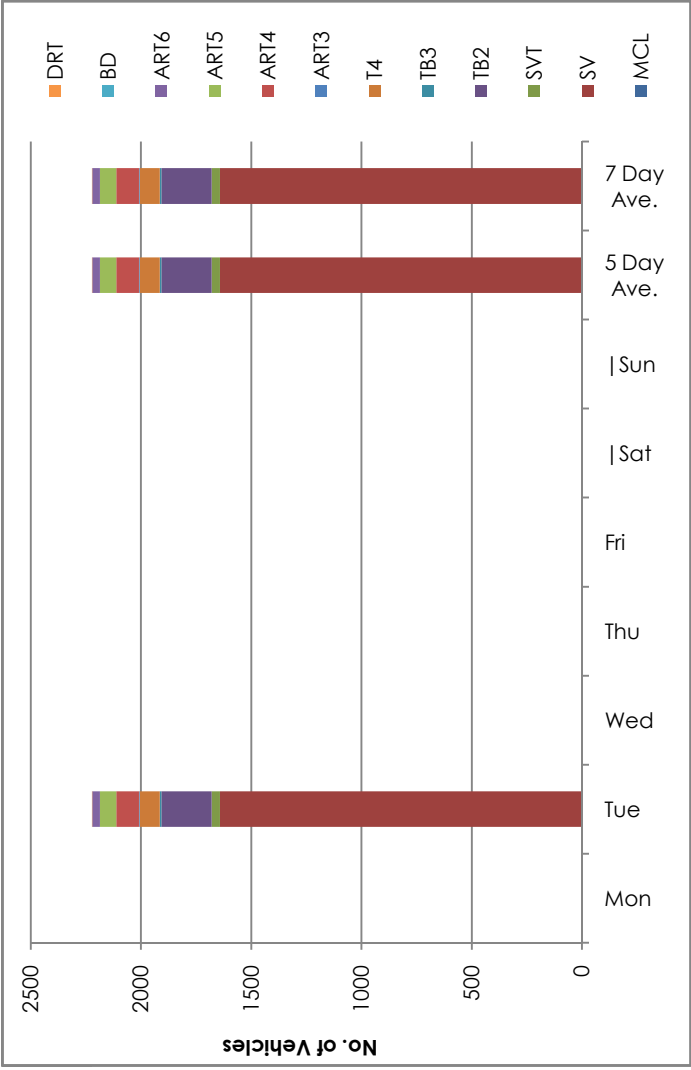
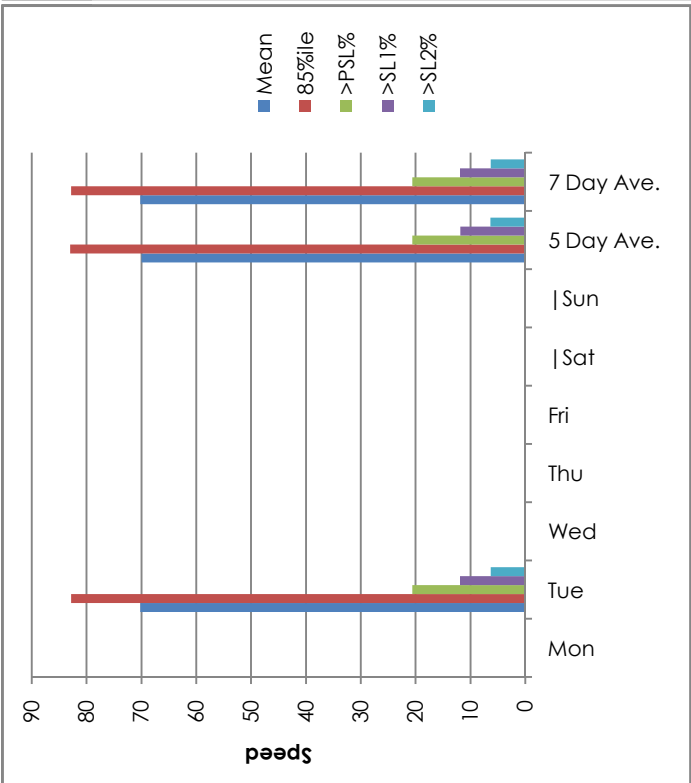
534 / Tromman Quarry, Meath  
November 2009  
Automatic Traffic Count

Tuesday 03 November 2009

Time	Total	Classification												>PSL 80	>PSL% 80	>SL1 85 +5kph	>SL1% 85 +5kph	>SL2 90 +10kph	>SL2% 90 +10kph	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	17	0	15	0	1	0	0	0	0	0	0	0	0	0	11	64.7	4	23.5	2	11.8	80.8	85
0100	8	0	6	0	1	0	0	0	0	0	0	0	0	0	3	37.5	3	37.5	1	12.5	73.1	-
0200	2	0	1	0	1	0	0	0	0	0	0	0	0	0	1	50	1	50	0	0	79.1	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66.5	-
0400	7	0	2	0	1	0	0	0	0	0	0	1	2	1	5	71.4	3	42.9	1	14.3	85.4	-
0500	10	0	2	0	5	0	0	0	0	0	0	1	2	0	4	40	3	30	2	20	81	-
0600	71	0	41	1	13	1	3	0	0	0	0	2	5	0	24	33.8	18	25.4	13	18.3	76	91.4
0700	128	0	89	2	27	0	2	0	0	0	0	5	3	0	38	29.7	20	15.6	11	8.6	72.5	85.7
0800	144	0	104	1	18	0	7	0	0	0	0	9	4	1	22	15.3	17	11.8	10	6.9	68.3	79.9
0900	122	0	72	3	17	0	11	0	0	0	0	11	6	2	23	18.9	10	8.2	4	3.3	66.6	81.4
1000	141	0	91	3	11	1	7	1	1	1	1	12	8	7	28	19.9	13	9.2	6	4.3	70.2	81.7
<b>1100</b>	<b>154</b>	<b>0</b>	<b>107</b>	<b>3</b>	<b>15</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>29</b>	<b>18.8</b>	<b>11</b>	<b>7.1</b>	<b>4</b>	<b>2.6</b>	<b>71.6</b>	<b>80.3</b>
1200	161	0	109	5	17	1	12	0	10	4	3	0	0	0	21	13	11	6.8	6	3.7	67.4	79.2
1300	142	1	95	0	11	1	13	1	10	8	2	0	0	0	19	13.4	11	7.7	2	1.4	66.4	78.5
1400	163	1	113	6	16	1	6	0	11	6	3	0	0	0	22	13.5	12	7.4	5	3.1	67.9	79.2
1500	156	0	115	1	17	0	8	0	9	4	2	0	0	0	28	17.9	15	9.6	8	5.1	70.1	82.1
1600	170	1	134	5	9	0	7	1	7	4	2	0	0	0	28	16.5	18	10.6	15	8.8	69	81
<b>1700</b>	<b>199</b>	<b>0</b>	<b>172</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>12.1</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>67.8</b>	<b>77.8</b>	
1800	156	0	132	4	16	0	1	0	1	1	1	0	0	0	31	19.9	18	11.5	8	5.1	69.9	82.4
1900	81	0	70	0	4	0	0	0	1	5	1	0	0	0	26	32.1	17	21	6	7.4	74.1	87.5
2000	75	0	68	2	2	0	1	0	2	0	0	0	0	0	22	29.3	11	14.7	5	6.7	74.1	84.2
2100	63	1	56	1	3	1	0	0	0	1	0	0	0	0	28	44.4	18	28.6	12	19	79	93.6
2200	38	0	31	0	4	1	0	0	1	0	1	0	0	0	13	34.2	13	34.2	10	26.3	74.8	94.7
2300	14	0	13	0	1	0	0	0	0	0	0	0	0	0	8	57.1	7	50	6	42.9	81.7	102.2
<b>07-19</b>	<b>1836</b>	<b>3</b>	<b>1333</b>	<b>34</b>	<b>191</b>	<b>4</b>	<b>87</b>	<b>3</b>	<b>96</b>	<b>57</b>	<b>26</b>	<b>0</b>	<b>2</b>	<b>313</b>	<b>17</b>	<b>166</b>	<b>9</b>	<b>83</b>	<b>4.5</b>	<b>68.9</b>	<b>80.6</b>	
<b>06-22</b>	<b>2126</b>	<b>4</b>	<b>1568</b>	<b>38</b>	<b>213</b>	<b>6</b>	<b>91</b>	<b>3</b>	<b>101</b>	<b>68</b>	<b>32</b>	<b>0</b>	<b>2</b>	<b>413</b>	<b>19.4</b>	<b>230</b>	<b>10.8</b>	<b>119</b>	<b>5.6</b>	<b>69.8</b>	<b>81.7</b>	
<b>06-00</b>	<b>2178</b>	<b>4</b>	<b>1612</b>	<b>38</b>	<b>218</b>	<b>7</b>	<b>91</b>	<b>3</b>	<b>102</b>	<b>68</b>	<b>33</b>	<b>0</b>	<b>2</b>	<b>434</b>	<b>19.9</b>	<b>250</b>	<b>11.5</b>	<b>135</b>	<b>6.2</b>	<b>70</b>	<b>82.1</b>	
<b>00-00</b>	<b>2223</b>	<b>4</b>	<b>1638</b>	<b>38</b>	<b>228</b>	<b>7</b>	<b>91</b>	<b>3</b>	<b>104</b>	<b>73</b>	<b>35</b>	<b>0</b>	<b>2</b>	<b>458</b>	<b>20.6</b>	<b>264</b>	<b>11.9</b>	<b>141</b>	<b>6.3</b>	<b>70.2</b>	<b>82.8</b>	

Virtual Week (1)

Time	Total	Classification											>PSL 80	>PSL% 80	>SL1 85 +5kph	>SL1% 85 +5kph	>SL2 90 +10kph	>SL2% 90	Mean	Vpp 85		
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD									12 DRT	
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Tue	2223	4	1638	38	228	7	91	3	104	73	35	0	2	458	20.6	264	11.9	141	6.3	70.2	82.8	82.8
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Thu	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Sat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Sun	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
5 Day Ave.	2223	4	1638	38	228	7	91	3	104	73	35	0	2	458	20.6	264	11.9	141	6.3	70.0	83.0	83.0
7 Day Ave.	2223	4	1638	38	228	7	91	3	104	73	35	0	2	458	20.6	264	11.9	141	6.3	70.2	82.8	82.8
Total	2223	4	1638	38	228	7	91	3	104	73	35	0	2	458	20.6	264	11.9	141	6.3	70.2	82.8	82.8



