

## 13. TRAFFIC IMPACT ASSESSMENT

### 13.1 Introduction

This Traffic Impact Assessment (TIA) has been prepared to assess the traffic and transportation impacts of the proposed expansion of the waste-to-energy facility located off the R152 at Carranstown, Co. Meath. It generally follows the '*Guidelines for Traffic Impact Assessment*' published by the Institution of Highways and Transportation (IHT).

### 13.2 Existing Transport Environment

#### 13.2.1 Site Location & Road Network

The site of the existing development, see Figure 13.1: Location Plan in Appendix 13.1, is located on the R152 Regional Road linking Drogheda and Duleek. The existing plant includes a 70MW waste-to-energy facility with a capacity of 200,000 tonnes per annum.

The R152 in the vicinity of the site is a single carriageway road with a typical road width of 7.0m and at the site entrance includes a right turning lane and a deceleration lane for traffic turning left into the site (see Photograph 13.1 and 13.2). A speed limit of 80kph applies on the R152 in the vicinity of the site.



**Photograph 13.1: R152 Layout South of the Indaver Facility**

To the north of the site, the R152 connects to the M1 Motorway via the Drogheda South Interchange approximately 2.5km from the site. To the south of the site, the R152 forms a priority-controlled junction with the R150 to the east of Duleek approximately 2km from the site.



**Photograph 13.2: R152 Layout North of the Indaver Facility**

There is stacking space for up to 10 Heavy Goods Vehicles (HGV's) inside the site off the R152 in advance of the weighbridge and first barrier when entering the site, which ensures delivery trucks don't have to queue on the R152 when a number arrive simultaneously (see photograph 13.3).



**Photograph 13.3: Indaver Site Entrance**

### 13.2.2 Existing Traffic Conditions

The main access routes to the facility are shown on Figure 13.2 in Appendix 13.1. The main routes that carry traffic to and from the development are the R152, the N2 and the M1 motorway. There are 5 main haul routes as follows:

- (i) From Drogheda via the R152;
- (ii) From Louth and Monaghan via the M1 Motorway and R152;
- (iii) From Navan and surrounds via the R153 through Kentstown, across the N2 and then via the R150 through Duleek to join the R152;
- (iv) From Ashbourne via the N2 and R152 from Kilmoon Cross;
- (v) From east Meath via the R150 through Julianstown.

The traffic data used in this assessment is based on two separate traffic counts, one carried out on a Wednesday in May 2009, when the plant was under construction, at 8 locations on the haul routes, and the second being three 7 day Automatic Traffic Count (ATC) surveys in December 2011 at different locations on the haul routes and one Manual Classified Count (MCC) survey at the site entrance. The results are included in Appendix 13.2 to this report.

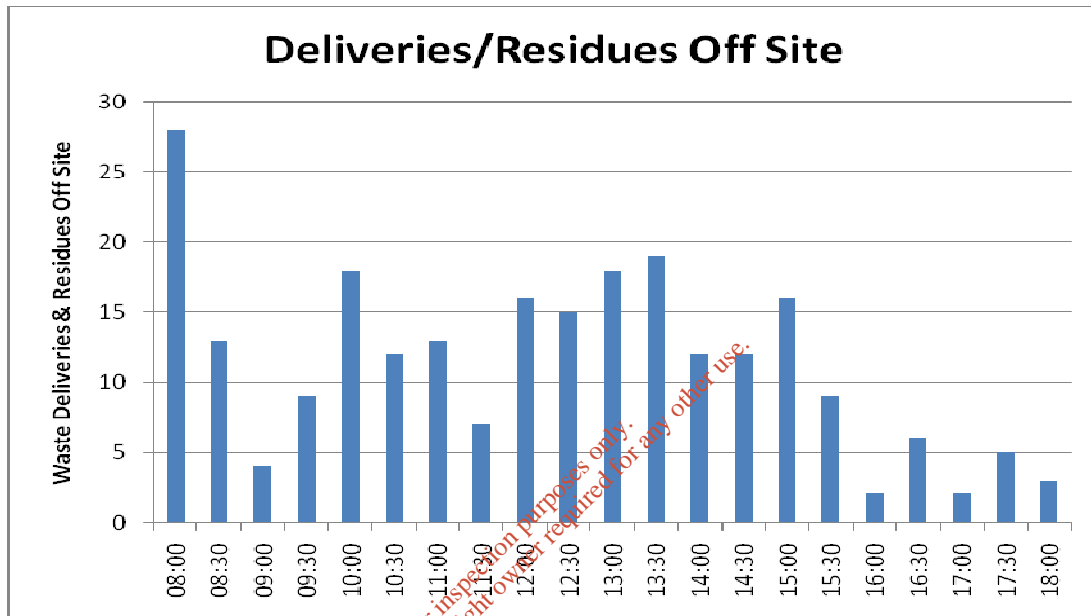
The average two-way flow on the R152 during the construction of the original scheme in 2009 was 1,111 vehicles/hr during the weekday AM peak hour 08:00-09:00. The traffic counts show that the weekday PM peak hour traffic period in 2009 was 17:00-18:00 with an average two-way traffic flow of 1,213veh/hr.

The survey from 2011 recorded a weekday AM peak at 08:00-09:00 with the two-way flow on the R152 is 1,035 vehicles/hr, which is a 7.3% decrease in traffic since 2009. The PM peak hour during 2011 was during the time period 17:00-18:00 with a two-way traffic flow of 1,110 vehicles/hr, which shows a decrease of 9.3% in traffic along the R152 since 2009.

Existing plant operations have been analysed based on data provided by Indaver as recorded at the weighbridge for HGV's entering or leaving the site. During the week dating from 19th December to the 24th December 2011 there were a total of 286 truck movements in and out of the facility site. The breakdown in these truck movements demonstrates that the highest proportion, at 28%, travel along the Kilmoon Cross haul route via (Figure 13.2 in Appendix 13.1) the N2 and the R152, 22.4% of these movements travel along the R153 haul route through Kentstown, while 21.7% of movements were calculated along the M1 and R152 haul route. 18.2% of the movements from the Dundalk direction, travelling along the R152, while 4.9% travel through Duleek. The final 4.9% of the truck movements were stated as originating from Meath.

It is an objective of Meath County Council to construct a bypass of Duleek Town, which will provide a direct alternative route for traffic travelling to or from the site via the R150 west of Duleek Town.

Graph 13.1 summarises the weekly deliveries to the site and the residues removed off site during the operational hours of the plant for the week of 21-11-2011 to 26-11-2011. The graph shows that the busiest period in the plant is in the first half hour of opening. Trucks are reported to queue at the weighbridge before the plant is operational, which corresponds with the high number of trucks reported at 08:00 in the graph below.



**Graph 13.1: Indaver Carranstown Weekly Profile of HGV Deliveries and Export of Residues**

### 13.3 Proposed Development and Site Access

#### 13.3.1 Description of the Proposal

The existing Waste to Energy Facility at Carranstown, Co Meath consists of a 70 MW Waste to Energy Plant which has a capacity of 200,000 tonnes per annum for the treatment of Non Hazardous Waste. This proposal includes for a 10% increase in the capacity of the existing facility to 220,000 tonnes per annum and extending the opening hours on Monday to Fridays from between 08:00-18:30 (10.5 hours) to 06:00-20:00 (14 hours) and on Saturdays from between 08:00-14:00 (6 hours) to 06:00-14:00 (8 hours).

#### 13.3.2 Vehicular Access

Access to the subject site is via the existing R152 Drogheda to Duleek Road. As part of the original development of the site the R152 was widened to allow for a right turning lane, and a deceleration lane or traffic turning left into the site. This widening minimises the impact on through traffic on the R152 and provides a safe access to and from the site.

The junction at the site is a four arm priority junction which includes an access to a small warehouse opposite the entrance to the Indaver site. There are no dedicated turning facilities into this site, however the level of traffic accessing this warehouse are relatively minor.

Photograph 13.3 above and Photograph 13.5 below shows the queuing area for the trucks within the site before being weighed at the weigh in facility. The queuing area consists of three straight ahead lanes with a combined capacity for approximately nine HGV's. There is space for two trucks to use the weighbridge facility at one time, amounting to a total of eleven HGV's within the site entrance.



**Photograph 13.5: Truck Queuing Area within Site**

The overall alignment and layout of the R152 is of reasonably high quality over most of the 15km length between the N2 junction at Kilmoon Cross and the M1/R152 motorway interchange. The presence of solid lines and the high volume of traffic along the R152 in sections provide limited opportunities to overtake, in particular in the vicinity of the access junction to the site. The standard of the R152 exceeds that of many regional roads, and indeed it would compare favourably with most of the national secondary routes.

Local concerns have been raised over the use of the R150 between Kentstown and the N2, particularly as the route takes traffic past the Kentstown School. Traffic has been prohibited from using this section of the R150 (between Kentstown and the N2) as a condition in the original planning application and by stipulating this restriction with hauliers delivering to the site. Instead, trucks serving the facility are required to stay on the R153 to the N2/R153 junction then up the N2 to the N2/R150 junction. This method of enforcement has been successfully used to prevent vehicles serving the nearby Greenstar facility from travelling past the school.

The haul routes to the site, based on the centres of waste generation are shown on Figure 13.2 in Appendix 13.1.

### 13.3.3 Traffic Generation and Capacity Impact Assessment

#### Trip Generation

An assessment of the catchment area of the facility was carried out based on deliveries recorded at the facility weighbridge and based on the traffic surveys carried out in 2011. The ATC traffic surveys present the total number of vehicle movements from the northern and southern directions on the R152. This assessment determined the total number of truck movements and the percentage of these truck movements associated with the Indaver site. A summary of this analysis has been provided below.

Data made available by Indaver for the weighbridge records, for the week 19-12-2011 to 24-12-2011, shows that the delivery of waste material generated on average there were 51 HGV movements per day. In addition to the truck movements delivering waste to the facility, truck movements associated with the delivery of consumables and the removal of residual waste are generated, resulting in an additional 12 HGV's movements on average per day.

There are a small number of car trips generated, but these movements are mostly outside peak traffic times of the surrounding road network and do not adversely affect the operation of the R152. Currently the majority of facility staff arrive before 08:00. The earlier opening times will change the arrival time of the security staff at the weighbridge (1 person) to before 06:00, which will not affect peak morning traffic. The facility staff work in a combination of shifts and fixed hours which will not change as a result of the proposed extension in hours of waste acceptance. The facility currently receives waste between 08:00 and 18:30 (Mon-Fri) & 08:00 to 14:00 (Sat) and it is proposed to extend the operational hours to 06:00-20:00 (Mon-Fri) & 06:00 to 14:00 (Sat).

Based on the 7 day ATC traffic surveys carried out in December 2011, the R152 north of the development access during weekdays had on average 511 truck movements in a 12 hour period (07:00-19:00). The MCC traffic survey carried out at the development access shows that approximately 3% of these movements are associated with the Indaver site entering from the R152 Southbound direction.

Two other 7 day traffic counts were carried out at Duleek Town on the R150 and at Kilmoon Cross at the N2/R152 junction. The exact locations of all traffic counts are shown in Appendix 13.2. There were on average 262 truck movements at Duleek Town and 266 truck movements at Kilmoon Cross during the same 12 hour period (07:00-19:00) on weekdays. It is estimated that HGV movements associated with the Indaver facility accounts for 2.5% at each location.

**Increase in Traffic on the R152**

The maximum number of truck movements recorded by the MCC traffic survey undertaken in December 2011 accessing and leaving the facility in one hour amounted to 17 HGV's between 09:30 and 10:30. However, the truck movements recorded that coincided with the peak traffic conditions along the R152 was 6 HGV's in the AM peak (08:00 – 09:00) and 2 HGV's in the PM peak (17:00 – 18:00).

Based on the information provided by Indaver, during the week of the MCC traffic surveys, the facility accepted 56% of the weekly equivalent of the current permitted annual capacity (200,000 tonnes per annum). When the facility is operating at full capacity as currently permitted it is estimated that the facility generates on average 110 HGV movements per day. The proposed expansion of the facility to a 220,000 tonnes per annum is expected to generate an additional 12 HGV movements on average per day or an increase of 10% HGV movements.

Extending the operational times of the facility would spread the site traffic over a longer period and avoid the current rush in the morning and evening when the facility opening and closing times coincide with the peak road network conditions.

Analysis of the information provided by Indaver suggests that any additional staff movements will occur at the beginning / end of each shift which are outside the peak traffic conditions on the surrounding road network. A pro-rata increase in car traffic as a result of the proposed expansion is 15 vehicles per day.

Using the results from the 2011 ATC traffic survey conducted on the R152 in proximity to the site, the Average Annual Daily Traffic (AADT) was calculated as 6,300.

The increase in AADT flows as a result of the proposed expansion is less than 1%. This estimated increase in traffic associated with the plant expansion will have no discernable impact on traffic conditions. The *IHT Guidelines for Traffic Impact Assessment* recommend traffic capacity analysis is required where an increase in traffic of more than 5% is anticipated as a result of a development, and therefore no further analysis beyond the access junction is considered necessary for the proposed development.

**Facility Access (Entrance Junction)**

In order to assess the impact of the traffic generated by the proposed expansion to the facility on the surrounding road network, the capacities of the facility access junction with R152 and other key junctions are assessed. The junction was analysed using the Transport Research Laboratory (TRL) software Priority Intersection CApacity DelaY (Picady).

Picady is a computer software programme used to analyse priority junction capacity, which presents output in the form of Ratio of Flow to Capacity and anticipated queue lengths. The Ratio of Flow to Capacity (RFC) is a measure of the proportion of the capacity of a junction approach being availed of by traffic. Generally speaking, it is considered good practice to ensure that the RFC on any arm of a priority junction should not exceed 0.85 (that is to say that the junction should not operate above 85% of its theoretical capacity) as turbulent factors above that threshold may inhibit the optimal performance of the junction.

The junction capacity assessments were carried out using the results of the traffic counts carried out in December 2011.

### ***Existing Conditions***

The junction was analysed based on two scenarios, the first during the hour when the most movement in and out of the junction occurred, and the second during the Peak hour traffic flow at the junction.

The first analysis was carried out at 08:00-09:00, the Peak AM traffic flow along the R152 during the operational hours of the site. The results show that there is no queuing at this junction, with a maximum delay of 0.25 vehicles/min at the site access arm and a maximum delay of 0.14 vehicle/min for vehicles travelling from the R152 Southbound. The maximum RFC for the site access arm is 0.028 and 0.025 for the R152 Southbound.

The second analysis was carried out at 17:00-18:00 which was found to be the Peak PM traffic flow along the R152. There were a total of 17 movements in and out of the junction in this hour. The results show that there was no queuing at the junction, and the maximum delay was found to be 0.20 vehicles/min at the site access arm and 0.12 vehicles/min for vehicles travelling from the R152 Southbound. The maximum RFC for the site access arm is 0.007 while the RFC for the R152 Southbound right turning lane is 0.015. The lower RFC value for the site access arm in comparison with the R152 right turning lane is influenced by the low number of vehicles leaving the site during this hour.

These figures indicate that the junction works well within capacity in comparison with the desirable maximum RFC of 0.85 at both the peak site vehicle movement hour and the Peak Hour traffic flow. The results are presented in Table 13.2.

**Table 13.2: Existing Conditions PICADY Junction Analysis Results**

	Movement	Existing Traffic Conditions		
		RFC	Max Queue Length	Queuing Delay
08:00-09:00	From R152	0.025	0	0.14
	From Site	0.028	0	0.25
17:00-18:00	From R152	0.014	0	0.11
	From Site	0.007	0	0.20



### ***Predicted Conditions Post Expansion***

In order to assess the worst case scenario of the expansion of the plant capacity, the likely benefits of the spread of traffic associated with the proposed extended operating times has been ignored. It is estimated that a maximum average of 8 additional truck movements would be anticipated in during the above peak hours as a result of the proposed increase in facility capacity.

The junction capacity analysis was undertaken for the anticipated traffic conditions following the increase in facility capacity. During the Peak AM hour when the Indaver site was operational (between 08:00-09:00) the RFC increased to 0.069. This RFC is still well below the desirable maximum RFC of 0.85. No queuing is expected as a result of the increase in truck movements. The capacity demand increased on the R152 to an RFC 0.043 and is still well below the desirable maximum RFC of 0.85. The junction is predicted to operate well within capacity with the proposed expansion of the plant.

**Table 13.3 Post Development PICADY Junction Analysis Results**

	Movement	Existing Traffic Conditions		
		RFC	Max Queue Length	Queuing Delay
08:00-09:00	From R152	0.043	0	0.18
	From Site	0.069	0	0.31
17:00-18:00	From R152	0.031	0	0.11
	From Site	0.038	0	0.24

### ***Construction Traffic***

Only very minor construction works are proposed and its maximum expected construction period for the proposed facility is 1 month. During this period, there will be a maximum of 10 people employed in the construction activities.

The construction works will comprise the conversion of two temporary structures;

- An existing Maintenance Warehouse and associated Electrical Switchgear Building with hard core area
- An existing Single Storey Modular office block with associated infrastructure

The conversion of the temporary structures entails little construction as the structures are already present. The infrastructure associated with the office block includes an effluent treatment plant, paved roadway leading to the building and 22 additional car parking spaces added to the existing car park.

It is expected that construction traffic will not be generated during the peak morning and evening hours. As a result, the traffic impact of the proposed development will be negligible during peak morning and evening hours. As demonstrated previously, the surrounding road network is has sufficient

spare capacity to cater for the operational phase traffic. There is therefore sufficient capacity to cater for the predicted construction traffic.

### 13.4 Predicted Impacts and Conclusions

A summary of the traffic impacts of the proposed expansion of the plant is as follows:

- The proposed development will result in additional turning movements on the R152 at the entrance to the Waste to Energy Facility.
- The AM peak two way traffic flows on the R152 will increase from 1,035 vehicles to 1,048 vehicles during the peak hour. This equates to an increase of 1% based on predicted AADT increases.
- The PM peak two way traffic flows on the R152 will increase from 1,110 vehicles to 1,124 vehicles during the peak hour. This equates to an increase of 1% based on predicted AADT increases.
- The additional traffic generated by the facility will increase the number of vehicles travelling along the R150/R152 junction by a negligible amount.
- The additional traffic generated by the facility will increase the flows at the M1/R150 by a negligible amount. The roundabouts currently operate well without any queuing.
- The additional traffic generated by the facility will increase the flows at the N2/R150, N2/R153 and N2/R152 junctions by a negligible amount.

The conclusions of this EIS are as follows:

- The development will be accessed from the existing junction on the R152.
- The existing priority controlled access junction will continue to operate well within capacity under the expected traffic conditions.
- The R152/R150 junction will continue to operate well within capacity under the expected traffic conditions with no significant loss in spare capacity as a result of the traffic generated by the development.
- The M1/R152 junction will continue to operate well within capacity under the expected traffic conditions with no significant loss in spare capacity as a result of the traffic generated by the expansion.
- The traffic flow at the R150/R152 junction will reach capacity in the year 2013. The construction of the planned Duleek by-pass will improve the traffic flows in and around the village of Duleek, particularly the R150/ R152 junction.
- The construction activities will be relatively minor with construction traffic similar to the operational traffic during the Peak Hour. The R152 has sufficient capacity to cater for the anticipated construction traffic.

**13.5 Proposed Mitigation**

The increase in traffic flows will not adversely affect the operation of the road. The existing road layout has adequate capacity to cater for any additional traffic generated and the presence of turning lanes will mitigate any impacts on the flow due to turning traffic.

