

H.0 EXPLANATION OF NOISE TERMS

H.1 Definitions of environmental noise terms are detailed in ISO1996 (BS7445), *Description and Measurement of Environmental Noise*.

H.2 The following explanations of the terms used in this assessment are meant to clarify the nature and use of each term and are made with reference to the glossary of terms in PPG24.

L_A A-weighted sound pressure level (in decibels, dB)

The measured sound level incorporating a logarithmic base and weighting system to approximate the manner in which humans perceive sound. An increase in 10 dB is approximately equivalent to a perceived doubling of loudness.

$L_{Aeq,T}$ Equivalent continuous A-weighted sound pressure level (in decibels, dB), over a given time interval

An average of the energy associated with the noise at a location over a given time interval. Where a time interval is not given it is typically considered as a continuous level.

Indicates the activity noise level of a source. Typical source descriptions include "ambient noise", "specific noise" and "residual noise" as defined in BS4142.

$L_{A10,T}$ A-weighted sound pressure level (in decibels, dB) obtained using "Fast" time-weighting that is exceeded for 10% of the given time interval.

Indicates the upper limit of a fluctuating noise source such as that from road traffic. For road traffic, it is typically expressed for peak hour, or as the arithmetic average of hourly L_{A10} values over an 18 hour day (06:00-24:00).

$L_{A90,T}$ A-weighted sound pressure level (in decibels, dB) obtained using "Fast" time-weighting that is exceeded for 90% of the given time interval.

Defined as the background noise level at a location in BS4142.

L_{Amax} The highest A-weighted sound pressure level (in decibels, dB) recorded during a measurement event.

May be obtained using either "Slow" time-weighting (as incorporated in PPG24) or "Fast" time-weighting (as incorporated in WHO *Guidelines for Community Noise* and BS8233)

1.0 TRANSPORTATION

For inspection purposes only.
Consent of copyright owner required for any other use.

APPENDIX I.1
PROPOSED LAYOUT

*For inspection purposes only.
Consent of copyright owner required for any other use.*

NOTES

1. VERIFYING DIMENSIONS. THE CONTRACTOR SHALL VERIFY DIMENSIONS AGAINST SUCH OTHER DRAWINGS OR SITE CONDITIONS AS PERTAIN TO THIS PART OF THE WORK.

2. SERVICES. APPROVED OPENINGS FOR SERVICES THROUGH THE STRUCTURE ARE INCORPORATED ON THE DRAWINGS. ANY ADDITIONAL OPENINGS OF A MINOR NATURE REQUIRED BY THE MAIN CONTRACTOR OR HIS SUBCONTRACTORS MUST BE SUBMITTED ON A DRAWING FOR APPROVAL BEFORE WORK COMMENCES.

3. DATUM

4. CONCRETE	MIX TYPE	COVER	FINISH

REV	DESCRIPTION	BY DATE	CHECK DATE

DRAWN BY DATE	CHECK BY DATE	APPROVED DATE
---------------	---------------	---------------

BASE DWG SCALE	NTS	SCHEDULES	SHEET SIZE	A3
----------------	-----	-----------	------------	----

CLIENT
DONEGALL COUNCIL

PROJECT
MEENABOLL LANDFILL

TITLE
AERIAL PHOTOGRAPHS

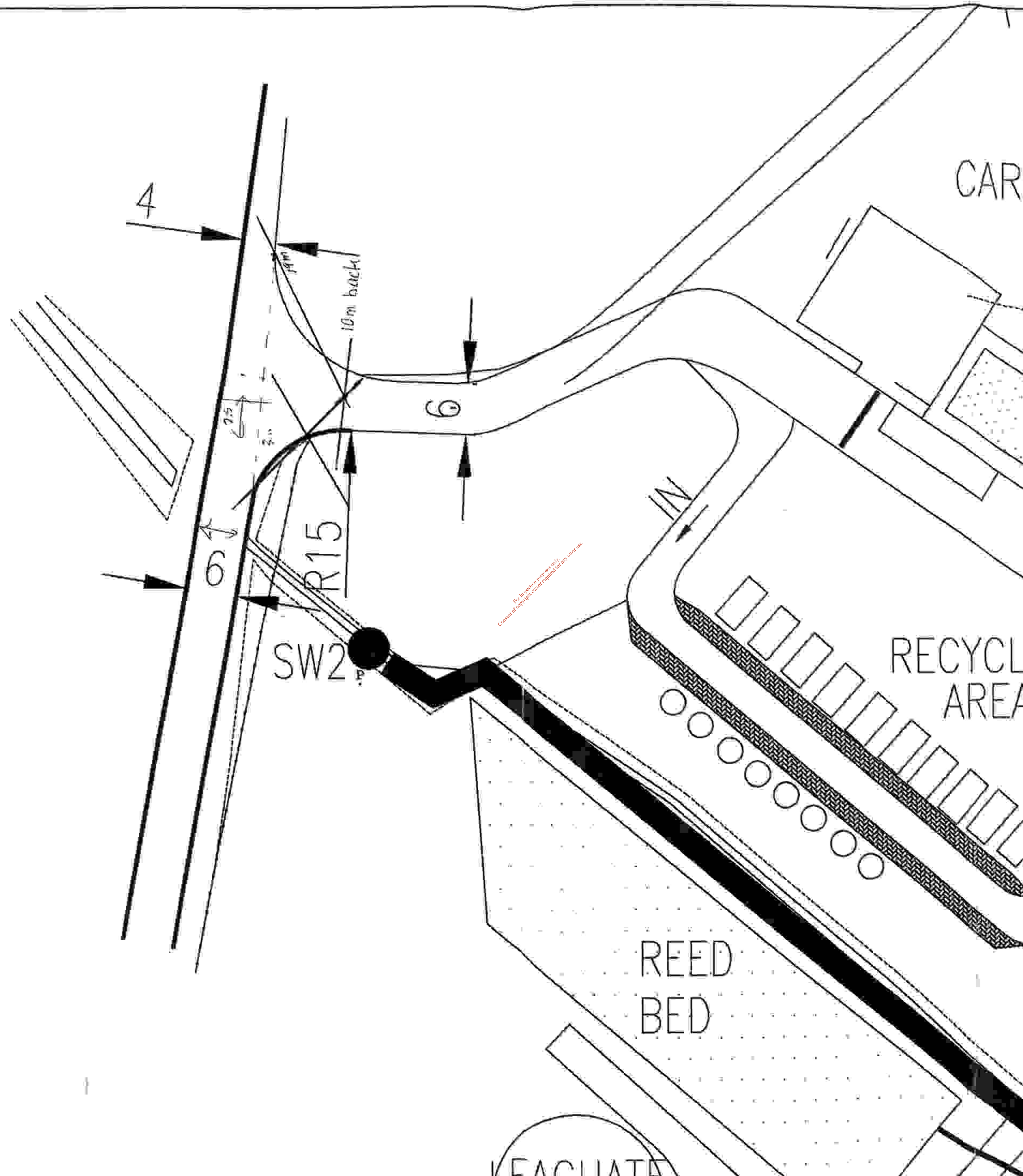


KIRK McCLURE MORTON
CONSULTING ENGINEERS

TEL: 028 90 657914 Email: info@kmm.co.uk FAX: 028 90 668296
ELMWOOD HOUSE 74 BOUCHER ROAD BELFAST BT12 8RZ

ARCHITECT	DWG. STATUS
DRAWING No.	PRELIM. <input checked="" type="checkbox"/>
REVISION	TENDER <input type="checkbox"/>
	CONST. <input type="checkbox"/>
	RECORD <input type="checkbox"/>

100mm



NOTES

1. VERIFYING DIMENSIONS. THE CONTRACTOR SHALL VERIFY DIMENSIONS AGAINST SUCH OTHER DRAWINGS OR SITE CONDITIONS AS PERTAIN TO THIS PART OF THE WORK.
2. EXISTING SERVICES. ANY INFORMATION CONCERNING THE LOCATION OF EXISTING SERVICES INDICATED ON THIS DRAWING IS INTENDED FOR GENERAL GUIDANCE ONLY. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE AND VERIFY THE EXACT HORIZONTAL AND VERTICAL ALIGNMENT OF ALL CABLES, PIPES, ETC (BOTH UNDERGROUND AND OVERHEAD) BEFORE WORK COMMENCES.

3. DATUM

REV	DESCRIPTION	BY DATE	CHECK DATE

DRAWN BY DATE	CHECK BY DATE	APPROVED DATE
BASE DWG SCALE 1:500	SCHEDULES	SHEET SIZE A3
CLIENT DONEGALL COUNTY COUNCIL		
PROJECT MEENABOLL LANDFILL		
TITLE SITE ACCESS		

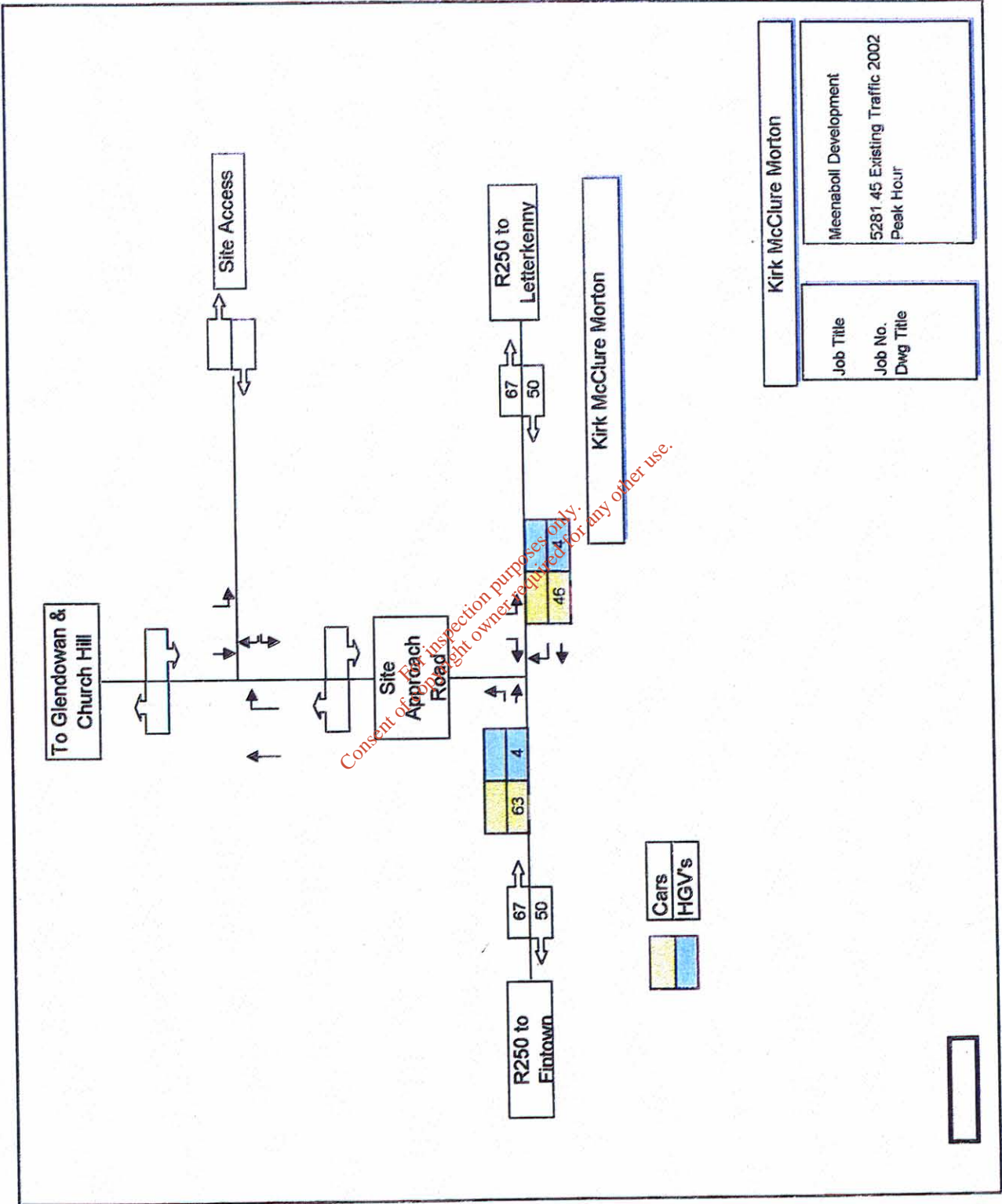

KIRK McCLURE MORTON
 CONSULTING ENGINEERS
 TEL: 028 90 667014 Email: info@kmm.co.uk FAX: 028 90 662286
 ELMWOOD HOUSE 74 BOUCHER ROAD BELFAST BT12 6RZ