Summary Graphs

Site  
Location  
Direction

2  
R160 - north of R156  
South

534 / Tromman Quarry, Meath  
November 2009  
Automatic Traffic Count

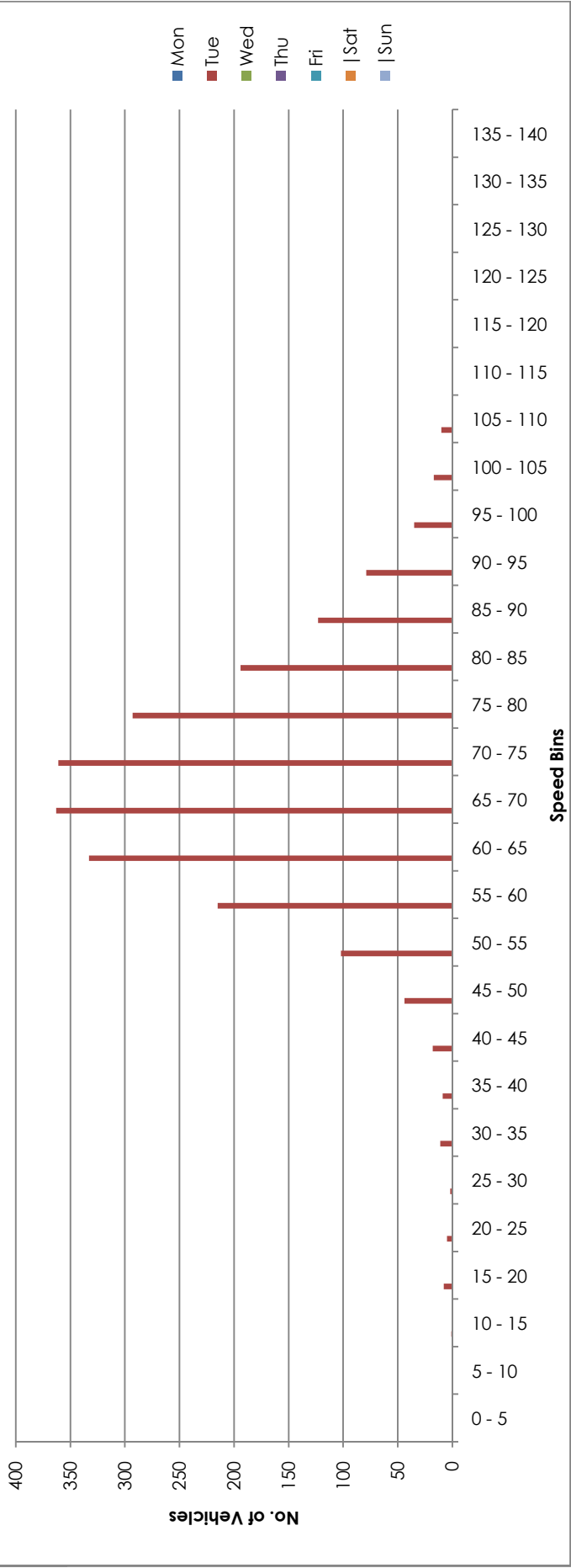
Tuesday 03 November 2009

Time	Total	Speed Bins (km/h)																											
		0-5 5	5-10 10	10-15 15	15-20 20	20-25 25	25-30 30	30-35 35	35-40 40	40-45 45	45-50 50	50-55 55	55-60 60	60-65 65	65-70 70	70-75 75	75-80 80	80-85 85	85-90 90	90-95 95	95-100 100	100-105 105	105-110 110	110-115 115	115-120 120	120-125 125	125-130 130	130-135 135	135-140 140
0000	17	0	0	0	0	0	0	0	0	0	0	0	1	1	3	1	7	2	0	2	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	0	0	1	0	0	0	0	0	0	0	0
0500	10	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	1	1	0	2	0	0	0	0	0	0	0	0	0
0600	71	0	0	0	0	0	0	0	0	1	2	3	11	8	9	13	6	5	5	5	3	0	0	0	0	0	0	0	0
0700	128	0	0	0	1	0	0	0	3	3	2	8	13	16	25	17	18	9	7	4	0	0	0	0	0	0	0	0	0
0800	144	0	0	0	0	0	0	0	4	4	12	23	22	32	16	13	5	7	4	5	1	0	0	0	0	0	0	0	0
0900	122	0	0	0	3	1	1	4	2	2	4	7	22	23	18	12	13	6	3	0	1	0	0	0	0	0	0	0	0
1000	141	0	0	0	1	0	0	2	2	2	2	12	28	26	19	21	15	7	6	0	0	0	0	0	0	0	0	0	0
1100	154	0	0	1	1	0	0	0	0	0	11	8	17	25	26	37	18	7	4	0	0	0	0	0	0	0	0	0	0
1200	161	0	0	1	1	0	0	2	3	1	7	26	19	33	27	18	10	5	3	3	0	0	0	0	0	0	0	0	0
1300	142	0	0	0	1	1	2	0	5	1	7	17	31	27	22	9	8	9	1	0	0	1	0	0	0	0	0	0	0
1400	163	0	0	0	2	0	1	1	2	4	7	24	23	26	29	22	10	7	3	0	1	1	0	0	0	0	0	0	0
1500	156	0	0	0	1	0	0	0	0	1	5	12	34	32	32	11	13	7	5	1	1	1	0	0	0	0	0	0	0
1600	170	0	0	0	0	0	0	0	1	4	9	21	33	32	29	13	10	3	11	3	1	0	0	0	0	0	0	0	0
1700	199	0	0	1	1	0	0	0	3	6	8	20	37	34	33	31	14	6	4	0	0	0	0	0	0	0	0	0	0
1800	156	0	0	0	0	0	0	0	6	13	18	18	24	21	20	23	13	10	3	1	2	2	0	0	0	0	0	0	0
1900	81	0	0	0	0	0	0	0	3	4	8	8	2	6	19	13	9	11	4	1	1	0	0	0	0	0	0	0	0
2000	75	0	0	0	0	0	0	0	1	3	3	3	5	12	13	16	11	6	3	2	0	0	0	0	0	0	0	0	0
2100	63	0	0	0	0	0	0	0	0	0	2	2	6	6	6	13	10	6	6	3	2	1	0	0	0	0	0	0	0
2200	38	0	0	0	0	0	0	0	1	3	2	1	3	2	8	4	0	3	4	2	2	2	0	0	0	0	0	0	0
2300	14	0	0	0	0	0	0	0	0	0	1	2	1	0	1	1	1	1	3	0	1	2	0	0	0	0	0	0	0
07-19	1836	0	0	1	8	5	2	11	8	16	36	87	196	303	296	227	147	83	54	17	7	5	0	0	0	0	0	0	0
06-22	2126	0	0	1	8	5	2	11	8	16	41	98	212	327	343	282	183	111	72	28	13	6	0	0	0	0	0	0	0
06-00	2178	0	0	1	8	5	2	11	9	17	44	101	215	331	361	287	184	115	79	30	16	10	0	0	0	0	0	0	0
00-00	2223	0	0	1	8	5	2	11	9	18	44	102	215	333	363	293	194	123	79	35	17	10	0	0	0	0	0	0	0

Virtual Week (1)

Time	Total	Speed Bins (km/h)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
Mon	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
Tue	2223	0	0	1	8	5	2	11	18	44	102	215	333	363	361	293	194	123	79	35	17	10	0	0	0	0	0	0	0	
Wed	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
Thu	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
Fri	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
Sat	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
Sun	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
5 Day Ave.	2223	0	0	1	8	5	2	11	18	44	102	215	333	363	361	293	194	123	79	35	17	10	0	0	0	0	0	0	0	0
7 Day Ave.	2223	0	0	1	8	5	2	11	18	44	102	215	333	363	361	293	194	123	79	35	17	10	0	0	0	0	0	0	0	0
Total	2223	0	0	1	8	5	2	11	18	44	102	215	333	363	361	293	194	123	79	35	17	10	0	0	0	0	0	0	0	0

Summary Graphs



Site  
Location  
Direction

2  
R160 - north of R156  
North South

534 / Tromman Quarry, Meath  
November 2009  
Automatic Traffic Count

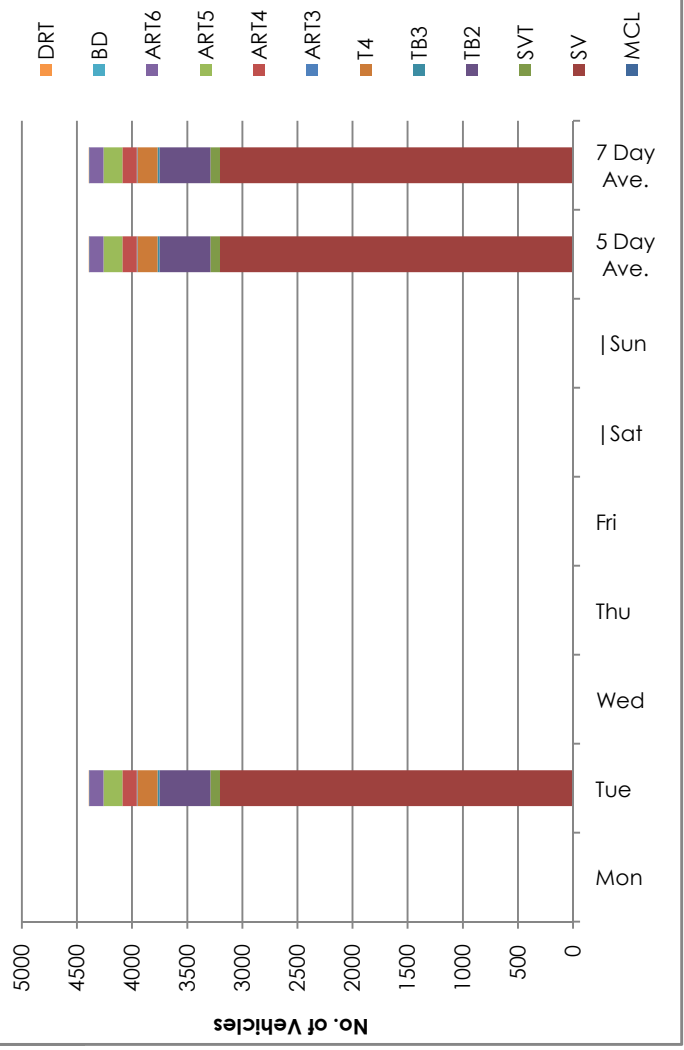
Tuesday 03 November 2009

Time	Total	Classification												>PSL 80	>PSL% 80	>SL1 +5kph 85	>SL1% +5kph 85	>SL2 +10kph 90	>SL2% +10kph 90	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	25	0	23	0	1	0	0	0	0	1	0	0	0	14	56	6	24	4	16	78.4	85.3
0100	9	0	6	0	1	0	0	0	0	0	0	0	0	3	33.3	3	33.3	1	11.1	73.7	-
0200	6	0	3	0	1	0	0	0	0	0	0	0	0	5	83.3	4	66.7	2	33.3	93.7	-
0300	4	0	1	0	3	0	0	0	0	0	0	0	0	2	50	2	50	2	50	77.1	-
0400	14	0	4	0	3	0	0	0	0	3	1	0	0	8	57.1	6	42.9	4	28.6	83.4	102.6
0500	31	0	17	0	6	0	0	0	0	1	4	3	0	18	58.1	15	48.4	12	38.7	84.4	97.6
0600	116	0	70	2	17	2	6	0	0	3	7	9	0	44	37.9	33	28.4	23	19.8	77.8	94
0700	295	1	206	5	46	1	11	0	7	12	6	0	0	93	31.5	62	21	40	13.6	71.8	88.6
<b>0800</b>	<b>361</b>	<b>0</b>	<b>267</b>	<b>4</b>	<b>38</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>10</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>27.4</b>	<b>61</b>	<b>16.9</b>	<b>41</b>	<b>11.4</b>	<b>70.5</b>	<b>86.8</b>
0900	315	1	221	5	32	2	18	1	14	13	8	0	0	82	26	50	15.9	33	10.5	68.5	85.7
1000	298	0	201	9	24	1	15	1	14	17	16	0	0	82	27.5	48	16.1	26	8.7	71.2	85
1100	304	0	196	11	34	2	19	1	10	17	10	1	3	71	23.4	47	15.5	26	8.6	71.1	85.3
1200	287	1	187	7	27	3	28	0	13	10	11	0	0	55	19.2	33	11.5	23	8	68.3	81.7
1300	278	3	181	4	28	1	19	1	12	20	9	0	0	58	20.9	32	11.5	15	5.4	66.2	82.8
1400	302	1	207	7	30	1	12	0	14	18	12	0	0	49	16.2	30	9.9	19	6.3	67.5	80.6
1500	321	0	227	7	35	0	18	0	11	11	12	0	0	82	25.5	49	15.3	27	8.4	71.4	85
1600	316	1	234	11	36	0	8	2	9	11	4	0	0	83	26.3	58	18.4	45	14.2	72.3	88.6
<b>1700</b>	<b>333</b>	<b>0</b>	<b>274</b>	<b>3</b>	<b>36</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>20.7</b>	<b>35</b>	<b>10.5</b>	<b>15</b>	<b>4.5</b>	<b>69.8</b>	<b>81.7</b>
1800	300	0	254	8	30	0	1	0	3	2	2	0	0	85	28.3	50	16.7	25	8.3	72.3	85.3
1900	173	0	147	1	15	1	0	0	1	5	3	0	0	65	37.6	45	26	25	14.5	76.3	89.3
2000	128	0	117	2	5	0	1	0	2	0	1	0	0	55	43	39	30.5	25	19.5	78.9	92.9
2100	93	1	81	1	5	1	0	0	0	1	3	0	0	42	45.2	30	32.3	23	24.7	79.1	94.3
2200	56	0	46	0	5	1	0	0	2	0	2	0	0	26	46.4	26	46.4	15	26.8	78.1	94.7
2300	28	0	24	0	4	0	0	0	0	0	0	0	0	18	64.3	16	57.1	13	46.4	85.4	106.2
<b>07-19</b>	<b>3710</b>	<b>8</b>	<b>2655</b>	<b>81</b>	<b>396</b>	<b>11</b>	<b>176</b>	<b>6</b>	<b>119</b>	<b>149</b>	<b>105</b>	<b>1</b>	<b>3</b>	<b>908</b>	<b>24.5</b>	<b>555</b>	<b>15</b>	<b>335</b>	<b>9</b>	<b>70.1</b>	<b>84.6</b>
<b>06-22</b>	<b>4220</b>	<b>9</b>	<b>3070</b>	<b>87</b>	<b>438</b>	<b>15</b>	<b>183</b>	<b>6</b>	<b>125</b>	<b>162</b>	<b>121</b>	<b>1</b>	<b>3</b>	<b>1114</b>	<b>26.4</b>	<b>702</b>	<b>16.6</b>	<b>431</b>	<b>10.2</b>	<b>71</b>	<b>86</b>
<b>06-00</b>	<b>4304</b>	<b>9</b>	<b>3140</b>	<b>87</b>	<b>447</b>	<b>16</b>	<b>183</b>	<b>6</b>	<b>127</b>	<b>162</b>	<b>123</b>	<b>1</b>	<b>3</b>	<b>1158</b>	<b>26.9</b>	<b>744</b>	<b>17.3</b>	<b>459</b>	<b>10.7</b>	<b>71.2</b>	<b>86.4</b>
<b>00-00</b>	<b>4393</b>	<b>9</b>	<b>3194</b>	<b>87</b>	<b>462</b>	<b>16</b>	<b>183</b>	<b>6</b>	<b>131</b>	<b>173</b>	<b>128</b>	<b>1</b>	<b>3</b>	<b>1208</b>	<b>27.5</b>	<b>780</b>	<b>17.8</b>	<b>484</b>	<b>11</b>	<b>71.4</b>	<b>86.8</b>

Virtual Week (1)

Time	Total	Classification												>PSL 80	>PSL% 80	>SL1 85 +5kph	>SL1% 85 +5kph	>SL2 90 +10kph	>SL2% 90 +10kph	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Tue	4393	9	3194	87	462	16	183	6	131	173	128	1	3	1208	27.5	780	17.8	484	11	71.4	86.8	
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	4393	9	3194	87	462	16	183	6	131	173	128	1	3	1208	27.5	780	17.8	484	11.0	71.0	87.0	
7 Day Ave.	4393	9	3194	87	462	16	183	6	131	173	128	1	3	1208	27.5	780	17.8	484	11.0	71.4	86.8	
Total	4393	9	3194	87	462	16	183	6	131	173	128	1	3	1208	27.5	780	17.8	484	11.0	71.4	86.8	