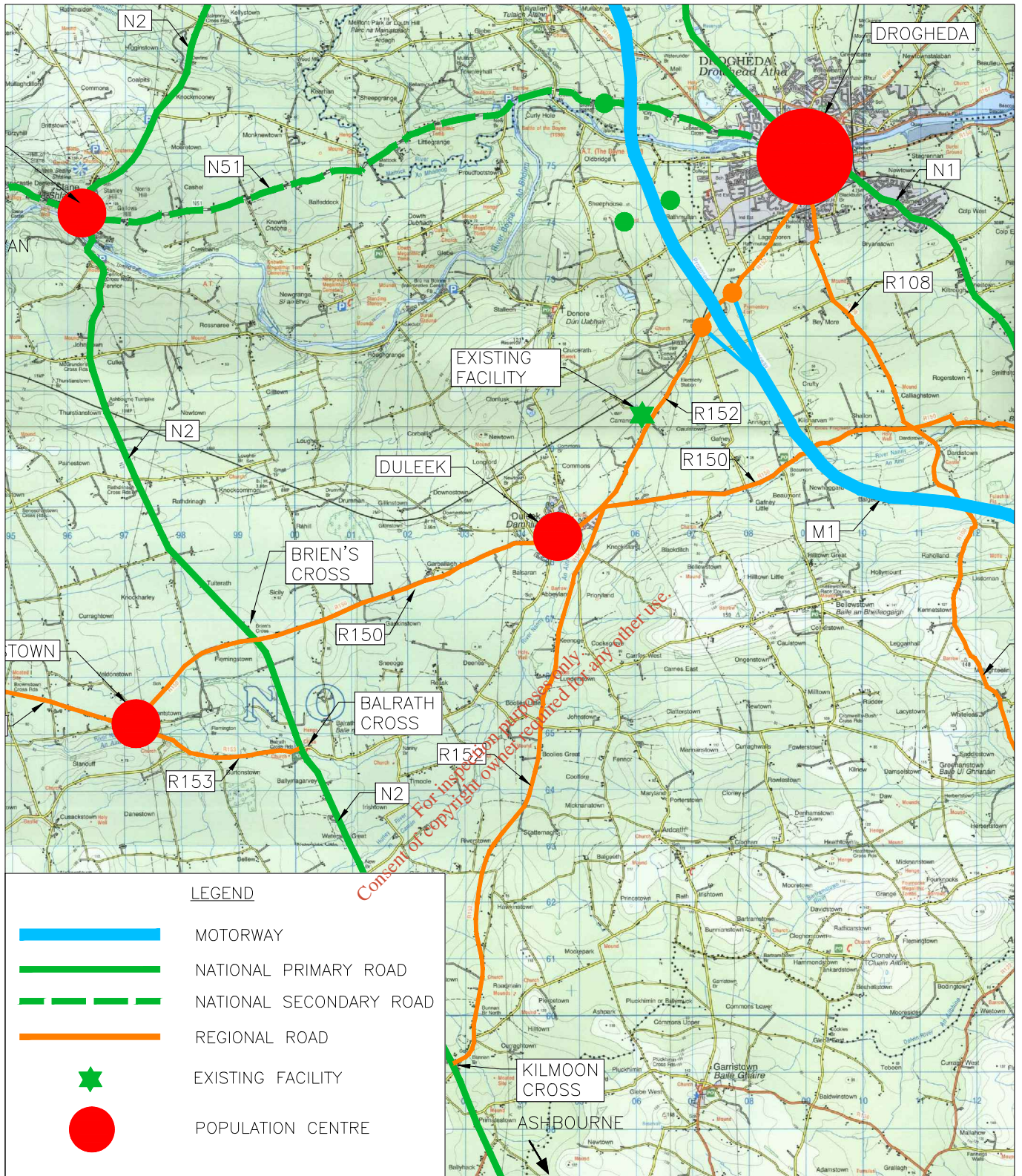
The increase in traffic flows on the surrounding junction is negligible. No mitigation measures are proposed at this junction.

The client has held discussions with Meath County Council to improve the signage on approach to the site on the R152/M1 haul route from Drogheda over the crest of the hill to give advanced warning of the access junction.

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## Appendix 13.1

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Project Title		<b>WASTE TO ENERGY FACILITY AT CARRANSTOWN, CO MEATH</b>			
Drawing Title		<b>LOCATION MAP</b>			
Date	FEB '12	Scale	NTS	CAD File	11226-Fig 13.1
Project No.	11.226				
Drawn	DN	Checked	JB	Approved	SMG
Drawing No.	Figure 13.1			Rev.	-

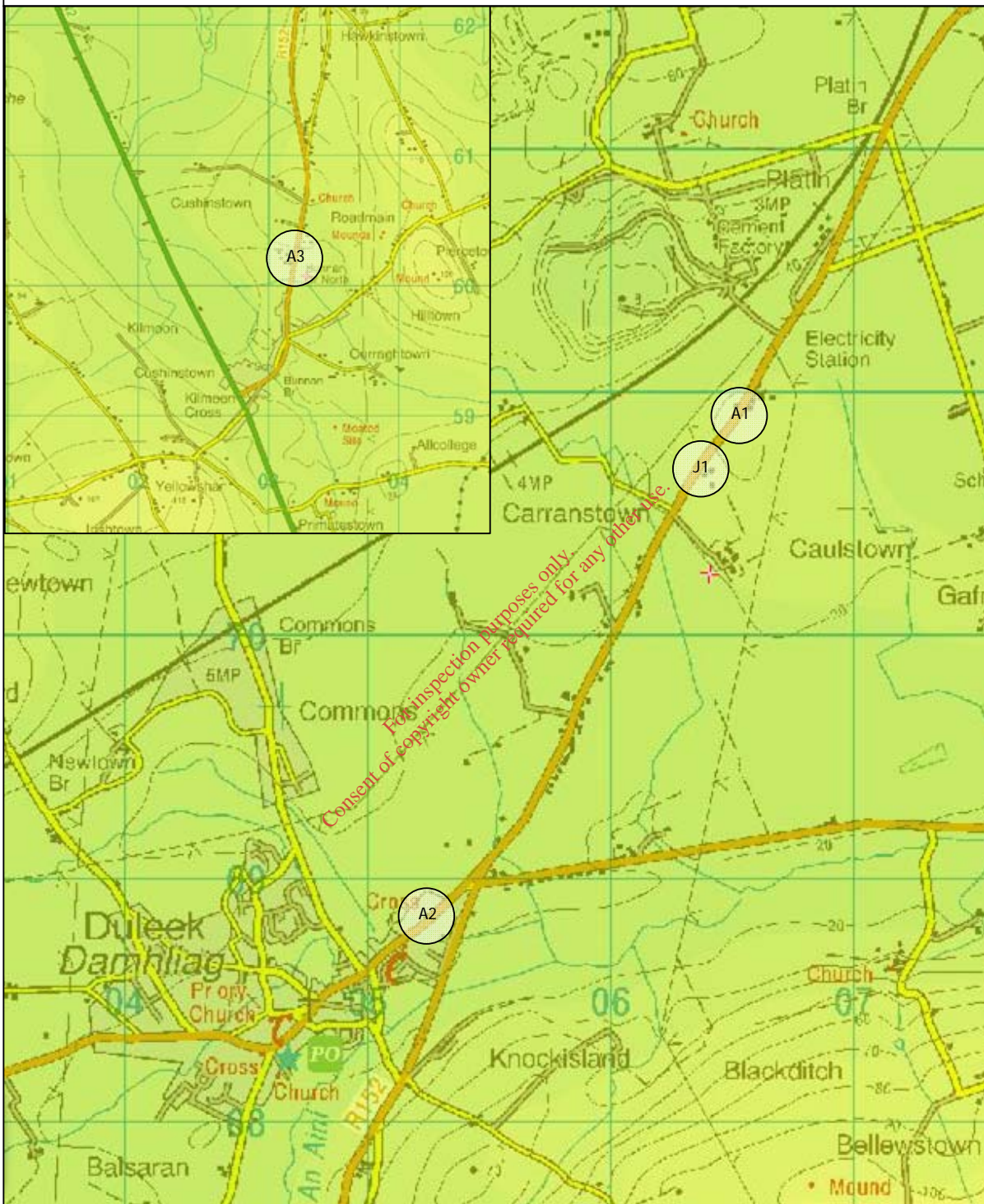
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## Appendix 13.2

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# Site Locations

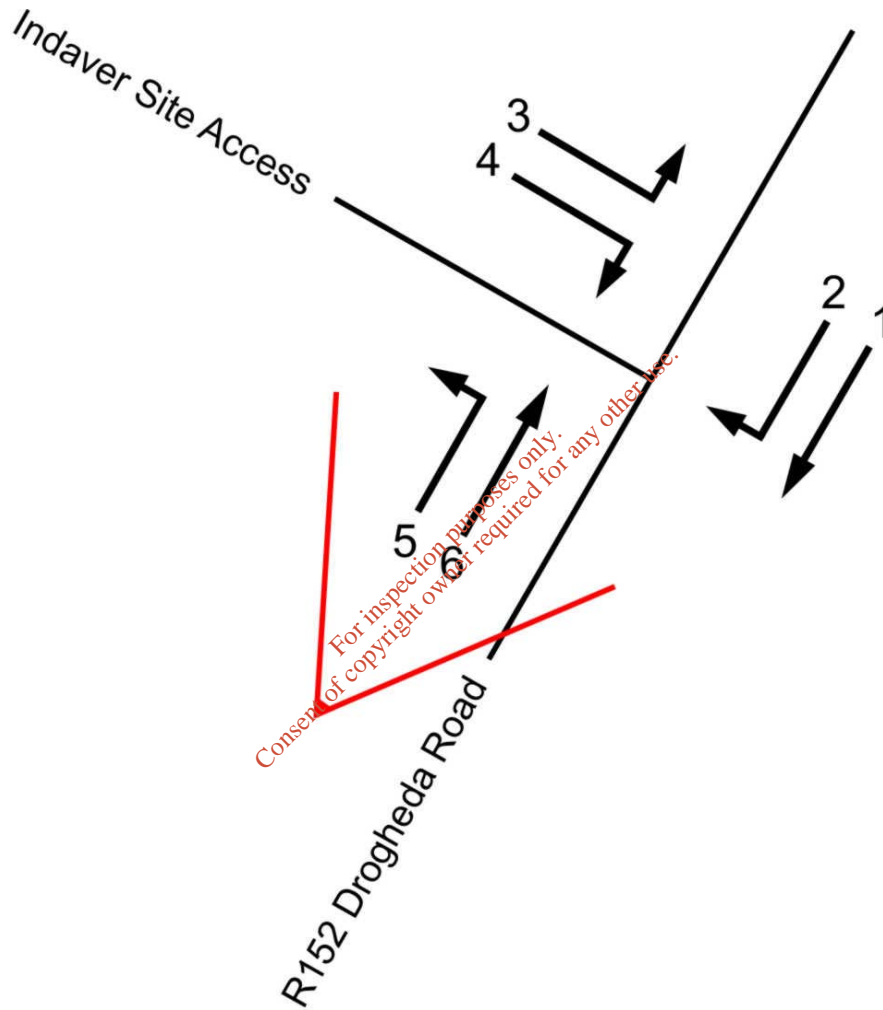




	Job number: ATH/11/071	Job date: W/C 16 <sup>th</sup> December 2011	Drawing No: ATH/11/071-1
	Client: ROD	Job day: Friday to Thursday	Author: SPW

**abacus**  
Transportation Surveys



# Site Locations



	Job number: ATH/11/071	Job date: W/C 16 <sup>th</sup> December 2011	Drawing No: ATH/11/071-2	
	Client: ROD	Job day: Friday to Thursday	Author: SPW	

## ABACUS TRANSPORTATION SURVEYS

INDAVER SITE TRAFFIC COUNT  
MANUAL CLASSIFIED JUNCTION COUNT

DECEMBER 2011  
ATH/11/071

SITE: Indaver Site Access

DATE: 20th December 2011

LOCATION: R152 Drogheda Road, Carranstown

DAY: Tuesday

TIME	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	65	13	2	4	2	86	94	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	91	11	3	2	0	107	111	2	0	0	0	0	2	2	1	0	0	0	0	1	1
07:30	103	15	5	2	1	126	132	5	1	0	0	0	6	6	0	0	0	0	0	0	0
07:45	104	13	2	5	0	124	132	9	1	0	0	0	10	10	1	0	0	0	0	1	1
<b>H/TOT</b>	<b>363</b>	<b>52</b>	<b>12</b>	<b>13</b>	<b>3</b>	<b>443</b>	<b>469</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
08:00	131	18	4	2	0	155	160	3	1	0	0	0	4	4	2	1	0	1	0	4	5
08:15	94	11	4	4	1	114	122	3	0	0	0	0	3	3	0	0	0	0	0	0	0
08:30	88	20	5	5	1	119	129	2	0	1	0	0	3	4	0	1	0	0	0	1	1
08:45	110	21	2	3	1	137	143	1	0	0	0	0	2	3	0	1	1	1	0	3	5
<b>H/TOT</b>	<b>423</b>	<b>70</b>	<b>15</b>	<b>14</b>	<b>3</b>	<b>525</b>	<b>554</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>14</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>11</b>
09:00	92	27	7	4	1	131	141	2	0	0	1	0	3	4	1	1	0	0	0	2	2
09:15	80	18	3	6	1	108	118	0	0	0	0	0	1	2	0	0	0	0	0	0	0
09:30	56	15	3	4	1	79	87	1	0	0	1	0	2	3	0	0	0	1	0	1	2
09:45	49	13	10	3	0	75	84	0	0	1	1	0	2	4	1	0	0	2	0	3	6
<b>H/TOT</b>	<b>277</b>	<b>73</b>	<b>23</b>	<b>17</b>	<b>3</b>	<b>393</b>	<b>430</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>10</b>
10:00	53	15	7	4	0	79	88	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	65	14	3	6	0	88	97	2	0	1	1	0	4	6	0	0	0	0	0	0	0
10:30	53	9	3	3	1	69	75	0	0	1	0	0	1	2	0	0	0	0	0	0	0
10:45	70	14	8	8	0	100	114	0	1	0	0	0	1	1	1	0	0	1	0	2	3
<b>H/TOT</b>	<b>241</b>	<b>52</b>	<b>21</b>	<b>21</b>	<b>1</b>	<b>336</b>	<b>375</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>
11:00	58	15	3	3	0	79	84	0	1	0	0	0	1	1	1	0	1	1	0	3	5
11:15	53	14	4	4	0	75	82	1	0	0	0	0	1	1	1	0	0	0	0	1	1
11:30	74	15	8	10	0	107	124	0	0	0	0	0	0	0	0	0	1	1	0	2	4
11:45	61	11	5	4	2	83	93	0	0	0	1	0	1	2	0	1	0	0	0	1	1
<b>H/TOT</b>	<b>246</b>	<b>55</b>	<b>20</b>	<b>21</b>	<b>2</b>	<b>344</b>	<b>383</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>11</b>
12:00	69	14	6	2	0	91	97	2	0	1	0	0	3	4	0	0	0	0	0	0	0
12:15	56	9	4	6	0	75	85	1	0	0	0	0	1	1	0	0	1	2	0	3	6
12:30	56	14	3	10	0	83	98	1	1	1	1	0	4	6	0	0	0	0	0	0	0
12:45	80	8	3	2	0	93	97	0	0	0	1	0	1	2	1	0	1	0	0	2	3
<b>H/TOT</b>	<b>261</b>	<b>45</b>	<b>16</b>	<b>20</b>	<b>0</b>	<b>342</b>	<b>376</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>9</b>

## ABACUS TRANSPORTATION SURVEYS

INDAVER SITE TRAFFIC COUNT  
MANUAL CLASSIFIED JUNCTION COUNT

DECEMBER 2011  
ATH/11/071

SITE: Indaver Site Access

DATE: 20th December 2011

LOCATION: R152 Drogheda Road, Carranstown

DAY: Tuesday

TIME	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
13:00	83	12	7	3	0	105	112	1	0	0	0	0	1	1	0	1	0	1	0	2	3
13:15	75	10	4	7	0	96	107	0	0	1	0	0	1	2	0	0	0	1	0	1	2
13:30	66	8	2	8	0	84	95	0	0	0	0	0	0	0	0	1	1	0	0	2	3
13:45	71	14	1	2	1	89	93	0	1	2	0	0	3	4	2	1	0	0	0	3	3
<b>H/TOT</b>	<b>295</b>	<b>44</b>	<b>14</b>	<b>20</b>	<b>1</b>	<b>374</b>	<b>408</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>11</b>
14:00	72	15	4	2	0	93	98	0	1	0	1	0	2	3	0	1	1	1	0	3	5
14:15	82	8	5	7	0	102	114	1	0	0	0	0	1	1	0	1	0	0	0	1	1
14:30	72	16	8	6	1	103	116	0	0	0	0	0	0	0	1	0	1	1	0	3	5
14:45	64	10	1	5	0	80	87	2	0	1	0	0	3	4	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>290</b>	<b>49</b>	<b>18</b>	<b>20</b>	<b>1</b>	<b>378</b>	<b>414</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>11</b>
15:00	61	11	1	3	0	76	80	0	1	0	0	0	1	1	0	0	0	0	0	0	0
15:15	73	9	6	3	0	91	98	0	0	0	0	0	1	2	1	0	0	0	0	1	1
15:30	93	16	4	6	0	119	129	0	0	1	1	0	3	5	1	1	1	0	0	3	4
15:45	86	14	2	7	0	109	119	0	0	1	0	0	1	2	3	1	0	0	0	4	4
<b>H/TOT</b>	<b>313</b>	<b>50</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>395</b>	<b>426</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>9</b>
16:00	84	13	6	6	1	110	122	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	102	23	4	3	3	135	144	0	0	0	1	0	1	2	2	2	1	1	0	6	8
16:30	134	17	2	3	4	160	169	0	0	0	0	0	0	0	3	1	0	0	0	4	4
16:45	91	13	6	2	1	113	120	1	0	0	0	0	1	1	1	0	0	0	0	1	1
<b>H/TOT</b>	<b>411</b>	<b>66</b>	<b>18</b>	<b>14</b>	<b>9</b>	<b>518</b>	<b>554</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>13</b>
17:00	98	15	1	4	0	118	124	0	0	0	0	0	0	0	7	0	0	0	0	7	7
17:15	109	9	1	3	0	122	126	0	0	0	1	0	1	2	2	1	0	0	0	3	3
17:30	97	16	2	4	0	119	125	1	0	0	0	0	1	1	0	0	0	0	0	0	0
17:45	103	13	2	0	0	118	119	0	0	0	0	0	0	0	2	0	0	0	0	2	2
<b>H/TOT</b>	<b>407</b>	<b>53</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>477</b>	<b>494</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>12</b>
18:00	89	14	4	3	0	110	116	0	0	0	0	0	0	0	4	0	0	0	0	4	4
18:15	99	13	1	5	0	118	125	0	0	0	0	0	0	0	2	0	0	0	0	2	2
18:30	104	8	1	1	1	115	118	0	0	0	0	0	0	0	3	1	0	0	0	4	4
18:45	63	7	1	1	0	72	74	0	0	0	0	0	0	0	1	0	0	0	0	1	1
<b>H/TOT</b>	<b>355</b>	<b>42</b>	<b>7</b>	<b>10</b>	<b>1</b>	<b>415</b>	<b>433</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>
<b>P/TOT</b>	<b>3882</b>	<b>651</b>	<b>183</b>	<b>200</b>	<b>24</b>	<b>4940</b>	<b>5316</b>	<b>41</b>	<b>10</b>	<b>14</b>	<b>12</b>	<b>0</b>	<b>77</b>	<b>100</b>	<b>45</b>	<b>17</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>87</b>	<b>112</b>

## ABACUS TRANSPORTATION SURVEYS

INDAVER SITE TRAFFIC COUNT  
MANUAL CLASSIFIED JUNCTION COUNT

DECEMBER 2011  
ATH/11/071

SITE: Indaver Site Access

DATE: 20th December 2011

LOCATION: R152 Drogheda Road, Carranstown

DAY: Tuesday

TIME	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
07:00	1	0	0	0	0	1	1	2	0	0	0	0	2	2	28	4	5	3	0	40	46
07:15	1	0	0	0	0	1	1	4	1	0	1	0	6	7	39	6	2	0	0	47	48
07:30	0	0	0	0	0	0	0	6	1	0	0	0	7	7	55	5	4	6	1	71	82
07:45	1	0	0	0	0	1	1	4	0	0	1	0	5	6	67	8	10	4	4	93	107
H/TOT	3	0	0	0	0	3	3	16	2	0	2	0	20	23	189	23	21	13	5	251	283
08:00	0	0	0	0	0	0	0	4	0	0	0	0	4	4	63	10	9	3	1	86	95
08:15	0	1	0	0	0	1	1	2	1	0	0	0	3	3	90	18	6	6	1	121	133
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111	15	2	3	1	132	138
08:45	0	0	0	1	0	1	2	0	1	0	0	0	1	1	115	15	6	5	0	141	151
H/TOT	0	1	0	1	0	2	3	6	2	0	0	0	8	8	379	58	23	17	3	480	517
09:00	0	0	0	0	0	0	0	0	0	0	0	0	1	2	90	16	4	3	0	113	119
09:15	0	0	0	0	0	0	0	0	0	0	1	0	1	2	77	11	5	3	0	96	102
09:30	0	0	0	0	0	0	0	1	0	0	1	0	2	3	97	18	3	3	1	122	128
09:45	1	0	1	0	0	2	3	0	0	0	1	0	1	2	91	17	3	3	0	114	119
H/TOT	1	0	1	0	0	2	3	0	1	3	0	0	5	9	355	62	15	12	1	445	469
10:00	0	0	0	2	0	2	5	1	0	0	1	0	2	3	63	17	6	6	1	93	105
10:15	1	1	0	1	0	3	4	0	2	2	0	0	4	5	59	11	2	6	0	78	87
10:30	1	0	1	1	0	3	5	2	1	0	0	0	3	3	109	19	5	5	0	138	147
10:45	2	0	1	0	0	3	4	2	0	0	1	0	3	4	57	17	3	7	0	84	95
H/TOT	4	1	2	4	0	11	17	5	3	2	2	0	12	16	288	64	16	24	1	393	433
11:00	1	1	0	0	0	2	2	2	0	0	1	0	3	4	91	13	4	7	0	115	126
11:15	3	1	0	0	0	4	4	2	0	0	0	0	2	2	70	12	5	1	0	88	92
11:30	0	0	1	0	0	1	2	0	0	1	0	0	1	2	67	13	7	8	0	95	109
11:45	0	0	0	0	0	0	0	0	1	0	0	0	1	1	78	21	0	7	0	106	115
H/TOT	4	2	1	0	0	7	8	4	1	1	1	0	7	9	306	59	16	23	0	404	442
12:00	1	1	0	0	0	2	2	0	2	0	0	0	2	2	82	17	5	2	1	107	113
12:15	2	2	0	0	0	4	4	0	0	1	1	0	2	4	61	10	2	3	0	76	81
12:30	0	0	0	1	0	1	2	2	0	0	1	0	3	4	72	15	2	2	0	91	95
12:45	1	0	0	0	0	1	1	1	1	0	1	0	3	4	62	16	4	7	0	89	100
H/TOT	4	3	0	1	0	8	9	3	3	1	3	0	10	14	277	58	13	14	1	363	389