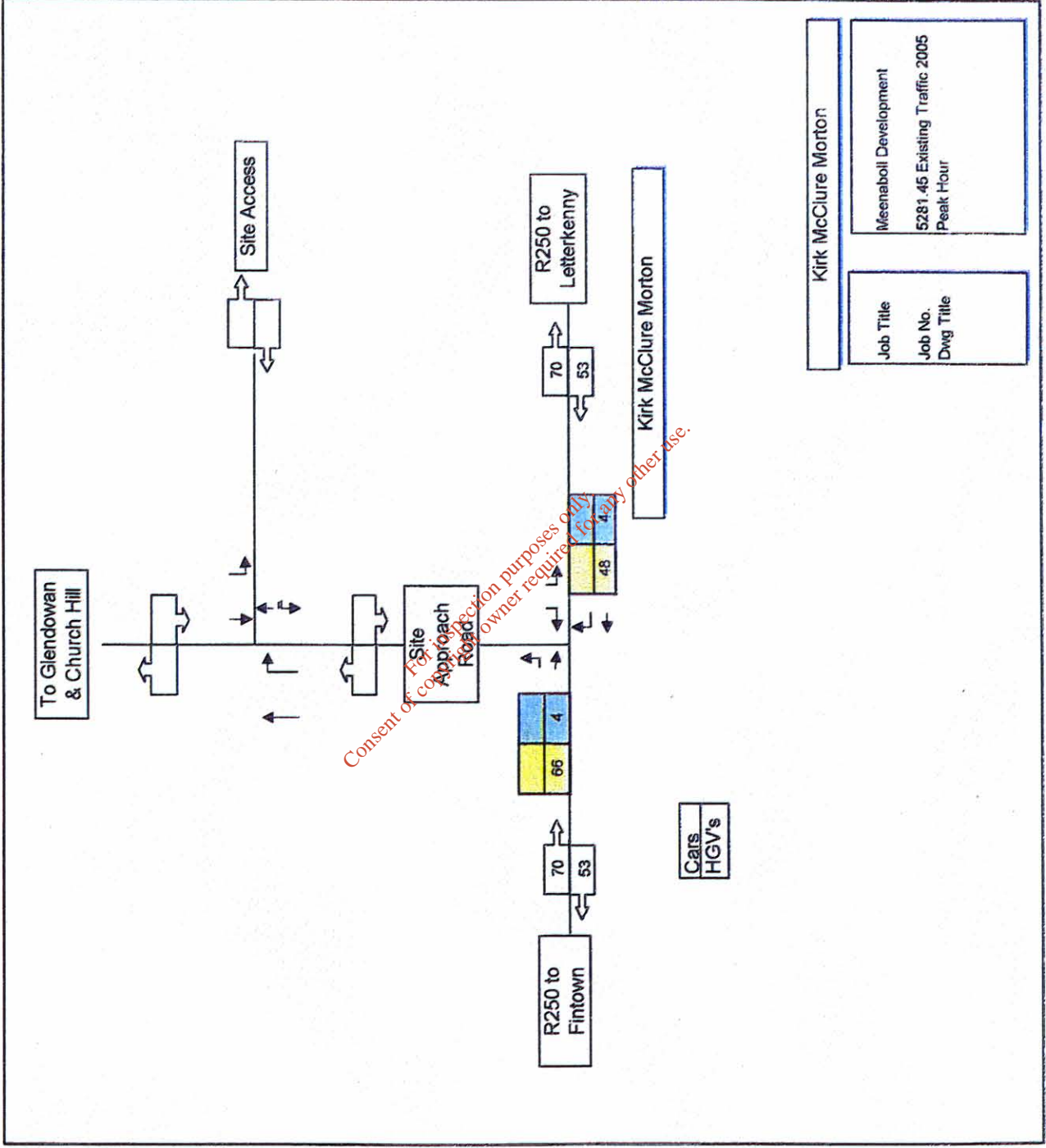
ARCHITECT	DWG. STATUS
DRAWING No.	PRELIM. <input checked="" type="radio"/>
REVISION	TENDER <input type="radio"/>
	CONST. <input type="radio"/>
	RECORD <input type="radio"/>

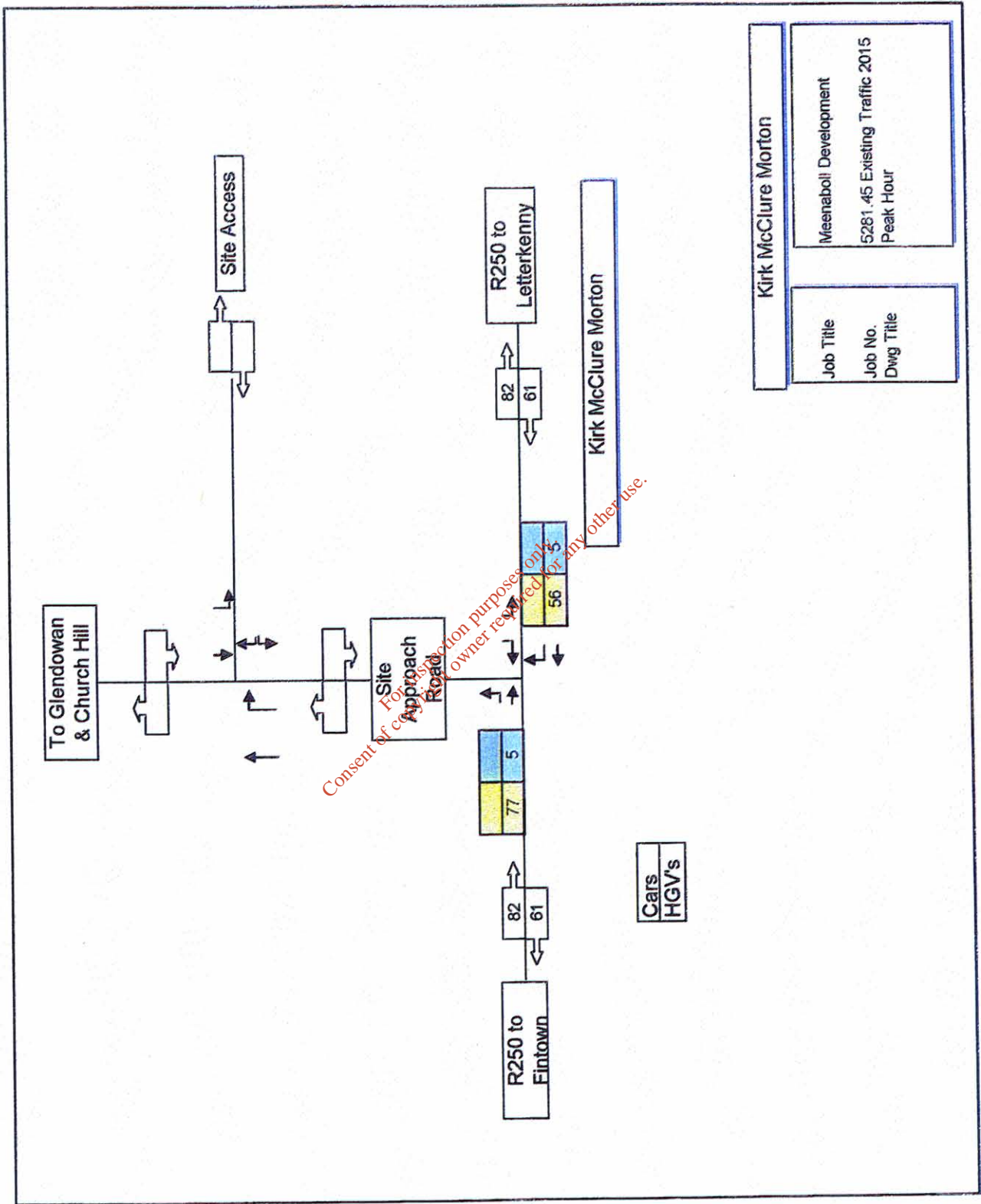
100mm

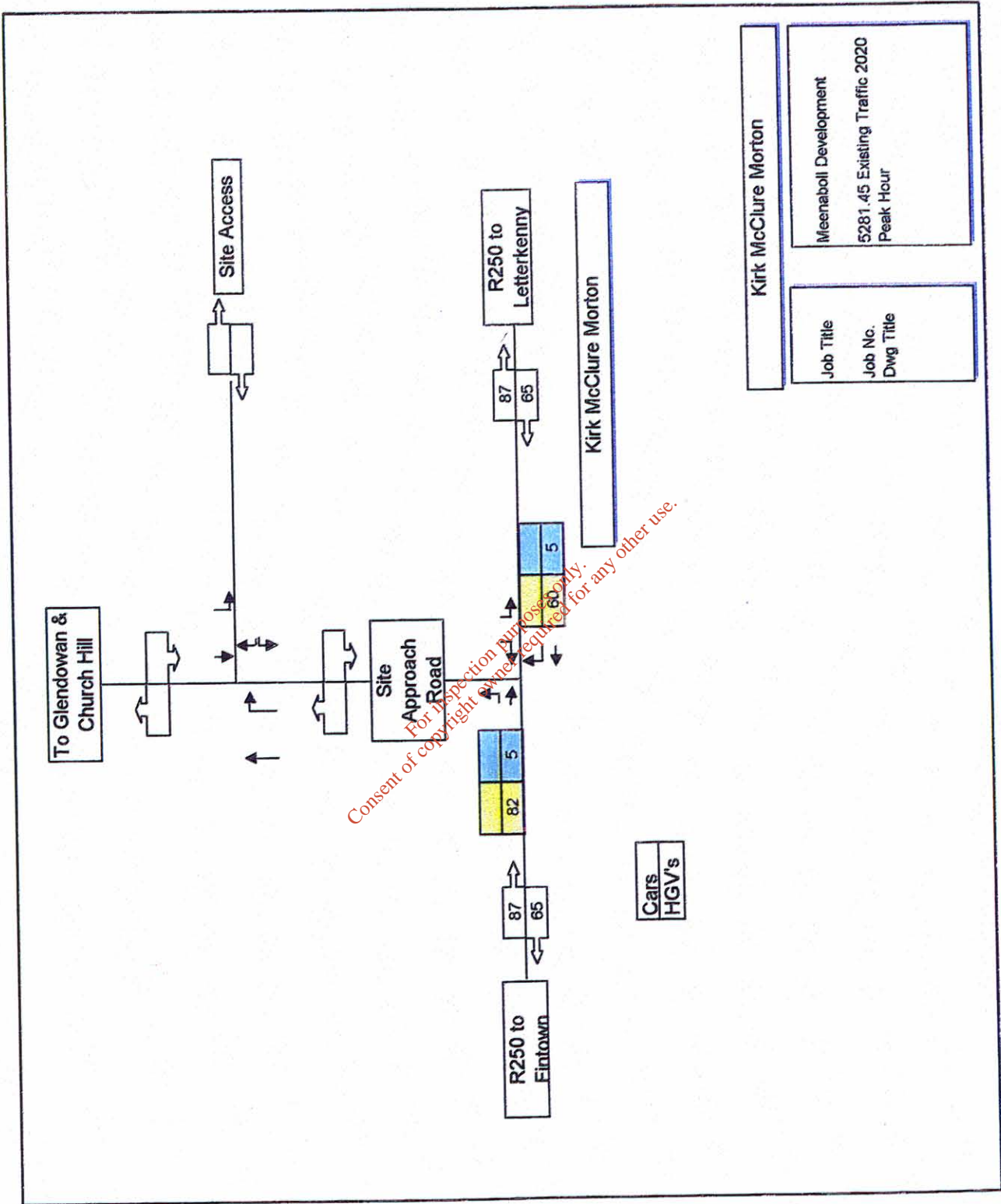
APPENDIX I.2
EXISTING TRAFFIC

*For inspection purposes only.
Consent of copyright owner required for any other use.*