Summary Graphs




Tuesday 03 November 2009

Time	Total	Speed Bins (km/h)																											
		0-5 5	5-10 10	10-15 15	15-20 20	20-25 25	25-30 30	30-35 35	35-40 40	40-45 45	45-50 50	50-55 55	55-60 60	60-65 65	65-70 70	70-75 75	75-80 80	80-85 85	85-90 90	90-95 95	95-100 100	100-105 105	105-110 110	110-115 115	115-120 120	120-125 125	125-130 130	130-135 135	135-140 140
0000	25	0	0	0	0	0	0	0	0	1	0	1	2	1	4	2	8	2	2	2	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	0	0	0	1	0	0	0	0	0	3	1	0	2	0	1	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	1	0	0	0	0	0	0	0	1	0
0300	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
0400	14	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	2	2	1	0	3	0	0	0	0	0	0	0	0
0500	31	0	0	0	0	0	0	0	0	0	0	2	2	1	5	3	3	3	5	3	1	2	1	0	0	0	0	0	0
0600	116	0	0	0	0	0	0	0	2	3	2	4	14	12	12	23	11	10	7	6	4	1	2	1	2	0	0	0	0
0700	295	0	0	0	1	0	0	0	8	19	14	24	21	29	43	37	31	22	21	11	4	3	1	0	0	0	0	0	0
0800	361	0	0	0	0	0	0	0	9	12	26	37	47	54	31	41	38	20	20	14	5	1	1	0	0	0	0	0	0
0900	315	0	0	1	4	1	2	6	7	12	20	22	43	51	32	27	32	17	16	9	5	2	1	0	0	0	0	0	0
1000	298	0	0	1	1	0	0	2	7	9	9	24	39	39	37	43	34	22	14	3	5	2	1	1	0	0	0	0	0
1100	304	0	0	0	2	0	0	2	12	6	18	14	29	44	45	58	24	21	12	6	1	1	1	0	0	0	0	0	0
1200	287	0	0	0	2	0	0	2	7	10	19	32	26	46	43	34	22	10	11	5	3	2	0	0	0	0	1	0	1
1300	278	0	1	0	2	2	4	5	15	15	10	23	45	37	35	22	26	17	8	1	1	5	0	0	0	0	0	0	0
1400	302	0	0	0	0	2	0	2	9	15	18	39	40	41	49	35	19	11	11	6	1	1	0	0	0	0	0	0	0
1500	321	0	0	0	0	1	0	2	4	9	6	17	44	61	60	28	33	22	12	6	3	4	2	0	0	0	0	0	0
1600	316	0	0	0	0	1	0	0	1	7	17	31	51	52	45	28	25	13	18	9	12	3	3	0	0	0	0	0	0
1700	333	0	0	1	1	0	1	0	3	10	15	26	63	49	52	42	34	20	7	6	0	0	2	0	0	0	0	0	0
1800	300	0	0	0	0	0	0	1	0	9	19	24	37	45	42	38	35	25	12	6	3	4	0	0	0	0	0	0	0
1900	173	0	0	0	0	0	0	0	0	3	7	13	14	22	28	21	20	20	10	4	3	3	3	1	0	0	1	0	0
2000	128	0	0	0	0	0	0	0	0	1	3	6	10	16	18	19	16	14	7	7	1	6	1	2	0	0	1	0	0
2100	93	0	0	0	0	0	0	0	0	0	5	3	11	10	6	16	12	7	10	6	4	1	1	0	0	1	0	0	0
2200	56	0	0	0	0	0	0	0	1	3	3	1	3	3	10	5	0	11	7	3	2	3	0	0	0	0	0	0	0
2300	28	0	0	0	0	0	0	0	0	0	2	2	2	1	2	1	2	3	4	1	3	3	1	0	1	0	0	0	0
07-19	3710	0	1	3	13	7	7	25	43	85	134	191	313	485	548	514	433	353	220	162	82	48	28	12	1	0	1	0	1
06-22	4220	0	1	3	13	7	7	25	43	87	141	208	339	534	608	578	512	412	271	196	105	60	39	19	5	2	2	2	1
06-00	4304	0	1	3	13	7	7	25	44	88	144	213	342	539	612	590	518	414	285	207	109	65	45	20	5	3	2	2	1
00-00	4393	0	1	3	13	7	7	25	45	89	145	214	346	544	615	605	526	428	296	215	116	70	48	21	5	3	2	3	1





		<b>Site / Location:</b> 3 / R156 - west of Rathmoylion Cross		<b>Project No.:</b> 534	<b>Photo No.:</b> 534-01	<b>Drawn By:</b> JF	
		<b>Survey Date:</b> Tuesday 3rd November 2009		<b>Project Name:</b> TROMMAN QUARRY, MEATH			
		<b>Survey Times:</b> 00:00 to 00:24:00		<b>Title:</b> Site Photograph - looking west			

Site No.	Location.	Direction.	Speed Limit (km/h)	Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > Speed Limit (+5km/h).	% > Speed Limit (+5km/h).	No. > Speed Limit (+10km/h).	% > Speed Limit (+10km/h).	Mean Speed	85%ile Speed
3	R156 - west of Rathmoylon Cross	East	80	Tuesday 03 November 2009	1378	1378	1378	612	44.4	448	32.5	296	21.5	76.3	93.2
		West	80	Tuesday 03 November 2009	1400	1400	1400	432	30.9	257	18.4	151	10.8	72.5	86.8
		East West	80	Tuesday 03 November 2009	2778	2778	2778	1044	37.6	705	25.4	447	16.1	74.4	90.7

Site  
Location  
Direction

3  
R156 - west of Rathmoylon Cross  
East

534 / Tromman Quarry, Meath  
November 2009  
Automatic Traffic Count

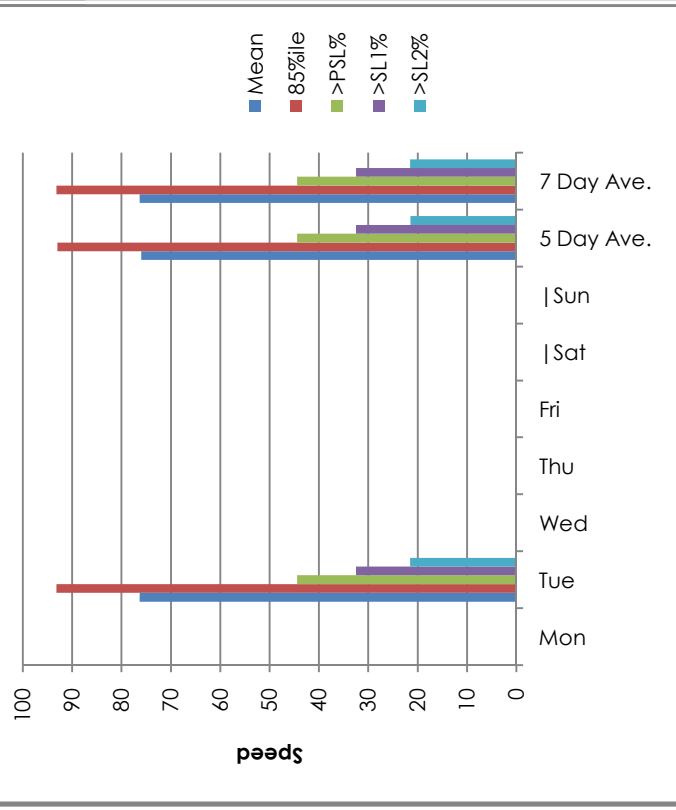
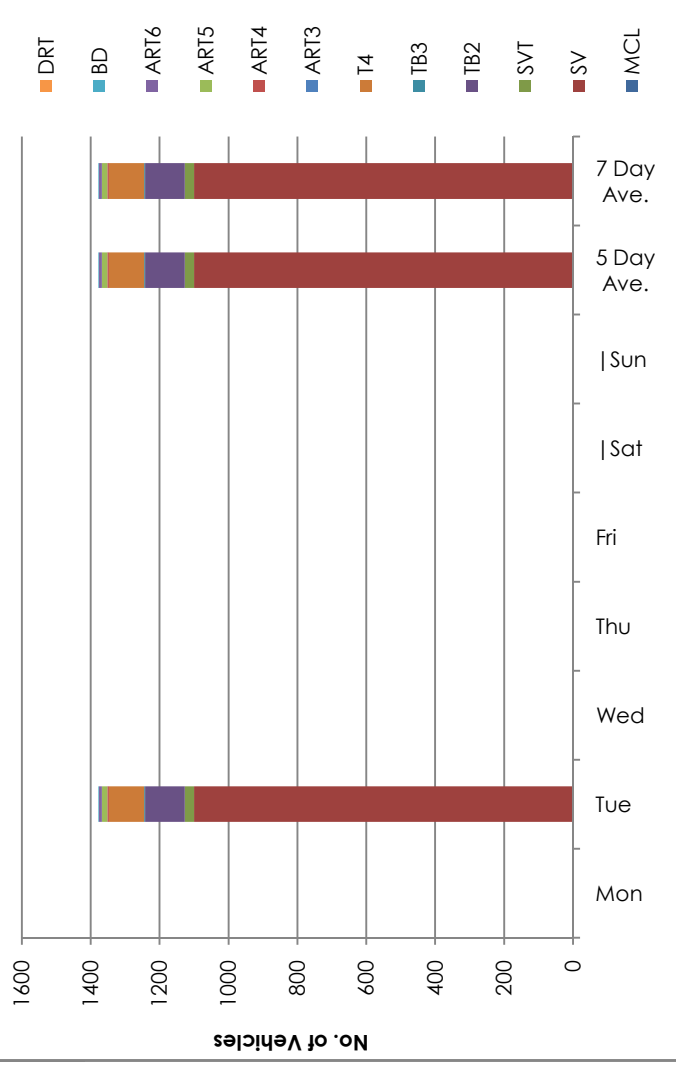
Tuesday 03 November 2009

Time	Total	Classification												>PSL 80	>PSL% 80	>SL1 +5kph 85	>SL1% +5kph 85	>SL2 +10kph 90	>SL2% +10kph 90	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0	3	60	1	20	1	20	84.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	100	1	100	1	100	99.9	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	50	1	50	1	50	83.4	-
0400	8	0	5	0	1	0	0	0	0	0	0	0	0	0	7	87.5	6	75	2	25	83.4	-
0500	30	0	24	1	5	0	0	0	0	0	0	0	0	0	27	90	21	70	13	43.3	90.9	104.4
0600	134	0	113	1	13	0	4	0	1	1	1	0	0	0	83	61.9	61	45.5	39	29.1	82.2	96.8
0700	217	0	181	2	12	0	17	0	0	4	1	0	0	0	107	49.3	87	40.1	53	24.4	77.9	92.9
0800	139	0	124	0	8	1	2	0	1	3	0	0	0	0	79	56.8	60	43.2	45	32.4	81.6	97.9
0900	103	0	74	1	8	0	14	0	1	1	4	0	0	0	42	40.8	33	32	26	25.2	72.1	92.5
1000	75	0	60	3	7	0	3	0	1	0	0	1	0	0	25	33.3	17	22.7	14	18.7	73.3	91.8
1100	69	0	50	2	5	0	12	0	0	0	0	0	0	0	29	42	24	34.8	13	18.8	73	91.1
1200	68	0	47	4	10	0	6	0	0	1	0	0	0	0	23	33.8	15	22.1	7	10.3	73.4	86.8
1300	76	0	52	4	6	0	13	0	0	0	1	0	0	0	23	30.3	17	22.4	12	15.8	68.4	90.7
1400	69	1	43	1	5	2	14	0	0	2	1	0	0	0	21	30.4	9	13	4	5.8	68.5	83.5
1500	61	0	40	1	9	0	9	0	0	2	0	0	0	0	19	31.1	15	24.6	9	14.8	70.5	88.9
1600	76	0	61	1	8	0	4	0	1	0	1	0	0	0	31	40.8	19	25	15	19.7	75.6	92.9
1700	74	0	62	3	9	0	0	0	0	0	0	0	0	0	17	23	7	9.5	4	5.4	71.7	82.1
1800	62	0	56	1	2	0	3	0	0	0	0	0	0	0	25	40.3	20	32.3	10	16.1	75.9	90.4
1900	28	0	28	0	0	0	0	0	0	0	0	0	0	0	11	39.3	7	25	4	14.3	81	88.2
2000	37	0	34	0	2	0	1	0	0	0	0	0	0	0	19	51.4	11	29.7	9	24.3	80.5	96.5
2100	29	0	26	0	3	0	0	0	0	0	0	0	0	0	15	51.7	12	41.4	10	34.5	84.6	101.5
2200	12	0	10	1	1	0	0	0	0	0	0	0	0	0	3	25	3	25	3	25	75.9	90.7
2300	3	0	2	1	0	0	0	0	0	0	0	0	0	0	1	33.3	1	33.3	1	33.3	71.6	-
07-19	1089	1	850	23	89	3	97	0	4	13	7	2	0	0	441	40.5	323	29.7	212	19.5	74.5	92.2
06-22	1317	1	1051	24	107	3	102	0	5	14	8	2	0	0	569	43.2	414	31.4	274	20.8	75.8	92.9
06-00	1332	1	1063	26	108	3	102	0	5	14	8	2	0	0	573	43	418	31.4	278	20.9	75.8	92.9
00-00	1378	1	1099	27	115	3	102	0	5	16	8	2	0	0	612	44.4	448	32.5	296	21.5	76.3	93.2

Virtual Week (1)

Time	Total	Classification												>PSL 80	>PSL% 80	>SL1 85 +5kph	>SL1% 85 +5kph	>SL2 90 +10kph	>SL2% 90 +10kph	Mean	Vpp 85				
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT												
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Tue	1378	1	1099	27	115	3	102	0	5	16	8	2	0	612	44.4	448	32.5	296	21.5	76.3	93.2				
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Thu	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Sat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Sun	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
<b>5 Day Ave.</b>	<b>1378</b>	<b>1</b>	<b>1099</b>	<b>27</b>	<b>115</b>	<b>3</b>	<b>102</b>	<b>0</b>	<b>5</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>612</b>	<b>44.4</b>	<b>448</b>	<b>32.5</b>	<b>296</b>	<b>21.5</b>	<b>76.0</b>	<b>93.0</b>				
<b>7 Day Ave.</b>	<b>1378</b>	<b>1</b>	<b>1099</b>	<b>27</b>	<b>115</b>	<b>3</b>	<b>102</b>	<b>0</b>	<b>5</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>612</b>	<b>44.4</b>	<b>448</b>	<b>32.5</b>	<b>296</b>	<b>21.5</b>	<b>76.3</b>	<b>93.2</b>				
<b>Total</b>	<b>1378</b>	<b>1</b>	<b>1099</b>	<b>27</b>	<b>115</b>	<b>3</b>	<b>102</b>	<b>0</b>	<b>5</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>612</b>	<b>44.4</b>	<b>448</b>	<b>32.5</b>	<b>296</b>	<b>21.5</b>	<b>76.3</b>	<b>93.2</b>				

