

# Appendix E

## *Validation Data*

AM Peak Light Traffic

Link No.	Link Description	Link Capacity (PCU's)	Observed	Modelled	Difference
			Light Traffic	Light Traffic	Light Traffic
1	Johnstown Overbridge NB	1000	194.00	171.00	-23.00
2	Johnstown Overbridge SB	1000	95.00	95.00	0.00
3	M7 SB On-Ramp	1800	411.00	444.00	33.00
4	R445 Naas Rd. WB	1500	839.00	791.00	-48.00
5	R445 Naas Rd. EB	1500	804.00	799.00	-5.00
6	Monread Rd. WB	1200	500.00	480.00	-20.00
7	Monread Rd. EB	1200	630.00	658.00	28.00
8	M7 On-ramp EB	1800	278.00	268.00	-10.00
9	Millennium Rd. NB	1200	368.00	333.00	-35.00
10	Millennium Rd. SB	1200	503.00	454.00	-49.00
11	R407 Sallins Rd. NB	1200	650.00	644.00	-6.00
12	R407 Sallins Rd. SB	1200	835.00	709.00	-126.00
13	M9 NB before Kilcullen	4100	852.00	942.00	90.00
14	M9 SB before Kilcullen	4100	502.00	590.00	88.00
15	R409 Caragh Rd. EB.	1200	324.00	423.00	99.00
16	R409 Caragh Rd. WB.	1200	234.00	286.00	52.00
17	Greatconnell Rd. NB	700	167.00	194.00	27.00
18	Greatconnell Rd. SB	700	45.00	63.00	18.00
19	M7 Business Pk. inbound	1000	213.00	213.00	0.00
20	M7 Business Pk. outbound	1000	45.00	45.00	0.00
			<b>8489</b>	<b>8602</b>	<b>113</b>

**Average  
GEH**

**1.811**

RESULT = 95.00%				RESULT = 95.00%			
REQD = 85.00%		REQD = 85.00%		REQD = 85.00%		REQD = 85.00%	
GEH	COUNT	GEH TEST	CLASS TEST	Target Difference	Flow Test	ACT DIFF	FACTO R
1.70	1	1	2	100	1	-23	0.8814
0.00	1	1	2	100	1	0	1.0000
1.60	1	1	2	100	1	33	1.0803
1.68	1	1	1	126	1	-48	0.9428
0.18	1	1	1	121	1	-5	0.9938
0.90	1	1	2	100	1	-20	0.9600
1.10	1	1	2	100	1	28	1.0444
0.61	1	1	2	100	1	-10	0.9640
1.87	1	1	2	100	1	-35	0.9049
2.24	1	1	2	100	1	-49	0.9026
0.24	1	1	2	100	1	-6	0.9908
4.53	1	1	1	125	0	-126	0.8491
3.01	1	1	1	128	1	90	1.1056
3.77	1	1	2	100	1	88	1.1753
5.12	1	0	2	100	1	99	1.3056
3.22	1	1	2	100	1	52	1.2222
2.01	1	1	2	100	1	27	1.1617
2.45	1	1	2	100	1	18	1.4000
0.00	1	1	2	100	1	0	1.0000
0.00	1	1	2	100	1	0	1.0000
<b>20</b>		<b>19</b>		<b>19</b>			