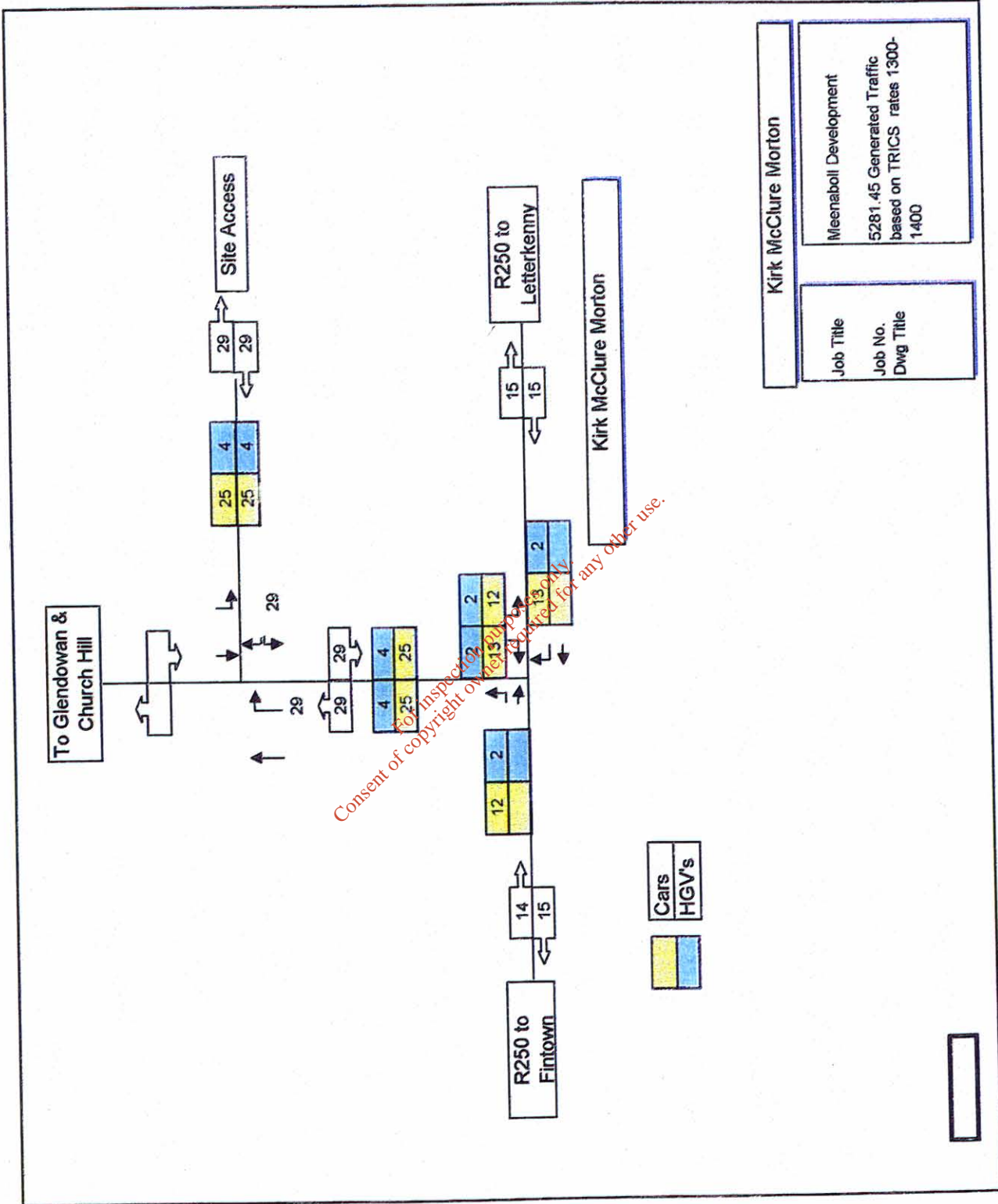


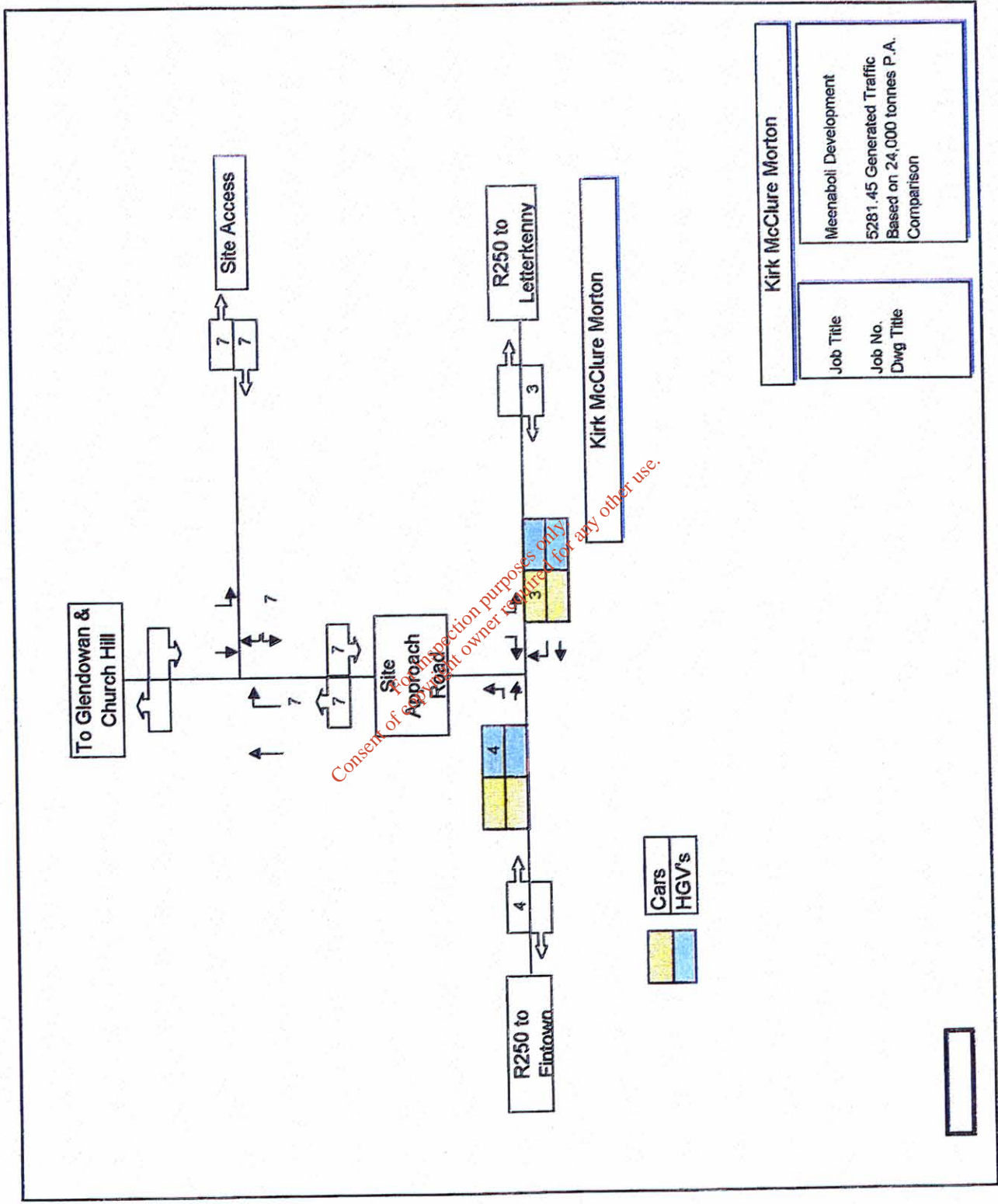




APPENDIX I.3
GENERATED TRAFFIC & TRICS
RESULTS

*For inspection purposes only.
Consent of copyright owner required for any other use.*





Consent of Applicant owner required for any other use.

Mean Trip Rates					
AM Peak 8-9		AM Peak 1-2		PM Peak 5-6	
arr	dep	arr	dep	arr	dep
0.46	0.38	0.71	0.74	0.10	0.22
3	2	4	4	1	1

parameter
 hect
 Total Ha

size
 PER HECT
 5.7

For inspection purposes only.
 Consent of copyright owner required for any other use.

Mean Trip Rates					
AM Peak 8-9		AM Peak 1-2		PM Peak 5-6	
arr	dep	arr	dep	arr	dep
2.25	2.02	2.52	2.48	1.56	1.64
23	20	25	25	16	16

parameter
10 Bays

size
PER BAY
10.0

For inspection purposes only.
Consent of copyright owner required for any other use.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 12 - CIVIC AMENITY SITES
Category : C - LANDFILL

Selected Regions and Areas:

02	SOUTH EAST	
	SC SURREY	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
11	SCOTLAND	
	LO WEST LOTHIAN	1 days
	PK PERTH & KINROSS	1 days
	SR STIRLING	2 days

Main Parameter Selection:

Parameter: Site Area
Range: 9.2 to 65.0 (units: hect)

Date Range: 01/01/95 to 21/07/98

Selected Survey Days:

Monday	1 days
Tuesday	3 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

Selected Survey Types:

Manual Count	7 days
One Way ATC Count	0 days

For inspection purposes only.
Consent of copyright owner required for any other use.

TRIP RATE for Land Use 12 - CIVIC AMENITY SITES/C - LANDFILL

Calculation Factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	24.7	0.37	6	24.7	0.28	6	24.7	0.65
08:00 - 09:00	7	30.5	0.46	7	30.5	0.38	7	30.5	0.85
09:00 - 10:00	7	30.5	0.58	7	30.5	0.55	7	30.5	1.13
10:00 - 11:00	7	30.5	0.66	7	30.5	0.63	7	30.5	1.29
11:00 - 12:00	7	30.5	0.63	7	30.5	0.65	7	30.5	1.28
12:00 - 13:00	7	30.5	0.55	7	30.5	0.50	7	30.5	1.05
13:00 - 14:00	7	30.5	0.71	7	30.5	0.74	7	30.5	1.45
14:00 - 15:00	7	30.5	0.74	7	30.5	0.65	7	30.5	1.38
15:00 - 16:00	7	30.5	0.68	7	30.5	0.73	7	30.5	1.42
16:00 - 17:00	7	30.5	0.37	7	30.5	0.48	7	30.5	0.86
17:00 - 18:00	6	31.4	0.10	6	31.4	0.22	6	31.4	0.31
18:00 - 19:00	4	27.9	0.10	4	27.9	0.10	4	27.9	0.20
19:00 - 20:00	1	43.0	0.07	1	43.0	0.07	1	43.0	0.14
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Daily Trip Rates:			6.02			5.99			12.01

Parameter Summary

Trip Rate Parameter Range Selected: 9.2 to 65.0 (units: hect)
 Survey Date Date Range: 01/01/95 - 21/07/98
 Number of Weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Optional Parameters Used in Selection: NO
 Surveys Manually Removed from Selection: 0

Pre Formatted Column Widths for Average Trip Rates

TRIP RATE for Land Use 12 - CIVIC AMENITY SITESC - LANDFILL
 Calculation Factor: 1 hect

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00-01:00	6	24.7	0.37	6	24.7	0.28	6	24.7	0.65
01:00-02:00	7	30.5	0.48	7	30.5	0.38	7	30.5	0.85
02:00-03:00	7	30.5	0.58	7	30.5	0.55	7	30.5	1.13
03:00-04:00	7	30.5	0.66	7	30.5	0.63	7	30.5	1.29
04:00-05:00	7	30.5	0.63	7	30.5	0.65	7	30.5	1.28
05:00-06:00	7	30.5	0.55	7	30.5	0.5	7	30.5	1.05
06:00-07:00	7	30.5	0.71	7	30.5	0.74	7	30.5	1.45
07:00-08:00	7	30.5	0.74	7	30.5	0.65	7	30.5	1.38
08:00-09:00	7	30.5	0.68	7	30.5	0.73	7	30.5	1.42
09:00-10:00	7	30.5	0.37	7	30.5	0.48	7	30.5	0.66
10:00-11:00	6	31.4	0.1	6	31.4	0.22	6	31.4	0.31
11:00-12:00	4	27.9	0.1	4	27.9	0.1	4	27.9	0.2
12:00-13:00	1	43	0.07	1	43	0.07	1	43	0.14
13:00-14:00	7	30.5	0.71	7	30.5	0.74	7	30.5	1.45
14:00-15:00	7	30.5	0.74	7	30.5	0.65	7	30.5	1.38
15:00-16:00	7	30.5	0.68	7	30.5	0.73	7	30.5	1.42
16:00-17:00	7	30.5	0.37	7	30.5	0.48	7	30.5	0.66
17:00-18:00	6	31.4	0.1	6	31.4	0.22	6	31.4	0.31
18:00-19:00	4	27.9	0.1	4	27.9	0.1	4	27.9	0.2
19:00-20:00	1	43	0.07	1	43	0.07	1	43	0.14
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.02			5.89			12.01

Consent of Copyright owner required for any other use.
 For inspection purposes only.