Summary Graphs

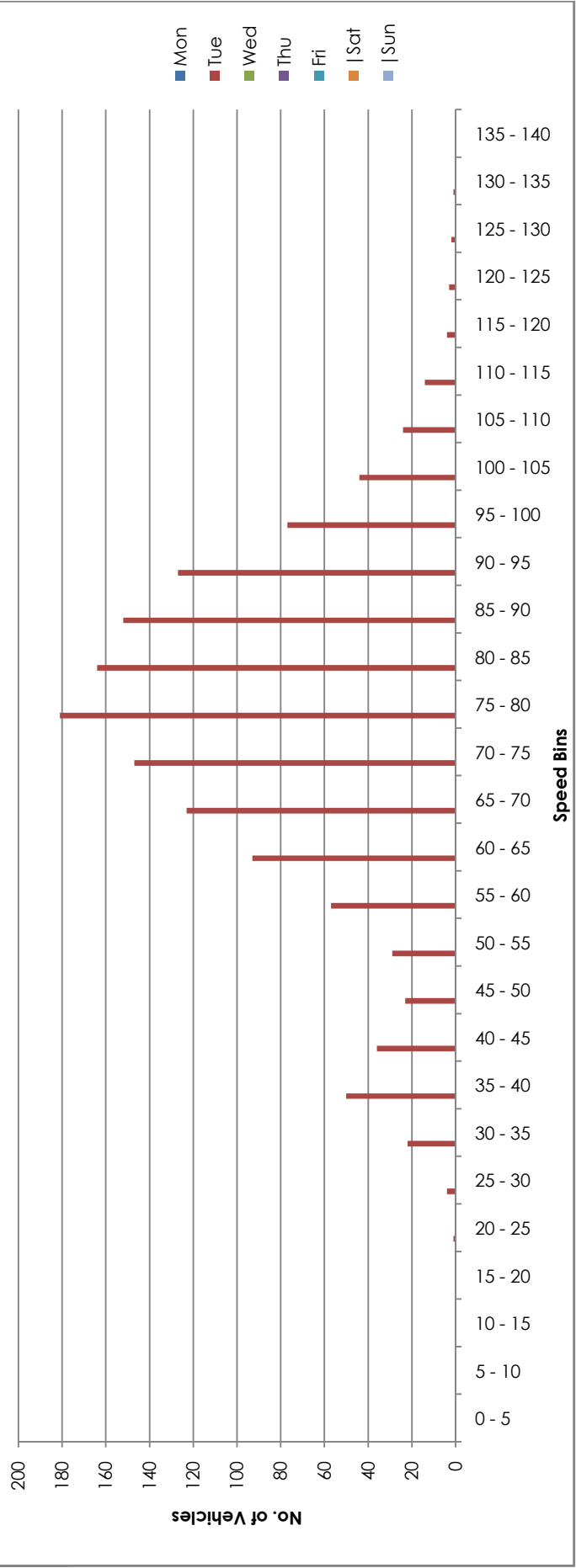


Tuesday 03 November 2009

Time	Total	Speed Bins (km/h)																											
		0-5 5	5-10 10	10-15 15	15-20 20	20-25 25	25-30 30	30-35 35	35-40 40	40-45 45	45-50 50	50-55 55	55-60 60	60-65 65	65-70 70	70-75 75	75-80 80	80-85 85	85-90 90	90-95 95	95-100 100	100-105 105	105-110 110	110-115 115	115-120 120	120-125 125	125-130 130	130-135 135	135-140 140
0000	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	1	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
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
0400	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	1	0	0	0	0	0	0	0
0500	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	8	2	4	3	1	0	0	0	0	0	0	0
0600	134	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	15	22	15	9	8	2	3	1	0	0	0	0	0
<b>0700</b>	<b>217</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>13</b>	<b>24</b>	<b>28</b>	<b>20</b>	<b>34</b>	<b>27</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	
0800	139	0	0	0	0	0	1	2	2	0	2	4	7	12	9	20	19	15	14	18	7	4	1	1	0	0	0	0	0
0900	103	0	0	0	0	0	1	0	1	4	2	3	6	5	8	14	9	7	13	6	4	3	0	0	0	0	0	0	0
1000	75	0	0	0	0	0	1	1	1	1	1	3	13	10	10	6	8	3	5	3	5	1	0	0	0	0	0	0	0
1100	69	0	0	0	0	0	0	4	3	5	1	1	5	4	6	10	5	11	9	1	1	0	2	0	0	0	0	0	0
1200	68	0	0	0	0	0	1	1	3	0	1	0	5	11	9	10	8	8	3	2	1	1	0	0	0	0	0	0	0
<b>1300</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1400	69	0	0	0	0	0	0	3	6	4	1	2	4	9	6	9	12	5	1	1	0	1	1	0	0	0	0	0	0
1500	61	0	0	0	0	0	0	3	3	4	2	1	2	3	8	13	3	4	6	0	1	1	1	0	0	0	0	0	0
<b>1600</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>8</b>	<b>8</b>	<b>7</b>	<b>11</b>	<b>12</b>	<b>4</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1700	74	0	0	0	0	0	0	0	0	0	3	1	7	11	10	14	10	3	2	2	0	0	0	0	0	0	0	0	0
1800	62	0	0	0	0	0	0	0	1	0	2	1	7	2	3	10	5	10	6	2	0	0	1	1	0	0	0	0	0
1900	28	0	0	0	0	0	0	0	0	0	0	1	1	2	5	8	4	3	1	0	0	2	0	0	0	0	1	0	0
2000	37	0	0	0	0	0	0	0	0	0	0	1	5	3	3	5	8	2	2	3	0	0	0	0	0	0	0	0	0
2100	29	0	0	0	0	0	0	0	0	0	0	0	1	2	5	6	3	2	3	2	2	2	1	0	0	0	0	0	0
2200	12	0	0	0	0	0	0	0	0	0	0	0	3	1	2	3	0	0	3	0	0	0	0	0	0	0	0	0	0
2300	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
<b>07-19</b>	<b>1089</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>21</b>	<b>47</b>	<b>34</b>	<b>23</b>	<b>51</b>	<b>79</b>	<b>105</b>	<b>121</b>	<b>141</b>	<b>118</b>	<b>111</b>	<b>99</b>	<b>58</b>	<b>26</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	
<b>06-22</b>	<b>1317</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>22</b>	<b>49</b>	<b>36</b>	<b>23</b>	<b>56</b>	<b>90</b>	<b>122</b>	<b>143</b>	<b>175</b>	<b>155</b>	<b>140</b>	<b>120</b>	<b>72</b>	<b>39</b>	<b>22</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	
<b>06-00</b>	<b>1332</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>22</b>	<b>49</b>	<b>36</b>	<b>23</b>	<b>57</b>	<b>93</b>	<b>123</b>	<b>145</b>	<b>178</b>	<b>155</b>	<b>140</b>	<b>123</b>	<b>72</b>	<b>39</b>	<b>23</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	
<b>00-00</b>	<b>1378</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>22</b>	<b>50</b>	<b>36</b>	<b>23</b>	<b>57</b>	<b>93</b>	<b>123</b>	<b>147</b>	<b>181</b>	<b>164</b>	<b>152</b>	<b>127</b>	<b>77</b>	<b>44</b>	<b>24</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	

Virtual Week (1)

Time	Total	Speed Bins (km/h)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
Mon	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
Tue	1378	0	0	0	0	4	22	50	36	23	29	57	93	123	147	181	164	152	127	77	44	24	14	4	3	2	1	0	0	
Wed	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
Thu	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
Fri	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
Sat	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
Sun	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
5 Day Ave.	1378	0	0	0	1	4	22	50	36	23	29	57	93	123	147	181	164	152	127	77	44	24	14	4	3	2	1	0	0	
7 Day Ave.	1378	0	0	0	1	4	22	50	36	23	29	57	93	123	147	181	164	152	127	77	44	24	14	4	3	2	1	0	0	
Total	1378	0	0	0	1	4	22	50	36	23	29	57	93	123	147	181	164	152	127	77	44	24	14	4	3	2	1	0	0	



Summary Graphs

Site  
Location  
Direction

3  
R156 - west of Rathmoylon Cross  
West

534 / Tromman Quarry, Meath  
November 2009  
Automatic Traffic Count

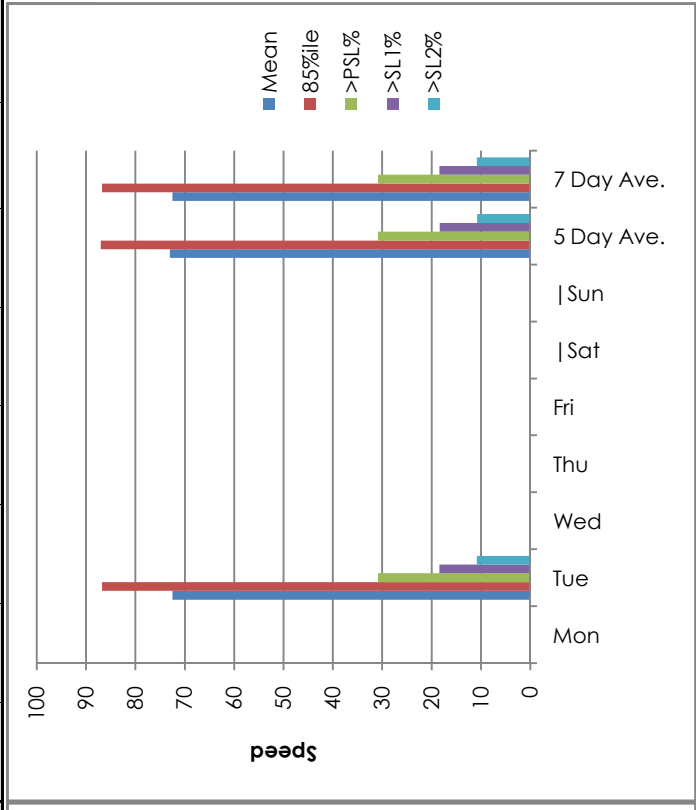
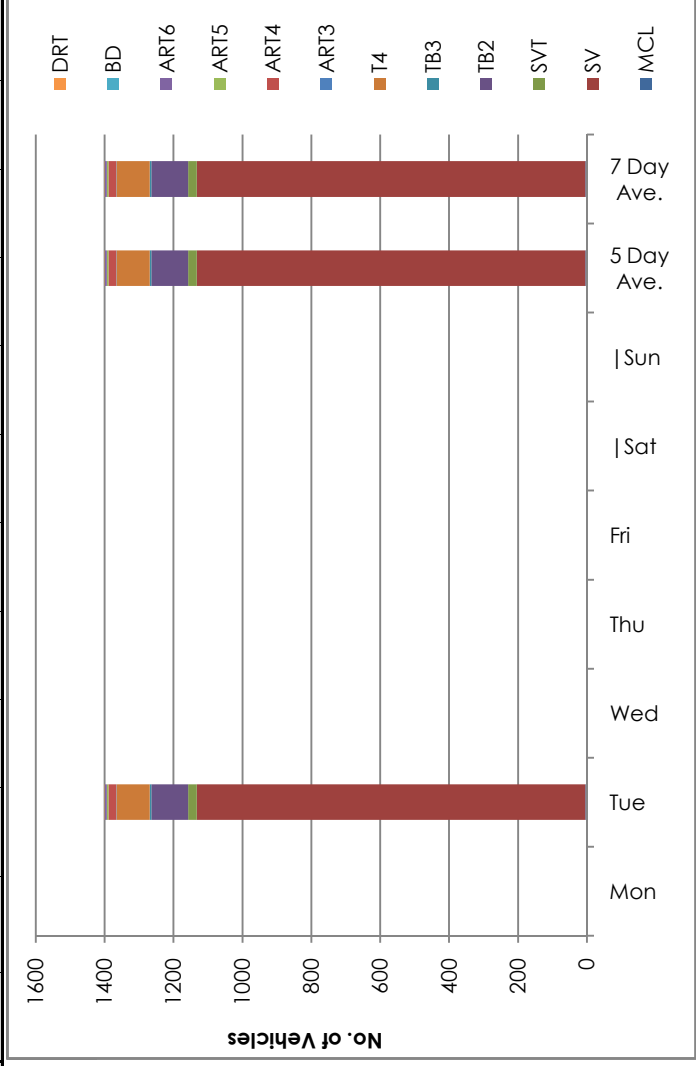
Tuesday 03 November 2009

Time	Total	Classification											>PSL 80	>PSL% 80	>SL1 85 +5kph	>SL1% 85 +5kph	>SL2 90 +10kph	>SL2% 90 +10kph	Mean	Vpp 85		
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD									12 DRT	
0000	4	0	3	0	0	0	0	1	0	0	0	0	0	0	3	75	2	50	1	25	85	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74.1	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	2	0	1	0	0	0	0	0	0	0	0	0	0	0	2	100	2	100	0	0	86.8	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100	1	100	1	100	91.9	-
0500	4	0	3	0	1	0	0	0	0	0	0	0	0	0	1	25	1	25	1	25	85.1	-
0600	29	0	15	0	4	0	5	0	0	0	0	0	0	0	6	20.7	3	10.3	1	3.4	66.5	83.9
0700	64	1	39	1	7	0	7	0	2	0	0	0	0	0	17	26.6	12	18.8	9	14.1	68.6	88.9
0800	69	0	47	1	7	1	12	0	1	0	0	0	0	0	24	34.8	12	17.4	9	13	72.4	86
<b>0900</b>	<b>71</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>36.6</b>	<b>14</b>	<b>19.7</b>	<b>11</b>	<b>15.5</b>	<b>74.4</b>	<b>89.3</b>
1000	69	0	47	2	8	1	5	0	5	1	0	0	0	0	19	27.5	13	18.8	5	7.2	69.3	86
1100	57	2	38	3	6	0	7	0	1	0	0	0	0	0	14	24.6	7	12.3	7	12.3	72.1	83.5
1200	82	0	55	4	9	0	12	0	0	1	0	0	0	0	11	13.4	6	7.3	3	3.7	62.7	77.4
1300	65	1	49	1	4	1	8	0	0	0	0	0	0	0	21	32.3	16	24.6	8	12.3	71.5	86
1400	84	0	52	4	12	1	13	0	0	1	0	0	0	1	17	20.2	9	10.7	5	6	64.9	81
1500	96	0	75	3	5	0	11	1	0	0	0	0	0	0	24	25	14	14.6	8	8.3	70.2	84.2
1600	136	0	121	1	7	0	5	0	2	0	0	0	0	0	47	34.6	22	16.2	10	7.4	73.9	86
<b>1700</b>	<b>221</b>	<b>0</b>	<b>201</b>	<b>3</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>26.2</b>	<b>31</b>	<b>14</b>	<b>13</b>	<b>5.9</b>	<b>73.1</b>	<b>83.9</b>
1800	142	0	132	0	9	0	1	0	0	0	0	0	0	0	55	38.7	31	21.8	21	14.8	77.1	89.6
1900	71	1	64	1	5	0	0	0	0	0	0	0	0	0	29	40.8	24	33.8	14	19.7	77.8	91.4
2000	53	0	51	1	1	0	0	0	0	0	0	0	0	0	21	39.6	15	28.3	9	17	76.2	91.4
2100	35	0	34	0	1	0	0	0	0	0	0	0	0	0	16	45.7	11	31.4	9	25.7	80.8	96.5
2200	30	0	29	0	1	0	0	0	0	0	0	0	0	0	14	46.7	6	20	4	13.3	79.9	87.8
2300	14	0	13	0	1	0	0	0	0	0	0	0	0	0	6	42.9	5	35.7	2	14.3	78.9	89.3
<b>07-19</b>	<b>1156</b>	<b>4</b>	<b>913</b>	<b>23</b>	<b>92</b>	<b>4</b>	<b>92</b>	<b>1</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>333</b>	<b>28.8</b>	<b>187</b>	<b>16.2</b>	<b>109</b>	<b>9.4</b>	<b>71.5</b>	<b>85.3</b>
<b>06-22</b>	<b>1344</b>	<b>5</b>	<b>1077</b>	<b>25</b>	<b>103</b>	<b>4</b>	<b>97</b>	<b>1</b>	<b>21</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>405</b>	<b>30.1</b>	<b>240</b>	<b>17.9</b>	<b>142</b>	<b>10.6</b>	<b>72.2</b>	<b>86.4</b>
<b>06-00</b>	<b>1388</b>	<b>5</b>	<b>1119</b>	<b>25</b>	<b>105</b>	<b>4</b>	<b>97</b>	<b>1</b>	<b>21</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>425</b>	<b>30.6</b>	<b>251</b>	<b>18.1</b>	<b>148</b>	<b>10.7</b>	<b>72.4</b>	<b>86.4</b>
<b>00-00</b>	<b>1400</b>	<b>5</b>	<b>1128</b>	<b>25</b>	<b>107</b>	<b>4</b>	<b>97</b>	<b>1</b>	<b>22</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>432</b>	<b>30.9</b>	<b>257</b>	<b>18.4</b>	<b>151</b>	<b>10.8</b>	<b>72.5</b>	<b>86.8</b>