## ABACUS TRANSPORTATION SURVEYS

INDAVER SITE TRAFFIC COUNT  
MANUAL CLASSIFIED JUNCTION COUNT

DECEMBER 2011  
ATH/11/071

SITE: Indaver Site Access

DATE: 20th December 2011

LOCATION: R152 Drogheda Road, Carranstown

DAY: Tuesday

TIME	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6						
	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU
13:00	2	1	1	0	0	4	5	2	0	0	1	0	3	4	74	13	3	4	0	94	101
13:15	1	0	0	0	0	1	1	0	1	0	0	0	1	1	50	16	4	2	0	72	77
13:30	0	0	0	1	0	1	2	0	0	0	0	0	0	0	74	5	7	7	1	94	108
13:45	0	0	0	1	0	1	2	2	0	0	0	0	2	2	61	15	5	3	0	84	90
H/TOT	3	1	1	2	0	7	10	4	1	0	1	0	6	7	259	49	19	16	1	344	375
14:00	0	2	1	0	0	3	4	0	0	0	0	0	0	0	71	12	3	8	1	95	108
14:15	2	0	0	0	0	2	2	2	0	0	0	0	2	2	71	16	5	3	1	96	103
14:30	1	0	0	0	0	1	1	1	3	0	0	0	4	4	79	15	3	2	1	100	105
14:45	0	0	0	0	0	0	0	1	0	0	0	0	1	1	69	12	3	8	0	92	104
H/TOT	3	2	1	0	0	6	7	4	3	0	0	0	7	7	290	55	14	21	3	383	420
15:00	2	0	0	0	0	2	2	2	1	0	0	0	3	3	91	20	3	3	0	117	122
15:15	3	0	0	0	0	3	3	0	0	0	0	0	1	2	102	19	4	3	0	128	134
15:30	1	0	0	1	0	2	3	0	2	0	0	0	3	4	87	18	7	4	2	118	129
15:45	2	1	2	0	0	5	6	1	0	1	0	0	2	3	89	17	7	1	0	114	119
H/TOT	8	1	2	1	0	12	14	2	4	0	0	0	9	11	369	74	21	11	2	477	504
16:00	0	0	0	1	0	1	2	0	0	0	0	0	0	0	83	21	5	6	1	116	127
16:15	3	2	1	0	0	6	7	0	0	0	0	0	0	0	84	21	3	4	0	112	119
16:30	2	1	0	0	0	3	3	0	0	0	0	0	0	0	101	19	7	3	0	130	137
16:45	1	0	0	0	0	1	1	2	0	0	0	0	2	2	103	20	5	5	0	133	142
H/TOT	6	3	1	1	0	11	13	2	0	0	0	0	2	2	371	81	20	18	1	491	525
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98	21	4	4	3	130	140
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	127	18	4	0	0	149	151
17:30	0	0	1	0	0	1	2	0	0	0	0	0	0	0	153	24	2	2	0	181	185
17:45	2	0	0	0	0	2	2	0	0	0	0	0	0	0	135	18	1	2	0	156	159
H/TOT	2	0	1	0	0	3	4	0	0	0	0	0	0	0	513	81	11	8	3	616	635
18:00	2	0	0	0	0	2	2	0	0	0	0	0	0	0	105	23	2	3	0	133	138
18:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	106	10	1	6	0	123	131
18:30	1	0	0	0	0	1	1	0	1	0	0	0	1	1	106	12	1	2	0	121	124
18:45	1	2	0	0	0	3	3	1	0	0	0	0	1	1	75	4	1	2	0	82	85
H/TOT	4	2	0	0	0	6	6	2	1	0	0	0	3	3	392	49	5	13	0	459	478
P/TOT	42	16	10	10	0	78	96	50	18	9	12	0	89	109	3988	713	194	190	21	5106	5471

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 01 Northbound

16 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	32	0	27	3	0	0	0	0	0	0	1	1	0	0
0100	25	0	22	1	1	0	0	0	0	0	0	1	0	0
0200	12	0	10	0	0	0	0	0	0	0	0	2	0	0
0300	17	0	11	4	0	0	0	0	0	0	0	1	0	0
0400	16	0	12	1	0	0	1	0	1	0	0	1	0	0
0500	35	0	21	5	1	1	1	0	3	0	0	3	0	0
0600	74	0	59	9	1	0	1	0	3	0	0	1	0	0
0700	214	1	171	23	3	6	0	0	6	0	2	2	0	0
0800	468	1	404	40	0	5	1	0	6	0	1	10	0	0
0900	433	1	365	41	2	3	2	0	8	1	3	6	0	1
1000	375	0	296	43	2	9	0	0	14	0	3	8	0	0
1100	369	1	307	33	3	4	4	0	9	0	3	5	0	0
1200	398	0	322	43	2	3	2	0	10	0	3	10	0	3
1300	350	0	307	29	0	2	1	0	4	0	1	6	0	0
1400	444	1	368	42	6	5	4	0	6	0	3	9	0	0
1500	592	0	499	63	2	2	3	0	8	0	4	9	0	2
1600	579	1	496	57	0	6	1	0	7	0	3	7	0	1
1700	598	0	517	57	4	4	5	0	4	1	2	4	0	0
1800	414	0	366	36	2	2	1	1	2	0	1	2	0	1
1900	322	1	293	22	2	0	1	0	1	0	1	1	0	0
2000	230	0	217	11	1	0	0	0	0	0	0	1	0	0
2100	139	0	127	10	0	0	0	0	1	0	0	1	0	0
2200	91	0	81	3	2	0	0	0	2	0	0	3	0	0
2300	60	0	51	7	0	1	0	0	0	0	1	0	0	0
07-19	5234	6	4418	507	26	51	24	1	84	2	29	78	0	8
06-22	5999	7	5114	559	30	51	26	1	89	2	30	82	0	8
06-00	6150	7	5246	569	32	52	26	1	91	2	31	85	0	8
00-00	6287	7	5349	583	34	53	28	1	96	2	32	94	0	8

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 01 Northbound

17 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	53	0	48	4	0	0	0	0	0	0	1	0	0	0
0100	42	0	37	3	0	0	0	0	0	0	0	2	0	0
0200	42	0	35	3	0	0	0	0	0	0	1	3	0	0
0300	27	0	25	2	0	0	0	0	0	0	0	0	0	0
0400	24	0	19	2	0	0	1	0	0	0	1	1	0	0
0500	28	0	23	3	0	0	0	1	1	0	0	0	0	0
0600	40	0	34	5	0	0	0	0	0	0	0	1	0	0
0700	104	0	83	16	1	3	1	0	0	0	0	0	0	0
0800	146	0	123	18	1	1	0	0	1	0	0	2	0	0
0900	259	0	225	27	1	1	1	0	1	0	0	3	0	0
1000	300	0	253	36	1	2	1	0	1	0	2	4	0	0
1100	421	0	383	28	1	1	1	0	4	0	2	1	0	0
1200	487	0	441	35	1	2	2	0	3	0	1	1	0	1
1300	439	1	396	33	1	3	0	0	1	0	1	3	0	0
1400	443	2	407	26	2	0	2	0	1	0	0	2	0	0
1500	409	0	381	20	1	0	2	0	0	0	0	4	0	1
1600	361	0	330	24	1	2	2	0	1	0	0	1	0	0
1700	290	0	269	16	0	1	1	0	1	0	0	2	0	0
1800	269	0	244	21	0	0	0	0	1	0	0	3	0	0
1900	208	0	197	8	1	1	0	0	0	0	1	0	0	0
2000	162	1	151	7	0	2	1	0	0	0	0	0	0	0
2100	97	0	88	7	0	1	0	0	0	0	0	1	0	0
2200	83	0	78	4	0	0	0	0	0	0	0	1	0	0
2300	63	0	58	5	0	0	0	0	0	0	0	0	0	0
07-19	3928	3	3535	300	11	17	13	0	15	0	6	26	0	2
06-22	4435	4	4005	327	12	21	14	0	15	0	7	28	0	2
06-00	4581	4	4141	336	12	21	14	0	15	0	7	29	0	2
00-00	4797	4	4328	353	12	21	15	1	16	0	10	35	0	2

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 01 Northbound

18 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	51	0	45	5	1	0	0	0	0	0	0	0	0	0
0100	40	0	37	3	0	0	0	0	0	0	0	0	0	0
0200	43	0	40	3	0	0	0	0	0	0	0	0	0	0
0300	42	0	36	5	0	0	0	0	0	0	0	1	0	0
0400	35	0	31	1	0	1	0	0	1	0	1	0	0	0
0500	18	0	15	3	0	0	0	0	0	0	0	0	0	0
0600	23	0	20	1	0	0	0	0	0	0	0	2	0	0
0700	49	0	49	0	0	0	0	0	0	0	0	0	0	0
0800	38	0	34	3	0	0	0	0	0	0	0	1	0	0
0900	68	0	63	2	1	0	0	0	0	0	0	2	0	0
1000	167	0	151	13	1	0	0	0	0	0	0	2	0	0
1100	258	0	240	14	0	0	1	0	2	0	0	1	0	0
1200	337	0	322	12	1	0	0	0	1	0	0	1	0	0
1300	406	0	389	12	0	0	1	0	3	0	0	1	0	0
1400	404	0	384	17	1	0	1	0	1	0	0	0	0	0
1500	394	0	377	14	0	1	0	0	1	0	0	1	0	0
1600	334	1	317	14	0	0	1	0	0	0	0	1	0	0
1700	258	0	238	17	0	0	1	0	0	0	0	2	0	0
1800	231	0	218	10	0	0	1	0	1	0	0	1	0	0
1900	187	0	174	11	0	0	1	0	1	0	0	0	0	0
2000	155	1	147	5	0	0	1	0	1	0	0	0	0	0
2100	109	0	105	4	0	0	0	0	0	0	0	0	0	0
2200	63	0	60	2	0	1	0	0	0	0	0	0	0	0
2300	40	0	35	2	0	0	0	0	1	0	0	2	0	0
07-19	2944	1	2782	128	4	1	6	0	9	0	0	13	0	0
06-22	3418	2	3228	149	4	1	8	0	11	0	0	15	0	0
06-00	3521	2	3323	153	4	2	8	0	12	0	0	17	0	0
00-00	3750	2	3527	173	5	3	8	0	13	0	1	18	0	0



ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 01 Northbound

19 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	27	0	25	1	0	0	0	0	0	0	1	0	0	0
0100	15	0	14	0	0	0	0	0	0	0	0	1	0	0
0200	15	0	13	1	0	0	0	0	0	0	0	1	0	0
0300	17	0	14	1	0	0	0	0	0	0	0	2	0	0
0400	23	0	18	2	0	0	1	0	1	0	0	1	0	0
0500	37	0	25	2	0	1	4	0	2	0	0	3	0	0
0600	79	0	59	7	0	0	1	0	5	1	1	4	0	1
0700	220	1	184	20	2	5	1	0	4	0	0	3	0	0
0800	494	1	438	32	3	2	1	0	10	1	1	4	0	1
0900	390	1	321	47	0	5	0	0	6	0	3	6	0	1
1000	361	1	299	38	2	5	2	0	6	0	2	6	0	0
1100	365	0	290	47	2	2	2	0	6	1	5	8	0	2
1200	398	1	337	37	5	1	1	0	7	0	4	5	0	0
1300	343	1	280	39	1	1	4	0	9	0	1	6	0	1
1400	412	1	351	37	3	5	0	0	4	0	4	7	0	0
1500	495	0	422	45	2	2	4	0	10	2	2	6	0	0
1600	488	1	424	44	2	3	1	0	5	0	1	6	0	1
1700	590	0	517	56	2	3	1	0	3	0	2	6	0	0
1800	502	1	445	42	0	0	1	0	3	0	1	7	0	2
1900	286	0	259	23	1	0	0	0	1	0	1	1	0	0
2000	164	0	152	7	1	0	0	0	0	0	1	3	0	0
2100	91	0	84	4	0	0	1	0	0	0	0	2	0	0
2200	71	0	60	6	0	0	1	0	1	0	0	2	0	1
2300	62	0	60	1	0	0	0	0	0	0	1	0	0	0
07-19	5058	9	4308	484	24	34	18	0	73	4	26	70	0	8
06-22	5678	9	4862	525	26	34	20	0	79	5	29	80	0	9
06-00	5811	9	4982	532	26	34	21	0	80	5	30	82	0	10
00-00	5945	9	5091	539	26	35	26	0	83	5	31	90	0	10

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 01 Northbound

20 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	38	0	35	2	0	0	0	0	0	0	0	1	0	0
0100	18	0	16	0	0	0	0	0	1	0	1	0	0	0
0200	8	0	6	1	0	0	0	0	0	0	0	1	0	0
0300	13	1	8	1	0	0	0	0	0	0	1	2	0	0
0400	9	0	5	1	0	0	0	0	0	0	1	2	0	0
0500	39	0	28	4	1	0	2	0	2	0	0	2	0	0
0600	73	0	54	9	1	0	1	0	2	1	2	3	0	0
0700	249	1	206	24	3	4	2	0	5	0	1	2	0	1
0800	482	0	401	49	4	2	4	0	13	0	3	5	0	1
0900	455	0	388	44	3	2	0	0	8	1	3	5	0	1
1000	365	2	293	47	1	1	2	0	7	1	3	7	1	0
1100	412	0	343	38	1	3	3	0	6	1	6	9	0	2
1200	374	0	321	29	1	2	4	0	8	1	3	5	0	0
1300	359	0	300	29	0	8	3	0	9	0	4	6	0	0
1400	389	1	317	42	2	6	3	0	5	0	2	9	0	2
1500	503	1	437	45	5	3	1	1	1	1	1	7	0	0
1600	504	1	413	59	4	2	3	1	12	0	0	8	0	1
1700	619	0	561	46	3	1	0	0	2	0	1	4	0	1
1800	480	0	435	32	0	0	1	0	4	1	1	5	0	1
1900	316	0	287	23	2	0	0	0	1	0	0	3	0	0
2000	201	0	187	8	2	0	0	0	3	0	0	1	0	0
2100	139	0	135	2	0	0	0	0	2	0	0	0	0	0
2200	83	0	75	4	0	0	0	0	1	0	1	1	0	1
2300	63	0	56	4	0	0	0	0	1	0	1	1	0	0
07-19	5191	6	4415	484	27	34	26	2	80	6	28	72	1	10
06-22	5920	6	5078	526	32	34	27	2	88	7	30	79	1	10
06-00	6066	6	5209	534	32	34	27	2	90	7	32	81	1	11
00-00	6191	7	5307	543	33	34	29	2	93	7	35	89	1	11

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 01 Northbound

21 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	32	0	25	3	0	1	0	0	0	0	1	1	0	1
0100	20	0	18	0	0	0	0	0	0	0	0	2	0	0
0200	15	0	14	1	0	0	0	0	0	0	0	0	0	0
0300	9	0	4	1	0	0	0	0	0	0	1	0	0	1
0400	16	0	6	1	0	0	3	0	1	0	2	3	0	0
0500	28	0	19	3	0	0	2	0	2	0	0	2	0	0
0600	74	0	52	10	0	2	0	0	4	0	3	3	0	0
0700	239	0	189	27	3	2	1	0	9	1	0	6	0	1
0800	486	1	418	42	4	4	2	0	5	0	3	7	0	0
0900	439	0	369	37	2	5	5	0	7	1	3	9	0	1
1000	395	0	347	30	2	3	1	0	2	0	2	8	0	0
1100	403	1	331	48	2	3	0	0	7	0	3	6	0	2
1200	381	1	300	53	1	4	1	0	9	0	3	8	0	1
1300	406	0	344	37	1	4	2	0	5	0	2	10	0	1
1400	433	1	357	43	2	3	5	0	12	0	2	6	0	3
1500	524	1	447	47	1	3	5	0	8	1	2	7	0	2
1600	516	0	435	54	2	4	4	0	6	0	2	8	1	0
1700	676	0	606	52	5	1	1	0	6	0	1	1	1	2
1800	477	0	427	40	0	0	0	0	2	0	2	6	0	0
1900	353	0	326	23	1	0	0	0	0	0	0	3	0	0
2000	222	0	206	12	2	0	0	0	0	0	0	2	0	0
2100	164	0	155	7	0	1	0	0	0	0	0	1	0	0
2200	108	1	104	3	0	0	0	0	0	0	0	0	0	0
2300	72	0	63	8	0	0	0	0	0	0	0	1	0	0
07-19	5375	5	4570	510	25	35	27	0	78	3	25	82	2	13
06-22	6188	5	5309	562	28	38	27	0	82	3	28	91	2	13
06-00	6368	6	5476	573	28	38	27	0	82	3	28	92	2	13
00-00	6488	6	5562	582	28	39	32	0	87	3	32	100	2	15

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 01 Northbound

22 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	39	0	32	4	0	0	0	0	0	0	0	3	0	0
0100	21	0	16	3	0	0	0	0	0	0	0	2	0	0
0200	15	0	13	0	0	0	0	0	0	0	1	1	0	0
0300	11	0	10	0	0	0	0	0	0	0	0	1	0	0
0400	15	0	5	4	0	0	1	0	1	0	2	2	0	0
0500	33	0	20	4	0	1	4	0	1	0	1	1	0	1
0600	78	0	62	4	0	2	2	0	3	1	0	4	0	0
0700	246	1	199	31	3	2	0	0	4	0	3	3	0	0
0800	453	1	376	41	6	2	1	0	13	1	2	9	0	1
0900	486	0	423	41	1	4	1	0	7	1	1	7	0	0
1000	363	0	289	49	2	3	4	0	5	0	2	8	0	1
1100	423	0	350	44	3	5	1	0	10	0	2	6	0	2
1200	507	0	426	57	0	4	5	0	3	1	4	7	0	0
1300	497	0	423	49	2	4	2	0	8	1	2	6	0	0
1400	487	0	412	48	0	6	3	0	4	0	2	10	0	2
1500	553	1	487	50	0	3	1	0	7	0	1	2	0	1
1600	486	1	425	43	3	3	1	0	4	0	1	5	0	0
1700	599	0	536	44	2	1	3	0	7	1	2	2	0	1
1800	471	1	427	31	1	1	0	0	1	0	2	7	0	0
1900	378	0	351	24	1	0	0	0	1	0	0	1	0	0
2000	242	0	223	12	2	0	0	0	0	0	1	4	0	0
2100	128	0	118	7	1	0	0	1	0	0	0	1	0	0
2200	108	0	99	7	0	0	0	0	1	0	0	1	0	0
2300	79	1	67	9	0	0	0	0	1	0	0	1	0	0
07-19	5571	5	4773	528	23	38	22	0	73	5	24	72	0	8
06-22	6397	5	5527	575	27	40	24	1	77	6	25	82	0	8
06-00	6584	6	5693	591	27	40	24	1	79	6	25	84	0	8
00-00	6718	6	5789	606	27	41	29	1	81	6	29	94	0	9