TRIP RATE for Land Use CIVIC AMENITY SITE
 Calculation Factor: 100 sqm

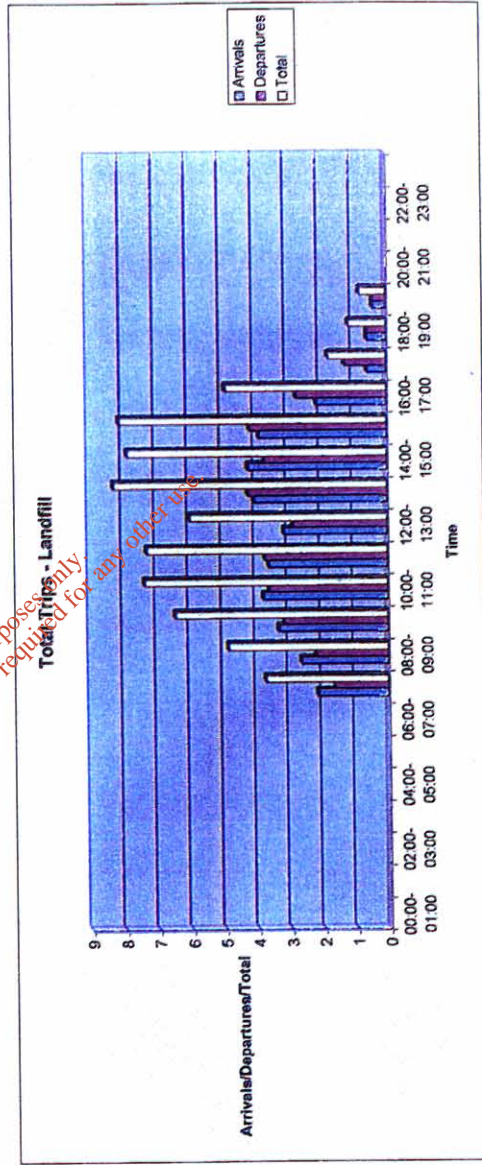
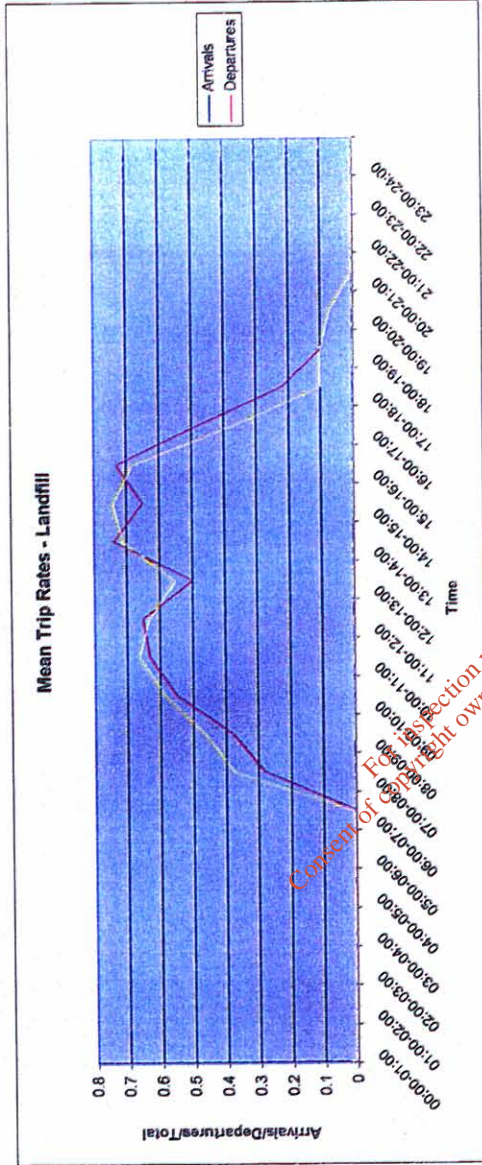
TOTAL for 8.7 Hectares

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Total Arrivals	No. Days	Ave. GFA	Total Departures	No. Days	Ave. GFA	Total Trip
00:00-01:00	6	24.7	2	6	24.7	2	41	12	4
01:00-02:00	7	30.5	3	7	30.5	2	43	12	5
02:00-03:00	7	30.5	3	7	30.5	3	43	12	6
03:00-04:00	7	30.5	4	7	30.5	4	43	12	7
04:00-05:00	7	30.5	4	7	30.5	4	43	12	7
05:00-06:00	7	30.5	3	7	30.5	3	43	12	6
06:00-07:00	7	30.5	4	7	30.5	4	43	12	7
07:00-08:00	7	30.5	4	7	30.5	4	43	12	7
08:00-09:00	7	30.5	3	7	30.5	3	43	12	6
09:00-10:00	7	30.5	3	7	30.5	3	43	12	6
10:00-11:00	6	31.4	1	6	31.4	1	41	12	2
11:00-12:00	4	27.9	0	4	27.9	0	41	12	1
12:00-13:00	1	43	0	1	43	0	38	13	1
13:00-14:00	7	30.5	4	7	30.5	4	43	12	8
14:00-15:00	7	30.5	4	7	30.5	4	43	12	8
15:00-16:00	7	30.5	4	7	30.5	4	43	12	8
16:00-17:00	7	30.5	2	7	30.5	3	43	12	5
17:00-18:00	6	31.4	1	6	31.4	1	41	12	2
18:00-19:00	4	27.9	0	4	27.9	0	41	12	1
19:00-20:00	1	43	0	1	43	0	38	13	1
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			34			34			68

Pre Formatted Column Widths for Average Trip Rates

Mean Trip Rates					
AM Peak 8-9		AM Peak 1-2		PM Peak 5-6	
arr	0.46	0.71	0.74	arr	0.10
dep	0.38	0.4	0.4	dep	0.22
size	3	4	4	size	1
PER HECT	5.7			PER HECT	1

parameter
hect
Total Ha



TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 12 - CIVIC AMENITY SITES
 Category : A - RECYCLING CENTRES

Selected Regions and Areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	HC HAMPSHIRE	6 days
12	NORTHERN IRELAND	
	NI NORTHERN IRELAND	2 days

Main Parameter Selection:

Parameter: Number of Bays
 Range: 2 to 40 (units:)

Date Range: 01/01/95 to 02/11/02

Selected Survey Days:

Wednesday	1 days
Thursday	2 days
Friday	1 days
Saturday	4 days
Sunday	2 days

Selected Survey Types:

Manual Count	4 days
One Way ATC Count	6 days

For information purposes only.
 Consent of copyright owner required for any other use.

TRIP RATE for Land Use 12 - CIVIC AMENITY SITES/A - RECYCLING CENTRES

Calculation Factor: 1 BAYS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00	6	9	0.00	6	9	0.00	6	9	0.00
01:00 - 02:00	6	9	0.00	6	9	0.00	6	9	0.00
02:00 - 03:00	6	9	0.00	6	9	0.00	6	9	0.00
03:00 - 04:00	6	9	0.00	6	9	0.00	6	9	0.00
04:00 - 05:00	6	9	0.00	6	9	0.00	6	9	0.00
05:00 - 06:00	6	9	0.00	6	9	0.00	6	9	0.00
06:00 - 07:00	6	9	0.00	6	9	0.00	6	9	0.00
07:00 - 08:00	6	9	0.00	6	9	0.00	6	9	0.00
08:00 - 09:00	8	11	2.25	8	11	2.02	8	11	4.27
09:00 - 10:00	10	16	2.46	10	16	2.41	10	16	4.87
10:00 - 11:00	10	16	2.98	10	16	3.00	10	16	5.98
11:00 - 12:00	10	16	3.25	10	16	3.19	10	16	6.44
12:00 - 13:00	10	16	2.79	10	16	2.78	10	16	5.57
13:00 - 14:00	10	16	2.52	10	16	2.48	10	16	5.01
14:00 - 15:00	10	16	2.81	10	16	2.72	10	16	5.53
15:00 - 16:00	10	16	2.87	10	16	2.94	10	16	5.80
16:00 - 17:00	10	16	2.31	10	16	2.43	10	16	4.74
17:00 - 18:00	10	16	1.56	10	16	1.64	10	16	3.20
18:00 - 19:00	6	9	3.19	6	9	3.35	6	9	6.54
19:00 - 20:00	6	9	0.00	6	9	0.00	6	9	0.00
20:00 - 21:00	6	9	0.00	6	9	0.00	6	9	0.00
21:00 - 22:00	6	9	0.00	6	9	0.00	6	9	0.00
22:00 - 23:00	6	9	0.00	6	9	0.00	6	9	0.00
23:00 - 24:00	6	9	0.00	6	9	0.00	6	9	0.00
Daily Trip Rates:			28.98			28.97			57.94

Parameter Summary

Trip Rate Parameter Range Selected: 2 - 40 (units:)
 Survey Date Date Range: 01/01/95 - 02/11/02
 Number of Weekdays (Monday-Friday): 4
 Number of Saturdays: 4
 Number of Sundays: 2
 Optional Parameters Used in Selection: NO
 Surveys Manually Removed from Selection: 0

TRIP RATE for Land Use 12 - CIVIC AMENITY SITESIA - RECYCLING CENTRES
 Calculation Factor: 1 BAYS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00-01:00	6	9	0	6	9	0	6	9	0
01:00-02:00	6	9	0	6	9	0	6	9	0
02:00-03:00	6	9	0	6	9	0	6	9	0
03:00-04:00	6	9	0	6	9	0	6	9	0
04:00-05:00	6	9	0	6	9	0	6	9	0
05:00-06:00	6	9	0	6	9	0	6	9	0
06:00-07:00	6	9	0	6	9	0	6	9	0
07:00-08:00	8	11	2.25	8	11	2.02	8	11	4.27
08:00-09:00	10	16	2.46	10	16	2.41	10	16	4.87
09:00-10:00	10	16	2.98	10	16	3	10	16	5.98
10:00-11:00	10	16	3.25	10	16	3.19	10	16	6.44
11:00-12:00	10	16	2.79	10	16	2.78	10	16	5.57
12:00-13:00	10	16	2.52	10	16	2.48	10	16	5.01
13:00-14:00	10	16	2.81	10	16	2.72	10	16	5.53
14:00-15:00	10	16	2.87	10	16	2.94	10	16	5.8
15:00-16:00	10	16	2.31	10	16	2.43	10	16	4.74
16:00-17:00	10	16	1.56	10	16	1.64	10	16	3.2
17:00-18:00	6	9	3.19	6	9	3.35	6	9	6.54
18:00-19:00	6	9	0	6	9	0	6	9	0
19:00-20:00	6	9	0	6	9	0	6	9	0
20:00-21:00	6	9	0	6	9	0	6	9	0
21:00-22:00	6	9	0	6	9	0	6	9	0
22:00-23:00	6	9	0	6	9	0	6	9	0
23:00-24:00	6	9	0	6	9	0	6	9	0
Daily Trip Rates:			26.98			28.97			57.94

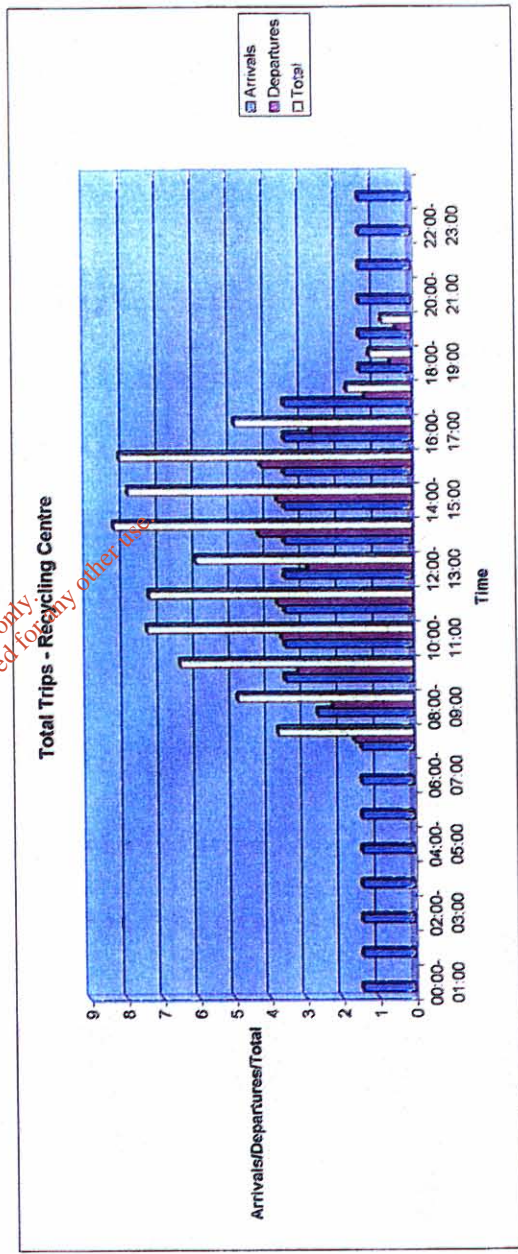
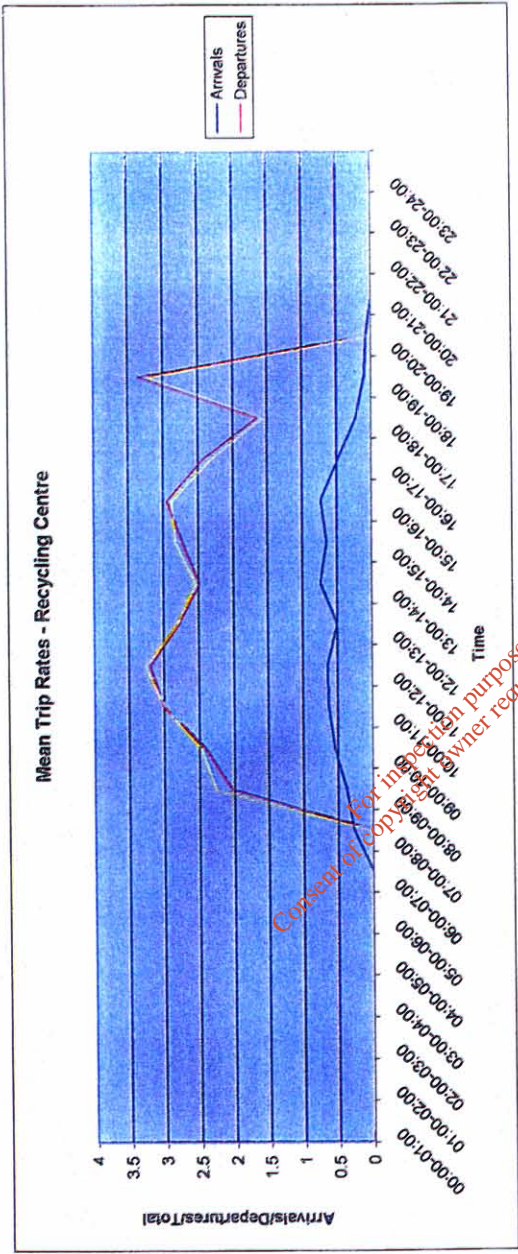
TRIP RATE for Land Use CIVIC AMENITY SITE
 Calculation Factor: 100 sqm
 TOTAL for 6.7 Hectares