AM Peak Heavy Traffic

Link No.	Link Description	Link Capacity (PCU's)	Observed	Modelled	Difference	RESULT =	95.00%	RESULT =	100.00%	ACT DIFF	FACTO R		
			Heavy Traffic	Heavy Traffic	Heavy Traffic	REQD =	85.00%	REQD =	85.00%				
			GEH	COUNT	GEH TEST	CLASS TEST	Target Difference	Flow Test					
1	Johnstown Overbridge NB	1000	3.00	4.00	1.00	0.535	1	1	2	100	1	1	1.3333
2	Johnstown Overbridge SB	1000	3.00	3.00	0.00	0.000	1	1	2	100	1	0	1.0000
3	M7 SB On-Ramp	1800	32.00	33.00	1.00	0.175	1	1	2	100	1	1	1.0313
4	R445 Naas Rd. WB	1500	57.00	42.00	-15.00	2.132	1	1	2	100	1	-15	0.7368
5	R445 Naas Rd. EB	1500	57.00	63.00	6.00	0.775	1	1	2	100	1	6	1.1053
6	Monread Rd. WB	1200	37.00	26.00	-11.00	1.960	1	1	2	100	1	-11	0.7027
7	Monread Rd. EB	1200	34.00	37.00	3.00	0.504	1	1	2	100	1	3	1.0882
8	M7 On-ramp EB	1800	3.00	4.00	1.00	0.535	1	1	2	100	1	1	1.3333
9	Millennium Rd. NB	1200	24.00	24.00	0.00	0.000	1	1	2	100	1	0	1.0000
10	Millennium Rd. SB	1200	35.00	9.00	-26.00	5.543	1	0	2	100	1	-26	0.2571
11	R407 Sallins Rd. NB	1200	26.00	25.00	-1.00	0.198	1	1	2	100	1	-1	0.9615
12	R407 Sallins Rd. SB	1200	39.00	30.00	-9.00	1.532	1	1	2	100	1	-9	0.7692
13	M9 NB before Kilcullen	4100	54.00	28.00	-26.00	4.061	1	1	2	100	1	-26	0.5185
14	M9 SB before Kilcullen	4100	69.00	117.00	48.00	4.977	1	1	2	100	1	48	1.6957
15	R409 Caragh Rd. EB.	1200	12.00	13.00	1.00	0.283	1	1	2	100	1	1	1.0833
16	R409 Caragh Rd. WB.	1200	4.00	9.00	5.00	1.961	1	1	2	100	1	5	2.2500
17	Greatconnell Rd. NB	700	0.00	9.00	9.00	4.243	1	1	2	100	1	9	#DIV/0!
18	Greatconnell Rd. SB	700	0.00	12.00	12.00	4.899	1	1	2	100	1	12	#DIV/0!
19	M7 Business Pk. inbound	1000	8.00	11.00	3.00	0.973	1	1	2	100	1	3	1.3750
20	M7 Business Pk. outbound	1000	3.00	8.00	5.00	2.132	1	1	2	100	1	5	2.6667
			500	507	7		20	19			20		