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 01 Southbound

16 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	34	0	31	3	0	0	0	0	0	0	0	0	0	0
0100	13	0	12	1	0	0	0	0	0	0	0	0	0	0
0200	9	0	7	2	0	0	0	0	0	0	0	0	0	0
0300	18	0	16	1	0	0	0	0	0	0	0	1	0	0
0400	20	0	15	3	0	0	0	0	0	0	1	1	0	0
0500	63	0	44	9	2	1	0	0	2	0	2	3	0	0
0600	205	0	175	21	1	2	1	0	1	0	1	3	0	0
0700	387	0	329	43	2	5	0	0	3	0	2	3	0	0
0800	528	0	457	49	0	7	0	0	2	1	5	7	0	0
0900	387	0	323	38	2	5	1	0	7	0	3	6	0	2
1000	300	1	226	45	0	6	0	0	8	0	2	7	0	1
1100	322	0	248	40	2	10	0	0	8	1	2	9	0	0
1200	358	1	288	38	2	3	5	0	9	0	6	5	0	1
1300	400	0	345	29	2	4	2	0	6	0	3	9	0	0
1400	412	0	349	30	3	6	4	0	9	0	3	8	0	0
1500	414	0	351	42	2	4	1	0	5	0	6	5	0	0
1600	513	0	453	34	4	4	1	0	6	0	2	8	0	1
1700	450	0	405	29	0	2	1	0	4	0	2	5	0	2
1800	401	0	369	21	1	1	0	1	2	0	0	6	0	0
1900	252	0	235	12	0	0	1	0	1	0	2	1	0	0
2000	239	0	217	14	1	1	0	0	0	0	3	3	0	0
2100	191	1	179	8	0	0	0	0	0	0	2	1	0	0
2200	117	0	112	1	0	0	0	0	0	0	1	3	0	0
2300	76	0	70	5	0	1	0	0	0	0	0	0	0	0
07-19	4872	2	4143	438	20	55	21	1	69	2	36	78	0	7
06-22	5759	3	4949	493	22	58	23	1	71	2	44	86	0	7
06-00	5952	3	5131	499	22	59	23	1	71	2	45	89	0	7
00-00	6109	3	5256	518	24	60	23	1	73	2	48	94	0	7

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 01 Southbound

17 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	57	0	51	3	0	0	0	0	0	0	1	2	0	0
0100	63	0	54	6	1	1	0	0	0	0	0	1	0	0
0200	42	0	38	3	0	0	0	0	0	0	0	1	0	0
0300	31	0	27	3	0	0	0	0	1	0	0	0	0	0
0400	28	0	26	1	0	1	0	0	0	0	0	0	0	0
0500	32	0	25	4	0	0	0	0	0	0	0	2	0	1
0600	64	0	57	5	1	0	0	0	0	0	0	1	0	0
0700	94	0	72	15	1	0	1	0	1	0	1	2	0	1
0800	152	0	129	15	0	0	2	0	1	0	0	4	0	1
0900	183	0	155	18	0	4	2	0	2	0	0	2	0	0
1000	230	0	191	26	0	2	2	0	2	0	2	3	0	1
1100	321	0	277	36	2	2	2	0	1	0	0	1	0	0
1200	358	3	320	24	1	2	1	0	2	0	1	3	1	0
1300	379	1	344	28	0	2	0	0	0	0	1	2	0	1
1400	398	1	370	21	0	1	0	0	3	0	0	2	0	0
1500	443	1	413	26	0	3	1	0	0	0	1	0	0	0
1600	432	1	409	17	0	3	0	0	1	0	0	0	0	1
1700	405	0	381	19	0	0	1	0	3	0	0	1	0	0
1800	316	0	301	12	0	1	0	0	1	0	0	1	0	0
1900	218	0	204	13	0	0	0	0	0	0	0	1	0	0
2000	192	0	182	10	0	0	0	0	0	0	0	0	0	0
2100	113	0	104	8	0	1	0	0	0	0	0	0	0	0
2200	80	0	74	6	0	0	0	0	0	0	0	0	0	0
2300	60	0	54	5	0	0	1	0	0	0	0	0	0	0
07-19	3711	7	3362	257	4	18	13	0	17	0	6	21	1	5
06-22	4298	7	3909	293	5	19	13	0	17	0	6	23	1	5
06-00	4438	7	4037	304	5	19	14	0	17	0	6	23	1	5
00-00	4691	7	4258	324	6	21	14	0	18	0	7	29	1	6

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 01 Southbound

18 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	60	0	51	8	0	1	0	0	0	0	0	0	0	0
0100	63	0	59	3	0	0	0	0	0	0	0	1	0	0
0200	46	0	42	3	0	0	1	0	0	0	0	0	0	0
0300	48	0	46	0	0	1	0	0	0	0	0	1	0	0
0400	43	0	40	3	0	0	0	0	0	0	0	0	0	0
0500	19	0	16	3	0	0	0	0	0	0	0	0	0	0
0600	43	0	36	5	0	0	1	0	0	0	0	1	0	0
0700	33	0	29	4	0	0	0	0	0	0	0	0	0	0
0800	53	0	37	14	0	1	0	0	0	0	0	1	0	0
0900	63	0	55	6	0	1	0	0	0	0	0	1	0	0
1000	114	0	113	1	0	0	0	0	0	0	0	0	0	0
1100	206	0	196	8	1	0	0	0	0	0	0	1	0	0
1200	228	0	208	15	0	1	0	0	2	0	1	1	0	0
1300	293	0	275	13	0	1	1	0	3	0	0	0	0	0
1400	346	0	337	9	0	0	0	0	0	0	0	0	0	0
1500	337	0	324	9	1	0	0	0	2	0	0	1	0	0
1600	364	0	346	17	0	1	0	0	0	0	0	0	0	0
1700	366	0	355	9	0	0	0	0	1	0	1	0	0	0
1800	338	0	320	11	0	0	0	0	3	0	0	4	0	0
1900	215	0	207	8	0	0	0	0	0	0	0	0	0	0
2000	171	0	167	3	1	0	0	0	0	0	0	0	0	0
2100	122	0	117	3	0	0	0	0	0	0	0	2	0	0
2200	72	0	69	3	0	0	0	0	0	0	0	0	0	0
2300	48	0	44	1	0	0	0	0	0	0	0	3	0	0
07-19	2741	0	2595	116	2	5	1	0	11	0	2	9	0	0
06-22	3292	0	3122	135	3	5	2	0	11	0	2	12	0	0
06-00	3412	0	3235	139	3	5	2	0	11	0	2	15	0	0
00-00	3691	0	3489	159	3	7	3	0	11	0	2	17	0	0

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 01 Southbound

19 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	47	0	44	3	0	0	0	0	0	0	0	0	0	0
0100	20	0	18	1	0	0	0	0	0	0	0	1	0	0
0200	19	0	18	0	0	0	0	0	0	0	0	1	0	0
0300	38	0	34	3	0	0	0	0	0	0	0	1	0	0
0400	21	0	15	3	0	0	0	0	0	0	2	1	0	0
0500	66	0	51	8	0	0	0	0	1	0	0	5	0	1
0600	200	0	164	21	1	1	2	0	2	0	6	2	0	1
0700	451	1	400	36	4	2	0	0	1	1	1	5	0	0
0800	538	1	466	44	1	6	0	0	11	1	2	5	0	1
0900	386	0	321	43	2	5	0	0	8	0	2	5	0	0
1000	309	0	239	41	0	4	2	0	6	1	7	9	0	0
1100	319	0	258	38	2	3	1	0	7	1	4	4	0	1
1200	370	1	292	48	0	5	2	0	11	1	1	7	0	2
1300	377	0	317	36	3	1	3	0	7	1	5	4	0	0
1400	382	0	328	31	3	1	3	0	8	0	1	6	0	1
1500	408	0	356	30	0	3	3	0	3	0	2	9	0	1
1600	506	0	436	40	4	3	3	0	10	1	2	5	0	2
1700	482	1	433	32	3	1	1	0	3	1	1	3	0	3
1800	349	0	324	14	2	1	0	0	2	0	1	4	0	1
1900	249	0	226	18	0	0	0	0	0	0	1	2	0	2
2000	196	0	172	14	0	1	0	0	3	0	0	6	0	0
2100	136	0	122	7	1	0	1	0	0	0	1	4	0	0
2200	84	0	78	4	0	0	0	0	0	0	0	2	0	0
2300	52	0	51	0	0	0	0	0	0	0	0	1	0	0
07-19	4877	4	4170	433	24	36	18	0	77	8	29	66	0	12
06-22	5658	4	4854	493	26	38	21	0	82	8	37	80	0	15
06-00	5794	4	4983	497	26	38	21	0	82	8	37	83	0	15
00-00	6005	4	5163	515	26	38	21	0	83	8	39	92	0	16



ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 01 Southbound

20 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	36	0	32	1	1	0	0	0	1	0	1	0	0	0
0100	23	0	20	0	0	0	0	0	0	0	0	3	0	0
0200	9	0	8	0	0	0	0	0	0	0	0	1	0	0
0300	12	0	11	0	0	0	0	0	0	0	0	1	0	0
0400	26	0	17	5	0	0	0	0	0	0	2	2	0	0
0500	61	0	45	6	0	1	0	0	0	0	3	5	0	1
0600	215	1	185	20	1	2	0	0	0	0	1	4	0	1
0700	469	0	407	43	4	3	0	0	2	0	2	8	0	0
0800	540	0	473	44	0	4	4	0	6	0	1	8	0	0
0900	407	0	326	50	3	7	0	0	13	1	2	5	0	0
1000	340	1	270	38	1	2	4	1	6	1	6	8	0	2
1100	350	0	280	31	1	6	5	0	12	1	7	6	0	1
1200	360	3	298	34	0	0	5	0	8	1	4	6	0	1
1300	379	1	315	40	2	3	3	0	7	0	4	4	0	0
1400	384	1	320	33	4	4	0	1	9	1	5	3	0	3
1500	404	1	340	38	2	5	2	0	9	0	5	4	0	0
1600	472	1	395	50	3	5	4	0	5	0	2	6	0	1
1700	475	0	445	20	0	3	0	0	3	0	0	4	0	0
1800	372	0	339	20	1	2	1	0	0	0	3	6	0	0
1900	271	0	245	10	0	0	0	0	3	0	1	11	0	1
2000	215	0	199	11	0	1	0	0	0	0	1	3	0	0
2100	167	0	147	11	2	0	0	0	1	0	2	3	0	1
2200	127	0	121	1	0	0	0	0	0	0	1	4	0	0
2300	64	0	57	1	0	0	0	0	0	0	0	5	0	1
07-19	4952	8	4208	441	21	42	28	2	80	5	41	68	0	8
06-22	5820	9	4984	493	24	45	28	2	84	5	46	89	0	11
06-00	6011	9	5162	495	24	45	28	2	84	5	47	98	0	12
00-00	6178	9	5295	507	25	46	28	2	85	5	53	110	0	13

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 01 Southbound

21 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	38	0	34	1	0	1	0	1	0	0	0	1	0	0
0100	26	0	22	1	0	0	0	0	0	0	1	2	0	0
0200	14	0	11	1	0	0	0	0	0	0	1	1	0	0
0300	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0400	24	0	13	5	0	0	0	0	0	0	4	2	0	0
0500	56	0	42	6	0	0	0	0	0	0	3	5	0	0
0600	222	0	189	23	3	2	0	0	2	0	0	3	0	0
0700	454	1	389	47	4	2	1	0	1	0	4	5	0	0
0800	554	0	493	45	0	2	0	1	5	0	3	5	0	0
0900	405	0	333	44	5	3	2	0	7	1	2	7	0	1
1000	339	0	273	37	1	5	4	0	6	2	5	6	0	0
1100	358	0	297	38	1	3	4	1	5	2	3	4	0	0
1200	399	2	343	34	0	2	3	0	7	1	3	2	0	2
1300	407	0	346	37	0	1	2	0	6	0	4	11	0	0
1400	409	1	340	30	1	5	3	0	14	1	6	7	0	1
1500	416	0	356	38	3	4	1	0	7	1	2	5	0	0
1600	496	3	431	34	2	4	5	0	9	1	2	4	0	1
1700	509	2	462	31	0	2	1	0	4	0	3	4	0	0
1800	342	0	312	20	2	2	1	0	2	0	0	3	0	0
1900	303	0	284	13	0	0	0	0	1	0	0	5	0	0
2000	270	0	249	12	1	0	0	0	0	0	0	8	0	0
2100	200	0	187	13	0	0	0	0	0	0	0	0	0	0
2200	110	0	102	4	0	0	0	0	0	0	2	2	0	0
2300	79	1	71	4	0	0	0	0	0	0	2	1	0	0
07-19	5088	9	4375	435	19	34	27	2	73	9	37	63	0	5
06-22	6083	9	5284	496	23	36	27	2	76	9	37	79	0	5
06-00	6272	10	5457	504	23	36	27	2	76	9	41	82	0	5
00-00	6439	10	5587	519	23	37	27	3	76	9	50	93	0	5

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 01 Southbound

22 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	46	0	41	4	0	0	0	0	0	0	1	0	0	0
0100	27	0	25	2	0	0	0	0	0	0	0	0	0	0
0200	17	0	15	1	0	0	0	0	0	0	0	1	0	0
0300	18	0	16	0	0	0	0	0	0	0	1	1	0	0
0400	24	0	17	5	0	0	0	0	0	0	0	1	0	0
0500	53	0	42	6	0	0	0	1	2	0	0	2	0	0
0600	175	0	149	15	1	0	0	0	2	0	4	3	0	1
0700	377	0	329	33	4	1	0	0	4	0	0	4	0	2
0800	547	0	481	42	0	5	2	0	4	1	3	5	0	4
0900	427	1	342	52	1	7	0	0	9	1	5	6	0	3
1000	312	0	253	39	2	1	0	0	5	1	3	4	0	0
1100	415	2	334	48	0	8	0	0	8	1	3	6	0	3
1200	440	2	365	46	1	4	4	0	7	0	2	8	0	1
1300	394	1	325	40	2	5	2	0	11	1	4	3	0	0
1400	471	1	403	43	2	4	3	1	7	1	3	3	0	0
1500	436	2	380	37	1	2	4	1	2	2	2	3	0	2
1600	538	3	466	45	1	2	2	0	9	0	3	6	0	1
1700	477	1	439	27	2	1	1	0	2	0	2	2	0	0
1800	393	0	371	16	0	1	0	0	1	0	1	3	0	0
1900	283	0	266	9	0	1	0	0	2	0	1	4	0	0
2000	288	0	261	21	0	0	0	0	0	0	1	5	0	0
2100	226	0	215	10	0	0	0	0	0	0	1	0	0	0
2200	155	0	142	9	0	0	1	0	0	0	0	3	0	0
2300	98	0	91	5	0	0	0	0	0	0	1	1	0	0
07-19	5227	13	4488	468	16	39	24	2	69	8	31	53	0	16
06-22	6199	13	5379	523	17	40	24	2	73	8	38	65	0	17
06-00	6452	13	5612	537	17	40	25	2	73	8	39	69	0	17
00-00	6637	13	5768	555	17	40	25	3	76	8	41	74	0	17

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 02 Northbound

16 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	16	0	15	1	0	0	0	0	0	0	0	0	0	0
0100	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0200	8	0	6	0	0	1	0	0	0	0	0	1	0	0
0300	11	0	7	3	0	0	0	0	0	0	0	0	0	0
0400	13	0	11	2	0	0	0	0	0	0	0	0	0	0
0500	36	0	22	6	1	0	1	0	4	0	0	2	0	0
0600	78	0	65	10	1	0	1	0	0	0	0	1	0	0
0700	211	0	169	27	4	7	1	0	3	0	0	0	0	0
0800	374	1	326	34	2	6	1	0	0	0	0	4	0	0
0900	352	1	309	35	0	3	0	0	1	1	0	2	0	0
1000	272	0	227	28	1	1	3	0	6	0	3	3	0	0
1100	305	1	257	33	1	1	1	0	6	0	1	4	0	0
1200	271	0	240	23	1	2	0	0	2	0	0	3	0	0
1300	275	0	243	24	0	2	2	0	2	0	1	1	0	0
1400	290	0	244	27	0	5	5	0	5	0	2	2	0	0
1500	389	0	341	32	0	5	3	0	2	0	1	4	0	1
1600	329	0	298	24	0	4	0	0	1	0	2	0	0	0
1700	317	0	288	23	2	1	0	0	3	0	0	0	0	0
1800	241	0	222	16	0	0	2	0	0	1	0	0	0	0
1900	221	0	206	12	1	0	1	0	1	0	0	0	0	0
2000	167	0	162	4	0	0	0	0	1	0	0	0	0	0
2100	107	0	99	8	0	0	0	0	0	0	0	0	0	0
2200	71	0	63	4	2	0	0	0	1	0	0	1	0	0
2300	45	0	41	4	0	0	0	0	0	0	0	0	0	0
07-19	3626	3	3164	326	11	37	18	0	31	2	10	23	0	1
06-22	4199	3	3696	360	13	37	20	0	33	2	10	24	0	1
06-00	4315	3	3800	368	15	37	20	0	34	2	10	25	0	1
00-00	4409	3	3870	381	16	38	21	0	39	2	10	28	0	1

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 02 Northbound

17 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	42	0	39	3	0	0	0	0	0	0	0	0	0	0
0100	26	0	23	3	0	0	0	0	0	0	0	0	0	0
0200	27	0	24	2	1	0	0	0	0	0	0	0	0	0
0300	17	0	16	1	0	0	0	0	0	0	0	0	0	0
0400	15	0	14	1	0	0	0	0	0	0	0	0	0	0
0500	23	0	22	1	0	0	0	0	0	0	0	0	0	0
0600	36	0	31	5	0	0	0	0	0	0	0	0	0	0
0700	61	0	52	8	0	1	0	0	0	0	0	0	0	0
0800	125	0	109	13	1	0	1	0	1	0	0	0	0	0
0900	206	0	188	16	0	1	0	0	1	0	0	0	0	0
1000	252	0	226	24	1	0	0	0	0	0	1	0	0	0
1100	345	2	316	20	2	0	1	0	0	0	1	2	1	0
1200	374	0	342	24	1	1	1	0	3	0	1	1	0	0
1300	328	0	297	26	0	0	2	0	2	0	0	0	0	1
1400	289	0	270	19	0	0	0	0	0	0	0	0	0	0
1500	308	0	298	9	0	1	0	0	0	0	0	0	0	0
1600	271	0	248	19	1	0	1	0	1	0	0	0	0	1
1700	219	0	209	9	0	0	0	0	1	0	0	0	0	0
1800	225	0	212	10	0	1	1	0	0	0	0	1	0	0
1900	184	0	174	8	1	0	0	0	1	0	0	0	0	0
2000	150	0	146	4	0	0	0	0	0	0	0	0	0	0
2100	96	0	90	5	0	1	0	0	0	0	0	0	0	0
2200	52	0	50	2	0	0	0	0	0	0	0	0	0	0
2300	44	0	40	3	0	0	0	0	0	0	0	1	0	0
07-19	3003	2	2767	197	6	5	7	0	9	0	3	4	1	2
06-22	3469	2	3208	219	7	6	7	0	10	0	3	4	1	2
06-00	3565	2	3298	224	7	6	7	0	10	0	3	5	1	2
00-00	3715	2	3436	235	8	6	7	0	10	0	3	5	1	2

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 02 Northbound

18 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	30	0	27	3	0	0	0	0	0	0	0	0	0	0
0100	35	0	31	4	0	0	0	0	0	0	0	0	0	0
0200	26	0	22	3	0	0	0	0	1	0	0	0	0	0
0300	34	0	29	5	0	0	0	0	0	0	0	0	0	0
0400	28	0	27	1	0	0	0	0	0	0	0	0	0	0
0500	17	0	14	3	0	0	0	0	0	0	0	0	0	0
0600	29	0	28	1	0	0	0	0	0	0	0	0	0	0
0700	29	0	26	3	0	0	0	0	0	0	0	0	0	0
0800	33	0	32	1	0	0	0	0	0	0	0	0	0	0
0900	83	0	79	4	0	0	0	0	0	0	0	0	0	0
1000	160	0	147	10	1	0	1	0	0	0	0	1	0	0
1100	221	0	216	5	0	0	0	0	0	0	0	0	0	0
1200	281	0	271	9	0	0	1	0	0	0	0	0	0	0
1300	286	1	276	7	0	0	1	0	0	0	0	0	1	0
1400	287	0	279	7	1	0	0	0	0	0	0	0	0	0
1500	261	0	250	11	0	0	0	0	0	0	0	0	0	0
1600	257	0	248	8	0	0	1	0	0	0	0	0	0	0
1700	182	0	173	8	0	0	0	0	1	0	0	0	0	0
1800	164	0	162	1	1	0	0	0	0	0	0	0	0	0
1900	152	0	148	3	0	0	1	0	0	0	0	0	0	0
2000	147	0	141	6	0	0	0	0	0	0	0	0	0	0
2100	85	0	82	2	1	0	0	0	0	0	0	0	0	0
2200	46	0	45	1	0	0	0	0	0	0	0	0	0	0
2300	29	0	29	0	0	0	0	0	0	0	0	0	0	0
07-19	2244	1	2159	74	3	0	4	0	1	0	0	1	1	0
06-22	2657	1	2558	86	4	0	5	0	1	0	0	1	1	0
06-00	2732	1	2632	87	4	0	5	0	1	0	0	1	1	0
00-00	2902	1	2782	106	4	0	5	0	2	0	0	1	1	0