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Total Arrivals	No. Days	Ave. GFA	Total Departures	No. Days	Ave. GFA	Total Trip
00:00-01:00	1	0.4	0.4	1	0.4	0.4	1	0.4	0.4
01:00-02:00	1	0.4	0.4	1	0.4	0.4	1	0.4	0.4
02:00-03:00	1	0.4	0.4	1	0.4	0.4	1	0.4	0.4
03:00-04:00	1	0.4	0.4	1	0.4	0.4	1	0.4	0.4
04:00-05:00	1	0.4	0.4	1	0.4	0.4	1	0.4	0.4
05:00-06:00	1	0.4	0.4	1	0.4	0.4	1	0.4	0.4
06:00-07:00	1	0.4	0.4	1	0.4	0.4	1	0.4	0.4
07:00-08:00	2	0.8	0.8	2	0.8	0.8	2	0.8	0.8
08:00-09:00	3	1.2	1.2	3	1.2	1.2	3	1.2	1.2
09:00-10:00	3	1.2	1.2	3	1.2	1.2	3	1.2	1.2
10:00-11:00	3	1.2	1.2	3	1.2	1.2	3	1.2	1.2
11:00-12:00	3	1.2	1.2	3	1.2	1.2	3	1.2	1.2
12:00-13:00	3	1.2	1.2	3	1.2	1.2	3	1.2	1.2
13:00-14:00	3	1.2	1.2	3	1.2	1.2	3	1.2	1.2
14:00-15:00	3	1.2	1.2	3	1.2	1.2	3	1.2	1.2
15:00-16:00	3	1.2	1.2	3	1.2	1.2	3	1.2	1.2
16:00-17:00	3	1.2	1.2	3	1.2	1.2	3	1.2	1.2
17:00-18:00	1	0.4	0.4	1	0.4	0.4	1	0.4	0.4
18:00-19:00	1	0.4	0.4	1	0.4	0.4	1	0.4	0.4
19:00-20:00	1	0.4	0.4	1	0.4	0.4	1	0.4	0.4
20:00-21:00	1	0.4	0.4	1	0.4	0.4	1	0.4	0.4
21:00-22:00	1	0.4	0.4	1	0.4	0.4	1	0.4	0.4
22:00-23:00	1	0.4	0.4	1	0.4	0.4	1	0.4	0.4
23:00-24:00	1	0.4	0.4	1	0.4	0.4	1	0.4	0.4
Daily Trip Rates:			10.4			10.4			10.4

Mean Trip Rates					
AM Peak 8-9		AM Peak 1-2		PM Peak 5-6	
arr	dep	arr	dep	arr	dep
2.25	2.02	2.52	2.48	1.56	1.64
23	20	25	25	16	16

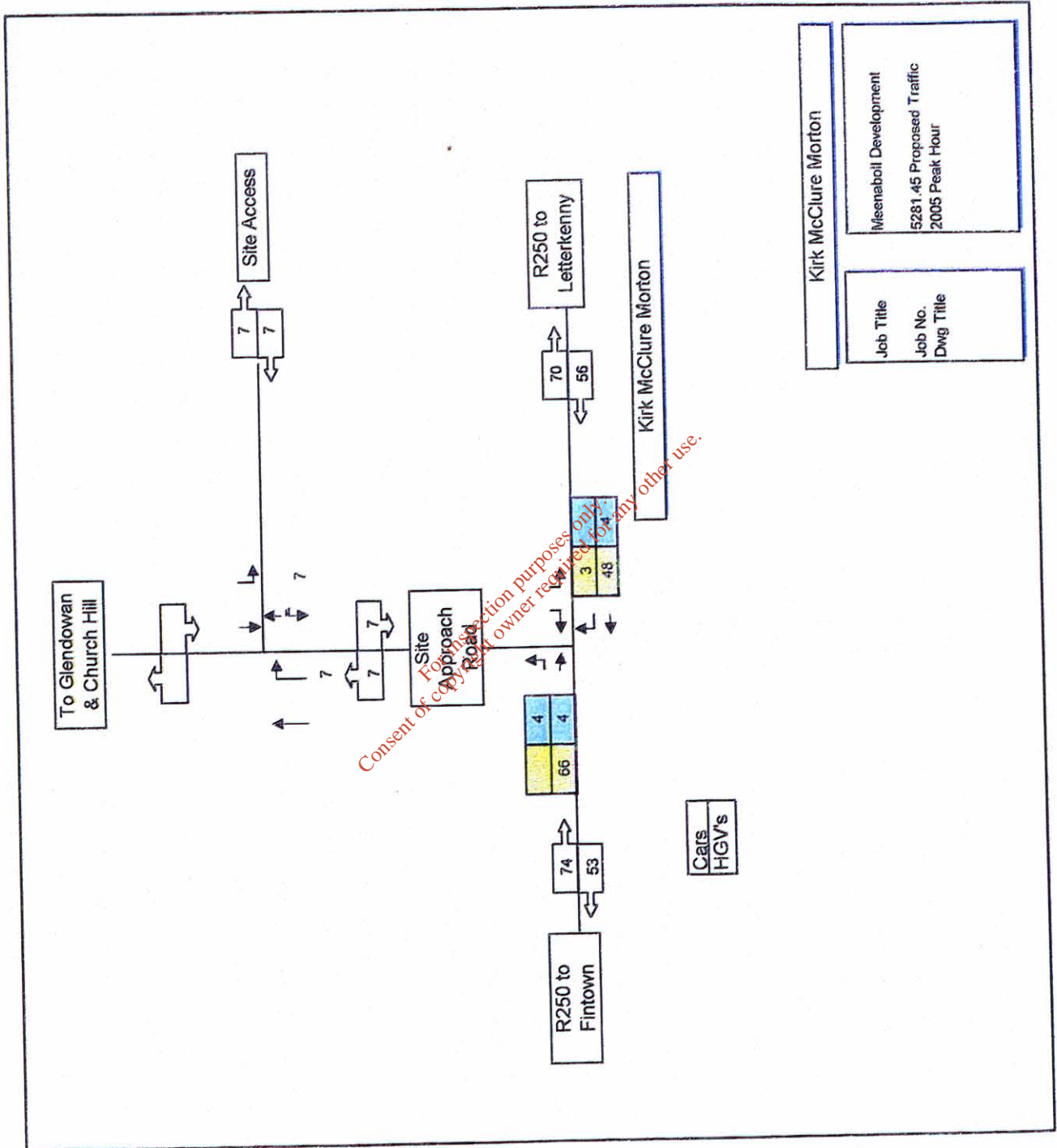
size
PER BAY
10.0

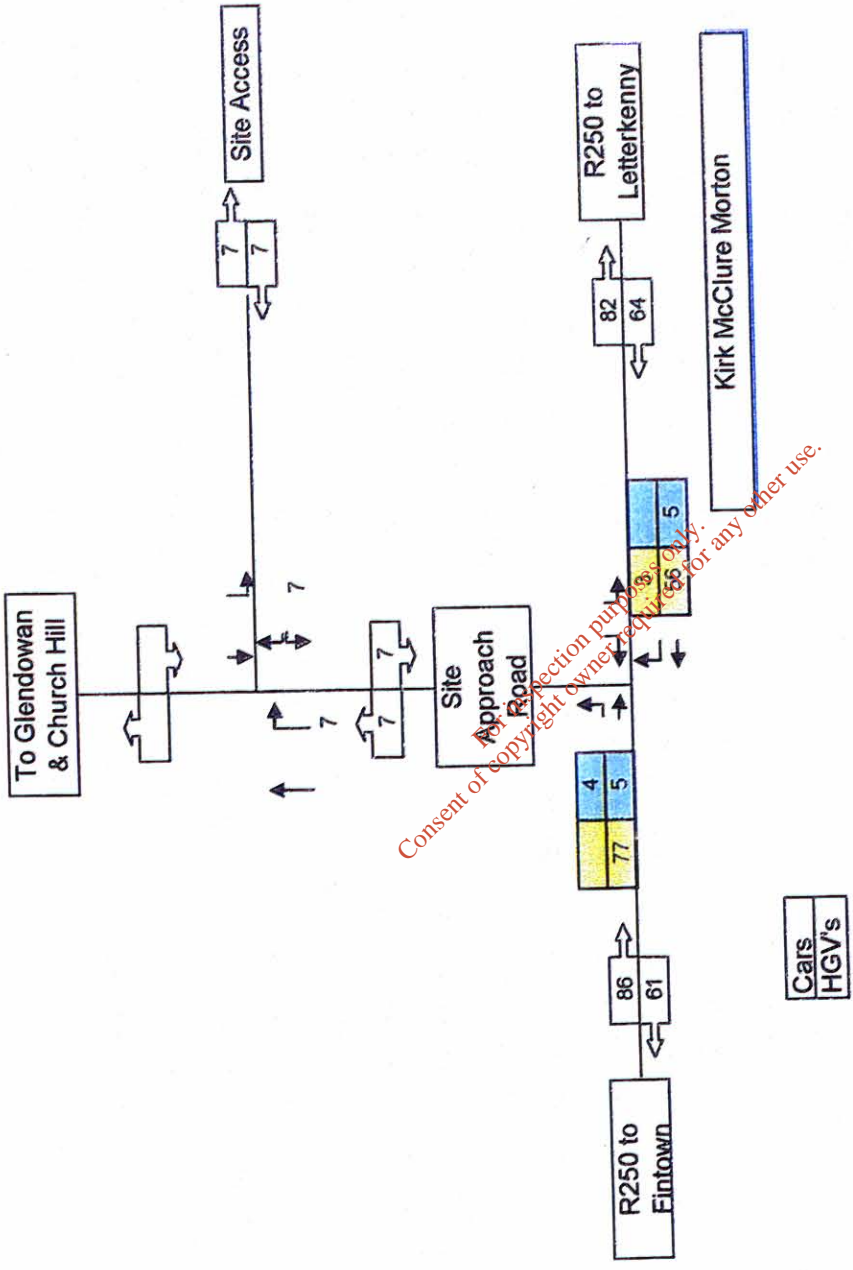
parameter
10 Bays



APPENDIX I.4
PROPOSED TRAFFIC

*For inspection purposes only.
Consent of copyright owner required for any other use.*