Average  
GEH

1.871

AM Peak Total Traffic

Link No.	Link Description	Link Capacity (PCU's)	Observed	Modelled	Difference	GEH	COUNT	RESULT =	CLASS TEST	RESULT =	ACT DIFF	FACTOR	
			Total Traffic	Total Traffic	Total Traffic			REXD =		REXD =			Flow Test
1	Johnstown Overbridge NB	1000	197.00	175.00	-22.00	1.61	1	90.00%	2	100	1	-22	0.8883
2	Johnstown Overbridge SB	1000	98.00	98.00	0.00	0.00	1	85.00%	2	100	1	0	1.0000
3	M7 SB On-Ramp	1800	443.00	477.00	34.00	1.59	1		2	100	1	34	1.0767
4	R445 Naas Rd. WB	1500	896.00	833.00	-63.00	2.14	1		1	134	1	-63	0.9297
5	R445 Naas Rd. EB	1500	861.00	862.00	1.00	0.03	1		1	129	1	1	1.0012
6	Monread Rd. WB	1200	537.00	506.00	-31.00	1.36	1		2	100	1	-31	0.9423
7	Monread Rd. EB	1200	664.00	695.00	31.00	1.19	1		2	100	1	31	1.0467
8	M7 On-ramp EB	1800	281.00	273.00	-8.00	0.48	1		2	100	1	-8	0.9715
9	Millennium Rd. NB	1200	392.00	358.00	-34.00	1.76	1		2	100	1	-34	0.9133
10	Millennium Rd. SB	1200	538.00	463.00	-75.00	3.35	1		2	100	1	-75	0.8606
11	R407 Sallins Rd. NB	1200	676.00	669.00	-7.00	0.27	1		2	100	1	-7	0.9896
12	R407 Sallins Rd. SB	1200	874.00	740.00	-134.00	4.72	1		1	131	0	-134	0.8467
13	M9 NB before Kilcullen	4100	906.00	970.00	64.00	2.09	1		1	136	1	64	1.0706
14	M9 SB before Kilcullen	4100	571.00	708.00	137.00	5.42	1		2	100	0	137	1.2399
15	R409 Caragh Rd. EB.	1200	336.00	437.00	101.00	5.14	1		2	100	0	101	1.3006
16	R409 Caragh Rd. WB.	1200	238.00	294.00	56.00	3.43	1		2	100	1	56	1.2353
17	Greatconnell Rd. NB	700	167.00	202.00	35.00	2.58	1		2	100	1	35	1.2096
18	Greatconnell Rd. SB	700	45.00	75.00	30.00	3.87	1		2	100	1	30	1.6667
19	M7 Business Pk. inbound	1000	221.00	224.00	3.00	0.20	1		2	100	1	3	1.0136
20	M7 Business Pk. outbound	1000	48.00	53.00	5.00	0.70	1		2	100	1	5	1.1042
			<b>8989</b>	<b>9112</b>	<b>123</b>						<b>17</b>		

**Average  
GEH**

**2.097**

Inter Peak Light Traffic

Link No.	Link Description	Link Capacity (PCU's)	Observed	Modelled	Difference
			Light Traffic	Light Traffic	Light Traffic
1	Johnstown Overbridge NB	1000	94.00	78.00	-16
2	Johnstown Overbridge SB	1000	94.00	102.00	8
3	M7 SB On-Ramp	1800	246.00	270.00	24
4	R445 Naas Rd. WB	1500	703.00	710.00	7
5	R445 Naas Rd. EB	1500	629.00	637.00	8
6	Monread Rd. WB	1200	564.00	575.00	11
7	Monread Rd. EB	1200	529.00	558.00	29
8	M7 On-ramp EB	1800	80.00	113.00	33
9	Millennium Rd. NB	1200	267.00	265.00	-2
10	Millennium Rd. SB	1200	279.00	349.00	70
11	R407 Sallins Rd. NB	1200	647.00	634.00	-13
12	R407 Sallins Rd. SB	1200	588.00	644.00	56
13	R409 Caragh Rd. EB.	1200	184.00	192.00	8
14	R409 Caragh Rd. WB.	1200	165.00	215.00	50
15	Greatconnell Rd. NB	700	45.00	38.00	-7
16	Greatconnell Rd. SB	700	35.00	29.00	-6
17	M7 Business Pk. inbound	1000	91.00	92.00	1
18	M7 Business Pk. outbound	1000	128.00	130.00	2
			<b>5368</b>	<b>5631</b>	<b>263</b>

		RESULT =	100.00%			RESULT =	100.00%
		REQD =	85.00%			REQD =	85.00%
GEH	COUNT	GEH TEST	CLASS TEST	Target Difference	Flow Test	ACT DIFF	FACTOR
1.73	1	1	2	100	1	-16	0.8298
0.81	1	1	2	100	1	8	1.0851
1.49	1	1	2	100	1	24	1.0976
0.26	1	1	1	105	1	7	1.0100
0.32	1	1	2	100	1	8	1.0127
0.46	1	1	2	100	1	11	1.0195
1.24	1	1	2	100	1	29	1.0548
3.36	1	1	2	100	1	33	1.4125
0.12	1	1	2	100	1	-2	0.9925
3.95	1	1	2	100	1	70	1.2509
0.51	1	1	2	100	1	-13	0.9799
2.26	1	1	2	100	1	56	1.0952
0.58	1	1	2	100	1	8	1.0435
3.63	1	1	2	100	1	50	1.3030
1.09	1	1	2	100	1	-7	0.8444
1.06	1	1	2	100	1	-6	0.8286
0.10	1	1	2	100	1	1	1.0110
0.18	1	1	2	100	1	2	1.0156
		<b>18</b>	<b>18</b>			<b>18</b>	