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 02 Northbound

19 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	27	0	26	1	0	0	0	0	0	0	0	0	0	0
0100	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0200	13	0	12	1	0	0	0	0	0	0	0	0	0	0
0300	14	0	14	0	0	0	0	0	0	0	0	0	0	0
0400	17	0	13	3	0	0	0	0	0	0	0	1	0	0
0500	33	0	25	5	0	0	0	0	2	0	0	1	0	0
0600	76	0	65	5	0	1	1	0	2	0	1	1	0	0
0700	209	0	174	22	2	3	3	0	4	0	1	0	0	0
0800	387	1	349	25	0	2	3	0	4	0	1	2	0	0
0900	330	1	273	41	0	1	1	0	6	1	3	3	0	0
1000	285	0	237	33	1	2	1	0	2	0	1	8	0	0
1100	294	0	248	33	0	0	1	0	7	1	1	3	0	0
1200	284	1	248	25	1	0	1	0	4	0	1	3	0	0
1300	259	0	219	26	0	3	1	0	6	0	0	2	0	2
1400	288	1	247	26	1	0	1	0	4	0	1	2	0	0
1500	342	0	300	25	1	2	2	0	7	1	2	2	0	0
1600	256	0	232	19	0	0	0	0	2	0	1	2	0	0
1700	249	0	229	16	0	0	2	0	1	0	0	1	0	0
1800	243	1	217	17	0	0	4	0	1	0	0	3	0	0
1900	192	0	176	11	2	0	0	0	0	0	0	3	0	0
2000	129	0	121	6	1	0	1	0	0	0	0	0	0	0
2100	69	0	64	3	0	0	0	0	0	0	0	2	0	0
2200	52	0	46	4	0	1	1	0	0	0	0	0	0	0
2300	36	0	35	1	0	0	0	0	0	0	0	0	0	0
07-19	3426	5	2973	308	6	18	20	0	48	3	12	31	0	2
06-22	3892	5	3399	333	9	19	22	0	50	3	13	37	0	2
06-00	3980	5	3480	338	9	20	23	0	50	3	13	37	0	2
00-00	4093	5	3578	349	9	20	23	0	52	3	13	39	0	2

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 02 Northbound

20 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	31	0	30	1	0	0	0	0	0	0	0	0	0	0
0100	9	0	8	0	0	0	0	0	1	0	0	0	0	0
0200	4	0	3	0	0	1	0	0	0	0	0	0	0	0
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0500	31	0	21	6	0	0	3	0	1	0	0	0	0	0
0600	73	0	61	7	0	0	3	0	1	0	0	1	0	0
0700	238	0	197	21	3	5	4	0	4	0	0	3	0	1
0800	355	0	301	40	1	3	3	0	3	0	1	2	0	1
0900	371	1	328	27	1	0	3	0	4	1	2	4	0	0
1000	309	0	256	35	1	2	2	0	6	1	1	4	0	1
1100	307	1	264	26	0	2	5	0	4	0	1	4	0	0
1200	285	0	250	24	1	2	0	0	1	1	3	3	0	0
1300	276	0	241	18	0	4	3	0	4	1	1	2	0	2
1400	306	0	264	27	2	3	4	0	2	1	2	1	0	0
1500	343	0	299	28	1	3	3	0	5	0	1	3	0	0
1600	266	0	230	27	0	1	1	0	3	0	0	4	0	0
1700	262	0	236	25	0	0	1	0	0	0	0	0	0	0
1800	225	0	215	8	0	0	1	0	0	0	0	1	0	0
1900	196	0	186	6	1	0	0	0	2	0	0	1	0	0
2000	176	0	165	5	1	0	3	0	1	0	1	0	0	0
2100	95	0	89	4	0	0	0	0	1	0	0	1	0	0
2200	75	0	70	2	1	0	0	0	0	0	0	2	0	0
2300	35	0	33	2	0	0	0	0	0	0	0	0	0	0
07-19	3543	2	3081	306	10	25	30	0	36	5	12	31	0	5
06-22	4083	2	3582	328	12	25	36	0	41	5	13	34	0	5
06-00	4193	2	3685	332	13	25	36	0	41	5	13	36	0	5
00-00	4279	2	3757	340	13	26	39	0	43	5	13	36	0	5



ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 02 Northbound

21 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	23	0	23	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0200	9	0	7	1	1	0	0	0	0	0	0	0	0	0
0300	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0400	6	0	3	1	0	0	1	0	0	0	0	1	0	0
0500	27	0	20	3	0	0	2	0	2	0	0	0	0	0
0600	71	0	57	9	0	2	0	0	2	0	0	1	0	0
0700	234	0	190	31	2	4	2	0	2	0	0	3	0	0
0800	358	1	316	31	1	3	2	0	1	0	1	2	0	0
0900	342	0	298	32	1	3	0	0	4	0	3	1	0	0
1000	331	0	293	25	2	2	1	0	3	0	0	3	0	2
1100	305	1	273	21	0	1	1	0	2	0	1	5	0	0
1200	298	1	254	32	1	0	4	0	3	0	0	3	0	0
1300	264	0	233	17	0	1	2	0	5	0	3	3	0	0
1400	328	0	279	32	2	2	4	0	4	0	1	2	0	2
1500	335	1	298	26	1	3	0	0	3	1	1	1	0	0
1600	290	0	262	15	2	1	3	0	1	0	2	4	0	0
1700	270	1	244	23	2	0	0	0	0	0	0	0	0	0
1800	264	0	247	14	0	0	0	0	0	0	2	1	0	0
1900	209	0	194	13	1	0	0	0	1	0	0	0	0	0
2000	157	0	142	11	1	0	2	0	0	0	0	1	0	0
2100	128	0	121	7	0	0	0	0	0	0	0	0	0	0
2200	77	1	69	5	1	0	1	0	0	0	0	0	0	0
2300	48	0	41	6	0	0	1	0	0	0	0	0	0	0
07-19	3619	5	3187	299	14	20	19	0	28	1	14	28	0	4
06-22	4184	5	3701	339	16	22	21	0	31	1	14	30	0	4
06-00	4309	6	3811	350	17	22	23	0	31	1	14	30	0	4
00-00	4386	6	3874	357	18	22	26	0	33	1	14	31	0	4

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 02 Northbound

22 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	21	0	19	1	0	0	0	0	0	0	0	1	0	0
0100	8	0	6	1	0	0	1	0	0	0	0	0	0	0
0200	11	0	10	1	0	0	0	0	0	0	0	0	0	0
0300	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0400	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0500	27	0	20	3	0	0	2	0	2	0	0	0	0	0
0600	71	0	61	5	1	2	0	1	1	0	0	0	0	0
0700	240	1	197	32	0	3	2	0	3	0	1	1	0	0
0800	363	1	309	32	4	3	3	0	8	0	1	1	0	1
0900	366	0	332	25	0	4	0	0	2	1	0	2	0	0
1000	286	0	253	22	1	2	1	0	2	0	1	3	0	1
1100	329	3	277	38	1	2	1	0	5	0	0	2	0	0
1200	388	0	334	39	2	2	2	0	3	1	2	2	0	1
1300	352	0	306	32	0	3	4	0	4	0	3	0	0	0
1400	338	1	286	38	2	0	1	0	3	1	2	3	0	0
1500	318	1	279	28	0	0	3	0	4	1	0	2	0	0
1600	256	0	226	25	1	2	0	0	1	0	0	1	0	0
1700	272	0	252	15	0	0	0	0	2	0	1	2	0	0
1800	291	0	268	21	0	0	0	0	0	0	0	2	0	0
1900	284	0	269	13	1	0	0	0	0	0	0	1	0	0
2000	161	0	156	2	2	0	0	0	0	0	0	1	0	0
2100	86	0	80	5	1	0	0	0	0	0	0	0	0	0
2200	83	1	75	7	0	0	0	0	0	0	0	0	0	0
2300	40	0	32	5	0	0	1	0	1	0	0	1	0	0
07-19	3799	7	3319	347	11	22	17	0	37	4	11	21	0	3
06-22	4401	7	3885	372	16	24	17	1	38	4	11	23	0	3
06-00	4524	8	3992	384	16	24	18	1	39	4	11	24	0	3
00-00	4603	8	4057	392	16	24	21	1	41	4	11	25	0	3

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 02 Southbound

16 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	22	0	19	2	0	1	0	0	0	0	0	0	0	0
0100	18	0	15	3	0	0	0	0	0	0	0	0	0	0
0200	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0300	15	0	14	1	0	0	0	0	0	0	0	0	0	0
0400	12	0	8	3	0	0	0	0	0	0	0	1	0	0
0500	18	0	12	3	0	0	0	0	2	0	1	0	0	0
0600	59	0	43	12	0	1	1	0	1	0	0	1	0	0
0700	100	2	76	18	1	1	0	0	2	0	0	0	0	0
0800	182	0	155	22	1	2	2	0	0	0	0	0	0	0
0900	288	0	241	35	1	4	1	0	4	0	0	2	0	0
1000	197	0	161	24	0	1	1	0	8	1	0	1	0	0
1100	260	1	218	27	4	0	0	0	8	1	1	0	0	0
1200	266	1	234	18	2	0	4	0	4	0	0	2	0	1
1300	340	0	303	29	0	1	0	0	4	0	2	1	0	0
1400	316	0	269	28	2	3	2	1	5	0	1	4	0	1
1500	368	0	314	30	2	5	2	0	10	0	4	2	0	0
1600	448	3	381	37	2	0	5	0	8	0	1	6	0	0
1700	403	0	357	36	0	0	1	0	3	1	2	3	0	0
1800	355	0	325	25	1	1	1	0	0	0	0	2	0	0
1900	237	0	223	13	0	0	0	0	1	0	0	0	0	0
2000	207	0	191	14	0	1	0	0	0	0	1	0	0	0
2100	173	0	167	6	0	0	0	0	0	0	0	0	0	0
2200	100	0	96	3	0	0	1	0	0	0	0	0	0	0
2300	60	0	55	5	0	0	0	0	0	0	0	0	0	0
07-19	3523	7	3034	329	16	22	19	1	56	3	11	23	0	2
06-22	4199	7	3658	374	16	24	20	1	58	3	12	24	0	2
06-00	4359	7	3809	382	16	24	21	1	58	3	12	24	0	2
00-00	4452	7	3885	394	16	25	21	1	60	3	13	25	0	2

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 02 Southbound

17 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	52	0	50	2	0	0	0	0	0	0	0	0	0	0
0100	42	0	34	6	1	1	0	0	0	0	0	0	0	0
0200	38	0	38	0	0	0	0	0	0	0	0	0	0	0
0300	20	0	17	3	0	0	0	0	0	0	0	0	0	0
0400	16	0	14	1	1	0	0	0	0	0	0	0	0	0
0500	17	0	16	1	0	0	0	0	0	0	0	0	0	0
0600	27	0	24	2	1	0	0	0	0	0	0	0	0	0
0700	49	0	44	4	1	0	0	0	0	0	0	0	0	0
0800	87	0	67	16	0	1	1	0	1	0	1	0	0	0
0900	127	0	106	15	1	1	2	0	2	0	0	0	0	0
1000	182	0	159	19	0	0	1	0	0	0	1	2	0	0
1100	266	1	229	28	2	0	0	0	2	0	1	1	0	0
1200	298	2	271	18	1	0	5	0	1	0	0	0	0	0
1300	333	2	300	27	1	1	1	0	0	0	0	1	0	0
1400	308	1	284	19	0	1	0	0	1	0	1	1	0	0
1500	351	2	327	18	1	0	0	0	0	0	1	1	0	0
1600	345	0	327	16	1	1	0	0	0	0	0	0	0	0
1700	333	0	309	22	0	1	0	0	1	0	0	0	0	0
1800	284	0	265	15	0	2	0	0	1	0	0	1	0	0
1900	215	0	193	20	0	0	0	0	1	0	0	1	0	0
2000	159	0	152	7	0	0	0	0	0	0	0	0	0	0
2100	109	0	102	7	0	0	0	0	0	0	0	0	0	0
2200	82	0	78	4	0	0	0	0	0	0	0	0	0	0
2300	57	0	54	3	0	0	0	0	0	0	0	0	0	0
07-19	2963	8	2688	217	8	9	12	0	9	0	5	7	0	0
06-22	3473	8	3159	253	9	9	12	0	10	0	5	8	0	0
06-00	3612	8	3291	260	9	9	12	0	10	0	5	8	0	0
00-00	3797	8	3460	273	11	10	12	0	10	0	5	8	0	0

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 02 Southbound

18 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	50	0	46	4	0	0	0	0	0	0	0	0	0	0
0100	47	0	44	3	0	0	0	0	0	0	0	0	0	0
0200	32	0	28	3	0	0	1	0	0	0	0	0	0	0
0300	39	0	38	1	0	0	0	0	0	0	0	0	0	0
0400	35	0	32	3	0	0	0	0	0	0	0	0	0	0
0500	15	0	14	1	0	0	0	0	0	0	0	0	0	0
0600	18	0	16	2	0	0	0	0	0	0	0	0	0	0
0700	23	0	19	4	0	0	0	0	0	0	0	0	0	0
0800	30	0	28	1	1	0	0	0	0	0	0	0	0	0
0900	41	0	40	1	0	0	0	0	0	0	0	0	0	0
1000	104	0	100	4	0	0	0	0	0	0	0	0	0	0
1100	162	0	153	8	1	0	0	0	0	0	0	0	0	0
1200	207	1	195	10	0	1	0	0	0	0	0	0	0	0
1300	250	0	234	14	0	1	0	1	0	0	0	0	0	0
1400	256	0	247	8	0	0	0	0	1	0	0	0	0	0
1500	263	0	252	6	1	0	0	0	4	0	0	0	0	0
1600	268	0	259	9	0	0	0	0	0	0	0	0	0	0
1700	292	0	282	10	0	0	0	0	0	0	0	0	0	0
1800	265	0	252	10	0	0	1	0	2	0	0	0	0	0
1900	199	0	192	6	0	1	0	0	0	0	0	0	0	0
2000	156	0	150	5	1	0	0	0	0	0	0	0	0	0
2100	102	0	99	2	0	0	0	0	1	0	0	0	0	0
2200	68	0	65	3	0	0	0	0	0	0	0	0	0	0
2300	44	0	43	1	0	0	0	0	0	0	0	0	0	0
07-19	2161	1	2061	85	3	2	1	1	7	0	0	0	0	0
06-22	2636	1	2518	100	4	3	1	1	8	0	0	0	0	0
06-00	2748	1	2626	104	4	3	1	1	8	0	0	0	0	0
00-00	2966	1	2828	119	4	3	2	1	8	0	0	0	0	0

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 02 Southbound

19 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	35	0	35	0	0	0	0	0	0	0	0	0	0	0
0100	22	0	19	3	0	0	0	0	0	0	0	0	0	0
0200	13	0	13	0	0	0	0	0	0	0	0	0	0	0
0300	18	0	16	2	0	0	0	0	0	0	0	0	0	0
0400	11	0	9	1	0	0	0	0	0	0	1	0	0	0
0500	20	0	16	3	0	0	0	0	0	0	0	1	0	0
0600	50	0	37	11	1	0	1	0	0	0	0	0	0	0
0700	103	0	90	7	2	0	1	0	1	0	1	1	0	0
0800	189	2	154	19	1	2	0	0	7	0	1	3	0	0
0900	258	1	211	28	1	5	0	0	6	1	0	4	0	1
1000	203	0	166	29	0	0	2	0	4	0	0	1	0	1
1100	238	0	202	27	2	0	0	0	3	1	2	1	0	0
1200	275	0	229	31	0	0	1	0	9	1	3	1	0	0
1300	302	1	253	29	2	0	4	1	7	1	1	3	0	0
1400	297	1	258	23	1	1	4	0	6	1	0	2	0	0
1500	324	0	280	29	0	4	5	0	3	1	0	5	0	0
1600	417	1	352	41	3	4	5	0	9	1	1	0	0	0
1700	376	0	329	38	1	0	1	0	3	0	0	3	0	1
1800	332	0	307	19	1	0	0	0	2	0	1	1	0	1
1900	232	0	213	16	0	0	1	0	1	0	0	1	0	0
2000	180	0	166	10	0	0	0	0	2	0	0	2	0	0
2100	135	0	123	11	0	0	1	0	0	0	0	0	0	0
2200	76	0	72	4	0	0	0	0	0	0	0	0	0	0
2300	56	0	53	2	0	1	0	0	0	0	0	0	0	0
07-19	3314	6	2831	320	14	13	23	1	60	7	10	25	0	4
06-22	3911	6	3370	368	15	13	26	1	63	7	10	28	0	4
06-00	4043	6	3495	374	15	14	26	1	63	7	10	28	0	4
00-00	4162	6	3603	383	15	14	26	1	63	7	11	29	0	4

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 02 Southbound

20 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	30	0	26	2	1	0	0	0	1	0	0	0	0	0
0100	14	0	14	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0400	11	0	8	0	0	0	1	0	0	0	0	2	0	0
0500	12	0	9	1	1	0	0	0	0	0	1	0	0	0
0600	50	1	33	11	1	1	0	0	0	0	1	1	0	1
0700	113	0	93	13	1	1	0	1	1	0	0	1	0	2
0800	197	0	165	24	1	0	2	0	4	0	0	1	0	0
0900	290	0	246	30	2	5	0	0	5	1	1	0	0	0
1000	243	0	202	27	0	0	2	0	6	1	1	3	0	0
1100	264	2	217	28	1	2	0	0	6	1	3	2	0	0
1200	278	0	243	24	0	0	2	0	3	1	2	2	0	1
1300	320	1	279	26	1	2	3	1	6	0	0	1	0	0
1400	322	3	268	36	3	3	0	0	3	3	2	1	0	0
1500	331	0	282	30	0	8	4	0	7	1	2	2	0	0
1600	387	0	321	41	4	0	2	0	5	1	2	3	0	0
1700	402	0	355	37	0	0	2	0	3	0	1	4	0	0
1800	357	0	331	19	0	0	1	0	2	0	2	2	0	0
1900	237	1	216	14	0	0	0	0	1	0	0	3	0	2
2000	193	0	183	9	0	0	0	0	0	0	0	1	0	0
2100	131	0	124	5	1	0	0	0	1	0	0	0	0	0
2200	109	0	107	2	0	0	0	0	0	0	0	0	0	0
2300	56	0	53	2	0	0	0	0	0	0	0	1	0	0
07-19	3504	6	3002	335	13	24	21	2	51	9	16	22	0	3
06-22	4115	8	3558	374	15	25	21	2	53	9	17	27	0	6
06-00	4280	8	3718	378	15	25	21	2	53	9	17	28	0	6
00-00	4358	8	3786	381	17	25	22	2	54	9	18	30	0	6