Virtual Week (1)

Time	Total	Classification											>PSL 80	>PSL% 80	>SL1 85 +5kph	>SL1% 85 +5kph	>SL2 90 +10kph	>SL2% 90 +10kph	Mean	Vpp 85						
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD									12 DRT					
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
Tue	1400	5	1128	25	107	4	97	1	22	5	5	0	0	0	0	0	0	0	0	0	0	18.4	72.5	86.8		
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
Thu	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
Sat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
Sun	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
5 Day Ave.	1400	5	1128	25	107	4	97	1	22	5	5	0	1	22	5	5	0	1	432	30.9	257	18.4	151	10.8	73.0	87.0
7 Day Ave.	1400	5	1128	25	107	4	97	1	22	5	5	0	1	22	5	5	0	1	432	30.9	257	18.4	151	10.8	72.5	86.8
Total	1400	5	1128	25	107	4	97	1	22	5	5	0	1	22	5	5	0	1	432	30.9	257	18.4	151	10.8	72.5	86.8

Summary Graphs



Site

3

R156 - west of Rathmoylon Cross  
West

534 / Tromman Quarry, Meath  
November 2009  
Automatic Traffic Count

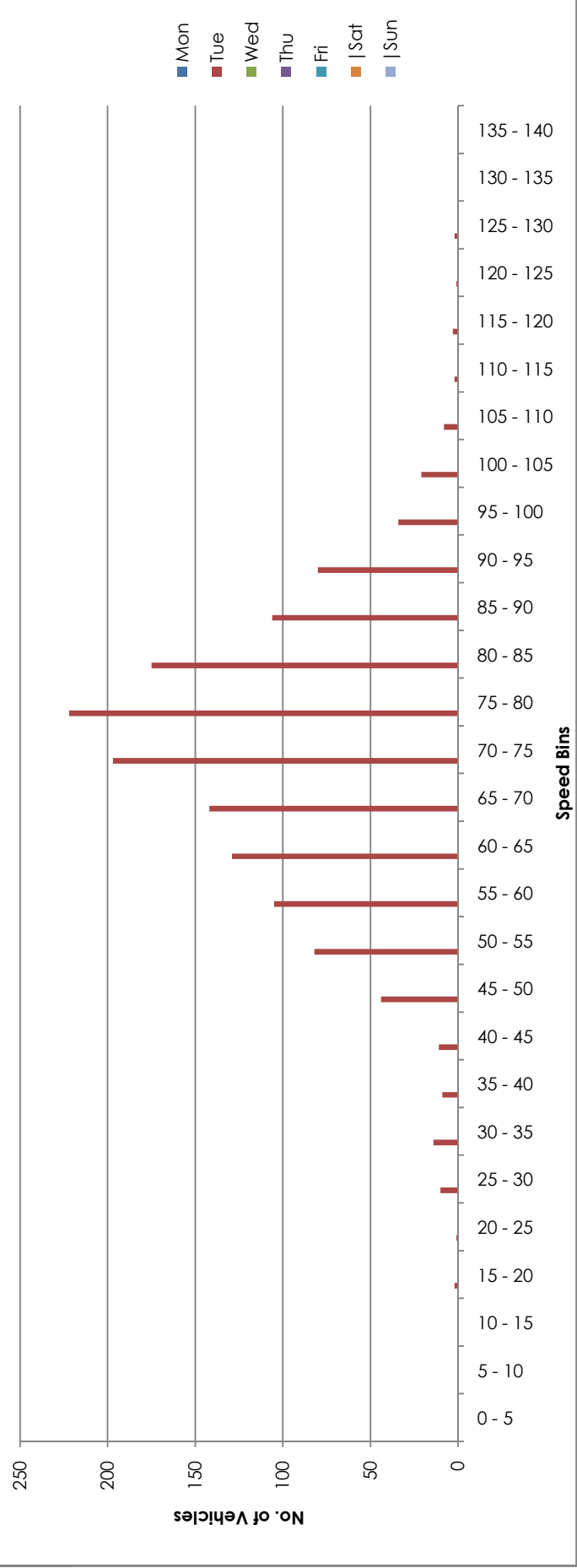
Tuesday 03 November 2009

Time	Total	Speed Bins (km/h)																											
		0-5 5	5-10 10	10-15 15	15-20 20	20-25 25	25-30 30	30-35 35	35-40 40	40-45 45	45-50 50	50-55 55	55-60 60	60-65 65	65-70 70	70-75 75	75-80 80	80-85 85	85-90 90	90-95 95	95-100 100	100-105 105	105-110 110	110-115 115	115-120 120	120-125 125	125-130 130	130-135 135	135-140 140
0000	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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
0300	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0500	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
0600	29	0	0	0	0	0	1	1	0	0	3	5	1	0	4	4	4	3	2	0	0	1	0	0	0	0	0	0	0
0700	64	0	0	0	0	0	2	0	2	0	3	5	6	11	9	6	3	5	3	4	3	1	1	0	0	0	0	0	0
0800	69	0	0	0	0	0	0	3	0	0	2	3	8	8	1	11	9	12	3	6	0	1	2	0	0	0	0	0	0
0900	71	0	0	0	0	0	1	0	0	0	2	5	2	8	7	11	9	12	3	6	3	2	0	0	0	0	0	0	0
1000	69	0	0	0	0	0	2	1	1	0	4	5	9	4	7	3	14	6	8	2	3	0	0	0	0	0	0	0	0
1100	57	0	0	0	0	0	0	0	0	1	2	4	2	7	8	10	7	0	3	1	2	0	0	0	0	0	0	1	0
1200	82	0	0	0	0	0	3	2	1	3	5	11	8	12	11	11	4	5	3	0	1	2	0	0	0	0	0	0	0
1300	65	0	0	0	0	0	0	0	2	0	2	7	9	3	8	4	9	5	8	6	0	1	0	0	1	0	0	0	0
1400	84	0	0	0	0	0	1	1	1	3	4	18	9	10	6	4	10	8	4	3	0	1	0	0	1	0	0	0	0
1500	96	0	0	0	1	0	0	2	1	1	3	7	10	9	13	16	10	6	5	0	0	0	3	0	0	0	0	0	0
1600	136	0	0	0	1	1	0	0	1	2	5	5	9	5	6	22	32	25	12	5	2	3	0	0	0	0	0	0	0
1700	221	0	0	0	0	0	0	0	0	1	2	4	18	24	38	42	34	27	18	8	2	2	0	1	0	0	0	0	0
1800	142	0	0	0	0	0	0	0	0	2	4	1	3	16	13	24	24	24	10	10	6	1	1	1	1	0	1	0	0
1900	71	0	0	0	0	0	0	0	0	0	2	1	5	6	6	9	13	5	10	8	3	2	0	0	0	1	0	0	0
2000	53	0	0	0	0	0	0	1	0	0	1	0	3	5	3	12	7	6	6	6	3	0	0	0	0	0	0	0	0
2100	35	0	0	0	0	0	0	0	0	0	0	1	1	0	3	5	9	5	2	2	5	2	0	0	0	0	0	0	0
2200	30	0	0	0	0	0	0	0	0	0	0	0	1	0	2	5	8	8	2	3	1	0	0	0	0	0	0	0	0
2300	14	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	3	1	3	1	1	0	0	0	0	0	0	0	0
07-19	1156	0	0	0	2	1	9	12	9	11	38	75	93	117	123	159	174	146	78	58	21	16	7	2	3	0	2	0	0
06-22	1344	0	0	0	2	1	10	14	9	11	44	82	103	128	139	189	207	165	98	74	32	21	7	2	3	1	2	0	0
06-00	1388	0	0	0	2	1	10	14	9	11	44	82	105	129	142	196	218	174	103	78	34	21	7	2	3	1	2	0	0
00-00	1400	0	0	0	2	1	10	14	9	11	44	82	105	129	142	197	222	175	106	80	34	21	8	2	3	1	2	0	0



Virtual Week (1)

Time	Total	Speed Bins (km/h)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
Mon	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
Tue	1400	0	0	0	2	1	10	14	9	11	44	82	105	129	142	197	222	175	106	80	34	21	8	2	3	1	2	0	0	
Wed	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
Thu	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
Fri	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
Sat	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
Sun	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
<b>5 Day Ave.</b>	<b>1400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>10</b>	<b>14</b>	<b>9</b>	<b>11</b>	<b>44</b>	<b>82</b>	<b>105</b>	<b>129</b>	<b>142</b>	<b>197</b>	<b>222</b>	<b>175</b>	<b>106</b>	<b>80</b>	<b>34</b>	<b>21</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	
<b>7 Day Ave.</b>	<b>1400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>10</b>	<b>14</b>	<b>9</b>	<b>11</b>	<b>44</b>	<b>82</b>	<b>105</b>	<b>129</b>	<b>142</b>	<b>197</b>	<b>222</b>	<b>175</b>	<b>106</b>	<b>80</b>	<b>34</b>	<b>21</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	
<b>Total</b>	<b>1400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>10</b>	<b>14</b>	<b>9</b>	<b>11</b>	<b>44</b>	<b>82</b>	<b>105</b>	<b>129</b>	<b>142</b>	<b>197</b>	<b>222</b>	<b>175</b>	<b>106</b>	<b>80</b>	<b>34</b>	<b>21</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	