Average  
GEH

1.286

Inter Peak Heavy Traffic

Link No.	Link Description	Link Capacity (PCU's)	Observed	Modelled	Difference	GEH	COUNT	RESULT =	CLASS TEST	RESULT =	ACT DIFF	FACTOR	
			Heavy Traffic	Heavy Traffic	Heavy Traffic			REXD =		REXD =			Flow Test
1	Johnstown Overbridge NB	1000	4.00	3.00	-1.00	0.535	1	100.00%	2	100	1	-1	0.7500
2	Johnstown Overbridge SB	1000	3.00	3.00	0.00	0.000	1	85.00%	2	100	1	0	1.0000
3	M7 SB On-Ramp	1800	36.00	37.00	1.00	0.166	1		2	100	1	1	1.0278
4	R445 Naas Rd. WB	1500	48.00	43.00	-5.00	0.741	1		2	100	1	-5	0.8958
5	R445 Naas Rd. EB	1500	44.00	48.00	4.00	0.590	1		2	100	1	4	1.0909
6	Monread Rd. WB	1200	28.00	47.00	19.00	3.103	1		2	100	1	19	1.6786
7	Monread Rd. EB	1200	24.00	45.00	21.00	3.575	1		2	100	1	21	1.8750
8	M7 On-ramp EB	1800	4.00	4.00	0.00	0.000	1		2	100	1	0	1.0000
9	Millennium Rd. NB	1200	33.00	39.00	6.00	1.000	1		2	100	1	6	1.1818
10	Millennium Rd. SB	1200	27.00	35.00	8.00	1.437	1		2	100	1	8	1.2963
11	R407 Sallins Rd. NB	1200	31.00	45.00	14.00	2.271	1		2	100	1	14	1.4516
12	R407 Sallins Rd. SB	1200	29.00	44.00	15.00	2.483	1		2	100	1	15	1.5172
13	R409 Caragh Rd. EB.	1200	4.00	20.00	16.00	4.619	1		2	100	1	16	5.0000
14	R409 Caragh Rd. WB.	1200	4.00	11.00	7.00	2.556	1		2	100	1	7	2.7500
15	Greatconnell Rd. NB	700	4.00	1.00	-3.00	1.897	1		2	100	1	-3	0.2500
16	Greatconnell Rd. SB	700	3.00	2.00	-1.00	0.632	1		2	100	1	-1	0.6667
17	M7 Business Pk. inbound	1000	8.00	3.00	-5.00	2.132	1		2	100	1	-5	0.3750
18	M7 Business Pk. outbound	1000	9.00	5.00	-4.00	1.512	1		2	100	1	-4	0.5556
			<b>343</b>	<b>435</b>	<b>92</b>		<b>18</b>	<b>18</b>			<b>18</b>		