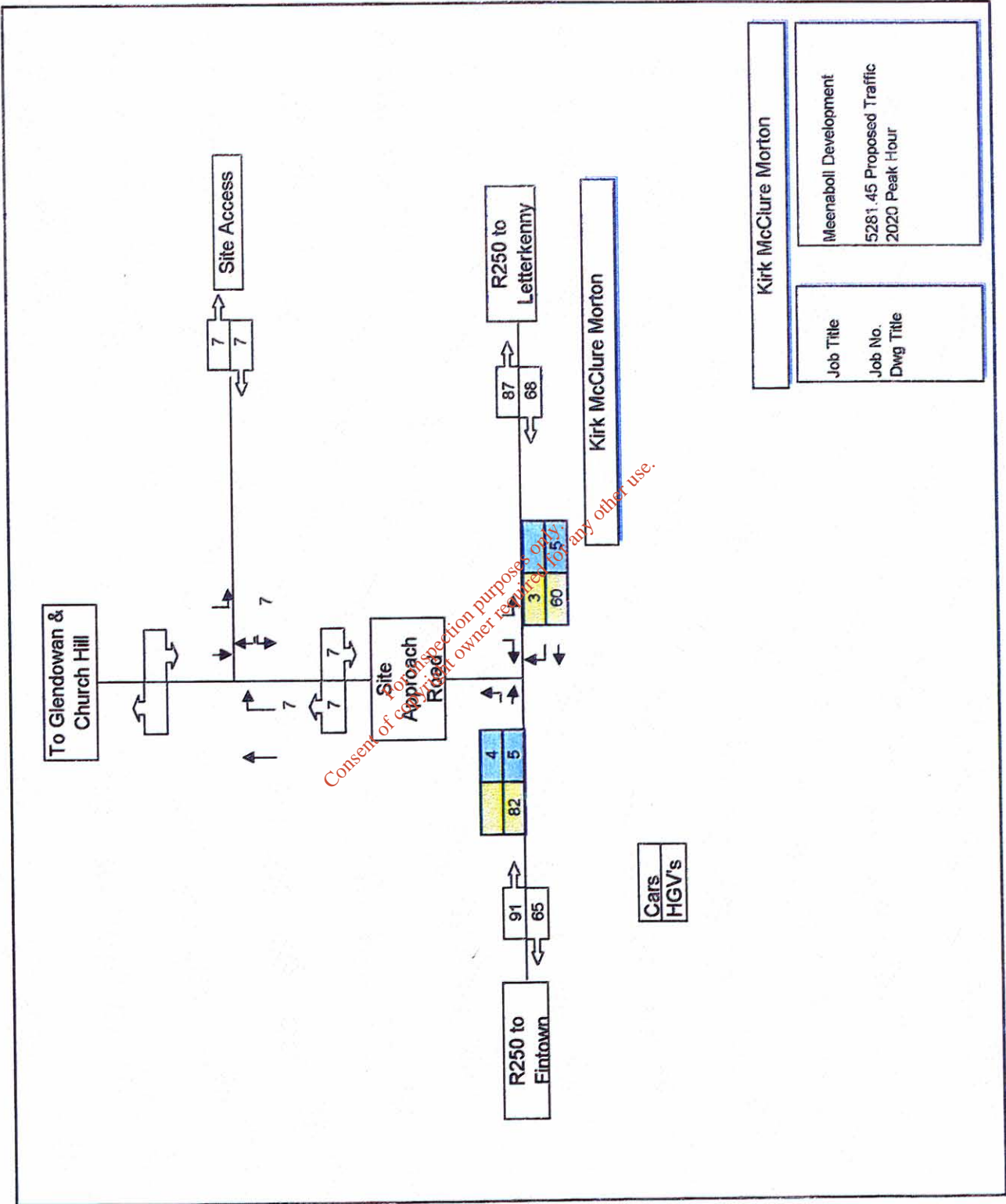


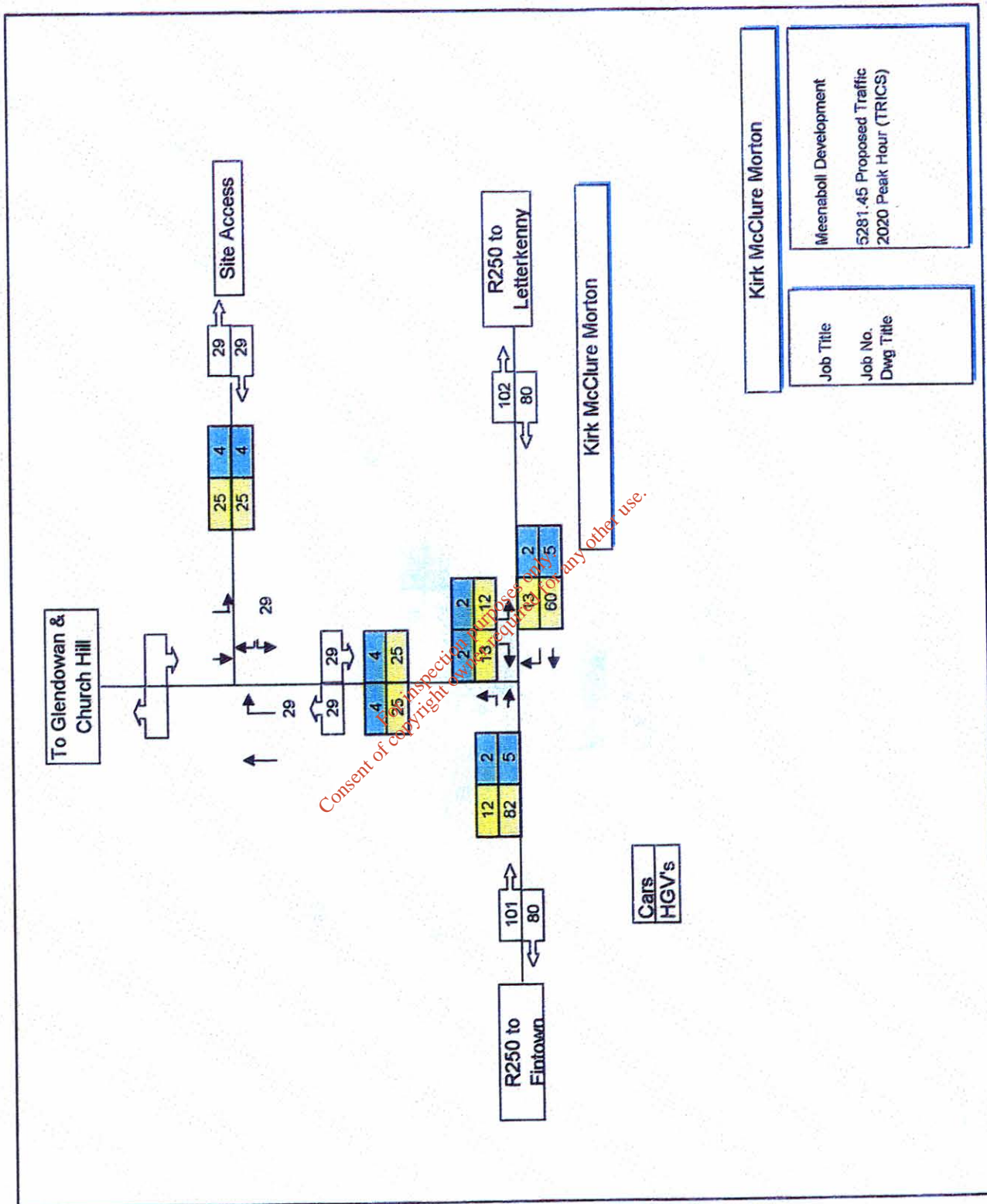


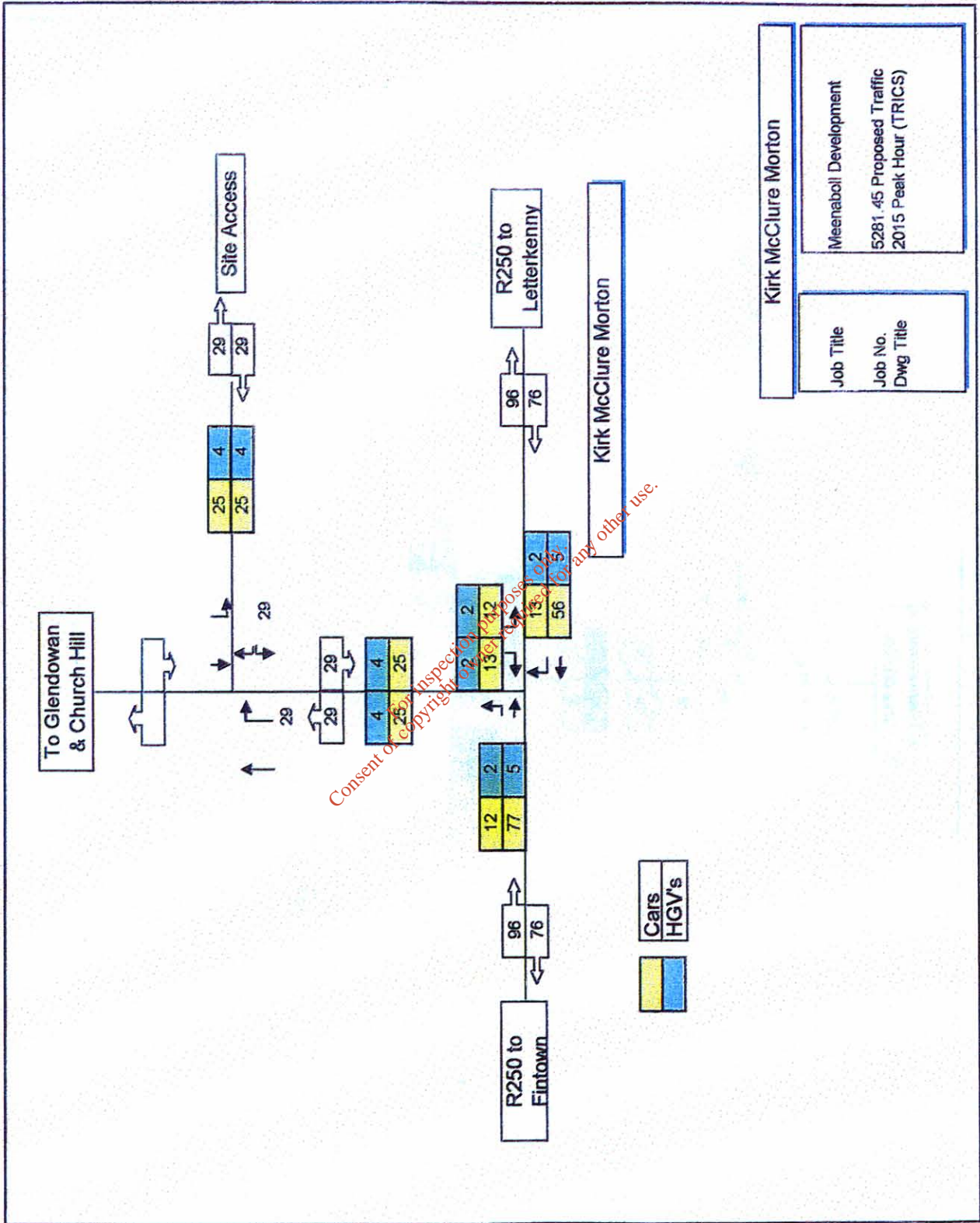
Consent of copyright owner required for any other use.

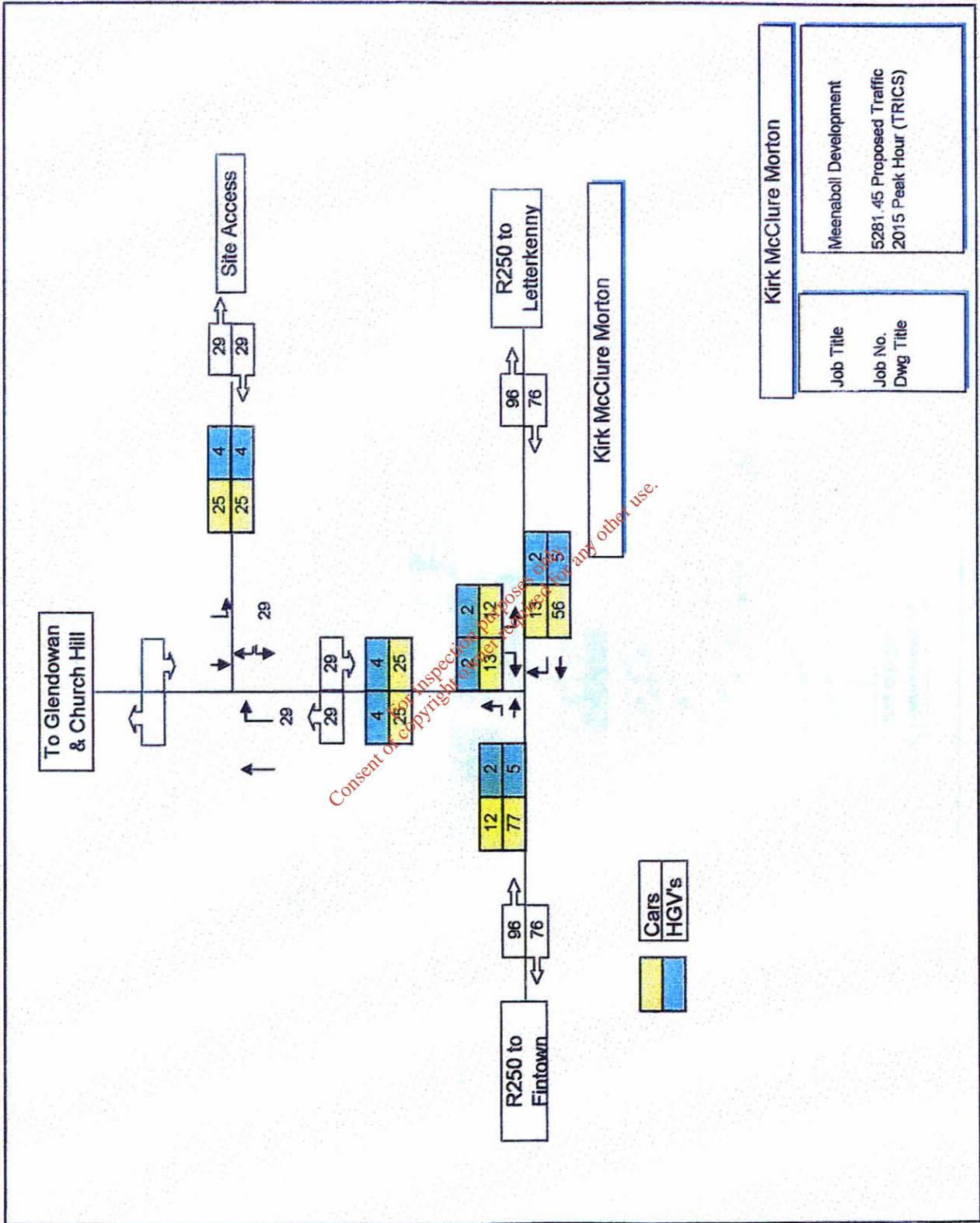
Cars
HGV's

Kirk McClure Morton	
Job Title Job No. Dwg Title	Meenaboll Development 5281.45 Proposed Traffic 2015 Peak Hour









TRL LIMITED
(C) COPYRIGHT 2001

CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 4.1 ANALYSIS PROGRAM
RELEASE 3.0 (MAY 2001)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770864
EMAIL: SoftwareBureau@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

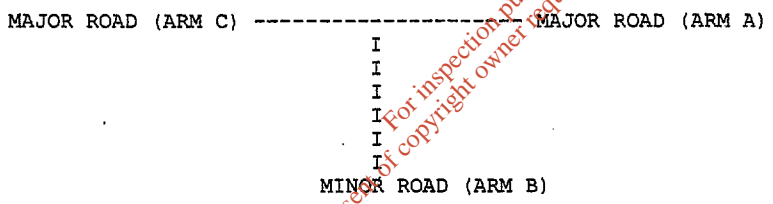
Run with file:-
"i:\25Jobs\5281\5281.45 Meenaboll & Ballymacarrick\Models\Meenaboll\Site Access Prop Peak Bally count 2005.vpi"
(drive-on-the-left) at 13:59:45 on Wednesday, 1 October 2003

RUN TITLE

5281.45 Proposed Peak Ballynacarrick count - Site Access Junction 2005

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Access Road (to North)
ARM B IS Site Access
ARM C IS Access Road (to South)

STEP LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I (W)	6.00 M.	I
I	CENTRAL RESERVE WIDTH	I (WCR)	0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I (WC-B)	2.50 M.	I
I	- VISIBILITY	I (VC-B)	90.0 M.	I
I	- BLOCKS TRAFFIC	I	YES	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I (VB-C)	20.0 M.	I
I	- VISIBILITY TO RIGHT	I (VB-A)	19.0 M.	I
I	- LANE 1 WIDTH	I (WB-C)	3.00 M.	I
I	- LANE 2 WIDTH	I (WB-A)	0.00 M.	I

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 10.30 AND ENDS 12.00

LENGTH OF TIME PERIOD - 90 MINUTES.

LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	I	NUMBER OF MINUTES FROM START WHEN			RATE OF FLOW (VEH/MIN)		
		I FLOW STARTS	I TOP OF PEAK	I FLOW STOPS	I BEFORE	I AT TOP	I AFTER
I	I	I TO RISE	I IS REACHED	I FALLING	I PEAK	I OF PEAK	I PEAK
I	ARM A	I 15.00	I 45.00	I 75.00	I 0.00	I 0.00	I 0.00
I	ARM B	I 15.00	I 45.00	I 75.00	I 0.09	I 0.13	I 0.09
I	ARM C	I 15.00	I 45.00	I 75.00	I 0.09	I 0.13	I 0.09

I	I	TURNING PROPORTIONS			
		TURNING COUNTS (VEH/HR)			
I	I	(PERCENTAGE OF H.V.S)			
		I FROM/TO	I ARM A	I ARM B	I ARM C
I	10.30 - 12.00	I	I	I	I
I	ARM A	I 0.000	I 0.000	I 0.000	I
I		I I???????	I I???????	I I???????	I
I		I (0.0)	I (0.0)	I (0.0)	I
I	ARM B	I 0.000	I 0.000	I 1.000	I
I		I 0.0	I 0.0	I 7.0	I
I		I (57.1)	I (0.0)	I (57.1)	I
I	ARM C	I 0.000	I 1.000	I 0.000	I
I		I 0.0	I 7.0	I 0.0	I
I		I (57.1)	I (57.1)	I (0.0)	I

Consent of copyright owner required for any other use.

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
I	10.30-10.45								
I	B-AC	0.09	6.75	0.013		0.0	0.0	0.2	
I	C-AB	0.09	6.86	0.013		0.0	0.0	0.2	
I	C-A	0.00							
I	A-B	0.00							
I	A-C	0.00							

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
I	10.45-11.00								
I	B-AC	0.10	6.75	0.015		0.0	0.0	0.2	
I	C-AB	0.10	6.86	0.015		0.0	0.0	0.2	
I	C-A	0.00							
I	A-B	0.00							
I	A-C	0.00							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
11.00-11.15								
B-AC	0.13	6.75	0.019		0.0	0.0	0.3	
C-AB	0.13	6.86	0.019		0.0	0.0	0.3	
C-A	0.00							
A-B	0.00							
A-C	0.00							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
11.15-11.30								
B-AC	0.13	6.75	0.019		0.0	0.0	0.3	
C-AB	0.13	6.86	0.019		0.0	0.0	0.3	
C-A	0.00							
A-B	0.00							
A-C	0.00							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
11.30-11.45								
B-AC	0.10	6.75	0.015		0.0	0.0	0.2	
C-AB	0.10	6.86	0.015		0.0	0.0	0.2	
C-A	0.00							
A-B	0.00							
A-C	0.00							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
11.45-12.00								
B-AC	0.09	6.75	0.013		0.0	0.0	0.2	
C-AB	0.09	6.86	0.013		0.0	0.0	0.2	
C-A	0.00							
A-B	0.00							
A-C	0.00							

WARNING THE JUNCTION MODELLED CAN CARRY HIGH-SPEED MAJOR ROAD TRAFFIC. (AG23 REF. 8.4.2(v)).

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
10.45	0.0
11.00	0.0
11.15	0.0
11.30	0.0
11.45	0.0
12.00	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
10.45	0.0
11.00	0.0
11.15	0.0
11.30	0.0
11.45	0.0
12.00	0.0

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN)
B-AC	9.6	1.4	1.4
C-AB	9.6	1.4	1.4
C-A	0.0		
A-B	0.0		
A-C	0.0		
ALL	19.2	2.9	2.9

- * DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD .
- * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
- * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

***** PICADY 4 run completed.

===== end of file =====

[Printed at 14:00:47 on 01/10/2003]

For inspection purposes only.
 Consent of copyright owner required for any other use.

TRL LIMITED

(C) COPYRIGHT 2001

CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 4.1 ANALYSIS PROGRAM
RELEASE 3.0 (MAY 2001)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770864
EMAIL: SoftwareBureau@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-

"i:\25Jobs\5281\5281.45 Meenaboll & Ballymacarrick\Models\Meenaboll\Site Access Prop Peak Bally count 2015.vpi"
(drive-on-the-left) at 13:58:54 on Wednesday, 1 October 2003

RUN TITLE

5281.45 Proposed Peak Ballynacarrick count - Site Access Junction 2015

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)

I
I
I
I
I
I

MINOR ROAD (ARM B)

ARM A IS Access Road (to North)
ARM B IS Site Access
ARM C IS Access Road (to South)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B

STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C

ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I (W)	6.00 M.	I
I	CENTRAL RESERVE WIDTH	I (WCR)	0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I (WC-B)	2.50 M.	I
I	- VISIBILITY	I (VC-B)	90.0 M.	I
I	- BLOCKS TRAFFIC	I	YES	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I (VB-C)	20.0 M.	I
I	- VISIBILITY TO RIGHT	I (VB-A)	19.0 M.	I
I	- LANE 1 WIDTH	I (WB-C)	3.00 M.	I
I	- LANE 2 WIDTH	I (WB-A)	0.00 M.	I

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 10.30 AND ENDS 12.00

LENGTH OF TIME PERIOD - 90 MINUTES.

LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I ARM	NUMBER OF MINUTES FROM START WHEN			RATE OF FLOW (VEH/MIN)		
	I FLOW STARTS I TO RISE	I TOP OF PEAK I IS REACHED	I FLOW STOPS I FALLING	I BEFORE I PEAK	I AT TOP I OF PEAK	I AFTER I PEAK
I ARM A	I 15.00	I 45.00	I 75.00	I 0.00	I 0.00	I 0.00
I ARM B	I 15.00	I 45.00	I 75.00	I 0.09	I 0.13	I 0.09
I ARM C	I 15.00	I 45.00	I 75.00	I 0.09	I 0.13	I 0.09

I TIME	TURNING PROPORTIONS			TURNING COUNTS (VEH/HR)			I (PERCENTAGE OF H.V.S)
	I FROM/TO I	I ARM A I	I ARM B I	I ARM C I	I	I	
I 10.30 - 12.00	I ARM A	I 0.000	I 0.000	I 0.000	I (0.0)	I (0.0)	I (0.0)
	I ARM B	I 0.000	I 0.000	I 1.000	I (0.0)	I (0.0)	I (57.1)
	I ARM C	I 0.000	I 1.000	I 0.000	I (0.0)	I (57.1)	I (0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

I TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)
I 10.30-10.45								
I B-AC	0.09	6.75	0.013		0.0	0.0	0.2	
I C-AB	0.09	6.86	0.013		0.0	0.0	0.2	
I C-A	0.00							
I A-B	0.00							
I A-C	0.00							

I TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)
I 10.45-11.00								
I B-AC	0.10	6.75	0.015		0.0	0.0	0.2	
I C-AB	0.10	6.86	0.015		0.0	0.0	0.2	
I C-A	0.00							
I A-B	0.00							
I A-C	0.00							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
11.00-11.15								
B-AC	0.13	6.75	0.019		0.0	0.0	0.3	
C-AB	0.13	6.86	0.019		0.0	0.0	0.3	
C-A	0.00							
A-B	0.00							
A-C	0.00							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
11.15-11.30								
B-AC	0.13	6.75	0.019		0.0	0.0	0.3	
C-AB	0.13	6.86	0.019		0.0	0.0	0.3	
C-A	0.00							
A-B	0.00							
A-C	0.00							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
11.30-11.45								
B-AC	0.10	6.75	0.015		0.0	0.0	0.2	
C-AB	0.10	6.86	0.015		0.0	0.0	0.2	
C-A	0.00							
A-B	0.00							
A-C	0.00							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
11.45-12.00								
B-AC	0.09	6.75	0.013		0.0	0.0	0.2	
C-AB	0.09	6.86	0.013		0.0	0.0	0.2	
C-A	0.00							
A-B	0.00							
A-C	0.00							

Consent of copyright owner required for any other use.

WARNING THE JUNCTION MODELLED CAN CARRY HIGH-SPEED MAJOR ROAD TRAFFIC. (AG23 REF. 8.4.2(v)).

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
10.45	0.0
11.00	0.0
11.15	0.0
11.30	0.0
11.45	0.0
12.00	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
10.45	0.0
11.00	0.0
11.15	0.0
11.30	0.0
11.45	0.0
12.00	0.0

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN)
B-AC	9.6	1.4	1.4
C-AB	9.6	1.4	1.4
C-A	0.0		
A-B	0.0		
A-C	0.0		
ALL	19.2	2.9	2.9

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD .
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

***** PICADY 4 run completed.

===== end of file =====

[Printed at 14:00:52 on 01/10/2003]

For inspection purposes only.
 Consent of copyright owner required for any other use.

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 12.45 AND ENDS 14.15

LENGTH OF TIME PERIOD - 90 MINUTES.
 LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	I	NUMBER OF MINUTES FROM START WHEN			RATE OF FLOW (VEH/MIN)		
		I FLOW STARTS I	I TOP OF PEAK I	I FLOW STOPS I	I BEFORE I	I AT TOP I	I AFTER I
I	I	I TO RISE I	I IS REACHED I	I FALLING I	I PEAK I	I OF PEAK I	I PEAK I
I	ARM A I	15.00 I	45.00 I	75.00 I	0.00 I	0.00 I	0.00 I
I	ARM B I	15.00 I	45.00 I	75.00 I	0.36 I	0.54 I	0.36 I
I	ARM C I	15.00 I	45.00 I	75.00 I	0.36 I	0.54 I	0.36 I

I	I	TURNING PROPORTIONS				
		I FROM/TO I	ARM A I	ARM B I	ARM C I	
I	I	TURNING COUNTS (VEH/HR)				
I	I	(PERCENTAGE OF H.V.S)				
I	I	TIME	FROM/TO	ARM A	ARM B	ARM C
I	I	12.45 - 14.15	I	I	I	I
I	I		ARM A	0.000	0.000	0.000
I	I			(0.0)	(0.0)	(0.0)
I	I		ARM B	0.000	0.000	1.000
I	I			0.0	0.0	29.0
I	I			(13.8)	(0.0)	(13.8)
I	I		ARM C	0.000	1.000	0.000
I	I			0.0	29.0	0.0
I	I			(13.8)	(13.8)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
I	12.45-13.00								
I	B-AC	0.36	9.31	0.039		0.0	0.0	0.6	
I	C-AB	0.36	9.47	0.038		0.0	0.0	0.6	
I	C-A	0.00							
I	A-B	0.00							
I	A-C	0.00							

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
I	13.00-13.15								
I	B-AC	0.43	9.31	0.046		0.0	0.0	0.7	
I	C-AB	0.43	9.47	0.046		0.0	0.0	0.7	
I	C-A	0.00							
I	A-B	0.00							
I	A-C	0.00							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
13.15-13.30								
B-AC	0.53	9.31	0.057		0.0	0.1	0.9	
C-AB	0.53	9.47	0.056		0.0	0.1	0.9	
C-A	0.00							
A-B	0.00							
A-C	0.00							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
13.30-13.45								
B-AC	0.53	9.31	0.057		0.1	0.1	0.9	
C-AB	0.53	9.47	0.056		0.1	0.1	0.9	
C-A	0.00							
A-B	0.00							
A-C	0.00							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
13.45-14.00								
B-AC	0.43	9.31	0.046		0.1	0.0	0.7	
C-AB	0.43	9.47	0.046		0.1	0.0	0.7	
C-A	0.00							
A-B	0.00							
A-C	0.00							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
14.00-14.15								
B-AC	0.36	9.31	0.039		0.0	0.0	0.6	
C-AB	0.36	9.47	0.038		0.0	0.0	0.6	
C-A	0.00							
A-B	0.00							
A-C	0.00							

WARNING THE JUNCTION MODELLED CAN CARRY HIGH-SPEED MAJOR ROAD TRAFFIC. (AG23 REF. 8.4.2(v)).