Summary Graphs

Site

3

R156 - west of Rathmoylon Cross  
East West

534 / Tromman Quarry, Meath  
November 2009  
Automatic Traffic Count

Tuesday 03 November 2009

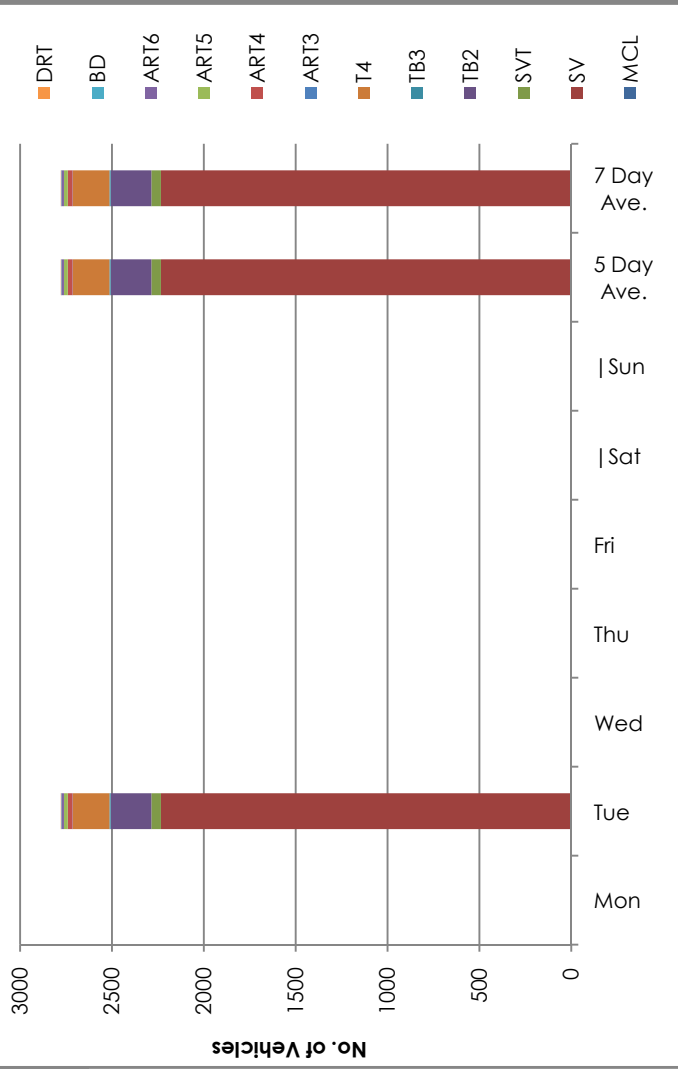
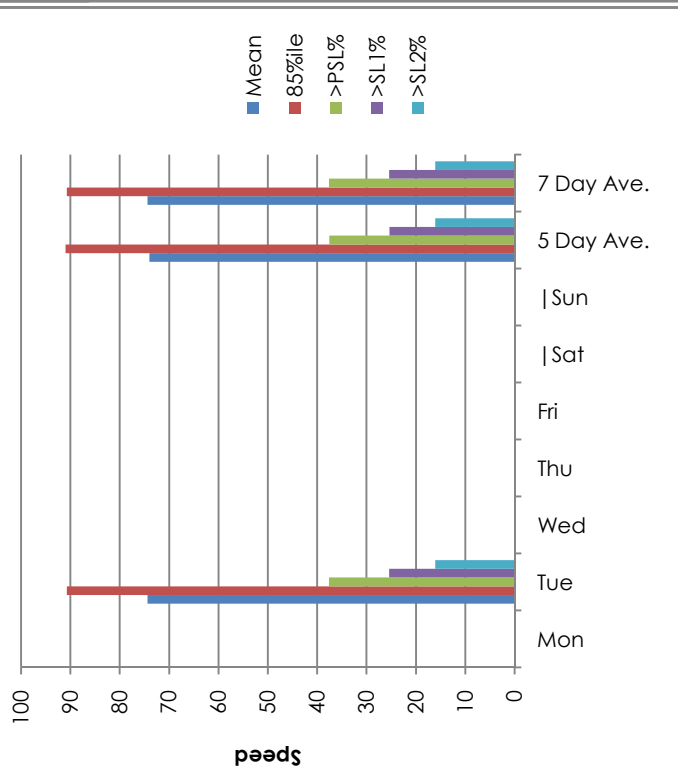
Time	Total	Classification												>PSL 80	>PSL% 80	>SL1 +5kph 85	>SL1% +5kph 85	>SL2 +10kph 90	>SL2% +10kph 90	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	9	0	8	0	0	0	0	1	0	0	0	0	0	0	6	66.7	3	33.3	2	22.2	84.6	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74.1	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	100	1	100	1	100	99.9	-
0300	4	0	3	0	1	0	0	0	0	0	0	0	0	0	3	75	3	75	1	25	85.1	-
0400	9	0	6	0	1	0	0	0	0	0	0	2	0	0	8	88.9	7	77.8	3	33.3	84.4	-
0500	34	0	27	1	6	0	0	0	0	0	0	0	0	0	28	82.4	22	64.7	14	41.2	90.2	104.4
0600	163	0	128	1	17	0	9	6	1	1	0	0	0	0	89	54.6	64	39.3	40	24.5	79.4	95.8
0700	281	1	220	3	19	0	24	7	6	1	0	0	0	0	124	44.1	99	35.2	62	22.1	75.8	92.2
0800	208	0	171	1	15	2	14	0	2	3	0	0	0	0	103	49.5	72	34.6	54	26	78.6	95.8
0900	174	0	131	1	14	0	21	0	1	1	5	0	0	0	68	39.1	47	27	37	21.3	73.1	91.8
1000	144	0	107	5	15	1	8	0	6	1	0	1	0	0	44	30.6	30	20.8	19	13.2	71.4	88.9
1100	126	2	88	5	11	0	19	0	1	0	0	0	0	0	43	34.1	31	24.6	20	15.9	72.6	90.7
1200	150	0	102	8	19	0	18	0	0	2	1	0	0	0	34	22.7	21	14	10	6.7	67.6	84.2
1300	141	1	101	5	10	1	21	0	0	0	1	1	0	0	44	31.2	33	23.4	20	14.2	69.8	87.1
1400	153	1	95	5	17	3	27	0	0	3	1	0	1	0	38	24.8	18	11.8	9	5.9	66.5	83.2
1500	157	0	115	4	14	0	20	1	0	2	1	0	0	0	43	27.4	29	18.5	17	10.8	70.3	87.5
1600	212	0	182	2	15	0	9	0	3	0	1	0	0	0	78	36.8	41	19.3	25	11.8	74.5	86.8
1700	295	0	263	6	21	0	4	0	0	0	1	0	0	0	75	25.4	38	12.9	17	5.8	72.8	83.2
1800	204	0	188	1	11	0	4	0	0	0	0	0	0	0	80	39.2	51	25	31	15.2	76.8	89.6
1900	99	1	92	1	5	0	0	0	0	0	0	0	0	0	40	40.4	31	31.3	18	18.2	78.7	91.4
2000	90	0	85	1	3	0	1	0	0	0	0	0	0	0	40	44.4	26	28.9	18	20	77.9	92.9
2100	64	0	60	0	4	0	0	0	0	0	0	0	0	0	31	48.4	23	35.9	19	29.7	82.5	97.2
2200	42	0	39	1	2	0	0	0	0	0	0	0	0	0	17	40.5	9	21.4	7	16.7	78.7	90.7
2300	17	0	15	1	1	0	0	0	0	0	0	0	0	0	7	41.2	6	35.3	3	17.6	77.6	89.3
07-19	2245	5	1763	46	181	7	189	1	20	18	12	2	1	1	774	34.5	510	22.7	321	14.3	73	89.3
06-22	2661	6	2128	49	210	7	199	1	26	19	13	2	1	1	974	36.6	654	24.6	416	15.6	74	90.4
06-00	2720	6	2182	51	213	7	199	1	26	19	13	2	1	1	998	36.7	669	24.6	426	15.7	74.1	90.4
00-00	2778	6	2227	52	222	7	199	1	27	21	13	2	1	1	1044	37.6	705	25.4	447	16.1	74.4	90.7



Nationwide Data Collection  
for  
Roughan and O'Donovan

Virtual Week (1)

Time	Total	Classification												>PSL 80	>PSL% 80	>SL1 85 +5kph	>SL1% 85	>SL2 90 +10kph	>SL2% 90	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
Tue	2778	6	2227	52	222	7	199	27	21	13	2	1	1044	37.6	705	25.4	447	16.1	74.4	90.7	
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
Thu	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
Sat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
Sun	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
5 Day Ave.	2778	6	2227	52	222	7	199	27	21	13	2	1	1044	37.6	705	25.4	447	16.1	74.0	91.0	
7 Day Ave.	2778	6	2227	52	222	7	199	27	21	13	2	1	1044	37.6	705	25.4	447	16.1	74.4	90.7	
Total	2778	6	2227	52	222	7	199	27	21	13	2	1	1044	37.6	705	25.4	447	16.1	74.4	90.7	



Summary Graphs

Site

3

R156 - west of Rathmoylon Cross  
East West

534 / Tromman Quarry, Meath  
November 2009  
Automatic Traffic Count

Tuesday 03 November 2009

Time	Total	Speed Bins (km/h)																											
		0-5 5	5-10 10	10-15 15	15-20 20	20-25 25	25-30 30	30-35 35	35-40 40	40-45 45	45-50 50	50-55 55	55-60 60	60-65 65	65-70 70	70-75 75	75-80 80	80-85 85	85-90 90	90-95 95	95-100 100	100-105 105	105-110 110	110-115 115	115-120 120	120-125 125	125-130 130	130-135 135	135-140 140
0000	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	1	1	0	1	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0
0400	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	2	0	1	0	0	0	0	0	0	0	0
0500	34	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4	6	8	2	4	3	2	2	2	0	1	0	0	0
0600	163	0	0	0	0	0	1	2	2	3	10	4	4	14	13	19	25	24	15	9	9	2	3	1	0	0	1	0	
0700	281	0	0	0	0	0	3	2	11	7	9	13	24	22	30	31	25	37	31	17	6	4	1	1	1	1	0	0	
0800	208	0	0	0	0	1	5	2	2	4	4	12	15	13	20	29	31	18	20	18	8	6	1	1	0	0	0	0	0
0900	174	0	0	0	1	1	1	14	4	4	8	5	14	12	19	23	21	10	19	9	6	3	0	0	0	0	0	0	0
1000	144	0	0	0	0	3	2	2	2	1	5	8	12	17	13	20	14	11	7	6	5	1	0	0	0	0	0	0	0
1100	126	0	0	0	0	0	5	3	3	6	3	5	12	12	14	20	12	11	12	2	3	0	2	0	0	1	0	0	0
1200	150	0	0	0	0	4	3	4	3	6	11	12	17	22	20	14	13	11	3	3	3	1	0	0	0	0	0	0	0
1300	141	0	0	0	0	5	5	5	8	4	9	14	5	20	12	15	11	13	13	2	2	1	1	1	0	0	0	0	0
1400	153	0	0	0	0	1	4	9	5	5	20	13	14	15	10	19	20	9	4	1	1	1	1	1	0	0	0	0	0
1500	157	0	0	0	1	0	5	4	5	5	8	12	12	17	26	19	14	12	11	0	1	4	1	0	0	0	0	0	0
1600	212	0	0	0	1	1	0	2	3	8	7	13	13	14	29	43	37	16	11	9	4	1	0	0	0	0	0	0	0
1700	295	0	0	0	0	0	0	0	1	5	5	25	35	48	53	48	37	21	10	4	2	0	1	0	0	0	0	0	0
1800	204	0	0	0	0	0	1	0	4	5	2	10	18	16	34	34	29	20	16	8	1	1	2	2	0	1	0	0	0
1900	99	0	0	0	0	0	0	0	0	2	1	6	7	8	14	21	9	13	9	3	2	2	0	0	1	1	0	0	0
2000	90	0	0	0	0	0	1	0	0	1	1	4	10	6	15	12	14	8	6	3	0	0	0	0	1	0	0	0	0
2100	64	0	0	0	0	0	0	0	0	0	1	1	1	5	10	15	8	4	5	7	4	2	1	0	0	0	0	0	0
2200	42	0	0	0	0	0	0	0	0	0	0	1	3	3	7	11	8	2	6	1	0	0	0	0	0	0	0	0	0
2300	17	0	0	0	0	0	0	0	0	0	1	2	1	1	2	3	1	3	1	1	0	1	0	0	0	0	0	0	0
07-19	2245	0	0	2	2	13	33	56	45	61	96	144	196	228	280	315	264	189	157	79	42	23	10	6	1	3	0	0	
06-22	2661	0	0	2	2	14	36	58	47	67	109	159	218	261	332	382	320	238	194	104	60	29	14	7	3	4	1	0	0
06-00	2720	0	0	2	2	14	36	58	47	67	110	162	222	265	341	396	329	243	201	106	60	30	14	7	3	4	1	0	0
00-00	2778	0	0	2	2	14	36	59	47	67	111	162	222	265	344	403	339	258	207	111	65	32	16	7	4	4	1	0	0







<b>Site / Location:</b> 4 / R159 - south of R156	<b>Project No.:</b> 534	<b>Photo No.:</b> 534-01	<b>Drawn By:</b> JF	
	<b>Project Name:</b> TROMMAN QUARRY, MEATH			
<b>Survey Date:</b> Tuesday 3rd November 2009	<b>Title:</b> Site Photograph - looking south			
<b>Survey Times:</b> 00:00 to 00:24:00				

Site No.	Location.	Direction.	Speed Limit (km/h)	Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > Speed Limit (+5km/h).	% > Speed Limit (+5km/h).	No. > Speed Limit (+10km/h).	% > Speed Limit (+10km/h).	Mean Speed	85%ile Speed
4	R159 - south of R156	North	80	Tuesday 03 November 2009	954	954	954	2	0.2	0	0.0	0	0.0	53.3	62.6
		South	80	Tuesday 03 November 2009	970	970	970	2	0.2	1	0.1	0	0.0	50.9	58.7
		North South	80	Tuesday 03 November 2009	1924	1924	1924	4	0.2	1	0.1	0	0.0	52.1	60.5

534 / Tromman Quarry, Meath  
November 2009  
Automatic Traffic Count

Site 4  
Location R159 - south of R156  
Direction North

Tuesday 03 November 2009

Time	Total	Classification												>PSL 80	>PSL% 80	>SL1 85 +5kph	>SL1% 85 +5kph	>SL2 90 +10kph	>SL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	4	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	51.5	-		
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56.6	-		
0200	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	-	-		
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58.8	-		
0500	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	60.3	-		
0600	11	0	10	0	0	0	0	1	0	0	0	0	0	0	0	0	0	59.1	64.4		
0700	54	0	39	0	8	0	5	1	1	0	0	0	0	0	0	0	0	52.2	64.1		
<b>0800</b>	<b>94</b>	<b>1</b>	<b>82</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1.1</b>	<b>0</b>	<b>55.9</b>	<b>65.2</b>			
0900	80	0	71	0	7	0	2	0	0	0	0	0	0	0	0	0	0	55.5	61.9		
1000	52	0	45	0	3	0	1	0	2	0	1	0	0	0	0	0	0	54.5	61.6		
1100	56	0	52	0	2	0	2	0	0	0	0	0	0	0	0	0	0	54	61.9		
1200	62	0	46	1	11	0	3	0	0	0	1	0	0	1	1.6	0	0	54.2	62.3		
1300	53	0	45	0	7	0	1	0	0	0	0	0	0	0	0	0	0	54	61.9		
1400	69	0	54	2	10	0	3	0	0	0	0	0	0	0	0	0	0	52.4	60.5		
1500	60	1	45	0	5	0	4	1	2	0	2	0	0	0	0	0	0	53.2	61.2		
1600	72	0	61	1	5	0	5	0	0	0	0	0	0	0	0	0	0	53.6	62.6		
<b>1700</b>	<b>88</b>	<b>0</b>	<b>72</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50.9</b>	<b>60.1</b>			
1800	64	0	59	0	5	0	0	0	0	0	0	0	0	0	0	0	0	53.4	60.8		
1900	59	1	55	1	1	0	1	0	0	0	0	0	0	0	0	0	0	54.8	61.9		
2000	29	0	24	0	5	0	0	0	0	0	0	0	0	0	0	0	0	49.5	63		
2100	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	50.7	-		
2200	23	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	59.8		
2300	8	0	5	0	2	0	0	0	0	0	1	0	0	0	0	0	0	51	-		
<b>07-19</b>	<b>804</b>	<b>2</b>	<b>671</b>	<b>5</b>	<b>80</b>	<b>0</b>	<b>32</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0.2</b>	<b>0</b>	<b>53.7</b>	<b>62.6</b>			
<b>06-22</b>	<b>913</b>	<b>3</b>	<b>769</b>	<b>6</b>	<b>87</b>	<b>0</b>	<b>33</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0.2</b>	<b>0</b>	<b>53.6</b>	<b>62.6</b>			
<b>06-00</b>	<b>944</b>	<b>3</b>	<b>797</b>	<b>6</b>	<b>89</b>	<b>0</b>	<b>33</b>	<b>1</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0.2</b>	<b>0</b>	<b>53.3</b>	<b>62.3</b>			
<b>00-00</b>	<b>954</b>	<b>3</b>	<b>803</b>	<b>6</b>	<b>92</b>	<b>0</b>	<b>33</b>	<b>1</b>	<b>7</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0.2</b>	<b>0</b>	<b>53.3</b>	<b>62.6</b>			