Average  
GEH

1.625

Inter Peak Total Traffic

Link No.	Link Description	Link Capacity (PCU's)	Observed	Modelled	Difference	GEH	COUNT	RESULT =	CLASS TEST	RESULT =	ACT DIFF	FACTO R	
			Total Traffic	Total Traffic	Total Traffic			REQD =		100.00%			REQD =
1	Johnstown Overbridge NB	1000	98.00	81.00	-17.00	1.80	1	1	2	100	1	-17	0.8265
2	Johnstown Overbridge SB	1000	97.00	105.00	8.00	0.80	1	1	2	100	1	8	1.0825
3	M7 SB On-Ramp	1800	282.00	307.00	25.00	1.46	1	1	2	100	1	25	1.0887
4	R445 Naas Rd. WB	1500	751.00	752.00	1.00	0.04	1	1	1	113	1	1	1.0013
5	R445 Naas Rd. EB	1500	673.00	685.00	12.00	0.46	1	1	2	100	1	12	1.0178
6	Monread Rd. WB	1200	592.00	622.00	30.00	1.22	1	1	2	100	1	30	1.0507
7	Monread Rd. EB	1200	553.00	603.00	50.00	2.08	1	1	2	100	1	50	1.0904
8	M7 On-ramp EB	1800	84.00	117.00	33.00	3.29	1	1	2	100	1	33	1.3929
9	Millennium Rd. NB	1200	300.00	305.00	5.00	0.29	1	1	2	100	1	5	1.0167
10	Millennium Rd. SB	1200	306.00	384.00	78.00	4.20	1	1	2	100	1	78	1.2549
11	R407 Sallins Rd. NB	1200	678.00	679.00	1.00	0.04	1	1	2	100	1	1	1.0015
12	R407 Sallins Rd. SB	1200	617.00	689.00	72.00	2.82	1	1	2	100	1	72	1.1167
13	R409 Caragh Rd. EB.	1200	188.00	212.00	24.00	1.70	1	1	2	100	1	24	1.1277
14	R409 Caragh Rd. WB.	1200	169.00	226.00	57.00	4.06	1	1	2	100	1	57	1.3373
15	Greatconnell Rd. NB	700	49.00	40.00	-9.00	1.35	1	1	2	100	1	-9	0.8163
16	Greatconnell Rd. SB	700	38.00	31.00	-7.00	1.19	1	1	2	100	1	-7	0.8158
17	M7 Business Pk. inbound	1000	99.00	94.00	-5.00	0.51	1	1	2	100	1	-5	0.9495
18	M7 Business Pk. outbound	1000	137.00	135.00	-2.00	0.17	1	1	2	100	1	-2	0.9854
			<b>5711</b>	<b>6067</b>	<b>356</b>		<b>18</b>	<b>18</b>			<b>18</b>		

Average  
GEH

1.525

PM Peak Light Traffic

Link No.	Link Description	Link Capacity (PCU's)	Observed	Modelled	Difference
			Light Traffic	Light Traffic	Light Traffic
1	Johnstown Overbridge NB	1000	233.00	197.00	-36.00
2	Johnstown Overbridge SB	1000	137.00	131.00	-6.00
3	M7 SB On-Ramp	1800	710.00	758.00	48.00
4	R445 Naas Rd. WB	1500	921.00	853.00	-68.00
5	R445 Naas Rd. EB	1500	829.00	953.00	124.00
6	Monread Rd. WB	1200	689.00	628.00	-61.00
7	Monread Rd. EB	1200	593.00	601.00	8.00
8	M7 On-ramp EB	1800	108.00	91.00	-17.00
9	Millennium Rd. NB	1200	441.00	421.00	-20.00
10	Millennium Rd. SB	1200	433.00	440.00	7.00
11	R407 Sallins Rd. NB	1200	918.00	731.00	-187.00
12	R407 Sallins Rd. SB	1200	671.00	677.00	6.00
13	M9 NB before Kilcullen	4100	596.00	483.00	-113.00
14	M9 SB before Kilcullen	4100	1071.00	1067.00	-4.00
15	R409 Caragh Rd. EB.	1200	310.00	330.00	20.00
16	R409 Caragh Rd. WB.	1200	395.00	376.00	-19.00
17	Greatconnell Rd. NB	700	65.00	70.00	5.00
18	Greatconnell Rd. SB	700	109.00	141.00	32.00
19	M7 Business Pk. inbound	1000	45.00	45.00	0.00
20	M7 Business Pk. outbound	1000	235.00	242.00	7.00
			<b>9509</b>	<b>9235</b>	<b>-274</b>