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 02 Southbound

21 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	25	0	24	1	0	0	0	0	0	0	0	0	0	0
0100	13	0	13	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	10	2	0	0	0	0	0	0	0	0	0	0
0300	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0400	7	0	4	2	0	0	0	0	0	0	0	1	0	0
0500	14	0	12	2	0	0	0	0	0	0	0	0	0	0
0600	42	0	35	5	2	0	0	0	0	0	0	0	0	0
0700	114	0	96	14	1	0	1	0	1	0	0	1	0	0
0800	204	0	175	20	1	3	0	0	4	0	0	1	0	0
0900	284	0	235	32	1	6	2	0	4	1	1	1	0	1
1000	214	2	176	24	0	2	2	0	2	0	1	3	0	1
1100	276	1	231	30	3	1	2	1	1	1	0	3	0	1
1200	285	2	255	21	0	0	2	0	2	1	0	2	0	0
1300	324	0	282	30	1	1	3	0	4	0	1	2	0	0
1400	309	1	261	28	3	3	0	0	9	1	1	1	0	1
1500	339	0	293	30	1	4	3	0	5	2	1	1	0	0
1600	392	0	333	38	4	4	4	1	4	1	2	1	0	0
1700	429	0	374	41	1	0	4	1	5	0	2	1	0	0
1800	311	0	279	27	0	0	0	0	4	0	0	1	0	0
1900	264	0	252	10	0	0	0	0	1	0	0	1	0	0
2000	220	0	199	19	1	0	0	0	0	0	0	1	0	0
2100	189	0	172	14	0	1	1	0	1	0	0	0	0	0
2200	92	0	86	6	0	0	0	0	0	0	0	0	0	0
2300	62	1	57	4	0	0	0	0	0	0	0	0	0	0
07-19	3481	6	2990	335	16	23	25	3	45	7	9	18	0	4
06-22	4196	6	3648	383	19	24	26	3	47	7	9	20	0	4
06-00	4350	7	3791	393	19	24	26	3	47	7	9	20	0	4
00-00	4424	7	3855	402	19	24	26	3	47	7	9	21	0	4



ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 02 Southbound

22 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	45	0	41	4	0	0	0	0	0	0	0	0	0	0
0100	19	0	17	2	0	0	0	0	0	0	0	0	0	0
0200	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0300	11	0	9	2	0	0	0	0	0	0	0	0	0	0
0400	12	0	9	1	0	0	1	0	0	0	0	1	0	0
0500	15	0	10	3	0	0	0	0	2	0	0	0	0	0
0600	45	0	39	4	1	0	0	0	0	0	1	0	0	0
0700	109	0	90	13	2	0	0	0	2	0	0	2	0	0
0800	215	1	179	24	2	1	1	1	4	1	0	1	0	0
0900	301	1	255	31	1	5	0	0	5	2	1	0	0	0
1000	226	0	194	20	2	0	2	0	5	1	0	1	0	0
1100	330	0	274	41	1	2	0	0	7	1	0	3	0	0
1200	334	2	280	40	0	3	0	0	5	1	1	2	0	0
1300	348	0	290	43	4	3	2	0	2	2	1	1	0	0
1400	356	3	301	39	2	1	1	1	7	0	1	0	0	0
1500	358	3	307	36	1	0	2	0	3	1	2	2	0	0
1600	434	0	373	44	1	0	3	0	9	0	1	3	0	0
1700	407	3	370	30	0	0	0	1	1	0	0	1	0	1
1800	310	0	289	16	1	0	2	0	0	0	0	2	0	0
1900	254	0	236	15	0	0	0	0	1	0	0	2	0	0
2000	247	0	225	21	1	0	0	0	0	0	0	0	0	0
2100	191	0	182	8	0	0	0	0	0	0	0	1	0	0
2200	127	0	118	8	0	0	0	0	1	0	0	0	0	0
2300	77	0	71	5	0	0	0	0	0	0	1	0	0	0
07-19	3728	13	3202	377	17	16	15	3	50	9	7	18	0	1
06-22	4465	13	3884	425	19	16	15	3	51	9	8	21	0	1
06-00	4669	13	4073	438	19	16	15	3	52	9	9	21	0	1
00-00	4781	13	4168	451	19	16	16	3	54	9	9	22	0	1

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 03 Northbound

16 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	28	0	23	3	0	0	0	0	0	0	1	1	0	0
0100	22	0	19	1	1	0	0	0	0	0	0	1	0	0
0200	14	0	12	0	0	0	0	0	0	0	0	2	0	0
0300	11	0	7	2	0	0	0	0	1	0	0	1	0	0
0400	11	0	7	1	0	0	1	0	0	0	0	1	0	0
0500	23	0	13	3	1	1	1	0	2	0	0	2	0	0
0600	67	0	53	8	1	0	1	0	3	0	0	1	0	0
0700	189	1	151	20	3	5	0	0	5	0	2	2	0	0
0800	296	1	255	25	0	3	1	0	4	0	1	6	0	0
0900	205	0	174	20	1	1	1	0	4	0	1	3	0	0
1000	166	0	131	19	1	4	0	0	6	0	1	4	0	0
1100	169	0	142	15	1	2	0	0	4	0	1	2	0	0
1200	186	0	151	20	1	1	1	0	5	0	1	5	0	1
1300	187	0	164	15	0	1	1	0	2	0	1	3	0	0
1400	218	0	182	21	3	2	2	0	3	0	1	4	0	0
1500	283	0	239	30	1	3	1	0	4	0	2	4	0	1
1600	321	1	274	31	0	3	1	0	4	0	2	4	0	1
1700	323	0	279	31	2	2	3	0	2	1	1	2	0	0
1800	227	0	199	20	1	1	1	1	1	0	1	1	0	1
1900	192	1	173	13	1	0	1	0	1	0	1	1	0	0
2000	124	0	116	6	1	0	0	0	0	0	0	1	0	0
2100	82	0	74	6	0	0	0	0	1	0	0	1	0	0
2200	41	0	37	1	1	0	0	0	1	0	0	1	0	0
2300	37	0	30	4	0	1	0	0	0	0	1	0	0	1
07-19	2770	3	2341	267	14	26	14	1	44	1	15	40	0	4
06-22	3235	4	2757	300	17	26	16	1	49	1	16	44	0	4
06-00	3313	4	2824	305	18	27	16	1	50	1	17	45	0	5
00-00	3422	4	2905	315	20	28	18	1	54	1	18	53	0	5

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 03 Northbound

17 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	30	0	27	2	0	0	0	0	0	0	1	0	0	0
0100	23	0	20	2	0	0	0	0	0	0	0	1	0	0
0200	27	0	22	2	0	0	0	0	0	0	1	2	0	0
0300	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0400	14	0	10	1	0	0	1	0	0	0	1	1	0	0
0500	19	0	15	2	0	0	0	1	1	0	0	0	0	0
0600	37	0	31	5	0	0	0	0	0	0	0	1	0	0
0700	72	0	57	11	1	2	1	0	0	0	0	0	0	0
0800	81	0	67	10	1	1	0	0	1	0	0	1	0	0
0900	136	0	116	14	1	1	1	0	1	0	0	2	0	0
1000	148	0	126	18	0	1	0	0	0	0	1	2	0	0
1100	184	0	169	12	0	0	0	0	2	0	1	0	0	0
1200	205	0	187	15	0	1	1	0	1	0	0	0	0	0
1300	188	0	172	14	0	1	0	0	0	0	0	1	0	0
1400	214	1	197	13	1	0	1	0	0	0	0	1	0	0
1500	198	0	185	10	0	1	1	0	0	0	0	2	0	0
1600	190	0	172	13	1	1	1	0	1	0	0	1	0	0
1700	137	0	128	8	0	0	0	0	0	0	0	1	0	0
1800	132	0	121	10	0	0	0	0	0	0	0	1	0	0
1900	127	0	119	5	1	1	0	0	0	0	1	0	0	0
2000	70	0	66	3	0	1	0	0	0	0	0	0	0	0
2100	55	0	49	4	0	1	0	0	0	0	0	1	0	0
2200	36	0	34	2	0	0	0	0	0	0	0	0	0	0
2300	30	0	28	2	0	0	0	0	0	0	0	0	0	0
07-19	1885	1	1697	148	5	8	6	0	6	0	2	12	0	0
06-22	2174	1	1962	165	6	11	6	0	6	0	3	14	0	0
06-00	2240	1	2024	169	6	11	6	0	6	0	3	14	0	0
00-00	2362	1	2126	179	6	11	7	1	7	0	6	18	0	0

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 03 Northbound

18 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	30	0	26	3	1	0	0	0	0	0	0	0	0	0
0100	16	0	15	1	0	0	0	0	0	0	0	0	0	0
0200	18	0	17	1	0	0	0	0	0	0	0	0	0	0
0300	15	0	13	2	0	0	0	0	0	0	0	0	0	0
0400	9	0	9	0	0	0	0	0	0	0	0	0	0	0
0500	19	0	16	3	0	0	0	0	0	0	0	0	0	0
0600	16	0	14	1	0	0	0	0	0	0	0	1	0	0
0700	34	0	34	0	0	0	0	0	0	0	0	0	0	0
0800	39	0	35	3	0	0	0	0	0	0	0	1	0	0
0900	48	0	45	1	1	0	0	0	0	0	0	1	0	0
1000	96	0	87	7	1	0	0	0	0	0	0	1	0	0
1100	153	0	142	8	0	0	0	0	1	0	0	1	0	0
1200	188	0	178	7	1	0	0	0	1	0	0	1	0	0
1300	205	0	195	6	0	0	1	0	2	0	0	1	0	0
1400	198	0	190	8	0	0	0	0	0	0	0	0	0	0
1500	213	0	202	8	0	0	0	0	1	0	0	1	0	0
1600	157	0	150	7	0	0	0	0	0	0	0	0	0	0
1700	123	0	114	8	0	0	0	0	0	0	0	1	0	0
1800	118	0	110	5	0	0	1	0	1	0	0	1	0	0
1900	102	0	94	6	0	0	1	0	1	0	0	0	0	0
2000	75	0	73	2	0	0	0	0	0	0	0	0	0	0
2100	54	0	52	2	0	0	0	0	0	0	0	0	0	0
2200	33	0	31	1	0	1	0	0	0	0	0	0	0	0
2300	19	0	17	1	0	0	0	0	0	0	0	1	0	0
07-19	1572	0	1482	68	3	1	3	0	6	0	0	9	0	0
06-22	1819	0	1715	79	3	1	4	0	7	0	0	10	0	0
06-00	1871	0	1763	81	3	2	4	0	7	0	0	11	0	0
00-00	1978	0	1859	91	4	2	4	0	7	0	0	11	0	0

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 03 Northbound

19 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	11	0	11	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	4	0	0	0	0	0	0	0	0	1	0	0
0400	16	0	12	1	0	0	1	0	0	0	0	1	0	0
0500	25	0	17	1	0	1	3	0	1	0	0	2	0	0
0600	78	0	58	7	0	0	1	0	5	1	1	4	0	1
0700	202	1	168	18	2	5	1	0	4	0	0	3	0	0
0800	306	1	270	20	2	1	1	0	6	1	1	2	0	1
0900	204	1	167	24	0	3	0	0	3	0	2	3	0	1
1000	159	0	131	17	1	2	1	0	3	0	1	3	0	0
1100	172	0	137	22	1	1	1	0	3	0	2	4	0	1
1200	161	0	137	15	2	0	0	0	3	0	2	2	0	0
1300	151	0	125	17	0	0	2	0	4	0	0	3	0	0
1400	210	1	177	19	2	3	0	0	2	0	2	4	0	0
1500	232	0	197	21	1	2	2	0	5	1	1	3	0	0
1600	272	1	235	24	1	2	1	0	3	0	1	3	0	1
1700	360	0	315	34	1	2	1	0	2	0	1	4	0	0
1800	282	1	249	23	0	0	1	0	2	0	1	4	0	1
1900	176	0	158	14	1	0	0	0	1	0	1	1	0	0
2000	87	0	79	4	1	0	0	0	0	0	1	2	0	0
2100	51	0	47	2	0	0	1	0	0	0	0	1	0	0
2200	50	0	42	4	0	0	1	0	1	0	0	1	0	1
2300	41	0	39	1	0	0	0	0	0	0	1	0	0	0
07-19	2711	6	2308	254	13	20	11	0	40	2	14	38	0	5
06-22	3103	6	2650	281	15	20	13	0	46	3	17	46	0	6
06-00	3194	6	2731	286	15	20	14	0	47	3	18	47	0	7
00-00	3261	6	2785	288	15	21	18	0	49	3	18	51	0	7

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 03 Northbound

20 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	20	0	18	1	0	0	0	0	0	0	0	1	0	0
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	3	1	0	0	0	0	0	0	0	1	0	0
0300	5	0	4	0	0	0	0	0	0	0	0	1	0	0
0400	8	0	4	1	0	0	0	0	0	0	1	2	0	0
0500	34	0	24	3	1	0	2	0	2	0	0	2	0	0
0600	68	0	50	8	1	0	1	0	2	1	2	3	0	0
0700	198	1	163	19	2	3	2	0	4	0	1	2	0	1
0800	295	0	246	30	2	1	2	0	8	0	2	3	0	1
0900	233	0	197	22	2	1	0	0	4	1	2	3	0	1
1000	161	1	131	21	0	0	1	0	3	0	1	3	0	0
1100	185	0	155	17	0	1	0	0	3	0	3	4	0	1
1200	168	0	145	13	0	1	2	0	4	0	1	2	0	0
1300	178	0	150	14	0	4	1	0	4	0	2	3	0	0
1400	205	1	166	22	1	3	2	0	3	0	1	5	0	1
1500	227	0	200	21	2	1	0	0	0	0	0	3	0	0
1600	260	1	212	30	2	1	2	1	6	0	0	4	0	1
1700	367	0	332	27	2	1	0	0	1	0	1	2	0	1
1800	290	0	262	19	0	0	1	0	2	1	1	3	0	1
1900	180	0	163	13	1	0	0	0	1	0	0	2	0	0
2000	103	0	95	4	1	0	0	0	2	0	0	1	0	0
2100	74	0	72	1	0	0	0	0	1	0	0	0	0	0
2200	48	0	42	2	0	0	0	0	1	0	1	1	0	1
2300	43	0	37	3	0	0	0	0	1	0	1	1	0	0
07-19	2767	4	2359	255	13	17	14	1	42	2	15	37	0	8
06-22	3192	4	2739	281	16	17	15	1	48	3	17	43	0	8
06-00	3283	4	2818	286	16	17	15	1	50	3	19	45	0	9
00-00	3361	4	2877	292	17	17	17	1	52	3	20	52	0	9

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 03 Northbound

21 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	12	0	11	1	0	0	0	0	0	0	0	0	0	0
0100	9	0	8	0	0	0	0	0	0	0	0	1	0	0
0200	15	0	14	1	0	0	0	0	0	0	0	0	0	0
0300	8	0	3	1	0	0	0	0	0	0	1	0	0	1
0400	11	0	4	1	0	0	2	0	0	0	1	2	0	0
0500	28	0	19	3	0	0	2	0	2	0	0	2	0	0
0600	67	0	46	9	0	2	0	0	4	0	3	3	0	0
0700	216	0	171	24	3	2	1	0	8	1	0	5	0	1
0800	301	1	260	26	2	2	1	0	3	0	2	4	0	0
0900	228	0	189	19	1	3	3	0	4	1	2	5	0	1
1000	188	0	166	14	1	1	0	0	1	0	1	4	0	0
1100	183	0	151	22	1	1	0	0	3	0	1	3	0	1
1200	176	0	140	25	0	2	0	0	4	0	1	4	0	0
1300	200	0	171	18	0	2	1	0	2	0	1	5	0	0
1400	205	0	170	20	1	1	2	0	6	0	1	3	0	1
1500	249	0	214	23	0	2	2	0	4	0	1	3	0	1
1600	245	0	206	26	1	2	2	0	3	0	1	4	0	0
1700	397	0	354	30	3	1	1	0	4	0	1	1	1	1
1800	274	0	246	23	0	0	0	0	1	0	1	3	0	0
1900	182	0	167	12	1	0	0	0	0	0	0	2	0	0
2000	112	0	104	6	1	0	0	0	0	0	0	1	0	0
2100	72	0	69	3	0	0	0	0	0	0	0	0	0	0
2200	57	1	54	2	0	0	0	0	0	0	0	0	0	0
2300	40	0	35	4	0	0	0	0	0	0	0	1	0	0
07-19	2862	1	2438	270	13	18	13	0	43	2	13	44	1	6
06-22	3295	1	2824	300	15	20	13	0	47	2	16	50	1	6
06-00	3392	2	2913	306	15	20	13	0	47	2	16	51	1	6
00-00	3475	2	2972	313	15	20	17	0	52	2	18	56	1	7

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 03 Northbound

22 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	20	0	16	2	0	0	0	0	0	0	0	2	0	0
0100	9	0	7	1	0	0	0	0	0	0	0	1	0	0
0200	9	0	7	0	0	0	0	0	0	0	1	1	0	0
0300	6	0	5	0	0	0	0	0	0	0	0	1	0	0
0400	11	0	4	3	0	0	1	0	0	0	1	1	0	0
0500	32	0	19	4	0	1	4	0	1	0	1	1	0	1
0600	76	0	60	4	0	2	2	0	3	1	0	4	0	0
0700	199	1	162	25	2	2	0	0	3	0	2	2	0	0
0800	277	1	229	25	4	1	1	0	8	1	1	5	0	1
0900	238	0	210	20	0	2	0	0	3	0	0	3	0	0
1000	179	0	144	24	1	1	2	0	2	0	1	4	0	0
1100	181	0	150	19	1	2	0	0	4	0	1	3	0	1
1200	234	0	198	26	0	2	2	0	1	0	2	3	0	0
1300	247	0	211	24	1	2	1	0	4	0	1	3	0	0
1400	236	0	200	23	0	3	1	0	2	0	1	5	0	1
1500	256	0	228	23	0	2	0	0	3	0	0	1	0	0
1600	248	1	214	22	2	2	1	0	2	0	1	3	0	0
1700	344	0	307	25	1	1	2	0	4	1	1	1	0	1
1800	248	1	223	16	1	1	0	0	1	0	1	4	0	0
1900	186	0	174	12	0	0	0	0	0	0	0	0	0	0
2000	98	0	90	5	1	0	0	0	0	0	0	2	0	0
2100	69	0	62	4	1	0	0	1	0	0	0	1	0	0
2200	59	0	53	4	0	0	0	0	1	0	0	1	0	0
2300	52	1	43	6	0	0	0	0	1	0	0	1	0	0
07-19	2887	4	2476	272	13	20	10	0	37	2	12	37	0	4
06-22	3316	4	2862	297	15	22	12	1	40	3	12	44	0	4
06-00	3427	5	2958	307	15	22	12	1	42	3	12	46	0	4
00-00	3514	5	3016	317	15	23	17	1	44	3	15	53	0	5



ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 03 Southbound

16 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	29	0	26	3	0	0	0	0	0	0	0	0	0	0
0100	12	0	11	1	0	0	0	0	0	0	0	0	0	0
0200	11	0	9	2	0	0	0	0	0	0	0	0	0	0
0300	12	0	10	1	0	0	0	0	0	0	0	1	0	0
0400	13	0	9	2	0	0	0	0	0	0	1	1	0	0
0500	37	0	26	5	1	1	0	0	1	0	1	2	0	0
0600	186	0	158	19	1	2	1	0	1	0	1	3	0	0
0700	342	0	290	38	2	4	0	0	3	0	2	3	0	0
0800	332	0	288	31	0	4	0	0	1	1	3	4	0	0
0900	183	0	154	18	1	2	0	0	3	0	1	3	0	1
1000	133	0	100	20	0	3	2	0	4	0	1	3	0	0
1100	150	0	115	19	1	5	1	0	4	0	1	4	0	0
1200	166	0	135	18	1	1	2	0	4	0	3	2	0	0
1300	213	0	184	15	1	2	1	0	3	0	2	5	0	0
1400	202	0	172	15	1	3	2	0	4	0	1	4	0	0
1500	197	0	168	20	1	2	0	0	2	0	3	2	0	0
1600	283	0	250	19	2	2	1	0	3	0	1	4	0	1
1700	244	0	219	16	0	1	1	0	2	0	1	3	0	1
1800	218	0	200	11	1	1	0	1	1	0	0	3	0	0
1900	150	0	139	7	0	0	1	0	1	0	1	1	0	0
2000	129	0	116	7	1	1	0	0	0	0	2	2	0	0
2100	112	1	104	5	0	0	0	0	0	0	1	1	0	0
2200	53	0	52	0	0	0	0	0	0	0	0	1	0	0
2300	45	0	41	3	0	1	0	0	0	0	0	0	0	0
07-19	2663	0	2275	240	11	29	10	1	34	1	19	40	0	3
06-22	3240	1	2792	278	13	32	12	1	36	1	24	47	0	3
06-00	3338	1	2885	281	13	33	12	1	36	1	24	48	0	3
00-00	3452	1	2976	295	14	34	12	1	37	1	26	52	0	3