534 / Tromman Quarry, Meath  
November 2009  
Automatic Traffic Count

Site 4  
Location R159 - south of R156  
Direction North

Tuesday 03 November 2009

Time	Total	Speed Bins (km/h)																											
		0-5 5	5-10 10	10-15 15	15-20 20	20-25 25	25-30 30	30-35 35	35-40 40	40-45 45	45-50 50	50-55 55	55-60 60	60-65 65	65-70 70	70-75 75	75-80 80	80-85 85	85-90 90	90-95 95	95-100 100	100-105 105	105-110 110	110-115 115	115-120 120	120-125 125	125-130 130	130-135 135	135-140 140
0000	4	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	0	0	0	0	0	2	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
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
0400	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	11	0	0	0	0	0	0	0	0	1	1	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	54	0	0	0	0	0	0	0	0	10	9	9	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	94	0	0	0	1	0	0	0	0	5	11	20	15	11	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0900	80	0	0	0	0	0	0	0	0	7	11	17	14	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	52	0	0	0	0	0	0	0	0	8	1	19	7	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	56	0	0	0	0	0	0	0	0	3	6	11	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	62	0	0	0	0	0	0	0	1	7	9	17	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	53	0	0	0	0	0	0	0	0	6	7	5	7	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	69	0	0	0	0	0	0	0	0	5	10	12	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	60	0	0	0	0	0	0	0	0	12	8	13	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	72	0	0	0	0	0	0	0	0	10	13	10	6	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	88	0	0	0	0	0	0	0	0	12	15	16	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	64	0	0	0	0	0	0	0	0	3	19	21	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	59	0	0	0	0	0	0	0	0	5	16	11	4	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	29	0	0	0	0	0	0	0	0	8	3	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	10	0	0	0	0	0	0	0	0	3	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	23	0	0	0	0	0	0	0	0	2	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	8	0	0	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	804	0	0	0	1	2	0	0	0	11	120	183	98	56	20	4	2	0	0	0	0	0	0	0	0	0	0	0	0
06-22	913	0	0	0	1	4	0	0	0	11	141	202	110	62	25	4	2	0	0	0	0	0	0	0	0	0	0	0	0
06-00	944	0	0	0	3	9	2	12	39	107	142	207	113	64	25	4	2	0	0	0	0	0	0	0	0	0	0	0	0
00-00	954	0	0	0	3	9	2	12	39	107	144	210	114	65	25	4	2	0	0	0	0	0	0	0	0	0	0	0	0





534 / Tromman Quarry, Meath  
November 2009  
Automatic Traffic Count

Site 4  
Location R159 - south of R156  
Direction South

Tuesday 03 November 2009

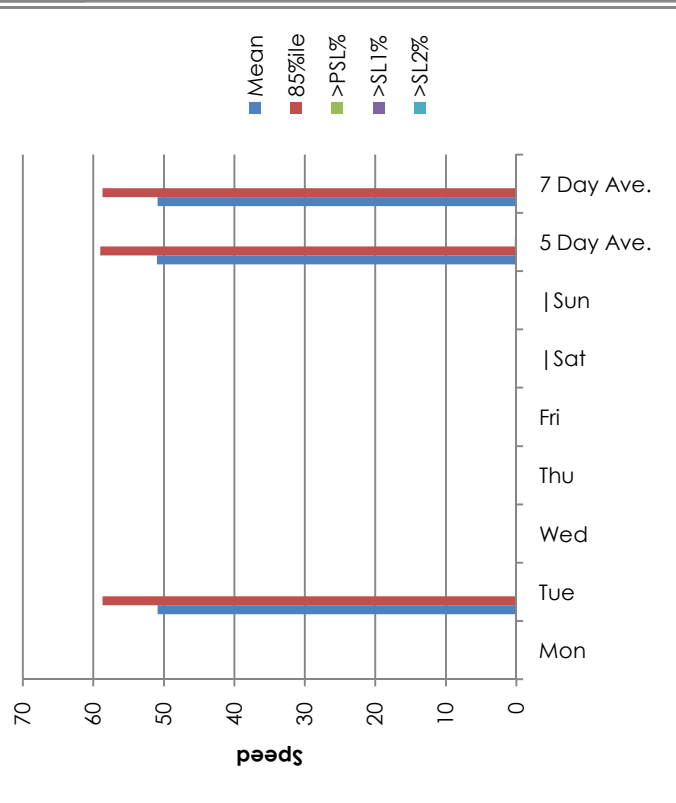
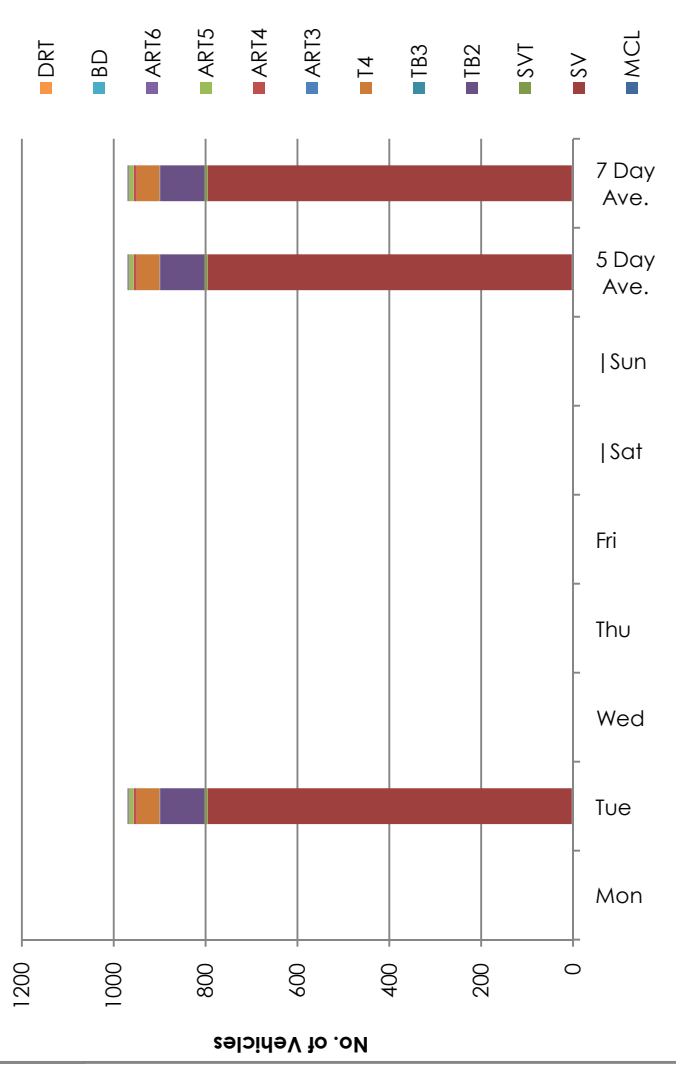
Time	Total	Classification											>PSL 80	>PSL% 80	>SL1 85 +5kph	>SL1% 85 +5kph	>SL2 90 +10kph	>SL2% 90 +10kph	Mean	Vpp 85			
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD									12 DRT		
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.5	-
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.9	-
0200	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	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.8	-
0500	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	-
0600	23	0	16	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50.6	58
0700	52	0	36	1	6	0	6	0	1	2	0	0	0	0	0	0	0	0	0	0	0	50.2	58
0800	62	0	52	0	5	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	51.9	59
0900	72	0	55	0	10	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	49.3	56.2
1000	46	0	33	0	7	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.9	56.2
1100	51	1	41	0	6	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	49.1	58.3
1200	62	0	49	0	7	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	50.9	57.2
1300	58	0	40	3	11	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.2	57.2
1400	81	1	63	1	8	0	5	0	1	2	0	0	0	0	0	0	0	0	0	0	1.2	51.6	59.8
1500	73	0	62	0	5	1	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	51.8	58.7
1600	89	0	73	1	9	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	50.8	58.7
1700	95	1	82	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52.9	59.8
1800	53	0	48	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50.7	56.2
1900	31	0	27	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51.5	55.4
2000	47	0	43	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	46.3	58
2100	36	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54.6	61.9
2200	16	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.3	53.8	61.2
2300	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52.6	-
07-19	794	3	634	6	88	1	44	0	6	9	3	0	0	0	0	0	0	0	0	0	0	50.9	58.7
06-22	931	3	756	6	95	1	50	0	7	10	3	0	0	0	0	0	0	0	0	0	0	50.8	58.7
06-00	954	3	778	6	96	1	50	0	7	10	3	0	0	0	0	0	0	0	0	0	0	50.8	58.7
00-00	970	3	793	6	97	1	50	0	7	10	3	0	0	0	0	0	0	0	0	0	0	50.9	58.7



Virtual Week (1)

Time	Total	Classification											>PSL 80	>PSL% 80	>SL1 +5kph 85	>SL1% +5kph 85	>SL2 +10kph 90	>SL2% +10kph 90	Mean	Vpp 85				
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD									12 DRT			
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Tue	970	3	793	6	97	1	50	7	10	3	0	0	0	0	0	0.2	1	0.1	0	0	0	0	50.9	58.7
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Thu	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Sat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Sun	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
<b>5 Day Ave.</b>	<b>970</b>	<b>3</b>	<b>793</b>	<b>6</b>	<b>97</b>	<b>1</b>	<b>50</b>	<b>7</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>1</b>	<b>0.1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51.0</b>	<b>59.0</b>
<b>7 Day Ave.</b>	<b>970</b>	<b>3</b>	<b>793</b>	<b>6</b>	<b>97</b>	<b>1</b>	<b>50</b>	<b>7</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>1</b>	<b>0.1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50.9</b>	<b>58.7</b>
<b>Total</b>	<b>970</b>	<b>3</b>	<b>793</b>	<b>6</b>	<b>97</b>	<b>1</b>	<b>50</b>	<b>7</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>1</b>	<b>0.1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50.9</b>	<b>58.7</b>

Summary Graphs



534 / Tromman Quarry, Meath  
November 2009  
Automatic Traffic Count

Site: 4  
Location: R159 - south of R156  
Direction: South

Tuesday 03 November 2009

Time	Total	Speed Bins (km/h)																											
		0-5 5	5-10 10	10-15 15	15-20 20	20-25 25	25-30 30	30-35 35	35-40 40	40-45 45	45-50 50	50-55 55	55-60 60	60-65 65	65-70 70	70-75 75	75-80 80	80-85 85	85-90 90	90-95 95	95-100 100	100-105 105	105-110 110	110-115 115	115-120 120	120-125 125	125-130 130	130-135 135	135-140 140
0000	3	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	0	0	0	0	0	0	0	1	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
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
0400	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	8	0	0	0	0	0	0	0	0	1	3	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	23	0	0	0	0	0	1	0	2	4	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	52	0	0	0	0	0	0	0	5	8	13	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	62	0	0	0	0	0	2	0	4	7	19	15	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	72	0	0	0	0	0	0	4	8	7	21	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	46	0	0	0	0	0	0	1	5	6	15	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	51	0	0	0	1	0	1	3	2	6	13	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	62	0	0	0	0	0	1	0	3	8	12	16	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	58	0	0	0	0	1	0	2	2	15	9	11	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	81	0	0	0	0	0	0	4	5	8	20	13	9	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	73	0	0	0	0	0	0	0	2	7	26	12	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	89	0	0	0	0	1	0	2	7	10	34	15	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	95	0	0	0	1	0	1	0	3	5	28	23	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	53	0	0	0	0	0	0	0	5	5	20	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	31	0	0	0	0	0	0	0	1	3	10	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	47	0	0	0	1	4	5	4	6	9	8	6	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	36	0	0	0	0	0	0	0	4	5	10	9	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	16	0	0	0	0	0	0	0	1	2	5	2	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2300	7	0	0	0	0	0	0	0	0	1	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	794	0	0	1	3	4	19	51	92	159	230	154	57	18	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06-22	931	0	0	1	4	9	24	58	107	186	265	181	67	21	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06-00	954	0	0	1	4	9	24	59	110	191	272	184	68	23	7	0	1	1	0	0	0	0	0	0	0	0	0	0	0
00-00	970	0	0	1	4	9	25	61	111	193	278	184	71	23	8	0	1	1	0	0	0	0	0	0	0	0	0	0	0





534 / Tromman Quarry, Meath  
November 2009  
Automatic Traffic Count

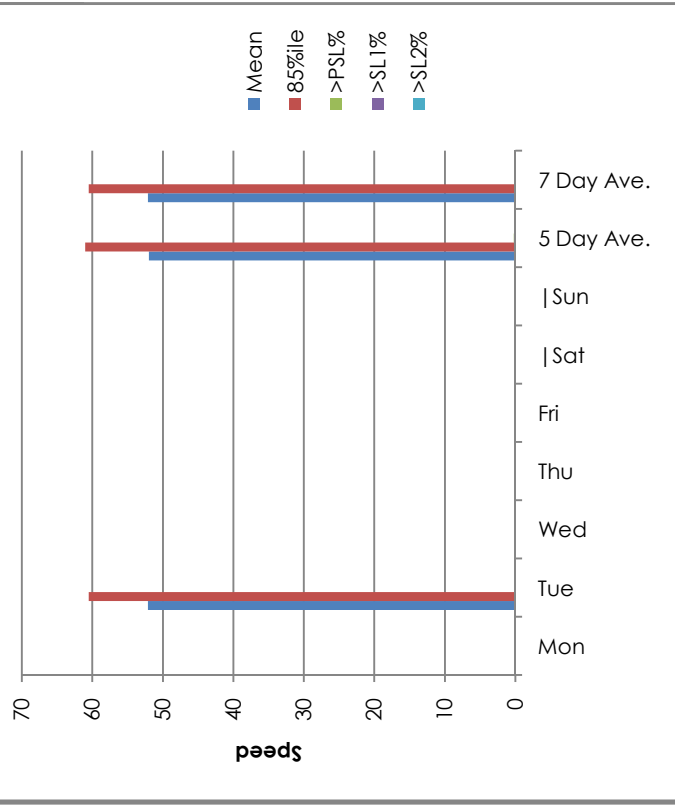
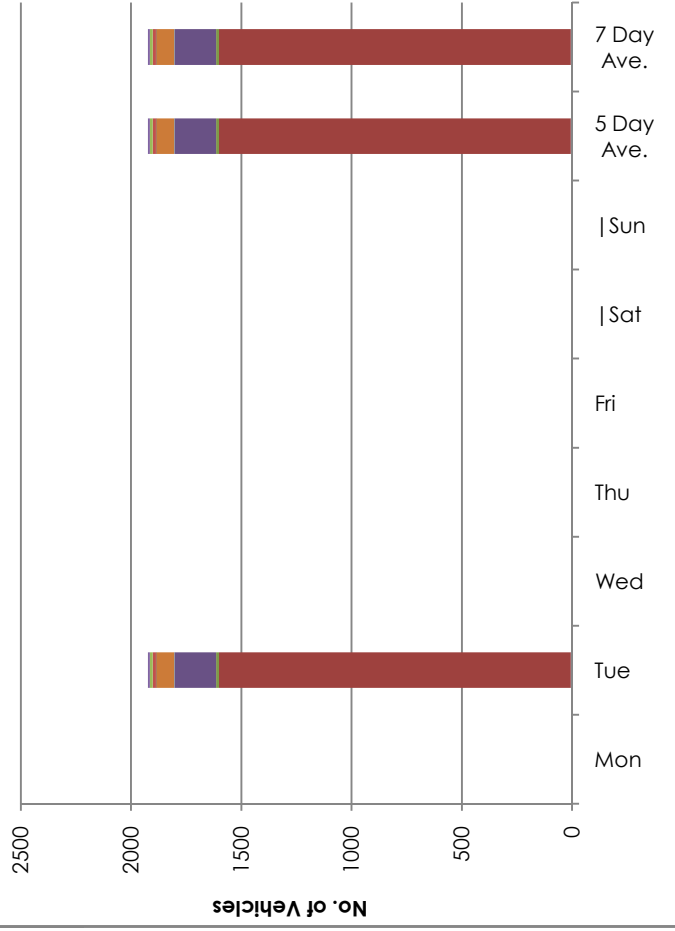
Site 4  
Location R159 - south of R156  
Direction North South