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
13.00	0.0
13.15	0.0
13.30	0.1
13.45	0.1
14.00	0.0
14.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
13.00	0.0
13.15	0.0
13.30	0.1
13.45	0.1
14.00	0.0
14.15	0.0

Consent of copyright owner required for any other use.

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I			
I	I	I	I	I	I	* DELAY *		I	* DELAY *		I			
I	I	I	I	I	I	I	I	I	I	I	I			
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I	I			
I	B-AC	I	39.8	I	26.5	I	4.5	I	0.11	I	4.5	I	0.11	I
I	C-AB	I	39.8	I	26.5	I	4.4	I	0.11	I	4.4	I	0.11	I
I	C-A	I	0.0	I	0.0	I		I		I		I		I
I	A-B	I	0.0	I	0.0	I		I		I		I		I
I	A-C	I	0.0	I	0.0	I		I		I		I		I
I	ALL	I	79.5	I	53.0	I	8.9	I	0.11	I	8.9	I	0.11	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD .
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

***** PICADY 4 run completed.

===== end of file =====

[Printed at 14:00:39 on 01/10/2003]

For inspection purposes only.
 Consent of copyright owner required for any other use.

TRL LIMITED

(C) COPYRIGHT 2001

CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 4.1 ANALYSIS PROGRAM
RELEASE 3.0 (MAY 2001)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770864
EMAIL: SoftwareBureau@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-

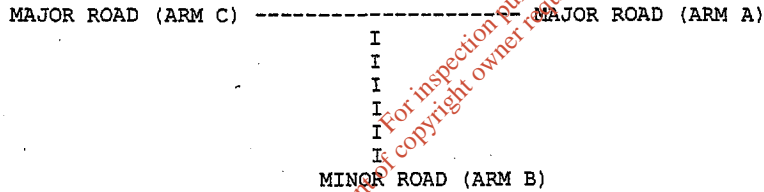
"i:\25Jobs\5281\5281.45 Meenaboll & Ballymacarrick\Models\Meenaboll\Site Access Prop Peak SENS 2015.vpi"
drive-on-the-left) at 14:00:15 on Wednesday, 1 October 2003

RUN TITLE

5281.45 Proposed Peak SENSITIVITY(13:00-14:00) Site Access Junction 2015

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Access Road (to North)
ARM B IS Site Access
ARM C IS Access Road (to South)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.50 M.	I
I	- VISIBILITY	I	(VC-B) 90.0 M.	I
I	- BLOCKS TRAFFIC	I	YES	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 20.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 19.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 3.00 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 12.45 AND ENDS 14.15

LENGTH OF TIME PERIOD - 90 MINUTES.
 LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	I	NUMBER OF MINUTES FROM START WHEN			RATE OF FLOW (VEH/MIN)		
		I	I	I	I	I	I
I	ARM	FLOW STARTS	TOP OF PEAK	FLOW STOPS	BEFORE	AT TOP	AFTER
I	I	TO RISE	IS REACHED	FALLING	PEAK	OF PEAK	PEAK
I	ARM A	15.00	45.00	75.00	0.00	0.00	0.00
I	ARM B	15.00	45.00	75.00	0.36	0.54	0.36
I	ARM C	15.00	45.00	75.00	0.36	0.54	0.36

I	I	TURNING PROPORTIONS			
		I	I	I	
I	TIME	FROM/TO	ARM A	ARM B	ARM C
I	12.45 - 14.15	ARM A	0.000	0.000	0.000
I			(0.0)	(0.0)	(0.0)
I		ARM B	0.000	0.000	1.000
I			0.0	0.0	29.0
I			(13.8)	(0.0)	(13.8)
I		ARM C	0.000	1.000	0.000
I			0.0	29.0	0.0
I			(13.8)	(13.8)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)
I	12.45-13.00								
I	B-AC	0.36	9.31	0.039		0.0	0.0	0.6	
I	C-AB	0.36	9.47	0.038		0.0	0.0	0.6	
I	C-A	0.00							
I	A-B	0.00							
I	A-C	0.00							

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)
I	13.00-13.15								
I	B-AC	0.43	9.31	0.046		0.0	0.0	0.7	
I	C-AB	0.43	9.47	0.046		0.0	0.0	0.7	
I	C-A	0.00							
I	A-B	0.00							
I	A-C	0.00							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
13.15-13.30								
B-AC	0.53	9.31	0.057		0.0	0.1	0.9	
C-AB	0.53	9.47	0.056		0.0	0.1	0.9	
C-A	0.00							
A-B	0.00							
A-C	0.00							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
13.30-13.45								
B-AC	0.53	9.31	0.057		0.1	0.1	0.9	
C-AB	0.53	9.47	0.056		0.1	0.1	0.9	
C-A	0.00							
A-B	0.00							
A-C	0.00							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
13.45-14.00								
B-AC	0.43	9.31	0.046		0.1	0.0	0.7	
C-AB	0.43	9.47	0.046		0.1	0.0	0.7	
C-A	0.00							
A-B	0.00							
A-C	0.00							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
14.00-14.15								
B-AC	0.36	9.31	0.039		0.0	0.0	0.6	
C-AB	0.36	9.47	0.038		0.0	0.0	0.6	
C-A	0.00							
A-B	0.00							
A-C	0.00							

WARNING THE JUNCTION MODELLED CAN CARRY HIGH-SPEED MAJOR ROAD TRAFFIC. (AG23 REF. 8.4.2(v)).

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
13.00	0.0
13.15	0.0
13.30	0.1
13.45	0.1
14.00	0.0
14.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
13.00	0.0
13.15	0.0
13.30	0.1
13.45	0.1
14.00	0.0
14.15	0.0

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	QUEUEING DELAY	INCLUSIVE QUEUEING DELAY
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
B-AC	39.8	26.5	4.5
C-AB	39.8	26.5	4.4
C-A	0.0	0.0	
A-B	0.0	0.0	
A-C	0.0	0.0	
ALL	79.5	53.0	8.9

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD .
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

***** PICADY 4 run completed.

=====
 ===== end of file =====

[Printed at 14:00:33 on 01/10/2003]

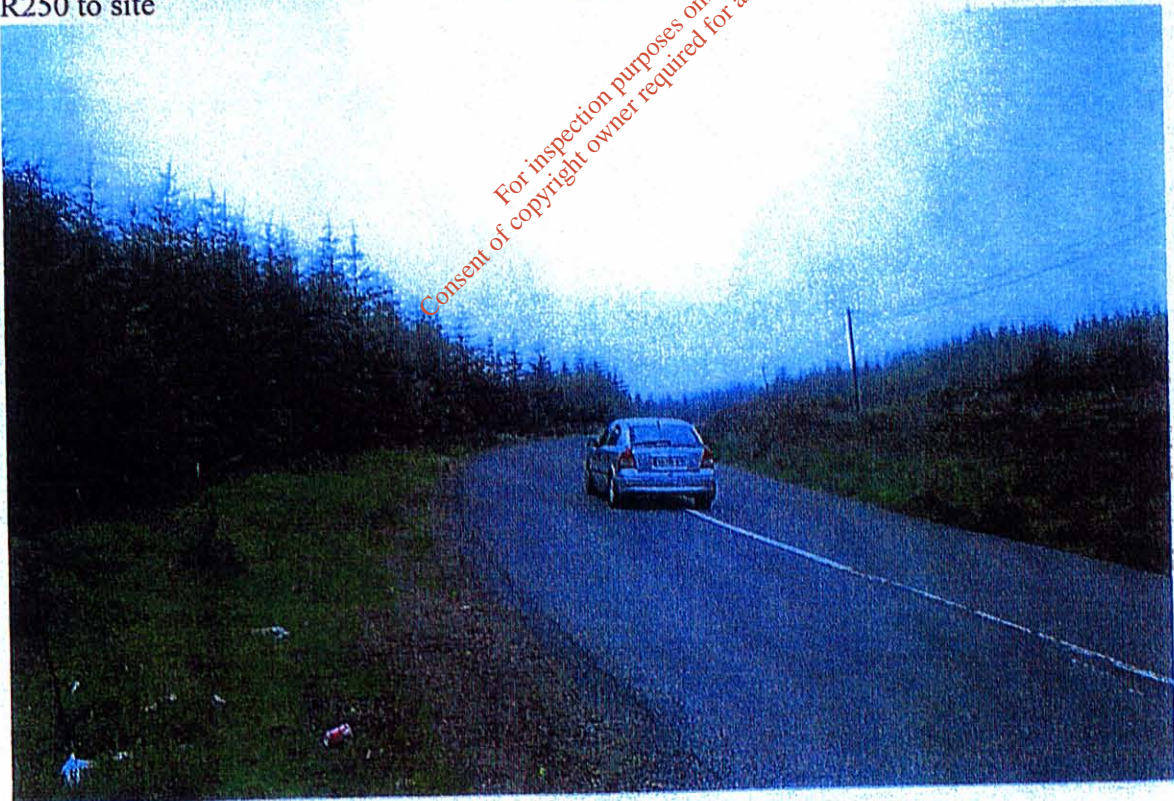
For inspection purposes only.
 Consent of copyright owner required for any other use.

APPENDIX I.6
SITE PHOTOGRAPHS

*For inspection purposes only.
Consent of copyright owner required for any other use.*



R250 to site



R250 to site

For inspection purposes only.
Consent of copyright owner required for any other use.



Access Road into site



Sight located right. Access ahead to Glendowen and Church Hill will be restricted for HGV's and will not be resurfaced



Letterkenny to site



Bridge en route to site

For inspection purposes only
Consent of copyright owner required for any other use



Access Road into site



Existing "natural" laybys along access road

For inspection purposes only.
Consent of copyright owner required for any other use.



R250 leading to R250 to Fintown (right) and R252 (left) Ballybofey



Sightline left from R250 to R252



Forward visibility from R252- R250



Forward visibility from R250- R252



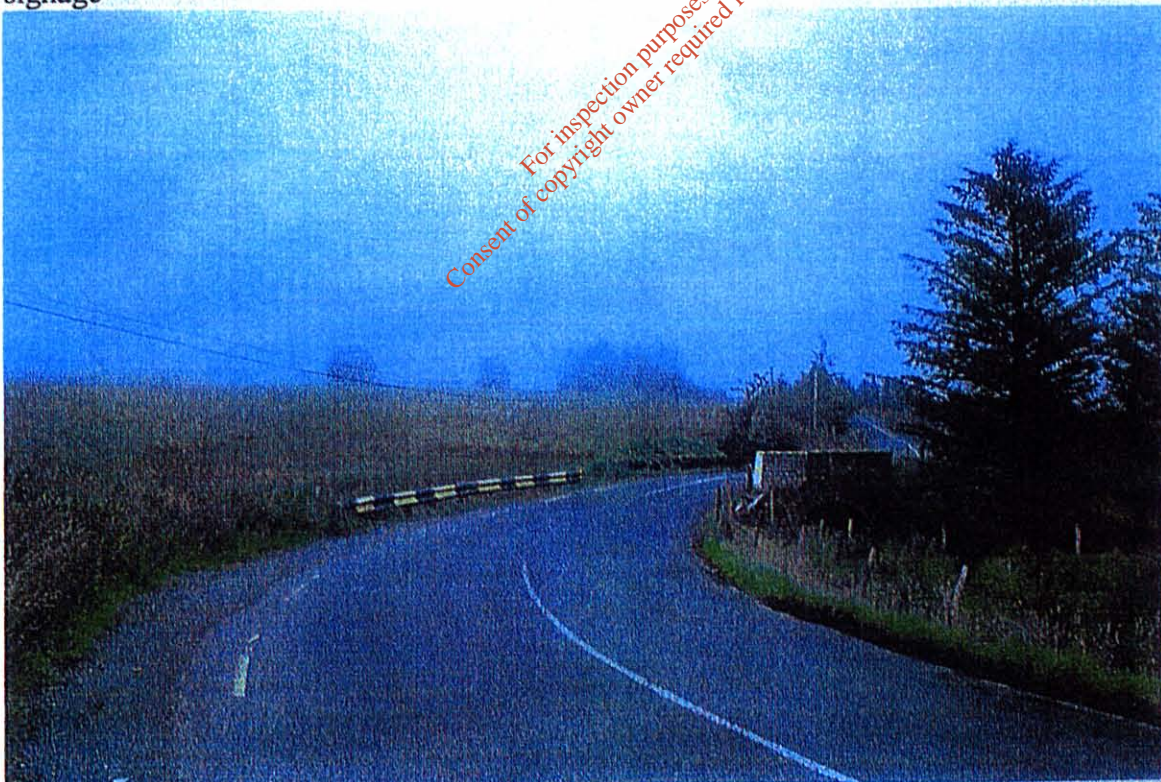
R250 traveling back from Fintown to Site. Bridge with signage



HGV approaching bridge



R250 traveling back from Fintown to Site. Bridge with signage



For inspection purposes only.
Consent of copyright owner required for any other use.

Poor visibility at bridge however visibility available on either side of the bridge whilst descending towards bridge