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 03 Southbound

17 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	33	0	29	2	0	0	0	0	0	0	1	1	0	0
0100	35	0	29	3	1	1	0	0	0	0	0	1	0	0
0200	26	0	23	2	0	0	0	0	0	0	0	1	0	0
0300	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0400	16	0	14	1	0	1	0	0	0	0	0	0	0	0
0500	22	0	17	3	0	0	0	0	0	0	0	1	0	1
0600	60	0	53	5	1	0	0	0	0	0	0	1	0	0
0700	66	0	50	10	1	0	1	0	1	0	1	1	0	1
0800	83	0	70	8	0	0	1	0	1	0	0	2	0	1
0900	94	0	80	9	0	2	1	0	1	0	0	1	0	0
1000	113	0	95	13	0	1	1	0	1	0	1	1	0	0
1100	141	0	122	16	1	1	1	0	0	0	0	0	0	0
1200	150	1	136	10	0	1	0	0	1	0	0	1	0	0
1300	163	0	149	12	0	1	0	0	0	0	0	1	0	0
1400	191	0	179	10	0	0	0	0	1	0	0	1	0	0
1500	213	0	200	13	0	0	0	0	0	0	0	0	0	0
1600	227	1	213	9	0	2	0	0	1	0	0	0	0	1
1700	192	0	182	9	0	0	0	0	1	0	0	0	0	0
1800	155	0	149	6	0	0	0	0	0	0	0	0	0	0
1900	132	0	123	8	0	0	0	0	0	0	0	1	0	0
2000	84	0	80	4	0	0	0	0	0	0	0	0	0	0
2100	63	0	58	4	0	1	0	0	0	0	0	0	0	0
2200	35	0	32	3	0	0	0	0	0	0	0	0	0	0
2300	28	0	26	2	0	0	0	0	0	0	0	0	0	0
07-19	1788	2	1625	125	2	8	5	0	8	0	2	8	0	3
06-22	2127	2	1939	146	3	9	5	0	8	0	2	10	0	3
06-00	2190	2	1997	151	3	9	5	0	8	0	2	10	0	3
00-00	2331	2	2117	163	4	11	5	0	8	0	3	14	0	4

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 03 Southbound

18 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	36	0	30	5	0	1	0	0	0	0	0	0	0	0
0100	25	0	24	1	0	0	0	0	0	0	0	0	0	0
0200	19	0	18	1	0	0	0	0	0	0	0	0	0	0
0300	16	0	16	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	12	1	0	0	0	0	0	0	0	0	0	0
0500	20	0	17	3	0	0	0	0	0	0	0	0	0	0
0600	31	0	25	4	0	0	1	0	0	0	0	1	0	0
0700	23	0	20	3	0	0	0	0	0	0	0	0	0	0
0800	54	0	38	14	0	1	0	0	0	0	0	1	0	0
0900	46	0	40	4	0	1	0	0	0	0	0	1	0	0
1000	66	0	65	1	0	0	0	0	0	0	0	0	0	0
1100	123	0	116	5	1	0	0	0	0	0	0	1	0	0
1200	127	0	115	8	0	1	0	0	1	0	1	1	0	0
1300	149	0	138	7	0	1	1	0	2	0	0	0	0	0
1400	171	0	167	4	0	0	0	0	0	0	0	0	0	0
1500	182	0	174	5	1	0	0	0	1	0	0	1	0	0
1600	171	0	163	8	0	0	0	0	0	0	0	0	0	0
1700	174	0	170	4	0	0	0	0	0	0	0	0	0	0
1800	172	0	162	6	0	0	0	0	2	0	0	2	0	0
1900	116	0	112	4	0	0	0	0	0	0	0	0	0	0
2000	84	0	83	1	0	0	0	0	0	0	0	0	0	0
2100	60	0	58	1	0	0	0	0	0	0	0	1	0	0
2200	38	0	36	2	0	0	0	0	0	0	0	0	0	0
2300	23	0	22	0	0	0	0	0	0	0	0	1	0	0
07-19	1458	0	1368	69	2	4	1	0	6	0	1	7	0	0
06-22	1749	0	1646	79	2	4	2	0	6	0	1	9	0	0
06-00	1810	0	1704	81	2	4	2	0	6	0	1	10	0	0
00-00	1939	0	1821	92	2	5	2	0	6	0	1	10	0	0

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 03 Southbound

19 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	20	0	19	1	0	0	0	0	0	0	0	0	0	0
0100	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0300	11	0	10	1	0	0	0	0	0	0	0	0	0	0
0400	14	0	10	2	0	0	0	0	0	0	1	1	0	0
0500	46	0	35	6	0	0	0	0	1	0	0	3	0	1
0600	197	0	161	21	1	1	2	0	2	0	6	2	0	1
0700	414	1	366	33	4	2	0	0	1	1	1	5	0	0
0800	333	1	287	27	1	4	0	0	7	1	1	3	0	1
0900	201	0	167	22	1	3	0	0	4	0	1	3	0	0
1000	135	0	104	18	0	2	1	0	3	0	3	4	0	0
1100	149	0	122	18	1	1	0	0	3	0	2	2	0	0
1200	150	0	119	20	0	2	1	0	4	0	0	3	0	1
1300	167	0	142	16	1	0	1	0	3	0	2	2	0	0
1400	195	0	165	16	2	1	2	0	4	0	1	3	0	1
1500	189	0	166	14	0	1	1	0	1	0	1	4	0	0
1600	281	0	241	22	2	2	2	0	6	1	1	3	0	1
1700	297	1	264	20	2	1	1	0	2	1	1	2	0	2
1800	196	0	181	8	1	1	0	0	1	0	1	2	0	1
1900	152	0	138	11	0	0	0	0	0	0	1	1	0	1
2000	102	0	89	7	0	1	0	0	2	0	0	3	0	0
2100	77	0	68	4	1	0	1	0	0	0	1	2	0	0
2200	58	0	54	3	0	0	0	0	0	0	0	1	0	0
2300	34	0	33	0	0	0	0	0	0	0	0	1	0	0
07-19	2707	3	2324	234	15	21	9	0	39	4	15	36	0	7
06-22	3235	3	2780	277	17	23	12	0	43	4	23	44	0	9
06-00	3327	3	2867	280	17	23	12	0	43	4	23	46	0	9
00-00	3432	3	2955	290	17	23	12	0	44	4	24	50	0	10

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 03 Southbound

20 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	21	0	17	1	1	0	0	0	1	0	1	0	0	0
0100	9	0	8	0	0	0	0	0	0	0	0	1	0	0
0200	6	0	5	0	0	0	0	0	0	0	0	1	0	0
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0400	22	0	14	4	0	0	0	0	0	0	2	2	0	0
0500	53	0	39	5	0	1	0	0	0	0	3	4	0	1
0600	200	1	171	19	1	2	0	0	0	0	1	4	0	1
0700	370	0	321	34	3	2	0	0	2	0	2	6	0	0
0800	331	0	290	27	0	2	2	0	4	0	1	5	0	0
0900	209	0	166	25	2	4	0	0	7	1	1	3	0	0
1000	151	0	120	17	0	1	2	0	3	0	3	4	0	1
1100	156	0	126	14	0	3	0	0	5	0	3	3	0	0
1200	162	1	135	15	0	0	2	0	4	0	2	3	0	0
1300	187	0	157	20	1	1	1	0	3	0	2	2	0	0
1400	204	1	168	17	2	2	0	1	5	1	3	2	0	2
1500	183	0	155	17	1	3	1	0	4	0	2	2	0	0
1600	245	1	203	26	2	3	2	0	3	0	1	3	0	1
1700	281	0	263	12	0	2	0	0	2	0	0	2	0	0
1800	225	0	204	12	1	1	1	0	0	0	2	4	0	0
1900	155	0	139	6	0	0	0	0	2	0	1	6	0	1
2000	111	0	101	6	0	1	0	0	0	0	1	2	0	0
2100	90	0	78	6	1	0	0	0	1	0	1	2	0	1
2200	72	0	68	1	0	0	0	0	0	0	1	2	0	0
2300	42	0	37	1	0	0	0	0	0	0	0	3	0	1
07-19	2704	3	2308	236	12	22	13	1	42	2	22	39	0	4
06-22	3260	4	2797	273	14	25	13	1	45	2	26	53	0	7
06-00	3374	4	2902	275	14	25	13	1	45	2	27	58	0	8
00-00	3490	4	2990	285	15	26	13	1	46	2	33	66	0	9

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 03 Southbound

21 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	15	0	15	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	10	0	0	0	0	0	0	0	0	1	0	0
0200	14	0	11	1	0	0	0	0	0	0	1	1	0	0
0300	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0400	15	0	8	3	0	0	0	0	0	0	3	1	0	0
0500	55	0	41	6	0	0	0	0	0	0	3	5	0	0
0600	198	0	168	20	3	2	0	0	2	0	0	3	0	0
0700	411	1	353	43	1	2	1	0	1	0	4	5	0	0
0800	345	0	307	28	0	1	0	1	3	0	2	3	0	0
0900	211	0	171	23	3	2	1	0	4	1	1	4	0	1
1000	161	0	130	18	0	2	2	0	3	1	2	3	0	0
1100	162	0	136	17	0	1	2	0	2	1	1	2	0	0
1200	185	1	160	16	0	1	1	0	3	0	1	1	0	1
1300	201	0	172	18	0	0	1	0	3	0	2	5	0	0
1400	192	0	162	14	0	2	1	0	7	0	3	3	0	0
1500	197	0	171	18	1	0	0	0	3	0	1	2	0	0
1600	233	1	204	16	1	2	2	0	4	0	1	2	0	0
1700	297	1	270	18	0	1	1	0	2	0	2	2	0	0
1800	198	0	180	12	1	1	1	0	1	0	0	2	0	0
1900	157	0	146	7	0	0	0	0	1	0	0	3	0	0
2000	136	0	125	6	1	0	0	0	0	0	0	4	0	0
2100	89	0	83	6	0	0	0	0	0	0	0	0	0	0
2200	57	0	53	2	0	0	0	0	0	0	1	1	0	0
2300	44	1	39	2	0	0	0	0	0	0	1	1	0	0
07-19	2793	4	2416	241	7	16	13	1	36	3	20	34	0	2
06-22	3373	4	2938	280	11	18	13	1	39	3	20	44	0	2
06-00	3474	5	3030	284	11	18	13	1	39	3	22	46	0	2
00-00	3591	5	3121	295	11	18	13	1	39	3	29	54	0	2

ABACUS TRANSPORTATION SURVEYS

Indaver Traffic Counts  
Automatic Traffic Counts

Site 03 Southbound

22 December 2011  
Ath/11/071

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
0000	24	0	21	2	0	0	0	0	0	0	1	0	0	0
0100	13	0	12	1	0	0	0	0	0	0	0	0	0	0
0200	10	0	8	1	0	0	0	0	0	0	0	1	0	0
0300	10	0	8	0	0	0	0	0	0	0	1	1	0	0
0400	18	0	12	4	0	0	0	0	0	0	0	1	0	0
0500	51	0	40	6	0	0	0	1	2	0	0	2	0	0
0600	171	0	145	15	1	0	0	0	2	0	4	3	0	1
0700	306	0	267	27	3	1	0	0	3	0	0	3	0	2
0800	333	0	293	26	0	3	1	0	2	1	2	3	0	2
0900	209	0	170	26	0	3	0	0	4	0	2	3	0	1
1000	153	0	126	19	1	0	2	0	2	0	1	2	0	0
1100	177	1	143	21	0	3	1	0	3	0	1	3	0	1
1200	204	1	170	21	0	2	2	0	3	0	1	4	0	0
1300	194	0	162	20	1	2	1	0	5	0	2	1	0	0
1400	226	0	196	21	1	2	1	0	3	0	1	1	0	0
1500	203	1	178	17	0	1	2	0	1	1	1	1	0	1
1600	274	2	235	23	1	1	1	0	5	0	2	3	0	1
1700	274	1	252	15	1	1	1	0	1	0	1	1	0	0
1800	207	0	194	8	0	1	0	0	1	0	1	2	0	0
1900	139	0	132	4	0	0	0	0	1	0	0	2	0	0
2000	115	0	105	8	0	0	0	0	0	0	0	2	0	0
2100	119	0	113	5	0	0	0	0	0	0	1	0	0	0
2200	84	0	76	5	0	0	1	0	0	0	0	2	0	0
2300	64	0	59	3	0	0	0	0	0	0	1	1	0	0
07-19	2760	6	2386	244	8	19	12	0	33	2	15	27	0	8
06-22	3304	6	2881	276	9	19	12	0	36	2	20	34	0	9
06-00	3452	6	3016	284	9	19	13	0	36	2	21	37	0	9
00-00	3578	6	3117	298	9	19	13	1	39	2	23	42	0	9

Pl.GI date	Waste Origin	Qty (stockpg unit)	BUn	Time Arriva	Time Depart	Ref. Doc.
19/12/2011	Dublin	20,420	KG	08:00:40	08:17:47	20022297
19/12/2011	Cavan	21,420	KG	08:02:55	08:25:35	20021673
19/12/2011	Dublin	19,940	KG	08:13:11	08:38:45	20022297
19/12/2011	Dublin	23,860	KG	08:36:24	08:58:44	20021683
19/12/2011	Dublin	23,760	KG	08:54:24	09:13:42	20021683
19/12/2011	Dundalk	8,060	KG	08:56:03	09:10:33	20021667
19/12/2011	Navan	23,040	KG	09:22:45	09:35:32	20022295
19/12/2011	Dublin	20,880	KG	09:51:25	10:09:56	20022297
19/12/2011	Limerick	19,960	KG	09:55:48	10:21:44	20021634
19/12/2011	Dublin	21,000	KG	10:12:55	10:47:03	20022297
19/12/2011	Limerick	19,140	KG	10:25:26	11:10:03	20021634
19/12/2011	Navan	21,580	KG	10:29:32	11:20:13	20022294
19/12/2011	Dundalk	9,400	KG	11:13:13	11:26:14	20021667
19/12/2011	Monaghan	20,840	KG	11:19:34	12:07:18	20021621
19/12/2011	Meath	12,020	KG	11:53:46	12:06:35	20022424
19/12/2011	Dublin	22,360	KG	11:55:11	12:28:34	20022409
19/12/2011	Drogheda	8,320	KG	12:08:26	12:33:35	20022292
19/12/2011	Navan	25,200	KG	12:26:19	12:42:53	20022295
19/12/2011	Dublin	26,360	KG	12:34:08	13:07:11	20021683
19/12/2011	Cavan	18,540	KG	12:52:17	13:15:24	20021673
19/12/2011	Drogheda	12,180	KG	13:02:56	13:21:55	20022292
19/12/2011	Dublin	24,340	KG	13:11:49	13:38:23	20021683
19/12/2011	Carlow	21,200	KG	13:16:01	13:59:27	20021678
19/12/2011	Dublin	16,900	KG	13:35:34	14:09:23	20021636
19/12/2011	Meath	8,860	KG	13:48:17	14:14:20	20022424
19/12/2011	Meath	12,200	KG	13:56:40	14:20:22	20022424
19/12/2011	Dundalk	19,760	KG	14:36:06	14:52:41	20021674
19/12/2011	Duleek	7,060	KG	14:44:04	14:59:31	20021841
19/12/2011	Navan	24,180	KG	14:47:47	15:30:19	20022294
19/12/2011	Dublin	20,100	KG	15:07:47	15:43:17	20021636
19/12/2011	Dundalk	21,760	KG	15:11:53	15:54:05	20021674
19/12/2011	Drogheda	4,340	KG	15:16:16	16:00:07	20022292
19/12/2011	Dublin	18,360	KG	15:23:28	16:19:50	20021636
19/12/2011	Drogheda	13,040	KG	15:39:43	16:26:39	20022292
19/12/2011	Navan	11,920	KG	15:41:08	16:33:47	20022295
19/12/2011	Clonmel	20,040	KG	15:43:49	16:53:48	20021879
19/12/2011	Navan	11,780	KG	15:49:39	16:49:56	20022295
19/12/2011	Navan	16,240	KG	16:04:14	16:59:01	20022295
19/12/2011	Dublin	20,600	KG	16:20:25	17:10:55	20021636
19/12/2011	Galway	22,800	KG	16:29:12	17:23:05	20021677
19/12/2011	Dublin	26,440	KG	17:26:56	17:50:45	20021683
19/12/2011	Dundalk	19,920	KG	18:08:41	18:20:35	20021674
19/12/2011	Dundalk	18,600	KG	18:11:16	18:27:19	20021674
19/12/2011	Limerick	24,960	KG	18:20:46	19:03:58	20021634
20/12/2011	Dublin	25,020	KG	08:13:46	08:49:28	20021636
20/12/2011	Dundalk	7,720	KG	08:44:18	08:56:10	20021667
20/12/2011	Donegal	25,180	KG	09:04:18	09:45:40	20021672
20/12/2011	Dublin	18,500	KG	09:22:39	10:01:37	20021940
20/12/2011	Navan	6,760	KG	09:33:32	10:00:42	20021843
20/12/2011	Limerick	19,920	KG	09:47:17	10:11:59	20021634
20/12/2011	Navan	20,980	KG	10:27:03	10:39:25	20022294
20/12/2011	Newtowncunningham	22,260	KG	10:28:47	10:50:46	20021671
20/12/2011	Drogheda	11,400	KG	10:29:45	11:00:00	20022292
20/12/2011	Drogheda	13,500	KG	10:37:17	11:34:30	20022292
20/12/2011	Limerick	19,300	KG	11:11:37	12:03:26	20021634

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20/12/2011	Dundalk	9,380	KG	11:31:03	12:12:15	20021667
20/12/2011	Drogheda	12,420	KG	12:14:25	12:22:31	20022292
20/12/2011	Dublin	19,960	KG	12:20:32	12:41:27	20021940
20/12/2011	Drogheda	3,300	KG	12:37:29	12:47:17	20022292
20/12/2011	Westport	3,980	KG	12:45:57	12:58:02	20022737
20/12/2011	Clonmel	20,040	KG	12:58:39	13:33:55	20021879
20/12/2011	Monaghan	20,920	KG	13:01:16	14:03:54	20021621
20/12/2011	Meath	18,740	KG	13:16:18	13:48:06	20022424
20/12/2011	Meath	14,880	KG	15:18:23	15:29:45	20022424
20/12/2011	Drogheda	11,840	KG	15:36:57	15:46:04	20022292
20/12/2011	Navan	14,000	KG	15:41:50	15:52:16	20022295
20/12/2011	Navan	12,920	KG	15:48:33	15:59:32	20022295
20/12/2011	Drogheda	2,200	KG	16:04:23	16:13:06	20022292
20/12/2011	Duleek	12,440	KG	17:21:01	17:32:44	20021841
21/12/2011	Meath	16,400	KG	08:00:24	08:25:56	20022424
21/12/2011	Navan	27,260	KG	09:44:00	10:13:09	20022294
21/12/2011	Dundalk	14,760	KG	10:22:48	10:34:29	20021667
21/12/2011	Dundalk	19,240	KG	13:18:32	13:45:40	20021674
21/12/2011	Dundalk	19,000	KG	13:22:39	13:34:58	20021674
21/12/2011	Duleek	7,300	KG	13:52:05	14:02:27	20021841
21/12/2011	Navan	16,780	KG	14:09:25	14:18:20	20022295
21/12/2011	Dundalk	12,640	KG	14:56:56	15:07:55	20021667
21/12/2011	Dublin	21,560	KG	15:31:15	16:05:16	20021636
21/12/2011	Drogheda	12,940	KG	15:52:35	16:09:28	20022292
21/12/2011	Limerick	26,560	KG	16:00:41	16:44:43	20021634
21/12/2011	Drogheda	11,980	KG	16:19:35	16:54:16	20022292
21/12/2011	Navan	9,020	KG	16:29:02	17:06:55	20022295
21/12/2011	Drogheda	4,420	KG	16:31:37	17:11:48	20022292
21/12/2011	Navan	18,680	KG	16:34:56	17:19:24	20022295
21/12/2011	Drogheda	9,540	KG	16:43:08	17:22:46	20022292
21/12/2011	Monaghan	22,980	KG	16:51:23	18:00:05	20021621
21/12/2011	Navan	3,380	KG	16:58:14	17:54:35	20021843
22/12/2011	Navan	10,220	KG	09:07:00	09:18:56	20021843
22/12/2011	Donegal	26,280	KG	09:39:31	10:10:31	20021672
22/12/2011	Navan	21,640	KG	10:39:00	10:52:15	20022294
22/12/2011	Drogheda	13,300	KG	11:29:40	11:43:30	20022292
22/12/2011	Drogheda	13,120	KG	12:07:21	12:17:13	20022292
22/12/2011	Dundalk	17,320	KG	12:18:19	12:34:01	20021674
22/12/2011	Dundalk	18,580	KG	12:47:39	13:17:44	20021674
22/12/2011	Drogheda	13,400	KG	12:51:35	13:27:47	20022292
22/12/2011	Monaghan	4,460	KG	13:32:38	14:15:29	20021621
22/12/2011	Dundalk	12,080	KG	13:41:41	14:21:49	20021667
22/12/2011	Cavan	20,340	KG	13:51:53	14:36:43	20021673
22/12/2011	Drogheda	2,160	KG	14:18:07	14:46:40	20022292
22/12/2011	Dundalk	12,660	KG	14:21:44	14:53:25	20021667
22/12/2011	Dublin	20,920	KG	15:07:00	15:39:13	20021636
22/12/2011	Drogheda	2,480	KG	15:31:24	15:43:57	20022292
22/12/2011	Clonmel	20,960	KG	15:56:14	16:13:17	20021879
22/12/2011	Monaghan	21,060	KG	16:16:21	17:04:26	20021621
22/12/2011	Duleek	2,100	KG	16:18:04	16:30:18	20021841
22/12/2011	Navan	15,580	KG	17:05:41	17:15:27	20022295
22/12/2011	Duleek	11,480	KG	17:13:43	17:21:25	20021841
23/12/2011	Navan	22,300	KG	08:00:51	08:21:48	20022294
23/12/2011	Cavan	20,700	KG	08:02:03	08:41:04	20021673
23/12/2011	Dundalk	17,500	KG	09:06:29	09:20:33	20021674
23/12/2011	Meath	13,700	KG	09:12:00	09:28:13	20022424