Tuesday 03 November 2009

Time	Total	Classification											>PSL 80	>PSL% 80	>SL1 85 +5kph	>SL1% 85 +5kph	>SL2 90 +10kph	>SL2% 90 +10kph	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD								
0000	7	0	6	0	0	0	0	1	0	0	0	0	0	0	0	0	0	50.2	-	
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.5	-	
0200	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	-	-	
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53.8	-	
0500	11	0	7	0	4	0	0	0	0	0	0	0	0	0	0	0	0	58.7	64.1	
0600	34	0	26	0	1	0	6	1	0	0	0	0	0	0	0	0	0	53.4	60.1	
0700	106	0	75	1	14	0	11	2	3	0	0	0	0	0	0	0	0	51.2	59.4	
<b>0800</b>	<b>156</b>	<b>1</b>	<b>134</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0.6</b>	<b>0</b>	<b>0</b>	<b>54.3</b>	<b>62.3</b>	
0900	152	0	126	0	17	0	7	0	0	1	0	0	0	0	0	0	0	52.5	60.8	
1000	98	0	78	0	10	0	6	0	2	0	0	0	0	0	0	0	0	52.3	60.8	
1100	107	1	93	0	8	0	4	0	1	0	0	0	0	0	0	0	0	51.7	60.1	
1200	124	0	95	1	18	0	7	0	1	1	0	0	0	1	0.8	0	0	52.5	59.4	
1300	111	0	85	3	18	0	5	0	0	0	0	0	0	0	0	0	0	51.5	60.1	
1400	150	1	117	3	18	0	8	0	1	2	0	0	0	1	0.7	0	0	52	60.5	
1500	133	1	107	0	10	1	8	1	3	0	0	0	0	0	0	0	0	52.4	60.5	
1600	161	0	134	2	14	0	9	0	1	1	0	0	0	0	0	0	0	52.1	59.4	
<b>1700</b>	<b>183</b>	<b>1</b>	<b>154</b>	<b>1</b>	<b>22</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51.9</b>	<b>60.1</b>	
1800	117	0	107	0	9	0	0	0	0	0	0	0	0	0	0	0	0	52.1	58.7	
1900	90	1	82	1	5	0	1	0	0	0	0	0	0	0	0	0	0	53.6	59.4	
2000	76	0	67	0	7	0	0	0	1	1	0	0	0	0	0	0	0	47.5	59	
2100	46	0	45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	53.7	60.8	
2200	39	0	38	0	1	0	0	0	0	0	0	0	0	1	2.6	1	2.6	46.2	59.8	
2300	15	0	12	0	2	0	0	0	0	1	0	0	0	0	0	0	0	51.8	59.4	
<b>07-19</b>	<b>1598</b>	<b>5</b>	<b>1305</b>	<b>11</b>	<b>168</b>	<b>1</b>	<b>76</b>	<b>1</b>	<b>11</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0.2</b>	<b>0</b>	<b>0</b>	<b>52.3</b>	<b>60.5</b>	
<b>06-22</b>	<b>1844</b>	<b>6</b>	<b>1525</b>	<b>12</b>	<b>182</b>	<b>1</b>	<b>83</b>	<b>1</b>	<b>13</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0.2</b>	<b>0</b>	<b>0</b>	<b>52.2</b>	<b>60.5</b>	
<b>06-00</b>	<b>1898</b>	<b>6</b>	<b>1575</b>	<b>12</b>	<b>185</b>	<b>1</b>	<b>83</b>	<b>1</b>	<b>13</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0.2</b>	<b>1</b>	<b>0.1</b>	<b>52.1</b>	<b>60.5</b>	
<b>00-00</b>	<b>1924</b>	<b>6</b>	<b>1596</b>	<b>12</b>	<b>189</b>	<b>1</b>	<b>83</b>	<b>1</b>	<b>14</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0.2</b>	<b>1</b>	<b>0.1</b>	<b>52.1</b>	<b>60.5</b>	



Time	Total	Classification												>PSL 80	>PSL% 80	>SL1 85 +5kph	>SL1% 85 +5kph	>SL2 90 +10kph	>SL2% 90 +10kph	Mean	Vpp 85					
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT													
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Tue	1924	6	1596	12	189	1	83	1	14	13	9	0	0	0	0	0	0.2	1	0.1	0	0	0	0	0	52.1	60.5
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Thu	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Sat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Sun	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
<b>5 Day Ave.</b>	<b>1924</b>	<b>6</b>	<b>1596</b>	<b>12</b>	<b>189</b>	<b>1</b>	<b>83</b>	<b>1</b>	<b>14</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>1</b>	<b>0.1</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52.0</b>	<b>61.0</b>
<b>7 Day Ave.</b>	<b>1924</b>	<b>6</b>	<b>1596</b>	<b>12</b>	<b>189</b>	<b>1</b>	<b>83</b>	<b>1</b>	<b>14</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>1</b>	<b>0.1</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52.1</b>	<b>60.5</b>	
<b>Total</b>	<b>1924</b>	<b>6</b>	<b>1596</b>	<b>12</b>	<b>189</b>	<b>1</b>	<b>83</b>	<b>1</b>	<b>14</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>1</b>	<b>0.1</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52.1</b>	<b>60.5</b>	



Summary Graphs

Tuesday 03 November 2009

Time	Total	Speed Bins (km/h)																											
		0-5 5	5-10 10	10-15 15	15-20 20	20-25 25	25-30 30	30-35 35	35-40 40	40-45 45	45-50 50	50-55 55	55-60 60	60-65 65	65-70 70	70-75 75	75-80 80	80-85 85	85-90 90	90-95 95	95-100 100	100-105 105	105-110 110	110-115 115	115-120 120	120-125 125	125-130 130	130-135 135	135-140 140
0000	7	0	0	0	0	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	0	0	0	0	0	1	2	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
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
0400	2	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	11	0	0	0	0	0	0	0	0	1	4	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	34	0	0	0	0	0	0	0	2	5	8	10	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	106	0	0	0	0	0	0	0	9	18	22	20	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	156	0	0	0	1	0	2	0	8	12	17	39	38	21	14	3	0	1	0	0	0	0	0	0	0	0	0	0	0
0900	152	0	0	0	0	0	0	0	9	14	25	38	37	19	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	98	0	0	0	0	0	0	0	7	14	9	34	17	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	107	0	0	0	1	0	1	5	6	9	18	24	26	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	124	0	0	0	0	0	1	1	3	15	26	29	32	8	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0
1300	111	0	0	0	0	0	1	0	3	6	21	14	27	10	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	150	0	0	0	0	0	1	0	6	7	13	29	45	16	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0
1500	133	0	0	0	0	0	0	0	4	19	23	39	23	16	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	161	0	0	0	0	0	1	0	3	10	20	44	36	13	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0
1700	183	0	0	0	0	1	0	6	11	17	35	44	41	16	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	117	0	0	0	0	0	0	0	6	8	30	41	16	9	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	90	0	0	0	0	0	0	0	1	8	25	21	22	5	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	76	0	0	0	0	3	4	5	6	14	12	10	6	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	46	0	0	0	0	0	0	0	0	7	6	13	11	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	39	0	0	0	2	5	2	1	2	4	3	8	5	3	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2300	15	0	0	0	0	0	0	0	1	2	3	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1598	0	0	2	5	4	30	86	180	279	413	338	155	74	25	4	3	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1844	0	0	2	8	9	35	95	211	327	467	391	177	83	32	4	3	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1898	0	0	4	13	11	36	98	217	333	479	399	181	87	32	4	3	1	0	0	0	0	0	0	0	0	0	0	0
00-00	1924	0	0	4	13	11	37	100	218	337	488	402	185	88	33	4	3	1	0	0	0	0	0	0	0	0	0	0	0



# Appendix B

## Traffic Counter Data for "Maynooth West M04-34" in year 2009, based on 233 days recorded data

### Average Daily Volumes in 2009 (both directions combined)

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Daily Volume	34507	34903	37688	39056	-	-	40118	41358	40603	40693	39114	36255

### Bank Holiday Directional Volumes in 2009

Holiday	Easter				May				June				August				October				Christmas			
Date	Apr 10	Apr 11	Apr 12	Apr 13	May 01	May 02	May 03	May 04	May 29	May 30	May 31	Jun 01	Jul 31	Aug 01	Aug 02	Aug 03	Oct 23	Oct 24	Oct 25	Oct 26	Dec 24	Dec 25	Dec 26	Dec 27
Westbound	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27677	20869	14909	14340	19871	6971	10249	14180
Eastbound	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20809	15926	16086	22959	11956	6177	10472	14423

### Average Hourly Directional Volumes on Weekdays (Monday - Friday) in 2009

Hour Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Westbound Total	216	120	77	67	93	158	406	786	865	782	788	900	1027	1164	1314	1575	2053	2276	1840	1309	911	648	462	314
Westbound %HCV	10	20	33	37	34	33	25	14	12	14	12	12	10	9	8	6	4	3	3	3	4	4	5	7
Eastbound total	103	54	45	69	131	313	1293	2038	1933	1456	1127	1063	1074	1065	1051	1092	1108	1109	1103	854	603	477	346	207
Eastbound %HCV	13	19	24	21	22	17	6	4	5	7	11	12	12	11	11	10	8	6	6	6	7	7	8	10

### Average Hourly Directional Volumes on Saturdays in 2009

Hour Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Westbound Total	283	186	117	90	112	128	270	434	633	829	1085	1301	1425	1501	1467	1416	1376	1329	1180	923	637	414	360	359
Westbound %HCV	8	13	20	22	19	16	13	8	7	6	4	3	2	2	2	2	2	2	2	2	2	2	2	2
Eastbound Total	140	86	71	85	112	150	361	507	694	901	1017	1202	1323	1322	1221	1164	1126	1093	1057	838	641	481	327	209
Eastbound %HCV	10	11	15	15	15	16	8	7	6	5	5	5	4	3	3	2	2	2	2	3	3	3	5	5

### Average Hourly Directional Volumes on Sundays in 2009

Hour Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Westbound Total	253	178	118	94	92	100	164	244	330	447	619	815	1037	1157	1158	1155	1217	1288	1358	1094	771	507	327	276
Westbound %HCV	3	6	8	7	7	5	8	6	5	4	2	2	2	2	2	2	1	1	2	2	2	3	4	4
Eastbound Total	128	91	84	83	86	94	218	258	279	475	787	1130	1393	1534	1496	1459	1542	1629	1756	1657	1398	1094	665	339
Eastbound %HCV	4	4	7	5	6	7	4	5	5	4	3	2	2	1	1	2	1	1	2	2	2	2	2	4

### Summary Engineering Information based on 233 days recorded data

AADT estimate: 38887	HCV%: 6.7	Growth (2008->2009): 2.6%	30th HH : 3868	50th HH: 3758	30HH as % of AADT: 9.95	Peak hour ratio: 0.83
----------------------	-----------	---------------------------	----------------	---------------	-------------------------	-----------------------

[Download hourly directional counts](#)

[Download daily directional counts](#)

[Download summary graphs](#)

M04, Maynooth, West Co. Kildare

2019																											
January							February							March							April						
Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su
	1	2	3	4	5	6					1	2	3					1	2	3	1	2	3	4	5	6	7
7	8	9	10	11	12	13	4	5	6	7	8	9	10	4	5	6	7	8	9	10	8	9	10	11	12	13	14
14	15	16	17	18	19	20	11	12	13	14	15	16	17	11	12	13	14	15	16	17	15	16	17	18	19	20	21
21	22	23	24	25	26	27	18	19	20	21	22	23	24	18	19	20	21	22	23	24	22	23	24	25	26	27	28
28	29	30	31				25	26	27	28				25	26	27	28	29	30	31	29	30					
May							June							July							August						
Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su
	1	2	3	4	5						1	2		1	2	3	4	5	6	7				1	2	3	4
6	7	8	9	10	11	12	3	4	5	6	7	8	9	8	9	10	11	12	13	14	5	6	7	8	9	10	11
13	14	15	16	17	18	19	10	11	12	13	14	15	16	15	16	17	18	19	20	21	12	13	14	15	16	17	18
20	21	22	23	24	25	26	17	18	19	20	21	22	23	22	23	24	25	26	27	28	19	20	21	22	23	24	25
27	28	29	30	31			24	25	26	27	28	29	30	29	30	31				26	27	28	29	30	31		
September							October							November							December						
Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su
						1	1	2	3	4	5	6					1	2	3							1	
2	3	4	5	6	7	8	7	8	9	10	11	12	13	4	5	6	7	8	9	10	2	3	4	5	6	7	8
9	10	11	12	13	14	15	14	15	16	17	18	19	20	11	12	13	14	15	16	17	9	10	11	12	13	14	15
16	17	18	19	20	21	22	21	22	23	24	25	26	27	18	19	20	21	22	23	24	16	17	18	19	20	21	22
23	24	25	26	27	28	29	28	29	30	31				25	26	27	28	29	30	23	24	25	26	27	28	29	
30																				30	31						

Site: NRA - 000000020042 - TMU M04 020.0 W

Data available from Mar 01, 2013 to Aug 28, 2020

From: 01/01/2019

To: 31/12/2019

Summary [Volume](#) [Class](#) [Map](#)

	2020	2019	2018	2017	2016
AADT	31319	46352	45796	44874	43353
% HGV	13.3%	9.6%	8.6%	8%	8.7%
Coverage	63.5%	92.1%	99.7%	99.7%	99.7%