RESULT =		95.00%		RESULT =		90.00%	
REQD =		85.00%		REQD =		85.00%	
GEH	COUNT	GEH TEST	CLASS TEST	Target Difference	Flow Test	ACT DIFF	FACTO R
2.46	1	1	2	100	1	-36	0.8455
0.52	1	1	2	100	1	-6	0.9562
1.77	1	1	1	107	1	48	1.0676
2.28	1	1	1	138	1	-68	0.9262
4.15	1	1	1	124	1	124	1.1496
2.38	1	1	2	100	1	-61	0.9115
0.33	1	1	2	100	1	8	1.0135
1.70	1	1	2	100	1	-17	0.8426
0.96	1	1	2	100	1	-20	0.9546
0.34	1	1	2	100	1	7	1.0162
6.51	1	0	1	138	0	-187	0.7963
0.23	1	1	2	100	1	6	1.0089
4.86	1	1	2	100	0	-113	0.8104
0.12	1	1	1	161	1	-4	0.9963
1.12	1	1	2	100	1	20	1.0645
0.97	1	1	2	100	1	-19	0.9519
0.61	1	1	2	100	1	5	1.0769
2.86	1	1	2	100	1	32	1.2936
0.00	1	1	2	100	1	0	1.0000
0.45	1	1	2	100	1	7	1.0298
<b>20</b>		<b>19</b>		<b>18</b>			

**Average  
GEH**

**1.732**



PM Peak Heavy Traffic

Link No.	Link Description	Link Capacity (PCU's)	Observed	Modelled	Difference	GEH	COUNT	GEH TEST	CLASS TEST	RESULT =	RESULT =	ACT DIFF	FACTOR	
			Heavy Traffic	Heavy Traffic	Heavy Traffic					REXD =	REXD =			
			Heavy Traffic	Heavy Traffic	Heavy Traffic			Target Difference	Flow Test					
1	Johnstown Overbridge NB	1000	2.00	2.00	0.00	0.000	1	1	2	100	1	0	1.0000	
2	Johnstown Overbridge SB	1000	5.00	3.00	-2.00	1.000	1	1	2	100	1	-2	0.6000	
3	M7 SB On-Ramp	1800	20.00	19.00	-1.00	0.226	1	1	2	100	1	-1	0.9500	
4	R445 Naas Rd. WB	1500	36.00	35.00	-1.00	0.168	1	1	2	100	1	-1	0.9722	
5	R445 Naas Rd. EB	1500	34.00	50.00	16.00	2.469	1	1	2	100	1	16	1.4706	
6	Monread Rd. WB	1200	12.00	25.00	13.00	3.022	1	1	2	100	1	13	2.0833	
7	Monread Rd. EB	1200	14.00	31.00	17.00	3.584	1	1	2	100	1	17	2.2143	
8	M7 On-ramp EB	1800	3.00	2.00	-1.00	0.632	1	1	2	100	1	-1	0.6667	
9	Millennium Rd. NB	1200	35.00	19.00	-16.00	3.079	1	1	2	100	1	-16	0.5429	
10	Millennium Rd. SB	1200	18.00	10.00	-8.00	2.138	1	1	2	100	1	-8	0.5556	
11	R407 Sallins Rd. NB	1200	19.00	23.00	4.00	0.873	1	1	2	100	1	4	1.2105	
12	R407 Sallins Rd. SB	1200	19.00	17.00	-2.00	0.471	1	1	2	100	1	-2	0.8947	
13	M9 NB before Kilcullen	4100	52.00	72.00	20.00	2.540	1	1	2	100	1	20	1.3846	
14	M9 SB before Kilcullen	4100	56.00	19.00	-37.00	6.042	1	0	2	100	1	-37	0.3393	
15	R409 Caragh Rd. EB.	1200	1.00	9.00	8.00	3.578	1	1	2	100	1	8	9.0000	
16	R409 Caragh Rd. WB.	1200	3.00	17.00	14.00	4.427	1	1	2	100	1	14	5.6667	
17	Greatconnell Rd. NB	700	0.00	8.00	8.00	4.000	1	1	2	100	1	8	-	
18	Greatconnell Rd. SB	700	2.00	3.00	1.00	0.632	1	1	2	100	1	1	1.5000	
19	M7 Business Pk. inbound	1000	7.00	7.00	0.00	0.000	1	1	2	100	1	0	1.0000	
20	M7 Business Pk. outbound	1000	5.00	8.00	3.00	1.177	1	1	2	100	1	3	1.6000	
			<b>343</b>	<b>379</b>	<b>36</b>			<b>20</b>	<b>19</b>			<b>20</b>		