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23/12/2011	Limerick	19,180	KG	09:30:53	10:06:55	20021634
23/12/2011	Dundalk	14,840	KG	10:51:38	11:07:36	20021674
23/12/2011	Cavan	19,720	KG	10:59:32	11:22:11	20021673
23/12/2011	Monaghan	20,940	KG	12:19:25	13:09:04	20021621
23/12/2011	Drogheda	7,960	KG	13:24:47	13:36:16	20022292
23/12/2011	Dundalk	9,220	KG	14:10:33	14:26:06	20021667
23/12/2011	Duleek	8,840	KG	14:52:49	15:03:44	20021841
23/12/2011	Navan	12,900	KG	15:07:16	15:17:40	20021843
23/12/2011	Navan	10,120	KG	15:13:56	15:24:27	20022295
23/12/2011	Drogheda	13,080	KG	15:27:50	15:41:07	20022292
23/12/2011	Limerick	25,380	KG	15:55:14	16:25:04	20021634
23/12/2011	Drogheda	12,900	KG	15:56:42	16:32:05	20022292
23/12/2011	Dublin	20,180	KG	16:01:45	18:18:56	20021636
23/12/2011	Drogheda	2,080	KG	17:11:23	17:20:34	20022292
23/12/2011	Dundalk	10,540	KG	17:22:39	17:32:56	20021667
23/12/2011	Duleek	6,880	KG	18:07:57	18:27:32	20021841
24/12/2011	Dublin	27,200	KG	08:00:32	08:28:34	20021636
24/12/2011	Cavan	20,200	KG	08:02:32	08:40:30	20021673
24/12/2011	Cavan	23,020	KG	08:03:54	08:53:27	20021673
24/12/2011	Navan	7,620	KG	09:01:54	09:14:04	20022295
24/12/2011	Bray	21,040	KG	09:24:41	09:49:30	20022725
24/12/2011	Drogheda	6,460	KG	10:07:15	10:22:33	20022292
24/12/2011	Navan	24,220	KG	10:35:55	10:48:38	20022294
24/12/2011	Dublin	27,100	KG	10:37:22	10:56:52	20021636
24/12/2011	Drogheda	8,540	KG	11:28:39	11:40:54	20022292
24/12/2011	Dublin	18,940	KG	12:12:08	12:26:36	20021636
24/12/2011	Dublin	20,740	KG	12:24:48	12:37:59	20021636
24/12/2011	Dundalk	16,160	KG	12:40:26	12:52:18	20021674
24/12/2011	Dundalk	17,720	KG	12:43:56	13:03:00	20021674
24/12/2011	Drogheda	9,300	KG	12:53:04	13:07:34	20022292
24/12/2011	Dublin	22,360	KG	13:10:01	13:28:33	20021636
24/12/2011	Bray	21,980	KG	13:12:20	13:35:53	20022725
		<b>2,307,380</b>	<b>KG</b>			

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Delivery	Description	Delivery quantity	Sales unit	Inbound date	Outbound date	Time Departure	Time Arrival	Destination	Origin Of transport Unit
80180695	BOTTM ASH	27620	KG	19/12/2011	19/12/2011	12:21:11	11:51:35	Collen, Co Louth	Collen, Co Louth
80180696	BOTTM ASH	26620	KG	19/12/2011	19/12/2011	10:28:35	09:50:59	Collen, Co Louth	Collen, Co Louth
80180697	BOTTM ASH	26220	KG	19/12/2011	19/12/2011	08:26:13	07:47:53	Collen, Co Louth	Bellewstown
80180746	BOTTM ASH	25960	KG	19/12/2011	19/12/2011	14:15:16	13:52:39	Collen, Co Louth	Collen, Co Louth
80180803	BOTTM ASH	27220	KG	20/12/2011	20/12/2011	08:00:17	07:26:33	Collen, Co Louth	Bellewstown
80180804	BOTTM ASH	29500	KG	20/12/2011	20/12/2011	09:45:04	09:12:32	Collen, Co Louth	Collen, Co Louth
80180807	BOTTM ASH	26620	KG	20/12/2011	20/12/2011	11:36:44	11:11:30	Collen, Co Louth	Collen, Co Louth
80180808	BOTTM ASH	25460	KG	20/12/2011	20/12/2011	13:03:10	12:40:13	Collen, Co Louth	Collen, Co Louth
80180904	BOTTM ASH	27160	KG	20/12/2011	20/12/2011	14:33:59	14:09:16	Collen, Co Louth	Collen, Co Louth
80180927	BOTTM ASH	29200	KG	21/12/2011	21/12/2011	12:44:38	12:24:38	Collen, Co Louth	Collen, Co Louth
80180928	BOTTM ASH	27460	KG	21/12/2011	21/12/2011	11:19:36	10:58:45	Collen, Co Louth	Collen, Co Louth
80180929	BOTTM ASH	28940	KG	21/12/2011	21/12/2011	09:54:06	09:22:12	Collen, Co Louth	Collen, Co Louth
80180930	BOTTM ASH	29400	KG	21/12/2011	21/12/2011	08:10:16	07:44:37	Collen, Co Louth	Indaver Site
80180931	BOTTM ASH	27060	KG	21/12/2011	21/12/2011	08:00:56	07:25:05	Collen, Co Louth	Bellewstown
80180932	BOTTM ASH	29900	KG	21/12/2011	21/12/2011	09:35:50	09:14:41	Collen, Co Louth	Collen, Co Louth
80180933	BOTTM ASH	29800	KG	21/12/2011	21/12/2011	11:19:01	10:53:49	Collen, Co Louth	Collen, Co Louth
80180934	BOTTM ASH	25940	KG	21/12/2011	21/12/2011	13:23:25	12:59:25	Collen, Co Louth	Collen, Co Louth
80181014	BOTTM ASH	25080	KG	21/12/2011	21/12/2011	14:53:29	14:34:46	Collen, Co Louth	Collen, Co Louth
80181050	BOTTM ASH	29140	KG	22/12/2011	22/12/2011	09:01:29	08:39:21	Collen, Co Louth	Collen, Co Louth
80181051	BOTTM ASH	27120	KG	22/12/2011	22/12/2011	08:00:46	07:36:43	Collen, Co Louth	Bellewstown
80181052	BOTTM ASH	26760	KG	22/12/2011	22/12/2011	09:49:53	09:28:06	Collen, Co Louth	Collen, Co Louth
80181053	BOTTM ASH	24640	KG	22/12/2011	22/12/2011	11:36:31	11:16:05	Collen, Co Louth	Collen, Co Louth
80181054	BOTTM ASH	24900	KG	22/12/2011	22/12/2011	13:08:11	12:50:57	Collen, Co Louth	Collen, Co Louth
80181183	BOTTM ASH	24980	KG	23/12/2011	23/12/2011	08:11:52	07:51:31	Collen, Co Louth	Bellewstown
80181184	BOTTM ASH	24960	KG	23/12/2011	23/12/2011	10:02:10	09:29:26	Collen, Co Louth	Collen, Co Louth
80181188	BOTTM ASH	26600	KG	23/12/2011	23/12/2011	11:33:15	11:05:21	Collen, Co Louth	Collen, Co Louth
80181189	BOTTM ASH	25360	KG	23/12/2011	23/12/2011	09:35:26	09:14:48	Collen, Co Louth	Collen, Co Louth
80181190	BOTTM ASH	28060	KG	23/12/2011	23/12/2011	08:01:09	07:26:48	Collen, Co Louth	Indaver Site

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**Existing & Estimated Future HGV Traffic**

Survey period 19/12/2011 - 24/12/2011

Average tonnage per vehicle	16
Average delivery tonnage per day	420
Equivalent tonnage per year	113,062
<b>Two-way traffic movements</b>	<b>vehicles / day</b>
Average daily delivery HGV movements (period 19 - 23/12/2012)	51
Average daily residues HGV movements	6
Average raw materials HGV movements	6
Average daily total vehicle movements	62
200,000 tonne equivalent	110
220,000 tonne equivalent	121
Average Increase on existing permitted	48
Average Increase on current permitted	11
Average increase on recorded traffic 19 - 23/12/2012	59

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## Appendix 13.3

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

PICADY 4.1 ANALYSIS PROGRAM  
RELEASE 4.0 (NOV 2003)

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EMAIL: SoftwareBureau@trl.co.uk  
-----

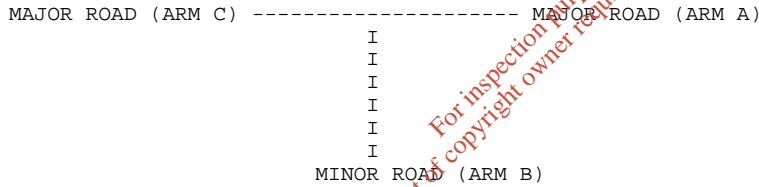
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Run with file:-  
"p:\Proj\2011\11226\11226-14-CALCS\Picady\Indaver Site Existing Peak Access.vpi"  
(drive-on-the-left ) at 10:41:17 on Wednesday, 15 February 2012

RUN TITLE  
\*\*\*\*\*  
Indaver Carranstown Site

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

INPUT DATA  
-----



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ARM A IS R152 South  
ARM B IS Indaver Site Access  
ARM C IS R152 North

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 ) 10.50 M.	I
I	CENTRAL RESERVE WIDTH	I	( WCR ) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	( WC-B ) 3.30 M.	I
I	- VISIBILITY	I	( VC-B ) 100.0 M.	I
I	- BLOCKS TRAFFIC	I	NO	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	( VB-C ) 90.0 M.	I
I	- VISIBILITY TO RIGHT	I	( VB-A ) 100.0 M.	I
I	- LANE 1 WIDTH	I	( WB-C ) -	I
I	- LANE 2 WIDTH	I	( WB-A ) -	I
I	- WIDTH AT 0 M FROM JUNC.	I	5.00 M.	I
I	- WIDTH AT 5 M FROM JUNC.	I	3.75 M.	I
I	- WIDTH AT 10 M FROM JUNC.	I	3.75 M.	I
I	- WIDTH AT 15 M FROM JUNC.	I	3.75 M.	I
I	- WIDTH AT 20 M FROM JUNC.	I	3.75 M.	I
I	- LENGTH OF FLARED SECTION	I	2 VEHS	I

-----  
 TRAFFIC DEMAND DATA  
 -----

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MINUTES.  
 LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

FLOW DATA USED IN THE ESTIMATION OF TURNING PROPORTIONS (VEH/MIN):

I	TIME INTERVAL	I	ARM A	I	ARM B	I	ARM C	I
I	08.00 - 08.15	I		I		I		I
I	ENTRY	I	6.0	I	0.3	I	10.6	I
I	EXIT	I	10.3	I	0.5	I	6.0	I
I	08.15 - 08.30	I		I		I		I
I	ENTRY	I	8.3	I	0.1	I	7.8	I
I	EXIT	I	7.7	I	0.4	I	8.1	I
I	08.30 - 08.45	I		I		I		I
I	ENTRY	I	8.8	I	0.1	I	8.1	I
I	EXIT	I	7.9	I	0.2	I	8.9	I
I	08.45 - 09.00	I		I		I		I
I	ENTRY	I	9.5	I	0.3	I	9.3	I
I	EXIT	I	9.2	I	0.2	I	9.6	I

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		TURNING PROPORTIONS (PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM A	ARM B	ARM C			
08.00 - 09.00	ARM A	0.000	0.016	0.984			
		( 0.0)	( 8.2)	( 8.2)			
	ARM B	0.383	0.000	0.617			
		( 40.0)	( 0.0)	( 40.0)			
	ARM C	0.977	0.023	0.000			
		( 5.8)	( 5.8)	( 0.0)			

TURNING PROPORTIONS ARE CALCULATED FROM ENTRY AND EXIT FLOWS

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)
08.00-08.15								
B-C	0.17	7.21	0.023		0.0	0.0	0.3	
B-A	0.10	4.11	0.025		0.0	0.0	0.4	
C-A	10.36							
C-B	0.24	9.79	0.025		0.0	0.0	0.4	
A-B	0.09							
A-C	5.91							

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)
08.15-08.30								
B-C	0.04	6.87	0.006		0.0	0.0	0.1	
B-A	0.03	4.05	0.007		0.0	0.0	0.1	
C-A	7.62							
C-B	0.18	9.28	0.019		0.0	0.0	0.3	
A-B	0.13							
A-C	8.14							

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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)
08.30-08.45								
B-C	0.04	6.78	0.006		0.0	0.0	0.1	
B-A	0.03	3.94	0.007		0.0	0.0	0.1	
C-A	7.94							
C-B	0.19	9.16	0.020		0.0	0.0	0.3	
A-B	0.14							
A-C	8.66							

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)
08.45-09.00								
B-C	0.17	6.64	0.025		0.0	0.0	0.4	
B-A	0.10	3.75	0.028		0.0	0.0	0.4	
C-A	9.06							
C-B	0.21	9.01	0.024		0.0	0.0	0.4	
A-B	0.15							
A-C	9.32							

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



-----  
 QUEUE FOR STREAM B-C  
 -----

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0

-----  
 QUEUE FOR STREAM B-A  
 -----

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0

-----  
 QUEUE FOR STREAM C-B  
 -----

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0

-----  
 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD  
 -----

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		I
I		I		I	* DELAY *	I	* DELAY *	I		I
I		I	(VEH)	I	(MIN)	I	(MIN)	I	(MIN/VEH)	I
I		I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I		I
I	B-C	I	6.3	I	6.3	I	0.9	I	0.14	I
I	B-A	I	3.9	I	3.9	I	1.0	I	0.25	I
I	C-A	I	524.7	I	524.7	I		I		I
I	C-B	I	12.3	I	12.3	I	1.3	I	0.11	I
I	A-B	I	7.7	I	7.7	I		I		I
I	A-C	I	480.4	I	480.4	I		I		I
I	ALL	I	1035.3	I	1035.3	I	3.2	I	0.00	I

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\* 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 10:41:30 on 15/02/2012]

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

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RELEASE 4.0 (NOV 2003)

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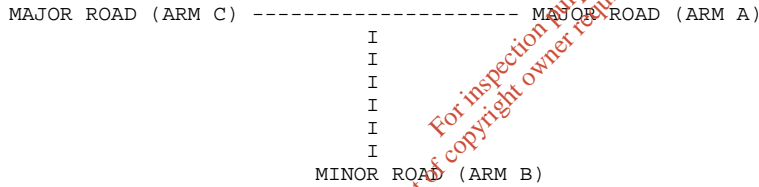
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Run with file:-  
"p:\Proj\2011\11226\11226-14-CALCS\Picady\Indaver Site Proposed Peak Access.vpi"  
(drive-on-the-left ) at 10:40:47 on Wednesday, 15 February 2012

RUN TITLE  
\*\*\*\*\*  
Indaver Carranstown Site

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

INPUT DATA  
-----



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For inspection purposes only.

ARM A IS R152 South  
ARM B IS Indaver Site Access  
ARM C IS R152 North

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 ) 10.50 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR ) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 3.30 M.	I
I	- VISIBILITY	I	(VC-B) 100.0 M.	I
I	- BLOCKS TRAFFIC	I	NO	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 90.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 100.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I
I	- WIDTH AT 0 M FROM JUNC.	I	5.00 M.	I
I	- WIDTH AT 5 M FROM JUNC.	I	3.75 M.	I
I	- WIDTH AT 10 M FROM JUNC.	I	3.75 M.	I
I	- WIDTH AT 15 M FROM JUNC.	I	3.75 M.	I
I	- WIDTH AT 20 M FROM JUNC.	I	3.75 M.	I
I	- LENGTH OF FLARED SECTION	I	2 VEHS	I

-----  
 TRAFFIC DEMAND DATA  
 -----

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MINUTES.  
 LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.

FLOW DATA USED IN THE ESTIMATION OF TURNING PROPORTIONS (VEH/MIN):

I	TIME INTERVAL	I	ARM A	I	ARM B	I	ARM C	I
I	08.00 - 08.15	I		I		I		I
I	ENTRY	I	6.1	I	0.5	I	10.7	I
I	EXIT	I	10.4	I	0.8	I	6.1	I
I	08.15 - 08.30	I		I		I		I
I	ENTRY	I	8.4	I	0.3	I	7.9	I
I	EXIT	I	7.8	I	0.7	I	8.2	I
I	08.30 - 08.45	I		I		I		I
I	ENTRY	I	8.9	I	0.3	I	8.3	I
I	EXIT	I	8.1	I	0.4	I	9.0	I
I	08.45 - 09.00	I		I		I		I
I	ENTRY	I	9.6	I	0.5	I	9.4	I
I	EXIT	I	9.3	I	0.5	I	9.7	I

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		TURNING PROPORTIONS (PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM A	ARM B	ARM C			
08.00 - 09.00	ARM A	0.000 ( 0.0)	0.029 ( 9.7)	0.971 ( 9.7)			
	ARM B	0.408 ( 66.7)	0.000 ( 0.0)	0.592 ( 66.7)			
	ARM C	0.961 ( 7.2)	0.039 ( 7.2)	0.000 ( 0.0)			

TURNING PROPORTIONS ARE CALCULATED FROM ENTRY AND EXIT FLOWS

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)
08.00-08.15								
B-C	0.31	5.90	0.053		0.0	0.1	0.8	
B-A	0.22	3.45	0.063		0.0	0.1	0.9	
C-A	10.29							
C-B	0.41	9.62	0.043		0.0	0.0	0.6	
A-B	0.18							
A-C	5.95							

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)
08.15-08.30								
B-C	0.20	5.63	0.035		0.1	0.0	0.6	
B-A	0.13	3.39	0.040		0.1	0.0	0.7	
C-A	7.62							
C-B	0.31	9.10	0.034		0.0	0.0	0.5	
A-B	0.25							
A-C	8.15							

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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)
08.30-08.45								
B-C	0.20	5.55	0.035		0.0	0.0	0.5	
B-A	0.13	3.30	0.041		0.0	0.0	0.6	
C-A	7.94							
C-B	0.32	8.99	0.036		0.0	0.0	0.5	
A-B	0.26							
A-C	8.67							

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)
08.45-09.00								
B-C	0.31	5.42	0.058		0.0	0.1	0.9	
B-A	0.22	3.13	0.069		0.0	0.1	1.0	
C-A	9.04							
C-B	0.36	8.83	0.041		0.0	0.0	0.6	
A-B	0.28							
A-C	9.32							

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

-----  
 QUEUE FOR STREAM B-C  
 -----

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.1
08.30	0.0
08.45	0.0
09.00	0.1

-----  
 QUEUE FOR STREAM B-A  
 -----

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.1
08.30	0.0
08.45	0.0
09.00	0.1

-----  
 QUEUE FOR STREAM C-B  
 -----

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0

-----  
 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD  
 -----

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	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	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-C	I	15.3	I	15.3	I	2.8	I	0.18	I
I	B-A	I	10.5	I	10.5	I	3.2	I	0.31	I
I	C-A	I	523.3	I	523.3	I		I		I
I	C-B	I	21.0	I	21.0	I	2.4	I	0.11	I
I	A-B	I	14.5	I	14.5	I		I		I
I	A-C	I	481.4	I	481.4	I		I		I
I	ALL	I	1066.1	I	1066.1	I	8.4	I	0.01	I

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 \* 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 10:40:58 on 15/02/2012]