Average  
GEH

2.003

PM Peak Total Traffic

Link No.	Link Description	Link Capacity (PCU's)	Observed	Modelled	Difference	GEH	COUNT	RESULT =	CLASS TEST	RESULT =	ACT DIFF	FACTOR	
			Total Traffic	Total Traffic	Total Traffic			REXD =		REXD =			Flow Test
1	Johnstown Overbridge NB	1000	235.00	199.00	-36.00	2.44	1	95.00%	2	100	1	-36	0.8468
2	Johnstown Overbridge SB	1000	142.00	134.00	-8.00	0.68	1	85.00%	2	100	1	-8	0.9437
3	M7 SB On-Ramp	1800	730.00	777.00	47.00	1.71	1		1	110	1	47	1.0644
4	R445 Naas Rd. WB	1500	957.00	888.00	-69.00	2.27	1		1	144	1	-69	0.9279
5	R445 Naas Rd. EB	1500	863.00	1003.00	140.00	4.58	1		1	129	0	140	1.1622
6	Monread Rd. WB	1200	701.00	653.00	-48.00	1.84	1		1	105	1	-48	0.9315
7	Monread Rd. EB	1200	607.00	633.00	26.00	1.04	1		2	100	1	26	1.0428
8	M7 On-ramp EB	1800	111.00	93.00	-18.00	1.78	1		2	100	1	-18	0.8378
9	Millennium Rd. NB	1200	476.00	440.00	-36.00	1.68	1		2	100	1	-36	0.9244
10	Millennium Rd. SB	1200	451.00	449.00	-2.00	0.09	1		2	100	1	-2	0.9956
11	R407 Sallins Rd. NB	1200	937.00	754.00	-183.00	6.29	1		1	141	0	-183	0.8047
12	R407 Sallins Rd. SB	1200	690.00	694.00	4.00	0.15	1		2	100	1	4	1.0058
13	M9 NB before Kilcullen	4100	648.00	555.00	-93.00	3.79	1		2	100	1	-93	0.8565
14	M9 SB before Kilcullen	4100	1127.00	1086.00	-41.00	1.23	1		1	169	1	-41	0.9636
15	R409 Caragh Rd. EB.	1200	311.00	339.00	28.00	1.55	1		2	100	1	28	1.0900
16	R409 Caragh Rd. WB.	1200	398.00	393.00	-5.00	0.25	1		2	100	1	-5	0.9874
17	Greatconnell Rd. NB	700	65.00	78.00	13.00	1.54	1		2	100	1	13	1.2000
18	Greatconnell Rd. SB	700	111.00	144.00	33.00	2.92	1		2	100	1	33	1.2973
19	M7 Business Pk. inbound	1000	52.00	52.00	0.00	0.00	1		2	100	1	0	1.0000
20	M7 Business Pk. outbound	1000	240.00	251.00	11.00	0.70	1		2	100	1	11	1.0458
			<b>9852</b>	<b>9615</b>	<b>-237</b>						<b>18</b>		

Average  
GEH 1.829